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(Français au verso)

## INSTALLATION, MAINTENANCE AND LUBRICATION

### INSTALLATION

When installing CANIMEX reducers, make sure to have a rigid mounting to maintain alignment.  
 Flexible couplings are recommended because they minimize bearings and gears wear caused by misalignment. Mounting of reducers on bases, subject to vibration, should be avoided.

### STARTING UP

Check oil level. Some speed reducers are shipped dry. Oil must be added prior to operation  
 It may take many hours of running, under full load, for the gears to reach their highest efficiency. The gear may, if necessary, be put to work under full load immediately. However, it is better for the ultimate life of the gear to be run under gradually increasing loads (reaching the full load after about 20 to 40 hours).  
 Reasonable precautions should be taken to avoid overloads in the early stage of running.  
 Temperature rise on the initial run will be higher than the temperature eventually reached after the gear is fully run in.

### MAINTENANCE

Shut off power before inspection. The oil level, in the worm gear unit should be checked at least once a month. Never mix two different types of oil. If uncertain, change lubricant. False reading will be avoided by examining the oil level on stationary gears.  
 To maintain free ventilation of the unit, the breather hole in the filler plug (air-vent) should be kept clear at all times.  
 Inspect regularly set screw and reducer mounting bolts for tightness because loose fasteners can cause misalignment and excessive wear.

### CHANGING LUBRICANT

After 100 hours of running, a new worm gear unit should be drained, flushed and refilled with proper oil.  
 Thereafter, oil should be changed at least every 2 500 operating hours or every 6 months, whichever occurs first.  
 Never mix two different types of oil. Be sure to drain and wash before using another type of oil.

### SELECTION OF LUBRICANT

Lubricating oil must have a viscosity sufficient to reduce friction and allow the speed reducer to operate smoothly under high load and impact. Consult table below for the choice of lubricant.

Our gearboxes are normally filled up with oil of S.A.E. grade 80W90. The quantity of oil in our reducers is taking into consideration that customer will mount reducer with input shaft parallel to the ground and above output shaft (overdriven). It also considers that input speed of reducer is 1800 RPM.

Where a wide temperature range is expected, the synthetic oil MOBIL SHC 634 is recommended.

Synthetic lubricants permit extended life time between drains. This is due to their increased resistance to thermal degradation or oxidation.

Please keep in touch with our engineering department when operating the CANIMEX reducers under special conditions such as high speed (over 2000 RPM) or low speed (Under 1000 RPM), high temperature (Over 80 Celsius deg.), heavy loads (above standard rating of product) or non standard mounting position (in which a different oil quantity could be necessary).

### Lubrication

Room temp.(°C)	Operating temp.(°C)	Oil grade S.A.E.	Texaco	Shell	Exxon		Mobile	
			Mineral	Mineral	Mineral	Synthetic	Mineral	Synthetic
-30 to 0	Under 70	80W90	Meropa 150	Omala 150	Spartan EP 150	Teresstic SHP 460	629	SHC634
	70 to 90	80W90	Meropa 320	Omala 320	Spartan 320		632	
0 to 25	Under 70	80W90	Meropa 320	Omala 320	Spartan 320		632	
	70 to 90	80W90	Meropa 300	Omala 320	Spartan 320		632	
Over 25	Under 70	80W140	Meropa 460	Omala 460	Spartan 460		634	
	70 to 90	80W140	Meropa 460	Omala 460	Spartan 460		634	