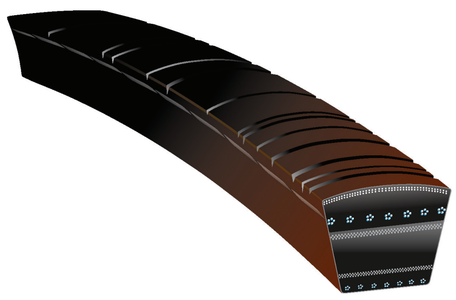
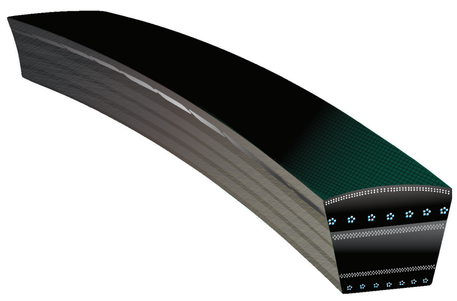
V-BELT DRIVE FAILURE ANALYSIS

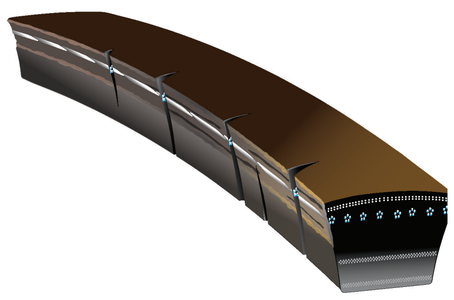
ACCURATELY IDENTIFY AND TROUBLESHOOT V-BELT DRIVE PROBLEMS AND FAILURES.



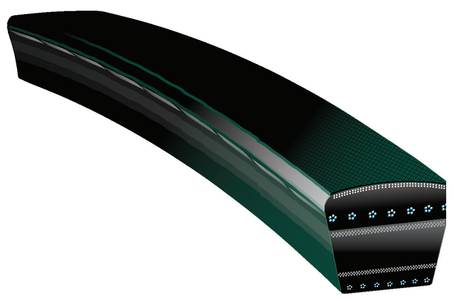
1. CRACKING



2. WEAR ON SIDEWALLS

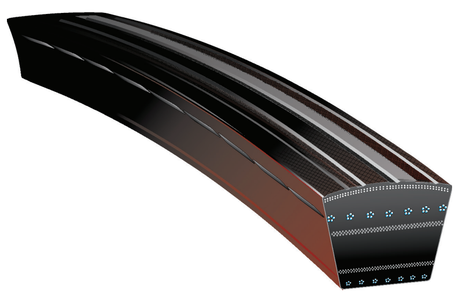


3. EDGE CORD FAILURE

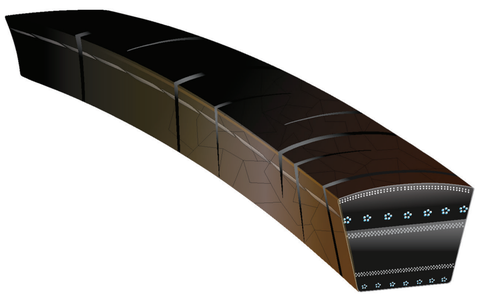


4. WEAR ON TOP CORNER

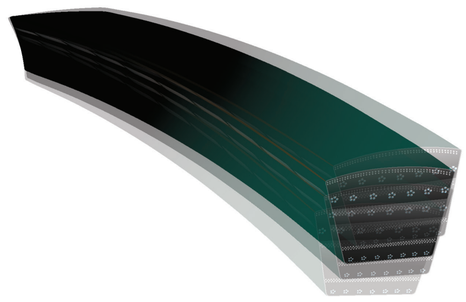
5. SURFACE FLAKING, STICKY OR SWOLLEN



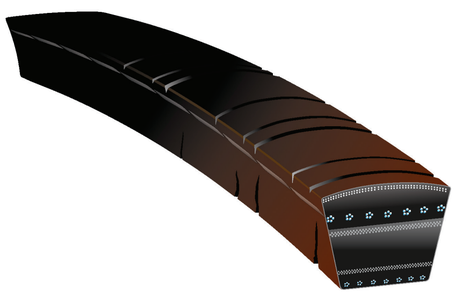
6. WEAR ON TOP SURFACE



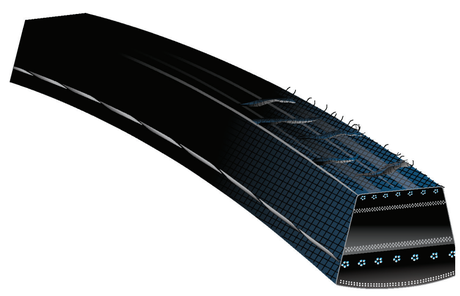
7. SURFACE HARD OR STIFF



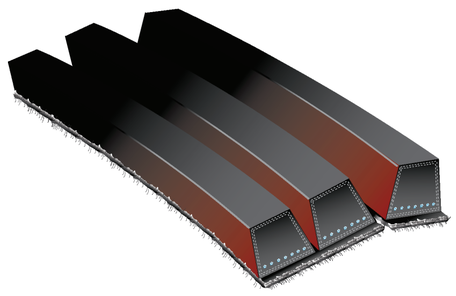
8. VIBRATION



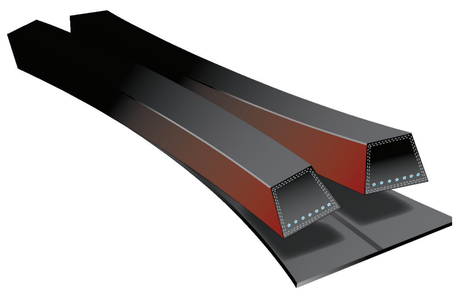
9. HIGH BELT TEMPERATURE



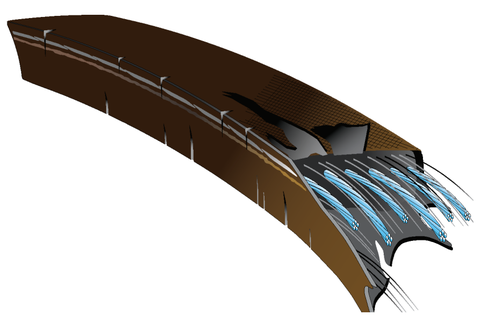
10. WEAR ON BOTTOM SURFACE



11. UNDERCORD CRACKING



12. TURNS OVER OR COMES OFF DRIVE



13. UNDERCORD SIDEWALL BURN OR HARDENING

16. TOP OF TIE BAND DAMAGED

17. TIE BAND SEPARATION

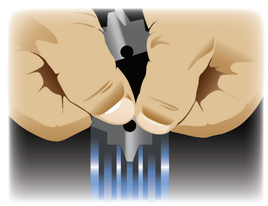
18. BROKEN BELT

14. WEAR ON THE BOTTOM CORNER

WORN PULLEYS

Worn pulleys will decrease the life of belts and drive components over time. Some signs of worn pulley grooves are obvious with groove sidewall cupping. Another sign that pulley grooves are wearing is a polished appearance with grooves or ridges on the pulley groove sidewalls. Worn or damaged pulleys should be replaced immediately.

15. UNUSUAL NOISE



BELT & PULLEY GAUGES

Gates offers pulley gauges that aid in determining the correct belt or pulley cross section. Pulley gauges are also used to indicate excessive pulley groove wear.

Product No. 7401-0015

SYMPTOM	PROBABLE CAUSE	CORRECTIVE ACTION
1. CRACKING	1. Pulleys too small for belt section 2. Belt slip 3. Backside idler diameter too small 4. Improper belt storage 5. Excessive hot or cold temperature	1. Use larger diameter pulleys 2. Retension to manufacturer's recommendations 3. Increase backside idler to acceptable diameter 4. Don't coil belt too tightly, kink or bend. Avoid heat and direct sunlight 5. Control drive environment
2. WEAR ON SIDEWALLS	1. Belt slip 2. pulley misalignment 3. Worn pulleys 4. Incorrect belt	1. Retension to manufacturer's recommendations 2. Realign drive 3. Replace pulleys 4. Replace with correct belt size
3. EDGE CORD FAILURE	1. pulley misalignment 2. Damaged tensile member 3. Worn or incorrect pulleys	1. Check alignment and correct 2. Follow correct installation procedure 3. Replace pulleys for correct belt/pulley match
4. WEAR ON TOP CORNER	1. Belt–to–pulley fit incorrect 2. Belt rubbing against guard or drive structure	1. Use corrective belt/pulley match 2. Remove obstruction
5. SURFACE FLAKING, STICKY OR SWOLLEN	1. Oil or chemical contamination	1. Do NOT use belt dressing; eliminate sources of oil, grease or chemical contamination
6. WEAR ON TOP SURFACE	1. Belt rubbing against guard 2. Damaged idler	1. Repair or replace guard 2. Repair or replace idler
7. SURFACE HARD OR STIFF	1. Hot drive environment 2. Belt slip	1. Improve ventilation to drive 2. Retension to manufacturer's recommendations
8. UNUSUAL VIBRATION	1. Incorrect belt 2. Poor equipment structural design 3. Excessive pulley eccentricity 4. Loose drive components	1. Use correct belt/pulley match 2. Check structure for adequate strength and rigidity 3. Replace defective pulley 4. Check machine components, guards, motor, mounts, motor pads, bushings, brackets and framework for adequate strength, stability, and installation
9. HIGH BELT TEMPERATURE	1. Hot drive environment 2. Slipping	1. Improve ventilation to drive 2. Retension until slipping stops
10. WEAR ON BOTTOM SURFACE	1. Belt bottoming against pulley groove bottom 2. Worn pulleys 3. Debris in pulleys	1. Use correct belt/pulley match 2. Replace pulleys 3. Clean pulleys

SYMPTOM	PROBABLE CAUSE	CORRECTIVE ACTION
11. UNDERCORD CRACKING	1. pulleys too small for belt section 2. Belt slip 3. Backside idler diameter too small 4. Excessive hot or cold temperature 5. Improper belt storage	1. Use larger diameter pulleys 2. Retension to manufacturer's recommendations 3. Increase backside idler to acceptable diameter 4. Control drive environment 5. Don't coil drive belt too tightly, kink or bend; avoid heat and direct sunlight
12. TURNS OVER OR COMES OFF DRIVE	1. Shock loading or vibration 2. Foreign material in grooves 3. pulley misalignment 4. Worn pulley grooves 5. Sub–minimal diameter pulley	1. Check drive design; use PowerBand™ (joined) belts 2. Shield grooves and drive 3. Realign drive 4. Replace pulleys 5. Replace pulley with correct diameter
13. UNDERCORD SIDEWALL BURNING OR HARDENING	1. Belt slip 2. Worn pulleys 3. Under–designed drive 4. Shaft movement	1. Retension to manufacturer's recommendations 2. Replace pulleys 3. Redesign to manufacturer's recommendations 4. Check for center distance changes
14. WEAR ON BOTTOM CORNER	1. Belt–to–pulley fit incorrect 2. Worn pulleys	1. Use correct belt/pulley match 2. Replace pulleys
15. UNUSUALLY LOUD DRIVE	1. Incorrect belt for pulleys 2. Incorrect tension 3. Worn pulleys 4. Debris in pulleys 5. pulley misalignment	1. Use correct belt size and type 2. Check belt tension and adjust 3. Replace pulleys 4. Clean pulleys; improve shielding; remove rust, paint, or remove dirt from grooves 5. Realign drive
16. TOP OF TIE BAND DAMAGED	1. Interface with guard 2. Backside idler malfunction 3. Debris in pulleys	1. Check and adjust guard 2. Replace or repair backside idler 3. Clean pulleys
17. THE BAND SEPARATION	1. Improper groove spacing 2. Worn or incorrect pulleys 3. pulleys misalignment	1. Use pulleys manufactured to industry specifications 2. Replace pulleys 3. Realign drive
18. BROKEN BELT	1. Under–designed drive 2. Belt rolled or pried onto pulley 3. Object falling onto drive 4. Severe shock load	1. Redesign to manufacturer's recommendations 2. Use drive center distance adjustment with installing 3. Provide adequate guard or drive protection 4. Redesign to accommodate shock load

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