Pronamic® H2 multilayer tires and grinding plates

for Raw Material, OPC/Clinker/Slag, Coal

Pronamic® H2 multilayer tires and grinding plates are extremely wear-resistant grinding parts that are manufactured using proprietary technologies, materials and procedures. *Pronamic*® H2 multilayer tires and grinding plates are composite elements. The composite is made out of a tough structural steel and successive welded-on layers, including intermediate transition layers and wear-resisting layers.

Applications

Pronamic® H2 multilayer tires and grinding plates are designed for extremely abrasive applications under compression (three body abrasion).

Pronamic® H2 multilayer tires and grinding plates should be chosen where *Pronamic*® H1 may not provide sufficiently long service life.

Restriction*: Pronamic*® H2 multilayer tires and grinding plates should not be used for metal-to-metal contact or impact loading.

Variants

***Pronamic*® Variant**	**Usage**
Pronamic® H2 multilayer - **Raw**	Cement raw mill applications
Pronamic® H2 multilayer - **OPC/Cement/Slag**	OPC and composite cements, blast furnace slag, slag cements and fly ash containing mixes
Pronamic® H2 multilayer - **Coal**	Hard coal, lignite, anthracite and pet coke

Note: The variant must be specified when ordering.

Physical and chemical properties

Pronamic® H2 multilayer grinding parts have outer abrasion-resistant layers. The layers consist of narrow weld beads in the as-welded state, with a dispersion of fine stress-relief cracks (“check cracks”). The layers contain primary chromium, niobium, molybdenum, tungsten and vanadium carbides and comply with specification standard EN 14700, type T Z Fe16.

Chemical analysis (wt. %)									
C	**Si**	**Mn**	**Cr**	**Mo**	**W**	**V**	**Nb**	**B**	**Fe**
4.5 - 6.0	1.5 max.	1.0 max.	19.0 - 29.0	7.0 max.	3.0 max.	12.0 max.	7.0 max.	0.05 max.	Bal.

Hardness	
61 – 67	HRc

Resurfacing/refurbishing

Pronamic® H2 multilayer tires and grinding plates can be resurfaced/refurbished with *Pronamic*® wires and procedures. For continued use, the original weld hardface must not be fully worn prior to hardfacing.