

Quadro® Comil®

CIP COMIL DESIGN

QUADRO COMIL - CIP DESIGN

Quadro's Standard Underdriven and Overdriven Comil have been used in CIP installations for many years. Quadro had historically recommended that the screen and impeller be removed for manual cleaning. Some customers' cleaning procedure required this but there were also some customers who did not have to remove the screen and impeller for manual cleaning. This was dependent on the cleaning process and the level of allowable residue in their process equipment.

Quadro has a CIP Underdriven Comil that was designed specifically for Cleaning In Place without the removal of screen and impeller. This special design has the following features and benefits:

FEATURES

1. Special screen with a precision machined flange (instead of the standard screen flare) to hold captive o-rings



BENEFITS

Comil's screen is held in place by pinching the screen flange between the infeed chute and housing flanges. The o-rings ensure that no powder or cleaning solutions enter the area between the bottom of the screen flare and the housing flange. The o-ring at the top of the flare ensures that no powder or cleaning solutions enter the area between the top of the screen flange and the chute flange. The lower o-ring groove is designed for the o-ring to be stretched over the screen flange to prevent it from falling into the product zone.

2. Elastomer seals at all joints in the product contact area

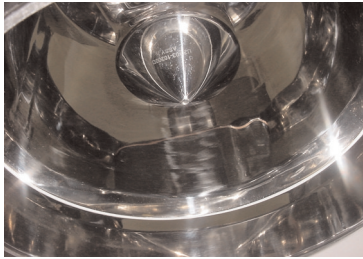


Specially designed grooves ensure no powder or cleaning solution enters any joints between metal parts.

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FEATURES

3. Conical shaped gearbox bottom



4. Tapered housing



5. Impeller with bottom fins



6. PTFE "flush" seal under impeller bolt



BENEFITS

Cleaning fluids flow down the cone and drip from one point. This eliminates liquid retention on the bottom of the gearbox.

Tapered housing at the top of the housing reduces product hang-up allowing for easier cleaning.

To agitate cleaning solution and cleans out area at the bottom of the screen.

Keeps powder and fluid from entering the driven shaft.

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