ASHWORTH ENGINEERING

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PRODUCT TECHNICAL BULLETIN

Reduced Radius Omni-Pro™ 100

USA and International Patents Pending

Omni-Grid® belt design with protrusion leg. Heavy-duty links with 360 degree welds for increased carrying capacity for your Spiral/Lotension turn curve and straight run applications. Reduced Radius Omni-Pro 100 is offered with a turn ratio of 1.6 to 1.69 times the belt width making it an easy retrofit to existing systems.

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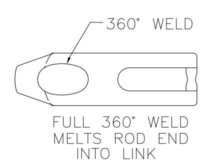
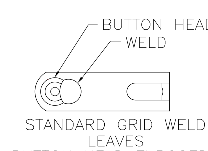
DEFINING CHARACTERISTICS

Minimum Turn Ratio: 1.6:1 up to 1.69:1
Turn Capability: Turns both left and right
Mode of Turning: Inside edge collapses in turn
Width Limits: 12 inch [*305 mm*] through 48 in. [*1219 mm*] in straight run applications
12 inch [*305 mm*] through 40 in. [*1016 mm*] in turn curve applications
Max Allowable Tension: 200 lbs. *[91 kg]* through a turn and 400 lbs. [*182 kg*] in straight run applications
Longitudinal Pitch: 1.08 inch [2*7.4 mm*]
Link Size: .500 inch x .090 inch [*12.7 mm x 2.3 mm*]
Rod Diameter: .192 inch [*4.88 mm*]
Material: Stainless Steel
Method of Drive: Sprocket driven on links.
Terminals: All terminals having 120° wrap or more should be supported by 4 inch [*100 mm*] minimum diameter rollers or flanged idlers.

Conveying Surface: 2.6 inch [*66 mm*] less than nominal width
Mesh Overlay: Standard mesh configurations available,
Protrusion Leg: A patented link developed by Ashworth is utilized in the construction of the Omni-Pro belting. The extended leg design prevents the welds from contacting the wear material on the inside belt edge. The protrusion leg provides a larger bearing surface and thus minimizes wear of both the belt edge and inside wear surfaces on your conveyor, such as the UHMW used on the inside edge of a fixed turn or the rotating surface of a Lotension spiral. The larger bearing surface also provides a smoother running belt.
The protrusion leg has been designed for standard 2.2:1 systems, as well as 1.6:1 reduced radius systems, allowing for easy retrofits. The design of the protrusion link allows the belt to be flipped side for side to extend the service life of your belting





Improved Weld: The traditional welded construction of Grid belts fail when the weld breaks. Failure of either the inner or the outer weld allows the link to flex inward when subjected to cyclic loading. The flexing of the link causes fatigue failure at the corners of the link.
Some manufacturers have attempted to slow this process down by including additional welds. However, the weakest weld remains on the inside, the size of which is limited due to the rod size. Too large a weld on the inside will cause the rod to bend when the weld cools, which leads to collapse, tracking and tenting problems.
The Ashworth solution is to create a full 360º weld on the outside edge of the link. This prevents stress on the weld during operation even with heavier loads. The design and heavier gage of material used for the Omni-Pro links eliminates the need for a weld on the inside of the link. By forming the 360□ weld, only on the outside of the link, the inside weld is not necessary so the belt will not experience the problem of rod bending caused by excessive inside welds.

Wear Resistant Feature: The next mode of failure, once weld and fatigue have been eliminated is belt elongation due to link face wear. The patented wear resistant feature in the link face, included in the 'Omni-Pro' belt, now becomes more important than ever. It provides increased bearing surface to reduce belt elongation.

BELT SPECIFICATIONS

MESH OVERLAY:

Designations:

B X-Y-Z and U X-Y-Z

First Digit: B = Balanced Weave; U = Unilateral Weave

X: First Number: No. of Loops per Foot of Width

Y: Second Number(s): No. of Spirals per Foot of Length (10 for 1.2 in. pitch)

Z: Third Number: Wire gauge of overlay

Examples:

B30-12-17

U42-12-16

Wire Sizes: 16 and 17 ga.

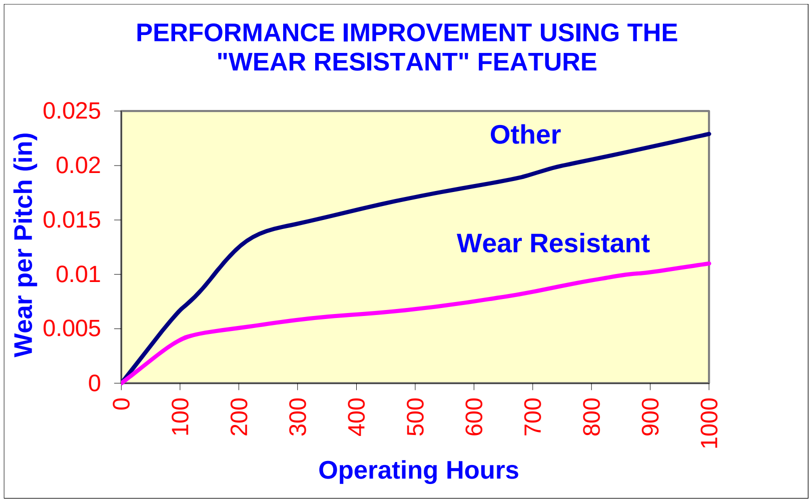
Material: Stainless Steel high tensile spring wire (Omni-Tough®)

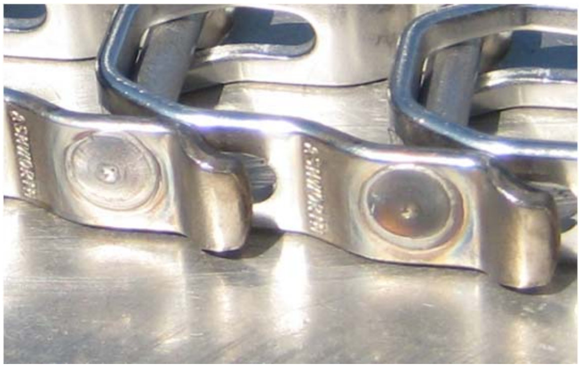
OMNI-TOUGH®:

- Provides a flatter mesh surface with a high resilience to impact.
- Not available in all mesh configurations or for all belt widths.
- Available in 16 ga. (.062 inch [*1.6 mm*]) and 17 ga. (.054 inch [*1.4 mm*]).

PATENTED "WEAR RESISTANT" FEATURE

- Standard on all tension bearing links.
- Increases belt life by reducing belt elongation.





BELT WEIGHT

Omni-Pro 100 Belts (1" nominal Pitch)					
OA Belt Width		**1.6:1 Turn Radius**		**Base Belt Weight**	
inch	**mm**	**inch**	**mm**	**lb/ft**	**kg/m**
12	305	19.2	488	1.86	2.77
14	356	22.4	569	2.04	3.04
16	406	25.6	650	2.22	3.31
18	457	28.8	732	2.4	3.58
20	508	32	813	2.58	3.84
22	559	35.2	894	2.76	4.11
24	610	38.4	975	2.94	4.38
26	660	41.6	1057	3.12	4.65
28	711	44.8	1138	3.30	4.92
30	762	48	1219	3.48	5.19
32	813	51.2	1300	3.66	5.45
34	864	54.4	1382	3.84	5.72
36	914	57.6	1463	4.02	5.99
38	965	60.8	1544	4.20	6.26
40	1016	64	1626	4.38	6.53
42**	1067	67.2	1707	4.56	6.79
44**	1118	70.4	1788	4.74	7.06
46**	1168	73.6	1869	4.92	7.33
48**	1219	76.8	1951	5.10	7.60

***Recommended for Straight run only.*

Mesh Lateral Count	**16 ga.**		**17 ga.**	
	lb/ft²	**kg/m²**	**lb/ft²**	**kg/m²**
18	.55	2.7		
24	.74	3.6		
30	.93	4.6		
36	1.08	5.3	.82	4.0
42	1.26	6.2	.95	4.6
48	1.44	7.0	1.08	5.3
54	1.62	7.9	1.22	6.0

Turn Ratio:

TR = ITR ÷ BW
where ITR = Inside Turn Radius
BW = Belt Width

Turn Ratio is dimensionless. Inside Turn Radius and Belt Width must both be in same unit of measurement, either both in units of inches or both in units of millimeters.

Inside Turn Radius = (Turn Ratio) x (Belt Width)

Belt Weight = (Weight of Base Belt) + (Weight of Mesh Overlay)

Steps of Calculation:

- Determine weight of Base Belt in lb/foot or kg/meter.
- Calculate Conveying Surface and convert to units of feet or meters. (Conveying Surface = Belt Width – 2.6 inch [*66 mm*])
- Calculate sq. feet [*sq. meter*] of mesh/foot [*meter*] of belt length.
- Use the Conveying Surface and Mesh Type to determine weight of mesh in lb/foot or kg/meter.
- Add Weight of Base Belt to Weight of Mesh Overlay, lb/foot or kg/meter.

Multiply calculated value by belt length (feet or meter) for total belt weight in units of lb or kg.

BELT OPTIONS

SPECIAL SPIRALS (PATENTED)

- Available in Omni-Tough® only.
- Available in 16 ga. and 17 ga. only.
- One or more spirals on conveying surface are raised.
- Used as guard edges, lane dividers and flights.
- Maximum height 1 inch [*25.4 mm*].
- Available Options: height, spacing, location, shape, and number of lanes in belt.

Isosceles Triangle

SPROCKETS

UHMW-PE Sprockets

No. of Teeth	Overall Diameter		Pitch Diameter		Hub Width		Hub Diameter		Bore Minimum		Bore Maximum*	
	inch	mm	inch	mm	inch	mm	inch	mm	inch	mm	inch	mm
13	4.90	124.5	4.53	115.1	2.00	51.0	3.90	99.1	1.00	25.4	2.19	55.6
18	6.65	168.9	6.24	158.5	2.00	51.0	5.65	143.5	1.00	25.4	3.75	95.3
23	8.39	213.0	7.96	202.2	2.00	51.0	7.39	187.6	1.00	24.5	4.00	101.6

NOTES:

- UHMWPE material type components have a 150°F [*66°C*] maximum operating temperature.
- Maximum bore sizes listed for UHMWPE material is based on 1/2 inch [*12.7 mm*] of material above keyway.

FILLER ROLLS

- 4-3/16 inch [106 mm] diameter filler rolls recommended with #4-13 tooth sprockets
- 5-7/8 inch [149mm] diameter filler rolls recommended with #6-18 tooth sprockets
- 7-5/8 inch [193 mm] diameter filler rolls recommended with #8-23 tooth sprockets

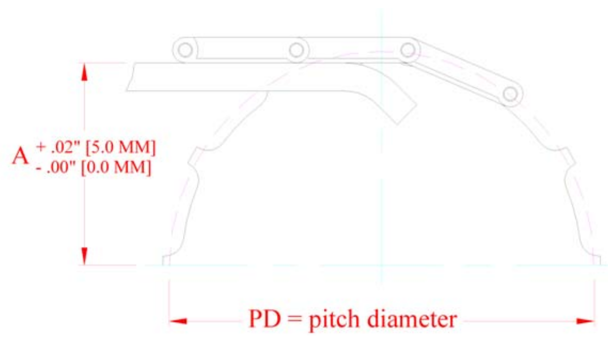
SUPPORT RAILS

As a rule support rails are required on a maximum of 18 inches apart on load side and 24 inches maximum on return side. Rollers may also be used. For light loads, support rails may be placed further apart – consult Ashworth Engineering for your particular application.

WEARSTRIP PLACEMENT

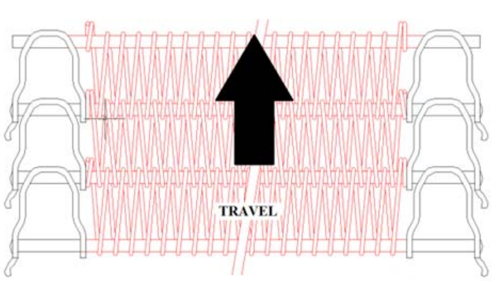
A = ½ X PD – 0.25 inch [*6.4 mm*]

- This is only a guideline; it does not take into account the influence of speed.
- At speeds above 75 ft/min [*23 m/min*] Ashworth recommends increasing the distance A and shortening the wear strips as much as one belt pitch in length. (Nominal Belt Pitch = 1.08 inches [*27.4 mm*])



ENGINEERING CALCULATIONS

FRICTION FACTORS For Stainless Belt on UHMW Rails	
Friction Factor	**Type of Product**
0.20	Cleaned, packaged
0.27	Breaded, flour based
0.30	Greasy, fried at <32°F
0.35	Sticky, glazed sugar based



CONVEYING SURFACE
Total Conveying Surface = Belt Width less 2.6 inch [*66 mm*]
Sample Calculation:

For a 36 inch wide belt
Total Conveying Surface = 36” – 2.6” = 33.4”

For a 920 mm wide belt
Total Conveying Surface = 920 – 66 = 854 mm

BELT TENSION

$T = (WLf_l + wLf_r + WH) \times C$

where	T	Belt Tension in lbs. *[kg]*
	W	Total Weight = Belt Weight + Product Weight in lbs./linear ft. *[kg/linear m]*
	L	Conveyor Length in feet *[meter]*
	w	Belt Weight in lbs./linear ft. *[kg/linear m]*
	f_l	Coefficient of Friction Between Belt and Belt Supports, Load Side *dimensionless*
	f_r	Coefficient of Friction Between Belt and Belt Supports, Return Side *dimensionless*
	H	Rise of incline Conveyor (+ if incline, - if decline) in feet *[meter]*
	C	Force Conversion Factor Imperial: 1.0 *Metric: 9.8*

Belt life is affected not only by tension, but is also affected by the speed or number of cycles it is exposed.

SYSTEM REQUIREMENTS

Cage bar spacing for Lo-tension Spiral Systems:
Ashworth recommends that cage bars have a minimum width of 1" [*25 mm*] and be spaced no more than 6" [*150 mm*] apart. Cage bars should also, have a minimum edge chamfer or radius of ¼" [*6 mm*]

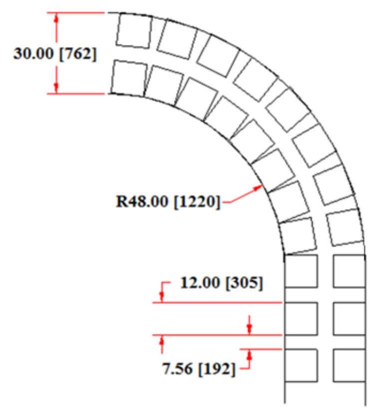
Smooth faced cage bar caps are recommended**. DO NOT use grooved, ridged or beveled cage bar caps with Omni-Pro belting.**

PRODUCT LOADING REQUIREMENTS
All Omni-Grid belts accommodate a turn by collapsing along the inside edge. Product loading must be adjusted accordingly. The allowable loading per length of belt is determined by the ratio of the inside turn radius and the radius to the tension link.

STANDARD LOADING RECOMMENDATIONS
Allowable loading per length of belt is determined by the ratio of the radius to the tension link to the inside turn radius.

Allowable Loading per length of belt = Radius to Tension Link/Inside Turn Radius
Sample Calculation:
Let BW = Belt Width = 30 inch [*762 mm*]
Let IR = Inside Turn Radius = 48 inch [*1219 mm*]

Radius to Tension Link = BW + IR
= 30 inch [*762 mm*] + 48 inch [*1219 mm*]
= 78 inch [*1981 mm*]
Allowable Loading = 78/48 = 1.63
Which means a minimum space of 63% of the product length is required between products.

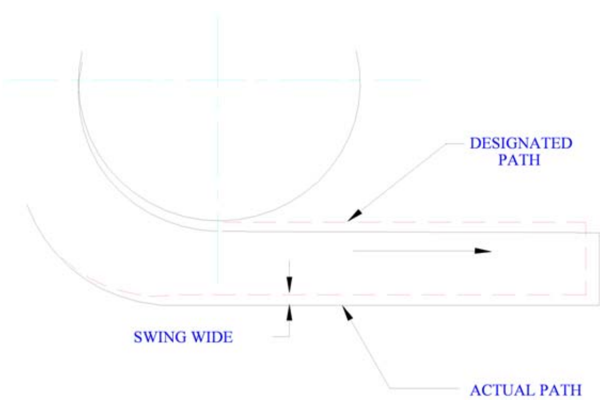


Product along inside edge moves closer together; no effect is observed on the product along outside edge. Loading: 1 in 1.63 product lengths.

SWING WIDE
The belt tends to "swing wide" as it exits the spiral cage or turn curve, following a path that is offset but parallel to the normal tangent line to the cage. This phenomena itself does no damage, but often the belt edge contacts framework that does not leave sufficient clearance for this to occur. The usual reaction of the builders or users is to restrict the path of the belt from swinging wide, typically by use of rollers or shoe guides.

Restraining the belt path can have several adverse effects on belt life:
- ♦ The belt can wear through a shoe guide, allowing the edge to snag. This will eventually cause an increase in belt tension and damage the belt edge.
- ♦ Outside edge restraints can push individual rods inward. The rods can be held in this inward position by belt tension. There is then a potential for the projecting rods to catch on the vertical cage bar capping, causing damage to the belt, damage to the cage bar capping, and high belt tension.
- ♦ If the belt is pushed into a straight tangent path, the tension carried in the outside edge of the belt is shifted to the inside edge of the belt, resulting in a pronounced tendency for one edge of the belt to lead the other.

Ashworth recommends a minimum swing wide clearance of 1 inch per foot of width [*75 mm per meter of width*] be built into all conveyors where the belt enters or exits a turn.



To Reduce Belt Tension and Wear (in Lotension Spiral Systems):
Belt tension increases as the friction between belt and support rails increases. Belt tension decreases as the tension between inside edge of the belt and cage of spiral system increases.

- Clean product debris from support rails.
- Clean ice and product debris from belt, sprockets, and filler rolls to prevent belt damage.
- Observe effect of temperature on coefficient of friction between the supports and the belt. Products may leave a slick residue at room temperature that turns into a tar-like substance as temperature decreases. At freezing temperatures, the debris may become slick again or leave a rough surface depending upon its consistency.
- Lubricate support rails to reduce friction between rails and belt.
- Clean lubricants off inside edge of the belt.
- Replace worn wear strips on supports and inside edge of turns.
- Remove weight from take-up. Use minimum weight necessary to maintain take-up loop.
- Align sprockets properly and insure that they do not walk on shaft.
- Load belt so that belt weight, product loading, friction factors, and belt path do not cause belt tension to exceed maximum allowable limit.
- Decrease belt speed.

- **Reference:** Product Technical Bulletin "Conveyor Design Guidelines".

Ashworth BV
Amsterdam, The Netherlands
Tel: +31.20.581.3220
Fax: +31.20.581.3229
Email: ashworth@ashworth.nl

Ashworth Bros., Inc.
Winchester, VA U.S.A.
Phone: 540-662-3494
Fax: 800-532-1730
Email: ashworth@ashworth.com
Website: www.ashworth.com

Ashworth Europe Ltd.
Kingswinford, United Kingdom
Tel: +44-1384-355000
Fax: +44-1384-355001
Email: ashworth.europe@ukgateway.net