

• Safety Instructions

Before and between the gearbox is put into operation, the operating instruction and the safety instructions have to be read attentively and have to be observed step by step. The adherence to the reference causes the fulfilment of possible warranty claims.

The operating instruction is part of the supply volume. When the plant is put into operation, the rules from the producer of the motors and the trade – co-operative are to be observed.

• General Information

The operating instruction will help you to put the gearbox into operation and profit from the complete function of the gearbox by taking in consideration all valid rules.

The technical data of the gearbox can be taken from its datasheet. The CE- mark and the declaration of the EEC conformity are not necessary, because the gearbox itself and geared motors are not machines in the respect of the EEC-guidelines.

• Deliverystate

The KEB – servo gearboxes are supplied as units ready for operation with electric motors. The reducers are filled with lubricant for the lifetime by the factory and sealed, no further maintenance is required. **All reducers are treated with an anticorrosion agent at the input and outüput shafts, it has to be removed complete before installation!**

• Motor Installation

Universal interfaces enabling the reducer to be fitted to nearly any electric motor. Slotted holes in the adapter flange guarantee that motors with different bolt circles can be installed. The bearing supported hollow input shaft of the reducer connects it to the motor shaft.

The hollow shaft is designed for motors with plain shafts. In case the motor is equipped with key, the key has to be removed. The key groove is to be set coincide to the gap of the bushing. In order to reduce and/or avoid imbalance, a half key can be inserted into the motor shaft groove, in this case the way of the motor balancing has to be observed.

The centring of the motor is realised by the entry shaft of the gearbox. The pilot of the motor flange is set out of force by the size of pilot diameter in the mounting flange.

In order to avoid unwanted bearing loads, caused by the motor- or gearbox weight, it is recommended to fit motor and reducer in vertical position.

• Mounting Instructions

The motor shaft, the bushing and the hollow shaft have to be clean. The contact surface of the motor and the gearbox must be cleaned as well.

2. Remove the plug and turn the clamping hub in to a position, that the clamping screw is attainable through the installation hole with the Allan key.

3. Check, wether the slot in the bushing is turned around 90° to the thread, if necessary align.

4. Attach the engine, if possible perpendicularly, to the gearbox without energy expenditure.

5. Tighten the thread tack to the clamping hub with a torque wrench according to the torque teble. So the motor shaft centers the gearbox.

6. Screw in the screws of the motor attachment tighten.

7. Lock the drilling in the motor mounting flange with a plug.

• Gearbox Installation

Thoroughly to clean are the gearbox output flange and the output shaft, the centring and the contact surface of the machine body which can be build on. The gearboxes are to be installed without tension, the gears or the pulleys are to be installed force-free onto the output shaft, they also never install with knocks and drifts.

The gearboxes are suitable for each installation position.

• Service

In principle the gearboxes are maintenance-free. A lubricant change is not necessary.

