



**2023 CEMA ANNUAL MEETING
BULK HANDLING SECTION MEETING**

The Scottsdale Resort at McCormick Ranch, Scottsdale, AZ
Monday, March 13, 2023

MINUTES

1. Call to order.
Johnny Wheat, 4B Components Ltd.; Acting Chair, called the meeting to order at 10:30 am.
2. Attendance and Introductions – Roll call attached.
3. Approval of Minutes of September 21, 2022 – Minutes were approved.
4. Current Business Conditions, Labor Situation, and Outlook – Updates
Several in attendance noted that they had not seen the surveys or were not able to respond to the surveys. Staff will review the distribution and how to improve the survey.
5. Committee/Sections Reports
 - a) **Jt. Screw Conveyor/Bucket Elevators Section**
 - 'CEMA Bucket Elevator - Book Best Practices in Design' Chapter 4 Final Review – A conference call will be held in April with the subcommittee members to keep this item moving forward.
 - CEMA Guide No. 354 "Bucket Elevator Installation, Operation, and Maintenance Guide" – The document is about 70% complete. The subcommittee will continue working during the 2023 CEMA Engineering Conference.
 - Bucket Elevator Drive Arrangements – The subcommittee needs more models or inputs of how manufacturers mount their drive equipment. Two (2) companies agreed to provide some drawings about their drive arrangements.
 - Bucket Elevator Explosive or Flammable Material and Additional Topics – A subcommittee was created to work on this topic and create a draft as a starting point.
 - ANSI/CEMA Standard No. 300 "Screw Conveyor Dimensional Standards" Tables Review – The subcommittee is working on a survey to request data from the manufacturers. The document is about 80% complete. They hope to have a rough draft document ready before the 2023 CEMA Fall Meeting.
 - En-Masse/Drag Conveyors Guide – A subcommittee was created to work on this topic. The first task will be to set the scope before handing it to the engineers.
 - CEMA Bucket Elevator Book – 2nd Edition – Naylu Garces, CEMA; presented some changes needed to other chapters in the book she has been working on what will



be best suited for the second edition of this publication. This will be discussed during the same conference call to discuss the updates about Chapter 4.

b) Conveyor Chain and Sprocket Section

- Chain and Sprocket Lubrication Recommendation White Paper – The section reviewed the draft and had some recommendations to be added to the white paper. Those recommendations will be sent to the author of the white paper.
- Calculating rated working load best practices, AUS, and other chain standard calculations – CEMA Needs to develop the work first to grant permission by ASME to use their information. The subcommittee continues working on this project, they will present a draft at the upcoming 2023 CEMA Engineering Conference.

6. Section Membership

It was reported that there were 129 manufacturing members, 25 technical members, and 6 system integrator members for a total of 160 CEMA members. This includes 136 members from the USA, 14 from Canada, 3 from Mexico, and 7 from South America

7. Old business

- a) **CEMA Guide 01 (2023) “CEMA’s System Mistracking Allowance Guide”** (Former “Belt Tracking Discussion and Comparison of CEMA and ISO Belt Tracking Allowances” Topic) – Updates

ARPM sent a letter to CEMA and the chair of the subcommittee explaining the belt training specifications in their publication (ARPM IP-1 Conveyor Belt Handbook): *“When the belt is running on a correctly aligned conveyor and loaded centrally, the movement of the belt should not deviate from the central track by more than +/- 40 mm (1-9/16 in) for a belt width up to including 800 mm (32 in), or by more than +/- 5% (+/- 75 mm (3 in) max.) of the belt width for widths over 800 mm (32 in), according to ISO standards (ISO 22721, ISO 14890, and ISO 15236-1)”*.

ARPM requested that CEMA follows the recommendations of their document. The subcommittee agreed to review the document and offer their feedback to this section and ARPM. The subcommittee was considering adding tolerances based on using CEMA standard components and then referencing the ISO tolerances.

It was mentioned that the CEMA Guide 01 was created to focus on the overall system misalignment instead of on individual components. The tolerances in the guide are intended to communicate expectations to both the design engineer and the installation and maintenance personnel for a conveyor system utilizing standard CEMA components.



The subcommittee agreed that it would be wise to match the ISO standard where possible. However, due to conflicts with CEMA standard components, they could not accept the ISO standard in its entirety.

The CEMA Guide 01 was sent to the CEMA's Official Representatives and it was approved in February 2023, the document is ready to be published on CEMA's website.

Additionally, a formal response will be sent to ARPM representatives, and a copy of the CEMA Guide 01 for their review and comments.

8. New Business

a) **CEMA Committees Reports**

It was requested that starting at the next meeting (Fall Meeting), a report should be added to this section and the Unit Handling Section regarding the activities/items that are being discussed/developed in the CEMA Engineering Committees to make the CEMA Product Sections aware about it and allow them to be involved in it. A specific request was made that the report include the Bulk Belt Systems and Emerging Technologies Committee.

b) **New Topic for the speaker for the upcoming Fall Meeting**

Following up on the panel discussion for Saturday, it was mentioned that everyone is dealing with the labor issues: getting and even more, keeping talent, especially skilled technical talent.

One of the ways to bring talent is having international operations and hiring them into an overseas division, then transferring them into the US, then having 7 years (with extensions) before they can apply for a green card and go to other employers.

Based on this, it was asked if it would be interesting to hear from immigration attorneys/experts about this topic and the consensus was yes.

9. Next Meeting – September 20, 2023, at Hilton Chicago O'Hare Airport, Chicago, IL.

10. Meeting was adjourned at 11:27 am

Johnny Wheat, Acting Chair

