

Central SEQ Distributor – Retailer

Authority – trading as Queensland Urban Utilities

# Operation & Instruction Manual

SNND Refurbishment of Primary Settling Tank No. 3 & No. 4 .

SNRQ Kilcoy STP Scraper Drive Replacement.

C1011-045-093



**1. Technical Specifications**

RF97 R57 AR71/W DRS71S4/C/DH Primary Settling Tank

RF97 R57 AR80/W DRS71M6/C/DH Secondary Settling Tank

Supplier: SEW Eurodrive

**2. Instructions**

Assembly and Operating Instructions

Supplier: SEW Eurodrive

**3. Dimensional Drawings**

RF97 R57 AR71W DRS71S4 C DH (Primary Settling Tank)

RF97 R57 AR80W DRS71M6 C DH (Secondary Settling Tank)

**4. Mechanical Drawings**

Type: PDF & Autocad

Supplier: Altra 9

# **1. Technical Specifications Primary Settling Tank**



## Primary Settling Tank Helical gearmotor w/adapter RF97 R57 AR71/W DRS71S4/C/DH

### **TECHNICAL SPECIFICATIONS**

Speed 50Hz [r/min]	: 1380 / 0.1
Total ratio [I]	: 13320 / infinite
Ma max [Nm]	: 3000
Output torque 50Hz [Nm]	: 22800
Service factor FB	: 0.15
Note	: In case the operation is not according to the project planning, the motor can overload the gear unit.
Mounting position	: M4
Term.box.pos. cable entry	: 0 (R) / normal
Lubricant / -volume [l]	: CLP 220 Miner.Oil / 14.00 / 1.80
Condensation drain hole	: DH - drain hole
Corrosion protection	: Yes
Surface protection	: OS1 to technical data sheet 01802__94
Paint coat	: Primer coat: 1* Etch Primer + Topcoat: 1* Enamel N63 Pewter
Output shaft end	: 60x120mm lg.
Flange	: 350mm
Documentation no. A	: 20050143
Parts list	: 012621096
Parts list	: 012550998
Ext. housing slip torque [Nm]	: 6.0
Bore on input side	: 14mm
Access. feature monitor	: W with speed monitor
Wiring diagram no.PA/W/WS	: 08115182
Documentation no. A	: 17036011
Parts list	: 232670499
Motor power [kW]	: 0.37
Motor frequency [Hz]	: 50
Cyclic duration factor S1-S10	: S1
Voltage range [V]	: 220..242 delta/380..420 star
Rated current [A]	: 2.15 / 1.24
cos phi	: 0.70
Wiring diagram	: R13 / 680010306
Thermal cl.[°C]/Enclosure[IP]	: 155(F) / 56
Efficiency at 50/75/100% Pn [%]	: 59.1 / 65.3 / 66.6
CE mark	: Yes
Fan guard element	: C = protection canopy





Terminal box	: Terminal box lower part made of aluminium with tapped hole 1xM25, 1xM16
Documentation no. A	: 17055628
Parts list	: 081150605 / 082430307
Nameplate	: English
Nameplate position	: 270°
Opera.instr. A lang./quantity	: English
net weight [kg]	: approx. 155/PC 155/Pos.

# **1. Technical Specifications Secondary Settling Tank**



## Secondary Settling Tank Helical gearmotor w/adapter RF97 R57 AR80/W DRS71M6/C/DH

### **TECHNICAL SPECIFICATIONS**

Speed 50Hz [r/min]	: 905 / 0.07
Total ratio [I]	: 13320 / infinite
Ma max [Nm]	: 3000
Output torque 50Hz [Nm]	: 34800
Service factor FB	: 0.10
Note	: In case the operation is not according to the project planning, the motor can overload the gear unit.
Mounting position	: M4
Term.box.pos. cable entry	: 0 (R) / normal
Lubricant / -volume [l]	: CLP 220 Miner. Oil / 14.00 / 1.80
Condensation drain hole	: DH - drain hole
Corrosion protection	: Yes
Surface protection	: OS1 to technical data sheet 01802__94
Paint coat	: Primer coat: 1* Etch Primer + Topcoat: 1* Enamel N63 Pewter
Output shaft end	: 60x120mm lg.
Flange	: 350mm
Documentation no. A	: 20050143
Parts list	: 012621096
Parts list	: 012550998
Ext. housing slip torque [Nm]	: 8.0
Bore on input side	: 19mm
Access. feature monitor	: W with speed monitor
Wiring diagram no.PA/W/WS	: 08115182
Documentation no. A	: 17036011
Parts list	: 232680699
Motor power [kW]	: 0.37
Motor frequency [Hz]	: 50
Cyclic duration factor S1-S10	: S1
Voltage range [V]	: 220..242 delta/380..420 star
Rated current [A]	: 2.00 / 1.16
cos phi	: 0.71
Wiring diagram	: R13 / 680010306
Thermal cl.[°C]/Enclosure[IP]	: 155(F) / 56
Efficiency at 50/75/100% Pn [%]	: 61.9 / 66.4 / 66.5
CE mark	: Yes
Fan guard element	: C = protection canopy



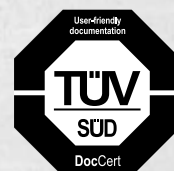
Terminal box	: Terminal box lower part made of aluminium with tapped hole 1xM25, 1xM16
Documentation no. A	: 17055628
Parts list	: 081150605 / 082430307
Nameplate	: English
Nameplate position	: 270°
Opera.instr. A lang./quantity	: English
net weight [kg]	: approx. 160/PC 160/Pos.

## **2. Instructions**

### **Assembly and Operating Instructions**

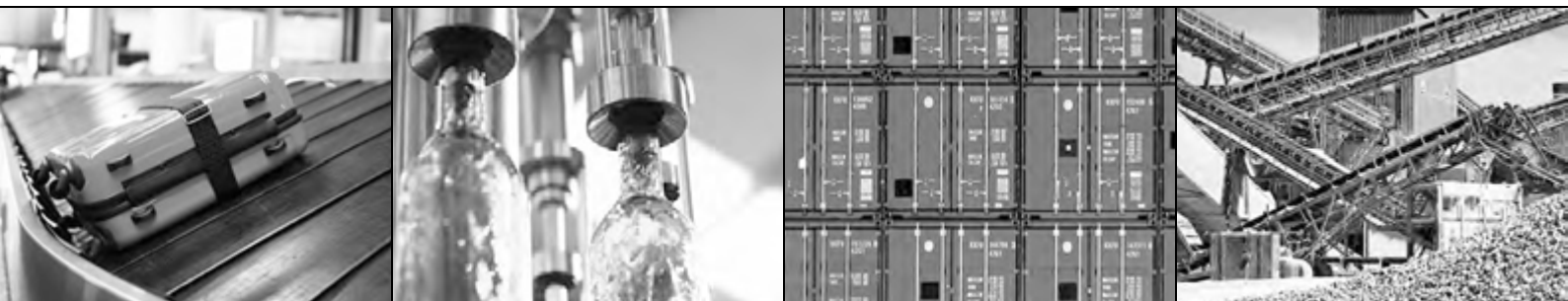


# Assembly and Operating Instructions



## Gear Units

**R..7, F..7, K..7, K..9, S..7, SPIROPLAN® W**





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# 1 General Information

## 1.1 How to use this documentation

The documentation is an integral part of the product and contains important information on operation and service. The documentation is written for all employees who assemble, install, start up, and service this product.

The documentation must be accessible and legible. Make sure that persons responsible for the system and its operation, as well as persons who work independently on the unit, have read through the documentation carefully and understood it. If you are unclear about any of the information in this documentation, or if you require further information, contact SEW-EURODRIVE.

## 1.2 Structure of the safety notes

### 1.2.1 Meaning of signal words

The following table shows the graduation and meaning of the signal words for safety notes, warnings regarding potential risks of damage to property, and other notes.

Signal word	Meaning	Consequences if disregarded
<b>▲ DANGER!</b>	Imminent hazard	Severe or fatal injuries
<b>▲ WARNING!</b>	Possible dangerous situation	Severe or fatal injuries
<b>▲ CAUTION!</b>	Possible dangerous situation	Minor injuries
<b>NOTICE</b>	Possible damage to property	Damage to the drive system or its environment
<b>NOTE</b>	Useful information or tip: Simplifies handling of the drive system.	

### 1.2.2 Design of the section-related safety notes

Section-related safety notes do not apply to a specific action, but to several actions pertaining to one subject. The symbols used either indicate a general hazard or a specific hazard.

This is the formal structure of a safety note for a specific section:



#### **▲ SIGNAL WORD!**

Type and source of danger.

Possible consequence(s) if disregarded.

- Measure(s) to prevent the danger.

### 1.2.3 Design of the embedded safety notes

Embedded safety notes are directly integrated into the instructions just before the description of the dangerous action.

This is the formal structure of an embedded safety note:

- **▲ SIGNAL WORD!** Type and source of hazard.  
Possible consequence(s) if disregarded.  
– Measure(s) to prevent the hazard.



## General Information

### Rights to claim under warranty

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#### 1.3 ***Rights to claim under warranty***

A requirement of fault-free operation and fulfillment of any rights to claim under limited warranty is that you adhere to the information in the documentation. Therefore read the documentation before you start working with the unit.

#### 1.4 ***Content of the documentation***

This document contains additional safety-related information and conditions for operation in safety-related applications.

#### 1.5 ***Exclusion of liability***

You must comply with the information contained in this documentation to ensure safe operation and to achieve the specified product characteristics and performance features. SEW-EURODRIVE assumes no liability for injury to persons or damage to equipment or property resulting from non-observance of these operating instructions. In such cases, any liability for defects is excluded.

#### 1.6 ***Product names and trademarks***

All product names in this documentation are trademarks or registered trademarks of their respective titleholders.

#### 1.7 ***Copyright***

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Unauthorized reproduction, modification, distribution or any other use of the whole or any part of this documentation is strictly prohibited.



## 2 Safety Notes

The following basic safety notes must be read carefully to prevent injury to persons and damage to property. The operator must ensure that the basic safety notes are read and adhered to. Make sure that persons responsible for the system and its operation, as well as persons who work independently on the unit, have read through the operating instructions carefully and understood them. If you are unclear about any of the information in this documentation or if you require further information, please contact SEW-EURODRIVE.

### 2.1 Preliminary information

The following safety notes are primarily concerned with the use of the following components: Gear unit series R..7, F..7, K..7, K..9, S..7, SPIROPLAN® W. If you are using gearmotors, you must also observe the safety notes for motors in the corresponding operating instructions.

Also observe the supplementary safety notes in the individual sections of this documentation.

### 2.2 General information



#### **⚠ WARNING**

Danger of fatal injury or risk of injury during the operation of motors or gearmotors caused by live, bare (in the event of open connectors/terminal boxes) and movable or rotating parts.

Risk of burns caused by hot surfaces

Severe or fatal injuries

- All work related to transport, storage, installation, assembly, connection, startup, maintenance and repair may only be carried out by qualified personnel.
- For transport, storage, installation, assembly, connection, startup, maintenance and repair it is important that you adhere to the information in the following documents:
  - Warning and safety signs on the motor/gearmotor
  - All the project planning documents, startup instructions and wiring diagrams related to the drive
  - System-specific regulations and requirements
  - National/regional regulations governing the safety and prevention of accidents
- Never install damaged products.
- Never operate or energize the unit without the necessary protection covers or housing.
- Use the unit only for its intended purpose.
- Make sure the unit is installed and operated properly.



#### **INFORMATION**

In the event of damage caused by transport, submit a complaint to the shipping company immediately.

This documentation provides additional information.



## Safety Notes

### Target group

### 2.3 Target group

Any mechanical work may only be performed by adequately qualified personnel. Qualified personnel in the context of this documentation are persons familiar with the design, mechanical installation, troubleshooting and servicing of the product who possess the following qualifications:

- Training in mechanical engineering, e.g. as a mechanic or mechatronics technician (final examinations must have been passed).
- They are familiar with these operating instructions.

Any electronic work may only be performed by adequately qualified electricians. Qualified electricians in the context of this documentation are persons familiar with electrical installation, startup, troubleshooting and servicing of the product who possess the following qualifications:

- Training in electrical engineering, e.g. as an electrician, electronics or mechatronics technician (final examinations must have been passed).
- They are familiar with these operating instructions.

All work in further areas of transportation, storage, operation and waste disposal must only be carried out by persons who are trained appropriately.

All qualified personnel must wear appropriate protective clothing.

### 2.4 Designated use

The gear unit series R..7, F..7, K..7, K..9, S..7, SPIROPLAN® W is intended for use in industrial systems.

The gear units may only be used according to the specifications in the technical documentation from SEW-EURODRIVE as well as the specifications on the nameplate. They fulfill the applicable standards and regulations.

When installed in machines, startup (i.e. start of designated operation) is prohibited until it is determined that the machine complies with the local laws and directives. In the individual area of application, you must especially observe the Machinery Directive 2006/42/EC as well as the EMC Directive 2004/108/EC. The EMC test specifications EN 61000-4-2, EN 61000-4-3, EN 61000-4-4, EN 61000-4-6 and EN 61000-6-2 form the basis for this.

Use in potentially explosive atmospheres is prohibited unless specifically designated otherwise.

### 2.5 Other applicable documentation

The following publications and documents have to be observed as well:

- "DR.71 – 225, 315 AC Motors" operating instructions for gearmotors
- Operating instructions of any attached options
- "Gear Units" catalog or
- "Gearmotors" catalog



## 2.6 Transport/storage

Inspect the shipment for any damage that may have occurred in transit as soon as you receive the delivery. Inform the shipping company immediately in the event of damage. It may be necessary to preclude startup.

Tighten the eyebolts securely. They are designed to carry only the weight of the motor/gearmotor; do not attach any additional loads.

The built-in lifting eyebolts comply with DIN 580. Always observe the loads and regulations listed in this standard. If the gearmotor is equipped with two eyebolts, then both should be used for transportation. In this case, the tension force vector of the slings must not exceed a 45° angle according to DIN 580.

Use suitable, sufficiently rated handling equipment if required. Reattach these in the case of further transportation.

Store the motor/gearmotor in a dry, dust-free environment if it is not to be installed straight away. You must not store the motor/gearmotor outdoors or on the fan guard. The motor/gearmotor can be stored for up to 9 months without requiring any special measures before startup.

## 2.7 Setup



### NOTICE

Danger due to static overdetermination if gear units with foot (e.g. KA19/29B, KA127/157B or FA127/157B) are mounted both via the torque arm and via the foot plate.

Risk of injuries and damage to property.

- Especially with the KA.9B/T variant, it is not permitted to use the foot plates and the torque arm at the same time.
- The KA.9B/T variant may only be mounted via torque arms.
- K.9 or KA.9B variants may only be mounted via the foot plate.
- If you want to use foot plates and torque arms for mounting, consult with SEW-EURODRIVE.

Observe the notes in the "Mechanical Installation" section.

## 2.8 Startup/operation

Check the oil level before startup as described in chapter Inspection/Maintenance (page 85).

Check that the direction of rotation is correct in **decoupled** status. Listen out for unusual grinding noises as the shaft rotates.

Secure keys for test mode without output elements. Do not deactivate monitoring and protection equipment even in test mode.

Switch off the gearmotor if in doubt whenever changes occur in relation to normal operation (e.g. increased temperature, noise, vibration). Determine the cause and contact SEW-EURODRIVE, if required.

## 2.9 Inspection/maintenance

Observe the notes in chapter "Inspection/Maintenance".



## Gear Unit Structure

### Basic structure of helical gear units

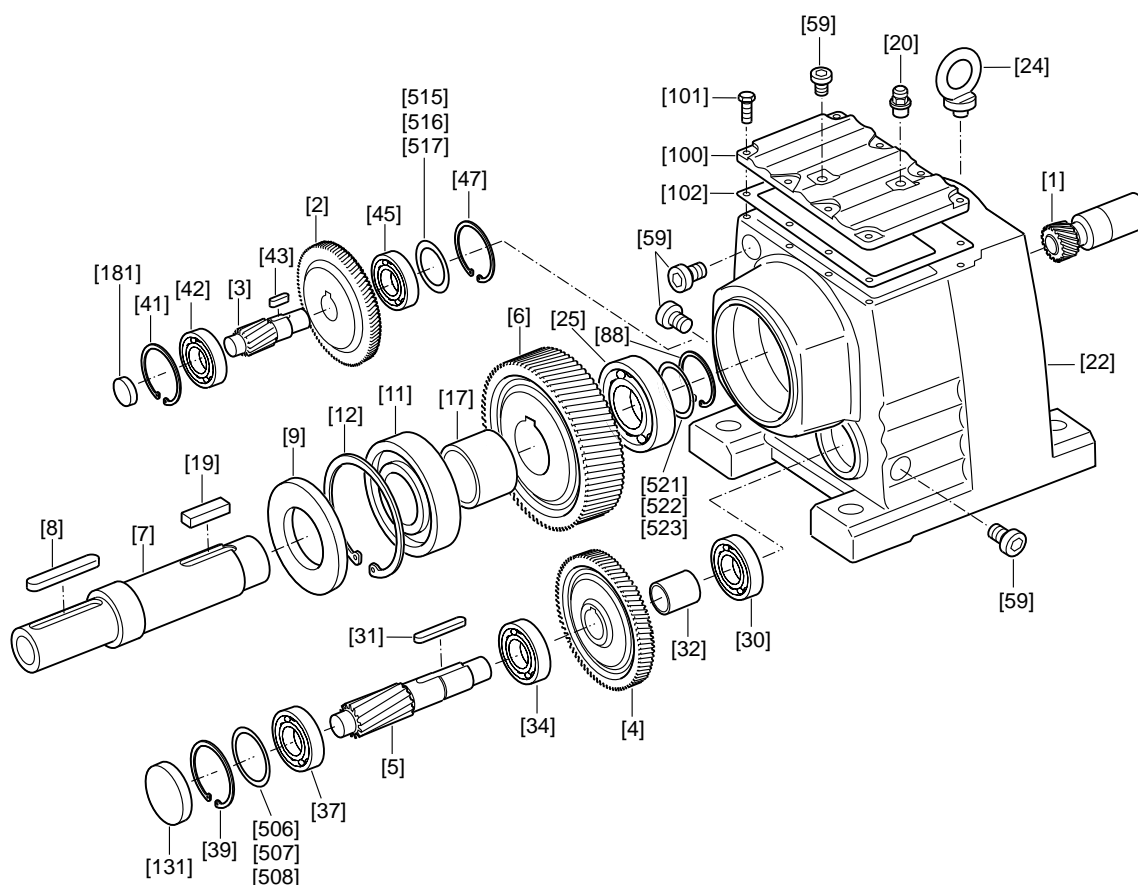
## 3 Gear Unit Structure



### INFORMATION

The following figures are block diagrams. Their purpose is only to make it easier to assign components to the spare parts lists. Discrepancies may occur depending on the gear unit size and version.

### 3.1 Basic structure of helical gear units



19194251

[1] Pinion	[19] Key	[42] Rolling bearing	[507] Shim
[2] Gear	[20] Breather valve	[43] Key	[508] Shim
[3] Pinion shaft	[22] Gear unit housing	[45] Rolling bearing	[515] Shim
[4] Gear	[24] Eyebolt	[47] Retaining ring	[516] Shim
[5] Pinion shaft	[25] Rolling bearing	[59] Screw plug	[517] Shim
[6] Gear	[30] Rolling bearing	[88] Retaining ring	[521] Shim
[7] Output shaft	[31] Key	[100] Inspection cover	[522] Shim
[8] Key	[32] Spacer tube	[101] Hex head screw	[523] Shim
[9] Oil seal	[34] Rolling bearing	[102] Gasket	
[11] Rolling bearing bearing	[37] Rolling bearing	[131] Closing cap	
[12] Retaining ring	[39] Retaining ring	[181] Closing cap	
[17] Spacer tube	[41] Retaining ring	[506] Shim	

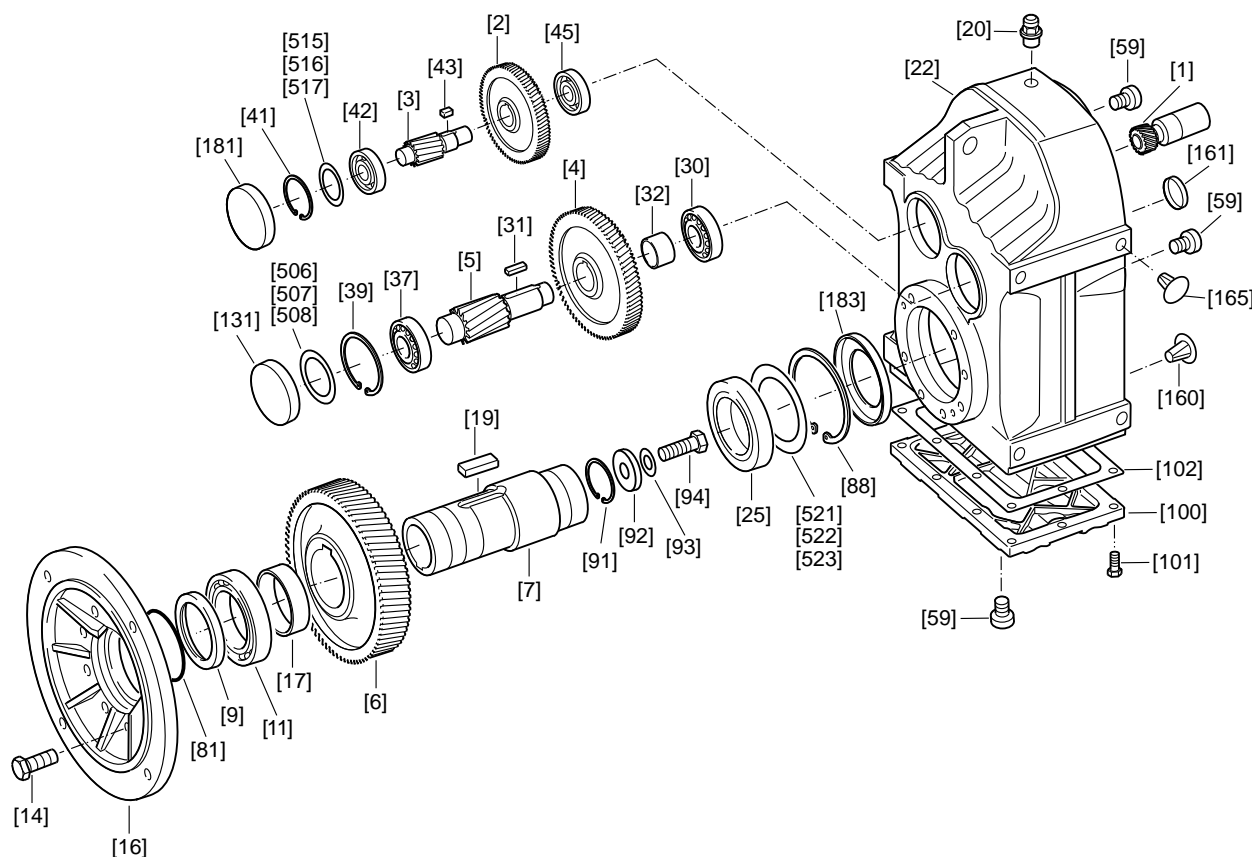
## Gear Unit Structure

### Basic structure of parallel-shaft helical gear units



3

### 3.2 Basic structure of parallel-shaft helical gear units



19298059

[1] Pinion	[22] Gear unit housing	[91] Retaining ring	[506] Shim
[2] Gear	[25] Rolling bearing	[92] Washer	[507] Shim
[3] Pinion shaft	[30] Rolling bearing	[93] Lock washer	[508] Shim
[4] Gear	[31] Key	[94] Hex head screw	[515] Shim
[5] Pinion shaft	[32] Spacer tube	[100] Inspection cover	[516] Shim
[6] Gear	[37] Rolling bearing	[101] Hex head screw	[517] Shim
[7] Hollow shaft	[39] Retaining ring	[102] Gasket	[521] Shim
[9] Oil seal	[41] Retaining ring	[160] Closing plug	[522] Shim
[11] Rolling bearing bearing	[42] Rolling bearing	[161] Closing cap	[523] Shim
[14] Hex head screw	[43] Key	[165] Closing plug	
[16] Output flange	[45] Rolling bearing	[181] Closing cap	
[17] Spacer tube	[59] Screw plug	[183] Oil seal	
[19] Key	[81] Shield ring		
[20] Breather valve	[88] Retaining ring		

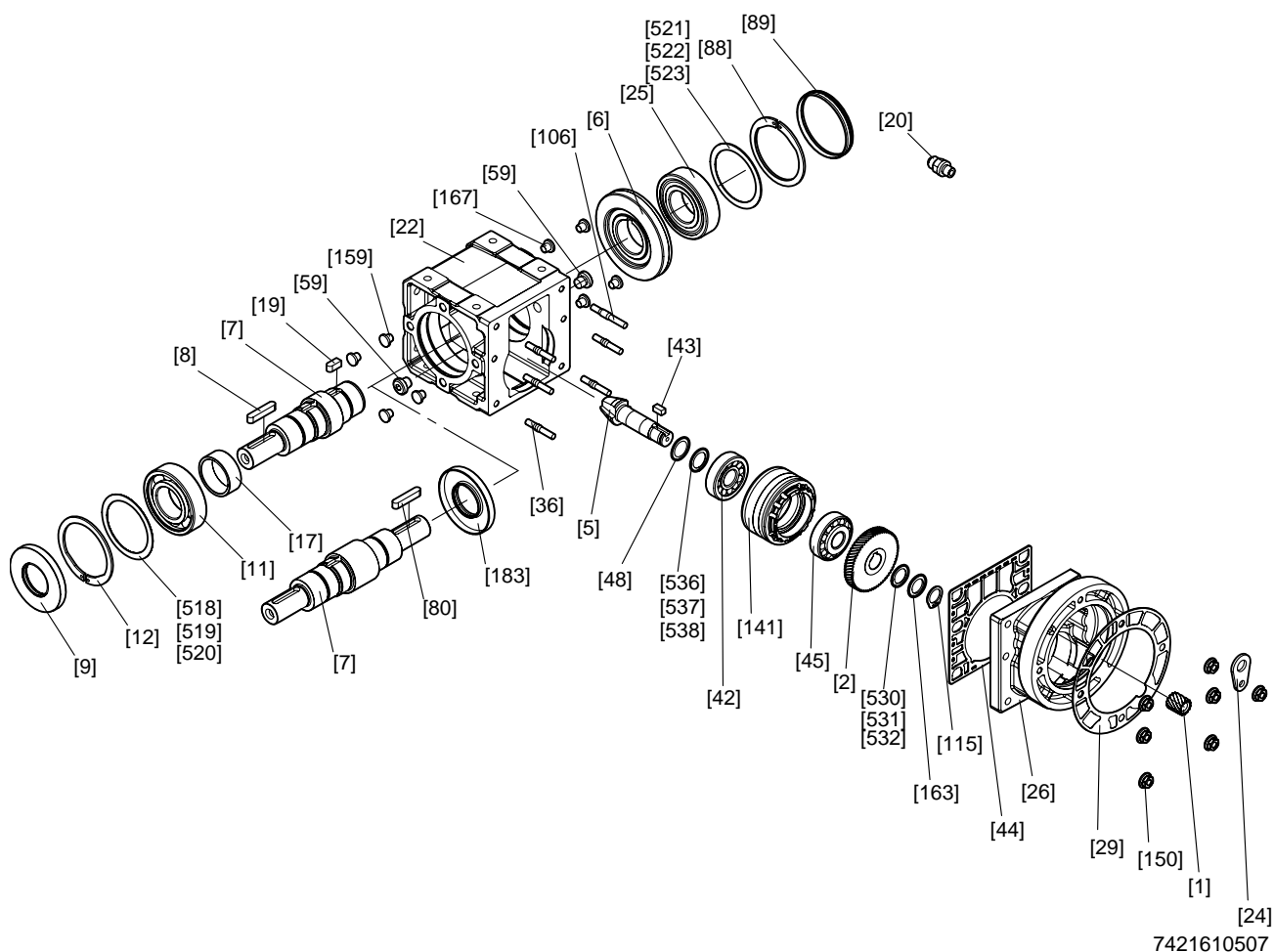




## Gear Unit Structure

### Basic structure of helical-bevel gear units K..9

#### 3.3 Basic structure of helical-bevel gear units K..9

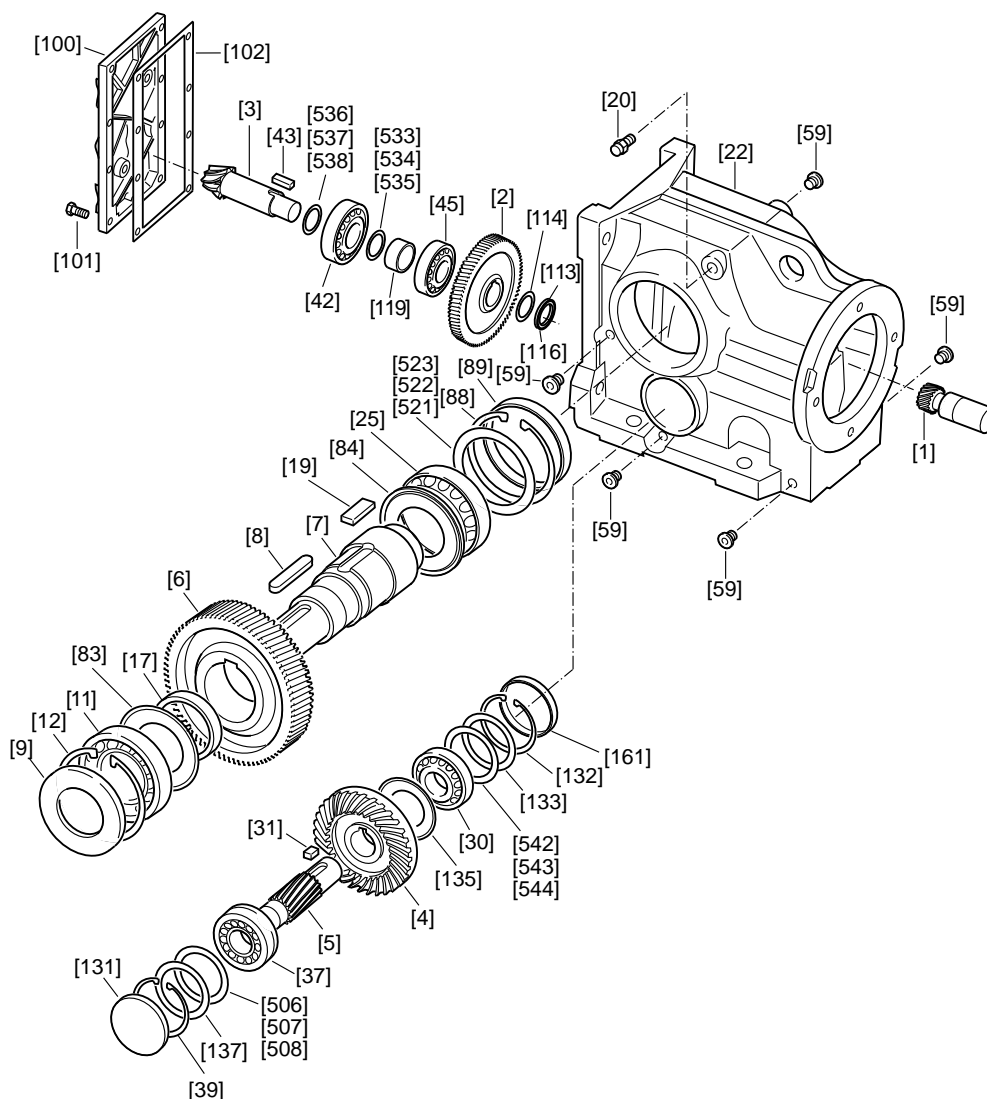


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[1] Pinion	[24] Eyebolt	[80] Key	[520] Shim
[2] Gear	[25] Deep groove ball bearing	[88] Retaining ring	[521] Shim
[5] Pinion shaft	[26] Housing stage 1	[89] Closing cap	[522] Shim
[6] Gear	[29] Gasket	[106] Stud	[523] Shim
[7] Output shaft	[36] Stud	[115] Retaining ring	[530] Shim
[8] Key	[42] Tapered roller bearing	[141] Bushing	[531] Shim
[9] Oil seal	[43] Key	[150] Hex nut	[532] Shim
[11] Deep groove ball bearing	[44] Gasket	[159] Closing plug	[536] Shim
[12] Retaining ring	[45] Tapered roller bearing	[163] Supporting ring	[537] Shim
[17] Spacer tube	[48] Supporting ring (only K..29)	[167] Closing plug	[538] Shim
[19] Key	[59] Screw plug	[183] Oil seal	
[20] Breather valve	[62] Screw plug	[518] Shim	
[22] Gear unit housing	[63] Thread reduction	[519] Shim	



### 3.4 Basic structure of helical-bevel gear units K..37 – K..187



19301131

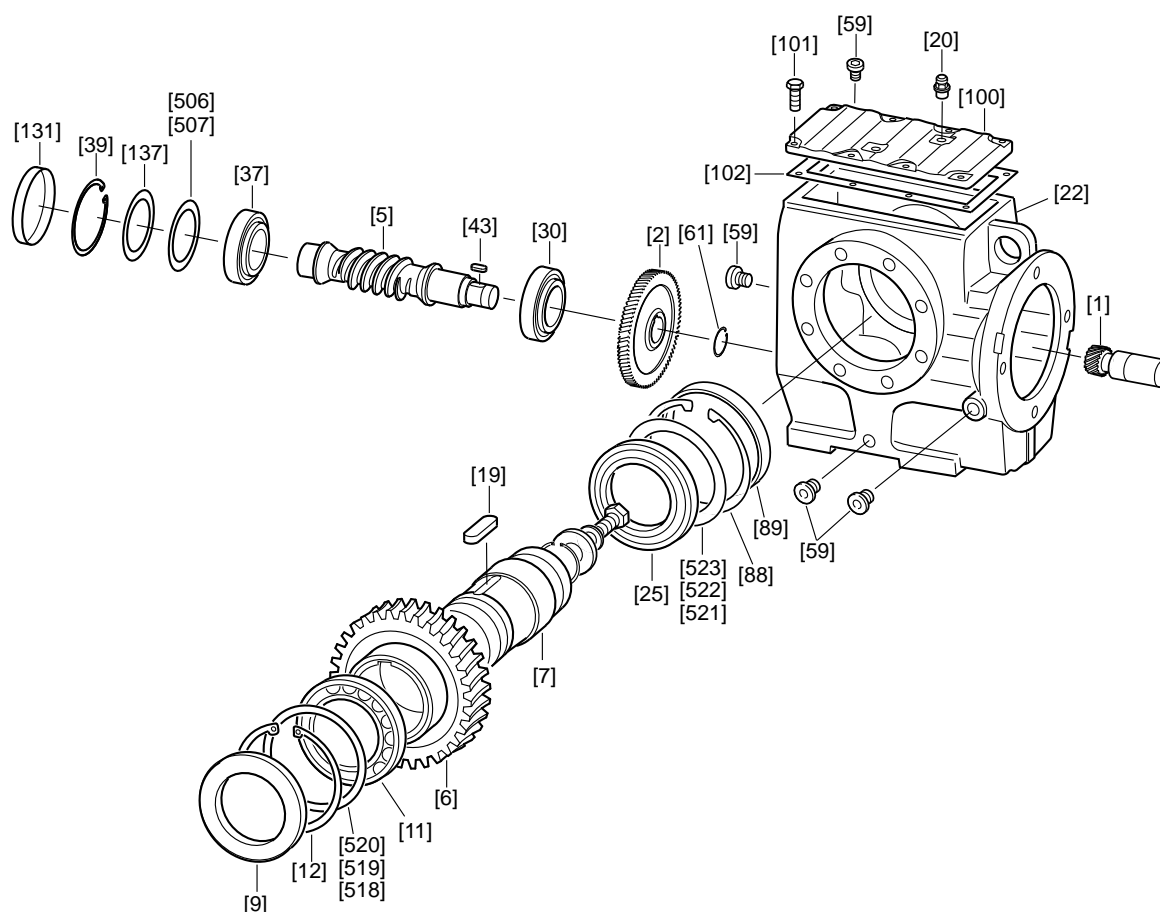
[1] Pinion	[25] Rolling bearing	[102] Gasket	[522] Shim
[2] Gear	[30] Rolling bearing	[113] Slotted nut	[523] Shim
[3] Pinion shaft	[31] Key	[114] Lock washer	[533] Shim
[4] Gear	[37] Rolling bearing	[116] Threadlocker	[534] Shim
[5] Pinion shaft	[39] Retaining ring	[119] Spacer tube	[535] Shim
[6] Gear	[42] Rolling bearing	[131] Closing cap	[536] Shim
[7] Output shaft	[43] Key	[132] Retaining ring	[537] Shim
[8] Key	[45] Rolling bearing	[133] Supporting ring	[538] Shim
[9] Oil seal	[59] Screw plug	[135] Shield ring	[542] Shim
[11] Rolling bearing bearing	[83] Shield ring	[161] Closing cap	[543] Shim
[12] Retaining ring	[84] Shield ring	[506] Shim	[544] Shim
[17] Spacer tube	[88] Retaining ring	[507] Shim	
[19] Key	[89] Closing cap	[508] Shim	
[20] Breather valve	[100] Inspection cover	[521] Shim	
[22] Gear unit housing	[101] Hex head screw	[521] Shim	



## Gear Unit Structure

### Basic structure of helical-worm gear units

#### 3.5 Basic structure of helical-worm gear units

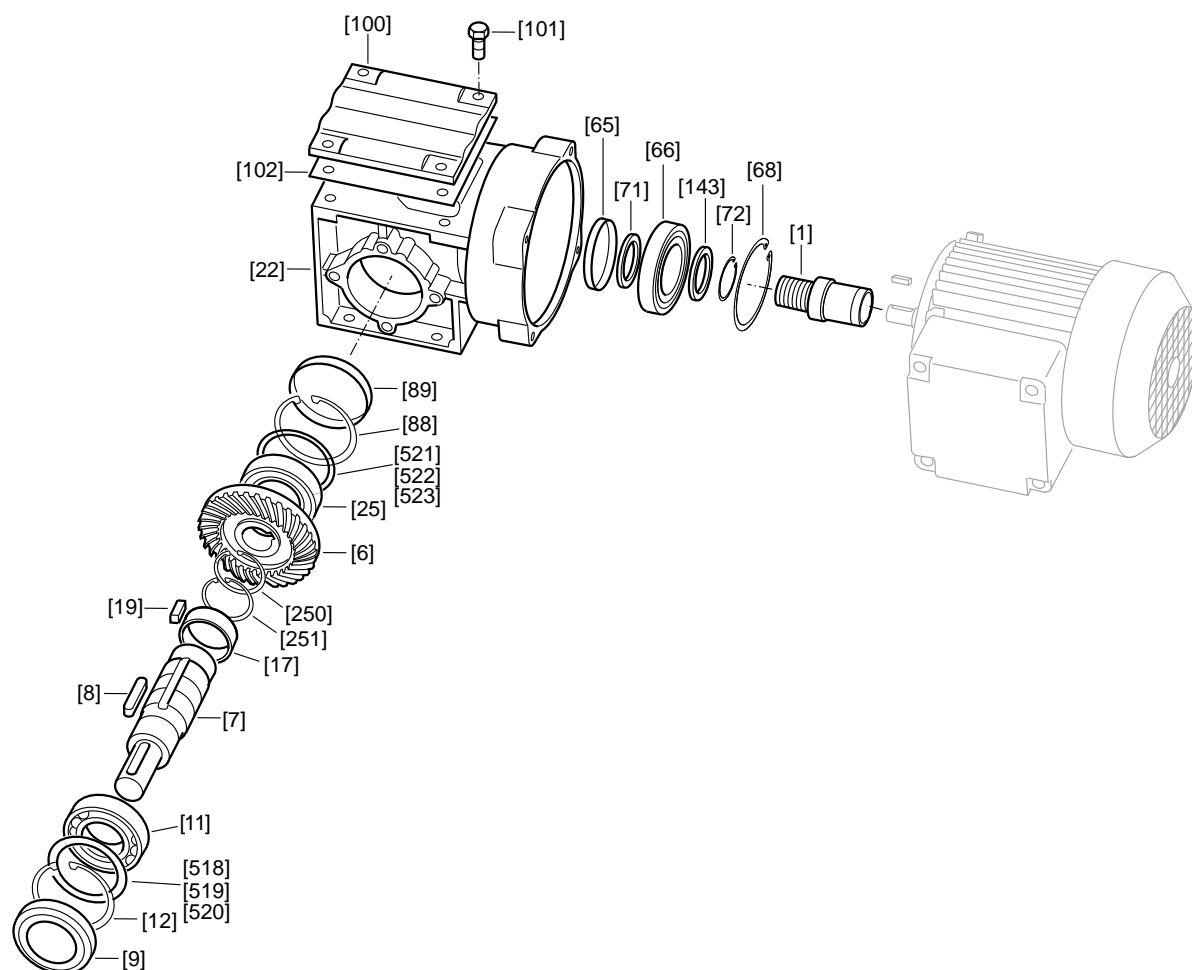


19304203

[1] Pinion	[20] Breather valve	[88] Retaining ring	[518] Shim
[2] Gear	[22] Gear unit housing	[89] Closing cap	[519] Shim
[5] Worm gear	[25] Rolling bearing	[100] Inspection cover	[520] Shim
[6] Worm gear	[30] Rolling bearing	[101] Hex head screw	[521] Shim
[7] Output shaft	[37] Rolling bearing	[102] Gasket	[522] Shim
[9] Oil seal	[39] Retaining ring	[131] Closing cap	[523] Shim
[11] Rolling bearing bearing	[43] Key	[137] Supporting ring	
[12] Retaining ring	[59] Screw plug	[506] Shim	
[19] Key	[61] Retaining ring	[507] Shim	



### 3.6 Basic structure of SPIROPLAN® gear units W..10 – W..30



19307275

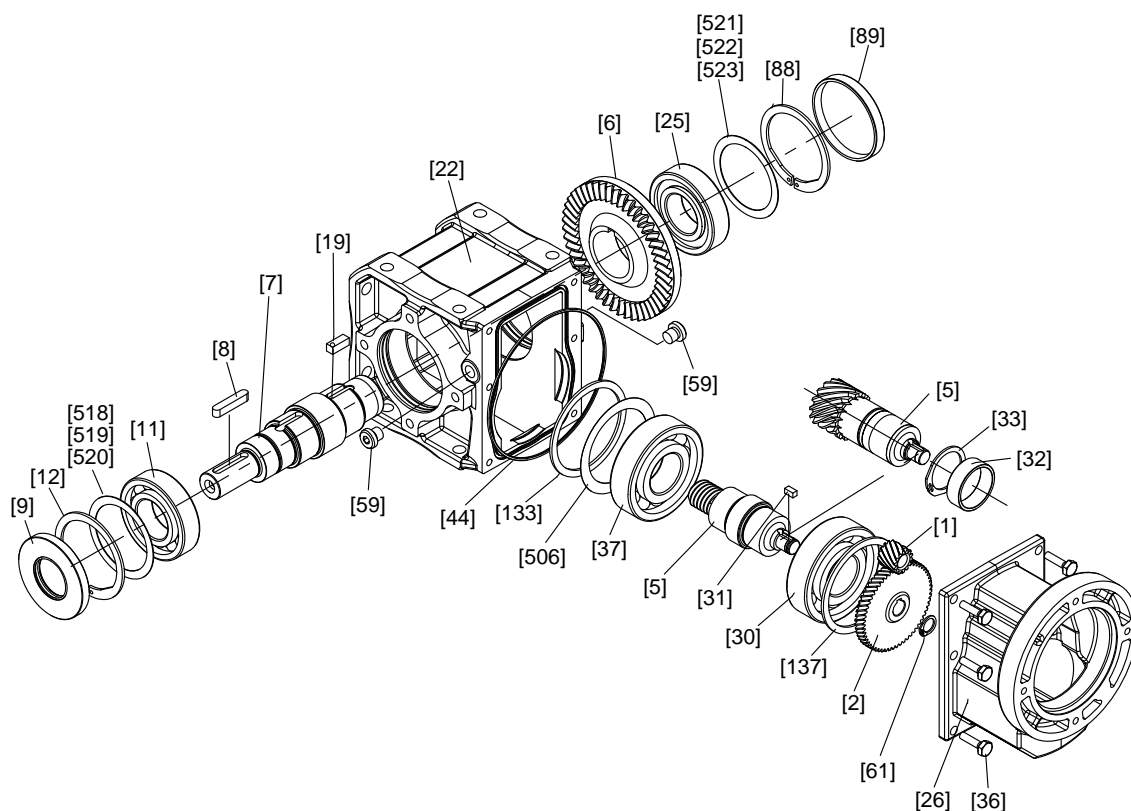
[1] Pinion	[19] Key	[88] Retaining ring	[518] Shim
[6] Gear	[22] Gear unit housing	[89] Closing cap	[519] Shim
[7] Output shaft	[25] Rolling bearing	[100] Inspection cover	[520] Shim
[8] Key	[65] Oil seal	[101] Hex head screw	[521] Shim
[9] Oil seal	[66] Rolling bearing bearing	[102] Gasket	[522] Shim
[11] Rolling bearing bearing	[68] Retaining ring	[143] Supporting ring	[523] Shim
[12] Retaining ring	[71] Supporting ring	[250] Retaining ring	
[17] Spacer tube	[72] Retaining ring	[251] Retaining ring	



## Gear Unit Structure

Basic structure of SPIROPLAN® gear units W..37 – W..47

### 3.7 Basic structure of SPIROPLAN® gear units W..37 – W..47



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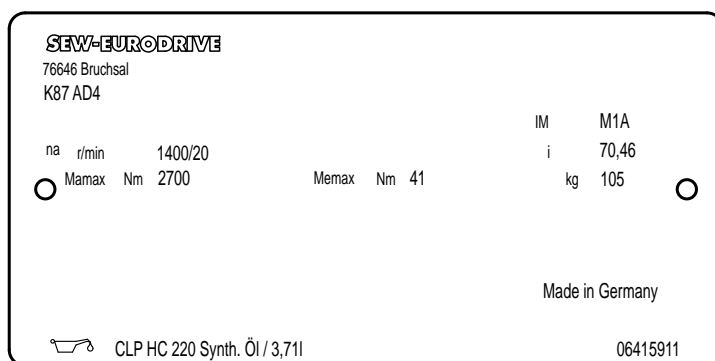
[1] Pinion	[22] Gear unit housing	[59] Screw plug	[521] Shim
[2] Gear	[25] Deep groove ball bearing	[61] Retaining ring	[522] Shim
[5] Pinion shaft	[26] Housing stage 1	[88] Retaining ring	[523] Shim
[6] Gear	[30] Deep groove ball bearing	[89] Closing cap	
[7] Output shaft	[31] Key	[133] Shim	
[8] Key	[32] Spacer tube	[137] Shim	
[9] Oil seal	[33] Retaining ring	[506] Shim	
[11] Deep groove ball bearing	[36] Hex head screw	[518] Shim	
[12] Retaining ring	[37] Deep groove ball bearing	[519] Shim	
[19] Key	[44] O-ring	[520] Shim	



## 3.8 Nameplate/type designation

### 3.8.1 Nameplate

The following figure shows an example of a nameplate for a helical-bevel gear unit with input cover:



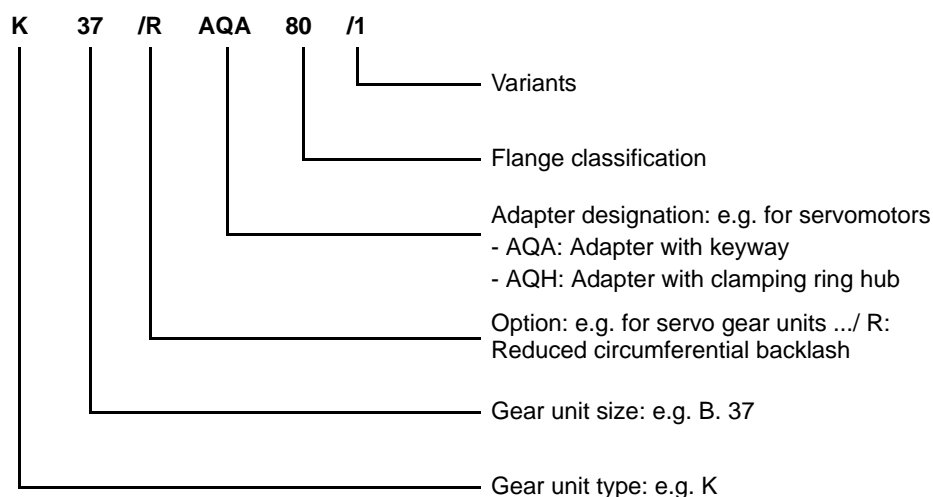
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$n_a$	[r/min]	Maximum permitted output speed
$M_{amax}$	[Nm]	Maximum permitted output torque
$M_{emax}$	[Nm]	Maximum permitted input torque
$i$		Gear unit ratio
IM		Mounting position

### 3.8.2 Type designation

Helical-bevel gear units

A helical-bevel gear unit with AQ adapter has, for example, the following type designation:





## Mechanical Installation

### Required tools/resources

## 4 Mechanical Installation

### 4.1 Required tools/resources

- Set of wrenches
- If necessary, torque wrench for:
  - Shrink disks
  - Motor adapter AQH Or EWH
  - Input shaft assembly with centering shoulder
- Mounting device
- Compensation elements (shims, spacing rings)
- Fasteners for input and output elements
- Lubricant (e.g. NOCO<sup>®</sup> Fluid)
- Bolt locking compound (for input shaft assembly with centering shoulder), e.g. Loctite<sup>®</sup> 243

Standard parts are not included in the delivery

#### 4.1.1 Installation tolerances

Shaft end	Flanges
Diameter tolerance in accordance with DIN 748 <ul style="list-style-type: none"> <li>• ISO k6 for solid shafts with <math>\varnothing \leq 50</math> mm</li> <li>• ISO m6 for solid shafts with <math>\varnothing &gt; 50</math> mm</li> <li>• ISO H7 for hollow shafts</li> <li>• Center bore in accordance with DIN 332, shape DR</li> </ul>	Centering shoulder tolerance to DIN 42948 <ul style="list-style-type: none"> <li>• ISO j6 for <math>b1 \leq 230</math> mm</li> <li>• ISO h6 with <math>b1 &gt; 230</math> mm</li> </ul>



## 4.2 Installation requirements



### ⚠ CAUTION

Risk of injury due to protruding gear unit parts.

Minor injuries.

- Keep a sufficient safety distance to the gear unit/gearmotor.



### NOTICE

Damage to the gear unit/gearmotor due to improper installation.

Possible damage to property

- Strictly adhere to the notes in this chapter.

Make sure that the following requirements are met before you start installing the unit:

- The drive has not been damaged during transportation or storage.
- The entries on the nameplate of the gearmotor match the voltage supply system.
- When the unit is installed in abrasive ambient conditions, protect the output end oil seals against wear.
- The output shafts and flange surfaces must be completely free from anti-corrosion agents, contamination or similar. Use a commercially available solvent for cleaning. Do not expose the sealing lips of the oil seals to the solvent – damage to the material.
- **For standard drives:**
  - Ambient temperature according to the technical documentation, nameplate and lubricant table in section "Lubricants".
  - No harmful oils, acids, gases, vapors, radiation etc. in the vicinity
- **For special designs:**
  - The drive is designed in accordance with the ambient conditions. Observe the information on the nameplate.
- **For helical-worm/SPIROPLAN® W gear units:**
  - No large external mass moments of inertia which could exert a retrodriving load on the gear unit.
  - Self-locking with  $\eta' \text{ (retrodriving)} < 0.5$ ;  
Calculation :  $\eta' = 2 - 1/\eta$
- **For servomotor mounting:**
  - Do not assemble the drive without having ensured that there will be sufficient ventilation after installation to prevent heat build-up.





## Mechanical Installation

### Installing the gear unit

#### 4.3 Installing the gear unit



##### NOTICE

Danger due to static overdetermination if gear units with foot (e.g. KA19/29B, KA127/157B or FA127/157B) are mounted both via the torque arm and via the foot plate.

Risk of injuries and damage to property.

- Especially with the KA.9B/T variant, it is not permitted to use the foot plates and the torque arm at the same time.
- The KA.9B/T variant may only be mounted via torque arms.
- K.9 or KA.9B variants may only be mounted via the foot plate.
- If you want to use foot plates and torque arms for mounting, consult with SEW-EURODRIVE.



##### ⚠ CAUTION

Improper installation may result in damage to the gear unit or gearmotor.

Possible damage to property.

- Protect the gear unit from direct cold air currents. Condensation may cause water to accumulate in the oil.
- It is important that you observe the notes in this chapter.



##### ⚠ CAUTION

Risk of trapping and crushing due to improper disassembly of heavy components.

Risk of injury.

- Remove the shrink disk properly.
- Work on the gear unit only when the machine is at a standstill. Secure the drive unit against unintentional power-up.

The gear unit or gearmotor is only allowed to be installed in the specified mounting position. Observe the information on the nameplate. SPIROPLAN® gear units of size W10 – W30 are mounting position-independent.

The support structure must have the following features:

- Level
- Vibration damping
- Torsionally rigid

The following table shows the maximally permitted flatness defect for foot- and flange-mounting (guide values based on DIN ISO 1101):

- |                             |             |
|-----------------------------|-------------|
| • Gear unit size ≤ 67:      | Max. 0.4 mm |
| • Gear unit size 77 – 107:  | Max. 0.5 mm |
| • Gear unit size 137 – 147: | Max. 0.7 mm |
| • Gear unit size 157 – 187: | Max. 0.8 mm |

Do not tighten the housing legs and mounting flanges against one another and ensure that you comply with the permitted overhung and axial loads. Observe chapter "Project Planning" in the Gear unit/gearmotor catalog for calculating the permitted overhung and axial loads.



Secure gearmotors using quality 8.8 screws.

Secure the following gearmotors using quality 10.9 screws:

- RF37, R37F with flange  $\varnothing = 120$  mm
- RF37, RF47, R47F with flange  $\varnothing = 140$  mm
- RF57, R57F with flange  $\varnothing = 160$  mm
- FF, FAF, KF, KAF with flange  $\varnothing 250$  mm
- and RZ37, RZ47, RZ57, RZ67, RZ77, RZ87



### INFORMATION

When installing the gear unit, make sure that the oil level and drain plugs as well as the breather plugs are easily accessible!

At the same time, also check that the oil fill corresponds to the specifications for the intended mounting position (see chapter "Lubricant fill quantities (page 139)" or refer to the information on the nameplate). The gear units are filled with the required oil volume at the factory. There may be slight deviations at the oil level plug as a result of the mounting position, which are permitted within the manufacturing tolerances.

**Adjust the lubricant fill volumes and the position of the breather valve accordingly in the event of a change of mounting position.** Observe chapter "Lubricant fill quantities" and chapter "Mounting Positions".

Consult the SEW customer service if you intend to change the mounting position of K gear to M5 or M6 or between M5 and M6.

Please contact our SEW customer service if you want to change the mounting position of size S47 – S97 helical-worm gear units to mounting position M2 or M3.

Use plastic inserts (2 – 3 mm thick) if there is a risk of electrochemical corrosion between the gear unit and the driven machine. The material used must have an electrical leakage resistance  $< 10^9 \Omega$ . Electrochemical corrosion can occur between various metals, for example, cast iron and high-grade steel. Also fit the bolts with plastic washers. Ground the housing additionally – use the grounding bolts on the motor.



## Mechanical Installation

### Installing the gear unit

#### 4.3.1 Tightening torques for retaining screws

Mount the gearmotors with the following tightening torques:

Bolt/nut	Tightening torque screw / nut Strength class 8.8 [Nm]
<b>M6</b>	11
<b>M8</b>	25
<b>M10</b>	48
<b>M12</b>	86
<b>M16</b>	210
<b>M20</b>	410
<b>M24</b>	710
<b>M30</b>	1450
<b>M36</b>	2500
<b>M42</b>	4600
<b>M48</b>	6950
<b>M56</b>	11100

Mount the specified gearmotors in flange-mounted design with the following increased tightening torques:

Flange	Gear unit	Bolt/nut	Tightening torque screw / nut Strength class 10.9 [Nm]
<b>120</b>	RF37	M6	14
<b>140</b>	RF37, RF47	M8	35
<b>160</b>	RF57	M8	35
<b>60ZR</b>	RZ37	M8	35
<b>70ZR</b>	RZ47	M8	35
<b>80ZR</b>	RZ57	M10	69
<b>95ZR</b>	RZ67	M10	69
<b>110ZR</b>	RZ77	M12	120
<b>130ZR</b>	RZ87	M12	120
<b>250</b>	FF77, KF77, FAF77, KAF77	M12	120



## 4.3.2 Gear unit mounting

**INFORMATION**

For gear units in foot/flange-mounted design in connection with VARIBLOC® variable-speed gear units, use quality 10.9 bolts and suitable washers for connecting the customer flange.

To improve the friction contact between flange and mounting surface, SEW-EURODRIVE recommends anaerobic gaskets or an anaerobic glue.

*Foot-mounted gear units*

The following table shows the thread sizes of the foot-mounted gear units depending on the gear unit type and size:

Screw	Gear unit type					W
	R / R..F	RX	F / FH..B / FA..B	K / KH..B / KV..B / KA..B	S	
M6	07			19		10/20
M8	17/27/37		27/37	29	37	30/37/47
M10		57	47	37/47	47/57	
M12	47/57/67	67	57/67	57/67	67	
M16	77/87	77/87	77/87	77	77	
M20	97	97/107	97	87	87	
M24	107		107	97	97	
M30	137		127	107/167		
M36	147/167		157	127/157/187		

*Gear units with B14 flange design and/or hollow shaft*

The following table shows the thread sizes of the gear units with B14 flange and/or hollow shaft depending on the gear unit type and size:

Screw	Gear unit type				
	RZ	FAZ / FHZ	KAZ / KHZ / KVZ	SA / SAZ / SHZ	WA
M6	07/17/27			37	10/20/30 <sup>1)</sup>
M8	37/47	27/37/47	37/47	47/57	37
M10	57/67				47
M12	77/87	57/67/77	57/67/77	67/77	
M16		87/97	87/97	87/97	
M20		107/127	107/127		
M24		157	157		

1) For W30 gear units mounted directly to a CMP motor or mounted via an EWH.. adapter, the thread size is M8.

## 4



## Mechanical Installation

### Installing the gear unit

*Gear units with B5 flange*

The following table shows the thread sizes of the gear units with B5 flange depending on the gear unit type, size and flange diameter:

Flange Ø [mm]	Screw	Gear unit type				
		RF / R..F / RM	FF / FAF / FHF	KF / KAF / KHF / KVF	SF / SAF / SHF	WF / WAF
80	M6					10
110	M8					20
120	M6	07/17/27		19	37	10/20/30/37
140	M8	07/17/27/37/47				
160	M8	07/17/27/37/47	27/37	19/29/37	37/47	30/37/47
200	M10	37/47/57/67	47	29/47	57/67	
250	M12	57/67/77/87	57/67	57/67	77	
300	M12	67/77/87	77	77		
350	M16	77/87/97/107	87	87	87	
450	M16	97/107/137/147	97/107	97/107	97	
550	M16	107/137/147/167	127	127		
660	M20	147/167	157	157		



### 4.3.3 Installation in damp locations or outdoors

Drives are supplied in corrosion-resistant versions with a surface protection coating for use in damp areas or outdoors. Repair any damage to the paint work (e.g. on the breather valve or the eyebolts).

When mounting the motors onto AM, AQ adapters and to AR, AT start-up and friction couplings, seal the flange areas with a suitable sealing compound, e.g. Loctite® 574.

Units installed outdoors must be protected from the sun. Suitable protective devices are required, such as covers or roofs. Avoid any heat accumulation. The operator must ensure that foreign objects do not impair the function of the gear unit (e.g. falling objects or coverings).

### 4.3.4 Gear unit venting

The following gear units do not require venting:

- R..07 in mounting positions M1, M2, M3, M5 and M6
- R..17, R..27 and F..27 in mounting positions M1, M3, M5 and M6
- SPIROPLAN® W..10, W..20, W..30 gear units
- SPIROPLAN® W..37, W..47 gear units in mounting positions M1, M2, M3, M5 and M6
- K..19, K..29 gear units in mounting positions M1, M2, M3, M5 and M6

SEW-EURODRIVE supplies all other gear units with the breather valve installed and activated according to the particular mounting position.

#### Exceptions:

1. SEW supplies the following gear units with a screw plug on the vent hole provided:
  - Gear units with pivoted mounting positions, if possible
  - Gear units for inclined mounting

The breather valve is located in the motor terminal box. Before startup, replace the highest screw plug with the breather valve provided.

2. SEW supplies a breather valve in a plastic bag for **mount-on gear units** requiring venting on the input side.
3. **Enclosed gear units** are supplied without a breather valve.
4. In some countries, the breather valve is installed, but not activated due to possible pressure fluctuations during transport. In these cases, the breather valve must be activated by removing the transport protection as described in chapter "Activating the breather valve".



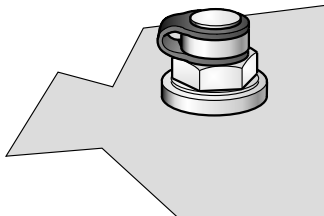
## Mechanical Installation

### Installing the gear unit

#### *Activating the breather valve*

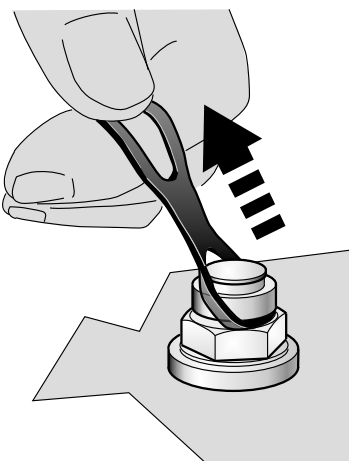
Check whether the breather valve is activated. If the breather valve has not been activated, you must remove the transportation protection device from the breather valve before starting up the gear unit.

1. Breather valve with transportation protection device



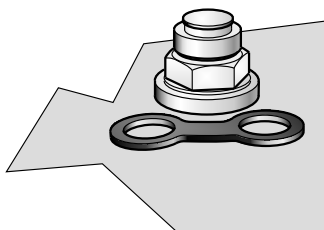
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2. Remove transport fixture



211316875

3. Activated breather valve



211314699



#### 4.3.5 Painting the gear unit



##### NOTICE

Breather valves and oil seals may be damaged during painting or re-painting.

Possible damage to property.

- Thoroughly cover the breather valves and the sealing lip of the oil seals with strips prior to painting.
- Remove the strips after painting.

#### 4.4 Gear units with solid shaft

##### 4.4.1 Notes on installation



##### INFORMATION

Mounting is easier if you first apply lubricant to the output element or heat it up briefly (to 80 - 100 °C).

##### 4.4.2 Assembling input and output elements



##### NOTICE

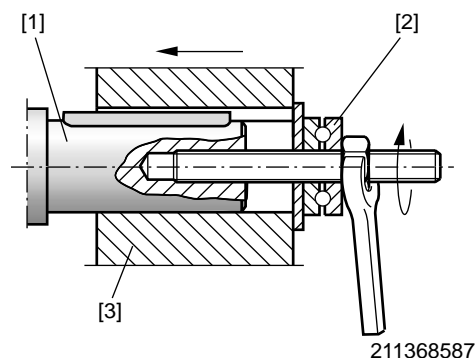
Bearing, hosing or shaft may be damaged due to improper assembly.

Possible damage to property

- Assemble the input and output components only using a mounting device. Use the center bore and the thread on the shaft end for positioning.
- Never force belt pulleys, couplings, pinions, etc. onto the shaft end by hitting them with a hammer.
- In the case of belt pulleys, make sure the belt is tensioned correctly in accordance with the manufacturer's instructions.
- Power transmission elements should be balanced after fitting and must not give rise to any impermissible radial or axial forces (see the "Gearmotors" or "Explosion-Proof Drives" catalog for permitted values).

*Using a mounting device*

The following figure shows a mounting device for installing couplings or hubs on gear unit or motor shaft ends. Should you be able to tighten the screw without any problems, you may not need the thrust bearing on the mounting device.



- [1] Gear unit shaft end  
 [2] Thrust bearing  
 [3] Coupling hub



## 4

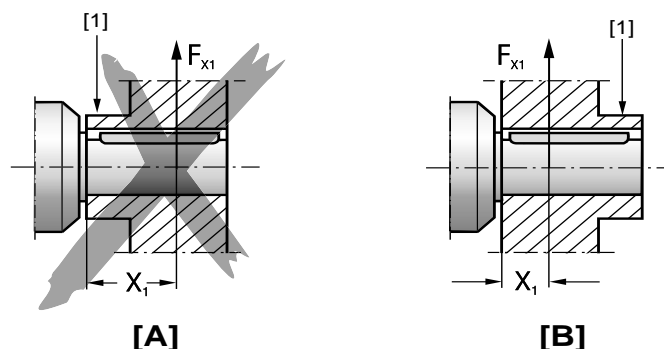


## Mechanical Installation

### Gear units with solid shaft

*Avoiding excessive overhung loads*

Avoid high overhung loads by installing the gear or chain sprocket according to figure **B** if possible.



211364235

- [1] Hub  
[A] Unfavorable  
[B] Correct



### INFORMATION

Mounting is easier if you first apply lubricant to the output element or heat it up briefly (to 80 - 100 °C).

#### 4.4.3 Mounting of couplings



#### ⚠ CAUTION

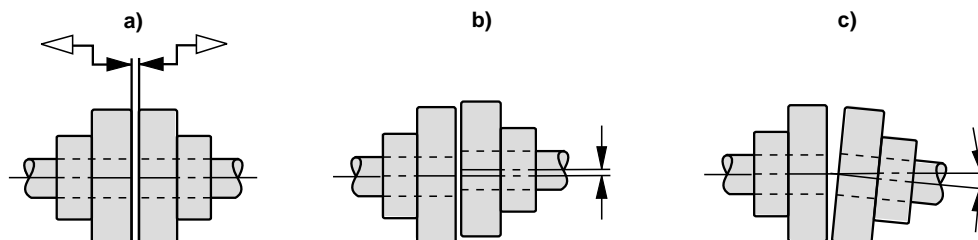
Risk of injury due to moving drive elements, such as belt pulleys or couplings, during operation.

Risk of jamming and crushing.

- Cover input and output components with a touch guard.

Adjust the following misalignments according to the coupling manufacturer's specifications when mounting couplings:

- Maximum and minimum clearance
- Axial offset
- Angular offset



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## Mechanical Installation

### Torque arms for shaft-mounted gear units



4

#### 4.5 Torque arms for shaft-mounted gear units



##### ▲ NOTICE

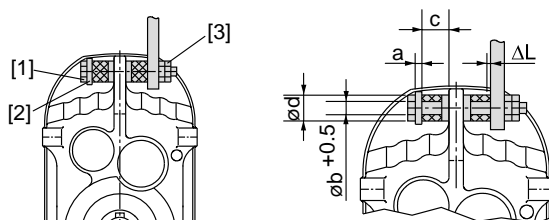
Improper mounting may result in damage to the gear unit.

Possible damage to property.

- Do not place torque arms under strain when mounting.
- Use screws of quality 8.8 to fasten torque arms.

##### 4.5.1 Parallel-shaft helical gear units

The following figure shows the torque arm for parallel-shaft helical gear units.



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- [1] Screw  
[2] Washer  
[3] Nut

Proceed as follows to mount the rubber buffers:

1. Use screws [1] and washers according to the following table.
2. Use two nuts to secure the screw connection [3].
3. Tighten the screw until the initial stress " $\Delta L$ " of the buffers is reached according to the table.

Gear unit	Diameter  d [mm]	Rubber buffer		Washer width  a [mm]	$\Delta L$ (taut)  [mm]
		Inner diameter b [mm]	Length (loose) c [mm]		
F..27 /G	40	12.5	20	5	1
F..37 /G	40	12.5	20	5	1
F..47 /G	40	12.5	20	5	1.5
F..57 /G	40	12.5	20	5	1.5
F..67 /G	40	12.5	20	5	1.5
F..77 /G	60	21.0	30	10	1.5
F..87 /G	60	21.0	30	10	1.5
F..97 /G	80	25.0	40	12	2
F..107 /G	80	25.0	40	12	2
F..127 /G	100	32.0	60	15	3
F..157 /G	120	32.0	60	15	3



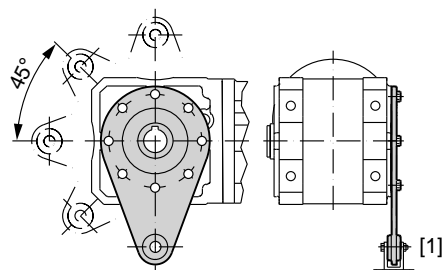
## Mechanical Installation

### Torque arms for shaft-mounted gear units

#### 4.5.2 Helical-bevel gear units K..19 – 29

The following figure shows the torque arm for helical-bevel gear units KA19 – 29.

- Apply bearings to both sides of the bushing [1].
- Mount connection side B so that it mirrors A.



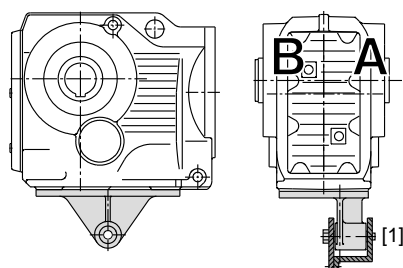
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Gear unit	Screws	Tightening torque
K..19 /T	4 x M8 x 22 – 8.8	25 Nm
K..29 /T	4 x M8 x 22 – 8.8	25 Nm

#### 4.5.3 Helical-bevel gear units K..37 – 157

The following figure shows the torque arm for helical-bevel gear units.

- Apply bearings to both sides of the bushing [1].
- Mount connection side B so that it mirrors A.



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Gear unit	Screws	Tightening torque
K..37 /T	4 x M10 x 25 – 8.8	48 Nm
K..47 /T	4 x M10 x 30 – 8.8	48 Nm
K..67 /T	4 x M12 x 35 – 8.8	86 Nm
K..77 /T	4 x M16 x 40 – 8.8	210 Nm
K..87 /T	4 x M16 x 45 – 8.8	210 Nm
K..97 /T	4 x M20 x 50 – 8.8	410 Nm
K..107 /T	4 x M24 x 60 – 8.8	710 Nm
K..127 /T	4 x M36 x 130 – 8.8	2.500 Nm
K..157 /T	4 x M36 x 130 – 8.8	2.500 Nm

## Mechanical Installation

### Torque arms for shaft-mounted gear units

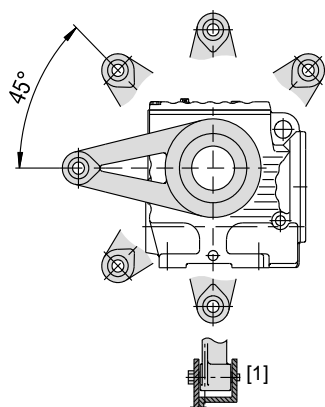


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#### 4.5.4 Helical-worm gear units

The following figure shows the torque arm for helical-worm gear units.

- Apply bearings to both sides of the bushing [1].



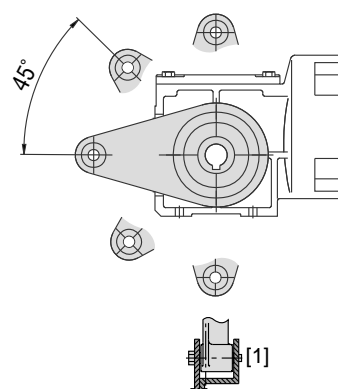
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Gear unit	Screws	Tightening torque
S..37 /T	4 x M6 x 16 – 8.8	11 Nm
S..47 /T	4 x M8 x 20 – 8.8	25 Nm
S..57 /T	6 x M8 x 20 – 8.8	25 Nm
S..67 /T	4 x M12 x 25 – 8.8	86 Nm
S..77 /T	8 x M12 x 35 – 8.8	86 Nm
S..87 /T	8 x M16 x 35 – 8.8	210 Nm
S..97 /T	8 x M16 x 35 – 8.8	210 Nm

#### 4.5.5 SPIROPLAN® W gear units

The following figure shows the torque arm for SPIROPLAN® W gear units.

- Apply bearings to both sides of the bushing [1].



211489547

Gear unit	Screws	Tightening torque Nm
W..10 /T	4 x M6 x 16 - 8.8	11
W..20 /T	4 x M6 x 16 - 8.8	11
W..30 /T	4 x M6 x 16 - 8.8	11
W..37 /T	4 x M8 x 20 - 8.8	25
W..47 /T	4 x M10 x 25 - 8.8	48



## Mechanical Installation

### Shaft-mounted gear units with keyway or splined hollow shaft

#### 4.6 Shaft-mounted gear units with keyway or splined hollow shaft

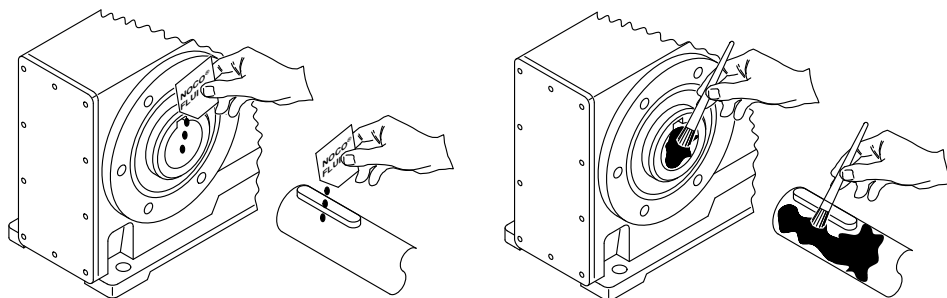


#### INFORMATION

Concerning the configuration of the customer shaft, please also refer to the design notes in the gearmotors catalog.

##### 4.6.1 Installation notes

1. Apply NOCO® fluid and thoroughly spread it.



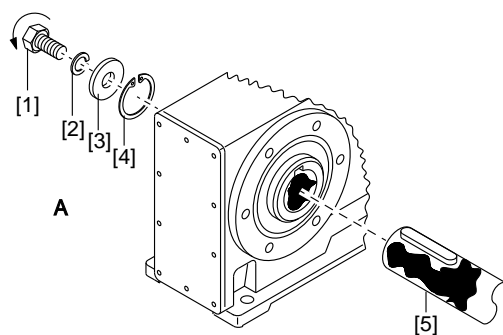
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2. Install the shaft and secure it axially  
(installation is facilitated by using a mounting device).

Following a description of the three mounting types:

- 2A: Standard scope of delivery
- 2B: Installation/removal kit for customer shaft with contact shoulder
- 2C: Installation/removal kit for customer shaft without contact shoulder

#### 2A: Installation with standard scope of delivery



211518347

- [1] Short retaining screw (standard scope of delivery)
- [2] Lock washer
- [3] Washer
- [4] Retaining ring
- [5] Customer shaft

## Mechanical Installation

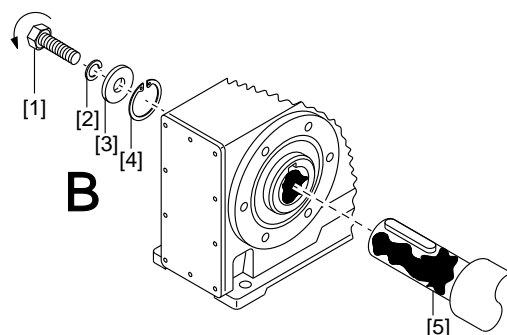
### Shaft-mounted gear units with keyway or splined hollow shaft



4

#### 2B: Installation with SEW-EURODRIVE installation and removal kit (page 37)

– Customer shaft **with** contact shoulder

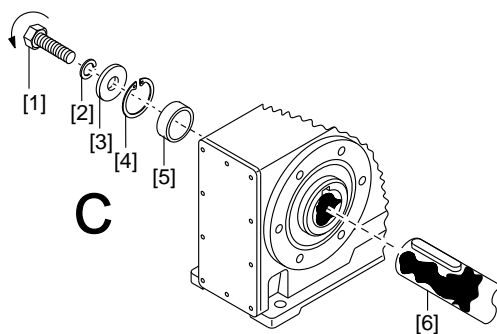


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- [1] Retaining screw
- [2] Lock washer
- [3] Washer
- [4] Retaining ring
- [5] Customer shaft with contact shoulder

#### 2C: Installation with SEW-EURODRIVE installation and removal kit (page 37)

– Customer shaft **without** contact shoulder



211522699

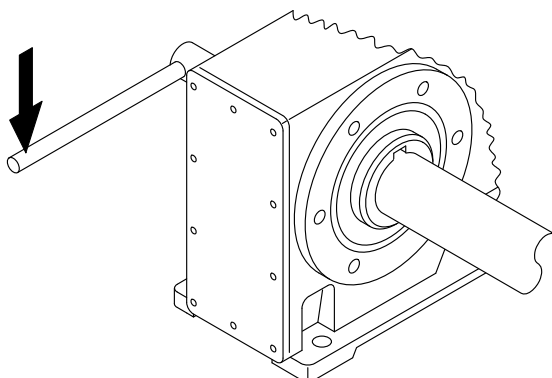
- [1] Retaining screw
- [2] Lock washer
- [3] Washer
- [4] Retaining ring
- [5] Spacer
- [6] Customer shaft without contact shoulder



## Mechanical Installation

### Shaft-mounted gear units with keyway or splined hollow shaft

3. Tighten the retaining screw to the appropriate torque (see table).



211524875

Screw	Tightening torque [Nm]
M5	5
M6	8
M10/12	20
M16	40
M20	80
M24	200



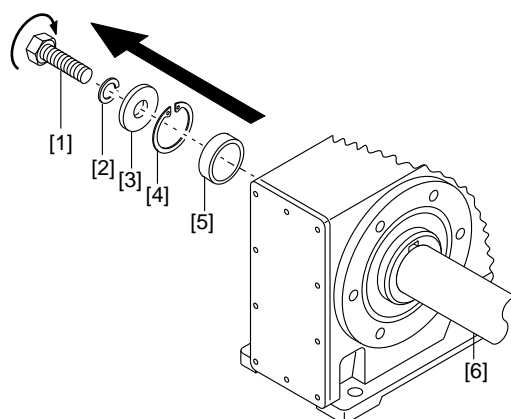
## INFORMATION

To avoid contact corrosion, we recommend that the customer shaft should additionally be lathed down between the 2 contact surfaces.

**4.6.2 Information about disassembly**

This description is only applicable when the gear unit was assembled using the installation/removal kit (page 37) from SEW-EURODRIVE. Observe section "Installation notes (page 32)", 2B or 2C.

1. Loosen the retaining screw [1].
2. Remove parts [2] to [4] and, if fitted, the spacer tube [5].



211527051

- [1] Retaining screw
- [2] Lock washer
- [3] Washer
- [4] Retaining ring
- [5] Spacer
- [6] Customer shaft

3. Insert the forcing disc [8] and the fixed nut [7] from the SEW-EURODRIVE installation/removal kit between the customer shaft [6] and the circlip [4].
4. Re-install the retaining ring [4].

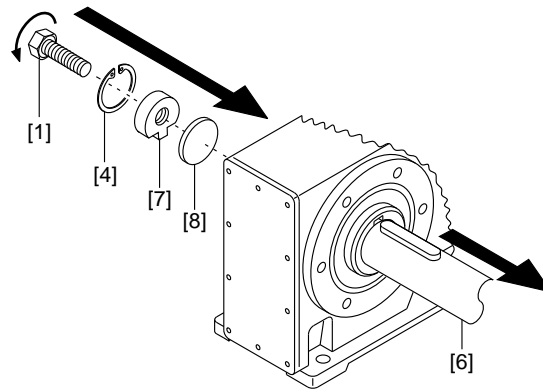




## Mechanical Installation

### Shaft-mounted gear units with keyway or splined hollow shaft

5. Screw the retaining screw [1] back in. Now you can force the gear unit off the shaft by tightening the screw.



211529227

- [1] Retaining screw
- [4] Retaining ring
- [6] Customer shaft
- [7] Fixed nut
- [8] Forcing disk

## Mechanical Installation

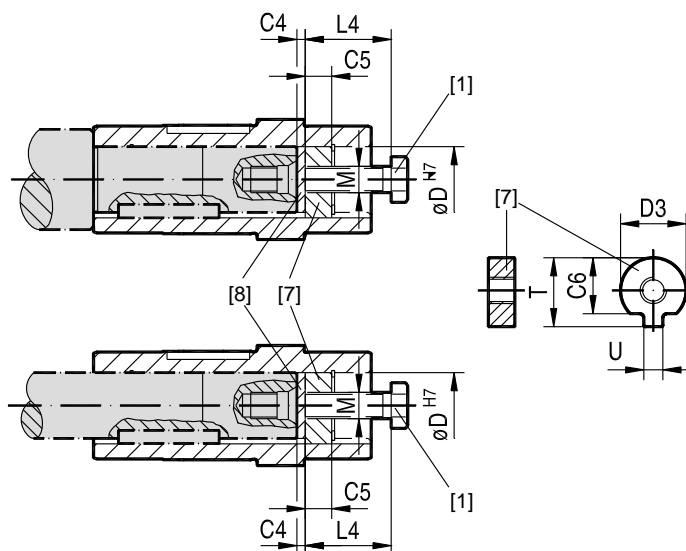
### Shaft-mounted gear units with keyway or splined hollow shaft



4

#### 4.6.3 SEW installation and removal kit

The SEW-EURODRIVE installation/removal kit can be ordered by quoting its part number.



211531403

- [1] Retaining screw  
 [7] Fixed nut for disassembly  
 [8] Forcing disk

Type	D <sup>H7</sup> [mm]	M <sup>1)</sup>	C4 [mm]	C5 [mm]	C6 [mm]	U <sup>-0.5</sup> [mm]	T <sup>-0.5</sup> [mm]	D <sup>3-0.5</sup> [mm]	L4 [mm]	Part number of installation/ removal kit
WA..10	16	M5	5	5	12	4.5	18	15.7	50	643 712 5
WA..20	18	M6	5	6	13.5	5.5	20.5	17.7	25	643 682 X
WA..20, WA..30, SA..37, WA..37, KA..19	20	M6	5	6	15.5	5.5	22.5	19.7	25	643 683 8
FA..27, SA..47, WA..47, KA..29	25	M10	5	10	20	7.5	28	24.7	35	643 684 6
FA..37, KA..37, SA..47, SA..57, WA..47, KA..29	30	M10	5	10	25	7.5	33	29.7	35	643 685 4
FA..47, KA..47, SA..57	35	M12	5	12	29	9.5	38	34.7	45	643 686 2
FA..57, KA..57, FA..67, KA..67, SA..67	40	M16	5	12	34	11.5	41.9	39.7	50	643 687 0
SA..67	45	M16	5	12	38.5	13.5	48.5	44.7	50	643 688 9
FA..77, KA..77, SA..77	50	M16	5	12	43.5	13.5	53.5	49.7	50	643 689 7
FA..87, KA..87, SA..77, SA..87	60	M20	5	16	56	17.5	64	59.7	60	643 690 0
FA..97, KA..97, SA..87, SA..97	70	M20	5	16	65.5	19.5	74.5	69.7	60	643 691 9
FA..107, KA..107	80	M20	5	20	75.5	21.5	85	79.7	70	106 8211 2
FA..107, KA..107, SA..97	90	M24	5	20	80	24.5	95	89.7	70	643 692 7
FA..127, KA..127	100	M24	5	20	89	27.5	106	99.7	70	643 693 5
FA..157, KA..157	120	M24	5	20	107	31	127	119.7	70	643 694 3

1) Retaining screw



## Mechanical Installation

### Shaft-mounted gear units with keyway or splined hollow shaft

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#### INFORMATION

The SEW installation kit for attaching the customer shaft is a recommendation by SEW-EURODRIVE. You must always check whether this design can compensate the axial loads. In particular applications (e.g. mounting mixer shafts), a different design may have to be used to secure the shaft axially. In these cases, customers can use their own devices. However, you must ensure that these designs do not cause potential sources of combustion according to DIN EN 13463 (for example, impact sparks).

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### 4.7 Shaft-mounted gear units with shrink disk

#### 4.7.1 Assembly notes



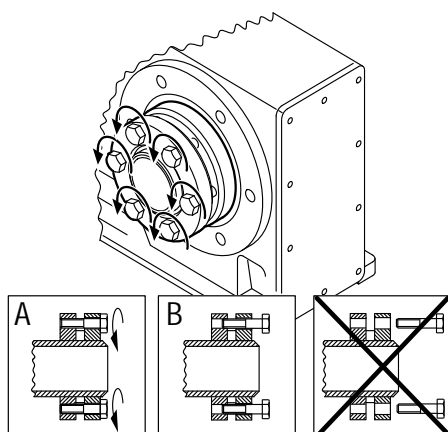
#### ▲ NOTICE

Tightening the screws without installed shaft may result in the hollow shaft being deformed.

Possible damage to property

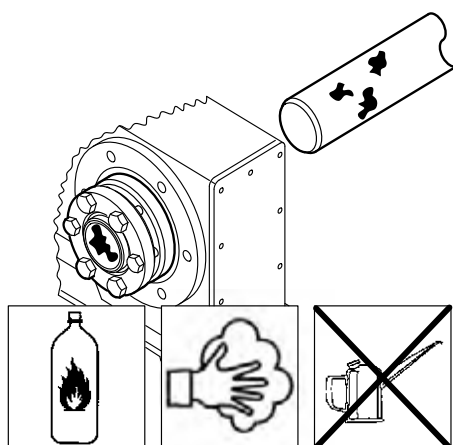
- Only tighten the locking screws with the shaft installed.

1. Loosen the locking screws by a few turns (do not unscrew them completely!).



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2. Carefully degrease the hollow shaft hole and the input shaft using a commercially available solvent.



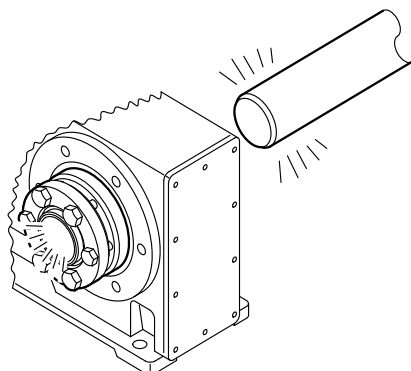
211535755



## Mechanical Installation

### Shaft-mounted gear units with shrink disk

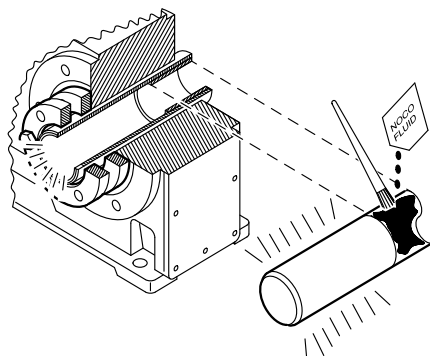
3. Hollow shaft/input shaft after degreasing.



211537931

4. Apply NOCO<sup>®</sup> fluid to the input shaft in the area of the bushing.

It is essential to make sure that the clamping area of the shrink disk is free from grease. Never apply NOCO<sup>®</sup> fluid directly to the bushing. This is because the paste may be able to get into the clamping area of the shrink disk when the input shaft is put on.



211540107

## Mechanical Installation

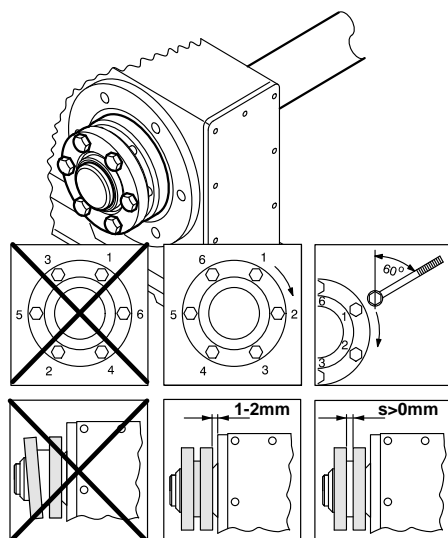
### Shaft-mounted gear units with shrink disk



4

#### 5. Install the input shaft.

- Make sure that the locking collars of the shrink disk are installed in parallel to each other.
- For gear unit housings with shaft shoulder:  
Mount the shrink disk onto the stop on the shaft shoulder.
- For gear unit housings without shaft shoulder:  
Install the shrink disk with a 1 to 2 mm distance from the gear unit housing.
- Tighten the locking screws by working round with the torque wrench several times from one screw to the next (not in diametrically opposite sequence).  
The exact values for the tightening torques are shown on the shrink disk.



211542283

6. After installation, make sure the remaining gap between the outer rings is > 0 mm.
7. Grease the area around the shrink disk outside the hollow shaft to prevent corrosion.



## Mechanical Installation

### Shaft-mounted gear units with shrink disk

#### 4.7.2 Removal notes

1. Loosen the locking screws one after the other by a quarter rotation to avoid tilting the outer rings.
2. Unscrew the locking screws evenly one after the other. Do not remove the locking screws completely.
3. Remove the shaft or pull the hub off the shaft. (Remove any rust that may have formed between the hub and the end of the shaft beforehand.)
4. Remove the shrink disk from the hub.

#### 4.7.3 Cleaning and lubrication

There is no need to dismantle removed shrink disks before re-installing them.

Clean and lubricate the shrink disk if it is dirty.

Lubricate the tapered surfaces with one of the following solid lubricants:

Lubricant (Mo S2)	Sold as
Molykote 321 (lube coat)	Spray
Molykote spray (powder spray)	Spray
Molykote G Rapid	Spray or paste
Aemasol MO 19P	Spray or paste
Aemasol DIO-sétral 57 N (lube coat)	Spray

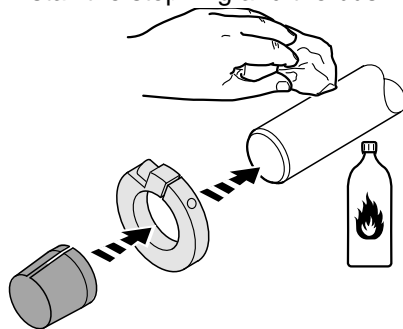
Grease the locking screws with a multipurpose grease such as Molykote BR 2 or similar.



### 4.8 Shaft-mounted gear units with TorqLOC®

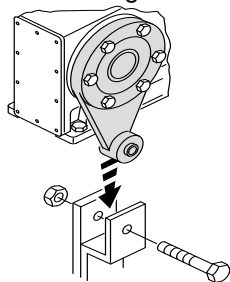
#### 4.8.1 Installation notes for customer shaft without contact shoulder

1. Clean the customer shaft and the inside of the hollow shaft. Ensure that all traces of grease or oil are removed.
2. Install the stop ring and the bushing on the customer shaft.



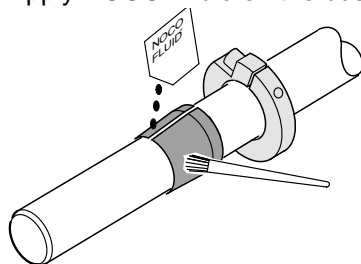
211941003

3. Mount the torque arm to the drive unit, observe chapter "Torque arms for shaft-mounted gear units" (page 29).



5128549131

4. Apply NOCO® fluid on the bushing and spread it thoroughly.



211938827

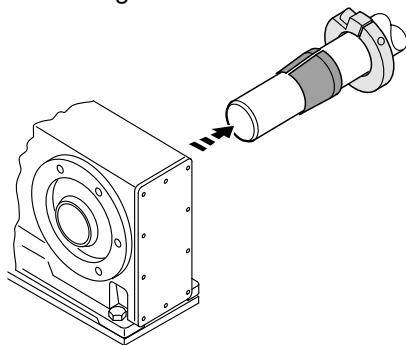




## Mechanical Installation

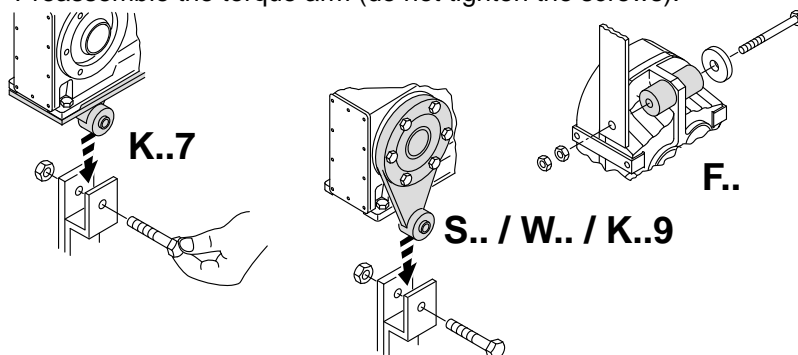
### Shaft-mounted gear units with TorqLOC®

5. Push the gear unit onto the customer shaft.



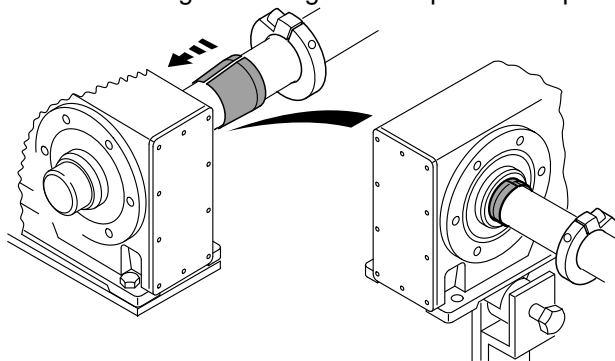
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6. Preassemble the torque arm (do not tighten the screws).



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7. Push the busing onto the gear unit up to the stop.



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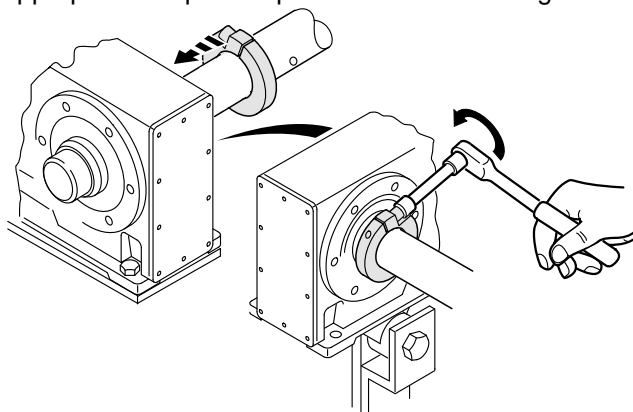
## Mechanical Installation

### Shaft-mounted gear units with TorqLOC®



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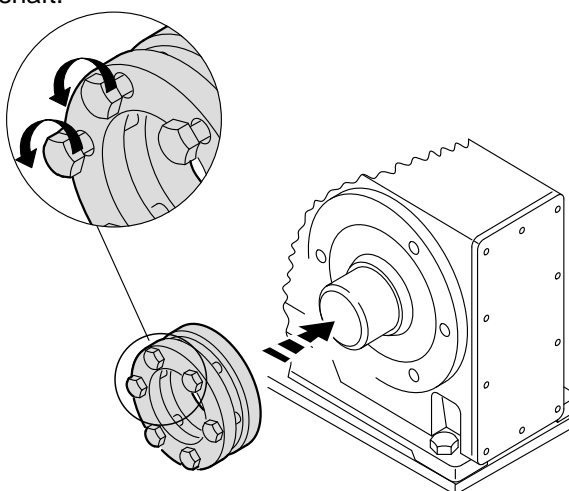
8. Secure the bushing with the stop ring. Tighten the split ring on the bushing using the appropriate torque as specified in the following table:



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Type		Nickel-plated [Standard]	Stainless steel
KT / FT	ST / WT	Torque in Nm	
-	37	18	7.5
37	47	18	7.5
47	57	18	7.5
57, 67	67	35	18
77	77	35	18
87	87	35	18
97	97	35	18
107	-	38	38
127	-	65	65
157	-	150	150

9. Make sure that all screws are loosened and slide the shrink disk onto the hollow shaft.



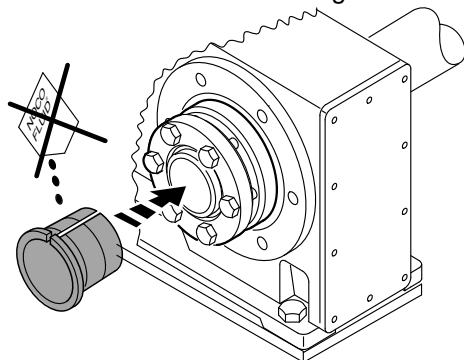
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## Mechanical Installation

### Shaft-mounted gear units with TorqLOC®

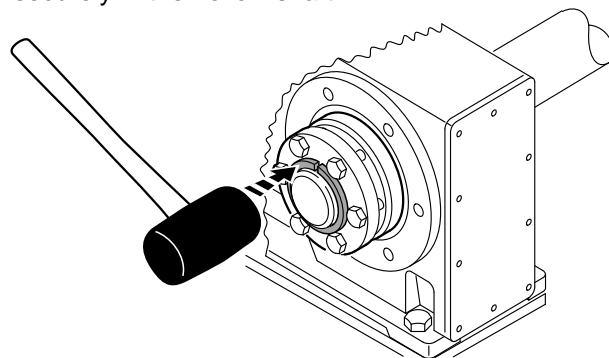
10. Slide the counter bushing onto the customer shaft and into the hollow shaft



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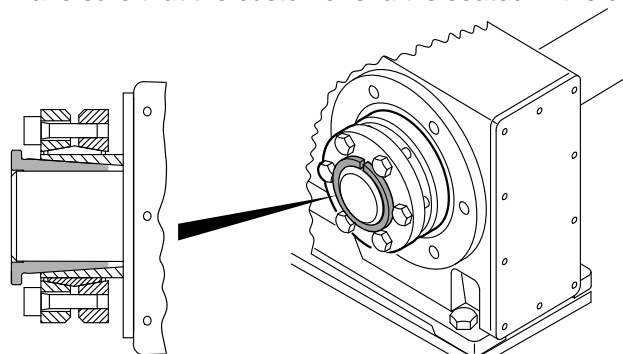
11. until the shrink disk is properly seated.

12. Tap lightly on the flange of the counter bushing to ensure that the socket is fitted securely in the hollow shaft.



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13. Make sure that the customer shaft is seated in the counter bushing.



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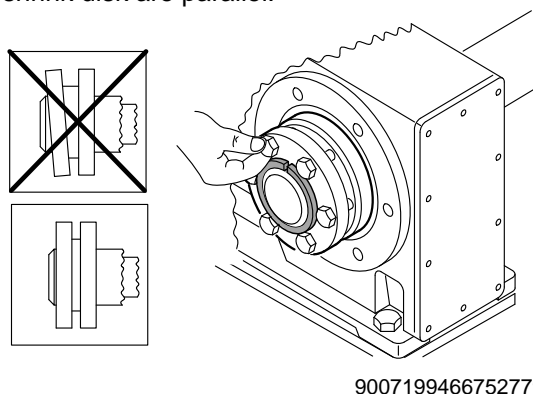
## Mechanical Installation

### Shaft-mounted gear units with TorqLOC®



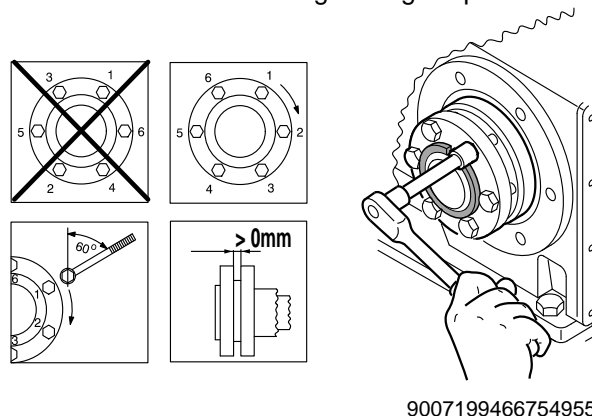
4

14. Manually tighten the screws of the shrink disk and ensure that the outer rings of the shrink disk are parallel.



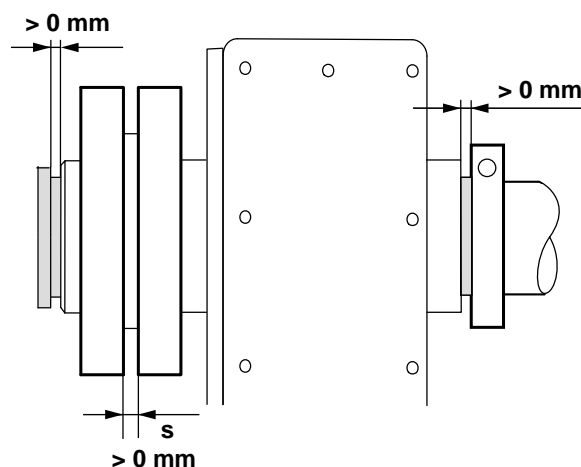
15. Tighten the locking bolts by working round several times from one bolt to the next (not in diametrically opposite sequence).

The exact values for the tightening torques are shown on the shrink disk.



16. After installation, make sure the remaining gap between the outer rings is  $> 0$  mm.

17. The remaining gap between counter bushing and hollow shaft end as well as bushing and stop ring must be  $> 0$  mm.

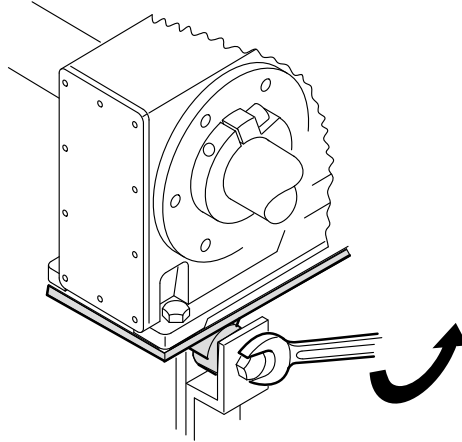




## Mechanical Installation

### Shaft-mounted gear units with TorqLOC®

18. Securely tighten the torque arm; observe chapter "Torque arm for shaft-mounted gear units" (page 29).

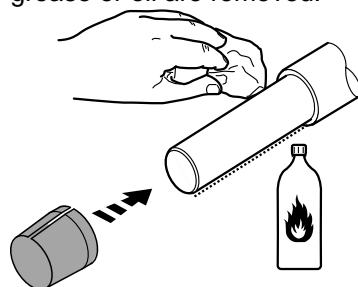


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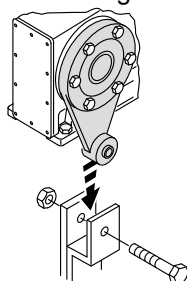
### 4.8.2 Installation notes for customer shaft with contact shoulder

1. Clean the customer shaft and the inside of the hollow shaft. Ensure that all traces of grease or oil are removed.



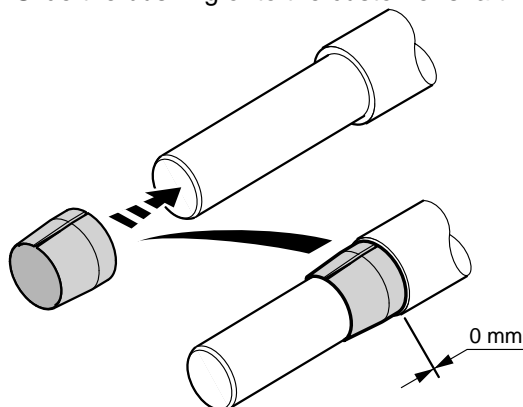
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2. Mount the torque arm to the drive unit, observe chapter "Torque arms for shaft-mounted gear units" (page 29).



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3. Slide the bushing onto the customer shaft.



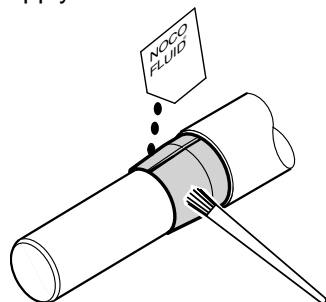
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## Mechanical Installation

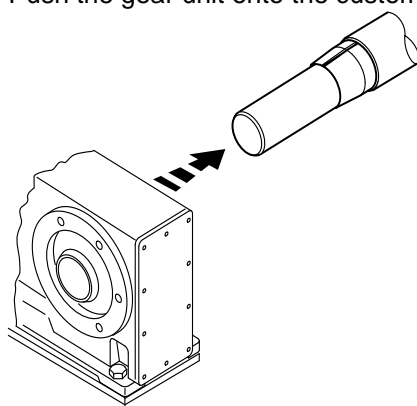
### Shaft-mounted gear units with TorqLOC®

4. Apply NOCO® fluid on the bushing and spread it thoroughly.



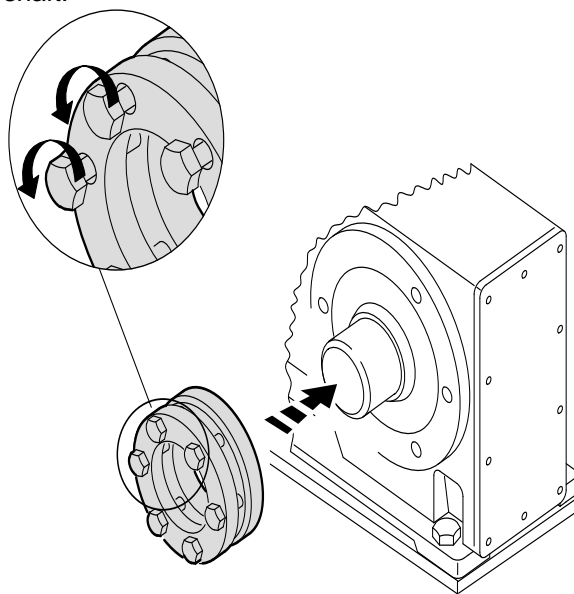
2349367435

5. Push the gear unit onto the customer shaft.



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6. Make sure that all screws are loosened and slide the shrink disk onto the hollow shaft.



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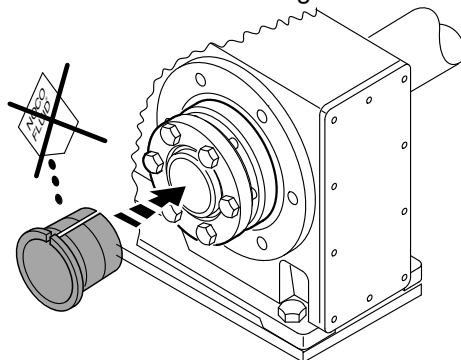
## Mechanical Installation

### Shaft-mounted gear units with TorqLOC®



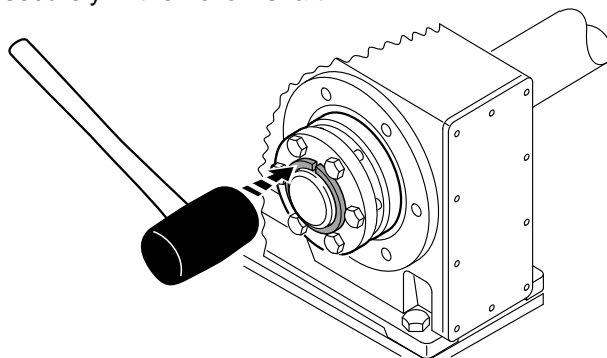
4

7. Slide the counter bushing onto the customer shaft and into the hollow shaft



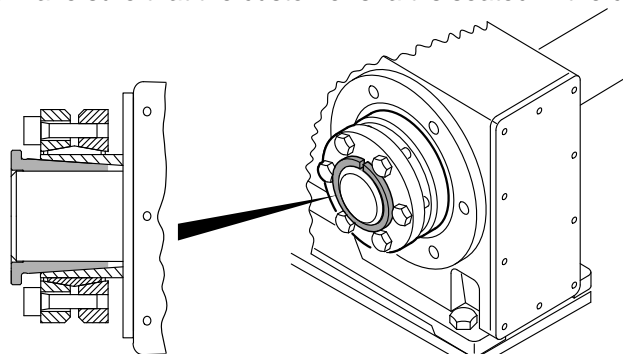
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8. until the shrink disk is properly seated.
9. Tap lightly on the flange of the counter bushing to ensure that the socket is fitted securely in the hollow shaft.



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10. Make sure that the customer shaft is seated in the counter bushing.



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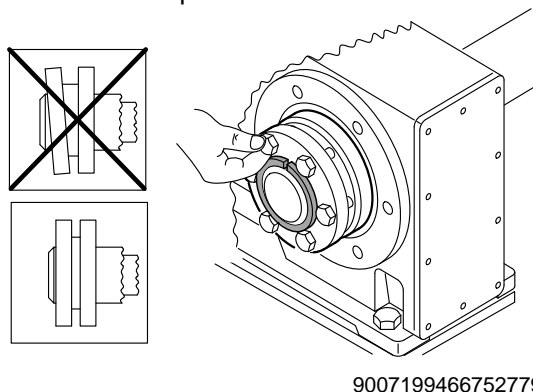




## Mechanical Installation

### Shaft-mounted gear units with TorqLOC®

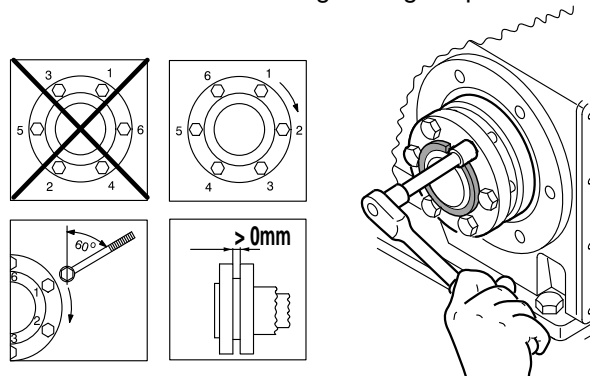
11. Manually tighten the screws of the shrink disk and ensure that the outer rings of the shrink disk are parallel.



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12. Tighten the locking bolts by working round several times from one bolt to the next (not in diametrically opposite sequence).

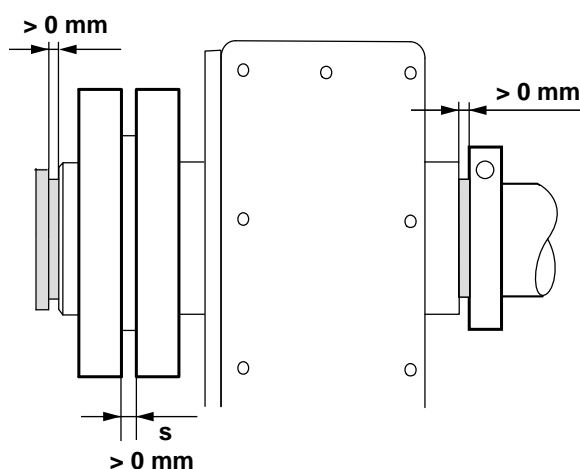
The exact values for the tightening torques are shown on the shrink disk.



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13. After installation, make sure the remaining gap between the outer rings is  $> 0$  mm.

14. The remaining gap between counter bushing and hollow shaft end must be  $> 0$  mm.



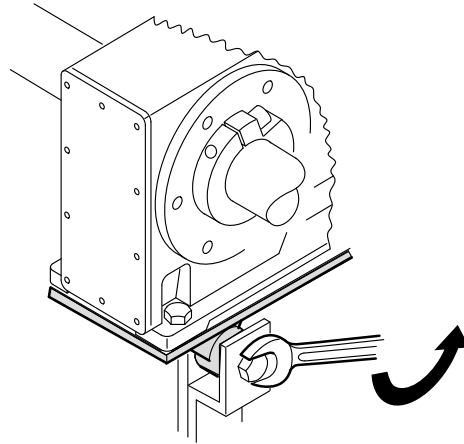
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## Mechanical Installation

### Shaft-mounted gear units with TorqLOC®

**4**

15. Mount the torque arm and tighten it securely; observe chapter "Torque arms for shaft-mounted gear units" (page 29).



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## Mechanical Installation

### Shaft-mounted gear units with TorqLOC®

#### 4.8.3 Removal notes



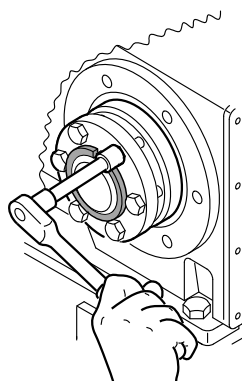
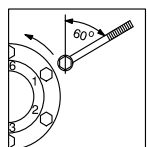
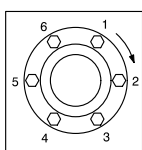
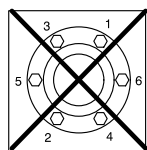
#### ⚠ CAUTION

Burns caused by hot surfaces.

Severe injuries.

- Let the units cool down before touching them.

1. Loosen the locking screws one after the other by a quarter rotation to avoid tilting the outer rings.



212013963

2. Unscrew the locking bolts evenly one after the other.

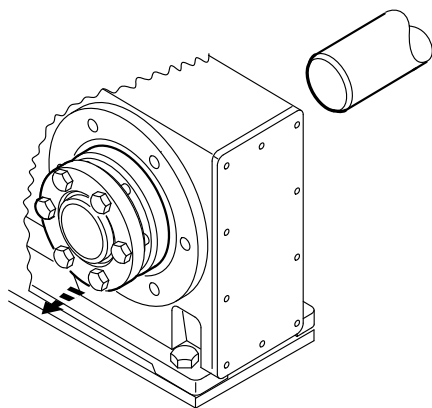
Do not remove the locking screws completely.

3. Dismantle the conical steel bushing.

If required, use the outer rings as pullers as follows:

- Remove all the locking screws.
- Screw the respective number of screws in the tapped holes of the shrink disk.
- Support the inner ring against the gear unit housing.
- Pull off the conical steel bushing by tightening the screws.

4. Remove the gear unit from the shaft.



2903780235

5. Remove the shrink disk from the hub.



### 4.8.4 Cleaning and lubrication

There is no need to dismantle removed shrink disks before re-installing them.

Clean and lubricate the shrink disk if it is dirty.

Lubricate the tapered surfaces with one of the following solid lubricants:

Lubricant (Mo S2)	Sold as
Molykote 321 (lube coat)	Spray
Molykote spray (powder spray)	Spray
Molykote G Rapid	Spray or paste
Aemasol MO 19P	Spray or paste
Aemasol DIO-sétral 57 N (lube coat)	Spray

Grease the locking screws with a multipurpose grease such as Molykote BR 2 or similar.

### 4.9 Installing the protective cover



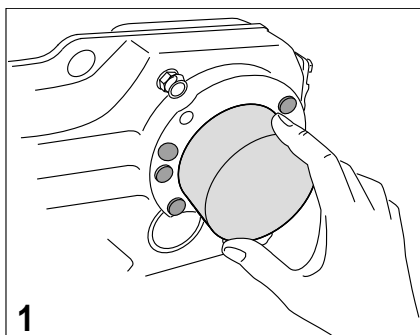
#### ⚠ CAUTION

During operation, output components are in fast motion.

Risk of jamming and crushing.

- Disconnect the motor from the power supply before starting work and safeguard it against accidental startup.
- Cover input and output components with a touch guard.

#### 4.9.1 Installing the rotating cover



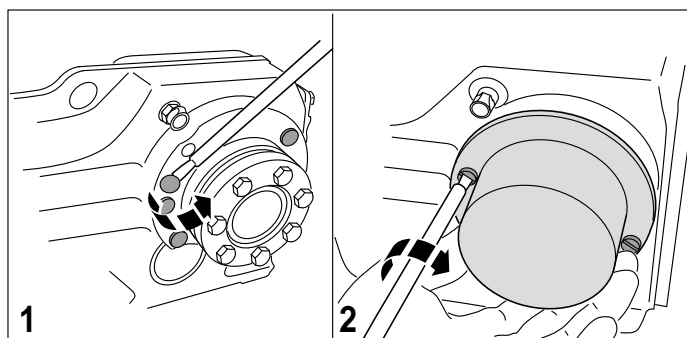
1. Slide the rotating cover onto the shrink disk until it snaps in.



## Mechanical Installation

### Installing the protective cover

#### 4.9.2 Installing the fixed cover



1. To fasten the cover, remove the plastic plug on the gear unit housing (see figure 1)
2. Use the delivered screws to mount the cover to the gear unit housing (see figure 2).

#### 4.9.3 Installation without cover

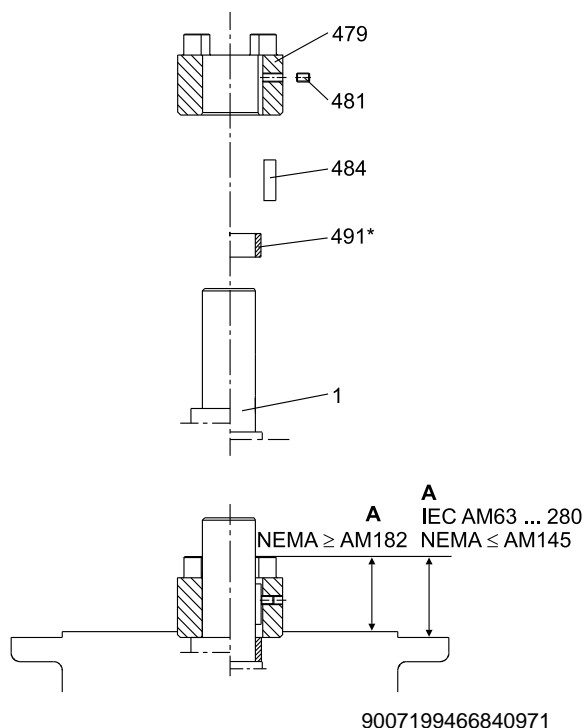
In certain individual cases (e.g. through-shaft), you cannot install the cover. In such cases, the cover is not necessary if the system or unit manufacturer provides corresponding components to guarantee compliance with the required degree of protection.

If this results in additional maintenance, you have to describe this in the operating instructions for the system/component.



## 4.10 Coupling of AM adapters

### 4.10.1 IEC adapter AM63 - 280 / NEMA adapter AM56 - 365



- [1] Motor shaft
- [479] Coupling half
- [481] Setscrew
- [484] Key
- [491] Spacer tube

1. Clean the motor shaft and flange surfaces of the motor and the adapter.
2. Remove the key from the motor shaft and replace it with the supplied key [484] (not AM63 and AM250).
3. Heat the coupling half [479] to approx. 80 - 100 °C and push the coupling half onto the motor shaft. Position as follows:
  - IEC adapter AM63 - 225 up to stop at motor shaft shoulder.
  - IEC adapter AM250 - 280 to dimension **A**.
  - NEMA adapter with spacer tube [491] to dimension **A**.
4. Secure the key and coupling half using the setscrew [481] and tightening torque  $T_A$  according to the table on the motor shaft.



## Mechanical Installation

### Coupling of AM adapters

5. Check the dimension **A**.
6. Seal the contact surfaces between the adapter and motor using a suitable sealing compound.
7. Mount the motor on the adapter. Ensure that the coupling claws of the adapter shaft are engaged in the plastic cam ring.

IEC AM	63 / 71	80 / 90	100 / 112	132	160 / 180	200	225	250 / 280
<b>A</b>	24.5	31.5	41.5	54	76	78.5	93.5	139
<b>T<sub>A</sub></b>	1.5	1.5	4.8	4.8	10	17	17	17
<b>Thread</b>	M4	M4	M6	M6	M8	M10	M10	M10
NEMA AM	56	143 / 145	182 / 184	213 / 215	254 / 256	284 / 286	324 / 326	364 / 365
<b>A</b>	46	43	55	63.5	78.5	85.5	107	107
<b>T<sub>A</sub></b>	1.5	1.5	4.8	4.8	10	17	17	17
<b>Thread</b>	M4	M4	M6	M6	M8	M10	M10	M10



### NOTE

To avoid contact corrosion, we recommend applying NOCO<sup>®</sup> Fluid to the motor shaft before mounting the coupling half.



### ⚠ CAUTION

Dampness might enter the adapter when mounting a motor to the adapter.

Possible damage to property

- Seal adapter with anaerobic fluid seal.



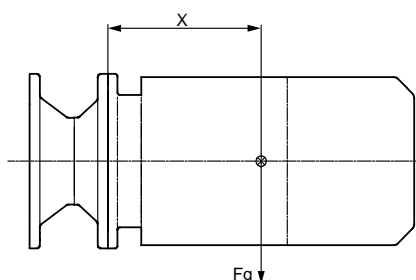
## 4.10.2 Permitted loads

**⚠ CAUTION**

Impermissibly high loads may occur when mounting a motor.

Potential damage to property

- The load data specified in the following table are not to be exceeded.



18513419

**Gear unit series R..7, F..7, K..7, K..9, and S..7:**

Adapter type		$x^1)$ [mm]	$F_q^1)$ [N]	
IEC	NEMA		IEC adapter	NEMA adapter
AM63/71	AM56	77	530	410
AM80/90	AM143/145	113	420	380
AM100/112	AM182/184	144	2000	1760
AM132 <sup>2)</sup>	AM213/2152 <sup>2)</sup>	186	1600	1250
AM132..	AM213/215		4700	3690
AM160/180	AM254/286	251	4600	4340
AM200/225	AM324-AM365	297	5600	5250
AM250/280	-	390	11200	—

- 1) The maximum permitted weight of the attached motor  $F_{qmax}$  must be reduced linearly as the center of gravity distance  $x$  increases. If this distance is reduced, the maximum permitted weight  $F_{qmax}$  cannot be increased.
- 2) Diameter of the adapter output flange: 160 mm

**Gear unit series SPIROPLAN® W37 – W47:**

Adapter type		$x^1)$ [mm]	$F_q^1)$ [N]	
IEC	NEMA		IEC adapter	NEMA adapter
AM63/71	AM56	115	140	120
AM80/90	AM143/145	151	270	255

- 1) The maximum permitted weight of the attached motor  $F_{qmax}$  must be reduced linearly as the center of gravity distance  $x$  increases. If this distance is reduced, the maximum permitted weight  $F_{qmax}$  cannot be increased.





## Mechanical Installation

### Coupling of AM adapters

#### 4.10.3 AM adapter with AM../RS backstop

Check the direction of rotation of the drive prior to assembly or startup. Inform the SEW-EURODRIVE service in the case of incorrect direction of rotation.

The backstop is maintenance-free in operation, and does not require any further maintenance work. Backstops have a minimum lift-off speed depending on the size (see following table).



#### ⚠ CAUTION

If the actual speed level is below the minimum lift-off speed level, the backstops are subject to wear and the resulting friction causes the temperature to increase.

Possible damage to property

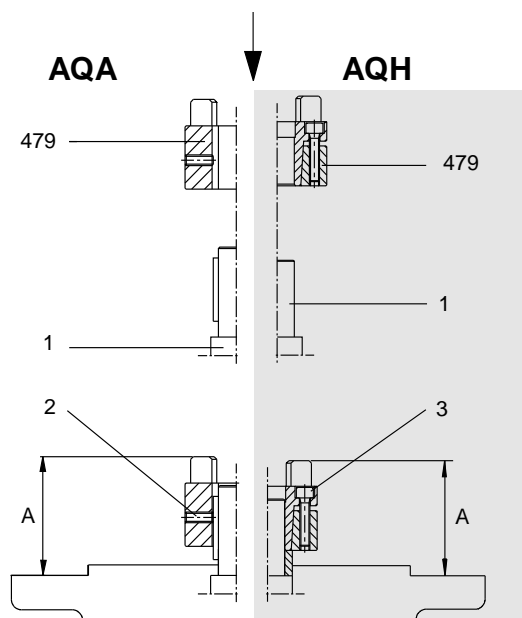
- In rated operation, the lift-off speeds must not drop below the minimum values.
- During startup or braking, the lift-off speeds may drop below the minimum levels.

Type	Maximum locking torque of the backstop [Nm]	Minimum lift-off speed [rpm]
AM80/90/RS, AM143/145/RS	65	820
AM100/112/RS, AM182/184/RS	425	620
AM132/RS, AM213/215/RS	850	530
AM160/180/RS, AM254/286/RS	1450	480
AM200/225/RS, AM324-365/RS	1950	450
AM250/280/RS	1950	450



## 4.11 AQ. adapter coupling

### 4.11.1 AQA80 - 190 adapter / AQH80 - 190 adapter



212114955

- 1 Motor shaft
- 2 Set screw
- 3 Screw

**AQA** = With keyway

**AQH** = Without keyway

1. Clean the motor shaft and flange surfaces of the motor and the adapter.
2. **Type AQH:** Loosen the screws of the coupling half (479) and loosen the conical connection.
3. Heat up the coupling half (80 °C – 100 °C) and slide it onto the motor shaft.  
**Type AQA/AQH:** up to clearance "A" (see table).



## Mechanical Installation

### AQ. adapter coupling

4. **Type AQH:** Tighten the screws evenly in diametrically opposite sequence, working around several times. Make sure that all the screws are tightened with the tightening torque  $T_A$  according to the following table.

**Type AQA:** Secure the coupling halves using the set screw (see table).

5. Check the position of the coupling half (clearance "A", see table).

Mount the motor onto the adapter, making sure that the claws of the two coupling halves engage in each other. The insertion force that must be applied when joining the two coupling halves is dissipated after final assembly, so there is no risk of any axial load being applied to adjacent bearings.



### INFORMATION

**Only for AQA, not permitted for AQH:** To avoid contact corrosion, we recommend applying NOCO<sup>®</sup> fluid to the motor shaft before mounting the coupling half.



### CAUTION

Dampness might enter the adapter when mounting a motor to the adapter.

Possible damage to property

- Seal adapter with anaerobic fluid seal.

#### 4.11.2 Setting dimensions / tightening torques

Type	Coupling size	Clearance "A" [mm]	Screws		Tightening torque $T_A$ [Nm]	
			AQA	AQH	AQA	AQH
AQA / AQH 80 /1 /2 /3	19	44.5	M5	6 x M4	2	4.1
AQA / AQH 100 /1 /2		39				
AQA / AQH 100 /3 /4		53				
AQA / AQH 115 /1 /2		62				
AQA / AQH 115 /3	24	62	M5	4 x M5	2	8.5
AQA / AQH 140 /1 /2		62				
AQA / AQH 140 /3 /4	28	74.5	M8	8 x M5	10	8.5
AQA / AQH 160 /1		74.5				
AQA / AQH 190 /1 /2		76.5				
AQA / AQH 190 /3	38	100	M8	8 x M6	10	14



## 4.11.3 Permitted loads

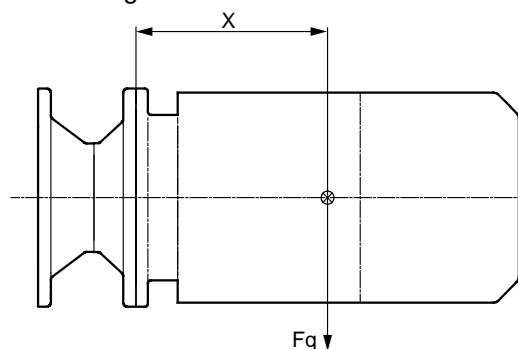
**⚠ CAUTION**

Impermissibly high loads may occur when mounting a motor.

Potential damage to property

- The load data specified in the following table are not to be exceeded.

The following figure shows the permitted force application points for the permitted maximum weights:



18513419

- ⊗ Motor's center of gravity  
X Distance from adapter flange to the middle of the motor  
F<sub>q</sub> Overhung load

Type	x <sup>1)</sup> [mm]	F <sub>q</sub> <sup>1)</sup> [N]
AQ80	77	370
AQ100/1/2	113	350
AQ100/3/4	113	315
AQ115	113	300
AQ140/1/2	144	1550
AQ140/3	144	1450
AQ160	144	1450
AQ190/1/2; Ø flange: 160	186	1250
AQ190/3; Ø flange: 160	186	1150
AQ190/1/2	186	3750
AQ190/3	186	3400

- 1) Maximum load values for connection screws of strength class 8.8. The maximum permitted weight of the attached motor F<sub>qmax</sub> must be reduced linearly as the center of gravity distance x increases. When this distance is reduced, F<sub>qmax</sub> cannot be increased.
- 2) Diameter of the adapter output flange: 160 mm

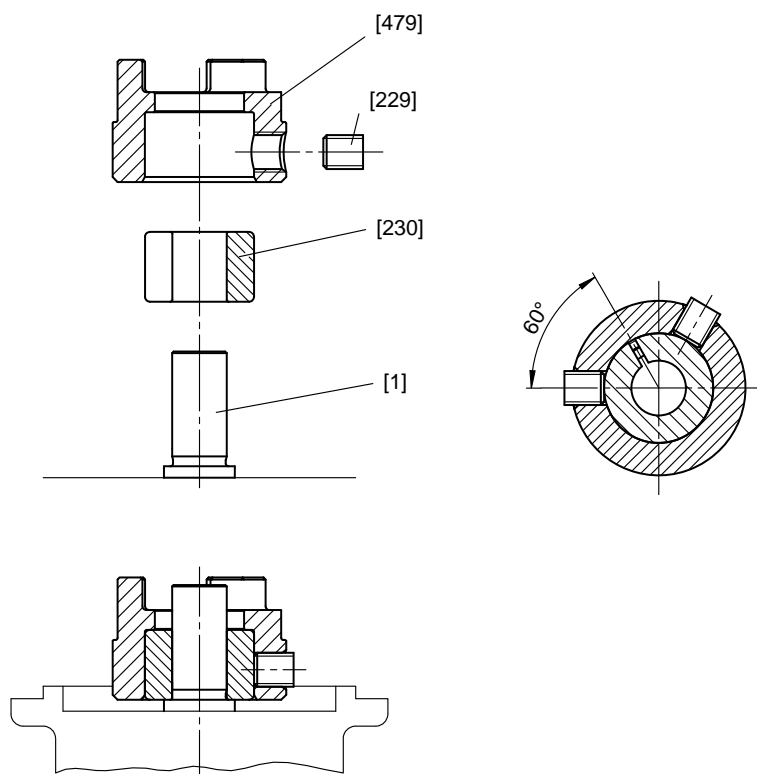


## Mechanical Installation

### EWH adapters

#### 4.12 EWH adapters

##### 4.12.1 Adapter EWH01 – 03



4557485195

- [1] Motor shaft  
 [229] Clamping screws  
 [230] Motor shaft sleeve  
 [479] Coupling half

1. Clean and de-grease the hollow shaft hole of the coupling half [479], the motor shaft sleeve [230], and the motor shaft [1].
2. Insert the motor shaft sleeve [230] into the coupling half [479] so that the slot of the motor shaft sleeve [230] is at a 60° angle to the two clamping screws [229].
3. Push the coupling half [479] until it reaches the shoulder of the motor shaft.
4. Tighten the clamping screws [229] one after the other with a suitable torque wrench, first to 25% of the tightening torque specified in the following table.
5. Then, tighten the two clamping screws [229] to the full, specified tightening torque.

Adaptertype	Motor shaft diameter in mm	Number of clamping screws	Tightening torque of the clamping screw in Nm	Wrench size in mm
EWH01	9	2	5.6	3
EWH01	11	2	10	4
EWH02	11; 14; 16	2	10	4
EWH03	11; 14; 16	2	10	4



## 4.12.2 Permitted loads

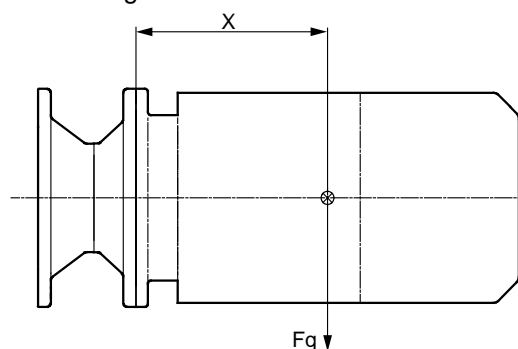
**⚠ CAUTION**

Impermissibly high loads may occur when mounting a motor.

Potential damage to property

- The load data specified in the following table are not to be exceeded.

The following figure shows the permitted force application points for the permitted maximum weights:



18513419

- ⊗ Motor's center of gravity  
X Distance from adapter flange to the middle of the motor  
F<sub>q</sub> Overhung load

Type	x <sup>1)</sup> [mm]	F <sub>q</sub> <sup>1)</sup> [N]
EWH01	113	40
EWH02	120	56
EWH03	120	56

- 1) Maximum load values for connection screws of strength class 8.8. The maximum permitted weight of the attached motor  $F_{qmax}$  must be reduced linearly as the center of gravity distance  $x$  increases. When this distance is reduced,  $F_{qmax}$  cannot be increased.
- 2) Diameter of the adapter output flange: 160 mm



## Mechanical Installation

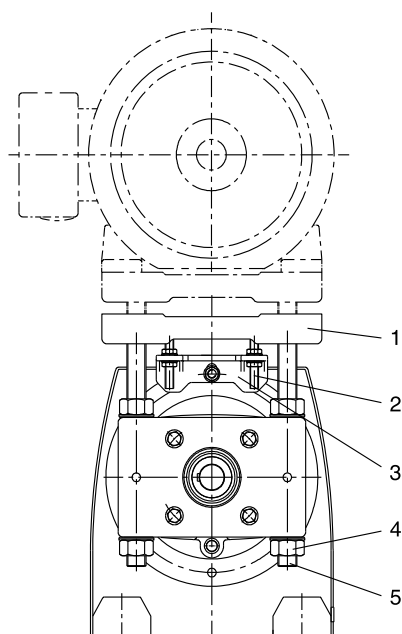
### AD input shaft assembly

#### 4.13 AD input shaft assembly

Observe section "Assembling the input and output components" (page 27) when installing input components.

##### 4.13.1 AD../P – cover with motor mounting platform

Mounting the motor and adjusting the motor mounting platform.



212119307

- [1] Motor mounting platform
- [2] Stud bolt (only AD6/P / AD7/P)
- [3] Support (only AD6/P / AD7/P)
- [4] Nut
- [5] Threaded column

1. Set the motor mounting platform to the required mounting position by evenly tightening the adjusting nuts. Remove the lifting eyebolt from helical gear units in order to achieve the lowest adjustment position. Touch up any damage to the paint work.
2. Align the motor on the motor mounting platform (shaft ends must be in alignment) and secure it.
3. Mount the input elements on the input shaft end and the motor shaft, line them up with one another and correct the motor position again, if necessary.
4. Put on the traction elements (V-belt, chain, etc.) and apply a preload by evenly adjusting the motor mounting platform. Do not stress the motor mounting platform and the columns against each other when doing this.
5. Tighten all the nuts not used for adjustment in order to fix the threaded columns.



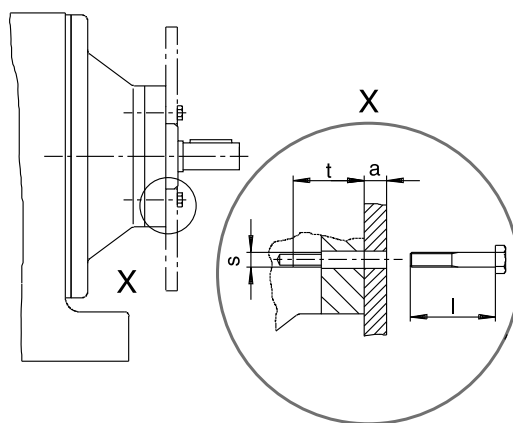
#### 4.13.2 Only AD6/P and AD7/P

Unscrew the nuts on the stud bolts before adjustment to allow the stud bolts to move axially in the support without restriction. Do not tighten the nuts until the final adjustment position has been reached. Do not adjust the motor mounting platform using the support.

#### 4.13.3 AD../ZR input shaft assembly with centering shoulder

Mounting applications on the input shaft assembly with centering shoulder.

1. Retaining bolts of a suitable length must be used to secure the application. The length  $l$  of the new bolts is calculated as follows:



212121483

[l]  $t+a$

[t] Screw-in depth (see table)

[a] Thickness of the application

[s] Retaining thread (see table)

**Round down the calculated screw length to the next smaller standard length.**

2. Remove the retaining screws from the centering shoulder.
3. Clean the contact surface and the centering shoulder.





## Mechanical Installation

### AD input shaft assembly

4. Clean the threads of the new bolts and apply a bolt locking compound (e.g. Loctite® 243) to the first few threads.
5. Attach the application to the centering shoulder and tighten the retaining screws with the specified tightening torque  $T_A$  (see table).

Type	Screw-in depth t [mm]	Retaining threads	Tightening torque $T_A$ for connection screws of strength class 8.8 [Nm]
AD2/ZR	25,5	M8	25
AD3/ZR	31,5	M10	48
AD4/ZR	36	M12	86
AD5/ZR	44	M12	86
AD6/ZR	48,5	M16	210
AD7/ZR	49	M20	410
AD8/ZR	42	M12	86



## Permitted loads

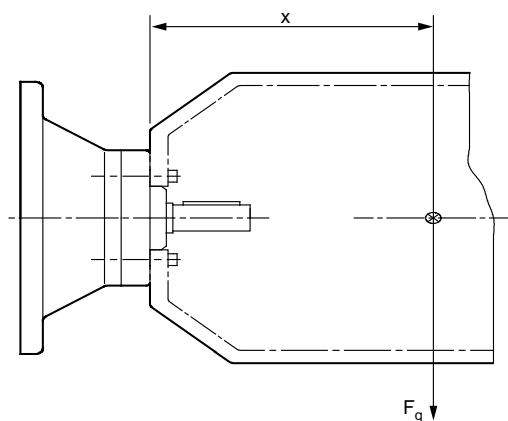
**▲ NOTICE**

Impermissibly high loads may occur when mounting a motor.

Potential damage to property

- The load data specified in the following table are not to be exceeded.

The following figure shows the permitted force application points for the permitted maximum weights:



212123659

- ⊗ Motor's center of gravity  
X Distance from adapter flange to the middle of the motor  
F<sub>q</sub> Overhung load

Type	x <sup>1)</sup> [mm]	F <sub>q</sub> <sup>1)</sup> [N]
AD2/ZR	193	330
AD3/ZR	274	1400
AD4/ZR <sup>2)</sup>	361	1120
AD4/ZR		3300
AD5/ZR	487	3200
AD6/ZR	567	3900
AD7/ZR	663	10000
AD8/ZR	516	4300

- 1) Maximum load values for connection screws of strength class 8.8. The maximum permitted weight of the attached motor F<sub>qmax</sub> must be reduced linearly as the center of gravity distance x increases. When this distance is reduced, F<sub>qmax</sub> cannot be increased.  
2) Diameter of the adapter output flange: 160 mm



## Mechanical Installation

### AD input shaft assembly

#### 4.13.4 AD../RS – cover with backstop

Check the direction of rotation of the drive prior to assembly or startup. Inform the SEW-EURODRIVE service in the case of incorrect direction of rotation.

The backstop is maintenance-free in operation, and does not require any further maintenance work. Backstops have a minimum lift-off speed depending on the size (see following table).



#### ⚠ NOTICE

If the actual speed level is below the minimum lift-off speed level, the backstops are subject to wear, and the resulting friction causes the temperature to increase.

Possible damage to property

- In rated operation, the lift-off speeds must not drop below the minimum values.
- During startup or braking, the lift-off speeds may drop below the minimum levels.

Type	Maximum locking torque of the backstop [Nm]	Minimum lift-off speed [rpm]
AD2/RS	65	820
AD3/RS	425	620
AD4/RS	850	530
AD5/RS	1450	480
AD6/RS	1950	450
AD7/RS	1950	450
AD8/RS	1950	450



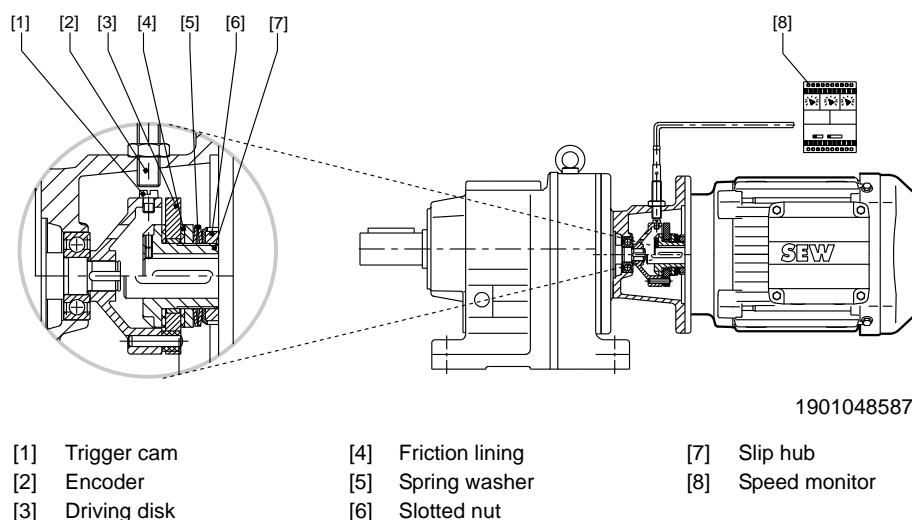
## 4.14 Accessory equipment

### 4.14.1 AR.. and AT.. centrifugal and friction couplings

#### AR.. friction coupling

Drives with a friction coupling consist of a standard gear unit and motor/variable speed gearmotor with an adapter installed between them. This adapter accommodates the friction coupling. In gearmotors with a multi-stage gear unit, the friction coupling may be located between the first and second gear units. On delivery, the slip torque is set individually according to the drive specifications.

The following figure shows a drive with friction coupling and W: speed monitor



#### W speed monitor:

The speed monitor is used with constant-speed gearmotors and is connected to the encoder in the adapter.

#### WS slip monitor:

The slip monitor is used with the following components:

- Speed-controlled motors with speed sensor
- VARIBLOC® variable speed gear units



### INFORMATION

For detailed information about the AR.. coupling, refer to the "Centrifugal and Friction Couplings AR.. and AT.." operating instructions, part number 17036011/EN.



## Mechanical Installation

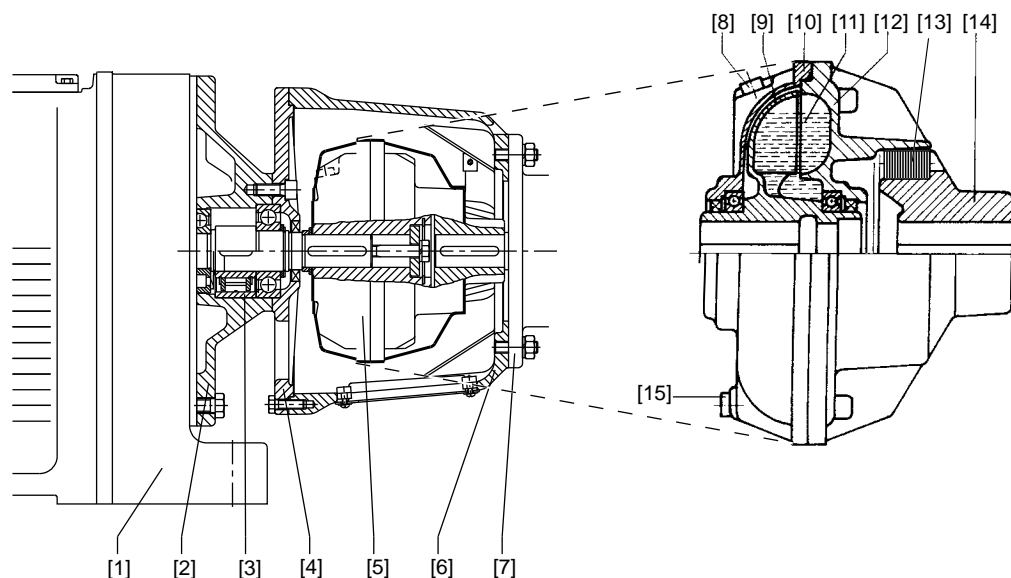
### Accessory equipment

#### AT.. hydraulic centrifugal coupling

Hydraulic centrifugal couplings are fluid couplings based on the Föttinger principle. They consist of 2 hinged hemispheres with blades separated by a tight gap.

The applied torque is transmitted by the inertial force of the streaming fluid. This fluid circulates within a closed circuit, between the pump wheel (primary side) [12] on the driving shaft (motor shaft) and the turbine wheel (secondary side) [9] on the driven shaft (gear unit input shaft).

The following figure shows the structure of a drive with hydraulic centrifugal coupling:



1901143691

- |                                    |                               |                                      |
|------------------------------------|-------------------------------|--------------------------------------|
| [1] Gear unit                      | [6] Extended housing complete | [11] Operating fluid (hydraulic oil) |
| [2] Basic flange complete          | [7] Motor                     | [12] Pump wheel                      |
| [3] Backstop (optional)            | [8] Filler plug               | [13] Elastic components              |
| [4] Intermediate flange            | [9] Turbine wheel             | [14] Flexible connecting coupling    |
| [5] Hydraulic centrifugal coupling | [10] Coupling half            | [15] Fusible screw plug              |



### INFORMATION

For detailed information about the AT.. coupling, refer to the "Centrifugal and Friction Couplings AR.. and AT.." operating instructions, part number 17036011/EN.



#### 4.14.2 Diagnostic units DUV and DUO

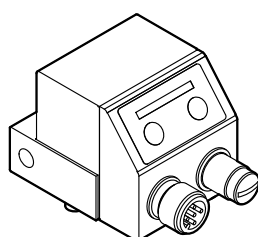
##### *DUV diagnostic unit*

The DUV30A diagnostic unit evaluates vibration signals using frequency analysis methods. A micromechanical acceleration sensor is used in the unit. Data can be recorded, processed and evaluated locally without any expert knowledge.

The DUV30A diagnostic unit is suitable for early recognition of rolling element bearing damage or unbalance. The continuous monitoring function represents a reliable and cost-effective solution compared to intermittent methods.

The DUV30A has been designed as a combined sensor that can be used as normal- or slow-speed unit. The only difference is the measuring time in the firmware and the resulting frequency range.

The following figure shows the DUV30A diagnostic unit:



4428331403



#### INFORMATION

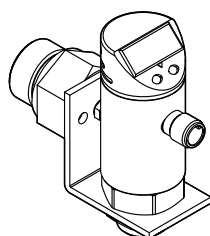
You find more information about the evaluation unit in the "DUV30A Diagnostic Unit" manual, part number 16710010/EN.

##### *DUO diagnostic unit*

DUO10A comprises a diagnostic unit and a temperature sensor. The temperature sensor (PT100 or PT1000 resistance sensor) is positioned in the gear unit oil to record the oil's temperature. The diagnostic unit uses the oil temperature values to calculate the remaining service life of the oil.

The diagnostic unit records the gear unit temperature continuously and calculates the remaining service life for the selected oil type immediately. For this purpose, the diagnostic unit must be supplied with a 24 V voltage supply. Times when the diagnostic unit is switched off are not included in the forecast.

The following figure shows the DUO10A diagnostic unit:



4719800843



#### INFORMATION

You find more information on the evaluation unit in the "DUV30A Diagnostic Unit" manual, part number 11473428/EN.



## Mechanical Installation

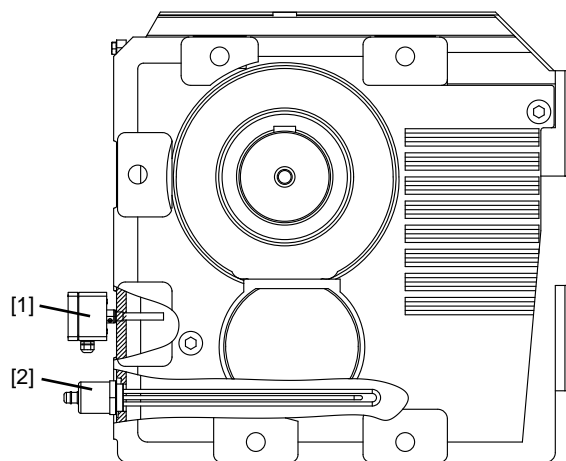
### Accessory equipment

#### 4.14.3 Gear unit heater for gear unit series R..7, F..7, and K..7

Oil heating can be required in order to allow for a smooth startup in the event of a cold start at low ambient temperatures. An oil heater is available with external or integrated thermostat depending on the gear unit design.

The heater is screwed into the gear unit housing and is controlled via a thermostat. The limit temperature of the heater, below which the oil must be heated, is set depending on the respective lubricant.

The following figure shows a gear unit with heater and external thermostat:



2060553483

- [1] Thermostat
- [2] Heater



### INFORMATION

For detailed information about the gear unit heater, refer to the "Gear Unit Series R..7, F..7, and K..7 – Gear Unit Heater" addendum to the operating instructions, part number 16840410/EN.

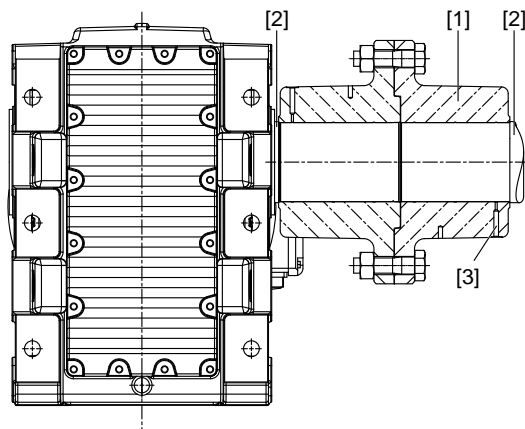


#### 4.14.4 Flange coupling

Flange couplings [1] are rigid couplings for connecting 2 shafts [2].

They are suitable for operation in both directions of rotation, but cannot compensate any shaft misalignments.

Torque between shaft and coupling is transmitted via a cylindrical interference fit. The two coupling halves are mounted together at their flanges. The couplings are equipped with several disassembly bores [3] for removing the interference fit hydraulically.



18014402706266635

- [1] Flange coupling
- [2] Customer and gear unit shaft
- [3] Disassembly bores



#### INFORMATION

For detailed information about the flange coupling, refer to the "Gear Unit Series R..7, F..7, K..7, S..7, and SPIROPLAN® W – Flange Coupling" addendum to the operating instructions, part number 19318413/EN.





## Mechanical Installation

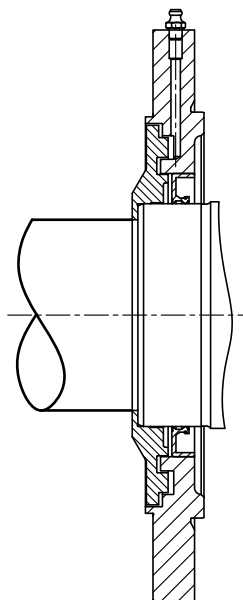
### Accessory equipment

#### 4.14.5 Regreasing the labyrinth seal

*Output shaft*

The following figure shows an example of a regreasable radial labyrinth seal (taconite).

- Single oil seal with radial labyrinth seal
- Used in **very dusty** environments with abrasive particles



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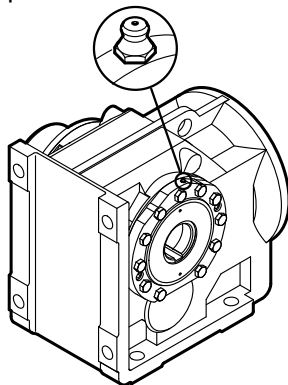


### INFORMATION

Make sure that the gear unit shaft is rotating during the regreasing process.

*Position of greasing points*

Regreasable sealing systems are usually equipped with taper greasing nipples according to DIN 71412 A. Regreasing must be carried out at regular intervals. The greasing points are located near the output shaft, see following figure:



4986644747

*Refilling grease*

Regreasable sealing systems can be refilled with lubricating grease. Use moderate pressure to force grease into each lubrication point until new grease leaks out of the sealing gap.

Used grease, including contaminants and sand, is in this way pressed out of the sealing gap.

**INFORMATION**

Immediately remove the old grease that leaked out.

### Inspection and maintenance intervals



Observe the following inspection and maintenance intervals for the regreasing of labyrinth seals:

Time interval	What to do?
Every 3000 operating hours, at least every 6 months	Fill regreasable sealing systems with grease.

### Technical data

#### Sealing and rolling bearing grease

The table shows the greases recommended by SEW-EURODRIVE for an operating temperature of -40 °C to +80 °C.

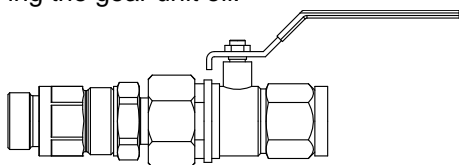
Manufacturer	Grease
Fuchs	Renolit CX TOM 15 OEM
 Aral	Aral Eural Grease EP2
 Aral	Aral Aralube BAB EP2

**NOTE**

If a customer wants to use a grease that is not listed in the above table, the customer has to make sure that it is suitable for the intended application.

#### 4.14.6 Oil drain valve

The gear unit is equipped with an oil drain plug as standard. An oil drain valve may be provided as option. This valve allows for a drain pipe to be easily attached when changing the gear unit oil.



4984750475



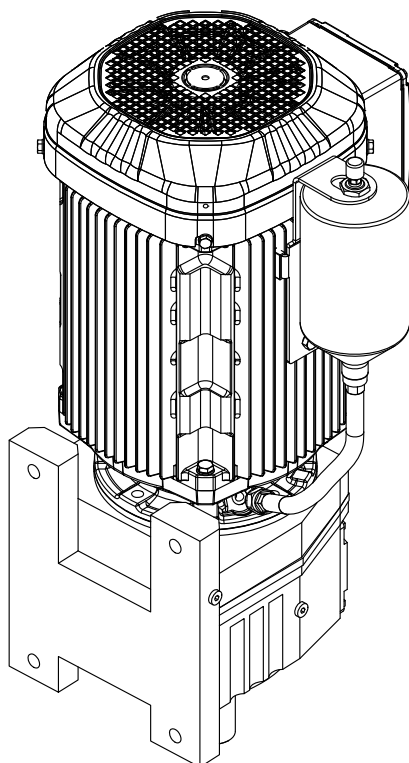
## Mechanical Installation

### Accessory equipment

#### 4.14.7 Oil expansion tank

The oil expansion tank is to compensate for oil volume variations in the system caused by temperature fluctuations. When the gear unit temperature increases, the expansion tank absorbs some of the increasing oil volume and feeds it back to the gear unit as the temperature goes down. As a result, the gear unit is always completely filled with oil.

The figure shows an example of a gearmotor in mounting position M4:



4986667147

#### 4.14.8 Oil-air cooler for splash lubrication /OAC

If the thermal rating of the naturally cooled gear unit is not sufficient, an oil-air cooling system can be used.

The cooling system is delivered without electrical wiring and piping as a complete unit on a base frame for separate installation.

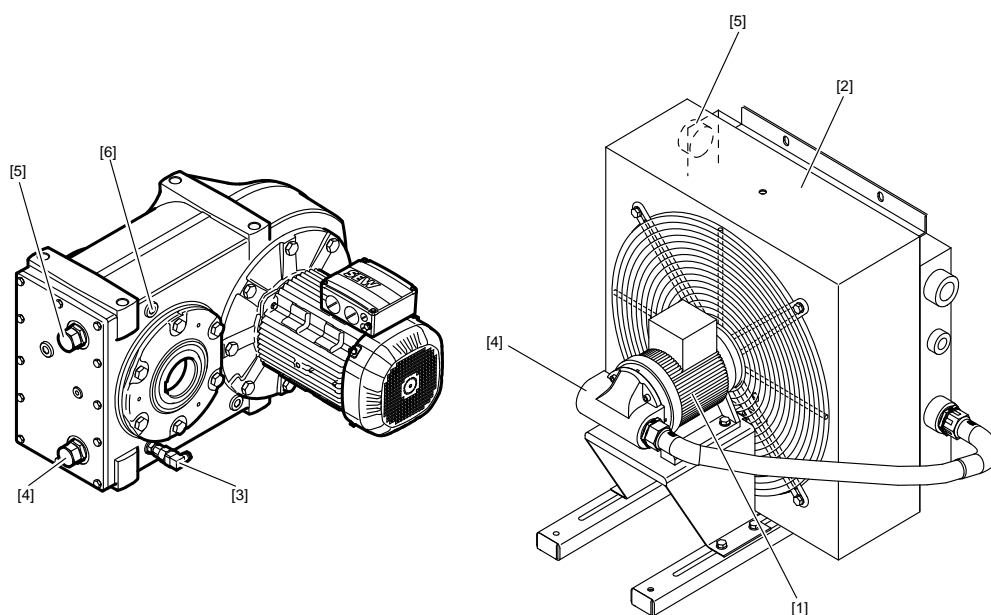
The standard scope of delivery of the cooling system includes:

- Pump with directly mounted asynchronous motor
- Oil-air heat exchanger
- Temperature switch with 2 switching points

SEW-EURODRIVE uses oil-air cooling systems for standard gear units in sizes OAC 005 and OAC 010.



The following figure shows an example of a standard parallel-shaft helical gear unit next to an oil-air cooler.



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- [1] Motor for pump and fan
- [2] Oil-air heat exchanger
- [3] Temperature switch with two switching points

- [4] Suction pipe connections
- [5] Pressure pipe connections
- [6] Option: Oil expansion tank connection



## INFORMATION

For more information on the cooling system, refer to the addendum to the operating instructions "Type R..7, F..7, K..7, K..9, S..7 and SPIROPLAN® Gear Units: Oil-air cooler for splash lubrication /OAC".



## 5 Startup



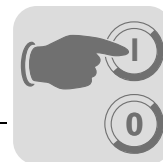
### ⚠ CAUTION

Improper startup may result in damage to the gear unit.

Possible damage to property.

- Note the following:

- Before startup, check that the oil level is correct. Refer to the unit's nameplate for lubricant fill quantities.
- The oil checking and drain screws and the breather valves must be freely accessible.
- The most important technical data is provided on the nameplate. Additional data relevant for operation is available in drawings and the order confirmation.
- Ensure that all retaining screws are tight after the gear unit has been installed.
- Make sure that the orientation has not changed after tightening the mounting elements.
- Prior to startup, ensure that rotating shafts as well as couplings are equipped with suitable protective covers.
- If an oil sight glass is used for checking the oil level, ensure that it is protected against damage.
- It is essential that there is no open fire or risk of sparks when working on the gear unit.
- Protect the gear unit from falling objects.
- Remove transport fixtures prior to startup.
- Adhere to the safety notes in the individual chapters.



## 5.1 Checking the oil level

Before startup, make sure that the oil level corresponds to the mounting position. Observe section "Checking the oil level and changing the oil" (page 89).

If the gear unit is equipped with an oil sight glass, you can also determine the oil level at the oil sight glass.



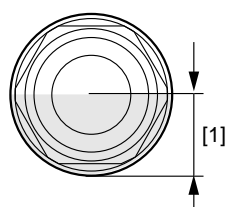
### NOTICE

Damage to the gear unit due to oil leaking from the oil sight glass.

Possible damage to the unit.

- Attach a suitable protective device to exclude damage to the oil sight glass as a result from shock or blows.

1. Observe the notes in chapter "Preliminary work regarding inspection/maintenance".
2. Check the oil level at the oil sight glass according to the following figure:



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[1] The oil level must be within this range

3. Proceed as follows if the oil level is too low:
  - Open the respective oil fill plug, see chapter "Inspection/maintenance for the gear unit".
  - Fill in new oil of the same type via the oil fill plug up to the mark.
  - Screw in the oil fill plug.

Before startup, make sure that the oil level corresponds to the mounting position. Observe section "Checking the oil level and changing the oil" (page 89).

## 5.2 Pseudo-leakage at shaft seals

Due to their operating principle, seals between moving surfaces at shaft passages cannot be completely tight, as a lubricant film must form during operation. The lubricant film between shaft and sealing lip keeps the development of heat and wear on the sealing system to a minimum and ensures the intended service life. The optimum sealing properties are only achieved after the run-in phase.



## Startup

### Helical-worm and SPIROPLAN® W gear units

#### 5.3 Helical-worm and SPIROPLAN® W gear units

##### 5.3.1 Run-in period

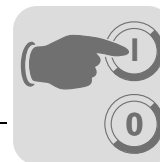
SPIROPLAN® and helical-worm gear units require a running-in period of at least 48 h before reaching their maximum efficiency. A separate run-in period applies for each direction of rotation if the gear unit is operated in both directions of rotation. The table shows the average power reduction during the run-in period.

##### Helical-worm gear units

	Worm	
	i range	η reduction
<b>1-start</b>	approx. 50 ... 280	approx. 1 %
<b>2-start</b>	approx. 20 ... 75	approx. 6%
<b>3-start</b>	approx. 20 ... 90	approx. 3%
<b>4-start</b>	-	-
<b>5-start</b>	approx. 6 ... 25	approx. 3%
<b>6-start</b>	approx. 7 ... 25	approx. 2%

##### SPIROPLAN® gear units

W10 / W20 / W30		W37 / W47	
i range	η reduction	i range	η reduction
approx. 35 ... 75	approx. 15%		
approx. 20 ... 35	approx. 10%		
approx. 10 ... 20	approx. 8%	approx. 30...70	approx. 8%
approx. 8	approx. 5%	approx. 10 ... 30	approx. 5%
approx. 6	approx. 3%	approx. 3...10	approx. 3%



#### 5.4 Helical/parallel-shaft helical/helical-bevel gear units

No special startup instructions are required for helical, parallel-shaft helical and helical-bevel gear units providing the gear units have been installed in accordance with chapter "Mechanical Installation" (page 18).

#### 5.5 Gear units with backstop

The purpose of a backstop is to prevent undesirable reverse rotation. During operation, the backstop permits rotation in one specified direction of rotation only.

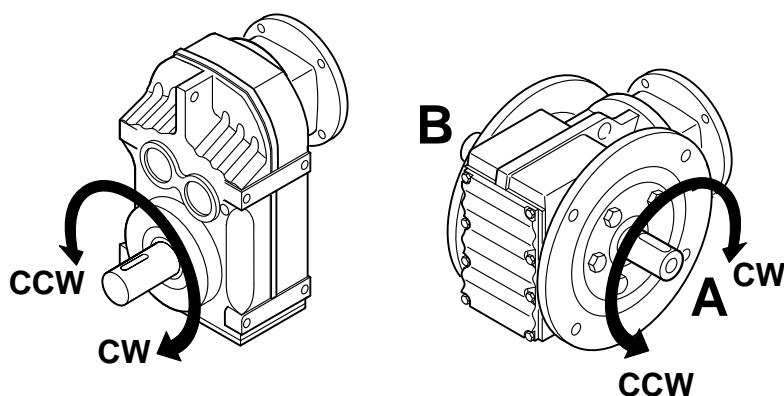


##### **▲ NOTICE**

Operating the motor in the blocking direction could destroy the backstop.

Possible damage to property

- Do not start up the motor in the blocking direction. Be sure that the motor power supply is correctly connected so that the motor rotates in the required direction.
- The backstop can be operated in blocking direction with half the output torque once for control purposes.



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The direction of rotation is determined with a view to the output shaft (LSS).

- Clockwise (CW)
- Counterclockwise (CCW)

The permitted direction of rotation is indicated on the housing.





## Startup

### Components made of elastomers with fluorocarbon rubber

#### 5.6 Components made of elastomers with fluorocarbon rubber

Under normal operating conditions and at temperatures up to 200 °C, fluorocarbon rubber is very stable and safe. However, when heated to more than 300 °C, e.g. by fire or the flame of a cutting torch, it forms harmful gases and vapors as well as harmful residue.



#### ⚠ CAUTION

Health risk due to dangerous gases, vapors, and residue created by heating fluorocarbon rubber to > 200 °C.

Damage to health.

- Make sure that components made of fluorocarbon rubber are not exposed to temperatures > 200 °C. Remove the components, if necessary.
- Avoid inhaling fluorocarbon rubber gases and vapors as well as skin and eye contact at all costs.
- Avoid contact with the cooled-down fluorocarbon rubber, as dangerous residue has formed it was heated.

The following components of R..7, F..7, K..7, K..9, S..7, and SPIROPLAN® W gear units can contain elastomers made of fluorocarbon rubber.

- Oil seals
- Breather valve
- Screw plugs

The user is responsible for safe handling during the service life including eco-friendly disposal.

SEW-EURODRIVE is not responsible for damage caused by improper handling.



## 6 Inspection/Maintenance

The following gear units are lubricated for life:

- Helical gear units R07, R17, R27
- Parallel-shaft helical gear units F27
- SPIROPLAN® gear units

Depending on external factors, the surface/corrosion protection might have to be repaired or renewed.

### 6.1 Preliminary work regarding gear unit inspection/maintenance

Observe the following notes before you start with inspection/maintenance work.



#### **⚠ WARNING**

Risk of crushing if the drive starts up unintentionally.

Severe or fatal injuries.

- Disconnect the gearmotor from the power supply before starting work and protect it against unintentional re-start.



#### **⚠ WARNING**

Danger of burns due to hot gear unit and hot gear unit oil.

Severe injuries.

- Let the gear unit cool down before you begin with your work.
- Only remove the oil level and oil drain plug very carefully.



#### **NOTICE**

Filling the wrong oil may result in significantly different lubricant characteristics.

Potential damage to property

- Do not mix different synthetic lubricants and do not mix synthetic with mineral lubricants.
- Mineral oil is used as standard lubricant.



#### **NOTICE**

Improper maintenance may result in damage to the gear unit.

Possible damage to property.

- Observe the notes in this chapter.



#### **INFORMATION**

The position of the oil level plug, oil drain plug and the breather valve depends on the mounting position. Refer to the diagrams of the mounting positions. See section "Mounting positions (page 104)".



## Inspection/Maintenance

### Inspection/maintenance intervals

- Strict adherence to the inspection and maintenance intervals is absolutely necessary to ensure safe working conditions.
- Before releasing shaft connections, make sure that there are no active torsional moments present (tensions within the system).
- Prevent foreign bodies from entering the gear unit during maintenance and inspection work.
- Do not clean the gear unit with a high-pressure cleaning system as water might enter the gear unit and the seals might be damaged.
- Perform safety and function tests following all maintenance and repair work.

## 6.2 Inspection/maintenance intervals

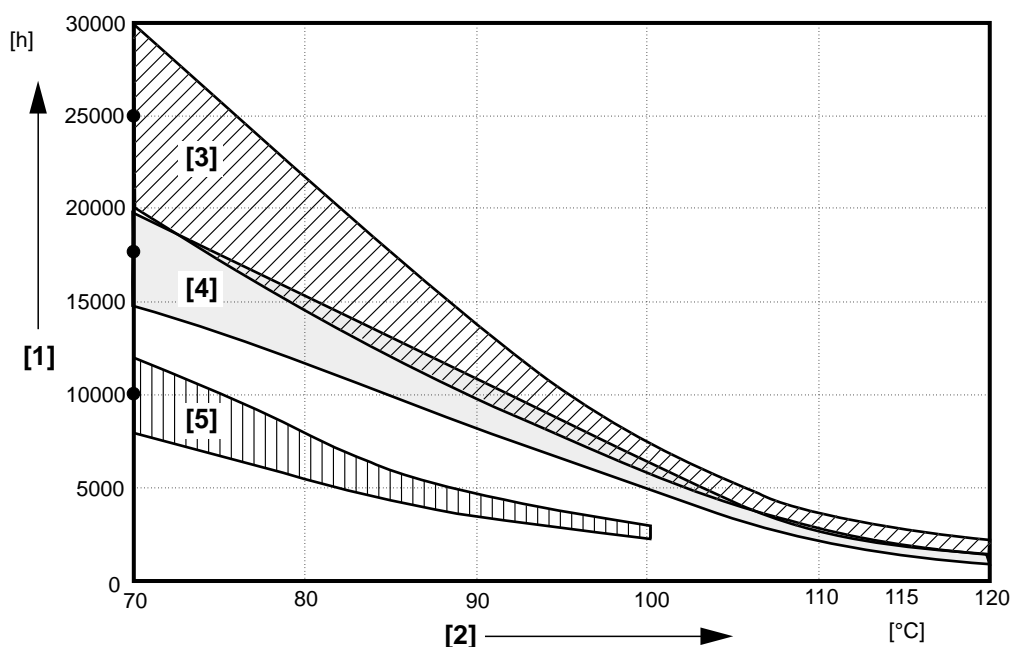
The following table lists the obligatory intervals and the corresponding measures:

Time interval	What to do?
<ul style="list-style-type: none"> <li>• Every 3,000 hours of operation, at least every 6 months</li> </ul>	<ul style="list-style-type: none"> <li>• Check oil and oil level</li> <li>• Check running noise for possible bearing damage</li> <li>• Visual inspection of the seals for leakage</li> <li>• For gear units with a torque arm: Check and replace the rubber buffers, if necessary</li> </ul>
<ul style="list-style-type: none"> <li>• Depending on the operating conditions (see illustration below), every 3 years at the latest</li> <li>• according to oil temperature</li> </ul>	<ul style="list-style-type: none"> <li>• Change mineral oil</li> <li>• Replace rolling bearing grease (recommendation)</li> <li>• Replace oil seal (do not install it in the same track)</li> </ul>
<ul style="list-style-type: none"> <li>• Depending on the operating conditions (see illustration below), every 5 years at the latest</li> <li>• according to oil temperature</li> </ul>	<ul style="list-style-type: none"> <li>• Change synthetic oil</li> <li>• Replace rolling bearing grease (recommendation)</li> <li>• Replace oil seal (do not install it in the same track)</li> </ul>
<ul style="list-style-type: none"> <li>• Varying (depending on external factors)</li> </ul>	<ul style="list-style-type: none"> <li>• Touch up or renew the surface/anticorrosion coating</li> </ul>



### 6.3 Lubricant change intervals

The following figure shows the change intervals for standard gear units under normal environmental conditions. Change the oil more frequently when using special versions subject to more severe/aggressive environmental conditions!



[1] Operating hours

[2] Sustained oil bath temperature

- Average value per oil type at 70 °C

[3] CLP PG

[4] CLP HC / HCE

[5] CLP / HLP / E





## Inspection/Maintenance

### Inspection/maintenance for the AL / AM / AQ. / EWH adapter

#### 6.4 Inspection/maintenance for the AL / AM / AQ. / EWH adapter

The following table lists the obligatory intervals and the corresponding measures:

Time interval	What to do?
<ul style="list-style-type: none"> <li>Every 3 000 hours of operation, at least every 6 months</li> </ul>	<ul style="list-style-type: none"> <li>Check running noise for possible bearing damage</li> <li>Visually check the adapter for leakage</li> </ul>
<ul style="list-style-type: none"> <li>After 10 000 hours of operation</li> </ul>	<ul style="list-style-type: none"> <li>Check torsional play</li> <li>Visually check the elastic annular gear</li> </ul>
<ul style="list-style-type: none"> <li>After 25 000 - 30 000 hours of operation</li> </ul>	<ul style="list-style-type: none"> <li>Renew the rolling bearing grease</li> <li>Replace oil seal (do not install it in the same track)</li> <li>Change the elastic annular gear</li> </ul>

#### 6.5 Inspection/maintenance for the AD input shaft assembly

The following table lists the obligatory intervals and the corresponding measures:

Time interval	What to do?
<ul style="list-style-type: none"> <li>Every 3 000 hours of operation, at least every 6 months</li> </ul>	<ul style="list-style-type: none"> <li>Check running noise for possible bearing damage</li> <li>Visually check the adapter for leakage</li> </ul>
<ul style="list-style-type: none"> <li>After 25 000 - 30 000 hours of operation</li> </ul>	<ul style="list-style-type: none"> <li>Renew the rolling bearing grease</li> <li>Replace the oil seal</li> </ul>



## 6.6 Inspection/maintenance for the gear unit

### 6.6.1 Checking the oil level and changing the oil

The procedure when checking the oil level and changing the oil depends on the following factors:

- Gear unit type
- Size
- Mounting position

Observe the references to the respective sections as well as the following table. Refer to chapter "Mounting Positions (page 104)" for notes on the mounting positions. You cannot check the oil level of gear units in pivoted mounting position. The gear units are delivered with the correct oil level. Observe the designations and fill quantities on the nameplate if you have to change the oil.

Code letter	Chapter "Checking the oil level and changing the oil"	Reference
<b>A:</b>	<ul style="list-style-type: none"> <li>• Helical gear units...</li> <li>• Parallel-shaft helical gear units...</li> <li>• Helical-bevel gear units...K..37 – 187</li> <li>• Helical-worm gear units... S..47 – 97</li> </ul> <b>With oil level plug</b>	(page 90)
<b>B:</b>	<ul style="list-style-type: none"> <li>• Helical gear units...</li> <li>• Parallel-shaft helical gear units...</li> <li>• SPIROPLAN® gear units...</li> </ul> <b>Without oil level plug, with cover plate</b>	(page 92)
<b>C:</b>	<ul style="list-style-type: none"> <li>• Helical-worm gear units S..37</li> <li>• Helical-bevel gear units K..19 / K..29</li> </ul> <b>Without oil level plug and cover plate</b>	(page 96)
<b>D:</b>	<ul style="list-style-type: none"> <li>• SPIROPLAN® W..37 / W..47</li> </ul> <b>In mounting positions M1, M2, M3, M5, M6 with oil level plug</b>	(page 99)
<b>E:</b>	<ul style="list-style-type: none"> <li>• SPIROPLAN® W..37 / W..47...</li> </ul> <b>In M4 mounting position without oil level plug and cover plate</b>	(page 101)

Series	Gear unit	Code letter for chapter "Checking the oil level and changing the oil"					
		M1	M2	M3	M4	M5	M6
<b>R</b>	<b>R..07 – 27</b>	B					
	<b>R..37 / R..67</b>	A					
	<b>R..47 / R..57</b>	A				B	A
	<b>R..77 – 167</b>	A					
	<b>RX..57– 107</b>	A					
<b>F</b>	<b>F..27</b>	B					
	<b>F..37 – 157</b>	A					
<b>K</b>	<b>K..19 / K..29</b>	C					
<b>K</b>	<b>K..37 – 187</b>	A					
<b>S</b>	<b>S..37</b>	C					
	<b>S..47 – 97</b>	A					
<b>W</b>	<b>W..10 – 30</b>	B					
	<b>W..37 – 47</b>	D			E	D	



## Inspection/Maintenance

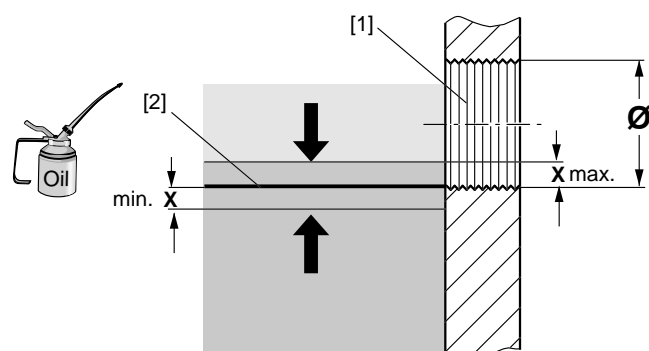
### Inspection/maintenance for the gear unit

#### 6.6.2 A: Helical, parallel-shaft helical, helical-bevel and helical-worm gear units with oil level plug

*Checking the oil level via oil level plug*

Proceed as follows to check the oil level of the gear unit:

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Determine the position of the oil level plug and the breather valve using the mounting position sheets. See chapter "Mounting positions" (page 104).
3. Place a container underneath the oil level plug.
4. Slowly remove the oil level plug. Small amounts of oil may leak out as the permitted maximum oil level is higher than the lower edge of the oil level bore.
5. Check the oil level according to the following figure and the corresponding table.



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[1] Oil level bore

[2] Reference oil level

Oil level bore Ø	Min and max fill level = x [mm]
M10 x 1	1.5
M12 x 1.5	2
M22 x 1.5	3
M33 x 2	4
M42 x 2	5

6. Proceed as follows if the oil level is too low:
  - Remove the breather valve.
  - Fill in additional oil of the same type via the vent hole until the oil level is at the lower edge of the oil level bore.
  - Re-insert the breather valve.
7. Re-insert the oil level plug.



### Checking the oil via oil drain plug

Proceed as follows to check the oil of the gear unit:

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Determine the position of the oil drain plug using the mounting position sheets. See chapter "Mounting Positions" (page 104).
3. Remove a little oil from the oil drain plug.
4. Check the oil consistency.
  - Viscosity
  - If you can see that the oil is heavily contaminated, we recommend that you change the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (page 86).
5. Check the oil level. See previous section.

### Changing the oil via oil drain plug and breather valve



#### **⚠ WARNING**

Risk of burns due to hot gear unit and hot gear unit oil.

Serious injuries

- Let the gear unit cool down before beginning work.
- However, the gear unit must still be warm otherwise the high viscosity of excessively cold oil will make it harder to drain the oil properly.

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Determine the position of the oil drain plug, the oil level plug and the breather valve using the mounting position sheets. See chapter "Mounting Positions" (page 104).
3. Place a container underneath the oil drain plug.
4. Remove the oil level plug, the breather valve and the oil drain plug.
5. Drain all of the oil.
6. Re-insert the oil drain plug.
7. Fill in new oil of the same type via the vent hole (otherwise consult the customer service). Do not mix different synthetic lubricants.
  - Observe the oil fill quantities according to the specifications on the nameplate or according to the mounting position. See chapter "Lubricant fill quantities" (page 136).
  - Check the oil level at the oil level plug.
8. Re-insert the oil level plug and the breather valve.





## Inspection/Maintenance

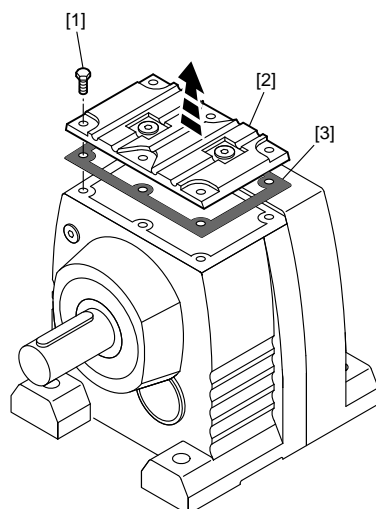
### Inspection/maintenance for the gear unit

#### 6.6.3 B: Helical, parallel-shaft helical, SPIROPLAN® gear units without oil level plug with cover plate

*Checking the oil level via cover plate*

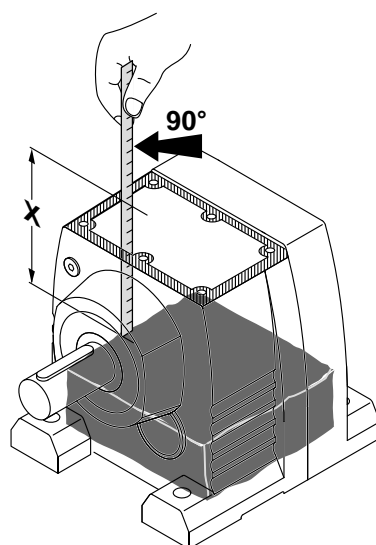
For gear units without oil level bore, the oil level is checked via the cover plate opening. Proceed as follows:

1. Observe the notes in section "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. For the cover plate to be on top, you have to set up the gear unit in the following mounting position.
  - R07 - R57 in M1 mounting position
  - F27 in M3 mounting position
  - W10 - W30 in M1 mounting position
3. Loosen the screws [1] of the cover plate [2] and remove the cover plate [2] and the corresponding gasket [3] (see following figure).



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4. Determine the vertical distance "x" between oil level and sealing surface of the gear unit housing (see following figure).



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## Inspection/Maintenance

### Inspection/maintenance for the gear unit



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5. Compare the determined value "x" to the max. distance (depending on the mounting position) between the oil level and the sealing surface of the gear unit housing as specified in the following table. Adjust the fill level if required.

Gear unit type		Max. distance x [mm] between oil level and sealing surface of the gear unit housing for mounting position					
		M1	M2	M3	M4	M5	M6
R07	2-stage	52 ± 1	27 ± 1	27 ± 1	27 ± 1	27 ± 1	27 ± 1
	3-stage	49 ± 1	21 ± 1	21 ± 1	21 ± 1	21 ± 1	21 ± 1
R17	2-stage	63 ± 1	18 ± 1	46 ± 1	18 ± 1	46 ± 1	46 ± 1
	3-stage	58 ± 1	11 ± 2	40 ± 2	11 ± 2	40 ± 2	40 ± 2
R27	2-stage	74 ± 1	22 ± 1	45 ± 1	22 ± 1	45 ± 1	45 ± 1
	3-stage	76 ± 1	19 ± 1	42 ± 1	19 ± 1	42 ± 1	42 ± 1
R47	2-stage	–	–	–	–	39 ± 1	–
	3-stage	–	–	–	–	32 ± 1	–
R57	2-stage	–	–	–	–	32 ± 1	–
	3-stage	–	–	–	–	28 ± 1	–
F27	2-stage	78 ± 1	31 ± 1	72 ± 1	56 ± 1	78 ± 1	78 ± 1
	3-stage	71 ± 1	24 ± 1	70 ± 1	45 ± 1	71 ± 1	71 ± 1
		independent of the mounting position					
W10		12 ± 1					
W20		19 ± 1					
W30		31 ± 1					

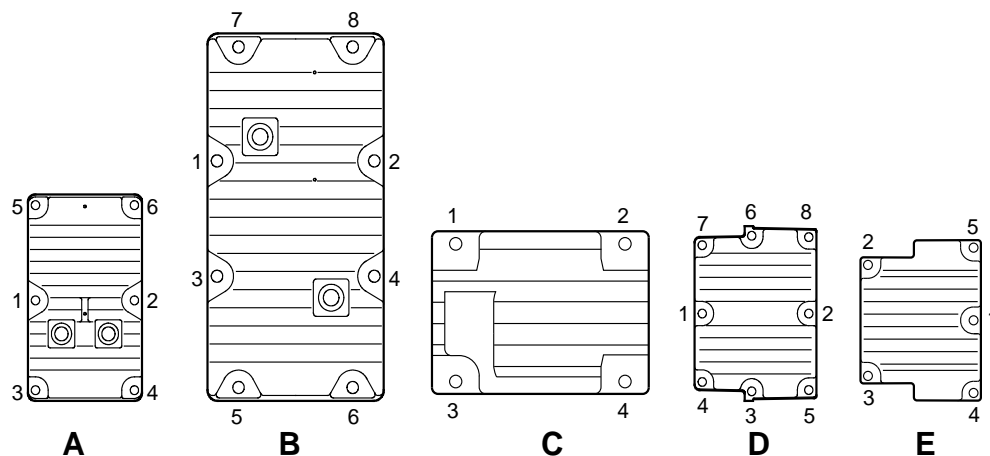


## Inspection/Maintenance

### Inspection/maintenance for the gear unit

#### 6. Close the gear unit after the oil level check:

- Re-attach the gasket of the cover plate. Make sure that the sealing surfaces are clean and dry.
- Screw on the cover plate. Tighten the cover screws with the rated tightening torque according to the following table from the inside to the outside in the order illustrated in the figure. Repeat the tightening procedure until the screws are properly tightened. To prevent the cover plate from being damaged, use only impulse drivers or torque wrenches (no impact screwdrivers).



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Gear unit type	Image	Retaining thread	Rated tightening torque $T_N$ [Nm]	Minimum tightening torque $T_{min}$ [Nm]
R/RF07	E	M5	6	4
R/RF17/27	D	M6	11	7
R/RF47/57	A			
F27	B			
W10	C	M5	6	4
W20	C	M6	11	7
W30	A			



### Checking the oil via cover plate

Proceed as follows to check the oil of the gear unit:

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Open the cover plate of the gear unit according to section "Checking the oil via the cover plate" (page 92).
3. Take an oil sample via the cover plate opening.
4. Check the oil consistency.
  - Viscosity
  - If you can see that the oil is heavily contaminated, we recommend that you change the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (page 86).
5. Check the oil level. See section "Checking the oil level via the cover plate" (page 92).
6. Screw on the cover plate. Observe the order and the tightening torques according to section "Checking the oil level via the cover plate" (page 92)

### Changing the oil via cover plate



#### **⚠ WARNING**

Risk of burns due to hot gear unit and hot gear unit oil.

Serious injuries

- Let the gear unit cool down before beginning work.
- The gear unit must still be warm otherwise the high viscosity of excessively cold oil will make it harder to drain the oil properly.

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Open the cover plate of the gear unit according to chapter "Checking the oil level via the cover plate".
3. Completely drain the oil into a container via the cover plate opening.
4. Fill in new oil of the same type via the cover plate opening (otherwise consult customer service). Do not mix different synthetic lubricants.
  - Pour in the oil in accordance with the mounting position or as specified on the nameplate. See chapter "Lubricant fill quantities" (page 136).
5. Check the oil level.
6. Screw on the cover plate. Observe the order and the tightening torques according to chapter "Checking the oil level via the cover plate" (page 92).



## Inspection/Maintenance

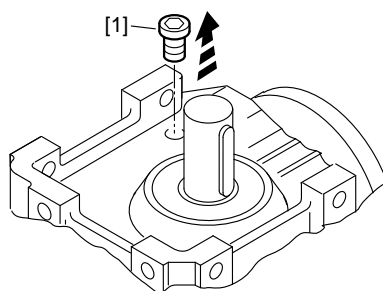
### Inspection/maintenance for the gear unit

#### 6.6.4 C: Helical-worm gear units S..37 and helical-bevel gear units K..19/K..29 without oil level plug and cover plate

##### *Checking the oil level via screw plug*

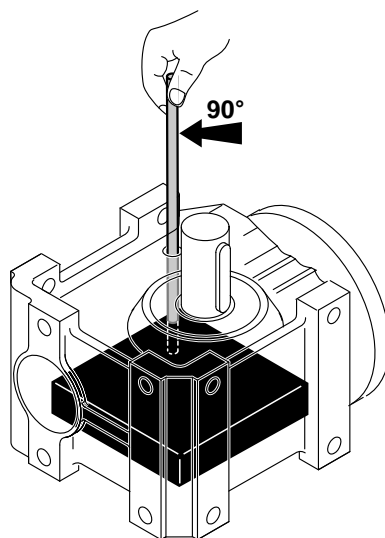
The gear units S..37, K..19, and K..29 are not equipped with an oil level plug or a cover plate. This is why the oil level is checked via the control bore.

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Set up the gear unit in M5 or M6 mounting position, i.e. control bore always on top.
3. Remove the screw plug [1] (see following figure).



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4. Insert the dipstick vertically via the control bore all the way to the bottom of the gear unit housing. Pull out the dipstick vertically (see following figure).



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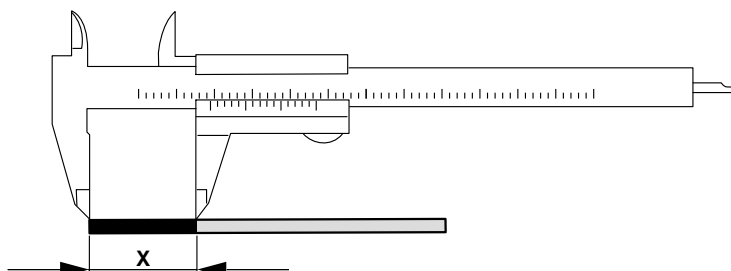
## Inspection/Maintenance

### Inspection/maintenance for the gear unit



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5. Determine the size of the section "x" of the dipstick covered with lubricant using a caliper (see following figure).



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6. Compare the determined value "x" to the min. value depending on the mounting position specified in the following table. Correct the fill level if required.

Gear unit type	Oil level = wetted section x [mm] of the dipstick					
	Mounting position					
	M1	M2	M3	M4	M5	M6
<b>K..19</b>	35 ± 1	35 ± 1	35 ± 1	38 ± 1	35 ± 1	35 ± 1
<b>KF..29</b>	54 ± 1	54 ± 1	54 ± 1	64 ± 1	54 ± 1	54 ± 1
<b>K/KA/KH/ KAF/KHF29</b>	48 ± 1	48 ± 1	48 ± 1	58 ± 1	48 ± 1	48 ± 1
<b>S..37</b>	10 ± 1	24 ± 1	34 ± 1	37 ± 1	24 ± 1	24 ± 1

7. Re-insert and tighten the screw plug.



## Inspection/Maintenance

### Inspection/maintenance for the gear unit

#### Checking the oil via screw plug

1. Observe the notes in section "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Open the cover plate of the gear unit according to section "Checking the oil level via screw plug".
3. Take an oil sample via the screw plug bore.
4. Check the oil consistency.
  - Viscosity
  - If you can see that the oil is heavily contaminated, we recommend that you change the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (page 86).
5. Check the oil level. See previous section.
6. Re-insert and tighten the screw plug.

#### Changing the oil via screw plug



#### **⚠ WARNING**

Risk of burns due to hot gear unit and hot gear unit oil.

Serious injuries

- Let the gear unit cool down before beginning work.
- The gear unit must still be warm otherwise the high viscosity of excessively cold oil will make it harder to drain the oil properly.

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Open the cover plate of the gear unit according to section "Checking the oil level via screw plug".
3. Completely drain the oil via the screw plug bore.
4. Fill in new oil of the same type via the control bore (otherwise consult customer service). Do not mix different synthetic lubricants.
  - Observe the oil fill quantities according to the specifications on the nameplate or according to the mounting position. Observe section "Lubricant fill quantities" (page 137).
5. Check the oil level.
6. Re-insert and tighten the screw plug.

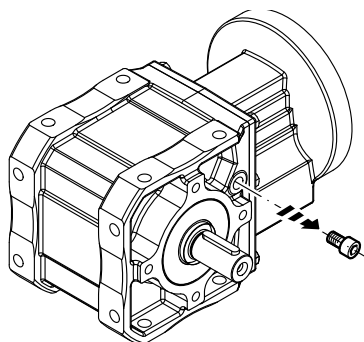


## 6.6.5 D: SPIROPLAN® W..37 / W..47 in mounting positions M1, M2, M3, M5, M6 with oil level plug

Checking the oil level via oil level plug

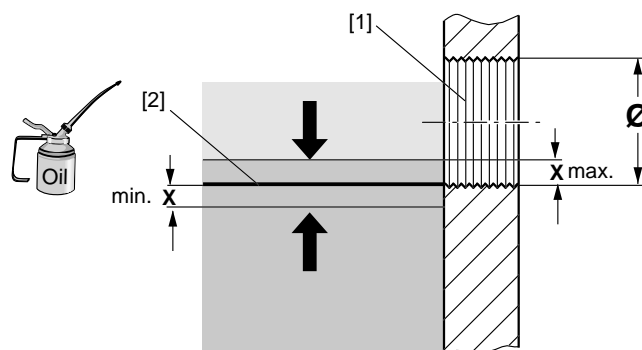
Proceed as follows to check the oil level of the gear unit:

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Set up the gear unit in M1 mounting position.
3. Slowly remove the oil level plug (see following figure). Small amounts of oil may leak out.



787235211

4. Check the oil level according to the following figure.



634361867

- [1] Oil level bore  
[2] Reference oil level

Oil level bore Ø	Min and max fill level = x [mm]
M10 x 1	1.5

5. If the oil level is too low, fill in new oil of the same type via the oil level bore until the oil level reaches the lower edge of the bore.
6. Re-insert the oil level plug.





## Inspection/Maintenance

### Inspection/maintenance for the gear unit

#### Checking the oil via oil level plug

Proceed as follows to check the oil of the gear unit:

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Remove a little oil at the oil level plug.
3. Check the oil consistency.
  - Viscosity
  - If you can see that the oil is heavily contaminated, we recommend that you change the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (page 86).
4. Check the oil level. See previous section.

#### Changing the oil via oil level plug



#### **⚠ WARNING**

Risk of burns due to hot gear unit and hot gear unit oil.

Serious injuries

- Let the gear unit cool down before beginning work.
- The gear unit must still be warm otherwise the high viscosity of excessively cold oil will make it harder to drain the oil properly.

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Set up the gear unit in M5 or M6 mounting position. See chapter "Mounting Positions" (page 104).
3. Place a container underneath the oil level plug.
4. Remove the oil level plugs on the A and B side of the gear unit.
5. Drain all of the oil.
6. Re-insert the lower oil level plug.
7. Fill in new oil of the same type via the upper oil level plug bore (otherwise consult customer service). Do not mix different synthetic lubricants.
  - Observe the oil fill quantities according to the specifications on the nameplate or according to the mounting position. See chapter "Lubricant fill quantities" (page 136).
  - Check the oil level according to chapter "Checking the oil level via oil level plug".
8. Re-insert the upper oil level plug.

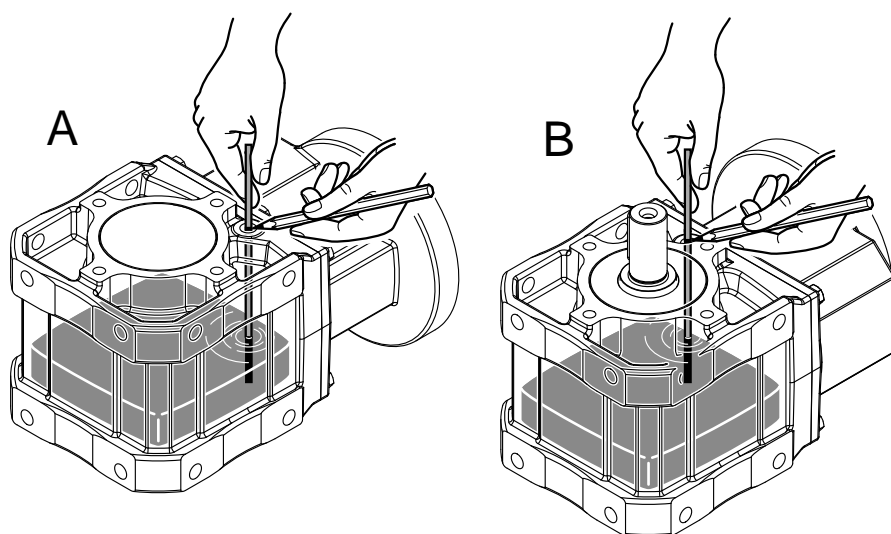


## 6.6.6 E: SPIROPLAN® W..37 / W..47 in mounting position M4 without oil level plug and cover plate

*Checking the oil level via screw plug*

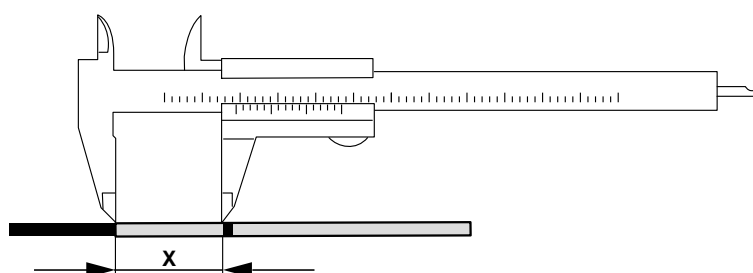
The W37/W47 gear units are not equipped with an oil level plug or a cover plate. This is why the oil level is checked via the control bore.

1. Observe the notes in section "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Set up the gear unit in M5 or M6 mounting position.
3. Remove the screw plug.
4. Insert the dipstick vertically via the control bore all the way to the bottom of the gear unit housing. Mark the point on the dipstick where it exits the gear unit. Pull out the dipstick vertically (see following figure).



784447371

5. Determine the section "x" between the wetted part and the marking using a caliper (see following figure).



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## Inspection/Maintenance

### Inspection/maintenance for the gear unit

6. Compare the determined value "x" to the min. value depending on the mounting position specified in the following table. Correct the fill level if required.

Gear unit type	Oil level = wetted section x [mm] of the dipstick	
	Mounting position during the check	
	M5 Lying on the A side	M6 Lying on the B side
W37 in M4 mounting position	37 ± 1	29 ± 1
W47 in M4 mounting position	41 ± 1	30 ± 1

7. Re-insert and tighten the screw plug.

*Checking the oil  
via screw plug*

Proceed as follows to check the oil of the gear unit:

1. Observe the notes in chapter "Preliminary work regarding gear unit inspection/maintenance" (page 85).
2. Remove a little oil at the oil screw plug.
3. Check the oil consistency.
  - Viscosity
  - If you can see that the oil is heavily contaminated, we recommend that you change the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (page 86).
4. Check the oil level. See previous section.

*Changing the oil  
via screw plug*



#### **⚠ WARNING**

Risk of burns due to hot gear unit and hot gear unit oil.

Serious injuries

- Let the gear unit cool down before beginning work.
- The gear unit must still be warm otherwise the high viscosity of excessively cold oil will make it harder to drain the oil properly.

1. Observe the notes in section "Preliminary work regarding gear unit inspection/maintenance".
2. Set up the gear unit in M5 or M6 mounting position. See chapter "Mounting Positions".
3. Place a container underneath the screw plug.
4. Remove the screw plugs on the A and B side of the gear unit.
5. Drain all of the oil.



6. Re-insert the lower screw plug.
7. Fill in new oil of the same type via the upper screw plug bore (otherwise consult customer service). Do not mix different synthetic lubricants.
  - Observe the oil fill quantities according to the specifications on the nameplate or according to the mounting position. See chapter "Lubricant fill quantities".
  - Check the oil level according to chapter "Checking the oil level via the oil level plug".
8. Re-insert the upper screw plug.

### 6.6.7 Replacing the oil seal



#### ⚠ NOTICE

Oil seals with a temperature below 0 °C may get damaged during installation.

Possible damage to property.

- Store oil seals at ambient temperatures over 0 °C.
- Warm up the oil seals prior to installation if required.

1. When changing the oil seal, ensure that there is a sufficient grease reservoir between the dust lip and sealing lip, depending on the type of gear unit.
2. If you use double oil seals, fill one-third of the gap with grease.

### 6.6.8 Painting the gear unit



#### ⚠ NOTICE

Breather valves and oil seals may be damaged during painting or re-painting.

Possible damage to property.

- Thoroughly cover the breather valves and the sealing lip of the oil seals with strips prior to painting.
- Remove the strips after painting.

$kVA$	$n$
$i$	$f$
$P$	$H_z$

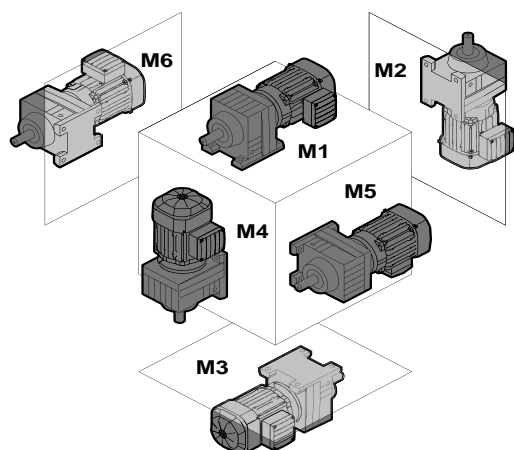
## Mounting Positions

### Designation of the mounting positions

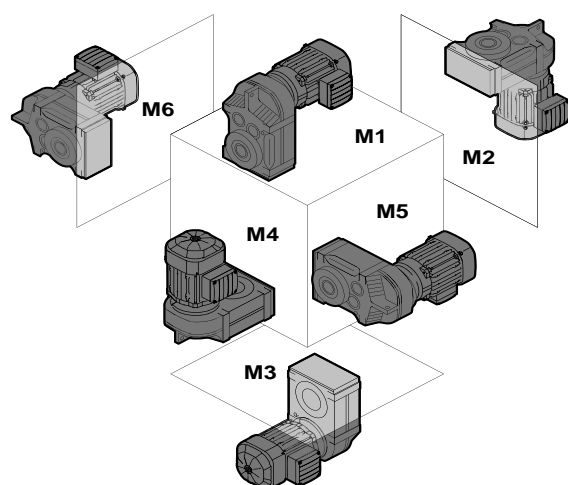
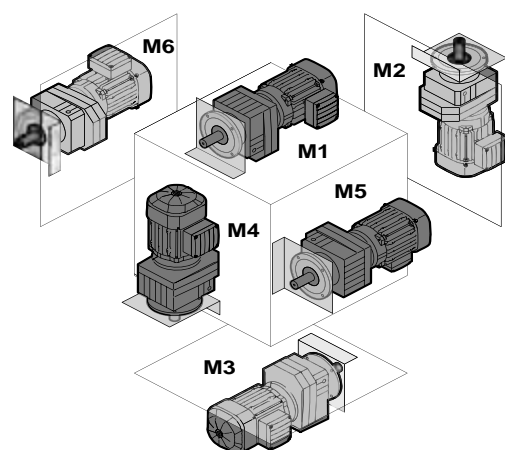
## 7 Mounting Positions

### 7.1 Designation of the mounting positions

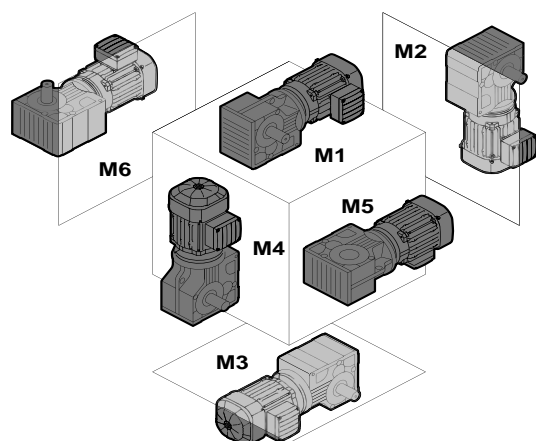
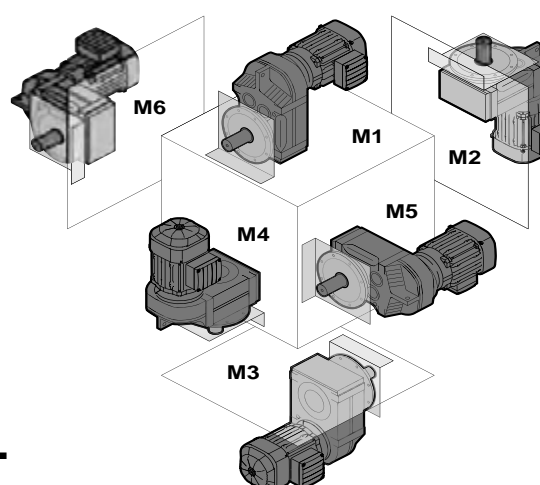
SEW differentiates between six mounting positions, M1 – M6. The following figure shows the spatial orientation of the gearmotor in mounting positions M1 – M6.



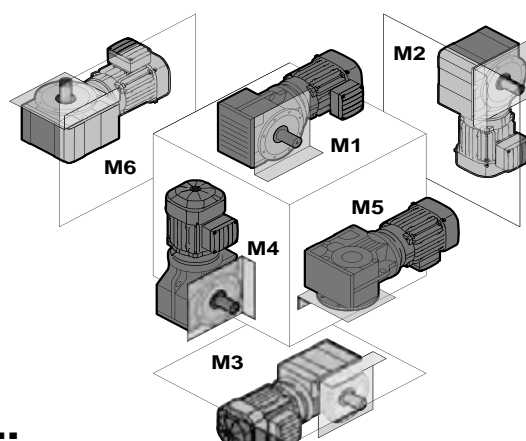
R..

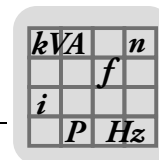


F..



W..





## 7.2 Churning losses

\* → Page XX

Churning losses may occur in some mounting positions. Contact SEW-EURODRIVE in case of the following combinations:

Mounting position	Gear unit type	Gear unit size	Input speed [rpm]
M2, M4	R	97 – 107	> 2500
		> 107	> 1500
M2, M3, M4, M5, M6	F	97 – 107	> 2500
		> 107	> 1500
	K	77 – 107	> 2500
		> 107	> 1500
	S	77 – 97	> 2500

## 7.3 Mounting position MX

Mounting position MX is available for all gear units of the R..7, F..7, K..7, K..9, S..7 and SPIROPLAN® W series.

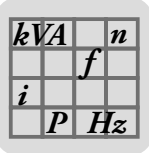
For mounting position MX, the gear units are delivered with the maximally possible amount of oil and sealed with oil screw plugs. A breather valve is included with each drive. The customer will have to adjust the oil quantity to the proper level depending on the final mounting position in which the gear unit will be operated. Customers will also have to mount the enclosed breather valve at the proper location depending on the mounting position, see mounting position sheets.

The correct oil level must be checked according to chapter "Checking the oil level and changing the oil" (page 89).

## 7.4 Universal mounting position M0

SPIROPLAN® W10 – W30 gearmotors can be ordered with M0 universal mounting position as an option. Gear units with mounting position M0 are filled with the standard amount of oil.

These gear units are entirely enclosed due to their small size. They can therefore be designed without breather valve. Customers can use the gear unit universally in every mounting position (M1 – M6) without having to take any measures prior to startup.



## Mounting Positions

### Mounting positions of SPIROPLAN® gear units

#### 7.5 Mounting positions of SPIROPLAN® gear units






##### INFORMATION

SPIROPLAN® gearmotors are not dependent on the mounting position, except for W37 – W47 in M4 mounting position. However, mounting positions M1 to M6 are also shown for SPIROPLAN® gearmotors for a complete overview.

**Notice:** SPIROPLAN® gearmotors of sizes W10 – W30 cannot be equipped with breather valves, oil level plugs or drain plugs.

#### 7.6 Key

The following table shows the symbols used in the mounting position sheets and what they mean:

Symbol	Meaning
	Breather valve
	Oil level plug
	Oil drain plug

## Mounting Positions Helical gearmotors R

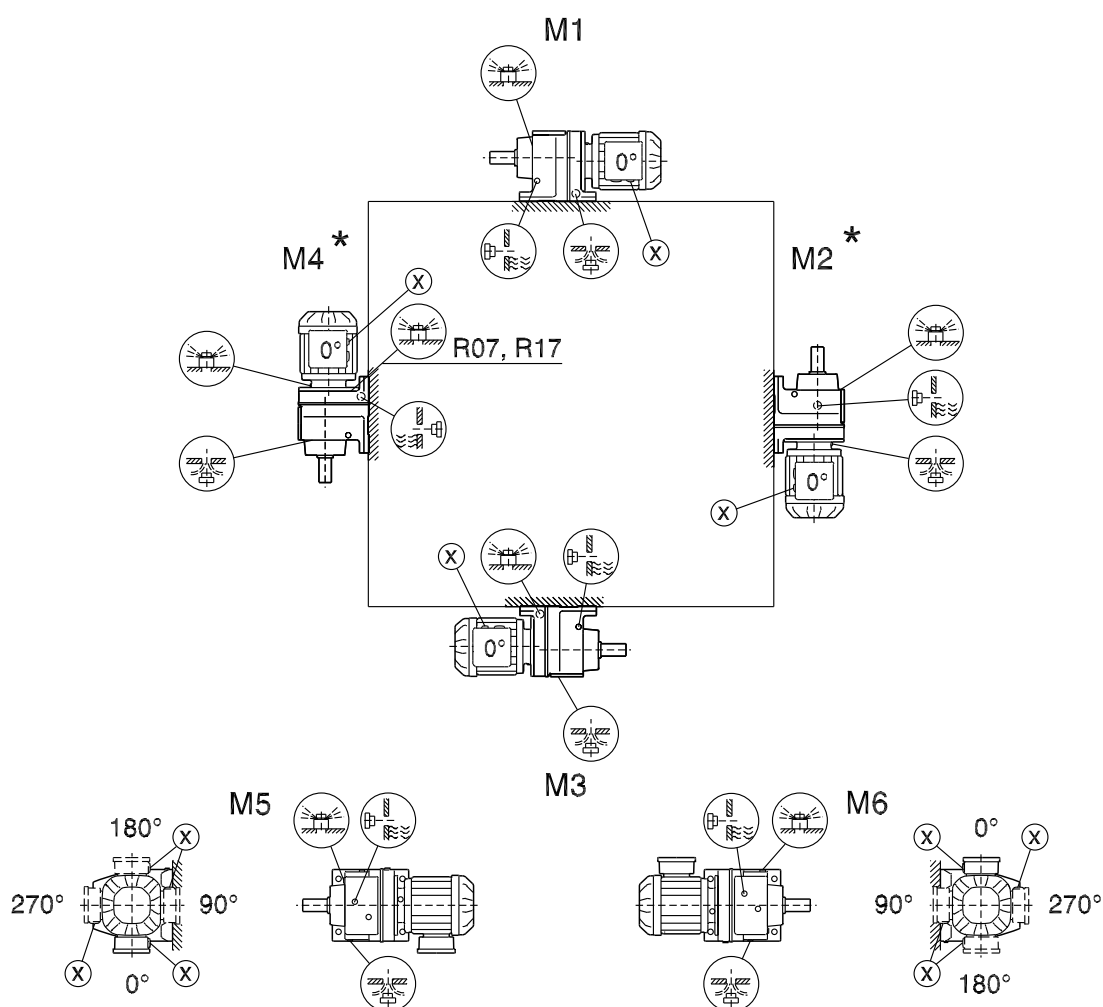
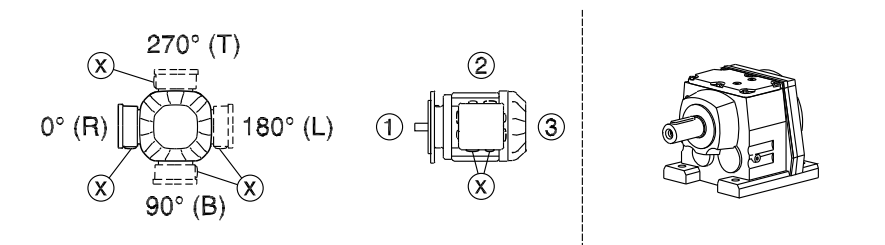
$kVA$	$n$
$f$	
$i$	$P$
	$H_z$

7

### 7.7 Helical gearmotors R

#### 7.7.1 R07 – R167

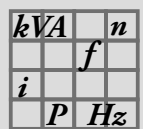
04 040 04 00



R07		M1, M2, M3, M5, M6
R17, R27		M1, M3, M5, M6
R07, R17, R27		
R47, R57		M5

\* → (page 105)



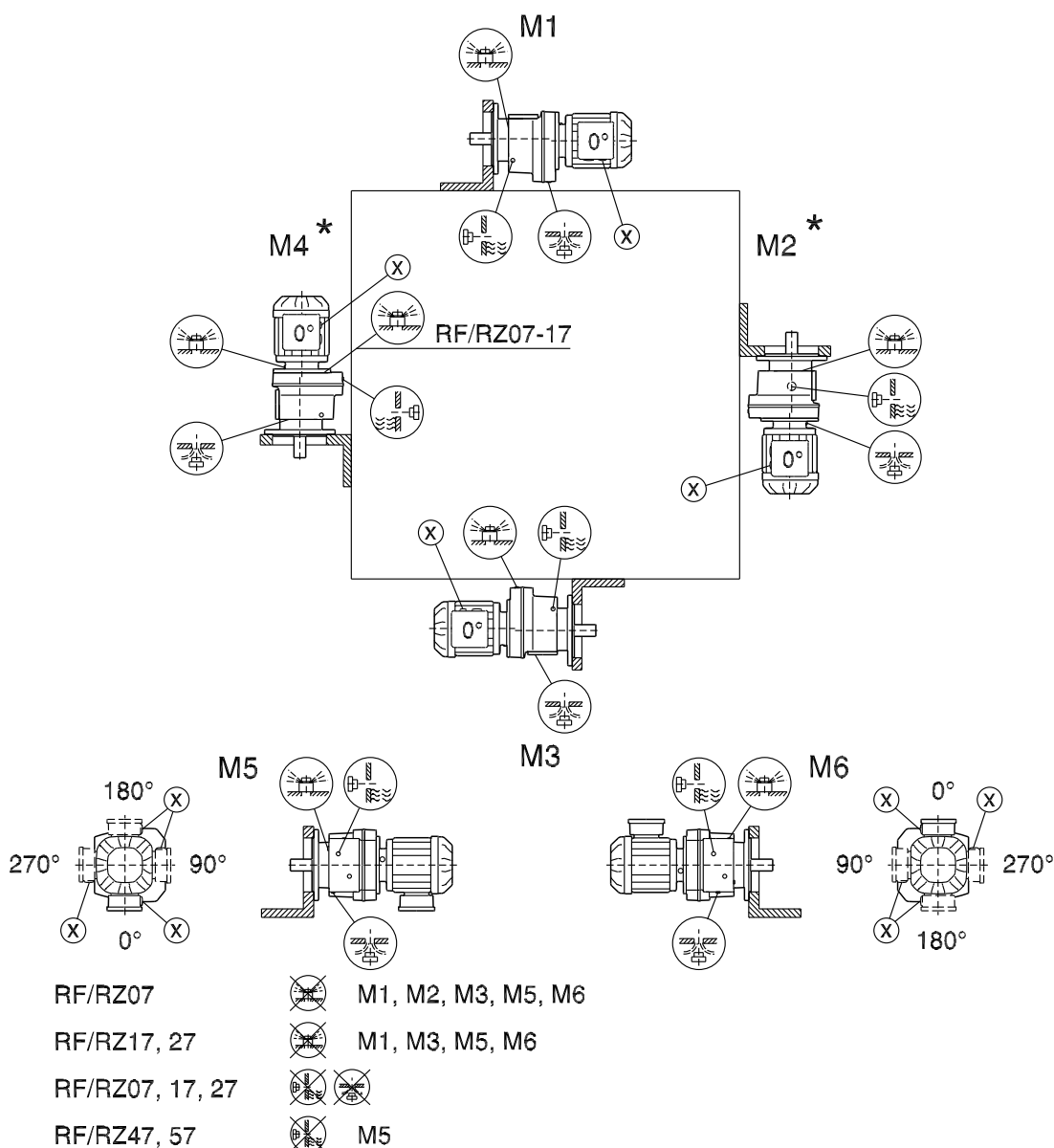
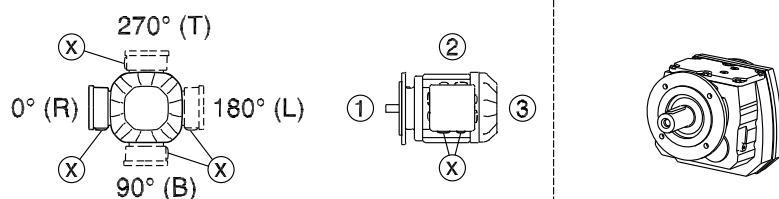


## Mounting Positions

### Helical gearmotors R

#### 7.7.2 RF07 – RF167, RZ07 – RZ87

04 041 04 00



\* → (page 105)

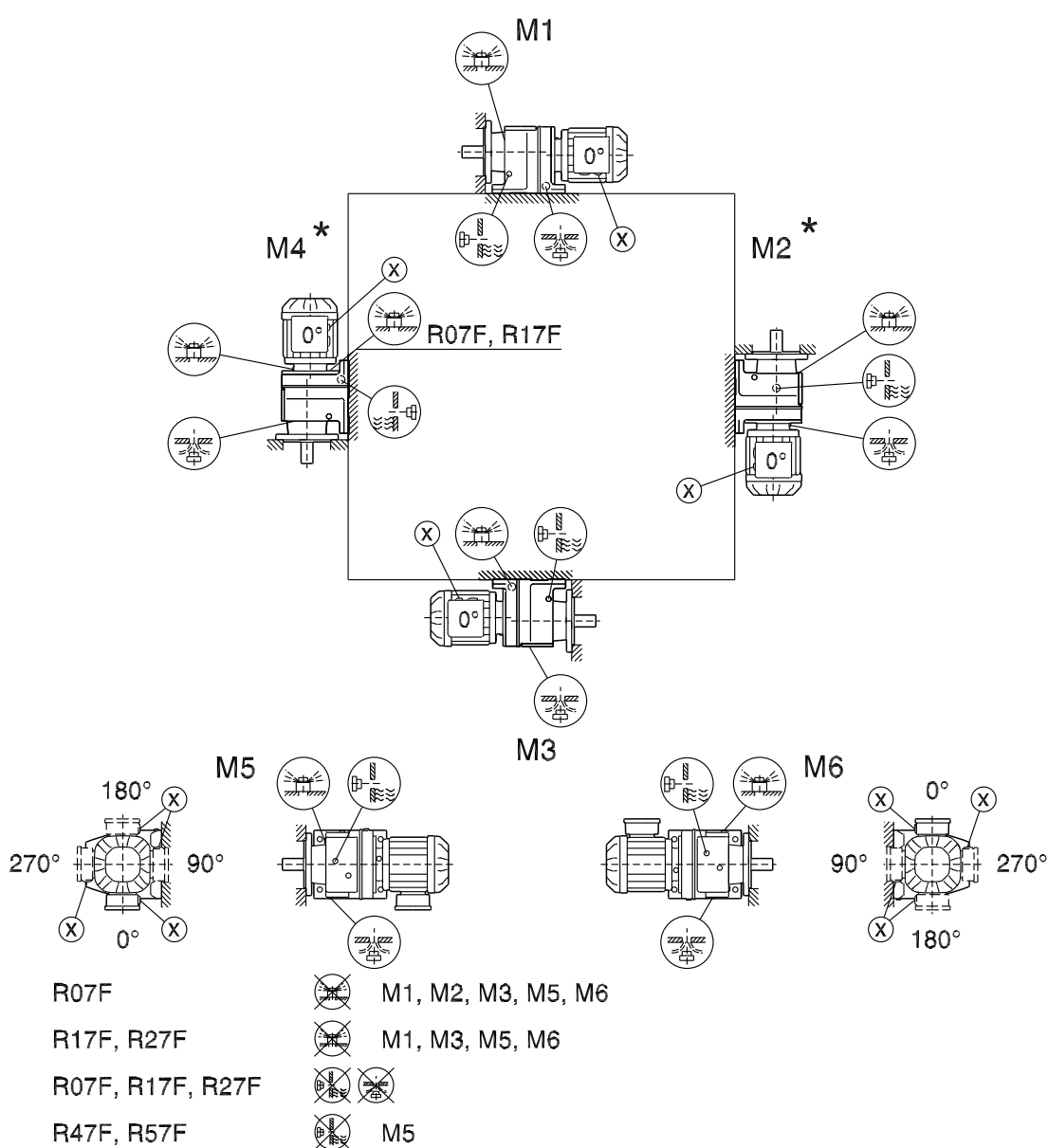
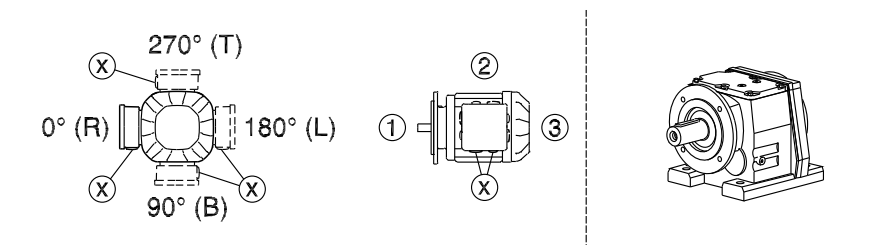
# Mounting Positions Helical gearmotors R

$kVA$	$n$
$f$	
$i$	$P$
	$H_z$

7

## 7.7.3 R07F – R87F

04 042 04 00



\* → (page 105)



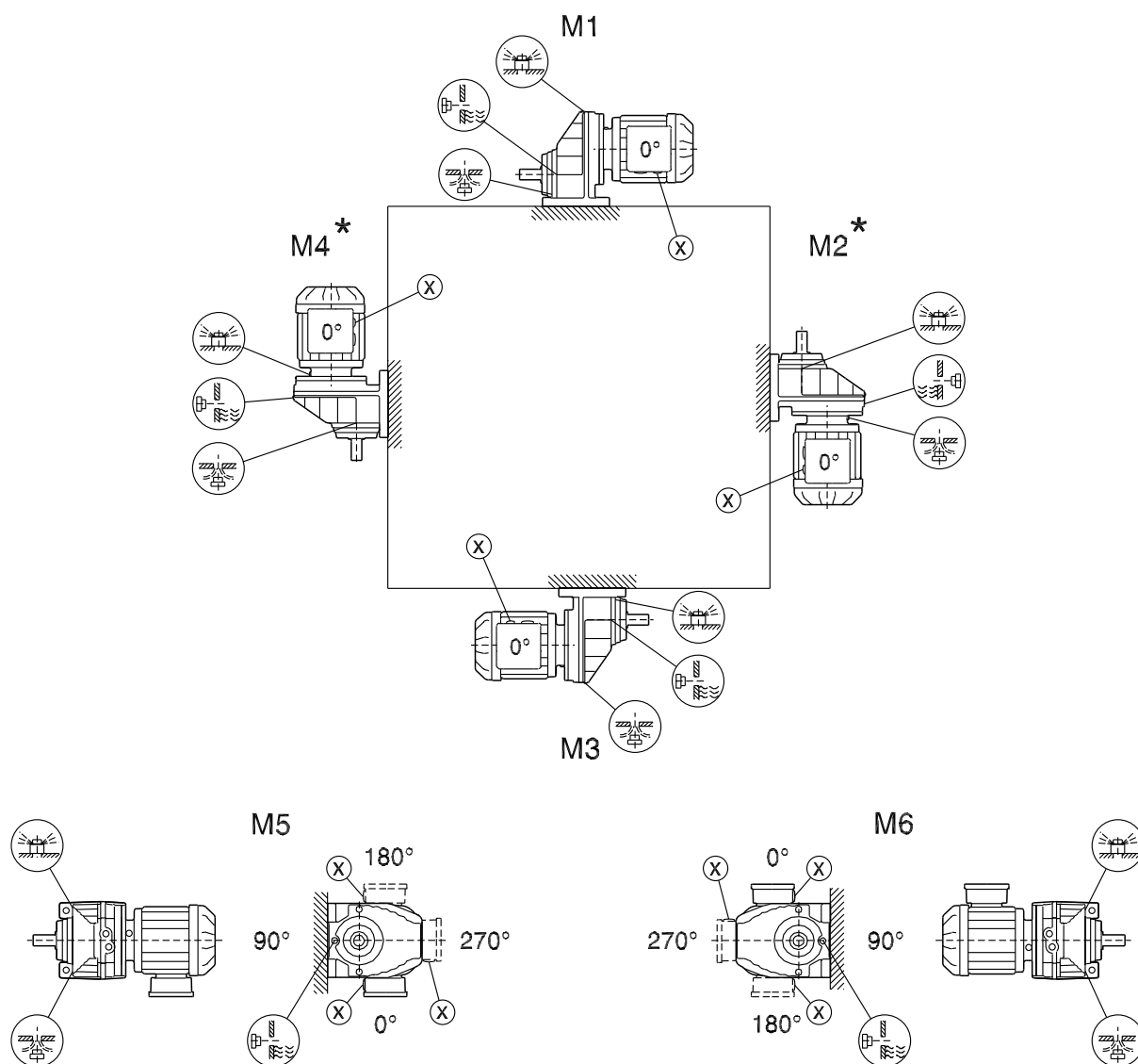
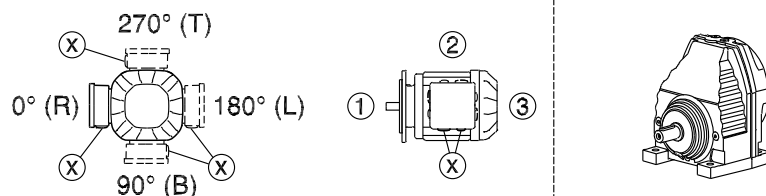
## Mounting Positions

### Helical gearmotors RX

## 7.8 Helical gearmotors RX

### 7.8.1 RX57 – RX107

04 043 03 00



\* → (page 105)

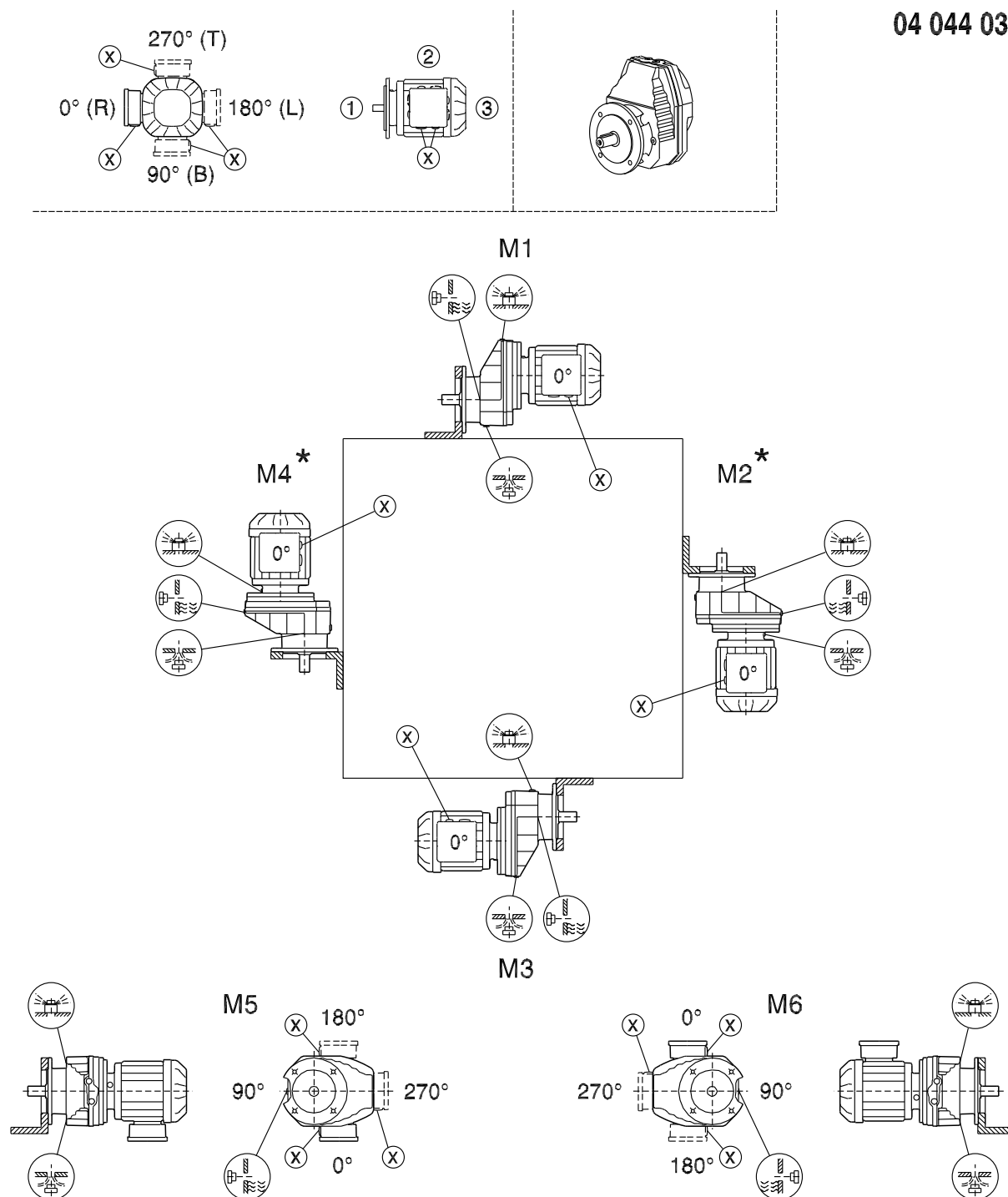
## Mounting Positions Helical gearmotors RX

$kVA$	$n$
$f$	
$i$	$P$
	$H_z$

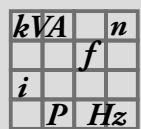
7

### 7.8.2 RXF57 – RXF107

04 044 03 00



\* → (page 105)



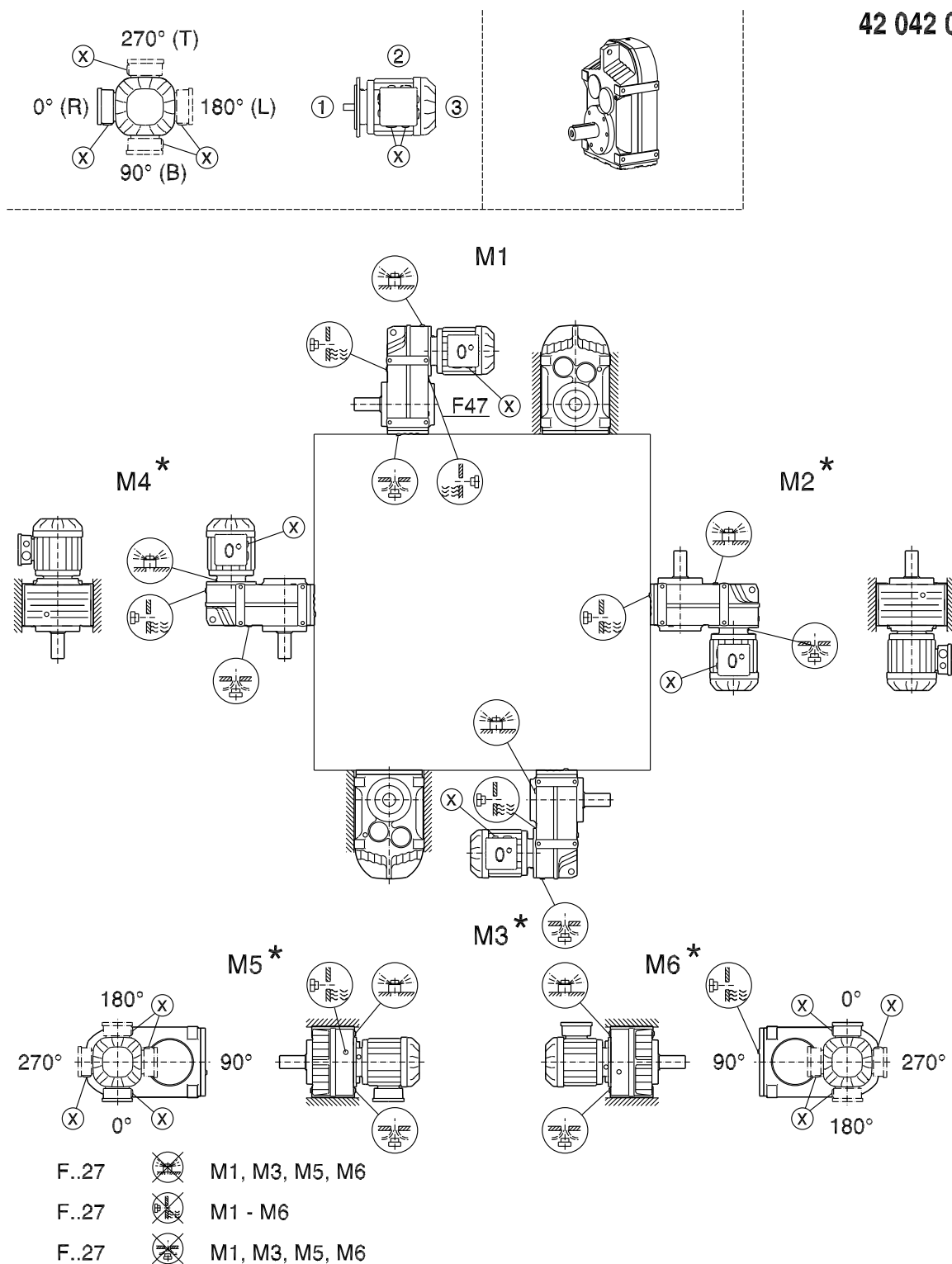
## Mounting Positions

### Parallel-shaft helical gearmotors F

#### 7.9 Parallel-shaft helical gearmotors F

##### 7.9.1 F27 – F157 / FA27B – F157B / FH27B – FH157B / FV27B – FV107B

42 042 04 00



\* → (page 105)

## Mounting Positions

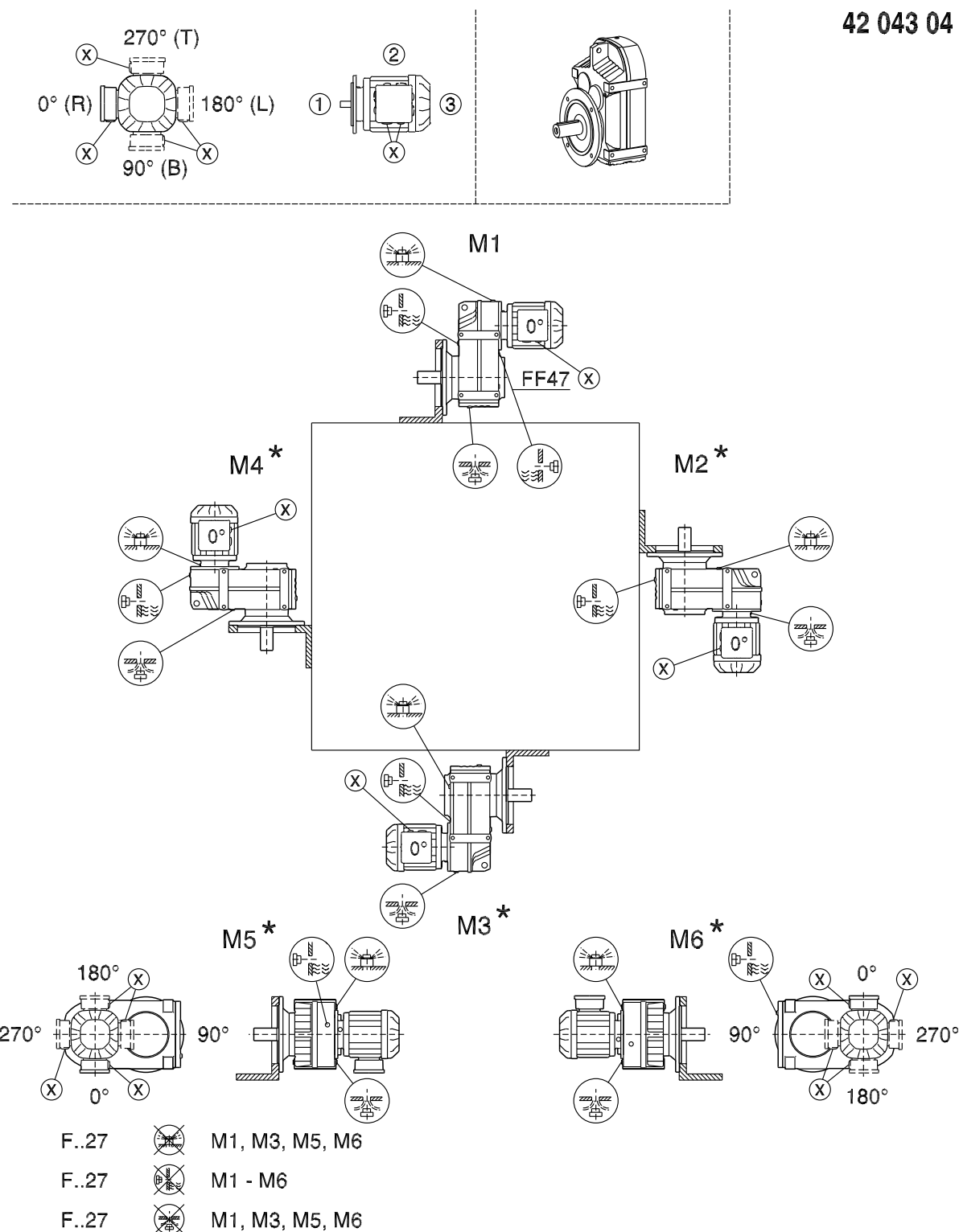
### Parallel-shaft helical gearmotors F

$kVA$	$n$
$f$	
$i$	$P$
	$H_z$

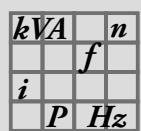
7

#### 7.9.2 FF27 – FF157 / FAF27 – FAF157 / FHF27 – FHF157 / FAZ27 – FAZ157 / FHZ27 – FHZ157 / FVF27 – FVF107 / FVZ27 – FVZ107

42 043 04 00



\* → (page 105)

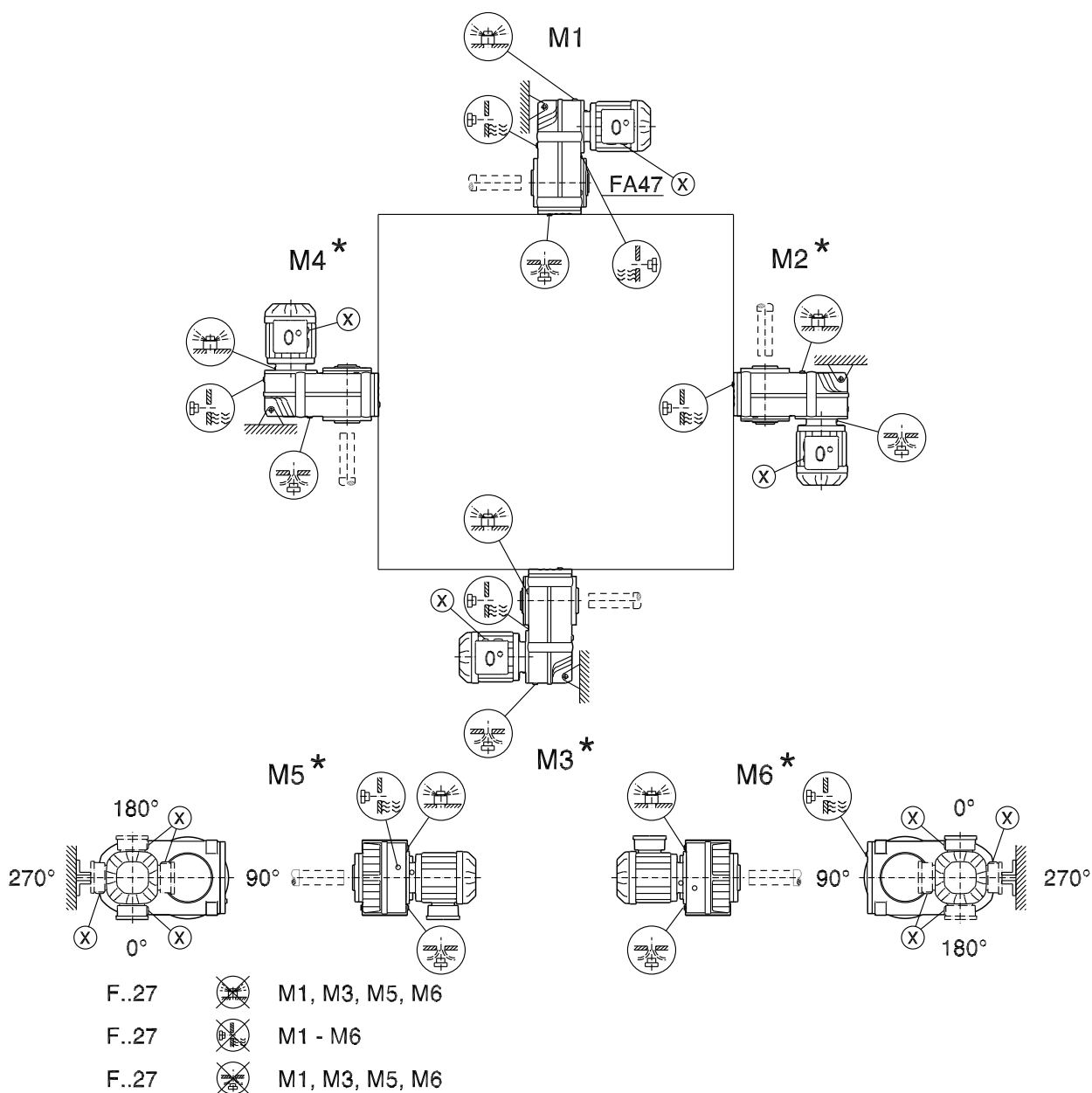
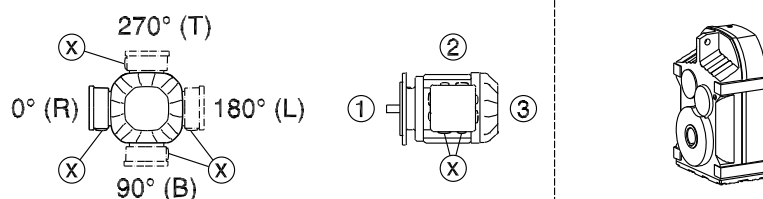


## Mounting Positions

### Parallel-shaft helical gearmotors F

#### 7.9.3 FA27 – FA157 / FH27 – FH157 / FV27 – FV107 / FT37 – FT157

42 044 04 00



\* → (page 105)

## Mounting Positions

### Helical-bevel gearmotors K

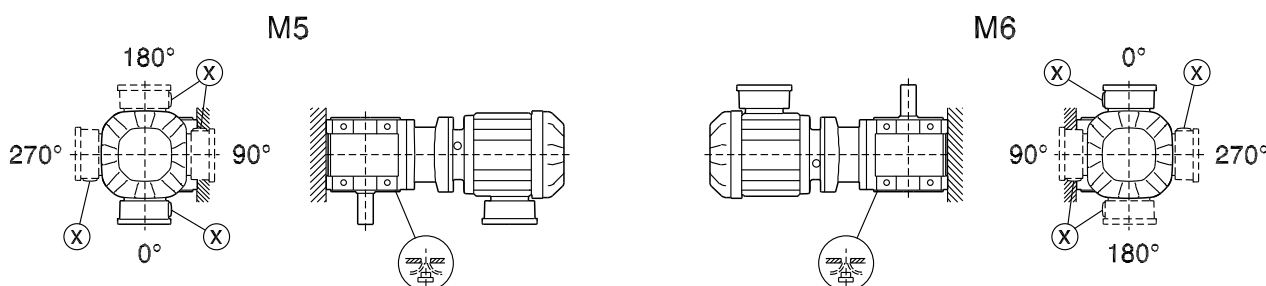
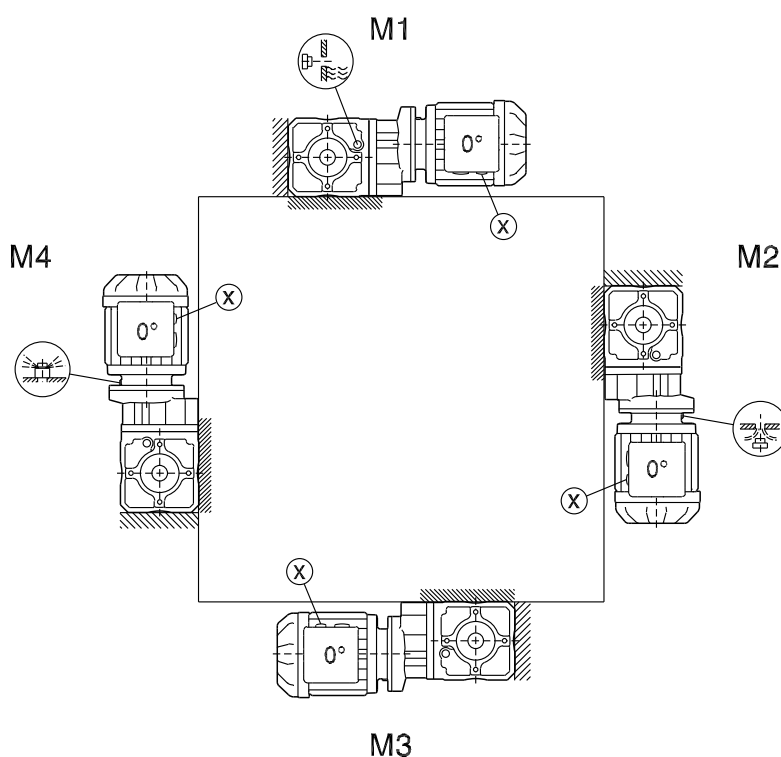
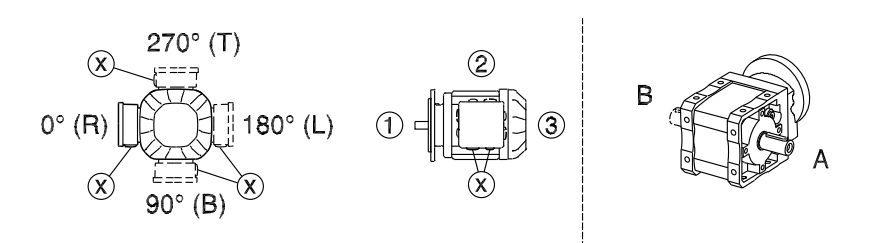
$kVA$	$n$
$f$	
$i$	
$P$	$H_z$

7

## 7.10 Helical-bevel gearmotors K

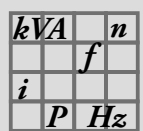
### 7.10.1 K19 – K29 / KA19B – KA29B / KH19B – KH29B

33 010 00 13



\* → (page 105)



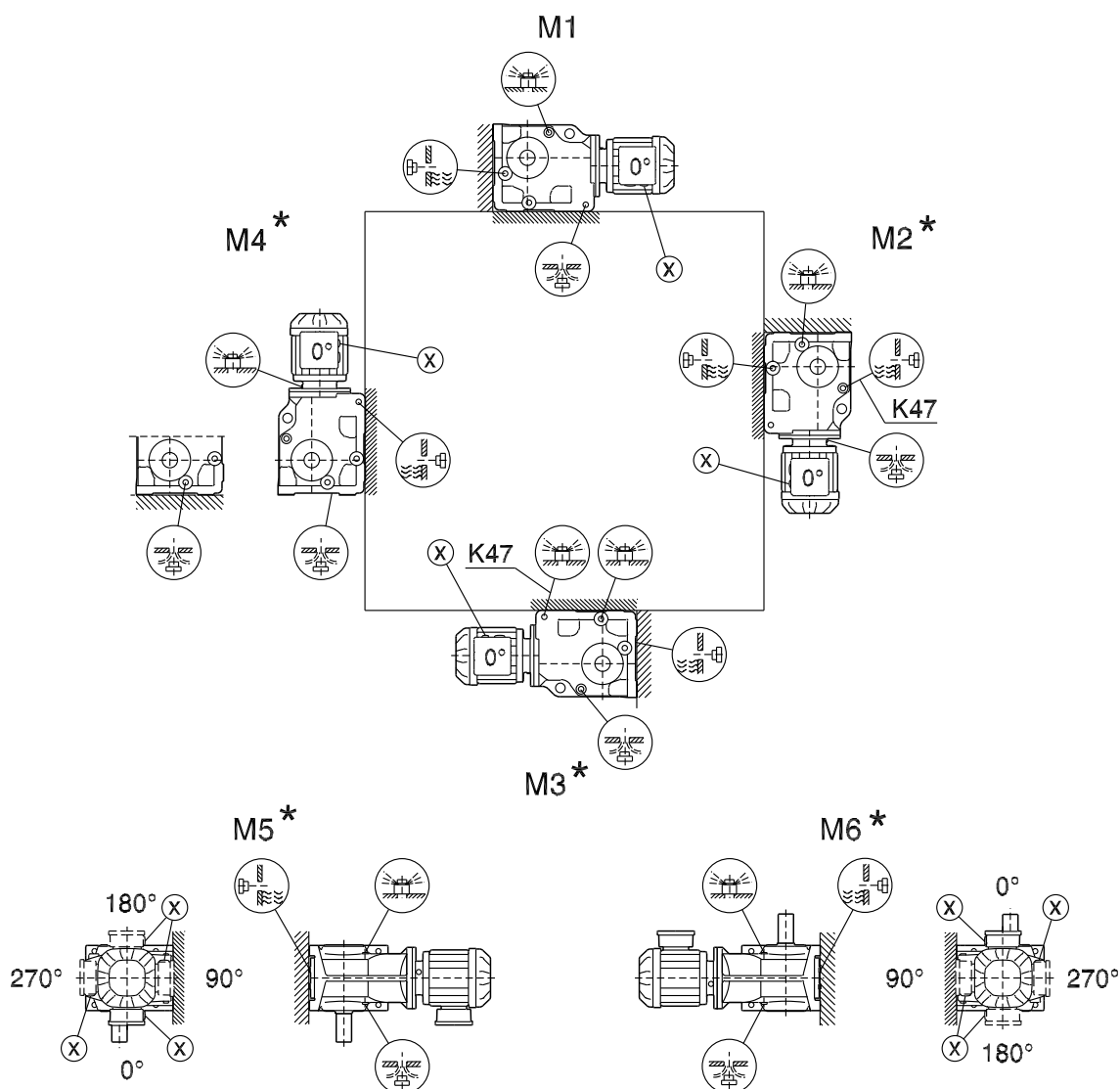
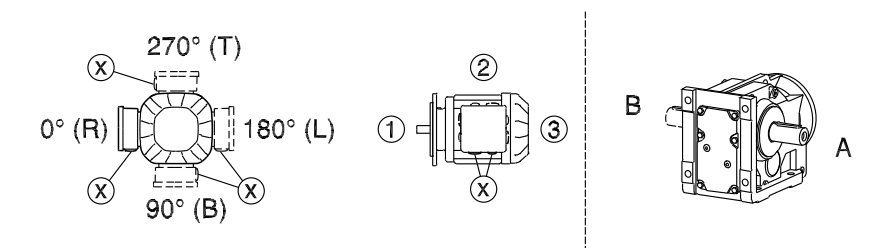


## Mounting Positions

### Helical-bevel gearmotors K

#### 7.10.2 K37 – K157 / KA37B – KA157B / KH37B – KH157B / KV37B – KV107B

34 025 04 00



\* → (page 105)

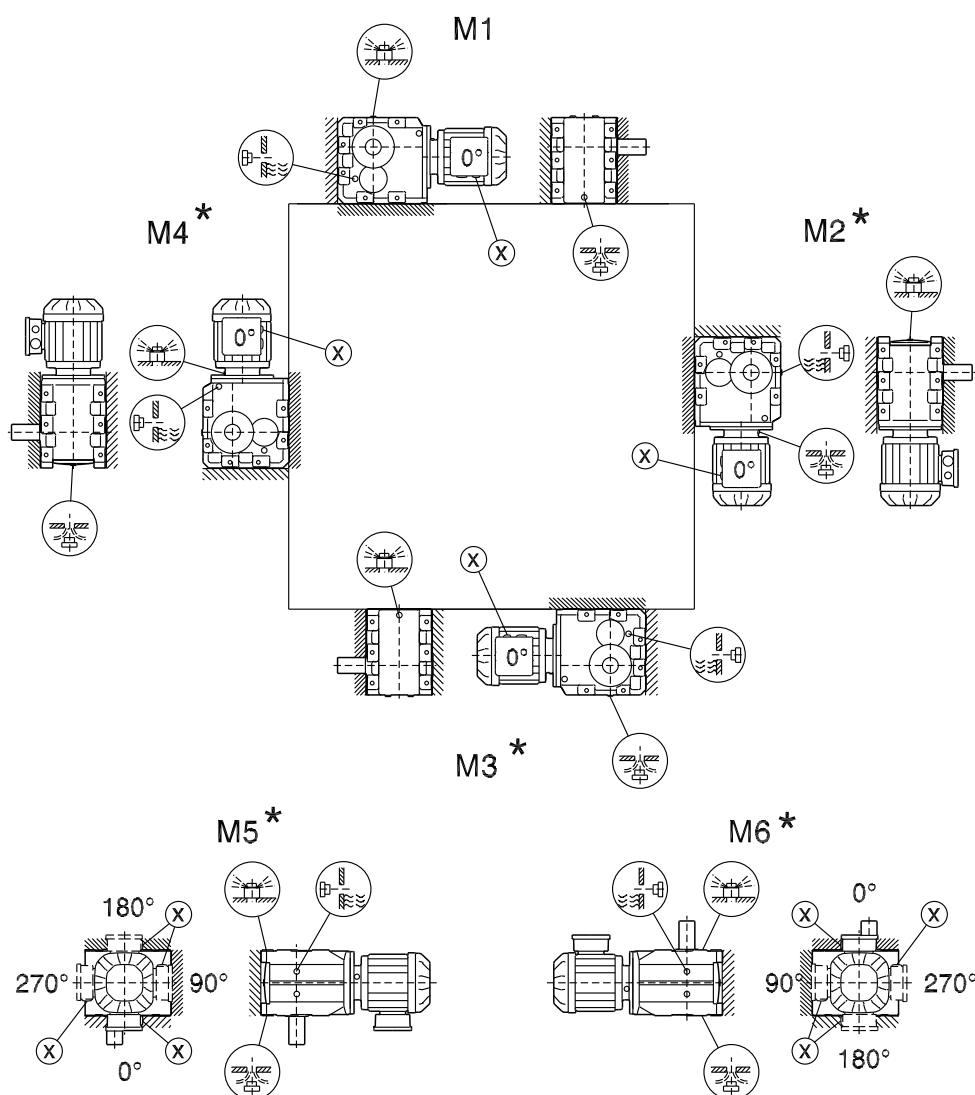
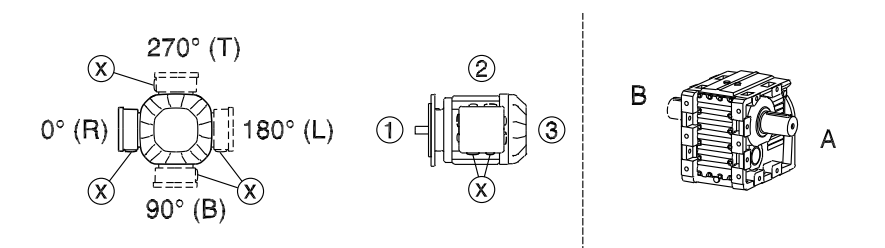
## Mounting Positions Helical-bevel gearmotors K

$kVA$	$n$
$f$	
$i$	
$P$	$H_z$

7

### 7.10.3 K167 – K187 / KH167B – KH187B

34 026 04 00



\* → (page 105)

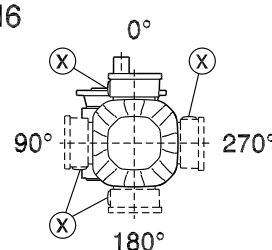
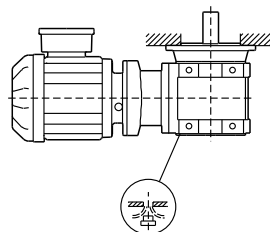
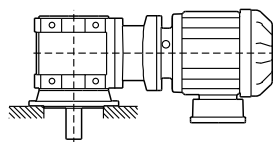
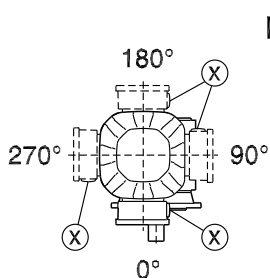
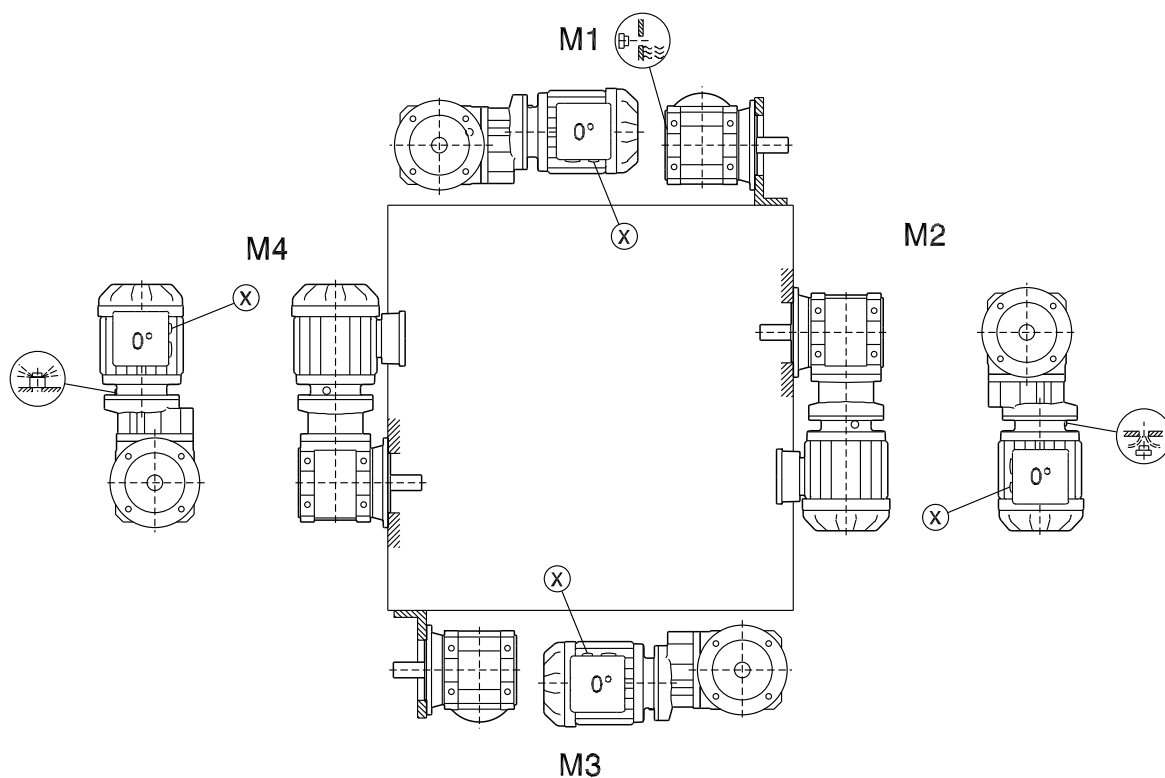
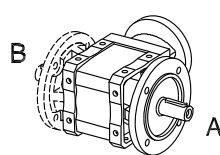
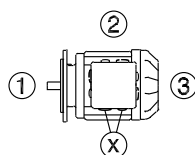
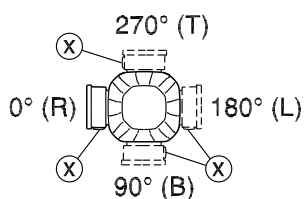


## Mounting Positions

### Helical-bevel gearmotors K

#### 7.10.4 KF19B – 29B / KAF19B – KAF29B / KHF19B – KHF29B

33 011 00 13



\* → (page 105)

# Mounting Positions

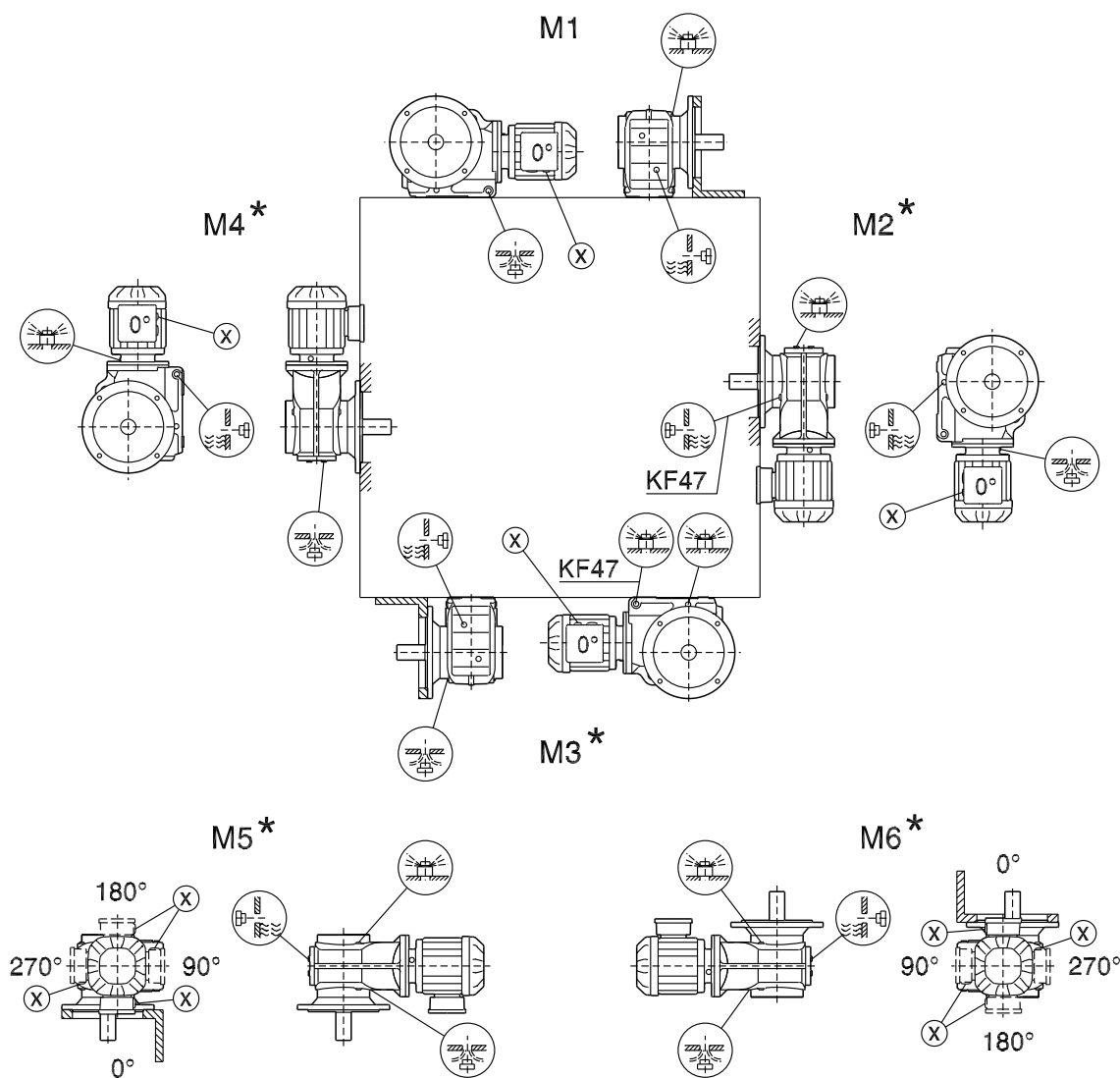
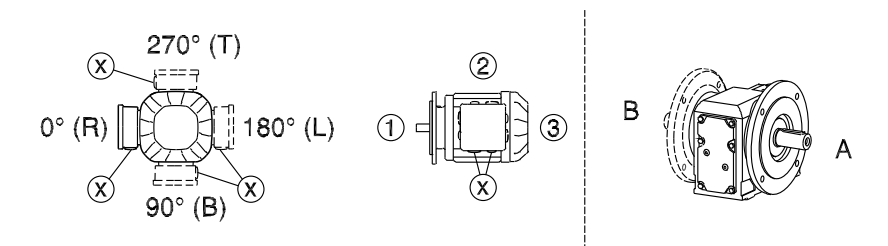
## Helical-bevel gearmotors K

$kVA$	$n$
$f$	
$i$	$P$
	$H_z$

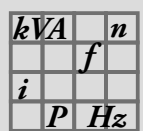
7

### 7.10.5 KF37 – KF157 / KAF37 – KAF157 / KHF37 – KHF157 / KAZ37 – KAZ157 / KHZ37 – KHZ157 / KVF37 – KVF107 / KVZ37 – KVZ107

34 027 04 00



\* → (page 105)

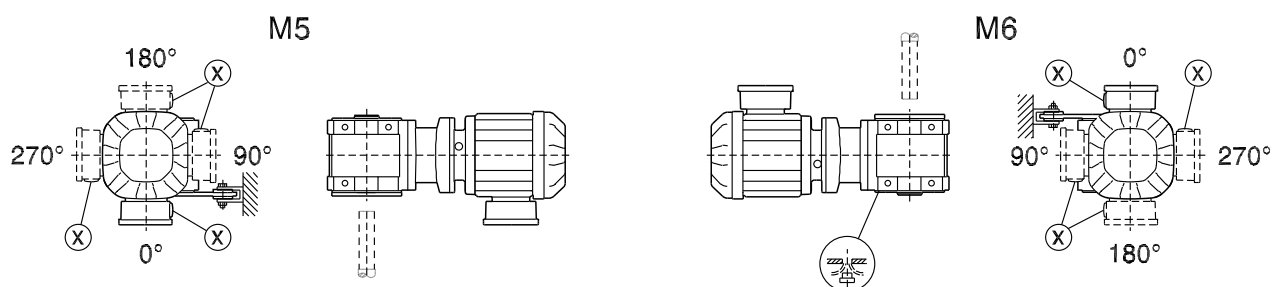
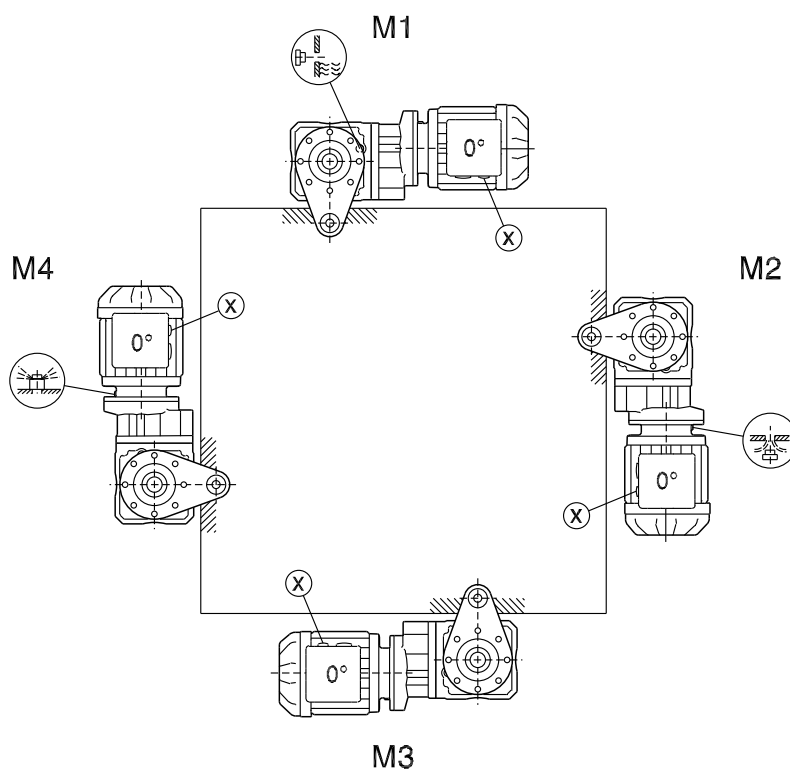
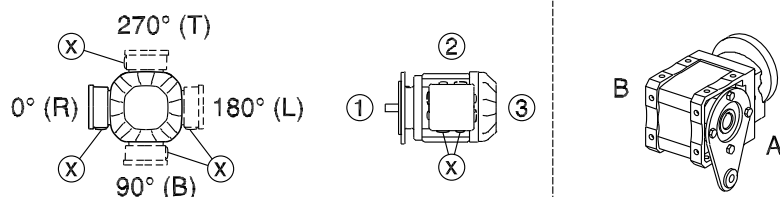


## Mounting Positions

### Helical-bevel gearmotors K

#### 7.10.6 KA19B – KA29B / KH19B – KH29B

33 012 00 13



\* → (page 105)

# Mounting Positions

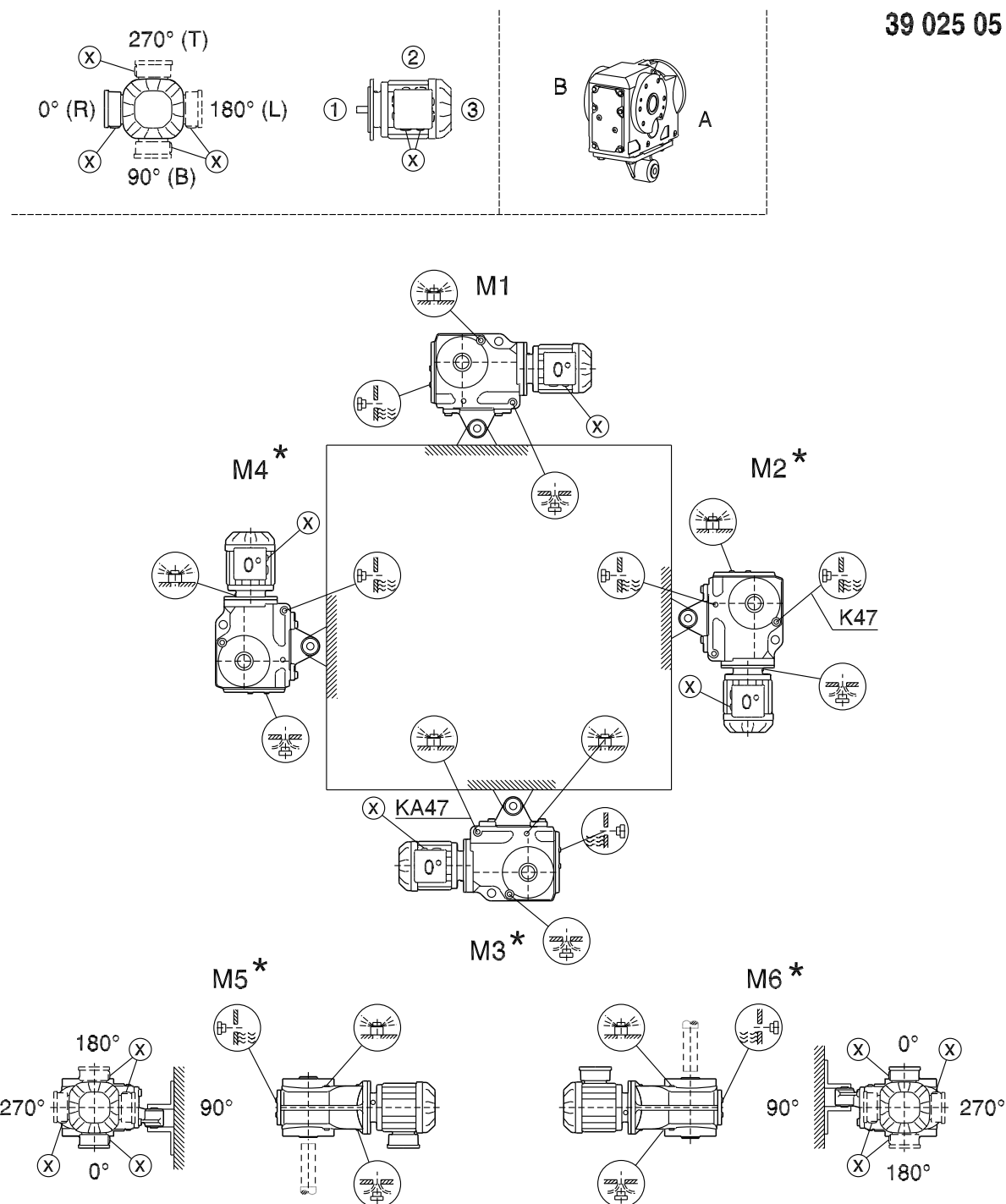
## Helical-bevel gearmotors K

$kVA$	$n$
$f$	
$i$	
$P$	$H_z$

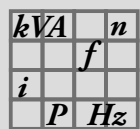
7

### 7.10.7 KA37 – KA157 / KH37 – KH157 / KV37 – KV107 / KT37 – KT97

39 025 05 00



\* → (page 105)

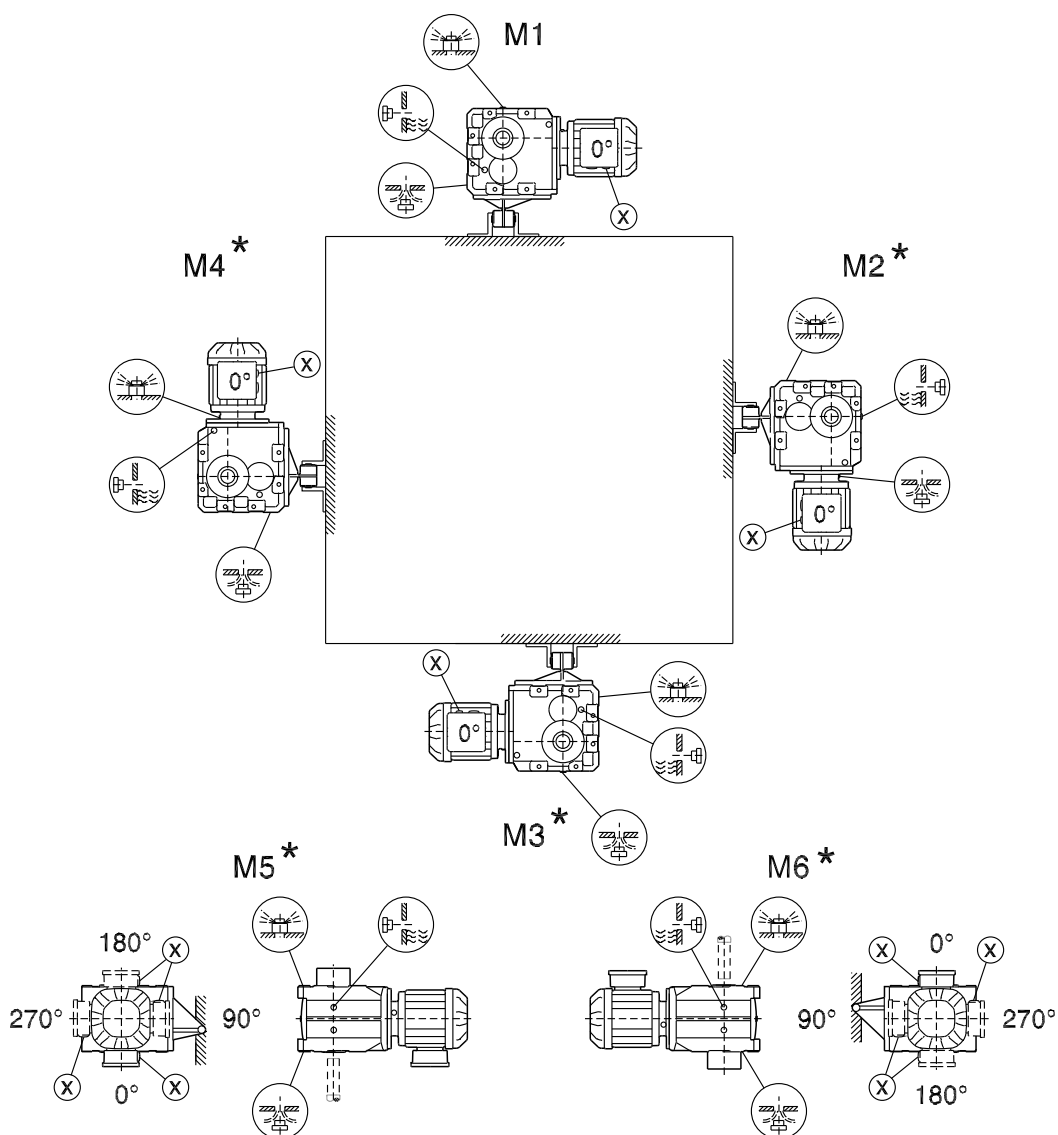
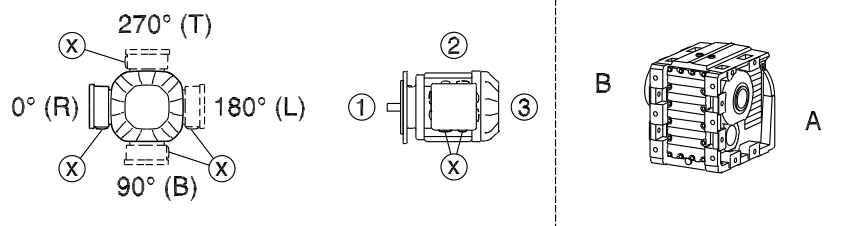


## Mounting Positions

### Helical-bevel gearmotors K

#### 7.10.8 KH167 – KH187

39 026 05 00



\* → (page 105)

## Mounting Positions

### Helical-worm gearmotors S

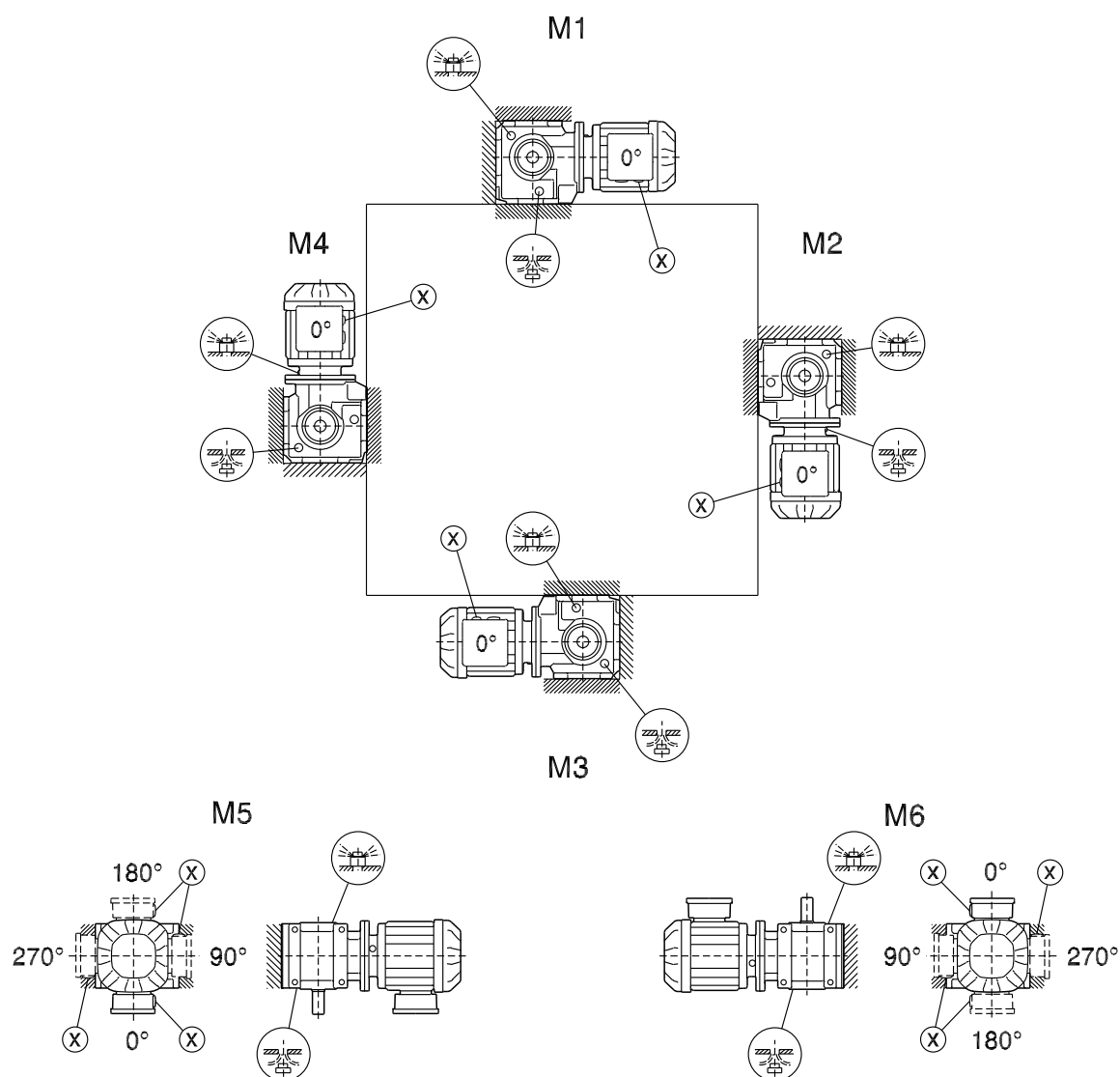
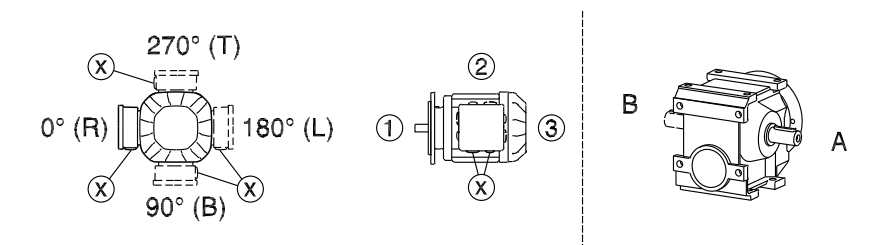
$kVA$	$n$
$f$	
$i$	
$P$	$H_z$

7

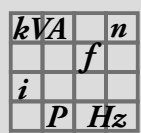
## 7.11 Helical-worm gearmotors S

### 7.11.1 S37

05 025 04 00





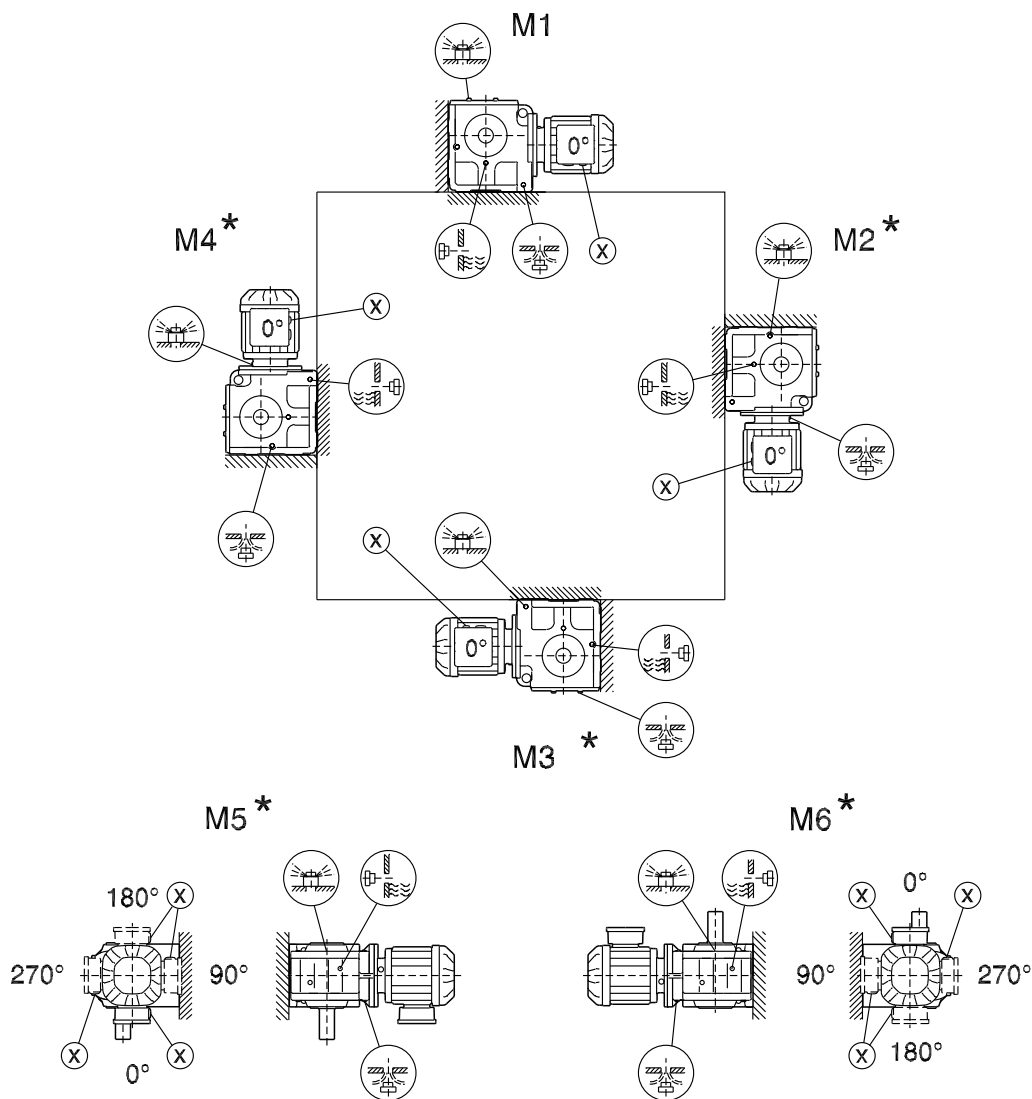
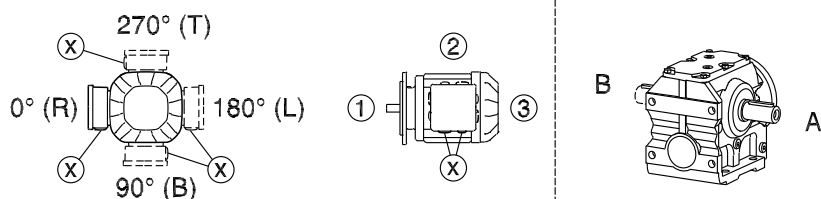


## Mounting Positions

### Helical-worm gearmotors S

#### 7.11.2 S47 – S97

05 026 04 00



\* → (page 105)

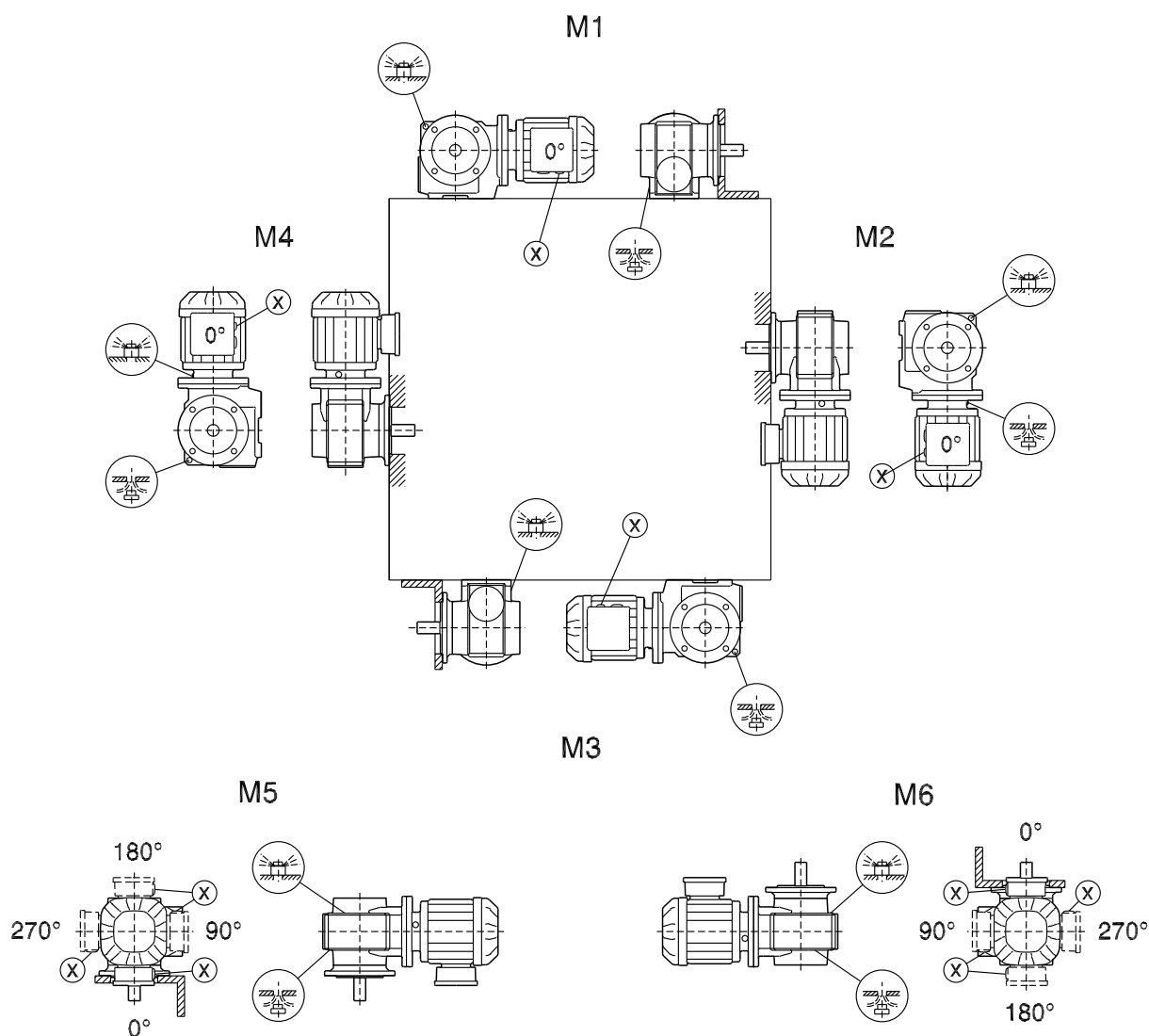
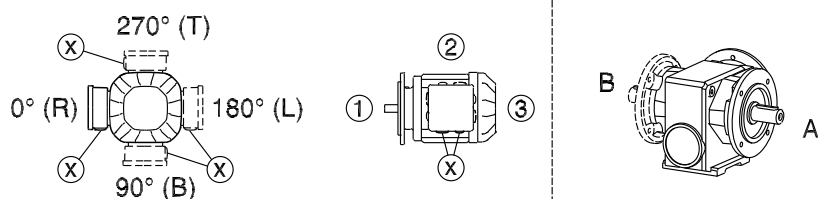
# Mounting Positions Helical-worm gearmotors S

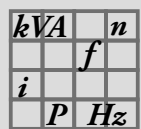
$kVA$	$n$
$f$	
$i$	$P$
	$H_z$

7

## 7.11.3 SF37 / SAF37 / SHF37

05 027 04 00



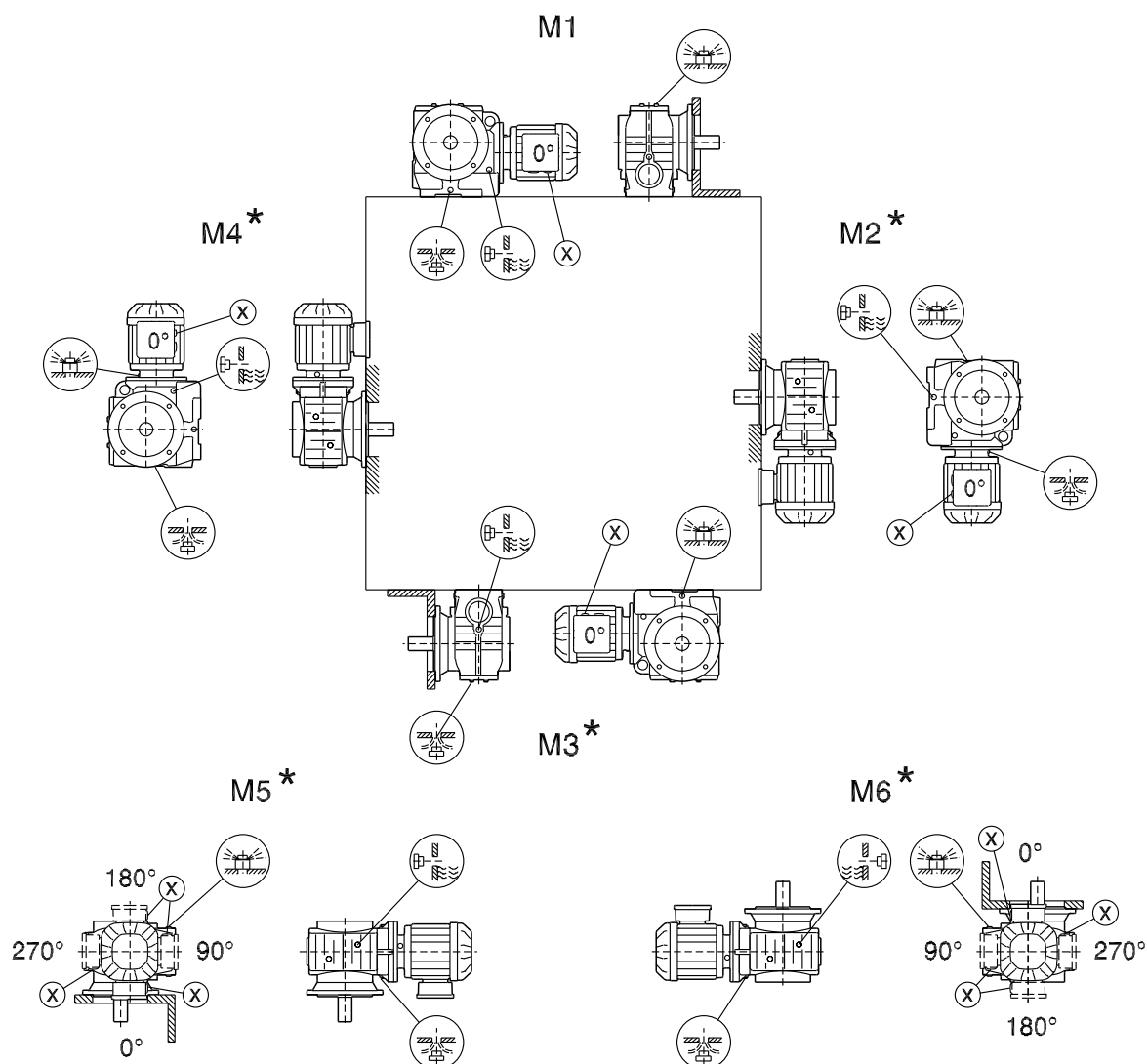
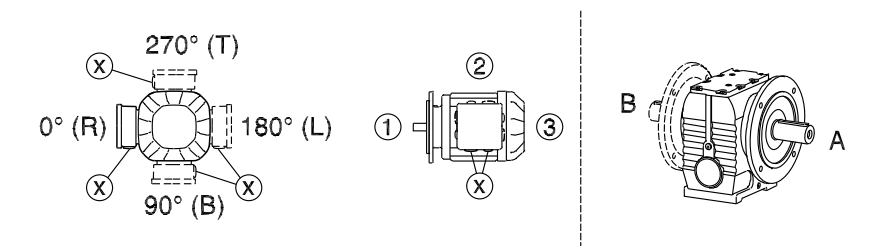


## Mounting Positions

### Helical-worm gearmotors S

#### 7.11.4 SF47 – SF97 / SAF47 – SAF97 / SHF47 – SHF97 / SAZ47 – SAZ97 / SHZ47 – SHZ97

05 028 04 00



\* → (page 105)

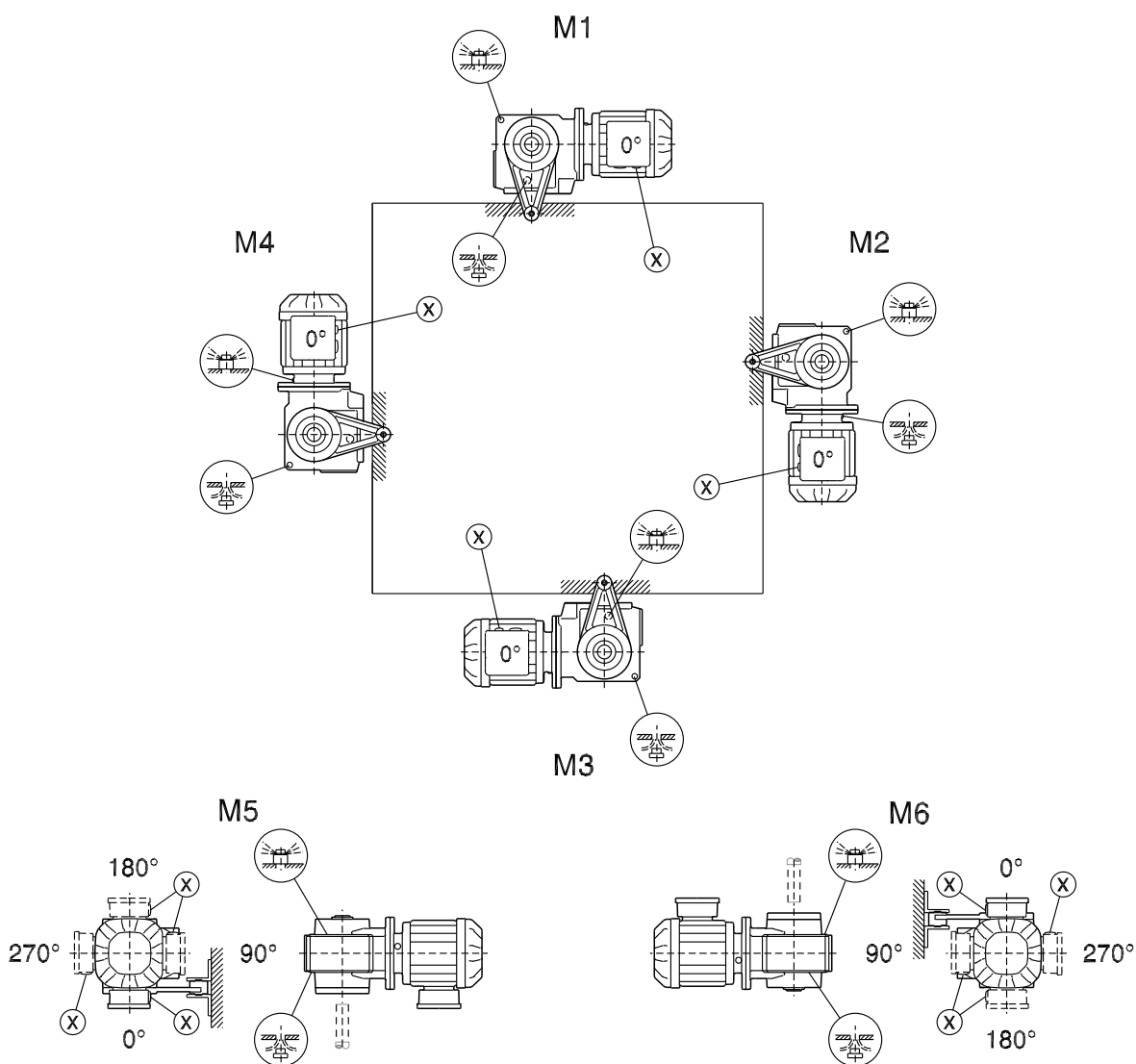
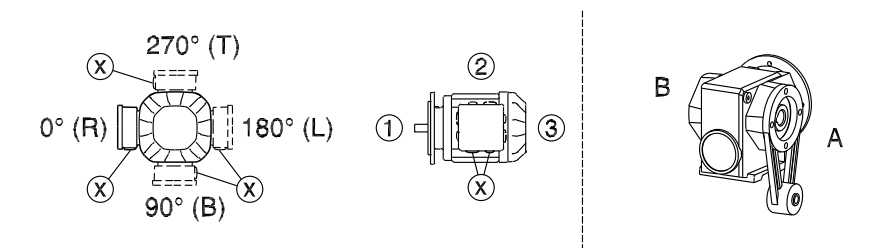
# Mounting Positions Helical-worm gearmotors S

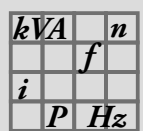
$kVA$	$n$
$f$	
$i$	
$P$	$H_z$

7

## 7.11.5 SA37 / SH37 / ST37

28 020 05 00



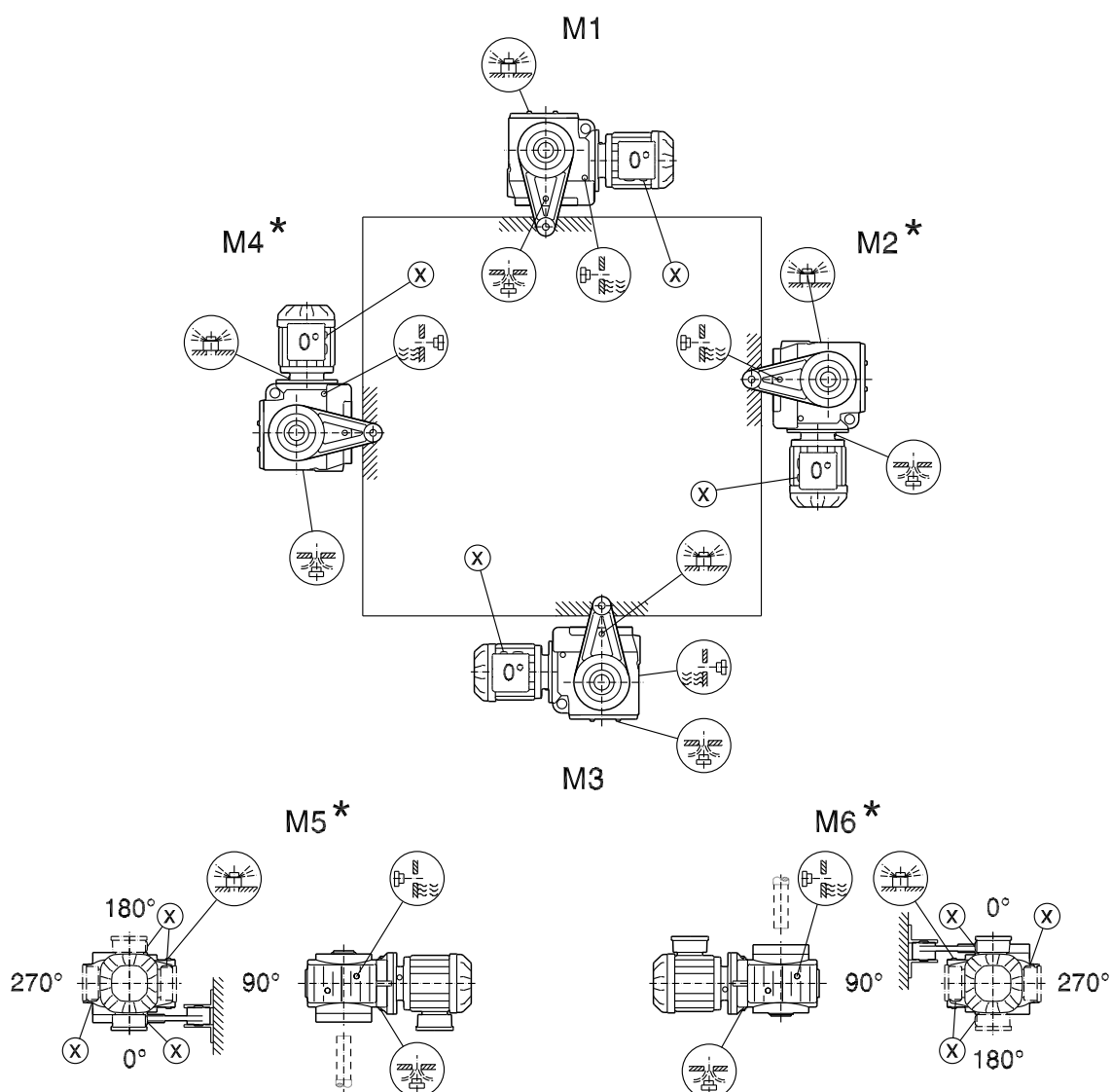
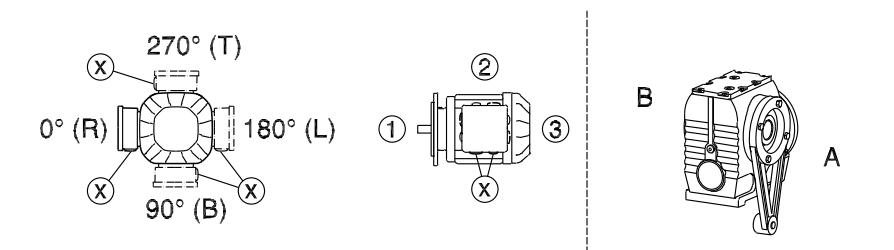


## Mounting Positions

### Helical-worm gearmotors S

#### 7.11.6 SA47 – SA97 / SH47 – SH97 / ST47 – ST97

28 021 04 00



\* → (page 105)

# Mounting Positions SPIROPLAN® W gearmotors

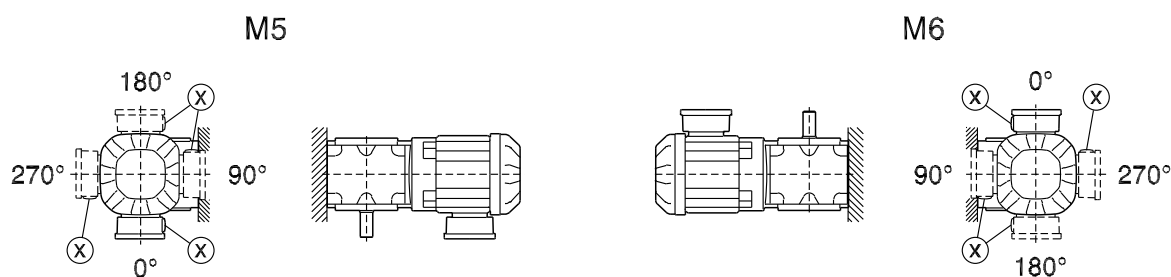
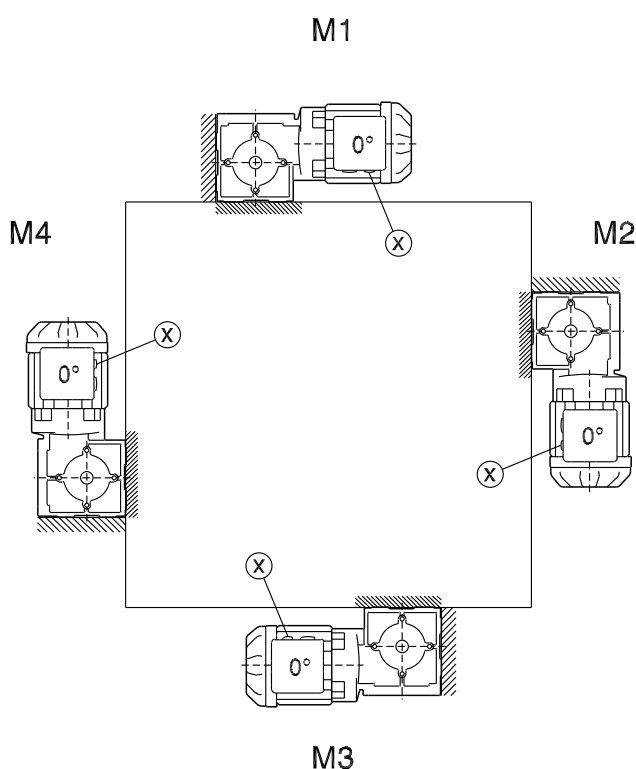
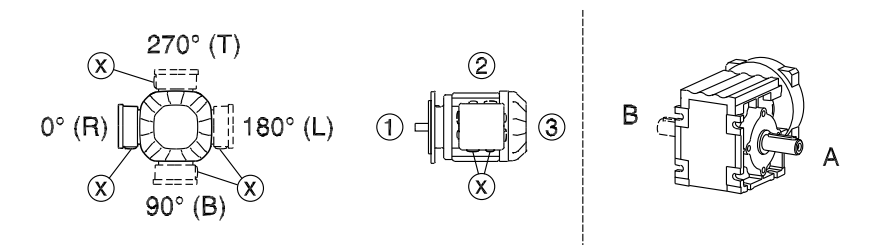
$kVA$	$n$
$f$	
$i$	
$P$	$H_z$

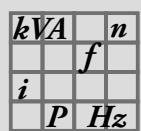
7

## 7.12 SPIROPLAN® W gearmotors

### 7.12.1 W10 – W30

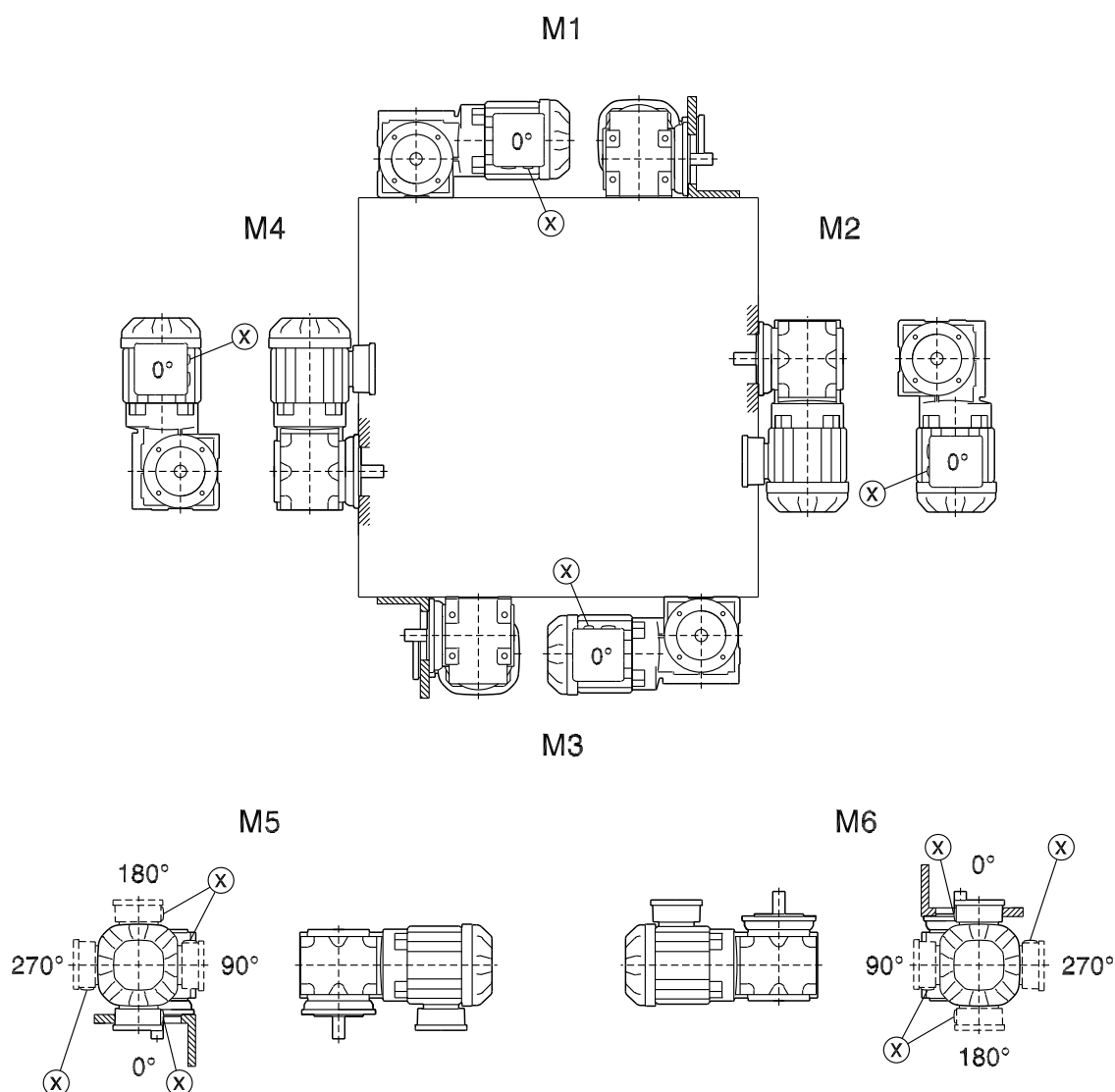
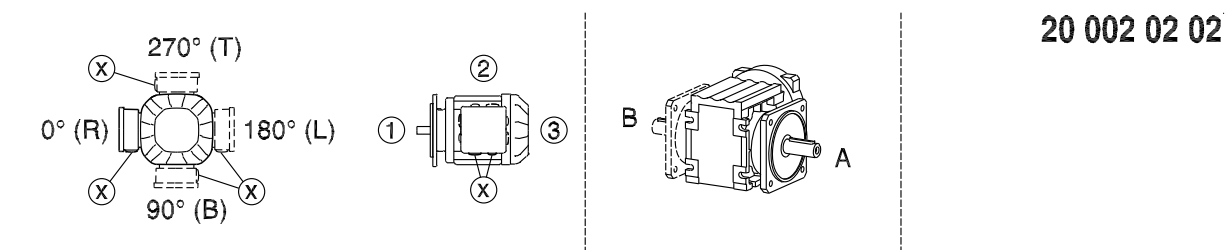
20 001 02 02





## Mounting Positions SPIROPLAN® W gearmotors

### 7.12.2 WF10 – WF30 / WAF10 – WAF30



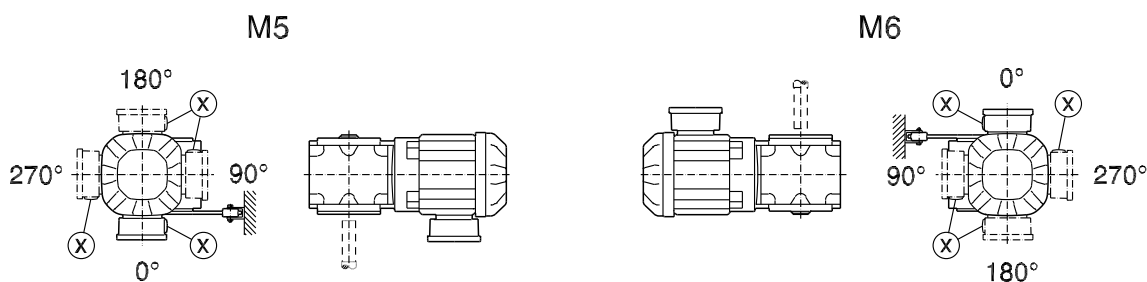
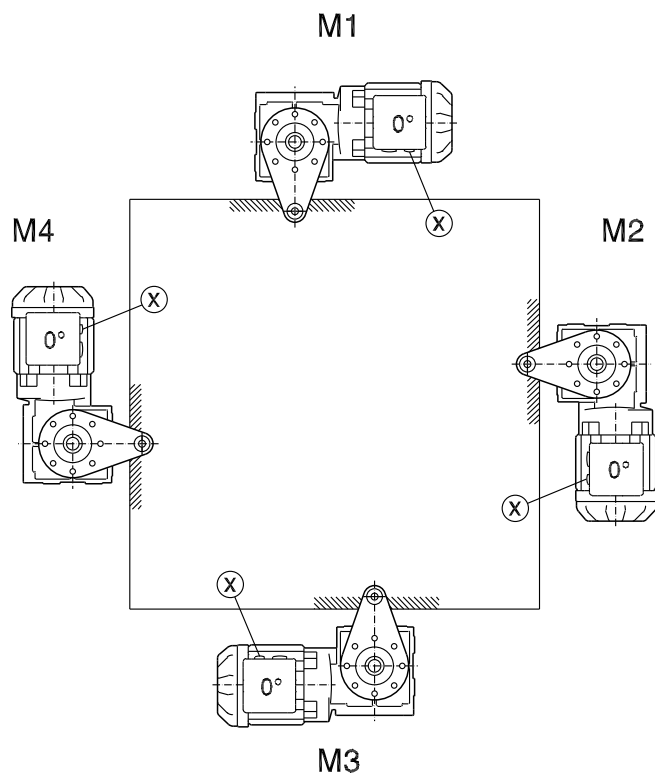
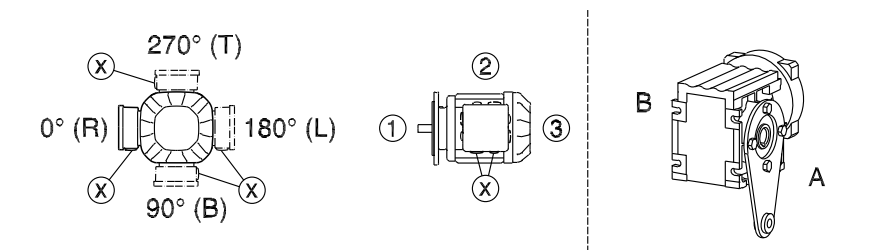
# Mounting Positions SPIROPLAN® W gearmotors

$kVA$	$n$
$f$	
$i$	
$P$	$H_z$

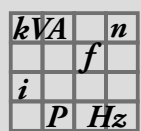
7

## 7.12.3 WA10 – WA30

20 003 03 02



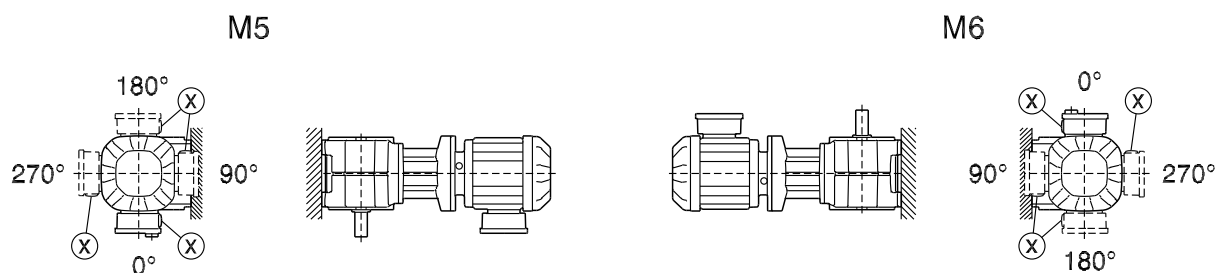
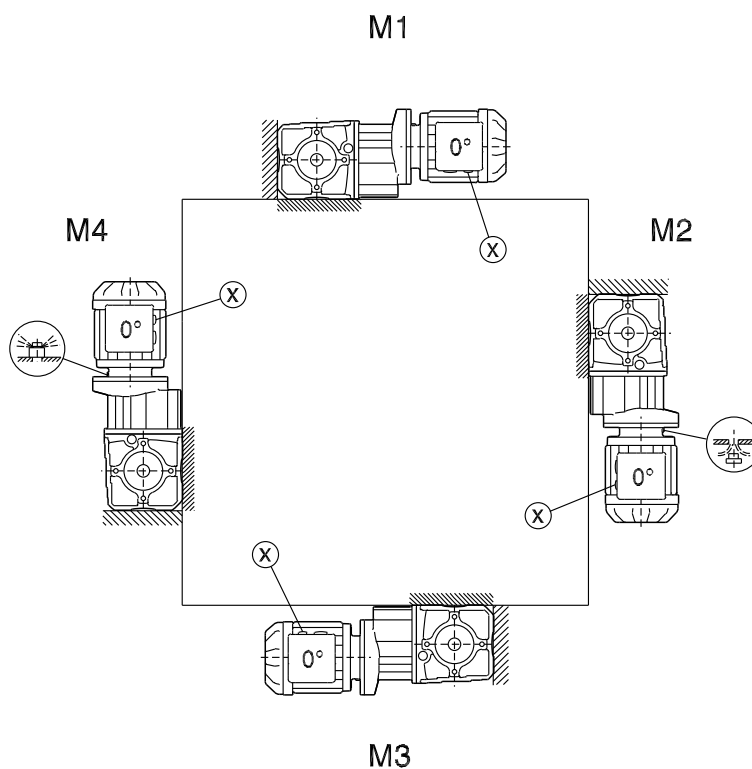
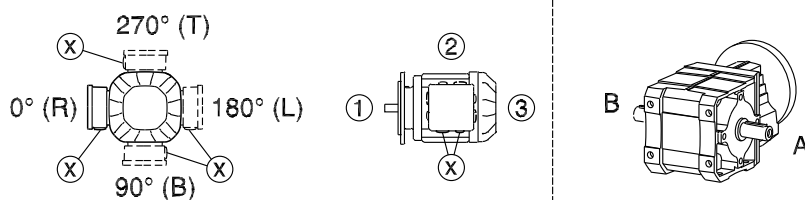




## Mounting Positions SPIROPLAN® W gearmotors

### 7.12.4 W37 – W47 / WA37B – WA47B / WH37B – WH47B

20 012 02 07



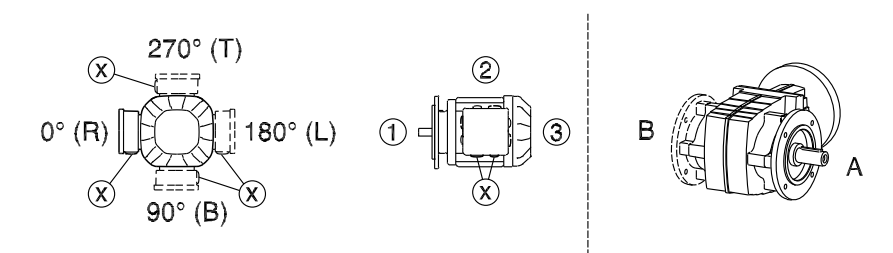
# Mounting Positions SPIROPLAN® W gearmotors

$kVA$	$n$
$f$	
$i$	$P$
	$H_z$

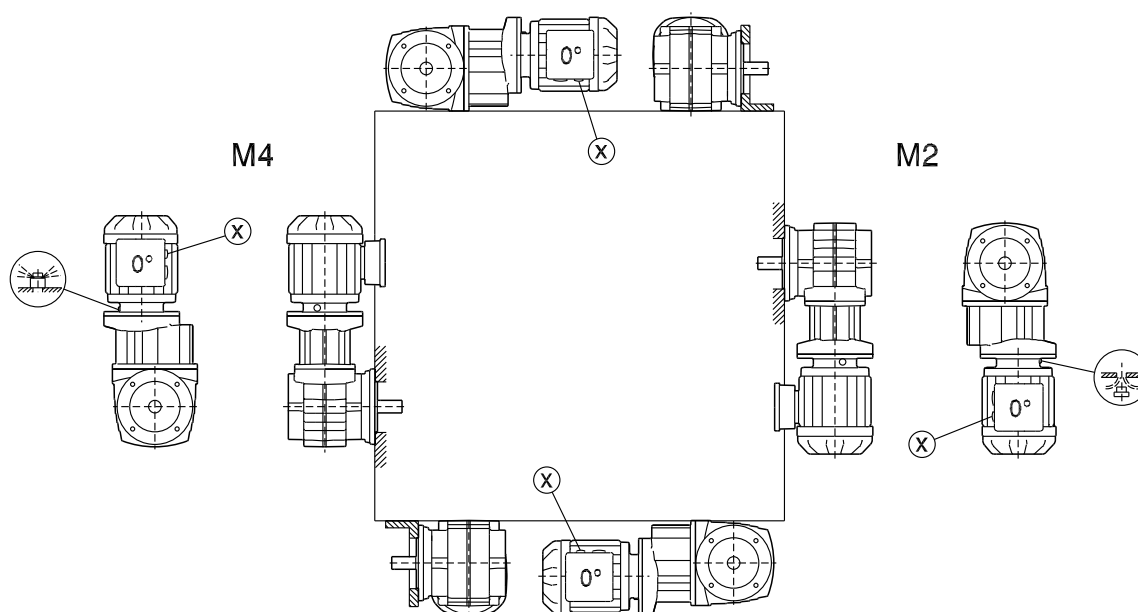
7

## 7.12.5 WF37 – WF47 / WAF37 – WAF47 / WHF37 – WHF47

20 013 02 07

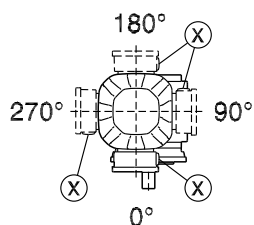


M1

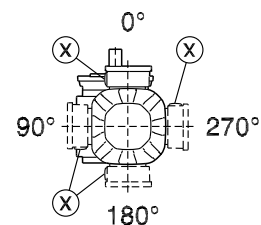


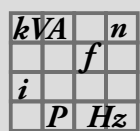
M3

M5



M6

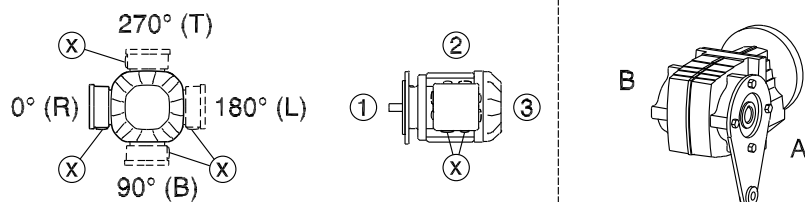




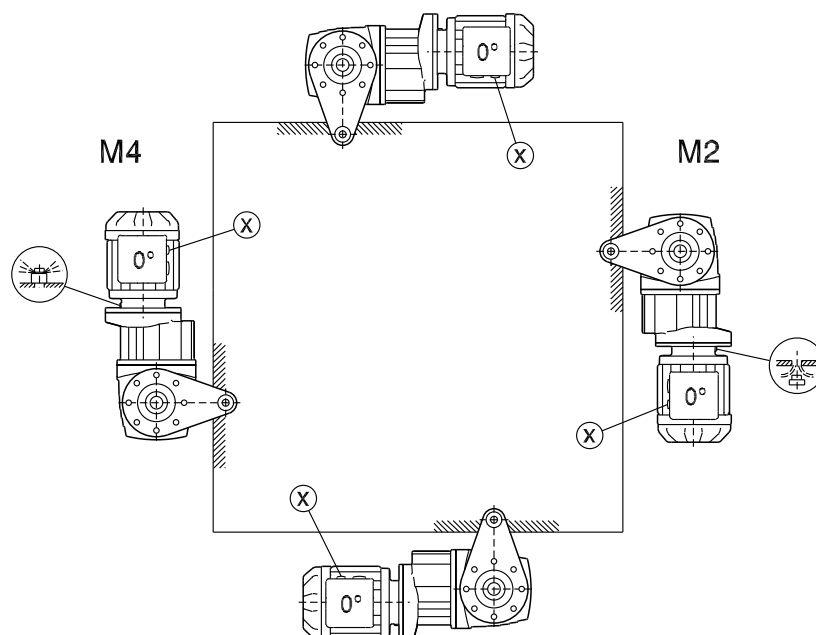
## Mounting Positions SPIROPLAN® W gearmotors

### 7.12.6 WA37 – WA47 / WH37 – WH47 / WT37 – WT47

20 014 02 07

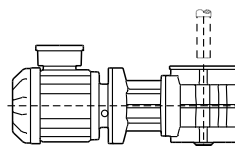
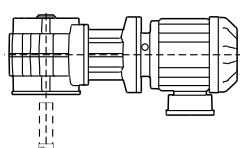
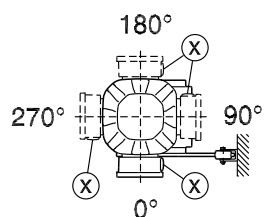


M1

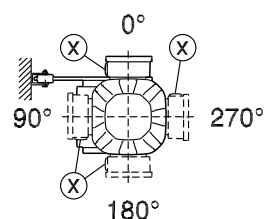


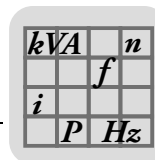
M3

M5



M6





## 8 Technical Data

### 8.1 Extended storage



#### INFORMATION

For storage periods longer than 9 months, SEW-EURODRIVE recommends the "Extended storage" variant. Gear units in this design are designated with a corresponding label.

The lubricant of those gear units is then mixed with a VCI anti-corrosion agent (volatile corrosion inhibitors). Please note that this VCI anti-corrosion agent is only effective in a temperature range of -25 °C to +50 °C. The flange contact surfaces and shaft ends are also treated with an anti-corrosion agent.

Observe the storage conditions specified in the following table for extended storage:

#### 8.1.1 Storage conditions

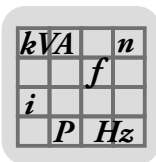
The gear units must remain tightly sealed until taken into operation to prevent the VCI corrosion protection agent from evaporating.

The gear units come with the oil fill according to the specified mounting position (M1 – M6). Check the oil level before you start operating the gear unit for the first time.

Climate zone	Packaging <sup>1)</sup>	Storage <sup>2)</sup>	Storage duration
<b>Temperate (Europe, USA, Canada, China and Russia, excluding tropical zones)</b>	Packed in containers, with desiccant and moisture indicator sealed in the plastic wrap.	Under roof, protected against rain and snow, no shock loads.	Up to 3 years with regular checks of the packaging and moisture indicator (rel. humidity < 50%).
	Open	Under roof and enclosed at constant temperature and atmospheric humidity (5°C < $\vartheta$ < 60°C, < 50% relative humidity). No sudden temperature fluctuations. Controlled ventilation with filter (free from dust and dirt). No aggressive vapors, no shocks.	2 years or more with regular inspections. Check for cleanliness and mechanical damage during the inspection. Check corrosion protection.
<b>Tropical (Asia, Africa, Central and South America, Australia, New Zealand excluding temperate zones)</b>	Packed in containers, with desiccant and moisture indicator sealed in the plastic wrap. Protected against insect damage and mildew by chemical treatment.	With roof, protected against rain and shocks.	Up to 3 years with regular checks of the packaging and moisture indicator (rel. humidity < 50%).
	Open	Under roof and enclosed at constant temperature and atmospheric humidity (5 °C < $\vartheta$ < 50 °C, < 50% relative humidity). No sudden temperature fluctuations. Controlled ventilation with filter (free from dust and dirt). No aggressive vapors, no shocks. Protected against insect damage.	2 years or more with regular inspections. Check for cleanliness and mechanical damage during the inspection. Check corrosion protection.

1) The packaging must be carried out by an experienced company using the packaging materials that have been explicitly specified for the particular application.

2) SEW-EURODRIVE recommends to store the gear units according to the mounting position.



## Technical Data



### Lubricants

## 8.2 Lubricants

Unless a special arrangement is made, SEW-EURODRIVE supplies the drives with a lubricant fill adapted for the specific gear unit and mounting position. The mounting position (M1 – M6, see chapter "Mounting positions") must be specified with the order. You must adapt the lubricant fill in case of any subsequent changes made to the mounting position, see chapter "Lubricant fill quantities"

### 8.2.1 Bearing greases

The rolling bearings in gear units and motors are given a factory-fill with the greases listed below. SEW-EURODRIVE recommends regreasing rolling bearings with a grease fill at the same time as changing the oil.

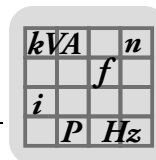
	Ambient temperature	Manufacturer	Type
Gear unit rolling bearings	-40 °C to +80 °C	Fuchs	Renolit CX-TOM 15
	-40 °C to +80 °C	Klüber	Petamo GHY 133 N
	-40 °C to +40 °C	Castrol	Oberen FS 2
	-20 °C to +40 °C	Fuchs	Plantogel 2S



### INFORMATION

The following grease quantities are required:

- **For fast-running bearings (gear unit input side):**  
Fill the cavities between the rolling elements one-third full with grease.
- **For slow-running bearings (gear unit output end):**  
Fill the cavities between the rolling elements two-thirds full with grease.



### 8.2.2 Lubricant table

The lubricant table on the following page shows the permitted lubricants for SEW-EURODRIVE gear units. Observe the following key to the lubricant table.

#### Key to the lubricant table

Abbreviations used, meaning of shading and notes:

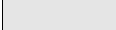
CLP PG = Polyglycol (W gear units, conforms to USDA-H1)

CLP HC = Synthetic hydrocarbons

E = Ester oil (water hazard classification 1)

HCE = Synthetic hydrocarbons + ester oil (USDA - H1 certification)

HLP = Hydraulic oil

 = Synthetic lubricant (= synthetic-based roller bearing grease)

1) Helical-worm gear units with PG oil: please consult SEW-EURODRIVE

2) Special lubricant for SPIROPLAN® gear units only

3) Use  $SEW f_B \geq 1.2$

4) Observe the critical starting behavior at low temperatures.

5) Low-viscosity grease

6) Ambient temperature

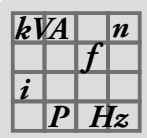
7) Grease



Lubricant for the food industry (food grade oil)



Biodegradable oil (lubricant for agriculture, forestry, and water management)



## Technical Data

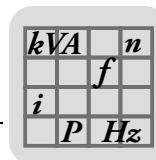
### Lubricants

Lubricant table

01 751 09 04

	6)	DIN (ISO)	ISO, NLGI	Mobil®	Shell	bp	Castrol	Fuchs	TOTAL
R...	Standard -50 0 +50 +100 -15	CLP (CC)	VG 220	Mobilgear 600 XP 220	Shell Omala S2 G 220	BP Energol GR-XP 220	Tribol 1100/220	Renolin CLP 220	Carter EP 220
K..37-187 (HK...)	+80	CLP PG	VG 220	Mobil Glycoyle 220	Shell Omala S4 WE 220	BP Energol SG-XP 220	Optigear BM 220	Renolin PG 220	Carter SY 220
F...	+60	CLP HC	VG 220	Mobil SHC 630	Shell Omala S4 GX 220		Optiflex A 220	Renolin Unisyn CLP 220	Carter SH 220
	-20	CLP HC	VG 150	Mobil SHC 629	Shell Omala S4 GX 150		Optigear Synthetic X 220	Renolin Unisyn CLP 150	Carter SH 150
	-40	CLP (CC)	VG 150	Mobilgear 600 XP 150	Shell Omala S2 G 150	BP Energol GR-XP 150	Optigear BM 100	Renolin Unisyn CLP 150	Carter EP 150
	+25	CLP HC	VG 68	Mobil SHC 626	Shell Omala S4 GX 68			Renolin Unisyn CLP 68	
	+20	CLP HC	VG 32	Mobil SHC 624			Optileb HY 32	Renolin Unisyn CLP 32	Dacnis SH 32
K..19 K..29	Standard -20 +60 -20	CLP PG	VG 460						
	+60	H1 PG	VG 460						
S...(HS...)	Standard 0 +40	CLP (CC)	VG 680	Mobilgear 600 XP 680	Shell Omala S2 G 680	BP Energol GR-XP 680	Tribol 1100/680	Renolin SEW 680	Carter EP 680
	-20	CLP PG	VG 680	Mobil glycoyle 680	Shell Omala S4 WE 680	BP Energol SG-XP 680	Optiflex A 680	Renolin PG 680	
	+60	CLP HC	VG 460	Mobil SHC 634	Shell Omala S4 GX 460		Optigear Synthetic X 460	Renolin Unisyn CLP 460	Carter SH 460
	-20	CLP HC	VG 150	Mobil SHC 629	Shell Omala S4 GX 150		Optigear Synthetic X 150	Renolin Unisyn CLP 150	Carter SH 150
	+30	CLP (CC)	VG 150	Mobilgear 600 XP 150	Shell Omala S2 G 150	BP Energol GR-XP 150	Optigear BM 150	Renolin CLP 150	Carter EP 150
	-20	CLP PG	VG 220	Mobil Glycoyle 220	Shell Omala S4 WE 220	BP Energol SG-XP 220	Optiflex A 220	Renolin PG 220	Carter SY 220
	+40	CLP HC	VG 68	Mobil SHC 626	Shell Omala S4 GX 68			Renolin Unisyn CLP 68	
	+20	CLP HC	VG 32	Mobil SHC 624			Alphasyn T32	Renolin Unisyn CLP 32	Dacnis SH 32
	0	CLP HC	VG 460				Optileb GT 460	Cassida Fluid GL 460	
R.. K..37-187 /HK.. F.. S../HS..	-10 +40 -20 +30 -40 0 -20 +40	CLPHC NSF H1 E	VG 460 VG 220 VG 68 VG 460				Optileb GT 220	Cassida Fluid GL 220	
	-20	CLP HC	VG 460				Optileb HY 68	Cassida Fluid HF 68	
	-40	CLP HC	VG 32					Plantogear 460 S	
W...(HW...)	Standard -20 +40	SEW PG	VG 460						
	+10	API GL5	SAE 75W90 (-VG 100)	Mobil Synth 600 75W90					
	-20	H1 PG	VG 460						
PSF..	Standard -20 +80	CLP PG	VG 220						
	+60	H1 PG	VG 460						
	-20	CLP HC	VG 32	Mobil SHC 624					
	0	CLP (CC)	VG 220	Mobilgear 600 XP 220					
PS.C..	Standard -10 +40	DIN 51 818	NLGI 00	Mobilux EP 004					
	-20	DIN 51 818	NLGI 1						
	+40	CLP HC	VG 32	Mobil SHC 624					
BSF..	Standard -20 +60 -20	CLP PG H1 PG	VG 220 VG 460						

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### 8.2.3 Lubricant fill quantities

The specified fill quantities are **recommended values**. The exact values vary depending on the number of gear stages and reduction ratio. Check the **oil level plug for the exact oil quantity** when you fill in the oil.

The following tables show guide values for lubricant fill quantities in relation to the mounting position M1 – M6.

*Helical (R) gear units*

R..., R..F

Gear unit	Fill quantity in liters					
	M1 <sup>1)</sup>	M2	M3	M4	M5	M6
R07	0.12	0.20	0.20	0.20	0.20	0.20
R17	0.25	0.55	0.35	0.55	0.35	0.40
R27	0.25/0.40	0.70	0.50	0.70	0.50	0.50
R37	0.30/0.95	0.85	0.95	1.05	0.75	0.95
R47	0.70/1.50	1.60	1.50	1.65	1.50	1.50
R57	0.80/1.70	1.90	1.70	2.10	1.70	1.70
R67	1.10/2.30	2.40	2.80	2.90	1.80	2.00
R77	1.20/3.00	3.30	3.60	3.80	2.50	3.40
R87	2.30/6.0	6.4	7.2	7.2	6.3	6.5
R97	4.60/9.8	11.7	11.7	13.4	11.3	11.7
R107	6.0/13.7	16.3	16.9	19.2	13.2	15.9
R137	10.0/25.0	28.0	29.5	31.5	25.0	25.0
R147	15.4/40.0	46.5	48.0	52.0	39.5	41.0
R167	27.0/70.0	82.0	78.0	88.0	66.0	69.0

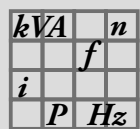
1) The larger gear unit of multi-stage gear units must be filled with the larger oil volume.

RF..

Gear unit	Fill quantity in liters					
	M1 <sup>1)</sup>	M2	M3	M4	M5	M6
RF07	0.12	0.20	0.20	0.20	0.20	0.20
RF17	0.25	0.55	0.35	0.55	0.35	0.40
RF27	0.25/0.40	0.70	0.50	0.70	0.50	0.50
RF37	0.35/0.95	0.90	0.95	1.05	0.75	0.95
RF47	0.65/1.50	1.60	1.50	1.65	1.50	1.50
RF57	0.80/1.70	1.80	1.70	2.00	1.70	1.70
RF67	1.20/2.50	2.50	2.70	2.80	1.90	2.10
RF77	1.20/2.60	3.10	3.30	3.60	2.40	3.00
RF87	2.40/6.0	6.4	7.1	7.2	6.3	6.4
RF97	5.1/10.2	11.9	11.2	14.0	11.2	11.8
RF107	6.3/14.9	15.9	17.0	19.2	13.1	15.9
RF137	9.5/25.0	27.0	29.0	32.5	25.0	25.0
RF147	16.4/42.0	47.0	48.0	52.0	42.0	42.0
RF167	26.0/70.0	82.0	78.0	88.0	65.0	71.0

1) The larger gear unit of multi-stage gear units must be filled with the larger oil volume.





## Technical Data

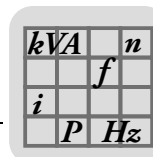
### Lubricants

RX..

Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
<b>RX57</b>	0.60	0.80	1.30	1.30	0.90	0.90
<b>RX67</b>	0.80	0.80	1.70	1.90	1.10	1.10
<b>RX77</b>	1.10	1.50	2.60	2.70	1.60	1.60
<b>RX87</b>	1.70	2.50	4.80	4.80	2.90	2.90
<b>RX97</b>	2.10	3.40	7.4	7.0	4.80	4.80
<b>RX107</b>	3.90	5.6	11.6	11.9	7.7	7.7

RXF..

Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
<b>RXF57</b>	0.50	0.80	1.10	1.10	0.70	0.70
<b>RXF67</b>	0.70	0.80	1.50	1.40	1.00	1.00
<b>RXF77</b>	0.90	1.30	2.40	2.00	1.60	1.60
<b>RXF87</b>	1.60	1.95	4.90	3.95	2.90	2.90
<b>RXF97</b>	2.10	3.70	7.1	6.3	4.80	4.80
<b>RXF107</b>	3.10	5.7	11.2	9.3	7.2	7.2



Parallel-shaft heli-  
cal (F) gear units

F.., FA..B, FH..B, FV..B

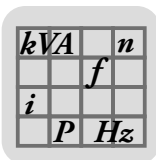
Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
F..27	0.60	0.80	0.65	0.70	0.60	0.60
F..37	0.95	1.25	0.70	1.25	1.00	1.10
F..47	1.50	1.80	1.10	1.90	1.50	1.70
F..57	2.60	3.50	2.10	3.50	2.80	2.90
F..67	2.70	3.80	1.90	3.80	2.90	3.20
F..77	5.9	7.3	4.30	8.0	6.0	6.3
F..87	10.8	13.0	7.7	13.8	10.8	11.0
F..97	18.5	22.5	12.6	25.2	18.5	20.0
F..107	24.5	32.0	19.5	37.5	27.0	27.0
F..127	40.5	54.5	34.0	61.0	46.3	47.0
F..157	69.0	104.0	63.0	105.0	86.0	78.0

FF..

Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
FF27	0.60	0.80	0.65	0.70	0.60	0.60
FF37	1.00	1.25	0.70	1.30	1.00	1.10
FF47	1.60	1.85	1.10	1.90	1.50	1.70
FF57	2.80	3.50	2.10	3.70	2.90	3.00
FF67	2.70	3.80	1.90	3.80	2.90	3.20
FF77	5.9	7.3	4.30	8.1	6.0	6.3
FF87	10.8	13.2	7.8	14.1	11.0	11.2
FF97	19.0	22.5	12.6	25.6	18.9	20.5
FF107	25.5	32.0	19.5	38.5	27.5	28.0
FF127	41.5	55.5	34.0	63.0	46.3	49.0
FF157	72.0	105.0	64.0	106.0	87.0	79.0

FA.., FH.., FV.., FAF.., FAZ.., FHF.., FHZ.., FVF.., FVZ.., FT..

Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
F..27	0.60	0.80	0.65	0.70	0.60	0.60
F..37	0.95	1.25	0.70	1.25	1.00	1.10
F..47	1.50	1.80	1.10	1.90	1.50	1.70
F..57	2.70	3.50	2.10	3.40	2.90	3.00
F..67	2.70	3.80	1.90	3.80	2.90	3.20
F..77	5.9	7.3	4.30	8.0	6.0	6.3
F..87	10.8	13.0	7.7	13.8	10.8	11.0
F..97	18.5	22.5	12.6	25.2	18.5	20.0
F..107	24.5	32.0	19.5	37.5	27.0	27.0
F..127	39.0	54.5	34.0	61.0	45.0	46.5
F..157	68.0	103.0	62.0	104.0	85.0	79.5



## Technical Data

### Lubricants

Helical-bevel (K)  
gear units



### INFORMATION

All K..9 gear units have a universal mounting position and are filled with the same quantity of oil in the same variant and mounting position, except for M4.

K.., KA..B, KH..B, KV..B

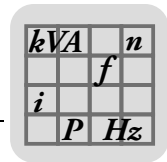
Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
K..19	0.35	0.35	0.35	0.38	0.35	0.35
K..29	0.65	0.65	0.65	0.8	0.65	0.65
K..37	0.50	1.00	1.00	1.25	0.95	0.95
K..47	0.80	1.30	1.50	2.00	1.60	1.60
K..57	1.10	2.20	2.20	2.80	2.30	2.10
K..67	1.10	2.40	2.60	3.45	2.60	2.60
K..77	2.20	4.10	4.40	5.8	4.20	4.40
K..87	3.70	8.0	8.7	10.9	8.0	8.0
K..97	7.0	14.0	15.7	20.0	15.7	15.5
K..107	10.0	21.0	25.5	33.5	24.0	24.0
K..127	21.0	41.5	44.0	54.0	40.0	41.0
K..157	31.0	62.0	65.0	90.0	58.0	62.0
K..167	33.0	95.0	105.0	123.0	85.0	84.0
K..187	53.0	152.0	167.0	200	143.0	143.0

KF..

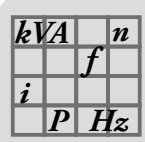
Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
KF19	0.35	0.35	0.35	0.38	0.35	0.35
KF29	0.75	0.75	0.75	0.9	0.75	0.75
KF37	0.50	1.10	1.10	1.50	1.00	1.00
KF47	0.80	1.30	1.70	2.20	1.60	1.60
KF57	1.20	2.20	2.40	3.15	2.50	2.30
KF67	1.10	2.40	2.80	3.70	2.70	2.70
KF77	2.10	4.10	4.40	5.9	4.50	4.50
KF87	3.70	8.2	9.0	11.9	8.4	8.4
KF97	7.0	14.7	17.3	21.5	15.7	16.5
KF107	10.0	21.8	25.8	35.1	25.2	25.2
KF127	21.0	41.5	46.0	55.0	41.0	41.0
KF157	31.0	66.0	69.0	92.0	62.0	62.0

KA.., KH.., KV.., KAF.., KHF.., KVF.., KAZ.., KHZ.., KVZ.., KT..

Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
K..19	0.35	0.35	0.35	0.38	0.35	0.35
K..29	0.65	0.65	0.65	0.8	0.65	0.65
K..37	0.50	1.00	1.00	1.40	1.00	1.00
K..47	0.80	1.30	1.60	2.15	1.60	1.60
K..57	1.20	2.20	2.40	3.15	2.70	2.40
K..67	1.10	2.40	2.70	3.70	2.60	2.60
K..77	2.10	4.10	4.60	5.9	4.40	4.40
K..87	3.70	8.2	8.8	11.1	8.0	8.0



Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
<b>K..97</b>	7.0	14.7	15.7	20.0	15.7	15.7
<b>K..107</b>	10.0	20.5	24.0	32.4	24.0	24.0
<b>K..127</b>	21.0	41.5	43.0	52.0	40.0	40.0
<b>K..157</b>	31.0	66.0	67.0	87.0	62.0	62.0
<b>K..167</b>	33.0	95.0	105.0	123.0	85.0	84.0
<b>K..187</b>	53.0	152.0	167.0	200	143.0	143.0



## Technical Data

### Lubricants

Helical-worm (S)  
gear units

S

Gear unit	Fill quantity in liters					
	M1	M2	M3 <sup>1)</sup>	M4	M5	M6
S..37	0.25	0.40	0.50	0.55	0.40	0.40
S..47	0.35	0.80	0.70/0.90	1.00	0.80	0.80
S..57	0.50	1.20	1.00/1.20	1.45	1.30	1.30
S..67	1.00	2.00	2.20/3.10	3.10	2.60	2.60
S..77	1.90	4.20	3.70/5.4	5.9	4.40	4.40
S..87	3.30	8.1	6.9/10.4	11.3	8.4	8.4
S..97	6.8	15.0	13.4/18.0	21.8	17.0	17.0

1) The larger gear unit of multi-stage gear units must be filled with the larger oil volume.

SF..

Gear unit	Fill quantity in liters					
	M1	M2	M3 <sup>1)</sup>	M4	M5	M6
SF37	0.25	0.40	0.50	0.55	0.40	0.40
SF47	0.40	0.90	0.90/1.05	1.05	1.00	1.00
SF57	0.50	1.20	1.00/1.50	1.55	1.40	1.40
SF67	1.00	2.20	2.30/3.00	3.20	2.70	2.70
SF77	1.90	4.10	3.90/5.8	6.5	4.90	4.90
SF87	3.80	8.0	7.1/10.1	12.0	9.1	9.1
SF97	7.4	15.0	13.8/18.8	22.6	18.0	18.0

1) The larger gear unit of multi-stage gear units must be filled with the larger oil volume.

SA.., SH.., SAF.., SHZ.., SAZ.., SHF.., ST..

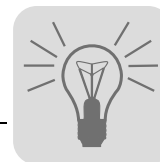
Gear unit	Fill quantity in liters					
	M1	M2	M3 <sup>1)</sup>	M4	M5	M6
S..37	0.25	0.40	0.50	0.50	0.40	0.40
S..47	0.40	0.80	0.70/0.90	1.00	0.80	0.80
S..57	0.50	1.10	1.00/1.50	1.50	1.20	1.20
S..67	1.00	2.00	1.80/2.60	2.90	2.50	2.50
S..77	1.80	3.90	3.60/5.0	5.8	4.50	4.50
S..87	3.80	7.4	6.0/8.7	10.8	8.0	8.0
S..97	7.0	14.0	11.4/16.0	20.5	15.7	15.7

1) The larger gear unit of multi-stage gear units must be filled with the larger oil volume.

SPIROPLAN®  
(W) gear units

The fill quantity of SPIROPLAN® gear units W..10 to W..30 does not vary, irrespective of their mounting position. Only the fill quantity of SPIROPLAN® gear units W..37 and W..47 in mounting position M4 is different from that of other mounting positions.

Gear unit	Fill quantity in liters					
	M1	M2	M3	M4	M5	M6
W..10				0.16		
W..20				0.24		
W..30				0.40		
W..37		0.50		0.70		0.50
W..47		0.90		1.40		0.90
WF47		0.90		1.55		0.90
WA47		0.80		1.40		0.80



## 9 Malfunctions



### ⚠ WARNING

Risk of crushing if the drive starts up unintentionally.

Severe or fatal injuries.

- De-energize the motor before you start working on the unit.
- Secure the motor against unintended power-up.



### ⚠ CAUTION

Risk of burns due to hot gear unit and hot gear unit oil.

Serious injuries

- Let the gear unit cool down before you start working on it.
- Carefully remove the oil level plug and the oil drain plug.



### ⚠ NOTICE

Improper handling of the gear unit and the motor may lead to damage.

Possible damage to property.

- SEW drives may only be repaired by qualified personnel who are familiar with the technical rules for industrial safety and health.
- Only qualified specialists are permitted to separate the drive from the motor.
- Consult SEW-EURODRIVE customer service.

### 9.1 Gear units

Malfunction	Possible cause	Remedy
Unusual, regular running noise	Meshing/grinding noise: Bearing damage	Check the oil → see "Inspection/maintenance for the gear unit" (page 89), change bearings.
	Knocking noise: Irregularity in the gearing	Contact customer service.
Unusual, irregular running noise	Foreign bodies in the oil	<ul style="list-style-type: none"> <li>• Check the oil → see "Inspection/maintenance for the gear unit" (page 89),</li> <li>• Stop the drive, contact customer service</li> </ul>
Oil leaking <ul style="list-style-type: none"> <li>• From the inspection cover</li> <li>• From the motor flange</li> <li>• From the motor oil seal</li> <li>• From the gear unit flange</li> <li>• At output-end oil seal<sup>1)</sup></li> </ul>	Rubber gasket on the inspection cover leaking	Tighten the screws on the inspection cover and observe the gear unit. If oil still leaks: Contact customer service.
	Gasket defective.	Contact customer service.
	Gear unit not ventilated	Vent the gear unit → see "Mounting Positions" (page 104).
Moisture film <ul style="list-style-type: none"> <li>• around the dust lip of the oil seal</li> <li>• with small trickle on the bottom end of the oil seal in new drives during the run-in phase<sup>2)</sup></li> </ul>	Function-related pseudo-leakage	There is no fault. Remove with soft, lint-free cloth and keep monitoring it. If oil leaks out after more than 168 hours of operation, contact the customer service.
Drop formation and dripping even after the run-in phase on the output end oil seal	Oil seal defective.	Check the sealing system <sup>2)</sup> Contact customer service, if necessary



## Malfunctions

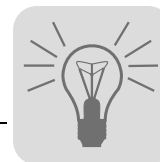
Adapters AM / AQ. / AL / EWH

Malfunction	Possible cause	Remedy
Oil leaking from breather valve	Too much oil	Correct the oil fill quantity → see "Inspection/maintenance for the gear unit" (page 89),
	Function-related oil mist	There is no fault.
	Drive installed in incorrect mounting position	<ul style="list-style-type: none"> <li>Properly adjust the breather valve → see "Mounting Positions (page 104)"</li> <li>Correct the oil level → see "Inspection/maintenance for the gear unit" (page 89),</li> </ul>
	Frequent cold starts (oil foams) and/or high oil level	Use an oil expansion tank
Output shaft does not turn although the motor is running or the input shaft is rotated	Shaft-hub connection in the gear unit interrupted.	Send in the gear unit/gearmotor for repair.

- 1) Short-term oil/grease leakage at the oil seal is possible in the run-in phase (168 hours running time).
- 2) During the run-in phase, the sealing lip grinds on the shaft and produces a path with a smoothed surface. Once the run-in phase has been completed, the prerequisites for proper functioning of the seal are fulfilled.

## 9.2 Adapters AM / AQ. / AL / EWH

Malfunction	Possible cause	Remedy
Unusual, regular running noise	Meshing/grinding noise: Bearing damage	Contact SEW-EURODRIVE customer service
Oil leaking	Gasket defective.	Contact SEW-EURODRIVE customer service
Output shaft does not turn although the motor is running or the input shaft is rotated	Shaft-hub connection in the gear unit or the adapter interrupted.	Send the gear unit to SEW-EURODRIVE for repair
Change in running noise and/or vibrations	Ring gear wear, short-term torque transmission through metal contact	Change the ring gear
	Screws to secure hub axially are loose	Tighten the screws
Premature wear in ring gear	<ul style="list-style-type: none"> <li>Contact with aggressive fluids/oils; ozone influence; excessive ambient temperatures, etc. that can change the physical properties of the annular gear.</li> <li>Impermissibly high ambient/contact temperature for the annular gear; maximum permitted temperature: -20 °C to +80 °C</li> <li>Overload</li> </ul>	Contact SEW-EURODRIVE customer service



### 9.3 AD input shaft assembly

Malfunction	Possible cause	Remedy
Unusual, regular running noise	Meshing/grinding noise: Bearing damage	Contact SEW-EURODRIVE customer service
Oil leaking	Gasket defective.	Contact SEW-EURODRIVE customer service
Output shaft does not turn although the input shaft is rotated.	Connection between shaft and hub in gear unit or cover interrupted.	Send the gear unit to SEW-EURODRIVE for repair.

### 9.4 Customer service

**Please have the following information available if you require customer service assistance:**

- Nameplate data (complete)
- Nature and extent of the problem
- Time the failure occurred and any accompanying circumstances
- Presumed cause

A digital photograph if possible

### 9.5 Disposal

Dispose gear units in accordance with the regulations in force regarding respective materials:

- Steel scrap
  - Housing parts
  - Gears
  - Shafts
  - Rolling bearing bearing
- Parts of the worm gears are made of non-ferrous metals. Dispose of the worm gears appropriately.
- Collect waste oil and dispose of it according to the regulations in force.





## 10 Address list

Germany			
<b>Headquarters Production Sales</b>	<b>Bruchsal</b>	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 42 D-76646 Bruchsal P.O. Box Postfach 3023 • D-76642 Bruchsal	Tel. +49 7251 75-0 Fax +49 7251 75-1970 <a href="http://www.sew-eurodrive.de">http://www.sew-eurodrive.de</a> <a href="mailto:sew@sew-eurodrive.de">sew@sew-eurodrive.de</a>
<b>Production / Industrial Gears</b>	<b>Bruchsal</b>	SEW-EURODRIVE GmbH & Co KG Christian-Pähr-Str.10 D-76646 Bruchsal	Tel. +49 7251 75-0 Fax +49 7251 75-2970
<b>Service Competence Center</b>	<b>Mechanics / Mechatronics</b>	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 1 D-76676 Graben-Neudorf	Tel. +49 7251 75-1710 Fax +49 7251 75-1711 <a href="mailto:sc-mitte@sew-eurodrive.de">sc-mitte@sew-eurodrive.de</a>
	<b>Electronics</b>	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 42 D-76646 Bruchsal	Tel. +49 7251 75-1780 Fax +49 7251 75-1769 <a href="mailto:sc-elektronik@sew-eurodrive.de">sc-elektronik@sew-eurodrive.de</a>
<b>Drive Technology Center</b>	<b>North</b>	SEW-EURODRIVE GmbH & Co KG Alte Ricklinger Straße 40-42 D-30823 Garbsen (near Hannover)	Tel. +49 5137 8798-30 Fax +49 5137 8798-55 <a href="mailto:sc-nord@sew-eurodrive.de">sc-nord@sew-eurodrive.de</a>
	<b>East</b>	SEW-EURODRIVE GmbH & Co KG Dänkritzer Weg 1 D-08393 Meerane (near Zwickau)	Tel. +49 3764 7606-0 Fax +49 3764 7606-30 <a href="mailto:sc-ost@sew-eurodrive.de">sc-ost@sew-eurodrive.de</a>
	<b>South</b>	SEW-EURODRIVE GmbH & Co KG Domagkstraße 5 D-85551 Kirchheim (near München)	Tel. +49 89 909552-10 Fax +49 89 909552-50 <a href="mailto:sc-sued@sew-eurodrive.de">sc-sued@sew-eurodrive.de</a>
	<b>West</b>	SEW-EURODRIVE GmbH & Co KG Siemensstraße 1 D-40764 Langenfeld (near Düsseldorf)	Tel. +49 2173 8507-30 Fax +49 2173 8507-55 <a href="mailto:sc-west@sew-eurodrive.de">sc-west@sew-eurodrive.de</a>
	<b>Drive Service Hotline / 24 Hour Service</b>		+49 800 SEWHELP +49 800 7394357
	Additional addresses for service in Germany provided on request!		
France			
<b>Production Sales Service</b>	<b>Haguenau</b>	SEW-USOCOME 48-54 route de Soufflenheim B. P. 20185 F-67506 Haguenau Cedex	Tel. +33 3 88 73 67 00 Fax +33 3 88 73 66 00 <a href="http://www.usocom.com">http://www.usocom.com</a> <a href="mailto:sew@usocom.com">sew@usocom.com</a>
<b>Production</b>	<b>Forbach</b>	SEW-USOCOME Zone industrielle Technopôle Forbach Sud B. P. 30269 F-57604 Forbach Cedex	Tel. +33 3 87 29 38 00
<b>Assembly Sales Service</b>	<b>Bordeaux</b>	SEW-USOCOME Parc d'activités de Magellan 62 avenue de Magellan - B. P. 182 F-33607 Pessac Cedex	Tel. +33 5 57 26 39 00 Fax +33 5 57 26 39 09
	<b>Lyon</b>	SEW-USOCOME Parc d'affaires Roosevelt Rue Jacques Tati F-69120 Vaulx en Velin	Tel. +33 4 72 15 37 00 Fax +33 4 72 15 37 15
	<b>Nantes</b>	SEW-USOCOME Parc d'activités de la forêt 4 rue des Fontenelles F-44140 Le Bignon	Tel. +33 2 40 78 42 00 Fax +33 2 40 78 42 20



<b>France</b>			
	<b>Paris</b>	SEW-USOCOME Zone industrielle 2 rue Denis Papin F-77390 Verneuil l'Etang	Tel. +33 1 64 42 40 80 Fax +33 1 64 42 40 88
Additional addresses for service in France provided on request!			
<b>Algeria</b>			
<b>Sales</b>	<b>Algiers</b>	REDUCOM Sarl 16, rue des Frères Zaghroune Bellevue 16200 El Harrach Alger	Tel. +213 21 8214-91 Fax +213 21 8222-84 info@reducom-dz.com http://www.reducom-dz.com
<b>Argentina</b>			
<b>Assembly Sales</b>	<b>Buenos Aires</b>	SEW EURODRIVE ARGENTINA S.A. Ruta Panamericana Km 37.5, Lote 35 (B1619IEA) Centro Industrial Garín Prov. de Buenos Aires	Tel. +54 3327 4572-84 Fax +54 3327 4572-21 sewar@sew-eurodrive.com.ar http://www.sew-eurodrive.com.ar
<b>Australia</b>			
<b>Assembly Sales Service</b>	<b>Melbourne</b>	SEW-EURODRIVE PTY. LTD. 27 Beverage Drive Tullamarine, Victoria 3043	Tel. +61 3 9933-1000 Fax +61 3 9933-1003 http://www.sew-eurodrive.com.au enquires@sew-eurodrive.com.au
	<b>Sydney</b>	SEW-EURODRIVE PTY. LTD. 9, Sleigh Place, Wetherill Park New South Wales, 2164	Tel. +61 2 9725-9900 Fax +61 2 9725-9905 enquires@sew-eurodrive.com.au
<b>Austria</b>			
<b>Assembly Sales Service</b>	<b>Wien</b>	SEW-EURODRIVE Ges.m.b.H. Richard-Strauss-Strasse 24 A-1230 Wien	Tel. +43 1 617 55 00-0 Fax +43 1 617 55 00-30 http://www.sew-eurodrive.at sew@sew-eurodrive.at
<b>Belarus</b>			
<b>Sales</b>	<b>Minsk</b>	SEW-EURODRIVE BY RybalkoStr. 26 BY-220033 Minsk	Tel.+375 17 298 47 56 / 298 47 58 Fax +375 17 298 47 54 http://www.sew.by sales@sew.by
<b>Belgium</b>			
<b>Assembly Sales Service</b>	<b>Brussels</b>	<b>SEW-EURODRIVE n.v./s.a.</b> Researchpark Haasrode 1060 Evenementenlaan 7 BE-3001 Leuven	Tel. +32 16 386-311 Fax +32 16 386-336 http://www.sew-eurodrive.be info@sew-eurodrive.be
<b>Service Competence Center</b>	<b>Industrial Gears</b>	<b>SEW-EURODRIVE n.v./s.a.</b> Rue de Parc Industriel, 31 BE-6900 Marche-en-Famenne	Tel. +32 84 219-878 Fax +32 84 219-879 http://www.sew-eurodrive.be service-wallonie@sew-eurodrive.be
<b>Brazil</b>			
<b>Production Sales Service</b>	<b>São Paulo</b>	SEW-EURODRIVE Brasil Ltda. Avenida Amâncio Gaiolli, 152 - Rodovia Presidente Dutra Km 208 Guarulhos - 07251-250 - SP SAT - SEW ATENDE - 0800 7700496	Tel. +55 11 2489-9133 Fax +55 11 2480-3328 http://www.sew-eurodrive.com.br sew@sew.com.br



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Brazil			
Assembly Sales Service	Rio Claro	SEW-EURODRIVE Brasil Ltda. Rodovia Washington Luiz, Km 172 Condomínio Industrial Conpark Caixa Postal: 327 13501-600 – Rio Claro / SP	Tel. +55 19 3522-3100 Fax +55 19 3524-6653 montadora.rc@sew.com.br
	Joinville	SEW-EURODRIVE Brasil Ltda. Rua Dona Francisca, 12.346 – Pirabeiraba 89239-270 – Joinville / SC	Tel. +55 47 3027-6886 Fax +55 47 3027-6888 filial.sc@sew.com.br
	Indaiatuba	SEW-EURODRIVE Brasil Ltda. Estrada Municipal Jose Rubim, 205 Rodovia Santos Dumont Km 49 13347-510 - Indaiatuba / SP	Tel. +55 19 3835-8000 sew@sew.com.br
Bulgaria			
Sales	Sofia	BEVER-DRIVE GmbH Bogdanovetz Str.1 BG-1606 Sofia	Tel. +359 2 9151160 Fax +359 2 9151166 bever@bever.bg
Cameroon			
Sales	Douala	Electro-Services Rue Drouot Akwa B.P. 2024 Douala	Tel. +237 33 431137 Fax +237 33 431137 electrojemba@yahoo.fr
Canada			
Assembly Sales Service	Toronto	SEW-EURODRIVE CO. OF CANADA LTD. 210 Walker Drive Bramalea, ON L6T 3W1	Tel. +1 905 791-1553 Fax +1 905 791-2999 <a href="http://www.sew-eurodrive.ca">http://www.sew-eurodrive.ca</a> l.watson@sew-eurodrive.ca
	Vancouver	SEW-EURODRIVE CO. OF CANADA LTD. Tilbury Industrial Park 7188 Honeyman Street Delta, BC V4G 1G1	Tel. +1 604 946-5535 Fax +1 604 946-2513 b.wake@sew-eurodrive.ca
	Montreal	SEW-EURODRIVE CO. OF CANADA LTD. 2555 Rue Leger Lasalle, PQ H8N 2V9	Tel. +1 514 367-1124 Fax +1 514 367-3677 a.peluso@sew-eurodrive.ca
Additional addresses for service in Canada provided on request!			
Chile			
Assembly Sales Service	Santiago	SEW-EURODRIVE CHILE LTDA. Las Encinas 1295 Parque Industrial Valle Grande LAMP RCH-Santiago de Chile P.O. Box Casilla 23 Correo Quilicura - Santiago - Chile	Tel. +56 2 75770-00 Fax +56 2 75770-01 <a href="http://www.sew-eurodrive.cl">http://www.sew-eurodrive.cl</a> ventas@sew-eurodrive.cl
China			
Production Assembly Sales Service	Tianjin	SEW-EURODRIVE (Tianjin) Co., Ltd. No. 46, 7th Avenue, TEDA Tianjin 300457	Tel. +86 22 25322612 Fax +86 22 25323273 info@sew-eurodrive.cn <a href="http://www.sew-eurodrive.cn">http://www.sew-eurodrive.cn</a>
	Suzhou	SEW-EURODRIVE (Suzhou) Co., Ltd. 333, Suhong Middle Road Suzhou Industrial Park Jiangsu Province, 215021	Tel. +86 512 62581781 Fax +86 512 62581783 suzhou@sew-eurodrive.cn



China			
	<b>Guangzhou</b>	SEW-EURODRIVE (Guangzhou) Co., Ltd. No. 9, JunDa Road East Section of GETDD Guangzhou 510530	Tel. +86 20 82267890 Fax +86 20 82267922 guangzhou@sew-eurodrive.cn
	<b>Shenyang</b>	SEW-EURODRIVE (Shenyang) Co., Ltd. 10A-2, 6th Road Shenyang Economic Technological Development Area Shenyang, 110141	Tel. +86 24 25382538 Fax +86 24 25382580 shenyang@sew-eurodrive.cn
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	<b>Xi'An</b>	SEW-EURODRIVE (Xi'An) Co., Ltd. No. 12 Jinye 2nd Road Xi'An High-Technology Industrial Development Zone Xi'An 710065	Tel. +86 29 68686262 Fax +86 29 68686311 xian@sew-eurodrive.cn
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Colombia			
<b>Assembly Sales Service</b>	<b>Bogotá</b>	SEW-EURODRIVE COLOMBIA LTDA. Calle 22 No. 132-60 Bodega 6, Manzana B Santafé de Bogotá	Tel. +57 1 54750-50 Fax +57 1 54750-44 <a href="http://www.sew-eurodrive.com.co">http://www.sew-eurodrive.com.co</a> sew@sew-eurodrive.com.co
Croatia			
<b>Sales Service</b>	<b>Zagreb</b>	KOMPEKS d. o. o. Zeleni dol 10 HR 10 000 Zagreb	Tel. +385 1 4613-158 Fax +385 1 4613-158 kompeks@inet.hr
Czech Republic			
<b>Sales Assembly Service</b>	<b>Hostivice</b>	SEW-EURODRIVE CZ s.r.o. Floriánova 2459 253 01 Hostivice	Tel. +420 255 709 601 Fax +420 235 350 613 <a href="http://www.sew-eurodrive.cz">http://www.sew-eurodrive.cz</a> sew@sew-eurodrive.cz
	<b>Drive Service Hotline / 24 Hour Service</b>	HOT-LINE +420 800 739 739 (800 SEW SEW)	<b>Servis:</b> Tel. +420 255 709 632 Fax +420 235 358 218 servis@sew-eurodrive.cz
Denmark			
<b>Assembly Sales Service</b>	<b>Copenhagen</b>	SEW-EURODRIVEA/S Geminivej 28-30 DK-2670 Greve	Tel. +45 43 9585-00 Fax +45 43 9585-09 <a href="http://www.sew-eurodrive.dk">http://www.sew-eurodrive.dk</a> sew@sew-eurodrive.dk
Egypt			
<b>Sales Service</b>	<b>Cairo</b>	Copam Egypt for Engineering & Agencies 33 El Hegaz ST, Heliopolis, Cairo	Tel. +20 2 22566-299 +1 23143088 Fax +20 2 22594-757 <a href="http://www.copam-egypt.com/">http://www.copam-egypt.com/</a> copam@datum.com.eg
Estonia			
<b>Sales</b>	<b>Tallin</b>	ALAS-KUUL AS Reti tee 4 EE-75301 Peetri küla, Rae vald, Harjumaa	Tel. +372 6593230 Fax +372 6593231 veiko.soots@alas-kuul.ee



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<b>Assembly Sales Service</b>	<b>Hollola</b>	SEW-EURODRIVE OY Vesimäentie 4 FIN-15860 Hollola 2	Tel. +358 201 589-300 Fax +358 3 780-6211 <a href="http://www.sew-eurodrive.fi">http://www.sew-eurodrive.fi</a> sew@sew.fi
<b>Service</b>	<b>Hollola</b>	SEW-EURODRIVE OY Keskikankaantie 21 FIN-15860 Hollola	Tel. +358 201 589-300 Fax +358 3 780-6211 <a href="http://www.sew-eurodrive.fi">http://www.sew-eurodrive.fi</a> sew@sew.fi
<b>Production Assembly</b>	<b>Karkkila</b>	SEW Industrial Gears Oy Valurinkatu 6, PL 8 FI-03600 Karkkila, 03601 Karkkila	Tel. +358 201 589-300 Fax +358 201 589-310 sew@sew.fi <a href="http://www.sew-eurodrive.fi">http://www.sew-eurodrive.fi</a>
<b>Gabon</b>			
<b>Sales</b>	<b>Libreville</b>	ESG Electro Services Gabun Feu Rouge Lalala 1889 Libreville Gabun	Tel. +241 741059 Fax +241 741059 esg_services@yahoo.fr
<b>Great Britain</b>			
<b>Assembly Sales Service</b>	<b>Normanton</b>	SEW-EURODRIVE Ltd. DeVilliers Way Trident Park Normanton West Yorkshire WF6 1GX	Tel. +44 1924 893-855 Fax +44 1924 893-702 <a href="http://www.sew-eurodrive.co.uk">http://www.sew-eurodrive.co.uk</a> info@sew-eurodrive.co.uk
<b>Drive Service Hotline / 24 Hour Service</b>			Tel. 01924 896911
<b>Greece</b>			
<b>Sales</b>	<b>Athens</b>	Christ. Boznos & Son S.A. 12, K. Mavromichali Street P.O. Box 80136 GR-18545 Piraeus	Tel. +30 2 1042 251-34 Fax +30 2 1042 251-59 <a href="http://www.boznos.gr">http://www.boznos.gr</a> info@boznos.gr
<b>Hong Kong</b>			
<b>Assembly Sales Service</b>	<b>Hong Kong</b>	SEW-EURODRIVE LTD. Unit No. 801-806, 8th Floor Hong Leong Industrial Complex No. 4, Wang Kwong Road Kowloon, Hong Kong	Tel. +852 36902200 Fax +852 36902211 contact@sew-eurodrive.hk
<b>Hungary</b>			
<b>Sales Service</b>	<b>Budapest</b>	SEW-EURODRIVE Kft. H-1037 Budapest Kunigunda u. 18	Tel. +36 1 437 06-58 Fax +36 1 437 06-50 <a href="http://www.sew-eurodrive.hu">http://www.sew-eurodrive.hu</a> office@sew-eurodrive.hu
<b>India</b>			
<b>Registered Office Assembly Sales Service</b>	<b>Vadodara</b>	SEW-EURODRIVE India Private Limited Plot No. 4, GIDC POR Ramangamdi • Vadodara - 391 243 Gujarat	Tel. +91 265 3045200, +91 265 2831086 Fax +91 265 3045300, +91 265 2831087 <a href="http://www.seweurodriveindia.com">http://www.seweurodriveindia.com</a> salesvadodara@seweurodriveindia.com



<b>India</b>			
<b>Assembly Sales Service</b>	<b>Chennai</b>	SEW-EURODRIVE India Private Limited Plot No. K3/1, Sipcot Industrial Park Phase II Mambakkam Village Sriperumbudur - 602105 Kancheepuram Dist, Tamil Nadu	Tel. +91 44 37188888 Fax +91 44 37188811 saleschennai@seweurodriveindia.com
<b>Ireland</b>			
<b>Sales Service</b>	<b>Dublin</b>	Alpertont Engineering Ltd. 48 Moyle Road Dublin Industrial Estate Glasnevin, Dublin 11	Tel. +353 1 830-6277 Fax +353 1 830-6458 info@alperont.ie http://www.alperont.ie
<b>Israel</b>			
<b>Sales</b>	<b>Tel-Aviv</b>	Liraz Handasa Ltd. Ahofer Str 34B / 228 58858 Holon	Tel. +972 3 5599511 Fax +972 3 5599512 http://www.liraz-handasa.co.il office@liraz-handasa.co.il
<b>Italy</b>			
<b>Assembly Sales Service</b>	<b>Solaro</b>	SEW-EURODRIVE di R. Blicke & Co.s.a.s. Via Bernini,14 I-20020 Solaro (Milano)	Tel. +39 02 96 9801 Fax +39 02 96 980 999 http://www.sew-eurodrive.it sewit@sew-eurodrive.it
<b>Ivory Coast</b>			
<b>Sales</b>	<b>Abidjan</b>	SICA Société Industrielle & Commerciale pour l'Afrique 165, Boulevard de Marseille 26 BP 1173 Abidjan 26	Tel. +225 21 25 79 44 Fax +225 21 25 88 28 sicamot@aviso.ci
<b>Japan</b>			
<b>Assembly Sales Service</b>	<b>Iwata</b>	SEW-EURODRIVE JAPAN CO., LTD 250-1, Shimoman-no, Iwata Shizuoka 438-0818	Tel. +81 538 373811 Fax +81 538 373855 http://www.sew-eurodrive.co.jp sewjapan@sew-eurodrive.co.jp
<b>Kazakhstan</b>			
<b>Sales</b>	<b>Almaty</b>	TOO "СЕВ-ЕВРОДРАЙВ" пр.Райымбека, 348 050061 г. Алматы Республика Казахстан	Тел. +7 (727) 334 1880 Факс +7 (727) 334 1881 http://www.sew-eurodrive.kz sew@sew-eurodrive.kz
<b>Kenya</b>			
<b>Sales</b>	<b>Nairobi</b>	Barico Maintenances Ltd Kamutaga Place Commercial Street Industrial Area P.O.BOX 52217 - 00200 Nairobi	Tel. +254 20 6537094/5 Fax +254 20 6537096 info@barico.co.ke
<b>Latvia</b>			
<b>Sales</b>	<b>Riga</b>	SIA Alas-Kuul Katlakalna 11C LV-1073 Riga	Tel. +371 6 7139253 Fax +371 6 7139386 http://www.alas-kuul.com info@alas-kuul.com



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		After Sales Service	service@medrives.com
Sales Jordan / Kuwait / Saudi Arabia / Syria	Beirut	Middle East Drives S.A.L. (offshore) Sin El Fil. B. P. 55-378 Beirut	Tel. +961 1 494 786 Fax +961 1 494 971 info@medrives.com http://www.medrives.com
		After Sales Service	service@medrives.com
Lithuania			
Sales	Alytus	UAB Irseva Statybininku 106C LT-63431 Alytus	Tel. +370 315 79204 Fax +370 315 56175 irmantas@irseva.lt http://www.sew-eurodrive.lt
Luxembourg			
Assembly Sales Service	Brussels	SEW-EURODRIVE n.v./s.a. Researchpark Haasrode 1060 Evenementenlaan 7 BE-3001 Leuven	Tel. +32 16 386-311 Fax +32 16 386-336 http://www.sew-eurodrive.lu info@sew-eurodrive.be
Madagascar			
Sales	Antananarivo	Ocean Trade BP21bis. Andraharo Antananarivo. 101 Madagascar	Tel. +261 20 2330303 Fax +261 20 2330330 oceanrabp@moov.mg
Malaysia			
Assembly Sales Service	Johor	SEW-EURODRIVE SDN BHD No. 95, Jalan Seroja 39, Taman Johor Jaya 81000 Johor Bahru, Johor West Malaysia	Tel. +60 7 3549409 Fax +60 7 3541404 sales@sew-eurodrive.com.my
Mexico			
Assembly Sales Service	Quéretaro	SEW-EURODRIVE MEXICO SA DE CV SEM-981118-M93 Tequisquiapan No. 102 Parque Industrial Quéretaro C.P. 76220 Quéretaro, México	Tel. +52 442 1030-300 Fax +52 442 1030-301 http://www.sew-eurodrive.com.mx scmexico@sew-eurodrive.com.mx
Mongolia			
Sales	Ulan Bator	SEW-EURODRIVE Representative Office Mon- golia Olympic street 8, 2nd floor Juulchin corp bldg., Sukhbaatar district, Ulaanbaatar 14253	Tel. +976-70009997 Fax +976-70009997 http://www.sew-eurodrive.mn sew@sew-eurodrive.mn
Morocco			
Sales Service	Mohammedia	SEW-EURODRIVE SARL 2 bis, Rue Al Jahid 28810 Mohammedia	Tel. +212 523 32 27 80/81 Fax +212 523 32 27 89 sew@sew-eurodrive.ma http://www.sew-eurodrive.ma



<b>Namibia</b>			
<b>Sales</b>	<b>Swakopmund</b>	DB Mining & Industrial Services Einstein Street Strauss Industrial Park Unit1 Swakopmund	Tel. +264 64 462 738 Fax +264 64 462 734 sales@dbmining.in.na
<b>Netherlands</b>			
<b>Assembly Sales Service</b>	<b>Rotterdam</b>	SEW-EURODRIVE B.V. Industrieweg 175 NL-3044 AS Rotterdam Postbus 10085 NL-3004 AB Rotterdam	Tel. +31 10 4463-700 Fax +31 10 4155-552 Service: 0800-SEWHELP <a href="http://www.sew-eurodrive.nl">http://www.sew-eurodrive.nl</a> info@sew-eurodrive.nl
<b>New Zealand</b>			
<b>Assembly Sales Service</b>	<b>Auckland</b>	SEW-EURODRIVE NEW ZEALAND LTD. P.O. Box 58-428 82 Greenmount drive East Tamaki Auckland	Tel. +64 9 2745627 Fax +64 9 2740165 <a href="http://www.sew-eurodrive.co.nz">http://www.sew-eurodrive.co.nz</a> sales@sew-eurodrive.co.nz
	<b>Christchurch</b>	SEW-EURODRIVE NEW ZEALAND LTD. 10 Settlers Crescent, Ferrymead Christchurch	Tel. +64 3 384-6251 Fax +64 3 384-6455 sales@sew-eurodrive.co.nz
<b>Nigeria</b>			
<b>Sales</b>	<b>Lagos</b>	EISNL Engineering Solutions and Drives Ltd Plot 9, Block A, Ikeja Industrial Estate ( Ogba Scheme) Adeniyi Jones St. End Off ACME Road, Ogba, Ikeja, Lagos Nigeria	Tel. +234 (0)1 217 4332 team.sew@eisnl.com <a href="http://www.eisnl.com">http://www.eisnl.com</a>
<b>Norway</b>			
<b>Assembly Sales Service</b>	<b>Moss</b>	SEW-EURODRIVE A/S Solgaard skog 71 N-1599 Moss	Tel. +47 69 24 10 20 Fax +47 69 24 10 40 <a href="http://www.sew-eurodrive.no">http://www.sew-eurodrive.no</a> sew@sew-eurodrive.no
<b>Pakistan</b>			
<b>Sales</b>	<b>Karachi</b>	Industrial Power Drives Al-Fatah Chamber A/3, 1st Floor Central Commercial Area, Sultan Ahmed Shah Road, Block 7/8, Karachi	Tel. +92 21 452 9369 Fax +92-21-454 7365 seweurodrive@cyber.net.pk
<b>Paraguay</b>			
<b>Sales</b>	<b>Fernando de la Mora</b>	SEW-EURODRIVE PARAGUAY S.R.L De la Victoria 112, Esquina nueva Asunción Departamento Central Fernando de la Mora, Barrio Bernardino	Tel. +595 991 519695 Fax +595 21 3285539 sew-py@sew-eurodrive.com.py
<b>Peru</b>			
<b>Assembly Sales Service</b>	<b>Lima</b>	SEW DEL PERU MOTORES REDUCTORES S.A.C. Los Calderos, 120-124 Urbanizacion Industrial Vulcano, ATE, Lima	Tel. +51 1 3495280 Fax +51 1 3493002 <a href="http://www.sew-eurodrive.com.pe">http://www.sew-eurodrive.com.pe</a> sewperu@sew-eurodrive.com.pe
<b>Poland</b>			
<b>Assembly Sales Service</b>	<b>Lodz</b>	SEW-EURODRIVE Polska Sp.z.o.o. ul. Techniczna 5 PL-92-518 Łódź	Tel. +48 42 676 53 00 Fax +48 42 676 53 49 <a href="http://www.sew-eurodrive.pl">http://www.sew-eurodrive.pl</a> sew@sew-eurodrive.pl





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Portugal			
<b>Assembly Sales Service</b>	<b>Coimbra</b>	SEW-EURODRIVE, LDA. Apartado 15 P-3050-901 Mealhada	Tel. +351 231 20 9670 Fax +351 231 20 3685 <a href="http://www.sew-eurodrive.pt">http://www.sew-eurodrive.pt</a> infosew@sew-eurodrive.pt
Romania			
<b>Sales Service</b>	<b>Bucharest</b>	Sialco Trading SRL str. Brazilia nr. 36 011783 Bucuresti	Tel. +40 21 230-1328 Fax +40 21 230-7170 sialco@sialco.ro
Russia			
<b>Assembly Sales Service</b>	<b>St. Petersburg</b>	ZAO SEW-EURODRIVE P.O. Box 36 RUS-195220 St. Petersburg	Tel. +7 812 3332522 +7 812 5357142 Fax +7 812 3332523 <a href="http://www.sew-eurodrive.ru">http://www.sew-eurodrive.ru</a> sew@sew-eurodrive.ru
Senegal			
<b>Sales</b>	<b>Dakar</b>	SENEMECA Mécanique Générale Km 8, Route de Rufisque B.P. 3251, Dakar	Tel. +221 338 494 770 Fax +221 338 494 771 senemeca@sentoo.sn <a href="http://www.senemeca.com">http://www.senemeca.com</a>
Serbia			
<b>Sales</b>	<b>Beograd</b>	DIPAR d.o.o. Ustanicka 128a PC Košum, IV sprat SRB-11000 Beograd	Tel. +381 11 347 3244 / +381 11 288 0393 Fax +381 11 347 1337 office@dipar.rs
Singapore			
<b>Assembly Sales Service</b>	<b>Singapore</b>	SEW-EURODRIVE PTE. LTD. No 9, Tuas Drive 2 Jurong Industrial Estate Singapore 638644	Tel. +65 68621701 Fax +65 68612827 <a href="http://www.sew-eurodrive.com.sg">http://www.sew-eurodrive.com.sg</a> sewsingapore@sew-eurodrive.com
Slovakia			
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### U

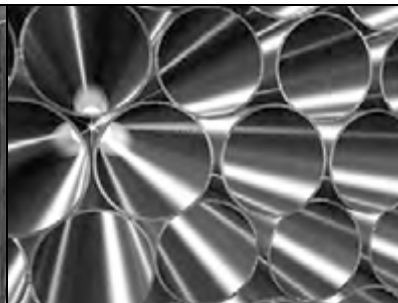
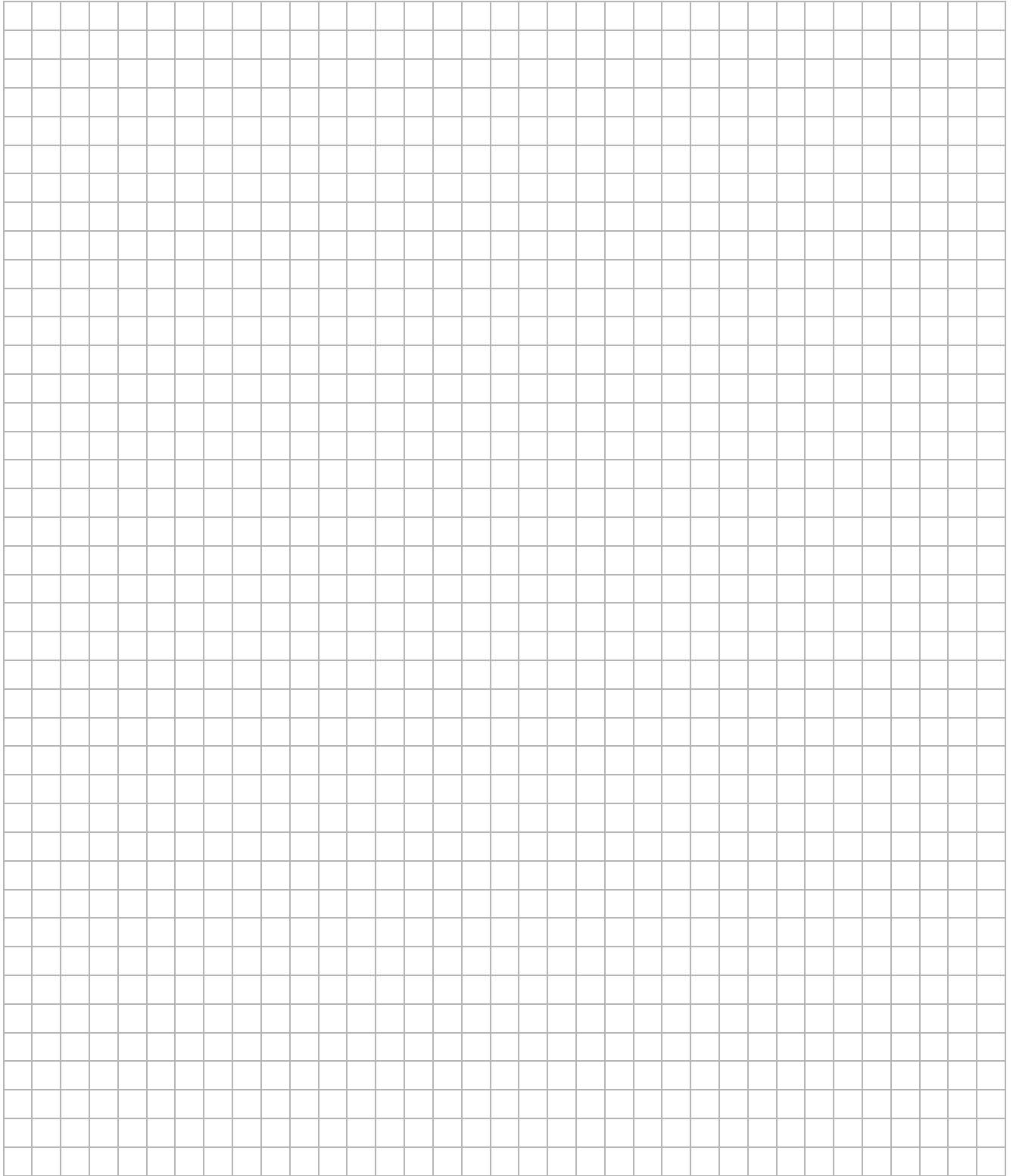
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# **3. Dimensional Drawings Primary Settling Tank**

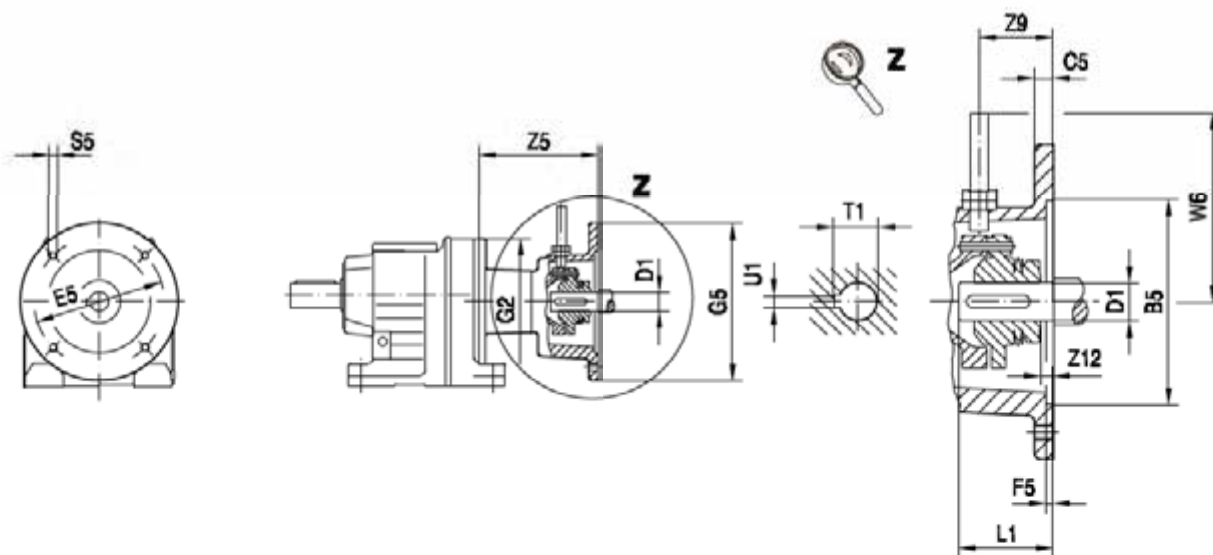
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### 10.3 R.. AR.. [mm]

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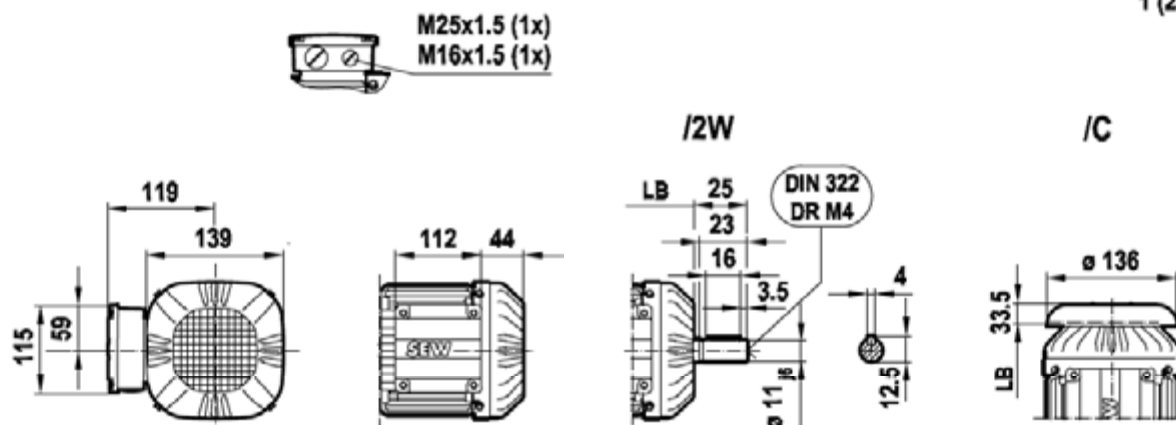


		B5	C5	E5	F5	G2	G5	S5	W6	Z5	Z9	Z12	D1	L1	T1	U1
R..27 R..37	AR71	110	10	130	4	120	160	M8	120	104	37	0	14	30	16.3	5
	AR80	130	12	165	4.5		200	M10		140.5			19	40	21.8	6
	AR90												24	50	27.3	8
R..47 R..57 R..67	AR71	110	10	130	4	160	160	M8	120	97.5	37	0	14	30	16.3	5
	AR80	130	12	165	4.5		200	M10		134			19	40	21.8	6
	AR90												24	50	27.3	8
	AR100	180	15	215	5		250	M12	130	174.5	52	5.5	28	60	31.3	8
	AR112															
R..77	AR71	110	10	130	4	200	160	M8	120	91.5	37	0	14	30	16.3	5
	AR80	130	12	165	4.5		200	M10		127			19	40	21.8	6
	AR90												24	50	27.3	8
	AR100	180	15	215	5		250	M12	130	166.5	52	5.5	28	60	31.3	8
	AR112															
	AR132S/M	230	16	265	5		300	M12	145	234	72	5	38	80	41.3	10
	AR132ML															
R..87	AR80	130	12	165	4.5	250	200	M10	120	122	37	0	19	40	21.8	6
	AR90												24	50	27.3	8
	AR100	180	15	215	5		250	M12	130	161.5	52	5.5	28	60	31.3	8
	AR112															
	AR132S/M	230	16	265	5		300	M12	145	229	72	5	38	80	41.3	10
	AR132ML															
	AR160	250	18	300	6		350	M16	165	306.5	105	35	42	110	45.3	12
	AR180												48	110	51.8	14

## DR.71S

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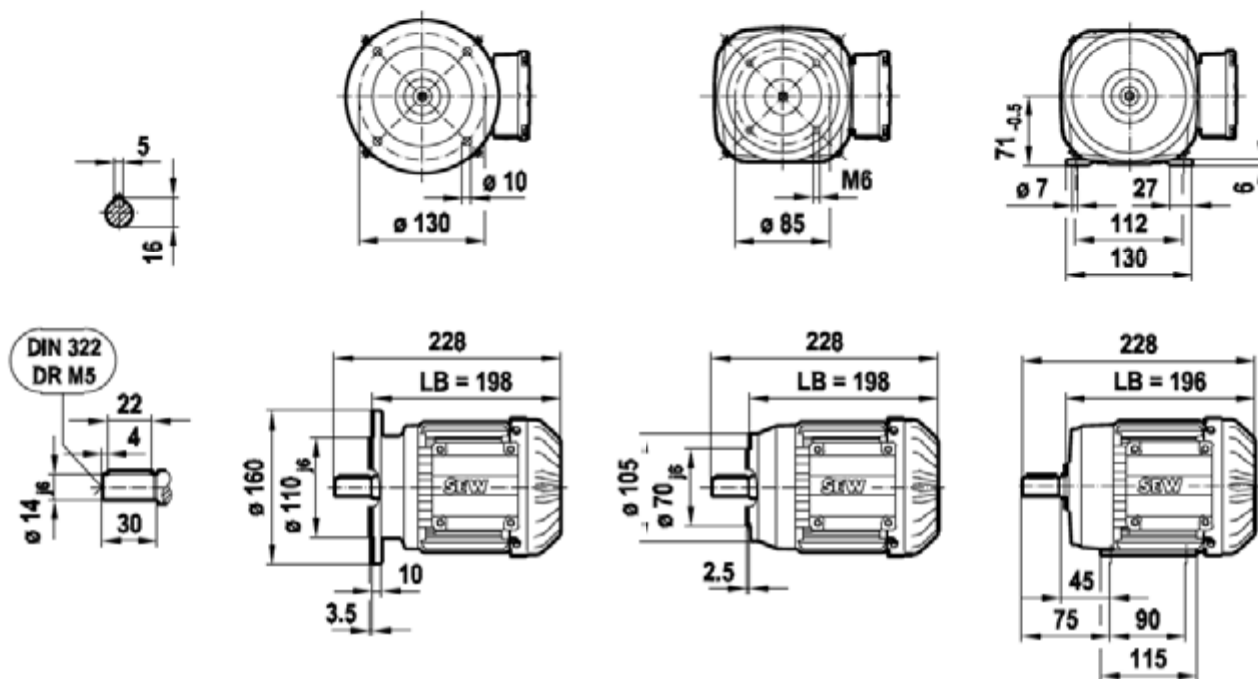


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/FT (B14) FT85

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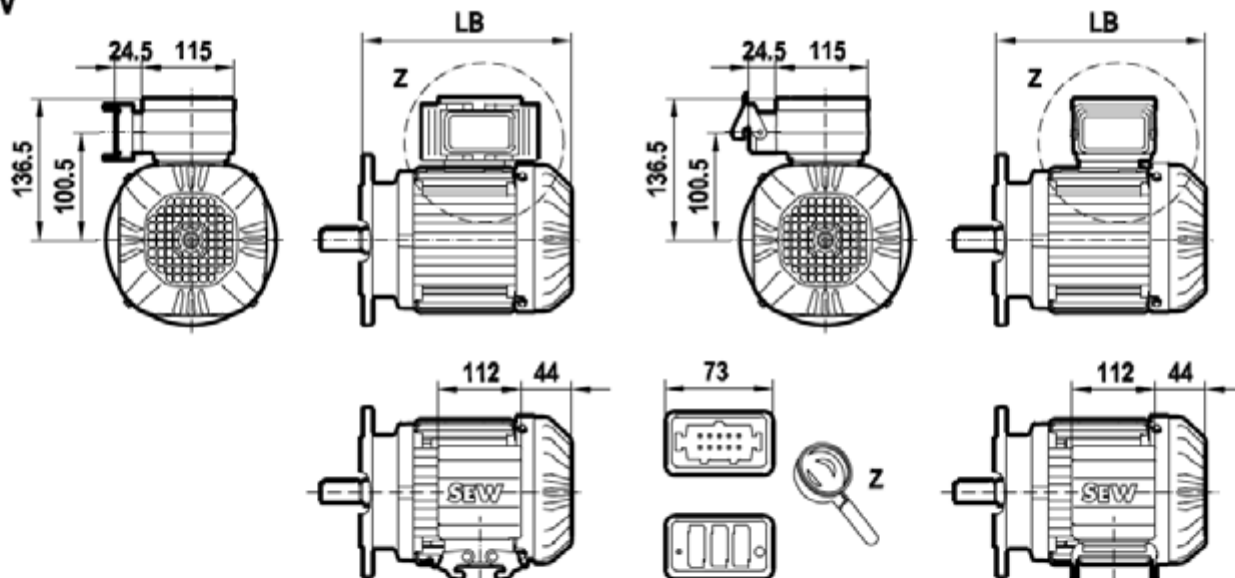


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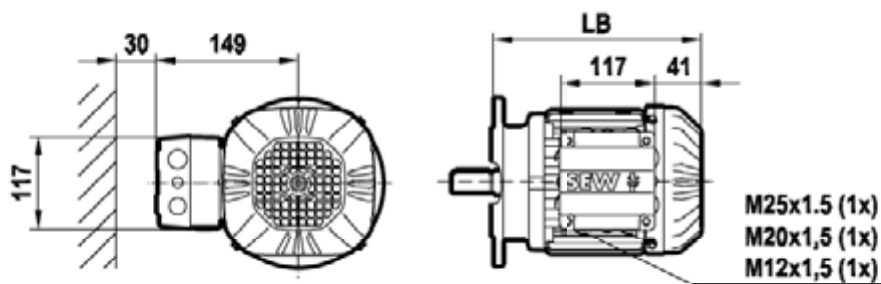
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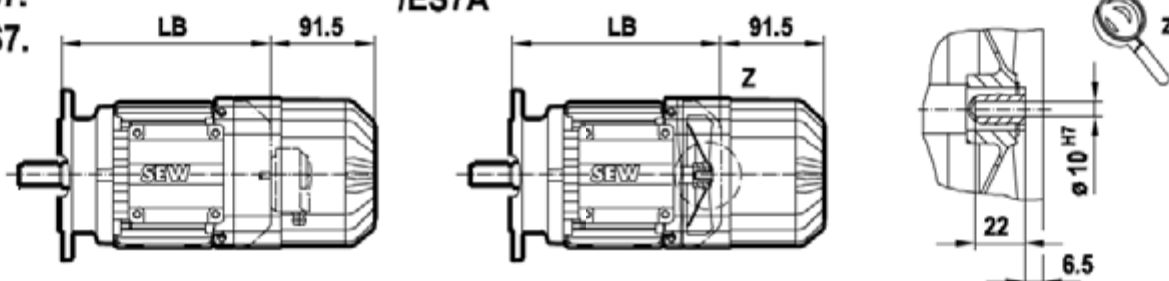
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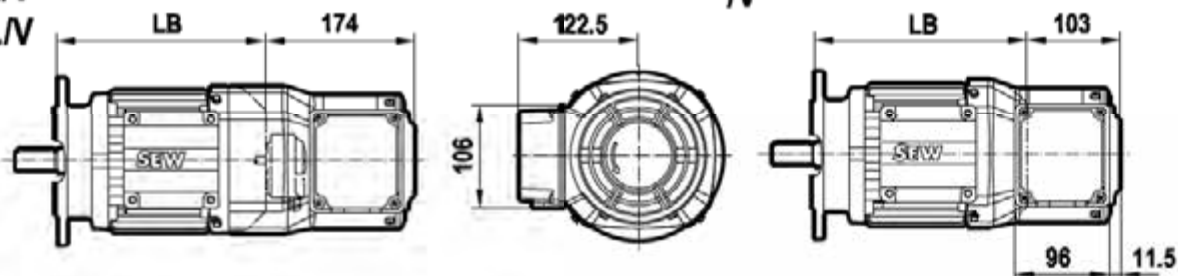
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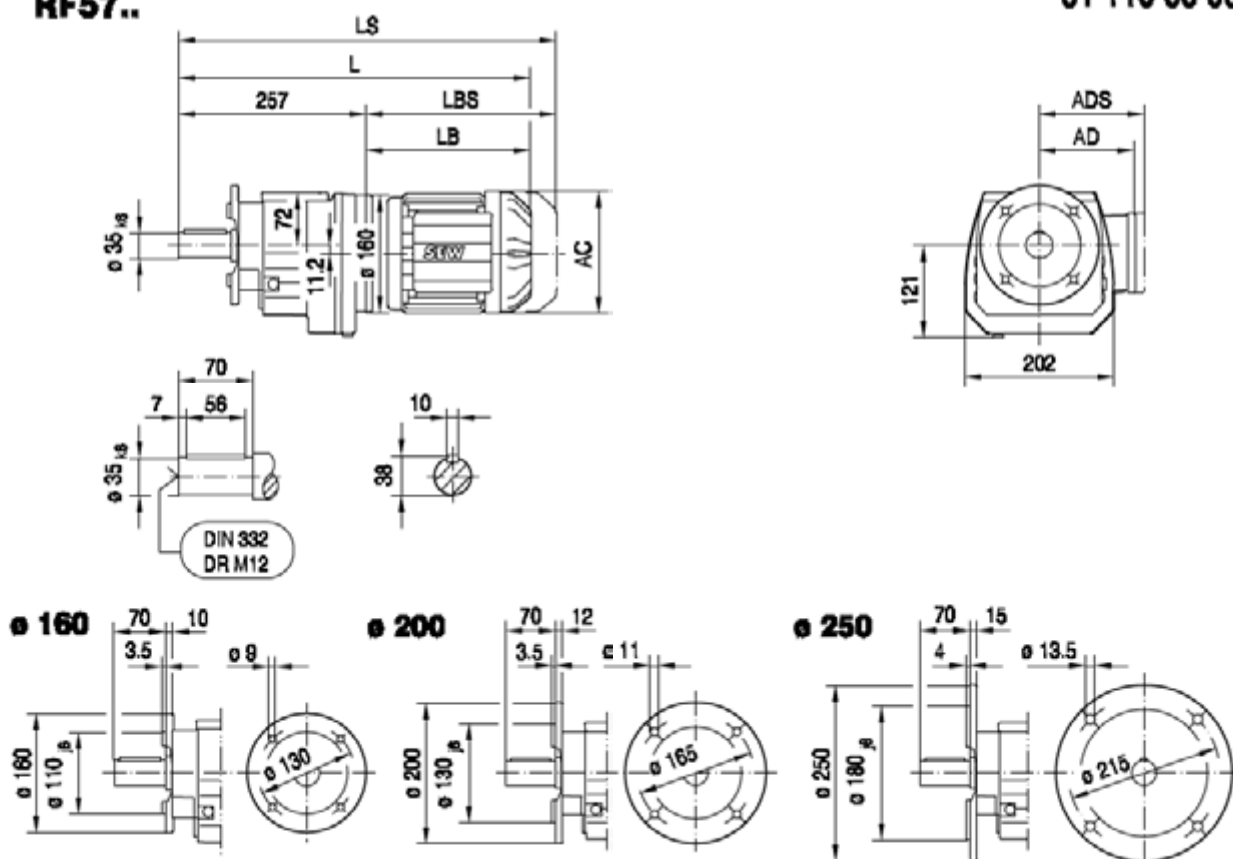
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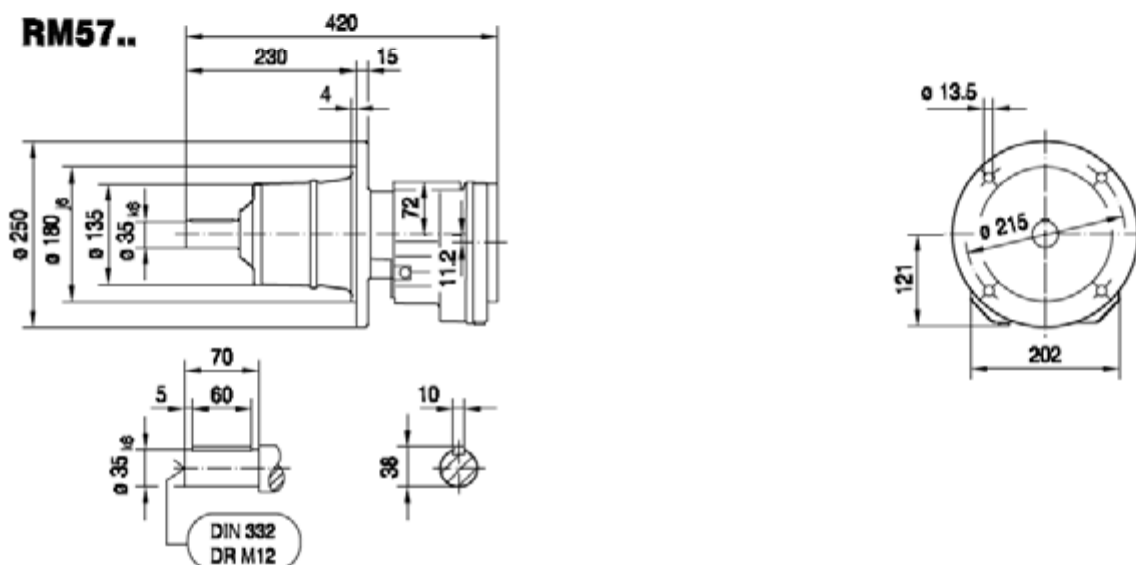


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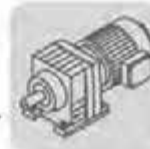


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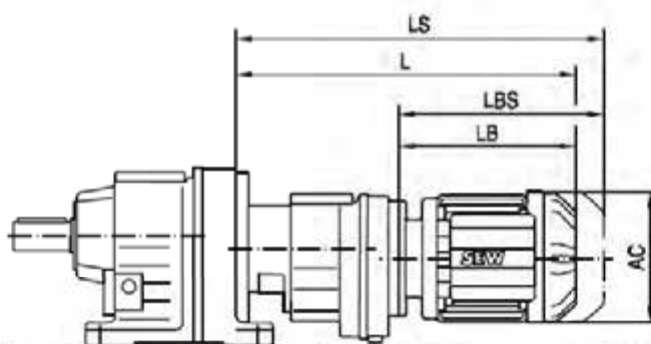


(→ 131)	DR63..	DR71S	DR71M	DR80M	DR90M	DR90L	DR100M	DR100L/LC	DR132S	DR132M/MC
AC	132	139	139	156	179	179	197	197	221	221
AD	105	119	119	128	140	140	157	157	170	170
ADS	105	129	129	139	150	150	158	158	172	172
L	442	453	478	518	520	540	570	600	647	697
LS	497	521	546	599	613	633	663	693	759	809
LB	185	196	221	261	263	283	313	343	390	440
LBS	240	264	289	342	356	376	406	436	502	552



R..DR  
R..DR.. [mm]

01 131 00 06



(→ 129)		AC	L	LS	LB	LBS
R..27R17	DR63..	132	324	379	149	204
R..37R17	DR63..	132	324	379	149	204
	DR71S..	139	335	403	160	228
R..47R37	DR63..	132	356	411	191	246
R..57R37	DR71S..	139	367	435	202	270
	DR71M	139	392	460	227	295
R..67R37	DR63..	132	356	411	191	246
	DR71S..	139	367	435	202	270
	DR71M	139	392	460	227	295
	DR80S..	156	401	482	236	317
R..77R37	DR63..	132	348	403	191	246
	DR71S..	139	359	427	202	270
	DR71M..	139	384	452	227	295
	DR80S..	156	393	474	236	317
	DR80M..	156	424	505	267	348
R..87R57	DR63..	132	401	456	185	240
	DR71S..	139	412	479	196	263
	DR71M..	139	437	504	221	288
	DR80S..	156	446	527	230	311
	DR80M..	156	477	558	261	342
	DR90M..	179	478	572	262	356
R..97R57	DR63..	132	396	451	185	240
	DR71S..	139	407	474	196	263
	DR71M..	139	432	499	221	288
	DR80S..	156	441	522	230	311
	DR80M..	156	472	553	261	342
	DR90M..	179	473	567	262	356
	DR90L..	179	493	587	282	376
	DR100M..	197	523	617	312	406
R..107R77	DR63..	132	426	481	179	234
	DR71S..	139	437	504	190	257
	DR71M..	139	462	529	215	282
	DR80S..	156	470	551	223	304
	DR80M..	156	501	582	254	335
	DR90M..	179	501	595	254	348
	DR90L..	179	521	615	274	368
	DR100M..	197	551	645	304	398
	DR100LC..	197	581	675	334	428
	DR100M..	197	581	675	334	428
R..137R77	DR63..	132	419	474	179	234
	DR71S..	139	430	497	190	257
	DR71M..	139	455	522	215	282
	DR80S..	156	463	544	223	304
	DR80M..	156	494	575	254	335
	DR90M..	179	494	588	254	348
	DR90L..	179	514	608	274	368

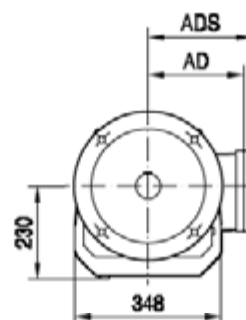
(→ 129)		AC	L	LS	LB	LBS
R..137R77	DR100M..	197	544	638	304	398
	DR100LC..	197	574	668	334	428
	DR132S..	221	619	731	379	491
	DR132M..	221	669	789	429	541
R..147R77	DR63..	132	411	466	179	234
	DR71S..	139	422	489	190	257
	DR71M..	139	447	514	215	282
	DR80S..	156	455	536	223	304
	DR80M..	156	486	567	254	335
	DR90M..	179	486	580	254	348
	DR90L..	179	506	600	274	368
	DR100M..	197	536	630	304	398
	DR100LC..	197	566	660	334	428
	DR132S..	221	611	723	379	491
R..147R87	DR90M..	179	530	624	250	344
	DR90L..	179	550	644	270	364
	DR100M..	197	580	674	300	394
	DR100LC..	197	610	704	330	424
	DR132S..	221	654	766	374	486
	DR132M/MC..	221	704	816	424	536
	DR160..	272	745	882	465	602
R..167R97	DR71M..	139	529	596	204	271
	DR80S..	156	538	619	213	294
	DR80M..	156	569	650	244	325
	DR90M..	179	569	663	244	338
	DR90L..	179	589	683	264	358
	DR100M..	197	619	713	294	388
	DR100LC..	197	649	743	324	418
	DR132S..	221	694	806	369	481
	DR132M/MC..	221	744	856	419	531
	DR160..	272	785	922	460	597
R..167R107	DR90L..	179	649	734	258	352
	DR100M..	197	670	764	288	382
	DR100LC..	197	700	794	318	412
	DR132S..	221	745	857	363	475
	DR132M/MC..	221	795	907	413	525
	DR160..	272	836	973	454	591
	DR180M..	317	922	1121	540	739

Technical drawing of a SEW motor showing dimensions and labels. The main view is a side elevation with the following dimensions and labels:

- LS**: Total length of the motor.
- L**: Length of the motor body.
- 440**: Distance from the front flange to the start of the motor body.
- LBS**: Length of the motor body.
- LB**: Length of the motor body.
- AC**: Distance from the front flange to the center of the motor body.
- ø 60 me**: Diameter of the front flange.
- 144**: Diameter of the motor body.
- 10.2**: Thickness of the motor body.
- ø 300**: Diameter of the motor body.
- SEW**: Manufacturer logo.

Two detail views are shown below the main view:

- Detail 1 (Left)**: A cross-section of the front flange with dimensions:
  - 120**: Total width of the flange.
  - 110**: Width of the flange.
  - 5**: Thickness of the flange.
  - ø 60 me**: Diameter of the flange.
  - DIN 332 DR M20**: Reference to the standard and thread.
- Detail 2 (Right)**: A cross-section of the motor body with dimensions:
  - 18**: Thickness of the motor body.
  - 64**: Diameter of the motor body.



197..

746

420

22

5

144

10.2

140

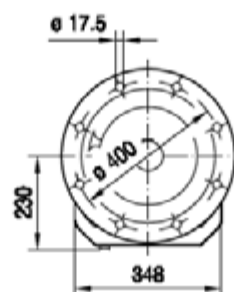
12.5

7.5

20

74.5

DIN 332  
DR M20

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# **3. Dimensional Drawings Secondary Settling Tank**

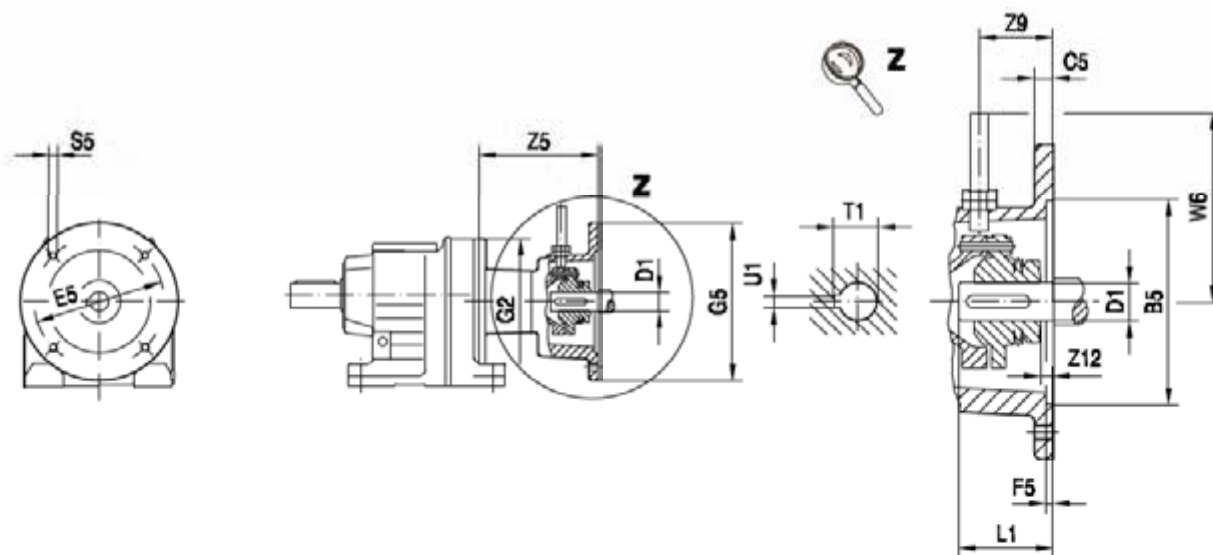
10



R..  
R.. AR.. [mm]

### 10.3 R.. AR.. [mm]

01 052 01 01

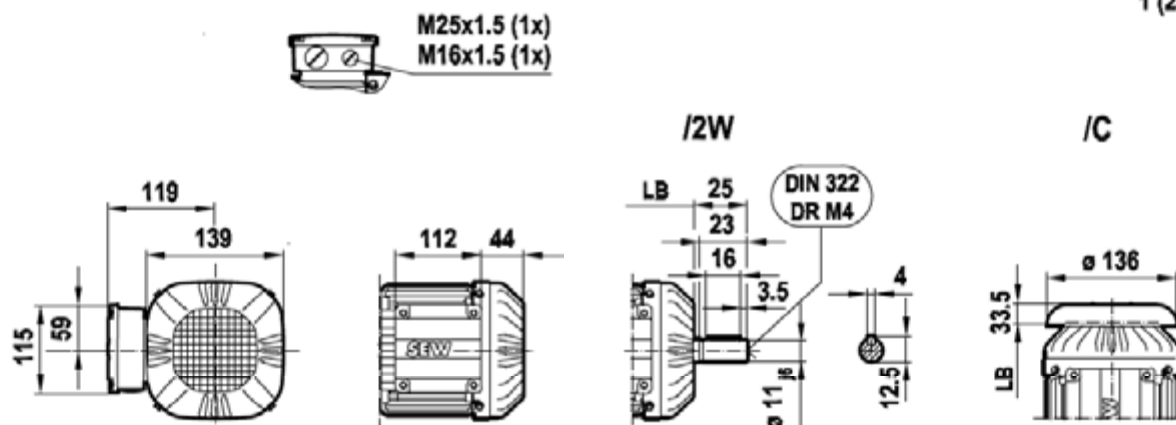


		B5	C5	E5	F5	G2	G5	S5	W6	Z5	Z9	Z12	D1	L1	T1	U1
R..27 R..37	AR71	110	10	130	4	120	160	M8	120	104	37	0	14	30	16.3	5
	AR80	130	12	165	4.5		200	M10		140.5			19	40	21.8	6
	AR90												24	50	27.3	8
R..47 R..57 R..67	AR71	110	10	130	4	160	160	M8	120	97.5	37	0	14	30	16.3	5
	AR80	130	12	165	4.5		200	M10		134			19	40	21.8	6
	AR90												24	50	27.3	8
	AR100	180	15	215	5		250	M12	130	174.5	52	5.5	28	60	31.3	8
	AR112															
R..77	AR71	110	10	130	4	200	160	M8	120	91.5	37	0	14	30	16.3	5
	AR80	130	12	165	4.5		200	M10		127			19	40	21.8	6
	AR90												24	50	27.3	8
	AR100	180	15	215	5		250	M12	130	166.5	52	5.5	28	60	31.3	8
	AR112															
	AR132S/M	230	16	265	5		300	M12	145	234	72	5	38	80	41.3	10
	AR132ML															
R..87	AR80	130	12	165	4.5	250	200	M10	120	122	37	0	19	40	21.8	6
	AR90												24	50	27.3	8
	AR100	180	15	215	5		250	M12	130	161.5	52	5.5	28	60	31.3	8
	AR112															
	AR132S/M	230	16	265	5		300	M12	145	229	72	5	38	80	41.3	10
	AR132ML															
	AR160	250	18	300	6		350	M16	165	306.5	105	35	42	110	45.3	12
	AR180												48	110	51.8	14

## DR.71M

08 192 02 06

1 (2)

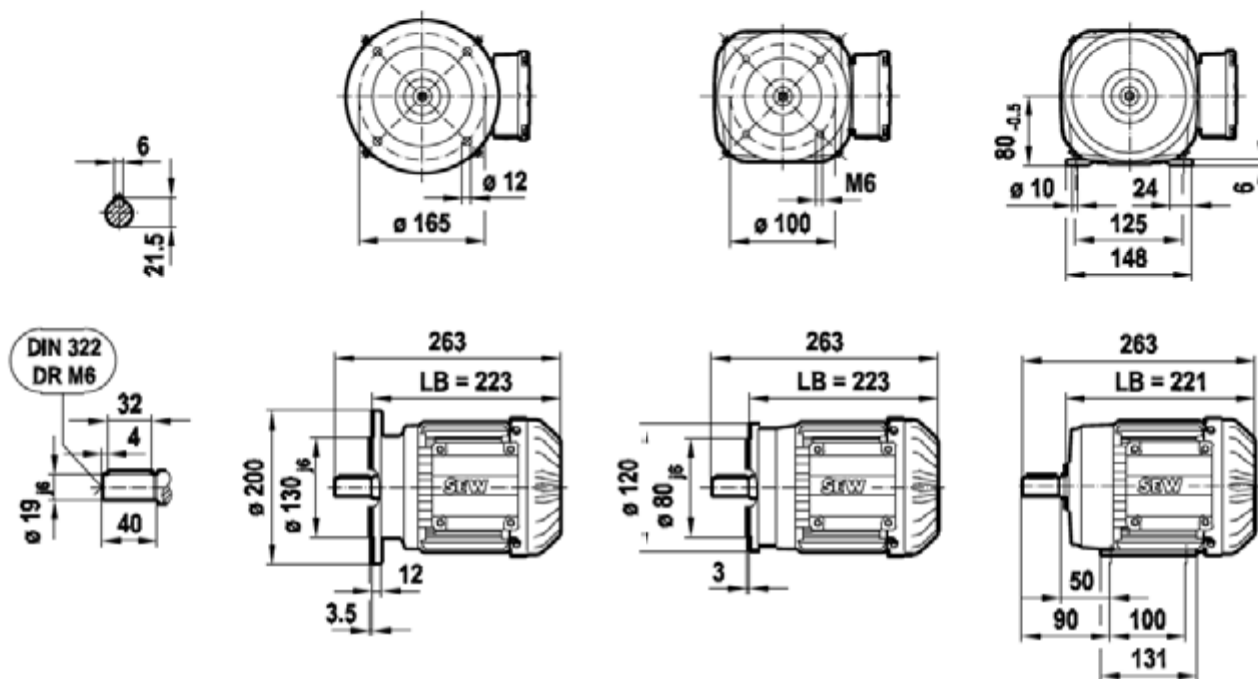


## DRS71M

/FF (B5) FF165

/FT (B14) FT100

/Fl.. (B3)

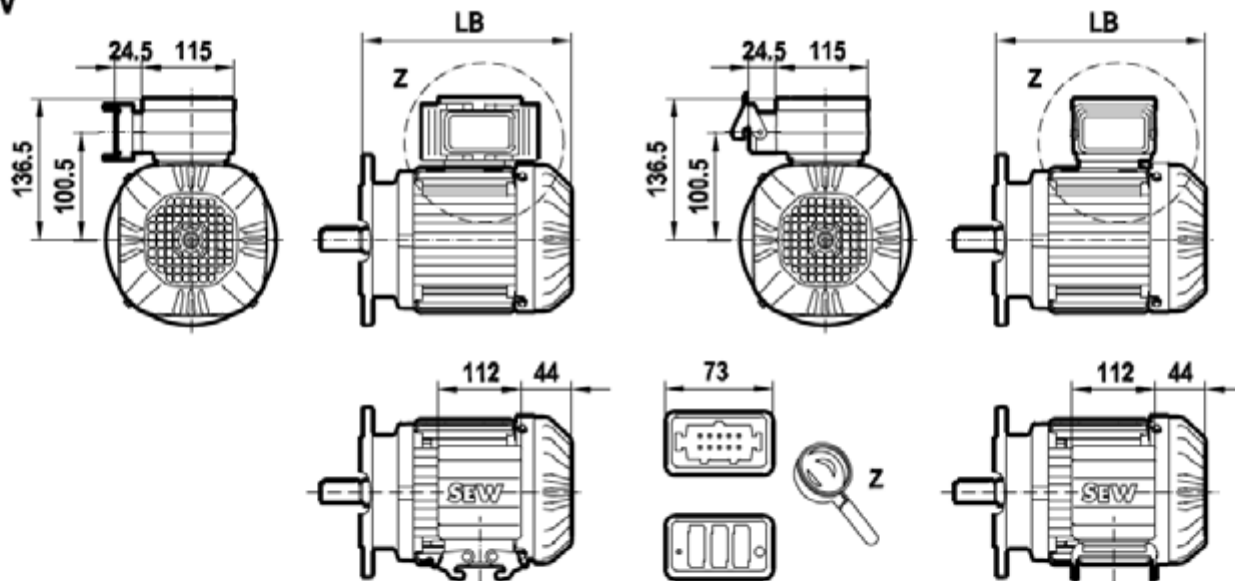


DR.71M

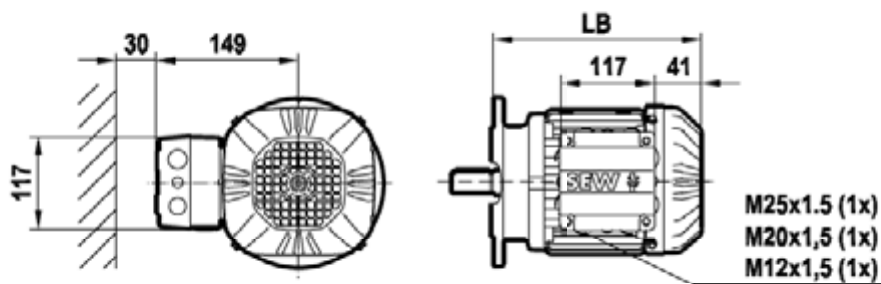
08 192 03 06

2 (2)

/IV



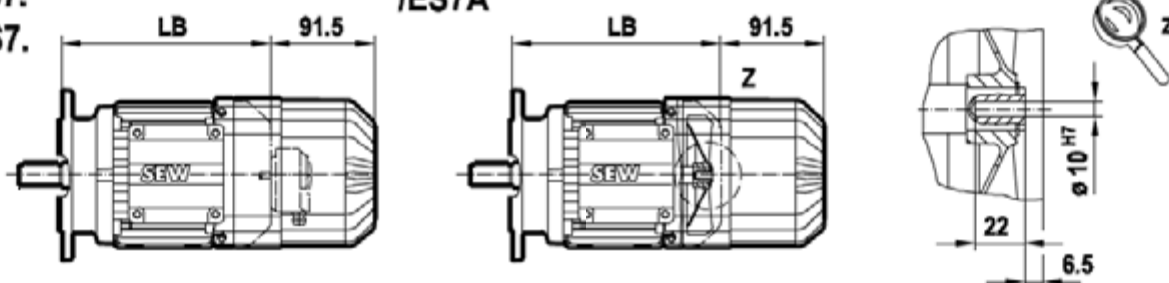
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/ES7.

/ES7A

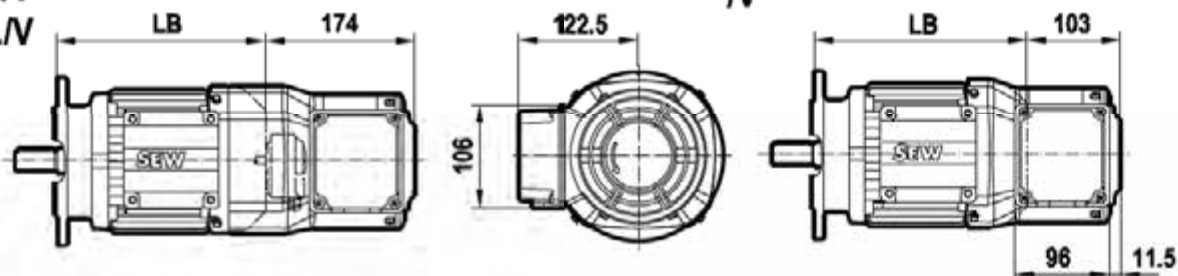
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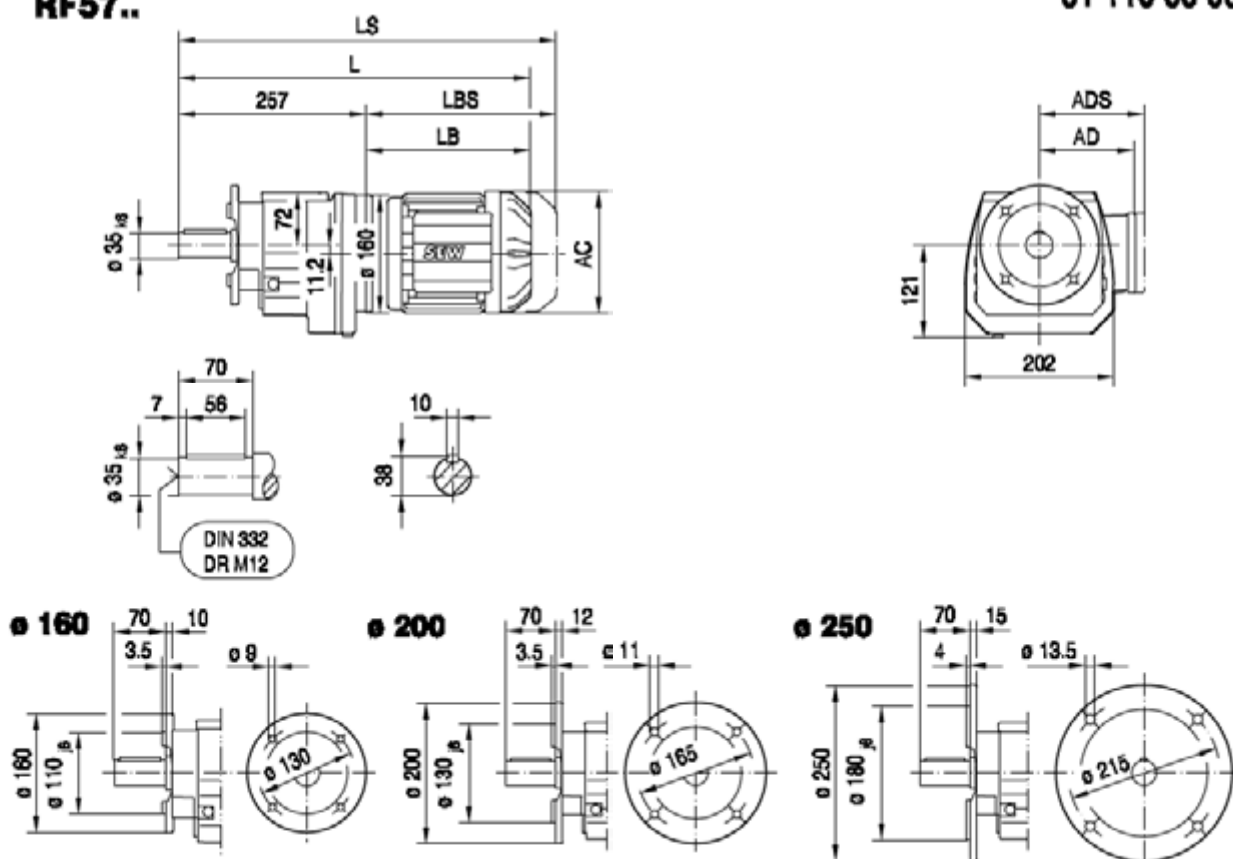
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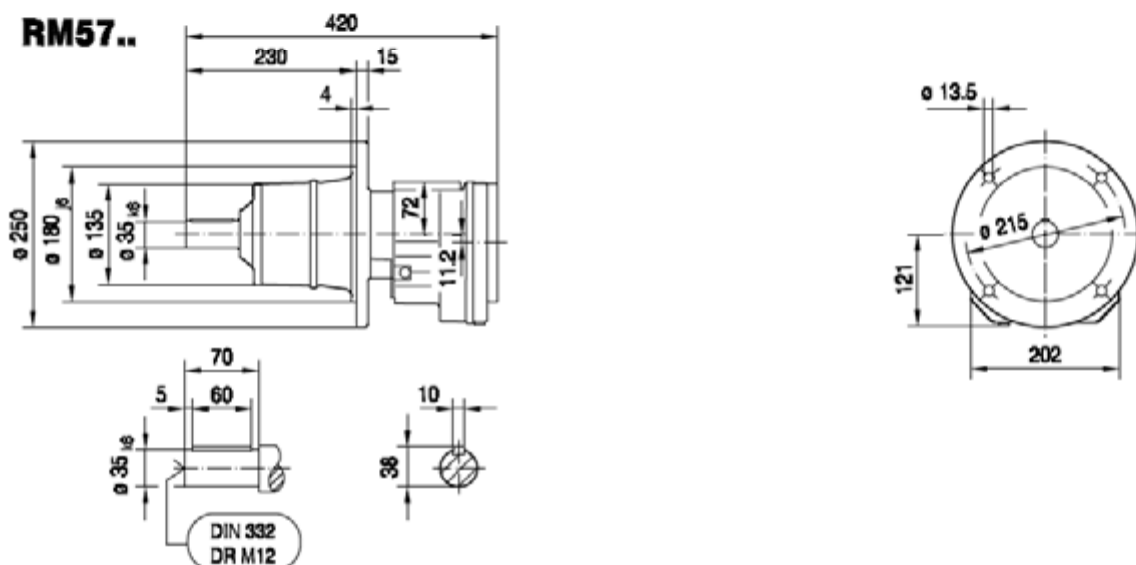


# RF57..

01 110 00 06<sup>L</sup>



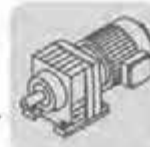
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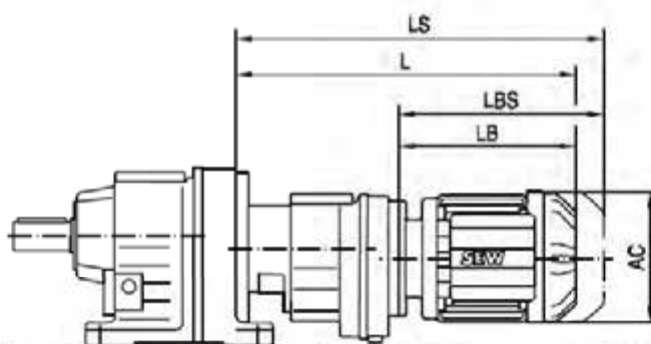
(→ 131)	DR63..	DR71S	DR71M	DR80M	DR90M	DR90L	DR100M	DR100L/LC	DR132S	DR132M/MC
AC	132	139	139	156	179	179	197	197	221	221
AD	105	119	119	128	140	140	157	157	170	170
ADS	105	129	129	139	150	150	158	158	172	172
L	442	453	478	518	520	540	570	600	647	697
LS	497	521	546	599	613	633	663	693	759	809
LB	185	196	221	261	263	283	313	343	390	440
LBS	240	264	289	342	356	376	406	436	502	552



**R..DR**  
R..DR.. [mm]

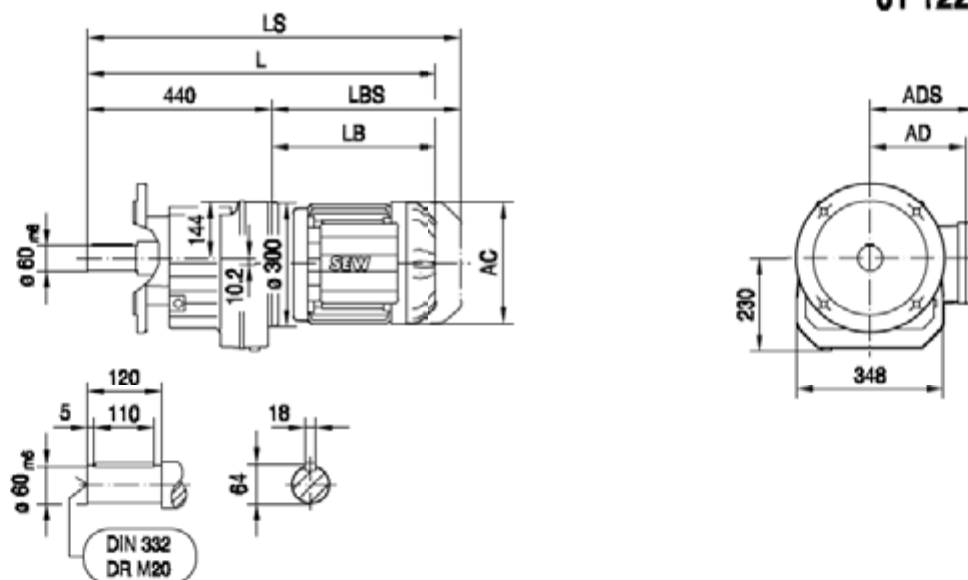
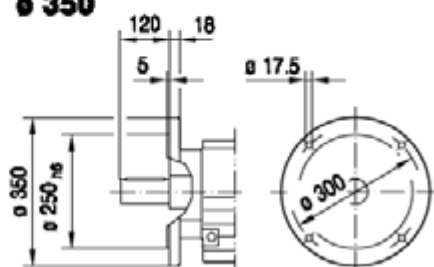
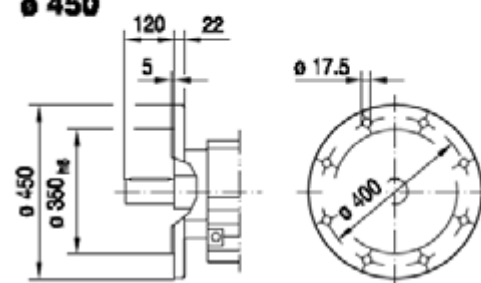
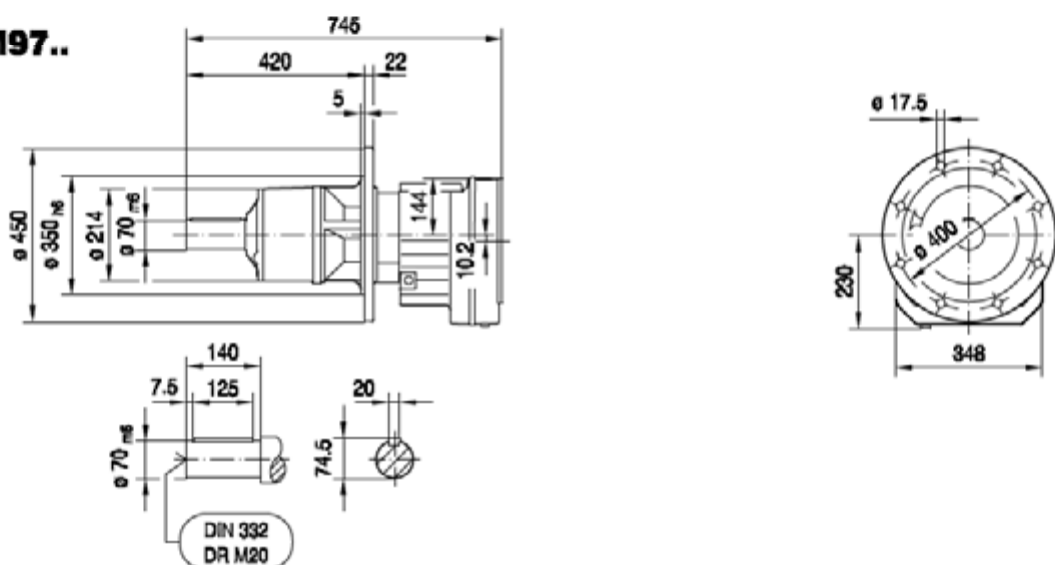


01 131 00 06



(→ 129)		AC	L	LS	LB	LBS
R..27R17	DR63..	132	324	379	149	204
R..37R17	DR63..	132	324	379	149	204
	DR71S..	139	335	403	160	228
R..47R37	DR63..	132	356	411	191	246
R..57R37	DR71S..	139	367	435	202	270
	DR71M	139	392	460	227	295
R..67R37	DR63..	132	356	411	191	246
	DR71S..	139	367	435	202	270
	DR71M	139	392	460	227	295
	DR80S..	156	401	482	236	317
R..77R37	DR63..	132	348	403	191	246
	DR71S..	139	359	427	202	270
	DR71M..	139	384	452	227	295
	DR80S..	156	393	474	236	317
	DR80M..	156	424	505	267	348
R..87R57	DR63..	132	401	456	185	240
	DR71S..	139	412	479	196	263
	DR71M..	139	437	504	221	288
	DR80S..	156	446	527	230	311
	DR80M..	156	477	558	261	342
	DR90M..	179	478	572	262	356
R..97R57	DR63..	132	396	451	185	240
	DR71S..	139	407	474	196	263
	DR71M..	139	432	499	221	288
	DR80S..	156	441	522	230	311
	DR80M..	156	472	553	261	342
	DR90M..	179	473	567	262	356
	DR90L..	179	493	587	282	376
	DR100M..	197	523	617	312	406
R..107R77	DR63..	132	426	481	179	234
	DR71S..	139	437	504	190	257
	DR71M..	139	462	529	215	282
	DR80S..	156	470	551	223	304
	DR80M..	156	501	582	254	335
	DR90M..	179	501	595	254	348
	DR90L..	179	521	615	274	368
	DR100M..	197	551	645	304	398
	DR100LC..	197	581	675	334	428
	DR100M..	197	581	675	334	428
R..137R77	DR63..	132	419	474	179	234
	DR71S..	139	430	497	190	257
	DR71M..	139	455	522	215	282
	DR80S..	156	463	544	223	304
	DR80M..	156	494	575	254	335
	DR90M..	179	494	588	254	348
	DR90L..	179	514	608	274	368

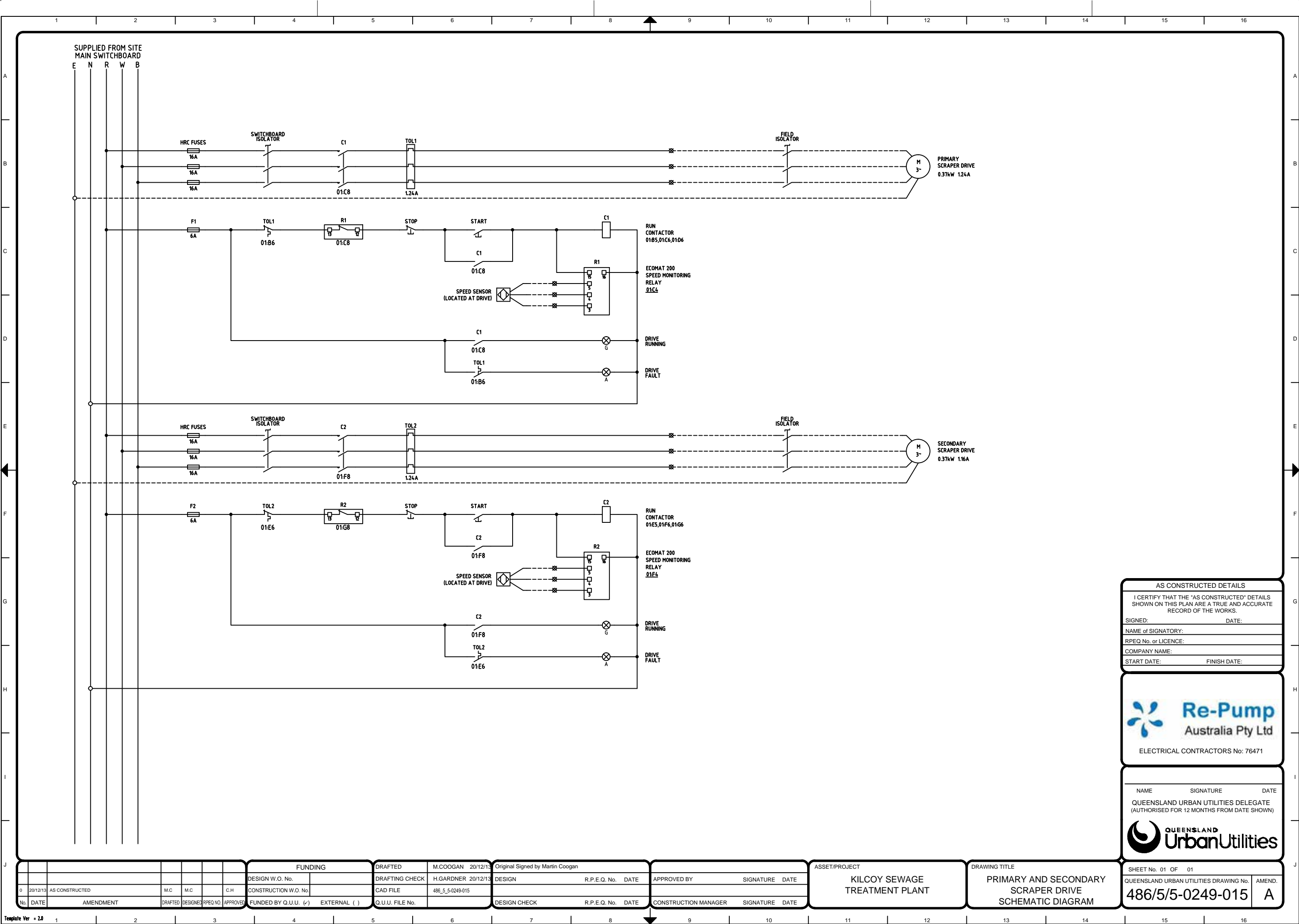
(→ 129)		AC	L	LS	LB	LBS
R..137R77	DR100M..	197	544	638	304	398
	DR100LC..	197	574	668	334	428
	DR132S..	221	619	731	379	491
	DR132M..	221	669	789	429	541
R..147R77	DR63..	132	411	466	179	234
	DR71S..	139	422	489	190	257
	DR71M..	139	447	514	215	282
	DR80S..	156	455	536	223	304
	DR80M..	156	486	567	254	335
	DR90M..	179	486	580	254	348
	DR90L..	179	506	600	274	368
	DR100M..	197	536	630	304	398
	DR100LC..	197	566	660	334	428
	DR132S..	221	611	723	379	491
R..147R87	DR90M..	179	530	624	250	344
	DR90L..	179	550	644	270	364
	DR100M..	197	580	674	300	394
	DR100LC..	197	610	704	330	424
	DR132S..	221	654	766	374	486
	DR132M/MC..	221	704	816	424	536
	DR160..	272	745	882	465	602
R..167R97	DR71M..	139	529	596	204	271
	DR80S..	156	538	619	213	294
	DR80M..	156	569	650	244	325
	DR90M..	179	569	663	244	338
	DR90L..	179	589	683	264	358
	DR100M..	197	619	713	294	388
	DR100LC..	197	649	743	324	418
	DR132S..	221	694	806	369	481
	DR132M/MC..	221	744	856	419	531
	DR160..	272	785	922	460	597
R..167R107	DR90L..	179	649	734	258	352
	DR100M..	197	670	764	288	382
	DR100LC..	197	700	794	318	412
	DR132S..	221	745	857	363	475
	DR132M/MC..	221	795	907	413	525
	DR160..	272	836	973	454	591
	DR180M..	317	922	1121	540	739

01 122 00 06<sup>L</sup>
**RF97..**

**350**

**450**

**RM97..**


(→ 131)	DR80S	DR80M	DR90M	DR90L	DR100M	DR100L/C	DR132S	DR132M/MC	DR160	DR180S/M	DR180L/C	DR200
AC	156	156	179	179	197	197	221	221	270	316	316	394
AD	128	128	140	140	157	157	170	170	228	253	253	283
ADS	139	139	150	150	158	158	172	172	228	253	253	283
L	653	684	686	706	736	766	809	859	900	969	1029	1102
LS	734	765	779	799	829	859	921	971	1037	1158	1218	1307
LB	213	244	246	266	296	326	369	419	460	529	589	662
LBS	294	325	339	359	389	419	481	531	597	718	778	867

## 4. Mechanical Drawings





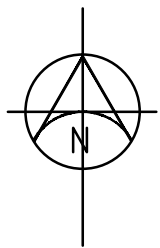
AS CONSTRUCTED DETAILS	
I CERTIFY THAT THE 'AS CONSTRUCTED' DETAILS SHOWN ON THIS PLAN ARE A TRUE AND ACCURATE RECORD OF THE WORKS.	
SIGNED:	DATE:
NAME of SIGNATORY:	
RPEQ No. or LICENCE:	
COMPANY NAME:	
START DATE:	FINISH DATE:



NAME	SIGNATURE	DATE
QUEENSLAND URBAN UTILITIES DELEGATE (AUTHORISED FOR 12 MONTHS FROM DATE SHOWN)		

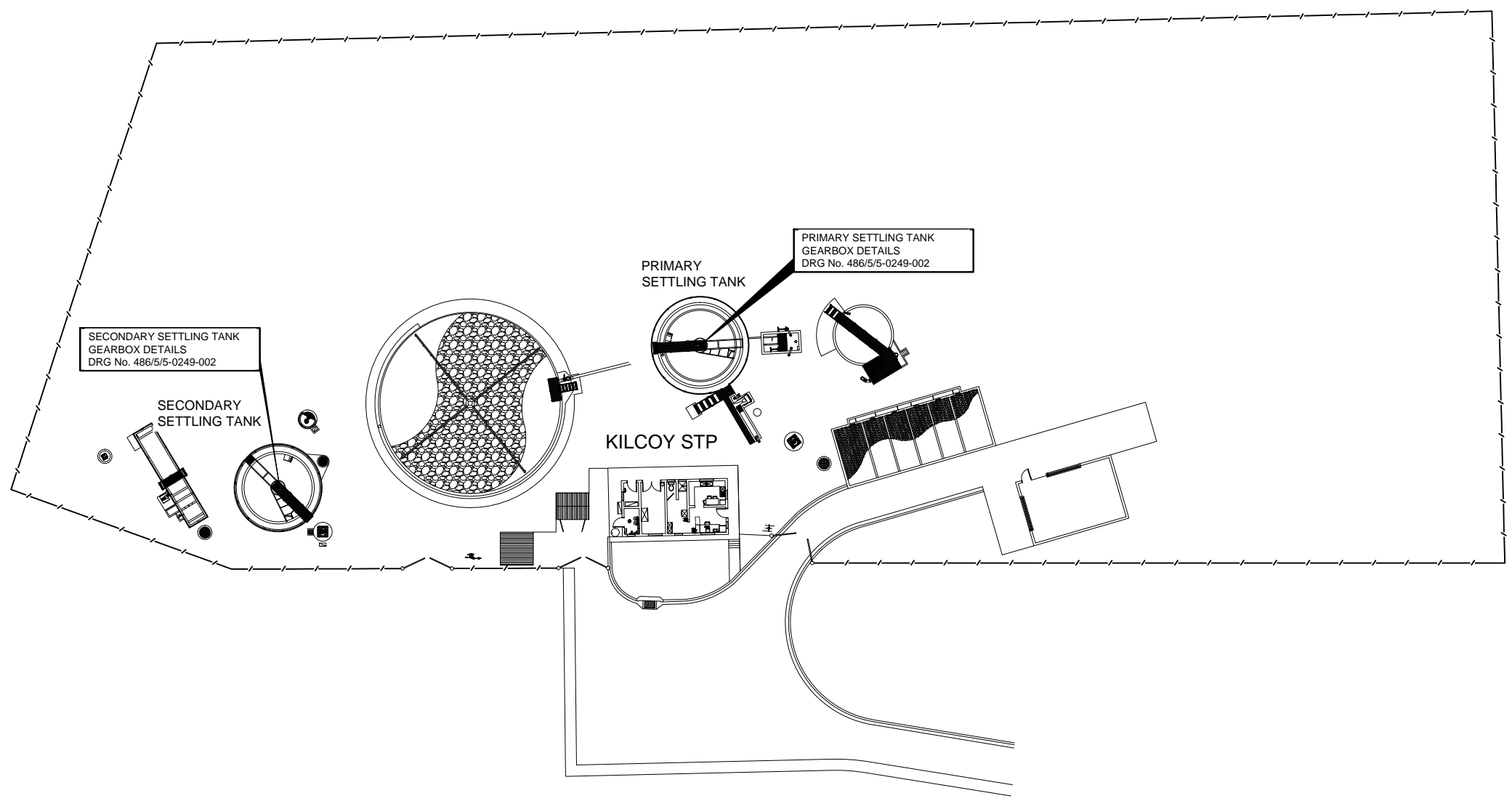
FUNDING				DRAFTED	M.COOGAN 20/12/13	Original Signed by Martin Coogan	ASSET/PROJECT			DRAWING TITLE		
DESIGN W.O. No.		DRAFTING CHECK	H.GARDNER 20/12/13	DESIGN	R.P.E.Q. No.	DATE	KILCOY SEWAGE TREATMENT PLANT			PRIMARY AND SECONDARY SCRAPER DRIVE SCHEMATIC DIAGRAM		
CONSTRUCTION W.O. No.		CAD FILE	486_5_5-0249-015									
FUNDED BY Q.U.U. (✓)	EXTERNAL ( )	Q.U.U. FILE No.		DESIGN CHECK	R.P.E.Q. No.	DATE	CONSTRUCTION MANAGER			SIGNATURE		

SHEET No. 01 OF 01	AMEND.
QUEENSLAND URBAN UTILITIES DRAWING No.	
486/5/5-0249-015	A



# KILCOY SEWAGE TREATMENT PLANT

## SCRAPER DRIVE REPLACEMENT



LOCALITY PLAN  
SCALE 1:250

AS CONSTRUCTED

0 2500 5000 10000 15000  
Full Size 1:250; Half Reduction 1:500  
SCALE (mm)

DRAWING SCHEDULE	
DRAWING No	TITLE/DESCRIPTION
486/5/5-0249-001	LOCALITY PLAN AND DRAWING SCHEDULE
486/5/5-0249-002	PRIMARY & SECONDARY SETTLING TANKS TYPICAL SECTIONS
486/5/5-0249-003	60mm MOTOR STEEL SHAFT EXTENSION DETAILS

AS CONSTRUCTED DETAILS	
I CERTIFY THAT THE "AS CONSTRUCTED" DETAILS SHOWN ON THIS PLAN ARE A TRUE AND ACCURATE RECORD OF THE WORKS.	
SIGNED: .....	DATE: 03.12.13
NAME of SIGNATORY: A. THIRIS	
RPEQ No. or LICENCE: 3325	
COMPANY NAME: ALTRA9	
START DATE: 10.10.13	FINISH DATE: 03.12.13

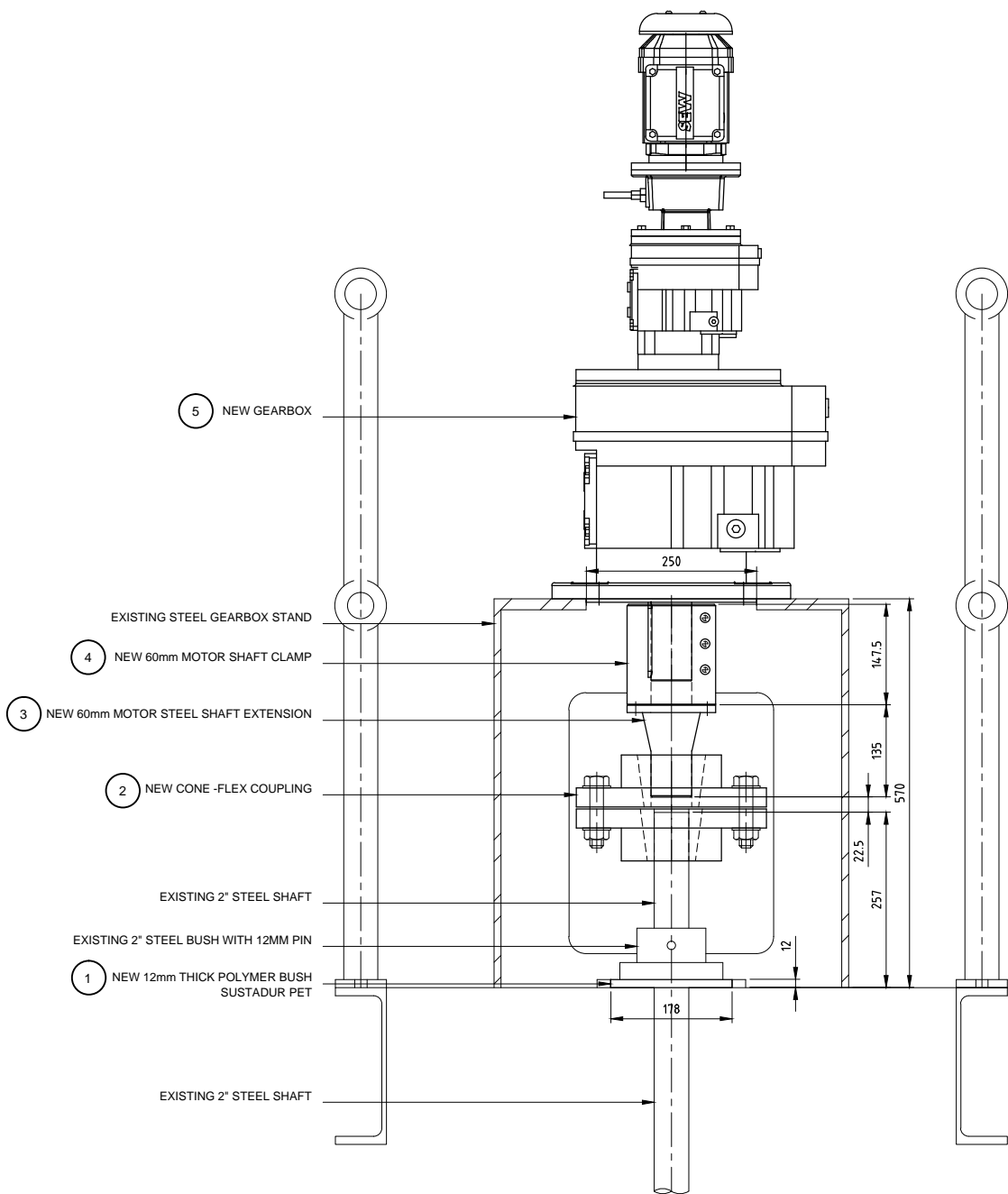


NAME	SIGNATURE	DATE
QUEENSLAND URBAN UTILITIES DELEGATE (AUTHORISED FOR 12 MONTHS FROM DATE SHOWN)		

FUNDING		DRAFTED		S. WILKINSON		D. DAKIN		ASSET/PROJECT		DRAWING TITLE		SHEET No. OF	
DESIGN W.O. No.		DRAFTING CHECK	D. DAKIN	DESIGN	R.P.E.Q. No.	MANAGER ENGINEERING SERVICES	DATE	ST47 - KILCOY STP SCRAPER DRIVE REPLACEMENT	LOCALITY PLAN AND COVER SHEET	486/5/5-0249-001	A	AMEND.	
CONSTRUCTION W.O. No.		CAD FILE	50249001.dwg	A. THIRIS	3325	10.10.13							
FUNDED BY B.C.C. (✓)	EXTERNAL ( )	B.C.C. FILE No.		DESIGN CHECK	R.P.E.Q. No.	DATE	FIELD SERVICES DELEGATE	DATE					

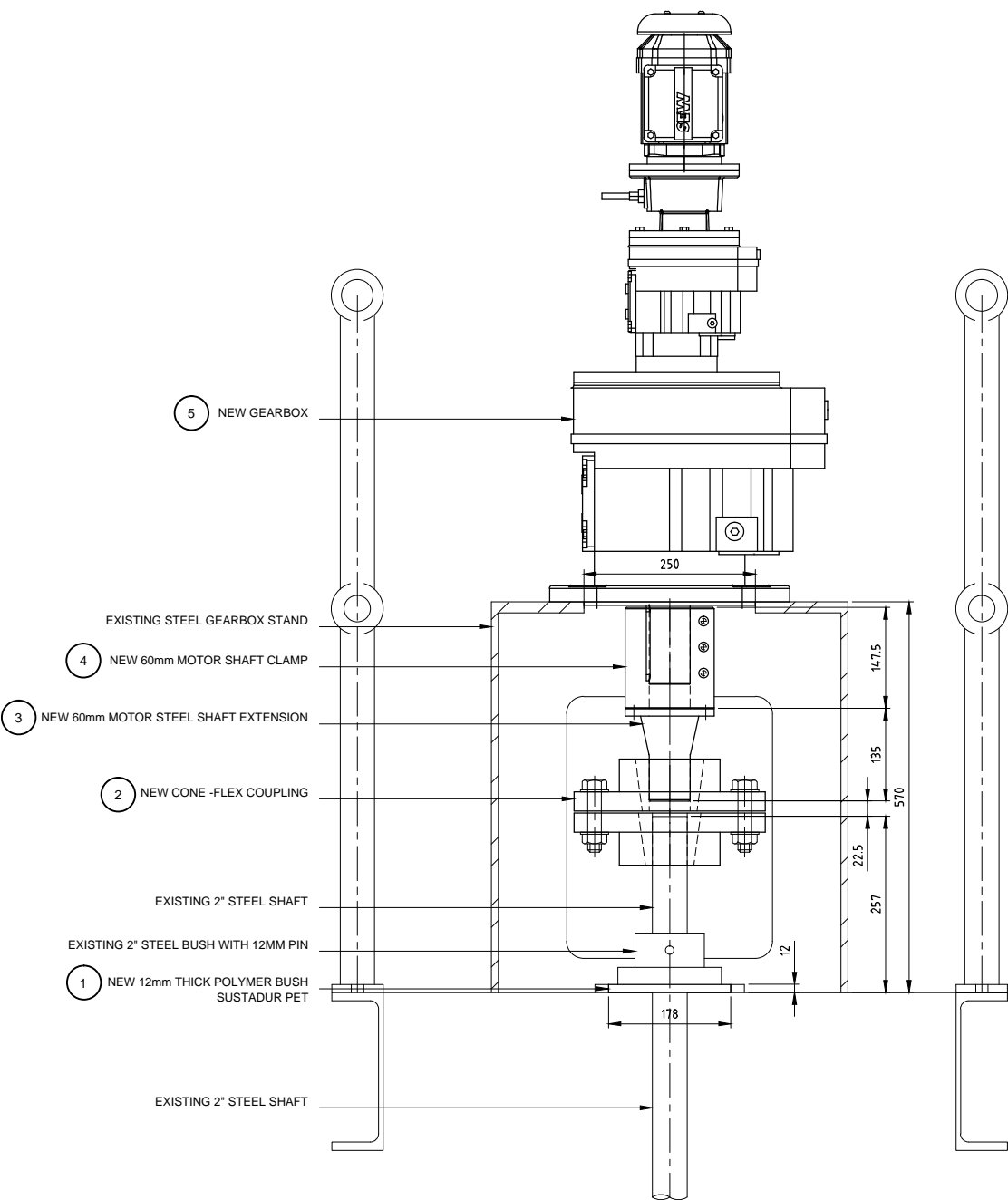
MATERIAL SCHEDULE

ITEM	QTY	DESCRIPTION	LENGTH	MAT'L	GRADE	REF. / REMARKS
1	2	12mm THICK x 175mm	175	-	POLYMER	-
2	2	CONE - FLEX COUPLING	-	-	-	RATHI #RCT085 - 3030 BUSHES
3	2	GEARBOX SHAFT EXTENSION	90	STAINLESS	316	TYCO #SHH215B MODIFIED - REF DWG 003
4	2	MOTOR SHAFT CLAMP	147.5	MILD STEEL	1045	TYCO #SHH260-ZS
5	2	HELICAL GEARMOTOR WITH ADAPTOR	-	-	-	SEW #RF97 R57 AR80/W DRS71M6/C/DH SECONDARY SETTLING TANK SEW #RF97 R57 AR71/W DRS71S4/C/DH PRIMARY SETTLING TANK



PRIMARY SETTLING TANKS  
GEARBOX SECTION DETAIL

1:5



SECONDARY SETTLING TANKS  
GEARBOX SECTION DETAIL

1:5

AS CONSTRUCTED

0 50 100 200 300  
Full Size 1:5 ; Half Reduction 1:10  
SCALE (mm)

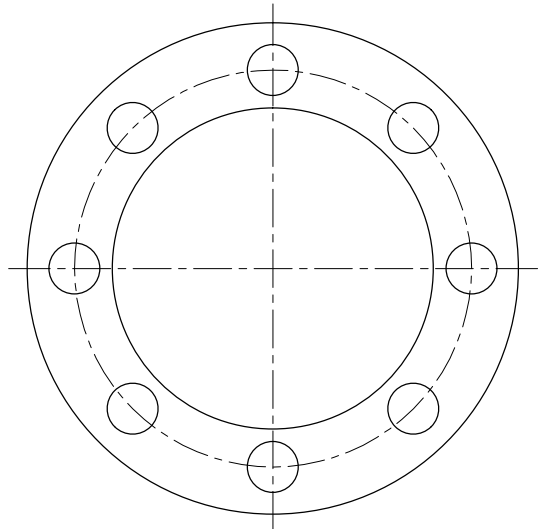
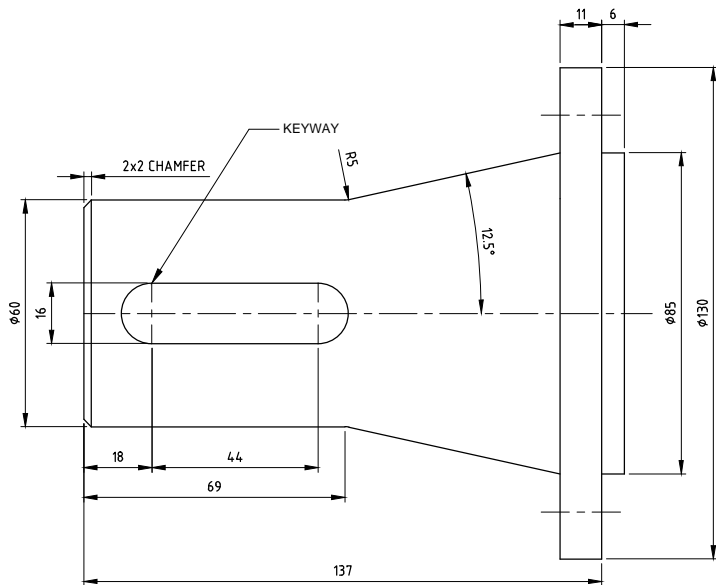
AS CONSTRUCTED DETAILS  
I CERTIFY THAT THE "AS CONSTRUCTED" DETAILS SHOWN ON THIS PLAN ARE A TRUE AND ACCURATE RECORD OF THE WORKS.  
SIGNED: DATE: 03.12.13  
NAME of SIGNATORY: A. THIRIS  
RPEQ No. or LICENCE: 3325  
COMPANY NAME: ALTRA9  
START DATE: 10.10.13 FINISH DATE: 03.12.13



NAME SIGNATURE DATE  
QUEENSLAND URBAN UTILITIES DELEGATE  
(AUTHORISED FOR 12 MONTHS FROM DATE SHOWN)



					FUNDING		DRAFTED	S.WILKINSON	D.DAKIN		ASSET/PROJECT		DRAWING TITLE		SHEET No. OF				
					DESIGN W.O. No.		DRAFTING CHECK	D.DAKIN	DESIGN		R.P.E.Q. No.	MANAGER ENGINEERING SERVICES		DATE		ST47 - KILCOY STP SCRAPER DRIVE REPLACEMENT			
A	02.12.13	AS CONSTRUCTED		D.D	A.T	CONSTRUCTION W.O. No.		CAD FILE	50249002.dwg		A.THIRIS		3325	10.10.13		PRIMARY & SECONDARY SETTLING TANKS TYPICAL SECTIONS			
No.	DATE	AMENDMENT		DRAFT	APPR	FUNDED BY B.C.C. (✓)	EXTERNAL ( )	B.C.C. FILE No.		DESIGN CHECK		R.P.E.Q. No.	DATE		FIELD SERVICES DELEGATE		DATE		
QUEENSLAND URBAN UTILITIES DRAWING No.																		AMEND.	
486/5/5-0249-002																		A	



**60mm MOTOR STEEL SHAFT EXTENSION**  
**EX: TYCO STUB SHAFT - SHH215B**  
MATERIAL : 316 STAINLESS STEEL  
1:1

**AS CONSTRUCTED**

0 10 20 40 60  
Full Size 1:1 ; Half Reduction 1:2  
SCALE (mm)

				FUNDING		DRAFTED	S.WILKINSON	D.DAKIN	ASSET/PROJECT		DRAWING TITLE		SHEET No. OF	
				DESIGN W.O. No.		DRAFTING CHECK	D.DAKIN	DESIGN	R.P.E.Q. No.	MANAGER ENGINEERING SERVICES	DATE	60mm MOTOR STEEL SHAFT EXTENSION DETAILS	QUEENSLAND URBAN UTILITIES DRAWING No.	AMEND.
A	02.12.13	AS CONSTRUCTED				CAD FILE	50249003.dwg	A.THIRIS	3325	10.10.13			486/5/5-0249-003	A
No.	DATE	AMENDMENT		FUNDED BY B.C.C. (✓)	EXTERNAL ( )	B.C.C. FILE No.		DESIGN CHECK	R.P.E.Q. No.	DATE	FIELD SERVICES DELEGATE	DATE		

**AS CONSTRUCTED DETAILS**  
I CERTIFY THAT THE "AS CONSTRUCTED" DETAILS SHOWN ON THIS PLAN ARE A TRUE AND ACCURATE RECORD OF THE WORKS.  
SIGNED: ..... DATE: 03.12.13  
NAME of SIGNATORY: A. THIRIS  
RPEQ No. or LICENCE: 3325  
COMPANY NAME: ALTRA9  
START DATE: 10.10.13 FINISH DATE: 03.12.13



NAME SIGNATURE DATE  
QUEENSLAND URBAN UTILITIES DELEGATE (AUTHORISED FOR 12 MONTHS FROM DATE SHOWN)  
**QUEENSLAND UrbanUtilities**