GENERAL NOTES:

1. REMOVE ALL BURRS AND BREAK SHARP EDGES.
2. TOLERANCE SHALL BE +/- 1/8" UNLESS OTHERWISE SHOWN.
3. PREPARE AND PAINT ALL EXPOSED CARBON STEEL SURFACES. PRIME SURFACES WITH SHERWIN WILLIAMS MACROPOXY 646-100. TOP COAT SHALL BE SHERWIN WILLIAMS HI-SOLIDS POLYURETHANE. COLOR TO BE WHITE. POWDER COATING IS AN ACCEPTABLE SUBSTITUTE. DO NOT PAINT INSIDE ACTEK HOLES.
4. SECURE ITEMS 10 AND 11 TO APPLICABLE STEEL PLATE ITEMS USING 3M FASTBOND OR EQUAL ADHESIVE PER MANUFACTURER'S INSTRUCTIONS.
5. SHIP WITH ITEMS 5 AND 6 INSTALLED IN THREADED HOLES OF WORK PLATFORM.
6. ANTICIPATED WEIGHTS OF ITEM 1 IS 900 LBS. WEIGH ITEM 1 AND LABEL DOCUMENT NUMBER AND WEIGHT (ROUNDED UP TO THE NEAREST TEN POUNDS) ON THE APPLICABLE PLATE TOP SURFACE WITH BLACK LETTERS MINIMUM 1-INCH TALL LETTERS (DECAL IS ACCEPTABLE): RPP-STE-59185
7. WEIGH - XXX LBS

ACTEK SWIVEL HOIST RING NOTES:

A - ALL SWIVEL HOIST RINGS SHALL BE AS MANUFACTURED BY ACTEK MANUFACTURING AND ENGINEERING, INC. INSTALL/RE-INSTALL THESE HOIST RINGS IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. THE MANUFACTURER'S AMENDED INFORMATION AND/OR OTHER RELEVANT INFORMATION IS DESCRIBED IN THE FOLLOWING NOTES.
B - ALL STEEL COMPONENTS ENGAGING THE HOIST RINGS SHALL HAVE A MINIMUM TENSILE STRENGTH OF 58,000 PSI.
C - ALL ACTEK HOIST RING SCREW THREADS ARE CLASS 2A. THEREFORE, ALL TAPPED THREADS SHALL BE MATCHING CLASS 2B.
D - PRIOR TO ITS USE, EACH ACTEK MODEL# 46004 HOIST RING SHALL BE TIGHTENED TO 60 FT-LBS. RATED LOAD OF 4,000 LBS EACH.
E - IF ANTI-SEIZE LUBRICANT IS PRESENT IN THE THREADS OF THE HOIST RING SCREW OR IN THE TAPPED THREADS, IT MUST BE REMOVED WITH ACETONE OR ANOTHER VENDOR APPROVED SOLVENT.
F - INSPECTION OF HOIST RINGS SHALL MEET MANUFACTURER'S AND HANFORD SITE HOISTING AND RIGGING MANUAL (DOE-RL-92-36) REQUIREMENTS.
G - USE 10-FT (MINIMUM) SLINGS FOR LIFTING ITEMS 1 AND 2.
H - WELD AND INSPECT COMPONENTS PER AWS D.1.1, 2010 STATICALLY LOADED CRITERIA AS APPLICABLE.
I - INSTALL ITEM 7 (NYLON BOLTS) INTO ALL OPEN THREADED HOLES TO PROTECT THREADS FROM FOREIGN MATERIAL ENTRY.