

XI. PERCHLORIC AND DIESEL GENERATOR EXHAUST

SECTION XI-A: PERCHLORIC FUME HOOD EXHAUST SYSTEM

STROBIC AIR®'S TRI-STACK™ PERCHLORIC ACID EXHAUST TECHNOLOGY

- *2- Stage, 5 to 1 dilution within fan*
- *Greater plume height*
- *Easy low cost installation*
- *Almost no maintenance requirements*
- *Outside air bypass without dampers*
- *No unsightly stacks with guy wires and pitch pockets*
- *Strobic concept – dilution occurs within the fan unit thereby eliminating the risk of perchloric crystal build-up in the roof base structure.*

All Strobic perchloric acid exhaust fans are coated with materials that are acid resistant, non reactive, and impervious to perchloric acid. These exhaust fans are spark resistant, AMCA “C” construction. The exhaust fan motors are direct drive with sealed bearings and completely out of the air stream.

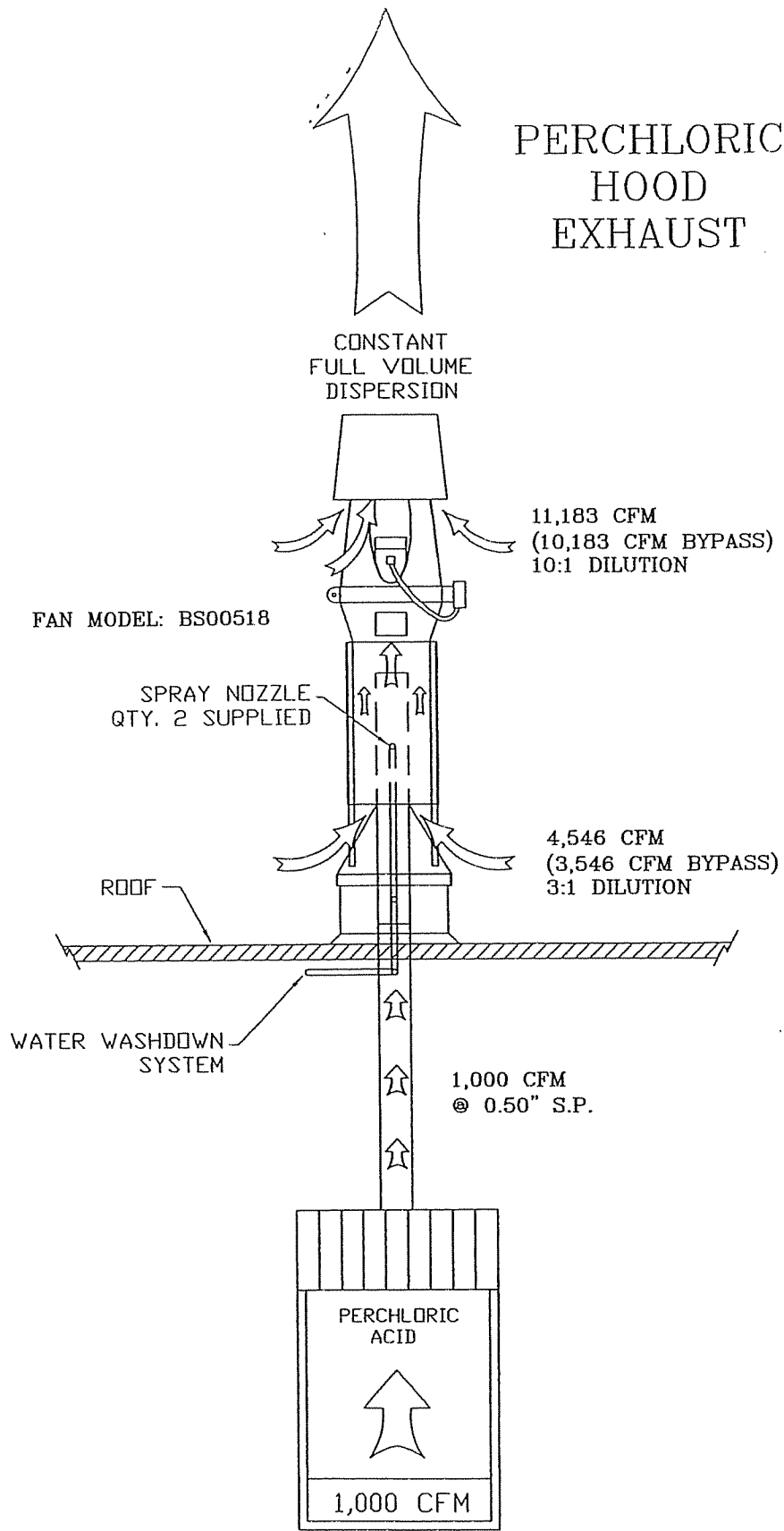
Ductwork for perchloric acid hoods and exhaust systems should take the shortest and straightest path to outside of the building and should not be manifolded with other exhaust systems. Horizontal runs should be as short as possible, with no sharp turns or bends. The ductwork should provide a positive drainage slope back into the hood.

A water spray system should be provided for washing down the fan, ductwork, and the hood interior. An integral trough should be provided at the rear of the hood to collect wash-down water.

The hood baffle should be removable for inspection and cleaning.

Most systems will utilize a 10-15 minute wash down cycle. The fan should be turned off during the start of the wash down cycle and energized during the last 3-5 minutes of the cycle.

PERCHLORIC HOOD EXHAUST

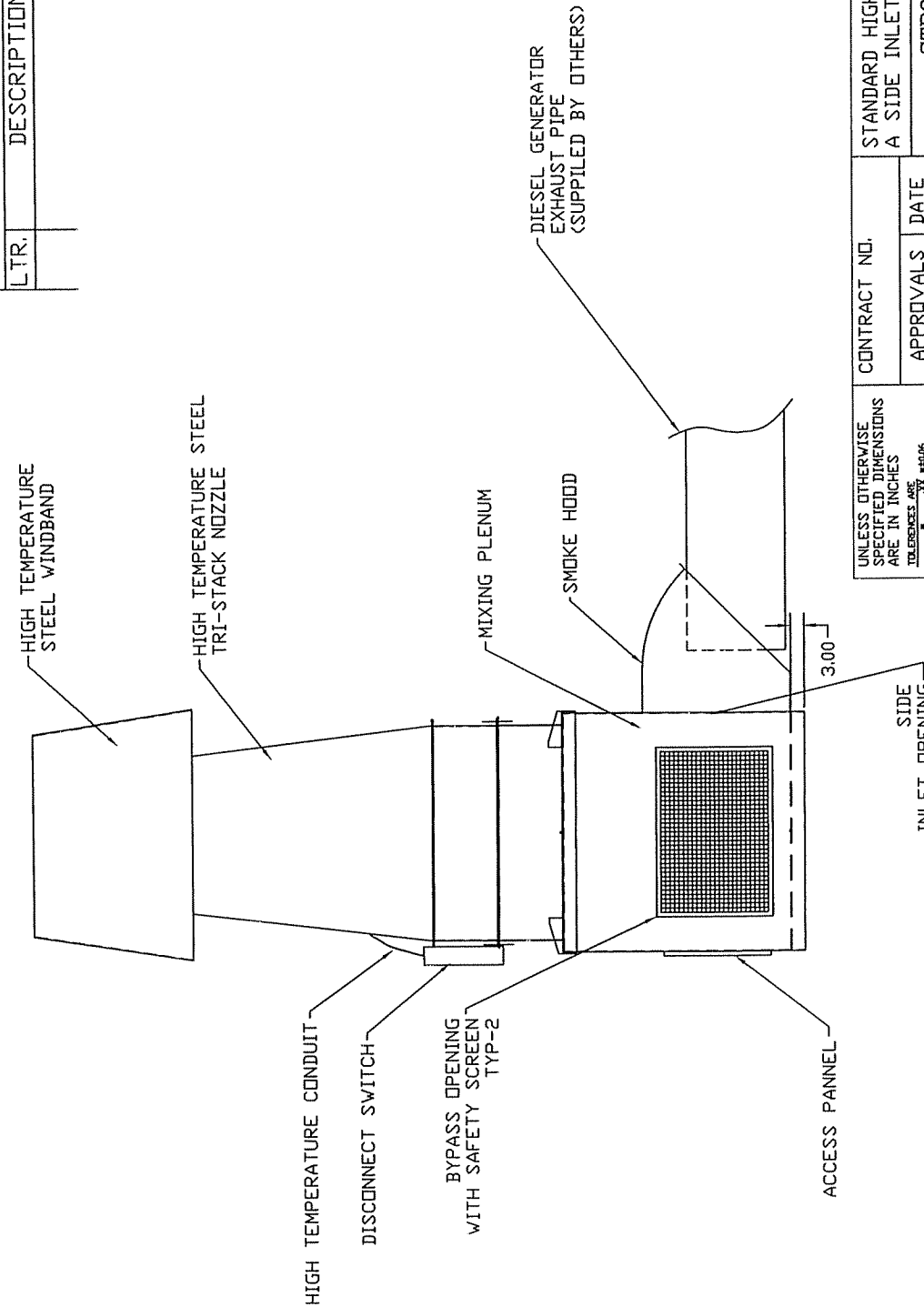


SECTION XI-B: DIESEL GENERATOR EXHAUST SYSTEM

Tri-Stack™ Diesel Generator Exhaust:

- **Designed for high dilution inside the mixing box, before the diesel fumes enter the fan.**
- **Designed to be a low profile physical stack, but gives a high effective stack height and eliminates the need for any unsightly tall stacks with guy wires.**
- **UL 705 tested and approved for Fire/Smoke Exhaust at 750°F inlet air temperature, with zero bypass air, for 2 hours.**
- **High-dilution plume significantly reduces chances of re-entrainment of diesel generator particles.**
- **Please contact the factory for a full, detailed specification of the Tri-Stack™ Diesel Exhaust.**

REVISION		
LTR.	DESCRIPTION	DRAWN



© THIS DRAWING AND DESIGN IS THE EXCLUSIVE PROPERTY OF STROBIC AIR CORP. AND IS COPYRIGHT, IT MUST NOT BE COPIED, OR USED, FOR PRODUCTION, OR COMMUNICATED TO A THIRD PARTY, WITHOUT THE EXPRESSED WRITTEN PERMISSION OF THIS COMPANY.

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES		CONTRACT NO.	STANDARD HIGH TEMP DIESEL TRI-STACK FAN ON A SIDE INLET PLENUM
TOLERANCES ARE: FRACTIONS ±0.006 DECIMALS ±0.005 ANGLES ±0.006		APPROVALS	STROBIC AIR CORPORATION
MATERIAL		DRAWN	A SUBSIDIARY OF MET-PRO CORP
SEE PARTS LIST		A.B.B.	HARLEYSVILLE, PA 19438
FINISH		CHECKED	SIZE
NONE		APPR'VD	CODE IDENT. NO. DRAWING NO.
		U.S. PATENT NO. 6,112,850	B TS3DSI 051302A-1
		U.S. PATENT NO. 4,806,706	
		CANADIAN PATENT NO. 1,277,171	SCALE: N.T.S.
			SHEET 1 OF 1