



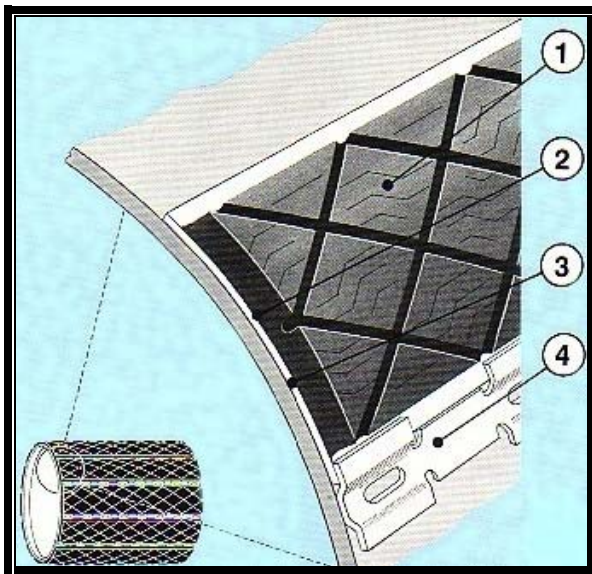
ENCLOSED BELT CONVEYORS

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EXHIBIT HEAD & DRIVE PULLEY LAGGING

LAGGING

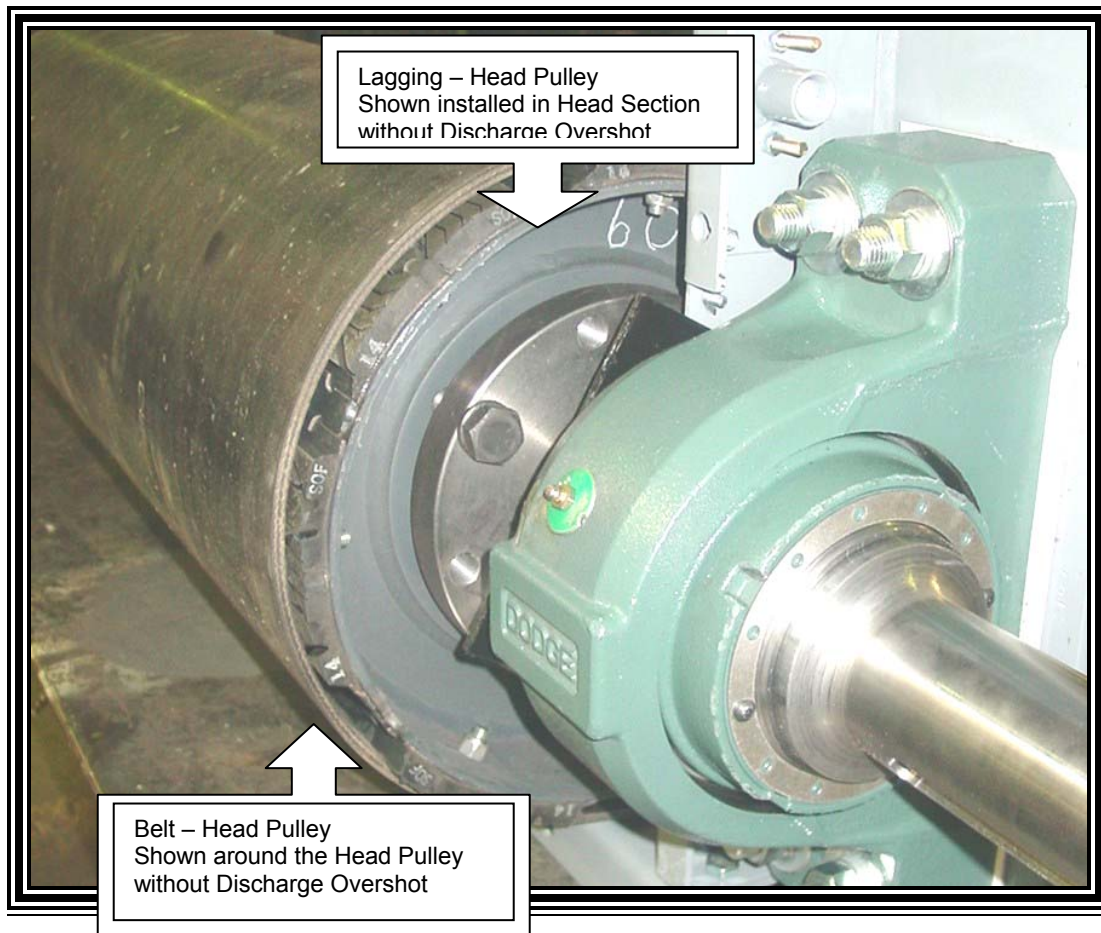
Head & Drive Pulleys have RM-HOLZ Slide-Lag® Lagging installed at the factory. RM-HOLZ Slide-Lag® Lagging offers these advantages:



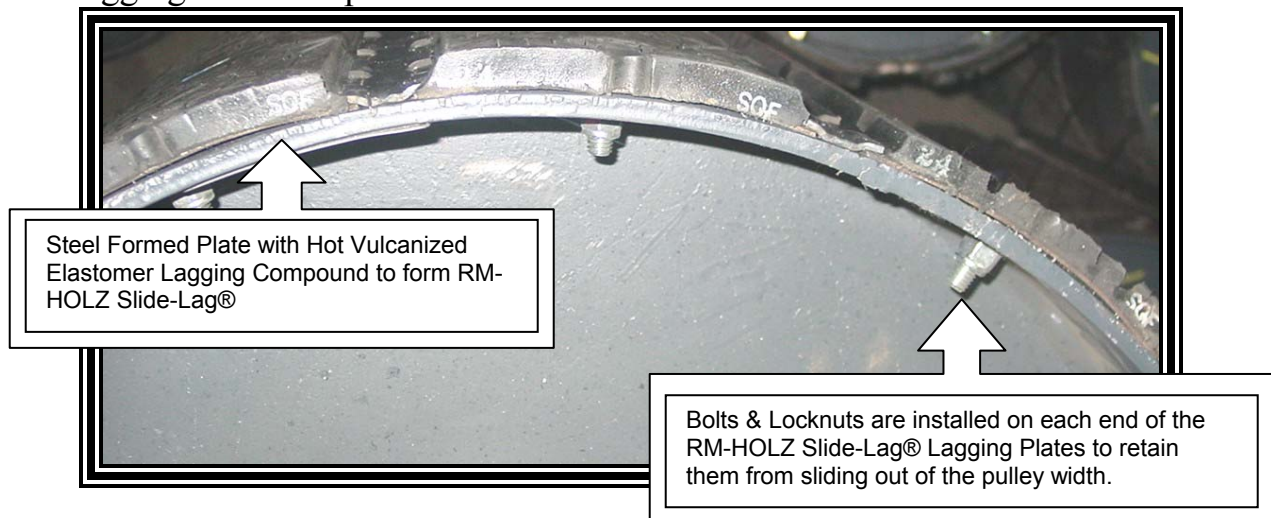
1. Exclusive elastomer compounding provides a lagging pad with exceptional drive-pulley traction, abuse resistance, and extra long service life. The elastomer retains its integrity under the most severe operating conditions.

2. Factory hot-vulcanization under pressure assures the best possible bond of rubber to backing plate. No lagging failures from loss of adhesion and separation – the most common problems associated with conventional lagging.
3. Steel backing plates are precision formed at the factory to fit the curved surface provided by each individual pulley diameter. Insures proper pad stability and long life.
4. Rust-resistant metal retainers are permanently welded or bolted to the pulley face to securely hold the lagging pads in place. When properly installed, lagging cannot shift or pull free from effects of impact, trapped materials, or belt or product movement.

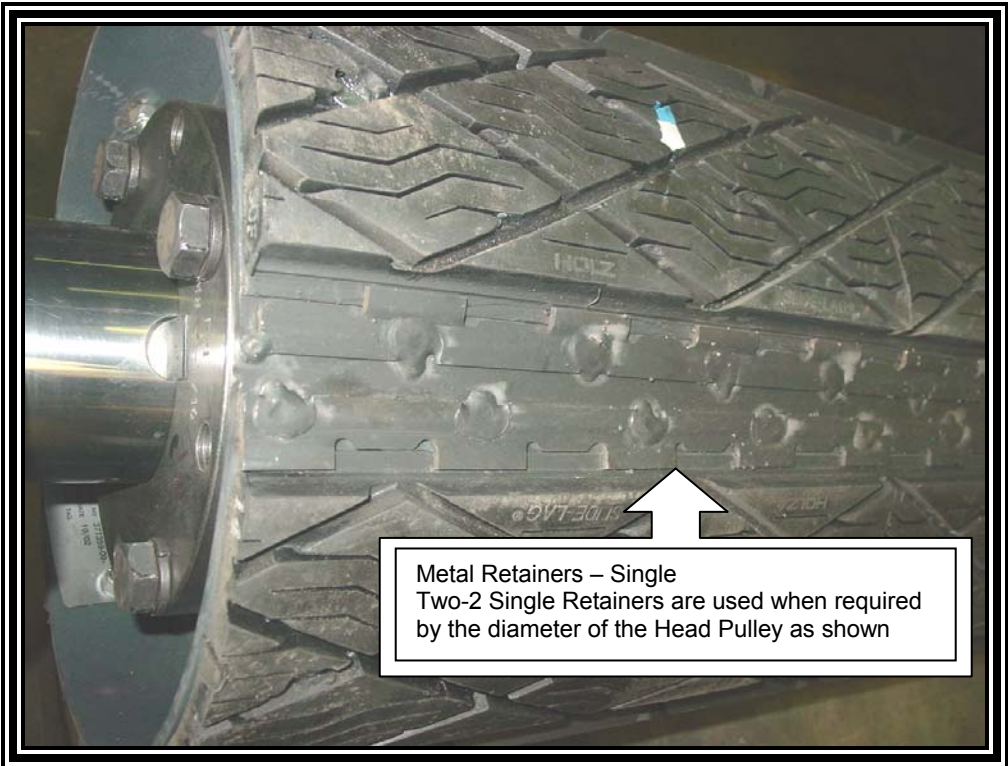
These four special features make RM-HOLZ Slide-Lag® Lagging the most unique and reliable system for lagging all conveyors and elevator pulleys. RM-HOLZ Slide-Lag® Lagging can be installed on the job, usually without removing either the belt or pulleys from the system. Eventual replacement of worn or damaged pads is even quicker and easier, since the retainers are already in place.



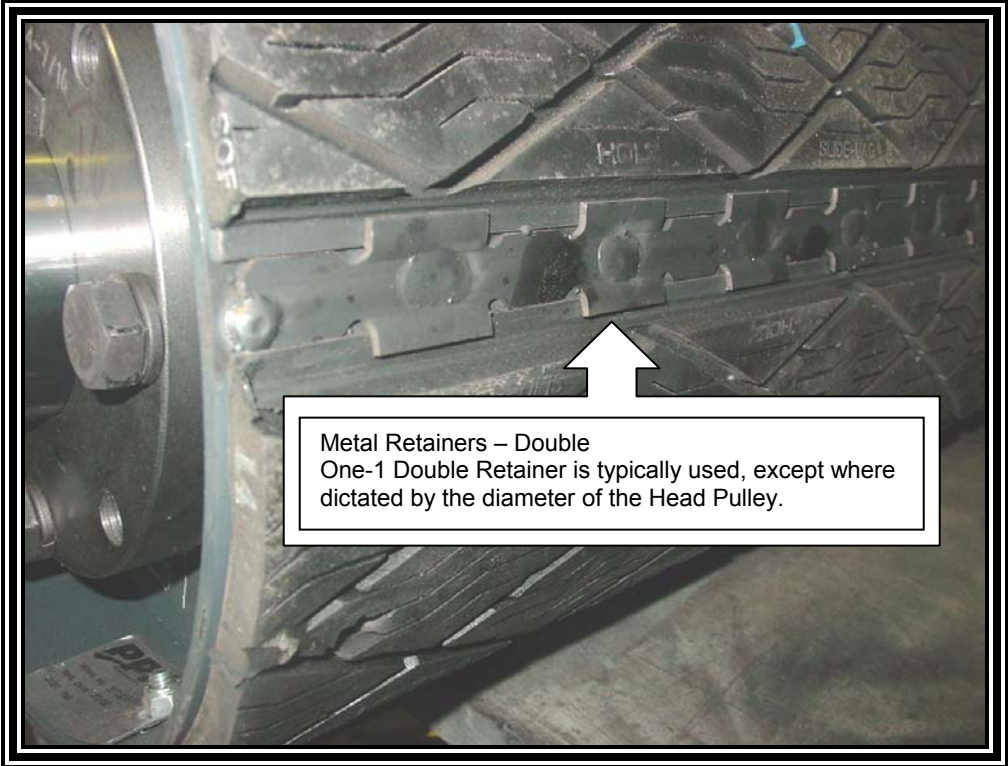
The lagging is held in-place with metal retainers and bolts with locknuts.



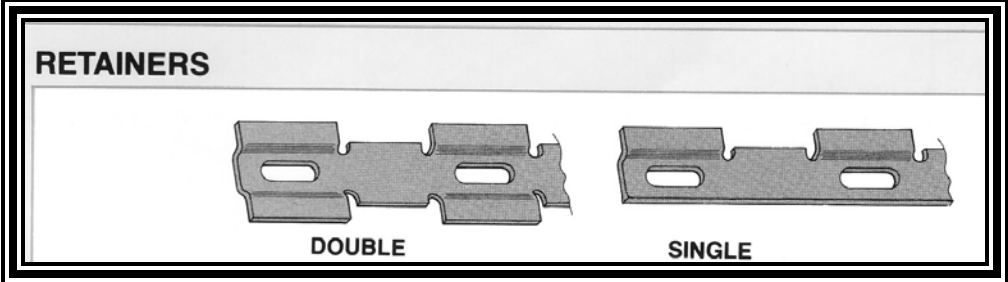
Head and Drive Pulleys have RM-HOLZ Slide-Lag® Lagging installed with Rust-resistant metal retainers to make replacement easier in the field. These metal retainers are welded to the Head Pulley. The metal retainers are either Single or Double Retainers as shown on the following page. Then, the metal plates are retained by bolts & locknuts on each end to keep them from sliding out the side of the pulley, as shown above and on the following page.



Metal Retainers – Single
 Two-2 Single Retainers are used when required by the diameter of the Head Pulley as shown



Metal Retainers – Double
 One-1 Double Retainer is typically used, except where dictated by the diameter of the Head Pulley.



Installation of NEW Lagging

Installation of new RM-HOLZ Slide-Lag® Lagging can be completed by the following methods:

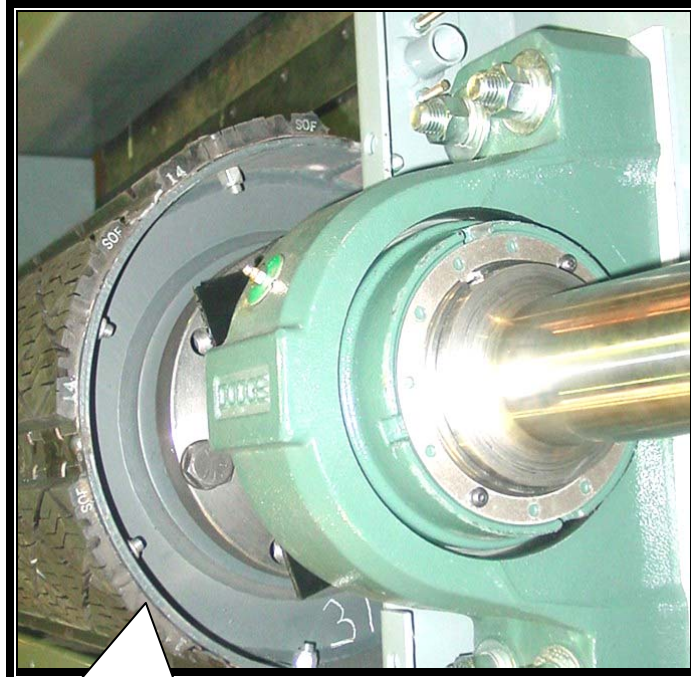
1. **Shop Bench Repairs** – This requires the removal of the Head Pulley from the conveyor. Then, the Head Pulley can easily have new RM-HOLZ Slide-Lag® Lagging installed. This method allows the best access to the pulley, metal retainers, and RM-HOLZ Slide-Lag® Lagging. The Head Pulley Assembly can be removed from the Head Section if there is adequate slack when the Take-Up Section is completely retracted. If this does not allow adequate slack, the belt will have to be split by removing the mechanical splice.



2. **In-Place Repairs without Splitting the Belt** – This method will work well if the old lagging can be removed easily from the side of the conveyor. The conveyor drive, walls of the tunnel, or structural steel will have to allow access and space to slide out the old lagging. Then, the new lagging can be installed from one side of the conveyor.



3. **In-Place Repairs by Splitting the Belt** – This method will allow additional access to the RM-HOLZ Slide-Lag® Lagging and metal retainers. The old lagging can be removed easily if there is adequate clearance on the side of the conveyor. The conveyor drive, walls of the tunnel, or structural steel will have to allow access and space to slide out the old lagging. The new lagging can be installed from the front and sides of the conveyor.



Remove Lagging Plates from the side that has access to remove the entire length of the plates. Gear Reducers/Drives, Walls, and etc. may have to be removed for access to remove the Lagging Plates.

These methods all follow the same basic procedures:

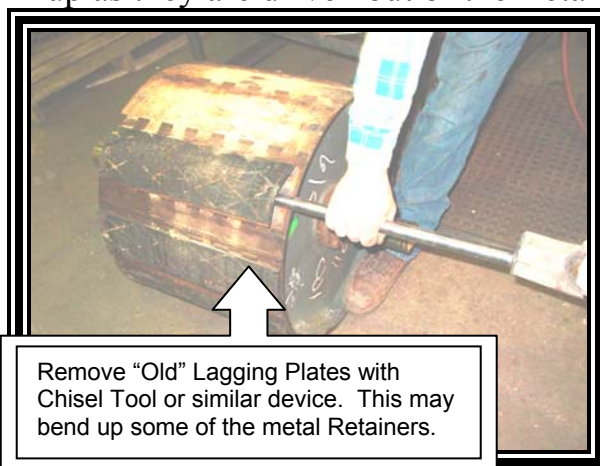
- Access to remove Lagging
 - a. Remove Discharge Overshot
 - b. Remove any other Attachments that obstruct access to the Pulley
 - c. Remove Head/Drive Pulley if the Shop Bench Method is planned.
 - d. Split the Belt if that is necessary.
 - e. Loosen the conveyor belt and insert wood spacers (2" x 4") to allow open space to remove Lagging Plates.
- Remove Retainers Bolts and Locknuts



Drive the Lagging Plate to the side of the conveyor that has adequate clearance to remove the entire Lagging Plate.

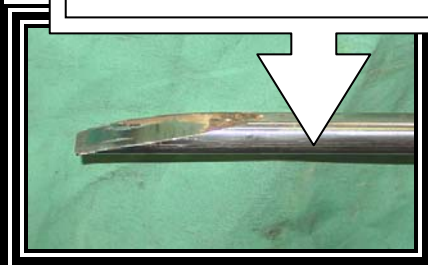


- a. NOTE: Additional pulling power may be necessary by hooking on the Lagging Plate with a Come-A-Long or similar device.
- b. NOTE: In some cases due to corrosion and rust, the Retainers will have to be driven out with a large punch or chisel-type tool that will bend them up as they are driven out of the Retainers.

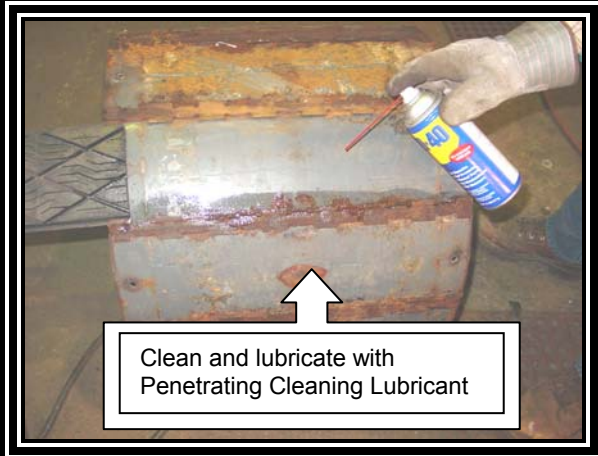
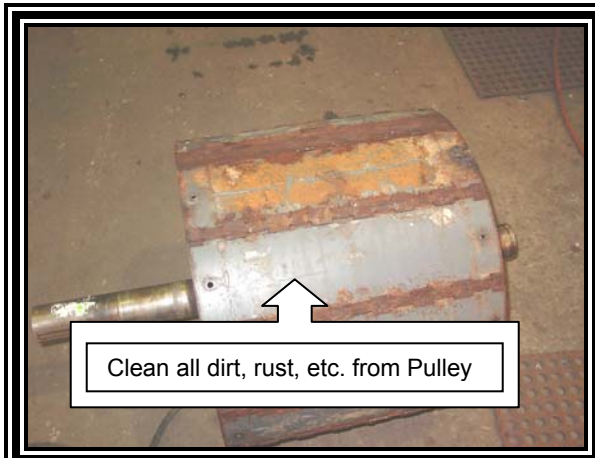


Remove "Old" Lagging Plates with Chisel Tool or similar device. This may bend up some of the metal Retainers.

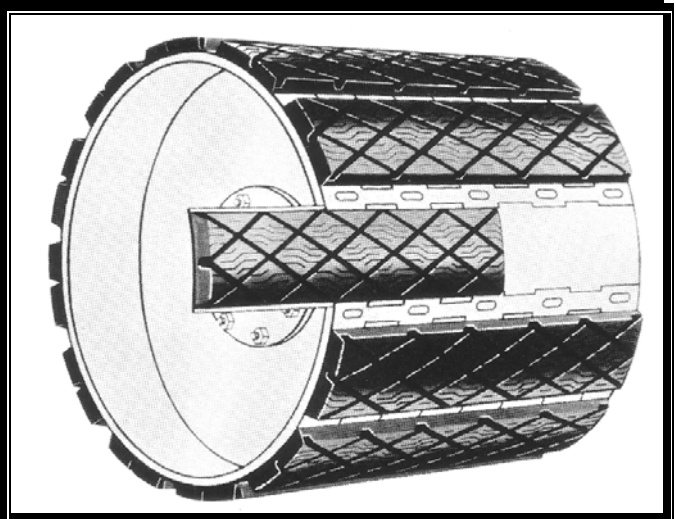
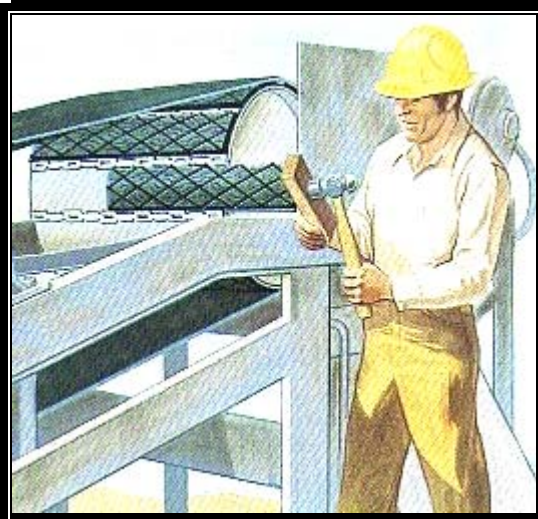
Chisel Tool to drive under the "Old" Lagging Plates to remove them from Pulley. Chisel Tool may be made from large shaft, >1" diameter or square bar of similar dimensions.



- Clean the Head Pulley and Retainers



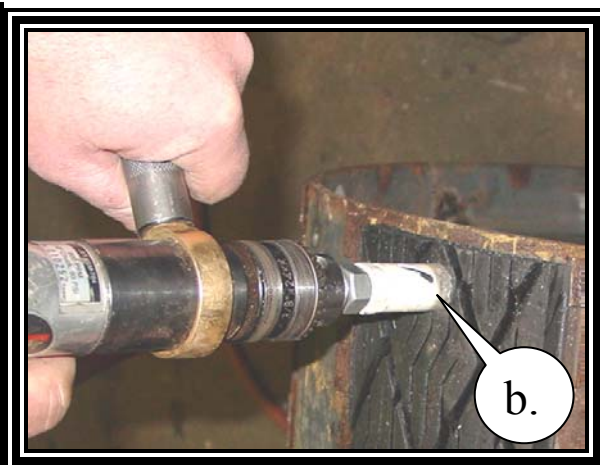
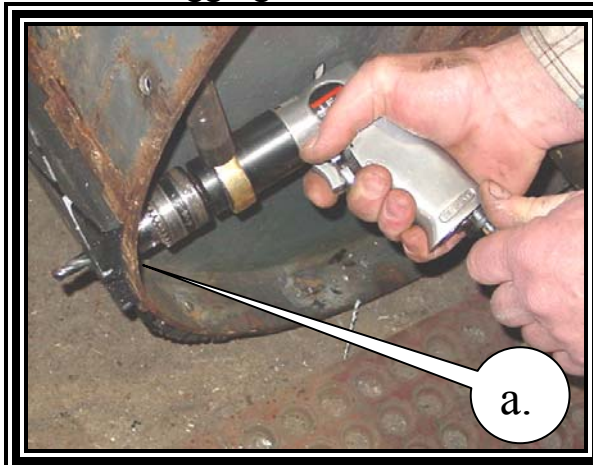
- Install NEW Lagging Plates – in some cases, the metal edge will have to be ground smooth so that the metal plate can be easily installed in the Retainers. Drive NEW Lagging Plates in the Retainers with a hammer and wooden block to protect the metal edge.



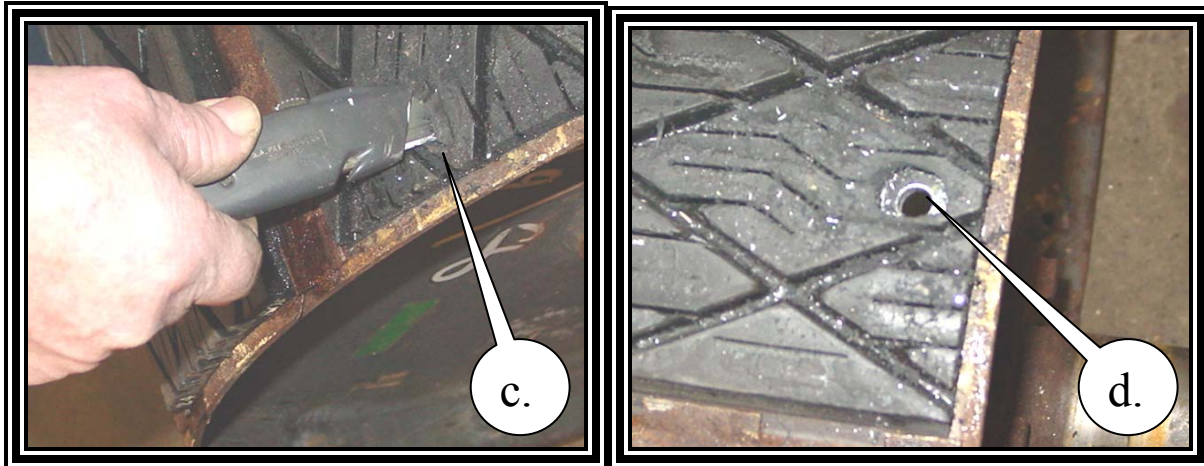
- Retainers need to be flattened down tight if loosened from removal of the Lagging Plates. Use hammer or hammer with punch as shown below.



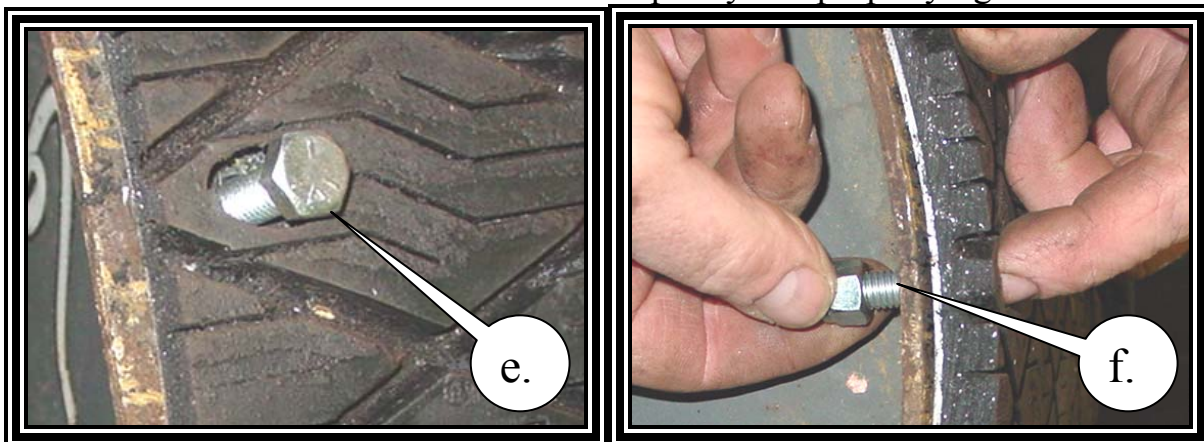
- Install NEW Retainers Bolts and Locknuts:
 - a. Drill new $\frac{1}{4}$ " pilot holes & drill to $\frac{3}{8}$ " hole for a $\frac{3}{8}$ " Retainer Bolt OR drill a new hole offset from the old hole. This will work well.
 - b. Drill out the rubber ($\frac{7}{8}$ " or 1" Hole Saw or equivalent piloted on the bolt hole) of the Lagging Plate. A Wood Chisel could also be used for this.



- c. Clean out rubber from the hole cut with the Hole Saw for the bolt head.
- d. Rubber of the Lagging Plate needs to be clean for the bolt head.



- e. 3/8" bolt is to be installed from the outside of the Lagging Plate so that the locknut is installed on the inside of the pulley.
- f. Locknut is installed on the inside of the pulley and properly tightened.



- Install Head Pulley if removed
- Re-splice the Belt if necessary
- Tighten the Belt to proper specifications
- Install all Guards, Inspection Doors, etc.
- Place all removed Attachments, Discharges, Spouts, etc.