optimum CRUSH®

CUSTOMENGINEERING

Main Frame

- Repeated failures of OEM mainframes and failed crack repairs lead us to evaluate and redesign the failed areas in the OEM design.
- FEA testing of the old and new designs. confirmed the changes were warranted and positive.

Clamping Cylinder Redesign

- OEM design resulted in costly downtime.
- OEM design is limited on travel height.
- OC designed improvements provide a stronger cylinder with greater travel.
- Increased component life, more positive clamping, less vibration, less downtime.

Tramp Cylinder

- Eliminated internal bypass and internal component failure
- Redesigned cylinder fits and plumbs the same as the OEM

Counterweight Guard

- OEM design resulted in field failure and leading-edge wear through.
- Wear through exposed and wore into the lead material used for balance.
- Safety and environmental concerns with the lead issues.

Head Stub Ball Redesign

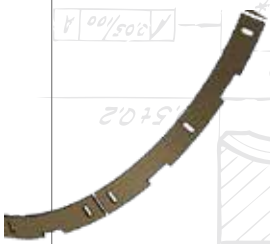
- OEM has bolt-on cover and is prone to leaking
- OEM design limits the ways to pick up the head. Requires use of head nut and lifting plate
- OC design eliminates oil loss, allows lifting eye to be used for lifting

Lower Thrust Bearing

- Design change to facilitate RTD installation.
- OC design eliminates the pinching of RTD electrical wires.
- OC design is esaier and faster to replace RTD's.

Hopper Wear Ring

- Eliminates wear through of the mild steel hopper bottom
- Two sided / reversible wear ring
- Rock shelf design
- Easily installed and removed



Seat Liners

- OEM design often came loose and are harder to install.
- OC design is easier to position for welding, more secure when installed.

Crusher Wear Liners

- Layered liners for maximum protection
- CCO liners last up to 400 times longer
- Extra protection to the main frame in the crushing area discharge

Clearing Cylinder

- Repeated OEM failed clearing cylinders. led to Optimum Crush Patented design US 10,940,482.
- Now easier to install, repair, and maintain.
- Increased the life of the component.

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