



# OF TIERS	ELEV. C	ELEV. D
9 TIERS	16'-0.5" 4890 mm	17'-7.5" 5372 mm
10 TIERS	17'-7.5" 5372 mm	19'-2.5" 5855 mm
12 TIERS	20'-9.5" 6337 mm	22'-4.5" 6820 mm

NOTE: ELEV. D IS A MINIMUM AND ALLOWS NO CLEARANCE FOR DUCTING

PALLET WIDTH	DIMENSION A
37" [940 mm]	3'-5" [838 mm]
42" [1070 mm]	3'-10" [968 mm]
55.13" [1400 mm]	4'-11.13" [1298 mm]

# OF TIERS	DIM. B
9 TIERS	8 SPACES @ 1'-7" = 12'-8" 8 SPACES @ 482.6 mm = 3861 mm
10 TIERS	9 SPACES @ 1'-7" = 14'-3" 9 SPACES @ 482.6 mm = 4343 mm
12 TIERS	11 SPACES @ 1'-7" = 17'-5" 11 SPACES @ 482.6 mm = 5309 mm

DRAWING AS SHOWN IS FOR 9 TIER, 18.5" (470 mm) X 37" (940 mm) PALLET. REFER TO TABLES FOR OTHER PALLET SIZES.

**THIS PRINT IS FOR REFERENCE ONLY**

USING SHELF BLOCKS

PRELIMINARY DRAWING:  S.O.#

DWG. FOR APPROVAL:  DWG. FOR CONSTRUCTION:

- NOTES:
- CUSTOMER SHALL SUPPLY ALL INSTALLATION LABOR AND MATERIALS, UNLESS WHERE NOTED OTHERWISE OR INCLUDED IN THE PROFORMA. CUSTOMER SHALL BE RESPONSIBLE FOR DESIGN AND CONSTRUCTION OF ALL FOOTINGS, WALLS & FLOORING. CONSULT LOCAL ARCHITECT, CIVIL ENGINEER OR BUILDING CODE FOR SPECIFIC DETAILS.
  - SIZES OF I-BEAM SUPPORTS ARE RECOMMENDED ONLY. ACTUAL SIZE REQUIRED IS TO BE DETERMINED BY CUSTOMER OR LOCAL STRUCTURAL ENGINEER.
  - RAIL GAUGE MUST BE HELD  $\pm 1/8"$ ,  $-0"$  [ $\pm 3$ mm,  $-0$ mm].
  - SAFETY INTERLOCKS AND GUARDING IN COLUMBIA PROVIDED EQUIPMENT MUST NOT BE REMOVED OR BYPASSED. MULTIPLE PINCH POINTS WILL BE PRESENT IN KILNS.
  - RAILS TO BE HELD LEVEL. NOT TO EXCEED 0.5% MAXIMUM GRADE (1/16" RISE OVER 12" RUN [5mm RISE OVER 1m RUN]). TOP OF RAIL ELEVATION VARIATION OVER TOTAL RAIL RUN LENGTH NOT TO EXCEED  $\pm 1.00"$  [ $\pm 25$ mm] FROM TOP OF TRANSFER CAR RAILS.

- KILN RAILS MUST BE INSTALLED PARALLEL TO KILN WALLS. KILNS MUST BE CHECKED BY CUSTOMER TO ENSURE ALL KILN WALLS ARE HELD PARALLEL TO EACH OTHER AS WELL AS HELD PERPENDICULAR TO THE TRANSFER CAR RAILS. COLUMBIA CANNOT BE HELD RESPONSIBLE FOR THE OPERATION OF THE SYSTEM OR DAMAGE TO THE SYSTEM IF THESE SPECIFICATIONS AS WELL AS THE SPECIFICATIONS OF THE ENTIRE RAIL INSTALLATION PACKAGE ARE NOT FOLLOWED.
- RAIL PAIRS MUST BE COPLANAR BY  $\pm 1/16"$  [ $\pm 2$ mm] THROUGH ENTIRE LENGTH RUN.
- USE OF NEW RAIL IS REQUIRED THROUGHOUT THE SYSTEM IN ORDER TO HELP MAINTAIN ELEVATION OF RAILS AND RAIL STRAIGHTNESS.
- REFER TO D-326-6571-5 FOR TYPICAL RAIL HOLD-DOWN DETAIL.
- ELEVATION TO TOP OF RAILS AND FIRST TIER (SHELF) MUST BE HELD BY  $\pm 1/16"$  [ $\pm 2$ mm] THROUGH ENTIRE KILN LENGTH RUN.
- ROOF JOINT DETAILS ARE SUGGESTIONS ONLY! DESIGN MUST MEET LOCAL CODE REQUIREMENTS. CUSTOMER MUST CONSULT LOCAL CIVIL ENGINEER FOR ACTUAL CONSTRUCTION DETAILS.

REV.	DATE	BY	CHK	DESCRIPTION
A	8/19/99	KEP	RAR	ADDED NOTE #5 PER 326-6572-1; ADDED NOTE #7; ADDED LOAD NOTE ON STEEL PALLET.
B	5/1/03	RAR	RAR	ADDED NOTE ABOUT INTENDED SCOPE OF DRAWING.
C	5/3/00	RAR	RAR	ADDED I-BEAM LEVELING DEVICES; SHOWED DIFFERENT FOUR LEVELS AND CHANGED I-BEAM SIZE.
D	2/20/04	KEP	RAR	REMOVED IN-KILN SAFETY SYSTEM AND ADDED NOT REGARDING STEEL REINFORCEMENT OF KILN WALLS.

**Columbia**  
MACHINE, INC.  
VANCOUVER, WASHINGTON  
SALES ENGINEERS, CONCRETE PRODUCT DIVISION

TITLE: ELEVATION VIEW AT FRONT OF KILN SHELF TYPE AND 19' TIER SPACING TYPICAL 22,000 LBS. PTS STANDARD INSTALLATION

DATE: 2/19/99  
SCALE: 1" = 1'-0" D SIZE  
REV: D  
SHEET 1 OF 1