

# ACS ADVANTAGE: *INNOVATIVE ALTERNATIVES*

## CHAIN TRANSFER - USP

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### DESCRIPTION

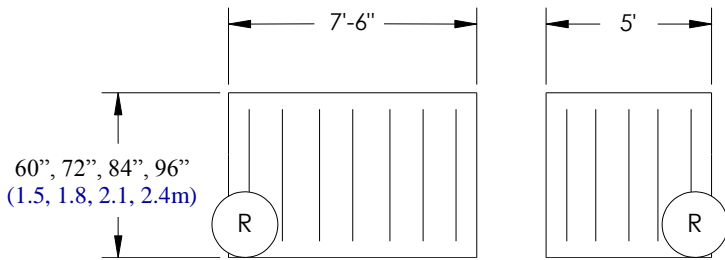
- The ACS Chain Transfer-USP (CT-USP) is used to move a load on or off the side of a conveyor using strong, durable 3- 1/4" (8.26cm) wide USP modular plastic chains designed not to damage bottom sheets.
- Because the small radius at the ends of the transfer chains protrudes across the conveyor side frames, the "dead zones" typically found between conveyors is minimized making the CT-USP ideal for small product conveyance.
- The transfer chains are normally below the surface of the rollers. When activated, they lift, and the load is transferred on or off the chains to an adjacent conveyor or device.
- Chain Transfers, unlike other transfer devices do not have a return stroke. Thus, the cycle time of a Chain Transfer is lower than other transfer devices.
- All Chain Transfers can be operated manually or integrated into an automatic conveyor system and can be used with existing or new ACS conveyors and all competitors' conveyors.

### FEATURES

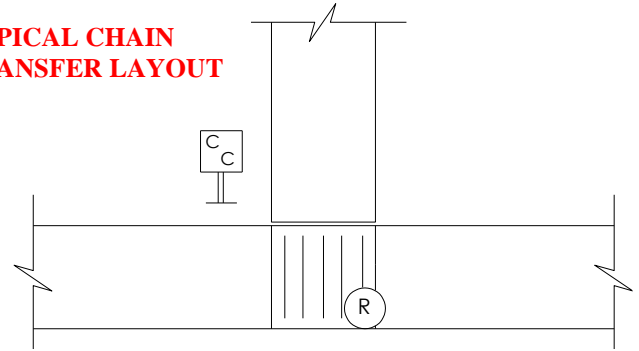
- Durable USP modular load transfer chains utilize pulleys to minimize friction and eliminate chain derailment.
- Small nosing radii allow transfer of smaller loads with smooth transition to adjacent devices.
- Individual chain take-up.
- Factory installed pneumatic system includes 8.25" (21cm) air spring actuators with adjustable air flow valves to control speed descent of loads.
- Design insures that all exposed pulley and chain pinch points have been eliminated.
- The power train utilizes a 1- 1/2 HP helical worm gear motor and is fully contained inside the side frames to help avoid the possibility of accidental damage or personal injury.
- Pre-wired drive motor and safety lockouts.
- Made with precision CNC cut and punched components.

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## LAYOUT DIMENSIONS (Example Paired Length 12' 6")

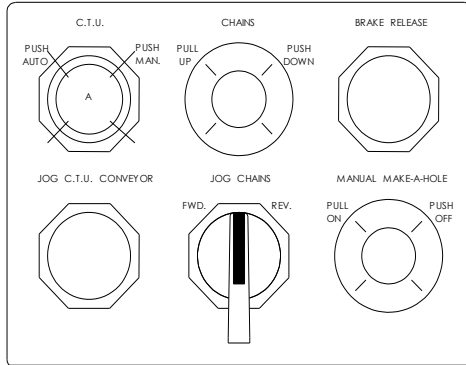


## TYPICAL CHAIN TRANSFER LAYOUT



This typical layout (*above*) illustrates the use of a Chain Transfer to convey loads from a machine discharge to the Mainline. Note that the chain drive is reversible, allowing for transfer of product to and from the Mainline. The Chain Transfer minimizes both layout floor space and cycle time.

## TYPICAL CONTROL CONSOLE LAYOUT



This typical control console (*left*) is used as a manual override intersection control station. Located at the intersection for easy access, it contains manual override controls. Numerous types of priority intersection controls are available, and those controls can be additions to this control console.

## SPECIFICATIONS

<b>Conveyor Width (Between Frame):</b>	60" (1.52m), 72" (1.83m), 84" 2.13m, 96" (2.44m), 108" (2.74m)
<b>CT-USP Lengths:</b>	3'3" (99.06cm), 4'0" (1.22m), 5'-0" (1.54m), 6'0" (1.82m), and 7'-6" (2.29m)
<b>Minimum Height:</b>	5' 0" and 7' 6" (1.5m and 2.3m)
<b>Capacity:</b>	Load Transfer 3,000 pounds. (1360kg) – Each chain is rated for a maximum working load of 562 pounds (254.9kg) assuming a straight pull with maximum load dependent on the number of chains utilized.
<b>Chain Speeds:</b>	40 or 60 FPM (12.19 or 18.29 MPM)
<b>Motor:</b>	Nord 1- 1/2 HP, 230Volt/460Volt/3PH/60Hz Right angle gear motor directly coupled to the drive shaft (575Volt/3PH/60Hz for Canadian Application). Other voltages available.
<b>Minimum Air Requirements:</b>	60 PSI (4.14 BAR) Clean, Dry Plant Air At The Drops
<b>Product Construction:</b>	Rugged 5" (128mm) structural channel conveyor side frames. Chain frame is precision CNC cut and formed 1/4" (6.35mm) sheet metal
<b>Transfer Chains:</b>	Uses 3- 1/4" (8.26cm) wide plastic USP load-carrying chains driven by 15-tooth sprockets with 1- 1/2" (3.81cm) square bore.
<b>Rollers:</b>	2 1/2" (64mm) diameter x 11 gauge high-strength, corrosion-resistant galvanized steel tubing placed on 3" (76mm) centers.
<b>Controls:</b>	Manual or Automatic mode. Load Centering Controls: Identify and position loads according to overall length. Anti-collision Traffic Controls: Operate automatically to control the intersection. Priority Entry Controls: When selected by the operator, allow loads to be held upstream for load entry.