

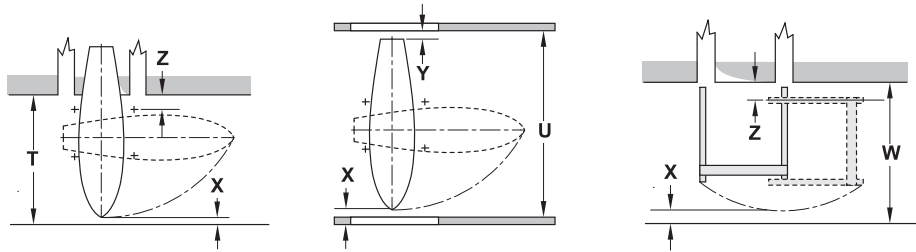
LAUNCHING PIER

GUIDELINES
BFMII AND C-SERIES



YOUR MARINA PIER INSTALLATION CAN BE DESIGNED TO MEET YOUR NEEDS!

- Proper pier installation increases efficiency – improves profits.
- Wood piling, steel piling or pre-stressed concrete styles are most popular.
- Pier designs can be adapted to utilize more than one size hoist – use an accredited engineering design firm.
- The use of curb rails help guide the operation. Only use a steel rail to keep the hoist block clearance.
- Allow for an adequate turning radius depending on the type of boats your marina handles –promotes faster boat hauling.
- Running clearance depends on the size and model of your Marine Travelift - see specifications.



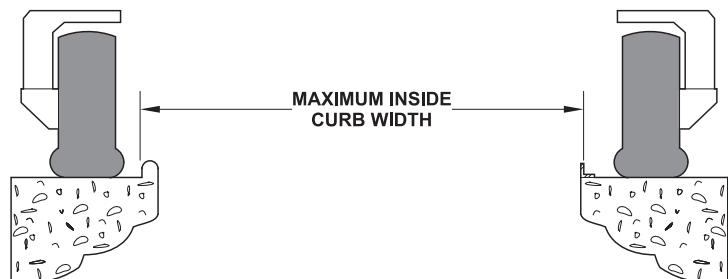
► DIMENSIONAL GUIDELINES RELATIVE TO BOAT LENGTH

MODEL	TYPICAL BOAT LENGTH	DIMENSION T	DIMENSION U	DIMENSION W	DIMENSION Z
15 BFM	45'0"	36'6"	51'9"	32'9"	5'0"
25 BFMII	55'0"	42'6"	61'9"	34'4"	5'0"
35 BFMII	65'0"	48'6"	71'9"	36'1"	5'0"
50 BFMII	75'0"	57'3"	81'9"	41'11"	7'6"
75 BFMII	75'0"	58'0"	81'9"	44'7"	7'6"
100 BFMII	105'0"	78'3"	111'9"	56'1"	9'0"
150CII	105'0"	79'3"	111'9"	62'9"	9'0"
200CII	125'0"	95'6"	131'9"	69'5"	13'0"
250C	125'0"	98'0"	131'9"	73'3"	13'0"
300C	150'0"	110'6"	156'9"	78'9"	13'0"

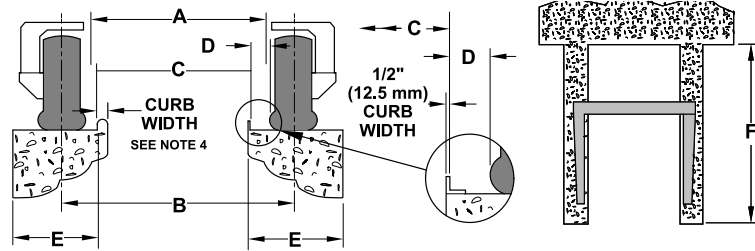
Note: The above sketches depict typical space requirements and boat length and may be adapted to suit specific circumstances. Clearance Dimensions "X" = 1'9" (0.53m), "Y" = 5'0" (1.5m). Descriptions subject to change without notice.

HOW TO MEASURE INSIDE CURB WIDTH

(SPECIFICATIONS FOUND ON REVERSE SIDE UNDER COLUMN "C")



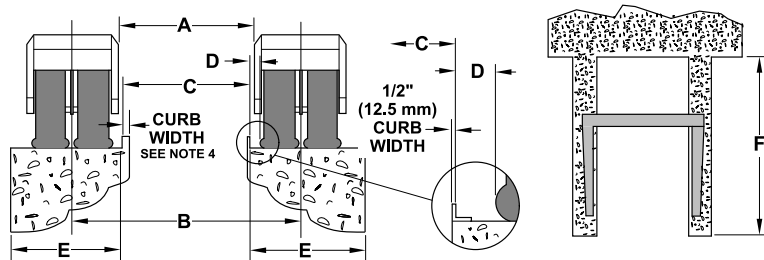
SINGLE TIRE



► SINGLE TIRE MODEL SPECIFICATIONS

MODEL	UNIT INSIDE CLEAR WIDTH A	UNIT TREAD WIDTH B	MAXIMUM INSIDE CURB WIDTH C	MINIMUM TIRE CLEARANCE (LOADED) D	MINIMUM PIER WIDTH E	RECOMMENDED MINIMUM PIER LENGTH F	WHEEL LOADS PER CORNER		TIRES PER CORNER	APPROX. GROUND PRESSURE PSI
							VERTICAL LBS	LATERAL LBS		
15 BFM	15'0"	16'8"	15'1"	0'3"	1'11"	40'0"	13,900	1,390	1	80
25 BFMII	17'0"	19'0"	16'9"	0'4"	2'7"	45'0"	21,700	2,170	1	110
35 BFMII	17'0"	19'0"	16'9"	0'4"	2'7"	50'0"	30,300	3,030	1	120
50 BFMII	20'0"	22'0"	19'10"	0'4"	2'8"	55'0"	45,200	4,520	1	125
75 BFMII	21'0"	23'4"	20'11"	0'4"	2'11"	60'0"	61,300	6,130	1	140
100 BFMII	26'0"	29'2"	25'10"	0'4"	4'1"	75'0"	90,000	9,000	1	116
600C-IL8	38'0"	43'10"	38'2"	1'0"	6'9"	150'0"	596,900	59,690	2	120

DUAL TIRE



► DUAL TIRE MODEL SPECIFICATIONS

MODEL	UNIT INSIDE CLEAR WIDTH A	UNIT TREAD WIDTH B	MAXIMUM INSIDE CURB WIDTH C	MINIMUM TIRE CLEARANCE (LOADED) D	MINIMUM PIER WIDTH E	RECOMMENDED MINIMUM PIER LENGTH F	WHEEL LOADS PER CORNER		TIRES PER CORNER	APPROX. GROUND PRESSURE PSI
							VERTICAL LBS	LATERAL LBS		
150CII	28'0"	33'0"	27'10"	0'6"	5'9"	90'0"	128,900	12,890	2	150
200CII	30'0"	36'4"	30'0"	0'6"	6'10"	100'0"	186,800	18,680	2	145
250C	30'0"	36'6"	29'8"	0'6"	7'4"	100'0"	234,400	23,440	2	130
300C	32'0"	39'0"	31'8"	0'6"	7'10"	100'0"	271,200	27,120	2	130
400C	35'0"	42'8"	34'4"	0'9"	9'0"	120'0"	370,200	37,020	2	135
500C	38'0"	45'0"	37'3"	0'10"	9'0"	130'0"	493,100	49,310	4	130
600C	38'0"	45'0"	37'1"	0'10"	9'0"	150'0"	596,900	59,690	4	145
700C	38'0"	46'6"	37'4"	1'1"	10'0"	150'0"	721,500	72,150	4	120
800C	48'0"	59'6"	45'9"	1'2"	14'2"	180'0"	813,200	81,320	2	145

- Unit inside clear width "A" is shown for a standard machine. Dimension "A" may be varied to suit customer's desired width. Dimensions "B" and "C" will change by the same amount.
- Dimension "D" is the minimum recommended. This dimension can be increased slightly by increasing clear width "A" (see note 6). Dimension "E" will increase by the same amount as the increase in dimension "D".
- Excessively increasing the curb width or dimension "A" without increasing dimension "C" may cause interference when attempting to lower the sling blocks past the pier.
- The minimum pier width "E" is the width of the pier required to provide a minimum tire clearance space on both sides of the tires when traveling on a pier. This width "E" does not include space for a walkway or the curb width.
- The customer must obtain approved plans from his own engineering firm for actual pier construction.