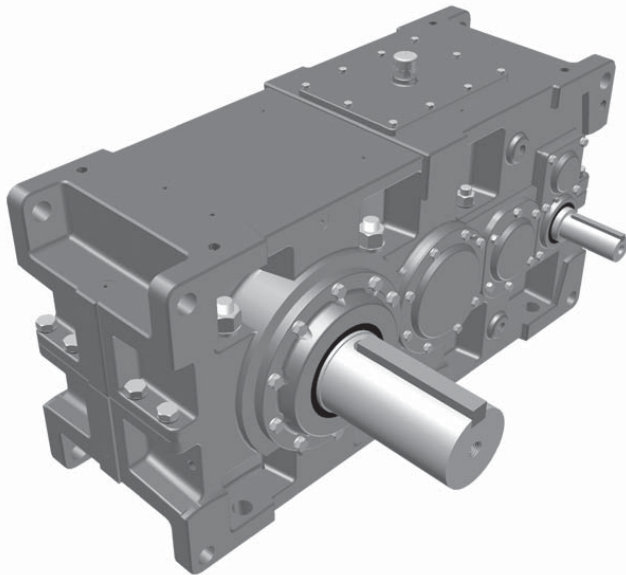


# **PARAMAX® 9000 Series Maintenance Manual**



- Only trained technicians should handle, install and maintain Paramax® reducers. Read this maintenance manual carefully before operating.
- Paramax® reducers are shipped without lubrication. Before operation, fill with oil according to the instructions in this maintenance manual.
- Users of Paramax® reducers should receive and retain a copy of this maintenance manual.

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## Safety Precautions


- Carefully read this maintenance manual and all accompanying documents before use (installation, operation, maintenance, inspection, etc). Thoroughly understand the machine, information about safety, and all precautions for correct operation. Retain this manual for future reference.
- Pay close attention to the "DANGER" and "CAUTION" warnings regarding safety and proper use.



: Improper handling may result in physical damage, serious personal injury and/or death.



: Improper handling may result in physical damage and/or personal injury.

Items described in  **CAUTION** may lead to serious danger depending on the situation. Be sure to observe important warnings described within.

### **DANGER**

- Transport, installation, plumbing, operation, maintenance, and inspections must be performed by properly trained technicians ; otherwise, injury or damage to the machine may result
- When the unit is to be used in a system for transport of human beings, a secondary safety device should be installed to guard against accidents that may result in injury, death, or damage to the system.
- When the unit is to be used for an elevator, install a safety device on the elevator side to prevent it from falling; otherwise, serious injury, death, or damage to the elevator may result.

### **CAUTION**

- Operate the unit only within its design and performance specifications ; otherwise, injury or damage to the system may occur.
- Keep hands and all foreign objects from the internal moving parts of the unit; otherwise, injury or damage to the system may occur.
- Take damaged units off-line immediately and do not resume operation until properly repaired.
- Modifications or alterations of any kind to the unit will void the warranty and all subsequent claims.
- Do not remove the rating plate.

- Paramax® reducers are shipped without oil. Before operation, fill with oil according to the instructions in the **Lubrication** section of this manual.

# Inspection and Storage

## Inspection Upon Delivery

### ⚠ CAUTION

- In order to avoid injury, verify that the reducer is positioned right-side up **before** unpacking.
- Verify that the reducer received matches your order. Installing an incorrect product may result in personal injury or damage to the system.
- Do not remove rating plate.

Upon delivery of the Paramax® reducer, verify that:

- (1) The descriptions on the rating plate match your order.
- (2) There were no parts damaged during transport.
- (3) All bolts and nuts are firmly tightened.

If there is any doubt that the unit delivered does not match your order, contact the nearest Sumitomo agent, distributor or service office.

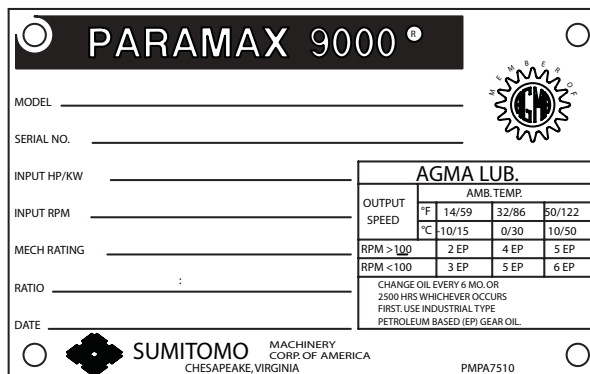
## Rating Plate Information

① Speed Reducer Model

② Serial Number

Input Power

③ Reduction Ratio



The rating plate for the Paramax 9000 reducer includes the following fields and information:

- PARAMAX 9000** (with a registered trademark symbol)
- MODEL \_\_\_\_\_
- SERIAL NO. \_\_\_\_\_
- INPUT HP/KW \_\_\_\_\_
- INPUT RPM \_\_\_\_\_
- MECH RATING \_\_\_\_\_
- RATIO \_\_\_\_\_
- DATE \_\_\_\_\_
- AGMA LUB.** table:

OUTPUT SPEED	AMB. TEMP.		
	°F	°C	
	14/59	32/86	50/122
	10/15	0/30	10/50
RPM > 100	2 EP	4 EP	5 EP
RPM < 100	3 EP	5 EP	6 EP

CHANGE OIL EVERY 6 MO. OR 2500 HRS WHICHEVER OCCURS  
FIRST USE INDUSTRIAL TYPE PETROLEUM BASED (EP) GEAR OIL.

**SUMITOMO** MACHINERY CORP. OF AMERICA  
CHESAPEAKE, VIRGINIA PMPA7510

Fig.1 Paramax® Reducer Rating plate

- Have the ① MODEL, ② SERIAL NO., and ③ RATIO information ready when making inquiries.

## Storage

**Do not** store the Paramax® reducer longer than six months, unless long-term storage was specified when the order was placed. Follow the instructions outlined below when storing the reducer for an extended period of time before installation.

### Storage Location

Store the reducer indoors in a clean, dry area that is relatively free of humidity, dust, extreme temperature fluctuation or corrosive gas.

**Do not** store outdoors or in a wet location.

### Storage Period

#### Up to Six Months:

- (1) Fill the reducer with the recommended lubricant (see Lubrication section in this manual).
- (2) Every two or three months, hand rotate the shaft for the number of turns that is equivalent to the reducer's ratio. For example, if the ratio is 35, rotate the shaft 35 complete turns.

#### Six Months - One Year:

- (1) Special rust-proofing is applied at the factory before shipping. The rust preventative NP-20 (Shell VSI Circulating Oil #32) is sprayed into the reducer and the air vent is replaced with a red sealing plug.
- (2) **Do not** operate the reducer with the rust preventative oil. Drain the rust preventative and fill with the recommended lubricant **before** operating.

# Storage (cont.), Transport

## Storage Period (cont.)

### More Than One Year:

- (1) Before shipping from the factory, the rust preventative NP-20 (Shell VSI Circulating Oil #32) is sprayed into the reducer and the air vent is replaced with a red sealing plug.
- (2) After the first year of storage, add the correct amount of rust preventative NP-20 (Shell VSI Circulating Oil #32) into the reducer (see Table 1).
- (3) Hand rotate the shaft for the number of turns that is equivalent to the reducer's ratio. For example, if the ratio is 35, rotate the shaft 35 complete turns.
- (4) Replace the plug in the air vent. Repeat steps 2-4 for every year of storage.
- (5) **Do not** operate the reducer with the rust preventative oil. Drain the rust preventative and fill with the recommended lubricant **before** operating.

**Table 1. Rust Preventative Quantity- Shell VSI Circulating Oil #32** gal.

Reducer Size	9015 - 9035	9040 -9055	9060 -9075	9080 - 9095	9100 - 9118	9121 - 9136
Quantity	0.1	0.15	0.25	0.5	1	2

## Operation After Storage

- (1) Oil seals deteriorate when exposed to high temperatures and UV rays. Inspect the oil seals before operating the Paramax® reducer.
- (2) After starting the reducer, verify that there is no abnormal sound, vibration, or heat rise. Contact our nearest agent, distributor, or sales office if you observe any abnormality.

## Transport

### DANGER

- Do not stand directly under a unit suspended by a crane or other lifting mechanism; otherwise, injury or death may result.

### CAUTION

- Exercise ample care so as not to drop the reducer. If a hanging bolt or hole is provided, be sure to use it. After mounting a Paramax® reducer to the equipment, do not hoist the entire machine using the hanging bolt or hole; otherwise, personal injury or damage to the equipment and/or lifting device may result.
- Before hoisting, refer to the rating plate, crate, outline drawing, catalog, etc. for the weight of the Paramax drive or reducer. Never hoist a unit that exceeds the rating of the crane or other mechanism being used to lift it; otherwise, personal injury or damage to the equipment and/or lifting device may result.

# Nomenclature

## Standard Model

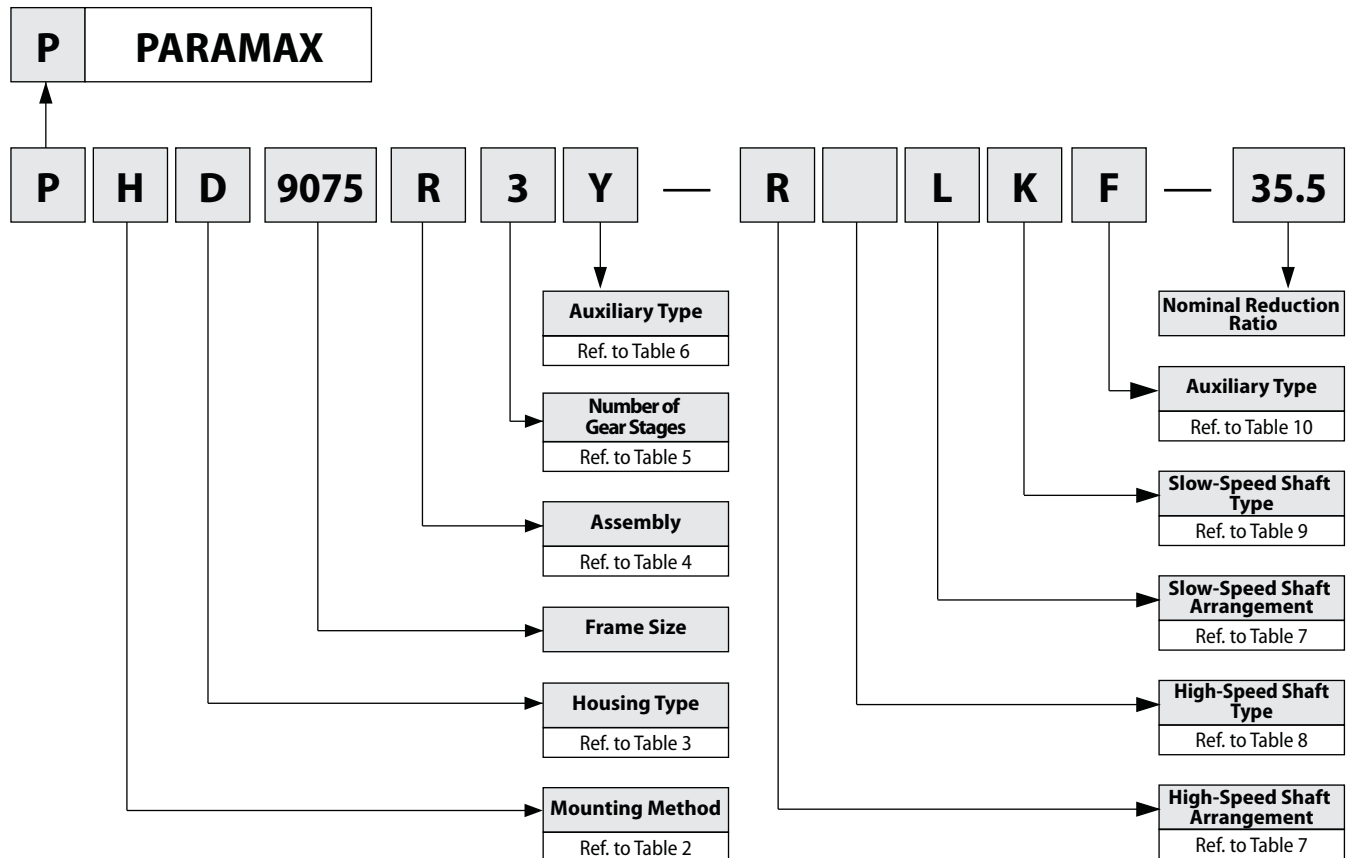


Table 2

Mounting method	
H	Horizontal
V	Vertical
W	Upright
R	Upright Flipped Over

Table 3

Housing type	
A	Mono-block housing
D	Split housing

Table 4

Assembly	
P	Parallel shafts
R	Right-angle shafts

Table 5

Number of Gear Stages	
1	Single reduction
2	Double reduction
3	Triple reduction
4	Quadruple reduction

Table 6

Auxiliary type	
Y	Inch shaft
A	Steel fabricated housing
YA	Steel fabricated housing+Inch shaft
F	Ductile iron housing
YF	Ductile iron housing+Inch shaft
W	Wall mount

Table 7

Position of Projected High/Slow-Speed Shaft*	
R	Right side viewed from high-speed shaft
L	Left side viewed from high-speed shaft
B	Both sides
D	Both sides (Reverse gear arrangement of B's)

\*Projected high-speed shaft of right angle shaft is depended on the position of Bevel gear.

Table 8

High-Speed Shaft	
Blank	Solid shaft
M	With motor
Y	Hollow input shaft with flange (right angle shaft only)
J	With high speed adapter

Table 9

Slow-Speed Shaft	
Blank	Solid shaft
K	Hollow output shaft key type
T	Hollow output shaft shrink disc type

Table 10

Auxiliary Type	
F	1 Radial fan
G	1 Radial fan (opposite side)
B	Backstop
FB	1 Radial fan + Backstop

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# Standard Speed

Table 11. Standard Speed Table

Assembly			Size	Input Speed (rpm)																
				750	1000								1500				1800			
Right Angle Shaft	2 Stage	Horizontal	9015 - 9075																	
			9080 - 9085																	
			9095																	
			9105 - 9115																	
		Vertical	9015 - 9075																	
			9080 - 9085																	
		Upright	9015 - 9075																	
			9080 - 9085																	
	3 Stage	Horizontal	9030 - 9095																	
			9100 - 9115																	
		Vertical	9030 - 9095																	
			9100 - 9115																	
		Upright	9030 - 9085																	
	4 Stage	Horizontal	9040 - 9115																	
		Vertical	9040 - 9115																	
		Upright	9040 - 9085																	
Parallel Shaft	2 Stage	Horizontal	9015 - 9095																	
			9100 - 9105																	
			9110 - 9115																	
		Vertical	9015 - 9095																	
			9100 - 9105																	
			9110 - 9115																	
	Upright	9015 - 9085																		
	3 Stage	Horizontal	9015 - 9115																	
		Vertical	9015 - 9115																	
		Upright	9015 - 9085																	
	4 Stage	Horizontal	9030 - 9115																	
		Vertical	9030 - 9115																	
		Upright	9030 - 9085																	

**Notes:** 1. The ranges, except shaded areas, show the standard input speed.

2. Please contact Sumitomo if the input speed range exceeds the shaded areas or the ranges in this table.

3. Please contact Sumitomo for standard input speed for reducer sizes 9118 - 9136.

# Installation

## ⚠ DANGER

- Do not operate a standard unit in an explosive atmosphere; electric shock, personal injury, explosion, fire or damage to the equipment may occur.
- Install inverters in a location free from explosive gas; electric shock, personal injury, explosion, fire or damage to the equipment may occur.

## ⚠ CAUTION

- Do not use the Paramax® reducer for applications other than those shown on the rating plate. Electric shock, personal injury or damage to the equipment may occur.
- Do not place flammable objects around the reducer; fire may occur.
- Do not place any object around the reducer that will hinder ventilation. Insufficient ventilation can cause excessive heat build-up that may cause burns or fire.
- Do not step on or hang from the reducer; injury may occur.
- Do not touch the shaft, inside the keyway or edge of the motor cooling fan with bare hands; injury may occur.
- When the reducer is used in a food processing application, install an oil pan to protect against oil contamination that may occur during equipment breakdown or failure.

## Installation Location

Ambient Temperature: 14 °F to 104 °F (-10 °C to 40 °C)  
 Ambient Humidity: 85% maximum  
 Altitude: 3280 ft. maximum (1000 m)  
 Ambient Atmosphere: The atmosphere should be free of corrosive gas, explosive gas or steam; well ventilated and dust free.  
 Location: Indoors, clean and dry.

- Special reducers are required for installation conditions not described in these guidelines .
- Reducers made for outdoor, explosion-proof or other special conditions are designed to operate under those conditions without any problem.
- Install reducers where inspection, maintenance and repair operations can be performed easily.
- Install reducers on a sufficiently rigid base.

## Installation Angle

Install the Paramax® reducer on a level base. (Contact Sumitomo for installation on an inclined base).  
 When the unit is manufactured for inclined installation, do not install it at any angle other than the one specified.  
 For a standard reducer, the installation angle must be within the limits shown in Fig. 2.

- Use installation bolts corresponding to JIS strength class 10.9 or its equivalent.

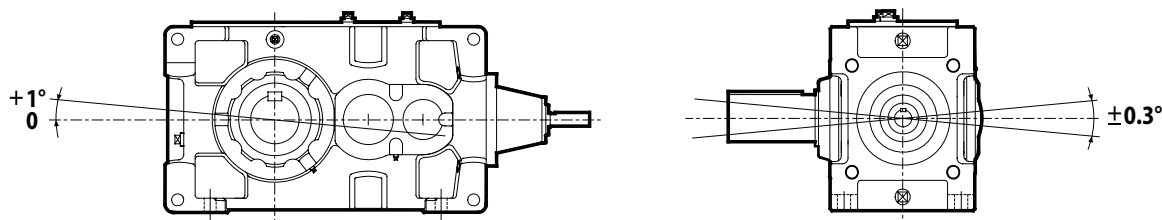


Fig. 2 Installation Angle Limits



# Installation (cont.)

## Installation Procedure - Reducer with Fan (Parallel Shaft)

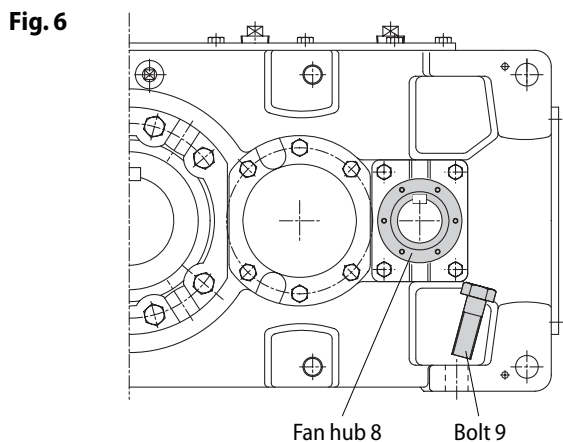
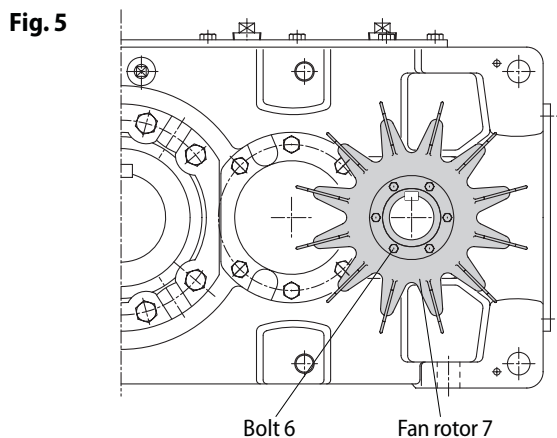
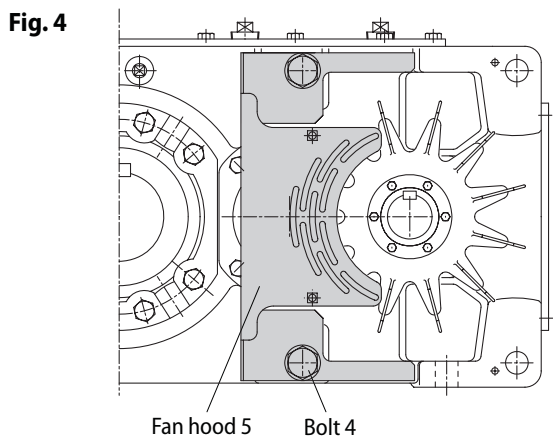
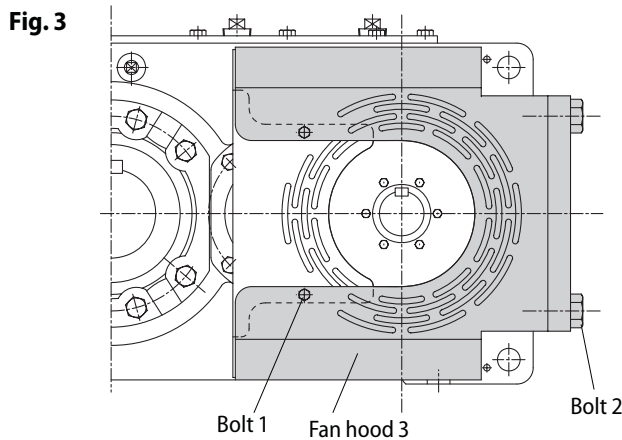
### ⚠ CAUTION

- Avoid contact with sharp edges of keyways and other parts.
- During installation, keep small parts, such as screws, in a container so as not to lose them.
- Handle parts carefully to prevent damage. Avoid contact with water and dust.

Follow these steps to install the reducer:

- (1) Remove bolts 1 and 2 and then remove the fan hood 3 (Fig. 3).  
If there is not enough space to tighten bolt 9, (Fig. 6) then:
  - (a) Remove bolt 4 and then fan hood 5 (Fig. 4).
  - (b) Remove bolt 6 and then fan rotor 7 (Fig. 5).
- (2) Install the reducer on the mounting surface using bolt 9 (Fig. 6).  
If the fan rotor 7 (Fig. 5) and fan hood 5 (Fig. 4) are removed, then:
  - (a) Install fan rotor 7 to the fan hub 8 with bolt 6 (Fig. 5).
  - (b) Install fan hood 5 to the reducer with bolt 4 (Fig. 4).
- (3) Install fan hood 3 to the reducer with bolts 1 and 2 (Fig. 3).

Refer to Table 16 for tightening torques of bolts 1, 2, 4 and 6.



**Table 12. Bolt Torque**

Bolt	Torque in-lbf (Nm)		Bolt	Torque in-lbf (Nm)	
	Bolt 1, 2, 4	Bolt 6		Bolt 1, 2, 4	Bolt 6
M6		95.6 (10.8)	M20	1682 (190)	—
M8	100 (11.3)	—	M24	2903 (328)	—
M10	347 (39.2)	—	M30	5770 (652)	—
M12	862 (97.4)	—	M36	10090 (1140)	—

Torque tolerance:  $\pm 10\%$

# Coupling with Driven Machine

## ⚠ CAUTION

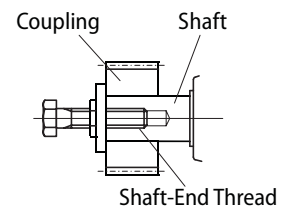
- When coupling the Paramax® reducer to a load, confirm that the alignment is within the specified limits shown in the maintenance manual, drawings, catalog, etc. otherwise, damage to the system may occur due to misalignment.
- Correctly tighten all bolts to the torque specified in the drawing, catalog, etc. to prevent system damage from loose parts.
- When a belt is used to couple the reducer with the driven machine, check that the belt tension and the pulley alignment are within the specified limits. When the unit is directly coupled with the driven machine, check that the alignment is within the specified limits; otherwise, the system may be damaged from misalignment.
- Remove the key temporarily attached to the output shaft of the Paramax® reducer when the shaft is free-rotating (i.e. not loaded); otherwise injury may occur.
- Confirm the direction of rotation before coupling the Paramax® reducer with its driven machine. Incorrect direction of rotation may cause injury or damage to the system.
- Install appropriate guard devices around rotating parts; otherwise, injury may occur.

### Coupling Installation

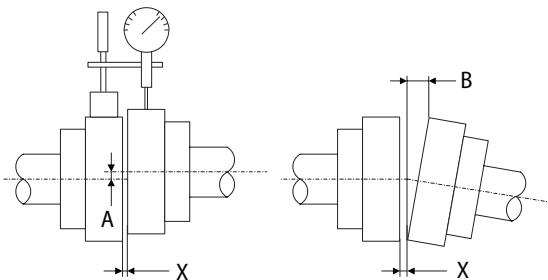
- When attaching a coupling, do not to apply impact force or excessive thrust to the shaft; otherwise, the bearing may be damaged.
- Shrink fit or shaft-end thread is recommended for mounting (Fig. 8).

#### (1) Coupling

The dimensions (A,B and X) illustrated in Fig. 8 must be within the tolerance listed in Table 13.



**Fig. 7**



**Fig. 8**

**Table 13. Coupling Alignment Tolerance**

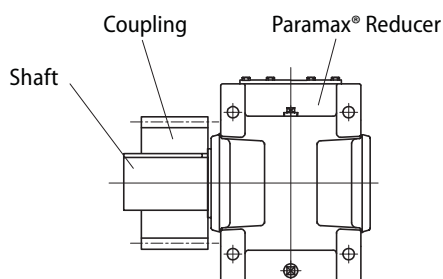
Tolerance for A dimension	0.002 in. (0.05mm)
Tolerance for B dimension	0.002 in. (0.05mm)
Tolerance for X dimension	Specified by coupling manufacturer

#### (2) Chain, Sprocket and Gear

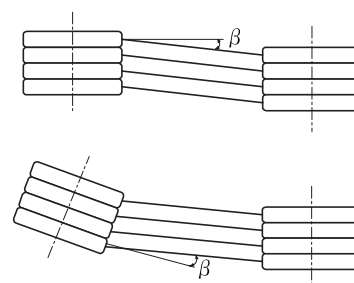
- The chain tension angle must be perpendicular to the shaft of Paramax® reducer.
- The pitch circle of the sprocket and gear must be more than three times of the shaft diameter.
- Position the sprocket and gear as close to Paramax® reducer as possible so the load point will be close to the reducer's vertical centerline (Fig. 9).

#### (3) V belt

- Excessive V belt tension will damage the output shaft and bearing. The amount must be specified by V belt manufacturer.
- Eccentricity of parallelism between two pulleys must be less than 20' (Fig. 10).
- Use a matched set with identical circumferential length when more than one V belt is used.



**Fig. 9**



**Fig. 10**

# Coupling with Driven Machine (cont.)

## Hollow Shaft

### Shrink disk type

The shrink disk has a keyless, shrink fit mechanism that shrinks the hub (HB) mechanically through the tightening locking bolt (ZS), and holds shaft and hub as one fixture (Fig. 11).

#### Mounting Procedure: (Fig. 12)

- (1) Clean and degrease contact surfaces (a) and (c).
- (2) Smear surface (c) and (ZS) with "Molykote 321" or its equivalent. However, keep surface (a) as clean as possible (no grease).
- (3) Slide O-ring (b) onto the shaft. (only 9090 - 9115)
- (4) Mount the reducer on the driven shaft and screw nut (e) until faces (g) and (h) make contact.
- (5) Set the shrink disc (k) at dimensions (LV). Tighten locking bolt (ZS) to specified torque (TA) (using a torque wrench). Make sure that both plates are parallel when tightening bolts. After confirming that the shrink disc is set correctly, tighten the bolts with a wrench of appropriate length. Uniformly, tighten bolts clockwise (not diagonally) while keeping both plates parallel. It is recommended to tighten respective bolts by 30 degree each time.

**Notes:** a. In case of a vertical type unit, mount a thrust washer (B) to prevent the reducer from moving when locking nut (ZS) is loosened (Fig. 11).

b. A high-tension bolt (JIS strength 10.9 or 12.9) is used as a locking bolt (ZS). When replacing it, use one specified by the manufacturer.

#### Removal Procedure: (Fig. 13)

- (1) Loosen locking bolt (ZS) and remove shrink disc (k).
- (2) Set thrust washer (f) and hexagon head bolt (n). Remove the reducer from the driven shaft using bolt (m).

**Note:** Parts (d), (e), (f), (ZY), (m), and (n) are optional. Order these as required.

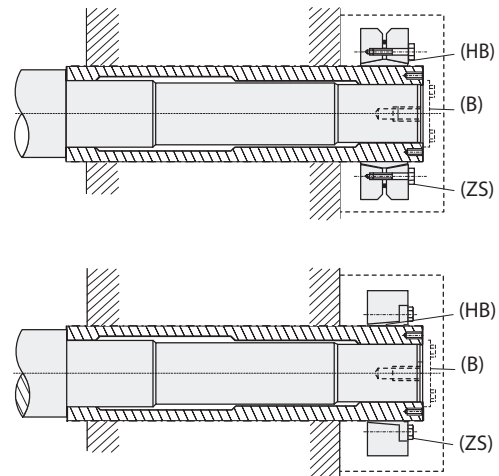


Fig. 11 Full Mounted Position

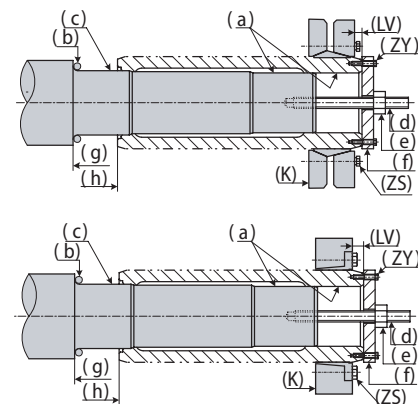


Fig. 12 Mounting

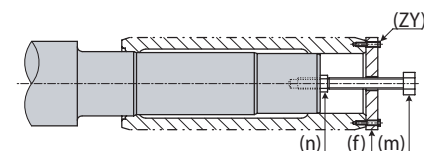


Fig. 13 Removal

# Coupling with Driven Machine (cont.)

## Hollow Shaft (cont.)

### Keyway Connection

#### Sizes 9015 - 9055

##### Mounting Procedure: (Fig. 14)

The hollow shaft bore is provided with retaining ring (d). Ring (d) is the essential component for mounting, securing, and removing the unit.

- (1) Smear surface of the shaft (e) with "molykote 321" or its equivalent.
- (2) Turn nut (b) and slide the reducer over the driven shaft. Use plain washer (c) if necessary.

##### Securing: (Fig. 15)

- (1) After mounting the reducer on the driven shaft, tighten bolt (f). Bolt (f) is not supplied with the unit.
- (2) Install cover (g) to protect the bore.

##### Removal Procedure: (Fig. 16)

- (1) Remove ring (d), mount bolt (n), and reset ring (d).
- (2) Attach bolt (J) to ring (d), and turn bolt (J) to disconnect the hollow shaft from the driven shaft.

##### Special Cases: (Fig. 17)

If the driven shaft has no shoulder when mounting, provide a distance ring (h) for fixing in place. Ring (h) is not supplied with the unit.

#### Sizes 9060 - 9085

##### Mounting Procedure: (Fig. 18)

The hollow shaft end is provided with thrust washer (d). Thrust washer (d) is the essential component for mounting, securing, and removing the unit.

- (1) Smear surface of the shaft (e) with "molykote 321" or its equivalent.
- (2) Turn nut (b) and slide the reducer over the driven shaft.

##### Securing: (Fig. 19)

- (1) After mounting the reducer on the driven shaft, fix bolt (f). Bolt (f) is not supplied with the unit.
- (2) Install cover (g) to protect the bore.

##### Removal Procedure: (Fig. 20)

- (1) Remove thrust washer (d), mount bolt (n), and reset thrust washer (d).
- (2) Attach bolt (J) to thrust washer (d), and turn bolt (J) to disconnect the hollow shaft from the driven shaft.

##### Special Cases: (Fig. 21)

If the driven shaft has no shoulder when mounting, provide a distance ring (h) for fixing in place. Ring (h) is not supplied with the unit.

**Note:** Parts (a), (b), (c), (n), and (J) are optional. Order these as required.

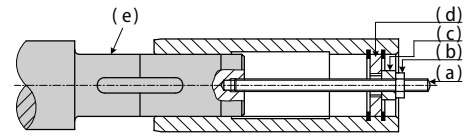


Fig. 14

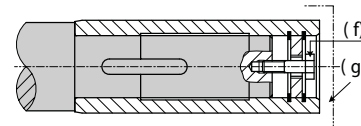


Fig. 15

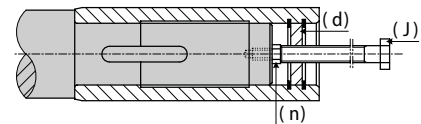


Fig. 16

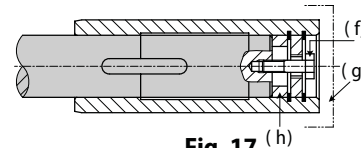


Fig. 17

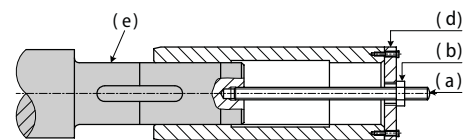


Fig. 18

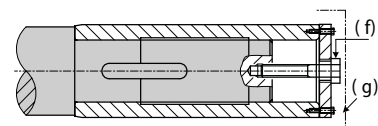


Fig. 19

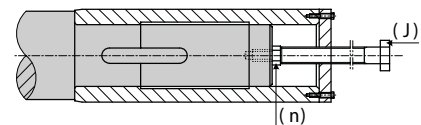


Fig. 20

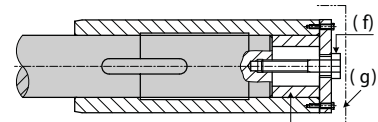


Fig. 21

# Coupling with Driven Machine (cont.), Operation

## Hollow Shaft (cont.)

### Torque Arm (optional)

The hollow shaft reducer is fixed by the torque arm to prevent the reducer from revolving by an opposite reaction force. Fig. 22 shows the construction of a standard torque arm. Select a torque arm support with proper construction and strength, taking into consideration the reaction force of the reducer and the impact load.

- Notes:**
- a.** The number of disc springs (s) differs according to the size of the reducer.
  - b.** Use bolt (t) and nut (M) classified as JIS strength class 8.8.
  - c.** Adjust Nut (M1) to remove any clearance in the assembly. Lock in position using locking Nut (M2)

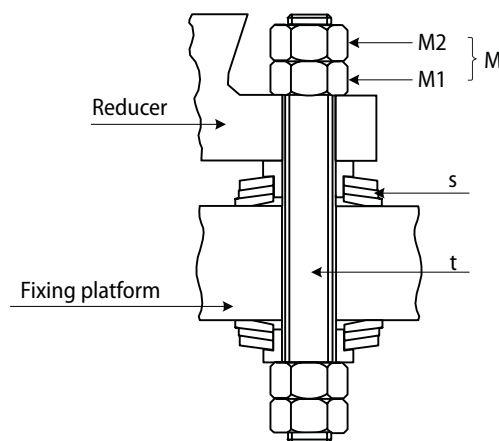


Fig. 22 Standard Torque Arm

## Operation

### ⚠ DANGER

- Do not approach or touch rotating parts (output shaft, etc.) during operation; loose clothing may become caught in these rotating parts and cause serious injury or death.
- When the power supply is interrupted, be sure to turn off the power switch. Unexpected resumption of power may cause electric shock, personal injury or damage to the equipment.
- Do not operate the unit with the terminal box cover removed. Install the terminal box cover after maintenance in order to prevent electric shock.
- Do not open the terminal box cover when power is supplied to an explosion-proof type motor; otherwise explosion, ignition, electric shock, personal injury, fire or damage to the equipment may occur.

### ⚠ CAUTION

- Do not put fingers or foreign objects into the opening of the reducer; electric shock, personal injury, fire or damage to the equipment may occur.
- The reducer becomes very hot during operation. Touching the unit may result in burns.
- Do not loosen the oil filler plug during operation; otherwise, hot, splashing lubricant may cause burns.
- If a problem occurs during operation, stop operation immediately; otherwise, electric shock, personal injury or fire may occur.
- Do not operate the reducer in excess of the rating; otherwise, personal injury or damage to the equipment may occur.

- **Paramax® reducers are shipped without oil. Units must be filled with the proper amount of recommended oil prior to start-up.**

After the unit is installed, filled with oil and properly wired, before operating check that:

- (1) the wiring is correct
- (2) the unit is properly coupled with the driven machine
- (3) the foundation bolts are tightened securely
- (4) the direction of rotation is correct.

After confirming these items, conduct a trial run with a light load. Begin full operation after confirming that there is no abnormal sound, vibration and/or temperature rise. Check all items listed in Table 14.

# Operation (cont.), Lubrication

**Table 14. Initial Start-up and Break-in Period Checklist**

Is the reducer generating an abnormal sound or vibration?	<b>(1)</b> Is the housing deformed because the installation surface is not level? <b>(2)</b> Is insufficient rigidity of the installation base generating excessive noise? <b>(3)</b> Is the shaft center aligned with the driven machine? <b>(4)</b> Is vibration from the driven machine transmitted to the reducer?
Is the surface temperature of the Paramax® reducer abnormally high?	<b>(1)</b> Is the the voltage rise or drop substantial? <b>(2)</b> Is the ambient temperature too high? <b>(3)</b> Does the current flowing to the motor exceed the rated current shown on the rating plate? <b>(4)</b> Is the oil at the specified level?

If any abnormality is observed, stop operation and contact your nearest Sumitomo agent, distributor or sales office.

## Lubrication

### Lubrication Method

- Follow all applicable maintenance specifications. Reducer service life may decrease without proper maintenance.

- Refer to Table 15 for the gear lubrication method for your reducer.
- Refer to Table 16 for the pages in this manual that cover lubrication maintenance.
- Refer to Table 11 on page 6 for standard input speed.

**Table 15. Lubrication Method** (For standard input speed. Contact Sumitomo if input speed is not standard.)

Right angle shaft	2-stage	Size	9015	9025	9030	9035	9040	9045	9050	9055	9060	9065	9070	9075	9080	9085		
		Horizontal	Oil bath									Oil splash				*	*	
		Vertical	Shaft driven oil pump															
	3-stage	Upright	Oil bath + grease									Oil splash				*	*	
		Horizontal	-	-	Oil bath									Oil splash				
Vertical		-	-	Shaft driven oil pump														
Parallel shaft	2-stage	Upright	-	-	Oil bath + grease									Oil splash				
		Horizontal	-	-	-	-	Oil bath				Oil splash							
		Vertical	-	-	-	-	Shaft driven oil pump											
	3-stage	Upright	-	-	-	-	Oil bath + grease				Oil splash							
		Horizontal	-	-	-	-	Shaft driven oil pump											
Vertical		-	-	-	-	Oil splash												
4-stage	Upright	-	-	-	-	Oil bath + grease									Oil splash			
	Horizontal	-	-	-	-	Shaft driven oil pump												
	Vertical	-	-	-	-	Oil splash												

Right angle shaft	2-stage	Size	9090	9095	9100	9105	9110	9115	9118	9121	9126	9128	9131	9136		
		Horizontal	-	*	-	*	-	*	-	-	-	-	-	-	-	
		Vertical	-	-	-	-	-	-	-	-	-	-	-	-	-	
	3-stage	Upright	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Horizontal	Oil splash			*	*	*	*	*	*	*	*	*	*	
Vertical		Shaft driven oil pump			Electric pump				-	-	-	-	-	-		
4-stage	Upright	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Horizontal	Oil bath					Oil splash					*	*	*		
	Vertical	Shaft driven oil pump										-	-	-	-	
Parallel shaft	2-stage	Upright	-	-	-	-	-	-	-	-	-	-	-	-		
		Horizontal	Oil splash			*	*	*	*	-	-	-	-	-	-	
		Vertical	Electric pump										-	-	-	-
	3-stage	Upright	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Horizontal	Oil splash										-	-	-	-
Vertical		Electric pump										-	-	-	-	
4-stage	Upright	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Horizontal	Oil splash														
	Vertical	Shaft driven oil pump								Electric pump						

\* In the case of continuous operation, oil splash or electric pump lubrication is determined by input frequency.

# Lubrication (cont.)

## Lubrication Method (cont.)

**Table 16. Lubrication Maintenance Page Numbers**

		Lubrication method	Supply of oil/grease before initial operation after purchase	Page Number				
				Oil/grease change period	Recommended oil / grease	Q'ty of oil/ grease	Disposal of oil/ grease	Parts
Gear	Oil	Oil bath	Self-lubrication	Necessary (Unnecessary for grease)	P. 15	P. 15	P. 16	P. 26
		Oil bath + grease						
		Oil splash lubrication						
		Shaft driven pump lubrication						
		Electric pump lubrication	Forced lubrication					

### ⚠ CAUTION

- For equipment with a motorized oil pump, run the pump before starting the drive unit or reducer. Start the motor for the reducer after lubricating oil has circulated through the bearing; otherwise, the equipment may be damaged.

- Install a flow switch or flow sight to check the circulation of the lubricating oil. Stop the motor of drive unit or reducer if any abnormality occurs.

## Lubrication Maintenance

### Oil Change Interval

**Table 17. Oil Change Interval**

Interval			Usage Conditions
Oil Feeding			At Purchasing
Oil Change	1st Time	After 500 hrs or six months of operation, whichever comes first.	
	2nd Time	After 2500 hrs or six months of operation, whichever comes first.	
	3rd Time or Later	Every 5000 hrs or one year, whichever comes first.	When case oil temperature is lower than 158° F (70° C)
		Every 2500 hrs or one year, whichever comes first.	When case oil temperature is 158° F (70° C) or higher

- Please consult lubrication supplier when atmosphere contains corrosive gas or where ambient temperature changes dramatically.

**Table 18. Grease Interval**

Interval	Input speed
Every 1500hrs	750 rpm or slower
Every 1000hrs	750 to 1800 rpm

- The grease lubricated models are packed with grease prior to shipment and grease nipples and grease relief plugs are attached. Please check the number of grease nipple and their positions carefully.
- Please check Table 15 for models that require grease lubrication.
- Please see Fig. 23 and 24 (page 15) for grease nipple and grease relief plug positions.
- For units with grease lubricated bearings:
  - Remove grease relief plug
  - Slowly** pump grease into grease nipple **while shafts are rotating**. Sumitomo recommends using a manual, hand grease gun; use extreme caution when using a pneumatic grease gun.
  - Stop filling with grease and replace the relief plug when grease begins to purge.

# Lubrication (cont.)

## Lubrication Maintenance (cont.)

### Lubricant Selection

- Refer to Table 19 to select the appropriate oil viscosity.
- Refer to Table 20 for recommended lubricants.

**Table 19. Oil Viscosity**

Output speed	Ambient temperature			
		14° F (-10° C) to 59° F (15° C)	32° F (0° C) to 86° F (30° C)	50° F (10° C) to 122° F (50° C)
100 rpm or more	ISO* AGMA	VG68 2EP	VG150 4EP	VG220 5EP
100 rpm or less	ISO* AGMA	VG100 3EP	VG220 5EP	VG320 6EP

**Table 20. Recommended Lubricants**

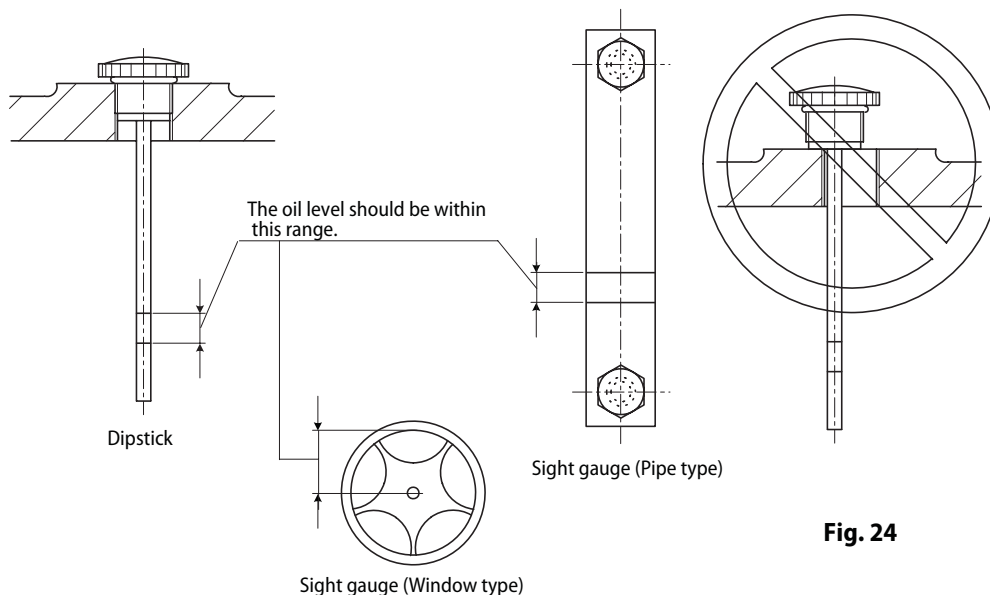
Gear Oil	Brand	BP	CASTROL			CHEVRON TEXACO		EXXON MOBIL		SHELL	TOTAL
	ISO VG68 AGMA 2EP	ENERGOL GR-XP-68	ALPHA SP68	OPTIGEAR BM68	TRIBOL 1100/68	GEAR COMPOUNDS EP68	MEROPA WM68	SPARTAN EP68	MOBIL- GEAR 626	OMALA 68	CARTER EP68
	ISO VG100 AGMA 3EP	ENERGOL GR-XP-100	ALPHA SP100	OPTIGEAR BM100	TRIBOL 1100/100	GEAR COMPOUNDS EP100	MEROPA WM100	SPARTAN EP100	MOBIL- GEAR 627	OMALA 100	CARTER EP100
	ISO VG150 AGMA 4EP	ENERGOL GR-XP-150	ALPHA SP150	OPTIGEAR BM150	TRIBOL 1100/150	GEAR COMPOUNDS EP150	MEROPA WM150	SPARTAN EP150	MOBIL- GEAR 629	OMALA 150	CARTER EP150
	ISO VG220 AGMA 5EP	ENERGOL GR-XP-220	ALPHA SP220	OPTIGEAR BM220	TRIBOL 1100/220	GEAR COMPOUNDS EP220	MEROPA WM220	SPARTAN EP220	MOBIL- GEAR 630	OMALA 220	CARTER EP220
	ISO VG320 AGMA 6EP	ENERGOL GR-XP-320	ALPHA SP320	OPTIGEAR BM320	TRIBOL 1100/320	GEAR COMPOUNDS EP320	MEROPA WM320	SPARTAN EP320	MOBIL- GEAR 632	OMALA 320	CARTER EP320
	Bearing grease		ENER- GREASE 1 S FP2	SPHEEROL AP3	Olista Long- time 3EP	TRIBOL 3020/ 1000-2	DURALITH GREASE 68	MULTI- FAK EP2	BEACON EP2	MOBILUX EP2	ALVANIA EP2

### Oil Quantity

Estimated quantities of oil for standard specifications are listed in Table 21 Oil Quantity. The oil quantity shown in the catalog is not exact. Use a dipstick or visible oil gauge to check the oil level.

### Oil Replenishment

Supply oil through the inlet on the top of the main unit. Check the oil level with a dipstick or oil sight gauge (Fig. 23). Screw the dipstick to its deepest position to check the oil level; otherwise, the measured oil level will be incorrect (Fig. 24).



**Fig. 24**

**Fig. 23**



# Lubrication (cont.)

## Lubrication Maintenance (cont.)

### Oil Replenishment (cont.)

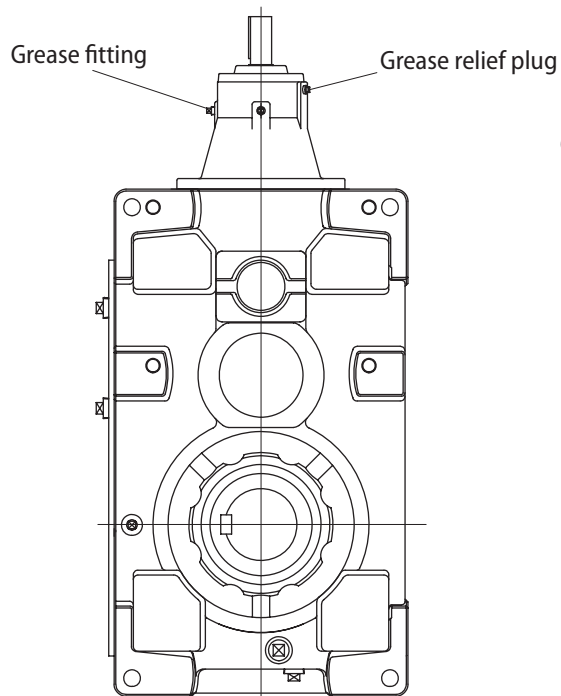
During the oil replenishment process, ensure that loose nuts, bolts washers dust, water and other foreign materials do not enter the reducer. The reducer will not be sufficiently lubricated if the oil level is below the recommended range. However, if the oil level is above the recommended range, the oil temperature will rise and cause the oil to deteriorate (See Fig. 23).

When draining oil from the reducer, remove the drain plug located under the unit and allow the oil to drain while it is still warm. Removing the breather will make draining or replenishing oil easier.

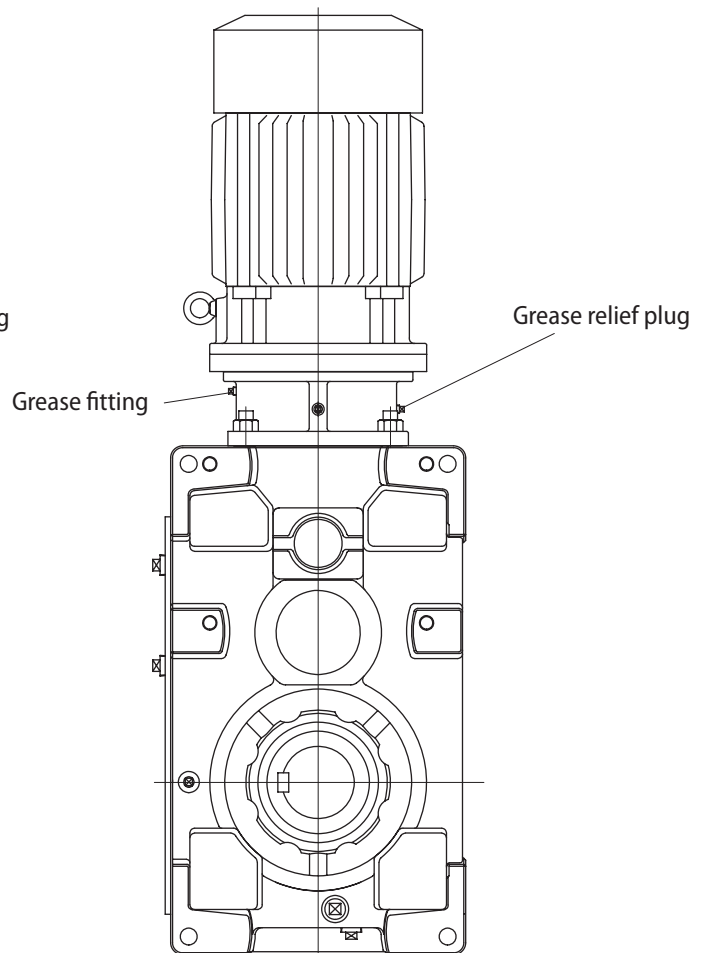
### Replenishing Grease

- (1) Remove the grease relief plug from the gear housing.
- (2) To ensure even distribution, slowly add new grease through the grease fitting while the reducer is running. Continue adding grease until it begins to come out of the port.
- (3) Replace grease relief plug

### Grease Fitting and Discharge Plug Locations



**Fig. 25 Reducer Upright Mount**



**Fig. 26 Drive Unit Upright Mount**

# Lubrication (cont.)

## Oil Quantity

Table 21. Oil Quantity

Units: gallons (liters)

Size	Horizontal						Vertical						Upright					
	Right Angle Shaft			Parallel Shaft			Right Angle Shaft			Parallel Shaft			Right Angle Shaft			Parallel Shaft		
	2 stage	3 stage	4 stage	2 stage	3 stage	4 stage	2 stage	3 stage	4 stage	2 stage	3 stage	4 stage	2 stage	3 stage	4 stage	2 stage	3 stage	4 stage
9015	1.3 (5)	—	—	1.3 (5)	1.3 (5)	—	1.3 (5)	—	—	1.3 (5)	1.6 (6)	—	1.9 (7)	—	—	2.4 (9)	2.9 (11)	—
9025	1.9 (7)	—	—	1.9 (7)	2.1 (8)	—	1.9 (7)	—	—	1.9 (7)	2.1 (8)	—	2.9 (11)	—	—	3.4 (13)	4.0 (15)	—
9030	2.6 (10)	2.6 (10)	—	2.6 (10)	2.6 (10)	3.7 (14)	1.9 (7)	2.4 (9)	—	2.4 (9)	2.6 (10)	2.6 (10)	3.7 (14)	4.2 (16)	—	4.2 (16)	5.3 (20)	5.3 (20)
9035	3.2 (12)	3.2 (12)	—	3.2 (12)	3.4 (13)	4.5 (17)	2.4 (9)	3.2 (12)	—	3.2 (12)	3.7 (14)	3.7 (14)	5.0 (19)	5.6 (21)	—	5.8 (22)	6.6 (25)	6.6 (25)
9040	4.2 (16)	4.2 (16)	5.0 (19)	4.2 (16)	5.0 (19)	6.6 (25)	5.0 (19)	4.8 (18)	4.8 (18)	4.8 (18)	4.8 (18)	4.5 (17)	6.3 (24)	7.7 (29)	9.3 (35)	7.7 (29)	9.3 (35)	9.3 (35)
9045	4.8 (18)	4.8 (18)	5.6 (21)	4.8 (18)	5.6 (21)	7.4 (28)	6.1 (23)	5.8 (22)	5.8 (22)	5.8 (22)	5.8 (22)	5.6 (21)	7.9 (30)	9.5 (36)	11 (43)	9.5 (36)	11 (43)	11 (43)
9050	5.6 (21)	5.6 (21)	6.3 (24)	5.6 (21)	6.3 (24)	8.5 (32)	5.3 (20)	5.6 (21)	6.3 (24)	5.8 (22)	6.6 (25)	6.1 (23)	8.2 (31)	9.3 (35)	12 (46)	9.5 (36)	12 (45)	12 (46)
9055	7.4 (28)	7.4 (28)	7.7 (29)	7.4 (28)	7.7 (29)	11 (40)	6.9 (26)	7.9 (30)	9.0 (34)	8.2 (31)	9.3 (35)	8.7 (33)	12 (45)	12 (46)	16 (59)	12 (47)	16 (59)	16 (59)
9060	6.6 (25)	7.7 (29)	10 (38)	6.6 (25)	8.7 (33)	9.8 (37)	*	7.4 (28)	9.5 (36)	6.6 (25)	7.4 (28)	8.5 (32)	12 (44)	15 (56)	18 (68)	14 (53)	18 (68)	18 (69)
9065	7.7 (29)	8.7 (33)	11 (43)	7.7 (29)	10 (38)	11 (42)	*	9.3 (35)	12 (45)	8.5 (32)	9.3 (35)	11 (40)	15 (56)	17 (65)	22 (85)	18 (67)	22 (85)	23 (86)
9070	9.8 (37)	12 (45)	15 (57)	10 (38)	13 (49)	15 (56)	*	12 (46)	14 (54)	10 (39)	12 (44)	14 (53)	17 (65)	22 (83)	28 (107)	22 (84)	28 (106)	29 (108)
9075	12 (46)	14 (52)	18 (67)	12 (47)	16 (59)	18 (67)	*	16 (59)	18 (68)	13 (49)	15 (56)	18 (67)	23 (87)	26 (100)	32 (122)	26 (100)	32 (120)	32 (122)
9080	14 (53)	16 (60)	19 (73)	14 (54)	17 (64)	19 (73)	*	16 (60)	18 (69)	14 (54)	15 (57)	17 (65)	24 (90)	30 (115)	34 (128)	29 (109)	34 (130)	34 (130)
9085	17 (67)	20 (75)	24 (90)	18 (68)	21 (80)	24 (90)	*	21 (80)	25 (94)	19 (71)	21 (79)	24 (89)	33 (126)	38 (144)	46 (174)	36 (137)	46 (176)	46 (175)
9090	—	32 (120)	40 (150)	32 (120)	32 (120)	40 (150)	—	32 (120)	32 (120)	24 (90)	24 (90)	29 (110)	—	—	—	—	—	—
9095	26 (100)	41 (155)	48 (180)	37 (140)	41 (155)	48 (180)	—	38 (145)	41 (155)	32 (120)	32 (120)	37 (140)	—	—	—	—	—	—
9100	—	48 (180)	55 (210)	45 (170)	48 (180)	58 (220)	—	45 (170)	48 (180)	37 (140)	37 (140)	45 (170)	—	—	—	—	—	—
9105	40 (150)	58 (220)	67 (255)	54 (205)	59 (225)	69 (260)	—	55 (210)	58 (220)	46 (175)	46 (175)	55 (210)	—	—	—	—	—	—
9110	—	66 (250)	79 (300)	63 (240)	69 (260)	79 (300)	—	61 (230)	66 (250)	53 (200)	53 (200)	63 (240)	—	—	—	—	—	—
9115	53 (200)	82 (310)	95 (360)	77 (290)	86 (325)	96 (365)	—	77 (290)	83 (315)	67 (255)	67 (255)	78 (295)	—	—	—	—	—	—
9118	—	92 (350)	103 (390)	—	92 (350)	103 (390)	—	—	—	—	—	—	—	—	—	—	—	—
9121	—	122 (460)	143 (540)	—	124 (470)	140 (530)	—	—	—	—	—	—	—	—	—	—	—	—
9126	—	122 (460)	140 (530)	—	124 (470)	137 (520)	—	—	—	—	—	—	—	—	—	—	—	—
9128	—	92 (350)	122 (460)	—	103 (390)	119 (450)	—	—	—	—	—	—	—	—	—	—	—	—
9131	—	135 (510)	180 (680)	—	145 (550)	172 (650)	—	—	—	—	—	—	—	—	—	—	—	—
9136	—	132 (500)	174 (660)	—	143 (540)	169 (640)	—	—	—	—	—	—	—	—	—	—	—	—

\* : Refer to Table 22.

# Lubrication (cont.)

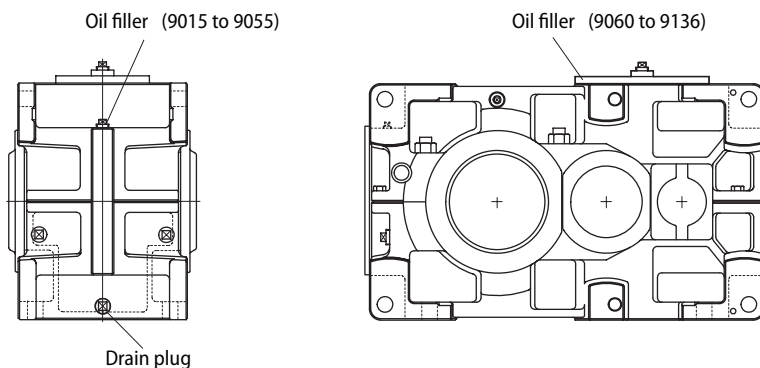
## Oil Quantity (cont.)

**Table 22. Oil Quantity – Right Angle Shaft, Two-stage,** Units: gallons (liters)

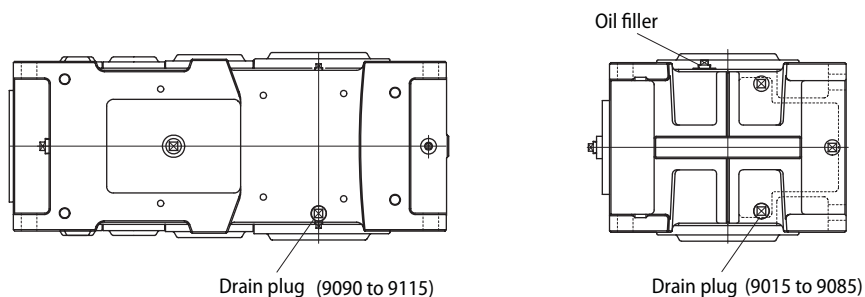
Size	Ratio		Ratio	
	6.3 – 9	10 – 18	8 – 11.2	12.5 – 22.4
9060	6.6 (25)	6.6 (25)	–	–
9065	–	–	8.5 (32)	8.5 (32)
9070	9.3 (35)	11 (41)	–	–
9075	–	–	12 (47)	14 (54)
9080	12 (46)	15 (55)	–	–
9085	–	–	15 (58)	18 (68)

## Oil Fill and Drain Plug Locations

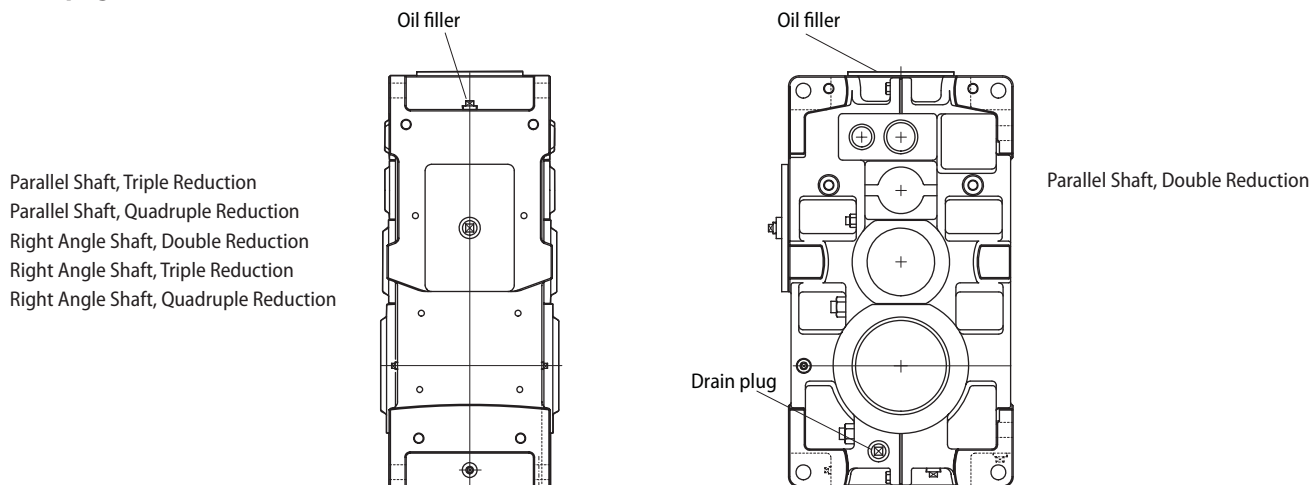
**Fig. 27 Horizontal**



**Fig. 28 Vertical**



**Fig. 29 Upright**



# Daily Inspection

## ⚠ DANGER

- Do not handle the unit when connected to the power source. Be sure to turn off the power; possible, electric shock may occur.
- Do not touch any rotating parts (output shaft, etc.) during maintenance or inspection of the unit; loose clothing may become caught in these rotating parts and cause serious injury or death.
- Do not disassemble or modify explosion-proof motors; possible, explosion, ignition, electric shock or damage to the equipment may occur.
- The lead-in conditions or an explosion-proof motor must conform to the facilities electrical codes, extension regulations and explosion-proofing guide, as well as the maintenance manual; otherwise, explosion, ignition, electric shock or damage to the equipment may occur.

## ⚠ CAUTION

- Do not put fingers or foreign objects into the opening of the reducer; otherwise, electric shock, injury, fire or damage to the equipment may result.
- The Paramax® reducer is very hot during operation. Touching the unit with bare hands may cause serious burns.
- Do not touch the terminal when measuring insulation resistance; otherwise, electric shock may occur.
- Do not operate the unit without a safety cover in place to shield rotating parts; otherwise, loose clothing may become caught in the unit and cause serious injury.
- Promptly identify and correct, according to instructions in this maintenance manual, any abnormalities observed during operation. Do not operate until abnormality is corrected.
- Change lubricant according to the maintenance manual instructions. Be sure to use factory recommended lubricant.
- Do not change lubricant during operation or immediately after stopping operation; otherwise, burns may occur.
- Supply/discharge grease to/from the motor bearing according to the maintenance manual instructions. Avoid contact with rotating parts; otherwise, injury may occur.
- Do not operate damaged Paramax® reducer; otherwise, injury, fire or damage to the equipment may occur.
- Sumitomo does not accept any responsibility for damage or injury resulting from an unauthorized modification by the customer.
- Dispose of the Paramax® reducer and/or lubricant as general industrial waste.
- In order to prevent explosion or ignition when measuring the insulation resistance of an explosion proof motor, confirm that there is no gas, steam or other explosive substance around the unit.

To insure proper and continued optimum operation, use Table 23 to perform daily inspections. If any abnormality is found during the daily inspection, follow the corrective procedures listed in the **Troubleshooting** section (Page 27). If the abnormality cannot be corrected, contact the nearest Sumitomo agent, distributor or sales office.

**Table 23. Daily Inspection Checklist**

Inspection Item		Details
Electric Current		Is the current below the rated current shown on the rating plate ?
Noise		Are there abnormal sounds coming from the reducer? Is there a sudden change in sound?
Vibration		Is there excessive vibration? Does vibration change suddenly?
Surface Temperature		Is the surface temperature abnormally high ( higher than 194° F (90°C) )? Does the surface temperature rise suddenly ? <i>The temperature rise during operation differs according to the model. The difference between the temperature of the gear surface and the ambient temperature may be as high as 176° F (80° C), as long as the temperature is not fluctuating.</i>
Oil Level (Oil-lubricated model)	At Rest	Does the oil level reach the top line of the oil gauge?
	In Operation	When compared to the oil level at rest, is this level different?
	When Using a Trochoid Pump	Is the oil signal or flow gauge functioning normally? <i>If functioning abnormally, stop the unit and inspect it; otherwise, inadequate oil will cause poor lubrication of reduction portion, broken pump and fill-up the oil pipe.</i>
Oil or Grease Leakage		Does oil or grease leak from the gear section?
Foundation Bolt		Are foundation bolts loose?
Chain and V-Belt		Are chain and V-belt loose?

# Construction Drawings

Fig. 30 Parallel Shaft, Horizontal - Double Reduction

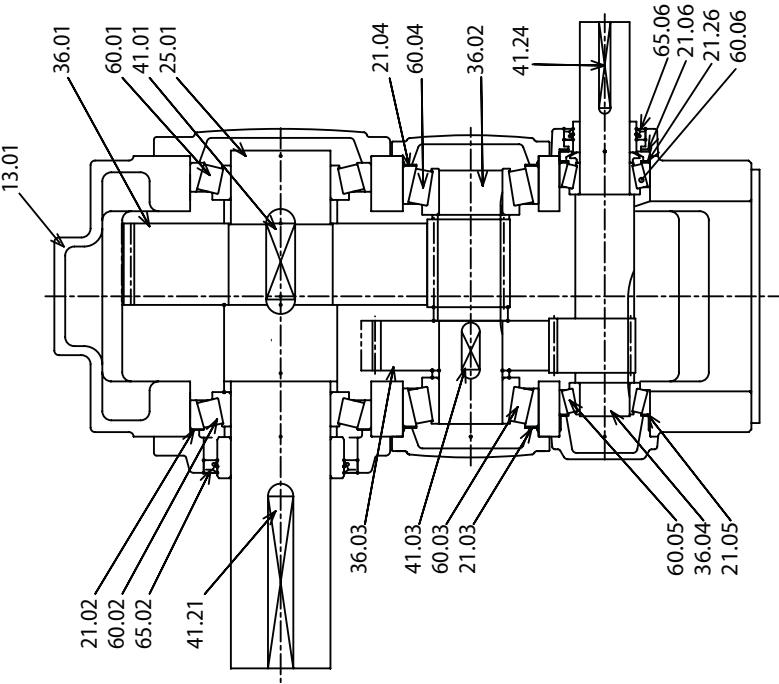
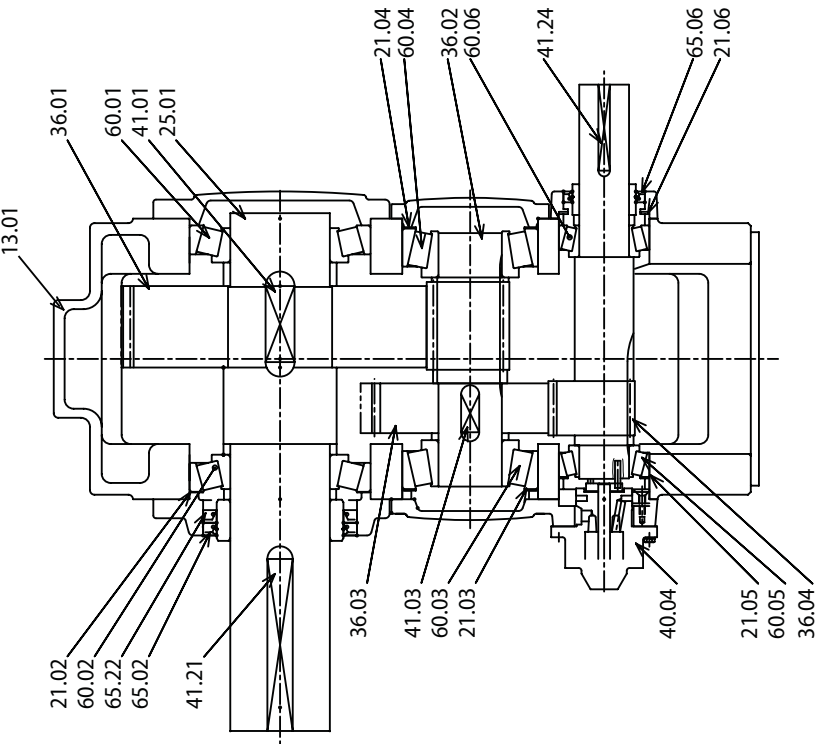


Fig. 31 Parallel Shaft, Vertical- Double Reduction



Ref. No.	Part Name
13.01	Housing
21.02	Shim
21.03	Shim
21.04	Shim
21.05	Shim
21.06	Shim
21.26	Shim
25.01	Low Speed Shaft
36.01	Helical Gear
36.02	Helical Pinion Shaft
36.03	Helical Gear
36.04	Helical Pinion Shaft
40.04	Oil Pump
41.01	Key
41.03	Key
41.21	Key
41.24	Key
60.01	Bearing
60.02	Bearing
60.03	Bearing
60.04	Bearing
60.05	Bearing
60.06	Bearing
65.02	Oil Seal
65.06	Oil Seal
65.22	Oil Seal

# Construction Drawings (cont.)

Fig. 32 Parallel Shaft, Horizontal - Triple Reduction

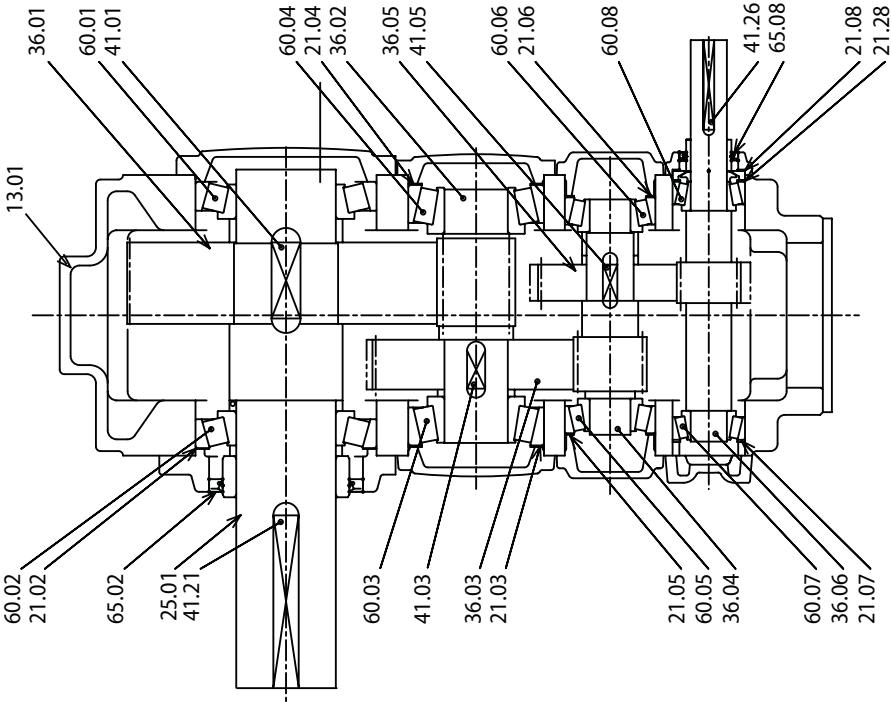
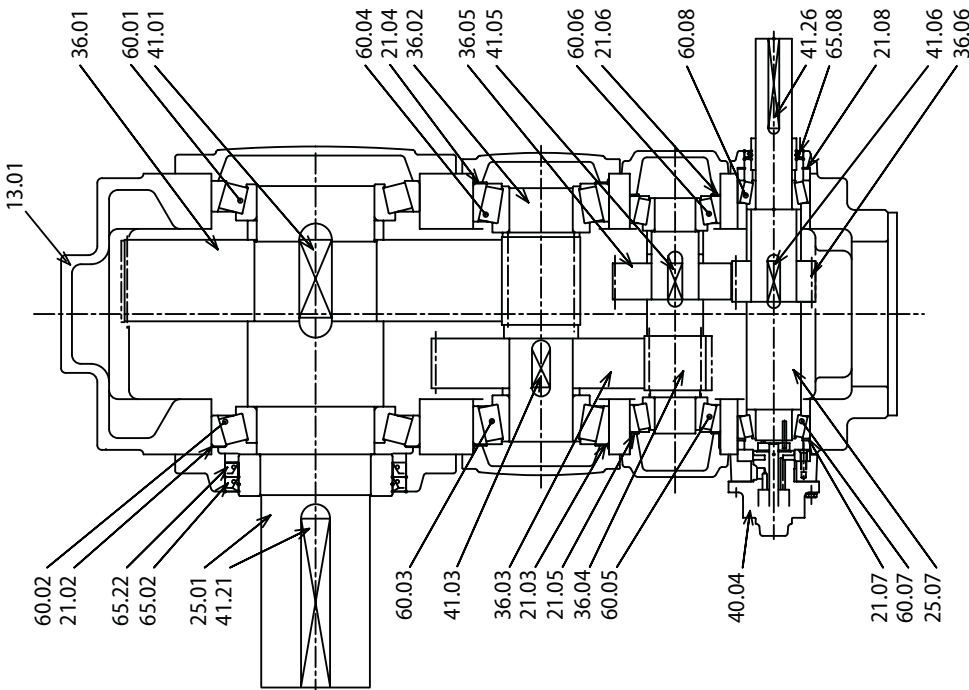
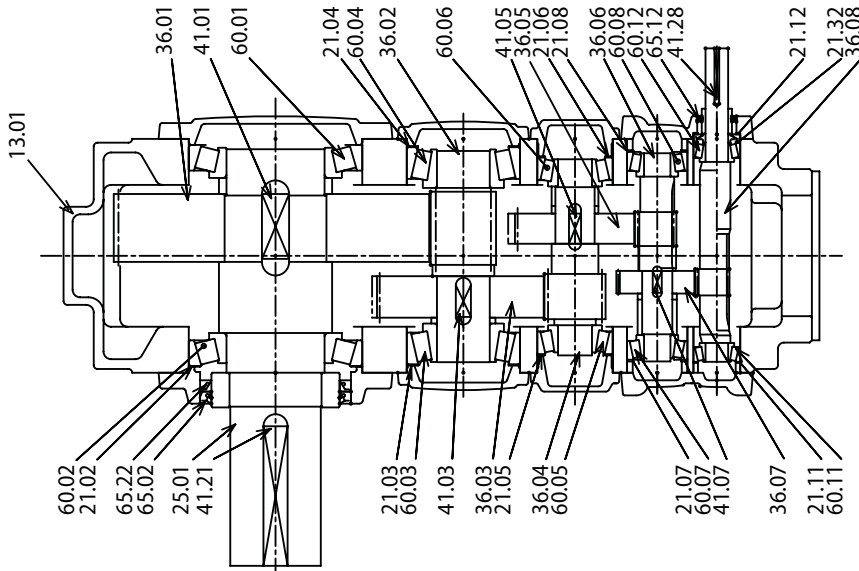
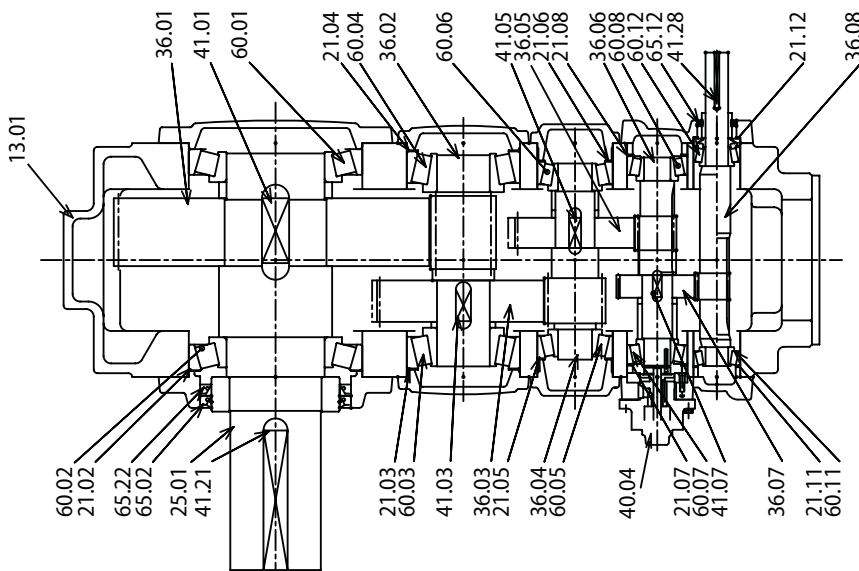


Fig. 33 Parallel Shaft, Vertical - Triple Reduction



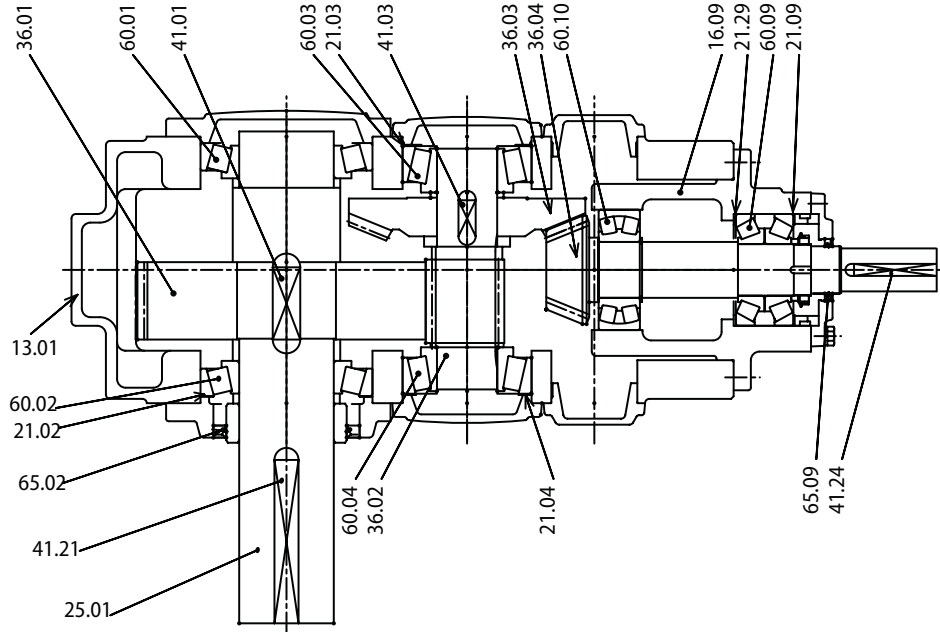
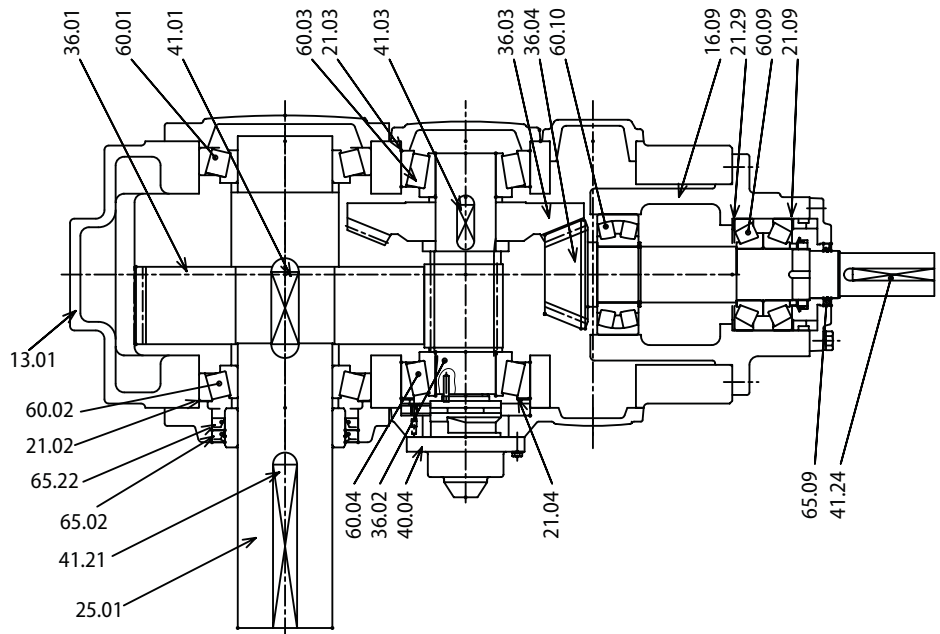
Ref. No.	Part Name
13.01	Housing
21.02	Shim
21.03	Shim
21.04	Shim
21.05	Shim
21.06	Shim
21.07	Shim
21.08	Shim
21.28	Shim
25.01	Low Speed Shaft
25.07	High Speed Shaft
36.01	Helical Gear
36.02	Helical Pinion Shaft
36.03	Helical Gear
36.04	Helical Pinion Shaft
36.05	Helical Gear
36.06	Helical Pinion Shaft
40.04	Oil Pump
41.01	Key
41.03	Key
41.05	Key
41.06	Key
41.21	Key
41.26	Key
60.01	Bearing
60.02	Bearing
60.03	Bearing
60.04	Bearing
60.05	Bearing
60.06	Bearing
60.07	Bearing
60.08	Bearing
65.02	Oil Seal
65.08	Oil Seal
65.22	Oil Seal

# Construction Drawings (cont.)

**Fig. 34 Parallel Shaft, Horizontal - Quadruple Reduction**

**Fig. 35 Parallel Shaft, Vertical- Quadruple Reduction**


Ref. No.	Part Name
13.01	Housing
21.02	Shim
21.03	Shim
21.04	Shim
21.05	Shim
21.06	Shim
21.07	Shim
21.08	Shim
21.11	Shim
21.12	Shim
21.32	Shim
25.01	Low Speed Shaft
36.01	Helical Gear
36.02	Helical Pinion Shaft
36.03	Helical Gear
36.04	Helical Pinion Shaft
36.05	Helical Gear
36.06	Helical Pinion Shaft
36.07	Helical Gear
36.08	Helical Pinion Shaft
40.04	Oil Pump
41.01	Key
41.03	Key
41.05	Key
41.07	Key
41.21	Key
41.28	Key
60.01	Bearing
60.02	Bearing
60.03	Bearing
60.04	Bearing
60.05	Bearing
60.06	Bearing
60.07	Bearing
60.08	Bearing
60.11	Bearing
60.12	Bearing
65.02	Oil Seal
65.22	Oil Seal
65.12	Oil Seal

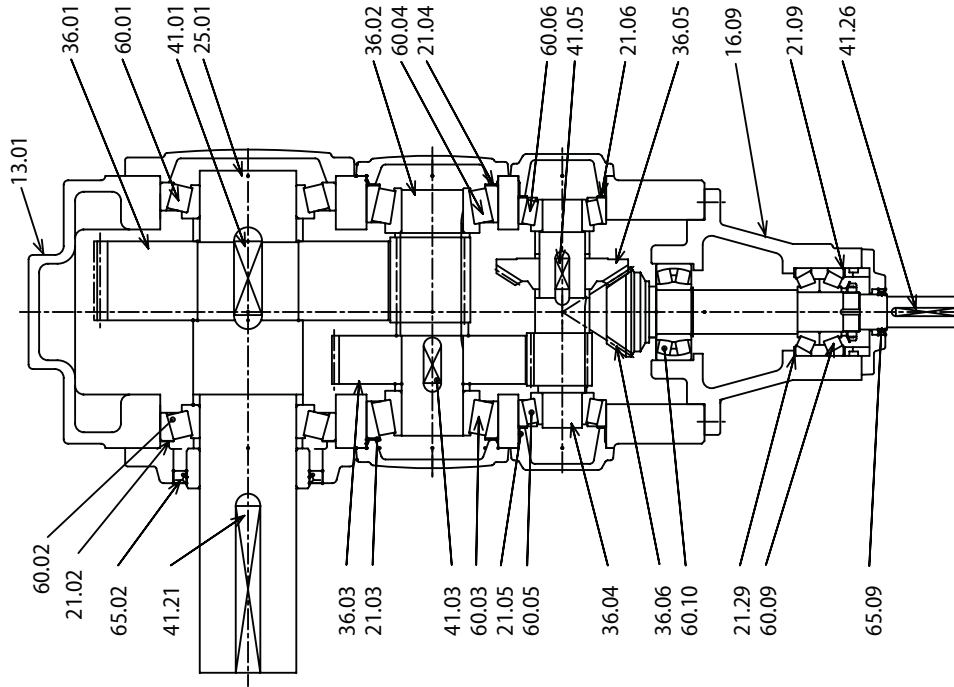
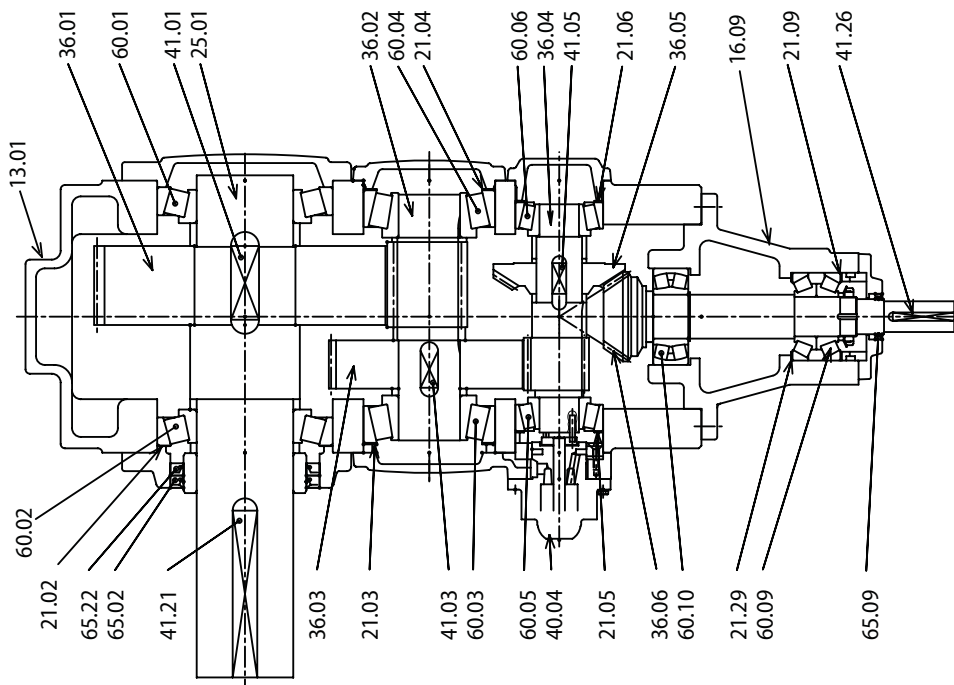
# Construction Drawings (cont.)

**Fig. 36 Right Angle Shaft, Horizontal - Double Reduction**

**Fig. 37 Right Angle Shaft, Vertical- Double Reduction**


Ref. No.	Part Name
13.01	Housing
16.09	Bearing Housing
21.02	Shim
21.03	Shim
21.04	Shim
21.09	Shim
21.29	Shim
25.01	Low Speed Shaft
36.01	Helical Gear
36.02	Helical Pinion Shaft
36.03	Bevel Gear
36.04	Bevel Pinion Shaft
40.04	Oil Pump
41.01	Key
41.03	Key
41.21	Key
41.24	Key
60.01	Bearing
60.02	Bearing
60.03	Bearing
60.04	Bearing
60.09	Bearing
60.10	Bearing
65.02	Oil Seal
65.22	Oil Seal
65.09	Oil Seal



# Construction Drawings (cont.)

**Fig. 38 Right Angle Shaft, Horizontal - Triple Reduction**

**Fig. 39 Right Angle Shaft, Vertical - Triple Reduction**


Ref. No.	Part Name
13.01	Housing
16.09	Bearing Housing
21.02	Shim
21.03	Shim
21.04	Shim
21.05	Shim
21.06	Shim
21.09	Shim
21.29	Shim
25.01	Low Speed Shaft
36.01	Helical Gear
36.02	Helical Pinion Shaft
36.03	Helical Gear
36.04	Helical Pinion Shaft
36.05	Bevel Gear
36.06	Bevel Pinion Shaft
40.04	Oil Pump
41.01	Key
41.03	Key
41.05	Key
41.21	Key
41.26	Key
60.01	Bearing
60.02	Bearing
60.03	Bearing
60.04	Bearing
60.05	Bearing
60.06	Bearing
60.09	Bearing
60.10	Bearing
65.02	Oil Seal
65.09	Oil Seal
65.22	Oil Seal

# Construction Drawings (cont.)

Fig. 40 Right Angle Shaft, Horizontal - Quadruple Reduction

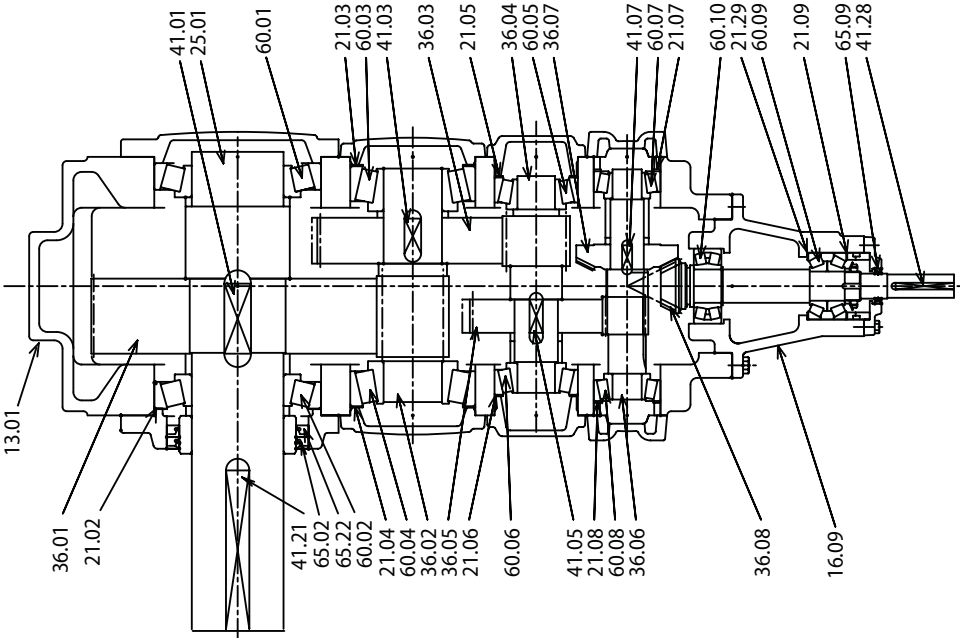
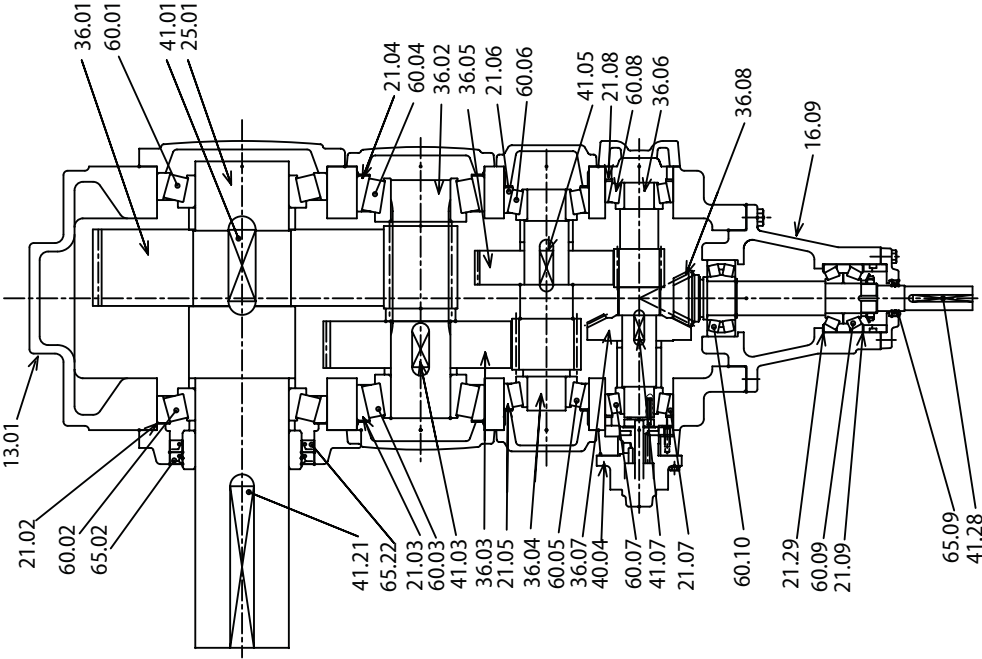


Fig. 41 Right Angle Shaft, Vertical - Quadruple Reduction



Ref. No.	Part Name
13.01	Housing
16.09	Bearing Housing
21.02	Shim
21.03	Shim
21.04	Shim
21.05	Shim
21.06	Shim
21.07	Shim
21.08	Shim
21.09	Shim
21.29	Shim
25.01	Low Speed Shaft
36.01	Helical Gear
36.02	Helical Pinion Shaft
36.03	Helical Gear
36.04	Helical Pinion Shaft
36.05	Helical Gear
36.06	Helical Pinion Shaft
36.07	Bevel Gear
36.08	Bevel Pinion Shaft
40.04	Oil Pump
41.01	Key
41.03	Key
41.05	Key
41.07	Key
41.21	Key
41.28	Key
60.01	Bearing
60.02	Bearing
60.03	Bearing
60.04	Bearing
60.05	Bearing
60.06	Bearing
60.07	Bearing
60.08	Bearing
60.09	Bearing
60.10	Bearing
65.02	Oil Seal
65.09	Oil Seal
65.22	Oil Seal

# Parts Maintenance, Disassembly / Reassembly

## Parts Maintenance

To increase the reducer's service life, replace these items every three to five years:

Exchange parts

- Bearing, oil seal, nilos ring, collar, key, shim, packing stopper, and visible gauge.
- Check and replace shaft and gear if they are damaged.

Return Paramax® reducers to the factory to exchange parts. Be sure to include the model number, ratio, serial number and quantity

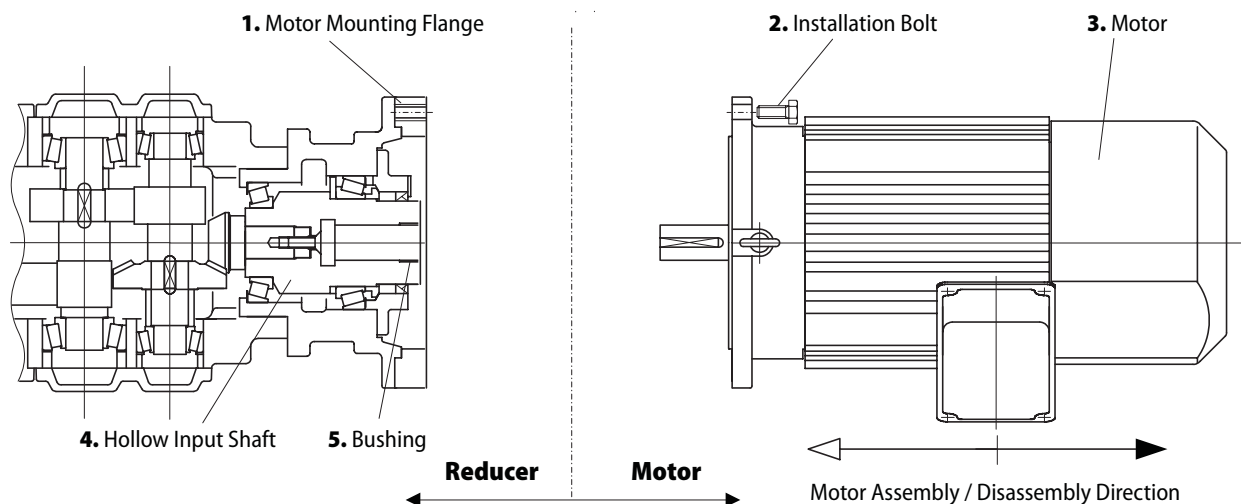
## Disassembly / Reassembly

### ⚠ CAUTION

- Repair, disassembly and reassembly must be performed by properly trained technicians; otherwise, the system may be damaged.

- Keep hands and all foreign objects from keyway and other sharp edges; otherwise, injury may occur.
- Disassemble in a clean, dry location.
- Keep accessory parts, such as screws, in a box to prevent loss.
- Handle parts carefully to avoid damage.

Fig. 42 Separating Reducer from the Motor



## Disassembly Procedure

- (1) Remove the installation bolts (2).
- (2) Separate motor (3) from reducer. Handle reducer and motor carefully. **Do not** allow key or motor shaft to scrape the bushing (5); otherwise, bushing may be damaged.

## Assembly Procedure

- (1) Position the reducer so that the motor (3) may be easily mounted.
- (2) Apply grease to the motor (3) output shaft.
- (3) Align the motor's (3) output shaft key with the hollow input shaft (4) keyway.
- (4) Slowly insert the motor (3) output shaft into the hollow input shaft (4). **Do not** allow key or motor shaft to scrape the bushing (5); otherwise, bushing may be damaged.
- (5) Ensure that the motor (3) is properly inserted into the hollow input shaft (4). Tighten the installation bolts (2) to secure the motor (3) to the motor mounting flange (1).

# Troubleshooting

## ⚠ CAUTION

- Identify any abnormalities during operation and take the appropriate corrective action outlined in this maintenance manual as soon as possible. **Do not operate** the unit until corrective action has been taken.

Refer to Table 24 whenever the reducer is operating abnormally and immediately take the appropriate corrective action. Consult the factory if this does not correct the problem, or if the reducer exhibits symptoms not listed in this table.

**Table 24. Troubleshooting Guide**

Symptom			Cause	Correction
The motor runs without a load.			Power failure	Contact local power company.
			Defective electric circuit	Check the circuit.
			Fuse failure	Replace the fuse.
			Tripped protective device	Remove the cause of operation and reset the device.
			Load locking	Check the load and safety device.
			Poor switch contact	Adjust the contact section.
			Disconnected motor stator coil	Repair or replace.
			Bearing failure	Repair or replace.
			3-phase is functioning as single-phase	Check the power supply with a voltmeter. Check the motor, coil in the transformer, contactor, fuse, etc. and repair or replace them.
The motor runs without load.	When load is applied	The switch is heated.	Insufficient capacity of switch	Replace the switch.
			Overload	Reduce load.
		Fuse failure	Insufficient capacity of fuse	Replace the fuse.
			Overload	Reduce load.
		The speed will not increase and the motor is overheating.	Voltage drop	Contact the local power company.
			Overload	Reduce load.
			Short-circuited motor stator coil	Repair or replace.
			The key is missing	Install a key.
			The bearing is burned	Repair or replace.
			Poor adjustment of overload device	Adjust the overload device.
		The motor runs in the reverse direction.	Connection error	Wire in accordance with specification.
	Fuse failure	The outlet wire is short-circuited	Repair or replace.	
		Poor contact between motor and starter	Complete the connection.	
		Overload	Reduce load.	
Excessive temperature rise			Voltage drop or voltage rise	Contact the local power company.
			Scorched bearing	Repair or replace.
			The ambient temperature is high	Reduce ambient temperature.
			Damage due to overload applied to gears, bearings, etc.	Repair or replace.
Oil leakage	Oil leaks from the input/output shaft sections.	Damaged oil seal	Change the oil seal.	
		Scratches or abrasion on the shaft collar	Repair or replace.	
	Oil leaks from the joint surface of the housing.	Loose hardware	Tighten the hardware to proper torque specification values.	

# Troubleshooting (cont.)

Table 24. Troubleshooting Guide (cont.)

Symptom		Cause	Correction
Abnormal sound. Excessive vibration.		Damaged gears, shafts or bearings	Repair at a specialized factory.
		Deformed housing due to uneven installation surface	Flatten the installation surface or use shims for adjustment.
		Resonance due to insufficient rigidity of installation base	Reinforce the installation base to improve the rigidity.
		Incorrect alignment with the driven machine	Align the shaft center.
		Vibration of driven machine transmitted to the reducer	Isolate driven machine from reducer.
Abnormal sound from motor		Contamination	Remove contamination.
		Damaged bearings	Install new bearing.
Inverter tripping	Shut-off due to overcurrent	Sudden acceleration / deceleration	Increase the acceleration / deceleration time.
		Sudden change in load	Decrease the load.
	Grounding overcurrent	Grounding on the output side	Make correction to eliminate grounding.
	DC overcurrent	Short-circuiting on the output side	Make correction to eliminate short-circuiting. Check cables.
	Shut-off to regenerative overvoltage	Sudden deceleration	Make the deceleration time longer Reduce the braking frequency.
	Thermal relay operation	Overloading	Decrease the load to the specified value.

# Paramax® Lubrication Addendum

## Determining Proper Oil Level

---

### 1. Introduction

To insure proper bearing and gear mesh lubrication, we recommend maintaining the correct oil level in the gear reducer at all times. A low oil level may starve the bearings, and/or gear mesh and contribute to catastrophic failure. A high oil level will cause excessive oil churning, which may increase the oil operating temperature, inhibiting the gear reducers' ability to dissipate heat and causing premature lubrication failure.

The oil quantities shown in our manuals and catalogs are not exact for all mounting configurations, accessories and unit options. To ensure proper oil level, use the markings on the provided dipstick or visible oil sight gauge to monitor the oil level when filling unit.

### 2. Procedure

Follow these instructions to ensure the full service life of the gear reducer:

- a. Upon initial start-up:
  - ~ Sumitomo ships some units factory lubricated. Before operating the unit, ensure that the unit requires lubricant.
  - ~ Before operating, fill the unit with the lubricant recommended in the Sumitomo Operating and Maintenance Manual (see page 15) to the level indicated on the dipstick or visible oil gauge. The unit should be in the level mounting position, unless otherwise stated on the provided certified outline drawing.
- b. When filling gear reducer for the first time, or after it has been sitting for a period of time we recommend:
  - ~ Filling the gear reducer to the bottom mark on the level gauge, operating the unit for 10-15 minutes, and then shutting-down the equipment.
  - ~ Check and readjust the oil level if required.
- c. After initial start-up:
  - ~ Shutdown the equipment after the unit reaches its operating temperature.
  - ~ Check the oil level with the unit in its level mounting position.
  - ~ Maintain the oil level between the high and low marks on the level gauge.

If the gear reducer is using a lubrication system (shaft driven or motorized), check the oil level as describe above after the lubrication system has been in operation (but before the lubrication system has had time to drain into the reducer or reservoir sump).

Check the oil level when the oil is close to its normal operating temperature. Extreme ambient temperatures may provide a "false" oil level reading when compared to operating temperatures, so it is important to check the oil level when it is within 5% of operating temperature.

You may see a change in the reading on the oil level gauge while the gear reducer is in operation. This is normal. The oil inside the gear reducer is churning and may create a "false" high or "low" level reading, so it is important to check the oil level when the unit is in its static mode.

# Paramax® Assembly Addendum

## Monobloc Style Housing

### CAUTION !

- Repair, disassembly, and reassembly must be performed by properly trained technicians; otherwise, the reducer assembly may be damaged beyond repair.

### DANGER !

- Avoid contact with sharp edges of keyways and other parts.
- Disassemble unit in a clean and dry environment.
- Keep accessory parts, such as screws and washers, in a container to prevent loss.
- Handle parts carefully to avoid damage.

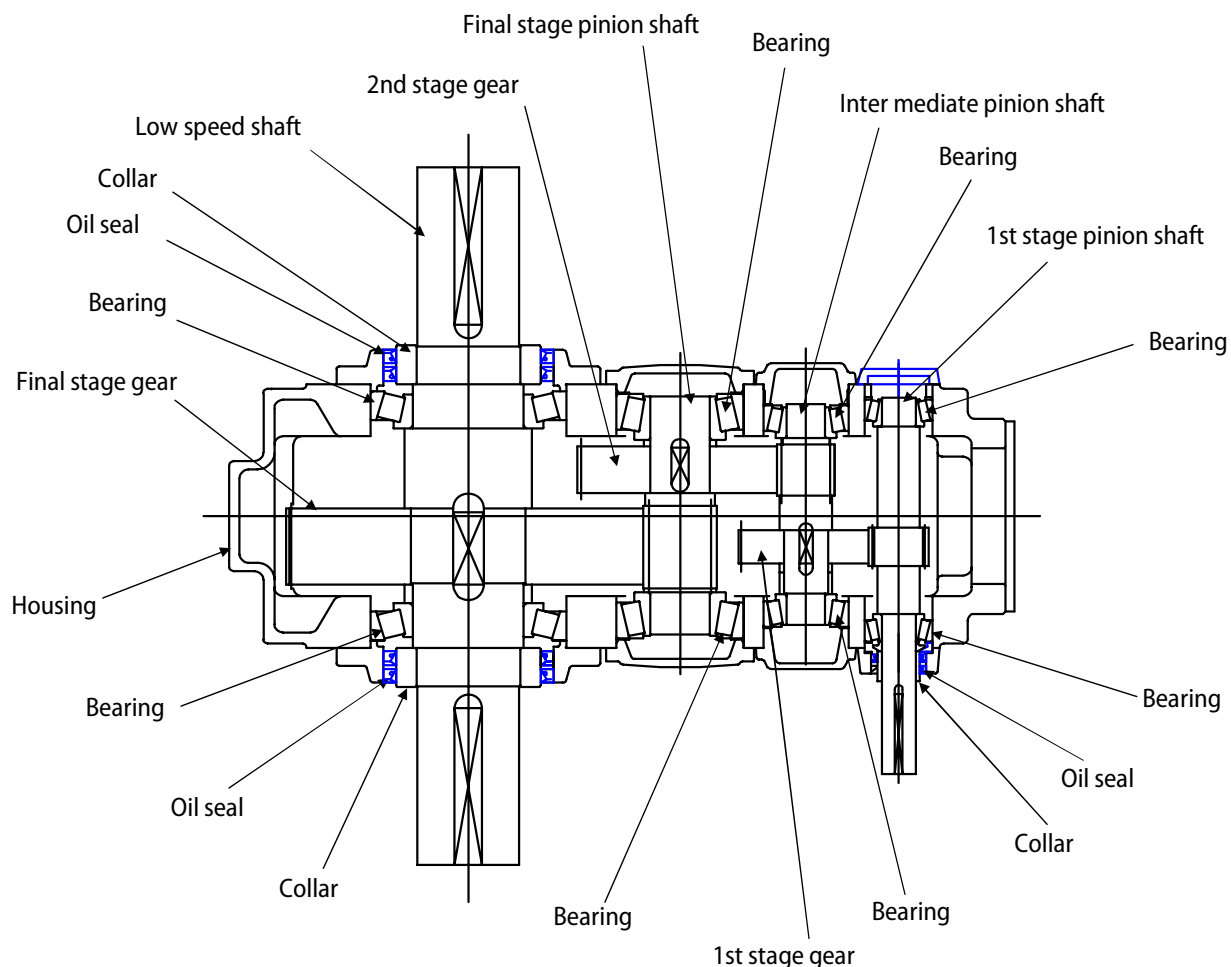
## 1. Introduction

Our standard practice for PARAMAX reducers is to return them to the factory for maintenance or rebuild. Also, we can provide training programs for repair workshop. We recommend that you take a training program before repairing the reducer.

### CAUTION !

- Using Dwg. 1 and 2, understand the structure of PARAMAX reducers before proceeding with work. The housing and shaft orientation are critical for proper disassembly and reassembly.

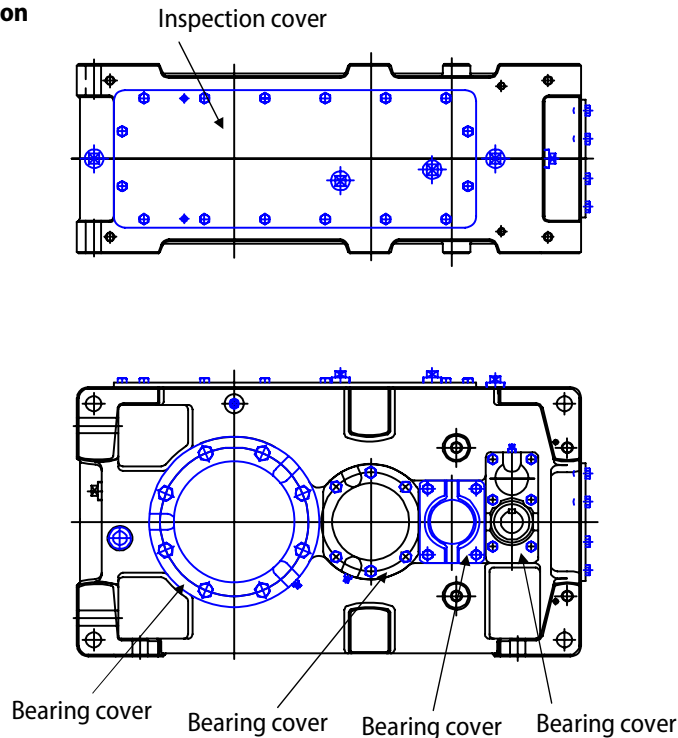
**Dwg.1 Sectional Drawing (Typical 3-Stage Reducer)**



# Paramax® Assembly Addendum

## Monobloc Style Housing

Dwg. 2 Cover Position



## 2. Description

- Remove all bearing covers from the housing, except the high-speed closed cover (to support the HS shaft). All covers are "bolt on". (See Dwg. 2) For double extended HS shaft projection, leave one HS cover (bottom side when positioned vertically) attached to support the HS shaft.
- Position the housing vertically. (See Fig. 1)
- Carefully pull out only 1st stage assembled shaft.
- Set a spacer block between the inside housing and the gear selected for removal. (See Fig. 2)  
(Confirm spacer and shaft orientation. The unit may need to be 'flipped' if multiple gears are removed.)
- Use a press machine against the shaft end (See Fig. 2). When the shaft is pushed thru the gear, the gear, bearing and collar can be removed through the inspection cover.
- Remove the lower bearing from the shaft. The fit of shaft and bearing is interference.
- Flip housing and repeat above process for other gearsets.

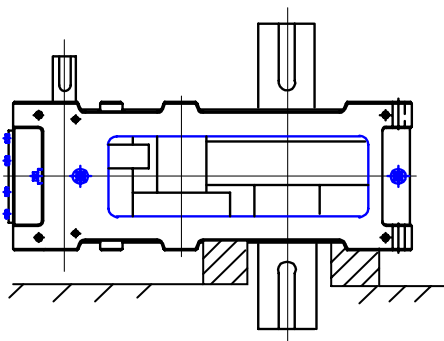


Fig. 1 Housing Orientation

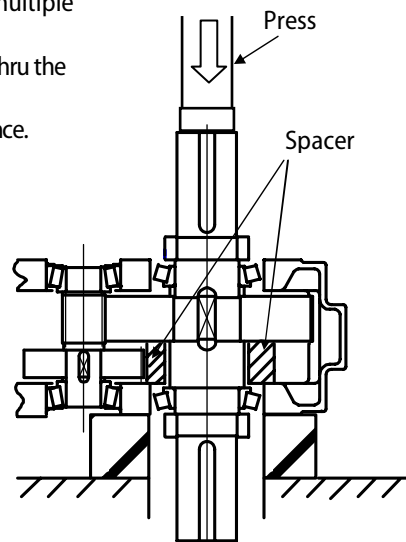


Fig. 2 Press Direction and Spacer Block



# Paramax® Assembly Addendum

## Monobloc Style Housing

### CAUTION !

- Always discard and replace removed bearings, oil seals and collars. Do not re-use these items.

### 3. Reassembly

- Clean inside and outside of the housing and covers.
- Position the housing vertically.
- Use oil bath, induction heater, furnace or gas and evenly heat the gear up to approximately 160 °C. ( $\pm 5$  °C)
- Carefully position the gear in the housing and set spacer block between the inside housing wall and the gear. (See Fig. 3)
- Place the shaft into the gear bore through the housing bore and use press to fit the gear onto the shaft up to the shaft shoulder. (See Fig. 3)
- Use oil bath, induction heater or furnace and heat bearings and collars up to approximately 120 °C. ( $\pm 5$  °C). All bearings are tapered roller bearings.
- Fit the required spacers, bearings and collars to the shaft.
- Adjust bearing clearance with shims. Standard bearing clearance values are available from factory personnel.
- Apply liquid gasket to covers and install on the housing, except 'open' covers.
- Refer to **Section 4 Oil Seal Assembly** for information on proper procedures to install oil seals into 'open' covers.
- Tighten all the bolts and check tightening torque. Bolt torque values are available from factory personnel.

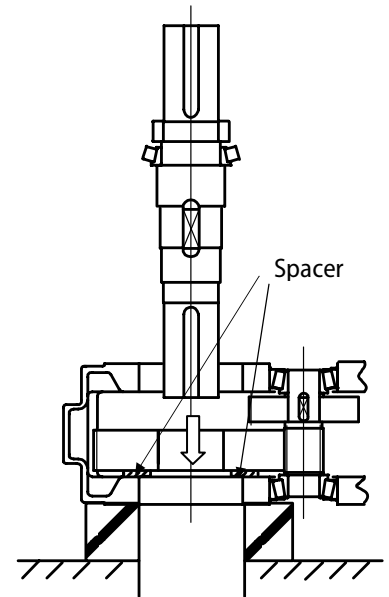


Fig. 3 Insert of Shaft

### 4. Oil Seal Assembly

- Insert oil seal into the cover. Do not tap on the oil seal directly. Put a collar on the oil seal (or seal setting jig) and press. Use of press machine is recommended for even and continuous pressure.
- For single seal, install seal to be flush (or slightly recessed) with face of cover. For double seal, install inner seal so that outer seal is flush (or slightly recessed) with face of cover, without compressing inner seal.
- When installing, pay close attention that the oil seal is straight and parallel to seal bores. The seal should not be angled during installation and not be set at the location of a grease hole.
- Lightly apply grease to oil seal lip.
- Install the cover with oil seal.
- When installing the cover, pay close attention if oil seal lip may be cut or damaged from the keyway and protect as required.

# Paramax® Assembly Addendum

## Internal Type Backstops

### CAUTION !

- Repair, disassembly, and reassembly must be performed by properly trained technicians; otherwise, the reducer assembly may be damaged beyond repair.

### DANGER !

- Work on reducer/backstop components should always be performed after the unit is removed from the machine equipment. DO NOT work on backstops when machinery is in loaded condition, otherwise injury or death may occur.
- Keep unprotected hands and all foreign objects from keyway and other sharp edges of parts; otherwise, injury may occur.

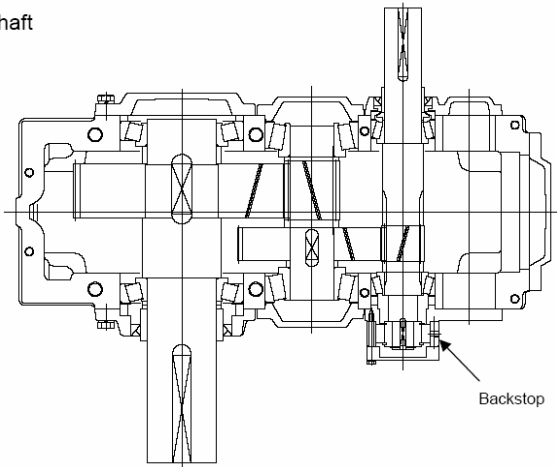
## 1. Introduction

Our standard practice for PARAMAX reducers is to return them to the factory for maintenance or rebuild. Also, we can provide training programs for repair workshop. We recommend that you take a training program before repairing the reducer.

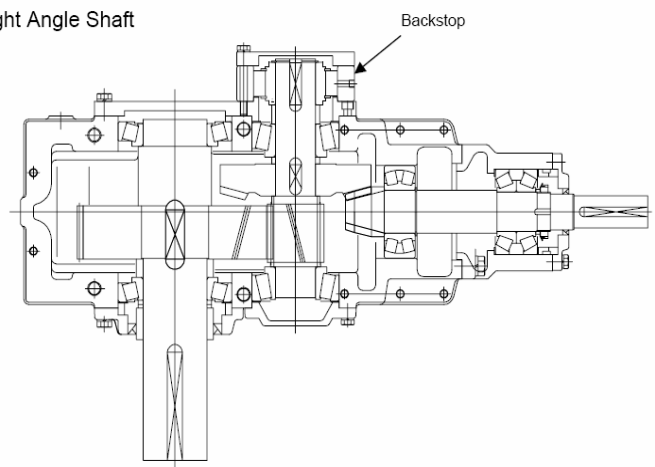
### CAUTION !

- Understand the structure of PARAMAX reducers before proceeding with work. The housing and shaft orientation are critical for proper disassembly and reassembly.
- Avoid contact with sharp edges of keyways and other parts.
- Disassemble unit in a clean and dry environment.
- Keep accessory parts, such as screws and washers, in a container to prevent loss.
- Handle parts carefully to avoid damage.

(1). Parallel Shaft



2). Right Angle Shaft



## 2. Description

The internal type backstop is used to prevent reverse shaft rotation or overrunning condition. The backstop is sized accordingly to transmit the appropriate shaft torque at the mounted shaft. The main components of internal backstops are: outer race, inner race, and cage assembly with sprags that centrifugally disengage at normal running speed. Backstops must be installed so that the inner race overruns.

## 3. Prior to Installation

Ensure that the specified concentricity between inner and outer race is maintained. The inner race should be fitted to a shaft of h6 or j6 tolerance. The mounting register for the outer race should be to h7 or g7 tolerance.

# Paramax® Assembly Addendum

## Internal Type Backstops

Check the freewheeling direction prior to installation. If reversal of the freewheeling direction is required, simply reverse unit on shaft. (See Removal of Cage.) When installing the outer race, use bolts of 8.8 quality or better, and tighten to the torque level specified in the table below.

### DANGER !

- When removing the backstop, always keep the bore in the horizontal position; otherwise the outer race may slip from the cage.

## 4 Installation

The backstop unit should be unpacked and installed in a clean, dry working environment.

### CAUTION !

- Ensure no debris enters the unit during installation

### 4a. Installation as a Complete Assembly: (Preferred)

- Fit the inner race on to the shaft, ensuring alignment of the keyways, fitted as far back as the shaft spacer allows.
- Any axial loading used should be applied only to the inner race.
- The inner race must be retained axially on the shaft - circlips are suitable.
- Fit the cover to the outer race, to its register using the specified bolts.

### 4b. Inner and Outer Race Installed Separately: (Due to Size of Unit)

- First install the inner race and cage onto the shaft as described above.
- Position the outer race over the inner assembly while slightly rotating the inner race in the freewheeling direction. This procedure is simplified if the sprags are rotated to their disengaging position and held there by means of an O-ring.
- Fit the outer race to its register using the specified bolts.

Backstop Size	Thread In Outer Race	Tightening Torque [Nm]	Removal Thread Cage
20	M6	9,9	M3
25	M6	9,9	M3
30	M6	9,9	M3
35	M6	9,9	M3
40	M8	24	M3
45	M8	24	M3
50	M8	24	M3
60	M10	47	M4
70	M10	47	M4
80	M10	47	M4
90	M12	82	M4
100	M16	200	M5
130	M16	200	M5
180	M20	390	M5
180-II	M20	390	M5
220	M20	390	M5
220-II	M24	670	M5

## 5. After installation

After installation, ensure that the backstop can be rotated in the required direction. The drag torque produced when freewheeling, is about 1/1000 of the torque capacity of the backstop.

# Paramax® Assembly Addendum

## Internal Type Backstops

### 6. Removal of Cage Assembly from Inner Race After Installation

Because of maintenance, or reversal of freewheeling direction on units with non-standard asymmetric inner races, it may be necessary to remove the sprag cage from the inner race.

#### 6a. Removal

- Remove circlip from inner race.
- Screw suitable bolts into the removal holes in of the cage disk. Do not use bolts that are long enough to contact sprags!
- Using the removal bolts pull the cage from the inner race, while slightly rotating the cage in the freewheeling direction.

#### CAUTION !

- The re-installation procedure will be simplified if the sprags are secured in the disengaged position and held there by means of an O-ring, rubber band (or non-adhesive tape), **PRIOR** to complete removal.

#### 6b. Installation

- Slide the cage assembly on to the inner race, slightly rotating the cage in the freewheeling direction.
- Ensure that the driver pin on the face of the cage disk locates in the gap formed by the ends of the circlip.  
The cage can be installed without removal of the outer race if the inner race, shaft and cage can be rotated while the cage is slid along the inner race.
- Reinstall second circlip, ensuring the gap formed by its ends accommodates the driver pin on the face of the cage disk.

### 7. Dismantling

Follow the installation procedure in reverse sequence in order to dismantle / remove the backstop.

#### CAUTION !

- Apply liquid sealant (Loc-tite preferred) to the cover and between backstop and housing, if required.

### 8. Lubrication

#### CAUTION !

- Refer to Paramax Maintenance Manual for specific reducer oil recommendations and quantity.
- After working on backstop or any part of reducer, flush the appropriate bearing(s) and unit to remove any particulates that may cause damage to rotating elements.

# Notes

This image shows a full page of blank graph paper. The grid consists of small, uniform squares formed by thin, light gray lines. There are no margins, text, or other markings on the page.

## WORLDWIDE LOCATIONS

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#### Europe

**Austria**  
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**Germany**  
**Italy**  
**Netherlands**  
**Spain**  
**Sweden**

#### Asia

**China**  
**Hong Kong**  
**Indonesia**  
**Korea**  
**Malaysia**  
**Philippines**  
**Singapore**  
**Taiwan**  
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#### Other Locations

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