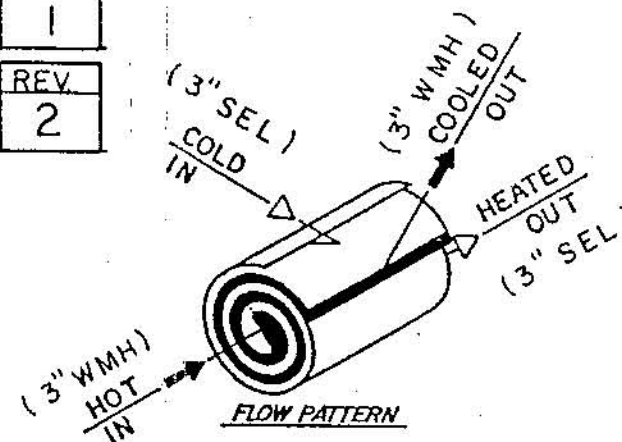
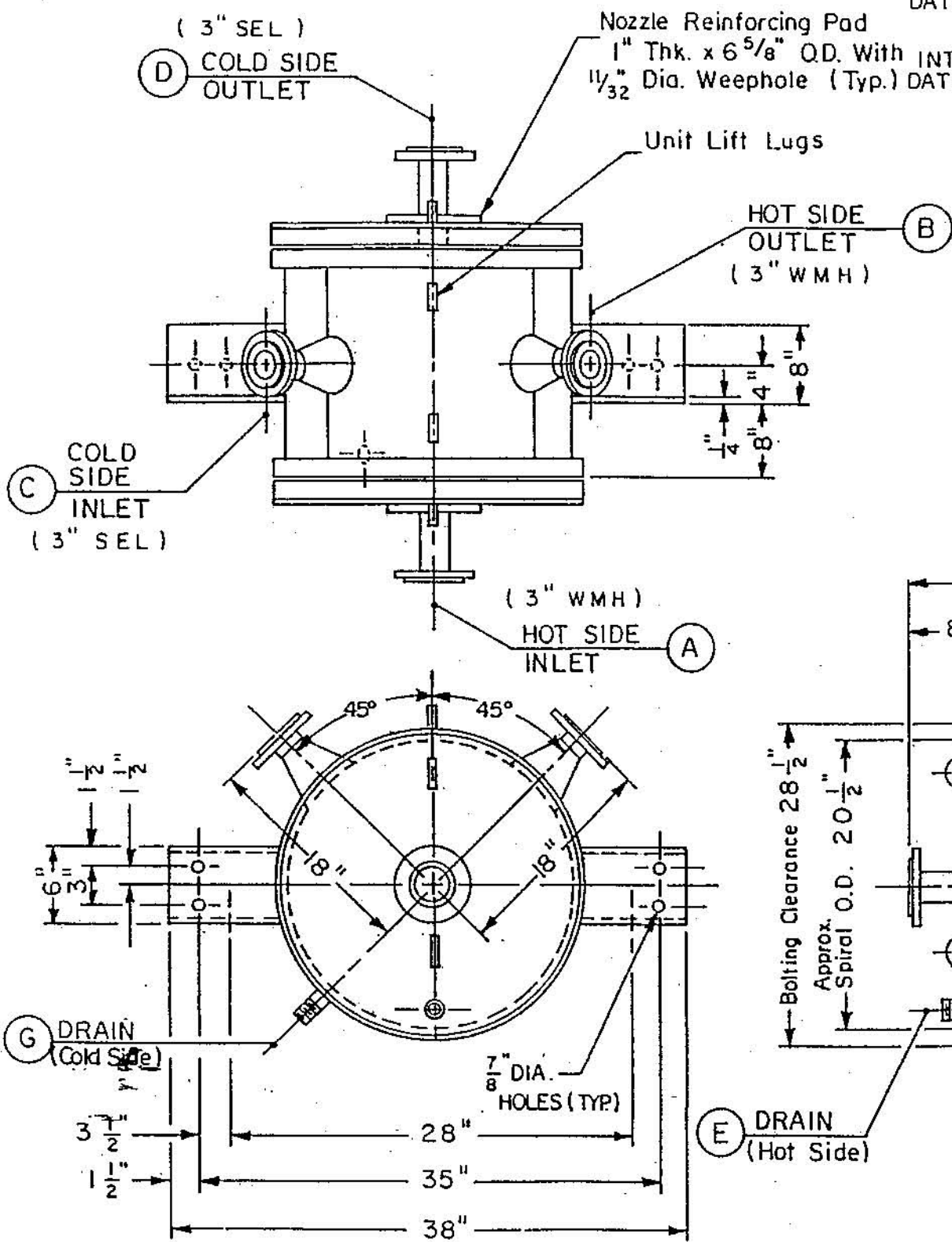
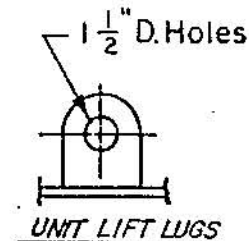


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CHK'D	APP'D	REV.
8-8-95	1	
CHK'D	APP'D	REV.
7-17-95	2	



TAG UNIT
SEL HEAT EXCHANGER No. 3
M-938



Weight, Flooded - Approx.	1215 #
Weight, Empty - Approx.	985 #
Hydrostatic Test Press. (Both Sides)	200 PSIG
Maximum Allowable Working Press. (Both Sides)	100 PSIG
Design Temp. (Both Sides)	+20°F Min. 200°F Max.
Inner Channel (Hot Side)	ALTERNATE CHANNELS WELDED 3/8"
Outer Channel (Cold Side)	5/16"
Outer Spiral Thickness	10.5" x 24" Wide
Spiral Material	SA-240-316 SS (W/CBN. EQUIV. TO 316L SS)

ALL HEADS SA-516-70 FACED WITH SA-240-316L SS
GASKETS- NON ASBESTOS (24" NOMINAL DIA.)
HOOKBOLT ASS'Y 16 PER COVER, 3/4" D. x 6" LG.
SA-193, B7 (ZINC PLATED.)
PAINT- MFG. STD.; CARBOLINE 801, PORCELAIN BLUE

TOLERANCE ON ALL DIMENSIONS ± 1/8"
TOLERANCE ON ANGULAR DIMENSIONS ± 1/2°
BOLTHOLES TO STRADDLE SHOWN CENTERLINES, ± 1°
LOCATION OF NAMEPLATE MFG. OPTION.
FOR WELDING DETAILS SEE DWG. NO. D-100A1, B1

NOZZLES A & D ARE SA-312-316L SS, TYPE A STUB ENDS, SCHED. 40.
NOZZLES B & C ARE SA-403-316L SS, TYPE A STUB ENDS, SCHED. 40.

DRAINS E, F & G ARE SA-312-316L, SCHED. 40
FLANGES ARE SA-105

MARK	NO	REQ'D	SIZE	RATING	FACING	REMARKS
G	I	1"	---	N.P.T.	CAPPED	
F	I	1"	---	N.P.T.	CAPPED	
E	I	1"	---	N.P.T.	CAPPED	
D	I	3"	150 #	L.J.		
C	I	3"	150 #	L.J.		
B	I	3"	150 #	L.J.		
A	I	3"	150 #	L.J.		

CERTIFIED PRINT

Approved For Fabrication Or Erection
By *[Signature]* Date 6-8-95

DESIGNED, CONSTRUCTED, UM STAMPED IN
ACCORDANCE WITH A.S.M.E. CODE SECT. VIII-
DIV. I-1992, ADDENDA 1993

Alfa Laval Thermal Inc.
Lykens, PA 17048-0010



CUSTOMER: KIMBERLY - CLARK CORPORATION
ORDER No. 22HX9759 SB ITEM No. 1066681

100 SQ. FT. SPIRAL HEAT EXCHANGER

DWN. SMY CHK'D: L APP'D: ca JOB No. 951979
DATE 5-22-95 MFG No. 21878 TYPE I-H

KIMBERLY - CLARK CORPORATION
PROJECT STAR (PROJ. No. 9828)
ANCRAM, N.Y.
P.O. No. 22HX9759 SB
EQUIP. No. M-938

Date	Sym.	Revision
7-14-95	2	PLACED ADDITIONAL NOZZLE IDENTIFICATION ON DRAWING
6-6-95	1	CHANGED DWG. STATUS TO CERTIFIED

WARNING!!

WHEN COVER IS REMOVED FOR INSPECTION OF
ONE PASSAGE, BE SURE THERE IS NO PRESSURE
IN THE OPPOSITE CHANNEL. IF PRESSURE IS
TO BE APPLIED FOR TESTING WITH ONE COVER
REMOVED, THE UNCOVERED SPIRAL MUST BE
RETAINED BY SUITABLE HOLD-DOWN BARS TO
PREVENT PARTIAL TELESCOPING UNDER
PRESSURE.