

1. Importance of the operating instructions

These operating instructions are intended to provide general information and safety guidelines. It is the responsibility of the buyer, machine builder, installer and user of the NORD product to make sure that all the proper safety notes and operating instructions have been reviewed and understood. If the contents of this instruction or any applicable operating instructions are not understood, please consult NORD.



WARNING



Electric motors, gearmotors, electrical brakes, variable frequency drives, and gear reducers contain potentially dangerous high-voltage, rotating-components and surfaces that may become hot during operation. All work involved in the transport, connection, commissioning and maintenance of any NORD product must be carried out by qualified and responsible technicians.

2. Inspect incoming freight

Before accepting shipment from the freight company, thoroughly inspect the NORD equipment for any shipping and handling damage. If any goods called for in the bill of lading or express receipt are damaged, or if the quantity is short, do not accept until the freight express agent makes an appropriate notation on your freight bill or express receipt. If any concealed loss or damage is discovered later, notify your freight carrier or express agent at once, and request a formal review of your claim.

Claims for loss or damage in shipment must not be deducted from the NORD invoice, nor should payment of the NORD invoice be withheld awaiting adjustment of such claims, as the carrier guarantees safe delivery. NORD will try to assist in collecting claims for loss or damage during shipment; however, this willingness on our part does not remove the transportation company's responsibility in reimbursing you for collection of claims or replacement of material.

3. Obtaining detailed operating instructions

One can receive the detailed installation and maintenance instructions by entering a serial number (or NORD order number) at the appropriate location on the NORD web site.

- Record the serial number from your gearmotor, gear reducer, or motor nameplate, or record the serial number found on your order confirmation.
- Go to www.nord.com/docs to download the appropriate operating instructions.

EXAMPLE: www.nord.com/docs

Unit Documentation

You can receive your unit's installation and maintenance instructions by entering a serial number or order number. The order number/serial number can be found on your order confirmation or on the unit's nameplate.

Information

Serial number 8209323462.00
Model type 9032.1AX-132 M/4 CUS BRE100 HL F IG22 VZ
Mounting position M4

Documents

- BIM1040 - 90.1 & 92 Helical Bevel (US-English, 1350 KB)
- BIM1002 - Hollow Keyed Shaft & Fixing Element Kit (US-English, 157 KB)
- BIM1090 - Motor Brakes (US-English, 960 KB)
- Kubler Encoder Wiring (US-English, 200 KB)
- All Documents for 820932346200 (US-English, 2667 KB)
- All Documents for 820932346200 (US-English, 2454 KB)

4. Intended use

NORD is a supplier of electric motors, gearmotors, reducers, electromechanical brakes, mechanical variators, and electrical variable frequency drives that are intended for commercial installations on larger systems and machines.



WARNING



NORD does not accept any liability for damage or injury caused by:

- Inappropriate use, operation or adaptation of the drive system.
- Unauthorized removal of housing covers, safety and inspection covers, guarding, etc.
- Unauthorized modifications to the drive system.
- Improper servicing or repair work on the drive system.
- Damage caused during shipment or transportation.
- Disregard of the important Safety Notes or Operating Instructions.



5. Notes concerning warranty and liability

All units are supplied according to the terms described in our standard "Conditions of Sale." The unit limited warranty is also defined in our "Conditions of Sale" and is located in the back of our product catalogs as well as the back of your order invoice.

All NORD Safety Notes and all related NORD Operating instructions shall be considered up-to-date at the time in which they were compiled by the buyer, machine builder, installer or user. NORD reserves the right to incorporate technical modifications and information updates to any safety/operating instructions that are within the scope of providing additional knowledge or clarification, communicating design changes, or product enhancements. Information updates may include any NORD product, or subsequent products purchased and supplied by NORD; No specific claims can be derived from the information or illustrations and descriptions contained in the safety notes or related operating instructions.



WARNING







NORD assumes no liability for personal injury, equipment damage or malfunctions resulting from failure to comply with any installation safety notes. The applicable national, regional, and local work regulations and safety requirements must also be complied with. Failure to comply with any safety notes or regulations may result in serious injury, damage to property, or even death.

6. Checklist for installation and operation



- ☒ Verify that the purchased NORD product has been supplied with the expected accessories & options. Check the received goods and packing slip to make sure items are properly received.
- ☒ Make sure that you have all of the required Operating Instructions for your NORD electric motor, gearmotor, reducer, electromechanical brake, mechanical variable speed drives, or electrical variable frequency drives.
- ☒ Consult NORD if you feel you are missing any documentation or if you have questions.

1. Safety & information symbols



All work including transportation, storage, installation, electrical connection, commissioning, servicing, maintenance and repair must be performed **only by qualified specialists or personnel**. It is recommended that repairs to NORD Products are carried out by the NORD Service Department. Instructions related to operational safety will be emphasized as shown.

Symbol	Meaning
	General Warning or Hazard - Severe risk or danger of personal injury or death by working around dangerously high electrical voltage or moving machinery. Proper safety precautions must be taken.
	Possible Harmful Situation - Care must be taken to avoid the possibility of damaging the drive unit, driven machine, or the environment.
	Important Note - Useful note or tip to help assure trouble-free operation.
	Material Disposal Note - Important note concerning suggested material disposal.

2. Safety warnings

 GENERAL WARNINGS 
<ul style="list-style-type: none"> All work involved in the transport, connection, commissioning and maintenance of any NORD product must be carried out by qualified and responsible technicians. All applicable national, regional, and local work regulations and safety requirements must also be complied with. NORD assumes no liability for personal injury, accidental death, or equipment damage and malfunctions resulting from failure to comply with installation or operating instructions, safety notes, or any work regulations and laws! Gear unit installation and maintenance work may only be performed when no power is available to the prime mover or motor. Electric motors, electrical brakes, and variable frequency drives, contain potentially dangerous high-voltage. Prior to installation or maintenance, shut down the power at the circuit breaker or power switch. While working on the drive, make sure the power from the prime mover is isolated or secured on "lock-out" to prevent accidental start-up and to safeguard against injury! Surfaces of motors and gear units may become hot during operation or shortly after start-up. In some instances additional protection against accidental contact may be necessary. Use caution to avoid burns or serious injury!

3. Observe published performance range & nameplate data

 HARMFUL SITUATION 
Observe the data on all reducer nameplates and verify published ratings for the NORD item/s in question. Do not operate any NORD equipment outside the published performance range. Failure to comply may result in damage to the drive unit, driven machine, or the environment.

U.S. Nameplate

NORD GEAR CORPORATION-USA / WWW.NORD.COM

SK ①

S/N ②

RATIO ③

SF ④

TORQUE ⑤

LB-IN

SPEED ⑥

RPM

⑦ MTG POS

FOR GEAR LUBRICATION SEE MANUAL

UNIGASE™

- Model/Type
- Serial Number
- Gear Ratio
- Service Factor
- Torque Rating
- Output Speed RPM
- Mounting Position

European Nameplate

Getriebebau NORD

GrbH&Co KG

D - 22934 Bargteheide

Type SK ①

No. ②

i= ③

n2= ④ min⁻¹

Siehe Wartungsanleitung



See maintenance instructions

Voir instructions d'entretien

- Model/Type
- Serial Number
- Gear Ratio
- Speed

4. Transportation and handling

Make sure that all eyebolts and lifting lugs are tight and lift only at designed points. Protect the mounting surface from possible damage during transportation.



 WARNING 
Do not attach other machinery or loads to the NORD assembly, since the supplied lifting bolts are not designed for this purpose.

If the gearmotor or assembly is equipped with two suspension eye bolts, then both locations should be used for transportation and placement of the unit; in this case the tension force of the slings must not exceed a 45° angle.

In some instances it may be appropriate to use additional lifting straps or slings in order to assure safe transportation of the assembly. Always use sufficiently rated handling equipment and ensure that adequate safety measures are taken to protect personnel from injury during transportation. Once the NORD assembly is properly installed, remove the transportation fixtures.



7. DISPOSAL

	MATERIAL DISPOSAL	
Properly dispose of all used gear units and internal parts in accordance with all local regulations. In particular, all lubricants must be properly collected and disposed.		

For confirmation of specific materials used in a specific reducer or gearmotor assembly, please consult NORD with the appropriate unit identification or serial number.

Components	Material
Gear wheels, shafts, rolling bearings, parallel keys, snap rings, spacers, shims, etc.	Steel
Gear housing and housing components	Cast iron or Aluminum (depending on type and size)
Worm gears	Bronze alloy
Radial seals, sealing caps, and rubber components	Elastomers with some steel
Coupling components	Plastic or Elastomer with Steel
Housing gaskets and flat oil seals	Asbestos-free sealing or gasket material (various types used)
Gear Oil	Mineral, SHC-Synthetic or PG-Synthetic (can vary)

1. Storage



IMPORTANT NOTE



For storage periods longer than 9 months, or for storage in less than desirable conditions, please consult NORD for recommendations.

Storage for up to 9 months is possible, so long as the following conditions are observed:

- Store the gear unit in its actual mounting position in accordance with the specified oil fill-level, in a clean and dry temperature controlled area. Avoid temperature fluctuations within the range of 0°C and 40°C (32°F to 104°F) and avoid relative humidity conditions in excess of 60%.
- Protect all exposed or unpainted shaft and flange surfaces with an anti-corrosion agent or grease.
- Store in a location free from shock and vibration, to avoid false brinelling of bearing elements and raceways.
- Whenever possible, rotate the shafts periodically, by hand if necessary, to help prevent brinelling (bearing damage) and to help keep the shaft seals pliable.
- Avoid direct exposure to the sun or UV light and aggressive or corrosive materials in the environment (ozone, gases, solvents, acids, caustic solutions, salts, radioactivity, etc).

2. Commissioning

Prior to gear unit start-up, complete the following:

- Check the lubricant and be sure the gear unit is filled with the proper oil type, to the proper level, as determined by the mounting position.



IMPORTANT NOTE



Some smaller gear units are supplied as maintenance free/lubricated for life gear units. Oil level may not be checked on some of these units.

- Check the condition of all shaft seals and all assembled flange gasket areas. If any change is detected in the shape, color, hardness or permeability, or if any leaks are detected, the corresponding shaft seals and/or gaskets must be replaced.
- Remove all anti-corrosive metal protectant from otherwise bare metal surfaces. Follow product manufacturers directions and warnings during surface protection removal.
- Check the resistance of all motor and brake windings to verify the integrity of the winding insulation and inspect all terminal box openings and wire connection areas to verify that all components are dry and free of corrosion.

3. Long-Term Storage

By taking special precautions, problems such as seal leakage and reducer failure due to the lack of lubrication, improper lubrication quantity, or contamination can be avoided. The following precautions will protect gear reducers during periods of extended storage:

- Store the gear unit in its actual mounting position in accordance with the specified oil fill-level, in a clean and dry temperature controlled area. Avoid temperature fluctuations within the range of 0°C and 40°C (32°F to 104°F) and avoid relative humidity conditions in excess of 60%.
- Fill the reducer full with oil that is compatible with the product normally used or recommended during service.
- Apply grease to all unpainted or unprotected shafts, bores, keyways, flange surfaces, tapped holes, and to the exterior of all oil seals.
- Store in a location free from shock and vibration, to avoid false brinelling of bearing elements and raceways.
- Once every few months rotate the input shaft approximately 10-20 revolutions to redistribute the weight of gears and shafts and to prevent brinelling of the bearings and drying of the seal track.
- Avoid direct exposure to the sun or UV light and aggressive or corrosive materials in the environment (ozone, gases, solvents, acids, caustic solutions, salts, radioactivity, etc).

4. Commissioning After Long-Term Storage

- Remove all anti-corrosive metal protectant from otherwise bare metal surfaces. Follow product manufacturers directions and warnings during surface protection removal.
- Drain the reducer and refill it with the proper type and amount of lubricant.
- Observe start-up and initial operation to make sure there are no seal or gasket leaks, or unusual sounds, vibration or heat rise during operation.
- Check the resistance of all motor and brake windings to verify the integrity of the winding insulation and inspect all terminal box openings and wire connection areas to verify that all components are dry and free of corrosion.



1. Installation site

Drives must be properly installed if they are to produce the rated torque. Improper installation may lead to oil leaks, reduced life, or even catastrophic failure. NORD gear drives and motors are intended to be installed at a suitable mounting site under the following conditions:

- Unimpeded airflow to and around the units.
- Accessibility to oil drain, level and breather plugs.
- On brakemotors, allow adequate space for removing the fan guard and replacing and adjusting the brake.
- Mounting surfaces must be flat, torsionally rigid, and dampened against vibration.
- Unless special measures are taken, the immediate vicinity around the gear drive or motor should not be exposed to any aggressive or corrosive substances, contaminated air, ozone, gases, solvents, acids, alkalis, salts, radioactivity, etc.

2. Mounting position

Reducer mounting position charts illustrate the standard mounting positions for horizontal and vertical mounting. All gear units are assembled with the oil fill-level, oil-drain and vent plugs installed in their proper locations, **according to the customer-specified mounting position**. For mounting orientations other than shown consult NORD Gear.


HARMFUL SITUATION


The gear reducer may not receive proper lubrication if the unit is not mounted in the position for which it is designed. Observe the mounting position designated on the reducer nameplate, or specified in the order acknowledgement. Consult NORD prior to changing mounting position in the field. While it is often possible to simply relocate the oil fill-level and vent locations, and adjust the oil fill amount, in some cases, different mounting positions may lend themselves to different internal construction features.

3. Reducer mounting

- The support foundation must be straight, level and flat. Whether the gear unit is foot-mounted or flange-mounted, NORD recommends that the straightness and flatness of the customer-supplied support foundation follow **Table 1**.
- The gear unit must be properly aligned with the driven shaft of the machine in order to prevent additional stress or load forces from being imposed upon the gear unit.
- To facilitate oil drainage it may be desirable to elevate the gear box foundation above the surrounding support structure.
- All bolting surfaces must be clean and free from contamination and corrosion.



Table 1: Recommended Straightness and Flatness of Customer-Supplied Support Foundation

Above (in)	To & Including (in)	General Tolerance on Straightness & Flatness ISO 2768-2, Tolerance Class K
0.00	0.39	+/- 0.002 in
0.39	1.18	+/- 0.004 in
1.18	3.9	+/- 0.008 in
3.9	11.8	+/- 0.016 in
11.8	39	+/- 0.024 in
39	118	+/- 0.031 in

Above (mm)	To & Including (mm)	General Tolerance on Straightness & Flatness ISO 2768-2, Tolerance Class K
0	10	+/- 0.05 mm
10	30	+/- 0.1 mm
30	100	+/- 0.2 mm
100	300	+/- 0.4 mm
300	1000	+/- 0.6 mm
1000	3000	+/- 0.8 mm

Straightness: Based upon the length of the corresponding line.



Flatness: Based upon the longer lateral surface or the diameter of the circular surface.


HARMFUL SITUATION


The responsibility for the design and construction of the support foundation is with the user. The foundation must be adequate to withstand normal operating loads and possible overloads while maintaining alignment to attached system components under such loads. **Motors and drive components mounted on prefabricated base plates can become misaligned during shipment. Always check alignment after installation.**

4. Steel foundation

An engineered structural steel foundation should be designed to provide adequate rigidity and prevent loads from distorting the housing or causing misalignment of internal gears and shafts. When foot-mounting the gear reducer, a base plate or sole plate with suitable thickness (generally equal or greater than the thickness of the drive feet) should be securely bolted to steel supports and extend under the entire gear drive assembly. When flange-mounting the gear unit, the bulk head plate must be engineered to minimize buckling distortions and support the cantilevered weight of the gear unit or gear motor.

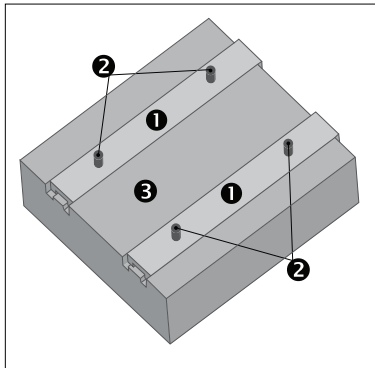

HARMFUL SITUATION


Do not weld on the gear unit or use the gear unit as an earth or ground connection for any welding procedure as this may cause permanent damage to the bearings and gears.

5. Concrete foundation

If a concrete foundation is used, allow the concrete to set firmly before bolting down the gear drive. Grout structural steel mounting pads and bolts of sufficient size into the concrete, to adequately distribute the load stress onto the concrete foundation.

Figure 1: Concrete Foundation



- ① Grouted Structural Steel Mounting Pads
- ② Mounting Bolts
- ③ Concrete Foundation

6. Bolt connections for footed & flange mounted units

NORD footed reducers and flange-mount reducers (with B5 flange) have clearance designed into the mounting holes to allow for some minor adjustments in alignment. Bolt size, strength and quantity should be verified to insure proper torque reaction capacity whatever the mounting arrangement. Tightening torque for gear reducer mounting bolts, and recommended fastener grades, are provided in Table 2.

Table 2A: Tightening Torque for Inch Reducer Mounting Bolts

Thread Size	Tightening Torque					
	Grade SAE 5 / ASTM A449			Grade SAE 8		
(in)	(lb-in)	(lb-ft)	(Nm)	(lb-in)	(lb-ft)	(Nm)
1/4-20	85	7.1	9.6	120	10.0	13.6
5/16-18	190	16	21	267	22	30
3/8-16	330	28	37	470	39	53
1/2-13	825	69	93	1,170	98	132
5/8-11	1,660	138	188	2,340	195	264
3/4-10	2,960	247	334	4,180	348	472
7/8-9	4,750	396	537	6,700	558	757
1-8	7,100	592	802	10,000	833	1,130
1 1/8-7	-	-	-	14,800	1,233	1,672
1 1/4-7	-	-	-	20,600	1,717	2,327
1 3/8-6	-	-	-	27,200	2,267	3,073
1 1/2-6	-	-	-	35,800	2,983	4,045
1 3/4-5	-	-	-	53,500	4,458	6,045

- Calculated tightening torques are based a conventional 60°, clean and dry (un-lubricated) thread, with thread-friction and head-friction equal to 0.15.
- When using inch-fasteners, NORD recommends a minimum Grade SAE 5 (ASTM A-449) for sizes up to 1-8 UNC, and Grade SAE 8 for all larger sizes.

Table 2B: Tightening Torque for Metric Reducer Mounting Bolts

Above	Tightening Torque					
	ISO Grade 8.8			ISO Grade 10.9		
(mm)	(lb-in)	(lb-ft)	(Nm)	(lb-in)	(lb-ft)	(Nm)
M4	28	2.4	3.2	42	3.5	4.7
M5	57	4.7	6.4	82	6.9	9.3
M6	97	8	11	142	12	16
M8	239	20	27	345	29	39
M10	469	39	53	690	58	78
M12	814	68	92	1,195	100	135
M14	1,283	107	145	1,903	159	215
M16	2,036	170	230	2,965	247	335
M18	2,036	170	230	2,965	247	335
M20	4,071	339	460	5,841	487	660
M22	5,576	465	630	7,966	664	900
M24	6,992	583	790	10,178	848	1,150
M27	10,178	848	1,150	14,604	1,217	1,650
M30	14,161	1,180	1,600	19,914	1,660	2,250
M36	24,605	2,050	2,780	34,606	2,884	3,910
M42	39,563	3,297	4,470	55,671	4,639	6,290

- Calculated tightening torques are based on a conventional 60°, clean and dry (un-lubricated) thread, with thread-friction and head-friction equal to 0.15.
- When using metric-fasteners, NORD recommends a minimum ISO Grade 8.8 bolt.

7. Mounting the prime mover

When the motor is not flange mounted or integrally mounted to the gearbox, it is important to properly secure and align the gear drive with respect to the driven machine before attempting to align the prime mover or motor.

- After the main gear drive is properly aligned and bolted in place, align the prime mover with respect to the reducer input shaft.
- Use shims under the feet of the prime mover as needed, and secure in place with the proper mounting bolts. Dowel pins may be field-installed to help prevent misalignment and ensure proper realignment if removed for service.



IMPORTANT NOTE



When using a high speed coupling connection between the prime mover and the reducer, check alignment per the coupling manufacturers recommendations. If the coupling is misaligned, the reducer alignment or shimming is incorrect. Re-align the gear reducer and re-check the high-speed coupling alignment before re-aligning the motor.

1. Solid shaft diameter tolerance

Reducer input and output shaft extensions have a diameter tolerance as specified in Table 1.

Table 1: Solid Shaft Diameter Tolerance

Above ø (in)	To & Including ø (in)	Tolerance (in)
0.375	1.750	+0.0000 / -0.0005
1.750	7.500	+0.0000 / -0.0010

Above ø (mm)	To & Including ø (mm)	Tolerance (mm)	ISO 286-2 Fit Class
10	18	+0.012 / +0.001	k6
18	30	+0.015 / +0.002	k6
30	50	+0.018 / +0.002	k6
50	80	+0.030 / +0.011	m6
80	120	+0.035 / +0.013	m6
120	180	+0.040 / +0.015	m6
180	190	+0.046 / +0.017	m6

2. Fitting drive elements onto the reducer solid shaft

Solid input and output shaft extensions are provided with a drill and tap feature as indicated in Table 2. When installing drive elements such as coupling hubs, pulleys, sprockets, or gears, NORD recommends using the threaded hole in the end of the shaft, along with a suitable assembly device fitted into the threaded hole.

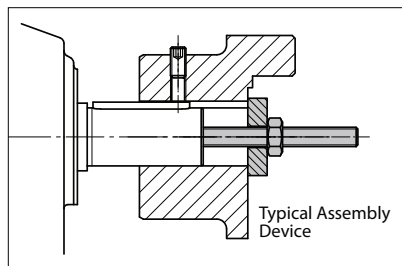


Table 2: Solid Shaft End - Threaded Holes

Above ø (in)	To & Including ø (in)	Tap size & Depth (in)
0.375	0.500	10-24 x 0.43 in
0.500	0.875	1/4-20 x 0.59 in
0.875	0.938	5/16-18 x 0.71 in
0.938	1.100	3/8-16 x 0.87 in
1.100	1.300	1/2-13 x 1.10 in
1.300	1.875	5/8-11 x 1.42 in
1.875	3.500	3/4-10 x 1.73 in
3.500	7.500	1-8 x 2.20 in

Above ø (mm)	To & Including ø (mm)	Tap Size & Depth (mm)
10	13	M4 x 10 mm
13	16	M5 x 12.5 mm
16	21	M6 x 16 mm
21	24	M8 x 19 mm
24	30	M10 x 22 mm
30	38	M12 x 28 mm
38	50	M16 x 36 mm
50	85	M20 x 42 mm
85	130	M24 x 50 mm
130	190	M30 x 60 mm

NORD Gear Limited

Toll Free in Canada: 800.668.4378

06.09.09



HARMFUL SITUATION



DO NOT DRIVE or **HAMMER** the coupling hub, pulley, sprocket, or gear into place. An endwise blow to the reducer shaft can generate damaging axial forces and cause damage to the reducer housing, bearings or internal components.



WARNING



To avoid serious injury the user must provide suitable safety guards for all rotating shafts and shaft components such as couplings, chain drives, belt drives, etc. All guarding must adhere to local regulations and safety standards.

3. Installing interference-fit hubs to the reducer shaft

Prior to installing any interference-fit hubs to the reducer shaft, consult with the manufacturer to determine proper assembly and fit. Interference-fits usually require heating the coupling, sprocket or gear hub, per the manufacturer's recommendations. Coupling hub installation typically follows ANSI/AGMA 9002-A86. Always make sure the reducer shaft seals are protected from the heat source. Apply uniform heat to the drive element hub to prevent distortion. NORD does not recommend heating the drive element hub beyond 212°F to 275°F (100°C to 135° C).



WARNING



When using heat to mount a drive element hub, do not use open flame in a combustible atmosphere or near flammable materials. Use suitable protection to avoid burns or serious injury.



HARMFUL SITUATION



When using external chain or belt drives, make sure the reducer is sized so that the shaft and bearings have adequate capacity. To avoid unnecessary bearing loads and additional shaft deflection, mount all power take-off devices (sprockets, pulleys, etc.) so that the applied load center is as close to the gear housing as possible and check component alignment and tension of any belts or chains per the manufacturer's recommendation. Do not over tighten the belts or chains.

NORD Gear Corporation

Toll Free in the United States: 888.314.6673

www.nord.com/docs

4. Coupling installation

The performance and life of any coupling depends upon how well it is installed. Coupling hubs are typically mounted flush with the shaft ends, unless specifically ordered for overhung mounting. Shaft couplings should be installed according to the coupling manufacturer's recommendations for gap, angular and parallel alignment. To help obtain critical shaft alignment coupling hubs may be installed to the machine shafts prior to final shimming or tightening of the foundation bolts. Proper coupling alignment allows for thermal and mechanical shaft movement during operation and ensures that only torque (no radial load) is transmitted between the mating shafts.

Coupling gap and angular alignment

The shaft gap must be sufficient to accommodate any anticipated thermal or mechanical axial movement. When setting the coupling gap, insert a spacer or shim stock equal to the required spacing or gap between the coupling hub faces. Measure the clearance using feeler gauges at 90-degree intervals, to verify the angular alignment.

Parallel (or offset) alignment

Mount a dial indicator to one coupling hub, and rotate this hub, sweeping the outside diameter of the other hub. The parallel or offset misalignment is equal to one-half of the total indicator reading. Another method is to rest a straight edge squarely on the outside diameter of the hubs at 90° intervals and measure any gaps with feeler gauges. The maximum gap measurement is the parallel or offset misalignment.

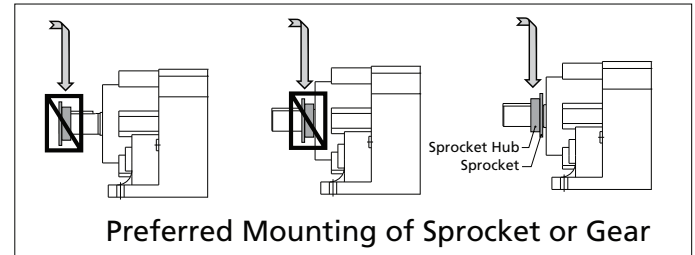
Check alignment

After both angular and parallel alignments are within specified limits, tighten all foundation bolts securely and re-check critical alignment. If any of the specified limits for alignment are exceeded, realign the coupling.

5. Installing sheaves (pulleys), sprockets and gears

To avoid unnecessary bearing loads and additional shaft deflection, mount all power take-off devices (sprockets, pulleys, gears, etc.) so that the applied load center is as close to the gear housing as possible, as shown in **Figure 2**.

Figure 2: Sprocket or Gear Mounting



Align the driver sheave or sprocket with the driven sheave or sprocket by placing a straight-edge length-wise across the face of the sheaves or sprockets. Alignment of bushed sheaves and sprockets should be checked only after bushings have been tightened. Check horizontal shaft alignment by placing one leg of a square or a level vertically against the face of the sheave or sprocket.

Always check component alignment and tension any belts or chains per the manufacturer's recommendation. The ideal belt or chain tension allows proper wrap of the driver and driven wheels, while maintaining the lowest possible tension of the belts or chain, so that no slipping occurs under load conditions. Check belt or chain tension frequently over the first 24 to 48 hours of operation.



HARMFUL SITUATION



When using external chain or belt drives, make sure the reducer is sized so that the shaft and bearings have adequate capacity. To avoid unnecessary bearing loads and additional shaft deflection, mount all power take-off devices (sprockets, pulleys, etc.) so that the applied load center is as close the gear housing as possible and check component alignment and tension of any belts or chains per the manufacturer's recommendation. Do not over tension the belts or chains.

6. Outboard pinion gear alignment

Align outboard pinion gears and adjust the gear tooth clearance according to the manufacturer's recommendations, checking for acceptable outboard pinion tooth contact. The foundation bolts may have to be loosened and the gear unit moved slightly to obtain proper gear tooth contact. After the unit is moved to correct tooth contact, the prime mover may need to be realigned.



REDUCER MOUNTING FOOTED & FLANGE MOUNT GEAR UNITS



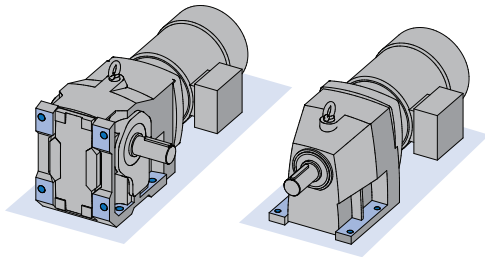
DRIVESYSTEMS

RETAIN FOR FUTURE USE

U10500 - 1 of 2

1. Foot-mounted reducers

When installing the foot-mounted gear unit, observe the flatness specifications and bolt tightening torque guidelines provided in U10060 and make sure the mating mounting surface and reducer feet are clean and free of debris. Use of shims under the feet of the gear unit may be required in order to align the output shaft to the driven equipment. Make sure that all feet are supported so that the housing will not distort when it is bolted down. Improper shimming will cause mis-alignment and may reduce the life of the gear unit or cause component failure. Dowel pins may be field-installed to help prevent misalignment and ensure proper realignment if removed for service.



IMPORTANT NOTE



Gear units may be subjected to radial loads or side pull, caused by external chain drives or belt drives. In these instances it is recommended that the mounting base be designed with a slide-plate adjustment to accommodate extra slack in the chain or the belt after the feet are loosened. When using an external chain or belt drive, make sure the reducer is sized so that the shaft and bearings have adequate capacity.

2. Flange-mounted reducers (with B5 flange)

When using the B5 flange to mount the gear unit, the bulk head plate must be engineered to minimize buckling distortions and support the cantilevered weight of the gear reducer or gearmotor. On the B5 mounting flange NORD provides a pilot register or and the flange pilot tolerance as listed per Table 1. When the mating hole is designed with the proper fit, the flange pilot tenon provides a means of accurately positioning the reducer while the hold-down bolts are properly secured; once the reducer is secured, the tenon helps prevent movement of the reducer and it helps locate the center of the reducer output shaft.

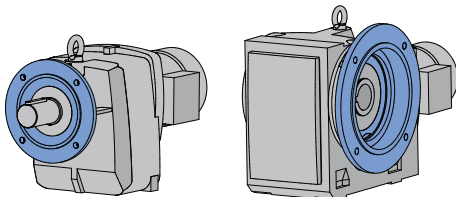


Table : Flange Pilot Tolerance

Above ø (in)	To & Including ø (in)	Tolerance (in)	ISO 286-2 Fit Class
1.969	3.150	+0.0005 / -0.0003	j6
3.150	4.724	+0.0005 / -0.0004	j6
4.724	7.087	+0.0006 / -0.0004	j6
7.087	9.055	+0.0000 / -0.0005	h6
9.055	9.843	+0.0000 / -0.0011	h6
9.843	12.402	+0.0000 / -0.0013	h6
12.402	15.748	+0.0000 / -0.0014	h6
15.748	19.685	+0.0000 / -0.0016	h6

Above ø (mm)	To & Including ø (mm)	Tolerance (mm)	ISO 286-2 Fit Class
50	80	+0.012 / -0.007	j6
80	120	+0.013 / -0.009	j6
120	180	+0.014 / -0.011	j6
180	230	+0.000 / -0.013	h6
230	250	+0.000 / -0.029	h6
250	315	+0.000 / -0.032	h6
315	400	+0.000 / -0.036	h6
400	500	+0.000 / -0.040	h6

When installing the flange mounted gear unit, observe the flatness specifications and bolt tightening torque guidelines provided in U10060. Make sure the mating mounting surface and reducer flange are clean and free of debris. Use a straight edge or parallel bar to check for high spots on the mating mounting surface and remove any raised material around the mounting holes.

Set the gear unit into place and tighten the bolts until they are snug. Before final bolt-tightening check for any material gaps between the mating surfaces and if shimming is required, use "U" shaped shims at least 2 times the width of the bolt. Avoid over shimming a very irregular surface as this will make it very difficult to achieve proper alignment.



IMPORTANT NOTE



For heavy shock applications, it is advisable to field-install dowel pins through the mounting flange connection (in addition to the mounting bolts). This will help control flange movement or flange rotation and relieve the mounting bolts from this additional stress.

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DRIVESYSTEMS

REDUCER MOUNTING FOOTED & FLANGE MOUNT GEAR UNITS

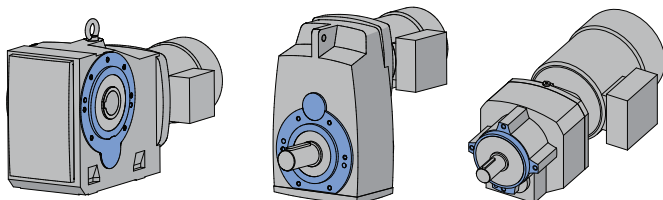


U10500 - 2 of 2

RETAIN FOR FUTURE USE

3. Flange-mounted reducers (with B14 flange)

When using the B14 flange to mount the gear unit, the bulk head plate must be engineered to minimize buckling distortions and support the cantilevered weight of the gear reducer or gearmotor. When properly installed, the output flange of the reducer housing is designed to enable the permissible torques and radial forces to be reliably transmitted by the bolt connections.



IMPORTANT NOTE



When using the B14 flange-face for mounting, if dowel pin holes are provided in addition to the threaded holes, then it is advisable to also use the proper dowel pins, to help control flange movement or flange rotation and relieve the mounting bolts from this additional stress. This is especially important for heavy shock applications.

4. Foot & flange reducer housings

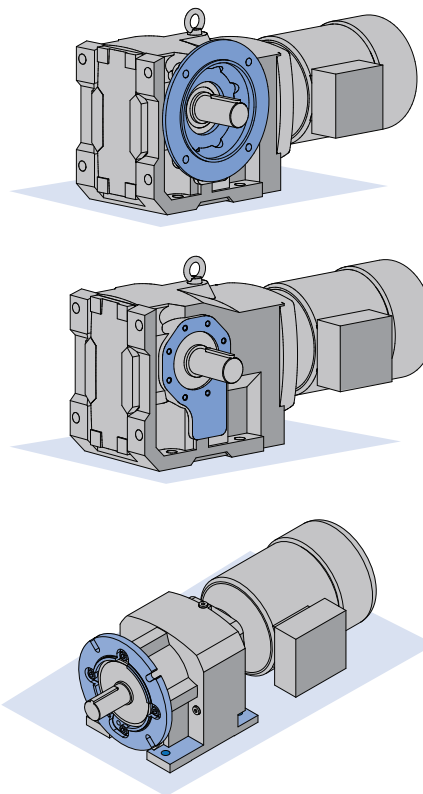
Some gear reducer housings are available with a foot and an output flange. Units with a foot and a B5 Flange are designated with the suffix XF after the primary model number and units with a B14 face-flange are designated with the suffix XZ after the primary model number. When a gear unit is provided with both a foot and a flange, the foot is considered the primary mounting surface. The flange is generally considered to be the secondary mounting option and it is intended that this surface be used for auxiliary add on elements that place minimal load stress on the reducer housing.



HARMFUL SITUATION



To prevent overstress on the main gear unit housing, never tighten the reducer mounting feet and the mounting flange against one-another. Auxiliary add-on elements that are mounted to the reducer flange, must not transmit excessive force, torque or vibration to the main gear housing.

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HELICAL & BEVEL REDUCER LUBRICATION



DRIVESYSTEMS

RETAIN FOR FUTURE USE

U10750 - 1 of 2

1. Importance of proper lubrication

Proper gearbox lubrication is essential in order to reduce friction, heat, and component wear. Lubricants reduce heat and wear by inserting a protective “fluid boundary” between mating parts and preventing direct metal to metal contact. Lubricants also help prevent corrosion and oxidation, minimize foam, improve heat transfer, optimize reducer efficiency, absorb shock loads and reduce noise.

Most NORD reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position.

2. Standard oil type

The following tables indicate the standard oil fill type used. Please see user manual U11000 for more specific information and for optional helical and bevel gear lubricants:

Serviceable Gear Units	
Helical In-line	Standard Oil Fill: ISO VG 220, Mineral Oil
Clincher Parallel-Shaft	
Right-Angle Bevel	
NORDBLOC® Series In-line	
NORDBLOC®.1 Series In-line	
Standard Series In-line	



IMPORTANT NOTE



For shipping purposes, the following large Clincher™ gear units are supplied without oil:

- Clincher™ Sizes SK11282, SK11382 and SK12382

Maintenance-free / Lubricated For Life Gear Units	
Clincher™ sizes SK0182NB, SK0282NB & SK1382NB	Standard Oil Fill: ISO VG220 SHC/PAO Synthetic Oil
NORDBLOC® Sizes SK172, SK272, SK371F, SK372, SK373, SK320	



IMPORTANT NOTE



Maintenance-free units are supplied as sealed units with no vent-plug. Consult NORD prior to ordering if interested in ordering any of the above sizes as serviceable gear units.



IMPORTANT NOTE



Consult the sticker adjacent to the fill plug to determine the type of lubricant installed at the factory. Some units have special lubricants designed to operate in certain environments or intended to extend the service life or service temperature range of the lubricant. If in doubt about which lubricant is needed for a certain application, please contact NORD Gear.

3. Lubrication replacement

If the gear unit is filled with mineral oil, the lubricant should be replaced at least after every 10,000 operating hours or after every two years. If the gear unit is filled with synthetic oil, the lubricant should be replaced at least after every 20,000 operating hours or after every four years. Often gear reducers are exposed to extreme ambient conditions, hostile environments, wet conditions, or dirty and dusty operating areas. Especially in these situations, it is important to establish a condition-based oil service interval.

4. Oil viscosity

Viscosity, or the oil's resistance to shear under load, is often considered the single most important property of any gear oil.

- Often one will consider making a viscosity correction to the oil to improve the performance when operating the gear unit at low temperature or high temperature.
- In cases of extreme load conditions, gear pairs and antifriction bearings may be more susceptible to sliding or scuffing wear. In these operating conditions, it may also be beneficial to consider an increased lubrication viscosity and/or a lubrication with improved antiwear additive packages.



IMPORTANT NOTE



The user should consult with their primary lubrication supplier before considering changes in oil type or viscosity.

5. Maximum oil sump temperature limit

To prevent reducer overheating, the reducer's maximum oil sump temperature limit must not be exceeded for prolonged periods of operation (up to 3 hours continuous operation depending upon reducer size).

Oil Type	Maximum Oil Temperature Limit	
	NORD	AGMA 9005-D94
Mineral	80-85°C (176-185°F)	95°C (203°F)
Synthetic	105°C (220°F)	107°C (225°F)



IMPORTANT NOTE



Use caution when specifying gear reducers for high temperature service. If there is concern about exceeding the allowable safe operating temperatures, please consult NORD to discuss alternatives.

6. The importance of routine oil analysis

Routine oil analysis, sound lubrication practices, and good tracking of oil performance trends will help establish proper lubrication maintenance and change-out intervals. To maximize equipment reliability, NORD Gear generally recommends a condition-based lubrication maintenance program. One may take exceptions to this general recommendation on sealed-for-life or maintenance-free gear units or smaller and less costly gear units. In these instances, the replacement cost of the gear unit is often small compared to the costs associated with this type of oil analysis program.

STOP	HARMFUL SITUATION	STOP
<p>NORD suggests replacing the gear oil if oil analysis indicates any of the following:</p> <ul style="list-style-type: none"> Viscosity has changed by approximately 10% or more. Debris particles (silicon, dust, dirt or sand) exceed 25 ppm. Iron content exceeds 150-200 ppm. Water content is greater than 0.05% (500 ppm). The total acid number (TAN) tests indicate a significant level of oxidative break-down of the oil, and a critical reduction in performance; If the TAN number measured changes by more than 5% over the new oil, then an oil change would be recommended. 		

7. Mounting position and oil fill quantity

All NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. **For additional information, please see the separate mounting position diagrams and the corresponding oil fill quantity tables for the specified gear unit.**

The gearbox nametag will indicate the mounting position that was provided. **For mounting orientations other than shown in the mounting position charts, please consult NORD Gear.**

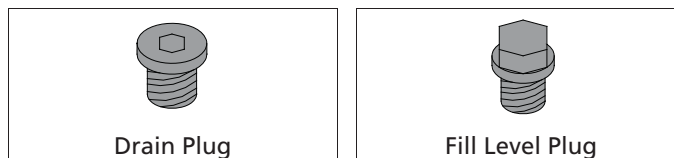
STOP	HARMFUL SITUATION	STOP
<p>Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil-level plug and drain or add additional oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.</p>		

8. Oil plug locations

All gear units are assembled with the oil fill-level, oil-drain and vent plugs installed in their proper locations, according to the specified mounting position. All standard plugs are metric and utilize sealing gaskets between the head of the plug and the reducer housing.

9. Drain and fill-level plugs

All reducer drain plugs are metric socket head cap screws. For easier identification, it is NORD's standard practice to provide a hex-head screw for the fill-level plug. For ease of draining the used oil from the gear reducer, use the socket head screw located at the lowest part of the gearbox.

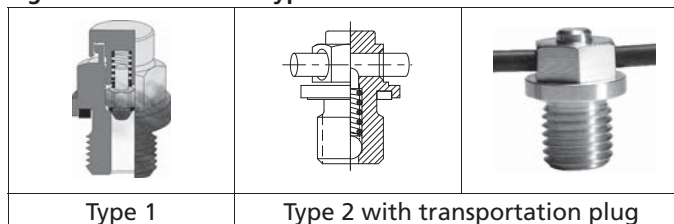


10. Vent plug locations

Reducer venting allows for air pressure differences that occur during operation, between the inner space of the reducer and the atmosphere, while ensuring leak-free operation. The AUTOVENT™ is standard for all vented gear units, unless otherwise noted.

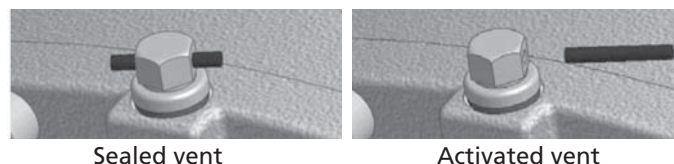
AUTOVENT™ - The AUTOVENT™ helps prevent bearing and gear damage by behaving like a check valve to block the entry of foreign material (water, dust, corrosives, etc.). The breather opens at approximately 2-3 psi during operation and closes tightly as the gearbox cools. This option is perfect for humid conditions and wash-down environments, helping to maintain proper oil cleanliness, and reducing foaming and oxidation. NORD may choose to offer one of two style options as shown in Figure 1. The Type 2 AUTOVENT™ comes closed upon delivery with a transportation sealing plug (see Warning).

Figure 1 AUTOVENT™ Types



Open Vent - An optional open vent can be supplied by NORD. The open vent comes closed upon delivery with a transportation sealing plug (see Warning).

⚠	WARNING	⚠
<p>To prevent build-up of excessive pressure, sealed vents must be activated as shown prior to gear unit start up.</p>		



Filtered Vent - NORD may offer an optional filtered vent, which allows gases to permeate, but does not allow dust and debris to pass through the vent.



HELICAL & BEVEL REDUCER LUBRICATION TYPES



DRIVESYSTEMS

RETAIN FOR FUTURE USE

U11000 - 1 of 2

Lubrication Tables – Helical and Bevel Gear Units

Standard Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand / Type
VG220	MIN-EP	0 to 40 °C (32 to 104 °F)	Mobil / Spartan EP220 ⬆ ①
	PAO	-35 to 60 °C (-31 to 140 °F)	Mobil / SHC630 ⬆ ②
	FG	-5 to 40 °C (23 to 104 °F)	Fuchs / FM220 ⬆

Optional Oil Lubricants

ISO Viscosity	Oil Type	Ambient Temperature Range	Manufacturer Brand / Type
VG460	PAO	-35 to 80 °C (-31 to 176 °F)	Mobil / SHC634
	FG-PAO	-35 to 80 °C (-31 to 176 °F)	Mobil / Cibus SHC460
VG220	FG-PAO	-34 to 60 °C (-29 to 140 °F)	Mobil / Cibus SHC220
VG150	PAO	-35 to 25 °C (-30 to 77 °F)	Mobil / SHC629

Grease Options (applied to greased bearings and seal cavities)

NLGI Grade	Grease Type / Thickener	Ambient Temperature Range	Manufacturer Brand / Type
NLGI 2	Standard / Li-Complex	-30 to 60 °C (-22 to 140 °F)	Mobil Grease XHP222 ⬆ ①
	High-Temperature / Polyurea	-25 to 80 °C (-13 to 176 °F)	Mobil Polyrex EP 2 ⬆ ②
	Food-Grade / Al-Complex	-25 to 40 °C (-13 to 104 °F)	Mobil Grease FM222 ⬆

⬆ Stocked Lubricants

① Standard product on serviceable gear units

② Standard product on maintenance free gear units



IMPORTANT NOTES



- The “Ambient Temperature” is intended to be an operation guideline based upon the typical properties of all the lubricant. The viscosity and other properties of the lubricant change based upon load, speed, ambient conditions, and reducer operating temperatures. The user should consult with their lubrication supplier & NORD gear before considering changes in oil type or viscosity.
- To prevent reducer overheating, observe the maximum operating oil temperature limits:
Mineral Oil: 80-85 °C (176 – 180 °F).
Synthetic Oil: 105 °C (225 °F).
- In the following instances, please consult NORD for specific recommendations:
 - ✓ Gear units will operate in high ambient temperature conditions exceeding 40 °C (104 °F).
 - ✓ Gear units will operate in cold ambient temperature conditions approaching 0 °C (32 °F) or lower.
 - ✓ Lower than an ISO VG100 viscosity oil is being considered for a cold-temperature service.
 - ✓ Fluid grease is required for lubricating the gear unit.
- Observe the general lubrication guidelines outlined in user manual U10750.

Oil Formulation Codes

MIN-EP	-	Mineral Oil with EP Additive
PAO-EP	-	Synthetic Polyalphaolefin Oil with EP Additive
PAO	-	Synthetic Polyalphaolefin Oil
PG	-	Synthetic Polyglycol Oil
FG	-	Food-Grade Oil
FG-PAO	-	Food-Grade, Synthetic Polyalphaolefin Oil
FG-PG	-	Food-Grade, Synthetic Polyglycol Oil

Lubrication Notes

- Avoid using (EP) gear oils in worm gears that contain sulfur-phosphorous chemistries, as these additives can react adversely with bronze worm gears and accelerate wear.
- Food grade lubricants must be in compliance with FDA 212 CFR 178.3570 and qualify as a NSF-H1 lubricant. Please consult with lubrication manufacturer for more information.
- When making a lubrication change, check with the lubrication supplier to assure compatibility and to obtain recommended cleaning or flushing procedures.
- Do not mix different oils with different additive packages or different base oil formulation types. Polyglycol (PG) oils are not miscible with other oil types and should never be mixed with mineral oil or polyalphaolefin (PAO) synthetic oil.

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HELICAL & BEVEL REDUCER LUBRICATION TYPES



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U11000 - 2 of 2

Oil Cross-reference Chart

ISO Viscosity	Oil Type	Ambient Temperature Range	Mobil	Shell	Castrol	FUCHS	KLÜBER LUBRICATION
VG460	MIN-EP	0 to 40 °C (32 to 104 °F)	Spartan EP460	Omala 460	Alpha SP460	Renolin EP460	Klüberoil GEM 1-460N
	PAO-EP	-20 to 80 °C (-4 to 176 °F)	Mobilgear SHC460	Omala HD460	Alphasyn EP460	Gearmaster SYN460/NA	Klübersynth EG 4-460
	PAO	-20 to 80 °C (-4 to 176 °F)	Mobil SHC634	Omala RL460	Alphasyn T460	Geralyn SF460	Klübersynth GEM 4-460N
	PG	-20 to 80 °C (-15 to 176 °F)	Mobil Glygoyle 460	Tivela S460	Alphasyn PG460	Renolin PG460	Klübersynth GH 6-460
	FG	0 to 40 °C (32 to 104 °F)	Mobil DTE FM460	N/A	N/A	Fuchs FM460	N/A
	FG-PAO	-20 to 80 °C (-4 to 176 °F)	Mobil Cibus SHC460	N/A	N/A	Cassida GL460	Klüberoil 4 UH 1-460N
	FG-PG	-20 to 80 °C (-4 to 176 °F)	Mobil Glygoyle 460	N/A	N/A	Cassida WG460	Klübersynth UH1 6-460
VG220	MIN-EP	0 to 40 °C (32 to 104 °F)	Spartan EP220	Omala 220	Alpha SP220	Renolin EP220	Klüberoil GEM 1-220N
	PAO-EP	-30 to 60 °C (-22 to 140 °F)	Mobilgear SHC220	Omala HD220	Alphasyn EP220	Gearmaster SYN220/NA	Klübersynth EG 4-220
	PAO	-30 to 60 °C (-22 to 140 °F)	Mobil SHC630	Omala RL220	Alphasyn T220	Geralyn SF220	Klübersynth GEM 4-220N
	PG	-25 to 60 °C (-13 to 140 °F)	Mobil Glygoyle 220	Tivela S220	Alphasyn PG220	Renolin PG220	Klübersynth GH 6-220
	FG	0 to 40 °C (32 to 104 °F)	Mobil DTE FM 220	N/A	N/A	Fuchs FM220	N/A
	FG-PAO	-25 to 60 °C (-13 to 140 °F)	Mobil Cibus SHC220	N/A	N/A	Cassida GL220	Klüberoil 4 UH 1-220N
	FG-PG	-25 to 60 °C (-13 to 140 °F)	Mobil Glygoyle 220	N/A	N/A	Cassida WG220	Klübersynth UH1 6-220
VG150	MIN-EP	0 to 25 °C (32 to 77 °F)	Spartan EP150	Omala 150	Alpha SP150	Renolin EP150	Klüberoil GEM 1-150N
	PAO-EP	-30 to 25 °C (-22 to 77 °F)	Mobilgear SHC150	Omala HD150	Alphasyn EP150	Gearmaster SYN150/NA	Klübersynth EG 4-150
	PAO	-30 to 25 °C (-22 to 77 °F)	Mobil SHC629	Omala RL150	Alphasyn T150	Geralyn SF150	Klübersynth GEM 4-150N
	PG	-25 to 25 °C (-13 to 77 °F)	Mobil Glygoyle 150	Tivela S150	Alphasyn PG150	Renolin PG150	Klübersynth GH 6-150
	FG	0 to 25 °C (32 to 77 °F)	Mobil DTE FM 150	N/A	N/A	N/A	N/A
	FG-PAO	-25 to 25 °C (-13 to 77 °F)	N/A	N/A	N/A	Cassida GL150	Klüberoil 4 UH 1-150N
	FG-PG	-25 to 25 °C (-13 to 77 °F)	Mobil Glygoyle 150	N/A	N/A	N/A	Klübersynth UH1 6-150

Low-end service temperature limit may vary for a specific lubricant; Please also see the important notes on Page 1.



HELICAL IN-LINE FOOTED OIL FILL QUANTITIES



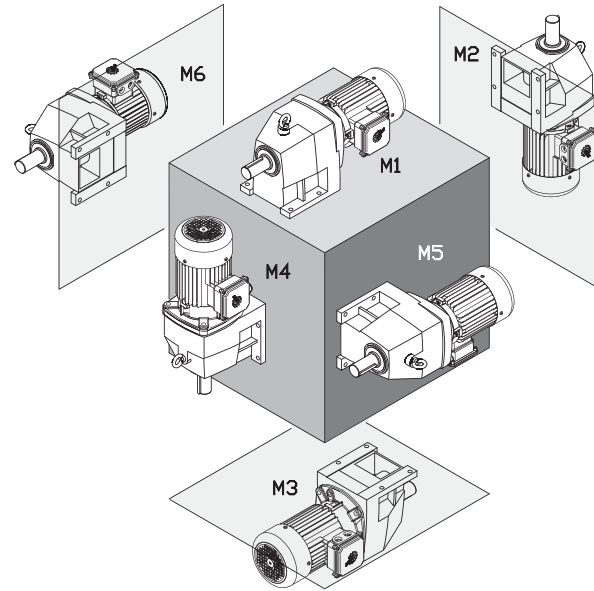
DRIVESYSTEMS

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U11700 - 1 of 1

Helical In-line footed lubrication

The following NORD Gear reducers are shipped from the factory with a pre-determined oil fill level in accordance to the specified reducer size and mounting position. For additional information, please refer to the "Oil Plug & Vent Locations" documentation for your gear unit.



HARMFUL SITUATION



Actual oil volume can vary slightly depending upon the gear case size, mounting and ratio. Prior to commissioning the reducer, check the oil-fill level using the reducer's oil level plug and drain or add additional oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole.

For mounting orientations other than shown please consult NORD Gear. Reducer modifications may be required.

Type	M1		M2		M3		M4		M5		M6	
	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters	Quarts	Liters
SK02	0.160	0.150	0.630	0.600	0.740	0.700	0.630	0.600	0.420	0.400	0.420	0.400
SK03	0.320	0.300	1.06	1.000	0.850	0.800	0.950	0.900	0.630	0.600	0.630	0.600
SK11E	0.260	0.250	0.530	0.500	0.580	0.550	0.420	0.400	0.370	0.350	0.370	0.350
SK12	0.260	0.250	0.790	0.750	0.900	0.850	0.790	0.750	0.530	0.500	0.530	0.500
SK13	0.630	0.600	1.32	1.25	1.16	1.10	1.27	1.20	0.740	0.700	0.740	0.700
SK21E	0.630	0.600	1.27	1.20	1.27	1.20	1.06	1.000	1.06	1.000	1.06	1.000
SK22	0.530	0.500	1.90	1.80	2.11	2.00	1.90	1.80	1.43	1.35	1.43	1.35
SK23	1.37	1.30	2.54	2.40	2.43	2.30	2.48	2.35	1.69	1.60	1.69	1.60
SK31E	1.16	1.10	2.85	2.70	2.33	2.20	2.43	2.30	1.80	1.70	1.80	1.70
SK32	0.950	0.900	2.64	2.50	3.17	3.00	3.07	2.90	2.11	2.00	2.11	2.00
SK33N	1.69	1.60	3.07	2.90	3.38	3.20	3.91	3.70	2.43	2.30	2.43	2.30
SK41E	1.80	1.70	2.75	2.60	3.49	3.30	2.64	2.50	2.75	2.60	2.75	2.60
SK42	1.37	1.30	4.76	4.50	4.76	4.50	4.55	4.30	3.38	3.20	3.38	3.20
SK43	3.17	3.00	5.92	5.60	5.50	5.20	6.98	6.60	3.81	3.60	3.81	3.60
SK51E	2.33	2.20	4.65	4.40	4.97	4.70	4.23	4.00	3.59	3.40	3.59	3.40
SK52	2.64	2.50	7.40	7.00	7.19	6.80	7.19	6.80	5.39	5.10	5.39	5.10
SK53	4.76	4.50	9.20	8.70	8.14	7.70	9.20	8.70	6.34	6.00	6.34	6.00
SK62	6.87	6.50	15.86	15.00	13.74	13.00	16.91	16.00	15.86	15.00	15.86	15.00
SK63	13.74	13.00	15.32	14.50	15.32	14.50	16.91	16.00	13.74	13.00	13.74	13.00
SK72	10.57	10.00	24.31	23.00	19.03	18.00	27.48	26.00	24.31	23.00	24.31	23.00
SK73	21.66	20.50	21.14	20.00	23.78	22.50	28.53	27.00	21.14	20.00	21.14	20.00
SK82	14.80	14.00	37.00	35.00	28.54	27.00	46.51	44.00	33.82	32.00	33.82	32.00
SK83	31.71	30.00	32.76	31.00	35.93	34.00	39.10	37.00	34.88	33.00	34.88	33.00
SK92	26.43	25.00	77.16	73.00	49.68	47.00	80.33	76.00	54.96	52.00	54.96	52.00
SK93	56.02	53.00	73.99	70.00	62.04	59.00	76.10	72.00	51.79	49.00	51.79	49.00
SK102	38.05	36.00	83.50	79.00	69.76	66.00	107.81	102.00	75.05	71.00	75.05	71.00
SK103	78.19	74.00	75.05	71.00	78.21	74.00	102.52	97.00	70.82	67.00	70.82	67.00



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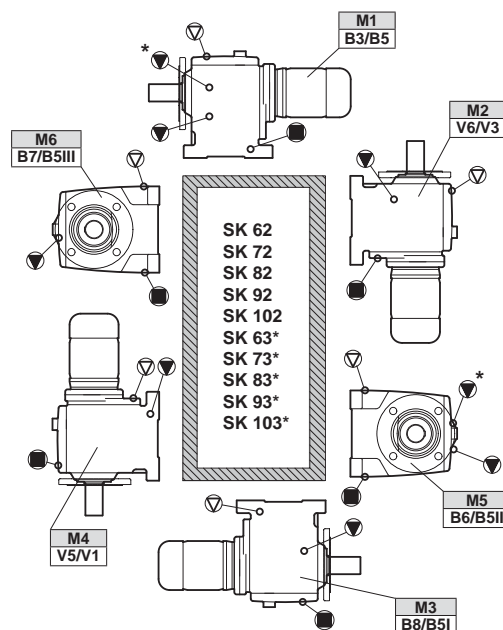
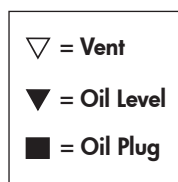
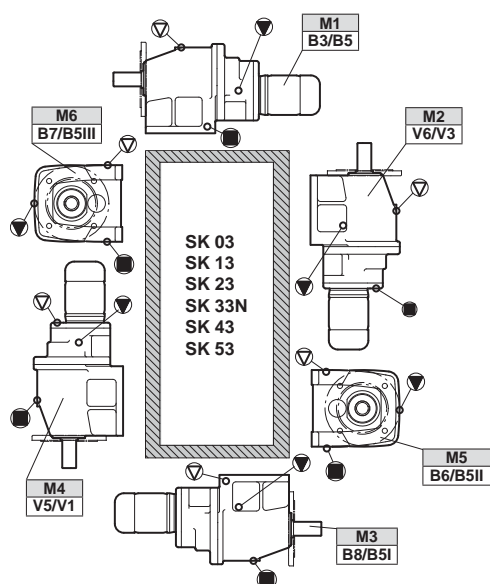
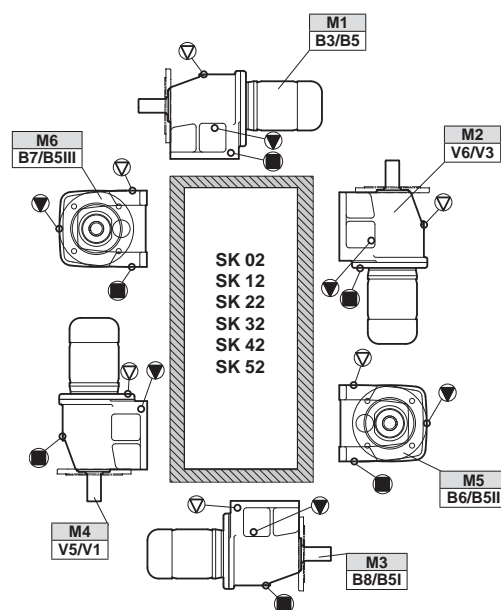
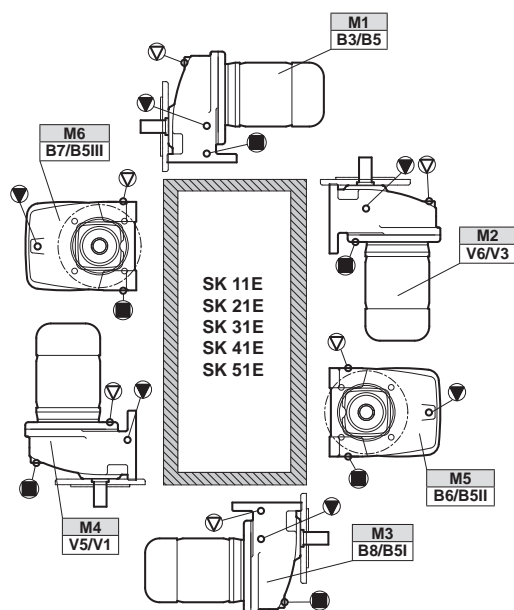
HELICAL IN-LINE OIL PLUG & VENT LOCATIONS



U14100 - 1 of 1

Oil plug connections

Prior to commissioning the reducer, check the oil-fill level using the reducer's oil-level plug and drain or add additional oil as needed. The minimum acceptable oil level is 0.15 in (4mm) below the oil level hole. **For mounting orientations other than shown please consult NORD Gear. New plug locations may be required.**



* Oil level for 3 stage gear units.

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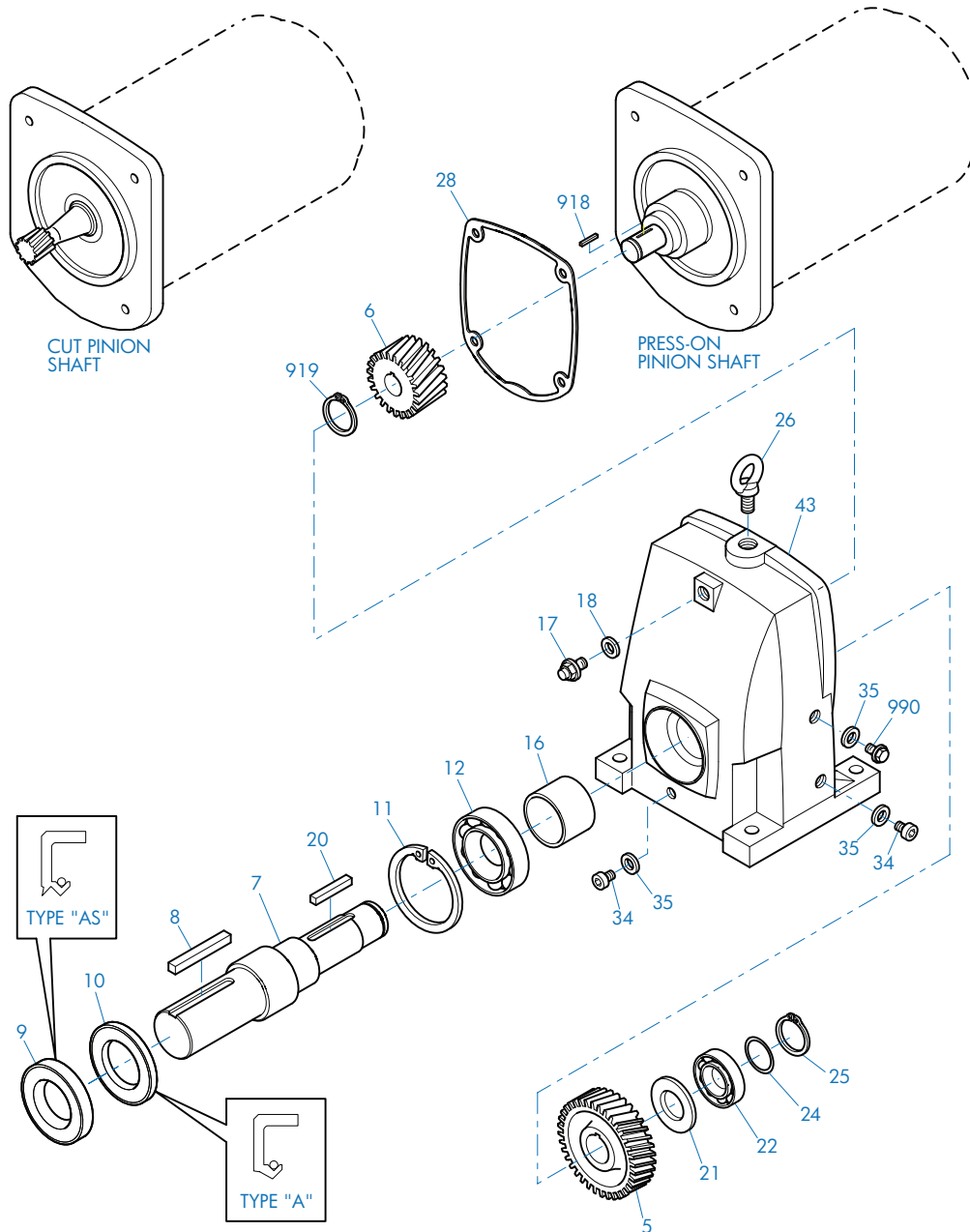
DRIVESYSTEMS

HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



U15100 - 1 of 12



SK 11E - SK 51E Foot Mount

5	Gear	16	Spacer	26	Flanged Eye Bolt
6	Pinion	17	Vent Plug	28	Gasket
7	Output Shaft	18	Seal	34	Drain Plug
8	Key	20	Key	35	Gasket
9	Oil Seal	21	Spacer	43	Gearcase
10	Oil Seal	22	Anti-Friction Bearing	918	Key
11	Snap Ring	24	Shim	919	Snap Ring
12	Anti-Friction Bearing	25	Snap Ring	990	Oil Level Plug

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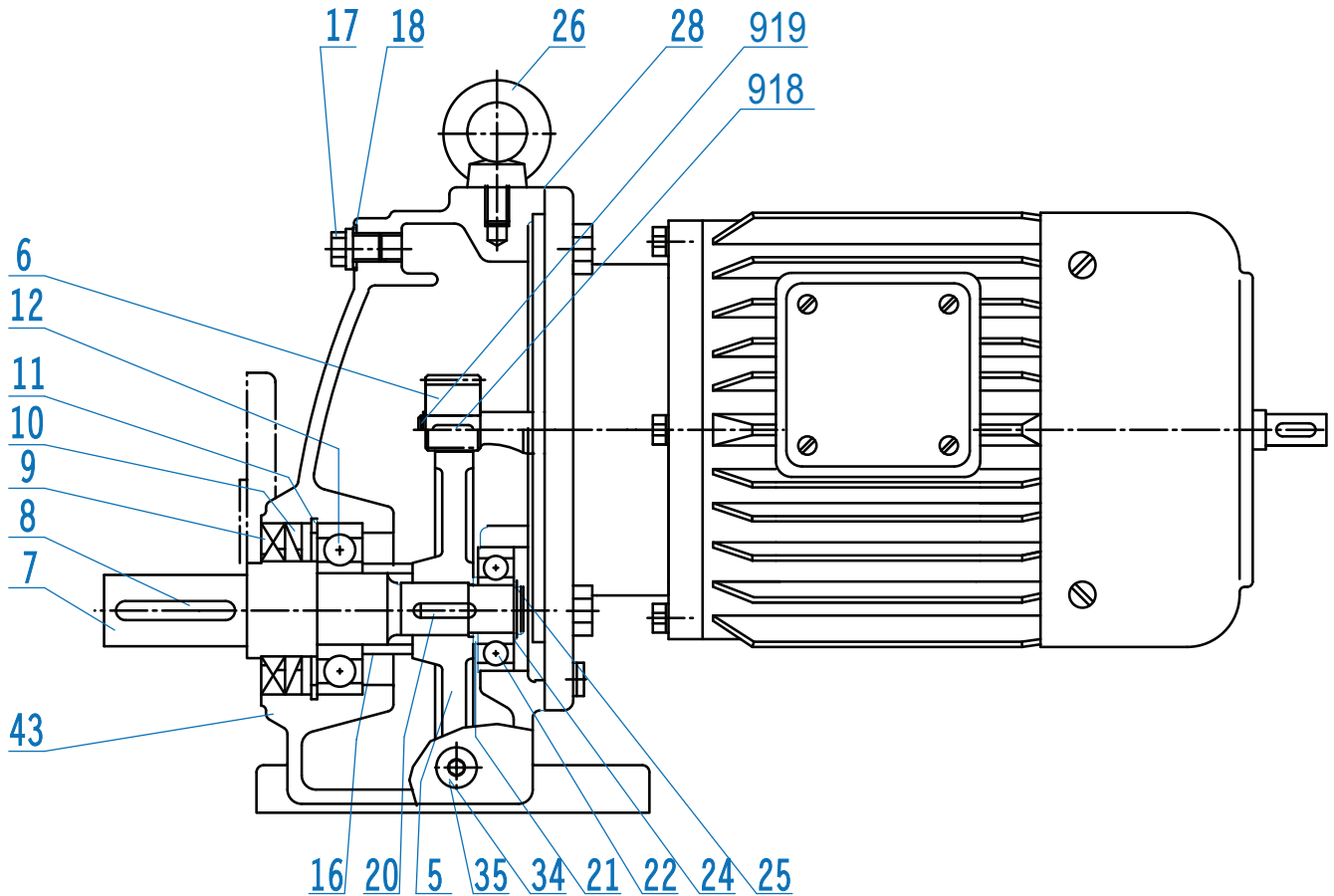
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HELICAL IN-LINE PARTS LIST DRAWINGS

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SK 11E - SK 51E Foot Mount

5	Gear	16	Spacer	26	Flanged Eye Bolt
6	Pinion	17	Vent Plug	28	Gasket
7	Output Shaft	18	Seal	34	Drain Plug
8	Key	20	Key	35	Gasket
9	Oil Seal	21	Spacer	43	Gearcase
10	Oil Seal	22	Anti-Friction Bearing	918	Key
11	Snap Ring	24	Shim	919	Snap Ring
12	Anti-Friction Bearing	25	Snap Ring		



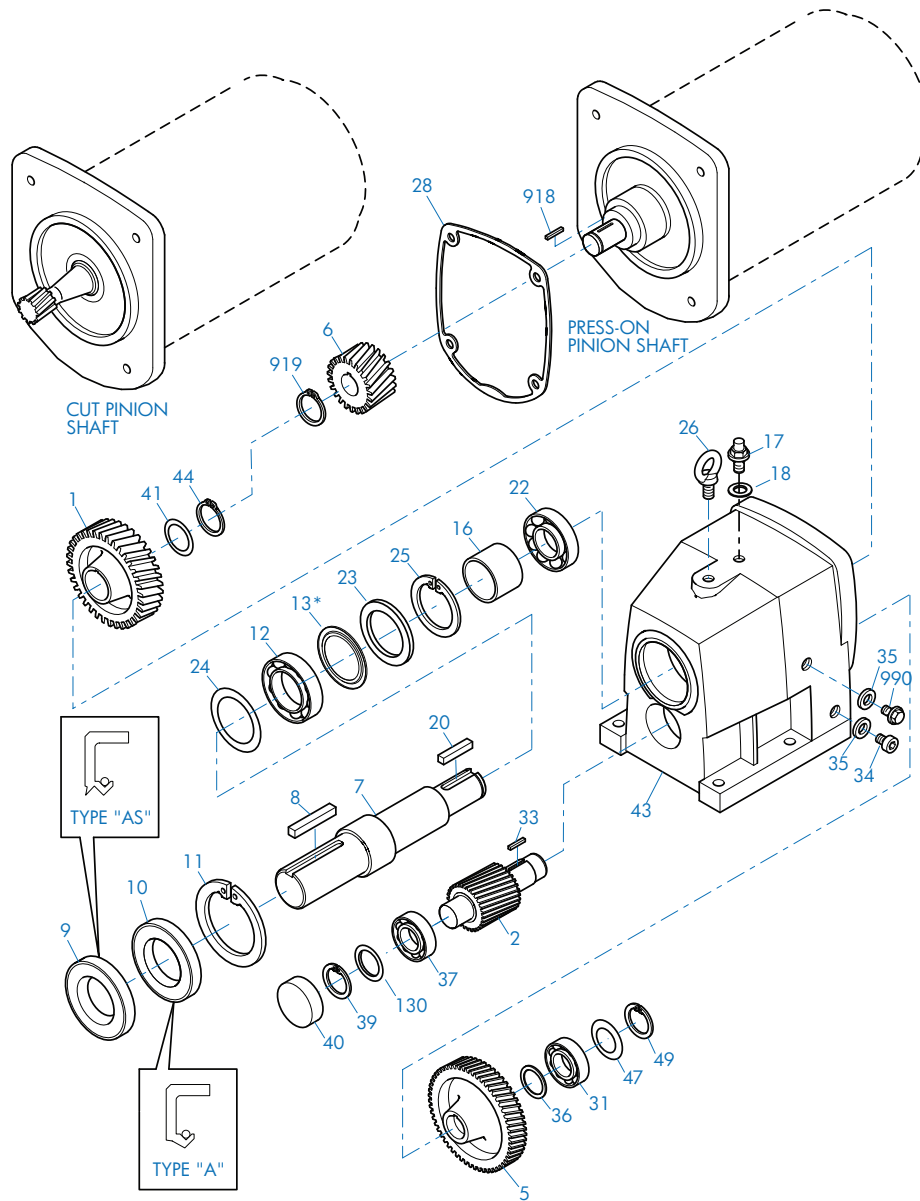
DRIVESYSTEMS

HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



U15100 - 3 of 12



SK02 - SK52 Foot Mount

1	Gear	18	Seal	37	Anti-Friction Bearing
2	Pinion Shaft	20	Key	39	Snap Ring
5	Gear	22	Anti-Friction Bearing	40	Bore Plug
6	Pinion	23	Thrust Washer	41	Shim
7	Output Shaft	24	Shim	43	Gearcase
8	Key	25	Snap Ring	44	Snap Ring
9	Oil Seal	26	Flanged Eye Bolt	47	Shim
10	Oil Seal	28	Gasket	49	Snap Ring
11	Snap Ring	31	Anti-Friction Bearing	130	Shim
12	Anti-Friction Bearing	33	Key	918	Key
13	NILOS Ring*	34	Drain Plug	919	Snap Ring
16	Spacer	35	Gasket	990	Oil Level Plug
17	Vent Plug	36	Spacer		

* Conditionally used part

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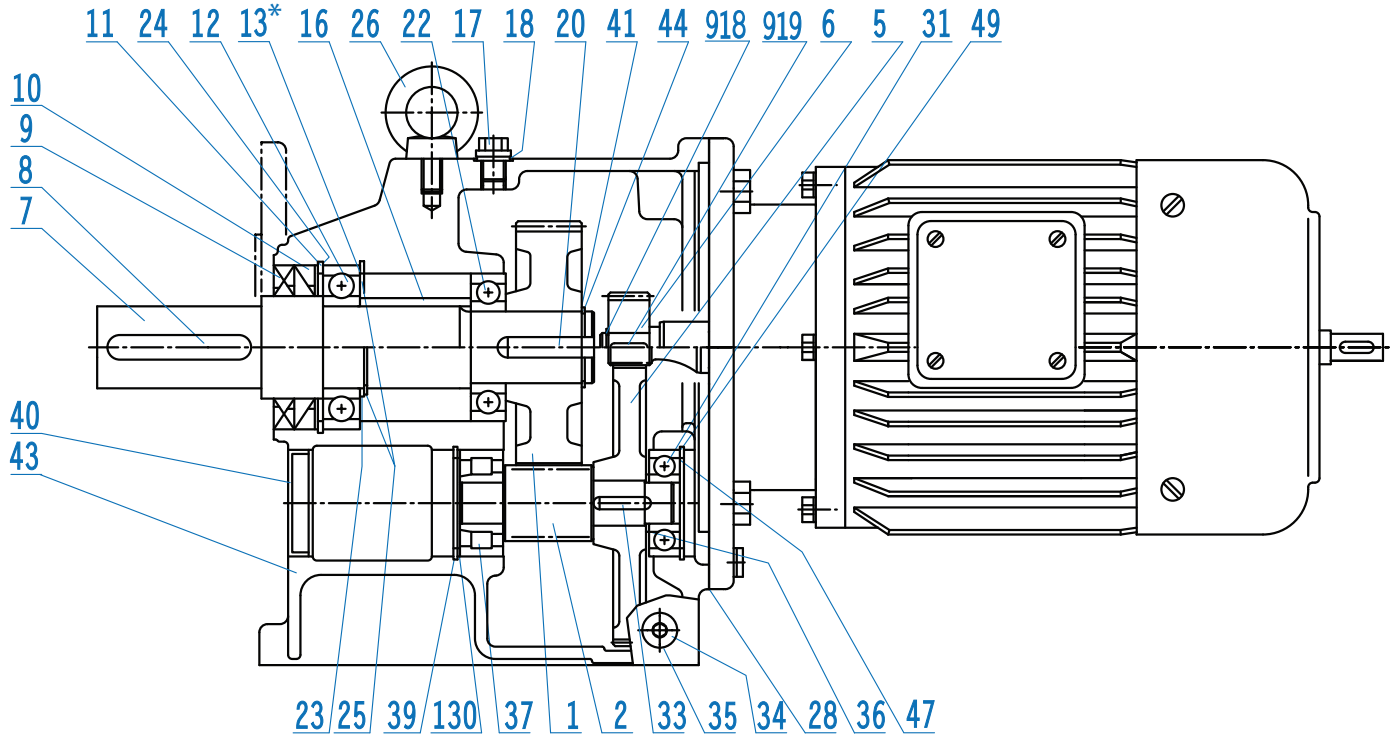
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HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



SK02 - SK52 Foot Mount

1	Gear	18	Seal	37	Anti-Friction Bearing
2	Pinion Shaft	20	Key	39	Snap Ring
5	Gear	22	Anti-Friction Bearing	40	Bore Plug
6	Pinion	23	Thrust Washer	41	Shim
7	Output Shaft	24	Shim	43	Gearcase
8	Key	25	Snap Ring	44	Snap Ring
9	Oil Seal	26	Flanged Eye Bolt	47	Shim
10	Oil Seal	28	Gasket	49	Snap Ring
11	Snap Ring	31	Anti-Friction Bearing	130	Shim
12	Anti-Friction Bearing	33	Key	918	Key
13	NILOS Ring*	34	Drain Plug	919	Snap Ring
16	Spacer	35	Gasket		
17	Vent Plug	36	Spacer		

* Conditionally used part

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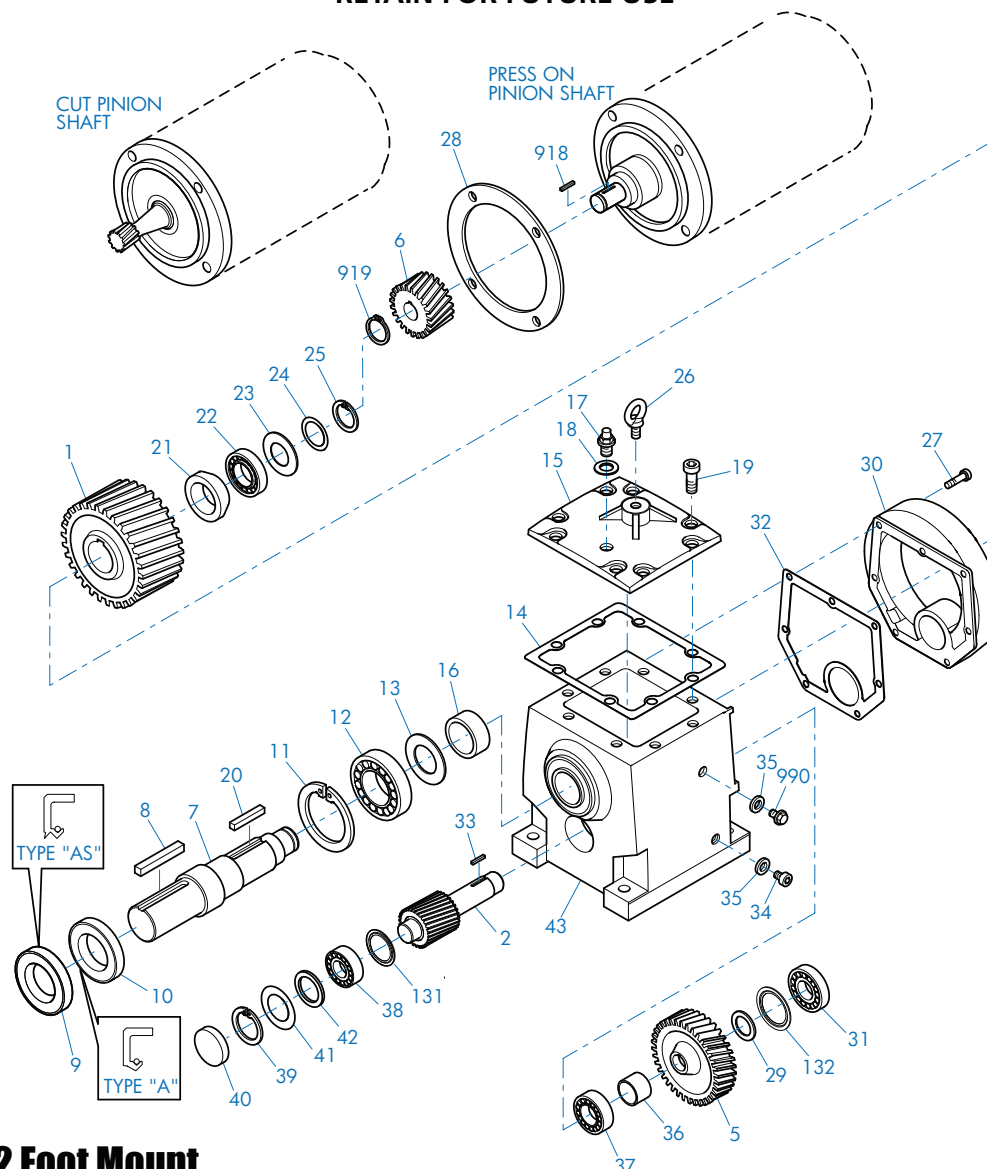
DRIVESYSTEMS

HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



U15100 - 5 of 12



SK62 - SK102 Foot Mount

1	Gear	19	Bolt	35	Gasket
2	Pinion Shaft	20	Key	36	Spacer
5	Gear	21	Spacer	37	Anti-Friction Bearing
6	Pinion	22	Anti-Friction Bearing	38	Anti-Friction Bearing
7	Output Shaft	23	Thrust Washer	39	Snap Ring
8	Key	24	Shim	40	Bore Plug
9	Oil Seal	25	Snap Ring	41	Shim
10	Oil Seal	26	Flanged Eye Bolt	42	Thrust Washer
11	Snap Ring	27	Bolt	43	Gearcase
12	Anti-Friction Bearing	28	Gasket	131	NILOS Ring
13	NILOS ring	29	Spacer	132	NILOS Ring
14	Gasket	30	Input Cover	918	Key
15	Inspection Cover	31	Anti-Friction Bearing	919	Snap Ring
16	Spacer	32	Gasket	990	Oil Level Plug
17	Vent Plug	33	Key		
18	Seal	34	Drain Plug		

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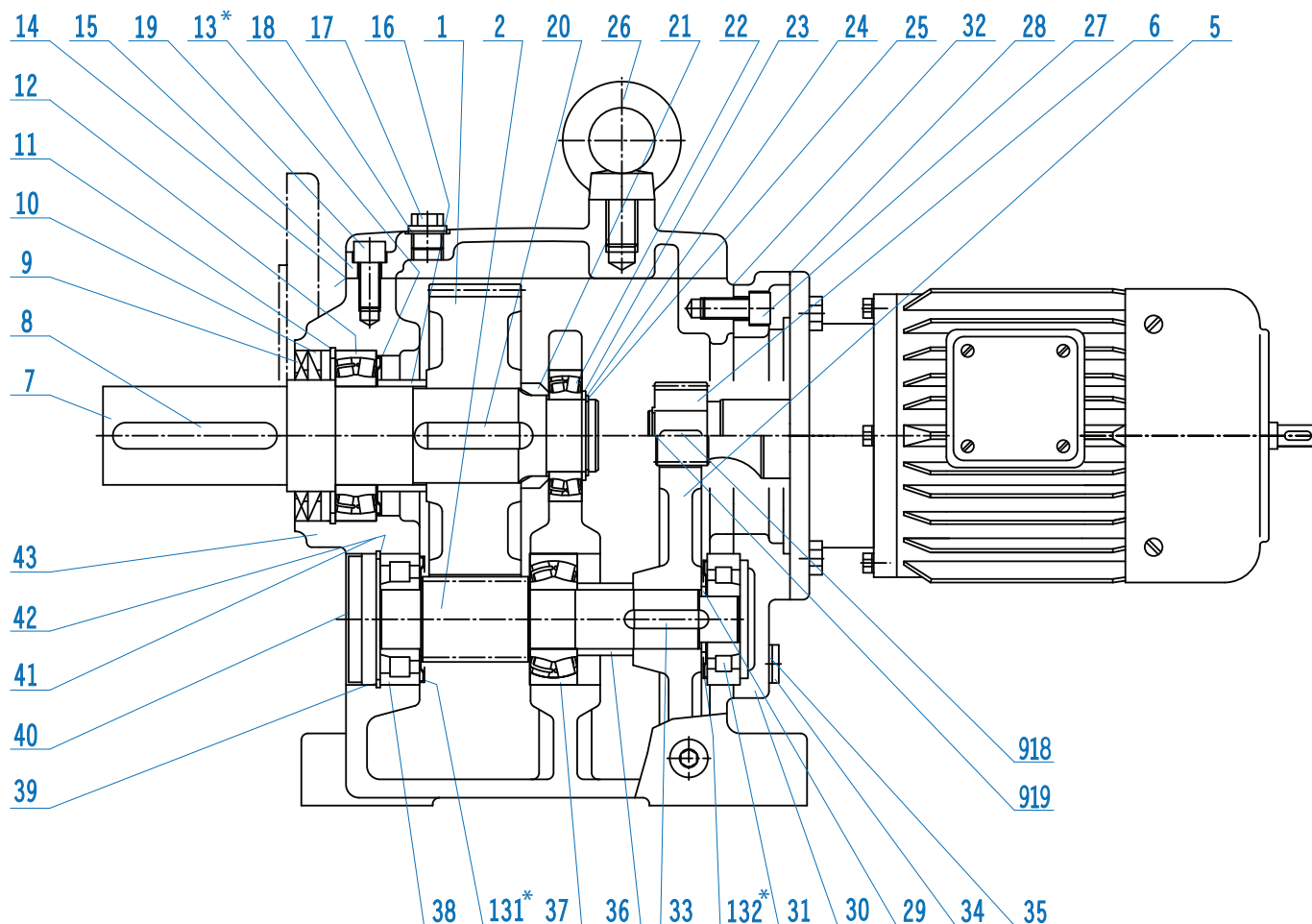
DRIVESYSTEMS

HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



U15100 - 6 of 12



SK62 - SK102 Foot Mount

1 Gear	18 Seal	33 Key
2 Pinion Shaft	19 Bolt	34 Drain Plug
5 Gear	20 Key	35 Gasket
6 Pinion	21 Spacer	36 Spacer
7 Output Shaft	22 Anti-Friction Bearing	37 Anti-Friction Bearing
8 Key	23 Thrust Washer	38 Anti-Friction Bearing
9 Oil Seal	24 Shim	39 Snap Ring
10 Oil Seal	25 Snap Ring	40 Bore Plug
11 Snap Ring	26 Flanged Eye Bolt	41 Shim
12 Anti-Friction Bearing	27 Bolt	42 Thrust Washer
13 NILOS ring*	28 Gasket	43 Gearcase
14 Gasket	29 Spacer	131 NILOS Ring*
15 Inspection Cover	30 Input Cover	132 NILOS Ring*
16 Spacer	31 Anti-Friction Bearing	918 Key
17 Vent Plug	32 Gasket	919 Snap Ring

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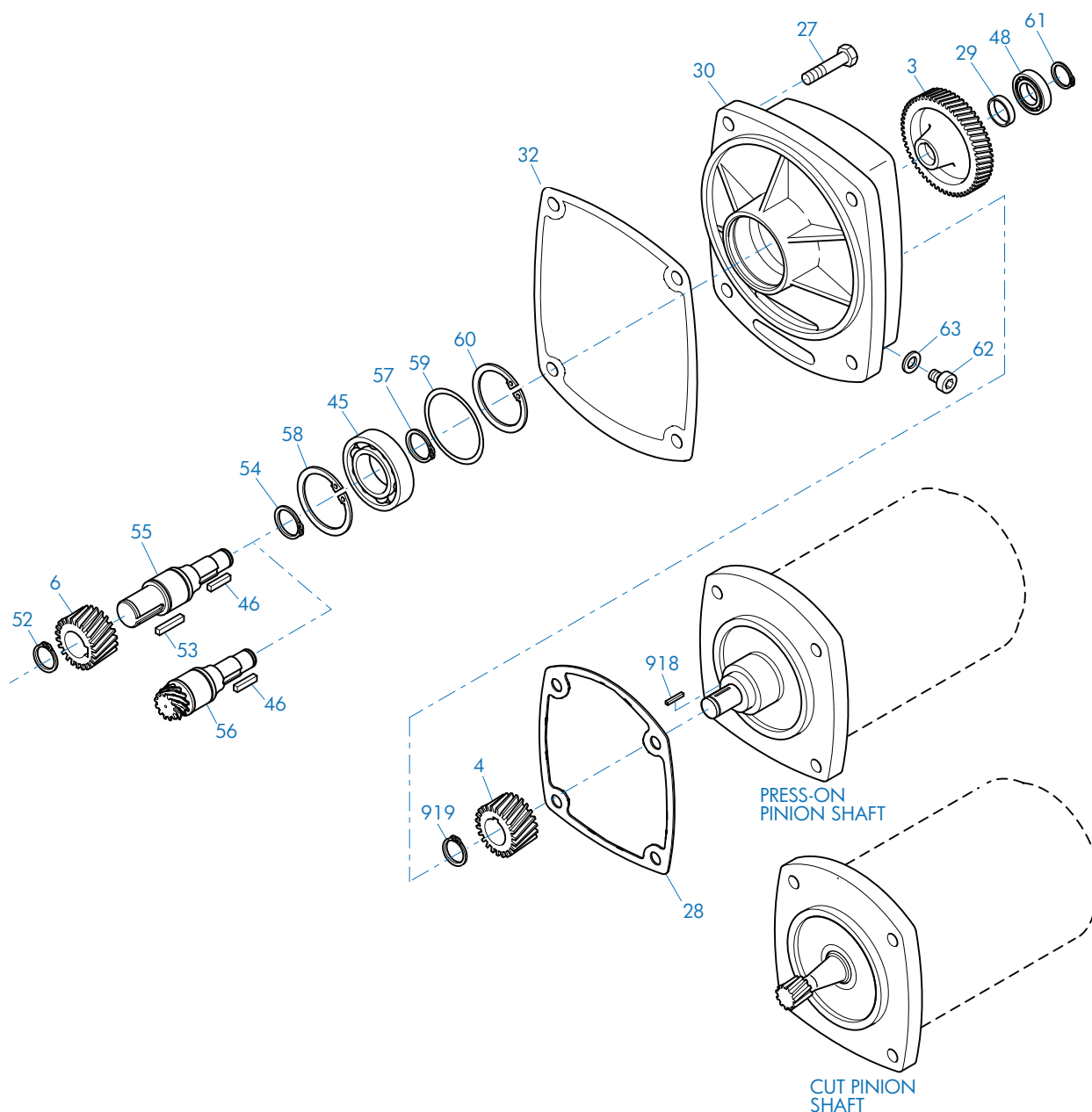
DRIVESYSTEMS

HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



U15100 - 7 of 12



SK03 - SK53 Third Stage Reduction Gear

3	Gear	46	Key	59	Shim
4	Pinion	48	Anti-Friction Bearing	60	Snap Ring
6	Pinion	52	Snap Ring	61	Snap Ring
27	Bolt	53	Key	62	Oil Plug
28	Gasket	54	Snap Ring	63	Gasket
29	Spacer	55	Intermediate Shaft, Plain	918	Key
30	Third Reduction Gearcase	56	Intermediate Shaft, Gearcut	919	Snap Ring
32	Gasket	57	Snap Ring		
45	Anti-Friction Bearing	58	Snap Ring		

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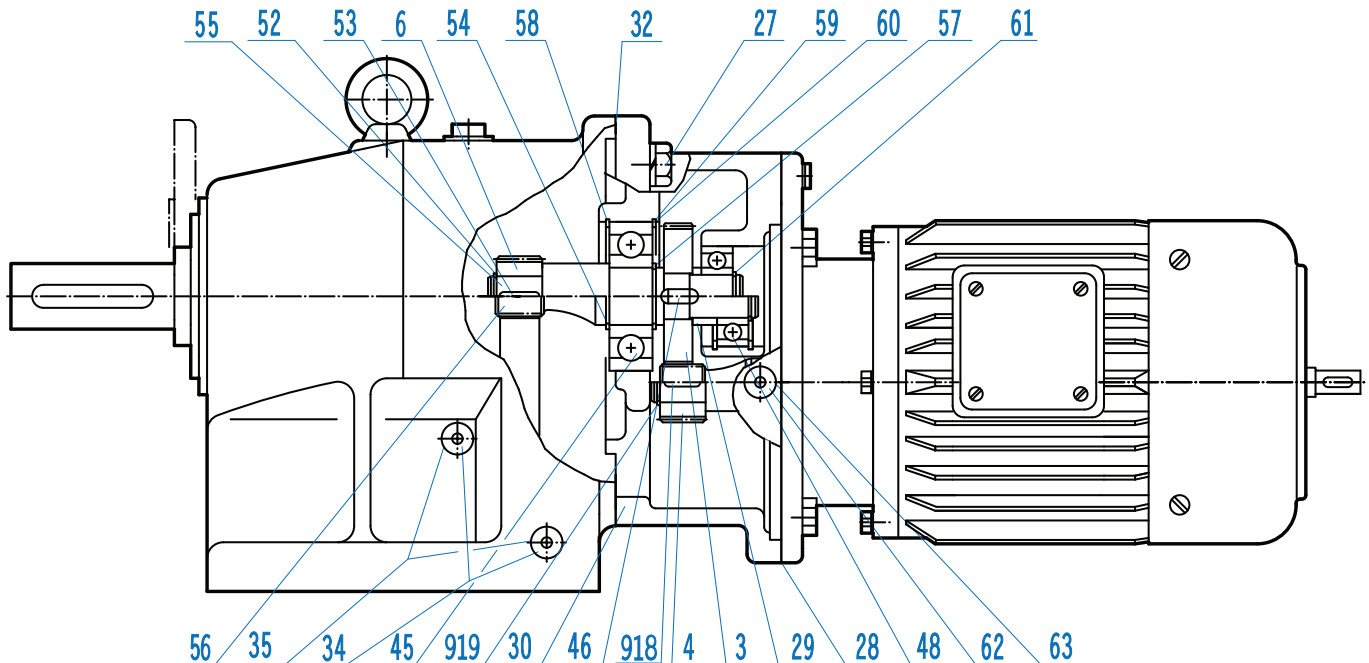
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SK03 - SK53 Using Third Stage Reduction Gear

3 Gear	46 Key	59 Shim
4 Pinion	48 Anti-Friction Bearing	60 Snap Ring
6 Pinion	52 Snap Ring	61 Snap Ring
27 Bolt	53 Key	62 Oil Plug
28 Gasket	54 Snap Ring	63 Gasket
29 Spacer	55 Intermediate Shaft, Plain	918 Key
30 Third Reduction Gearcase	56 Intermediate Shaft, Gearcut	919 Snap Ring
32 Gasket	57 Snap Ring	
45 Anti-Friction Bearing	58 Snap Ring	



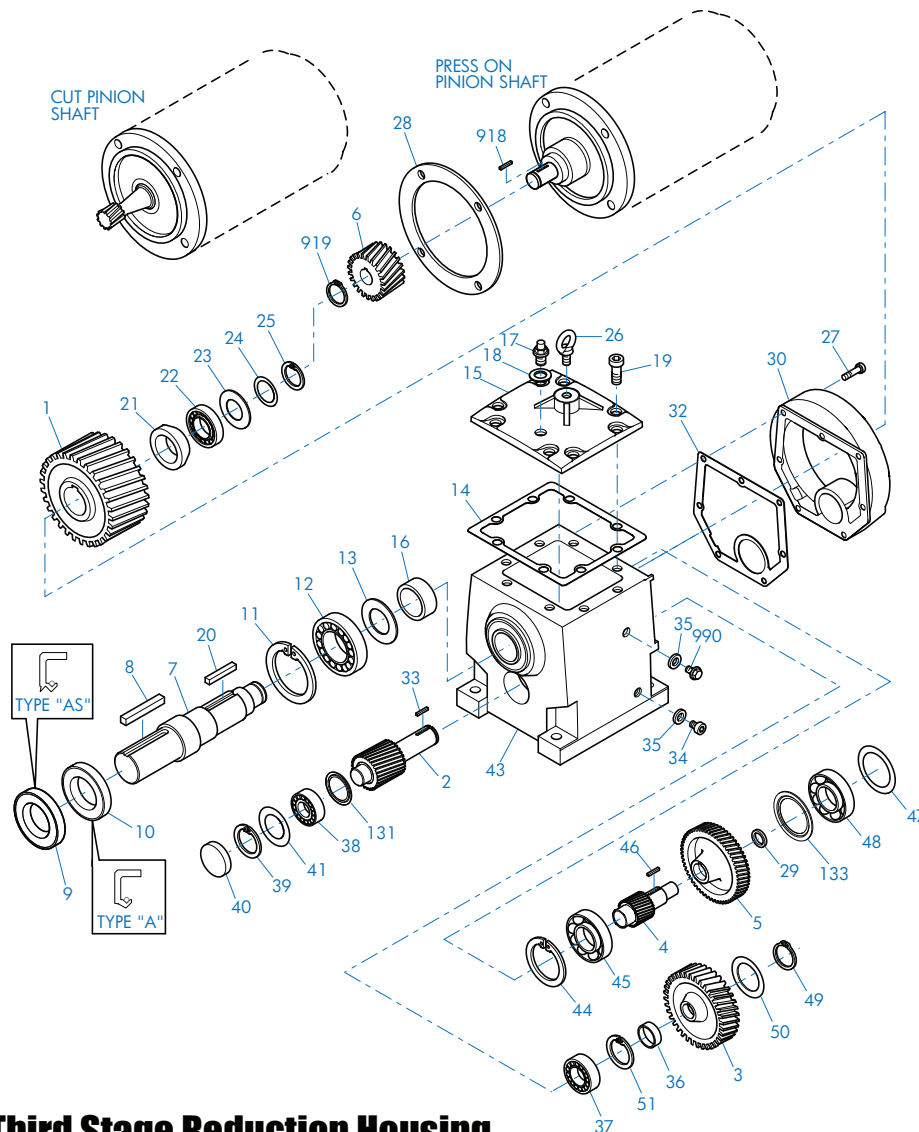
DRIVESYSTEMS

HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



U15100 - 9 of 12



SK63 - SK103 Third Stage Reduction Housing

1 Gear	19 Bolt	38 Anti-Friction Bearing
2 Pinion Shaft	20 Key	39 Snap Ring
3 Gear	21 Spacer	40 Bore Plug
4 Pinion Shaft	22 Anti-Friction Bearing	41 Shim
5 Gear	23 Thrust Washer	43 Gearcase
6 Pinion	24 Shim	44 Snap Ring
7 Output Shaft	25 Snap Ring	45 Anti-Friction Bearing
8 Key	26 Flanged Eye Bolt	46 Key
9 Oil Seal	27 Bolt	47 Shim
10 Oil Seal	28 Gasket	48 Bearing
11 Snap Ring	29 Spacer	49 Snap Ring
12 Anti-Friction Bearing	30 Input Cover	50 Thrust Washer
13 NILOS Ring	32 Gasket	51 Snap Ring
14 Gasket	33 Key	131 NILOS Ring
15 Inspection Cover	34 Drain plug	133 NILOS Ring
16 Spacer	35 Gasket	918 Key
17 Vent Plug	36 Spacer	919 Snap Ring
18 Seal	37 Anti-Friction Bearing	990 Oil Level Plug

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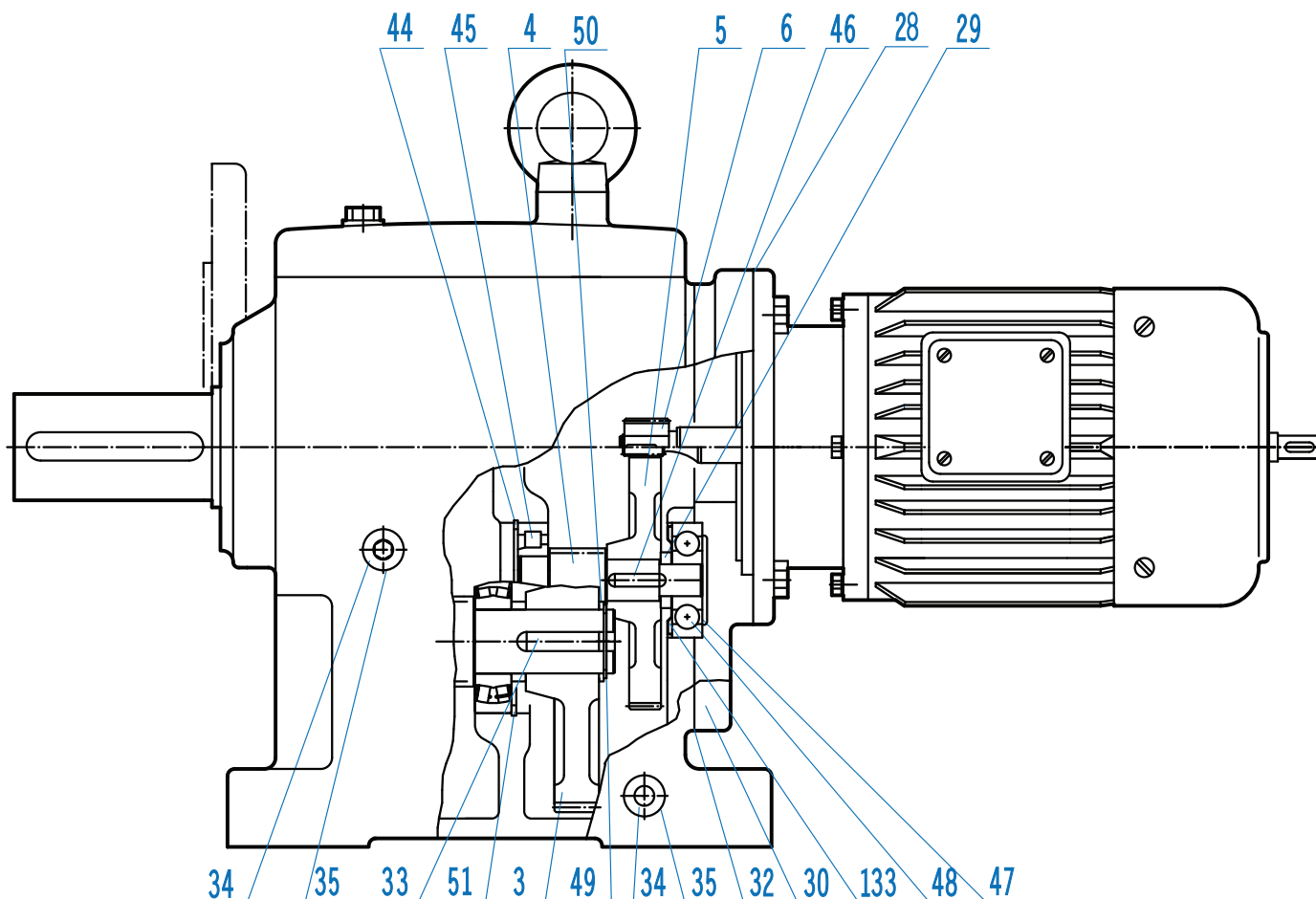
DRIVESYSTEMS

HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



U15100 - 10 of 12



SK63 - SK103 Foot Mount

3	Gear	32	Gasket	47	Shim
4	Pinion Shaft	33	Key	48	Bearing
5	Gear	34	Drain plug	49	Snap Ring
6	Pinion	35	Gasket	50	Thrust Washer
28	Gasket	44	Snap Ring	51	Snap Ring
29	Spacer	45	Anti-Friction Bearing	133	NILOS Ring
30	Input Cover	46	Key		

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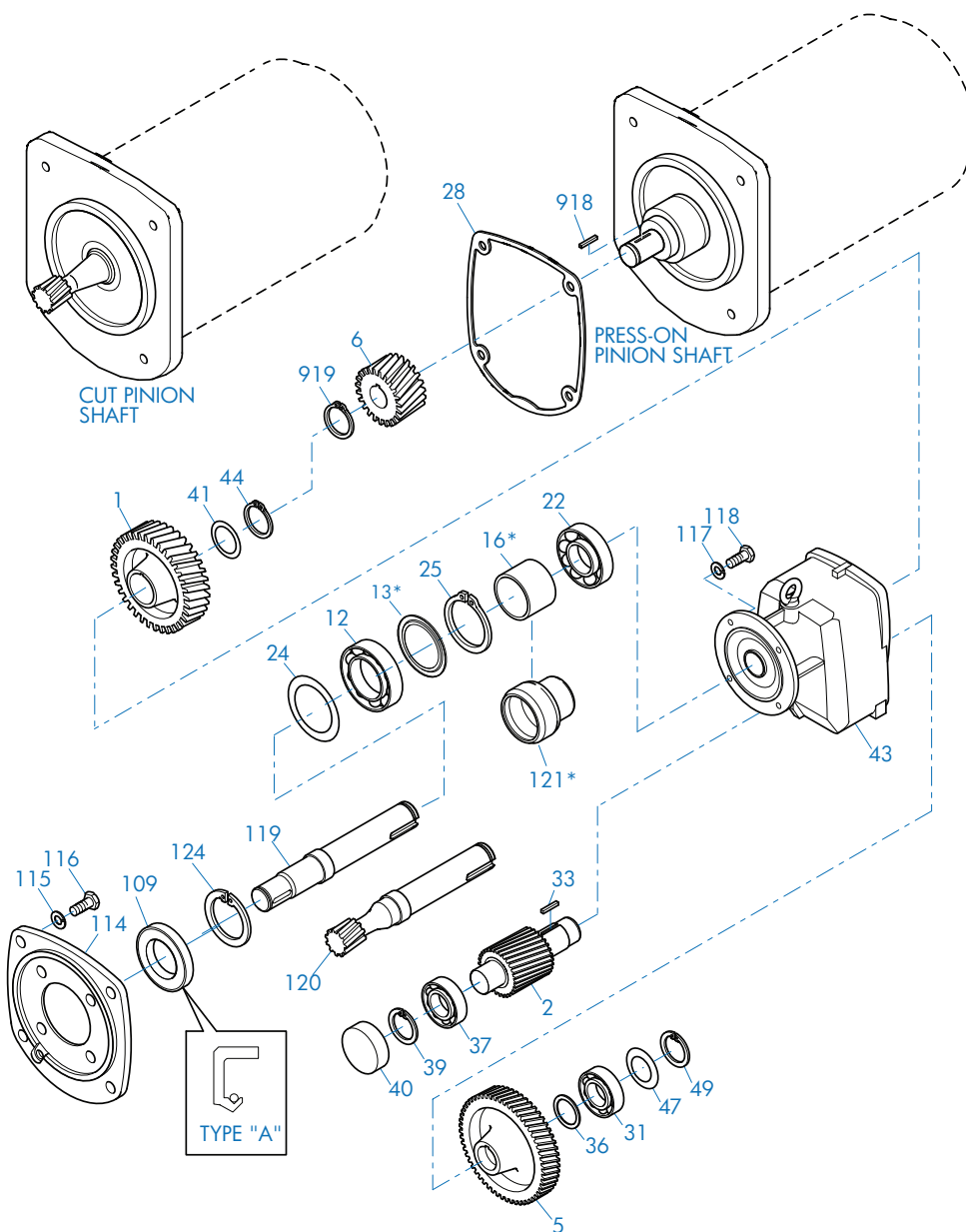
DRIVESYSTEMS

HELICAL IN-LINE PARTS LIST DRAWINGS

RETAIN FOR FUTURE USE



U15100 - 11 of 12



SK12/02 - SK103/52 Input Compound Reduction

1 Gear	33 Key	115 Lock Washer
2 Pinion Shaft	36 Spacer	116 Bolt
5 Gear	37 Anti-Friction Bearing	117 Lock Washer
6 Pinion	39 Snap Ring	118 Bolt
12 Anti-Friction Bearing	40 Bore Plug	119 Intermediate Shaft, Plain
13 Nilos Ring*	41 Shim	120 Intermediate Shaft, Gearcut
16 Spacer*	43 Gearcase	121 Bearing Sleeve*
22 Anti-Friction Bearing	44 Snap Ring	124 Snap Ring
24 Shim	47 Shim	918 Key
25 Snap Ring	49 Snap Ring	919 Snap Ring
28 Gasket	109 Oil Seal	
31 Anti-Friction Bearing	114 Intermediate Flange	

* Conditionally used part

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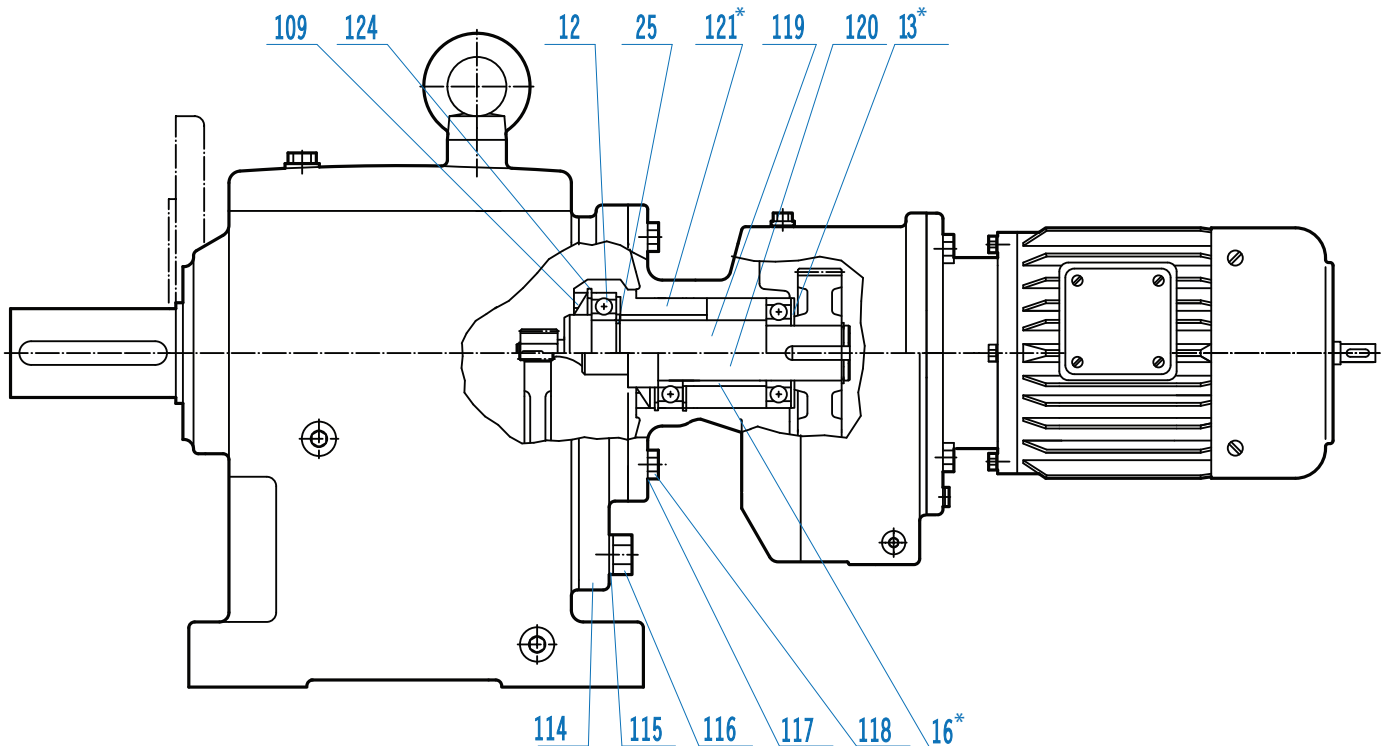
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SK12/02 - SK103/52 Input Compound Reduction

12	Anti-Friction Bearing	115	Lock Washer	120	Intermediate Shaft, Gearcut
13	Nilos Ring*	116	Bolt	121	Bearing Sleeve*
16	Spacer*	117	Lock Washer	124	Snap Ring
25	Snap Ring	118	Bolt		
109	Oil Seal	119	Intermediate Shaft, Plain		
114	Intermediate Flange				

* Conditionally used part