

Trim Line Conveyor Car

Product Manual



Patent # 6,116,842



SYSTEC
CONVEYORS

The Leader in Conveyor Innovation

10010 Conveyor Drive • Indianapolis, IN 46235
Toll Free: 1.800.578.1755 • www.systecconveyors.com

Copyright © 2004 Systec Corporation.
All rights reserved.
Printed in the United States of America.

This document may not, in whole or in part, be copied, photocopied, reproduced, translated, or reduced to any electronic medium or machine-readable format without prior consent in writing from Systec Corporation, 10010 Conveyor Drive, Indianapolis, IN 46235.

Every effort has been made to insure the accuracy of this manual. However, Systec Corporation does reserve the right to make changes to this publication without public notification.

SECTIONS	PAGE #
----------	--------

INTRODUCTION TO TRIM LINE CONVEYOR CAR	1
PRODUCT SAFETY	3
LOCKOUT / TAGOUT	6
PARTS REPLACEMENT	10
ITEM IDENTIFICATION	18
SERVICE SCHEDULE	21

ILLUSTRATIONS	PAGE #
---------------	--------

ILLUSTRATION A: EXPOSED BUMPER	1
ILLUSTRATION B: TRADITIONAL TRANSFER CAR'S SHEAR POINT	2
ILLUSTRATION C: TLC CAR'S APPROACH	2
ILLUSTRATION D: TLC CAR PICK-UP & DISCHARGE	2
ILLUSTRATION E: SAFETY LABELS	3
ILLUSTRATION F: SAFETY FEATURES	4
ILLUSTRATION G: AISLE WAY SAFETY	5
ILLUSTRATION H: LOCKOUT FOR SAFETY	6

EXPLODED VIEWS	PAGE #
----------------	--------

EXPLODED VIEW 1: EXPOSED BUMPER	11
EXPLODED VIEW 2: EXPOSED DRIVETRANE SYSTEM	12
EXPLODED VIEW 3: OPERATOR CONTROL STATION	13
EXPLODED VIEW 4: CONNECTING THE CAR	14
EXPLODED VIEW 5: EXPOSED CAR BED	15
EXPLODED VIEW 6: EXPOSED TAIL SECTION SECONDARY ASSEMBLY	16
EXPLODED VIEW 7: EXPOSED TAIL SECTION PRIMARY ASSEMBLY	17

The information contained within this manual is specific to **SYSTEC's** patented Trim Line Conveyor Car. The Trim Line Conveyor Car will be referred to as the TLC car from this point forward.

The TLC car is a high-speed mobile conveyor loaded with safety features, making this mobile car the safest in the corrugated industry. The TLC car has the option of an elevated operator's platform, while all cars come equipped with an onboard camera and monitor to maximize operator visibility. The car also utilizes ultra-sensitive, full aisle-width bumpers that disengage the car's motion upon contact. The car's patented side-shifting bed technology is designed to eliminate the shear point between stationary conveyors and mobile conveyors upon the car's approach.

The TLC car runs on an aisle way track and is typically powered via a festoon system attached at the top of the car's mast. However, cars can be built to run on a flat track or a railroad style track, and the car can be powered with an in-floor electrification system. The TLC car is available in a single or double powered bed design. Gravity conveyor outriggers can also be added for extra wide loads.

This manual will show only the dual bed design because the two bed car is the most common in the industry. However, all parts and information contained herein are applicable to any Systec TLC car.

**ILLUSTRATION A:
TRIM LINE CONVEYOR CAR**



Patent # 6,116,842

The most graphic accident scenes involving material handling equipment have resulted from the usage of mobile conveyors. While many safety components can be equipped on mobile cars such as: horns, strobes, safety bumpers and pathway sensors; it can not eliminate the risk for an accident. Most transfer cars pass within one inch of stationary conveyors. This creates an extremely dangerous shear point that could result in loss of limb and even loss of life.

SYSTEC's Trim Line Conveyor Car's patented side-shifting bed technology eliminates the shear point between stationary conveyors and mobile conveyors upon the car's approach.

Traditional Transfer Cars



Illustration B demonstrates why traditional transfer cars must travel close to stationary conveyors. Large gaps between traditional mobile conveyors and stationary lines pose load transfer hang-ups. Therefore, the distance between most transfer cars and the stationary conveyor is typically just one inch. This poses a very dangerous shear point, commonly with severe and graphic consequences.

Trim Line Conveyor Car



Illustration C shows the Trim Line Conveyor Car as it approaches the stationary conveyor. A 9" gap is maintained between the car and the stationary conveyor. This gap eliminates the shear point found on most mobile conveyors.



Illustration D displays the Trim Line Conveyor car's patented side-shifting bed technology, which bridges the gap creating a smooth load pick-up and discharge.

Where safety is concerned, material handling equipment is no different from any other form of machinery or processing equipment. In many cases, the conveyor and associated devices can start running without notice.

SYSTEC designs all of its equipment to be as safe as possible. When equipment leaves the **SYSTEC** manufacturing floor, safety labels are applied and all appropriate guarding is installed. Safety labels are in place to warn personnel working on or around the conveyor system of the inherent dangers that exist with any conveyor or machinery.

Illustration E shows the location and type of safety labels on the TLC. OSHA strongly recommends that safety labels be prominently displayed alerting personnel of potential hazards caused by improper use of conveyor equipment. Should you need additional labels, please contact **SYSTEC**'s Parts Department at the toll free number listed at the bottom of this page. Please have part description as well as part number ready to ensure accurate replacement.

ILLUSTRATION E: SAFETY LABELS



SYSTEC recommends that all personnel be trained on conveyor safety, including mobile conveyor safety. This training should be a standard part of your current employee safety training schudules.

SYSTEC's Trim Line Conveyor Car is a high-speed mobile conveyor designed to transport corrugated loads between stationary conveyors. This Trim Line Conveyor Car is unique to the corrugated industry because of the multiple safety features this car possess.

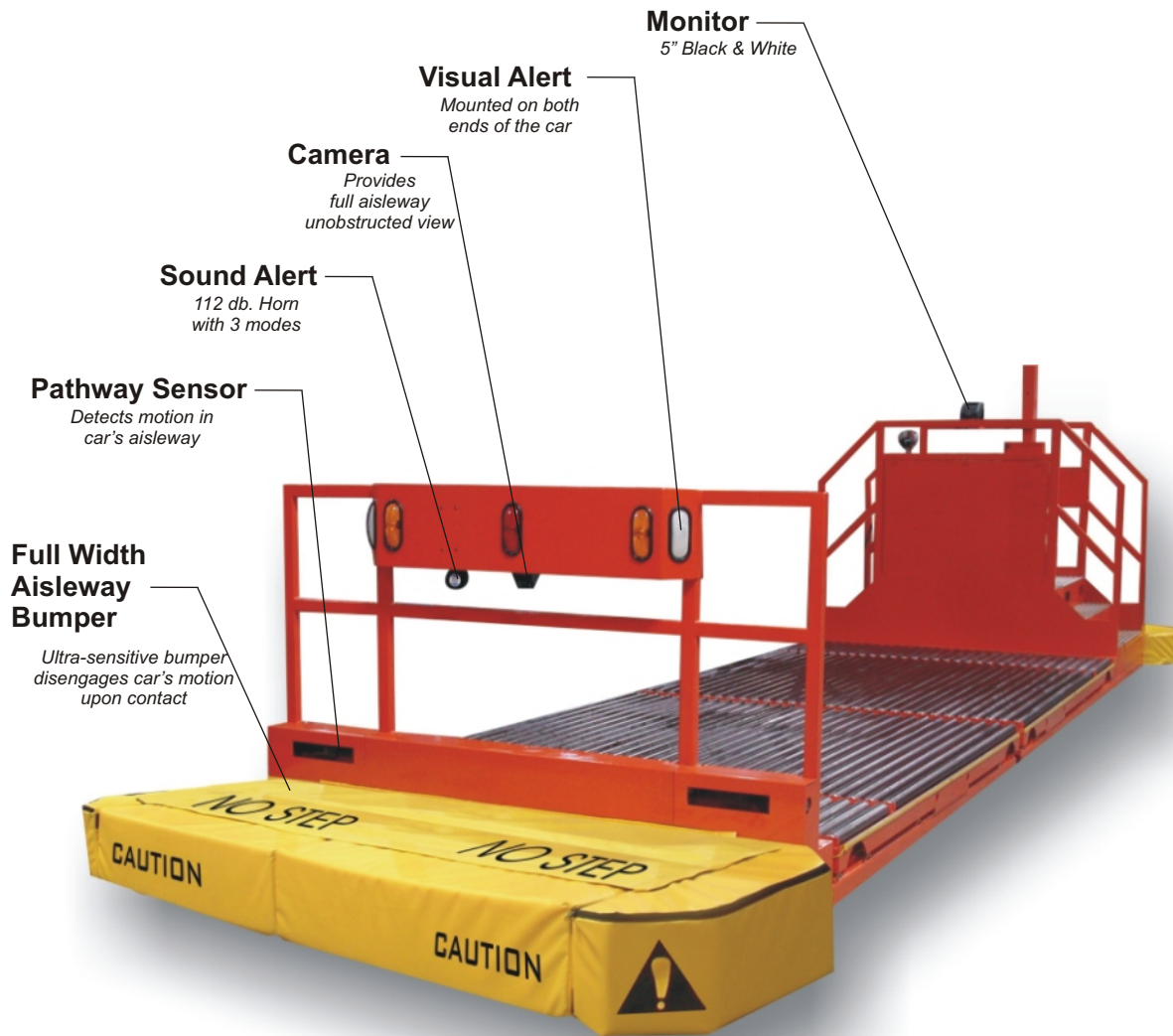


ILLUSTRATION F: SAFETY EQUIPMENT

All of the safety equipment items listed above are considered "wearable" items. That means that at some point they will need to be replaced. Because these items are meant to keep all plant personnel safe, it is critical that these items be checked periodically for proper operation.

In instances where plant personnel must cross a mobile conveyor aisle way, it is highly recommended that the aisle way and cross way be prominently marked. Although **SYSTEC**'s TLC car is equipped with audible and visual warnings during car travel, it is still imperative for personnel to approach the aisle way with extreme caution. Personnel should approach a designated aisle cross way much the same way they would when attempting to cross a busy city street. **SYSTEC** also suggests that the end of each stationary conveyor be protected with aisle way safety blocks. These blocks are designed to minimize the severity of an injury in the unlikely event of an accident.

Illustration G below shows where to place aisle way safety blocks. Should you need additional or replacement safety blocks, please contact **SYSTEC**'s Parts Department at the toll free number listed at the bottom of this page. Please have part description as well as the part number ready to ensure accurate replacement.

ILLUSTRATION G: AISLE WAY SAFETY



6. Available in Safety Yellow only.

Before servicing any piece of material handling equipment, maintenance personnel must lockout and tag out. Failure to do so could result in serious injury or even death. **SYSTEC's** TLC car has a disconnect switch on the door of the enclosure panel, located on the operator's platform below the operating controls. The disconnect switch on the control panel disconnects electrical power to the control panel components, however incoming power to the car remains. Therefore, it is a good practice, regardless of the service to be performed on the car, to disrupt all electrical power going to the car by disconnecting the upstream electrical control panel, or by throwing the appropriate power breaker switches.

While quality material handling equipment is a good first step in employee safety, **SYSTEC** believes that a conveyor safety session should also be incorporated into your existing safety training program. Safe equipment and educated personnel are the cornerstones of a solid safety program.

ILLUSTRATION H: LOCKOUT FOR SAFETY



NOTE: The disconnect switch on the enclosure console disrupts electrical power to the electrical components inside the console only. This switch must be turned off before the enclosure doors can be opened, and all proper lock out and tag out procedures should be followed before any service work begins.

NOTE: Only qualified and trained personnel should perform service work on any material handling equipment.

Before any maintenance or service work is performed, federal law requires that all lockout and tagout procedures be followed. Lockout and tagout procedures are designed to prevent unexpected energy surges and machine start ups that could result in serious or fatal injuries.

The Occupational Health and Safety Administration mandates all manufacturing facilities create, maintain and adhere to lockout and tagout procedures. Your company should have a lockout and tagout procedure for **SYSTEC's** Trim Line Conveyor Car.

In the event that your company does not have such a procedure, **SYSTEC** has provided a simple lockout procedure to assist maintenance personnel and employers in developing their own set of OSHA compliant standards. **SYSTEC** acknowledges that the guidelines below **have not** been OSHA approved and **SYSTEC does not** take responsibility for any incidents resulting from the adherence or lack thereof to these guidelines. Therefore, any ***maintenance personnel using the guideline below does so at their own risk.***

LOCKOUT PROCEDURE FOR SYSTEC'S TRIM LINE CONVEYOR CAR

Purpose

This procedure establishes minimum requirements for the lockout of energy whenever maintenance or servicing is done to **SYSTEC's** Trim Line Conveyor Car. It shall be used to ensure that the machine is stopped, isolated from all potentially hazardous energy sources, and locked out before any employee performs any servicing or maintenance work. This procedure is meant to prevent employee injury caused by the unexpected energization or start-up of the Trim Line Conveyor Car.

Compliance With This Program

All employees are required to comply with the restrictions and limitations imposed upon them during the use of lockout and/or tagout. The authorized employees are required to perform lockout and/or tagout in accordance with this procedure. All employees, upon observing the lockout and/or tagout of the Trim Line Conveyor Car, shall not attempt to start, energize, or use the equipment.

Lockout Sequence

Step 1: Notify all affected employees that servicing or maintenance is required on the Trim Line Conveyor Car and that this mobile car must be shut down and locked out to perform the required work.

OSHA requires that a list be made listing the names and job titles of each affected employee as well as how each employee was notified.

Lockout Sequence Continued

Step 2: The authorized employee assigned to maintain or service the Trim Line Conveyor car shall refer to company documentation to identify the type and magnitude of the energy used, and shall understand the hazards of the energy, and shall know the methods to control the energy.

SYSTEC's Trim Line Conveyor Car is powered via an in-floor electrification system or through an overhead festoon system. Shortly after installation of this mobile conveyor, SYSTEC furnished your facility a schematic indicating electrical information. Please refer to this schematic for identifying plant-specific electrical hazards of this system .

Step 3: Before temporarily removing the Trim Line Conveyor Car from service, it is recommended that the car be moved to an open area, away from production areas if possible. Once the car has been moved to a safe area, shut the car down by depressing the stop button on the operator's console.

Step 4: De-activate the energy isolating device(s) so that the Trim Line Transfer Car is isolated from all energy sources.

On the electrical console door located under the operator control station, there is an electrical disconnect switch. Authorized personnel must turn the disconnect switch to the 'off' position in order to gain access to the electrical console. While the disconnect switch does disrupt electrification to the components of the console, it does not terminate the incoming power to the car. In order to cut the power to the car, authorized personnel must locate and de-activate the car's power system, either the in-floor electrification system or the overhead festoon system. This can be accomplished by disconnecting the upstream electrical control panel or by throwing the appropriate power breaker switches.

Step 5: Lock out the energy isolating device(s) with assigned individual lock(s). There must be a physical barrier system that only authorized personnel responsible for the maintenance or service can remove.

Step 6: All stored or residual energy (such as those in the variable frequency drives or the interlock wires) need to be dissipated.

The variable frequency drives are set to dissipate power in approximately 15 seconds after the electrical console door is open. The interlock wires will continue to be hot and must be grounded. Additionally, the console door should provide the service technician with the information containing auxillary power sources. These sources should also be locked out prior to any electrical work.

Step 7: Ensure that the car is disconnected from the energy source by first checking that no personnel are exposed to unsafe areas of the car's normal operation. Then verify the isolation of the equipment by lifting up on the car's stop button. The stop button should not light. Remember to press down on the stop button again before leaving the operator control station.

Step 8: The Trim Line Transfer Car is now locked out.

Restoring the Trim Line Conveyor Car to Service

After the servicing or maintenance is completed and the Trim Line Conveyor Car is ready to return to normal operating conditions, the following steps are recommended as guidelines. Again, **SYSTEC** acknowledges that the guidelines below **have not** been OSHA approved and **SYSTEC does not** take responsibility for any incidents resulting from the adherence or lack thereof to these guidelines. Therefore, any **maintenance personnel using the guideline below does so at their own risk.**

Start-up Sequence

Step 1: Check the Trim Line Conveyor Car and the immediate area around the car to ensure that nonessential items (tools, used parts, etc.) have been removed from the car's path and that the mobile conveyor's components are operationally intact.

Step 2: Check the immediate work area to ensure that all employees have been safely positioned or removed from the area.

Step 3: Verify that all of the car's controls are in the neutral position. Failure to have the car in neutral may cause the car to jump upon restart.

Step 4: Remove the lockout device(s) and restart the car by confirming that (1) if any blocking was used that it be removed, (2) the electrical console door is closed and the disconnect switch is on, and (3) the stop button on the car is lit.

Step 5: Notify all affected employees that the servicing or maintenance is completed and that the Trim Line Conveyor Car is ready for use.

WHAT TO HAVE PRIOR TO CALLING:

Before placing your parts order, please have the following information readily available:

- *Part Information:* You will need the part number, any customer specified dimension(s), and the type of device the part is from.
- *Payment Information:* **SYSTEC** accepts various payment options including: purchase orders, check, or Visa and Mastercard. If you select to pay by purchase order, you will need to supply **SYSTEC** with the invoice mailing address if it is different than your shipping address.



- *Shipping Information:* If you have a preferred carrier to deliver your parts, please specify this information at time of order. **SYSTEC** will make every reasonable effort to honor your shipping requests. If no carrier is specified or **SYSTEC** is unable to fulfill your shipping request, the shipment will be sent to the customer the most affordable way possible. You will also need to supply **SYSTEC** with your shipping address.

ACCEPTABLE WAYS TO PLACE AN ORDER:

You may place an order in one of the following ways:

- *Telephone:* Simply call 1.800.578.1755 and ask to speak to the Parts Department.
- *Fax:* Submit your parts order request using the form at the back of this manual to 317.890.9232, attention Parts Department.
- *Email:* Send your order request electronically to parts@systecconveyors.com.
- *Postal Mail:* **SYSTEC** Conveyors
Parts Department
10010 Conveyor Drive
Indianapolis, IN 46235

EMERGENCY PARTS ORDERS:

If you are in need of placing an emergency parts order after **SYSTEC**'s regular business hours, dial toll free 1.800.578.1755. When **SYSTEC**'s answering service picks up, dial 203. After the outgoing message, please leave the following information:

- Your first and last name
- Your company and location
- A telephone number where you can be immediately reached
- A brief description of the problem or the part you are in need of.

After your message is completed, the pager of the person on call at **SYSTEC** will be activated. The person will then return your phone call.

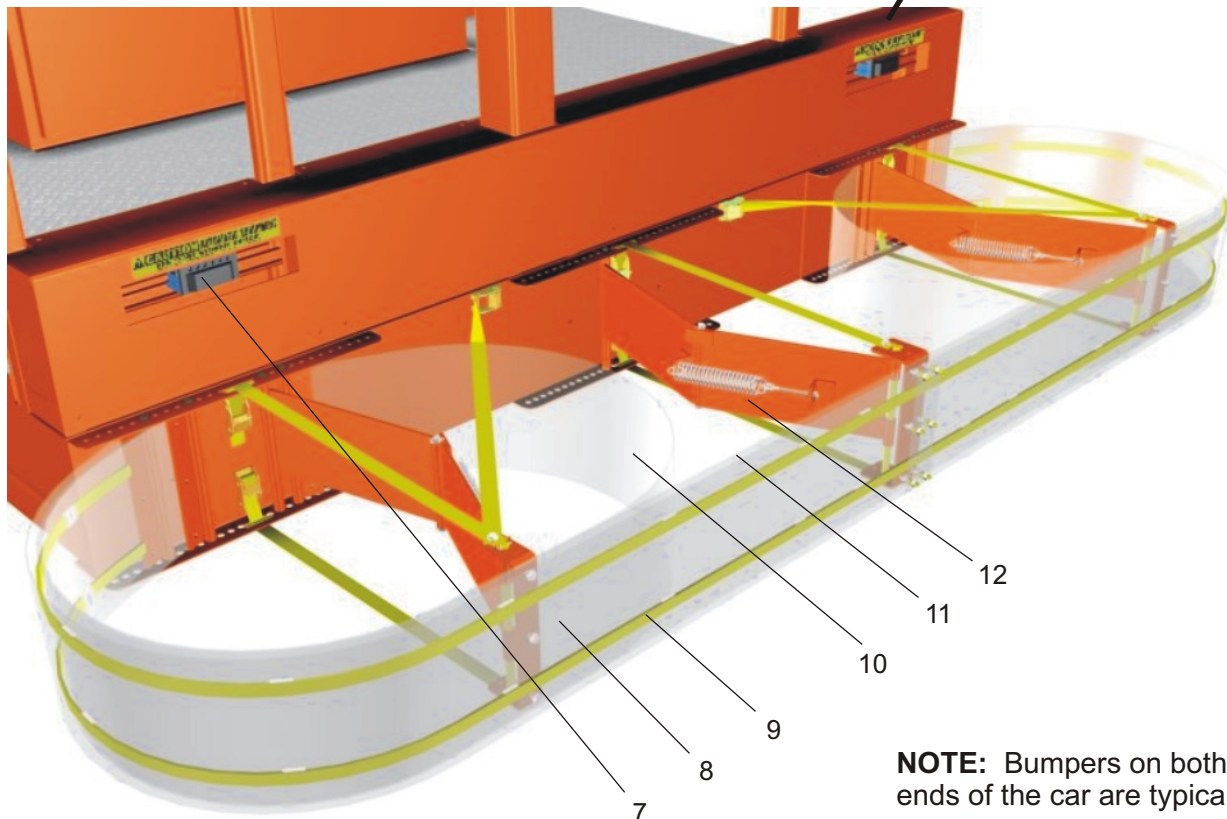
***NOTE:** Emergency parts orders are subject to expedited service fees and special handling fees.*

ORDER CONFIRMATION:

SYSTEC provides every customer with an order confirmation. This confirmation is the customer's proof of order and opportunity to verify all parts and shipping information. All order confirmations are processed in order of receipt. Under most circumstances, an order confirmation is faxed to the customer within one business day. In many instances, the order confirmation is sent within a couple of hours. If you do not receive a confirmation, please call **SYSTEC**'s Parts Department to inquire on the status of the confirmation.

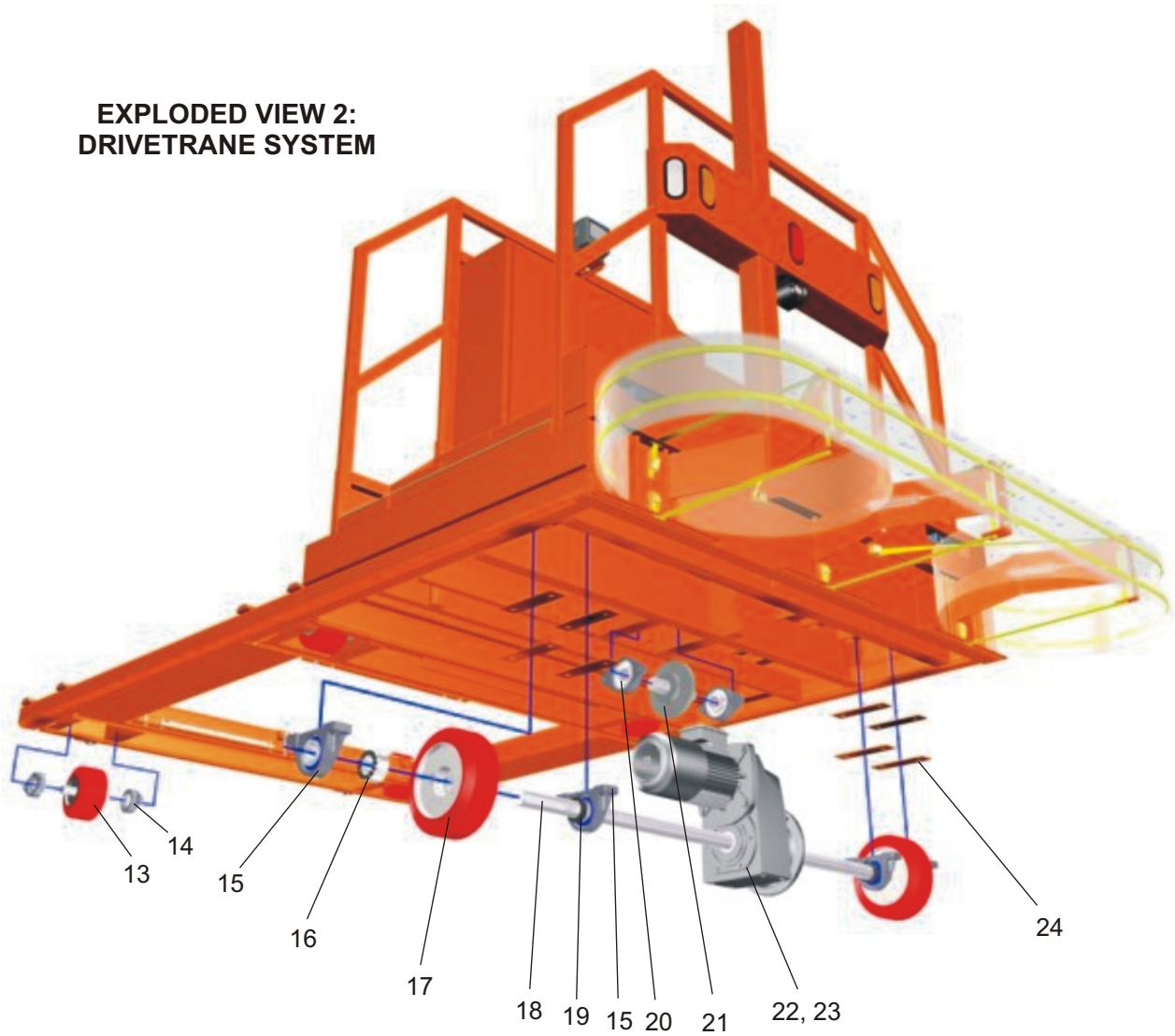


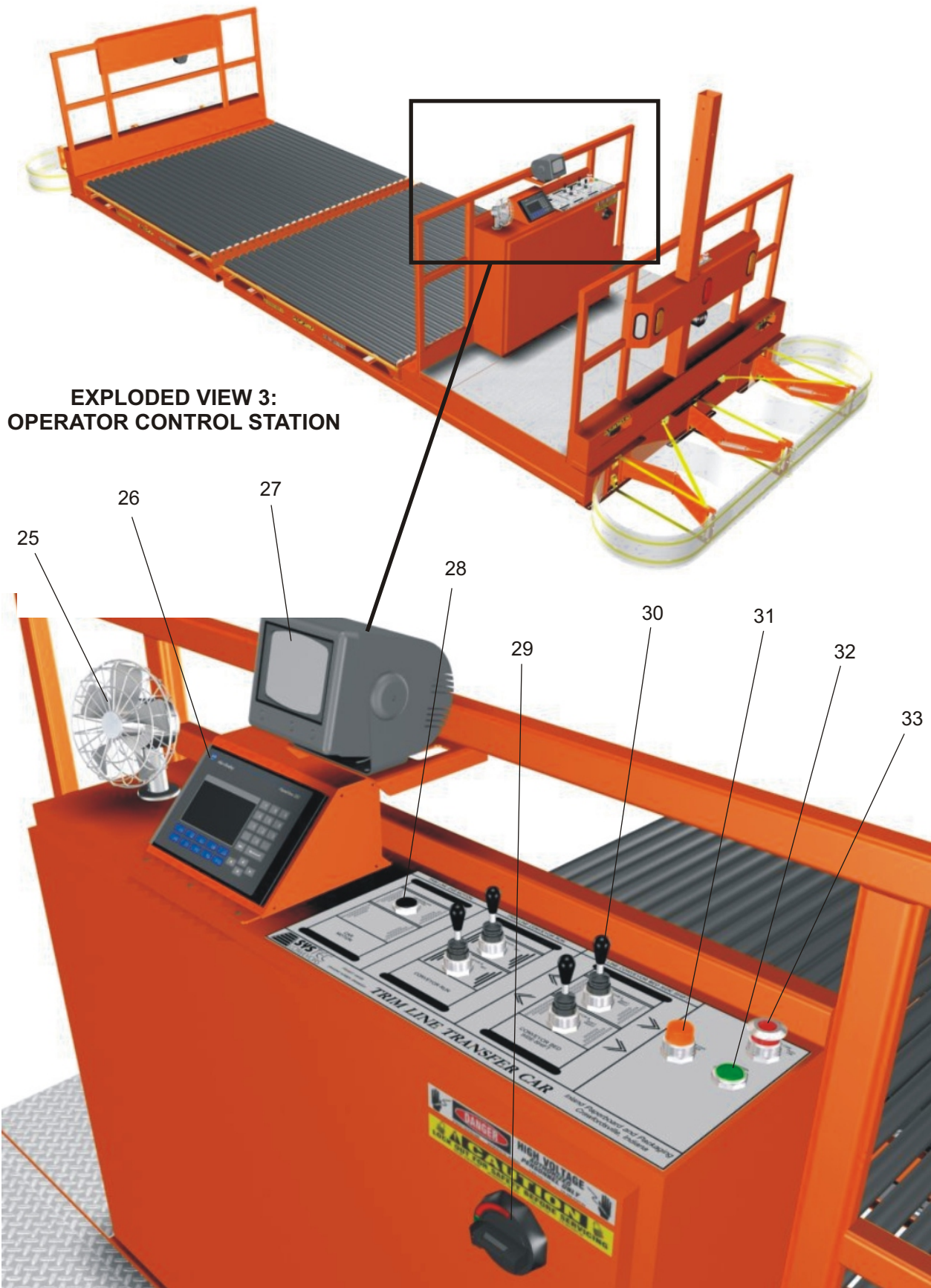
**EXPLODED VIEW 1:
EXPOSED BUMPER**

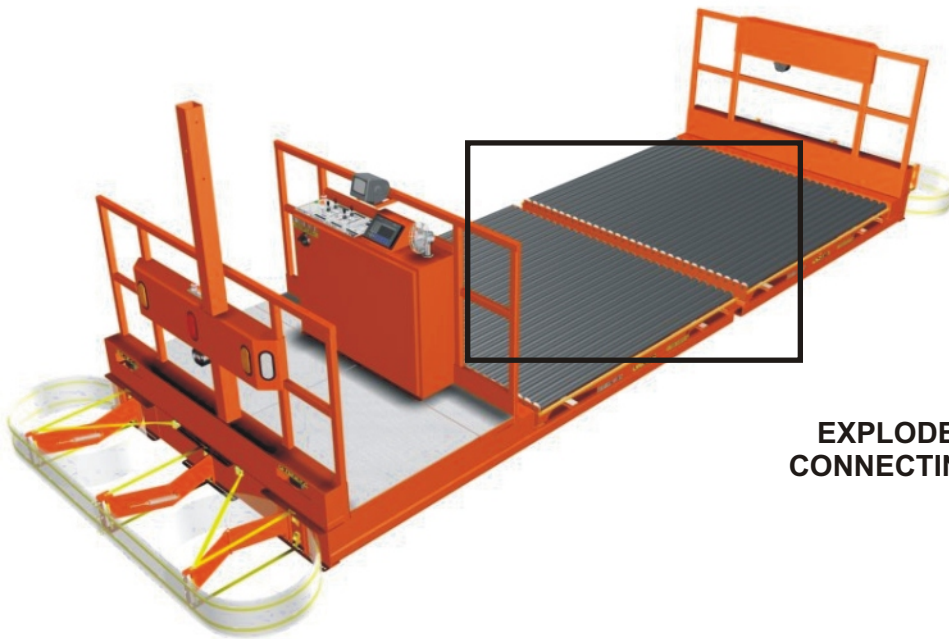


NOTE: Bumpers on both ends of the car are typical.

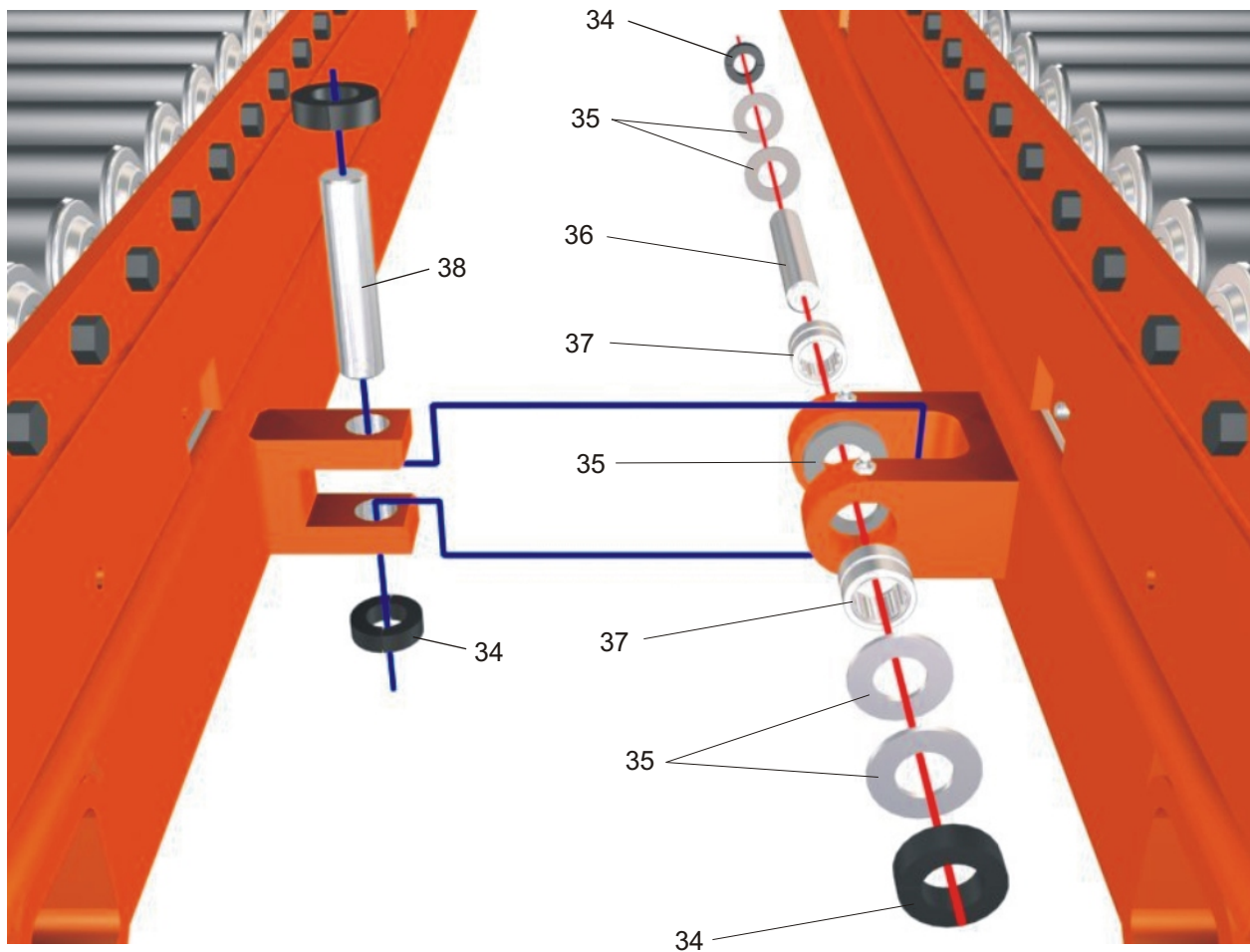
EXPLODED VIEW 2: DRIVETRANE SYSTEM

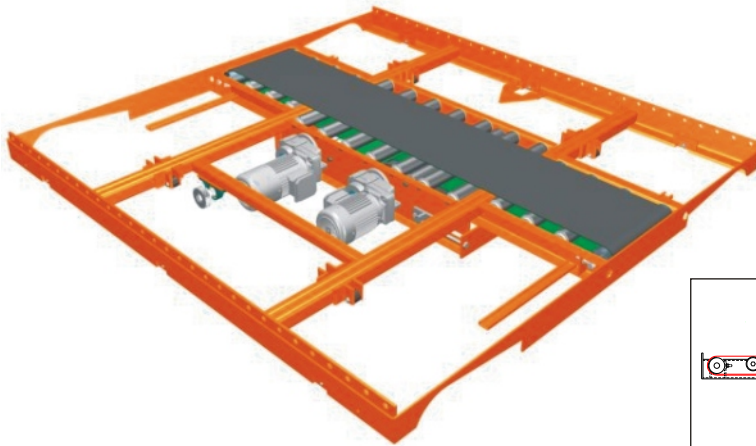




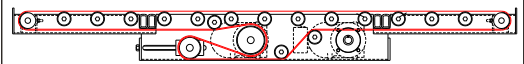


**EXPLODED VIEW 4:
CONNECTING THE CAR**



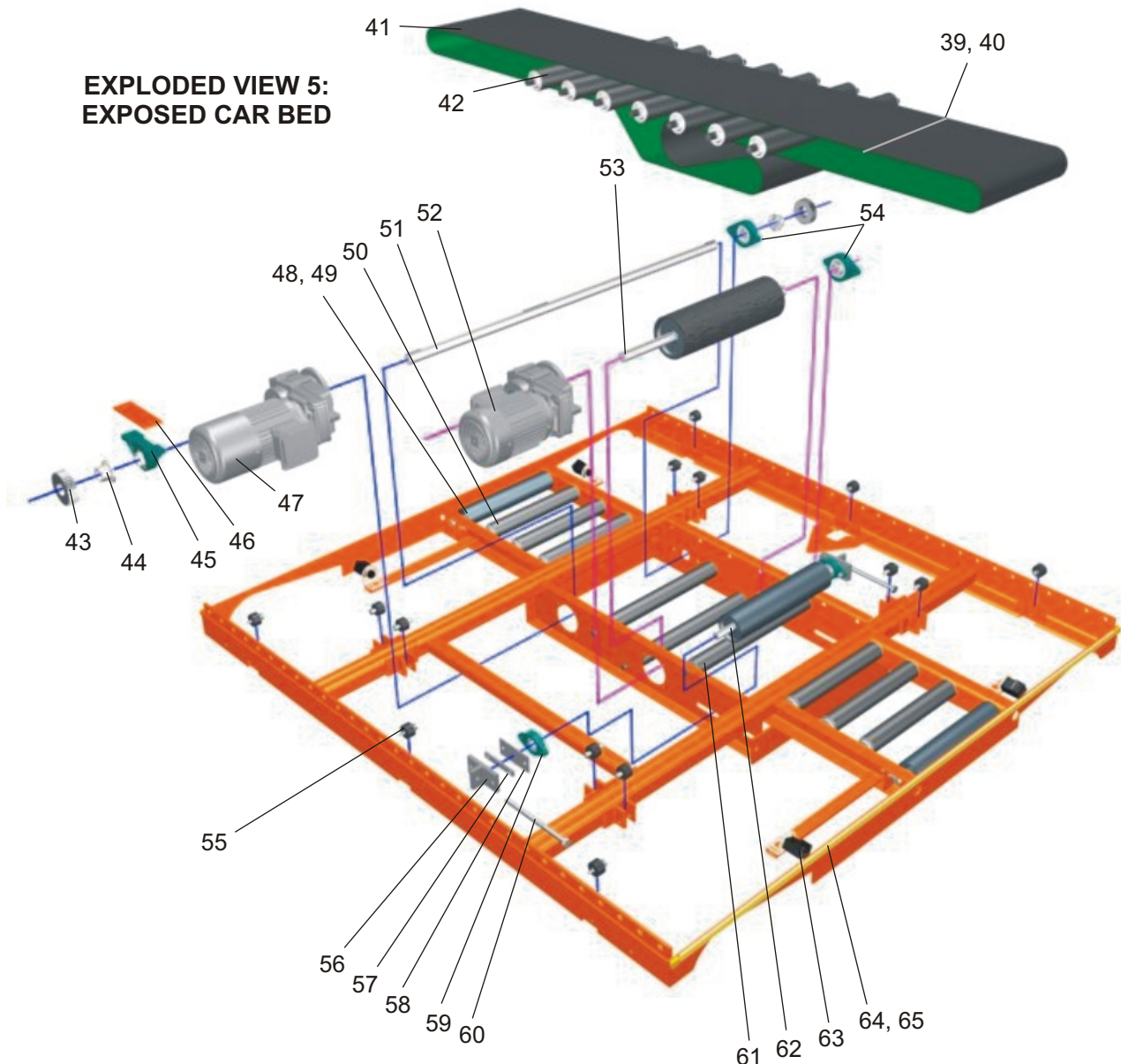


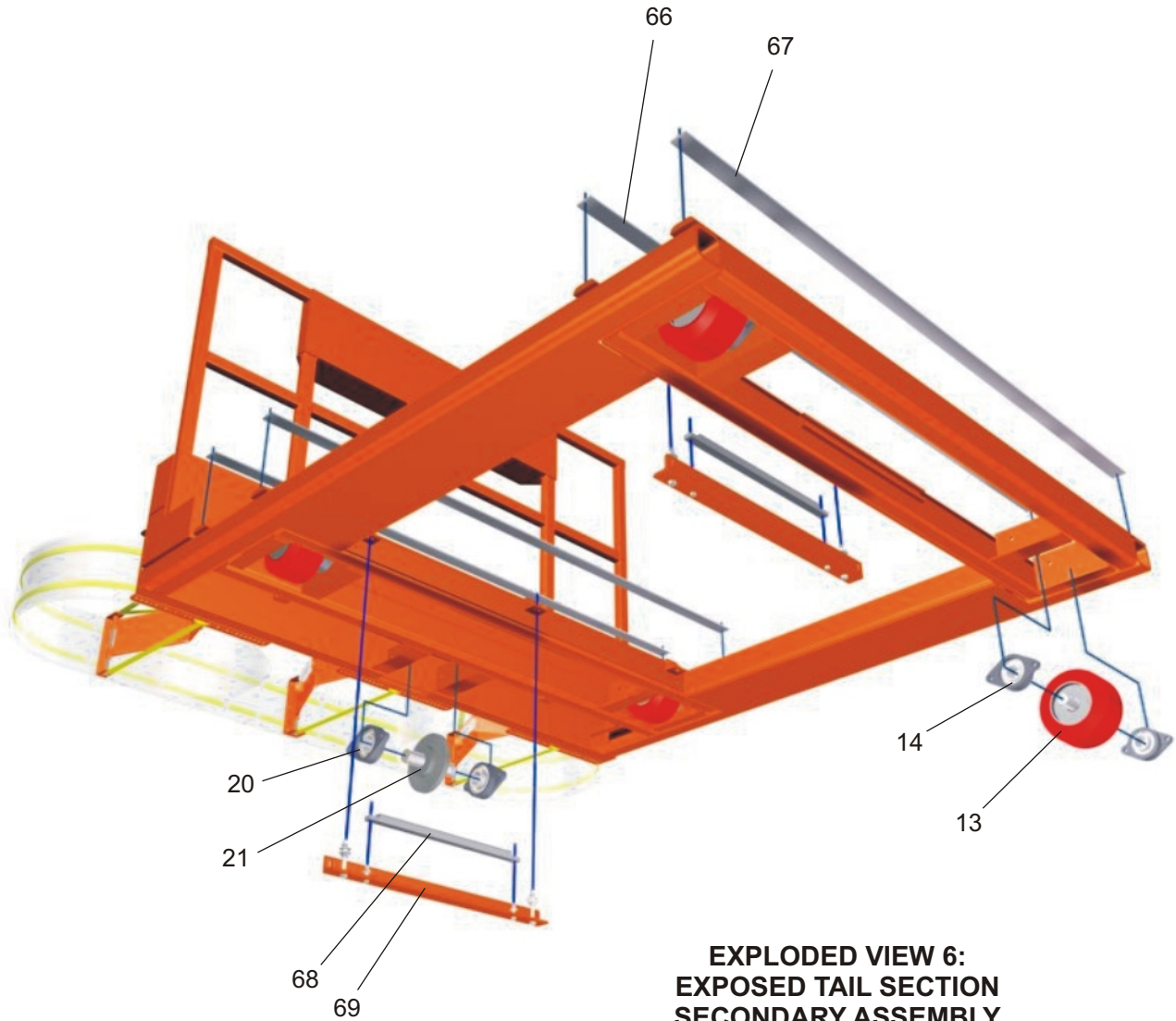
MAINTENANCE TIP:

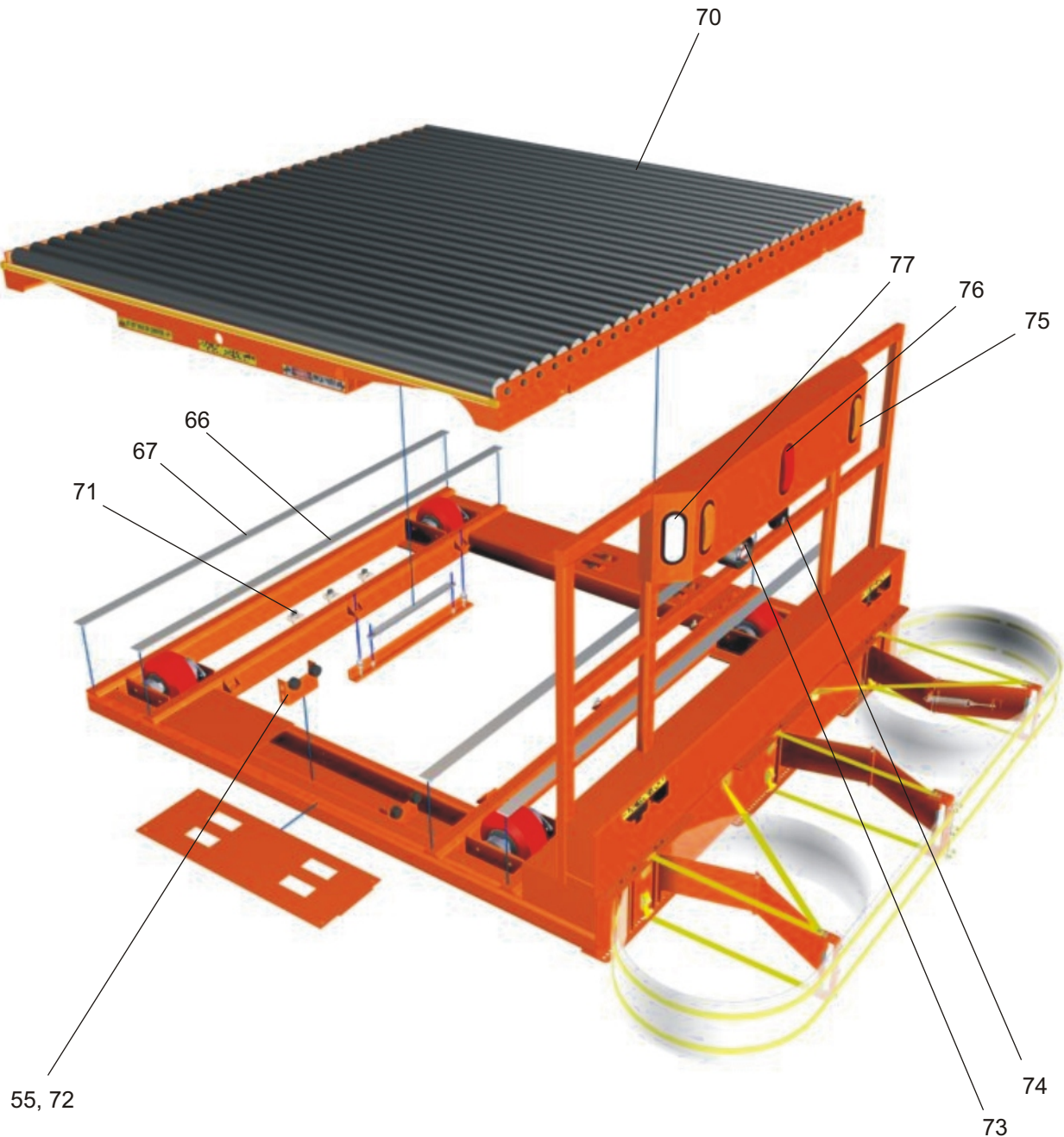


Side View of Belt Pathway,
Belt is colored red.

EXPLODED VIEW 5: EXPOSED CAR BED







**EXPLODED VIEW 7:
EXPOSED TAIL SECTION
PRIMARY ASSEMBLY**

ITEM #	PART #	DESCRIPTION
1	000-0300-00	Safety Label, Caution Automatic Equipment Can Start Without Notice
2	000-0305-00	Safety Label, Lock Out For Safety Before Servicing
3	000-0304-00	Safety Label, Danger High Voltage
4	000-0303-00	Safety Label, Do Not Walk On Conveyor
5	000-0301-00	Safety Label, Danger Pinch Point
6	430-0710-00	Aisle Way Safety Block, 12" L. X 12" W. X 11" H.
7	410-0522-00	Pathway Sensor, Microswitch
8	42D1005GR01	Bumper Outer Strip, 81" L. X 9 1/2" H.
	42D1005GR02	Bumper Outer Strip, 84" L. X 9 1/2" H.
	42D1005GR03	Bumper Outer Strip, 87" L. X 9 1/2" H.
	42D1005GR04	Bumper Outer Strip, 90" L. X 9 1/2" H.
9	42D1010GR01	Ribbon Switch Assembly, 85 1/2" L.
	42D1010GR02	Ribbon Switch Assembly, 111 3/4" L.
	42D1010GR03	Ribbon Switch Assembly, 160 3/8" L.
	42D1010GR04	Ribbon Switch Assembly, 166 3/8" L.
	42D1010GR05	Ribbon Switch Assembly, 172 3/8" L.
	42D1010GR06	Ribbon Switch Assembly, 178 3/8" L.
10	42D1003GR00	Bumper Spring Strip, 96" L.
11	42D1006GR01	Bumper Inner Strip, 82" L.
	42D1006GR02	Bumper Inner Strip, 85" L.
	42D1006GR03	Bumper Inner Strip, 88" L.
	42D1006GR04	Bumper Inner Strip, 91" L.
12	42B1018GR01	Bumper Support Hinge Sub-Assembly, Left Hand
	42B1018GR02	Bumper Support Hinge Sub-Assembly, Right Hand
not shown	430-0701-01	Bumper Fabric Cover, Left Hand
	430-0701-02	Bumper Fabric Cover, Right Hand
	430-0702-01	Bumper Fabric Cover, Center, 90" L.
	430-0702-02	Bumper Fabric Cover, Center, 96" L.
	430-0702-03	Bumper Fabric Cover, Center, 102" L.
	430-0702-04	Bumper Fabric Cover, Center, 108" L.
13	42B0044GR00	Idler Wheel Weldment, 9" O.D. X 5" I.D. X 5" W., 1 1/2" Dia. Shaft X 8 3/4" L.
14	580-2035-00	Bearing, 2-Bolt Flange, 1 1/2" Bore
15	580-1040-00	Bearing, Pillow Block, 2" Bore with setscrew locking
16	985-3000-00	Wheel Locking Device, 2" Bore
17	36C0111GR00	Drive Wheel Assembly, 12" O.D X 8" I.D. X 4 1/2" W. X 2" Bore
18	42D0085GR01	TLC Car Drive Shaft, 81 1/2" L.
	42D0085GR02	TLC Car Drive Shaft, 87 1/2" L.
	42D0085GR03	TLC Car Drive Shaft, 93 1/2" L.
	42D0085GR04	TLC Car Drive Shaft, 99 1/2" L.
19	580-9050-00	Locking Collar, 2-Piece, 2" Bore
20	580-2040-00	Bearing, 2-Bolt Flange, 2" Bore
21	36C0011GR00	Guide Wheel Weldment, 8 5/8" O.D. X 3" I.D., 2" Dia. Shaft X 8 3/4" L.
22	501-1605-00	Gearmotor, 5 H.P., Voltage 230/460 60 Hz, 36.81:1 Ratio, SK4282AF-100L40-BREHL-FR
23	845-3700-00	Keystock, Square, 1/2" X 8" L.
24	42A0056GR00	TLC Car Drivetrane Shim Plate, 9 1/2" L. X 2 1/2" W. X 3/16" T.
25	000-0651-00	Fan
26	490-0111-00	Micro PanelView 550
27	460-1110-00	Monitor, Black & White
28	400-1100-00	Pushbutton, Nonilluminated, Momentary, Black
29	420-0055-00	Disconnect Switch, Electrical Panel
30	400-1610-00	Joystick, 3 Position, Maintained

ITEM #	PART #	DESCRIPTION
31	400-1240-00	Pushbutton, Illuminated, Momentary, Amber
32	400-1110-00	Pushbutton, Nonilluminated, Momentary, Green
33	400-1320-00	Pushbutton, Push-Pull, 3 Position, Illuminated, Red
34	580-9020-00	Locking Collar, 2-Piece, 1" Bore
35	800-0262-00	Washer, Flat SAE 1" Bore
36	42B0070-02	Car Hitch Pin, 6 1/4" L. X 1" Dia.
37	985-9250-00	Bearing, 1" Bore X 1 1/2" O.D. X 1" L.
38	42B0070-01	Car Hitch Pin, 4 1/2" L. X 1" Dia.
39	570-0010-00	Belt Lacing, #2 Clipper
40	570-0020-00	Nylo-Steel Catgut
41	570-0519-00	Conveyor Belt, 15" W. X 19' 0" L.
	570-0521-00	Conveyor Belt, 15" W. X 21' 0" L.
	570-0523-00	Conveyor Belt, 15" W. X 23' 0" L.
	570-0525-00	Conveyor Belt, 15" W. X 25' 0" L.
42	10D0150GR21	Roller, 2 1/2" Dia. X 11 Ga., 11/16" Hex, Spring Loaded, 23 3/4" L.
43	550-1250-00	Spur Gear, 35 Tooth - 10 Pitch, 14.5° PA X 1" F.
44	560-1009-00	Bushing, Split Taper, 1 1/4" Bore with 1/4" Keyway
45	580-1020-00	Bearing, Pillow Block, 1 1/4" Bore
46	42A0011GR00	Car Bed Bearing Shim Plate, 6 1/2" L. X 2" W. X 1/8" T.
47	501-1607-00	Gearmotor, 3/4 H.P., Voltage 230/460 60 Hz, 34.16:1 Ratio, SK0282NBAF-80S/4 BRE10HL
48	42B0006GR00	End Pressure Roller Shaft, 21 1/2" L. X 1" Dia.
49	550-4005-00	Pulley, 3" Dia. Crowned X 17" L. with 1" Internal Bearings
50	10D0105GR05	Roller, 2 1/2" Dia. X 11 Ga., 11/16" Hex, Spring Loaded, 18" L.
51	42B0011GR00	Bed Driveshaft, 52 5/8" L.
52	501-1606-00	Gearmotor, 3/4 H.P., Voltage 230/460 60 Hz, 56.55:1 Ratio, SK0282NBAF-80S/4
53	550-6082-00	Pulley, 5" Dia. Crowned X 18" L., 1 1/4" Dia. Shaft X 28 3/4" L.
54	580-2020-00	Bearing, 2-Bolt Flange, 1 1/4" Bore
55	985-9351-00	Cam Roller, 1 3/4" O.D. X 1/2" I.D. X 1" Wide, Crowned
56	13B0204GR00	Take-up Slide Weldment
57	42A0016GR00	Take-up Slide Assembly Spacer
58	13B0206GR00	Take-up Slide Plate
59	580-2010-00	Bearing, 2-Bolt Flange, 1" Bore
60	13B0211GR00	Take-up Rod Weldment
61	10D0190GR05	Roller, 2 1/2" Dia. X 11 Ga., 11/16" Hex, Spring Loaded Hi-Capacity, 23 3/4" L.
62	550-6110-00	Pulley, 4" Dia. Crowned X 18" L., 1" Dia. Shaft X 23 1/8" L.
63	430-0087-00	Photoeye, Retro-reflective, Polarized
64	42D1010GR01	Tapeswitch, 180" Load Capacity Car
	42D1010GR02	Tapeswitch, 240" Load Capacity Car
65	42A1021GR01	Side Bumper Tapeswitch Mounting Channel, 10 3/4"
	42A1021GR02	Side Bumper Tapeswitch Mounting Channel, 37"
	42A1021GR03	Side Bumper Tapeswitch Mounting Channel, 72"
66	42C0081GR01	Bed Inner Wearstrip, 90" L. X 2" W. X 1/4" T.
	42C0081GR02	Bed Inner Wearstrip, 96" L. X 2" W. X 1/4" T.
	42C0081GR03	Bed Inner Wearstrip, 102" L. X 2" W. X 1/4" T.
	42C0081GR04	Bed Inner Wearstrip, 108" L. X 2" W. X 1/4" T.
67	42C0082GR01	Bed Outer Wearstrip, 90" L. X 2" W. X 1/4" T.
	42C0082GR02	Bed Outer Wearstrip, 96" L. X 2" W. X 1/4" T.
	42C0082GR03	Bed Outer Wearstrip, 102" L. X 2" W. X 1/4" T.
	42C0082GR04	Bed Outer Wearstrip, 108" L. X 2" W. X 1/4" T.
68	42C0070GR00	Bed Spur Rack, 24" L. X 1" W. X 1" H.
69	42C0068GR00	Rack Angle Weldment

ITEM #	PART #	DESCRIPTION
70	10D0150GR07	Roller, 2 1/2" Dia. X 11 Ga., 11/16" Hex, Spring Loaded, 24" L.
	10D0150GR18	Roller, 2 1/2" Dia. X 11 Ga., 11/16" Hex, Spring Loaded, 84" L.
	10D0219GR06	Roller, 2 1/2" Dia. X 11 Ga., 11/16" Hex, Spring Loaded DOM, 96" L.
71	410-0521-30	Proximity Sensor, Unshielded
72	42B0020GR00	Cam Roller Mounting Bracket, 6 3/8" L. X 4" W.
73	460-2000-00	Horn, Back-up 112 db, 12-36 V
74	460-1130-01	Camera, CCD (includes cable)
75	460-1025-00	Strobe Head, Oval, Amber
76	460-1026-00	Strobe Head, Oval, Clear
77	460-1027-00	Strobe Head, Oval, Red

This maintenance schedule is intended to cover all basic types of conveyor and related devices and components. Although your system may not have all the parts listed below, this schedule should help in identifying those components or parts that may require service or inspection. Should you need assistance in identifying the location of some of these components or inquire about how to perform a type of system check, contact **SYSTEC's** Customer Service Department at the number provided below.

ROUTINE MAINTENANCE SCHEDULE						
ITEM	INSPECTION OR SERVICE REQUIRED	500 HRS.	1000 HRS.	2,500 HRS.	5,000 HRS.	10,000 HRS.
Gearmotor	Clean, Check for Noise, Leaks and Mounting					
	Check Oil Level					
	Change Oil					
Bearings	Check Roller Bearings for Noise					
	Check Pillow Block and Flange Block Bearings for Noise, Mounting and Lubrication					
Belt	Check for Belt Wear, Tracking and Tension					
Chains	Check Tension, Wear, Lubrication and Adjustment					
Wire Cables	Check Tension, Wear and Adjustment					
Springs	Check Tension, Wear and Adjustment					
Sprockets	Check Alignment, Wear and Mounting					
Pulleys	Check Alignment, Wear and Mounting					
UHMW Blocks & Pads	Check for Wear and Fit					
Cams & Rollers	Check for Wear and Alignment					
Transfer Rails	Clear with Degreaser					
Photoeyes	Clean with Soft Cloth or Dry High Pressure Air					
Limitswitches	Clean Debris and Check Arm for Free Movement					
Proximity Switch	Clean Debris and Check for Proper Operation					
Pendant Switch	Check for Proper Operation					
Lockout Switch	Check for Proper Operation and Safety Labels					
Foot Switch	Check for Proper Operation					
Foot Valve	Check for Proper Operation					
Tapeswitch	Check for Proper Operation					
Strobe Light	Check for Proper Operation					
Sound Alert	Check for Proper Operation					
Motion Detector	Check for Proper Operation					
Load Measuring Device	Check for Proper Operation					
Air Filter/Regulator	Check and Clean Trap and Adjust Pressure					
Solenoid Valve	Check for Air Leaks					
Airmount	Check for Air Leaks					
Air Supply Line	Check for Air Leaks					