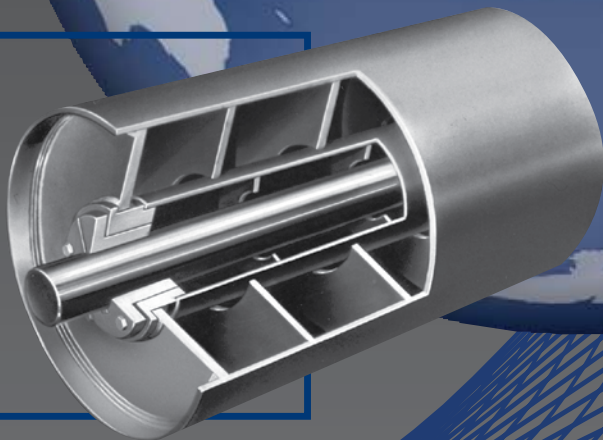
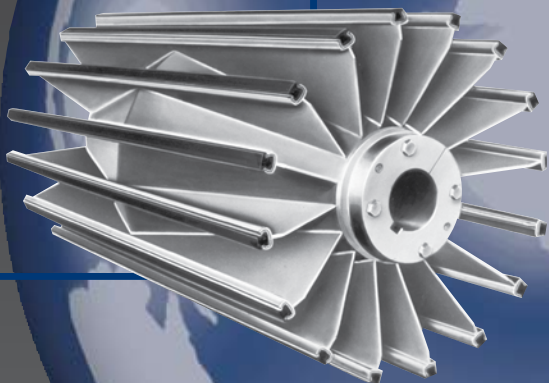
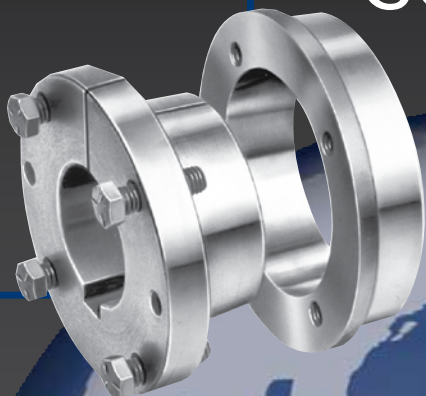


Van Gorp®

UNIT AND BULK CONVEYOR PULLEYS



Catalog GC-11

World Class Quality

VAN GORP provides immediate service from any of our conveniently located warehouses. This coast-to-coast network of Pulley PlacesSM means you get the pulley you need when you need it.

VAN GORP's factory warehouse serves the entire midwest region from its centrally located facilities in Pella, Iowa.

Other warehouses are strategically located across the United States and Canada. Please contact VAN GORP for the warehouse nearest you.

SAFETY DEVICES — The products are provided with only those safety devices identified herein. It is the responsibility of the purchaser to furnish appropriate guards for machinery parts in compliance with OSHA standards, as well as any other safety devices desired by purchaser and/or required by law.

VAN GORP PRODUCTS pictured, described, or listed in this publication are illustrative only. Application and use of these products must be in accordance with applicable codes and regulations and must be arranged and/or provided with covers or other guards where necessary to assure the safety of personnel.

VAN GORP concentrates entirely on pulleys — all day, every day. That's why service from The Pulley Place® is the most dependable you can find!

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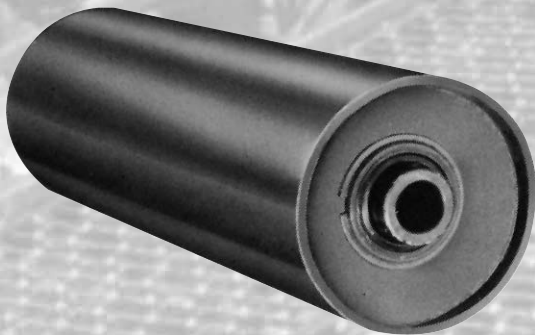
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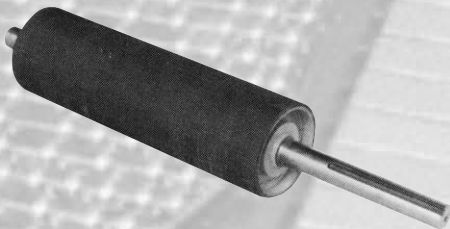
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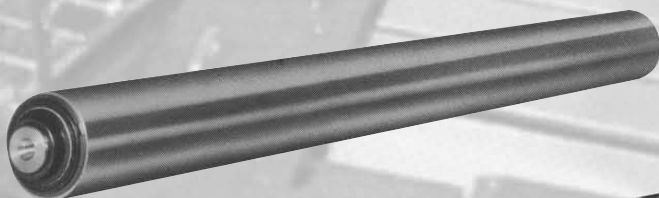
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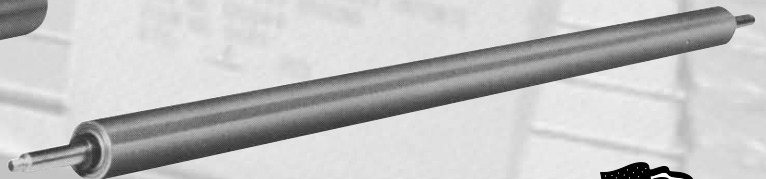
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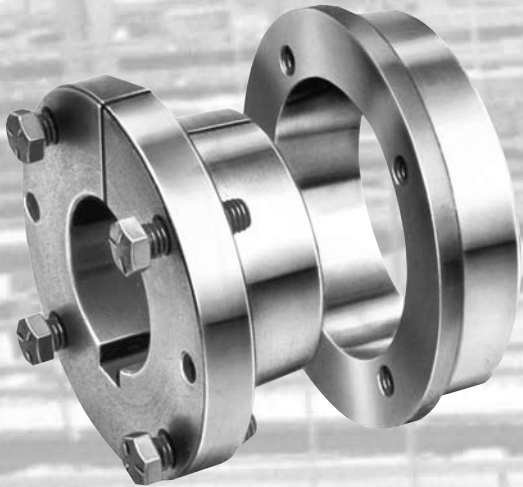


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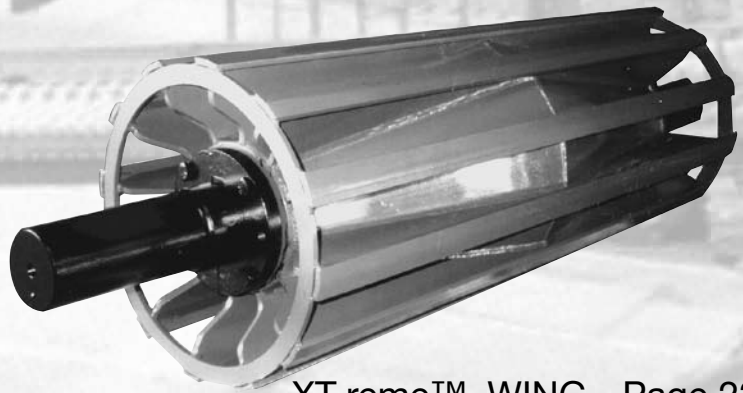


XT®

Van Gorp® Pulleys are available with XT®, Tapered Bore or Q-D® Hubs on all catalog size and special or engineered pulleys.



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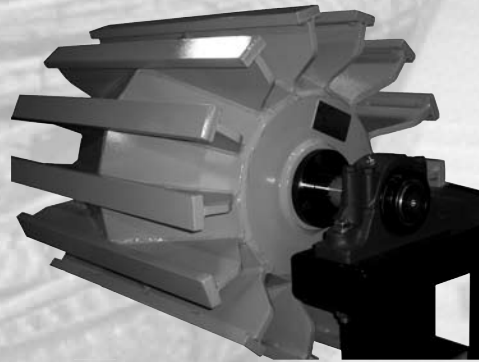
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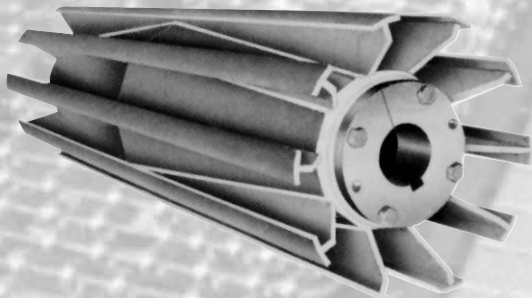
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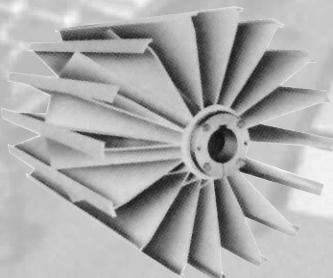
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The Premier Hub and Bushing for Conveyor Pulleys.

XT® Hubs & Bushings are specifically developed for conveyor pulley applications. The XT® design utilizes a 2"/ft. taper, providing superior holding power for conveyor pulleys, while permitting easier installation and removal than other bushing types.

XT® hubs and bushings are available in all of the major types and sizes of Van Gorp conveyor pulleys. For further information, consult your VAN GORP distributor.

VAN GORP® conveyor pulleys offer you opportunities for increasing conveyor performance and reduce costs, because they utilize the XT® hub and bushing with all of these outstanding features:

- Designed specifically for conveyor pulley applications
- 2" per foot taper
- Malleable iron in many sizes
- Self-seating — eliminates need for hammer and drift
- Less axial movement — reduces end disc prestressing
- High compressive force minimizes pulley walking on shaft
- Bolts equally spaced for uniform draw-up
- More material in the barrel for added safety, especially in maximum bore sizes
- Full length engagement with hub
- Flange provides for maximum capscrew torque-storing capacity
- Easy removal
- Full size keys in maximum bores of size 50 and larger bushings

XT® HUBS

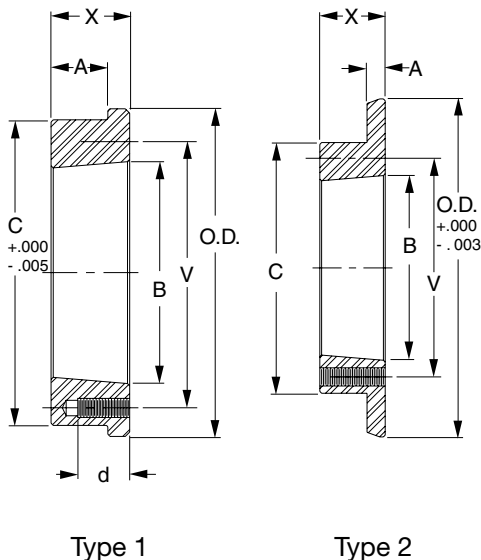


Table No. 1 — Specifications

Part No.	For Bushing	DIMENSIONS						TAPPED HOLES		Wt. Lbs.	
		O.D.	A	B	C	V	X	d	No.		Size
Type 1 - Hubs											
XTH15	XTB15	3.190	7/16	2.000	2.875	2 7/16	5/8	5/8	4	1/4 - 20NC	.7
XTH20	XTB20	4.065	9/16	2.688	3.8125	3 3/16	13/16	13/16	4	5/16 - 18NC	1.5
XTH25	XTB25	4.690	13/16	3.188	4.375	3 3/4	1 1/8	1 1/8	4	3/8 - 16NC	2.6
XTH30	XTB30	5.940	7/8	3.875	5.750	4 9/16	1 1/4	1 1/16	4	7/16 - 14NC	4.1
XTH35	XTB35	6.565	1 1/16	4.688	6.345	5 7/16	1 1/2	1 1/4	4	1/2 - 13NC	6.6
XTH40	XTB40	7.563	1 1/4	5.313	7.250	6 1/8	1 3/4	1 3/8	4	9/16 - 12NC	10.7
XTH45	XTB45	8.315	1 1/2	5.938	8.000	6 7/8	2 1/8	1 9/16	4	5/8 - 11NC	15.4
XTH50	XTB50	9.940	1 3/4	7.250	9.563	8 5/16	2 1/2	1 3/4	4	3/4 - 10NC	24.9
XTH60	XTB60	11.690	1 15/16	8.625	11.250	9 7/8	2 3/4	1 5/8	4	7/8 - 9NC	36.4
XTH70	XTB70	13.628	2 3/16	10.000	13.188	11 9/16	3 1/8	1 15/16	4	1 - 8NC	57.7
XTH80	XTB80	14.940	2 3/8	11.125	14.625	12 7/8	3 3/8	2	4	1 1/8 - 7NC	75.6
XTH100	XTB100	17.940	3	13.688	17.500	15 9/16	4 1/8	1 3/4	6	1 1/8 - 7NC	122.0
XTH120	XTB120	20.940	3 1/2	16.188	20.500	18 3/16	4 13/16	1 1/2	8	1 1/8 - 7NC	189.0
Type 2 - Hubs											
XTH15F4	XTB15	3.855	1/4	2.000	3.625	2 7/16	9/16	-	4	1/4 - 20NC	1.2
XTH15F5	XTB15	4.805	1/4	2.000	4.625	2 7/16	9/16	-	4	1/4 - 20NC	1.7
XTH15F6	XTB15	5.815	1/4	2.000	5.500	2 7/16	9/16	-	4	1/4 - 20NC	2.3
XTH15F8	XTB15	7.807	1/4	2.000	2.875	2 7/16	11/16	-	4	1/4 - 20NC	3.8
XTH20F5	XTB20	4.805	1/4	2.688	3.688	3 3/16	13/16	-	4	5/16 - 18NC	1.8
XTH20F6	XTB20	5.815	1/4	2.688	3.688	3 3/16	13/16	-	4	5/16 - 18NC	2.4
XTH20F8	XTB20	7.807	1/4	2.688	3.688	3 3/16	13/16	-	4	5/16 - 18NC	3.9
XTH20F10	XTB20	9.827	5/16	2.688	3.688	3 3/16	13/16	-	4	5/16 - 18NC	7.0
XTH20F12	XTB20	11.847	5/16	2.688	3.688	3 3/16	13/16	-	4	5/16 - 18NC	9.7
XTH25F6	XTB25	5.815	5/16	3.188	4.313	3 3/4	1 1/8	-	4	3/8 - 16NC	3.4
XTH25F8	XTB25	7.807	5/16	3.188	4.313	3 3/4	1 1/8	-	4	3/8 - 16NC	5.3
XTH25F10	XTB25	9.827	5/16	3.188	4.313	3 3/4	1 1/8	-	4	3/8 - 16NC	7.8
XTH25F12	XTB25	11.847	5/16	3.188	4.313	3 3/4	1 1/8	-	4	3/8 - 16NC	10.5

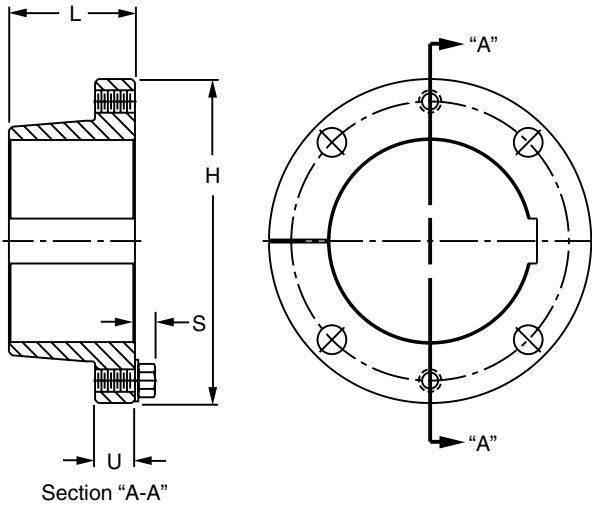


Table No. 3 — XT® BUSHING SPECIFICATIONS

Bushing	Dimensions				Cap Screws		Wt. Lbs.
	L	U	H	S	No.	Size	
XTB15	1 1/8	3/8	2 7/8	5/32	4	1/4 x 1	.7
XTB20	1 13/32	15/32	3 3/4	7/32	4	5/16 x 1 1/4	1.5
XTB25	1 7/8	5/8	4 7/16	1/4	4	3/8 x 1 1/2	2.6
XTB30	2 1/16	11/16	5 5/16	9/32	4	7/16 x 1 1/2	4.2
XTB35	2 15/32	25/32	6 5/16	5/16	4	1/2 x 1 3/4	7.4
XTB40	2 13/16	7/8	7 1/8	3/8	4	9/16 x 2	10.5
XTB45	3 5/16	15/16	8	13/32	4	5/8 x 2 1/4	14.8
XTB50	3 3/4	1	10 1/8	15/32	4	3/4 x 2 1/2	27.8
XTB60	4 1/8	1 1/8	11 15/16	9/16	4	7/8 x 2 1/2	42.8
XTB70	4 11/16	1 5/16	13 15/16	5/8	4	1 x 3	66.3
XTB80	5 1/8	1 3/8	15 5/8	11/16	4	1 1/8 x 3 1/2	85.7
XTB100	6 3/16	1 9/16	17 15/16	11/16	6	1 1/8 x 3 1/2	146.0
XTB120	7 1/16	1 3/4	20 5/8	11/16	8	1 1/8 x 3 1/2	216.0

**Table No. 2
RECOMMENDED WRENCH TORQUE**

XT Size	Wrench Torque (in. lbs.)	Cap Screw Size
15	95	1/4"
20	200	5/16"
25	350	3/8"
30	550	7/16"
35	840	1/2"
40	1200	9/16"
45	1680	5/8"
50	3000	3/4"
60	4800	7/8"
70	7200	1"
80	9000	1 1/8"
100	9000	1 1/8"
120	9000	1 1/8"

Maintenance. For the first month of operation inspect bushings and capscrews for proper seating at least once a week and thereafter during periodic shut downs.

Table No. 4 — STOCK XT® BUSHINGS

Bushing	Stock Bore	Keyseat	Key Supplied
XTB15	5/8*, 3/4*, 7/8*	3/16 x 3/32	none
	1*, 1 1/8*, 1 3/16*, 1 1/4*, 1 7/16*, 1 1/2*	1/4 x 1/8	none
		3/8 x 1/8	3/8 x 5/16 x 1 1/8
XTB20	3/4	3/16" x 3/32"	none
	1, 1 3/16, 1 1/4	1/4 x 1/8	none
	1 7/16, 1 1/2, 1 11/16	3/8 x 3/16	none
XTB25	1 15/16, 2*	1/2 x 3/16	1/2 x 7/16 x 1 3/8
	1, 1 3/16, 1 1/4	1/4 x 1/8	none
	1 7/16, 1 1/2, 1 11/16	3/8 x 3/16	none
XTB30	1 15/16, 2, 2 3/16*	1/2 x 1/4	none
	2 7/16*	5/8 x 1/8	5/8 x 7/16 x 1 3/4
	1 7/16, 1 1/2	3/8 x 3/16	none
XTB35	1 15/16, 2 3/16	1/2 x 1/4	none
	2 7/16*, 2 11/16*	5/8 x 5/16	none
	2 15/16*	3/4 x 3/8	none
XTB40	3 7/16*	7/8 x 5/16	7/8 x 3/4 x 2 1/2
	3 15/16*	1 x 3/8	1 x 7/8 x 2 3/4
	1 15/16, 2 3/16	1/2 x 1/4	none
XTB45	2 7/16, 2 11/16*	5/8 x 5/16	none
	2 15/16*	3/4 x 3/8	none
	3 7/16*	7/8 x 7/16	none
XTB50	3 15/16*	1 x 3/8	1 x 7/8 x 2 3/4
	4 7/16*	1 x 1/2	none
	3 15/16, 4 7/16	1 x 1/2	none
XTB60	4 15/16	1 1/4 x 5/8	none
	5 7/16, 5 1/2	1 1/2 x 3/4	none
	5 15/16, 6	1 1/2 x 3/4	none
XTB70	6 7/16, 6 1/2	1 1/2 x 3/4	none
	6 15/16, 7	1 3/4 x 3/4	none
	7 1/2	1 3/4 x 3/4	none
XTB80	7 15/16, 8	2 x 3/4	none
	8 1/2, 9	2 x 3/4	none
	9 7/16, 9 1/2, 10	2 1/2 x 7/8	none
XTB100	10 1/2, 11	2 1/2 x 7/8	none
	11 1/2, 12	3 x 1	none

* These bushings are malleable or ductile iron; all others are cast iron.

XT® is a registered trademark of Van Gorp Corporation.

TAPERED BORE BUSHINGS



Table No. 6 — KEYWAY DIMENSIONS

BUSHING	STOCK BORE	BORE	BUSHING KEYWAY	SHAFT KEYWAY
W25 (2517)	1, 1 3/16,	15/16 to 1 1/4	1/4 x 1/8	1/4 x 1/8
	1 7/16, 1 1/2,	1 5/16 to 1 3/8	5/16 x 5/32	5/16 x 5/32
	1 11/16,	1 7/16 to 1 3/4	3/8 x 3/16	3/8 x 3/16
	1 15/16,	1 13/16 to 2 1/4	1/2 x 1/4	1/2 x 1/4
	2 3/16, 2 7/16	2 5/16 to 2 1/2	*5/8 x 3/16	5/8 x 5/16
K30 (3020)	1 7/16, 1 11/16,	1 5/16 to 1 3/8	5/16 x 5/32	5/16 x 5/32
	1 15/16,	1 7/16 to 1 3/4	3/8 x 3/16	3/8 x 3/16
	2 3/16, 2 7/16,	1 13/16 to 2 1/4	1/2 x 1/4	1/2 x 1/4
	2 11/16,	2 5/16 to 2 3/4	5/8 x 5/16	5/8 x 5/16
	2 15/16	2 13/16 to 3	*3/4 x 1/4	3/4 x 3/8
K35 (3535)	1 15/16	1 7/8 to 2 1/4	1/2 x 1/4	1/2 x 1/4
	2 3/16	2 5/16 to 2 3/4	5/8 x 5/16	5/8 x 5/16
	2 7/16	2 7/8 to 3 1/4	3/4 x 3/8	3/4 x 3/8
	2 15/16	3 5/16 to 3 1/2	*7/8 x 1/4	7/8 x 7/16
K40 (4040)	2 7/16	2 7/8 to 3 1/4	3/4 x 3/8	3/4 x 3/8
	2 15/16, 3 7/16,	3 3/8 to 3 5/8	7/8 x 7/16	7/8 x 7/16
	3 15/16	3 7/8 to 4	*1 x 1/4	1 x 1/2
K45 (4545)	3 7/16	2 7/8 to 3 1/4	3/4 x 3/8	3/4 x 3/8
	3 15/16	3 3/8 to 3 3/4	7/8 x 7/16	7/8 x 7/16
	4 7/16	3 7/8 to 4 1/4	1 x 1/2	1 x 1/2
		4 3/8 to 4 1/2	*1 x 1/4	1 x 1/2
K50 (5050)	3 15/16	3 3/8 to 3 5/8	7/8 x 7/16	7/8 x 7/16
	4 7/16	3 7/8 to 4 1/2	1 x 1/2	1 x 1/2
	4 15/16	4 7/8 to 5	*1 1/4 x 7/16	1 1/4 x 5/8
K60 (6050)		4 7/16	1 x 1/2	1 x 1/2
		4 15/16 to 5 7/16	1 1/4 x 5/8	1 1/4 x 5/8
K70 (7060)		5 15/16 to 6	1 1/2 x 3/4	1 1/2 x 3/4
		4 15/16 to 5 7/16	1 1/4 x 5/8	1 1/4 x 5/8
		5 15/16 to 6 1/2	1 1/2 x 3/4	1 1/2 x 3/4
K80 (8050)		6 15/16 to 7	1 3/4 x 3/4	1 3/4 x 3/4
		5 15/16 to 6 1/2	1 1/2 x 3/4	1 1/2 x 3/4
		6 15/16 to 7 1/2	1 3/4 x 3/4	1 3/4 x 3/4
		8	2 x 3/4	2 x 3/4

Table No. 5
RECOMMENDED WRENCH TORQUE

Bushing No.	Screws	Wrench Torque* (In. Lbs)
1008 & 1108	1/4" Set Screws	55
1210, 1215 & 1310	3/8" Set Screws	175
1610 & 1615	3/8" Set Screws	175
2012	7/16" Set Screws	280
2517 & 2525	1/2" Set Screws	430
3020 & 3030	5/8" Set Screws	800
3535	1/2" Set Screws	1,000
4040	5/8" Set Screws	1,700
4545	3/4" Set Screws	2,450
5050	7/8" Set Screws	3,100
6050, 7060 & 8065	1 1/4" Set Screws	7,800
10085 & 120100	1 1/2" Set Screws	13,700

* Key to be furnished for these sizes only.

Maintenance. For the first month of operation inspect bushings and cap screws for proper seating at least once a week and thereafter during periodic shut downs.

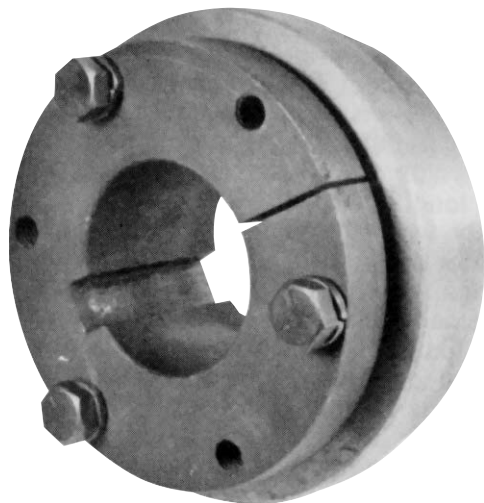


Table No. 8 — KEYWAY DIMENSIONS

BUSHING	STOCK BORES	BORE RANGE	BUSHING KEYWAY	SHAFT KEYWAY
SF	-	1/2 to 9/16	1/8 x 1/16	1/8 x 1/16
	-	5/8 to 7/8	3/16 x 3/32	3/16 x 3/32
	1, 1 3/16	15/16 to 1 1/4	1/4 x 1/8	1/4 x 1/8
	-	1 5/16 to 1 3/8	5/16 x 5/32	5/16 x 5/32
	1 7/16, 1 1/2, 1 11/16	1 7/16 to 1 3/4	3/8 x 3/16	3/8 x 3/16
	1 15/16, 2 3/16	1 13/16 to 2 1/4	1/2 x 1/4	1/2 x 1/4
	-	2 5/16 to 2 3/8	5/8 x 5/16	5/8 x 5/16
	2 7/16*	2 7/16 to 2 1/2	5/8 x 1/8	5/8 x 5/16
E	-	7/8	3/16 x 3/32	3/16 x 3/32
	-	15/16 to 1 1/4	1/4 x 1/8	1/4 x 1/8
	-	1 5/16	5/16 x 5/32	5/16 x 5/32
	1 7/16, 1 11/16	1 7/16 to 1 3/4	3/8 x 3/16	3/8 x 3/16
	1 15/16, 2 3/16	1 13/16 to 2 1/4	1/2 x 1/4	1/2 x 1/4
	2 7/16, 2 11/16	2 5/16 to 2 3/4	5/8 x 5/16	5/8 x 5/16
	-	2 13/16 to 2 15/16	3/4 x 1/8	3/4 x 3/8
	2 15/16			
F	-	1 to 1 1/4	1/4 x 1/8	1/4 x 1/8
	-	1 5/16 to 1 3/8	5/16 x 5/32	5/16 x 5/32
	-	1 7/16 to 1 3/4	3/8 x 3/16	3/8 x 3/16
	1 15/16, 2 3/16	1 13/16 to 2 1/4	1/2 x 1/4	1/2 x 1/4
	2 7/16	2 5/16 to 2 3/4	5/8 x 5/16	5/8 x 5/16
	2 15/16	2 13/16 to 3 1/4	3/4 x 3/8	3/4 x 3/8
	-	3 5/16 to 3 1/8	7/8 x 7/16	7/8 x 7/16
	3 7/16*	3 7/16	7/8 x 3/16	7/8 x 7/16
JS	-	1 1/2 to 1 3/4	3/8 x 3/16	3/8 x 3/16
	-	1 13/16 to 2 1/4	1/2 x 1/4	1/2 x 1/4
	2 7/16	2 5/16 to 2 3/4	5/8 x 5/16	5/8 x 5/16
	2 15/16	2 13/16 to 3 1/4	3/4 x 3/8	3/4 x 3/8
	3 7/16	3 5/16 to 3 3/4	7/8 x 7/16	7/8 x 7/16
	-	3 13/16 to 3 7/8	1 x 1/2	1 x 1/2
	3 15/16*	3 15/16	1 x 1/8	1 x 1/2
MS	-	2 to 2 1/4	1/2 x 1/4	1/2 x 1/4
	-	2 5/16 to 2 3/4	5/8 x 5/16	5/8 x 5/16
	-	2 13/16 to 3 1/4	3/4 x 3/8	3/4 x 3/8
	3 7/16	3 5/16 to 3 3/4	7/8 x 7/16	7/8 x 7/16
	3 15/16, 4 7/16	3 13/16 to 4 1/2	1 x 1/2	1 x 1/2
NS	-	2 7/16 to 2 3/4	5/8 x 5/16	5/8 x 5/16
	-	2 13/16 to 3 1/4	3/4 x 3/8	3/4 x 3/8
	-	3 5/16 to 3 3/4	7/8 x 7/16	7/8 x 7/16
	-	3 13/16 to 4 1/2	1 x 1/2	1 x 1/2
	4 15/16	4 9/16 to 5	1 1/4 x 5/8	1 1/4 x 5/8
PS	-	2 15/16 to 3 1/4	3/4 x 3/8	3/4 x 3/8
	-	3 5/16 to 3 3/4	7/8 x 7/16	7/8 x 7/16
	-	3 13/16 to 4 1/2	1 x 1/2	1 x 1/2
	5 7/16	4 9/16 to 5 1/2	1 1/4 x 5/8	1 1/4 x 5/8
	5 15/16*, 6*	5 9/16 to 6	1 1/2 x 1/4	1 1/2 x 3/4
WS	-	4 7/16 to 4 1/2	1 x 1/2	1 x 1/2
	-	4 9/16 to 5 1/2	1 1/4 x 5/8	1 1/4 x 5/8
	5 15/16, 6, 6 1/2	5 9/16 to 6 1/2	1 1/2 x 3/4	1 1/2 x 3/4
	7	6 9/16 to 7	1 3/4 x 3/4	1 3/4 x 3/4
	7 1/2*	7 1/16 to 7 1/2	1 3/4 x 1/4	1 3/4 x 3/4
	8*	7 9/16 to 8	2 x 1/4	2 x 3/4
SS	-	6 to 6 1/2	1 1/2 x 3/4	1 1/2 x 3/4
	-	6 9/16 to 7 1/2	1 3/4 x 3/4	1 3/4 x 3/4
	8	7 9/16 to 8 1/4	2 x 3/4	2 x 3/4
	8 1/2*, 9*	8 5/16 to 9	2 x 3/4	2 x 3/4
	9 1/2*, 10*	9 1/6 to 10	2 1/2 x 1/4	2 1/2 x 7/8

**Table No. 7
RECOMMENDED WRENCH TORQUE**

QD HUB	WRENCH TORQUE (IN. LBS.)	WRENCH LENGTH (INCHES)	WRENCH PULL (LBS.)
SF	360	6	60
E	720	12	60
F	900	12	75
JS	1620	12	135
MS	2700	15	180
NS	3600	20	180
PS	5400	30	180
WS	7200	36	200
SS	9000	48	188

Maintenance. For first month of operation inspect bushings and cap screws for proper seating at least once a week and thereafter during periodic shut downs.

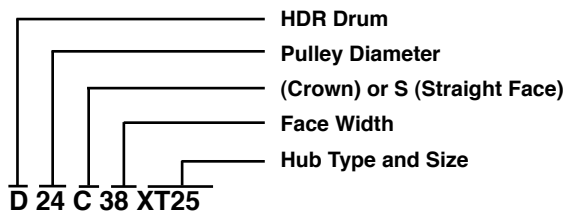
* Key to be furnished for these sizes only.



HEAVY DUTY REINFORCED

The VAN GORP® H•D•R® Rims of pulleys 14" in diameter and larger are formed in custom-designed crowning rolls by a cold "forming" process that increases the strength of the steel. They feature two-rim-half construction, an exclusive, perfected technique that permits the use of internal discs in crown and straight face pulleys...and thereby creates a stronger, more rounded finished pulley product. End discs are cut to micrometer calibration. Rims, discs and hubs are all steel and are fused together by a deep penetrating, submerged arc welding process with back-up bars used under the longitudinal rim welds. The result? A continuously welded drum construction, with its built-in barrier against dirt, water and steam; less maintenance; extended pulley service; **and most important, a dramatic reduction in radial deformation and longitudinal deflection in the rim.**

Part Number Example



Radial deformation is a particularly serious problem when a pulley is used in a low arc of contact and high tension application. The addition of internal discs, plus heavier-than-standard construction, not only permits a VAN GORP® H•D•R® Pulley to work on any arc of contact, but also increases its moment of inertia...giving it additional strength and rigidity while decreasing the degree of longitudinal deflection. Pulleys 14" in diameter and larger, 26"-44" wide have one internal disc; pulleys 46"-64" wide have two internal discs; and pulleys 65" and wider have three or more internal discs.





Conveyor systems today are moving faster and carrying higher tonnage than ever before. When these systems need drum pulleys which exceed normal ANSI/CEMA service factors, an XT-reme™ solution is required.

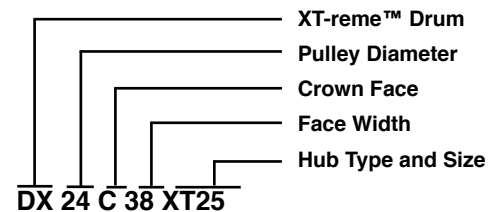
The VAN GORP® XT-reme™ drum pulley is designed with heavier end discs than normal ANSI/CEMA designed pulleys. They have been designed for longer life with heavy end discs (rigid design) to minimize end disc stress due to shaft bending.

The XT-reme™ drum features the VAN GORP® XT® hub which is the premier hub and bushing system available for conveyor pulleys. The XT® hub minimizes end disc pre-stress by using a unique 2 inch per foot self locking taper. Less pre-stress means that the XT-reme™ drum will run longer with less chance of down time than with other types of conveyor pulleys.

The XT-reme™ drum is available in diameters ranging from 10 to 60 and face widths to 76. Many types of lagging are available including SBR, Neoprene and Static Conductive Neoprene.



Part Number Example



Mine Duty drum pulleys were originally designed for the underground coal industry for longwall mining. Longwall conveyors have belt tensions that change depending on the varying length of the conveyor. The conveyor gets longer as it is extended along the cut in the coal seam. The uncertainty in the loading conditions leads to a conveyor pulley design that is actually stronger than the shaft it is mounted on.

Because of their heavy duty construction and proven track record in the underground industry, mine duty pulleys are often used above ground to take advantage of their added service factor. VAN GORP® standard mine duty pulleys are available in diameters ranging from 12" to 60" and face widths to 76". Many types of lagging are available including SBR, Neoprene and Static Conductive Neoprene.

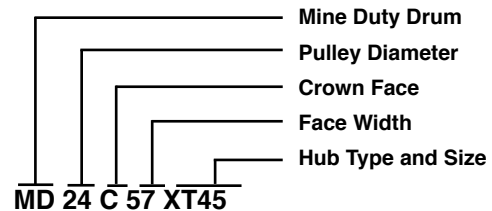
There are no ANSI/CEMA standards that govern the load ratings or material thickness of Mine Duty pulleys. The following chart compares the additional service factor that the VAN GORP® Mine Duty has compared to the ANSI/CEMA ratings for a standard pulley.



Table No. 9

Pulley Size	Shaft Diameter	Bearing Centers	ANSI/CEMA Load Rating	Mine Duty Service Factor
14 X 26	3 7/16"	32"	11,600	1.58
18 X 32	4 7/16"	40"	19,000	2.06
24 X 44	5 7/16"	54"	26,600	2.01
36 X 57	7"	69"	49,000	2.19

Part Number Example



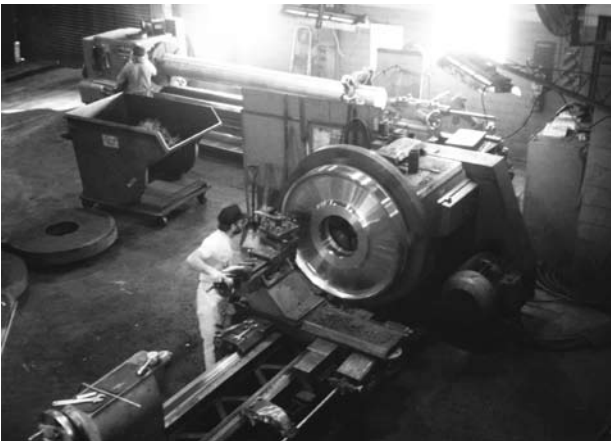
NOTE: The ANSI/CEMA ratings represents the maximum load for the shaft for a 8,000 psi bending stress. The service factor represents the ratio of the pulley load rating to the shaft load rating.




VAN GORP's Turbine Discs are "State-of-the-Art" conveyor pulleys used on high tonnage steel cable belt systems where belt tensions can often exceed 200,000 pounds. These systems require a special pulley designed to minimize the inherent stresses in a pulley which result from the rolling and welding processes during fabrication. The integral hub-end disc turbine replaces the critical hub to end disc welds of a regular drum pulley with a large transitional radius designed to minimize stress. The only weld on the end disc is where it is welded to the rim which is at the lowest stress point of the end disc.



Turbine Disc Drum Pulleys are available from VAN GORP with keyless locking assemblies up to 27 1/2" bore.





ENGINEERED CONVEYOR PULLEY

VAN GORP
 BOX288
 PELLA, IOWA 50219

SERIALNUMBER:

All Double Drum and Turbine Type End Disc Pulleys are provided with a Serialized Metal Tag.



Available on
XT®, Tapered Bore, Q-D®
**KEYLESS LOCKING
ASSEMBLIES.**

SPECIAL TWO YEAR WARRANTY

Van Gorp® DOUBLE DRUM™

WARRANTY

We warrant our Double Drum™ pulleys against defects in material or workmanship for a period of two years from date of shipment.

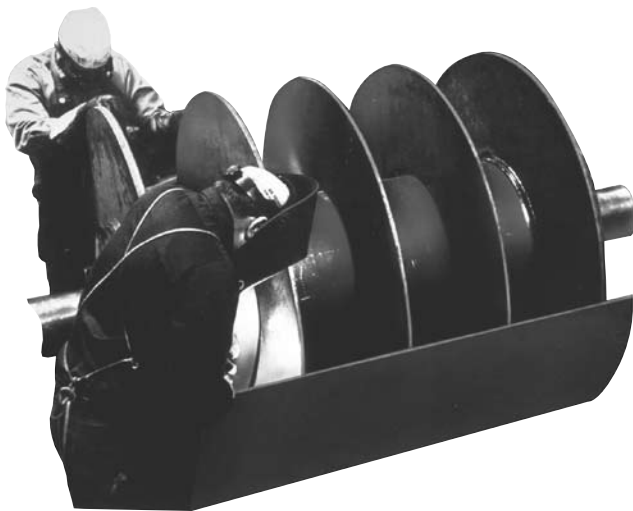
It is required that you have filled in a data sheet for each pulley.

The Double Drum™ pulley shall be installed in accordance with manufacturer's recommendations; the loads shall not exceed the information you have listed on the data sheet and operated under normal conditions. Whenever, under the warranty, it is necessary for you to replace parts or pulleys, VAN GORP shall furnish such items free of charge, F.O.B., Pella, Iowa.

No allowance will be made for any expense incurred in repairing or replacing defective pulleys, or supplying any missing parts, except on the written consent of VAN GORP.

REINFORCED DRUM-WITHIN-A-DRUM DESIGN SAVES YOU A TON ON YOUR CONVEYOR SYSTEM!

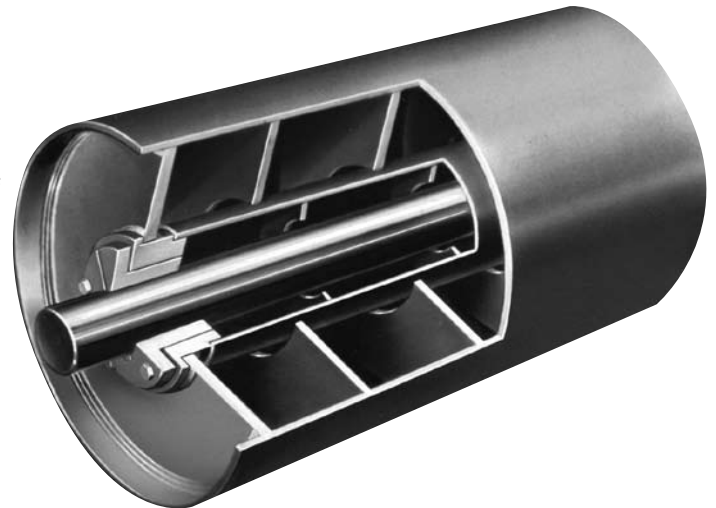
The most sophisticated conveyor system in the world isn't worth a dime when it's down. And yet, the obvious trend towards larger, more complex, more demanding systems calls for improvements in technology and engineering throughout the entire system...and the application of these improvements.



The VAN GORP® Double Drum™ Pulley is in a class by itself. It is engineered to meet these demanding loading conditions and has established an impressive performance rating from many satisfied customers. In fact, with hundreds of Double Drum™ Pulleys presently in service all over the world, it has proven itself in both design and performance. The reason? A unique drum-within-a-drum design that decreases end disc slope and minimizes stress at both rim end and hub end disc locations. A pulley design that decreases shaft deflection between hubs and prevents pre-stressing the end discs when assembling taper type hubs. A pulley matched to your conveyor's maximum capacity; then built by a precision-engineered, "two-rim-half" process that many have never considered nor taken time to imitate.

In many applications end discs can be held to a much more practical thickness which actually results in a lighter and more economical pulley than those with heavier end discs.

This is especially true in the area of conveyor pulleys. For example, in recent years, modern, high tonnage conveyor systems and the increased use of belting reinforced with steel cables have created forces not previously considered in present pulley design. The result? Pulley failure. Consequently, there has been sufficient cause for engineers to design to more conservative stress and deflection levels. In fact, until more accurate field testing and feedback from existing applications can be accumulated, **the most practical way to avoid premature failures is by designing to these lower stress and deflection levels.**

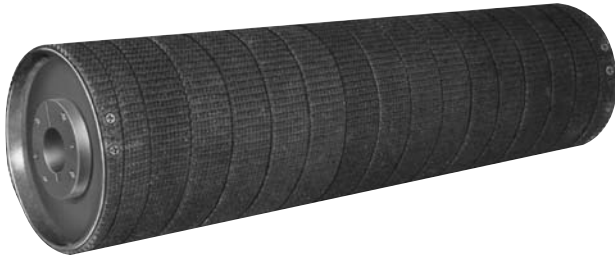


The VAN GORP® Double Drum™ Pulley ...**saves you a ton on your conveyor system.** In fact, we guarantee it...for two full years.



American Made

ROUGH TOP LAGGING



Rough Top Rubber Lagging is available in either **vulcanized** or **bolt on**.

Vulcanized Rough Top is 60±5 durometer Shore A, SBR Black Rubber. It is bonded directly to the pulley rim in the vulcanizing process.

Bolt on Rough Top Lagging material is applied to the pulley rim which is coated with a special bonding adhesive and fastened to the pulley rim with strong self tapping screws at the beginning and end of the lagging.

The top cover of both types of Rough top has thousand of fingers that grip the belt. This irregular surface increases the rubber's tractive capacity and helps keep the rubber clean.

SLIDE-LAG®



Quality rubber is bonded to special traction pads fitting the pulley rim. The pads slide into retainers welded into the pulley rim. New pads can easily be replaced without removing the pulley from the conveyor.

Slide-Lag® is a registered trademark of Holz Rubber Co., Inc.

VULCANIZED RUBBER LAGGING AND GROOVING



Vulcanized rubber lagging is 60±5 durometer Shore A, S.B.R. black rubber without a cloth fabric. It is bonded directly to the pulley rim in the vulcanizing process. The finished rubber surface has a cloth impression. When GROOVING is required, please specify whether herringbone or another type of grooving is desired. Normally, grooving should not be used in vulcanized rubber less than 3/8" thick.

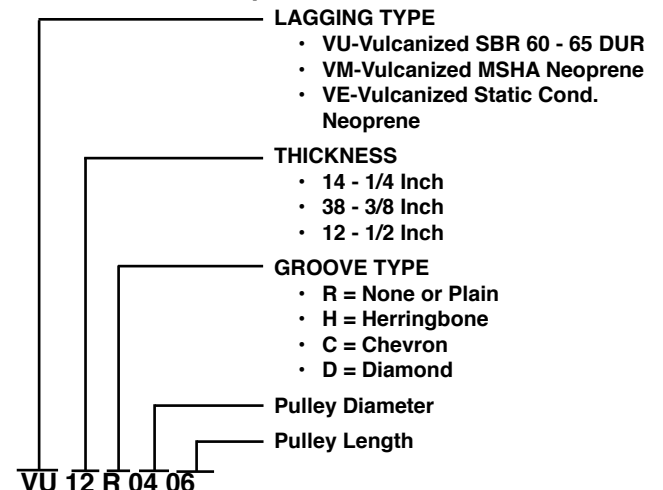
NOTE: Direction of grooving must be stated if we supply the lagging and install a shaft. Normally grooving should be run with the apex of the pattern leading.

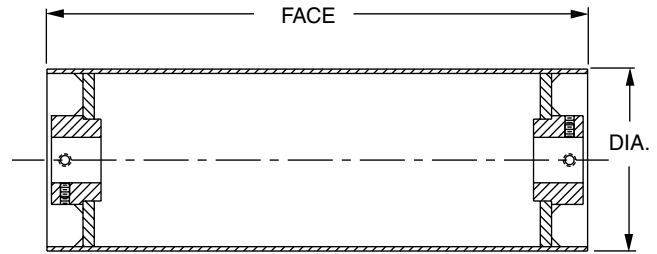
VULCANIZED LAGGING TOLERANCES

PLAIN WRAPPED CLOTH IMPRESSION LAGGING: ± 1/8" on rubber thickness—no concentricity tolerance guaranteed.

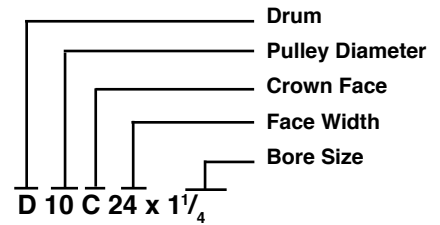
If you have an application for lagged pulleys that demands exact concentricity, such as some elevator pulleys, slide bed or reversing conveyor pulleys, then we suggest that you order machined lagged pulleys. True, this will cost more initially; however, in a tough application, this cost would be offset quickly by additional necessary labor when trying to train the belt.

Part Number Example





Part Number Example



VAN GORP® Finished Bore Conveyor Pulleys are designed to meet the demands for all types of package handling conveyor service including mail handling, bag handling and various warehousing requirements. They are constructed of Steel Tubing mechanically expanded to insure a true crown, with end discs continuously welded to rims to exclude foreign material. Straight Face Pulleys are also available; Crown Face supplied unless otherwise specified.

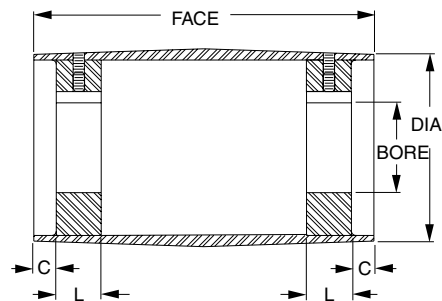
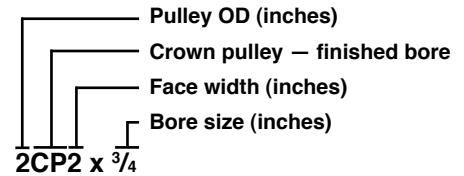
Table No. 27 — Standard Sizes and Weights

Pulley Dia.	Face Width - Average Weight in Pounds									
	6"	8"	10"	12"	14"	16"	18"	20"	22"	24"
4"	4	5	6	6	7	7	8	8	9	10
5	8	9	10	11	12	13	14	15	16	17
6	9	11	12	13	14	16	17	18	19	21
8	17	19	21	22	24	26	28	30	32	34
10	24	27	29	32	34	36	39	41	43	45

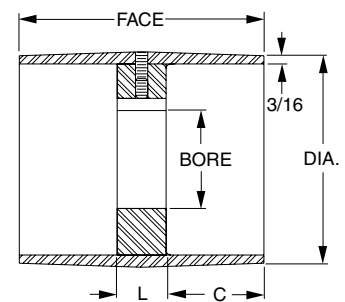
Pulley Dia.	Face Width - Average Weight in Pounds									
	26"	28"	30"	32"	34"	36"	38"	40"	42"	44"
4"	10	11	12	12	13	13	14	14	15	15
5	18	19	20	21	22	23	25	26	27	28
6	22	23	24	26	27	28	29	31	32	33
8	36	38	40	42	43	45	47	49	51	53
10	48	51	53	55	58	60	63	65	67	70

Stock Machined Crowned Conveyor Pulleys

— Finished Bore



Type 2



Type 1

Table No. 28 — Specifications

Part No.	Type	Stock Bore Marked "X"			Dimensions				Wt.-Lbs.
		3/8	3/4	1	Dia.	Face	L	C	
2CP2	1	X	X	-	2"	2"	1"	7/16"	1.5
2CP3	1	X	X	-	2	3	1	15/16	1.7
2CP4	1	X	X	X	2	4	1	1 7/16	1.9
3CP2	1	X	X	-	3	2	1	7/16	2.4
3CP3	1	X	X	X	3	3	1	15/16	2.7
3CP4	1	X	X	X	3	4	1	1 7/16	3.0
3CP5	2	X	X	X	3	5	1	1/2	4.3

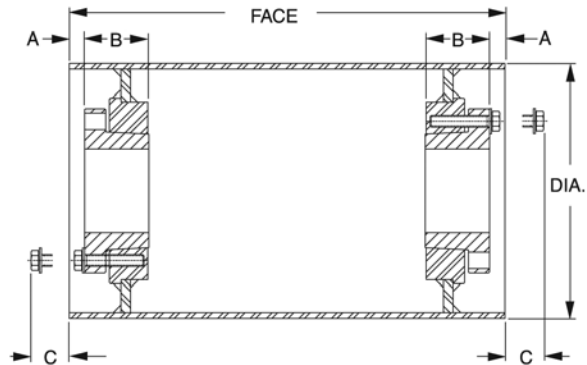
**Table No. 29
Standard Keyseats**

Bore Range	Keyseat
5/8" - 7/8"	3/16" x 3/32"
15/16 - 1	1/4 x 1/8

True Turn®
Machined Face



Bushing Location Dimensions



Built with heavy wall tubing and machined in a lathe, all VAN GORP® True Turn® Conveyor Pulleys undergo a quality, precision method of construction that results in a heavy-duty pulley, machined for close tolerance and accurate pulley concentricity.

Each component has been built to an exact manufacturing requirement. A jig is used to properly position the hubs and end discs inside the tube. The components are firmly secured in this jugged position and all necessary bonding welds are completed. This jugging method, plus the use of high-quality steel throughout, ensures you of a continuously welded drum pulley construction, with maximum strength to weight ratio, true concentricity, and the virtual elimination of maintenance problems resulting from dirt, water and steam.

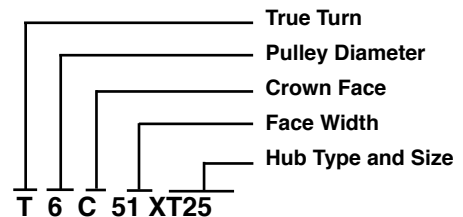
Available in 4" -5" -6" -8" diameter sizes.

Table No. 30

XT® Bushings

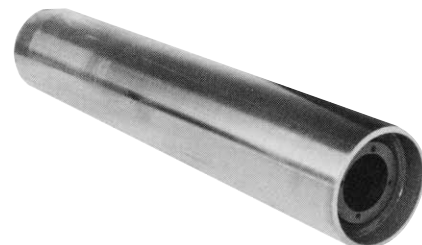
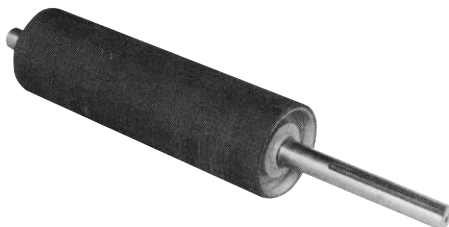
Bushing	Dimensions		
	A	B	C
XT15	3/4	1 1/8	7/16
XT20	5/8	1 13/32	3/4
XT25	1/2	1 7/8	1 1/2

Part Number Example



True Turn® Pulleys with Q-D® and Tapered Bore Bushings are available on application. Contact the Factory.

Custom Designed Pulleys for Package Handling

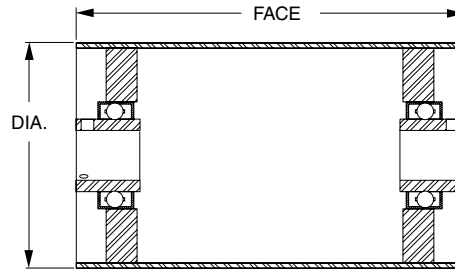


Your design or ours?

We will design pulleys to meet your application needs, or we will manufacture to your prints and specifications.



American Made



VAN GORP® CONVEYOR ROLLERS ARE DESIGNED TO MEET THE DEMANDS FOR ALL TYPES OF PACKAGE HANDLING CONVEYOR SERVICE INCLUDING MAIL HANDLING, BAG HANDLING AND VARIOUS WAREHOUSING REQUIREMENTS.

These conveyor rollers are constructed of steel tubing mechanically expanded to insure a true crown, with end disc continuously welded to rims to exclude foreign material. Straight face pulleys are also available. Crown face will be supplied unless specified otherwise.

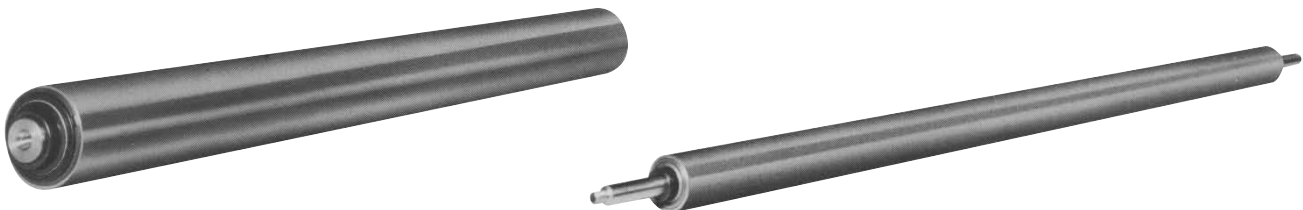
Table No. 31 — Standard Sizes & Weights

Pulley Dia.	Bore Range	Face Width - Average Weight in Pounds								
		10	12	14	16	18	20	22	24	26
4	1/2-1 7/16	7	8	9	9	10	10	11	11	12
5	1/2-1 7/16	13	14	15	16	17	18	19	20	21
6	1/2-1 15/16	17	18	20	21	22	23	25	26	27
8	1/2-1 15/16	29	31	33	35	37	39	41	42	44

Pulley Dia.	Bore Range	Face Width - Average Weight in Pounds								
		28	30	32	34	36	38	40	42	44
4	1/2-1 7/16	13	13	14	14	15	15	16	17	17
5	1/2-1 7/16	22	23	24	25	26	27	28	29	30
6	1/2-1 15/16	28	30	31	32	34	35	36	37	38
8	1/2-1 15/16	46	48	50	52	54	56	58	59	61

Rollers with ER Bearings

VAN GORP also offers rollers built to your specifications or designed by our engineers to meet your application needs. Standard rollers are available in diameters of 2 1/8", 2 3/4", 3 1/2" and 4 1/2" with face widths 18" to 60".



Rollers are available with standard crown, trapazoidal crown, and straight faces.

VAN GORP's® Dead-Shaft Pulleys use a removable piloted flange bearing that easily fits over the shaft and bolts to the end-disc of the conveyor pulley. Dead-Shaft Pulleys can be made in a variety of drum and wing pulley sizes to fit the needs of the application.



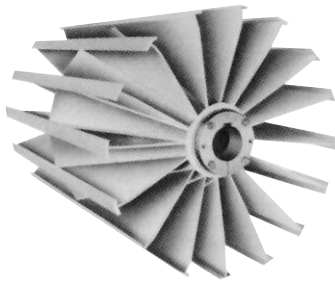
Dead shaft pulleys are different from traditional pulleys. The shaft is held fixed (dead) and not allowed to rotate. The pulley is mounted on bearings and rotates around the fixed shaft.

There are several advantages to this design:

- The shaft does not rotate so there is no rotational shaft fatigue.
- Shaft and bearing diameters can be downsized from traditional designs.
- Reduced pulley stress because self-aligning bearings absorb the shaft bending moment so it is not transmitted to the pulley end discs.
- Pre-stressing of pulley end discs during the shaft mounting process caused by bushings is eliminated.
- Piloted flange bearings are well known commercial brands and readily available if they need to be replaced.

Contact the VAN GORP® engineering department for additional information on how these unique pulleys can be used in you're application.

1-800-VAN-GORP or vangorp@vangorp.biz



Turn Clean™ Wing Pulleys

**REDUCES CLEANING PROBLEMS –
PROTECTS CONVEYOR BELTS**

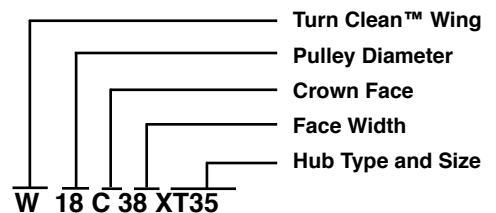
If you've ever cleaned off material build-up from a solid face pulley, you can appreciate the expense and the danger involved. That's why VAN GORP built the exclusive TURN CLEAN™ Pulley. Pulley rotation automatically starts the self-cleaning action, discharging foreign material to the side of the conveyor. Its strong double cone design features individual gussets welded continuously to each wing and hub for longer life. This

unique construction prevents belt misalignment and belt wear because it reduces the possibility of material between the belt and pulley.

Formed contact bars, which are welded to each wing, are the only pulley parts that come in contact with the belt, creating a self-cleaning action which reduces belt strain and wear.

Available in standard sizes from 8" to 36" in diameter and face widths from 12" to 76". Custom pulleys also made to your specifications.

Part Number Example



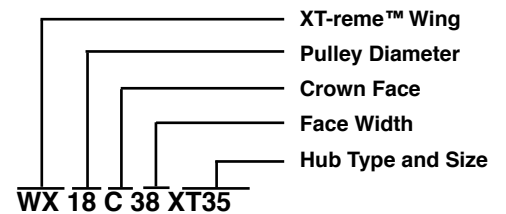
Wing pulleys, in general, are designed to be used in the dirtiest and most abrasive part of the conveyor system. Their self cleaning action is required to reduce material build up between the pulley and the belt which can cause belt misalignment and belt wear. When these conditions become so abusive that they actually reduce the life of a conventional wing pulley, an XT-reme™ solution to the problem is required.



VAN GORP® XT-reme™ wings have heavier contact bars, heavier wings and have reinforcing rings on all sizes. It also features the XT® system which is the premier hub and bushing system for conveyor pulleys.

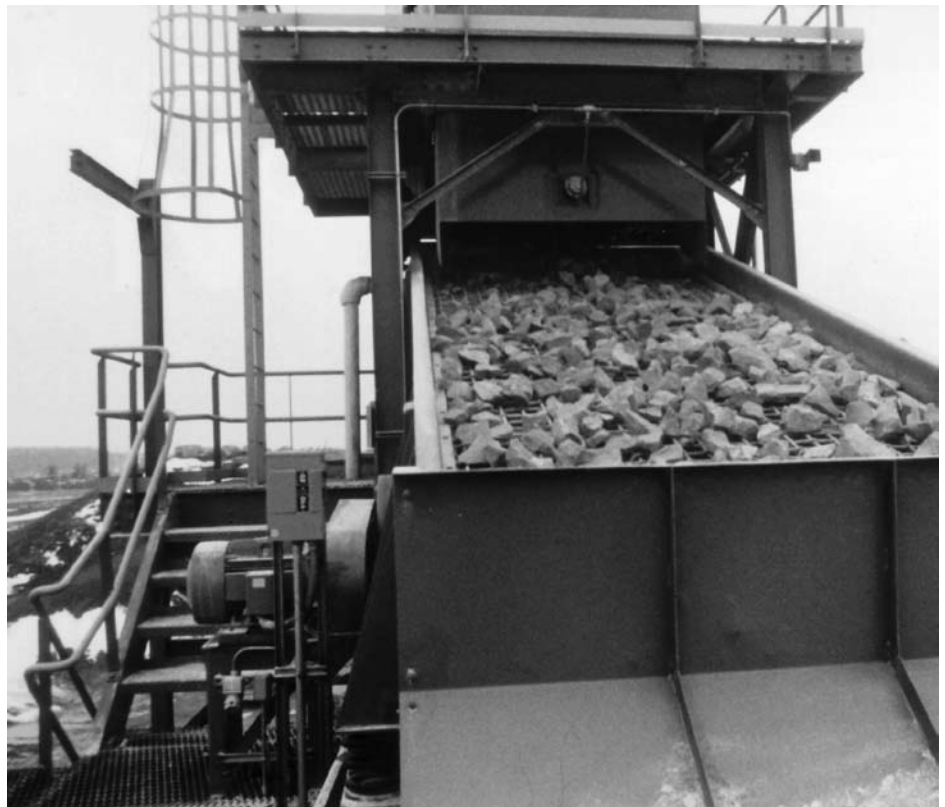
The XT-reme™ wing is available in diameters ranging from 12 to 36 and face widths 12 to 76. It is also available with new VAN GORP® ♦DB♦ replaceable wing lagging for even more wing pulley life.

Part Number Example

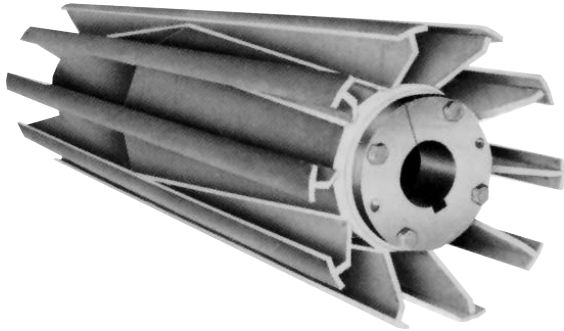


Features and Benefits

- Heavier contact bar for added wear in abrasive applications.
- Heavier wing for a greater load carrying service factor.
- Reinforcing rings to minimize the bending of the wing tips.
- XT® Hub and bushings with superior torque and thrust ratings.



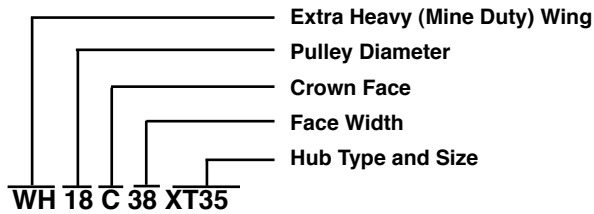
Extra Heavy (Mine Duty) Wing Pulleys



**Available on XT®,
Tapered Bore or
Q-D® Hubs.**

RUGGED FOR LONG LIFE — Built for the stress and strain of big loads...or unusually long, large conveyor systems. All welded steel construction. Outer bars have a long radius surface for maximum traction and minimum belt wear. All pulleys are jig welded, and accurate concentricity is assured because the contact bar is hydraulically pressed against the exterior wing edge and then welded together. Individual gussets are welded continuously to each wing and the hub forming a strong double-cone design.

Part Number Example



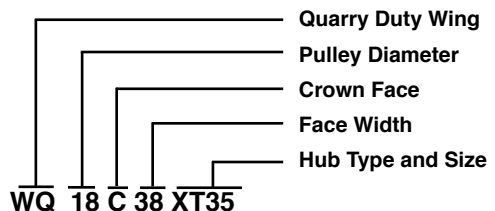
Quarry Duty Wing



Van Gorp Quarry Duty Wings are designed for long life in the most rugged applications. Most wing pulleys eventually need to be replaced because of excessive contact bar wear. Van Gorp's 3/4 inch thick by 2 inch wide Quarry Duty contact bars are much thicker than necessary to meet CEMA load ratings and can add many years of life to a pulley. Longer life results in reduced down time and increased productivity (profit). The contact bars are welded to heavy duty wings that are welded to thick steel end discs. The end discs are submerged arc welded to XT hubs to give you the strongest wing pulley design possible.

Quarry Duty Wings are available in diameters ranging from 16 through 60" and face widths 12" to 76".

Part Number Example



SPIRAL WING



**Available on XT®,
Tapered Bore or
Q-D® Hubs.**

The spiral wing pulley is formed by a pair of flat steel bars helically wound towards one another with intervals between the convolutions of each. Individual gussets are welded continuously to each wing and the hub forming a strong double-cone design.

Rotation of the pulley automatically starts the self-cleaning action, discharging foreign material to the side of the conveyor.

No more belt misalignment because the multi-wing construction decreases the possibility of any material build up between the belt and pulley.

AVAILABLE IN CROWN OR STRAIGHT FACE.

SIZES: 10" THRU 60" Diameters and 12" THRU 76" Face.

NOTE: The finished diameter will be greater than the specified diameter by twice the spiral bar thickness.

Example: A 12" diameter spiral wing will actually be 12 ³/₄" over the spiral.

SPIRAL DRUM



The VAN GORP® Spiral Drum Pulley is formed by a pair of vertical steel bars helically wound around a heavy-duty reinforced drum pulley (H•D•R®) and towards one another with intervals between the convolutions of each. This unique design reduces the possibility of material build-up between the belt and the pulley in applications where self-cleaning wing type pulleys cannot be used.

Rotation of the pulley automatically starts the cleaning action, discharging foreign material to the side of the conveyor.

All pulleys are made with XT®, Tapered Bore or Q-D® Hubs, which permit the simplest, surest and most modern installation. Hubs are inset from the pulley end, and this inset permits the bushing to be easily removed in small confined spaces.

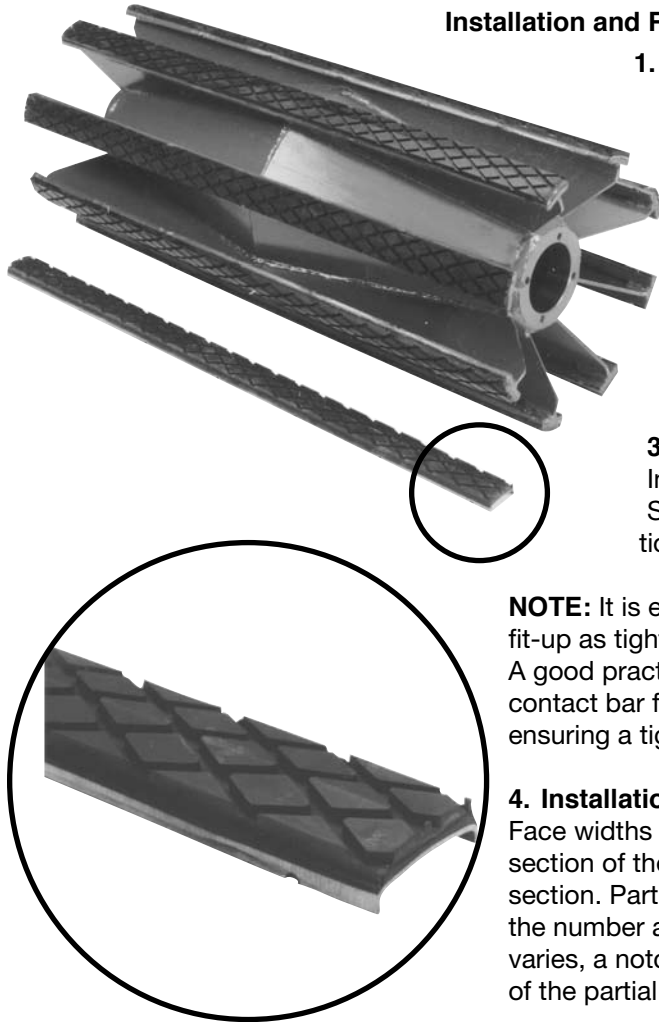
AVAILABLE IN CROWN OR STRAIGHT FACE.

SIZES: 12" THRU 44" Diameters up to 76" face width.



◆DB◆ Wing Lagging has been designed to fit the standard Turn Clean™, XT-reme™ and Heavy Duty wing type pulleys. Tough 65 durometer - SBR (styrene butadiene) rubber hot vulcanized to a formed heavy gauge metal channel makes ◆DB◆ ready to extend the life of a Turn Clean™ wing pulley in even the most abrasive applications. ◆DB◆ will not only supply added life to your pulleys, it will reduce belt wear and can be simply and economically replaced in the field.

Installation and Replacement Procedures



1. Remove the Worn Rubber Lagging

All tac welds between the replaceable lagging and the contact bar are broken using a hand chisel or hand grinder.

2. Clean Remaining Weld from Sides of Contact Bar

Using a hand grinder or chisel, clean all remaining weld from the sides of the existing contact bar. Remove any rust, dirt, or scale buildup from the sides and top of the contact bar.

3. Install new Replaceable ◆DB◆ Lagging Insert

Install replacement ◆DB◆ lagging section to contact bar. Starting at end of contact bar tac weld per welding instructions at slotted areas.

NOTE: It is extremely important that the contact bar to lagging section fit-up as tight as possible to eliminate added stress to the tac welds. A good practice to follow is to tac weld the replaceable lagging to the contact bar first on the side towards the direction of rotation, thus ensuring a tight fit in the high stressed area.

4. Installation when Face Width is Greater than 32.00".

Face widths greater than 32.00" will require the addition of a partial section of the replaceable lagging to be "butted" up against the 32.00" section. Partial Sections less than 6.00" should be discarded. Since the number and location of the notches in the replacement channel varies, a notch will need to be cut in the channel, 1.00" in from the end of the partial section.

Welding Specifications for Replacement

Welding Wire: .09375" (3/32) Diameter
 Type - ASWS E6011 (Lincoln - Fleetwood 180)
 Amps: 85 Amps
 Welder: AC or DC Welder



American Made



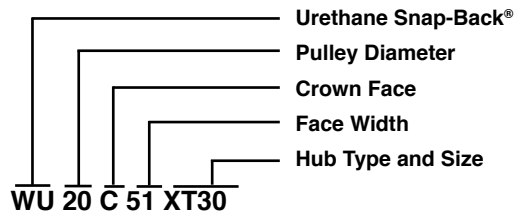
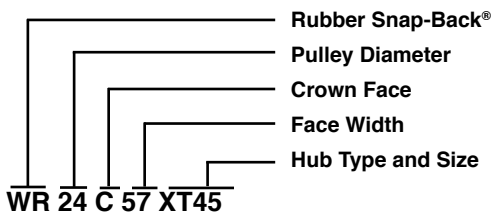
SOLVE TOUGH MAINTENANCE PROBLEMS ECONOMICALLY

Utilizing the same basic frame as the Turn Clean™ the patented VAN GORP® SNAP-BACK® Pulley eliminates virtually every maintenance problem on conveyor systems handling wet, sticky or abrasive materials. Its exclusive design allows the pulley to automatically clean itself by reducing build-up, belt wear and eventually maintenance and downtime problems. Here's how it works:

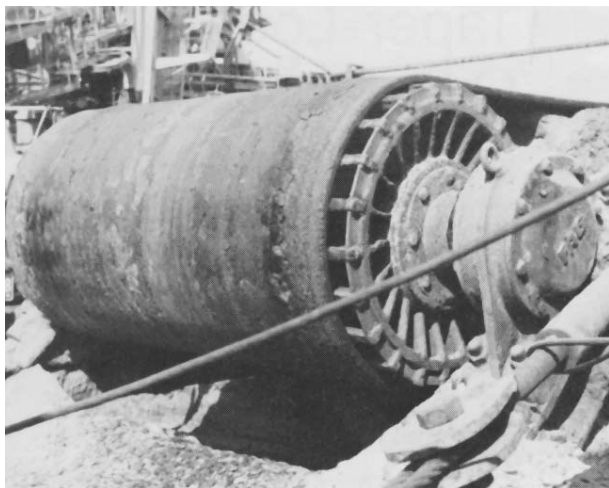
High tensile strength rubber or Urethane lagging, encased in a steel jacket, displaces upon belt contact. When belt contact is broken, the rubber actually "snaps back" to its original height. Ideal in snub and bend applications where the pulley comes into contact with the belt's carrying side.

This unique feature assures minimum belt wear and maximum cleaning efficiency for years of maintenance-free service. Lagging can be easily and economically changed in the field by merely installing a new channeled rubber insert within the heavy-duty, 7-gauge steel jacket channel.

Part Number Example



SPECIAL WING PULLEYS Engineered For Special Applications



This is a very unique wing pulley application. A conventional drum pulley was used in the original installation and it was a constant problem; build-up would cause belt misalignment. The drum pulley was replaced with a special engineered wing pulley and the build-up problem was solved.

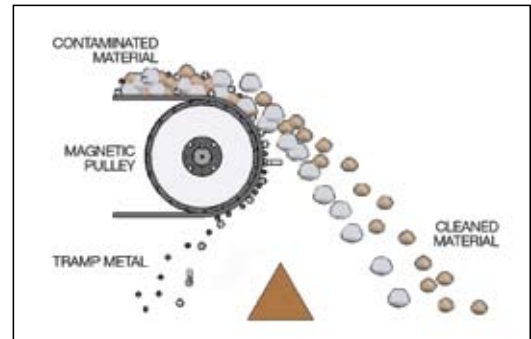


LIGHTWEIGHT SLAT

Occasionally the need arises for small diameter slat type pulleys which are used in small unloading and loading conveyors. VAN GORP has designed a light weight slat pulley in 4" - 5 1/8" - 6" diameters. Since the diameter is so small, it is impossible to use gussets in this pulley, but the individual slat wing principle is applied. If an excessive amount of moist, sticky material such as clay or bulk fertilizer falls on the pulley and belt, it is possible to stop the conveyor and then clean the material out of the wing openings. This pulley is offered with solid bore hubs in the 4", 5 1/8" and 6" diameters and a XT15 hub in the 6" diameter. Solid bores have one key-way and two set screws in each hub.

STANDARD AND SUPER POWER MAGNETIC PULLEYS

Van Gorp Standard Magnetic pulleys are widely used in the recycling industry to separate steel from aluminum cans. As head pulleys on belt conveyors they also provide continuous protection against tramp iron contamination in the processing of materials such as chemicals, plastics, grains, food products, ceramic and coal. Van Gorp also has a line of Super Power Magnetic Pulleys that provide maximum protection against tramp iron contamination. These pulleys are widely used as head pulleys on belt conveyors in industries such as mining, paper, textiles, feed and foodstuff, drugs, chemicals and rubber. Our magnetic pulleys are equally effective in the separation of both large and fine metal particles from non-ferrous material. These easily installed pulleys provide permanent magnetic strength and require no special maintenance. Our pulleys are available in standard diameters of 4", 6", 8", 12", 16" and 18". Face and shaft sizes are available per customer request. All pulleys are constructed with stainless steel shells and are available with either radial or axial poles. Shafts are welded on 4", 6" and 8" models and are removable on all other sizes. Hot vulcanized or cold bonded rubber lagging and stainless steel shafts are optional.



Hot Vulcanized or Cold Bond
Rubber Lagging

Stainless Steel Shell



MAGNETIC PULLEY APPLICATION INFORMATION

- Type of material from which the tramp is being extracted
- Flow rate in tons per hour
- % moisture content
- Maximum lump size
- Material density
- Is material abrasive?
- Size of tramp iron minimum and maximum
- Shape of tramp iron (hex, nut, rod, cube, plate, sphere)
- Belt width
- Belt speed in feet per minute
- Degree of conveyor incline
- Maximum material depth on belt
- Type of pulley requested (*Standard Radial, Standard Axial, Super Power Radial, Super Power Axial*)

Stainless Steel Pulleys

Van Gorp can manufacture a stainless steel pulley specifically for your application. Large or small, wing or drum, lagged or un-lagged, just let us know your requirements.

We manufacture three classes of Stainless Steel pulleys:

- Food Grade for clean ability
- Corrosion resistant for pulleys in highly corrosive environments
- Non-magnetic for pulleys in strong magnetic fields of magnetic separators

These pulleys are designed and fabricated differently so it is important that we know which class is correct for your application.

Custom Designed

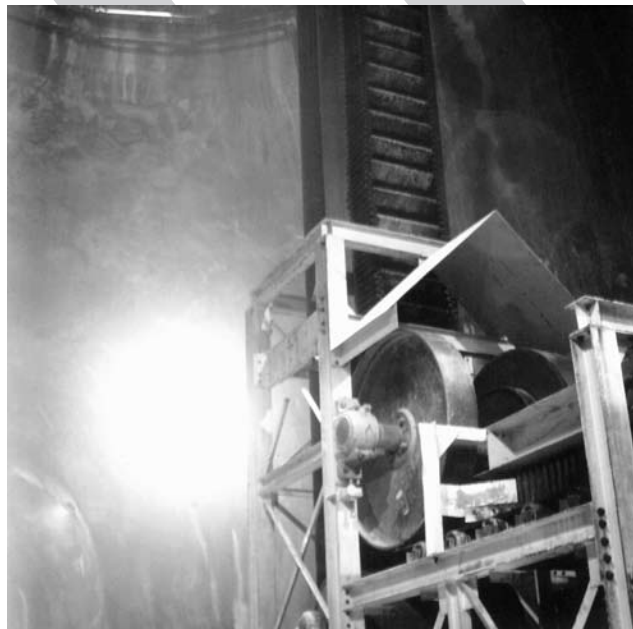
VAN GORP continues to lead the conveyor pulley industry, not only due to high standards in manufacturing, but also because of its ongoing research and testing programs. We have provided customers with custom designed pulleys for their specific applications, such as wing pulleys with 11" shafts; 8 foot diameter drums; 16½ foot long stub shaft tubes; pulleys with V-grooves in the middle; and special deflection wheels.

Pulleys Designed for the Deflection of corrugated side wall belting on "L" and "S" shape conveyors



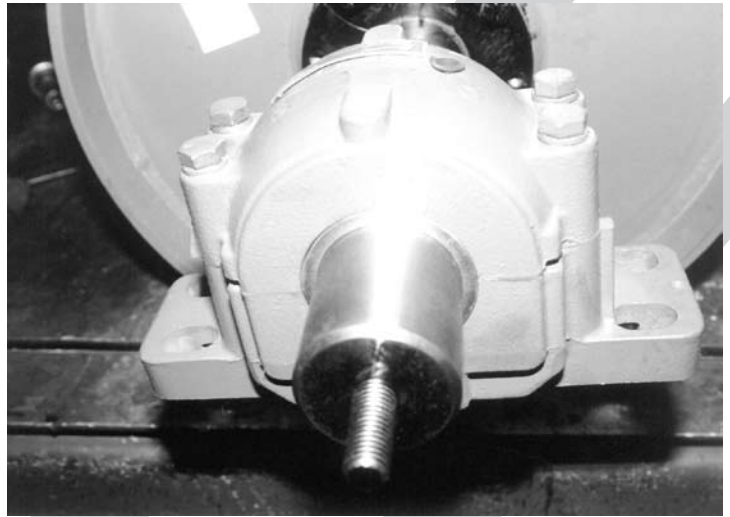
11 foot diameter deflection wheels used in a coal mine.

Deflection wheels under the city of Chicago used to excavate storm sewers.

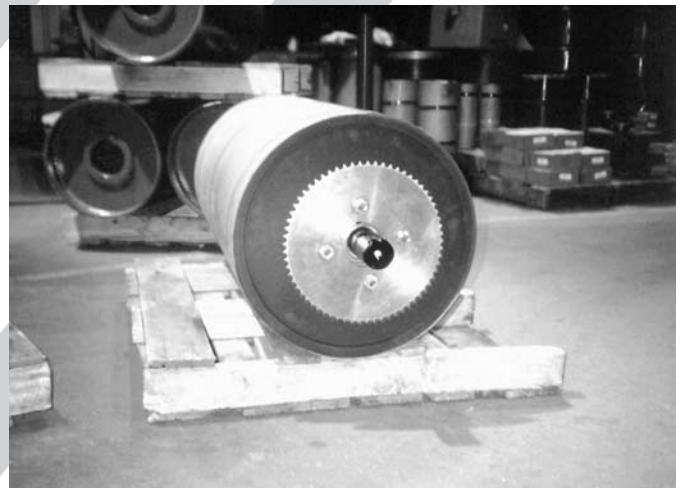


Special attachments and modifications are a common request for conveyor pulley assemblies. Drilling and tapping for stub shafts, special key ways, speed indicator targets, are good examples. Contact VAN GORP for your special design needs.

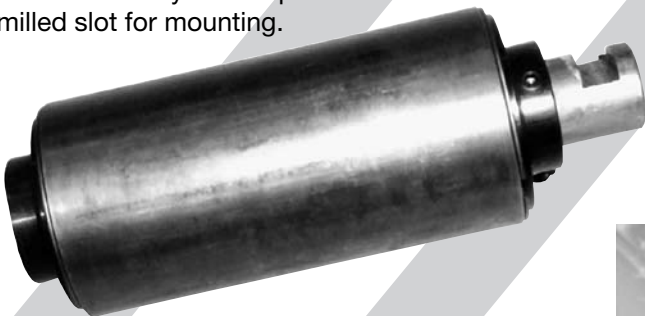
Shaft drilled and tapped with a stub shaft for a speed sensor.



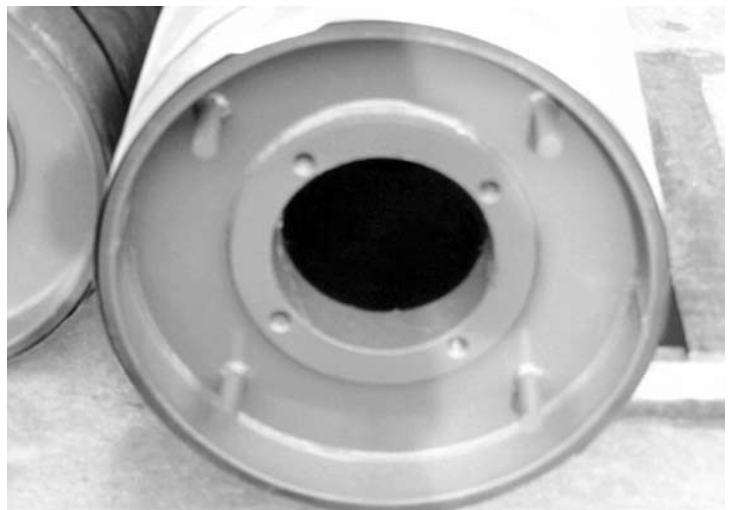
Drive pulley with a sprocket bolted to the end disc.



Roller assembly with a special milled slot for mounting.



Drum pulley with speed indicator targets welded to the end discs.



CONVEYOR PULLEY ASSEMBLIES

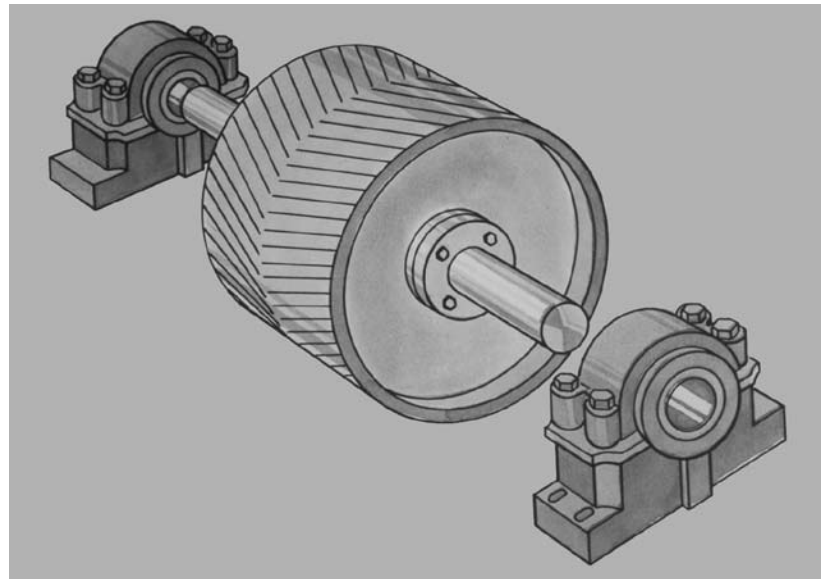


Pulley, Lagging, Shaft and Bearing Assemblies are available on application.

Whatever your pulley requirements, let VAN GORP Engineers assist you in determining the proper pulley, lagging, bearing type and related components you need for maximum efficiency of operation.

Bearings

Have your bearings professionally installed by factory trained Van Gorp personnel. Whatever major bearing brand you prefer, we can supply them installed on the shaft ready to bolt down to the conveyor frame. We have adaptor mount spherical and type E bearings in stock. Save time and money by letting Van Gorp supply the whole pulley, shaft, and bearing assembly.





VAN GORP'S STANDARD SHAFTING IS AISI 1045, WHICH REPRESENTS THE HIGHER CARBON RANGE IN THE OPEN HEARTH CARBON GROUP. ITS MECHANICAL PROPERTY ADVANTAGES OVER LOWER CARBON STEELS PROVE ESPECIALLY VALUABLE FOR TRANSMISSION SHAFTING. THE HIGHER CARBON CONTENT IN AISI 1045 RESULTS IN ONE OF THE STRONGEST STEELS IN THE CARBON RANGE, EXCLUDING ALLOY STEELS, AND MACHINES TO A SMOOTHER FINISH THAN AISI 1018.

SHAFT DEFLECTION SHOULD BE CLARIFIED BECAUSE MANY CUSTOMERS ASSUME THAT AN ALLOY STEEL WILL HAVE LESS DEFLECTION THAN A LOW OR MEDIUM CARBON STEEL. THIS ASSUMPTION IS NOT CORRECT. THE PRINCIPAL OF SHAFT DEFLECTION IS QUOTED FROM THE PUBLICATION OF DELAVAL STEAM TURBINE COMPANY IN TRENTON, NEW JERSEY, ENTITLED "USEFUL DATA FOR DETERMINING STRESSES, TORQUES, BENDING MOMENTS AND DEFLECTIONS IN STEEL SHAFTS", AS FOLLOWS:

"Where an untreated carbon steel shaft is not strong enough, considerable improvement can be obtained by heat treatment and much more by the use of heat treated alloy steels, but if greater stiffness or rigidity is required, no improvement results from heat treatment or the use of better materials as deflection is entirely unrelated to strength.

"Unless the length or span is reduced, the only way that the deflection can be reduced is by INCREASING the size of the shaft as the modulus of elasticity of all steel is practically the same.

"In many cases when a shaft is made large enough to secure the required rigidity, the stress may be low enough that low strength steel may be entirely satisfactory unless greater hardness is required for other reasons."

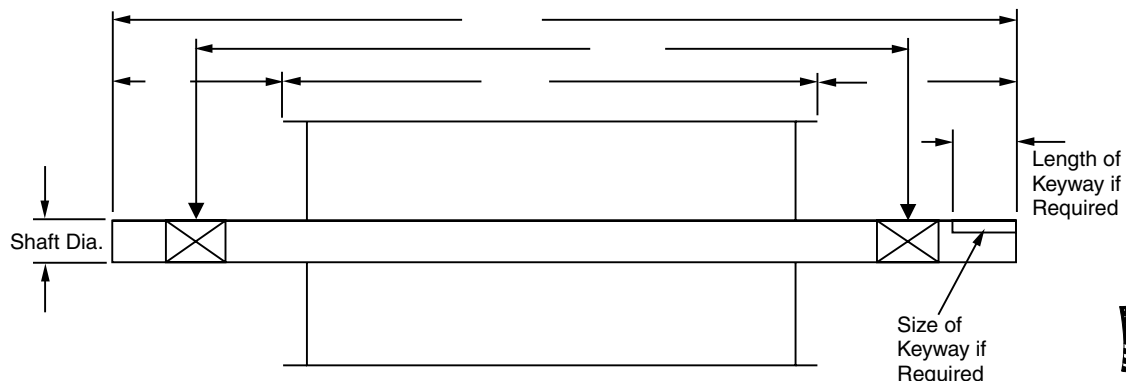
PLEASE REMEMBER, EXCESSIVE SHAFT DEFLECTION IS THE MAJOR CAUSE OF CONVEYOR PULLEY FAILURES. IT IS WISE TO BE GENEROUS IN SELECTING THE PROPER SHAFT DIAMETER FOR YOUR PARTICULAR SHAFT AND PULLEY APPLICATION.

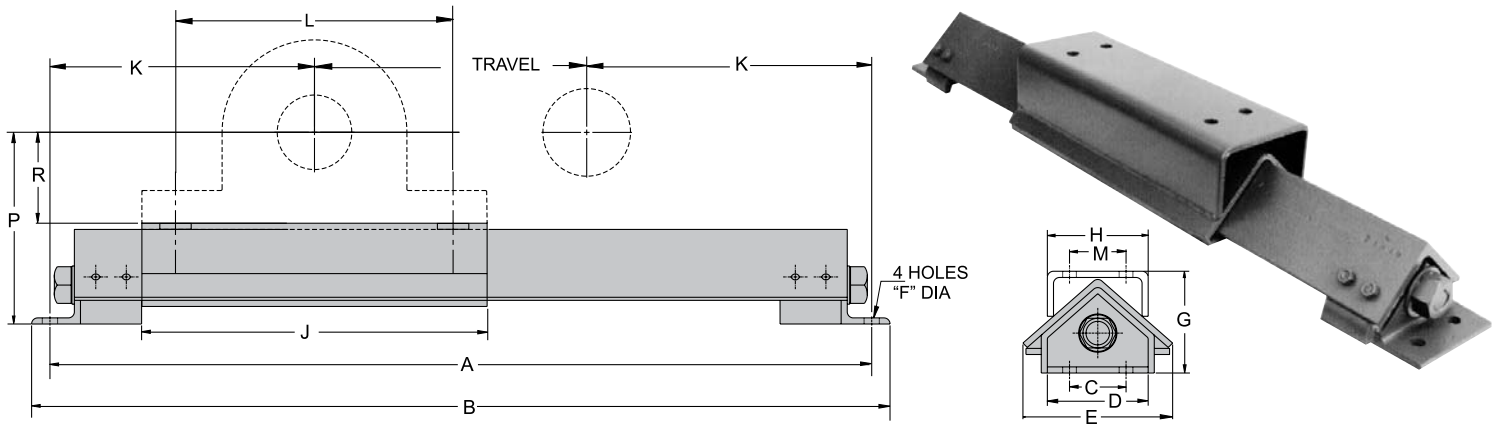
When ordering shafting, specify the following:

1. Diameter and length
2. Number and size of keyways required
3. Length of shaft which extends beyond each end of the pulley

4. Diameter and length of journal, if required
5. Bearing Centers

If possible, furnish a simple sketch of the pulley and shaft, as this will help eliminate errors.





* "P" = "G" + "R"; "R" = shaft height of manufacturer's pillow block.

HEAVY DUTY TAKE-UP FRAME SPECIFICATIONS																	
Shaft Size	Part No.	Travel	Dimensions												N		Wt. lbs.
			A	B	C	D	E	F	G	H	J	K	L	M	No.	Dia.	
For 2-Bolt Base Pillow Blocks																	
1 7/16	12T2000A2	12	29	31	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	55
	18T2000A2	18	35	37	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	60
	24T2000A2	24	41	43	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	65
	30T2000A2	30	47	49	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	69
	36T2000A2	36	53	55	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	75
	48T2000A2	48	65	67	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	85
	60T2000A2	60	77	79	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	95
1 11/16	12T2000B2	12	29	31	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	55
	18T2000B2	18	35	37	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	60
	24T2000B2	24	41	43	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	65
	30T2000B2	30	47	49	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	69
	36T2000B2	36	53	55	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	75
	48T2000B2	48	65	67	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	85
	60T2000B2	60	77	79	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	95
1 15/16	12T2000C2	12	29	31	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	55
	18T2000C2	18	35	37	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	60
	24T2000C2	24	41	43	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	65
	30T2000C2	30	47	49	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	69
	36T2000C2	36	53	55	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	75
	48T2000C2	48	65	67	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	85
	60T2000C2	60	77	79	2 1/2	4 1/2	6 3/16	11/16	5 1/4	4	11	8 1/2	6 5/8	0	2	9/16	95
2 3/16	12T2000D2	12	32 3/4	35 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	82
	18T2000D2	18	38 3/4	41 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	88
	24T2000D2	24	44 3/4	47 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	95
	30T2000D2	30	50 3/4	53 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	102
	36T2000D2	36	56 3/4	59 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	107
	48T2000D2	48	68 3/4	71 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	120
	60T2000D2	60	80 3/4	83 3/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	132

Type of manufacturer's pillow block and number of mounting holes should be stated on purchase order.

For sizes of take-up frames not listed, contact Van Gorp Engineering Department.

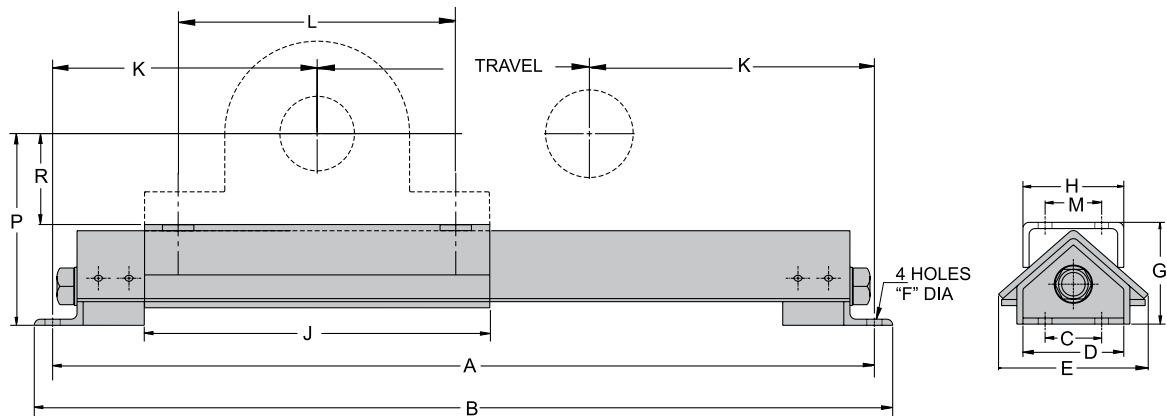
HEAVY DUTY TAKE-UP FRAME SPECIFICATIONS																		
Shaft Size	Part No.	Travel	Dimensions													N		Wt.
			A	B	C	D	E	F	G	H	J	K	L	M	No.	Dia	lbs.	
For 2-Bolt Base Pillow Blocks																		
2 7/16	12T2000E2	12	32 3/4	35 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	82	
	18T2000E2	18	38 3/4	41 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	88	
	24T2000E2	24	44 3/4	47 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	95	
	30T2000E2	30	50 3/4	53 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	102	
	36T2000E2	36	56 3/4	59 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	107	
	48T2000E2	48	68 3/4	71 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	120	
	60T2000E2	60	80 3/4	83 3/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	0	2	3/4	132	
2 11/16	12T2000F2	12	35 1/2	38 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	128	
	18T2000F2	18	41 1/2	44 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	138	
	24T2000F2	24	47 1/2	50 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	148	
	30T2000F2	30	53 1/2	56 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	155	
	36T2000F2	36	59 1/2	62 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	168	
	48T2000F2	48	71 1/2	74 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	185	
	60T2000F2	60	83 1/2	86 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	208	
2 15/16	12T2000G2	12	35 1/2	38 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	128	
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	24T2000G2	24	47 1/2	50 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	148	
	30T2000G2	30	53 1/2	56 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	155	
	36T2000G2	36	59 1/2	62 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	168	
	48T2000G2	48	71 1/2	74 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	185	
	60T2000G2	60	83 1/2	86 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	0	2	7/8	208	
3 3/16	12T2000H2	12	37 1/4	40	3	6	8 5/8	13/16	7	6	16	12 5/8	11	0	2	7/8	140	
	18T2000H2	18	43 1/4	46	3	6	8 5/8	13/16	7	6	16	12 5/8	11	0	2	7/8	150	
	24T2000H2	24	49 1/4	52	3	6	8 5/8	13/16	7	6	16	12 5/8	11	0	2	7/8	160	
	30T2000H2	30	55 1/4	58	3	6	8 5/8	13/16	7	6	16	12 5/8	11	0	2	7/8	170	
	36T2000H2	36	61 1/4	64	3	6	8 5/8	13/16	7	6	16	12 5/8	11	0	2	7/8	180	
	48T2000H2	48	73 1/4	76	3	6	8 5/8	13/16	7	6	16	12 5/8	11	0	2	7/8	200	
	60T2000H2	60	85 1/4	88	3	6	8 5/8	13/16	7	6	16	12 5/8	11	0	2	7/8	221	
3 7/16	12T2000J2	12	37 1/4	40	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	0	2	1	140	
	18T2000J2	18	43 1/4	46	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	0	2	1	150	
	24T2000J2	24	49 1/4	52	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	0	2	1	160	
	30T2000J2	30	55 1/4	58	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	0	2	1	170	
	36T2000J2	36	61 1/4	64	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	0	2	1	180	
	48T2000J2	48	73 1/4	76	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	0	2	1	200	
	60T2000J2	60	85 1/4	88	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	0	2	1	221	

Type of manufacturer's pillow block and number of mounting holes should be stated on purchase order.
 For sizes of take-up frames not listed, contact Van Gorp Engineering Department.

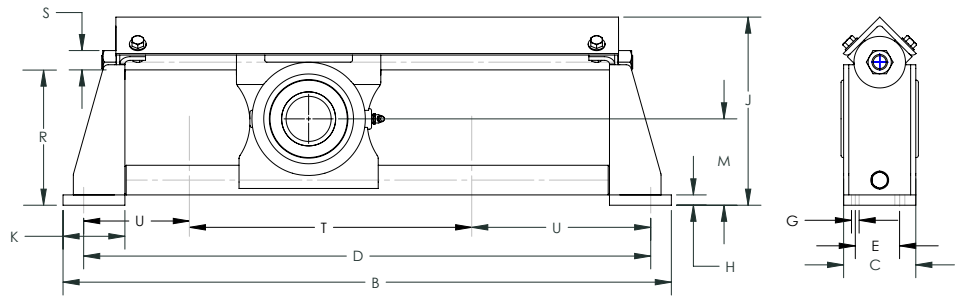
HEAVY DUTY TAKE-UP FRAME SPECIFICATIONS																	
Shaft Size	Part No.	Travel	Dimensions												N		Wt.
			A	B	C	D	E	F	G	H	J	K	L	M	No.	Dia	lbs.
For 4-Bolt Base Pillow Blocks																	
2 3/16	12T2000D4	12	32 3/4	35 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	2	4	5/8	82
	18T2000D4	18	38 3/4	41 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	2	4	5/8	88
	24T2000D4	24	44 3/4	47 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	2	4	5/8	95
	30T2000D4	30	50 3/4	53 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	2	4	5/8	102
	36T2000D4	36	56 3/4	59 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	2	4	5/8	107
	48T2000D4	48	68 3/4	71 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	2	4	5/8	120
	60T2000D4	60	80 3/4	83 3/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	2	4	5/8	132
2 7/16	12T2000E4	12	32 3/4	35 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	1 7/8	4	5/8	82
	18T2000E4	18	38 3/4	41 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	1 7/8	4	5/8	88
	24T2000E4	24	44 3/4	47 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	1 7/8	4	5/8	95
	30T2000E4	30	50 3/4	53 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	1 7/8	4	5/8	102
	36T2000E4	36	56 3/4	59 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	1 7/8	4	5/8	107
	48T2000E4	48	68 3/4	71 1/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	1 7/8	4	5/8	120
	60T2000E4	60	80 3/4	83 3/4	3	5 1/8	7 1/16	11/16	6 1/4	4 3/4	13 1/4	10 3/8	8 7/8	1 7/8	4	5/8	132
2 11/16	12T2000F4	12	35 1/2	38 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	128
	18T2000F4	18	41 1/2	44 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	138
	24T2000F4	24	47 1/2	50 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	148
	30T2000F4	30	53 1/2	56 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	155
	36T2000F4	36	59 1/2	62 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	168
	48T2000F4	48	71 1/2	74 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	185
	60T2000F4	60	83 1/2	86 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	208
2 15/16	12T2000G4	12	35 1/2	38 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	128
	18T2000G4	18	41 1/2	44 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	138
	24T2000G4	24	47 1/2	50 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	148
	30T2000G4	30	53 1/2	56 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	155
	36T2000G4	36	59 1/2	62 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	168
	48T2000G4	48	71 1/2	74 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	185
	60T2000G4	60	83 1/2	86 1/4	3	6	8 5/8	13/16	7	5	14 1/4	11 3/4	10 7/16	2 1/8	4	3/4	208
3 3/16	12T2000H4	12	37 1/4	40	3	6	8 5/8	13/16	7	6	16	12 5/8	11	2 3/8	4	3/4	140
	18T2000H4	18	43 1/4	46	3	6	8 5/8	13/16	7	6	16	12 5/8	11	2 3/8	4	3/4	150
	24T2000H4	24	49 1/4	52	3	6	8 5/8	13/16	7	6	16	12 5/8	11	2 3/8	4	3/4	160
	30T2000H4	30	55 1/4	58	3	6	8 5/8	13/16	7	6	16	12 5/8	11	2 3/8	4	3/4	170
	36T2000H4	36	61 1/4	64	3	6	8 5/8	13/16	7	6	16	12 5/8	11	2 3/8	4	3/4	180
	48T2000H4	48	73 1/4	76	3	6	8 5/8	13/16	7	6	16	12 5/8	11	2 3/8	4	3/4	200
	60T2000H4	60	85 1/4	88	3	6	8 5/8	13/16	7	6	16	12 5/8	11	2 3/8	4	3/4	221
3 7/16	12T2000J4	12	37 1/4	40	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	2 3/8	4	7/8	140
	18T2000J4	18	43 1/4	46	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	2 3/8	4	7/8	150
	24T2000J4	24	49 1/4	52	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	2 3/8	4	7/8	160
	30T2000J4	30	55 1/4	58	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	2 3/8	4	7/8	170
	36T2000J4	36	61 1/4	64	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	2 3/8	4	7/8	180
	48T2000J4	48	73 1/4	76	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	2 3/8	4	7/8	200
	60T2000J4	60	85 1/4	88	3	6	8 5/8	13/16	7	6	16	12 5/8	12 3/8	2 3/8	4	7/8	221

HEAVY DUTY TAKE-UP FRAME SPECIFICATIONS

Shaft Size	Part No.	Travel	Dimensions													N		Wt.
			A	B	C	D	E	F	G	H	J	K	L	M	No.	Dia	lbs.	
For 4-Bolt Base Pillow Blocks																		
3 15/16	12T2000K4	12	41 1/4	44	3	6	8 5/8	13/16	7	7 1/4	20	14 5/8	13 9/16	2 3/4	4	7/8	167	
	18T2000K4	18	47 1/4	50	3	6	8 5/8	13/16	7	7 1/4	20	14 5/8	13 9/16	2 3/4	4	7/8	177	
	24T2000K4	24	53 1/4	56	3	6	8 5/8	13/16	7	7 1/4	20	14 5/8	13 9/16	2 3/4	4	7/8	187	
	30T2000K4	30	59 1/4	62	3	6	8 5/8	13/16	7	7 1/4	20	14 5/8	13 9/16	2 3/4	4	7/8	197	
	36T2000K4	36	65 1/4	68	3	6	8 5/8	13/16	7	7 1/4	20	14 5/8	13 9/16	2 3/4	4	7/8	207	
	48T2000K4	48	77 1/4	80	3	6	8 5/8	13/16	7	7 1/4	20	14 5/8	13 9/16	2 3/4	4	7/8	226	
	60T2000K4	60	89 1/4	92	3	6	8 5/8	13/16	7	7 1/4	20	14 5/8	13 9/16	2 3/4	4	7/8	247	
4 7/16	12T2000M4	12	47	49 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	15 5/16	3 1/4	4	1	266	
	18T2000M4	18	53	55 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	15 5/16	3 1/4	4	1	280	
	24T2000M4	24	59	61 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	15 5/16	3 1/4	4	1	296	
	30T2000M4	30	65	67 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	15 5/16	3 1/4	4	1	306	
	36T2000M4	36	71	73 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	15 5/16	3 1/4	4	1	318	
	48T2000M4	48	83	85 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	15 5/16	3 1/4	4	1	345	
	60T2000M4	60	95	97 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	15 5/16	3 1/4	4	1	370	
4 15/16	12T2000N4	12	47	49 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	16 9/16	3 3/8	4	1 1/8	266	
	18T2000N4	18	53	55 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	16 9/16	3 3/8	4	1 1/8	280	
	24T2000N4	24	59	61 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	16 9/16	3 3/8	4	1 1/8	296	
	30T2000N4	30	65	67 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	16 9/16	3 3/8	4	1 1/8	306	
	36T2000N4	36	71	73 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	16 9/16	3 3/8	4	1 1/8	318	
	48T2000N4	48	83	85 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	16 9/16	3 3/8	4	1 1/8	345	
	60T2000N4	60	95	97 1/2	4	7	10 1/4	15/16	7 3/4	8 1/2	23 1/2	17 1/2	16 9/16	3 3/8	4	1 1/8	370	
5 7/16	12T2000P4	12	55 1/4	58 1/4	5 1/4	9 1/4	12 1/4	1 1/4	8 1/4	8 1/4	28 1/4	21 5/8	18 5/16	3 3/4	4	1 1/8	398	
	18T2000P4	18	61 1/4	64 1/4	5 1/4	9 1/4	12 1/4	1 1/4	8 1/4	8 1/4	28 1/4	21 5/8	18 5/16	3 3/4	4	1 1/8	418	
	24T2000P4	24	67 1/4	70 1/4	5 1/4	9 1/4	12 1/4	1 1/4	8 1/4	8 1/4	28 1/4	21 5/8	18 5/16	3 3/4	4	1 1/8	436	
	30T2000P4	30	73 1/4	76 1/4	5 1/4	9 1/4	12 1/4	1 1/4	8 1/4	8 1/4	28 1/4	21 5/8	18 5/16	3 3/4	4	1 1/8	455	
	36T2000P4	36	79 1/4	82 1/4	5 1/4	9 1/4	12 1/4	1 1/4	8 1/4	8 1/4	28 1/4	21 5/8	18 5/16	3 3/4	4	1 1/8	474	
	48T2000P4	48	91 1/4	94 1/4	5 1/4	9 1/4	12 1/4	1 1/4	8 1/4	8 1/4	28 1/4	21 5/8	18 5/16	3 3/4	4	1 1/8	512	
	60T2000P4	60	103 1/4	106 1/4	5 1/4	9 1/4	12 1/4	1 1/4	8 1/4	8 1/4	28 1/4	21 5/8	18 5/16	3 3/4	4	1 1/8	550	



* "P" = "G" + "R"; "R" = shaft height of manufacturer's pillow block.



Top Angle Take-up Frame

Frame Size	Travel	Wt. lbs.	Part No.	Dimensions													
				B	C	D	E	F Bolt Dia	G	H	J	K	M	R	S	T	U
TA200	12	26	9047887	28 1/2	3 1/2	26 1/2	-	5/8	1	1/2	8 1/2	3	3 15/16	6 5/16	3/4	14	6 1/4
	18	31	9047895	34 1/2		32 1/2										20	
	24	34	9047903	40 1/2		38 1/2										26	
TA203	12	34	9047911	29 1/2	3 1/2	27 1/2	-	5/8	1	1/2	9 1/8	3	4 3/16	6 15/16	3/4	14 3/4	6 3/8
	18	40	9047929	35 1/2		33 1/2										20 3/4	
	24	45	9047937	41 1/2		39 1/2										26 3/4	
TA208	12	45	9047945	30 1/2	4	28 1/2	-	3/4	1 5/16	1/2	10	3 1/2	4 3/8	7 3/8	1	14	7 1/4
	18	52	9047952	36 1/2		34 1/2										20	
	24	59	9047960	42 1/2		40 1/2										26	
	30	67	9047978	48 1/2		46 1/2										32	
	36	73	9047986	54 1/2		52 1/2										38	
TA300	12	50	9047994	32 1/2	4 1/2	30 1/2	2	5/8	1	1/2	11	3 1/2	4 15/16	8 3/8	1	15	7 3/4
	18	56	9048000	38 1/2		36 1/2										21	
	24	63	9048018	44 1/2		42 1/2										27	
	30	70	9048026	50 1/2		48 1/2										33	
	36	76	9048034	56 1/2		54 1/2										39	
TA308	12	58	9048042	34 1/2	4 1/2	32	2	3/4	1	1/2	12 3/8	4	5 7/16	9 3/8	1 1/4	14 1/2	8 3/4
	18	65	9048059	40 1/2		38										20 1/2	
	24	73	9048067	46 1/2		44										26 1/2	
	30	79	9048075	52 1/2		50										32 1/2	
	36	87	9048083	58 1/2		56										38 1/2	
	42	95	9048091	64 1/2		62										44 1/2	
	48	102	9048109	70 1/2		68										50 1/2	
	TA400	12	86	9048117		38 1/2										5 1/2	
18		94	9048125	44 1/2	42	21 1/2											
24		102	9048133	50 1/2	48	27 1/2											
30		111	9048141	56 1/2	54	33 1/2											
36		119	9048158	62 1/2	60	39 1/2											
42		127	9048166	68 1/2	66	45 1/2											
48		135	9048174	74 1/2	72	51 1/2											

The Top angle protects the screw from dirt and damage

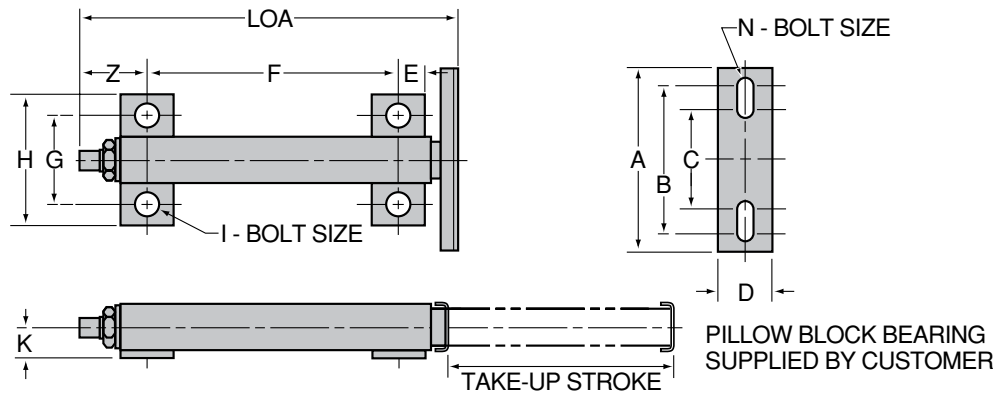
Type of manufacturer's pillow block and number of mounting holes should be stated on purchase order.

For sizes of take-up frames not listed, contact Van Gorp Engineering Department.

Take-UP Frame Interchange	
Van Gorp	Dodge
TA-200	TP-10
TA-203	TP-20
TA-208	TP-30
TA-300	TP-40
TA-308	TP-50
TA-400	TP-60

Frame Size	Typical Shaft Size	Bearing Bore Ranges
TA-200	1 15/16	1 3/4 - 2
TA-203	2 3/16	2 3/16
TA-208	2 7/16	2 1/4 - 2 1/2
TA-300	2 15/16	2 11/16 - 3
TA-308	3 7/16	3 3/16 - 3 1/2
TA-400	3 15/16	3 15/16 - 4

Van Gorp Top Angle frames are for use with Dodge top angle take-up bearings for types GLT,H,G,GXR GM,E,K, and TP S2000



Telescoping Take-up Frame

HOW TO SPECIFY AND ORDER						STANDARD TAKE-UP DIMENSIONS (INCHES)																
BEARING BORE RANGE	TUBE SERIES	TAKE UP STROKE	MATERIAL	MTG. FEET	BEARING PLATE	LOA	K	BEARING PLATE DIMENSIONS					FOOT DIMENSIONS					SQ.TUBE SIZE		ADJUSTER		
								A	B	C	D	N BOLT	E	F	G	H	I BOLT	Z	SLIDER	BODY	SQ DRIVE	THD. UNC.
1/2" TO 1"	100	3	MS	SF	BP	6.88	0.88	5.25	4.31	2.94	1.50	3/8	0.75	3.56	2.63	3.69	1/2	1.84	1.00	1.25	WELD NUT 15/16 HEX	.625-11
		6				10.38								7.06								
		9				14.38								11.06								
3/4" TO 1 3/4"	250	3	MS	SF	BP	8.50	1.13	7.00	5.69	3.81	2.04	1/2	1.00	4.38	3.00	4.00	1/2	2.25	1.50	1.75	WELD NUT 1 1/8 HEX	.75-10
		6				11.50								7.38								
		9				14.50								10.38								
		12				17.50								13.38								
1 3/4" TO 2 15/16"	300	6	MS	SF	BP	11.13	1.50	10.00	8.69	5.56	2.84	5/8	1.25	6.12	4.00	5.25	5/8	2.63	2.25	2.50	WELD NUT 1 5/16 HEX	.875-9
		9				15.13								10.12								
		12				19.13								14.12								
		18				26.13								21.12								
1 3/4" TO 2 15/16"	350 HD	9	MS	SF	BP	19.00	1.75	10.00	8.69	5.56	3.00	5/8	1.25	13.00	4.50	5.75	5/8	3.50	2.50	3.00	WELD NUT 1 7/16 HEX	.875-6 ACME
		12				22.00								16.00								
		18				28.00								22.00								
		24				34.00								28.00								
2 7/16" TO 3 1/2"	400	12	MS	SF	BP	27.75	2.13	14.00	11.75	8.50	3.50	3/4	1.75	20.00	5.50	7.50	3/4	4.25	3.00	3.50	WELD NUT 2 HEX	1.25-5 ACME
		18				33.75								26.00								
		24				39.75								32.00								

- Easy 4-bolt assembly to channel bed
- Uses standard 2-bolt pillow bearing.
- Sturdy, simple modular design for trouble-free operation.
- Threaded internal adjuster rod is totally enclosed and protected against product buildup, rust, corrosion, or thread damage.

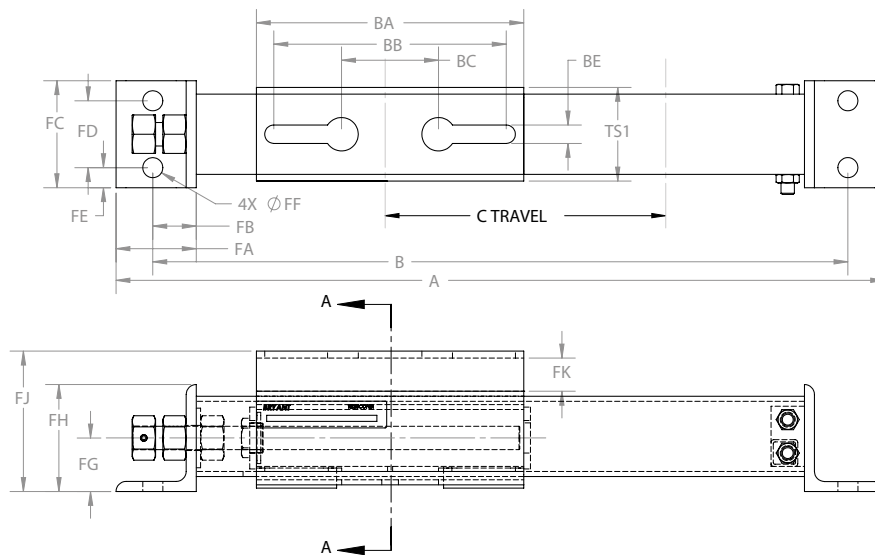
CALL 1-800-VAN-GORP (826-4677) for all of your Take-Up needs! Or email vangorp@vangorp.biz



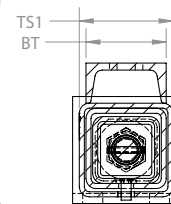
Top Mount Take-up Frame

MODEL	UNIT DIMENSIONS:			TUBE SIZES			ADJUSTER ROD SIZES
	TAKE UP STROKE	A	B	BT	TS1	TS2	
350TM	9	28.75	26.00	3.00	3.50	2.50	.875-6 ACME
	12	31.75	29.00				
	18	37.75	35.00				
	24	43.75	41.00				
	30	49.75	47.00				
	36	55.75	53.00				
400TM	9	34.25	31.50	3.50	4.00	2.75	1.250-5 ACME
	12	37.25	34.50				
	18	43.25	40.50				
	24	49.25	46.50				
	30	55.25	52.50				
	36	61.25	58.50				
500TM	9	51.75	46.75	6.00	7.00	5.00	2.250-4 ACME
	12	54.75	49.75				
	18	60.75	55.75				
	24	66.75	61.75				
	30	72.75	67.75				
	36	78.75	73.75				

MOUNTING DIMENSIONS										
MODEL	FA	FB	FC	FD	FE	FF	FG	FH	FJ	FK
350TM	3.00	1.63	4.00	2.50	0.75	0.75	2.00	4.00	5.25	1.24
400TM	3.50	2.13	5.00	3.00	1.00	0.88	2.82	5.00	6.50	1.36
500TM	6.00	3.50	7.50	5.00	1.25	0.88	4.25	8.00	9.93	1.76



BEARING PLATE DIMENSIONS				
BA	BB	BC	BD	BE
10.00	8.69	5.56	0.69	1.75
14.00	11.75	8.50	1.00	2.00
22.00	per customer specifications			



SECTION A-A
SCALE 1:4

WARRANTY
Two year no freeze-up guarantee standard
-or-
Five year no freeze-up guarantee with addition of grease fitting

LONG TERM STORAGE OPTION

Many users and stocking distributors do not have adequate indoor storage space for their newly purchased pulleys. Pulleys, especially lagged ones, need to be stored in a dry place protected from direct sun light.

Van Gorp has a packaging option that allows for long term outdoor storage. The pulley first has any unpainted surfaces (shaft, hub bore if no bushings, etc.) covered with a rust prohibitive and banded to a pallet or cradle. It is then shrink wrapped in a heavy UV resistant cover. The floor of the pallet is left open to allow for air flow to dissipate moisture that might condense inside the shrink wrap.

If your plans include long term storage, let us know at time of quotation. We will be glad to make recommendations that will fit your needs.



Engineering Data Required to Determine Pulley and Shaft Design



Phone: 641.628.9212 Fax: 641-621-4229

Name: _____ Date: _____
 Company Name: _____
 City / State: _____ Zip: _____
 Phone No.: _____ Fax: _____

Engineering Information

Belt Width (in): _____ TPH _____
 Conv. Length (ft): _____ Lift (ft): _____
 Horsepower (hp): _____ Belt Speed (FPM): _____
 Drive Wrap (deg): _____ Idler Angle (deg): _____
 Material Type/Density: _____ Take-Up Type: _____
 Belt Type (Fab or Stl): _____

Conveyor Profile Sketch

Pulley Information

Conveyor Number					
Loc. (Drive, Tail, Etc.)					
Type (Drum, Wing)					
Quantity					
Diameter					
Face Width					
Crowned/Straight					
T1/T2					
Arc of Contact					
Lagging Thk/Groove					
Hub Type					
Shaft Diameter - Hub/Brig					
Shaft Length					
Bearing Centers					
Keyways					
Shaft Mtl					
Machine Rim/Lagging					
Stress Relieve					
Balance					
Other:					

Van Gorp®

The Pulley Place

BOX 288 • PELLA, IOWA 50219 • (641) 628-9212

Call 1-800-VANGORP (826-4677)
for all your pulley needs!

or E-mail your inquiries to:
VanGorp@VanGorp.biz

ISO Certified for World Class Quality

MEMBER:



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Distributed by:

Catalog No. GC-11