



DC Motor Blower Kit

Frames DC180ATZ and C180ATZ thru C400ATZ

Any trademarks used in this manual are the property of their respective owners.

Important:

Be sure to check www.baldor.com to download the latest version of this manual in Adobe Acrobat PDF format.

Table of Contents

Section 1	
General Information	1-1
Overview	1-1
Important:	1-1
Safety Notice:	1-1
Receiving	1-2
Handling	1-2
Storage	1-3
Preparation for Storage	1-3
Removal From Storage	1-4
EMC Compliance Statement for European Union	1-4
Section 2	
Installation & Operation	2-1
Overview	2-1
Procedure	2-1

Section 1

General Information

- Overview** This manual contains general procedures that apply to Baldor Motor products. Be sure to read and understand the Safety Notice statements in this manual. For your protection, do not install, operate or attempt to perform maintenance procedures until you understand the Warning and Caution statements.
A Warning statement indicates a possible unsafe condition that can cause harm to personnel.
A Caution statement indicates a condition that can cause damage to equipment.
- Important:** This instruction manual is not intended to include a comprehensive listing of all details for all procedures required for installation, operation and maintenance. This manual describes general guidelines that apply to most of the motor products shipped by Baldor. If you have a question about a procedure or are uncertain about any detail, Do Not Proceed. Please contact your Baldor District Office for more information or clarification.
Before you install, operate or perform maintenance, become familiar with the following:
- NEMA Publication MG-2, Safety Standard for Construction and guide for Selection, Installation and Use of Electric Motors and Generators.
 - ANSI C51.1
 - The National Electrical Code
 - Local codes and Practices
- Safety Notice:** This equipment contains high voltage! Electrical shock can cause serious or fatal injury. Only qualified personnel should attempt installation, operation and maintenance of electrical equipment.
Be sure that you are completely familiar with NEMA publication MG-2, safety standards for construction and guide for selection, installation and use of electric motors and generators, the National Electrical Code, IEC and local codes and practices. Unsafe installation or use can cause conditions that lead to serious or fatal injury. Only qualified personnel should attempt the installation, operation and maintenance of this equipment.
- WARNING:** **Do not touch electrical connections before you first ensure that power has been disconnected. Electrical shock can cause serious or fatal injury. Only qualified personnel should attempt the installation, operation and maintenance of this equipment.**
- WARNING:** **Disconnect all electrical power from the motor windings and accessory devices before disassembling of the motor. Electrical shock can cause serious or fatal injury.**
- WARNING:** **Be sure the system is properly grounded before applying power. Do not apply AC power before you ensure that all grounding instructions have been followed. Electrical shock can cause serious or fatal injury.**
- WARNING:** **Avoid extended exposure to machinery with high noise levels. Be sure to wear ear protective devices to reduce harmful effects to your hearing.**
- WARNING:** **Surface temperatures of motor enclosures may reach temperatures which can cause discomfort or injury to personnel accidentally coming into contact with hot surfaces. When installing, protection should be provided by the user to protect against accidental contact with hot surfaces. Failure to observe this precaution could result in bodily injury.**
- WARNING:** **Guards must be installed for rotating parts to prevent accidental contact by personnel. Accidental contact with body parts or clothing can cause serious or fatal injury.**
- WARNING:** **This equipment may be connected to other machinery that has rotating parts or parts that are driven by this equipment. Improper use can cause serious or fatal injury. Only qualified personnel should attempt to install operate or maintain this equipment.**
- WARNING:** **Do not by-pass or disable protective devices or safety guards. Safety features are designed to prevent damage to personnel or equipment. These devices can only provide protection if they remain operative.**
- WARNING:** **Avoid the use of automatic reset devices if the automatic restarting of equipment can be hazardous to personnel or equipment.**
- WARNING:** **Incorrect motor rotation direction can cause serious or fatal injury or equipment damage. Be sure to verify motor rotation direction before coupling the load to the motor shaft.**
- WARNING:** **Be sure the load is properly coupled to the motor shaft before applying power. The shaft key must be fully captive by the load device. Improper coupling can cause harm to personnel or equipment if the load decouples from the shaft during operation.**
- WARNING:** **Use proper care and procedures that are safe during handling, lifting, installing, operating and maintaining operations. Improper methods may cause muscle strain or other harm.**
- WARNING:** **Pacemaker danger – Magnetic and electromagnetic fields in the vicinity of current carrying conductors and permanent magnet motors can result result in a serious health hazard to persons with cardiac pacemakers, metal implants, and hearing aids. To avoid risk, stay way from the area surrounding a permanent magnet motor.**
- WARNING:** **Before performing any motor maintenance procedure, be sure that the equipment connected to the motor shaft cannot cause shaft rotation. If the load can cause shaft rotation, disconnect the load from the motor shaft before maintenance is performed. Unexpected mechanical rotation of the motor parts can cause injury or motor damage.**
- WARNING:** **Motors that are to be used in flammable and/or explosive atmospheres must display the UL label on the nameplate along with CSA listed logo. Specific service conditions for these motors are defined in NFPA 70 (NEC) Article 500.**
- WARNING:** **The SCR controller may apply hazardous voltages to the motor leads after power to the controller has been turned off. Verify the controller is incapable of delivering hazardous voltages and that the voltage at the motor leads is zero before proceeding. Failure to observe this precaution may result is severe bodily injury or death.**
- WARNING:** **Use only UL/CSA listed explosion proof motors in the presence of flammable or combustible vapors or dust.**
- WARNING:** **Motors that are to be used in flammable and/or explosive atmospheres must display the UL label on the nameplate along with CSA listed logo. Specific service conditions for these motors are defined in NFPA 70 (NEC) Article 500.**

Safety Notice Continued

- WARNING:** UL Listed motors must only be serviced by UL Approved Authorized Baldor Service Centers if these motors are to be returned to a hazardous and/or explosive atmosphere.
- WARNING:** This equipment is at line voltage when AC power is connected. Disconnect and lockout all ungrounded conductors of the ac power line before proceeding. Failure to observe these precautions could result in severe bodily injury or loss of life.
- WARNING:** Rotating parts can cause serious or fatal injury. If relubrication is performed with the motor running, to avoid injury do not contact any rotating parts.
- WARNING:** Solvents can be toxic and/or flammable. Follow manufacturer's safety procedures and directions.
- WARNING:** Space Heaters operate at line voltage. Disconnect power to space heaters before performing maintenance work on motor. Failure to observe this precaution could result in severe bodily injury or loss of life.
- WARNING:** Thermostat contacts automatically reset when the motor has slightly cooled down. To prevent injury or damage, the control circuit should be designed so that automatic starting of the motor is not possible when the thermostat resets.
- Caution:** To prevent premature equipment failure or damage, only qualified maintenance personnel should perform maintenance.
- Caution:** Do not over-lubricate motor as this may cause premature bearing failure.
- Caution:** Do not lift the motor and its driven load by the motor lifting hardware. The motor lifting hardware is adequate for lifting only the motor. Disconnect the load (gears, pumps, compressors, or other driven equipment) from the motor shaft before lifting the motor.
- Caution:** If eye bolts are used for lifting a motor, be sure they are securely tightened. The lifting direction should not exceed a 20° angle from the shank of the eye bolt or lifting lug. Excessive lifting angles can cause damage.
- Caution:** Do not use the coupling to compensate for poor alignment. This can result in vibration, noise, coupling wear, overloaded bearings and early failure.
- Caution:** To prevent equipment damage, be sure that the electrical service is not capable of delivering more than the maximum motor rated amps listed on the rating plate.
- Caution:** If a Motor Insulation test (High Potential Insulation test) must be performed, disconnect the motor from any Speed Control or drive to avoid damage to connected equipment.
- Caution:** Do not use Silicone grease or Sealing Compounds (RTV) on or in the vicinity of the motor or its air supply. Silicone vapor inside the motor will result in extremely rapid brush wear.
- Caution:** Vertical mount hand hole covers are required to provide protection to vertically mounted drip-proof motors. Stock motors and other motors designed for horizontal mounting can be adapted for vertical mounting by ordering vertical mount hand hole covers from Baldor.
- Caution:** Use of these radial load capacities requires the accurate calculation of the radial load for the application. Radial loads for gears, sprockets, and flywheel are usually accurately determined. Radial loads for V-belt drives are subject to error due to the exclusion of pre-tension load (belt tightening). The calculations of the radial load for a V-belt drive must include the pre-tension for transmitting the horsepower, pre-tension for centrifugal force on the belts, Pre-tension for high start torques, Rapid acceleration or deceleration, Pre-tension for drives with short arc-of-contact between the V-belt and sheave and low coefficient of friction between belt and sheave caused by moisture, oil or dust.
- Caution:** Series wound motors must never be allowed to run with no load (broken belt etc.) An unloaded motor may reach destructive high speeds.
- Caution:** Motors designed for forced ventilation must have cooling air when fields are excited at rated voltage. Installations having the air supply interrupted when the motor is not operating must have field disconnected or field voltage reduced to 50% rated by means of field economizing resistor and relay or motor insulation life will be significantly reduced.
- If you have any questions or are uncertain about any statement or procedure, or if you require additional information please contact your Baldor District Office.

Receiving

Each Baldor Electric Motor is thoroughly tested at the factory and carefully packaged for shipment. When you receive your motor, there are several things you should do immediately. Do not unpack until ready for use.

1. Observe the condition of the shipping container and report any damage immediately to the commercial carrier that delivered your motor.
2. Verify that the part number of the motor you received is the same as the part number listed on your purchase order.

Handling

The motor should be lifted using the lifting lugs or eye bolts provided.

1. Use the lugs or eye bolts provided to lift the motor. Never attempt to lift the motor and additional equipment connected to the motor by this method. The lugs or eye bolts provided are designed to lift only the motor. Never lift the motor by the motor shaft or the hood of a WP11 motor. If eye bolts are used for lifting a motor, be sure they are securely tightened. The lifting direction should not exceed a 20° angle from the shank of the eye bolt. Excessive lifting angles can cause motor damage.
2. To avoid condensation inside the motor, do not unpack until the motor has reached room temperature. (Room temperature is the temperature of the room in which it will be installed). The packing provides insulation from temperature changes during transportation.
3. When lifting a WP11 (Weather Proof Type 2) motor, do not lift the motor by inserting lifting lugs into holes on top of the cooling hood. These lugs are to be used for hood removal only. A spreader bar should be used to lift the motor by the cast lifting lugs located on the motor frame.

-
- If the motor must be mounted to a plate with the driven equipment such as pump, compressor etc., it may not be possible to lift the motor alone. For this case, the assembly should be lifted by a sling around the mounting base. The entire assembly can be lifted as an assembly for installation. Do not lift the assembly using the motor lugs or eye bolts provided. Lugs or eye bolts are designed to lift motor only. If the load is unbalanced (as with couplings or additional attachments) additional slings or other means must be used to prevent tipping. In any event, the load must be secure before lifting.

Storage

Storage requirements for motors and generators that will not be placed in service for at least six months from date of shipment. To avoid condensation inside the motor, do not unpack until the motor has reached room temperature. (Room temperature is the temperature of the room in which it will be installed). The packing provides insulation from temperature changes during transportation.

Improper motor storage will result in seriously reduced reliability and failure. An electric motor that does not experience regular usage while being exposed to normally humid atmospheric conditions is likely to develop rust or rust particles on surrounding surfaces to contaminate the bearings. The electrical insulation may absorb an excessive amount of moisture leading to the motor winding failure.

A wooden crate "shell" should be constructed to secure the motor during storage. This is similar to an export box but the sides & top must be secured to the wooden base with lag bolts (not nailed as export boxes are) to allow opening and reclosing many times without damage to the "shell".

Minimum resistance of motor winding insulation is 5 Meg ohms or the calculated minimum, which ever is greater.

Minimum resistance is calculated as follows: $R_m = kV + 1$

where: R_m is minimum resistance to ground in Meg-Ohms and
kV is rated nameplate voltage defined as Kilo-Volts.)

Example: For a 480VAC rated motor $R_m = 1.48$ meg-ohms (use 5 M Ω).

For a 4160VAC rated motor $R_m = 5.16$ meg-ohms.

Preparation for Storage

- Some motors have a shipping brace attached to the shaft to prevent damage during transportation. The shipping brace, if provided, must be removed and stored for future use. The brace must be reinstalled to hold the shaft firmly in place against the bearing before the motor is moved.
 - Store in a clean, dry, protected warehouse where control is maintained as follows:
 - Shock or vibration must not exceed 2 mils maximum at 60 hertz, to prevent the bearings from brinelling. If shock or vibration exceeds this limit vibration isolation pads must be used.
 - Storage temperatures of 10°C (50°F) to 49°C (120°F) must be maintained.
 - Relative humidity must not exceed 60%.
 - Motor space heaters (when present) are to be connected and energized whenever there is a possibility that the storage ambient conditions will reach the dew point. Space heaters are optional.
- Note: Remove motor from containers when heaters are energized, reprotect if necessary.
- Measure and record the resistance of the winding insulation (dielectric withstand) every 30 days of storage.
 - If motor insulation resistance decreases below the minimum resistance, contact your Baldor District office.
 - Place new desiccant inside the vapor bag and re-seal by taping it closed.
 - If a zipper-closing type bag is used instead of the heat-sealed type bag, zip the bag closed instead of taping it. Be sure to place new desiccant inside bag after each monthly inspection.
 - Place the shell over the motor and secure with lag bolts.
 - Where motors are mounted to machinery, the mounting must be such that the drains and breathers are fully operable and are at the lowest point of the motor. Vertical motors must be stored in the vertical position. Storage environment must be maintained as stated in step 2.
 - Motors with Ball and roller bearing (anti-friction) motor shafts are to be rotated manually every 3 months. Ball bearings are deep grooved, double shielded with sufficient lubricant packed into the bearings by the manufacturer for "life lubrication." The initial lubricant is supplemented by a supply packed into larger reservoirs in the end shield at time of assembly. No grease fittings are provided, the initial lubrication is adequate for up to 5 years of operation under normal conditions.
 - All breather drains are to be fully operable while in storage (drain plugs removed). The motors must be stored so that the drain is at the lowest point. All breathers and automatic "T" drains must be operable to allow breathing and draining at points other than through the bearings around the shaft. Vertical motors should be stored in a safe stable vertical position.
 - Coat all external machined surfaces with a rust preventing material. An acceptable product for this purpose is Exxon Rust Ban # 392.
 - Carbon brushes should be lifted and held in place in the holders, above the commutator, by the brush holder fingers. The commutator should be wrapped with a suitable material such as cardboard paper as a mechanical protection against damage.

Non-Regreaseable Motors

Non-regreaseable motors with "Do Not Lubricate" on the nameplate should have the motor shaft rotated 15 times to redistribute the grease within the bearing every 3 months or more often.

Removal From Storage

1. Remove all packing material.
2. Measure and record the electrical resistance of the winding insulation resistance meter at the time of removal from storage. The insulation resistance must not be less than 50% from the initial reading recorded when the motor was placed into storage. A decrease in resistance indicates moisture in the windings and necessitates electrical or mechanical drying before the motor can be placed into service. If resistance is low, contact your Baldor District office.
3. Regrease the bearings as instructed in Section 3 of this manual.
4. Reinstall the original shipping brace if motor is to be moved. This will hold the shaft firmly against the bearing and prevent damage during movement.

EMC Compliance Statement for European Union

The motors described in this instruction manual are designed to comply 2004/108/EC . These motors are commercial in design and not intended for residential use. When used with converters, please consult converter manufacturers literature regarding recommendations on cable types, cable shielding, cable shielding termination, connection recommendations and any filters which may be recommended for EMC compliance. For additional information, consult Baldor MN1383.

Section 2

General Information

Overview

A blower kit consists of the following items:

1. A blower assembly complete with AC motor.
2. Two solid hand-hole covers.

A filter kit is supplied as a separate item if specified.

The kit is suitable for modifying a drip-proof self-ventilated DC motor of suitable rating and frame size to convert it into forced-ventilated motor mounted blower construction. The blower will provide to the motor a constant supply of ventilating air with the cubic feet per minute and static pressure required for the rating.

The blower is normally mounted on the top hand-hole opening of the commutator end bracket with the air inlet pointed away from the drive shaft end of the motor. The blower can also be mounted on the side of the commutator end bracket opposite the conduit box side.

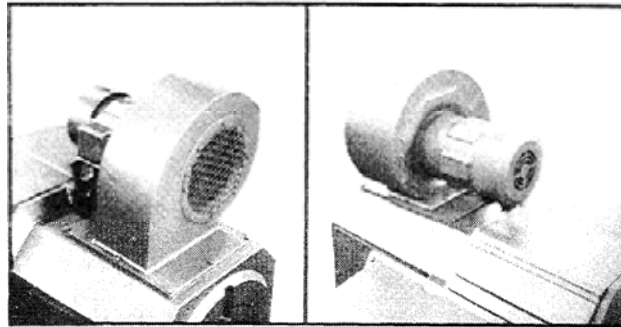
The DC motor internal fan may be left in position provided the blower is installed on the commutator end bracket.

The DC motor must not be energized or operated without the blower running.

Caution: To ensure adequate protection of a blower ventilated motor against loss of cooling air, a motor thermostat or air flow switch for interlocking with the controller overload protection circuit is recommended.

Procedure

Figure 2-1 Blower without filter



To mount the blower:

1. Remove all of the hand-hole covers from the commutator end bracket. (Bracket opposite the drive end.)
2. Retain the solid cover and mounting cap screws for future use. Discard the louvered covers and screen cover if provided.
3. Mount the blower assembly on the selected hand-hole opening using the cap screws provided with the kit. Refer to Figure 2-1.
4. Mount the two solid hand-hole covers provided with the kit and the one solid hand-hole cover removed from the bracket on the three remaining hand-hole openings using the cap screws previously provided for the hand-hole covers.
5. Connect the AC blower motor through a starter (not included in the blower kit) with a suitable source of AC power so that the blower motor will turn the blower's wheel in the proper direction. The standard blower motor is for three phase, 50/60 Hz, 230/460 volt power.) Blower motors for single phase drive motors may be rated for single-phase, 50/60 Hz, 230 volt power.) Blower motors for other AC supplies are available on special order. Check the nameplate on the blower motor to make sure it matches the available AC source and control. Check the blower motor full load current on the motor nameplate to make sure it matches the rating of the overload relay setting or heater in the blower starter.
6. Before starting the blower motor, make sure the blower wheel mounted on the shaft of the blower motor turns freely without any interference or binding.
7. Start the blower motor and check for the proper direction of rotation. Ensure that the blower assembly and the solid covers on the front end bracket are tight with gasket properly installed to prevent leakage of ventilating air. Listen to the blower and blower motor for any noise that would indicate abnormal operation.

Caution

Actually check blower rotation. Do not depend on the "feel" of the amount of exit air. Motors may appear to have sufficient air coming out of the exit louvers when the blower is rotating in the wrong direction.

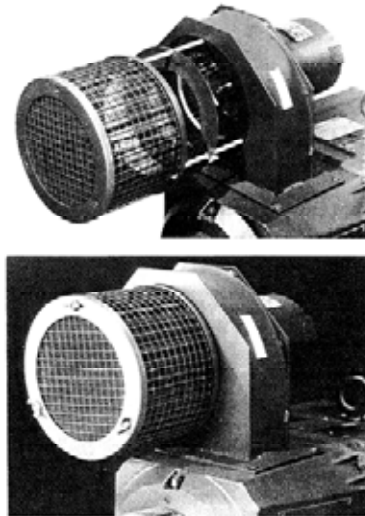
8. Mount Filter Kit, if included, as follows:
 - a. Remove inlet flange with screen.
 - b. Mount inlet flange from filter kit using the bolts provided for original flange.
 - c. Install the filter studs in the inlet flange.
 - d. Place 5/8" wide by 1/4" thick foam gasket material around face of inlet flange to seal gap between inlet flange and filter.
 - e. Place filter against inlet flange and install filter mounting plate against end of filter. Secure with the 5/16 wing nuts on the filter studs.

Frames DC180ATZ, C180ATZ thru C400ATZ with round filter.
Filter kits will fit blower kits as follows:

Table 2-1

Filter Kit	Blower Kit	DC Motor Frame Size
417077-57	419947-51	DC180ATZ — C180ATZ
417077-59	419947-29	C2113ATZ, C2115ATZ
417077-59	419947-30	C2512ATZ, C2514ATZ, C2515ATZ
417077-59	419947-32	C280ATZ
417077-59	419947-34	C320ATZ
417077-65	417077-74	C3612ATZ
417077-102	417077-127	C3613ATZ
417077-102	417077-75	C400ATZ

Figure 2-2 Blower with Round filter



- WARNING:** Filter must be in place when operating the motor to guard against possible contact with the blower wheel.
- i Remove inlet screen. Do not use inlet screen with filter. (Inlet screen should be saved if future operation without filter is required.) Refer to Figure 2.
 - ii Install the three filter studs on the blower housing.
 - iii Place inlet flange on the three filter studs and push up to blower housing.
 - iv Place filter on the three filter studs so that the studs line up with the holes on the face of the filter.
 - v Push inlet flange and filter against blower housing and secure with the three wing nuts on the filter studs.

Summary Check List

- 1. Confirm that the blower kit is matched to the DC motor frame and rating.
 - 2. Confirm that the blower motor rating matches the power supply.
 - 3. Confirm that the blower motor overload rating matches the motor full load current.
 - 4. Confirm that motor thermostat or air flow switch is interlocked with controller overload protection circuit.
 - 5. Confirm that the blower motor is connected for the proper direction of rotation.
 - 6. Confirm that the blower motor and wheel turn freely by hand before starting.
 - 7. Confirm that the blower motor and wheel rotates in the proper direction when running.
 - 8. Confirm that there is not unwanted leakage of air.
 - 9. Confirm that the blower and motor operates with the normal sound of forced air.
- Note: Filters will become clogged with dirt in normal operation and must be cleaned or replaced to ensure that the proper volume of ventilating air is provided to the motor.

- WARNING:** Surface temperature of motor enclosure may reach temperatures which can cause discomfort or injury to personnel accidentally coming into contact with hot surfaces. (When installing, protection should be provided by user to protect against accidental contact with hot surface).

Baldor Sales Offices

UNITED STATES

ARIZONA

PHOENIX

4211 S 43RD PLACE
PHOENIX, AZ 85040
PHONE: 602-470-0407
FAX: 602-470-0464

ARKANSAS

CLARKSVILLE

706 WEST MAIN STREET
CLARKSVILLE, AR 72830
PHONE: 479-754-9108
FAX: 479-754-9205

CALIFORNIA

LOS ANGELES

6480 FLOTILLA STREET
COMMERCE, CA 90040
PHONE: 323-724-6771
FAX: 323-721-5859

HAYWARD

21056 FORBES STREET
HAYWARD, CA 94545
PHONE: 510-785-9900
FAX: 510-785-9910

COLORADO

DENVER

3855 FOREST STREET
DENVER, CO 80207
PHONE: 303-623-0127
FAX: 303-595-3772

CONNECTICUT

WALLINGFORD

65 SOUTH TURNPIKE ROAD
WALLINGFORD, CT 06492
PHONE: 203-269-1354
FAX: 203-269-5485

FLORIDA

TAMPA/PUERTO RICO/ VIRGIN ISLANDS

3906 EAST 11TH AVENUE
TAMPA, FL 33605
PHONE: 813-248-5078
FAX: 813-241-9514

GEORGIA

ATLANTA

62 TECHNOLOGY DRIVE
ALPHARETTA, GA 30005
PHONE: 770-772-7000
FAX: 770-772-7200

ILLINOIS

CHICAGO

340 REMINGTON BLVD.
BOLINGBROOK, IL 60440
PHONE: 630-296-1400
FAX: 630-226-9420

INDIANA

INDIANAPOLIS

5525 W. MINNESOTA STREET
INDIANAPOLIS, IN 46241
PHONE: 317-246-5100
FAX: 317-246-5110

IOWA

DES MOINES

1943 HULL AVENUE
DES MOINES, IA 50313
PHONE: 515-263-6929
FAX: 515-263-6515

MARYLAND

BALTIMORE

7071A DORSEY RUN RD
ELKRIDGE, MD 21075
PHONE: 410-579-2135
FAX: 410-579-2677

MASSACHUSETTS

BOSTON

6 PULLMAN STREET
WORCESTER, MA 01606
PHONE: 508-854-0708
FAX: 508-854-0291

MICHIGAN

DETROIT

5993 PROGRESS DRIVE
STERLING HEIGHTS, MI 48312
PHONE: 586-978-9800
FAX: 586-978-9969

MINNESOTA

MINNEAPOLIS

13098 GEORGE WEBER DR, SUITE 400
ROGERS, MN 55374
PHONE: 763-428-3633
FAX: 763-428-4551

MISSOURI

ST LOUIS

13678 LAKEFRONT DRIVE
EARTH CITY, MO 63045
PHONE: 314-373-3032
FAX: 314-373-3038

KANSAS CITY

1501 BEDFORD AVENUE
NORTH KANSAS CITY, MO 64116
PHONE: 816-587-0272
FAX: 816-587-3735

NEW YORK

AUBURN

ONE ELLIS DRIVE
AUBURN, NY 13021
PHONE: 315-255-3403
FAX: 315-253-9923

NORTH CAROLINA

GREENSBORO

1220 ROTHERWOOD ROAD
GREENSBORO, NC 27406
PHONE: 336-272-6104
FAX: 336-273-6628

OHIO

CINCINNATI

2929 CRESCENTVILLE ROAD
WEST CHESTER, OH 45069
PHONE: 513-771-2600
FAX: 513-772-2219

OHIO (Continued)

CLEVELAND

8929 FREEWAY DRIVE
MACEDONIA, OH 44056
PHONE: 330-468-4777
FAX: 330-468-4778

OKLAHOMA

TULSA

5555 E. 71ST ST., SUITE 9100
TULSA, OK 74136
PHONE: 918-366-9320
FAX: 918-366-9338

OREGON

PORTLAND

12651 SE CAPPS ROAD
CLACKAMAS, OR 97015
PHONE: 503-691-9010
FAX: 503-691-9012

PENNSYLVANIA

PHILADELPHIA

1035 THOMAS BUSCH
MEMORIAL HIGHWAY
PENNSAUKEN, NJ 08110
PHONE: 856-661-1442
FAX: 856-663-6363

PITTSBURGH

159 PROMINENCE DRIVE
NEW KENSINGTON, PA 15068
PHONE: 724-889-0092
FAX: 724-889-0094

TENNESSEE

MEMPHIS

4000 WINCHESTER ROAD
MEMPHIS, TN 38118
PHONE: 901-365-2020
FAX: 901-365-3914

TEXAS

DALLAS

2920 114TH STREET SUITE 100
GRAND PRAIRIE, TX 75050
PHONE: 214-634-7271
FAX: 214-634-8874

HOUSTON

10355 W. LITTLE YORK ROAD
SUITE 300
HOUSTON, TX 77041
PHONE: 281-977-6500
FAX: 281-977-6510

UTAH

SALT LAKE CITY

2230 SOUTH MAIN STREET
SALT LAKE CITY, UT 84115
PHONE: 801-832-0127
FAX: 801-832-8911

WISCONSIN

MILWAUKEE

1960 SOUTH CALHOUN ROAD
NEW BERLIN, WI 53151
PHONE: 262-784-5940
FAX: 262-784-1215

INTERNATIONAL SALES

FORT SMITH, AR

P.O. BOX 2400
FORT SMITH, AR 72902
PHONE: 479-646-4711
FAX: 479-648-5895

CANADA

EDMONTON, ALBERTA

4053-92 STREET
EDMONTON, ALBERTA T6E 6R8
PHONE: 780-434-4900
FAX: 780-438-2600

TORONTO

OAKVILLE, ONTARIO

2910 BRIGHTON ROAD
OAKVILLE, ONTARIO, CANADA L6H 5S3
PHONE: 905-829-3301
FAX: 905-829-3302

MONTREAL, QUEBEC

5155 J-ARMAND BOMBARDIER
SAINT-HUBERT, QUÉBEC
CANADA J3Z 1G4
PHONE: 514-933-2711
FAX: 514-933-8639

VANCOUVER,

BRITISH COLUMBIA

1538 KEBET WAY
PORT COQUITLAM,
BRITISH COLUMBIA V3C 5M5
PHONE 604-421-2822
FAX: 604-421-3113

WINNIPEG, MANITOBA

54 PRINCESS STREET
WINNIPEG, MANITOBA R3B 1K2
PHONE: 204-942-5205
FAX: 204-956-4251

MEXICO

LEON, GUANAJUATO

KM. 2.0 BLVD. AEROPUERTO
LEON, GUANAJUATO, CP37545
MEXICO
FAX: +52 477 761 2010



Baldor Electric Company

P.O. Box 2400, Fort Smith, AR 72902-2400 U.S.A., Ph: (1) 479.646.4711, Fax (1) 479.648.5792, International Fax (1) 479.648.5895
www.baldor.com