



Maxum XTR Reducer

Lubrication Instructions

The reducer is shipped sealed without lube oil. It needs to be filled to the correct level with the recommended viscosity oil and the air vent needs to be installed prior to operation. The information below is provided for applications with the foundation below the shafts and in the horizontal plane. Contact Dodge if the reducer is being mounted on an incline.

The air vent should replace the larger of the two pipe plugs in the top of the reducer housing. One oil sight plug is provided with the gear reducer. It is installed in the high side plug hole at the factory. Based on output speed, the plug may need to be relocated to the low side plug hole on the opposite side of the housing. Refer to Table 1 to identify the appropriate oil sight plug location. Fill the reducer to the center of the oil sight plug with recommended lubricant. The capacities shown are approximate. Mineral based or synthetic oils with EP additives are the preferred lubricant for reducers without backstops. Mineral based or synthetic oils without EP additives are suitable for reducers with backstops. ISO viscosity recommendations based on operating conditions are provided in Table 2. Consult Dodge for ambient conditions beyond those listed.

Table 1 – Oil Level & Sump Capacity

Reducer Size	Output Speed (RPM)	Side Hole Location For Oil Sight Plug	Oil Capacity (U.S. Gallons)
CR50	Above 250	Low	1.7
	250 & Below	High	2.7
CR60	Above 225	Low	2.7
	225 & Below	High	4.8
CR70	Above 205	Low	3.2
	205 & Below	High	5.6
CR80	Above 180	Low	4.6
	180 & Below	High	8.3
CR90	Above 150	Low	7.2
	150 & Below	High	12.2
CR100	Above 135	Low	7.7
	135 & Below	High	13.0
CR110	Above 122	Low	11.5
	122 & Below	High	19.3
CR120	Above 107	Low	14.9
	107 & Below	High	22.6
CR130	Above 95	Low	17.6
	95 & Below	High	28.0



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