

# BALDOR RHB (RIGHT-ANGLE HELICAL BEVEL) REDUCER

## Sizes 38 thru 168

These instructions should be read thoroughly before installation or operation.

**WARNING:** High voltage and rotating parts can cause serious or fatal injury and property damage. The use of electrical machinery, like all other utilization of concentrated power and rotating equipment, can be hazardous. Installation, operation and maintenance should be performed only by qualified electrical and mechanical maintenance personnel familiar with NEMA safety standards, the National Electrical Code and sound local practices. The manual is to be studied thoroughly by personnel responsible for the installation and maintenance of this equipment before installation is begun. Personnel must be familiar with the potential hazards involved. If this warning is not observed, personal injury and/or property damage may result. Keep this document for future reference.

### GENERAL

Please read these instructions carefully. They contain vital information on proper installation, operation, maintenance and service for the Baldor RHB gear reducer.

Each Baldor gear reducer is thoroughly inspected and tested at the factory prior to shipment. Care is taken in packing of each gear reducer. However, each gear reducer should be thoroughly inspected before it is accepted from the transportation company. If any of the goods called for in the bill of lading are damaged or missing, do not accept the shipment until the freight agent makes appropriate notation on your freight bill. If any loss or damage is discovered later, notify the agent at once and request an inspection. Though Baldor will be happy to assist you with claims for loss or damage in shipment, the transportation company is responsible for reimbursing you for such claims. Claims for loss or damage in shipment must not be deducted from the Baldor invoice, nor should payment of the Baldor invoice be withheld awaiting claims adjustment. The carrier, not Baldor, guarantees safe delivery. If considerable damage or shortage has occurred and the situation is urgent, contact the nearest Baldor Sales Office.

The Baldor reducer is warranted under the Baldor "Standard Terms and Conditions of Sale". Warranty claims must be submitted to Baldor within one year from the date of installation or within three years from the date of manufacture, whichever comes first. The warranty does not extend to failures induced by misuse, improper storage or handling, abuse, or misapplication.

**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 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.

### LUBRICATION OF THE BALDOR RHB GEAR REDUCER

The Baldor RHB gear reducer is factory filled with ISO 220 EP type mineral oil to the correct oil level for the specified mounting position. **Changes in the mounting position will require relocation of the oil level and vent plugs.** Oil may have to be added or drained to get to the correct oil level in the new mounting position. See the Mounting Position Diagrams on Pages 2 and 3 for the correct plug locations for various mounting positions of the Baldor reducer. The oil level should be checked before startup and frequently thereafter, preferably with the unit at operating temperature.

The Baldor gearbox is factory filled with lubricant. The factory fill lubricant is suitable for use at all output speeds and in ambient temperatures from +10°F to +105°F (-12°C to +41°C). No initial oil change after break in is needed. The initial factory oil fill is good for up to 10000 hours or 3 years of service, whichever comes first, in normal industrial environments.

Normal operating conditions are defined as steady loads not exceeding normal ratings and running conditions as defined in the Baldor catalog. Oil quantity and levels should be checked at frequent intervals, depending on usage. Oil changes are required after 10000 operating hours, or three years whichever comes first. The period can be extended to 20000 operating hours, or six years, if a synthetic lubricant is used. The lubricant should be changed more frequently if the unit is operating in a hostile environment. In those mountings that require grease lubrication for specific bearings, relubricate the affected bearings every year, or every 2000 operating hours whichever comes first. Use a grease with a lithium complex thickener and ISO 220 viscosity mineral oil base lubricant. Add 5 pumps of grease from a hand-held grease gun.

Baldor reducers are shipped with filling, oil level and drain plugs in place. A separate breather is included with the unit. Before putting the unit into service the filling plug must be replaced with the breather. HB38 and HF38 (1, 2 and 3 stage gear units) have one oil plug, ventilation is not necessary.

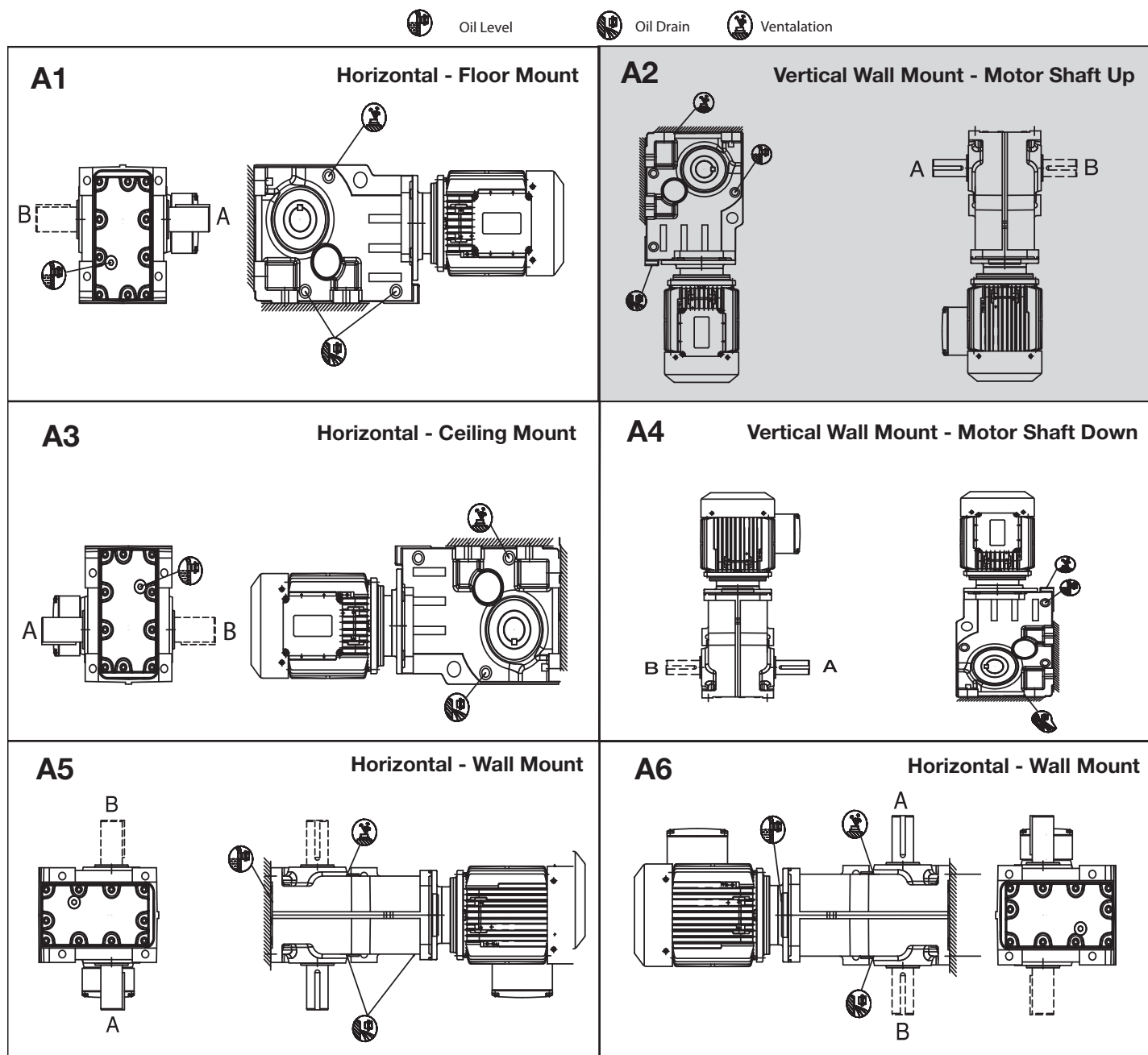
**NOTE:** For ambient temperatures below -30°F (-34°C) special oil seals are required. Consult Application Engineering.

Reference oil volumes for each Baldor gear reducer unit are listed on page 3.



## MOUNTING POSITIONS RIGHT-ANGLE HELICAL BEVEL SIZES 38-168

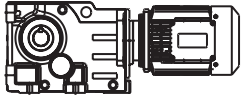

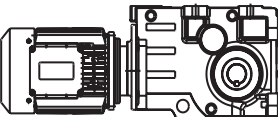
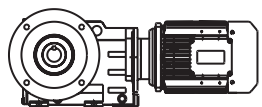
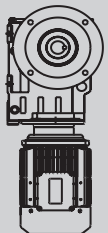
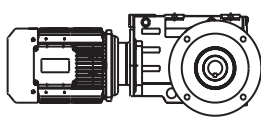
These mounting arrangements are for all output configurations and output shaft types. When ordering, please specify mounting position for correct oil quantity. In cases of mounting position other than shown here with regard to the oil quantity, please contact Application Engineering.

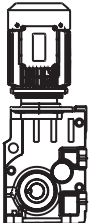
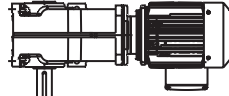
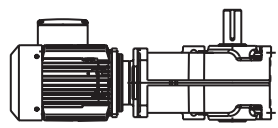
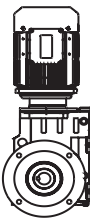
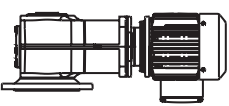
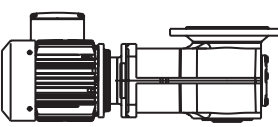


BB38 and BF38 units are sealed and furnished with only one plug for the purpose of filling and draining. Shaded mounting position not recommended. Use of product in positions not recommended negates the time-in-use warranty.

**Figure 1 - Mounting Positions**

## OLD VS. NEW MOUNTING POSITIONS

	A1	A2	A3
RHB (BB)	B3 B6-01 	B6 B8-01 	B8 
RHB (BF)	B5-01 H-01 	B5 H-04 	B5-03 H-02 

	A4	A5	A6
RHB (BB)	B3-01 B6-02 	V5 V5-01 	V6 V6-01 
RHB (BF)	B5-02 H-03 	V1 H-05 	V1-01 H-06 

Shaded A2 mounting is not a recommended mounting position due to the weight of oil on the high speed input seal.

**Figure 2 - Old vs. New Mounting Position Nomenclature**

Table 1 - Approximate Lubricant Amount													
Type	Red. Stage	Mounting Position											
		A1		A2		A3		A4		A5		A6	
		Pints	Liters	Pints	Liters	Pints	Liters	Pints	Liters	Pints	Liters	Pints	Liters
B_38	3	1.0	0.5	1.8	0.8	2.3	1.1	3.1	1.5	2.1	1.0	1.9	0.9
B_48	3	1.5	0.7	2.5	1.2	3.6	1.7	4.9	2.3	3.3	1.6	3.8	1.8
B_68	3	2.7	1.3	5.1	2.4	6.2	2.9	8.2	3.9	5.9	2.8	5.7	2.7
B_88	3	4.7	2.2	9.7	4.6	12.8	6.1	16.3	7.7	10.7	5.1	9.8	4.6
B_108	3	11.7	5.5	17.6	8.3	20.9	9.9	29.3	13.9	19.7	9.3	18.9	8.9
B_128	3	17.5	8.3	31.2	14.8	41.4	19.6	53.7	25.4	36.9	17.6	35.1	16.6
B_148	3	31.2	14.8	47.3	22.4	63.7	30.2	86.7	41.0	54.9	26.0	59.4	28.1
B_168	3	45.8	21.7	73.6	34.8	97.8	46.3	132.3	62.6	86.9	41.1	83.4	39.4

**NOTE:** Do not mix oils from different manufacturers. If a change to another type or brand of oil is made, the existing lubricant should be drained and the gearcase flushed with a small quantity of the new lubricant before refilling with the new lubricant. This is necessary to avoid possible incompatibility problems between the two lubricants. The list below gives approved alternative lubricants. This is not an exclusive list. Equivalent lubricants from other manufacturers may be used.

All reducers are factory filled according to the mounting position indicated on the order. If the mounting position is changed from the ordered mounting position, the oil level must be changed. The oil volumes shown in the mounting position charts are approximate. The correct oil level is determined by the oil level hole in the housing except for size 38 reducers. If the reducer is ordered with the standard mineral oil and the oil is later changed to synthetic oil, it is recommended the shaft seals be changed to Viton (FKM) material.

RHB is furnished with oil level, drain, and fill plugs except for the size 38, which only has a fill plug. Before starting operation, the breather must be located in the correct location.

Continued operation in cold ambient conditions requires special modifications. Contact the nearest Baldor Sales Office.

The density of the standard factory fill oil is 0.93 lbs/pint (1.98 lbs/liter). The list below shows lubricants that are available as factory fill in Baldor RHB reducers. The standard factory fill lubricant is Mobilgear 600 XP 220, which is a high performance mineral oil lubricant with special additives for use in industrial gear products.

Table 2 - Lubricant Selection Table				
Ambient Temperature*	Oil Type	ISO Viscosity Grade	Available Oils	Available Food Grade Oils (NSF H1)
10°F to 105°F (-12°C to 41°C)	Mineral Oil	220	Mobilgear 600 XP 220 (standard factory fill **)	-
-20°F to 50°F (-29°C to 13°C)	Synthetic Oil	68	Mobil SHC 626	-
-10°F to 115°F (-23°C to 46°C)	Synthetic Oil	220	Mobil SHC 630	-
30°F to 140°F (-0° C to 60° C)	Synthetic Oil	460	Mobil SHC 634	-
25°F to 75°F (-4°C to 29°C)	Mineral Oil	220	-	Chevron FM 220
45°F to 105°F (7°C to 41°C)	Mineral Oil	460	-	Chevron FM 460

\* Ambient temperatures listed are for lubricant only and do not indicate a particular gear unit's suitability to run in that ambient.

\*\* Previous factory fill oil was Mobilgear 630 - Mobilgear 600 XP 220 and Mobilgear 630 are compatible with each other and do not require a flush.

Recommendations will be made based on specific application details.

## LONG TERM STORAGE

**NOTE:** Unless an extended warranty has been negotiated prior to sale, time in storage is considered time in service for warranty purposes.

If the drive is not installed immediately, it should be stored in a clean, dry, protected area. During periods of long term storage (six months or longer) special procedures must be followed. The unit should be filled to the highest oil level hole with an approved lubricant blended with 2%, by volume, of "Daubert Chemical Co. Nox-Rust VCI-105" oil. Apply a thick coating of rust preventative on all unpainted surfaces including threads, bores, keyways, and shafts. Apply a thick coating of chassis-type grease to all exposed shaft seals. If the unit is to be stored outdoors or in a damp, unheated area indoors, cover the entire exterior with a rust preventative. Seal the unit in a moisture proof container or wrapping with a desiccant inside. Shade the enclosure from direct sunlight. Rotate the input shaft at least 60 revolutions once a month to redistribute the lubricant and prevent brinnelling of bearings and drying of seals.

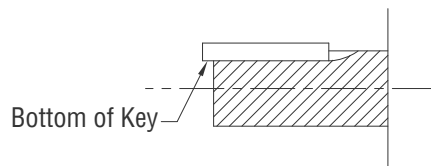
Upon removal from storage, remove all protective coatings applied for protection during storage. Check all hardware for proper tightness. Drain and refill the gear reducer with a recommended lubricant. If the gear reducer has been stored for more than three years or in an area with high ambient temperatures, replace the oil seals.

## INSTALLATION AND OPERATION

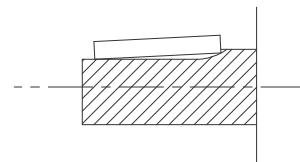
Baldor reducers are shipped with fill, oil level and drain plugs in place. A separate breather is included with the unit. Before putting the unit into service the filling plug must be replaced with the breather. Install the oil level plug and breather plug in the correct location for the appropriate mounting position using the mounting position diagrams shown on pages 2 and 3. Add or drain oil to get to the correct oil level for the mounting position used.

Review the dataplates on the reducer and drive motor to verify that the drive is correct for the intended loads, speeds and power supply. The gear reducer should be installed in a location that meets the following requirements:

- Ambient temperatures below 100°F (40°C).
- Free flow of air around the motor.
- Good access to gear reducer and motor for maintenance.
- A flat, level, rigid steel mounting surface.
- All four feet of the foot-mounted unit must be evenly supported.
- The flange mounted unit must have even support at the flange face.
- Units supported by both flange and feet must be shimmed to avoid housing stress.
- Good alignment to both input and output devices.



**Correct key fit in Motor Keyway**

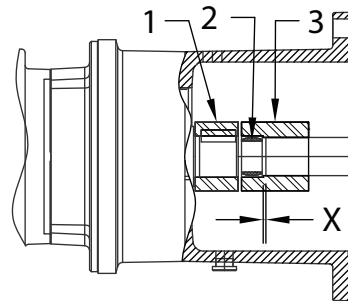


**Incorrect key fit in Motor Keyway**

**Figure 5 - Clamp Collar Motor Key Fit**

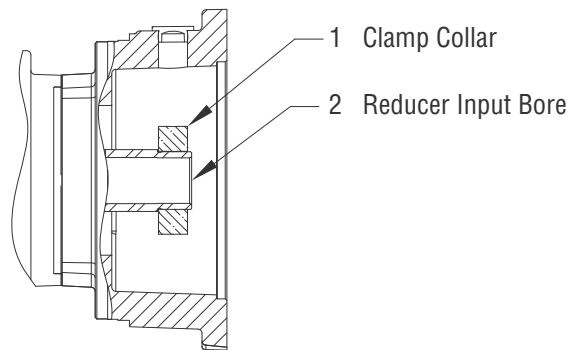
## INSTALLATION OF COMPONENTS ON GEAR REDUCER SHAFTS

Use care when installing couplings, sprockets and sheaves (pulleys) on the Baldor input and output shafts. Such components should not be hammered into place. Damage to shafts and bearings may result. If parts do not slip into place easily, check for dirt or burrs that may be binding the assembly. Very tightly fitted parts may need to be heated to get them onto the shafts. Keys should be located for maximum engagement between the shaft and the associated part. Sprockets and sheaves should be mounted as close to the gearcase as possible to minimize overhung loads. Retaining hardware (setscrews, etc.) for couplings, sprockets and sheaves should be tightened as recommended by the component manufacturer. Chain and belt drives must be aligned to run true. Tighten chains and belts according to the chain or belt manufacturer's instructions. Excessive tension results in rapid chain and belt wear and reduces the bearing life of the Baldor unit.



- 1 Reducer Coupling Hub
  - 2 Coupling Element
  - 3 Motor Coupling Hub
- X = Distance from motor shaft end to end face of coupling half (the length of the coupling jaws is not included in dimension X).

**Figure 3 - Three-Piece Coupling Assembly**



**Figure 4 - Clamp Collar Assembly**

**Table 3 - MOUNTING MOTORS TO C-FACE REDUCERS**

FOR 3-PIECE COUPLED INPUT REDUCERS (Reference Figure 3)	FOR CLAMP COLLAR INPUT REDUCERS (Reference Figure 4)
Prepare the motor by checking the motor shaft extension for dirt or damage. Remove any anti-rust coating that may be on the shaft. Apply a thin even coating of anti-seize compound to the entire motor shaft.	Prepare the motor by checking the motor shaft extension for dirt or damage. Use solvent to remove all traces of anti-rust coating that may be on the shaft.
Insert the coupling key into the motor shaft keyway. Slip the motor coupling half onto the motor shaft and locate it a distance "x" from the motor shaft end. Refer to Figure 3 for definition of distance "x". Refer to the table on page 8 for values of "X" for each motor	Check the input bore for dirt or damage. Clean the bore with solvent to remove all traces of oil or anti-rust coating.
Tighten the motor coupling half setscrew to the correct torque value listed below.	For NEMA motors ONLY: A special long, tall motor key is provided with the QUANTIS unit.
Check that the reducer coupling half, with its key in place, is mounted on the reducer input shaft inside the C-face adapter. Make sure this coupling half is mounted on the reducer shaft such that the shaft extends the complete length of the coupling bore. Insert the coupling spider properly into the coupling jaws.	<ol style="list-style-type: none"> <li>1. Discard the motor key and replace it with the special key provided. DO NOT USE THE MOTOR KEY.</li> <li>2. If the special key does not fit snugly in the motor shaft keyway, prepare the key for assembly by nicking its bottom in a couple of spots. A chisel may be used to accomplish this. This must be done on a work surface away from the QUANTIS unit and the motor. This nicking should widen the key bottom and cause it to fit snugly in the motor keyway. Refer to Figure 5 for definition of key bottom.</li> <li>3. Install the key in the motor shaft keyway by lightly tapping it in place with a rubber mallet.</li> <li>4. Locate the key so that it sits flat in the motor shaft keyway. The key will probably extend beyond the end of the motor shaft. This is OK. The key MUST NOT sit tilted in the keyway. A tilted key can occur when a motor shaft has a sled runner keyway, Refer to Figure 5.</li> <li>5. Mark the clamp collar with a fine tipped marker on both sides of the setscrew to indicate where the center of the set screw is located. Run a line down both sides of the clamp collar that line up with the line previously created.</li> <li>6. Remove the socket head screw and set screw from the clamp collar and apply Loctite 243 thread locker. Reinstall the screws into the clamp collar. Install the clamp collar onto the reducer input shaft and line up the mark previously made on the clamp collar with the center of the keyway in the shaft. If the clamp collar rotates freely, tighten the clamping screw slightly to keep it from rotating during assembly. Make sure the marked line is pointing to the center of the keyway.</li> </ol>
The Baldor RHB C-Face reducer should be firmly anchored to prevent sliding as the motor is mounted. The motor should be rotated on its axis so the motor flange holes line up with the C-Face adapter holes. Check to be sure the motor conduit box, grease fittings and condensations drains (where fitted) will be oriented as needed by the reducer mounting position.	The Baldor RHB C-Face reducer should be firmly anchored to prevent sliding as the motor is mounted. The motor should be rotated on its axis so the motor flange holes line up with the C-Face adapter holes. Check to be sure the motor conduit box, grease fittings and condensate drains (where fitted) will be oriented as needed by the reducer mounting position.
Hoist motor level and in line with reducer input shaft.	Hoist motor level and in line with reducer input shaft.
Align the motor coupling half such that its jaws are aligned with the gaps between the spider and the reducer coupling half jaws. Push the motor into place. Motor flange to C-face adapter clearances are tight and good alignment is essential.	Align the motor shaft with the gear reducer input bore making sure that the motor shaft keyway is in line with the input bore key. Push the motor into place. Motor shaft to input bore clearances are tight and good alignment is essential.
Insert and tighten the motor retaining bolts Tighten to the correct torque value listed below.	Insert and tighten the motor retaining bolts. Tighten to the correct torque value listed below.



FOR 3-PIECE COUPLED INPUT REDUCERS (Reference Figure 3)			FOR CLAMP COLLAR INPUT REDUCERS (Reference Figure 4)		
NEMA Motor Frame	Motor Bolt	Bolt Tightening Torque	NEMA Motor Frame	Motor Bolt	Bolt Tightening Torque
56-140	3/8—16	276 lb-in (31 Nm)	56-140	3/8—16	276 lb-in (31 Nm)
180	1/2—13	660 lb-in (75 Nm)	180	1/2—13	660 lb-in (75 Nm)
210	1/2—13	660 lb-in (75 Nm)	210	1/2—13	660 lb-in (75 Nm)
250	1/2—13	660 lb-in (75 Nm)	250	1/2—13	660 lb-in (75 Nm)
280	1/2—13	660 lb-in (75 Nm)	280	1/2—13	660 lb-in (75 Nm)
320	5/8—11	1320 lb-in (150 Nm)	320	5/8—11	1320 lb-in (150 Nm)
360	5/8—11	1320 lb-in (150 Nm)	360	5/8—11	1320 lb-in (150 Nm)
IEC Motor Frame	Motor Bolt	Bolt Tightening Torque	IEC Motor Frame	Motor Bolt	Bolt Tightening Torque
71	M8	220 lb-in (25 Nm)	71	M8	220 lb-in (25 Nm)
80	M10	440 lb-in (50 Nm)	80	M10	440 lb-in (50 Nm)
90	M10	440 lb-in (50 Nm)	90	M10	440 lb-in (50 Nm)
100	M12	800 lb-in (90 Nm)	100	M12	800 lb-in (90 Nm)
112	M12	800 lb-in (90 Nm)	112	M12	800 lb-in (90 Nm)
132	M12	800 lb-in (90 Nm)	132	M12	800 lb-in (90 Nm)
160	M16	1860 lb-in (210 Nm)	160	M16	1860 lb-in (210 Nm)
180	M16	1860 lb-in (210 Nm)	180	M16	1860 lb-in (210 Nm)
200	M16	1860 lb-in (210 Nm)	200	M16	1860 lb-in (210 Nm)
225	M16	1860 lb-in (210 Nm)			
250	M16	1860 lb-in (210 Nm)			

FOR 3-PIECE COUPLED INPUT REDUCERS (Reference Figure 3)	FOR CLAMP COLLAR INPUT REDUCERS (Reference Figure 4)
<p>View the coupling assembly through the access hole in the C-face adapter.</p> <ol style="list-style-type: none"> <li>1. Make sure the couplings jaws fully engage the spider. If they do not, loosen the setscrew in the reducer coupling half and slide it forward until full jaw engagement is achieved. However, make sure the jaws on one coupling half do not contact the hub of the other coupling half.</li> <li>2. Reaching through the access hole in the C-face adapter with a hex key, tighten the coupling setscrew on the reducer coupling half to the recommended torque given below.</li> </ol>	<p>View the clamp collar through the access holes in the C-face adapter.</p> <ol style="list-style-type: none"> <li>1. Rotate the clamp collar to locate the setscrew over the key, if necessary.</li> <li>2. Tighten the setscrew to the torque referenced below.</li> <li>3. Reach through the access hole in the C-face adapter with a hex socket and tighten the clamp collar clamping bolt to the torque value given below.</li> </ol>
Replace the access hole plugs in the C-face adapter.	Replace the access hole plugs in the C-face adapter.
<p><b>NOTE: A TEE handle hex key wrench is not stiff enough to properly tighten the coupling setscrews. A large diameter socket wrench extension with a short hex key insert must be used in conjunction with a torque wrench. Failure to tighten the setscrews to the proper torque may result in movement between shafts and coupling components and cause premature wear on the shafts, coupling and keys.</b></p>	<p><b>NOTE: A TEE handle hex key wrench is not stiff enough to properly tighten the clamp collar bolt. A socket wrench extension with a hex insert must be used in conjunction with a torque wrench. Failure to tighten the clamp collar to the proper torque may result in movement between motor and reducer shafts and cause premature wear on the shafts and keys</b></p>

FOR 3-PIECE COUPLED INPUT REDUCERS (Reference Figure 3)					FOR CLAMP COLLAR INPUT REDUCERS (Reference Figure 4)				
NEMA Motor Frame	Coupling Size	Setscrew Size	Setscrew Tightening Torque	Motor Coupling Half Position Dimension "X"	NEMA Motor Frame	Clamp Bolt	Clamp Bolt Tightening Torque	Setscrew Size	Set Screw Tightening Torque
56	19	M5	18 lb-in (2 Nm)	0	56	M6	132 lb-in (15 Nm)	M4	27 lb-in (3 Nm)
140	19/24	M5	18 lb-in (2 Nm)	0	140	M6	132 lb-in (15 Nm)	M4	27 lb-in (3 Nm)
180	24/28	M5	18 lb-in (2 Nm)	0	180	M8	312 lb-in (35 Nm)	M6	90 lb-in (10 Nm)
210	28/38	M6	42 lb-in (4.8 Nm)	0	210	M10	600 lb-in (68 Nm)	M8	220 lb-in (25 Nm)
250	38/45	M8	90 lb-in (10 Nm)	0	250	M8	312 lb-in (35 Nm)	M6	90 lb-in (10 Nm)
280	42/55	M8	90 lb-in (10 Nm)	0	280	M8	312 lb-in (35 Nm)	M6	90 lb-in (10 Nm)
320	48/60	M8	90 lb-in (10 Nm)	0	320	M10	600 lb-in (68 Nm)	M8	220 lb-in (25 Nm)
360	55/70	M10	150 lb-in (17 Nm)	0	360	M10	600 lb-in (68 Nm)	M8	220 lb-in (25 Nm)

IEC Motor Frame	Coupling Size	Setscrew Size	Setscrew Tightening Torque	Motor Coupling Half Position Dimension "X"	IEC Motor Frame	Clamp Bolt	Clamp Bolt Tightening Torque	Setscrew Size	Set Screw Tightening Torque
71	19	M5	18 lb-in (2 Nm)	0	71	M6	132 lb-in (15 Nm)	M4	27 lb-in (3 Nm)
80	19/24	M5	18 lb-in (2 Nm)	0	80	M6	132 lb-in (15 Nm)	M4	27 lb-in (3 Nm)
90	19/24	M5	18 lb-in (2 Nm)	0	90	M8	312 lb-in (35 Nm)	M6	90 lb-in (10 Nm)
100	24/28	M5	18 lb-in (2 Nm)	0	100	M8	312 lb-in (35 Nm)	M6	90 lb-in (10 Nm)
112	24/28	M5	18 lb-in (2 Nm)	0	112	M8	312 lb-in (35 Nm)	M6	90 lb-in (10 Nm)
132	28/38	M6	42 lb-in (4.8 Nm)	0	132	M10	600 lb-in (68 Nm)	M8	220 lb-in (25 Nm)
160	38/45	M8	90 lb-in (10Nm)	0	160	M8	312 lb-in (35 Nm)	M6	90 lb-in (10Nm)
180	42/55	M8	90 lb-in (10 Nm)	0	180	M8	312 lb-in (35 Nm)	M6	90 lb-in (10 Nm)
200	42/55	M8	90 lb-in (10 Nm)	0	200	M10	600 lb-in (68 Nm)	M8	220 lb-in (25 Nm)
225	48/60	M8	90 lb-in (10 Nm)	0.040 in (6.0 mm)					
250	55/70	M10	150 lb-in (17 Nm)	0					

**WARNING:** The Baldor gear reducer and its connected equipment and accessories must be guarded. Rotating parts such as couplings, pulleys, fans and unused shaft extensions must be permanently guarded by the user against accidental contact with personnel and their clothing. The surface temperature of the Baldor gear reducer enclosure may reach temperatures which can cause discomfort or injury to personnel accidentally coming into contact with hot surfaces. The user should provide guards to prevent accidental contact with hot surfaces. Guards must be sufficiently rigid to maintain adequate guarding in normal service.

**WARNING:** Threaded hardware used to mount the Baldor RHB unit must be SAE Grade 5 or Metric Class 8.8 or better. DO NOT USE HARDWARE OF A LOWER GRADE.

## MAINTENANCE

Check oil levels and oil quality regularly. Change oil at the intervals specified in the Lubricants section of this document. Check alignments of drive components regularly. Check chain and belt tensions and hardware tightness periodically too.



## ASSEMBLY / DISASSEMBLY HELICAL BEVEL REDUCER (RHB)

Please follow the instructions outlined below when assembling and disassembling this unit. Failure to follow the instructions as outlined may result in damage to the gear unit or to the machine's drive shaft. For ease of assembly, it is recommended that the machine's drive shaft be chamfered. **DO NOT HAMMER THE GEARBOX SHAFT ONTO THE MACHINE'S DRIVE SHAFT.** The machine's drive shaft should be produced in accordance with the dimensions shown on the accompanying tables 5 or 6.

### ASSEMBLY:

All shaft mounted gearboxes are furnished with A) Retaining Ring B) Keeper plate C) Retaining Bolt D) Spring Washer and E) Dust Cap, as shown in the finished assembly, Figure 7. The gearbox is pulled onto the shaft by means of a threaded rod and nut assembly as shown in Figure 6 below. The threaded rod and spacer are not supplied. The threaded rod (M) is specified in Table 5 or 6. After the gearbox has been pulled completely onto the machine shaft firmly against the machine shaft's backing shoulder, it must be locked in place with the retaining bolt tightened to the tightening torque shown in Table 4.

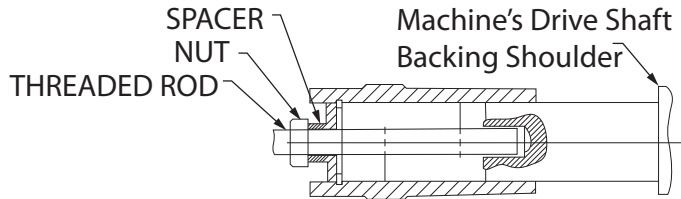


Figure 6 - Threaded Rod and Nut Assembly

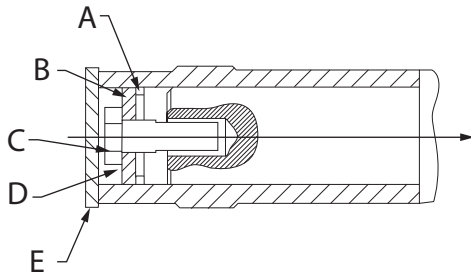


Figure 7 - Finished Assembly

### DISASSEMBLY:

Prior to disassembly, the dust cap, retaining bolt, spring washer, keeper plate and retaining ring must be removed. For ease of disassembly, it is recommended that the following tools be made and used as described: The round keyed nut (A) is inserted into the free space between the retaining ring in the gear unit's hollow shaft and the end of the machine's drive shaft. The removal bolt (B) is screwed into the nut (A) which presses a disk (C) against the machine's drive shaft. The resulting force pushes the gearbox off of the machine's drive shaft. Reference Figure 8 for the disassembly arrangement.

**Please note: The retaining bolt supplied with the gear unit cannot be used for this purpose and must be replaced with the bolt specified in Table 5 or 6. The round keyed nut and disk should be made from 1045 steel and removal bolt should be a minimum of SAE Grade 5**

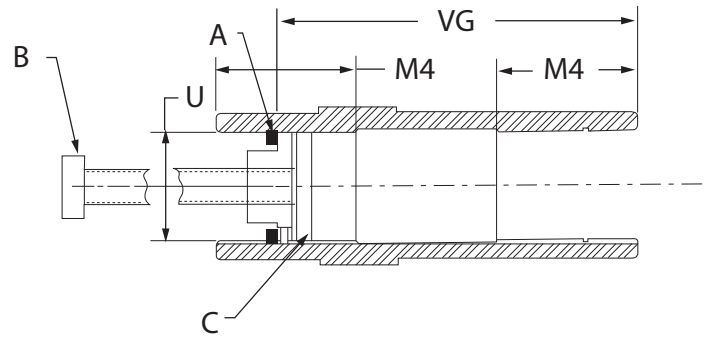
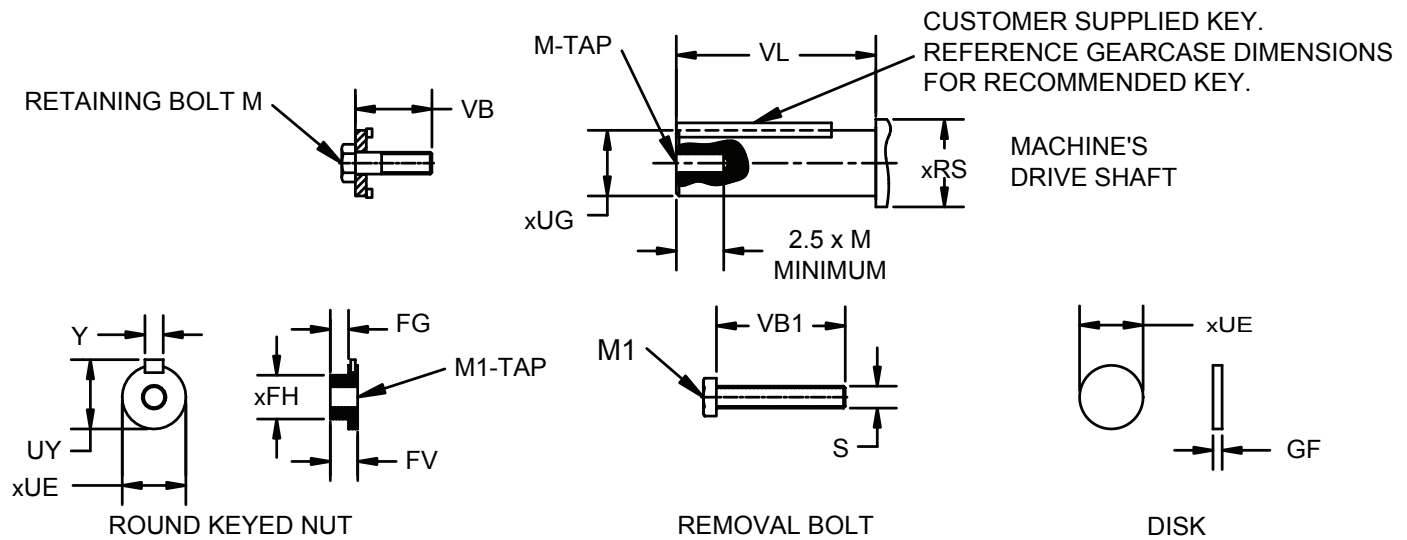


Figure 8 - Disassembly Arrangement

Table 4 - Tightening Torques for Retaining Bolt		
Recommended Tightening Torque for Retaining Bolt		
Unit Size	Bolt Thread Size (M)	Torque
B38	3/8-16	248 in-lb
	M10	16 N-m
B48	3/8-16	248 in-lb
	M12	28 N-m
B68	5/8-11	611 in-lb
	M16	69 N-m
B88	3/4-10	1221 in-lb
	M16	69 N-m
B108	3/4-10	1221 in-lb
	M20	138 N-m
B128	3/4-10	1221 in-lb
	M20	138 N-m
B148	3/4-10	1221 in-lb
	M20	138 N-m
B168	1-8	2098 in-lb
	M24	237 N-m



### Straight Hollow Bore Assembly / Disassembly

**TABLE 5 - INCH SHAFTS for Straight Hollow Bore Installation**  
Dimensions - Inch

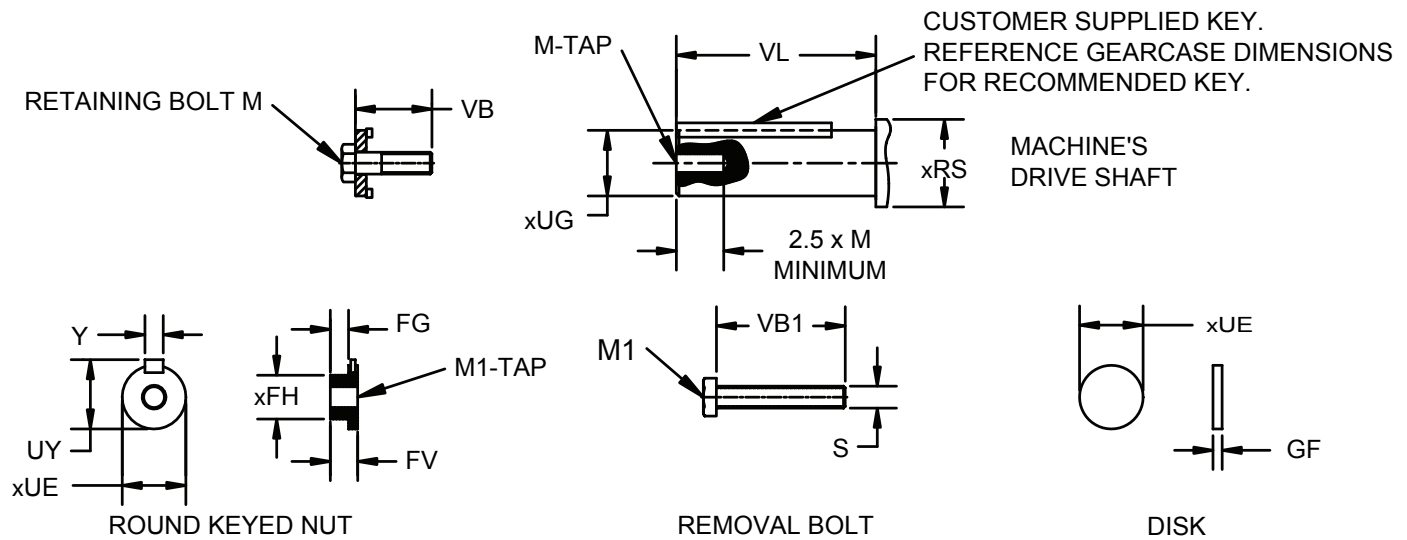
Unit Size	FG	Ø FH	FV	GF	M	M1	M4	S	Ø U ①	Y Max.	Ø UE	Ø UG	tol.	UY Max	VL	VB	VB1	VG	Ø RS ②
B_38	0.38	0.75	0.625	0.12	3/8-16	3/8-16	1.73	0.31	<b>1.250</b>	0.250	1.245	1.250	+0.000 -0.0006	1.367	3.50	1.75	6.00	4.02	1.75
B_48	0.38	0.93	0.625	0.12	3/8-16	5/8-18	2.28	0.50	<b>1.375</b>	0.312	1.370	1.375	+0.000 -0.0006	1.52	4.50	1.75	7.00	5.04	1.875
B_68	0.50	1.06	0.875	0.25	5/8-11	3/4-10	2.72	0.63	<b>1.500</b>	0.375	1.495	1.5	+0.000 -0.0006	1.669	5.25	2.25	8.00	5.91	2.00
					3/8-16				<b>1.4375</b>		1.433	1.4375	+0.000 -0.0006	1.605					1.9375
B_88	0.50	1.37	0.813	0.25	3/4-10	7/8-14	3.07	0.81	<b>2.000</b>	0.5	1.995	2.000	+0.000 -0.0007	2.22	6.5	2.25	9.50	7.09	2.50
					5/8-11				<b>1.9375</b>		1.933	1.938	+0.000 -0.0006	2.16					2.4375
B_108	0.50	1.75	1.00	0.31	3/4-10	7/8-14	3.66	0.81	<b>2.375</b>	0.625	2.370	2.375	+0.000 -0.0007	2.65	7.25	3.00	12.50	8.19	2.875
									<b>2.4375</b>		2.433	2.438	+0.000 -0.0007	2.714					2.9375
B_128	0.50	2.00	1.00	0.31	3/4-10	7/8-14	4.84	0.81	<b>2.750</b>	0.625	2.745	2.750	+0.000 -0.0007	3.03	9.5	3.00	14.00	10.35	3.25
									<b>2.9375</b>		2.933	2.938	+0.000 -0.0007	3.269					3.4375
B_148	0.50	2.62	1.00	0.31	1-8	1-1/4-12	5.83	1.00	<b>3.625</b>	0.875	3.620	3.625	+0.000 -0.0009	4.01	11.00	3.00	16.00	12.20	4.125
									<b>3.4375</b>		3.433	3.438	+0.000 -0.0009	3.82					3.9375
B_168	0.50	3.00	1.25	0.31	1-8	1-1/4-12	6.89	1.00	<b>4.000</b>	1.000	3.995	4.000	+0.000 -0.0009	4.44	13.25	3.00	18.50	14.41	4.50
									<b>3.9375</b>		3.933	3.938	+0.000 -0.0009	4.378					4.4375

① Hollow shaft tolerances (For dimension U) are shown in the gearbox dimension pages.

Tolerance for dimension UE should be -0.01 in for inch bore shafts

Bold shaft diameters indicate standard shaft

② RS Dimension is the minimum recommended shaft shoulder diameter



### Straight Hollow Bore Assembly / Disassembly

**TABLE 6 - METRIC SHAFTS for Straight Hollow Bore Installation**

Dimensions - mm

Unit Size	FG	Ø FH	FV	GF	M	M1	M4	S	Ø U ①	Y Max.	Ø UE	Ø UG	tol.	UY Max	VL	VB	VB1	VG	Ø RS ②
B_38	10	9	15	6	M10	M10 x 1.5	44	8	<b>30</b>	8	29.9	30	+0.000 -0.013	33	90	40	150	102	42
B_48	9	22	15	6	M12	M12 x 1.5	58	10	<b>35</b>	10	34.9	35	+0.0000 -0.0016	38	115	60	180	128	47
					M16				<b>40</b>	12	39.9	40	+0.0000 -0.0016	43					52
B_68	13	26	20	7	M16	M16 x 1.5	69	13	<b>40</b>	12	39.9	40	+0.0000 -0.0016	43	135	60	210	150	52
									<b>45</b>	14	44.9	45	+0.0000 -0.0016	49					57
B_88	13	35	20	7	M16	M16 x 1.5	78	13	<b>50</b>	14	49.9	50	+0.0000 -0.0016	53	165	60	250	180	62
					M20				<b>60</b>	18	59.9	60	+0.0000 -0.0019	64		70			72
B_108	12	45	24	10	M20	M20 x 1.5	93	16	<b>60</b>	18	59.9	60	+0.0000 -0.0019	64	185	80	320	208	72
									<b>70</b>	20	69.9	70	+0.0000 -0.0019	74					82
B_128	12	52	24	10	M20	M20 x 1.5	123	16	<b>70</b>	20	69.9	70	+0.0000 -0.0019	74	240	80	360	263	82
									<b>80</b>	22	79.9	80	+0.000 -0.019	85		85			92
B_148	7	61	24	10	M20	M20 x 1.5	148	16	<b>80</b>	22	79.9	80	+0.0000 -0.0019	85	280	85	410	310	102
					M24				<b>90</b>	25	89.9	90	+0.000 -0.022	95		95			
B_168	8	79	30	10	M24	M24 x 1.5	175	20	<b>100</b>	28	99.9	100	+0.0000 -0.0022	106	330	95	470	366	112
									<b>110</b>		109.9	110	+0.000 -0.022	116		100			122

①Hollow shaft tolerances (For dimension U) are shown in the gearbox dimension pages.

Tolerance for dimension UE should be -0.02 mm for metric bore shafts.

Bold shaft diameters indicate standard shaft

② RS Dimension is the minimum recommended shaft shoulder diameter

	LOW VOLTAGE 230V	HIGH VOLTAGE 460V
STANDARD INTEGRAL MOTOR  (LINE VOLTAGE = L1, L2, L3)		
INTEGRAL BRAKE MOTOR (NO VFD OR SOFT START)		
INTEGRAL BRAKE MOTOR WITH VFD OR SOFT START *BRAKE CAN NOT BE POWERED FROM MOTOR TERMINAL BLOCK		
FAST RESPONSE BRAKING:	ADD AUXILIARY SWITCH BETWEEN B3 AND B5 TO BE OPEN FOR BRAKING  BRAKES ARE ELECTROMAGNETICALLY RELEASED; SPRING SET	ADD AUXILIARY SWITCH BETWEEN B1 AND B5 TO BE OPEN FOR BRAKING
NOTE: FOR POSITIONING APPLICATIONS AN ADDITIONAL FAST RESPONSE KIT IS AVAILABLE; ORDER DODGE PART NUMBER 031389 AND FOLLOW WIRING INSTRUCTIONS THAT COME WITH THE KIT.		

Figure 11 - Wiring Diagram for Dual Voltage / Single Speed Integral Motor

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