

4123:1-13-03 Calenders.

(A) Calender safety controls.

(1) Safety trip, face.

A safety trip rod, cable, or wire center cord shall be provided across each pair of in-running rolls, extending the length of the face of the rolls. It shall be readily accessible and shall operate whether pushed or pulled. The safety tripping devices shall be located within easy reach of the operator and no more than seventy-two inches above the level on which the operator stands.

(2) Safety trip, side.

On both sides of the calender and near each end of the face of the rolls, there shall be a cable or wire center cord connected to the safety trip. These lines shall be no more than twelve inches from the faces of the respective rolls and no less than two inches from the calender frame. They shall be anchored to the frame no more than six inches from the floor or operator's platform and shall operate readily when pushed or pulled.

(B) Protection by location.

Where a calender is so installed that employees cannot normally reach through, over, under, or around to come in contact with the roll bite or be caught between a roll and an adjacent object, then, provided such elements are made a fixed part of a calender, safety control devices listed in paragraph (A) of this rule shall not apply.

(C) Trip and emergency switches.

All safety trip and emergency switches shall not be of the automatically resetting type, but shall require manual resetting.

(D) Stopping limits for calenders.

(1) Determination of distance of travel.

Measurements on calenders shall be taken on the drive roll. All measurements shall be taken with the rolls running empty at maximum operating speed. Measurements shall start when the safety device is tripped.

(2) Stopping limits.

(a) All calenders, irrespective of size of the rolls or their configuration, shall stop within a distance, as measured in inches of surface travel, no greater than one and three-quarters per cent of the peripheral no-load surface speeds

of the respective calender rolls as determined in feet per minute. (See "Figure 2.")

(b) Where speeds above two hundred fifty feet per minute, as measured on the surface of the drive roll are used, stopping distances of more than one and three-quarters per cent are permissible. Such stopping distances shall be subject to engineering determination.

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