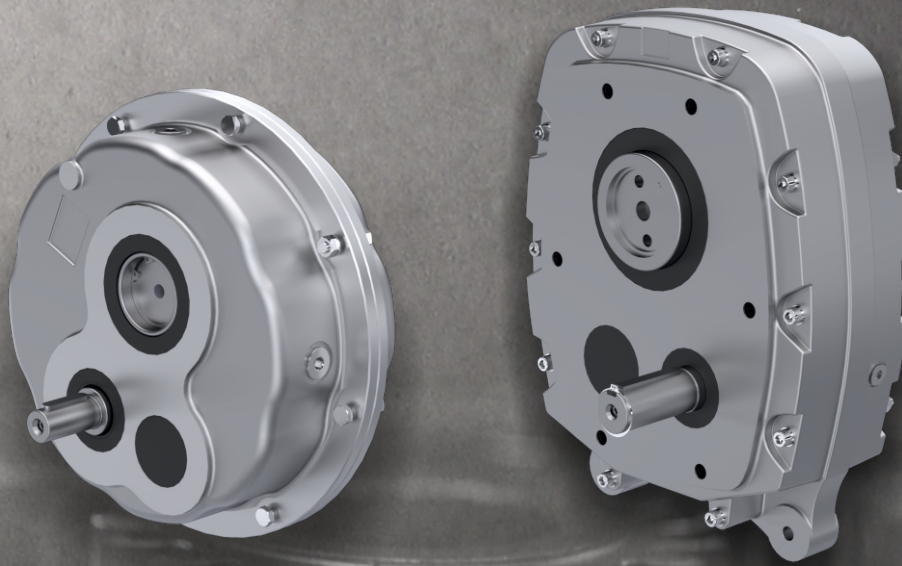


# MAINTENANCE AND OPERATION INSTRUCTIONS | EN

## P-Pt/A SERIES

### Shaft Mounted Helical Gear Units

*WITHOUT MOTORS*



**ATEX** 

**PGR**<sup>®</sup>  
DRIVE TECHNOLOGIES

Doc. No: PG.AG.KK.009\_01

Rev. / Publication Date: 06.2023 / 03.2019

**TSE K 558**



Certificate No: KY3723/05/10-R15





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**1.1 Important Warnings**

Take into consideration the listed safety warnings and information signs below!

**Table 1:** Safety Alerts and Information Signs

**EXPLOSION !**

**Indicates an immediate danger**, which may result in death or serious injury.  
Contains important information regarding explosion protection.

**ATTENTION !****Dangerous situation and possible outcome**

Mild or major/minor injuries

This indicates that minor personal injury may occur if proper precautions are not taken.

**NOTE !****Advice and useful information for the user**

This indicates that property damage may occur if proper precautions are not taken.

**DANGER !****Harmful situation and possible outcome**

Damage occurs in the reducers and the environment.

If proper precautions are not taken, serious damage on the gearbox may occur, death or serious personal injury will result.

**DANGER OF ELECTRICITY !****Electrical shock hazard and possible outcome**

Death and serious injuries

**DANGER !****Danger and possible outcome**

Death and serious injuries

Table 2: General Warnings

ISO	ANSI	WARNINGS
		Warning - Dangerous Electrical Voltage
		Warning - Explosives
	---	Warning - Jamming Hazard
	---	Warning - Hot Surfaces
	---	Warning - Irritant or Harmful Substances
	---	Warning - Corrosive Substance Hazard
	---	Warning - Suspended Load
	---	Warning - Hand Injuries
		ATEX Certificate



## 1.2 General Information

This user guide is prepared by our firm to provide information about safety of gearboxes as well as storage, installation/mounting, connection, operating, maintenance and repair processes. All the purchase and technical data are positioned at product catalogues. Beside engineering applications, the information which is placed in this instruction, should be well read and applied. The documents must be protected and to get ready for controlling by authorized person.



### EXPLOSION !

All the information those boxes include would only state proper goods to the instruction of ATEX 2014/34/EU.

Processes which related to these regulations should only be made by personnel (qualified) who has expertise regarding security in the fields that has the probability of being exploded.

## 1.3 Correct Use



### EXPLOSION !

Only components which comply with the applicable regulations of Directive 2014/34/EU may be fitted and operated.

Observe the Declaration of Conformity and all safety information for the components.

These gear units generate a rotational movement and are intended for use in commercial systems. They satisfy the explosion protection requirements of Directive 2014/34/EU for the product category indicated on the type plate. No mixture from categories IID and IIG may be present during operation. The ATEX approval is void in case of a hybrid mixture.

Commissioning (start of proper operation) is prohibited until it has been established that the machine complies with the local laws and directives. The EMC Directive 2014/30/EU and the Machinery Directive 2006/42/EC in their currently valid scope of application must be complied with in particular.



### DANGER !

#### Danger to persons:

Appropriate safety measures must be taken in the case of applications in which failure of a gear unit or geared motor may cause a hazard to persons.

Safeguard a wide area around the hazard zone.

## 1.4 Safety Information



### EXPLOSION !

**Explosion hazard:** Failure to comply may cause severe, or even fatal injuries. All work, e.g. transportation, storage, installation, electrical connection, commissioning, servicing and maintenance must be performed in a non-explosive atmosphere.



### EXPLOSION !

In environments with potentially explosive atmospheres, only ATEX units are allowed, after verifying their certification limits. In case of non-ATEX units, or ATEX units with certification non-compliant with environmental conditions, it is compulsory to disconnect the unit power supply. Adopt all the necessary measures of environmental safety.

### Safety information

In gearboxes, there could be materials subjected to voltage, movable pieces and hot areas. During all the works to be done; transportation, storage, placing, moutage, connection, operating, maintenance-repair processes could be implemented by qualified employees and responsible managers.

### All the processes to be implemented during the working period;

- Related usage and maintenance instructions / catalog data of the relevant product,
- Warning and safety tags in gearboxes,
- Instructions and Requirements related to the system,
- Local and International requirements for safety and accidental protection,
- Disassembly of gearbox should only be made by authorized personnels.

### Our Firm is not responsible where the listed items are implemented below:

- Violation of work health and safety rules in gearboxes,
- Improper use (Any use outside the limits specified in the User's Manual and outside the name label/catalog values; especially at high moment and at different speeds) and incorrect installation or use of the gearbox in operation,
- Extremely dirty and maintenance free of gearboxes,
- Unlubricated usage,
- Take out of the necessary protective plugs,
- Disuse of original pieces in gearboxes,
- The using, mounting, maintaining and taking place of the uneducated, unauthorized and unqualified 3. persons.
- Additional dangers that could be generated during power cut can be prevented by materials such as brake/key.

## 1.5 Responsibility

PGR accepts no liability if the following occurs:

- Use of reducers that do not comply with national laws on safety and accident prevention,
- Work done by unqualified personnel,
- Wrong installation,
- Tampering with the product (making changes),
- It does not accept any liability for non-observance or inaccuracy of the instructions in the manual, for damage or malfunctions resulting from non-observance of these operating instructions.
- To follow the signs indicated on the product labels of the reducers incorrectly or inappropriately,
- Wrong electrical energy for geared motor reducers,
- Incorrect connections and/or use of temperature sensors (if any),
- Oil-free use of the reducer,
- The content of this guide has been reviewed to ensure consistency with the documents such as catalog etc. We cannot guarantee full consistency, as dynamic required by the system cannot be completely blocked. However, the information in this manual is regularly reviewed and corrections are made in subsequent editions.

Since products supplied by PGR are designed to be included in "complete machines", commissioning them is prohibited until the full machine has been declared compatible.

### Restarting the reducer:

When installing the reducer on machines or systems, the machine or system manufacturers must ensure that the regulations, notes and descriptions contained in this operating manual are included in their operating manual.



### DANGER !

Only the configurations found in the product catalog are allowed. Do not use the product contrary to the indications given in the product. The instructions given in this manual do not replace the obligations of current laws regarding safety regulations and do not compensate for any damages.

## 1.6 Transportation

### 1.6.1 Transportation and Freightage;

- Take into consideration of the article stated on package during the product delivery.
- During the delivery, product should be controlled about possible damages in carrying period.
- The firm should be informed about possible damages.
- The damaged products should not be put into use.
- Lifting eyebolts must be tightened. These eyebolts sized to carry the weight of only gearboxes. The additional weight should not be added. The flanged eyebolts must be suitable to the DIN 580 norm.
- If the gearbox has two lifting eyes, both can be used depending on the size of the gearbox during transport. A suitable and sufficiently large sized carrier must be used, when required.
- Carrying safeties should be removed before the start of operating.
- The weights of the movable gearboxes are placed in product catalogues.
- The dangerous area should be got into the secure to prevent damage to the persons.
- During the carrying process, to stand under the gear unit could cause danger of death.
- The damage of gear unit must be prevented. The crushes to the free input shafts could damaged into the gear unit.

**1.6.2 Package Transportation;**

- There could be no loads on packages or the shelved surfaces should be prepared.
- The necessary carrying equipments should be prepared.
- The carrying and lifting equipments should be larged - enough to the sufficient capacity.
- The calculations should be made to the connection points and center of gravity.
- If necessary, this information should be written on the package.
- The carrying equipments (steel rope, belt, chain etc.) must be robust and suitable to the applied weight.
- During the carrying process, the load centering could be done without oscillation.

**1.6.3 Equipment Transportation;**

- The connection carrying point should be appointed.
- The carrying equipments (hook, chain, belt) must be prepared. To the alternative, pallet must be used for the load -lifting.
- If the Crane will be used, it could be lifted perpendicular from inside to the outside of the package.
- If the forklift or palletized carrying equipment will be used, the product which removed from package should be placed on the pallet.
- The fork of the equipment should be carried out the way that gripped the pallet.
- The weight must be lifted both with slowly and constant speed and must take measure to the sudden oscillation.

**ATTENTION !**

During the carrying process, the fixings like the lifting lug, hook, belt, rope, locked hook must be sufficient to the load and have conformity certificate. The weights of the movable gear unit/gear unit with motor have given in product catalogue.

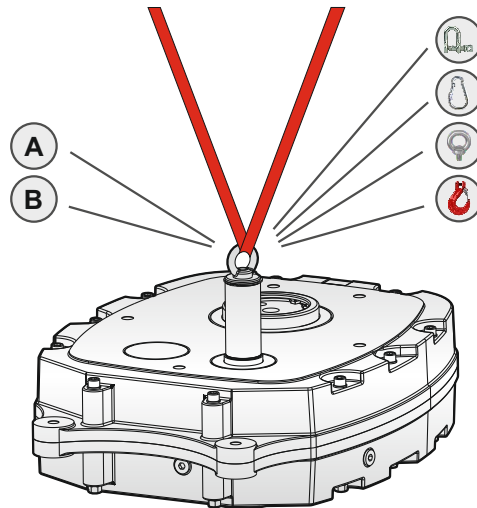
**NOTE !**

In all carrying processes, there should be avoided from both sudden movements and sudden liftings.

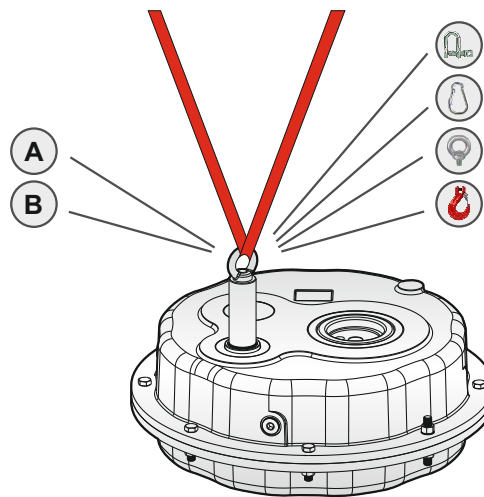
1.6.4 Transport of Gearboxes;

Figure 1: Transport of Gearboxes


P




Pt / A





**A** Hoop equipped (swab)

 Load hook

 Locked hook

**B** Hoop equipped (chain)

 Screw hook

 Lifting eyebolts

Manuel lifting (Weight ≤ 15 kg)  
(ref. ILO Contract)  
Not valid for the continuous carrying.

1.7 Storage

The certain suggestions have given about storage conditions of the gearboxes below.




- In clear and moist-airs, the storage should not be made.
- The gearboxes should not be directly contacted to the ground.
- The place must be moveless where the gearboxes are contacted. Otherwise there could be damage during the movement.
- The gear unit should be got into the secure to the falling.
- The processed surfaces of the gear units and both solid and hollow shafts must be lubricated with protective oil.
- Gearboxes must be in place where there will be no big temperature differences between 0 and 40.
- Relative humidity must be less than %60.
- Not directly be exposed to sunlight and infrared light.
- Must be kept away from the abrasive materials which causes corrosion (dirty weather, ozon, gases, solvents, acids, salts, radioactivity, etc.) in environment.
- The protective oil SHELL ENSIS or similar product should be used on the corrodible pieces.
- If the gear unit is without oil, it must be filled with lubrication oil.

	<b>EXPLOSION !</b>
	<p>Gearboxes during storage; Provide protection of unpainted and processed areas by lubricant. In case of areas getting rusted, ATEX certificate will be no longer valid.</p>

	<b>EXPLOSION !</b>
<p>These processes should be made far away from explosive atmosphere. If there is an unproper oil inside of gearbox to operate, this oil must be discharged and be cleaned.</p>	

 	<b>SECURITY MEASURES !</b>
<p><b>Precautions to be taken when returning the gear unit to service after storage:</b></p> <p>The output shafts and external surfaces must be thoroughly cleaned of all rustproofing product, contaminants and other impurities (use a standard commercial solvent). Do this outside the explosion hazard area. The solvent must not touch the seal rings as this may damage them, causing them to leak.</p> <p>If the oil or protective material used during storage is not compatible with the synthetic oil used during the machine's operation, the interior of the unit must be thoroughly cleaned before filling with the operating oil.</p> <p>The service life of the bearing grease is reduced if the unit is stored for more than 1 year. The bearing grease must be synthetic.</p>	

**1.7.1 Long Term Storage Suggestions;**

	<b>NOTE !</b> <ul style="list-style-type: none"><li>- In the long-term storage or during the short-term storage, if the excessive temperature differences occur, the oil in the gear unit must be changed before the operating.</li><li>- In the fully oil filled gear unit, the oil level should be reduced according to the mounting position.</li></ul>
	<b>ATTENTION !</b> <ul style="list-style-type: none"><li>- The incorrect and excessive long storage could cause the gearbox getting defected.</li><li>- Please control not to exceed allowed storage period before starting up the gearbox.</li></ul>
	<b>NOTE !</b> <ul style="list-style-type: none"><li>- PGR, recommends long-term storage option for periods of more than 9 months holding and pausing times.</li><li>- By paying attention both to the long-term storage option and precautions which listed below, the holding of goods up to 2 years could be possible. Because of real efficiency of gearboxes depending on local conditions widely, these periods could be seen solely guide values.</li></ul>

**Long term storage suggestions;**

- Mineral oil or synthetic oil according to mounting position is filled of getting available for operating. Despite this, the oil level should be controlled before operating.
- The VCI Corrosion protected tool are mixed into the gear unit's oil.
- The carrying safety of the ventilation plug must not be removed during the storage.
- The gear unit must be closed to the shape of unsealed.



2.1 Gear Unit Label



**EXPLOSION !**

**Explosion hazard:** Failure to comply may cause severe, or even fatal injuries. It must be checked and ensured that the gear unit type, all technical data and the ATEX labelling conform to the planning of the plant or the machine.

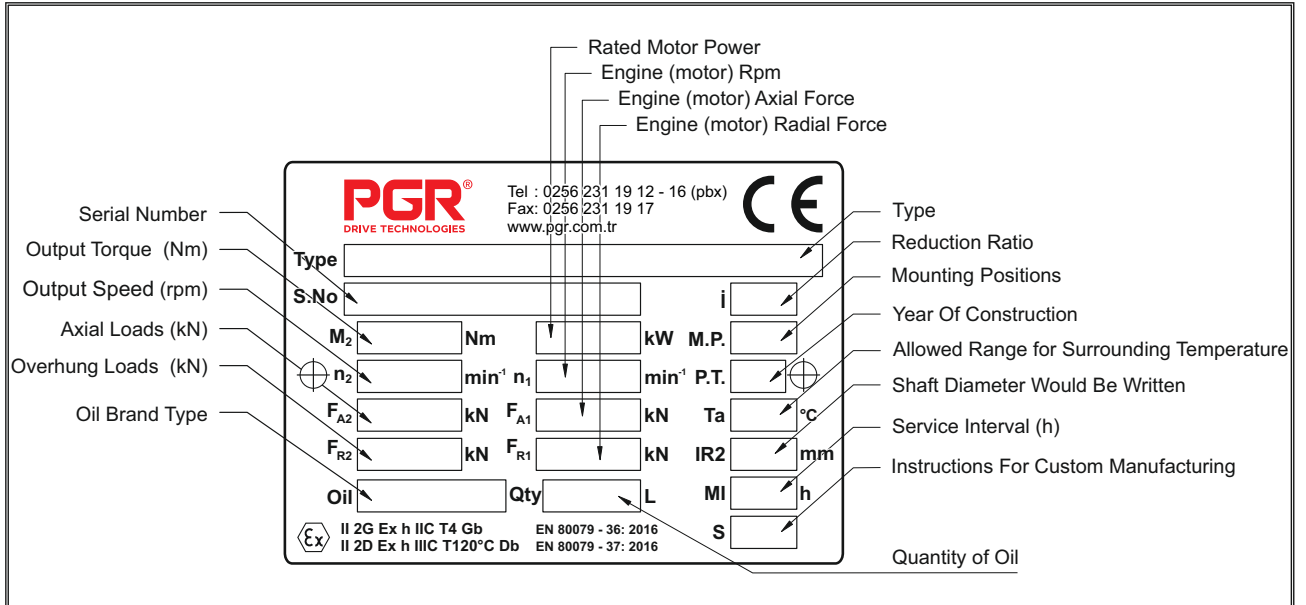
The type plate must be firmly attached to the gear unit and must not be subjected to permanent soiling. Please contact the PGR service department if the type plate is illegible or damaged.



**EXPLOSION !**

Gearboxes that are suitable to 2014 /34 /EU instruction; have "ATEX" label which is at the standard of EN ISO 80079-36:2016, EN ISO 80079-37:2016 and also proper to stated contents. **An example is given below:**

Figure 2: Gearbox Nameplate and Explanation



**Marking according to ATEX (EN ISO 80079-36:2016, EN ISO 80079-37:2016):**

1. Group (Always II, quarries are not included)
2. Category (for gas **2G-3G**, for powder **2D-3D**)
3. If firing protective type (**c**) is put
4. Implementing explosive group (**IIC, IIB**)
5. Temperature Class (for gas **T1-T3** or **T4**) or maximum surface heat (for example for powder **125 °C**) or specific maximum surface heat, look at private documents. (**TX**)
6. Temperature measurement during access to a plant. (**X**)

2.2 Compatibility Declaration

Our gearboxes are designed to comply with the machinery legislation 2006/42/EC, and to comply with all current and important safety regulations: upon request, a manufacturer's declaration can also be provided in conjunction with the legislation itself, annex IIB.



**EXPLOSION !**

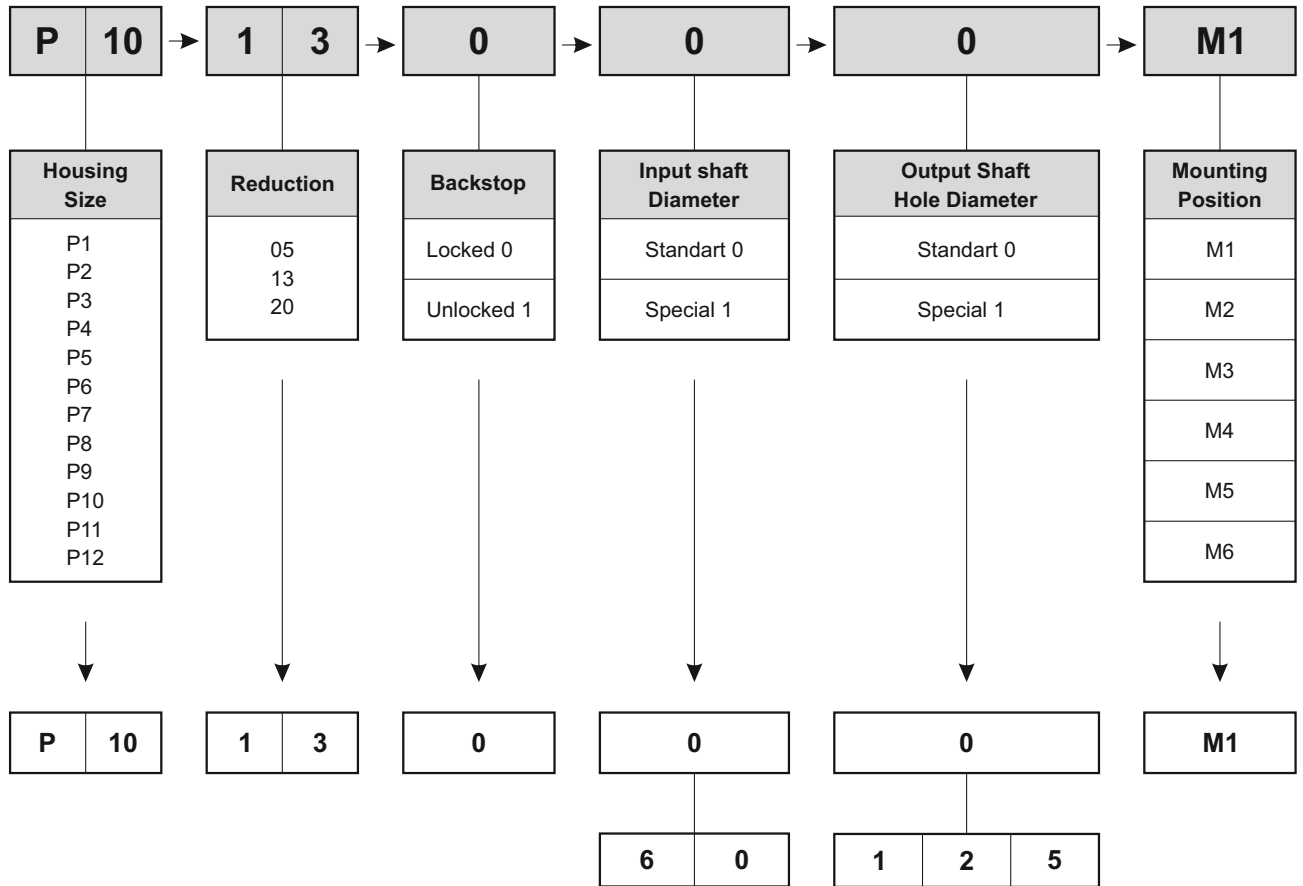
The nameplate specifications regarding the maximum surface temperature, refer to readings taken in normal ambient and installation conditions. Even minimal variations to said conditions (e.g. smaller mounting cabinet) may have a significant effect on the unit's heat output.





2.3 Explanations

Table 3: Product Description (P)

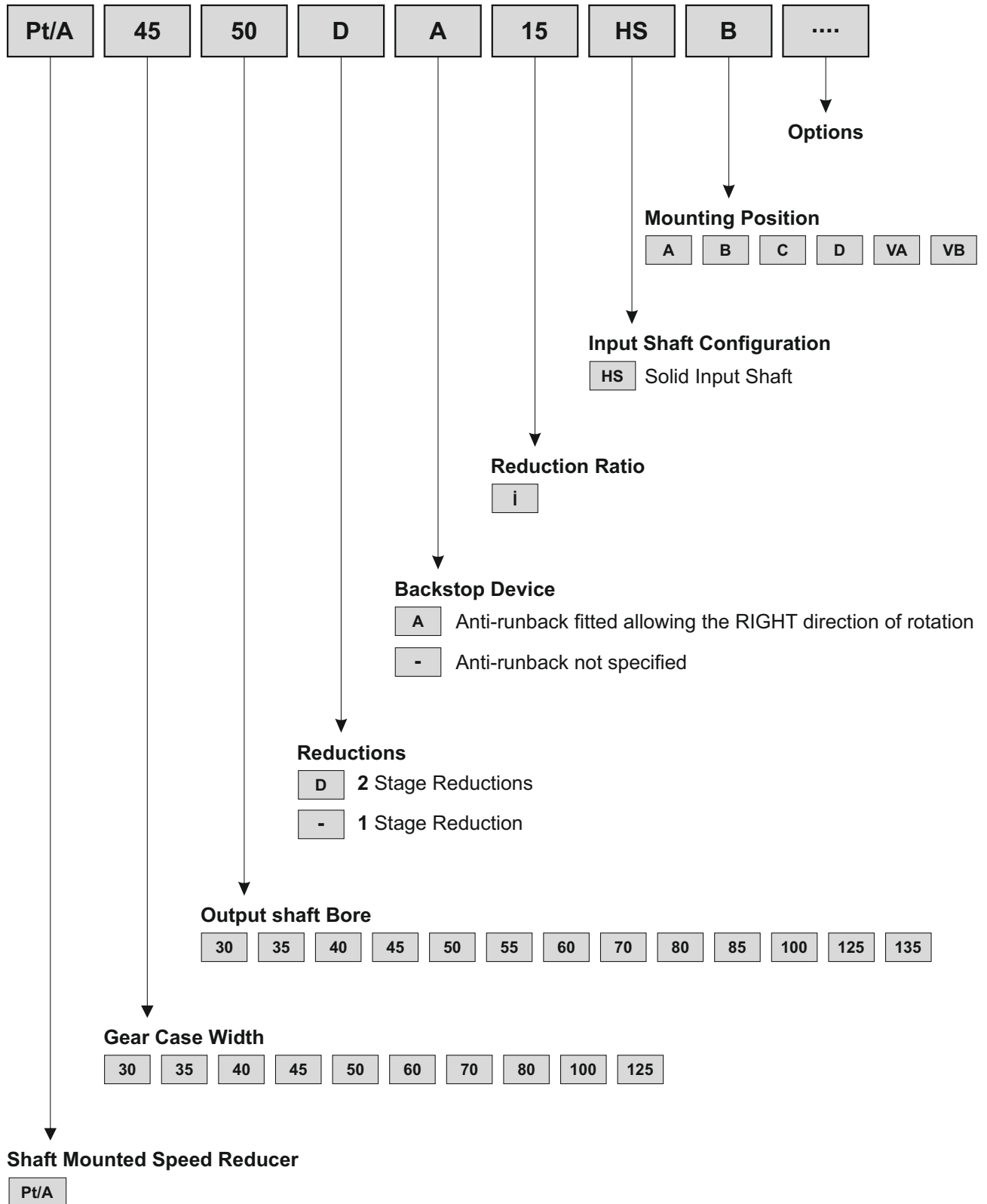


**EXAMPLE:**

Demonstration of P10 size 13/1 ratio, locked input shaft diameter Ø60, standard output shaft Ø125 gearbox.



Table 4: Product Description (Pt/A)





### 3.1 Prerequisites of Assembly



#### EXPLOSION !

**Explosion hazard:** Failure to comply may cause severe, or even fatal injuries. Care must be taken that drive elements attached to the gear unit, such as clutches, pulleys etc. and drive motors are also ATEX-compliant.

In applications where an incorrect rotational direction may result in damage or potential risk, the correct rotational direction of the output shaft is to be established by test running the drive when uncoupled and guaranteeing such for subsequent operation.

Gears with integrated return stops are marked with arrows on the drive/driven sides. The arrows point in the rotation direction of the gear unit. When connecting the motor and during motor control, it must be ensured that the gear unit can only operate in the direction of rotation.



#### NOTE !

For gear units with an integrated back stop, switching the drive motor to the blocked direction of rotation, i.e. incorrect direction of rotation, may result in damage to the gear unit. Take care that the direction of rotation of the gear unit is correct when connecting the motor and the motor control unit.

Motors that are going to be supplied should be ATEX adaptable. The motor labelling must also comply with data for the planning of the plant or the machine.



#### EXPLOSION !

**Explosion hazard:** Failure to comply may cause severe or even fatal injuries.

- The gear unit may only be operated in the stated version.
- The permissible version is stated on the type plate (IM...). If an X is present in the field IM, the special documentation, whose number is in field S, must be observed. (Section 4.1 "Control and Periodic Maintenance" page 24) or the special documentation, shows the configuration of the individual types of gear units.
- It must be checked and ensured that the configuration as stated on the type plate complies with the installation orientation and that the installation orientation does not change during operation.

**Please heed the Operating Instructions for the motor, in particular with regard to the chosen version.**

#### Prerequisites of assembly:

Take into the consideration which listed below;

- There could be no damage in the gear unit.
- At standard gear units; the ambient temperature should be fitted temperature values given in the "Lubricant" part.






#### EXPLOSION !



The bearings, gear wheels, shafts and housing may be damaged by incorrect fitting.

- Observe the assembly instructions.
- The push-on gear unit must be fitted onto the shaft using a suitable puller, which will not exert damaging axial forces on the gear unit. In particular, do not hit the gear unit with a hammer.



  	<p><b>EXPLOSION !</b></p> <p><b>Before access to a plant, those belows should be controlled and be secured:</b></p> <ul style="list-style-type: none"> <li>• During assembly of gearbox, whatever any explosion danger such as due to lubricant, acid, gas and steam radiation, could not be happened and there should not be powder accumulation at gearbox more than 5 mm.</li> <li>• During operating process, gearbox should be put in a well-vented room and not to be exposed in an effect of substantially heat radiation from outside.</li> <li>• During operating process, the temperature of cooling air should not exceed 40 °C.</li> <li>• Controlling of lubricant and both discharging plugs and valves must be easily accessible.</li> <li>• Several other devices belong to gearbox, seperately from their own functions should have an ATEX Certificate. (Protective electrical working substance against explosion)</li> <li>• The setting of gearboxes which have hollow shafts (even if there may be a friction preventer connection or may not) should be made properly according to an instructions at this hand guide.</li> <li>• After set up process is completed, cleaning of gearbox would be required.</li> <li>• Please be sure that all parts expanding and shifting with help of machine operator or all operating devices which prevent unwanted contacts between gearbox gaskets, would be operativeness.</li> </ul>
--	---

Assembly and subsequent dismantling is aided by applying an anti-corrosive lubricant to the shaft before fitting. Excess grease or anti-corrosion agent may escape after assembly and may drip off. Clean these points on the driven shaft after a running-in time of approx. 24 hours. This escape of grease is not due to a leak in the gear unit.

 	<p><b>DANGER !</b></p> <p><b>The Gear unit must not be mounted in the ambient conditions listed below:</b></p> <ul style="list-style-type: none"> <li>- Explosive atmosphere, high corrosive and / or oils, acids, gases, steams, radiation,</li> <li>- Places directly contacted to the food.</li> </ul>
---	---

Gearboxes are either dispatched without motor or motors by ATEX are assembled to a gearbox after getting supplied from electrical motor manufacturer. Electric connection belongs to end user.


At special applications the configuration of gear unit/gear unit with motor are realized convenient to the ambient conditions. Output shafts, processed surfaces, corrosion preventive material on the solid shaft/hallow shaft, jerks etc. must be cleaned.

Extensive usage-solvent must be used. The solvent should not be contacted to the bearing houses and sealing components.

In the abrasive ambient conditions, both output shaft, sealing components must be protected to the wearing Connection flanges must be attached to the hollow shaft/solid shaft according to DIN 332.

The situations where the wrong direction of rotation could caused to damages and dangers, before the mounting, the test work should implemented to the gear unit so the right direction of rotation could be determined and must got into the secure for the next operating.

In the one-way locked gear units, nibs are placed at the entry and exit side of the gear unit. The ends of the nibs shows the direction of rotation of the gear unit. During the motor connection and motor-operating with the help of magnetic field, the gear unit must be operated just at the direction of rotation.

	<p><b>DANGER !</b></p> <p>In the one-way locked gear units, the gear unit must be operated at the direction of lock rotation, otherwise the damage could be occurred.</p>
---	---

Around the mounting position, there must be sured that there are not any materials fused to metal, lubricating tool or elastomers which causes corrosion or will not be emerged.



### 3.2 Gear Unit Mounting



#### EXPLOSION !

**Explosion hazard:** Failure to comply may cause severe, or even fatal injuries.

- No explosive atmosphere must be present when installing the gear unit.
- The cooling air supplied to the gear unit/geared motor must be within the permissible temperature range stated on the type plate.
- In case of direct sunlight falling onto the gear unit, the cooling air supplied to the gear unit/geared motor must be at least 10°C below the highest permissible temperature of the ambient temperature range Tu, which is stated on the type plate.



#### DANGER !

##### Danger of Burns:

The surfaces of gear units or geared motors may become hot during or shortly after operation. Hot surfaces which can be touched directly must be protected with a contact guard.



#### DANGER !

Damage to the gear unit due to overheating.

The gear unit may be damaged by overheating.

#### During installation:

- Ensure a free flow of air to all sides of the gear unit.
- Ensure adequate space around the gear unit.
- Please do not wrap circle of the gearbox or not to cover up completely.
- Do not subject the gear unit to highly energetic radiation.
- Do not direct warm exhaust air from other units onto the gear unit/geared motor.
- The base or flange to which the gear unit is attached must not input any heat into the gear unit during operation.
- Do not allow dust to accumulate in the area of the gear unit
- To prevent overloading of machine equipment which gearbox is connected, supply of extreme current breaker, temperature delimeter, extreme speed monitors etc. equipments by end user is required.
- During operation of urgent stopping system, accumulated energy should be swiftly and securely be distributed or would be isolated the way that no danger is created. Distribution of accumulated energy is related with system connected to the gearbox. Necessary precautions must be taken at those systems.

The base or flange to which the gear unit is fitted should be vibration-free, torsionally rigid and flat (flatness error <0.2 mm).

All contamination to the bolting surfaces of gear unit and base and/or flange must be thoroughly removed. The gear housing must always be earthed. With geared motors, earthing via the motor connection must be ensured.

The gear unit must be precisely aligned with the drive shaft of the machine in order to prevent additional forces from being imposed on the gear unit due to distortion.

Welding of the gear unit is prohibited. The gear unit must not be used as the earth connection for welding work, as this may cause damage to the bearings and gear wheels.

The gear unit must be installed in the correct orientation (please see chapter 3.1 "Prerequisites of Assembly" page 17-18) and (please see chapter 4.1 "Control and Maintenance" page 24).

All gear unit feet and/or all flange bolts on each side must be used. Bolts must have a minimum quality of 10.9. The bolts must be tightened to the correct torques (please see chapter 3.3 "Bolt Tightening Torque Value" page 20). Tension-free bolting must be ensured, particularly for gear units with a foot and flange. Oil checking and oil drain screws must be accessible.



**3.3 Bolt Tightening Torque Value**

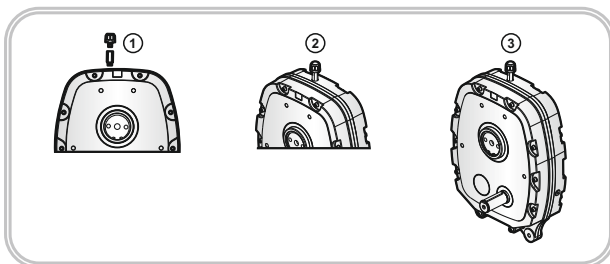
**Table 5: Bolt Tightening Moments**

Bolt Tightening Moments [Nm]						
Dimensions	Bolt Quality			Cover Bolts	Coupling Bolts	Protective Cover Connection Bolts
	8.8	10.9	12.9			
M4	3.2	5	6	-	-	-
M5	6.4	9	11	-	2	-
M6	11	16	19	-	-	6.4
M8	27	39	46	11	10	11
M10	53	78	91	11	17	27
M12	92	135	155	27	40	53
M16	230	335	390	35	-	92
M20	460	660	770	-	-	230
M24	790	1150	1300	80	-	460
M30	1600	2250	2650	170	-	-
M36	2780	3910	4710	-	-	1600
M42	4470	6290	7540	-	-	-
M48	6140	8640	16610	-	-	-
M56	9840	13850	24130	-	-	-
G½	-	-	-	75	-	-
G¾	-	-	-	110	-	-
G1	-	-	-	190	-	-
G1¼	-	-	-	240	-	-
G1½	-	-	-	300	-	-

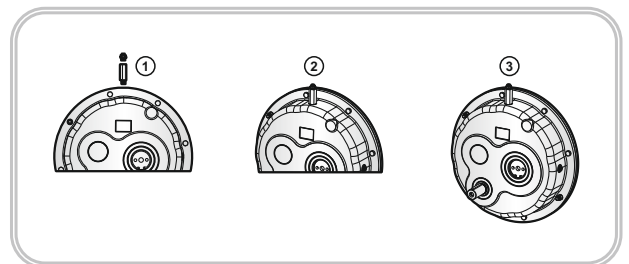
**3.4 Gear Unit Ventilation**

In moist places or in open air usage, the gear unit which is resistant to corrosion is recommended. The damages in paint (in ventilation plug) must soon be corrected. The carrying safety of the ventilation plug on the gear unit is to be remove. If ventilation plug was sent seperately, it has to be inserted.

**Figure 3: Activation of Vent Plug (P)**



**Figure 4: Activation of Vent Plug (Pt/A)**



1. The carrying secured ventilation plug,
2. Remove the carrying safety,
3. The ventilation safety is active.



**3.5 Temperature Sticker**



**EXPLOSION !**

**Explosion hazard:** due to lack of labelling.

Failure to comply may cause severe, or even fatal injuries.

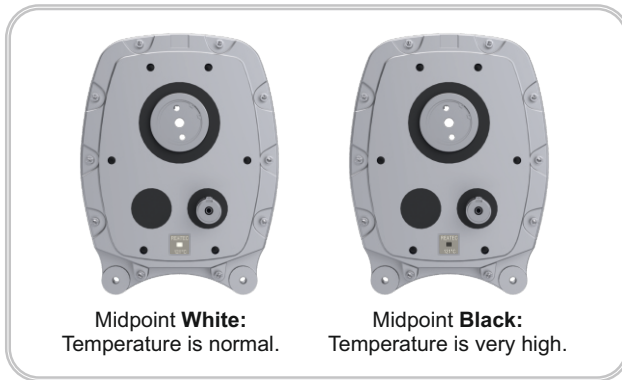
With temperature class **T4** gear units or gear units with a maximum surface temperature of less than **135 °C**, the supplied self-adhesive temperature sticker (printed with value **121 °C**) must be affixed to the gear unit housing.

The temperature class or the maximum surface temperature can be seen from the ATEX labelling in the last line of the type plate.

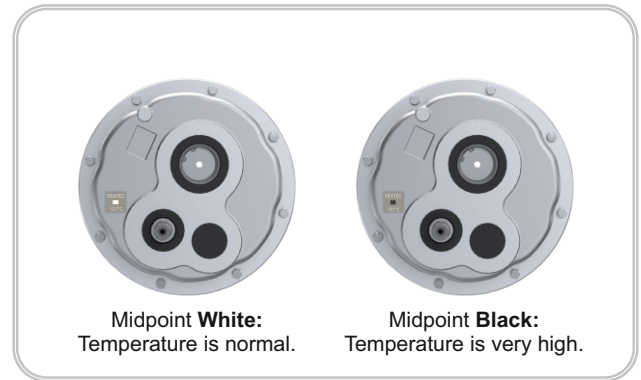
Examples: II 2G c IIC T4 X or II 3D 125 °C X

The temperature sticker must be affixed next to the oil level screw and (please see chapter 4.8 "Temperature Measurement" page 28) towards the motor. For gear units with an oil level vessel, the temperature sticker must be affixed in the same position as for gear units without an oil level vessel. For gear units which are lubricated for life, without oil maintenance, the temperature sticker should be affixed next to the type plate.

**Figure 5:** Temperature Sticker 1 (P)



**Figure 6:** Temperature Sticker 1 (Pt/A)



**3.5.1 Visual Inspection of the Temperature Sticker**



**EXPLOSION !**

**Explosion hazard:** Failure to comply is likely to cause severe or even fatal injuries.

- Check whether the temperature sticker has turned black.
- If the temperature sticker has turned black, the gear unit has become too hot.

The cause of overheating must be established. Please contact the PGR service department immediately. The drive unit must not resume operation before the cause of overheating has been remedied and renewed overheating can be ruled out. Before putting into operation again, a new temperature-sensitive adhesive label must be attached to the gear unit. Remove dust (only necessary for category 2D)



**EXPLOSION !**

**Explosion hazard:** Failure to comply is likely to cause severe or even fatal injuries.

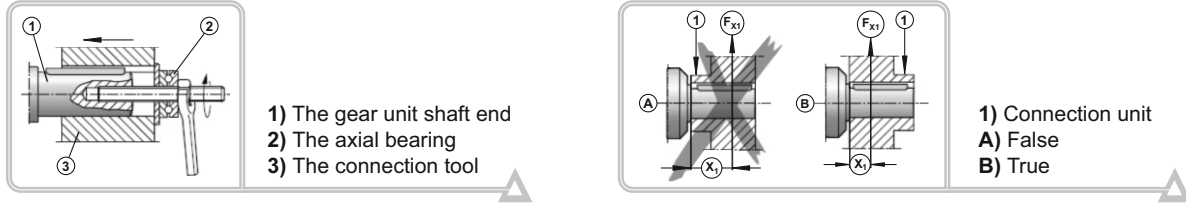
- Dust deposits on the gear unit housing must be removed if they are more than 5 mm thick.



**3.6 The Mountage of the Connection Tool to the Output Shaft**

For the mountage of the output shaft tools look at the schema below.

**Figure 7:** The Mountage of the Connection Tool to the Output Shaft



\* To prevent high radial forces: the gear and sprocket must be mounted as seen in shape B.

For the mounting of the connection tools only pulling device must be used. For the position adjustment the bearing strip which is at output shaft end must be used.

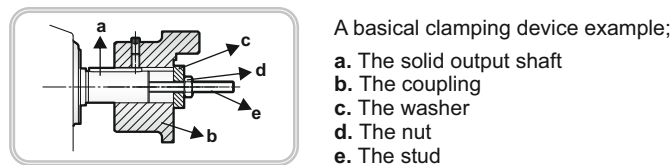
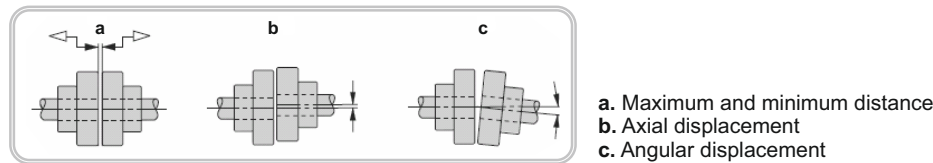
	<p><b>NOTE !</b></p> <p>The belt and pulleys, couplings, gears and etc. Must not be installed with hammering to the shaft end. Otherwise there could be a damage in body, bearings and shaft. In belt and pulleys, the rightness of the belt voltage must be paid attention. (suitable to the producer's data). For the not emerging of disallowed radial and axial forces, balance adjustment of the connection tool must be made.</p>
--	---

	<p><b>NOTE !</b></p> <p>With smearing a little amount of grease or heating the connection tool in a short-time (80....100 °C), the mounting easiness may be provided.</p>
--	---

**3.7 The Mountage of the Couplings**

While the couplings are mounting, it's balances must be made suitable to the datas of the producers. Must be implemented with suitable clamping device. Before mounting with the smearing of corrosion oil material to the solid output shaft / hollow shaft, mounting and demounting processes may be easened.

**Figure 8:** The Mountage of the Coupling



		<p><b>ATTENTION !</b></p> <p>The belt-pulley, chain and gear drives must be protected from the contact of the external effects.</p>
--	--	---





### 3.8 Gear Unit Operating



#### EXPLOSION !

**Explosion hazard:** Failure to comply may cause severe, or even fatal injuries.

- When operating the gear unit, the instructions in this operating manual must be complied with.
- The prescribed inspection and servicing intervals must be complied with.
- It must be ensured that the power ratings stated on the type plate are not exceeded. If, e.g. for variable speed drive units, there are several operating points, the maximum permissible drive power P1 or the maximum permissible torque on the driven shaft M2 or the maximum permissible speed must not be exceeded at any operating point. Overload of the gear unit must be ruled out.
- If the gear unit is equipped with a cooling coil, it may only be put into operation if the cooling coil has been connected to the cooling circuit and the cooling circuit is in operation. The temperature of the cooling fluid and the cooling fluid flow rate must be monitored and ensured by the operator.
- Gear units with an integrated back stop on the drive shaft may only be operated at more than the minimum speed of the gear unit drive shaft,  $n_{1min} = 900$  rpm.
- The painting of the gear unit is designed for Category 2G Group IIB (Zone 1 Group IIB). For use in Category 2G Group IIC (Zone 1 Group IIC) the gear unit must not be used or installed in areas in which processes which cause electrostatic charging are to be expected. This also includes occasional manual rubbing of the gear unit housing; cleaning may only be carried out with a cloth which is moistened with water.
- During operation, if any of the irregularities described in Section (please see chapter 4.11 "Checking the Gear Unit" page 30) are detected, or the temperature sticker has turned black, the gear unit must be shut down and Getriebebau PGR must be consulted.



#### 4.1 Control and Periodic Maintenance



#### EXPLOSION !

**Explosion hazard:** Failure to comply may cause severe or even fatal injuries. Before commissioning, the oil level must be checked with the supplied dipstick.



#### DANGER !

##### Danger of burns due to hot oil:

- Allow the gear unit to cool down before carrying out maintenance or repair work.
- Wear protective gloves.

The installation position must comply with the version on the type plate. (please see chapter 5.1 "Mounting Positions" page 33-36) Describes the versions and the corresponding oil level screws. With double gear units, the oil level must be checked on both units.

The pressure vent must be at the position marked in (please see chapter 3.4 "Gear Unit Ventilation" page 20). The oil level does not need to be checked on gear units without oil level screw.

Gear unit types that are not supplied full of oil must be filled before the oil level is checked (please see chapter 6.3 "Lubricant Fill Quantities" page 39).

Check the oil level with an oil temperature of between 20 °C to 40 °C.

#### Checking the Oil Level:

1. The oil level may only be checked when the gear unit is at a standstill and has cooled down. The gear unit must be secured to prevent accidental switch-on.

#### 2. Gear units with oil level screw:

- The oil level screw corresponding to the version must be screwed out (please see chapter 4.1 "Control and Periodic Maintenance" page 24).
- Please control oil(lubricant) level at the gearbox.
- Maximum oil(lubricant) level would be top of the hole of oil level.
- The minimum oil level is approx. 4 mm below the lower edge of the oil level hole. The dipstick then just dips into the oil.
- If the oil level is not correct, it must be adjusted by draining off oil or topping up with the type of oil stated on the type plate.
- If the integrated seal of the oil level screw is damaged, a new oil level screw must be used or the thread cleaned and coated with securing adhesive, e. g. Loctite 242, Loxeal 54-03 prior to insertion.
- Fit the oil level screw together with the sealing ring and tighten to the correct torque (please see chapter 3.3 "Bolt Tightening Torque Value" page 20).
- If the pressure vent has been unscrewed, reinsert it together with the sealing ring and tighten to the correct torque (please see chapter 3.3 "Bolt Tightening Torque Value" page 20).
- Mount all removed attachments again.

#### 3. Gear units with oil inspection glass:

- The oil level can be seen directly in the window.
- The correct oil level is: the middle of the oil inspection glass.
- If the oil level is not correct, it must be adjusted by draining off oil or topping up with the type of oil stated on the type plate.

#### 4. Final check:

- All previously removed screws must be screwed back in correctly.



### 4.1.1 Service and Maintenance Time Periods

**Table 6:** Service and Maintenance Time Periods

Service and Maintenance Intervals	Service and Maintenance Work	Information see Section
Weekly or every 100 operating hours.	<ul style="list-style-type: none"> <li>• Visual inspection for leaks.</li> </ul>	4.4
	<ul style="list-style-type: none"> <li>• Check the gear unit for unusual running noises and/or vibrations.</li> </ul>	4.3
	<ul style="list-style-type: none"> <li>• Only for gear units with cooling cover: Visual inspection of the temperature sticker.</li> </ul>	3.5 3.5.1
Every 2500 operating hours, at least every six months.	<ul style="list-style-type: none"> <li>• Check the oil level.</li> </ul>	4.1
	<ul style="list-style-type: none"> <li>• Visual inspection of hose.</li> <li>• Visual inspection of shaft sealing ring.</li> </ul>	4.2
	<ul style="list-style-type: none"> <li>• Visual inspection of the temperature sticker.</li> </ul>	3.5
	<ul style="list-style-type: none"> <li>• Remove dust. (Only for category 2D).</li> </ul>	4.13
	<ul style="list-style-type: none"> <li>• Re-grease / remove excess grease (only applicable for free drive shaft / Option W and for agitator bearings / Option VLII / VLIII).</li> </ul>	4.1
	<ul style="list-style-type: none"> <li>• Clean or replace the pressure vent screw.</li> </ul>	3.4
For operating temperatures up to 80 °C every 10000 operating hours at least every 2 years.	<ul style="list-style-type: none"> <li>• Change the oil. (The interval is doubled if filled with synthetic products).</li> </ul>	4.5
	<ul style="list-style-type: none"> <li>• Replace the shaft sealing rings.</li> </ul>	3.5
Every 20000 operating hours at least every 4 years.	<ul style="list-style-type: none"> <li>• Re-lubrication of the bearings in the gear unit.</li> </ul>	6.1
Interval as stated in field MI of the type plate (only for Category 2G and 2D) or at least every 10 years.	<ul style="list-style-type: none"> <li>• General overhaul.</li> </ul>	4.13



#### 4.2 Visual Inspection



##### EXPLOSION !

**Explosion hazard:** Failure to comply may cause severe, or even fatal injuries. All work, e.g. transportation, storage, installation, electrical connection, commissioning, servicing and maintenance must be performed in a non-explosive atmosphere.

**The drive unit must be inspected and may only be installed if:**

- No damage, e.g. due to storage or transport is apparent. In particular the radial seals, the sealing caps and the covers must be inspected for damage.
- No leakage or no oil loss is visible.
- No corrosion or other indications of incorrect or damp storage is apparent.
- The packaging material has been completely removed.

Controlling whether there is any oil leakage exists or not should be made at gearbox. There must be controlled that if there is oil filled or not in gear unit. Should be controlled that if there is any damage in gear unit's items and whether if the connection spots are rusted. Also must be controlled that if any cracks could emerge in hose connection lines and in rubber wedges. Leakproofing likes of dripping of gear unit's oil or dripping of cooling water and in damages and cracks, repair of the gear unit must be provided. Like these situations please get in contact with PGR.

Because of the storage and carrying, before the operation of gear unit and during at first operation, low amount of grease could flow out from bearing, this type of oil leak could not create any technical failure, the safety of gear unit and bearing operation could not be effected.

#### 4.3 Check for Running Noises



##### EXPLOSION !

**Explosion hazard:** Failure to comply is likely to cause severe or even fatal injuries. If the gear unit produces unusual running noises and/or vibrations, this could indicate damage to the gear unit. In this case the gear should be shut down and a general overhaul carried out.

The emerge of unusual operation voice or vibrations in gear units could mean damages. In this type of situations, the gear unit must be stopped and overall revision must be made.

#### 4.4 Control of the Lubricant and Lubricant Level



##### EXPLOSION !

**Explosion hazard:** Failure to comply is likely to cause severe or even fatal injuries. The gear unit must be checked for leaks. Attention should be paid to escaping gear oil and traces of oil on the exterior or underneath the gear unit. In particular, the radial seals, cover caps, screw plugs, hoses and housing joints should be checked.

If leaks are suspected, the gear unit should be cleaned, the oil level checked and checked again for leaks after approx. 24 hours. If a leak is confirmed (dripped oil), the gear unit must be repaired immediately. Please contact the PGR service department.

If the gear unit is equipped with a cooling coil in the housing cover, the connections and the cooling coil must be checked for leaks. If there are any leaks, these must be repaired immediately. Please contact the PGR service department.



## 4.5 Changing the Oil



### EXPLOSION !

**Explosion hazard:** Failure to comply may cause severe, or even fatal injuries. When changing oil or filling for the first time, the type of lubricant stated on the type plate must be used.

To prevent the emergence of the danger of burning, must be waited until the gear unit got cooled. The oil level, draining and position of ventilation plugs are dependent on mounting position. For the mounting position, related pages from catalogue could be seen. When the oil-changing process, the gear unit should be at operating temperature. The electric connection of motor driving unit must be cut and got into safety for re-activation.



### NOTE !

Because of the coldness of oil will affected the flowing and venting, the gear unit must not be cooled fully.

### Changing the oil;

- Oil level plug, oil draining plug and ventilation plug must be removed.
- Both the oil is completely drained and the cleaning of gear unit must be made with proper solvent.
- The leakproofing elements on gear unit must be changed with original items.
- The oil draining plug must be put back to it's own place again.
- If the oil draining and level plug's gear part are damaged, instead of these, the new plug must be used.
- Before putting on the plugs, the sticky must be applied to the gear part like Loctite 242. If the aluminum washer is damaged, the new one must be used.
- The aluminum washer must be put lower and oil draining bolt must be bolted with proper moment.
- The oil according to mounting position must be filled from the vent hole with the proper draining device to the amount which is shown in catalogue. (could be filled from hole which is on the oil level ). If the oil type is changed. Must be consulted to our firm.
- After the filling process, all plugs should be closed.
- 30 minutes after the oil filling, oil level must be controlled.



### NOTE !

At high temperatures or at hard working conditions (high humidity, corrosive environment or high temperature fluctuations), the oil changing ranges must be reduced by half.

## 4.6 Oil Plugs Squeezing Torc Chart

Table 7: Oil Plugs Squeezing Torc Chart

Plug	Torc [Nm]
1/4"	7
3/8"	7
1/2"	12

## 4.7 Change of the Ventilation Plug

In excessive pollution situations, ventilation plug must be dismantled and got cleaned or with aluminum washer, the new ventilation plug must be mounted.



4.8 Temperature Measurement

The details of the ATEX temperature class or the maximum surface temperature are based on normal installation conditions (please see chapter 3.5 "Temperature Sticker" page 21). Even small changes to the installation conditions can have a significant effect on the temperature of the gear unit.



	<b>EXPLOSION !</b>
	<p><b>Explosion hazard:</b> Failure to comply may cause severe, or even fatal injuries. On commissioning, a surface temperature measurement of the gear unit must be made under maximum load. (This does not apply to gear units which are labelled as temperature class <b>T4</b> or a maximum surface temperature of <b>130°C</b> in the last line of the type plate.)</p>

For the temperature measurement, a normal temperature measuring device is required, with a measurement range from 0°C to 130°C and a precision of at least ± 4°C and which enables the measurement of the surface temperature and the temperature of the air. Temperature measurement procedure:

1. Allow the gear unit to run at maximum speed under maximum load for approx. 4 hours.
2. Following warm-up, the temperature of the gear unit housing surface "T<sub>gm</sub>" must be measured close to the temperature indication label .
3. Measure the temperature of the air "T<sub>um</sub>" in the immediate vicinity of the gear unit.



	<b>EXPLOSION !</b>
	<p><b>Explosion hazard:</b> Failure to comply may cause severe, or even fatal injuries. The gear unit must be shut down and PGR must be consulted if any of the following criteria do not apply.</p>

- The measured air temperature "T<sub>um</sub>" is within the permissible range stated on the type plate;
- The measured temperature of the surface of the gear unit housing "T<sub>gm</sub>" is below 121°C and the temperature indication label has not turned black (see Figure 9-10).
- The measured temperature of the surface of the gear unit housing plus the difference between the highest permissible air temperature "T<sub>u</sub>" stated on the type plate and the measured air temperature must be at least 15°C lower than the maximum permissible surface temperature, i.e.:

<b>ATEX labelling:</b> II 2G Ex h IIC T4 Gb	:	$T_{gm} + T_u - T_{um} < 135\text{ °C} - 15\text{ °C}$
<b>ATEX labelling:</b> II 2D Ex h IIIC T120°C Db	:	$T_{gm} + T_u - T_{um} < T_{max} - 15\text{ °C}$
<p><b>T<sub>gm</sub></b> : Measured temperature of the surface of the gear unit housing in °C</p> <p><b>T<sub>um</sub></b> : Measured air temperature in °C</p> <p><b>T<sub>max</sub></b> : Maximum surface temperature according to gear unit type plate (ATEX labelling) in °C</p> <p><b>T<sub>u</sub></b> : Upper value of the permissible ambient temperature range according to the type plate in °C</p>		

Figure 9: Temperature Sticker 2 (P)

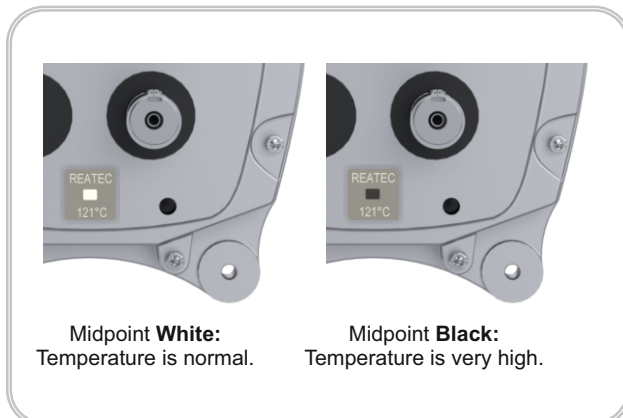
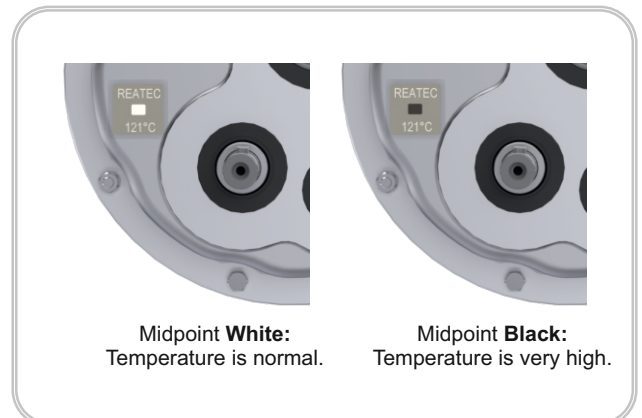


Figure 10: Temperature Sticker 2 (Pt/A)





### 4.9 Operation with Frigorific

	<b>EXPLOSION !</b> <b>Explosion hazard:</b> Failure to comply may cause severe, or even fatal injuries. The temperature of the cooling water and the cooling water flow rate must be supervised and ensured by the operator. The ATEX approval is void if these instructions are not observed!
	<b>ATTENTION !</b> <b>The gear unit may be damaged by overheating:</b> The drive may only be commissioned after the cooling spiral has been connected to the cooling circuit, and the cooling circuit has been put into operation.

Operation with lubricant cooling The coolant must have a similar thermal capacity as water (specific thermal capacity at 20 °C  $c=4.18 \text{ kJ/kgK}$ ). Industrial water without any air bubbles or sediments is recommended as a coolant. The hardness of the water must be between 1 dH and 15 dH; the pH value must be between pH 7.4 and pH 9.5. No aggressive liquids may be added to the coolant!

The **coolant pressure** must **not exceed 8 bar**. The required **quantity of coolant is 10 litres/minute**, and the **coolant inlet temperature** must **not exceed 40 °C**; we recommend **10 °C**.

We also recommend fitting a pressure reducer or similar at the coolant inlet to avoid damage due to excessive pressure.

If there is a danger of frost the operator should add a suitable anti-freeze solution to the cooling water.

### 4.10 Change of the Oil Seal and Oil Cover

- Connection of driving unit must be cut and be secured for incorrectly reactivation.
- At the time oil seal is changing, the sufficient amount of grease must be found between leakproofing lips and should be paid attention that the surface is not dirty and dusty.
- When the double seal is used, 3/2 of the part which remained between two seal must be filled with grease convenient to the oil type inside the gear unit.
- During the change of the oil seal the proper devices must be used for not to harm the body and shaft.
- During the change of the oil seal and oil filler cup, the original product must be used.



### 4.11 Checking the Gear Unit

During a test run under full load, the gear unit should be checked for:

- Unusual noises, such as grinding, knocking or rubbing noises,
- Unusual vibrations, oscillations or other movements,
- Production of steam or smoke.

After the test run, the gear unit should be checked for:

- Leaks,
- Slippage of the shrink disks. For this, the cover must be removed and a check carried out whether the marking described in (please see chapter 7.1 "Shrink Disc" page 41). Shows a relative movement of the hollow shaft of the gear unit and the machine shaft.

#### 4.11.1 Checklist

**Table 8:** Checklist

<b>CHECKLIST</b>	
<b>Subject of Check</b>	<b>Information see Section</b>
Is any transportation damage or damage apparent?	<b>4.2</b>
Does the labelling on the type plate conform to the specifications?	<b>2.1</b>
Does the configuration on the type plate conform to the actual installation?	<b>3.1</b>
Is the pressure vent screwed in?	<b>3.4</b>
Are contact guards fitted to rotating components?	<b>4.6</b>
Does the motor also have a relevant ATEX approval?	<b>4.1</b>
Is the temperature sticker affixed?	<b>3.5</b>
Has the correct oil level for the configuration been checked?	<b>4.1</b> <b>4.4</b>
Has the temperature measurement been carried out?	<b>3.5</b> <b>3.5.1</b>
Has the centre of the temperature sticker turned black?	<b>4.8</b>
Is the cooling cover connected to the cooling circuit?	<b>4.9</b>
Has the gear unit been checked with a test run?	<b>4.9</b>
Has the shrink disk connection been checked for slippage?	<b>7.1</b>

### 4.12 The Bearing Greases

- To the bearings of motorized gearboxes, greases should be used which are available at the grease table given by our company.
- Our company (PGR) recommends also replacing of grease while changing lubricant at the greased bearings.





### 4.13 General Overhaul



#### EXPLOSION !

**Explosion hazard:** Failure to comply is likely to cause severe or even fatal injuries.

- No explosive atmosphere must be present during servicing and repair work. Servicing and maintenance work must only be performed by qualified specialist personnel.
- When cleaning the gear unit, do not use procedures or materials which may cause electrostatic charging of the gear unit or adjacent non-conducting components.



#### ATTENTION !

**Severe personal injury:**

- Severe injury and material damage may be caused by incorrect servicing and maintenance work.
- Servicing and maintenance work must only be performed by qualified specialist personnel. Wear the necessary protective clothing for servicing and maintenance work (e.g. industrial footwear, protective gloves, goggles, etc.)

With Category 2G and 2D gear units, a general overhaul is necessary after a specified longer period of operation. The specification of the operating period in terms of operating hours, after which a general overhaul must be carried out, can be seen from the type plate data in field MI.

Alternatively, the maintenance class  $C_M$  can be used to determine the operating period after which a general overhaul must be carried out. The data in field MI of the type plate is then e. g.: MI  $C_M = 5$ .

The time for the general overhaul with the stated maintenance class  $C_M$  is calculated as follows:

$$N_A = C_M \cdot f_L \cdot k_A$$

$N_A$ : Number of years since commissioning. With calculated values of  $N_A$  which exceed 10 years, a general overhaul is due 10 years after commissioning.

$C_M$ : Maintenance class according to field MI of the type plate.

$f_L$ : Running time factor.

- $f_L = 10$  Running time maximum 2 hours per day
- $f_L = 6$  Running time 2 to 4 hours per day
- $f_L = 3$  Running time 4 to 8 hours per day
- $f_L = 1.5$  Running time 8 to 16 hours per day
- $f_L = 1$  Running time 16 to 24 hours per day

$k_A$ : Utilisation factor

If the utilisation factor is not known,  $k_A = 1$



#### ATTENTION !

The general revision should be made by the qualified personnel with considering the international laws and regulations in the plants which has the required equipments. We recommend that the general revision has to be made at the PGR service.

Longer maintenance intervals often result if the actual power required by the application is known. The utilisation factor may be calculated as follows:

$$k_A = \left( \frac{P_1}{P_{tat}} \right)^3$$



$P_1$  : max. permissible drive power or motor power in kW according to the type plate.

$P_{tat}$  : actual drive power or motor power in kW which is required by the application at the nominal speed. This is determined e. g. by measurements.

For variable loads with differing actual drive powers with nominal speeds  $P_{tat1}$ ,  $P_{tat2}$ ,  $P_{tat3}$ , ... with known percentage times  $q_1$ ,  $q_2$ ,  $q_3$ , ... the following equivalent average drive power applies:

$$P_{tat} = \sqrt[3]{P_{tat1}^3 \cdot \frac{q_1}{100} + P_{tat2}^3 \cdot \frac{q_2}{100} + P_{tat3}^3 \cdot \frac{q_3}{100} + \dots}$$



**PATLAMA !**

**Explosion hazard:** Failure to comply may cause severe or even fatal injuries.

- The general overhaul must be carried out by qualified personnel in a specialist workshop with appropriate equipment in observance of national regulations and laws. We urgently recommend that the general overhaul is carried out by PGR Service.

If a general overhaul is due, the gear unit must be completely dismantled. The following work must be carried out:

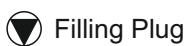
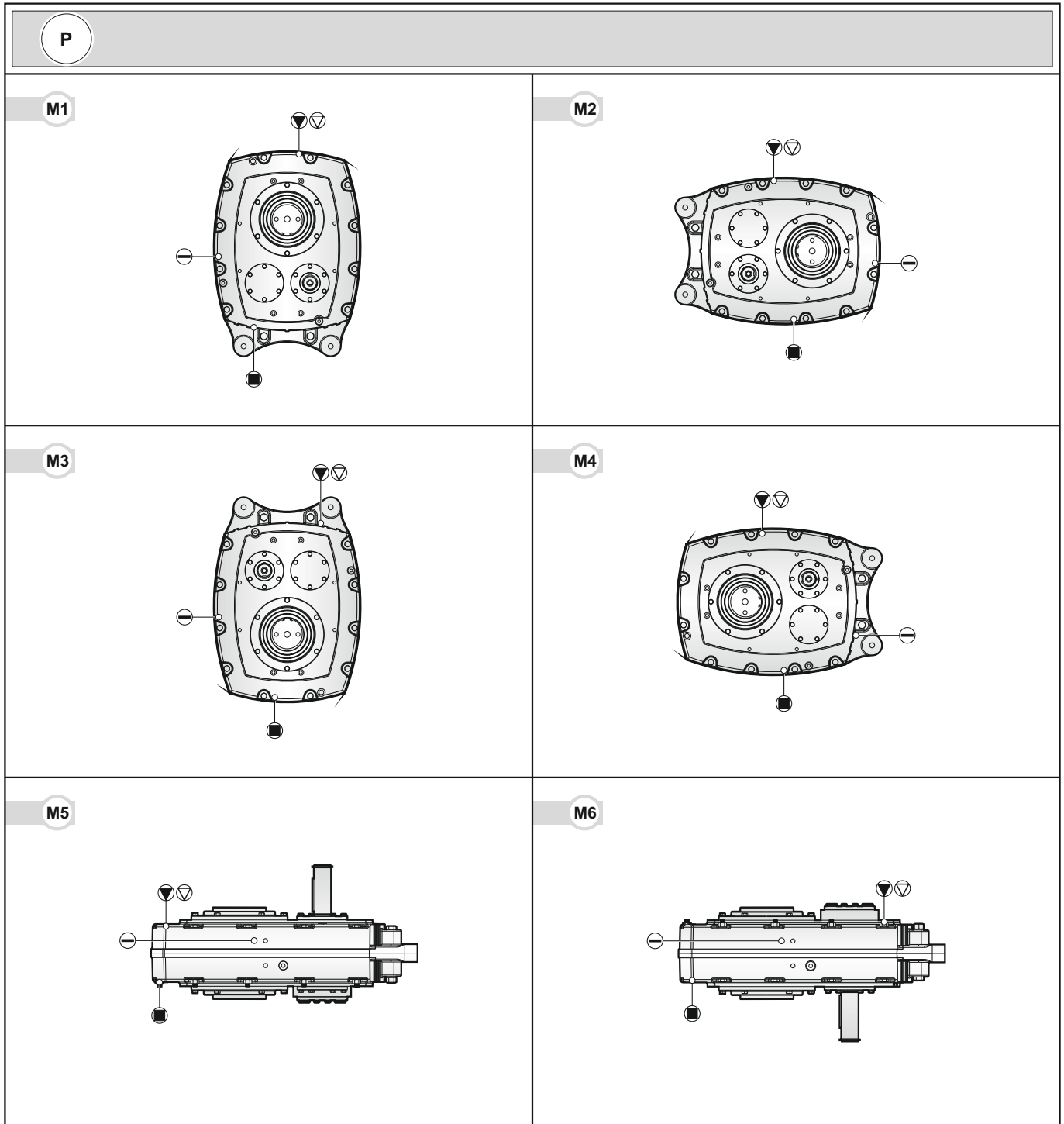
- All parts of the gear unit must be cleaned.
- The damage control must be done to all parts of the gear unit.
- The damaged parts must be changed with original part.
- All roller bearings must be changed.
- If there are, locks must be changed.
- All oil seals and nilos caps must be changed.



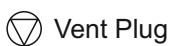
## 5.1 Mounting Positions

Install the gearbox at the projected moutage position. For the other moutage positions except this one, please consult to our Technical Service.

Figure 11: Mounting Positions (P)



Filling Plug



Vent Plug



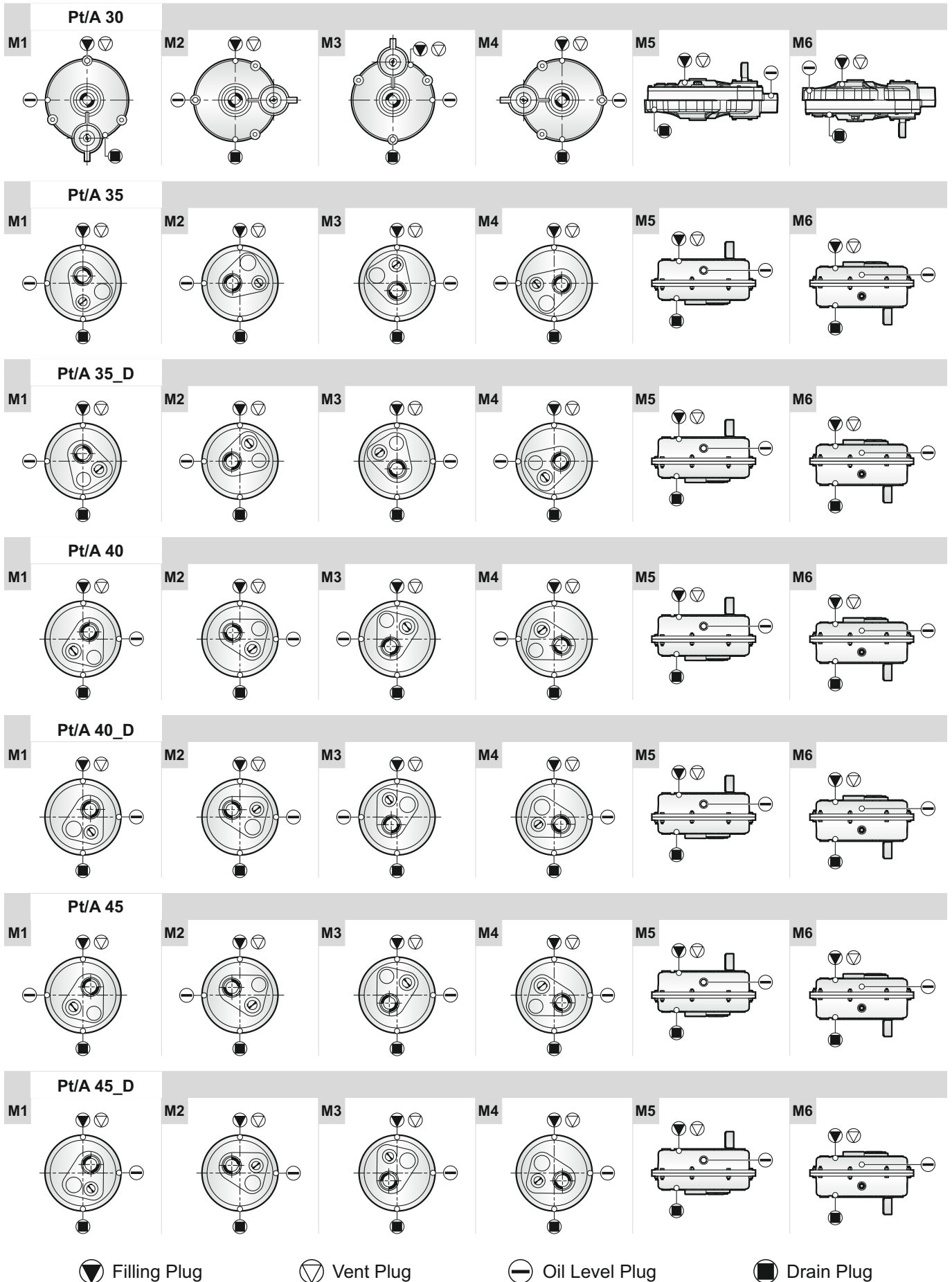
Oil Level Plug



Drain Plug



Figure 12: Mounting Positions (Pt/A)

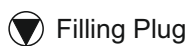
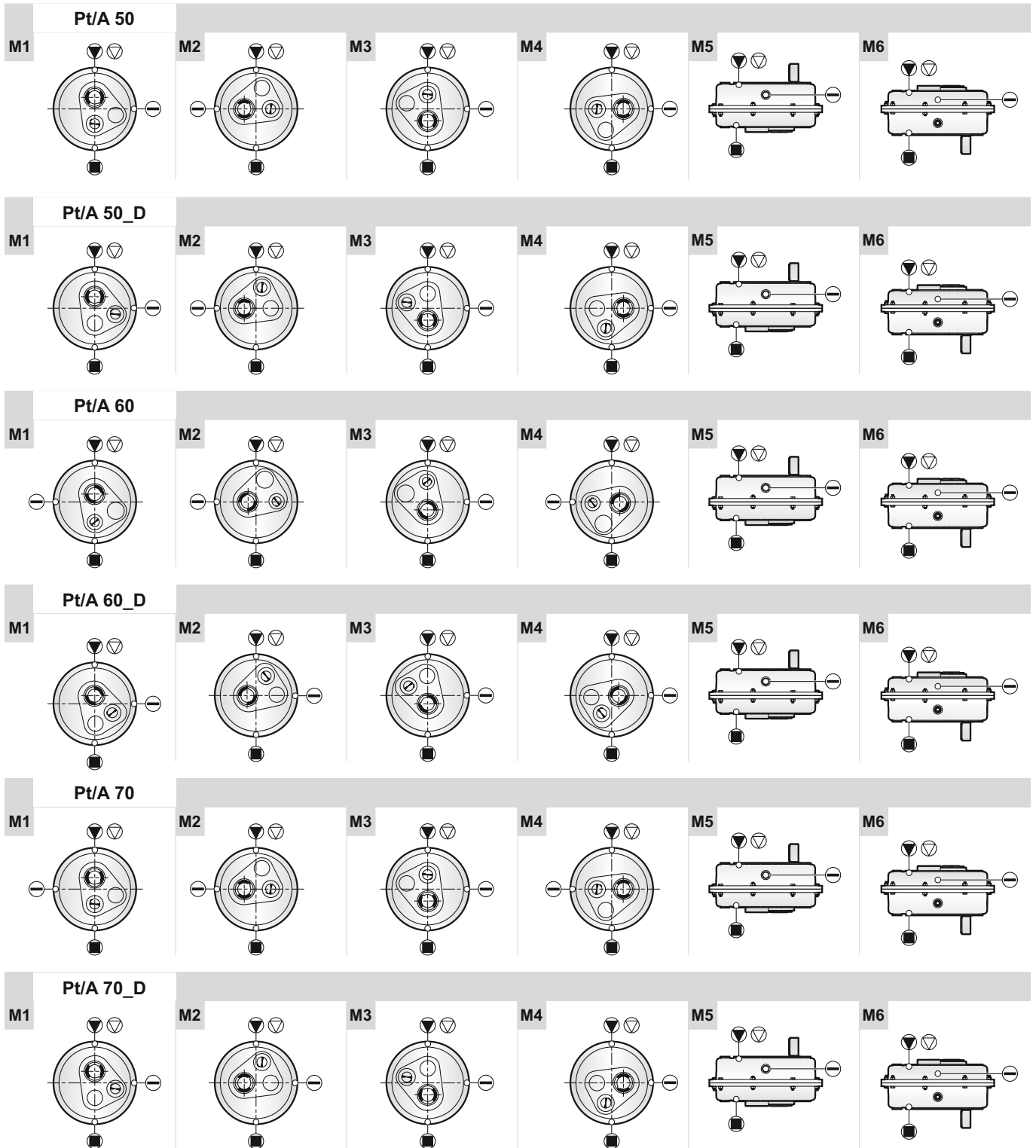


Filling Plug

Vent Plug

Oil Level Plug

Drain Plug



Filling Plug



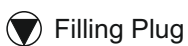
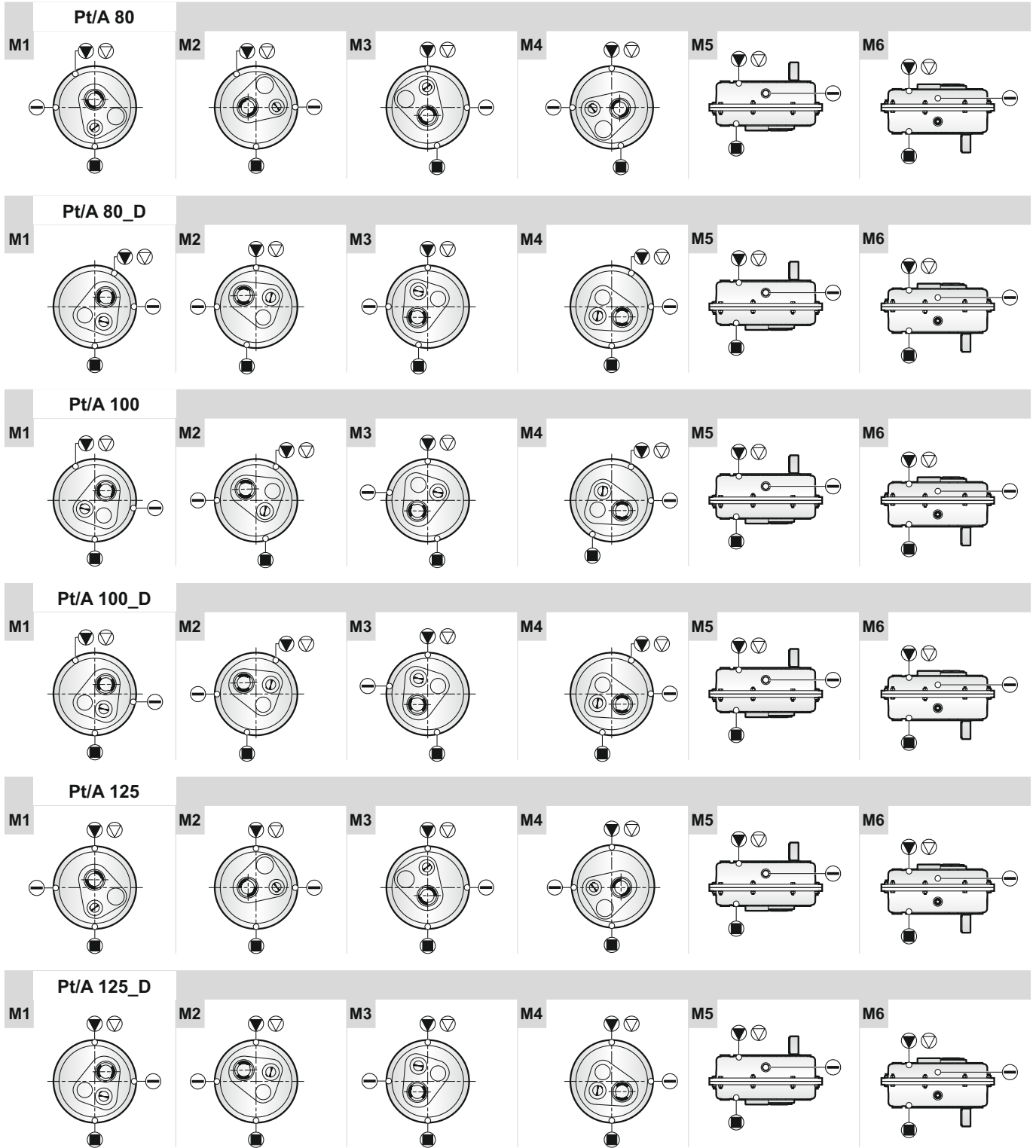
Vent Plug



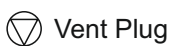
Oil Level Plug



Drain Plug



Filling Plug



Vent Plug



Oil Level Plug



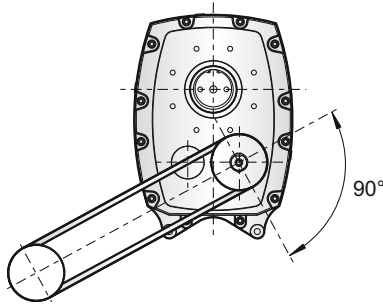
Drain Plug



## 5.2 V Belt and Torc Arm Connection

The V belt could be placed to every suitable position. If the torc arm is going to be used for tighten the belt, the angle between input and output shafts would be 90. If it is wanted, V belt could be placed to right side. The pulley must be mounted as nearest as possible to the gearbox's input shaft. If it is not made, the excessive load could occur at the input shaft and because of this reason they could be deteriorated very early.

Figure 13: V Belt (P)



If the output shafts work opposite to the clockwise, torc arm should be placed to the right side.

Figure 14: V Belt and Torc Arm Connection (P)

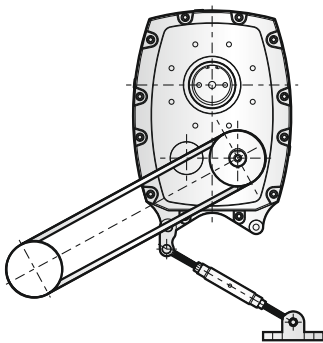
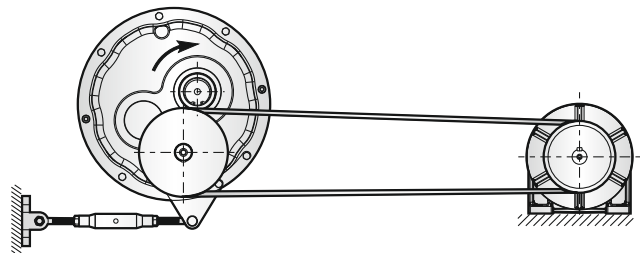


Figure 15: V Belt and Torc Arm Connection (Pt/A)

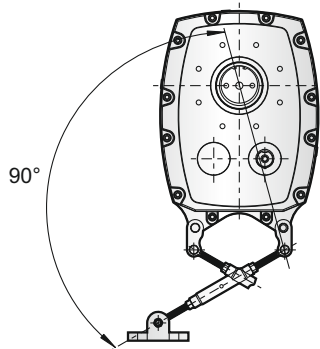


### NOTE !

Torc arms should be mounted without tension. (Please look at P series catalogue). For enabling optimum mountage the paste should be used to absorb vibration. (LOCTITE 510 or equivalent product)

The torc arm supported-tappet is connected to fixed hinge. It must also be placed in such a way that the angle between the output shaft and torc arm connection screw is going to create vertical angle. Motor position (angle between motor belt center and gearbox pulley drive center) drive center differs up to a maximum of 15°.

Figure 16: Torque Arm Support Lever (P)



### NOTE !

Our firm is not responsible of the misusage of the original parts of the gearboxes. The supply of the torc arm belongs to customer.



### 6.1 Lubrication

The gearboxes are sent with oil unless the customer wants contrary. The oil added gearboxes are supplied with ventilation, level and draining plugs. The certain mounting positions must be determined in customer orders.

The inner pieces of gearboxes are lubricated within the oil or by spillage. At the given tables oil amounts which must be put according to different moutage positions and in respect to that plug positions are determined. In particular situations a probability of small quantity of oil-loss could exist apart from the oil amounts given from table.

	<b>DANGER !</b>
	In the situations of not using the stated amount of oil out of the table the probability of emerging a damage at the gearbox could be high.

### 6.2 Lubricant Selection

**Table 9:** Viscosity Values According to Output Speed and Temperature (P)

MINERAL OILS												
	Room temperature °C	0-100 min <sup>-1</sup>	101-200 min <sup>-1</sup>	201-400 min <sup>-1</sup>		0-20 min <sup>-1</sup>	21-50 min <sup>-1</sup>		51-120 min <sup>-1</sup>		0-50 min <sup>-1</sup>	51-80 min <sup>-1</sup>
		P1 P2 P3 P5 P6 P7 P8	P1 P2 P3 P5 P6 P7 P8	P1 P2	P3 P4 P5 P6 P7 P8	P1 P2 P3 P4 P5 P6 P7 P8 P9	P1 P2 P3 P4 P5 P6 P7 P8 P9	P4 P5 P6 P7 P8 P9	P1 P2 P3	P4 P5 P6 P7 P8 P9	P10 P11 P12	P10 P11 P12
I.S.O. Viscosity	-10 / +5	100	100	100	68	150	150	150	100	100	100	100
	6 / 25	460	320	320	220	680	680	460	460	320	320	220
	26 / 40	800	680	680	460	800	800	800	680	460	460	320
		<b>Single Stage (5: 1)</b>					<b>Double Stage (13: 1 / 20:1)</b>					

**Table 10:** Viscosity Values according to Load Type and Temperature (Pt/A)

TYPE OF LOADS	Pt / A 20 °C / 40 °C		Pt / A 20 °C / 40 °C	
	Mineral Oil ISO VG	Synthetic Oil ISO VG	Mineral Oil ISO VG	Synthetic Oil ISO VG
	<b>Uniform load</b>	150	150	220
<b>Medium Load</b>	150	150	320	220
<b>Heavy Load</b>	200	200	460	320

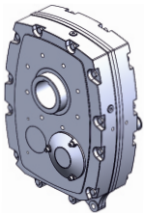




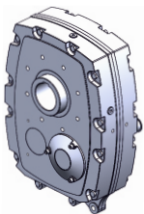
**6.3 Lubricant Fill Quantities**

**P (SINGLE STAGE 5:1)**

**Table 11:** Lubricant Fill Quantities (P)

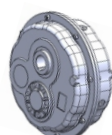
		Type of Gearbox											
	Mounting Positions Litre (L)	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12
	M1	0.5	0.8	1.2	2.5	3.3	4.1	5.7	10.9	–	–	–	–
	M2	0.5	0.9	1.7	2.6	3.2	5.3	8.6	18.4	–	–	–	–
	M3	0.5	0.8	1.4	2.9	3.2	4.1	5.9	13.6	–	–	–	–
	M4	0.6	1.0	1.8	2.5	3.3	5.8	8.6	18.4	–	–	–	–
	M5	–	–	–	–	–	–	–	–	–	–	–	–
	M6	–	–	–	–	–	–	–	–	–	–	–	–

**P (DOUBLE STAGE 13:1 / 20:1 )**

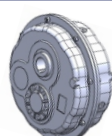
		Type of Gearbox											
	Mounting Positions Litre (L)	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12
	M1	0.4	0.7	1.0	2.3	3.0	3.8	5.4	9.1	12.7	12.5	22.5	36.0
	M2	0.6	0.9	1.8	2.6	3.2	5.5	8.5	16.4	21.7	13.5	34.5	56.0
	M3	0.5	0.8	1.4	2.9	3.2	4.2	5.9	12.6	15.7	24.0	52.0	79.0
	M4	0.6	0.9	1.6	2.2	3.2	5.1	8.3	15.4	19.2	11.5	27.0	52.0
	M5	–	–	–	–	–	–	–	–	–	–	–	–
	M6	–	–	–	–	–	–	–	–	–	–	–	–

**Pt/A (SINGLE STAGE)**

**Table 12:** Lubricant Fill Quantities (Pt/A)

		Type of Gearbox								
	Pt/A 30	Pt/A 35	Pt/A 40	Pt/A 45	Pt/A 50	Pt/A 60	Pt/A 70	Pt/A 80	Pt/A 100	Pt/A 125
		0.50	1.2	2.1	3.1	8.0	7.5	11.0	17.0	20.0

**Pt/A (DOUBLE STAGE)**

		Type of Gearbox							
	Pt/A 35_D	Pt/A 40_D	Pt/A 45_D	Pt/A 50_D	Pt/A 60_D	Pt/A 70_D	Pt/A 80_D	Pt/A 100_D	Pt/A 125_D
		1.1	1.8	3.6	7.3	10.0	14.0	15.0	18.0



**6.4 Lubrication Table**

At below table, registered brands or names of goods have been showed according to gearbox lubricant type which stated on product label (see. **2.1 Gear Unit Label**, page 14). This situation means that just a product should be used convenient to the lubricant type that shown on the label. In particular situations, stated product's name is shown on gearbox product label.

**Table 13: Lubrication Table**

Type of gearbox	Type of Lubricant	Ambient Temp. °C	ISO viscosity class	Shell	Mobil	bp	Esso	DEA	ARAL	Castrol	TRIBOL	KLÜBER LUBRI-CATON
Helical Gear-boxes	Mineral oil	- 5...40 Normal	ISO VG 220	Shell Omala Oel 220	Mobilgear 600 XP 220	Energol GR-XP 220	Spartan EP 220	Deagear DX SAE 85W-90 Falcon CLP 220	Degol BG 220	Alpha SP 220 Alpha MW 220 Alpha MAX 220	Tribol 1100/220	Klüberoil GEM 1-220
		-15...25	ISO VG 100	Shell omala Oel 100	Mobilgear 600 XP 150	Energol GR-XP 100	Spartan EP 100	Deagear DX SAE 80W Falcon CLP 150 Alkraft Hydraulic Oil 15	Degol BG 100	Alpha SP 100 Alpha MW 100 Alpha MAX 220	Tribol 1100/100	Klüberoil GEM 1-100
		# - 50...-15	ISO VG 15	Shell Tellus Oel T 15	Mobil DTE 10 Excel 15	Bartran HV 15	Univis J 13		Vitamol 1010	Hyspin AWS 15 Hyspin SP 15 Hyspin ZZ 15	Tribol 770	Isoflex MT 30 rot
	Synthetic oil	- 25...80	ISO VG 220	Shell Tivela Oel WB	Mobil Glygoyle 30	Energol SG-XP 220	ESSO Glycolube 220	Polydea PGLP 220	Degol GS 220	Alphasyn PG 220	Tribol 800/220	Klübersynth GH 6 - 220
	Bio-degradable oil	- 25...80	ISO VG 220					Plantogear 220 S	Bio-Degol S 220	Carelube GES 220	Tribol Bio Top1418/220	Klüber - Bio GM 2 - 220
Anti Friction Bearings	Food - grade oil	- 25...80	ISO VG 220	Cassida 220	Mobil SHC Cibus 220		GEAR OIL FM 220	Renolin 220	Degol FG 220	OPTIMOL optileb GE 220	Tribol Food Proof 1810/220	Klüberoil 4UH1 - 220
		- 35...60			Shell Tivela compound A	Energol GSF	Fliessfett S 420	Glissando 6833 EP 00	Aralub SKA 00	Alpha Gel 00	Tribol 800/1000	Klübersynth GE 46 -1200
	Mineral oil grease	- 30...60 Normal		Alvania Fett R 3 oder	Mobil SHC Polyrex 005	Energol LS 3	Beacon 3 Beacon 2	Glissando 30 Glissando 20	Aralub HL 3 Aralub HL 2	Spheerol AP 3 Spheerol AP 2 LZV - EP	Tribol 3030/100-2	Centoplex 3 Centoplex 2
# 50...110			Alvania Fett RL 3	Mobilux 3 Mobilux 2	Energol LS 2		Glissando FT 3	Aralub BAB EP 2	Spheerol EPL 2	Tribol 4020/220-2 Tribol 3785		
Synthetic grease	# - 50...110		Aero Shell Grease 16 oder 7	Mobiltemp SHC 32		Beacon 325	Discor 8 - EP 2	Aralub SKL 2	Product 783/46	Tribol 3499	Isoflex Topas NB52	

**DANGER !**

The synthetic and mineral oils must not be mixed with eachother.

**NOTE !**

At ambient temperatures under -30° degree and above 60° degree for leakproofing element inside the shaft, special quality material must be used.

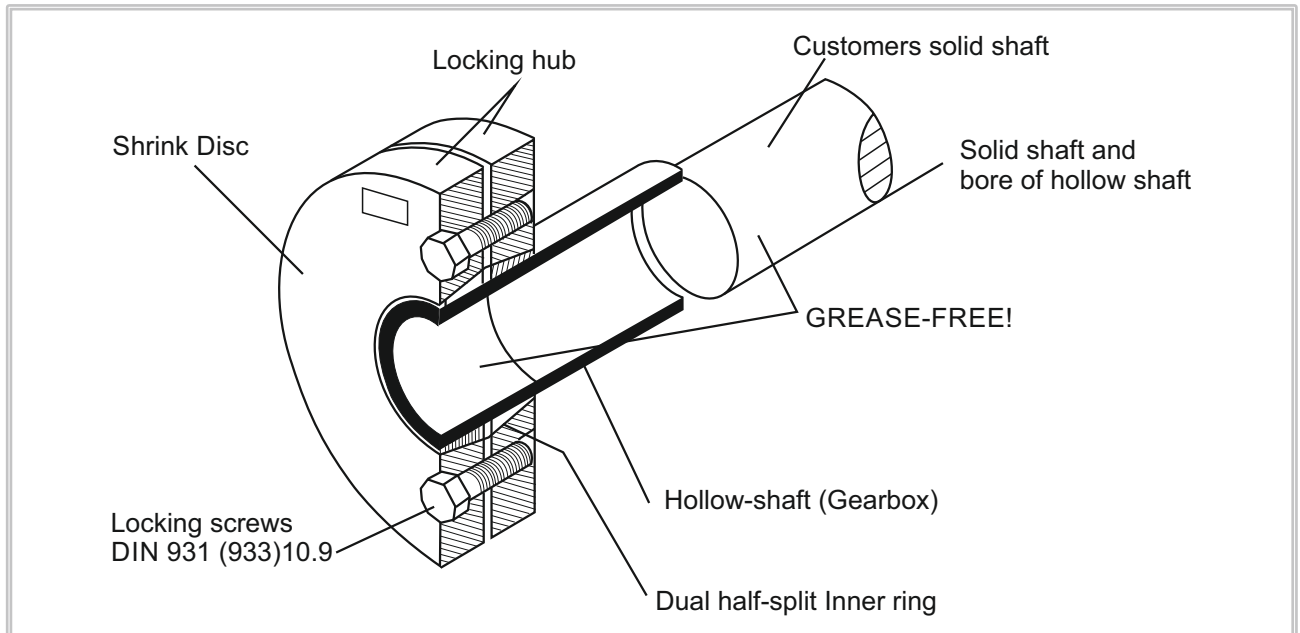
**NOTE !**

This table shows the oil types of different companies. Oils of different companies should not be mixed. Please contact PGR if you want to change the oil type and viscosity class. Otherwise we provide no guarantee for the function of the gearbox.



## 7.1 Shrink Disc

Figure 17: Shrink Disc



### NOTE !

Shrink disc would be sent ready to assembly by manufacturer. Please do not segment the shrink disc into pieces before assembly process. There could be wounding risk during both assembly and disassembly. Please obey instructions given below.



### NOTE !

Do not tighten screws on the shrink disc without installing the shaft. If it is tightened, hollow shaft could be damaged.

### 7.1.1 Mounting Position of the Shrink Disc;

- If there is, the shrink disc must be removed from the package.
- Clamping bolts should be loosened but should not be removed. Should be slightly tightened by hand until the gap between the flanges and the inner ring is removed.
- The external clamping flange connected to the gear unit's shaft, shrink disc must be pushed on to the output shaft. Soft grease must applied to the hole at inner ring. (for easining the pushing process).
- The soft grease must be applied to the spacer side of customer applications solid shaft. The oil must not be touched the compressed side of the shrink disc. For not creating that kind of risk, the grease should not be applied directly on the spacer.
- The grease both on the gear unit's shaft and customer's application shaft must be fully cleaned and be ungreased.
- The Customer's applications solid shaft must be mounted completely to the hollow shaft to the shrink disc's shrinking area.
- To positioned the shrink disc, the clamping bolts must slightly tightened.
- The clamping bolts must be tightened at clockwise a few times respectively (approximately 1/4 bolt tour per tour). Never be tightened diagonally. Tighten the tightening bolts with a torque wrench to the appropriate tightening torque.
- After tightened the clamping bolts, there should be an equal space between the clamping bolts. If this space is not ensured, the gear unit must be dismantled and the sensibility of the external tightened flange of the shrink disc must be controlled.



**7.1.2 Demounting Position of the Shrink Disc;**

- The clamping bolts must be loosened respectively a few times. (approximately 1/4 bolt tour per tour) But clamping bolts must not be fully removed.
- The shrink disc should not be separated from the gear unit's shaft.
- The gear unit must be removed from customer's applications solid shaft.

	<b>DANGER !</b>
	If the shrink disc are mounted and dismantled incorrectly, the wounding danger could exist.

**7.1.3 Cleaning of the Shrink Disc;**

- Dismantled shrink disc before remounting, is not needed to subject the cracking process.
- Only the polluted surfaces of the shrink disc must be cleaned.
- The conical surfaces must be lubricated with one of the the solid material lubricants listed below.

**Table 14:** Lubrication Schedule While Cleaning of Shrink Disc

Lubricant (Mo S2)	Type
<ul style="list-style-type: none"> <li>▶ Molykote 321 (Slippery lac)</li> <li>▶ Molykote Spray (Powder spray)</li> <li>▶ Molykote G Rapid</li> <li>▶ Aemasol MO 19P</li> <li>▶ Aemasol DIO-setral 57 N (Slippery lac)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Spray</li> <li>▪ Spray</li> <li>▪ Spray or paste</li> <li>▪ Spray or paste</li> <li>▪ Spray</li> </ul>

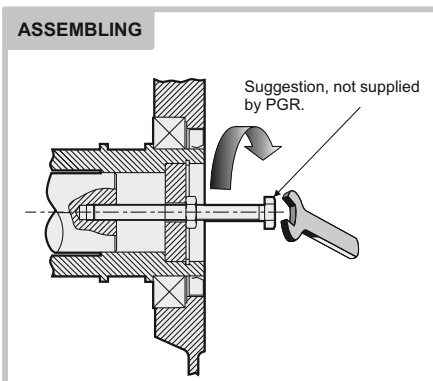
For the lubricating of clamping screws Molykote BR 2 or similar material must be used.

**7.2 Fixing Kit**

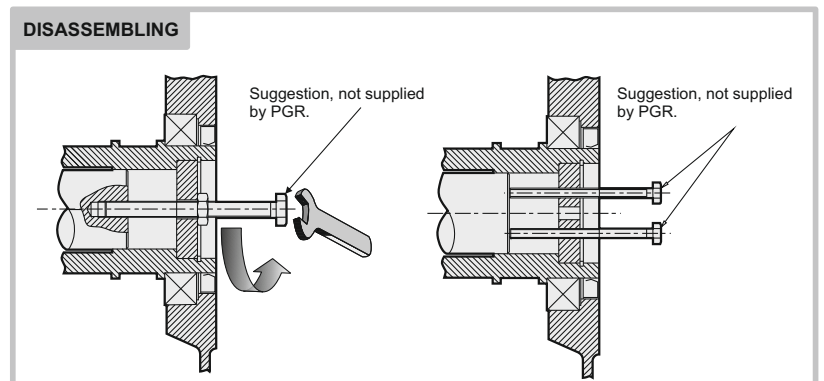
- Fixing kit are available as standard on P and Pt/A type of gear units.
- A hole should be opened in accordance with DIN 322/2 standarts at the center of the customer's solid shaft to use.

\* Before installation sufficient protection must be supplied for protect against rust, abrasion and blocking, like figure which is shown on below.

**Figure 18:** Assembling the Drawbar Kit



**Figure 19:** Disassembly of the Drawbar Kit





7.3 Torque Arm

Figure 20: Torque Arm (P)

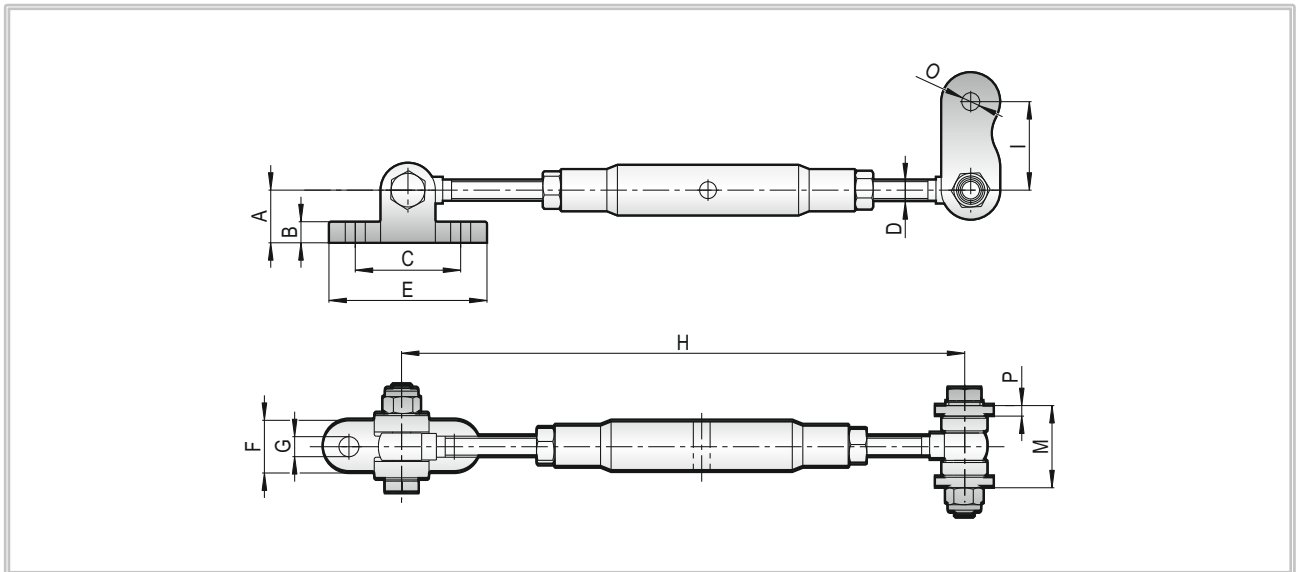
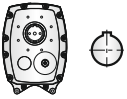


Table 15: Torque Arm Size Chart (P)

	C	F	G	E	D	I	M	P	B	O	A	H <sub>Min.</sub>	H <sub>Max.</sub>
P 1	50	25	8.5	75	M10	42	39	5	10	10.5	25	200	300
P 2	70	35	10.5	105	M12	58.5	41	6	16	10.5	35	210	310
P 3	70	35	10.5	105	M12	58.5	41	6	16	10.5	35	210	310
P 4	75	40	12.5	115	M14	45	48	7	18	13	40	240	360
P 5	75	40	12.5	115	M14	60	61	8	18	17	40	240	360
P 6	85	50	14.5	135	M16	82.5	69	10	20	16.5	45	260	410
P 7	85	50	14.5	135	M16	82.5	69	10	20	16,5	45	260	410
P 8	85	50	14.5	135	M16	70.5	73	12	20	16.5	45	260	410
P 9	150	70	25	220	M20	80	76.5	14	30	22	65	340	560
P 10	150	70	25	220	M20	95	91.5	16	30	22	65	340	560

M: (Radius measurement)



Figure 21: Torque Arm (Pt/A)

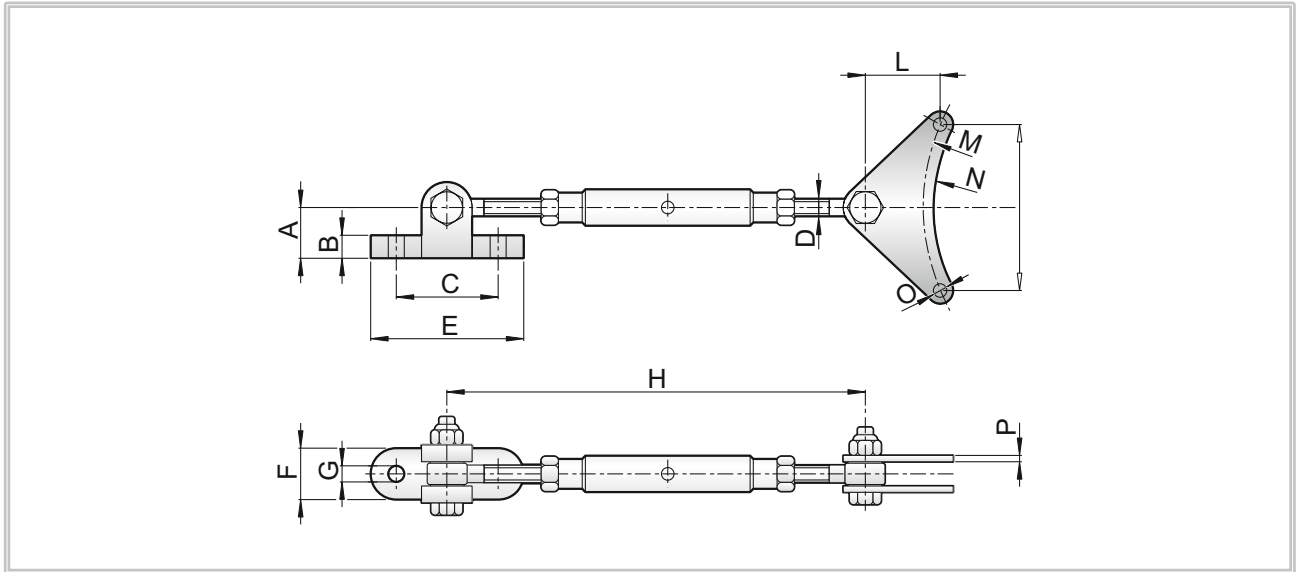
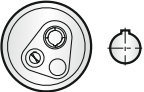


Table 16: Torque Arm Size Chart (Pt/A)

		C	F	G	E	D	I	M	N	P	L	B	O	A	H <sub>Min.</sub>	H <sub>Max.</sub>
Pt/A 35	35	50	25	8.5	75	M10	92	120	111	4	45	10	8.5	25	200	300
Pt/A 40	40 45	70	35	10.5	105	M12	115.5	151	143	4	51	16	8.5	35	210	310
Pt/A 45	45 50 55	70	35	10.5	105	M12	132	172	164	5	57	16	8.5	35	210	310
Pt/A 50	50 55 60	75	40	12.5	115	M14	157	205	195	5	70	18	10.5	40	240	360
Pt/A 60	60 70	75	40	12.5	115	M14	179	234	221	5	84	18	12.5	40	240	360
Pt/A 70	70 85	85	50	14.5	135	M16	199	260	247	6	100	20	12.5	45	260	410
Pt/A 80	80 100	85	50	14.5	135	M16	218	285	272	6	102	20	13	45	260	410
Pt/A 100	100 125	150	70	25	220	M20	258.5	337.5	321	10	115	30	17	65	340	560
Pt/A 125	125 135	150	70	25	220	M20	308	402.5	382	10	135	30	17	65	340	560

M: (Radius measurement)

N: (Radius measurement)



### 7.4 Backstop

Backstop system is available for all type of helical gear unit. Backstop system permits just one direction rotation it resists another direction rotation. Rotation speed is important for abration. Nearly 900 min and greater rotation speed influence abration.

Please, determine direction of rotation when you offer. Direction of rotation should be determined according to output shaft.

Arrows which is designated by 'CW' or 'CCW' shows locking direction from viewing at face of output shaft end.

	<b>NOTE !</b>
	<p>The action of the motor in locking direction could cause fracturing of the lock.</p> <ul style="list-style-type: none"> <li>- The motor absolutely must not rotated to the direction of locking. To provide specified direction of rotation, it must be careful that the motor is supplied by direct current.</li> <li>- For the purpose of controlling gear unit's output solid shaft/gear unit's output hollow shaft could be operated by half tour to the opposite direction of locking once.</li> </ul>

Arrows show that direction of rotation.  
**CW** and **CCW** indicate the locking direction.

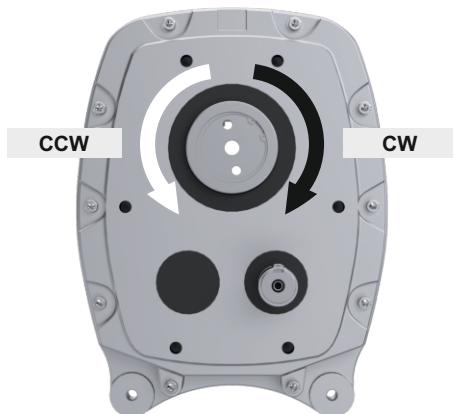


Figure 22: Locking Direction (P)

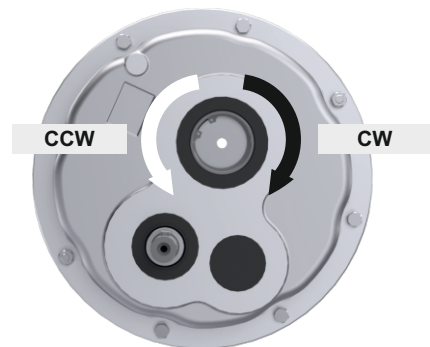


Figure 23: Locking Direction (Pt/A)



### 8.1 Product Disposal

Dismantle the machine, separating the parts following the instructions given in this manual. You must group the parts according to the materials they are made of: iron, aluminium, copper, plastic and rubber.

The parts must be disposed of by the relative centres in full compliance with the laws and force on the matter of dismantling and demolishing industrial waste.



**Waste Oil:** At the disposal of waste oil, please obey both to the environmental protection laws as well as rules and regulations those are in force into countries which the machine has been using of.

#### 8.1.1 Disposal

The valid regulations must be taken into the consideration for the waste materials.

Table 17: Disposal Table

GEAR UNIT COMPONENTS	MATERIAL
Toothed wheels, shafts, rolling bearings, parallel keys, locking rings,...	Steel
Gear unit housing, housing components,...	Grey cast iron
Light alloy gear unit housing, light alloy gear unit housing components,...	Aluminium
Worm gears, bushes,...	Bronz
Radial seals, sealing caps, rubber components,...	Steel spring and elastomer material
Coupling components	Plastic with steel
Flat seals	Asbestos - free sealing material
Gear oil	Additive mineral oil
Synthetic gear oil (rating plate code: CLP PG)	Polyglycol - based lubricants
Cooling channel, Serpentine cooling resistances and resistance connection equipment, screw connection.	Copper, epoxy, yellow brass



#### NOTE !

Please do not diffuse any biologically indivisible materials, oil and noninclusive components (PVC,rubber,resins and etc.) to the environment.



#### ATTENTION !

Do not reuse damaged parts during inspection, only should be changed by expert personnels.





## 8.2 Troubleshooting

Table 18: Troubleshooting

NO	PROBLEM	OBSERVED	SOLUTION
1	Gearbox does not work.	The noise is not coming from gearbox. Output shaft of the gearbox is not rotating. Driver / frequency inverter is not be used.	Check the connection of electric motor, voltage and frequency. The values could be same with the values which are on the motor label. Look at to the motor usage guide. If the solution is not found look to the article 50.
2	Gearbox does not work.	The noise is not coming from gearbox. Output shaft of the gearbox is not rotating. Driver / frequency inverter is used.	Look to the guide of driver / frequency inverter or driver usage guide. Determine that error is not originated from driver / frequency inverter by seperating electric motor either from driver and frequency inverter and making direct connection to the motor.
3	Gearbox does not work.	A different noise is coming out of the gearbox. But gearbox and motor shaft are not rotating. Driver / frequency inverter or magnetic brake are not used.	The first thing to do is to check whether the electric motor connection, voltage and frequency are the same as the motor label values. If there is not any problem, to pull out gearbox from the machine and try to operate in neutral. If gearbox works, the power of motor may not be enough to operate system. If the motor which connected to the gearbox is monophase, take off capacitors should be controlled. Even the motor does not work despite all tests and examinations, look at to the article 50.
4	Gearbox does not work.	A different noise is coming out of the gearbox. But gearbox and motor shaft are not rotating. Driver / frequency inverter or magnetic brake are used.	The frequency inverter or driver usage guide should be examined. Determine that error is originated whether from driver / frequency inverter by seperating electric motor either from driver and frequency inverter and making direct connection to the motor. If the gearbox does not work, look at to the article 50.
5	Gearbox does not work.	A different noise is coming out of the gearbox. But gearbox and motor shaft are not rotating. Magnetic brake is used.	It is necessary to check whether electric motor connection, voltage and frequency are identical with motor label values. Look at to the motor usage guide. Be sure that brake is working. If the brake is assembled by us to check whether it is made correctly according to the schema at the usage and maintenance instructions. If the error is not found to check whether the brake is operating by making direct connection to the brake appropriate to the brake voltage. When the electric is given, the noise of the opening of brake will come. If the brake is not working even by giving electric, the diode of brake could be in failure. To feed the motor directly according to the informations on the label when the brake is seperated from disc. If the problem is continuing, the power of the motor may not be enough. Look to the article 50.
6	Gearbox does not work at low speeds / frequencies.	Use driver / frequency inverter.	The motor feeding frequency is declining at low speeds. For the operating of motor at very low frequencies, it is essential to adjust motor parameters and frequency inverter parameters very well. Besides for the low speeds, there could be big changes even at the gearbox efficiency. To enlarge motor power and inverter or for to reach your requested cycle range, change the gearbox ratio.



NO	PROBLEM	OBSERVED	SOLUTION
7	Gearbox does not work after long awaitings or at mornings.	Environmental temperatures are dropping below -5°C.	The gearbox oil is not suitable to the environmental temperatures where it works. It is necessary to use low viscosity oils or to protect gearbox group from cold. To find proper oil look to usage guide or examine lubricating pages from the product catalogs. To work at higher environmental temperatures could be a solution. If the problem is continuing, the motor power should be increased.
8	Gearbox is very heating up.	You use worm screw type gearbox and environmental temperature is under +40°C.	When the gearbox is working under the full load, gauge gearbox surface temperature with heat meter. If it is under +90°C it is normal and no harm to gearbox. All worm screw and ATEX compatible helical gearboxes could be used up to the +120°C surface temperatures. If the temperature is above the +120°C and gearbox is ATEX compatible immediately stop gearbox and inform to PGR. Look to the article 50. If it is the product without ATEX, to check the oil amount according to the mountage position. Be sure that the mounting position written on the label and mounting position which gearbox is working should be identical. If not look to the article 50. To the gearboxes without worm screw types at heatings above +80°C, look to the articles 9 and 50.
9	Gearbox is very heating up.	You use helical gearboxes and environmental temperature is under +40°C.	When the gearbox is working under the full load, gauge gearbox surface temperature with heat meter. If it is under +90°C it is normal and no harm to the gearbox. All gearboxes with ATEX are designed to work at maximum +120°C. If the temperature is above +120°C and gearbox is ATEX compatible immediately stop gearbox and inform to PGR. The gearboxes without ATEX are designed to work at maximum +90°C temperature values. If the gearbox temperature is above the +90°C, control the oil amount according to mounting position. Be sure that the mounting position written on the label and mounting position which gearbox is working should be identical. If there is inconsistency look to the article 50.
10	Gearbox is very heating up.	Environmental temperature is above +40°C.	The standard gearboxes are designed to work at maximum +40°C. Temperatures above +40°C, special applications and additions should be done. In these situations please consult to PGR.
11	Gearbox is working noisy.	Noise is regular and perpetual.	Control the mobile machine elements. Operate gearbox without load by seperating from the system. If you hear the same noise, bearings which belong to gearbox or motor could be in failure. Look to the article 50.
12	Gearbox is working noisy.	Noise is irregular.	Control the mobile machine elements. Operate gearbox without load by seperating from the system. If the same noise is continuing, foreign objects could be in the oil. Change the oil and control the foreign objects in the oil. If the metal piece is found into the controlled oil, the gearbox could be damaged. Look to the article 50.



NO	PROBLEM	OBSERVED	SOLUTION
13	Gearbox is working noisy.	Noise is regular with clicking.	Control the mobile machine elements. Operate gearbox without load by separating from the system. If the same noise is continuing, gearbox parts could be damaged. Look to the article 50.
14	Gearbox is working noisy.	Noise is regular and fluctuating.	Control the flexure of connection elements which connect to output shaft. Separate element which is connected to output shaft and operate gearbox without load. If the same noise is continuing, look to the article 50.
15	Gearbox is working noisy.	Gearbox has motor with brake and noise is coming from the brake side.	The noises could be coming from the brake like in the shape of low level randomly tickings and it is normal. If the noise level is disturbing, brake could be damaged or there may be a problem at the gap adjustment between lining and disc. Look to the article 50.
16	Gearbox is working noisy.	You use frequency inverter and the noise is changing every time by the change of cycle.	Frequency inverter parameters may not be compatible with your used motor. Examine frequency inverter usage guide and if the same problem is continuing look to the article 50.
17	Oil leakage is existing.	Oil leakage from the seal.	If the environmental temperature is above +40°C and there is continuous working over 16 hours, according to the mounting position pull out a plug which is on the top and use ventilation plug instead of it. If your situation is not suited to this, seal could be damaged. Look to the article 50.
18	Oil leakage is existing.	Oil is leaking from the plug.	If you use the ventilation plug, be sure that the plug is at the right position. According to the mounting position of the gearbox, plug which is on the top could be ventilation plug. The plug may be loosened, clean the surface and plug itself and squeeze it again. If the same problem is continuing, look to the article 50.
19	Oil leakage is existing.	Oil is coming out of the housing.	To observe where the oil is exactly coming from. It is leaking from the oil plug, oil cover or seal and could flow onto the housing. If the situation is like this, look to the article 18 and 19. If you are sure that oil is coming out of the housing there could be cracks and fractures at the housing. Look to the article 50.
20	Oil leakage is existing.	Oil is coming out of the cover.	A gasket that is used between cover and housing is not performing its leak-tightness duty. Dismantle the cover, clean the bottom side and assemble cover to its place by smearing liquid gasket. If the problem continues, look to the article 50.
21	Gearbox is making regular vibrations when it is worked at the assemble point.	You use torque arm.	The reason for the vibration of gearbox is originated from the shaft flexure which gearbox is connected. When the torque arm is used, it has no harm to gearbox and it is usual situation.



NO	PROBLEM	OBSERVED	SOLUTION
22	Gearbox is making random vibrations when it is worked at the assemble point.	You use torc arm.	The reason of the vibration of gearbox is because of shaft flexure which the gearbox is connected and passing gap between shaft and bushing. Control your shaft hole passing tolerance. When the torc arm is used, it has no harm to gearbox and it is usual situation.
23	Motor is warming a lot.	Motor is working above its normal ampere. Environment is clear.	There may be an overload problem or the motor power is insufficient. Motor could be in failure. Look to the article 50.
24	Motor is warming a lot.	Environment is dusty.	Be sure of whether motor fan bowl and motor cooler cores are clean for the air passing. If you use extra fan be sure that it is working. If there is invertor usage at the motor and works at low frequencies, the motor fan may not be sufficient. Use extra fan in these situations. If the problem continues look to the article 50.
25	Motor shaft is rotating but gearbox shaft is not.	Friction noise is coming from inside of gearbox or only there is motor noise.	There could be a damage at the gearbox parts. Look to the article 50.
26	Motor shaft is rotating but gearbox shaft is not.	You use chain geared or pinion geared at the output shaft of gearbox.	The damage could be originated of poligon impact formed by chain geared or from the radial load. Gearbox connection points may not be rigid enough. Be sure that you are able to use proper chain geared and pinion geared for used gearbox. Recalculate maximum allowable radial load according to this position. Look to the article 50.
27	Output shaft is cut.	You use either chain geared or pinion geared.	The damage could be originated of poligon impact formed by chain geared or from the radial load. Gearbox connection points may not be rigid enough. Be sure that you are able to use proper chain geared and pinion geared for used gearbox. Recalculate maximum allowable radial load according to this position. Look to the article 50.
28	Gearbox is stopping too late.	You use motor with brake	Control the electric connection schema of brake. Be sure that there is not assembled delayed diode onto the brake. If there is delayed diode, it could be changed. ( Hoisting gearboxes are excluded PCS)
50	Service is required.	Informing of PGR Company.	Please contact with PGR company. Communication informations are given at the usage guides,catalogs. Mechanical parts can only be changed either by PGR or within the knowledge. Any change that is to be made without the knowledge of PGR would cancel both guarantee of product and all certificate declerations and remove the responsibilities of PGR over the product.

*If there are problems or malfunctions different to the onesdescribed here contact a PGR Industries Assistance Centre.*



**9.1 Authorized Service**

They are skill and qualified people, which are determined by company. They have education about electrical and mechanical subject.

	<p><b>NOTE !</b></p> <p>At below; the list took in place decided by our firm, authorized service and customer (user) which is about control and maintenance criterias/applications. Must be obliged to the informations which were given in the list. To the contrary that Usage and Maintenance directions become invalid.</p>
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**Table 19:** Authorized Service

No	CRITERIA	MANUFACTURER (PGR)	AUTHORIZED SERVICE	CUSTOMER (USER)
1	Disassembly of geared unit	✓	✓	X
1.1	Case changing	✓	✓	X
1.2	Gear changing	✓	✓	X
1.3	Solid / shaft changing	✓	✓	X
1.4	Changing of all consumable material except sealing materials	✓	✓	X
2	Oil cup changing	✓	✓	✓
3	Seal changing	✓	✓	✓
4	Oil changing	✓	✓	✓

✓ : SUITABLE

X : NOT SUITABLE

2-3 : Send to the contaminated waste disposal (licensed firm).

4 : Send to the licensed firm for the purpose of disposal.



10.1 Declaration of Conformity (P)



DECLARATION OF CONFORMITY

**COMPANY**

**NAME** : POLAT GRUP REDÜKTÖR SAN. VE TİC. A.Ş.  
**ADDRESS**: Ata OSB Mah. Astim 1.Cad. No: 4, PK 105 Efeler / Aydın / TÜRKİYE  
**PHONE** : +90 256 231 19 12 - 16 (pbx)  
**FAX** : +90 256 231 19 17

**PRODUCT**

**NAME** : SHAFT MOUNTED HELICAL GEAR UNITS  
**TYPE** : P  
**BRAND** : PGR  
**MODEL** : P 1 ... 8 (i: 5/1)  
1 ... 12 (i: 13/1, 20/1)

**APPLIED REGULATIONS:**

Machinery Directive	2006/42/EC
ATEX	2014/34/EU
Low Voltage Directive	2014/35/EU

**APPLIED HARMONIZED STANDARDS:**

TS EN ISO 12100:2010  
TS EN ISO 13857  
TS EN 60204  
TS EN ISO 80079-36:2016  
TS EN ISO 80079-37:2016

Our products comply with the regulations and standards described above. When our products are fitted with an electric motor, we fulfill the requirements to the extent that the Low Voltage Regulation is included in the application area 2014/35/EU.



Applied Person  
Necdet DEMİR  
General Manager

Date: 11 July 2016



Pt / A



## DECLARATION OF CONFORMITY

### COMPANY

**NAME** : POLAT GRUP REDÜKTÖR SAN. VE TİC. A.Ş.  
**ADDRESS**: Ata OSB Mah. Astim 1.Cad. No: 4, PK 105 Efeler / Aydın / TÜRKİYE  
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**FAX** : +90 256 231 19 17

### PRODUCT

**NAME** : SHAFT MOUNTED HELICAL GEAR UNITS  
**TYPE** : Pt / A  
**BRAND** : PGR  
**MODEL** : Pt / A 30 ... 125  
35 D ... 125 D

### APPLIED REGULATIONS:

Machinery Directive	2006/42/EC
ATEX	2014/34/EU
Low Voltage Directive	2014/35/EU

### APPLIED HARMONIZED STANDARDS:

TS EN ISO 12100:2010  
TS EN ISO 13857  
TS EN 60204  
TS EN ISO 80079-36:2016  
TS EN ISO 80079-37:2016

Our products comply with the regulations and standards described above. When our products are fitted with an electric motor, we fulfill the requirements to the extent that the Low Voltage Regulation is included in the application area 2014/35/EU.



Applied Person  
Necdet DEMİR  
General Manager

Date: 11 July 2016



10.2 ATEX Document



[1] **CERTIFICATE OF RECEIPT OF TECHNICAL FILE**  
*ACCORDING TO ATEX 2014/34/EU DIRECTIVE*

- [2] According to Article 13.1 b (ii), Directive 2014/34/EU, we confirm the receipt of documentation to retain it.
- [3] Receipt Number: SCA18TDEX006
- [4] Technical File Number: PGRATEX18 / Rev.00
- [5] Date: 22.03.2018
- [6] Equipment or Protective System: GEARBOX - GEAR UNIT  
Models: P,PA,PF,PD,PM,PKD,PSH,P+A,PMRV,PMRV Plus,A,F,D,M,K,PL,PLB,PH,PB,PK,PRC/PRCF,PEX,PCS
- [7] Manufacturer: POLAT GROUP REDUKTOR SAN. VE TIC. A.S.
- [8] Address : ATA MAH. ASTIM. OSB 1. CADDE , NO:4 EFELER-AYDIN/TURKEY
- [9] SCA, notified body that no. 2336, in accordance with the Council Directive 2014/34/EU of 26 February 2014, herewith acknowledges receipt, from the Manufacturer, of the technical documents (Technical File).
- [10] This acknowledgement is an evidence about fulfillment of manufacturer duties concerning communicate the dossier of technical documentation to notified body in accordance with clause Article 13.1 b (ii) of Directive 2014/34/EU ATEX. Further requirements of the Directive apply to the manufacturing process and supply of this equipment or protective system.
- [11] SCA holds the Technical File for at least ten years from the date of the last manufactured apparatus. In case of lack of a written acknowledgement from the manufacturer about the intention of maintaining the Technical File deposit, SCA will hold the TECHNICAL FILE in its archives for 10 years, starting from the date this receipt is confirmed.
- [12] This receipt can be reproduced only entirely and with no change.
- [13] Reference standards:  
*EN ISO 80079-36:2016 , EN ISO 80079-37:2016*
- [14] Marking of the equipment or protective system according to manufacturer's declaration :



II 2G Ex h IIC T4 Gb  
II 2D Ex h IIC T120°C Db



Digitally  
signed by  
ISMAIL  
OĞLAKCIOĞLU

CONFIRMATION

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SCA Technical Manager

Issue Date : 26.03.2018  
Translation Date : 20.06.2019

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## 11.1 Contact Information

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