

Belzona 2211 gets the trailer back to work.

ID: 9374

Industry: *Transport*

Customer Location: *Oklahoma*

Application: *SHM-Solids Handling Machinery*

Application Date: *April 2024*

Substrate: *Rubber*

Products: *Belzona 2211 (MP Hi-Build Elastomer), Belzona 2911 (Elastomer QD Conditioner), Accessories*

Problem

A tear had formed on the conveyor belt on the gravel hauling trailer.



Original condition of the belt showing the large area of damage.



Lifting the torn flap of the conveyor belt to show the extent of the damage.



Top layer removed, Belzona 9341 reinforcement sheet pre-cut, border taped off, and Belzona 2911 QD conditioner applied.



Belzona 2211 application completed.

Application Situation

The customer was losing \$1200 USD per day by not being able to operate this trailer. This belt design incorporates an attached chain on either side of the belt, so replacing the belt would require a lengthy process of disassembling quite a bit of the trailer just to get to the belt, plus the cost of replacement. In the past, other alternatives such as stitching had not proved successful.

Application Method

All loose rubber was removed, and an area on either side of the tear had the top layer of the belt delaminated to accommodate the Belzona 2211 application and not interfere with the scraper. The exposed surface was cleaned and roughened using a grinder and stiff wire wheel leaving the exposed fabric and rubber rough. The Belzona 2911 QD conditioner was applied and allowed to dry as per the IFU before the Belzona 2211 and Belzona 9341 reinforcement sheet was applied. The duct tape was placed around the edges to achieve a clean application, and was removed as soon as the material was applied.

Belzona Facts

Only one 550 gm unit of Belzona 2211 was used leaving the customer an extra one for any future applications. The application was completed in roughly two hours, and the trailer will be able to return to service within the following 36 hours. Alternative repair

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FS 695214
ISO 14001:2015
EMS 695213

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options would have left the trailer unusable for at least a week or more, and the labor time for the alternative repair options would have been well over a hundred hours instead of only two. The savings from using Belzona on an application of this nature are huge.

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