

SURE-SCALD OPERATING INSTRUCTION

INSTALLATION

Remove scalding machine from shipping crate and inspect machine for shipping damage. If damage is detected, notify the delivering freight carrier immediately. Shipping damage is the responsibility of the carrier to the purchaser. Place scalding machine on flat surface, at least 12 inches from any surrounding wall surfaces. Scalding machine should be placed as close as possible to floor drain, to insure easier draining and cleaning. *** **Do not use or store any flammable vapors or liquids in the vicinity of this scalding machine or any other gas fired equipment.**

Connect the ½" cold water supply to the scalding machine float tank. The float tank on the water valve should be set so the level of the water is 1 inch below the platform shaft. Connect ½" LP (bottle) gas supply at a pressure of 10 inches to 11 inches water column, or ½" Natural gas supply at a pressure of 4 inches water column. In the case of a steam heated scalding machine, provide 1 inch steam supply to steam solenoid valve. Pressure is not to exceed 3 P.S.I.

METHOD OF OPERATION:

1. Set the thermostat at the desired temperature 140-142 degrees Fahrenheit.
2. Fill the tank with water.
3. Light the burners. Instructions for operating the gas controls are attached. Rotate the platform a few times to insure an accurate reading on thermometer.
4. Set the dial on the timer for desired scalding time.
5. When the water has reached the desired temperature, place the birds on the platform.
6. Press the start button. Platform will revolve for the length of time set on the time dial. When the cycle is completed, platform will stop with the birds on top and out of the water. If platform does not stop level, check section below pertaining to troubles and their probable causes.
7. The red button is an emergency stop button. The platform can be stopped immediately in any position by pushing

TROUBLES AND THEIR PROBABLE CAUSES:

In case the platform does not stop level, yet stops in approximately the same position each time, the trouble may be caused by the limit switch. The cam, located on the output shaft of the gear box which operates the arm on the limit switch, can be loosened and moved either clockwise or counterclockwise on the shaft. By doing this, the error can be corrected. Be certain the set screw in the cam is seated securely before resuming operation.

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In case the platform does not stop level, the position being different each time, the error is probably caused by a defective relay or the brake shoe at the end of the motor. In case the platform fails to stop, the cause may be a failure of the timer. Also the cause may be that the limit switch fails to open. If the limit switch fails to open, it may be caused by a loose cam on the shaft: or the limit switch may have come loose from the mounting: or a defective limit switch: or the start button may be stuck.

ELECTRICAL CONTROL:

The electrical control is designed to control the time that the platform revolves. The desired time is set by the digital timer inside the panel. The start button on the scalders starts the clock and closes a relay which starts the motor and interlocks the start button in circuit. When the motor has run the length of time indicated by the digital timer, the clock opens a micro switch in the clock assembly. This micro switch is paralleled by a limit switch. The limit switch is opened by a cam on the out-put shaft of the gear box. The cam is located so as to stop the platform in a level position. To prevent the platform from coasting, a brake unit stops the motor upon opening of the limit switch.

OPERATION OF GAS CONTROLS:

1. Open the gas line to the pilot and main burner.
2. Depress the reset button on the Pilostat as far as it will go. This will permit the flow of gas to the pilot burner, but not to the main burner.
3. While holding the button in, light the pilot burner.
4. Continue to hold the reset button for a few seconds to allow the thermocouple tip to heat up to its operating temperature.
5. After approximately 30 seconds have elapsed, release the reset button. The pilot light should stay lit. If not, it will be necessary to light it again and hold the reset button for a longer time.
6. Next, plug in the electric current which operates the solenoid valve, which, in turn controls the supply of gas to the main burner. NEVER PLUG IN ELECTRIC CURRENT BEFORE LIGHTING BURNER.
7. *****WARNING*****Power cord should not be routed under the scalders. (Heat from burners will melt insulation and cause electrical short) It is recommended to use Ground Fault Circuit electrical connection.
8. Set the thermostat to desired temperature: 140-142 degrees Fahrenheit or 60 degrees Celsius.

NOTES:

In case of new installation, it is possible that an air pocket may be in the gas line. This would cause the pilot to go out.

After using the scalders for some length of time and you have trouble keeping the pilot light burning, it is possible that the thermocouple is defective or there may be dust in the air vent to the burner.

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A white blaze on the pilot indicates that the pilot is dirty and needs cleaning. When first lighting the burners, you may have to adjust the air to get the maximum BTU from the gas. The flame should be blue with a white tip. If the burners produce a yellow flame, eventually a great amount of soot will form on the bottom sides of the tank. This yellow flame indicates that the air shutters should be opened. If the burners get too much air, the flames will blow off the burners. Your gas man can be of assistance to you in adjusting the air to the burners.

If the slots in the burners get stopped up, use a **worn out** hack saw blade to clean.

The gas controls are: Solenoid valve, safety pilot valve, thermocouple, pilot burner and thermostat.

The pilotstat and the pilot burner form an automatic pilot to provide for igniting the main burner, to shut off the supply to the main burner and to the pilot burner in case the pilot flame is out.

MOTORS:

The motor is guaranteed against defects in material and workmanship by the motor manufacturer. The motor manufacturer accepts no responsibility for he repairs made outside its factory or authorized service stations.

Single Phase:	SS-30, SS-36	½ HP- 120V- 60HZ- 7.4 amps	BL3518
	SS-48	1HP- 120V- 60H- 9.0 Amps	BL3510

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