

# GROVE GEAR

## Ratio Multiplier Speed Reducers

Installation, Lubrication and  
Maintenance Instructions



A Regal Brand

**REGAL**

## Selection Information

Read **ALL** instructions prior to operating reducer. Injury to personnel or reducer failure may be caused by improper installation, maintenance or operation.

Written authorization from Grove Gear is required to operate or use reducers in man lift or people moving devices.

Check to make certain application does not exceed the allowable load capacities published in the current catalog.

Buyer shall be solely responsible for determining the adequacy of the product for any and all uses to which Buyer shall apply the product. The application by Buyer shall not be subject to any implied warranty of fitness for a particular purpose.

## Safety Alert

### **WARNING**

- For safety, Buyer or User should provide protective guards over all shaft extensions and any moving apparatus mounted thereon. The User is responsible for checking all applicable safety codes in his area and providing suitable guards. Failure to do so may result in bodily injury and/or damage to equipment.
- Hot oil and reducers can cause severe burns. Use extreme care when removing lubrication plugs and vents.
- Make certain that the power supply is disconnected before attempting to service or remove any components. Lock out the power supply and tag it to prevent unexpected application of power.
- Reducers are not to be considered fail safe or self-locking devices. If these features are required, a properly sized, independent holding device should be utilized. Reducers should not be used as a brake.
- Any brakes that are used in conjunction with a reducer must be sized or positioned in such a way so as to not subject the reducer to loads beyond the catalog rating.
- Lifting supports including eyebolts are to be used for vertically lifting the gearbox only and no other associated attachments or motors.
- Use of an oil with an EP additive on units with backstops may prevent proper operation of the backstop. Injury to personnel, damage to the reducer or other equipment may result.
- Overhung loads subject shaft bearings and shafts to stress which may cause premature bearing failure and/or shaft breakage from bending fatigue, if not sized properly.

### **CAUTION**

- Test run unit to verify operation. If the unit tested is a prototype, that unit must be of current production.
- If the speed reducer cannot be located in a clear and dry area with access to adequate cooling air supply, then precautions must be taken to avoid the ingestion of contaminants such as water and the reduction in cooling ability due to exterior contaminants.
- Mounting bolts should be routinely checked to ensure that the unit is firmly anchored for proper operation.

## Important Information

In the event of the resale of any of the goods, in whatever form, Resellers/Buyers will include the following language in a conspicuous place and in a conspicuous manner in a written agreement covering such sale:

The manufacturer makes no warranties or representations, express or implied, by operation of law or otherwise, as to the merchantability or fitness for a particular purpose of the goods sold hereunder. Buyer acknowledges that it alone has determined that the goods purchased hereunder will suitably meet the requirements of their intended use. In no event will the manufacturer be liable for consequential, incidental or other damages. Even if the repair or replacement remedy shall be deemed to have failed of its essential purpose under Section 2-719 of the Uniform Commercial Code, the manufacturer shall have no liability to Buyer for consequential damages.

Resellers/Buyers agree to also include this entire document including the warnings above in a conspicuous place and in a conspicuous manner in writing to instruct users on the safe usage of the product.

This instructions manual should be read together with all other printed information such as catalogs, supplied by Grove Gear.

## General Operation

1. Run the motor which drives the reducer and check the direction of reducer output rotation. Consult motor nameplate for instructions to reverse the direction of rotation.
2. Attaching the load: On direct coupled installations, check shaft and coupling alignment between speed reducer and loading mechanism. On chain/sprocket and belt/pulley installation, locate the sprocket or pulley as close to the oil seal as possible to minimize overhung load. Check to verify that the overhung load does not exceed specifications published in the catalog.
3. High momentum loads: If coasting to a stop is undesirable, a braking mechanism should be provided to the speed reducer output or the driven mechanism.



The system of connected rotating parts must be free from critical speed, torsional or other type vibration, no matter how induced. The responsibility for this system analysis lies with the purchaser of the speed reducer.

## Installation

1. Mount the unit to a rigid flat surface using grade 5 or higher fasteners. The mounting fasteners should be the largest standard size that will fit in the base mounting hole. Shim as required under flange or base feet which do not lie flat against the mounting surface.
2. For shipment of standard units, pipe plugs are installed in the unit and a vent plug is packed separately. After mounting the unit in position, remove the appropriate pipe plug and install the vent plug in the location shown on page 5. These conditions are not covered by warranty. Check for correct oil level. Contact the factory for level and vent recommendations on non-standard mounting positions. Units with optional internal pressure compensating system do not use vents. See internal pressure compensating system under **Lubrication** for further information.
3. Units supplied with an internal pressure compensation system, do not require a vent and can be used as supplied from the factory. Do not loosen the nut holding the stem of the pressure compensator, and do not block the hole in the stem. Do not blow pressurized air into the hole, and avoid spraying washdown chemicals directly into the hole.
4. Connect motor to speed reducer.



For safety, purchaser or user should provide protective shields over all shaft extensions and any moving apparatus mounted on the unit. The user is responsible for checking all applicable safety codes in his area and providing suitable shields.



Make certain that all tools and other items are clear from rotating parts before starting machine. Stand clear, and start machine slowly to be sure all components are secure and operating properly.



Special consideration should be given to high inertia loads connected to the output shaft. Consult the factory for further details.



**DO NOT CHANGE MOUNTING POSITIONS WITHOUT CONTACTING FACTORY.**  
Altering the mounting position may require special lubrication provisions which must be factory installed.



Do not operate the reducer without making sure it contains the correct amount of oil. Do not overfill or underfill with oil, or injury to personnel, reducer or other equipment may result. Units with an internal pressure compensation system are lubed and sealed for life, so in most applications it will not be necessary to drain or re-fill the unit.



A unit cannot be used as an integral part of a machine superstructure which would impose additional loads on the unit other than those imposed by the torque being transmitted either through a shaft-mounted arrangement, and any shaft mounted power transmitting device. (e.g., sprockets, pulleys, couplings)



For safe operation and to maintain the unit warranty, when changing a factory installed fastener for any reason, it becomes the responsibility of the person making the change to properly account for fastener grade, thread engagement, load, tightening torque and the means of torque retention.



Inspect shafts and components for paint, burrs, or other imperfections before installing components. Do not use excessive force or pounding to install components onto unit shafts, as this may cause damage to shafts, bearings, or gears.



Test run unit to verify operation. If the unit being tested is a prototype, that unit must be of current production configuration.

## Synthetic Lubricants

All standard reducers ordered from the factory are filled with Mobil Glygoyle 460 Polyglycol (PAG) lubricant to operate within a -10° to 120° F ambient temperature range. Prior to startup, verify that the oil is at the level shown on the drawings on page 5. Lubricant type is stamped on all nameplates.

**Change Intervals:** Standard compounded lubricants (non-synthetic) should be changed every six months or 2500 operating hours, whichever comes first. Factory installed synthetic lubricants should be changed only when performing maintenance that requires gearbox disassembly.



Oil should be changed more often if reducer is used in a severe environment (i.e. dusty, humid).



In the Food and Drug Industry (including animal food), consult the lubrication supplier for recommendation of lubricants which are acceptable to the Food and Drug Administration and/or other authoritative bodies having jurisdiction. Factory supplied **PAG** oil is acceptable for incidental food contact (NSF H1) for use in and around food processing areas.



Do not mix different oils in the reducer. Grove Gear reducers are shipped standard with **PAG** lubricant – this lubricant is not compatible with conventional mineral or PAO synthetic oils.

**Internal pressure compensating system:** Reducers with the optional internal pressure compensating system do not require a vent and can be used as supplied from the factory.

The precision-made gears and bearings in Grove Gear Speed Reducers require high-grade lubricants of the proper viscosity to maintain trouble-free performance.

For temperature ranges not shown, contact factory.

For lubrication of worm reducers (secondaries of helical worm reducers), contact factory.

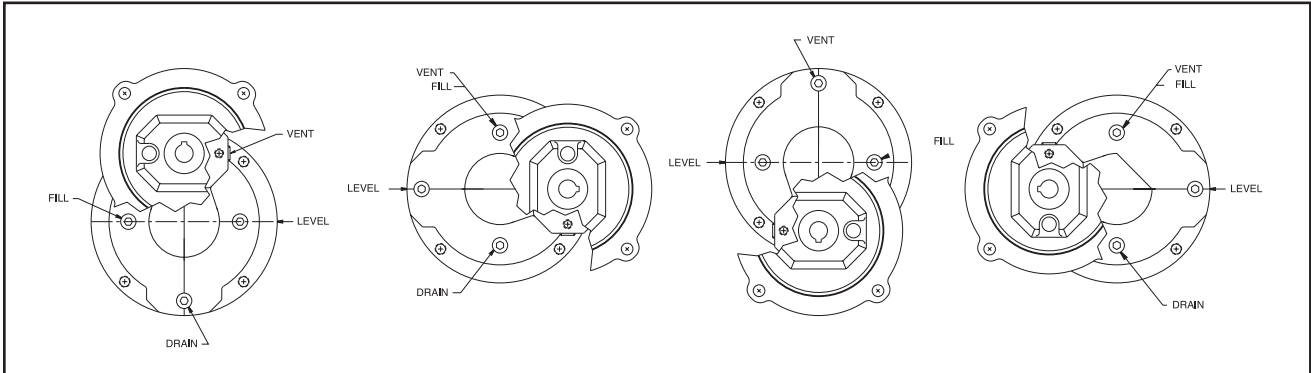
## Oil & Weight Specifications

Product	Amount	Weight
TX	3/4 PINT	11 LBS
Stainless TX	5/8 PINT	22 LBS
TX3 (Cast Iron)	1 PINT	45 LBS



Always check for proper oil level after filling. Capacities vary somewhat with model and mounting position. Oil should rise to bottom edge of level hole. Do not overfill.

## TX3 Mounting Positions & Vent Plug, Level and Drain Locations



Stainless & TX non-vent and universal oil fill

## Maintenance - Standard Units

Your Grove Gear reducer has been tested and adjusted at the factory. Dismantling or replacement of components must be done by Grove Gear to maintain the warranty.

Frequently check the oil level of the reducer. If oil level is low, (refer to reducer vent and level position chart) add proper lubrication through the filler plug until it comes out the oil level plug.

Inspect vent plug often to insure it is clean and operating.

**CAUTION** Mounting bolts should be routinely checked to ensure that the unit is firmly anchored for proper operation.

**Seals:** The Grove Gear line of speed reducers utilize premium quality seals which are the state-of-the-art in sealing technology. Seals are, however, a wear item and eventually need to be replaced. Replacement can be easily accomplished by following the steps below:

1. Remove the worn seal without damaging the shaft surface or the seal bore. This can be done by drilling a .062 diameter hole in the seal casing (being careful not to drill into the bearing behind the seal). Screw a #10 sheet metal screw into the hole and pry out the seal.
2. Clean the seal bore of sealant.
3. Before installing the new seal, use electrical tape to cover any keyways on the shaft to prevent seal lip damage.
4. Grease the seal lips with bearing grease and apply a sealant to the seal bore.
5. Slide the seal into the shaft being careful not to fold the inner lip over on any shaft steps.
6. Press the seal into its bore with a sleeve that presses on the seal casing, being careful to keep the seal square in its bore.

# Instruction Manual

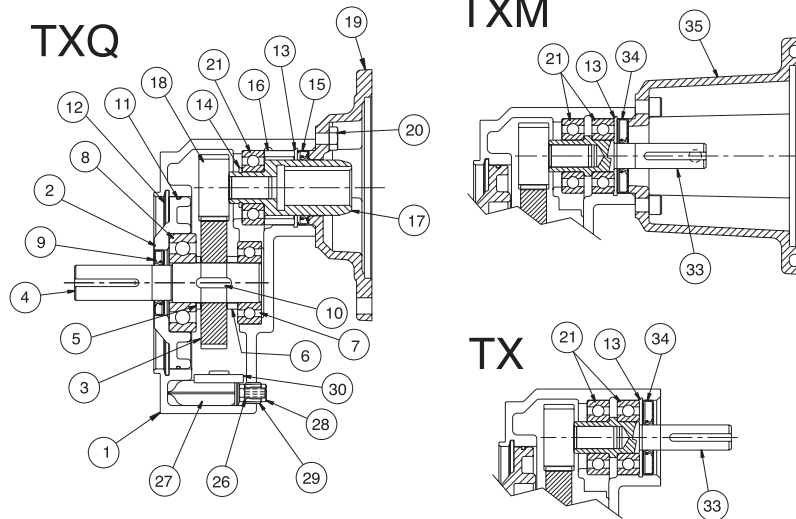
## Maintenance

Inspect the stem of the pressure compensating system often to ensure it is clean and operating properly.



Mounting bolts should be routinely checked to ensure that the unit is firmly anchored for proper operation.

## Parts List



TXQ 1, 2 & 3 PARTS LIST;

ITEM #	DESCRIPTION
1	HOUSING
2	COVER, OUTPUT
3	GEAR, OUTPUT
4	OUTPUT SHAFT
5	SPACER, OUTPUT
6	SPACER, OUTPUT
7	BEARING, OUTPUT
8	BEARING, OUTPUT
9	SEAL, OUTPUT
10	KEY, OUTPUT
11	"O" RING, OUTPUT
12	SNAP RING, OUTPUT
13	SNAP RING, INPUT
14	SNAP RING, INPUT
15	SEAL, INPUT
16	SPACER, INPUT
17	QUILL, COUPLING
18	PINION, INPUT

ITEM #	DESCRIPTION
19	FLANGE, QUILL INPUT
20	BOLT, INPUT
21	BEARING, INPUT
26	"O" RING, INT. PRES. COMP.
27	INT. PRES. COMPENSATION
28	NUT, INT. PRES. COMP.
29	PLUG, STEM
30	SPLASH GUARD

} Units with an internal pressure compensation system

TX & TXM (2 & 3) PARTS LIST (SOLID INPUT)

ITEM #	DESCRIPTION
33	SHAFT, INPUT
34	SEAL, INPUT
35	FLANGE, MOTOR (TXM ONLY)

## Class of Service

All capacity ratings are based on American Gear Manufacturers Association (AGMA) Standards. Load conditions must be within cataloged ratings published in the current Grove Gear Catalog (available upon request).

# GROVE GEAR

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