

Conditions for MultiDock Docking Station Installation

- 1) To ensure full functionality of the MultiDock docking station and all additional equipment, it is necessary for its future operator to discuss all aspects of the anticipated unloading method with the semi-trailer or transport provider.
- 2) The preferred method of unloading of semi-trailers with the walking floor assumes that the semi-trailer back door opens inside of the docking station. If the semi-trailer back door opens outside of the MultiDock, the adjacent area is often polluted by some material pieces falling out of the semi-trailer. Some semi-trailer types cannot be completely emptied if the door opens at an angle of less than 140°. An inappropriate door hinge structure causes the hinge edge to reach, in the case of the door opening angle of less than 140°, within approximately 50 mm into the material unloading section and thus complicates full material unloading. Such semi-trailer types do not allow taking advantage of full comfort of the unloading offered by the MultiDock station and the handling of them always results in fouling the adjacent area. Schenck Process does not recommend them to be used.
- 3) The MultiDock station may be operated only with the material specified in the Data Sheet for the contract. Schenck Process is not liable for any damage caused by using any material that does not correspond to the Data Sheet.
- 4) Unloading some materials with higher portions of dust particles may result in forming an explosive atmosphere in the station or its neighbourhood. The fact that the MultiDock station will be operated in the environment with explosion hazards is to be taken into account in the proposal. However in no case it is possible to protect the station against explosion caused by any ignition source transported together with the material (burning objects, self-ignition). Therefore, it is necessary to unambiguously exclude any such potential explosion sources.
- 5) The MultiDock station must be placed on solid foundation foot, and the maximum deviation of bearing points from the plane must not be bigger than $\pm 5\text{mm}$.
- 6) The foundation structure that the MultiDock is placed on must be without any vibrations and other static and dynamic deformations.
- 7) The maximum environment temperature that the MultiDock station may be installed at must be less than 60°C.
- 8) During the delivery, the sensors controlling the material unloading from the semi-trailer are located in the position functional for usual material types. In the commissioning, it is usually necessary to adjust their position in view of the moisture and repose angle.
- 9) Free unloading from the MultiDock station discharge section must not be blocked in any manner. Potential clogging of the following conveying line, which would result in the station screw / spiral blocking, may lead to considerable damage or even destruction. The user must provide the following conveying line behind the MultiDock discharge section (chute, transition part) with corresponding overfill and clogging sensors. In no case Schenck Process is liable for damage to the MultiDock caused by any blocking of the following conveying lines. Current reduction of the screw or spiral drives on the frequency converter and also reduction of the maximum torque may only decrease, but not exclude their potential damage.
- 10) In putting the equipment into operation, it is recommended to reduce the maximum allowable current on the frequency converter to 60% of the nominal value to reduce the risk of damage caused by inappropriate handling.