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WIESE-FLO® SELF-CLEANING FILTER SCREEN AND SCREENINGS-TYPE SCREW CONVEYOR OPERATION AND MAINTENANCE MANUAL WHEELABRATOR ENGINEERED SYSTEMS INC. WIESEMANN PRODUCTS

BRISBANE CITY COUNCIL - WYNNUM STP

WIESE-FLO WF316-900-600

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WIESE-FLO® SELF-CLEANING FILTER SCREEN AND SCREW CONVEYOR

OPERATION AND MAINTENANCE MANUAL

Table of Contents

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SECTION I

STATEMENT OF PROPRIETARY INFORMATION

THE INFORMATION CONTAINED IN THIS MANUAL IS OF A PROPRIETARY NATURE AND IS THE SOLE PROPERTY OF WHEELABRATOR ENGINEERED SYSTEMS INC.; WIESEMANN PRODUCTS REPRODUCTION IN WHOLE OR IN PART WITHOUT WRITTEN APPROVAL SHALL BE SUBJECT TO LEGAL ACTION.

THE SOLE PURPOSE OF THIS MANUAL IS TO FURNISH NEED TO KNOW INFORMATION TO OWNERS AND OPERATORS OF WIESEMANN FILTER SCREENS.

WHEELABRATOR ENGINEERED SYSTEMS INC. WIESEMANN PRODUCTS RESERVES THE RIGHT TO MAKE ENGINEERING CHANGES AND TO IMPROVE THE PRODUCT WITHOUT WRITTEN NOTICE.

SECTION II

GENERAL

THE WIESEMANN FILTER SCREEN IS DESIGNED TO PROVIDE FILTRATION OF ALL MATERIALS FLOWING THROUGH A CHANNEL AT MINIMUM HEADLOSS. THE FILTER SCREEN REMOVES ALL MATERIALS LARGER THAN 1/4" DIAMETER. IN ADDITION TO THE FINE MATERIALS, ALL LARGER MATERIALS ARE AUTOMATICALLY TRANSPORTED BY THE SCREEN FOR DEPOSIT INTO THE SCREW CONVEYOR. THE UNIT IS CAPABLE OF CONVEYING 20 CU. FT. PER HOUR OF SCREENINGS.

THE FRAMEWORK IS CONSTRUCTED OF 3/16" THICK STAINLESS STEEL FOR CORROSION RESISTANCE. NEOPRENE SIDE SEALS MOUNTED TO THE FRAME PREVENT FLOW FROM BYPASSING THE SCREENING ELEMENTS. ALTERNATE MATERIALS OF CONSTRUCTION ARE AVAILABLE FOR SPECIAL APPLICATIONS.

THE SELF-CLEANING FILTER SCREEN CONSISTS OF A SERIES OF STAINLESS STEEL SCREEN ELEMENTS CONNECTED IN SERIES WITH STAINLESS STEEL PIVOT SHAFTS WITH UHMWPE SPACERS BETWEEN THEM TO PERMIT FLOW THROUGH THEM. THE SPACERS VARY IN LENGTH TO SUIT THE SCREENINGS APPLICATION.

EACH PIVOT SHAFT HAS A GUIDE LINK AT EITHER END TO SUPPORT THE SCREEN AS IT TRAVELS UP THE FRAMEWORK. THESE LINKS ARE MANUFACTURED FROM UHMWPE AND RIDE ON STAINLESS STEEL TRACKS INTEGRAL TO THE FRAME.

THE FILTER SCREEN IS AUTOMATICALLY SELF CLEANING BY MECHANICAL MEANS WITHOUT REQUIRING BRUSHES OR OTHER MECHANICAL DEVICES TO REMOVE THE CAPTURED MATERIALS FROM THE SCREEN SURFACE. A DRIVE SPROCKET IS MOUNTED TO THE DRIVE SHAFT AND POWER IS TRANSMITTED THROUGH #50 ROLLER CHAIN. MAXIMUM SPEEDS MAY BE CHANGED BY CHANGING DRIVE SPROCKETS ON THE GEAR REDUCER.

THE SCREEN IS DRIVEN WITH A SUMITOMO SM-CYCLO REDUCER WITH A 29:1 SINGLE REDUCTION WORM GEAR EQUIPPED WITH ANTI-FRICTION BEARINGS AND DESIGNED IN ACCORDANCE WITH AGMA RECOMMENDATIONS FOR CLASS II SERVICE. POWER TO THE GEAR REDUCER IS PROVIDED BY A HYDRAULIC MOTOR. POWER REQUIREMENTS FOR NORMAL OPERATION ARE LESS THAN 2 HP. NA

FILTER SCREENS ARE CUSTOM MANUFACTURED TO SPECIFIC CHANNEL WIDTHS. CHANNEL MOUNTING GUIDES ARE AVAILABLE TO FACILITATE INSTALLATION OF THE EQUIPMENT.

DRIVE SHAFT BEARINGS REQUIRE MONTHLY LUBRICATION THROUGH A ZERK FITTING ON EACH END OF THE SHAFT. NO SUBMERGED BEARINGS OR SEALS ARE INCLUDED IN THE DESIGN. ALL MOVING WETTED PARTS ARE CONSTRUCTED FROM CORROSION-RESISTANT STAINLESS STEEL OR UHMWPE.

THE WIESEMANN SOLIDS CONVEYOR IS OF THE CONTINUOUS SCREW DESIGN. MATERIALS OF CONSTRUCTION ARE STAINLESS STEEL FOR SHAFTING, CONVEYOR TROUGH, FASTENERS, HOPPERS, STRUCTURAL SUPPORTS AND OTHER SHOP FABRICATED ITEMS. THE CONVEYOR DRIVE IS MANUFACTURED FROM MATERIALS SUITABLE FOR SEVERE SERVICE CONDITIONS. ANCHOR BOLTS AND WASHERS ARE T304 STAINLESS STEEL.

SOLIDS ARE DISCHARGED OPPOSITE THE DRIVE END OF THE CONVEYOR. THE SCREW SHAFT HAS A SLEEVE-TYPE BEARING AT EACH END.

THE CONVEYOR SUPPORTS, SUPPORT COLUMNS, SUPPORT BASE PLATES (INCLUDING TRUSS AND CHANNEL FRAMES), HEAD AND TAIL ASSEMBLY SUPPORTS ARE FABRICATED FROM STAINLESS STEEL. ALL BOLTS AND APPURTENANCES NECESSARY FOR CONVEYOR ERECTION ARE STAINLESS STEEL.

THE HEAD AND TAIL SHAFT BEARINGS REQUIRE MONTHLY LUBRICATION THROUGH A ZERK FITTING ON EACH END OF THE CONVEYOR TROUGH. ALL WETTED PARTS ARE CONSTRUCTED FORM CORROSION-RESISTANT STAINLESS STEEL OR UHMWPE. SHAFTING IS STAINLESS STEEL WITH KEY SEATS FOR POSITIVE DRIVING OF THE SCREW.

CONVEYOR SYSTEMS ARE CUSTOM MANUFACTURED TO SPECIFIC APPLICATIONS. MOUNTING SUPPORTS ARE AVAILABLE TO FACILITATE INSTALLATION OF THE EQUIPMENT.

SECTION III

INSTALLATION

SEC. III-1

STORAGE

A. THE UNIT SHOULD BE LOCATED IN A DRY, WATERPROOF LOCATION.
B. FOR PROLONGED STORAGE, DRIVE SPROCKETS AND CHAIN SHOULD BE LUBRICATED EVERY SIX WEEKS. REFER TO MAINTENANCE SCHEDULE SECTION VI.

SEC. III-2

UNCRATING

A. OPEN SHIPPING CONTAINERS AND INSPECT FOR PHYSICAL DAMAGE.
   NOTE: IF DAMAGE IS APPARENT, FILE CLAIM WITH DELIVERING CARRIER AND ADVISE FACTORY OR YOUR LOCAL FACTORY REPRESENTATIVE.
B. USE LIFTING EYES FOR SETTING THE UNIT UPRIGHT. LIFTING EYES ARE DESIGNED FOR VERTICAL LIFT ONLY.
C. CARE SHOULD BE TAKEN TO PROTECT LUBRICATION FITTINGS.

SEC. III-3

LUBRICATION

THE DRIVE AND IDLER SHAFTS ARE EACH SUPPORTED BY A PAIR OF BEARINGS, ONE AT EITHER END. A GREASE FITTING IS PROVIDED ON EACH SIDE FOR THESE BEARINGS. GULF OIL "GULFCROWN POLYGREASE EP-2" IS RECOMMENDED. SEE LUBRICATION SECTION FOR ALTERNATE LUBRICANTS.

THE SCREW HEAD AND TAIL SHAFTS ARE SUPPORTED BY A SLEEVE-TYPE BEARING, A GREASE FITTING IS PROVIDED ON EACH END OF THE CONVEYOR TROUGH FOR THE BEARINGS. GULF OIL "GULFLEX POLYGREASE" IS RECOMMENDED (SEE LUBRICATION SECTION FOR ALTERNATE LUBRICANTS).

SEC. III - 4

INSTALLATION OF FILTER SCREEN

A. LOWER FILTER SCREEN ASSEMBLY INTO CHANNEL.
B. ANCHOR THE FLOW DIVERTER PLATES TO THE CHANNEL WALLS WITH EXPANSION ANCHORS.
C. LOCATE SCREW CONVEYOR SUPPORT LEGS AND SECURE WITH EXPANSION ANCHORS.

SEC. III-5

SAFETY PRECAUTIONS

DANGER: THIS EQUIPMENT SHOULD BE INSTALLED, ADJUSTED AND SERVICED BY QUALIFIED ELECTRICAL PERSONNEL FAMILIAR WITH THE CONSTRUCTION AND OPERATION OF THIS EQUIPMENT AND THE HAZARDS INVOLVED. FATAL INJURY COULD OCCUR IF THIS PRECAUTION IS NOT OBSERVED.

1. BE SURE TO WEAR SAFETY GLASSES AT ALL TIMES.
2. BE SURE THE INPUT DISCONNECT IS IN THE CORRECT POSITION, EITHER ON OR OFF DEPENDING ON THE WORK TO BE PERFORMED.

DANGER: THE NATIONAL ELECTRICAL CODE (NEC) REQUIRES THAT AN INPUT DISCONNECT, SUCH AS A CIRCUIT BREAKER, BE PROVIDED IN THE INCOMING POWER LINE AND LOCATED WITHIN SIGHT OF THE CONTROLLER. DO NOT OPERATE THE CONTROLLER UNTIL THIS CODE REQUIREMENT HAS BEEN MET. FAILURE TO OBSERVE THIS PRECAUTION COULD RESULT IN FATAL INJURY.

3. HAVE A BACKUP TECHNICIAN WHO IS ALWAYS IN SIGHT AND READY TO ASSIST IN THE CASE OF AN EMERGENCY.
4. BE SURE THE MOTOR FRAME IS CONNECTED TO EARTH GROUND.

SEC. III-6

WIRE PRACTICES

WIRE SIZING

IT IS THE USER'S RESPONSIBILITY TO SEE THAT ALL INTERCONNECTING WIRING IS SIZED AND INSTALLED IN CONFORMANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) PUBLISHED BY THE NATIONAL FIRE PROTECTION ASSOCIATION, OR THE CANADIAN ELECTRICAL CODE (CEC) AND OTHER APPLICABLE LOCAL CODES. REFER TO CONTROLLER AND MOTOR NAMEPLATES FOR ELECTRICAL DATA.

SECTION IV

START-UP AND OPERATION

OPERATING PROCEDURES

FOLLOW ALL INSTRUCTIONS IN SECTION III-5 AND III-6.

FOR ON OPERATION, PLACE ON-OFF SWITCH LOCATED ON CONTROL PANEL ON. THE SCREEN RUNNING LIGHT SHOULD BE LIT AND THE SCREEN WILL RUN AT THIS TIME.

SHUTDOWN PROCEDURES

WHEN IN OPERATION, SWITCH ON-OFF SWITCH TO OFF POSITION. SCREEN WILL STOP AT THIS TIME.

SHORT TERM

A. WHILE THE FILTER SCREEN IS OPERATING, FLUSH THE SCREEN AND CONVEYORS WITH CLEAR WATER TO REMOVE WASTE MATERIALS.

B. PUMP GREASE THROUGH THE BEARING GREASE FITTINGS UNTIL GREASE APPEARS AT THE SHAFT ENDS.

C. APPLY GREASE TO THE DRIVE CHAIN.

D. LOCK THE SELECTOR SWITCH IN THE OFF POSITION.

LONG TERM (OVER 6 WEEKS)

A. WHILE THE FILTER SCREEN IS OPERATING, FLUSH THE SCREEN AND CONVEYOR WITH CLEAR WATER TO REMOVE WASTE MATERIALS.

B. PUMP GREASE THROUGH THE BEARING GREASE FITTINGS UNTIL GREASE APPEARS UNDER THE SHAFT ENDS.

C. APPLY GREASE TO THE DRIVE CHAIN.

D. FOLLOW NORMAL ELECTRICAL SHUTDOWN PROCEDURES AS NOTED ABOVE.

E. OPERATE THE SCREEN FOR AT LEAST 10 MINUTES EVERY SIX WEEKS.

SECTION V

TROUBLESHOOTING

NOT APPLICABLE.
(FOR HYDRAULIC DRIVE)

SYMPTOM	POSSIBLE TROUBLE
MOTOR WILL NOT TURN	INCORRECTLY WIRED. REFER TO SYSTEM WIRING DIAGRAM.
	NO POWER TO CONTROL, CHECK
	HEATERS NOT INSTALLED OR UNDERSIZED IN STARTER. INSTALL CORRECT HEATERS.
	MOTOR LOCKED UP. CHECK TO INSURE MOTOR IS FREE TO ROTATE.
	CHECK FOR PROPER OIL LEVEL AND TEMPERATURE.
NOISE	NOISE IS GENERALLY CAUSED BY CAVITATION RESULTING FROM A PARTIALLY CLOGGED SUCTION LINE OR AIR ENTERING THE SUCTION PIPING. CHECK FOR PROPER OIL LEVEL IN THE RESERVOIR.
LOW VOLUME OUTPUT	CHECK FOR PROPER DRIVE MOTOR ROTATION AND PROPER OIL LEVEL.
LOW PRESSURE OUTPUT	CHECK FOR PROPER DRIVE MOTOR ROTATION, PROPER OIL LEVEL AND LEAKING HOSE CONNECTIONS.
UNIT DOES NOT REVERSE	CHECK FOR OPEN COIL ON SOLENOID VALVE.

SECTION VI

MAINTENANCE

THE WFS304 SELF-CLEANING FILTER SCREEN IS DESIGNED FOR EASE AND INFREQUENCY OF MAINTENANCE. ONLY A FEW POINTS REQUIRE PERIODIC MAINTENANCE FOR TROUBLE FREE OPERATION.

SLEEVE-TYPE UHMWPE BEARINGS ARE MOUNTED AT EITHER END OF THE DRIVE AND IDLER SHAFTS AND REQUIRE MONTHLY LUBRICATION. A ZERK FITTING IS PROVIDED ON EACH SIDE OF THE SHAFTS TO PERMIT LUBRICATION BY USING A STANDARD GREASE GUN. GULF OIL "GULFCROWN POLYGREASE EP-2" IS RECOMMENDED. SEE LUBRICATION SECTION FOR ALTERNATE LUBRICANTS.

EVERY THREE MONTHS THE DRIVE COVERS SHOULD BE REMOVED AND THE DRIVE ROLLER CHAIN LUBRICATED WITH CLEAN GREASE. GULF OIL "GULFCROWN POLYGREASE EP-2" IS RECOMMENDED. CAUTION: EQUIPMENT SHOULD NOT BE OPERATED WITH THE COVERS REMOVED. BE SURE TO DISCONNECT THE MOTOR POWER AND TAG SO THAT THE EQUIPMENT IS NOT ACCIDENTALLY STARTED DURING THE CHAIN LUBRICATION PROCESS.

SHOULD IT BE NECESSARY TO REPLACE A DAMAGED FILTER SCREEN ELEMENT, OPERATE THE SCREEN UNTIL THE DAMAGED ELEMENT IS POSITIONED ON THE TOP SIDE OF THE SCREEN. REMOVE THE SIDE COVERS FROM EITHER SIDE OF THE FILTER SCREEN FRAMEWORK. REMOVE THE SELF-LOCKING ACORN NUTS FROM THE PIVOT SHAFTS WHICH PASS THROUGH EITHER SIDE OF THE DAMAGED ELEMENT. REMOVE THE GUIDE ROLLER AND USING A 1/2" DIAMETER ROD DRIVE ONE OF THE PIVOT SHAFTS THROUGH THE SCREEN TO THE POINT AT WHICH THE DAMAGED ELEMENT MAY BE PIVOTED OUT OF THE SCREEN ASSEMBLY. INSTALL THE REPLACEMENT ELEMENT AND DRIVE THE PIVOT SHAFT BACK THROUGH THE SCREEN ASSEMBLY. CAUTION: MAKE SURE THAT THE PIVOT SHAFT AND THE DISASSEMBLY ROD MOVE TOGETHER GOING INTO AND OUT OF THE SCREEN ASSEMBLY.

REMOVE THE SECOND PIVOT SHAFT IN THE SAME FASHION TO THE POINT AT WHICH THE DAMAGED ELEMENT CAN BE REMOVED. PIVOT THE REPLACEMENT ELEMENT INTO POSITION AND REINSTALL THE PIVOT SHAFT. REINSTALL THE GUIDE ROLLERS AND THE SELF-LOCKING ACORN NUTS. REPLACE THE SIDE COVERS AND PLACE THE SCREEN BACK INTO OPERATION.

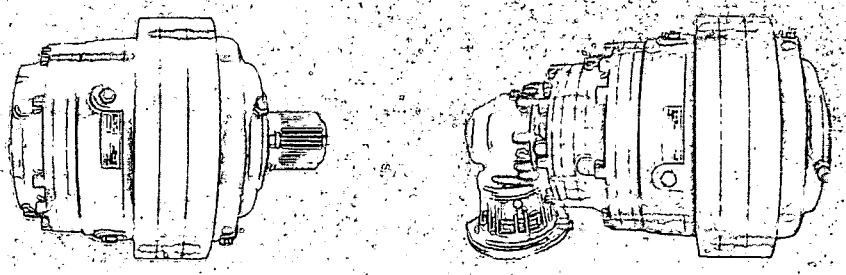
PERIODIC (WEEKLY) INSPECTION OF THE FILTER SCREEN IS NECESSARY WITH PARTICULAR ATTENTION TO BE PAID TO DAMAGED SCREEN ELEMENTS. DAMAGED OR BENT ELEMENTS SHOULD BE REPAIRED OR REPLACED IMMEDIATELY.

THE SC304 SCREENINGS CONVEYOR IS DESIGNED FOR EASE AND INFREQUENCY OF MAINTENANCE. ONLY A FEW POINTS REQUIRE PERIODIC MAINTENANCE FOR TROUBLE-FREE OPERATION.

THE HEAD AND TAIL SHAFTS TURN WITHIN SLEEVE-TYPE BEARINGS. THE BEARINGS ARE MOUNTED AT EACH END OF THE SCREW AND REQUIRE MONTHLY LUBRICATION. A ZERK FITTING IS PROVIDED ON EACH END OF THE CONVEYOR TROUGH TO PERMIT LUBRICATION BY USING A STANDARD GREASE GUN. GULF OIL "GULFLEX POLYGREASE" IS RECOMMENDED (SEE LUBRICATION SECTION FOR ALTERNATE LUBRICANTS).

riduttori epicicloidali
planetary reduction gears
Planetengetriebe
reducteurs epicycloidaux

RR 63...RR 5000



REGGIANA RIDUTTORI

PLANETARY REDUCTION GEARS

MONTAGGIO

Un accorgimento molto importante al fine di evitare che le flange di sostegno dei riduttori vengano messe in tensione già in fase di montaggio, consiste nell'assicurarsi che la controflangia di fissaggio aderisca perfettamente alla flangia del riduttore.
Controllare sia nelle versioni maschio che femmina il corretto allineamento tra l'albero del riduttore e il controalbero calettato (manicotto, giunto, albero scanalato, ecc.), per evitare il deterioramento dei profili scanalati (Fig. 1).
Nel montaggio dei riduttori femmina predisporre l'albero scanalto di accoppiamento al riduttore con tolleranza (e 9), inoltre è importante prevedere i fori per alloggiare le spine; nella Fig. 2a, 2b sono indicate le sporgenze consigliate, dal piano di appoggio.
Prima del montaggio, è necessario predisposrre tappi dell'olio, sfiati, curve, ecc., tenendo conto della posizione di montaggio del riduttore (vedi schema a pagina 8).

ASSEMBLY

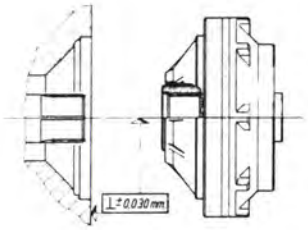
In order to avoid flange of the gear from being in tension already during assembly on the machine, it is necessary to make sure that fixing counterflange fits perfectly to flange of the gear.
Please control in both male and female version the correct alignment between shaft of the gear and splined countershaft (bushing, coupling, splined shaft, and so on), in order to avoid the deterioration of the splined profiles (Fig. 1).
When mouting the female gearbox, build the splined shaft for connection to the gearbox with a tollerance of (e 9), furthermore, it is important to provide the holes for the pins. The advised projections from the fixing plane are indicated in fig.s 2a - 2b.
Before mounting, it is necessary to prearrange oil plugs, elbows and so on, in relation to the mounting position of the gear (see scheme at page 8).

MONTAGE

Um zu vermeiden, dass der Flansch des Getriebes schon während der Montage in der Maschine gespannt ist, ist es nötig, sich zu versichern, dass der Fixiergegnflansch auf dem Flansch des Getriebs völlig anlehnt.
Prüfen Sie bitte in beiden M- und F-Ausführungen die richtige Fluchtung zwischen die Getriebeswelle und die Keilgegenwelle (Buchse, Kupplung, Keilwelle u.s.w.), um die Entartung der Keilprofile zu vermeiden. (Bilder 1).
Bei verwendung der Hohlwellengetriebe muss das Vielkeilprofil auf der Abtriebseite mit einer Toleranz (e 9) gefertig sein, weterin ist es wichtig die Borungen fuer die Stifte vorzubereiten. Die Bilder 2a - 2b zeigen die dimenzionen und Lage der Borungen.
Vor der Montage muss man Ölschrauben, Entlüftungschrauben, Knien u.s.w., mit Bezung auf die Montagestellung der Getriebe vorbereiten (siehe Schaubild auf Seite 8).

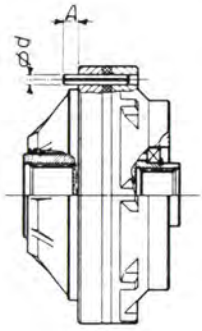
ASSEMBLAGE

Une precaution tres importantes, pour eviter que les brides de support des reducteurs se trouvent en tension deja en cours d'assemblage, consiste a s'assurer que la contrebride de fixation sur la machine soit completement appuyée sur le plan de fixation du reducteur.
Controler le correct alignement de l'arbre du reducteur et du contrearbre empatte (manchon, coche, arbre cannelè, etc.) et pour la version taraud et pour celle femelle, afin de eviter la deterioration des profiles raines (Fig. 1).
Pour le montage des réducteurs a arbre femelle, l'arbre male doit être executé avec une tolérance (e 9) de plus, il faudra prévoir les trous pour les goupilles. Les projections utiles du plan de fixation sont données par les figures 2a et 2b.
Avant assemblage, placer les bouchons de l'huile, les courbe, les events, etc., selon la position d'assemblage du reducteur (voir schema a page 8).

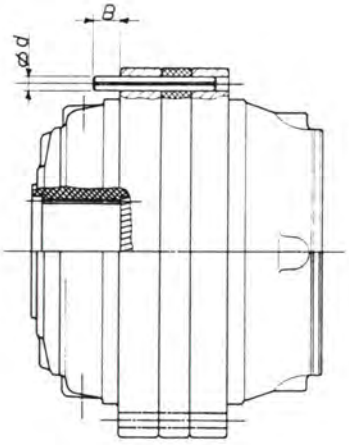


(Fig. 1)

TIPO - TYPE TYP - TYPE	∅d	A
RR 180 F RR 180 DF RR 180 TF RR 180 QF	10	15
RR 300 F RR 300 DF RR 300 TF RR 300 QF	10	14
RR 500 F RR 500 DF RR 500 TF RR 500 QF	10	14
RR 750 F RR 750 DF RR 750 TF RR 750 QF	10	14
RR 1000 F RR 1000 DF RR 1000 TF RR 1000 QF	12	13
RR 1500 F RR 1500 DF RR 1500 TF RR 1500 QF	12	13



(Fig. 2a)



(Fig. 2b)

TIPO - TYPE TYP - TYPE	∅d	B
RR 2300 F RR 2300 DF RR 2300 TF RR 2300 QF	14	25
RR 3000 F RR 3000 DF RR 3000 TF RR 3000 QF	14	18
RR 5000 F RR 5000 DF RR 5000 TF RR 5000 QF	16	22

LUBRIFICAZIONE

Una corretta lubrificazione consente un buon funzionamento e una lunga durata del gruppo nel suo insieme.
I riduttori vengono forniti privi di lubrificante, che deve essere introdotto dall'utilizzatore prima dell'impiego.
Per le applicazioni più ricorrenti, in cui il gruppo lavora a temperature comprese tra **—20°C e +60°C**, consigliamo di usare olio lubrificante corripondente alle prescrizioni SAE 90 EP (15° E50), riempiendo il gruppo fino all'apposito livello.
Nel caso il gruppo debba lavorare a condizioni diverse da quelle indicate, consigliamo di interpellare il ns. ufficio tecnico.

LUBRICATION

A right lubrication allows a good working and a long lifetime of the units.
Gears are supplied without oil, that must be put in from the user before starting.
As regards applications in which the unit works at temperatures between **—20°C and +60°C**, we advise to use oil type SAE 90 EP (15° E50) and to fill the unit up to the level.
If the unit has to work at different conditions, please consult our engineering department.

SCHMIERUNG

Eine richtige Schmierung ermöglicht einen guten Betrieb und eine lange Lebensdauer der Gruppe.
Die Getriebe sind ohne Öl geliefert, das vom Besitzer vor dem Gebrauch eingeführt sein muss.
In den Anbauen, in denen die Gruppe zu einer Temperatur zwischen **—20°C und +60°C** arbeitet, muss man Öl Typ SAE 90 EP (15° E50) gebrauchen und die Gruppe bis zum Ölstandmelder einfüllen.
Wenn die Gruppe unter verschiedenen Bedingungen arbeiten muss, fragen Sie bitte um Rat unseres technisches Büro.

GRAISSAGE

Un graissage correct permet d'avoir le maximum de la durée du bloc entier.
Les blocs sont fournis sans lubrifiant, qui doit etre introduit par l'usager avant de l'employer.
Pour les applications ou le bloc travaille a des temperatures comprises entre **—20°C et +60°C**, on doit employer de l'huile du type SAE 90 EP (15° E50), en remplissant le bloc jusqu'au niveau indique.
Si le bloc doit travailler dans des conditions differentes de celles qu'on a indiquées, on conseille de consulter notre bureau technique.

QUANTITÀ OLIO:

I quantitativi d'olio sono elencati in ogni prospetto, sia per montaggio verticale che orizzontale.

OIL QUANTITY:

Oil quantity is stated for every gear, according to vertical or horizontal mounting.

ÖLMENGE:

Die Ölmenge ist für jedes Getriebe mit Bezug auf die Montagestellungen eingeschrieben.

QUANTITE D'HUILE:

Pour chaque reducteur on donné la liste des quantités d'huile, selon la position d'assemblage.

MANUTENZIONE

Consigliamo di effettuare il primo cambio di lubrificante dopo le prime 50-60 ore di funzionamento, e in seguito ogni 500-1500 ore, a seconda delle condizioni di lavoro del riduttore.
Durante il cambio dell'olio, è necessario pulire i tappi magnetici.

MAINTENANCE

We advise to effect the first change of oil after the first 50-60 working hours and afterwards every 500-1500 hours, according to work conditions of the gear. During oil change, it is necessary to clean magnetic plugs.

WARTUNG

Wir raten, den ersten Ölwechsel nach den ersten 50-60 Betriebsstunden und nachdem jeden 500-1500 Stunden (mit Bezug auf die Betriebsbedingungen des Getriebes) auszuführen.
Während des Ölwechsels reinigen Sie bitte die Magnetschrauben.

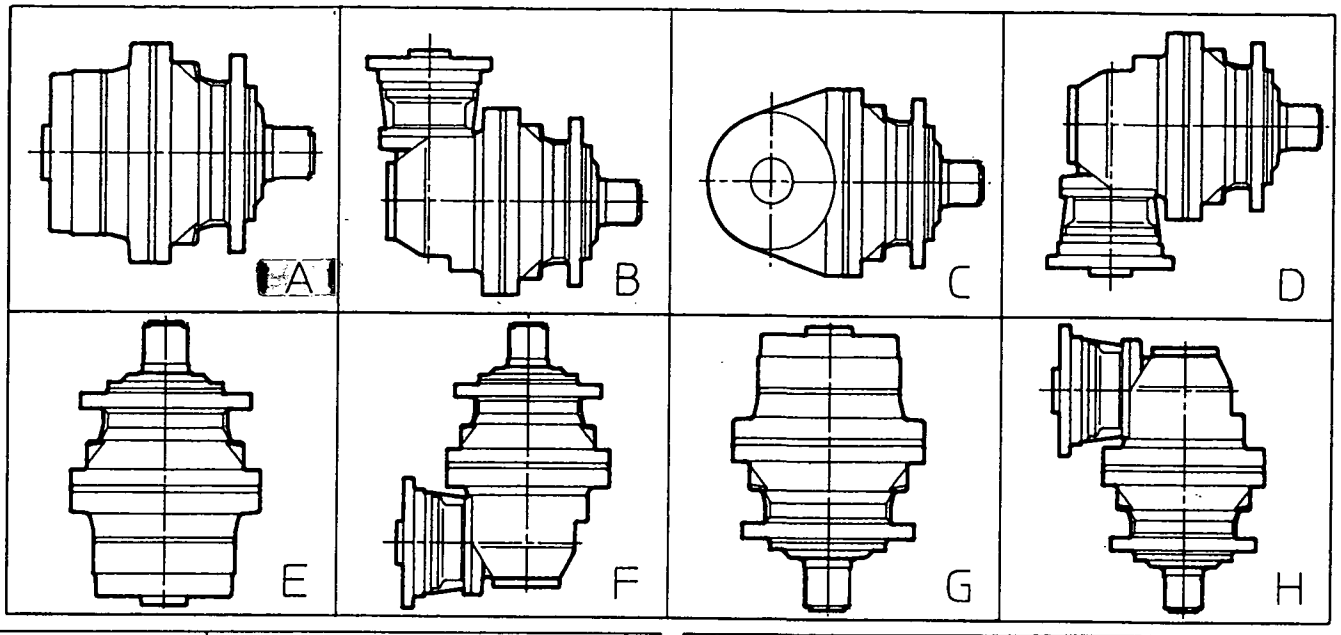
ENTRETIEN

Le premier changement de lubrifiant se ferà après le 50-60 premieres heures de fonctionnement; pour le changements successifs tous les 500-1500 heures, selon les conditions de travail du reducteur.
Pendant le vidange, nettoyer les bouchons magnetiques.

QUANTITÀ OLIO - OIL QUANTITY
ÖLQUANTITÄT - QUANTITE HUILE

(lt.)

RIDUTTORI VERSIONE MASCHIO
MALE VERSION GEARS
M-AUSFÜHRUNG GETRIEBE
REDUCTEURS VERSION MALE

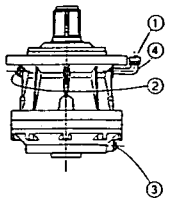
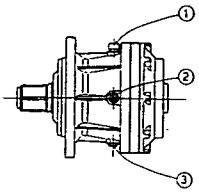
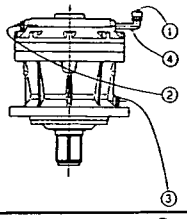
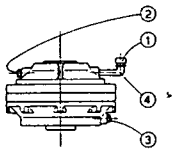
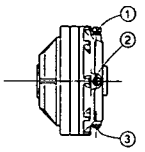
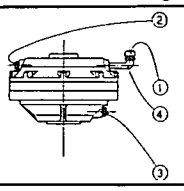
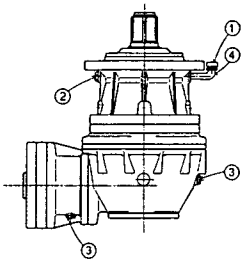
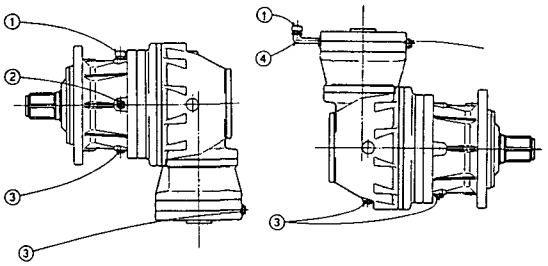
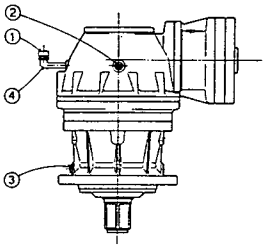
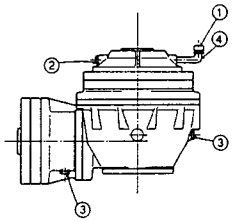
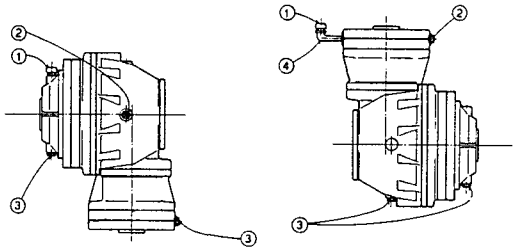
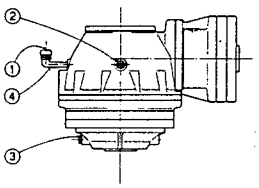
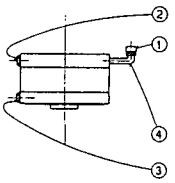
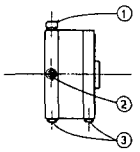
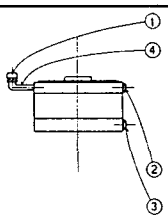
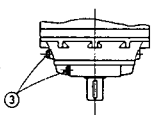
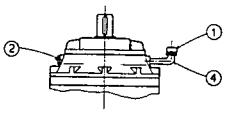
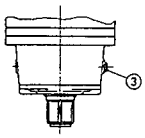
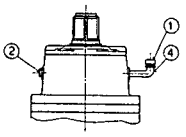
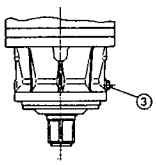
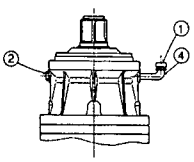


TIPO - TYPE TYP - TYPE	POSIZIONE - POSITION - LAGE - POSITION A	E	G
RR63	0,21	0,35	0,35
RR63D	0,26	0,44	0,44
RR100	0,5	1	1
RR100D	0,7	1,5	1,5
RR100T	0,9	2	2
RR180	1,2	1,9	1,9
RR180D	1,4	2,6	2,6
RR180T	1,7	3,2	3,2
RR180S	1,2	2,2	2,2
RR180DS	2	3,7	3,7
RR180TS	2,3	4,4	4,4
RR300	1,2	1,9	1,9
RR300D	1,4	2,6	2,6
RR300T	1,7	3,2	3,2
RR300S	1,2	2,2	2,2
RR300DS	2	3,7	3,7
RR300TS	2,3	4,4	4,4
RR500	1,1	1,6	1,6
RR500D	1,8	3,1	3,1
RR500T	2,1	3,8	3,8
RR500S	1,2	2,2	2,2
RR500DS	2	3,7	3,7
RR500TS	2,3	4,4	4,4
RR750	1,1	1,6	1,6
RR750D	1,8	3,1	3,1
RR750T	2,1	3,8	3,8
RR750S	1,2	2,2	2,2
RR750DS	2	3,7	3,7
RR750TS	2,3	4,4	4,4
RR1000	* 2,5	* 4,5	* 4,5
RR1000D	3,1	5,7	5,7
RR1000T	3,8	7,1	7,1
RR1500	* 3,2	* 6,8	* 6,8
RR1500D	3,8	8	8
RR1500T	5,5	9,7	9,7
RR2300	* 3,6	* 6,8	* 6,8
RR2300D	4,4	8,4	8,4
RR2300T	5,2	9,8	9,8
RR3000	* 4,2	* 7,8	* 7,8
RR3000D	* 5,2	* 9,8	* 9,8
RR3000T	5,8	11	11
RR5000	* 5	* 9,2	* 9,2
RR5000D	* 7,8	* 13,8	* 13,8
RR5000T	9,8	17,2	17,2
RR6300	* 4,8	* 9	* 9
RR6300D	* 7,6	* 13,6	* 13,6
RR6300T	9,6	17	17
RR8000	* 18,2	* 21,8	* 21,8
RR8000D	* 19,2	* 23,8	* 23,8
RR8000T	* 19,8	* 25	* 25
RR12500	* 21,2	* 24,8	* 24,8
RR12500D	* 22,2	* 26,8	* 26,8
RR12500T	* 22,8	* 28	* 28
RR22000	* 32,3	* 37,5	* 37,5
RR22000D	* 34,6	* 40,1	* 40,1
RR22000T	* 35,2	* 43,3	* 43,3
RR32000	* 32	* 37	* 37
RR32000D	* 34,3	* 40,5	* 40,5
RR32000T	* 34,9	* 42,8	* 42,8

TIPO - TYPE TYP - TYPE	POSIZIONE - POSITION - LAGE - POSITION B	C	D	F	H
RA100	2,1	0,85	0,95	2,1	1,1
RA100D	2,4	1	1,1	2,4	1,3
RA100T	2,8	1,2	1,3	2,8	1,5
RA180	3,6	1,6	1,7	3,6	1,9
RA180D	4	1,8	1,9	4	2,1
RA180T	4,6	2,1	2,2	4,6	2,4
RA180S	4,8	2,2	2,3	4,8	2,5
RA180DS	5,2	2,4	2,5	5,2	2,7
RA180TS	5,8	2,7	2,8	5,8	3
RA300	3,6	1,6	1,7	3,6	1,9
RA300D	4	1,8	1,9	4	2,1
RA300T	4,6	2,1	2,2	4,6	2,4
RA300S	4,8	2,2	2,3	4,8	2,5
RA300DS	5,2	2,4	2,5	5,2	2,7
RA300TS	5,8	2,7	2,8	5,8	3
RA500	4,5	1,9	2,1	4,5	2,5
RA500D	4,8	2,2	2,3	4,8	2,6
RA500T	5,4	2,5	2,6	5,4	2,9
RA500S	4,9	2,1	2,3	4,9	2,7
RA500DS	5,2	2,4	2,5	5,2	2,8
RA500TS	5,8	2,7	2,8	5,8	3
RA750	4,5	1,9	2,1	4,5	2,5
RA750D	4,8	2,2	2,3	4,8	2,6
RA750T	5,4	2,5	2,6	5,4	2,9
RA750S	4,9	2,1	2,3	4,9	2,7
RA750DS	5,2	2,4	2,5	5,2	2,8
RA750TS	5,8	2,7	2,8	5,8	3
RA1000	7,8	3,5	3,7	7,8	4,1
RA1000D	8,9	4,1	4,3	8,9	4,7
RA1000T	8,8	4,2	4,3	8,8	4,6
RA1500	9,7	4,5	4,7	9,7	5,1
RA1500D	10,3	4,8	5	10,3	5,8
RA1500T	12,2	5,9	6	12,2	6,3
RA2300	16,5	7,7	8	16,5	8,5
RA2300D	12,5	5,9	6,1	12,5	6,5
RA2300T	13	6,2	6,4	13	6,7
RA3000	17,9	8,4	8,7	17,9	9,2
RA3000D	13,7	6,5	6,7	13,7	7
RA3000T	14,3	6,8	7	14,3	7,4
RA5000	19,5	9,2	9,5	19,5	10
RA5000D	19	9,1	9,3	19	8,7
RA5000T	22,7	11	11,2	22,7	11,6
RA6300D	18,8	9	9,1	18,8	9,3
RA6300T	22,5	11	10,8	22,5	11
RA8000D	32,2	15,5	23,2	32,2	23,4
RA8000T	35,3	16,9	22	35,3	22,2
RA12500D	36,7	17,4	26,2	36,7	26,4
RA12500T	39,9	19	24,3	39,9	24,5
RA22000T	50,3	23,9	39,7	50,3	39,9
RA32000T	49,1	23,4	39,4	49,1	39,6

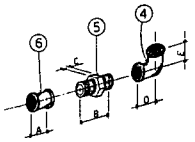
* La quantità d'olio varia con il tipo di flangia motore - Oil quantity changes according to the type of motor flange - Ölquantitäet aendert des motor-flansches gemaesk - La quantitét d'huile change suivant le type du flasque moteur.

POSIZIONE TAPPI - POSITION OF THE PLUGS - LAGE DER SCHRAUBEN - POSITION DES BOUCHONS

TIPO TYPE TYP TYPE	VERTICALE (Uscita in alto) VERTICAL MOUNTING (Outside upw.) VERTICALZUSAMMENBAU (Abtrieb. aufw.) ASSEMBLAGE VERTICAL (sor. vers haut)	ORIZZONTALE HORIZONTAL MOUNTING HORIZONTALZUSAMMENBAU ASSEMBLAGE HORIZONTAL	VERTICALE (Uscita in basso) VERTICAL MOUNTING (Out. downw.) VERTICALZUSAMMENBAU (Abtrieb. ab.) ASSEMBLAGE VERTICAL (sor. vers bas)
RR			
RR-F			
RA			
RA-F			
FRENO TIPO RF BRAKE TYPE RF BREMSE TYP RF FREIN TYPE RF			
ENTRATA TIPO EL INPUT TYPE EL ANTRIEBS. TYP EL ENTRÉE TYPE EL			
ENTRATA TIPO EM INPUT TYPE EM ANTRIEBS. TYP EM ENTRÈE TYPE EM			
ENTRATA TIPO EP INPUT TYPE EP ANTRIEBS. TYP EP ENTRÈE TYPE EP			

① TAPPO SFIATO - AIR EXCAPE PLUG - ENTLÜFTUNGSCHRAUBE - BOUCHON SOUPIRAIL
② TAPPO LIVELLO - LEVEL PLUG - ÖLSTANOSCHRAUBE - BOUCHON DU NIVEAU
③ TAPPO SCARICO - DRAIN PLUG - ÖLABLASSCHRAUBE - BOUCHON DE SORTIE
④ CURVA - ELBOW - KNIE - COURBE
⑤ NIPPLO - NIPPLE - NIPPEL - NIPPLE
⑥ PROLUNGA - EXTENSION - VERLÄNGERUNG - PROLONGATION

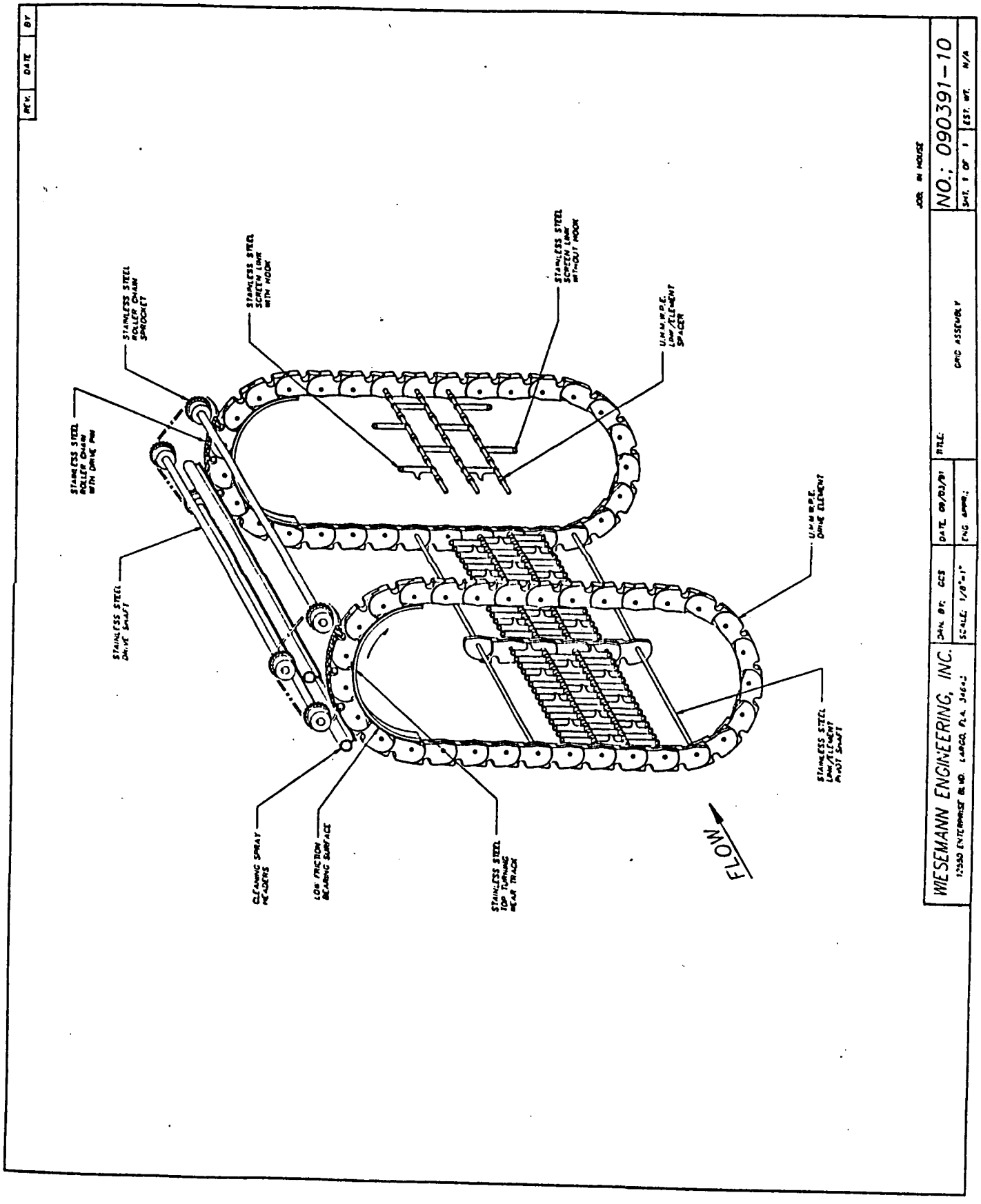
	A	B	C	D	E
1/4" Gas	27	36	8	21	21
3/8" Gas	30	40	8	25	25



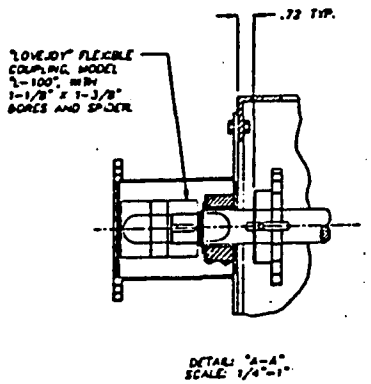
WIESE-FLO SELF CLEANING FILTER SCREEN

RECOMMENDED SPARE PARTS LIST

QTY	ITEM	PART NO.	EXTENDED (TOTAL) LIST PRICE
10	STAINLESS STEEL FILTER ELEMENT (WITH HOOK)	5510	$ 200.00
15	STAINLESS STEEL FILTER ELEMENT (WITHOUT HOOK)	5510-1	$ 165.00
10	FILTER ELEMENT SPACER	5516	$ 20.00
2	ELEMENT PIVOT SHAFT	5515	$ 90.00
4	GUIDE LINK	5514	$ 300.00
6	DRIVE SPROCKET	5540-10	$ 1260.00
3	DRIVE SPROCKET CHAIN	5512	$ 885.00
16	1/2"-20 HEX NUT WITH INSERT	5517	$ 24.00
1	WEAR TRACK SET (3 PCS)	5536	$ 375.00
1	PIVOT SHAFT REMOVAL TOOL		$ 20.00
2	OIL FILTER	1037-10M-F	$ 80.00
2	SEAL KIT (HYDRAULIC MOTOR)	1029-SK	$ 280.00


STAINLESS STEEL ROLLER CHAIN WITH DRIVE PIN
STAINLESS STEEL ROLLER CHAIN SPROCKET
STAINLESS STEEL SCREEN LINK WITH HOOK
STAINLESS STEEL SCREEN LINK WITHOUT HOOK
U.H.M.W.P.E. LINK/ELEMENT SPACER
U.H.M.W.P.E. DRIVE ELEMENT
STAINLESS STEEL DRIVE SHAFT
STAINLESS STEEL LINK/ELEMENT IDLER SHAFT
CLEANING SPRAY HEADERS
LOW FRICTION BEARING SURFACE
STAINLESS STEEL LOW TURNING WEAR TRACK
FLOW
REV. DATE BY
WIESEMANN ENGINEERING, INC.
12550 ENTERPRISE BLVD. LARGO, FLA. 34643
DRN BY: CCS
SCALE: 1/8"=1"
DATE 09/01/91
ENG APPR:
TITLE:
GRID ASSEMBLY
JOB NO.: 090391-10
SHT. 1 OF 1
EST. WT. N/A
JOB IN HOUSE

REV.	DATE	BY
A	07/17/90	GCS
B	09/21/90	GCS
C	10/16/90	GCS
D	08/23/91	GCS
E	09/30/91	GCS



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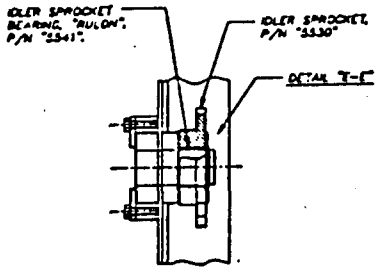

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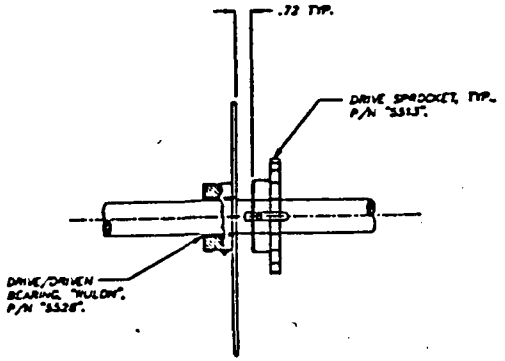

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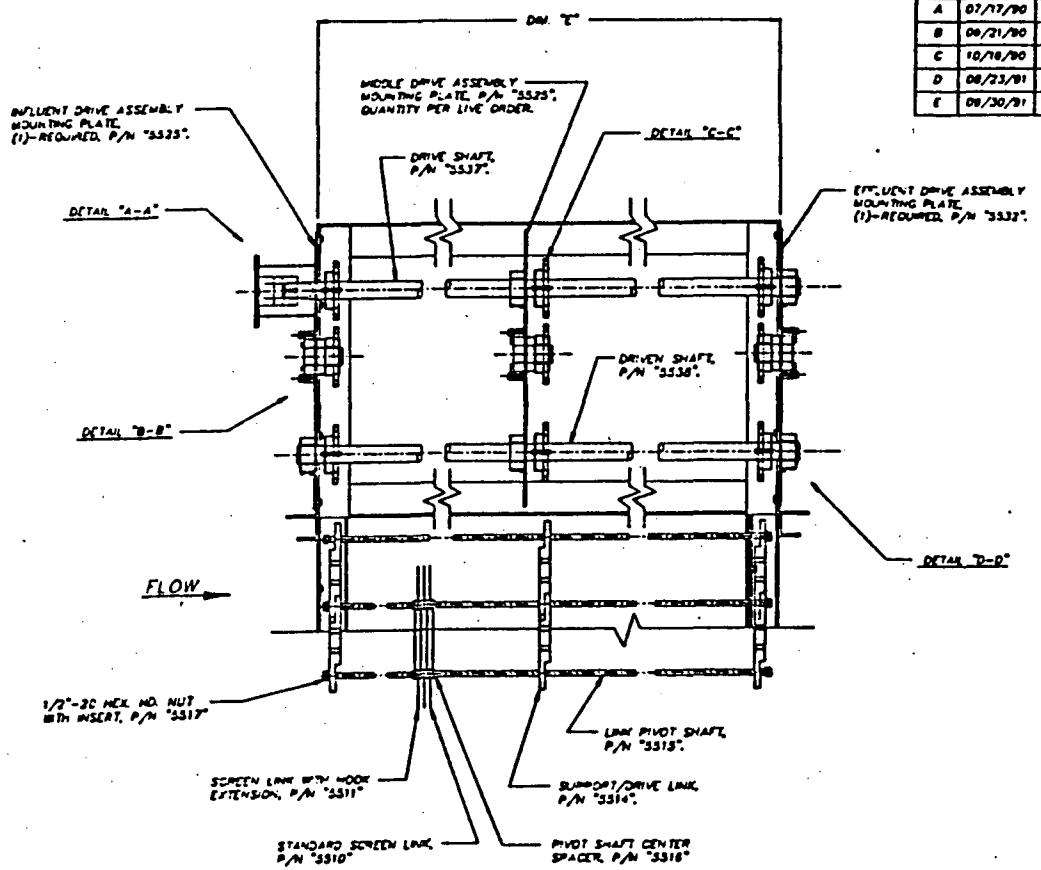

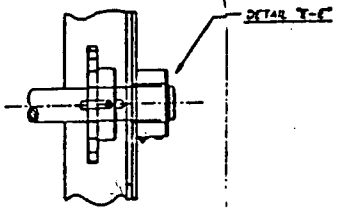

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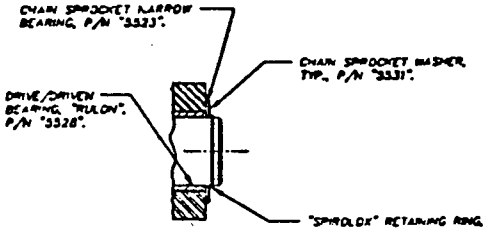
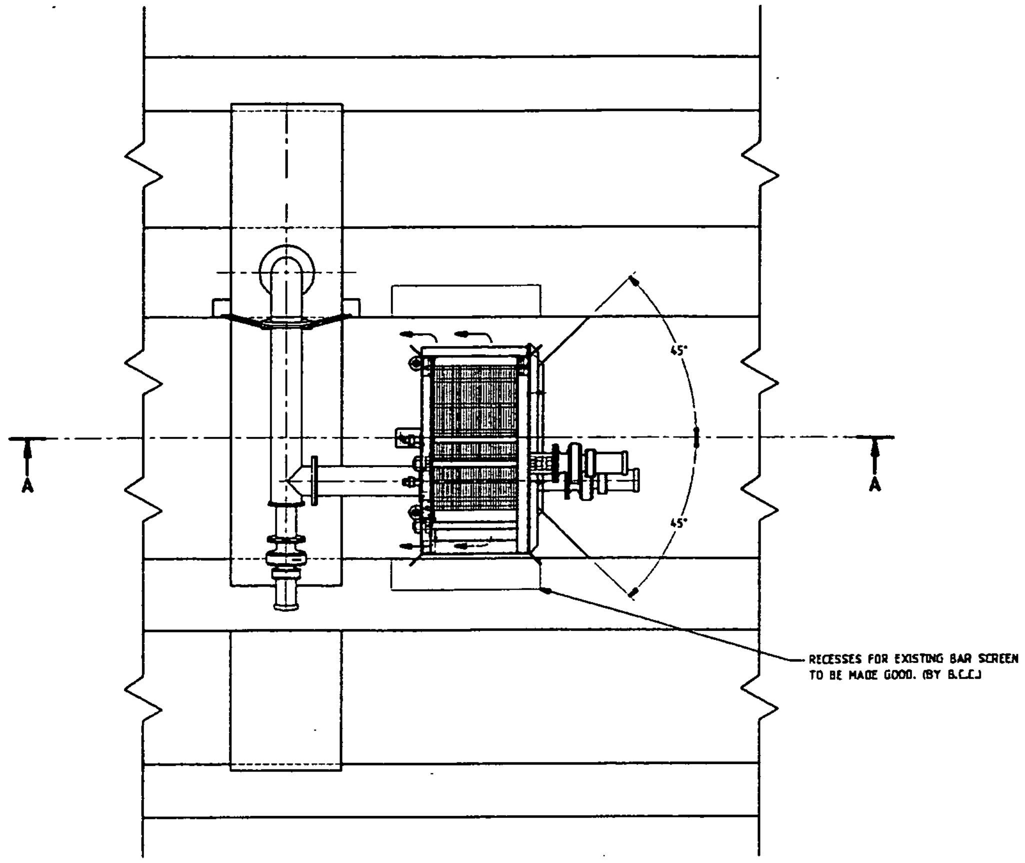


DETAIL: "E-E"
SCALE: 1/2"=1"

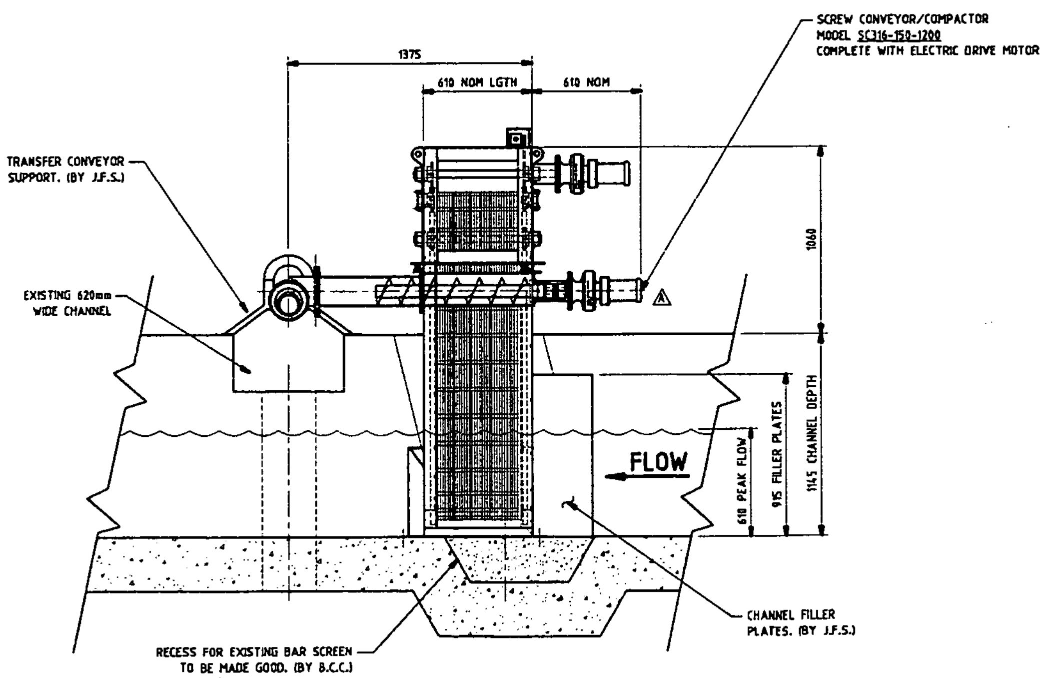
JOB: IN HOUSE

WIESEMANN ENGINEERING, INC. 12350 ENTERPRISE BLVD. LARGO, FLA. 34643	DRN. BY: GCS	DATE: 09/12/89	TITLE: "WIESE-FLO" FILTER SCREEN PARTS IDENTIFICATION	NO.; 5501
	SCALE: 1/8"=1"	ENG. APPR.:		SHT. 4 OF 5 EST. WT. N/A

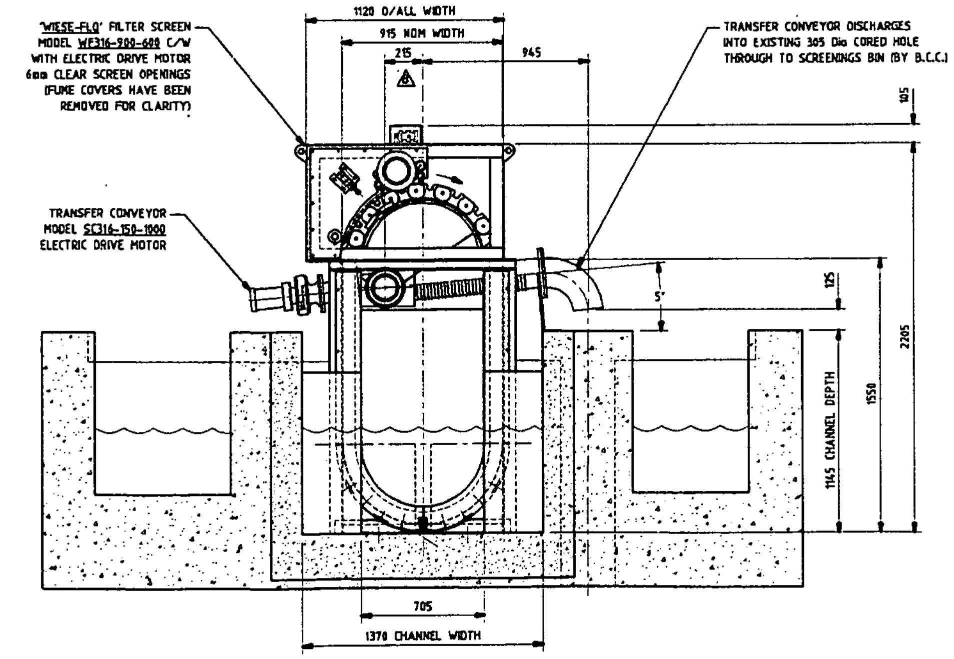
IF IN DOUBT ASK



PLAN



SECTION A-A



INFLUENT END VIEW

REV	DESCRIPTION	BY	DATE	APP
B	TRANSFER CONVEYOR UPDATED COMPACTOR RELOCATED	L.R.S.	18/04/94	L.S.
A	CONVEYOR/COMPACTOR WAS AT 5° NOW HORIZONTAL	L.R.S.	22/03/94	N.H.

TOLERANCES UNLESS NOTED OTHERWISE: GENERAL DIMENSIONS; SLOT SIZE; SCREEN DIAMETER; FLATNESS; END FITTING ALIGNMENT; SURFACE TEXTURE; END FITTING CONCENTRICITY

Drawn: L.R.S.	Date: 04/03/94	Scale: 1:20	Johnson Filtration Systems (Australia) PTY. LTD.
Checked: N.H.	Date: 07/03/94	Title: WIESE-FLO WF316-900-600 INSTALLATION FOR WYNNUM W.W.T.P.	
Approved: N.H.	Date: 07/03/94	Client: BRISBANE CITY COUNCIL	

DRAWN TO AS1100 -3RD ANGLE PROJECTION - DO NOT SCALE
DIMENSIONS IN MILLIMETRES U.N.O. - BREAK ALL SHARP EDGES

Size: A1 | Drg No: 03579-WC | Rev: B