PULSAFEEDER®
ENGINEERED PRODUCTS

Safety Data Sheet

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Pulsalube #8 GS Ultra Synthetic Gear Oil

SECTION 1: Identification

Product Identifier **Syncon® EP Plus Gear Oil**

Other means of identification
Phillips 66 Syncon® EP Plus Gear Oil 150
Phillips 66 Syncon® EP Plus Gear Oil 220
Phillips 66 Syncon® EP Plus Gear Oil 320
Phillips 66 Syncon® EP Plus Gear Oil 460
Phillips 66 Syncon® EP Plus Gear Oil 680

SDS Number **LBPH778853**
Relevant identified uses Gear Lubricant
Uses advised against All others
24 Hour Emergency Phone Number CHEMTREC 1-800-424-9300
CHEMTREC Mexico 01-800-681-9531

Manufacturer/Supplier
Phillips 66 Lubricants
P.O. Box 4428
Houston, TX 77210

SDS Information
Phone: 800-762-0942
Email: SDS@P66.com
URL: www.Phillips66.com

Customer Service
U.S.: 800-368-7128 or International: 1-832-765-2500
Technical Information
1-877-445-9198

SECTION 2: Hazard identification

Classified Hazards

This material is not hazardous under the criteria of the Federal OSHA Hazard Communication Standard 29CFR 1910.1200.

Hazards Not Otherwise Classified (HNOC)

PHNOC: None known

HHNOC: None known

Label Elements

No classified hazards

SECTION 3: Composition/information on ingredients

Chemical Name	CASRN	Concentration[1]
Synthetic Lubricant Base Oil	VARIOUS	98

[1] All concentrations are percent by weight unless ingredient is a gas. Gas concentrations are in percent by volume.

SECTION 4: First aid measures

Eye Contact: If irritation or redness develops from exposure, flush eyes with clean water. If symptoms persist, seek medical attention.

Skin Contact: Remove contaminated shoes and clothing and cleanse affected area(s) thoroughly by washing with mild soap and water or a waterless hand cleaner. If irritation or redness develops and persists, seek medical attention.

Inhalation: First aid is not normally required. If breathing difficulties develop, move victim away from source of exposure and into fresh air in a position comfortable for breathing. Seek immediate medical attention.

Ingestion: First aid is not normally required; however, if swallowed and symptoms develop, seek medical attention.

Most important symptoms and effects, both acute and delayed: Prolonged or repeated contact may dry skin and cause irritation. Inhalation of oil mists or vapors generated at elevated temperatures may cause respiratory irritation. Accidental ingestion can result in minor irritation of the digestive tract, nausea and diarrhea.

Notes to Physician: Acute aspirations of large amounts of oil-laden material may produce a serious aspiration pneumonia. Patients who aspirate these oils should be followed for the development of long-term sequelae. Inhalation exposure to oil mists below current workplace exposure limits is unlikely to cause pulmonary abnormalities.

SECTION 5: Firefighting measures

NFPA 704 Hazard Class

Health: 0 **Flammability:** 1 **Instability:** 0

0 (Minimal)
1 (Slight)
2 (Moderate)
3 (Serious)
4 (Severe)

Extinguishing Media: Dry chemical, carbon dioxide, foam, or water spray is recommended. Water or foam may cause frothing of materials heated above 212°F / 100°C. Carbon dioxide can displace oxygen. Use caution when applying carbon dioxide in confined spaces. Simultaneous use of foam and water on the same surface is to be avoided as water destroys the foam.

Specific hazards arising from the chemical

Unusual Fire & Explosion Hazards: This material may burn, but will not ignite readily. If container is not properly cooled, it can rupture in the heat of a fire.

Hazardous Combustion Products: Combustion may yield smoke, carbon monoxide, and other products of incomplete combustion. Oxides of sulfur, nitrogen or phosphorus may also be formed.

Special protective actions for firefighters: For fires beyond the initial stage, emergency responders in the immediate hazard area should wear protective clothing. When the potential chemical hazard is unknown, in enclosed or confined spaces, a self contained breathing apparatus should be worn. In addition, wear other appropriate protective equipment as conditions warrant (see Section 8).

Isolate the hazard area and deny entry to unnecessary and unprotected personnel Stop spill/release if it can be done safely. Move undamaged containers from immediate hazard area if it can be done safely Water spray may be useful in minimizing or dispersing vapors and to protect personnel. Cool equipment exposed to fire with water, if it can be done safely. Avoid spreading burning liquid with water used for cooling purposes.

See Section 9 for Flammable Properties including Flash Point and Flammable (Explosive) Limits

SECTION 6: Accidental release measures

Personal precautions, protective equipment and emergency procedures: This material may burn, but will not ignite readily. Keep all sources of ignition away from spill/release. Stay upwind and away from spill/release. Avoid direct contact with material. For large spillages, notify persons down wind of the spill/release, isolate immediate hazard area and keep unauthorized personnel out. Wear appropriate protective equipment, including respiratory protection, as conditions warrant (see Section 8). See Sections 2 and 7 for additional information on hazards and precautionary measures.

Environmental Precautions: Stop and contain spill/release if it can be done safely. Prevent spilled material from entering sewers, storm drains, other unauthorized drainage systems, and natural waterways. Use water sparingly to minimize environmental contamination and reduce disposal requirements. If spill occurs on water notify appropriate authorities and advise shipping of any hazard. Spills into or upon navigable waters, the contiguous zone, or adjoining shorelines that cause a sheen or discoloration on

the surface of the water, may require notification of the National Response Center (phone number 800-424-8802).

Methods and material for containment and cleaning up: Notify relevant authorities in accordance with all applicable regulations. Immediate cleanup of any spill is recommended. Dike far ahead of spill for later recovery or disposal. Absorb spill with inert material such as sand or vermiculite, and place in suitable container for disposal. If spilled on water remove with appropriate methods (e.g. skimming, booms or absorbents). In case of soil contamination, remove contaminated soil for remediation or disposal, in accordance with local regulations.

Recommended measures are based on the most likely spillage scenarios for this material; however local conditions and regulations may influence or limit the choice of appropriate actions to be taken. See Section 13 for information on appropriate disposal.

SECTION 7: Handling and storage

Precautions for safe handling: Keep away from flames and hot surfaces. Wash thoroughly after handling. Use good personal hygiene practices and wear appropriate personal protective equipment (see section 8). Spills will produce very slippery surfaces. Do not enter confined spaces such as tanks or pits without following proper entry procedures such as ASTM D-4276 and 29CFR 1910.146. Do not wear contaminated clothing or shoes.

Conditions for safe storage: Keep container(s) tightly closed and properly labeled. Use and store this material in cool, dry, well-ventilated area away from heat and all sources of ignition. Store only in approved containers. Keep away from any incompatible material (see Section 10). Protect container(s) against physical damage.

"Empty" containers retain residue and may be dangerous. Do not pressurize, cut, weld, braze, solder, drill, grind, or expose such containers to heat, flame, sparks, or other sources of ignition. They may explode and cause injury or death. "Empty" drums should be completely drained, properly bunged, and promptly shipped to the supplier or a drum reconditioner. All containers should be disposed of in an environmentally safe manner and in accordance with governmental regulations. Before working on or in tanks which contain or have contained this material, refer to OSHA regulations, ANSI Z49.1, and other references pertaining to cleaning, repairing, welding, or other contemplated operations.

SECTION 8: Exposure controls/personal protection

Chemical Name	ACGIH	OSHA	Phillips 66
Synthetic Lubricant Base Oil	---	---	TWA: 5 mg/m^3 STEL: 10 mg/m^3 as Oil Mist, if Generated

Note: State, local or other agencies or advisory groups may have established more stringent limits. Consult an industrial hygienist or similar professional, or your local agencies, for further information.

Engineering controls: If current ventilation practices are not adequate to maintain airborne concentrations below the established exposure limits, additional engineering controls may be required.

Eye/Face Protection: The use of eye/face protection is not normally required; however, good industrial hygiene practice suggests the use of eye protection that meets or exceeds ANSI Z.87.1 whenever working with chemicals.

Skin/Hand Protection: The use of skin protection is not normally required; however, good industrial hygiene practice suggests the use of gloves or other appropriate skin protection whenever working with chemicals. Suggested protective materials: Nitrile

Respiratory Protection: Where there is potential for airborne exposure above the exposure limit a NIOSH certified air purifying respirator equipped with R or P95 filters may be used.

A respiratory protection program that meets or is equivalent to OSHA 29 CFR 1910.134 and ANSI Z88.2 should be followed whenever workplace conditions warrant a respirator's use. Air purifying respirators provide limited protection and cannot be used in atmospheres that exceed the maximum use concentration (as directed by regulation or the manufacturer's instructions), in oxygen deficient (less than 19.5 percent oxygen) situations, or under conditions that are immediately dangerous to life and health (IDLH).

Suggestions provided in this section for exposure control and specific types of protective equipment are based on readily

available information. Users should consult with the specific manufacturer to confirm the performance of their protective equipment. Specific situations may require consultation with industrial hygiene, safety, or engineering professionals.

SECTION 9: Physical and chemical properties

Note: Unless otherwise stated, values are determined at 20°C (68°F) and 760 mm Hg (1 atm). Data represent typical values and are not intended to be specifications.

Appearance: Amber, Transparent
Physical Form: Liquid
Odor: Petroleum

Flash Point: > 469 °F / > 243 °C
Test Method: Cleveland Open Cup (COC), ASTM D92
Initial Boiling Point/Range: No data

Odor Threshold: No data
pH: Not applicable
Vapor Density (air=1): >1
Upper Explosive Limits (vol % in air): No data
Lower Explosive Limits (vol % in air): No data
Evaporation Rate (nBuAc=1): No data
Particle Size: Not applicable
Percent Volatile: No data
Flammability (solid, gas): Not applicable
Solubility in Water: Negligible

Vapor Pressure: No data
Partition Coefficient (n-octanol/water) (Kow): No data
Melting/Freezing Point: No data
Auto-ignition Temperature: No data
Decomposition Temperature: No data
Specific Gravity (water=1): 0.84 - 0.89 @ 68ºF (20ºC)
Bulk Density: 7.0-7.3 lbs/gal
Viscosity: 17 - 73 cSt @ 100°C; 139 - 740 cSt @ 40°C
Pour Point: < -43 °F / < -42 °C

SECTION 10: Stability and reactivity

Reactivity: Not chemically reactive.

Chemical stability: Stable under normal ambient and anticipated conditions of use.

Possibility of hazardous reactions: Hazardous reactions not anticipated.

Conditions to avoid: Extended exposure to high temperatures can cause decomposition. Avoid all possible sources of ignition.

Incompatible materials: Avoid contact with strong oxidizing agents and strong reducing agents.

Hazardous decomposition products: Not anticipated under normal conditions of use.

SECTION 11: Toxicological information

Information on Toxicological Effects

Substance / Mixture

Acute Toxicity	Hazard	Additional Information	LC50/LD50 Data
Inhalation	Unlikely to be harmful		>5 mg/L (mist, estimated)
Dermal	Unlikely to be harmful		> 2 g/kg (estimated)
Oral	Unlikely to be harmful		> 5 g/kg (estimated)

Aspiration Hazard: Not expected to be an aspiration hazard.

Skin Corrosion/Irritation: Not expected to be irritating. Repeated exposure may cause skin dryness or cracking.

Serious Eye Damage/Irritation: Not expected to be irritating.

Skin Sensitization: No information available on the mixture, however none of the components have been classified for skin sensitization (or are below the concentration threshold for classification).

Respiratory Sensitization: No information available.

Specific Target Organ Toxicity (Single Exposure): No information available on the mixture, however none of the components have been classified for target organ toxicity (or are below the concentration threshold for classification).

Specific Target Organ Toxicity (Repeated Exposure): No information available on the mixture, however none of the components have been classified for target organ toxicity (or are below the concentration threshold for classification).

Carcinogenicity: No information available on the mixture, however none of the components have been classified for carcinogenicity (or are below the concentration threshold for classification).

Germ Cell Mutagenicity: No information available on the mixture, however none of the components have been classified for germ cell mutagenicity (or are below the concentration threshold for classification).

Reproductive Toxicity: No information available on the mixture, however none of the components have been classified for reproductive toxicity (or are below the concentration threshold for classification

SECTION 12: Ecological information

GHS Classification:
No classified hazards

Toxicity: Experimental studies with rainbow trout, daphnia, and fresh water algae indicate that synthetic base oils are not expected to be harmful to aquatic organisms.

Persistence and Degradability: Synthetic base oils are not considered to be readily biodegradable but may be inherently biodegradable. They are expected to completely biodegrade over extended periods of time.

Bioaccumulative Potential: Not expected to bioaccumulate.

Mobility in Soil: Volatilization to air is not expected to be a significant fate process due to the low vapor pressure of this material. In water, this material will float and spread over the surface at a rate dependent upon viscosity. The main fate process is expected to be slow biodegradation of individual components in soil and sediment.

Other adverse effects: None anticipated.

SECTION 13: Disposal considerations

The generator of a waste is always responsible for making proper hazardous waste determinations and needs to consider state and local requirements in addition to federal regulations. This material, if discarded as produced, would not be a federally regulated RCRA "listed" hazardous waste and is not believed to exhibit characteristics of hazardous waste. See Sections 7 and 8 for information on handling, storage and personal protection and Section 9 for physical/chemical properties. It is possible that the material as produced contains constituents which are not required to be listed in the SDS but could affect the hazardous waste determination. Additionally, use which results in chemical or physical change of this material could subject it to regulation as a hazardous waste.This material under most intended uses would become "Used Oil" due to contamination by physical or chemical impurities. Whenever possible, Recycle used oil in accordance with applicable federal and state or local regulations. Container contents should be completely used and containers should be emptied prior to discard.

SECTION 14: Transport information

U.S. Department of Transportation (DOT)
UN Number: Not regulated
UN proper shipping name: None
Transport hazard class(es): None
Packing Group: None

Environmental Hazards: This product does not meet the DOT/UN/IMDG/IMO criteria of a marine pollutant
Special precautions for user: If shipped by land in a packaging having a capacity of 3,500 gallons or more, the provisions of 49 CFR, Part 130 apply. (Contains oil)
Transport in bulk according to Annex II of MARPOL 73/78 and the IBC Code: Not applicable

CERCLA/SARA - Section 302 Extremely Hazardous Substances and TPQs (in pounds):

SECTION 15: Regulatory information

This material does not contain any chemicals subject to the reporting requirements of SARA 302 and 40 CFR 372.

CERCLA/SARA - Section 311/312 (Title III Hazard Categories)

Acute Health Hazard:	No
Chronic Health Hazard:	No
Fire Hazard:	No
Pressure Hazard:	No
Reactive Hazard:	No

CERCLA/SARA - Section 313 and 40 CFR 372:
This material does not contain any chemicals subject to the reporting requirements of SARA 313 and 40 CFR 372.

EPA (CERCLA) Reportable Quantity (in pounds):
This material does not contain any chemicals with CERCLA Reportable Quantities.

California Proposition 65:
This material does not contain any chemicals which are known to the State of California to cause cancer, birth defects or other reproductive harm at concentrations that trigger the warning requirements of California Proposition 65.

International Hazard Classification

Canada:
This product has been classified in accordance with the hazard criteria of the Hazardous Products Regulations (SOR/2015-17) and the SDS contains all the information required by the Regulations.

International Inventories
All components are either listed on the US TSCA Inventory, or are not regulated under TSCA.
All components are either on the DSL, or are exempt from DSL listing requirements.

U.S. Export Control Classification Number: EAR99

SECTION 16: Other information

Issue Date:	Previous Issue Date:	SDS Number	Status:
22-Jun-2016	12-Apr-2016	LBPH778853	FINAL

Revised Sections or Basis for Revision:
New SDS

Guide to Abbreviations:
ACGIH = American Conference of Governmental Industrial Hygienists; CASRN = Chemical Abstracts Service Registry Number; CEILING = Ceiling Limit (15 minutes); CERCLA = The Comprehensive Environmental Response, Compensation, and Liability Act; EPA = Environmental Protection Agency; GHS = Globally Harmonized System; IARC = International Agency for Research on Cancer; INSHT = National Institute for Health and Safety at Work; IOPC = International Oil Pollution Compensation; LEL = Lower Explosive Limit; NE = Not Established; NFPA = National Fire Protection Association; NTP = National Toxicology Program; OSHA = Occupational Safety and Health Administration; PEL = Permissible Exposure

Limit (OSHA); SARA = Superfund Amendments and Reauthorization Act; STEL = Short Term Exposure Limit (15 minutes); TLV = Threshold Limit Value (ACGIH); TWA = Time Weighted Average (8 hours); UEL = Upper Explosive Limit; WHMIS = Worker Hazardous Materials Information System (Canada)

Disclaimer of Expressed and implied Warranties:

The information presented in this Safety Data Sheet is based on data believed to be accurate as of the date this Safety Data Sheet was prepared. HOWEVER, NO WARRANTY OF MERCHANTABILITY, FITNESS FOR ANY PARTICULAR PURPOSE, OR ANY OTHER WARRANTY IS EXPRESSED OR IS TO BE IMPLIED REGARDING THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED ABOVE, THE RESULTS TO BE OBTAINED FROM THE USE OF THIS INFORMATION OR THE PRODUCT, THE SAFETY OF THIS PRODUCT, OR THE HAZARDS RELATED TO ITS USE. No responsibility is assumed for any damage or injury resulting from abnormal use or from any failure to adhere to recommended practices. The information provided above, and the product, are furnished on the condition that the person receiving them shall make their own determination as to the suitability of the product for their particular purpose and on the condition that they assume the risk of their use. In addition, no authorization is given nor implied to practice any patented invention without a license.

Revision Date: 22-Jun-2016

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PULSAFEEDER®
ENGINEERED PRODUCTS

Safety Data Sheet

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PULSALube Premium 9M Eccentric & Gear Oil

SECTION 1 PRODUCT AND COMPANY IDENTIFICATION

PRODUCT

Product Name: **MOBIL 600 W SUPER CYLINDER OIL**
Product Description: Base Oil and Additives
Product Code: 20156050D010, 601211-80
Intended Use: Cylinder oil

COMPANY IDENTIFICATION

Supplier: **East Coast Lubes Pty Ltd (Queensland and Northern Territory)**
A.B.N. 37 117 203 611
Cnr North and Mort Streets
Toowoomba, Queensland 4350 Australia

24 Hour Emergency Telephone 1300 131 001
Supplier General Contact 1800 069 019

Supplier: **Southern Cross Lubes (Victoria and Tasmania)**
58-66 Ajax Road
Altona, Victoria 3018, Australia

24 Hour Emergency Telephone 1300 131 001
Product Technical Information
Supplier General Contact 1300 466 245
1300 552 861

Supplier: **Perkal Pty Ltd Trading as Statewide Oil (Western Australia)**
A.B.N. 43 009 283 363
14 Beete Street
Welshpool, Western Australia 6106 Australia

24 Hour Emergency Telephone (8:00am to 4:30pm Mon to Fri) 1300 919 904
Product Technical Information
Supplier General Contact (08) 9350 6777
(08) 9350 6777

Supplier: **Perkal Pty Ltd Trading as Statewide Oil (South Australia)**
A.B.N. 43 009 283 363
6-10 Streiff Rd
Wingfield, South Australia 5013 Australia

24 Hour Emergency Telephone (8:00am to 4:30pm Mon to Fri) 1300 919 904
Product Technical Information
Supplier General Contact (08) 8359 8995
(08) 8359 8995

SECTION 2 HAZARDS IDENTIFICATION

This material is not hazardous according to regulatory guidelines (see (M)SDS Section 15).

Other hazard information:

Physical / Chemical Hazards:
No significant hazards.

Health Hazards:
Excessive exposure may result in eye, skin, or respiratory irritation.

Environmental Hazards:
No significant hazards.

NOTE: This material should not be used for any other purpose than the intended use in Section 1 without expert advice. Health studies have shown that chemical exposure may cause potential human health risks which may vary from person to person.

SECTION 3 COMPOSITION / INFORMATION ON INGREDIENTS

This material is defined as a mixture.

No Reportable Hazardous Substance(s) or Complex Substance(s).
Other ingredients determined not to be hazardous up to 100%.

SECTION 4 FIRST AID MEASURES

INHALATION
Remove from further exposure. For those providing assistance, avoid exposure to yourself or others. Use adequate respiratory protection. If respiratory irritation, dizziness, nausea, or unconsciousness occurs, seek immediate medical assistance. If breathing has stopped, assist ventilation with a mechanical device or use mouth-to-mouth resuscitation.

SKIN CONTACT
Wash contact areas with soap and water.

EYE CONTACT
Flush thoroughly with water. If irritation occurs, get medical assistance.

INGESTION
First aid is normally not required. Seek medical attention if discomfort occurs.

NOTE TO PHYSICIAN
None

SECTION 5 FIRE FIGHTING MEASURES

EXTINGUISHING MEDIA

Appropriate Extinguishing Media: Use water fog, foam, dry chemical or carbon dioxide (CO2) to extinguish flames.

Inappropriate Extinguishing Media: Straight streams of water

FIRE FIGHTING

Fire Fighting Instructions: Evacuate area. Prevent run-off from fire control or dilution from entering streams, sewers or drinking water supply. Fire-fighters should use standard protective equipment and in enclosed spaces, self-contained breathing apparatus (SCBA). Use water spray to cool fire exposed surfaces and to protect personnel.

Hazardous Combustion Products: Aldehydes, Incomplete combustion products, Oxides of carbon, Smoke, Fume, Sulphur oxides

FLAMMABILITY PROPERTIES

Flash Point [Method]: >282°C (540°F) [ASTM D-92]
Flammable Limits (Approximate volume % in air): LEL: 0.9 UEL: 7.0
Autoignition Temperature: N/D

SECTION 6 ACCIDENTAL RELEASE MEASURES

NOTIFICATION PROCEDURES

In the event of a spill or accidental release, notify relevant authorities in accordance with all applicable regulations.

PROTECTIVE MEASURES

Avoid contact with spilled material. See Section 5 for fire fighting information. See the Hazard Identification Section for Significant Hazards. See Section 4 for First Aid Advice. See Section 8 for advice on the minimum requirements for personal protective equipment. Additional protective measures may be necessary, depending on the specific circumstances and/or the expert judgment of the emergency responders.

For emergency responders: Respiratory protection: respiratory protection will be necessary only in special cases, e.g., formation of mists. Half-face or full-face respirator with filter(s) for dust/organic vapor or Self Contained Breathing Apparatus (SCBA) can be used depending on the size of spill and potential level of exposure. If the exposure cannot be completely characterized or an oxygen deficient atmosphere is possible or anticipated, SCBA is recommended. Work gloves that are resistant to hydrocarbons are recommended. Gloves made of polyvinyl acetate (PVA) are not water-resistant and are not suitable for emergency use. Chemical goggles are recommended if splashes or contact with eyes is possible. Small spills: normal antistatic work clothes are usually adequate. Large spills: full body suit of chemical resistant, antistatic material is recommended.

SPILL MANAGEMENT

Land Spill: Stop leak if you can do so without risk. Recover by pumping or with suitable absorbent.

Water Spill: Stop leak if you can do so without risk. Confine the spill immediately with booms. Warn other shipping. Remove from the surface by skimming or with suitable absorbents. Seek the advice of a specialist before using dispersants.

Water spill and land spill recommendations are based on the most likely spill scenario for this material; however, geographic conditions, wind, temperature, (and in the case of a water spill) wave and current direction and speed may greatly influence the appropriate action to be taken. For this reason, local experts should be consulted. Note: Local regulations may prescribe or limit action to be taken.

ENVIRONMENTAL PRECAUTIONS

Large Spills: Dyke far ahead of liquid spill for later recovery and disposal. Prevent entry into waterways, sewers, basements or confined areas.

SECTION 7 HANDLING AND STORAGE

HANDLING

Prevent small spills and leakage to avoid slip hazard. Material can accumulate static charges which may cause an electrical spark (ignition source). When the material is handled in bulk, an electrical spark could ignite any flammable vapors from liquids or residues that may be present (e.g., during switch-loading operations). Use proper bonding and/or earthing procedures. However, bonding and earthing may not eliminate the hazard from static accumulation. Consult local applicable standards for guidance. Additional references include American Petroleum Institute 2003 (Protection Against Ignitions Arising out of Static, Lightning and Stray Currents) or National Fire Protection Agency 77 (Recommended Practice on Static Electricity) or CENELEC CLC/TR 50404 (Electrostatics - Code of practice for the avoidance of hazards due to static electricity).

Static Accumulator: This material is a static accumulator.

STORAGE

The type of container used to store the material may affect static accumulation and dissipation. Do not store in open or unlabelled containers. Keep away from incompatible materials.

Material is defined under the National Standard [NOHSC:1015] Storage and Handling of Workplace Dangerous Goods.

SECTION 8 EXPOSURE CONTROLS / PERSONAL PROTECTION

Exposure limits/standards for materials that can be formed when handling this product:

NOTE: Limits/standards shown for guidance only. Follow applicable regulations.

Biological limits

No biological limits allocated.

ENGINEERING CONTROLS

The level of protection and types of controls necessary will vary depending upon potential exposure conditions. Control measures to consider:

No special requirements under ordinary conditions of use and with adequate ventilation.

PERSONAL PROTECTION

Personal protective equipment selections vary based on potential exposure conditions such as applications,

handling practices, concentration and ventilation. Information on the selection of protective equipment for use with this material, as provided below, is based upon intended, normal usage.

Respiratory Protection: If engineering controls do not maintain airborne contaminant concentrations at a level which is adequate to protect worker health, an approved respirator may be appropriate. Respirator selection, use, and maintenance must be in accordance with regulatory requirements, if applicable. Types of respirators to be considered for this material include:

Particulate

No special requirements under ordinary conditions of use and with adequate ventilation.

For high airborne concentrations, use an approved supplied-air respirator, operated in positive pressure mode. Supplied air respirators with an escape bottle may be appropriate when oxygen levels are inadequate, gas/vapour warning properties are poor, or if air purifying filter capacity/rating may be exceeded.

Hand Protection: Any specific glove information provided is based on published literature and glove manufacturer data. Glove suitability and breakthrough time will differ depending on the specific use conditions. Contact the glove manufacturer for specific advice on glove selection and breakthrough times for your use conditions. Inspect and replace worn or damaged gloves. The types of gloves to be considered for this material include:

Nitrile,Viton

No protection is ordinarily required under normal conditions of use.

Eye Protection: If contact is likely, safety glasses with side shields are recommended.

Skin and Body Protection: Any specific clothing information provided is based on published literature or manufacturer data. The types of clothing to be considered for this material include:

No skin protection is ordinarily required under normal conditions of use. In accordance with good industrial hygiene practices, precautions should be taken to avoid skin contact.

Specific Hygiene Measures: Always observe good personal hygiene measures, such as washing after handling the material and before eating, drinking, and/or smoking. Routinely wash work clothing and protective equipment to remove contaminants. Discard contaminated clothing and footwear that cannot be cleaned. Practise good housekeeping.

ENVIRONMENTAL CONTROLS

Comply with applicable environmental regulations limiting discharge to air, water and soil. Protect the environment by applying appropriate control measures to prevent or limit emissions.

SECTION 9 PHYSICAL AND CHEMICAL PROPERTIES

Note: Physical and chemical properties are provided for safety, health and environmental considerations only and may not fully represent product specifications. Contact the Supplier for additional information.

GENERAL INFORMATION

Physical State: Liquid
Colour: Brown
Odour: Characteristic
Odour Threshold: N/D

IMPORTANT HEALTH, SAFETY, AND ENVIRONMENTAL INFORMATION

Relative Density (at 15 °C): 0.907
Flammability (Solid, Gas): N/A
Flash Point [Method]: >282°C (540°F) [ASTM D-92]
Flammable Limits (Approximate volume % in air): LEL: 0.9 UEL: 7.0
Autoignition Temperature: N/D
Boiling Point / Range: > 316°C (600°F)
Decomposition Temperature: N/D
Vapour Density (Air = 1): > 2 at 101 kPa
Vapour Pressure: < 0.013 kPa (0.1 mm Hg) at 20 ºC
Evaporation Rate (n-butyl acetate = 1): N/D
pH: N/A
Log Pow (n-Octanol/Water Partition Coefficient): > 3.5
Solubility in Water: Negligible
Viscosity: 460 cSt (460 mm2/sec) at 40 ºC | 30.5 cSt (30.5 mm2/sec) at 100°C
Oxidizing Properties: See Hazards Identification Section.

OTHER INFORMATION

Freezing Point: N/D
Melting Point: N/A
Pour Point: -6°C (21°F)
DMSO Extract (mineral oil only), IP-346: < 3 %wt

SECTION 10 STABILITY AND REACTIVITY

STABILITY: Material is stable under normal conditions.

CONDITIONS TO AVOID: Excessive heat. High energy sources of ignition.

INCOMPATIBLE MATERIALS: Strong oxidisers

HAZARDOUS DECOMPOSITION PRODUCTS: Material does not decompose at ambient temperatures.

POSSIBILITY OF HAZARDOUS REACTIONS: Hazardous polymerization will not occur.

SECTION 11 TOXICOLOGICAL INFORMATION

INFORMATION ON TOXICOLOGICAL EFFECTS

Hazard Class	Conclusion / Remarks
Inhalation	
Acute Toxicity: No end point data for material.	Minimally Toxic. Based on assessment of the components.
Irritation: No end point data for material.	Negligible hazard at ambient/normal handling temperatures.
Ingestion	
Acute Toxicity: No end point data for material.	Minimally Toxic. Based on assessment of the components.
Skin	
Acute Toxicity: No end point data for material.	Minimally Toxic. Based on assessment of the components.
Skin Corrosion/Irritation: No end point data	Negligible irritation to skin at ambient temperatures. Based on

for material.	assessment of the components.
Eye	
Serious Eye Damage/Irritation: No end point data for material.	May cause mild, short-lasting discomfort to eyes. Based on assessment of the components.
Sensitisation	
Respiratory Sensitization: No end point data for material.	Not expected to be a respiratory sensitizer.
Skin Sensitization: No end point data for material.	Not expected to be a skin sensitizer. Based on assessment of the components.
Aspiration: Data available.	Not expected to be an aspiration hazard. Based on physico-chemical properties of the material.
Germ Cell Mutagenicity: No end point data for material.	Not expected to be a germ cell mutagen. Based on assessment of the components.
Carcinogenicity: No end point data for material.	Not expected to cause cancer. Based on assessment of the components.
Reproductive Toxicity: No end point data for material.	Not expected to be a reproductive toxicant. Based on assessment of the components.
Lactation: No end point data for material.	Not expected to cause harm to breast-fed children.
Specific Target Organ Toxicity (STOT)	
Single Exposure: No end point data for material.	Not expected to cause organ damage from a single exposure.
Repeated Exposure: No end point data for material.	Not expected to cause organ damage from prolonged or repeated exposure. Based on assessment of the components.

OTHER INFORMATION

Contains:
Base oil severely refined: Not carcinogenic in animal studies. Representative material passes IP-346, Modified Ames test, and/or other screening tests. Dermal and inhalation studies showed minimal effects; lung non-specific infiltration of immune cells, oil deposition and minimal granuloma formation. Not sensitising in test animals.

IARC Classification:
The following ingredients are cited on the lists below:

Chemical Name	CAS Number	List Citations
SOLVENT DEASPHALTED RESIDUAL OIL	64741-95-3	1

--REGULATORY LISTS SEARCHED--

1 = IARC 1 2 = IARC 2A 3 = IARC 2B

SECTION 12 ECOLOGICAL INFORMATION

The information given is based on data available for the material, the components of the material, and similar materials.

ECOTOXICITY

Material -- Not expected to be harmful to aquatic organisms.

MOBILITY

Base oil component -- Low solubility and floats and is expected to migrate from water to the land. Expected to partition to sediment and wastewater solids.

PERSISTENCE AND DEGRADABILITY
Biodegradation:
Base oil component -- Expected to be inherently biodegradable

BIOACCUMULATION POTENTIAL
Base oil component -- Has the potential to bioaccumulate, however metabolism or physical properties may reduce the bioconcentration or limit bioavailability.

SECTION 13 DISPOSAL CONSIDERATIONS

Disposal recommendations based on material as supplied. Disposal must be in accordance with current applicable laws and regulations, and material characteristics at time of disposal.

DISPOSAL RECOMMENDATIONS
Product is suitable for burning in an enclosed controlled burner for fuel value or disposal by supervised incineration at very high temperatures to prevent formation of undesirable combustion products. Protect the environment. Dispose of used oil at designated sites. Minimize skin contact. Do not mix used oils with solvents, brake fluids or coolants.

Empty Container Warning Empty Container Warning (where applicable): Empty containers may contain residue and can be dangerous. Do not attempt to refill or clean containers without proper instructions. Empty drums should be completely drained and safely stored until appropriately reconditioned or disposed. Empty containers should be taken for recycling, recovery, or disposal through suitably qualified or licensed contractor and in accordance with governmental regulations. DO NOT PRESSURISE, CUT, WELD, BRAZE, SOLDER, DRILL, GRIND, OR EXPOSE SUCH CONTAINERS TO HEAT, FLAME, SPARKS, STATIC ELECTRICITY, OR OTHER SOURCES OF IGNITION. THEY MAY EXPLODE AND CAUSE INJURY OR DEATH.

SECTION 14 TRANSPORT INFORMATION

LAND (ADG) : Not Regulated for Land Transport

SEA (IMDG): Not Regulated for Sea Transport according to IMDG-Code

Marine Pollutant: No

AIR (IATA): Not Regulated for Air Transport

SECTION 15 REGULATORY INFORMATION

This material is not considered hazardous according to Australia Model Work Health and Safety Regulations.

Product is not regulated according to Australian Dangerous Goods Code.

No Poison Schedule number allocated by the Standard for the Uniform Scheduling of Medicines and Poisons (SUSMP) established under the Therapeutic Goods Act.

AS1940 COMBUSTIBLE CLASS: C2

REGULATORY STATUS AND APPLICABLE LAWS AND REGULATIONS

Listed or exempt from listing/notification on the following chemical inventories: AICS, DSL, ENCS, IECSC, KECI, PICCS, TSCA

SECTION 16 OTHER INFORMATION

KEY TO ABBREVIATIONS AND ACRONYMS:

N/D = Not determined, N/A = Not applicable, STEL = Short-Term Exposure Limit, TWA = Time-Weighted Average

THIS SAFETY DATA SHEET CONTAINS THE FOLLOWING REVISIONS:
Perkal Pty Ltd Trading as Roto Oil (South Australia): Section 01: Supplier Mailing Address information was deleted.
Perkal Pty Ltd Trading as Statewide Oil (South Australia): Section 01: Supplier Mailing Address information was added.
Perkal Pty Ltd Trading as Statewide Oil (Western Australia): Section 01: Supplier Mailing Address information was modified.
Section 01: Company Contact Methods information was modified.
Section 01: Product Code information was modified.
Section 11: Tox List Cited Table information was added.
Southern Cross Lubes (Victoria and Tasmania): Section 01: Supplier Mailing Address information was modified.

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Revision Date: 26 Jul 2017

Prepared by: Exxon Mobil Corporation
EMBSI, Clinton NJ US

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SCHUTTE & KOERTING

FIGURE 264, EDUCTOR

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Schutte & Koerting

Water Jet Eductors

Introduction

The Water Jet Eductor is a type of ejector which utilizes the kinetic energy of a pressurized liquid to entrain another liquid, mix the two, and discharge the mixture against a counter pressure. Ejectors of this type are used throughout industry for pumping and mixing operations.

Application

Water jet eductors have numerous uses in the plant such as lifting, pumping, mixing and agitation of liquids, granular solids and slurries. Some specific applications are: draining flooded areas, emptying tanks and sumps, pumping and mixing operations in oil treating systems, dewatering sand and coal barges, introducing anti-knock agents and coloring additives into gasoline, continuous blending, acidifying, causticizing of oils, producing emulsions, pumping food products, pumping sand and filter clay, tank mixing, and various proportioning operations. As an example of eductor performance in a typical use, a jet eductor measuring 8½" in length will empty a 500 gallon water tank in less than half an hour, using water at 60 psig, as the sole source of motive power.

Features

Self Priming Eductors require no priming and can be used for either continuous or intermittent operation.
Simple and Reliable Since the basic eductor has no moving parts to wear or break, only periodic inspection is required.
Corrosion and Erosion Resistant Because they can be made from most materials, or coated with corrosion resistant materials, eductors can be made resistant to the corrosive effects of the liquids handled and the environment.
Automatic Control Units can be adapted for automatic operation by means of a regulating spindle or a snap valve and float arrangement.
Non-Electrical Eductors can be used in hazardous locations where electrically operated alternatives would require expensive explosion-proofing.
Easy to Install Either threaded or flanged connections are available. Units are compact, relatively light and can be adapted to a variety of piping configurations.
Low Cost Water eductors are inexpensive in relation to the work they do.

Construction

Water Jet Eductors consist of only three basic components: a converging nozzle, a diffuser (or venturi) and a body to hold these parts in their proper relative positions and provide a suction chamber.

Converging Nozzle | Diffuser (or Venturi) | Body - holds diffuser and nozzle in position

Jet ejectors can be made from most workable materials, such as: cast iron, bronze, stainless steel, aluminum, polyvinyl chloride, polyester fiberglass, Phenolic Fiberglass Reinforced Plastic (FRP), Teflon[2] and Hastelloy[3].

A variety of types and sizes are available as noted on the following pages. Certain variables such as pressure, temperature, viscosity, density, operating conditions of suction and discharge fluids, and desired results must be considered in determining the type of eductor best suited to your needs. S&K engineers will work with you to select the proper eductor for your application.

Request Performance Data Supplement 2M for operating characteristics of water jet eductors.

Index

Fig. 264 and Fig. 266 Water Jet Eductors

S&K Fig. 264 and Fig. 266 Water Jet Eductors are designed for liquid pumping and mixing operations and for the handling of some solids where requirements do not necessitate capacities greater than those obtained with sizes up to and including 6". They are considered the standard eductors within this size range. Typical applications begin on page 12.

In operation, pressure liquid enters the eductor through the pressure nozzle and produces a high velocity jet. This jet action creates a vacuum in the line which causes the suction liquid to flow up into the body of the eductor where it is entrained by the pressure liquid. Both liquids are thoroughly mixed in the throat of the eductor and are discharged against back pressure. The streamlined body with no pockets permits the pressure liquid to move straight through the eductor and reduces the possibility of solids in the suction material collecting and clogging. In addition, pressure drop in the suction chamber is held to a minimum.

Accompanying Bulletin 2M Supplement Performance Data provides performance information.

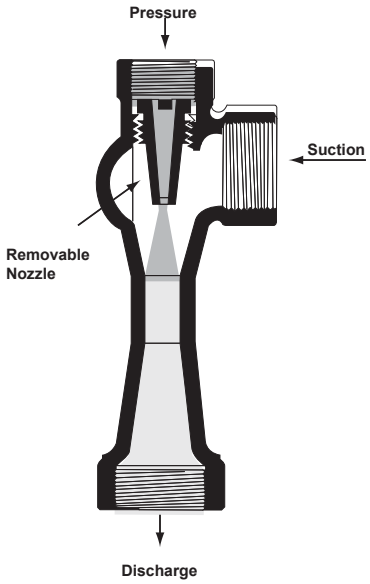

Fig 1. FIG. 264 EDUCTOR
Eductors of this type have streamlined bodies with threaded pipe connections. They are made in sizes ranging from 1/2" to 3" and are stocked in these sizes in ductile iron and bronze and Fig. 316 stainless steel. They are stocked in sizes from 1/2", 2", and 3" in PVC. Other materials are available on order.

Fig. 2. FIG. 264 EDUCTOR

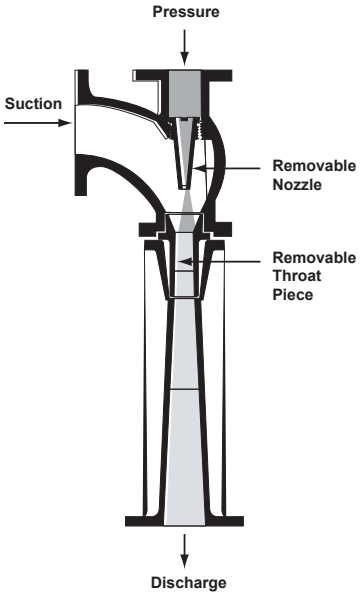

Fig. 3. FIG. 266 EDUCTOR.
These eductors are similar to Fig. 264 Eductors except that they have flanged connections and removable throat bushings along with removable nozzles. They are supplied in cast iron, bronze-mounted in 4" and 6" sizes. Other materials can be supplied on special order.

Table 1. Sizes and Dimensions, Fig. 264 and Fig. 266 Water Jet Eductors

Size In Inches	Connections In Inches		Wgt. In Lbs.	Working Pressures						Dimensions in Inches			Max. Round Particle Size In Inches
	Suction Disch.	Pressure		Cast Iron		Bronze		Stainless Steel		A	B	C	
				Motive psi	Body psi	Motive psi	Body psi	Motive psi	Body psi				
Fig. 264 Eductor													
1/2	1/2	3/8	3/4	150	125	125	100	600	500	1 1/16	2 9/16	1 1/8	1/16
3/4	3/4	1/2	1 1/4	125	125	100	100	500	500	1 3/8	3 3/8	1 1/4	1/8
1	1	3/4	2	150	150	150	125	600	600	1 1/2	4 3/16	1 5/8	5/32
1 1/2	1 1/2	1	4	150	100	125	90	600	400	2	6 1/2	2	5/16
2	2	1 1/4	6	150	100	125	85	600	400	2 1/4	7 5/8	2 1/4	3/8
2 1/2	2 1/2	1 1/2	11	200	150	200	125	600	300	2 11/16	9 1/4	3 1/8	3/8
3	3	2	20	250	150	225	125	600	400	3 1/8	11 1/4	3 1/2	13/16
Fig. 266 Eductor													
4	4	2 1/2	100	125	125	-	-	-	-	4 3/8	19 1/4	7 13/16	1
6	6	4	180	125	125	-	-	-	-	6 1/16	28 3/8	9 1/8	1 1/8

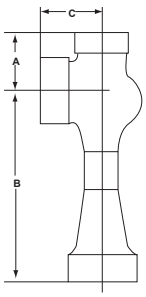

Fig. 264

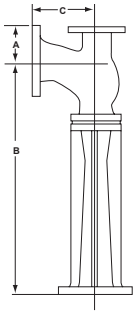

Fig. 266

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Fig. 264 PVC and Kynar Water Jet Eductors

Fig. 264 PVC and Kynar Eductors offer resistance to many corrosive media. PVC Eductors are not recommended, however, for acetone, ketones, ether, esters, aromatic hydrocarbons or chlorinated hydrocarbons. A table of recommended uses is available on request. Maximum temperature rating is 150°F. Kynar Eductors will handle PVC applications including those mentioned above. Kynar's temperature limitation is 250°F. Pressure ratings are given in Table 2.

Fig. 264 PVC and Kynar Eductors operate on the same principle as do all other S&K Eductors. Performance characteristics with water are shown in Bulletin 2M Supplement Technical Data. For performance with other liquids, contact S&K.

Nozzles and diffusers are not removable on these eductors. Sizes 1" and smaller are of molded construction.

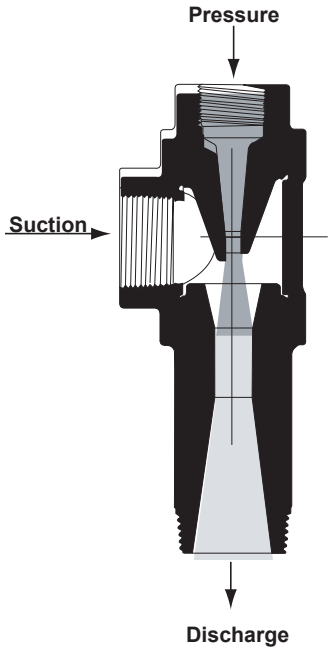


Fig. 4. FIG. 264 PVC EDUCTOR.
Sizes from 1 1/2" up are designed as shown here and in Fig. 5. On these sizes, the pressure and suction connections are female and the discharge connection is male. All connections are threaded.

Fig. 5. FIG. 264 PVC EDUCTOR.

Table 2. Sizes, Dimensions, and Particle Size Data, Fig. 264 Water Jet Eductor

Size in Inches	Connections in Inches		Wgt. In Lbs.	Dimensions in Inches			Working Pressure (psig) at 75°F	Max. Round Particle Sizes (in inches) Eductors will Handle
	Suction Disch.	Pressure		A	B	C		
1/2s	1/2s	3/8s	1/2	1 7/16	3 1/4	1 7/16	325	1/16
1/2	1/2	3/8	1/2	1 7/16	3 1/4	1 7/16	325	1/16
3/4	3/4	1/2	1/2	1 11/16	3 1/2	1 11/16	275	1/8
1	1	3/4	1/2	1 7/8	3 11/16	1 7/8	250	5/32
1 1/2	1 1/2	1	1 1/2	2 9/16	5 11/32	2 1/16	200	5/16
2	2	1 1/4	2 1/2	3 1/32	6 21/32	2 5/32	185	3/8
3	3	2	6 3/4	4 1/8	9 1/2	3 7/8	165	13/16

s = denotes smaller internals.

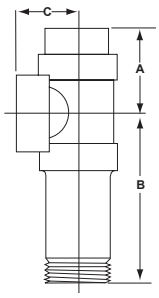


Fig. 6. FIG. 264 KYNAR EDUCTOR.
1/2" to 1" Design. Sizes 1/2", 3/4", and 1" look like this. All connections are female and are threaded.

Fig. 2645 Automatic Eductor

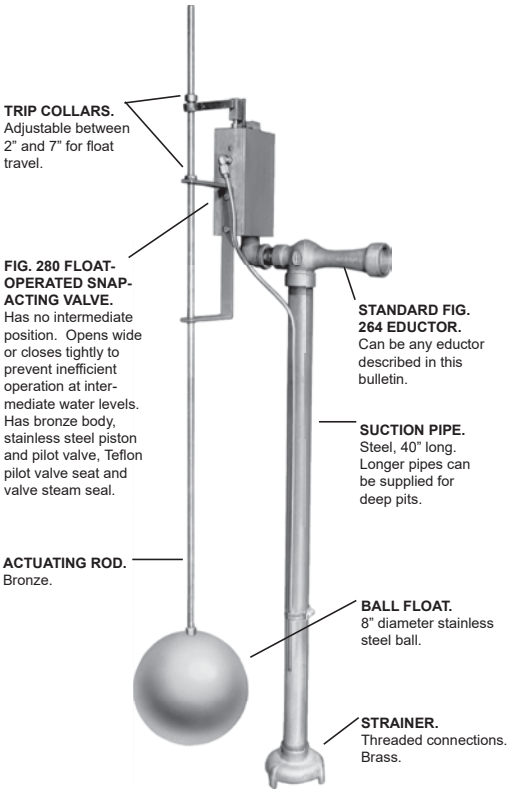
Fig. 2645 Automatic Water Jet Eductors are used to pump out sumps (pits, tanks, etc.) where liquid accumulates slowly but must be evacuated when it reaches a predetermined level.

As the liquid in the sump (basin, tank, cellar, bilge, etc.) accumulates, it raises the ball float until the upward action of the float opens the snap-acting valve, admitting motive fluid into the pressure connection of the eductor.

The jet action of the motive fluid creates a vacuum in the eductor and entrains the suction fluid, discharging both fluids under pressure. As the suction fluid is thus pumped out, the sump level drops to a point where the snap-acting valve shuts off. No further pumping action takes place until the sump again fills to the operating level.

Operation of the Fig. 2645 Eductor is completely automatic. It is self-operated, requires no electrical connections or any external power other than the motive fluid. The snap-acting valve and ball float are the only moving parts. The full assembly is so compact it can be installed in tanks as small as 13 1/2" diameter.

For performance information, see accompanying Bulletin 2M Supplement Performance Data.



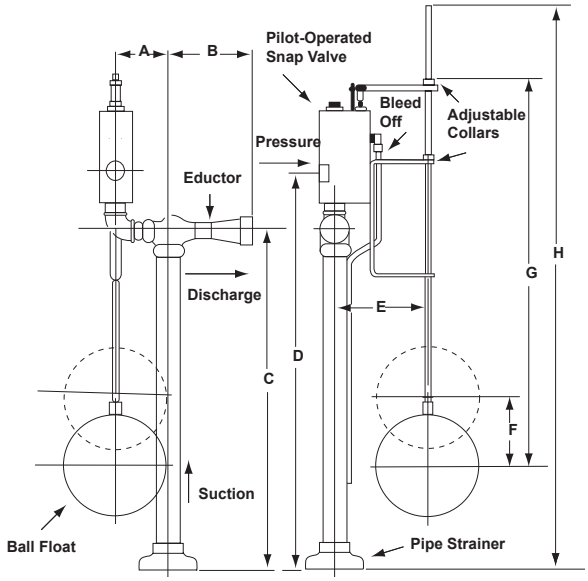


Table 3. Sizes and Dimensions, Fig. 2645 Automatic Eductor

Eductor Size In Inches	Connections In Inches N.P.T.		Wgt. In Lbs.	Working Pressure (Bronze)		Dimensions in Inches							
	Suc.-Disch.	Pressure (Snap-Valve)		Motive* (psig)	Body (psig)	A	B	C	D	E	F	G	H
3/4	3/4	1	24	100	100	3 11/16	3 3/8	41	44 7/8	7 5/6	5 3/8	47 1/8	60
1	1	1	26	150	125	4 5/16	4 3/16	41	44 7/8	7 5/6	5 3/8	47 1/8	60
1 1/2	1 1/2	1	32	125	90	4 1/8	6 1/2	41	44 7/8	7 5/6	5 3/8	47 1/8	60
2	2	2	43	125	85	6 1/4	7 5/8	38 3/8	43 15/16	7 7/16	5 3/8	47 1/8	60
2 1/2	2 1/2	2	65	200	125	6 11/16	9 1/4	38 3/8	43 15/16	7 7/16	5 3/8	47 1/8	60
3	3	2	81	200	125	6 3/8	11 1/4	38 3/8	43 15/16	7 7/16	5 3/8	47 1/8	60

*Minimum motive pressure for all Fig. 2645 Eductors: 40 psig

Fig. 265 Liquid Jet Eductor

Fig. 265 Liquid Jet Eductor is similar in design to the Fig. 264 Water Jet Eductor and is made for liquid pumping and mixing operations and for handling some solids where requirements do not necessitate capacities greater than those obtained with sizes up to and including 3". Typical applications begin on page 12.

The Fig. 265 Liquid Jet Eductor provides higher discharge pressures and higher suction flow capacities than other standard eductors.

In operation, pressure liquid enters the eductor through the pressure nozzle and produces a high velocity jet. This jet action creates a vacuum in the line which causes the suction liquid to flow up into the body of the eductor where it is entrained by the pressure liquid. Both liquids are thoroughly mixed in the throat of the eductor and are discharged against back pressure. The streamlined body with no pockets permits the pressure liquid to move straight through the eductor and reduces the possibility of solids in the suction material collecting and clogging. In addition, pressure drop in the suction chamber is held to a minimum.

Accompanying Bulletin 2M Supplement Performance Data provides performance information.

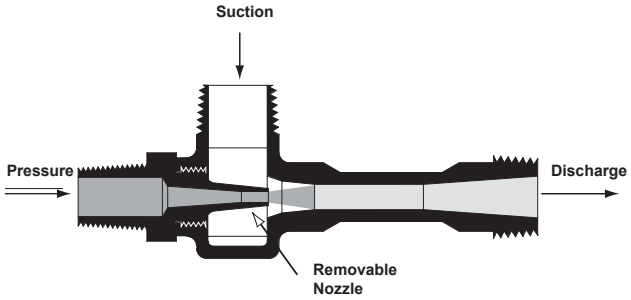


Fig 8. FIG. 265 LIQUID JET EDUCTOR
Eductors of this type have streamlined investment cast bodies with threaded NPT male pipe connections. They are made in sizes ranging from 3/4" to 3" and are stocked in these sizes in Fig. 316 stainless steel. Other materials are available on order.

Fig. 9. FIG. 265 EDUCTOR.

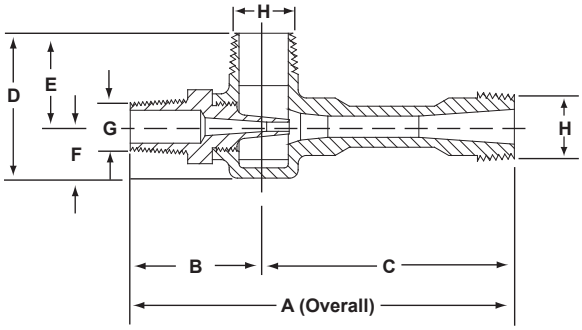


Table 265. Sizes and Dimensions, Fig. 265 Liquid Jet Eductor

Size (In Inches)	Wgt.	Dimensions						Connections	
		A	B	C	D	E	F	G	H
3/4	1	5 7/8	2	3 7/8	2 1/4	1 1/2	3/4	3/8	3/4
1	2	7 1/8	2 1/4	4 7/8	2 3/4	1 3/4	1	1/2	1
1 1/2	4	11	2 3/4	8 1/4	3 21/32	2 1/2	1 5/16	1	1 1/2
2	8	14 3/8	3 1/8	11 1/4	5	2 7/8	2 1/8	1 1/4	2
3	30	23 7/8	4	19 7/8	8	5	3	2	3

Fig. 242 Condensate and Mixing Eductor

Fig. 242 Water Jet Eductors are designed to mix two liquids intimately in various proportions in operations where the pressure liquid is the greater proportion of the mixture. Typical applications include: removal of condensate; mixing gasoline with acid; blending and proportioning chemical solutions; and diluting acids and alkali.

In operation, the pressure liquid issues from the nozzle at high velocity and entrains the suction liquid. The extreme turbulence in the throat of the eductor mixes the two liquids, blending and emulsifying thoroughly and completely. Colloidal suspensions can also be produced.

Entrainment ratio is dependent upon the eductor design. Close regulation within the design limits is usually obtained by a valve in the suction liquid line.

The pressure drop between the pressure liquid and the discharge should be at least 10 psi to give adequate mixing, and the difference between the discharge pressure and the suction pressure should not exceed 75% of the difference between the operating pressure and the suction pressure.

When used for removal of condensate, the eductor should be installed three feet below the condensate level at the drain of the condenser. For performance information, see Technical Data Supplement to Bulletin 2M.

Fig. 10. FIG. 242 EDUCTOR.

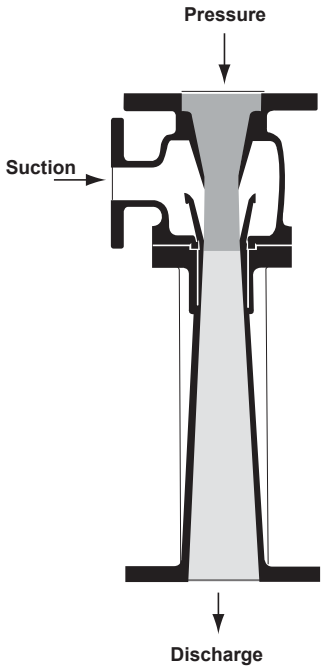


Fig. 11. FIG. 242 EDUCTOR.
The 242 is the flanged type Condensate and Mixing Eductor. This style, too, is made in bronze or cast iron, bronze mounted, but can be supplied in other materials. Nozzles and throat bushings are removable.

Table 4. Sizes and Dimensions, Fig. 242 Condensate and Mixing Eductor

Size No.	Connection in Inches			Dimensions in Inches			Weight in Lbs.
	Pressure	Suction*	Discharge	A	B	C	
2	2	1 - 2	2	4 3/4	11 3/4	3 3/4	50
2 1/2	2 1/2	1 1/4 - 2 1/2	2 1/2	3 1/2	15 1/4	4	60
3	3	2 - 3	3	4	17 15/16	4 5/8	70
4	4	2 - 4	4	5 9/16	20 3/8	5 1/2	80
6	6	3 - 6	6	6 1/4	29	6	270
8	8	4 - 8	8	14 1/16	35 1/2	7 13/16	450

*Note: Suction connection may vary to suit conditions.

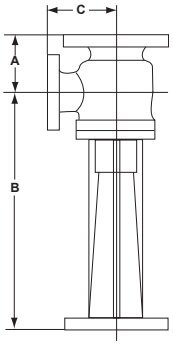


Fig. 258 and Fig. 268 Tank Mixing Eductors

Fig. 258 and Fig. 268 Tank Mixing Eductors are used to agitate liquid, dissolve powdered solids in liquid, and to mix two or more liquids intimately within a tank or other vessel without the use of baffles or moving parts inside the tank. These units take the place of mechanical agitators.

The 268 is used in preference to the 258 in operations where it is desirable to start mixing from a shallow level or where uniform local agitation is required over large, shallow tank area. Typical applications of each are shown in the application section beginning on page 12.

Fig. 258 and 268 Eductors are operated by a flow of pressure liquid through the nozzle. As shown in the sectional drawings, the motive liquid entrains suction liquid, the two are mixed intimately in the venturi, and the mixture is discharged into the tank. Pressure liquid can be taken from the tank by means of a pump or it can be a new liquid. Standard, stock units are designed to entrain 3 gallons of suction fluid for each gallon of motive fluid. (Special designs of the 258 Eductor can be made to give 1 to 1 ratio.)

Normally, the tank is filled by means of the eductors. Mixing occurs as soon as the level of liquid in the tank covers the suction of the eductor. In addition to the mixing obtained between suction and motive fluids in the eductor, the jet action of the discharge from the eductor serves to agitate the tank and prevents stratification.

If a drawing or sketch of the mixing tank is furnished, S&K will recommend and quote on the proper type of distribution system.

Performance information is given in accompanying Performance Data, Bulletin 2M Supplement. Similar units using steam as motive fluid for heating, circulating and mixing are described in Bulletin 3A as “Fig. 314” units.

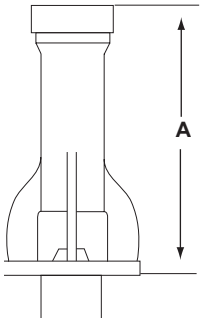
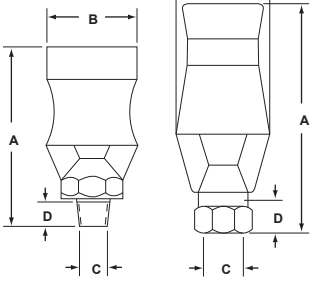


Table 5. Sizes and Dimensions, Fig. 258 Tank Mixing Eductor

Size in Inches	Connections in Inches		Wgt. in Lbs.	Dimensions in Inches
	Disch.	Pressure		A
1/2	1	1/2	2	5 1/2
3/4	1 1/2	3/4	6	8 1/2
1	2	1	22 1/2	12 5/16
1 1/4	2 1/2	1 1/4	29	11 1/8
1 1/2	3	1 1/2	36 1/2	15 7/8
2	4*	2	78	19 5/8
3	6*	3	ON APPL.	28 13/16
4	†	4*		†
5	†	5*		†
6	†	6*		†

*Flanged Connection
† Varies with performance and application
Note: A discharge flange is not supplied on large fabricated units unless required by the application.
(See Fig. 16 for dimensions of Fig. 268 Eductor).



Sizes 3/8, 3/4 Sizes 1 1/2, 2, 3

Table 5-A. Sizes and Dimensions, Fig. 268 Tank Mixing Eductor

Size in Inches	A	B	C	D	Wgt. in Lbs.
3/8	3 3/4	1 3/4	3/8	7/16	3/4
3/4	5 1/4	2 3/8	3/4	9/16	2 1/2
1 1/2	8 13/16	4 1/16	1 1/2	13/16	6 1/4
2	12 1/4	5 13/16	2	45/64	22
3	17	8 1/8	3	15/16	48

Fig. 258 and Fig. 268 Tank Mixing Eductors

Fig. 12. FIG. 258 TANK MIXING EDUCTOR.

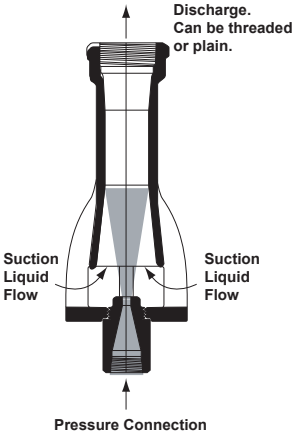


Fig. 13. FIG. 258 TANK MIXING EDUCTOR.
Standard units are made in cast iron and bronze but can be made in many other materials on special order. Large sizes can be fabricated instead of cast.

Fig. 14. FIG. 268 TANK MIXING EDUCTOR. 3/8" and 3/4" sizes.

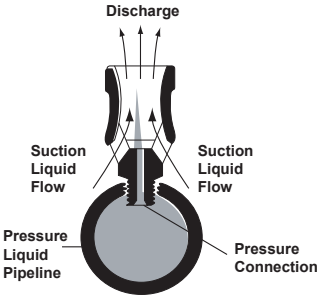


Fig. 15. FIG. 268 TANK MIXING EDUCTOR.
This design is used for 3/8" (3 3/4" overall length and 1 3/4" overall width), and 3/4" (5 1/4" overall length and 2 3/8" overall width) pressure connection sizes. It is threaded directly into threads tapped into the 1 1/2" diameter or larger pressure liquid pipeline. It is cast in one piece and is stocked in cast iron, bronze and 316 stainless steel. Other materials can be supplied on special order.

Fig. 17. FIG. 268 TANK MIXING EDUCTOR. 1 1/2" size and over.

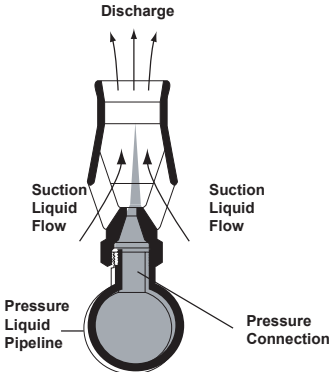


Fig. 16. FIG. 268 TANK MIXING EDUCTOR.
This design is used for 1 1/2" (8 7/8" overall length x 4 1/8" overall width), 2" (12 1/4" overall length x 5 7/8" overall width) and 3" (17" overall length x 8 1/8" overall width) pressure connection sizes. All are cast in one piece and have female thread connections for installation on nipples welded into the pressure liquid piping. The 1 1/2" and 2" sizes are stocked in cast iron, bronze, and 316 stainless steel. The 3" size is stocked in cast iron and stainless steel only. Other materials can be supplied on special order.

Fig. 254 and Fig. 267 and Fig. 227 Hopper-Equipped Eductors

Fig. 254 and Fig. 267 Hopper-Type Eductors are made for handling slurries or dry solids in granular form and are used extensively for ejecting sludges from tank bottoms, for pumping sand from filter beds and for washing and conveying granular materials. Typical materials handled include: borax, charcoal, diatomaceous earth, lime, mash, fly ash, rosin, rock and granulated salt, sand, dry sawdust, light soda ash, dry sodium nitrate, powdered sulphur, wheat and many others.

A typical application of Fig. 254 Eductor is shown in the application section of this bulletin, beginning on page 12. the material from adhering to the sides of the hopper and keep it moving down into the eductor. Pressure water, passing through the eductor nozzle, entrains the sand, sludge or other materials and discharges into the piping system.

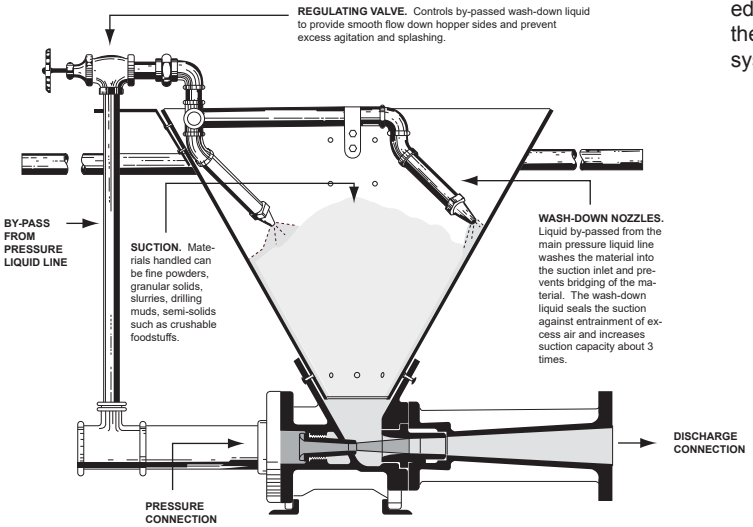


Fig. 18. FIG. 254 HOPPER-EQUIPPED EDUCTOR.
Standard units are made in cast iron and have hardened steel nozzles and throat bushings. Special materials are also available on special order. Both nozzles and throat pieces are removable and pressure and discharge connections can be fitted for hose where maximum portability is desired. Handles and supporting feet are optional.

Fig. 19. FIG. 267 HOPPER-EQUIPPED EDUCTOR.
This economical unit is available from stock with body and nozzle in cast iron, bronze, 316 stainless steel, Kynar and PVC. Hoppers are stocked in Type 304 stainless steel (1, 1 1/2 & 2" sizes) and are also available in galvanized steel, brass, aluminum and PVC.

Table 6. Sizes and Dimensions, Fig. 254(1) and Fig. 267(2) Hopper-Equipped Eductors

Size in Inches	Connection (Inches)		Dimension (Inches)			
	Disch.	Press.	A	B	C	D
FIG. 254(1)						
1 1/2	1 1/2	1 1/2	13 1/4	11 1/2	18	15 1/4
2	2	2	14 1/2	13 3/4	21	17 3/4
3	3	2 1/2	17 3/4	17 1/2	23 3/8	19 3/4
4	4	4	19 5/8	24 3/16	27	22 1/2
6	6	6	28 1/16	36 7/16	38	28 5/16
FIG. 267(2)						
1	1	3/4	1 1/2	4 3/16	24	42
1 1/2	1 1/2	1	2	6 1/2	24	41 1/2
2	2	1 1/4	2 1/4	7 5/8	24	41
2 1/2	2 1/2	1 1/2	2 11/16	9 1/4	24	41 1/4
3	3	2	3 1/8	11 1/4	24	40 3/4

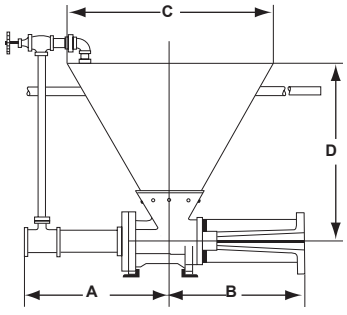


Fig. 254(1)

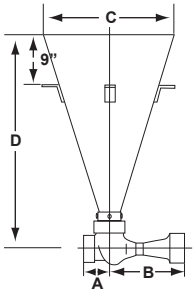


Fig. 267(2)

Fig. 227 Hopper-Equipped Eductor

Furnished with a stainless steel funnel, the eductor can be made of any machinable material. Bronze units up to and including 3" and cast iron units up to and including 4" sizes are available from stock. Prices, delivery or a sectional outline drawing 67-XS-081-J will be furnished on request. Stainless steel funnels are stocked in 1-1/4", 1-1/2" and 2" sizes.

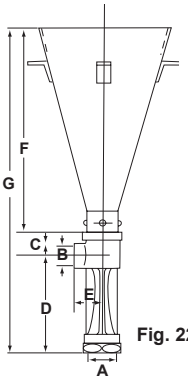


Fig. 227

Table 227. Sizes and Dimensions of Fig. 227 Hopper-Equipped Eductor

Dimensions in Inches							Wgt. (Lbs)
A	B	C	D	E	F	G	
1 1/4	3/4	1 9/16	6 7/16	1 13/16	39 5/8	47 5/8	31
1 1/2	3/4	2	8 13/16	2	39 1/4	50	36
2	1	2 1/2	9 1/8	2 1/4	38 1/2	49 7/8	45
2 1/2	1 1/4	2 3/4	11 1/4	2 3/8	37 7/8	51 7/8	51
3	1 1/2	3 1/16	13 5/16	2 3/4	37	53 3/8	58
4	2	3 5/8	17 1/16	3 3/16	35 1/2	56 3/16	70

Fig. 224 Water Jet Sand and Mud Eductor

Fig. 224 Water Jet Sand and Mud Eductors are used in pumping out wells, pits, tanks, or sumps where there is an accumulation of sand, mud, or other material not easily handled by the standard eductor. They are ideal for handling the heavy sludge residue from refining operations. A typical application of a Fig. 224 Eductor is shown in the application section beginning on page 12.

These eductors have an open suction and are designed to be submerged in the material being handled. The pressure liquid, passing through the nozzle, produces a high velocity jet which entrains the sludge or mud. This mixture is then discharged through a vertical pipe or hose. For performance information, see Bulletin 2M Supplement.

Similar units which use steam as the motive power are described in Bulletin 2A under “Fig. 225 Syphons”.

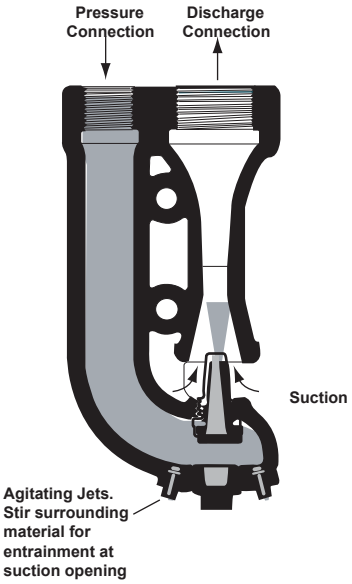


Fig. 20. FIG. 224 WATER JET SAND AND MUD EDUCTOR.
Standard units are made of cast iron with bronze pressure nozzles. Other corrosion-resistant materials are available on special order.

Fig. 21. FIG. 224 EDUCTOR.

Table 7. Sizes and Dimensions, Fig. 224 Sand and Mud Eductor

Size in Inches	Connections in Inches		Wgt in Lbs.	Dimensions in Inches	
	Disch.	Pressure		A	B
1 1/2	1 1/2	1	8	9 3/8	4 5/8
2 1/2	2 1/2	2	42	16 3/4	7 7/8
3	3	2 1/2	87	21 7/8	10 1/4
4	4	3	130	25 1/2	11
5*	5	4	-	30 1/4	17 3/8
6*	6	4	-	35 5/16	18

*Flanged Connections.

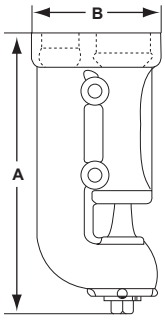


Fig. 235 Annular Multi-Nozzle Water Jet Eductor

Fig. 235 Annular Multi-Nozzle Water Jet Eductors are designed to handle solids and semi-solids. They operate at highest efficiency in large sizes and at low discharge heads. Because these eductors have high air handling capacities, they are particularly well suited for priming large pumps such as dredging pumps which frequently encounter air pockets.

Nozzles on the periphery of the throat introduce the pressure water. The pressure water creates a vacuum which draws in and entrains the material being handled and all flow discharges through the discharge connection. All suction flow is in a straight line through the eductor. For performance information, see Bulletin 2M Supplement.

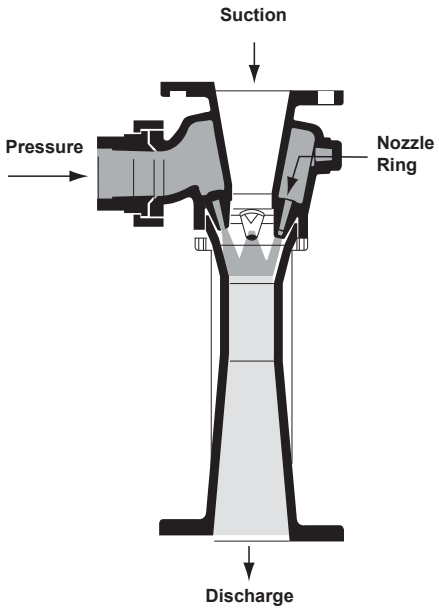


Fig. 22. FIG. 235 ANNULAR MULTI-NOZZLE WATER JET EDUCTOR.
These eductors are made to order from any workable material. Sizes from 1 1/2" to 6" are cast with flanged suction, discharge and pressure connections, except 2" size which has sil-brazed pressure connection. Sizes above 6" (to 28" and up) are generally fabricated.

Table 8. Sizes and Dimensions, Fig. 235 Annular Multi-Nozzle Water Jet Eductor

Size in Inches	Connections in Inches		Wgt. In Lbs.	Dimensions in Inches		
	Suction Disch.	Pressure		A	B	C
1 1/2	1 1/2	1	16	2 7/8	8 7/16	3 3/8
2	2	1 1/4	22	3 1/8	11 7/8	3 3/4
2 1/2	2 1/2	1 1/2	27	3 1/4	12 5/16	4
4	4	2 1/2	65	4 1/8	18 11/16	5 1/8
5	5	3	100	4 5/8	24 7/16	6
6	6	4	150	5 1/4	30	7 1/4

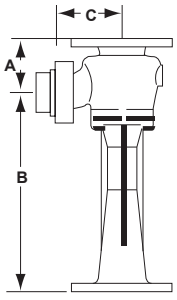


Fig. 23. FIG. 235 EDUCTOR.
(2" size with sil-brazed connection).

Special Purpose Eductors

The special-purpose eductors illustrated here are similar in operation to the basic Fig. 264 Eductor described on page 3.

Fig. 24. FIG. 222 PORTABLE EDUCTOR.
Is designed for use as an auxiliary with a pump where the suction lift is too great for the pump alone. Made of anodized aluminum, bronze or other materials as required.

Fig. 25. FIG. 212 CORROSION RESISTANT EDUCTOR.
Is made of Phenolic Fiberglass Reinforced Plastic (FRP). Body is of one-piece construction.

TYPICAL APPLICATIONS OF S&K WATER JET EDUCTORS

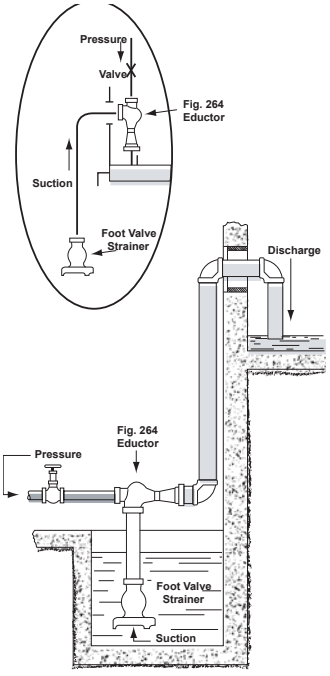


Fig. 26. FIG. 264 EDUCTOR USED TO EMPTY TANKS.
Water jet eductors are often used to empty tanks or to pump out sumps, penstocks, cellars, and the like. The pressure line should be fitted with a regulating stop valve and a pressure gauge while the suction line should be provided with an S&K Strainer. Discharge lines should be sealed for a positive pick-up of the liquid by turning the discharge line up or by submerging the end of the discharge line. It is recommended that the eductor be installed a short distance above the liquid to be handled and that short suction lines be used. Eductors will operate with long suction lines, as shown in the line drawing, however, with suction lifts greater than 15', capacities are reduced considerably. When handling hot liquid the eductor must be arranged with a short suction line or must be submerged.

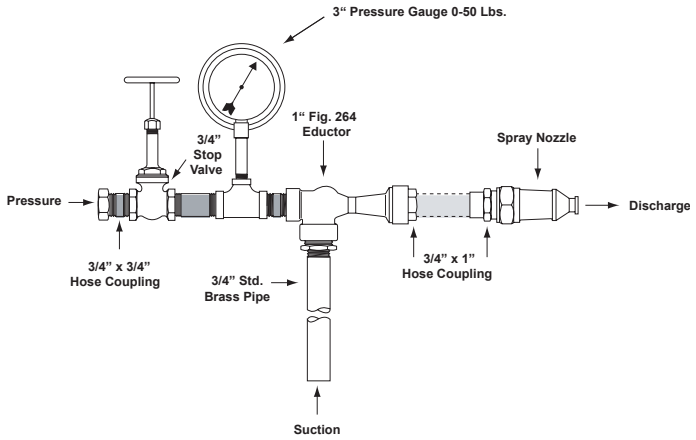


Fig. 27. FIG. 264 EDUCTOR USED IN MIXING LIQUIDS.
This illustration shows a typical arrangement used in mixing liquids such as chemicals or fertilizers in proportion for spraying. The solution to be applied is mixed in a container in approximately twice the strength at which it is to be used. The water jet proportioning apparatus is operated by a jet of high pressure water and is controlled by a 3/4" stop valve. A 3" pressure gauge indicates pressure. The jet action of the pressure water draws the solution from the container and the water and solution are mixed in the throat of the eductor and are discharged through a standard 3/4" hose to a spray nozzle. Solids can be handled and sprayed through a non-clogging type spray nozzle.

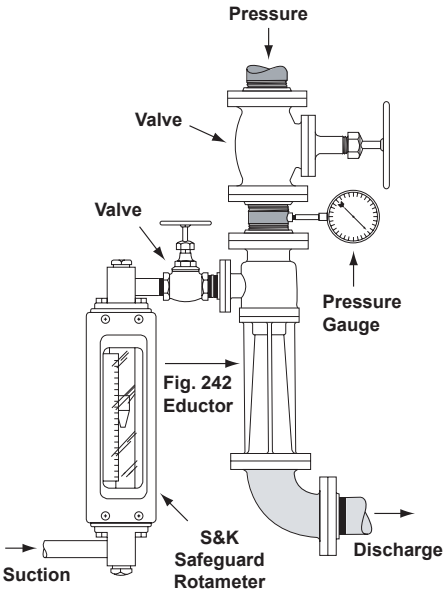


Fig. 28. FIG. 242 EDUCTOR USED IN TYPICAL PROPORTIONING SYSTEM.
This shows a typical proportioning system using a Fig. 242 Eductor. Rate of flow is measured by a Rotameter and is controlled by a valve in the line. A valve in the pressure line and orifice of the eductor nozzle control the flow of the pressure liquid. Fluids are thoroughly mixed in the desired proportions and are then discharged.

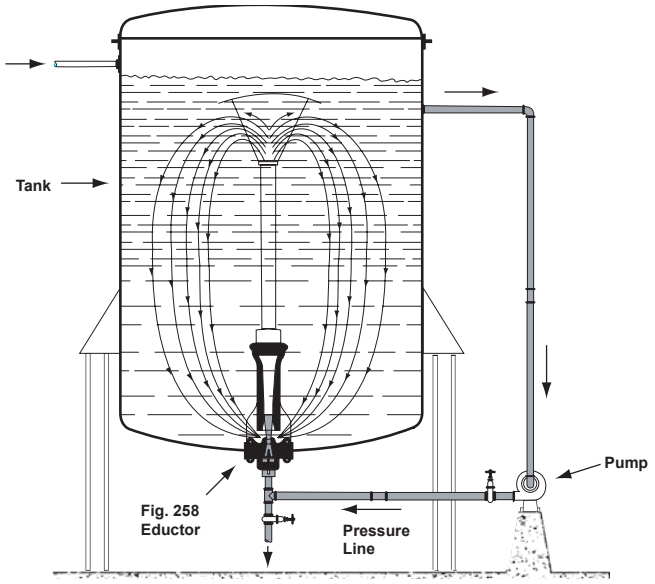


Fig. 30. FIG. 258 EDUCTOR IN BATCH MIXING APPLICATION.
This illustrates the batch mixing of two or more liquids with an S&K Fig. 258 Eductor. The pressure liquid, taken from the top of the tank is passed through a pump to the eductor. The jet action of this fluid entrains the liquid at the bottom of the tank and proper mixing results.

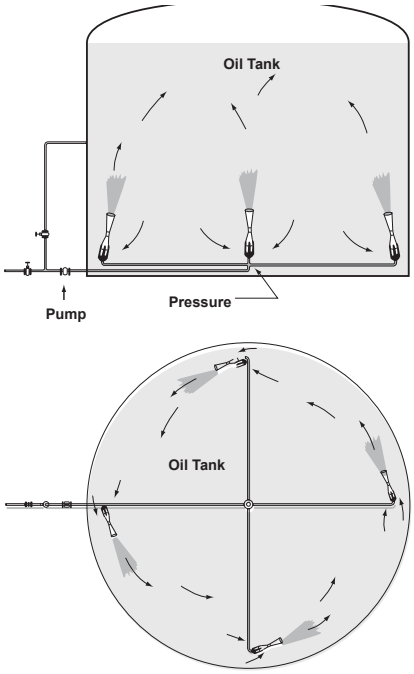


Fig. 29. FIG. 258 EDUCTORS FOR TANK BLENDING OF OILS.
For the tank blending of oils, the arrangement shown has proved highly satisfactory. In this particular installation five 8" Fig. 258 Eductors are used in a 100' tank. Initially, the eductors are used to fill the tank during which time they provide continuous agitation. After the tank is filled, the oil is drawn off and recirculated by means of the same pumps. Oil from the top of the tank issues through the eductor nozzle and entrains oil from the bottom of the tank. The two are mixed in the throat of the eductor and are discharged with sufficient force to maintain constant agitation and further blending in the tank.

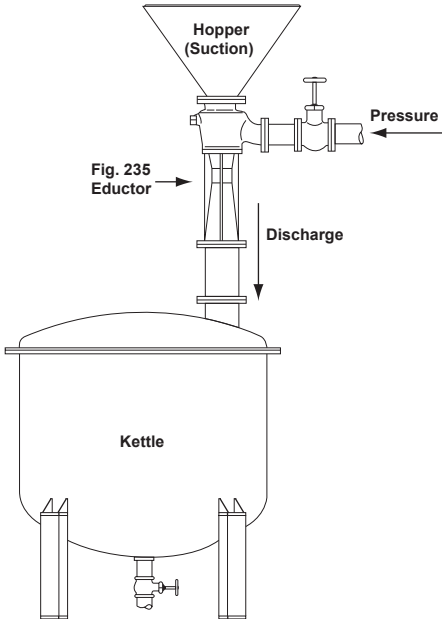


Fig. 31. FIG. 235 EDUCTOR USED IN MIXING DRY POWDER.
Mixing dry powder and a liquid prior to discharge into a tank is accomplished through the use of a Fig. 235 Eductor as shown here.
Pressure liquid enters the eductor, entrains the powder, mixes the two in the venturi of the eductor and discharges the mixture into a receptacle. The streamline eductor design provides maximum efficiency in this operation.

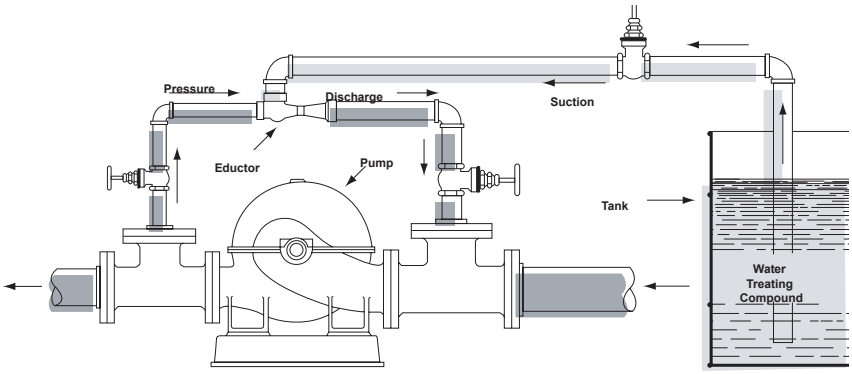


Fig. 32. FIG. 264 OR FIG. 265 WATER JET EDUCTORS USED TO ENTRAIN ANOTHER LIQUID.
This illustration shows a Fig. 264 or Fig. 265 Eductor being used to introduce a water treating compound into boiler feed water. A portion of the water issuing from the pump is bypassed into the eductor where it acts as the pressure medium to draw in and entrain the water treating compound.

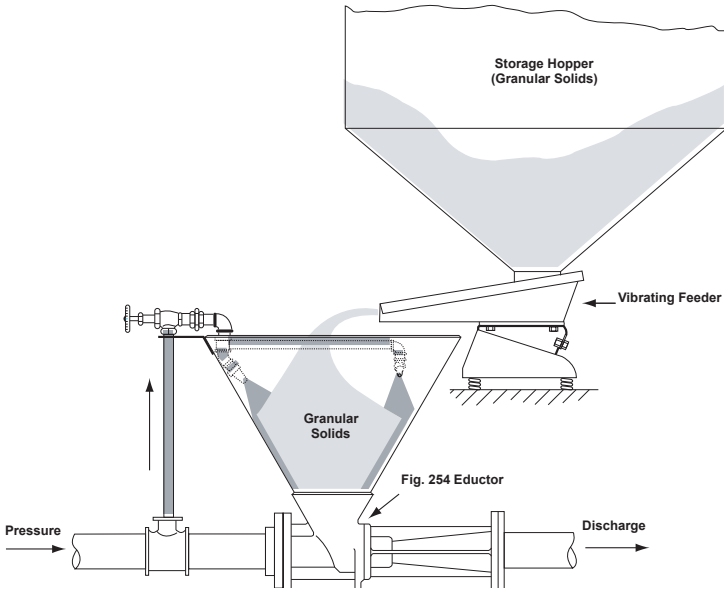


Fig. 33. APPLICATION OF FIG. 254 SOLIDS/LIQUID HOPPER EDUCTOR.
One arrangement for handling granular solids with the Fig. 254 Eductor is illustrated here. In this installation, granular solids drop from a storage hopper into a vibrating feeder which feeds the solids into the eductor hopper at a controlled rate. Water, bypassed from the pressure line, flows through nozzles located in the hopper and washes the solids into the eductor. There they are entrained by the jet action of the pressure water and are discharged. Although the material can be placed in the hopper manually, this system reduces handling and controls the flow of solids.

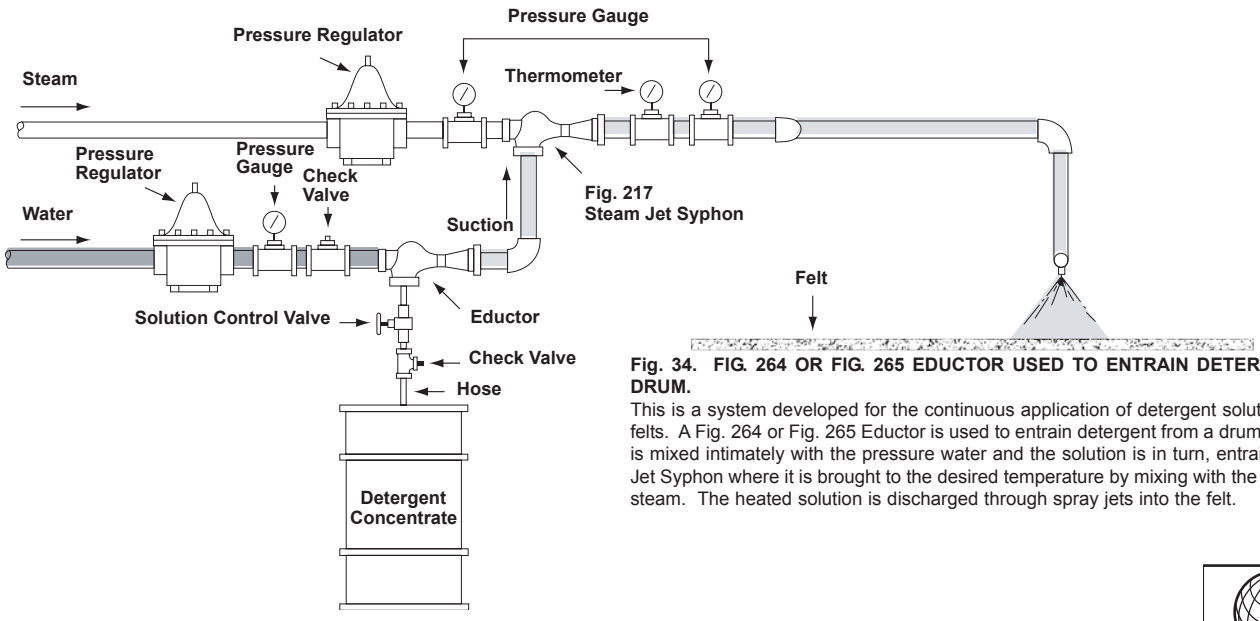


Fig. 34. FIG. 264 OR FIG. 265 EDUCTOR USED TO ENTRAIN DETERGENT FROM A DRUM.
This is a system developed for the continuous application of detergent solution to paper mill felts. A Fig. 264 or Fig. 265 Eductor is used to entrain detergent from a drum. This detergent is mixed intimately with the pressure water and the solution is in turn, entrained by a Steam Jet Syphon where it is brought to the desired temperature by mixing with the syphon's motive steam. The heated solution is discharged through spray jets into the felt.

ISO 9001 Certified

SEEPEX

SERIES BN 05-12, PROGRESSIVE CAVITY PUMP (CATIONIC POLYMER) (P9-621/622/623)

LEFT BLANK

SEEPEX.
ALL THINGS FLOW

Operating and Assembly Instruction
Progressive Cavity Pump

Commission-no.
868806 - 868808

Type
BN 05-12

Read instructions before beginning any work!

Always keep instructions handy on the worksite.

Original Instructions

Issue 04.06.2018

1.1 General notes

- ➢ Always keep the operating and maintenance instructions close by the machine.
- ➢ If problems cannot be solved with reference to the operating and maintenance instructions, please contact the manufacturer.

Observe the following points in addition to these operating and maintenance instructions:

- Prohibition, warning and mandatory signs, warning notes on the machine
- Relevant laws and ordinances
- Statutory provisions on accident prevention
- Corresponding harmonized standards and regulations

1.2 Safety and warning notes

- ➢ Comply with safety and warning notes for safe and efficient use of the product.

Signal words for specific dangers and (possible) consequences are explained below. These are supplemented by symbols (pictograms) if necessary.

1.2.1 Warning notes

NOTICE

Caution for machine!
Possible danger.
Material damage can occur.

CAUTION

Caution for people and machine!
Possible danger.
Minor injury or damage to property can occur.

WARNING

Warning for people!
Possible danger.
Death or serious injury can occur.

DANGER

Danger for people!
Possible danger.
Immediate risk of sever or fatal injury.

1.2.2 Danger symbols

Warning: Suspended load.

Warning: Tipping over.

Warning: Hand injuries.

Warning: Dangerous electrical voltage.

Warning: Pull-in hazard.

Warning: Excess pressure.

Warning: Risk to the environment.

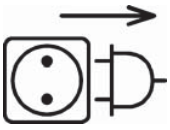
Warning: Hot surfaces.

1.2.3 Information symbols

NOTICE

Observe operating and maintenance instructions.

Ensure environmental protection.



Disconnect power plug before opening.

Wear eye protection.

Wear gloves.

- ➢ Instruction to act/take measures
- • List item

1.3 Dangers that can be caused by the machine

SEEPEX machines are built in accordance with the state of the art.

Nevertheless, there is a residual risk, because the machine works with:

- Mechanical movements that pose a danger
- Electrical voltages and currents

We have used design measures and applied safety technology to minimize the risk to the health of people posed by this danger.

1.4 Qualification of the personnel

This handbook is intended for:

- Owner
- Operators
- Setters
- Maintenance personnel

1.5 Authorized people

People authorized to undertake operation, set up and maintenance are instructed and trained specialists employed by the owner/manufacturer.

Detailed technical knowledge is essential for performing any work on the machine.

The owner is responsible for:

- Personnel training
- Compliance with safety regulations
- Compliance with operating and maintenance instructions

The operator must:

- Have received instruction
- Read and understood the relevant parts of the operating instructions before starting work
- Know the safety devices and regulations

1.5.1 Tasks and information for the owner/operators

- ➢ Regularly check and maintain the machine, replacing all parts in good time which no longer guarantee safe operation.
- ➢ It is essential to comply with the procedure described in the operating instructions for shutting down the machine.
- On completion of work, attach all safety and protective devices and make sure they are functioning.

1.5.2 Safety notes for maintenance, inspection and assembly work

- ➢ Do not work on the machine or system unless it is stationary and depressurised.
- ➢ Switch off the master switch and pull out the power plug before starting work on live components.
- ➢ Comply with the procedure for shutting down the machine as described in the Shut-down chapter.
- ➢ Decontaminate (de-toxify) machines that are used for pumping media that can be harmful to health.
- ➢ Refer to the Initial start-up chapter before repeated start-up of the machine.

1.6 Personal protective equipment

- ➢ Wear personal protective equipment and/or additional equipment for your own safety.
- ➢ Avoid/limit risks by the use of collective technical protective equipment or by organisational measures at work.

1.7 Safety and protective devices

- ➢ Prior to start-up, bolt SEEPEX machines onto a concrete foundation so as to ensure stability.
- ➢ Starting and stopping devices must be clearly recognisable. Take appropriate measures to avoid defects.
- No protective device is necessary for checking and/or setting the shaft seal.
- Hot surfaces are identified with a danger symbol on the machine.

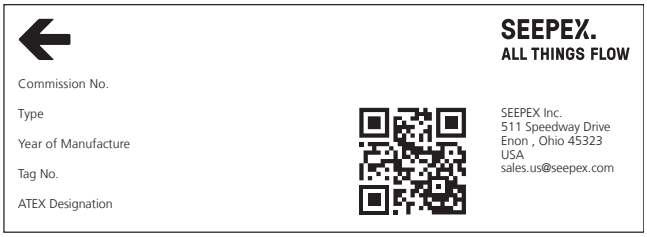
1.8 Foreseeable misuse

Serious personal injury and damage to property can be caused by:

- Incorrect use
- Incorrect installation or operation of the machine
- Impermissible removal of necessary protective equipment

1.9 Designated use

- Only use SEEPEX machines if they are in perfect condition and in compliance with the oper-ating and maintenance instructions.
- Do not start up the machine unless the system in which the machine is installed is in accor-dance with the provisions of the applicable guidelines and statutory regulations.
- Equivalent sustained sound pressure level at workplaces of operating personnel C75 dB (A). Cavitation-free operation of the machine and screwed connection to concrete founda-tion are essential.
- SEEPEX machines are components that are exclusively intended for pumping media in accordance with the technical data (chapter 3.0). Written approval must be obtained from the manufacturer before other media are pumped.
- Refer to the information on the type plate and the operating instructions for technical data (chapter 3.0), and comply with them.
- The operating instructions are assigned to the SEEPEX machine based on the commission number.



Similar illustration

1.10 Warranty

- Warranty in accordance with our terms and conditions of delivery and order confirmation.
- It is a condition of the machine warranty that the machine must correspond to the listed operating instructions in accordance with the type plate/data sheet.
- All wearing parts are excluded from the warranty.
- These operating instructions are subject to copyright. Reproduction is not permitted and will be punished. Contravention will be pursued through the courts.

2.1 General description

seepex pumps are members of the group of rotating displacement pumps.

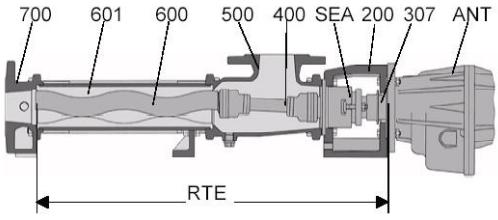
- Characteristic features
  - Special configuration/arrangement of the rotor and stator pumping elements.
  - Motion sequence

2.2 Mode of action and pumping principle of the seepex pump

- Seal lines are created by the geometrical configuration/contact between both pumping elements.
- Seal lines provide total separation between the suction and pressure sides.
  Result:
  - Increased suction lift capability of the pump
  - High pressure build-up irrespective of the rotation speed

2.3 Constructive design

No.	Designation
ANT	Drive
200	Lantern
307	Plug-in shaft
400	Coupling rod
SEA	Shaft seal
500	Suction casing
600	Rotor
RTE	Rotating unit
601	Stator
700	Pressure branch



3.1 Data sheet

3.2 Characteristic Curves

Progressive cavity pump

BN 05-12 / A6-J0-J0-F0-LA

Application data

U 495 XXX001

Conveyed product	Polymer
Flowability	flowable
Viscosity	low viscosity (<500 cP/mPas)
Solids content	not specified
Size of solids	not specified
Specific gravity	unknown, 1 kg/dm³ assumed
Product temperature	32°F - 113°F
pH value	5-9
Kind of operation	continuous
Operating hours	8h/day
Location	indoor, dry atmosphere
Altitude of installation	up to 1000 m assumed
Surrounding temperature	normal (32-113°F)

Performance data

	Capacity	**Pressure**	**Speed**	
	0.26 USGPM	80 psi	41 rpm	min
	3 USGPM	80 psi	390 rpm	max
Starting torque	30 lb.ft			
Req. power at pump shaft	0.75 HP			
Inlet pressure	flooded suction (up to 0,5bar)			
NPSHr	6.23 ft			

Tolerances according to SEEPEX standards.

Materials and executions

Installation	vertical, drive on top
Direction of rotation	clockwise (right)
Lantern - Design	with cover plates
Lantern - Material	EN-JL 1040 (gci-25)
Lantern - Flange diameter	160 mm
Suction casing - Design	standard
Suction casing - Material	1.4408 / ASTM A351 grade CF8M
Pressure branch - Design	standard
Pressure branch - Material	1.4408 / ASTM A351 grade CF8M
Position of branch	position 3
Pressure connection	1 1/2" NPT
Suction connection	1 1/4" NPT
Joint - Design	pin joint with joint sleeve, grease filled
Joint - Material	standard
Joint - Universal joint sleeve: material	NBR - Perbunan
Joint - Joint Grease	joint grease SEEPEX 30321
Coupling rod - Design	standard
Coupling rod - Material	1.6582 encapsulated
Rotor - Design	standard
Rotor - Material	1.4404 / AISI 316L
Rotor - Coating	ductile chromium coating
Stator - Design	standard with TSE, sensor sleeve 1.4404
Stator - Material	NBR - Perbunan
Shaft sealing	mechanical seal
Code	back-to-back GLRD - LA
Shaft diameter	30 mm
Make	Burgmann
Type	MG1-G60 Q1Q1 VGG
Casing - material	1.4404 / AISI 316L
Casing - connection standard	NPT
Plug-in Shaft - Design	standard
Plug-in Shaft - Material	1.4404 / AISI 316L
Plug-in Shaft - Drilling diameter	24
Plug-in Shaft - Drilling depth	45
Bolting - Design	completely stainless steel
Painting - Number of colors	single-colored standard
Painting - Painted components	1 complete combination

Painting - Color	Standard Enamel (SEEPEX Blue)

Drive

Drive Type	Gear & Motor at freq. inv.
Type	Gear
Make	Nord
Model	SK02F/56C
Mounting position	M4
Ratio (i)	4.82
Flange diameter	160 mm
Shaft diameter	24 mm
Shaft length	45 mm
Shaft drawing	716/M500-003B4

	Norm	**Min**	**Max**
Speed	373 rpm	40 rpm	389 rpm
Motor speed	1800 rpm	195 rpm	1880 rpm
Frequency	60 Hz	7 Hz	65 Hz

Type	Motor
Make	Marathon Motors
Model	56H17T5312
Rated output	1 HP
Rated speed	1800 rpm
Mounting position	V1/V5
Starting	direct on frequency inverter
Explosion proof	Weatherproof
Efficiency class	IE1
Winding protection	Thermostats
Voltage	rated voltage 575V
Frequency	60Hz
Thermal class	F
Enclosure	TENV

Baseplate

Design	1/2" thick plate, 10" wide
Material	steel, painted
GPU Type Code	B-ST

TSE

Design	standard design, complete - sensor sleeve fitted to the stator of the pump with integrated temperature sensor - connection head (IP55) - separate TSE control device suitable for mounting inside a control panel
Voltage	110-115V/50-60Hz
Temperature coefficient	NTC
Material sensor sleeve	1.4404
Material connection head	aluminium

Packing

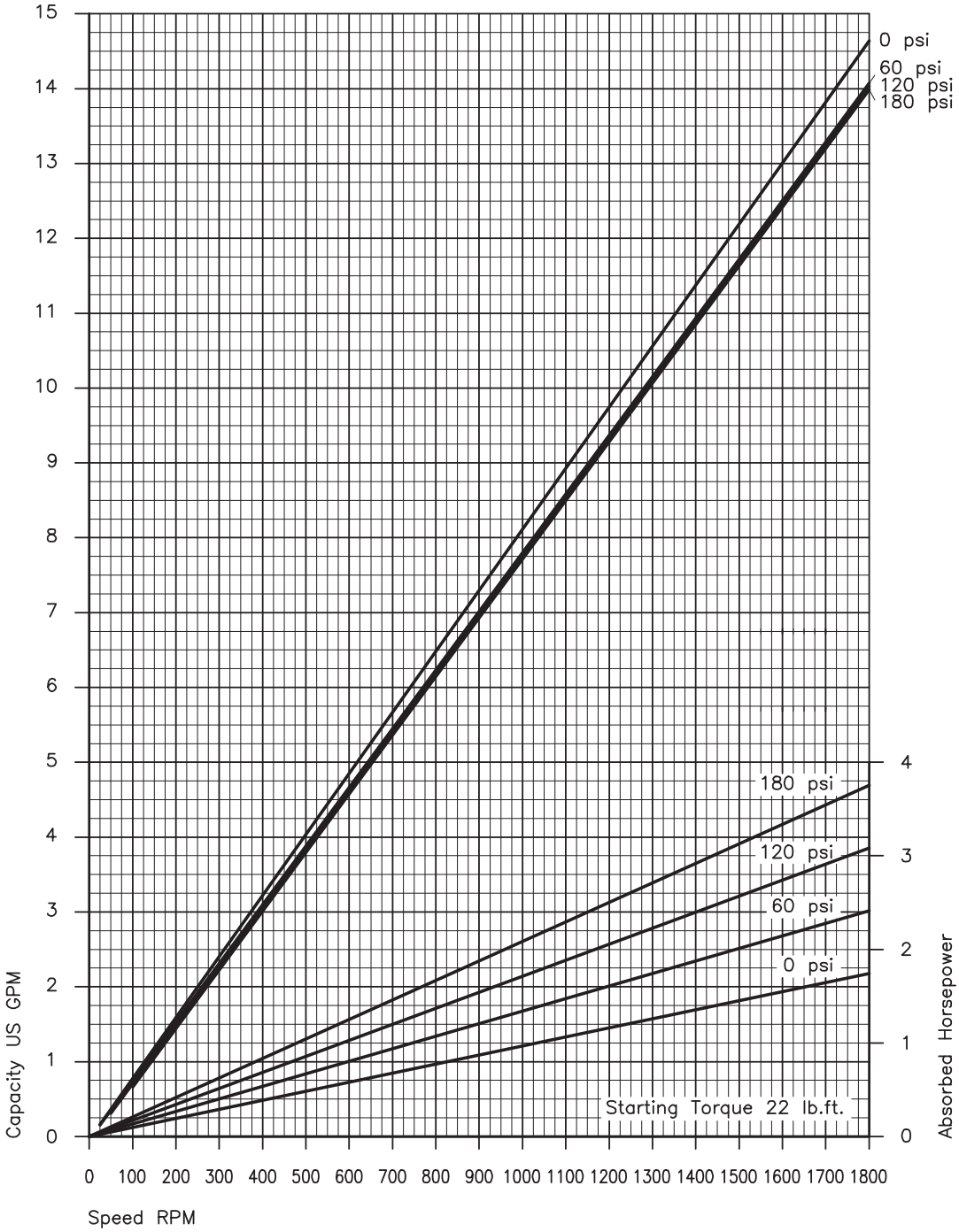
Type of packing	crate (US)

Miscellaneous

Design	Tag each: P9-621, P9-622, P9-623 Tag all: PI018, 98345

Documentation

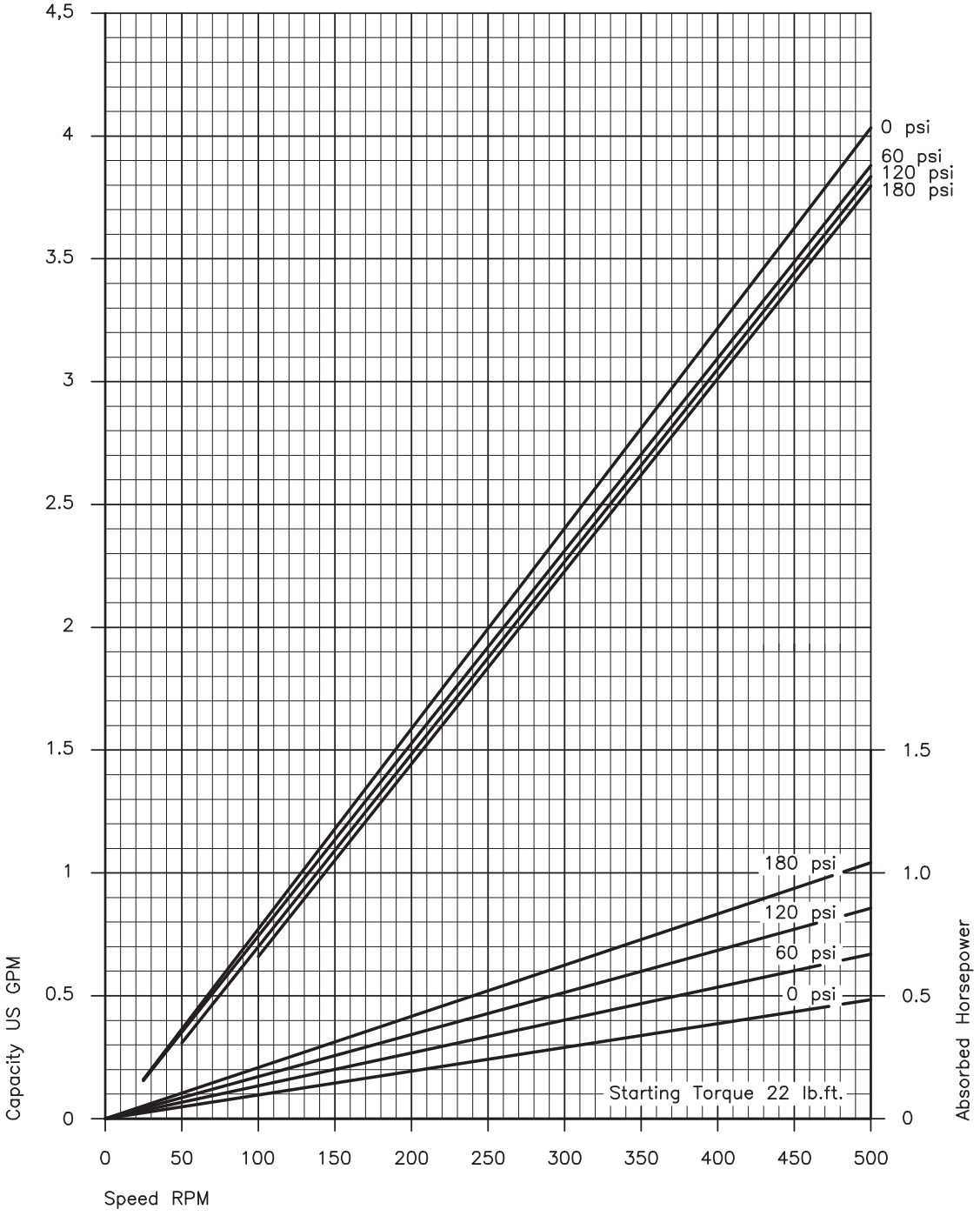
Characteristic Curves
Size
05–12



Values based upon water 68°F ; For notes on drive selection refer to PER

CHA.05–12 D 01.14us

Characteristic Curves
Size
05–12



Values based upon water 68°F ; For notes on drive selection refer to PER

CHA.05–12.s D 01.14us

4.1 Safety

CAUTION

Damage to property/injuries due to incorrect transport.
Slight injury or damage to property can occur.

- ➢ Comply with the safety notes and transport notes on the packaging.
- ➢ Use suitable means of transport, lifting devices and tools.
- ➢ Use protective equipment.

4.2 Transport

4.2.1 Dimensions, weight and centre of gravity

- ➢ Note the dimensional drawing (chapter 5.6).

4.2.2 Symbol

- Meaning of symbol

Top	Fragile item	Against moisture protect	Centre of gravity	Lashing points

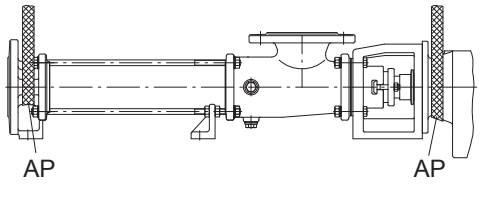
4.2.3 Lashing points (AP) for lifting devices

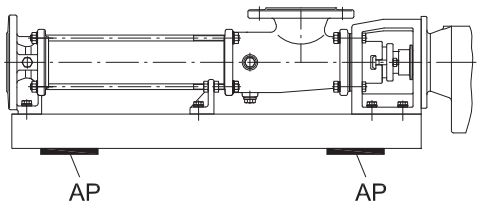
WARNING

Warning of suspended load.
Death or serious injury can occur.

- ➢ Use the lashing points (AP) for lifting devices.
- ➢ Note the centre of gravity (dimensional drawing chapter 5.6).

Lifting machine	Industrial trucks





4.2.4 Unpacking the machine

- ➢ Comply with the symbols and notices on the packaging.
- ➢ Remove the screwed connection between the machine and packaging.
- ➢ Remove the machine with a lifting machine/industrial truck.

4.3 Temporary storage/corrosion protection

- All SEEPEX machines have corrosion protection applied as standard prior to transport.

NOTICE
Damage to property if corrosion protection is missing. Property damage can occur due to corrosion. ➢ Temporary storage must be in a dry, enclosed, frost-free room in order to provide protection against ambient influences. ➢ Contact SEEPEX regarding the necessary corrosion protection for temporary storage.

4.4 Disposal

NOTICE
Environmental protection. Material damage can occur. ➢ Drain the pumping medium and dispose of it in accordance with the regulations. ➢ Dispose of the machine with regard to its composition and existing regulations.

5.1 Mounting tools / lifting gear

CAUTION

Pump falling over.
Slight injury or damage to property can occur.

- ➢ Adhere to the lifting tool's starting point.
- ➢ Pay attention to the dimensions, weight and centre of gravity of the pump.
- ➢ Use suitable mounting tools/lifting gear.

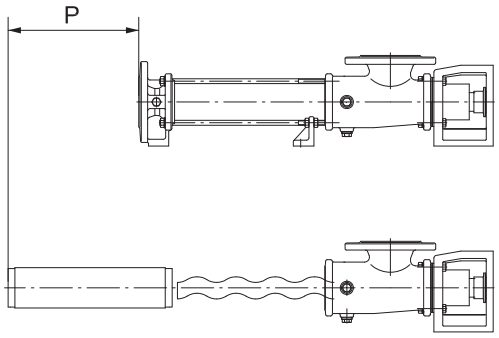
5.2 Space requirement

The required space should be determined by considering the following factors:

- Dimensions and weight.
- Requisite transport and lifting equipment.
- Pipe routing – dismantling (dimension for stator replacement).

5.2.1 Dimension for stator replacement (P)

- ➢ Refer to the dimensional drawing.



5.3 Assembly of the complete mounted pump

- ➢ Assemble according to technical data (chapter 3.).
- ➢ Note dimensional drawing.

Tension-free mounting of the pump

- ➢ Balance unevenness with suitable supports.
- Applies to mounting on foundations/load-bearing elements.
- Total areas of all pump bearing areas are resting on the surface.

Correct position of the drives

- All drives are set up ready for operation and mounted.
- Correct displacements of the drive during transport/installation of the pump by adjusting/fixing the drive.

CAUTION

Safety protection devices.
Slight injury or damage to property may result.

- ➢ Connect safety protection devices and activate.

5.4 Power supply of the SEEPEX pump

DANGER

Line voltage and line frequency.
Death or serious injury can occur.

- ➢ Note type plate on the pump.
- ➢ Pay attention to manufacturer's directions (chapter 13.).
- ➢ Pay attention to safety regulations.

5.5 Pipelines

5.5.1 Suction and pressure connection

- Refer to the dimensional drawing for the position, nominal width and standard.
- Note direction of rotation/flow direction.

5.5.2 Pipeline dimensions

- Adhere to specifications regarding pressure in the pressure respectively suction connection.
- Note technical data (chapter 3.).
- Nominal width of suction pipe = nominal width of suction connection of pumps.

5.5.3 Residue-free pipelines

NOTICE

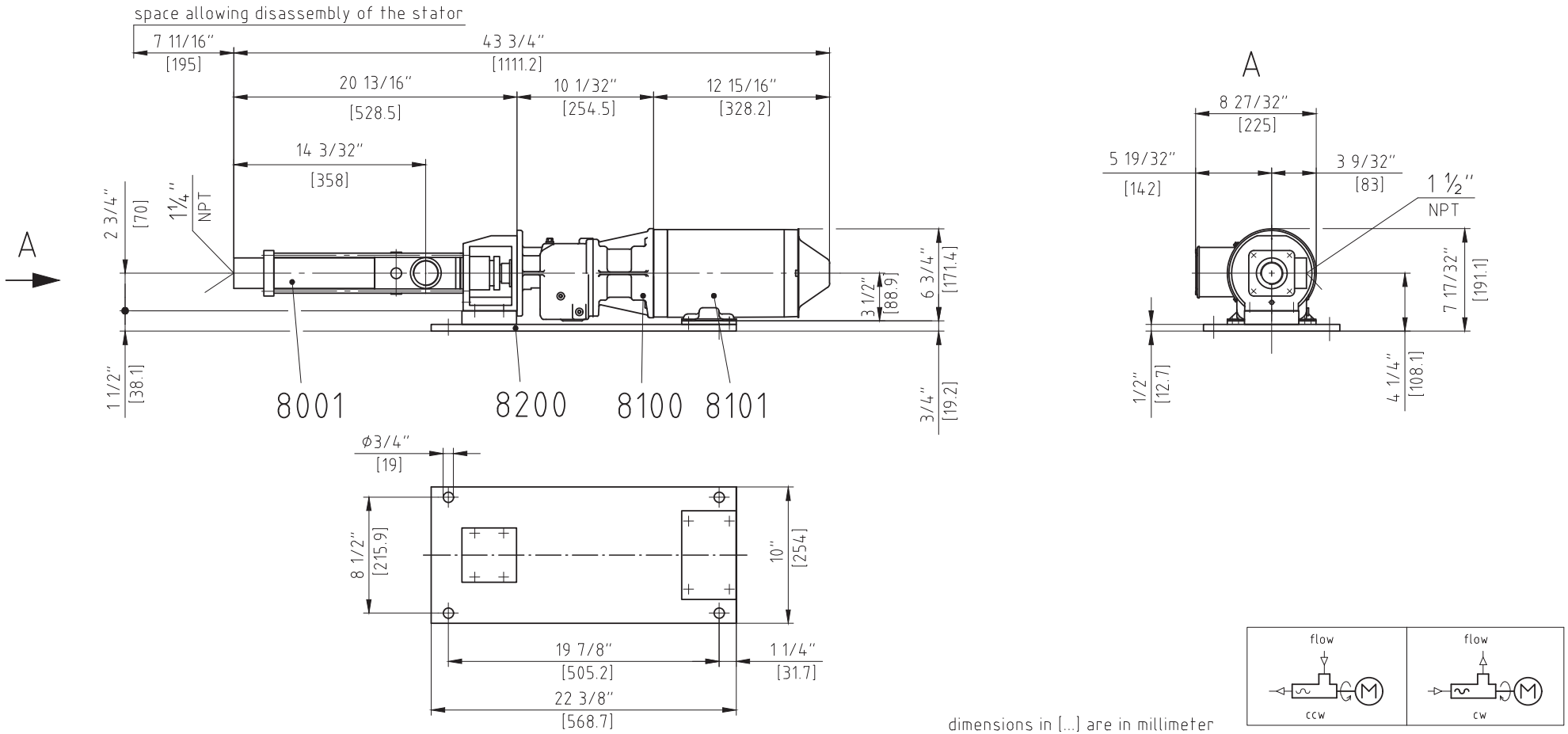
Damage to property through assembly residue.
No claims under guarantee if violated.

- ➢ Keep all pipelines free of foreign objects.
- ➢ Remove weld spatters, screws, steel chips etc.

5.5.4 Tension-free assembly

- ➢ Assemble pipelines and other components in a tension-free manner on the pump.

Copyright: This drawing is our property and patented for us according to the law of copyright and associated rights !



dimensions in [...] are in millimeter

Quant.	Denomination	Item	Material	Note	Weight / kg
1	baseplate:	8200		Var.: 801-200/M500-C-738	19
1	motor: Marathon 056H17T5312	8101			18
1	gear: Nord SK02F-56C	8100			14
1	pump: BN 05-12 / 1-6L	8001			14

	2018	Name	Day	Scale	Weight	Denomination
SEEPEX. ALL THINGS FLOW	Drawn	cbo	30.05.	1:10	65 kg	dimensional drawing
	Checked	lsh	31.05.	EDP-No. 172720.dwg		Drawing-no. 262-C65/M500-C-740A4

General tolerances for dimensions without specified tolerances acc. to DIN ISO 2768-v

Master Copy

6.1 Commissioning report

Send commissioning report online to www.seepex.com\ **Must be specified with every order!**			**From:**
Commission: _____	**Model:** _____		Contact person: ..... Tel.: ..... Fax: ..... E-mail: .....
Customer Service: SEEPEX Inc. 511 Speedway Drive Enon, Ohio 45323 service@seepex.com			**Address of plant:** ....

Delivery date:		
Date of installation:		
Assembly check carried out on:		
Please enter operational data:		
Conveying liquid:		
Temperature:		
Fuse level/motor protection or power consumption		
Frequency control	☐ no	
	☐ yes	If yes:
		☐ Supplied by SEEPEX
		☐ Supplied by customer
		Frequency:
		Speed:
		Power consumption:

_____ _____

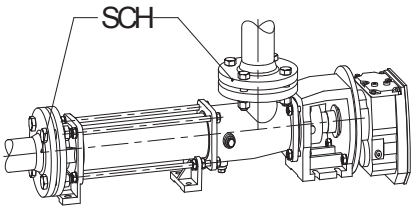
Place, date Signature / company stamp

6.2 Measures before commissioning

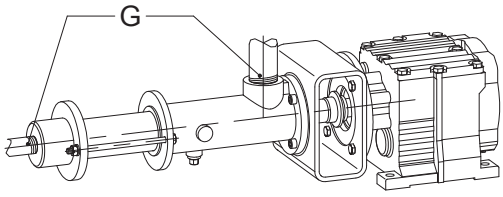
➢ Note the technical data (chapter 3.).

6.2.1 Checking pipelines

➢ Check flange screwed connections (SCH).



➢ Check threaded connections (G).



NOTICE

Ensure the liquid can flow through without obstruction.
Malfunction and/or irreparable damage to the pump.

➢ Open all shut-off elements before switching on the pump.

6.2.2 Protective devices on the pump

DANGER

Missing protective device.
Danger of pulling in and crushing.

➢ Equip the pump with a protective device. Protective devices provided for preventing contact with surfaces or moving parts must be regarded as suitable if contact is not possible in a test involving a test finger, with regard to the penetration possibility, strength and shock resistance.

➢ Comply with national protection regulations.

➢ In pumps with an open suction flange/feed hopper, attach touch protection. These safety clearances protect those persons who are attempting to reach danger areas without additional help and under the conditions defined for various situations of reaching up, reaching under or reaching through

In shaft seals, touch protection is only necessary if there are components on the rotating shaft.

6.2.3 Electrical/hydraulic connections

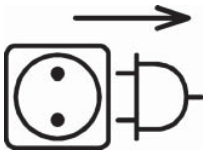
DANGER

Dangerous voltage.
Death or serious injury can occur.

➢ Observe safety regulations.

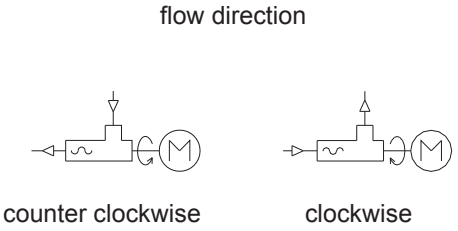
➢ Disconnect the pump from all sources of energy.

➢ Prevent electrical connections from being switched on again.



6.2.4 Direction of rotation check

- The pump direction of rotation determines the flow direction of the pumping medium.
- Note the direction of rotation arrow on the type plate.



6.2.5 Additional devices - optional

- Refer to additional devices (chapter 12.1).

6.3 Initial commissioning/repeated commissioning

- Start up the pump.

NOTICE
Dry running of the pump. Malfunction and/or irreparable damage to the pump. ➢ Fill the suction casing with liquid in order to lubricate the pumping elements.

6.3.1 Avoid dry running of the pump

NOTICE
High temperature between rotor and stator. Stator material burned. Complete failure of the pump ➢ Make sure that the suction-side conveying capacity does not cavitate. ➢ If this cannot be guaranteed on the machine side, assemble a SEEPEX dry running protection (DRP).

6.3.2 Pressure in the suction and pressure connection

⚠ CAUTION
High pressure. Malfunction and/or irreparable damage to the shaft seal or pump. ➢ Maintain pressure in the suction connection in accordance with the technical data (chapter 3.). ➢ Assemble an oil-filled contact pressure gauge to monitor and deactivate the pump.

6.4 De-commissioning

Protect the pump and additional devices against the following:

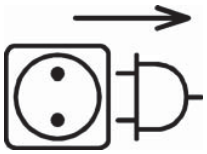
- Frost
- Deposit of solids
- Sedimentation from the liquid
- Corrosion of parts that come into contact with the medium

6.4.1 Switching off the pump

DANGER

Dangerous voltage.
Death or serious injury can occur.

- Observe safety regulations.
- Disconnect the pump from all sources of energy.
- Prevent electrical connections from being switched on again.



6.4.2 Emptying the pump

CAUTION

Liquid draining out.
Minor injury or damage to property can occur.

- Wear suitable protective clothing.
- Refer to the technical data (chapter 3.) for the corresponding configuration of the pump housing.

To drain the pump:

- If the pump housing has screwed plugs, remove the screwed plugs.
- Drain using a connection branch (suction casing, pressure branch) if the pump housing is coated or the housing does not have screwed plugs.
- Drain the residual liquid from the pump housing.
- Drain the pipelines on the suction and pressure sides, or shut off behind the pump connections.

6.4.3 Removing the pump

WARNING

Risk of pump tipping or falling.
Death or serious injury can occur.

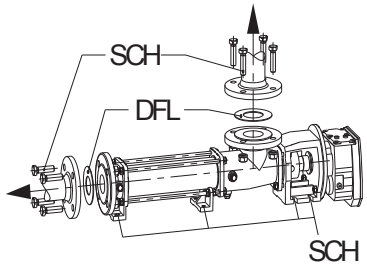
- Support the drive unit to guarantee stability.

Pipeline dismantling

- Remove flange bolts (SCH) and flange seals (DFL).

with/without base plate

- Remove bolts (SCH) from the pump feet.

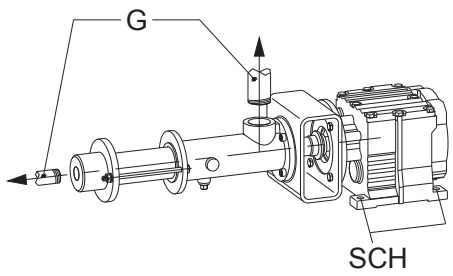


Pipeline dismantling

➢ Remove threaded connections (G).

with/without base plate

➢ Remove bolts (SCH) from the pump feet.



6.4.4 Preservation/storage of the pump

NOTICE
Damage to property due to lack of corrosion protection. Property damage can occur due to corrosion. ➢ Contact SEEPEX to discuss suitable preservation measures. – State the commission number of the pump.

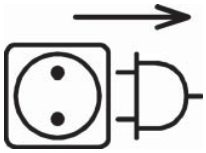
7.1 Preventive measures

The maintenance personnel must have these operating instructions, follow them and also require corresponding qualifications.

DANGER

Dangerous voltage.
Death or serious injury can occur.

- ➢ Observe safety regulations.
- ➢ Disconnect the pump from all sources of energy.
- ➢ Prevent electrical connections from being switched on again.



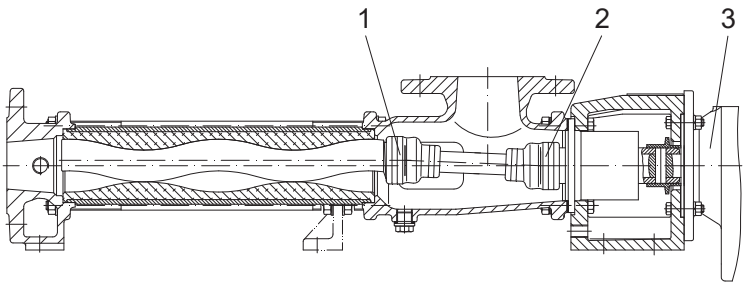
7.1.1 Pump down-time

NOTICE

Pump down-time.
Production failure due to wear.

- ➢ Acquisition of a set of wearing parts and a set of gaskets.

7.2 Lubrication



No.	Denomination	Lubricant	Lubricant change in operating hours	Fill volume
1	Pin joint	SEEPEX special grease (30321)	10,000 h	7 cm^3
2	Pin joint	SEEPEX special grease (30321)	10,000 h	7 cm^3
3	Drive	Refer to manufacturer's documentation (chapter 13._)		
Rotor/stator		Conveying medium	---	---
Shaft seal		Conveying medium	---	---

7.2.1 Joint grease

NOTICE

Other grease types.
Malfunction and/or irreparable damage to the joints or the pump.

- ➢ Exclusively use SEEPEX special grease.

7.3 Inspection

Component	Interval	Action
Joints	Every 10,000 operating hours	Renew joint grease
Shaft seal	Every week	Visual check for leaks
Drive unit	Every 3,000 operating hours, at least every 6 months	Comply with manufacturer's documentation

Refer to technical data (chapter 3.) for application range of the pump.

Malfunction										Causes	Rectification
Pump is not sucking	Pump pumping unevenly	Conveying capacity is not achieved	Pressure head is not reached	Pump does not start up	Pump seized / pump does not pump	Pump is loud when running	Motor gets too hot	Premature stator wear	Shaft seal is leaky		
				X			X		X	Static friction between stator/rotor too great.	Apply lubricant (liquid soap) between stator and rotor.
X										Incorrect direction of rotation.	Check direction of rotation and swap over motor connections if necessary.
X	X	X			X	X				Suction pipe or shaft seal leaking.	Eliminate leaks.
X	X	X				X				Suction head too great.	Check the suction head, if necessary increase pipe cross section on suction pipe and use a larger filter, open suction-side valve fully.
X	X	X								Viscosity of conveying product too great.	Check/adapt (data sheet).
		X		X			X			Pump rotation speed incorrect.	Correct rotation speed (data sheet).
	X	X									Avoid air bubbles in the conveying product.
		X		X	X		X	X		Pressure head too great.	Check pressure head with pressure gauge, reduce pressure head by using larger pressure pipe crossed section or shortening the pressure pipe.
X	X	X			X			X		Pump running partially/ completely dry.	Check there is adequate conveying product available on the suction side. Dry running protection DRP.
						X	X			Check coupling.	If necessary, move pump in relation to drive, check wear on coupling gear, re-adjust coupling if necessary.
X		X								Rotation speed too low.	Increase rotation speed for low-viscosity media/large suction volume.

Malfunction										Causes	Rectification
Pump is not sucking	Pump pumping unevenly	Conveying capacity is not achieved	Pressure head is not reached	Pump does not start up	Pump seized / pump does not pump	Pump is loud when running	Motor gets too hot	Premature stator wear	Shaft seal is leaky		
X	X					X				Rotation speed too high.	Reduce rotation speed for high-viscosity media, risk of cavitation.
						X				Joint play too large.	Check mounting of coupling rod bushing.
X		X		X	X			X		Foreign objects in pump.	Dismantle pump, remove foreign bodies, replace defective parts.
X		X	X		X					Stator/rotor worn.	Dismantle pump and renew defective parts.
X		X			X	X				Joint parts worn.	Renew joint parts, use SEEPEX pin joint grease.
X		X			X			X		Suction pipe blocked.	Clean the suction pipe.
X				X	X		X	X		Temperature of pumping liquid too high.	Check temperature, use an undersize rotor.
X		X		X			X		X	Gland packing too firm/ worn.	Loosen packing gland or tighten. Renew unusable packing rings.
X				X	X			X		Solid content and/or grain size too great.	Reduce pump speed, install screen with permitted mesh width. Increase liquid proportion.
X				X				X	X	Sedimentation/gumming of solids when pump stationary.	Rinse through and clean the pump immediately.
X				X	X			X	X	Conveying product hardens when the temperature drops below a certain limit.	Heat the pump.
				X	X		X	X		Stator swollen and unable to withstand conveying product.	Select a suitable stator material, use an undersize rotor.
						X			X	Bearings in pump drive housing or drive unit defective.	Renew bearings.
									X	Mechanical seal defective.	Check sliprings and O-rings for wear/resistance, renew if necessary.

9.1 Pump Dismantling/Reassembly

Range: BN

Size: 025-12 up to 1-6L

9.1.1 Preparing the pump for dismantling

DANGER

Dangerous voltage.
Death or serious injury can occur.

- Note safety regulations.
- Disconnect motor from all sources of energy.
- Secure electrical connections against restarting.

- Empty pipelines.
- Allow pipelines to cool down.
- Remove pipeline connections (suction side/pressure side).
- Note decommissioning (→ chapter 6.4).

9.1.2 Dismantling

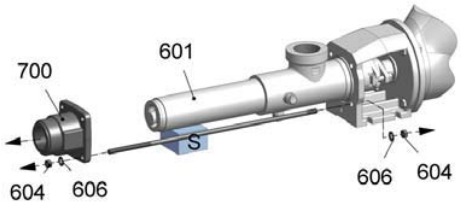
WARNING

Risk of pump tipping or falling.
Death or serious injury can occur.

- Fasten the lantern **(200)** to secure the pump.

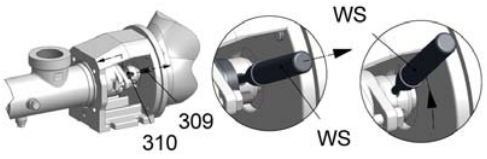
9.1.2.1 Pressure branch (700) - Dismantling

- Prop up stator **(601)** with a support **(S)**.
- Remove screw fitting **(604, 606)**.
- Remove pressure branch **(700)**.
- Remove tie bolt **(602)**.



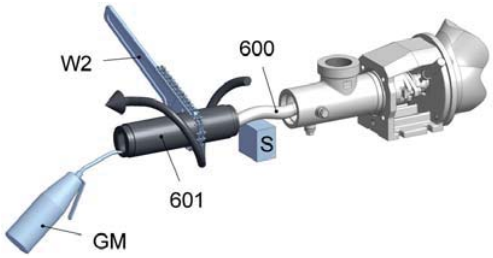
9.1.2.2 Stator (601) - Dismantling

- Raise/move splash ring **(310)**.
- Remove the plug-in shaft pins **(309)**.
- Insert tool **(WS)**.
- Turn tool **(WS)** upwards.



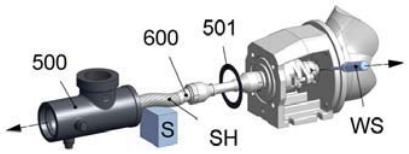
Tool (**W2**/chain wrench)

- Add lubricant **(GM)** to the opening on pressure branch side between the rotor **(600)** and the stator **(601)**.
- Turn the stator **(601)** in the “left” rotating direction and remove.
  - Use tool **(W2)**.
- Prop up the rotor **(600)** with support **(S)**.



9.1.2.3 Suction casing (500) - Dismantling

- Provide rotor **(600)** with protective cover **(SH)**.
- Prop up rotor **(600)** with support **(S)**.
- Dismantle the suction casing **(500)**.
- Remove tool **(WS)**.



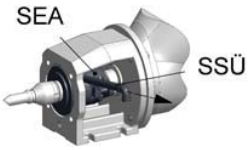
9.1.2.4 Rotating unit (RTE) - Dismantling

Tool (**W10**/dismantling tool)

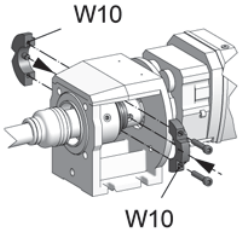
Tool (**W9**/mounting lever)

with flush connection

- Remove the flush connection **(SSÜ)** on the shaft seal casing **(SEA)**.

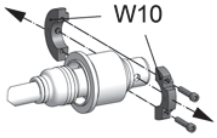


- Assemble tool (**W10**/dismantling tool).

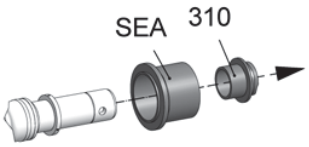


- Pull the rotating unit **(RTE)** with shaft seal **(SEA)** off from the output shaft of the drive **(ANT)**.
  - Use tool (**W9**/mounting lever).

- Dismantle tool (**W10**/dismantling tool).

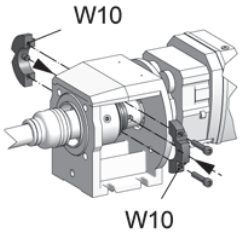


- Pull off the splash ring **(310)**.
- Pull off the shaft seal casing **(SEA)**.
  - Note dismantling shaft seal (→ chapter 9.4).



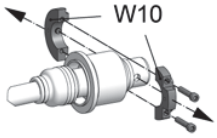
without flush connection

- Assemble tool (**W10**/dismantling tool).

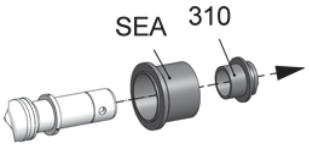


- Pull the rotating unit **(RTE)** with shaft seal **(SEA)** off from the output shaft of the drive **(ANT)**.
  - Use tool (**W9**/mounting lever).

- Dismantle tool (**W10**/dismantling tool).

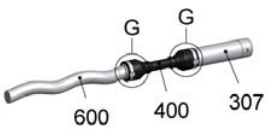


- Pull off the splash ring **(310)**.
- Pull off the shaft seal casing **(SEA)**.
  - Note dismantling shaft seal (→ chapter 9.4).



9.1.2.5 Rotor (600), coupling rod (400), plug-in shaft (307) - Dismantling

- Joint **(G)** dismantling note rotating unit - individual parts (→ chapter 9.2).



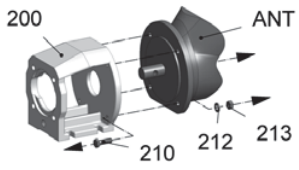
9.1.2.6 Lantern (200)/drive (ANT) - Dismantling

CAUTION

Falling or tilting drive.
Slight injury can occur.

- Secure the drive **(ANT)**.

- Remove the screw fitting **(210, 212, 213)**.
- Remove the drive **(ANT)**.



9.1.3 Reassembly

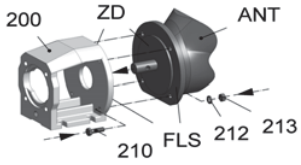
WARNING

Risk of pump tipping or falling.
Death or serious injury can occur.

- Fasten the lantern **(200)** to secure the pump.

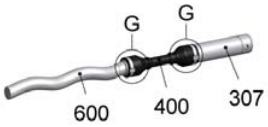
9.1.3.1 Lantern (200)/drive (ANT) - Reassembly

- Clean the flange bearing surfaces **(FLS),** bolt circle **(ZD)** and the output shaft of the drive unit **(ANT)**.
- Mount the drive **(ANT)** to the lantern **(200)** with screw fittings **(210, 212, 213)**.



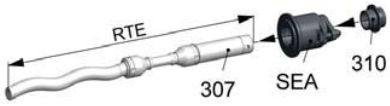
9.1.3.2 Rotor (600), coupling rod (400), plug-in shaft (307) - Reassembly

- Joint **(G)** reassembly note rotating unit - individual parts (→ chapter 9.2).



9.1.3.3 Rotating unit (RTE) - Reassembly

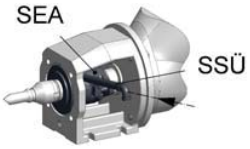
- Slide on shaft seal casing **(SEA)**.
  - Note reassembly shaft seal (→ chapter 9.4).
- Moisten splash ring **(310)** and plug-in shaft **(307)** with antiseize graphite petroleum.
- Slide splash ring **(310)** onto plug-in shaft **(307)**.
  - Observe fitting position of splash ring (see lettering).



- Apply antiseize graphite petroleum to the output shaft of drive **(ANT)**.
- Slide on rotating unit **(RTE)**.

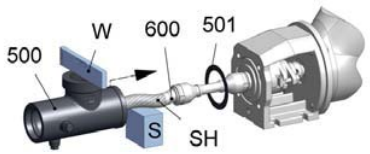
with flush connection

- Mount the flush connection **(SSÜ)**.



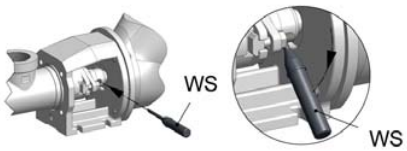
9.1.3.4 Suction casing (500) - Reassembly

- Provide rotor **(600)** with protective cover **(SH)**.
- Prop up rotor **(600)** with support **(S)**.
- Slide on casing gasket **(501)**.
- Assemble suction casing **(500)** and adjust.
  - Use spirit level **(W)**.
- Remove protective cover **(SH)**.



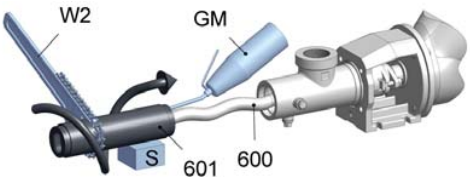
9.1.3.5 Stator (601) - Reassembly

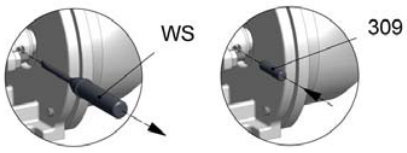
- Insert tool **(WS)**.
- Turn tool **(WS)** down.



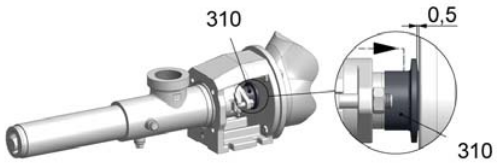
Tool (**W2**/chain wrench)

- Moisten outer surface of the rotor **(600)** with lubricant **(GM)**.
- Moisten inner surface of the stator **(601)** with lubricant **(GM)**.
- Prop up stator **(601)** with support **(S)**.
- Turn stator **(601)** in the “right” rotating direction and slide onto rotor **(600)**.
  - Use tool **(W2)**.
- Remove tool **(WS)**.
- Slide in plug-in shaft pin **(309)**.



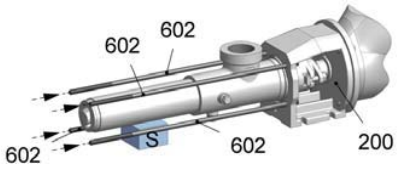


- Pay attention to the position of the splash ring **(310)**.
- Insert the splash ring collar at a distance of 0.5 mm from the lantern **(200)**.

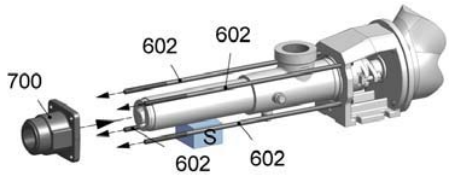


9.1.3.6 Pressure branch (700) - Reassembly

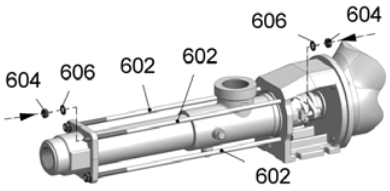
- Prop up stator **(601)** with a support **(S)**.
- Insert tie bolts **(602)** loosely into the lantern **(200)**.



- Push pressure branch **(700)** on to the stator **(601)**.
- Insert tie bolts **(602)** loosely in the pressure branch **(700)**.
- Remove the support **(S)**.



- Mount screw fitting **(604, 606)**.
- Tighten tie bolts **(602)** equally.



9.2 Rotating unit individual parts

9.2.1 Dismantling

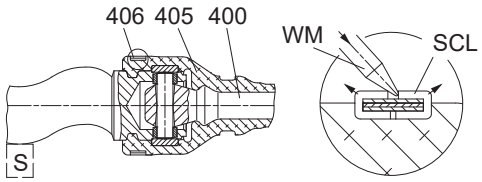
9.2.1.1 Holding band (406) - dismantling

CAUTION

Risk of injury.
Possibility of parts spinning out.

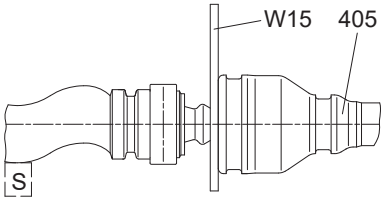
➢ Wear protective goggles.

➢ Detach holding band loop (SCL).
  – Use suitable tool (WM).
➢ Push out parts of holding band loop (SCL).
➢ Remove holding band (406).



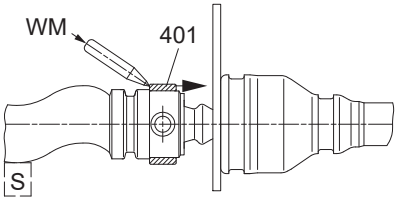
Tool (W15/mounting plate)

➢ Pull back universal joint sleeve (405).
➢ Secure tool (W15).



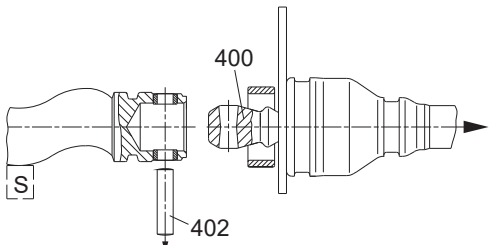
9.2.1.2 Retaining sleeve (401) - dismantling

➢ Knock back retaining sleeve (401).
  – Use suitable tool (WM).



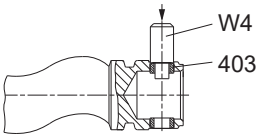
9.2.1.3 Detach joint

- Eject coupling rod pin (402)
- Remove coupling rod (400).



Tool (W4/assembly mandrel)

- Knock out guide bushings (403) using tool (W4).



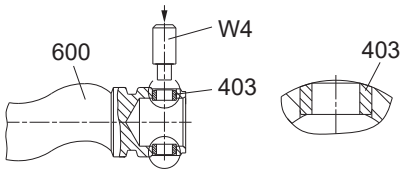
9.2.2 Rotating unit (RTE) - prepare individual parts for reassembly

9.2.2.1 Rotor (600)

- Remove any damage.
- Clean rotor (600).

Tool (W4/assembly mandrel)

- Press in guide bushings (403) (depth = 2/3).
  - Use tool (W4).



9.2.2.2 Coupling rod (400)

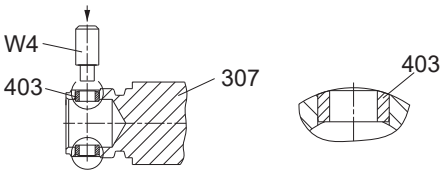
- Clean coupling rod (400).
- Check bore head for wear.
  - If wearing is detec on the bore head, renew coupling rod (400).

9.2.2.3 Plug-in shaft (307)

- Remove any damage.
- Clean plug-in shaft (307).

Tool (W4/assembly mandrel)

- Press in guide bushings (403) (depth = 2/3).
  - Use tool (W4).



9.2.3 Rotating unit (RTE) - individual parts - reassembly

NOTICE

Malfunction of the joints.
Malfunction and/or destruction of joints.

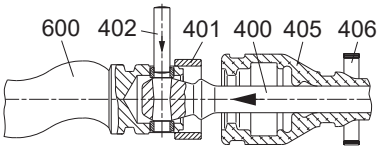
➢ Replace coupling rod pins (402) and guide bushings (403) jointly.

9.2.3.1 Coupling rod (400) - reassembly

➢ Slide the universal joint sleeve (405) and holding bands (406) onto coupling rod (400).
➢ Adapt diameter and width of the holding band to the universal joint sleeve.
➢ Fill the joint head with SEEPEX joint grease.

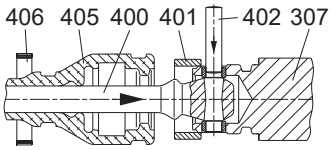
Rotor (600)

➢ Insert coupling rod pins (402).
➢ Slide on retaining sleeve (401).
➢ Connect rotor/coupling rod.
➢ Slide in coupling rod pins (402).



Plug-in shaft (307)

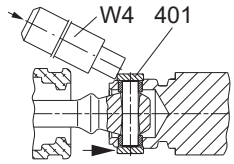
➢ Insert coupling rod pins (402).
➢ Slide on retaining sleeve (401).
➢ Connect plug-in shaft/coupling rod.
➢ Slide in coupling rod pins (402).



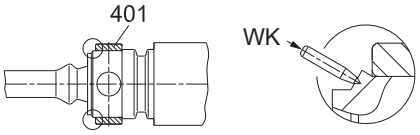
9.2.3.2 Retaining sleeve (401) - reassembly

Tool (W4/assembly mandrel)

➢ Knock back retaining sleeve (401).
  – Use tool (W4).

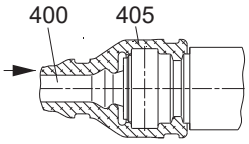


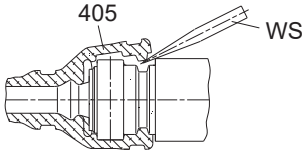
➢ Secure retaining sleeve (401) in a displaced manner (2x180°).
  – Use suitable tool (WK).



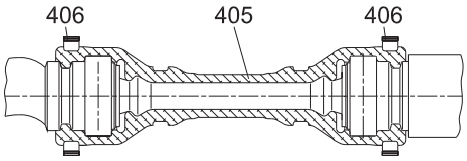
9.2.3.3 Universal joint sleeve (405) - reassembly

- Moisten the surface of coupling rod (400) / inner surface of universal joint sleeve (405) with joint grease (maintenance chapter 7.).
- Slide on universal joint sleeve (405).
- Vent the interior of the joint.
  - Use suitable tool (WS).





- Assemble the holding band.
  - Holding band assembly (chapter 9._).



9.3 Holding band - assembly

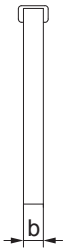
9.3.1 Prepare the holding band

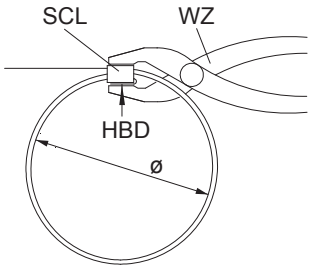
➢ Only use prefabricated double-band holding bands.

9.3.2 Check the holding band

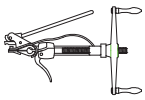
- Bent-over holding band (HBD) is in contact with holding band loop (SCL) to avoid damaging universal joint sleeve.

➢ Press on holding band (HBD) using tool (WZ) if necessary.





9.3.3 Assemble the holding band



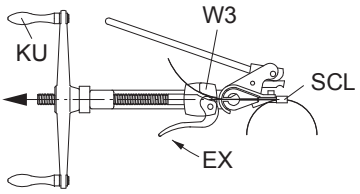
➢ Use tool (W3/mounting tool)

➢ Feed holding band into tool (W3).

➢ Hold ends of holding band with the eccentric lever (EX).

➢ Turn the crank (KU) until the holding band is strained and lies against the holding band loop (SCL).

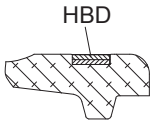
➢ Carefully pull the holing band together until it is in contact with the circular groove of universal joint sleeve.



9.3.4 Correct tension of the holding band (HBD)

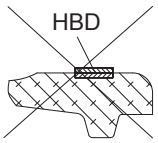
Correct

The holding band (HBD) has drawn in the out shape of the universal joint sleeve and is firmly seated.



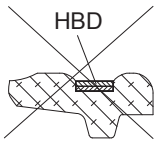
Incorrect

The holding band (HBD) is too loose, can slip off.



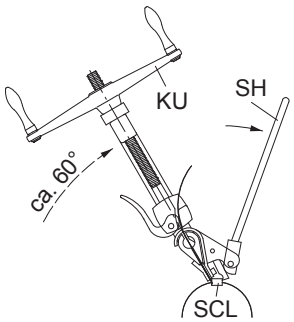
Incorrect

The holding band (HBD) is too tight, universal joint sleeve will be damaged/sheared off.



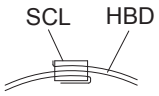
9.3.5 Cant up the holding band

- Swivel mounting tool (W3) approx. 60° upwards.
- Loosen crank (KU) by a half turn.
- Swivel cutting lever (SH) forward until the pressure piece is lying behind the holding band loop (SCL).



9.3.6 Shear the holding band (material: 1.4301; 1.4571)

- Hit the cutting lever (SH) with the inside of your hand.
  - Cant up and shear the end of the holding band behind the loop (SCL).
  - Carefully straighten up the holding band if it rises up on the sheared side.



NOTICE
Universal joint sleeve damage. Pin joint grease can emerge. ➢ Avoid hammering or knocking.

9.3.7 Check the holding band after assembly

- The holding band must lie in the groove of the universal joint sleeve.
- Replace the holding band if the holding band slips back through the loop.

9.4 Mechanical seal general

9.4.1 Safety

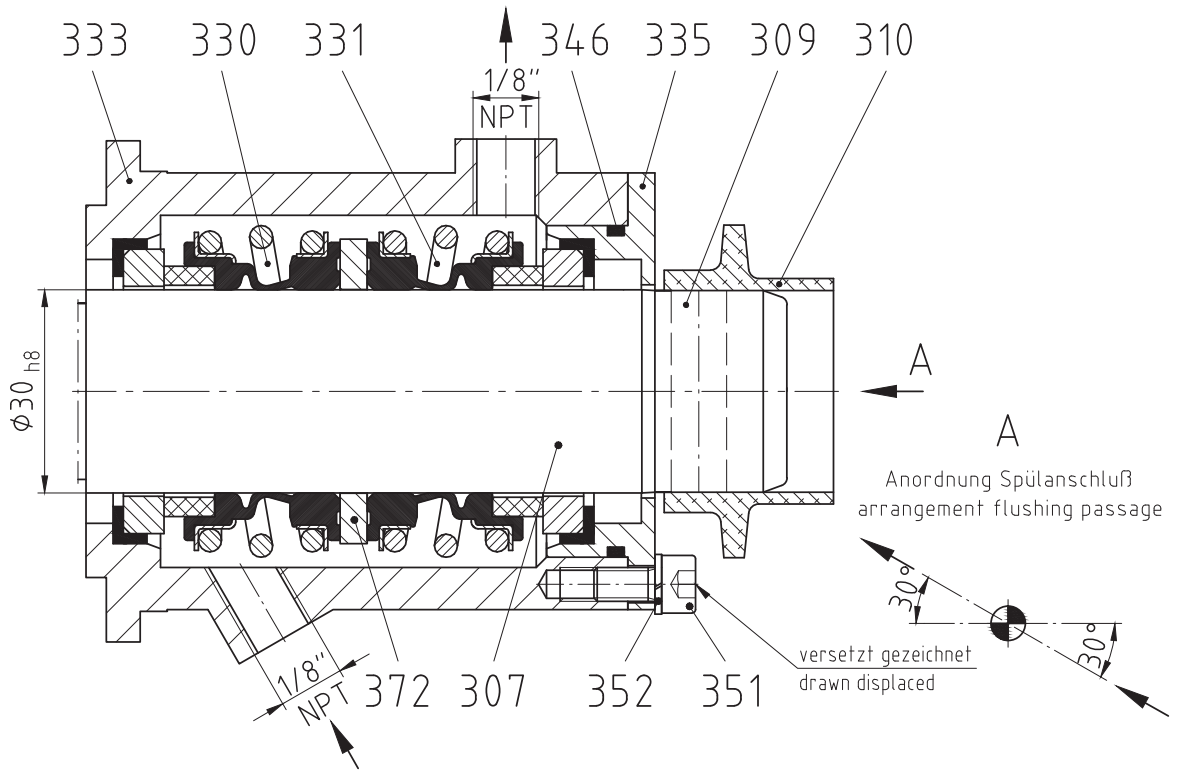
WARNING

Shaft seal is leaky.
Leakage may escape into the atmosphere.

- ➢ Take safety measures to protect persons and the environment.
- ➢ Wear suitable protective clothing.
- ➢ Dispose of leakage appropriately.
- ➢ Note applicable regulations when handling hazardous substances.

9.4.2 Operating conditions and material combination

- Adjust to the relevant application
  - – Refer to technical data (chapter 3).



Stück Unit	Norm Standard	Pos./Item	Benennung/Denomination Zeichnungs–Nummer/Drawing–Number	Werkstoff/Material	Bemerkung/Remark	Gewicht Weight kg
1		372	Stützring / support ring 062-372/M500-0-040_4			
2		352	Federring / spring washer		B5	
2		351	Zylinderschraube / socket screw		M5 x 10	
1		346	O-Ring / o-ring		ϕ42 x 2	
1		335	Gehäusedeckel / casing cover 262-335/M500-0-001_4			
1		333	GLRD-Gehäuse / mechanical seal casing 262-333/M500-0-011_4			
1		331	GLRD / mechanical seal MG1-ϕ30-G60		Fabrikat / make : Burgmann	
1		330	GLRD / mechanical seal MG1-ϕ30-G60		Fabrikat / make : Burgmann	
1		310	Spritzring / splash ring 062-310/M500-0-002_4		gekürzt / shorted	
1		309	Steckwellenbolzen / plug-in shaft pin 062-309/M500-0-001_4			
1		307	Steckwelle / plug-in shaft 262-307/M500-0-030_3			

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ALL THINGS FLOW

Allgemeintoleranzen für Maße ohne einzelne Toleranzeintragung DIN ISO 2768–mittel General tolerances for mass without individual tolerance entry DIN ISO 2768–average	Aus–gabe Issue	Änderung Modification	Name Name	Datum Date	Maßstab/Scale 1:1	Werkstoff/Material	Gewicht/Weight
Rauheit für Oberflächenzeichen DIN ISO 1302 Reihe 2 Roughness for surface finish indication DIN ISO 1302 Reihe 2			Name Name	Datum Date	Bezeichnung/Denomination GLRD-Schnittzeichnung mechanical seal sectional drawing Burgmann MG1-ϕ30-G60 Ausführung/design back-to-back, Spülanschlüsse/flushing connection 1/8"NPT		
		Bearbeitet/Drawn	hgg	27.03.2000	Zeichnungs–Nummer/Drawing–Number 262-0GB/M500-0-091A4		
		Geprüft/Checked	kno	27.03.2000	EDV–Nr./EDP–No. 38256.dwg		
		Normiert/Standard			Ersatz für/Replacement for:	Ersetzt durch/Replacement by:	
		Gedruckt/Printed					

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10.1 Spare parts list

10.2 Sectional drawing and parts list

Version for copying

10.1 Spare parts list

Spare parts can be ordered online or requested from
www.seepex.com\

Type: BN 025-12 to 1-6L

☐ Request ☐ Order

Must be included in every order or enquiry!

Commission:

Type:

Sender:

Contact: .....
Tel.: .....
Fax: .....
E-mail: .....

Customer Service:
SEEPEX Inc.
511 Speedway Drive
Enon, Ohio 45323
service.us@seepex.com

Delivery address:
.....
.....
.....
.....
.....

No.	Quantity	Component	Material	Comment
Minor set of wearing parts			☐	
301	1	Set of packing rings		according to data sheet (chapter 3.1)
330	1	Mechanical seal		according to data sheet (chapter 3.1)
601	1	Stator		
Major set of wearing parts			☐	
301	1	Set of packing rings		according to data sheet (chapter 3.1)
307	1	Plug-in shaft		
330	1	Mechanical seal		according to data sheet (chapter 3.1)
400	1	Coupling rod with coupling rod bushings		
402	2	Coupling rod pin		
403	4	Guide bushing		
405	2	Universal joint sleeve		
406	2	Holding band, large		
600	1	Rotor		
601	1	Stator		

Place, date

Signature / company stamp

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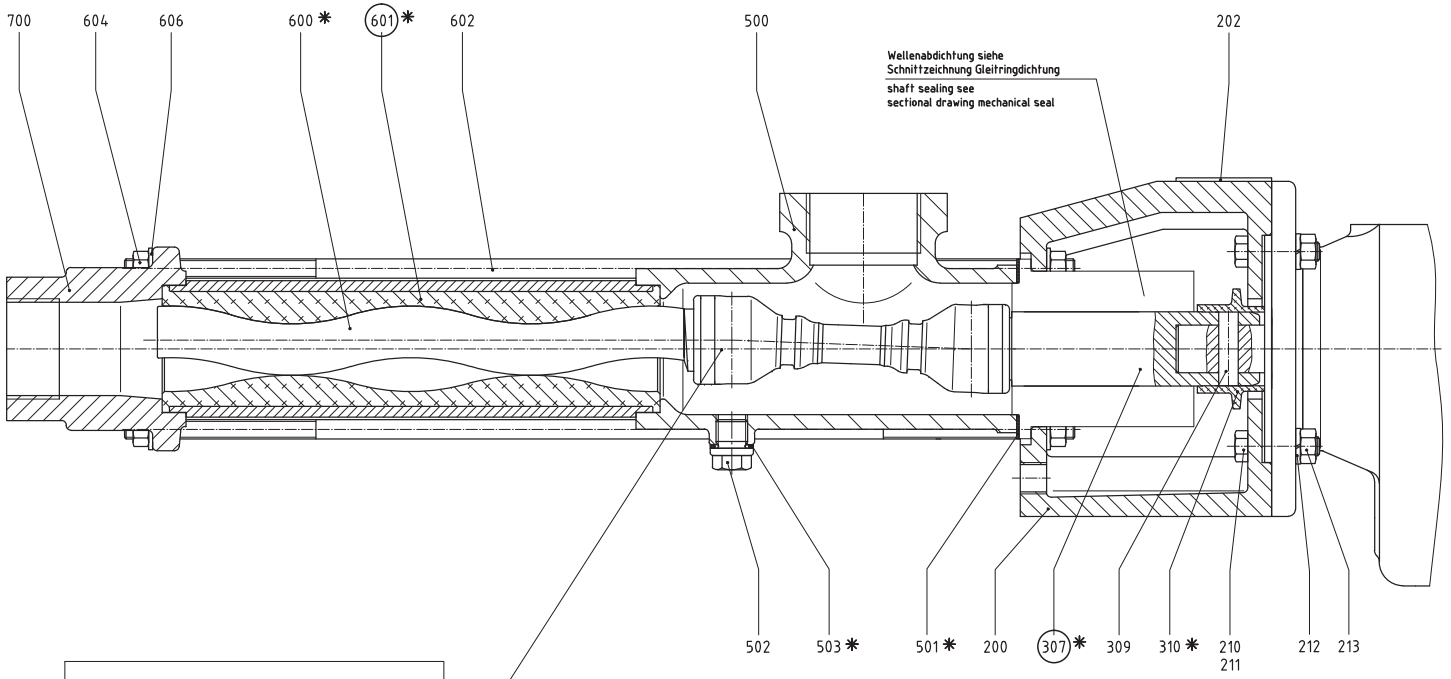
No.	Quantity	Component	Material	Comment
Set of gaskets			☐	
301	1	Set of packing rings		according to data sheet (chapter 3.1)
310	1	Splash ring		according to data sheet (chapter 3.1)
330	1	Mechanical seal		
501	1	Casing gasket		
503	3	Sealing ring		
Plug-in shaft & shaft seal			☐	
301		Set of packing rings		according to data sheet (chapter 3.1)
307		Plug-in shaft		
309		Plug-in shaft pin		
310		Splash ring		according to data sheet (chapter 3.1)
330		Mechanical seal		according to data sheet (chapter 3.1)
Coupling rod & joint parts			☐	
400		Coupling rod with coupling rod bushings		
401		Retaining sleeve		
402		Coupling rod pin		
403		Guide bushing		
405		Universal joint sleeve		
406		Holding band, large		
401-406		Complete set of joint parts		
Conveying elements			☐	
600		Rotor		
601		Stator		
Miscellaneous parts			☐	
501		Casing gasket		
098		Pin joint grease		1 cartridge = 300 g (approx. 315 cm³) Grease quantity according to maintenance (chapter 7.0)

Place, date

Signature / company stamp



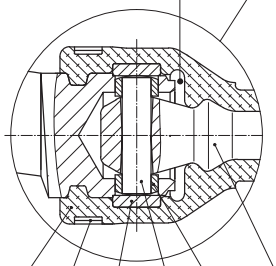
098 *

SEEPEX Gelenkfett

Typ und Füllmenge:
Betriebs- und Montageanleitung
entnehmen

SEEPEX joint grease

type and filling quantity:
see operating and
assembly instruction



405 * 406 * 401 402 * 403 * 400 *

○ Werkzeuge
Betriebs- und Montageanleitung
entnehmen

Tools
see operating and
assembly instruction

* Verschleißteile und Dichtungen
Betriebs- und Montageanleitung
entnehmen

Wearing parts and sealings
see operating and
assembly instruction

Stück Unit	Norm Standard	Pos./Item	Benennung/Denomination Zeichnungs-Nummer/Drawing-Number	Werkstoff/Material	Bemerkung/Remark	Gewicht Weight kg

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Allgemeintoleranzen für Maße ohne einzelne Toleranzeintragung DIN ISO 2768-mittel	Änderung Modification	Name Name	Datum Date	Maßstab/Scale	Werkstoff/Material	Gewicht/Weight
General tolerances for mass without individual tolerance entry DIN ISO 2768-average				Bezeichnung/Denomination: Schnittzeichnung Baureihe "BN" / sectional drawing range "BN"		
Rauheit für Oberflächenzeichen DIN ISO 1302 Reihe 2		Name Name	Datum Date	Zeichnungs-Nummer/Drawing-Number: 062-013A1		
Roughness for surface finish indication DIN ISO 1302 Reihe 2	Bearbeitet/Drawn	hof	22.06.1995	EDV-Nr./EDP-No.: 13031.dwg		
	Geprüft/Checked	hue	22.06.1995	Ersatz für/Replacement for:	Ersetzt durch/Replacement by:	
	Normiert/Standard					
	Gedruckt/Printed	hof	14.10.1998			

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Stückliste
Parts List
Liste des pièces

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Stck.	Pos.	DE **Baureihe BN** **Schnittzeichnung Nr. 062-013A1** **Benennung Stck. / Pos.**	EN **range BN** **sectional drawing no. 062-013A1** **denomination Qty. / Item**	FR **série BN** **plan no. 062-013A1** **désignation Qté. / Poste**
1	200	Laterne	lantern	lanterne
1	202	Typenschild	type plate	plaque signalitique
4	210	6kt-Schraube	hexagon bolt	vis
	211	6kt-Schraube	hexagon bolt	vis
4	212	Federring	spring washer	rondelle frein
4	213	6kt-Mutter	hexagon nut	écrou
1	307	Steckwelle	plug-in shaft	arbre à broche
1	309	Steckwellenbolzen	plug-in shaft pin	cheville pour arbre à broche
1	310	Spritzring	splash ring	bague de projection
1	400	Kuppelstange	coupling rod	barre d'accouplement
2	401	Gelenkhülse	retaining sleeve	douille d'articulation
2	402	Kuppelstangenbolzen	coupling rod pin	axe d'articulation
4	403	Führungsbuchse	guide bushing	douille de guidage
1	405	Manschette	universal joint sleeve	manchette
2	406	Halteband	holding band	collier de serrage
1	500	Sauggehäuse	suction casing	carter d'aspiration
1	501	Sauggehäusedichtung	casing gasket	étanchéité du carter d'aspiration
3	502	Verschlussschraube	screwed plug	bouchon de vidange
3	503	Dichtring	sealing ring	joint d'étanchéité
1	600	Rotor	rotor	rotor
1	601	Stator	stator	stator
4	602	Spannschraube	tie bolt	tirant
8	604	6kt-Mutter	hexagon nut	écrou
8	606	Scheibe	washer	rondelle
1	700	Druckstutzen	pressure branch	bride de refoulement
	098	SEEPEX Gelenkfett Typ und Füllmenge: Betriebs- und Montageanleitung entnehmen	SEEPEX joint grease type and filling quantity: see Operating and Assembly Instruction	SEEPEX graisse d' articulations sommaire pour type et quantité: voir instructions de montage et de fonctionnement
		Verschleißteile und Dichtungen: Betriebs- und Montageanleitung entnehmen	Wearing parts and sealings: see Operating and Assembly Instruction	pièces d'usure et étanchéités: voir instructions de montage et de fonctionnement
		Werkzeuge: Betriebs- und Montageanleitung entnehmen	Tools: see Operating and Assembly Instruction	Outils: voir instructions de montage et de fonctionnement
		Wellenabdichtung siehe Schnittzeichnung Gleitringdichtung	shaft sealing see sectional drawing mechanical seal	dispositif d' etanchéité voir vue éclatée garniture mécanique

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Must be specified with every order!

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Commission:

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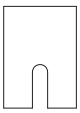
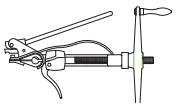
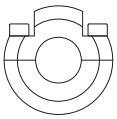
Mark tool!

X

Customer Service:
SEEPEX Inc.
511 Speedway Drive
Enon, Ohio 45323
service.us@seepex.com

Delivery address:
.....
.....
.....
.....
.....

For installation of:	Packing gland	Stator	Universal joint sleeve	
Tool no.	**W1** ☐	**W2** ☐	**W15** ☐	
Denomination:	Packing puller	Chain wrench plus spare chain	Mounting plate	
Order no.	PKZ	KRZ	MTP	
				

For installation of:	**Rotating unit**			
	Holding band	Joint	Plug-in shaft	
Tool no.	**W3** ☐	**W4** ☐	**W10** ☐	
Denomination:	Mounting tool	Drift	Dismantling tool	
Order no.	MHB	MTD	AZV	
				

12.1 Additional components

12.2 Technical information

12.3 Manufacturer's documents shaft seal

1. General

	NOTICE
	Dry-running of the pump/temperature increase in the stator Damage to property and malfunction can be caused. ➢ Adhere to max. permissible operating temperature. ➢ Install dry-running protection device (TSE).

Functional principle:

- continuous monitoring of the temperature in the stator (temperature sensor)
- Shut off the pump when reaching the set category temperature.

Operating mode:

- existing temperature at the stator is compared to the category temperature in the TSE control device.
- Two relays switch within the TSE control device when reaching the shut-off value.
- The drive motor is shut off through potential-free alternating contacts.
- An alert is triggered.
- A required acknowledgement of the alert prevents an automatic reactivation of the pump.

2. Technical Data

2.1 Temperature sensor

- The temperature is measured at the stator through an NTC resistor with a protective sleeve.

Permissible temperature range: 0-150°C

Standard resistor: 10 kOhm at 25°C

Temp °C	0	10	20	25	30	40	50	60
Resistor Ohm	32,650	19,900	12,490	10,000	8,057	5,327	3,603	2,488

Temp °C	70	80	90	100	110	120	130	140
Resistor Ohm	1.752	1.255	915	678	510	389	301	235

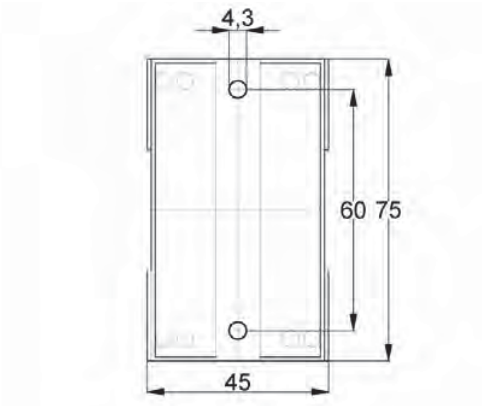
2.2 Technical data - TSE control device

- The TSE control device is suitable for cabinet installation or wall mounting.

Types:	SGRTSE 230V ACB
	SGRTSE 115V ACB
	SGRTSE 24V ACB
	SGRTSE 24V DCB
Temperature range:	0-150°C
Input:	NTC temperature sensor 10 kOhm (at 25°C) with sensor breakage guard at -25°C
Relay output:	2 potential-free changeover contacts (K1, K2), switching capacity 500 VA at 110-230 V resistive load
Available operating voltage:	24V, 115V, 230V AC; 24V DC
Power drain:	max. 4 VA
Sensor circuit:	Open-circuit voltage max. 2.5 VDC Short-circuit current max. 0.5 mA DC
Display at the device:	Malfunction/dry-running Shut-off temperature
Operation at the device:	Setup shut-off temperature Reset alert
Housing material:	ABS
Fastening:	Installation on standard bar 35 mm in accordance with standard or screw connection in accordance with standard.
Protection:	Casing IP 40; terminals IP 20
Ambient temp.:	0-50!
Dimensions:	45x75x110 mm (WxHxD)
EMV (2004/108/EG):	CE conform in accordance with standard

2.3 Dimensions and wall mounting

- Installation depth = 110 mm



3. Electrical connection

3.1 Installation instructions

Check line voltage

- ➢ Check line voltage/nominal voltage against information on type plate before connection and commissioning.
  - – Permissible mains voltage variations of the nominal equipment voltage +/-10%
- ➢ Electrical connections are in accordance with the connection map, the provisions of the local utility or the relevant VDE regulations.

Mains power failure

- ➢ Initiate appropriate measures to prevent the failures.
  - – Filter failures through external mains filter.
  - – Equip device internally with mains filter.
  - – Install sensor leads shielded.
  - – Ground shield on one side.

3.2 Connection diagram TSE control device

- Terminal assignment

1 + 3	Operating voltage
11 + 13	Operating hour counter potential-free contact
12 + 13	external potential-free contact
14 +15	Temperature sensor
5, 6, 7	Relay output K1
8, 9, 10	Relay output K2

- The TSE control device can be released after dry-running by a button (closer) at terminals 12+13.

➢ Install button (closer).

3.3 Relay function

Actual temperature > shut-off temperature	**(Malfunction/dry-running)**
Contact 6-5 and 9-8	closed
Contact 6-7 and 9-10	open

- Relays K1 and K2 are in parallel and they work together.
  - K1: Switch-off condition integrated in motor contactor control.
  - K2: optional connection to the fault sensor or process computer (reserve).

4. Measures before commissioning

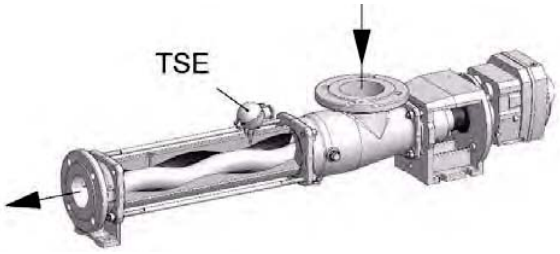
4.1 Check position of temperature control point at pump

➢ At the factory, the temperature sensor is always installed at the liquid inlet side.

➢ Check the specified installation position of the temperature control point when changing the direction of rotation and exchanging the stator.

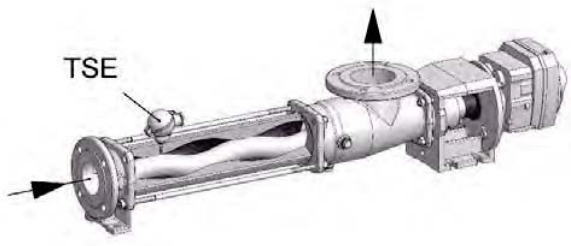
4.1.1 Pump with "anti-clockwise rotation" - standard design

➢ Check suction casing side fitting position.



4.1.2 Pump with "clockwise rotation" - special design.

➢ Pressure branch side fitting position.



4.1.3 Performance check

➢ Execute performance check before first commissioning.
➢ Switch on control voltage at terminals 1+3.
– Digital display at TSE control device is illuminated.

➢ Keep "stator temp" button depressed and read temperature value.

• The function exists if the display is in accordance with the existing temperature.
➢ Observe deviations in case of functional failures.
– Find malfunctions, causes and remedies (→ see chapter 8) in the operating and assembly instructions.

5. Commissioning and control

5.1 Set the switch-off temperature

➢ Set the switch-off temperature at the TSE control device as low as possible.
– Shorter shut-off times after the dry-running occurs.
– optimum stator protection

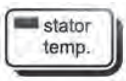
5.1.1 Coarse setting of the shut-off temperature

• When delivered, the shut-off temperature is factory-set to 50°C.
• Maintain factory settings during commissioning or, in case of higher medium temperatures, set a value of 20-30°C above the temperature of the pumped medium.

➢ After the coarse setting, commission the pump for a max time of 60 min.
– Subsequently, perform the fine adjustment of the shut-off temperature (→ chapter 5.1.2).

5.1.2 Fine adjustment of the shut-off temperature

➢ Start pump until the operating temperature in the stator is stabilized (approx. 30-60 min.).



- This will be shown on the display of the TSE control device when the pump is running and by pressing the button "stator temp.".

➢ Set the final shut-off temperature (→ chapter 5.1.3).
  – The shut-off temperature is 10°C higher than the operating temperature displayed.
  – Adhere to chapter 5.1.3.
  – Consider maximum medium temperature that can occur during operation.

➢ Check information in the data sheet for a medium temperature > 40°C.

➢ Rotor/stator - consider sizing.

➢ A consultation with the manufacturer is required if the temperature information in the data sheet and the actual value do not conform.

5.1.3 Adjust shut-off temperature at the control unit.

➢ Switch control voltage on.
  – After a self-test at the control unit, the currently set shut-off temperature will be shown on the display.

➢ Press briefly
  – Setup mode is displayed.
  – The display shows alternating "SET" and the shut-off temperature set last.

➢ Increase shut-off value.
  – The value changes initially by +1° each.
  – After approx. 3 sec. in +10° steps.

➢ Decrease shut-off value.
  – The value changes initially by -1° each.
  – After approx. 3 sec. in -10° steps.

➢ Press briefly
  – Operating mode is displayed.
  – Adjusted shut-off temperature was transmitted to the permanent memory and will be shown on the display.

- In setup mode, the device changes - without saving possibly changed settings - after 10 sec. into the operating mode.

5.2 Switch display from °C to °F

➢ Press button 10 seconds until the display changes.

- The selected temperature unit will be displayed next to the °C or °F symbol.

5.3 Release control unit after the dry-running

- The installed relays switch-off and remain locked in this position if the set temperature at the TSE control unit is exceeded.
  - Red LED appears (alert).

➢ Acknowledge alert/release relay in accordance with the following options:

➢ actuate "reset" button at the TSE control unit for at least 1 sec.
➢ Shut-off operating voltage at the TSE control unit (terminals 1-3).
➢ Actuate external contact ("reset" button, closed for at least 1 sec.).

5.4 Call operating hour counter

- The TSE control unit includes an operating hour counter. This value can be called on the service level. The transition to the service level is only possible after a code number has been entered.

➢ Press approx. 5 sec until the "Cod" is displayed.
  – The display shows alternating "Cod" and 100.

➢ Press button sequence.
➢ Enter code "33".

➢ Press briefly
  – Code will be acknowledged.
  – Transfer to the service level.

Display alternating: "¯Hi¯" and #value# • No function

➢ Press briefly
  – Transfer to next parameter/display value.

Display alternating: "bh.Hi" and #value# • Operating hour counter (displayed value x 10,000)

➢ Press briefly
  – Transfer to next parameter/display value.

Display alternating: "bh.Lo" and #value# • Operating hour counter (displayed value x 1)

➢ Return to the operating mode.

6. Stator change

6.1 General

➢ List the material of the installed TSE sensor sleeve when ordering a replacement stator.
➢ Do not readjust the sensor sleeve installed at the factory.

6.2 Dismantling/reassembly connection head and temperature sensor

- Adherence to associated drawing required.

6.2.1 Dismantling

- Do not reuse sensor sleeve after dismantling.

- Open cover of connection head.
- Remove connection wires at the temperature sensor.
- After loosening the screw at the side, pull off connection head from the threaded sleeve.
- Rotate threaded sleeve out of the stator.
- Remove clamp screw, rubber ring and temperature sensor from sensor sleeve.

6.2.2 Reassembly

- Do not readjust the sensor sleeve installed at the factory.
- Install threaded sleeve in the stator.
- Install sensor sleeve.
- Open cover of connection head.
- Install connection wires at the temperature sensor.
- Remove protective tube (transport guard of sensor sleeve).
- Slide thermistor sensor with clamp screw and rubber ring up to the base of the sensor sleeve and fixate.
- Screw threaded sleeve with two O-rings into threaded hole at the stator.
- When installing the connection head, route connection cable at the thermistor sensor from below through the hole in the terminal board.
- After fixating the connection head on the threaded sleeve, fasten connection cable at existing terminals and close connection head.

7. Functional failure

Causes for alerts and shut-offs of the pump without dry-running:

- Sensor or wire break
- Short-circuit sensor/wire
- Overshooting or undershooting of the measuring range (-25...150°C)

We recommend the following approach for checking the TSE control device and the sensor circuit incl. temperature sensor.

7.1 Performance check sensor circuit

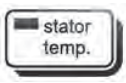
➢ Remove the temperature sensor supply line at the TSE control device terminals 14+15.
➢ Connect resistor measuring unit (multimeter/ohmmeter).
➢ Determine electrical resistance with using the table (→ chapter 2.1) and compare with the temperature at the pump.
➢ Proceed as follows in case of resistor value deviations >10% from the target value:
➢ disconnect connecting wire to the control unit at the connection head of the pump
➢ Repeat measurement at the connection head of the TSE.
  – A defect at the temperature sensor exists in case of identical deviations.
➢ Exchange the temperature sensor.
  – Observe chapters 6.2 - 6.3.
• In case of correct values, a defect of the connection cable or the connection terminals exists.

7.2 Performance check TSE control device

• A defect at the TSE control device is probable if the sensor circuit is functioning properly.
➢ To check, disconnect terminal 14+15 of the sensor supply line.
➢ Connect commercially available carbon film or metal film resistor in accordance with the following array:

Resistor Ohm	10,000	5,600	2,200	1,000	560	220
Switch temp. °C	25	39	63	87	107	143

➢ Switch on control voltage at terminals 1+3.
  – Digital display at TSE control device is illuminated.

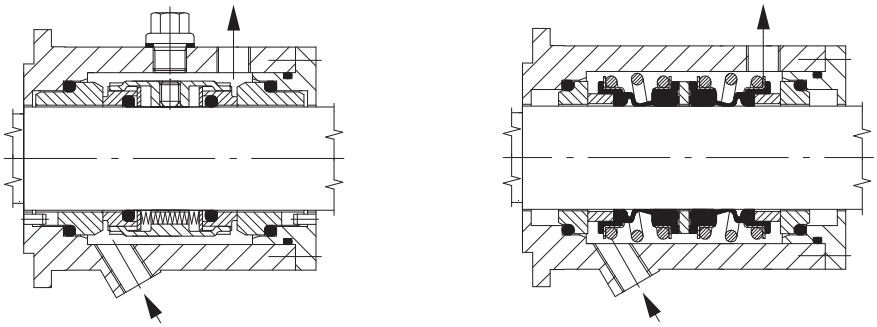


➢ Keep "stator temp" button depressed and read temperature value.
  – Read value must be in accordance with the switching temperature allocated to the resistor used.
➢ Return TSE control unit for repair in case of display deviations of more than 5-10°C or in case of no display.

1 Area of application

Conveying liquids with the following properties

- aggressive, toxic
- sticky, highly viscous
- polymerising
- tendency to leave deposits
- high vapour pressure or gaseous
- high pressure, high temperature



medium side — atmospheric side

double acting — back-to-back

2 Buffer fluid

2.1 General

The buffer fluid fills the space between the set of mechanical seals on the medium side and the atmosperic side

2.2 Task

- to dissipate the corresponding frictional heat.
- to avoid infiltration of the product into the sealing gap.

2.3 Medium

- clean, cold and stable liquid is used, e.g. water.
- it must be compatible with the product and free of solids.
- it must not have a tendency to leave deposits.
- it should have low viscosity and a good thermal conductivity.
- Bear in mind the resistance to corrosion of all acontact parts.

2.4 Pressure

The buffer fluid pressure must always be 1,5-2 bar greater than the maximum product pressure. This ensures that infiltration of the product in the mechanical seal (GLRD) sealing gap is prevented.

3 Buffer system in accordance with API 610, Plan 53 and Plan 54

Functions

- Pressure build-up in the buffer area
- Leakage compensation
- Agitation of the buffer fluid
- Colling of the buffer fluid

3.1 Buffer system natural circulation (thermosyphon principle) API Plan 53

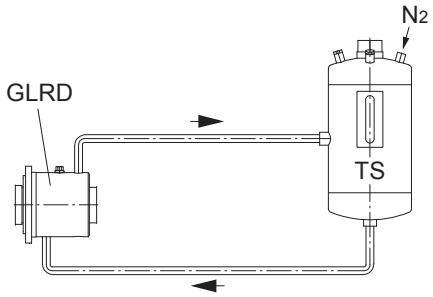
Thermosyphon vessel (TS)

Agitation - natural circulation

Cooling and leakage compensation in the TS vessels

Pressure function:

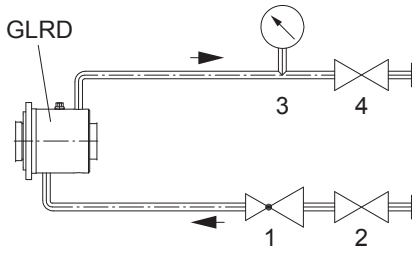
with nitrogen (N2)



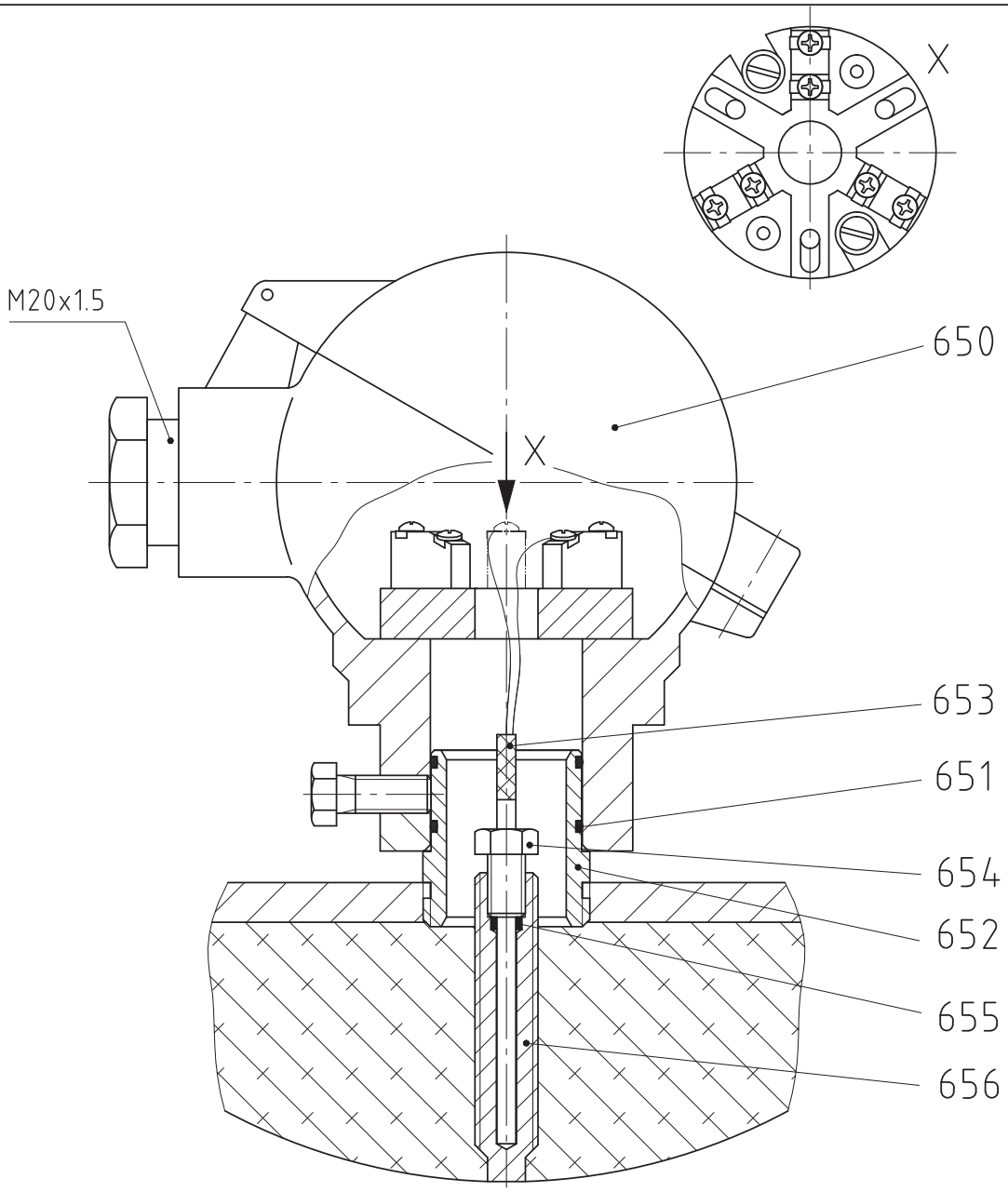
➢ Requisite buffer pressure in the mechanical seal (GLRD)
– at least 1,5-2 bar above the maximum pressure in the pump suction casing.

3.2 Seal flush supply from an external system API Plan 54

1	Pressure reducing valve
2	Shut-off valve
3	Pressure manometer
4	Shut-off valve
GLRD	mechanical seal



➢ Requisite buffer pressure in the mechanical seal (GLRD)
– at least 1,5-2 bar above the maximum pressure in the pump suction casing.



Stück Unit	Norm Standard	Pos./Item	Benennung/Denomination Zeichnungs–Nummer/Drawing–Number	Werkstoff/Material	Bemerkung/Remark	Gewicht Weight kg

SEEPEX.
ALL THINGS FLOW

Allgemeintoleranzen für Maße ohne einzelne Toleranzeintragung DIN ISO 2768–mittel

General tolerances for dimensions without specified tolerances DIN ISO 2768–average

Oberflächenzeichen für Rauheit nach DIN EN ISO 1302

Symbol for surface roughness acc. to DIN EN ISO 1302

Ausgabe Issue	Änderung Modification	Name Name	Datum Date

Maßstab/Scale: %

Werkstoff/Material:

Gewicht/Weight:

Bezeichnung/Denomination

Schnittzeichnung TSE Anschlusskopf
sectional drawing TSE connection head

	Name Name	Datum Date
Bearbeitet/Drawn	hof	20.11.2008
Geprüft/Checked	pj	20.11.2008
Normiert/Standard		
Gedruckt/Printed		

Zeichnungs–Nummer/Drawing–Number: 702-006A4

EDV–Nr./EDP–No.: L:\Lfdzchng.965\96587.dwg

Ersatz für/Replacement for:

Ersetzt durch/Replaced by:

Urheberrechtsschutz: Diese Zeichnung ist unser Eigentum und uns nach dem Gesetz über Urheberrecht und verwandte Schutzrechte geschützt.
Protection of Copyright: This drawing is our property and is protected acc. to the law referring to copyright and related protective laws.

Stck.	Pos.	DE	EN	FR
		TSE-Anschlusskopf	**TSE connection head**	**TSE tête de connexion**
		Schnittzeichnung Nr. 702-006A4	**sectional drawing No. 702-006A4**	**plan no. 702-006A4**
Stck.	**Pos.**	**Benennung Stck. / Pos.**	**denomination Qty. / Item**	**désignation Qté. / Poste**
1	650	Anschlusskopf	connection head	tête de connexion
2	651	O-Ring	o-ring	joint torique
1	652	Gewindehülse	screw socket	douille filetée
1	653	Thermistorfühler	thermistor sensor	thermistance
1	654	Klemmschraube	clamping screw	vis de blocage
1	655	Gummiring	rubber ring	anneau de caoutchouc
1	656	Fühlerhülse	sensor sleeve	fourreau de sonde

SEEPEX.
ALL THINGS FLOW

Technical data:

- NTC-resistance sensor fitted in stainless steel protection sleeve.
- Standard resistance: 10 kΩ at 25°C.

temp. °C	resistance Ω	temp. °C	resistance Ω	temp. °C	resistance Ω	temp. °C	resistance Ω
-20	97.080	23	10.920	66	2.011,0	109	525,00
-19	91.610	24	10.450	67	1.942,0	110	510,30
-18	86.490	**25**	**10.000**	68	1.876,0	111	496,70
-17	81.690	26	9.573,0	69	1.813,0	112	483,00
-16	77.180	27	9.167,0	70	1.752,0	113	470,00
-15	72.950	28	8.777,0	71	1.693,0	114	457,30
-14	68.980	29	8.407,0	72	1.636,0	115	445,00
-13	65.240	30	8.057,0	73	1.582,0	116	433,30
-12	61.730	31	7.723,0	74	1.530,0	117	421,70
-11	58.430	32	7.403,0	75	1.479,0	118	410,70
-10	55.330	33	7.097,0	76	1.431,0	119	400,00
-9	52.400	34	6.807,0	77	1.384,0	120	389,30
-8	49.650	35	6.530,0	78	1.340,0	121	379,30
-7	47.060	36	6.267,0	79	1.297,0	122	369,70
-6	44.620	37	6.017,0	80	1.255,0	123	360,00
-5	42.330	38	5.777,0	81	1.215,0	124	350,60
-4	40.160	39	5.547,0	82	1.177,0	125	341,70
-3	38.110	40	5.327,0	83	1.140,0	126	333,10
-2	36.190	41	5.117,0	84	1.104,0	127	324,70
-1	34.370	42	4.917,0	85	1.070,0	128	316,50
0	32.650	43	4.727,0	86	1.036,0	129	308,60
1	31.030	44	4.543,0	87	1.004,0	130	300,93
2	29.500	45	4.370,0	88	973,70	131	293,47
3	28.050	46	4.200,0	89	944,00	132	286323
4	26.690	47	4.040,0	90	915,30	133	279,17
5	25.390	48	3.890,0	91	887,70	134	272,03
6	24.170	49	3.743,0	92	861,00	135	265,70
7	23.010	50	3.603,0	93	835,30	136	259,30
8	21.920	51	3.467,0	94	810,30	137	253,00
9	20.880	52	3.340,0	95	786,70	138	246,93
10	19.900	53	3.217,0	96	763,30	139	241,03
11	18.970	54	3.099,0	97	741,00	140	235,27
12	18.090	55	2.986,0	98	719,30	141	229,70
13	17.250	56	2.878,0	99	698,70	142	224,30
14	16.460	57	2.774,0	100	678,30	143	219,00
15	15.710	58	2.675,0	101	659,00	144	213,90
16	15.000	59	2.579,0	102	640,30	145	208,87
17	14.320	60	2.488,0	103	622,00	146	204,03
18	13.680	61	2.400,0	104	604,30	147	199,33
19	13.070	62	2.316,0	105	587,00	148	194,77
20	12.490	63	2.235,0	106	571,00	149	190,33
21	11.940	64	2.157,0	107	555,00	150	185,97
22	11.420	65	2.083,0	108	539,70		

1.0 Connection of the drive motor to a frequency inverter

	NOTICE
	➢ Heed the technical information and information in the manufacturer's operating instructions when installing and commissioning the frequency inverter.

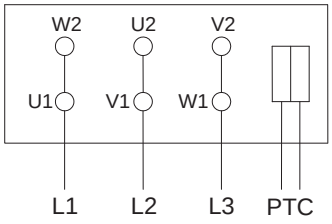
➢ Perform the connection of the frequency inverter and motor in accordance with the table.

- An incorrect motor connection causes considerable reduction in motor performance. The pump may possibly not start, or it might cause the drive to overheat.

Details motor type place (nominal motor voltage / circuit arrangement)	Line voltage of the frequency inverter	Output voltage of the frequency inverter	Motor connection
230 V ▲ / 400 V Y	1 x 230 V AC	3 x 0 to 230 V	Delta ▲
230 V ▲ / 400 V Y	3 x 400 V AC	3 x 0 to 400 V	Star Y
400 V ▲ / 690 V Y	3 x 400 V AC	3 x 0 to 400 V	Delta ▲

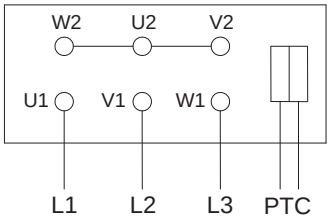
1.1 Standard three phase current squirrel cage motors with PTC thermistors

Delta connection (▲)



Motor terminal board

Star connection (Y)



Motor terminal board

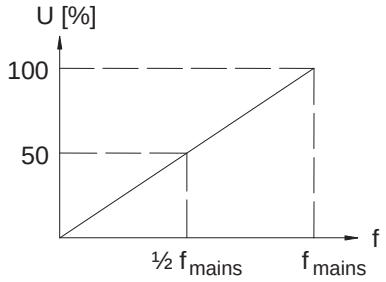
1.2 Self ventilated and force ventilated motors

➢ Self ventilated motors must be equipped with a PTC temperature monitoring device for speed control by means of a frequency inverter.
➢ Force ventilated motors may be loaded with nominal torque for the complete speed range.
➢ Connect force ventilators to a separate terminal board on the fan cover.
➢ Heed type plate details of the force ventilator or see separate terminal connection diagram.

1.3 Setting up the frequency inverter

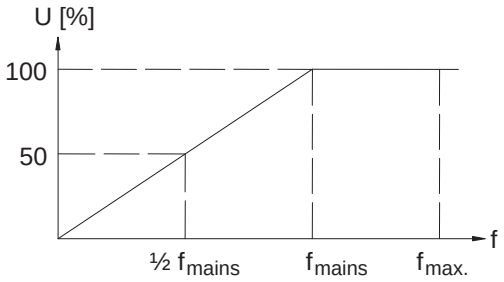
➢ The power output of the frequency inverter must correspond to the motor power.
  - Where applicable the power of the inverter can be customized to the motor rating by adjusting the parameters.
➢ The pump requires a higher torque to start (breakaway torque).
  - This required torque can only be achieved by frequency inverters, which make 1.5 times the rated current for the motor available for at least 30s.
  - The operating torque is approximately constant throughout the whole speed range where the conveying pressure remains constant.
➢ Head the following frequency inverter characteristic curves (Item 1.3.1, 1.3.2).
  - The quadratic characteristic curve, which is frequently designated the pump and ventilator characteristic curve, is **not** suitable for progressive cavity pumps

1.3.1 Linear voltage / frequency characteristic curve up to mains frequency



(f Mains = 50/60 Hz)

1.3.2 Linear voltage / frequency characteristic curve up to levels above the mains frequency

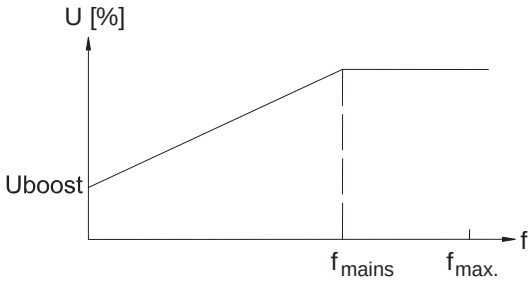


(f mains = 50/60 Hz)

1.3.3 Linear voltage / frequency characteristic curve with the installation of a magnetic bias (StartBoost)

- If problems arise when starting the pump which make a higher breakaway torque necessary, these should be resolved by the adjustment of a magnetic bias. In the case of the magnetic bias the drive is supplied with current by the frequency inverter at just 0Hz.

NOTICE
Magnetisation current set too high Damage to the motor due to overheating. ➢ Heed the frequency inverter manufacturer's instructions when setting the magnetic bias.



(f_{mains} = 50/60 Hz)

Warranty Card

Complete and return to validate warranty

Please complete this card and return it to seepex Inc. By using this card, the valid warranty period will commence at the pump “start-up” date. If this card is not completed the warranty coverage period will commence on the date the pump is shipped from the seepex factory. This card must be completed and mailed no later than one year from the date of shipment.

Client

User Entity:	.....	Address of plant:	.....
Contact Person:	.....		.....
Phone Number:	.....		.....
Fax Number:	.....		.....
E-mail Address:	.....		.....

Technical Pump Data

Pump Model:	.....
Pump Commission:	.....

Performance Data

Pumped Product:	.....		
Diff. Pressure:	.....	Flow Rate:	.....
Temperature:	.....	Viscosity:	.....
Solids Size:	.....	Solids %:	.....

Inquiry

Was the appearance of the pump acceptable?		..... Yes	..... No
Did the pump suffer any freight damage?		..... Yes	..... No
Did the pump perform as expected?		..... Yes	..... No
Did you receive:	- Data Sheets?	..... Yes	..... No
	- O&M Manuals?	..... Yes	..... No
Did you local seepex distributor contact your to arrange a start-up?		..... Yes	..... No

other comments

.....

.....

Name of person completing card (please print)

Date:	.....	Signature:	.....

TERMS & CONDITIONS OF SALE AND/OR REPAIR 01.16

The following terms and conditions shall apply to an order for all or any part of the articles covered by the accompanying offer unless a specific exception in included therein. Acceptance of any order by SEEPEX Inc. is expressly made conditional upon Buyer's acceptance of SEEPEX Inc. Terms and Conditions of Sale and/or Repair. All prior or future terms, conditions or negotiations (whether written or oral) by Buyer will therefore be considered void and inapplicable, unless otherwise agreed in writing. SEEPEX Inc. reserves the right, in its sole discretion, to refuse any order, unconditionally, for any reason, including but not limited to: expiration of the validity of the offer, errors in the offer, unacceptable payment risks, conflicts with contractual commitments made to other potential customers and the chance that a customer may try to enforce an implied warranty or merchantability of the products offered.

1. PRICES

1.1.
Any prices quoted shall only be valid for orders placed within 30 days from the date of issue of the offer. Prices are Ex-Works SEEPEX Inc. plant (Enon, Ohio USA) in U.S. dollars, unless otherwise agreed. SEEPEX Inc. reserves the right to correct typographical or clerical errors.

2. TERMS

2.1.
All orders are subject to approval by the SEEPEX Inc. Credit Department. Unless otherwise agreed, if payment for the invoice due is not made in full within thirty (30) days after shipment, late fees of eighteen percent (18%) per year (equivalent to a nominal monthly interest rate of 1.5%) will be applied on the unpaid balance until paid in full. The terms and conditions herein set forth are based upon tariffs, taxes, foreign exchange rates, delivery, and other conditions in effect on the date of the customer's order. In the event that such tariffs, taxes, foreign exchange rates, delivery, and/or other conditions should change prior to delivery of the goods, SEEPEX Inc. reserves the right to charge such increased duties, taxes, or charges to the customer.

2.2.
Unless the order includes the appropriate exemption certificates and/or licenses, duties and taxes levied by Federal, State, or other governments are required to be charged automatically at the rate imposed at time of importation/shipment. Any change in law, regulations, or Government practice which causes a variation of any kind in the applicable charges from the amounts stated in the offer shall result in an equivalent change in the price quoted.

2.3.
Until payment is made in full, SEEPEX Inc. shall retain the right, without notice, to repossess and/or retain the items, and/or dispose of them, for its benefit and hold the customer responsible for any loss. Customer agrees to enter into any agreements, contracts, or notices required confirming such rights.

3. SECURITY

3.1.
In order to secure any obligations due to SEEPEX Inc. from the customer the customer grants to SEEPEX Inc. a security interest in:
a) The merchandise covered by the customer's order (s), and
b) All property and funds of the customer now or hereafter in SEEPEX Inc.'s possession, and in all additions and proceeds of such merchandise and/or property. The customer hereby authorizes SEEPEX Inc. to sign alone any financing statement or statements and to do all and any other things which may be necessary to perfect such security interest.

4. CANCELLATION

4.1.
After acceptance, orders may be canceled only with the express approval of SEEPEX Inc. In the event of an approved cancellation, the customer shall remain responsible for payment for all work performed and/or material expenses incurred by SEEPEX Inc. as of the time of cancellation. SEEPEX Inc. reserves the right to cancel the order if SEEPEX Inc. determines, in its sole discretion, that the customer's financial condition renders the customer unable or unlikely to pay for the order as agreed.

5. RETURN

5.1.
No credit will be allowed for returns unless SEEPEX Inc. has authorized such returns in writing in advance. A copy of this authorization must be returned with the item as the packing slip. All returns are subject to restocking charges and to the SEEPEX Inc. Return Goods Authorization (RGA) Policy, which is available on www.seepex.com, and is incorporated herein by reference. SEEPEX Inc. will only issue credits for items that can be resold. Items that are special for a specific customer, including but not limited to: special hoppers, baseplates, electrical panels, gear reducers and electric motors are specifically excluded from consideration for credit. Any items not received in good condition or items that cannot be put back into stock will not be accepted. Any elastomer material with over three (3) years of fabrication will not be accepted for return and/or credit. Customers must pay for all freight associated with any return, including parts or equipment that may be considered to be covered by the limited warranty protection clause below. Oustanding RGA's that have declined repair will be scrapped automatically after ninety (90) days if no other written instructions are provided.

6. SHIPMENT

6.1.
a) Handling Charge: Customer shall be responsible for making all arrangements for shipment of the order with a suitable carrier. In the event that customer requests that SEEPEX Inc. make arrangements for shipment, then customer agrees to pay to SEEPEX Inc., in addition to the applicable shipping charges, a handling charge in the amount of 10% of the shipping charges with a minimum $5.00 to a maximum charge of $150.00, with special services requiring additional charges.
b) New Articles: Where shipping instructions dictate no specific routing, SEEPEX Inc. will utilize its best judgement in determining routing but shall not be liable for any charges once the goods have reached their agreed upon point of delivery. If changes are made at customer's request in a) the agreed upon point of delivery, or b) in the routing selected by SEEPEX Inc. and if such changes involve additional costs to be incurred, such costs shall be borne exclusively by the customer, unless otherwise agreed in writing.
c) Repair Work: All items for which the customer requests repair or other services by SEEPEX Inc. shall be delivered to and picked up from the SEEPEX Inc. plant (Enon, Ohio USA) unless otherwise agreed in writing. All costs of delivery shall be paid by the customer unless otherwise agreed to in writing prior to shipment.
d) All Orders: On collect freight shipments, cartage charges from plant to carrier are the responsibility of the customer. Title to articles passes to customer upon delivery to carrier acting as customer's agent subject to any right of retention by SEEPEX Inc. All claims for shortage in, and damages in, shipment or otherwise must be reported to carrier immediately upon receipt with copy or report to ourselves within five (5) business days.

7. WARRANTIES & LIABILITY LIMITATIONS

7.1.
a) New Articles: SEEPEX Inc. warrants articles of our manufacture against defects in material and/or workmanship for a period of three (3) years from date of delivery, provided that the articles have been installed, maintained, and operated in strict accordance with SEEPEX Inc. recommendations and instructions.
b) Repair Work: Defined herein as work and services performed by SEEPEX Inc. SEEPEX Inc. warrants all repair work and services that it performs against defects in workmanship and/or materials for a period of three (3) years from the date of delivery of the repaired articles.
c) All Orders: All warranty claims shall be submitted promptly in writing to SEEPEX Inc. Any warranty replacement and/or repair shall be made Ex-Works SEEPEX Inc. plant (Enon, Ohio USA). SEEPEX Inc.'s warranty obligation shall be limited to the replacement and/or repair only of defective material and/or workmanship.

7.2.
In no event shall SEEPEX Inc. be liable for any incidental or consequential loss or damage of whatever kind of nature including but not limited to loss of business income or profits, or damage resulting from delay in manufacture or delivery, loss of use or damage to any installation into which the article may be installed, whether arising out of contract or tort.

SEEPEX Inc.
511 Speedway Drive
Enon, Ohio 45323
USA

T +1 937 864-7150
sales.us@seepex.com
www.seepex.com

7.3.

SEEPEX Inc. shall not be liable for any loss or damage resulting from delay and/or late delivery due to causes beyond our reasonable control. Notwithstanding anything herein to the contrary, SEEPEX Inc.'s liability to customer on any cause of action shall be limited to the amount paid by the customer on the subject order. SEEPEX Inc. makes no warranties, express or implied, with respect to articles or products manufactured or provided by any party other than SEEPEX Inc., except to transfer to the customer, where permissible, any warranty provided to SEEPEX Inc. by the original manufacturer. On any claims for repairs and/or replacement under such warranty, all costs incurred by SEEPEX Inc. which are not underwritten by the original manufacturers shall be borne by the customer. Except as provided herein, SEEPEX Inc. expressly disclaims all representations, promises, or warranties, express or implied with respect to any products, articles, work, or services, including any warranties of merchantability and of fitness for a particular purpose. All warranties made by SEEPEX Inc. shall be void where the goods have been subject to misuse, neglect, damage or alteration. SEEPEX Inc. shall be held free and harmless from any dispute or claim anywhere arising from and relating to infringement of patent, design, trademark, or copyright of items, sold or repaired under this contract.

8. PROPERTY RIGHTS AND RISKS

8.1.

SEEPEX Inc. disclaims any liability or responsibility whatsoever with regard to loss or damages to the customer's property while in the possession, custody or control of SEEPEX Inc. for requested repairs or other services, and the customer expressly agrees to indemnify and hold SEEPEX Inc. harmless against any and all claims for such loss or damage.

9. HAZARDOUS MATERIALS

9.1.

Any hazardous materials or the existence of any hazards relative to the condition of any product tendered to SEEPEX Inc. for service or repair work must be disclosed by customer in writing in the RGA Request Form, whether or not required to be disclosed per federal law on the MSDS sheet. **Customer shall defend, indemnify and hold SEEPEX Inc. harmless from and against any and all claims of injury or damage, including attorney's fees, caused by any hazardous condition or material on or about products accepted for service/repair. This obligation includes but is not limited to claims of bodily injury or death suffered by SEEPEX Inc. employees, or by other parties.**

13.1 Manufacturer's documents / suppliers

- available

Intelligent Drivesystems

B1000

Operating & Instruction Manuals For Gear Units

B1000

NORD DRIVESYSTEMS

TABLE OF CONTENTS

TABLE OF CONTENTS

BIM TO USER MANUAL CROSS REFERENCE

Old BIM TITLE (No Longer Available)	New User Manual Document Numbers & Hyperlinks
BIM 1010 - Unicase Helical In-Line Gearboxes Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10060 - Unit Installation U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10750 - Helical & Bevel Reducer Lubrication U11000 - Helical & Bevel Reducer Lubrication Types U11700 - Helical In-Line Footed Oil Fill Quantities U11800 - Helical In-Line Flanged Oil Fill Quantities U14100 - Helical In-Line Oil Plugs & Vent Locations U15100 - Helical In-Line Parts Lists Drawings
BIM 1011 - NORDBLOC Helical Gearboxes Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10060 - Unit Installation U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10750 - Helical & Bevel Reducer Lubrication U11000 - Helical & Bevel Reducer Lubrication Types U12700 - Nordbloc™ Footed Oil Fill Quantities U12800 - Nordbloc™ Flanged Oil Fill Quantities U14600 - Nordbloc™ Oil Plugs & Vent Locations U15600 - Nordbloc™ Parts Lists Drawings
BIM 1012 - Standard Helical In-Line Gearboxes Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10060 - Unit Installation U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10750 - Helical & Bevel Reducer Lubrication U11000 - Helical & Bevel Reducer Lubrication Types U11500 - Standard In-Line Footed Oil Fill Quantities U11600 - Standard In-Line Flanged Oil Fill Quantities U14000 - Standard In-Line Oil Plugs & Vent Locations U15000 - Standard In-Line Parts Lists Drawings
BIM 1013 - NORDBLOC.1 Helical Gearboxes Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10060 - Unit Installation U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10750 - Helical & Bevel Reducer Lubrication U11000 - Helical & Bevel Reducer Lubrication Types U12900 - Nordbloc.1™ Footed Oil Fill Quantities U13000 - Nordbloc.1™ Flanged Oil Fill Quantities U14700 - Nordbloc.1™ Oil Plugs & Vent Locations
BIM 1020 - Unicase Shaft Mount Gearboxes Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10060 - Unit Installation U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10580 - CLINCHER™ w/ Rubber Buffer U10750 - Helical & Bevel Reducer Lubrication U11000 - Helical & Bevel Reducer Lubrication Types U11900 - CLINCHER™ Oil Fill Quantities U14200 - CLINCHER™ Oil Plugs & Vent Locations U15200 - CLINCHER™ Parts Lists Drawings

BIM TO USER MANUAL CROSS REFERENCE

Old BIM TITLE (No Longer Available)	New User Manual Document Numbers & Hyperlinks
BIM 1030 - Unicase Helical Worm Gearboxes Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10770 - Helical-Worm Reducer Lubrication U11020 - Helical-Worm Reducer Lubrication Types U12400 - Helical-Worm Footed Oil Fill Quantities U12500 - Helical-Worm Solid Shaft/Flanged Oil Fill Quantities U12600 - Helical-Worm Hollow Shaft Oil Fill Quantities U14500 - Helical-Worm Oil Plugs & Vent Locations U15500 - Helical-Worm Parts LIsts Drawings
BIM 1031 - MINICASE Worm Gearboxes Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10770 - Helical Worm Reducer Lubrication U11040 - Minicase™ Worm Reducer Lubrication Types U13100 - Minicase™ Foot Mount Oil Fill Quantities U13200 - Minicase™ Flange Mount Oil Fill Quantities
BIM 1033 - SI Design FLEXBLOC Worm Gearboxes Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10770 - Helical Worm Reducer Lubrication U11060 - FLEXBLOC™ Worm Reducer Lubrication Types U13300 - FLEXBLOC™ Oil Fill Quantities U14800 - FLEXBLOC™ Oil Plugs & Vent Locations
BIM 1040 - 92 & 90.1 Helical-Bevel Installation & Maintenance Instructions	U10000 - General Instructions U10020 - Safety Notes U10040 - Storage & Commissioning U10060 - Unit Installation U10250 - Solid Shaft Connections U10500 - Reducer Mounting Footed & Flange Mount Gear Units U10750 - Helical & Bevel Reducer Lubrication U11000 - Helical & Bevel Reducer Lubrication Types U12000 - Bevel Footed Oil Fill Quantities U12100 - Bevel Flanged Oil Fill Quantities U12200 - 92 Series Helical-Bevel Footed Oil Fill Quantities U12300 - 92 Series Helical-Bevel Flanged Oil Fill Quantities U14300 - 92 Series Helical-Bevel Oil Plugs & Vent Locations U14400 - 90.1 Helical-Bevel Oil Plugs & Vent Locations U15300 - 90.1 Helical-Bevel Parts Lists U15400 - 92 Series Helical-Bevel Parts Lists Drawings
BIM 1001 - Hollow Shrink Disc Shaft Installation & Maintenance Instructions	U10290 - Hollow Shaft with Shrink Disc
BIM 1002 - Keyed Shaft & Fixing Element Installation & Maintenance Instructions	U10270 - Keyed Hollow Shaft U10280 - Shaft Fixing Kit
BIM 1003 - Expansion Chambers Installation & Maintenance Instructions	U10830 - Expansion Chambers Installation & Maintenance Manual
BIM 1009 - Inputs	U45100 - NEMA IEC Inputs & Their Couplings U45250 - NEMA or IEC Input Adapter Lubrication Options U45300 - Solid Input Shaft [W] U45400 - Motor Mount Platform U45500 - Sugar Scoop
BIM 1004 - Motors	U30000 - Motors - AC Induction, Single and Polyphase
BIM 1014 - Motor Brakes	U35000 - Motor Brakes Installation & Maintenance
BIM 1092 - Current Sensing Brake Relay [IR]	U35195 - Identification of Recifier U35200 - Current Sensing Relay U35205 - Current Sensing Relay
BIM 1095 - Fast Brake Rectifier [GPE & GPU]	U35100 - Fast Brake Rectifier
BIM 9002 - GRIPMAXX™	U10310 - NORD GRIPMAXX™

1. Importance of the operating instructions

These operating instructions are intended to provide general information and safety guidelines. It is the responsibility of the buyer, machine builder, installer and user of the NORD product to make sure that all the proper safetynotes and operating instructions have been reviewed and understood. If the contents of this instruction or any applicable operating instructions are not understood, please consult NORD.

⚠ *WARNING* ⚠

Electric motors, gearmotors, electrical brakes, variable frequency drives, and gear reducers contain potentially dangerous high-voltage, rotating-components and surfaces that may become hot during operation. All work involved in the transport, connection, commissioning and maintenance of any NORD product must be carried out by qualified and responsible technicians.

2. Inspect incoming freight

Before accepting shipment from the freight company, thoroughly inspect the NORD equipment for any shipping and handling damage. If any goods called for in the bill of lading or express receipt are damaged, or if the quantity is short, do not accept until the freight express agent makes an appropriate notation on your freight bill or express receipt. If any concealed loss or damage is discovered later, notify your freight carrier or express agent at once, and request a formal review of your claim.

Claims for loss or damage in shipment must not be deducted from the NORD invoice, nor should payment of the NORD invoice be withheld awaiting adjustment of such claims, as the carrier guarantees safe delivery. NORD will try to assist in collecting claims for loss or damage during shipment; however, this willingness on our part does not remove the transportation company's responsibility in reimbursing you for collection of claims or replacement of material.

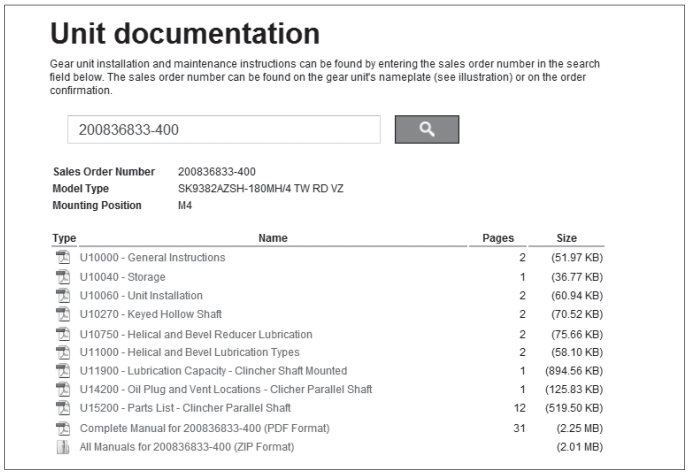
3. Obtaining detailed operating instructions

One can receive the detailed installation and maintenance instructions by entering a serial number (or NORD order number) at the appropriate location on the NORD web site.

i. Record the serial number from your gearmotor, gear reducer, or motor nameplate, or record the serial number found on your order confirmation.

ii. Go to **www.nord.com/docs** to download the appropriate operating instructions.

EXAMPLE: www.nord.com/docs



Unit documentation

Gear unit installation and maintenance instructions can be found by entering the sales order number in the search field below. The sales order number can be found on the gear unit's nameplate (see illustration) or on the order confirmation.

200836833-400

Sales Order Number	200836833-400
Model Type	SK9382AZSH-180MH/4 TW RD VZ
Mounting Position	M4

Type	Name	Pages	Size
	U10000 - General Instructions	2	(51.97 KB)
	U10040 - Storage	1	(36.77 KB)
	U10060 - Unit Installation	2	(60.94 KB)
	U10270 - Keyed Hollow Shaft	2	(70.52 KB)
	U10750 - Helical and Bevel Reducer Lubrication	2	(75.66 KB)
	U11000 - Helical and Bevel Lubrication Types	2	(58.10 KB)
	U11900 - Lubrication Capacity - Clincher Shaft Mounted	1	(894.56 KB)
	U14200 - Oil Plug and Vent Locations - Clicher Parallel Shaft	1	(125.83 KB)
	U15200 - Parts List - Clincher Parallel Shaft	12	(519.50 KB)
	Complete Manual for 200836833-400 (PDF Format)	31	(2.25 MB)
	All Manuals for 200836833-400 (ZIP Format)		(2.01 MB)

4. Intended use

NORD is a supplier of electric motors, gearmotors, reducers, electromechanical brakes, mechanical variators, and electrical variable frequency drives that are intended for commercial installations on larger systems and machines.

⚠ *WARNING* ⚠

NORD does not accept any liability for damage or injury caused by:

- Inappropriate use, operation or adaptation of the drive system.
- Unauthorized removal of housing covers, safety and inspection covers, guarding, etc.
- Unauthorized modifications to the drive system.
- Improper servicing or repair work on the drive system.
- Damage caused during shipment or transportation.
- Disregard of the important Safety Notes or Operating Instructions.

5. Notes concerning warranty and liability

All units are supplied according to the terms described in our standard "Conditions of Sale." The unit limited warranty is also defined in our "Conditions of Sale" and is located in the back of our product catalogs as well as the back of your order invoice.

All NORD Safety Notes and all related NORD Operating instructions shall be considered up-to-date at the time in which they were compiled by the buyer, machine builder, installer or user. NORD reserves the right to incorporate technical modifications and information updates to any safety/operating instructions that are within the scope of providing additional knowledge or clarification, communicating design changes, or product enhancements. Information updates may include any NORD product, or subsequent products purchased and supplied by NORD; No specific claims can be derived from the information or illustrations and descriptions contained in the safety notes or related operating instructions.

⚠ *WARNING* ⚠

NORD assumes no liability for personal injury, equipment damage or malfunctions resulting from failure to comply with any installation safety notes. The applicable national, regional, and local work regulations and safety requirements must also be complied with. Failure to comply with any safety notes or regulations may result in serious injury, damage to property, or even death.

6. Checklist for installation and operation

☑ Verify that the purchased NORD product has been supplied with the expected accessories & options. Check the received goods and packing slip to make sure items are properly received.

☑ Make sure that you have all of the required Operating Instructions for your NORD electric motor, gearmotor, reducer, electromechanical brake, mechanical variable speed drives, or electrical variable frequency drives.

☑ Consult NORD if you feel you are missing any documentation or if you have questions.

1. Safety & information symbols

All work including transportation, storage, installation, electrical connection, commissioning, servicing, maintenance and repair must be performed **only by qualified specialists or personnel**. It is recommended that repairs to NORD Products are carried out by the NORD Service Department. Instructions related to operational safety will be emphasized as shown.

Symbol	Meaning
⚠	**General Warning or Hazard -** Severe risk or danger of personal injury or death by working around dangerously high electrical voltage or moving machinery. Proper safety precautions must be taken.
STOP	**Possible Harmful Situation -** Care must be taken to avoid the possibility of damaging the drive unit, driven machine, or the environment.
i	**Important Note -** Useful note or tip to help assure trouble-free operation.
♻	**Material Disposal Note -** Important note concerning suggested material disposal.

2. Safety warnings

⚠ GENERAL WARNINGS ⚠

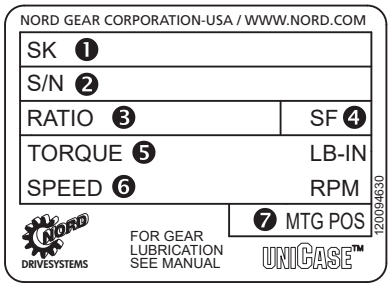
- All work involved in the transport, connection, commissioning and maintenance of any NORD product must be carried out by qualified and responsible technicians. All applicable national, regional, and local work regulations and safety requirements must also be complied with. **NORD assumes no liability for personal injury, accidental death, or equipment damage and malfunctions resulting from failure to comply with installation or operating instructions, safety notes, or any work regulations and laws!**
- Gear unit installation and maintenance work may only be performed when no power is available to the prime mover or motor. Electric motors, electrical brakes, and variable frequency drives, contain potentially dangerous high-voltage. Prior to installation or maintenance, shut down the power at the circuit breaker or power switch. **While working on the drive, make sure the power from the prime mover is isolated or secured on "lock-out" to prevent accidental start-up and to safeguard against injury!**
- Surfaces of motors and gear units may become hot during operation or shortly after start-up. In some instances additional protection against accidental contact may be necessary. **Use caution to avoid burns or serious injury!**

3. Observe published performance range & nameplate data

STOP HARMFUL SITUATION STOP

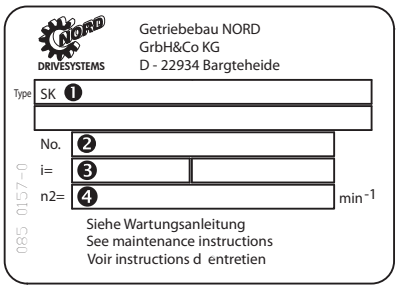
Observe the data on all reducer nameplates and verify published ratings for the NORD item/s in question. Do not operate any NORD equipment outside the published performance range. Failure to comply may result in damage to the drive unit, driven machine, or the environment.

U.S. Nameplate



❶ Model/Type
❷ Serial Number
❸ Gear Ratio
❹ Service Factor
❺ Torque Rating
❻ Output Speed RPM
❼ Mounting Position

European Nameplate



❶ Model/Type
❷ Serial Number
❸ Gear Ratio
❹ Speed

4. Transportation and handling

Make sure that all eyebolts and lifting lugs are tight and lift only at designed points. Protect the mounting surface from possible damage during transportation.

⚠ WARNING ⚠

Do not attach other machinery or loads to the NORD assembly, since the supplied lifting bolts are not designed for this purpose.

If the gearmotor or assembly is equipped with two suspension eye bolts, then both locations should be used for transportation and placement of the unit; in this case the tension force of the slings must not exceed a 45° angle.

In some instances it may be appropriate to use additional lifting straps or slings in order to assure safe transportation of the assembly. Always use sufficiently rated handling equipment and ensure that adequate safety measures are taken to protect personnel from injury during transportation. Once the NORD assembly is properly installed, remove the transportation fixtures.

7. DISPOSAL

MATERIAL DISPOSAL

Properly dispose of all used gear units and internal parts in accordance with all local regulations. In particular, all lubricants must be properly collected and disposed.

For confirmation of specific materials used in a specific reducer or gearmotor assembly, please consult NORD with the appropriate unit identification or serial number.

Components	Material
Gear wheels, shafts, rolling bearings, parallel keys, snap rings, spacers, shims, etc.	Steel
Gear housing and housing components	Cast iron or Aluminum (depending on type and size)
Worm gears	Bronze alloy
Radial seals, sealing caps, and rubber components	Elastomers with some steel
Coupling components	Plastic or Elastomer with Steel
Housing gaskets and flat oil seals	Asbestos-free sealing or gasket material (various types used)
Gear Oil	Mineral, SHC-Synthetic or PG-Synthetic (can vary)

1. Storage

IMPORTANT NOTE

For storage periods longer than 9 months, or for storage in less than desirable conditions, please consult NORD for recommendations.

Storage for up to 9 months is possible, so long as the following conditions are observed:

- Store the gear unit in its actual mounting position in accordance with the specified oil fill-level, in a clean and dry temperature controlled area. Avoid temperature fluctuations within the range of 0°C and 40°C (32°F to 104°F) and avoid relative humidity conditions in excess of 60%.
- Protect all exposed or unpainted shaft and flange surfaces with an anti-corrosion agent or grease.
- Store in a location free from shock and vibration, to avoid false brinelling of bearing elements and raceways.
- Whenever possible, rotate the shafts periodically, by hand if necessary, to help prevent brinelling (bearing damage) and to help keep the shaft seals pliable.
- Avoid direct exposure to the sun or UV light and aggressive or corrosive materials in the environment (ozone, gases, solvents, acids, caustic solutions, salts, radioactivity, etc.

2. Commissioning

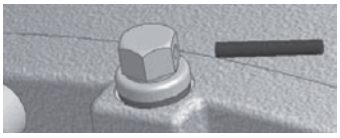
Prior to gear unit start-up, complete the following:

• Please check your gear unit for a vent and if applicable to your product, remove the sealing plug to activate.

WARNING

To prevent build-up of excessive pressure, sealed vents must be activated as shown prior to gear unit start up.

Sealed vent



Activated vent

- Check the lubricant and be sure the gear unit is filled with the proper oil type, to the proper level, as determined by the mounting position.

IMPORTANT NOTE

Some smaller gear units are supplied as maintenance free/ lubricated for life gear units. Oil level may not be checked on some of these units.

- Check the condition of all shaft seals and all assembled flange gasket areas. If any change is detected in the shape, color, hardness or permeability, or if any leaks are detected, the corresponding shaft seals and/or gaskets must be replaced.
- Remove all anti-corrosive metal protectant from otherwise bare metal surfaces. Follow product manufacturers directions and warnings during surface protection removal.
- Check the resistance of all motor and brake windings to verify the integrity of the winding insulation and inspect all terminal box openings and wire connection areas to verify that all components are dry and free of corrosion.

3. Long-Term Storage

By taking special precautions, problems such as seal leakage and reducer failure due to the lack of lubrication, improper lubrication quantity, or contamination can be avoided. The following precautions will protect gear reducers during periods of extended storage:

- Store the gear unit in its actual mounting position in accordance with the specified oil fill-level, in a clean and dry temperature controlled area. Avoid temperature fluctuations within the range of 0°C and 40°C (32°F to 104°F) and avoid relative humidity conditions in excess of 60%.
- Fill the reducer full with oil that is compatible with the product normally used or recommended during service.
- Apply grease to all unpainted or unprotected shafts, bores, keyways, flange surfaces, tapped holes, and to the exterior of all oil seals.
- Store in a location free from shock and vibration, to avoid false brinelling of bearing elements and raceways.
- Once every few months rotate the input shaft approximately 10-20 revolutions to redistribute the weight of gears and shafts and to prevent brinnelling of the bearings and drying of the seal track.
- Avoid direct exposure to the sun or UV light and aggressive or corrosive materials in the environment (ozone, gases, solvents, acids, caustic solutions, salts, radioactivity, etc.)

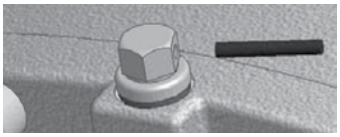
4. Commissioning After Long-Term Storage

• Please check your gear unit for a vent and if applicable to your product, remove the sealing plug to activate.

⚠ *WARNING* ⚠

To prevent build-up of excessive pressure, sealed vents must be activated as shown prior to gear unit start up.

Sealed vent



Activated vent

- Remove all anti-corrosive metal protectant from otherwise bare metal surfaces. Follow product manufacturers directions and warnings during surface protection removal.
- Drain the reducer and refill it with the proper type and amount of lubricant.
- Observe start-up and initial operation to make sure there are no seal or gasket leaks, or unusual sounds, vibration or heat rise during operation.
- Check the resistance of all motor and brake windings to verify the integrity of the winding insulation and inspect all terminal box openings and wire connection areas to verify that all components are dry and free of corrosion.

1. Installation site

Drives must be properly installed if they are to produce the rated torque. Improper installation may lead to oil leaks, reduced life, or even catastrophic failure. NORD gear drives and motors are intended to be installed at a suitable mounting site under the following conditions:

- Unimpeded airflow to and around the units.
- Accessibility to oil drain, level and breather plugs.
- On brakemotors, allow adequate space for removing the fan guard and replacing and adjusting the brake.
- Mounting surfaces must be flat, torsionally rigid, and dampened against vibration.
- Unless special measures are taken, the immediate vicinity around the gear drive or motor should not be exposed to any aggressive or corrosive substances, contaminated air, ozone, gases, solvents, acids, alkalis, salts, radioactivity, etc.

2. Mounting position

Reducer mounting position charts illustrate the standard mounting positions for horizontal and vertical mounting. All gear units are assembled with the oil fill-level, oil-drain and vent plugs installed in their proper locations, **according to the customer-specified mounting position**. For mounting orientations other than shown consult NORD Gear.

STOP *HARMFUL SITUATION* STOP

The gear reducer may not receive proper lubrication if the unit is not mounted in the position for which it is designed. Observe the mounting position designated on the reducer nameplate, or specified in the order acknowledgement. Consult NORD prior to changing mounting position in the field. While it is often possible to simply relocate the oil fill-level and vent locations, and adjust the oil fill amount, in some cases, different mounting positions may lend themselves to different internal construction features.

3. Reducer mounting

- The support foundation must be straight, level and flat. Whether the gear unit is foot-mounted or flange-mounted, NORD recommends that the straightness and flatness of the customer-supplied support foundation follow **Table 1**.
- The gear unit must be properly aligned with the driven shaft of the machine in order to prevent additional stress or load forces from being imposed upon the gear unit.
- To facilitate oil drainage it may be desirable to elevate the gear box foundation above the surrounding support structure.
- All bolting surfaces must be clean and free from contamination and corrosion.

Table 1: Recommended Straightness and Flatness of Customer-Supplied Support Foundation

Above (in)	To & Including (in)	General Tolerance on Straigtness & Flatness ISO 2768-2, Tolerance Class K
0.00	0.39	+/- 0.002 in
0.39	1.18	+/- 0.004 in
1.18	3.9	+/- 0.008 in
3.9	11.8	+/- 0.016 in
11.8	39	+/- 0.024 in
39	118	+/- 0.031 in

Above (mm)	To & Including (mm)	General Tolerance on Straigtness & Flatness ISO 2768-2, Tolerance Class K
0	10	+/- 0.05 mm
10	30	+/- 0.1 mm
30	100	+/- 0.2 mm
100	300	+/- 0.4 mm
300	1000	+/- 0.6 mm
1000	3000	+/- 0.8 mm

Straightness: Based upon the length of the corresponding line.

Flatness: Based upon the longer lateral surface or the diameter of the circular surface.

STOP *HARMFUL SITUATION* STOP

The responsibility for the design and construction of the support foundation is with the user. The foundation must be adequate to withstand normal operating loads and possible overloads while maintaining alignment to attached system components under such loads. ***Motors and drive components mounted on prefabricated base plates can become misaligned during shipment. Always check alignment after installation.***

4. Steel foundation

An engineered structural steel foundation should be designed to provide adequate rigidity and prevent loads from distorting the housing or causing misalignment of internal gears and shafts. When foot-mounting the gear reducer, a base plate or sole plate with suitable thickness (generally equal or greater than the thickness of the drive feet) should be securely bolted to steel supports and extend under the entire gear drive assembly. When flange-mounting the gear unit, the bulk head plate must be engineered to minimize buckling distortions and support the cantilevered weight of the gear unit or gear motor.

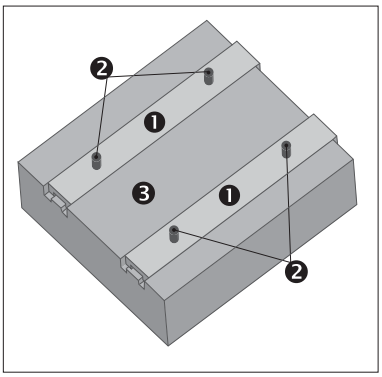
STOP *HARMFUL SITUATION* STOP

Do not weld on the gear unit or use the gear unit as an earth or ground connection for any welding procedure as this may cause permanent damage to the bearings and gears.

5. Concrete foundation

If a concrete foundation is used, allow the concrete to set firmly before bolting down the gear drive. Grout structural steel mounting pads and bolts of sufficient size into the concrete, to adequately distribute the load stress onto the concrete foundation.

Figure 1: Concrete Foundation



❶ Grouted Structural Steel Mounting Pads
❷ Mounting Bolts
❸ Concrete Foundation

6. Bolt connections for footed & flange mounted units

NORD footed reducers and flange-mount reducers (with B5 flange) have clearance designed into the mounting holes to allow for some minor adjustments in alignment. Bolt size, strength and quantity should be verified to insure proper torque reaction capacity whatever the mounting arrangement. Tightening torque for gear reducer mounting bolts, and recommended fastener grades, are provided in Table 2.

Table 2A: Tightening Torque for Inch Reducer Mounting Bolts

Thread Size	Grade SAE 5 / ASTM A449		Grade SAE 8	
(in)	(lb-ft)	(Nm)	(lb-ft)	(Nm)
1/4-20	7.1	9.6	10.0	13.6
5/16-18	16	21	22	30
3/8-16	28	37	39	53
1/2-13	69	93	98	132
5/8-11	138	188	195	264
3/4-10	247	334	348	472
7/8-9	396	537	558	757
1-8	592	802	833	1,130
1 1/8-7	-	-	1,233	1,672
1 1/4-7	-	-	1,717	2,327
1 3/8-6	-	-	2,267	3,073
1 1/2-6	-	-	2,983	4,045
1 3/4-5	-	-	4,458	6,045

- Calculated tightening torques are based a conventional 60°, clean and dry (un-lubricated) thread, with thread-friction and head-friction equal to 0.15.
- When using inch-fasteners, NORD recommends a minimum Grade SAE 5 (ASTM A-449) for sizes up to 1-8 UNC, and Grade SAE 8 for all larger sizes.

Table 2B: Tightening Torque for Metric Reducer Mounting Bolts

Above	ISO Grade 8.8		ISO Grade 10.9		ISO Grade 12.9	
(mm)	(lb-ft)	(Nm)	(lb-ft)	(Nm)	(lb-ft)	(Nm)
M4	2.4	3.2	3.5	4.7	4.1	5.5
M5	4.7	6.4	6.9	9.3	8.1	11
M6	8	11	12	16	14	19
M8	20	27	29	39	34	46
M10	39	53	58	78	67	91
M12	68	92	100	135	110	155
M14	107	145	159	215	180	250
M16	170	230	247	335	290	390
M18	240	325	343	465	400	540
M20	339	460	487	660	570	770
M22	465	630	664	900	770	1,050
M24	583	790	848	1,150	960	1,300
M27	848	1,150	1,217	1,650	1,440	1,950
M30	1,180	1,600	1,660	2,250	1,950	2,650
M36	2,050	2,780	2,884	3,910	3,470	4,710
M42	3,297	4,470	4,639	6,290	5,560	7,540
M48	4,940	6,700	7,010	9,500	8,260	11,200

- Calculated tightening torques are based on a conventional 60°, clean and dry (un-lubricated) thread, with thread-friction and head-friction equal to 0.15.
- When using metric-fasteners, NORD recommends a minimum ISO Grade 8.8 bolt.

7. Mounting the prime mover

When the motor is not flange mounted or integrally mounted to the gearbox, it is important to properly secure and align the gear drive with respect to the driven machine before attempting to align the prime mover or motor.

A. After the main gear drive is properly aligned and bolted in place, align the prime mover with respect to the reducer input shaft.

B. Use shims under the feet of the prime mover as needed, and secure in place with the proper mounting bolts. Dowel pins may be field-installed to help prevent misalignment and ensure proper realignment if removed for service.

IMPORTANT NOTE

When using a high speed coupling connection between the prime mover and the reducer, check alignment per the coupling manufacturers recommendations. If the coupling is misaligned, the reducer alignment or shimming is incorrect. Re-align the gear reducer and re-check the high-speed coupling alignment before re-aligning the motor.

SOLID SHAFT CONNECTIONS

1. Solid shaft diameter tolerance

Reducer input and output shaft extensions have a diameter tolerance as specified in **Table 1**.

Table 1: Solid Shaft Diameter Tolerance

Above ø (in)	To & Including ø (in)	Tolerance (in)
0.375	1.750	+0.0000 / -0.0005
1.750	7.500	+0.0000 / -0.0010

Above ø (mm)	To & Including ø (mm)	Tolerance (mm)	ISO 286-2 Fit Class
10	18	+0.012 / +0.001	k6
18	30	+0.015 / +0.002	k6
30	50	+0.018 / +0.002	k6
50	80	+0.030 / +0.011	m6
80	120	+0.035 / +0.013	m6
120	180	+0.040 / +0.015	m6
180	190	+0.046 / +0.017	m6

2. Fitting drive elements onto the reducer solid shaft

Solid input and output shaft extensions are provided with a drill and tap feature as indicated in Table 2. When installing drive elements such as coupling hubs, pulleys, sprockets, or gears, NORD recommends using the threaded hole in the end of the shaft, along with a suitable assembly device fitted into the threaded hole.

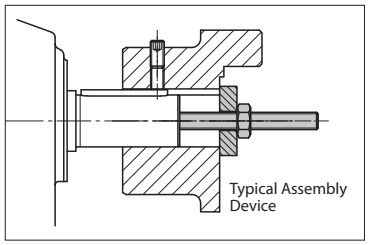


Table 2: Solid Shaft End - Threaded Holes

Above ø (in)	To & Including ø (in)	Tap size & Depth (in)
0.375	0.500	10-24 x 0.43 in
0.500	0.875	1/4-20 x 0.59 in
0.875	0.938	5/16-18 x 0.71 in
0.938	1.100	3/8-16 x 0.87 in
1.100	1.300	1/2-13 x 1.10 in
1.300	1.875	5/8-11 x 1.42 in
1.875	3.500	3/4-10 x 1.73 in
3.500	5.125	1-8 x 2.63 in
5.125	7.500	1 1/4 - 7 x 3.15

Above ø (mm)	To & Including ø (mm)	Tap Size & Depth (mm)
10	13	M4 x 10 mm
13	16	M5 x 12.5 mm
16	21	M6 x 16 mm
21	24	M8 x 19 mm
24	30	M10 x 22 mm
30	38	M12 x 28 mm
38	50	M16 x 36 mm
50	85	M20 x 42 mm
85	130	M24 x 50 mm
130	190	M30 x 60 mm

STOP *HARMFUL SITUATION* **STOP**

DO NOT DRIVE or **HAMMER** the coupling hub, pulley, sprocket, or gear into place. An endwise blow to the reducer shaft can generate damaging axial forces and cause damage to the reducer housing, bearings or internal components.

⚠ *WARNING* ⚠

To avoid serious injury the user must provide suitable safety guards for all rotating shafts and shaft components such as couplings, chain drives, belt drives, etc. All guarding must adhere to local regulations and safety standards.

3. Installing interference-fit hubs to the reducer shaft

Prior to installing any interference-fit hubs to the reducer shaft, consult with the manufacturer to determine proper assembly and fit. Interference-fits usually require heating the coupling, sprocket or gear hub, per the manufacturer's recommendations. Coupling hub installation typically follows ANSI/AGMA 9002-A86. Always make sure the reducer shaft seals are protected from the heat source. Apply uniform heat to the drive element hub to prevent distortion. NORD does not recommend heating the drive element hub beyond 212°F to 275°F (100°C to 135° C).

⚠ *WARNING* ⚠

When using heat to mount a drive element hub, do not use open flame in a combustible atmosphere or near flammable materials. Use suitable protection to avoid burns or serious injury.

STOP *HARMFUL SITUATION* **STOP**

When using external chain or belt drives, make sure the reducer is sized so that the shaft and bearings have adequate capacity. To avoid unnecessary bearing loads and additional shaft deflection, mount all power take-off devices (sprockets, pulleys, etc.) so that the applied load center is as close to the gear housing as possible and check component alignment and tension of any belts or chains per the manufacturer's recommendation. Do not over tighten the belts or chains.

4. Coupling installation

The performance and life of any coupling depends upon how well it is installed. Coupling hubs are typically mounted flush with the shaft ends, unless specifically ordered for overhung mounting. Shaft couplings should be installed according to the coupling manufacturer's recommendations for gap, angular and parallel alignment. To help obtain critical shaft alignment coupling hubs may be installed to the machine shafts prior to final shimming or tightening of the foundation bolts. Proper coupling alignment allows for thermal and mechanical shaft movement during operation and ensures that only torque (no radial load) is transmitted between the mating shafts.

Coupling gap and angular alignment

The shaft gap must be sufficient to accommodate any anticipated thermal or mechanical axial movement. When setting the coupling gap, insert a spacer or shim stock equal to the required spacing or gap between the coupling hub faces. Measure the clearance using feeler gauges at 90-degree intervals, to verify the angular alignment.

Parallel (or offset) alignment

Mount a dial indicator to one coupling hub, and rotate this hub, sweeping the outside diameter of the other hub. The parallel or offset misalignment is equal to one-half of the total indicator reading. Another method is to rest a straight edge squarely on the outside diameter of the hubs at 90° intervals and measure any gaps with feeler gauges. The maximum gap measurement is the parallel or offset misalignment.

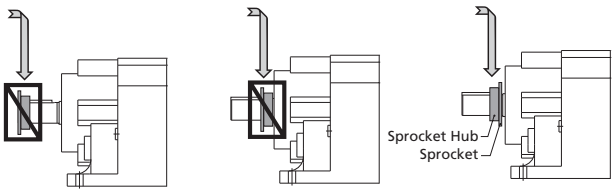
Check alignment

After both angular and parallel alignments are within specified limits, tighten all foundation bolts securely and re-check critical alignment. If any of the specified limits for alignment are exceeded, realign the coupling.

5. Installing sheaves (pulleys), sprockets and gears

To avoid unnecessary bearing loads and additional shaft deflection, mount all power take-off devices (sprockets, pulleys, gears, etc.) so that the applied load center is as close to the gear housing as possible, as shown in **Figure 2**.

Figure 2: Sprocket or Gear Mounting



Preferred Mounting of Sprocket or Gear

Align the driver sheave or sprocket with the driven sheave or sprocket by placing a straight-edge length-wise across the face of the sheaves or sprockets. Alignment of bushed sheaves and sprockets should be checked only after bushings have been tightened. Check horizontal shaft alignment by placing one leg of a square or a level vertically against the face of the sheave or sprocket.

Always check component alignment and tension any belts or chains per the manufacturer's recommendation. The ideal belt or chain tension allows proper wrap of the driver and driven wheels, while maintaining the lowest possible tension of the belts or chain, so that no slipping occurs under load conditions. Check belt or chain tension frequently over the first 24 to 48 hours of operation.

STOP *HARMFUL SITUATION* STOP

When using external chain or belt drives, make sure the reducer is sized so that the shaft and bearings have adequate capacity. To avoid unnecessary bearing loads and additional shaft deflection, mount all power take-off devices (sprockets, pulleys, etc.) so that the applied load center is as close the gear housing as possible and check component alignment and tension of any belts or chains per the manufacturer's recommendation. Do not over tension the belts or chains.

6. Outboard pinion gear alignment

Align outboard pinion gears and adjust the gear tooth clearance according to the manufacturer's recommendations, checking for acceptable outboard pinion tooth contact. The foundation bolts may have to be loosened and the gear unit moved slightly to obtain proper gear tooth contact. After the unit is moved to correct tooth contact, the prime mover may need to be realigned.

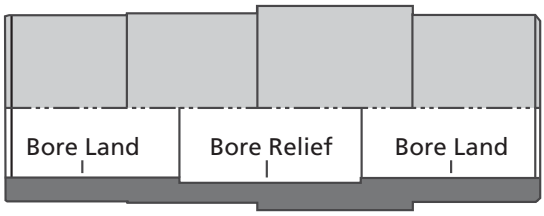
KEYED HOLLOW SHAFT

1. Keyed hollow shaft design

NORD uses high quality carbon steel to manufacture hollow-shafts. Upon request, NORD can provide alternate materials, such as stainless steel. NORD hollow shafts are designed with a bore relief (reduced contact area) between the mating shafts.

The bore relief provides a cavity to hold an anti-seize assembly paste. It also acts as a design feature intended to help prevent corrosion and to facilitate gearbox removal from the solid shaft.

NORD furnishes dual keys designed to be used in each of the bore land areas, as opposed to supplying a single long key. The dual keys are intended to simplify assembly onto the machine's solid shaft.



IMPORTANT NOTE

If a single shaft key or dual shaft keys are supplied by others, the key/s must engage the full bore-land length at each end of the hollow shaft.

2. Key and keyway dimensions

Unless otherwise indicated, inch keys and keyways follow the ANSI B17.1 standard and metric keys and keyways follow the DIN6885-1 standard. Inch bores will typically utilize square keys but in some instances the larger hollow shaft bore sizes utilize the alternate rectangular key shown in the ANSI B17.1 standard.

Key slots for the solid machine shaft should be made with a Class 2, transitional-fit class (slightly loose to slightly tight). Key slots in the female shaft are designed to be a low clearance fit. These suggested practices should allow for easier assembly with the mating solid shaft, without allowing excessive clearance which could cause keys to work loose during reducer operation.

IMPORTANT NOTE

If the key fit is too tight, light filing of the key sides and hand-fitting of the keys may be required.

3. Keyed hollow-shaft bore tolerances

Standard keyed hollow-shaft bore tolerances are shown in the following table.

Table 1 - Keyed hollow bore tolerances

Above ø [in]	To and Including ø [in]	Bore Diameter Tolerance ø [in]
0.4375	1.6250	+0.0010 / -0.0000
1.6250	3.2500	+0.0012 / -0.0000
3.2500	7.0000	+0.0014 / -0.0000

Above ø [mm]	To and Including ø [mm]	Bore Diameter Tolerance ø [mm]
10	18	+0.018 / -0.000
18	30	+0.021 / -0.000
30	50	+0.025 / -0.000
50	80	+0.030 / -0.000
80	120	+0.035 / -0.000
120	180	+0.040 / -0.000
180	190	+0.035 / -0.000

Metric hollow bore tolerances per ISO286-2, Class H7

4. Suggested solid shaft (machine shaft) tolerances

NORD recommends a close fit of the customer-supplied solid shaft or machine-shaft, for the following reasons:

- To help minimize the potential for fretting and corrosion.
- To help prevent excessive free play in the shaft connection that could lead to excessive load stress on the driven system, the gear drive, or both.

Table 2 - Suggested solid shaft tolerances

Above ø [in]	To and Including ø [in]	Shaft Diameter Tolerance Uniform Load ø [in]	Shaft Diameter Tolerance Shock Load ø [in]
0.4375	0.8750	+0.0000 / -0.0005	+0.0000 / +0.0005
0.8750	4.5000	+0.0000 / -0.0010	+0.0000 / +0.0010
4.5000	7.0000	+0.0000 / -0.0012	+0.0000 / +0.0015

Above ø [mm]	To and Including ø [mm]	Shaft Diameter Tolerance Uniform Load ❶ ø [mm]	Shaft Diameter Tolerance Shock Load ❷ ø [mm]
10	18	+0.000 / -0.011	+0.012 / +0.001
18	30	+0.000 / -0.013	+0.015 / +0.002
30	50	+0.000 / -0.016	+0.018 / +0.002
50	80	+0.000 / -0.019	+0.021 / +0.002
80	120	+0.000 / -0.022	+0.025 / +0.003
120	180	+0.000 / -0.025	+0.028 / +0.003
180	190	+0.000 / -0.029	+0.033 / +0.004

❶ **Uniform load: Mating shaft diameter tolerance per ISO286-2, class h6**

❷ **Shock load: Mating shaft diameter tolerance per ISO286-2, class k6**

As indicated in Table 2, different solid shaft tolerances are suggested depending upon the load type.

- If the machine load conditions are considered "Uniform" a clearance fit is allowed.
- If the machine load conditions are considered to have "Shock Load" a light clearance to interference fit condition is suggested.

Typically the machine builder will have good knowledge as to the load type. As an alternate method to classify load type, one could follow the "Mass Acceleration Factor Selection Method" that is discussed in NORD's product catalog/s.

Straightness, roundness, and diameter tolerance variations of both shafts should be controlled as accurately as possible. When mating, solid shaft design features are not controlled, reducer installation may be very difficult without ordering special hollow-bore design features to accomodate.

STOP	*HARMFUL SITUATION*	STOP
The supporting solid shaft or driven machine shaft must be of adequate size and strength to withstand normal operating loads and peak loads without damage to itself or any of the system components.		

5. Suggested solid-shaft mating shaft surface finish

Controlling the mating shaft surface finish helps to assure proper fit and assembly while minimizing the possibility of corrosion and fretting. NORD recommends that the mating solid shaft surface should be at least 125 micro-inches (3.2 microns) or smoother.

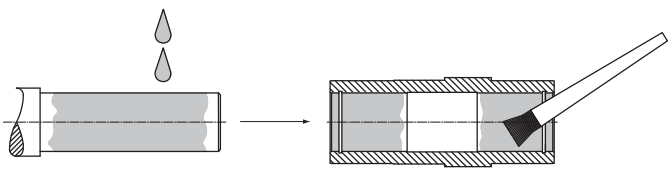
6. Assembly to the machine shaft

A. Clean and remove any dirt, grease, or rust-preventative coatings from both the reducer hollow shaft and the machine shaft.

B. Make sure the edges of both the reducer hollow shaft and machine shaft are free from any nicks or burrs. If nicks or burrs are present remove them using an abrasive material such as an emery cloth.

C. Before installing the gear reducer onto the machine shaft, apply an anti-seize compound or anti-corrosive lubricant to the mating shafts as shown in Figure 1. Assembly and subsequent dismantling will be aided by the anti-seize agent.

Figure 1 – Application of anti-seize to the mating shafts



Apply to machine shaft Apply to bore land area

D. Fit the shaft key/s into place on the machine shaft. Depending upon the key slot design on the machine shaft, it may be necessary to stake or Loctite® the key/s into place so they do not slide axially while fitting the reducer to the shaft.

E. Lift the gear unit assembly into place and align it carefully with respect to the machine shaft.

F. Fit the gear unit assembly onto the machine shaft using a suitable pulling device.

G. Secure the reducer onto the machine shaft in an axial direction, to prevent the reducer from shifting or walking out of place during operation.

STOP	*HARMFUL SITUATION*	STOP
Do not use excessive force or try to hammer the gear unit into place. The housing, shafting, bearings or gear wheels may become damaged.		

7. Securing the reducer onto the machine shaft

There are slight shaft oscillations during operation in any rotating shaft equipment or any shaft-mounted reducer assembly. Therefore it is important to secure the reducer in an axial direction onto the machine shaft, to prevent the reducer from shifting or walking out of place during operation.

Possible methods to secure the reducer axially to the machine shaft include:

- Using commercial set collars, retaining rings, or snap rings.
- Using the optional "NORD Fixing Element Kit" (see U10280).

The NORD Fixing Element Kit includes all of the necessary parts to secure the shaft by using a tapped hole in the end of the mating male shaft.

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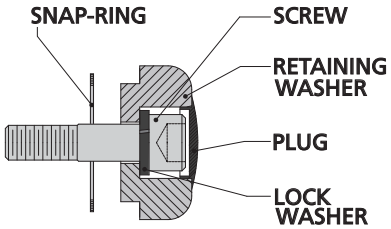
1. Shaft fixing kit - basic design

The NORD Fixing Kit provides a method for securing the reducer in an axial direction, after the keyed-hollow shaft reducer is mounted onto the machine shaft. The fixing kit prevents the reducer from shifting or walking out of place during operation. NORD offers a variety of standard fixing kits, based upon bore size, as shown on Page 2 of this manual.

Figure 1 – Fixing kit components



IMPORTANT NOTE

For installation of the keyed-hollow bore reducer to the machine-shaft, see user manual U10270.

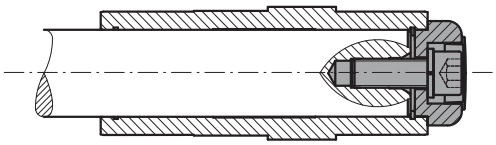
2. Assembly types

There are two types of assembly methods commonly used for securing the fixing kit.

Figure 2 – Fixing kit assembly methods

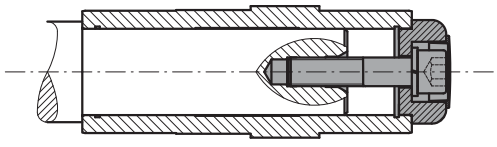
Type 1

The machine-shaft is located against a fixed snap-ring located inside the bore of the reducer.



Type 2

The machine shaft is shouldered and is pulled tight against the hollow-shaft; the snap-ring is no longer required.



HARMFUL SITUATION

The maximum edge break on the solid machine shaft must not exceed the values shown on Page 2 of this manual. Otherwise the load-bearing capacity of the snap-ring will be reduced and may result in failure.

3. Assembly

A. If using a Type 1 assembly, secure the appropriate snap-ring into the bore of the reducer. With Type 2 assembly, no snap-ring is required.

B. Draw the hollow bore gear reducer onto the machine shaft as instructed in U10270. Remember to apply a suitable assembly paste or anti-seize compound to the mating shafts.

C. Install the retaining washer over the end of the hollow bore.

D. Secure the appropriate cap-screw into the machine shaft and tighten the screw based upon the assembly type, as noted below. Then install the protective plug over the screw hole.

Type 1 - Screw tightening

Tighten until lightly snug and secure the screw with a thread-locking compound to prevent the screw from backing out.

HARMFUL SITUATION

Over tightening the retaining screw may cause the snap ring to be pulled out of its seating groove, causing damage to the hollow-bore or snap ring.

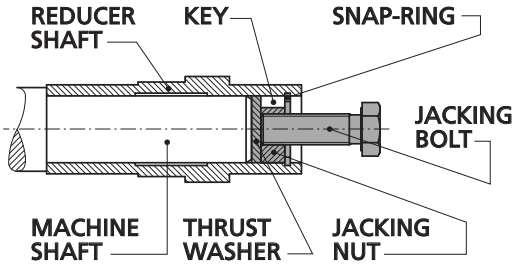
Type 2 - Screw tightening

Follow the cap screw manufactures guidelines and tighten the screw to the proper torque, based upon the bolt grade and material. For reference tightening torque values, also see manual U10060, Table 2.

4. Disassembly

When using Type 2 assembly, it is possible to design a simple disassembly tool to allow easier removal of the hollow-bore reducer. The solid shaft is shouldered to rest against the hollow-bore of the reducer. The machine shaft is supported in both of the hollow bore land areas, but the overall length is reduced compared to Type 1 assembly.

Figure 3 – Disassembly Tool



IMPORTANT NOTE

For suggestions on how to construct a disassembly tool for a particular reducer and bore size, please consult NORD's application engineering department.

5. Standard fixing kit size offerings

NORD offers a variety of standard fixing kit sizes as shown by the following tables.

Table 1 - Standard fixing kit size offerings

Shaft Bore [in]	Bolt Size	Allowable Thrust Groove ❷ lb [N]	Allowable Thrust Ring ❸ lb [N]	Max. Edge Break ❹ in [mm]
0.500	10-32	730 [3255]	520 [2300]	0.02 [0.5]
0.750	1/4-20	1800 [7905]	560 [2500]	0.04 [1]
1.000	3/8-16	2900 [13020]	1000 [4600]	0.04 [1]
1.188	7/16-14	5100 [22630]	1000 [4700]	0.04 [1]
1.250	7/16-14	5100 [22630]	1000 [4700]	0.04 [1]
1.375	5/8-11	6500 [29140]	1400 [6400]	0.06 [1.5]
1.438	5/8-11	6900 [30690]	1500 [6500]	0.06 [1.5]
1.500	5/8-11	7800 [34875]	1500 [6700]	0.06 [1.5]
1.625	5/8-11	9900 [44020]	1900 [8400]	0.08 [2]
1.688	5/8-11	10500 [46810]	1800 [8200]	0.08 [2]
1.938	5/8-11	11100 [49600]	1900 [8400]	0.08 [2]
2.000	5/8-11	14100 [62775]	2700 [12100]	0.08 [2]
2.063	5/8-11	14100 [62775]	2700 [12100]	0.08 [2]
2.188	5/8-11	16800 [74865]	2900 [13000]	0.08 [2]
2.375	3/4-10	17400 [77190]	2900 [13000]	0.08 [2]
2.438	3/4-10	17400 [77190]	2900 [13000]	0.08 [2]
2.750	3/4-10	19600 [87110]	4700 [21000]	0.10 [2.5]
2.938	3/4-10	20900 [93000]	4700 [21000]	0.10 [2.5]
3.188	3/4-10	27700 [123225]	7000 [31200]	0.12 [3]
3.438	3/4-10	29300 [130200]	7000 [31400]	0.12 [3]
3.625	3/4-10	30900 [137330]	7000 [31400]	0.12 [3]
3.938	7/8-9	32400 [144305]	6900 [30800]	0.12 [3]
4.000	7/8-9	39000 [173600]	16400 [73000]	0.12 [3]
4.063	7/8-9	39000 [173600]	16400 [73000]	0.12 [3]
4.375	7/8-9	41500 [184450]	16200 [72000]	0.12 [3]
4.438	7/8-9	41500 [184450]	16200 [72000]	0.12 [3]
4.750	7/8-9	44200 [196850]	15700 [70000]	0.12 [3]
4.938	7/8-9	48000 [213900]	15500 [69000]	0.12 [3]

Upon request, additional hollow-bore sizes & fixing kit sizes may be offered.

Shaft Bore [mm]	Bolt Size	Allowable Thrust Groove ❷ N [lb]	Allowable Thrust Ring ❸ N [lb]	Max. Edge Break ❹ mm [in]
16	M5	Not applicable ❶		
20	M6	8370 [1900]	5600 [1300]	1.0 [0.04]
25	M10	12400 [2800]	7300 [1600]	1.0 [0.04]
30	M10	17515 [3900]	7200 [1600]	1.0 [0.04]
35	M12	29140 [6500]	8700 [1900]	1.5 [0.06]
40	M16	41850 [9400]	10900 [2400]	2.0 [0.08]
45	M16	46810 [10500]	10700 [2400]	2.0 [0.08]
50	M16	62775 [14100]	19000 [4300]	2.0 [0.08]
60	M20	74865 [16800]	29200 [6600]	2.0 [0.08]
70	M20	87110 [19600]	30300 [6800]	2.5 [0.10]
80	M20	115630 [26000]	56000 [12600]	2.5 [0.10]
90	M24	130200 [29300]	56000 [12600]	3.0 [0.12]
100	M24	144305 [32400]	55000 [12400]	3.0 [0.12]
110	M24	181350 [40800]	71000 [16000]	3.0 [0.12]
120	M24	196850 [44300]	70000 [15700]	3.0 [0.12]

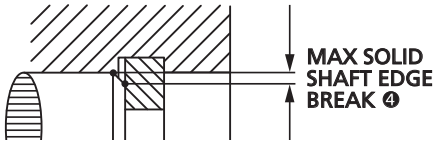
Upon request, additional hollow-bore sizes and fixing kit sizes may be offered.

❶ This fixing kit is not supplied with a snap-ring. A Type 2 machine shaft is required.

❷ Thrust load-bearing capacity of the groove is based upon using a hollow-shaft material with a yield-strength of at least 45,000 psi (310 N/mm²).

❸ Thrust load-bearing capacity of the snap-ring is based upon a typical snap-ring material with a yield-strength of at least 30,500 psi (210 N/mm²).

❹ On the solid machine shaft, observe the maximum edge break (radius or chamfer) shown. A larger edge break will result in reduced load-bearing capacity of the snap-ring.

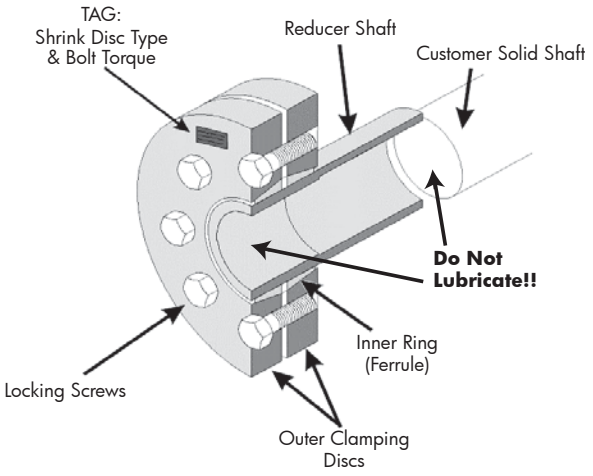


HOLLOW SHAFT WITH SHRINK DISC

1. Shrink disc design concept

A shrink disc option is adaptable to many NORD hollow-bore reducers. The shrink disc applies a high-capacity, zero backlash, interference fit to the driven machine shaft. The double tapered inner ring converts most all of the screw clamping load into radial contact pressure, as the outer clamping discs are pulled together by proper tightening of the locking screws. As the inner ring is contracted, the clearance between the customer solid shaft and reducer shaft is absorbed.

- In their relaxed state, shrink discs provide a generous assembly clearance, thus eliminating the typical assembly and disassembly challenges of using interference fits.
- Shrink discs also reduce solid machine shaft stresses by eliminating the need for shaft keys and keyways.
- When properly applied, high shrink fits help eliminate shaft fretting corrosion and allow for easier shaft mounting and dismounting.



2. Solid (machine) shaft design guidelines

Always use a solid shaft material of adequate strength and apply proper shaft fits in order to establish adequate clamping force during assembly and assure proper shaft release during disassembly.

- Use solid shaft material with yield strength of at least 52,260 psi (360 N/mm²).
- The solid machine shaft should be machined according to ISO 286-2, Class h6 fit tolerances, with a shaft finish of 125 micro inches (3.2 µm) or smoother, per Table 1.
- The solid machine shaft must extend the full length of the reducer hollow shaft.

STOP *HARMFUL SITUATION* **STOP**

Contact NORD when using a shrink disc in an application where the shrink disc connection must simultaneously transmit torque and thrust.

3. Safety

⚠ *WARNING* ⚠

- The supporting solid shaft or driven machine shaft must be of adequate size and strength to withstand normal operating loads and peak loads without damage to itself or any of the system components.
- The transmissible torque and the gripping capacity of the shrink disc may be reduced if shaft tolerances or clearances are larger than specified.
- Excessive tightening torque can result in permanent deformation of the inner ring and the reducer hollow bore, making disassembly very difficult. Do not over tighten the shrink disc to compensate for excessive clearance between the machine shaft and reducer bore.
- Observe the published ratings and safety factors for both the reducer and shrink disc. Overload conditions or excessively high torque can cause the shrink disc connection to slip. In extreme cases localized galling or welding of components may occur.

4. Shrink disc shaft tolerances

Recommended solid shaft tolerances and reducer bore tolerances are shown in the table below.

Table 1: Shrink disc shaft tolerances

Above & Including ø [in]	To & Including ø [in]	Solid Shaft Tolerance ø [in]	Reducer Bore Tolerance ø [in]	Max. Assembly Clearance [in]
0.7500	1.1250	+0.0000 / -0.0005	+0.0008 / -0.0000	0.0013
1.1250	1.9375	+0.0000 / -0.0006	+0.0009 / -0.0000	0.0015
2.0000	3.1250	+0.0000 / -0.0007	+0.0011 / -0.0000	0.0018
3.1875	4.6875	+0.0000 / -0.0008	+0.0013 / -0.0000	0.0021
4.7500	7.0625	+0.0000 / -0.0009	+0.0015 / -0.0000	0.0024
7.1250	7.5000	+0.0000 / -0.0011	+0.0018 / -0.0000	0.0029

Above ø [mm]	To & Including ø [mm]	Solid Shaft Tolerance ø [mm]	Reducer Bore Tolerance ø [mm]	Max. Assembly Clearance [mm]
18	30	+0.000 / -0.013	+0.021 / -0.000	0.034
30	50	+0.000 / -0.016	+0.025 / -0.000	0.041
50	80	+0.000 / -0.019	+0.030 / -0.000	0.049
80	120	+0.000 / -0.022	+0.035 / -0.000	0.057
120	180	+0.000 / -0.025	+0.040 / -0.000	0.065
180	190	+0.000 / -0.029	+0.046 / -0.000	0.075

Shaft/bore tolerances per ISO 282-6, Class h6/H7.

Solid shaft finish should be 125 micro inches (3.2 micro meters) or smoother.

HOLLOW SHAFT WITH SHRINK DISC

5. Installation

⚠ WARNING ⚠

Disconnect all power sources from the equipment before beginning this installation procedure. Handle the components with care and avoid all sharp machined edges to prevent personal injury.

STOP HARMFUL SITUATION STOP

Do not tighten any of the shrink disc locking screws prior to installing the reducer with shrink disc onto the machine shaft. The inner ring of the shrink disc can become permanently contracted or damaged at relatively low tightening torque.

A. Inspect the gear unit received. Make sure the shrink disc and extended hollow shaft projection is on the side of the reducer where it was specified or ordered.

B. Loosen the shrink disc locking screws but do not take the shrink disc completely apart. Remove and discard any packaging material or transportation spacers that come with the shrink disc.

C. Remove all burrs, rust, corrosion, lubricants, and foreign matter from the surfaces of the solid shaft and hollow-bore.

D. Make sure the shrink disk is positioned onto the hollow shaft until the outer clamping ring is flush with the edge of the hollow shaft.

E. To aid in assembly, it is acceptable to lightly grease the solid shaft, only in the area that will come in contact with the bronze-bushing side of the reducer hollow-shaft. ***The reducer hollow shaft must be completely de-greased and free of lubricant, especially in the area of the shrink disc.***

F. Position the gear reducer onto the solid machine shaft and make certain the area under the shrink disc is completely supported by the solid shaft.

G. After confirming the proper positioning of gear reducer and the shrink disc, hand tighten (3) or (4) equally spaced locking screws to make sure the outer collars of the shrink disc are drawn together in a parallel fashion. Then hand-tighten the remaining screws.

H. Refer to Table 2 for the specified tightening torques for the shrink disc locking screws. Using a properly set torque wrench using approximately ¼ (90°) turns; tighten the locking screws, by working in a circular clockwise or counterclockwise sequence around the shrink disc.

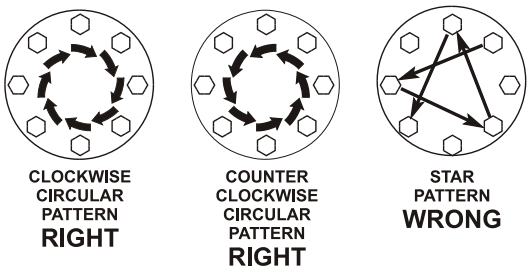
I. Continue the tightening sequence (Step H.) even if some locking screws initially require very low tightening torque to achieve ¼ turns; do this for several passes until ¼ turns can no longer be achieved.

J. Reset the torque wrench to approximately 3-5% over-torque and tighten the locking screws for 1 or 2 more passes. This procedure will compensate for relaxation of the locking screws, since tightening of a given screw will always tend to relax the adjacent screw. Without a slight overtorquing of the screws, an infinite number of passes would be required to reach the desired tightening torque.

Table 2 - Shrink Disc Locking Screw Torque

Screw Size	Wrench Size [mm]	Tightening Torque [Nm]	[lb-in]	[lb-ft]
M5	8	7	62	5.2
M6	10	12	106	8.9
M8	13	30	266	22
M10	17	59	522	44
M12	19	100	885	74
M16	24	250	2213	184
M20	30	490	4337	361
M24	36	840	7435	620
M30	46	1700	15050	1254

BOLT TIGHTENING PATTERN



K. Reset the torque wrench to the correct tightening torque as indicated in Table 2. Make sure each locking screw has been properly tightened until the screws are no longer turning at the specified torque wrench setting. If necessary repeat Steps G. & H.

6. Removal

A. Loosen the shrink disc locking screws in a circular pattern by using ½ (180°) turns, until the shrink disc hub can be moved or until the shrink disc hub and reducer shaft will return to their original fits.

⚠ WARNING ⚠

Do not completely remove the locking screws before the outer clamping disks of the shrink disc are disengaged from the inner ring. A sudden release of the outer collars will create high separating forces and could result in injury or even death.

B. Loosen the outer collars of the shrink disc from the tapered inner ring. This may require tapping the bolts with a **soft faced** hammer or prying lightly between the outer collars.

C. Remove the gear reducer from the machine shaft.

7. Re-installation

A. It may be possible to re-use the shrink disc. However the shrink disk should not be re-used if it becomes damaged during removal, or excessively rusty or corroded. Shrink discs must always be disassembled and thoroughly cleaned before re-using.

B. After cleaning the shrink disc, lubricate between the taper of the outer clamping disks and the outside of the inner ring using MOLYKOTE® G-Rapid Plus Paste (product of Dow Corning) or equivalent. In addition, grease screw threads and head contact area with multi-purpose grease.

NORD GRIPMAXX™

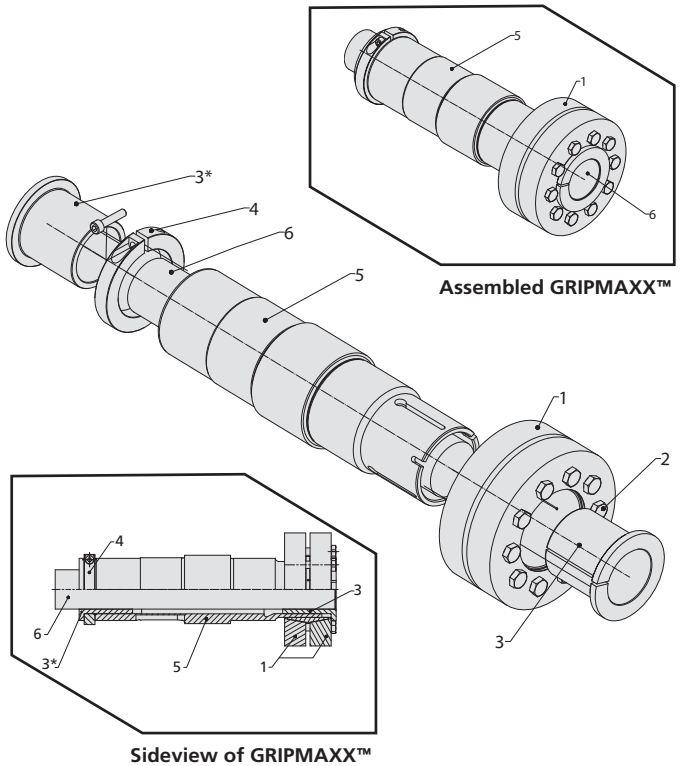
1. General information

The NORD GRIPMAXX™ keyless bushing system is adaptable to most all NORD shaft-mounted reducers. The bushing system offers interchangeable bushings to accommodate a large range of driven machine-shaft sizes.

The unique design of the NORD GRIPMAXX™ bushing system offers a number of distinct advantages as follows:

- The NORD GRIPMAXX™ allows the machine builder to utilize standard cold finished shaft stock, without the need for additional shaft machining or shaft keys.
- It uses a NORD shrink disc to apply a high-capacity, zero backlash, interference fit to the driven machine shaft, while eliminating the typical assembly and disassembly challenges of using interference fits.
- The built in clearance between the customer shaft and the bushing system helps to ensure easy installation and removal of the gearbox. To help ensure easy removal, the NORD GRIPMAXX™ bushings are prepared with a special low-wear, corrosion-resistant hardened surface treatment, that minimizes the formation of shaft corrosion and fretting.
- The NORD GRIPMAXX™ is ideal for start-stop operation and bi-directional loading because it does not depend on keys or keyways that transmit torque, which can also can become loose or deform when subjected to these loading conditions.
- Unlike the typical conical or tapered bushing kits, the NORD GRIPMAXX™ design allows a tight fit against a shouldered machine shaft.
- The torque bushing and support bushing are the same part and are fully interchangeable with one another.

2. GRIPMAXX™ assembly detail



Assembled GRIPMAXX™

Sideview of GRIPMAXX™

[1] NORD Shrink Disc
[2] Locking Screw
[3] Bushing (Torque Side)
[3*] Bushing (Support Side)
[4] Clamp Ring
[5] Gear Reducer Hollow Shaft
[6] Machine Shaft

IMPORTANT NOTE

NORD recommends that the machine shaft have a yield strength of at least 52,260psi (360N/mm^2)

IMPORTANT NOTE

Observe the recommended machine shaft tolerances in table 1, page 2.

WARNING

The supporting solid shaft or driven machine shaft must be of adequate size and strength to withstand normal operating loads and peak loads without damage to itself or any of the system components.

3. Installation

⚠ WARNING ⚠

Disconnect all power sources from the equipment before beginning this installation procedure. Handle the components with care and avoid all sharp or machined edges to prevent personal injury.

STOP HARMFUL SITUATION STOP

Do not tighten any of the shrink disc locking screws prior to installing the reducer with shrink disc onto the machine shaft. The inner ring of the shrink disc can become permanently contracted or damaged at a relatively low tightening torque.

Table 1 - Required Machined Shaft Tolerance

Inch Machine Shaft			Metric Machine Shaft		
From ø [in]	To ø [in]	ISO 286-2 Tolerance h11(-) [in]	Over ø [mm]	Including ø [mm]	ISO 286-2 Tolerance h11(-) [mm]
0.4375	0.6875	- 0.004	10	18	- 0.11
0.7500	1.0625	- 0.005	18	30	- 0.13
1.1250	1.9375	- 0.006	30	50	- 0.16
2.0000	3.1250	- 0.007	50	80	- 0.19
3.1875	4.6875	-0.008	80	120	-0.22
4.7500	4.7500	-0.009	120	125	-0.25

A. Carefully inspect the machine shaft [6] and remove all burrs, rust, corrosion, lubricants, and foreign matter from the shaft surface. Verify that the diameter is within the dimensional tolerances shown in Table 1.

B. Inspect the gear unit received to confirm the correct position of the shrink disc [1]. Make sure the hollow shaft [5] projection is on the side of the reducer where it was specified or ordered.

C. In addition to cleaning the machine shaft [6], remove all dirt, grease or oils from the reducer hollow shaft [5], bushings [3], clamp ring [4], and shrink disk [1]. ***Do not apply lubricants, corrosion preventatives, anti-sieze compounds or coatings to the mating surfaces of the shaft, bushings, clamp collars or shrink disc.***

D. Position the clamp ring [4] and support bushing [3*] over the machine shaft [6], making sure the support bushing is in its desired location. Then secure the support bushing [3*] with the clamp ring [4] and tighten the clamp ring screw.

E. Slide the gear reducer onto the machine shaft [6] until the gear reducer stops against the secured support bushing [3*].

F. Without taking the shrink disc [1] apart, loosen the shrink disc locking screws [2]. Slide the shrink disk over the reducer shaft [5] and slide the torque bushing [3] onto the machine shaft, making sure it is seated completely.

G. Confirm the positioning of the shrink disc [1] and torque bushing [3]. ***Do not tighten the shrink disc until the machine shaft and torque bushing are in proper position, or the reducer shaft will be damaged.*** Hand-tighten 3 or 4 or locking screws [2] and make sure the outer collars of the shrink disc are drawn together in a parallel fashion and then hand-tighten the remaining screws.

H. Refer to Table 2 for the specified tightening torques for the shrink disc locking screws. Using a properly set torque wrench using approximately ¼ (90°) turns; tighten the locking screws, by working in a circular clockwise or counterclockwise sequence around the shrink disc.

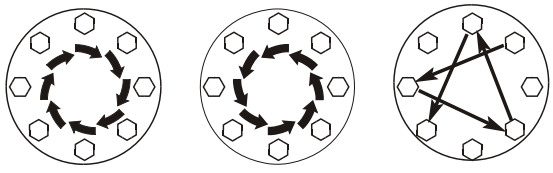
I. Continue the tightening sequence (Step H.) even if some locking screws initially require very low tightening torque to achieve ¼ turns; do this for several passes until ¼ turns can no longer be achieved.

J. Reset the torque wrench to approximately 3-5% over-torque and tighten the locking screws for 1 or 2 more passes. This procedure will compensate for relaxation of the locking screws, since tightening of a given screw will always tend to relax the adjacent screw. Without a slight overtorquing of the screws, an infinite number of passes would be required to reach the desired tightening torque.

Table 2 - Shrink Disc Locking Screw Torque

Screw Size	Wrench Size [mm]	Tightening Torque [Nm]	[lb-in]	[ft-lb]
M5	8	7	62	5.2
M6	10	12	106	8.9
M8	13	30	266	22
M10	17	59	522	44
M12	19	100	885	74
M16	24	250	2213	184
M20	30	490	4337	361

BOLT TIGHTENING PATTERN



K. Reset the torque wrench to the correct tightening torque as indicated in Table 2. Make sure each locking screw has been properly tightened until the screws are no longer turning at the specified torque wrench setting. If necessary repeat Steps G. & H.

5. Bushing kit removal

A. Loosen the shrink disc locking screws [2] in circular pattern by using ½ (180°) turns, until the shrink disc hub can be moved or until the shrink disc hub and reducer shaft will return to their original fits.

> ⚠ *WARNING* ⚠
>
> Do not completely remove the locking screws before the outer clamping disks of the shrink disc are disengaged from the inner ring. A sudden release of the outer collars will create high separating forces and could result in injury or even death.

B. Loosen the outer collars of the shrink disc from the tapered inner ring. This may require tapping the bolts with a **soft faced** hammer or prying lightly between the outer collars.

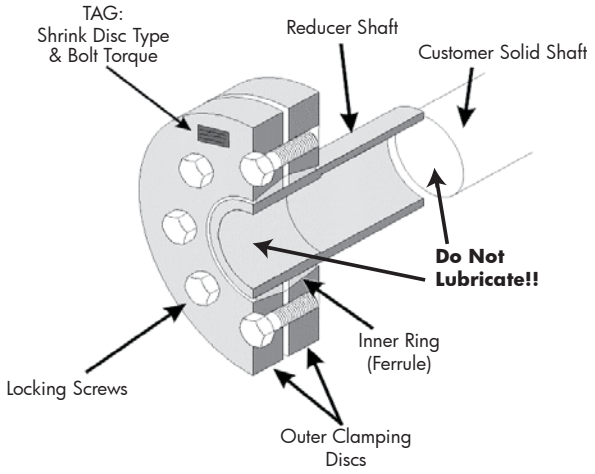
C. Remove the gear reducer from the machine shaft.

6. Re-installation

A. It may be possible to re-use the bushings and shrink disc that are part of the NORD bushing system. However these components should not be re-used if they are damaged during removal, or excessively rusty or corroded.

B. Never re-use any of the bushing kit components without prior cleaning. Shrink discs must always be disassembled and thoroughly cleaned before re-using.

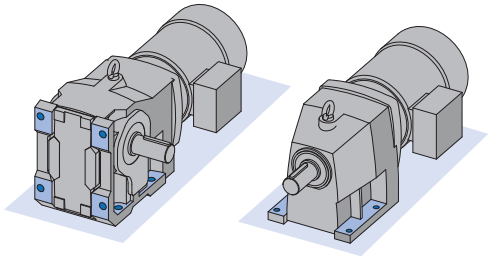
C. After cleaning the shrink disc, lubricate between the taper of the outer clamping disks and the outside of the inner ring using MOLYKOTE® G-Rapid Plus Paste (product of Dow Corning) or equivalent. In addition, grease screw threads and head contact area with multipurpose grease.



REDUCER MOUNTING
FOOTED & FLANGE MOUNT GEAR UNITS

1. Foot-mounted reducers

When installing the foot-mounted gear unit, observe the flatness specifications and bolt tightening torque guidelines provided in U10060 and make sure the mating mounting surface and reducer feet are clean and free of debris. Use of shims under the feet of the gear unit may be required in order to align the output shaft to the driven equipment. Make sure that all feet are supported so that the housing will not distort when it is bolted down. Improper shimming will cause mis-alignment and may reduce the life of the gear unit or cause component failure. Dowel pins may be field-installed to help prevent misalignment and ensure proper realignment if removed for service.



IMPORTANT NOTE

Gear units may be subjected to radial loads or side pull, caused by external chain drives or belt drives. In these instances it is recommended that the mounting base be designed with a slide-plate adjustment to accommodate extra slack in the chain or the belt after the feet are loosened. When using an external chain or belt drive, make sure the reducer is sized so that the shaft and bearings have adequate capacity.

2. Flange-mounted reducers (with B5 flange)

When using the B5 flange to mount the gear unit, the bulk head plate must be engineered to minimize buckling distortions and support the cantilevered weight of the gear reducer or gearmotor. On the B5 mounting flange NORD provides a pilot register or and the flange pilot tolerance as listed per Table 1. When the mating hole is designed with the proper fit, the flange pilot tenon provides a means of accurately positioning the reducer while the hold-down bolts are properly secured; once the reducer is secured, the tenon helps prevent movement of the reducer and it helps locate the center of the reducer output shaft.

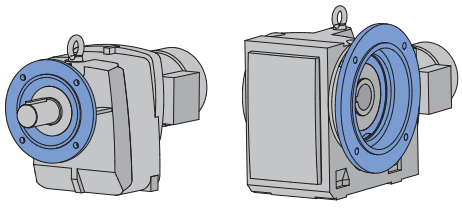


Table : Flange Pilot Tolerance

Above ø (in)	To & Including ø (in)	Tolerance (in)	ISO 286-2 Fit Class
1.969	3.150	+0.0005 / -0.0003	j6
3.150	4.724	+0.0005 / -0.0004	j6
4.724	7.087	+0.0006 / -0.0004	j6
7.087	9.055	+0.0000 / -0.0005	h6
9.055	9.843	+0.0000 / -0.0011	h6
9.843	12.402	+0.0000 / -0.0013	h6
12.402	15.748	+0.0000 / -0.0014	h6
15.748	19.685	+0.0000 / -0.0016	h6

Above ø (mm)	To & Including ø (mm)	Tolerance (mm)	ISO 286-2 Fit Class
50	80	+0.012 / -0.007	j6
80	120	+0.013 / -0.009	j6
120	180	+0.014 / -0.011	j6
180	230	+0.000 / -0.013	h6
230	250	+0.000 / -0.029	h6
250	315	+0.000 / -0.032	h6
315	400	+0.000 / -0.036	h6
400	500	+0.000 / -0.040	h6

When installing the flange mounted gear unit, observe the flatness specifications and bolt tightening torque guidelines provided in U10060. Make sure the mating mounting surface and reducer flange are clean and free of debris. Use a straight edge or parallel bar to check for high spots on the mating mounting surface and remove any raised material around the mounting holes.

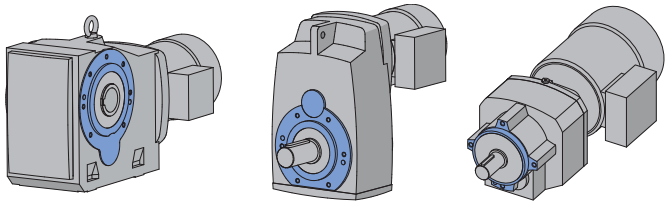
Set the gear unit into place and tighten the bolts until they are snug. Before final bolt-tightening check for any material gaps between the mating surfaces and if shimming is required, use "U" shaped shims at least 2 times the width of the bolt. Avoid over shimming a very irregular surface as this will make it very difficult to achieve proper alignment.

IMPORTANT NOTE

For heavy shock applications, it is advisable to field-install dowel pins through the mounting flange connection (in addition to the mounting bolts). This will help control flange movement or flange rotation and relieve the mounting bolts from this additional stress.

3. Flange-mounted reducers (with B14 flange)

When using the B14 flange to mount the gear unit, the bulk head plate must be engineered to minimize buckling distortions and support the cantilevered weight of the gear reducer or gearmotor. When properly installed, the output flange of the reducer housing is designed to enable the permissible torques and radial forces to be reliably transmitted by the bolt connections.



IMPORTANT NOTE

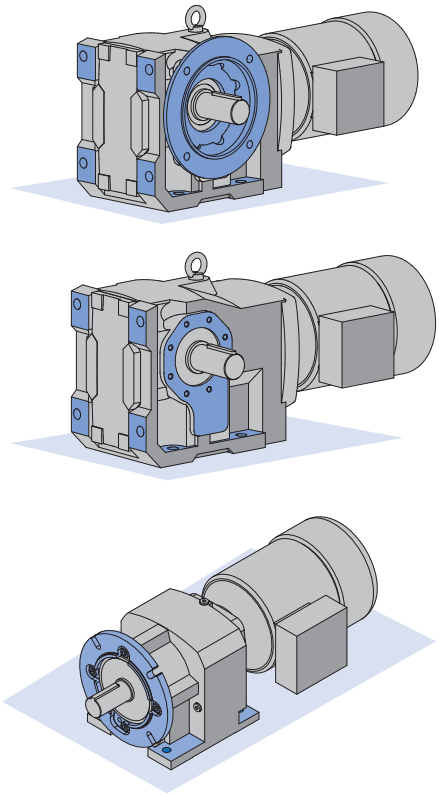
When using the B14 flange-face for mounting, if dowel pin holes are provided in addition to the threaded holes, then it is advisable to also use the proper dowel pins, to help control flange movement or flange rotation and relieve the mounting bolts from this additional stress This is especially important for heavy shock applications.

4. Foot & flange reducer housings

Some gear reducer housings are available with a foot and an output flange. Units with a foot and a B5 Flange are designated with the suffix XF after the primary model number and units with a B14 face-flange are designated with the suffix XZ after the primary model number. When a gear unit is provided with both a foot and a flange, the foot is consider the primary mounting surface. The flange is generally considered to be the secondary mounting option and it is intended that this surface be used for auxiliary add on elements that place minimal load stress on the reducer housing.

HARMFUL SITUATION

To prevent overstress on the main gear unit housing, never tighten the reducer mounting feet and the mounting flange against one-another. Auxiliary add-on elements that are mounted to the reducer flange, must not transmit excessive force, torque or vibration to the main gear housing.

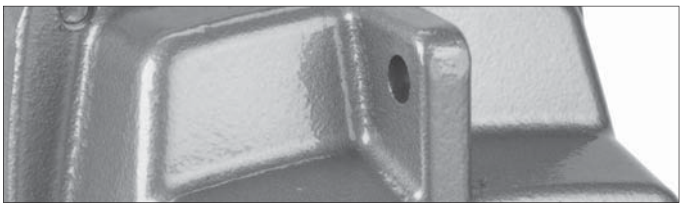


CLINCHER™ SHAFT-MOUNT WITH RUBBER BUFFERS

1. Purpose of the built-in torque arm lug

The preferred method of installing a shaft-mounted Clincher™ reducer is to support the weight of the gear unit or gearmotor assembly from the driven solid machine shaft. In order to restrain the gearbox, react the torque, and keep the gear unit from spinning around the shaft, the Clincher™ gear units have a built-in torque arm lug or tab cast into the reducer housing. This torque tab is intended to be used in conjunction with the NORD Rubber Buffers.

Figure 1: Built-in torque lug



2. Rubber buffers

When specified, NORD provides two rubber buffers that are installed on either side of the gear unit's integral torque lug.

When properly used in tandem, on either side of the torque-arm lug, the rubber buffers help isolate and absorb the load forces present in the system and increase the reducer's service life by reducing cumulative torsional shock loads.

- The primary load force acts in the direction of driven shaft rotation, reacts the torque of the reducer, keeping the gearbox from spinning on the shaft.
- Additional forces present themselves in the direction opposite of the shaft rotation, due to the typical slight out-of-round condition present in the machine shaft. This condition is the reason most shaft mounted-reducers have a slight shaft-wobble, which is normal.

For further dampening it is possible to combine several rubber buffers in a row, on either side of the torque lug.

IMPORTANT NOTE

Please reference Table 1 on page 2 of this manual for dimensional information.

HARMFUL SITUATION

Always mount at least one rubber buffer on either side of the reducer's torque-arm lug. When using rubber buffers in tandem, make sure equal numbers are used on both sides of the torque tab. Failure to do so will not properly cushion the reducer and can result in excessive binding, bearing stress, and damage to the reducer.

3. Machine support

WARNING

It is the responsibility of the machine builder to design a support bracket of adequate strength and rigidity, and supply an appropriate tightening bolt assembly. Failure to do so may result in injury caused from a damaged or broken torque-reaction assembly.

A single customer-supplied machine support bracket, of adequate strength and rigidity, can provide adequate restraint for both directions. This is because when the rubber buffer system is used, the applied load forces are always parallel to the retaining bolt and there are no twisting forces induced onto the bolt in either the clockwise or counter-clockwise direction. In some cases the customer may desire to supply a rigid support on either side of the rubber buffers. In these instances, longer assembly hardware is required.

4. Installation of the rubber buffers

A. Install the Clincher™ hollow bore reducer onto the machine shaft. Line up the hole in the reducer's torque-arm lug with the hole in the machine's support bracket and temporarily hold the reducer in place.

B. Properly secure the gear unit assembly to the driven shaft in an axial direction. If using the NORD Shaft Fixing Kit, follow the instructions in User Manual U10280.

C. Install the rubber buffers on either side of the gear unit's torque-arm lug. Apply a thread locking compound to the end of the fixing bolt. Then place the fixing bolt through the rubber buffers, torque-arm lug and rigid machine support bracket and loosely secure the nut onto the end of the bolt.

D. Tighten the fixing bolt and nut until lightly snug until all of the free play is eliminated from the rubber buffer assembly. Then snug the fixing bolt assembly by tightening an additional 1/4 to 1/2 turn.

WARNING

To help prevent damage to the rubber buffers, avoid over-tightening.

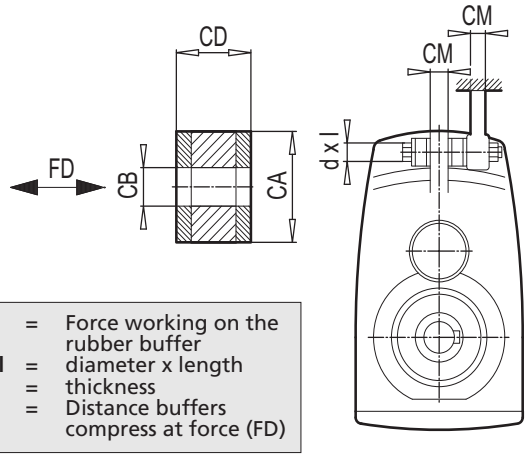
IMPORTANT NOTE

- A min. of (2) rubber buffers are required for each unit.
- For larger size CLINCHER'S™, NORD offers the heavy-duty rubber buffer (Option VG).
- A metric fixing bolt is preferred for rubber buffer assembly. NORD recommends a minimum ISO Grade 8.8 fixing bolt.

CLINCHER™ SHAFT-MOUNT WITH RUBBER BUFFERS

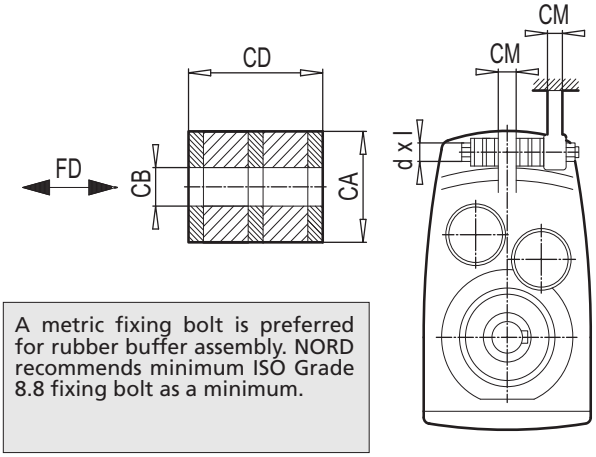
Table 1: Rubber buffer assembly/typical dimensions

Standard Rubber Buffer Assembly Option **(G)**



FD = Force working on the rubber buffer
d x l = diameter x length
c = thickness
S_{FD} = Distance buffers compress at force (FD)

Heavy Duty Rubber Buffer Assembly Option **(VG)**



A metric fixing bolt is preferred for rubber buffer assembly. NORD recommends minimum ISO Grade 8.8 fixing bolt as a minimum.

Type	Rubber Buffer P/N	CB inch [mm]	CA inch [mm]	CD inch [mm]	CM inch [mm]	Bolt d x l [metric]	FD lb [kN]	SFD inch [mm]
SK0182NB..G	29603000	0.43 [11]	1.18 [30]	0.59 [15]	0.39 [10]	M10 x 70	217 [0.967]	0.06 [1.5]
SK0282NB..G	29603000	0.43 [11]	1.18 [30]	0.59 [15]	0.47 [12]	M10 x 70	234 [1.04]	0.07 [1.7]
SK1282..G	29603000	0.43 [11]	1.18 [30]	0.59 [15]	0.55 [14]	M10 x 80	504 [2.24]	0.14 [3.6]
SK1382NB..G	29603000	0.43 [11]	1.18 [30]	0.59 [15]	0.55 [14]	M10 x 80	402 [1.79]	0.11 [2.8]
SK2282..G SK2382..G	29604000	0.49 [12.5]	1.57 [40]	0.59 [15]	0.63 [16]	M12 x 90	600 [2.67]	0.07 [1.8]
SK3282..G SK3382..G	29604000	0.49 [12.5]	1.57 [40]	0.59 [15]	0.71 [18]	M12 x 90	935 [4.16]	0.11 [2.9]
SK4282..G SK4382..G	29606000	0.83 [21]	2.36 [60]	1.18 [30]	0.87 [22]	M20 x 150	1661 [7.39]	0.29 [7.3]
SK5282..G SK5382..G	29606000	0.83 [21]	2.36 [60]	1.18 [30]	1.1 [28]	M20 x 150	2133 [9.49]	0.37 [9.4]
SK6282..G SK6382..G	29608000	0.98 [25]	3.15 [80]	1.57 [40]	1.38 [35]	M24 x 190	3779 [16.81]	0.36 [9.2]
SK7282..G SK7382..G	29608000	0.98 [25]	3.15 [80]	1.57 [40]	1.57 [40]	M24 x 200	4676 [20.8]	0.45 [11.4]
SK8282..G SK8382..G	29610000	1.22 [31]	3.94 [100]	1.97 [50]	1.97 [50]	M30 x 260	6382 [28.39]	0.64 [16.3]
SK9282..G SK9382..G	29610000	1.22 [31]	3.94 [100]	1.97 [50]	2.17 [55]	M30 x 260	9777 [43.49]	0.98 [24.9]

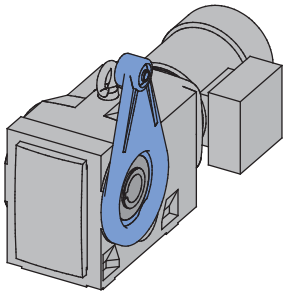
Type	Rubber Buffer P/N	CB inch [mm]	CA inch [mm]	CD inch [mm]	CM inch [mm]	Bolt d x l [metric]	FD lb [kN]	SFD inch [mm]
SK7282.VG SK7382.VG	29620850	0.98 [25]	3.35 [85]	2.36 [60]	1.57 [40]	M24 x 240	4676 [20.8]	0.48 [12.2]
SK8282.VG SK8382.VG	29621100	1.22 [31]	4.33 [110]	3.54 [90]	1.97 [50]	M30 x 340	6382 [28.39]	0.76 [19.3]
SK9282.VG SK9382.VG	29621400	1.22 [31]	5.51 [140]	4.33 [110]	2.17 [55]	M30 x 380	9777 [43.49]	0.83 [21.2]
SK10282.VG SK10382.VG	29621800	1.22 [31]	5.51 [140]	4.33 [110]	3.15 [80]	M30 x 430	12670 [56.36]	1.08 [27.4]
SK11282.VG SK11382.VG	29621800	1.93 [49]	7.09 [180]	5.91 [150]	3.54 [90]	M48 x 550	18185 [80.89]	1.52 [38.5]
SK12382.VG	29621800	1.93 [49]	7.09 [180]	5.91 [150]	3.54 [90]	M48 x 550	23720 [105.51]	1.98 [50.2]

RIGHT-ANGLE SHAFT-MOUNT WITH TORQUE ARM (D)

1. Torque arm (D)

The preferred method of installing a shaft-mounted reducer is to support the weight of the gear unit or gearmotor assembly from the driven solid machine shaft. A torque arm is required in order to restrain the gearbox, react the load torque, and keep the gear unit from spinning around the shaft.

The Torque-Arm (D) bracket is mounted to either side of the right-angle gear unit using mounting screws that thread into the B14 flange-face of the reducer. The anchor hole of the torque-arm bracket is supplied with a resilient rubber bushing.



IMPORTANT NOTE

The side of the reducer that the torque arm is mounted on, and the angular position can be specified at time of order. Consult the appropriate NORD catalog for specific Torque Arm (D) mounting options and ordering guidelines.

2. Purpose of the built-in resilient rubber bushing

The resilient rubber bushing installed into the anchor hole end of the torque-arm helps isolate and absorb all the load forces present in the system and increase the reducer's service life by reducing cumulative torsional shock loads.

- The primary load force acts in the direction of driven shaft rotation, reacts the load torque of the reducer, and prevents the gearbox from spinning on the shaft.
- Additional forces present themselves in the direction opposite of the shaft rotation, due to the typical slight out-of-round condition present in the machine shaft. This condition is the reason most shaft mounted-reducers have a slight shaft-wobble, which is normal.

HARMFUL SITUATION

Always make sure that the Torque Arm (D) has the resilient rubber bushing installed into the anchor hole end of the torque arm. Failure to do so will not properly cushion the reducer and can result in excessive binding, bearing stress, and damage to the reducer.

3. Machine support

The user must supply a suitably strong and rigid mating machine support that provides load bearing capacity on both sides of the torque-arm bracket.

WARNING

It is the responsibility of the machine builder to design a support bracket of adequate strength and rigidity, and supply an appropriate tightening bolt assembly. Failure to do so may result in injury caused from a damaged or broken torque-reaction assembly.

4. Installation of a right-angle reducer with torque arm

A. Make sure the Torque-Arm (D) is mounted in the correct position on the reducer. Assembled screw heads should always sit flush with the torque arm.
   - To reposition the torque-arm, remove the mounting screws, relocate the torque-arm, and reassemble the mounting screws as noted above.
   - If the torque-arm was shipped loose, position the torque-arm in the correct location on the gear unit, and secure the torque-arm as noted above.

IMPORTANT NOTES

- Torque arm mounting screws should be secured with a thread locking product (ex. Loctite® 242 or Loxeal® 54-03) and tightened per the table on page 2.
- Assembled screw heads should always sit flush with the torque arm.
- The support bracket should provide support on both sides of the torque arm or be in the form of a U-shape.
- Do not force the torque-arm. The torque arm must remain at a right angle to the gear unit.
- If mounting holes do not align properly the machine support may need to be moved.

B. Install the right-angle hollow bore reducer onto the machine shaft. Then line up the hole in the reducer's torque-arm with the hole in the machine's support bracket, and temporarily hold the reducer in place.

C. Apply a thread locking compound such as Loctite® 242 or Loxeal® 54-03 to the end of the anchor bolt that is used to secure the torque arm in place.

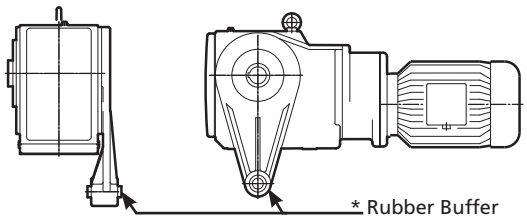
D. Place the anchor bolt through the support bracket and the reducer torque-arm. Attach the mating nut to the bolt and tighten the assembly until snug. At least one bolt diameter should protrude from the nut after assembly.

WARNING

Do not force misalignment of the torque-arm. The torque arm must remain at a right angle to the gear unit or excessive load may be placed on the reducer shaft and bearings.

E. Properly secure the gear unit assembly to the driven shaft in an axial direction.

Table 1 - Torque Arm (D) with rubber buffer



- For all 90.1 Series Helical-Bevel gear units, NORD also offers a bottom mount Torque Arm (K). See User Manual U10620.
- For the large 90.1 Series Helical-Bevel gear units sizes: SK9082.1, SK9086.1, SK9092.1, and SK9096.1, please use the Torque Arm (K).
- A metric fixing bolt is preferred for fastening the Torque-Arm(D) to the machine support bracket.

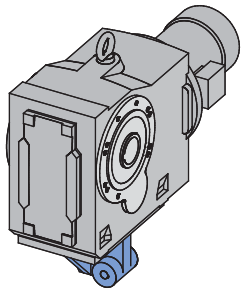
Gear Unit Series	Torque Arm				Torque Arm Mounting Screw					
	Type	Rubber Buffer P/N	Anchor Hole Size	Anchor Bolt Size	Qty	Size	Grade	Torque (Nm)	Torque (lb-ft)	Torque (lb-in)
92.1/93.1 Series Helical-Bevel	SK92072.1AD/SK93072.1AD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 25	8.8	27	20	35
	SK92172.1AD/SK93172.1AD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 25	8.8	27	20	35
	SK92372.1AD/SK93372.1AD	29602505	10.5 mm [0.41 in]	M10	4	M10 x 30	8.8	53	39	35
	SK92672.1AD/SK93672.1AD	29602505	10.5 mm [0.41 in]	M10	4	M10 x 30	8.8	53	39	35
	SK92772.1AD/SK93772.1AD	29603605	16.5 mm [0.65 in]	M16	4	M12 x 30	8.8	92	68	35
92 Series Helical-Bevel	SK92172AZD	29602505	10.5 mm [0.41 in]	M10	8	M6 x 16	8.8	11	8	71
	SK92372AZD	29602505	10.5 mm [0.41 in]	M10	8	M8 x 25	8.8	27	20	71
	SK92672AZD	29602505	10.5 mm [0.41 in]	M10	8	M8 x 25	8.8	27	20	71
	SK92772AZD	29603605	16.5 mm [0.65 in]	M16	8	M8 x 25	8.8	27	20	71
90.1 Series Helical-Bevel	SK9012.1AZD/SK9013.1AZD	29602505	10.5 mm [0.41 in]	M10	7	M8 x 20	8.8	27	20	62
	SK9016.1AZD/SK9017.1AZD	29602505	10.5 mm [0.41 in]	M10	7	M8 x 20	8.8	27	20	62
	SK9022.1AZD/SK9023.1AZD	29603605	16.5 mm [0.65 in]	M16	7	M8 x 25	8.8	27	20	62
	SK9032.1AZD/SK9033.1AZD	29603605	16.5 mm [0.65 in]	M16	7	M10 x 30	8.8	53	39	62
	SK9042.1AZD/SK9043.1AZD	29605205	25 mm [0.98 in]	M24	7	M12 x 35	8.8	92	68	62
	SK9052.1AZD/SK9053.1AZD	29605205	25 mm [0.98 in]	M24	7	M12 x 35	8.8	92	68	62
	SK9072.1AZD	29605205	25 mm [0.98 in]	M24	7	M16 x 45	8.8	230	170	62
Helical-Worm	SK02040AZD	29602505	10.5 mm [0.41 in]	M10	4	M6 x 20	8.8	11	8	35
	SK02050AZD/SK13050AZD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 20	8.8	27	20	35
	SK12063AZD/SK13063AZD	29602505	10.5 mm [0.41 in]	M10	7	M8 x 22	8.8	27	20	62
	SK12080AZD/SK13080AZD	29602505	10.5 mm [0.41 in]	M10	7	M10 x 25	8.8	53	39	62
	SK32100AZD/SK33100AZD	29603605	16.5 mm [0.65 in]	M16	7	M12 x 30	8.8	92	68	62
	SK42125AZD/SK43125AZD	29603605	16.5 mm [0.65 in]	M16	7	M12 x 30	8.8	92	68	62
MINICASE® SMI Series Worm	SK1SMI31AZD	29602505	10.5 mm [0.41 in]	M10	4	M6 x 16	8.8	11	8	35
	SK1SMI40AZD/SK2SMI40AZD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 22	8.8	27	20	35
	SK1SMI50AZD/SK2SMI50AZD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 22	8.8	27	20	35
	SK1SMI50AZD/SK2SMI50AZD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 22	8.8	27	20	35
	SK1SMI63AZD/SK2SMI63AZD	29602505	10.5 mm [0.41 in]	M10	4	M10 x 25	8.8	53	39	35
	SK1SMI75AZD	29602505	10.5 mm [0.41 in]	M10	4	M12 x 30	8.8	92	68	35
MINICASE® SM Series Worm	SK1SM31AZD	29602505	10.5 mm [0.41 in]	M10	4	M6 x 20	8.8	11	8	35
	SK1SM40AZD/SK2SM40AZD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 20	8.8	27	20	35
	SK1SM50AZD/SK2SM50AZD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 20	8.8	27	20	35
	SK1SM63AZD/SK2SM63AZD	29602505	10.5 mm [0.41 in]	M10	4	M8 x 20	8.8	27	20	35
"FLECBLOC™ SI Series Worm"	SK1SI31D	29602505	10.5 mm [0.41 in]	M10	4	M6 x 16	8.8	11	8	35
	SK1SI40D	29602505	10.5 mm [0.41 in]	M10	4	M8 x 22	8.8	27	20	35
	SK1SI50D	29602505	10.5 mm [0.41 in]	M10	4	M8 x 22	8.8	27	20	35
	SK1SI63D	29602505	10.5 mm [0.41 in]	M10	4	M10 x 25	8.8	53	39	35
	SK1SMI75D	29602505	10.5 mm [0.41 in]	M10	4	M12 x 30	8.8	92	68	35

90.1 HELICAL-BEVEL SHAFT-MOUNT WITH BOTTOM MOUNT TORQUE ARM (K)

1. Torque arm (K)

The preferred method of installing a shaft-mounted reducer is to support the weight of the gear unit or gearmotor assembly from the driven solid machine shaft. A torque arm is required in order to restrain the gearbox, react to the load torque, and keep the gear unit from spinning around the shaft.

Table 1 (Page 2) provides a list of Torque-Arm (K) part numbers available for the 90.1 Series Helical-Bevel gear units. The Torque Arm (K) is secured to the base of the reducer. On most sizes there is an integral resilient rubber bushing located at the fastening hole-end of the torque arm. On the larger sizes, rubber buffers are used in conjunction with the torque arm and when properly used they are applied in tandem, on either side of the torque arm lug.



IMPORTANT NOTE

When ordering the Torque Arm (K) one can specify which side of the reducer to mount the fastening hole that bolts to the machine support bracket. Consult the appropriate NORD catalog for specific Torque Arm (K) mounting options and ordering guidelines.

2. Purpose of the rubber bushing or rubber buffers

Regardless if the Torque Arm (K) is supplied with the integral rubber bushing or whether separate rubber buffers are required, the bushing/buffers help isolate and absorb all the load forces present in the system and increase the reducer's service life by reducing cumulative torsional shock loads.

- The primary load force acts in the direction of driven shaft rotation, reacts the load torque of the reducer, and prevents the gearbox from spinning on the shaft.
- Additional forces present themselves in the direction opposite of the shaft rotation, due to the typical slight out-of-round condition present in the machine shaft. This condition is the reason most shaft mounted-reducers have a slight shaft-wobble, which is normal.

HARMFUL SITUATION

Always make sure that the Torque Arm (K) is used in conjunction with the required rubber bushing/s. Failure to do so will not properly cushion the reducer and can result in excessive binding, bearing stress, and damage to the reducer.

3. Machine support

The user must supply a suitably strong and rigid mating machine support that provides load bearing capacity on both sides of the machine support bracket.

WARNING

It is the responsibility of the machine builder to design a support bracket of adequate strength and rigidity, and supply an appropriate tightening bolt assembly. Failure to do so may result in injury caused from a damaged or broken torque-reaction assembly.

4. Installation of the right-angle reducer with torque arm (K)

A. Make sure the Torque-Arm (K) is mounted so that the machine fastening hole is on the correct side of the reducer.
   - The torque-arm can be repositioned on the as-received unit by removing the fixing screws, re-position the torque-arm in the correct location, and re-securing the fixing screws to the proper tightening torque, as indicated in Table 2 (Page 2).
   - If the torque-arm was shipped loose, position the torque-arm in the correct location on the gear unit, and secure the torque-arm with the proper fixing screws & tightening torque, as indicated in Table 2 (Page 2).

B. Install the right-angle hollow bore reducer onto the machine shaft. Line up the hole in the reducer's torque-arm with the hole in the machine's support bracket ,and temporarily hold the reducer in place

C. Properly secure the gear unit assembly to the driven shaft in an axial direction.

D. Apply thread locking compound to the end of the fixing bolt, then place the fastening bolt through the rigid machine support bracket and reducer torque-arm and loosely secure the nut onto the end of the bolt.

E. If the torque arm has an integral rubber bushing follow step F and skip steps G-H. If the torque arm uses rubber buffers skip forward to steps G-H.

F. Tighten the fixing bolt to the proper tightening torque as indicated in Table 2 (Page 2).

G. Install the rubber buffers on either side of the gear unit's torque-arm lug and place the fixing bolt through the rubber buffers and torque-arm lug and into the rigid machine support bracket.

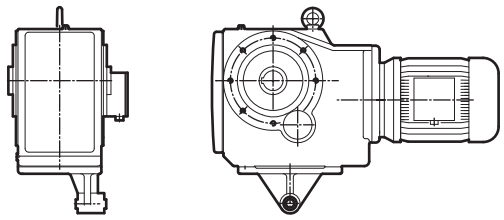
H. Tighten the fixing bolt and nut lightly snug, until all the free-play is eliminated from the rubber buffer assembly. Then snug the fixing bolt assembly by tightening an additional ¼ to ½ turn.

WARNING

To prevent damage to the rubber buffers, avoid over-tightening.

90.1 HELICAL-BEVEL SHAFT-MOUNT WITH BOTTOM MOUNT TORQUE ARM (K)

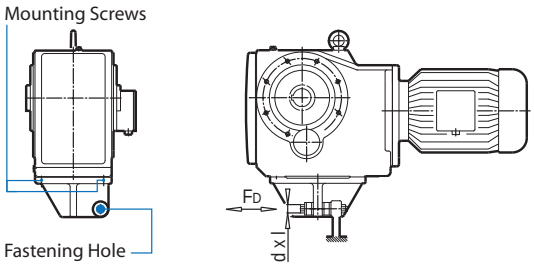
Torque Arm (K) with integrated bushing



Available for Sizes SK9012.1 - SK9072.1

- For most all 90.1 series Helical-Bevel gear units, an optional tear-drop shaped side -mounted torque arm (D) is available. See user manual U10600.

Torque Arm (K) with rubber buffer



Available for Sizes SK9082.1 - SK90906.1

- A metric fixing bolt is preferred for fastening the torque arm (K) to the machine support bracket.

Type	Torque Arm P/N	Reducer Hardware Hex Head Cap Screws + Lock Washer	Mounting Screw P/N	Lock Washer P/N	Rubber Buffer P/N	Fastening Hole In [mm]	Fastening Bolt Size	Bolt d x l [metric]	FD lb [N]	SFD inch [mm]
SK9012.1...K SK9013.1...K	68190600	M10 X 30 + A10 (Qty 3 Ea.)	22010300	28560106	N/A	0.41 [10.5]	M10	N/A	N/A	N/A
SK9016.1...K SK9017.1...K	68190600	M10 X 30 + A10 (Qty 3 Ea.)	22010300	28560106	N/A	0.41 [10.5]	M10	N/A	N/A	N/A
SK9022.1...K SK9023.1...K	68290610	M12 X 35 + A12 (Qty 3 Ea.)	22012350	28560126	N/A	0.65 [16.5]	M16	N/A	N/A	N/A
SK9032.1...K SK9033.1...K	68390610	M12 X 35 + A12 (Qty 3 Ea.)	22012350	28560126	N/A	0.65 [16.5]	M16	N/A	N/A	N/A
SK9042.1...K SK9043.1...K	68490610	M16 X 40 + A16 (Qty 3 Ea.)	22016400	28560166	N/A	0.98 [25]	M24	N/A	N/A	N/A
SK9052.1...K SK9053.1...K	68590620	M16 X 40 + A16 (Qty 3 Ea.)	22016450	28560166	N/A	0.98 [25]	M24	N/A	N/A	N/A
SK9072.1...K	68690620	M24 X 60 + A24 (Qty 4 Ea.)	22024060	28560246	N/A	0.98 [25]	M24	N/A	N/A	N/A
SK9082.1...K SK9082.1...SHK	68819010	M24 x 65 + A24 (Qty 4 Ea.)	22024650	22024650	29610000	1.22 [31]	M30	M30 x 260	5300 [23.64]	0.53 [13.5]
SK9086.1...K SK9086.1...SHK	68819010	M24 x 65 + A24 (Qty 4 Ea.)	22024650	22024650	29610000	1.22 [31]	M30	M30 x 260	6900 [30.77]	0.69 [17.6]
SK9092.1...SHK	68919010	M36 x 90 + A36 (Qty 4 Ea.)	22036900	28560366	29610000	1.22 [31]	M30	M30 x 260	10300 [45.71]	1.03 [26.2]
SK9096.1...SHK	69019000	M42 x 120 + A42 (Qty 4 Ea.)	22042120	28560426	29621800	1.93 [49]	M48	M48 x 550	12,500 [55.56]	1.06 [27.0]

HELICAL & BEVEL REDUCER LUBRICATION

1. Importance of proper lubrication

Proper gearbox lubrication is essential in order to reduce friction, heat, and component wear. Lubricants reduce heat and wear by inserting a protective "fluid boundary" between mating parts and preventing direct metal to metal contact. Lubricants also help prevent corrosion and oxidation, minimize foam, improve heat transfer, optimize reducer efficiency, absorb shock loads and reduce noise.

Most NORD reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position.

2. Standard oil type

The following tables indicate the standard oil fill type used. Please see user manual U11000 for more specific information and for optional helical and bevel gear lubricants:

Serviceable Gear Units	
Helical In-line	Standard Oil Fill: ISO VG 220, Mineral Oil
Clincher Parallel-Shaft	
Right-Angle Bevel	
NORDBLOC® Series In-line	
NORDBLOC®.1 Series In-line	
Standard Series In-line	

IMPORTANT NOTE

For shipping purposes, the following large Clincher™ gear units are supplied without oil:
• Clincher™ Sizes SK11282, SK11382 and SK12382

Maintenance-free / Lubricated For Life Gear Units	
Clincher™ sizes SK0182NB, SK0282NB & SK1382NB	Standard Oil Fill: ISO VG220 SHC/PAO Synthetic Oil
NORDBLOC® Sizes SK172, SK272, SK371F, SK372, SK373, SK320	

IMPORTANT NOTE

Maintenance-free units are supplied as sealed units with no vent-plug. Consult NORD prior to ordering if interested in ordering any of the above sizes as serviceable gear units.

IMPORTANT NOTE

Consult the sticker adjacent to the fill plug to determine the type of lubricant installed at the factory. Some units have special lubricants designed to operate in certain environments or intended to extend the service life or service temperature range of the lubricant. If in doubt about which lubricant is needed for a certain application, please contact NORD Gear.

3. Lubrication replacement

If the gear unit is filled with mineral oil, the lubricant should be replaced at least after every 10,000 operating hours or after every two years. If the gear unit is filled with synthetic oil, the lubricant should be replaced at least after every 20,000 operating hours or after every four years. Often gear reducers are exposed to extreme ambient conditions, hostile environments, wet conditions, or dirty and dusty operating areas. Especially in these situations, it is important to establish a condition-based oil service interval.

4. Oil viscosity

Viscosity, or the oil's resistance to shear under load, is often considered the single most important property of any gear oil.

- Often one will consider making a viscosity correction to the oil to improve the performance when operating the gear unit at low temperature or high temperature.
- In cases of extreme load conditions, gear pairs and antifriction bearings may be more susceptible to sliding or scuffing wear. In these operating conditions, it may also be beneficial to consider an increased lubrication viscosity and/or a lubrication with improved antiwear additive packages.

IMPORTANT NOTE

The user should consult with their primary lubrication supplier before considering changes in oil type or viscosity.

5. Maximum oil sump temperature limit

To prevent reducer overheating, the reducer's maximum oil sump temperature limit must not be exceeded for prolonged periods of operation (up to 3 hours continuous operation depending upon reducer size).

Oil Type	Maximum Oil Temperature Limit	
	NORD	AGMA 9005-D94
Mineral	80-85°C (176-185°F)	95°C (203°F)
Synthetic	105°C (220°F)	107°C (225°F)

IMPORTANT NOTE

Use caution when specifying gear reducers for high temperature service. If there is concern about exceeding the allowable safe operating temperatures, please consult NORD to discuss alternatives.

6. The importance of routine oil analysis

Routine oil analysis, sound lubrication practices, and good tracking of oil performance trends will help establish proper lubrication maintenance and change-out intervals. To maximize equipment reliability, NORD Gear generally recommends a condition-based lubrication maintenance program. One may take exceptions to this general recommendation on sealed-for-life or maintenance-free gear units or smaller and less costly gear units. In these instances, the replacement cost of the gear unit is often small compared to the costs associated with this type of oil analysis program.

STOP *HARMFUL SITUATION* **STOP**

NORD suggests replacing the gear oil if oil analysis indicates any of the following:

- Viscosity has changed by approximately 10% or more.
- Debris particles (silicon, dust, dirt or sand) exceed 25 ppm.
- Iron content exceeds 150-200 ppm.
- Water content is greater than 0.05% (500 ppm).
- The total acid number (TAN) tests indicate a significant level of oxidative break-down of the oil, and a critical reduction in performance; If the TAN number measured changes by more than 5% over the new oil, then an oil change would be recommended.

7. Mounting position and oil fill quantity

All NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. ***For additional information, please see the seperate mounting position diagrams and the corresponding oil fill quantity tables for the specified gear unit.***

The gearbox nametag will indicate the mounting position that was provided. ***For mounting orientations other than shown in the mounting position charts, please consult NORD Gear.***

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil-level plug and drain or add additional oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

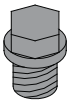
8. Oil plug locations

All gear units are assembled with the oil fill-level, oil-drain and vent plugs installed in their proper locations, according to the specified mounting position. All standard plugs are metric and utilize sealing gaskets between the head of the plug and the reducer housing.

9. Drain and fill-level plugs

All reducer drain plugs are metric socket head cap screws. For easier identification, it is NORD's standard practice to provide a hex-head screw for the fill-level plug. For ease of draining the used oil from the gear reducer, use the socket head screw located at the lowest part of the gearbox.

Drain Plug



Fill Level Plug

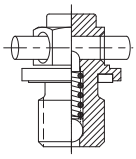
10. Vent plug locations

Reducer venting allows for air pressure differences that occur during operation, between the inner space of the reducer and the atmosphere, while ensuring leak-free operation. The AUTOVENT™ is standard for all vented gear units, unless otherwise noted.

AUTOVENT™ - The AUTOVENT™ helps prevent bearing and gear damage by behaving like a check valve to block the entry of foreign material (water, dust, corrosives, etc.). The breather opens at approximately 2-3 psi during operation and closes tightly as the gearbox cools. This option is perfect for humid conditions and wash-down environments, helping to maintain proper oil cleanliness, and reducing foaming and oxidation. NORD may choose to offer one of two style options as shown in Figure 1. The Type 2 AUTOVENT™ comes closed upon delivery with a transportation sealing plug (see Warning).

Figure 1 AUTOVENT™ Types

Type 1

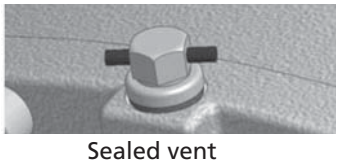


Type 2 with transportation plug

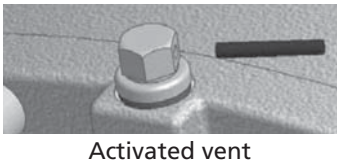
Open Vent - An optional open vent can be supplied by NORD. The open vent comes closed upon delivery with a transportation sealing plug (see Warning).

⚠ *WARNING* ⚠

To prevent build-up of excessive pressure, sealed vents must be activated as shown prior to gear unit start up.



Sealed vent



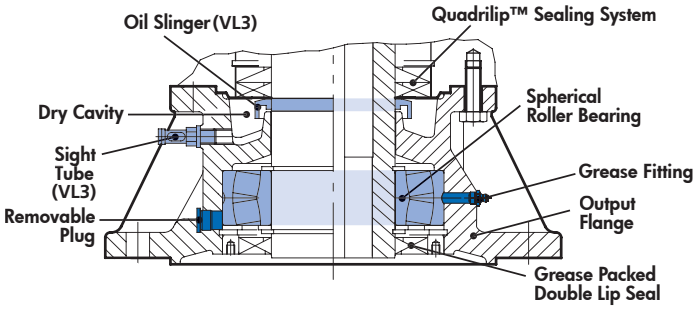
Activated vent

Filtered Vent - NORD may offer an optional filtered vent, which allows gases to permeate, but does not allow dust and debris to pass through the vent.

VL2 & VL3
EXTENDED BEARING LUBRICATION

1. VL2 – Spread Bearing Design

NORD offers reinforced output shaft bearings with increased bearing distance. The lower bearing is a oversized, double row spherical bearing, which absorbs high overhung and thrust loads while providing a longer bearing service life. The spherical roller bearing is especially useful in compensating for alignment errors in long agitator shafts. The VL2 spread bearing design is commonly used for shredders, mixers, overhead conveyors or applications requiring increased bearing load carrying capacities. Included with the VL2 design is a grease fitting for the lower bearing and a removable plug to allow excess grease to purge from the bearing cavity.



2. VL3 – Spread Bearing Design with Oil Safe Dry Cavity

The VL3 dry cavity design adds additional oil leak protective measures to the VL2 spread bearing design. NORD's Quadralip™ sealing system prevents oil from leaking from the gearbox into the VL2 flange. If in any case oil does leak past the Quadralip™ seals, it would flow down to the oil slinger mounted onto the shaft. As the shaft rotates, the oil will sling off into the dry cavity. A sight tube is provided for dry cavity inspection. At the bottom of the spread bearing flange is greased packed, double lip seal.

3. Service Guidelines for the Extended Bearing Flange

The spherical roller bearing on the extended bearing housing should be re-greased with 0.75 to 1.0 ounces (20-25 grams) of grease after every 2,500 hours of service or at least every 6 months. Prior to re-greasing the screw plug located opposite to the grease nipple should be unscrewed. After re-greasing the screw plug must be reinstalled and tightened. The extended bearing is factory assembled with the proper amount and type of grease. The type of grease supplied depends upon the type of oil specified at time of order.

Bearing Grease Options

Reducer Oil Type	Grease Type	Thickener Type	NLGI Grade	Ambient Temperature Range	Manufacture Brand / Type
Mineral	Standard	Li-Complex	NLGI 2	-30 to 60 °C (-22 to 140 °F)	Mobil Grease XHP222
Synthetic	High-Temperature	Polyurea	NLGI 2	-25 to 80 °C (-13 to 176 °F)	Mobil / Polyrex EP 2
Food-Grade	Food-Grade	Al-Complex	NLGI 2	-25 to 40 °C (-13 to 104 °F)	Mobil / FM222

STOP *HARMFUL SITUATION* STOP

Grease compatibility depends upon the type of thickener or soap complex used, the base oil type suspended within the thickener, and the type of additives used. The user should check with the lubrication supplier before making substitutions in brand and type in order to assure compatibility and to avoid causing possible damage to the extended bearing.

HELICAL-WORM REDUCER LUBRICATION

1. Importance of proper lubrication

Proper gearbox lubrication is essential in order to reduce friction, heat, and component wear. Lubricants reduce heat and wear by inserting a protective "fluid boundary" between mating parts and preventing direct metal to metal contact. Lubricants also help prevent corrosion and oxidation, minimize foam, improve heat transfer, optimize reducer efficiency, absorb shock loads and reduce noise.

NORD helical-worm reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position.

2. Standard oil type

NORD helical worm gear reducers are filled with ISO VG 680 synthetic-hydrocarbon/polyalphaolefin (SHC/PAO) worm gear oil.

- SHC/PAO worm gear oils have good high and low temperature stability, are compatible with most paint and seal types, and are miscible with mineral oils.
- SHC/PAO worm gear oils also contain a small amount of organic ester and other antiwear (AW) packages to offer improved lubrication conditions, especially in the worm mesh, where a sideways sliding motion prevails.

Please see user manual U11020 for more specific information and for optional helical worm lubricants.

HARMFUL SITUATION

In worm gears avoid using extreme pressure (EP) gear oils containing sulfur-phosphorous chemistries; these additives can react adversely with bronze worm gears, and accelerate wear.

IMPORTANT NOTE

Consult the sticker adjacent to the fill plug to determine the type of lubricant installed at the factory. Some units have special lubricants designed to operate in certain environments or intended to extend the service life or service temperature range of the lubricant. If in doubt about which lubricant is needed for a certain application, please contact NORD Gear.

3. Lubrication replacement

The helical-worm gear oil should be replaced at least after every 20,000 operating hours or after every four years. Often gear reducers are exposed to extreme ambient conditions, hostile environments, wet conditions, or dirty and dusty operating areas. Especially in these situations, it is important to establish a condition-based oil service interval.

4. Efficiency

Helical worm gears reach efficiencies up to 92% and are generally much more efficient than worm-only gear units. However, it is important to consider the following, when using worm gears.

- Worm gears reach their peak rated efficiency, after they undergo a natural run-in process (up to 25 hours operating time at maximum rated load). Catalog published power and torque figures are based upon the rated efficiency after the run-in is complete.
- Worm gears have naturally lower startup efficiencies compared to operating efficiencies. As input speed increases the enhanced hydrodynamic effects of the oil result in less tooth friction and increased worm gear efficiency.

IMPORTANT NOTE

Worm gear reducers applied in cold temperature service, may require increased motor power for the following reasons:

- Lower operating temperatures, cause lubrication viscosity to increase in both the gearbox and in the moving areas of the driven machine.
- Worm-gears have naturally lower start-up efficiencies compared to operating efficiencies.
- In extreme cases, one might need to consider increasing the motor power and lowering the oil viscosity

5. Oil Viscosity

Viscosity, or the oil's resistance to shear under load, is often considered the single most important property of any gear oil.

- Often one will consider making a viscosity correction to the oil to improve the performance when operating the gear unit at low temperature or high temperature.
- In cases of extreme load conditions, gear pairs and antifriction bearings may be more susceptible to sliding or scuffing wear. In these operating conditions, it may also be beneficial to consider an increased lubrication viscosity and/or a lubrication with improved antiwear additive packages.

IMPORTANT NOTE

The user should consult with their primary lubrication supplier before considering changes in oil type or viscosity.

6. Maximum oil sump temperature limit

To prevent reducer overheating, the reducer's maximum oil sump temperature limit must not be exceeded for prolonged periods of operation (up to 3 hours continuous operation depending upon reducer size).

Oil Type	Maximum Oil Temperature Limit	
	NORD	AGMA 9005-D94
Synthetic	105°C (220°F)	107°C (225°F)

IMPORTANT NOTE

Use caution when specifying gear reducers for high temperature service. If there is concern about exceeding the allowable safe operating temperatures, please consult NORD to discuss alternatives.

7. The importance of routine oil analysis

Routine oil analysis, sound lubrication practices, and good tracking of oil performance trends will help establish proper lubrication maintenance and change-out intervals. To maximize equipment reliability, NORD Gear generally recommends a condition-based lubrication maintenance program. One may take exceptions to this general recommendation on sealed-for-life or maintenance-free gear units or smaller and less costly gear units. In these instances, the replacement cost of the gear unit is often small compared to the costs associated with this type of oil analysis program.

STOP *HARMFUL SITUATION* **STOP**

NORD suggests replacing the gear oil if oil analysis indicates any of the following:

- Viscosity has changed by approximately 10% or more.
- Debris particles (silicon, dust, dirt or sand) exceed 25 ppm.
- Iron content exceeds 150-200 ppm.
- Water content is greater than 0.05% (500 ppm).
- The total acid number (TAN) tests indicate a significant level of oxidative break-down of the oil, and a critical reduction in performance; If the TAN number measured changes by more than 5% over the new oil, then an oil change would be recommended.

8. Mounting position and oil fill quantity

All NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. ***For additional information, please see the seperate mounting position diagrams and the corresponding oil fill quantity tables for the specified gear unit.***

The gearbox nametag will indicate the mounting position that was provided. ***For mounting orientations other than shown in the mounting position charts, please consult NORD Gear.***

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil-level plug and drain or add additional oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

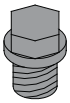
9. Oil plug locations

All gear units are assembled with the oil fill-level, oil-drain and vent plugs installed in their proper locations, according to the specified mounting position. All standard plugs are metric and utilize sealing gaskets between the head of the plug and the reducer housing.

10. Drain and fill-level plugs

All reducer drain plugs are metric socket head cap screws. For easier identification, it is NORD's standard practice to provide a hex-head screw for the fill-level plug. For ease of draining the used oil from the gear reducer, use the socket head screw located at the lowest part of the gearbox.

Drain Plug



Fill Level Plug

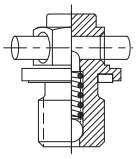
11. Vent plug locations

Reducer venting allows for air pressure differences that occur during operation, between the inner space of the reducer and the atmosphere, while ensuring leak-free operation. The AUTOVENT™ is standard for all vented gear units, unless otherwise noted.

AUTOVENT™ - The AUTOVENT™ helps prevent bearing and gear damage by behaving like a check valve to block the entry of foreign material (water, dust, corrosives, etc.). The breather opens at approximately 2-3 psi during operation and closes tightly as the gearbox cools. This option is perfect for humid conditions and wash-down environments, helping to maintain proper oil cleanliness, and reducing foaming and oxidation. NORD may choose to offer one of two style options as shown in Figure 1. The Type 2 AUTOVENT™ comes closed upon delivery with a transportation sealing plug (see Warning).

Figure 1 AUTOVENT™ Types

Type 1

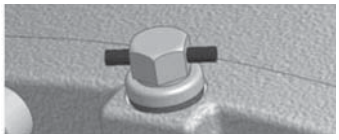


Type 2 with transportation plug

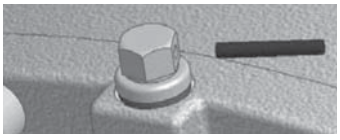
Open Vent - An optional open vent can be supplied by NORD. The open vent comes closed upon delivery with a transportation sealing plug (see Warning).

⚠ *WARNING* ⚠

To prevent build-up of excessive pressure, sealed vents must be activated as shown prior to gear unit start up.



Sealed vent



Activated vent

Filtered Vent - NORD may offer an optional filtered vent, which allows gases to permeate, but does not allow dust and debris to pass through the vent.

MINICASE® (SM SERIES) WORM GEAR LUBRICATION GUIDELINES

1. Importance of proper gearbox lubrication

Proper gearbox lubrication is essential in order to reduce friction, heat, and component wear. Lubricants reduce heat and wear by inserting a protective "fluid boundary" between mating parts and preventing direct metal to metal contact. Lubricants also help prevent corrosion and oxidation, minimize foam, improve heat transfer, optimize reducer efficiency, absorb shock loads and reduce noise.

2. Maintenance free design

MINICASE® (SM series) worm gear reducers are designed to be maintenance-free and are supplied completely sealed. They are factory oil-filled with a pre-determined oil fill amount in accordance to the specified reducer size and mounting position. The synthetic lubrication used is suitable for the life of the product so the MINICASE™ is inherently maintenance free.

3. Standard oil type

The standard factory oil fill for MINICASE® (SM) worm gear reducers is ISO viscosity VG synthetic hydrocarbon/polyalphaolefin (SHC/PAO oil) food grade oil suitable for NSF-H1 incidental contact and is a factory stocked lubricant. Food grade oil suitable for NSF-H1 incidental contact is a factory stocked option.

See user manual U11040 for specific information and for optional MINICASE® (SM) worm lubrication types and options.

HARMFUL SITUATION

In worm gears avoid using extreme pressure (EP) gear oils containing sulfur-phosphorous chemistries; these additives can react adversely with bronze worm gears, and accelerate wear.

4. Efficiency

It is important to consider the following, when using worm gears.

- Worm gears reach their peak rated efficiency, after they undergo a natural run-in process (up to 25 hours operating time at maximum rated load). Catalog published power and torque figures are based upon the rated efficiency after the run-in is complete.
- Worm gears have naturally lower startup efficiencies compared to operating efficiencies. As input speed increases the enhanced hydrodynamic effects of the oil result in less tooth friction and increased worm gear efficiency.

IMPORTANT NOTE

Worm gear reducers applied in cold temperature service, may require increased motor power for the following reasons:

- Lower operating temperatures, cause lubrication viscosity to increase in both the gearbox and in the moving areas of the driven machine.
- Worm-gears have naturally lower start-up efficiencies compared to operating efficiencies.
- In extreme cases, one might need to consider increasing the motor power and/or lowering the oil viscosity.

5. Maximum oil sump temperature limit

To prevent reducer overheating, the reducer's maximum oil sump temperature limit must not be exceeded for prolonged periods of operation (up to 3 hours continuous operation depending upon reducer size).

Oil Type	Maximum Oil Temperature Limit	
	NORD	AGMA 9005-D94
Synthetic	105°C (220°F)	107°C (225°F)

IMPORTANT NOTE

Use caution when specifying gear reducers for high temperature service. If there is concern about exceeding the allowable safe operating temperatures, please consult NORD to discuss alternatives.

6. Oil Viscosity

The viscosity rating determines the operating oil's resistance to shear under load conditions. Some important viscosity considerations include the following:

- Lightly loaded gears require lower viscosity oils than highly loaded gears.
- Lower viscosity will provide thin oil film, lower friction, higher mechanical efficiency, and better heat removal conditions.
- Higher viscosity will provide thicker oil film, and better resistance to sliding wear, scuffing wear, and galling at high pressure.
- Higher operating temperatures will cause a reduction in viscosity and lower operating temperatures, cause an increase in viscosity or a thickening of the oil.

The standard oil-fill is considered acceptable for most applications. In certain situations an oil viscosity change may be beneficial.

- If the gear unit is exposed to frequent high load conditions. A higher viscosity oil will have a higher film thickness offering better overall resistance to oil shear, sliding wear and scuffing wear in gears and roller element bearings.
- An oil viscosity correction or lubrication change may improve the overall performance when operating the gear unit at very low or high ambient temperature conditions.

IMPORTANT NOTE

The user should consult with their primary lubrication supplier before considering changes in oil type or viscosity.

7. Viscosity Index

Viscosity index helps quantify the rate of oil viscosity change with respect to temperature changes. Oils with a reasonably high viscosity index tend to be more stable in a changing temperature environment. The ability of an oil to maintain a small viscosity differential over the operating range of the gearbox provides a more consistent lubricating film and better wear performance.

Synthetic oils typically have a higher viscosity index than mineral oils and polyglycol oils tend to have an exceptionally high viscosity index compared to other synthetic oils like polyalphaolefin or ester based products.

MINICASE® (SMI/SMID) WORM GEAR LUBRICATION GUIDELINES

1. Importance of proper gearbox lubrication

Proper gearbox lubrication is essential in order to reduce friction, heat, and component wear. Lubricants reduce heat and wear by inserting a protective "fluid boundary" between mating parts and preventing direct metal to metal contact. Lubricants also help prevent corrosion and oxidation, minimize foam, improve heat transfer, optimize reducer efficiency, absorb shock loads and reduce noise.

2. Factory Oil-Filled / Maintence-Free

NORD modular worm gear units are inherently maintence-free, factory oil filled, and supplied with a high-quality, long-life, synthetic oil which is intend to be suitable for the life of the gear unit.

MINICASE® (SMI/SMID) worm gear units are assembled at the factory from stocked component parts. They are filled at time of assembly in accordance to the specified reducer mounting position. See user manuals U13150 and U13250 for more info.

3. Standard Oil Types

MINICASE® (SMI/SMID) worm gear units are factory filled with synthetic poly glycol oil. Food-grade polyglycol oil is optional. The specific oil type and viscosity grade are displayed on the reducer nameplate. See user manual 11050 for specific MINICASE® (SMI/SMID) worm lubrication types and options.

STOP *HARMFUL SITUATION* **STOP**

In worm gears avoid using extreme pressure (EP) gear oils containing sulfur-phosphorous chemistries; these additives can react adversely with bronze worm gears, and accelerate wear.

4. Efficiency

It is important to consider the following, when ordering worm gears.

- Worm gears reach their peak rated efficiency, after they undergo a natural run-in process (up to 25 hours operating time at maximum rated load). Catalog published power and torque figures are based upon the rated efficiency after the run-in is complete.
- Worm gears have naturally lower startup efficiencies compared to operating efficiencies. As input speed increases the enhanced hydrodynamic effects of the oil result in less tooth friction and increased worm gear efficiency.

IMPORTANT NOTE

Worm gear reducers applied in cold temperature service, may require increased motor power for the following reasons:

- Lower operating temperatures, cause lubrication viscosity to increase in both the gearbox and in the moving areas of the driven machine.
- Worm-gears have naturally lower start-up efficiencies compared to operating efficiencies.
- In extreme cases, one might need to consider increasing the motor power and lowering the oil viscosity

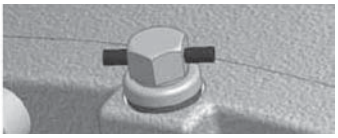
5. Optional Vent Kits

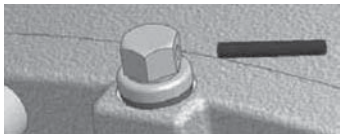
MINICASE® (SMI/SMID) worm gear units are designed to operate sealed or vented. As a standard the modular worm gear units are factory oil filled and supplied with oil plugs in the housing, making vent plugs optional. See user manual U14750.

NORD can supply an AUTOVENT™ or an open vent with each gear unit size. If a vent is desired the type must be specified at the time of order. Reducer vents are sealed with a transportation plug that must be removed prior to gear unit start-up.

Type	Transportation Seal	Installation	Part Number
AUTOVENT™	Included	Factory or Field site	66093510
Open Vent	None	Field Only	60693500
Open Vent	Included	Factory or Field site	22008004 (vent) 25308120 (gasket)

Unless noted by a seperate part number, vent kits include the housing gasket





WARNING

To prevent build-up of excessive pressure, sealed vents must be activated as shown prior to gear unit start-up.

6. AUTOVENT™

The AUTOVENT™ helps prevent bearing and gear damage by behaving like a check valve to block the entry of foreign material (water, dust, corrosives, etc.). The breather opens at approximately 2-3 psi during operation and closes tightly as the gearbox cools. This option is perfect for humid conditions and wash-down environments, helping to maintain proper oil cleanliness, while reducing foaming and oxidation.

7. Open Vent

A typical gearbox industry open vent option can also be supplied by NORD. This option allows free exchange of air and does not build-up any back pressure inside the gear unit. This option is ideal for many operating conditions where the geared product is used in relatively clean and moisture-free environment.

8. When to Use a Sealed or a Vented Unit

There are many conditions that should be considered when deciding whether to use a sealed or vented unit.

1. If the duty cycle is intermittent, the run times are short, and any build-up of internal pressure or temperature is relatively low, the sealed unit option may be used.
2. If running continuous and under moderate to high load conditions, worm gears can generate higher operating temperatures and a build-up of internal pressure. In these instances a vent is strongly recommended. Consult NORD if operation at high load conditions is required.
3. If running continuous at 4-pole electric motor speeds (1800 rpm at 60 Hz) or higher, then a vent option is usually recommended. Consult NORD if operation at higher speeds is required.
4. Radial shaft seals produce a hydrodynamic pumping action to help push lubricant back into the gear unit, causing a small amount of ingested air and a small pressure increase (1-2 psi) that does not normally require a reducer vent; however when combined with continuous operation under high load (Condition 2), additional operating pressures will result and a vent should be used.
5. When the environment is contaminated with water, dirt, or other objects that may be ingested into the breather, increased wear of bearings, gearing, and lubrication breakdown can result. In these instances the sealed option or an AUTOVENT™ should be considered.

9. Maximum Oil Sump Temperature Limit

To prevent reducer overheating, the reducer's maximum oil-sump temperature limit must not be exceeded for prolonged periods of operation.

Oil Type	Maximum Oil Temperature Limit	
	NORD	AGMA 9005-D94
Synthetic	105°C (220°F)	107°C (225°F)

IMPORTANT NOTE

Use caution when specifying gear reducers for high temperature service. If there is concern about exceeding the safe operating temperature limit, please consult NORD to discuss alternatives.

10. Oil Viscosity

The viscosity rating determines the operating oil's resistance to shear under load conditions. Some important viscosity considerations include the following:

- Lightly loaded gears require lower viscosity oils than highly loaded gears.
- Lower viscosity will provide thin oil film, lower friction, higher mechanical efficiency, and better heat removal conditions.
- Higher viscosity will provide thicker oil film, and a better resistance to sliding wear, scuffing wear, and galling at high pressure.
- Higher operating temperatures will cause a reduc-tion in viscosity and lower operating temperatures, cause an increase in viscosity or a thickening of the oil.

The standard oil-fill is considered acceptable for most applications. In certain situations an oil viscosity change may be beneficial.

- If the gear unit is exposed to frequent high load conditions. A higher viscosity oil will have a higher film thickness offering better overall resistance to oil shear, sliding wear and scuffing wear in gears and roller element bearings.
- An oil viscosity correction or lubrication change may improve the overall performance when operating the gear unit at very low or high ambient temperature conditions.

IMPORTANT NOTE

The user should consult with their primary lubrication supplier before considering changes in oil type or viscosity.

11. Viscosity Index

Viscosity index helps quantify the rate of oil viscosity change with respect to temperature changes. Oils with a reasonably high viscosity index tend to be more stable in a changing temperature environment. The ability of an oil to maintain a small viscosity differential over the operating range of the gearbox provides a more consistent lubricating film and better wear performance.

Synthetic oils typically have a higher viscosity index than mineral oils and polyglycol oils tend to have an exceptionally high viscosity index compared to other synthetic oils like polyalphaolefin or ester based products.

FLEXBLOC™ (SI/SID SERIES) WORM GEAR LUBRICATION GUIDELINES

1. Importance of Proper Lubrication

Proper gearbox lubrication is essential in order to reduce friction, heat, and component wear. Lubricants reduce heat and wear by inserting a protective "fluid boundary" between mating parts and preventing direct metal to metal contact. Lubricants also help prevent corrosion and oxidation, minimize foam, improve heat transfer, optimize reducer efficiency, absorb shock loads and reduce noise.

2. Factory Oil-Filled / Maintence-Free

NORD modular worm gear units are inherently maintence-free, factory oil filled, and supplied with a high-quality, long-life, synthetic oil which is intend to be suitable for the life of the gear unit.

FLEXBLOC™ SI worm gear units are filled at time of assembly to a universal oil fill, allowing for many mounting position possibilities. See user manual U13300.

3. Standard oil type

FLEXBLOC™ (SI/SID) worm gear units are factory filled with synthetic poly glycol oil. Food-grade polyglycol oil is optional. The specific oil type and viscosity grade are displayed on the reducer nameplate. See user manual 11060 for specific FLEXBLOC™ (SI/SID) worm lubrication types and options.

STOP *HARMFUL SITUATION* **STOP**

In worm gears avoid using extreme pressure (EP) gear oils containing sulfur-phosphorous chemistries; these additives can react adversely with bronze worm gears, and accelerate wear.

4. Efficiency

It is important to consider the following, when ordering worm gears.

- Worm gears reach their peak rated efficiency, after they undergo a natural run-in process (up to 25 hours operating time at maximum rated load). Catalog published power and torque figures are based upon the rated efficiency after the run-in is complete.
- Worm gears have naturally lower startup efficiencies compared to operating efficiencies. As input speed increases the enhanced hydrodynamic effects of the oil result in less tooth friction and increased worm gear efficiency.

IMPORTANT NOTE

Worm gear reducers applied in cold temperature service, may require increased motor power for the following reasons:

- Lower operating temperatures, cause lubrication viscosity to increase in both the gearbox and in the moving areas of the driven machine.
- Worm-gears have naturally lower start-up efficiencies compared to operating efficiencies.
- In extreme cases, one might need to consider increasing the motor power and lowering the oil viscosity

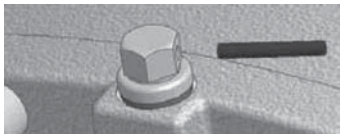
5. Optional Vent Kits

FLEXBLOC™ (SI) worm gear units are designed to operate sealed or vented. As a standard the modular worm gear units are factory oil filled and supplied with oil plugs in the housing, making vent plugs optional. See user manual U14800 for vent locations.

NORD can supply an AUTOVENT™ or an open vent with each gear unit size. If a vent is desired the type must be specified at the time of order. Reducer vents are sealed with a transportation plug that must be removed prior to gear unit start-up.

Type	Transportation Seal	Installation	Part Number
AUTOVENT™	Included	Factory or Field site	66093510
Open Vent	None	Field Only	60693500
Open Vent	Included	Factory or Field site	22008004 (vent) 25308120 (gasket)

Unless noted by a seperate part number, vent kits include the housing gasket



WARNING

To prevent build-up of excessive pressure, sealed vents must be activated as shown prior to gear unit start-up.

6. AUTOVENT™

The AUTOVENT™ helps prevent bearing and gear damage by behaving like a check valve to block the entry of foreign material (water, dust, corrosives, etc.). The breather opens at approximately 2-3 psi during operation and closes tightly as the gearbox cools. This option is perfect for humid conditions and wash-down environments, helping to maintain proper oil cleanliness, while reducing foaming and oxidation.

7. Open Vent

A typical gearbox industry open vent option can also be supplied by NORD. This option allows free exchange of air and does not build-up any back pressure inside the gear unit. This option is ideal for many operating conditions where the geared product is used in relatively clean and moisture-free environment.

8. When to Use a Sealed or a Vented Unit

There are many conditions that should be considered when deciding whether to use a sealed or vented unit.

1. If the duty cycle is intermittent, the run times are short, and any build-up of internal pressure or temperature is relatively low, the sealed unit option may be used.
2. If running continuous and under moderate to high load conditions, worm gears can generate higher operating temperatures and a build-up of internal pressure. In these instances a vent is strongly recommended. Consult NORD if operation at high load conditions is required.
3. If running continuous at 4-pole electric motor speeds (1800 rpm at 60 Hz) or higher, then a vent option is usually recommended. Consult NORD if operation at higher speeds is required.
4. Radial shaft seals produce a hydrodynamic pumping action to help push lubricant back into the gear unit, causing a small amount of ingested air and a small pressure increase (1-2 psi) that does not normally require a reducer vent; however when combined with continuous operation under high load (Condition 2), additional operating pressures will result and a vent should be used.
5. When the environment is contaminated with water, dirt, or other objects that may be ingested into the breather, increased wear of bearings, gearing, and lubrication breakdown can result. In these instances the sealed option or an AUTOVENT™ should be considered.

9. Maximum Oil Sump Temperature Limit

To prevent reducer overheating, the reducer's maximum oil-sump temperature limit must not be exceeded for prolonged periods of operation.

Oil Type	Maximum Oil Temperature Limit	
	NORD	AGMA 9005-D94
Synthetic	105°C (220°F)	107°C (225°F)

IMPORTANT NOTE

Use caution when specifying gear reducers for high temperature service. If there is concern about exceeding the allowable safe operating temperatures, please consult NORD to discuss alternatives.

10. Oil Viscosity

The viscosity rating determines the operating oil's resistance to shear under load conditions. Some important viscosity considerations include the following:

- Lightly loaded gears require lower viscosity oils than highly loaded gears.
- Lower viscosity will provide thin oil film, lower friction, higher mechanical efficiency, and better heat removal conditions.
- Higher viscosity will provide thicker oil film, and better resistance to sliding wear, scuffing wear, and galling at high pressure.
- Higher operating temperatures will cause a reduction in viscosity and lower operating temperatures, cause an increase in viscosity or a thickening of the oil.

The standard oil-fill is considered acceptable for most applications. In certain situations an oil viscosity change may be beneficial.

- If the gear unit is exposed to frequent high load conditions. A higher viscosity oil will have a higher film thickness offering better overall resistance to oil shear, sliding wear and scuffing wear in gears and roller element bearings.
- An oil viscosity correction or lubrication change may improve the overall performance when operating the gear unit at very low or high ambient temperature conditions.

IMPORTANT NOTE

The user should consult with their primary lubrication supplier before considering changes in oil type or viscosity.

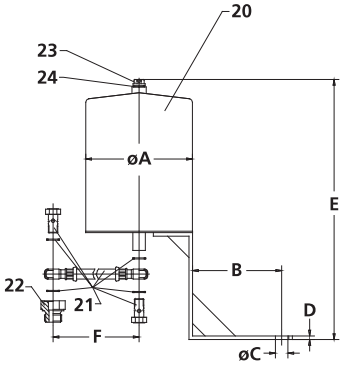
11. Viscosity Index

Viscosity index helps quantify the rate of oil viscosity change with respect to temperature changes. Oils with a reasonably high viscosity index tend to be more stable in a changing temperature environment. The ability of an oil to maintain a small viscosity differential over the operating range of the gearbox provides a more consistent lubricating film and better wear performance.

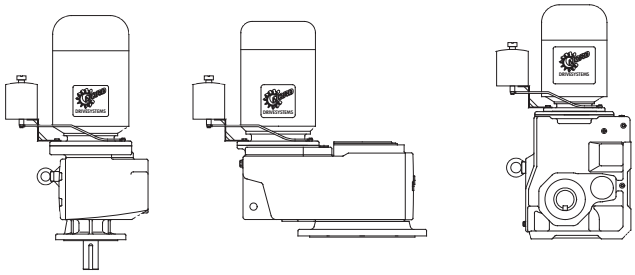
Synthetic oils typically have a higher viscosity index than mineral oils and polyglycol oils tend to have an exceptionally high viscosity index compared to other synthetic oils like polyalphaolefin or ester based products.

Installation Instructions

Sometimes NORD requires the use of an oil expansion chamber when the motor or reducer input is mounted vertically. Consult your NORD catalog for additional information and application considerations.



1. Secure the gear reducer in the proper mounting position for the application and remove the vent plug from the gear reducer. The hose assembly kit (21) will be fitted to the reducer using the housing port provided.
2. When using the larger 2.7 and 5.4 liter chambers, screw the adapter fitting (22) into the reducer housing port. Use all sealing gaskets provided.
3. Mount the overflow tank (20) at the highest location from the reducer, as permitted by the hose assembly kit (21). Typical mounting configurations are represented below. Use one of the input cover's mounting bolts, to mount the chamber support leg to the reducer.



4. Be sure to use the proper fittings. Assemble one end of the vent-hose assembly (21) to bottom of the chamber and one-end to the reducer.
5. Secure the vent-plug (23) and gasket (24) that is supplied with the kit to the top of the expansion chamber.

STOP *HARMFUL SITUATION* STOP

Remove the protective "rubber element" from the supplied vent prior to use so that an open-vent is formed on top of the overflow tank. Avoid using a pressurized AUTOVENT™ breather on the overflow tank since this may create an undesired pressure-vacuum in the overflow tank.

Expansion Chamber Kit Dimensions & Parts List

Kit Part Number: 28390390 - 0.7 Liter Oil Expansion Chamber

Kit P/N	Ø A	B	Ø C	D	E	F	Units
28390390 (0.7 Liter)	3.94	1.97	0.53	0.20	8.50	19.69	inch
	100	50	13.5	5	216	500	mm

Item	Part Number	Description
20	28300390	Overflow Tank - 0.7 Liter
21	28310020	Flexible Vent Hose Assembly - Includes: Hose, metal gaskets & 2 Hollow Bolts (1 Bolt. - M12 X 1.5 and 1 Pc. - G1/4)
22	None	Adapter Fitting
23	22012004	Normal Style Vent Plug (M12 X 1.5, DIN 910)
24	25312150	Vent Plug Gasket (12 X 15.5 X 1.5)

Kit Part Number: 28390400 - 2.7 Liter Oil Expansion Chamber

Kit P/N	Ø A	B	Ø C	D	E	F	Units
28390400 (2.7 Liter)	5.91	4.92	0.69	0.20	15.22	27.56	inch
	150	125	17.5	5	386.5	700	mm

Item	Part Number	Description
20	28300400	Overflow Tank - 2.7 Liter
21	28310030	Flexible Vent Hose Assy - Includes: Hose, metal gaskets & 2 Hollow Bolts (2 Pcs. - G1/4)
22	22024030	Adapter Fitting (M24 X 1.5 to G1/4)
23	22012004	Normal Style Vent Plug (M12 X 1.5, DIN 910)
24	25312150	Vent Plug Gasket (12 X 15.5 X 1.5)

Kit Part Number: 28390410 - 5.4 Liter Oil Expansion Chamber

Kit P/N	Ø A	B	Ø C	D	E	F	Units
28390410 (5.4 Liter)	7.09	3.54	0.69	0.20	15.18	31.50	inch
	180	90	17.5	5	385.5	800	mm

Item	Part Number	Description
20	28300410	Overflow Tank - 5.4 Liter
21	28310040	Flexible Vent Hose Assy - Includes: Hose, metal gaskets & 2 Hollow Bolts (2 Pcs. - G1/4)
22	22030030	Adapter Fitting (M30 X 1.5 to G1/4)
23	22012004	Normal Style Vent Plug (M12 X 1.5, DIN 910)
24	25312150	Vent Plug Gasket (12 X 15.5 X 1.5)

Please see page 2 for gearbox compatability

Expansion Chamber Compatability Chart

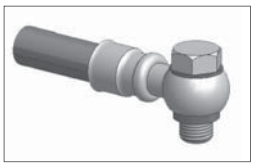
Helical In-line	NORDBLOC™	NORDBLOC.1™	Clincher™	Helical-Bevel	Part Number	[lb]
SK 42/43 SK 52/53 SK 63	SK472/473 SK572/573 SK672/673 SK772/773 SK872/873 SK972/973	SK572.1/573.1* SK672.1/673.1*	SK 4282/4382 SK 5282/5382 SK 6382	SK 9042.1/9043.1 SK 9052.1/9053.1	28390390	11.0
SK 62 SK 72/73			SK 6282 SK 7282/7382	SK 9072.1 SK 9082.1	28390400	13.2
SK 82/83 SK 92/93 SK 102/103			SK 8282/8382	SK 9086.1 SK 9092.1 SK 9096.1	28390410	15.4

* Need to additionally order part #28390380 which is sub-assembly shown below.

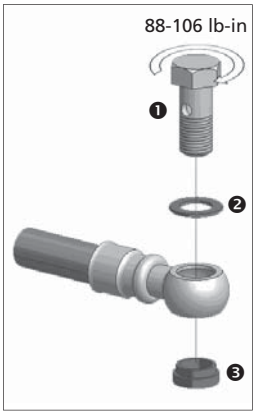
Sub-Assembly P/N 28390380 for NORDBLOC®.1 gear units with M10x1 air vent.

❶	❷	❸	❹
			
1x DIN 7643 M10x1 283 00380	1x DIN 7603A Cu 10x16x1 253 10166	1x Ring 10x14x5 283 00370	1xDIN 9021 ø8,4 227 10840

Assembly of the expansion unit at the gear unit. Types SK 572.1/573.1, SK 672.1/673.1

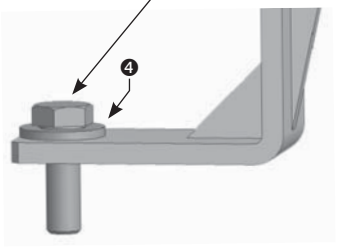


Vent Hose Sub-Assembly

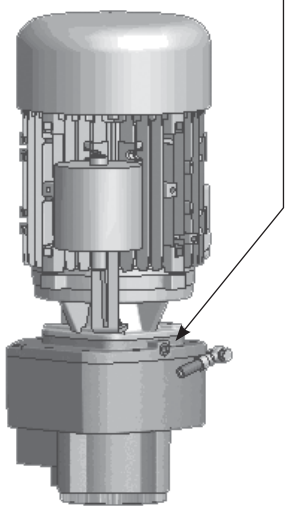


❹ For motor sizes 63, 71, 80, 90, 100 & 112

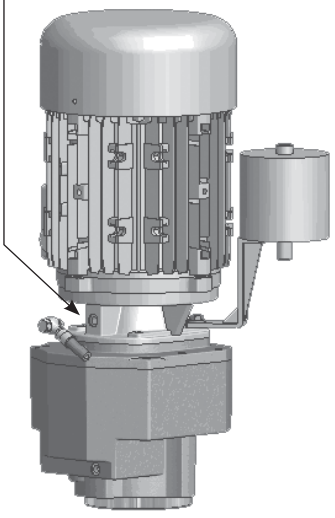
• Motor attachment bolt



Motor Sizes 63, 71 & 80:
Assembly vent-hose to port as shown.



Motor Sizes 90,100 & 112:
Assembly vent-hose to port as shown.



HELICAL & BEVEL REDUCER LUBRICATION TYPES

Lubrication Tables – Helical and Bevel Gear Units

Standard Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG220	MIN-EP	0 to 40°C (32 to 104°)	Mobilgear 600XP220	♦❶
	PAO	-35 to 60°C (-31 to 140°F)	Mobil SHC630	♦❷
	FG	-5 to 40°C (23 to 104°F)	Fuchs FM220	♦

Optional Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG460	PAO	-35 to 80°C (-31 to 176°F)	Mobil SHC 634	-
	FG-PAO	-35 to 80°C (-31 to 176°F)	Mobil SHC Cibus 460	-
VG220	FG-PAO	-35 to 60°C (-31 to 140°F)	Mobil SHC Cibus 220	-
VG150	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC629	-

Grease Options (applied to greased bearings and seal cavities)

NLGI Grade	Grease Type/Thickener	Ambient Temperature Range	Manufacturer Brand/Type	Notes
NLGI 2	Standard (Li-Complex)	-30 to 60°C (-22 to 140°F)	Mobil Grease XHP222	♦❶
	High Temp (Polyurea)	-40 to 80°C (-40 to 176°F)	Mobil / Polyrex EP 2	♦❷
	Food-Grade (Polyurea)	-30 to 40°C (-22 to 104°F)	Mobil SHC Polyrex 222	♦

♦ Stocked Lubricants

❶ Standard product on serviceable gear units

❷ Standard product on maintenance free gear units

IMPORTANT NOTES

- The "Ambient Temperature" is intended to be an operation guideline based upon the typical properties of all the lubricant. The viscosity and other properties of the lubricant change based upon load, speed, ambient conditions, and reducer operating temperatures. The user should consult with their lubrication supplier & NORD gear before considering changes in oil type or viscosity.
- To prevent reducer overheating, observe the maximum operating oil temperature limits:
  Mineral Oil: 80-85 °C (176 – 180 °F).
  Synthetic Oil: 105 °C (225 °F).
- In the following instances, please consult NORD for specific recommendations:
  - √ Gear units will operate in high ambient temperature conditions exceeding 40 °C (104 °F).
  - √ Gear units will operate in cold ambient temperature conditions approaching 0 °C (32 °F) or lower.
  - √ Lower than an ISO VG100 viscosity oil is being considered for a cold-temperature service.
  - √ Fluid grease is required for lubricating the gear unit.
- Observe the general lubrication guidelines outlined in user manual U10750.

Oil Formulation Codes

MIN-EP - Mineral Oil with EP Additive
PAO-EP - Synthetic Polyalphaolefin Oil with EP Additive
PAO - Synthetic Polyalphaolefin Oil
PG - Synthetic Polyglycol Oil
FG - Food-Grade Oil
FG-PAO - Food-Grade, Synthetic Poyalphaolefin Oil
FG-PG - Food-Grade, Synthetic Polyglycol Oil

Lubrication Notes

- Avoid using (EP) gear oils in worm gears that contain sulfur-phosphorous chemistries, as these additives can react adversely with bronze worm gears and accelerate wear.
- Food grade lubricants must be in compliance with FDA 212 CFR 178.3570 and qualify as a NSF-H1 lubricant. Please consult with lubrication manufacturer for more information.
- When making a lubrication change, check with the lubrication supplier to assure compatibility and to obtain recommended cleaning or flushing procedures.
- Do not to mix different oils with different additive packages or different base oil formulation types. Polyglycol (PG) oils are not miscible with other oil types and should never be mixed with mineral oil or polyalphaolefin (PAO) synthetic oil.

NORD Gear Limited
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NORD Gear Corporation
Toll Free in the United States: 888.314.6673

HELICAL & BEVEL REDUCER LUBRICATION TYPES

Oil Cross-reference Chart

ISO Viscosity	Oil Type	Ambient Temperature Range	Mobil	Shell	Castrol	FUCHS	KLÜBER LUBRICATION
VG150	MIN-EP	0 to 25°C (32 to 77°F)	Mobilgear 600XP150	Omala 150	Alpha SP150	Renolin EP150	Klüberoil GEM 1-150N
	PAO-EP	-30 to 25 °C (-22 to 77 °F)	Mobilgear SHC150	Omala HD 150	Alphasyn EP150	Gearmaster SYN150/NA	Klübersynth EG 4-150
	PAO	-30 to 25°C (-22 to 77°F)	Mobil SHC629	Omala RL 150	Alphasyn T150	N/A	Klübersynth GEM 4-150N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	Tivela S150	Alphasyn PG150	Renolin PG150	Klübersynth GH 6-150
	FG	0 to 25°C (32 to 77°F)	Mobil DTE FM 150	N/A	N/A	N/A	N/A
	FG-PAO	-15 to 25°C (5 to 77°F)	Mobil SHC Cibus 150	N/A	N/A	Cassida GL150	Klüberoil 4 UH 1-150N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	N/A	N/A	N/A	Klübersynth UH1 6-150
VG220	MIN-EP	0 to 40°C (32 to 104°)	Mobilgear 600XP220	Omala 220	Alpha SP220	Renolin EP220	Klüberoil GEM 1-220N
	PAO-EP	-30 to 60 °C (-22 to 140 °F)	Mobilgear SHC220	Omala HD220	Alphasyn EP220	Gearmaster SYN220/NA	Klübersynth EG 4-220
	PAO	-30 to 60°C (-22 to 140°F)	Mobil SHC630	Omala RL220	Alphasyn T220	N/A	Klübersynth GEM 4-220N
	PG	-25 to 60°C (-13 to 140°F)	Mobil Glygoyle 220	Tivela S220	Alphasyn PG220	Renolin PG220	Klübersynth GH 6-220
	FG	0 to 40°C (32 to 104°F)	Mobil DTE FM 220	N/A	N/A	Fuchs FM220	N/A
	FG-PAO	-25 to 60°C (-13 to 140°F)	Mobil SHC Cibus 220	N/A	N/A	Cassida GL220	Klüberoil 4 UH 1-220N
	FG-PG	-25 to 60°C (-13 to 140°F)	Mobil Glygoyle 220	N/A	N/A	Cassida WG220	Klübersynth UH1 6-220
VG460	MIN-EP	0 to 40°C (32 to 104°F)	Mobilgear 600XP460	Omala 460	Alpha SP460	Renolin EP460	Klüberoil GEM 1-460N
	PAO-EP	-20 to 80°C (-4 to 176°F)	Mobilgear SHC460	Omala HD460	Alphasyn EP460	Gearmaster SYN460/NA	Klübersynth EG 4-460
	PAO	-20 to 80°C (-4 to 176°F)	Mobil SHC 634	Omala RL460	Alphasyn T460	N/A	Klübersynth GEM 4-460N
	PG	-20 to 80°C (-4 to 176°F)	Mobil Glygoyle 460	Tivela S460	Alphasyn PG460	N/A	Klübersynth GH 6-460
	FG	0 to 40°C (32 to 104°F)	Mobil DTE FM460	N/A	N/A	Fuchs FM460	N/A
	FG-PAO	-20 to 80°C (-4 to 176°F)	Mobil SHC Cibus 460	N/A	N/A	Cassida GL460	Klüberoil 4 UH 1-460N
	FG-PG	-20 to 80°C (-4 to 176°F)	Mobil Glygoyle 460	N/A	N/A	Cassida WG460	Klübersynth UH1 6-460

Low-end service temperature limit may vary for a specific lubricant; Please also see the important notes on Page 1.

HELICAL-WORM REDUCER LUBRICATION TYPES

Lubrication Tables – Helical Worm Gear Units

Standard Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG680	PAO	0 to 60°C (32 to 140°F)	Mobil SHC636	♦

Optional Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG460	PAO	0 to50°C (32 to 122°F)	Mobil SHC 634	-
	FG-PAO	0 to50°C (32 to 122°F)	Mobil SHC Cibus 460	-

Grease Options (applied to greased bearings and seal cavities)

NLGI Grade	Grease Type/Thickener	Ambient Temperature Range	Manufacturer Brand/Type	Notes
NLGI 2	Standard (Li-Complex)	-30 to 60°C (-22 to 140°F)	Mobil Grease XHP222	♦
	High Temp (Polyurea)	-40 to 80°C (-40 to 176°F)	Mobil / Polyrex EP 2	♦
	Food-Grade (Polyurea)	-30 to 40°C (-22 to 104°F)	Mobil SHC Polyrex 222	♦

♦ **Stocked Lubricants**

IMPORTANT NOTES

- The "Ambient Temperature" is intended to be an operation guideline based upon the typical properties of all the lubricant. The viscosity and other properties of the lubricant change based upon load, speed, ambient conditions, and reducer operating temperatures. The user should consult with their lubrication supplier & NORD Gear before considering changes in oil type or viscosity.
- To prevent reducer overheating, observe the maximum operating oil temperature limits:

  Synthetic Oil: 105 °C (225 °F).
- In the following instances, please consult NORD for specific recommendations:

√ Gear units will operate in high ambient temperature conditions exceeding 40 °C (104 °F).
√ Gear units will operate in cold ambient temperature conditions approaching 0 °C (32 °F) or lower.
√ Lower than an ISO VG100 viscosity oil is being considered for a cold-temperature service.
√ Fluid grease is required for lubricating the gear unit.

- Observe the general lubrication guidelines outlined in user manual U10770.

Oil Formulation Codes

PAO - Synthetic Polyalphaolefin Oil
PG - Synthetic Polyglycol Oil
FG-PAO - Food-Grade, Synthetic Poyalphaolefin Oil
FG-PG - Food-Grade, Synthetic Polyglycol Oil

Lubrication Notes

- Avoid using (EP) gear oils in worm gears that contain sulfur-phosphorous chemistries, as these additives can react adversely with bronze worm gears and accelerate wear.
- Food grade lubricants must be in compliance with FDA 212 CFR 178.3570 and qualify as a NSF-H1 lubricant. Please consult with lubrication manufacturer for more information.
- When making a lubrication change, check with the lubrication supplier to assure compatibility and to obtain recommended cleaning or flushing procedures.
- Do not to mix different oils with different additive packages or different base oil formulation types. Polyglycol (PG) oils are not miscible with other oil types and should never be mixed with mineral oil or polyalphaolefin (PAO) synthetic oil.

HELICAL-WORM REDUCER LUBRICATION TYPES

Oil Cross-reference Chart

ISO Viscosity	Oil Type	Ambient Temperature Range	Mobil	Shell	Castrol	FUCHS	KLÜBER LUBRICATION
VG 100	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC627	N/A	N/A	N/A	Klübersynth GEM 4-100N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 100	N/A	N/A	N/A	Klübersynth GH 6-100
	FG-PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC Cibus 100	N/A	N/A	N/A	Klüberoil 4 UH 1-100N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 100	N/A	N/A	N/A	Klübersynth UH1 6-100
VG150	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC629	Omala RL 150	Alphasyn T150	N/A	Klübersynth GEM 4-150N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	Tivela S150	Alphasyn PG150	Renolin PG150	Klübersynth GH 6-150
	FG-PAO	-15 to 25°C (5 to 77°F)	Mobil SHC Cibus 150	N/A	N/A	Cassida GL150	Klüberoil 4 UH 1-150N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	N/A	N/A	N/A	Klübersynth UH1 6-150
VG220	PAO	-15 to 40°C (5 to 104°F)	Mobil SHC630	Omala RL220	Alphasyn T220	N/A	Klübersynth GEM 4-220N
	PG	-25 to 40°C (-13 to 104°F)	Mobil Glygoyle 220	Tivela S220	Alphasyn PG220	Renolin PG220	Klübersynth GH 6-220
	FG-PAO	-25 to 40°C (-13 to 104°F)	Mobil SHC Cibus 220	N/A	N/A	Cassida GL220	Klüberoil 4 UH 1-220N
	FG-PG	-25 to 40°C (-13 to 104°F)	Mobil Glygoyle 220	N/A	N/A	Cassida WG220	Klübersynth UH1 6-220
VG460	PAO	0 to50°C (32 to 122°F)	Mobil SHC 634	Omala RL460	Alphasyn T460	N/A	Klübersynth GEM 4-460N
	PG	0 to50°C (32 to 122°F)	Mobil Glygoyle 460	Tivela S460	Alphasyn PG460	N/A	Klübersynth GH 6-460
	FG-PAO	0 to50°C (32 to 122°F)	Mobil SHC Cibus 460	N/A	N/A	Cassida GL460	Klüberoil 4 UH 1-460N
	FG-PG	0 to50°C (32 to 122°F)	Mobil Glygoyle 460	N/A	N/A	Cassida WG460	Klübersynth UH1 6-460
VG680	PAO	0 to 60°C (32 to 140°F)	Mobil SHC636	Omala RL680	N/A	N/A	Klübersynth GEM 4-680N
	PG	0 to 60°C (32 to 140°F)	Mobil Glygoyle 680	Tivela S680	N/A	N/A	Klübersynth GH 6-680
	FG-PAO	0 to 60°C (32 to 140°F)	N/A	N/A	N/A	Cassida GL680	Klüberoil 4 UH1-680N
	FG-PG	0 to 60°C (32 to 140°F)	Mobil Glygoyle 680	N/A	N/A	Cassida WG680	Klübersynth UH1 6-680

Low-end service temperature limit may vary for a specific lubricant; Please also see the important notes on Page 1.

MINICASE® (SM SERIES) WORM GEAR LUBRICATION TYPES

Lubrication Tables – MINICASE® (SM series) Worm Gear Units

Standard Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG680	PG	-20 to 40°C (-4 to 104°F)	Klübersynth GH 6-680	♦

Optional Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG680	FG-PG	-25 to 80°C (-13 to 176°F)	Klübersynth UH1 6-680	♦

Grease Options (applied to greased bearings and seal cavities)

NLGI Grade	Grease Type/Thickener	Ambient Temperature Range	Manufacturer Brand/Type	Notes
NLGI 2	High Temp (Polyurea)	-25 to 80°C (-13 to 176°F)	Kluber / Petamo GHY133N	♦
	Food-Grade (Aluminum Complex)	-25 to 40°C (-13 to 104°F)	Kluber / Klubersynth UH1 14-151	♦

♦ **Stocked Lubricants**

IMPORTANT NOTES

- Observe the general lubrication guidelines in User Manual U17900.
- Ambient temperature range is a guideline only. The allowed operating temperature range for the gear unit is dependent upon assembly components used, their individual temperature limits, and the actual operating conditions.
- The selected oil type and viscosity is considered appropriate for most applications utilizing the specified NORD gear unit type. Different oil types or viscosity grades may be recommended if the gear unit is exposed to frequent high load conditions or operating under extreme low or high ambient temperature conditions.
- To prevent reducer overheating, observe the maximum operating oil temperature limits:
  Synthetic oil: 105 °C (225 °F).
- Consult NORD for recommendations in the following instances:
  √ The gear unit is exposed to frequent high load conditions.
  √ Ambient temperature conditions exceed 40 °C (104 °F) or approach 0 °C (32 °F) or lower.
  √ Fluid grease is being considered or specified for lubricating the gear unit.
  √ Lower than an ISO VG100 viscosity oil is being considered for a cold-temperature service.

Oil Formulation Codes

PAO - Synthetic Polyalphaolefin Oil
PG - Synthetic Polyglycol Oil
FG-PAO - Food-Grade, Synthetic Poyalphaolefin Oil
FG-PG - Food-Grade, Synthetic Polyglycol Oil

WARNING

- Avoid using (EP) gear oils in worm gears that contain sulfur-phosphorous chemistries, as these additives can react adversely with bronze worm gears and accelerate wear.
- Food grade lubricants must be in compliance with FDA 212 CFR 178.3570 and qualify as a NSF-H1 lubricant. Please consult with lubrication manufacturer for more information.
- When making a lubrication change, check with the lubrication supplier to assure compatibility and to obtain recommended cleaning or flushing procedures.
- Do not to mix different oils with different additive packages or different base oil formulation types. Polyglycol (PG) oils are not miscible with other oil types and should never be mixed with mineral or polyaolphaolefin (PAO) oils.

MINICASE® (SM SERIES) WORM GEAR LUBRICATION TYPES

Oil Cross-reference Chart

ISO Viscosity	Oil Type	Ambient Temperature Range	Mobil	Shell	Castrol	FUCHS	KLÜBER LUBRICATION
VG 100	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC627	N/A	N/A	N/A	Klübersynth GEM 4-100N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 100	N/A	N/A	N/A	Klübersynth GH 6-100
	FG-PAO	-30 to 25°C (-22 to 77°F)	Mobil SHC Cibus 100	N/A	N/A	N/A	Klüberoil 4 UH 1-100N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 100	N/A	N/A	N/A	Klübersynth UH1 6-100
VG150	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC629	Omala RL 150	Alphasyn T150	N/A	Klübersynth GEM 4-150N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	Tivela S150	Alphasyn PG150	Renolin PG150	Klübersynth GH 6-150
	FG-PAO	-15 to 25°C (5 to 77°F)	Mobil SHC Cibus 150	N/A	N/A	Cassida GL150	Klüberoil 4 UH 1-150N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	N/A	N/A	N/A	Klübersynth UH1 6-150
VG220	PAO	-35 to 40°C (-31 to 104°F)	Mobil SHC630	Omala RL220	Alphasyn T220	N/A	Klübersynth GEM 4-220N
	PG	-25 to 40°C (-13 to 104°F)	Mobil Glygoyle 220	Tivela S220	Alphasyn PG220	Renolin PG220	Klübersynth GH 6-220
	FG-PAO	-25 to 40°C (-13 to 104°F)	Mobil SHC Cibus 220	N/A	N/A	Cassida GL220	Klüberoil 4 UH 1-220N
	FG-PG	-25 to 40°C (-13 to 104°F)	Mobil Glygoyle 220	N/A	N/A	Cassida WG220	Klübersynth UH1 6-220
VG460	PAO	-20 to 40°C (-4 to 104°F)	Mobil SHC 634	Omala RL460	Alphasyn T460	N/A	Klübersynth GEM 4-460N
	PG	-20 to 40°C (-4 to 104°F)	Mobil Glygoyle 460	Tivela S460	Alphasyn PG460	N/A	Klübersynth GH 6-460
	FG-PAO	-5 to 40°C (23 to 104°F)	Mobil SHC Cibus 460	N/A	N/A	Cassida GL460	Klüberoil 4 UH 1-460N
	FG-PG	-5 to 40°C (23 to 104°F)	Mobil Glygoyle 460	N/A	N/A	Cassida WG460	Klübersynth UH1 6-460
VG680	PAO	-20 to 40°C (-4 to 104°F)	Mobil SHC636	Omala RL680	N/A	N/A	Klübersynth GEM 4-680N
	PG	-20 to 40°C (-4 to 104°F)	Mobil Glygoyle 680	Tivela S680	N/A	N/A	Klübersynth GH 6-680
	FG-PAO	-5 to 40°C (23 to 104°F)	N/A	N/A	N/A	Cassida GL680	Klüberoil 4 UH1-680N
	FG-PG	-25 to 80°C (-13 to 176°F)	Mobil Glygoyle 680	N/A	N/A	Cassida WG680	Klübersynth UH1 6-680

Low-end service temperature limit may vary for a specific lubricant; Please also see the important notes on Page 1.

MINICASE® (SMI/SMID) WORM GEAR LUBRICATION TYPES

Lubrication Tables – MINICASE® (SMI/SMID series) Worm Gear Units

Standard Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG680	PG	-20 to 40°C (-4 to 104°F)	Klübersynth GH 6-680	♦

Optional Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG680	FG-PG	-25 to 80°C (-13 to 176°F)	Klübersynth UH1 14-151	♦

Grease Options (applied to greased bearings and seal cavities)

NLGI Grade	Grease Type/Thickener	Ambient Temperature Range	Manufacturer Brand/Type	Notes
NLGI 2	High Temp (Polyurea)	-25 to 80°C (-13 to 176°F)	Kluber / Petamo GHY133N	♦
	Food-Grade (Aluminum Complex)	-25 to 40°C (-13 to 104°F)	Kluber / Klubersynth UH1 14-151	♦

♦ **Stocked Lubricants**

IMPORTANT NOTES

- Observe the general lubrication guidelines in User Manual U10800.
- Ambient temperature range is a guideline only. The allowed operating temperature range for the gear unit is dependent upon assembly components used, their individual temperature limits, and the actual operating conditions.
- The selected oil type and viscosity is considered appropriate for most applications utilizing the specified NORD gear unit type. Different oil types or viscosity grades may be recommended if the gear unit is exposed to frequent high load conditions or operating under extreme low or high ambient temperature conditions.
- To prevent reducer overheating, observe the maximum operating oil temperature limits:
  Synthetic oil: 105 °C (225 °F).
- Consult NORD for recommendations in the following instances:
  √ The gear unit is exposed to frequent high load conditions.
  √ Ambient temperature conditions exceed 40 °C (104 °F) or approach 0 °C (32 °F) or lower.
  √ Fluid grease is being considered or specified for lubricating the gear unit.
  √ Lower than an ISO VG100 viscosity oil is being considered for a cold-temperature service.

Oil Formulation Codes

PAO - Synthetic Polyalphaolefin Oil
PG - Synthetic Polyglycol Oil
FG-PAO - Food-Grade, Synthetic Poyalphaolefin Oil
FG-PG - Food-Grade, Synthetic Polyglycol Oil

WARNING

- Avoid using (EP) gear oils in worm gears that contain sulfur-phosphorous chemistries, as these additives can react adversely with bronze worm gears and accelerate wear.
- Food grade lubricants must be in compliance with FDA 212 CFR 178.3570 and qualify as a NSF-H1 lubricant. Please consult with lubrication manufacturer for more information.
- When making a lubrication change, check with the lubrication supplier to assure compatibility and to obtain recommended cleaning or flushing procedures.
- Do not to mix different oils with different additive packages or different base oil formulation types. Polyglycol (PG) oils are not miscible with other oil types and should never be mixed with mineral or polyaolphaolefin (PAO) oils.

MINICASE® (SMI/SMID) WORM GEAR LUBRICATION TYPES

Oil Cross-reference Chart

ISO Viscosity	Oil Type	Ambient Temperature Range	Mobil	Shell	Castrol	FUCHS	KLÜBER LUBRICATION
VG 100	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC627	N/A	N/A	N/A	Klübersynth GEM 4-100N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 100	N/A	N/A	N/A	Klübersynth GH 6-100
	FG-PAO	-30 to 25°C (-22 to 77°F)	Mobil SHC Cibus 100	N/A	N/A	N/A	Klüberoil 4 UH 1-100N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 100	N/A	N/A	N/A	Klübersynth UH1 6-100
VG150	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC629	Omala RL 150	Alphasyn T150	N/A	Klübersynth GEM 4-150N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	Tivela S150	Alphasyn PG150	Renolin PG150	Klübersynth GH 6-150
	FG-PAO	-15 to 25°C (5 to 77°F)	Mobil SHC Cibus 150	N/A	N/A	Cassida GL150	Klüberoil 4 UH 1-150N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	N/A	N/A	N/A	Klübersynth UH1 6-150
VG220	PAO	-35 to 40°C (-31 to 104°F)	Mobil SHC630	Omala RL220	Alphasyn T220	N/A	Klübersynth GEM 4-220N
	PG	-25 to 40°C (-13 to 104°F)	Mobil Glygoyle 220	Tivela S220	Alphasyn PG220	Renolin PG220	Klübersynth GH 6-220
	FG-PAO	-25 to 40°C (-13 to 104°F)	Mobil SHC Cibus 220	N/A	N/A	Cassida GL220	Klüberoil 4 UH 1-220N
	FG-PG	-25 to 40°C (-13 to 104°F)	Mobil Glygoyle 220	N/A	N/A	Cassida WG220	Klübersynth UH1 6-220
VG460	PAO	-20 to 40°C (-4 to 104°F)	Mobil SHC 634	Omala RL460	Alphasyn T460	N/A	Klübersynth GEM 4-460N
	PG	-20 to 40°C (-4 to 104°F)	Mobil Glygoyle 460	Tivela S460	Alphasyn PG460	N/A	Klübersynth GH 6-460
	FG-PAO	-5 to 40°C (23 to 104°F)	Mobil SHC Cibus 460	N/A	N/A	Cassida GL460	Klüberoil 4 UH 1-460N
	FG-PG	-5 to 40°C (23 to 104°F)	Mobil Glygoyle 460	N/A	N/A	Cassida WG460	Klübersynth UH1 6-460
VG680	PAO	-20 to 40°C (-4 to 104°F)	Mobil SHC636	Omala RL680	N/A	N/A	Klübersynth GEM 4-680N
	PG	-20 to 40°C (-4 to 104°F)	Mobil Glygoyle 680	Tivela S680	N/A	N/A	Klübersynth GH 6-680
	FG-PAO	-5 to 40°C (23 to 104°F)	N/A	N/A	N/A	Cassida GL680	Klüberoil 4 UH1-680N
	FG-PG	-25 to 80°C (-13 to 176°F)	Mobil Glygoyle 680	N/A	N/A	Cassida WG680	Klübersynth UH1 14-151

Low-end service temperature limit may vary for a specific lubricant; Please also see the important notes on Page 1.

FLEXBLOC™ (SI/SID SERIES) WORM GEAR LUBRICATION TYPES

Lubrication Tables – FLEXBLOC™ (SI/SID Series) Worm Gear Units

Standard Oil Lubricants

NORD uses a semi automated assembly process to produce the FLEXBLOC™ gear unit assemblies. During this process the gear units are factory filled in accordance with the following table.

Standard Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand/Type	Notes
VG680	FG-PG	-25 to 80°C (-13 to 176°F)	Klübersynth UH1 6-680	Inch
	PG	-20 to 40°C (-4 to 104°F)	Klübersynth GH 6-680	Metric
VG220	FG-PG	-25 to 40°C (-13 to 104°F)	Klübersynth UH1 6-220	Inch
	PG	-25 to 40°C (-13 to 104°F)	Klübersynth GH 6-220	Metric

Grease Options (applied to greased bearings and seal cavities)

NLGI Grade	Grease Type/Thickener	Ambient Temperature Range	Manufacturer Brand/Type	Notes
NLGI 2	High Temp (Polyurea)	-25 to 80°C (-13 to 176°F)	Kluber / Petamo GHY133N	♦
	Food-Grade (Aluminum Complex)	-25 to 40°C (-13 to 104°F)	Kluber / Klubersynth UH1 14-151	♦

♦ **Stocked Lubricants**

IMPORTANT NOTES

- Observe the general lubrication guidelines in User Manual U10800.
- Ambient temperature range is a guideline only. The allowed operating temperature range for the gear unit is dependent upon assembly components used, their individual temperature limits, and the actual operating conditions.
- The selected oil type and viscosity is considered appropriate for most applications utilizing the specified NORD gear unit type. Different oil types or viscosity grades may be recommended if the gear unit is exposed to frequent high load conditions or operating under extreme low or high ambient temperature conditions.
- To prevent reducer overheating, observe the maximum operating oil temperature limits:
  Synthetic oil: 105 °C (225 °F).
- Consult NORD for recommendations in the following instances:
  √ The gear unit is exposed to frequent high load conditions.
  √ Ambient temperature conditions exceed 40 °C (104 °F) or approach 0 °C (32 °F) or lower.
  √ Fluid grease is being considered or specified for lubricating the gear unit.
  √ Lower than an ISO VG100 viscosity oil is being considered for a cold-temperature service.

Oil Formulation Codes

PAO - Synthetic Polyalphaolefin Oil
PG - Synthetic Polyglycol Oil
FG-PAO - Food-Grade, Synthetic Poyalphaolefin Oil
FG-PG - Food-Grade, Synthetic Polyglycol Oil

WARNING

- Avoid using (EP) gear oils in worm gears that contain sulfur-phosphorous chemistries, as these additives can react adversely with bronze worm gears and accelerate wear.
- Food grade lubricants must be in compliance with FDA 212 CFR 178.3570 and qualify as a NSF-H1 lubricant. Please consult with lubrication manufacturer for more information.
- When making a lubrication change, check with the lubrication supplier to assure compatibility and to obtain recommended cleaning or flushing procedures.
- Do not to mix different oils with different additive packages or different base oil formulation types. Polyglycol (PG) oils are not miscible with other oil types and should never be mixed with mineral or polyaolphaolefin (PAO) oils.

FLEXBLOC™ (SI/SID SERIES) WORM GEAR LUBRICATION TYPES

Oil Cross-reference Chart

ISO Viscosity	Oil Type	Ambient Temperature Range	Mobil	Shell	Castrol	FUCHS	KLÜBER LUBRICATION
VG 100	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC627	N/A	N/A	N/A	Klübersynth GEM 4-100N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 100	N/A	N/A	N/A	Klübersynth GH 6-100
	FG-PAO	-30 to 25°C (-22 to 77°F)	Mobil SHC Cibus 100	N/A	N/A	N/A	Klüberoil 4 UH 1-100N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 100	N/A	N/A	N/A	Klübersynth UH1 6-100
VG150	PAO	-35 to 25°C (-31 to 77°F)	Mobil SHC629	Omala RL 150	Alphasyn T150	N/A	Klübersynth GEM 4-150N
	PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	Tivela S150	Alphasyn PG150	Renolin PG150	Klübersynth GH 6-150
	FG-PAO	-15 to 25°C (5 to 77°F)	Mobil SHC Cibus 150	N/A	N/A	Cassida GL150	Klüberoil 4 UH 1-150N
	FG-PG	-25 to 25°C (-13 to 77°F)	Mobil Glygoyle 150	N/A	N/A	N/A	Klübersynth UH1 6-150
VG220	PAO	-35 to 40°C (-31 to 104°F)	Mobil SHC630	Omala RL220	Alphasyn T220	N/A	Klübersynth GEM 4-220N
	PG	-25 to 40°C (-13 to 104°F)	Mobil Glygoyle 220	Tivela S220	Alphasyn PG220	Renolin PG220	Klübersynth GH 6-220
	FG-PAO	-25 to 40°C (-13 to 104°F)	Mobil SHC Cibus 220	N/A	N/A	Cassida GL220	Klüberoil 4 UH 1-220N
	FG-PG	-25 to 40°C (-13 to 104°F)	Mobil Glygoyle 220	N/A	N/A	Cassida WG220	Klübersynth UH1 6-220
VG460	PAO	-20 to 40°C (-4 to 104°F)	Mobil SHC 634	Omala RL460	Alphasyn T460	N/A	Klübersynth GEM 4-460N
	PG	-20 to 40°C (-4 to 104°F)	Mobil Glygoyle 460	Tivela S460	Alphasyn PG460	N/A	Klübersynth GH 6-460
	FG-PAO	-5 to 40°C (23 to 104°F)	Mobil SHC Cibus 460	N/A	N/A	Cassida GL460	Klüberoil 4 UH 1-460N
	FG-PG	-5 to 40°C (23 to 104°F)	Mobil Glygoyle 460	N/A	N/A	Cassida WG460	Klübersynth UH1 6-460
VG680	PAO	-20 to 40°C (-4 to 104°F)	Mobil SHC636	Omala RL680	N/A	N/A	Klübersynth GEM 4-680N
	PG	-20 to 40°C (-4 to 104°F)	Mobil Glygoyle 680	Tivela S680	N/A	N/A	Klübersynth GH 6-680
	FG-PAO	-5 to 40°C (23 to 104°F)	N/A	N/A	N/A	Cassida GL680	Klüberoil 4 UH1-680N
	FG-PG	-25 to 80°C (-13 to 176°F)	Mobil Glygoyle 680	N/A	N/A	Cassida WG680	Klübersynth UH1 6-680

Low-end service temperature limit may vary for a specific lubricant; Please also see the important notes on Page 1.

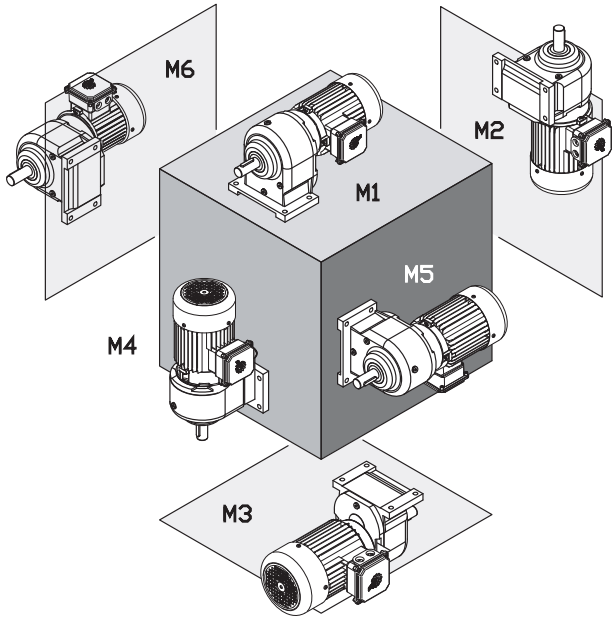
STANDARD IN-LINE FOOTED OIL FILL QUANTITIES

Standard In-line footed lubrication

All Standard In-line reducers are shipped from NORD with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. When filling these gear units the oil must be measured and added until one establishes the proper fill quantity. For additional information please refer to the "Oil & vent plug locations" documentation for your specified gear unit

STOP *HARMFUL SITUATION* **STOP**

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK0 / SK05	0.14	0.13	0.23	0.22	0.14	0.13	0.23	0.22	0.14	0.13	0.14	0.13
SK000	0.25	0.24	0.42	0.40	0.25	0.24	0.42	0.40	0.25	0.24	0.25	0.24
SK01 / SK015	0.23	0.22	0.40	0.38	0.23	0.22	0.40	0.38	0.23	0.22	0.23	0.22
SK010 / SK0105	0.40	0.38	0.63	0.60	0.40	0.38	0.63	0.60	0.40	0.38	0.40	0.38
SK20 / SK205	0.58	0.55	1.06	1.00	0.58	0.55	1.06	1.00	0.58	0.55	0.58	0.55
SK200 / SK2005	0.85	0.80	1.37	1.30	0.85	0.80	1.37	1.30	0.85	0.80	0.85	0.80
SK25 / SK255	0.53	0.50	1.06	1.00	0.53	0.50	1.06	1.00	0.53	0.50	0.53	0.50
SK250 / SK2505	1.27	1.20	1.59	1.50	1.27	1.20	1.59	1.50	1.27	1.20	1.27	1.20
SK30 / SK305	0.95	0.90	1.37	1.30	0.95	0.90	1.37	1.30	0.95	0.90	0.95	0.90
SK300 / SK3005	1.27	1.20	2.11	2.00	1.27	1.20	2.11	2.00	1.27	1.20	1.27	1.20
SK33 / SK335	1.06	1.00	1.69	1.60	1.06	1.00	1.69	1.60	1.06	1.00	1.06	1.00
SK330 / SK3305	1.90	1.80	2.96	2.80	1.90	1.80	2.96	2.80	1.90	1.80	1.90	1.80

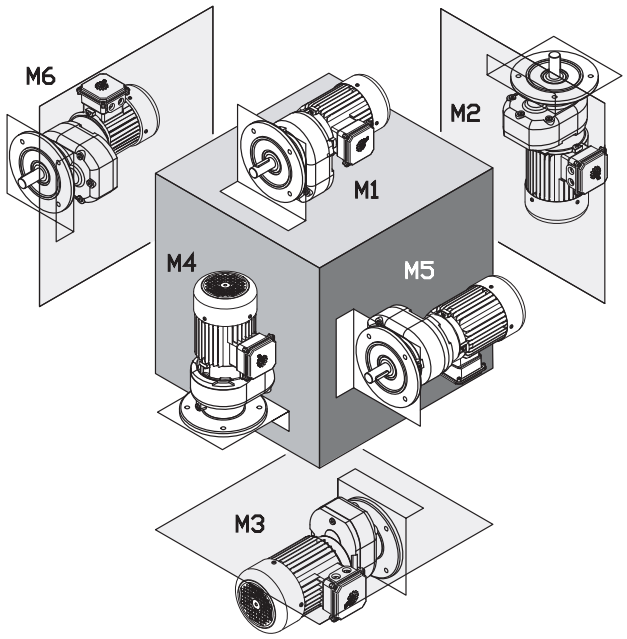
STANDARD IN-LINE FLANGED OIL FILL QUANTITIES

Standard In-line flanged lubrication

All Standard In-line reducers are shipped from NORD with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. When filling these gear units the oil must be measured and added until one establishes the proper fill quantity. For additional information please refer to the "Oil & vent plug locations" documentation for your specified gear unit

STOP *HARMFUL SITUATION* STOP

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK0 F / SK05 F	0.14	0.13	0.23	0.22	0.14	0.13	0.23	0.22	0.14	0.13	0.14	0.13
SK000 F	0.25	0.24	0.43	0.41	0.25	0.24	0.43	0.41	0.25	0.24	0.25	0.24
SK01 F	0.23	0.22	0.40	0.38	0.23	0.22	0.40	0.38	0.23	0.22	0.23	0.22
SK010 F / SK0105 F	0.37	0.35	0.69	0.65	0.37	0.35	0.78	0.74	0.37	0.35	0.37	0.35
SK20 F	0.37	0.35	0.63	0.60	0.37	0.35	0.63	0.60	0.37	0.35	0.37	0.35
SK200 F / SK2005 F	0.69	0.65	1.00	0.95	0.69	0.65	1.16	1.10	0.69	0.65	0.69	0.65
SK25 F	0.53	0.50	1.06	1.00	0.53	0.50	1.06	1.00	0.53	0.50	0.53	0.50
SK250 F / SK2505 F	0.95	0.90	1.48	1.40	0.95	0.90	1.69	1.60	0.95	0.90	0.95	0.90
SK30 F	0.74	0.70	1.16	1.10	0.74	0.70	1.16	1.10	0.74	0.70	0.74	0.70
SK300 F / SK3005 F	1.32	1.25	1.59	1.50	1.32	1.25	1.90	1.80	1.32	1.25	1.32	1.25
SK33 F / SK335F	1.06	1.00	1.59	1.50	1.06	1.00	1.59	1.50	1.06	1.00	1.06	1.00
SK330 F / SK3305 F	1.69	1.60	2.64	2.50	1.69	1.60	3.06	2.90	1.69	1.60	1.69	1.60

HELICAL IN-LINE FOOTED OIL FILL QUANTITIES

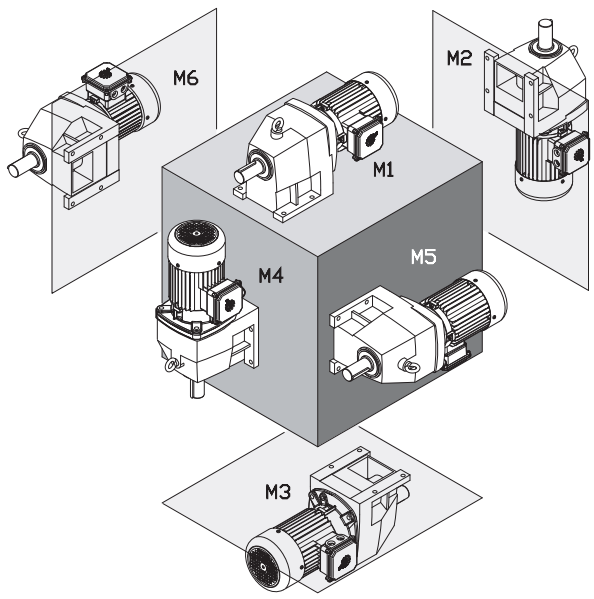
Helical In-line footed lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK02	0.21	0.20	0.79	0.75	0.79	0.75	0.69	0.65	0.63	0.60	0.63	0.60
SK 03	0.37	0.35	1.27	1.20	0.85	0.80	1.06	1.00	0.74	0.70	0.74	0.70
SK11E	0.26	0.25	0.53	0.50	0.69	0.65	0.53	0.50	0.42	0.40	0.42	0.40
SK12	0.26	0.25	0.85	0.80	0.90	0.85	0.79	0.75	0.58	0.55	0.58	0.55
SK 13	0.79	0.75	1.37	1.30	1.37	1.30	1.27	1.20	0.79	0.75	0.79	0.75
SK21E	0.63	0.60	1.27	1.20	1.37	1.30	1.06	1.00	1.06	1.00	1.06	1.00
SK22	0.53	0.50	2.01	1.90	2.22	2.10	1.90	1.80	1.48	1.40	1.48	1.40
SK 23	1.27	1.20	2.11	2.00	2.01	1.90	2.54	2.40	1.69	1.60	1.69	1.60
SK31E	1.16	1.10	2.11	2.00	2.32	2.20	1.80	1.70	1.59	1.50	1.59	1.50
SK32	0.95	0.90	2.64	2.50	3.28	3.10	3.28	3.10	2.11	2.00	2.11	2.00
SK 33N	1.85	1.75	3.17	3.00	3.59	3.40	4.23	4.00	2.43	2.30	2.43	2.30
SK41E	1.69	1.60	2.75	2.60	3.49	3.30	2.96	2.80	2.43	2.30	2.43	2.30
SK42	1.48	1.40	4.76	4.50	4.76	4.50	4.54	4.30	3.38	3.20	3.38	3.20
SK 43	3.17	3.00	5.92	5.60	5.49	5.20	6.97	6.60	3.80	3.60	3.80	3.60
SK51E	1.90	1.80	3.70	3.50	4.33	4.10	4.23	4.00	4.02	3.80	4.02	3.80
SK52	2.64	2.50	7.40	7.00	7.19	6.80	7.19	6.80	5.39	5.10	5.39	5.10
SK 53	4.76	4.50	9.19	8.70	8.14	7.70	9.19	8.70	6.34	6.00	6.34	6.00
SK62	6.87	6.50	15.9	15.0	13.7	13.0	16.9	16.0	15.9	15.0	15.9	15.0
SK 63	13.7	13.0	15.3	14.5	15.3	14.5	16.9	16.0	13.7	13.0	13.7	13.0
SK72	10.6	10.0	24.3	23.0	19.0	18.0	27.5	26.0	24.3	23.0	24.3	23.0
SK 73	21.7	20.5	21.1	20.0	23.8	22.5	28.5	27.0	21.1	20.0	21.1	20.0
SK82	14.8	14.0	37.0	35.0	28.5	27.0	46.5	44.0	33.8	32.0	33.8	32.0
SK 83	31.7	30.0	32.8	31.0	35.9	34.0	39.1	37.0	34.9	33.0	34.9	33.0
SK92	26.4	25.0	77.0	73.0	49.7	47.0	80.0	76.0	55.0	52.0	55.0	52.0
SK 93	56.0	53.0	74.0	70.0	62.0	59.0	76.0	72.0	52.0	49.0	52.0	49.0
SK102	38.0	36.0	84.0	79.0	70.0	66.0	108	102	75.0	71.0	75.0	71.0
SK 103	78.0	74.0	75.0	71.0	78.0	74.0	102	97.0	71.0	67.0	71.0	67.0

HELICAL IN-LINE FLANGED OIL FILL QUANTITIES

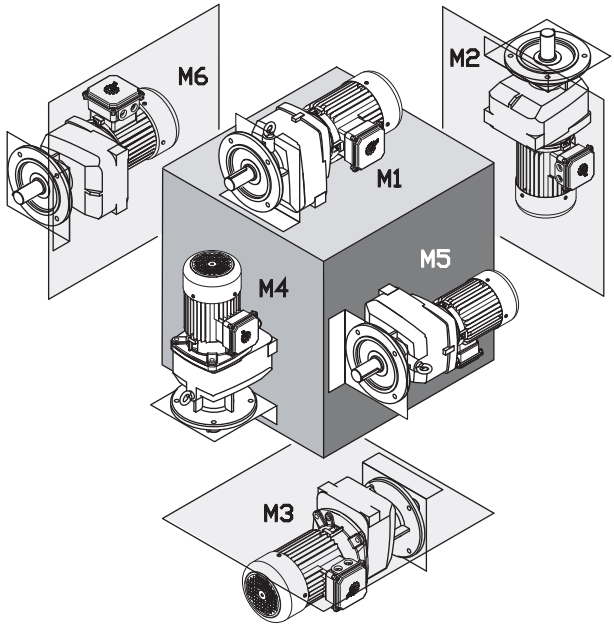
Helical In-line flanged lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.

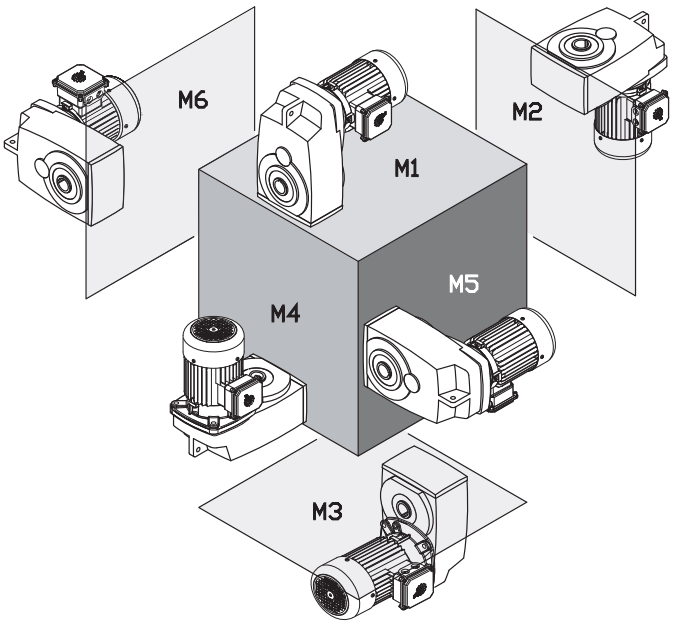


Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK02F	0.26	0.25	0.74	0.70	0.74	0.70	0.74	0.70	0.53	0.50	0.53	0.50
SK 03 F	0.58	0.55	1.00	0.95	0.95	0.90	1.27	1.20	0.95	0.90	0.95	0.90
SK11E F	0.32	0.30	0.53	0.50	0.53	0.50	0.48	0.45	0.42	0.40	0.42	0.40
SK12F	0.37	0.35	0.90	0.85	0.95	0.90	0.95	0.90	0.74	0.70	0.74	0.70
SK 13 F	1.06	1.00	1.37	1.30	1.37	1.30	1.27	1.20	1.06	1.00	1.06	1.00
SK21E F	0.53	0.50	1.27	1.20	1.37	1.30	0.63	0.60	0.95	0.90	0.95	0.90
SK22F	0.74	0.70	1.90	1.80	1.90	1.80	1.90	1.80	1.48	1.40	1.48	1.40
SK 23 F	1.48	1.40	2.75	2.60	2.43	2.30	2.96	2.80	2.96	2.80	2.96	2.80
SK31E F	0.95	0.90	1.90	1.80	1.74	1.65	1.37	1.30	1.32	1.25	1.32	1.25
SK32F	1.27	1.20	2.96	2.80	3.28	3.10	3.28	3.10	2.32	2.20	2.32	2.20
SK 33N F	2.32	2.20	3.17	3.00	3.59	3.40	4.44	4.20	2.43	2.30	2.43	2.30
SK41E F	1.27	1.20	2.43	2.30	2.85	2.70	2.11	2.00	2.01	1.90	2.01	1.90
SK42F	1.90	1.80	4.65	4.40	4.76	4.50	4.23	4.00	3.91	3.70	3.91	3.70
SK 43 F	3.70	3.50	6.02	5.70	5.28	5.00	6.45	6.10	4.33	4.10	4.33	4.10
SK51E F	1.90	1.80	3.70	3.50	4.33	4.10	3.17	3.00	4.02	3.80	4.02	3.80
SK52F	3.17	3.00	7.19	6.80	6.55	6.20	7.82	7.40	5.92	5.60	5.92	5.60
SK 53 F	5.49	5.20	8.88	8.40	7.40	7.00	9.40	8.90	7.08	6.70	7.08	6.70
SK 62 F	7.40	7.00	15.9	15.0	14.8	14.0	19.5	18.5	16.9	16.0	16.9	16.0
SK 63 F	14.3	13.5	14.8	14.0	16.4	15.5	19.0	18.0	14.8	14.0	14.8	14.0
SK 72 F	10.6	10.0	24.3	23.0	19.5	18.5	29.6	28.0	24.3	23.0	24.3	23.0
SK 73 F	23.2	22.0	23.8	22.5	24.3	23.0	29.1	27.5	21.1	20.0	21.1	20.0
SK 82 F	15.9	15.0	39.1	37.0	30.6	29.0	47.6	45.0	36.5	34.5	36.5	34.5
SK 83 F	32.8	31.0	35.9	34.0	37.0	35.0	42.3	40.0	35.9	34.0	35.9	34.0
SK 92 F	27.5	26.0	77.0	73.0	49.7	47.0	82.0	78.0	55.0	52.0	55.0	52.0
SK 93 F	56.0	53.0	74.0	70.0	62.0	59.0	78.0	74.0	52.0	49.0	52.0	49.0
SK 102 F	42.3	40.0	86.0	81.0	70.0	66.0	110	104	76.0	72.0	76.0	72.0
SK 103 F	73.0	69.0	82.0	78.0	82.0	78.0	105	99.0	71.0	67.0	71.0	67.0

CLINCHER™ OIL FILL QUANTITIES

CLINCHER™ lubrication

Unless otherwise noted below, the following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.



STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.

Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 0182NB	0.42	0.40	0.58	0.55	0.58	0.55	0.42	0.40	0.42	0.40	0.42	0.40
SK 0282NB	0.74	0.70	1.16	1.10	0.85	0.80	1.16	1.10	0.95	0.90	0.95	0.90
SK 1282	1.00	0.95	1.37	1.30	0.95	0.90	1.37	1.30	1.06	1.00	1.06	1.00
SK 1382NB	1.48	1.40	2.43	2.30	2.32	2.20	2.32	2.20	2.11	2.00	2.11	2.00
SK 1382	1.53	1.45	1.69	1.60	1.22	1.15	1.80	1.70	1.16	1.10	1.16	1.10
SK 2282	1.80	1.70	2.43	2.30	1.80	1.70	2.32	2.20	2.01	1.90	2.01	1.90
SK 2382	2.43	2.30	2.85	2.70	2.22	2.10	3.38	3.20	2.11	2.00	2.11	2.00
SK 3282	2.96	2.80	4.23	4.00	3.49	3.30	4.02	3.80	3.17	3.00	3.17	3.00
SK 3382	4.02	3.80	4.54	4.30	3.17	3.00	5.81	5.50	3.17	3.00	3.17	3.00
SK 4282	4.44	4.20	5.71	5.40	4.65	4.40	5.28	5.00	4.44	4.20	4.44	4.20
SK 4382	6.45	6.10	7.29	6.90	5.18	4.90	8.88	8.40	5.28	5.00	5.28	5.00
SK 5282	7.93	7.50	9.30	8.80	7.93	7.50	9.30	8.80	7.61	7.20	7.61	7.20
SK 5382	13.2	12.5	12.7	12.0	7.08	6.70	14.8	14.0	8.77	8.30	8.77	8.30
SK 6282	18.0	17.0	16.4	15.5	13.2	12.5	18.5	17.5	11.6	11.0	14.8	14.0
SK 6382	16.9	16.0	13.7	13.0	10.6	10.0	19.0	18.0	14.8	14.0	13.2	12.5
SK 7282	26.9	25.5	22.2	21.0	21.7	20.5	28.5	27.0	16.9	16.0	22.2	21.0
SK 7382	23.2	22.0	22.2	21.0	16.9	16.0	26.4	25.0	24.3	23.0	23.2	22.0
SK 8282	39.6	37.5	34.9	33.0	32.2	30.5	46.5	44.0	32.8	31.0	32.8	31.0
SK 8382	36.5	34.5	34.3	32.5	26.4	25.0	40.2	38.0	37.0	35.0	31.7	30.0
SK 9282	79.0	75.0	74.0	70.0	59.0	56.0	85.0 †	80.0 †	69.0	65.0	62.0	59.0
SK 9382	78.0	74.0	74.0	70.0	45.4	43.0	79.0 †	75.0 †	69.0	65.0	63.0	60.0
SK 10282	95.0	90.0	95.0	90.0	42.3	40.0	95.0 †	90.0 †	63.0	60.0	87.0	82.0
SK 10382	90.0	85.0	95.0	90.0	77.0	73.0	106 †	100 †	85	80.0	85.0	80.0
SK 11282*	174	165	169	160	153	145	206 †	195 †	106	100	148	140
SK 11382*	169	160	164	155	148	140	222 †	210 †	164	155	143	135
SK 12382*	169	160	164	155	148	140	**222 †**	**210 †**	164	155	143	135

*** For shipping purposes the larger Clincher™ gear units are supplied without oil.**

† Oil quantities shown are for the gearbox only. When the OT (oil tank) option is used, the oil must be filled to the level shown on the dipstick which is located inside of the oil tank. Even when the gear unit is filled by NORD, the user MUST add more oil untill the oil is filled to the proper level.

90.1 HELICAL-BEVEL FOOTED OIL FILL QUANTITIES

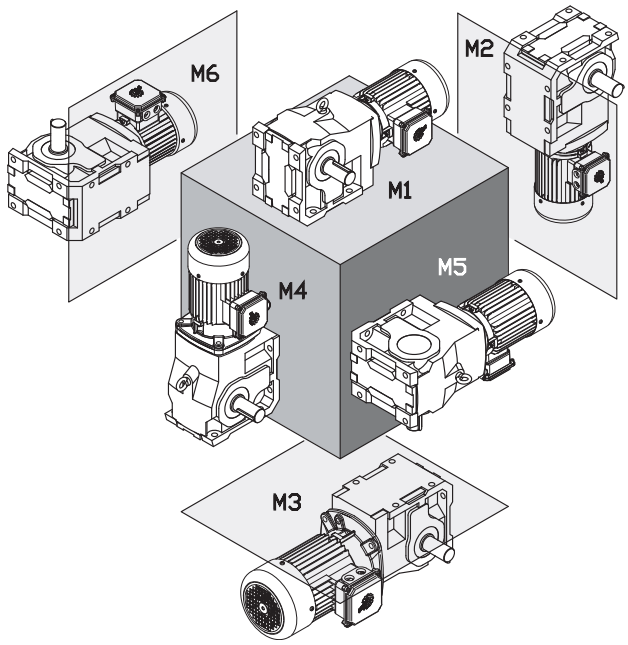
90.1 Helical-bevel footed lubrication

Unless otherwise noted below, the following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

HARMFUL SITUATION

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 9012.1	0.74	0.70	1.80	1.70	2.01	1.90	2.22	2.10	1.16	1.10	1.59	1.50
SK 9013.1	1.43	1.35	2.22	2.10	2.27	2.15	2.91	2.75	1.06	1.00	1.90	1.80
SK 9016.1	0.74	0.70	1.80	1.70	2.01	1.90	2.22	2.10	1.16	1.10	1.59	1.50
SK 9017.1	1.37	1.30	2.11	2.00	2.22	2.10	2.85	2.70	1.06	1.00	1.80	1.70
SK 9022.1	1.37	1.30	3.06	2.90	3.49	3.30	4.02	3.80	1.80	1.70	2.96	2.80
SK 9023.1	2.32	2.20	3.38	3.20	3.80	3.60	4.97	4.70	2.32	2.20	3.06	2.90
SK 9032.1	1.90	1.80	5.71	5.40	6.45	6.10	7.19	6.80	3.17	3.00	4.86	4.60
SK 9033.1	3.28	3.10	6.02	5.70	6.66	6.30	8.45	8.00	3.59	3.40	5.07	4.80
SK 9042.1	2.85	2.70	9.51	9.00	10.6	10.0	11.3	10.7	5.49	5.20	8.14	7.70
SK 9043.1	5.28	5.00	10.7	10.1	11.6	11.0	14.1	13.3	6.02	5.70	8.56	8.10
SK 9052.1	6.87	6.50	16.9	16.0	20.1	19.0	22.7	21.5	11.6	11.0	16.4	15.5
SK 9053.1	10.6	10.0	18.0	17.0	21.1	20.0	25.9	24.5	12.2	11.5	17.4	16.5
SK 9062.1	10.6	10.0	29.1	27.5	33.8	32.0	38.0	36.0	19.0	18.0	25.4	24.0
SK 9072.1	10.6	10.0	29.1	27.5	33.8	32.0	38.0	36.0	19.0	18.0	25.4	24.0
SK 9082.1	18.0	17.0	54.0	52.0	66.0	63.0	76.0	72.0	34.9	33.0	49.1	46.5
SK 9086.1	30.6	29.0	77.0	73.0	90.0	85.0	108	102	51.0	48.0	66.0	62.0
SK 9092.1	43.3	41.0	166	157	180	170	182	172	85.0	80.0	95.0	90.0
SK 9096.1	74.0	70.0	198	187	205	194	268	254	115	109	161	152

Oil Levels shown apply to base models and gear units ending in LX, AX, & VX.

90.1 HELICAL-BEVEL FLANGED OIL FILL QUANTITIES

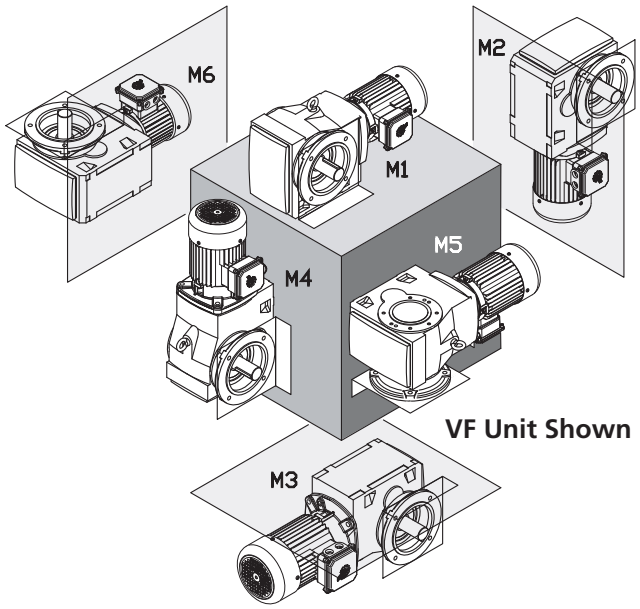
90.1 Helical-bevel flanged lubrication

Unless otherwise noted below, the following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



VF Unit Shown

Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 9012.1	1.06	1.00	2.01	1.90	2.01	1.90	2.32	2.20	1.27	1.20	1.80	1.70
SK 9013.1	1.53	1.45	2.43	2.30	2.22	2.10	2.96	2.80	1.11	1.05	1.90	1.80
SK 9016.1	1.06	1.00	2.01	1.90	2.01	1.90	2.32	2.20	1.27	1.20	1.80	1.70
SK 9017.1	1.53	1.45	2.43	2.30	2.22	2.10	2.96	2.80	1.11	1.05	1.90	1.80
SK 9022.1	1.69	1.60	3.70	3.50	3.70	3.50	4.44	4.20	2.43	2.30	2.96	2.80
SK 9023.1	2.43	2.30	3.70	3.50	4.02	3.80	5.60	5.30	2.32	2.20	3.59	3.40
SK 9032.1	2.22	2.10	5.07	4.80	6.76	6.40	7.50	7.10	3.49	3.30	5.39	5.10
SK 9033.1	3.91	3.70	6.02	5.70	7.08	6.70	9.09	8.60	3.80	3.60	5.60	5.30
SK 9042.1	4.76	4.50	10.6	10.0	10.6	10.0	12.2	11.5	6.87	6.50	8.66	8.20
SK 9043.1	6.87	6.50	11.1	10.5	12.6	11.9	15.5	14.7	7.08	6.70	9.83	9.30
SK 9052.1	7.93	7.50	17.4	16.5	21.1	20.0	24.8	23.5	12.2	11.5	19.0	18.0
SK 9053.1	13.7	13.0	19.0	18.0	22.7	21.5	28.0	26.5	13.7	13.0	18.0	17.0
SK 9062.1	12.7	12.0	29.1	27.5	34.9	33.0	40.7	38.5	20.1	19.0	27.5	26.0
SK 9072.1	12.7	12.0	29.1	27.5	34.9	33.0	40.7	38.5	20.1	19.0	27.5	26.0
SK 9082.1	22.2	21.0	57.0	54.0	70.0	66.0	85.0	80.0	40.2	38.0	55.0	52.0
SK 9086.1	38.0	36.0	82.0	78.0	96.0	91.0	113	107	56.0	53.0	80.0	76.0
SK 9092.1	42.3	40.0	137	130	163	154	185	175	87.0	82.0	96.0	91.0
SK 9096.1	85.0	80.0	198	187	204	193	272	257	119	113	165	156

Oil Levels shown apply to base models and gear units ending in AZ, AF, VZ, & VF.

92 SERIES HELICAL-BEVEL FOOTED OIL FILL QUANTITIES

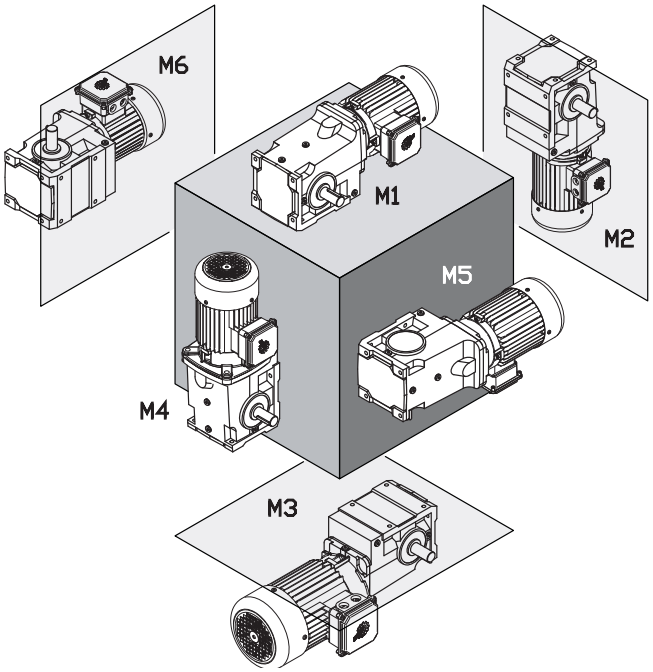
92 Helical-bevel footed lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 92072	0.42	0.40	0.63	0.60	0.53	0.50	0.58	0.55	0.42	0.40	0.42	0.40
SK 92172	0.63	0.60	0.95	0.90	1.06	1.00	1.16	1.10	1.16	1.10	0.85	0.80
SK 92372	0.95	0.90	1.69	1.60	1.59	1.50	2.01	1.90	1.59	1.50	0.95	0.90
SK 92672	1.90	1.80	3.70	3.50	3.80	3.60	3.59	3.40	2.75	2.60	2.75	2.60
SK 92772	2.43	2.30	4.76	4.50	4.86	4.60	5.60	5.30	4.33	4.10	4.33	4.10

Oil Levels shown apply to base models and gear units ending in LX, AX, & VX.

92.1/93.1 SERIES HELICAL-BEVEL OIL FILL QUANTITIES

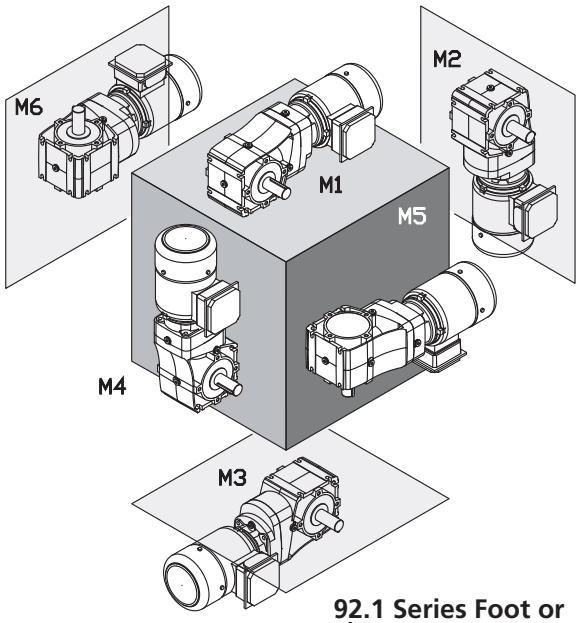
92.1/93.1 Helical-bevel lubrication

All NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size & mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

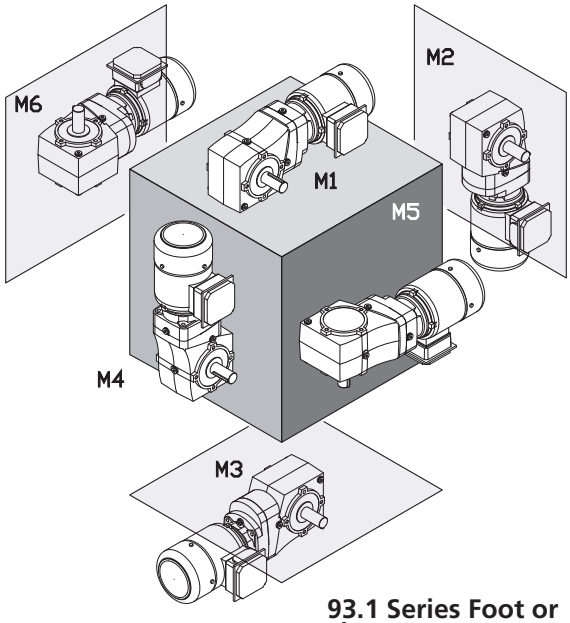
STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



92.1 Series Foot or Flange Mount



93.1 Series Foot or Flange Mount

92.1 Series Oil Fill

	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 92072.1	0.28	0.26	0.52	0.49	0.44	0.42	0.57	0.54	0.31	0.29	0.33	0.31
SK 92172.1	0.36	0.34	0.65	0.61	0.55	0.52	0.71	0.67	0.44	0.42	0.51	0.48
SK 92372.1	0.45	0.43	0.97	0.92	0.77	0.73	0.88	0.83	0.58	0.55	0.65	0.61
SK 92672.1	0.90	0.85	1.69	1.60	1.27	1.20	1.59	1.50	1.08	1.02	1.08	1.02
SK 92772.1	1.37	1.30	2.80	2.65	1.97	1.86	2.59	2.45	1.69	1.60	1.69	1.60

Oil levels shown apply to all foot & flange mounted units.

93.1 Series Oil Fill

	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 93072.1	0.41	0.39	0.98	0.93	0.84	0.79	1.08	1.02	0.52	0.49	0.66	0.62
SK 93172.1	0.63	0.60	1.24	1.17	0.99	0.94	1.29	1.22	0.69	0.65	0.90	0.85
SK 93372.1	1.06	1.00	2.08	1.97	1.74	1.65	2.26	2.14	1.18	1.12	1.42	1.34
SK 93672.1	1.90	1.80	3.41	3.23	2.86	2.71	4.44	4.20	2.13	2.02	2.59	2.45
SK 93772.1	2.87	2.72	4.89	4.63	3.91	3.70	5.71	5.40	3.10	2.93	3.43	3.25

Oil levels shown apply to all foot & flange mounted units.

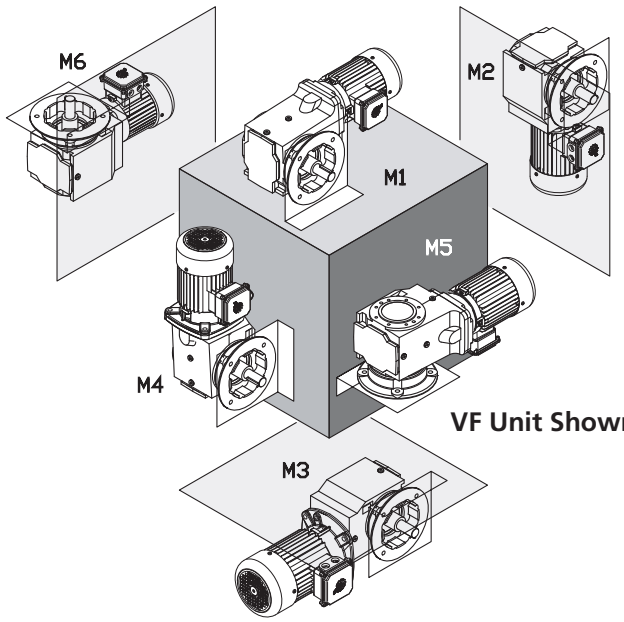
92 Helical-bevel flanged lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



VF Unit Shown

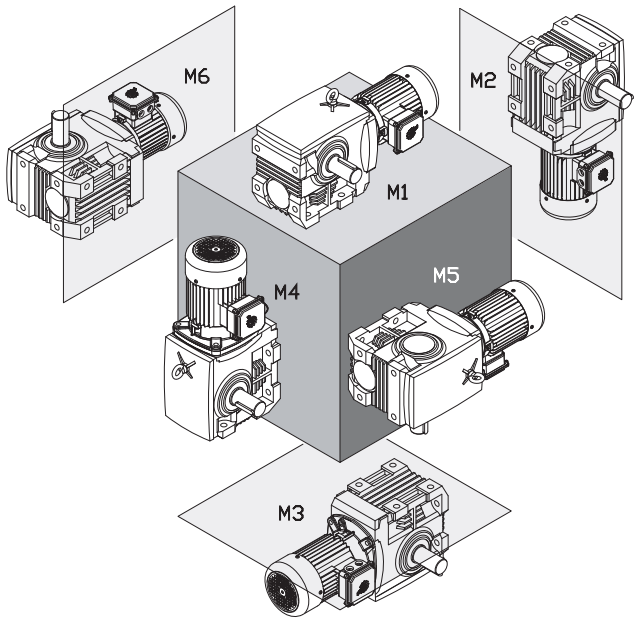
Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 92072	0.42	0.40	0.63	0.60	0.58	0.55	0.58	0.55	0.42	0.40	0.42	0.40
SK 92172	0.53	0.50	1.06	1.00	0.95	0.90	1.11	1.05	0.95	0.90	0.63	0.60
SK 92372	1.27	1.20	1.69	1.60	1.59	1.50	2.01	1.90	1.37	1.30	1.37	1.30
SK 92672	1.69	1.60	2.96	2.80	2.64	2.50	3.49	3.30	2.54	2.40	2.54	2.40
SK 92772	2.96	2.80	4.65	4.40	4.76	4.50	5.81	5.50	3.70	3.50	3.70	3.50

Oil Levels shown apply to gear units ending in AZ, AF, VZ, & VF.

HELICAL-WORM FOOTED OIL FILL QUANTITIES

Helical-worm footed lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.



STOP *HARMFUL SITUATION* STOP

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.

Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 02040	0.42	0.40	0.85	0.80	0.79	0.75	0.69	0.65	0.53	0.50	0.53	0.50
SK 02050	0.42	0.40	1.48	1.40	1.16	1.10	1.37	1.30	0.74	0.70	0.74	0.70
SK 13050	0.79	0.75	1.85	1.75	1.37	1.30	1.85	1.75	0.79	0.75	0.79	0.75
SK 12063	0.63	0.60	1.90	1.80	1.27	1.20	1.69	1.60	1.06	1.00	1.06	1.00
SK 13063	1.06	1.00	2.43	2.30	1.59	1.50	2.32	2.20	1.16	1.10	1.16	1.10
SK 12080	0.95	0.90	3.28	3.10	2.54	2.40	3.17	3.00	1.90	1.80	1.90	1.80
SK 13080	1.80	1.70	3.70	3.50	3.70	3.50	3.70	3.50	2.11	2.00	2.11	2.00
SK 32100	1.59	1.50	6.66	6.30	5.92	5.60	5.81	5.50	3.80	3.60	3.80	3.60
SK 33100	2.54	2.40	6.76	6.40	5.71	5.40	6.87	6.50	3.59	3.40	3.59	3.40
SK 42125	2.96	2.80	12.5	11.8	10.8	10.2	10.6	10.0	6.55	6.20	6.55	6.20
SK 43125	4.49	4.25	13.7	13.0	11.1	10.5	14.3	13.5	7.61	7.20	7.61	7.20

HELICAL-WORM SOLID SHAFT/FLANGED OIL FILL QUANTITIES

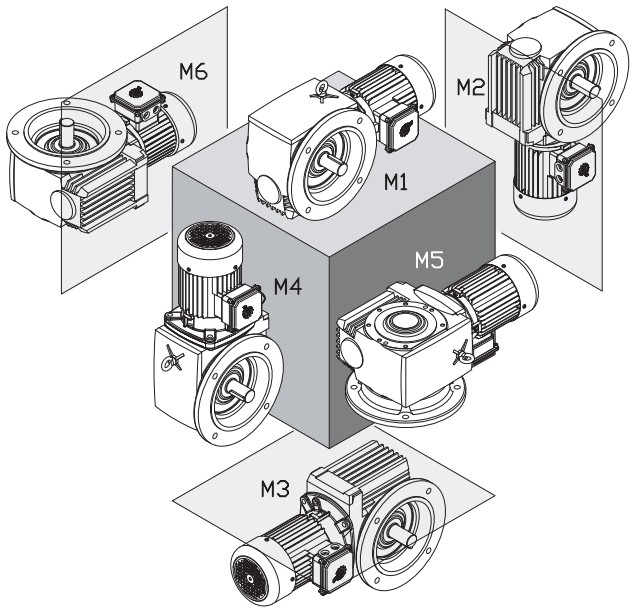
Helical-worm solid shaft/flanged lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

HARMFUL SITUATION

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 02040 VF	0.53	0.50	0.85	0.80	0.79	0.75	0.63	0.60	0.53	0.50	0.53	0.50
SK 02050 VF	0.42	0.40	1.59	1.50	1.32	1.25	1.27	1.20	0.95	0.90	0.79	0.75
SK 13050 VF	0.79	0.75	1.90	1.80	1.59	1.50	1.80	1.70	1.11	1.05	0.95	0.90
SK 12063 VF	0.53	0.50	2.06	1.95	1.80	1.70	1.85	1.75	1.27	1.20	1.00	0.95
SK 13063 VF	1.06	1.00	2.43	2.30	2.01	1.90	2.32	2.20	1.43	1.35	1.16	1.10
SK 12080 VF	0.95	0.90	3.91	3.70	3.38	3.20	3.59	3.40	2.64	2.50	2.43	2.30
SK 13080 VF	1.69	1.60	4.02	3.80	3.70	3.50	4.12	3.90	2.85	2.70	2.64	2.50
SK 32100 VF	1.48	1.40	6.66	6.30	6.45	6.10	6.45	6.10	4.23	4.00	3.80	3.60
SK 33100 VF	2.80	2.65	7.61	7.20	6.76	6.40	8.03	7.60	4.54	4.30	4.02	3.80
SK 42125 VF	3.17	3.00	12.2	11.5	12.2	11.5	11.6	11.0	8.88	8.40	7.71	7.30
SK 43125 VF	4.97	4.70	15.9	15.0	13.7	13.0	16.9	16.0	9.51	9.00	8.14	7.70

HELICAL-WORM HOLLOW SHAFT OIL FILL QUANTITIES

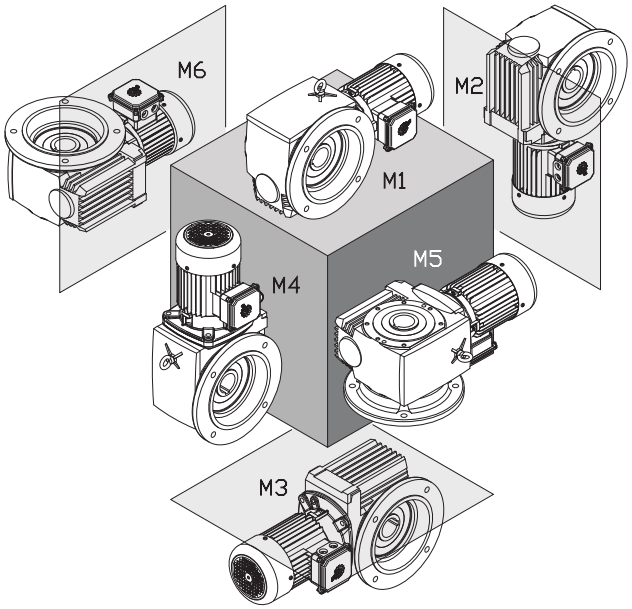
Helical-worm hollow shaft lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fi ll level in accordance to the specifi ed reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fi ll level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



AF Unit Shown

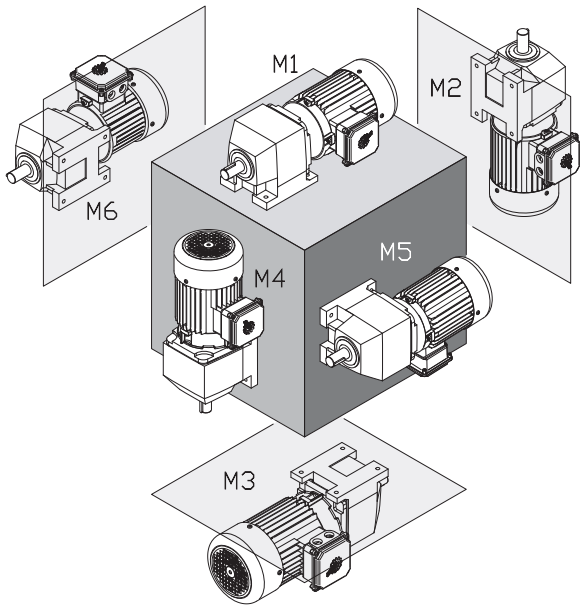
Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 02040	0.42	0.40	0.74	0.70	0.69	0.65	0.69	0.65	0.58	0.55	0.58	0.55
SK 02050	0.48	0.45	1.48	1.40	1.22	1.15	1.16	1.10	0.79	0.75	0.79	0.75
SK 13050	0.95	0.90	1.90	1.80	1.37	1.30	1.74	1.65	1.37	1.30	1.37	1.30
SK 12063	0.58	0.55	1.53	1.45	1.69	1.60	1.69	1.60	1.16	1.10	1.16	1.10
SK 13063	1.11	1.05	2.22	2.10	1.90	1.80	2.22	2.10	1.48	1.40	1.48	1.40
SK 12080	0.85	0.80	3.28	3.10	3.38	3.20	2.96	2.80	1.90	1.80	1.90	1.80
SK 13080	1.69	1.60	3.80	3.60	3.06	2.90	3.96	3.75	2.11	2.00	2.11	2.00
SK 32100	1.59	1.50	5.92	5.60	5.92	5.60	5.60	5.30	4.23	4.00	4.23	4.00
SK 33100	2.75	2.60	6.34	6.00	6.13	5.80	6.34	6.00	3.70	3.50	3.70	3.50
SK 42125	3.17	3.00	13.2	12.5	11.4	10.8	11.4	10.8	6.87	6.50	6.87	6.50
SK 43125	4.86	4.60	14.4	13.6	12.0	11.4	15.1	14.3	8.03	7.60	8.03	7.60

Oil Levels shown apply to gear units ending in AZ, AF.

NORDBLOC® FOOTED OIL FILL QUANTITIES

NORDBLOC® footed lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.



STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.

Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 172	0.37	0.35	0.53	0.50	0.53	0.50	0.53	0.50	0.53	0.50	0.53	0.50
SK 272	0.63	0.60	1.06	1.00	1.06	1.00	1.06	1.00	1.06	1.00	1.06	1.00
SK 273	0.66	0.62	1.16	1.10	1.16	1.10	1.16	1.10	1.16	1.10	1.16	1.10
SK 372	0.63	0.60	1.06	1.00	1.06	1.00	1.06	1.00	1.06	1.00	1.06	1.00
SK 373	0.58	0.55	1.16	1.10	1.16	1.10	1.16	1.10	1.16	1.10	1.16	1.10
SK 472	1.06	1.00	2.01	1.90	2.01	1.90	2.11	2.00	1.90	1.80	1.90	1.80
SK 473	1.37	1.30	2.64	2.50	2.22	2.10	2.54	2.40	2.22	2.10	2.22	2.10
SK 572	1.06	1.00	2.01	1.90	2.01	1.90	2.11	2.00	1.90	1.80	1.90	1.80
SK 573	1.37	1.30	2.64	2.50	2.22	2.10	2.54	2.40	2.22	2.10	2.22	2.10
SK 672	1.48	1.40	3.59	3.40	3.28	3.10	3.33	3.15	1.53	1.45	3.33	3.15
SK 673	1.90	1.80	4.02	3.80	3.38	3.20	3.59	3.40	3.06	2.90	3.17	3.00
SK 772	2.11	2.00	3.49	3.30	3.70	3.50	4.44	4.20	2.85	2.70	3.49	3.30
SK 773	2.64	2.50	4.76	4.50	3.91	3.70	4.86	4.60	3.49	3.30	3.49	3.30
SK 872	3.91	3.70	10.1	9.60	9.62	9.10	7.71	7.30	4.97	4.70	8.45	8.00
SK 873	6.55	6.20	8.88	8.40	7.93	7.50	9.62	9.10	7.93	7.50	7.93	7.50
SK 972	6.87	6.50	16.9	16.0	16.6	15.7	15.5	14.7	8.98	8.50	14.8	14.0
SK 973	11.6	11.0	16.7	15.8	13.7	13.0	16.9	16.0	14.1	13.3	13.7	13.0

NORDBLOC® FLANGED OIL FILL QUANTITIES

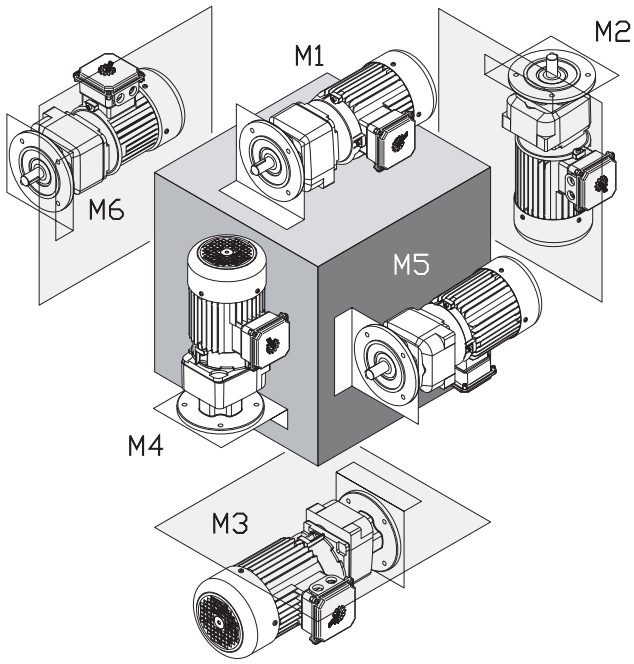
NORDBLOC® flanged lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Mounting Position	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK 172 F	0.37	0.35	0.53	0.50	0.53	0.50	0.53	0.50	0.53	0.50	0.53	0.50
SK 272 F	0.63	0.60	1.06	1.00	1.06	1.00	1.06	1.00	1.06	1.00	1.06	1.00
SK 273 F	0.66	0.62	1.16	1.10	1.16	1.10	1.16	1.10	1.16	1.10	1.16	1.10
SK 372 F	0.63	0.60	1.06	1.00	1.06	1.00	1.06	1.00	1.06	1.00	1.06	1.00
SK 373 F	0.58	0.55	1.16	1.10	1.16	1.10	1.16	1.10	1.16	1.10	1.16	1.10
SK 472 F	1.06	1.00	2.01	1.90	2.01	1.90	2.01	1.90	2.01	1.90	1.59	1.50
SK 473 F	1.32	1.25	2.54	2.40	2.22	2.10	2.64	2.50	2.22	2.10	2.22	2.10
SK 572 F	1.06	1.00	2.01	1.90	2.01	1.90	2.01	1.90	2.01	1.90	1.59	1.50
SK 573 F	1.32	1.25	2.54	2.40	2.22	2.10	2.64	2.50	2.22	2.10	2.22	2.10
SK 672 F	1.22	1.15	3.59	3.40	2.85	2.70	2.96	2.80	1.32	1.25	2.85	2.70
SK 673 F	1.80	1.70	4.02	3.80	3.17	3.00	3.38	3.20	3.17	3.00	3.17	3.00
SK 772 F	1.69	1.60	3.49	3.30	3.70	3.50	3.49	3.30	3.28	3.10	3.28	3.10
SK 773 F	2.43	2.30	5.28	5.00	3.80	3.60	4.76	4.50	4.12	3.90	4.12	3.90
SK 872 F	3.70	3.50	9.51	9.00	8.35	7.90	8.14	7.70	4.12	3.90	7.61	7.20
SK 873 F	5.28	5.00	9.30	8.80	8.03	7.60	8.45	8.00	8.45	8.00	8.45	8.00
SK 972 F	6.87	6.50	15.9	15.0	13.7	13.0	14.3	13.5	6.87	6.50	12.7	12.0
SK 973 F	10.9	10.3	17.4	16.5	13.7	13.0	16.9	16.0	14.8	14.0	14.8	14.0

NORDBLOC®.1 FOOTED OIL FILL QUANTITIES

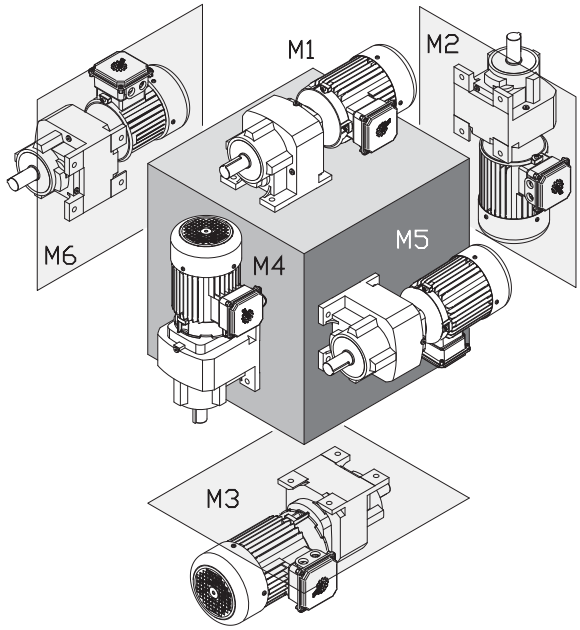
NORDBLOC®.1 footed lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK072.1	0.17	0.16	0.34	0.32	0.22	0.21	0.24	0.23	0.19	0.18	0.21	0.20
SK172.1	0.29	0.27	0.62	0.59	0.44	0.42	0.48	0.45	0.34	0.32	0.41	0.39
SK372.1	0.48	0.45	1.11	1.05	0.79	0.75	1.06	1.00	0.63	0.60	0.69	0.65
SK373.1	0.48	0.45	1.11	1.05	0.79	0.75	1.06	1.00	0.63	0.60	0.69	0.65
SK572.1	0.79	0.75	2.01	1.90	1.59	1.50	2.11	2.00	1.16	1.10	1.22	1.15
SK573.1	0.79	0.75	2.01	1.90	1.59	1.50	2.11	2.00	1.16	1.10	1.22	1.15
SK672.1	1.16	1.10	2.75	2.60	2.27	2.15	2.85	2.70	1.64	1.55	1.74	1.65
SK673.1	1.16	1.10	2.75	2.60	2.27	2.15	2.85	2.70	1.64	1.55	1.74	1.65
SK772.1	1.37	1.30	4.02	3.80	2.54	2.40	3.38	3.20	1.69	1.60	2.64	2.50
SK773.1	2.43	2.30	4.02	3.80	3.49	3.30	3.38	3.20	2.54	2.40	3.28	3.10
SK872.1	3.06	2.90	8.24	7.80	4.86	4.60	6.76	6.40	2.64	2.50	4.23	4.00
SK873.1	4.44	4.20	8.24	7.80	6.23	5.90	6.76	6.40	4.33	4.10	6.23	5.90
SK972.1	4.76	4.50	12.7	12.0	7.93	7.50	12.2	11.5	4.44	4.20	7.93	7.50
SK973.1	7.93	7.50	12.7	12.0	11.1	10.5	12.2	11.5	7.93	7.50	11.1	10.5
SK772.1VL	2.11	2.00	4.02	3.80	2.54	2.40	3.38	3.20	1.69	1.60	2.64	2.50
SK773.1VL	2.43	2.30	4.02	3.80	3.49	3.30	3.38	3.20	2.54	2.40	3.28	3.10
SK872.1VL	5.28	5.00	8.24	7.80	4.86	4.60	6.76	6.40	2.64	2.50	4.23	4.00
SK873.1VL	4.44	4.20	8.24	7.80	6.23	5.90	6.76	6.40	4.33	4.10	6.23	5.90
SK972.1VL	8.98	8.50	12.7	12.0	7.93	7.50	12.2	11.5	4.44	4.20	7.93	7.50
SK973.1VL	7.93	7.50	12.7	12.0	11.1	10.5	12.2	11.5	7.93	7.50	11.1	10.5

NORDBLOC®.1 FLANGED OIL FILL QUANTITIES

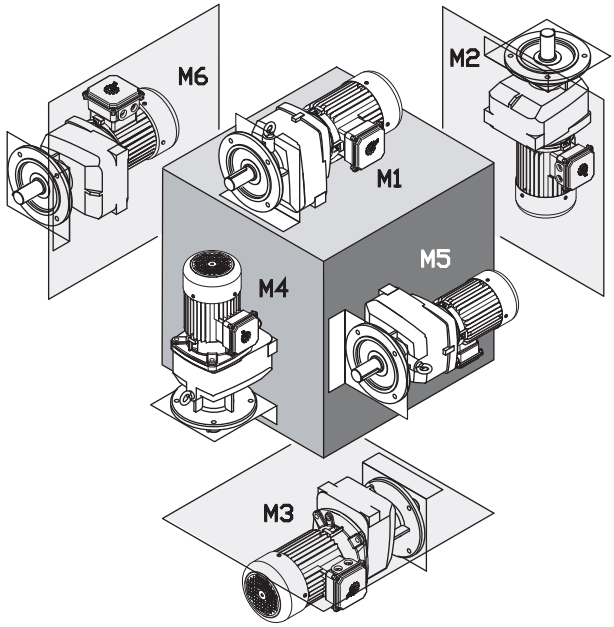
NORDBLOC®.1 flanged lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.

STOP *HARMFUL SITUATION* **STOP**

Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add addition oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.



Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK072.1 F	0.17	0.16	0.34	0.32	0.22	0.21	0.24	0.23	0.19	0.18	0.21	0.20
SK172.1 F	0.29	0.27	0.62	0.59	0.44	0.42	0.48	0.45	0.34	0.32	0.41	0.39
SK372.1 F	0.48	0.45	1.11	1.05	0.79	0.75	1.06	1.00	0.63	0.60	0.69	0.65
SK373.1 F	0.48	0.45	1.11	1.05	0.79	0.75	1.06	1.00	0.63	0.60	0.69	0.65
SK572.1 F	0.79	0.75	2.01	1.90	1.59	1.50	2.11	2.00	1.16	1.10	1.22	1.15
SK573.1 F	0.79	0.75	2.01	1.90	1.59	1.50	2.11	2.00	1.16	1.10	1.22	1.15
SK672.1 F	1.16	1.10	2.75	2.60	2.27	2.15	2.85	2.70	1.64	1.55	1.74	1.65
SK673.1 F	1.16	1.10	2.75	2.60	2.27	2.15	2.85	2.70	1.64	1.55	1.74	1.65
SK772.1 F	1.37	1.30	4.02	3.80	2.54	2.40	3.49	3.30	1.80	1.70	2.54	2.40
SK773.1 F	2.11	2.00	3.70	3.50	3.38	3.20	3.06	2.90	2.43	2.30	3.17	3.00
SK872.1 F	3.06	2.90	7.93	7.50	5.39	5.10	7.08	6.70	2.75	2.60	4.54	4.30
SK873.1 F	4.33	4.10	8.03	7.60	7.29	6.90	6.97	6.60	5.28	5.00	6.97	6.60
SK973.1 F	7.82	7.40	12.9	12.2	11.7	11.1	12.3	11.6	8.45	8.00	11.5	10.9
SK972.1 F	4.76	4.50	13.2	12.5	8.45	8.00	13.2	12.5	4.76	4.50	8.14	7.70
SK772.1F VL	2.11	2.00	4.02	3.80	2.54	2.40	3.49	3.30	1.80	1.70	2.54	2.40
SK773.1F VL	2.11	2.00	3.70	3.50	3.38	3.20	3.06	2.90	2.43	2.30	3.17	3.00
SK872.1F VL	5.28	5.00	7.93	7.50	5.39	5.10	7.08	6.70	2.75	2.60	4.54	4.30
SK873.1F VL	4.33	4.10	8.03	7.60	7.29	6.90	6.97	6.60	5.28	5.00	6.97	6.60
SK972.1F VL	8.98	8.50	13.2	12.5	8.45	8.00	13.2	12.5	4.76	4.50	8.14	7.70
SK973.1F VL	7.82	7.40	12.9	12.2	11.7	11.1	12.3	11.6	8.45	8.00	11.5	10.9