

Installation, Operation, & Maintenance Manual



CAMCORP **Fabricated** **Airlocks**



Square & Round
Sizes 8" to 30"



*Unique Design & Engineering
Approaches for Industrial
Applications*

TABLE OF CONTENTS

Section 1 - SAFETY

Safety Recommendations	1-1
------------------------------	-----

Section 2 - RECEIVING

Receiving & Inspection of the Airlock.....	2-1
Storage Recommendations	2-1

Section 3 - INSTALLATION

Setting Up Your Airlock.....	3-1
------------------------------	-----

Section 4 - OPERATION

Operating Principle	4-1
Start-Up Check List	4-2

Section 5 - PART LISTS & COMPONENT INFORMATION

Airlock Part Lists	5-1
Exploded View Drawing	5-5
Component List	5-6
Gear Reducer IOM Manual	5-7
Oil Material Safety Data Sheet	5-11
Electric Motor Manual.....	5-14
Bearing Manual.....	5-19

Section 6 - TROUBLESHOOTING

Fabricated Airlock	6-1
--------------------------	-----

Section 7 - MAINTENANCE

Routine Maintenance	7-1
---------------------------	-----

Section 8 - DRAWINGS

Fabricated Square Flanged Airlock	8-2
Fabricated Round Flanged Airlock.....	8-3

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9732 Pflumm Road • Lenexa, Kansas 66215 Phone: 913-831-0740 Fax: 913-831-9271

www.camcorpinc.com

Section 1 – Safety Recommendations

It is the owner's responsibility to maintain the safety features included with this equipment. The safety features may include, but not necessarily be limited to: guards, access doors and covers, warning decals, caution decals, and advisory decals. Replacement features are available from CAMCORP.

Do not attempt to operate this equipment until you have read and understand the contents of this manual. If you do not understand the contents of this manual bring it to the attention of your supervisor. This manual contains important safety instructions concerning the maintenance, use and operation of this product. Failure to follow these instructions may result in serious injury or death.

Installation and Operation Cautions:

Be sure that the motor is wired for the correct rotation. Rotation should be counter clock wise when standing in front of the chain guard. This airlock must be wired and grounded in accordance with all applicable codes.

Check lubrication level only when airlock is stopped.

Do not operate this equipment without guards, access doors and covers secured.

Keep chain properly tensioned and aligned.

Lock out power before servicing this equipment.

This equipment is automatically controlled and will start at any time without warning.

Finger guards should be installed on airlocks that discharge into drums or open containers. The inlet and outlet of the airlock must be inaccessible.

Failure to follow these instructions may result in personal injury or property damage.

Examples of Safety Stickers

DANGER

CAUTION

OTHER



These stickers provide instruction or helpful information.

Serial Number Plate



The DANGER & CAUTION stickers indicate serious potential hazards which may result in serious injury or possible death. Extreme care should be observed when working in these areas.

A tag similar to this will have important information needed by Camcorp when calling for parts or service.

Section 2 - Receiving

Receiving & Inspecting the Airlock

Prior to accepting the shipment(s) care must be taken to inspect all equipment received both for proper count and for damage. Any and all irregularities must be noted on the carrier's copy of the shipping receipt to assist in settling any claims for damage or shortages. All equipment is shipped FOB point of origin whether on a prepaid or collect freight basis.

ANY CLAIM FOR DAMAGE IN TRANSIT OR SHORTAGES MUST BE BROUGHT AGAINST THE CARRIER BY THE PURCHASER.

Once your claim has been filed with the carrier, contact CAMCORP to notify us of the problem(s). We will then advise the appropriate repair procedure or recommend it be returned to our factory, depending on the extent of the damage.

Storage Recommendations

The rotor and interior of the valve should be well oiled with vegetable oil to prevent rust.

The airlock can be stored outside provided it is covered with a tarp and is on a pallet or skid to keep it out of water and dirt.

Section 3 - Installation

The shipping cover should be removed from the inlet of the rotary airlock to check for any accessories that were placed inside the airlock for shipment.

The inlet and outlet of the airlock should be attached to other components using silicone sealant as a gasket along with the properly sized fasteners. Component flanges must be flat and square.

The rotary airlock can be rigidly mounted to other components, but must not be twisted or forced out of shape, which will affect the performance. The rotary airlock also is not designed to support the weight of other components connected to it.

The chain guard should be removed for an inspection of the sprockets and chain. Sprockets should be properly secured and aligned. The chain should be checked for proper tightness. Replace the chain guard after inspection and before start-up.

Lubrication

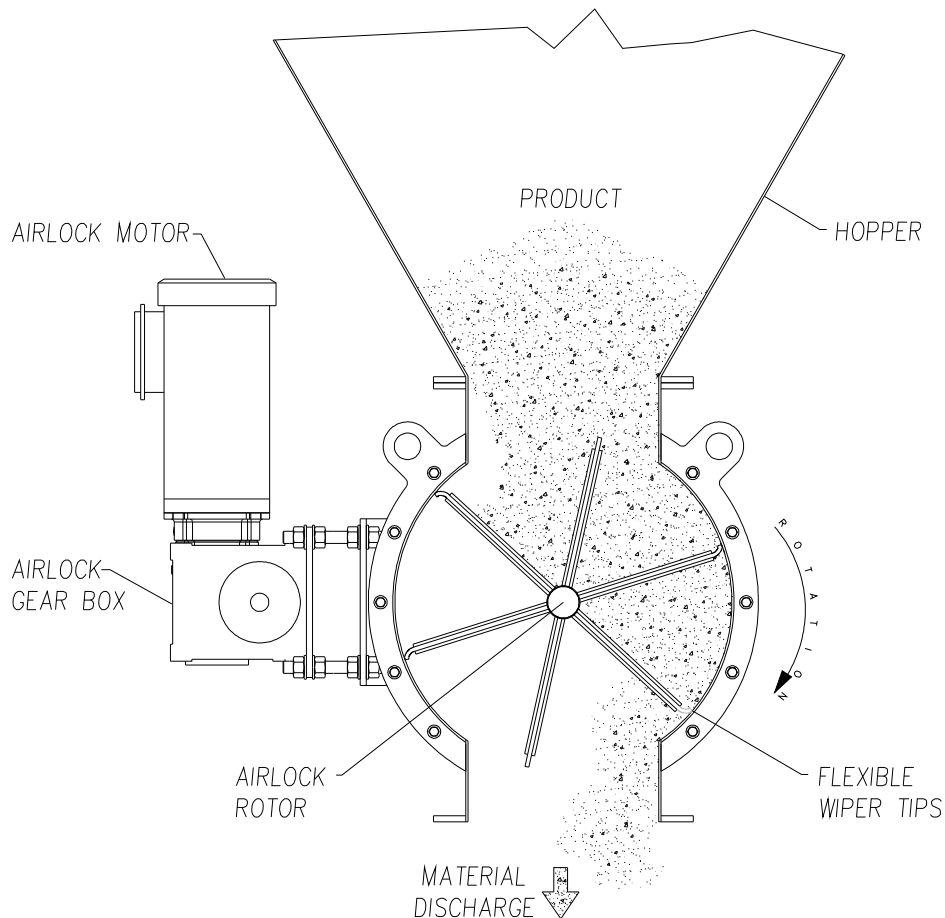
The Dodge Tigear-2 gear reducer is factory filled with Kluber Klubersynth UH1 6-460 oil. See the manufacturers manual located later in this manual for additional lubrication information.

The rotary airlock has two flanged bearings that require periodic greasing. The bearings are greased at the factory by Dodge and do not require additional grease for startup. Use a No. 2 Lithium complex grease or equivalent. Consult the manufacturers manual included in this manual for additional lubrication information.

Section 4 – Operation

Principle of Operation

CAMCORP fabricated rotary airlocks are designed to provide metered dry granular, pelletized or powdered materials at a controlled rate from a bin, hopper, screw conveyor or dust collector to a downstream destination such as a tank, scale hopper, screener or drum. Fabricated rotary airlocks use a rubber wiper attached to the rotor vanes to provide a seal. Some air will be reintroduced into the attached equipment as empty rotor pockets return to the material inlet. Discharge rates can be increased or decreased by changing the RPM of the airlock rotor. This can be achieved by changing the sprocket ratio of the drive or by using a variable frequency drive. Caution should be taken to assure that the motor supplied is inverter duty in the application of a variable frequency drive.



4-1

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Operation (continued)

Lock-out / Tag-out – Startup Checklist

Check alignment of the drive sprockets and tension of the chain.

Make sure that the chain is properly lubricated.

Check that the airlock feed and discharge devices are free of foreign material.

Verify that the electrical connections have been properly attached/installed.

Replace the chain guard and make sure that all other safety devices are in place.

Bump the motor to check for:

Freedom of rotation

Proper rotor rotation

Start unit and operate for fifteen minutes with no load, checking for hot spots, noise and other indications of interference. Allow gear reducer to cool to room temperature and recheck oil level. Add oil if necessary being careful not to overfill.

Start unit and apply load. Observe operation for the first hour.

Check all connections for air leaks.

Check current draw of the motor and verify that it does not exceed its full load rating. See motor nameplate.

Section 5 – Part Lists & Component Information

Camcorp fabricated airlocks are designed to be durable and long lasting. When you need replacement parts use the listing below that applies to your airlock. We are not able to list all of the different configurations and drive options available for each model so please consult the factory if you need this information. When contacting the factory have the serial number plate information available. If you need to adjust the RPM of your airlock please contact Camcorp to select the proper drive components that are matched to the components in your system.

An exploded view drawing of the fabricated airlock is shown on page 5-5 for your reference.

Camcorp Model 8FS / 8FR Airlock Parts List

Item #	Camcorp P/N	Quantity	Description
1	<i>Consult Factory</i>	1	Housing Body
2	<i>Consult Factory</i>	2	End Plate
3	<i>Consult Factory</i>	1	Rotor
4	<i>Consult Factory</i>	1	Motor Mount / Tensioner Plate
5	<i>Consult Factory</i>	1	Chain Guard
6	<i>Consult Factory</i>	1	Chain Guard Cover
7	600002	6	Rubber Wiper
8	<i>Consult Factory</i>	1	Electric Motor*
9	600023	1	Gear Box
10	600001	2	4-Bolt Bearing
11	<i>Consult Factory</i>	1	Drive Sprocket*
12	<i>Consult Factory</i>	1	Drive Bushing*
13	<i>Consult Factory</i>	1	Driven Sprocket*
14	<i>Consult Factory</i>	1	Driven Bushing*
15	600031	1	Chain

* - Motor HP and Drive Components vary depending on the desired rotor RPM.

Camcorp Model 10FS / 10FR and Slave Drive Airlock Parts List

Item #	Camcorp P/N	Quantity	Description
1	<i>Consult Factory</i>	1	Housing Body
2	<i>Consult Factory</i>	2	End Plate
3	<i>Consult Factory</i>	1	Rotor / Rotor with Extended Shaft
4	<i>Consult Factory</i>	1	Motor Mount / Tensioner Plate
5	<i>Consult Factory</i>	1	Chain Guard
6	<i>Consult Factory</i>	1	Chain Guard Cover
7	600026	6	Rubber Wiper
8	<i>Consult Factory</i>	1	Electric Motor*
9	600024 / 60030	1	Gear Box / Gear Box for Slave Drive
10	600003	2	4-Bolt Bearing
11	<i>Consult Factory</i>	1	Drive Sprocket*
12	<i>Consult Factory</i>	1	Drive Bushing*
13	<i>Consult Factory</i>	1	Driven Sprocket*
14	<i>Consult Factory</i>	1	Driven Bushing*
15	<i>Consult Factory</i>	1	Chain

Camcorp Model 12FS / 12FR and Slave Drive Airlock Parts List

Item #	Camcorp P/N	Quantity	Description
1	<i>Consult Factory</i>	1	Housing Body
2	<i>Consult Factory</i>	2	End Plate
3	<i>Consult Factory</i>	1	Rotor / Rotor with Extended Shaft
4	<i>Consult Factory</i>	1	Motor Mount / Tensioner Plate
5	<i>Consult Factory</i>	1	Chain Guard
6	<i>Consult Factory</i>	1	Chain Guard Cover
7	600005	6	Rubber Wiper
8	<i>Consult Factory</i>	1	Electric Motor*
9	600024 / 600030	1	Gear Box / Gear Box for Slave Drive
10	600003	2	4-Bolt Bearing
11	<i>Consult Factory</i>	1	Drive Sprocket*
12	<i>Consult Factory</i>	1	Drive Bushing*
13	<i>Consult Factory</i>	1	Driven Sprocket*
14	<i>Consult Factory</i>	1	Driven Bushing*
15	<i>Consult Factory</i>	1	Chain

* - Motor HP and Drive Components vary depending on the desired rotor RPM.

Camcorp Model 16FS / 16FR Airlock

Parts List

Item #	Camcorp P/N	Quantity	Description
1	<i>Consult Factory</i>	1	Housing Body
2	<i>Consult Factory</i>	2	End Plate
3	<i>Consult Factory</i>	1	Rotor
4	<i>Consult Factory</i>	1	Motor Mount / Tensioner Plate
5	<i>Consult Factory</i>	1	Chain Guard
6	<i>Consult Factory</i>	1	Chain Guard Cover
7	600007	6	Rubber Wiper
8	<i>Consult Factory</i>	1	Electric Motor*
9	600030	1	Gear Box
10	600006	2	4-Bolt Bearing
11	<i>Consult Factory</i>	1	Drive Sprocket*
12	<i>Consult Factory</i>	1	Drive Bushing*
13	<i>Consult Factory</i>	1	Driven Sprocket*
14	<i>Consult Factory</i>	1	Driven Bushing*
15	600033	1	Chain

Camcorp Model 20FS / 20FR Airlock

Parts List

Item #	Camcorp P/N	Quantity	Description
1	<i>Consult Factory</i>	1	Housing Body
2	<i>Consult Factory</i>	2	End Plate
3	<i>Consult Factory</i>	1	Rotor
4	<i>Consult Factory</i>	1	Motor Mount / Tensioner Plate
5	<i>Consult Factory</i>	1	Chain Guard
6	<i>Consult Factory</i>	1	Chain Guard Cover
7	600027	6	Rubber Wiper
8	<i>Consult Factory</i>	1	Electric Motor*
9	600030	1	Gear Box
10	600006	2	4-Bolt Bearing
11	<i>Consult Factory</i>	1	Drive Sprocket*
12	<i>Consult Factory</i>	1	Drive Bushing*
13	<i>Consult Factory</i>	1	Driven Sprocket*
14	<i>Consult Factory</i>	1	Driven Bushing*
15	600033	1	Chain

* - Motor HP and Drive Components vary depending on the desired rotor RPM.

Camcorp Model 24FS / 24FR Airlock

Parts List

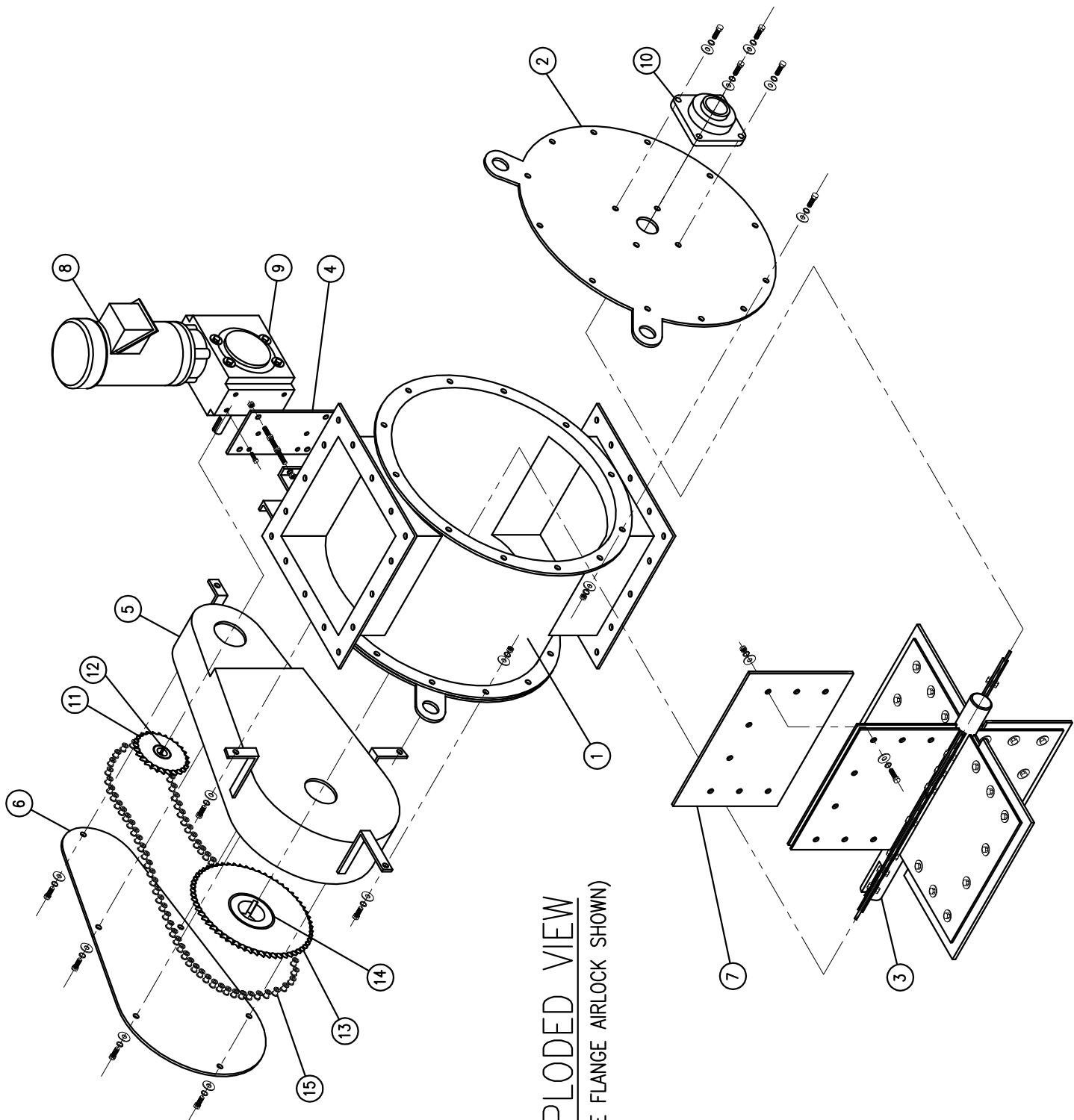
Item #	Camcorp P/N	Quantity	Description
1	<i>Consult Factory</i>	1	Housing Body
2	<i>Consult Factory</i>	2	End Plate
3	<i>Consult Factory</i>	1	Rotor
4	<i>Consult Factory</i>	1	Motor Mount / Tensioner Plate
5	<i>Consult Factory</i>	1	Chain Guard
6	<i>Consult Factory</i>	1	Chain Guard Cover
7	600028	6	Rubber Wiper
8	<i>Consult Factory</i>	1	Electric Motor*
9	600030	1	Gear Box
10	600006	2	4-Bolt Bearing
11	<i>Consult Factory</i>	1	Drive Sprocket*
12	<i>Consult Factory</i>	1	Drive Bushing*
13	<i>Consult Factory</i>	1	Driven Sprocket*
14	<i>Consult Factory</i>	1	Driven Bushing*
15	600033	1	Chain

Camcorp Model 30FS / 30FR Airlock

Parts List

Item #	Camcorp P/N	Quantity	Description
1	<i>Consult Factory</i>	1	Housing Body
2	<i>Consult Factory</i>	2	End Plate
3	<i>Consult Factory</i>	1	Rotor
4	<i>Consult Factory</i>	1	Motor Mount / Tensioner Plate
5	<i>Consult Factory</i>	1	Chain Guard
6	<i>Consult Factory</i>	1	Chain Guard Cover
7	600029	6	Rubber Wiper
8	<i>Consult Factory</i>	1	Electric Motor*
9	600025	1	Gear Box
10	600022	2	4-Bolt Bearing
11	<i>Consult Factory</i>	1	Drive Sprocket*
12	<i>Consult Factory</i>	1	Drive Bushing*
13	<i>Consult Factory</i>	1	Driven Sprocket*
14	<i>Consult Factory</i>	1	Driven Bushing*
15	600033	1	Chain

* - Motor HP and Drive Components vary depending on the desired rotor RPM.



EXPLODED VIEW
 (SQUARE FLANGE AIRLOCK SHOWN)

Gear Reducers

Dodge Tigear / Camcorp P/N 600023
Used on Models 8F(S/R)

Dodge Tigear / Camcorp P/N 600024
Used on Model 10F(S/R), 12F(S/R)

Dodge Tigear / Camcorp P/N 60030
Used on Model 10F(S/R)-S, 12F(S/R)-S, 16F(S/R), 20F(S/R),
24F(S/R)

Dodge Tigear / Camcorp P/N 600025
Used on Model 30F(S/R)

Electric Motors

Check your specific airlock. Motors sizes range from ½ HP to 5 HP.

Shaft Bearings

Dodge 4-Bolt Flanged Bearing, 1 ½" - Used on Model 8F(S/R)

Dodge 4-Bolt Flanged Bearing, 1 15/16" – Used on Model 10F(S/R),
10F(S/R)-S, 12F(S/R), 12F(S/R)-S

Dodge 4-Bolt Flanged Bearing, 2 7/16" – Used on Model 16F(S/R),
20F(S/R), 24F(S/R)

Dodge 4-Bolt Flanged Bearing, 2 15/16" – Used on Model 30F(S/R)

Sprockets, Bushings, & Chain

Check your specific airlock drawing for the proper drive components and drive RPM.

INSTRUCTION MANUAL

DODGE® TIGEAR-2™ RIGHT ANGLE QUILL C-FACE, 3 PIECE COUPLED C-FACE, & SEPARATE SPEED REDUCERS

Mounting, Operation and Maintenance Instructions

SIZES: 13 – 47

WARNING: Because of the possible danger to person(s) or property from accidents, which may result from the improper use of products, it is important that correct procedures be followed. Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures as may be desirable or as may be specified in safety codes should be provided, and are neither provided by Rockwell Automation nor are the responsibility of Rockwell Automation. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risk to persons or property may be involved, a holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

GENERAL INFORMATION

The Reliance Electric Company manufactures the products described in this manual.

APPLICATION INFORMATION

The Dodge Tigear-2 reducer is designed to operate within the following temperature limits:

Oil sump 0 to +200°F

The oil sump temperature can be approximated by taking measurements on the gear case upper or lower mounting pads on the end of the reducer opposite of the motor.

Where ambient temperatures exceed 100°F, care should be taken not to exceed 200°F sump temperature during unit operation. Contact Dodge Engineering for application assistance in extreme hot or cold ambient conditions.

The continuous rated input horsepower (mechanical) shown on the reducer nameplate is for service factor of 1.0 at an input speed of 1750 RPM. Before placing the reducer into service, check the nameplate to confirm that its horsepower rating is consistent with the motor horsepower and the desired service factor. Service factor information and reducer ratings for different speeds can be found in your DODGE Engineering catalogs.

INITIAL START-UP

WARNING

TO ENSURE THAT DRIVEN EQUIPMENT IS NOT UNEXPECTEDLY STARTED, TURN OFF AND LOCK OUT AND TAG POWER SOURCE BEFORE WORKING NEAR THE EQUIPMENT. FAILURE TO OBSERVE THESE PRECAUTIONS COULD RESULT IN BODILY INJURY OR PROPERTY DAMAGE.

The Dodge TIGEAR-2 reducer will require a break-in period before reaching maximum operating efficiency and may run hot for the first several hours after start-up. This is normal. It is also possible for a few drops of oil to be purged from the lip seals during the break-in period. The user can recognize this start-up seepage by its small volume and short duration. New reducers should be checked periodically during the first few days of use for any signs of severe overheating, continuous lubricant leakage or unusual noises.

CHECKLIST

1. Visually inspect the contents of the shipping container for any damage that may have been caused during shipping. Check contents for missing hardware and accessories.
2. **Quill style** input reducers are shipped from the factory as follows:
 - a) Input key installed in the Quill bore
 - b) Quill bore is pre-lubricated with special anti-seize compound – (do not remove)
 - c) (4) motor mounting bolts with lock washers in a plastic bag
 - d) Output key is taped to the output (slow speed) shaft
 - e) With hollow output reducers, the output key is supplied along with (6) set screws that have been pre-installed in the output (slow speed) hub
 - f) Motor mounting flange gasket
3. **Separate style** input reducers (keyed input shaft) are shipped from the factory with:
 - a) Input key taped to input shaft
 - b) Output key taped to output (slow speed) shaft
 - c) With hollow output reducers, the output key is supplied along with (6) set screws that have been pre-installed in the output (slow speed) hub
4. **Motor Adapter Kits** (Three piece coupled)
 - a) Reducer coupling hub
 - b) Motor coupling hub
 - c) Elastomeric element
 - d) Motor adapter
 - e) Adapter mounting hardware
 - f) (4) motor mounting bolts with lock washers in a plastic bag
 - g) "O" ring for adapter to reducer
 - h) Gasket motor to adapter

MAINTENANCE

Dodge **TIGEAR-2 reducers require no periodic maintenance**. However, an occasional visual inspection to check for hardware tightness, leakage and the general overall condition of the reducer is good practice. TIGEAR-2 reducers are designed to operate successfully without breather vents. Since the reducer is shipped with lubricant, and breather plugs are not required, the user is able to eliminate the lengthy preparation normally required to place a reducer into service.

LUBRICATION – OIL FILL LEVELS

TIGEAR-2 reducers are filled at the factory with **Klüber Klübersynth UH1 6-460**, a synthesized lubricant that is formulated for long life and successful operation in a broad temperature range. **The quantity of oil shipped with every reducer is suitable for all approved mounting positions. Do not add or remove any oil during installation or after the break-in period.** Change the oil only when performing maintenance that requires gearbox disassembly. If lubricant must be replaced, **use only the lubricant supplied by Dodge**. The use of another lubricant will compromise the performance of the reducer and may void the warranty. Contact the TIGEAR-2 customer order engineering group at (864) 338-4000 for information on purchasing the proper amount of lubricant and to check fill levels.

THE TIGEAR-2 SEALING SYSTEM

TIGEAR-2 reducers are kept completely sealed from the environment. **No breather vents are required for any approved mounting position.** The special design of the gear sets and the special synthetic lubricant enable the reducer to operate in a highly efficient manner. The internal temperature rise is minimized which, in turn, minimizes internal pressure build up. TIGEAR-2 oil seals employ special lip constructions and lip material and are designed to ensure long, leak-free operation when subjected to the small amounts of pressure that may develop within the speed reducer.

WARNING

The gearcase may be under pressure when the oil sump temperature is higher than the ambient temperature. Allow the reducer to cool down to room temperature before removing seals or bearing covers. Slightly loosen oil fill plug on top of gear case to vent any internal pressure. Failure to observe this precaution could result in personal injury.

MOUNTING POSITIONS

Because TIGEAR-2 reducers do not require the use of a breather, they are suitable for a wide variety of mounting positions without modification. However, Dodge does not recommend using mounting positions that place the high-speed (input) shaft below the level of the low-speed (output) shaft. These worm-under mounting positions should be avoided in order to maximize long term leak-free performance. Since the high-speed seal will experience more revolutions than the output, it will also experience more heat and more wear. When the reducer is mounted in a position where the high-speed seal is below the oil sump, and that seal has reached the end of its useful life, the constant head of oil on the high-speed seal will result in a leak. If the reducer is kept in a position where the input seal is above the oil sump it may not leak even after the high-speed seal reaches the end of its useful life. Because low-speed seals experience fewer revolutions, less heat and less wear, they will generally last longer than high-speed seals. Anytime the user notices a constant leak from a lip seal, plans should be made to either replace the seal or replace the speed reducer.

MOTOR MOUNTING INSTRUCTIONS – QUILL INPUT STYLE REDUCER

NEMA 56C and 140TC frame motors

1. Check the reducer C-Face, tenon and input bore for nicks, burrs and cleanliness.
2. Locate the 4 motor mounting bolts and lock washers shipped with the reducer.
3. Remove the plastic cap from the input bore taking care not to remove the anti-seize compound that has been pre-applied at the factory.
4. Check that the input key has been securely pre-installed in the input quill bore at the factory.
5. Check the motor shaft, motor shaft keyway and motor C-Face for nicks, burrs, cleanliness and proper size.
6. Be sure to install gasket between motor and motor adapter on reducer.
7. Align the input bore key with the motor shaft keyway and push motor into place, fully engaging the tenon. Rotate the motor to the desired conduit box position and install the motor mounting bolts and lock washers. Tighten the bolts according to the values shown in table 1. (See installation tip below) **BE SURE THAT THE MOTOR AND REDUCER TENONS ARE FULLY ENGAGED BEFORE TIGHTENING ANY BOLTS. FAILURE TO DO SO COULD RESULT IN MISALIGNMENT AND COULD CAUSE DAMAGE TO THE MOTOR OR REDUCER.**

NEMA 180TC frame motors

1. Check the reducer C-Face, tenon and input bore for nicks, burrs and cleanliness.
2. Attach adapter plate to 180TC motor using the low head socket screws provided. Tighten the bolts according to the values shown in table 1.
3. Mount motor with adapter plate attached to the reducer using the same procedures for the 56C and 140TC frame motors.

Table 1

Size Bolt	Torque In-lb (non-lubricated)
3/8	250-300
1/2	650-700

INSTALLATION TIP – (Optional)

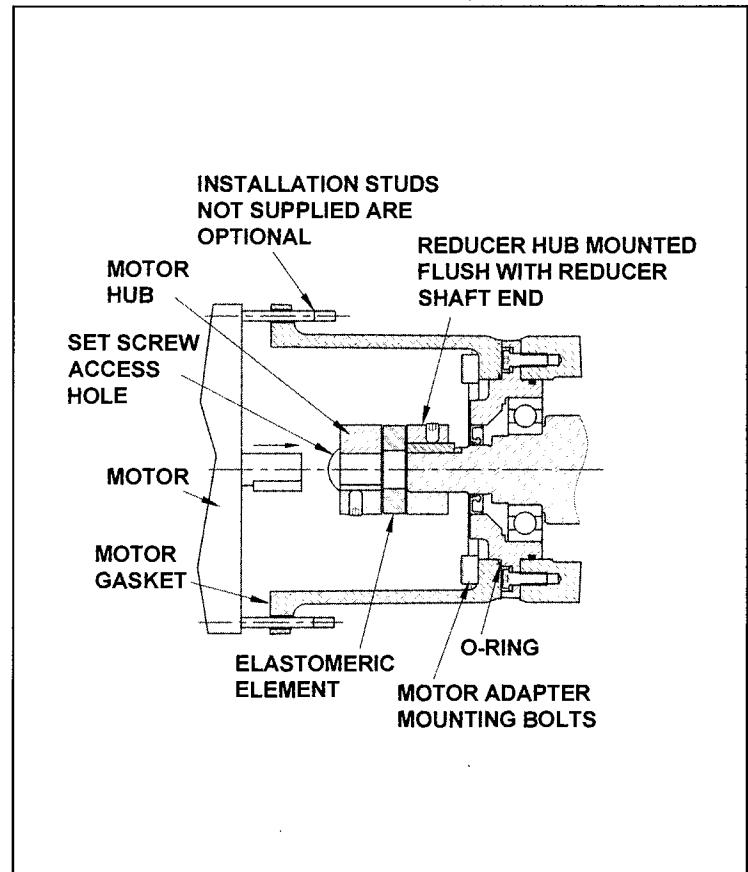
The use of two threaded studs during assembly will help locate, align and support the motor as it is being mounted onto the reducer. Thread the studs into any two tapped holes on the motor C-Face that are 180 degrees apart as shown in figure 2. Align the reducer key and the motor keyway as described above and align the threaded studs with the mounting holes in the reducer C-Face. When the tenons are fully engaged, install the motor mounting bolts and lock washers in the other two holes. Remove the studs and install the remaining motor mounting bolts and lock washers as described above.

MOTOR MOUNTING INSTRUCTIONS – Separate Style Reducer with 3 Piece coupling Motor Adapter

This configuration of Tigear-2 uses a standard NEMA C-Face motor with a 3-piece flexible coupling.

ASSEMBLING THE COUPLING

1. Install reducer half of the coupling with key so that it is flush with the end of the reducer input shaft and tighten the set-screw.
2. Install the supplied "O" ring between the reducer and the motor adapter.
3. Install Motor Adapter using the supplied hardware.
4. Install the elastomeric center element of the coupling.
5. Place the motor half of the coupling onto the elastomeric element mounted on the reducer shaft.
6. Install the key into the motor shaft.
7. Be sure to install the gasket between the motor and motor adapter flange as the motor is installed.
8. Align the coupling keyway and motor key then slide the motor shaft into the coupling assembly until the motor stops against the flange.
9. Tighten motor bolts.
10. Looking through the access hole verify that the coupling faces are in full contact with the coupling elastomeric element - without any preload.
11. There should be a 0 to .010 inch clearance between hub faces and the elastomeric element. Reposition hub if required.
12. Tighten the set-screw of the motor half coupling.



Contact the TIGEAR-2 customer order engineering group at (864) 338-4000 with any questions

LIMITED WARRANTY

The Dodge TIGEAR-2 Reducer is warranted under the Dodge "Standard Terms and Conditions of Sale" against defects in material and workmanship. Warranty claims must be submitted to the company within one (1) year from the date of installation or three (3) years from the date of manufacture, whichever occurs first. The warranty is valid providing the product is properly applied, installed, operated and maintained in accordance with the instruction manual. This warranty covers product replacement or repair only and excludes labor, equipment and/or downtime for removal and installation. This warranty shall not apply where equipment is operated above rated load capacity or is subject to accident, alteration, misuse or abuse. This warranty described in the Dodge "Standard Terms and Conditions of Sale" is in lieu of and excludes all other expressed or implied warranties.

NOTE: Service and repair under warranty should be performed only by a Dodge authorized service shop. Contact Rockwell Automation Power Systems Warranty Administration at (864) 284-5777 for the nearest location and to register warranty claims.

www.rockwellautomation.com www.ptplace.com www.dodge-pt.com www.reliance.com www.ptplace.com

Corporate Headquarters

Rockwell Automation, 777 East Wisconsin Avenue, Suite 1400, Milwaukee, WI, 53202-5302 USA, Tel: (1) 414.212.5200, Fax: (1) 414.212.5201

Headquarters for Dodge and Reliance Electric Products

Americas: Rockwell Automation, 6040 Ponders Court, Greenville, SC 29615-4617 USA, Tel: (1) 864.297.4800, Fax: (1) 864.281.2433

Europe/Middle East/Africa: Rockwell Automation, Br_hlstraße 22, D-74834 Elztal-Dallau, Germany, Tel: (49) 6261 9410, Fax: (49) 6261 17741

Asia Pacific: Rockwell Automation, 55 Newton Road, #11-01/02 Revenue House, Singapore 307987, Tel: (65) 6356-9077, Fax: (65) 6356-9011

Headquarters for Allen-Bradley Products, Rockwell Software Products and Global Manufacturing Solutions

Americas: Rockwell Automation, 1201 South Second Street, Milwaukee, WI 53204-2496 USA, Tel: (1) 414.382.2000, Fax: (1) 414.382.4444

Europe/Middle East/Africa: Rockwell Automation SA/NV, Vorstlaan/Boulevard du Souverain 36, 1170 Brussels, Belgium, Tel: (32) 2 663 0600, Fax: (32) 2 663 0640

Asia Pacific: Rockwell Automation, 27/F Citicorp Centre, 18 Whitfield Road, Causeway Bay, Hong Kong, Tel: (852) 2887 4788, Fax: (852) 2508 1846





Material Safety Data Sheet

Product name: **KLUBERSYNTH UH1 6-460 (#096060)**

Date: February 9, 2006

Replaces: September 24, 2005

Page: 1 of 3

Section 1 - Product and Company Identification

Company: Klüber Lubrication North America L.P.

32 Industrial Dr.

Londonderry, N.H. 03053

Phone: (603) 647-4104

Fax: (603) 647-4105

Emergency telephone #: 1-800-424-9300 (Chemtrec)

Product Use: Lubricating oil

Note: This product is classified as an H1 lubricant in compliance to the regulations of the U.S. Department of Agriculture.

Section 2 - Composition/Information on Ingredients

<u>Ingredient</u>	<u>TLV</u>	<u>PEL</u>
Polyalkylene Glycol Oil	N/Ap	N/Ap

Section 3 - Hazards Identification

Eye Contact: May cause mild irritation upon immediate contact.

Skin contact: Prolonged or repeated contact may cause the removal of skin oils, possibly leading to irritation or dermatitis.

Inhalation: Vapor pressure is very low. However, the inhalation of vapors (generated at high temperature only) may irritate the respiratory tract.

Ingestion: Minute amounts aspirated into the lungs during ingestion or vomiting may cause mild to severe pulmonary injury. Large amounts may cause irritation to the digestive tract, nausea, vomiting, and diarrhea.

Section 4 - Emergency and First Aid Procedures

After contact with eyes: Flush eyes with plenty of water for 20 minutes. If irritation persists, or if an infection develops, seek medical attention.

After contact with skin: Wash off with soap and plenty of water. Apply skin cream if necessary. Seek medical attention if irritation or infection occurs. Remove contaminated clothing and wash before reuse.

After inhalation: If overcome by product vapor heated to extreme temperatures, or aerosolized mists, immediately move from exposure. If breathing is irregular, start resuscitation and get medical attention.

After ingestion: If large amounts are swallowed, do not induce vomiting. Get medical attention.

Advice to doctor: Treat symptomatically.

Section 5 - Exposure Controls

Eye protection: Wear safety goggles if splashes may occur. Do not wear contact lenses when using chemicals.

Hand protection: Wear chemical resistant gloves.

Body protection: Wear clean, body-covering clothing to minimize dermal exposure.

Ventilation: Under normal conditions of use, no special ventilation is required. However, if vaporized or misted, use local exhaust if possible.

Respiratory protection: No special respiratory protection is required. However, if product is overheated beyond conditions of normal use, or misted, wear the appropriate NIOSH-approved respiratory protection.

Other protection measures: Safety showers, eye wash fountains, and washing facilities should be readily available.



Material Safety Data Sheet

Product name: KLUBERSYNTH UH1 6-460 (#096060)

Date: February 9, 2006

Replaces: September 24, 2005

Page: 2 of 3

Section 6 - Fire Fighting Measures

Flash point: >280°C (Method Used: DIN ISO 2592)

Lower explosion limit: N/Av

Upper explosion limit: N/Av

Extinguishing media: In fire situation, use all appropriate fire fighting media.

Unusual fire and explosion hazards: Product itself does not burn. Exposure to heat may build up pressure in container. Cool with water spray.

Special fire Fighting Procedures: If leak or spill has not ignited, use water spray to disperse any vapor and to flush spills away from ignition sources. Use self-contained breathing apparatus for enclosed or confined spaces or as otherwise needed. Do not use direct stream of water, material may float and re-ignite.

Section 7 - Accidental Release Measures

If product leaks or is inadvertently spilled, eliminate ignition sources and isolate surrounding spill area with the proper containment system to prevent the spill from reaching waterways. Add absorbent and soak up the product. Collect product and absorbent, place in a chemical waste container for proper disposal.

Section 8 - Handling and Storage

Avoid contact with skin and remove soiled or soaked clothing. Wash hands with soap and water before eating, drinking, and/or smoking. Clean skin thoroughly after work and if necessary, apply skin cream.

Store product under normal temperature and pressure.

Store product away from heat sources and food products.

Section 9 - Physical and Chemical Properties

Boiling Point: >200°C (decomposes)

Pour point: <-30°C (DIN ISO 3016)

Vapor Pressure (mm Hg.): <0.001

Vapor Density (Air = 1): N/Av

Solubility in Water: 10% at 20°C

Density: ~1.05 g/cm³ (DIN ISO 51757)

Evaporation rate (ether = 1): N/Av

Appearance and odor: yellow, liquid with a characteristic odor.

Section 10 - Stability and Reactivity

Stability: Stable

Conditions to avoid: Open flames and other sources of heat

Materials to avoid: Strong oxidizing agents such as pure oxygen and mineral acids.

Hazardous decomposition products: Fumes, smoke, carbon monoxide, carbon dioxide.

Hazardous polymerization: Will not occur



Material Safety Data Sheet

Product name: **KLUBERSYNTH UH1 6-460 (#096060)**

Date: February 9, 2006

Replaces: September 24, 2005

Page: 3 of 3

Section 11 - Toxicological Information

Acute Toxicity: N/Av

Chronic toxicity: N/Av

Section 12- Disposal Considerations

Under RCRA, it is the user's responsibility to determine, at the time of disposal, whether the product meets any of the criteria for a hazardous waste defined in 40 CFR 261 Subpart C. As a new product it would not be considered RCRA hazardous waste.

Section 13- Transportation Information

Proper Shipping Name	Hazard Class or Division	UN ID	Packing Group
N/Av			

Section 14 - Regulatory Information

All product components comply with all applicable rules and orders under the Toxic Substance Control Act (TSCA).

Section 15 - Additional Information

HMIS Rating: Health: 0 Flammability: 1 Reactivity: 0 Personal Protection: A

Unk. = Unknown N/Av = Not Applicable N/Av = Not Available ~ = Approximately

Installation and
Operation Manual

**Fractional Horsepower
Duty Master[®] A-C Motors**

- Type CS, Capacitor Start
- Type P, Polyphase
- 1/8 Thru 3 hp
- 48-56-140T

Reliance
Electric

A-C MOTORS



Instruction Manual B-3622-13

June, 1988

INSTALLATION AND OPERATION

UNPACKING

Unpack motor carefully. Inspect for possible damage during shipment. Check packing materials. Save any instruction tags or wiring diagrams found in carton. Report any damages or shortages immediately to local transportation agent.

Before connecting motor to electrical supply, inspect for any damage resulting from shipment. Turn shaft by hand to insure free rotation. If the motor has been in storage or subjected to adverse moisture conditions, have it dried thoroughly before operating. After drying, run motor not connected to load for a short time for further drying and as a check on bearings.

WARNING

HIGH VOLTAGE AND ROTATING PARTS CAN CAUSE SERIOUS OR FATAL INJURY. THE USE OF ELECTRIC MACHINERY, LIKE ALL OTHER UTILIZATION OF CONCENTRATED POWER AND ROTATING EQUIPMENT, CAN BE HAZARDOUS. INSTALLATION, OPERATION, AND MAINTENANCE OF ELECTRIC MACHINERY SHOULD BE PERFORMED BY QUALIFIED PERSONNEL. FAMILIARIZATION WITH NEMA SAFETY STANDARDS, NATIONAL ELECTRICAL CODE AND SOUND LOCAL PRACTICES IS RECOMMENDED.

MOUNTING

Mount the motor on a foundation sufficiently rigid to prevent vibration. After careful alignment, bolt motor securely in place.

WIRING

Check nameplate data on motor before installing to insure correct rating and that the available power supply agrees with the motor power supply. If in doubt, check local power company. Fuses, wires, thermal cutouts and other protective devices should be the proper size and rating to safely carry the load and to interrupt the circuit on overloads. Built in thermals, when installed, are of proper size to provide the required protection.

WARNING

GROUND THE MACHINE PROPERLY TO AVOID SERIOUS INJURY TO PERSONNEL. GROUNDING SHOULD BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND CONSISTENT WITH SOUND LOCAL PRACTICES.

All motors contain wiring instructions either as a label on the inside of the conduit box cover or by separate sheet or tag. All motors should be installed in accordance with the National Electric Code and local requirements. Check leads or terminals with connection diagrams or label so the proper connections to the incoming power leads are made.

STARTING

CAUTION: Check direction of motor rotation before coupling motor to load.

The motor should start quickly and run smoothly. If the motor should fail to start it may be that the load is too great, the applied voltage low or the motor improperly connected. In any case, immediately shut motor off, disconnect from power supply, and investigate the cause.

ROTATION

Refer to notation on wiring diagram for method of changing rotation.

AMBIENT TEMPERATURE

Each motor nameplate carries a maximum ambient temperature rating. Motors should not be operated at ambients in excess of this rating.

MAINTENANCE

WARNING

WARNING HIGH VOLTAGE. ELECTRIC SHOCK MAY CAUSE SERIOUS OR FATAL INJURY. DISCONNECT POWER BEFORE TOUCHING ANY INTERNAL PART.

The fundamental principle of electrical maintenance is – KEEP THE APPARATUS CLEAN AND DRY. This requires periodic inspection of the motor, the frequency depending upon the type of motor and the service.

The following should be checked at regular intervals.

1. Windings should be dry and free of dust, grease, oil, and dirt. Windings may be cleaned by suction cleaners or by wiping. Nozzles on suction type cleaners should be non-metallic. Gummy deposits of dirt and grease may be removed by using a commercially available mineral solvent. Do not use gasoline or other inflammable solvents.
2. Terminal connections, assembly screws, bolts and nuts should be tight. They may loosen if motor is not securely bolted and tends to vibrate.
3. Insulation resistance of motors in service should be checked periodically at approximately the same temperature and humidity conditions to determine possible deterioration of the insulation. When such measurements at regular intervals indicate a wide variation, the cause should be determined. Motor should be reconditioned if the motor has been subjected to excessive moisture, or by re-winding or re-insulating if necessary. Enclosed motors

require very little attention. Be sure that external air chamber of fan cooled motors does not become clogged with foreign material which will restrict passage of air.

WARNING

MINERAL SOLVENTS ARE FLAMMABLE AND MODERATELY TOXIC. THE USUAL PRECAUTIONS FOR HANDLING CHEMICALS OF THIS TYPE SHOULD BE OBSERVED. THESE INCLUDE:

- 1. AVOID EXCESSIVE CONTACT WITH SKIN.**
- 2. USE IN WELL VENTILATED AREAS.**
- 3. TAKE NECESSARY PRECAUTIONS TO PREVENT FIRE OR EXPLOSION HAZARDS.**

LUBRICATION

BALL BEARINGS

The ball bearing has deep grooved, double shielded bearings with sufficient lubricant packed into the bearings by the manufacturer for "life Lubrication". The initial lubricant is supplemented by a supply packed into larger reservoirs in the end shield at time of assembly. No grease fittings are provided as the initial lubrication is adequate for up to 10 years of operation under normal conditions.

SLEEVE BEARINGS

The bearing sleeve is steel on the outside for strength with a tin base babbit lining on the inside or low friction and long wear. A storage space around the bearing is filled with Permawick, a commercial composition of special cellulose fiber highly saturated with oil. The initial factory lubrication is normally adequate for approximately one year under normal operation. Thereafter, lubricate about every six (6) months. This requires about 3 to 4 squirts from a 4 in. oil can. Use only LIGHT grade mineral oil (similar to SAE 10W) having viscosity of 210 sec. at 100°F. If the motor has been subjected to storage prior to operation it is advisable to lubricate in accordance with the above.

OVERLOAD PROTECTION

Motors supplied with thermal protectors are furnished with either a manual or automatic reset type to protect against destructive overheating. If the protector trips, proceed as follows:

FOR MANUAL RESET TYPE

1. Wait two minutes.
2. Push in reset plunger until it catches.

FOR AUTOMATIC RESET TYPE

This type will reset itself when the motor cools sufficiently.

If the thermal protector continues to trip, some abnormal condition exists. This condition must be corrected before motor will operate normally.

WARNING

MOTORS WITH AUTOMATIC RESET THERMAL PROTECTORS SHOULD BE USED IN APPLICATIONS WHERE AN UNEXPECTED RESTART WOULD NOT BE HAZARDOUS.

IF A MOTOR USING AN AUTOMATIC RESET THERMAL PROTECTOR HAS TRIPPED "OFF" MAKE SURE TO DISCONNECT MOTOR FROM LINE BEFORE WORKING NEAR THE MOTOR OR ANY EQUIPMENT DRIVEN BY IT: SERIOUS INJURIES COULD OCCUR OTHERWISE DUE TO AN UNEXPECTED "RESET" AND MOTOR START UP.

TROUBLESHOOTING

If trouble develops in operation of motor, be sure that:

- (a) The bearings are in normal condition and have been properly lubricated with a high grade, ball bearing lubricant, free of dirt or grit. (If dirt enters bearing, flush and relubricate.)
- (b) There is no mechanical misadjustment to prevent free rotation of moving parts of motor and drive.
- (c) All bolts and nuts are properly tightened.
- (d) Motor instructions have been carefully carried out.
- (e) That rated voltage is available in all phases at the motor terminals.
- (f) That the line voltage, frequency and phase correspond to the values stamped on the nameplate.
- (g) That all connections and contacts are properly made in all circuits between motor and line, and between motor and control.

- (h) That overload and low voltage devices in control equipment, fuses or other protective devices are in proper working order.
- (i) That no excessive overload exists on the motor. Company line amperes at full load with nameplate stamping.

WARRANTY

Reliance Electric Company warrants workmanship and materials on each Fractional Horsepower Duty Master A-C Motor for one year from date of shipment. This warranty does not extend to failures induced by misuse, abuse or misapplication. For warranty service, contact the nearest Reliance Electric distributor, service shop or sales office.

REPAIR PROCEDURES

NOTE: *Reliance Electric Company cannot be held responsible for expense incurred in any repairs performed by other than the Company's Engineers or Authorized Service stations unless authorization has been granted by Reliance field Representatives or the factory at Cleveland, Ohio.*

WARNING

INTERNAL PARTS OF THIS MOTOR MAY BE AT LINE VOLTAGE EVEN WHEN MOTOR IS NOT ROTATING. BEFORE CONTACTING ANY INTERNAL PART: DISCONNECT ALL A-C LINE CONNECTIONS.

DISASSEMBLY

If it becomes necessary to disassemble the *motor*, care should be taken not to damage the stator windings as the insulation may be injured by improper or rough handling. Precautions to keep bearings clean should be exercised.

Before removing either end shield;

1. Disconnect motor from power source. Tag the leads to insure proper reconnection.
2. Remove motor from mounting base.
3. Mark end shields relative to position on frame so they can be easily replaced.

REMOVING END SHIELDS AND ROTOR

4. Remove any bearing cartridge nuts or screws.
5. Remove end shield through bolts.
6. Pull end shields by tapping lightly on screw driver in slot between end shield and frame with fiber mallet.
7. Remove rotor.

REMOVING AND REPLACING BALL BEARINGS

Should it become necessary to replace bearings, the bearing bore and cavity should be thoroughly cleaned and repacked with approximately 1/2 teaspoonful of recommended grease. (Chevron SRI #2 or equivalent.)

Bearings should be removed with bearing pullers using a center insert in the end of the shaft to protect the shaft center. If a puller is not available, use a fiber hammer and transmit blows through a hard wood block.

To re-install ball bearings, either in a press or on the bench, pressure should be applied to the inner race by using a square faced sleeve or piece of pipe that will fit over the shaft, to avoid damaging the bearing. If a press is not available and a hammer is used, the blows should be transmitted against the sleeve by a block of wood or fiber.

REASSEMBLY

Follow reverse procedure as outlined for Disassembly. Having marked the brackets in the original position, replace as marked.

WARNING

THE USE OF ELECTRICAL EQUIPMENT IN HAZARDOUS LOCATIONS IS RESTRICTED BY THE NATIONAL ELECTRICAL CODE, ARTICLE 500. ORIGINAL EQUIPMENT MANUFACTURERS AND USER CUSTOMERS MUST READ, UNDERSTAND AND APPLY THESE RULES FOR INSTALLATION AND USE OF ALL EQUIPMENT IN SUCH LOCATIONS AND CONSULT LOCAL CODE INSPECTION AND ENFORCEMENT AGENCIES AS NECESSARY TO INSURE COMPLIANCE. MOTORS LISTED BY UNDER WRITERS LABORATORIES, INC., FOR USE IN SPECIFIC LOCATIONS HAVE BEEN DESIGNED, TESTED, AND APPROVED FOR USE IN SUCH LOCATIONS ONLY.

Reliance Electric / 24701 Euclid Avenue / Cleveland, Ohio 44117 / 216-266-7000



INSTRUCTION MANUAL FOR DODGE® SETSCREW, ECCENTRIC COLLAR, D-LOK, H, H-E SERIES & EZ-KLEEN MOUNTED BALL BEARINGS

INSTALLATION

WARNING

To ensure that drive is not unexpectedly started, turn off and lock out or tag power source before proceeding. Failure to observe these precautions could result in bodily injury.

Under certain operating conditions it is possible for a static electric charge to build-up on E-Z KLEEN® Polymer Housings. Do not operate these bearings in any environment where a sudden static discharge may cause either an operating hazard or personnel discomfort.

1. Clean shaft and bearing bore thoroughly. Measure and confirm shaft size and tolerance. File flats on shaft at setscrew locations to permit easy removal of bearing.
2. Slip bearing into position. Be sure that bearing is not on a worn section of the shaft. For tighter fits, tap inner ring face only with soft driver. **DO NOT HAMMER ON HOUSING.**
3. The bearing outer ring OD is spherical and swivels in the housing to accommodate misalignment. Snug hold-down bolts and use shaft to swivel each bearing until its final position is in the center of free movement top to bottom as well as side to side. Pass shaft through both bearings without forcing. This will prevent preloading of the bearings. Housing slippage depends on the mounting hold-down bolt tightening torque, number of bolts and friction characteristics between mounting surfaces. Auxiliary load carrying devices such as shear bars are advisable for side or end loading of pillow blocks and radial loads for flange units where normal to heavy loading or shock loading is encountered.

NOTE: On coated and non-metallic housings, hold-down bolts should be tightened carefully with flat washers to prevent damage to the coating. Coated housings have reduced friction characteristics, so auxiliary load carrying devices are even more important in those applications.

4. Tighten hold-down bolts to proper torque (Table 1). Turn shaft by hand. Resistance to turning should be the same as before full tightening of hold-down bolts.
5. For setscrew mounted bearings: **After final alignment of the shaft, tighten both setscrews hand tight**, then the setscrews should be tightened alternately and in small increments to the torque specified in Table 1. After 24 hours operation, the setscrews should be retightened to the torque in Table 1 to assure full locking of the inner race to the shaft. Care should be taken that the socket key or driver is in good condition with no rounded corners and the key is fully engaged in the setscrew and held square with the setscrew to prevent rounding out of the setscrew socket when applying maximum torque. Do not drill through the setscrew holes for spot drilling of the shaft. (Some inner rings have tempered setscrew threads and can be damaged by a drill.) If spot drilling is required, locate bearings on the shaft and center punch through the setscrew hole. Remove bearing and spot drill the shaft, then reassemble over the spot drilled position and assemble as above. Milled or filed flats are preferable to spot drilling.

NOTE: On all SC Product the setscrews can be re-torqued many times without damage to the bearing system. To achieve maximum shaft holding power it is highly recommended that setscrews be replaced with new hardware after any disassembly operation.

6. For eccentric collar mounted bearings, slide collar against cam end of inner race. Use a punch in the hole provided in the collar, tap collar smartly in the direction of shaft rotation. Tighten setscrews to proper torque (Table 1). To remove bearings, loosen setscrew and tap collar in the direction opposite of shaft rotation.
7. For D-LOK mounted bearings, be sure collar is square and tight against shoulder on inner ring. Tighten cap screw to recommended torque shown in Table 1.
8. For expansion bearings (H-E Series), locate inner unit in housing to allow expansion in the desired direction before locking to the shaft.

WARNING: Because of the possible danger to persons(s) or property from accidents which may result from the improper use of products, it is important that correct procedures be followed: Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures as may be desirable or as may be specified in safety codes should be provided, and are neither provided by Rockwell Automation nor are the responsibility of Rockwell Automation. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risk to persons or property may be involved, a holding device or shear bars must be an integral part of the driven equipment.

SETSCREWS					D-LOK			MOUNTING BOLTS					
Setscrew Size	Key Hex Across Flats	Recommended Torque			Cap Screw Size	Recommended Torque	E-Z Kleen Recommended Torque	Metal Housings		EZ-KLEEN Housed Bearings			
		Standard Ball Bearing Insert		Corrosion Resistant-Stainless Steel				Bolt Size	Recommended Dry Torque	2-Bolt PB, 2 & 4-Bolt Fig. And Fig. Brackets		Tapped-Base PB	
		Min	Max							Bolt Size	Torque*	Bolt Size	Torque**
(in.)	(in.)	(in.-lbs.)	(in.-lbs.)	(in.-lbs.)	(in.)	(in.-lbs.)	(in.-lbs.)	(in.)	(in.-lbs.)	(in.)	(in.-lbs.)	(in.)	(in.-lbs.)
#10	3/32	28	33	25	#8-32	58	46	3/8-16	240	3/8-16	225	3/8-16	175
1/4	1/8	66	80	60	#10-32	90	72	7/16-14	384	7/16-14	350	7/16-14	350
5/16	5/32	126	156	117	1/4-28	180	144	1/2-13	600	1/2-13	500	1/2-13	400
3/8	3/16	228	275	206	5/16-24	400	320	5/8-11	1200	9/16-12	650		
7/16	7/32	342	428	321	3/8-24	750	600	3/4-10	1950	5/8-11	1000		
								7/8-9	2890				
(mm)	(mm)	(N-m)	(N-m)	(N-m)	(mm)	(N-m)	(N-m)	(mm)	(N-m)	(mm)	(N-m)	(mm)	(N-m)
M5	2.5	3.2	3.7	2.8	M4	5.85	4.68	M10	29	M8	15		
M6	3	6.2	7.7	5.8	M5	10.75	8.6	M12	50	M10	25		
M8	4	14.2	17.8	13.4	M6	20.5	16.4	M16	124	M12	50		
M10	5	26	31	23	M8	45	36	M20	238	M14	75		
M12	6	46	57	43				M22	322	M16	125		

LUBRICATION

High Speed Operation — In the higher speed ranges, too much grease will cause over-heating. The amount of grease that the bearing will take for a particular high speed application can only be determined by experience. If excess grease in the bearing causes overheating, it will be necessary to remove grease fitting to permit excess grease to escape. The bearing has been greased at the factory and is ready to run. When establishing a relubrication schedule, note that a small amount of grease at frequent intervals is preferable to a large amount at infrequent intervals.

Lubrication Guide

Use a No. 2 Lithium complex base grease or equivalent.*

Hours Run per Day	Suggested Lubrication Period in Weeks								
	1 to 250 RPM	251 to 500 RPM	501 to 750 RPM	751 to 1000 RPM	1001 to 1500 RPM	1501 to 2000 RPM	2001 to 2500 RPM	2501 to 3000 RPM	
8	12	12	10	7	5	4	3	2	
16	12	7	5	4	2	2	1	1	
24	10	5	3	2	1	1	1	1	

* For H and H-E series bearings, use Exxon Unirex N3 or equivalent suitable to 300° F.

Lubrication recommendations are intended for standard products applied in general operating conditions. For modified products, high temperature applications, and other anomalous applications contact product engineering at 864-284-5700

www.rockwellautomation.com www.ptplace.com www.dodge-pt.com www.reliance.com www.ptplace.ca

Corporate Headquarters

Rockwell Automation, 777 East Wisconsin Avenue, Suite 1400, Milwaukee, WI, 53202-5302 USA, Tel: (114) 212.5200, Fax: (1) 414.212.5201

Headquarters for Dodge and Reliance Electric Products

Americas: Rockwell Automation, 6040 Ponders Court, Greenville, SC 29615-4617 USA, Tel: (1) 864.297.4800, Fax: (1) 864.281.2433
 Europe/Middle East/Africa: Rockwell Automation, Brühlstraße 22, D-74834 Etzlh-Dallau, Germany, Tel: (49) 6261 9410, Fax: (49) 6261 17741
 Asia Pacific: Rockwell Automation, 55 Newton Road, #11-01/02 Revenue House, Singapore 307967, Tel: (65) 6356-9077, Fax: (65) 6356-9011



Headquarters for Allen-Bradley Products, Rockwell Software Products and Global Manufacturing Solutions

Americas: Rockwell Automation, 1201 South Second Street, Milwaukee, WI 53204-2496 USA, Tel: (1) 414.382.2000, Fax: (1) 414.382.4444
 Europe/Middle East/Africa: Rockwell Automation SA/AN, Vorstlaan/Boulevard du Souverain 36, 1170 Brussels, Belgium, Tel: (32) 2 663 0600, Fax: (32) 2 663 0640
 Asia Pacific: Rockwell Automation, 27/F Citicorp Centre, 18 Whitfield Road, Causeway Bay, Hong Kong, Tel: (852) 2887 4788, Fax: (852) 2508 1846

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Section 6 – Troubleshooting

Troubleshooting Fabricated Rotary Airlocks

<u>Symptom</u>	<u>Possible cause</u>	<u>Solution</u>
Rotor does not rotate	No power to motor	Check breaker Check motor heaters Check motor starter
	Rotor is jammed	Inspect rotor and remove object
	Chain is broken or has come off	Remove guard and inspect drive
	Faulty motor	Remove chain and or gear reducer run motor with no load
Excessive noise	Bearings need grease	Grease bearings, replace if necessary
	Rotor has shifted	Inspect rotor and realign
	Drive chain is rubbing on chain guard	Reposition chain or sprockets and chain
Excessive air leakage	Worn rotor wiper	Inspect and replace through airlock end plate

Section 7 – Maintenance

Check gear reducer oil level monthly.

Refer to the general lubrication guidelines in the manufacturer's insert (manual) accompanying this manual for recommended frequency of oil change and type of oil for the gear reducer.

Refer to the general lubrication guidelines in the manufacturer's insert (manual) accompanying this manual for recommended frequency of greasing and type of grease for the bearings

Check the drive chain for tension and lubrication after the first 24 hours of operations and every 100 hours thereafter. Sprockets should be inspected every 200 hours.

Check chain guard.

Inspect the rotor and rotor wiper monthly for wear.

Section 8 – Drawings

On the following pages are shown CAMCORP standard fabricated airlock dimensional drawings. Camcorp can also manufacture these airlocks with special flanges, special materials, special coatings and paint colors, etc. to meet your requirement. Contact a Camcorp representative to discuss your needs.

8-1

CAMCORP, INC.

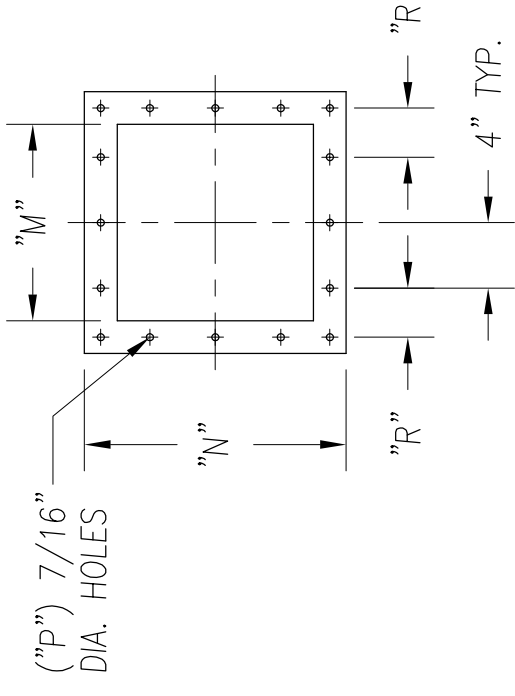
9732 Pflumm Road • Lenexa, Kansas 66215 Phone: 913-831-0740 Fax: 913-831-9271
www.camcorpinc.com

STANDARD FEATURES

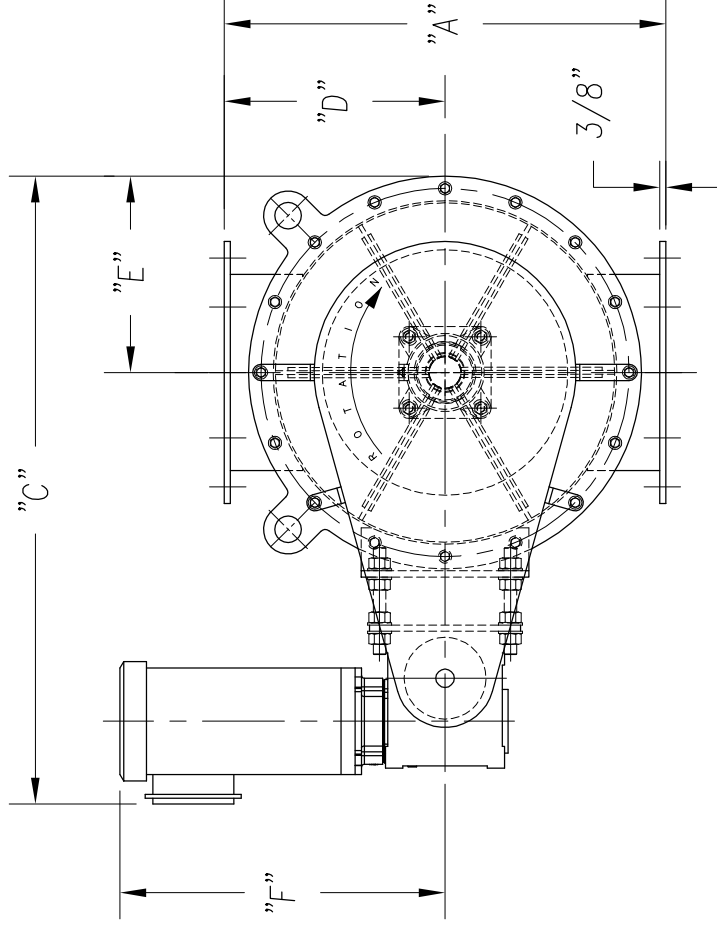
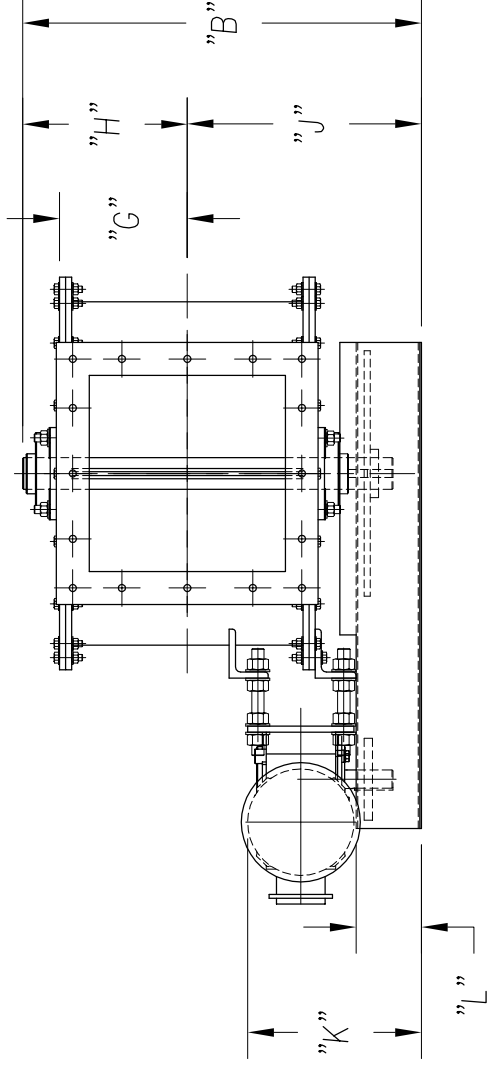
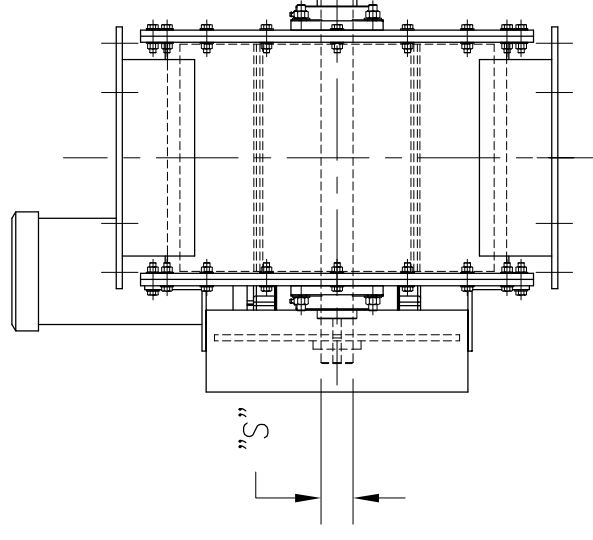
- HOUSING: ALL WELDED CARBON STEEL, SQUARE FLANGED INLET AND OUTLET, REMOVABLE SIDE PLATES, LIFTING LUGS.
- ROTOR: STEEL, 6-VANE OPEN END, SANDWICHED FLEXIBLE NEOPRENE BLADES, 4-BOLT FLANGE BEARINGS.
- DRIVE: TEFC RATED C-FACE MOTOR, RIGHT-ANGLE HEAVY-DUTY GEAR REDUCER, INDUSTRIAL ROLLER CHAIN DRIVE, TOTALLY ENCLOSED OSHA DRIVE GUARD.
- PAINT: STANDARD IS WHITE OR ENVIROGREEN INDUSTRIAL ENAMEL (GUARD: SAFETY YELLOW).

OPTIONAL FEATURES

- STAINLESS STEEL CONSTRUCTION.
- ROUND FLANGED INLET AND OUTLET.
- ALTERNATIVE FLEXIBLE BLADE MATERIALS.
- EXP. PROOF RATED C-FACE MOTOR.
- EXTENDED TAIL SHAFT.
- ALTERNATIVE PAINT COLORS AVAILABLE.



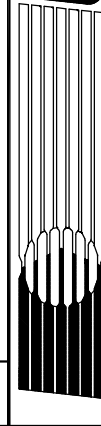
INLET/OUTLET FLANGE DETAIL



CAMCORP MODELS 8FS TO 30FS

MODEL NUMBER	DIMENSIONS (INCHES)															CFR	MIN MAX RPM	STANDARD HP	EST. WT. LBS.	
	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R					S
8FS	19	19 1/2	29 1/8	9 1/2	8	17 1/2	5 3/4	7 7/8	11 5/8	10 5/8	4	8	11	8	4 3/4	1 1/2	0.64	12-24	3/4	250
10FS	23	22	34 1/4	11 1/2	10	20	6 5/8	8 7/8	13 1/8	10 5/8	4	10	14	12	4	1 15/16	1.40	12-24	1	400
12FS	27	24 3/8	38 3/8	13 1/2	12	20	7 13/16	10 1/16	14 5/16	10 5/8	4	12	16	16	3	1 15/16	2.50	12-24	1-1/2	500
16FS	33 1/4	31 1/2	48	16 5/8	15 1/8	22 3/4	9 13/16	12 9/16	18 15/16	14 3/8	6	16	20	20	3	2 7/16	5.60	12-24	2	870
20FS	37 1/4	35 7/8	52	18 5/8	17 1/8	22 3/4	12	14 3/4	21 1/8	14 3/8	6	20	24	24	3	2 7/16	9.10	12-24	3	1020
24FS	43 1/4	39 7/8	58	21 5/8	20 1/8	22 3/4	14	16 3/4	23 1/8	14 7/8	6	24	28	28	3	2 7/16	15.50	12-24	3	1250
30FS	61 1/2	46 1/2	79 5/8	30 3/4	29	23 1/2	17	20 1/2	26	16 1/4	6	30	34	32	4	2 15/16	42.40	12-24	5	2150

2	REVERSED ROTATION ERROR	DS	10/22/09
1	ADDED 8" AIRLOCK	DB	8/24/05
REV	DRAWING STATUS	BY	DATE



9732 PFLUMM, LENEXA, KS 66215 PHONE: 913-831-0740 FAX: 913-831-9271

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TITLE: "FS" SERIES FABRICATED AIRLOCKS

MODEL 8FS TO 30FS

DATE: 4/25/05 DRAWING NUMBER: AIRLOCK-FS

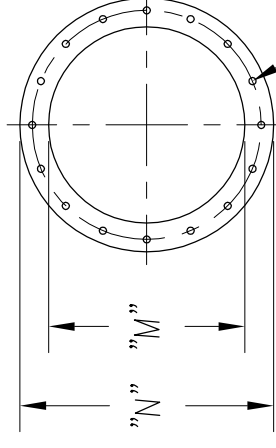
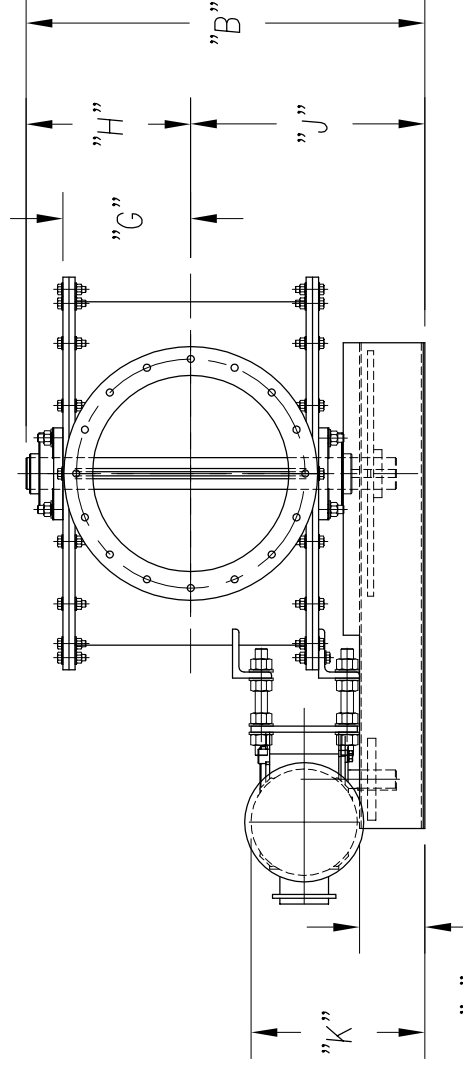
REVISION: 2

STANDARD FEATURES

1. HOUSING: ALL WELDED CARBON STEEL, ROUND FLANGED INLET AND OUTLET, REMOVABLE SIDE PLATES, LIFTING LUGS.
2. ROTOR: STEEL, 6-VANE OPEN END, SANDWICHED FLEXIBLE NEOPRENE BLADES, 4-BOLT FLANGE BEARINGS.
3. DRIVE: TEFC RATED C-FACE MOTOR, RIGHT-ANGLE HEAVY-DUTY GEAR REDUCER, INDUSTRIAL ROLLER CHAIN DRIVE, TOTALLY ENCLOSED OSHA DRIVE GUARD.
4. PAINT: STANDARD IS WHITE OR ENVIROGREEN INDUSTRIAL ENAMEL (GUARD: SAFETY YELLOW).

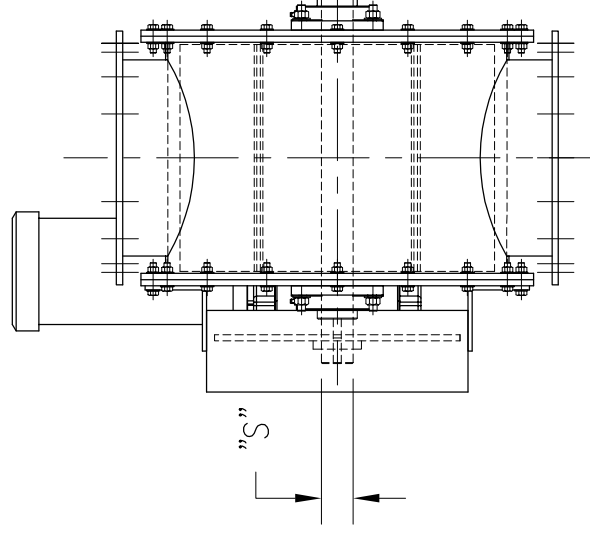
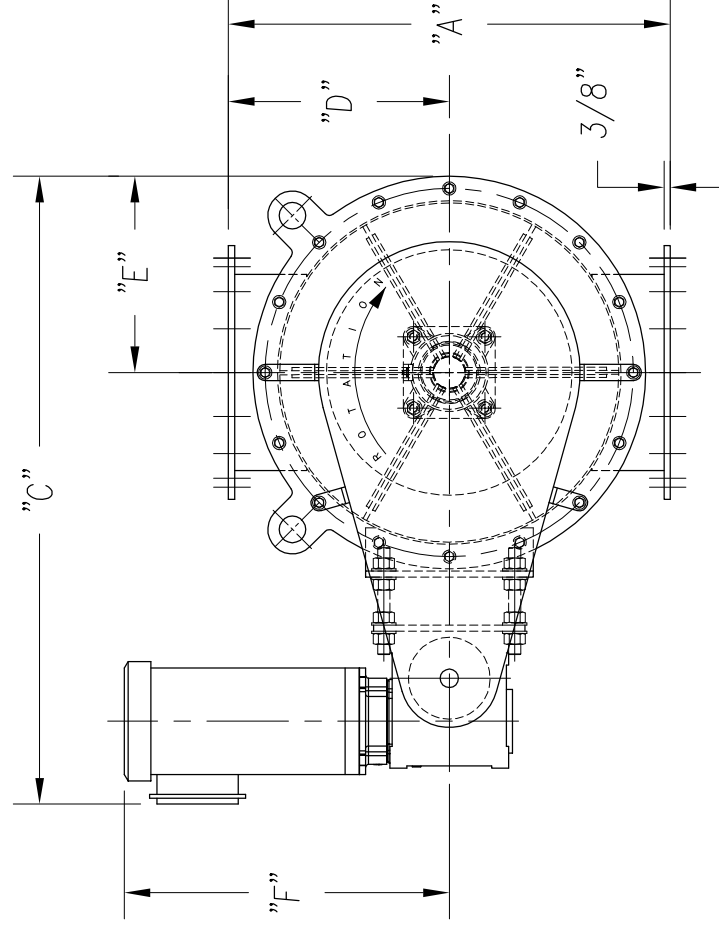
OPTIONAL FEATURES

1. STAINLESS STEEL CONSTRUCTION.
2. SQUARE FLANGED INLET AND OUTLET.
3. ALTERNATIVE FLEXIBLE BLADE MATERIALS.
4. EXP. PROOF RATED C-FACE MOTOR.
5. EXTENDED TAIL SHAFT.
6. ALTERNATIVE PAINT COLORS AVAILABLE.



("P") 7/16" DIA. HOLES
EQUALLY SPACED ON "R" DIA. B.C.

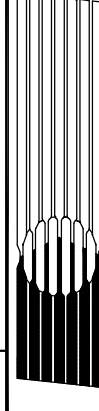
INLET/OUTLET FLANGE DETAIL



CAMCORP MODELS 8FR TO 30FR

MODEL NUMBER	DIMENSIONS (INCHES)															CFR	MIN MAX RPM	STANDARD HP	EST. WT. LBS.	
	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R					S
8FR	19	19 1/2	29 1/8	9 1/2	8	17 1/2	5 3/4	7 7/8	11 5/8	10 5/8	4	8	11 1/2	8	10	1 1/2	0.64	12-24	3/4	250
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12FR	27	24 3/8	38 3/8	13 1/2	12	20	7 13/16	10 1/16	14 5/16	10 5/8	4	12	15 1/2	12	14	1 15/16	2.50	12-24	1-1/2	500
16FR	33 1/4	31 1/2	48	16 5/8	15 1/8	22 3/4	9 13/16	12 9/16	18 15/16	14 3/8	6	16	19 1/2	16	18	2 7/16	5.60	12-24	2	870
20FR	37 1/4	35 7/8	52	18 5/8	17 1/8	22 3/4	12	14 3/4	21 1/8	14 3/8	6	20	23 1/2	24	22	2 7/16	9.10	12-24	3	1020
24FR	43 1/4	39 7/8	58	21 5/8	20 1/8	22 3/4	14	16 3/4	23 1/8	14 7/8	6	24	27 1/2	24	26 1/8	2 7/16	15.50	12-24	3	1250
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2	REVERSED ROTATION ERROR	DS	10/22/09
1	ADDED 8" AIRLOCK	DB	8/24/05
REV	DRAWING STATUS	BY	DATE



CAMCORP

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TITLE:

"FR" SERIES FABRICATED AIRLOCKS
MODEL 8FR TO 30FR

DATE:	4/25/05	DRAWN:	DB	DRAWING NUMBER:	AIRLOCK-FR	REVISION:	2
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