





PULLEY ASSEMBLIES

Transmin ConveyorPro is a global supplier of high-quality Conveyor pulleys, Custom designed pulleys to suit most applications, from quarry to heavy-duty mining and minerals processing.

TYPES OF PULLEYS

- Single & Dual Drive Pulleys
- Non-Drive Pulleys
- Tail Pulleys
- **High Tension Pulleys**
- Snub & Bend Pulleys

MATERIALS

- Shell & End Disc Materials - AS3678 -Grade250, Grade 350, Q345.
- Shaft Material 4140,1045, C45.42CrMo4. #45.40CrMo.
- Bearing Brands of Choice - NTN, TWB, SKF, FAG, NSK & More.
- Locking Elements MAV, RFN, TAS & Equivalent Generic
- Lagging Flexco & other brands Þ

AUSTRALIAN DESIGNED

AUSTRALIAN ENGINEERED









PULLEY CAPABILITY

Max Pulley Diameter	Up to 1650mm
Max Shell Thickness	Up to 90mm
Max Pulley Face Width	Up to 4000mm
Max Shaft Diameter	Up to 650mm
Max Shaft Length	Up to 6580mm
Bearing Brands	SKF/NTN/FAG/ TWB/ Clients Choice
Locking Elements	TAS/RFN/ MAV/Clients Choice
Lagging Types	Ceramic/DGR/ Poly/Hot or Cold Vulcanised

DESIGNED TO AS/ ISO STANDARDS

- Shafts shall be designed for infinite life in accordance with AS1403.
- High tension pulleys: Shaft material grade 4140 or equivalent shall be designed to a maximum endurance limit of 380MPa.
- Medium and low tension pulleys: Shaft material grade 1045 or equivalent shall be designed to a maximum endurance limit of 255MPa.
- All shafts shall be sized to limit the maximum angular deflection of the shaft at the centre line of the hub to 0.00145 radians (5 minutes).
- Shells shall be designed such that the maximum stress does not exceed 55MPa.

- End discs shall be designed such that the maximum stress does not exceed 50MPa.
- Bearing life shall be designed to a minimum of 75,000 L10 hours using life adjustment factors of 1.

OTHER SERVICES OFFERED

- Custom designs to suit specific application.
- Designs performed on latest pulley programmes.
- Drive shaft Over hung load checks.
- Design checks for new pulley upgrades.
- Refurbish existing pulleys to give them new life.
- Packed on custom built packing frames to avoid brinelling to bearings while transport.

HEAD OFFICE

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