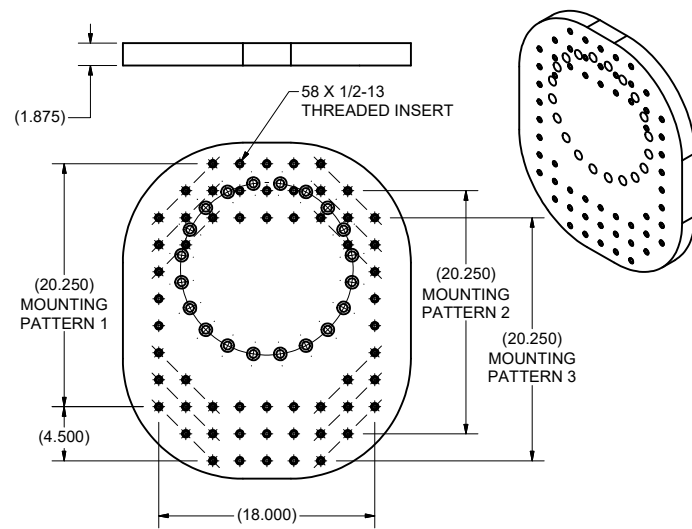


5. CONFIGURATION SHOWN ON SHEET 1: CTL-AH-IND30-P24-C6-T1-BX
  4. SECOND AXIS OF ROTATION OPTION SHOWN ON SHEET 2.
  3. FINISHES: STANDARD FLOTRON FINISHES - FLOTRON BLUE POWDER COATED END FRAMES, GEARBOX PAINTED FLOTRON BLUE, ZINC PLATED STEEL OR BLACK OXIDE FASTENERS, MISC. HARDWARE, AND COMPONENTS. STANDARD LUBRICANTS.
  2. LOAD RATING: 3,000 LBS @ 30° FROM INTERFACE AND 2.7" MAX ECCENTRICITY CONSIDERING A SIMULTANEOUS 1/2G SIDE LOAD (WORST CASE DIRECTION) AND A 1G VERTICAL LOAD. SF<sub>y</sub>=3 & SF<sub>ult</sub>=5. MAX TORQUE ON PAYLOAD INTERFACE PLATE 8,000 IN-LBS (7,000 IN-LBS MAX TO MAINTAIN EASY CRANK)
  1. WEIGHT IN TITLE BLOCK INCLUDES 3,000 LB PAYLOAD
- NOTES:

LATERAL TIPOVER AT MAX HEIGHT & MAX PAYLOAD ECCENTRICITY:  $19.90 / 46.61 = .43G$

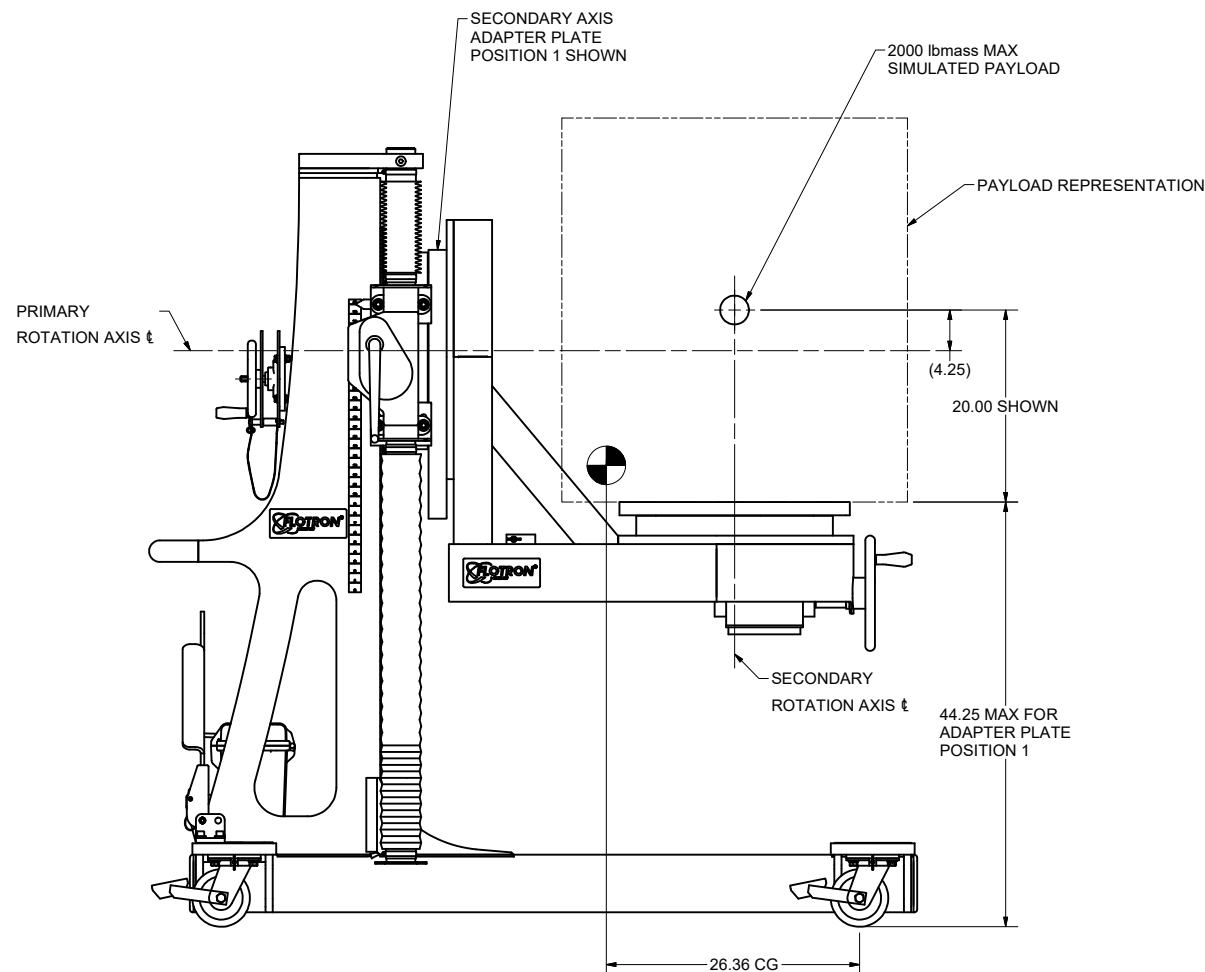
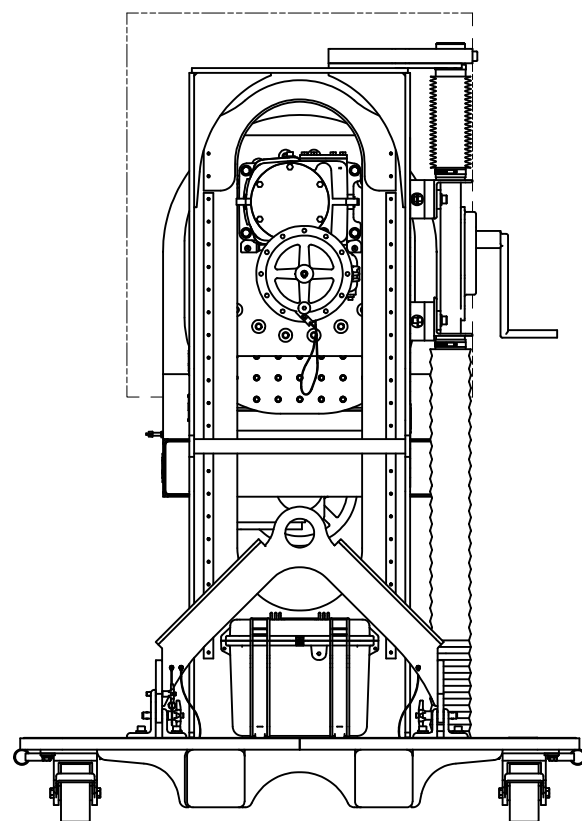
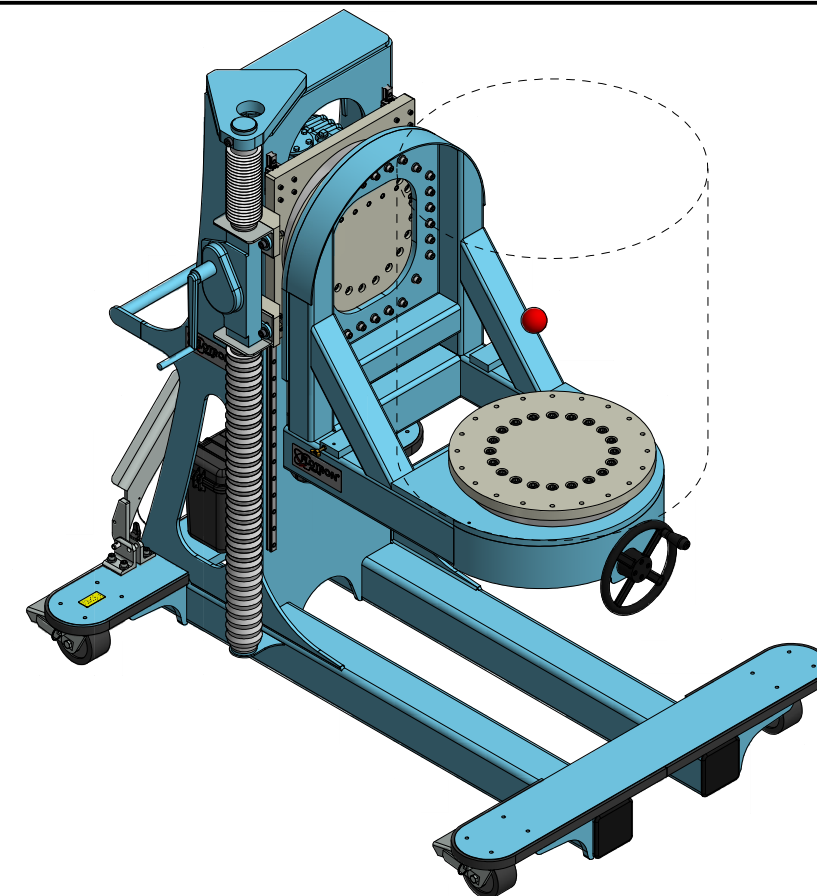
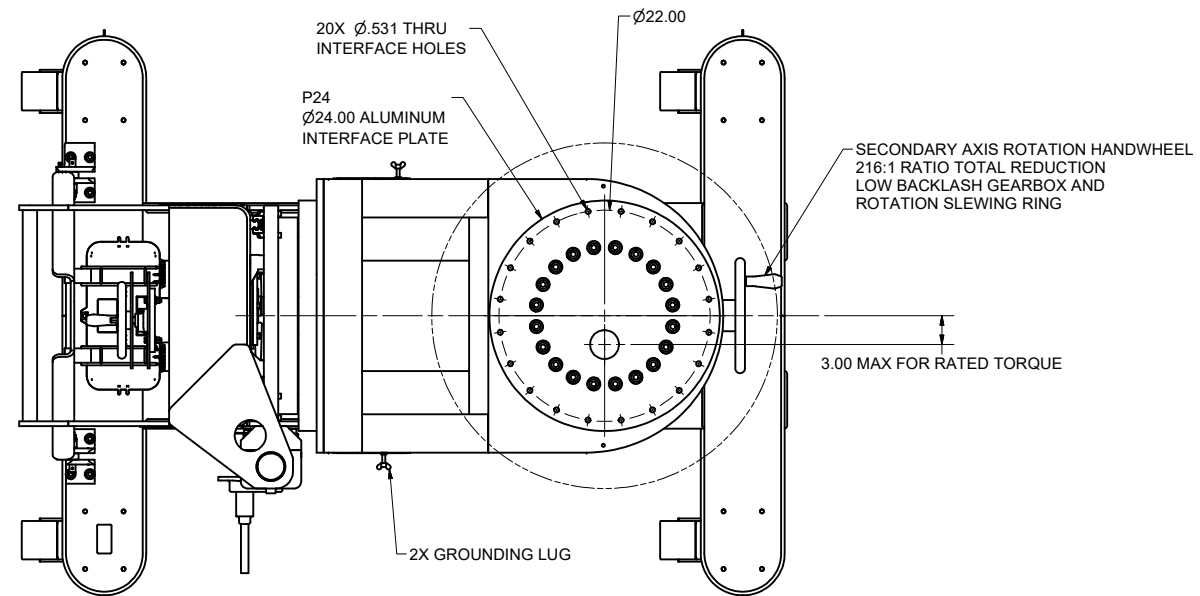
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TOLERANCES UNLESS OTHERWISE SPECIFIED		FLOTRON®		2630 PROGRESS STREET VISTA, CALIFORNIA 92081 <a href="http://www.flotron.com">http://www.flotron.com</a>	
FRACTION	DEC.	ANGLES	ADJUSTABLE HEIGHT		
±.03	±.010	±5°	CANTILEVERED ROTATION FIXTURE		
XX	XXX	XXX	30-60 IN HEIGHT		
APPROVALS	DATE	DRAWING NO.			
DRAWN	AJZ	11/2/2017	8025-500PROP		
CHECKED		SCALE	1 : 8	SIZE	D
MFG		STATUS		WT: 4765.3 lbmass	Cad software: Inventor
Released		SHEET		1 OF 3	

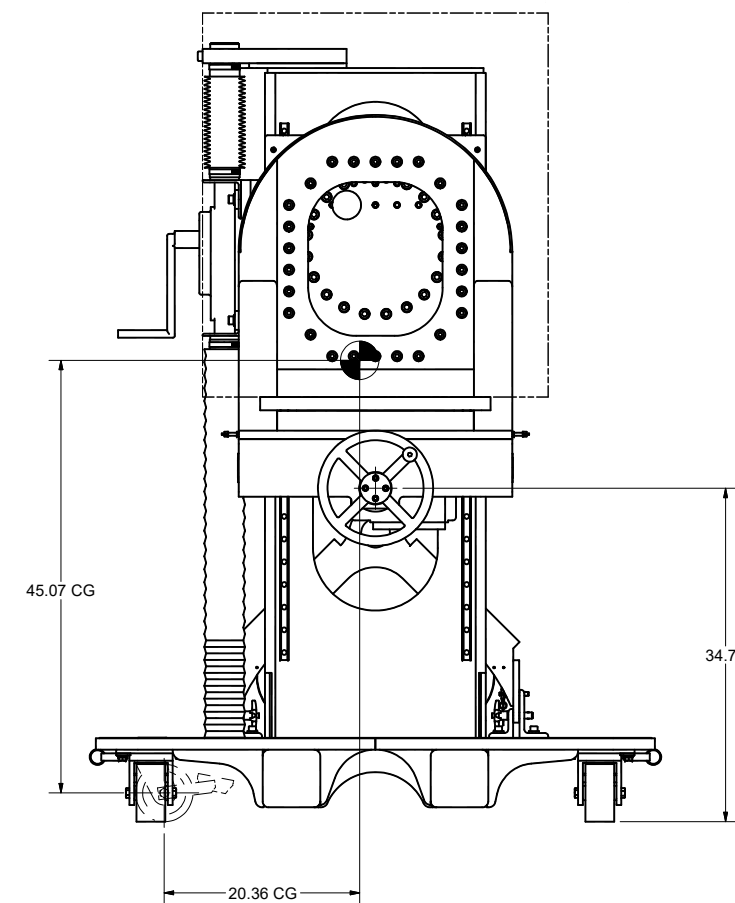


**SECONDARY AXIS ADAPTER PLATE**

SECONDARY AXIS ASSEMBLY SHOWN ON THIS SHEET IS MOUNTED TO PATTERN 1



LONGITUDINAL TIPOVER:  $23.99 / 47.95 = .50G$

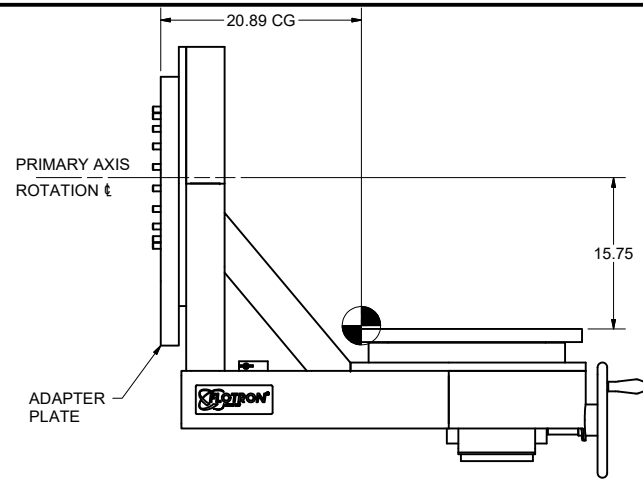


LATERAL TIPOVER:  $20.12 / 47.95 = .42G$

- NOTES:
1. SHEET 2 CONFIGURATION HAS A UNIT WEIGHT OF 4,617 LBS WHICH INCLUDES BASE, 916 LB SECOND AXIS FRAME, AND 2,000 LB PAYLOAD.
  2. LOAD RATING WHEN USING SECONDARY AXIS OF ROTATION: 2,000 LBS WITH A 3.0" MAX ECCENTRICITY FROM PRIMARY AND SECONDARY AXIS CONSIDERING A SIMULTANEOUS 1/2G SIDE LOAD (WORST CASE DIRECTION) AND A 1G VERTICAL LOAD.  $SF_y=3$  &  $SF_{full}=5$ . MAX TORQUE ON PRIMARY AND SECONDARY AXIS GEARBOX 8,000 IN-LBS (7,000 IN-LBS MAX TO MAINTAIN EASY CRANK).
  3. SEE SHEET 3 FOR SETTING ADAPTER PLATE POSITION BASED ON PAYLOAD WEIGHT AND CG LOCATION.
  4. CONFIGURATION SHOWN ON SHEET 2: CTL-AH-IND30-P24-C6-T1-BX-SA
  5. WHEN SECONDARY AXIS OF ROTATION FRAME IS EMPTY, FRAME MUST BE IN PAYLOAD VERTICAL ORIENTATION.

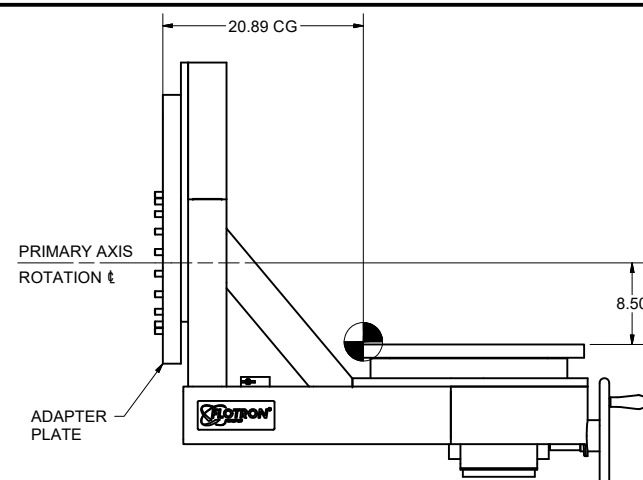
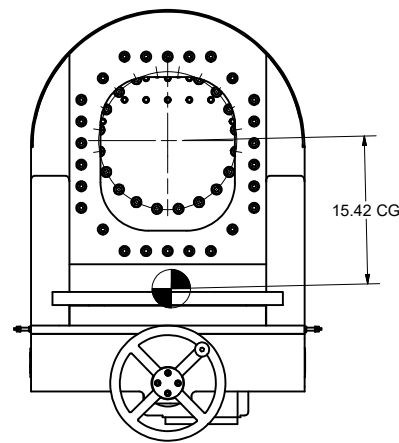
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<b>FLOTRON</b>		2630 PROGRESS STREET VISTA, CALIFORNIA 92081 <a href="http://www.flotron.com">http://www.flotron.com</a>	
SCALE	SIZE	DRAWING NO.	REV
1 : 8	D	8025-500PROP	-
SHEET			2 OF 3



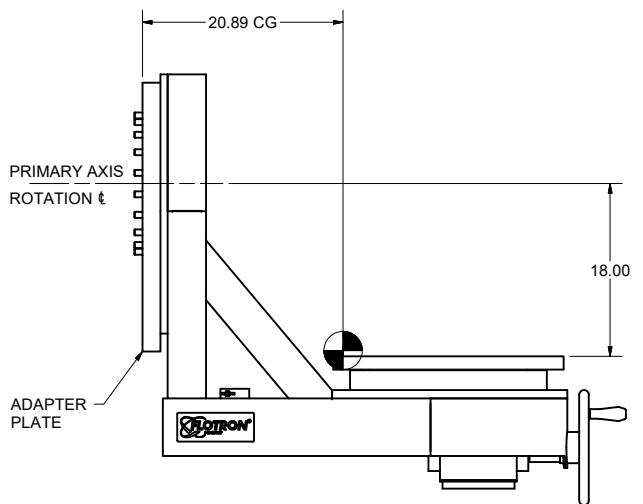
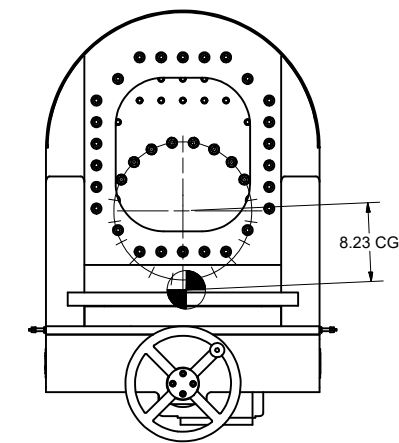
**ADAPTER PLATE (BOLT POSITION 1)**

SECONDARY AXIS FRAME AND P24 INTERFACE WEIGHT (NO PAYLOAD): 916 LBS  
 TORQUE ON PRIMARY AXIS GEARBOX = 916 LBS X 15.42" = 14,124 IN-LBS



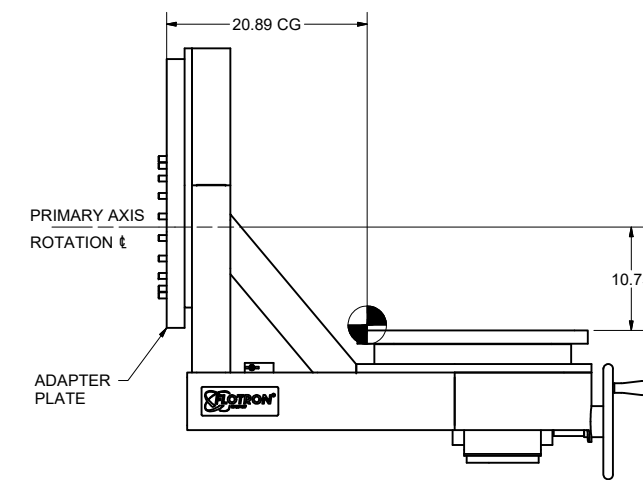
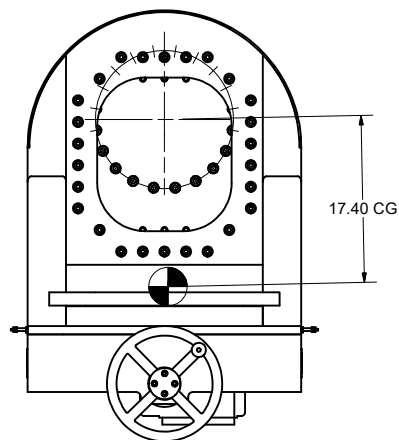
**INVERTED ADAPTER PLATE (BOLT POSITION 4)**

SECONDARY AXIS FRAME AND P24 INTERFACE WEIGHT (NO PAYLOAD): 916 LBS  
 TORQUE ON PRIMARY AXIS GEARBOX = 916 LBS X 8.23" = 7,539 IN-LBS



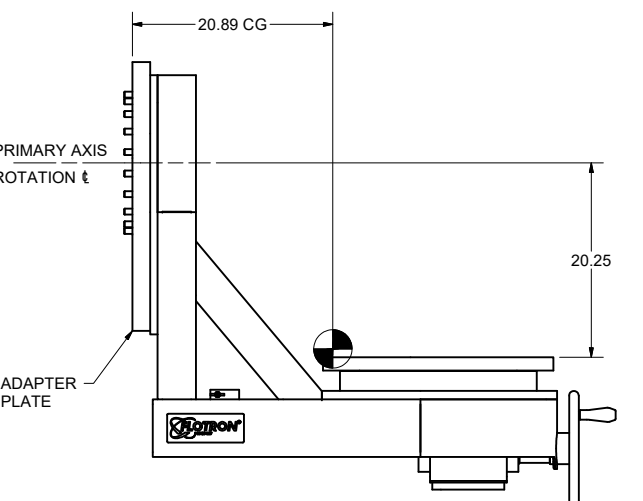
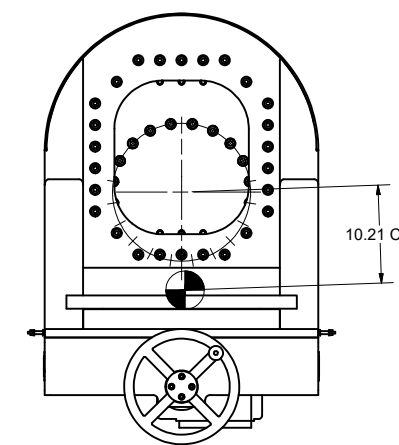
**ADAPTER PLATE (BOLT POSITION 2)**

SECONDARY AXIS FRAME AND P24 INTERFACE WEIGHT (NO PAYLOAD): 916 LBS  
 TORQUE ON PRIMARY AXIS GEARBOX = 916 LBS X 17.40" = 15,938 IN-LBS



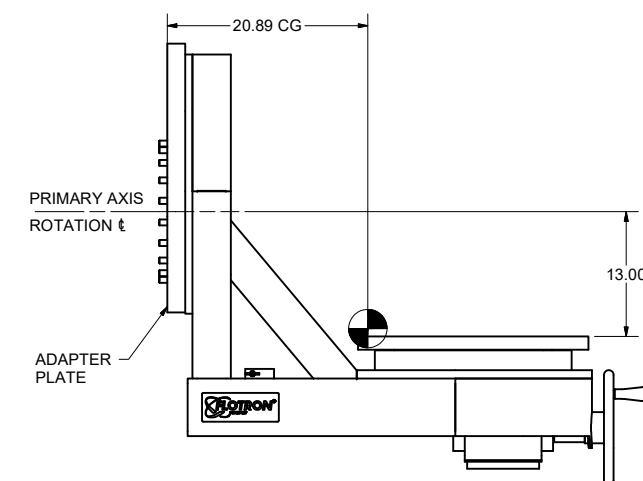
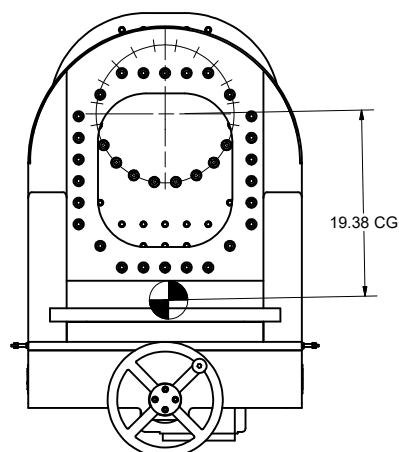
**INVERTED ADAPTER PLATE (BOLT POSITION 5)**

SECONDARY AXIS FRAME AND P24 INTERFACE WEIGHT (NO PAYLOAD): 916 LBS  
 TORQUE ON PRIMARY AXIS GEARBOX = 916 LBS X 10.21" = 9,352 IN-LBS



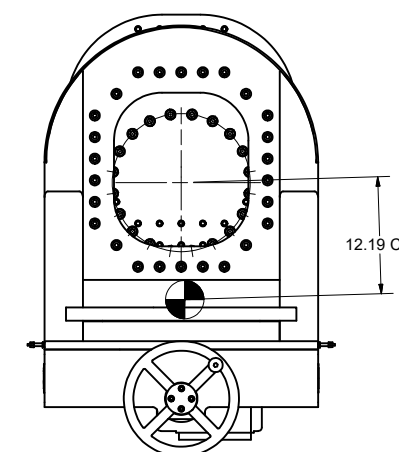
**ADAPTER PLATE (BOLT POSITION 3)**

SECONDARY AXIS FRAME AND P24 INTERFACE WEIGHT (NO PAYLOAD): 916 LBS  
 TORQUE ON PRIMARY AXIS GEARBOX = 916 LBS X 19.38" = 17,752 IN-LBS



**ADAPTER PLATE (BOLT POSITION 6)**

SECONDARY AXIS FRAME AND P24 INTERFACE WEIGHT (NO PAYLOAD): 916 LBS  
 TORQUE ON PRIMARY AXIS GEARBOX = 916 LBS X 12.19" = 11,166 IN-LBS



TO DETERMINE CORRECT ADAPTER PLATE POSITION, MULTIPLY PAYLOAD WEIGHT BY DISTANCE FROM PAYLOAD CG TO PRIMARY AXIS ROTATION CENTERLINE. SUBTRACT THAT TORQUE FROM TORQUE OF FLOTRON L FRAME STRUCTURE LISTED FOR APPLICABLE ADAPTER PLATE BOLT POSITION. WHATEVER COMBINED NET TORQUE ON PRIMARY AXIS CLOSEST TO ZERO IS CORRECT ADAPTER PLATE BOLT POSITION. NOTE, PAYLOAD CG MUST BE ABOVE PRIMARY AXIS ROTATION CENTERLINE FOR THIS FORMULA TO WORK.

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