



## MAINTENANCE - TUBE SERIES 2500 CONVEYOR

Proper maintenance of the Tube Series Conveyors is critical for peak performance, reliability and accuracy of this system. The following is a guideline for the type of maintenance and servicing that should be performed on this unit. Your environment and uses may require additional maintenance and service beyond this list to assure a reliable and safe unit. The operator of this unit has ultimate responsibility to identify areas of concern and rectify them before they become a hazard or safety issue. There is no substitute for a trained, alert operator.



Do not put this unit into operation with any questionably maintained parts. Poor performance or a hazard may occur.



Ne pas mettre cet appareil en service avec des pièces douteuse entretenus. La mauvaise performance ou un danger peut survenir.



Do not use compressed air or water under pressure to clean any of the components of the USC equipment.



Ne pas utiliser d'air comprimé ou de l'eau sous pression pour nettoyer l'un des composants de l'équipement USC.



Failure to maintain the proper belt tension will cause the belt to slip. This will damage the belt and head drive pulley. If the belt is not tracking correctly, it can ride along one edge causing the belt to fray and damage the belt splice. Either problem will cause the belt to burn or wear out prematurely.



Défaut de maintenir la tension de la courroie provoquera la courroie de glisser. Cela pourrait endommager la courroie et la tête d'entraînement pulley. Si la courroie ne suit pas correctement, il peut rouler le long d'un bord causant la courroie effiloche et endommager l'épissure de ceinture. Soit problème provoquera la ceinture de brûler ou d'usure prématurée.

## **GREASING**

Use an SAE multipurpose high temperature grease with extreme pressure (EP) performance. Also acceptable is an SAE multipurpose lithium-based grease.

- Use a Maintenance Checklist to keep record of all scheduled maintenance.
- Use a hand-held grease gun for all greasing.
- Wipe grease fitting with a clean cloth before greasing to avoid injecting dirt and grit.
- Replace and repair broken fittings immediately.

## **Storing Lubricants**

Your machine can operate at top efficiency only if clean lubricants are used. Use clean containers to handle all lubricants. Store them in an area protected from dust, moisture and other contaminants.

### **NOTICE**

If fittings will not take grease, remove and clean thoroughly. Also clean lubricant passageway. Replace fitting if necessary.

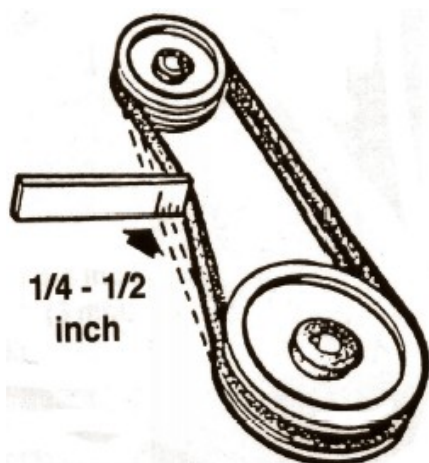
### **AVIS**

Si les raccords ne prendront pas la graisse, enlever et nettoyer. Aussi propre passage de lubrifiant. Remplacer approprié si nécessaire .

## **CONVEYOR SERVICING INTERVALS**

### **Every 40 hours or Weekly**

1. Check the conveyor belt tension and alignment.
2. Grease conveyor bearings.
  - A. Two bolt flanged bearings, tail roller bearings right and left (2 locations).
  - B. Two bolt flanged bearings, drive roller bearings right and left (2 locations).
3. Remove guard and check the drive belt tension and alignment. The belts will deflect approximately 1/4 to 1/2 inch when properly tensioned.
4. Wipe down the motor casing with a damp cloth making sure to remove all dust that may have collected since the last maintenance date. Record the cleaning on the company required documents. If operating in a CSA 22.1, Class II, Division 2, Group G hazardous area, USC recommends this step be performed on a daily basis.
  - Essuyez le carter moteur avec un chiffon humide en veillant à éliminer toutes les poussières qui peuvent avoir perçu depuis la dernière date de maintenance. Enregistrez le nettoyage sur la société les documents requis. Si opérant dans un CSA 22.1, Classe II, Division 2, Groupe G zone dangereuse, USC recommande cette étape être effectuée sur une base quotidienne.



### **Every 200 hours or Annually**

1. Repack wheel bearings.
2. Wash machine.
3. Check pulley bushing for wear. To inspect pulley:
  - A. Lower the conveyor to its lowest position.
  - B. When the conveyor has reached the lowest position, it will stop at the pins.
  - C. Unwind the winch two more turns, or until enough slack in the cable is achieved.
  - D. Loosen and remove the bolt.
  - E. Inspect the bushing on the pulley for wear.
  - F. Reverse steps A-D for re-assembly.

### **CONVEYING BELT TENSION AND ALIGNMENT - TAIL END**

A contoured belt with molded flights is used to convey material along the frame. The tension and alignment of the belt should be checked weekly, or more often if required, to be sure that it does not slip or run to one side. A properly tensioned belt will not slip when it is operating. Operating the belt with less slippage will increase the belt life and causes less stress on bearings, pulleys and shafts.



Although it is acceptable to align the belt from either the Head or the Tail (Intake) end. Tightening the belt may only be done from the Tail end of the conveyor.

**! AVERTISSEMENT**

Même se il est acceptable d'aligner la courroie de la tête ou la queue (Intake) fin. Serrer la ceinture ne peut être fait à partir de la fin de queue du convoyeur.

## CONVEYING BELT TENSION AND ALIGNMENT - TAIL END

To maintain the belt, follow this procedure:

### NOTICE

Place all controls in neutral or off, stop motor and disable power source before working on belt.

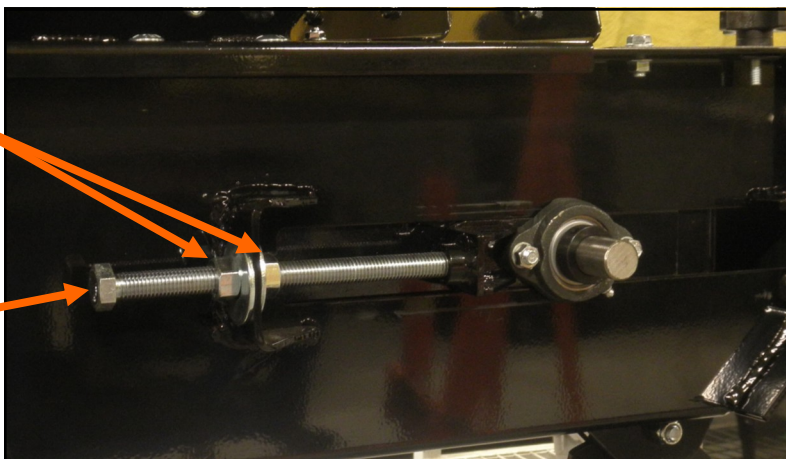
### AVIS

Placez toutes les commandes au point mort ou hors tension, arrêter le moteur et désactiver la source d'alimentation avant de travailler sur la ceinture.

1. Use the take-up bolt located at the tail to set the tension of the belting.
2. If the belt needs to be tightened to prevent slippage, use the take-up adjustments on the tail end only.
3. The belt is tightened by turning both take-up adjustments an **equal** number of turns.
4. Use the drive roller to check the alignment. The belt should be centered.
5. Turn the belt 1/2 revolution when the belt is new and check the drive and tail roller. If out of alignment, the belt will move to the loose side. Loosen the jam nut and use the bearing position bolts to set the position. Tighten jam nut.
6. Run and check again. Check frequently during the first few minutes of operation and then several times during the first 10 hours. The belt normally seats itself during the first 10 hours of operation and can be checked weekly after that.
7. The belt is properly aligned when the belt runs in the center of the head and tail rollers.

*Loosen these jam nuts before adjusting the bearing position bolt*

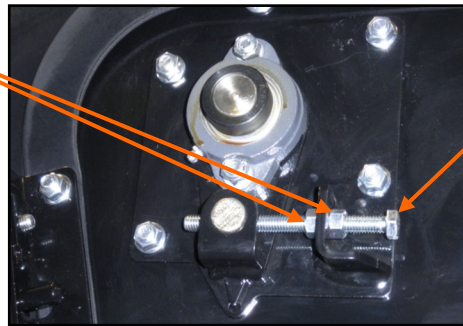
*Use this bolt to tighten and align the belt*



## **CONVEYING BELT ALIGNMENT - HEAD END**

1. A misaligned belt will track toward the loose side. Set the tracking by loosening the bearing mounts on the tight side and using the bearing position bolt to move the end of the head roller toward the tail. Tighten the bearing mount when the belt is centered on the head roller.
2. Run the belt and check the tracking again. Loosen the tight side slightly again if required. Repeat the adjusting and checking procedure until the belt centers on the inlet end roller and remains centered when running.
3. Always repeat this aligning procedure when installing a new belt. Check frequently during the first 10 hours of operation. After 10 hours, the belt is normally seated and checking the alignment can be done less frequently.

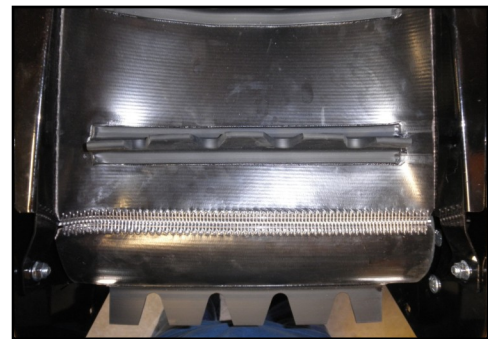
*Tighten jam nuts  
after adjustment*



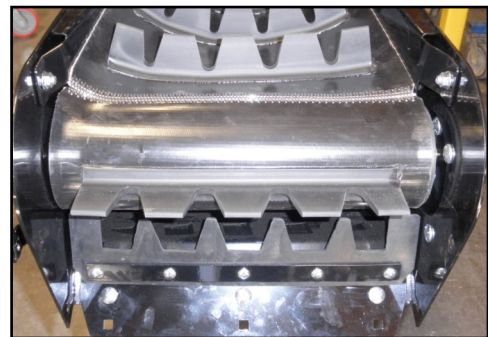
*Use this bolt to  
align the belt*

## **BELT REPLACEMENT**

1. Rotate the belt until the seam is visible.
2. Move the tail roller to its loosest position.
3. Pull all the slack to the seam area.
4. Remove the wire connector and open the belt.
5. Attach one end of the replacement belt to the belt end being removed.
6. Pull the old belt out and the new belt will be threaded into place.
7. Disconnect the old belt.
8. Connect the ends of the new belt together and secure.
9. Set the belt tension.
10. Check and set the belt alignment



***Belt Seam***



***Check Alignment***



Power to the conveying belt is transmitted through a V-belt. The V-belt drive system must be maintained at the proper belt tension and pulley alignment to obtain the desired performance and life. When maintaining the belt drive system for the electric drive model, follow this procedure:

## NOTICE

Turn motor off and unplug power cord or turn off power and lock out the master panel before starting maintenance on drive belt system.

## AVIS

Arrêter le moteur et débranchez le cordon d'alimentation ou coupez l'alimentation et verrouiller le panneau de maître avant de commencer la maintenance sur le système de courroie

### Drive Belt Tension

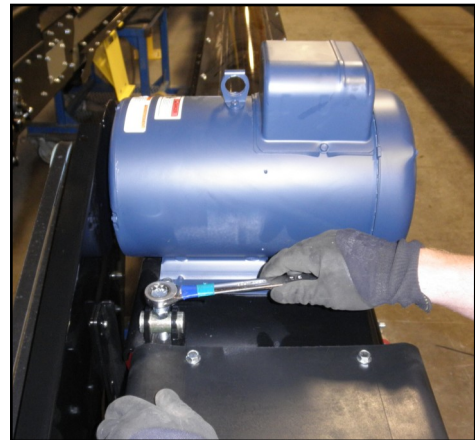
1. Push on the center of the belt span with a force of approximately 5 to 10 lbs.
2. Follow the belt tensioning specification on page 7 to determine proper belt deflection.
3. Move the motor up, using the adjustment bolt, to set drive belt tension (right).
4. Close and secure guards.

### Drive Belt Alignment

1. Lay a straightedge across the pulley faces to check the alignment (right).
2. Use the pulley hub or the motor mounting plate slots to move the pulley to the required position for alignment.
3. Tighten hub bolts to secure pulley on shaft.
4. Check belt tension
5. Close and secure guards.

### Drive Belt Replacement

1. Lower motor to its lowest position.
2. Remove old belt and replace with a new one.
3. Raise motor to set the belt tension.
4. Check pulley alignment. Adjust if required.
5. Close and secure guards.



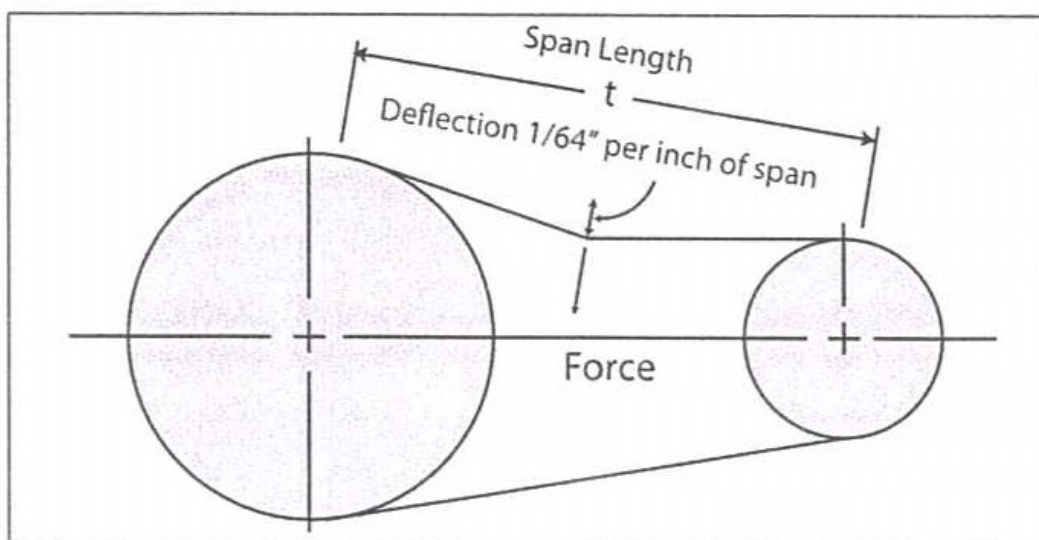
*Motor base adjustment*



*Lay a straightedge across*

## BELT TENSIONING SPECIFICATION

V-Belt tensioning adjustment can be made using a tension meter or other type spring scale using the following procedure. After seating the belts in the groove and adjusting center distance so as to take up the slack in the belts, further increase the tension until only a slight bow on the slack side is apparent while the drive is operating under load. Stop the drive and using the meter, measure the force necessary to depress one of the center belts 1/64 inch for every inch of belt span (see sketch below). For example, a deflection for a 50 inch belt span is 50/64 or 25/32 inch. The amount of force required to deflect the belt should compare with the deflection forces noted in the table below. Also notice for V- Belts that deflection forces vary from the initial RUN - IN values which are greater (reflecting higher run-in tensioning) to the NORMAL values for after the run-in period.



MEASURE THE SPAN LENGTH "T"  
AS SHOWN IN THE SKETCH ABOVE.

BELT CROSS SECTION	SMALLER PULLEY DIAMETER RANGE (inches)	DEFLECTION FORCE	
		RUN - IN (lbs)	NORMAL (lbs)
AX	3.0 - 3.6	4 - 1/8	2 - 3/4
	3.8 - 4.8	5	3 - 1/4
	5.0 - 7.0	6	4
BX	3.4 - 4.2	5 - 1/4	3 - 1/2
	4.4 - 5.2	7 - 1/8	4 - 3/4
	5.4 - 9.4	9	6