



The mounting assembly is the interface between drum shell and tire, providing critical support to the drum during rotation. While FEECO utilizes the floating tire mounting assembly, we can assist in the assessment and maintenance of all mount types.

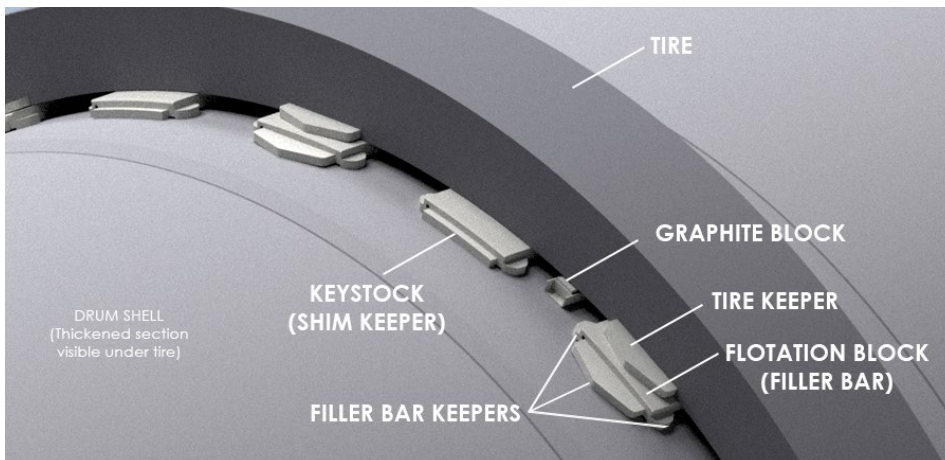


Diagram of the FEECO Floating Tire Mount Design

The following services are designed to keep tires and mounting assemblies in optimal condition.

RESHIM

Shims restore the tire-to-shell interface for proper support as filler bars/flotation blocks experience normal wear and tear. Floating tires generally require reshimming every 3-7 years, with typically two reshims before a remount is required. When done early and correctly, reshimming can extend the life of the tire and avoid more intensive repairs.

MAXIMIZE TIRE LIFE

KEY MILESTONES

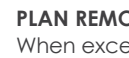


PLAN RESHIM:

When tire creep reaches 1/2", order a shim kit. When creep reaches 3/4", plan to reshim at the next outage.



SEVERE WEAR
OR DAMAGE



PLAN REMOUNT:

When excessive wear or damage occurs, order a complete tire remounting kit and plan a remount for the next available outage.



CRACKS OR
DAMAGE



PLAN REPLACEMENT:

When tire cracks or damage occur, order a new tire and mounting kit. Plan for replacement.

SIGNS THAT TIRE RESHIMMING IS NEEDED

The need for reshimming is indicated by excessive tire creep (migration of the tire around the drum during rotation). FEECO recommends ordering a shim kit to have on hand when tire creep (on an operating/hot drum) reaches 1/2" per revolution. When creep reaches 3/4", a remount should be planned for the next available outage.

REMOUNTS & UPGRADES

When filler bars become worn to the point that reshimming is no longer effective, the tire should be remounted. This process, which typically occurs around 10-15 years after installation, entails the complete replacement of all mounting hardware, cleaning and repair of the underlying drum shell (if needed), and repositioning and alignment of the tire.

SIGNS THAT TIRE REMOUNTING IS NEEDED

Indications that a remount is necessary may include:

- Tire creep or migration beyond float limits
- Presence of axial runout
- Running (hot) gap is too big to keep shims in place
- Wear on side keepers
- Visible scoring, pitting, or wear on the tire bore or shell
- Excessively worn flotation blocks
- Floating block riding on top of the small keepers, due to a large gap



Filler bar beginning to ride up on keeper (at left). Excessive gap also present

Rotary drums utilizing an outdated mounting style should be upgraded to the floating tire mount, which offers improved performance and longevity for all components and also reduces the safety risks associated with hardware failure in older-style mounting systems.

REPLACEMENT

Tire service life is highly dependent on operating conditions, but is generally 25+ years. However, once the tire experiences damage, cracks, severe wear, or is less than 90% of its original thickness; tire replacement and new mounting hardware are required. Due to the lead time on tires, replacement must be planned well in advance.



The FEECO Customer Service Team has **over 75 years** of experience in keeping rotary drums running in optimal condition. We can inspect, diagnose, and repair any issues your drum may be exhibiting in the tire and beyond, helping you to prolong equipment service life, keep maintenance costs under control, and minimize unnecessary downtime. In addition to the tire services mentioned here, our team can also restore tires and trunnions to like-new conditioning through grinding (resurfacing). Contact us today to learn more!

CAN TIRE CRACKS BE REPAIRED?

Cracks can be temporarily fixed through highly skilled welding repair with eutectic materials, but will also require replacement.