

Parts Replacement Manual

For

Torque-ArmTM

Speed Reducers

Taper Bushed

SIZES: TDT12
TDT13
TDT14
TDT15

WARNING: Because of the possible danger to persons(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 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.

INSTALLATION

1. Remove the plastic plugs that protect the threaded holes in the sides of the reducer housing and install the lifting brackets supplied with the reducer.

2. Determine the running position of the reducer. (See Fig. 1). Note that the reducer housing has been machined for pipe plugs; around the sides of the reducer for horizontal applications and in each face for vertical applications. The plugs must be arranged relative to the running position as follows:

Horizontal Installations — Install the magnetic drain plug in the hole closest to the bottom of the reducer. Throw away the tape that covers the filler/ventilation plug in shipment and install plug in topmost hole. Of the remaining plugs on the sides of the reducer, the lowest one is the minimum oil level plug.

Vertical Installations — Install the filler/ventilation plug in the hole provided in the top face of the reducer housing. Use the hole in the bottom face for the magnetic drain plug. Of the remaining holes on the sides of the reducer, use a plug in the upper housing half for the minimum oil level plug.

The running position of the reducer in a horizontal application is not limited to the four positions shown in Figure 1. However, if running position is over 20° either way from sketches, the oil level plug cannot be safely used to check the oil level, unless during the checking the torque arm is disconnected and the reducer is swung to within 20° of the positions shown in Figure 1. Because of the many possible positions of the reducer, it may be necessary or desirable to make special adaptations using the lubrication fitting holes furnished along with other standard pipe fittings, stand pipes and oil level gages as required.

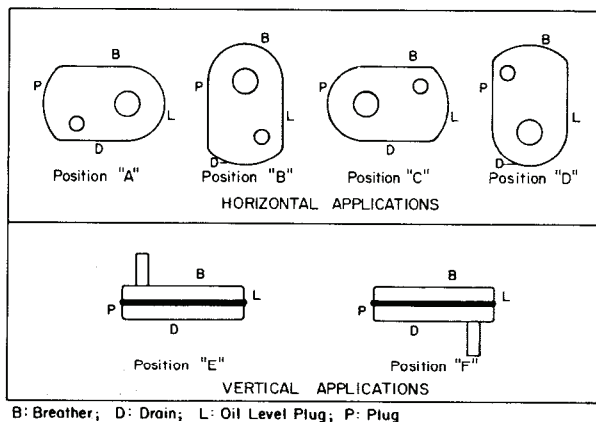


FIG. 1 — Mounting Positions

Important: Since reducer is shipped without oil, it is necessary to add the proper amount of oil before running. Use a high grade petroleum base, rust and oxidation inhibited (R & O) gear oil — see tables. Follow instructions on reducer nameplate, warning tags, and in the installation manual.

Under average industrial operating conditions, the lubricant should be changed every 2500 hours of operation or every 6 months, whichever occurs first. Drain

Note:

TDT12, TDT13 and TDT14: Refer to instruction manual (499629) packed with tapered bushings for installation then go on to item 9 below.

TDT15 only:

- Place the inboard bushing on the shaft and position it 3½" away from the bearing.
- Place output hub key on shaft and in bushing. Stake key in position.
- Hoist reducer into position and slide it onto shaft aligning hub keyway with key.
- Align unthreaded holes of inboard bushing with threaded holes of bushing back-up plate. If necessary, rotate the bushing back-up plate to align holes. Insert screws and tighten lightly.
- Place the outboard bushing in position on the shaft aligning the bushing keyway with the key. Align the unthreaded holes in the bushing with the threaded holes in the back-up plate, rotating the back-up plate if necessary. Insert bushing screws and tighten lightly.
- Tighten the screws in both bushings alternately and evenly to 1600 inch-pounds wrench torque.

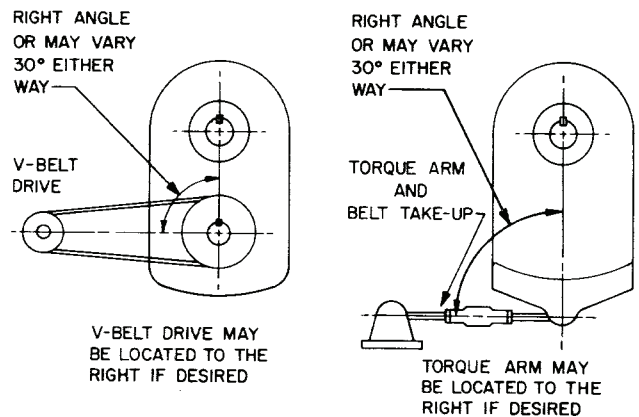


FIG. 2

9. Install sheave on input shaft as close to reducer as possible.

10. Install motor and V-belt drive so belt pull will be roughly at right angles to the center line between driven and input shaft. (See Fig. 2.) This will permit tightening V-belt drive with the torque-arm.

11. Install torque-arm adaptor plates on the input end of the reducer.

12. Install torque-arm fulcrum on a rigid support so that the torque-arm will be approximately at right angles to the center line through the driven shaft and the torque-arm anchor screw. (See Fig. 2.) Make sure that there is sufficient take-up in the turnbuckle for belt tension adjustment when using V-belt drives.

13. Retighten bolts and pipe plugs after a few days operation. This prevents oil leakage.

LUBRICATION

reducer and flush with kerosene, clean magnetic drain plug and refill to proper level with new lubricant. Caution: Too much oil will cause overheating and too little will result in gear failure. Check oil level regularly.

Under extreme operating conditions, such as rapid rise and fall of temperature, dust, dirt, chemical particles, chemical fumes, or oil sump temperatures above 200° F., the oil should be changed every 1 to 3 months depending on severity of conditions.

Table 1 – Oil Volumes

REDUCER SIZE	Volume of Oil Required to Fill Reducer to Oil Level Plug																	
	† Position A			† Position B			† Position C			† Position D			† Position E			† Position F		
	Fluid Ounces (Approx)	Quarts [▲] (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts [▲] (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts [▲] (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts [▲] (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts [▲] (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts [▲] (Approx)	Liters (Approx)
TDT12	1884	58 $\frac{7}{8}$	55.7	1216	38	36	1884	58 $\frac{7}{8}$	55.7	1164	36 $\frac{3}{8}$	34.4	3200	100	95	3200	100	95
TDT13	2752	86	81.0	1984	62	59	2752	86	81.0	1888	59	56.0	3520	110	104	3520	110	104
TDT14	3840	120	114.0	2816	88	83	3840	120	114.0	1952	61	58.0	4800	150	142	4800	150	142
TDT15	6304	197	186.0	4416	138	131	6144	192	182.0	5440	170	161.0	8992	281	266	8992	281	266

† Refer to Fig. 1 on page 2 for mounting positions.

▲ U. S. Measure: 1 quart = 32 fluid ounces = .94646 liters.

Note: If reducer position is to vary from those shown in Figure 1 either more or less oil may be required. Consult factory.

Table 2 – Oil Recommendations for Average Operating Conditions

Ratio and Output RPM	Room Temp. ° Fahr.	OIL		VISCOSITY	
		S. A. E. No.	AGMA Lub. No.	ASTM SUS @ 100° F.	Metric Equiv. c St @ 37.8° C.
25:1 } — Up to 45 rpm 30:1 } 15:1 } — Up to 75 rpm	— 25° thru 60°	10W40	—	—	—
	0° thru 100°	40	4	626 to 765	135 to 165
	101° thru 180°	50	5	918 to 1122	198 to 242
25:1 } — 46 rpm and Up 30:1 } 15:1 } — 76 rpm and Up	— 25° thru 60°	10W30	—	—	—
	0° thru 100°	30	3	417 to 510	90 to 110
	101° thru 180°	40	4	626 to 765	135 to 165

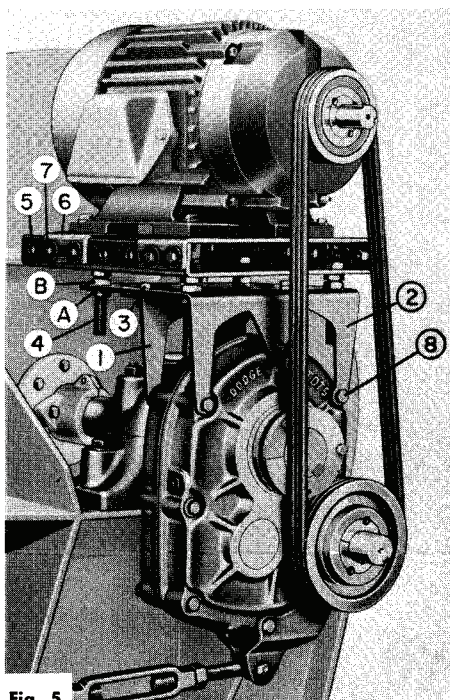
NOTE:

Pour point of lubricant selected should be at least 10° F. lower than expected minimum ambient starting temperature.

Extreme pressure (EP) lubricants are not recommended for average operating conditions.

Special lubricants may be required for food and drug industry applications where contact with the product being manufactured may occur. Consult a lubrication manufacturers representative for his recommendation.

Do not use oils containing slippery additives such as graphite or molybdenum disulphide in the reducer when backstop is used. These additives will destroy sprag action.

MOTOR MOUNTS**Fig. 5**

Note: Belt guard removed for photographic purposes.

The motor mount must be installed on output end of reducer as shown in Figure 5. Note: The T-A motor mount is not recommended for applications requiring the use of TRI-MATIC® Overload Release.

Remove two or three (as required) housing bolts on output end of reducer. Install back support 1 and front support 2 with new housing bolts 8. Install mounting bolts 3.

Install mounting plate 5 with adjusting studs 4 as shown in Figure 5.

Assemble one motor rail 6 by loosely bolting through the two front holes on each side of mounting plate (See Figure 5) with mounting rail bolts 7.

Measure the distance between front and rear mounting holes of motor. Position the rear motor rail to this distance and loosely bolt to the mounting plate.

Center the motor on the motor rails. Use a plain washer under each slot in the motor rails when the motor mounting bolts are less than $\frac{5}{8}$ " diameter. Bolt motor snugly to motor rails.

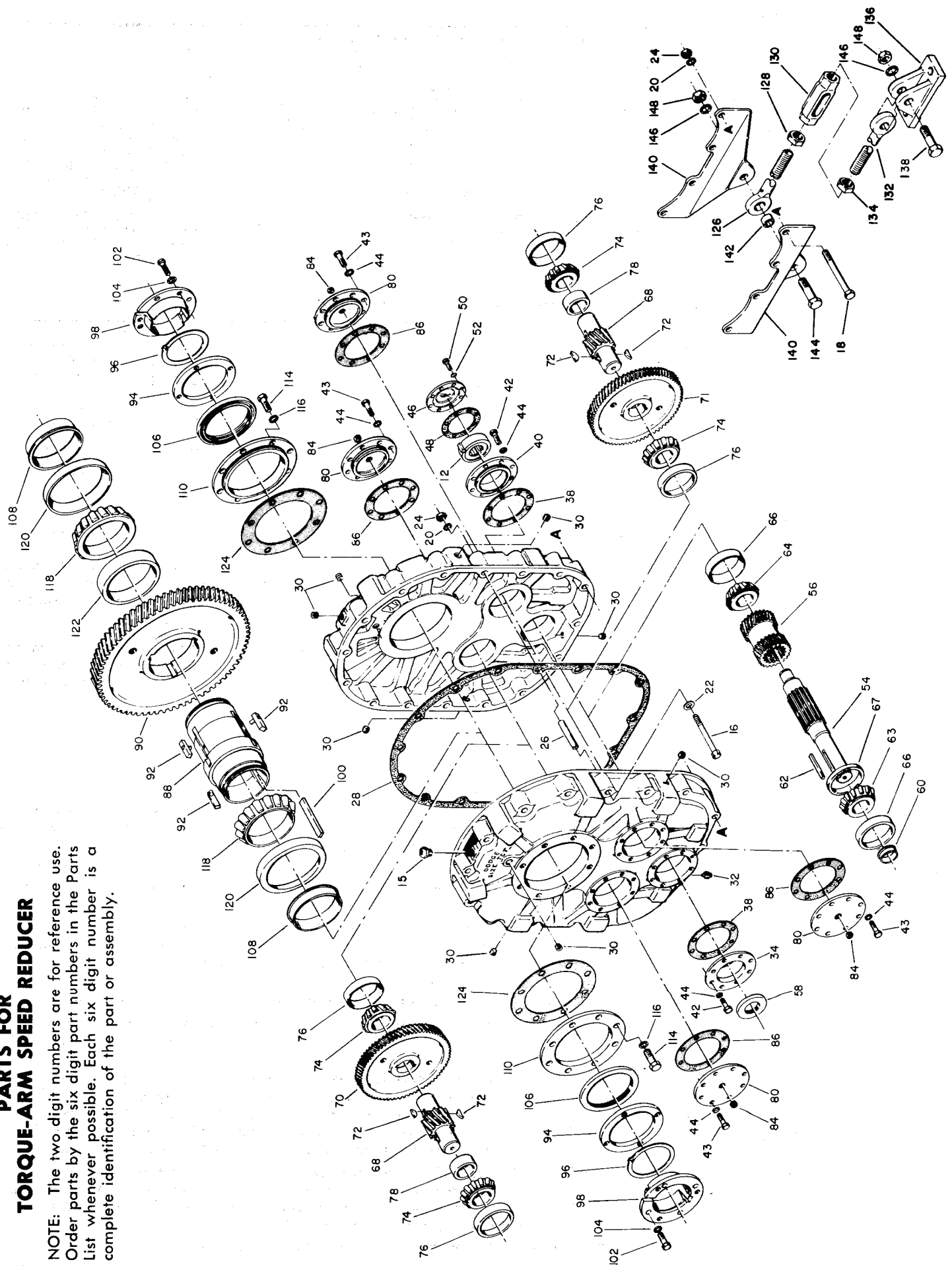
Install motor sheave and reducer sheave on their shafts as close as possible to the motor and reducer housings. **Note:** The motor rails may be moved forward or backward from the position shown in Figure 5 to permit alignment of the V-belt sheaves. It is permissible for the front motor rail to extend beyond the mounting plate 5. Align the V-belt sheaves carefully and tighten all bolts securely.

Install V-belts and adjust belt tension. Figure 5 shows the mount near the minimum belt center position. To increase the center distance, loosen the four nuts "A" on the adjusting studs and tighten the four nuts "B" alternately and evenly until the belts are properly tensioned.

Check all bolts to see that they are securely tightened.

PARTS FOR TORQUE-ARM SPEED REDUCER

NOTE: The two digit numbers are for reference use. Order parts by the six digit part numbers in the Parts List whenever possible. Each six digit number is a complete identification of the part or assembly.



Reference	Name of Part	No. Req'd.	TD12 Part No.	TD13 Part No.	TD14 Part No.	TD15 Part No.	Reference	Name of Part	No. Req'd.	TD12 Part No.	TD13 Part No.	TD14 Part No.	TD15 Part No.
12	Backstop Assembly	1	250260	272259	272293	272293	74	Countershaft Brg. Cone	4	390453	391857	391882	392007
15	HOUSING ASSEMBLY ★	1	↓	↓	↓	↓	76	Countershaft Brg. Cup	4	390454	391858	391883	392008
16	▲ Air Vent	1	271041	271041	271041	271041	78	Countershaft Brg. Spacer	2	272017	272268	272168	272372
18	▲ Housing Bolt	12	411506	411509	411517	411846	80	Countershaft Brg. Cover	4	272016	272273	272173	272380
20	▲ Adapter Housing Bolt	4	411508	411509	411518	411247	84	Cover Plug	4	430035	430035	430035	430035
22	▲ Lockwasher	16	419016	419016	419020	419020	86	Countershaft Bearing Shim Pack	↓ Sets †	↓	↓	↓	↓
24	▲ Plain Washer	2	419082	419082	419080	419080		.002" Thick	†	427630	427650	427450	427054
26	▲ Hex Nut	16	407095	407095	407099	407099		.005" Thick	†	427646	427651	427451	427055
28	▲ Dowel Pin	2	420132	420133	420134	420135		.010" Thick	†	427638	427652	427452	427056
30	▲ Housing Gasket	1	272029	272278	272178	.....		.025" Thick	†	427647	427653	427453	427057
32	▲ Pipe Plug	1	430035	430035	430035	430035		OUTPUT HUB ASSEMBLY ★	1	↓	390969	↓	↓
34	Input Shaft Seal Carrier	1	272019	272274	272174	272381	88	▲ Output Hub	1	272220	272267	272167	272368
38	Input Shaft Bearing Shim Pack	2 Sets †	↓	↓	↓	↓	90	▲ Output Gear	1	272007	272266	272166	272367
	.002" Thick	†	427582	427582	427458	427458	92	▲ Gear Key & Roll Pin	3	↓	390863	↓	↓
	.005" Thick	†	427596	427596	427459	427459	94	Bushing Back-up Plate	2	272221	272283	272183	272390
	.010" Thick	†	427603	427603	427460	427460	96	Retaining Ring	2	421053	421095	421096	421114
	.025" Thick	†	427622	427622	427461	427461		5/16" Bore	1	272215	.....	.....	.....
40	Backstop Carrier	1	272020	272275	272175	272175		5/16" Bore	1	272216	272290	.....	.....
42	Carrier & Cover Screw	16	411483	411483	411268	411268		6" Bore	1	272217	272291	272191	.....
43	Countershaft Cover Screw	32	411483	411483	411268	411495		6 1/2" Bore	1	272218	.....	.....	.....
44	Lockwasher	48	419014	419014	419016	419016	98	BUSHING ASSEMBLY ★	1	272219	272292	272192	.....
46	Backstop Cover	1	248221	272276	272176	272176		7" Bore	1	.....	272257	272193	.....
48	Cover Gasket	1	248220	272277	272177	272177		8" Bore	1	.....	.....	272194	272398
50	Backstop Cover Cap Screw	6	411402	411408	411407	411407		8 1/2" Bore	1	.....	.....	.....	272397
52	Lockwasher	6	419009	419011	419011	419011		9" Bore	1	.....	.....	.....	272396
54	Input Shaft	1	272004	272261	272161	272362		10" Bore	1	.....	.....	.....	272395
56	Input { 15:1 Ratio Pinion } Ratio	1	272212	.....	.....	.....		5/16" Bore	1	272223	.....	.....	.....
58	Input Shaft Seal	1	272211	272270	272270	272377		5/16" Bore	1	272225	272287	.....	.....
60	Input Shaft Seal Wear Ring	1	.....	272281	272281	272376		6" Bore	1	272227	272288	272188	.....
62	Input Shaft Key	1	443122	443140	443139	443348		6 1/2" Bore	1	272229	.....	.....	.....
63	Input Shaft Brg. Cone — Input End	1	390451	391830	391880	391857		7" Bore	1	272231	272289	272189	.....
64	Input Shaft Brg. Cone — B/Stop End	1	390451	391830	391880	391880		8" Bore	1	.....	443175	272190	.....
66	Input Shaft Brg. Cup	2	390452	391856	391858	391858		8 1/2" Bore	1	.....	.....	443188	272408
67	Input Shaft Brg. Spacer	1	.....	.....	.....	272391		9" Bore	1	.....	.....	.....	272407
	COUNTERSHAFT ASSEMBLY							10" Bore	1	.....	.....	.....	272406
68	Left Hand Spiral ★	1	↓	↓	↓	↓	102	▲ Bushing Screw	8	411485	411485	411495	411496
	{ 15:1 Ratio } Ratio	1	↓	↓	↓	↓	104	▲ Lockwasher	8	419014	419014	419016	419016
70	▲ Countershaft with Pinion	1	272006	272265	272165	272366	106	Output Hub Seal	2	272010	272271	272171	272375
	▲ L.H. 1st Reduction Gear	1	272026	.....	.....	.....	108	Output Hub Seal Wear Ring	2	.....	272282	272182	272374
	{ 15:1 Ratio } Ratio	1	272005	272263	272163	272364	110	Output Hub Seal Carrier	2	272014	272272	272172	272379
72	▲ Key	2	248218	248218	248218	272389	114	Carrier Screw	16	411493	411493	411276	411248
	COUNTERSHAFT ASSEMBLY						116	Lockwasher	16	419016	419016	419018	419018
68	Right Hand Spiral ★	1	↓	↓	↓	↓	118	Output Hub Brg. — Cone	2	390455	391859	391884	392005
	{ 15:1 Ratio } Ratio	1	↓	↓	↓	↓	120	Output Hub Brg. — Cup	2	390456	391860	391885	392006
71	▲ Countershaft with Pinion	1	272006	272265	272165	272366	122	Output Hub Brg. Spacer	1	272012	272269	272169	272378
	▲ R.H. 1st Reduction Gear	1	272028	.....	.....	.....	124	Output Hub Bearing Shim Pack	↓ Sets †	↓	↓	↓	↓
	{ 15:1 Ratio } Ratio	1	272011	272264	272164	272365		.002" Thick	†	427504	427654	427454	427050
72	▲ Key	2	248218	248218	248218	272389		.005" Thick	†	427524	427655	427455	427051
	COUNTERSHAFT ASSEMBLY							.010" Thick	†	427535	427656	427456	427052
68	Right Hand Spiral ★	1	↓	↓	↓	↓	126	Rod End	1	272050	272050	272151	272385
	{ 15:1 Ratio } Ratio	1	↓	↓	↓	↓	128	Hex Nut	1	407108	407108	407110	407150
71	▲ Countershaft with Pinion	1	272006	272265	272165	272366	130	Turnbuckle	1	272051	272051	272152	272386
	▲ R.H. 1st Reduction Gear	1	272028	.....	.....	.....	132	Extension	1	272052	272052	272153	272387
	{ 15:1 Ratio } Ratio	1	272011	272264	272164	272365	134	L.H. Hex Nut	1	407251	407251	407111	407080
72	▲ Key	2	248218	248218	248218	272389	136	Fulcrum	1	272054	272054	272154	272388
	COUNTERSHAFT ASSEMBLY						138	Fulcrum Screw	1	411524	411524	411528	411245
68	Right Hand Spiral ★	1	↓	↓	↓	↓		ADAPTER ASSEMBLY ★	1	.....	.....	.....	.....
	{ 15:1 Ratio } Ratio	1	↓	↓	↓	↓	140	▲ Adapter Plate	2	272049	272280	272180	272383
71	▲ Countershaft with Pinion	1	272006	272265	272165	272366	142	▲ Adapter Bushing	1	272046	272046	272187	272384
	▲ R.H. 1st Reduction Gear	1	272028	.....	.....	.....	144	▲ Adapter Bolt	1	411520	411520	411527	411244
	{ 15:1 Ratio } Ratio	1	272011	272264	272164	272365	146	▲ Lockwasher	2	419024	419024	419025	419026
72	▲ Key	2	248218	248218	248218	272389	148	▲ Hex Nut	2	407104	407104	407108	407110

★ Includes parts listed immediately below marked "▲". Housing Assembly also includes two-piece bushing. Bushing assembly includes 2 bushings.
 ▲ The parts marked "▲" make up the assemblies under which they are listed. Housing Assembly also includes two-piece housing.
 □ 2 req'd. on TD12; 8 req'd. on TD13 & TD14; 12 req'd. on TD15.
 † One set consists of one each of the shims listed immediately below marked with a dagger.

† See last paragraph under "ORDERING PARTS" following.
 ‡ Use reference number when ordering; giving complete part identification.
 § 25:1 on TD12, TD13 & TD14; 30:1 on TD15.
 ¶ 4 sets req'd. on TD12, TD13 & TD14; 6 sets req'd. on TD15.
 ♦ 2 sets req'd. on TD12, TD13 & TD14; 3 sets req'd. on TD15.
 * Recommended spare parts.

REPLACEMENT OF PARTS

IMPORTANT:

Using tools normally found in a maintenance department, a Dodge Torque-Arm Speed Reducer can be disassembled and reassembled by careful attention to the instructions following.

Cleanliness is very important to prevent the introduction of dirt into the bearings and other parts of the reducer. A tank of clean solvent, an arbor press, and

equipment for heating bearings and gears, should be available for shrinking these parts on shafts.

Our factory is prepared to repair reducers for customers who do not have proper facilities or who for any reason desire factory service.

The oil seals are of the rubbing type and considerable care should be exercised during disassembly and reassembly to avoid damage to surfaces which the seals rub on.

ORDERING PARTS:

When ordering parts for reducer specify Reducer Size number, part name, part number and quantity.

It is strongly recommended that when a pinion or gear is replaced, the mating gear or pinion also be replaced.

If the large gear on the output hub must be replaced, it is recommended that an output hub assembly of a gear assembled on a hub be ordered to secure undamaged surfaces on the output hub where the oil seals rub. However, if it is desired to use the old output hub, press the gear and bearing off and carefully examine the rubbing surface under the oil seal for possible scratching or other damage resulting from the pressing operation. To prevent oil leakage at the oil seals, the smooth surface of the output hub must not be damaged.

If any parts must be pressed from a shaft or the output hub, this should be done before ordering parts to make sure at least none of the bearings or other parts are damaged in removal.

Because old seals, wear rings or housing gasket may be damaged in disassembly, it is advisable to order replacements for these parts.

If replacing a bearing or a shaft, it is advisable to order a set of shims for adjustment of bearings on the shaft assembly. If replacing a housing, a set of shims should be ordered for each shaft assembly because the adjustment of the bearings on each shaft assembly is affected.

REMOVING REDUCER FROM SHAFT:

1. Remove bushing screws.
2. Place the screws in the threaded holes provided in the bushing flanges. Tighten the screws alternately and evenly until the bushings are free on the shaft. For ease of tightening screws make sure screw threads and threaded holes in bushing flanges are clean.
3. Remove the outside bushing, the reducer and then the inboard bushing.

DISASSEMBLY:

1. Remove retaining rings from output hub. Remove bushing back-up plates.
2. Remove all bolts from housing. Open housing evenly to prevent damage to parts inside.
3. Lift shaft, gear, and bearing assemblies from housing.
4. Remove seals, bearing covers, seal carriers, backstop carrier and bearing cups from housing.

REASSEMBLY:

1. Output Hub Assembly: Heat gear to 325 to 350°F. to shrink onto hub. Heat bearings to 270 to 290°F. to shrink onto hub. Any injury to the hub surfaces where the oil seals rub will cause leakage, making it necessary to use a new hub. Press output hub wear rings onto the hub until the distance from the hub end to the far side of the wear ring flange is: $2\frac{7}{32}$ " on TDT13; $2\frac{15}{32}$ " on TDT14; or $3\frac{3}{32}$ " on TDT15.
2. Countershaft Assembly: Shaft and pinion are integral. Heat gear to 325 to 350°F. to shrink on shaft. Heat bearing cones to 270 to 290°F. to shrink on shaft.
3. Input Shaft Assembly: Slide pinion on shaft. Heat bearing cones to 270 to 290°F. to shrink on shaft. Press input shaft wear ring onto shaft until the distance from the shaft end to the far side of the wear ring flange is: $9\frac{11}{16}$ " on TDT13; $12\frac{3}{4}$ " on TDT14; or $14\frac{1}{32}$ " on TDT15.
4. Place a $\frac{1}{8}$ " diameter bead of Dow Corning RTV732 sealant on the face around the I.D. of the shim (sealant is to be between shim and reducer). Caution: If too much sealant is used, it will run into the bearing and too little sealant will result in an ineffective seal. Install bearing covers, output hub seal carrier and backstop carrier on right half of housing (as viewed in drawing). Put bearing cups in place. Make sure the cups are prop-

erly seated in the housing and are pressed against the countershaft bearing, output seal carrier and backstop carrier. Place housing on blocks to allow clearance for protruding end of output hub.

5. Mesh output hub assembly and countershaft assemblies together and place in housing half. Place input shaft assembly in position. Make sure rollers are properly seated in bearing cups. Make sure input pinion is central between bearings on input shaft. If not central re-engage gear teeth properly to make central.

6. Clean housing flange surfaces on both halves, making sure not to nick or scratch flange face. On size TDT15 place a new bead of gasket eliminator on flange face and spread evenly over entire flange leaving no bare spots. **Note: TDT12, TDT13 and TDT14 were originally supplied with a housing gasket do not use gasket eliminator. Reorder gasket per part number given in parts list.** Place other housing half into position and tap with a soft hammer until housing bolts can be used to draw housing halves together. Torque housing bolts per torque values listed in Table 3.

7. Install the output hub seal carrier and the shims previously removed. Note: If the housing, hub, bearing or carrier has been replaced use more shims than previously removed. Tighten the carrier cap screws. Rotate the hub while tightening these screws to assure that the bearing does not bind. If the bearing starts to bind, add more shims. Attach an indicator to the housing and set the gage on the top end of the output hub. Insert a pry bar under the other end of the hub and force it upward. The end play of the hub will be given by the indicator reading. Remove or add shims until the indicator reading is 'AA' in Table 3. Tighten screws per torque values listed in Table 3.

8. Using similar procedure adjust the bearings on one of the countershafts. (This can be accomplished by removing the plugs from the covers, placing a piece of rod on the pry bar and prying through the cover). Remove or add shims until indicator reading is 'BB' in Table 3. Tighten screws per torque values listed in Table 3. Then similarly adjust the bearings on the other countershaft.

9. Again using similar procedure adjust the bearings on the input shaft. (Backstop cover must be removed.) Remove or add shim stock until the indicator reading is 'CC' in Table 3. Tighten screws per torque values listed in Table 3.

10. Extreme care should be used in installing seals on input shaft and output hub to avoid damage which would result in oil leakage. This danger of damage and consequent oil leakage can be decreased by covering the key-seat and retaining ring groove with scotch tape or paper which can be removed subsequently. Chamfer or burr housing bore if end of bore is sharp or rough. Fill cavity between lips of seal with grease. Seals should be pressed or tapped, with a soft hammer, evenly into place in the housing, applying force only on outer corner of seals. A slight oil leakage at the seals may be evident during initial running in, but will disappear unless the seals have been damaged.

Table 3 — Torque Values

Reducer Size	Housing Bolts (in.-lb.)	Output Hub Seal Carrier (in.-lb.)	AA	C'shaft & Input Shaft Carrier & Cover (in.-lb.)	BB	CC
TDT12	1620	3120	.001" to .003"	1800	.001" to .003"	.002" to .003"
TDT13	1620	3120	.001" to .003"	1800	.001" to .003"	.002" to .003"
TDT14	3120	5160	.001" to .003"	3120	.001" to .003"	.002" to .003"
TDT15	3120	5160	.001" to .003"	3120	.001" to .003"	.002" to .003"



World Headquarters
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
Dodge Product Support
6040 Ponders Court, Greenville, SC 29615-4617 U.S.A., Ph: (1) 864.297.4800, Fax: (1) 864.281.2433
www.baldor.com

© Baldor Electric Company

MN1631
(Replaces 499354)



All Rights Reserved. Printed in USA.

06/30/09