



# TRU-TRAINER® DUAL LOW SPEED TRACKER



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## Important Safety Notice

*Always observe the basic rules of safety when working with any conveyor system. To avoid injury and equipment damage, be sure that all controls to the conveyor are locked out and the power source is disconnected at all times during installation.*

## Survey of Conveyor

A visual survey of the conveyor system is recommended. Look for belt contact with return roller hangers, conveyor framing and discharge chute sides.

Check lagging on drive and non-drive pulleys, lagging worn in the center will make the belt unstable and difficult to train.

Check the type of return rollers, if the rubber donut type check to make sure the center rolls are not worn out. If they are worn out the belt will be unstable and difficult to train.

Check for build-up on the return rollers and other pulleys.

Check for spillage that is built-up against the belt in the load zone or around the discharge area.

Look for any obvious structural damage to the conveyor.

Conveyor belt edge damage, may be prevented by ensuring that the conveyor is centralized at the Drive, Tail/Head Pulley and Takeup units.

ASGCO® Tru-Trainers® are best utilized when placed prior to the conveyor system's terminal points and where misalignment problems occur in intermediate sections of the belt. See Fig. 1.

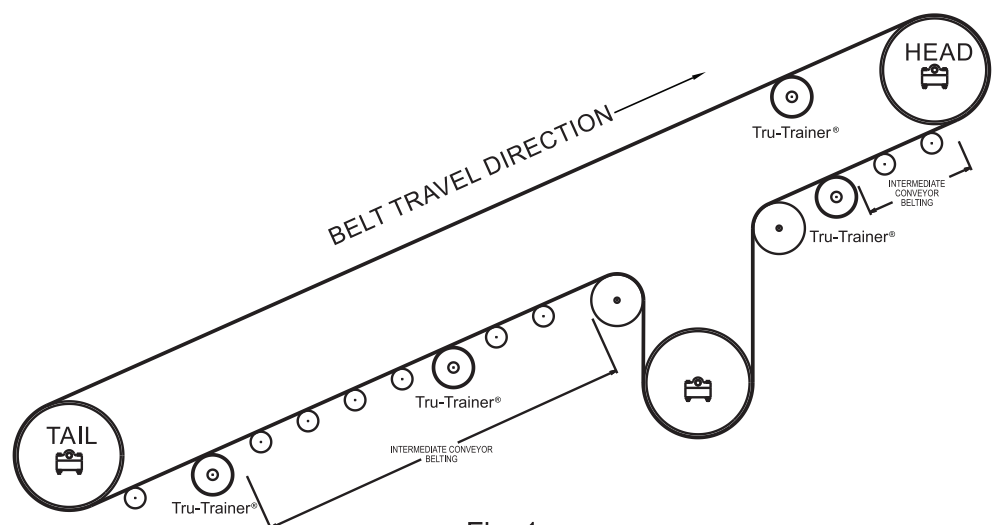


Fig. 1

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Intermediate conveyor belting is defined as the belting that runs between the terminal pulleys. Loading chutes can also be considered as terminal points.

As the angle of wrap is only  $1^{\circ}$  to  $2^{\circ}$  on intermediate conveyor return rollers there is a lot of sideways float. Tru-Trainers<sup>®</sup> can handle these situations with ease. Install a Tru-Trainer<sup>®</sup> just prior to the problem areas (area where the belt is most misaligned). If the belt is reversing then put the trainer at the center point of the misalignment.

Conveyor belting at the terminal pulleys has less sideways float as the angle of wrap is between  $90^{\circ}$  and  $220^{\circ}$ . In order to correct belt misalignment at terminal points, extra tension might be needed.

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1. After identifying the problem area, prepare to install Tru-Trainer® Dual Low speed at approximately three times the width of the belt before the problem area.
  2. Before removing the existing idler and brackets or V-Low speed frame, ensure that the Tru-Trainer® Dual Low speed will be slightly higher than the existing idlers.
  3. Ensure the tracking adjustment pin is facing the catwalk to ensure ease of access once installed.
  4. Set the distance between the inside of the plates to the recommended distance "C" as per the table, to obtain the correct tracking angle. Increase the distance "C" if more tracking adjustment is needed. Because the Dual Low speed is multi-directional, it doesn't matter which way it is installed.
  5. Use slings and chain blocks to lift the Tru-Trainer® Dual Low speed into position under the conveyor belt.
  6. Bolt the brackets onto the structure. Before tightening, ensure both brackets are knocked fully forwards or backward to ensure the brackets are perpendicular to the structure and lined up exactly opposite each other. Once completed tighten all bolts.
  7. With the slings or chain blocks, lower the belt on to the Tru-Trainer® Dual Low speed.
  8. Move the Tru-Trainer® Dual Low speed backwards and forwards with the tracking adjustment pin to check the tension. If the tension is correct, it should be difficult to move the pin backwards or forwards, this will ensure that sufficient conveyor belt tension is evenly distributed across the tracker's entire working surface.
  9. If the Tru-Trainer® Dual Low speed moves easily backwards and forwards, there is insufficient tension. Loosen the base from the bracket and move it upward using the adjusting bolt. Recheck the tension. If it is still insufficient, move up further until you achieve sufficient tension.
  10. Install the two steering rollers /bobbin rolls to miss the edges of the conveyor belt by +/-5 millimetres on each side of the centralised belt position. Set the angle of the bobbin rolls at 35 degrees.
  11. **Very Important:** Ensure the Tracker is installed in the correct direction. The bobbin rolls once installed must touch the oncoming conveyor belt first.
  12. Installation is now complete. Start the conveyor belt to test the Dual Low Speed Tracker.

### Caution – Danger! Take care

13. Test that the Tru-Trainer® Dual Low speed tracks the belt from both sides.
14. Manually de-track the belt by moving the tracking adjustment pin in one direction. When you release the pin, ...
15. ...The Tru-Trainer® Dual Low speed should automatically centre the belt. Repeat this test by moving the tracking adjustment pin in the opposite direction. If installed correctly it should centralise the belt from both sides.
16. If the Tru-Trainer® Dual Low speed remains kicked in on any one side or responds too slowly, increase the amount of tension. If the problem persists, knock existing idler brackets or frames before and after the Tru-Trainer® Dual Low speed, perpendicular and horizontally aligned to the conveyor structure.
17. Remove any other tracking devices or inverters in front of or behind the Tru-Trainer® Dual Low speed before testing the conveyor system, as they will reduce or interfere with the performance of the Tru-Trainer® Dual Low speed.
18. When installing the Tru-Trainer® Flat Low speed or Dual Low speed Tracker on a V- Low speed belt, it is necessary to install a standard flat idler prior to the Tru-Trainer® in order to flatten the belt and preferably one flat idler after the tracker.
19. **WARNING:** Do not invert the Tru-Trainer® Dual Low speed. The T-piece is not secured to the Base and will drop out of the base if inverted.
20. To install the Tru-Trainer® Dual Low speed in an inverted position, for safety precautions a hole dia 14, must be drilled in the centre of bush in the base, an M12 Bolt to be screwed into the T-Piece with loctite added, ensuring that it is not tightened to the degree that it would restrict movement of the center pivot.

