



MAXUM Concentric Reducer

MAXUM SPEED REDUCER

The speed reducer shall be a direct coupled, V-belt, or chain driven enclosed concentric type unit with a double or triple reduction ratio. The published rating of the speed reducer shall conform to all applicable AGMA standards.

The reducer housing shall be constructed of corrosion resistant, Class 30 gray iron with cast internal walls for added strength. All housings and end covers shall be doweled and precision machined to assure accurate alignment for all gear sets.

All gearing shall be of single helical design, and crown shaved or ground to provide an ellipsoid tooth form to eliminate tooth end bearing and assure meshing in the strongest tooth area. All gears shall be case carburized to insure a high surface durability and resilient tooth core for greater impact resistance and longer service life. Pinions shall be supported between bearings to maintain proper alignment of the gear meshes, to minimize deflections and to maximize load carrying capabilities.

Reducer bearings shall be the taper roller type, and provide a minimum 25,000 hour average life. All seals shall be of the double lip, spring loaded type, made of nitrile rubber.

Reducer gears and bearings shall be splash lubricated using a quality petroleum base oil containing rust and oxidation inhibitors.

MAXUM SPEED REDUCER WITH SCOOP

The speed reducer shall be direct coupled enclosed concentric type unit with a double or triple reduction ratio.

The published rating of the speed reducer shall conform to all applicable AGMA standards. The motor shall be supported by a steel fabricated scoop of rigid design to maintain motor shaft alignment to the input shaft of the speed reducer.

The reducer housing shall be constructed of corrosion resistant, Class 30 gray iron with cast internal walls for added strength. All housings and end covers shall be doweled and precision machined to assure accurate alignment for all gear sets.

All gearing shall be of single helical design, and crown shaved or ground to provide an ellipsoid tooth form to eliminate tooth end bearing and assure meshing in the strongest tooth area. All gears shall be case carburized to insure a high surface durability and resilient tooth core for greater impact resistance and longer service life. Pinions shall be supported between bearings to maintain proper alignment of the gear meshes, to minimize deflections and to maximize load carrying capabilities.

Reducer bearings shall be the taper roller type, and provide a minimum 25,000 hour average life. All seals shall be of the double lip, spring loaded type, made of nitrile rubber.

Reducer gears and bearings shall be splash lubricated using a quality petroleum base oil containing rust and oxidation inhibitors.

The fabricated steel scoop shall be supported by the reducer housing and shall include a means of accommodating the motor frame required.

A flexible coupling of either the elastomeric or grid type design shall be furnished to couple motor to reducer. The couplings shall be furnished with Taper-Lock bushings, or bored-to-size, for attachment of coupling flange to shafts. The shaft coupling shall be covered by an approved guard as required.

MAXUM SPEED REDUCER WITH BASE PLATES

The speed reducer shall be direct coupled enclosed concentric type unit with a double or triple reduction ratio. The published rating of the speed reducer shall conform to all applicable AGMA standards. The motor shall be supported by a steel fabricated baseplate of rigid design to maintain motor shaft alignment to the input shaft of the speed reducer.

The reducer housing shall be constructed of corrosion resistant, Class 30 gray iron with cast internal walls for added strength. All housing and end covers shall be doweled and precision machined to assure accurate alignment for all gear sets.

All gearing shall be of single helical design, and crown shaved or ground to provide an ellipsoid tooth form to eliminate tooth end bearing and assure meshing in the strongest tooth area. All gears shall be case carburized to insure a high surface durability and resilient tooth core for greater impact resistance and longer service life. Pinions shall be supported between bearings, to maintain proper alignment of the gear meshes, to minimize deflections and to maximize load carrying capabilities.

Reducer bearings shall be the taper roller type, and provide a minimum 25,000 hour average life. All seals shall be of the double lip, spring loaded type, made of nitrile rubber.

Reducer gears and bearings shall be splash lubricated using a quality petroleum base oil containing rust and oxidation inhibitors.

The steel baseplate shall be of Heavy Duty design, precision machined and stress relieved, and shall include a means of accommodating the motor frame required and providing the proper alignment with reducer shaft.

A flexible coupling of either the elastomeric or grid type design shall be furnished to couple the motor to the reducer. The couplings shall be furnished with Taper-Lock bushings, or bored-to-size, for attachment of coupling hub to the shafts. The shaft coupling shall be covered by an approved guard as required.