



## *Type SW SPEED REDUCERS*



# ***Installation, Operation, and Lubrication Instructions***

# I. SELECTION

The selection of the appropriate speed reducer for a given application requires that all factors affecting the operation of the unit be given careful consideration. Service factors must be applied to catalog ratings depending on the type of prime mover used, severity of the application and duration of daily service. If you have any questions relative to the suitability of your WINSMITH® speed reducer for your particular application, refer to the selection section of the Type SW WINSMITH catalog, contact your WINSMITH representative or distributor.

# II. INSTALLATION

## 1. Shaft Alignment

- A.** The various drive members (motor, speed reducer, couplings, sprockets, sheaves, gears, etc.) should be aligned as accurately as possible to guard against unusual stresses and overloads imposed by misalignment.
- B.** If a prime mover shaft is to be directly connected to the high speed (input) shaft or if the slow speed (output) shaft is to be directly connected to the driven shaft, flexible couplings should be used. It should be remembered that even flexible couplings have limited ability to accommodate misalignment. Care must be taken at installation to insure that shaft alignments are within the limits recommended by the coupling manufacturer. Use of a rigid coupling to connect speed reducer shafts to other drive components is not recommended as it is almost impossible to obtain exact alignment between two shafts.
- C.** A common base plate supporting the motor and reducer will help preserve the original alignment between reducer and motor shafts. If a structural steel base is used, the plate should be at least equal in thickness to the diameter of the bolts used to fasten the speed reducer to the base plate. Also, for sufficient rigidity, the design in general including angle or channel members should be substantial enough to prevent flexing under vibration. After the first week or two of operation all of the bolts and nuts used to fasten the reducer and motor, pedestal, etc., to the base plate should be retightened. Vibration tends to loosen the nuts even if tight initially. Dowelling the motor and speed reducer to the base plate will help insure that alignment is maintained.

## 2. Mounting Positions

- A.** Single reduction units are designed to accommodate most standard mounting positions. Figure 1 illustrates the utility plug locations for each based on model. All standard single reduction models are equipped with an internal splash shield located near the worm. This shield deflects the oil from the vent, preventing leakage when the vent plug is adjacent to the worm (as on the DN or DV standard mounting). When this location is used as a drain (as on the DV sidewall, worm under), drainage will be better facilitated if done at or near the operating temperature. Filling from this location is not recommended, as the shield will impede the oil flow rate. Bearings are splash lubricated provided the input speed is 1160 RPM or greater. Contact the factory when input speeds fall below this.
- B.** Double reduction models are built to accommodate one mounting position as specified during order entry. Standard mounting positions, furnished unless otherwise specified, are shown in Figure 2 which also illustrates the utility plug locations. Note that the mounting position relates to the main housing orientation. Standard units have an oil level in each housing with an intermediate oil seal. A vent plug is located in each housing. Grease fittings (not shown in Figure 2) are used to lubricate bearings when oil splash does not serve this purpose (as with the DV).

## 3. Venting

During operation, the heat generated by the gearbox will cause the air and lubricant inside the unit to expand. A vent plug is used to equalize the resulting pressure, the location of which is dependent on the model and mounting position. Before putting the unit into service, review Figures 1 and 2 and relocate the vent plug (if necessary) as shown for the appropriate model and mounting position. Double reduction models (Figure 2) are vented in each housing. To prevent loss of oil during shipment, the vent plug includes a pipe plug which must be removed prior to operation. If a speed reducer is installed in an atmosphere containing exceptional amounts of moisture or dust, a shielded or hooded vent plug should be used. For intermittent duty applications, where the operating temperature does not rise more than about 20 degrees F, internal pressure build-up is minimal and venting is not necessary.

## STANDARD MOUNTING POSITION

BASIC MODEL	STANDARD MOUNTING	INVERTED MOUNTING	ADDITIONAL MOUNTING POSITIONS			
			INPUT SHAFT HORIZONTAL		INPUT SHAFT VERTICAL	
DN MDN						
DV MDV						
DSF MDSF			<b>SPECIAL</b> Contact the Factory			
DSN MDSN						

(F) = FILL PLUG  
 (V) = VENT PLUG  
 (L) = LEVEL PLUG  
 (D) = DRAIN PLUG  
 O.S. = OPPOSITE SIDE

FIGURE 1. SINGLE REDUCTION MODELS

STANDARD MOUNTING	BASIC MODEL			
	DND, MDND	DVD, MDVD	DSFD, MDSFD	DSND, MDSND
PRIMARY POSITION	STANDARD	* ROTATED 90°	* ROTATED 180°	* ROTATED 270°

Double Reduction units are not universal mounting.

\*Mountings other than standard require a special outline.

FIGURE 2. DOUBLE REDUCTION MODELS

### 4. C-Flange Motor Mounting Procedures

#### A. Mounting Motor to C-Flange Reducer With Hollow Input Shaft

Check motor and reducer mounting registers for nicks that would interfere with assembly. Remove if necessary.

Remove protective plastic plug from reducer input shaft. The bore has been coated with an anti-seize compound.

Align the motor shaft and key with keyway in bore and slide motor up to flange.

Position the motor conduit box as desired.

Using the fasteners supplied, secure the motor to the reducer. Draw down evenly so as not to bend the motor shaft. Tighten fasteners to 200 inch pounds.

#### B. Mounting Motor to C-Flange Reducer With Coupling Adaptor

Check motor and reducer mounting registers for nicks that would interfere with assembly. Remove if necessary.

When assembling the motor and coupling, the coupling halves should be equally spaced on each shaft to insure adequate engagement. The following describes a method for doing this.

First determine the assembled shaft clearance by measuring the distance from the C-Flange face to the reducer shaft end and subtracting the motor shaft length. Mount and secure the motor shaft coupling half with the spider end extending one half the clearance distance beyond the motor shaft. Mount the reducer coupling half and coupling spider on reducer shaft in its approximate position but do not secure.

Locate the motor conduit box in the desired position and secure the motor to the reducer flange using the fasteners provided. Tighten to about 200 inch pounds.

Using the access hole in the flange, slide the coupling together and tighten the set screw.

## 5. Unit Assembly/Disassembly Instructions

Contact the factory for instructions.

# III. LUBRICATION & MAINTENANCE

## 1. Factory Filling

WINSMITH speed reducers are filled to the proper level for the standard mounting position (as shown in Figures 1 or 2) with the appropriate grade of oil for operation in a 51°F to 110°F temperature environment. **The oil level should be checked and adjusted (if necessary) prior to operation, using the oil level plug provided and while the unit is oriented in its operating position.**

## 2. Ambient Temperature

If the operating ambient temperature is outside the range specified above, then refer to lubrication chart and refill the unit with the correct grade based on actual ambient temperatures.

## 3. Oil Changing

When changing oil for any reason, it should be remembered that oils of various types may not be compatible. Therefore, when changing to a different oil, it is recommended that the housing be completely drained and thoroughly flushed with a light flushing oil prior to refilling with the appropriate lubricant. The oil level should be rechecked after a short period of operation and adjusted, if necessary. When changing double reduction models, each housing should be drained and filled independently, even though there may be a common level.

### A. Initial Oil Change

The oil in a new speed reducer should be changed at the end of 250 hours of operation (30 days for 8 hours per day service, 15 days for 16 hour service, 10 days for 24 hour service).

### B. Subsequent Oil Changes

Under normal conditions, after the initial oil

change, the oil should be changed after every 2500 hours of operation, or every six months, whichever occurs first. Under severe conditions (rapid temperature changes, moist, dirty or corrosive environment) it may be necessary to change oil at intervals of one to three months. Periodic examination of oil samples taken from the unit will help establish the appropriate interval.

## C. Synthetic Oils

Synthetic lubricants can be advantageous over mineral oils in that they generally are more stable, have a longer life, and operate over a wider temperature range. These oils are appropriate for any application but are especially useful when units are subjected to the low start-up temperatures or high operating temperatures. However, continuous operation above 225°F may cause damage to seals or other components. It is recommended that the initial oil be changed or filtered after the first 1500 hours of operation to remove metal particles that accumulate during break-in. Subsequent oil changes should be made after 5000 hours operation if units are operating in a clean environment. This can be extended to 10,000 hours if using new reformulated Mobil SHC lubricants (orange in color), and the lubricant remains free of contamination over this period. See comments under 3B for more severe ambient conditions.

## 4. Long Term Storage or Infrequent Operation

If a speed reducer is to stand idle for an extended period of time, either prior to installation or during use, it is recommended that the unit be filled completely with oil to protect interior parts from rust corrosion due to internal condensation. Be sure to drain the oil to the proper level before placing the speed reducer in service. A long term storage option is available on new units. Contact us for details.

## 5. Low Input Speeds (Under 1160 RPM)

When input speeds are less than 1160 RPM, grease fittings will be required to lubricate any bearings not partially covered by the normal oil level. Such units are considered non-standard and necessitate factory modification. These fittings must be lubricated every 3-6 months depending on operating conditions using a high quality lithium base NLGI #2 bearing grease (NLGI #1½

for synthetic oils). Bearing greases must be compatible with the type of gear lubricant being used (i.e., mineral, synthetic, food grade, etc.) and the ambient temperature range. If this low speed operating condition exists and units are without the appropriate grease fittings, please contact the factory.

## 6. Oil Temperature

Speed reducers in normal operation can generate temperatures up to 200°F depending on the type of reducer and the severity of the application (loading, duration of service, ambient temperatures). Excessive oil temperatures may be the result of one or more of the following factors.

### A. Overloads

Overloads may be due to the original unit selection being too small for the application, or increased loads on the speed reducer to a point where its rating is exceeded after it has been in service for a period of time. Always check the speed reducer rating when increasing driven loads or increasing the horsepower rating of the motor or other prime mover.

### B. Overfilling or Underfilling

If a speed reducer is overfilled with oil, the energy used in churning the excessive oil can result in overheating. If this occurs, shut down the drive, remove the oil level plug and allow oil to drain until oil ceases to drain from the level hole, reinstall the oil level plug, and restart the drive. If the speed reducer is underfilled, the resultant friction can cause overheating and possible damage. If this occurs, fill the speed reducer to the oil level plug hole and check the gearing for excessive wear.

### C. Inadequate Cooling

In order to dissipate internally generated heat, the speed reducer must be installed in such a way that air can circulate freely. Tightly confined areas (inside cabinets, etc.) should be avoided. If this is not possible, forced air cooling by means of a separate blower should be used.

## 7. Oil Seals

Although WINSMITH uses high quality oil seals and precision ground shafts to provide a superior seal contact surface, it is possible that circumstances beyond WINSMITH's control can cause oil seal leakage (damage during shipment or installation, etc.). When replacing a shaft oil seal, using the following suggestions will help to insure leak-free operation and long seal life.

- A.** When installing a new seal, cover the keyway and any other surface discontinuity with smooth tape to protect the seal lip from being damaged.
- B.** A sealant should be used between the O.D. of the seal and the I.D. of the bore into which the seal is installed. The seal bore should also be free of any burrs, nicks, or scratches.
- C.** Be sure that the seal is not cocked in the seal bore. The outer face of the seal should be flush with the surface into which it is mounted.

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## SHAFT QUALITY AT WINSMITH

WINSMITH has a long standing reputation for quality in the speed reducer industry. And we continually strive to maintain that quality by keeping abreast of the newest advances in technology and methodology. That's why the TYPE SW shafts, are centerless ground, and all plunge ground to provide the best possible seal surface to minimize the potential of costly down time.

This is just one more reason to specify WINSMITH quality speed reducers for all your gearing applications.

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# LUBRICANTS

## Worm Gear Reducers

For special applications that involve severe ambient temperature extremes or a seasonal oil requirement, WINSMITH, based on extensive testing and field experience, recommends the use of Mobil SHC synthetic lubricants.

Ambient Temperature	-30 to 15°F	16 to 50°F	51 to 95°F	51 to 95°F	96 to 131°F	96 to 131°F
Final Stage Worm Speed*	up to 2000 FPM	up to 2000 FPM	up to 450 FPM	above 450 FPM	up to 450 FPM	above 450 FPM
ISO Viscosity Grade	220	460	680	460	680	460*
AGMA Lubricant No.	5S**	#7 Compounded***	#8 Compounded***	#7 Compounded***	8 S**	7S**

Mobil	SHC 630	600W Super Cylinder	Extra Hecla Super	600W Super Cylinder	SHC 636	SHC 634
American Lubricants	SHC-90W	AGMA #7 Gear Oil	AGMA #8 Gear Oil	AGMA #7 Gear Oil	N/A	N/A
Castrol	Tribol 800/220	Tribol 1105-7C	Tribol 1105-8C	Tribol 1105-7C	Tribol 800/680	Tribol 800/460
Chevron	Tegra 220	Cylinder Oil W460	Cylinder Oil W680	Cylinder Oil W460	Tegra 680	Tegra 460
Conoco	Syncon R & O 220	Inca Oil 460	Inca Oil 680	Inca Oil 460	N/A	Syncon R & O 460
Exxon (Esso)	Teresstic SHP 220	Spartan EP 460	Spartan EP 680	Spartan EP 460	Teresstic SHP 680	Teresstic SHP 460
Fiske Brothers	SPO-MG	SPO-277	SPO-288	SPO-277	N/A	N/A
Shell	Omala RL 220	Valvata J 460	Valvata J 680	Valvata J 460	Omala RL 680	Omala RL 460
Texaco	Pinnacle 220	Vanguard 460	Vanguard 680	Vanguard 460	Pinnacle 680	Pinnacle 460

\*\*synthetic oil

\*\*\*3% to 10% fatty or synthetic oils or mild EP additives

Lubricant selections are provided by the lubricant manufacturer based on AGMA recommended viscosity grades. Viscosity grades are based on Lubrication Standard ANSI/AGMA 9005-D94.

\*The sliding velocity in feet per minute (FPM) for standard ratios is determined by multiplying the speed of the worm in RPM by the factor from the following table. For selecting the proper lubricant, use the speed of the worm in the final stage (input RPM divided by the first stage ratio).

SIZE	Nominal Ratio								
	5	10	15	20	25	30	40	50	60
130	0.229	0.213	0.210	0.176	0.191	0.208	0.175	0.175	0.175
180	0.293	0.270	0.265	0.264	0.263	0.263	0.262	0.262	0.234
210	0.346	0.305	0.299	0.277	0.264	0.296	0.275	0.262	0.295
240	0.361	0.320	0.270	0.296	0.311	0.307	0.293	0.238	0.262
260	0.439	0.344	0.398	0.331	0.282	0.329	0.328	0.285	0.328
320		0.414	0.402	0.398	0.396	0.395	0.394	0.314	0.293
380		0.423	0.406	0.400	0.334	0.396	0.395	0.402	0.394



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