

Instruction Manual DODGE® DGF Gear Couplings

These instructions must be read thoroughly before installation or operation.

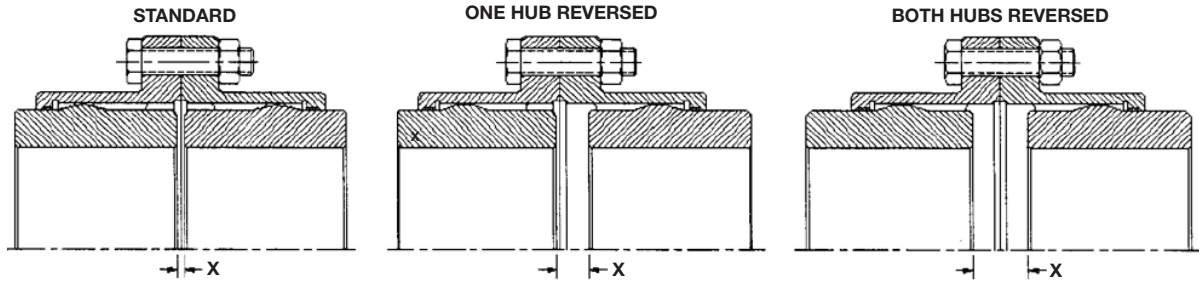


Figure 1 - "X" Dimension Between the Driver and Driven Hub Ends

WARNING: To ensure that 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.

INSTALLATION

1. Be sure all components are present and free of burrs or chips.
2. Be certain the rubber seals are properly seated in the flanges. Coat these with a light film of grease.
3. Place the sleeves over the shaft ends. Care should be taken not to damage the rubber seals.
4. Install the hubs on the respective shafts. Interference fit hubs often require heating the hubs in hot oil or an oven to 320°F (160°C) prior to installation. The hub faces should be flush with the shaft ends.
5. Locate the driver and driven machinery to maintain the "X" dimension between the driver and driven hub ends.

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 Baldor Electric Company, nor are the responsibility of Baldor Electric Company. 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 risks 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.

Table 1 - "X" Dimension between drive and driven hub ends						
Size	Standard		One Hub Reversed		Two Hubs Reversed	
	in.	mm	in.	mm	in.	mm
1	0.13	3.302	0.44	11.176	0.75	19.05
1.5	0.13	3.302	0.38	9.652	0.63	16.002
2	0.13	3.302	0.81	20.574	1.50	38.1
2.5	0.19	4.826	0.97	24.638	1.75	44.45
3	0.19	4.826	0.84	21.336	1.50	38.1
3.5	0.25	6.35	0.81	20.574	1.38	35.052
4	0.25	6.35	0.94	23.876	1.63	41.402
4.5	0.31	7.874	1.53	38.862	2.75	69.85
5	0.31	7.874	1.66	42.164	3.00	76.2
5.5	0.31	7.874	1.53	38.862	2.75	69.85
6	0.31	7.874	1.72	43.688	3.13	79.502
7	0.38	9.652	1.69	42.926	3.00	76.2

6. Using a dial indicator, check the angular and parallel alignment of the hubs.

Angular Method – Attach the dial indicator to the base of one hub and the indicator needle against the face of the other hub. Rotate the hub on which the indicator base is attached, check the dial at 90° intervals. All four points should be the same reading on the dial.

Parallel Method – Attach the dial indicator to the base of one hub and the indicator needle against the OD of the other hub. Rotate the hub on which the indicator base is attached, check the dial at 90° intervals. All four points should be the same reading on the dial.

Use Figure 2 to determine the maximum TIR for the Face (angular) and the OD (parallel) based on the operating speed of the coupling.

Locate the line representing the RPM at which the coupling will operate. The point at which that line crosses the horizontal axis indicates the maximum TIR on the face, or the maximum allowable angular misalignment. The point at which that line crosses the vertical axis indicates the maximum allowable TIR on the outside diameter, or the maximum allowable parallel misalignment.

* Coupling wear is related to misalignment, therefore, to achieve maximum coupling life, misalignment must be minimized.

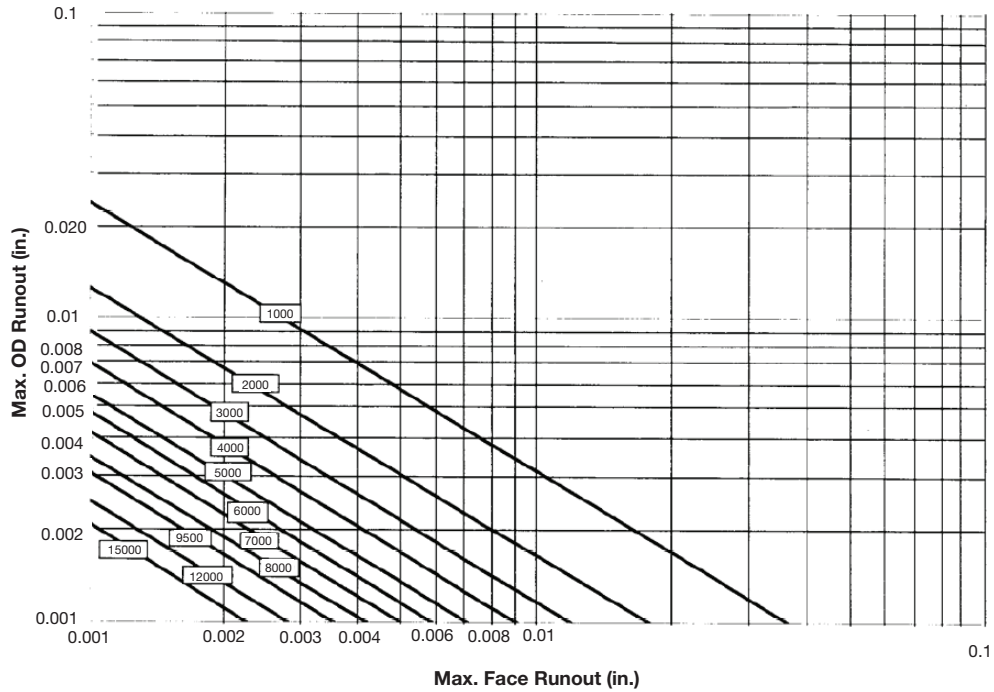


Figure 2 - Face and OD TIR

7. If the coupling is to be grease lubricated, coat all gear tooth areas with grease. Grease complying with AGMA9001-B97, or any NLGI grade 0-00, lithium based grease with EP additives, is suggested.
8. Slide the sleeves over the hubs and install the gasket between the two sleeves.
9. Install and progressively tighten the bolts with a torque wrench until the proper torque value (Table 2) is met.

Remove lubrication plugs in each sleeve, add grease until filled.

NOTE: If RPM is below minimum, use SAE 90 oil in lieu of grease.

When using oil, it is recommended to seal the gaps in key/keyway with a sealant.

10. Install proper coupling guard.

Size	Bolt Torque		Grease Capacity		Min RPM (Grease)
	in.-lbs	Nm	Oz	g	
1	130	15	2	57	529
1.5	425	48	3	85	463
2	940	106	5	142	411
2.5	1750	198	9	255	380
3	1750	198	14	397	348
3.5	2650	299	18	510	321
4	2650	299	28	794	301
4.5	2650	299	48	1361	285
5	3650	412	56	1588	268
5.5	3650	412	84	2381	257
6	3650	412	92	2608	240
7	4850	548	134	3799	227

Maintenance

1. It is recommended that the coupling be completely flushed and relubricated after an initial break-in period of 3 million revolutions. (80 Hrs. @ 600 RPM).
2. Under normal industrial conditions the coupling should be disassembled, cleaned, and inspected every year. More severe applications may require more frequent inspection and relubrication.
3. During any inspection of the coupling when gear tooth wear is evident or the seal is leaking, it is recommended to replace the worn parts.
4. Upon reassembly after inspection always refer to the installation section for proper installation and bolt torque. Always regrease the coupling after inspection. Grease, which complies with AGMA9001-B97, or any NLGI grade 0-00, lithium-based grease with EP additives, is recommended.



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