

PFL-170913-3

Customer: Job Number:

MQ Series | Mechanical VRC 2-Post Straddle

Installation Manual Important: Read this entire manual. Important safety information is included. Before starting the installation, verify the job site dimensions and the dimensions of the delivered materials against the PFlow Industries, Inc. General Arrangement (GA) drawing. The illustrations depicted in this manual are not to scale or detail. The illustrations are for reference only. 17275-0060-S.SMG



| De | scription | | Section Page |
|----|--|---------------|----------------|
| 1. | Contact Information | L5705-0011 | 1 1 |
| 2. | General Information | L5710-0004 | 2 1 |
| | Introduction | | 2 1 |
| | General Overview | | 2 1 |
| | Code Requirements | | 2 1 |
| | Parts | | 2 1 |
| | Service | | 2 1 |
| | Feedback | | 2 1 |
| 3. | Warranty Information 2 | L5710-0014 | 3 1 |
| | Parts and Labor | | 3 1 |
| | Definitions | | 3 1 |
| | Warranty | | 3 1 |
| | Exclusions | | 3 1 |
| | Obligation | | 3 1 |
| | Liability | | 3 2 |
| | Warranty Procedures | | 3 2 |
| | Pre-Authorization | | 3 2 |
| | Invoices | | 3 2 |
| 4. | Important Safety Information | L5708-0200-01 | 4 1 |
| | Read the Entire Manual | | 4 1 |
| | Intended Purpose | | 4 1 |
| | Safety Alert Symbols | | 4 1 |
| | Danger Statements | | 4 2 |
| | Warning Statements | | 4 2 |
| | Caution Statements | | 4 4 |
| | Electrical Safety Precautions | | 4 5 |
| | De-energize the Circuit | | 4 5 |
| | Electrical Safety Precautions | | 4 6 |
| | Working on Energized Circuits | | 4 6 |
| | Notes for the Installation Electrician | | 4 6 |
| 5. | Glossary | L5710-0018 | 5 1 |
| | Unique Descriptions and Names | | 5 1 |
| | Gate Types | | 5 8 |
| | Identifying Call Outs | | 5 9 |



| De | scription | | Section Page |
|----|---|------------|----------------|
| 6. | Equipment Arrival and Unpacking | 15710-0006 | 6 1 |
| | Arrival | | 6 1 |
| | Inspection | | 6 1 |
| | Transportation Damage and Claims | | 6 1 |
| | Shipping Photograph Examples | | 6 2 |
| | Shipping Packet | | 6 3 |
| | Return Goods Authorization (RGA) | | 6 3 |
| | Warranty Work | | 6 3 |
| | Recommended Tools | | 6 4 |
| 7. | Pre-Installation Responsibilities | 15710-0008 | 7 1 |
| | End User Responsibilities | | 7 1 |
| | End User and/or Mechanical and/or Electrical Installer Responsibilities | | 7 1 |
| | Mechanical Installer Responsibilities | | 7 2 |
| | Electrical Installer Responsibilities | | 7 2 |
| 8. | Job Site General Arrangement (GA) Review | 15710-0011 | 8 1 |
| 9. | Frequently Asked Questions | 15710-0011 | 9 1 |
| 10 | . Sequence of Installation | | 10 1 |
| 11 | . Placement | 15710-0020 | 11 1 |
| | Verify Job Site Dimensions and Carriage Orientatio | 'n | 11 1 |
| | Mark Alignment | | 11 1 |
| | Position the Carriage | | 11 2 |
| 12 | . Column Setup | 15705-4012 | 12 1 |
| | Purpose | | 12 1 |
| | Confirm the Orientation of Each Column | | 12 1 |
| | Straddle Configuration Column Guidelines | | 12 1 |
| | Spliced Column Guidelines | | 12 2 |
| | Assemble the Spliced Columns | | 12 2 |
| | Align the Spliced Column | | 12 3 |
| | Tack Weld the Spliced Column | | 12 3 |
| | Spliced Column Finish Welding Details | | 12 4 |
| | Raise and Secure the Column | | 12 5 |
| | Prepare the Upper Wheelblock | | 12 6 |
| | Insert the Wheelblocks | | 12 7 |
| | Attach the Upper Wheelblock | | 12 8 |
| | Attach the Lower Wheelblock | | 12 8 |



| Description | Section Page | |
|---|----------------|--|
| 12. Column Setup (continued) | | |
| Raise and Secure the 2nd Column | 12 9 | |
| Verify the Guide Angle to Guide Angle Alignment | 12 9 | |
| Align the Wheelblocks to the Guide Angle | 12 10 | |
| Review the Columns for Plumb | 12 10 | |
| Install the Drivebase | 12 11 | |
| Review the Columns | 12 12 | |
| Install the Lift Chains | 12 13 | |
| Adjust the Length of the Lift Chains | 12 15 | |
| Level the Carriage | 12 15 | |
| Install the Lift Chain Tensioner | 12 16 | |
| Adjust the Turnbuckle | 12 17 | |
| Position the Limit Switch Rod Arm | 12 17 | |
| Review for Interference | 12 17 | |
| Install the Slack Chain Sensor | 12 18 | |
| Final Steps - Inspect and Verify | 12 19 | |
| Reinstall the Chain Jump Guides | 12 19 | |
| Adjust the Wheelblock Shoes | 12 19 | |
| Tighten Bolts | 12 19 | |
| Complete Field Welding | 12 19 | |
| 13. Bracing 15709-0050 | 13 1 | |
| Required Anchoring and Bracing Guidelines | 13 1 | |
| Side-to-Side and Front-to-Back Bracing | 13 2 | |
| Bracing Supplies | 13 2 | |
| Anchoring Guidelines | 13 3 | |
| Bracing Guidelines | 13 4 | |



| Description | | Section Page |
|---|------------|----------------|
| 14. Two-Level Limit Switches | 15709-0011 | 14 1 |
| Two-Level Limit Switches | | 14 1 |
| Install the Lower Level Limit Switch | | 14 1 |
| Make Needed Measurements | | 14 2 |
| Install the Second Level Limit Switch | | 14 2 |
| Install the Overtravel Limit Switch | | 14 3 |
| Finish Weld the Actuator and all Unistrut Mounts | | 14 3 |
| Three-Level or More Limit Switches | 15709-0013 | 14 4 |
| Three-Level or More Limit Switches | | 14 4 |
| Install the Lower Level Limit Switch | | 14 4 |
| Make Needed Measurements | | 14 5 |
| Install the Uppermost Level Limit Switch | | 14 5 |
| Install the Overtravel Limit Switch | | 14 6 |
| Install the Intermediate Floor Level Limit Switch | | 14 7 |
| Finish Weld the Cam and all Unistrut Mounts | | 14 7 |



| escription | | Section Page |
|---|------------|----------------|
| . Gate Installation | 15709-0005 | 16 1 |
| Identify Components | | 16 1 |
| Sliding Gate | | 16 2 |
| Assemble the Sliding Gate | | 16 2 |
| Install the Gate Post Extensions | | 16 3 |
| Raise and Secure the Sliding Gate | | 16 4 |
| Anchor the Gate Post Base Plates | | 16 4 |
| Plumb and Square the Gate | | 16 4 |
| Install Support Braces | | 16 4 |
| Verify Gate Operation | | 16 4 |
| Install the Gate Interlock | | 16 5 |
| Verify the Gate Interlock Operation | | 16 5 |
| Adjust the Interlock Keeper Assembly Magnet | | 16 5 |
| Bi-Parting Swing Gate | | 16 6 |
| Assemble the Bi-Parting Swing Gate | | 16 6 |
| Install the Gate Post Extensions | | 16 7 |
| Raise and Secure the Gate Assembly | | 16 8 |
| Anchor the Gate Post Base Plates | | 16 8 |
| Plumb and Square the Gate | | 16 8 |
| Install Support Braces | | 16 8 |
| Verify the Gate Panel Swing | | 16 8 |
| Install the Gate Interlock | | 16 9 |
| Verify the Gate Interlock Operation | | 16 9 |
| Adjust the Interlock Keeper Assembly Magnet | | 16 9 |
| Swing Gate | | 16 10 |
| Assemble the Swing Gate | | 16 10 |
| Install the Gate Post Extensions | | 16 11 |
| Raise and Secure the Swing Gate Assembly | | 16 12 |
| Anchor the Gate Post Base Plates | | 16 12 |
| Plumb and Square the Gate | | 16 12 |
| Install Support Braces | | 16 12 |
| Verify the Gate Panel Swing | | 16 12 |
| Install the Gate Interlock | | 16 13 |
| Verify the Gate Interlock Operation | | 16 13 |
| Adjust the Interlock Keeper Assembly Magnet | | 16 13 |



| scription | Section Pag |
|--|---------------|
| . Gate Installation (continued) | |
| Single Vertical Acting (SVA) Gate | 16 14 |
| Establish Placement | 16 14 |
| Prepare the Chains in the Gate Posts | 16 15 |
| Begin Horizontal Assembly | 16 16 |
| Install the Header | 16 16 |
| Install the Chains | 16 17 |
| Assemble the Gate Panel | 16 18 |
| Attach the Gate Panel to the Gate Chains | 16 18 |
| Raise and Secure the Gate | 16 19 |
| Align the Gate Assembly | 16 19 |
| Anchor the Gate Post Base Plates | 16 19 |
| Plumb and Square the Gate | 16 20 |
| Install Support Braces | 16 20 |
| Adjust the Gate Panel | 16 21 |
| Install the Gate Panel Interlock | 16 22 |
| Verify the Gate Operation | 16 22 |
| Begin Vertical Assembly | 16 23 |
| Establish Placement | 16 23 |
| Prepare the Chains in the Gate Posts | 16 23 |
| Raise and Secure the Gate Posts | 16 23 |
| Install the Header | 16 24 |
| Install the Chains | 16 24 |
| Assemble the Gate Panel | 16 25 |
| Attach the Gate Panel to the Gate Chains | 16 26 |
| Install Support Braces | 16 26 |
| Adjust the Gate Panel | 16 27 |
| Install the Gate Interlock | 16 28 |
| Verify the Gate Operation | 16 28 |



| scription | Section Page |
|---|----------------|
| Gate Installation (continued) | |
| Carriage Mounted Single Vertical Acting (SVA) Gate | 16 29 |
| Establish Placement | 16 29 |
| Prepare the Chains in the Gate Posts | 16 30 |
| Begin Horizontal Assembly | 16 31 |
| Install the Header | 16 31 |
| Install the Chains | 16 32 |
| Assemble the Gate Panel | 16 33 |
| Attach the Gate Panel to the Gate Chains | 16 33 |
| Raise and Secure the Gate | 16 34 |
| Align the Gate Assembly | 16 34 |
| Plumb and Square the Gate | 16 35 |
| Weld the Gate Posts | 16 35 |
| Install Support Braces | 16 35 |
| Attach the Bumpers | 16 36 |
| Adjust the Gate Panel | 16 36 |
| Install the Gate Limit Switch and Stationary | 16 37 |
| Junction Boxes | |
| Verify the Gate Operation | 16 37 |
| Begin Vertical Assembly | 16 38 |
| Establish Placement | 16 38 |
| Prepare the Chains in the Gate Posts | 16 38 |
| Raise and Secure the Gate Posts | 16 38 |
| Install the Header | 16 39 |
| Install the Chains | 16 39 |
| Assemble the Gate Panel | 16 41 |
| Attach the Gate Panel to the Gate Chains | 16 41 |
| Plumb and Square the Gate | 16 42 |
| Weld the Gate Posts | 16 42 |
| Install Support Braces | 16 42 |
| Attach the Bumpers | 16 43 |
| Adjust the Gate Panel | 16 43 |
| Install the Gate Limit Switch and Stationary Junction Boxes | 16 44 |
| Verify the Gate Operation | 16 44 |



| Description | | Section Page |
|---|----------------|----------------|
| 17. Gate Cable Interlock | 15709-0029 | 17 1 |
| Purpose | | 17 1 |
| General Description | | 17 3 |
| Carriage Cam | | 17 3 |
| Column Mounted Roller Assembly | | 17 3 |
| Control Cable | | 17 3 |
| Gate Cable Interlock Assembly | | 17 3 |
| Danger / Warning Statements | | 17 4 |
| Adjust the Interlock Assembly | | 17 5 |
| Adjust the Cam and Cable | | 17 5 |
| Position the Roller Arm on the VRC Column | | 17 6 |
| Wire the Electrical Switches | | 17 8 |
| 18. Enclosure Panels 15709-0038 | | 18 1 |
| Full Height Enclosures | | 18 1 |
| Inventory Enclosure Panels | | 18 2 |
| Assemble and Install Enclosure Panels | | 18 2 |
| 19. Signage Locations | 15709-0035 | 19 1 |
| 20. Landing Platform or Ramp | 15709-0004 | 20 1 |
| Install the Gate Post Extensions | | 20 1 |
| Install the Landing Platform | | 20 1 |
| Install the Ramp | | 20 1 |
| 21. Adjust Overcurrent Sensor (OCS) | 15709-0052 | 21 1 |
| Overcurrent Sensor (OCS) Purpose | | 21 1 |
| Test and Calibrate the OCS | | 21 1 |
| 23. Installation Completion Checklist 15710-0023 | | 23 1 |
| 24. Installation Questionnaire | 15708-1500 | 24 1 |
| 25. Acceptance Certification - VRC | 15710-0017-VRC | 25 1 |



Customer Information Job Number Customer Name Job Number

| Options | | |
|------------------------|------------|----------|
| Options Description | Document # | Revision |
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Safety Data Sheets

| Description | Document # | Revision |
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Bill of Material Sheets

Document #



| Customer Information Customer Name | | Job Number |
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| Job Drawings | | |
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Table of Contents



MATERIAL HANDLING SOLUTIONS



Section 1 | Contact Information



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|--|--|
| Documentation | PFlow Industries, Inc. reserves the right to make changes or improvements to the standard model line at any time. PFlow Industries, Inc. reserves the right to make changes to subsequent editions of the manual without prior notice to holders of this edition. |
| Copyright Notice | © Copyright April 2018 by PFlow Industries, Inc. |
| | All rights reserved. |
| | No part of this manual may be reproduced or used in any form without expressed written permission from PFlow Industries, Inc. |
| | This publication may be photocopied by the original purchaser of the VRC. Any other type of reproduction is prohibited without express written permission from PFlow Industries, Inc. |
| Trademarks | All trademarks referenced in this manual are the property of their respective owners. |
| System Modifications/ Disclaimer | Mechanical or electrical modifications performed on the VRC not approved by PFlow Industries, Inc. may void any warranty and/or service agreements. Please contact the PFlow Product Support Department for assistance with service modifications. |
| Training | Training is available upon request from the Product Support Department. Half-Day, Full-Day, and Two-Day sessions are customized to fit specific needs - either for a single VRC type or for the entire product line. |
| On-site Supervision | On-site supervision services are available from the Product Support Department. Contact our Field Operations Manager for more details. |
| Source Language | This manual is written in American English. |

Section 1 | Contact Information



MATERIAL HANDLING SOLUTIONS





MATERIAL HANDLING SOLUTIONS

| Introduction | This manual provides information about the PFlow Industries, Inc. custom designed Vertical Reciprocating Conveyor (VRC). As the nations' leading manufacturer of vertical material handling equipment, PFlow Industries, Inc. is confident that this new VRC will provide many years of reliable service. |
|----------------------|--|
| General Overview | The VRC provides a safe and simple means of moving material from one level to another. The simplicity of design and few moving components ensure a trouble-free, long life, with low maintenance and little downtime. |
| Code Requirements | This VRC is designed for the movement of materials only, up to the VRC's rated capacity, from one level to the next. Do not allow anyone to ride on the VRC. VRCs are not elevators, and are specifically excluded within the scope of the ASME A17.1 Safety Code for Elevators and Escalators. VRCs are included in ASME B20.1 Safety Standard for Conveyors and Related Equipment, which is incorporated by reference into OSHA 29 CFR 1910. A copy of the ASME B20.1 standard can be purchased at www.asme.org and other sources. PFlow Industries, Inc. recommends that this standard be referenced for appropriate installation, maintenance, inspection, and operation in relation to hazards. All electrical designs and components are in accordance with National Electric Code (NEC) requirements. Local codes may require initial inspection of the installation and periodic inspection and testing of the unit. Contact PFlow Industries, Inc. for more information in the event an inspection is required. |
| NOTE | The information and illustrations in this manual are intended only as an aid to understanding the VRCs general installation. The information and illustrations do not cover every possible contingency or circumstance regarding nonstandard options or site conditions. |
| | If there is a problem, call PFlow Industries, Inc. at (414) 352-9000, during normal business hours, 8:30 a.m. to 5:00 p.m. central standard time, Monday through Friday. Outside of those hours, see the PFlow Industries, Inc. Contact Information page for additional information. Use the model number and serial number or the PFlow Industries, Inc. General Arrangement (GA) drawing number for the lift in all correspondence. |
| Parts | Equipment damage resulting from modification in any manner from the original model, including the substitution of parts other than factory authorized parts, will void the warranty. Furthermore, PFlow Industries, Inc. will not be liable for any loss, injury, or damage to persons or property, nor for direct, indirect, or consequential damage of any kind resulting from modified or substitution of parts other than factory authorized parts of said material or equipment. |
| | PFlow Industries, Inc. maintains a complete stock of, or has access to, all replacement components. Detailed records of all equipment sold are kept. If a component is damaged in shipment, is defective or missing, contact PFlow Industries immediately. |
| Service | The PFlow Industries, Inc. Product Support Department will assist maintenance and service personnel with any questions or problems regarding the equipment or installation. |
| Feedback | Your feedback is important. Please help PFlow Industries, Inc. understand if the equipment has met your expectations. Please complete the questionnaire in this manual. The questionnaire will help us address any comments and/or concerns. |

Section 2 | General Information



MATERIAL HANDLING SOLUTIONS



Section 3 | Warranty Information



| Della | | | | |
|--------------------|--|--|---|-------------------|
| Parts and Labor | Parts: | | Labor: | |
| | Structure | Lifetime | Structure | Lifetime |
| | Manufactured Components | 1 Year | Manufactured Components | 1 Year |
| | Purchased Components | 1 Year | Purchased Components | 90 Days |
| | Gates and Enclosures | 90 Days | Gates and Enclosures | 90 Days |
| Definitions | (excluding carriage side Manufactured compone by PFlow Industries, In | e guards). ents are defi c. | rriage, and pre-fabricated brac ned as those components man omponents that are used as su | ufactured |
| Warranty | | ects in mate | s to the original purchaser that rial and workmanship under r s 30 days after shipment. | |
| Exclusions | This warranty does not apply 1. Equipment or components | | r broken in transit or shipping | • |
| | 2. Replacement of wear parts | S. | | |
| | capacities, impact with oth unskilled use, unskilled m incorrect adjustments. 4. Exposure to a corrosive or specifically built for that e | her objects, naintenance, abrasive en environment | nisuse, exceeding recommend negligence, improper installat inadequate maintenance, or vironment or exterior element ered or modified in any manne | ion, rs unless |
| | the manufacturing facility | 7, substitutio rs, or additio | n of parts other than factory a n of any parts without prior wi | uthorized |
| | of products, incidental or | consequenti | loss of data, loss of revenue or al damages, delays, or expense advised of the possibility there | es incurred |
| | 7. Lost time and/or additiona | al trips for m | issing or damaged component | ts. |
| | 8. Expedited freight charges. | | | |
| Obligation | repair of defective componer owner's sole remedy. | nts that recei | is limited to only the replacem wed prior authorization. This i abor charges performed by an | s the |
| | PFlow Industries, Inc. service overtime, holiday rates, or an | 0 | ng standard business hours, ex fees. | cluding |
| | Industries, Inc. is authorized | to modify th | o person except an officer of F nis warranty or to incur on beh on or liability in connection wi | alf of |

Section 3 | Warranty Information



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| Liability | PFlow Industries, Inc. believes, to the best of our knowledge, that the information in the equipment manuals are accurate. In the event that technical or typographical errors exist, PFlow Industries, Inc. reserves the right to make changes to subsequent editions of the manual without prior notice to holders of this edition. The reader should consult PFlow Industries, Inc. if errors are suspected. The customer's right to recover damages caused by fault or negligence on the part of PFlow Industries, Inc. shall be limited to the amount paid to PFlow Industries, Inc. by the customer. The limitation of liability of PFlow Industries, Inc. will apply regardless of the form of action, whether in contract or tort, including negligence. Any action against PFlow Industries, Inc. must be brought within one (1) year after that cause of action accrues. PFlow Industries, Inc. will not be liable for any loss, injury, or damage to persons or property, nor for direct, indirect, or consequential damage of any kind resulting from failure or defective operation of said material or equipment. | | |
|------------------------|---|---|--|
| Warranty Procedures | All billing must be in accordance with our Warranty Procedure parts will be handled in accordance with the Return Goods Aut Industries, Inc. | | |
| Pre- Authorization | All warranty work must be pre-authorized by PFlow Industries, Inc. Product Support Department prior to starting work. Where distance and or experience may be more cost-effective, PFlow Industries, Inc. reserves the right to use alternate organizations. Labor is defined as a maximum of two hours travel per call, plus reasonable on-site repair time as determined by PFlow Industries, Inc. Local purchase of components must be pre-authorized. Notify the PFlow Industries, Inc. Product Support Department of the problem for authorization. PFlow Industries, Inc. will determine: The cause of the problem. Who will do the repair work. The repair details involved. If PFlow Industries, Inc. decides that your organization or your subcontractor will do the work, an authorization number will be assigned which must be referenced on all subsequent paperwork. | | |
| NOTE | Notify PFlow Industries, Inc. by phone, FAX, or e-mail during the occurs during our non-working hours. Issuance of an authoriza approval and/or payment. | - | |
| Invoices | Submit an invoice for approval within 30 days after the date the work was complet Payment is made 30 days after the date of approval. A deduction from outstanding payments to PFlow Industries, Inc. for warranty is never authorized. Invoices received without sufficient information will be returned. Invoices will b reconsidered for approval when complete documentation is received. All invoice must include, in detail, the following: PFlow serial number. Date the work was performed. Description of the problem. Travel time incurred. | | |



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| Read the Entire Manual | Important: carefully read the entire manual upon receipt of the VRC. Improper installation, alteration, adjustment, service, cleaning, or maintenance could result in death, severe injury, or property damage. Instructions and warnings must be read and thoroughly understood by all operators and users. PFlow Industries, Inc. recommends that the owner conduct regular staff training including safety instructions on a regular basis to avoid the risk of accident or damage to the VRC. |
|---------------------------|---|
| | Following procedures other than those indicated in this guide to install, use, and maintain the VRC is considered inappropriate and may cause fatal accidents, personal injury, or property damage, in addition to invalidating the warranty. |
| Intended Purpose | The intended purpose of the PFlow Industries, Inc. Vertical Reciprocating Conveyor (VRC) is to provide a safe and simple means of moving materials only, up to the VRCs rated capacity, from one level to another. VRCs are not elevators. The VRC is exclusively intended for use in establishments where all operators have been trained to understand the purpose, limitations, and associated hazards of the VRC. Any other use of the VRC is strictly forbidden. |
| Safety Alert Symbols | To ensure your safety and the safety of those around you, it is important that you read, observe, and understand ALL safety precautions relative to a particular task. Safety precautions in the manual are labeled with an alert symbol followed by the word DANGER , WARNING , or CAUTION . |
| | This is the safety alert symbol. It is used to alert you to potential physical injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death. |
| A DANGER | Indicates a hazardous situation that, if not avoided, will result in death or serious injury. |
| | Indicates a hazardous situation that, if not avoided, could result in death or serious injury. |
| | Indicates a hazardous situation that, if not avoided, could result in minor or moderate injury. |
| NOTICE | Used to address practices not related to physical injury. |



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| • Stay within the rated lift capacity. |
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| • Make sure all safety devices are in place and operable before using the equipment. If any safety device is missing or inoperable, immediately remove the equipment from service. |
| • High Voltage! A licensed electrician must install all electrical connections and permanent wiring in accordance with applicable local or national electrical codes. Make sure the equipment is properly grounded in accordance with local electrical codes or, in the absence of local codes, with the current edition of the National Electrical Code NFPA No. 70. |
| • Falling column hazard! Make sure all beams, columns, posts, enclosure panels, and components are properly supported during installation. Illustrations may show the beams, columns, posts, enclosure panels, and components unsupported in order to make the equipment and installation instructions clearly understood. |
| • Keep clear of unsupported platforms. Stay out of the area under a raised platform. If a maintenance operation requires the carriage to remain in the raised position, physically secure the carriage with a maintenance pin, DeckLock system, chains, cables, or with a maintenance operation option for the platform. |
| • Passengers are not permitted. Riding may result in death or serious personal injury. |
| • Allow only competent adults who have been properly trained in the safe use of this equipment to operate it. |
| • This equipment can be dangerous if not used properly. Allow only properly trained and authorized personnel to operate this equipment. |
| • This equipment must be maintained to ensure safety. Allow only properly trained personnel to service the equipment. Implement a routine safety inspection plan and follow the recommended preventive maintenance schedule in the owner's manual. |
| • Lockout/tagout equipment before performing any adjustments or maintenance. If the equipment is not locked out, it could start unexpectedly and cause injury or damage. <i>Make sure all personnel are</i> <i>aware of the potential for stored energy to be present even after the power</i> <i>has been locked out.</i> Refer to ANSI Z244.1 and OSHA 29 CFR 1910.147 for minimum requirements for a lockout/tagout system. There may be additional state or local requirements. |
| • Components and accessories may be heavy. To prevent serious injury, use the appropriate lifting apparatus when handling the components and installing the VRC. |



| | • | If any defects relating to operating safety and reliability are detected or if any damage occurs, the VRC must be taken out of operation immediately. |
|--|---|--|
| | • | Before the VRC is put into operation, all VRC parts must comply with all relevant health and safety directives and regulations. |
| | • | Do not switch the main power supply on or start the VRC when persons are in contact with the VRC. |
| | • | Make sure that no persons or objects are within the range of any moving parts of the VRC. |
| | • | Climbing, sitting, walking, or riding on equipment while the equipment is in operation could result in death or serious injury. |
| | • | If this VRC needs to be modified in any way, contact PFlow Industries, Inc. for assistance. Do not make any unauthorized changes. |
| | • | Close all gates before the carriage is moved. Never leave the lift unattended with the gates in the open position. Never close gates when a person is on the carriage or within the fenced area. |
| | • | Place the load in the center of the lift platform to avoid shifting loads. Make sure that any portion of the load does not overhang the perimeter of the carriage. This could create an unstable load condition. |
| | • | If the carriage deck does not stop after contact has been made with the limit switch arm, or continues to drift past the floor level, the lift motor brake is not working properly. Discontinue use of the VRC and contact PFlow Industries, Inc. for assistance. |
| | • | Lockout/tagout the VRC before removing jammed product. Be aware that stored energy in the lift components may move or shift when the jam is removed. De-energize any circuit before work is begun. |
| | • | Do not overtravel! Stops, mechanical or electrical, must be in place to prevent the carriage from traveling beyond the intended floor level. Overtravel could cause permanent damage to the carriage or failure of the lifting mechanism. |
| | • | Entanglement hazard! Secure long hair, wear snug-fitting clothing, and avoid wearing jewelry while using the VRC. |



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| A CAUTION | • | During operation, the surfaces of some components may become hot. Avoid touching hot surfaces or wear protective gloves. |
|------------------|---|---|
| | • | Inform personnel about the location and operation of emergency stops and power disconnection points. |

• If any unsafe or unusual conditions are observed, stop the equipment and remove it from service. Report the condition to your supervisor.



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Electrical Safety Precautions

A DANGER



High Voltage! Employees servicing or maintaining VRCs may be exposed to death or serious personal injury if hazardous energy is not properly controlled. De-energize any circuit before work is begun. Follow your facilities procedures or OSHA lockout/tagout (LOTO) procedures anytime maintenance or service is being performed on any electrical box or component.

CAUTION

The incoming voltage source must match the voltage identified on the rating tag. The rating tag provides essential technical information required for any installation, maintenance, or repairs. Do not remove, damage, or modify the rating tag.

De-energize the Circuit

- 1. Lockout/tagout whenever any work, maintenance, or service is performed on any electrical box or component. Make sure circuits are de-energized before starting work, using a functional, properly rated, and well maintained multimeter or voltage sensing device. Make sure the device is rated for the level of voltage being measured and is sensitive enough for the application.
- 2. Use fuse pullers to change a fuse; *never* use bare hands, pliers, or screwdrivers.
- 3. Install covers on exposed electrical devices or wires to protect personnel from serious injury.
- 4. Ground all metal connection boxes, switch boxes, starting boxes, transformers, motors, limit switches, interlocks, and push-button stations to prevent shock to personnel.
- 5. When using a portable meter, never leave one lead dangling with the other lead connected. Anyone touching the lead may receive a shock through the meter.
- 6. Make sure that all is clear following lockout/tagout procedures before applying power to a circuit. This is necessary in order to protect personnel from injury and to prevent damage to the equipment.
- 7. Avoid accidental contact with equipment or conductors which are known to be energized or are **not** known to be de-energized. If it is necessary to work on equipment while it is energized, use extra care. Always test and repair equipment that appears damaged or delivers an electric shock.

Take time to be careful! Follow all safety precautions to prevent death or personal injury.



Electrical Safety Precautions



NFPA No. 70.

High Voltage! To prevent serious injury, death, or property damage, all electrical connections and permanent wiring must be installed by a licensed electrician in accordance with applicable local or national electrical codes. Arc flash and shock hazard appropriate PPE is required. This equipment must be adequately grounded in accordance with local electrical codes or, in the absence of local codes, with the current edition of the National Electrical Code

Working on Energized Circuits

When electrical repair or maintenance work is required that prohibits de-energizing the circuits involved, extreme caution must be used. The work should be completed only by authorized, well trained and supervised personnel who are fully aware of the dangers involved. All practical safety measure must be used to protect the personnel performing the required work. In addition to the NFPA No. 70 codes, the following precautions **must** be taken:

- 1. Remove all wristwatches, watch chains, rings, necklaces, metal appendages to clothing, oversized metallic belt-buckles, metal piercings, or loose clothing. These items have the potential to make accidental contact with energized surfaces. In addition, secure long hair with a hair net or cover with a plastic helmet.
- 2. Remove all hair barrettes or bobby pins. These items are electrically conductive and accidental contact may cause serious personal injury.
- 3. Wear dry clothing and shoes. Moisture should not be present on the soles of shoes. Water is electrically conductive and accidental contact may cause death or serious personal injury.
- 4. Insulate the worker from the ground. Cover any adjacent grounded metal surfaces with an insulating material. Suitable insulating materials are dry wood, rubber mats, dry canvas, dry phenolic material, or heavy, multi-ply paper (cardboard). Make sure that the insulating material has no holes present and there are no conductive materials (e.g., staples) embedded. Cover a sufficient area with the insulating material to make sure that adequate space is permitted for worker movement.
- 5. Use insulated tools when working on energized circuits or fuse box. These insulated tools must be rated to withstand the voltage of the energized circuits.

Notes for the Installation Electrician

- the The installation electrician must take the following precautions:
 - 1. Locate and review the electrical schematics furnished with the equipment.
 - 2. Verify the proper fit-up, wiring and operation of all required electrical components.
 - 3. Mount the push button station out of reach of someone located on the carriage (approximately six feet [1829mm]).
 - 4. Wire standard lift limit switches on the chain tensioning assembly (see the job specific electrical schematic as required) for mechanical VRCs as follows: If the tensioner chain becomes slack causing the arm on the limit switch to move down or if a strong tension is exerted on the tensioner chain causing the arm to move up, there is a break in the control power. The limit switches are designated with an LS# on the electrical schematic.



MATERIAL HANDLING SOLUTIONS

| Unique Descriptions and Names | PFlow Industries, Inc. has incorporated, as well as created, a number of unique descriptions, names, and terminology for parts, components, and devices included in the Vertical Reciprocating Conveyor (VRC). This glossary includes these unique terms and other common terms to help understand this manual and the information it contains. In addition, the glossary will aid the user in communicating the correct information during troubleshooting and service situations. Although the wording and descriptions may sound familiar to the person who has read the manual, other terms and descriptions might not. It is recommended by PFlow Industries, Inc. that this glossary be reviewed before reading the remainder of this manual. |
|----------------------------------|--|
| Alkyd paint | A fast-drying enamel paint, color-mixed per the customer's request, and applied using standard methods as specified by the paint manufacturer. |
| ANSI | American National Standards Institute: www.ansi.org |
| ASME | American Society of Mechanical Engineers: www.asme.org |
| Authorized person | Trained or qualified personnel approved to perform a specific duty or duties. |
| Back-frame | The vertical portions of the carriage on a cantilever VRC, typically a series D vertical support mast. |
| Backstop panel | Also known as a Mezzanine roll-off panel, this is a panel that is installed opposite the loading edge at upper loading levels of a VRC platform that does not penetrate a floor. The backstop panel helps protect personnel and/or products from falling off the platform when loading or unloading. This term should not be confused with the term "backstop" as defined in ASME B20.1. |
| Backstop | As defined by ASME B20.1; A mechanical device to prevent reversal of a loaded conveyor under action of gravity when forward travel is interrupted. |
| BVAC | A bi-panel vertical acting gate. |
| Cantilever | A style of VRC where the carriage rides along the guide columns that are located on the same side of the carriage. This style lift can accommodate loading on three sides; right, front, and left. |
| Capacity | The maximum load for which the VRC is designed. |
| Carriage | The entire structural assembly that travels on the guide columns and carries the load. |
| Carriage gate | A gate that is mounted directly on the carriage deck. |
| CEMA | Conveyor Equipment Manufacturers Association: www.cemanet.org |
| Chain | See Drive chain, Lift chain and Roller chain. |
| | |



| Chain Driven Live Roller (CDLR) | A horizontal conveyor that is driven by separate loops of chain or a continuous chain. The chain contacts all roller sprockets, depending on the type and function of the horizontal conveyor. Either double or single sprockets are fitted to the horizontal conveyor rollers. | |
|-------------------------------------|--|--|
| Chain Guide Tube | A tube welded to the back side of the VRC column that encloses the lift chain and tensioner chain. | |
| Chain tensioner | A device that monitors the lift chain tension. If the lift chain is too tight, becomes slack, or breaks, the limit switch mounted on the chain tensioner will trip and remove control power. | |
| Columns | The vertical structural members in which the wheelblocks attached to the carriage travel up and/or down. | |
| Column splice | Columns shipped in more than one piece must be joined in the field during installation. Field assembly and welding is required. | |
| Constant Pressure Push Button | A push button which must remain pressed and maintained by the operator in order to perform a desired operation. If the push button is released, the desired operation will stop. | |
| Controls | Any combination of electrical devices used to control the operation of a VRC. This normally includes push buttons, relays, limit switches, interlocks, etc. | |
| Control Panel | An enclosure housing various electrical components that control the VRC. | |
| Control voltage | The control voltage is typically provided by the control transformer and is used to energize the various low voltage electrical devices. | |
| Conveyor, Vertical Reciprocating | See Vertical Reciprocating Conveyor (VRC). | |
| Dead load | A static load that is a permanent force, acting on a structure (see Platform). | |
| Deck | The floor of the carriage (can be smooth plate, tread plate, or open). | |
| DeckLock System | An added measure of safety to prevent uncontrolled descent of the carriage. | |
| Diagonal drop bar | Load-defining bar and snap chain across operating end(s) of the carriage to define the load area on the platform which may minimize load movement. The diagonal drop bar is hinged at the base and swings down. This is not a load stop. | |
| Direct acting cylinder | The cylinder which transmits lifting force directly to the carriage rather than through the use of cables, pulley, or chains. | |
| Drivebase assembly | Gear reducer, brake motor and mechanical components that power the chain that lifts and lowers the carriage for mechanical VRCs. This assembly is typically mounted at the top of the lift guide columns. | |



| Drive chain | Drive chains on the F series mechanical VRC, through a series of a shaft and sprockets allow the carriage to be raised and lowered. |
|---------------------------------|--|
| Drift | The action of a lift carriage slowly dropping, usually due to slight internal leaks in a hydraulic system or mechanical slippage of a motor brake. |
| EBVAC | An electrically powered bi-panel vertical acting gate. |
| Effective width/length | Refers to usable space for the materials load on the carriage, not the overall dimensions which includes space allowed for carriage side guards and snap chains. |
| Electrical cable | Electrical cables consist of at least two conductors contained within a protective outer cover. |
| Enclosure (lift guarding) | Structure surrounding a VRC to prevent outside interference with its normal operation and to safeguard personnel. Typically 8' (2438mm) high panels composed of expanded metal or other materials that will prevent a 2" (51mm) diameter ball from passing through (ASME B20.1 requirement). |
| Epoxy coating | Abrasion-resistant, two-part industrial-strength protective coating system applied over sandblasted and primed steel or direct to metal. The epoxy coating is ideal for outdoor, chemical, or caustic wash-down environments or applications where standard alkyd enamel is viewed as insufficient. |
| EVAC | An electrically powered single panel vertical acting gate. |
| Expanded metal (EM) | A sheet of metal uniformly slit and stretched, forming diamond-shaped openings in the metal sheet. Expanded metal is a one piece construction that will not unravel under normal circumstances and will hold its shape. Expanded metal comes in a standard (raised) or flattened diamond pattern in a variety of gauges, opening sizes, materials and sheet sizes. |
| Explosion proof (EXP) | Electrical devices (e.g., control panels, motors, limit switches) that are designed to operate safely in a specific location or area where potentially explosive environments can or do exist. |
| Floor-to-Floor distance | The distance from one operating floor level to the adjacent operating floor level (see Vertical travel). |
| Full Height Enclosures (FHE) | Structure surrounding the full height of a VRC to prevent outside interference with its normal operation and to safeguard personnel. Typically panels composed of expanded metal or other materials that will prevent a 2" (51mm) diameter ball from passing through (ASME B20.1 requirement). |
| Gate | A device that opens and closes manually or automatically to allow access to the carriage for loading and unloading. The gate is normally a swing, sliding, or vertical acting device constructed of similar expanded metal as the enclosure (see specific gate type). |



MATERIAL HANDLING SOLUTIONS

| General Arrangement (GA) drawing | The drawing produced by PFlow Industries, Inc. which shows the VRC lift, gates, and enclosures. The drawing may show but does not specify building details. |
|-------------------------------------|---|
| Guarded by location | Describes moving parts so protected by the parts remoteness from the floor, platform, walkway, or other working level, or by the parts location with reference to the frame, foundation, or structure to reduce the foreseeable risk of accidental contact by persons or objects. The parts remoteness from foreseeable, regular, or frequent presence of public or employed personnel may constitute guarding by location in reasonable circumstances. (See ASME B20.1 standard) |
| Guide angles | Guide angles are attached to the guide column to help capture and contain the guide wheels in the columns and guide the carriage. |
| Guide column | The structural members connected to the carriage that guide the carriage travel up and down. |
| Header | Header refers to the horizontal structure spanning the width of the carriage or gate. The carriage header defines the load height on straddle units. |
| HMI (Human Machine Interface) | The user interface in the control system that provides graphic control of the VRC. The HMI communicates with the programmable logic controller (PLC). |
| Hollow shaft | VRC mechanical shaft of the mechanical drivebase which penetrates the gear motor rather than coupling to the gear motor. This minimizes wear points. |
| Hydraulic cylinder | A device which converts fluid power into linear force and motion. The hydraulic cylinder usually consists of a movable element such as a piston and piston rod, plunger or ram, operating within a cylindrical bore. |
| Hydraulic power unit | Refers to motor, pump, and reservoir assembly. The reservoir is shipped with oil. Most hydraulic power units come with the control panel attached and pre-wired to the hydraulic pump. |
| Incoming voltage | The main voltage being supplied for operation of the equipment. |
| Interlock (Gate/Door) | An electro-mechanical locking system used on the gates or access doors of a VRC. The system prevents the VRC operation unless all such gates or access doors are closed. The system also prevents the opening of any such gate or access door unless the VRC carriage is present at that particular landing or opening. |
| Intermediate level | A floor level or levels between the uppermost and bottommost operating floor. |
| Junction box | An electrical control box used to join, centralize, and distribute wiring from different locations. |
| Keylock control | A keyed push button station that prevents unauthorized use of the VRC. |
| Kick plate | A curb on the outermost edge of the inoperable sides of the carriage deck which is designed to contain product and is a minimum of 4" (102mm) high. |
| Knock-down (KD) | Lift components shipped in two or more pieces. Typically field welding is required (e.g., KD carriage, KD headers, KD uprights, KD gates, etc.). |



| Landing | A permanent-working surface at a fixed elevation used for loading or unloading the carriage. |
|----------------------------------|---|
| Lift chain | A chain that lifts the carriage and load. |
| Lift location light | Illuminated push button that indicates at which level the carriage is located. |
| Lifted load | The total weight that the VRC is designed to lift at a specific speed. Typically, this is the dead load plus live load (see Rated load). |
| Limit switch | An electrical device which is used to control the carriage position and monitor various mechanical devices. |
| Load pattern | A method to describe the direction a load can be moved on and off a carriage at different operating floors or levels. These can be used in combinations. "C" load pattern: Carriage configuration allowing a load/unload opening on one side of the carriage deck. "Z" load pattern: Carriage configuration allowing a load/unload opening on opposite sides of carriage deck. "90 degree" load pattern: Carriage configuration allowing a load/unload opening on openings at right angles on the carriage deck. |
| Load test | The carriage is loaded to rated capacity, and the lift is operated. |
| Масгороху | Macropoxy is a fast drying, polyamide epoxy designed to protect steel in industrial exposures. Ideal for protection of sharp edges, corners, and welds. |
| Mechanical stop | A mechanical means of stopping travel at a fixed position. |
| Momentary contact push button | A push button which only has to be pressed for an instant to activate the desired operation. |
| Non-operating end | The side(s) of a carriage not used for loading/unloading. Handrails or expanded metal sides and kick plate are normally supplied as minimum guarding. |
| Operating end | The side(s) of the carriage used for loading/unloading. At a minimum the side(s) are normally equipped with a safety chain as guarding. |
| Overall dimension | The outside dimension of the carriage structure or the entire lift. |
| Overtravel limit switch | A safety device provided on mechanical VRCs to stop carriage travel beyond the uppermost or lowermost floor level if the floor level positioning limit switch fails. |
| Photo eye | Photoelectric sensor that uses a focused beam of light to span the distance to a reflector. The VRC controls receive a signal when the reflected bean of light is detected by a sensor. |
| Pit | A depression in the floor a minimum of 1" (25mm) deeper than the carriage profile, which allows the carriage deck to be flush at operating floor or level. |
| Platform | The structure that forms the floor of the carriage and that directly supports the load (see Deck). |
| Pneumatic gate operator | A device that requires in-plant, clean and dry air to automatically open and close a gate. The device can be operated by either manually through the use of pull cords or push buttons, or automatically through the use of a PLC. |

Section 5 | Glossary



| Pressure switch (hydraulic) | A sensor which detects hydraulic pressure. The sensor can be set to trip at a predetermined pressure. When this pressure setting is reached, the pressure switch will activate, opening the control circuit and stopping the pump motor. |
|--|---|
| Programmable Logic Controller (PLC) | A micro-processor based device that controls the VRC or Cartveyor™ through a resident software program. |
| Push-button (PB) station | The wall mounted, pedestal mounted, or hand held device used to control the operation of the VRC. |
| Qualified person | A person, who by possession of a recognized degree, certificate, professional standing, or skill, and who by knowledge, training and experience, has demonstrated the ability to deal with problems relating to the subject matter, the work, or the project. |
| Ramp | An access ramp used to load on and off of a carriage deck. |
| Rated load | The load the VRC is designed for and installed to lift at a rated speed (see Lifted load). |
| Reflector | A plastic, prismatic object used to reflect a beam of light emitted from a photoelectric sensor. |
| Roll-off panel | See Back-stop panel. |
| Roller chain | The type of chain drive most commonly used for transmission of mechanical power. The roller chain consists of a series of short cylindrical rollers held together by side links and connecting pins. The roller chain is driven by a toothed wheel called a sprocket. |
| Safety cam | Spring-loaded, hardened steel cam directly attached to the lift chain or gate chain that engages if the lift chain or gate chain breaks or slackens, preventing the carriage or gate panel from dropping more than a few inches. |
| Side guards | A protective enclosure on the outermost edge of the inoperable sides of the deck welded to the carriage to contain load. Can be rails, sheet steel, or expanded metal. |
| Slack chain device | A device that monitors a chain and trips if the chain goes slack. If the chain becomes slack or breaks, the limit switch mounted on the slack chain device will trip and remove power to the circuit. |



| Spliced guide column | Guide column that is fabricated and delivered in two or more sections necessitated by manufacturing, handling, or installation constraints. |
|--|--|
| Sprocket | A wheel typically mounted on a shaft. The wheel has a row of teeth around its edge that fit into the links of a chain. |
| Straddle | A style of VRC where the carriage rides between two guide columns that are located on opposite sides of the carriage. This style of lift will accommodate "C" and "Z" type loading patterns. |
| Top of roller (TOR) | Top elevation of a horizontal conveyor system roller which is also the lower elevation of the load. |
| Touchscreen | See HMI. |
| Transom | A panel or panels used to close an enclosure opening above the VRC entrance. |
| Travel | The difference in elevation between the bottommost level of the carriage platform and the uppermost level of the carriage platform, regardless of whether the carriage is pit or floor mounted. |
| UHMW (Ultra-High Molecular Weight) | An abrasion-resistant, high-impact, polyethylene material used throughout the VRC to protect and/or guide moving parts. |
| Uprights | The portion of the carriage that houses the wheels that guide the carriage between the columns. |
| VAC | A single panel vertical acting gate. |
| VFD (Variable-Frequency Drive) | A VFD is a type of drive used in electro-mechanical drive systems to control AC motor speed and torque by varying the motor frequency and voltage. |
| Velocity fuse | A device that senses hydraulic flow across a control orifice when the pressure differential exceeds a predetermined amount. A spring-biased poppet closes, shutting flow to the damaged hydraulic circuit and prevents the lift carriage from descending. |
| Vertical travel | Distance the carriage deck travels; floor-to-floor or total distance (see Travel). |
| Vertical Reciprocating Conveyor (VRC) | A reciprocating power actuated lifting device (not designed to carry passengers or an operator) that receives loads on a carriage and transports these objects from one operating elevation to another. |
| VRC specification sheet | PFlow Industries, Inc. informational data sheet providing general information on a specific VRC. |
| Wheelblock assembly | Sub-assembly fastened to the carriage upright that contains the guide roller elements and safety cam for the chain driven VRC lift. The lift chain is typically attached to the wheelblock assembly safety cam. |

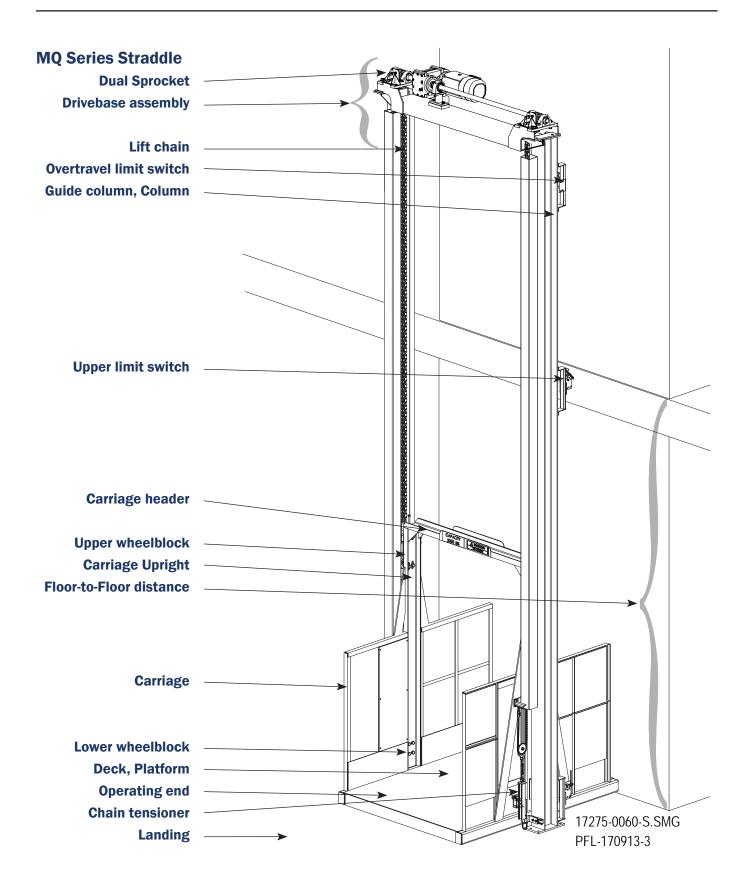


Gate Types:

| Single swing gate | This type of gate hinges on one side and latches on the other, may be either right or left-hand swing. Clear space is required in front of the VRC for the gate to swing open. |
|---|--|
| Bi-parting swing gate | The bi-parting, swing gate has hinges on each side and latches in the center. Clear space is required in front of the VRC for the gates to swing open. |
| Single panel vertical acting gate (VAC) | The VAC gate panel closes to the floor and opens in the upward direction. |
| Double panel vertical acting gate (BVAC) | The BVAC gate is the same as the single panel VAC above in operation and use except the two (2) panels telescope from a nested position. |
| Horizontal sliding gate | The horizontal sliding gate operates in the same manner as a vertical acting gate except the gate functions in the horizontal direction. |
| Roll-up door | The roll-up door can be anything from an industrial type roll-up steel door to self-storage facility type door. |



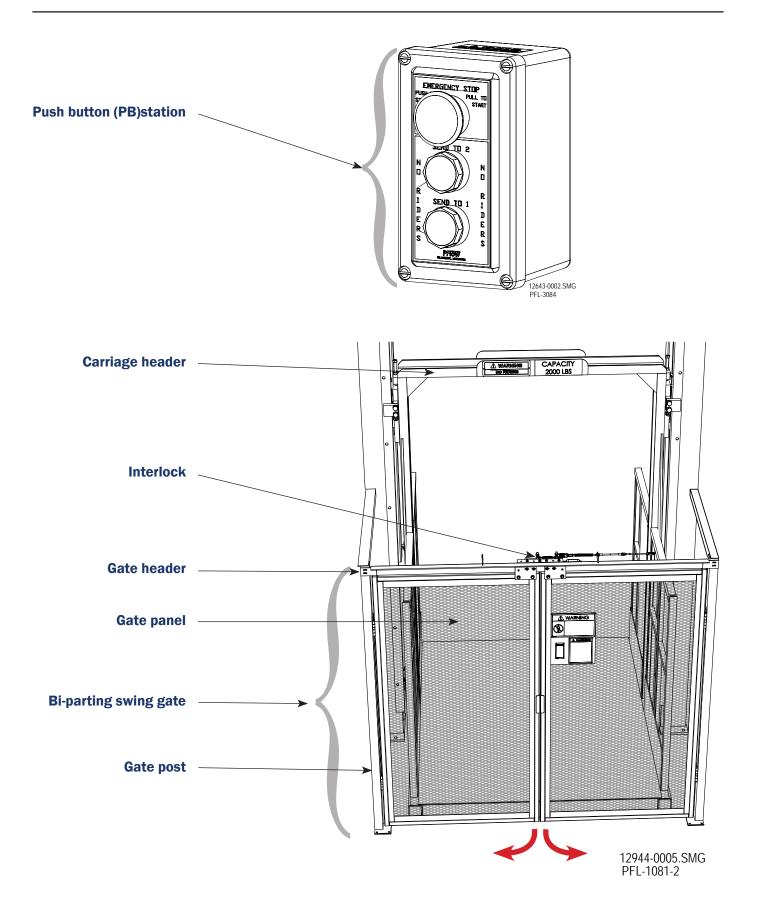
MATERIAL HANDLING SOLUTIONS



Section 5 | Glossary



MATERIAL HANDLING SOLUTIONS





| Arrival | A fork truck capable of lifting approximately 2,000 lbs. (907 kg) is required. Larger Vertical Reciprocating Conveyors (VRCs) may require a heavier lifting capacity fork truck or crane. Refer to the shipping weights for the equipment required for your job. Prior to shipping, PFlow Industries, Inc. takes pictures of all the items shipped, contents of the parts crate, and individual boxes to make sure the shipment is complete. |
|-------------------------------------|---|
| NOTICE | The material in the boxes, cartons, etc. are delivered to the carrier agent complete and in good condition. Report shipping damage or discrepancies immediately to the PFlow Industries, Inc. Product Support Department. <i>PFlow Industries, Inc. is not</i> <i>responsible for damage due to shipping or receiving once the equipment has left the</i> <i>factory nor will PFlow Industries, Inc. file any claims for damage that may occur.</i> |
| Inspection | Upon receipt, conduct an immediate inspection while the equipment is still on the truck or immediately after it is moved to the receiving area. Do not wait until after the equipment is moved to a storage area. |
| | Verify that the number of items on the Bill of Lading agrees with the number of items delivered. Examine all pieces to determine if damage has occurred during transit. Do not sign a delivery receipt or a freight bill until a proper count has been made and inspection of all packages are complete. Should damage occur in shipment, it is a matter between the carrier and the consignee. In such cases, the carrier is assumed to be responsible for the safe delivery of the equipment, unless negligence can be established on the part of the shipper. |
| | Verify the dimensions of the delivered materials against the PFlow Industries, Inc. General Arrangement (GA) drawing. If anything is missing or incorrect, contact the PFlow Industries, Inc. Product Support Department immediately. Failure to notify the PFlow Industries, Inc. Product Support Department may affect the completion time of the installation. The warranty does not cover lost time and/or additional trips for missing or damaged components. |
| Transportation Damage and Claims | 1. Note all visible loss or damage that has occurred directly on the carrier's delivery receipt. |
| | 2. Have the driver sign the delivery receipt. If the driver refuses to sign, make a notation of this refusal on the receipt. |
| | 3. If the driver refuses to allow inspection, write the following on the delivery receipt: Driver refuses to allow inspection of containers for visible damage. Have the driver sign the delivery receipt. |
| | 4. Contact the carrier's office immediately upon finding damage and request an inspection. Mail a written confirmation to the carrier's office with the time, date, and the person called. |
| | 5. Save any packages and packing material for further inspection by the carrier. |
| | 6. Promptly file a written claim with the carrier and attach copies of all supporting paperwork. Report all hidden damage directly to the freight carrier within seven days of delivery. |

Section 6 | Equipment Arrival and Unpacking



MATERIAL HANDLING SOLUTIONS

www.pflow.com P 414 352 9000 F 414 352 9002 6720 N. Teutonia Ave. Milwaukee, WI 53209

Shipping Photograph Examples



Parts Crate





Section 6 | Equipment Arrival and Unpacking



MATERIAL HANDLING SOLUTIONS

| Shipping Photograph Examples | | | |
|-------------------------------------|---|--|--|
| Shipping Packet | The shipping packet contains the Owner's Manual, installation instructions, General Arrangement drawing, electrical schematic, and additional information applicable to the installation. | | |
| | An additional copy of the schematic is inside the control panel. | | |
| Return Goods Authorization (RGA) | All replacement components needed as a result of any damage will require a purchase order, authorization number, and compliance with PFlow Industries, Inc. Return Goods Authorization (RGA) procedures. The RGA number shall be obtained from PFlow Industries, Inc. Product Support Department. The RGA number helps to identify and track the component when returned to PFlow Industries, Inc. | | |
| Warranty Work | Warranty procedures are included in this manual. All warranty work must be pre-authorized by the PFlow Industries, Inc. Product Support Department prior to starting work. | | |
| | 1. Notify the PFlow Industries, Inc. Product Support Department of the problem for authorization. | | |
| | 2. PFlow Industries, Inc. will determine: The cause of the problem. Who will do the repair work. The repair details involved. 3. If PFlow Industries, Inc. decides that your organization or your | | |
| | subcontractor will do the work, an authorization number will be assigned which must be referenced on all subsequent paperwork. | | |
| NOTE | Notify PFlow Industries, Inc. by phone, FAX, or e-mail during the next business day if an event occurs during our non-working hours. Issuance of an authorization number does not guarantee approval and or payment. | | |



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Recommended Tools

The following is a list of recommended tools necessary to expertly install the equipment to industry standards. This is only a guideline. Individual sites and applications may require additional items.

| | U |
|---|--|
| Welding Machine and Equipment (Helmet, Gloves, Rods) | Socket Set: 1/2" Drive Sockets Sizes to 1-1/4" |
| Lifting Cables, Straps, Slings or Chains: 2,000 lb. (907 kg) Capacity* (Minimum) | Hammer Drill & Bits: (1/4", 3/8", 1/2" Anchors; 4" Length Minimum) |
| Chain Fall: 2,000 lb. (907 kg) Capacity* (Minimum) | Open or Box-End Wrenches to 1-5/16" |
| Scissor Lift (optional but helpful) | Electric Drill and Drill Bits |
| Fork Lift: 2,000 lb. (907 kg) Lifting Capacity* (Minimum) | Allen Wrenches to 3/8" |
| Step Ladder(s) | Tap set: 1/4-20 to 3/4-10 |
| Come-Along Tool | Sledge Hammer |
| Disk Grinder | Hack-Saw, Reciprocating Saw, or Portable Band-Saw |
| "C" Clamps | Extension Cords |
| Drift Punch | Chalk Snap-Line |
| Carpenter's Framing Square | Plumb Bobs |
| Spirit Level: 4' (1219mm) Long | 25' (7620mm) Measuring Tape |
| Vacuum | Rags |
| String | Fire Extinguisher |
| Pry bar | Portable Light |
| | |

*Larger Vertical Reciprocating

Conveyors (VRCs) may require a

heavier lifting capacity.

Section 7 | Pre-Installation Responsibilities



| Before You Begin | Read this entire manual. | | |
|--|---|--|--|
| Pre-Installation Responsibilities | Proper preparation of the job site before beginning the installation can mean the difference between an installation that is safe and smooth and an installation that is difficult. Being aware of who is responsible for the listed activities will make sure the installation is a smooth process. | | |
| | PFlow Industries, Inc. recommends that an installer with knowledge and experience on how to rig and erect structural steel discuss not only these items but all other concerns directly with the people on the job site. | | |
| | A pre-installation job site visit is always recommended and considered to be included in the responsibilities of the mechanical installer. | | |
| End User | 1. Assign the authorized on-site contact. | | |
| Responsibilities | 2. Provide the contact information for the authorized on-site contact. | | |
| | 3. Determine the work hours allowed to work on-site. | | |
| | Arrange for other trades or in-plant production to avoid conflict with the proposed installation schedule or between trades. | | |
| | Determine the work procedures and safety guidelines particular to the job site. | | |
| | 6. Communicate on-site safety meetings prior to beginning the installation. | | |
| End User and/or Mechanical Installer and/or Electrical | Secure any required job site, local, or state permits before beginning the installation. Determine if a local inspection and sign-off is required after the installation | | |
| Installer Responsibilities | has been completed. | | |
| Responsionnes | 3. Unload and transport the equipment to the installation area. | | |
| | 4. Determine storage options (if applicable). Storing the equipment outside will void the warranty. If the equipment is stored indoors for a month or longer, consult PFlow Industries, Inc. for maintenance procedures required to keep the warranty in effect. | | |
| | 5. Prepare all necessary job site areas (e.g., pit, floor opening, adequate bracing locations, shaftway openings, doorways) for the installation. | | |
| | 6. Coordinate any job site or building modifications necessary to get the equipment to the installation area. | | |
| | 7. Determine if the weight and the size of the Vertical Reciprocating Conveyor (VRC) components exceed the lift requirements to handle and lift the heaviest load. If the weight of the load is in question, please contact the PFlow Industries, Inc. Product Support Department. | | |
| | 8. Locate the pick-point capable of lifting and handling the necessary VRC components. | | |
| | 9. Determine approved bracing locations and attachment points on the job site. Make sure that the bracing attachment points will withstand the static lateral load for bracing the lift. Details are called out on the GA drawing. | | |
| | 10. Make sure that the floor under the columns will withstand the base plate loading stated on the VSP spec sheet. | | |



| Mechanical Installer Responsibilities | Conduct a pre-installation job site visit. Review the General Arrangement (GA) drawing for any discrepancies between the GA drawing and the job site. Compare the dimensions listed on the GA drawing to the dimensions on the actual job site. |
|--|---|
| NOTE | Discrepancies in the pit length, pit width, pit depth, overhead clearances, and a pit that is not square are just a few items that could create a problem. These discrepancies must be addressed immediately with PFlow Industries, Inc. |
| | 4. Report any discrepancies to the PFlow Industries, Inc. Product Support Department. |
| | 5. Determine if additional bracing material is required. |
| | 6. Complete mechanical erection of the equipment as sold by PFlow Industries, Inc. and called out on the GA drawing, and follow all instructions in the installation manual and safe work procedures. |
| | 7. Mount all electrical devices at non-union job sites. |
| | 8. Return trip upon completion of the electrical installation and be present for the final checkout, adjustments, and training. Complete and return the Installation Completion Checklist to PFlow Industries, Inc. Product Support Department at psd@pflow.com |
| Electrical Installer Responsibilities | 1. Review the General Arrangement (GA) drawing for any discrepancies between the GA drawing and the job site. |
| | 2. Report any discrepancies to the PFlow Industries, Inc. Product Support Department. |
| | 3. Complete electrical connection of the equipment as sold by PFlow Industries, Inc. and shown on the electrical drawings and GA drawing. |
| | 4. Follow all instructions in the installation manual and safe work procedures. |
| | 5. Be present for the final checkout, adjustments, and training. Complete and return the Installation Completion Checklist to PFlow Industries, Inc. Product Support Department at psd@pflow.com |

Section 8 | Job Site vs General **Arrangement Drawing**



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Before You Begin

Read this entire manual.

General Arrangement (GA) Drawing

Job site conditions may be different than those listed on the GA drawing. This drawing includes configuration and dimensional data specific to the job site:

Job number

- Static lateral load
- Equipment dimensions
- Clearance dimensions
- Applicable options

The VRC can only be used according to the specifications given in this manual and the General Arrangement (GA) drawing. If the VRC is to be used outside the original design, contact the PFlow Industries, Inc. Product Support Department to determine if the intended use is possible.

Inappropriate and/or modified use of the VRC can result in dangerous safety issues and/or damage. If this VRC needs to be modified in any way, contact PFlow Industries, Inc. for assistance. Do not make any unauthorized changes.

Obtain written confirmation from PFlow Industries, Inc. before using the VRC in a modified or unspecified manner. PFlow Industries, Inc., cannot be held liable for any accidents and/or damages that may occur through inappropriate or unauthorized use of the VRC.

- 1. Locate the PFlow Industries, Inc. GA drawing in the shipping packet inside the parts crate.
- 2. Review the GA drawing for any discrepancies.
- 3. Compare the dimensions listed on the GA drawing to the dimensions of the actual job site and the materials received.

NOTE

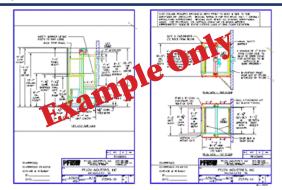
Discrepancies in the pit length, pit width, pit depth, overhead clearances, and a pit that is not square are just a few items that could create a problem. These discrepancies must be addressed immediately with PFlow Industries, Inc.

4. Report any discrepancies to the PFlow Industries, Inc. Product Support Department.

Contact the PFlow Industries, Inc. Product Support Department with any questions or concerns at any time throughout the installation of this equipment.

Sample GA Drawing

The sample drawing shown is only an example and is not applicable to this VRC.







Section 9 | Frequently Asked Questions



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| Frequently Asked Questions | Proper preparation of the job site before beginning the installation can mean the difference between an installation that is smooth and an installation that is difficult. PFlow Industries, Inc. has prepared a list of site specific questions to investigate: |
|-------------------------------|---|
| | 1. Is 3-phase power available for the installation work? |
| | 2. Is welding permitted? |
| | 3. Is a "hot permit" required? |
| | 4. Is a fire watch required? Are there special welding requirements (e.g., special coatings such as epoxy paint, or hot dipped galvanized steel)? |
| | 5. Are there any protrusions or rough spots in the floor level or wall space that could interfere with the installation or the operation? |
| | 6. Are the floors level? |
| | 7. Can the equipment pass through all openings, doorways, hallways, and shaftway openings? |
| | 8. Is there other non-PFlow Industries, Inc. equipment to be integrated with the PFlow Industries, Inc. VRC components? |
| | 9. Is a job specific bracing drawing required? |
| | 10. Is the work site union or non-union? |
| | 11. Is the customer's forklift available for use? |
| | 12. Do the weight and size of the Vertical Reciprocating Conveyor (VRC) components exceed the capability of the on-site equipment to handle and lift the VRC components? If the weight of the load is in question, contact the PFlow Industries, Inc. Product Support Department. |
| | 13. Is there a pick-point capable of lifting the necessary lift components? |

Contact the PFlow Industries, Inc. Product Support Department with any questions or concerns at any time throughout the installation of this equipment.

Section 9 | Frequently Asked Questions



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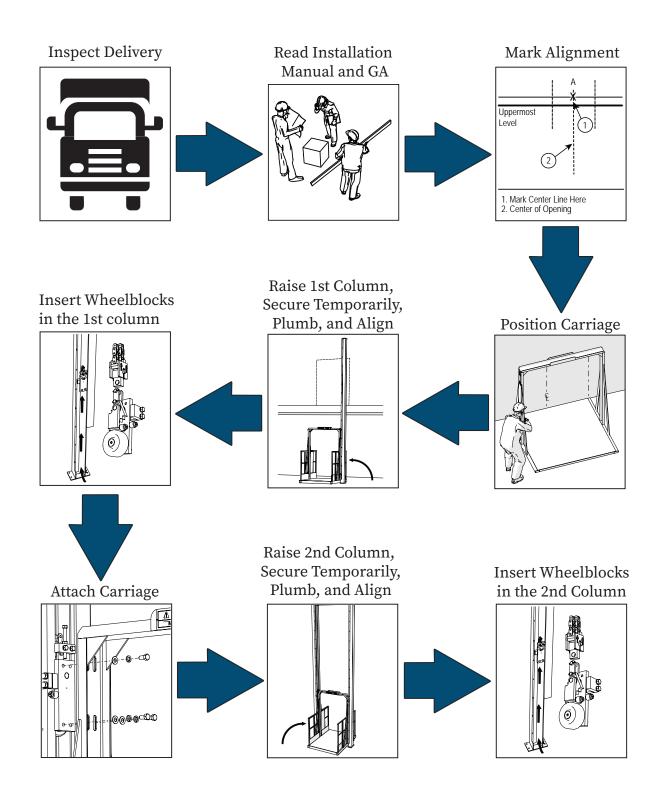


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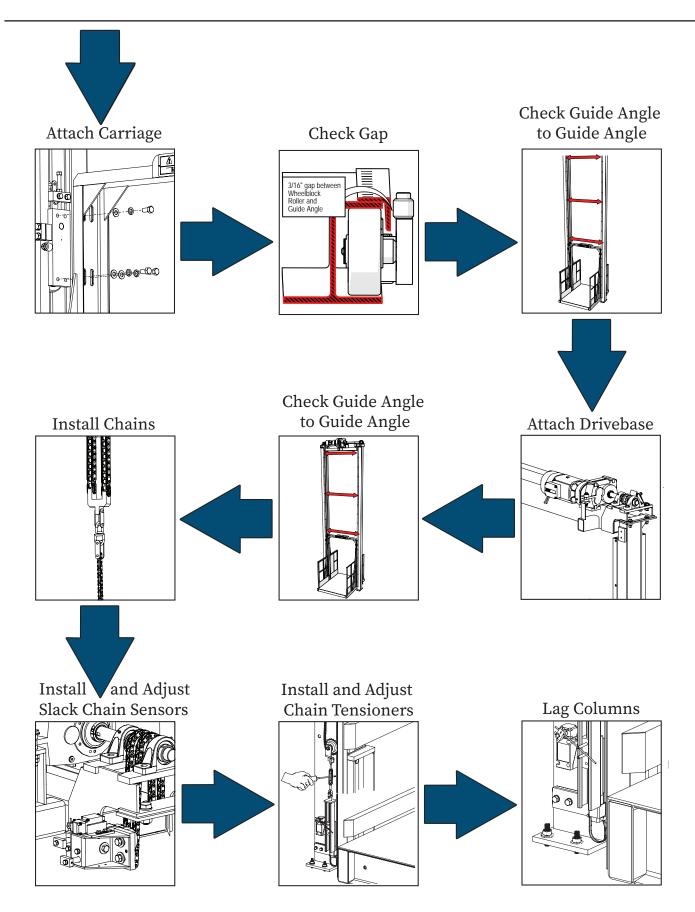
Sequence Of Installation

The next few pages are only an example of the sequence of installation for an open mezzanine application. Refer to the detailed instructions for each sequence included in the installation manual.



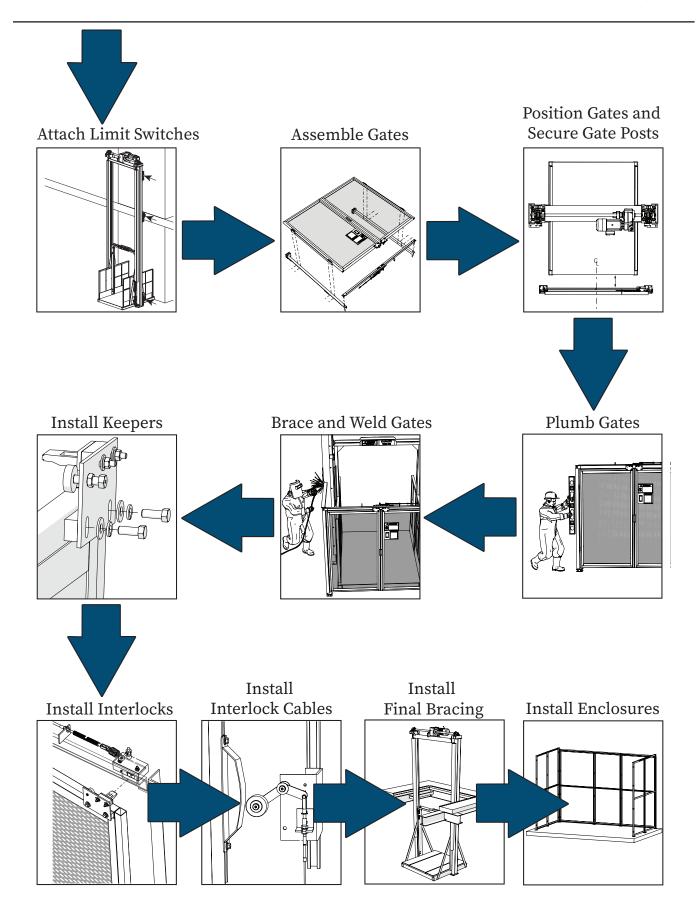


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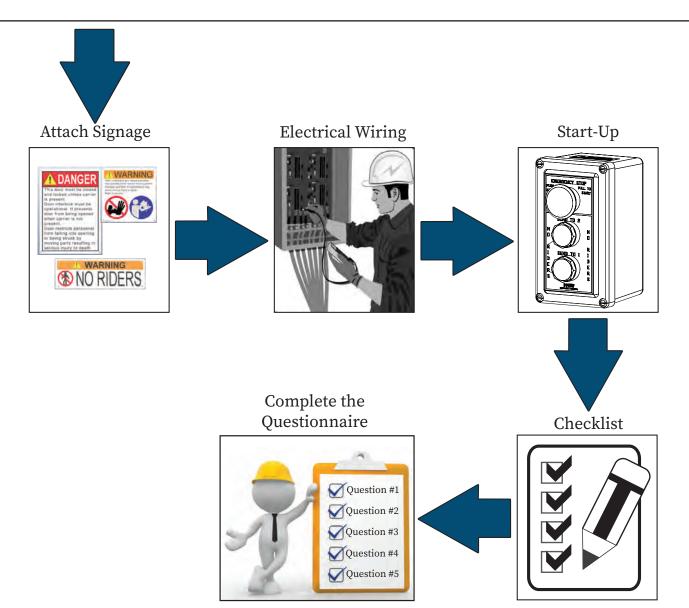


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| Before You Begin | Read this entire manual. Before starting the installation, verify the job site dimensions and the dimensions of the delivered materials against the PFlow Industries, Inc. General Arrangement (GA) drawing. If the site conditions or the delivered materials do not match the GA drawing, please consult the PFlow Industries, Inc. Product Support Department. | | |
|---|---|--|--|
| A DANGER | Falling column hazard! The installation of this equipn installer with extensive knowledge and experience or structural steel. | | |
| NOTICE | ASME B20.1-2015 defines a qualified person as a person who, by possession of a recognized degree or certificate of professional standing, or by extensive knowledge, training, and experience, has successfully demonstrated his/her ability to solve problems relating to the subject matter and work. | | |
| Verify Job Site Dimensions and Carriage Orientation | The Vertical Reciprocating Conveyor (VRC) was built using dimensions supplied to PFlow Industries, Inc. as listed on the General Arrangement drawing (e.g., floor-to-floor distance, pit depth, upper level opening, etc.). | $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | |
| | These instructions are representative of an open mezzanine installation in which the carriage is placed in position before the columns are placed in position. | Uppermost Level | |
| Mark Alignment | 1. Verify that the column installation (e.g., no spliced columns, no restricted shaftway, etc.) allows the carriage to be placed before the columns are installed. | 1. Opening (A) 2. Mark Center Line Here 3. Center of Opening Initial Layout Figure 11-2 | |
| | 2. Mark the center line position of the opening at the uppermost level. See Figure 11-2. | (]→ ← | |
| | 3. To allow clearance for carriage movement, drop a plumb line from the uppermost level on the center line of the opening (Point A). The plumb line must be 1" (25mm) beyond the furthest protrusion. See Figure 11-3. | 1. 1" (25mm) Distance 2. Uppermost Level 3. Furthest Protrusion 10527-2801-S.SMG | |
| | 4. Clearly mark the tip of the plumb bob on the first floor. Point B is the center point of the carriage at the lower level. See Figure 11-4. | Floor-to-Floor Alignment Figure 11-3 | |
| NOTICE | All protrusions from the floor, wall, or other areas must be removed. Plumb lines must be positioned 1" (25mm) beyond the furthest protrusion or the carriage will not move beyond the protrusion after installation. The floor may need to be extended to get the proper distance from the floor to the carriage. | A. Opening or VRC Position A. Opening or VRC Position 1. Plumb Line 2. Mark this Point A. Dening or VRC Position B Comparison Compa | |

Mark Lower Floor Figure 11-4

Section 11 | Placement



MATERIAL HANDLING SOLUTIONS

| Mark Alignment (continued) | Drop two plumb lines from the uppermost level roughly 2' (1219mm) on each side of the center line. The plumb line must be 1" (25mm) beyond the furthest protrusion. See Figure 11-5. Locate the three marks on the first floor. Snap a chalk line between C and D. See Figure 11-6. | 2 1. Plumb Lines 2. Mark this Point 3. Mark this Point |
|-------------------------------|--|---|
| NOTICE | Setting the carriage on 4" x 4" (102mm x 102mm) blocks approximately 6" (152mm) long will allow the chains and chain tensioner to be attached and leveled without waiting for power. | Align Floor-to-Floor Figure 11-5 |
| Position the Carriage | Align the edge of the carriage on the snap line. Align the center of the effective carriage deck to the center line floor marks. See Figure 11-6 and Figure 11-7. | € ★ ★ ★ C D 12944-0001.SMG PFL-1326 |
| | 3. When a pit is present, level the carriage deck to match the first floor level landing, shimming the underside if necessary. 4. Temporarily secure the carriage from moving by welding the carriage to the building structure, welding temporary anchors, or welding side tabs. | Align Lower Floor Figure 11-6 |

Place Carriage Figure 11-7



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| Before You Begin | Read this entire manual. | | | |
|--|---|--|--|--|
| | Before starting the installation, verify the job site dimensions and the dimension of the delivered materials against the PFlow Industries, Inc. General Arrangemen (GA) drawing. If the site conditions or the delivered materials do not match the G drawing, please consult the PFlow Industries, Inc. Product Support Department. Before assembling any VRC components, review Section 13 for approved bracing guidelines. | | | |
| | | | | |
| | Falling column hazard! The installation of this equi installer with extensive knowledge and experience structural steel. | | | |
| NOTICE | ASME B20.1-2015 defines a qualified person as a person who, by possession of a recognized degree or certificate of professional standing, or by extensive knowledge, training, and experience, has successfully demonstrated his/ her ability to solve problems relating to the subject matter and work. | Verify Dimensions Figure 12-1 | | |
| Purpose | The Vertical Reciprocating Conveyor (VRC) is designed for the movement of materials only, up to its rated capacity, from one level to the next. | Straddle Configuration | | |
| | This section describes the installation of the wheelblocks, columns, carriage, drivebase, lift chains, and chain tensioners. | Guide Angles | | |
| Confirm the Orientation of | Refer to the PFlow Industries, Inc. General Arrangement (GA) drawing to confirm the | Front of Carriage | | |
| Each Column | correct orientation of each guide column and the guide angle to guide angle dimension. Contact the PFlow Industries, Inc. Product Support Department immediately concerning any discrepancies. See Figure 12-1. | Front of VRC Straddle Configuration | | |
| Straddle Configuration Column Guidelines | Each guide column must be correctly installed. There is only one correct orientation. | | | |
| | The guide column face (flange) is positioned with the guide angle on the inside of the VRC and the chain tube facing the back of the VRC. See Figure 12-2 and Figure 12-3. | Front of Lift 1. Chain Tube | | |
| | | 2. Guide Angle | | |

Verify Orientation Figure 12-3



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Spliced Column Guidelines

This VRC may have spliced columns. These instructions are for standard 6" (152mm) flange columns. For other types of flange columns, see job specific drawings at the end of the installation manual.

If the spliced pieces of the columns are not assembled properly, the drivebase assembly will not be level at the top of the columns.

Match marks are added to the spliced columns to indicate the sequence the columns are to be reassembled. If there is any confusion regarding the match marks or location of the columns, please contact PFlow Industries, Inc. for clarification. See Figure 12-4.

NOTICE If there are more than two spliced pieces per column, see Figure 12-5 to determine placement of the spliced pieces.



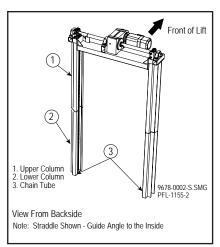
NOTE Assembly is usually done vertically. It may be possible to fully assemble and weld the columns on the ground. However, it may not be possible to erect the full length spliced column.

DANGER

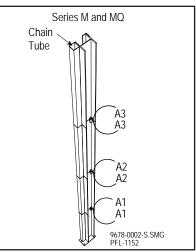
Falling column hazard! Properly support and temporarily brace the columns during spliced column assembly. The alignment bolts are used only to align the sections of the columns prior to welding. The alignment bolts are not strong enough to support the columns.

- 1. Match the spliced pieces of the column. See Figure 12-5 and Figure 12-6.
- 2. Remove the alignment bolts, lock washers, and nuts from the alignment tube.
- 3. Insert the alignment bolt into the two (2) alignment tubes. See Figure 12-6.
- 4. Add a lock washer and nut to the alignment bolt and tighten.
- 5. If assembling the columns in the upright position, temporarily brace all sections of the column.
- 6. Continue to bolt the remaining spliced column pieces together.

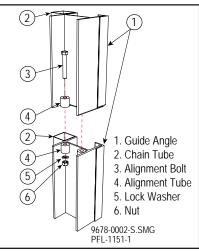
Assemble the second column using steps 1-6.



Columns Match Marked Figure 12-4



Columns Match Marked Figure 12-5



Assemble Matched Columns Figure 12-6



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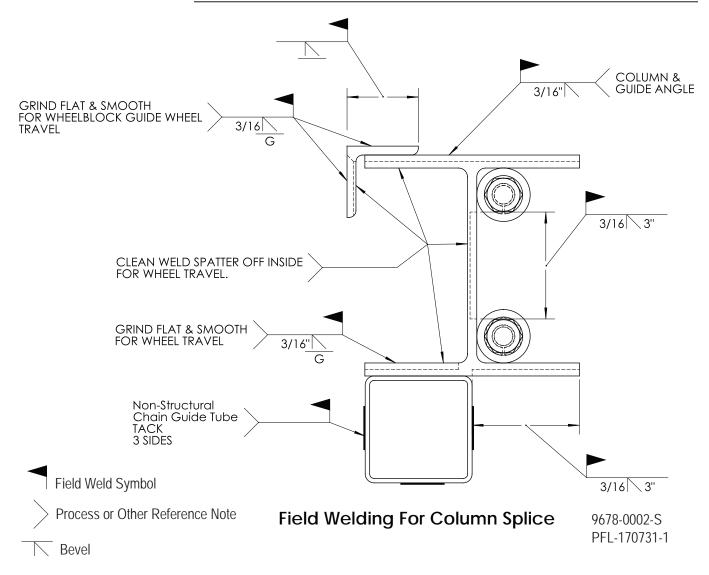
| Align the Spliced Column | Proper alignment is critical to the installation and operation of the VRC. The column is to be aligned from two directions and will need two (2) strings. See Figure 12-7. | |
|---------------------------------|--|--|
| | 1. Attach two (2) strings from the top to the bottom of the column, perpendicular to each other. Make sure both strings are taut. | |
| | 2. Keep the same distance at all attachment points. | |
| | 3. Measure between the string and the guide angle at multiple points along the length of the column. | 1. Clamps 2. Rod 3. String |
| | 4. Maintain an equal distance between the string and the guide angle down all column sections. Correct any discrepancies. | 4. Tape Measure |
| Tack Weld the Spliced Column | Welding must be completed according to the standards and guidelines of the latest edition of AWS D1.1. | Guide Angle |
| | Weld filler material must be a minimum of E60xx. | |
| NOTICE | To avoid column twist, avoid excessive heat while welding. Weld in a manner to allow the heat to dissipate. | |
| | 1. Do not weld the column flange surface located behind the guide angle. See Figure 12-8. | |
| | 2. Tack weld on three sides of the chain tube. See Figure 12-8. | Chain Tube 9678-0002-S PFL-170731-2 |
| NOTICE | The chain tube is a chain guard, not a structural member. The chain tube is thin walled. Be careful to avoid burning through the chain tube when welding. | Welding Notes Figure 12-8 |



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Spliced Column Finish Welding Details

- 1. Finish weld all splice joints per the welding details shown in Figure 12-9.
- 2. Grind the welded area flat on both surfaces of the guide angle to allow the wheelblock shoe and guide roller enough clearance for vertical carriage travel.
- 3. Grind the surface of the column where the wheel block travels flat and smooth.
- 4. Clean and clear any weld splatter from the inside of the guide angle surface.
- 5. Clean and clear any weld splatter from the inside of the column surfaces.
- 6. Clean and paint all welded areas.



Welding Notes Figure 12-9

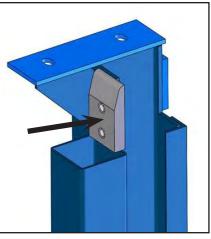


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Falling column hazard! Properly support the columns during installation. Do not assume that the bolted connection on the carriage and wheelblocks will prevent the columns from falling.

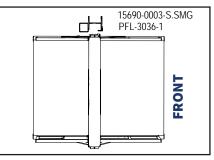
NOTE VRCs with a lift chain size of #50 **and** either a FA67 (SEW) reducer or a SR3282 (NORD) reducer will include UHMW chain guide blocks preinstalled at the top of each column just above the chain tube. See Figure 12-10. If missing, contact PFlow Industries, Inc. Product Support Department.



Chain Deflector Block Figure 12-10

Raise and Secure the Column

- 1. Prepare to raise the first column into position.
- 2. Review the top of the column for the presence of chain deflector blocks. See Figure 12-10.
- 3. Review the weight of the column and the drivebase to confirm that the pick point will withstand the weight.
- 4. Use a suitable hoisting system that complies with local regulations.
- 5. Put a sling around the column using proper rigging techniques and attach the lifting device.
- 6. Carefully and slowly lift the column to an upright position.
- 7. Move the column closer to the carriage — about 6" (152mm) away and secure the column. See Figure 12-11.
- 8. Make sure the column is secure and cannot fall until permanent bracing is installed.



Sliding Column Figure 12-11



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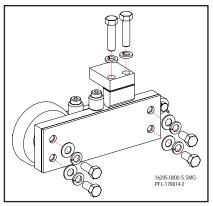
Prepare the Upper Wheelblock

WARNING

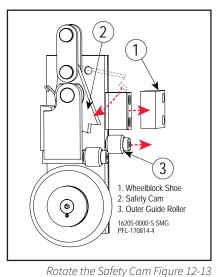


Crush hazard! The safety cam on the wheelblock is springtensioned and can crush fingers if it unexpectedly rotates. Keep hands and fingers away from the cam area.

- 1. Remove the six (6) hex head screws from the upper wheelblocks and the outer guide roller. See Figure 12-12.
- 2. Remove the wheelblock shoe. See Figure 12-13.
- 3. Use an allen wrench to remove the outer guide roller. See Figure 12-13.
- 4. Carefully rotate the spring tensioned safety cam vertically. See Figure 12-13.
- 5. Insert the 5/8"-11 x 1.5" setscrew (provided) from the back side of the wheelblock into the tapped hole in the base and tighten against the safety cam behind the pin to lock the safety cam vertically in place. See Figure 12-14 and Figure 12-15.



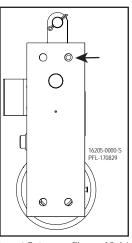
Remove Hex Head Screws Figure 12-12

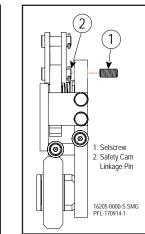


NOTE Locking the safety cam vertically in place will make the wheelblock installation easier.

WARNING

Carriage drop hazard! Before operating the VRC, replace the setscrew in the safety cam with the previously removed hex head screw and washer. Otherwise the safety cam will not function.





Insert Setscrew Figure 12-14

Insert Setscrew Figure 12-15



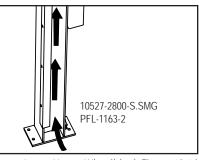


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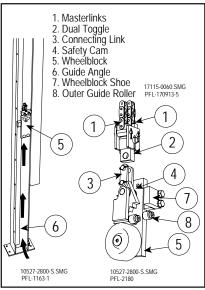
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Insert the Wheelblocks

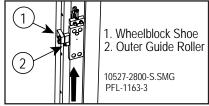
- 1. With the wheel facing the inside of the column, insert the upper wheelblock in the column through the notch in the guide angle at the base of the column. See Figure 12-16.
- 2. Slide the upper wheelblock up inside the column to about the height of the slots in the carriage uprights. See Figure 12-17.
- 3. Temporarily secure the upper wheelblock to the column.
- 4. Reattach the wheelblock shoe and the outer guide roller. See Figure 12-18.
- 5. Remove the hex head screws on the lower wheelblock.
- 6. With the wheel facing the inside of the column, insert the lower wheelblock. See Figure 12-19.



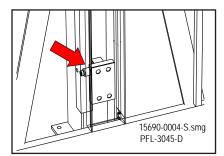
Insert Upper Wheelblock Figure 12-16



Insert Upper Wheelblock Figure 12-17



Reattach Shoe and Roller Figure 12-18



Insert Lower Wheelblock Figure 12-19



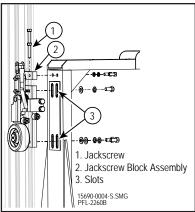
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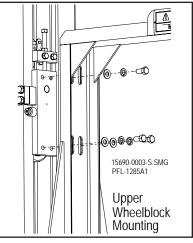
Attach the Upper 1. Install the jackscrew block assembly to the carriage upright above the upper Wheelblock wheelblock. See Figure 12-20. 2. Carefully slide the upright column closer to the carriage. 🕀 - – 🚯 3. The upper wheelblock should be installed at the middle of the upright adjusting slots. Loosely bolt the upper wheelblock 00-00-000 to the carriage upright using three (3) of 1. Jackscrew the hex head screws previously removed. 3. Slots Leave the setscrew in place at this time. 15690-0004-S.SMG PFL-2260B See Figure 12-20 and Figure 12-21. **Attach the Lower** 1. Loosely bolt the lower wheelblock to the carriage upright using the four (4) hex head screws previously removed. See Figure 12-22.

2. Make certain that the column is properly secured to avoid toppling before installing the next column.

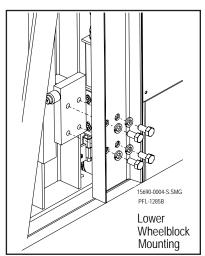
NOTE Further adjustment will be necessary to complete alignment.



Upper Wheelblock Mounting Figure 12-20



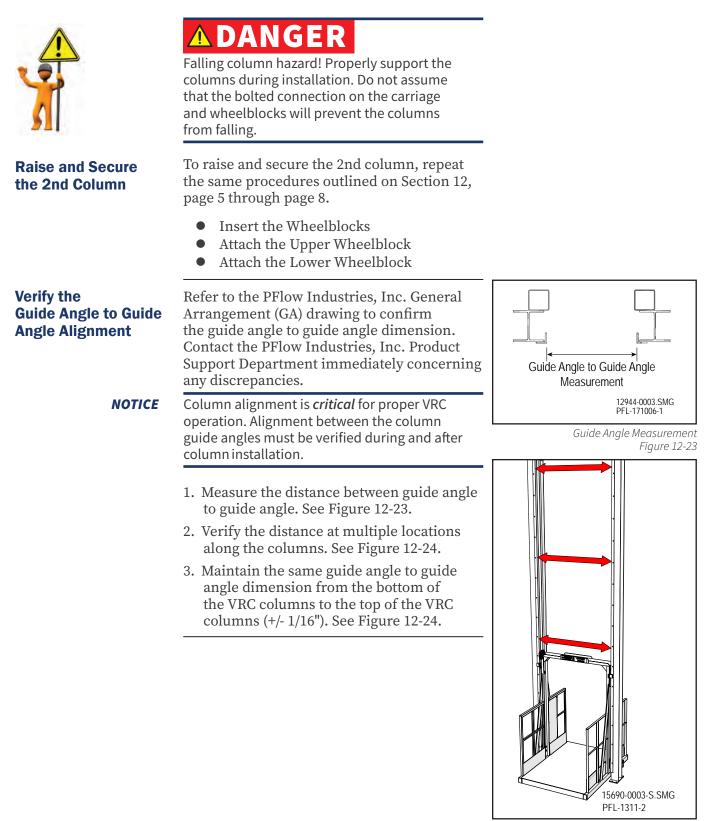
Upper Wheelblock Mounting Figure 12-21



Lower Wheelblock Mounting Figure 12-22

Wheelblock





Verify Guide Angle Distance Figure 12-24



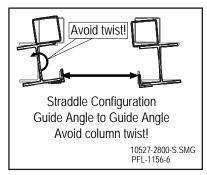
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| Align the Wheelblocks to the Guide Angle | Align the outside wheelblock guide roller to the column guide angle to maintain a 3/16" (+/- 1/16") [2mm] gap on both sides of the column guide angle. If the gap is too large or too small, the carriage will bind on the guide angles. Repeat for all four (4) wheelblocks. See Figure 12-25. | 3/16" Shim on each side of the Guide Angle |
|--|---|--|
| HINT | To aide in maintaining a guide angle to guide angle measurement during the column alignment, tape a 3/16" shim to each column, on both sides of the column guide angle. Be sure to remove the shims before lowering or lifting the carriage. | 15690-0003-S.SMG PFL-2273A 1. Guide Angle 2. Wheelblock Guide Roller Verify Gap Dimension Figure 12-25 |
| Review the Columns for Plumb | Make sure both columns are plumb in both directions. See Figure 12-26. Make sure the inside of the wheelblock shoe and the outside of the guide angle are parallel to each other. | • WRONG-! |
| NOTICE | Column twist must be avoided. See Figure 12-27. If the gap between the wheelblock shoe and the face of the guide angle changes from left to right of the shoe block, the columns may need to be adjusted to get an even gap. | |

Column Alignment Out-of-Plumb Figure 12-26

Wrong Column Alignment Out-of-Plumb



Avoid Twist Figure 12-27

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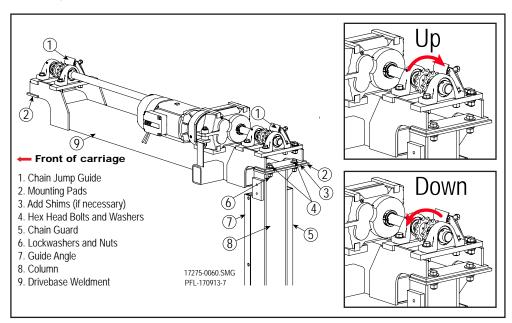
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Install the Drivebase

To prevent personal injury or damaging the drivebase, attach rigging to the drivebase assembly weldment only when lifting the drivebase assembly. Do not attach rigging to any drivebase assembly components (e.g., shaft, gear motor, pillow blocks, etc.).

- 1. Make sure the columns are firmly secured in place.
- 2. Review the weight of the drivebase assembly to confirm that the pick point will withstand the weight of the drivebase assembly.
- 3. Use a suitable lifting system that complies with local regulations.
- 4. Lift the drivebase assembly into position and place over the top of the guide columns. See Figure 12-28.
- 5. Align the drivebase assembly with the mounting pads at the top of the guide columns. See Figure 12-28.
- 6. Verify that the driveshaft is level. Shim if necessary. See Figure 12-28.
- 7. Install the hex bolts as shown in Figure 12-28. Snug bolts down to allow for final adjustments. *Do not weld at this time.*



Drivebase Assembly Figure 12-28

NOTICE Have an electrician verify proper motor rotation using the push button station. Verify the sprocket rotation for raising and lowering the carriage. The preferred procedure is to do this before the lift chains are installed.



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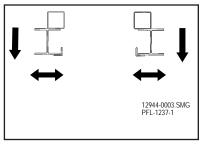
Review the Columns

Be sure to plumb and correct any column twist one column at a time. See Figure 12-29.

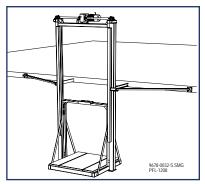
- 1. Plumb each column on each side.
- 2. Recheck the guide angle to guide angle dimension at multiple locations along the columns. Make sure there is no column twist.
- 3. Review the Bracing Instructions in Section 13 of this installation manual.

NOTICE Bracing must resist all dynamic operational loads. The General Arrangement (GA) drawing states the static lateral load that the bracing must support. Each column requires bracing in both front-to-back and side-to-side directions.

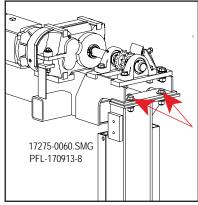
- 4. A job specific bracing drawing may be provided. Verify drawing details prior to beginning field bracing work.
- 5. Tack weld the upper floor-to-column braces to the face of the floor or mezzanine. See Figure 12-30.
- 6. Recheck the guide angle to guide angle dimension and plumb. See Figure 12-29.
- 7. Verify the proper floor anchor size and type for the job site. Special conditions (e.g., seismic site location) require that proper anchoring and bracing methods are used.
- If the columns are plumb, lag the column base plates to the floor according to local or state codes especially in seismic zones. PFlow Industries, Inc. recommends 1/2" x 4" (13mm x 102mm) long wedge style anchors.
- 9. Recheck the guide angle to guide angle dimension and verify that the gap from the column to the outside wheelblock guide roller is 3/16".
- 10. Fully field weld the column braces to the face of the upper floor or mezzanine.
- 11. Add side bracing and fully weld.
- 12. Recheck the columns guide angle to guide angle dimension and plumb.
- 13. Fully tighten and torque the hex bolts on the drivebase. See Figure 12-21. *Do not weld the drivebase assembly to the column at this time.*



Review Columns for Plumb Figure 12-29



Tack Weld Braces Figure 12-30



Tighten and Torque Hex Bolts Figure 12-31



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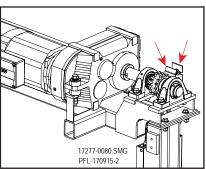


WARNING

Entanglement hazard! Remove gloves, secure long hair, wear snug-fitting clothing, and avoid wearing jewelry while working with chains.



Crush hazard! Keep hands outside and above the chain. If the lift chain does not reach the wheelblock, carefully work the lift chain around the sprocket until it does reach the wheelblock. Lift the chain from the sides. If the chain drops unaided, the weight of the chain will crush fingers. Do not allow the chain to come off the sprocket.

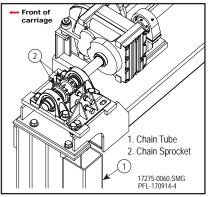


Remove Chain Jump Guide Figure 12-32

Install the Lift Chains

NOTE The lift chain is usually packaged in 10' (3048mm) lengths. Depending on the required overall chain length, there may be four (4) smaller sections, one for each sprocket. For safety reasons, the lift chain is not interchangeable with standard ANSI chains.

- 1. Remove the chain jump guide. See Figure 12-32.
- 2. Take a 10' (3048mm) section of the lift chain (larger chain) and place a 2' (610mm) section of the chain over one side of the dual sprocket just above the chain tube. Make sure the retaining clip side of the master link faces the carriage for easy access. See Figure 12-33.
- 3. Feed the 8' (2438mm) section of the lift chain down the guide angle side of the column.
- 4. Clamp and secure both sides of the lift chain to the sprocket to prevent the lift chain from falling down the column.
- 5. Repeat steps 2 through 4 for the second chain on the second sprocket.



Place a Section Over the Chain Sprocket Figure 12-33



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Install the Lift Chains (continued)

- 6. Separate the #35 tensioner chain (some installations require #50) equally into two sections (one for each column).
- 7. Use the lift chain master links to attach the slack chain toggle to both of the 2' (610mm) section of the lift chains. See Figure 12-34.
- 8. Mount the swivel to the end of the slack chain toggle using the toggle master link. See Figure 12-34.
- 9. Mount the tensioner chain to the swivel using a toggle master link and the tensioner chain master link. See Figure 12-34.

WARNING



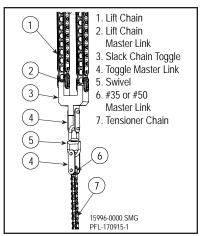


Crush hazard! Keep hands outside and above the chain. If the lift chain does not reach the wheelblock, carefully work the lift chain around the sprocket until it does reach the wheelblock. Lift the chain from the sides. If the chain drops unaided, the weight of the chain will crush fingers. Do not allow the chain to come off the sprocket.

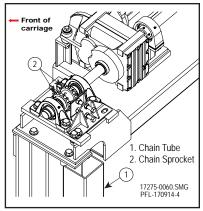
- 10. Carefully drop the opposite end of the tensioner chain (without the swivel) down the chain tube. See Figure 12-35. Make sure the tensioner chain goes down the chain tube without any knots or kinks.
- 11. It may be necessary to slide the dual sprocket to the side to center the chains inside the chain tube. If necessary, loosen the set screws on each side of the sprocket. Move the dual sprocket to center the chains inside the chain tube. Add blue Loctite #242 to the setscrews and tighten the setscrews to a defined torque setting shown below:

| Setscrew Diameter | 3/8" | 1/2" |
|-------------------|------|------|
| Torque lb-ft | 22 | 51 |

- 12. Remove the clamps from the lift chain.
- 13. Carefully work each lift chain around the sprocket so that approximately 30" (762mm) of lift chain with the tensioner chain attached is down the chain tube.



Attach the Tensioner Chain to the Lift Chain Figure 12-34



Drop the Tensioner Chain Down the Chain Tube Figure 12-35



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| Install the Lift Chains (continued) | 14. Clamp and secure both sides of the lift chain to the sprocket to prevent the lift chain from falling down the column. | |
|---|---|--|
| | 15. Join the next 10' (3048mm) section of the lift chain together with a lift chain master link. Remove the clamps on the lift chain and feed the lift chain down the guide angle side of the column. | 17115-0060.SMG PFL-170913-10 |
| | 16. Add blue Loctite #242 to the setscrews on each side of the sprocket. | |
| | Repeat steps 14-16 for both sprockets until the lift chains reach the upper wheelblock. | 0 10527-2800-S.SMG PFL-2180 |
| Adjust the Length of the Lift Chains | 1. Adjust the length of the lift chains in each column to be a half-link difference on the column and chain tube side. See Figure 12-37. | 1. Master Links 2. Dual Toggle 3. Connecting Link 4. Upper Wheelblock |
| | 2. Attach the lift chains to the dual toggle with the lift chain master links. See Figure 12-36. | Attach the Upper Wheelblock to the Lift Chains Figure 12-36 |
| | 3. Remove the clamps on the lift chain. | |
| | 4. Repeat the chain installation instructions steps 1-17 on both sprockets on the opposite column. | |
| | 5. Make sure the lift chains attached to the wheelblock are taut. | Half-link |
| Level the Carriage | 1. Remove the 3/16" shim on both sides of the column guide angle that was used to align the upper wheelblock. | |
| | 2. Remove the blocks from under the carriage (if used) and remove the temporary anchors or welds holding the carriage secure. The carriage should now be hanging freely from | 0 15996-0000.SMG PFL-170915-3 |
| | the chains. | Half-Link Difference Figure 12-37 |
| | 3. On one side of the VRC carriage, tighten the upper and lower wheelblock mounting bolts. | 1. Jackscrew |
| | 4. On the opposite side of the VRC carriage, loosen the upper and lower wheelblock mounting bolts. | |
| | 5. Use a leveling tool to determine which direction the jackscrew needs to be turned to level the carriage. See Figure 12-38. | 15690-0004-S.SMG PFL-2260D |
| | 6. After leveling the carriage, tighten the upper and lower wheelblock mounting bolts. | |

Leveling with Jackscrew Figure 12-38



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| Install the Lift Chain Tensioner | 1. Bolt the tapped plates and chain brackets together. See Figure 12-39. | 0. |
|-------------------------------------|--|---|
| NOTICE | The chain bracket should be attached to the diagonal support of the carriage a minimum of 42" (1067mm) above the carriage deck and away from the chain tube. Make sure the chain and swivels do not rub on the chain tube, or any obstructions above it. See Figure 12-40. | 1. Tapped Plate 2. Chain Bracket |
| | 2. Weld the tapped plate to the diagonal | Chain Bracket Figure 12-39 |
| | support on the side of the carriage. See Figure 12-40. The placement may vary due to carriage construction or the height of the columns. 3. Bolt the chain tensioner mounting bracket to the unistrut. See Figure 12-41. 4. Insert the chain tensioner assembly onto the chain tensioner mounting bracket near the bottom of the column. See Figure 12-41. Notice that the limit switch is away from the carriage. 5. Open the turnbuckle to its fullest point. | 1. Tapped Plate 2. S-Hook 3. Swivel 4. Master Link 5. Tensioner Chain 6. Sprocket 7. Carriage Diagonal Support |
| NOTE | The S-hook supplied with the VRC is properly sized for safety purposes. Do not squeeze the S-hook shut. | Tensioner Chain Assembly Figure 12-40 |
| | 6. Place the S-hook, swivel, and master link on the chain bracket. See Figure 12-40. 7. Place the tensioner chain (size #35 or #50) coming from the chain tube around the sprocket and cut to length to meet the master link. See Figure 12-40. 8. Attach the tensioner chain (size #35 or #50) to the swivel with the appropriate master link. | 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 |
| | Install the lift chain tensioner for the other column using steps 1-8. | 5 10101-0000-S.SMG PFL-2482 6 |
| | | Sprocket Turnbuckle Chain Tensioner Assembly Limit Switch Unistrut Chain Tensioner |

Chain Tensioner Assembly Figure 12-41

6. Chain Tensioner Mounting Bracket



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| Adjust the Turnbuckle | 1. While the carriage is hanging freely from the lift chains, adjust the turnbuckle until the gap from the top of the chain tensioner to the underside of the master link is 1" (25mm) to 1-1/4" (32mm) wide. See Figure 12-42. | Jam Nut |
|----------------------------|--|--|
| Position the Limit | 2. Tighten both jam nuts on the turnbuckle. | 1" (25mm) Gap |
| Switch Rod Arm | 3. Adjust the limit switch rod arm to be centered between the two roll pins on the UHMW slide block. See Figure 12-42. | Limit Switch Rod Arm |
| | 4. Make sure that when all tension on the chain is released that the roll pins will engage the limit switch rod and activate the switch. | Roll Pin UHMW Slide Block O O |
| NOTE | On VRCs over 20' (6096mm) tall, limit switch may activate intermittently. If this occurs, move the lower roll pin to the lower hole in the chain tensioner block. Readjust the limit switch rod arm | 10308-0002.SMG PFL-2163 Turnbuckle Adjustment Figure 12-42 |
| | <i>to the center of the roll pins. See Figure 12-43.</i> | |
| Review for Interference | Make sure the carriage is able to rise 6" (152mm) without interference. Verify that the carriage is level and the chains are equally tight. | Roll Pin |

Limit Switch Adjustment Figure 12-43



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| Install the Slack Chain Sensor | While the carriage is hanging freely from the lift chains, attach the slack chain sensor to the mounting pad at the top of each column. Tighten the 1/2-13 x 1-1/8" long bolts and washers. See Figure 12-44. Loosen the 1/2-13 x 4-1/2" long clamp bolt and slide both of the yellow "shoes" forward until the "shoes" press against the dual chains. See Figure 12-45. Tighten the two (2) 3/8-16 jackscrews to compress the sensors against the chain evenly. 1/2" (13mm) of the shaft for the "yellow" shoes should be visible. See Figure 12-45 and Figure 12-46. | EN807-0100.SMG PFL-170918-1 |
|-----------------------------------|--|---|
| NOTE | As the sensors compress, the switch flags will move away from the sensor bracket. | Attach the Slack Chain Sensor Figure 12-44 |
| | 4. Tighten the 1/2-13 x 4-1/2" long clamp bolt to clamp the sensors in place. 5. Adjust the whisker arm of the switch until contact is made with the inside of the switch flags. | |
| NOTE | The switch activates when either chain goes slack or breaks and will leave the VRC inoperable. | 1. Yellow "Shoes" 2. Sensor Bracket 3. 1/2-13 x 4-1/2 long Clamp Bolt 4. 3/8-16 Jackscrews 5. Switch Flags EN807-0100.SMG 6. Switch Whisker Arm PFL-170918-4 Adjust the Slack Chain Sensor Figure 12-45 |

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Compression Figure 12-46



| NOTICE | Carriage drop hazard! Before operating the VRC, replace the setscrew in the safety cam with the previously removed hex head screw and washer. Otherwise the safety cam with not function. The use of temporary power is not recommended for inexperienced installers. When running the VRC before all limit switches are installed, be prepared to disconnect the power. Allowing the carriage to overtravel in either direction may result in serious personal injury and property damage. |
|-------------------------------------|--|
| Final Steps - Inspect and Verify | Make sure both wheelblock setscrews are removed and replaced with the previously removed hex head screw and washer. |
| Reinstall the Chain Jump Guides | Reinstall the chain jump guides. See Figure 12-47. Adjust the chain jump guides to 1/4" (6mm) away from the lift chain. Raise the carriage in small 12" (305mm) increments along the full height of the VRC. Inspect for binding or interference and verify the guide angle to guide angle to guide angle dimension at each increment. |
| Adjust the Wheelblock Shoes | 5. Stop the carriage at the uppermost floor. Verify that the carriage is level. 6. If the wheelblock shoes rub against the column, additional wheelblock shoe shims may need to be added. See Figure 12-48. 7. Make any changes necessary to align |
| Tighten Bolts | columns to allow smooth travel. 8. Tighten all bolts. 15690-0004-S.SMG |
| Complete Field Welding | All field welding must conform to the latest edition of AWS D1.1. The weld filler material is to be a minimum of E60xx. Fully weld all braces. Final weld spliced columns (if applicable). Weld the drivebase to the columns. |



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Before You Begin

Read this entire manual. Verify the job site dimensions against the PFlow Industries, Inc. General Arrangement (GA) drawing before starting the installation. If the site conditions do not match the GA drawing, please consult the PFlow Industries, Inc. Product Support Department.

Falling column hazard! The installation of this equipment requires a qualified installer with extensive knowledge and experience on how to rig, erect, and support structural steel. Be sure to properly support the columns, posts, and panels during installation. The carriage and wheelblocks cannot prevent the columns from falling. Do not depend on the base plates or feet to prevent the columns, posts, and panels from falling.

NOTICE

ASME B20.1-2015 defines a qualified person as a person who, by possession of a recognized degree or certificate of professional standing, or by extensive knowledge, training, and experience, has successfully demonstrated his/her ability to solve problems relating to the subject matter and work.

CAUTION



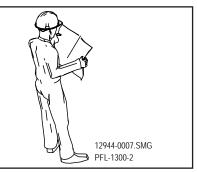
Lifting hazard! Components and accessories may be heavy. Use the appropriate lifting apparatus or get help when moving or lifting.

Required Anchoring and Bracing Guidelines

Anchoring and bracing of the Vertical Reciprocating Conveyor (VRC) is *required*. Illustrations in this section are to be used for reference only. Job site conditions may require a different alternative to those PFlow Industries, Inc. suggests in this document. A job specific bracing drawing may be provided. Verify drawing details prior to beginning any field bracing work. Before any final field welding is done, verify that the VRC columns and drivebase are aligned correctly.

All field welding must conform to the latest edition of AWS D1.1. The weld filler material is to be a minimum of E60xx.

- Fully weld horizontal floor braces.
- Fully weld support bracing at upper levels (unless shown otherwise).
- Fully weld all VRC connections and drive base mounting angles.

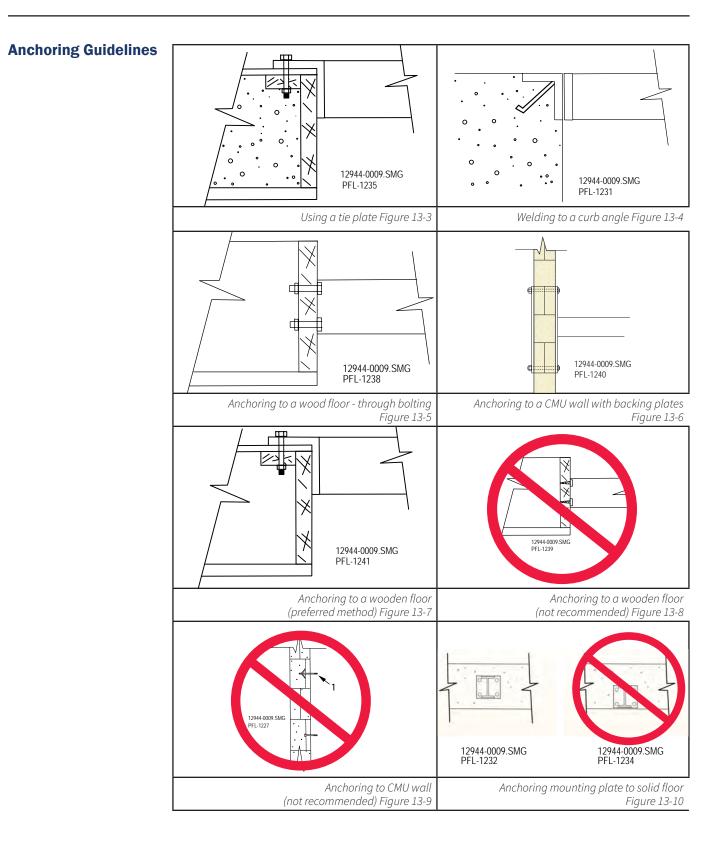


Review GA Drawing Figure 13-1



| Side-to-Side and Front-to-Back Bracing | Side-to-side and front-to-back bracing of the Vertical Reciprocating Conveyor (VRC) is required. Bracing of the VRC and enclosures is the responsibility of the installer. |
|---|--|
| | It is the customer's responsibility to make sure that the job site conditions have a structure with enough strength to be used for bracing in order to withstand the forces of weight and gravity. |
| NOTE | If PFlow Industries, Inc. prepared seismic bracing materials, the bracing requirements and the General Arrangement (GA) drawing are provided in the shipping packet. |
| Bracing Supplies | Typically, for a two-level VRC, PFlow Industries, Inc. supplies: (2) 10' (3048mm) lengths of 4" (102mm) channel or (2) 10' (3048mm) lengths of wall tube 2" x 4" x 1/4" (51mm x 102mm x 6mm) (2) 10' (3048mm) lengths of angle per supplied gate 1-1/2" x 1-1/2" x 1/8" (38mm x 38mm x 3mm) (2) to (4) mounting plates (1) can of spray paint |
| | Each additional level is supplied with the following: (1) 10' (3048mm) length of channel or (1) 10' (3048mm) length of wall tube 2" x 4" x 1/4" (51mm x 102mm x 6mm) (1) 10' (3048mm) length of angle per supplied gate 1-1/2" x 1-1/2" x 1/8" (38mm x 38mm x 3mm) (2) mounting plates (1) can of spray paint |
| NOTICE | PFlow Industries, Inc. does not supply anchor bolts nor guarantee that the above material is sufficient for the application. It is the installer's responsibility to verify the information included in the shipping packet prior to commencing work. |







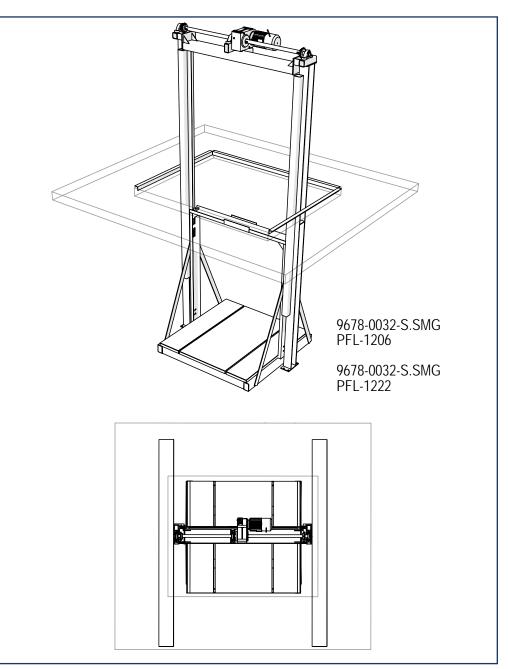
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Bracing Guidelines



The following guidelines illustrate acceptable methods of attaching bracing to a building.

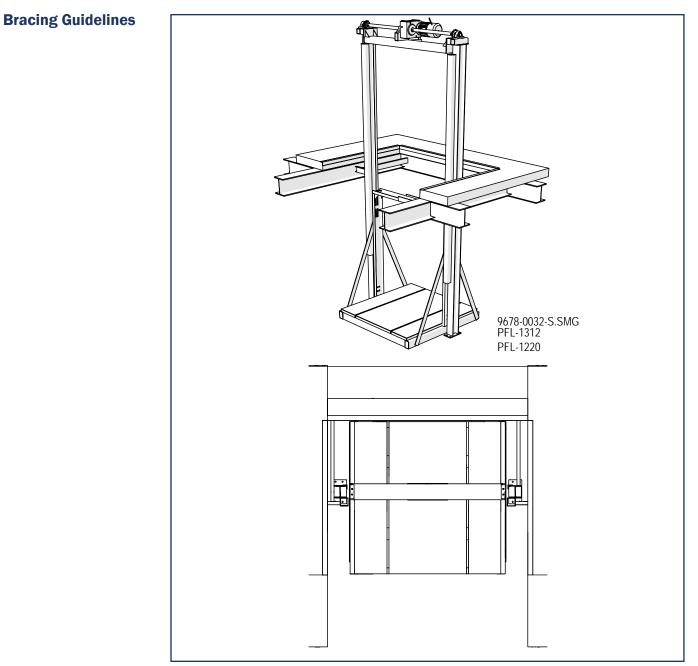
Falling column hazard! To avoid serious personal injury or death, do not lift the carriage or load the VRC until the VRC bracing is adequately sized and welded.



Through a Floor Figure 13-11



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Notch Mezzanine Figure 13-12



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Bracing Guidelines 9678-0032-S.SMG PFL-1208 9678-0032-S.SMG PFL-1221 m

Open Mezzanine Figure 13-13

Section 14 | Two-Level Limit Switches



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| Before You Begin | Read this entire manual. Verify the job site dimer Industries, Inc. General Arrangement (GA) drawin installation. If the site conditions do not match th the PFlow Industries, Inc. Product Support Depar | ng before starting the he GA drawing, please consult |
|---|--|---|
| Two-Level Limit Switches | The standard Vertical Reciprocating Conveyor (VRC) incorporates one (1) limit switch at each level to stop the carriage and one (1) overtravel limit switch. See Figure 14-1. | |
| | The following instructions and diagrams are the most commonly used method of mounting the limit switches. Due to varying site conditions, the instructions and diagrams may not apply to all applications. | |
| Install the Lower Level Limit Switch | 1. Position the carriage at the desired first level. | |
| | 2. Towards the bottom of the column, clamp a universal limit switch mounting bracket flush with the outside edge of the column. See Figure 14-2. | |
| | 3. Position the limit switch actuator on the carriage so that the limit switch roller arm contacts the bottom of the actuator while the limit switch roller arm is in the down position. See Figure 14-2. | 1. Overtravel Limit Switch 2. Second Floor Level Limit Switch 3. First Floor Level Limit Switch 4. Wheelblock Shoe |
| | 4. Review the travel length of the carriage up the column to make sure there are no obstructions for the actuator as it travels from level to level. | Limit Switch Locations Figure 14-1 |
| | 5. Tack weld the actuator and bracket into place. <i>Do not finish weld at this time.</i> | |
| | | |

् 禾

Carriage
 Actuator

6. Base Plate

1. Outside Edge of Column

 Limit Switch Roller Arm
 Universal Limit Switch Mounting Bracket

15690-0008.SMG

PFL-3044B

6

First Level Limit Switch Figure 14-2

Section 14 | Two-Level Limit Switches



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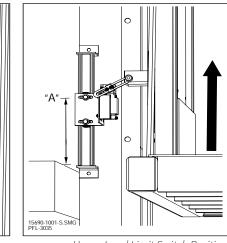
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| Make Needed Measurements | Measure the distance from the top of the carriage deck to the bottom plate of the limit switch actuator. See Figure 14-3. Measurement "A" is needed to determine the location of the upper level limit switch. |
|--|---|
| | The limit switch actuator should be free to make contact with the limit switch roller arm. The roller arm is adjustable, and repositioning may be required to ensure proper contact. |
| Install the Second Level Limit Switch | Mark the column at the upper floor level using a long straightedge. See Figure 14-4. This position is where the carriage deck is when the VRC is stopped at that level. Limit Switch Actuator 2. Top of Carriage Deck 2. Top of Carriage Deck 2. Measurement "A" |
| | 2. Add measurement "A" above the floor level mark placed on the column. See Figure 14-5. |
| | 3. Center the upper level limit switch assembly. |
| | 4. Position the upper level limit switch assembly flush with the outside edge of the column. |
| | 5. The limit switch will operate in the upward direction off the top of the limit switch actuator. See Figure 14-6. |
| | 6. Tack weld the limit switch assembly into place. <i>Do not finish weld at this time.</i> |

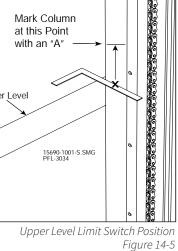
Mark Column at this Point with an "A"

Upper Level

Upper Level Position Figure 14-4



15690-1001-S.SMG PFL-3033



15690-1001-S.SMG PFL-3034

Upper Level Limit Switch Position Figure 14-6

M and MQ Straddle | 15709-0011 | Rev B | 2018-04-01 | e-mail psd@pflow.com

Section 14 | Two-Level Limit Switches



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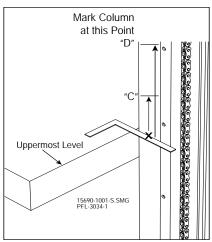
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Install the Overtravel Limit Switch

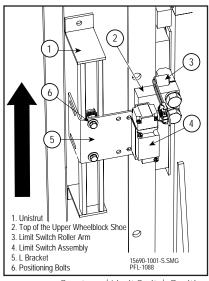
- 1. Measure the distance from the top of the carriage deck to the top of the wheelblock shoe. Measurement "D" is needed to determine the location of the overtravel limit switch.
- 2. Add measurement "D" above the floor level mark placed on the column at the upper level. See Figure 14-7.
- 3. Center the unistrut on the column at mark "D".
- 4. Position the unistrut flush with the outside edge of the column.
- 5. Tack weld the unistrut into place.
- 6. Place the L Bracket of the limit switch assembly in the unistrut slides. See Figure 14-8.
- 7. Position the limit switch roller arm to make contact with the top surface of the wheelblock shoe when the carriage is in the uppermost position. Make sure the overtravel limit switch is not activated. See Figure 14-8.
- 8. Tighten the positioning bolts on the overtravel limit switch assembly.

Finish Weld

Finish weld the actuator to the carriage and all unistrut mounts to the face of the column.



Overtravel Limit Switch Position Figure 14-7



Overtravel Limit Switch Position Figure 14-8



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| Before You Begin | Read this entire manual. Verify the job site dime Industries, Inc. General Arrangement (GA) drawn installation. If the site conditions do not match t the PFlow Industries, Inc. Product Support Depa | ing before starting the the GA drawing, please consult |
|---|---|---|
| Three-Level or More Limit Switches | The standard Vertical Reciprocating Conveyor (VRC) incorporates one (1) limit switch at the lower level, two (2) limit switches at each intermediate level, one (1) limit switch at the uppermost level, and one (1) overtravel limit switch to stop the carriage. See Figure 14-9. | Overtravel Limit Switch Uppermost Level Limit Switch |
| | The following instructions and diagrams are the most commonly used method of mounting the limit switches. Due to varying site conditions, the instructions and diagrams may not apply to all applications. | Intermediate Level Limit Switch (On VRCs with more than 2 levels, all intermediate levels will use this switch arrangement) |
| Install the Lower Level Limit Switch | Position the carriage at the desired first level. Towards the bottom of the column, clamp a universal limit switch mounting bracket | Wheelblock Shoe |
| | flush with the outside edge of the column. See Figure 14-10. | Lower Level Limit Switch |
| | 3. Position the limit switch cam on the carriage to allow the limit switch roller arm to contact the bottom of the cam while the limit switch roller arm is in the down position. See Figure 14-10. | 15690-1002-S.SMG PFL-1308-02 Limit Switch Locations Figure 14-9 |
| | 4. Review the full travel length of the carriage up the column to make sure there are no obstructions for the limit switch cam as it travels from level to level. | |
| | 5. Tack weld the limit switch cam to the carriage and the limit switch mounting bracket to column. <i>Do not finish weld at this time.</i> | |
| | | |
| | | 2. Top of Carriage Deck 3. Measurement "A" |
| | | 4. Measurement "B" 15690-1001-S.SMG 5. Measurement "C" PFL-3032-1 |

First Level Limit Switch Figure 14-10



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| Make Needed Measurements | Measure the distance from the top of the carriage deck to the bottom angle of the limit switch cam. See Figure 14-11. Measurement "C" is needed to determine the location of the uppermost level limit switch. Measure the distance from the top of the carriage deck to the center of the limit switch cam. See Figure 14-3. Measurement "B" is needed to determine the location of the intermediate level limit switch. | |
|---|--|--|
| | The limit switch cam should be free to make contact with the limit switch roller arm. The roller arm is adjustable, and repositioning may be required to ensure proper contact. | 1. Cam 2. Top of Carriage Deck 3. Measurement "A" 4. Measurement "B" 5. Measurement "C" PFL-3032-1 |
| Install the Uppermost Level Limit Switch | 1. Mark the column at the uppermost floor level using a long straightedge. See | Measurement Needed Figure 14-11 |
| | Figure 14-12. This position is where the carriage deck is when the VRC is stopped at that level. | Mark Column at this Point Uppermost Level 15690-1001-S.SMG PFL-3033-2 |
| | 2. Add measurement "C" above the floor level mark placed on the column. See Figure 14-13. | |
| | 3. Center the uppermost level limit switch assembly flush with the outside edge of the column on mark "C". See Figure 14-13. | Uppermost Level |
| | 4. The uppermost level limit switch will operate in the upward direction off the top of the limit switch cam. See Figure 14-14. | |
| | 5. Tack weld the uppermost level limit switch mounting bracket into place. <i>Do not finish weld at this time.</i> | Uppermost Level Position Figure 14-12 |
| | Mark Column at this Point with an "C" | |

Uppermost Level Limit Switch Position Figure 14-13

15690-1001-S.SMG PFL-3034-3

Uppermost Level

ଅଟେ ଅଟେ ଅଟେ ଅଟେ ଅଟେ ଅଟେ ଅଟେ ଅଟେ ଅଟେ

'C

15690-1001-S.SMG PFL-3035-1

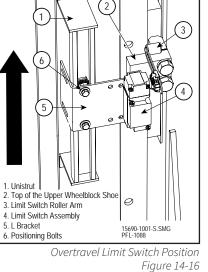
Uppermost Level Limit Switch Position Figure 14-14



MATERIAL HANDLING SOLUTIONS

| Install the Overtravel Limit Switch | Measure the distance from the top of the carriage deck to the top of the wheelblock shoe. Measurement "D" is needed to determine the location of the overtravel limit switch. | Mark Column at this Point "D" |
|--|---|--|
| | 2. Add measurement "D" above the floor level mark placed on the column at the uppermost level. See Figure 14-15. | Uppermost Level |
| | 3. Center the unistrut on the column at mark "D". | |
| | 4. Position the unistrut flush with the outside edge of the column. | 15690-1001-S.SMG PFL-3034-1 |
| | 5. Tack weld the unistrut into place. <i>Do not finish weld at this time.</i> | Overtravel Limit Switch Position Figure 14-15 |
| | 6. Place the L Bracket of the limit switch assembly in the unistrut slides. See Figure 14-16. | |
| | 7. Position the limit switch roller arm to make contact with the top surface of the | |

- make contact with the top surface of the wheelblock shoe when the carriage is in the uppermost position. Make sure the limit switch is not actuated. See Figure 14-16.
- 8. Tighten the positioning bolts on the overtravel limit switch assembly.

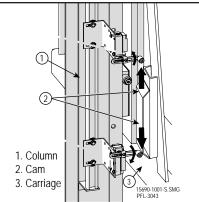




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| Install the Intermediate Floor Level Limit Switch | 1. Mark the column at each intermediate floor level using a long straightedge. This position is where the carriage deck is when the VRC is stopped at that level. See Figure 14-17. | Mark Column at this Point |
|---|--|--|
| | 2. Add measurement "B" above the floor level mark placed on the column. See Figure 14-18. | |
| | 3. Center the intermediate limit switch mounting bracket on mark "B". | Intermediate Level |
| | 4. Position the intermediate limit switch mounting bracket flush with the outside edge of the column. See Figure 14-19. | Intermediate Level |
| | 5. Tack weld the intermediate limit switch | Intermediate Floor Level Position Figure 14-17 |
| | mounting bracket into place. <i>Do not finish</i> weld at this time. | Mark Column at this Point with an "B" |
| | Repeat steps 1-5 for each intermediate floor level. | |
| NOTE | The VRC stops rising when the upper intermediate level limit switch contacts the top of the limit switch cam. The upper intermediate level limit switch is passive when the VRC is moving down. | Mark Column at this Point with an "B" |
| | The VRC stops lowering when the lower intermediate level limit switch contacts the bottom of the limit switch cam. The lower intermediate level limit switch is passive when the VRC is moving up. See Figure 14-19. | Intermediate Level Limit Switch Position Figure 14-18 |
| | | |



Intermediate Floor Level Limit Switch Positions Figure 14-19

Finish weld the cam to the carriage and all unistrut mounts to the face of the column.



MATERIAL HANDLING SOLUTIONS



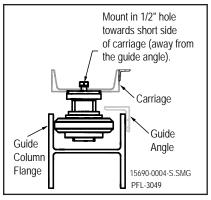


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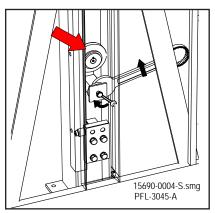
Adjust the Optional Carriage Tensioner

The optional carriage tensioner reduces carriage rock and is typically a green wheel. The optional carriage tensioner must be installed before the lower wheelblock is in place. Adjustment is done after all final bracing is complete.

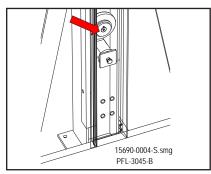
- 1. Align the wheel against the guide column flange. See Figure 15-1.
- 2. Adjust the carriage tensioner to the correct amount of tension by placing a wrench on the square portion of the tensioner body and a second wrench on the mounting bolt. See Figure 15-2.
- 3. Apply pressure to the tensioner body in the appropriate direction until the wheel is properly tensioned. The proper tension is between 20° and 30°.
- 4. Hold the tensioner body in position and tighten the mounting bolt to the recommended securing torque of 63 ft/lb. See Figure 15-3.
- 5. After the carriage has run up and down, visually inspect the carriage tensioner for proper alignment.



Carriage Tensioner Alignment Figure 15-1



Adjust Carriage Tensioner Figure 15-2



Tighten Mounting Bolt Figure 15-3

Section 15 | Optional Carriage Tensioner



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Before You Begin

Read this entire manual.

Before starting the installation, verify the job site dimensions and the dimensions of the delivered materials against the PFlow Industries, Inc. General Arrangement (GA) drawing. Review and verify the enclosure positions and attachment fit-up to the gate post enclosure angle. If the site conditions do not match the GA drawing, please consult the PFlow Industries, Inc. Product Support Department.



A DANGER

Falling gate hazard! The installation of this equipment requires a qualified installer with extensive knowledge and experience on how to rig and erect structural steel. Make sure to properly support, tie off, or temporarily brace the gate posts, gate panels, and gate assembly during installation. Do not depend on the gate post feet to support the gate posts while the gate is being positioned or assembled. Final bracing of the gate assembly must be to the Vertical Reciprocating Conveyor (VRC) or building structure. The use of structural angle is recommended.



Falling Hazard! The gate panel safety latch may not be operational while the gate is being installed. If you must leave a gate or gate panel unattended, put up barriers and signs warning personnel to stay clear.

ACAUTION



Lifting hazard! Components and accessories are heavy. To prevent serious personal injury, use the appropriate lifting apparatus, tie offs, or help when moving, lifting or assembling the components or accessories.

NOTICE

ASME B20.1-2015 defines a qualified person as a person who, by possession of a recognized degree or certificate of professional standing, or by extensive knowledge, training, and experience, has successfully demonstrated his/her ability to solve problems relating to the subject matter and work.

Identify Components

Gate components, posts, panels, and header assembly have color coded tags. Each gate tag is a different color.

| Level | Tag Color |
|--------------|-----------|
| 1st (bottom) | Green |
| 2nd | Yellow |
| 3rd | Red |
| 4th | Blue |
| Other | Cream |

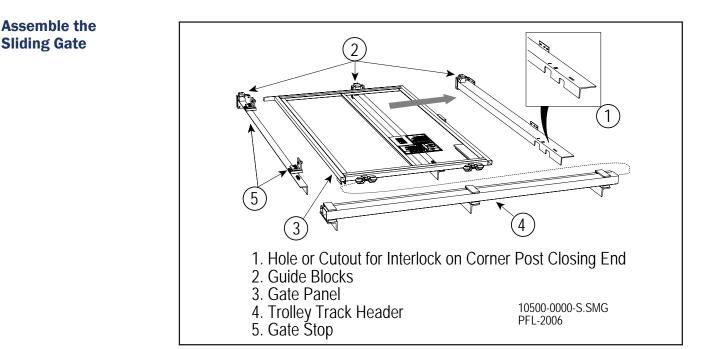
The preferred method of installing a gate is to pre-assemble the full gate assembly on the floor, secure the pieces, and then stand it up. If for some reason pre-assembly is not possible, use these instructions as a general guide for the assembling, positioning, and securing of the gates.

Section 16 | Gate Installation Sliding Gate

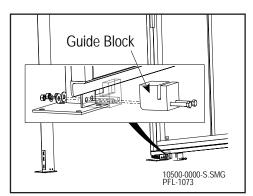


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- 1. Lay the three (3) gate posts on the floor parallel to each other.
- 2. Position the gate post with the hole or cutout for the interlock on the closing end.
- 3. Position the post with two (2) guide block mounting holes near the base plate in the center. See Figure 16-1.
- 4. Position the third post (with gate stops) on the opening end.
- 5. Bolt the trolley track header to the gate posts.
- 6. Place the gate panel face down towards the ground and slide the gate panel into the trolley track header.
- 7. Bolt the guide block to the middle post. See Figure 16-2.
- 8. Slide the gate to its closed position.
- 9. Add the remaining guide blocks.



Bolt Guide Block Figure 16-2

Sliding Gate Layout Figure 16-1

Section 16 | Gate Installation Sliding Gate



MATERIAL HANDLING SOLUTIONS

| Assemble the Sliding Gate (continued) | 10. Locate and mark the center of the gate panel on the gate panel with a pencil. See Figure 16-3. | |
|---|---|---|
| | 11.Measure the outside edge to the outside edge of the carriage and mark the center line with a pencil. See Figure 16-4. | |
| | 12. Position a carpenter square on the edge of the carriage to extend the center line onto the floor 10" (254mm) away from the carriage. See Figure 16-4. | 10500-0000-S.SMG PFL-2008 |
| | 13. Mark a chalk line on the floor to ensure the center of the gate is on the center line of the carriage. See Figure 16-4. | Mark Center Line of Sliding Gate Layout Figure 16-3 |
| NOTE | The ideal position of the gate panel is a maximum of 6" (152mm) from the inside of the gate panel to the front edge of the carriage. Local codes may have specific requirements concerning this distance. | 2 1. Center of Carriage 2. Chalk Line (Center) |
| | 14. When the measurement from the gate panel to the carriage has been determined, snap a chalk line to identify the position of the gate panel parallel to the carriage. See Figure 16-5. | 3. Chalk Line (Parallel) 15690-0000-S.SMG PFL-1160 Establish Center Line Figure 16-4 (1) Maximum 6" (152mm) |
| Install the Gate Post Extensions | Gate post extensions (if supplied) are to be bolted to the bottom of the gate posts before the gate post is raised. Refer to Section 20 for instructions. | 1. Parallel Chalk Line 2. Center of Sliding Gate Panel Opening 1. Parallel Chalk Line 10500-0000-S.SMG PFL-2010 |
| | | Alignment Figure 16-5 |
| | | |
| | | |



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Raise and Secure the Sliding Gate

Anchor the Gate Post Base Plates

Plumb and Square the Gate

Install Support Braces

Verify Gate Operation

Falling gate hazard! Be sure to properly support, tie off, or temporarily brace the gate posts, gate panels, and gate assembly during installation. Do not depend on the gate post feet to support the gate posts while the gate is being positioned or assembled. Final bracing of the gate assembly must be to the Vertical Reciprocating Conveyor (VRC) or building structure. The use of structural angle is recommended.

- 1. Raise and secure the gate assembly. The track and gate are to be facing away from the carriage.
- 2. Align the center of the closed gate to the center of the carriage. See Figure 16-6.
- 3. Align the inside of the gate panel on the parallel chalk line. See Figure 16-5.
- Drill and anchor the gate post base plates to the floor with 3/8" anchors, 3-1/2" (89mm) long.

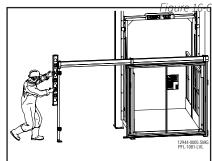
A DANGER

Falling gate hazard! The anchor hole depth should always be deeper than the length of the anchor bolt. The recommended wedge anchor size is 3/8" diameter by 3-1/2" (89mm) long.

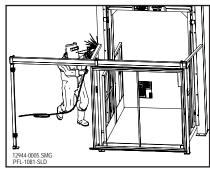
- 1. Plumb and square the gate posts using a plumb bob or a level that is 4' (1219mm) or longer. See Figure 16-7.
- 2. Measure from the gate post to the Vertical Reciprocating Conveyor (VRC) column.
- 3. Cut two (2) 1-1/2" x 1-1/2" (38mm x 38mm) steel angle support braces and weld to each gate post and to the VRC columns or wall. See Figure 16-8.
- 4. Tighten all bolts.
- 5. Verify that the gate slides easily from side to side.
- 6. Confirm that the gate is plumb and square.
- 7. Weld the trolley track header to the gate posts.
- 8. Make sure the gate opens and closes properly. Adjust the gate panel as necessary. Additional bracing may be necessary.

Center Line 10500-0000-S.SMG PFL-2009

Align the Raised Gate Assembly



Plumb the Gate Figure 16-7



Weld Support Braces Figure 16-8

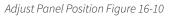
Section 16 | Gate Installation Sliding Gate



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| Install the Gate | Install the gate panel interlock and interlock | |
|---|--|--|
| Interlock | keeper assembly. See Figure 16-9. Refer to the interlock installation section in the installation manual. | |
| Verify the Gate | 1. Verify that the gate panel slides smoothly. | HAACT |
| Interlock Operation | 2. Verify that the gate door opens when the carriage is present and does not open when the carriage is not present. | 15455-0000-T101.SMG PFL-1839 |
| | 3. Verify that the gate panel remains locked when the carriage leaves the floor level. | Install Interlock Keeper Assembly Figure 16-9 |
| Adjust the Interlock Keeper Assembly Magnet | 1. With the VRC carriage on the same level as the gate, make sure that the interlock keeper assembly magnet holds the panel closed until the operator pulls open the panel. The magnet will require field adjustment to fine tune the panel "held closed" feature. | |
| | 2. Adjust the panel position by backing off the magnet locking nut. See Figure 16-10. | Magnet |
| | 3. Rotate the magnet hex head bolt to position the panel. | Locking Nut |
| | Secure the magnet position by tightening the magnet locking nut. | |



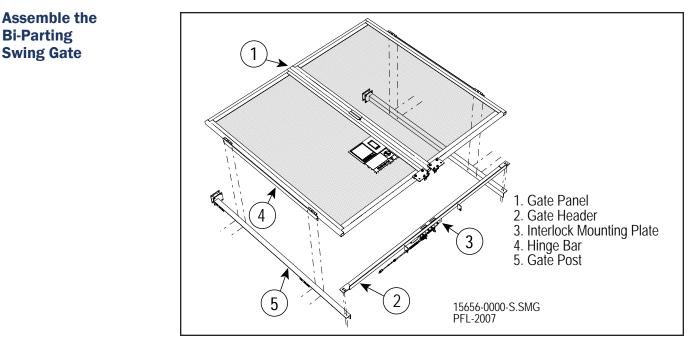
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Section 16 | Gate Installation Bi-Parting Swing Gate



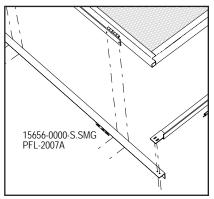
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- 1. Lay the two (2) gate posts on the floor parallel to each other. See Figure 16-11.
- 2. Place the gate header at the top of the gate posts and bolt the gate header to each gate post. See Figure 16-12 for correct orientation.
- 3. Place the gate panels face up and position between the parallel gate posts and align with the hinge bars.
- 4. Bolt each hinge bar to its respective gate post. See Figure 16-12.

Bi-Parting Swing Gate Layout Figure 16-11



Bi-Parting Swing Gate Layout Figure 16-12

Section 16 | Gate Installation Bi-Parting Swing Gate



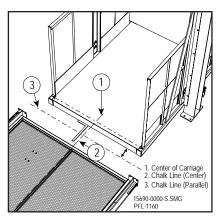
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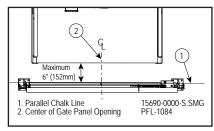
Assemble the Bi-Parting Swing Gate (continued)

- 5. Locate and mark the center of the gate assembly on the gate assembly with a pencil (where the gate panels meet in the center.) See Figure 16-13.
- 6. Measure the outside edge to the outside edge of the carriage to locate the center line. Mark the center line with a pencil on the top of the carriage deck. See Figure 16-13.
- 7. Position a carpenter square on the edge of the carriage to extend the center line onto the floor 10" (254mm) away from the carriage. See Figure 16-13.
- 8. Mark a chalk line on the floor to ensure the center of the gate assembly is on the center line of the carriage. See Figure 16-13.
- **NOTE** The ideal position of the gate panel is a maximum of 6" (152mm) from the inside of the gate panel to the front edge of the carriage. Local codes may have specific requirements concerning this distance.
 - 9. When the measurement from the gate panel to the carriage has been determined, snap a chalk line to identify the position of the gate panel parallel to the carriage. See Figure 16-13.

Gate post extensions (if supplied) are to be bolted to the bottom of the gate posts before the gate post is raised. Refer to Section 20 for instructions.



Establish Center and Parallel Line Figure 16-13



Alignment Figure 16-14

Install the Gate Post Extensions



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Raise and Secure the Gate Assembly

Anchor the Gate Post Base Plates

Plumb and Square the Gate

Install Support Braces

Verify the Gate Panel Swing

A DANGER

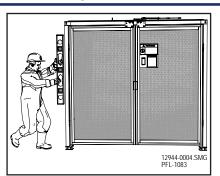
Falling gate hazard! Be sure to properly support, tie off, or temporarily brace the gate posts, gate panels, and gate assembly during installation. Do not depend on the gate post feet to support the gate posts while the gate is being positioned or assembled. Final bracing of the gate assembly must be to the Vertical Reciprocating Conveyor (VRC) or building structure. The use of structural angle is recommended.

- 1. Raise and secure the gate assembly.
- 2. Align the center of the closed gate to the center of the carriage. See Figure 16-14 on the previous page.
- 3. Align the backside of the gate panels on the parallel chalk line. See Figure 16-14 on the previous page.
- 4. Drill and anchor the gate post base plates to the floor with 3/8" anchors, 3-1/2" (89mm) long.

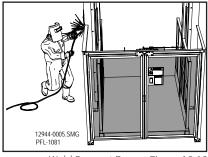
A DANGER

Falling gate hazard! The anchor hole depth should always be deeper than the length of the anchor bolt. The recommended wedge anchor size is 3/8" diameter by 3-1/2" (89mm) long.

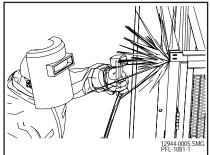
- 1. Plumb and square the gate posts using a plumb bob or a level that is 4' (1219mm) or longer. See Figure 16-15.
- 2. Measure from the gate post to the Vertical Reciprocating Conveyor (VRC) column.
- 3. Cut two (2) 1-1/2" x 1-1/2" (38mm x 38mm) steel angle support braces and weld to each gate post and to the VRC columns or wall. See Figure 16-16.
- 4. Tighten all bolts.
- 5. Verify the gate panel swing for proper site operational clearance.
- 6. Confirm that the gate is plumb and square.
- 7. Weld the gate header to the gate posts. See Figure 16-17.



Plumb the Gate Figure 16-15



Weld Support Braces Figure 16-16



Weld Gate Header to Gate Posts Figure 16-17

Section 16 | Gate Installation Bi-Parting Swing Gate



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| Install the Gate Interlock | Install the gate panel interlock and interlock keeper assembly. See Figure 16-18. Refer to the interlock installation section in the installation manual. | |
|---|--|-----------------------------------|
| Verify the Gate Interlock Operation | Verify that the gate panel swings smoothly. Verify that the gate door opens when the carriage is present and does not open when the carriage is not present. | Install Interlock Keeper Assembly |
| | 3. Verify that the gate panel remains locked when the carriage leaves the floor level. | Figure 16-18 |
| Adjust the Interlock Keeper Assembly Magnet | 1. With the VRC carriage on the same level as the gate, make sure that the interlock keeper assembly magnet holds the panel closed until the operator pulls open the panel. The magnet will require field adjustment to fine tune the panel "held closed" feature. | Magnet |
| | 2. Adjust the panel position by backing off the magnet locking nut. See Figure 16-19. | Locking Nut |
| | 3. Rotate the magnet hex head bolt to position the panel. | |
| | 4. Secure the magnet position by tightening | |

the magnet locking nut.

Adjust Panel Position Figure 16-19

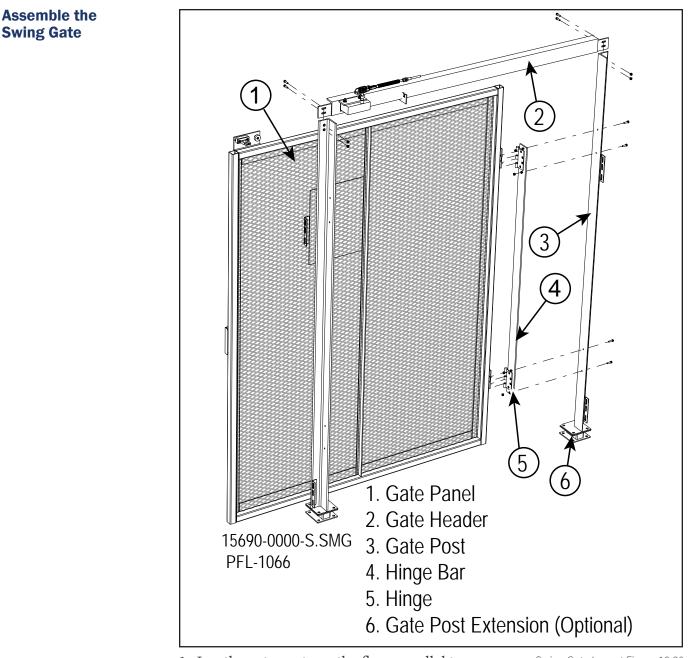
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Section 16 | Gate Installation Swing Gate



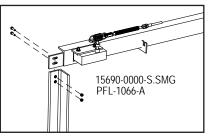
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- 1. Lay the gate posts on the floor parallel to each other. See Figure 16-20.
- 2. Place the gate header at the top of the gate posts and bolt in position with the hardware provided. See Figure 16-21.
- 3. Position the back side of the gate panel between the parallel gate posts and align with the hinge bars.

Swing Gate Layout Figure 16-20



Place Gate Header Figure 16-21

Section 16 | Gate Installation Swing Gate



MATERIAL HANDLING SOLUTIONS

| Assemble the Swing Gate (continued) | Bolt the gate post to the gate panel hinge bar. See Figure 16-22. Locate and mark the center of the gate panel on the gate panel with a pencil. See Figure 16-23. Measure the outside edge to the outside edge of the carriage to locate the center line. Mark the center line with a pencil on the top of the carriage deck. See Figure 16-23. | Image: Second system Image: Second system |
|--|---|--|
| | Position a carpenter square on the edge of the carriage to extend the center line onto the floor 10" (254mm) away from the carriage. See Figure 16-23. Mark a chalk line on the floor to ensure the center of the panel is on the center line of the carriage. See Figure 16-23. | 3 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| NOTE | The ideal position of the gate panel is a maximum of 6" (152mm) from the inside of the gate panel to the front edge of the carriage. Local codes may have specific requirements concerning this distance. | A Schalk Line (Parallel) 15690-0000-S.SMG PFL-1160 Establish Center and Parallel Line Figure 16-23 |
| | 9. When the measurement from the back side of the gate panel to the carriage has been determined, snap a chalk line to identify the position of the gate panel parallel to the carriage. See Figure 16-23. | (2) Maximum 6°(152mm) ↓ 1. Parallel Chalk Line 2. Center of Gate Panel Opening PFL-1084 Alignment Figure 16-24 |
| Install the Gate Post Extensions | Gate post extensions (if supplied) are to be bolted to the bottom of the gate posts before the gate post is raised. Refer to Section 20 for instructions. | |



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Raise and Secure the Swing Gate Assembly

Anchor the Gate Post Base Plates

Plumb and Square the Gate

Install Support Braces

Verify the Gate Panel Swing

A DANGER

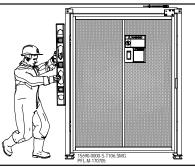
Falling gate hazard! Be sure to properly support, tie off, or temporarily brace the gate posts, gate panels, and gate assembly during installation. Do not depend on the gate post feet to support the gate posts while the gate is being positioned or assembled. Final bracing of the gate assembly must be to the Vertical Reciprocating Conveyor (VRC) or building structure. The use of structural angle is recommended.

- 1. Raise and secure the gate assembly.
- 2. Align the center of the gate to the center of the carriage. See Figure 16-24.
- 3. Align the back side of the gate panel on the parallel chalk line. See Figure 16-24.
- Drill and anchor the gate post base plates to the floor with 3/8" anchors, 3-1/2" (89mm) long.

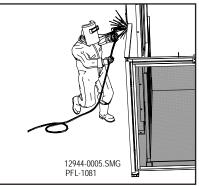
A DANGER

Falling gate hazard! The anchor hole depth should always be deeper than the length of the anchor bolt. The recommended wedge anchor size is 3/8" diameter by 3-1/2" (89mm) long.

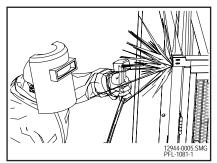
- 1. Plumb and square the gate posts using a plumb bob or a level that is 4' (1219mm) or longer. See Figure 16-25.
- 2. Measure from the gate post to the Vertical Reciprocating Conveyor (VRC) column.
- 3. Cut two (2) 1-1/2" x 1-1/2" (38mm x 38mm) steel angle support braces and weld to each gate post and to the VRC columns or wall. See Figure 16-26.
- 4. Tighten all bolts.
- 5. Verify the gate panel swing for proper operation and site operational clearance.
- 6. Confirm that the gate is plumb and square.
- 7. Weld the gate header to the gate posts. See Figure 16-27.



Plumb the Gate Figure 16-25



Weld Support Braces Figure 16-26



Weld Gate Header to Gate Posts Figure 16-27

Section 16 | Gate Installation Swing Gate



MATERIAL HANDLING SOLUTIONS

| Install the Gate Interlock | Install the gate panel interlock and interlock keeper assembly. See Figure 16-28. Refer to the interlock installation section in the installation manual. | |
|---|--|---|
| Verify the Gate Interlock Operation | Verify that the gate panel swings smoothly. Verify that the gate door opens when the carriage is present and does not open when the carriage is not present. Verify that the gate panel remains locked when the carriage leaves the floor level. | Install Interlock Keeper Assembly Figure 16-28 |
| Adjust the Interlock Keeper Assembly Magnet | 1. With the VRC carriage on the same level as the gate, make sure that the interlock keeper assembly magnet holds the panel closed until the operator pulls open the panel. The magnet will require field adjustment to fine tune the panel "held closed" feature. | Magnet |
| | 2. Adjust the panel position by backing off the magnet locking nut. See Figure 16-29. | Locking Nut |
| | 3. Rotate the magnet hex head bolt to position the panel. | |
| | 4. Secure the magnet position by tightening the magnet locking nut. | 15455-0000-T101.SMG PFL-3172 |

Adjust Panel Position Figure 16-29

Section 16 | Gate Installation Single Vertical Acting (SVA) Gate



MATERIAL HANDLING SOLUTIONS

| Establish Placement | NOTE | It is often possible to assemble the gate on the ground. However, it may not be possible to erect the fully assembled gate. Horizontal assembly and vertical assembly methods are included in this manual. Both methods require additional support and temporary bracing during assembly. | Center d'arriage (Chalk Line (Center)) (Center of Carriage (Chalk Line (Center)) (Seronoons SMS FL-1100 Seronoons SMS FL-1100 Seronoons SMS (Center Line Figure 16-30) |
|------------------------|------|---|---|
| | NOTE | Measure the outside edge to the outside edge of the carriage to locate the center line. Mark the center line with a pencil on the top of the carriage deck. See Figure 16-30. Position a carpenter square on the edge of the carriage to extend the center line onto the floor 10" (254mm) away from the carriage. See Figure 16-30. Mark a chalk line on the floor to ensure the center of the gate is on the center line of the carriage. See Figure 16-30. <i>The ideal position of the gate panel is a maximum of 6" (152mm) from the inside of the gate panel to the front edge of the carriage. Local codes may have specific requirements</i> | |
| | | concerning this distance. 4. When the measurement from the back side of the gate panel to the carriage has been determined, snap a chalk line to identify the position of the gate panel parallel to the carriage. See Figure 16-30. 5. Reference the PFlow Industries, Inc. General Arrangement (GA) drawing to determine the overall gate width. 6. Measure the overall gate width and mark the final position for the gate posts. See Figure 16-31. | Establish Gate Width Figure 16-31 |



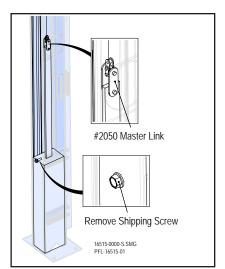
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Prepare the Chains in the Gate Posts

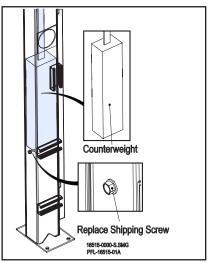
For shipping purposes, the single vertical acting gate panel counterweight is secured with a shipping screw located toward the bottom of the gate post assembly.

To prevent the chain from falling down into the gate post:

- 1. Remove shipping screw located toward the bottom of the gate post assembly. See Figure 16-33.
- 2. Pull the counterweight chain forward until the counterweight is moved forward about 2' (610mm).
- 3. Make sure the counterweight is above the shipping screw and replace the shipping screw. See Figure 16-34.
- 4. Tie one end of a string to the counterweight chain about 3 links back.
- 5. Tie the other end of the string to the base plate of the gate post assembly.
- 6. Carefully handle the gate post assembly to keep the counterweight inside the gate post tube. Keep the counterweight above the shipping screw until the gate post is stood upright.



Post Assembly Counterweight Figure 16-33

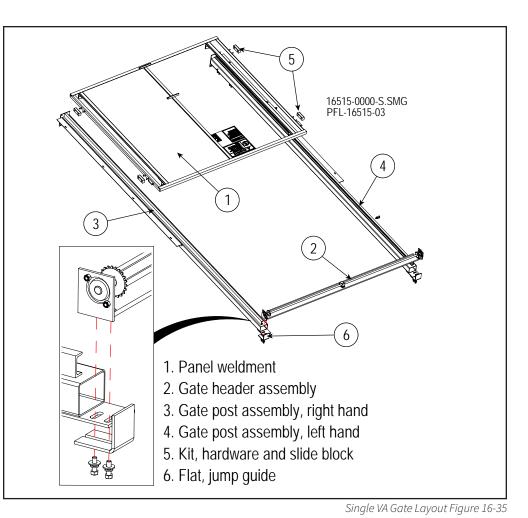


Post Assembly Counterweight Figure 16-34



MATERIAL HANDLING SOLUTIONS

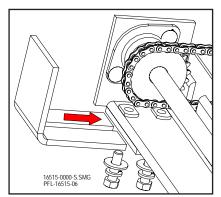
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Begin Horizontal Assembly

Install the Header

- 1. Lay the gate in the proper position to allow for safe handling and efficient fit-up to the VRC. See Figure 16-35.
- 2. Lay each gate post (left side and right side) with the panel guide channel facing up, and the channel open towards the middle.
- 1. Position the gate header with the sprockets facing up and ends flush.
- 2. Position the chain jump guides to leave space for the chain. See Figure 16-36.
- 3. Bolt the chain jump guides and header to the post using four (4) 3/8-16 x 1-1/4" long bolts with lock and flat washers (weld-nut on header angle).
- 4. Align the gate header, making sure the posts are square, and snug the attachment hardware.



Position Chain Jump Guides Figure 16-36



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Entanglement hazard! Remove gloves, secure long hair, wear snugfitting clothing, and avoid wearing jewelry while working with chains.

Crush hazard! Keep hands outside and above the chain. If the lift chain does not reach the wheelblock, carefully work the lift chain around the sprocket until it does reach the wheelblock. Lift the chain from the sides. If the chain drops unaided, the weight of the chain will crush fingers. Do not allow the chain to come off the sprocket.

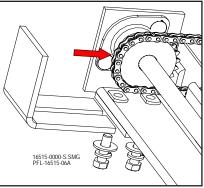
Header falling hazard! Loosen but do not remove the bolts when adjusting the chain jump guide or the headers. Once assembled, the header can fall if the bolts are completely removed.

NOTE The chains must be equal in length on both sides of the sprocket to align the position of the counterweight. If the chains are not equal, work the chain on the front side of the sprockets.

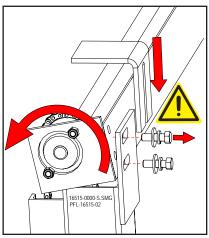
Install the Chains

- 1. Make sure to eliminate any chain twist. The chain should be straight between the counterweight tab and the sprocket.
- 2. Remove the #2050 master links from the end of the #35 chain on each post.
- 3. Place the center link on top of the sprocket. See Figure 16-37.
- 4. Thread the chain over the sprocket on the header.
- 5. Pull the chain tight over the sprocket to remove the slack in the chain without moving the counterweight.
- 6. Re-attach the #2050 master links to the #35 chain and remove the string.
- 7. Verify that the chains on each end of the gate are equal in length from the sprocket to the panel.
- 8. Loosen the header/post hardware to allow the chain jump guide to slide down into position. Do not loosen the hardware to the point that the header falls off. See Figure 16-38.
- 9. Set the space between the chain jump guides approximately +/- 1/8" from the top of the chain.

10. Securely attach the chain jump guide.



Position Center of Chain Figure 16-37



Attach Chain Jump Guides Figure 16-38

each side.

gate posts.

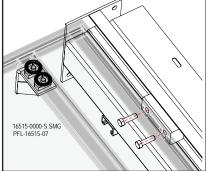


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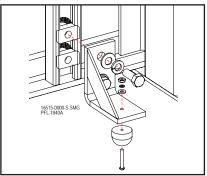
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1. Place the gate panel face up between the **Assemble the** guide tracks on the gate posts. Gate Panel 2. Insert the guide blocks and attach to the P gate panel and guide track. See Figure 16-39 and Figure 16-40. 3. Attach the panel bumper to the bottom of the panel. See Figure 16-41. **Attach the Gate** 1. Slide the gate panel toward the header. 16515-0000-S.SMG PFL-16515-04 It should move without binding on the **Panel to the** guide tracks. **Gate Chains** Attach Guide Blocks to Gate Panel Figure 16-39 2. Connect the #2050 master link to the gate panel. See Figure 16-40 and Figure 16-42. 3. Verify that the chain length is equal on

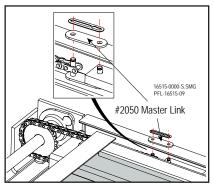
4. Slide the gate panel to the bottom of the



Attach Guide Blocks to Guide Track Figure 16-40



Attach Panel Bumper Figure 16-41



Connect Master Link Figure 16-42



Connect Master Link Figure 16-43



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Raise and Secure the Gate



Align the Gate Assembly

Anchor the Gate Post Base Plates

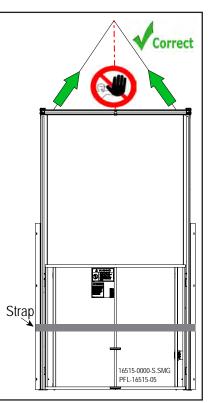
1. Place a strap around the gate posts to secure and maintain the assembly in place. See Figure 16-44.

Falling gate hazard! Do not lift the VA gate assembly by the header shaft or by a single strap at the center of the header.

- 2. Place two (2) straps around the header, one near each gate post. Avoid the brackets at the top of each post. See Figure 16-44.
- 3. To avoid sudden panel and counterweight movement, slowly raise and secure the gate assembly into place.
- 4. Tie off or continue to support the gate assembly to prevent tipping or accidental movement.
- 1. Align the center of the gate to the center of the carriage with the front side of the gate panel facing out.
- 2. Align the back side of the gate panel on the parallel chalk line.
- Drill and anchor the gate post base plates to the floor with 3/8" anchors, 3-1/2" (89mm) long.

A DANGER

Falling gate hazard! The anchor hole depth should always be deeper than the length of the anchor bolt. The recommended wedge anchor size is 3/8" diameter by 3-1/2" (89mm) long.



Secure and Lift Gate Assembly Figure 16-44

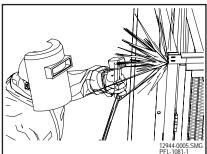


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| Plumb and Square the Gate | 1. Plumb and square the gate posts using a plumb bob or a level that is 4' (1219mm) or longer. See Figure 16-45. | |
|------------------------------|---|---------------------------------------|
| | 2. Measure from the gate post to the Vertical Reciprocating Conveyor (VRC) column. | |
| Install Support Braces | Cut two (2) 1-1/2" x 1-1/2" (38mm x 38mm) steel angle support braces and weld to each gate post and to the VRC columns or wall. See Figure 16-46. | Plumb the Gate Figure 16-45 |
| | 2. Tighten all bolts. | |
| | 3. Confirm that the gate is plumb and square. | |
| | 4. Weld the gate header to the gate posts. See Figure 16-47. | |
| | 5. Remove all straps on the gate. | |
| | Slowly slide the panel down until the chains are tight and the counterweights are off the shipping screws. | 1015 15690 SMG PFL-16515 15690 SMG |
| | 7. Remove the counterweight | Weld Support Braces Figure 16-46 |

shipping screw.



Weld Gate Header to Gate Posts Figure 16-47



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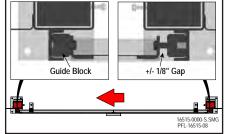




The gate panel must float freely within the guide track or the panel interlock will not operate safely. Make sure the gate is fit properly.

Guide block fit up is important for the gate panel to operate properly and safely. This over-rides any other horizontal alignment dimensions.

1. Snug the gate panel and slide the blocks on one side of the channel guides.



Guide Block Gap 16-48

- Set a +/- 1/8" (3mm) gap between the opposite side guide block and the gate panel. Align the gate post or trim the guide blocks if necessary. The guide block must stay trapped in the guide track. See Figure 16-48.
- 3. Make sure the gate header is level horizontally and that the gate posts are plumb and square in both directions. Shim and / or adjust as necessary.
- 4. Verify that the panel travels up and down evenly and is not binding on the guide tracks.
- 5. Adjust the bumpers as necessary.
- 6. Adjust the post spacing or panel slide blocks as necessary.
- 7. Secure and brace the gate posts to the enclosure panels, the building structure, or the VRC columns as required.
- 8. Verify that the gate panel moves freely during travel from the top to the bottom of the posts.
- 9. Verify that the gate panel clears the fully open height. If the counterweight bottoms out in the gate post before the gate panel is fully open, remove chain links to shorten the chain length.
- 10. Lift the gate panel approximately 2' (610mm) off the floor to verify that the gate panel is properly counterbalanced with panel accessories (e.g., cams, interlock flats) on the panel. The gate panel should remain in this position.
 - If the gate continues to rise, add steel bar stock to the inside bottom center of the gate panel frame.
 - If the gate drops, contact PFlow Industries, Inc. Product Support Department for instructions.
- 11. Verify that the counterweight is not hitting the post base plate.



| Install the Gate Panel Interlock | Install the gate panel interlock. Refer to the interlock installation section in the installation manual. |
|-------------------------------------|--|
| Verify the Gate Operation | Verify that the gate panel runs smoothly. Verify that the gate panel opens when |
| | the carriage is present and does not open when the carriage is not present. |
| | 3. Verify that the gate panel remains locked when the carriage leaves the floor level. |



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Establish Placement

Make sure the placement of the gate has been established. Follow instructions beginning in Section 16, page 14.

Prepare the Chains in the Gate Posts

Make sure the chains and counterweights are prepared before raising the gate posts. Follow instructions beginning in Section 16, page 15.

Raise and Secure the Gate Posts





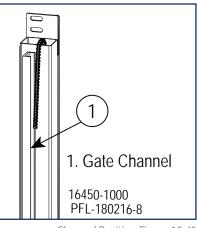
Lifting hazard! Components and accessories are heavy. To prevent serious personal injury, use the appropriate lifting apparatus, tie offs, or help when moving, lifting or assembling the components or accessories.

1. Raise, position, and secure one gate post with the back face of the gate post on the parallel chalk line. Make sure the channel on the gate post is facing out and the opening of the channel is facing in. See Figure 16-49.

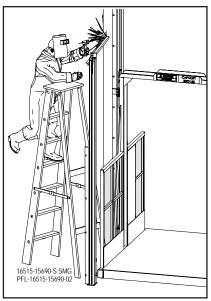
A DANGER

Falling gate hazard! The anchor hole depth should always be deeper than the length of the anchor bolt. The recommended wedge anchor size is 3/8" diameter by 3-1/2" (89mm) long.

- Drill and anchor the gate post base plate to the floor with 3/8" anchors, 3-1/2" (89mm) long.
- 3. Temporarily brace the gate post to the Vertical Reciprocating Conveyor (VRC) column or wall. See Figure 16-50.
- 4. Raise, position, and secure the other gate post with the back face of the gate post on the parallel chalk line. Make sure the channel on the gate post is facing out and the opening of the channel is facing in.
- 5. Temporarily brace the second gate post to the VRC column or wall. See Figure 16-50. *Do not anchor this post at this time.*



Channel Position Figure 16-49



Temporarily Brace Gate Post Figure 16-50



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WARNING

Entanglement hazard! Remove gloves, secure long hair, wear snugfitting clothing, and avoid wearing jewelry while working with chains.

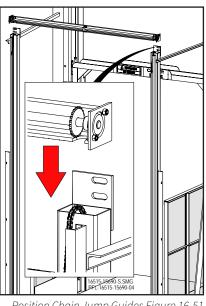
Crush hazard! Keep hands outside and above the chain. If the lift chain does not reach the wheelblock, carefully work the lift chain around the sprocket until it does reach the wheelblock. Lift the chain from the sides. If the chain drops unaided, the weight of the chain will crush fingers. Do not allow the chain to come off the sprocket.

Header falling hazard! Loosen but do not remove the bolts when adjusting the chain jump guide or the headers. Once assembled, the header can fall if the bolts are completely removed.

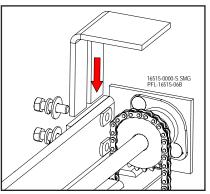
- 1. Position the gate header with the sprockets facing out and with the ends flush. See Figure 16-51.
- 2. Position the chain jump guides to leave space for the chain. See Figure 16-52.
- Bolt the chain jump guides and gate header to the gate post using four (4) 3/8-16 x 1-1/4" long bolts with lock and flat washers (weld-nut on header angle).
- 4. Align the gate header, making sure the gate posts are square, and snug the attachment hardware.

Install the Chains **NOTE** The chains must be equal in length on both sides of the sprocket to align the position of the counterweight. If the chains are not equal, work the chain on the front side of the sprockets.

- 1. Make sure to eliminate any chain twist. The chain should be straight between the counterweight tab and the sprocket.
- 2. Remove the #2050 master links from the end of the #35 chain on each post.
- 3. Place the center link on top of the sprocket.







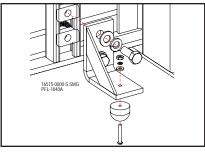
Position Chain Jump Guides Figure 16-52



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| Install the Chains (continued) | Thread the chain over the sprockets on the header. See Figure 16-53. Pull the chain tight over the sprocket to remove the slack in the chain without moving the counterweight. | |
|-----------------------------------|---|--|
| | 6. Re-attach the #2050 master links to the #35 chain and remove the strings. | |
| | 7. Verify that the chains on each end of the gate are equal in length from the sprocket to the panel. | 14515 0000 S SMG |
| | 8. Loosen the header/post hardware to allow the chain jump guide to slide down into position. Do not loosen the hardware to the point that the header falls off. See Figure 16-54. | Thread Chain Over the Sprockets Figure 16-53 |
| | 9. Set the space between the chain jump guides approximately +/- 1/8" from the top of the chain. | |
| | 10. Securely attach the chain jump guide. | |
| | 11.Remove the counterweight shipping screw. | |
| | 12. Carefully pull the chain up high enough to have the counterweight above the shipping screw. | 1615-0000 S. SMG PPL-16515-02 |
| | 13. Re-install the counterweight shipping screw. | Attach Chain Jump Guides Figure 16-54 |
| Assemble the Gate Panel | Place the gate panel between the guide tracks on the gate posts. Insert the guide blocks and attach to the gate panel and guide track. See Figure 16-55 and Figure 16-56. | |
| | 3. Attach the panel bumper at the bottom of the panel. See Figure 16-57. | 16515-000-S. SMG PFL-16515-04 |
| | | |



Attach Panel Bumper Figure 16-57

16515-000-S.SMG PRI-16515-12

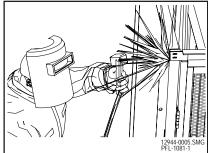
Attach Guide Blocks Figure 16-55

Attach Guide Blocks Figure 16-56



MATERIAL HANDLING SOLUTIONS

| Panel to the Gate Chains NOTE | Use an appropriate lifting device to carefully slide the gate panel up towards the gate header. See Figure 16-58. The gate panel should move up without binding on the guide tracks. | |
|-------------------------------------|---|---|
| | Continue to support the gate panel and attach the gate panel to the chains. Connect the #2050 master links to the gate panel and remove the string. Verify the chain length is equal on each side. | ISIS-15690.SMC PFL-16515-15690.SMC |
| | Measure from the gate post to the Vertical Reciprocating Conveyor (VRC) column. Cut two (2) 1-1/2" x 1-1/2" (38mm x 38mm) steel angle support braces and weld to each gate post and to the VRC columns or wall. See Figure 16-59. Confirm that the gate is plumb and square. Tighten all bolts. Weld the gate header to the gate posts. See Figure 16-60. Slowly slide the panel down until the chains are tight and the counterweights are off the shipping screws. Remove the counterweight shipping screw. | Lift Gate Panel Figure 16-58 Image: Constraint of the state of the sta |



Weld Gate Header to Gate Posts Figure 16-60



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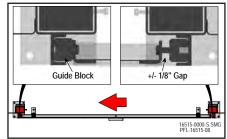
Adjust the Gate Panel



The gate panel must float freely within the guide track or the panel interlock will not operate safely. Make sure the gate is fit properly.

Guide block fit up is important for the gate panel to operate properly and safely. This over-rides any other horizontal alignment dimensions.

- 1. Snug the gate panel and slide the blocks on one side of the channel guides.
- 2. Set a +/- 1/8" (3mm) gap between the opposite side guide block and the gate panel. Align the gate post or trim the guide blocks if necessary. The guide block must stay trapped in the guide track. See Figure 16-61.



Guide Block Gap 16-61

- 3. Make sure the gate header is level horizontally and that the gate posts are plumb and square in both directions. Shim and / or adjust as necessary.
- 4. Verify that the panel travels up and down evenly and is not binding on the guide tracks.
- 5. Adjust the bumpers as necessary.
- 6. Adjust the post spacing or panel slide blocks as necessary.
- 7. Secure and brace the gate posts to the building structure or the VRC columns as required.
- 8. Verify that the gate panel moves freely during travel from the top to the bottom of the posts.
- 9. Verify that the gate panel clears the fully open height. If the counterweight bottoms out in the gate post before the gate panel is fully open, remove chain links to shorten the chain length.
- 10. Lift the gate panel approximately 2' (610mm) off the floor to verify that the gate panel is properly counterbalanced with panel accessories (e.g., cams, interlock flats) on the panel. The gate panel should remain in this position.
 - If the gate continues to rise, add steel bar stock to the inside bottom center of the gate panel frame.
 - If the gate drops, contact PFlow Industries, Inc. Product Support Department for instructions.

11. Verify that the counterweight is not hitting the post base plate.



| Install the Gate Interlock | Install the gate panel interlock. Refer to the interlock installation section in the installation manual. | |
|-------------------------------|--|--|
| Verify the Gate | 1. Verify that the gate panel runs smoothly. | |
| Operation | Verify that the gate door opens when the carriage is present and does not open when the carriage is not present. | |
| | 3. Verify that the gate panel remains locked when the carriage leaves the floor level. | |



MATERIAL HANDLING SOLUTIONS

| Establish NO Placement | NOTE | It is often possible to assemble the gate on the ground. However, it may not be possible to erect the fully assembled gate. Horizontal assembly and vertical assembly methods are included in this manual. Both methods require additional support and temporary bracing during assembly. | 1. Center of Carriage 2. Chalk Line (Center) |
|---------------------------|------|--|---|
| | | Measure the outside edge to the outside edge of the carriage to locate the center line. Mark the center line with a pencil on the top of the carriage deck. See Figure 16-62 and Figure 16-63. Position a carpenter square on the edge of the carriage to extend the center line onto | Establish Center Line Figure 16-62 |
| | NOTE | the carriage deck. The ideal position of the outside edge of the gate post is at the front edge of the carriage. | 1. Center of Gate Panel Opening Alignment Figure 16-63 |



MATERIAL HANDLING SOLUTIONS

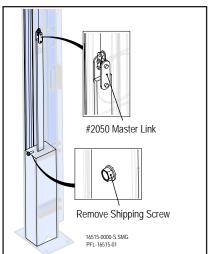
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Prepare the Chains in the Gate Posts

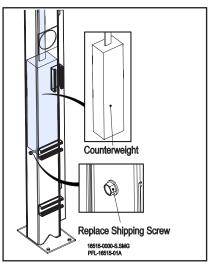
For shipping purposes, the single vertical acting gate panel counterweight is secured with a shipping screw located toward the bottom of the gate post assembly.

To prevent the chain from falling down into the gate post:

- 1. Remove shipping screw located toward the bottom of the gate post assembly. See Figure 16-64.
- 2. Pull the counterweight chain forward until the counterweight is moved forward about 2' (610mm).
- 3. Make sure the counterweight is above the shipping screw and replace the shipping screw. See Figure 16-65.
- 4. Tie one end of a string to the counterweight chain about 3 links back.
- 5. Tie the other end of the string to the base plate of the gate post assembly.
- 6. Carefully handle the gate post assembly to keep the counterweight inside the gate post tube. Keep the counterweight above the shipping screw until the gate post is stood upright.

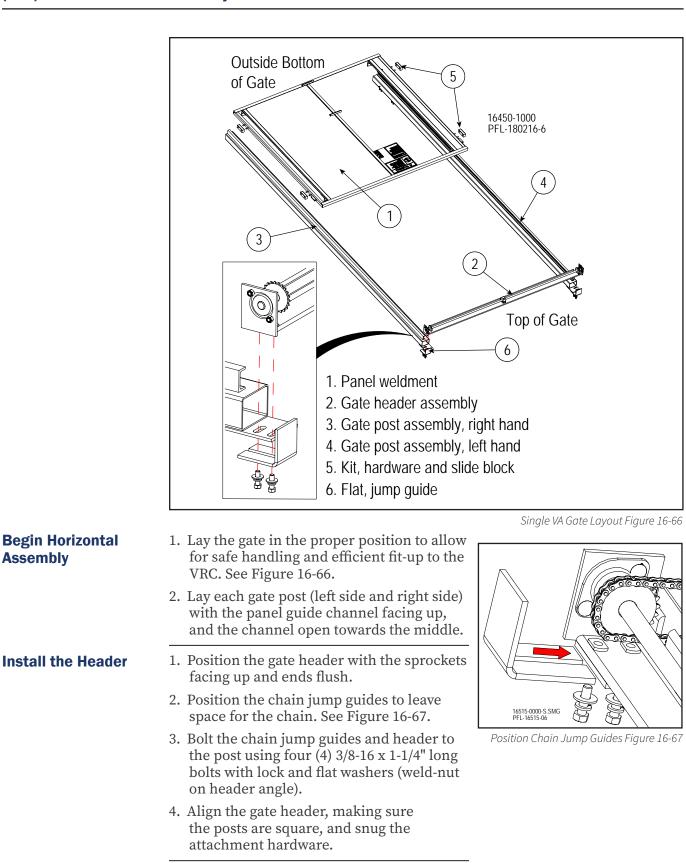


Post Assembly Counterweight Figure 16-64



Post Assembly Counterweight Figure 16-65







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WARNING

Entanglement hazard! Remove gloves, secure long hair, wear snugfitting clothing, and avoid wearing jewelry while working with chains.

Crush hazard! Keep hands outside and above the chain. If the lift chain does not reach the wheelblock, carefully work the lift chain around the sprocket until it does reach the wheelblock. Lift the chain from the sides. If the chain drops unaided, the weight of the chain will crush fingers. Do not allow the chain to come off the sprocket.

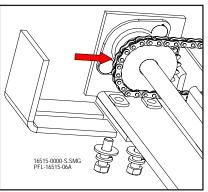
Header falling hazard! Loosen but do not remove the bolts when adjusting the chain jump guide or the headers. Once assembled, the header can fall if the bolts are completely removed.

Install the Chains

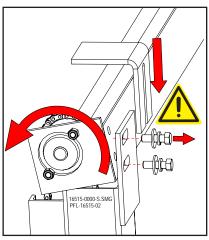
NOTE The chains must be equal in length on both sides of the sprocket to align the position of the counterweight. If the chains are not equal, work the chain on the front side of the sprockets.

- 1. Make sure to eliminate any chain twist. The chain should be straight between the counterweight tab and the sprocket.
- 2. Remove the #2050 master links from the end of the #35 chain on each post.
- 3. Place the center link on top of the sprocket. See Figure 16-68.
- 4. Thread the chain over the sprockets on the header.
- 5. Pull the chain tight over the sprocket to remove the slack in the chain without moving the counterweight.
- 6. Re-attach the #2050 master links to the #35 chain and remove the strings.
- 7. Verify that the chains on each end of the gate are equal in length from the sprocket to the panel.
- 8. Loosen the header/post hardware to allow the chain jump guide to slide down into position. Do not loosen the hardware to the point that the header falls off. See Figure 16-69.
- 9. Set the space between the chain jump guides approximately +/- 1/8" from the top of the chain.

10. Securely attach the chain jump guides.



Position Center of Chain Figure 16-68



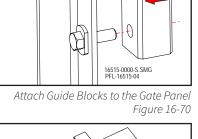
Attach Chain Jump Guides Figure 16-69

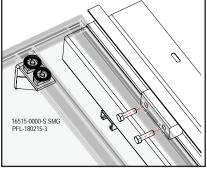


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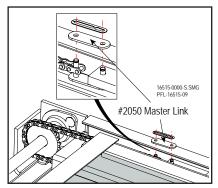
| Assemble the Gate Panel | Place the gate panel face up between the guide tracks on the gate posts. Insert the guide blocks and attach to the | |
|--|---|---|
| | gate panel and guide track. See Figure 16-70 and Figure 16-71. | |
| Attach the Gate Panel to the Gate Chains | Slide the gate panel toward the header. It should move without binding on the guide tracks. | |
| | 2. Connect the #2050 master link to the gate panel. See Figure 16-72 and Figure 16-73. | Attach Guide Blocks to the Gate Panel Figure 16-70 |

- 3. Verify that the chain length is equal on each side.
- 4. Slide the gate panel to the bottom of the gate posts.





Attach Guide Blocks to the Guide Track Figure 16-71



Connect Master Link Figure 16-72



Connect Master Link Figure 16-73



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Raise and Secure the Gate

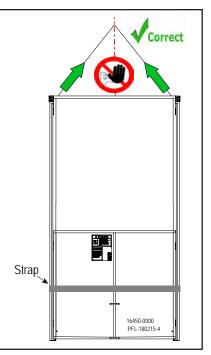


Align the Gate Assembly

A DANGER

Falling gate hazard! Do not lift the VA gate assembly by the header shaft or by a single strap at the center of the header.

- 1. Place a strap around the gate posts to secure and maintain the assembly in place. See Figure 16-74.
- 2. Place two (2) straps around the header, one near each gate post. Avoid the brackets at the top of each gate post. See Figure 16-74.
- 3. To avoid sudden panel and counterweight movement, slowly raise and secure the gate assembly into place.
- 4. Tie off or continue to support the gate assembly to prevent tipping or accidental movement.
- 1. Align the center of the gate to the center of the carriage with the front side of the gate panel facing out.
- 2. Position the gate posts at the front of the carriage.



Secure and Lift Gate Assembly Figure 16-74



MATERIAL HANDLING SOLUTIONS

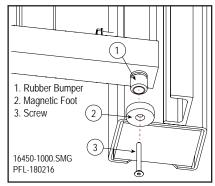
| Plumb and Square the Gate | Plumb and square the gate posts using a plumb bob or a level that is 4' (1219mm) or longer. See Figure 16-75. Snug the gate panel and slide the blocks on one side of the channel guides. Set a +/- 1/8" (3mm) gap between the opposite side guide block and the gate panel. Align the gate post or trim the guide blocks if necessary. The guide block must stay trapped in the guide track. See Figure 16-76. Make sure the gate header is level horizontally and that the gate posts are plumb and square in both directions. Shim and / or adjust as necessary. Verify that the panel travels up and down evenly and is not binding on the guide tracks. | <image/> <caption><image/></caption> |
|------------------------------|--|--|
| Weld the Gate Posts | Weld the bottom of the gate posts to the carriage deck. Weld the ends of the carriage panel or rails to the gate posts. | |
| Install Support Braces | Measure from the gate posts. Measure from the gate post to the carriage upright. Cut two (2) 1-1/2" x 1-1/2" (38mm x 38mm) steel angle support braces and weld to each gate post and to the carriage upright. Tighten all bolts. Confirm that the gate is plumb and square. Weld the gate header to the gate posts. See Figure 16-77. Remove all straps on the gate. Slowly slide the panel down until the chains are tight and the counterweights are off the shipping screws. Remove the counterweight shipping screw. | Weld Gate Header to Gate Posts Figure 16-77 |

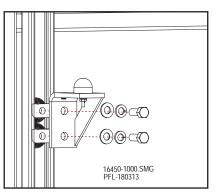


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Attach the Bumpers

- 1. Attach the panel magnetic foot to the bottom of the panel. See Figure 16-78.
- 2. Attach the panel bumper brackets to the top of the gate panel. See Figure 16-79.





Attach Panel Magnetic Foot Figure 16-78

Attach Top Bumper Brackets Figure 16-79

WARNING

The gate panel must float freely within the guide track or the panel interlock will not operate safely. Make sure the gate is fit properly.

Guide block fit up is important for the gate panel to operate properly and safely. This over-rides any other horizontal alignment dimensions.

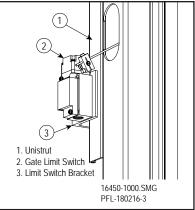
- 1. Verify that the gate panel travels up and down evenly from the top to the bottom of the posts and is not binding on the guide tracks.
- 2. Adjust the bumpers as necessary.
- 3. Verify that the gate panel clears the fully open height. If the counterweight bottoms out in the gate post before the gate panel is fully open, remove chain links to shorten the chain length.
- 4. Lift the gate panel approximately 2' (610mm) off the floor to verify that the gate panel is properly counterbalanced with panel accessories (e.g., cams, interlock flats) on the panel. The gate panel should remain in this position.
 - If the gate continues to rise, add steel bar stock to the inside bottom center of the gate panel frame.
 - If the gate drops, contact PFlow Industries, Inc. Product Support Department for instructions.
- 5. Verify that the counterweight is not hitting the post base plate.

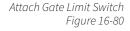




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| NOTE | The drop cord is supplied by PFlow Industries, Inc. The wires from the junction box on the carriage to the switch on the gate post is not supplied by PFlow Industries, Inc. | (|
|--|---|-------------------------------|
| Install the Gate Limit Switch and Stationary | 1. Attach the gate limit switch and bracket to the unistrut mounted on the gate post. See Figure 16-80. | |
| Junction Boxes | 2. Mount the <i>carriage mounted junction box</i> on the outside of the carriage making sure there are no obstructions above the junction box. | 1. Unis 2. Gate 3. Limi |
| | On a two-level VRC, mount the stationary junction box on the same side of the VRC as the carriage mounted junction box. Mount the stationary junction box on the outside of the floor to beam bracing. | |
| | 4. On a multiple level VRC, mount the stationary junction box on the same side of the VRC as the carriage mounted junction box. Mount the stationary junction box approximately 8' (2438mm) above the halfway point of the vertical travel of the VRC. | |
| Verify the Gate Operation | 1. Verify that the gate panel opens when the carriage is present and does not open when the carriage is not present. | |
| | 2. Verify that the gate panel remains locked when the carriage leaves the floor level. | |







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Establish Placement

Make sure the placement of the gate has been established. Follow instructions beginning in Section 16, page 29.

Prepare the Chains in the Gate Posts

Raise and Secure

the Gate Posts

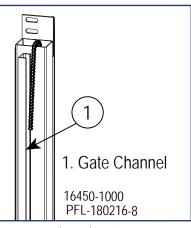
Make sure the chains and counterweights are prepared before raising the gate posts. Follow instructions beginning in Section 16, page 30.

CAUTION

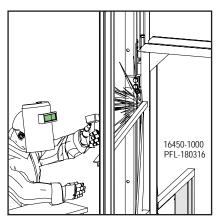


Lifting hazard! Components and accessories are heavy. To prevent serious personal injury, use the appropriate lifting apparatus, tie offs, or help when moving, lifting or assembling the components or accessories.

- 1. Raise, position, and secure one gate post on the carriage deck edge. Make sure the channel on the gate post is facing out and the opening of the channel is facing in. See Figure 16-81.
- 2. Temporarily brace the gate post to the Vertical Reciprocating Conveyor (VRC) carriage or the carriage column. See Figure 16-82.
- 3. Raise, position, and secure the other gate post on the carriage deck edge. Make sure the channel on the gate post is facing out and the opening of the channel is facing in.
- 4. Temporarily brace the second gate post to the VRC carriage or the carriage column.



Channel Position Figure 16-81



Temporarily Brace Gate Post Figure 16-82



| | Image: Warning in the image: the image is a second seco |
|----------------------------|---|
| | Header falling hazard! Loosen but do not remove the bolts when adjusting the chain jump guide or the headers. Once assembled, the header can fall if the bolts are completely removed. |
| Install the Header | Position the gate header with the sprockets facing out and with the ends flush. See Figure 16-83. Position the chain jump guides to leave space for the chain. See Figure 16-84. Bolt the chain jump guides and gate header to the gate post using four (4) 3/8-16 x 1-1/4" long bolts with lock and flat washers (weld-nut on header angle). Align the gate header, making sure the gate posts are square, and snug the attachment hardware. |
| Install the NOTE Chains | The chains must be equal in length on both sides of the sprocket to align the position of the counterweight. If the chains are not equal, work the chain on the front side of the sprockets. Making sure to eliminate any chain twist, the chain should be straight between the counterweight tab and the sprocket. Remove the #2050 master links from the end of the #35 chain on each post. Place the center link on top of the sprocket. |

Position Chain Jump Guides Figure 16-84



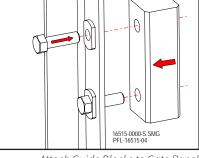
MATERIAL HANDLING SOLUTIONS

| Install the Chains (continued) | 4. Thread the chain over the sprockets on the header. See Figure 16-85. 5. Pull the chain tight over the sprocket to remove the slack in the chain without moving the counterweight. 6. Re-attach the #2050 master links to the #35 chain and remove the strings. 7. Verify that the chains on each end of the gate are equal in length from the sprocket to the panel. 8. Loosen the header/post hardware to allow the chain jump guide to slide down into position. Do not loosen the hardware to the point that the header falls off. See Figure 16-86. | Image: second |
|-----------------------------------|--|---|
| | 9. Set the space between the chain jump guides approximately +/- 1/8" from the top of the chain. 10. Securely attach the chain jump guide. | |
| | 11.Remove the counterweight shipping screw. | |
| | 12. Carefully pull the chain up high enough to have the counterweight above the shipping screw. | |
| | 13.Re-install the counterweight shipping screw. | Attach Chain Jump Guides Figure 16-86 |

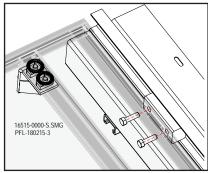


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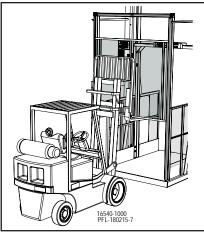
| Assemble the Gate Panel | | 1. Place the gate panel face up between the guide tracks on the gate posts. | |
|--|------|--|---------------------|
| | | 2. Insert the guide blocks and attach to the gate panel and guide track. See Figure 16-87 and Figure 16-88. | |
| Attach the Gate Panel to the Gate Chains | | 1. Use an appropriate lifting device to carefully slide the gate panel up towards the gate header. See Figure 16-89. | |
| | NOTE | The gate panel should move up without binding on the guide tracks. | Attach Guide Blocks |
| | | 2. Continue to support the gate panel and attach the gate panel to the chains. | |
| | | 3. Connect the #2050 master links to the gate panel and remove the string. | |
| | | 4. Verify the chain length is equal on each side. | |



ks to Gate Panel Figure 16-87



Attach Guide Blocks to Guide Track Figure 16-88



Lift Gate Panel Figure 16-89



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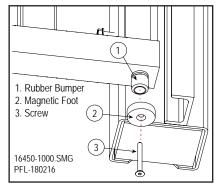
| | Plumb and square the gate posts using a | |
|----------|--|---|
| the Gate | plumb bob or a level that is 4' (1219mm) or longer. See Figure 16-90. | |
| | Snug the gate panel and slide the blocks on one side of the channel guides. | |
| | Set a +/- 1/8" (3mm) gap between the opposite side guide block and the gate panel. Align the gate post or trim the guide blocks if necessary. The guide block must stay trapped in the guide track. See Figure 16-91. | Plumb the Gate Figure 16-90 |
| | Make sure the gate header is level horizontally and that the gate posts are plumb and square in both directions. Shim and / or adjust as necessary. | Guide Block |
| | Verify that the panel travels up and down evenly and is not binding on the guide tracks. | Here a Here and Antonio State |
| | Weld the bottom of the gate posts to the carriage deck. | |
| | <i>N</i> eld the ends of the carriage panel or rails to the gate posts. | |
| | Measure from the gate post to the carriage upright. | |
| | Cut two (2) 1-1/2" x 1-1/2" (38mm x 38mm)steel angle support braces and weld to each gate post and to the carriage uprights. | 12944-0005.SMG PFL-1081-1 Weld Gate Header to Gate Posts Figure 16-92 |
| 3. I | Remove the temporary bracing. | |
| 4. 7 | Fighten all bolts. | |
| | Confirm that the gate is plumb and square. | |
| | Weld the gate header to the gate posts. See Figure 16-92. | |
| | Blowly slide the panel down until the chains are tight and the counterweights are off the shipping screws. | |
| | Remove the counterweight shipping screw. | - |

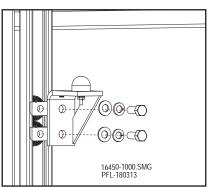


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Attach the Bumpers

- 1. Attach the panel magnetic foot to the bottom of the panel. See Figure 16-93.
- 2. Attach the panel bumper brackets to the top of the gate panel. See Figure 16-94.





Attach Panel Magnetic Foot Figure 16-93

Attach Top Bumper Brackets Figure 16-94



WARNING

The gate panel must float freely within the guide track or the panel interlock will not operate safely. Make sure the gate is fit properly.

Guide block fit up is important for the gate panel to operate properly and safely. This over-rides any other horizontal alignment dimensions.

- 1. Verify that the gate panel travels up and down evenly from the top to the bottom of the posts and is not binding on the guide tracks.
- 2. Adjust the bumpers as necessary.
- 3. Verify that the gate panel clears the fully open height. If the counterweight bottoms out in the gate post before the gate panel is fully open, remove chain links to shorten the chain length.
- 4. Lift the gate panel approximately 2' (610mm) off the floor to verify that the gate panel is properly counterbalanced with panel accessories (e.g., cams, interlock flats) on the panel. The gate panel should remain in this position.
 - If the gate continues to rise, add steel bar stock to the inside bottom center of the gate panel frame.
 - If the gate drops, contact PFlow Industries, Inc. Product Support Department for instructions.
- 5. Verify that the counterweight is not hitting the post base plate.

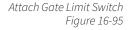


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| NOTE | The drop cord is supplied by PFlow Industries, Inc. The wires from the junction box on the carriage to the switch on the gate post is not supplied by PFlow Industries, Inc. |
|--|---|
| Install the Gate Limit Switch and Stationary | 1. Attach the gate limit switch and bracket to the unistrut mounted on the gate post. See Figure 16-95. |
| Junction Boxes | 2. Mount the <i>carriage mounted junction box</i> on the outside of the carriage making sure there are no obstructions above the junction box. |
| | 3. On a two-level VRC, mount the stationary junction box on the same side of the VRC as the carriage mounted junction box. Mount the stationary junction box on the outside of the floor to beam bracing. |
| | 4. On a multiple level VRC, mount the stationary junction box on the same side of the VRC as the carriage mounted junction box. Mount the stationary junction box approximately 8' (2438mm) above the halfway point of the vertical travel of the VRC. |
| Verify the Gate Operation | Verify that the gate panel opens when the carriage is present and does not open when the carriage is not present. |
| | 2. Verify that the gate panel remains locked when the carriage leaves the floor level. |

1. Unistrut 2. Gate Limit Switch 3. Limit Switch Bracket 16450-1000.SMG PFL-180216-3



Section 16 | 44



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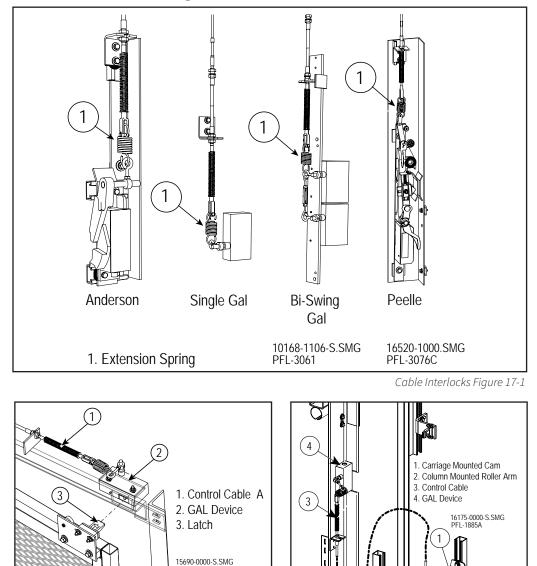
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Before You Begin

Read this entire manual. Verify the job site dimensions against the PFlow Industries, Inc. General Arrangement (GA) drawing before starting the installation. If the site conditions do not match the GA drawing, please consult the PFlow Industries, Inc. Product Support Department.

The Purpose of the Gate Cable Interlock

The electromechanical interlock is a safety device used to mechanically prevent the gate from opening. When the carriage is at that level and the gate is open, the VRC should not operate. Replacement components are only available as shown on the next few pages. Some configurations may vary by application. One of four (4) different manufacturer's components may be used for this installation. See Figure 17-1.



2



PFL-3077

GAL Interlock on Sliding Gate Figure 17-3



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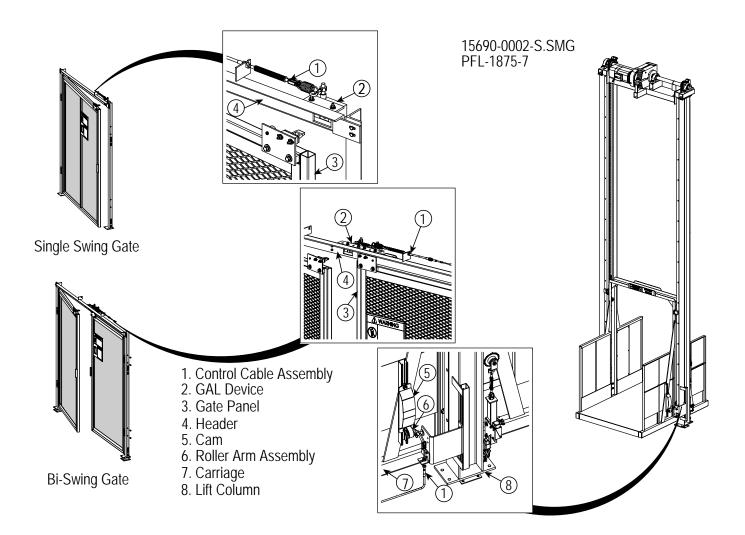


Figure 17-4



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| General Descriptions | The cable interlock consists of four (4) main items: |
|-----------------------------------|---|
| | Carriage Cam Column Mounted Roller Assembly Control Cable Gate Cable Interlock Assembly |
| Carriage Cam | The carriage cam is mounted on the carriage. The carriage cam is positioned to activate the roller assembly. The carriage cam must be positioned to allow the roller to move freely on the inclined face of the carriage cam and to allow the control cable to activate the interlock. See Figure 17-5. |
| Column Mounted Roller Assembly | The roller assembly is mounted on the VRC column. The roller assembly must be positioned to allow the roller to make contact with the carriage cam. See Figure 17-5. |
| Control Cable | The control cable is a utility cable with threaded stainless steel end rods. The cable has a maximum 2" (51mm) travel. See Figure 17-6. |
| Gate Cable Interlock Assembly | The gate cable interlock assembly is attached to the gate post. The travel of the cable is adjusted to permit the interlock to release the gate latch. |

Control Cable Position Figure 17-6

10168-1106-S.SMG PFL-3059 Control Cable



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ADANGER

- Control cables are designed to be non-repairable. If the control cable is damaged or worn out, the interlock may not operate properly. These issues could prevent the interlock from engaging and allow the gate panel to stay open while the VRC is moving from one level to another.
- The control cable has a minimum bend radius of 6" (152mm). The control cable may not operate properly if the control cable is bent sharper than the 6" (152mm) radius. This could prevent the interlock from engaging and allow the gate panel to stay open while the VRC is moving from one level to another.

A WARNING

- If the control cable is damaged or worn out, the interlock may not operate properly.
 - Protect the control cables from physical damage (kinking, vibration, sharp bends. Maintain a minimum bend radius of 12" (305mm). Do not extend cable travel beyond 2" (51mm).
 - Route excess gate interlock cables as straight as possible and do not spool in coils tighter than 28" (711mm).
 - Protect the control cables from chemical damage (paint, solvents, oils, water or ice, dirt, other contaminants.)
 - Replace worn or damaged control cables. Do not attempt to lubricate or repair. Signs of wear include frayed ends, sudden decrease in usable travel, and moisture in the control cable.



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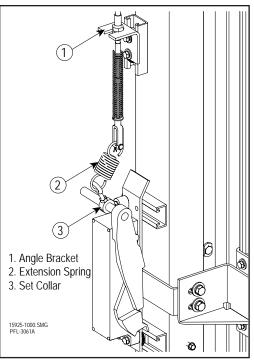
Adjust the Interlock Assembly

Adjust the Cam

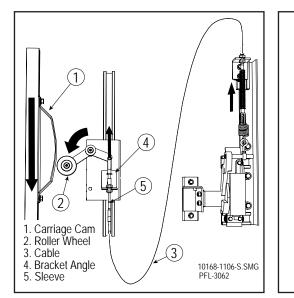
and Cable

The tension on the extension spring should be adjusted by positioning the cable on the angle bracket. The activation of the interlock is also adjusted by the position on the set collar. See Figure 17-7.

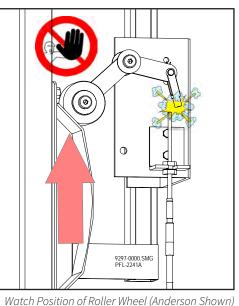
- Adjust the carriage cam to allow +/- ³/₄" cable travel [2" (51mm) maximum cable travel].
- 2. Make sure the roller wheel clears the edge of the cam.
- 3. Center the cable travel by positioning the cable in the bracket angle. See Figure 17-8.
- 4. The edge of the cam must not be past the center of the wheel toward the bracket. This could catch the wheel at the cam edge and break the cable clevis. See Figure 17-9.



Control Cable Position Figure 17-7



Adjust Roller Wheel (Anderson Shown) Figure 17-8





WARNING

Falling hazard! Proper engagement of the roller and cam is critical. Properly align the safety components to avoid causing the roller arm to push the cable into the sleeve, bend, break, and becoming inoperable.

Figure 17-9



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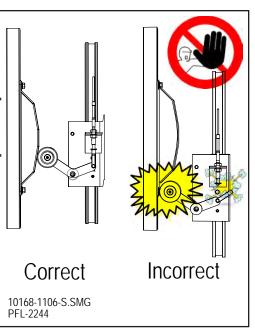
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Position the Roller Arm on the VRC Column

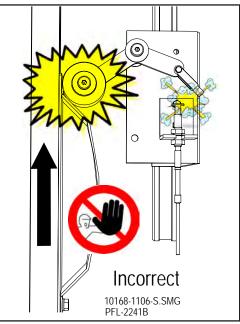
1. The position of the roller on the cam is very important. The roller must roll freely on the cam incline. See Figure 17-10 and Figure 17-11.

NOTICE Do not allow the roller to hang up on the top or bottom horizontal surface of the cam.

- 2. At the top and bottom levels, the roller arm assembly should be orientated to allow the cam to hit the roller wheel arm in the pivot direction. See Figure 17-12.
- 3. If the roller assembly position needs to change to an opposite hand, unbolt the angle and pivot arm and reassemble in the new location. See Figure 17-13.



Roller Position Figure 17-10

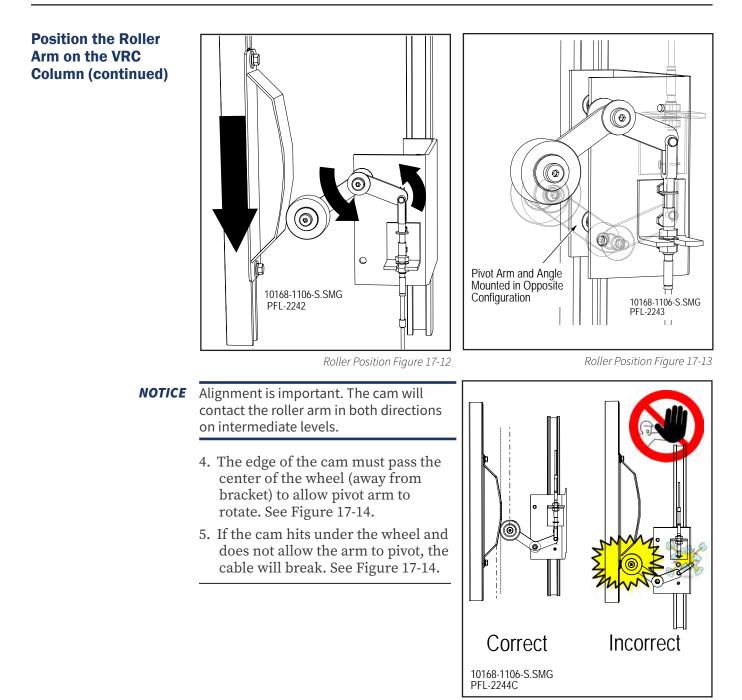


Roller Position Figure 17-11



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Roller Position Figure 17-14



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Wire the Electrical Switches

See the job specific wiring schematic for proper wiring instructions.

A gate status switch is supplied when the contacts are not being used. If required, the switch will be mounted to the gate post or header. Normally, the GAL and Anderson interlocks do not use this switch. Specific order requirements may dictate otherwise.

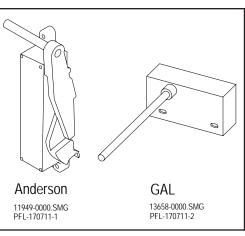


Figure 17-15



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Before You Begin

Read this entire manual. Before starting the installation, verify the job site dimensions and the dimensions of the delivered materials against the PFlow Industries, Inc. General Arrangement (GA) drawing. If the site conditions or the delivered materials do not match the GA drawing, please consult the PFlow Industries, Inc. Product Support Department.

WARNING

Falling panel hazard! The installation of this equipment requires a qualified installer with extensive knowledge and experience on how to rig, erect, and support structural steel. Be sure to properly support, tie off, or temporarily brace the enclosure panels during installation. Do not depend on the enclosure panel feet to support the enclosure panel while the enclosure panel is being positioned or assembled. Final bracing of the enclosure panels must be to the Vertical Reciprocating Conveyor (VRC) or building structure. The use of structural angle is recommended.

CAUTION



Lifting hazard! Components and accessories are heavy. To prevent serious personal injury, use the appropriate lifting apparatus, tie offs, or help when moving, lifting or assembling the components or accessories.

Enclosure Panels

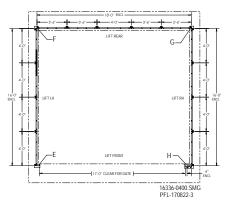
In accordance with ANSI B20.1, PFlow Industries, Inc. supplies standard 8' (2438mm) tall enclosure panels to be installed around the Vertical Reciprocating Conveyor (VRC) as required by site conditions. The enclosure panels are steel with 1-1/2" (38mm) angle frame and 16 gauge flattened expanded metal designed to reject a ball 2" (51mm) in diameter.

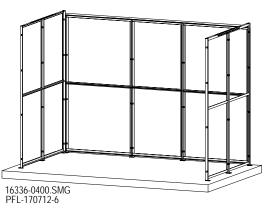
The PFlow Industries, Inc. GA drawing provides a "Plan View" for each level. Proper placement and appropriate size for layout and installation purposes is shown. See Figure 18-1.

Applications that require full height enclosures (FHE) will have an additional drawing in the shipping packet.

Full Height Enclosures

NOTE When stacking panels, as in full height applications or a transom above a gate, panels without legs are placed above the regular panels.





GA "Plan View" Sample Figure 18-1

Enclosure Sample Figure 18-2

Section 18 | Enclosure Panels



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| Inventory Enclosure Panels | Before beginning the installation of the enclosure panels, take an inventory of the enclosure panels to make sure the correct number and sizes have been received. The method of assembly of the enclosure panels will vary due to site conditions. See Figure 18-3 for the general sequence of events. | |
|--|---|--|
| Assemble and Install Enclosure Panels | Bolt together two (2) enclosure panels. See Figure 18-4. Bolt stiffener on top of the two (2) enclosure panels. See Figure 18-5. Bolt corner angle to the enclosure panel for 90° corners. See Figure 18-6. | Enclosure Panel Sequence Figure 18-3 |
| NOTICE | Wall attachment kits are provided when a gate or panel meets an existing wall. See Figure 18-9. 4. Bolt filler panels (if applicable) to the enclosure panel to fill a gap of less than 6" (152mm). See Figure 18-7 on the next page. 5. Bolt attachment tabs to join the full height enclosure panels or stacked enclosure panels. 6. Drill and anchor the enclosure | 0 0 16336.0400.SMG PFL-170712-2 |
| | panel feet to the floor with 3/8" anchors, 3-1/2" (89mm) long. See Figure 18-4. | Enclosure Panels Figure 18-4 |
| NOTICE | The anchor hole depth should always be deeper than the length of the anchor bolt. The recommended wedge anchor size is 3/8" diameter by 3-1/2" (89mm) long. | Contract of the second s |

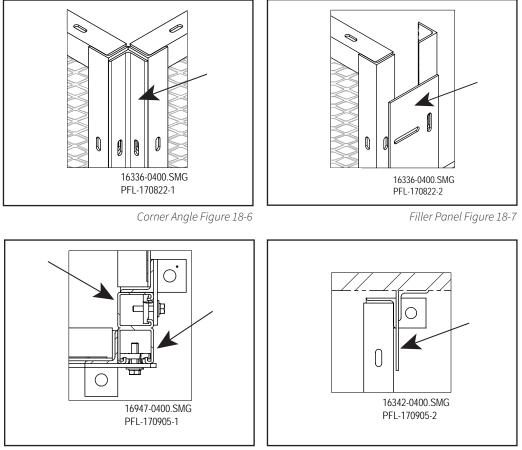
Enclosure Panel Stiffener Figure 18-5

Section 18 | Enclosure Panels



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Wall Attachment Figure 18-9

NOTICE Enclosures must be braced to the Vertical Reciprocating Conveyor (VRC) or building structure. The use of structural angle is recommended. Enclosure panels may need to be notched to permit bracing the VRC.

Section 18 | Enclosure Panels



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Before You Begin Read this entire manual.

Purpose

The PFlow Industries, Inc. Vertical Reciprocating Conveyor (VRC) is designed for the movement of materials only, up to the VRC's rated capacity, from one level to the next. Passengers are not allowed. The placement of capacity labels, and safety warnings are the installer's responsibility. Make sure the warning labels are placed on each gate and each push button station.

PFlow Industries, Inc. supplies the appropriate signage in a manilla envelope in the parts crate with the original shipment. Contact PFlow Industries, Inc. Product Support Department for signage if another language is needed.



Section 19 | Signage Locations



MATERIAL HANDLING SOLUTIONS



Section 20 | Landing Platform or Ramp



MATERIAL HANDLING SOLUTIONS

| Before You Begin | Read this entire manual. | · · · · · · · · · · · · · · · · · · · |
|-------------------------------------|--|--|
| Install the Gate Post Extensions | Gate post extensions may be required to gain additional gate post height and provide clearance between the bottom of the gate panel and the optional landing platform or ramp. If a landing platform or ramp is provided, the gate panel is positioned above the landing platform or ramp. | 7036-0009 3" (76mm) 7036-0009.SMG PFL-2027 |
| | The gate post extension allows the gate panel to swing over the top of the landing platform or ramp. See Figure 20-1 and Figure 20-2. | Post Extension Pads Figure 20-1 |
| | 1. Bolt the post extension pad to the bottom of the gate post base plates. | |
| | 2. Follow the appropriate gate installation instructions. | |
| Install the Landing Platform | 1. Position the landing platform 1" (25mm) from the carriage and align with the carriage deck. | 15455-0000-TI01.SMG |
| | 2. Make sure the anchoring tabs do not interfere with the gate posts. | Post Extension Pads and Ramp |
| | 3. Weld two (2) anchoring tabs onto both the right side and the left side of the landing platform. See Figure 20-3. | Figure 20-2 |
| | 4. Anchor the landing platform to the floor. | |
| NOTICE | The anchor hole depth should always be deeper than the length of the anchor bolt. The recommended wedge anchor size is 3/8" diameter by 3-1/2" (89mm) long. | J13145-0551.SMG PFL-3067 Landing Platform Anchor Tabs Figure 20-3 |
| Install the Ramp | Ramps are typically provided for first floor levels where the floor is not at the same level as the carriage deck. | |
| | Allow additional clearance from the carriage to the ramp. Position the high end of the ramp 1" (25mm) from the edge of the carriage. | |
| | Weld two (2) anchoring tabs onto both the right side and the left side of the ramp. See Figure 20-4. Anchorthe many to the floor. | 15-25-1000.SMG |
| | 2. Anchor the ramp to the floor. | PFL-3065 |

Ramp without Post Extension Pads Figure 20-4

Section 20 | Landing Platform or Ramp



MATERIAL HANDLING SOLUTIONS



Section 21 | Adjust Overcurrent Sensor



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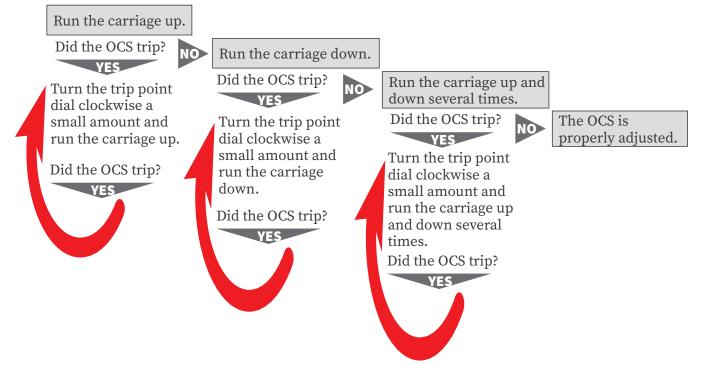
| Before You Begin | Read this entire manual. | | |
|-------------------------------------|---|--|--|
| Overcurrent Sensor (OCS) Purpose | The PFlow Industries, Inc. Vertical Reciprocating Conveyor (VRC) is equipped with an Overcurrent Sensor (OCS). The OCS is pre wired and located inside the electrical control panel. See Figure 21-1. | ввас | al |
| | The OCS monitors the motor amp draw and provides enhanced over current protection of the lift motor. The OCS must be adjusted to the maximum "expected" current draw. If the motor current rises above the OCS set point, the OCS will trip. Tripping can be caused by a circuit malfunction, overloading the capacity of the lift, | TELP AND | THE ALL ALL ALL ALL ALL ALL ALL ALL ALL AL |

or an overhanging load trapped between floors.

Overcurrent Sensor Figure 21-1

Test and Calibrate the OCS

- 1. Turn the trip point dial to its lowest position.
- 2. Place the maximum product load on the carriage.



Section 21 | Adjust Overcurrent Sensor



MATERIAL HANDLING SOLUTIONS



Section 23 | M and MQ Installation **Completion Checklist**



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Post Installation Checklist

Make sure all steps are completed. Sign and return to PFlow Industries, Inc. Product Support Department via e-mail to psd@pflow.com

| \checkmark | Verify Mechanical Completion |
|--------------|---|
| | Final bracing for the VRC is completed from front-to-back and from side-to-side. Inspect each level. |
| | Final bracing for the gates and enclosures are completed. Inspect each level. |
| | The gate door opens when the carriage is present. Inspect each level. |
| | The gate door does not open when the carriage is not present. Inspect each level. |
| | Excess gate interlock cables are routed as straight as possible and not spooled in coils tighter than 28" (711mm). |
| | All operational signs are posted. |
| | All weld marks, scrapes, etc. are touched up with paint. |
| | The setscrew holding the safety cam on the wheelblock has been replaced with a bolt and washers. |
| | The chain tensioner is tested and working properly. |
| | On MQ models, the slack chain sensor is adjusted and tested. |
| | The carriage does not "rock" excessively during travel. |
| | There is no excessive noise or binding during travel. |
| | Additional options and accessories (e.g., DeckLocks, maintenance pins) are tested and working properly. |
| | The installation site is clean and all debris is removed. |
| | The customer received instructions regarding proper lift operation. |
| | The customer received instructions regarding preventive maintenance of the VRC. |
| | The customer received instructions regarding procedures in the event of a problem or safety related issues. |
| | Identify any unsafe condition. Document and report the condition immediately to the customer and then PFlow Industries, Inc. Product Support Department. Do not allow the lift to operate when unsafe conditions arise. |



Additional Notes or Follow-up Requirements

| PFlow Serial Number | Customer/User | | Date |
|--------------------------------------|---------------|----------------|------|
| Mechanical Checklist Completed by | | E-mail Address | |
| Company | | Phone Number | |

Section 23 | M and MQ Installation Completion Checklist



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Post Installation Checklist

Make sure all steps are completed. Sign and return to PFlow Industries, Inc. Product Support Department via e-mail to psd@pflow.com

| \checkmark | Verify Electrical Completion |
|--------------|---|
| | Make sure all electrical connections are tight and properly made. |
| | The push button station operates correctly on all floor levels. |
| | The emergency stop button operates correctly on all floor levels. |
| | The floor level limit switches are adjusted and the carriage stops level at each floor. |
| | The overtravel limit switch is adjusted and the carriage stops before reaching the drivebase assembly. |
| | The OCS has been adjusted and the full load test is completed. |
| | The gate door opens when the carriage is present. Inspect each level. |
| | The gate door does not open when the carriage is not present. Inspect each level. |
| | The VRC does not operate with any gate open. |
| | Additional options and accessories (e.g., DeckLocks, maintenance pins) are tested and working properly. |
| | The installation site is clean and all debris is removed. |
| | The customer received instructions regarding electrical control panel location and power shutoffs. |
| | The customer received instructions regarding procedures in the event of a problem or safety related issues. |
| | Identify any unsafe condition. Document and report the condition immediately to the customer and then PFlow Industries, Inc. Product Support Department. Do not allow the lift to operate when unsafe conditions arise. |



Additional Notes or Follow-up Requirements

| PFlow Serial Number | Customer/User | | Date |
|--------------------------------------|---------------|----------------|------|
| Electrical Checklist Completed by | | E-mail Address | |
| Company | | Phone Number | |

Section 24 | Installation Questionnaire



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Thank You PFlow Industries, Inc. would like to thank you for the opportunity to serve you. Your business is appreciated. Please help us to ensure that your expectations are met by taking a few minutes to tell us about the equipment and service that you have received. Complete the Installation Questionnaire and Acceptance Certificate. Return both forms to PFlow Industries, Inc. via e-mail to psd@pflow.com Additional space for comments is available on the next page.

Yes√ No√

| Product Perception | |
|--|--|
| Was the equipment shipment complete as expected? | |

What items were missing, if any?

Was the equipment in good condition?

Describe the equipment damage or concerns with the workmanship, if any.

| Did the equipment match the General Arrangement (GA) drawing? | |
|---|--|
| Was the equipment dimensionally correct with form, fit, and function? | |
| Describe any problem areas in detail. | |

Electrical Installation

| Was the electrical field wiring completed as required? | |
|---|--|
| Were there any issues with the electrical components? | |
| After the electrical installation was completed, was it necessary to return for final adjustments, testing, and training? | |
| Were you made aware of any electrical problems? | |
| D | |

Describe any "No" answers areas in detail.

Testing

| Was the equipment tested at full load capacity? | |
|---|--|
| Were all gates tested to ensure proper operation and interlock operation? | |

| PFlow Serial Number | Customer/User | | Date |
|-------------------------------|---------------|----------------|------|
| Questionnaire Completed by | | E-mail Address | |
| Company | | Phone Number | |

Section 24 | Installation Questionnaire



MATERIAL HANDLING SOLUTIONS





Acceptance We, the Customer, accept the equipment listed below as being properly installed, tested, and performing to our satisfaction. For the purpose of quality assurance by PFlow Industries, Inc., this form covers both the mechanical and the electrical installation of the equipment. This acceptance in no way releases either PFlow Industries, Inc. or the installing contractor(s) of any warranty obligations. If there are any exceptions or unresolved items, please include detailed information.

| PFlow Serial Number: | Model Number: | □ B | □ D | □ DB | □ F | □ M | □ MQ | □ 21 | □ CV | Other |
|-----------------------------|------------------|--------|----------------|---------|--------|--------|---------|---------|---------|-------|
| Job Name: | | | | | | | | | | |
| Site Street Address: | | | | | | | | | | |
| Site Mailing Address: | | | | | | | | | | |
| Site City: | | | Sta | te: | | | Zip | Code | • | |
| Customer Contact Name: | | | Contact Title: | | | | | | | |
| Customer Contact Phone: () | Ext | | E-Mail: | | | | | | | |

| Tests Performed | Load Capacity: | | | | Start-up Date: |
|-----------------|------------------------------|-------|------|--------------------------|-----------------------|
| | Load Test: | □ Yes | 🗆 No | at % of lift capacity | Customer Initials: |
| | Operation Test: | □ Yes | □ No | | Comments: |
| | Gate/Interlock Operation: | □ Yes | 🗆 No | □ Not Applicable | |
| | Other Test: | | | | |
| | Other Test: | | | | |

| Personnel Instructed on the Operation and Preventive Maintenance: | | | | |
|---|----------|--|--|--|
| Name: | Company: | | | |
| Name: | Company: | | | |

| Accepted by: | Acceptance Date: |
|--------------|--------------------|
| Name/Phone: | PFlow Rep Present: |
| Title: | Name: |
| Company: | Company: |

Please return a copy of this form to the PFlow Industries, Inc. Product Support Department.



