

**OPERATOR'S  
SPARE PARTS &  
SERVICE MANUAL**



®

# Double Beam Super Screeder

# **FAIRPORT**

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## 1. DESCRIPTION

Fairport Double Beam Super Screeders consist of two basic parts – the vibrator unit and the beam unit, which is available in a range of lengths.

The vibrator unit, which is driven by a lightweight petrol engine, is mounted on a support frame that straddles the beam and is fitted to it by a clamping arrangement. This permits the vibrator unit to be easily transferred to beams of other lengths.

The vibrating pack of the vibrator unit consists of a rotating eccentric weight driven by a V-belt through a centrifugal clutch mounted on the output shaft of the engine.

The beam units are made of special section high quality hard wearing extruded aluminium alloy. The two beam sections are braced together with spacers, tie rods, and end plates to provide an assembly of good rigidity. Stressing bars are inserted along the top hollow section of both beams to eliminate sag.

Fairport Screeders can also be supplied with either one or two outriggers for use on elevated rails (detailed elsewhere in this manual). Jacks are also available to support a rail system (detailed elsewhere in this manual).

## 2. TECHNICAL DATA

Engine	Honda GX160					
Net bhp:	4.3					
@ operating speed of, rpm:	3000					
Vibrator pack weight, kg:	65.0					
Length, mm:	640					
Width, mm:	470					
Height, mm:	530					

Weight of beams only:

Length, metres	3.2	4.2	4.7	5.2	6.2	7.2
Weight, kg	52.0	62.0	67.0	72.0	82.0	92.0

Noise and vibration data:

At workstation, 99.0 dB (A) based on a 5.2m beam

Sound power, 118.7 dB (A)

Hand/arm vibration: less than 2.5 metres/sec/sec.

## 3. SAFETY

Do not operate this machine unless all guards are in position and secure.

Do not smoke when refuelling.

Do not refuel with engine running. Wipe up spilled fuel. Do not overfill.

Dispose of fuel contaminated wipes safely.

Do not run engine in enclosed areas without adequate ventilation.

Do not run engine in an area that has a hazardous or explosive atmosphere.

Disconnect H.T. lead from spark plug on petrol engines before carrying out any maintenance.

Turn off fuel when not using machine.

Wear protective footwear, ear defenders and gloves.

Comply with site safety regulations.

### SAFETY PICTOGRAMS USED ON FAIRPORT EQUIPMENT



**Wear ear protectors**



**Wear eye protection**



**Wear gloves**



**Wear protective footwear**



**Wear a mask**



**Read the operators manual for this equipment**

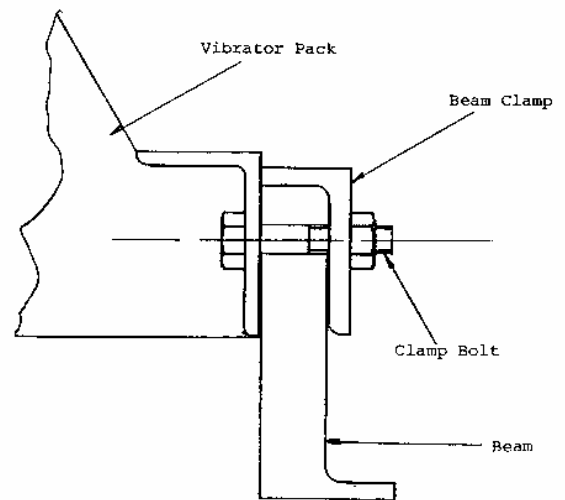


**This surface may be hot**

#### 4. FITTING VIBRATOR PACK TO BEAM ASSEMBLY

Use the correct length of beam to suit the slab width, i.e. a 5.2m beam for a 5m wide slab.

Slacken clamp bolts sufficiently to enable beam clamps to open up to allow the vibrator pack to rest with clamp bolts on top of beam (see diagram). Clean the clamping surfaces thoroughly. The vibrator pack must be centrally located. The plastic centre line indicators on the pack and the beam give the central position and these indicators must line up. Tighten the clamp bolts and check tightness after 30 minutes running. Note that the direction of travel is the direction the exhaust is facing.



#### 5. STARTING THE ENGINE

Place the beam across the concrete with the exhaust facing the direction of travel.

Check oil level.

Turn fuel tap on.

Put speed control lever to tick-over.

If engine is cold, close the choke (petrol engines only).

Turn engine switch to ON (1) position.

Pull the starter rope toggle lightly until resistance is felt, then pull briskly using quick short pull. Do not pull rope to its full extent or allow toggle to snap back against engine. Return it gently to avoid damage.

When engine is warm open choke.

Position engine speed control lever to give required engine speed (usually full speed).

Commence vibration - the Screeder is self-travelling.

To stop engine, position the engine speed control to slow and turn the engine switch to off (0).

Turn the fuel valve to off.

## **6. OPERATION**

Check the drag ropes are clipped into the end plates on the side facing the direction of travel.

Never walk along the beams.

On speeding up the engine it will be found that the Screeder is self travelling. Always ensure a roll of concrete, no larger than 2.5cm (1") is maintained along the full length of both the leading and the trailing beams. The drag ropes are for guiding the beam only, mainly to prevent it falling off the edge forms. If the drag rope has to be pulled it means that the roll of concrete in front of the beam is too large. If the rolls are allowed to become too large the concrete will be vibrated unevenly and the beam may have a tendency to climb onto the rolls resulting in a surface which would not be level. Also a roll that is too large would require a heavy pull on the drag ropes and this could cause the beam to distort.

If it is necessary to pull the beam (e.g. when using mesh placers) the beam should be pulled slowly, no faster than a 1/2m to 1m per minute, with the drag rope being used at full length to ensure a low angle of pull.

After the first pass check the level of concrete with a tight string. If it is high in the middle slightly slacken the stressing screws, if the level is low slightly tighten the stressing screws. Recheck and adjust as necessary.

When using mesh placers check the projection below the beam is as required for the mesh depth. One mesh placer is required for each metre length of beam to the nearest meter...

The rail support system is designed to take steel scaffold tubes. The supports should be placed approximately 1m apart and concrete levels checked to ensure accuracy is being maintained.

More detailed operating instructions are available from Fairport Construction Equipment Ltd.

## **7. MAINTENANCE**

### **CLEANING**

For increased life and efficient operation, cleanliness of equipment is of the utmost importance. To facilitate cleaning the Screeder should have a thin film of release fluid applied all over before the day's work commences. This will prevent concrete from adhering to it. At the end of the day's work the unit should be well hosed down. Hammers etc must not be used to clean the beams as the beams are hollow and would become dented and distorted. Methods of cleaning which cause damage will invalidate certain forms of warranty claim.

## DAILY

Clean as described above.

Check oil level before commencing work.

## WEEKLY

Check tightness of nuts and bolts

Check engine speed is set at 3000 rpm.

Check camber in the beams and adjust according to section entitled 'Stressing the Screeder'.

## LUBRICATION

The bearings within the clutch and vibrator housing are prepacked and require no routine attention. Lubrication is limited to checking the engine oil level as under 'Daily'.

## V-BELT TENSION ADJUSTMENT

Correct belt tension is achieved by adding or removing shims from underneath the engine (see items 55 and 56 in vibrator pack parts list). However it should not be necessary to adjust the belt tension unless a replacement belt is fitted of different manufacture to the one it replaces. It should be noted that V-belt tension is much less than is required for normal applications. All that is required is to just take the slack out of the belt. Due to the vibratory nature of this application anything higher than this is likely to cause damage to the engine and other components.

## CLUTCH – DISMANTLE AND REASSEMBLE

Numbers in brackets refer to item numbers on pack assembly parts list.

Remove the belt guard (19) and V-belt (31).

Remove the four bolts (37) that hold the clutch assembly together. Tap the back of the clutch pulley (7) to withdraw the pulley and end cover (3). The clutch shoes (5a), springs (5b) and inside face of the clutch pulley may now be inspected. If no further work is required, reassemble in reverse order.

To remove the clutch (5), withdraw the outer bearing (32) and spacer (1) if they were not withdrawn with the end cover. Release the locking tab from the taper-lock nut (35) and unscrew the nut about two turns. Place a short length of tube over the end of the shaft so that one end of the tube bears against the taper-lock nut. Give the other end of the tube a sharp tap with a hammer. This will cause the taper-lock to release and allow the clutch and taper-lock to be withdrawn from the engine shaft adaptor (4).

The distance ring (6), inner cover plate (2) and bearing may now be withdrawn and the adaptor unscrewed from the engine shaft (right hand thread).

Reassemble in reverse order. To assemble the clutch pulley and clutch correctly, fit the distance ring against the shoulder on the shaft adaptor with the recessed side facing outwards. The taper sleeve must butt up to the recessed side of the distance ring.

## **8. VIBRATOR – DISMANTLE AND REASSEMBLE**

Numbers in brackets refer to item numbers on pack assembly parts list.

Unclamp the pack from the beam.

Remove the belt guard (19) and V-belt (31). Slacken the lower V-belt pulley (10) taper-lock (36) as described under Clutch, above. Withdraw the pulley and taper-lock.

Undo the four M12 nuts and bolts (48 & 49) at each end that secure the vibrator to the frame.

Undo the bolts (12) at the end opposite the engine which secure the springs (14) to the top members of the frame (17) and remove the bracket (20).

The vibrator and casing may now be withdrawn from the other bracket for further dismantling.

Unscrew the hexagon bolts (47) securing the end cap (8) to the bearing housing (22) at each end and remove the end caps.

Remove and discard the face seal (30) at the drive end of the vibrator shaft.

Unscrew the countersunk screws (51) securing the bearing housings to the vibrator casing. Remove the bearing housings, bearings and vibrator shaft.

Check the bearings for wear, these are 'sealed-for-life', but if it is felt that they are not worn but need regreasing, lever off the outer seals and regrease with Castrol Spheerol AP2 or equivalent. Do not replace the seals.

Reassemble in reverse order. Ensure that a new face seal is fitted at the drive end of the vibrator shaft and that it is rotating against the end cap to prevent the ingress of dust and dirt.

## **9. REPLACING A STRESSING BAR**

Numbers in brackets refer to item numbers on beam assembly parts list.

It is unlikely that it will ever be necessary to replace a stressing as they will normally last at least the life of the Screeder, however should it be necessary, proceed as follows:

First unstress the beam (see next section) and then remove both end brackets (8) by removing the four M14 bolts (15) that fasten each end bracket to the beams. The stressing bars (5) can now be withdrawn.

It is possible that the rubber sleeve (10), the purpose of which is to reduce vibration noise and wear between stressing bar and beam) will remain in the beam. If this happens the old sleeve should be pulled out and discarded. Do not try to insert a new stressing bar into a beam if the old sleeve is still in position as the reason the stressing bar needs to be replaced has probably caused damage to the sleeve.

A new stressing bar is fitted into the beam after first sliding on the new sleeve. In order to ease the sliding on of the sleeve the end of the stressing bar should have its corners rounded with a file. Also it helps to apply some lubricant such as soft soap to the stressing bar. Leave about 75mm (3") of the sleeve protruding from the end of the beam and tie it off tightly with a strong piece of string, similar to the end of a sausage. This end is now inserted into the top box section of the beam and the stressing bar pushed in. As the stressing bar is pushed into the beam the sleeve may stretch, any excess should be cut off.

Before the stressing bar is pushed fully home, the end plug (6) should be hammered into the end of the stressing bar taking care that the flats on the end plug line up with the flats on the stressing bar. The end plug from the old stressing bar or a new one may be used.

Now push the stressing bar fully home so that the far end is flush with the end of the beam. The tied off end of the sleeve at the far end should be cut off flush to the end of the stressing bar.

The stressing screws (12) and bushes (7) that were removed with the end plates should now be unscrewed from each other. The bushes are then inserted into the top box section of each beam at the same ends as the end plugs in the stressing bars.

The end plates are now replaced and bolted into position. Next replace the stressing screws and half nuts (13).

## **10. STRESSING THE SUPER SCREEDER**

Numbers in brackets refer to item numbers on beam assembly parts list.

These instructions are valid for all beam lengths.

The Screeder should be support by placing a trestle under each end of the beam. The beam is correctly stressed when it is dead straight with the pack in position, i.e. no upward or downward deflection. This can either be checked by eye, by looking

along the bottom of each beam from one end, or by using a tight string as described below. Minor adjustments may be made with the pack in position.

If the beam is to be stressed after fitting new stressing bars or from a completely slack condition, proceed as follows.

Tie a length of string to the handle (9) at one end of the beam. Take it over the end so that it passes under the end bracket (8) and tight alongside the bottom edge of one of the beams (1). Take under the other end bracket and tie off at the handle.

The string must be tight so that upward and downward deflections at the mid point of the Screeder can be accurately measured.

With the pack in position measure the downward deflection at the mid point. Remove the pack and stress the beam by screwing in stressing screws 'A' (12) see parts diagram, to produce an upward deflection equivalent to the downward deflection previously measured with the pack in position.

Now replace the pack and check each side of the Screeder for straightness. Any final adjustments necessary to set the beam straight can be made with the pack in position by either screwing in or screwing out the stressing screws. Now tighten the half nuts (13) to lock the stressing screws.

If the slab level is critical and it is found that the beam when stressed as above produces a surface that is either too high or too low in the centre then further adjustments should be made and the slab checked again. Wet slabs may be checked with two people holding a tight string across it.

## **11. MESH PLACERS**

For use with steel mesh, one mesh placer assembly is required to approximately each metre of beam length. Clamp the mesh placer to the leading beam approximately 0.5metres apart...

## **12. OUTRIGGER**

Numbers in brackets refer to item numbers on outrigger parts list.

To fit the outrigger, remove the cross tube and stud nearest to the end the outrigger is being fitted. Discard the inner round washers (or inner round washer and lifting eye in the case of 3.2m and 4.2m beams). Remove the inner nuts and bolts securing the end plate to the beam. Offer the outrigger assembly to the beam so that the cranked stays (16) are clamped to the sides of the inner plates of the end brackets using the original nuts and bolts. The other stays (17) are clamped between the cross tube ends and the inside faces of the beam using the original tie rod.

### **13. WARRANTY CONDITIONS AND CLAIMS PROCEDURE**

All products supplied by Fairport Construction Equipment Ltd (hereafter referred to as FCE) are warranted to be free of defects due to faulty materials or workmanship for a period of 12 months from the date of original despatch from FCE or as specified below:

Hydraulic hoses and hydraulic couplings – 3 months.

Hydraulic accumulators – 6 months.

Flexible drives – 6 months.

All spare parts used in repairs carried out by FCE or an authorised dealer or repairer – 3 months.

If the goods have been purchased through a stockist the above warranty periods also apply from receipt of the goods by the user of the equipment up to a total of a further 6 months from date of despatch from FCE whichever is earlier.

Filter elements, gauges and oils are specifically excluded from this warranty.

FCE shall at their option repair or replace during normal working hour's goods accepted as faulty free of charge to the user.

For proprietary items such as engines, the original manufacturer's warranty and conditions shall apply.

#### **CONDITIONS**

The goods shall be returned at the purchaser's expense to FCE or to a destination FCE may reasonably direct. Carriage costs will be refunded if warranty is accepted.

Warranty claims will not be considered where there is evidence that failure has been caused by carelessness, improper use, negligence, inadequate servicing, incorrect engine speeds, fair wear and tear or non-compliance with instructions issued by the manufacturer.

To the extent permitted by law, the liability of FCE under this section is confined only to providing a remedy for defective goods and does not extend to any consequential loss, loss of profit, injury or damage suffered.

Warranty will not be accepted on dismantled goods unless dismantling was carried out with the written permission of FCE.

No claim shall be considered if other than genuine parts supplied by FCE have been used.

Products are only covered by this warranty in the country to where they were supplied by FCE.

Warranty on products applies only to the original user of the equipment.

This warranty shall not apply if the serial number or other identifying numbers or marks applied by FCE have been removed, defaced or are otherwise illegible.

## CLAIMS PROCEDURE

Check that the goods are still under warranty before returning them to FCE (see above for warranty periods).

Return the goods to FCE with an order number for the work to proceed. If warranty is accepted no charge will be made. If warranty is not accepted a quotation will be given for the repair and the conditions under the section headed REPAIRS AND ESTIMATES will apply.

In the customer's interest, goods must be accompanied by documentation detailing the nature of the fault or its symptoms. Phrases such as 'Faulty' are unacceptable and will result in delays and possible charges to defray costs incurred in identifying the fault.

In the case of hydraulic breakers and power packs, both the breaker and the pack should be returned

## 14. REPAIRS AND ESTIMATES

When returning a machine, or an assembly for repair, always include an Advice Note quoting model and serial number of the machine.

An official order must also be forwarded to FCE giving detailed instructions. No repair work can be carried out unless covered by an official order.

An estimate will be submitted before proceeding with any repair. To partly cover the cost in dismantling, cleaning and inspection, a small charge will be made; this however will be waived upon receipt of your official instructions to proceed with the repair.

In the event of the estimate not being accepted, a further charge will be made to defray the rebuilding of the machine.

Estimates must be treated as approximate only as it may be found necessary to use additional parts on further examination.

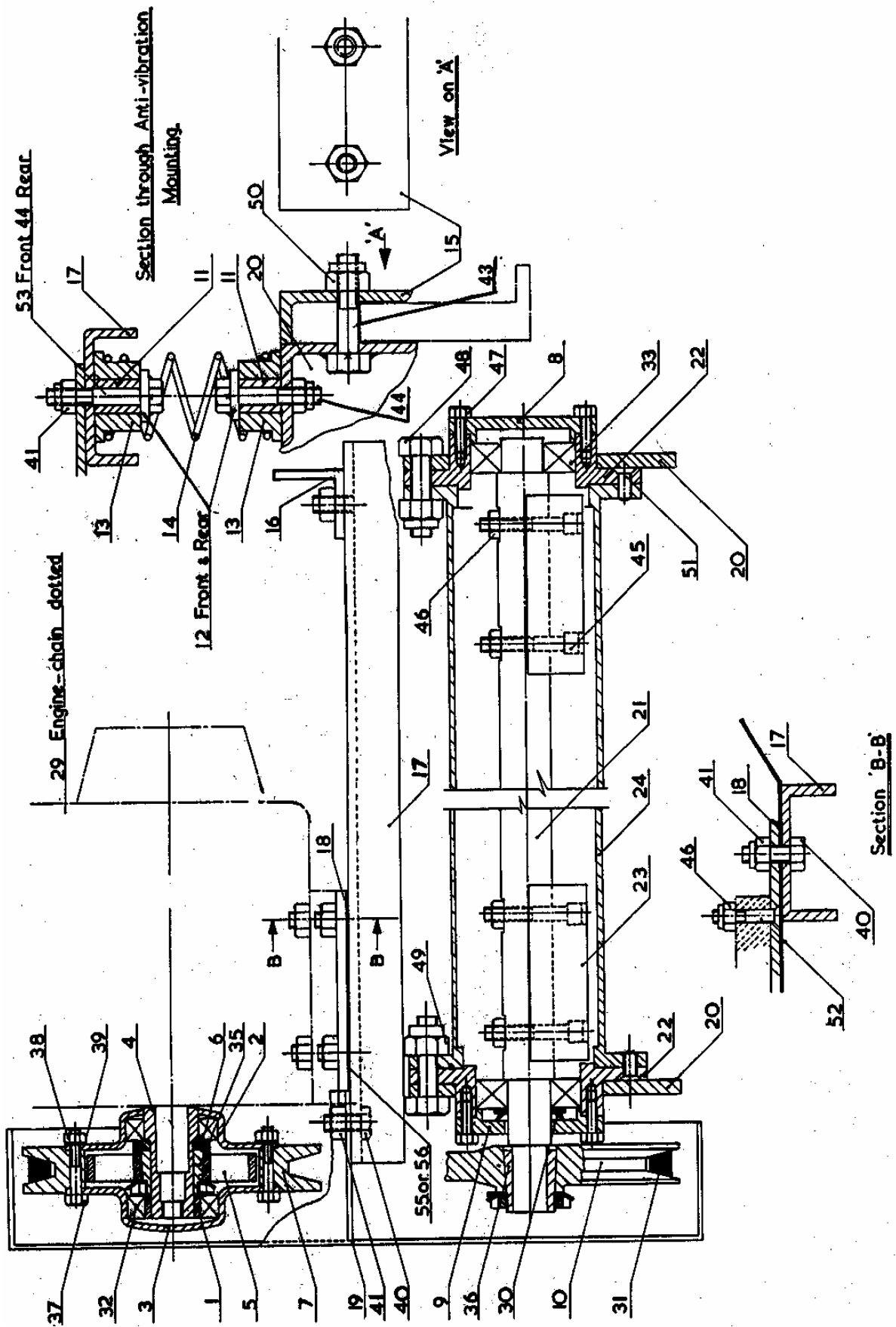


## 15. VIBRATOR PACK SPARE PARTS LIST

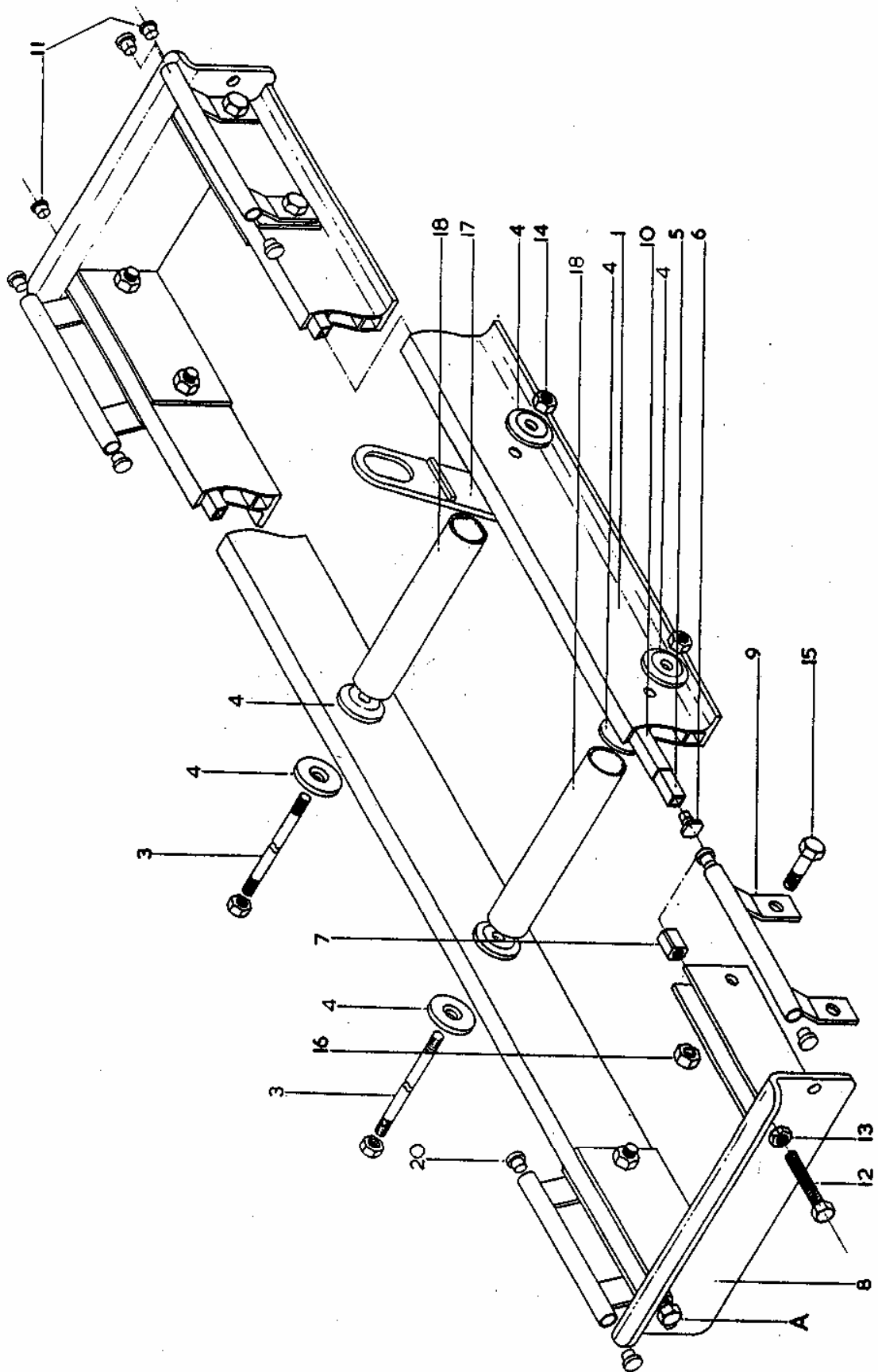
<u>Item</u>	<u>Part No</u>	<u>Description</u>	<u>Qty</u>
1	W50101	Bearing Ring	1
2	W50102	Rear Cover	1
3	W50103	Front Cover	1
4	W51160	Engine shaft adaptor – 5/8" UNF	1
4	W51719	Engine shaft adaptor – 3/4" keywayed	1
4a	417/8	M8 Csk star washer – 3/4" shaft engines	1
4b	466/5/16	5/16" unf csk skt screw – 3/4" shaft engines	1
5	92468	Clutch	1
5a	W81929	Clutch shoe	2
5b	W81933	Clutch spring	2
5c	W52341	Clutch hub	1
5d	W87401	Drive pin *	2
6	W50106	Distance ring	1
7	W50107	Outer pulley	1
8	W50120	Rear cover bearing housing	1
9	W50121	Front cover bearing housing	1
10	W50127	Lower pulley	1
11	W50179	Spacer bush	8
12	W50180	Washer	8
13	W50181	Rubber bush	8
14	W50183	Spring	4
15	W51150	Beam clamp	4
16	W51151	Strap	1
17	W51152	Mounting bracket	2
18	W51153	Engine plate	1
19	W51154	Belt guard	1
20	W51155	Main bracket	2
21	W51185	Vibrator spindle	1
22	W51186	Bearing housing	2
23	W51187	Weight	2
24	W51188	Vibrator casing	1
29	W81731	Honda engine – GX160	1
29a	W80505	Throttle lever grip – fit to engine	1
29b	WW51784	Throttle lever stop – fit to engine	1
29c	433/6	Star washer for throttle lever stop	1
29d	437/6/16	M6 screw for throttle lever stop	1
29e	418/6	M6 plain washer for throttle lever stop	1
29f	480/6	M6 Nyloc nut for throttle lever stop	1
30	W80033	Face seal	1
31	W80223	V-belt	1
32	W81007	Ball bearing – clutch pulley	2
33	W81008	Ball bearing – vibrator shaft	2
35	W80097	Taper sleeve complete – clutch	1
36	W80029	Taper sleeve complete – lower pulley	1

37	435/6/40	M6 x 40 hex. bolt	4
38	480/6	M6 Nyloc nut	4
39	420/6	M6 washer	4
40	435/10/30	M10 x 30 hex bolt	2
41	480/10	M10 Nyloc nut	10
43	435/12/65	M12 x 65 hex bolt	8
44	435/10/50	M10 x 50 hex bolt	6
45	455/8/50	M8 x 50 skt hd cap screw	4
46	480/8	M8 Nyloc nut	7
47	435/6/20	M6 x 20 hex bolt	8
48	435/12/40	M12 x 40 hex bolt	8
49	480/12	M12 Nyloc nut	8
50	480/12	M12 Nyloc nut	8
51	469/8/20	M8 x 20 skt hd csk screw	8
52	W50146	Splash guard	1
53	435/10/55	M10 x 55 hex bolt	6
54	W51189	Centre line indicator (not illustrated on diag)	1
55	W51170	Engine packing shim, 2mm	As req
56	W51171	Engine packing shim, 3mm	As req

Fit pins with split facing inwards to shaft. Grind end of pins flush to face of hub.



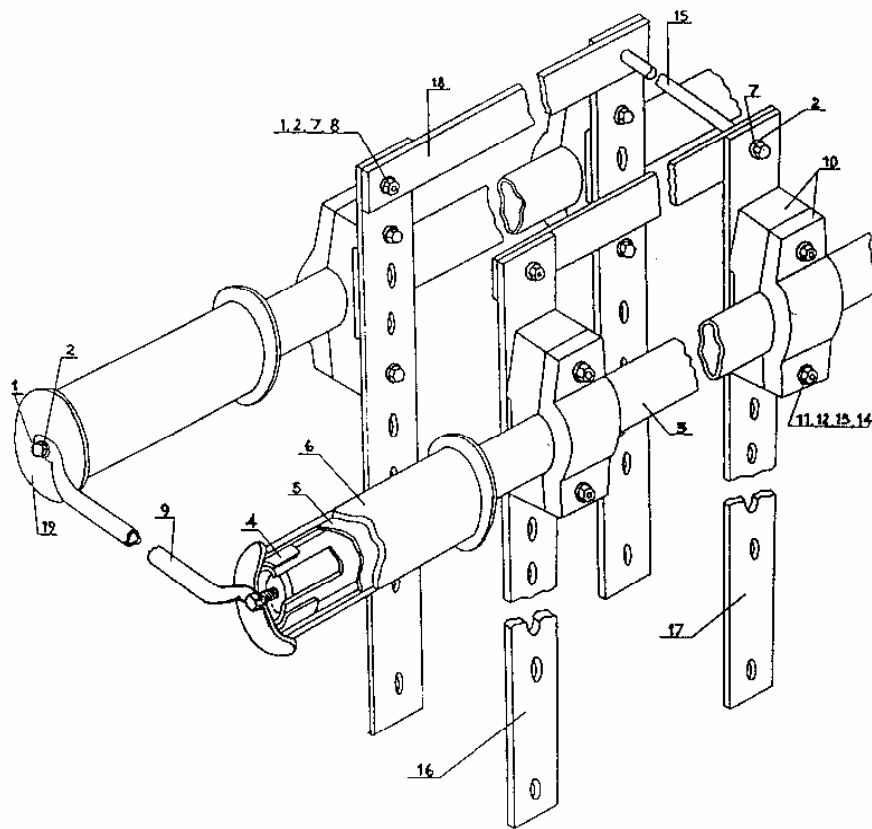
# DOUBLE BEAM SPARES PARTS DIAGRAM



## 16. DOUBLE BEAM ASSEMBLY SPARES

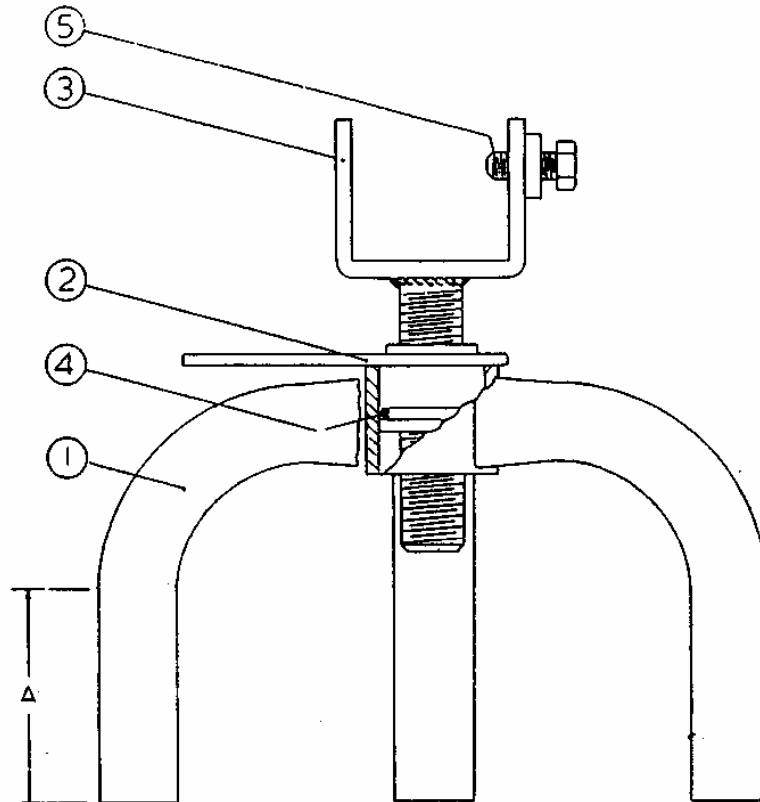
Item	Part No	Description	Quantity per beam size					
			3.2	4.2	4.7	5.2	6.2	7.2
1	W52305	Beam only, 3.2	2					
1	W52304	Beam only, 4.2		2				
1	W52303	Beam only, 4.7			2			
1	W52302	Beam only, 5.2				2		
1	W52301	Beam only, 6.2					2	
1	W52300	Beam only, 7.2						7.2
3	W50142	Stud	2	2	4	4	6	8
4	W50165	Round washer	6	6	14	14	22	30
5	W52331	Stressing bar, 3.2	2					
5	W52310	Stressing bar, 4.2		2				
5	W52309	Stressing bar, 4.7			2			
5	W5s308	Stressing bar, 5.2				2		
5	W52307	Stressing bar, 6.2					2	
5	W52306	Stressing bar, 7.2						2
6	W52314	End plug	2	2	2	2	2	2
7	W52313	Stressing bush	2	2	2	2	2	2
8	W52312	End bracket	2	2	2	2	2	2
9	W50143	Lifting handle	4	4	4	4	4	4
10	W80443	Sleeve	State beam length and no. required					
11	W80388	Plastics plug	2	2	2	2	2	2
12	437/12/80	M12 stressing screw	2	2	2	2	2	2
13	485/12	M12 half nut	2	2	2	2	2	2
14	480/12	M12 Nyloc nut	4	4	8	8	12	16
15	435/14/60	M14 hex bolt	4	4	4	4	4	4
16	480/14	M14 Nyloc nut	4	4	4	4	4	4
17	W52374	Lifting eye	2	2	2	2	2	2
18	W50141	Spacer tube	2	2	4	4	6	8
20	W80565	Round plug	8	8	8	8	8	8
21	92495	Drag rope (not illus)	2	2	2	2	2	2

## 17. OUTRIGGER SPARE PARTS LIST



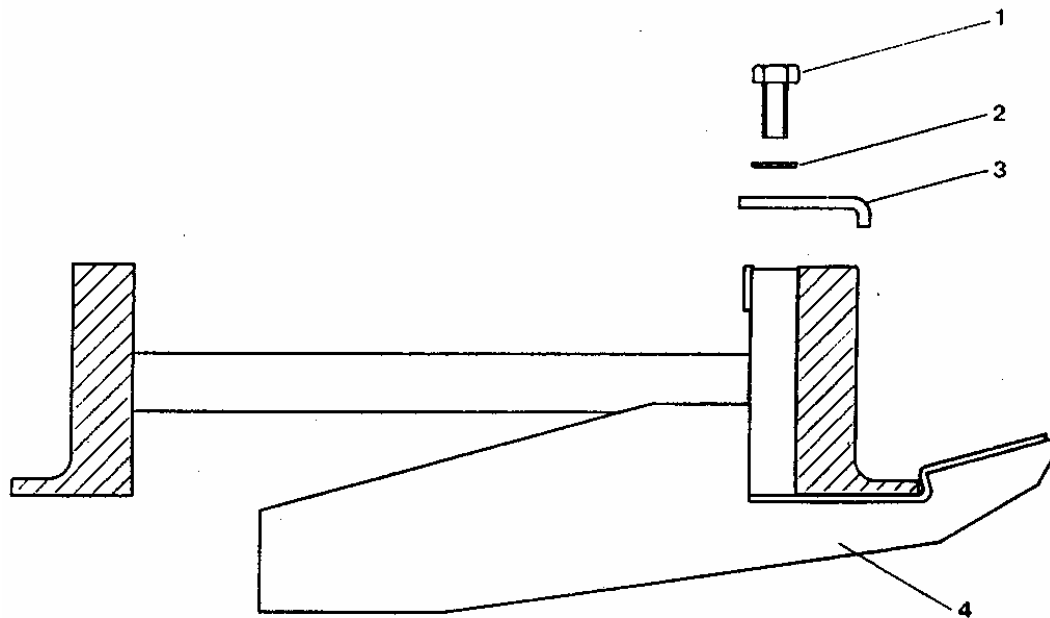
Item	Part No	Description	Qty
1	480/12	M12 Nyloc nut	6
2	432/12	M12 Shake proof washer	8
3	W51413	Tube	2
4	W51410	Nylon bush	4
5	W51417	Hub	2
6	W51405	Roller cover	2
7	437/12/30	M12 x 30 hex screw	6
8	420/12	M12 washer	2
9	W51411	Handle	1
10	W51415	Clamp	4
11	435/10/80	M10 x 80 hex bolt	8
12	480/10	M10 Nyloc nut	8
13	420/10	M10 washer	8
14	432/10	M10 Shake proof washer	8
15	W51408	Stay	1
16	W51402	Stay	2
17	W51409	Stay	2
18	W51401	Stay	2
19	W51404	Front washer	2
	91095	Complete assy of above parts	

## 18. RAIL SUPPORT PARTS LIST – TJ SERIES



Item	Part No	Description	Qty
1	W51451	TJ125 foot (A = 125mm)	1
1	W51450	TJ225 foot (A = 225mm)	1
2	W50151	Adjusting nut	1
3	W51452	Standard rail holder	1
3	W51453	Rail joint holder	1
4	W81102	O-ring	1
5	437/8/20	Locking screw for W51452	1
5	437/8/20	Locking screw for W51453	2
	92136	TJ125 assy with standard rail holder	
	92137	TJ225 assy with standard rail holder	
	92138	TJ125 assy with rail joint holder	
	92139	TJ225 assy with rail joint holder	

## 19. MESH PLACER SPARE PARTS LIST



Item	Part No	Description	Qty
1	437/10/25	M10 X 25 hex screw	2
2	433/10	M10 Shake proof washer	2
3	W52316	Clip	2
4	W52315	Mesh placer frame for 50mm depth*	1
	92327	Assembly of above items	

\*Other depths available upon request.

## **EC Declaration of Conformity**

### **We Fairport Construction Equipment Limited**

**Blagden Street**

**Sheffield**

**S2 5QS**

### **Declare that the product**

**Double Beam Pack Fitted with Honda GX160 engine**

**Manufactured from 1 Sept 2004**

### **conforms to the following Directives:**

**89/336/EEC, 89/392/EEC, 91/368/EEC, 2000/14/EC**

### **uses the following standards:**

**BS EN 292-1, BS EN 292-2, BS EN 294**

### **conforms to the following Statutory Instruments**

**The Supply of Machinery (Safety) Regulations 1992 & amendments**

### **Complies with the relevant essential health and safety requirements of the Machinery Directive**

Technical Construction File no.**92240**



Technical Manager

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Signature	Position
R.J.Castle I.Eng M.I.Mech.E. Signed by	12/12/2005 Date