

Operating Instructions

BA 9234 EN 01.08

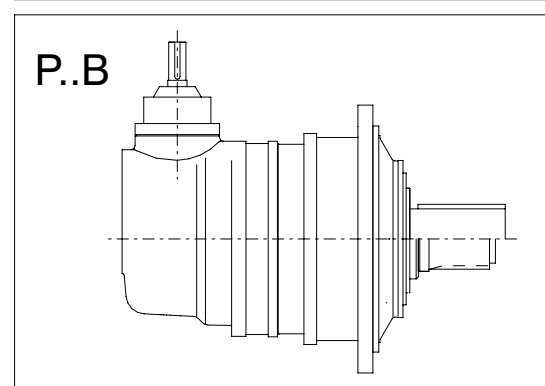
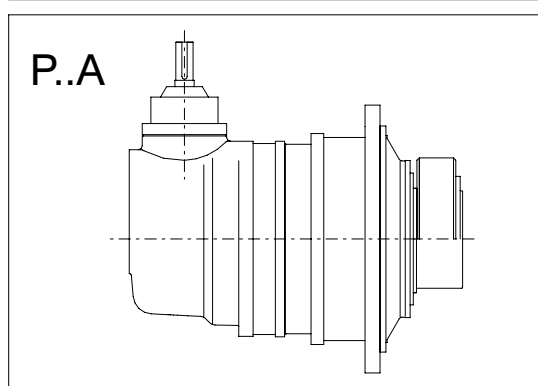
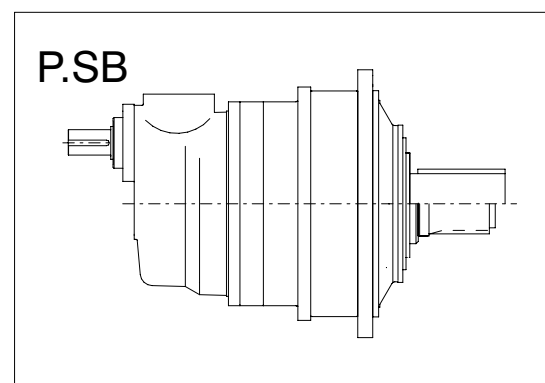
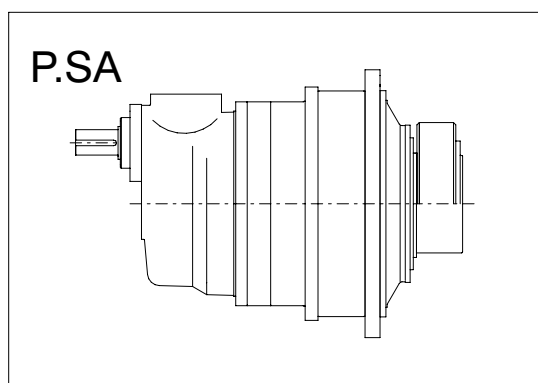
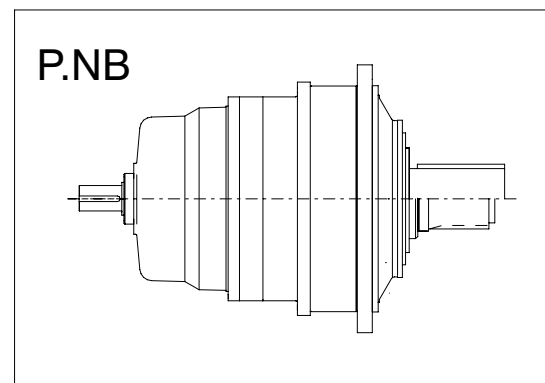
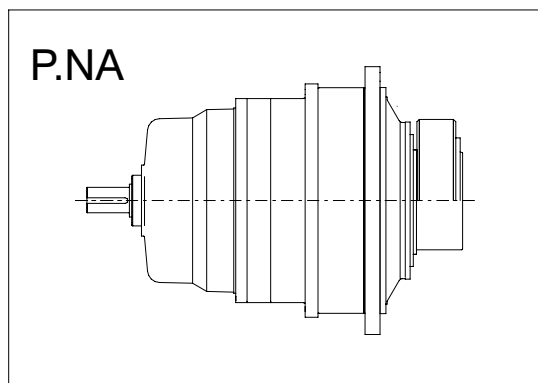
Planetary Gear Units Types

P.NA, P.SA, P.KA, P.LA

P.NB, P.SB, P.KB, P.LB

Sizes 9 to 36

in design in accordance with Directive 94/9/EC



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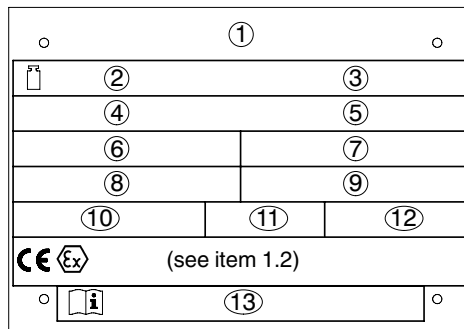
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1. Technical data

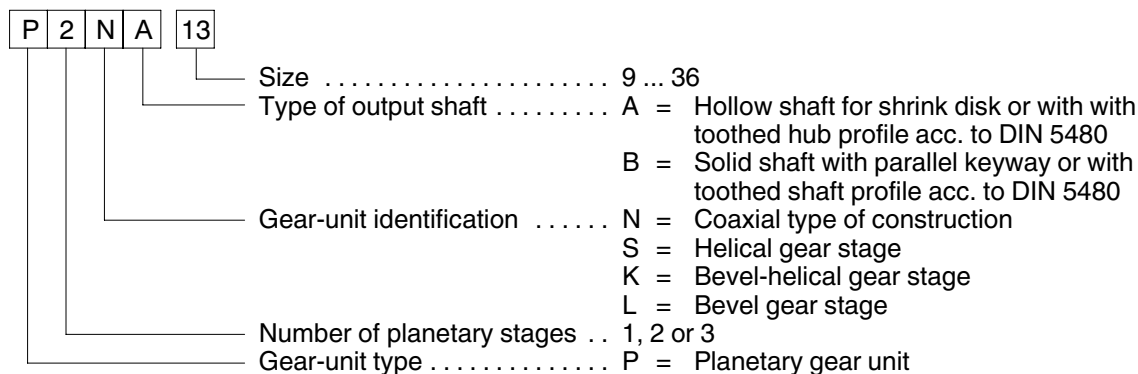
1.1 General technical data

The most important technical data are shown on the rating plate. For further data please refer to the drawings, these Operating Instructions and a Technical Data Sheet, if any.



- | | |
|---|--|
| ① Company logo and place of manufacture | ⑧ Speed n_1 |
| ② Weight in kgs | ⑨ Speed n_2 |
| ③ Output torque in Nm | ⑩ Type of oil |
| ④ Order no. - item - seq. no. | ⑪ Viscosity of oil in VG class |
| ⑤ Year of construction of the gear unit | ⑫ Quantity of oil in litres for main housing |
| ⑥ Type / Size *) | ⑬ Operating instructions number(s) |
| ⑦ Power rating P_2 in kW and/or T_2 in Nm | |





*) Example



Data on weights and measuring-surface sound-pressure levels of the various gear types are given in items 1.3 and 1.3.1.

For further technical data, refer to the drawings in the gear-unit documentation.

1.2 Marking of the gear units in design in accordance with Directive 94/9/EC

Equipment group	Equipment category ¹⁾	"Ex" atmosphere	Explosion group ²⁾	Temperature class ³⁾	Identification marking ⁵⁾
II	2, 3	Gas (G)	IIA, IIB, IIC	T4	  II 2 G IIA T4 bck T _a .. ⁴⁾
		Gas (G) and dust (D)	IIA, IIB, IIC	T4	  II 2 G IIA T4 D 120 °C bck T _a .. ⁴⁾

- 1) Always only one equipment category can be indicated.
- 2) The explosion groups related to the gaseous atmosphere (G). Always only one explosion group can be indicated.
- 3) The temperature class relates to the gaseous atmosphere (G).
- 4) $T_{a \text{ min.}} \leq T_a \leq T_{a \text{ max.}}$ = permissible ambient temperature range in °C:
 $T_{a \text{ min.}}$ = minimum permissible ambient temperature range
 $T_{a \text{ max.}}$ = maximum permissible ambient temperature range
 T_a = symbol for ambient temperature in °C
- 5) The indications relating to equipment category, explosion group and temperature class are to be understood as an exemple.

Note: With gear units without electrical explosion hazard monitoring device (such as temperature, oil level) no ignition protection "b" is available.



The rating plate on the gear unit indicates the marking for the applicable case of application.

1.2.1 Ambient temperature

The specifications of Directive 94/9/EC apply to the ambient temperature range of from - 20 °C to + 40 °C. By adopting various suitable measures the gear unit may be used at ambient temperatures of between - 40 °C and + 60 °C. However, this must always be approved by FLENDER. In individual cases the permissible ambient temperature range specified on the rating plate always applies.

1.3 Weights

Type	Approx. weight (kg) for size													
	9	10	11	12	13	14	16	17	18	19	20	21	22	23
P..A, P..B	250	300	370	500	620	880	1270	1750	2100	2600	2800	3150	3350	4150

Type	Approx. weight (kg) for size												
	24	25	26	27	28	29	30	31	32	33	34	35	36
P..A, P..B	4500	5450	5900	7500	8000	9250	9800	11300	12200	14000	14800	18500	19500

Table 1.1: Weights (approx. values fo a P3NA gear unit, incl. shrink disk)

Note: All weights are for units without oil filling or add-on parts. For the exact weights, refer to the drawings in the gear-unit documentation.

1.3.1 Measuring-surface sound-pressure level

The measuring-surface sound-pressure level for the gear unit at a distance of 1 metre can be found in the table 1.2.

The measurement is carried out to DIN 45 635 Parts 1 and 23, using the sound-intensity method.

The workplace of the operating personnel is defined as the area on the measuring-surface at a distance of 1 metre in the vicinity of which persons may be present.

The sound-pressure level applies to the warmed up gear unit at input speed n_1 and input power P_1 stated on the rating plate. If several figures are given, the highest speed and power values apply.

If repeat measurements on site do not produce conclusive results with regard to measuring technology, the measurement obtained on the FLENDER test bench will apply.

The sound-pressure levels stated in the table were obtained by statistical calculation by our Quality Control Dept. The gear unit can be statistically expected to comply with these sound-pressure levels.

Type	i_N	Gear-unit size																											
		9	10	11	12	13	14	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
P2N.	25 ... 40	83	83	84	84	84	85	85	85	86	86	86	87	87	87	87	87	87	87	87	87	88	88	88	88	88	88	88	88
P3N.	140 ... 280	80	80	80	80	81	81	81	81	82	82	82	83	83	83	83	84	84	84	84	84	84	85	85	85	85	85	85	85
P2S.	45 ... 56	83	84	85	87	88	90	92	93	94	95	95	97	97	98	98	99	99	100	100	101	101	102	102	103	103	104	104	
	63 ... 80	81	82	83	85	86	88	90	91	92	93	93	95	95	96	96	97	97	98	98	99	99	100	100	101	101	102	102	
	90 ... 125	79	81	82	84	85	86	89	89	90	91	91	93	93	94	94	95	95	96	96	97	97	98	98	99	99	100	100	
P3S.	280 ... 355	74	75	76	78	79	81	82	83	84	85	86	87	87	88	88	89	89	90	90	91	91	92	92	93	93	94	94	
	400 ... 560	72	73	74	76	78	79	80	81	82	83	84	85	85	86	86	87	87	88	88	89	89	90	90	91	91	92	92	
	630 ... 900	70	71	72	74	76	77	78	79	80	81	82	83	83	84	84	85	85	86	86	87	87	88	88	89	89	90	90	
P2K.	112 ... 160	79	81	83	85	87	89	91	92	94	95	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	180 ... 250	76	78	80	82	84	86	88	89	91	92	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	280 ... 560	73	75	77	79	81	83	85	86	88	89	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
P3K.	560 ... 900	70	70	72	74	76	78	80	81	82	84	85	86	87	88	88	90	90	91	91	92	92	-	-	-	-	-	-	
	1000 ... 1600	68	68	69	71	73	75	76	77	78	80	81	82	83	84	84	86	86	87	87	88	88	-	-	-	-	-	-	
	1800 ... 4000	65	65	66	68	70	72	73	74	75	77	78	79	80	81	81	82	82	83	84	85	85	-	-	-	-	-	-	

Table 1.2: Measuring-surface sound-pressure level L_{pA} in dB(A)

Note: The measuring-surface sound-pressure levels shown apply with a tolerance of + 3 dB(A) for $n_1 = 1500$ 1/min.
 In the case of gear units with flanged foot, the values will be approx. 2 dB(A) higher.
 At $n_1 = 750$ 1/min, the values will be appr. 2 to 3 dB(A) lower.

2. General notes

2.1 Introduction

These Operating Instructions (BA) are an integral part of the gear unit supplied and must be kept in its vicinity for reference at all times.

Caution!

All persons involved in the installation, operation, maintenance and repair of the gear unit must have read and understood these Operating Instructions (BA) and must comply with them. We accept no responsibility for damage or disruption caused by disregard of these Instructions.

The "**FLENDER planetary gear unit**" described in these Instructions (BA) has been developed for stationary use in general engineering applications and complies with the requirements in Directive 94/9/EC. Possible areas of use for gear units of this type are (e.g.) sewage treatment, excavators, chemical industry, iron and steel industry, conveyor systems, crane systems, foodstuffs industry, paper machinery, cableways, cement industry, etc.

The gear unit is designed only for the application described in section 1, "Technical data".

The gear unit described in these Operating Instructions reflects the state of technical development at the time these Instructions went to print.

In the interest of technical progress we reserve the right to make changes to the individual assemblies and accessories which we regard as necessary to preserve their essential characteristics and improve their efficiency and safety.

2.2 Copyright

The copyright to these Operating Instructions is held by **FLENDER AG**.

Technical enquiries should be addressed to the following works

A. FRIEDR. FLENDER AG
Heavy Duty Division
Am Industriepark 2
D-46562 Voerde / Friedrichsfeld

Tel.: 02871/92-0
Fax: 02871/92-1544
E-mail: heavy.duty@flender.com

Internet: www.flender.com

or to one of our customer-service addresses. A list of our customer-service addresses is given in section 11, "Spare parts, customer-service addresses".

3. Safety instructions

3.1 Proper use

- The gear unit has been manufactured in accordance with the state of the art and is delivered in a condition for safe and reliable use. It complies with the requirements in Directive 94/9/EC.
- The gear unit should be used and operated only within the context of the conditions laid down in the contract governing performance and supply.



Any changes on the part of the user are not permitted. This applies equally to safety features designed to prevent accidental contact.

3.2 Obligations of the user

- The operator must ensure that all persons involved in installation, operation, maintenance and repair have read and understood these Operating Instructions (BA) and comply with them at all times in order to:

- avoid injury or damage,
- ensure the safety and reliability of the unit,

and

- avoid disruptions and environmental damage through incorrect use.
- During transport, assembly, installation, dismantling, operation and maintenance of the unit, the relevant safety and environmental regulations must be complied with at all times.
- The gear unit must be operated, maintained and/or repaired only by authorised, duly trained and qualified personnel.
- The gear unit must not be cleaned using high-pressure cleaning equipment.
- All work must be carried out with great care and with due regard to safety.
- All work on the gear unit must be carried out only when it is not in operation. The drive unit must be secured against being switched on accidentally (e.g. by locking the key switch or removing the fuses from the power supply). A notice should be attached to the start switch stating clearly that work is in progress.
- No welding work must be done on the gear unit. The gear unit must not be used as an earthing point for welding operations. Toothed parts and bearings may be irreparably damaged by welding.
- If any changes are noticed during operation (e.g. overheating or unusual noises), the drive assembly must be switched off immediately.



Rotating drive components such as couplings and belt drives must be protected against accidental contact.

Only belts with adequate leakage resistance ($< 10^9 \Omega$) must be used. Before fitting a protective cover a risk analysis must be carried out to ensure that it cannot represent a fire or explosion hazard. The risk analysis must be carried out by the manufacturer of the protective cover.

On belt pulleys the correct belt tension must be adhered to (see order-specific dimensioned drawing). The operator is responsible that the belt drive is used in compliance with Directive 94/9/EC.



All add-on parts must satisfy the requirements in Directive 94/9/EC. Monitoring equipment that does not satisfy Directive 94/9/EC must be operated with an isolation amplifier.



If the gear unit is intended for installation in plant or machinery, the manufacturer of such plant or machinery must ensure that the contents of these Instructions are incorporated in his own instructions.

- Notices attached to the gear unit, e.g. rating plate, direction arrows etc. must always be observed. They must be kept free from dirt and paint at all times. Missing plates must be replaced.
- Screws which have been damaged during assembly or disassembly work must be replaced with new ones of the same strength class and type.
- Spare parts should always be obtained from FLENDER (see also section 11).

3.3 Environmental protection

- When changing oil, the used oil must be collected in suitable containers. Any spillage of oil must be removed immediately.
- Preservative agent should be stored separately from used oil.
- Used oil, preservative agent, oil-binding agents and oil-soaked cloths must be disposed of in accordance with environmental legislation.

3.4 Special dangers



The gear unit complies with the requirements in Directive 94/9/EC.



When carrying out assembly and disassembly work, ensure that no explosive gas mixtures and dust concentrations are present.

- Depending on operating conditions, the surface of the gear unit may heat up considerably.
Danger of burns!
- When changing oil, take care to prevent scalding by hot oil.
- Small foreign matter such as sand, dust, etc. can get into the cover plates of the rotating parts and be thrown back by these. Eye protection must therefore be worn while the gear unit is operating.

3.5 Warnings and symbols used in these Operating Instructions



This symbol indicates safety measures which must be observed with regard to **explosion protection**.



This symbol indicates safety measures which must be observed to avoid **personal injury**.

Caution!

This symbol indicates safety measures which must be observed to avoid **damage to the gear unit**.

Note: This symbol indicates general **operating instructions** which are of particular importance.

4. Handling and storage

Observe the "Safety instructions" in section 3!

4.1 Scope of supply

The products supplied are listed in the despatch papers. Check immediately on receipt to ensure that all the products listed have actually been delivered. Parts damaged during transport or missing parts must be reported in writing immediately to FLENDER AG.



If damage has occurred, the gear unit must not be put into operation.

The gear unit is delivered in the fully assembled condition. Additional items (e.g. oil cooler, pipes and fittings) can be delivered separately packaged.

If the unit is fitted with a shrink disk, this will be shipped as a loose component.

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4.2 Handling



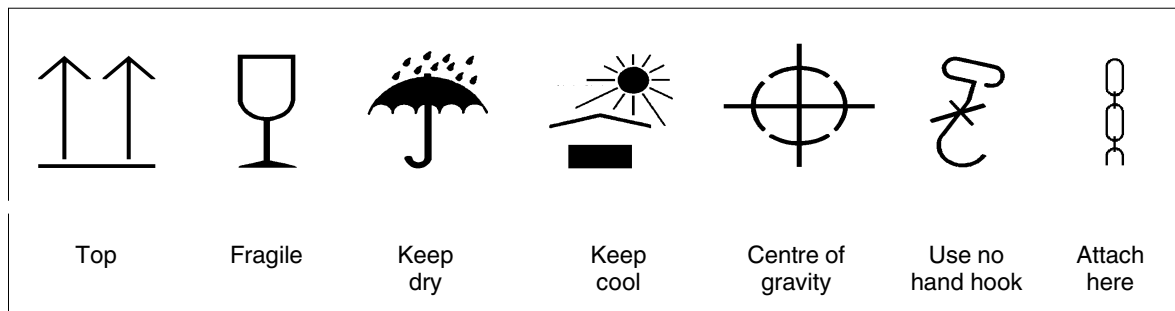
When handling FLENDER products, use only lifting and handling equipment of sufficient load-bearing capacity!

Observe the notes regarding load distribution on the packaging.

Wedges and/or rails must be used to prevent rolling.

Different forms of packaging may be used, depending on the size of the unit and method of transport. Unless otherwise agreed, the packaging complies with the **HPE Packaging Guidelines**.

The symbols marked on the packaging must be observed at all times. These have the following meanings:



Caution!

Transport of the gear unit must be carried out so as to avoid personal damage and damage to the gear unit.

If, for example, the free shaft ends are knocked, this may damage the gear unit.

Note:

The gear units must be transported with suitable equipment only.

During transport the gear unit should be left without oil filling and on the transport packaging.

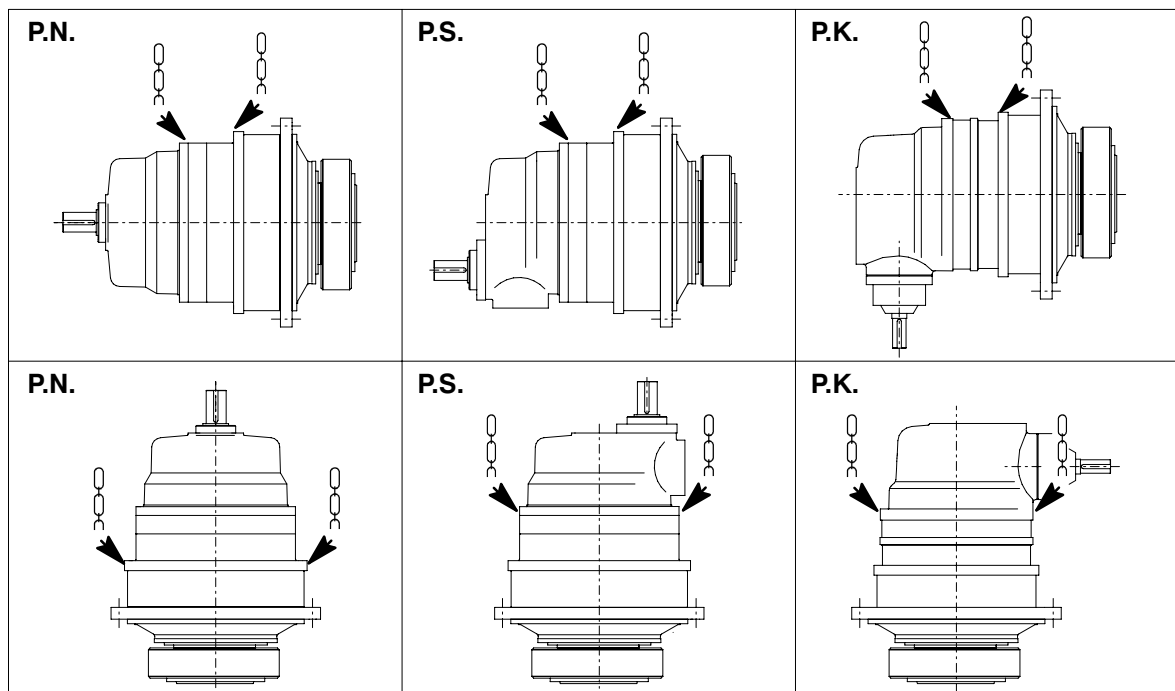
Caution!

The gear unit may be transported and handled only with the existing brackets, eye bolts or lifting eyes.

Do not use the front threads at the shaft ends to attach eye bolts for transport. Slinging equipment must be adequate for the weight of the gear unit.

Caution!

If fitted with a shrink disk, the shrink disk must be secured axially before handling.



A detailed view of the gear unit can be obtained from the drawings in the gear-unit documentation.

4.3 Storing the gear units

The gear unit must be stored in the position of use in a sheltered place; it must be placed on a vibration-free, dry wooden base and covered over.



Do not stack gear units on top of one another.

Caution!

If the gear unit is being stored out of doors, it must be particularly carefully covered, and care must be taken that neither moisture nor foreign material can collect on the unit (consult FLENDER).

Note:

Unless otherwise agreed by contract, the gear units must not be exposed to harmful environmental factors such as chemically aggressive products.

Provision for special environmental conditions during transport (e.g. transport by ship) and storage (climate, termites, etc.) must be contractually agreed.

4.4 Standard corrosion protection

The gear unit is provided with an interior preservative agent; the free shaft ends are painted for protection.

The characteristics of the external coat depend on the ambient conditions stipulated in the order relating to method of transport and area of application.



Gear units are normally delivered completely ready, with a priming and finish coat.

They comply with the requirements for the conductivity of the coating and the limitation of the layer thickness of the applied coating in accordance with DIN EN 13463-1. The permissible maximum coating thickness depends on the indicated explosion group (IIA or IIB or IIC) in accordance with DIN EN 50014. Where lacquer coatings have a thickness less than 200 µm, no electrostatic charge is to be expected.

Where gear units are delivered with a priming coat only, the customer is obliged to apply a finish coat in accordance with the above-mentioned directive.

Note:

Ensure that the coat is not damaged!

Any damage may cause failure of the external protective coating and corrosion.

Note:

Unless otherwise contractually agreed, the interior preservation and the preservation of the free shaft ends are guaranteed for 24 months, provided that storage is in dry, frostfree sheds and that the gear unit is duly sealed. The period of validity of the guarantee starts on the date of delivery of the gear unit.

For longer periods of storage (> 24 months) we advise regular checking and, if necessary, renewal of the interior preservation (see section 7, "Start-up"). The output shaft must be rotated at least one turn to change the position of the rolling element in the bearings. The input shaft must not come to a standstill in the same position as before rotation. This procedure must be repeated and documented every 24 months until start-up.

5. Technical description

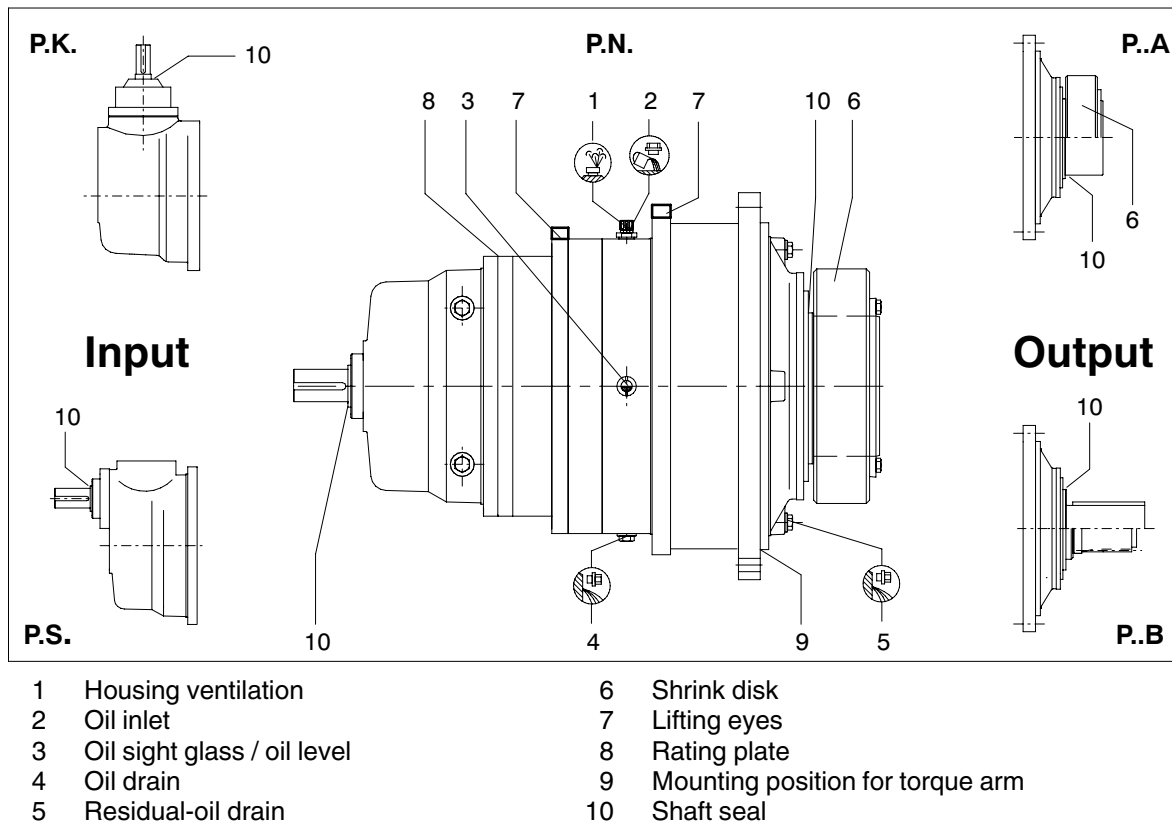
Observe the "Safety instructions" in section 3!

5.1 General description

The gear unit is supplied as a single-, two- or three-stage planetary gear unit. It is designed for a horizontal and vertical mounting position. If necessary, it can also be designed for installation in a different position.

It can be operated in both directions of rotation.

Depending on type and size, the gear units of the standard range can be fitted with mounting flange, oil cooler, temperature sensor, backstop etc.







A detailed view of the gear unit can be obtained from the drawings in the gear-unit documentation.

5.2 Housing

The gear unit housing is made of cast iron; the housing flange is made of nodular cast iron. If necessary, the housing may also be made of grey cast iron or steel.

Colour codes for ventilating, oil inlet, oil level and oil drainage:

Ventilating:	yellow	
Oil inlet:	yellow	
Oil level:	red	
Lubrication points:	red	
Oil drain:	white	

5.3 Identification of gear unit mounting position

It is possible to mount the gear unit in different positions; these positions are shown diagrammatically below and have been given an identification number:

		Horizontal gear unit mounting position		Vertical gear unit mounting position 1)			
		5..		9.. 6..			
Coaxial planetary gear units P.N. and P.M.	0						
		500		900 600			
Planetary helical gear units P.S. and P.G.	1						
						511	512
						513	514
						514	
						910	610
Planetary bevel-helical gear units P.K. and P.G.	2						
						521	522
						523	524
						524	
						920	620
Planetary bevel gear units P.L.	3						
						531	532
						533	534
						534	
						930	630
Torque arm	5						
		551	552	553	554		

1) Identification Number when looking at shaft d_1 .
The lubricant supply must be checked. An enquiry is necessary.

5.4 Toothed components

Externally toothed spur gears are made of case-hardening steel 18CrNiMo7-6.

The tooth flanks are case-hardened and ground.

Depending on size, the internal gear teeth are made of heat-treatable steel or bainitic nodular cast iron. The teeth are shaped, milled or ground (depending on size).

5.5 Lubrication

The teeth and rolling bearings of the gear units are adequately supplied with oil by splash lubrication. For special mounting positions and/or gear units requiring additional cooling it may be necessary to provide pressure-feed or oil circuit lubrication.

Note: For safety reasons, the gear unit is supplied without oil filling for transport.

Depending on the mounting position, it is possible that the bearings are not lubricated by the gear unit oil. In such cases, these bearings are lubricated with lithium-base grease.

Note: Do not mix greases of different soap bases when relubricating.

5.6 Shaft bearings

All shafts are mounted in rolling bearings.

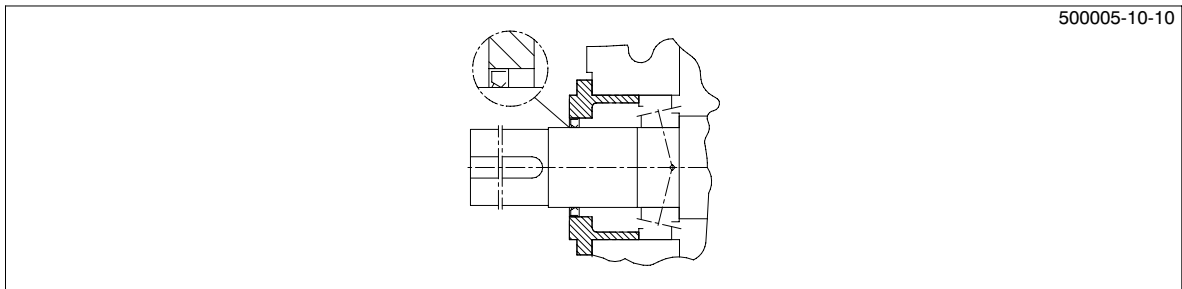
5.7 Shaft seals, static seals

As a rule radial shaft sealing rings are used as standard seals. They are fitted preferably with an additional dust lip to protect the actual sealing lip from external contamination.



For special mounting positions the radial shaft sealing ring is used with a grease filling in combination with a ring.

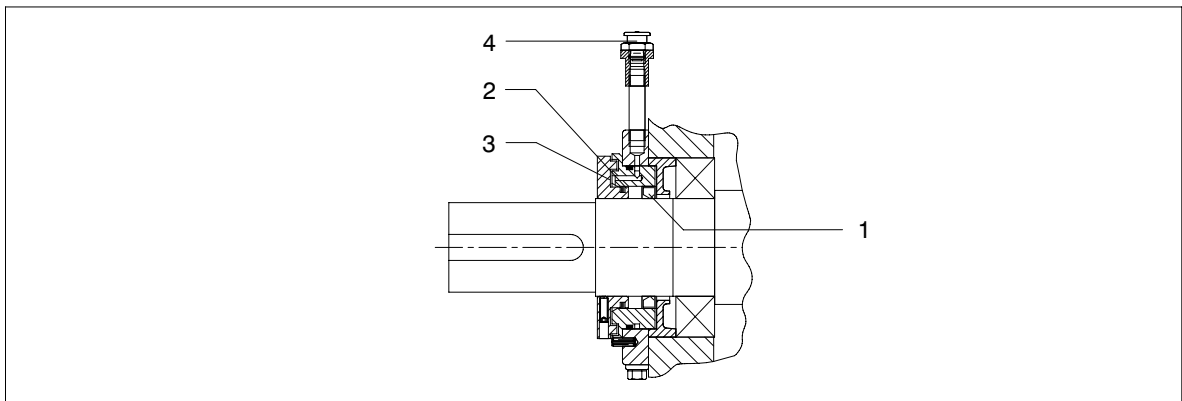
Where large quantities of dust occur in accordance with the conditions permitted under Directive 94/9/EC, use is possible only in combination with the Taconite seal (see item 5.8).



5.8 Taconite seals



Taconite seals were specially developed for use in a dusty environment. The penetration of dust is prevented by a combination of seal elements (radial shaft sealing ring, lamellar seal and grease-charged labyrinth seal).



1 Radial shaft sealing ring
2 Lamellar seal

3 Grease-charged labyrinth seal (re-chargeable)
4 Flat grease nipple AM10x1 to DIN 3404



For re-charging the labyrinth seals with grease, the specified frequencies must be observed (see section 10, "Maintenance and repair").

5.9 Cooling



If required, planetary gear units are fitted either with water oil- coolers or air oil-coolers.

5.9.1 Water oil-cooler

The water oil-cooler is an essential part of the oil cooling system and dissipates a certain heat quantity of the warm gear unit oil.



The operation is monitored by a temperature monitor in the oil sump or by a pressure monitor.

The required water connection must be provided by the user.



To ensure optimum cooling performance, the specified direction of flow in the water oil-cooler must be observed. The cooling-water inlet and outlet must not be reversed.

The pressure of the cooling water must not exceed 8 bars.

If the gear unit is being withdrawn from service for a longer period and if there is a danger of freezing, the cooling water must be drained off. Remove any remaining water with compressed air.

For operation and maintenance, always observe the operating instructions indicated in the order-specific appendix.

For technical data, refer to the order-specific list of equipment.

5.10 Oil-temperature measurement



Depending on the order specification, the gear unit may be fitted with a Pt 100 resistance thermometer for monitoring the oil temperature in the sump. In order to measure the temperatures and/or temperature differences, the Pt 100 resistance thermometer, which should comply with the requirements of Directive 94/9/EC, must be connected to a suitable evaluating instrument provided by the customer. The thermometer has a connection head (protection type IP65) for the wiring.



For operation and maintenance, always observe the operating instructions indicated in the order-specific appendix.

For technical data, refer to the order-specific list of equipment.

5.11 Couplings

As a rule, flexible couplings must be provided for the input and output drive sides of the gear unit.

If rigid couplings or other in and/or output elements, which create additional radial or axial forces, (e.g. gear wheels, belt pulleys, disk flywheels, hydraulic couplings) are used, these must be agreed by contract.

Caution!

Couplings with peripheral velocities on the outer diameter of up to 30 m/s must be statically balanced. Couplings with peripheral velocities over 30 m/s must be dynamically balanced.



When installing the drives, make absolutely certain that the individual components are accurately aligned in relation to each other. Inadmissibly large errors in the alignment of the shaft ends to be connected due to angular and axial misalignments result in premature wear and/or material damage.

Insufficiently rigid base frames or sub-structures can also during operation cause a radial or axial misalignment, which cannot be measured when the unit is at a standstill.



For maintenance and operation of the couplings, refer to the specific operating instructions for the coupling.

In the case of gear units with hollow output shafts or flange output shafts, the coupling on the output side is not required. Gear units with hollow output shafts must be mounted on the shafts of the customer's machinery. Gear units with flanged output shafts must be mounted on the customer's shaft via a counterflange.

5.12 Shrink disk

In the case of a shaft mounting gear unit, a shrink disk should be used as a frictional clamping connection between the gear unit hollow shaft and machine.

5.13 Attachment of IEC Motors

When attaching IEC motors, the Operating Instructions for the motor are to be observed.



Do not use a motor with a motor speed exceeding the specified speeds of the gear unit shown on the rating plate, as otherwise the gear unit may be damaged.

5.14 Attachment of torque arms or flanges on the output side

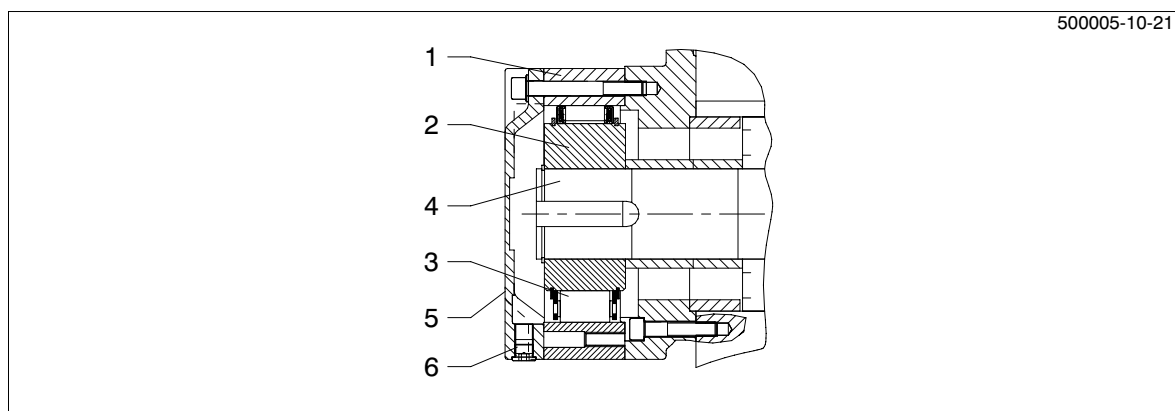
Before fitting, the screw-on faces of these parts must be degreased and smeared with Loctite 640. This Loctite medium increases the friction coefficient of the torque-carrying faces and protects against corrosion at the same time.

5.15 Backstop

For certain requirements, the gear unit can be fitted with a mechanical backstop. This permits only the specified direction of rotation during the operation of the unit. The direction of rotation is marked by a corresponding arrow on the input and output side of the gear unit.

The backstop is mounted oiltight on an adapter flange on the gear unit and integrated in its oil-circulation system.

The backstop is fitted with centrifugally operated sprags. When the gear unit is running in the specified direction, the inner ring and the cage with the sprags also rotates while the outer ring remains stationary. At a certain rotation speed, the sprags lift off and the backstop then operates without any wear.



- | | | | |
|---|---------------------|---|---------------------------------|
| 1 | Backstop outer ring | 4 | Shaft (adapter flange) |
| 2 | Backstop inner ring | 5 | Cover |
| 3 | Cage with sprags | 6 | Residual-oil drain for backstop |

Note: The stop direction can be changed by turning the cage around. If a change in stop direction is required, FLENDER should be consulted beforehand.



To avoid damaging the backstop or the gear unit, the motor must not be run in the stop direction of the gear unit. Observe the notice fixed to the gear unit. The minimum lifting speeds must not be exceeded during operation.

Before connecting the motor, determine the direction of rotation of the three-phase current supply using a phase-sequence indicator, and connect the motor in accordance with the pre-determined direction of rotation.

6. Fitting

Observe the "Safety instructions" in section 3!



The gear unit must not be installed whilst the environment is explosive.

6.1 General information on fitting

Fitting work must be done with great care by trained and qualified personnel. The manufacturer cannot be held liable for damage caused by incorrect assembly and installation.

During the planning phase sufficient space must be allowed around the gear unit for later care and maintenance work.

Adequate lifting equipment must be available before beginning the fitting work.



When installing outdoors, direct sunlight is prohibited. Protective features such as covers, roofing, etc. must be provided as required! Do avoid a heat concentration. The operator should ensure that no foreign bodies affect the proper function of the gear unit (e.g. falling objects or heaping over).

Caution!

No welding work must be done at all on the drive. The drives must not be used as an earthing point for welding operations. Toothed parts and bearings may be irreparably damaged by welding.



All the fastening points provided by the design of the unit must be used. A means of potential equalisation must be ensured. Points are provided on the gear unit for attaching a suitable connecting cable. Execute EARTH acc. to DIN EN 50014! Screws which have been damaged during assembly or disassembly work must be replaced with new ones of the same strength class and type.

To ensure proper lubrication, the installation position specified in the order must always be observed.

6.2 Foundation



The foundation must be horizontal and level; the gear unit must not be excessively stressed when tightening the fastening screws.

It must be designed in such a way that no resonance vibrations are set up and that no vibrations are transmitted from adjacent foundations. The structure on which the unit is to be mounted must be rigid. It must be designed according to the weight and torque, taking into account the forces acting on the gear unit.



Fastening bolts or nuts must be tightened to the prescribed torque. For the correct torque, refer to item 10.2.8. Bolts of the minimum strength class 8.8 must be used.

Note:

For dimensions, space requirement, arrangement of supply connections (e.g. with separate oil-cooling units), refer to the drawings in the gear-unit documentation.

6.3 Description of installation work



The gear unit must not be cleaned in an explosive environment.

- Remove corrosion protection coat from the solid shaft, the hollow shaft and the machined add-on surfaces with a suitable cleaning medium.



Adequate ventilation must be ensured, when using cleaners containing solvent additives.

**No open flames! Danger of explosion!
Observe current regulations.**

Caution!

The cleaner must not be allowed to come in contact with the shaft sealing rings.

- Mount and secure input and output drive elements (e.g. coupling components) on the shafts. If these are to be heated before mounting, refer to the dimensioned drawings in the coupling documentation for the correct joining temperatures.

Unless otherwise specified, the components may be heated inductively, with a burner or in a furnace.



Take precautions to avoid burns from hot components!

Caution!

Protect shaft sealing rings from damage and heating to over + 100 °C (use heat-protective screens to protect against radiant heat.)

The components must be pushed smartly onto the shaft up to the position specified in the order-specific dimensioned drawing.

Caution!

Fit the coupling with the aid of suitable fitting equipment. Never use force or knock the couplings into position, as this may damage the gearwheels, rolling bearings, locking rings, etc.

When fitting the components, care must be taken that the shaft sealing rings and shaft running surface are not damaged.



When installing the drives, make absolutely certain that the individual components are accurately aligned in relation to each other. Inadmissibly large errors in the alignment of the shaft ends to be connected due to angular and axial misalignments result in premature wear and/or material damage.

Insufficiently rigid base frames or sub-structures can also during operation cause a radial or axial misalignment, which cannot be measured when the unit is at a standstill.

Note:

Gear units whose weight requires the use of lifting gear must be attached as shown in section 4, "Transport, handling and storage". When add-on parts are mounted on the gear unit, appropriate additional attachment points must be provided in accordance with the order-specific dimensioned drawing.

6.4 Shrink disk, type HSD

Note: The material of the machine shaft must have min. C60+N or a higher strength.

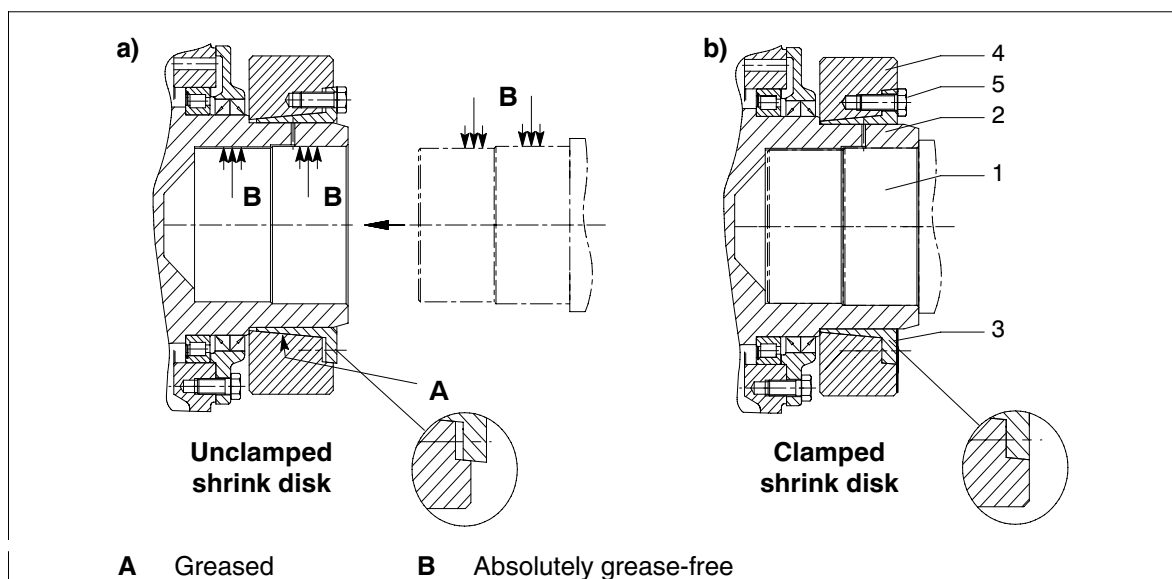
6.4.1 Fitting the shrink disk

The shrink disk is delivered ready for installation.

Caution! It must not be dismantled before clamping for the first time.



The bore of the hollow shaft and the machine shaft must be absolutely free of grease in the area of the shrink disk seat. This is essential for safe and reliable torque transmission. Do not use contaminated solvents or dirty cloths for removing grease.



- | | | | | | |
|---|---------------|---|------------|---|-----------------|
| 1 | Machine shaft | 3 | Inner ring | 5 | Tensioning bolt |
| 2 | Hollow shaft | 4 | Outer ring | | |

- Mounting the shaft or fitting the hub onto the shaft.



If the gear unit is fitted in a vertical position with the output shaft down, the fitted shrink disk must be protected from dropping.

Note: The outer surface of the hollow shaft may be greased in the area of the shrink disk seat.

Caution! Do not tighten the tensioning bolts until the machine shaft is installed.

Tighten all the tensioning bolts gradually one after the other, working round several times.

Caution! Do not tighten diametrically opposite bolts one after the other.

Tighten the tensioning bolts until the front surfaces of the inner and outer rings are aligned (see fig. b)).

Note: This allows the clamping condition to be checked visually.



To avoid overloading the individual bolts, the maximum tensioning torque (see table 6.1) must never be exceeded. The alignment of the front surfaces has priority. If alignment cannot be achieved by clamping, consult FLENDER.

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Tensioning-bolt thread	Max. tensioning torque per bolt (with $\mu = 0.1$)		Tensioning-bolt thread	Max. tensioning torque per bolt (with $\mu = 0.1$)	
	Strength class			Strength class	
	10.9 Nm	12.9 Nm		10.9 Nm	12.9 Nm
M 6	12	14.5	M 20	470	570
M 8	29	35	M 24	820	980
M 10	58	70	M 27	1210	1450
M 12	100	121	M 30	1640	1970
M 14	160	193	M 33	2210	2650
M 16	240	295	M 36	2850	3420

Table 6.1: Maximum torques for tensioning bolts



For safety reasons, a protective cover should be mounted above the shrink disk.

6.4.2 Demounting and remounting the shrink disk

Disassemble the protective cover.

The releasing process is similar to that of clamping.

To enable the stored energy of the outer ring during disassembly to be lowered slowly via the bolts to be loosened, the bolts must be loosened evenly and in sequence. Initially only by a quarter turn.

Caution! Under no circumstances must the bolts be loosened one after the other.

If after loosening all the bolts approx. one turn the outer ring does not come free of the inner ring of its own accord, the outer ring can be detensioned with the forcing threads by screwing some of the adjacent fastening bolts into them. The now loosening outer ring is braced against the remaining bolts. This operation must be carried out until the outer ring releases of its own accord.

Releasing is then possible without difficulty.

Pull the shrink disk off the hollow shaft.

Caution! The hollow shaft of the gear unit can be provided with an additional oil hole for injecting oil for demounting the hollow shaft from the machine shaft. When using this hole, observe the maximum permissible pressures shown in the drawings of the gear-unit documentation.

6.4.2.1 Cleaning and greasing the shrink disk

Released shrink disks do not have to be dismantled and re-greased before being re-clamped.

The shrink disk should only be dismantled and cleaned if it is dirty.

Caution! Following cleaning, only the inner sliding surfaces of the shrink disk should be re-greased.

Use a solid lubricant with a high MoS₂-based molybdenum disulphide content and with a coefficient of friction of $\mu = 0.04$ according to the following table.

Lubricant	Form	Manufacturer
Molykote 321 R (lubricating paint)	Spray	DOW Corning
Molykote Spray (Pulver-Spray)	Spray	DOW Corning
Molykote G Rapid	Spray or paste	DOW Corning
Aemasol MO 19 P	Spray or paste	A. C. Matthes
Unimoly P 5	Powder	Klüber Lubrication

Table 6.2: Lubricants for shrink disk after cleaning

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6.5 Shrink disk type HYD (HYD = hydraulic)

Note: The material of the machine shaft must have min. C60+N or a higher strength.

6.5.1 Fitting the shrink disk

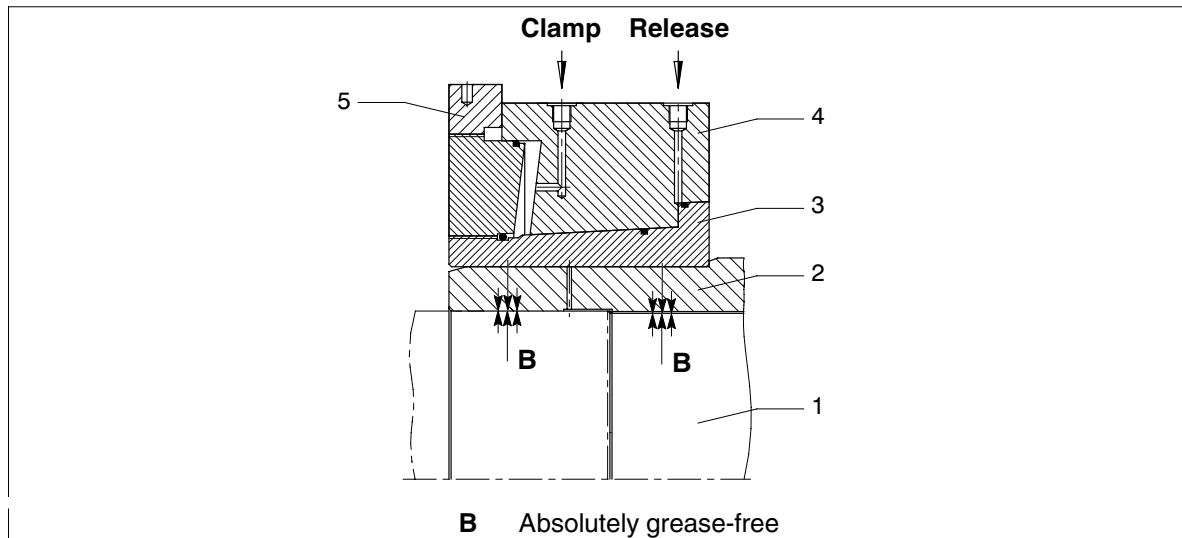
The shrink disk is delivered ready for installation.

Caution!

It must not be dismantled before clamping for the first time.



The bore of the hollow shaft and the machine shaft must be absolutely free of grease in the area of the shrink disk seat. This is essential for safe and reliable torque transmission. Do not use contaminated solvents or dirty cloths for removing grease.



- | | | | | | |
|---|---------------|---|------------|---|----------|
| 1 | Machine shaft | 3 | Inner ring | 5 | Lock nut |
| 2 | Hollow shaft | 4 | Outer ring | | |

- Mounting the shaft or fitting the shrink disk on the shaft.



If the gear unit is fitted in a vertical position with the output shaft down, the fitted shrink disk must be protected from dropping.

Note: The outer surface of the hollow shaft may be greased in the area of the shrink disk seat.



Never clamp the shrink disk until the machine shaft has been mounted.

Remove screw plugs from the "Clamp" and "Release" connections.

Catch any hydraulic fluid that may run out!

Connect the pressure line to the connection marked "Clamp".

Clamping of the shrink disk.

The correct clamping condition has been reached as soon as the faces of the outer and inner rings are flush.

The maximum permissible clamping pressure is 450 bar!

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Note: This allows the clamping condition to be checked visually.



If alignment cannot be achieved by clamping, consult FLENDER.

- Turn lock nut finger-tight against the outer ring.
- Relieve oil pressure. This will cause the outer ring to be forced firmly against the lock nut by the previously stored energy.
- Screw screw plugs back into the "**Clamp**" and "**Release**" connections. Leave the hydraulic fluid in the shrink disk.



For safety reasons, a protective cover should be mounted above the shrink disk.

6.5.2 Disassembly of the HYD shrink disk

- Disassemble the protective cover.
- Remove screw plugs from the "**Clamp**" and "**Release**" connections.



Catch any hydraulic fluid that may run out!

- Connect the oil pressure pump to the connection marked "**Clamp**".
- Increase the oil pressure (**max. 450 bar**) until the lock nut can be loosened by hand.
- Relieve pressure and attach pump to connection marked "**Release**".
- While the oil pressure is increasing, the outer ring will slip off the cone of the inner ring. The connection is disengaged again.
- Leave hydraulic fluid in the released shrink disk and firmly reseal the "**Clamp**" and "**Release**" connections with the screw plugs.
- Remove shaft or slip hub off the shaft. Rust deposits which may have formed on the shaft must be removed before performing this operation.
- Pull the shrink disk off the hollow shaft.

6.5.2.1 Cleaning and greasing the shrink disk

Released shrink disks do not have to be dismantled and re-greased before being re-clamped.

The shrink disk should only be dismantled and cleaned if it is dirty.

Caution!

Following cleaning, only the inner sliding surfaces of the shrink disk should be re-greased.

Use a solid lubricant with a high MoS₂-based molybdenum disulphide content and with a coefficient of friction of $\mu = 0.04$ according to the following table.

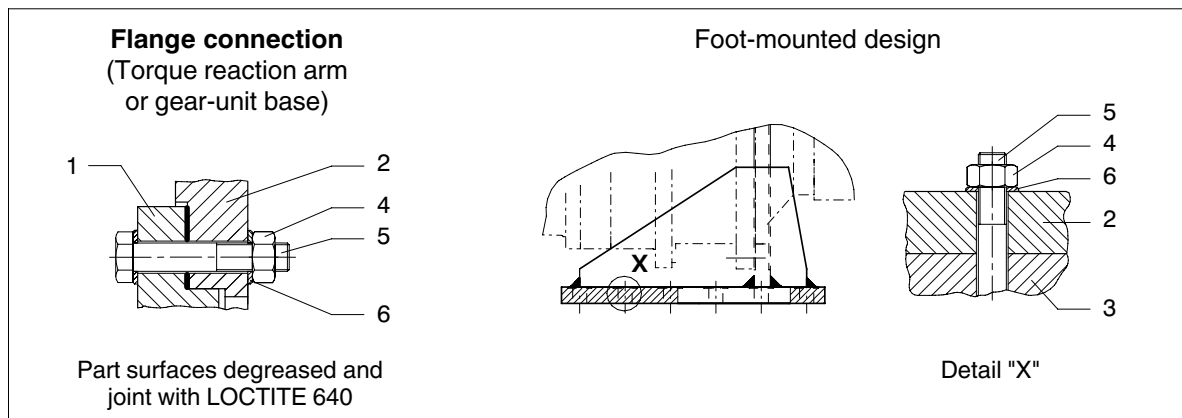
Lubricant	Form	Manufacturer
Molykote 321 R (lubricating paint)	Spray	DOW Corning
Molykote Spray (Pulver-Spray)	Spray	DOW Corning
Molykote G Rapid	Spray or paste	DOW Corning
Aemasol MO 19 P	Spray or paste	A. C. Matthes
Unimoly P 5	Powder	Klüber Lubrication

Table 6.3: Lubricants for shrink disk after cleaning

6.6 Installation of the torque arm

Note: For all shaft mounting gear units, the reaction torque corresponding to the torque of the machine and acting in an opposite direction on the housing must be absorbed.

6.7 Tightening torques in case of flange connection and foot-mounted design



- | | | |
|---|--------------|---|
| 1 Gear-unit flange | 3 Foundation | 6 Washer to DIN 125 Form B, hardness class 300 HV |
| 2 Torque reaction arm or gear-unit base | 4 Nut | |
| | 5 Bolt | |

Gear-unit size	Flange connection		Flange connection ¹⁾	
	Strength class 10.9 Nm	Tightening torque ²⁾ Nm	Strength class 8.8 Nm	Tightening torque ²⁾ Nm
9	M 16	295	M 24	710
10	M 16	295	M 24	710
11	M 20	580	M 24	710
12	M 24	1000	M 24	710
13	M 24	1000	M 24	710
14	M 24	1000	M 30	1450
16	M 24	1000	M 30	1450
17	M 30	2000	M 36	2530
18	M 30	2000	M 36	2530
19 / 20	M 30	2000	M 42	4070
21 / 22	M 36	3560	M 48	6140
23 / 24	M 36	3560	M 48	6140
25 / 26	M 42	5720	M 56	9840
27 / 28	M 48	8640	M 56	9840
29 / 30	M 48	8640	M 64	14300
31 / 32	M 56	13850	M 64	14300
33 / 34	M 56	13850	M 64	14300
35 / 36	M 56	13850	M 72 x 6	20800

1) The bolts are to be checked by the user depending on the structure on which the unit is to be mounted.

2) The tightening torques relate to friction value 0.14 in the thread and 90 % utilisation of the tensile yield strength.

6.7.1 One-sided torque arm

In the case of a one-sided torque arm, a ball and socket joint (see figure 1) or a flexible bush should be provided.



The screw-on surface of the torque arm on the gear unit housing must be degreased and smeared with Loctite 640. This increases the reliability of the torque transmission and protects against corrosion.

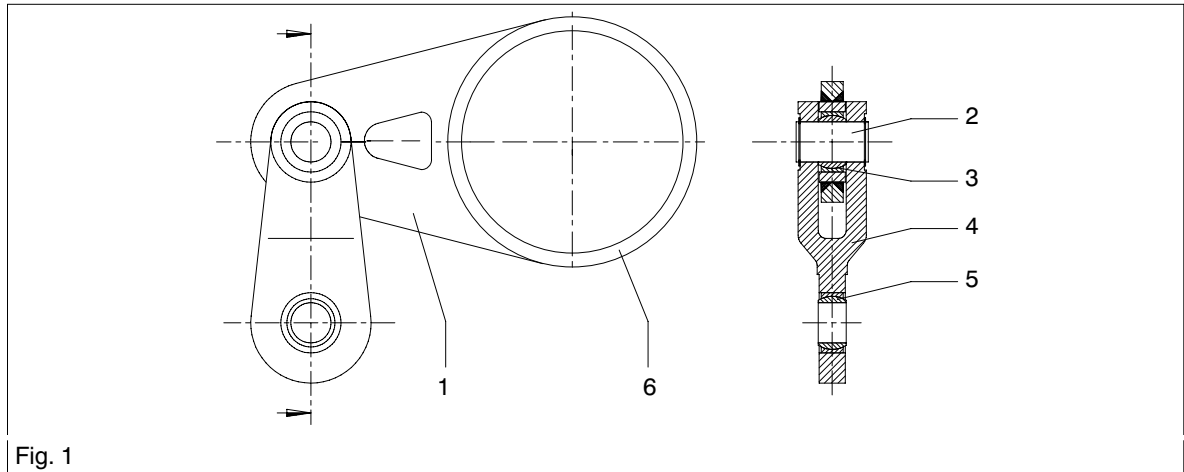


Fig. 1

- | | | |
|------------------------|-------------------------|-------------------------|
| 1 One-sided torque arm | 3 Ball and socket joint | 5 Ball and socket joint |
| 2 Axle | 4 Lever | 6 Gear unit connection |

For a detailed view, refer to the drawings in the gear unit documentation.

6.7.2 Double-sided torque arm

In the case of a double-sided torque arm, if any, the torque is supported by bars and joints on a torsion shaft. The screw-on surface of the torque arm on the gear unit should be treated as described under item 6.7.1.

This type of construction ensures that the machine bearings are freed from any shearing forces, except for the weights. Figure 2 shows a possible variant.

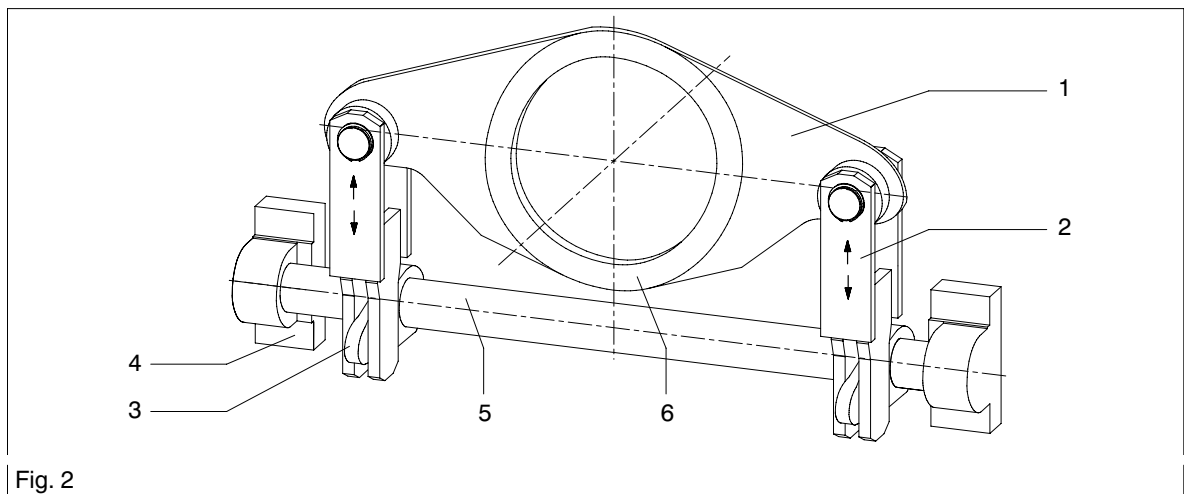


Fig. 2

- | | | |
|---------------------------|--------------------|------------------------|
| 1 Double-sided torque arm | 3 Joint component | 5 Torsion shaft |
| 2 Bar | 4 Bearing pedestal | 6 Gear unit connection |

For a detailed view, refer to the drawings in the gear unit documentation.

The bearing pedestals may be mounted both to a vertical wall (as illustrated) and on a horizontal foundation.

6.8 Gear unit with add-on components

- For technical data to the add-on parts, see the list of equipment for the specific order.



The electrical equipment for regulation and control must be wired in accordance with the equipment suppliers' instructions and Directive 94/9/EC.

For operation and maintenance the operating instructions provided specifically for the order must be observed.

6.9 Gear unit with oil-temperature measurement



Connect resistance thermometer with evaluating instrument (to be provided by customer) electrically.

6.10 Final work



After installation of the gear unit check all screw connections for tight fit.

In addition, after tightening the fixings a check must be made to see that the alignment has not changed.

Check by means of the order-specific list of equipment as well as the associated drawings whether all units which may have been removed for transport have been refitted.

Oil drain cocks, if any, must be secured against accidental opening.

If an oil sight glass is used for monitoring the oil level, it must be protected against damage.

The gear unit must be protected against falling objects.

Protective devices for rotating parts must be checked for correct seating. Contact with rotating parts is not permitted.

Check that protective measures have been taken!

Execute EARTH acc. to DIN EN 50014!

7. Start-up

Observe the "Safety instructions" in section 3!

Caution!

The gear unit must not be started up without the required operating instructions being available.

7.1 Procedure before start-up

7.1.1 Removal of preservative agent

- Unscrew and open oil drain plug and drain remaining preservative agent or running-in oil from the housing into a suitable container and dispose of in accordance with regulations. Any residual-oil drain plugs should also be opened. The location of the oil draining point is marked by an appropriate symbol in the dimensioned drawing in the gear-unit documentation.



Remove any oil spillage immediately with an oil-binding agent.

- Screw in the oil drain plug.

Caution!

Before start-up, replace the yellow plastic plug with a breather screw with cap (see also notice on gear unit).



The oil must not come into contact with the skin (e.g. the operator's hands). The safety notes on the data sheets for the oil used must be observed here!

7.2 Filling with lubricant

- Open oil filler plug.

Caution!

Fill the gear unit with fresh oil of the grade specified on the rating plate, using a filter (max. mesh 25 µm).

Note:

The quality of the oil used must meet the requirements of the separately enclosed BA 7300 EN operating instructions, otherwise the guarantee given by FLENDER will lapse. We urgently recommend using one of the oils listed in BA 7300 EN, because they have been tested and meet the requirements.

The quantity of oil indicated on the rating plate is an approximation only. The quantity of oil to be put in is shown by the marks on the oil sight glass or on the oil dipstick.

Note:

In the case of gear units with an oil cooling system, the oil circuit should also be filled up. To do so, the gear unit should be started and then run briefly, as described in Section 8.

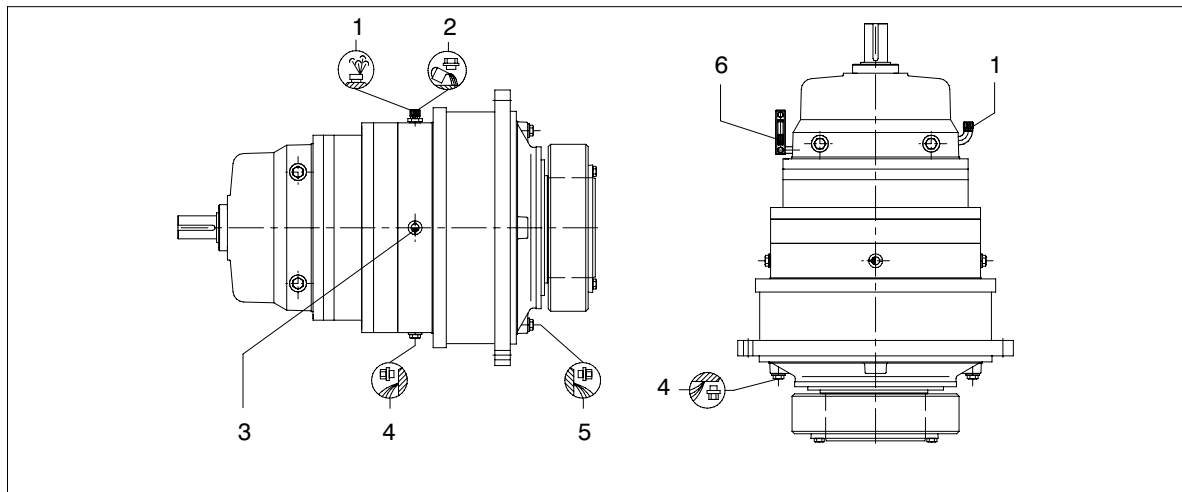
- Check the oil level in the gear unit housing with the oil dipstick or by means of the oil sight glass.

Note:

The oil level must be at the upper mark on the oil dipstick or oil sight glass.



Remove any oil spillage immediately with an oil-binding agent. The oil must not come into contact with the skin (e.g. the operator's hands). The safety notes on the data sheets for the oil used must be observed here!



- | | | | | | |
|---|---------------------|---|-----------------|---|--------------------|
| 1 | Housing ventilation | 3 | Oil-sight glass | 5 | Residual-oil drain |
| 2 | Oil filler plug | 4 | Oil drain | 6 | Oil dipstick |

A detailed view of the gear unit can be obtained from the drawings in the gear-unit documentation.

- Screw in oil filler plug.

7.3 Start-up

7.3.1 Oil level

The oil level must be monitored by means of the oil level monitoring equipment provided. The gear unit must be shut down or FLENDER consulted.

When the oil is cool, the level should be at the upper mark on the oil dipstick or oil sight glass. When the oil is warm it may slightly exceed this mark.



It must in no case be allowed to fall below the mark. If necessary, top up to the correct level.

7.3.2 Gear units with water oil-cooler



For technical data, refer to the order-specific list of equipment.

After starting up the external oil cooling or oil-supply system for the first time the oil level must be once more checked in accordance with item 7.3.1.

Fully open the stop valves in the coolant in- and outflow pipes.

7.3.3 Checking procedure

The following visual checks must be conducted and recorded when starting up:



Presence of explosion-protection marking

Oil level

Oil tightness of the oil-cooling or oil-supply lines

Opening condition of the shut-off valves

Effectiveness of the shaft seals

Freedom of the rotating parts from contact

7.4 Removal from service

- To take the gear unit out of service, first switch off the drive unit.



Secure the drive unit to prevent it from being started up unintentionally. Attach a warning notice to the start switch.

- With gear units fitted with water oil-coolers, close the stop valves on the water in- and outflow pipes. To prevent freezing, drain the water from the cooling coil or the water oil-cooler.
- During longer periods of disuse, start the unit up briefly at intervals of approx. 3 weeks. If the gear unit is to remain out of service for longer than six months, it must be treated with preservative agent (see item 7.4.1).

7.4.1 Interior preservation during longer disuse

Depending on the type of lubrication and/or shaft sealing, the following types of interior preservative agent can be used.

7.4.1.1 Interior preservation with gear oil

The helical-gear units can be filled with the type of oil already used up to just below the breather screw.

7.4.1.2 Interior preservation with preservative agent

Gear units should be filled with preservative agent and run without load before long-term storage.

Interior preservation procedure:

- Switch the gear unit off and drain the oil as described in section 10, "Maintenance and repair".
- Pour in the conservation agent given in Table 7.1 and/or 7.2 until it reaches the top mark on the oil dipstick or oil-sight glass.
- Start the gear unit and allow it to idle briefly.
- Unscrew the oil drain plug and allow the preservative agent to drain into a suitable container and dispose of it according to regulations.



There is a risk of scalding from the hot preservative agent draining from the gear unit. Wear protective gloves!

- Screw in the oil drain plug.

Caution!

Before re-starting the gear unit replace the screw plug with the breather screw or air filter. Observe also item 7.1.1.

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Duration of protection	Preservative agent	Special measures
up to 6 months	Castrol Alpha SP 220 S	none
up to 24 months		Close gear unit, replace breather screw or air filter with a yellow plug screw (replace the original parts before start-up). Storage in enclosed dry rooms.
For storage periods longer than 24 months, renew the preservative agent and FLENDER should be consulted before.		

Table 7.1: Preservation procedure when using mineral oil or PAO-based synthetic oil

Duration of protection	Preservative agent	Special measures
up to 6 months	Special anti-corrosion oil TRIBOL 1390 1)	none
up to 24 months		Close gear unit, replace breather screw or air filter with a yellow plug screw (replace the original parts before start-up). Storage in enclosed dry rooms.
For storage periods longer than 36 months, FLENDER should be consulted before.		

Table 7.2: Preservation procedure when using PG-based synthetic oil

1) Resistant to tropical conditions and sea water. Max. ambient temperature 50 °C

7.4.2 Exterior preservation

Exterior preservation procedure:

- Clean the surfaces.
- For separation between the sealing lip of the shaft sealing ring and the preservative agent, the shaft should be brushed with grease in way of the sealing lip.
- Apply preservative agent.

Duration of protection	Preservative agent	Layer thickness	Remarks
up to 36 months	Tectyl 846 K19	capprox. 50 µm	Long-term wax-based preservative agent, resistant to sea water and tropical conditions (soluble with CH compounds) Storage in enclosed dry rooms.

Table 7.3: Exterior preservation of shaft ends and other bright machined surfaces

8. Operation

Observe the "Safety instructions" in section 3, the instructions in section 9, "Faults, causes and remedy", and in section 10, "Maintenance and repair"!

During operation the unit must be monitored for:



Oil temperature

The difference in temperature from the maximum ambient temperature of + 40 °C must not exceed 50 K. If temperatures are higher, the gear unit must be shut down immediately and FLENDER customer service consulted (see also item 1.2.1).

Changes in gear noise

Possible oil leakage at the housing and shaft seals

Correct oil level (see section 7, "Start-up")

If any irregularities are noticed during operation or if the pressure monitor in the oil-cooling system (if installed) triggers the alarm, switch the drive unit off at once. Determine the cause of the fault, using the table in section 9.

The trouble-shooting table contains a list of possible faults, their causes and suggested remedies.

If the cause cannot be found, a fitter from one of our customer-service centres should be called in (see section 11).

9. Faults, causes and remedy

Observe the "Safety instructions" in section 3 and the instructions in section 10, "Maintenance and repair"!

9.1 General information on faults and malfunctions

Note:

Faults and malfunctions occurring during the guarantee period and requiring repair work on the gear unit must be carried out only by FLENDER Customer Service. In the case of faults and malfunctions occurring after the guarantee period and whose cause cannot be precisely identified, we advise our customers to contact our customer service.

Caution!

FLENDER will not be bound by the terms of the guarantee or otherwise be responsible in cases of improper use of the gear unit, modifications carried out without FLENDER's agreement or use of spare parts not supplied by FLENDER.



To remedy faults and malfunctions, the gear unit must always be taken out of service.

Secure the drive unit to prevent it from being started up unintentionally. Attach a warning notice to the start switch.

9.2 Possible faults

Faults	Causes	Remedy
Loud noises in area of gear-unit fastening.	Fastening has worked loose.	Tighten bolts / nuts to specified torque. Replace damaged bolts / nuts.
Changes in gear noise.	Damage to gear teeth.	Contact Customer Service. - Check all toothed components and replace any damaged parts.
	Excessive bearing play.	Contact Customer Service. - Adjust bearing play.
	Bearing defective.	Contact Customer Service. - Replace defective bearings.
	Grind labyrinth rings.	Readjust labyrinth rings.
Increased operating temperature.	Oil level in housing too high.	Check oil level and, if necessary, adjust.
	Oil too old.	Contact Customer Service. - Check date of last oil change.
	Oil badly contaminated.	Contact Customer Service. - Change oil.
	On gear units with oil-cooling system: Coolant flow too low or too high.	Fully open valves in in- and outflow pipes. Check for free flow through water oil-cooler.
	Coolant temperature too high.	Check temperature and, if necessary, adjust.
	Oil flow through water oil-cooler too low due to: Badly clogged oil filter.	Cleaning the oil filter.
Increased temperature at the bearing points.	Oil level in housing too low.	Check oil level at room temperature and, if necessary, top up oil.
	Oil too old.	Contact Customer Service. - Check date of last oil change.
	Bearing defective.	Contact Customer Service. - Check and, if necessary, replace bearings.
Oil leakage from gear unit.	Inadequate sealing of housing covers and/or joints.	Check and, if necessary, replace seals. Seal joints.
	Radial shaft sealing rings defective.	Contact Customer Service. - Replace radial shaft sealing rings.

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Faults	Causes	Remedy
Water in oil.	Oil foams in sump.	Check state of oil by the test-tube method for water contamination. Have oil analysed by laboratory.
	Defective oil cooler.	Contact Customer Service. - Look for and repair any leaks. - Replace oil cooler.
	Gear unit exposed to cold air from machine-room ventilator: water condensing.	Protect gear unit with suitable heat insulation. Close air outlet or alter its direction by structural measures.
Fault in oil-supply system.		Consult operating instructions for oil-supply system.

Table 9.1: Faults, causes and remedies

10. Maintenance and repair

Observe the "Safety instructions" in section 3 and the instructions in section 9, "Faults, causes and remedy"!

10.1 General notes on maintenance

Maintenance and repair work must be done with care and by duly trained and qualified personnel only.

The following applies to all work in item 10.2:



Switch gear unit and add-on components off.

Secure the drive unit to prevent it from being started up unintentionally. Attach a warning notice to the start switch.



The gear unit must be protected against falling objects.

Protective devices for rotating parts must be checked for correct seating. Contact with rotating parts is not permitted.

The periods indicated in table 10.1 depend on the conditions under which the gear unit is operated. Only average periods can therefore be stated here. These refer to:

a daily operating time of	24 h
a duty factor of	100 %
an input-drive speed of	1 500 1/min
a maximum oil temperature of	90 °C

For operation and maintenance, always observe the operating instructions indicated in the order-specific appendix.

For technical data, refer to the order-specific list of equipment.

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Measures	Periods	Remarks
Checking oil temperature	Daily	
Checking for unusual gear-unit noise	Daily	
Checking gear unit for leaks	Daily	
Checking oil level	each time before starting up the gear unit	See Item 9.2
Testing oil for water content	After approx. 400 operating hours, once per year at least	See Item 10.2.1
First oil change.	400 operating hours following start-up.	See Item 10.2.2
Subsequent oil changes	Every 2 years or after max. 10 000 operating hours 1)	see item 10.2.2
Cleaning the breather screw	Every 3 months	See Item 10.2.3
Refilling Taconite seals with grease	Every 3 000 operating hours or every 6 months at least	See Item 10.2.4
Cleaning gear-unit housing	Depending on requirements or simultaneously with due oil change	See Item 10.2.5
Checking condition of water oil-cooler	Simultaneously with oil change	See Item 10.2.6
Check tightness of fastening bolts.	After first oil change, then after every second oil change	See Item 10.2.8
Checking the preservation of the free shaft ends	Every 3 years	See Item 7.4.2
Carrying out complete inspection of gear unit	Approx. every 2 years simultaneously with due oil change	See Item 10.3.1

Table 10.1: Maintenance and repair work

1) When using synthetic oils, the periods can be doubled.

10.2 Description of maintenance and repair work

10.2.1 Testing water content of oil

For detailed information on testing the oil for water content apply to the lubricant manufacturer.

10.2.2 Changing the oil

- The instructions in item 7.2 must be observed!
- Close the stop valves in the coolant in- and outflow pipes (gear units with cooling coil or water oil-cooling system).
- Drain the oil while it is still warm, i.e. immediately after shutting down the machinery.

Caution!

When changing the oil, always re-fill the gear unit with the same type of oil. Never mix different types of oil and/or oils made by different manufacturers. If nevertheless a different type of oil is changed to, the gear unit must be flushed through with the new type of oil.

When changing the oil, the housing must be flushed with oil to remove sludge, metal particles and oil residue. Use the same type of oil as is used for normal operation. High-viscosity oils must be heated beforehand. Ensure that all residues have been removed before filling with fresh oil.

- Place a suitable container under the oil drain plug of the gear-unit housing.
- Unscrew the breather screw on the top of the housing.
- Unscrew the oil drain plug and allow the oil to drain into the container.



There is a danger of scalding from the hot oil emerging from the housing. Wear protective gloves! Remove any oil spillage immediately with an oil-binding agent.

- Clean the permanent magnet of the oil drain plug thoroughly.
- Screw in the oil drain plug.

Note: Check the condition of the sealing ring (the sealing ring is vulcanised onto the oil drain plug). If necessary, use a new oil drain plug.

- Open oil filler plug.
- Fill with lubricant according to item 7.2.

10.2.3 Cleaning the breather screw



If a layer of dust has built up, the breather screw must be cleaned, whether or not the minimum period of 3 months has expired. To do this, the breather screw is removed, cleaned with benzine or similar agent and dried, or it can be cleaned by blowing out with compressed air.

Foreign bodies must be prevented from entering the gear unit.

10.2.4 Refilling Taconite seals with grease

- Inject approx. 30 g lithium-based bearing grease into each of the lubrication points of the Taconite seal. The lubrication points are fitted with flat grease nipples type AM10x1 to DIN 3404.



Remove and dispose of any old grease escaping.

10.2.5 Cleaning the gear unit

- Remove any dirt adhering to the housing with a hard brush.
- Remove any corrosion.



To prevent the build-up of dust on the gear unit, cleaning must be done in accordance with operating conditions.

The gear unit must not be cleaned with high-pressure cleaning equipment.

10.2.6 Checking water oil-cooler

- The instructions in items 5.9.1, 7.2 and 10.1 must be observed!
- Close the stop valves in the coolant in- and outflow pipes.
- Inspect cooler for leaks in the piping.
- Check the condition of screw connections and, if necessary, replace.

10.2.7 Topping up oil

- The instructions in item 7.2 must be observed!
- Always top up with the same type of oil as already used (see also item 10.2.2).

10.2.8 Checking tightness of fastening bolts

- The instructions in item 10.1 must be observed!
- Close the stop valves in the coolant in- and outflow pipes (gear units with cooling coil or water oil-cooling system).
- Check tightness of all fastening bolts with a torque wrench.

Thread size	Tightening torque	Initial tensioning force
M 42	4070 Nm	526000 N
M 48	6140 Nm	693000 N
M 56	9840 Nm	959000 N
M 64	14300 Nm	1268000 N
M 72 x 6	20800 Nm	1600000 N
M 80 x 6	28900 Nm	1950000 N
M 90 x 6	41650 Nm	2550000 N
M 100 x 6	57800 Nm	3200000 N

Table 10.2: Tightening torques and initial tensioning forces of the foundation bolts

All other bolts on the gear unit should be checked for tightening torques according to the following table:

Thread size	Tightening torque (with $\mu = 0.14$)		Thread size	Tightening torque (with $\mu = 0.14$)	
	Strength class			Strength class	
	8.8	10.9		8.8	10.9
M 10	49 Nm	69 Nm	M 36	2530 Nm	3560 Nm
M 12	86 Nm	120 Nm	M 42	4070 Nm	5720 Nm
M 16	210 Nm	295 Nm	M 48	6140 Nm	8640 Nm
M 20	410 Nm	580 Nm	M 56	9840 Nm	13850 Nm
M 24	710 Nm	1000 Nm	M 64	14300 Nm	21000 Nm
M 30	1450 Nm	2000 Nm			

Table 10.3: Tightening torques



Damaged bolts must be replaced with new bolts of the same type and strength class.

10.3 Final work

The final work is to be done in accordance with the instructions in item 6.10.

10.3.1 General inspection of gear unit

The general inspection of the gear unit should be carried out by the FLENDER Customer Service, as our engineers have the experience and training necessary to identify any components requiring replacement.

10.4 Lubricants

The quality of the oil used must meet the requirements of the separately enclosed BA 7300 EN operating instructions, otherwise the guarantee given by FLENDER will lapse. We urgently recommend using one of the oils listed in BA 7300 EN, because they have been tested and meet the requirements.

Note: To avoid misunderstandings, we should like to point out that this recommendation is in no way intended as a guarantee of the quality of the lubricant supplied. Each lubricant manufacturer is responsible for the quality of his own product.

Information on the type, quantity and viscosity of the oil is given on the rating plate on the gear unit and/or in the supplied documentation.

The quantity of oil indicated on the rating plate is an approximation only. The marks on the dipstick or oil sight glass are decisive for the amount of oil to be filled in.

The use instructions for lubricants currently recommended by FLENDER are also available on the Internet at "<http://www.flender.com>".

The oils listed there are subjected to continuous tests. Under certain circumstances the oils recommended there may therefore later be removed from the range or replaced with further developed oils.

We recommend regularly checking whether the selected lubricating oil is still recommended by FLENDER. If it is not, the brand of oil must be changed.

11. Spare parts, customer-service addresses

11.1 Stocking spare parts

By stocking the most important spare and wearing parts on site you can ensure that the gear unit is ready for use at any time.

To order spare parts, refer to the spare-parts list.

For further information refer to the spare-parts drawing stated in the list.

Caution!

We guarantee only the original spare parts supplied by us. Non-original spare parts have not been tested or approved by us. They may alter technical characteristics of the gear unit, thereby posing an active or passive risk to safety. FLENDER will assume no liability or guarantee for damage caused by spare parts and accessories not supplied by FLENDER. The same applies to any accessories not supplied by FLENDER.

Please note that certain components often have special production and supply specifications and that we supply you with spare parts which comply fully with the current state of technical development as well as current legislation.

When ordering spare parts, always state the following:

Order no. / Item	Type / Size	Part no.	Quantity
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11.2 Spare parts and customer-service addresses

When ordering spare parts or requesting a Service fitter, please contact FLENDER first.

Adressen - Deutschland

(2008-04-03)

Hauptsitz

A. Friedr. Flender AG	Alfred-Flender-Straße 77 46395 Bocholt	Postfach 1364 46393 Bocholt	Tel.: (0 28 71) 92 - 0 Fax: (0 28 71) 92 - 25 96	contact@flender.com www.flender.com
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Regionen Deutschland

Siemens AG Automation and Drives RD - Hanse Niederlassung Hamburg	Lindenplatz 2	20099 Hamburg	Tel.: (0 40) 28 89 - 20 60 Fax: (0 40) 28 89 - 26 11	elke.heilemann @siemens.com www.automation.siemens.com/hse
Siemens AG Automation and Drives RD - Ost Niederlassung Berlin	Nonnendammallee 101	13629 Berlin	Tel.: (0 30) 3 86 - 3 09 95 Fax: (0 30) 3 86 - 3 21 16	andreas.klawisch @siemens.com www.automation.siemens.com/ost
Siemens AG Automation and Drives RD - Mitte Niederlassung Hannover	Werner-von-Siemens-Platz 1	30880 Laatzen	Tel.: (05 11) 8 77 - 24 50 Fax: (05 11) 8 77 - 21 62	ralph.bromm @siemens.com www.automation.siemens.com/mte
Siemens AG Automation and Drives RD - Ruhr Niederlassung Essen	Kruppstraße 16	45128 Essen	Tel.: (02 01) 8 16 - 29 06 Fax: (02 01) 8 16 - 30 88	thomas.heckner @siemens.com www.automation.siemens.com/rhr
Siemens AG Automation and Drives RD - Nordrhein Niederlassung Köln	Franz-Geuer-Straße 10	50823 Köln	Tel.: (02 21) 5 76 - 20 18 Fax: (02 21) 5 76 - 28 99	wilfried.negele @siemens.com www.automation.siemens.com/nrh
Siemens AG Automation and Drives RD - Rhein-Main Niederlassung Mannheim	Dynamostraße 4	68165 Mannheim	Tel.: (06 21) 4 56 - 22 21 Fax: (06 21) 4 56 - 27 47	weiss.joachim @siemens.com www.automation.siemens.com/rhm
Siemens AG Automation and Drives RD - Südwest Niederlassung Stuttgart	Weissacher Straße 11	70499 Stuttgart	Tel.: (07 11) 1 37 - 23 87 Fax: (07 11) 1 37 - 39 40	josef.karle @siemens.com www.automation.siemens.com/sdw
Siemens AG Automation and Drives RD - Nordbayern Niederlassung Nürnberg	Von-der-Tann-Straße 30	90439 Nürnberg	Tel.: (09 11) 6 54 - 21 73 Fax: (09 11) 6 54 - 162173	singer.michael @siemens.com www.automation.siemens.com/nby
Siemens AG Automation and Drives RD - Südbayern Niederlassung München	Richard-Strauss-Straße 76	81679 München	Tel.: (0 89) 92 21 - 36 32 Fax: (0 89) 92 21 - 30 89	jonas.tekampe @siemens.com www.automation.siemens.com/sby

Werke

A. Friedr. Flender AG Werk Friedrichsfeld	Am Industriepark 2	46562 Voerde	Tel.: (0 28 71) 92 - 0 Fax: (0 28 71) 92 - 25 96	contact@flender.com www.flender.com
A. Friedr. Flender AG Werk Wesel	Brüner Landstraße 5	46485 Wesel	Tel.: (02 81) 98 81 - 0 Fax: (02 81) 98 81 - 12 40	contact@flender.com www.flender.com
Flender Industriegetriebe GmbH	Thierbacher Straße 24	09322 Penig	Tel.: (03 73 81) 6 - 0 Fax: (03 73 81) 8 02 86	ute.tappert@siemens.com www.flender.com
A. Friedr. Flender AG Kupplungswerk Mussum	Industriepark Bocholt Schlavenhorst 100	46395 Bocholt	Tel.: (0 28 71) 92 - 21 85 Fax: (0 28 71) 92 - 25 79	couplings@flender.com www.flender.com
Flender Guss GmbH	Obere Hauptstraße 228 - 230	09228 Chemnitz/ Wittgensdorf	Tel.: (0 37 22) 64 - 0 Fax: (0 37 22) 9 41 38	flender-guss.aud @siemens.com www.flender-guss.de
Winergy AG	Am Industriepark 2 46562 Voerde	Postfach 201160 46553 Voerde	Tel.: (0 28 71) 92 - 4 Fax: (0 28 71) 92 - 24 87	info@winergy-ag.com www.winergy-ag.com
Siemens Geared Motors GmbH	Bahnhofstraße 40 - 44 72072 Tübingen	Postfach 1709 72007 Tübingen	Tel.: (0 70 71) 7 07 - 0 Fax: (0 70 71) 7 07 - 4 00	sales-sgm.aud @siemens.com www.siemens.de/ getriebemotoren
Loher GmbH	Hans-Loher-Straße 32 94099 Ruhstorf	Postfach 1164 94095 Ruhstorf	Tel.: (0 85 31) 39 - 0 Fax: (0 85 31) 39 - 4 37	info@loher.de www.loher.de

Service International

A. Friedr. Flender AG Service International	Werk Friedrichsfeld Am Industriepark 2 46562 Voerde	Postfach 201160 46553 Voerde	Tel.: (0 28 71) 92 - 24 02 Fax: (0 28 71) 92 - 15 17	werner.vahlenkamp @siemens.com www.flender-service.com
	24h Service Hotline		+49 (0) 17 22 81 01 00	
	Werk Herne Südstraße 111 44625 Herne	Postfach 101720 44607 Herne	Tel.: (0 23 23) 9 40 - 1 01 Fax: (0 23 23) 9 40 - 3 33	infos@flender-service.com www.flender-service.com
	Werk Penig Thierbacher Straße 24 09322 Penig	Postfach 44/45 09320 Penig	Tel.: (03 73 81) 61 - 5 20 Fax: (03 73 81) 61 - 4 88	reinhard.mehner @siemens.com www.flender-service.com

Addresses - International

(2008-04-03)

EUROPE					
AUSTRIA	Siemens AG Österreich Automation & Drives	Postfach 83 Siemensstrasse 90-92	1211 Wien 1210 Wien	Phone: +43 (0) 5 - 17 07-0 Fax: +43 (0) 5 - 17 07 5 50 20	josef.wistrcil@siemens.com www.siemens.at/ad
BELGIUM & LUXEMBOURG	Siemens n.v./s.a. Energy-Industry-Transport Automation & Drives IPS	Gebäude: 43/+2 Guido Gezellestraat 121	1654 Huizingen Beersel	Phone: +32 (0) 2 - 5 36 99 17 Fax: +32 (0) 2 - 5 36 22 06	mechanical_drives.be @siemens.com www.siemens.be/drives
BULGARIA	Auto - Profi N GmbH	102, Bulgaria Boul. Business Center "Bellissimo" Office 48	1680 Sofia	Phone: +359 (0) 2 - 8 54 94 40 Fax: +359 (0) 2 - 8 54 94 46	flender@auto-profi.com
CROATIA/SLOVENIA BOSNIA- HERZEGOVINA	HUM - Naklada d.o.o.	Mandrovceva 3a	10000 Zagreb	Phone: +385 (0) 1 - 2 30 60 25 Fax: +385 (0) 1 - 2 30 60 24	bozo.markota@zg.t-com.hr
CZECH REPUBLIC	Siemens s.r.o. Automation & Drives	Fibichova 218	27601 Melnik	Phone: +420 315 - 62 12 20 Fax: +420 315 - 62 12 22	petr.pumprla@siemens.com
DENMARK	Siemens A/S	Borupvang 3	2750 Ballerup	Phone: +45 - 44 77 44 77 Fax: +45 - 44 77 40 19	ad-ekspedition.dk @siemens.com www.siemens.dk/gear
ESTHONIA	AS Siemens Automation & Drives	Pärnu mnt. 139 C	11317 Tallinn	Phone: +372 - 6 30 88 41 Fax: +372 - 6 30 88 89	artur.jakimenko@siemens.com www.siemens.ee
FINLAND	Siemens Osakeyhtiö	P.O. Box 60 Majurinkatu 6	02601 Espoo 02600 Espoo	Phone: +358 (0) 10 - 5 11 51 51 Fax: +358 (0) 10 - 5 11 39 99	admyynti.fi@siemens.com www.siemens.fi/ad
FRANCE	Siemens S.A.S. Automation & Drives	3, rue Jean Monnet - B.P. 5	78996 Elancourt Cedex	Phone: +33 (0) 1 - 30 66 39 00 Fax: +33 (0) 1 - 30 66 32 67	contact.flender.fr@siemens.com www.siemens.fr
	Siemens S.A.S. Automation & Drives	Sales Office Parc Inopolis, Route de Vourles	69230 Saint Genis Laval	Phone: +33 (0) 4 - 72 83 95 20 Fax: +33 (0) 4 - 72 83 95 39	contact.flender.fr@siemens.com www.siemens.fr
FRANCE	Flender-Graffenstaden SA	1, rue du Vieux Moulin	67400 Illkirch - Graffenstaden	Phone: +33 (0) 3 - 88 67 60 00 Fax: +33 (0) 3 - 88 67 06 17	flencomm@flender-graff.com www.siemens.fr
GREECE ALBANIA MACEDONIA	Siemens A.E. Automation & Drives	P.O. Box 61011 Artemidos 8	15110 Amaroussio Athens 15125 Amaroussio Athens	Phone: +30 210 - 6 86 43 94 Fax: +30 210 - 6 86 43 88	stefanos.stamidis @siemens.com www.siemens.gr
HUNGARY	Siemens Zrt. Automation & Drives	Gizella út 51-57	1143 Budapest	Phone: +36 1 - 4 71 19 65 Fax: +36 1 - 4 71 17 04	laszlo.jambor@siemens.com www.siemens.hu/ad
IRELAND	Siemens Ltd. Automation & Drives	Leeson Close	Dublin 2	Phone: +353 (0) 1 - 2 16 24 00 Fax: +353 (0) 1 - 2 16 24 99	domhnall.carroll@siemens.com
ITALY	Siemens S.p.A. Automation & Drives	Viale Piero e Alberto Pirelli, 10	20126 Milano	Phone: +39 (0) 02 - 24 31 Fax: +39 (0) 02 - 24 36 22 12	angelo.bigoni@siemens.com www.siemens.it/ad
LATVIA	Siemens SIA Automation & Drives	Lidostas "Riga" teritorija Marupes pagasts, Rigas rajons	1053 Riga	Phone: +371 - 67 01 55 00 Fax: +371 - 67 01 55 01	siemens.lv@siemens.com www.siemens.lv
LITHUANIA	UAB Siemens Automation & Drives	J. Jasinskio str. 16c	01112 Vilnius	Phone: +370 5 - 2 39 15 00 Fax: +370 5 - 2 39 15 01	sergejus.gaizauskas @siemens.com www.siemens.lt
THE NETHERLANDS	Siemens Nederland N.V. Industry - Motion Control & Drives	Lokatie K2.3 Prinses Beatrixlaan 800 Postbus 16068	2595 BN Den Haag 2500 BB Den Haag	Phone: +31 (0) 70 - 3 33 69 74 Fax: +31 (0) 70 - 3 33 12 12	salesflender.nl@siemens.com www.siemens.nl
THE NETHERLANDS	Bruinhof B.V.	Boterdiep 37 Postbus 9607	3077 AW Rotterdam 3007 AP Rotterdam	Phone: +31 (0) 10 - 4 97 08 08 Fax: +31 (0) 10 - 4 82 43 50	info@bruinhof.nl www.bruinhof.nl
NORWAY	Siemens AS Divisjon Automation & Drives	Østre Aker vei 90 Postboks 1	0596 Oslo 0613 Oslo	Phone: +47 - 22 63 30 00 Fax: +47 - 22 63 31 05	adinfo@siemens.no www.siemens.no/ad
POLAND	Siemens Sp. z o.o. Automation & Drives	Ul. Gawronów 22	40-527 Katowice	Phone: +48 (0) 32 - 2 08 42 35 Fax: +48 (0) 32 - 2 08 43 39	marcin.walter@siemens.com www.siemens.pl/flender
PORTUGAL	Siemens, S.A. Automation & Drives	Rua Irmãos Siemens, 1	2720-093 Amadora	Phone: +351 (0) 21 - 4 17 83 87 Fax: +351 (0) 21 - 4 17 80 50	alexandre.kisslinger @siemens.com www.siemens.pt/ad
ROMANIA	CN Industrial Group SRL	Str. Vatra Luminoasa 108 Sector 2	021919 Bucuresti	Phone: +40 (0) 21 - 2 52 98 61 Fax: +40 (0) 21 - 2 52 98 60	office@flender.ro office@inacr.ro www.inacr.ro
RUSSIA	A. Friedr. Flender AG Akkreditierte Vertretung	Tjuschina 4-6	191119 St. Petersburg	Phone: +7 (0) 8 12 - 3 20 90 34 Fax: +7 (0) 8 12 - 3 20 90 82	elena.kocheva@siemens.com www.automation-drives.ru
SERBIA- MONTENEGRO	G.P.Inzenjering d.o.o.	Bulevar AVNOJ-a 87/9	11070 Novi Beograd	Phone: +381 (0) 11 - 3 01 78 67 Fax: +381 (0) 11 - 3 11 67 91	flender@eunet.yu gping@eunet.yu
SLOVAKIA	DriveTech s.r.o.	Vajanského 49, P.O. Box 286	08001 Presov	Phone: +421 (0) 9 03 64 60 44 Fax: +421 (0) 51 - 7 70 32 67	micenko.flender@nextra.sk
SPAIN	Siemens, S.A. División Productos y Sistemas Industriales PS1	Ronda de Europa, 5	28760 Tres Cantos Madrid	Phone: +34 (0) 91 - 5 14 80 00 Fax: +34 (0) 91 - 5 14 70 32	ulf.holtkamp@siemens.com www.siemens.es
SWEDEN	Siemens AB	Östergårdsgatan 2-4 Box 14153	43153 Mölndal 40020 Göteborg	Phone: +46 (0) 31 - 7 76 86 00 Fax: +46 (0) 31 - 7 76 86 76	kundcenter.ad.se @siemens.com www.siemens.se/flender
SWITZERLAND	Siemens Schweiz AG Automation & Drives, Motion Control	Freilagerstrasse 28	8047 Zürich	Phone: +41 (0) 8 48 82 28 44 Fax: +41 (0) 8 48 82 28 55	adassistance.ch @siemens.com www.siemens.ch/ad
TURKEY	Siemens Sanayi ve Ticaret A.S. Automation & Drives	Esentepe mahallesi Yakacik Caddesi no. 111	34870 Kartal Istanbul	Phone: +90 (0) 2 16 - 4 59 24 67 Fax: +90 (0) 2 16 - 4 59 32 44	mehmet.kocaoglu @siemens.com
UKRAINE	Siemens Ukraine Automation & Drives	Predslavinska Str., 11-13	03150 Kiev	Phone: +380 44 - 2 01 24 26 Fax: +380 44 - 2 01 24 66	sergey.drachov@siemens.com drives.ua@siemens.com www.siemens.ua/ad

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UNITED KINGDOM	Siemens plc Automation & Drives	Thornbury Works, Leeds Road	Bradford West Yorkshire BD3 7EB	Phone: +44 (0) 12 74 - 65 77 00 Fax: +44 (0) 12 74 - 66 98 36	sales-mechanicaldrives.ad.uk @siemens.com www.siemens.co.uk
AFRICA					
ALGERIA / TUNESIA MOROCCO	Siemens S.A.S. Automation & Drives	3, rue Jean Monnet - B.P. 5	78996 Elancourt Cedex	Phone: +33 (0) 1 - 30 66 39 00 Fax: +33 (0) 1 - 30 66 35 13	contact.flender.fr@siemens.com www.siemens.fr
EGYPT	Siemens Limited	55, El Nakhil and El Aenab Street	Mohandessin, Cairo	Phone: +20 (0) 2 - 3 33 36 74 Fax: +20 (0) 2 - 3 33 36 07	hany.loka@siemens.com www.siemens.com.eg
SOUTH AFRICA	Siemens Limited	Cnr. Furnace St. & Quality Rd. P.O. Box 131	Isando - Johannesburg Isando 1600	Phone: +27 (0) 11 - 5 71 20 00 Fax: +27 (0) 11 - 3 92 24 34	dorothy.coetzee@siemens.com
	Siemens Limited	Sales Offices Unit 3 Marconi Park, 9 Marconi Crescent, Montague Gardens P.O. Box 37 291	Cape Town Chempet 7442	Phone: +27 (0) 21 - 5 51 50 03 Fax: +27 (0) 21 - 5 52 38 24	dorothy.coetzee@siemens.com
	Siemens Limited	Unit 3 Goshawk Park Falcon Industrial Estate P.O. Box 1608	New Germany - Durban New Germany 3620	Phone: +27 (0) 31 - 7 05 38 92 Fax: +27 (0) 31 - 7 05 38 72	dorothy.coetzee@siemens.com
	Siemens Limited	9 Industrial Crescent, Ext. 25 P.O. Box 17 609	Witbank Witbank 1035	Phone: +27 (0) 13 - 6 92 34 38 Fax: +27 (0) 13 - 6 92 34 52	dorothy.coetzee@siemens.com
	Siemens Limited	Unit 14 King Fisher Park, Alton Cnr. Ceramic Curve & Alumina Allee, P.O. Box 101 995	Richards Bay Meerensee 3901	Phone: +27 (0) 35 - 7 51 15 63 Fax: +27 (0) 35 - 7 51 15 64	dorothy.coetzee@siemens.com
AMERICA					
ARGENTINA	Siemens S.A.	Calle 122 No. 4785 (ex Gral. Roca) Ruta 8 km 18	Prov. de Buenos Aires	Phone: +54 (0) 11 - 47 38 71 00 Fax: +54 (0) 11 - 47 38 72 71	marcos.cardaci@siemens.com
BRASIL	Flender Brasil Ltda.	Rua Quatorze, 60 Cidade Industrial	CEP: 32211 - 970 Contagem - MG	Phone: +55 (0) 31 - 33 69 21 00 Fax: +55 (0) 31 - 33 69 21 66	ventas@flenderbrasil.com
	Flender Brasil Ltda.	Sales Offices Rua James Watt, 142 - conj. 142 - Brooklin Novo	CEP: 04576 - 050 São Paulo - SP	Phone: +55 (0) 11 - 55 05 99 33 Fax: +55 (0) 11 - 55 05 30 10	flesao@uol.com.br
	Flender Brasil Ltda.	Rua Campos Salles, 1095 sala 04 - Centro	CEP: 14015 - 110 Ribeirão Preto - SP	Phone: +55 (0) 16 - 6 35 15 90 Fax: +55 (0) 16 - 6 35 11 05	flender.ribpreto@uol.com.br
	Flender Brasil Ltda.	Rua Da Mitra - quadra 30 sala 207 - Edifício Cristal - lote 16	CEP: 65075 - 770 São Luis - MA	Phone: +55 (0) 98 - 32 25 84 92 Fax: +55 (0) 98 - 32 25 84 93	flenderslz@uol.com.br
	Flender Brasil Ltda.	Rua Padre Anchieta, 1691 - conj. 1110 - Bairro Bigorriho	CEP: 80730 - 000 Curitiba - PR	Phone: +55 (0) 41 - 3 36 28 49 Fax: +55 (0) 41 - 99 64 24 04	quality.engineer@bol.com.br
CANADA	Siemens Canada Ltd. Automation & Drives	215 Shields Court, Units 4-6	Markham Ontario L3R 8V2	Phone: +1 (0) 9 05 - 3 05 10 21 Fax: +1 (0) 9 05 - 3 05 10 23	bershu.nkwawir@siemens.com www.flender-na.com
CHILE	Siemens S.A Automation & Drives	Av. Providencia 1760, Piso 11 Edificio Palladio	Santiago de Chile	Phone: +56 (0) 2 - 47 71 00 Fax: +56 (0) 2 - 4 77 10 58	r.wagner@siemens.com www.siemens.cl
COLOMBIA	A.G.P. Representaciones Ltda.	Flender Liaison Office Colombia Av Boyaca No. 23 A 50 Bodega UA 7 - 1	Bogotá	Phone: +57 (0) 1 - 5 70 63 53 Fax: +57 (0) 1 - 5 70 73 35	aguerrero@agp.com.co www.agp.com.co
MEXICO	Siemens S.A. de C.V. Automation & Drives	Poniente 116 No. 590 Col. Industrial Vallejo	02300 México, D.F.	Phone: +52 (0) 55 - 53 28 20 00 Fax: +52 (0) 55 - 53 28 21 92	rafael.galan@siemens.com
	Siemens S.A. de C.V. Automation & Drives	Libramiento Arco Vial Km. 4.2 Santa Catarina	C.P. 66350 Nuevo León	Phone: +52 (0) 81 - 81 24 41 00 Fax: +52 (0) 81 - 81 24 41 12	hector.lugo@siemens.com
PERU	Siemens S.A.C. Automation & Control	Av. Domingo Orué 971 Surquillo	Lima 34	Phone: +51 (0) 1 - 2 15 00 30 Fax: +51 (0) 1 - 4 41 40 47	isaac.maizel@siemens.com
USA	Siemens Energy & Automation, Inc. Power Conversion Division	950 Tollgate Road	Elgin, IL. 60123	Phone: +1 (0) 8 47 - 9 31 19 90 Fax: +1 (0) 8 47 - 9 31 07 11	conny.kramp@siemens.com www.flender-na.com
	Siemens Energy & Automation	Service Location 4234 Foster Ave.	Bakersfield CA. 93308 - 4559	Phone: +1 (0) 6 61 - 3 25 44 78 Fax: +1 (0) 6 61 - 3 25 44 70	karen.peterson@siemens.com www.flender-na.com
VENEZUELA	F. H. Transmisiones S.A.	Urbanización Buena Vista Calle Johan Schafer o Segunda Calle, Municipio Sucre	Petare, Caracas	Phone: +58 (0) 2 - 12 21 52 61 Fax: +58 (0) 2 - 12 21 18 38	ventas@fhtransmisiones.com www.fhtransmisiones.com
ASIA					
IRAQ / JORDAN KUWAIT / LEBANON LYBIA	Please refer to: A. Friedr. Flender AG	Alfred-Flender Straße 77	46395 Bocholt	Phone: +49 (0) 28 71 - 92 19 22 Fax: +49 (0) 28 71 - 92 22 50	suha.elbil@siemens.com
BANGLADESH SRI LANKA	Please refer to: Flender Limited	No. 2 St. George's Gate Road 5 th Floor	Hastings Kolkata - 700022	Phone: +91 (0) 33 - 2 23 05 45 Fax: +91 (0) 33 - 2 23 18 57	flender@flenderindia.com
PEOPLE'S REPUBLIC OF CHINA	Siemens Mechanical Drive Systems (Tianjin) Co., Ltd.	ShuangHu Rd. - Shuangchen Rd. West, Beichen Economic Development Area (BEDA)	Tianjin 300400	Phone: +86 (0) 22 - 26 98 2 Fax: +86 (0) 22 - 26 97 20 61	www.ad.siemens.com.cn
	Siemens Ltd. Automation & Drives	Beijing Sales Office 6 th Floor, Wang Jing Tower B 9, Wangjing Zhonghuan Nan Lu Chaoyang District	Beijing 100102	Phone: +86 (0) 10 - 64 76 45 05 Fax: +86 (0) 10 - 64 76 48 78	www.ad.siemens.com.cn
	Siemens Ltd. Automation & Drives	Shanghai Sales Office 11 F, Marine Tower, No.1 Pu Dong Avenue	Shanghai 200120	Phone: +86 (0) 21 - 38 39 41 24 Fax: +86 (0) 21 - 38 39 23 78	xuening.tao@siemens.com www.ad.siemens.com.cn

FLENDER

INDIA	Flender Limited	No. 2 St. George's Gate Road 5 th Floor	Hastings Kolkata - 700 022	Phone: +91 (0) 33 - 22 23 05 45 Fax: +91 (0) 33 - 22 23 18 57	flender@flenderindia.com
	Flender Limited	Industrial Growth Centre Rakhajungle	Nimpura Kharagpur - 721 302	Phone: +91 (0) 3222 - 23 33 07 Fax: +91 (0) 3222 - 23 33 64	works@flenderindia.com
	Flender Limited	Eastern Regional Sales Office No. 2 St. George's Gate Road 5 th Floor	Hastings Kolkata - 700 022	Phone: +91 (0) 33 - 22 23 05 45 Fax: +91 (0) 33 - 22 23 08 30	ero@flenderindia.com
	Flender Limited C/o Siemens Limited Automation & Drives Division	Thane Belapur Road	Kalwa - Thane - 400 601 Maharashtra	Phone: +91 (0) 22 - 27 60 00 01 Fax: +91 (0) 22 - 27 62 39 23	wro@flenderindia.com
	Flender Limited	Southern Regional Sales Office No. 4 Mahatma Gandhi Road (VI Floor)	Nungambakkam Chennai - 600 034	Phone: +91 (0) 44 - 28 33 42 90 Fax: +91 (0) 44 - 28 33 31 31	sro@flenderindia.com
	Flender Limited	Northern Regional Sales Office 302 Bhikaji Cama Bhawan 11 Bhikaji Cama Palace	New Delhi - 110 066	Phone: +91 (0) 11 - 41 85 96 56 Fax: +91 (0) 11 - 41 85 96 59	nro@flenderindia.com
INDONESIA	P.T. Siemens Indonesia Automation & Drives	Jalan Jendral Ahmad Yani Kav. B 67 - 68	Pulomas Jakarta 13210	Phone: +62 (0) 21 - 24 55 55 66 Fax: +62 (0) 21 - 4 71 50 63	bob.wall@siemens.com
IRAN	Siemens Sherkate Sahami Khas Automation & Control Group Automation & Drives	No. 32, Taleghani Ave. P.O. Box 15 875 - 4773	Tehran 15936	Phone: +98 (0) 21 - 66 14 44 44 Fax: +98 (0) 21 - 88 94 23 88	houshang.assadzadeh @siemens.com
ISRAEL	Siemens Israel Ltd. Automation & Drives	14 Hamelacha Street	48091 Rosh Ha'ayin	Phone: +972 (0) 3 - 9 15 19 65 Fax: +972 (0) 3 - 9 15 15 11	tzvi.kobielsky@siemens.com
JAPAN	Siemens K.K. Automation & Drives	Takanawa Park Tower 17F 3 - 20 - 14 Higashi Gotanda Shinagawa - ku	141 - 8641 Tokyo	Phone: +81 (0) 3 - 54 23 87 05 Fax: +81 (0) 3 - 54 23 87 32	contact_flender_products.skk @siemens.com www.siemens.co.jp/ad
KAZAKHSTAN	OOO Siemens Automation & Drives MD	Wolynsky pereulok, 3, liter A	191 186 St. Petersburg	Phone: +7 (0) 8 12 - 3 29 85 30 Fax: +7 (0) 8 12 - 3 24 82 81	elena.kocheva@siemens.com www.automation-drives.ru
KOREA	Siemens Ltd. Automation & Drives	10th Floor, Asia Tower Building 726, Yeoksam-dong Kangnam-gu	Seoul 135 - 719	Phone: +82 (0) - 8 05 01 30 00 Fax: +82 (0) 2 - 34 50 71 57	marketing.ad-kr@siemens.com www.siemens.seoul.kr
MALAYSIA	Siemens Malaysia Sdn. Bhd. Automation & Drives	Level 1 Reception, CP Tower No. 11, Jalan 16/11 Pusat Dagang Seksyen 16	46350 Petaling Jaya Selangor Darul Ehsan	Phone: +60 (0) 3 - 79 52 51 74 Fax: +60 (0) 3 - 79 57 31 80	lep-ming.soh@siemens.com www.siemens.com.my/ automation
PAKISTAN	Siemens Pakistan Engineering Co. Ltd. STP	B-72, Estate Avenue, S.I.T.E.	Karachi 75700	Phone: +92 (0) 21 - 2 57 49 10 Fax: +92 (0) 21 - 2 57 62 00	imran.mustafa@siemens.com
PHILIPPINES	Siemens Inc. Automation & Drives	Door No. 3, 2/F Carlos Perez Building A.C. Cortes Avenue, Ibabao	Mandaue City 6014 Cebu	Phone: +63 (0) 2 - 8 14 90 75 Fax: +63 (0) 32 - 3 43 86 41	jun.tumaming@siemens.com
SAUDI ARABIA	South Gulf Sands Est.	Bandaria Area, Dohan Bldg. Flat 3/1, P.O. Box 32 150	Al-Khobar 31952	Phone: +966 (0) 3 - 8 87 53 32 Fax: +966 (0) 3 - 8 87 53 31	adelameen@nesma.net.sa
SINGAPORE	Siemens Pte. Ltd. Automation & Drives	The Siemens Center 60 MacPherson Road	Singapore 348615	Phone: +65 (0) - 64 90 65 38 Fax: +65 (0) - 64 90 89 93	soothong.tan@siemens.com www.siemens.com.sg/ad
SYRIA	Misrabi Co & Trading	Mezzeh Autostrade Transportation Building 4/A, 5th Floor P.O. Box 12450	Damascus	Phone: +963 (0) 11 - 6 11 67 94 Fax: +963 (0) 11 - 6 11 09 08	ismael.misrabi@gmx.net
TAIWAN	Siemens Limited Automation & Drives	8F, No. 3, Yuan Qu St., Nan Gang District	Taipei 11503	Phone: +886 (0) 2 - 26 52 88 88 Fax: +886 (0) 2 - 26 52 88 14	stella.su@siemens.com www.siemens.com.tw/ automation
THAILAND	Siemens Limited Automation & Drives	Charn Issara Tower II 23th Floor 2922/283 New Petchburi Road	Bangkapi, Huaykwang Bangkok 10310	Phone: +66 (0) 27 - 15 41 41 Fax: +66 (0) 27 - 15 48 41	ADHelpline.TH@siemens.com www.siemens.co.th/a&d
UNITED ARAB EMIRATES / BAHRAIN / OMAN / QATAR / YEMEN	Siemens LLC Automation & Drives	Dubai Internet City, Siemens Building, Level 2B P.O. Box 2154	Dubai	Phone: +971 (0) 4 - 3 66 06 59 Fax: +971 (0) 4 - 3 66 00 19	hesham.khalid @siemens.com
VIETNAM	Siemens AG Representation Vietnam	The Landmark Building 2nd Floor 5B Ton Duc Thang St., District 1	Ho Chi Minh City	Phone: +84 (0) 8 - 8 25 19 00 Fax: +84 (0) 8 - 8 25 15 80	eddie.chung@siemens.com ha-phuong.thu@siemens.com
AUSTRALIA					
	Siemens Ltd. IAC - MD	9 Nello Place, P.O.Box 6047	Wetherill Park NSW 2164, Sydney	Phone: +61 (0) 2 - 96 16 67 00 Fax: +61 (0) 2 - 96 16 67 01	jillian.lindsay@siemens.com www.siemens.com.au
	Siemens Ltd. IAC - MD	885 Mountain Highway	Bayswater VIC 3153, Melbourne	Phone: +61 (0) 3 - 97 21 20 00 Fax: +61 (0) 3 - 97 21 76 50	jillian.lindsay@siemens.com www.siemens.com.au
	Siemens Ltd. IAC - MD	P.O. Box 235 Level 1, Building 2, Citilink Busi- ness Centre, 153 Campbell Str.	Royal Brisbane Hospital, QLD 4029 Bowen Hills QLD 4006, Brisbane	Phone: +61 (0) 7 - 33 32 83 00 Fax: +61 (0) 7 - 33 32 83 01	jillian.lindsay@siemens.com www.siemens.com.au
	Siemens Ltd. IAC - MD	43 King Edward Road	Osborne Park WA 6017, Perth	Phone: +61 (0) 8 - 92 41 80 00 Fax: +61 (0) 8 - 92 41 44 02	jillian.lindsay@siemens.com www.siemens.com.au
NEW ZEALAND	Siemens Ltd. IAC - MD	9 Nello Place, P.O.Box 6047	Wetherill Park NSW 2164, Sydney	Phone: +61 (0) 2 - 96 16 67 00 Fax: +61 (0) 2 - 96 16 67 01	jillian.lindsay@siemens.com www.siemens.com.au

12. Declaration by the manufacturer / Declaration of conformity

Declaration by the manufacturer

in accordance with EC Engineering Directive 98/37/EC, Appendix II B

We hereby declare that the components described in these Operating Instructions:

Planetary Gear Units Types

P.NA, P.SA, P.KA, P.LA

P.NB, P.SB, P.KB, P.LB

Sizes 9 to 36

in design in accordance with Directive 94/9/EC

are intended for incorporation in a machine, and that it is prohibited to put them into service before verifying that the machine into which they are incorporated complies with the EC Directive (original edition 98/37/EC including any subsequent amendments thereto).



Bocholt, 2008-28-01

Signature (Director Engineering HDE)



Declaration of conformity

within the meaning of EC Directive 94/9/EC of 23.03.94 and with the legal requirements laid down for its implementation

The manufacturer, A. Friedr. FLENDER AG, D - 46393 Bocholt, declares that the equipment described in these Operating Instructions:

Planetary Gear Units Types

P.NA, P.SA, P.KA, P.LA

P.NB, P.SB, P.KB, P.LB

Sizes 9 to 36

in design in accordance with Directive 94/9/EC

is in conformity with Article 1 and Article 8, Paragraph 1) b) ii) of Directive 94/9/EC and complies with the requirements of Directive 94/9/EC and the following standards:

DIN EN 1127-1 : 10-1997

DIN EN 13463-1 : 04-2002

DIN EN 13463-5 : 03-2004

DIN EN 13463-6 : 07-2005

DIN EN 13463-8 : 01-2004

DIN EN 50014 : 02-2000

The technical documentation has been delivered to the body named below:

DEKRA EXAM, BBG Prüf- und Zertifizier GmbH, D - 44727 Bochum, code number: 0158.

Bocholt, 2008-28-01

_____)
Signature (Director Engineering HDE)

Bocholt, 2008-28-01

Signature (Director Division HD)