

# SYSTEM-1

## One System • One Source • One Solution

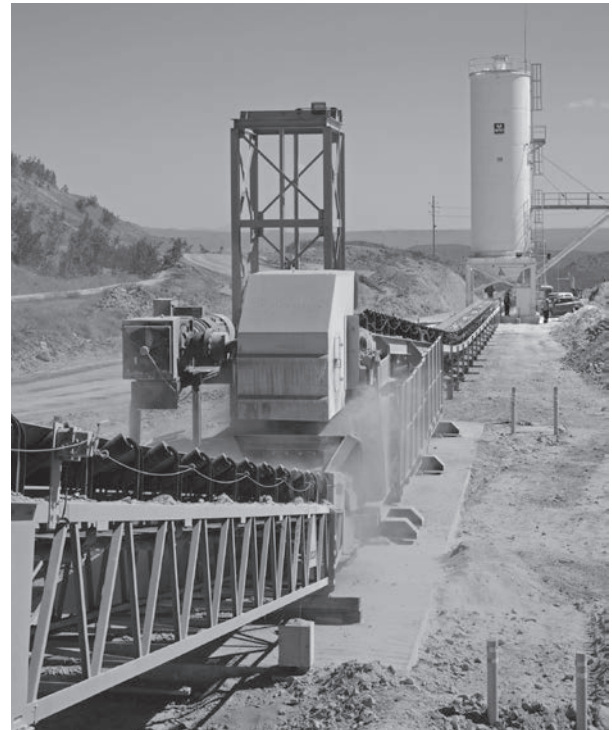
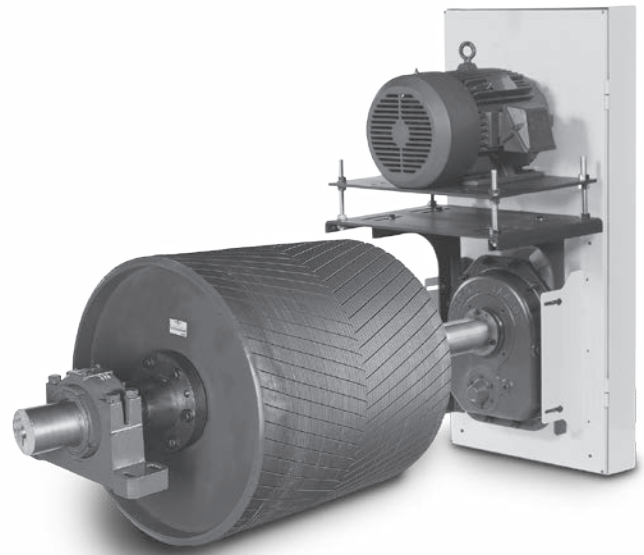
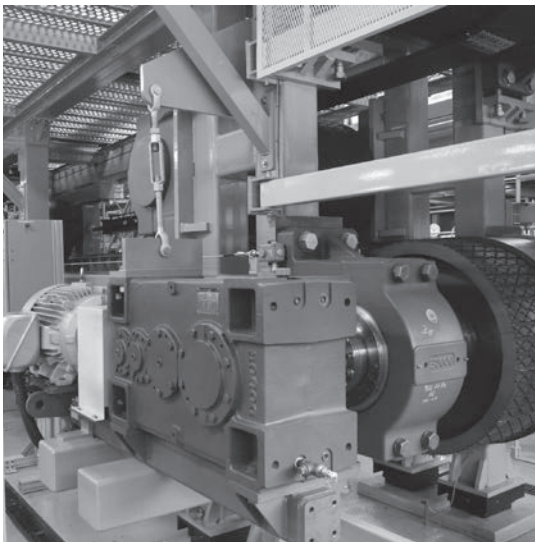
For over 20 years, System-1 has offered an integrated single source for all your mechanical and electrical power transmission needs featuring Baldor•Reliance and Baldor•Dodge products. System-1 can optimize your equipment performance and reliability, reduce overall costs, assist in coordinating multi-product projects, and ultimately improve your company's profitability.

The System-1 team includes engineering and product marketing specialists, in addition to Baldor's full complement of resources for product engineering and selection programs. The System-1 team also work directly with Baldor's Industry Solutions team to provide industry specific solutions.

To estimate the total cost of a project, companies must consider the time they spend in designing, selecting, and sourcing all the Power Transmission components of a drive system. System-1 can reduce costs by eliminating the need to order from multiple vendors, ordering mismatched components, coordinating multiple shipments from various vendors, and paying multiple invoices. Contact System-1 for your next package opportunity and find out why we are the industry's proven single source provider for innovative drive system solutions.

### What is System-1?

System-1 is a product marketing group that facilitates the design, quotation, and order processing of multiple power transmission, electrical products and services into a complete package solution.



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## When do I use System-1?

A System-1 request for quote typically consists of multiple products that are combined to make up a complete assembly.

### Examples are:

- Dodge Torque Arm gear reducer, v-belt drive, Baldor Reliance motors, pulleys, shafts, and bearings
- Creep Drive / Turning gear sets
- Dodge Magnagear packages for large HP applications (up to 5,000HP)
- Dodge Quantis reducers, Baldor Reliance motors, Dodge couplings, and Variable Frequency Drives

System-1 can also incorporate non-Baldor products such as external backstops and over running clutches.

## Why should I use System-1?

- Saves you up front engineering and quoting time
- Single point of contact from the initial quote phase up through receipt of your product
- Pre-assembled packages
- Single point of contact should any issues arise

All these add up to a lower total cost of ownership to you and your customer!



## Who can I contact about System-1?

**System-1 phone number:**  
864-284-5767

**Fax:**  
864-281-2355

**Email:**  
[pssystem1@baldor.abb.com](mailto:pssystem1@baldor.abb.com)



# SYSTEM-1

## Customized Conveyor Package Solutions

Use this quick fax form to receive your customized solution quotation.

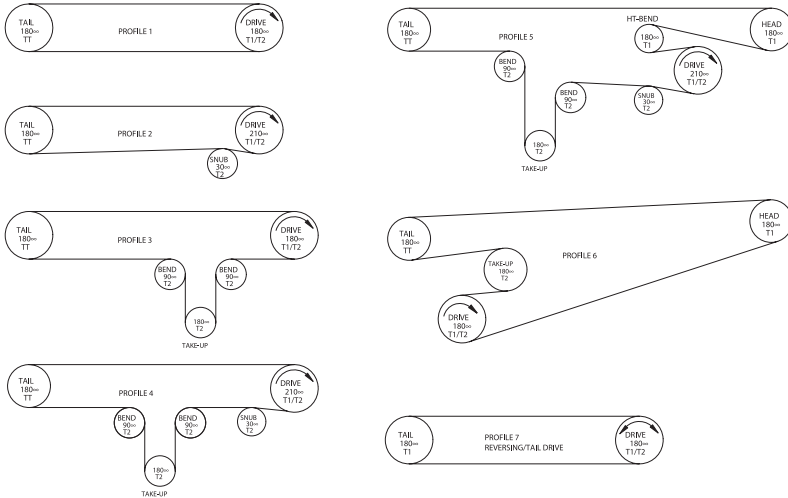
To: System-1 Group  
 Fax: (864) 281-2355  
 Re: Customized Quotation  
 E-Mail Address: pssystem1@baldor.com

From: \_\_\_\_\_  
 Company / Customer Number: \_\_\_\_\_  
 City, State: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Fax: \_\_\_\_\_

Desired System Capacity (TPH) \_\_\_\_\_  
 Material Type \_\_\_\_\_  
 Estimated Weight of Material \_\_\_\_\_  
 Desired Belt Width \_\_\_\_\_  
 Desired Belt Speed \_\_\_\_\_

Length of Conveyor \_\_\_\_\_  
 Change in Elevation \_\_\_\_\_  
 Number of Belt Scrapers/Plows \_\_\_\_\_  
 Idler Angle \_\_\_\_\_  
 Bearing Center Distance \_\_\_\_\_

### Desired Conveyor Profile (Please Circle Your Selection)



### Additional Comments

- Motor Type:** Premium Efficiency Super-E  E-Pact  Severe Duty  Crusher Duty  841-XL
- Reducer Type:** QUANTIS  Torque-Arm (TXT)  Torque-Arm II (TAII)  Motorized Torque-Arm II (MTA II)  MAXUM  MagnaGear  TIGEAR 2
- Bearing Type:** SCM Ball Bearing  Type-E  S-2000  IMPERIAL  TAF  IMPERIAL SAF  USAF  SPLIT-SPHERE  ISAF
- Conveyor Pulley Type:** Cema Drum  Mine Duty Extra Drum  1/2" Herringbone Lagging  1/2" Plain Lagging  1/2" Diamond Lagging  1/2" Holz Lagging  Ceramic Lagging  Chevron Lagging  Cema Wing  Mine Duty Wing  Wing Lagging



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To: System-1 Group  
Fax: (864) 281-2355  
Re: Customized Quotation  
E-Mail Address: pssystem1@baldor.com

From: \_\_\_\_\_  
Company / Cust Number: \_\_\_\_\_  
City, State: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Fax: \_\_\_\_\_

Motor HP / Voltage:  
Reducer Output Speed:  
Reducer Configuration:

- Right Angle
- In-Line
- Offset Parallel
- Worm Gear
- Shaft Mount

Output Connection:

- Chain Drive
- Synchronous Drive
- Coupled
- V-Belt

Mounting:

- Shaft
- Baseplate
- Flange

Softstart Device:

- Yes
- No

Motor/Reducer Connection:

- Type of coupling: fluid, paraflex, grid, gear \_\_\_\_\_
- Direct Coupled
  - Belt Driven
  - C-face

Environment:

- Standard
- Extra Tough
- Washdown
- Division I

Output Torque Requirements:

Is High Starting Torque Required? \_\_\_\_\_

- Yes
- No

Classes \_\_\_\_\_  
Groups \_\_\_\_\_  
Temp Code \_\_\_\_\_

Variable Speed

- Yes
- (Circle One) Constant or Variable Torque

Division II

Speed Range \_\_\_\_\_  
No

Classes \_\_\_\_\_  
Groups \_\_\_\_\_  
Temp Code \_\_\_\_\_

Application Description / Other Comments:

Gearing Reference Guide

MOTORIZED TORQUE-ARM II

TORQUE-ARM II

TORQUE-ARM

Engineering

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Part Number Index