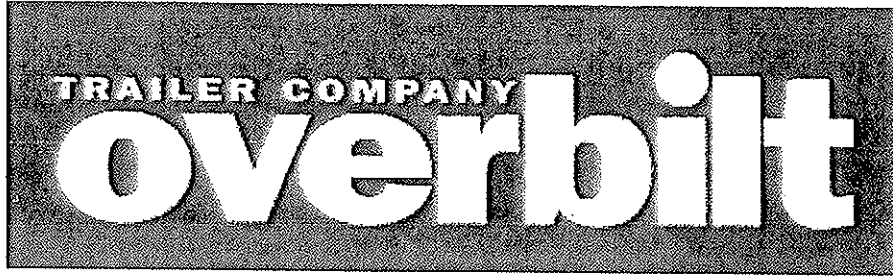


EXHIBIT "J"

ATTACHED



OPERATORS
SERVICE / MAINTENANCE
MANUAL

Overbilt Trailer Company
PO Drawer 272
1115 East Broadway
Drumright, Ok 74030
Toll Free (888) 687-2458

OVERVIEW

Overbilt Trailer Company is a leader in Heavy Equipment Trailer Manufacturing. Our goals and direction are clearly identified as being the best regarding quality of workmanship, production, marketing, and service worldwide. We are committed to networking with dealers and distributors that have those same goals and direction in mind.

This manual is provided to help maintain the Safety, Dependability, and Performance designed into Overbilt Trailers. **A serious or fatal injury can occur if you lack the proper training, or fail to follow proper procedures, or you do not use proper tools or safety equipment.**

Overbilt Trailer Company is primarily a Custom Heavy Equipment Trailer Manufacturer. Overbilt Trailer Company manufactures trailers that can meet the specific and individual needs for many business applications. This manual includes a list of our standard components used on our 10 Ton, 20 Ton, 25 Ton, 35 Ton, 50 Ton, Flatbeds, Tilt Beds, Lowboy, and Detachable Gooseneck Trailers. Product specifications listed here were current at time of publication, but product, model and specifications are subject to change without notice.

FOR SALES AND SERVICE PLEASE CONTACT:

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USEFUL INFORMATION

Overbilt Trailer Company

Toll Free: 888-687-2458

www.overbilt.com

Truck-Lite

Toll Free: 800-562-5012

www.trucklite.com

Haldex

Toll Free: 800-643-2374

www.hbsna.com

Dexter Axle

(574) 295-7888

www.dexteraxle.com

Ridewell Corporation

Toll Free: 877-434-8088

www.ridewellcorp.com

Jost International

Toll Free: 800-253-5105

www.jostinternational.com

OPERATOR'S / OWNER'S
SERVICE & MAINTENANCE
MANUAL

DEFINITIONS

Overall Width: Refers to the normal design dimensions of the widest part of the vehicle, exclusive of signal lamps, outside rear view mirrors, flexible fender extensions, and mud flaps determined with doors and windows closed and the wheels in the straight ahead position.

Legal Width: All trailer that 102" wide or less are legal on all U.S. Federally Funded Highways. Some state highway regulations are less than 102". (Ref. State by State Guidelines)

Brakes: An energy conversion mechanism used to stop or hold a vehicle stationary.

Attaching Means: The bolts, hooks, and/or any other devices for fastening the chains, cable, or equivalent to the tongue of the trailer and permanent members of the towing vehicle including the hitch other than the ball.

Couplers: The part of the trailer connecting mechanism by which the connection is actually made to the trailer hitch. This does not include any structural member, extension of the trailer frame, or brake actuator.

Brake Tubing / Hose: Metallic Brake Tubing, and Brake Hose are conduits or lines used in a brake system to transmit or contain the medium (fluid or vacuum) used to apply the motor vehicle brakes.

Bridle: An arrangement of a single chain or cable attached to its frame or axle at (2) points as far apart as the configuration of the frame or axle permits.

Emergency Brake System: A mechanism designed to stop a vehicle after a single failure occurs in the service brakes system of a part designed to contain compressed air, brake fluid or vacuum.

Fifth Wheel: A device mounted on a truck, tractor, or similar towing vehicle that interfaces with and couples to the upper coupler assembly of a semi trailer.

Gooseneck: Weight transferring to a towing vehicle with ball and coupler or 5th wheel.

Gross Actual Weight Rating (GAWR): Means the value specified by the vehicle manufacturer as the load carrying capacity of a single axle system, is measured at the tire / ground interface.

Gross Vehicle Weight (GVW): Gross vehicle weight including payload and vehicle weight equals total weight of towed vehicles.

Gross Vehicle Weight Rating (GVWR): The Gross vehicle weight rating is the value specified by the manufacturer as a load weight of a single vehicle.

Gusset: A plate or bracket for strengthening an angle in framework. Usually a diamond shaped or triangular insert in its seam to provide expansion or reinforcement.

Hand Winches: A device, operated by hand, with one or more drums on which to coil a rope, cable, or chain for hauling or hoisting.

Lamps (Also known as lights): A lamp is a device used to produce artificial light and includes:

- Clearance Light – A light used on the front and the rear of a motor vehicle to indicate its overall length.
- Hazard Warning Light – Lights that flash simultaneously to the front and rear, on both the right and the left sides of a commercial motor vehicle, to indicate to an approaching driver the presence of a vehicular hazard.
- Head Lights – Lights used to provide general illumination ahead of a motor vehicle.
- Identification Light – Lights used to identify certain types of commercial vehicles.
- License Plate Light – Lights used to identify certain types of commercial vehicles.
- Side Marker Light (intermediate) – A light shown to the side of a trailer to indicate the approximate middle of a trailer 30 feet or more in length.
- Side Marker Light – Lights used on each side of a trailer to indicate its overall length.
- Stop Lights – Lights shown to the rear of a motor vehicle to indicate that the service brake system is engaged.
- Tail Lights – Lamps used to designate the rear of a motor vehicle.
- Turn Signals – Lights used to indicate a change in direction by emitting a flashing light on the side of a motor vehicle towards which a turn will be made.

Pintle Hook: A device on a towing vehicle to which a tow bar is attached.

Play: Any free movement of components.

Rear Extremity: The rearmost point on a vehicle when the vehicle's cargo doors, tailgate, or other permanent structure are positioned, as they normally are when the vehicle is being driven. Non-structural protrusions such as taillights, hinges, and latches are deleted from the determination of the rearmost point.

Trailer Kit: A trailer which is fabricated and delivered in complete but unassembled form and which is designed to be assembled without special machinery or tools.

Trailer Tongue: Considered to begin where the frame side rails begin to angle inward toward the trailer centerline.

DETACHABLE GOOSENECKS

Methods of Operating and Maintaining the Hydraulic Detachable Gooseneck

The standard Detachable Gooseneck Trailer comes equipped with quick connection fittings and is used with a truck PTO driven pump.

10 GPM is the maximum flow the hydraulic system is designed for regardless of the trailers hauling capacity. If the flow on the trucks pump is higher than 10 GPM an optional flow divider will be required. The flow divider will allow only the needed GPMs into the goosenecks hydraulic system with all excess oil flow being diverted back to the reservoir. Pressure requirements will go up as the hauling capacity increases. For example a standard 35 Ton capacity trailer with a standard swing clearance gooseneck requires a minimum 2300 PSI to lift its load. The standard 50 Ton capacity trailer will require a minimum of 2600 PSI. There are many factors that will cause pressure requirements to go even higher such as longer than standard Gooseneck and Deck length.

Most high volume pumps that flow 20 and above GPM do not have the ability to develop more than 2300 PSI at best. Obviously a flow divider will reduce the GPM to 10, but the pressure is inadequate and operational results of the trailer will be marginal at best. In short it is important to know your pumps capabilities up front.

Models are equipped with pumps that will flow approximately 3 GPM with pressure capabilities up to about 3000 PSI. Models are usually equipped with pumps that flow approximately 4 to 5 GPM with pressure capabilities of 4000psi. On special model variations requiring higher-pressure capabilities (2) stage pumps or pressure intensifiers may be utilized. As an option, a self-contained gas engine and wet kit operation can both be used on a hydraulic detachable gooseneck. With these combined options a selector valve must be added to the hydraulic system when choosing which system to use. Pay attention to the warning decal; never move the selector valve to the wet line operation mode while the self-contained gas engine is running. Damage to the self-contained pump may occur. While adjusting the hydraulic pressure, keep in mind that the pressure should be adjusted up just enough to lift the load. If the gooseneck is equipped with just a self-contained gas engine or has provisions for a wet line operation by itself, pressure is adjusted at the control valve. Loosen the jam nut on the relief cartridge located on the control valve, screw in for more pressure and out for less.

On a trailer manufactured with both wet line and self-contained gas engine a remote relief valve will be added to the system. Make pressure adjustments at this valve. Loosen the jam nut and screw in for more and out for less. It is recommended that you contact your dealer if you have specific questions on adjusting the hydraulic pressure.

Operation of the Detachable Gooseneck

- Start the hydraulic power supply.
- Pull the gooseneck control valve up to raise the gooseneck enough to swing the lock plates clear of their seats.
- Push the control lever down to lower the deck down to the ground.
- Continue to lower the gooseneck until there is a minimum of ¼" clearance between the bottom of the deck pins and the gooseneck connecting eye.
- Pull the frame lift control handle to lower the frame lift.
- Continue to lower until the weight of the gooseneck is supported by the lift and free of the deck.
- Be certain that there is approximately ¼" clearance between the bottom of the deck pins and the gooseneck connecting eye.
- Disconnect the air and the electrical lines and place them where they will not be damaged.
- Move the air lock control handle to the unlock position (this will retract the lock pin from the deck.)

Note: A minimum of 90 PSI air pressure is required for this operation.

The Gooseneck is now ready to be detached.

Pull forward slowly the gooseneck from the deck. Once the gooseneck has cleared the deck area the frame support may be adjusted for more ground clearance if needed. Before reconnecting the gooseneck notice the U-Flange in the connection trough. It is important that the lock flange go under the U-Flange not on top of it when reconnected to the trailer deck.

To Begin The Gooseneck Attachment Process:

- Move the air lock control handle to the unlock position. The gooseneck is now ready to be re-attached.
- When backing up to the deck, keep the gooseneck in alignment with the pin guide trough and slowly back the gooseneck into position until the lock pin is ready to lock into place. As described earlier be certain the pin lock flange is under the deck U-Flange not on top of it.
- Now reconnect the air and electrical lines to the gooseneck.
- Retract the frame support jack fully into the gooseneck. Make a special note to do this. Leaving the jack down while pulling the trailer will result in costly damage to the jack assembly and cylinders.
- Pull the deck control lever to raise the deck.

- Continue raising the deck until sufficient clearance is obtained to allow the gooseneck lock plate to swing back into their seats. (If the lock pin has not engaged properly in the deck connection, the lock plates cannot be swung into their seats. This is a safety device built into all Overbilt Hydraulic Detachable Goosenecks. If this happens, lower the deck to the ground and bump the gooseneck back with the truck to engage the lock pins properly.)
- With the gooseneck lock plates in place, push the height control lever to lower the trailer deck until the lock plate seats are resting on the lock plates.
- Now stop the hydraulic supply and recheck all pins, air, and electrical connections and you are ready to roll.

DETACHABLE GOOSENECK MAINTENANCE

1. Check engine oil if the trailer is equipped with a self-contained gas engine. Retract all hydraulic cylinders completely before checking hydraulic oil.
2. If needed add oil to approximately 2" from the top of the reservoir with an ISO Viscosity Grade 32 Hydraulic Oil.
3. Visually inspect the king pin and plate for wear.
4. Be certain that the trucks 5th wheel is greased regularly.
5. If equipped with a gas engine follow the maintenance guidelines given in the Maintenance Manufacturers Manual. If you have any further questions regarding these procedures or need to order the proper replacement parts contact our factory at our toll free number 888-687-2458.

HYDRAULIC FLIP TAIL OPERATION

1. Locate the lever that says "LOCK". This lever unlocks both the main beaver tail and the 4' "flip-out" tail simultaneously. These must be unlocked before the operation of the hydraulic tail can begin. You must hold this lever won until you lower the main tail.
2. Locate the lever that says "FLIP TAIL". Extend the flip out tail as far as it will go.
3. Raise the main beaver tail up to allow ample clearance for the 4' flip out tail to swing up and clear any objects on the ground. **CAUTION: Do not raise the main tail any further than you need to or you may risk damage to the hydraulic cylinders lifting the tail.**
4. After unlocking both the main tail and the flip out tail, you must locate the lever that says "TAIL".
5. Locate the lever that says "TAIL" and lower the main tail down to the ground. You are now ready to load your piece of machinery on to the trailer. **CAUTION: Do not attempt to raise the trailer by forcing the beaver tail down onto the ground. This could cause damage to the beaver tail operation because this is not the purpose for which it was designed.**
6. Once your equipment is loaded you are now ready to raise the tail back into its traveling position. Locate the lever labeled "TAIL". Raise the main beaver tail up past the level position to allow the 4' flip out tail to swing underneath it.
7. Locate the lever labeled "FLIP". Swing the 4' flip out tail.
8. Locate the lever labeled "LOCK. You will now lock the traveling safety device for the main beaver tail.
9. Locate the lever labeled "TAIL". Lower it down to where the beaver tail is leveled with the rear trailer platform. **CAUTION: Do not try to lower it past the level position with the traveled lock in place. This could cause severe damage to the hydraulic operation of the beaver tail trailer.**

CAUTION: Please be advised that the hydraulics on this trailer are extremely powerful. Any misuse or incorrect operation of this hydraulic system could cause severe damage to the trailer and/or the person operating it. Please follow the above instructions explicitly so as to avoid any damage to your trailers hydraulic system. Should you have any questions regarding the operation of this trailer, please call Overbilt Trailer Company service department toll free at 888-687-2458.

SELF CONTAINED HYDRAULIC TAIL OPERATION

1. Turn hydraulic pump on at switch labeled "HYDR. PUMP".
2. Raise tail slightly with lever labeled "TAIL". **CAUTION: Do not raise the main tail any further than you need to or you may risk damage to the hydraulic cylinders lifting the tail.**
3. Raise positive lock apparatus with lever labeled "LOCK".
4. Locate the lever that says "TAIL" and lower the main tail down to the ground. You are now ready to load your piece of machinery on to the trailer. **CAUTION: Do not attempt to raise the trailer by forcing the beaver tail down onto the ground. This could cause damage to the beaver tail operation because this is not the purpose for which it was designed.**
5. Once your equipment is loaded you are now ready to raise the tail back into its traveling position. Locate the lever labeled "TAIL". Raise the main beaver tail up past the level position.
6. Locate the lever labeled "LOCK". You will now lock the traveling safety device for the main beaver tail.
7. Locate the lever labeled "TAIL". Lower it down to where the beaver tail is leveled with the rear trailer platform. **CAUTION: Do not try to lower it past the level position with the traveled lock in place. This could cause severe damage to the hydraulic operation of the beaver tail trailer.**

CAUTION: Please be advised that the hydraulics on this trailer is extremely powerful. Any misuse or incorrect operation of this hydraulic system could cause severe damage to the trailer and/or the person operating it. Please follow the above instructions explicitly so as to avoid any damage to your trailers hydraulic system. Should you have any questions regarding the operation of this trailer, please call Overbilt Trailer Company service department toll free at 888-687-2458.



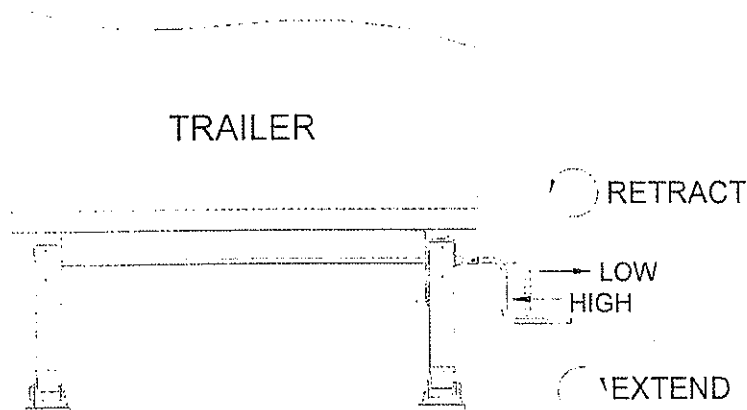
OPERATION AND MAINTENANCE PROCEDURES FOR A-400 AND A-401 LANDING GEAR



WARNING: Before attempting to operate the landing gear, you must read and understand the following procedures:

- Perform all procedures in lighted area clear of obstacles and other personnel.
- Always grip the crank handle securely with both hands.
- Maintain proper footing at all times.
- Never attempt to shift the landing gear while under load.
- Lifting and lowering of the trailer must always be done in LOW GEAR.
- DO NOT ATTEMPT TO LIFT OR LOWER TRAILER WITH LANDING GEAR IN HIGH GEAR, AS SERIOUS PERSONAL INJURY COULD OCCUR.
- Always secure the crank handle when not in use.

OPERATING INSTRUCTIONS



- Push crank handle **in** for **high** gear.
- Pull crank handle **out** for **low** gear.
- Turn crank:
Counterclockwise - Retract
Clockwise - Extend

FIGURE 1

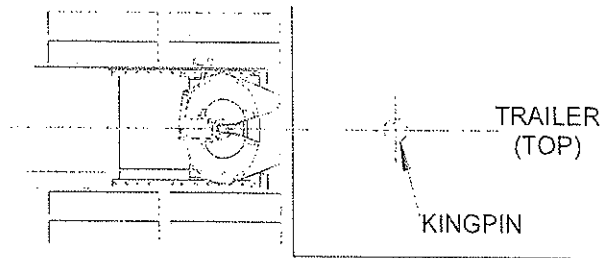
Note: Both inside and outside mounts crank the same.



COUPLING INSTRUCTIONS

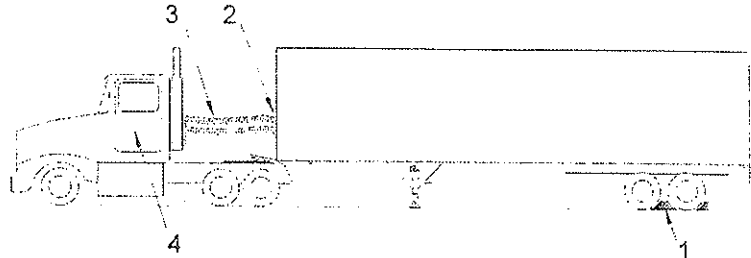
STEP 1

Inflate tractor air suspension and back up **close** to the trailer centering the kingpin with the throat of the fifth wheel and **STOP! DO NOT ATTEMPT TO COUPLE UNTIL STEPS 2 THROUGH 4 ARE COMPLETED.**



STEP 2

1. Chock trailer wheels.
2. Connect brake lines and light cord.
3. Support slack in lines to prevent interference.
4. Set trailer brakes.



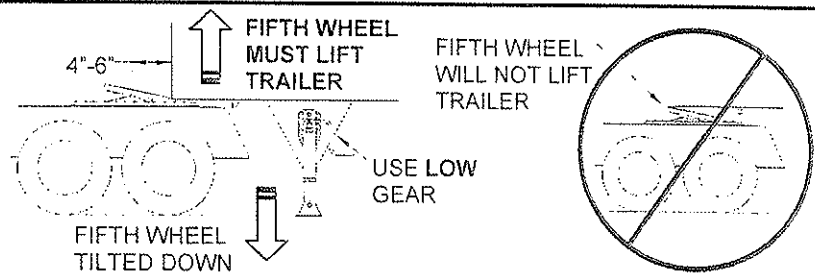
STEP 3

Make sure that the landing gear is in low gear (see figure 1) and engage crank handle.



STEP 4

Adjust trailer height so that the fifth wheel will lift the trailer.



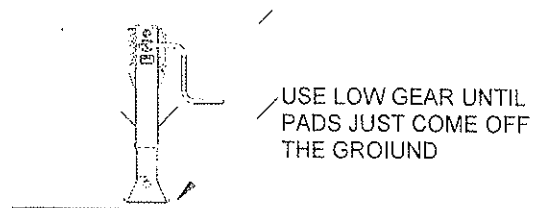
STEP 5

Couple and verify that there is no gap between fifth wheel and trailer and that the kingpin is inside the lock.



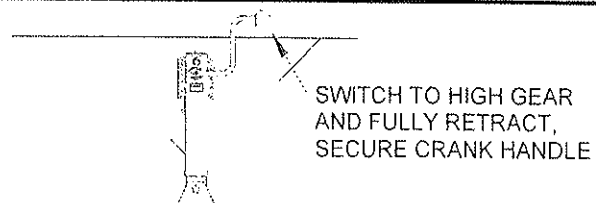
STEP 6

While still in low gear, retract landing gear until pads just come off the ground.



STEP 7

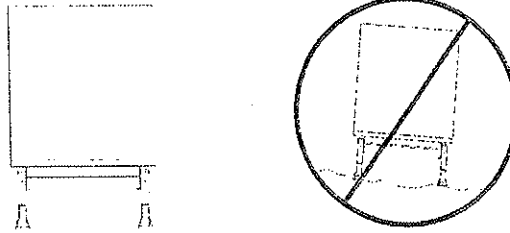
Switch to high gear and fully retract, secure crank handle.



UNCOUPLING INSTRUCTIONS

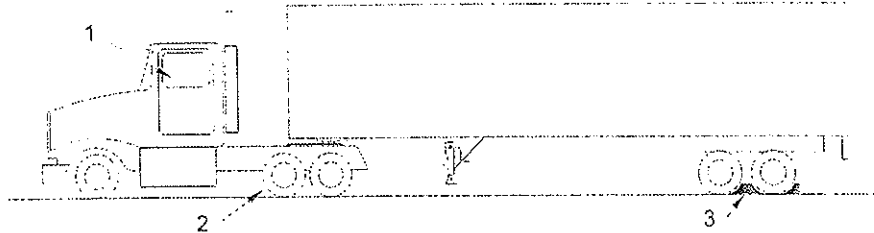
STEP 1

Position the tractor and trailer on level ground, clear of persons and obstacles.



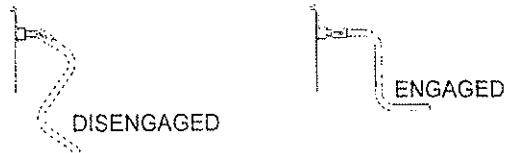
STEP 2

1. Set trailer brakes. Slowly back tractor tightly against trailer.
2. Set tractor brakes.
3. Chock trailer wheels.



STEP 3

Shift landing gear to high gear (see figure 1) and engage crank handle.



STEP 4

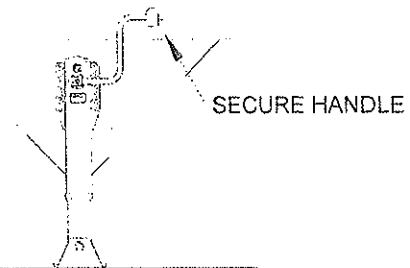
Extend landing gear until pads just touch the ground.

USE HIGH GEAR UNTIL PADS TOUCH THE GROUND



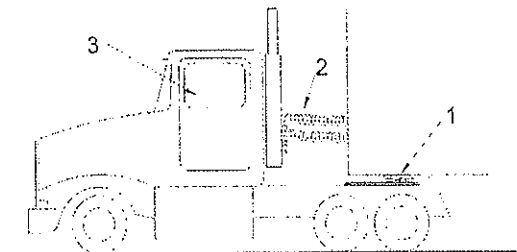
STEP 5

Switch to low gear and crank an additional 4-8 turns minimum.
Secure crank handle



STEP 6

1. Pull fifth wheel release handle.
2. Disconnect air lines and light cord.
3. Release tractor brakes and slowly drive away from trailer.



MAINTENANCE PROCEDURES

These procedures must be performed, as needed depending upon application but at least every 3 months.

Lubricate at least every 3 months and more frequently in applications where the landing gear are exposed to excessive moisture, water spray, dust, or if they are not used for extended periods. Lubricate with the trailer securely coupled to a tractor (see coupling instructions).

Employ a lubricant compatible with the original type of grease used:

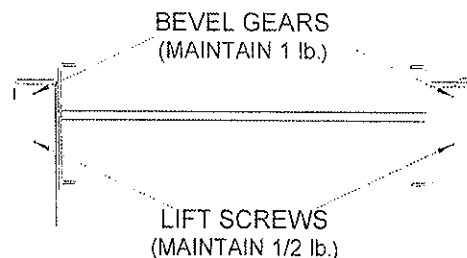
Standard – Lithium base 1-2% Moly EP-2

Low temperature – Arctic-grade, all weather white grease

Warning: Do not use any lubricants containing Teflon

INSTRUCTIONS:

1. Fully retract the landing gear, then using high gear extend 6-8 turns.
2. Lubricate through the grease fittings as shown.
3. Extend and retract the landing gear to apply grease to the entire length of the screw.

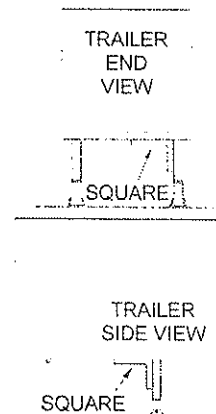


INSPECT HARDWARE:

- Tighten or replace mounting bolts as necessary.
- Inspect the mounting bracket for cracks or other signs of damage.
- Repair or replace any broken or damaged parts of the landing gear assembly or mounting structure.
- Inspect the crank handle bolt and lock nut. Tighten or replace as necessary (the crank handle bolt must be loose enough to allow free engagement).
- Cross shaft connection bolts and lock nuts should be secure, but allow side-to-side play in the cross shaft.
- Check for proper crank shaft engagement in both high and low gear.
- Landing gear with excessive play should be rebuilt or replaced.

INSPECT ALIGNMENT:

Using a square, check that both landing gear legs are square with the trailer and parallel with each other as shown. Bent or damaged legs are an indication of possible damage to the lift screw, lift nut or other internal components and should be replaced.



TROUBLE-SHOOTING POINTS

Problem	Cause	Correction
Hard to crank landing gear	1. Turning crank in wrong direction. 2. Attempting to raise or lower trailer in high gear. 3. Legs are already fully extended or retracted. 4. Cross shaft binding: - over-tightened bolts. - cross shaft bent or too long. 5. Mis-aligned landing gear legs. 6. Lack of grease. 7. Damaged lift screw or lift nut. 8. Interference between powder metal bushing and trailer mounting surface.	1. See figure 1 on page 1 for proper crank handle rotation. 2. Shift to low gear (see figure 1). DO NOT ATTEMPT TO LIFT OR LOWER IN HIGH GEAR. 3. Turn crank in opposite direction to retract or extend. 4. Inspect cross shaft bolts. Back off bolts to allow lateral (side-to-side) movement of cross shaft. Use self-locking type nuts only. 5. Legs must be parallel and extend and retract evenly. Remove cross shaft; adjust landing gear legs to same height. 6. Grease landing gear as directed above (Maintenance Procedures). 7. Check landing gear for signs of impact (accident) damage. Disconnect cross shaft and crank legs individually to determine which leg is damaged. Replace damaged leg. 8. Hole in trailer mounting surface may need to be enlarged.
Shaft turns but legs do not operate	1. Broken shaft or shaft bolt. 2. Broken pinion gear or bevel gear or gear pins.	1. Replace broken bolt(s) and shaft as needed. 2. Replace broken gear(s) or pin.
Shaft does not turn	1. Broken gear teeth. 2. Damaged lift screw. 3. Seized lift screw or nut 4. Bent inner or outer leg tube.	1. Replace broken gear(s). 2. Replace inner leg or entire landing gear leg. 3. Replace inner leg or entire landing gear leg. 4. Replace bent inner leg or outer leg, or entire landing gear leg.
Crank shaft skips when cranking	1. Broken gear teeth.	1. Replace broken gear(s).



REPAIR INSTRUCTIONS

The item numbers mentioned in the following section refer to the spare parts list located on page 8.

Do not attempt to do the following repairs with the legs on the trailer. Please remove the legs before continuing.

Two Speed Leg Disassembly

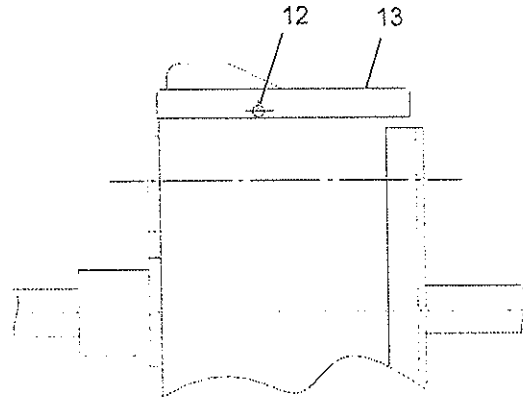
STEP 1

Remove (2) cover screws (item 12).

Lift off cover (item 13).

Important: The cover is sealed to the upper housing with a silicone sealant. Use Dow Corning #700 or equivalent when replacing the cover.

Remove the grease before continuing.

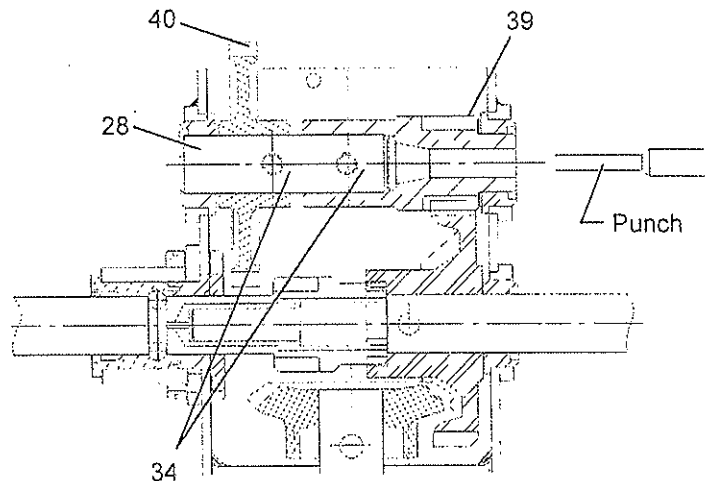


STEP 2

Drive (2) spiral pins (item 34) from the Output Spur Gear (item 39) and from the Input Gear (item 40).

Then drive out the Output Shaft (item 28) by placing a punch thru the hole in item 39.

Now, both the Output Shaft (item 28) and the Output Spur Gear (item 39) can be removed.

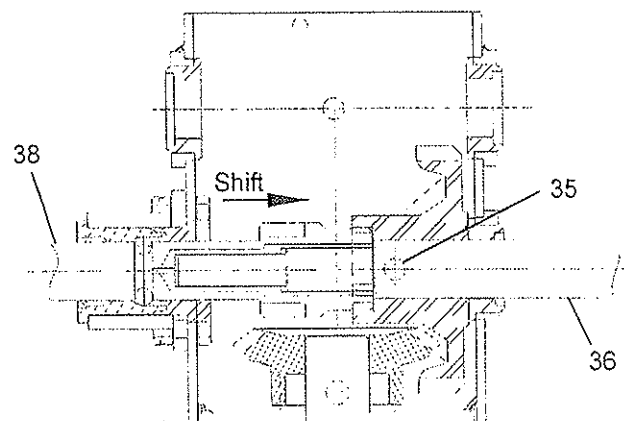


STEP 3

Remove the Cap Plug in outer housing exposing the 1/2 dia. access hole*.

Shift the Input Gear Shaft (item 38) to the high gear position. Drive out the roll pin (item 35) using the 1/2 dia. access hole.

Remove the Output Cluster Shaft (item 36).



REPAIR INSTRUCTIONS

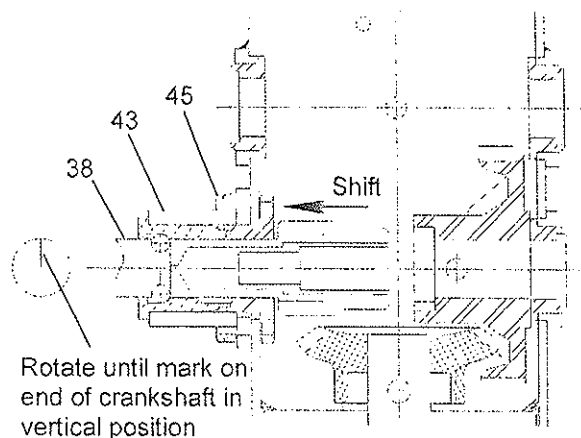
Two Speed Leg Disassembly con't

STEP 4

Shift the Input Gear Shaft (item 38) to the low gear position. Rotate until mark on the end is in the vertical position.

Remove (4) 5/16 locknuts (item 45) from Shift Housing (item 43).

Remove the Input Gear Shaft (item 38) and the Shift Housing (item 43) as one unit.

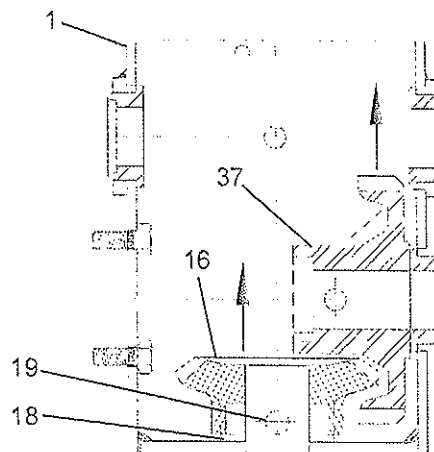


STEP 5

Remove Output Cluster Gear (Item 37) and Bevel Gear (item 16) by lifting upwards on both parts at the same time.

Remove the Groove Pin (item 19) and Thrust Washer (item 18).

Now the Outer Housing (item 1) can be lifted off from the inner leg assembly.

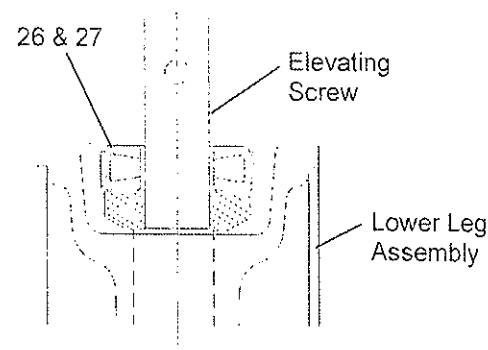


STEP 6

Remove the Thrust Bearing (item 26) and Collar (item 27).

Attention: Thrust Bearing must be exchanged complete with collar. New thrust bearing must be packed with grease before assembly.

*Advice: If Elevating Screw shows signs of wear, replace the Lower Leg Assembly before mounting. Make sure Elevating Screw and Nut are sufficiently greased. If grease is required, coat the entire surface of the screw with a minimum of 4oz. (112 Grams) of 1-2% Moly grease.

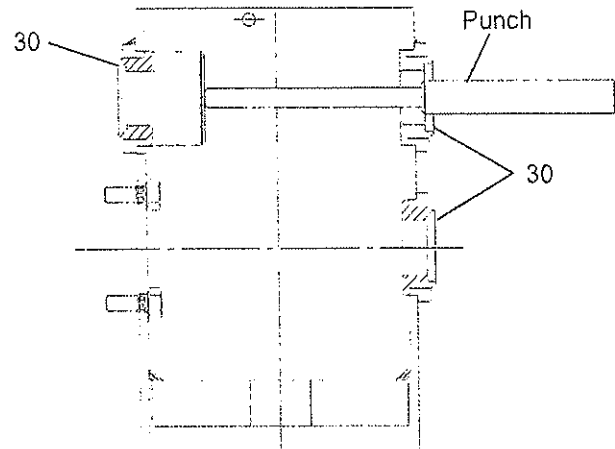
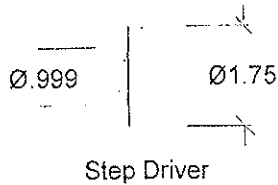


REPAIR INSTRUCTIONS

Two Speed Leg Disassembly con't

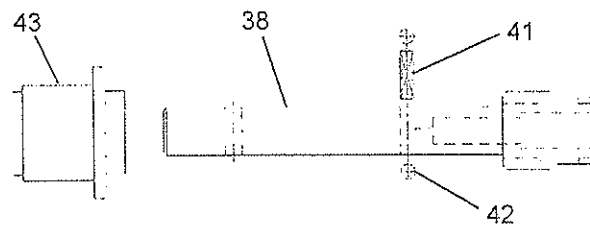
STEP 7

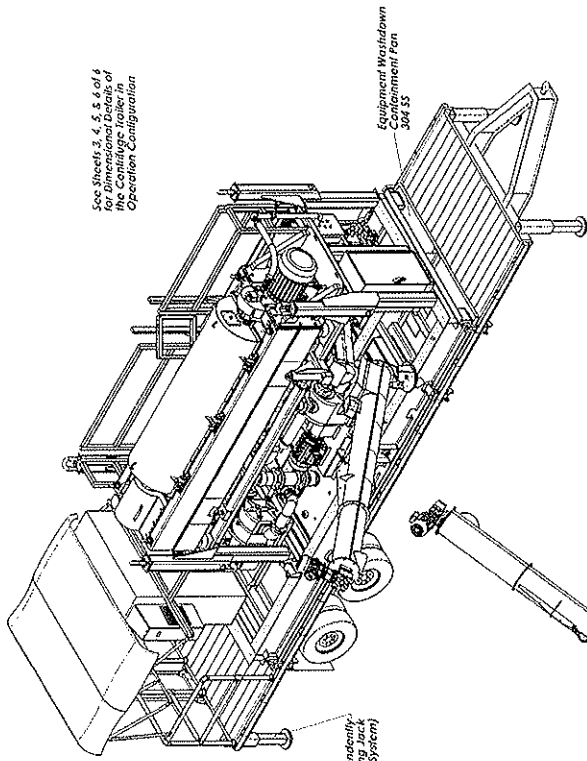
If Bushings (item 30) are worn they must be replaced. Use part #A10255 (item 30) for both single and two-speed Outer Housings. Install bushings with a step driver and punch (see diagram).



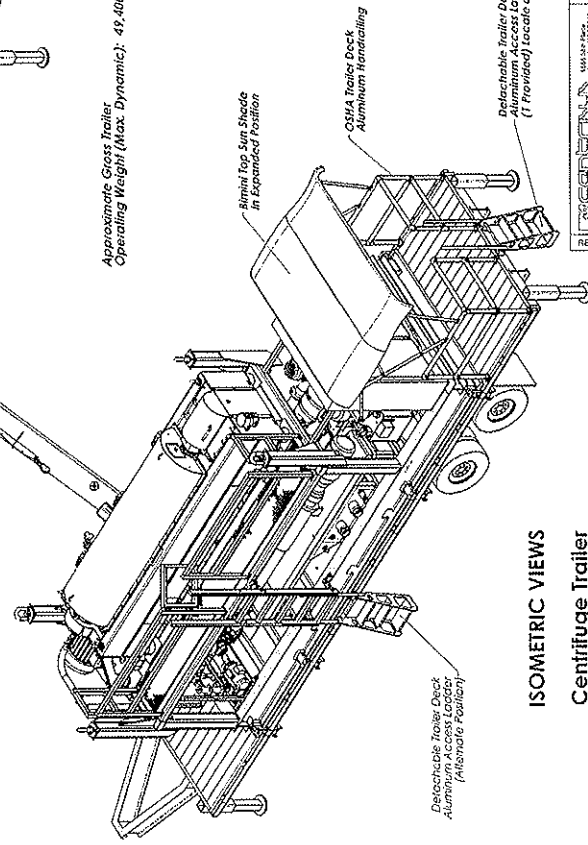
Input Gear Shaft & Shift Housing Sub-Assembly

Apply a thin film of Lithium grease to the inside of the Shift Housing (item 43). Reassemble by compressing (2) Detent Balls (item 42) and Detent Spring (item 41) into hole in Input Gear Shaft (item 38). Then slide Shift Housing (item 43) onto the shaft, capturing the Detent Balls and Spring.



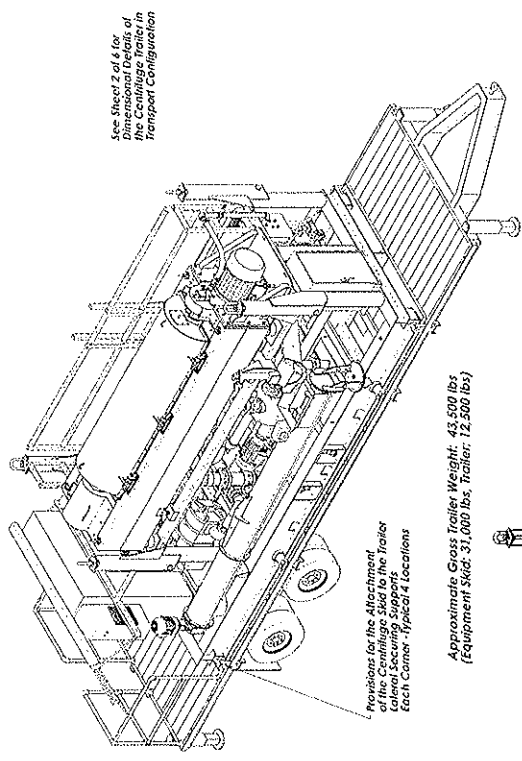


Approximate Gross Trailer Operating Weight (Max. Dynamic): 49,400 lbs

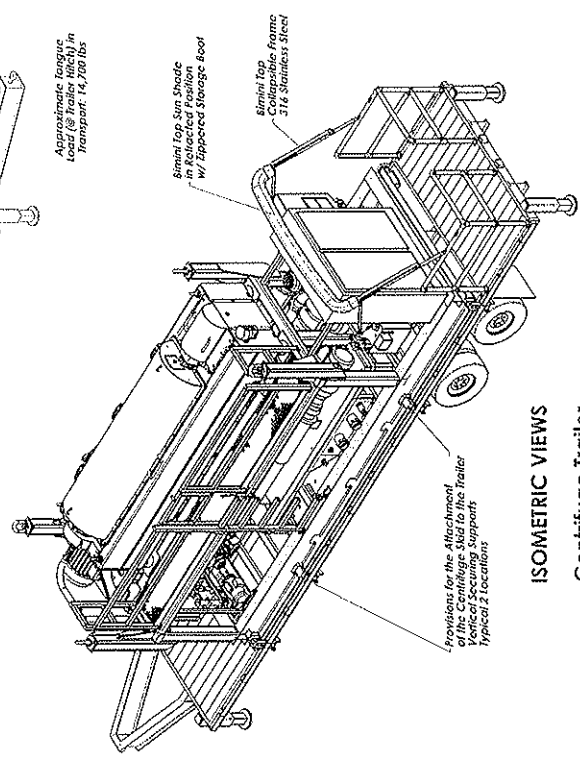


ISOMETRIC VIEWS Centrifuge Trailer Operating Configuration

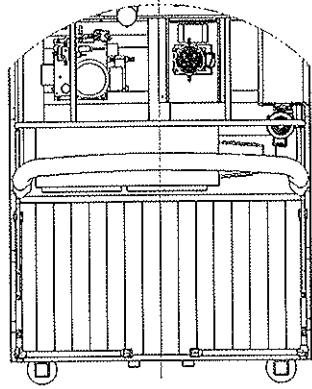
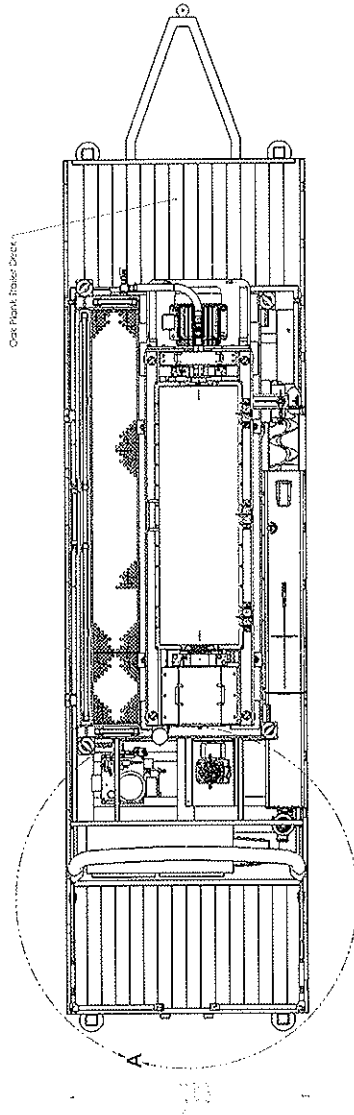
EXCEN-TRUS CENTRIFUGE SYSTEMS 10000 S. 100th Ave. Suite 100 Minneapolis, MN 55438 Phone: (612) 844-0000 Fax: (612) 844-0001 E-Mail: sales@excen-trus.com Web: www.excen-trus.com	
Project No.	10000
Project Name	Centrifuge Trailer
Project Date	07/17/2023
Project Location	Minneapolis, MN
Project Status	Final
Project Manager	John F. G. 6
Project Engineer	John F. G. 6
Project Designer	John F. G. 6
Project Checker	John F. G. 6
Project Approver	John F. G. 6
Project Date	07/17/2023
Project Location	Minneapolis, MN
Project Status	Final
Project Manager	John F. G. 6
Project Engineer	John F. G. 6
Project Designer	John F. G. 6
Project Checker	John F. G. 6
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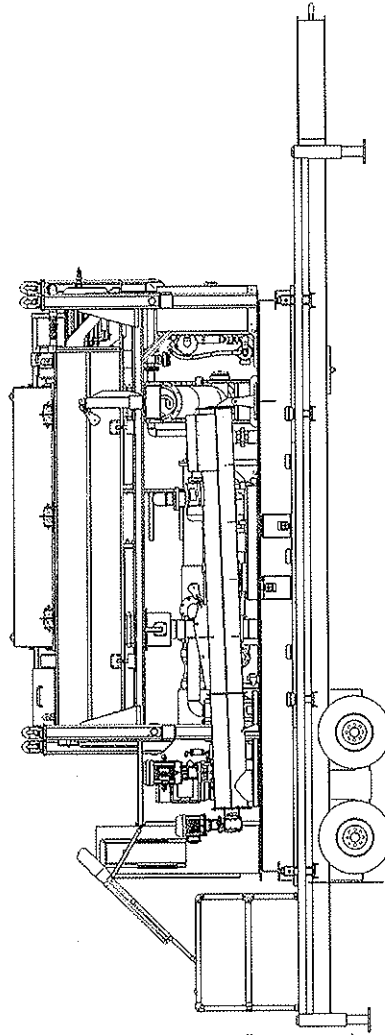
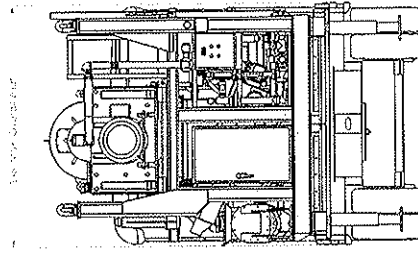
Approximate Tongue Load (@ Trailer Hitch) in Transport: 14,700 lbs

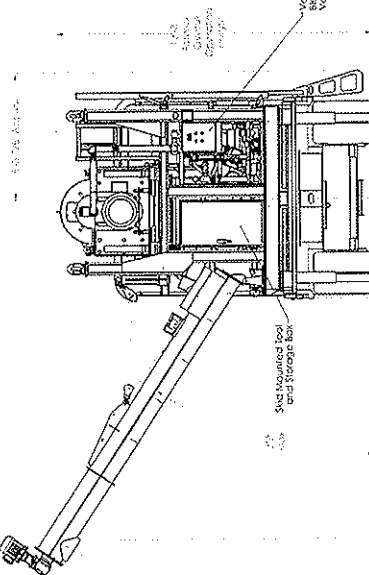
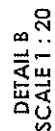
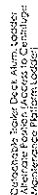


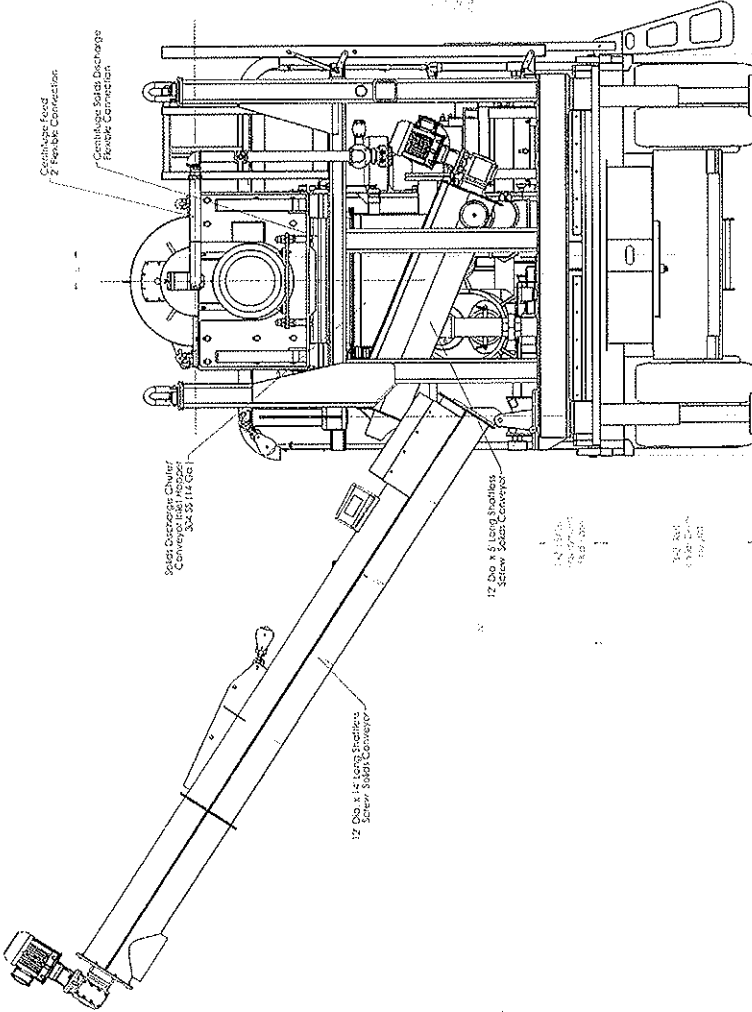
ISOMETRIC VIEWS Centrifuge Trailer Transport Configuration



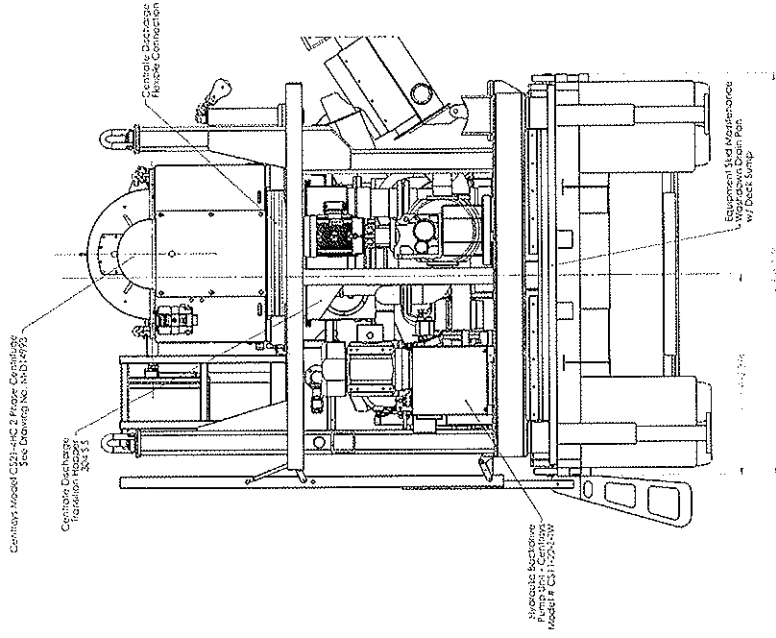
DETAIL A
Control Panel Access
SCALE 1:20

[illegible]

[illegible]

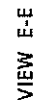


SECTION C-C
Tool Box & Polymer System
not Shown for Clarity



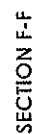
SECTION D-D

McQuay-Norris CLIMATE CONTROL SYSTEMS 1000 W. 10th St. P.O. Box 1000 Lincoln, NE 68501 Phone (402) 441-1000 Fax (402) 441-1001		Project No. 00000000 Drawing No. 00000000 Revision 1.0 Date 01/01/00	Project No. 00000000 Drawing No. 00000000 Revision 1.0 Date 01/01/00
Drawn by: J. Smith Checked by: J. Smith Approved by: J. Smith Date: 01/01/00		Project No. 00000000 Drawing No. 00000000 Revision 1.0 Date 01/01/00	Project No. 00000000 Drawing No. 00000000 Revision 1.0 Date 01/01/00



MANIFOLD CONNECTION SCHEDULE			
Connection	Location	Size	Comments
A	Oil Water Supply Connection - House	2" NPT Female	Carbon Steel - 150# - 10' long
B	Carbon Discharge Connection	4" NPS NPT Couple	Carbon
C	4" NPS NPT Couple	4" NPS NPT Couple	Carbon
D	Boiler Feed Connection	7" NPS NPT Couple	Carbon
E	No Feed Army Connection	7" NPS NPT Couple	Carbon
F	7" NPS NPT Couple	7" NPS NPT Couple	Carbon
G	7" NPS NPT Couple	7" NPS NPT Couple	Carbon

RECEIVED COMMUNITY DISTRICTS DATE: 12/13/12 BY: 05 TIME: 12:13:12 OFFICE: 05 PHONE: 05 FAX: 05 E-MAIL: 05 WEBSITE: 05 ADDRESS: 05 CITY: 05 STATE: 05 ZIP: 05 COUNTRY: 05 COMMENTS: 05		303 N. 12th St. Ste. 200 Omaha, NE 68102 Tel: (402) 644-6000 Fax: (402) 644-6005 Email: info@cedco.org Website: www.cedco.org	303 N. 12th St. Ste. 200 Omaha, NE 68102 Tel: (402) 644-6000 Fax: (402) 644-6005 Email: info@cedco.org Website: www.cedco.org
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