

IMPORTANT!
DO NOT DESTROY

¡IMPORTANTE!
NO DESTRUIR



Installation and Maintenance Manual

with Safety Information
and Parts List

RECOMMENDED SPARE PARTS HIGHLIGHTED IN GRAY

Manual de Instalación y Mantenimiento

con Información sobre Seguridad
y Lista de Refacciones

LAS REFACCIONES RECOMENDADAS SE RESALTAN EN GRIS

Model TA

Effective May 2012

(Supercedes April 2011)

Bulletin #642



POWERED BY
CONVEYOR SOLUTIONS

TABLE OF CONTENTS

INTRODUCTION

Receiving and Uncrating2
 How To Order Replacement Parts2

SAFETY INFORMATION

Installation/Operation.....3
 Maintenance/Safety Labels3

INSTALLATION

Support Installation4
 Ceiling Hanger Installation4
 Belt Installation4,5
 Conveyor Set-Up.....4,5
 Electrical Equipment4,6

OPERATION

Conveyor Start-Up.....6

MAINTENANCE

Lubrication.....6
 Belt Tracking6,7
 Drive Chain Alignment and Tension8
 Trouble Shooting8
 Maintenance Checklist Back Cover

REPLACEMENT PARTS

Model TA Parts Drawing & List
 4" End Drive9
 8" End Drive10,11
 Underside Take-Up11
 4" & 8" Center Drive12
 4" Center Drive Assembly13
 8" Center Drive Assembly14
 Standard End Power Feeder.....15
 System End Power Feeder16

Spanish Version17

INTRODUCTION

This manual provides guidelines and procedures for installing, operating, and maintaining your conveyor. A complete parts list is provided with recommended spare parts highlighted in gray. Important safety information is also provided throughout the manual. For safety to personnel and for proper operation of your conveyor, it is recommended that you read and follow the instructions provided in this manual.

• Receiving and Uncrating

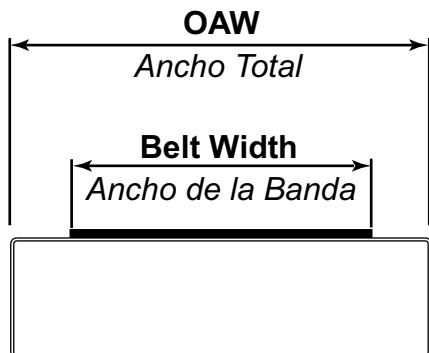
1. Check the number of items received against the bill of lading.
2. Examine condition of equipment to determine if any damage occurred during shipment.
3. Move all crates to area of installation.
4. Remove crating and check for optional equipment that may be fastened to the conveyor. Make sure these parts (or any foreign pieces) are removed.

NOTE: If damage has occurred or freight is missing, Contact your Hytrol Integration Partner.

• How to Order Replacement Parts

Included in this manual are parts drawings with complete replacement parts lists. Minor fasteners, such as nuts and bolts, are not included.

- When ordering replacement parts:
1. Contact Dealer from whom conveyor was purchased or nearest HYTROL Integration Partner.
 2. Give Conveyor Model Number and Serial Number or HYTROL Factory Order Number.
 3. Give Part Number and complete description from Parts List.
 4. Give type of drive. Example—8" End Drive, 8" Center Drive, etc.
 5. If you are in a breakdown situation, tell us.



| | | | | | | | | | | |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Belt Width | 6" | 8" | 10" | 12" | 14" | 16" | 18" | 20" | 24" | 30" |
| Bed Width | 10" | 12" | 14" | 16" | 18" | 20" | 22" | 24" | 28" | 34" |

SAFETY INFORMATION

• Installation

GUARDS AND GUARDING

Interfacing of Equipment. When two or more pieces of equipment are interfaced, special attention shall be given to the interfaced area to insure the presence of adequate guarding and safety devices.

Guarding Exceptions. Whenever conditions prevail that would require guarding under these standards, but such guarding would render the conveyor unusable, prominent warning means shall be provided in the area or on the equipment in lieu of guarding.

Guarded by Location or Position. Where necessary for the protection of employees from hazards, all exposed moving machinery parts that present a hazard to employees at their work station shall be mechanically or electrically guarded, or guarded by location or position.

- Remoteness from frequent presence of public or employed personnel shall constitute guarding by location.
- When a conveyor passes over a walkway, roadway, or work station, it is considered guarded solely by location or position if all moving parts are at least 8 ft. (2.44 m) above the floor or walking surface or are otherwise located so that the employee cannot inadvertently come in contact with hazardous moving parts.
- Although overhead conveyors may be guarded by location, spill guards, pan guards, or equivalent shall be provided if the product may fall off the conveyor for any reason and if personnel would be endangered.

HEADROOM

- When conveyors are installed above exit passageways, aisles, or corridors, there shall be provided a minimum clearance of 6 ft. 8 in. (2.032 m) measured vertically from the floor or walking surface to the lowest part of the conveyor or guards.
- Where system function will be impaired by providing the minimum clearance of 6 ft. 8 in. (2.032 m) through an emergency clearance, alternate passageways shall be provided.
- It is permissible to allow passage under conveyors with less than 6 ft. 8 in. (2.032 m) clearance from the floor for other than emergency exits if a suitable warning indicates low headroom.

• Operation

A) Only trained employees shall be permitted to operate conveyors. Training shall include instruction in operation under normal conditions and emergency situations.

B) Where employee safety is dependent upon stopping and/or starting devices, they shall be kept free of obstructions to permit ready access.

C) The area around loading and unloading points shall be kept clear of obstructions which could endanger personnel.

D) No person shall ride the load-carrying element of a conveyor under any circumstances unless that person is specifically authorized by the owner or employer to do so. Under those circumstances, such employee shall only ride a conveyor which incorporates within its supporting structure platforms or control stations specifically designed for carrying personnel. Under no circumstances shall any person ride on any element of a vertical conveyor.

E) Personnel working on or near a conveyor shall be instructed as to the location and operation of pertinent stopping devices.

F) A conveyor shall be used to transport only material it is capable of handling safely.

G) Under no circumstances shall the safety characteristics of the conveyor be altered if such alterations would endanger personnel.

H) Routine inspections and preventive and corrective maintenance programs shall be conducted to insure that all safety features and

devices are retained and function properly.

I) Personnel should be alerted to the potential hazard of entanglement in conveyors caused by items such as long hair, loose clothing, and jewelry.

J) Conveyors shall not be maintained or serviced while in operation unless proper maintenance or service requires the conveyor to be in motion. In this case, personnel shall be made aware of the hazards and how the task may be safely accomplished.

K) Owners of conveyor should insure proper safety labels are affixed to the conveyor warning of particular hazards involved in operation of their conveyors.

CAUTION!

Because of the many moving parts on the conveyor, all personnel in the area of the conveyor need to be warned that the conveyor is about to be started.

• Maintenance

- All maintenance, including lubrication and adjustments, shall be performed only by qualified and trained personnel.
- It is important that a maintenance program be established to insure that all conveyor components are maintained in a condition which does not constitute a hazard to personnel.
- When a conveyor is stopped for maintenance purposes, starting devices or powered accessories shall be locked or tagged out in accordance with a formalized procedure designed to protect all persons or groups involved with the conveyor against an unexpected start.
- Replace all safety devices and guards before starting equipment for normal operation.
- Whenever practical, DO NOT lubricate conveyors while they are in motion. Only trained personnel who are aware of the hazard of the conveyor in motion shall be allowed to lubricate.

Safety Guards

Maintain all guards and safety devices IN POSITION and IN SAFE REPAIR.

• Safety Labels

In an effort to reduce the possibility of injury to personnel working around HYTROL conveying equipment, safety labels are placed at various points on the equipment to alert them of potential hazards. Please check equipment and note all safety labels. Make certain your personnel are alerted to and obey these warnings. See Safety Manual for examples of warning labels.

Remember

Do not remove, reuse or modify material handling equipment for any purpose other than it's original intended use.

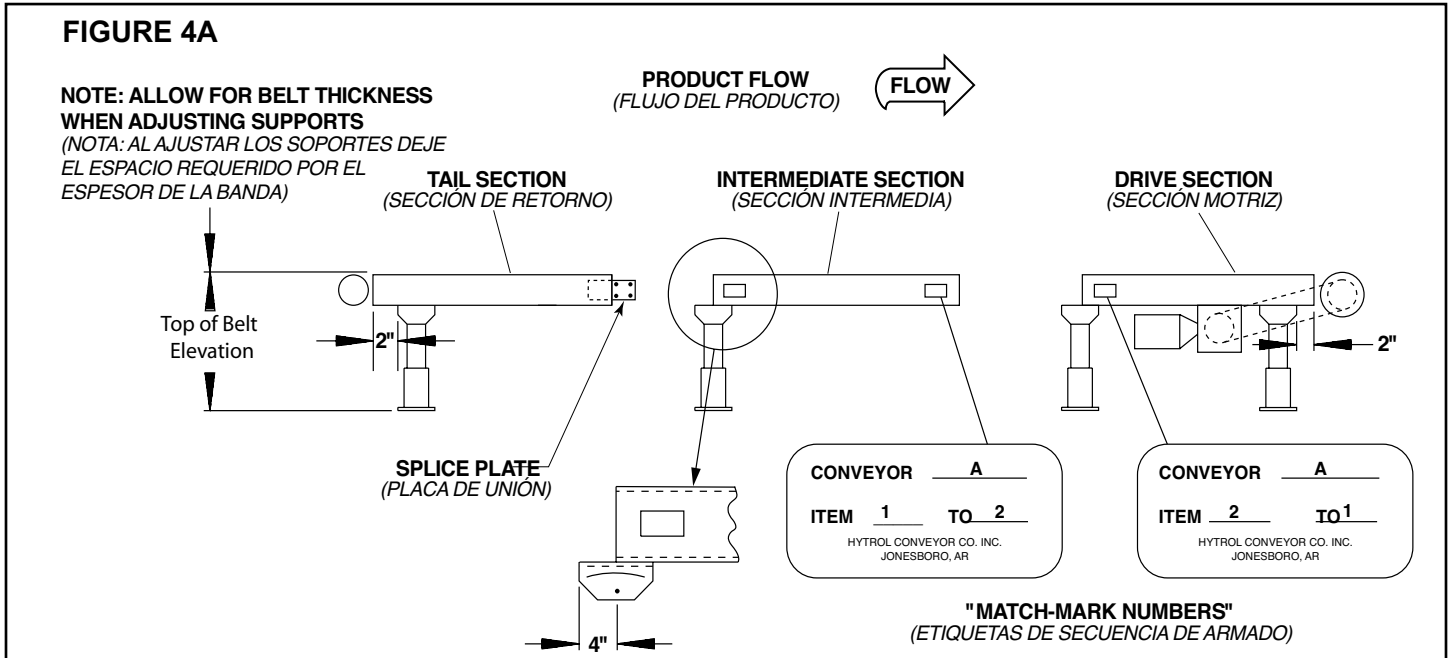
CAUTION!

Only trained personnel should track a conveyor belt which must be done while conveyor is in operation. DO NOT attempt to track belt if conveyor is loaded.

INSTALLATION

• Support Installation

1. Determine primary direction of product flow. Figure 4A indicates the preferred flow as related to the drive.
2. Refer to "Match-Mark" numbers on ends of conveyor sections. (Figure 4A) Position them in this sequence near the area of installation.
3. Attach supports to both ends of drive section and to one end of intermediate or tail sections (Figure 4A). Hand tighten bolts only at this time. Conveyors angle of incline will determine where the knee brace mounting brackets are to be placed when required.
4. Adjust elevation to required height.



• Ceiling Hanger Installation

If conveyors are to be used in an overhead application, ceiling hangers may have been supplied in place of floor supports.

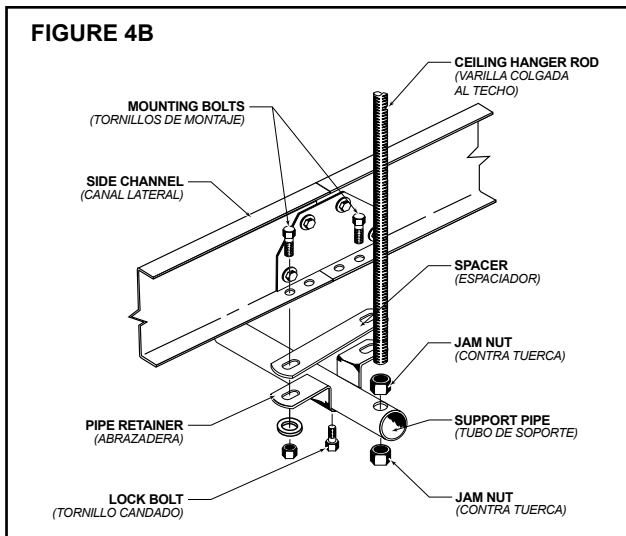
Figure 4B shows how a ceiling hanger mounts to a conveyor section. Ceiling hangers should be mounted at section joints. For safety information concerning conveyors mounted overhead, refer to "Installation Safety Precautions" on Page 3.

NOTE: When installing ceiling hanger rods in an existing building, all methods of attachment must comply with local building codes.

NOTE: If belt ends cannot be pulled together by hand, it may be necessary to loosen take-ups (at tail pulley, etc.), minimum position or use a belt puller so lacing pin can be easily inserted.

CAUTION!

Excessive slippage will reduce belt life and damage drive pulley lagging. Never apply more tension than is needed. Over-tension will cause extra wear to belt and bearings and will require extra power from drive.



• Belt Installation

The conveyor belt has been cut to the proper length and lacing installed at the factory. To install follow these steps:

1. Thread belt through conveyor as shown (Figure 5A).
2. Pull ends together and insert lacing pin (Figure 5B).
3. Adjust belt tension with take-up pulley or tail pulley. Keep pulley square by moving both take-up bolts an equal amount. Maintain enough tension so drive pulley will not slip when carrying the rated load.
4. Track belt per instructions on Page 6, 7.

• Conveyor Set-Up

1. Mark a chalk line on floor to locate center of the conveyor (Floor Mounted Conveyors).
2. Place the drive section in position.
3. Install remaining sections placing end without support on extend support of previous section (Figure 5C). Check "Match Mark" Numbers to see that adjoining sections are in proper sequence
4. Fasten sections together with splice plates and pivot plates (Figure 5C). Hand tighten bolts only.
5. Check to see that conveyor is level across width and length of unit. Adjust supports and ceiling hangers as necessary.
6. Install electrical controls and wire motor.
7. Install and track belt per instructions on Belt Installation and Belt Tracking.

• Electrical Equipment

WARNING!

Electrical controls shall be installed and wired by a qualified electrician. Wiring information for the motor and controls are furnished by the equipment manufacturer.

CONTROLS

Electrical Code: All motor controls and wiring shall conform to the National Electrical Code (Article 670 or other applicable articles) as published by the National Fire Protection Association and as approved by the American Standards Institute, Inc.

• Belt Installation

LACING ANGLE 2 1/2°
(ANGULO DE ENLACE) 2 1/2°

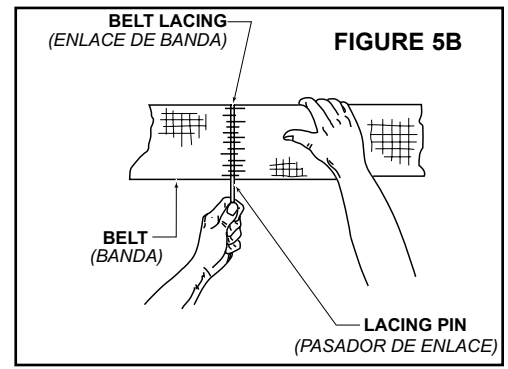
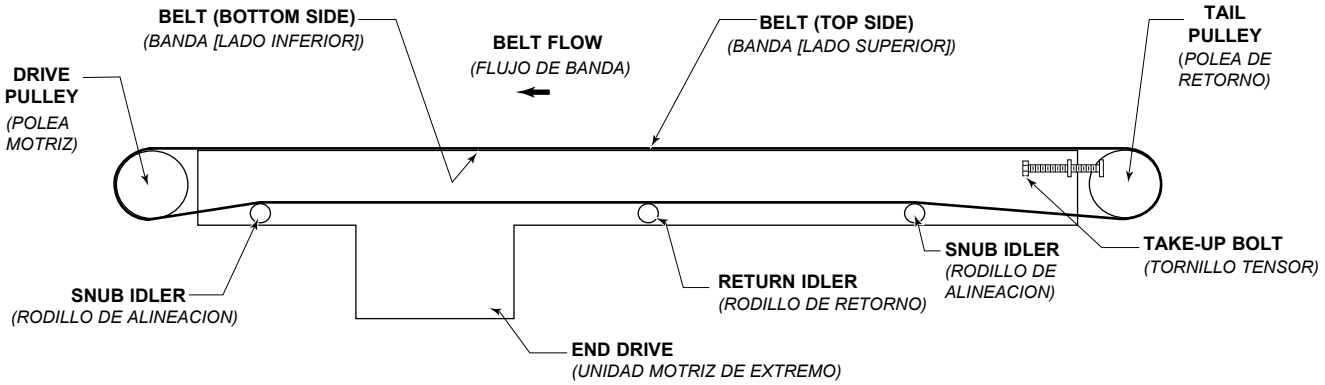
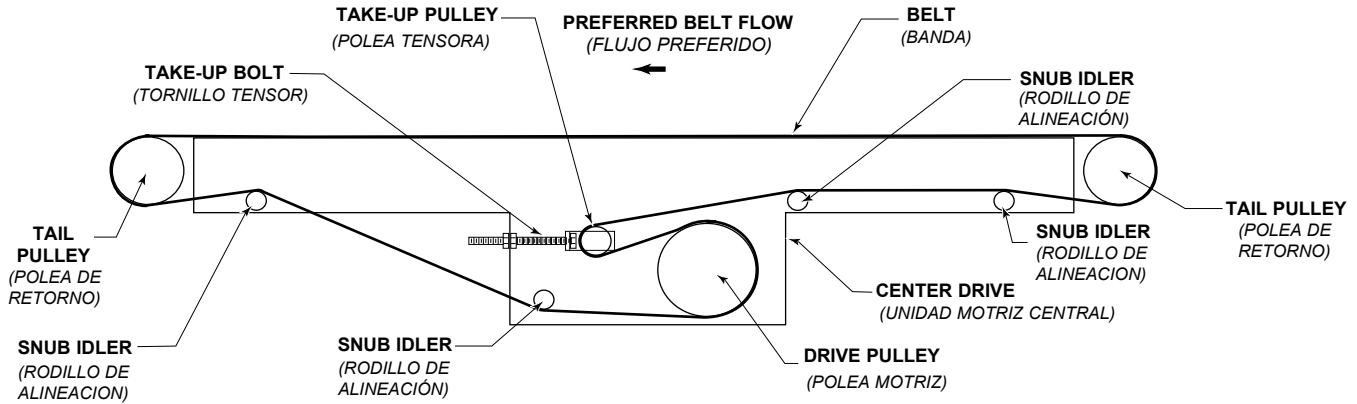


FIGURE 5A

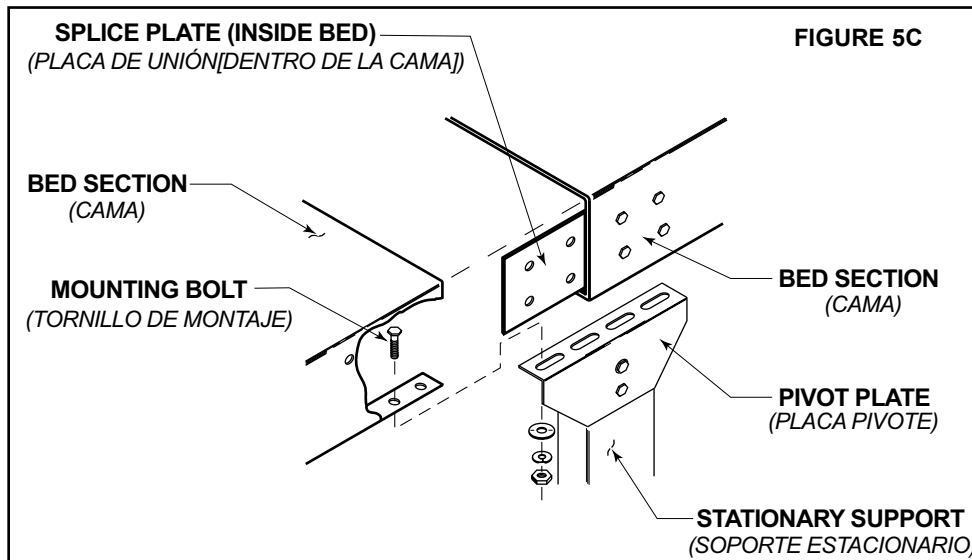
BELT INSTALLATION—END DRIVE (INSTALACIÓN DE LA BANDA—UNIDAD MOTRIZ DE EXTREMO)



BELT INSTALLATION—CENTER DRIVE OR UNDERSIDE TAKE UP (INSTALACIÓN DE LA BANDA—UNIDAD MOTRIZ CENTRAL O TENSORES INTERNOS)



• Conveyor Set-Up



CONTROL STATIONS

A) Control stations should be so arranged and located that the operation of the equipment is visible from them, and shall be clearly marked or labeled to indicate the function controlled.

B) A conveyor which would cause injury when started shall not be started until employees in the area are alerted by a signal or by a designated person that the conveyor is about to start.

When a conveyor would cause injury when started and is automatically controlled or must be controlled from a remote location, an audible device shall be provided which can be clearly heard at all points along the conveyor where personnel may be present. The warning device shall be actuated by the controller device starting the conveyor and shall continue for a required period of time before the conveyor starts. A flashing light or similar visual warning may be used in conjunction with or in place of the audible device if more effective in particular circumstances.

Where system function would be seriously hindered or adversely affected by the required time delay or where the intent of the warning may be misinterpreted (i.e., a work area with many different conveyors and allied devices), clear, concise, and legible warning shall be provided. The warning shall indicate that conveyors and allied equipment may be started at any time, that danger exists, and that personnel must keep clear. The warnings shall be provided along the conveyor at areas not guarded by position or location.

C) Remotely and automatically controlled conveyors, and conveyors where operator stations are not manned or are beyond voice and visual contact from drive areas, loading areas, transfer points, and other potentially hazardous locations on the conveyor path not guarded by location, position, or guards, shall be furnished with emergency stop buttons, pull cords, limit switches, or similar emergency stop devices.

All such emergency stop devices shall be easily identifiable in the immediate vicinity of such locations unless guarded by location, position, or guards. Where the design, function, and operation of such conveyor clearly is not hazardous to personnel, an emergency stop device is not required.

The emergency stop device shall act directly on the control of the conveyor concerned and shall not depend on the stopping of any other equipment. The emergency stop devices shall be installed so that they cannot be overridden from other locations.

D) Inactive and unused actuators, controllers, and wiring should be removed from control stations and panel boards, together with obsolete diagrams, indicators, control labels, and other material which serve to confuse the operator.

SAFETY DEVICES

A) All safety devices, including wiring of electrical safety devices, shall be arranged to operate in a "Fail-Safe" manner, that is, if power failure or failure of the device itself would occur, a hazardous condition must not result.

B) *Emergency Stops and Restarts.* Conveyor controls shall be so arranged that, in case of emergency stop, manual reset or start at the location where the emergency stop was initiated, shall be required of the conveyor(s) and associated equipment to resume operation.

C) Before restarting a conveyor which has been stopped because of an emergency, an inspection of the conveyor shall be made and the cause of the stoppage determined. The starting device shall be locked out before any attempt is made to remove the cause of stoppage, unless operation is necessary to determine the cause or to safely remove the stoppage.

Refer to ANSI Z244.1-1982, American National Standard for Personnel Protection – Lockout/Tagout of Energy Sources – Minimum Safety Requirements and OSHA Standard Number 29 CFR 1910.147 "The Control of Hazardous Energy (Lockout/Tagout)."

OPERATION

• Conveyor Start-Up

Before conveyor is turned on, check for foreign objects that may have been left inside conveyor during installation. These objects could cause serious damage during start-up.

After conveyor has been turned on and is operating, check motors, reducers, and moving parts to make sure they are working freely.

CAUTION!

Because of the many moving parts on the conveyor, all personnel in the area of the conveyor need to be warned that the conveyor is about to be started.

MAINTENANCE

• Lubrication

The drive chain is pre-lubricated from the manufacturer by a hot dipping process that ensures total lubrication of all components. However, continued proper lubrication will greatly extend the useful life of every drive chain.

Drive Chain lubrication serves several purposes including:

- Protecting against wear of the pin-bushing joint
- Lubricating chain-sprocket contact surfaces
- Preventing rust or corrosion

For normal operating environments, lubricate every 2080 hours of operation or every 6 months, whichever comes first. Lubricate with a good grade of petroleum or synthetic oil (i.e., Shell Rotella or Mobil 1). For best results, always use a brush to generously lubricate the chain. The proper viscosity of lubricant greatly affects its ability to flow into the internal areas of the chain. Refer to the table below for the proper viscosity of lubricant for your application.

The drive chain's lubrication requirement is greatly affected by the operating conditions. For harsh conditions such as damp environments, dusty environments, excessive speeds, or elevated temperatures, it is best to lubricate more frequently. It may be best, under these conditions, to develop a custom lubrication schedule for your specific application. A custom lubrication schedule may be developed by inspecting the drive chain on regular time intervals for sufficient lubrication. Once the time interval is determined at which the chain is not sufficiently lubricated, lubricate it and schedule the future lubrication intervals accordingly.

| Ambient Temperature Degrees F | SAE | ISO |
|----------------------------------|-----|----------|
| 20-40 | 20 | 46 or 68 |
| 40-100 | 30 | 100 |
| 100-120 | 40 | 150 |

• Belt Tracking

HOW IS THE CONVEYOR BELT TRACKED

The belt is tracking by adjusting: Drive Pulley, Tail Pulley, Return Idlers, and Snub Idlers. The same tracking principles apply to conveyors supplied with end drives, center drives, or underside take-ups.

PRE-TRACKING INSPECTION

Before attempting to physically track the belt:

1. Make sure conveyor is level across the width and length of unit. Adjust supports as necessary.
2. Check to make sure: Drive Pulley, Tail Pulley, Snub Idlers, and all Return Idlers are square with conveyor bed. See illustrations Figure 7A, 7B, 7C, and 7D. Dimension "A" should be equal on both sides of unit.
3. Make sure belt has been properly threaded through conveyor. See pages 4,5.
4. Make sure belt lacing has been installed correctly and is square with the belt. See pages 4,5.
5. Check for improper loading. Feed should be in direction of belt travel, centered on belt.

IMPORTANT: When belt tracking adjustments are made, they should be minor (1/16 in. at a time on idlers, etc., should be sufficient.).

Give the belt adequate time to react to the adjustments. It may take several complete revolutions around the conveyor for the belt to begin tracking properly on long, slow conveyor lines.

A) Stand at tail pulley looking toward drive and note what direction belt is traveling.

B) Having observed belt and determined tracking problem, follow procedures in "How to Steer The Belt", Figure 7D.

HOW TO STEER THE BELT

Condition 1. . . When the belt is running in the direction (FLOW) with the arrow, but tracking (drifting) towards Side "X", move the Snub Idler nearest the INFEEED end of Side "Y" towards the DISCHARGE end of the conveyor.

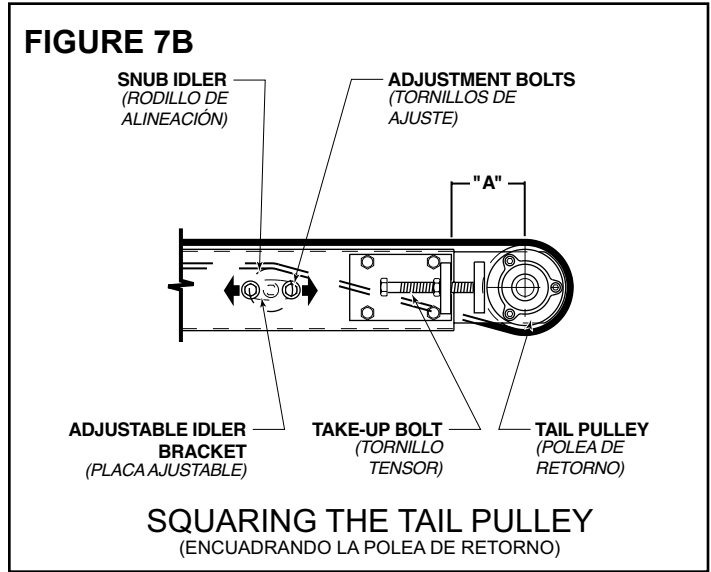
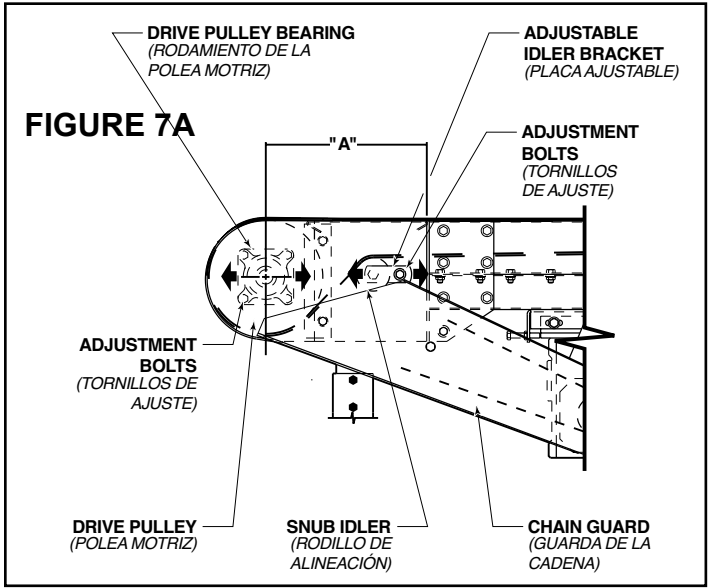
Condition 2. . . When the belt is running in the direction (FLOW) with the arrow, but tracking (drifting) towards Side "Y", move the Snub Idler nearest the INFEEED end of Side "X" towards the DISCHARGE end of the conveyor.

If Belt Direction (FLOW) is reversed, all the above conditions will remain the same as in 7D, except you are now viewing the conveyor from the opposite end.

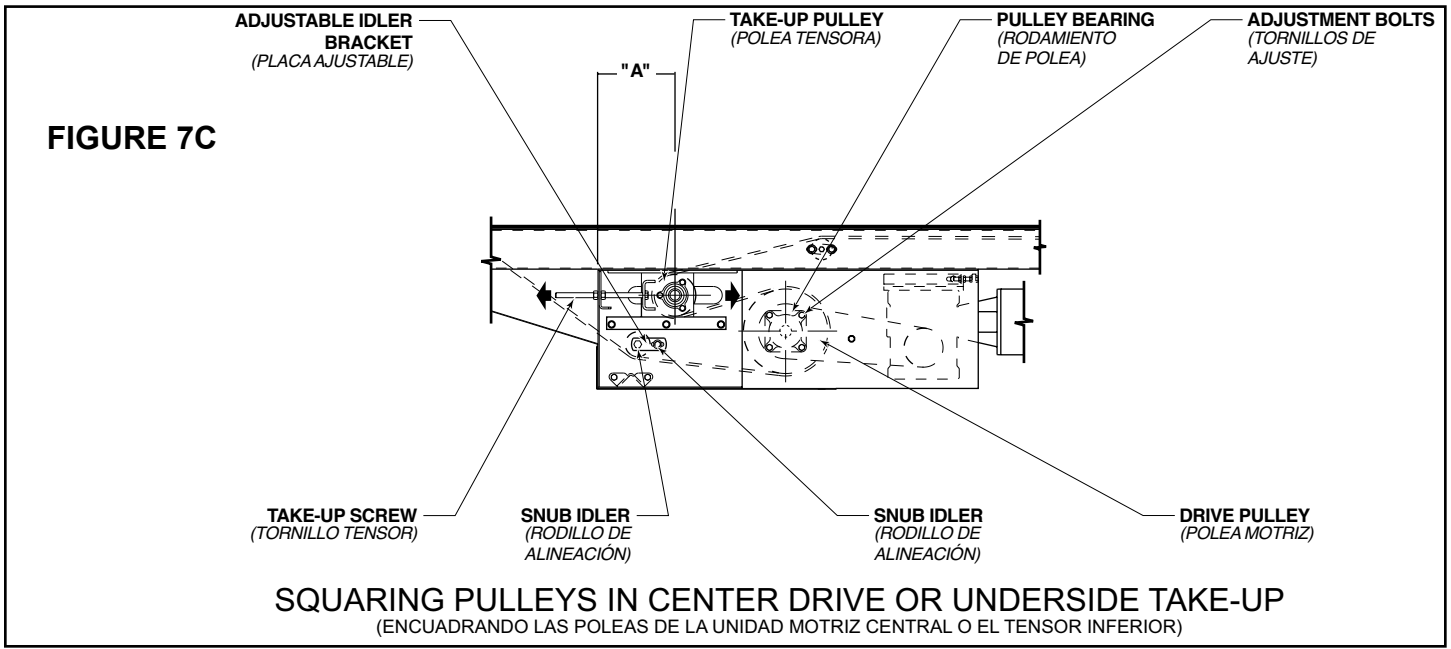
If belt continues to track improperly, re-check all items covered in "Pre-Tracking Inspection" and make corrections as necessary.

• Belt Tracking

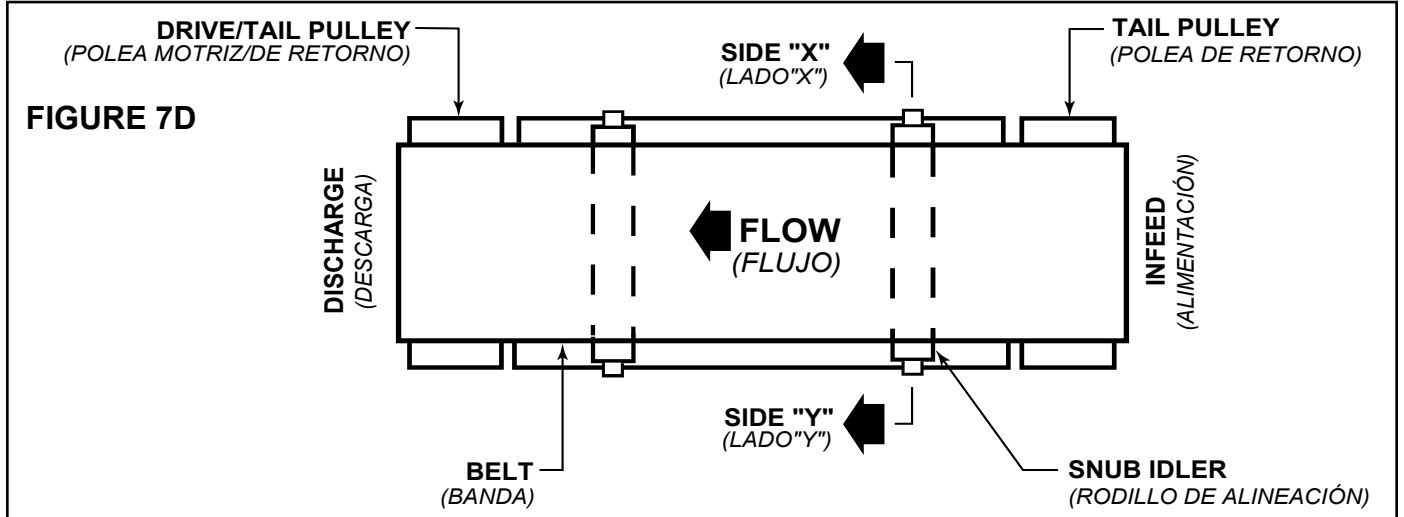
NOTE: In all conditions, you are viewing the Conveyor Belt from the INFEED end. All corrections will be made from the INFEED end of conveyor.



SQUARING THE TAIL PULLEY
(ENCUADRANDO LA POLEA DE RETORNO)



SQUARING PULLEYS IN CENTER DRIVE OR UNDERSIDE TAKE-UP
(ENCUADRANDO LAS POLEAS DE LA UNIDAD MOTRIZ CENTRAL O EL TENSOR INFERIOR)



CAUTION!
Only trained personnel should track conveyor belt which must be done while conveyor is in operation.

• Drive Chain Alignment and Tension

The drive chain and sprockets should be checked periodically for proper tension and alignment. Improper adjustment will cause extensive wear to the drive components.

TO MAKE ADJUSTMENTS

1. Remove chain guard.
2. Check sprocket alignment by placing a straightedge across the face of both sprockets (Figure 8A). Loosen set screws and adjust as needed. Re-tighten set screws.
3. To adjust chain tension, loosen bolts that fasten motor base to mounting angles, both sides of the conveyor.
4. Tighten take-up bolts until desired chain tension is reached. (Figures 8B & 8C). Re-tighten mounting bolts.
5. Lubricate chain per lubrication instructions.
6. Replace chain guard so that it does not interfere with drive.

CAUTION!

Never remove chain guards while the conveyor is running. Always replace guards after adjustments are made.

FIGURE 8A

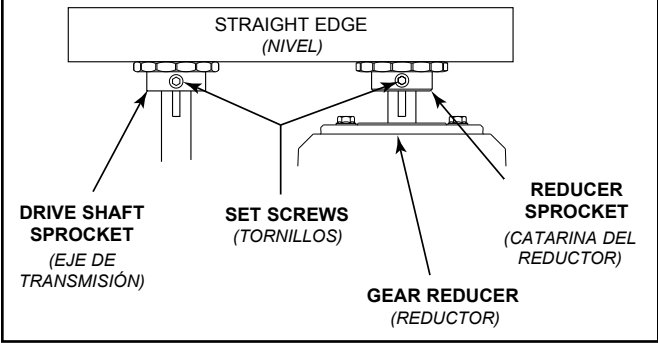


FIGURE 8B

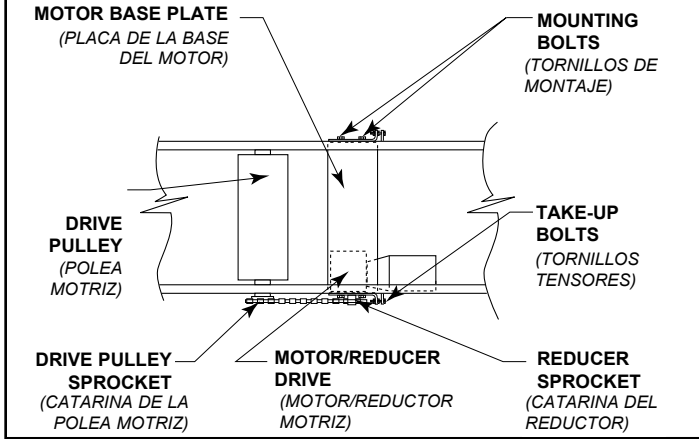
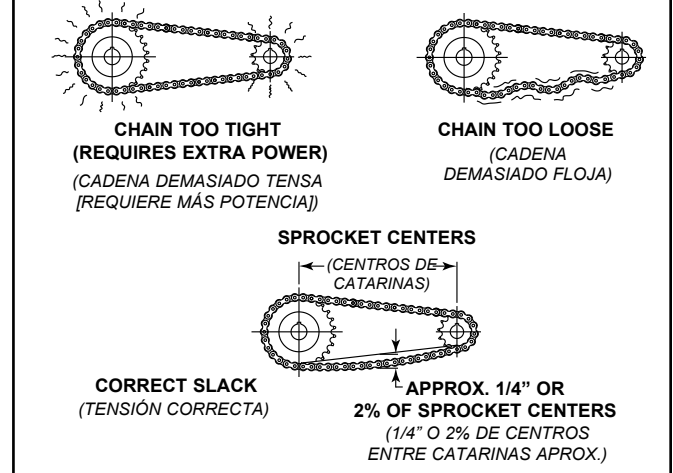


FIGURE 8C



• Trouble Shooting

The following charts list possible problems that may occur in the operation of the conveyor.

TROUBLE SHOOTING DRIVES

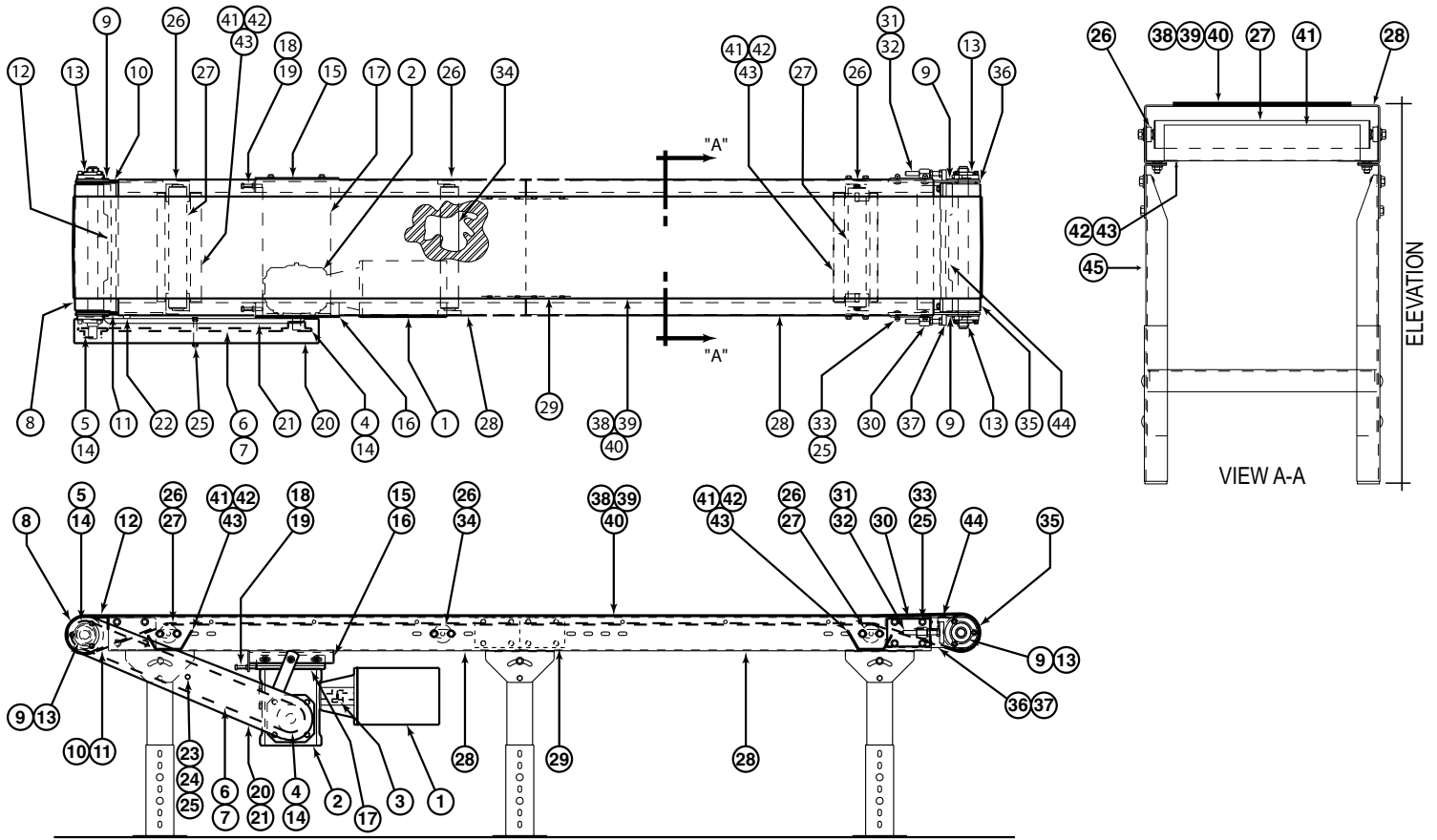
| TROUBLE | CAUSE | SOLUTION |
|--|---|--|
| Conveyor will not start or motor quits frequently. | <ol style="list-style-type: none"> 1) Motor is overloaded. 2) Motor is drawing too much current. | <ol style="list-style-type: none"> 1) Check for overloading of conveyor. 2) Check heater or circuit breaker and change if necessary. |
| Drive chain and sprockets wear excessively. | <ol style="list-style-type: none"> 1) Lack of lubrication on chain causing chain stretch which creates improper chain to sprocket mesh. 2) Sprockets are out of alignment. 3) Loose chain. | <ol style="list-style-type: none"> 1) Replace chain and sprockets. Provide adequate lubrication. NOTE: If problem reoccurs, a chain take-up may be required. 2) Align sprockets. See "Drive Chain Alignment and Tension". 3) Tighten chain. |
| Loud popping or grinding noise. | <ol style="list-style-type: none"> 1) Defective bearing. 2) Loose set screws in bearing. 3) Loose drive chain. | <ol style="list-style-type: none"> 1) Replace bearing. 2) Tighten set screw. 3) Tighten chain. |
| Motor or reducer overheating. | <ol style="list-style-type: none"> 1) Conveyor is overloaded. 2) Low voltage to motor. 3) Low lubricant level in reducer. | <ol style="list-style-type: none"> 1) Check capacity of conveyor and reduce load to recommended level. 2) Have electrician check and correct as necessary. 3) Relubricate per manufacturer's recommendations. For HYTROL reducer, refer to separate manual. |
| Belt does not move, but drive runs. | <ol style="list-style-type: none"> 1) Conveyor is overloaded. 2) Belt is too loose. 3) Lagging on drive pulley is worn. | <ol style="list-style-type: none"> 1) Reduce load. 2) Use belt take-up to tighten belt. 3) Replace drive pulley lagging and tighten belt. |

TROUBLE SHOOTING DRIVE BELT TRACKING

| TROUBLE | CAUSE | SOLUTION |
|--|--|--|
| Entire length of belt creeps off at one spot only. | <ol style="list-style-type: none"> 1) One or more idlers (usually near trouble spot) are out of line. 2) One conveyor section not level or square. 3) Material build-up on pulleys or idlers. | <ol style="list-style-type: none"> 1) Adjust idlers as necessary. See "Tracking the belt" in this manual for details. 2) Make necessary adjustments to supports. 3) Remove residue from pulleys or idlers. Install belt, cleaners, or scrapers if possible. |
| Belt creeps to one side at tail pulley. | <ol style="list-style-type: none"> 1) Tail pulley, return idler, or snub idler near tail pulley not properly aligned or square with bed. | <ol style="list-style-type: none"> 1) Adjust as necessary. See "Belt Tracking Pre-Tracking Inspection" in this manual for details. |
| Entire belt creeps to one side. | <ol style="list-style-type: none"> 1) Conveyor not straight. 2) Conveyor not level. 3) Material build-up on rollers, pulleys, or idlers. | <ol style="list-style-type: none"> 1) Re-align bed sections as necessary. 2) Correct as necessary. 3) Remove residue and install belt cleaners or scrapers if possible. |

• Model TA Parts Drawing (4" End Drive)

Dibujo de Partes del Modelo TA (Unidad Motriz de Extremo de 4")



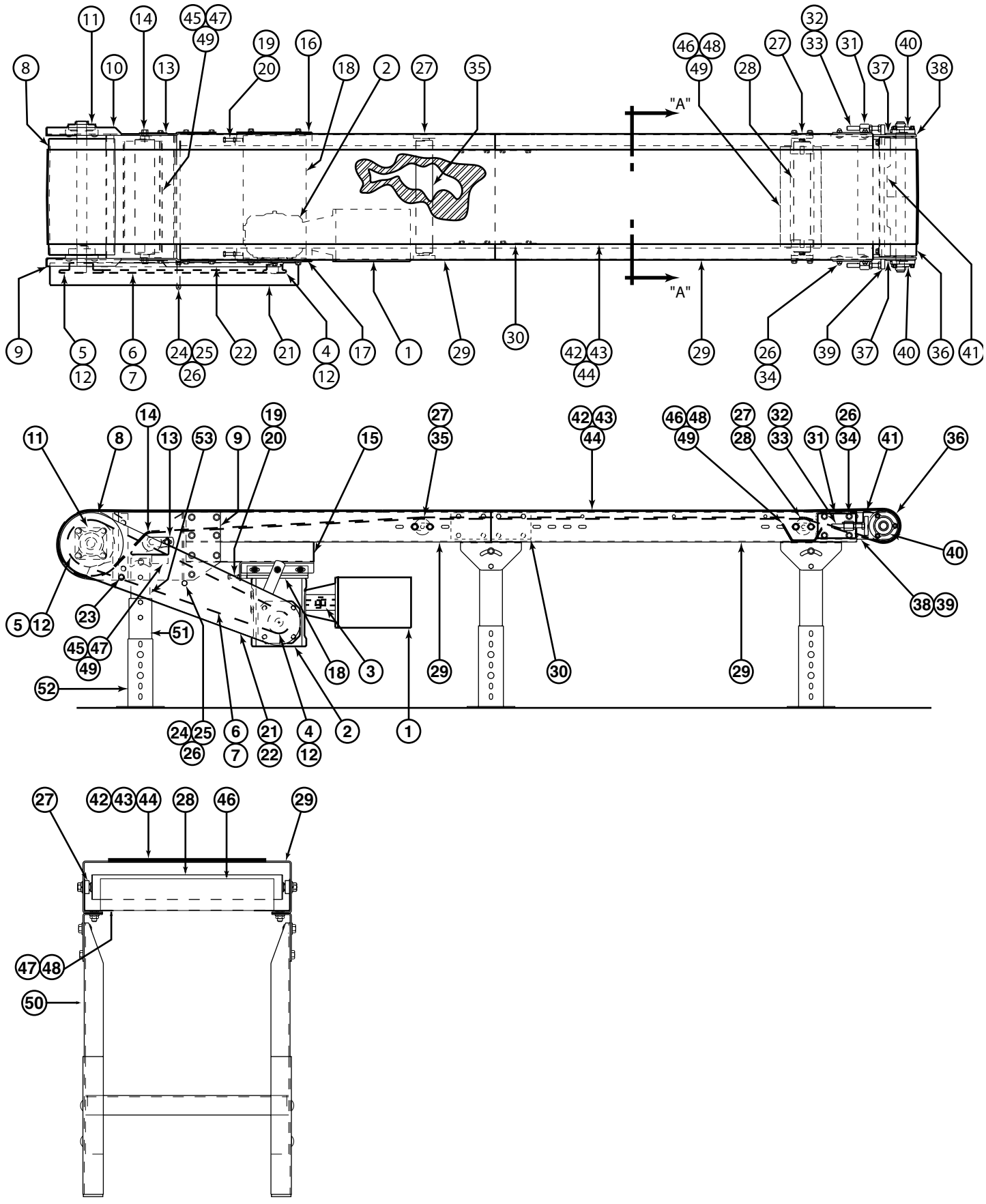
• Model TA Parts List (4" End Drive)

Lista de Partes del Modelo TA (Unidad Motriz de Extremo de 4")

| Ref No. | Part No. | Description |
|---------|-------------|---|
| 1 | — | Motor - C-face |
| — | 030.7134 | 1/2 HP - 230/460 VAC - 3Ph. - 60Hz. - TEFC |
| — | 030.7324 | 1 HP - 230/460 VAC - 3Ph. - 60Hz. - TEFC |
| — | 030.7534 | 2 HP - 230/460 VAC - 3Ph. - 60Hz. - TEFC |
| 2 | — | Speed Reducer |
| — | R-00153-30R | 4AC - RH - 30:1 Ratio |
| — | R-00164-30R | 5AC - RH - 30:1 Ratio |
| 3 | — | Coupling Kit |
| — | 052.145 | Motor to Reducer (1/2 - 1 HP) |
| — | 052.146 | Motor to Reducer (2 HP) |
| 4 | — | Sprocket - Reducer |
| — | 028.115 | 50B15 x 1 in. Bore (4AC) |
| — | 028.117 | 50B15 x 1 1/4 in. Bore (5AC) |
| 5 | 028.115 | Sprocket - Drive Pulley, 50B15 x 1 in. Bore |
| 6 | 029.101 | #50 Riveted Roller Chain |
| 7 | 029.201 | Connector Link - #50 Roller Chain |
| 8 | B-21417 | 4" Dia. Drive Pulley (Fully Lagged) (Specify OAW) |
| 9 | B-07987 | Bearing Spacer |
| 10 | B-21422-R | Drive Plate Assembly - RH |
| 11 | B-21422-L | Drive Plate Assembly - LH |
| 12 | B-18909 | Nip Point Guard, Drive End (Specify OAW) |
| 13 | 010.102 | 3-Bolt Flange Bearing - 1 in. Bore |
| 14 | 090.203 | Shaft Key - 1/4 in. Square x 1 in. Long |
| 15 | B-05545 | Motor Base Support Angle - RH |
| 16 | B-05540 | Motor Base Support Angle - LH |
| 17 | B-06629 | Motor Base Assembly (Specify OAW) |
| 18 | 040.307 | Take-up Bolt 3/8-16 x 2 1/4 in. Long |
| 19 | 041.300 | Hex Jam Nut, Heavy - 3/8-16 |
| 20 | B-02308 | Chain Guard Front Plate |
| 21 | B-04246 | Chain Guard Back Plate - LH |

| Ref No. | Part No. | Description |
|---------|--------------|--|
| 22 | 098.150 | Spacer-13/32 in. I.D. x 3/4 in.O.D. x 3/8 in. Long |
| 23 | 040.31115 | Hex Thin Head Bolt 3/8-16 x 3/4 in. Long |
| 24 | 041.200 | Hex Jam Nut 3/8-16 |
| 25 | 041.919 | Acorn Nut 3/8-16 |
| 26 | 093.215 | Return Roller Bracket |
| 27 | B-06742 | 2-1/8 in. Dia. Snub Roller (Specify OAW) |
| 28 | — | Bed |
| — | B-01638 | 5 ft. Long Bed 10 in. thru 28 in. OAW (Specify) |
| — | B-19341-060 | 5 ft. Long Bed Weldment 34 in. OAW |
| — | B-01636 | 10 ft. Long Bed 10 in. thru 28 in. OAW (Specify) |
| — | B-19341-0120 | 10 ft. Long Bed Weldment 34 in. OAW |
| 29 | B-01944 | Splice Plate |
| 30 | B-19619 | Attachment Plate Assembly |
| 31 | 040.407 | Take-Up Bolt - 1/2-13 x 4 in. Long |
| 32 | 041.201 | Hex Jam Nut 1/2-13 |
| 33 | 042.919 | Shoulder Bolt - 1/2 in. Dia. x .312 Long |
| 34 | B-25660 | 1.9 in. Dia. Return Idler (Specify OAW) |
| 35 | B-22221 | 4 in. Dia. Tail Pulley (Specify OAW) |
| 36 | B-19614-R | Take-Up Plate Assembly - RH |
| 37 | B-19614-L | Take-Up Plate Assembly - LH |
| 38 | — | Belt - Black Ultimate 140 BBS (Specify Width) |
| 39 | — | U3 Clipper Unibar Belt Lacing (Specify Length) |
| 40 | — | #13 Lacing Pin (Specify Length) |
| 41 | B-13708 | Snub Roller Guard (Specify OAW) |
| 42 | B-13707 | Snub Roller Guard Mounting Bracket |
| 43 | 049.310 | U-Type Speed Nut, 1/4-20 |
| 44 | B-09859 | Nip Point Guard Tail End (Specify OAW) |
| 45 | B-16659 | MS Type Support Assembly (Spec. Elev.) |

• Model TA Parts Drawing (8" End Drive) *Dibujo de Partes del Modelo TA (Unidad Motriz de Extremo de 8")*



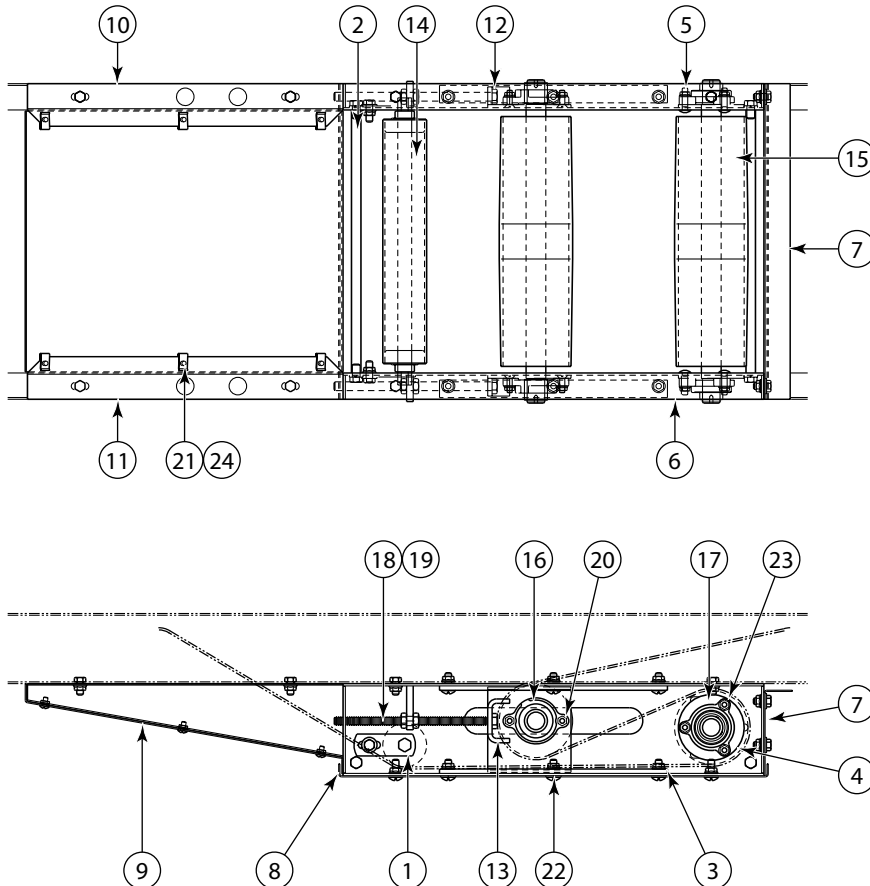
• Model TA Parts List (8" End Drive)

Lista de Partes del Modelo TA (Unidad Motriz de Extremo de 8")

| Ref. No. | Part No. | Description |
|----------|-------------|---|
| 1 | — | Motor - C-face |
| — | 030.7134 | 1/2 HP - 230/460 VAC - 3Ph. - 60Hz. - TEFC |
| — | 030.7324 | 1 HP - 230/460 VAC - 3Ph. - 60Hz. - TEFC |
| — | 030.7534 | 2 HP - 230/460 VAC - 3Ph. - 60Hz. - TEFC |
| 2 | — | Speed Reducer |
| — | R-00153-30R | 4AC - RH - 30:1 Ratio |
| — | R-00164-30R | 5AC - RH - 30:1 Ratio |
| 3 | — | Coupling Kit |
| — | 052.145 | Motor to Reducer (1/2 - 1 HP) |
| — | 052.146 | Motor to Reducer (2 HP) |
| 4 | — | Sprocket - Reducer |
| — | 028.115 | 50B15 x 1 in. Bore (4AC) |
| — | 028.117 | 50B15 x 1 1/4 in. Bore (5AC) |
| 5 | 028.115 | Sprocket - Drive Pulley, 50B15 x 1 in. Bore |
| 6 | 029.101 | #50 Riveted Roller Chain |
| 7 | 029.201 | Connector Link - #50 Roller Chain |
| 8 | B-00874 | 8" Dia. Drive Pulley (Fully Lagged) (Specify OAW) |
| 9 | B-01036 | Drive Shell Assembly (Specify OAW) |
| 10 | B-01168 | Removable Drive Plate |
| 11 | 010.202 | 4-Bolt Flange Bearing |
| 12 | 090.203 | Shaft Key - 1/4 in. Square x 1 in. Long |
| 13 | B-04842 | 11/16 in. Hex Idler Bracket |
| 14 | — | 2-1/2 in. Dia. Snub Idler |
| — | B-17254-077 | 10 in. OAW |
| — | B-17254-093 | 12 in. OAW |
| — | B-17254-109 | 14 in. OAW |
| — | B-17254-125 | 16 in. OAW |
| — | B-17254-141 | 18 in. OAW |
| — | B-17254-157 | 20 in. OAW |
| — | B-17254-173 | 22 in. OAW |
| — | B-17254-189 | 24 in. OAW |
| — | B-17254-221 | 28 in. OAW |
| — | B-17254-269 | 34 in. OAW |
| 15 | B-07150 | Spacer Channel |
| 16 | B-05545 | Motor Base Support Angle - RH |
| 17 | B-05540 | Motor Base Support Angle - LH |
| 18 | B-06629 | Motor Base Assembly (Specify OAW) |
| 19 | 040.307 | Take-up Bolt 3/8-16 x 2 1/4 in. Long |

| | | |
|----|--------------|--|
| 20 | 041.300 | Hex Jam Nut, Heavy - 3/8-16 |
| 21 | B-04070 | Chain Guard Front Plate |
| 22 | B-06262 | Chain Guard Back Plate - LH |
| 23 | 098.150 | Spacer-13/32 in. I.D. x 3/4 in.O.D. x 3/8 in. Long |
| 24 | 040.31115 | Hex Thin Head Bolt 3/8-16 x 3/4 in. Long |
| 25 | 041.200 | Hex Jam Nut 3/8-16 |
| 26 | 041.919 | Acorn Nut 3/8-16 |
| 27 | 093.215 | Return Roller Bracket |
| 28 | B-06742 | 2-1/8 in. Dia. Snub Roller (Specify 8 x OAW) |
| 29 | — | Bed |
| — | B-01638 | 5 ft. Long Bed 10 in. thru 28 in. OAW (Specify) |
| — | B-19341-060 | 5 ft. Long Bed Weldment 34 in. OAW |
| — | B-01636 | 10 ft. Long Bed 10 in. thru 28 in. OAW (Specify) |
| — | B-19341-0120 | 10 ft. Long Bed Weldment 34 in. OAW |
| 30 | B-01944 | Splice Plate |
| 31 | B-19619 | Attachment Plate Assembly |
| 32 | 040.407 | Take-Up Bolt - 1/2-13 x 4 in. Long |
| 33 | 041.201 | Hex Jam Nut 1/2-13 |
| 34 | 042.919 | Shoulder Bolt - 1/2 in. Dia. x .312 Long |
| 35 | B-25660 | 1.9 in. Dia. Return Idler (Specify OAW) |
| 36 | B-22221 | 4 in. Dia. Tail Pulley (Specify OAW) |
| 37 | B-07987 | Bearing Spacer |
| 38 | B-19614-R | Take-Up Plate Assembly - RH |
| 39 | B-19614-L | Take-Up Plate Assembly - LH |
| 40 | 010.102 | 3-Bolt Flange Bearing - 1 in. Bore |
| 41 | B-09859 | Nip Point Guard Tail End (Specify OAW) |
| 42 | — | Belt - Black Ultimate 140 BBS (Specify Width) |
| 43 | — | U3 Clipper Unibar Belt Lacing (Specify Length) |
| 44 | — | #13 Lacing Pin (Specify Length) |
| 45 | B-12345 | Snub Roller Guard (Specify OAW) |
| 46 | B-13708 | Snub Roller Guard (Specify OAW) |
| 47 | B-12346 | Snub Roller Guard Mounting Bracket |
| 48 | B-13707 | Snub Roller Guard Mounting Bracket |
| 49 | 049.310 | U-Type Speed Nut, 1/4-20 |
| 50 | B-16659 | MS Type Support Assembly (Spec. Elev.) |

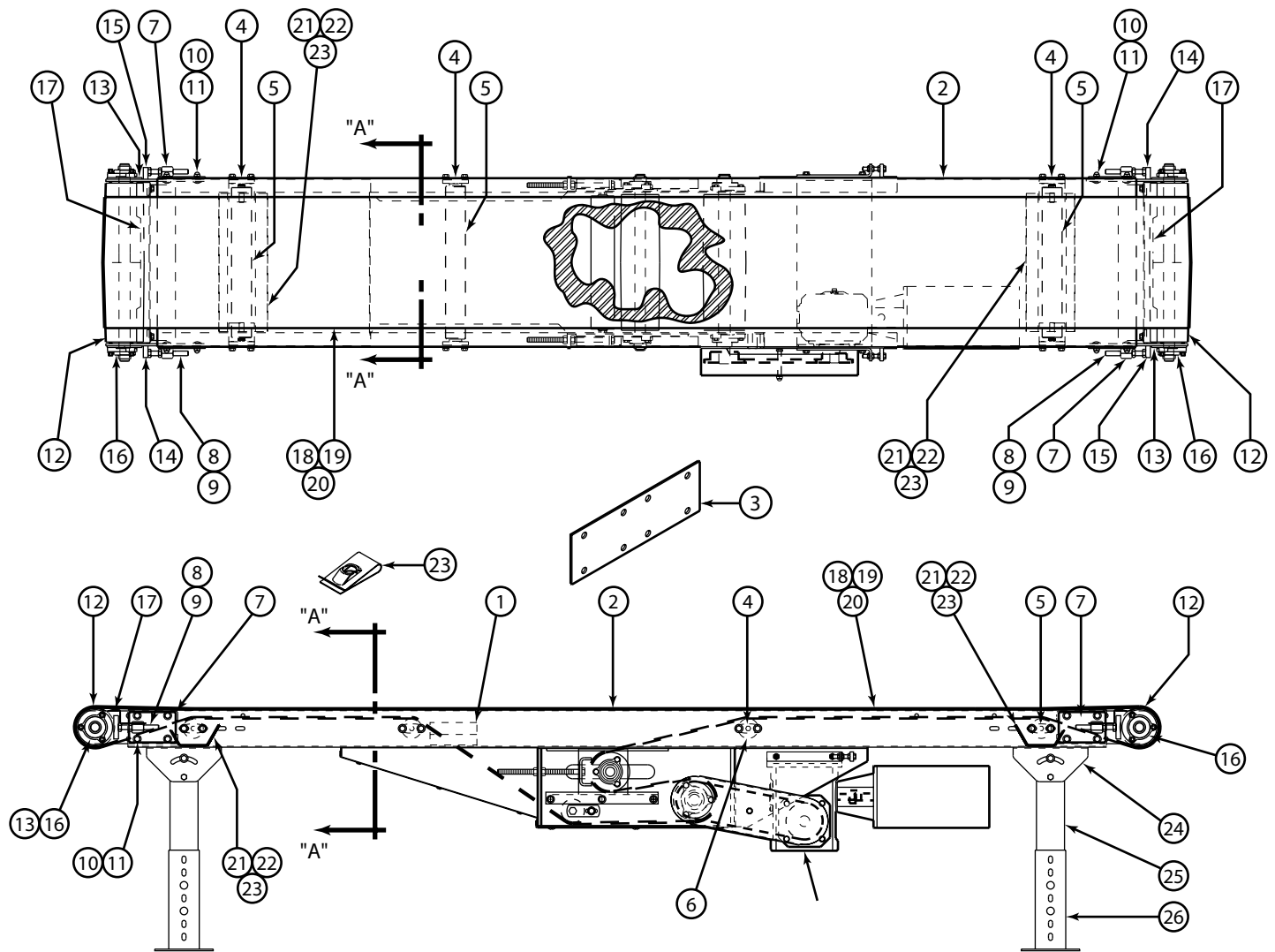
• Model TA Underside Take-Up Assembly (Ensamble Del Tensor Inferior Del Modelo TA)



| Ref No. | Part No. | Description |
|---------|-----------|--|
| 1 | B-04842 | Mounting Bracket - 11/16 in. Hex Idler |
| 2 | B-05477 | Threaded Section Spacer (Specify BR) |
| 3 | B-05966 | Upper Bearing Guide |
| 4 | B-07987 | Bearing Spacer - 3-Bolt Flange Bearing, 1 in. Bore |
| 5 | B-09844-L | Side Channel Assembly - LH, Low Profile Take-Up |
| 6 | B-09844-R | Side Channel Assembly - RH, Low Profile Take-Up |
| 7 | B-09848 | Rear Guard - 4 in. Low Profile Take-Up (Specify OAW) |
| 8 | B-09849 | Bottom Guard - 4 in. Low Profile Take-Up (Specify OAW) |
| 9 | B-09850 | Bottom Angle Guard - 4 in. Low Profile Take-Up (Spec. OAW) |
| 10 | B-09851-L | Side Guard - LH, 4 in. Low Profile Take-Up |
| 11 | B-09851-R | Side Guard - RH, 4 in. Low Profile Take-Up |
| 12 | B-09852-L | Take-Up Plate Assembly - LH Low Profile |
| 13 | B-09852-R | Take-Up Plate Assembly - RH Low Profile |
| 14 | B-17254 | 2 1/2 in. OD Snub Roller Assembly (Specify BR) |
| 15 | — | 4 in. Dia. Pulley Assembly |
| — | B-22323 | 10 in. thru 18 in. OAW (Specify) |
| — | B-05904 | 20 in. thru 42 in. OAW (Specify) |
| 16 | 010.0021 | Bearing - Cast Iron, 2-Bolt, 1 in. Bore |
| 17 | 010.102 | Bearing - Cast Iron, 3-Bolt, 1 in. Bore |
| 18 | 040.411 | 1/2 - 13 x 9 in. Lg. Hex Bolt - Fully Threaded |
| 19 | 041.201 | 1/2 - 13 NC2B Hex Jam Nut |
| 20 | 042.2009 | 5/16 - 18 x 1 in. Lg. Flat Head Bolt |
| 21 | 042.300 | 1/4 - 20 x 1/2 in. Lg. Truss Head Bolt |
| 22 | 042.3022 | 3/8 - 16 x 1 in. Lg. Flat Head Bolt |
| 23 | 042.557 | 5/16 - 18 x 1 1/4 in. Lg. Carriage Bolt |
| 24 | 049.310 | 1/4 - 20 U-Type Speed Nut |

• Model TA Parts Drawing (4" & 8" Center Drive)

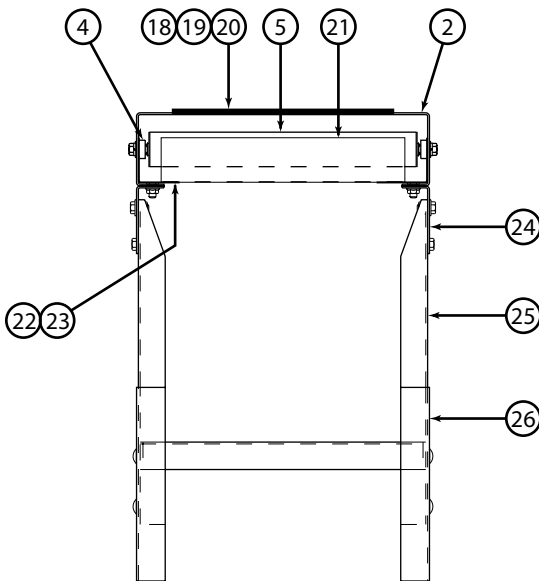
Dibujo de Partes del Modelo TA (Unidad Motriz Central de 4" y 8")



• Model TA Parts List (4" & 8" Center Drive)

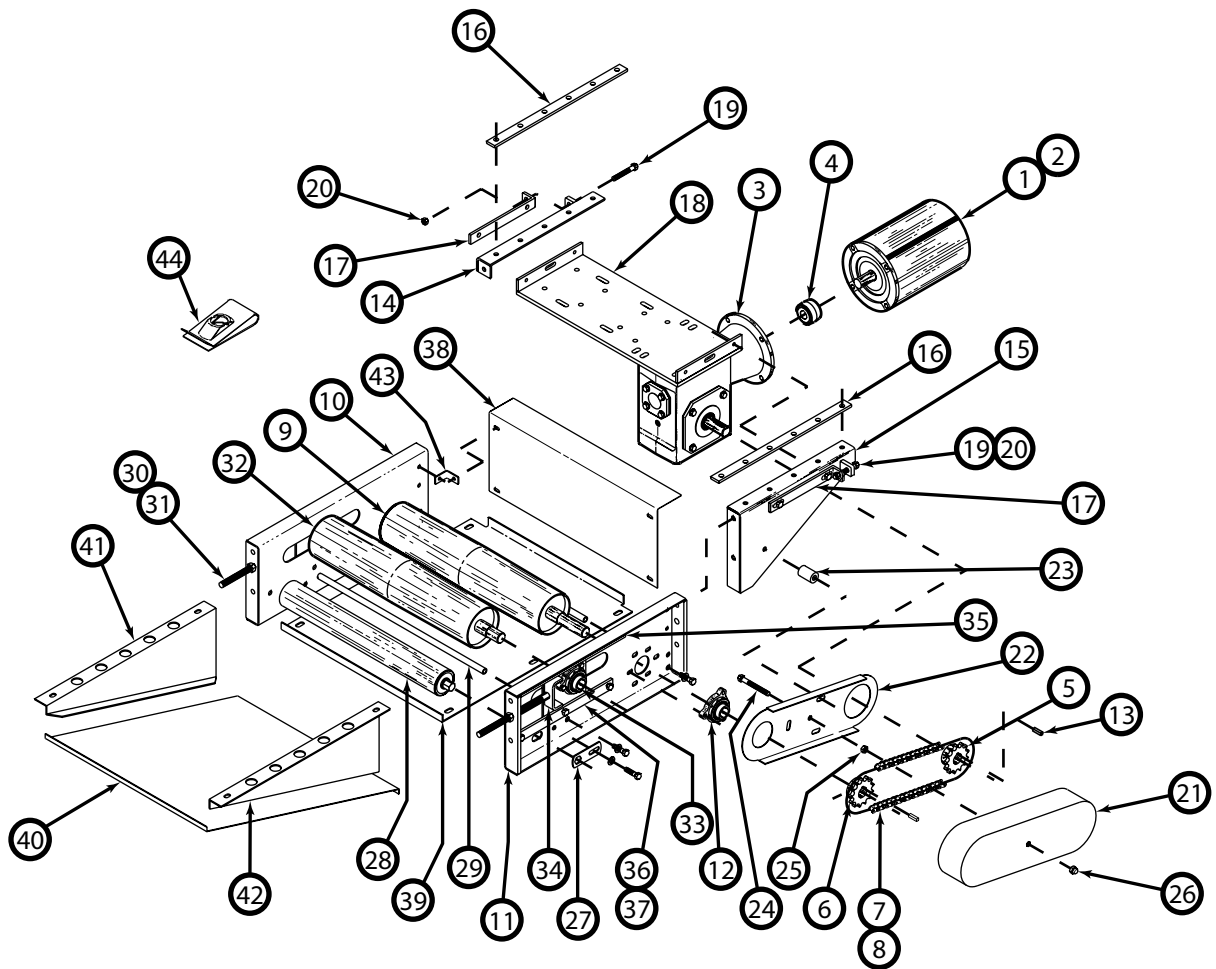
Lista de Partes del Modelo TA (Unidad Motriz Central de 4" & 8")

| Ref. No. | Part No. | Description | MS Type Pivot Plate—1-1/2 in. Flange |
|----------|-------------|---|--------------------------------------|
| 1 | B-01536 | Belt Protector | |
| 2 | — | Bed | |
| — | B-01638 | 5 ft. Long Bed 10 in. thru 28 in. OAW (Specify) | |
| — | B-19341-060 | 5 ft. Long Bed Weldment 34 in. OAW | |
| — | B-01636 | 10 ft. Long Bed 10 in. thru 28 in. OAW (Specify) | |
| — | B-19341-120 | 10 ft. Long Bed Weldment 34 in. OAW | |
| 3 | B-01944 | Splice Plate | |
| 4 | 093.215 | Return Roller Bracket | |
| 5 | B-06742 | 2 1/8 in. Dia. Snub Idler (Specify OAW) | |
| 6 | B-25660 | 1.9 in. Dia. Return Idler (Specify OAW) (Not Shown) | |
| 7 | B-19619 | Attachment Plate Assembly | |
| 8 | 040.407 | Take-Up Bolt - 1/2-13 x 4 in. Long | |
| 9 | 041.201 | Hex Jam Nut - 1/2-13 | |
| 10 | 042.919 | Shoulder Bolt 1/2 in. Dia. x .312 Long | |
| 11 | 041.919 | Acorn hex Nut - 3/8-16 | |
| 12 | B-22221 | 4 in. Dia. Tail Pulley (Specify OAW) | |
| 13 | B-07987 | Bearing Spacer | |
| 14 | B-19614-R | Take-Up Plate Assembly - RH | |
| 15 | B-19614-L | Take-Up Plate Assembly - LH | |
| 16 | 010.102 | 3-Bolt Flange Bearing - 1 in. Bore | |
| 17 | B-09859 | Nip Point Guard (Specify OAW) | |
| 18 | — | Belt - Black Ultimate 140 BBS (Specify Width) | |
| 19 | — | U3 Clipper Unibar Belt Lacing (Specify Length) | |
| 20 | — | #13 Lacing Pin (Specify Length) | |
| 21 | B-13708 | Snub Roller Guard (Specify OAW) | |
| 22 | B-13707 | Snub Roller Guard Mounting Bracket | |
| 23 | 049.310 | 1/4-20 U-Type Speed Nut | |



• 4" Center Drive Assembly

Ensamble de la Unidad Motriz Central de 4"



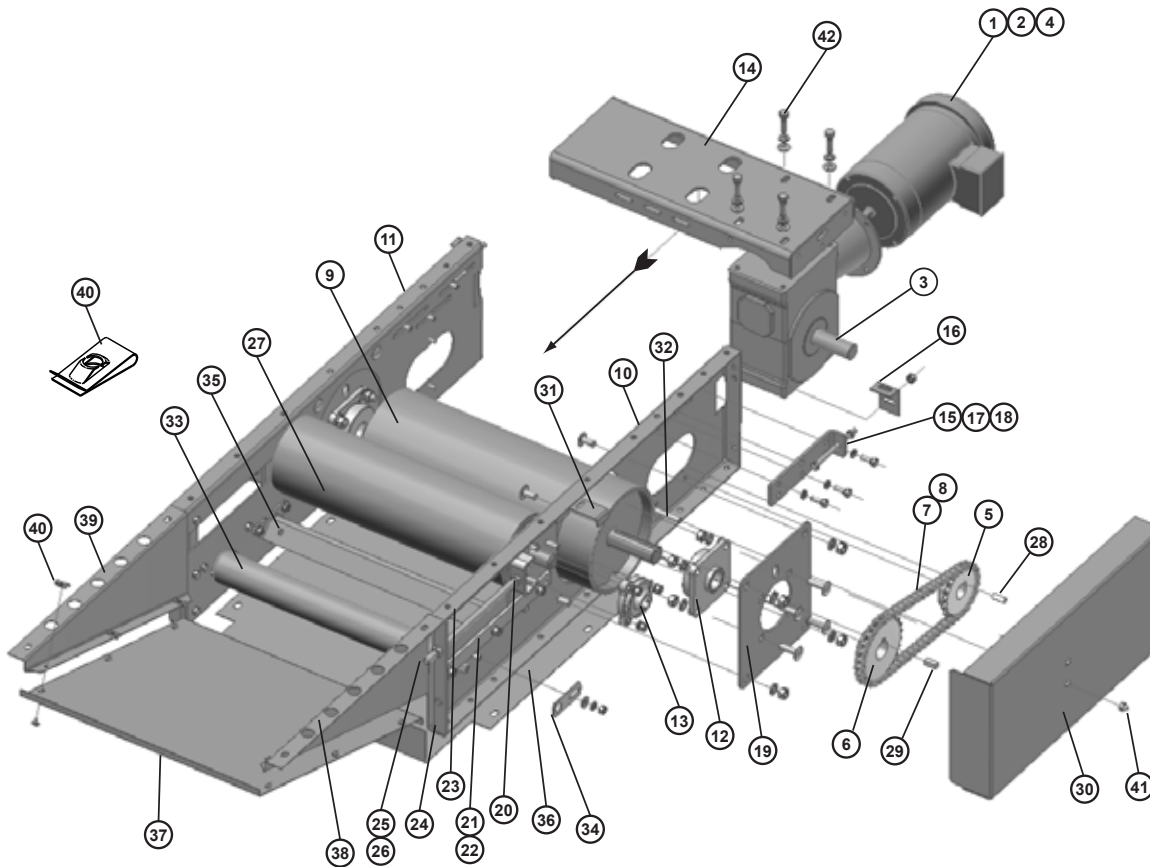
| Ref. No. | Part No. | Description |
|----------|-------------|---|
| 1 | — | Motor-C-Face |
| — | 030.7134 | 1/2 HP—230/460 VAC—3 Ph.—60 Hz.—TEFC |
| — | 030.7324 | 1 HP—230/460 VAC—3 Ph.—60 Hz.—TEFC |
| — | 030.7534 | 2 HP—230/460 VAC—3 Ph.—60 Hz.—TEFC |
| 2 | — | Brake Kit (Used only on Incline Units A/R) |
| — | 031.27595 | 1/2 — 1 HP |
| — | 031.2795 | 1-1/2 — 2 HP |
| 3 | — | Speed Reducer** |
| — | R-00153-30R | 4AC—RH—30:1 Ratio |
| — | R-00164-30R | 5AC—RH—30:1 Ratio |
| 4 | — | Coupling Kit-Motor To Reducer |
| — | 052.145 | 1/2 — 1 HP |
| — | 052.146 | 1-1/2 — 2 HP |
| 5 | — | Sprocket-Reducer** |
| — | 028.115 | 50B15 x 1 in. Bore (4AC) |
| — | 028.117 | 50B15 x 1-1/4 in. Bore (5AC) |
| 6 | — | Sprocket—Drive Pulley** |
| — | 028.123 | 50B15 x 1-3/16 in. Bore |
| 7 | 029.101 | #50 Riveted Roller Chain |
| 8 | 029.201 | Connector Link—#50 Roller Chain |
| 9 | B-21330 | 4 in. Dia. Ctr. Dr. Pulley (Fully Lagged) (Specify OAW) |
| 10 | B-06041 | Drive Plate Assembly—RH |
| 11 | B-06042 | Drive Plate Assembly—LH |
| 12 | 010.103 | 3-Bolt Flange Bearing—1-3/16 in. Bore |
| 13 | 090.203 | Shaft Key—1/4 in. Sq. x 1 in. Long |
| 14 | B-11982-R | Motor Base Support Angle Assembly - RH Reducer |
| 15 | B-11974-R | Motor Support Assembly - RH Reducer |
| 16 | B-11977 | Reinforcement Bar |
| 17 | B-05965 | Take-Up Bracket |

| Ref. No. | Part No. | Description |
|----------|-----------|---|
| 18 | B-06629 | Motor Base Assembly (Specify OAW) |
| 19 | 040.307 | Motor Base Take-Up Bolt—3/8-16 x 2 1/4 in. Long |
| 20 | 041.300 | Motor Base Hex Jam Nut—Heavy-3/8-16 |
| 21 | B-06090 | Chain Guard Front Plate |
| 22 | B-06093 | Chain Guard Back Plate |
| 23 | 098.168 | Spacer - 13/32 in. I.D. x 1 in. O.D. x 1.539 in. Long |
| 24 | 040.31115 | Hex Thin Head Bolt, 3/8-16 x 3 1/4 in. Long |
| 25 | 041.200 | Hex Jam Nut, 3/8-16 |
| 26 | 041.919 | Acorn Nut, 3/8-16 |
| 27 | B-04842 | 11/16 in. Hex Idler Bracket |
| 28 | B-17254 | 2-1/2 in. Dia. Heavy Duty Snub Idler (Specify BR) |
| 29 | B-05477 | Threaded Section Spacer (Specify OAW) |
| 30 | 040.411 | Take-Up Bolt—1/2-13 x 9 in. Long |
| 31 | 041.201 | Hex Jam Nut—1/2-13 |
| 32 | — | 4 in. Dia. Take-Up Pulley |
| — | B-22323 | 10 in. thru 18 in. Drive Width (Specify) |
| — | B-05904 | 20 in. thru 34 in. Drive Width (Specify) |
| 33 | 010.102 | 3-Bolt Flange Bearing—1 in. Bore |
| 34 | B-05958 | Take-Up Plate Assembly |
| 35 | B-05966 | Upper Bearing Guide |
| 36 | B-04655 | Bearing Guide Spacer |
| 37 | B-04161 | Bearing Guide |
| 38 | B-04287 | Rear Guard (Specify OAW) |
| 39 | B-04286 | Bottom Guard (Specify OAW) |
| 40 | B-08337 | Bottom Angle Guard (Specify OAW) |
| 41 | B-08338-R | Side Guard-RH |
| 42 | B-08338-L | Side Guard-LH |
| 43 | B-08339 | Formed Clip |
| 44 | 049.310 | U-Type Speed Nut-1/4-20 |

** Based on Standard Speed
Basado en la velocidad estándar

• 8" Center Drive Assembly

Ensamble de la Unidad Motriz Central de 8"



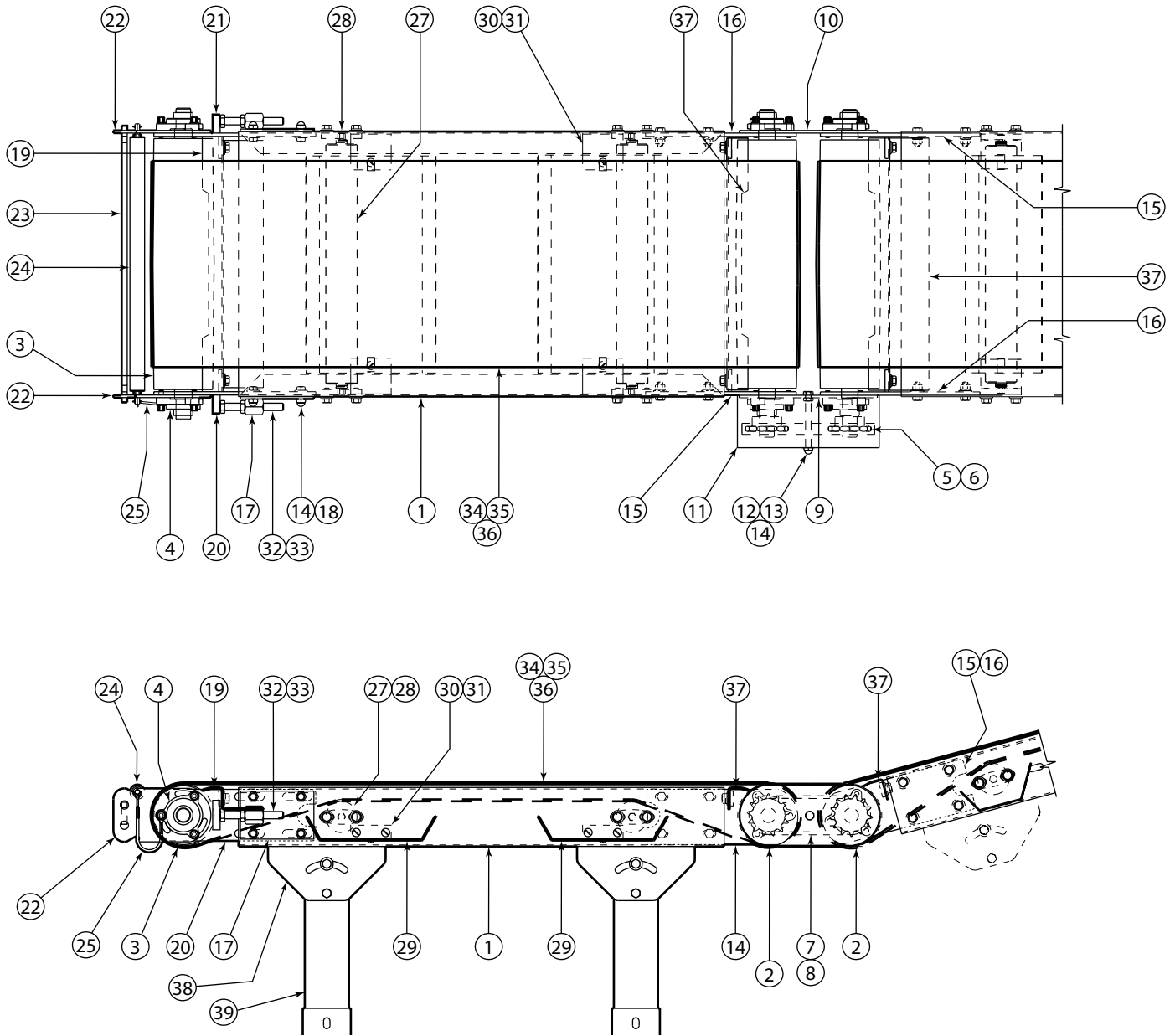
| Ref. No. | Part No. | Description |
|----------|-------------|---|
| 1 | — | Motor-C-Face |
| — | 030.7134 | 1/2 HP—230/460 VAC—3 Ph.—60 Hz.—TEFC |
| — | 030.7324 | 1 HP—230/460 VAC—3 Ph.—60 Hz.—TEFC |
| — | 030.7534 | 2 HP—230/460 VAC—3 Ph.—60 Hz.—TEFC |
| 2 | — | Brake Kit (Used only on Incline Units A/R) |
| — | 031.27595 | 1/2 — 1 HP |
| — | 031.2795 | 1-1/2 — 2 HP |
| 3 | — | Speed Reducer** |
| — | R-00153-30R | 4AC—RH—30:1 Ratio |
| — | R-00164-30R | 5AC—RH—30:1 Ratio |
| 4 | — | Coupling Kit-Motor To Reducer |
| — | 052.145 | 1/2 — 1 HP |
| — | 052.146 | 1-1/2 — 2 HP |
| 5 | — | Sprocket-Reducer** |
| — | 028.133 | 50B14 x 1 in. Bore (4AC) |
| — | 028.1342 | 50B16 x 1-1/4 in. Bore (5AC) |
| 6 | — | Sprocket—Drive Pulley** |
| — | 028.13836 | 50B 28 x 1-7/16 in. Bore (4AC) |
| — | 028.111523 | 50B 32 x 1-7/16 in. Bore (5AC) |
| 7 | 029.101 | #50 Riveted Roller Chain |
| 8 | 029.201 | Connector Link—#50 Roller Chain |
| 9 | SA-040301 | 8 in. Dia. Ctr. Dr. Pulley (Fully Lagged) (Specify OAW) |
| 10 | PT-089429-R | Drive Plate Assembly—RH |
| 11 | PT-089429-L | Drive Plate Assembly—LH |
| 12 | 010.203015 | 4-Bolt Flange Bearing—1-7/16 in. Bore |
| 13 | 010.103 | 3-Bolt Flange Bearing—1-3/16 in. Bore |
| 14 | WA-026619 | Motor Base Weldment (Specify OAW) |

| Ref. No. | Part No. | Description |
|----------|------------|---|
| 15 | PT-089434 | Motor Base Take-up |
| 16 | PT-089438 | Motor Base Take-up Angle |
| 17 | 040.313 | Motor Base Take-Up Bolt—3/8-16 x 5 in. Long |
| 18 | 041.300 | Motor Base Hex Jam Nut—Heavy-3/8-16 |
| 19 | PT-090795 | Bearing Plate Center Drive |
| 20 | WA-027027 | Take-Up Plate Weldment |
| 21 | PT-089435 | Bearing Guide Spacer |
| 22 | PT-089436 | Bearing Guide |
| 23 | PT-089437 | Upper Bearing Guide |
| 24 | PT-090368 | Take-Up Angle |
| 25 | 044.116011 | Take-Up Bolt—1/2-13 x 11 in. Long |
| 26 | 041.201 | Hex Jam Nut—1/2-13 |
| 27 | WA-27034 | 6 in. Dia. Take-Up Pulley (Specify OAW) |
| 28 | 090.203 | Shaft Key—1/4 in. Sq. x 1 in. Long |
| 29 | 090.204 | Shaft Key—3/8 in. Sq. x 1 in. Long |
| 30 | PT-089430 | Chain Guard |
| 31 | PT-092699 | Guard Bracket |
| 32 | 040.3125 | Hex Head Cap Screw 3/8-16 x 4 1/2 in. Long |
| 33 | B-17254 | 2-1/2 in. Dia. Heavy Duty Snub Idler (Specify BR) |
| 34 | B-04842 | 11/16 in. Hex Idler Bracket |
| 35 | B-03916 | Bed Spacer (Specify Drive Width) |
| 36 | PT-090465 | Bottom Guard (Specify OAW) |
| 37 | B-08337 | Bottom Angle Guard (Specify OAW) |
| 38 | B-08338-R | Side Guard-RH |
| 39 | B-08338-L | Side Guard-LH |
| 40 | 049.310 | U-Type Speed Nut-1/4-20 |
| 41 | 041.919 | Acorn Nut, 3/8-16 |
| 42 | 049.503 | Hardened Hex Bolt, 3/8-16 x 1 in. Long |

** Based on Standard Speed
Basado en la velocidad estándar

• Model TA Standard Power Feeder Parts Drawing

Dibujo de Partes del Alimentador Motriz Estándar TA



• Model TA Standard Power Feeder Parts List

Lista de Partes del Alimentador Motriz Estándar TA

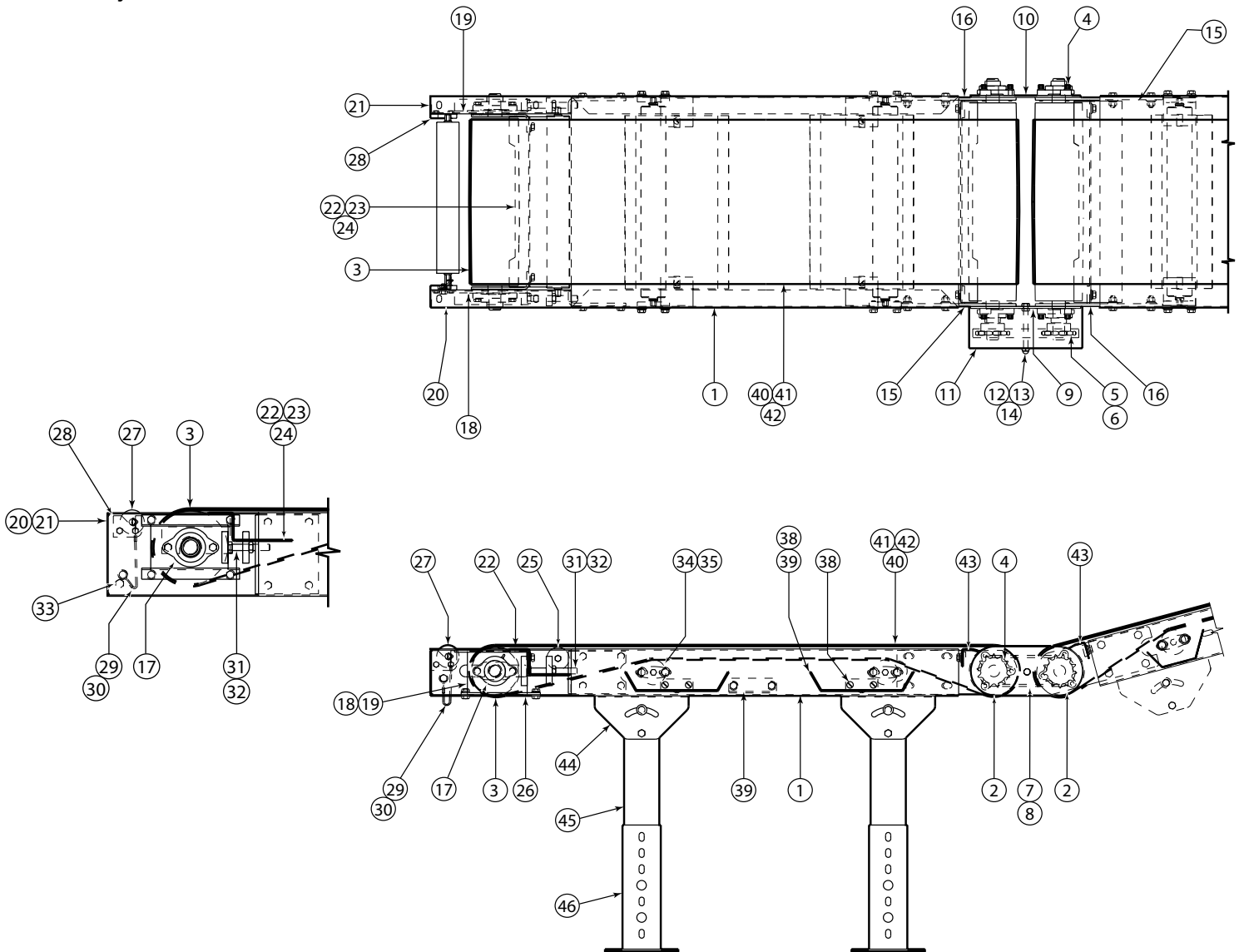
| Ref. No. | Part No. | Description |
|----------|-----------|---|
| 1 | — | Bed |
| — | B-21542 | 18 in. Long, 10 in. thru 18 in. OAW (Specify) |
| — | B-21547 | 33 in. Long, 20 in. thru 24 in. OAW (Specify) |
| — | B-21375 | 48 in. Long, 28 in. OAW |
| — | B-21377 | 60 in. Long, 34 in. OAW |
| 2 | B-22222 | Conveyor Tail & Feeder Drive Pulley (Specify OAW) |
| 3 | B-22221 | Feeder Tail Pulley (Specify OAW) |
| 4 | 010.102 | 3-Bolt Flange Bearing, 1 in. Bore |
| 5 | 028.133 | Sprocket, 50B14 x 1 in. Bore |
| 6 | 090.203 | Shaft Key, 1/4 in. Square x 1 in. Long |
| 7 | 029.101 | #50 Riveted Roller Chain |
| 8 | 029.201 | Connector Link, #50 Roller Chain |
| 9 | B-06168 | Pivot Bracket - RH |
| 10 | B-06168 | Pivot Bracket - LH |
| 11 | B-06174-1 | Chain Guard |
| 12 | 040.3122 | Hex Thin Head Bolt, 3/8-16 x 4 in. Long |
| 13 | 041.200 | Hex Jam Nut, 3/8-16 |
| 14 | 041.919 | Acorn Nut, 3/8-16 |
| 15 | B-09759-R | Conveyor Take-Up & Feeder Drive Plate - RH |
| 16 | B-09759-L | Conveyor Take-Up & Feeder Drive Plate - LH |

| Ref. No. | Part No. | Description |
|----------|-----------|--|
| 17 | B-19619 | Attachment Plate Assembly |
| 18 | 042.919 | Shoulder Bolt, 1/2 in. x .312 Long |
| 19 | B-09859 | Nip Point Guard, Pulley |
| 20 | B-19616-R | Feeder Take-Up Plate - RH |
| 21 | B-19616-L | Feeder Take-Up Plate - LH |
| 22 | B-02623 | Gravity Bracket |
| 23 | B-02624 | Gravity Bar (Specify OAW) |
| 24 | B-02912 | 1 in. Dia. Pop-Out Roller (Specify OAW) |
| 25 | 091.110 | Cable Assembly |
| 26 | B-07987 | Bearing Spacer (See Note) |
| 27 | B-06742 | 2-1/8 in. Dia. Snub Roller (Specify OAW) |
| 28 | 093.215 | Return Roller Bracket |
| 29 | B-14443 | Snub Roller Guard (Specify OAW) |
| 30 | B-14445 | Snub Roller Guard Mounting Bracket |
| 31 | 049.310 | U-Type Speed Nut, 1/4-20 |
| 32 | 040.407 | Take-Up Bolt, 1/2-13 x 4 in. Long |
| 33 | 041.201 | Hex Jam Nut, 1/2-13 |
| 34 | — | Belt, Black Trackmate 447 Roughtop w/PVC Cover (Specify Width) |
| 35 | — | U3 Clipper Unibar Lacing |
| 36 | — | #13 Lacing Pin |
| 37 | B-18909 | Nip Point Guard (Specify OAW) |
| 38 | — | MS Type Pivot Plate—1-1/2 in. Flange |

NOTE: Bearing Spacer Supplied if Gravity Brackets are not used.
 (Un espaciador de rodamiento es proporcionado si placas de gravedad no son utilizadas.)

• Model TA System End Power Feeder Parts Drawing

Dibujo de Partes del Alimentador Motriz de Sistema TA



• Model TA System End Power Feeder Parts List

Lista de Partes del Alimentador Motriz de Sistema TA

| Ref. No. | Part No. | Description |
|----------|-----------|---|
| 1 | — | Bed |
| — | B-21542 | 18 in. Long, 10 in. thru 18 in. OAW (Specify) |
| — | B-21547 | 33 in. Long, 20 in. thru 24 in. OAW (Specify) |
| — | B-21375 | 48 in. Long, 28 in. OAW |
| — | B-21377 | 60 in. Long, 34 in. OAW |
| 2 | B-22222 | Conveyor Tail & Feeder Drive Pulley (Specify OAW) |
| 3 | B-22323 | Feeder Tail Pulley (Specify OAW) |
| 4 | 010.102 | 3-Bolt Flange Bearing, 1 in. Bore |
| 5 | 028.133 | Sprocket, 50B14 x 1 in. Bore |
| 6 | 090.203 | Shaft Key, 1/4 in. Square x 1 in. Long |
| 7 | 029.101 | #50 Riveted Roller Chain |
| 8 | 029.201 | Connector Link, #50 Roller Chain |
| 9 | B-06168 | Pivot Bracket - RH |
| 10 | B-06168 | Pivot Bracket - LH |
| 11 | B-06174-1 | Chain Guard |
| 12 | 040.3122 | Hex Thin Head Bolt, 3/8-16 x 4 in. Long |
| 13 | 041.200 | Hex Jam Nut, 3/8-16 |
| 14 | 041.919 | Acorn Nut, 3/8-16 |
| 15 | B-09759-R | Conveyor Take-Up & Feeder Drive Plate - RH |
| 16 | B-09759-L | Conveyor Take-Up & Feeder Drive Plate - LH |
| 17 | 010.0021 | 2-Bolt Flange Bearing |
| 18 | B-14538-R | Feeder Take-Up Plate - RH |
| 19 | B-14538-L | Feeder Take-Up Plate - LH |
| 20 | B-20648 | Feeder Take-Up Channel - RH |
| 21 | B-20424 | Feeder Take-Up Channel - LH |

| Ref. No. | Part No. | Description |
|----------|-----------|--|
| 22 | B-14926 | Nip Point Guard |
| 23 | B-14533-R | Nip Point Guard Mounting Bracket - RH |
| 24 | B-14533-L | Nip Point Guard Mounting Bracket - LH |
| 25 | B-01982 | 1.9 in. Dia. Roller (Specify BR) |
| 26 | B-05034 | Bottom Guide |
| 27 | B-20445 | 1.9 in. Dia. Pop-Out Roller (Specify BR) |
| 28 | 090.262 | Pop-Out Roller Bracket |
| 29 | 091.110 | Cable Assembly |
| 30 | 090.107 | Hog Ring |
| 31 | 040.407 | Take-Up Bolt, 1/2-13 x 4 in. Long |
| 32 | 041.201 | Hex Jam Nut, 1/2-13 |
| 33 | B-05477 | Threaded Section Spacer (Specify BR) |
| 34 | B-06742 | 2-1/8 in. Dia. Snub Roller (Specify OAW) |
| 35 | 093.215 | Return Roller Bracket |
| 36 | B-14443 | Snub Roller Guard (Specify OAW) |
| 37 | B-14445 | Snub Roller Guard Mounting Bracket |
| 38 | 049.310 | U-Type Speed Nut, 1/4-20 |
| 39 | B-01884 | Bed Spacer Assembly (Specify OAW) |
| 40 | — | Belt, Black Trackmate 447 Roughtop w/PVC Cover (Specify Width) |
| 41 | — | U3 Clipper Unibar Lacing |
| 42 | — | #13 Lacing Pin |
| 43 | B-18909 | Nip Point Guard (Specify OAW) |
| 44 | — | MS Type Pivot Plate - 1 1/2 in. Flange |

ÍNDICE

INTRODUCCIÓN

Recepción y Desembalaje 17
 Como Ordenar Partes de Repuesto 17

INSTALACION

Instalación de los Soportes 18
 Instalación de los Soportes a Techo 18
 Instalación de la Banda 18,19
 Montaje del Transportador 18,19
 Equipo Eléctrico 20

OPERACIÓN

Arranque del Transportador 20

MANTENIMIENTO

Lubricación 20
 Alineación de la Banda 21,22
 Alineación y Tensión de la Cadena Motriz 22
 Resolviendo Problemas 23
 Lista del Plan de Mantenimiento.....Cubierta Posterior

PARTES DE REPUESTO

Dibujo y Listas de Partes del TA
 Ensamble del Tensor Inferior 11
 Unidad Motriz de Extremo de 4" 9
 Unidad Motriz de Extremo de 8" 10, 11
 Unidad Motriz Central de 4" y 8" 12
 Ensamble de la Unidad Motriz Central de 4" 13
 Ensamble de la Unidad Motriz Central de 8" 14
 Alimentador Motriz Estándar 15
 Alimentador Motriz de Sistema 16

INTRODUCCIÓN

Este manual provee las pautas y los procedimientos para instalar, operar y mantener su transportador. Se proporciona una lista completa de partes, con las partes de repuesto recomendadas resaltadas en gris. También se proporciona información importante de seguridad a lo largo de este manual. Para seguridad del personal y para un funcionamiento apropiado del transportador, se recomienda que se lean y se sigan cada una de las instrucciones suministradas en este manual.

• Recepción y Desembalaje

- 1...Verifique el número de partes recibidas con respecto al conocimiento del embarque.
- 2...Examine las condiciones del equipo para determinar si algún daño ha ocurrido durante el transporte.
- 3...Traslade todo el equipo al área de instalación.
- 4...Remueva todos los empaques y verifique si hay partes opcionales que puedan estar atadas al equipo. Asegúrese de que estas partes (u otras partes ajenas al equipo) sean removidas.

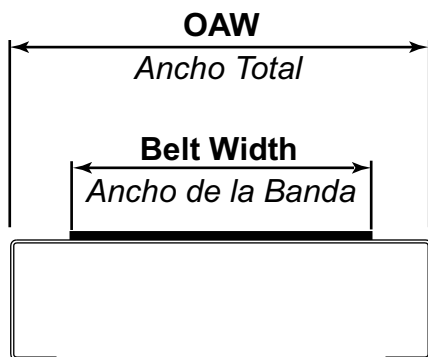
NOTA: Si algún daño ha ocurrido o faltan partes, contáctese a su Integrador de Hytrol.

• Como Ordenar Partes de Repuesto

Dibujos de las partes con listas completas de las refacciones están incluidos en este manual. Aseguradores menores, como tornillos y tuercas no están incluidos.

Para ordenar partes de repuesto:

- 1... Contáctese el vendedor que le vendió el transportador o el Integrador de Hytrol más cercano.
- 2... Proporcione el Modelo del Transportador y el Número de Serie o Número de la Orden de Fabricación.
- 3... Proporcione el Número de las partes y descripción completa que aparece en la Lista de Partes.
- 4... Proporcione el tipo de motor. Ejemplo- Unidad Motriz en Extremo de 8", Unidad Motriz Central de 8", etc.
- 5... Si está en una situación crítica, comuníquese con nosotros inmediatamente.



| | | | | | | | | | | |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Belt Width | 6" | 8" | 10" | 12" | 14" | 16" | 18" | 20" | 24" | 30" |
| Bed Width | 10" | 12" | 14" | 16" | 18" | 20" | 22" | 24" | 28" | 34" |

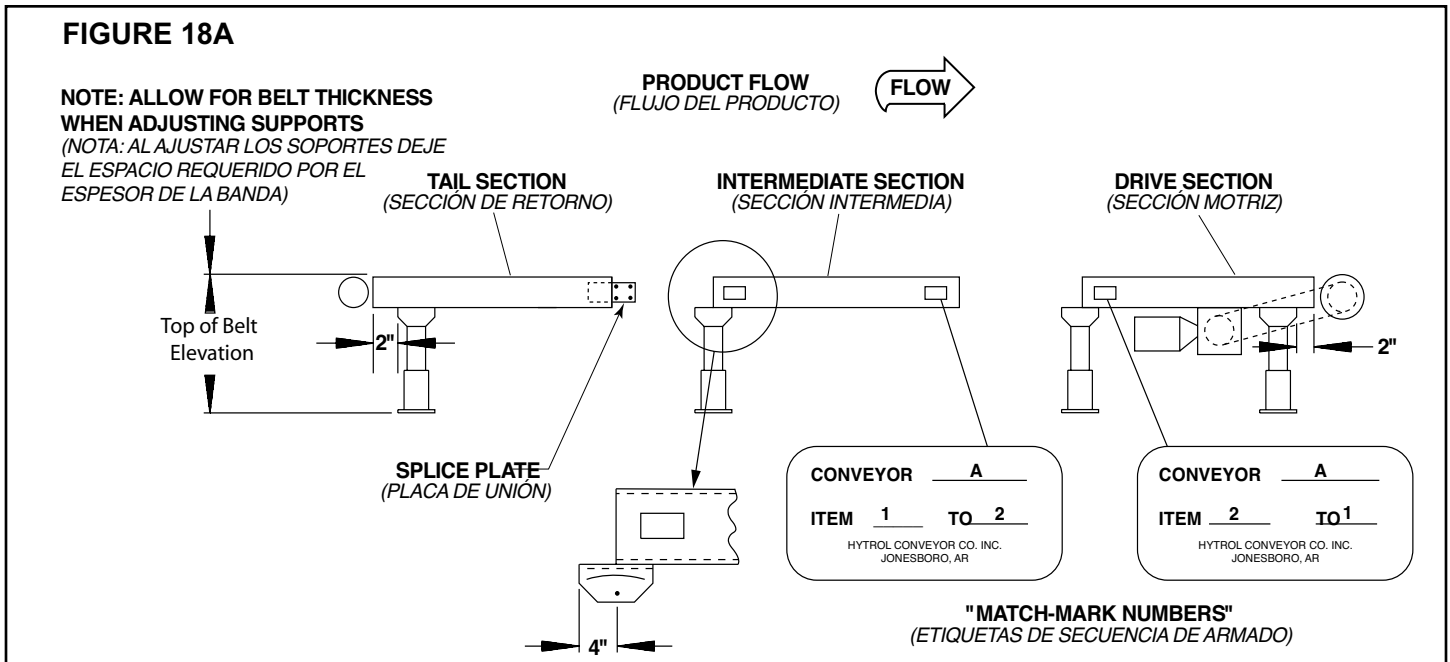
**Hytrol Conveyor
Company, Inc.**
JONESBORO, ARKANSAS

SERIAL # 978747

INSTALACIÓN

• Instalación de los Soportes

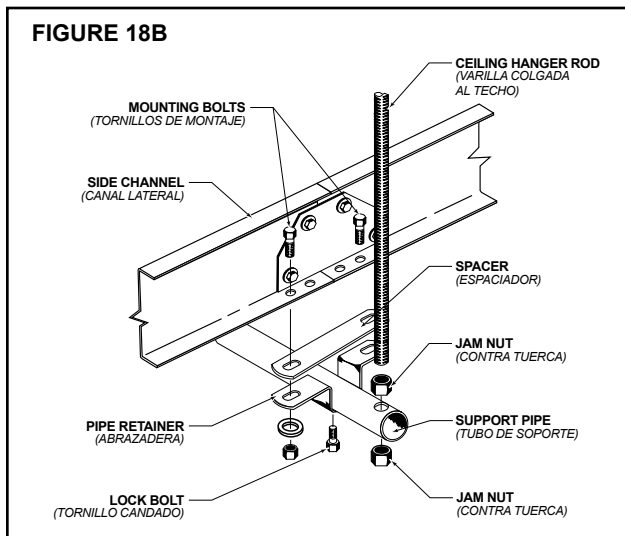
1. Determine la dirección del flujo del producto. La figura 18A indica la dirección del flujo con respecto a la unidad motriz.
2. Refiérase a las etiquetas de secuencia de armado situadas en los extremos del transportador. (Fig. 18A). Posicione las secciones en secuencia, cerca al área de instalación.
3. Coloque soportes en ambos extremos de la sección motriz y en uno de los extremos de las secciones intermedias y de retorno (Fig. 18A).
4. Apriete manualmente los tornillos. En los transportadores, el ángulo de inclinación determinará la localización de los refuerzos de soportes cuando éstos sean necesarios. Ajuste la elevación a la altura requerida.



• Instalación de los Soportes a Techo

Si los transportadores van a ser usados en aplicaciones aéreas o superiores, soportes de techo pueden haber sido suministrados en lugar de los soportes a piso. La figura 18B muestra como un soporte a techo se instala en un transportador. Los soportes deben montarse en la unión de las secciones. Para información de seguridad respecto al montaje de transportadores aéreos, refiérase a "Medidas de Seguridad al Instalar" en la página 3.

NOTA: Cuando se instalan varillas colgantes en una construcción existente, todos los métodos de unión deben cumplir con los códigos locales de construcción.



• Instalación de la Banda

La banda del transportador viene de fábrica previamente cortada a la longitud exacta y con el enlace instalado.

Para su instalación siga los siguientes pasos:

1. Coloque la banda a través del transportador como muestra la Fig. 19A.
2. Junte los extremos e inserte el pasador de enlace (Fig. 19B).
3. Ajuste la tensión de la banda con la polea tensora o con la polea de retorno. Mantenga la polea encuadrada moviendo los tornillos tensores a la misma distancia. Mantenga la tensión suficiente de manera que la polea motriz no se resbale al transportar la carga estimada.
4. Alinee la banda de acuerdo a las instrucciones de la página 22-23.

NOTA: Si los extremos de la banda no pueden ser unidos manualmente, afloje los tornillos tensores (en la polea de retorno, etc.) al mínimo o utilice un jalador de banda hasta que el pasador pueda ser fácilmente insertado.

¡PRECAUCIÓN!

El patinaje excesivo reducirá la vida de la banda y dañará el revestimiento de la polea motriz. Nunca aplique más tensión de la necesaria. Una sobre-tensión causará un desgaste extra de la banda y los rodamientos, y requerirá una mayor potencia de la unidad motriz.

• Montaje del Transportador

1. Marque con tiza una línea en el suelo para ubicar el centro del transportador (Para transportadores anclados al piso).
2. Coloque la sección motriz en posición.
3. Instale las secciones restantes, colocando el extremo sin soporte en la placa pivote del soporte de la sección anterior (Figura 19C). Revise las etiquetas de secuencia de armado para asegurarse de que las secciones se encuentren en la secuencia correcta.
4. Asegure las secciones con acoples de extremo y placas pivotes (Fig. 19C). Apriete los tornillos manualmente.
5. Verifique que el transportador esté al mismo nivel tanto a lo largo como a lo ancho. Ajuste los soportes a piso o a techo como sea necesario.
6. Instale los controles eléctricos y conecte el motor.
7. Instale y alinee la banda siguiendo las instrucciones de Instalación y Alineación de la Banda

• **Instalación de la Banda**

LACING ANGLE 2 1/2°
(ANGULO DE ENLACE) 2 1/2°

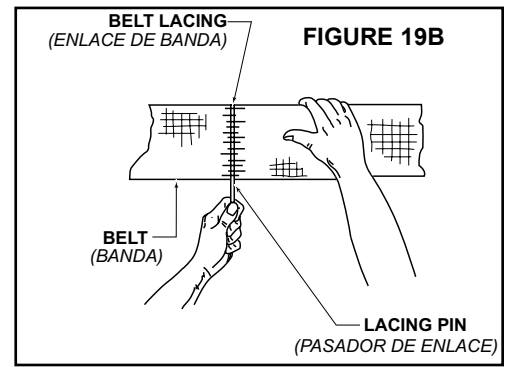
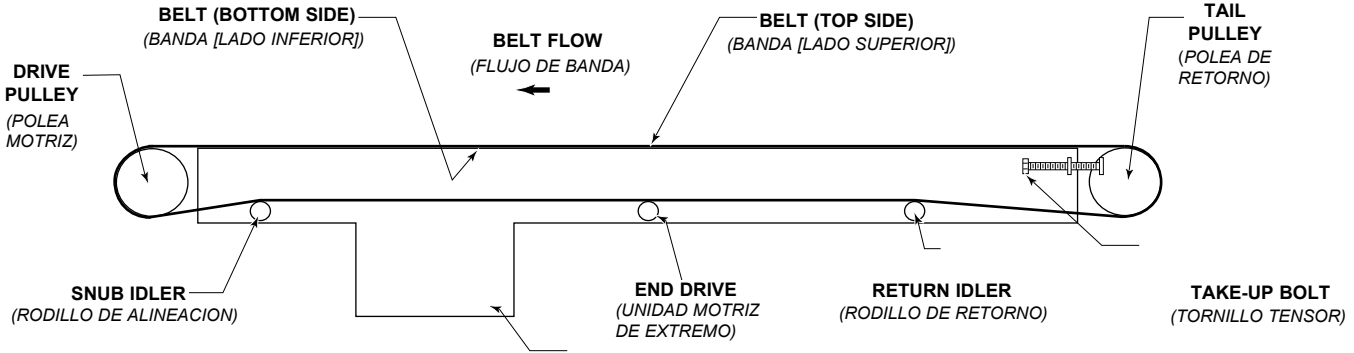
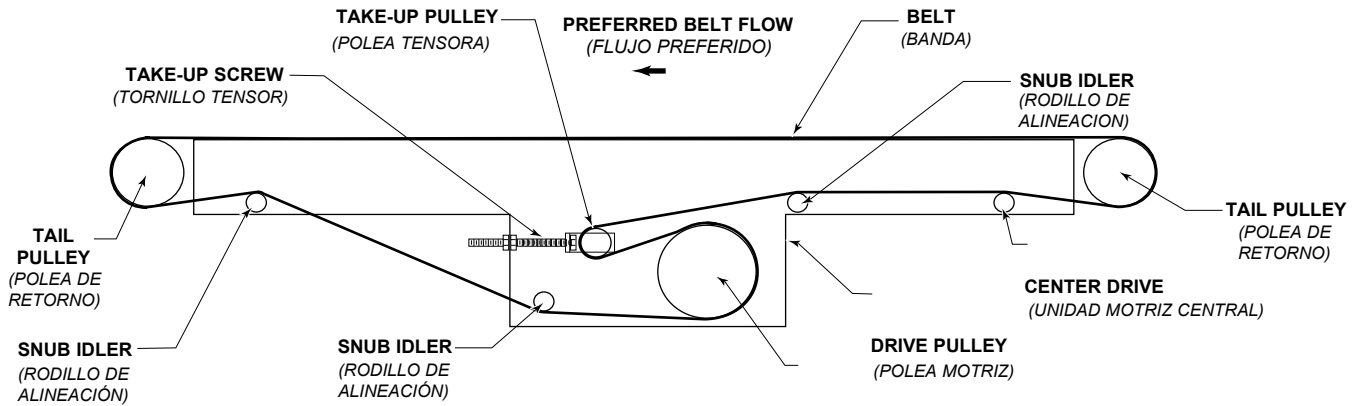


FIGURE 19A

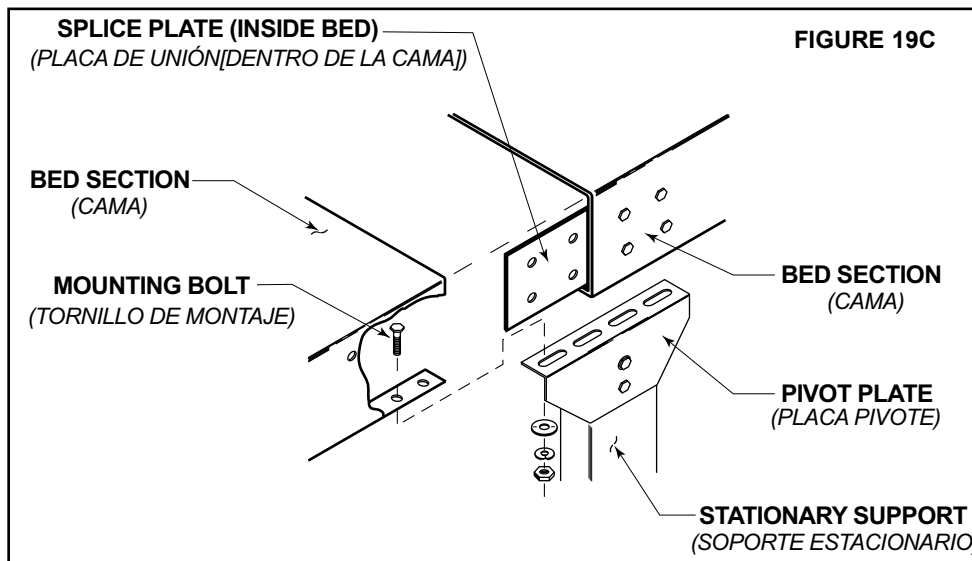
BELT INSTALLATION—END DRIVE
(INSTALACIÓN DE LA BANDA—UNIDAD MOTRIZ DE EXTREMO)



BELT INSTALLATION—CENTER DRIVE OR UNDERSIDE TAKE UP
(INSTALACIÓN DE LA BANDA—UNIDAD MOTRIZ CENTRAL O TENSORES INTERNOS)



• **Montaje del Transportador**



• Equipo Eléctrico

¡ADVERTENCIA!

Los controles eléctricos deben ser conectados e instalados por un electricista calificado. La información sobre las conexiones del motor y los controles será proporcionada por el fabricante del equipo.

CONTROLES

Código Eléctrico: Todos los controles del motor y las conexiones deben ajustarse al Código Nacional de Electricidad ("National Electrical Code") (Artículo 670 u otros artículos aplicables) como fue publicado por la Asociación Nacional de Protección contra Incendios ("National Fire Protection Association") y aprobado por el Instituto de Estándares Americanos ("American Standards Institute, Inc.")

ESTACIONES DE CONTROL

A) Las estaciones de control deberán estar arregladas y ubicadas en lugares donde el funcionamiento del equipo sea visible y deberán estar claramente marcadas o señalizadas para indicar la función controlada.

B) Un transportador que pueda causar lesiones cuando es puesto en marcha, no deberá ponerse en funcionamiento hasta que los trabajadores en el área sean alertados por una señal o por una persona designada.

Cuando un transportador pueda causar lesiones al arrancar y es automáticamente controlado, o tiene que ser controlado desde una ubicación lejana, se deberá proporcionar un dispositivo sonoro el cual pueda ser escuchado claramente en todos los puntos a lo largo del transportador donde el personal pueda estar presente. El dispositivo de advertencia deberá ser activado por el dispositivo de arranque del transportador y deberá continuar sonando por un determinado periodo de tiempo previo al arranque del transportador. Una luz intermitente o una advertencia visual similar puede ser utilizada con o en lugar del dispositivo sonoro si es más efectivo de acuerdo a las circunstancias.

Cuando el funcionamiento del sistema pueda ser seriamente obstruido o adversamente afectado por el tiempo de retardo requerido, o cuando el intento de advertencia pueda ser mal interpretado (ej., un área de trabajo con diversas líneas de transportadores y los dispositivos de advertencia relacionados), advertencias claras, concisas y legibles deben ser proporcionadas. Las advertencias deben indicar que los transportadores y los equipos relacionados pueden ser puestos en marcha en cualquier momento, que existe un peligro y que el personal debe mantenerse alejado. Estas advertencias deben ser proporcionadas a lo largo del transportador en áreas que no sean protegidas por la posición o la ubicación.

C) Los transportadores controlados automáticamente y desde estaciones lejanas y los transportadores donde las estaciones de funcionamiento no estén controladas por una persona o estén más allá del alcance de la voz y del contacto visual de las áreas de conducción, áreas de carga, puntos de transferencia y otros sitios potencialmente peligrosos localizados en la trayectoria del transportador que no tenga protección por posición, ubicación o guardas, deberán ser equipados con interruptores de parada de emergencia, cordones de parada de emergencia, interruptores de límite o dispositivos similares para paradas de emergencia.

Todos estos dispositivos de parada de emergencia deberán ser fácilmente identificables en las cercanías inmediatas a estos puntos potencialmente peligrosos, a no ser que estén protegidos dada su ubicación, posición o protegidos con guardas. No se requieren los dispositivos de parada de emergencia donde el diseño, el funcionamiento y la operación de tales transportadores no represente un claro peligro para el personal.

El dispositivo de parada de emergencia debe actuar directamente en el control del transportador concerniente y no debe depender de la parada de cualquier otro equipo. Los dispositivos de parada de emergencia deben ser instalados de tal forma que no puedan ser anulados desde otras localidades.

D) Los controles, los actuadores inactivos o no usados y los cables, deberán ser removidos de las estaciones de control y de los tableros de mando, junto con los diagramas, indicadores, etiquetas de control y otros materiales obsoletos, los cuales pueden confundir al operador.

DISPOSITIVOS DE SEGURIDAD

A) Todos los dispositivos de seguridad, incluyendo la conexión de dispositivos eléctricos, deben estar dispuestos para operar en una manera de "auto-protección"; es decir, si se presenta una pérdida de corriente o una falla en el mismo dispositivo, esto no debe representar ningún peligro.

B) Paradas de Emergencia y Reactivadores. Los controles del transportador deberán estar dispuestos de tal manera que en caso de una parada de emergencia, se requiera un activador o arrancador manual en la ubicación donde la parada de emergencia se presenta para poder reanudar la operación del transportador o transportadores y equipo asociado.

C) Antes de volver a poner en marcha un transportador que haya sido detenido por una emergencia, debe revisarse y determinar la causa de la parada. El dispositivo de arranque deberá ser bloqueado antes de intentar corregir o remover la causa que originó la parada, a no ser que la operación del transportador sea necesaria para determinar la causa o para solucionar el problema.

Refiérase a ANSI Z244.1-1982, "American National Standard for Personnel Protection" - Lockout/Tagout of Energy Sources - Minimum Safety Requirements and OSHA Standard Number 29 CFR 1910.147 "The Control of Hazardous Energy (Lockout/Tagout)."

OPERACIÓN

• Arranque del Transportador

Antes de poner en marcha el transportador, revise si hay objetos ajenos que puedan haber sido dejados dentro del transportador durante la instalación. Estos objetos pueden causar serios daños durante el arranque.

Después de poner en marcha el transportador y que esté operando, revise los motores, reductores y partes en movimiento para estar seguro de que están trabajando libremente.

¡PRECAUCION!

Debido a la cantidad de partes en movimiento del transportador, todo el personal en el área necesita ser advertido de que el transportador está a punto de ponerse en marcha.

MANTENIMIENTO

• Lubricación

La cadena motriz ha sido pre-lubricada por el fabricante mediante un proceso de sumersión caliente que asegura una lubricación total de todos sus componentes. Sin embargo, una lubricación apropiada y continua extenderá su vida útil considerablemente.

La lubricación de la cadena motriz cumple varios propósitos:

- Proteger contra el desgaste de la unión de pines de la cadena
- Lubricar las superficies de contacto entre la cadena y la catarina
- Prevenir la oxidación o corrosión.

En operaciones bajo condiciones ambientales normales, lubrique cada 2080 horas de operación o cada 6 meses, lo que ocurra primero. Lubrique con un lubricante basado en petróleo no-detergente de buen grado o sintético (ej. Shell Rotella o Mobil 1) . Para mejores resultados, siempre utilice una brocha para lubricar la cadena generosamente. La viscosidad apropiada del lubricante afecta enormemente el fluido del mismo hacia las áreas internas de la cadena. Refiérase a la siguiente tabla para consultar la viscosidad de lubricante adecuada para su aplicación.

El requerimiento de lubricación de la cadena motriz se ve afectado considerablemente por las condiciones de operación. En condiciones difíciles tales como: ambientes húmedos, ambientes con polvo, velocidades excesivas, o temperaturas elevadas, se recomienda lubricar la cadena con más frecuencia. Lo apropiado sería que bajo estas condiciones se establezca un programa de lubricación específico para su aplicación. Este programa podrá llevarse a cabo inspeccionando la lubricación suficiente de la cadena motriz en intervalos regulares de tiempo. Una vez se ha determinado el intervalo en el cual la cadena no se encuentra suficientemente lubricada, lubríquela y programe los siguientes intervalos de acuerdo al intervalo anterior.

| Temperatura Ambiente (Grados F°) | Temperatura Ambiente (Grados C°) | SAE | ISO |
|----------------------------------|----------------------------------|-----|----------|
| 20-40 | -01-04 | 20 | 46 or 68 |
| 40-100 | 04-38 | 30 | 100 |
| 100-120 | 38-49 | 40 | 150 |

• Alineación de la Banda

COMO SE ALINEA LA BANDA

La banda es alineada ajustando la polea motriz, la polea de retorno, el rodillo tensor y el rodillo de retorno. Los mismos principios de alineación se aplican para los transportadores proporcionados con unidades motrices de extremo, unidades motrices centrales o tensores internos.

INSPECCIONES PREVIAS A LA ALINEACIÓN DE LA BANDA

Antes de proceder a alinear la banda:

1. Asegúrese de que el transportador esté nivelado tanto a lo largo como a lo ancho. Ajuste los soportes si es necesario.
2. Revise para estar seguro de que la polea motriz, la polea de retorno, el rodillo de alineación y todos los rodillos de retorno están encuadrados con la cama del transportador. Observe las ilustraciones 21A, 21B, 21C. La dimensión "A" debe ser igual en ambos lados de la unidad.
3. Asegúrese de que la banda haya sido colocada adecuadamente en el transportador. Diríjase a la parte "Instalación de la Banda" en las páginas 18, 19.
4. Asegúrese de que el enlace de la banda haya sido instalado correctamente y que esté encuadrado con la banda. Diríjase a la parte "Instalación de la Banda" en las páginas 18, 19.
5. Revise que el transportador sea cargado correctamente. La alimentación debe hacerse en el centro de la banda y en dirección al flujo de la banda.

IMPORTANTE: Los ajustes hechos a la banda deben ser mínimos (un ajuste de 1/16" hecho de una sola vez en los rodillos de retorno, etc. será suficiente).

Se debe permitir cierto tiempo para que la banda reaccione a los ajustes.

Probablemente sean necesarias varias revoluciones completas alrededor del transportador para que la banda empiece a alinearse.

A) Párese en la polea de retorno mirando hacia la dirección de flujo de la banda.

B) Después de haber observado la banda y determinado problemas de alineación, siga los pasos mencionados en la sección "Como Alinear la Banda". Observe la Figura 22A.

COMO ALINEAR LA BANDA

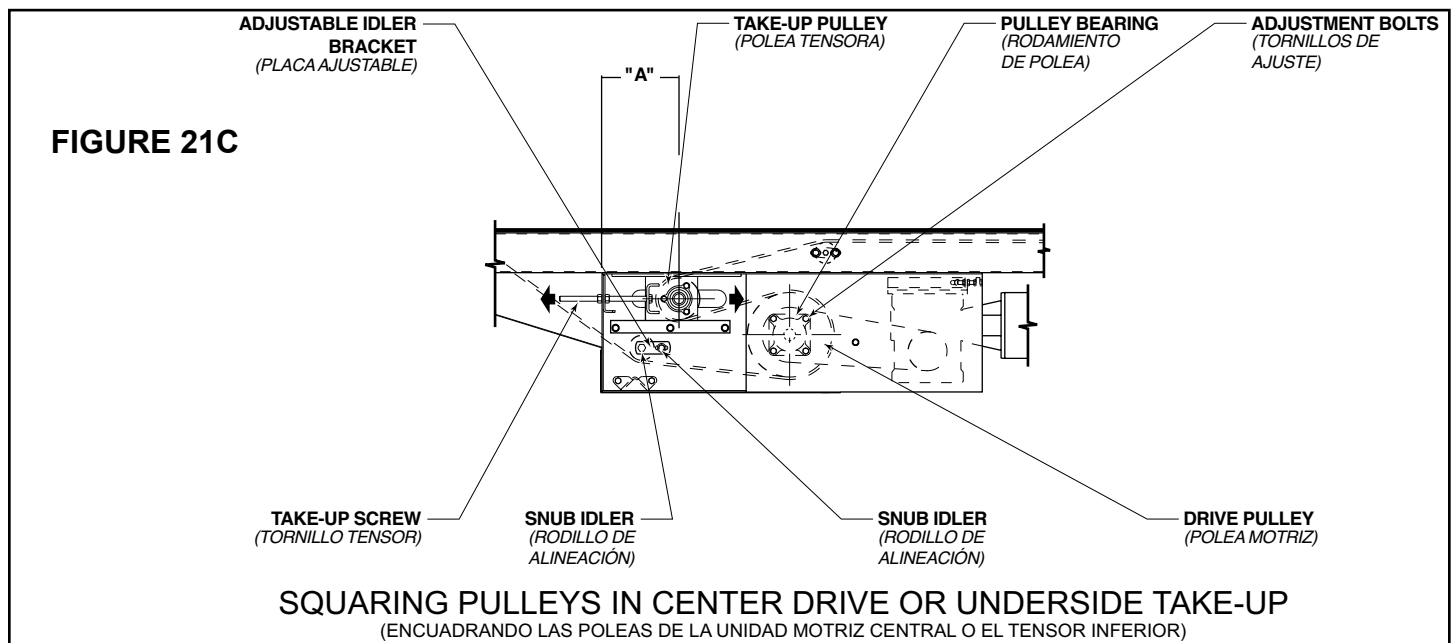
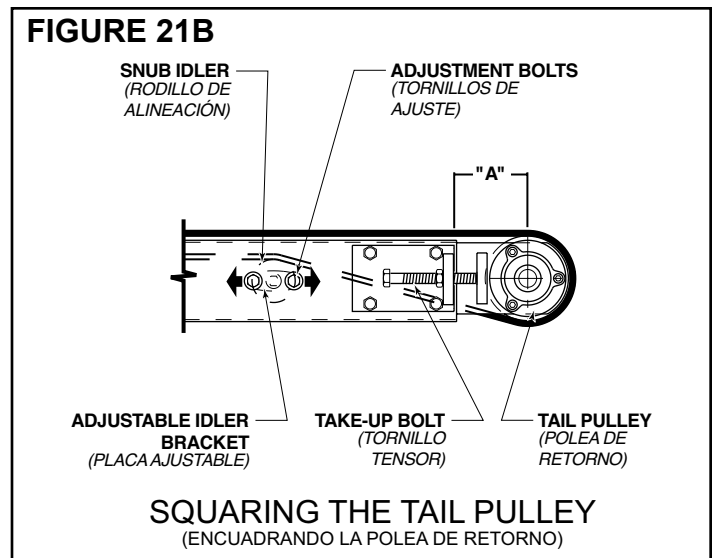
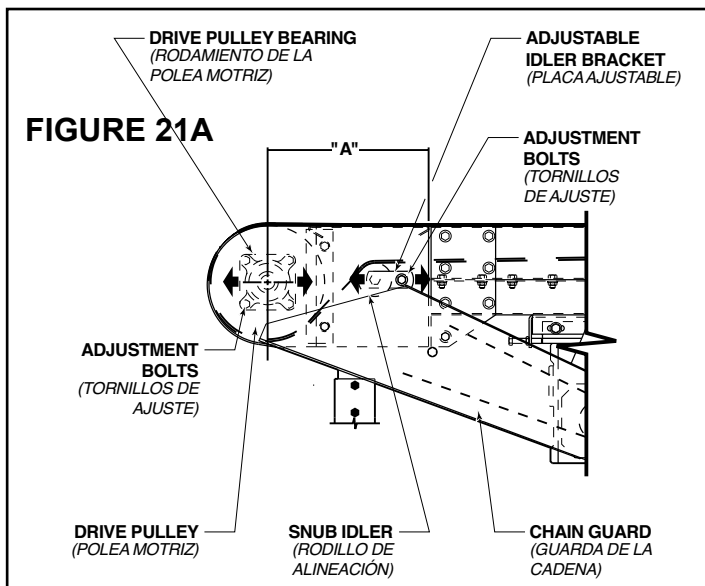
Condición 1. Cuando el flujo de la banda tenga el mismo sentido de la flecha y la banda se esté desviando hacia el lado "X", mueva el rodillo de alineación que se encuentra más cerca al extremo de alimentación del Lado "Y", hacia el extremo de descarga del transportador.

Condición 2. Cuando el flujo de la banda tenga el mismo sentido de la flecha y la banda se esté desviando hacia el lado "Y", mueva el rodillo de alineación que se encuentra más cerca al extremo de alimentación del Lado "X", hacia el extremo de descarga del transportador.

Si la banda es reversible, todas las condiciones mencionadas anteriormente prevalecerán iguales como muestra la figura 22A, **exceptuando que se debe observar el transportador desde el lado opuesto.**

Si la banda continua desalineada, revise todos los puntos de la sección "Inspecciones previas a la alineación de la banda" y haga las correcciones necesarias.

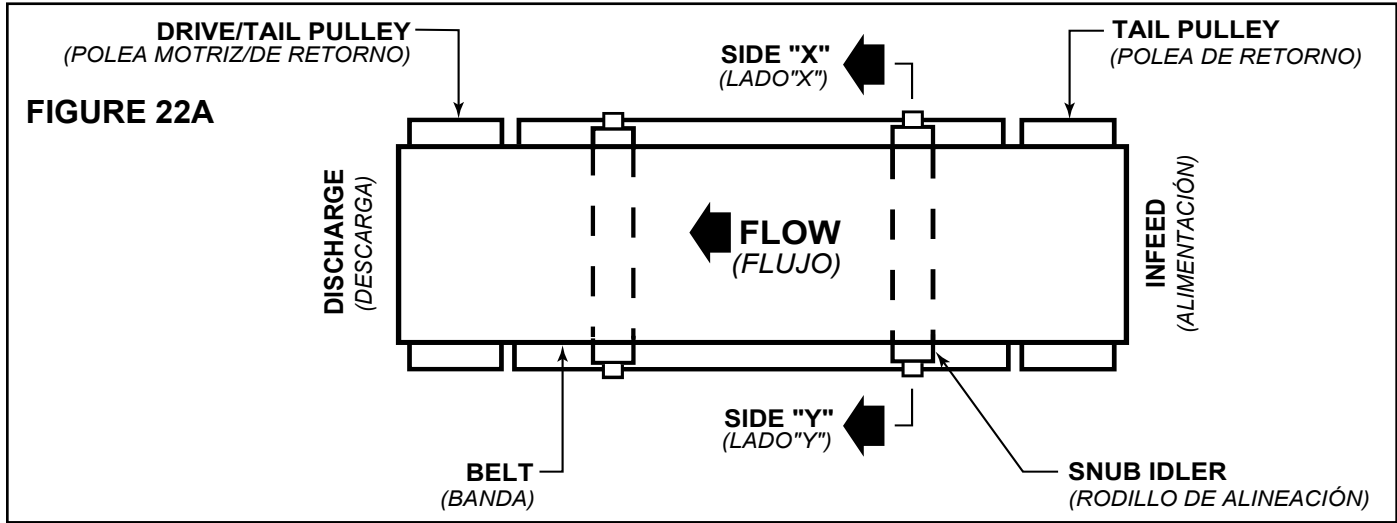
NOTA: Para todas las condiciones, se debe observar el transportador desde el punto de alimentación. Todas las correcciones serán hechas desde dicho punto.



• Alineación de la Banda

¡PRECAUCIÓN!

Nunca remueva la guarda de cadena cuando el transportador esté en funcionamiento. Siempre recoleque las guardas después de que los ajustes sean hechos.

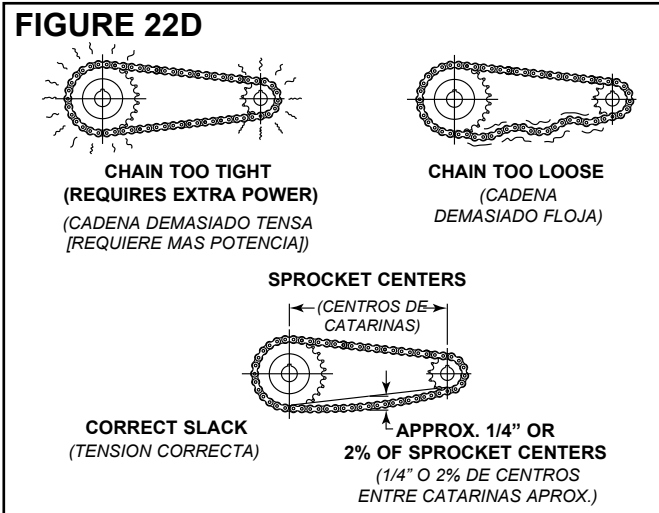
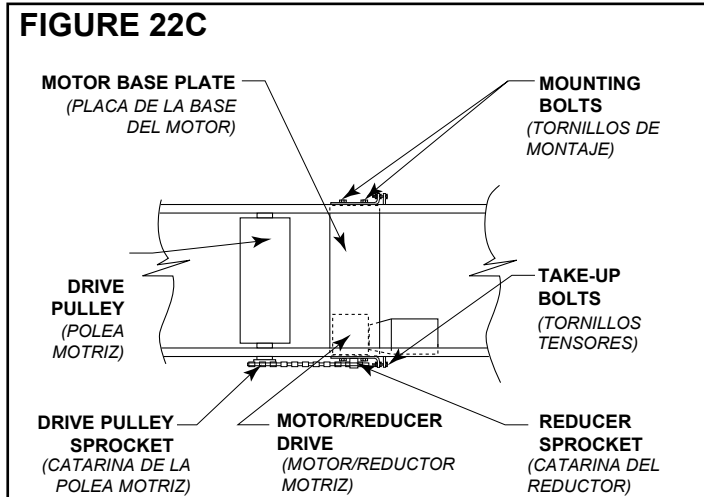
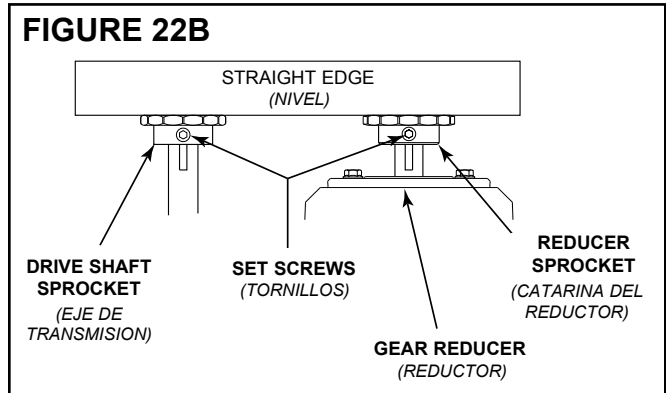


• Alineación y Tensión de la Cadena Motriz

La cadena motriz y las catarinas deben ser revisadas periódicamente para que estén correctamente tensas y alineadas. Ajustes impropios causarán un desgaste excesivo en los componentes de la cadena.

PARA AJUSTAR

1. Remueva la guarda de cadena.
2. Revise la alineación de las catarinas colocando un nivelador sobre sus caras (Fig. 22B). Suelte los tornillos y ajuste las catarinas a la medida necesaria. Una vez ajustadas, apriete los tornillos nuevamente.
3. Para ajustar la tensión de la cadena, suelte los tornillos que unen la base del motor a los ángulos de montura en ambos lados del transportador.
4. Apriete los tornillos tensores hasta que consiga la tensión de la cadena deseada. (Paginación 9, Fig. 22C & 22D). Atomille nuevamente.
5. Lubrique la cadena siguiendo las instrucciones de lubricación.
6. Recolecte la guarda cadena de manera que no interfiera con la unidad motriz.



• Resolviendo Problemas

La siguiente gráfica muestra una lista de posibles problemas que pueden ocurrir durante la operación del transportador

RESOLVIENDO PROBLEMAS DE TRANSMISION

| PROBLEMA | CAUSA | SOLUCIÓN |
|--|---|--|
| El transportador no arranca o se detiene automáticamente durante la operación. | <ol style="list-style-type: none"> 1) El motor está sobrecargado. 2) El motor está consumiendo demasiada corriente. | <ol style="list-style-type: none"> 1) Revise si hay sobre carga en el transportador. 2) Revise el circuito e interruptor de protección y sobrecarga y cámbielo si es necesario. |
| Desgaste excesivo de las catarinas y de la cadena motriz. | <ol style="list-style-type: none"> 1) Falta de lubricación en la cadena causando su agrandamiento. Este problema crea incompatibilidad de engranaje entre la cadena y la catarina. 2) Los catarinas están desalineadas. 3) La cadena está floja. | <ol style="list-style-type: none"> 1) Reemplace la cadena y las catarinas. Lubrique adecuadamente. NOTA: Si el problema persiste, se necesitará un tensor de cadena. 2) Alinear las catarinas. Diríjase a la parte de "Alineación y Tensión de la Cadena Motriz" del manual. 3) Apriete la cadena. |
| Funcionamiento muy ruidoso. | <ol style="list-style-type: none"> 1) Rodamiento defectuosos. 2) El tornillo candado del rodamiento está flojo. 3) La cadena está floja. | <ol style="list-style-type: none"> 1) Reemplace los rodamientos. 2) Apriete los tornillos. 3) Ajuste la cadena. |
| El motor o el reductor se sobrecalientan. | <ol style="list-style-type: none"> 1) El transportador está sobre cargado. 2) Baja voltaje al motor. 3) Bajo nivel de lubricante en reductor. | <ol style="list-style-type: none"> 1) Verifique la capacidad del transportador y reduzca la carga al nivel recomendado. 2) Un electricista debe revisar y corregir si es necesario. 3) Vuelva a lubricar de acuerdo a las recomendaciones del fabricante. Para el reductor Hytrol, refiérase al manual adjunto. |
| La banda no se mueve estando la unidad motriz en funcionamiento. | <ol style="list-style-type: none"> 1) El transportador está sobrecargado. 2) La banda está floja. 3) El revestimiento de la polea motriz está desgastado. | <ol style="list-style-type: none"> 1) Reduzca la carga. 2) Use tensores para apretar la banda. 3) Reemplace el revestimiento de la polea y ajuste la banda. |

RESOLVIENDO PROBLEMAS DE ALINEACION DE LA BANDA MOTRIZ

| PROBLEMA | CAUSA | SOLUCION |
|---|---|---|
| La banda se desliza en un punto del transportador. | <ol style="list-style-type: none"> 1) La polea de retorno, el rodillo de retorno o el rodillo de alineación cerca de la polea de retorno, no está correctamente alineado o encuadrado con la cama. | <ol style="list-style-type: none"> 1) Ajuste los rodillos de retorno como sea necesario. Diríjase a la sección de "Alineación de la Banda" como referencia. 2) Ajuste los soportes como sea necesario. 3) Remueva los residuos acumulados e instale limpiadores o raspadores de banda si es posible. |
| La banda se desliza hacia un lado al pasar por la polea de retorno. | <ol style="list-style-type: none"> 1) La polea de retorno, el rodillo de retorno o el rodillo de alineación cerca de la polea de retorno, no está correctamente alineado o encuadrado con la cama. | <ol style="list-style-type: none"> 1) Ajuste según sea necesario. Diríjase a la parte de "Inspección previa a la alineación de la Banda" en este manual. |
| Toda la banda se desliza hacia uno de los lados del transportador. | <ol style="list-style-type: none"> 1) El transportador no está recto. 2) El transportador no está nivelado. 3) Acumulación de material en rodillos o poleas. | <ol style="list-style-type: none"> 1) Realine las secciones de la cama según sea necesario. 2) Corrija según sea necesario. 3) Remueva los residuos acumulados e instale limpiadores o raspadores de banda si es posible. |

• Planned Maintenance Checklist

Note: Check Set Screws after the first 24 hours of operation.

(Lista de Mantenimiento Preventivo)

NOTA: Revise los tornillos después de las primeras 24 horas de operación.

| Component (Componente) | Suggested Action (Sugerencia) | Schedule (Horario) | | |
|--|--|-----------------------|----------------------|---------------------------|
| | | Weekly (Semanal) | Monthly (Mensual) | Quarterly (Trimestral) |
| Motor | Check Noise <i>(Revisar el Ruido)</i> | | | |
| | Check Temperature <i>(Revisar la Temperatura)</i> | | | |
| | Check Mounting Bolts <i>(Revisar los Tornillos de Montaje)</i> | | | |
| Reducer | Check Noise <i>(Revisar el Ruido)</i> | | | |
| | Check Temperature <i>(Revisar la Temperatura)</i> | | | |
| | Check Oil Level <i>(Revisar el Nivel de Aceite)</i> | | | |
| Drive Chain <i>(Cadena Motriz)</i> | Check Tension <i>(Revisar la Tension)</i> | | | |
| | Lubricate <i>(Lubricar)</i> | | | |
| | Check for Wear <i>(Revisar el Desgaste)</i> | | | |
| Sprockets <i>(Catarinas)</i> | Check for Wear <i>(Revisar el Desgaste)</i> | | | |
| | Check Set Screws & Keys <i>(Revisar los Juegos de Tornillos)</i> | | | |
| Belt <i>(Banda)</i> | Check Tracking <i>(Revisar la Alineacion)</i> | | | |
| | Check Tension <i>(Revisar la Tension)</i> | | | |
| | Check Lacing <i>(Revisar el Enlace)</i> | | | |
| Bearings (Pulleys & Rollers) <i>Rodamientos (Poleas & Rodillos)</i> | Check Noise <i>(Revisar el Ruido)</i> | | | |
| | Check Mounting Bolts <i>(Revisar los Tornillos de Montaje)</i> | | | |
| V-Belts <i>(Bandas-V)</i> | Check Tension <i>(Revisar la Tension)</i> | | | |
| | Check for Wear <i>(Revisar el Desgaste)</i> | | | |
| | Check Sheave Alignment <i>(Revisar la Alineacion del eje de la Polea)</i> | | | |
| Structural <i>(Estructura)</i> | General Check: All loose bolts, etc., tightened <i>(Revision General: Tornillos sueltos, etc.)</i> | | | |

HYTROLPARTS.COM



POWERED BY
CONVEYOR SOLUTIONS

Building Relationships One Conveyor Part at a Time

support@hytrolparts.com | 866-240-1720