MULHERN BELTING, INC.

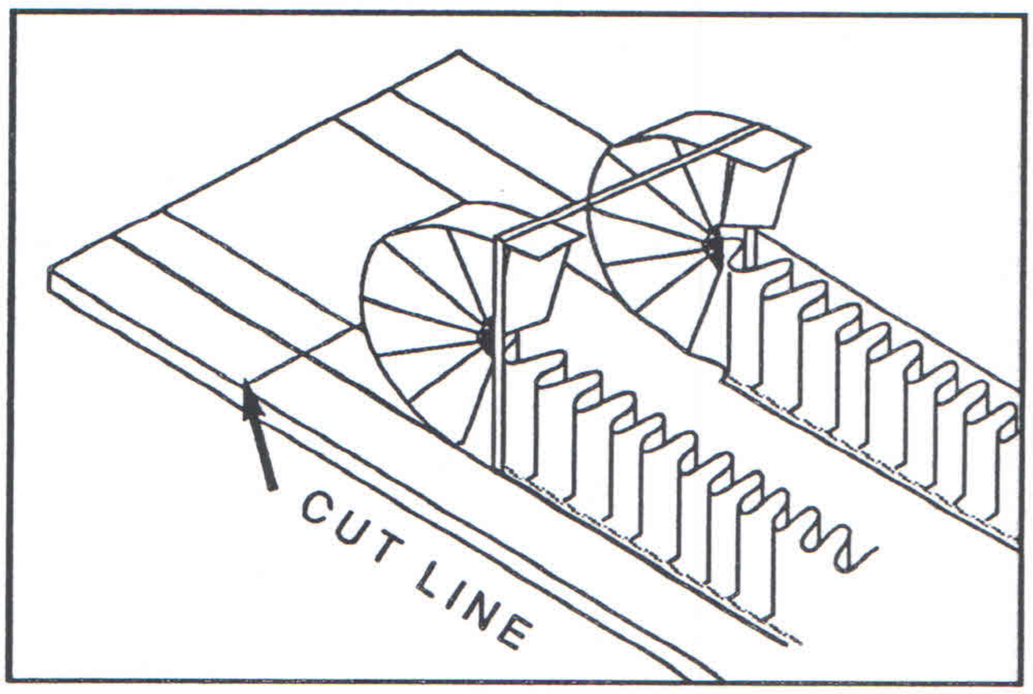
Regional Plants:
Northeast . . . . Oakland, NJ
Midwest . . . . . Cincinnati, OH
Southeast . . . . Atlanta, GA

THE LEADING INNOVATOR OF AMERICAN-MADE BELTING PRODUCTS

SIDEWALL SPLICING GUIDE

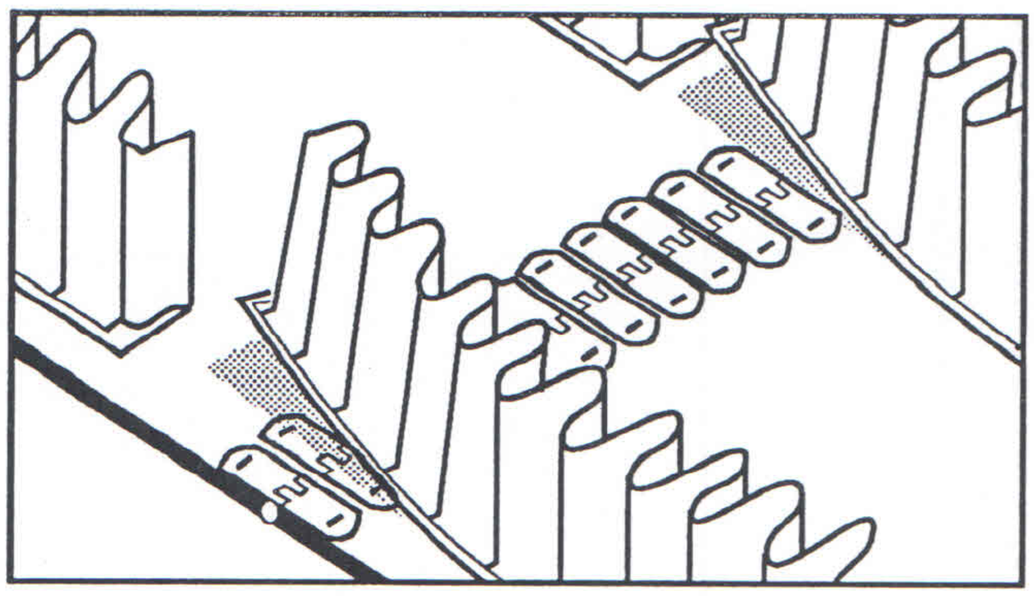
DO NOT INSTALL BELT WITHOUT READING INSTRUCTIONS

The splice is the most important part of a sidewall belt. If the splice is done improperly, the belt will fail. It is the customers responsibility to follow the instructions to insure a proper splice.



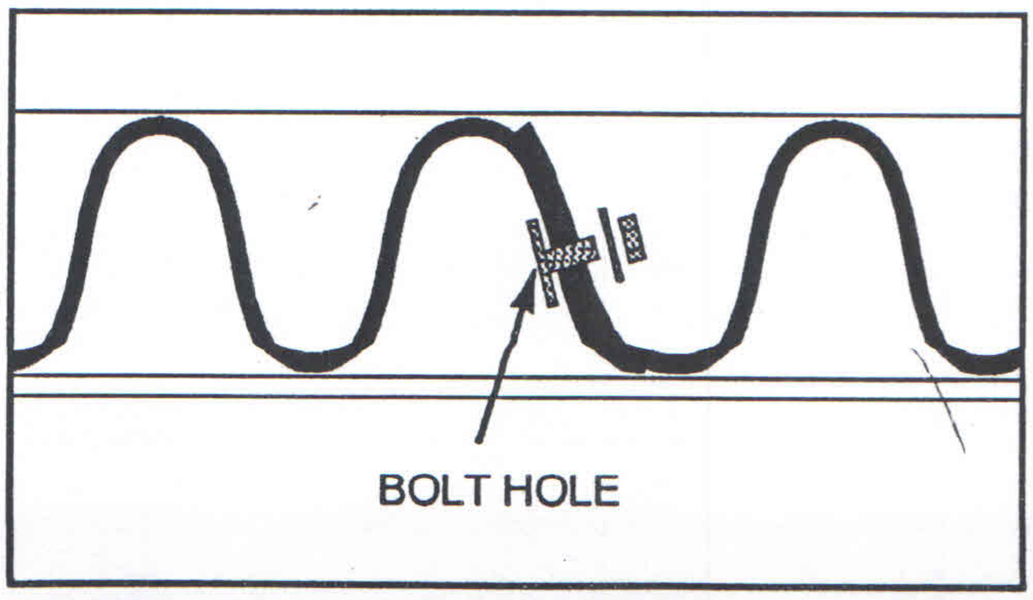
STEP #1 - *Lacing the belt.*

Go to #2 if belt is laced already.
Pull wall back, square the ends and lace the belt according to the instructions included with the lacing.

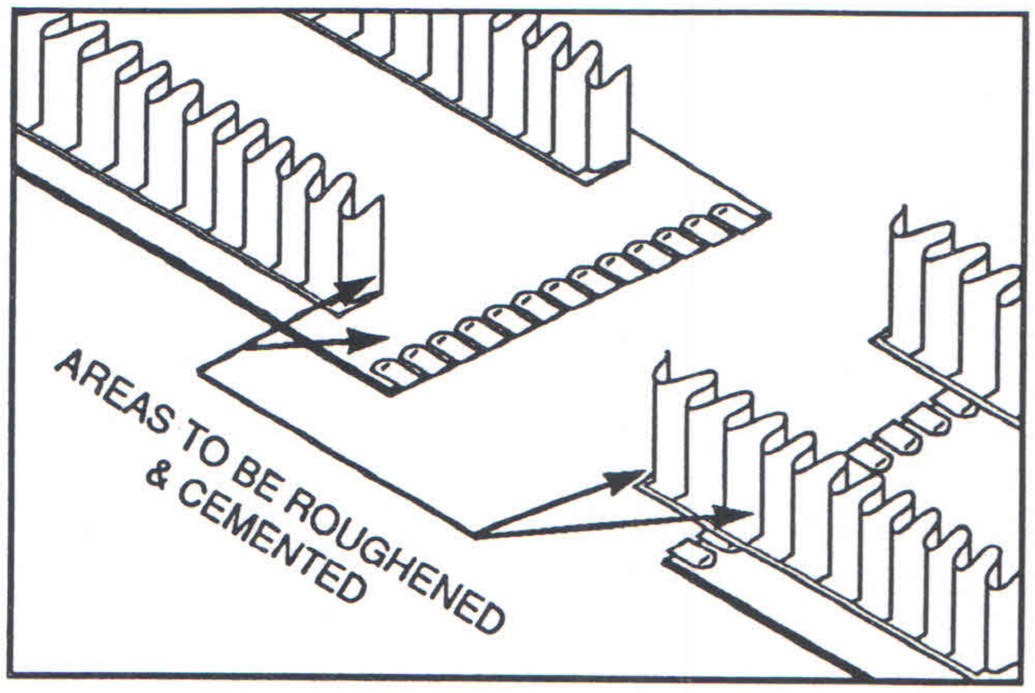


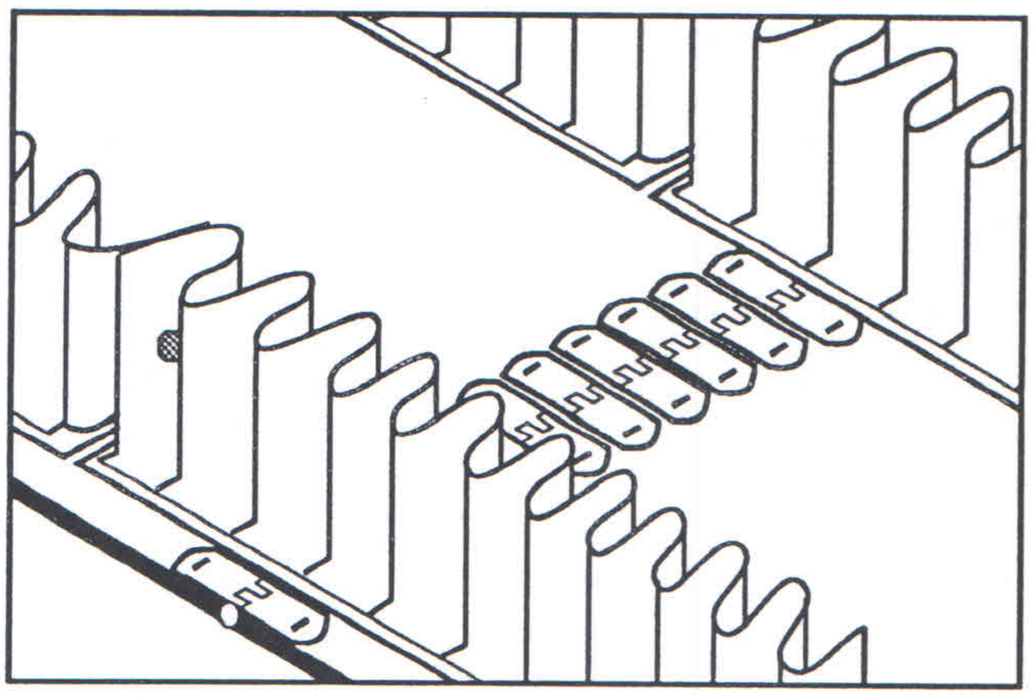
STEP #2 - *Fitting sidewall over splice.*

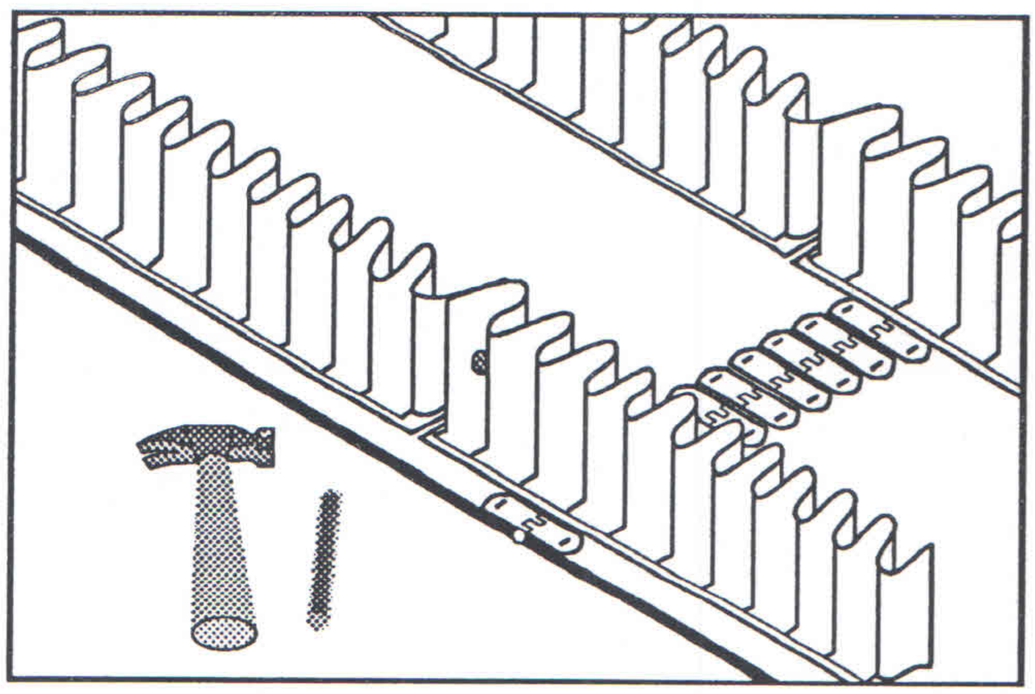
Lace the belt together and fit the sidewall over the splice area. Align the sidewall so that a hole can be punched to hold the sidewall together. Many times the factory has done this step for you.



ALWAYS SPECIFY MULHERN BELTING, INC.







STEP #3 - *Preparing the splice area.*

All prepared surfaces must be cleaned and roughed before cementing. When the belt leaves the factory, protective paper has been placed over the splice area. If this has been removed and the area is dirty, acetone must be used to clean the area. If the splice area has not been roughened, it must be done so at this time.

STEP #4 - *Cementing sidewall.*

A. Thoroughly mix the cement and the bottle of accelerator. If less than the full amount is needed, use proportionately (i.e., 1/2 cement to 1/2 accelerator). The pot life of the cement is now 1 to 1 1/2 hours at 70°F.

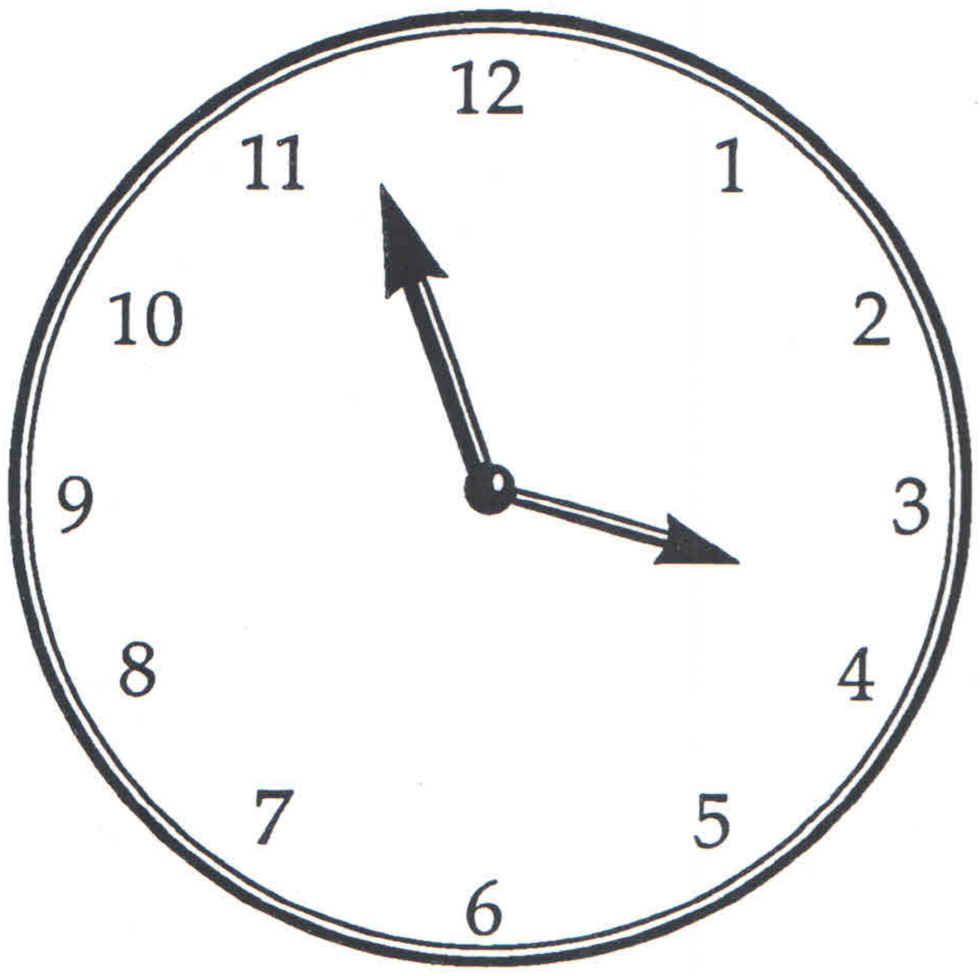
B. Three coats of cement are needed:

Apply first and second coats vigorously -make sure to scrub the cement into all surfaces to be cemented. Allow to dry (approx. 15 minutes) between coats.

Apply the third coat and when it feels tacky (5-10 minutes), bring the surface together.Work the area cemented together by using a blunt instrument and hammering between the corrugations. Clamp the sidewall to the belt or if not possible, place weights on top of sidewall to insure a firm pressure on the cemented area. Bolt the sidewall together.

NOTE: Do not use the cement when it is below freezing. Below 72°F the cement will take a longer "set up" time. Please call the factory if you have any doubts.

The cement should be used in a well ventilated area. Avoid contact with skin or breathing of vapors.



24 HOUR MINIMUM SET TIME

Step #5 - *Allow the cement to set.*

Wait at least 24 hours before any flexing of the belt. If the temperature is below 72°F, allow additional time. You are now ready for use.

Step #6 - *Check the new belt performance.*

You should watch your new belt just like you would a new car- carefully, and with an eye toward unusual performance so you can make adjustments before something is damaged. Engineered belts with sidewalls and cleats take a while to run in properly on the conveyor structure. While this is happening, you should keep a sharp eye on belt operating characteristics, just to make sure everything works smoothly.

Compare power requirements to what you had with your old belt, including specific readings for volts, amps, and watts. If you find they are higher, and the new belt is the same size as the old one, check out your system. There could be a frozen idler, or insufficient return clearance causing the belt to drag, or improper adjustment of tail pulley tension. Look and see.

Watch for evidence of strain or scuffing on either side of the belt. Usually that indicates something is out of square in the conveyor system, and it could mean troublesome belt repair requirements if it isn't fixed.

Sometimes gravity take-ups are too heavy or too light , and need to be recalculated and adjusted.Sometimes initial belts operating tensions are too light. In this case, screw take-ups on the conveyor system should be eased and readjusted.

And sometimes, the belt is too loose, with insufficient traction over the tail and drive pulleys. Then, the screw take-ups should be readjusted outward. In wet conditions, grooved lagging or rubber wraps can be added to major pulleys to increase belt grip.