PARATECH®

OPERATION, MAINTENANCE AND PARTS MANUAL FOR

DAMAGE CONTROL SYSTEM

06 January 2025
PN 22-798DCS

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I-*VALIDATION*

Except as stated in II, *the technical manual identified above has been satisfactorily validated in accordance with all requirements of the applicable contact. The technical manual is hereby certified to be accurate and complete, and the information, instructions, text, and illustrations conform in all respects to the applicable general and detailed specifications.*

II - *EXCEPTIONS*

EXCEPTIONS	***AUTHORIZED BY***
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FOREWORD

This technical manual conforms to Military Specifications MIL-STD-38784, General Style and Format Requirements, MIL-PRF-32216 Commercial Equipment Technical Manual and MIL-DLT-24784 Equipment and Systems Content Requirements for Technical Manuals. The manual contains description, operating instructions, theory of operation, maintenance and parts lists for Damage Control System manufactured by Paratech Incorporated, 1025 Lambrecht Road, Frankfort, Illinois 60423-1648.

All pertinent data relative to the Damage Control System is contained herein without specific reference to other publications. Refer to the table of contents for the arraignment of the contents within this publication.

This manual consists of one volume arranged in seven chapters as follows:

Chapter 1 - General Information

Chapter 2 - Technical Data

Chapter 3 - Equipment Description

Chapter 4 - Equipment Operation

Chapter 5 - Application Examples

Chapter 6 - Maintenance

Chapter 7 - Parts List

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SAFETY SUMMARY

The following are general safety precautions that are not related to any specific procedures, and therefore do not appear elsewhere in this publication. These are recommended precautions that personnel must understand and apply during many phases of operation and maintenance.

The Damage Control System covered in this publication should be used only by trained and qualified personnel familiar with damage control procedures.

Before using this equipment, read and understand these instructions.

Personnel not directly involved in operation or maintenance of a damage control system should be kept a safe distance from the work area.

Installation/operation of a damage control system by unauthorized personnel or minors is prohibited.

Wear proper apparel and safety goggles during operation and maintenance of damage control system.

During operation, do not over reach. Maintain a stable footing and balance at all times.

CHAPTER 1
GENERAL INFORMATION

1-1 ***SAFETY PRECAUTIONS.***

Refer to the Safety Summary preceding Chapter 1, General Information and Safety Precautions, for safety precautions necessary for the protection of personnel and equipment.

1-2 ***INTRODUCTION.***

This technical manual provides instructions for the installation, operation, maintenance and parts support for Damage Control System (DCS) manufactured by Paratech Incorporated, 1025 Lambrecht Road, Frankfort, Illinois 60423.

The Damage Control System (DCS) is used to control damage to hulls and structural integrity of ships in an emergency situation. The system is designed to shore bulkheads, hatches and doors aboard any vessel type.

The DCS are manufactured from aluminum alloys for light weight and strength. They are designed to be used in place of or in conjunction with wood cribbing, or other shoring or support devices.

1 DCS Strong Back End 02
2 DCS Strong Back End 04
3 DCS End Latch Holder
4 DCS Extension 01
5 DCS Extension 02
6 DCS Extension 04
7 DCS Spanner wrench
8 DCS Clamp & Clevis Connector
9 DCS Latch Connector
10 DCS Angled End
11 DCS Rubber End
12 DCS Shore 03
13 DCS Shore 06
14 DCS Shore 10
15 DCS Rubber Corner End
16 DCS End, Rubber Pad
17 DCS Rubber Angled End
18 DCS Brace B01

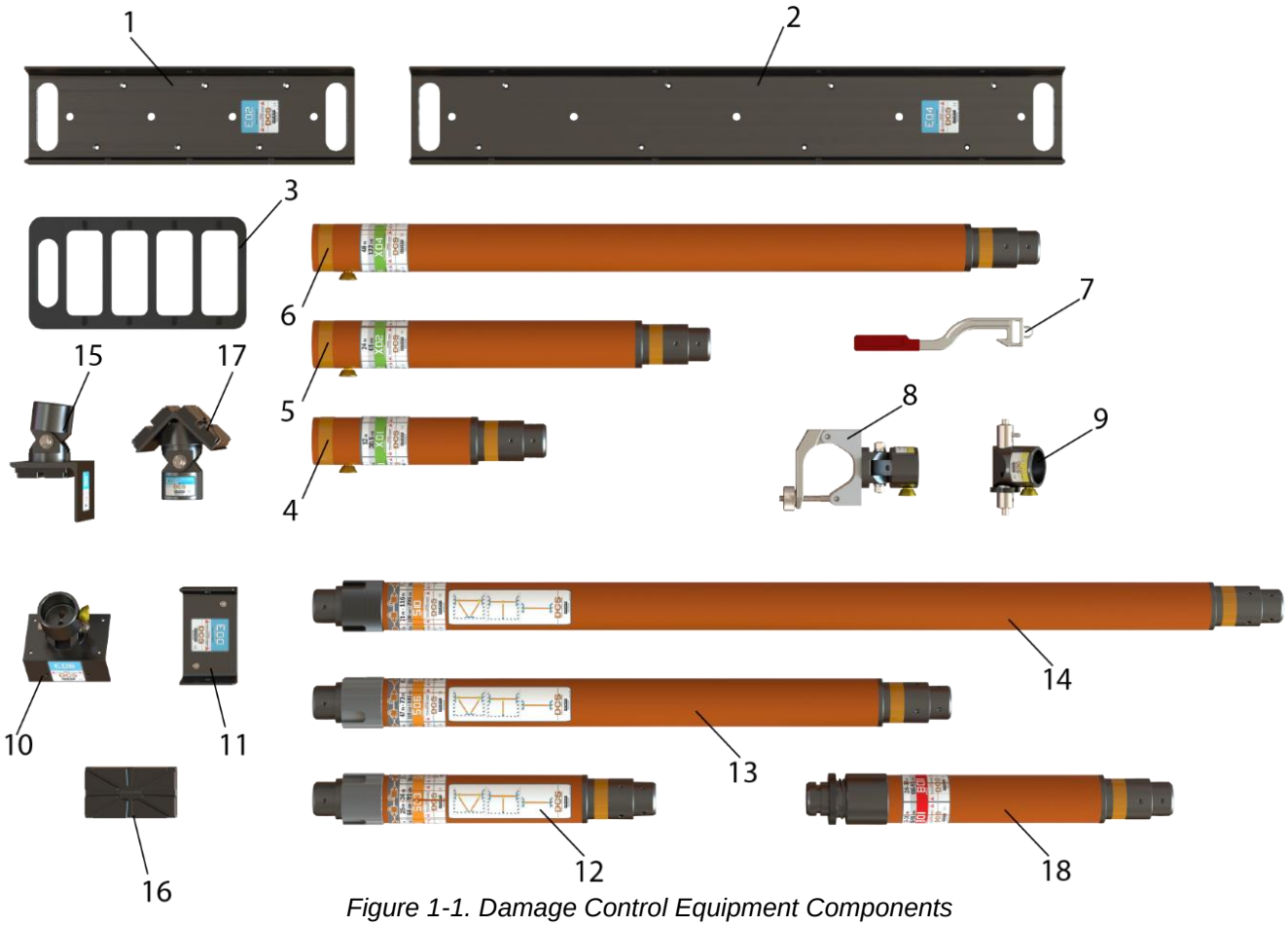

Figure 1-1. Damage Control Equipment Components

CHAPTER 2
TECHNICAL DATA

2-1 ***SYSTEM COMPONENT SPECIFICATIONS.***

03 Shore, 25-36 in / 66 – 91 cm	
Stock number	22-798S03
Stock name	DCS Shore 03
Diameter	3.5 in / 88.9 mm
Weight	13.7 lb. / 6.2 kg

06 Shore, 47-73 in / 122– 185 cm	
Stock number	22-798S06
Stock name	DCS Shore 06
Diameter	3.5 in / 88.9 mm
Weight	26.0 lb. / 11.8 kg

10 Shore, 71-116 in / 183– 295 cm	
Stock number	22-798S10
Stock name	DCS Shore 10
Diameter	3.5 in / 88.9 mm
Weight	39.2 lb. / 17.8 kg

01 Extension, 12 in / 30.5 cm	
Stock number	22-798X01
Stock name	DCS Extension 01
Diameter	3.5 in / 88.9 mm
Weight	6.4 lb. / 2.9 kg

02 Extension, 24 in / 61 cm	
Stock number	22-798X02
Stock name	DCS Extension 02
Diameter	3.5 in / 88.9 mm
Weight	9.5 lb. / 4.3 kg

04 Extension, 48 in / 122 cm	
Stock number	22-798X04
Stock name	DCS Extension 04
Diameter	3.5 in / 88.9 mm
Weight	15.4 lb. / 7.0 kg

Latch Connector	
Stock number	22-798C10
Stock name Connector	DCS Latch
Dimensions L x W x H	7.1 x 3.0 x 3.6 in
	180 x 77 x 91 mm
Weight	3.3 lb. / 1.5 kg

Clamp & Clevis Connector	
Stock number	22-798C20
Stock name	DCS Clamp & Clevis Connector
Dimensions L x W x H	7.0 x 2.9 x 10.1 in
	178 x 76 x 257 mm
Weight	6.6 lb. / 3.0 kg

Angled End	
Stock number	22-798E06
Stock name	DCS Angled End
Dimensions L x W x H	6.0 x 4.0 x 7.0 in
	153 x 102 x 183 mm
Weight	3.3 lb. / 1.5 kg

Rubber End	
Stock number	22-798E00
Stock name	DCS Rubber End
Dimensions L x W x H	7.0 x 4.0 x 2.9 in
	178 x 102 x 73 mm
Weight	2.2 lb. / 1.0 kg

Strong Back End 02	
Stock number	22-798E02
Stock name	DCS Strong Back End 02
Dimensions L x W x H	23.9 x 7.0 x 2.1 in
	607 x 178 x 54 mm
Weight	6.6 lb. / 3.0 kg

Strong Back End 04	
Stock number	22-798E04
Stock name	DCS Strong Back End 04
Dimensions L x W x H	48 x 7.0 x 2.1 in
	1220 x 178 x 54 mm
Weight	13.2 lb. / 6.0 kg

End Latch Holder	
Stock number	22-796689
Stock name	Latch Holder
Dimensions L x W x H	16 x 8.25 x 0.5 in
	406 x 210 x 13 mm
Weight	0.96 lb. / 0.44 kg

DCS Mounting System	
Stock number	22-798001
Stock name	DCS Mounting System
Dimensions L x W x H	15.5 x 3.1 x 4.7 in
	396 x 78 x 119 mm
Weight	0.4 lb. / 0.2 kg

Spanner Wrench	
Stock number	22-798027
Stock name	DCS Spanner Wrench
Dimensions L x W x H	13.2 x 2.4 x 0.5 in
	335 x 61 x 13 mm
Weight	0.6 lb. / 0.3 kg

Rubber Corner End	
Stock number	22-798E08
Stock name	DCS Rubber Corner End
Dimensions L x W x H	7.0 x 6.1 x 4.8 in
	178 x 155 x 122 mm
Weight	6.32 lb. / 2.87 kg

End, Rubber Corner	
Stock number	22-798A00
Stock name	DCS End Rubber Corner
Dimensions L x W x H	6.68 x 3.68 x .75 in
	170 x 93 x 19 mm
Weight	.96 lb. / .44 kg

End, Rubber Angled	
Stock number	22-798E10
Stock name	DCS End Rubber Angled
Dimensions L x W x H	7.0 x 8.46 x 4.82 in
	18 x 22 x 13 mm
Weight	4.79 lb. / 2.17 kg

B01 Brace, 26 - 36 in / 66 – 91 cm	
Stock number	22-798B01
Stock name	DCS Brace B01
Diameter	3.5 in / 88.9 mm
Weight	15.0 lb. / 6.8 kg

2-2 **PERMITTED AXIAL LOAD.** The permitted axial load on a shore decreases with the shore's total length
(shore extension included therein). Refer to the table below.

Note: The stated lengths have been rounded off to the nearest whole number.

SAFETY FACTOR 2:1			
Feet	***cm***	***lb***	***kg***
1	*31*	*44000*	*20000*
2	*61*	*44000*	*20000*
3	*91*	*44000*	*20000*
4	*122*	*44000*	*20000*
5	*152*	*44000*	*20000*
6	*183*	*44000*	*20000*
7	*213*	*44000*	*20000*
8	*243*	*40000*	*18000*
9	*274*	*32000*	*14500*
10	*305*	*24000*	*11000*
11	*335*	*20000*	*9000*
12	*366*	*16000*	*7250*
13	*396*	*14000*	*6250*
14	*427*	*12000*	*5500*
15	*457*	*9000*	*4000*
16	*488*	*6000*	*2750*

Table: 2-1

2-3 **PERMITTED SIDE LOAD WITHOUT DAMAGE.**
Refer to the table below.

Distance		***Load***		***Deflection***	
feet	***cm***	***lbs***	***kg***	***inches***	***cm***
1	*31*	*25835*	*11719*	*0.03*	*0.08*
2	*61*	*12915*	*5858*	*0.11*	*0.28*
3	*91*	*8610*	*3905*	*0.25*	*0.64*
4	*122*	*6460*	*2930*	*0.44*	*1.12*
5	*152*	*5170*	*2345*	*0.94*	*2.39*
6	*183*	*4305*	*1953*	*1.49*	*3.78*
7	*213*	*3690*	*1674*	*2.09*	*5.31*
8	*244*	*3230*	*1465*	*2.76*	*7.01*
9	*274*	*2875*	*1304*	*3.48*	*8.84*
10	*305*	*2585*	*1173*	*4.25*	*10.80*
11	*335*	*2350*	*1066*	*4.89*	*12.42*
12	*366*	*2155*	*977*	*5.59*	*14.20*
13	*396*	*2000*	*907*	*6.39*	*16.23*
14	*427*	*1850*	*839*	*7.18*	*18.24*
15	*457*	*1725*	*782*	*8.04*	*20.42*
16	*488*	*1625*	*737*	*9.00*	*22.86*

Table: 2-2

CHAPTER 3
EQUIPMENT DESCRIPTION

3-1 ***SHORES.*** The shores are made of a corrosion-resistant anodized aluminum. Each shore has two main parts, a cylinder (3) and a robust threaded shaft (5) with a Lock collar (6). The shores are mechanical, i.e. the length is adjusted manually by pulling the threaded shaft or cylinder out to the required length and positioning with the lock collar.

To stop the shores' two main parts from separating when moving the shore, the threaded shaft can, when it is pushed fully in, be locked to the cylinder. The threaded shaft has a spring shore lock (4). To lock the two main parts to each other, turn the threaded shaft a ¼ turn clockwise relative to the cylinder. The shore lock then locks on a locking pin inside the cylinder. When a locked shore is to be used, the threaded shaft must first be turned a ¼ turn counterclockwise relative to the cylinder. The threaded shaft can then be pulled out and the shore's length adjusted.

The cylinder has two mounting shanks. The narrower shank (1) is for mounting Connectors and the wider shank (2) for mounting shore extensions.

The threaded shaft's mounting shank (8) is used for mounting Connectors. Instead of a milled groove, this mounting shank has four holes that provide a snap-lock fit for the Latch Connector's locking pin. These do not allow the end latch to swivel/rotate in relation to the threaded shaft.

The O-ring (7) is to prevent the lock collar from cutting/jamming if it is screwed up too tightly against the stop edge.

There are three different lengths of shore: 25-36 in / 66 – 91 cm, 47-73 in / 122 – 185 cm and 71-116 in / 183 – 295 cm. The shores can be further extended by mounting shore extensions to the cylinder's wider mounting shank (2). If a shore extension is not used, one of the Latch Connector latches is mounted to the cylinder's narrower mounting shank (1).

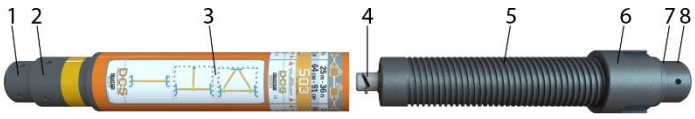

Figure 3-1 Shore Components

1. Mounting shank for Latch Connector
2. Mounting shank for shore extension
3. Cylinder
4. Shore lock
5. Threaded shaft
6. Lock collar
7. O-ring
8. Mounting shank for end Latch Connector

3-2 ***LATCH CONNECTOR.*** This is the most common type of Latch Connector. It is used to connect a shore to any of the system's Ends. The Latch Connector's shaft is stainless steel. One of its shaft stubs is fixed and the other (1) is spring-return. This can be pulled back and allows fitting between the end pieces' mounting holes. The Latch Connector is secured to the shore/ extension via the spring-return locking pin (2).

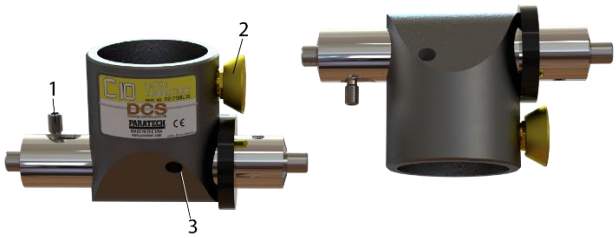

Figure 3-2 Latch Connector Components

1. Spring-return lever and striker
2. Spring-return locking pin
3. Drain hole

Figure 3-3
Latch Connector fitted between Shore and End

3-3 ***LATCH CONNECTOR HOLDER.*** To keep the Latch Connectors together when they are not in use, there is a holder with space for four Latch Connectors.

Figure 3-4 Latch Connector Holder

3-4 ***CLAMP & CLEVIS CONNECTOR.*** This Clamp & Clevis Connector is used for connecting two Shores together if, for example, one of the Shores is to provide resistance for the other. The Clamp & Clevis Connector is attached to the mounting shank of one of the Shores (or Extentions) and secured by the locking pin (4). The clamp (1) is mounted around the other shore and screwed in place using the wing nut (5).

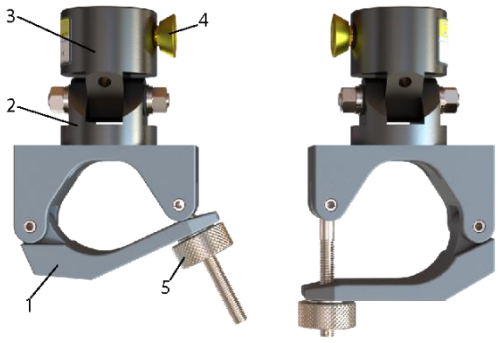

Figure 3-5 Clamp & Clevis Connector components

1. *Clamp*
2. *Joint*
3. *Drain hole*
4. *Spring return locking pin*
5. *Wing nut*

Note: The clamp's screw has an end stop. This prevents the nut from being screwed out too far and getting lost.

Figure 3-6 Clamp & Clevis Connector with clamp fitted between two Shores

3-5 **ANGLED END.** This type of End has a fixed end piece in the form of an angle iron (1). The End with an angle iron is used to provide firm support against an edge, beam, hatch or similar. The drilled holes, allow the Angled End to be screwed to a surface if necessary.

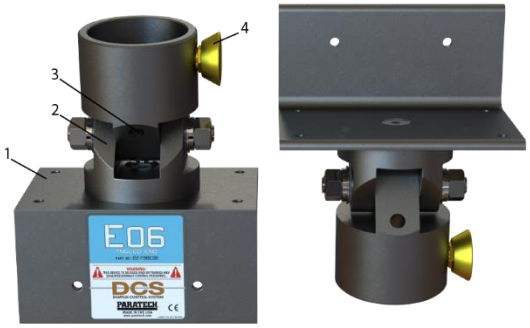

Figure 3-7 Angled End Components

1. Angle iron
2. Joint
3. Drain hole
4. Spring return lock pin

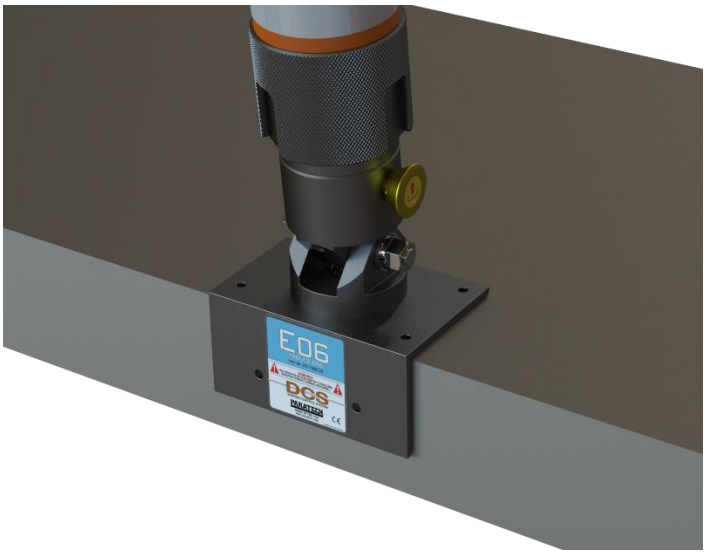

Figure 3-8 Angled End fitted to a Shore

3-6 **RUBBER END.** This type of end piece has a rubber-clad underside to give the shore a firm grip to the surface and to take up any movement in the surface.

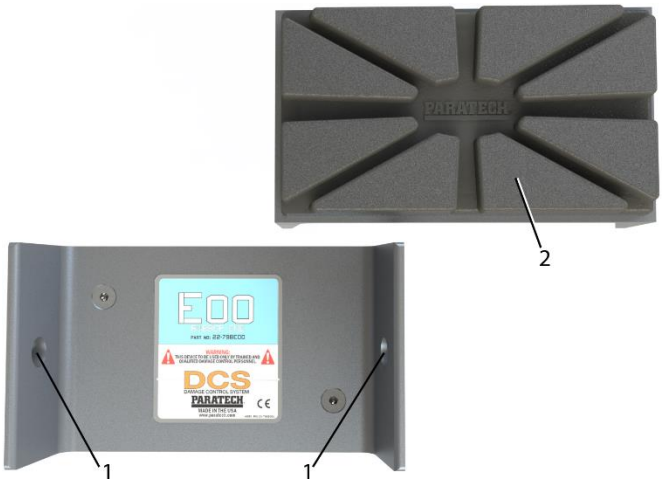

Figure 3-9: Rubber End components

1. Mounting hole for Latch Connector
2. Rubber-clad underside

3-7 **STRONG BACK ENDS.** There are two different lengths of the damage control strong back ends. One has space for three shores at the same time and the other for four. They do not have rubber on the underside so they can be screwed to the surface. The ends have holes in their webs for this purpose.

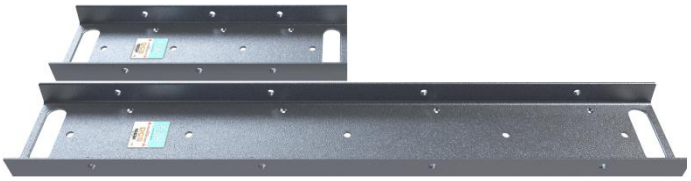

Figure 3-10: Strong Back Ends for three and four shores

Figure 3-11: Two Shores fitted in a Strong Back End 02

3-8 **EXTENSIONS.** There are three different lengths of shore extension: 12 in / 30.5 cm, 24 in / 61 cm and 48 in / 122 cm. The extensions are mounted to the shore's cylinder and secured using the spring-return locking pin (3). This fits into the shore's groove. Extensions can also be mounted to each other until the desired length is achieved.

Figure 3-12: Extension components

1. Mounting shank for Latch Connector
2. Mounting shank for Extension
3. Spring return lock pin

WARNING

Do not insert the Shore mounting shank for Latch Connector (top) into the Extension. Only insert the Shore mounting shank end (bottom) into Extensions.

3-9 **SPANNER WRENCH.** Aluminum spanner wrench. Whenever necessary, the wrench is used to tighten and undo the Shores' lock collars.

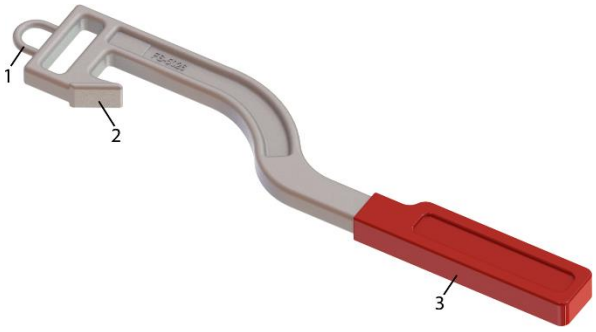

Figure 3-13: Spanner Wrench components

1. Hanging Eyelet
2. Lock collar hook
3. Handle

3-10 **MOUNTING SYSTEM.** The holder can be hung on a wall and has space for a shore and a spanner wrench. The shore and the wrench are secured by strong rubber straps.

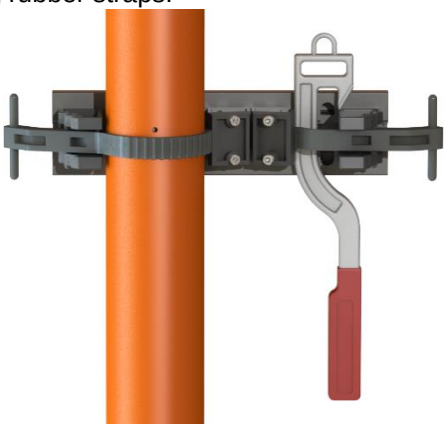

Figure 3-14: Holder for shores and spanner wrench

3-11 **RUBBER CORNER END.** This type of End has two rubber pads fixed at a 90° angle with respect to each other. (1). The End is used to provide firm

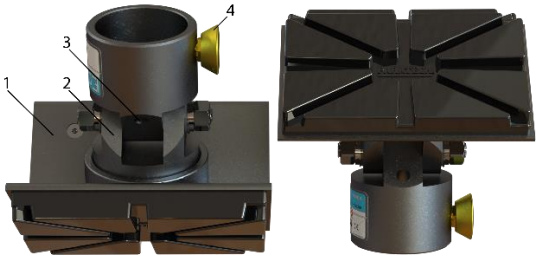

Figure 3-15 Rubber Corner End

1. Rubber Pads
2. Joint
3. Drain Hole
4. Spring return lock pin

3-12 **END, RUBBER PAD.** The Rubber Pad can be added to Damage Control Ends for additional grip using included two M6-1 x 12 mm stainless steel screws.

Figure 3-16 End, Rubber Pad

3-13 **RUBBER ANGLED END.** This type of End has a fixed end piece in the form of an angle iron (1). The End with an angle iron is used to provide firm support against an edge, beam, hatch or similar. The drilled holes, allow the Angled End to be screwed to a surface if necessary.

Figure 3-17 Rubber Angled End Components

1. Angle iron
2. Joint
3. Drain hole
4. Spring return lock pin
5. Rubber Pad

3-14 ***BRACES.*** The braces are made of a corrosion-resistant anodized aluminum. Each brace has two main parts, a cylinder (1) and a robust threaded shaft (2) with a Lock collar (3).

The cylinder has two mounting shanks. The narrower shank (4) is for mounting Connectors and the wider shank (5) for mounting shore extensions. The threaded shaft's mounting shank (6) is used for mounting Connectors. Instead of four holes, the mounting shank has a groove that provides a place for a Latch Connector's locking pin. These allow the end latch to swivel/rotate in relation to the threaded shaft.

The O-ring (7) is to prevent the threaded shaft from jamming if it is screwed up too tightly against the stop edge. The braces are mechanical, i.e. the length is adjusted manually by turning the threaded shaft or cylinder out to the required length. Braces and shores are interchangeable and have the same axial and side load capacities.

CHAPTER 4
EQUIPMENT OPERATION

The instructions below describe a standard procedure and do not deal with any specific situation where shores are used.

Note: It is recommended that shoring work is carried out by at least two people.

In each case, there must be a verified assessment of the axial load that each shore will be subjected to. Note that the permitted axial load decreases as the length of the shore and any extension increases. See Table 1 & 2: Permitted axial load, page 9 and Permitted side load, page 10.

When a shore is not in use or is to be moved, check that the threaded shaft has been pushed fully into the cylinder and turned clockwise in relation to the cylinder to the locked position. Risk of the threaded shaft and cylinder separating and causing damage and/or injury.

4-1 **ATTACHING A CONNETOR TO A SHORE.** Fit a Latch Connector to the threaded shaft's mounting shank.

Figure: 4-1 Attaching a Connector to a Shore

Note: The mounting shank has a beveled end, so this operation can be done without pulling the locking pin when fitting a Latch Connector.

4-2 **LOCKING A LATCH CONNECTOR TO A SHORE.** Turn the Latch Connector to the right or left until the locking pin snaps into the locked position in one of the mounting shank's holes. Check that the locking pin is fully engaged.

Figure: 4-2 Locking a Latch Connector to a Shore

When using shores where the hull or any part of the structure may flex/move, at least one end piece with a rubber-clad underside must be used.

4-3 Connect the Latch Connector to an end by angling the shore slightly and fitting the fixed shaft stub into one of the end piece's holes. At the same time, pull back the spring-return lever and striker and straighten the shore until this shaft stub is directly opposite the relevant hole. Release this shaft stub and check that it is properly secured in the hole.

Figure 4-3: Attaching a Latch Connector to an End

4-4 **ATTACHING AN ASSEMBLED END TO A SHORE.** Fit a Latch Connector and an End to the Shore's cylinder (see points 1 – 3).

> **Note:** Here, the Latch Connector does not need to be turned for the locking pin to lock in the mounting shank.

4-5 **UNLOCKING A SHORE.** Turn the Shore's threaded shaft ¼ turn counterclockwise in relation to the cylinder. This releases both ends of the shore. The length of the shore can now be adjusted.

Figure 4-4: Unlocking a Shore

CAUTION

To avoid hatches, doors, decks and roofs/ceilings being subjected to too high point loads and damaged, a wood or similar insert of a suitable size should, if possible, be placed between the end and the surface. This is to spread the load over a greater area.

Note: If the Shore is to be positioned vertically, turn it so that the threaded shaft is at the bottom and the cylinder at the top. This makes it easy to get to the lock collar if, for example, a shore extension is mounted.

WARNING

Take great care when pulling the Shore apart. Risk of crush injury to hands if the cylinder or threaded shaft is released or dropped when the lock collar is not locked.

4-6 **EXTENDING A SHORE.** Position the shore in the desired place, preferably with the threaded shaft pointing down, and pull the threaded shaft and cylinder apart until the resistance (roof, wall or similar) is reached. Adjust the collar until it is in contact with the shore's cylinder.

Figure 4-5: Adjusting the Shore

4-7 **USING A SPANNER TO TIGHTEN.** If necessary, use the spanner wrench to tighten the lock collar so that the shore is properly secure.

Figure 4-6: Using a spanner to tighten

> **Note:** Do not over tighten the lock collar due to risk of damaging the vessel.

4-8 **LOCKING A SHORE IN CLOSED POSITION.** When removing the shore: undo the collar and screw it all the way down. When the threaded shaft bottoms in the cylinder, turn the threaded shaft ¼ turn clockwise in relation to the cylinder. This locks the shore together.

Figure 4-7: Locking the Shore in closed position

CHAPTER 5
EXAMPLES OF USE

5-1 **EXAMPLE 1: H-SHORE.** Shows how the Shores can be used to stabilize a collapsing structure. When Shores are joined together using an End and a Clamp & Clevis Connector, it is important that the adjusting collar on the holding Shore is not over tightened using the spanner wrench. Over tightening could cause the side load on the other Shore to be too high (See table 2-3).

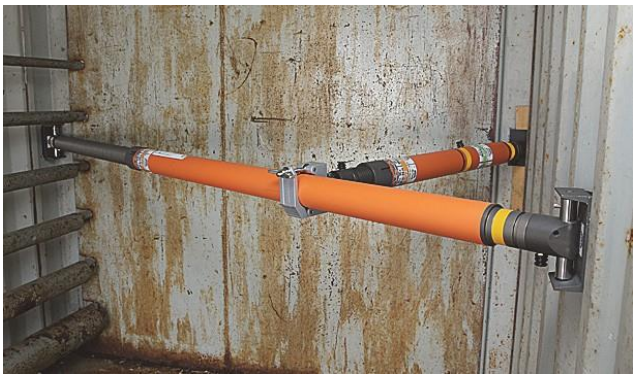

Figure 5-1: Example 1: H-Shore

5-2 **EXAMPLE 2: K-SHORE.** Shows a way of shoring a door if the distance to an opposing wall is large. Here, just as in example 1, the collars on the holding Shores must not be over tightened. Note that wood strong backs have been used so that the load is spread (thus avoiding damage to the door) and so that the End is clear of the door handle.

Figure 5-2: Example 2: K-Shore

5-3 **EXAMPLE 3: I-SHORE.** Shows how Shores can be used along with the Angle End. The Angle Ends enable firm mounting to the edges of the hatch.

Figure 5-3: Example 3: I-Shore

NOTE:

- Bracing required for shore lengths over 11 FT (3.35 m)
- Max 16 FT (4.87 m) system length, 2 each extensions allowed

CHAPTER 6
MAINTENANCE

6-1 <u>DAILY MAINTENANCE.</u> After use check that:

- The O-ring at the top of the Shore's threaded shaft is in place and free from damage.
- The Shore's cylinder is not bent or damaged in any other way. It must be possible to freely move the threaded shaft up and down in the cylinder.
- The lock collar can be easily screwed up and down the threaded shaft without binding or cross-threading. If necessary, file off any burrs on the thread.
- When the Shore is pushed fully together, the bayonet lock can be used to lock the threaded shaft in the Shore's cylinder. Also check that it unlocks.
- The rubber straps of the Mounting System are securely in place and undamaged.
- The spanner wrench is in place, fully functional and intact.

If shores or any other part of the shore set have been used in sea water, they must be thoroughly rinsed in fresh water. When this involves shores, the threaded shaft and cylinder must be taken apart and rinsed separately.

6-2 <u>SPECIAL MAINTENANCE.</u> As necessary:

1. After use, carry out daily maintenance (see section 6-1).

2. Using lubricating oil, lubricate the locking pins on the Latch Connectors and Extensions. Check that they work correctly.

3. Using lubricating oil, lubricate the rim of the cylinder facing towards the collar slightly, this will enable the locking and unlocking of the shaft lock to operate smoothly.

CHAPTER 7
REPLACEMENT PARTS

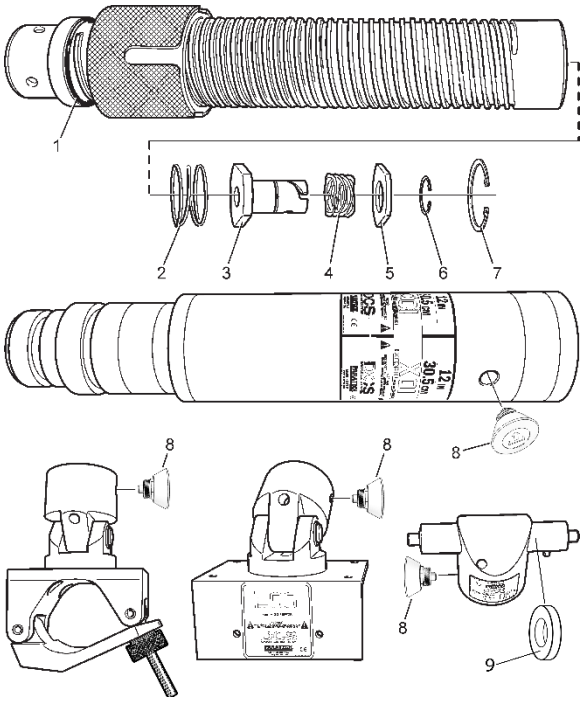

Figure 7-1 Replacement Parts

ITEM	STOCK NO.	STOCK NAME	QTY
1	22-798017	O-RING 63,3X3,5 MM	1
2	22-798038	SPRING	1
3	22-798016	SHORE LOCK	1
4	22-798018	SPRING	1
5	22-798037	SHORE LOCK CAP	1
6	22-798039	EXTERNAL RETAINING RING	1
7	22-798019	INTERNAL RETAINING RING	1
8	22-798070	SPRING RETURN LOCKING PIN	1
9	22-798057	NEOPRENE BUSHING	1
10	22-798A00	END, RUBBER PAD	1

Table 7-1

DAMAGE CONTROL SYSTEM (DCS) LIMITED WARRANTY

Each **DCS** or component thereof, manufactured by Paratech Incorporated, has been thoroughly inspected and properly adjusted before shipment to insure the highest quality and the greatest possible reliability.

Paratech Incorporated (hereinafter referred to as "Seller") hereby warrants the **DCS** or component thereof to the original retail buyer only against defects in material and workmanship under normal use and service for a period of five years from the date of purchase. This warranty shall constitute the sole warranty of the Seller with respect to the **DCS** or component thereof. **THE SELLER HEREBY DISCLAIMS AND EXCLUDES ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OR MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.** The Seller neither assumes nor authorizes any other person to assume for it any other obligations or liabilities in connection with the sale or use of this product.

Should there be any defects in the material or workmanship of the **DCS**, buyer should return the defective product to the factory for inspection with shipping prepaid within one year from the date of purchase. If inspection shows that the **DCS** or a component thereof is defective and that such defects were not caused by negligence, misuse, accident or unauthorized service, the product sold hereunder will be repaired or replaced at the option of the Seller, without charge, FOB at the factory, Frankfort, Illinois.

THIS REMEDY SHALL BE THE EXCLUSIVE REMEDY FOR BREACH OF WARRANTY WITH RESPECT TO THE DCS OR COMPONENTS THEREOF. THE SELLER SHALL NOT BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES RESULTING FROM ANY BREACH OF WARRANTY WITH RESPECT TO THE DCS AND COMPONENTS THEREOF FROM ANY DELAY IN THE PERFORMANCE OF THE REMEDY HEREUNDER.

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