



# INSTALLATION MANUAL

## MAGNETIC DRUM SEPARATOR IN HOUSING



**TOLL FREE: 888.582.0821**

P.O. #:  Order #:  Part #:

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### Installation Guidelines

The Drum Separator provides automatic removal of ferrous material from non-magnetic material. The unit comes ready to install either by bolting or welding it into the product flow. If the unit is to be installed using bolts, it is recommended that a minimum 3/8" diameter stainless steel bolt be utilized. The unit must be installed to allow sufficient space to perform preventative maintenance and allow for collection and removal of the ferrous and non-magnetic material.

The unit is equipped with a 230/460 A.C. three phase motor ready to be hard wired to your manual starter or motor control center. For information on the motor and reducer refer to the manufacturer's instructions.

This unit has been operated and adjusted at the time of manufacture. However, it may need some fine tuning to best

meet your needs. The following steps will assist in adjusting the Drum Separator to work best in your application:

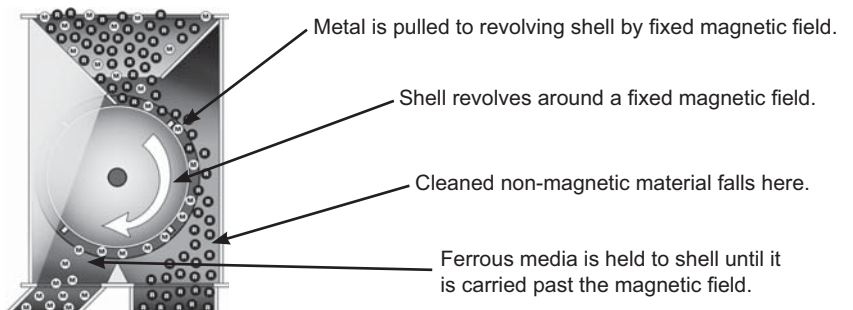
#### **MAGNETIC ADJUSTMENT**

1. Loosen the bolts (6. *see diagram on next page*) and rotate shaft until the arrow on the end of the shaft (2. *see diagram on next page*) points to the 9 o'clock position. Minor adjustments may be made either way from this position.
2. Pointing the arrow slightly down from the horizontal position will move the metal material toward the metal outlet.
3. Pointing the arrow slightly up from the horizontal position will move the metal material away from the metal outlet.

If any questions arise during installation, please call sales/customer service at: 1-888-582-0821

### Operating Principle

IMI Drum Separators are ideal for automatic ferrous metal capture in processing systems. The drum rotates around a stationary powerful permanent magnetic field. Ferrous metal in the material being processed is captured and held against the rotating drum surface by the magnetic field. Non-ferrous material falls free, while the ferrous metal is released when it rotates beyond a diverter and out of the magnetic field.



## Maintenance & Troubleshooting

### HOUSING AND BEARINGS:

The drum shell which contacts the ferrous material is made of stainless steel for low maintenance and prolonged operating life. The unit is completely enclosed to eliminate any possibility of jamming and problems associated with severe indoor or outdoor environments.

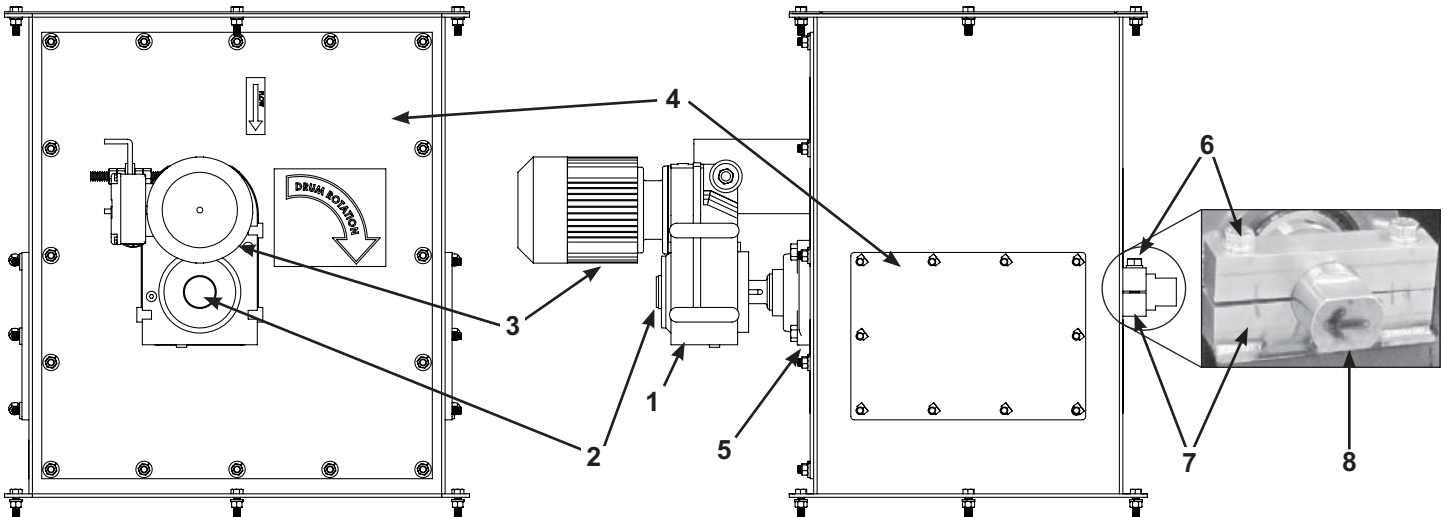
The drum separator has three bearings. One is located inside the drum assembly and supports the fixed shaft. This bearing is lubricated for life (if this bearing fails, please call the factory for instructions at the phone number below). A second bearing is located on the outside of the drum end plate and supports the drum on the fixed shaft. The third bearing is located on the outside of the housing, on the drive end.

Bearings should be lubricated on a schedule consistent with the environment and other equipment being used at the plant. Multipurpose lithium base grease such as Lubriplate No. 930-2 is recommended.

### DRUM WILL NOT ROTATE OR IS HARD TO ROTATE:

1. Inspect drum outer shell for visible dents or damage. If none proceed to step #2.
2. Separate motor and drive from drum.
3. Engage motor to see if drive will turn freely. If yes, go to step #4. If not service motor or drive.
4. With drive separated from drum, rotate drum by hand to check freedom of rotation. If drum turns hard check external and internal bearings and shaft for excessive wear.
5. To check internal bearing, shaft or magnet assembly support the drum from top or bottom. Remove motor, drive shaft and attached end plate by removing end plate bolts. Separate both from motor end plate on drum shell:
  - A. Check Bearing
  - B. Check Fixed Shaft
  - C. Check magnet assembly to shell for signs of rubbing and internal wear.

## Illustrations, Parts and Schematics



Ref. No.	Qty.	Description
1	1	Reducer
2	1	Drive Shaft
3	1	Motor 240/480VAC three phase
4	2	Access Door

Ref. No.	Qty.	Description
5	2	SC 4-Bolt Flange Bearing
6	2	Clamp Bolt
7	1	Clamp Assembly
8	1	Fixed Shaft with Magnet Load Indicator

## Comments or Concerns?

We believe Industrial Magnetics, Inc. offers the finest Drum Separators available today. Great pride has gone into the design and manufacture of this unit. Any comments or concerns should be directed to our Customer Service Department at 1-888-582-0821. **We appreciate the opportunity of serving you!**

**INDUSTRIAL MAGNETICS, INC.**

01/11

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**AUTOMATION**

**888-582-0823**

**MAG-MATE™**

**888-582-0822**

**TRAMP METAL**

**888-582-0821**



## INSTRUCTION MANUAL FOR DODGE™ SET SCREW & ECCENTRIC COLLAR MOUNTED BALL BEARINGS

### INSTALLATION

#### WARNING

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

1. Clean shaft and bearing bore thoroughly. File flats on shaft at set screw locations to permit easy removal of bearing.
2. Slip bearing into position. Be sure that bearing is not on a worn section of the shaft. For tighter fits tap inner ring face only with soft driver. **DO NOT HAMMER ON HOUSING.**
3. The bearing outer ring OD is spherical and swivels in the housing to accommodate misalignment. Snug hold-down bolts and use shaft to swivel each bearing until its final position is in the center of free movement top to bottom as well as side to side. Pass shaft through both bearings without forcing. This will prevent preloading of the bearings. Flat washers should be used with hold down bolts to protect coated housing. Housing slippage depends on the mounting hold-down bolt tightening torque, number of bolts and friction characteristics between mounting surfaces. Coated housings have reduced friction characteristics, auxiliary load carrying devices such as shear bars are advisable for side or end loading of pillow blocks and radial loads for flange units where normal to heavy loading or shock loading is encountered.
4. Shim mounting surfaces for full housing contact and vertical shaft adjustment – tighten hold-down bolts to proper torque (Table 1). Turn shaft by hand. Resistance to turning should be the same as before tightening of hold-down bolts.
5. For set screw mounted bearings the setscrews should be tightened alternately and in small increments to the torque specified in Table 1. After 24 hours of operation, the setscrews should be retightened to the torque in Table 1 to assure full locking of the inner race to the shaft. Care should be taken that the socket key or driver is in good condition with no rounded corners and the key is fully engaged in the setscrew and held square with the setscrew to prevent rounding out of the setscrew socket when applying maximum torque. Do not drill through the setscrew holes for spot drilling of the shaft. (Some inner rings have tempered setscrew threads and can be damaged by a drill.) If spot drilling is required, locate bearings on the shaft and center punch through the setscrew hole. Remove bearing and spot drill the shaft, then reassemble bearing over the spot drill position and assemble as above. Milled or filed flats are preferable to spot drilling.
6. For eccentric collar mounted bearings – slide collar against cam end to inner race. Use a punch in the hole provided in the collar, tap collar smartly in the direction of shaft rotation. Tighten setscrews to proper torque (Table 1). To remove bearings – loosen setscrew and tap collar in the direction opposite of shaft rotation.

**TABLE 1**

		SET SCREWS			HOLD-DOWN BOLTS	
SETSCREW SIZE	KEY HEX ACROSS FLATS	RECOMMENDED TORQUE			BOLT SIZE	RECOMMENDED TORQUE
		STANDARD BALL BEARING INSERT		CORROSION RESISTANT STAINLESS STEEL		
		MIN. (IN.-LBS.)	MAX. (IN.-LBS.)	(IN.-LBS.)		
(IN.)	(IN.)				(IN.)	(IN.-LBS.)
#10	3/32	28	33	25	3/8-16	240
1/4	1/8	66	80	60	1/2-13	600
5/16	5/32	126	156	117	5/8-11	1200
3/8	3/16	228	275	206	3/4-10	2100
					7/8-9	2040
(MM.)	(MM.)	MIN. (N.-M.)	MAX. (N.-M.)	(N.-M.)	(MM.)	(N.-M.)
M5	2.5	3.2	3.7	2.8	M10	29
M6	3	6.2	7.7	5.8	M12	50
M8	4	14.2	17.8	13.4	M16	124
M10	5	26	31	23	M20	238
					M22	322

## LUBRICATION

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

### Lubrication Guide

Use a No. 2 Lithium base grease or equivalent.

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

### WARNING

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

**DODGE / P.O. Box 499 / 6040 Ponders Court / Greenville, S.C. 29602-0499 / 803-297-4800**

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Printed in U.S.A

Instruction Manual 499498

September, 1992

# Gearmotors and Gear Reducers

OPERATING INSTRUCTIONS

01 805 52 US

## GENERAL


These operating instructions are intended to help you install and operate the drive. For trouble free service, proper installation and operation are essential. Additionally, these instructions contain important recommendations on maintenance.

Before shipment, every SEW-Eurodrive gear unit is tested, checked and properly packed. However, please inspect the drive immediately upon arrival for shortage or transit damage. Note the damage or shortage on the freight bill of lading and file a claim with the carrier. Also, notify SEW-Eurodrive of the shortage or damage.

## LUBRICANTS


All gearmotors and gear reducers are supplied with the correct grade and quantity of lubricating oil for the specified mounting position. Exceptions include reducers shipped without input assemblies. The recommended lubricants are found on page 2.

## LONG TERM STORAGE

If the drive is not installed immediately, it should be stored in a dry, protected area. If the drive is to be stored for an extended period of time and was not ordered from SEW for long term storage, contact your nearest SEW assembly plant for information on Long Term Storage or request  **Document #2115**.

Drives which are used for standby service should be stored as a sealed gearcase.

## INSTALLATION OF COMPONENTS ON DRIVE SHAFTS

Do not hammer on the shafts. Hammering can cause brinelling of the reducer's bearings shortening the bearing life. We recommend heating the components to approximately 175°F (when possible) and sliding them on the shaft. This will reduce possible damage to the reducer's bearings.  **Document #2116**.

For both standard and metric SEW shaft tolerances, refer to the SEW Catalog or request  **Document #2154**.


Shaft couplings should be properly aligned to prevent vibration, coupling wear, and premature failure of the shaft bearings.

To prevent the output shaft and bearings from being subjected to excessive loads, the maximum overhung load, as shown in SEW-Eurodrive catalogs, should not be exceeded. Please consult our engineering department if the load may exceed the recommended figure given or where there are combined radial and axial loads. In such cases, the exact operating conditions must be stated including speed, direction of rotation, position, magnitude and direction of the external radial and axial loads being applied.

## SHAFT MOUNTED REDUCERS

SEW-Eurodrive supplies the recommended hollowshaft mounting paste with every hollowshaft reducer. The mounting paste is to be applied on the keyed output shaft. The mounting paste is to aid in the prevention of rusting and fretting corrosion between the reducer hollowshaft and the shaft of the driven machine. The mounting paste will aid in shaft removal when necessary.

**Warning! Always ensure exposed, rotating parts are properly covered to ensure safety.**

For additional information on shaft mounted reducers, drive shaft configuration and tolerances, refer to the SEW-Eurodrive Catalog or request  **Documents #2201 and #2202**.

## INSTALLATION AND OPERATION

The drive installation site should be selected to ensure:

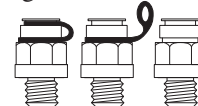
- Ambient temperatures below 40°C (104°F).
- Unimpeded flow of air to the motor and variable speed units.
- Accessibility to the drain, level and breather plugs.
- Adequate space for the removal of brakemotor fanguard for brake adjustment and maintenance.

The drive unit should be mounted on a flat, vibration damping, and torsionally rigid structure. Careful alignment is critical. Mounting to an uneven surface will cause housing distortion. The flatness tolerance of the supporting surface should not exceed:

- For gear units size 80 and smaller — 0.004 inch.
- For gear units above size 80 — 0.008 inch.


**For transportation, the units are supplied with the breather plug already mounted. After the unit is installed, the black rubber seal located on the breather MUST BE REMOVED (Fig. 1).**

Fig. 1



In addition, the oil level should be checked. Remove the plated (non-painted) oil level plug. The oil level is correct when the surface of the oil is level with the lowest point of that tapped hole, the exception is S37. Units W10, W20 and W30 are sealed in any position.

After installation, the actual mounting position should be confirmed against the mounting position shown on the gear reducer nameplate. Adequate lubrication is only guaranteed if the unit is mounted in the specific nameplated mounting position.

Refer to the SEW Catalog or request  **Document #2111, #2112, #2113, or #2114 (R, F, K, or S, respectively)** if a specific mounting position diagram is needed.

## MAINTENANCE

**Warning! Always ensure equipment is secure and electrical power is off before removing or performing maintenance on the drive assembly.** Oil levels and oil quality should be checked at regular intervals, determined by usage and the environment. Grease and oil should be changed per the recommendations on page 2. Check coupling alignment, chain or belt tension, and mounting bolt torque periodically. Keep the drive relatively free of dust and dirt.

 For additional information, call the SEW FAXline, 1-800-601-6195, and request document number shown.

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**EURODRIVE**

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**WEST COAST ASSEMBLY CENTER**  
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(510) 487-3560 Fax: (510) 487-6381



# LUBRICANTS

	6) °C -50 0 +50 +100	DIN (ISO)	ISO, NLGI	Mobil®	Shell	KLÖBER	ARAL	BP	Tribol	TEXACO	Optimat	FUCHS
<b>R...</b> 	Standard -10 +40	CLP (CC)	VG 220	Mobilgear 630	Shell Omala 220	Klüberoil GEM 1-220	Aral Degol BG 220	BP Energol GR-XP 220	Tribol 1100/220	Meropa 220	Optigear BM 220	Renolin CLP 220
<b>K...(HK...)</b> 	-25 +80	CLP PG	VG 220	Mobil Glygolyte 30	Shell Tivela WB	Klübersynth GH 6-220	Aral Degol GS 220	BP Enersyn SG-XP 220	Tribol 800/220	Synlube CLP 220	Optiflex A 220	
<b>F...</b> 	-40 +80	CLP HC	VG 220	Mobil SHC 630	Shell Omala 220 HD	Klübersynth EG 4-220	Aral Degol PAS 220		Tribol 1510/220	Pinnacle EP 220	Optigear Synthetic A 220	Renolin Unisyn CLP 220
	-40 +40		VG 150	Mobil SHC 629		Klübersynth EG 4-150				Pinnacle EP 150		
	-20 +25	CLP (CC)	VG 150 VG 100	Mobilgear 627	Shell Omala 100	Klüberoil GEM 1-150	Aral Degol BG 100	BP Energol GR-XP 100	Tribol 1100/100	Meropa 150	Optigear BM 100	Renolin CLP 150
	-30 +10	HLP (HM)	VG 68-46 VG 32	Mobil D.T.E. 13M	Shell Tellus T 32	Klüberoil GEM 1-68	Aral Degol BG 46		Tribol 1100/68	Rando EP Ashless 46	Optigear 32	Renolin B 46 HVI
	-40 +10	CLP HC	VG 32	Mobil SHC 624		Klüber-Summit HySyn FG-32				Cetus PA 0 46		
	-40 -20	HLP (HM)	VG 22 VG 15	Mobil D.T.E. 11M	Shell Tellus T 15	Isolux MT 30 ROT		BP Energol HLP-HM 10		Rando HDZ 15		
<b>S...(HS...)</b> 	Standard 0 +40	CLP (CC)	VG 680	Mobilgear 636	Shell Omala 680	Klüberoil GEM 1-680	Aral Degol BG 680	BP Energol GR-XP 680	Tribol 1100/680	Meropa 680	Optigear BM 680	Renolin CLP 680
	-20 +60	CLP PG	VG 680 1)	Mobil Glygoyle HE 680		Klübersynth GH 6-680		BP Enersyn SG-XP 680	Tribol 800/680	Synlube CLP 680		
	-30 +80	CLP HC	VG 460	Mobil SHC 634	Shell Omala 460 HD	Klübersynth EG 4-460				Pinnacle EP 460		
	-40 +10		VG 150	Mobil SHC 629		Klübersynth EG 4-150				Pinnacle EP 150		
	-20 +10	CLP (CC)	VG 150 VG 100	Mobilgear 627	Shell Omala 100	Klüberoil GEM 1-150	Aral Degol BG 100	BP Energol GR-XP 100	Tribol 1100/100	Meropa 100	Optigear BM 100	Renolin CLP 150
	-25 +20	CLP PG	VG 220 1)	Mobil Glygoyle 30		Klübersynth GH 6-220			Tribol 800/220	Synlube CLP 220	Optiflex A 220	
	-40 0	CLP HC	VG 32	Mobil SHC 624		Klüber-Summit HySyn FG-32				Cetus PA 0 46		
<b>R...,K...(HK...), F...,S...(HS...)</b>	-30 +40	HCE	VG 460		Shell Cassida Fluid GL 460	Klüberoil 4UH1-460	Aral Eural Gear 460				Optileb GT 460	
	-20 +40	E	VG 460			Klüberbio CA2-460	Aral Degol BAB 460				Optisyn BS 460	
	Standard -20 +40	CLP PG	VG 460			Klübersynth UH1 6-460						
<b>W...(HW...)</b> 	Standard -20 +40	SEW PG	VG 460 2)			Klüber SEW HT -460-5						
	-40 +10	API GL5	SAE 75W90 (-VG 100)	Mobilube SHC 75 W90-LS								
	-20 -40	CLP PG	VG 460 3)			Klübersynth UH1 6-460						
<b>R32 R302</b>	-25 +60	DIN 51 818	00	Glygoyle Grease 00	Shell Tivela GL 00	Klübersynth GE 46-1200				Multifak 6833 EP 00		
	Standard -15 +40	5)	000 - 0	Mobilux EP 004	Shell Alvania GL 00		Aralub MFL 00	BP Energ grease LS-EP 00		Multifak EP 000	Longtime PD 00	Renolin SF 7 - 041

01 805 792US

<b>CLP</b> = Mineral oil	1) Helical-worm gear units with PG oil: Please contact SEW-EURODRIVE
<b>CLP PG</b> = Polyglycol (W gear units, conforms to USDA-H1)	2) Special lubricant for Spiroplan® gear units only
<b>CLP HC</b> = Synthetic hydrocarbons	3) Recommendation: Select SEW $f_g \geq 1.2$
<b>E</b> = Ester oil (water pollution danger category WGK 1)	4) Pay attention to critical starting behavior at low temperatures!
<b>HCE</b> = Synthetic hydrocarbons + ester oil (USDA - H1 certification)	5) Low-viscosity grease
<b>HLP</b> = Hydraulic oil	6) Ambient temperature
= Synthetic lubricant (= synthetic anti-friction bearing grease)	Lubricant for the food industry (food grade oil)
= Mineral lubricant (= mineral-based anti-friction bearing grease)	Biodegradable oil (lubricant for use in agriculture, forestry and water resources)

Oil levels and oil quality should be checked at frequent intervals, depending on usage. Oil changes are required at intervals of 10,000 operating hours or every two years, whichever comes first. If a synthetic oil lubricant is used, then this period can be extended to 20,000 operating hours or every four years, whichever comes first. In applications where hostile operating conditions exist, such as high humidity, corrosive environment, or large temperature changes, the lubricant should be changed at more frequent intervals.

The gear units W10, W20 and W30 are supplied with a synthetic oil which is good for the life of the reducer, independent of the mounting position.

Grease packed bearings should be cleaned and regreased every 10,000 hours or 20,000 hours for synthetic grease. Input (high speed) bearings should not be overgreased. They should be filled with grease not to exceed 1/3 of the bearing's free volume. For output bearings and bearings with replaceable grease shields, fill to 2/3 of their free volume.

## ATTENTION

When the recommended lubricant is not available, it is permissible to use a lubricant having equivalent characteristics but we do not recommend that lubricants of different brands be mixed. Under no circumstances should synthetic lubricants be mixed with one another or with one having a mineral base.

# LUBRICANTS

The approximate lubricant in US gallons and liters per mounting position is as follows:

Gear Unit	Mounting Positions											
	M1 <sup>1)</sup>		M2 <sup>1)</sup>		M3		M4		M5		M6	
	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters
RX57	0.16	0.60	0.21	0.80	0.34	1.30	0.34	1.30	0.24	0.90	0.24	0.90
RX67	0.21	0.80	0.21	0.80	0.45	1.70	0.50	1.90	0.29	1.10	0.29	1.10
RX77	0.29	1.10	0.40	1.50	0.69	2.60	0.71	2.70	0.42	1.60	0.42	1.60
RX87	0.45	1.70	0.66	2.50	1.25	4.80	1.25	4.80	0.77	2.90	0.77	2.90
RX97	0.55	2.10	0.90	3.40	1.95	7.4	1.85	7.0	1.25	4.80	1.25	4.80
RX107	1.05	3.90	1.50	5.6	3.05	11.6	3.15	11.9	2.05	7.7	2.05	7.7
RXF57	0.13	0.50	0.21	0.80	0.29	1.10	0.29	1.10	0.18	0.70	0.18	0.70
RXF67	0.18	0.70	0.21	0.80	0.40	1.50	0.37	1.40	0.26	1.00	0.26	1.00
RXF77	0.24	0.90	0.34	1.30	0.63	2.40	0.53	2.00	0.42	1.60	0.42	1.60
RXF87	0.42	1.60	0.51	1.95	1.30	4.90	1.05	3.95	0.77	2.90	0.77	2.90
RXF97	0.55	2.10	0.98	3.70	1.85	7.1	1.65	6.3	1.25	4.80	1.25	4.80
RXF107	0.82	3.10	1.50	5.7	2.95	11.2	2.45	9.3	1.90	7.2	1.90	7.2
R07	0.032	0.12	0.055	0.20	0.055	0.20	0.055	0.20	0.055	0.20	0.055	0.20
R17/R17F	0.065	0.25	0.15	0.55	.090	0.35	0.15	0.55	0.09	0.35	0.11	0.40
R27/R27F	0.065 (0.11)	0.25 (0.40)	0.18	0.70	0.13	0.50	0.18	0.70	0.13	0.50	0.13	0.50
R37/R37F	0.080 (0.25)	0.30 (0.95)	0.22	0.85	0.25	0.95	0.28	1.05	0.20	0.75	0.25	0.95
R47/R47F	0.18 (0.40)	0.70 (1.50)	0.42	1.60	0.40	1.50	0.44	1.65	0.40	1.50	0.40	1.50
R57/R57F	0.21 (0.45)	0.80 (1.70)	0.50	1.90	0.45	1.70	0.55	2.10	0.45	1.70	0.45	1.70
R67/R67F	0.29 (0.61)	1.10 (2.30)	0.69 (0.92)	2.60 (3.50)	0.74	2.80	0.84	3.20	0.48	1.80	0.53	2.00
R77/R77F	0.32 (0.79)	1.20 (3.00)	1.00 (1.10)	3.80 (4.10)	0.95	3.60	1.10	4.10	0.66	2.50	0.90	3.40
R87/R87F	0.61 (1.60)	2.30 (6.0)	1.75 (2.15)	6.7 (8.2)	1.90	7.2	2.05	7.7	1.65	6.3	1.70	6.5
R97	1.20 (2.60)	4.60 (9.8)	3.10 (3.70)	11.7 (14.0)	3.10	11.7	3.55	13.4	3.00	11.3	3.10	11.7
R107	1.60 (3.60)	6.0 (13.7)	4.30	16.3	4.45	16.9	5.1	19.2	3.50	13.2	4.20	15.9
R137	2.65 (6.6)	10.0 (25.0)	7.4	28.0	7.8	29.5	8.3	31.5	6.6	25.0	6.6	25.0
R147	4.05 (10.6)	15.4 (40.0)	12.3	46.5	12.7	48.0	13.7	52.0	10.4	39.5	10.8	41.0
R167	7.1 (18.5)	27.0 (70.0)	21.6	82.0	20.6	78.0	23.2	88.0	17.4	66.0	18.2	69.0
RF07	0.032	0.12	0.055	0.20	0.055	0.20	0.055	0.20	0.055	0.20	0.055	0.20
RF17	0.065	0.25	0.15	0.55	.090	0.35	0.15	0.55	0.09	0.35	0.11	0.40
RF27	0.065 (0.11)	0.25 (0.40)	0.18	0.70	0.13	0.50	0.18	0.70	0.13	0.50	0.13	0.50
RF37	0.090 (0.25)	0.35 (0.95)	0.24	0.90	0.25	0.95	0.28	1.05	0.20	0.75	0.25	0.95
RF47	0.17 (0.40)	0.65 (1.50)	0.42	1.60	0.40	1.50	0.44	1.65	0.40	1.50	0.40	1.50
RF/RM57	0.21 (0.45)	0.80 (1.70)	0.48	1.80	0.45	1.70	0.53	2.00	0.45	1.70	0.45	1.70
RF/RM67	0.32 (0.66)	1.20 (2.50)	0.71 (0.95)	2.70 (3.60)	0.71	2.70	0.69	2.60	0.50	1.90	0.55	2.10
RF/RM77	0.32 (0.69)	1.20 (2.60)	1.00 (1.10)	3.80 (4.10)	0.87	3.30	1.10	4.10	0.63	2.40	0.79	3.00
RF/RM87	0.63 (1.60)	2.40 (6.0)	1.80 (2.10)	6.8 (7.9)	1.85	7.1	1.85	7.0	1.65	6.3	1.70	6.4
RF/RM97	1.35 (2.70)	5.1 (10.2)	3.15 (3.70)	11.9 (14.0)	2.95	11.2	3.70	14.0	2.95	11.2	3.10	11.8
RF/RM107	1.65 (3.95)	6.3 (14.9)	4.20	15.9	4.50	17.0	5.1	19.2	3.45	13.1	4.20	15.9
RF/RM137	2.50 (6.6)	9.5 (25.0)	7.1	27.0	7.7	29.0	8.6	32.5	6.6	25.0	6.6	25.0
RF/RM147	4.35 (11.1)	16.4 (42.0)	12.4	47.0	12.7	48.0	13.7	52.0	11.1	42.0	11.1	42.0
RF/RM167	6.9 (18.5)	26.0 (70.0)	21.6	82.0	20.6	78.0	23.2	88.0	17.2	65.0	18.7	71.0

<sup>1)</sup> Standard level (increased oil level) - The larger gear unit of a multi-stage unit must be filled with the larger oil volume.



**For additional information on R-Series mounting positions, refer to the SEW Catalog or call the SEW FAXline, 1-800-601-6195, and request Document #2111.**

# LUBRICANTS

The approximate lubricant in US gallons and liters per mounting position is as follows:

Gear Unit	Mounting Position											
	M1		M2		M3		M4		M5		M6	
	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters
F27	0.16	0.60	0.21	0.80	0.17	0.65	0.18	0.70	0.16	0.60	0.16	0.60
F37	0.25	0.95	0.33	1.25	0.18	0.70	0.33	1.25	0.26	1.00	0.29	1.10
F47	0.40	1.50	0.48	1.80	0.29	1.10	0.50	1.90	0.40	1.50	0.45	1.70
F57	0.69	2.60	0.92	3.50	0.55	2.10	0.92	3.50	0.74	2.80	0.77	2.90
F67	0.71	2.70	1.00	3.80	0.50	1.90	1.00	3.80	0.77	2.90	0.84	3.20
F77	1.55	5.9	1.95	7.3	1.15	4.30	2.10	8.0	1.60	6.0	1.65	6.3
F87	2.85	10.8	3.45	13.0	2.05	7.7	3.65	13.8	2.85	10.8	2.90	11.0
F97	4.90	18.5	5.9	22.5	3.35	12.6	6.7	25.2	4.90	18.5	5.3	20.0
F107	6.5	24.5	8.4	32.0	5.1	19.5	9.9	37.5	7.1	27.0	7.1	27.0
F127	10.7	40.5	14.4	54.5	9.0	34.0	16.1	61.0	12.2	46.3	12.4	47.0
F157	18.2	69.0	27.5	104.0	16.6	63.0	27.7	105.0	22.7	86.0	20.6	78.0
FF27	0.16	0.60	0.21	0.80	0.17	0.65	0.18	0.70	0.16	0.60	0.16	0.60
FF37	0.26	1.00	0.33	1.25	0.18	0.70	0.34	1.30	0.26	1.00	0.29	1.10
FF47	0.42	1.60	0.49	1.85	0.29	1.10	0.50	1.90	0.40	1.50	0.45	1.70
FF57	0.74	2.80	0.92	3.50	0.55	2.10	0.98	3.70	0.77	2.90	0.79	3.00
FF67	0.71	2.70	1.00	3.80	0.50	1.90	1.00	3.80	0.77	2.90	0.84	3.20
FF77	1.55	5.9	1.95	7.3	1.15	4.30	2.15	8.1	1.60	6.0	1.65	6.3
FF87	2.85	10.8	3.50	13.2	2.05	7.8	3.70	14.1	2.90	11.0	2.95	11.2
FF97	5.00	19.0	5.9	22.5	3.35	12.6	6.8	25.6	5.00	18.9	5.4	20.5
FF107	6.7	25.5	8.4	32.0	5.1	19.5	10.2	38.5	7.3	27.5	7.4	28.0
FF127	11.0	41.5	14.7	55.5	9.0	34.0	16.6	63.0	12.2	46.3	12.9	49.0
FF157	19.0	72.0	27.7	105.0	16.9	64.0	28.0	106.0	23.0	87.0	20.9	79.0
FA/FH/FV27 FAF/FHF/FVF27 FAZ/FHZ/FVZ27	0.16	0.60	0.21	0.80	0.17	0.65	0.18	0.70	0.16	0.60	0.16	0.60
FA/FH/FV37 FAF/FHF/FVF37 FAZ/FHZ/FVZ37	0.25	0.95	0.33	1.25	0.18	0.70	0.33	1.25	0.26	1.00	0.29	1.10
FA/FH/FV47 FAF/FHF/FVF47 FAZ/FHZ/FVZ47	0.40	1.50	0.48	1.80	0.29	1.10	0.50	1.90	0.40	1.50	0.45	1.70
FA/FH/FV57 FAF/FHF/FVF57 FAZ/FHZ/FVZ57	0.71	2.70	0.92	3.50	0.55	2.10	0.90	3.40	0.77	2.90	0.79	3.00
FA/FH/FV67 FAF/FHF/FVF67 FAZ/FHZ/FVZ67	0.71	2.70	1.00	3.80	0.50	1.90	1.00	3.80	0.77	2.90	0.84	3.20
FA/FH/FV77 FAF/FHF/FVF77 FAZ/FHZ/FVZ77	1.55	5.9	1.95	7.3	1.15	4.30	2.10	8.0	1.60	6.0	1.65	6.3
FA/FH/FV87 FAF/FHF/FVF87 FAZ/FHZ/FVZ87	2.85	10.8	3.45	13.0	2.05	7.7	3.65	13.8	2.85	10.8	2.90	11.0
FA/FH/FV97 FAF/FHF/FVF97 FAZ/FHZ/FVZ97	4.90	18.5	5.9	22.5	3.35	12.6	6.7	25.2	4.90	18.5	5.3	20.0
FA/FH/FV107 FAF/FHF/FVF107 FAZ/FHZ/FVZ107	6.5	24.5	8.4	32.0	5.1	19.5	9.9	37.5	7.1	27.0	7.1	27.0
FA/FH/FV127 FAF/FHF/FVF127 FAZ/FHZ/FVZ127	10.3	39.0	14.4	54.5	9.0	34.0	16.1	61.0	11.9	45.0	12.3	46.5
FA/FH/FV157 FAF/FHF/FVF157 FAZ/FHZ/FVZ157	18.0	68.0	27.2	103.0	16.4	62.0	27.5	104.0	22.4	85.0	20.3	77.0



For additional information on F-Series mounting positions, refer to the SEW Catalog or call the SEW FAXline, 1-800-601-6195, and request Document #2112.



# LUBRICANTS

The approximate lubricant in US gallons and liters per mounting position is as follows:

Gear Unit	Mounting Position											
	M1		M2		M3		M4		M5		M6	
	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters
K37	0.13	0.50	0.26	1.00	0.26	1.00	0.33	1.25	0.25	0.95	0.25	0.95
K47	0.21	0.80	0.34	1.30	0.40	1.50	0.53	2.00	0.42	1.60	0.42	1.60
K57	0.32	1.20	0.61	2.30	0.66	2.50	0.74	2.80	0.69	2.60	0.63	2.40
K67	0.29	1.10	0.63	2.40	0.69	2.60	0.91	3.45	0.69	2.60	0.69	2.60
K77	0.58	2.20	1.10	4.10	1.15	4.40	1.55	5.8	1.10	4.20	1.15	4.40
K87	0.98	3.70	2.10	8.0	2.30	8.7	2.90	10.9	2.10	8.0	2.10	8.0
K97	1.85	7.0	3.70	14.0	4.15	15.7	5.3	20.0	4.15	15.7	4.10	15.5
K107	2.65	10.0	5.5	21.0	6.7	25.5	8.8	33.5	6.35	24.0	6.35	24.0
K127	5.5	21.0	11.0	41.5	11.6	44.0	14.3	54.0	10.6	40.0	10.8	41.0
K157	8.2	31.0	16.4	62.0	17.2	65.0	23.8	90.0	15.3	58.0	16.4	62.0
K/KH167	8.7	33.0	25.1	95.0	27.7	105.0	32.5	123.0	22.4	85.0	22.2	84.0
K/KH187	14.0	53.0	40.1	152.0	44.1	167.0	53.0	200	37.8	143.0	37.8	143.0
KF37	0.13	0.50	0.29	1.10	0.29	1.10	0.40	1.50	0.26	1.00	0.26	1.00
KF47	0.21	0.80	0.34	1.30	0.45	1.70	0.58	2.20	0.42	1.60	0.42	1.60
KF57	0.34	1.30	0.61	2.30	0.71	2.70	0.83	3.15	0.77	2.90	0.71	2.70
KF67	0.29	1.10	0.63	2.40	0.74	2.80	0.98	3.70	0.71	2.70	0.71	2.70
KF77	0.55	2.10	1.10	4.10	1.15	4.40	1.55	5.9	1.20	4.50	1.20	4.50
KF87	0.98	3.70	2.15	8.2	2.40	9.0	3.15	11.9	2.20	8.4	2.20	8.4
KF97	1.85	7.0	3.90	14.7	4.55	17.3	5.70	21.5	4.15	15.7	4.35	16.5
KF107	2.65	10.0	5.8	21.8	6.8	25.8	9.3	35.1	6.7	25.2	6.7	25.2
KF127	5.5	21.0	11.0	41.5	12.1	46.0	14.5	55.0	10.8	41.0	10.8	41.0
KF157	8.2	31.0	17.4	66.0	18.2	69.0	24.3	92.0	16.4	62.0	16.4	62.0
KA/KH/KV37 KAF/KHF/KVF37 KAZ/KHZ/KVZ37 KT37	0.13	0.50	0.26	1.00	0.26	1.00	0.37	1.40	0.26	1.00	0.26	1.00
KA/KH/KV47 KAF/KHF/KVF47 KAZ/KHZ/KVZ47 KT47	0.21	0.80	0.34	1.30	0.42	1.60	0.57	2.15	0.42	1.60	0.42	1.60
KA/KH/KV57 KAF/KHF/KVF57 KAZ/KHZ/KVZ57 KT57	0.34	1.30	0.61	2.30	0.71	2.70	0.83	3.15	0.77	2.90	0.71	2.70
KA/KH/KV67 KAF/KHF/KVF67 KAZ/KHZ/KVZ67 KT67	0.29	1.10	0.63	2.40	0.71	2.70	0.98	3.70	0.69	2.60	0.69	2.60
KA/KH/KV77 KAF/KHF/KVF77 KAZ/KHZ/KVZ77 KT77	0.55	2.10	1.10	4.10	1.20	4.60	1.55	5.9	1.15	4.40	1.15	4.40
KA/KH/KV87 KAF/KHF/KVF87 KAZ/KHZ/KVZ87 KT87	0.98	3.70	2.15	8.2	2.30	8.8	2.95	11.1	2.10	8.0	2.10	8.0
KA/KH/KV97 KAF/KHF/KVF97 KAZ/KHZ/KVZ97 KT97	1.85	7.0	3.90	14.7	4.15	15.7	5.30	20.0	4.15	15.7	4.15	15.7
KA/KH/KV107 KAF/KHF/KVF107 KAZ/KHZ/KVZ107	2.65	10.0	5.4	20.5	6.3	24.0	8.6	32.4	6.3	24.0	6.3	24.0
KA/KH/KV127 KAF/KHF/KVF127 KAZ/KHZ/KVZ127	5.5	21.0	11.0	41.5	11.4	43.0	13.7	52.0	10.6	40.0	10.6	40.0
KA/KH/KV157 KAF/KHF/KVF157 KAZ/KHZ/KVZ157	8.2	31.0	17.4	66.0	17.7	67.0	23.0	87.0	16.4	62.0	16.4	62.0



For additional information on K-Series mounting positions, refer to the SEW Catalog or call the SEW FAXline, 1-800-601-6195, and request Document #2113.

# LUBRICANTS

The approximate lubricant in US gallons and liters per mounting position is as follows:

Gear Unit	Mounting Position											
	M1		M2		M3 <sup>1)</sup>		M4		M5		M6	
	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters	Gallons	Liters
S37	0.065	0.25	0.11	0.40	0.13	0.50	0.15	0.55	0.11	0.40	0.11	0.40
S47	0.090	0.35	0.21	0.80	0.18 (0.24)	0.70 (0.90)	0.26	1.00	0.21	0.80	0.21	0.80
S57	0.13	0.50	0.32	1.20	0.26 (0.32)	1.00 (1.20)	0.38	1.45	0.34	1.30	0.34	1.30
S67	0.26	1.00	0.53	2.00	0.58 (0.82)	2.20 (3.10)	0.82	3.10	0.69	2.60	0.69	2.60
S77	0.50	1.90	1.10	4.20	0.98 (1.45)	3.70 (5.4)	1.55	5.9	1.15	4.40	1.15	4.40
S87	0.87	3.30	2.15	8.1	1.80 (2.75)	6.9 (10.4)	3.00	11.3	2.20	8.4	2.20	8.4
S97	1.80	6.8	3.95	15.0	3.55 (4.75)	13.4 (18.0)	5.8	21.8	4.50	17.0	4.50	17.0
SF37	0.065	0.25	0.11	0.40	0.13	0.50	0.15	0.55	0.11	0.40	0.11	0.40
SF47	0.11	0.40	0.24	0.90	0.24 (0.28)	0.90 (1.05)	0.28	1.05	0.26	1.00	0.26	1.00
SF57	0.13	0.50	0.32	1.20	0.26 (0.40)	1.00 (1.50)	0.41	1.55	0.37	1.40	0.37	1.40
SF67	0.26	1.00	0.58	2.20	0.61 (0.79)	2.30 (3.00)	0.84	3.20	0.71	2.70	0.71	2.70
SF77	0.50	1.90	1.10	4.10	1.05 (1.55)	3.90 (5.8)	1.70	6.5	1.30	4.90	1.30	4.90
SF87	1.00	3.80	2.10	8.0	1.85 (2.65)	7.1 (10.1)	3.15	12.0	2.40	9.1	2.40	9.1
SF97	1.95	7.4	3.95	15.0	3.65 (4.95)	13.8 (18.8)	6.0	22.6	4.75	18.0	4.75	18.0
SA/SH37 SAF/SHF37 SAZ/SHZ37 ST37	0.065	0.25	0.11	0.40	0.13	0.50	0.13	0.50	0.11	0.40	0.11	0.40
SA/SH47 SAF/SHF47 SAZ/SHZ47 ST47	0.11	0.40	0.21	0.80	0.18 (0.24)	0.70 (0.90)	0.26	1.00	0.21	0.80	0.21	0.80
SA/SH57 SAF/SHF57 SAZ/SHZ57 ST57	0.13	0.50	0.29	1.10	0.26 (0.40)	1.00 (1.50)	0.40	1.50	0.32	1.20	0.32	1.20
SA/SH67 SAF/SHF67 SAZ/SHZ67 ST67	0.26	1.00	0.53	2.00	0.48 (0.69)	1.80 (2.60)	0.77	2.90	0.66	2.50	0.66	2.50
SA/SH77 SAF/SHF77 SAZ/SHZ77 ST77	0.48	1.80	1.05	3.90	0.95 (1.30)	3.60 (5.0)	1.55	5.8	1.20	4.50	1.20	4.50
SA/SH87 SAF/SHF87 SAZ/SHZ87 ST87	1.00	3.80	1.95	7.4	1.60 (2.30)	6.0 (8.7)	2.85	10.8	2.10	8.0	2.10	8.0
SA/SH97 SAF/SHF97 SAZ/SHZ97 ST97	1.85	7.0	3.70	14.0	3.00 (4.20)	11.4 (16.0)	5.4	20.5	4.15	15.7	4.15	15.7

<sup>1)</sup> Standard level (increased oil level) - The larger gear unit of a multi-stage unit must be filled with the larger oil volume.

The approximate lubricant in US gallons and liters for ALL mounting positions for the W-Series is as follows

Gear Unit	Gallons	Liters
W/WF/WA/WAF10	0.042	0.116
W/WF/WA/WAF20	0.065	0.24
W/WF/WA/WAF30	0.11	0.40

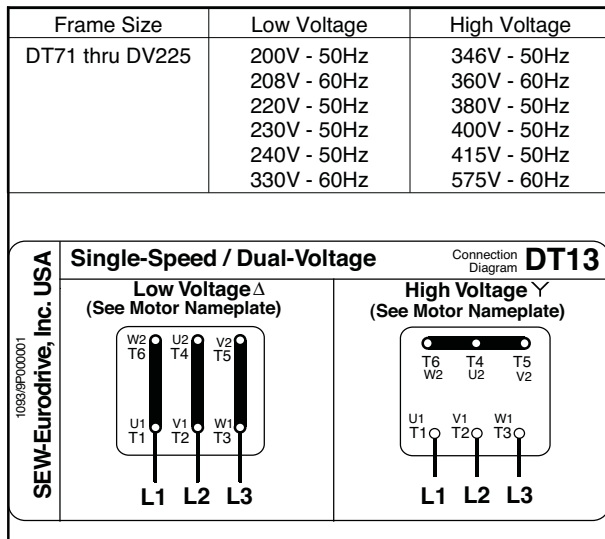
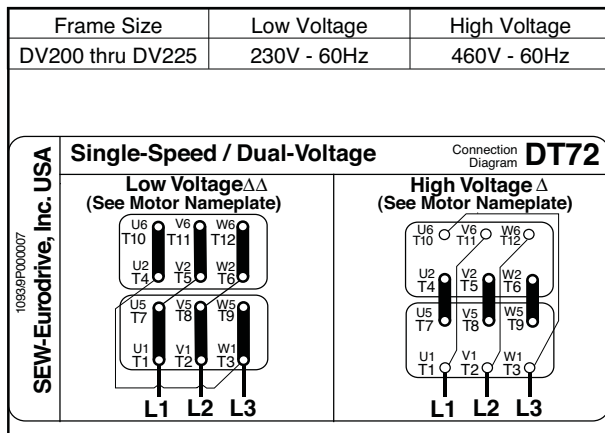
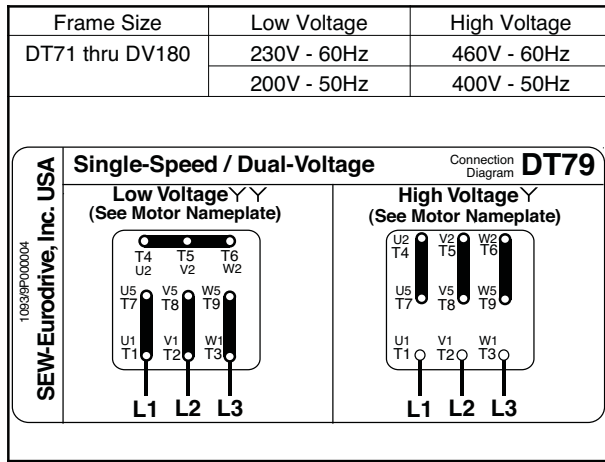
**Note:** The Spiroplan® series gear units are mounting position independent of oil filling.



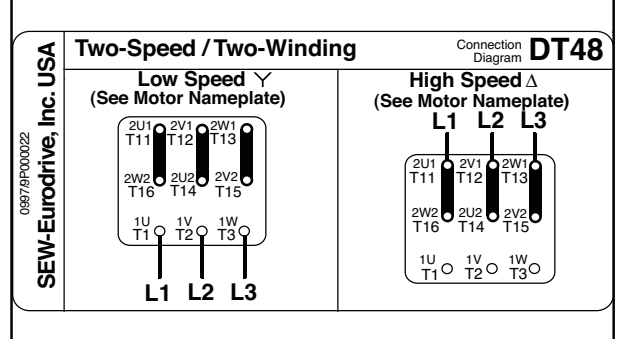
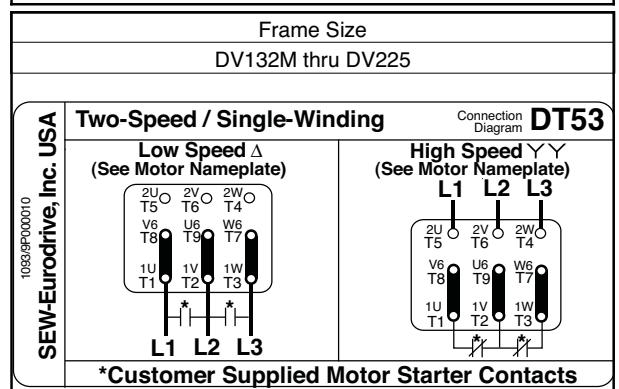
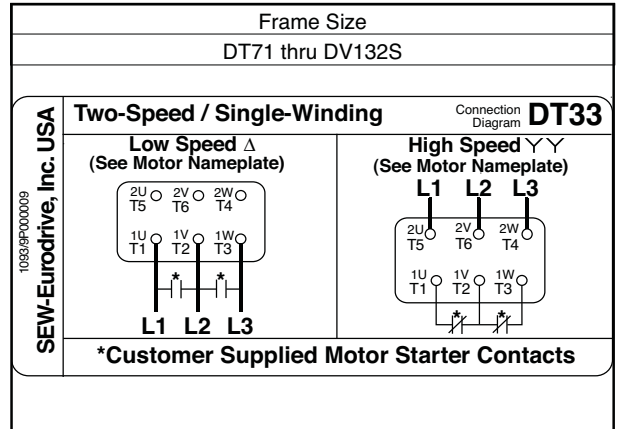
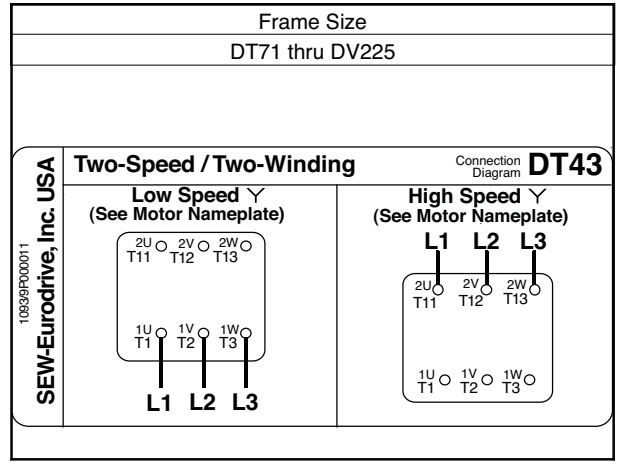
For additional information on S-Series mounting positions, refer to the SEW Catalog or call the SEW FAXline, 1-800-601-6195, and request Document #2114.

# Motor Connection Diagrams

## Dual-Voltage Motors (single-speed)



## Single-Voltage Motors (two-speed)





# Motors and Brakemotors

## Type BM (G) Brakes

OPERATING INSTRUCTIONS

09 793 77 US

### General

Every SEW-Eurodrive motor is thoroughly tested, checked, and properly packed prior to shipment. However, please check immediately upon arrival for shortage of parts or transit damage. Note the damage or shortage on the freight bill of lading and file a claim with the carrier. Also, notify SEW-Eurodrive of the shortage or damage.

### Typical Installation

For motors mounted integrally to a gear unit, please refer to the Operating Instructions for Gearmotors and Gear Reducers for proper installation of the drive. The drive installation site should be selected to ensure:

- Ambient temperatures between 0-40°C (32-104°F).
- Unimpeded flow of air to the motor and variable speed units.
- Accessibility to gear unit, oil plugs.
- Adequate space for the removal of the brakemotor fanguard for brake adjustment and maintenance.

The drive unit should be mounted on a flat, vibration damping, and torsionally rigid structure. The flatness tolerance of the supporting surface should not exceed:

For motor size 180 and smaller — 0.004 inch

For motor size above 180 — 0.008 inch

Do not hammer on the shafts to install couplings, sheaves, etc. Hammering can cause brinelling of the bearings and a reduction in bearing life. We recommend heating the components to approximately 175°F and sliding them on. This will reduce possible damage to the bearings. In addition, there is a metric tapped hole in the center of the motor shaft that can be utilized with a tool to press on or remove the coupling, sheaves, etc.

The motor shaft diameters are metric and have tolerances as listed in the SEW-Eurodrive catalogs. Shaft couplings should be properly aligned to prevent vibration, coupling wear and premature failure of the shaft bearings.

Maximum Parallel Offset — 0.003 inch

Maximum Angular Offset — 0.030°

To prevent the output shaft and bearings from being subjected to excessive loads, the maximum overhung loads, as shown in SEW-Eurodrive catalogs, should not be exceeded. Please consult our engineering department if the load may exceed the recommended figure given or where there are combined radial and axial loads. In such cases, the exact operating conditions must be stated including speed, direction of rotation, position, magnitude and direction of the external radial and axial loads being applied.

### Long Term Storage

If the motor must be stored for a long period of time without operating, the motor must be stored in a dry, protected area, and in the mounting position indicated on the unit nameplate. In order to ensure that the motor has not been damaged by moisture after a prolonged storage, the insulation resistance should be checked. An insulation tester with a measurement voltage of at least 500V (e.g. magneto generator) should be used for this purpose. The insulation resistance is sufficient if it has an ohmic

value of at least  $1000 \times V_N$  (e.g. at  $V_N = 230\text{VAC}$ :  $R_{\text{insul}} \geq 230000 \text{ ohms} = 0.23\text{M ohms}$ ). If the measured value is smaller, the motor should be dried before use (for example, with hot air up to a maximum of 90°C or by resistance heating with an auxiliary AC voltage of 10% of  $V_N$  via an isolating transformer). Care should be taken to ensure that the motor is heated with not more than 20% of its rated current and that the rise in temperature is not more than 90°C. The drying procedure can be stopped when the insulation resistance has reached  $500000 = 0.5\text{M ohms}$ .

### Severe Duty Units

Severe Duty Units are indicated with the letters “-KS” at the end of the motor type on the motor nameplate. Severe Duty units include drain holes in the motor end bells and conduit box at the lowest points allowing condensation to drain out of the motor.

### CAUTION!

**The drain holes are installed for the mounting position listed on the gearbox nameplate. Installing a unit in a mounting position other than what is shown on the nameplate will reposition the condensation drain holes. As a result, the drain holes may not be located at the lowest point and may not allow water to drain. This can cause premature drive failure.**

### Electrical Connection

The motor must be installed and connected by a qualified electrician who is knowledgeable with the NEC article 430 and local regulations. He must make sure that the voltage and frequency of the electrical supply correspond with the data stamped on the motor nameplate before connecting the motor in accordance with the wiring diagram, which can be found in the terminal box. For brake connections, see the following pages.

At installation the electrician must make sure that the terminal block jumpers are positioned correctly and that all electrical connections including the ground connection are secure. In order to effectively protect the motor from overloads, appropriate motor protection must be provided. Fuses do not always provide adequate motor protection. For motors which are required to operate with a very high start-stop frequency, the overload heater type motor protection is insufficient. It is advisable in such applications to provide the motor with temperature sensors (thermistors) in the windings. Monitor the thermistors by means of an external trip device. In this way, the motor will be fully protected against practically all possible overloads.

When using motors outdoors or in washdown applications the cable entries into the terminal box must be directed downward to prevent water from entering the conduit box. The unused cable entries must be closed off properly.

### Lubrication and Maintenance

**WARNING! Always ensure equipment is secure and electrical power is off before removing or performing maintenance on the drive assembly.** The motor bearings are sealed and the grease content is adequate for the life of the bearing.

**SEW  
EURODRIVE**

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(937) 335-0036 Fax: (937) 332-0038

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**WEST COAST ASSEMBLY CENTER**  
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(510) 487-3560 Fax: (510) 487-6381



## Brake Coil Resistance

Motor Frame		DT71-80	DT80	DT90-100	DT100	DV112-132S	DV132M-160M	DV160L-225	DV250-280
Brake Size		BM(G)05	BM(G)1	BM(G)2	BM(G)4	BM(G)8	BM15	BM30/31/32/62	BMG61/122
Brake Torque (lb-ft)		0.89 - 3.7	4.4 - 7.4	3.7 - 14.8	17.7 - 29.5	7.00 - 55.3	18.4 - 110.6	36.9 - 442.5	147.5 - 885
BRAKE VOLTAGE		$R_a(\Omega)$	$R_a(\Omega)$	$R_a(\Omega)$	$R_a(\Omega)$	$R_a(\Omega)$	$R_a(\Omega)$	$R_a(\Omega)$	$R_a(\Omega)$
AC (to rectifier $V_B$ )	DC	$R_r(\Omega)$	$R_r(\Omega)$	$R_r(\Omega)$	$R_r(\Omega)$	$R_r(\Omega)$	$R_r(\Omega)$	$R_r(\Omega)$	$R_r(\Omega)$
—	24	4.4 13.4	3.9 12.1	3.4 10.2	2.7 8.2	1.4 7.5	0.8 5.0	0.67 5.0	—
105 - 116	48	17.6 53.4	15.6 48.1	13.6 40.5	10.9 32.7	5.7 29.8	3.1 20.1	2.2 16.8	—
186 - 207	80	55.6 169	49.5 152	42.9 128	34.5 103	17.9 94.2	9.8 63.5	7.1 53.0	—
194 - 217	80	—	—	—	—	—	—	—	4.0 32.6
208 - 233	96	70.0 213	62.3 192	54.0 161	43.4 130	22.5 119	12.4 80.0	8.9 66.7	—
218 - 243	96	—	—	—	—	—	—	—	5.0 41.0
330 - 369	147	176 534	157 481	136 405	109 327	56.5 298	31.1 201	22.3 168	—
344 - 379	147	—	—	—	—	—	—	—	12.6 103
370 - 414	167	221 672	197 606	171 510	137 411	71.2 375	39.2 253	28.1 211	—
380 - 431	167	—	—	—	—	—	—	—	15.8 130
415 - 464	185	279 846	248 762	215 643	173 518	89.6 472	49.3 318	35.4 266	—
432 - 484	185	—	—	—	—	—	—	—	19.9 163
465 - 522	208	351 1066	312 960	271 809	218 652	113 594	62.1 401	44.6 334	—
485 - 542	208	—	—	—	—	—	—	—	25.1 205

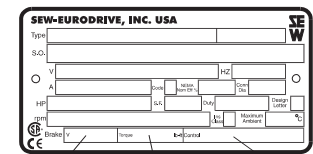
Voltage  
 AC - The voltage shown is the nameplate AC brake voltage supplied to the brake rectifier.  
 DC - The voltage shown is the effective DC voltage required by the brake coil. The measured voltage from the rectifier will be 10-20% lower than that shown.

Brake Coil Resistance - values must be measured with the brake coil disconnected from the rectifier.  
 $R_B$  - Accelerator coil resistance in  $\Omega$ , measured from the red to the white brake coil wire at 20° C.  
 $R_r$  - Fractional coil resistance in  $\Omega$ , measured from the white to the blue brake coil wire at 20° C.

## Brake Connection (AC Voltage)

SEW-Eurodrive motor brakes can be connected in a number of different ways. In order to connect the brake for each application, it is important to refer to the data on the motor nameplate that describes the brake system. The brake fields are: brake voltage, brake torque and brake control.

This operating instruction covers AC brake voltages with the following brake control components. If the brake voltage is DC, or if the brake control components differ from those listed below, an additional operating instruction must be consulted for connection information.



Brake Voltage Brake Torque Brake Control

SEW-Eurodrive fail-safe mechanical brakes are DC controlled. Standardly, a brake rectifier (halfwave) is provided to convert the AC line voltage to the DC voltage required to drive the brake. 24VDC brakes do not include a rectifier. When voltage ( $V_B$ ) is applied to the brake, it will release. When voltage ( $V_B$ ) is removed from the brake, it will set.

The brake rectifier can be wired either for normal brake reaction time (setting, stopping) or fast brake reaction time.

Brake Control (Rectifier)	Part Number
BG1.5	825 384 6
BG3.0	825 386 2
BGE1.5	825 385 4
BGE3.0	825 387 0

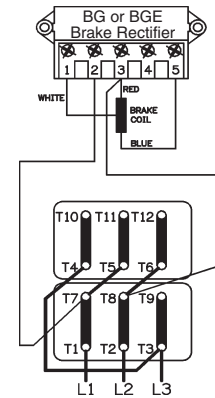
The fast brake reaction will set the brake more quickly which will provide a shorter and more repeatable stopping distance. There are two basic types of brake rectifiers, BG and BGE. The BG brake rectifier is standard on motor sizes DT71 - DT100. The BGE rectifier is standard on motor sizes DV112 - DV280. The BGE rectifier can be ordered with motor sizes DT71 - DT100 and will provide faster brake release times allowing the motor to cycle more frequently.

The wiring diagrams for brake connections are located on the inside of the motor conduit box lid. The brake will release and allow the motor to rotate when the nameplate AC brake voltage  $V_B$  is supplied to the brake rectifier terminals. There are certain cases where the brake rectifier can receive its voltage from the motor's terminal block, meaning that when power is applied to the motor it will simultaneously release the brake and start the motor. See page 3 for this description.

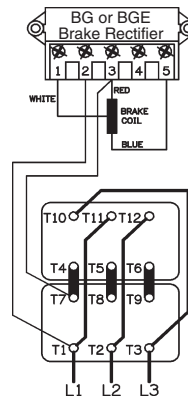
## Brake Voltage Supplied from the Motor

There are specific instances when the brake voltage can be tapped from the motor's terminal block. The advantage of brake systems wired in this way is when power is applied to the motor, the brake releases, (requiring no additional brake supply power wiring). The brake can be wired to the motor terminal block under the following conditions: a single speed motor; the motor is started and run across the line (i.e., no inverter or electronic soft start). The connections shown on this page are for normal brake reaction time. For rapid brake reaction time, incorporate the contact as shown on the brake diagram located on the inside of the motor conduit box lid.

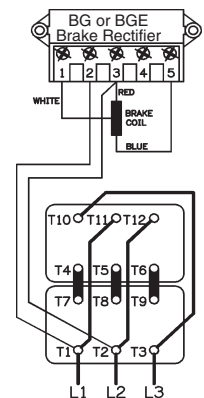
### Brake Motor Connection Single Speed Dual Voltage - $\Delta\Delta\Delta$ Connection Diagram DT72 Example Motor Voltages: 230 $\Delta\Delta$ /460 $\Delta$ Volts - 60 Hz



Motor wired for low voltage.  
Brake voltage matches low motor voltage.  
Example: 230/460V Motor  
Motor wired 230V  
Brake voltage 230V

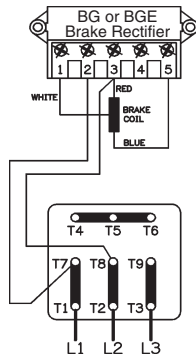


Motor wired for high voltage.  
Brake voltage matches low motor voltage.  
Example: 230/460V Motor  
Motor wired 460V  
Brake voltage 230V

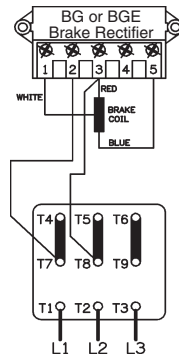


Motor wired for high voltage.  
Brake voltage matches high motor voltage.  
Example: 230/460V Motor  
Motor wired 460V  
Brake voltage 460V

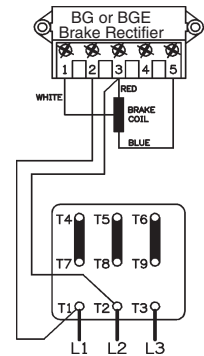
### Brake Motor Connection Single Speed Dual Voltage - YY/Y Connection Diagram DT79 Example Motor Voltages: 230YY/460Y Volts - 60 Hz 200YY/400Y Volts - 50 Hz



Motor wired for low voltage.  
Brake voltage matches low motor voltage.  
Example: 230/460V Motor  
Motor wired 230V  
Brake voltage 230V

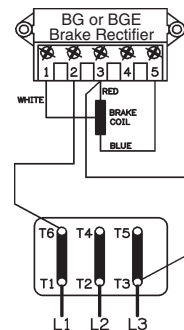


Motor wired for high voltage.  
Brake voltage matches low motor voltage.  
Example: 230/460V Motor  
Motor wired 460V  
Brake voltage 230V

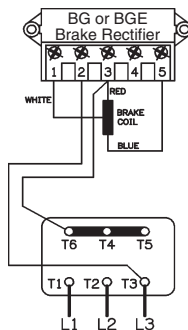


Motor wired for high voltage.  
Brake voltage matches high motor voltage.  
Example: 230/460V Motor  
Motor wired 460V  
Brake voltage 460V

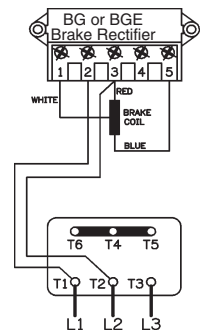
### Brake Motor Connection Single Speed Dual Voltage - $\Delta/Y$ Connection Diagram DT13 Examples Motor Voltages: 200 $\Delta$ /346Y Volts - 60 Hz 330 $\Delta$ /575Y Volts - 60 Hz 220 $\Delta$ /380Y Volts - 50 Hz



Motor wired for low voltage.  
Brake voltage matches low motor voltage.  
Example: 200/346V Motor  
Motor wired 200V  
Brake voltage 200V



Motor wired for high voltage.  
Brake voltage matches low motor voltage.  
Example: 220/380V Motor  
Motor wired 380V  
Brake voltage 220V



Motor wired for high voltage.  
Brake voltage matches high motor voltage.  
Example: 220/380V Motor  
Motor wired 380V  
Brake voltage 380V

## Re-adjusting the Brake Air Gap

A properly adjusted brake air gap is critical for correct operation. The following table indicates the required air gap measurement.

Motor Size	Brake Size	Air Gap
DT71 - DT100	BM(G)05 - BM(G)4	0.010"-0.024" (0.25-0.6 mm)
DV112 - DV225	BM(G)8 - BM31	0.012"-0.047" (0.3-1.2 mm)
DV180 - DV225	BM32-BM62 Double Disc	0.016"-0.047" (0.4-1.2 mm)
DV250 - DV280	BMG61	0.012"-0.047" (0.3mm - 1.2mm)
	BMG122 Double Disk	0.016"-0.047" (0.4mm-1.2mm)

Prolonged use of the brake will wear the brake disc lining. This wear increases the air gap. When the air gap approaches its maximum value, the brake must be re-adjusted. To re-adjust the brake, follow the procedure below.

1. Remove the fan cover (14), fan snapping, fan (17), rubber seal (2), and any accessories at the fan end.
2. Insert a feeler gauge between the brake coil body (21) and the stationary disc (22), tighten the adjusting nuts (19) until the minimum value for the air gap is reached equally around the brake. With motor size 160L and up (brakes BM30 to BM62) first screw the threaded bushings (24) into the endshield. After setting the air gap, lock the bushings (24) against the coil body.
3. Ensure a play of 0.06" to 0.08" (1.5 to 2 mm) in the releasing arm. See "THE HAND RELEASE MECHANISM."

## Replacement of the Brake Disc (26)

Extended operation of the brake may wear the brake disc (26) beyond acceptable limits. The thickness of the brake disc can be measured to determine if this has occurred.

Motor Size	Brake Size	Min. Disc (26) Thickness
DT71 - DT100	BM05 - BM4	0.354" (9mm)
DV112 - DV225	BM8 - BM62	0.394" (10mm)
DV250 - DV280	BMG61 - BMG122	0.472" (12mm)

If the brake disc (26) is worn below the measurement given, it must be replaced. If the thickness is greater than the specification above, the brake disc is still usable and the brake can be re-adjusted.

## The Hand Release Mechanism

Most of our brakes are supplied with a hand-operated release lever. This allows opening of the brake without applying power, allowing for adjustments on the driven machinery.

There are two brake release mechanisms available:

The "BMHR" (4) type requires a lever to be inserted into the release arm. To open the brake, pull the lever away from the motor. It will re-engage automatically, once the lever is released. The lever, when not used, is attached to the motor's cooling fins with clamps.

The screw-type "BMHF" (5) arrangement requires a hexagon key which, when turned clockwise, opens the brake.

Since the stationary disc (22) will move away from the coil body during the brake's operation, it is vital that there is free play (floating clearance) on the release arm of 0.060"-0.080" (1.5-2.0 mm). The springs (11) should be placed between the arm (7) and the nuts (12) to eliminate noise.

**The brake release mechanism is not used to change the brake's torque setting. There must always be clearance on the lever.**

## Troubleshooting

### Fault: Motor does not run

1. Check the motor and brake wiring for damage and proper connection.
2. At the motor, measure the line voltage, line current and motor resistance of all three phases.
3. If all three phases read a similar current value the following conditions may exist:

- The motor may be blocked by either an excessive external load, or problems in the reducer or the brake. In both cases, the motor should draw locked rotor (in-rush) current. Consult SEW-Eurodrive catalogs for these values. Release the brake mechanically, reset the air gap if needed, or disconnect the load from the output shaft.

- If the brake is at fault electrically see #4 below.

4. If the current differs significantly from the rated locked rotor current, the motor is either an incorrect voltage, or it is jumpered for the wrong voltage.

- Make sure the wiring is according to the instructions. Pay special attention to the brake voltage.

- Energize the brake circuit and measure the AC voltage on the rectifier terminals 2 and 3 (BG/BGE rectifiers). The measured voltage should correspond to the nameplate inscription: "Brake V."

- Measure the DC voltage across terminals 3 and 5 of the brake rectifier which should be about 35% to 45% of the previously measured AC voltage.

- If there is no fault found to this point, measure the resistance of the brake coils. Disconnect the coil from the rectifier for this measurement. See the table on Page 2 for the brake coil resistance values.

- Measure the resistance of each brake coil lead to the brake coil body. This test should show an open circuit. If a short is found, the brake coil is damaged.

If the results of all these checks (electrical connection, mechanical checks and adjustments, and electrical tests) indicate that the brake should work, then the most likely cause of the brake's failure to release is a damaged brake rectifier.

### Fault: Brake stopping time is too slow

If the brake has been operating well for some time and a gradual increase in stopping time has occurred, the release arm may have come in contact with the coil body. Verify that the brake release arm end play is correct, and check for excessive brake disc wear, (see previous instructions).

If the brake has been in operation for some time, and the stopping has become erratic, dust accumulation around the stationary disc guides may be the cause. Remove the brake's rubber sealing collar and clean with an air hose.

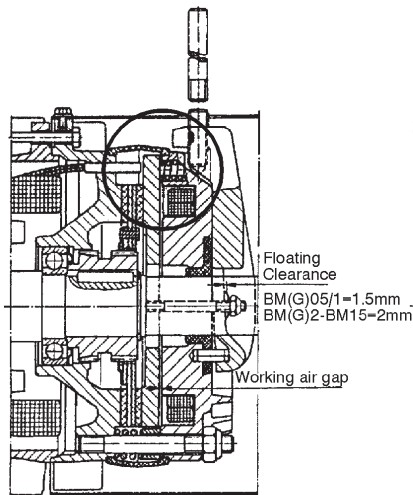
If the application is new, check the brake's wiring and air gap. If the brake is not wired for fast response, then changing the brake wiring to fast response will decrease the stopping time. Vertical motion and indexing applications may also require the fast response connection. Increasing the brake's torque may remedy the situation, but will also increase stress on the transmission.

On applications requiring excessive brake work, the lining's surface may become glazed due to extreme heat. The application of a BGE rectifier will improve this situation dramatically. BGE rectifiers are standard equipment on motors size DV112 - DV280, but optional on the smaller sizes DT71-DT100. Contact SEW-Eurodrive for more information.

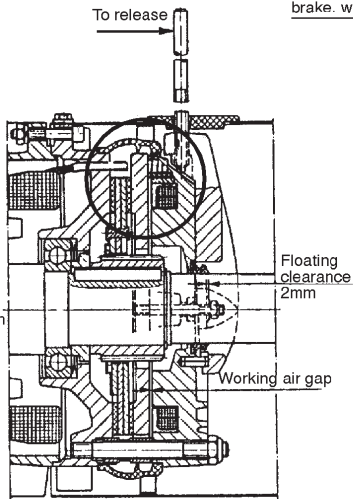


# BM(G) Brake Cross Section and Exploded Views

## BM(G) 05 - BM 15

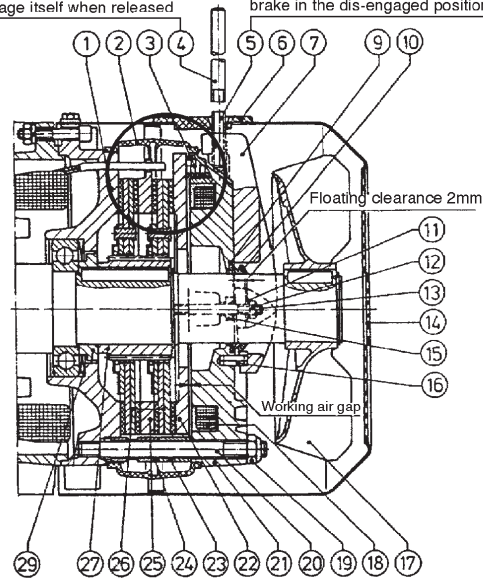


## BM 30/31



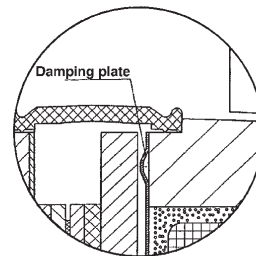
## BM 32/62

Hand lever for manually disengaging the brake. will re-engage itself when released  
Manual brake release screw for fixing brake in the dis-engaged position



- (1) Brake end shield
- (2) Rubber sealing collar
- (3) Braking springs
- (4) Hand release lever
- (5) Releasing screw
- (6) Closing plate
- (7) Release arm
- (9) Sealing ring
- (10) V-ring
- (11) Conical spring
- (12) Release
- (13) Stud
- (14) Fanguard
- (15) Grommet

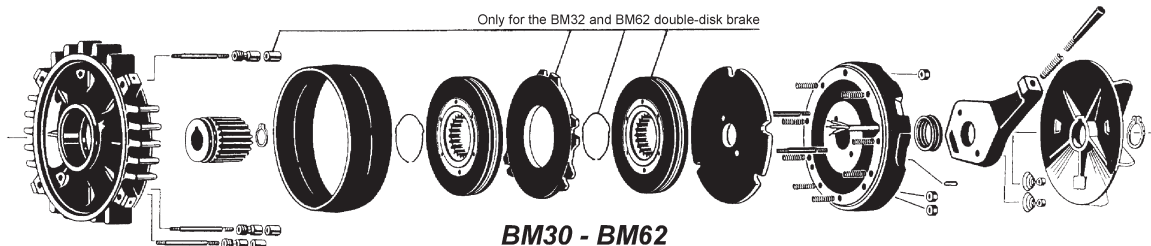
- (16) Dowel pin
- (17) Fan
- (18) N/A
- (19) Brake adjustment nut
- (20) Retaining stud
- (21) Brake coil body
- (22) Stationary disc
- (23) Pressure ring
- (24) Setting sleeve
- (25) Dual brake pad stationary disc
- (26) Brake disc complete
- (27) Carrier
- (29) Cup Spring



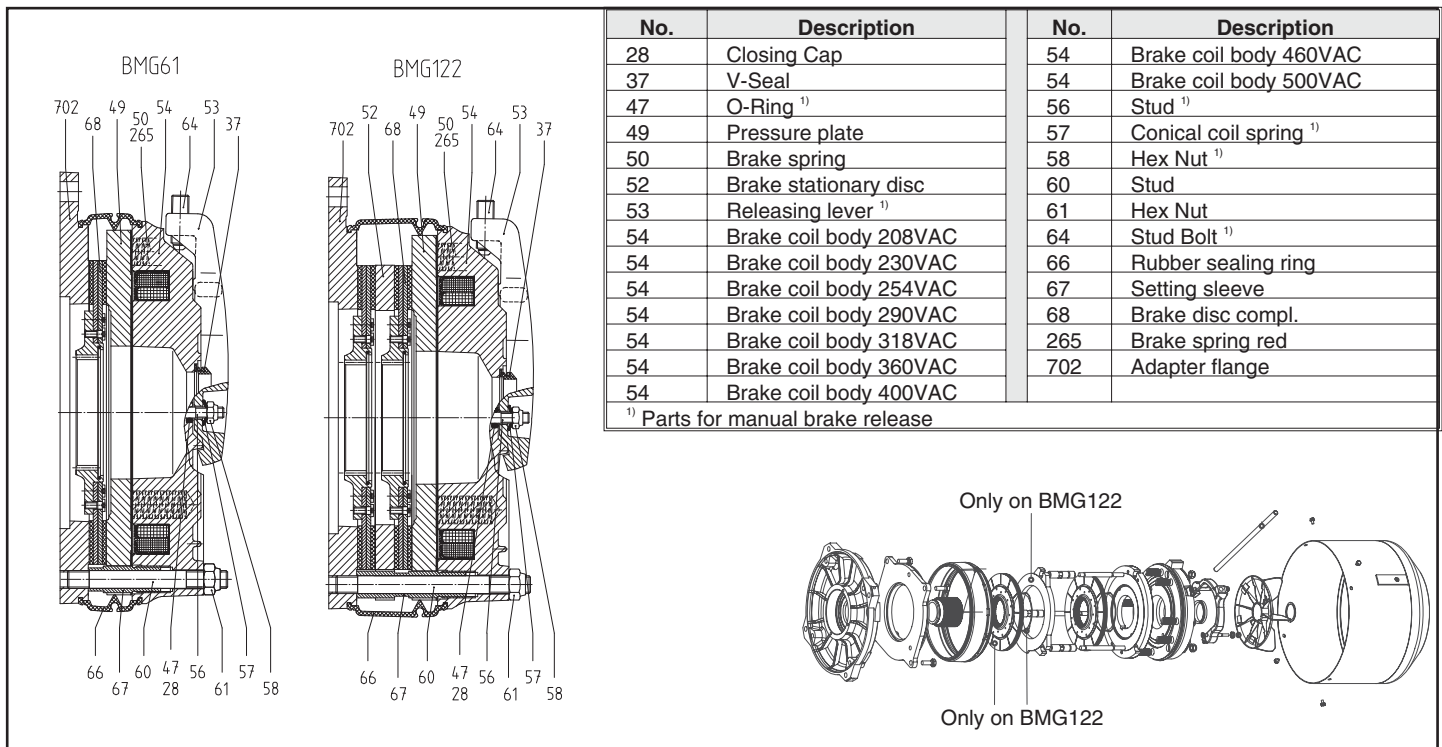
### Exploded view of the BM and BMG single-disk brake (motor sizes 71-160M)



### Exploded view of the BM single-disk and double-disk brake (motor sizes 160L-225)



## Brake Cross Section and Exploded View of DV250/DV280



## Troubleshooting Chart

PROBLEM	CAUSE	REMEDY
Motor Overheats (Check temperature with instrumentation)	Motor not connected for proper supply voltage	Check connection diagram on conduit box cover and correct the wiring.
	Supply voltage varies outside the allowable tolerance causing an undervoltage or overvoltage condition.	Assure correct supply voltage.
	Insufficient cooling air volume due to: a. Low frequency operation on variable frequency drive. b. Obstructed air flow.	Increase air flow: a. Continuous running auxiliary fan. b. Ensure unobstructed air flow.
	Ambient temperature is too high.	Ensure cool air gets to the motor. Ducting may be required.
	Overload at rated voltage. Unit will draw current in excess of nameplate rating and run below rated speed.	Select a larger unit.
	Motor's allowable duty cycle is exceeded (too many starts per hour required).	The problem may or may not be solved with a larger motor. Contact SEW-Eurodrive.
	Single phasing due to break or loose connection in supply line or blown fuse.	Repair supply lines. Replace fuses.
Motor does not run.	Blown fuse.	Determine and correct cause of failure and replace fuse.
	Motor protection device activated.	Reset protective device. Identify and correct cause for device activation.
	Motor protection device faulty or will not reset.	Check protection device for faults.
Motor will not start or starts sluggishly.	Motor not connected for proper voltage.	Check connection diagram in conduit box cover and correct the wiring.
	Large voltage and/or frequency fluctuation at starting.	Ensure stable power supply.
For reduced voltage starting, motor will not start in Star Connection but will start in Delta connection.	Insufficient torque in Star Connection.	Start motor directly in Delta Connection if possible. Otherwise use a larger motor.
	Faulty contact in Star/Delta starter.	Correct fault condition.
Motor hums and draws high current.	Faulty or defective winding.	Have motor repaired by qualified service shop.
	Rotor dragging.	
Fuses blow or motor overcurrent protection trips immediately.	Short circuit in power supply conductors or in the motor.	Correct the fault condition.
	Motor has ground fault or winding to winding short circuit.	Have motor repaired by qualified service shop.
	Motor improperly connected.	Check connection diagram in conduit box cover and correct the wiring.
Motor runs in wrong direction.	Motor supply leads misconnected.	Switch two supply leads.

Note: If, after proceeding through the Troubleshooting Chart, the motor is found to be defective, contact your nearest SEW-Eurodrive Assembly Center for warranty assistance or replacement parts.