

SPECIFICATIONS



TORQUE-ARM Shaft Mount Speed Reducers

General Specifications

TORQUE-ARM II Speed Reducers:

The speed reducer shall be either a belt driven or direct coupled enclosed shaft mount type unit with a single or double reduction ratio. The reducer shall mount directly on the driven shaft and utilize an adjustable torque arm that attaches from the gear case to the support structure or foundation.

The reducer housing shall be constructed of two piece corrosion resistant, gray or ductile iron and be ribbed for added strength. All housings shall be doweled and precision machined to assure accurate alignment for all gear sets.

All gearing shall be of helical design, and crown shaved to provide an elliptoid tooth to eliminate tooth end bearing and assure meshing at the strongest tooth area. All gears shall be case carburized to insure a high surface durability with a resilient tooth core for greater impact resistance and

longer service life. Gears shall be supported between bearings to maintain proper alignment of gear meshes, to maximize load carrying capabilities, and to eliminate overhung loads imposed on bearings.

Reducer bearings shall be of the ball or tapered roller type, and provide a 25,000 hour minimum average life.

All seals shall be of the lip, spring loaded type, made of nitrile rubber.

Reducer gears and bearings shall be splash lubricated using a quality petroleum base oil, containing anti-foamants and rust inhibitors.

Reducer installation shall be accomplished by using ductile iron, fully split Twin Tapered Bushings. Reducer removal shall be accomplished by providing jack screw holes in the bushing flanges to mechanically remove the tapered assembly.

Screw Conveyor Drives:

The drive shall be either a belt driven or direct coupled enclosed, adaptor mounted unit with a single or double reduction ratio. The drive shall consist of a speed reducer, a cast iron 4 bolt mounting adaptor with a double lip and a braided felt seal, and a drive shaft machined from a high quality alloy steel. The drive shall conform to Conveyor Equipment Manufacturers Association (CEMA) standards.

The reducer housing shall be constructed of two piece corrosion resistant, gray iron. All housings shall be doweled and precision machined to assure accurate alignment of all gear sets. All gearing shall be of helical design and crown shaved to provide an elliptoid tooth form to eliminate tooth end bearing and assure meshing at the strongest tooth area. All gears shall be case carburized to insure a high

surface durability, with a resilient tooth core for greater impact resistance and longer service life. Gears shall be supported between bearings to maintain proper alignment of gear meshes, to maximize load carrying capabilities, and to eliminate overhung loads imposed on bearings.

Reducer output bearings shall be of the tapered roller type, to absorb thrust loads from the screw conveyor. All bearings shall provide 25,000 hours minimum average life.

All reducer seals shall be of the lip, spring loaded type, made of nitrile rubber.

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

HYDROIL Drives:

The speed reducer shall be a hydraulically powered enclosed shaft mount type unit with a single or double reduction ratio. The reducer shall mount directly on the driven shaft and utilize an adjustable torque arm that attaches from the gear case to the support structure or foundation.

The reducer shall be powered using a Hydroil single stage vane type fluid motor. The reducer shall be provided with a cast iron SAE mounting flange adaptor and splined input shaft to allow an integral fit with the splined hydraulic motor shaft.

The reducer housing shall be constructed of two piece corrosion resistant, gray iron and be ribbed for added strength. All housings shall be doweled and precision machined to assure accurate alignment for all gear sets.

All gearing shall be of helical design, and crown shaved to provide an elliptoid tooth form to eliminate tooth end bearing and assure meshing at the strongest tooth area. All

gears shall be case carburized to insure a high surface durability with a resilient tooth core for greater impact resistance and longer service life. Gears shall be supported between bearings to maintain proper alignment of gear meshes, to maximize load carrying capabilities, and to eliminate overhung loads imposed on bearings.

Reducer bearings shall be of the ball or tapered roller type and provide a 25,000 hour minimum average life.

All seals shall be of the lip, spring loaded type, made of nitrile rubber.

Reducer gears and bearings shall be splash lubricated using a quality petroleum base oil, containing anti-foamants and rust inhibitors.

Reducer installation shall be accomplished by using ductile iron fully split Twin Tapered bushings. Reducer removal shall be accomplished by providing jack screw holes in the bushing flanges to mechanically remove the tapered assembly.

FEATURES/BENEFITS PAGE G2-3	EASY SELECTION PAGE G2-13	SELECTION/DIMENSIONS PAGE G2-28	RELATED PRODUCTS PAGE G2-152
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