

IMPERIAL MOUNTED ROLLER BEARINGS **BALDOR·DODGE**[®]



BALDOR[®]
A MEMBER OF THE ABB GROUP



THE MOUNTED SPHERICAL ROLLER BEARING THAT LIVES UP TO ITS NAME

For more than 125 years, The Dodge® brand has been synonymous with the best the industry has to offer. Bearing users throughout the world recognize that, with Dodge, they have access to the best selection of the highest quality mounted bearings in the industry.

These assurances are now more evident than ever in our complete family of Dodge Imperial spherical roller bearings—the only high-capacity double-row spherical roller bearings with an effective easy-on, easy-off adapter mounting and removal system. Not only does this patented system provide a concentric grip for superior holding on the shaft, but it reduces the fretting corrosion caused by traditional setscrews and vibration.

Combine these features with our Imperial bearings' superior sealing systems and compact one-piece, industry-standard dimensioned housings, and you have a family of mounted roller bearings which lives up to its name.



DODGE®

ENHANCED FEATURES, IMPROVED RELIABILITY

PATENTED SEALING OPTIONS

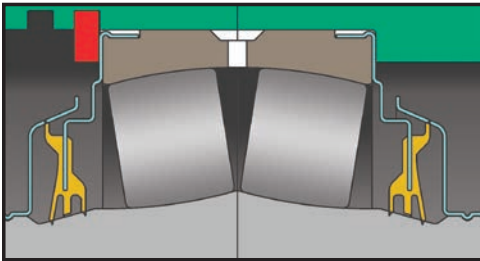
An ineffective seal can allow contaminants to enter a bearing, which can cause failure. However, with Imperial bearing inserts, there are two exclusive seals for maximum sealing protection.

Our proven Trident seals are extremely effective for dirty environments, low-to-medium speeds, and normal ambient conditions. Made of nitrile

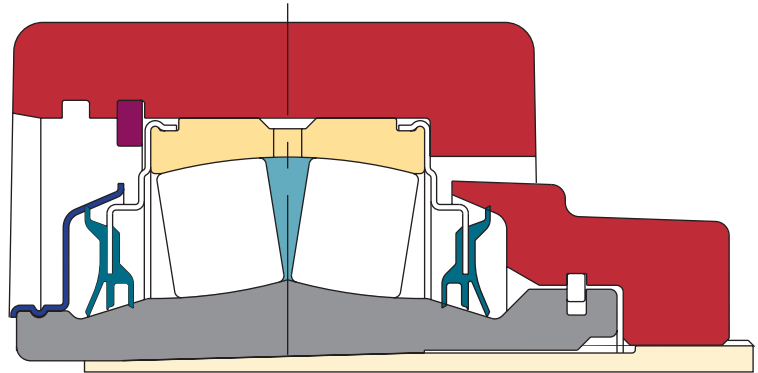
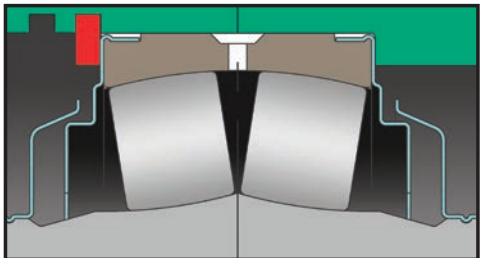
material, this triple-lip rubbing seal has a low coefficient of friction, and its seal land maintains full seal contact even when misaligned.

For high speeds and harsher ambient conditions, the Imperial inserts offer labyrinth seals with corrosion-resistant flingers and clearance steel seal carriers.

TRIDENT® Seals



Labyrinth Seals



IMPERIAL SPHERICAL ROLLER BEARINGS

- Patented Imperial "Push/Pull" adapter mounting system
- Eliminates need for feeler gauges
- Easy removal
- Expansion & non-expansion, field convertible
- Triple lip contact seals for wet or dirty applications
- Labyrinth non-contact seals for high speed & high temperature applications



TIME SAVING REMOVAL AND REPLACEMENT DESIGN

- 1) Steel cage provides precision roller guidance
- 2) Outer ring riding two-piece guide ring minimizes heat generation
- 3) Tapered seal land maintains full contact when misaligned
- 4) Patented nitrile triple lip seal resists heat & chemical breakdown
- 5) Ease in mounting & dismantling with patented adapter system
- 6) Adapter sleeve improves concentricity and reduces vibration

DODGE®

PATENTED ADAPTER SYSTEM CAN BE INSTALLED OR REMOVED IN 15 MINUTES

- Clockwise rotation of the locknut pushes the tapered adapter sleeve between the shaft and bearing inner race, allowing quick metal to metal contact during initial installation.
- Locknut is then further rotated for a pre-determined number of turns, properly reducing bearing clearance. No feeler gauges are used.
- Lock plate keeps locknut tight for dependable shaft attachment
- Integral locknut-inner race design allows efficient removal of the sleeve from the bearing assembly via counter clockwise rotation of the locknut

SHAFT TOLERANCES

Nominal Shaft Size—Inches	Commercial Shaft Tolerances ▲	Recommended Shaft Tolerances		
		Setscrews in Inner Race or Collar	Eccentric Lock Collar	Adapter Mounting
Up to 1-1/2"	+0.000" - 0.002"	+0.0000" - 0.005"	+0.0000" - 0.005"	+0.000" - 0.002"
1-9/16" to 2-1/2"	+0.000" - 0.003"	+0.0000" - 0.001"	+0.0000" - 0.001"	+0.000" - 0.003"
2-5/8" to 4"	+0.000" - 0.0004"	+0.0000" - 0.001"	—	+0.000" - 0.004"
4-3/16" to 6"	+0.000" - 0.0005"	+0.0000" - 0.001"	—	+0.000" - 0.005"
6-7/16" to 8"	+0.000" - 0.0006"	+0.0000" - 0.002"	—	+0.000" - 0.006"

▲ Cold-finished low-carbon bars (Ref. -- A.I.S.I. Tables 5-1 and 5-2).

IMPERIAL CONFIGURATION OPTIONS

IMPERIAL IP SERIES

Interchangeable with Dodge S-2000 Unitized Housings and many competitive products.

Two-Bolt Pillow Blocks

1-1/8" to 4"

Four-Bolt Pillow Block

2-3/8" up to 5"

Four-Bolt Flanges

1-1/8" up to 4"

Flange Bearings Piloted

1-1/8" to 5"

Wide Slot Take-Up

1-1/8" to 4"

Inserts

1-1/8" to 7"

IMPERIAL ISAF SERIES

Interchangeable with Dodge USAF and many competitive SAF products

Two-Bolt Pillow Blocks

1-7/16" up to 3-7/16"

Four-Bolt Pillow Blocks

2-7/16" up to 7"

ISN SERIES

Interchangeable with competitive SN products

Two-Bolt Plummer Blocks

30mm to 140mm

Four-Bolt Plummer Blocks

150mm to 170mm

IMPERIAL-E SERIES

Our Imperial Bearing is now available with Type E Mounting Dimensions

Two-Bolt Pillow Blocks

1-1/8" up to 3 1/2"

Four-Bolt Pillow Blocks

2-1/4" up to 7"

Four-Bolt Flanges

1-3/16" up to 4-1/2"

Piloted Flanges

1-3/16" up to 5"

Wide Slot Take-Ups

1-1/8" up to 4"

IMPERIAL HOUSING OPTIONS



PILLOW BLOCK

Two Bolt: 1-1/8" to 4"
Four Bolt: 2-3/8" up to 5"
Expansion & Non-Expansion



FOUR BOLT FLANGES

1-7/16" up to 3-15/16"
Expansion & Non-Expansion



ISAF PILLOW BLOCKS

P2B 1-7/16" up to 3-7/16"
P4B 2-3/16" up to 7"
Expansion & Non-Expansion



PILOTED FLANGE BEARINGS

1-1/8" to 5"
Expansion & Non-Expansion

WIDE SLOT TAKE UP

1-1/8" to 4"
Expansion & Non-Expansion



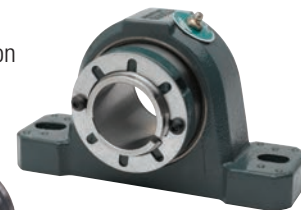
IMPERIAL-E

P2B, P4B, Flange, Piloted
1-3/8" up to 7"
Expansion & Non-Expansion



ISN TWO & FOUR BOLT PILLOW BLOCKS

30mm to 140mm
Expansion & Non-Expansion
Four-Bolt
150mm to 170mm



INSERTS

1-1/8" to 7"

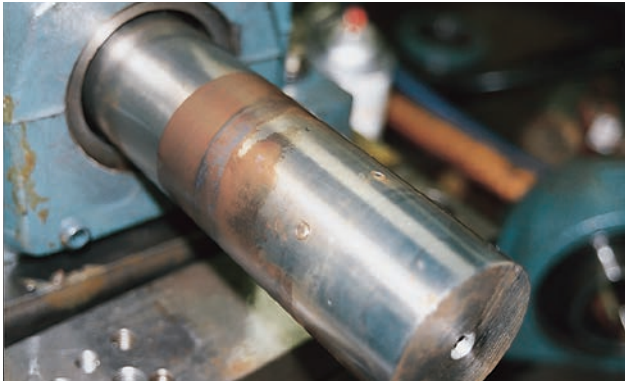


IMPERIAL BENEFITS

FULL SHAFT CONTACT VIRTUALLY ELIMINATES FRETTING CORROSION

With Dodge Imperial bearings, you can remove the bearing from the shaft and immediately mount a new bearing on the same shaft without first reworking the shaft. Dodge Imperial bearings leave very few, if any, markings on the shaft; and, with 360° of locking pressure, there is virtually no fretting corrosion, less heat, and less vibration.

In a head-to-head comparison test, with 3,000 lbs of radial load and speeds of 1150 RPM, a setscrew mounted bearing left shaft fretting corrosion after only 500 hours in service. But, even after 2500 hours in service, the Dodge Imperial bearing demounted quickly and revealed no shaft fretting corrosion or scarring.



Setscrew Bearing after 500 hours



Imperial bearing after 2500 hours

ONLY THE BEST BEARINGS COME FROM THE BEST PLANT

Our Dodge® Type E, S-2000 and S-2000-E, and Imperial® and Imperial-E bearings are the best. Manufactured at our Marion, NC, plant—one of *IndustryWeek's* Top 10 Best Plants for 2004—they represent the best in roller bearing technology and innovation.

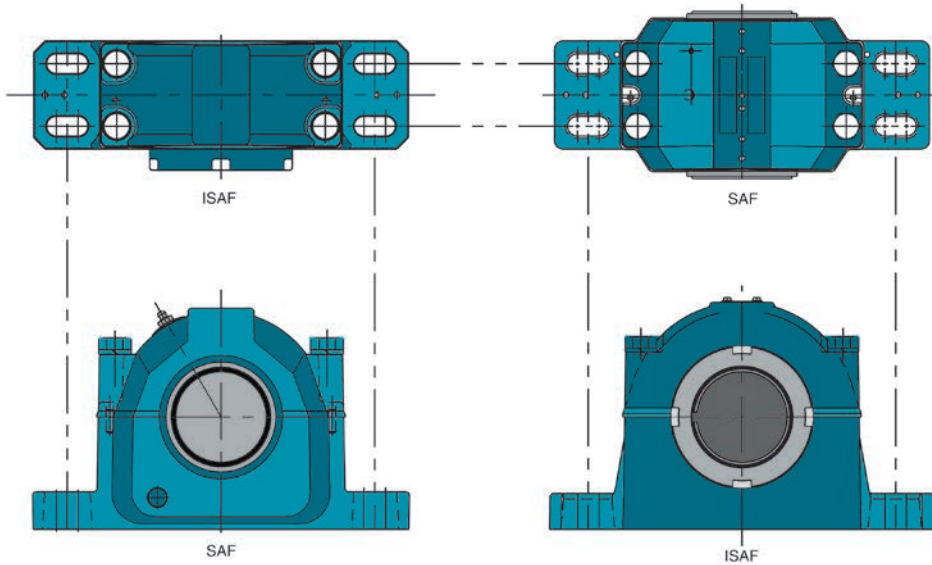
When you want the best bearings, look to Dodge and our Best Plant in Marion, NC. Together, they are your best source for performance-proven solutions.



DODGE IMPERIAL BEARINGS VS. SETSCREW MOUNTED PRODUCTS

Dodge Imperial	Setscrew Mounted Products
Shaft centered in the bearing	Shaft offset in the bearing bore
Concentric gripping force—no shaft damage, no fretting, or scarring	Setscrews indent and damage the shaft
Commercial shafting acceptable	Commercial shafting not acceptable - Turned, ground and polished shafting recommended
Ground constant-pressure seal surface	Typical seal arrangement on a straight seal land
Lower operating temperatures (up to 25%)	Higher operating temperatures
Higher maximum speed limits (up to 30%)	Lower maximum speed limits
Bearing Installation and removal in 15 minutes or less	Bearing removal alone takes 30 minutes or more

ISAF: DIMENSIONAL INTERCHANGE WITH SAF



Bearing users throughout the world recognize that, with Dodge, they have access to the best selection of the highest quality of mounted bearings in the industry.



ISAF

DODGE IMPERIAL ISAF BEARINGS VS. STANDARD SAF PRODUCTS

Dodge Imperial ISAF Series	Standard SAF Products
One package—shaft ready	Three or more packages—user assembled
Bearing matched to shaft	Bearing oversized to accommodate adapter
Simple clearance setting—no special tools or feeler gauges	Requires feeler gauges
100% seal constant pressure	Seals in the housing—loses effectiveness when misaligned
Greased at the factory	User packs the grease and cleans the mess
Grease retained near the rollers with the seal	Grease migrates out to the housing cavity away from the rollers
Reduced grease consumption	Large cavity to fill with grease
Factory sealed	Subject to onsite contamination
Easy, intuitive removal method	Difficult removal



SAF



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