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Heavy-Duty Rubber Belt
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High-Temperature Belt
PVC, RMV Belt
Profile, Rubber, & PVC Belt (Roughtop, V-Cleat, Chevron, Crescent Top, etc.)
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Food Handling Belt

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Vanner Edges
Dewatering Belt
Elevator Belts
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Impact Idlers (Rubber Cushion)
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Replacement Component Parts
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Rubber & PVC Bondable Cleats & V-Guides
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Impact Beds
Mats
Dock Bumpers
Metal Back Rubber
Rubber Boots (Sleeves)

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Urethane Sheet
Neoprene Rubber Sheet
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Cloth-Inserted (C.I.) Sheet
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Rubber Ron's Report



I had two major business trips planned for this summer. In August, I traveled east and in September planned to go to the NIBA convention in San Antonio, Texas.

My August trip included stops in Buffalo, Albany, Beacon, New Paltz, and Potsdam, New York. During my travels, I went to Habasit Globe and saw their new

PVC conveyor belt line. Their dip process for lightweight belt really speeds up production. Then, it was on to Sampla, a European belt manufacturer with a distribution center in Buffalo.

While in Buffalo, I also visited the Belt Maintenance Group. Their splice crews do monofilament, lightweight, heavyweight, and steel cable vulcanized splices around the world. Although vulcanized splicing is their core business, we discussed the benefits of the Super Screw hybrid splice. My next visit took me to Chemprene, a premium, lightweight belt manufacturer in Beacon. I toured the plant and renewed old friendships. The facility, the products, and the staff are truly outstanding.

From Beacon, I headed north through the Catskills and the Adirondack Mountains. As I drove, I saw deer and wild turkeys and magnificent lakes, rivers, and countryside. My final destination was Clarkson University in Potsdam, a nationally recognized technology university. They emphasize engineering and business management, and many of the school's graduates go into manufacturing and distribution. NIBA participates in a scholarship program there, and Clarkson also has a summer internship program, which NIBA members can tap into for some excellent summer hires and possibly future employees.

I was there to attend their Executive Education seminar on learning how to survive and thrive in today's competitive environment. Globalization and the rapid changes in technology are rewriting the rules of competition. To survive, it is critical that businesses integrate their supply chains effectively to meet rising customer expectations and declining product life cycles at a reasonable cost. I came away with a better understanding of two major but very basic issues in the pursuit of a successful business.

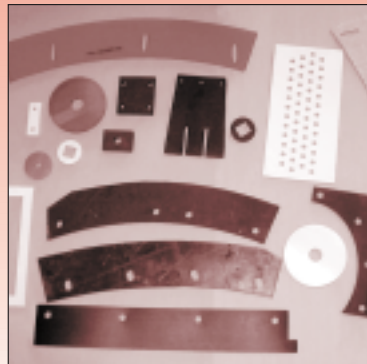
1. Communication. It is crucial to have straightforward communications up and down the supply chain. This includes

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Custom Shapes and Deflectors

R & P can typically build a custom die for you in just one day. We are capable of building dies of almost any shape and to exacting tolerances, so that each part is right for the job.

Our in-house technical staff molds, punches, shears, and vulcanizes rubber materials. They have considerable experience in rubber and plastic processing.



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the contacts between customers, employees, managers, vendors, and the transportation forwarders.

2. Inventory. Earnings and turns, just-in-time, quality, and dead stock are crucial monetary factors that you cannot ignore.

The content, facilities, professors, staff, and my fellow attendees provided an outstanding experience. Clarkson has a great program and is interested in establishing a closer relationship with NIBA. I believe it would be a terrific opportunity for our organization and members.

While my business travels started on such a positive note, they did not end so well. Sadly, in response to the tragic attacks of September 11, NIBA cancelled its annual convention in San Antonio, Texas. The outpouring of support from R & P's international customers and vendors has restored my faith in humanity. The faxes and e-mails I received demonstrate how globally connected we really are.

Despite these events, I remain optimistic that we will survive terrorism and continue to prosper in the worldwide community.

Employee Profile

From Slitters to Steelhead – Jerry E. Tramposh (Jet)

Jet started working with R & P 11 years ago. For five years, he was a slitter operator and “heavy metal” splicer. Then, it



was on to shipping and receiving. His skill in managing the warehouse and belting enabled us to set up an inventory control system and assign all belt cuts. In addition to handling the warehouse, Jerry helps with customer service. His speed in getting inventory out, along with his initials, led to his nickname, Jet.

For relaxation, Jerry plays rock-and-roll with his 17-year-old son Justin. Their band, the Retchid Famous, plays locally and can be seen on Cable Access (in Portland, Oregon) as the *Rare Jer Show*. Jet is also an avid fisherman and often supplies his fellow employees with salmon and steelhead steaks. Trout and bass don't stand a chance against him.

Jerry is currently looking for a single fisherwoman. If anyone is interested, he asks that she “please send a picture of her boat.”



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Impact Beds – Do They Really Work?

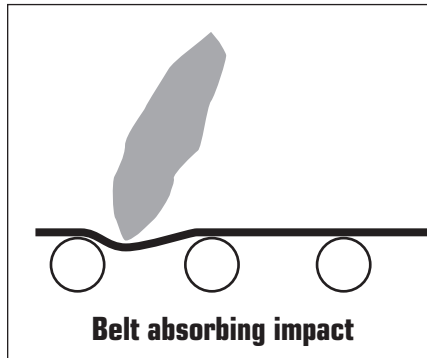
An impact bed will absorb the impact of an object falling on a conveyor belt. Unfortunately, the impact bed will not protect the conveyor belt from impact damage in most cases.

A conveyor belt absorbs impact by decelerating the impacting object over a distance and a time. The shorter the distance and the shorter the time in which the deceleration takes place, the greater the impact load on the conveyor belt.

For example, if you were to drive your car into a large soft foam block at 10 mph, and it took 10 feet and three seconds for your car to come to a stop, the impact and resulting damage to your car would probably be negligible. Now, if you run your car at 10 mph into a concrete wall in which the deceleration distance is essentially zero and the time is also zero, then the damage would be much greater.

When a conveyor belt is operated with impact idlers that have soft cushion rolls or some other means to allow the belt to deflect when impacted, then the belt is able to absorb the impact.

When using an impact bed, the belt rides on a low friction surface such as steel or plastic, with rubber or another deformable elastomer under the sliding surface. The impact force is normally spread over a large enough surface that the deflection of the sliding surface is very small, approximately 1/16 to 1/8 inch. This is compared to as much as several inches of



deflection between impact idler rolls and illustrates the primary difference between impact beds and impact rolls.

However, impact beds will protect idler rolls and conveyor frames from heavy impact. There are many instances where the impact is such that the deflection of the belt between the impact rolls and the forward motion of the belt will damage the impact troughers and at times bend the conveyor structure. These instances usually occur when large slabs slide through jaw crushers, but generally do not happen that often.

Impact beds spread out the load on the conveyor structure and eliminate the impact idlers. In some instances, damage to the belt carcass can occur. Many plants have a sacrificial belt below the primary crusher, preferring to protect the idlers and the conveyor frame at the expense of a crushed conveyor carcass.

Another benefit of impact beds is that they stabilize the belt in the skirting area, eliminating the gaps from the belt deflecting up and down between the idler rolls. This provides a better skirt seal and reduces spillage and cleanup.

Another benefit of impact beds is that they stabilize the belt in the skirting area, eliminating the gaps from the belt deflecting up and down between the idler rolls. This provides a better skirt seal and reduces spillage and cleanup.

Do impact beds work? You be the judge.

Thanks to George T. Mott, a member of NIBA's Technical Committee, for providing the content for this article.

The yellow brick road is not always smooth.
—Linda Peleg-Carson



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