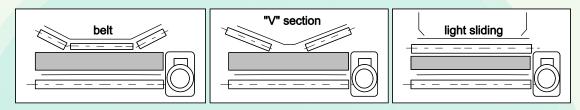
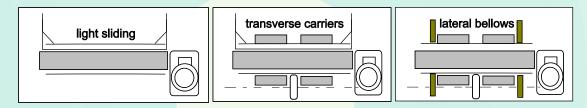
BELT CONVEYORS - OVERVIEW

The conveyors are being delivered in various executions according to the transported material. According to the loose weight (being the weight of the material in bulk up to 1m3) the bottom belt line differs, being the so called section. For the material in bulk till 300 kg/m3 the slippery section is sufficient, for heavier materials the rolling section is necessary to be used. The conveyor for transport under an angle bigger than 15° is suitable to provide with cross sections, so called gate regulators. The belt sides for bulk material are for the transport made tight by the side sealing, or the so called side bellows are scorched on the belt, with the best sealing capacity. A so carried out conveyor can be made up to the width of ca 400 mm in the fractional execution. For a wider belt, the side chains must be used when required and the belt is to be supported with cross metal profiles.

Basic types of conveyors are mentioned in the following schemes: DPV Type - roller section



DPK Type - smooth section



The conveyor belt can be in the PVC or rubber execution. Both variants are supplied by us in a wide spectrum of sorts according to the pieces of material and specification of applications. The belt can be connected by welding or with belt fasteners.

The belt widths are being usually delivered in sets of 300, 400, 500, 600, 800 a 1000. The belt lengths are given as between tracks of the driven and reversible drums. The conveyor drive is in the most cases at the end, being in the direction of the material flow. The drive is being applied either by the gearbox, or by the electric drum. The electric drum takes less space, but is in case of a failure financially more expensive and as for the time.

The conveyor, under which a separator of magnetic metals is placed, must be in the space above this separator in the non-magnetic execution. When a metal indicator is applied, the non-magnetic zone must be held in the suitable distance from the inductance coil.





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