

THE CHANTLAND-MHS COMPANY

INSTRUCTION MANUAL

MODEL:

SERIAL NO:

CONVEYOR #:

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Supporting Documents:

Assembly drawing with belt/roller layout
Parts list (BOM)
Reducer manual
Motor manual or details & service policy
Safety Sheets (General Diagram)
Warranty

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RECEIVING SHIPMENT:

- Check the quantities of items received against the bill of lading to ensure all of the crates have been delivered.
- If concealed damage or shortage appears after shipment has been delivered and accepted, immediately contact the carrier and also the distributor or factory.
- DO NOT repair any damage or replace any missing items before contacting the distributor or factory.

GENERAL ASSEMBLY:

- Refer to the enclosed assembly/parts drawing.
- Place conveyor sections on supports such as sawhorses, in proper sequence by matching the numbers on the ends of each section joint.
- Slide sections together. Check that sections are assembled squarely and fastened securely.
- * For units supplied with floor supports:
 - Refer to assembly drawing for support locations
 - Position conveyor to desired height and bolt floor stand in place
 - Tighten all fasteners securely and anchor to floor (anchor bolts are not supplied)
- * For units with truss rods:
 - Remove burrs from threaded rod ends
 - Locate brackets attached to frame where truss rods are to be anchored
 - Position truss rods into brackets and secure
 - After the conveyor frame is in position, inspect for any sag or twist
 - Adjust truss rods as required to correct
- * For accessory items:
 - Refer to enclosed assembly drawing for locations of accessory items

NOTE: Items such as hoppers, spouts, side skirts and belt scrapers should not be assembled until belt has been installed and tracked. Skirting should only slightly contact the belt; enough to contain the product but not so tight as to act as a brake.

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BELT INSTALLATION:

- Refer to the enclosed assembly drawing for belt/roller layout.
- The belt has been cut to length and laced at the factory.
- Route the belt around the rollers according to the layout and position the laced ends at a location which will facilitate splicing together.
- You should be able to connect the belt by pulling it up by hand. If additional belt slack is required, loosen the takeup assembly. If this is not possible, make (2) clamps from wooden 2 x 4's. Bolt together as close to the belt edge as possible and draw clamps together.
- Interlace the belt and slip the splice pin (nylon covered cable) through the lacing to secure.
- Tighten the takeup assembly so that the belt does not slip on the drive roller.

NOTE: Make certain the woven fabric side of the belt is the side which contacts the conveyor frame and end rollers. For belts which are covered both sides (used on troughing idler conveyors), the thinner covered side should be the side contacting the troughing idlers.

When possible, especially with long belts, set two (2) sawhorses at one end of the conveyor. Place a pipe or shaft through the belt roll and between the sawhorses allowing the belt to easily unwind during installation.

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SERVICE FACTOR TABLE

AGMA CLASS OF SERVICE	SERVICE FACTOR	OPERATING CONDITIONS
I	1.00	Moderate Shock-not more than 15 min. in 2 hrs. Uniform Load-not more than 10 hrs. per day.
II	1.25	Moderate Shock-not more than 10 hrs. per day. Uniform Load-more than 10 hrs. per day.
	1.50	Heavy Shock-not more than 15 min. in 2 hrs. Moderate Shock-more than 10 hrs. per day.
III	1.75	Heavy Shock-not more than 10 hrs. per day.
	2.00	Heavy Shock-more than 10 hrs. per day.

C-FACE GEAR REDUCER TO FINAL CHAIN DRIVE ASSEMBLY:

- Drive is Class I unless otherwise specified on order.
- Refer to assembly drawing and reducer OEM manual contained within this packet.
- Mount motor to reducer and reducer to base plate per reducer manufacturer's instructions.
- Install inner panel of chain shield.
- Install the smaller sprocket as close to the reducer housing as possible to minimize the effects of overhung loads.
- Install the larger sprocket onto the drive roller shaft. Align both sprockets using a straight edge and secure.
- Slide motor/reducer assembly to its closest position to drive roller and install chain. Use adjusting screw on base plate to slide motor/reducer assembly back to tension chain. Secure assembly to its base.
- Recheck sprocket alignment and correct if necessary.
- Install outer panel of chain shield.

NOTE: A smooth operating chain drive should have a slight sag in the chain. A new chain should be installed under slight tension as it will elongate a small amount due to the seating of pins and bushings during the first few days of operation. Reducer was filled with oil at factory. Recheck oil level and install vent plug before operating.

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C-FACE HOLLOW OUTPUT GEAR REDUCER DRIVE ASSEMBLY:

- Drive is Class I unless otherwise specified on order.
- Refer to assembly drawing and reducer OEM manual contained within this packet.
- Mount motor to reducer and reducer to drive shaft per reducer manufacturer's instructions.
- Secure reducer to base plate or torque arm depending on reducer style and mounting assembly provided.

NOTE: Reducer was filled with oil at the factory. Recheck oil level and install vent plug before operating.

V-BELT TO SHAFT MOUNTED GEAR REDUCER DRIVE ASSEMBLY:

- Drive is Class I unless otherwise specified on order.
- Refer to assembly drawing and reducer OEM manual contained within this packet.
- Mount motor to base plate.
- Mount reducer to drive shaft per manufacturer's instructions.
- Install inner panel of v-belt shield.
- Install the larger sheave onto the reducer input shaft as close to the reducer housing as practical to minimize the effects of overhung loads.
- Install the smaller sheave onto the motor output shaft. Align both sheaves using a straight edge and secure.
- Adjust reducer to its closest position to motor and install v-belts.
- Recheck sheave alignment and correct if necessary.
- See drawing No. "Belt-T-1" to determine proper v-belt tension required. Use the torque arm of the reducer to adjust tension of v-belts.
- Install outer panel of v-belt shield.

NOTE: Reducer was filled with oil at the factory. Recheck oil level and install vent plug before operating. Check tension frequently during the first 24-48 hours of operation. Over-tensioning shortens belt life.

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JACKSHAFT DRIVE ASSEMBLY:

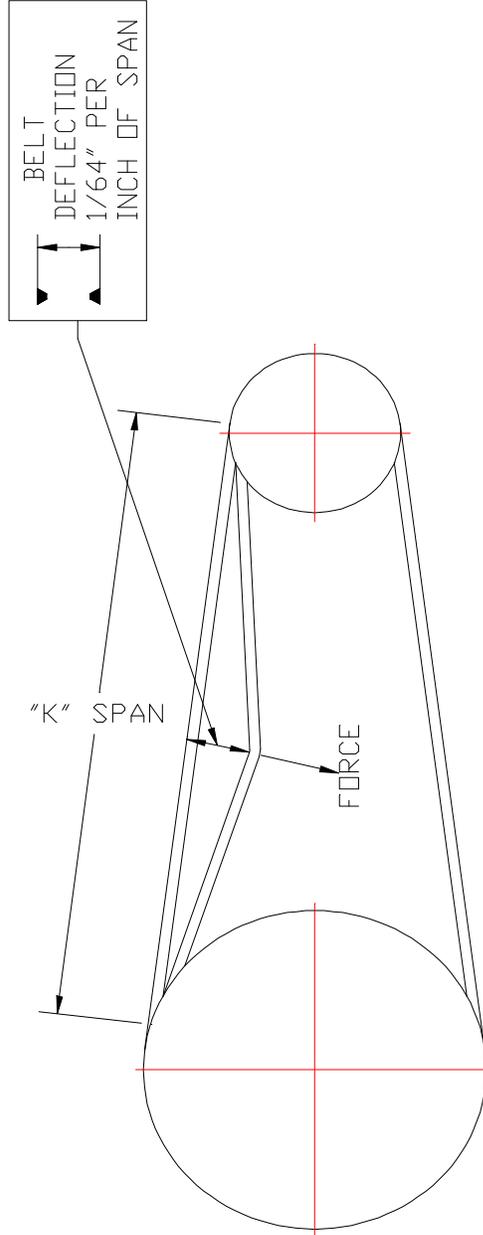
- Refer to assembly drawing.
- Install inner panel of chain shield.
- Position small sprocket onto jackshaft and large sprocket onto drive roller shaft. Align both sprockets and secure.
- Install chain. Slide jackshaft assembly back to tension chain.
- Mount motor to base but do not tighten. Slide motor to its closest position to jackshaft.
NOTE: Ensure motor output shaft faces side opposite sprockets.
- Install inner panel of v-belt shield.
- Position small sheave onto motor output shaft and large sheave onto jackshaft. Align both sheaves and secure.
- Install v-belts. Slide motor back to tension. (See Drawing No. "Belt-T-1" to determine proper v-belt tension required.) Secure motor to its base.
- Recheck sheave and sprocket alignment and correct if necessary.
- Install outer panels of v-belt and chain shields.

V-BELT DRIVE ASSEMBLY:

- Refer to assembly drawing.
- Motor mount to base but do not tighten. Slide motor to its closest position to drive roller.
- Install inner panel of v-belt shield.
- Position small sheave onto motor output shaft and large sheave onto drive roller shaft. Align both sheaves and secure.
- Install v-belts. Slide motor back to tension. (See Drawing No. "Belt-T-1" to determine proper v-belt tension required.) Secure motor to its base.
- Recheck sheave and sprocket alignment and correct if necessary.
- Install outer panels of v-belt and chain shields.

SIMPLE TENSIONING PROCEDURE

1. MEASURE THE SPAN LENGTH. "K".
2. AT THE CENTER OF THE SPAN (K) APPLY A FORCE (PERPENDICULAR TO THE SPAN) LARGE ENOUGH TO DEFLECT THE BELT 1/64" FOR EVERY INCH OF SPAN LENGTH. FOR EXAMPLE, THE DEFLECTION OF A 64 INCH SPAN WOULD BE 64/64 OR 1 INCH.



PART #	QTY	MAT'L	DESCRIPTION
			The Chantl and-PVS Co.
			P.D. BOX 69 HUMBOLDT, IDWA 50548
			SCALE: 1"=1" DATE: 2-18-98
			DRAWN BY: DJM DWG SIZE: A
			TENSIONING V-BELTS
REV	DESCRIPTION	BY DATE	ACAD NO: SAFETY\BELT-T-1
			DWG NO: BELT-T-1

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PRE-OPERATION/STARTUP CHECKLIST:

- Make a careful and detailed walk through inspection of conveyor to ensure there are no materials, tools or projections which could damage the conveyor, its components or personnel.
- Check that all fasteners are tightly secured.
- Check oil level in gear reducer (if applicable) and install breather plug if not already done.
- Ensure relubricatable bearings have been greased.
- Check conveyor belt, v-belts and/or drive chain for proper tension.
- Ensure proper plant voltage is connected to electrical controls of conveyor.
- Initial test run should be performed to allow observation of machine before conveying any material. This will enable the operator to make final adjustments, spot possible malfunctions and correct before damage occurs.

NOTE: Only trained personnel should be allowed to operate the conveyor system. Operators must have complete knowledge of the conveyor operations, electrical controls and safety and warning devices.

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TRACKING:

- Ensure Conveyor frame is squared and level.
- Ensure all rollers are square to the conveyor frame before starting to track belt.
- Ensure the belt on return run clears supports and cross members.
- Provide enough tension to prevent belt from slipping on drive roller and also to force belt to conform to roller crown.

NOTE: Too much tension will make adjusting or tracking the belt more difficult and shorten the life of the belt.

- Tension is adjusted at the takeup assembly. Move takeup screws by equal amounts to minimize tracking problems.
- During the first few days of operation the belt will stretch. This will affect its tracking since it must be under tension to track. Adjust the takeup assembly to compensate for belt stretch. In some cases, it may be necessary to remove a piece of belt and re-splice.
- Reversing may require the belt to run slightly off center to one side in one direction and to the opposite side in the opposite direction. In either direction, the belt should not be allowed to run off the edge of any rollers.
- A normal sequence of training is to begin with the return run working from drive toward the tail roller and the follow with the top run in the direction of belt travel. Start with the belt empty. After tracking is completed, run the belt with a full load and recheck tracking.
- Tracking adjustment may not be immediately apparent, so permit the belt to run for several minutes and at least three full belt revolutions after each roller adjustment to determine if additional tracking is required.
- After adjustment, if the belt has overcorrected, it should be restored by moving back the same roller and not by shifting additional rollers.
- If the belt runs to one side at a particular point or points on the conveyor structure, the cause will probably be due to the alignment, or leveling of the structure, or to the rollers immediately preceding that particular area, or a combination of these factors.
- If a section or sections of belt run off at all points along the conveyor, the cause is possibly in the belt itself, in the belt not being joined squarely, or in the loading of the belt. Its condition should improve after it is operated under full load tension.

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- If the belt is not joined squarely, it is necessary to cut away the faulty joint and make a new one - properly squared.
- These basic rules can be used to diagnose a belt running badly. Combinations of these rules sometimes produce cases which do not appear clear as to cause, but if there is a sufficient number of belt revolutions, the running pattern will become clear and the cause disclosed. In those unusual cases where a running pattern does not emerge, it is quite likely that at some point the belt is running so far off that it is fouling super-structure or mounting brackets, bolts, etc. This results in highly erratic performance and can be a real problem. We would suggest that in this event the full tracking procedure be employed. It is quite likely that the erratic performance will be resolved in the process.

NOTE: In training, the belt will run to the side with the least tension. (This is also the side of the roller which the belt first contacts.)

If belt misalignment occurs at the drive roller and cannot be corrected by adjusting the snub roller behind the drive roller or if there is no snub roller in your application, then adjustment must be made directly to drive roller. In this instance, train the belt by adjusting the side of the roller opposite the drive assembly either forward or backward.

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MAINTENANCE:

- Good housekeeping is essential for dependable operation and low cost maintenance. Material build up on idlers, drive and takeup rollers, or material spillage onto return belt can cause belt misalignment or other malfunctions which can damage the belt and affect performance.
- Proper lubrication will reduce the noise of a chain drive and is necessary to obtain the expected chain life.
- Maintain a slight film of oil along the length of the chain, although not so much as to cause dripping.
- Perform frequent inspections of all equipment. Guards, safety devices and warning signs should be maintained in proper positions and in good working order.
- Replacement safety stickers are available at no charge by contacting the factory.
- To enhance bearing life and minimize their influence on belt tensions and horsepower requirements, a lubrication program should be developed and followed. Consider the following:

High Speed Operation - In the higher speed ranges too much grease will cause overheating. The amount of grease that the bearing will take for a particular high speed application can only be determined by experience. If excess grease in the bearing causes overheating, it will be necessary to remove grease fitting to permit excess grease to escape. The bearing has been greased at the factory and is ready to run. When establishing a relubrication schedule, note that a small amount of grease at frequent intervals is preferable to a large amount at infrequent intervals.

Operation in Presence of Dust, Water or Corrosive Vapors - Under these conditions, the bearing should contain as much grease as speed will permit since a full bearing with consequent slight leakage is the best protection against entrance of foreign material. In the higher speed ranges too much grease will cause overheating - see "High Speed Operation" above. In the lower speed ranges it is advisable to add extra grease to a new bearing before putting into operation. Bearings should be greased as often as necessary (daily if required) to maintain a slight leakage at the seals.

Normal Operation - The following table is a general guide for relubricatable bearings. However, certain conditions may require a change of lubricating periods as dictated by experience. See "High Speed Operation" and "Operation in Presence of Dust, Water or Corrosive Vapors" above.

Operating Temperatures - Abnormal bearing temperatures may indicate faulty lubrication. Normal temperature may range from "cool to warm to the touch" up to a point "too hot to touch for a few seconds," depending on bearing size and speed and surrounding conditions. Unusually high temperature accompanied by excessive leakage of grease indicates too much grease. High temperature with no grease showing at the seals, particularly if the bearing seems noisy, usually indicates too little grease. Normal temperature and slight showing of grease at the seals indicate proper lubrication.

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LUBRICATION GUIDE

Read preceding paragraphs before establishing lubrication schedule.

Suggested Lubrication Period in Weeks								
Hours Run Per Day	1 to 250 RPM	251 to 500 RPM	501 to 750 RPM	751 to 1000 RPM	1001 to 1500 RPM	1501 to 2000 RPM	2001 to 2500 RPM	2501 to 3000 RPM
8	12	12	10	7	5	4	3	2
16	12	7	5	4	2	2	1	1
24	10	5	3	2	1	1	1	1

NOTE: Maintenance should only be performed with the conveyor stopped and electrical controls locked off.

Only competent, properly trained and authorized personnel should adjust, repair or perform maintenance on this machine and its components.

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NOTE: BEFORE ANY MAINTENANCE IS PERFORMED ON ANY CONVEYOR, ELECTRIC POWER SHOULD BE DISCONNECTED FROM DRIVE MOTOR TO PREVENT HARM TO PERSONNEL. MAINTENANCE SHOULD ONLY BE PERFORMED BY TRAINED, QUALIFIED PERSONNEL.

SCHEDULED MAINTENANCE

ITEM	FREQUENCY	MAINTENANCE
Belt	Every 200 Hours (Monthly)	Make sure belt is tracking and not wearing abnormally. Check belt tension, adjust takeup as necessary. Check pulley assemblies to insure proper alignment.
V-Belts	Every 200 Hours	Check for cracked, separating, frayed or glazed belts. Replace if necessary. Ensure proper alignment and tension.
Speed Reducer (Gear Box)	2500 Hours or 6 Months	Remove filler and drain plugs. Flush and refill lubricant suggested by reducer manufacturer.
Electric Motor	Every 1000 Hours	Remove grease plugs (if supplied on motor) and grease motor bearings sparingly with ball bearing grease.
Flange Mounted Pulley Bearings w/Grease Fittings	Every 1000 Hours or 6 Months	Grease bearing with grease gun through grease fittings. CAUTION:Do not overgrease
Idlers	Every 1000 Hours or 6 Months	Check that all rollers turn freely Replace worn or binding rolls. Grease relube type idlers with grease gun through fittings. Do not overgrease.

TROUBLE SHOOTING

PROBLEM	CAUSE/SOLUTION	PROBLEM	CAUSE/SOLUTION
Belt runs off at head pulley	11 12 17 18	Belt breaks at or behind fasteners; fasteners tear loose	1 6 9 16 18 19
Belt runs off at tail pulley	4 10 11 13 17	Excessive edge wear, broken edges	2 5 13 17 21
Belt runs off at all points of the line	2 11 12 13 21	Excessive wear, including rips, gouges, ruptures and tears	5 8 13 17 20
One belt section runs off at all points of the line	17	Excessive bottom cover wear	10 15 16 17 18
Belt runs to one side through-out entire length at specific idlers	11 12 17	Cover swells in spots or streaks	5
Belt slip	4 10 15 17 18	Fabric decay, carcass cracks, ruptures, gouges (soft spots in belt)	5 6 8 16
Belt slip on starting	4 6 15 18	Belt hardens or cracks	5 14 18 19
Excessive belt stretch	3 5 6 9 17	Covers become checked or brittle	5 14
Vulcanized splice separation	1 6 9 16 19	Longitudinal grooving or cracking on top cover	8 10 17 21
Ply separation	5 7 9 19	Longitudinal grooving or cracking of bottom cover	10 17 18

1. Belt improperly spliced or wrong fasteners. Use correct fasteners. Retighten after running for a short while. If improperly spliced, remove and make new splice.

2. Belt strained on one side - Allow time for new belt to "break in." If belt does not break in properly, remove strained section and splice in a new piece.

3. Counterweight too heavy - Recalculate weight required and adjust counterweight accordingly. Reduce takeup tension to point of slip, then tighten slightly.

4. Counterweight too light - Recalculate weight required and adjust counterweight or screw takeup accordingly.

5. Damage by abrasive, acid, chemicals, heat, mildew, oil - Use belt designed for specific condition. For abrasive materials working into cuts and between plies, make spot repairs with cold patch or with permanent repair patch, seal metal fasteners or replace with

vulcanized step splice. Enclose belt line for protection against rain, snow, or sun. Don't over lubricate idlers.

6. Drive underbelted - Recalculate maximum belt tensions and select correct belt.

7. Edge worn or broken - Repair belt edge. Remove badly worn or out-of-square section and splice in a new piece.

8. Excessive impact of material on belt or fasteners - Use correctly designed chutes and baffles. Install impact idlers.

9. Excessive tension - Recalculate and adjust tension. Use vulcanized splice within recommended limits.

10. Frozen idlers - Free or replace idlers. Lubricate. Improve maintenance. (Don't over-lubricate.)

11. Idlers or pulleys out-of-square with center line of conveyor - Realign. Install limit switches to prevent damage.

12. Idlers improperly placed - Relocate

idlers or insert additional idlers spaced to support belt.

13. Improper loading, spillage - Feed should be in direction of belt travel and at belt speed, centered on the belt. Control flow.

14. Insufficient traction between belt and pulley - Increase wrap with snub pulleys. In wet conditions, use grooved lagging. Install cleaning devices. Tighten takeup.

15. Material between belt and pulley. Use skirtboards. Remove accumulation. Install cleaners. Improve maintenance.

16. Material build-up - Remove accumulation. Install cleaning devices. Improve housekeeping.

17. Pulley lagging worn - Replace worn pulley lagging. Use grooved lagging for wet conditions.

18. Pulleys too small - Use larger diameter pulleys.

19. Relative loading velocity too high or too low - Adjust feed rate or correct belt speed. Consider use of impact idlers.

20. Side loading - Load in direction of belt travel, in center of conveyor.

21. Skirts improperly placed - Install skirtboards so that they do not rub against belt.

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SAFETY:

- Perform a walk through safety check after conveyor is installed to inspect mechanical and electrical equipment, structures and access ways. This inspection may reveal the need for additional guarding, warning signs or safety devices. Maintain a program of frequent inspections.
- Only trained and qualified personnel should be allowed to operate the conveyor system.
- The location and operation of **ALL** emergency control and safety devices **MUST** be made known to all personnel. Keep area free of obstructions or material that could impede ready access and a clear view of such safety equipment at all times.
- Contact with, or work on a conveyor must occur only while the equipment is stopped with the electrical controls locked off.
- No person shall be allowed to ride on, step on, or cross over a moving conveyor.
- Any conveyor found to be in an unsafe condition for operation, or one that does not have all guards and safety devices in excellent condition **MUST NOT** be operated until necessary corrections are made.
- There should be continuous effort to detect and promptly correct any possible safety hazards. If such hazards cannot be readily eliminated, warning signs, barricades or posted instructions should be installed immediately.

INTRODUCTION

THE PURPOSE OF THE SAFETY LABELS DESCRIBED IN THIS MANUAL ARE TO WARN OF THE HAZARDS THAT MAY BE ASSOCIATED WITH EQUIPMENT MANUFACTURED BY THE CHANTLAND-MHS COMPANY, AND THE INJURIES THAT MAY RESULT.

THE CHANTLAND-MHS COMPANY'S GOAL WHEN DESIGNING EQUIPMENT IS TO MAKE PRODUCTS HAZARD FREE. WHEN THIS CAN'T BE ACCOMPLISHED A PROTECTION DEVICE OR GUARD IS ADDED WHERE POSSIBLE. IF GUARDING CANNOT BE ACHIEVED DUE TO THE OPERATION OF THE EQUIPMENT, A SAFETY LABEL WILL BE PROVIDED TO IDENTIFY THE HAZARD.

AFTER INITIAL IN-HOUSE REVIEW OF CURRENT SAFETY LABELS & PROCEDURES IT WAS DETERMINED THAT AN OUTSIDE THIRD PARTY SOURCE SHOULD BE CONSULTED TO ENSURE COMPLIANCE WITH THE NEWLY REVISED ANSI STANDARDS AND OSHA REQUIREMENTS. THE FOLLOWING COMPANY WAS SELECTED TO PROVIDE THE REQUIRED SERVICES.

HAZARD COMMUNICATION SYSTEMS INC
109 NORTH SECOND AVE
PO BOX 847
ALPENA MI 49707
ATTN: GEOFFREY PECKHAM

THE CHANTLAND-MHS COMPANY'S EXISTING SAFETY LABELS WERE SENT TO HAZARD COMMUNICATION SYSTEM INC FOR REVIEW AND REDESIGN. AFTER SEVERAL CORRESPONDENCE AND DISCUSSIONS THE NEW LABELS WERE AGREED UPON.

CONVEYOR SAFETY INSTRUCTIONS

INSTALLATION:

When conveyors are installed, make certain that all parts are bolted down tight and all chain guards and belt guards are installed.

All conveyors that are installed overhead and above aisles or corridors should have a minimum clearance of 6'-8" from floor or walking surface to lowest part of conveyor or guards.

All conveyors that are installed overhead should have spill guards mounted on conveyor to prevent any product being conveyed from falling off the conveyor.

On any conveyor system where a 6'-8" clearance can not be maintained, a suitable warning sign indicating "Low Head Room" should be installed.

OPERATION:

Only personnel that have been instructed or trained in the safe operation of the conveyor shall be permitted to operate unit.

Where employee safety is dependent upon stopping and starting devices, they should be kept clear of obstructions to permit ready access.

The loading and unloading areas of the conveyor should be clear of obstructions which could endanger personnel.

No person AT ANY TIME should ever be allowed to ride on the conveyor belt. Warning signs are installed on conveyors stating that conveyor is not for human conveyance.

All persons working on or near a conveyor or machine shall be instructed as to the location and operation of stopping and starting controls.

The conveyor should never be used to transport material it was not designed to handle safely.

Under no circumstances shall the safety characteristics of the conveyor be altered. Routine inspections and preventive and corrective maintenance programs shall be conducted to insure that all safety features and devices are retained and function properly.

Because there are many moving parts on the conveyor such as belt, rollers, drive and tail pulleys, all workers or personnel near the conveyor should be warned that the conveyor is about to be started.

MAINTENANCE:

A maintenance program should be set up to insure that conveyor is operating properly and that all parts of the conveyor are maintained in a condition that does not cause a hazard to personnel working on or around the unit.

All maintenance operations should be done only by trained personnel. When conveyor is stopped for maintenance, all power supply should be disconnected and locked out before any work is done on conveyor.

When safety guards are removed, they must be put back in position before connecting power supply and starting conveyor.

Only trained personnel should attempt to track conveyor belt as this must be done when conveyor is running.

Certain adjustments must be made and only persons instructed in this should be allowed to do this.

It is important that all stickers and warning tags should be in good condition and easy to read. Following are the stickers and tags that are used on our conveyors:

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ORDERING PARTS:

- Refer to the parts drawing and corresponding parts list.
- For prompt service, please identify the Model/Serial number and Shop Order Number. These are located on the nameplate near the drive assembly and also in the heading of the parts list.
- Identify the required parts by their reference number and respective description. Also note quantities required.

Place order by phone, fax or email to:

Chantland-MHS Company
P.O. Box 279
Humboldt, IA 50548-0279
Phone (515)332-4045
FAX (515)332-1502
Email chantland@chantland.com

In addition to the above information, be sure to include the following:

- Your company name
- Your billing address
- Requested ship to address
- Preferred method of shipment
- Purchase order number and name of person placing order



Highway 3 East * PO Box 279 * Humboldt, IA 50548 * Phone 515-332-4045 * Fax 515-332-1502
chantland@chantland.com

WARRANTY

The Chantland-MHS Company warrants all new machines against defects in material and workmanship for a period of one year from the date of shipment.

The Chantland-MHS Company will repair or replace at no cost, F.O.B Humboldt, Iowa, any part proving defective in materials or workmanship. Defectiveness shall be verified by Chantland-MHS Company inspection. Removal and installation expense shall be the responsibility of the owner and Chantland-MHS Company liability is extended only to furnishing said part or parts.

The Chantland-MHS Company is not liable for consequential damages, such as loss of profit, delays or expenses incurred by failure of said part or parts.

Failure due to abuse, improper adjustments or maintenance, exposure to corrosive or abrasive environment, or operation in damp conditions does not constitute failure due to materials or workmanship.

Component parts not of Chantland-MHS Company manufacture (i.e. motors and gear reducers) will be repaired or replaced at the option of the respective manufacturer. Contact the nearest authorized service center for all warranty claims.

Modifications or alterations to the equipment without the express written consent of the manufacturer are strictly prohibited. Failure to obtain a consent in writing voids any warranty, express or implied, and relieves the manufacturer from any and all liability for said product.

Charges for correcting any defects will not be allowed, nor will the Chantland-MHS Company accept parts returned for credit unless Chantland-MHS Company is notified in writing and return or correction is authorized by the Chantland-MHS Company in writing.

**COMPONENTS TAMPERED WITH BEFORE INSPECTION BY THE
MANUFACTURER SHALL BE CONSIDERED FREE OF ALL WARRANTY CLAIMS**

OCTOBER 2000