

Dodge® Imperial & ISAF Safety Mount Bearing 4-15/16 TO 7” Instruction Manual

These instructions must be read thoroughly before installation or operation. This instruction manual was accurate at the time of printing. Please see new.abb.com for updated instruction manuals.

Note! The manufacturer of these products, Baldor Electric Company, became ABB Motors and Mechanical Inc. on March 1, 2018. Nameplates, Declaration of Conformity and other collateral material may contain the company name of Baldor Electric Company and the brand names of Baldor-Dodge and Baldor-Reliance until such time as all materials have been updated to reflect our new corporate identity.

WARNING: To ensure the drive is not unexpectedly started, turn off and lock-out or tag power source before proceeding. Failure to observe these precautions could result in bodily injury.

WARNING: All products over 25 kg (55 lbs) are noted on the shipping package. Proper lifting practices are required for these products.



new.abb.com/mechanical-power-transmission/mounted-bearings/spherical-roller-bearings

Required Tools

- 3/8” rod (fits in hole drilled into the OD of the external nut)
- Marker
- Impact hex drive socket
- 1/2” drive ratchet
- Dead blow hammer
- Torque Wrench

WARNING: Because of the possible danger to person(s) or property from accidents which may result from the improper use of products, it is important that correct procedures be followed. Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures as may be desirable or as may be specified in safety codes should be provided, and are neither provided by ABB nor are the responsibility of ABB. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risk to persons or property may be involved, a holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

Inspection

Inspect shaft to ensure it is smooth, straight, clean, and within commercial tolerances.

Mounting

Install Non-Expansion Bearing First

The locknut assembly is comprised of an external nut and internal nut. The bearing is shipped such that there is a gap between the two nuts. The two nuts must maintain this gap prior to mounting the bearing. The dual nut configuration prior to installation is shown in Figure 1. Note the position of the external nut slots relative to the hex cap screws.

The socket setscrews located in the external nut are used only to dismount the bearing. Ensure that they are flush with the outer face of the external nut prior to mounting. They should be positioned this way when shipped from the factory, but their position should be verified. If they protrude into the gap between locknuts during installation, the bearing cannot be mounted correctly.

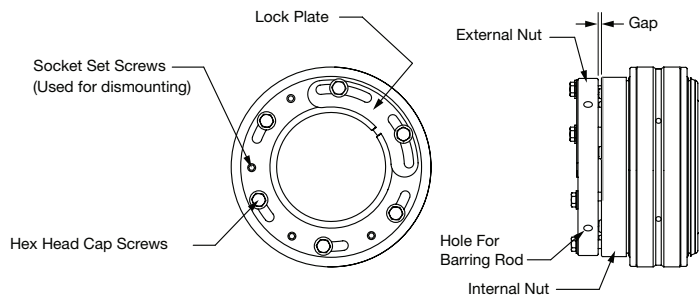


Figure 1. Bearing with dual nut as shipped with gap.

1. Slide bearing assembly onto the shaft. If the bearing will not slide onto the shaft, rotate the nut assembly counter clockwise until the bearing will freely slide onto the shaft.
2. Slide bearing to the desired position on the shaft.

NOTE: All weight must be removed from the bearing when obtaining the “ZERO Reference Point”.

- The “ZERO Reference Point” is defined as the point when the clearance between the adapter sleeve, shaft and bearing bore has been removed.

To reach the “ZERO Reference Point” rotate locknut clockwise, using both hands as tight as possible. Holes are drilled into the OD of the external nut to be used with a 3/8” rod to help tighten the nut. Strike the OD of the external nut with a dead blow or rubber mallet and continue to tighten by hand. When the nut can no longer be tightened, the “ZERO Reference Point” has been reached. When the “ZERO Reference Point” is reached, the adapter is collapsed around the shaft, and you will not be able to move the bearing axially on the shaft.

- Important: Mark a line on the adapter and external nut to be used as a location reference, see Figure 2. This is a critical point and represents the location of the nut assembly before the socket head cap screws are tightened.**

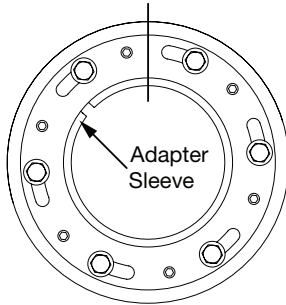


Figure 2. Mark face of external nut and adapter.

- Loosen but do not remove the hex head cap screws. Use 3/8” rod to hold external nut in position when loosening the hex head cap screws. While holding the external nut with a 3/8” rod, grasp one of the hex head cap screws, and rotate the internal nut counter clockwise to shoulder the hex head screws as shown in Figure 3. See Figure 4 demonstrating this step. **If the external nut moves during this step, it is imperative to reposition the nut assembly so that the external nut is positioned with the alignment mark made in step 4 before proceeding to the next step. Make sure the spacing stud is visible in the slot as shown in Figure 3, or the nut will not install correctly.**

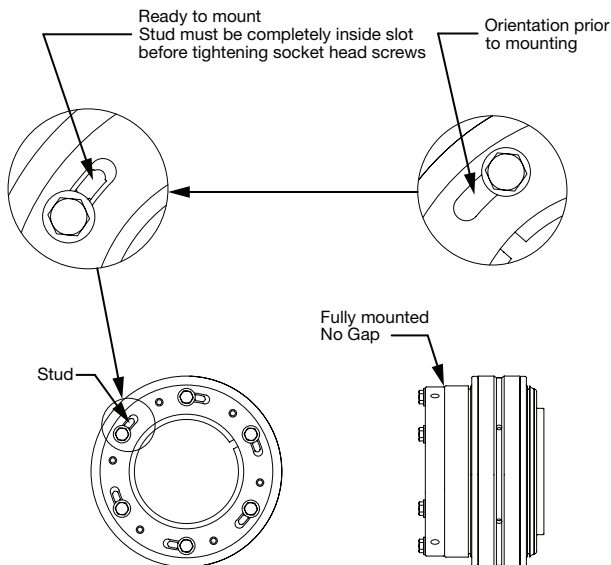


Figure 3 - Nut rotated and ready for installation

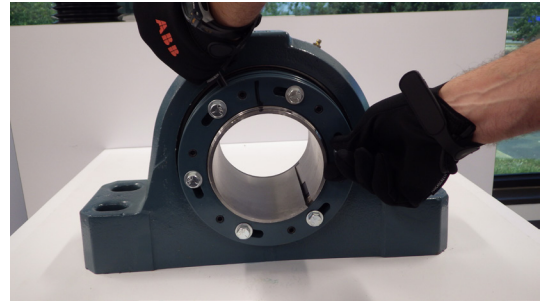


Figure 4 – Holding external nut and rotating internal nut using hex head cap screw

- At this point the machined studs used to create the gap have been positioned inside the elongated slots, and the two nuts can be pulled together, which installs the bearing on the shaft. **If the external nut moves during this step, it is imperative to reposition the nut assembly so that the external nut is positioned with the alignment mark made in Step 4 before proceeding to the next step.** Gradually tighten the hex head capscrew in a star pattern until the external nut firmly seats against the internal nut and the gap is completely closed as shown in Figure 3.
- Remove two hex head cap screws nearest to the slot in the adapter. A slight gap may appear between the two nuts when these two hex head cap screws are removed. This is a normal occurrence and the gap will close up when the two hex head cap screws are reinstalled. Install the lock plate so that the tab fits into the adapter slot. If the lock plate does not line up with the two holes, it can be flipped over to fit as shown in Figure 1. Reinstall the two hex head cap screws to secure the lock plate and torque all of the hex head cap screws to the values shown in Table 1.

Table 1 - Installation screw size and torque ratings				
Shaft Size	Hex HD Bolt Size CL 8.8	Torque (max)		Socket Size mm
		ft-lbs	N-m	
4 15/16 - 5	M10 X 1.5 X 45	30	40	17
5 7/16 - 5 1/2	M12 X 1.75 X 45	50	65	19
5 15/16 - 6	M16 X 2.0 X 45	120	165	24
6 7/16 - 7	M16 X 2.0 X 50	120	165	24

- Bolt down pillow block to structure.

Install Expansion Unit

- Turn locknut counter clockwise until it will freely slide onto the shaft.
 - If the locknut is facing away from the non-expansion bearing: Align housing and snug the mounting bolts. Push the insert as far as possible in the direction of the non-expansion bearing
 - If the locknut faces the non-expansion bearing: Align housing and snug the mounting bolts. Position the insert in the middle of the expansion travel. This is necessary because the insert shifts toward the nut during installation.

NOTE: All weight must be removed from the bearing when obtaining the “ZERO Reference Point”.

- Follow steps 3 through 8 under mounting of the non-expansion bearing.

Dismounting

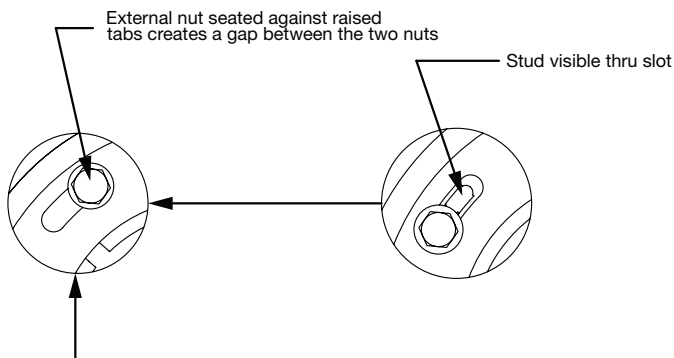
1. Remove weight from bearing with slings or jacks.
2. Remove the hold down bolts securing the bearing to the pedestal.
3. Loosen the hex head cap screws so that 3/8 gap is present between all of the hex head cap screws and external nut. Tighten the socket set screws in a star pattern to dismount the bearing. The setscrews drive against the internal nut which pushes the bearing off the adapter. Make sure the hex head mounting bolts are loose during dismounting. If the external nut contacts the hex head mounting bolts, the bearing can no longer be loosened. If the hex head mounting screws become tight during dismounting, loosen them again to create a gap with the internal nut. Continue to tighten the socket set screws until the bearing fully dismounts and can be freely removed from the shaft. Socket set screws and hex sizes are shown in Table 2.

Shaft Size	Socket Set Screw Size	Hey Key Size
		mm
4 15/16 - 5	M10 X 1.5	5
5 7/16 - 5 1/2	M12 X 1.75	6
5 15/16 - 6	M16 X 2.0	8
6 7/16 - 7	M16 X 2.0	8

Reassembly after dismount

To set up the dual nut assembly after dismounting the bearing, follow the steps below

1. With the bearing still on the shaft, back out socket setscrews until they are flush with the outer face of the external nut.
2. Loosen the hex head mounting bolts and position the external so that it is seated on top of the raised tabs, which creates the gap between the external and internal nuts. The external should be rotated counter clockwise so that the bolts are shouldered against the side of slot as shown in Figure 5. Thread the screws into the internal nut through each one of the slots on the external nut about 3 turns.



3. Rotate the nut assembly 3 turns counter-clockwise.
4. Hand tighten each screw first and then torque the screws to 20-30 ft-lbs

Field Conversion of a Non-Expansion Bearing into an Expansion Bearing

Imperial IP

1. Move snap ring opposite locknut side, to the outer snap ring groove. See Figure 5.
2. Remove non-expansion name plate and relabel as an expansion bearing.

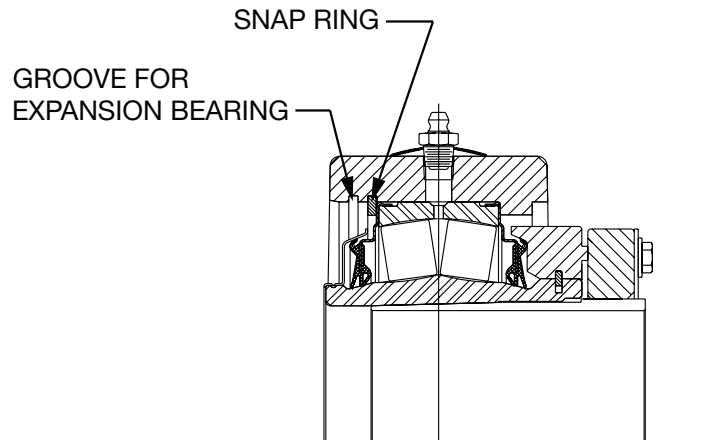


Figure 6 - 4-15/16 Imperial

ISAF

1. Remove bearing cap.
2. Remove stabilizing ring.
3. Reassemble cap on base and torque cap bolts to 512-640 ft-lbs.

Grease Lubrication

DODGE IP, ISAF, and ISN bearings are pre-packed with NLGI-2 Lithium Complex Grease. For re-lubrication select a grease that is compatible with a #2 Lithium Complex grease. Re-lubricate in accordance with Table 2.

Storage or Special Shutdown

If exposed to wet or dusty conditions, or to corrosive vapors, extra protection is necessary. Add grease until it shows at the seals; rotate the bearing to distribute grease; cover the bearing.

Table 2 - Relubrication Intervals (Months) Based on 12 hours per day, 150°F

Shaft Size		RPM								
mm	inch	250	500	750	1000	1250	1500	2000	2500	>3000
30 - 50	1 1/8 - 2	4	3	2	2	1	0.5	0.25	0.25	0.25
55	2 3/16 - 2 1/4	3.5	2.5	1.5	1	0.5	0.5	0.25	0.25	0.25
60 - 75	2 3/8 to 3	3	2	1.5	1	0.5	0.25	0.25	0.25	0.25
80 - 85	3 3/16 - 3 1/2	2.5	1.5	1	0.5	0.25	0.25	0.25	0.25	
90 - 110	3 11/16 - 4 1/2	2	1.5	1	0.5	0.25	0.25	0.25		
115 - 135	4 15/16 - 5 1/2	1.5	1	0.5	0.25	0.25	0.25			
140 - 150	5 15/16 - 6	1	0.5	0.5	0.25	0.25	0.25			
160 - 170	6 7/16 - 7	1	0.5	0.25	0.25	0.25				

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