



**INSTALLATION - OPERATION - MAINTENANCE
INSTRUCTIONS**

**ARRANGEMENT 3 & 7
CENTRIFUGAL FANS**

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Before You Begin

This manual is prepared to assist you with the installation, operation, and maintenance of your Fan Equipment Co., Inc. centrifugal type fan furnished in arrangement number 3 or 7. The manual is generic in nature and covers most of the concerns end users have.

Many of our assemblies are furnished with special accessories or design features. For information and instructions on custom equipment, contact your sales representative or the factory.

A dimensional drawing and performance curve are furnished as a minimum for most orders.

It is imperative that an experienced mechanic, familiar with rotating machinery, install and start-up this equipment. Third party certified service technicians are available to assist you with installation and start-up supervision. Fan Equipment Co., Inc. does not provide technicians for field service, however, we can assist you in finding a third-party technician upon request. Fan Equipment Co., Inc. supports its equipment with the warranty policy detailed in the “Warranty” section of this manual. Please read the “Warranty” section thoroughly before adjusting or repairing any fan components. Arrangements for service work are made through your sales representative or by contacting our corporate offices in North Las Vegas, Nevada.

Engineered products are often furnished with additional data and/or information necessary for the proper operation and maintenance of your unit(s).

Please read the “Safety” section of this manual before operating your equipment.



Shipping and Receiving

Unless specifically agreed otherwise, shipments are made F.O.B. shipping point. The equipment becomes the property and responsibility of the buyer at the point of shipment. All equipment is inspected and prepared for shipment in accordance with the requirements of the commercial carrier and/or any special considerations required by the nature of the product. Rough handling or the forces encountered during a long truck route may cause damage to the unit(s). The buyer should carefully inspect the shipment before accepting delivery from the carrier. Shipping damage and claims are the responsibility of the buyer for shipments made F.O.B. shipping point.

All damage or shortages discovered at time of delivery must be noted on the carrier's freight bill or bill of lading. Any damage or shortages discovered after delivery must be reported to the carrier immediately. The carrier should inspect the damage with you and a concealed damage report filed.

Most centrifugal fans are shipped completely assembled and mounted on wooden pallets or skids, suitable for forklift off loading and handling. Larger equipment is furnished with lifting lugs for off-loading and handling.

Large accessories such as inlet boxes, damper assemblies, and sound attenuators may be shipped separately because of handling and shipping size restrictions. Sensitive accessories such as damper actuators or other instrumentation devices are shipped separately to avoid damage in transit.

Off-loading & Handling

Most shipments can be offloaded and handled by standard forklift trucks. Lifting lugs are generally provided for attachment of lifting hooks. If necessary, lift the equipment with ropes or slings placed under structural support members such as motor or bearing bases. The holes cut in the bearing and/or motor stands can also be used for attachment of slings or ropes. Arrangement No. 3 fans must be lifted under the bearing supports: not under the shaft. Large fans that require crane equipment for handling must be lifted with a spreader bar fixture provided by others. Slings must be provided so that damage to the equipment is avoided; particularly special protective coatings provided for corrosion



protection during operation. All scratches must be touched up after final installation and handling.

Fan rotors are always factory balanced before shipment. Differences in mounting shafts and foundation support structures may require a field "touch up" balance after final installation. Acceptable residual rotor unbalance levels are scheduled in other sections of this manual. When handling fan rotors; DO NOT lift by attachment to blades or shroud (flange); roll wheels; or place excessive loads on shaft. The motor eye bolt is for lifting the motor only.

Storage

It is best for equipment to be installed and operated upon receipt. As this is not always possible, the equipment should be stored in a dry, protected area. The fan shaft should be protected with oil base coatings; the bearings must be kept clean, dry, and lubricated; and the fan rotor must be kept clean, dry, and free from corrosive or erosive elements. The fan rotor should be rotated frequently to circulate lubricants in the fan bearings and to prevent brinelling of the bearings. Do not store equipment with vibration isolators installed. Never store other materials by stacking or piling items on the fan. Whether stored indoors or outdoors, always protect the equipment with tarps, and protect electrical equipment from corrosion.

Long Term Storage

If the fan is to be stored for over thirty (30) days, the following procedures are to be followed:

1. Add additional grease to bearings to fill voids and prevent condensation from accumulating.
2. Cover and seal bearings to prevent contamination.
3. Remove drive V-belts and store in a dry, protected area. Belts should be stored in plastic wrap.
4. Coat the fan shaft with grease or other protective coating.
5. Coat drive sheaves with rust preventative, and cover with plastic wrap.
6. Seal the inlet and outlet openings with heavy plywood.
7. Cover the motor with plastic wrap.
8. Cover the entire fan with protective tarps or waterproof paper.



Periodic Attention

1. Rotate the fan shaft every thirty (30) days to circulate the grease in the bearings.
2. Purge the bearings of grease and condensation every sixty (60) days.
Rotate the shaft while purging grease. Do not use high pressure pneumatic greasers.
3. Renew the protective coatings on the shaft, sheaves and motor every ninety (90) days.
4. If extended factory warranty provisions are part of your purchase order, a complete log of the storage maintenance procedures is required. As a minimum you must record: the day of inspection, name of service personnel, findings and comments for each maintenance item performed.

Preparation for Start-Up

1. Prior to start-up, purge and clean the bearings, re-lubricate per the applicable bearing section that follows.
2. Remove any rust from the drive components and inspect the drive belts for condition.
3. Manually rotate the fan impeller and check for proper running clearances.
4. Check all bearing and drive set screws, hold down bolts and motor mounting bolts for tightness.
5. Prior to installation of drive V-belts, run the motor for ten (10) minutes and confirm proper current draw and mechanical operation.

Foundations & Support Structures

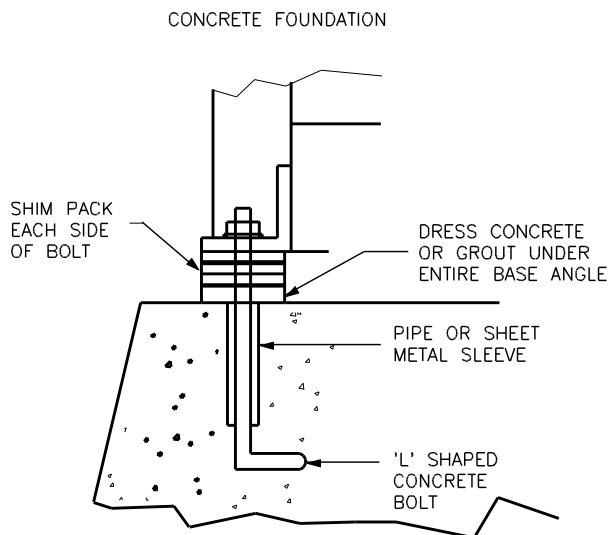
The foundation and/or support structure you provide for this equipment is essential for proper fan operation. A well-designed foundation must be flat, level, and sufficiently rigid to assure that the natural vibration frequency of the foundation is stable and adequately separated from the rotational natural vibration frequency of the fan. This consideration must be extensively studied when fans are mounted above grade, on structural steel support members. Incorrectly designed foundations or support structures can cause excessive equipment vibration levels and seriously endanger personnel.

The following considerations are offered as an introduction only to the fundamentals of foundation design. The fan manufacturer cannot be responsible for foundation designs. Qualified engineers familiar with local soil conditions and building codes must prepare the foundation design details.

Concrete Slab Foundations

A heavy, poured concrete slab, on grade, is the best foundation design. The concrete should weigh at least 3 to 5 times the combined weight of the fan and drive component accessories. The footing should be large enough to prevent settling. The top of the slab should extend beyond the outside boundaries of the equipment by 6 to 8 inches. The slab should be poured in one piece; then bevel the edges to prevent chipping and for drainage.

The best anchor bolts are "L" or "T" shaped and should be set in pipe sleeves approximately 2 inches larger than the anchor bolt diameter. The sleeves provide some tolerance when aligning the anchor bolts with the fan base angle foundation holes. Anchor bolt length must consider the thickness of leveling shims, the fan base angle thickness, the thickness of washers and nuts, plus allowing extra bare threads for adjustment. The thread area of the bolts must be clean and lubricated. The gap between the fan base angle and the foundation slab must be filled with grout after the fan is positioned and leveled. Gaps between the foundation slab and the fan base angle can contribute to excessive vibration.



Structural Steel Support Foundations

Fans that must be mounted above grade, on structural steel support structures, require special attention at design. The structure must be designed to support the equipment weight plus all dynamic loads of operation. Natural frequencies for fabricated structures are sometimes excited by the equipment's rotating frequencies. Support members should be as heavy as possible and include concrete reinforcements.

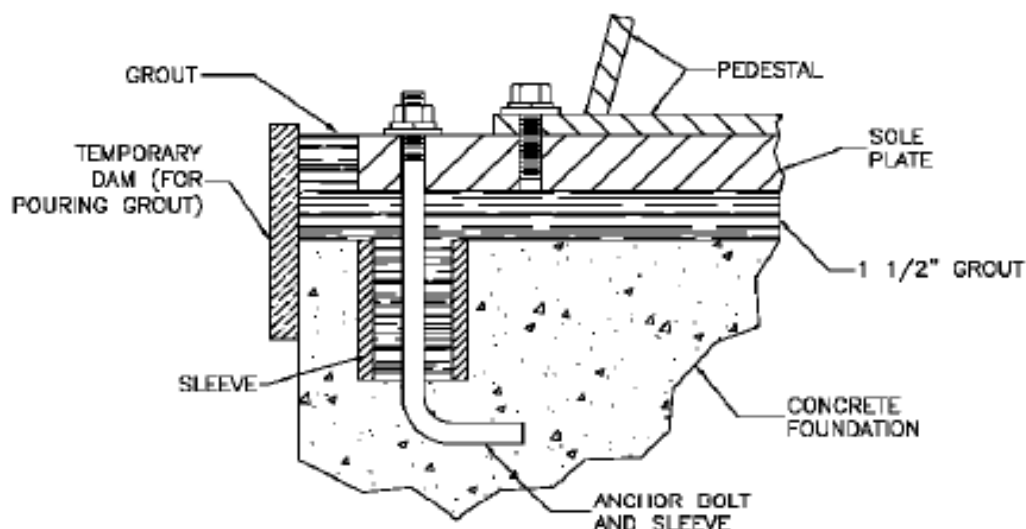
The use of spring isolators for equipment mounted on structural steel work is strongly discouraged. The use of springs adds another complication to the already difficult task of designing an adequate structural steel support structure.

Concrete Slab Foundations – Arrangement 3 Fans

Heavy, poured concrete pedestals, on grade are required to support the independent fan bearing pedestals with sole plates. The drive motor is also supported by a similar concrete pedestal. The concrete should weigh at least 3 to 5 times the combined weight of the fan and drive component accessories. The footing should be large enough to prevent settling. The top of the slab should extend beyond the outside boundaries of the equipment by 6 to 8 inches. The slab should be poured in one piece; then bevel the edges to prevent chipping and for drainage.

The best anchor bolts are "L" or "T" shaped and should be set in pipe sleeves approximately 2 inches larger than the anchor bolt diameter. The sleeves provide some tolerance when aligning the anchor bolts with the component sole plate foundation holes. Anchor bolt length must consider the thickness of 1-1/2" to 2" inches of epoxy grout, the sole plate thickness, the pedestal plate thickness, the thickness of washers and nuts, plus allowing extra bare threads for adjustment. The thread area of the bolts must be clean and lubricated. Details of the sole plates for foundation design and component elevation are provided on the fan dimension drawing.

A reference drawing showing a typical pedestal/sole plate system is below.





Installation & Start-Up

General Comments

It is Fan Equipment Co., Inc.'s standard procedure to test run and balance signature all arrangement 7 complete fan units up to and including 500 HP. Your fan will be correctly aligned, lubricated, and shipped assembled; ready for mounting on a properly designed foundation. The forces encountered during shipment, handling, and rigging can, however, disturb the factory settings. Before operating the fan, be sure the following items and the Start-Up Procedure outlined later in this manual are satisfied.

Anchoring to Foundation – Arrangement 7 Fans

Position the fan such that the mounting holes in the fan base angle are in line with the anchor bolts set in the foundation. If vibration isolators are used, position the isolator's mounting holes over the foundation anchor bolts. Lower the fan onto the anchor bolts. Level the unit and align the duct connections with the fan collars or flanges. The fan flanges are not designed to support duct loading or moment forces. All ducting into and from the fan must be independently supported. Duct connections that are misaligned will impart loads to the fan that can distort and alter critical fan tolerances that can adversely affect performance or mechanical behavior. Grout in the gap underneath the fan base angle and securely tighten all anchor bolts.

Bearings

Bearings on factory assembled units will have been properly lubricated and are ready for operation. Bearings shipped loose, as replacements or spares, will require cleaning and lubrication prior to operation.

Drive Motor Wiring

The wiring of all electrical accessories must be in accordance with the motor manufacturer's recommendations and wiring diagrams. Electric motors have connection diagrams on the nameplate. Fan motors must be connected to the power supply through a delegated disconnect switch and magnetic starter, with suitable overload and short circuit protection. All wiring must comply with the National Electrical Code (NEC) and local code requirements.



ALL MOTOR DRIVEN FANS MUST BE CONNECTED TO A DISCONNECT SWITCH SO THAT THE MOTOR CAN BE POSITIVELY ISOLATED FROM THE POWER SOURCE. MAINTENANCE PERSONNEL MUST CONTROL POWER TO THE UNIT TO AVOID ACCIDENTAL STARTING OF EQUIPMENT DURING MAINTENANCE OR REPAIR

Motor conduit boxes can be rotated in 90° increments to connect to the power source. Be sure the power source voltage and amperage are compatible with the motor requirements and that the insulation class is compatible with the ambient temperature. Electric motors are designed to run at temperatures up to 180° F. The total motor operating temperature is a combination of the ambient temperature and the motor temperature rise caused by resistance of the electrical windings.

Motors are generally provided with the bearings factory lubricated and ready for operation. It is the owner's responsibility, however, to confirm that the motor bearings are lubricated before start-up.

Removal of Bearing Shipping Blocks

The fan bearings are blocked up for shipment relieving the weight of the rotating assembly from the fan bearing rolling elements during transit and handling. The fan bearings were correctly mounted to the fan shaft at the factory prior to shipment.

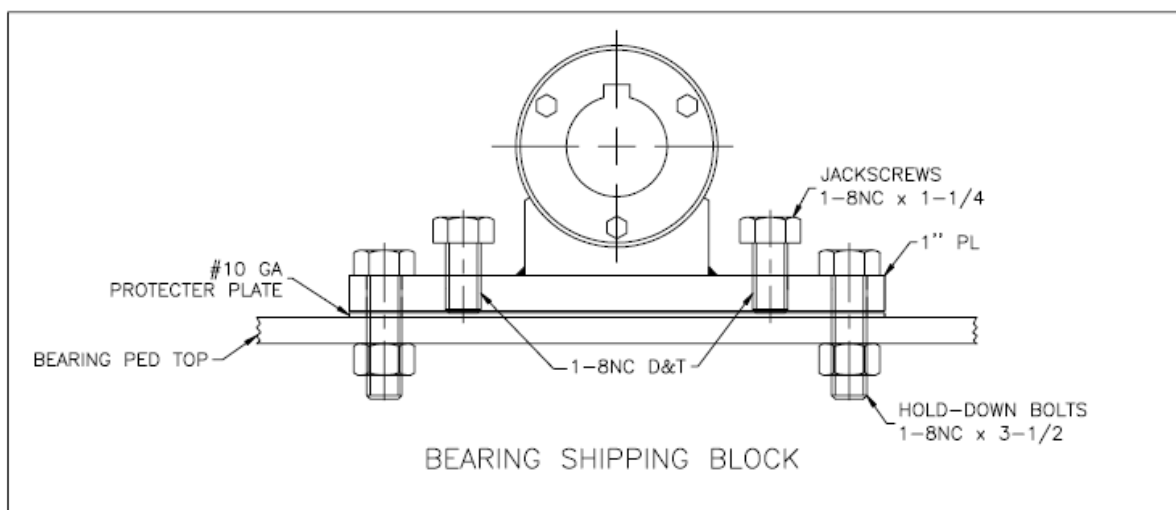
To prepare the bearings for operation perform the following:

1. Refer to the details below.
2. Loosen fan bearing pillow blocks from their shipping configuration.
3. Remove the shipping bearing block hold down bolts (A).
4. Exercise caution when raising and lowering the rotating assembly for steps 5 & 7. Using the shipping block jack screws (B), so as not to allow the fan wheel inlet lip to contact the inlet cone.
5. Raise the rotating assembly slowly and evenly by turning the jack screws (B) clockwise ¼ turn proceeding in a clockwise pattern about all four (4) jack screws (B) in all four (4) locations on both bearing support blocks. Continue this procedure until the bearing shims (1/8" nominal) will just fit under the bearing pillow block feet and the pedestal top.
6. Install the stainless-steel shims under each bearing.
7. Lower the rotating assembly slowly and evenly by turning the jack screws (B) counterclockwise ¼ turn proceeding in a counter clockwise pattern about all four (4) jack screws (B) in all four (4) locations on both bearing shipping blocks. Continue this procedure

until both fan bearing pillow blocks are resting firmly on their shims and pedestal supports. The bearing shipping blocks are now loose vertically.

8. Remove the bearing shipping blocks by loosening all the bushing mounting bolts. Then insert those bolts into the threaded holes in the bushing flange to drive out the bushing from the hub.
9. Remove the bushing from the bearing shipping block hub.
10. Remove the protector plate from the top of the pedestal.
11. Install coupling halves and spacer piece if provided; align motor and fan shafts.
Check alignment.
12. Check wheel and inlet cone alignment before tightening the bearings completely.
13. Drill through the bearing base and install bearing dowel pins.
14. Re-secure shaft seals.
15. Install coupling guard, shaft guards, and shaft end guards. All guards are stamped for each unit.
16. Install instruments as shown on fan assembly drawing.
17. Install accessories such as: sound attenuators, damper actuators, expansion joints and remaining instrumentation.
18. Check ALL fasteners for tightness.

Bearing Shipping Block Detail:





Pre-Start-Up Checklist

Before initial start-up or after servicing, perform the following checklist:

1. **CONFIRM ALL FASTENERS ARE SECURE.** All foundation anchor bolts, bearing hold down bolts, locking collars, wheel retaining set screws, and bearing set screws must be properly tightened.
2. Check bearing alignment and lubrication.
3. Rotate the fan wheel by hand to check that it turns freely and does not strike the housing or inlet cone. **DO NOT START THE FAN IF ANY METAL-TO-METAL RUBBING SOUNDS ARE DETECTED.**
4. Confirm all electrical connections are as described in the previous section and in compliance with all applicable codes and standards.

5. Make sure all access doors and bolted covers are sealed and tight. Doors, covers, and inlet cones are held by nuts threaded onto weld studs. The maximum torque allowed for these fasteners is shown on the chart to the right.

Stud Size	Torque (Ft-Lbs)
1/4"	4
5/16"	8
3/8"	12
1/2"	30
5/8"	60

6. Variable inlet vanes or dampers (if supplied) must move freely.
7. Duct connections must not impose loads on the fan. Expansion joints should be used when movement is expected from thermal growth or if the fan is mounted on vibration isolators. All ducts and connections must be sealed airtight. All connections must be installed so that air flow, into and out of the fan, is not obstructed.

Caution

Never torque bolts in series (i.e., start tightening at 12:00, 1:00, 2:00, 3:00, etc.). Always use a staggered torquing sequence. Start tightening at 12:00 then 6:00 then 3:00 then 9:00, etc.



Start-Up Procedure

After satisfying the considerations listed in the previous section, read all special instructions that apply and follow this procedure:

1. "Bump" the motor to determine proper direction of fan wheel rotation. Arrows on the fan or motor show correct rotation. If rotation must be changed, reverse any two (2) motor leads on three (3) phase motors. For single phase motors, refer to the motor wiring diagram.
2. Energize the starter circuit and allow the fan to accelerate to full speed. Generally, motors are sized so that operating fan speed is obtained in fifteen (15) seconds. Large diameter fans and narrow width high pressure blowers may take twenty (20) or more seconds to achieve rated speed. ***IT IS THE OWNER'S RESPONSIBILITY TO FURNISH ELECTRICAL COMPONENTS CONSISTENT WITH THE DRIVE MOTOR'S LOCKED ROTOR STARTING CHARACTERISTICS.***
3. The drive V-belts will "chirp" or "squeal" briefly at start-up. Higher horsepower fan drives may actually generate a small amount of smoke as the drive V-belts are suddenly activated at start-up.
4. Observe the fan and motor as the fan runs at operating speed. Unusual vibration or overheating of the bearings should be investigated immediately. It is typical for anti-friction bearings to exhibit a running surface temperature in excess of 165° F. This surface will be too hot to touch but is not cause for alarm. Refer to the engineering data supplied for your fan unit or consult the factory for specific information regarding bearing temperatures.
5. Check the fan after it has been running for approximately eight (8) hours. Stop the fan and recheck all alignments, inspect the bearings, re-tighten all hold down bolts, re-tension drive V-belts, and tighten all set screws.



Assembly & Disassembly Procedures

These procedures apply to all fans.

Specific instructions for special drive arrangements are noted in **bold** type.

Disassembly

MAKE CERTAIN THE ELECTRIC POWER IS TURNED OFF AND WILL REMAIN OFF BEFORE BEGINNING.

1. Remove accessories, as necessary.
2. Remove the fan end coupling half if necessary.
3. Remove the bearing cap bolts that fasten the bearing top housing to the lower bearing housing section.
4. Remove the top bearing cap.
5. Loosen the adapter locking ring on anti-friction bearing insert.
6. Block up the fan shaft to remove the rotor weight from the lower bearing section.
7. Remove the shims from between the underside of the bearing feet and the top of the arrangement 3 or 7 support pedestal.
8. Unbolt and remove motor from motor support stand. Fans with spacer couplings will not require the motor be unbolted and moved.
9. If the fan is furnished with a spacer coupling spool piece large enough to accommodate the anti-friction bearing width, slide the lower bearing housing with the bearing insert off the fan shaft.
10. Remove the wheel/shaft by first unbolting and removing the housing & box split section. If the inlet cone is split, unbolt, and remove the split section to allow the shaft to pass through the cone. The rotating assembly will have to be lifted and simultaneously moved back a fraction of an inch to clear the inlet cone to wheel inlet ring overlap. If the inlet cone is not split, unbolt the inlet cone from the fan housing and remove the inlet cone along with the rotor assembly.

Reassembly

To reassemble, reverse the sequence of operations itemized above. Properly prepare the fan bearings for remounting (as described on the following pages), and perform these additional procedures:



1. De-burr the fan wheel's hub and apply a light lubricant and slide the wheel onto the shaft. Many fan wheels are interference fit to the fan shaft so the fan shaft cannot be removed from the wheel.
2. Adjust the wheel position to provide for proper inlet overlap or position inside of housing.
3. Insert key into hub. The key must extend beyond all set screw holes. Locate the key at 6 O'clock and tighten the set screw over the keyway only. The remaining set screw will be tightened after final alignment. This step does not apply to interference fit rotors.
4. Refit the inlet cone and check for the proper wheel to inlet fit. When correct, tighten the second wheel set screw and firm up tightness of the set screw over the keyway.
5. Apply silicone or other seal/gasket substance compatible with the gas stream to the split section mating surfaces and refit the sections.
6. Replace all accessory items.
7. Perform Prestart-up check as outlined previously.



Alignment of Wheel

Align the wheel to the housing or inlet cone(s) by following this procedure:

1. Level the fan on its foundation as described previously. Tighten the anchor bolt nuts.
2. If mounted on a concrete foundation pour the grout, let harden, and check for final alignment and leveling.
3. Check that the motor and bearing hold down bolts are tight.
4. Rotate wheel by hand; check that the wheel runs freely without rubbing at any point. There will be an overlap of the fan wheel shroud and inlet plate or cone(s) on almost all fans. Check that this clearance is set as listed below.
5. The wheel must be positioned at an offset on high temperature fans. The wheel should be set to allow for thermal growth of the fan shaft, wheel, inlet fixture, and housing as listed below.

Arrangements No. 1, 4, 7, 8, & 9 for Single Width, Single Inlet

<u>Temperature Range</u>	<u>Wheel/Inlet Fixture Gap</u>
Up to 200° F.....	Evenly Spaced
201° to 350° F.....	1/16" Gap - all sizes
351° to 700° F.....	1/8" Gap - all sizes
701° to 800° F.....	3/16" Gap - all sizes



Bearings

Fan wheels and shafts for fans furnished in arrangement Nos. 1, 3, 7, 8, 9 & 10 are supported primarily by pillow block anti-friction bearings. Fan Equipment CO uses a variety of roller, ball or sleeve type bearings depending on the application and service conditions of the fan. Generally, the following procedures should be followed when disassembling and reassembling all pillow block bearings:

1. Determine the size and type of the subject bearing.
2. Note the position of the fixed and expansion bearings. Replacement in the exact location is essential for proper bearing temperature, performance, and service life.
3. Refer to your specific submittal data for any special considerations or procedures applicable to your fan unit.
4. Match mark all parts to avoid reassembly errors; do not mix and interchange parts from one bearing to another. Inspect and clean all parts with mineral spirits.
5. Clean and de-burr the fan shaft. Polish out all small irregularities with emery cloth. The bearing must not be seated on worn or flat sections of the shaft. Fan shafts that are worn and/or damaged must be replaced.

Slide bearings into position on the fan shaft, and follow the steps below for each type of bearing:

Link-Belt P-LB 6800, Dodge USAF 500, and SKF SAF 225 Series Split Pillow Block Roller Bearings

These bearings are either fixed or floating (expansion), split pillow block, spherical roller-bearing assemblies. Installation is as follows:

1. Set the bottom section of the split housing in place on the bearing support pedestal.
2. Apply anti-seize compound to outside diameter and threads of tapered sleeve and face of lock nut to aid in tightening of the adapter.
3. Position the multi-labyrinth seal ring (if used), adapter sleeve, roller bearing element, lock washer, lock nut and second seal loosely; slide onto the fan shaft.
4. Securely hand tighten the lock nut onto the adapter sleeve.



5. Insert feeler gauges between the outer ring and the unloaded roller bearing on both sides of the bearing, until a snug fit is obtained. Record this gauge measurement.
6. Lower the fan shaft with the bearing and adapter assemblies into the bottom section of the pillow block housing. Take care to align the labyrinth seals with the seal grooves in the housing pillow block.
7. Loosely bolt the bottom pillow block sections to the bearing support pedestal; align the assembly with shims so that the wheel does not strike the housing or inlet fixture. Shims are also placed under the bearings to "center relieve" the hold down tension.
8. Position the floating (expansion) bearing insert centrally in the bottom pillow block housing section.
9. The fixed bearing insert is positioned for placement of a spacer ring that fits on the lock nut side to keep the bearing flush with the opposite side of the pillow block housing.
10. Snug-up the lock nut with a wrench.
11. Place a brass drift against the lock nut and strike the drift repeatedly. Evenly distribute the blows by rotating the fan shaft between strikes. This procedure drives the inner ring farther up on the adapter sleeve and releases pressure on the threads. Use the wrench again to tighten the lock nut. Repeat this procedure until the clearance has been reduced to the desired amount as shown in the table below. Record this value.
12. Secure the lock nut by bending the lock washer tang into the lock nut slot.
13. Insert the spacer into the fixed bearing housing on the lock nut side.
14. Lubricate the bearing with grease or oil.
15. Check that the bearing races are not cocked in the housing; apply a sealant such as "Permatex" on the housing mating surfaces; and mount the top half of the pillow block housing to the bottom half.
16. If the bearing seals are free to rotate with the shaft and stop easily; tighten the hold down cap bolts.



Bearing Clearance Reduction for Spherical Roller Bearings

<u>Size</u>	<u>Dodge Min</u>	<u>Link-Belt Min</u>	<u>SKF Min</u>	<u>Dodge Max</u>	<u>Link-Belt Max</u>	<u>SKF Max</u>
1 7/16	0.0010	0.0010	0.0010	0.0012	0.0012	0.0012
1 11/16	0.0010	0.0010	0.0010	0.0012	0.0012	0.0012
1 15/16	0.0012	0.0012	0.0012	0.0015	0.0016	0.0015
2 3/16	0.0012	0.0012	0.0012	0.0015	0.0016	0.0015
2 7/16	0.0015	0.0016	0.0015	0.0020	0.0020	0.0020
2 11/16	0.0015	0.0016	0.0015	0.0020	0.0020	0.0020
2 15/16	0.0018	0.0018	0.0018	0.0025	0.0024	0.0025
3 3/16	0.0018	0.0018	0.0018	0.0025	0.0024	0.0025
3 7/16	0.0018	0.0018	0.0018	0.0025	0.0024	0.0025
3 15/16	0.0020	0.0020	0.0020	0.0026	0.0028	0.0028
4 3/16	0.0020	0.0020	0.0020	0.0026	0.0028	0.0028
4 7/16	0.0025	0.0026	0.0025	0.0035	0.0035	0.0035
4 15/16	0.0025	0.0026	0.0025	0.0035	0.0035	0.0035
5 3/16	0.0030	0.0030	0.0030	0.0040	0.0039	0.0040
5 7/16	0.0030	0.0030	0.0030	0.0040	0.0039	0.0040
5 15/16	0.0030	0.0031	0.0030	0.0045	0.0043	0.0045
6 7/16	0.0030	0.0031	0.0030	0.0045	0.0043	0.0045
6 15/16	0.0035	0.0035	0.0035	0.0050	0.0051	0.0050

All dimensions in inches.

When replacing bearing inserts on assembled fans, it is MANDATORY that measurements and adjustments be made with ONLY the weight of the fan shaft supported by the bearings. ALL loads imposed by the fan rotor and other accessories, such as drive sheaves must be supported by blocks or other means.



Dodge Sleeve Bearings

Ring oiled sleeve type bearings are furnished for fans that require special bearing considerations because of shaft speed, gas temperature, or customer specification requirements. Sleeve bearings can often be cooled by the ambient air. Extreme service conditions might require the use of water cooling, or a circulating oil system. Specific instructions for sleeve bearings will be provided by the bearing supplier for fans so equipped. Please refer to the manufacturer's detailed instructions. The following is a generic assembly instruction for ambient cooled sleeve bearings:

Position the bottom half of the split housings on their support pedestal(s).
Install the oil gages and connection pipes.

1. Set the bottom liner shells into the bottom housing sections. Pre-lubricate the shells with a film of oil.
2. Lower the fan shaft into the liner shells and align the rotating element so that the wheel and shaft do not strike any portion of the housing or inlet fixture. A slight clearance must be present between each side of the liner and the shaft. This clearance should be equal on both sides, and uniform along the length of the liner.
3. Bolt the bottom housing securely in place on the support pedestal(s).
4. Install the oil rings making sure that the screws are firm in their joints. The rings must be free to rotate on the fan shaft. Bearing sizes 1-7/16" through 3-7/16" are furnished with one oil ring; sizes 3-15/16" through 12" are furnished with two oil rings. ***Peen the ends of the screws in place after final positioning.***
5. Thrust collars are used for the fixed bearing unit and may be integral with the fan shaft or removable split type. The removable split type should now be installed. Remove the clamp screws making sure the cracked joint is clean. Place one 1/2 collar on the fan shaft with the finger groove next to the liner base. Rotate it around the shaft as far as possible, and place together with other 1/2 collar at joint; insert the clamp screws. When there is no offset at the joint, tap the two 1/2's together and tighten the clamp screws. Repeat for the opposite end of the fixed bearing.
ASSEMBLE THESE TWO COLLARS FOR ONE BEARING ONLY: one at each end of the liner. The other bearing is the free or floating bearing and must allow for shaft movement.
6. The top liner is shorter than the bottom liner for sizes 1-7/16" through 3-7/16" only; the collars must be set to the bottom liner. Tap the collars up to the face of the bottom liner allowing for a total running clearance of 0.005" to 0.015".



7. Seal the ends of the bearings. Thread the dust seal around the fan shaft and into the groove at the end of the bottom housing section. Assemble the retaining strap and pull tight.
8. Coat the top liner shell with oil and place the top liner on the fan shaft. Make sure the oil ring moves freely.
- 9.
10. Loosen the plunger screw on the upper housing half and place on the housing studs. Be careful not to damage the dust seals. Tighten the stud nuts and turn the plunger screw down tightly.
11. TIGHTEN THE PLUNGER SCREW LOCK NUT.
12. Fill the bearings with oil until the level reaches the top of the red circle in the oil gage.
13. During operation, be sure that the oil level never drops below the bottom of the red circle.
14. Please refer to the manufacturer's detailed instructions.

NOTE: The oil gauge must be level. If the oil gauge is not installed properly, oil may show in the gauge, yet the bearing is not receiving sufficient lubrication.

Dodge Water Cooled Sleeve Bearings

1. Perform steps 1 through 11 from the previous section.
2. Install the grommet and the grommet washer at the water connections.
3. Connect the bearing water supply and drainpipes to the water system with flexible hose connections. This will allow the bearings to self-align and prevent damage from vibration. The flexible pipe connections are not supplied by Fan Equipment Co., Inc.
4. Install a valve in the piping system to regulate the water flow.
5. Let the water discharge into an open funnel for visual inspection or use flow-spinners for closed water systems.
6. **Water leaks can cause bearing failures.** Be sure the water pipes are installed tightly using pipe thread compound.
7. Regulate the flow of cooling water to achieve a maximum return water temperature of 100° F. Supply water temperature must not fall below 60° F or condensation can occur inside the bearing casing resulting in contamination of the oil in the reservoir.
8. When water cooled bearings are subject to freezing temperatures during shut down, blow out the water jackets with compressed air.
9. Please refer to the manufacturer's detailed instructions.



Flexible Couplings

Fans shipped assembled, with the coupling mounted, have the coupling halves aligned. Shipping and handling can cause the alignment to change; however, the coupling alignment should always be checked before start-up. Use the following procedure:

Mounting

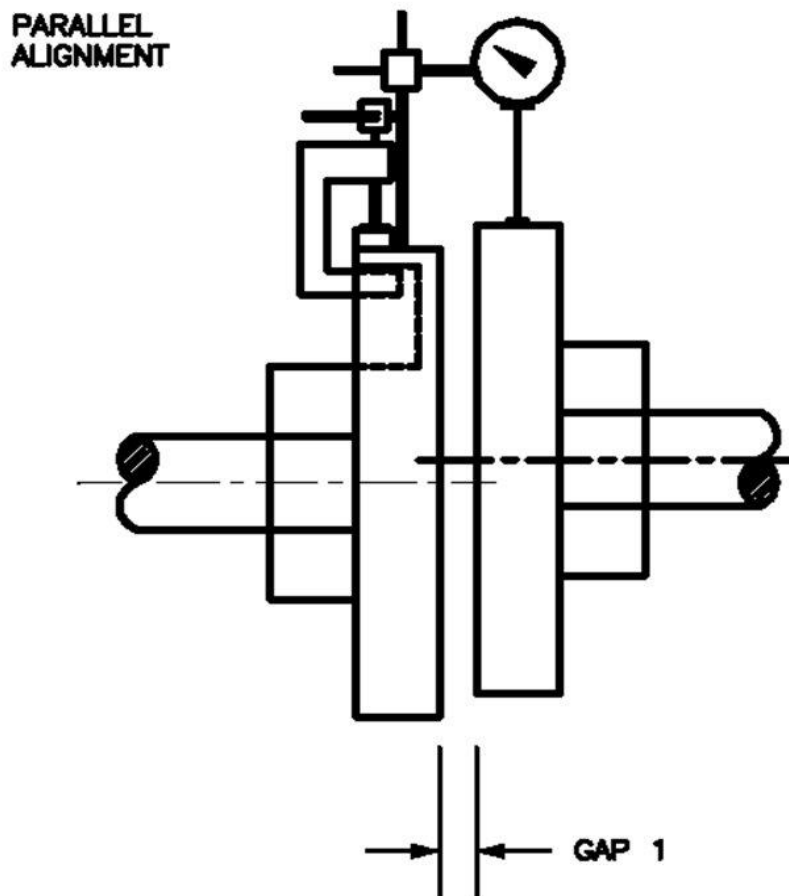
1. Place coupling halves or hubs on the shafts with the faces flush with the shaft ends. The hubs should slide onto the shafts with light tapping by a soft lead or rubber hammer.
2. Locate the motor on its base with the coupling faces set at the proper gap. This gap is detailed on the fan dimensional drawing or is given in the coupling manufacturer's literature. Most drive motors furnished by Fan Equipment Co., Inc. have ball bearings that prevent axial movement of the motor shaft.
3. If the drive motor has sleeve bearings, the mechanical center of the motor rotor must be located before the coupling can be properly positioned and aligned. To find the axial movement of the motor shaft:
 - Run the motor and notice how far the motor shaft moves.
 - Push the shaft in as far as it will go into the motor housing and mark a line on the shaft at the housing.
 - Then pull the shaft out as far as it will go and scribe another line.
 - Half the distance between the two marks is the mechanical center of the motor.
4. If motor axial movement becomes a problem, use a limited end float type coupling to keep the motor near its mechanical center.
5. Please refer to the manufacturer's detailed instructions.

Coupling Alignment

Flexible couplings must be aligned accurately. A straight edge and feeler gauges can be used, but the dial indicator method is preferred because of better accuracy. The dial indicator readings will show exactly what shim adjustments must be made. Because the position of the fan shaft is determined when the fan shaft and bearings are aligned, any necessary adjustments are made by moving the driver. When in correct alignment, the coupling faces are parallel and the hubs concentric.

Dial Indicator Method – Parallel Alignment

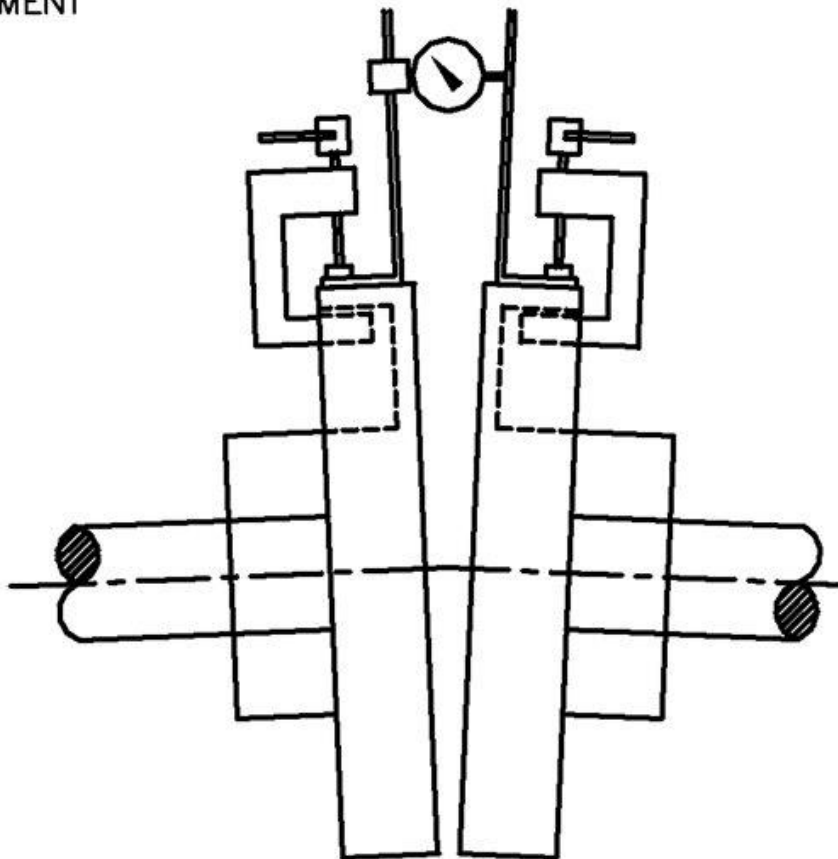
1. Fasten the indicator bracket on one hub with the dial button contacting the alignment surface of the opposite hub.
2. Rotate the shaft on which the indicator is attached and take readings at four (4) points: top, each side, and bottom.
3. The difference between the two (2) radial side readings indicates the motor must be moved sideways.
4. The difference between the two (2) top and bottom readings indicates the motor must be raised or lowered by adding or removing the same thickness of shims under all four (4) mounting feet.
5. The amount of shim correction in each case is half the difference between the two (2) paired ratings.



Dial Indicator Method – Angular Alignment

1. Fasten the indicator brackets on the hubs as shown.
2. Rotate both shafts in unison so the four (4) readings are taken between the same two (2) points on the hubs.
3. Adjust the motor position until the same reading is obtained all around the coupling. This equalizes the clearance or gap between the hub faces.

ANGULAR ALIGNMENT





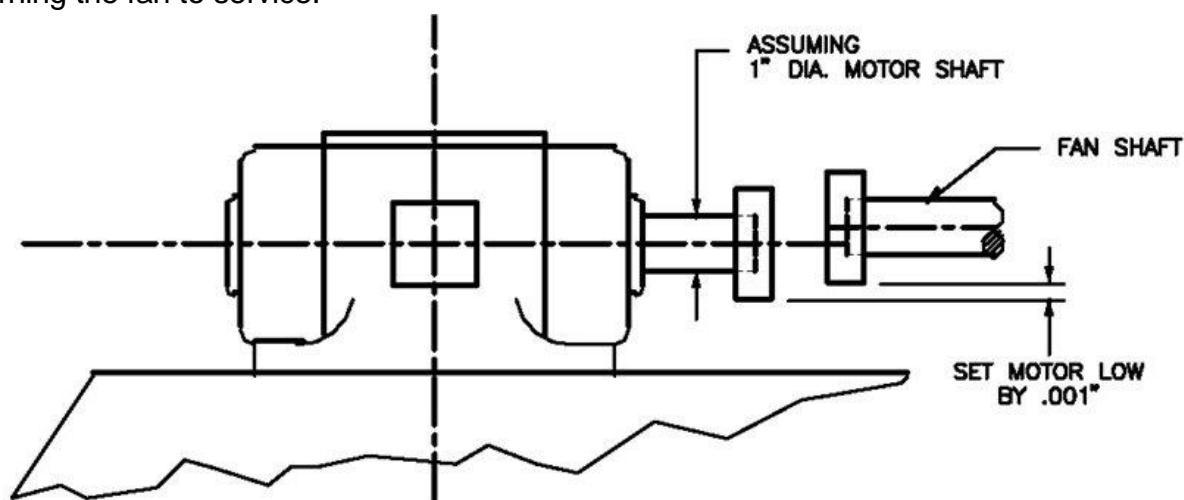
Straight Edge and Feeler Gage Alignment

1. For parallel alignment, place a straight edge across the coupling hubs.
2. Raise or lower the motor by shimming until the straight edge lies true and flat at the top and the bottom of the hubs.
3. Now use the straight edge on the sides of the hubs to align them horizontally.
4. Shift the motor sideways if adjustment is necessary.
5. To set angular alignment, the clearance between the hub faces must be equal at four (4) points as measured with feeler gauges.

Thermal Expansion

The thermal expansion of motors and turbines with shafts 1" diameter or larger must be considered during alignment. The driver shaft should be set low as heat expansion during operation will bring the coupling halves into good alignment.

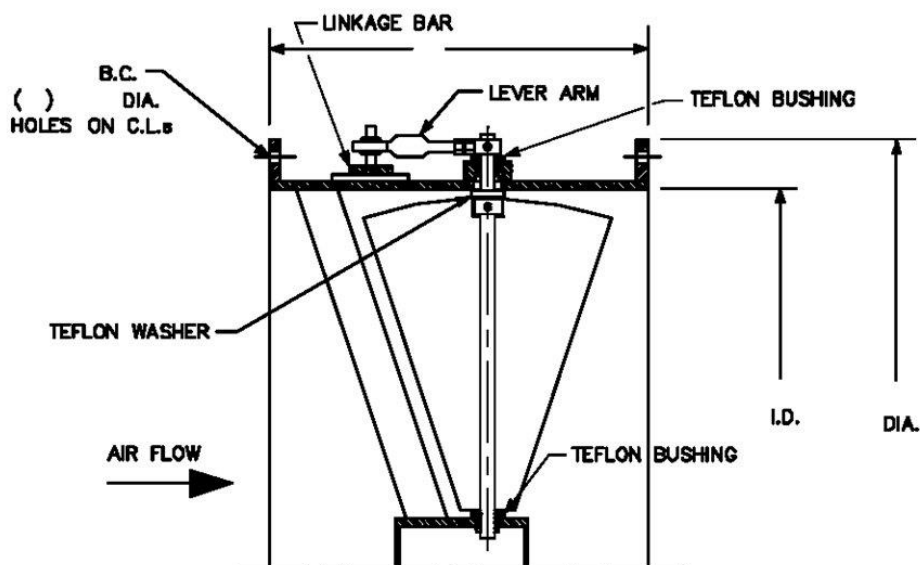
A good rule of thumb is to set the driver side low by 0.001" for each inch of driver shaft centerline height for turbines, and 0.001" for each inch of shaft diameter for electric motors; but no lower than 0.004" in any case. After the fan and driver have been operating and the thermal expansion is complete, recheck the coupling alignment and adjust if necessary. Be sure all bolts are tight and dowel pins are in place before returning the fan to service.



Variable Inlet Vane Dampers (V.I.V.'s)

Variable inlet vane dampers are used to control the fan's capacity through moveable vanes located at the fan inlet. A linkage assembly together joins the vanes so that the vanes move in unison when operating the control shaft. Most V.I.V. assemblies are furnished as separate bolt-on sections. Some fans, however, are furnished with the vanes "nested" inside the fan inlet cone throat. Double width fans are furnished with two (2) separate V.I.V. assemblies, connected to a common linkage so that both vane assemblies move in unison with one (1) control shaft.

The V.I.V. section is assembled and adjusted for proper operation at the factory before shipment. When the fan is received at the job site; check that the vanes spin the air in the same direction as the wheel rotates. Before the inlet duct work is attached, operate the control lever to make certain the vanes move freely from fully open to fully closed.



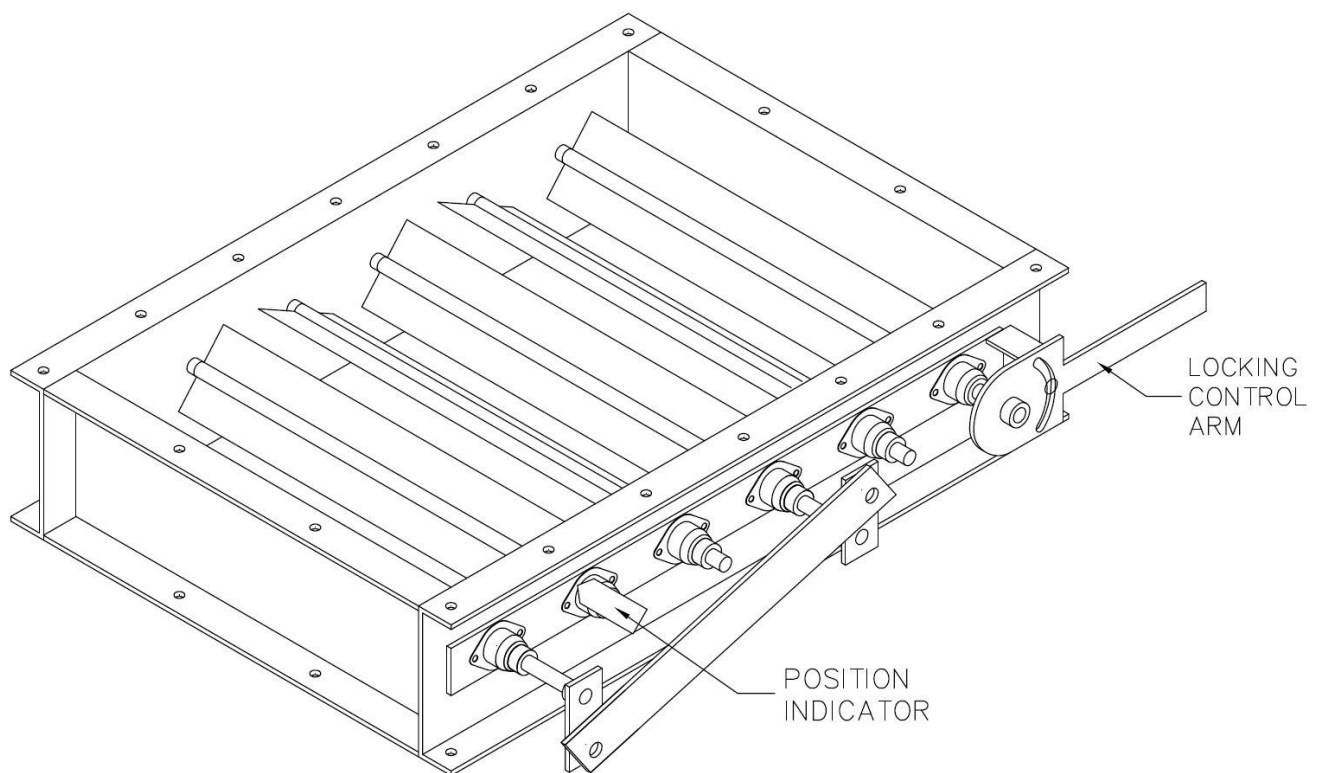
V.I.V.'s provided for manual operation are furnished with a locking quadrant and wing nut to fix the control lever after system adjustments are made.

V.I.V.'s may also be furnished with automatic actuators which follow a system control signal to balance air flow performance. Automatic actuators come in all sizes and shapes. The mounting bracket is the responsibility of those supplying and mounting the actuator. When called for, Fan Equipment Co., Inc. furnishes, and factory mounts the automatic actuator assemblies.

Outlet Dampers

Outlet dampers are usually furnished in a separate channel frame that bolts to the fan's outlet flange. Smaller fans can be furnished with one (1) or two (2) wafer type blades that are integral to an extended fan outlet section.

Most outlet dampers are furnished as "opposed blade", meaning the blades move opposite to each other as they are closed. Dampers can be furnished for manual or automatic operation and are furnished with the same features as the V.I.V.'s above.



Gravity back draft dampers are not furnished with control levers. They swing from fully closed to fully open when the fan is in operation.



Heat Slingers

A heat slinger is a split aluminum rotor bolted to high temperature fan shafts to dissipate heat conducted along the fan shaft; and to induce air flow around bearing housings. Heat slingers are installed by placing the two (2) halves over the fan shaft and bolting together as follows:

- The open side of the heat slinger should face the fan when the fan has oil lubricated bearings.
- The open side of the heat slinger should face the bearings when the fan is furnished with grease lubricated bearings.

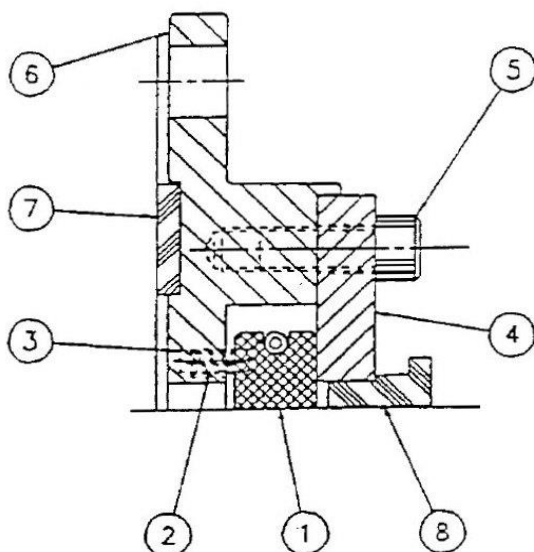
Shaft Seals

Simple rubbing shaft seals are provided for most fan applications. These seals are cut from rigid sheets of compressed carbon fiber or Teflon. The seals are held in place by weld studs and a retaining plate. Air leakage along the fan shaft is minimal, but definitely present.

Carbon ring shaft seals are furnished when negligible or no leakage along the fan shaft is desired. These seals can be single or double element type; and can be furnished with purge air connections for charging with an outside gas source for sealing. These seals tolerate the thermal expansion of high temperature fan applications well, eliminating the need for centerline support designs for many fans. Specific instructions for fans furnished with carbon ring shaft seals are furnished with each unit.

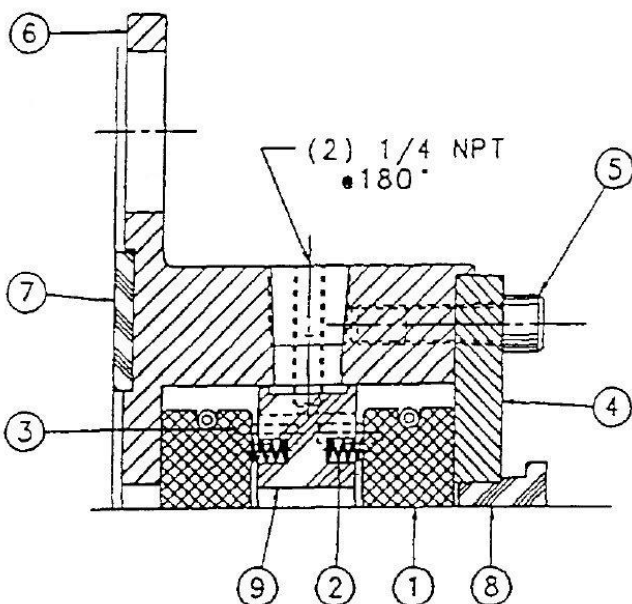
John Crane shaft seals are segmental bushing shaft seals that are available for general industrial applications involving the movement of gases and vapors. These are dry running seals and lubrication is NOT recommended. The seals are pre-assembled cartridges which can be installed in minutes. The centering ring assures perpendicularity and centering during installation. The bushing “follows” shaft runout or misalignment to maintain continuous close clearance to the shaft. The bushing I.D. is sized to eliminate the possibility of excessive shaft or bushing wear. These seals operate at temperatures up to 850° F, pressures up to 1100 inches W.G. (40 psig) and speeds up to 5000 RPM.

John Crane SINGLE units are designed for flow restriction. Single segmental bushing seals provide leak protection by restricting the escape of process gas to atmosphere.



ITEM	DESCRIPTION
1	SEG.BUSHINGS
2	SPRINGS
3	ANTI-ROTATION PIN
4	FOLLOWER
5	CAP SCREWS
6	HOUSING
7	GASKET
8	CENTERING RING

John Crane DOUBLE units are designed for zero process leakage. Double segmental bushing seals provide leak protection by allowing zero leakage of process gas to atmosphere.



ITEM	DESCRIPTION
1	SEG.BUSHINGS
2	SPRINGS
3	ANTI-ROTATION PINS
4	FOLLOWER
5	CAP SCREWS
6	HOUSING
7	GASKET
8	CENTERING RING
9	LANTERN RING



Preventive Maintenance and Lubrication

Maintenance

To ensure trouble-free operation and long life, a regular schedule of preventive maintenance and lubrication must be followed. Frequency of inspection and lubrication depend upon the operating conditions and the time period the fan is used. We recommend daily observation after the fan is first put into service, to determine the inspection and lubrication requirements.

Do not make any repairs or alterations to the fan equipment during the warranty period without Fan Equipment Co., Inc.'s prior authorization or the warranty is void.

CAUTION! :

- **Before performing any inspection, make sure that the fan is locked OFF so that the unit cannot be started.**
- **Do not shut down fans handling high temperature gas or air until the system cools down.**

Periodic inspections should include the following items:

1. **Air Flow** - Check for obstructions, dirt rags, etc. in the inlet or outlet duct work.
2. **Screens, V.I.V.'s, and other flow accessories** - Clear periodically, dirt causes resistance to air flow, decreasing the air volume supplied by the fan.
3. **Wheel** - Inspect the blades for dust or dirt accumulation. Particulate build up can cause unbalance. Cover the bearings with plastic film and clean with steam, water jet, compressed air, or wire brush. If blades are aluminum, be careful not to damage them while cleaning. Make sure the wheel is centered to prevent blades from striking the housing. Check for proper wheel rotation. **If cracks** are found in the wheel, remove the fan from service until proper repairs can be made.
4. **Hardware** - Check that all foundation bolts, wheel hubs, set screws, wheel locking fixtures and bearing hold down bolts are sufficiently tight.
5. **Shaft** - Check that all shafts are properly aligned. The shaft must not be cocked in the bearings because misalignment causes overheating, wear to dust seals, bearing failure, and rotor unbalance.



6. **Bearings** - Check for excessive temperature or chatter in all bearings. High speed bearings are designed to run at temperatures above 165° F. ***Do not replace a bearing simply because it feels hot.*** Check the pillow block temperature with an accurate surface contact thermometer and contact Fan Equipment Co., Inc. for assistance.
7. **Surface Coatings** - Check that surface coatings or paints are in good condition. Repainting of exterior and interior surfaces extends the service life of your equipment. Select coatings to withstand the operating temperature and chemical content of the gas stream. For normal temperature and service conditions, quality machinery enamel may be used.
8. **Alignment** - Check the alignment of fan bearings, flexible couplings, wheel, and inlet cones regularly. Misalignment causes bearing and/or motor overheating, wear to dust seals, bearing failure, and rotor unbalance.
9. **Damper and V.I.V.'s** - The linkage connections must be checked for tightness. Check all automatic dampers for freedom of movement. Blades should close tightly and evenly. Clean damper blades and linkages and inspect for corrosion and erosion. Observe as operating motors and controls stroke through a complete cycle - make adjustments or repairs as necessary.
10. **Flexible Couplings** - Lubricate metal and gear type couplings as required by each specific type. Thomas disc and rubber insert style couplings, such as Dodge Para-flex and Rex-Omega couplings do not require lubrication but must be inspected for pin and bushing wear.
11. **Motors** – Keep open motor windings clean by removing dust and dirt because contamination causes excessive insulation temperatures. ***Keep motors dry.*** When motors are idle for long periods of time, single phase heating or small space heaters may be necessary to prevent water condensation on the windings. ***Be sure the motor is not overloaded. Excessive starting of motors may burn out the motor. Check the amperage draw against the motor nameplate rating; and consult the manufacturer for the maximum allowable number of consecutive starts.***



Safety

Improperly installed or operated fans are a hazard to both people and property. Fans should always be installed by trained and experienced personnel. Installations must meet all pertinent state and local safety codes and the requirements of the Occupational Safety and Health Act (OSHA).

Each fan is designed to operate safely up to a stated maximum speed (RPM) and Temperature. ***DO NOT EXCEED THESE LIMITS.***

Fans are specialized equipment which involves high speed rotating elements which can be dangerous if handled improperly. Individuals who are not familiar with the equipment and proper servicing methods may not realize the harm they can do to themselves or the fan; and should NEVER be permitted to work on the fan. Fans are sold with the understanding that customers will recognize the risk of high-speed rotating elements and understand that only people who are aware of the risks associated with the essential operating characteristics of a fan should be permitted to work on them.

Safety Checklist:

The following points must be included in your Safety Checklist Program:

1. Flexible couplings must have guards that completely encase the rotating parts. Do not start or operate the equipment without guards.
2. Shaft guards are provided for Arrangement No. 3 and 7 fans.
3. Accessories with moving parts such as tachometers, turning gears, and heat slingers must have guards.
4. Before start-up be sure all parts are tight; that all tools and materials have been removed from the area, and that all personnel are clear.
5. The periodic maintenance and lubrication procedures outlined in this manual must be faithfully followed.
6. A lock out procedure to ensure that the fans cannot start when maintenance personnel are performing service functions is mandatory. It is customary to lock out the power from the drive and use red tags to alert personnel to the shut-down.



Only well-trained personnel should assemble, maintain, or replace these fans.

- NEVER allow an untrained person to work on the fan.
- NEVER remove warning labels and this manual from the fan.
- NEVER run the fan without all safety guards in place.



Fan Trouble Shooting

If you are questioning the performance of your fan, check the table below before calling for service. Using this table, match your problem with the symptom in the left column. For each symptom, the most likely causes are shown in the middle column and the suggested solutions are shown in the right column:

Symptom	Cause	Solution
Capacity or pressure below rating	Total system resistance is higher than design	Increase fan speed - Contact factory before proceeding
"	Speed too low	Check drive system
"	Dampers or V.I.V.'s not properly adjusted	Reset to correct position
"	Poor fan inlet or outlet conditions	Increase speed; provide turning vanes or baffles in duct work
"	Air leaks in system	Repair duct work
"	Damaged wheel	Repair, followed by balancing. Contact factory before proceeding
"	Rotation direction incorrect	Reverse electrically
Vibration and Noise	Misalignment of drive belts, sheaves, or coupling	Refer to applicable sections to correct
"	Unstable foundation	Refer to applicable sections to correct
"	Foreign material in fan causing unbalance	Clean per manual section
"	Worn bearings	Replace per applicable sections to correct
"	Damaged wheel or motor	Replace wheel or repair and balance wheel
"	Broken or loose bolts	Tighten or replace
"	Bent shaft	Replace with new shaft
"	Worn coupling	Replace with new coupling
"	Fan wheel or drive unbalanced	Balance in place per applicable section



Fan Trouble Shooting (continued)		
Symptom	Cause	Solution
"	120 Cycle magnetic hum due to electrical input	Check input line for high or unbalanced voltage
Vibration and Noise "	Fan delivering more than rated capacity	Reduce speed, close dampers
"	Loose dampers or V.I.V.'s	Tighten or replace
"	Speed too high or fan rotating in wrong direction	Reduce speed, check electrical connections, reinstall fan wheel
"	Vibration transmitted to fan from other source	Poor installation -refer to applicable manual section
Overheated Bearings	Too much grease in bearings	Clean and re-grease per applicable section
"	Poor alignment	Re-align
"	Bent Shaft	Replace with new piece
"	Dirt in bearings	Clean and re-grease per applicable section
Driver Overloaded	Speed too high	Recheck driver selection
"	Volume flow rate over capacity because system resistance is lower than design	Fan improperly specified
"	Rotating wrong direction	Correct per applicable section
"	Wheel wedging or binding	Reinstall wheel
"	Motor wired wrong	Rewire per applicable section



Motor Trouble Shooting

Symptom	Cause	Solution
Vibration and Noise	Armature unbalanced	Replace with new armature
Vibration and Noise	Loose hold down bolts	Tighten
Motor Laboring	Low or High Voltage	Check supply voltage
High Temperature	Overload	Clean dirt from windings
Armature rubs against stator	Worn Bearings	Replace Bearings
Low Insulation Resistance	Moisture	Check resistance with megohm meter



Maintenance Procedures

Rotor Balancing

All Fan Equipment Co., Inc. rotors (wheels) are balanced at the factory before shipment. Most fans shipped assembled have also had a running test performed to confirm mechanical and balance characteristics are correct. A fan handling clean, dry air should not need balancing once it is installed and running properly. Dust or particulate build up on fan rotors causes unbalance. Inspect your fan periodically to determine the amount of blade wear. Blow off any dust or particulate build up on blades and inside the housing before balancing a rotor, check the preceding troubleshooting section.

Portable instruments are available that indicate vibration displacement in mils (1 mil=0.001 inches), or velocity in inches/second. If you have vibration instrumentation, use the table below to determine when your fan is operating with too much vibration.

Vibration at Fan Operating Frequency

	Initial Operation		Shut Down	
RPM	Mils.	Vel.	Mils.	Vel.
3600	0.53	0.1	2.4	0.45
1800	1.06	0.1	4.77	0.45
1200	1.59	0.1	7.16	0.45
900	2.12	0.1	9.45	0.45
720	2.66	0.1	11.97	0.45
600	3.18	0.1	14.31	0.45

1. When the fan operating frequency falls between the above listed frequencies, the value for the higher frequency should be used.
2. Displacement is a measured value with the probe or seismic type pickup positioned firmly on the fan bearing housing, in the desired plane of measurement. Displacement is a peak-to-peak (full wave) value.
3. Initial operation values are expected values for clean, well maintained, and balanced fans operating at steady state conditions after transient conditions of start-up, i.e., acceleration, temperature changes, etc. have stabilized. The values (for measurement of equipment unbalance) must be taken for the exact fan operating frequency, filtering out extraneous values that can be measured for different frequencies.



4. Operation of any fan above the shut-down levels listed above may cause equipment failure and extensive damage, as well as endangerment to personnel. A corrective measure would be to retain an authorized service representative to inspect the installation, suggest appropriate actions, and balance the rotating assembly, as necessary.
5. Fan Equipment Co., Inc. balances and run tests the equipment on a heavy concrete foundation. Installation variables, such as (but not limited to) foundations and mounting provisions, may result in vibration levels somewhat different from the levels achieved at the factory.
6. When vibration isolation systems, such as spring isolators are used, fan balancing should be performed with the isolator components "locked out" to establish a rigid structure. The isolation components should be readjusted after the final balance is achieved.

Bearing Servicing, Cleaning, and Lubrication

When ball or roller bearings are disassembled for service:

1. Remove bearing races from shaft, place in a suitable container with clean petroleum solvent or kerosene and soak. If kerosene is used, all parts must be wiped dry with a clean cloth. Rotate each bearing by hand to dislodge any dirt particles.
2. Remove old grease and oil from the bearing pillow block. The solvent or kerosene can be used to clean the housing. Carefully wipe all parts dry with a clean cloth to prevent dilution of the new lubricant by the solvent.
3. When bearing grease is badly oxidized, soak in light oil (SAE 10 motor oil) at 200° to 240° F before cleaning as discussed above. Spin the clean bearing in light oil to remove solvent.
4. Reassemble and add lubricant to the correct level.
5. To clean bearings without removing them from the pillow blocks, flush 180° to 200° F light oil, kerosene or solvent through the pillow block while rotating the shaft slowly. Remove badly oxidized grease by flushing with hot aqueous emulsions. Drain the solution, flush the pillow block with hot, light oil and re-drain before adding new lubricant.



Lubrication

This section provides guidelines for the oil and grease lubrication of ball, roller, and sleeve bearings. Most Fan Equipment Co., Inc. fans are furnished with grease lubricated anti-friction bearings. Lubrication schedules are attached to the fan alongside the fan name plate for grease lubricated units. Fans furnished for special service conditions requiring specific lubrication instructions are furnished with this data as part of the fan data submittals. Please contact Fan Equipment Co., Inc. if you require assistance or additional information about the lubrication requirements of your fan.

Fans that are shipped assembled have been lubricated at the factory; but should be checked before start-up. ***Oil lubricated bearings must always be checked as oil can easily spill during shipment.***

Replacement bearings normally are not lubricated. Before installation and lubrication, clean the bearing thoroughly, wash out the rust preventative with a petroleum solvent, and dry the parts with a clean cloth.

Oil lubricated anti-friction bearings are often furnished with TRICO constant level oilers. These assemblies provide a large glass oil reservoir that, after proper adjustment, maintains the correct oil level in the bearing housing. Refer to the instructions later in this section that apply to TRICO oilers.

Grease Lubricated Bearings

Because bearings operate at high temperatures, a good grade of lubricant is essential. The lube data furnished with your fan unit should be followed. The following table shows acceptable lubricants.

NOTES:

- ***Not all greases are chemically compatible!*** If you intend to change the grade or type of lubricant, flush out all the old lubricant before proceeding.
- **It is not recommended to use EP or long-fibered greases.**



Bearings: Split Pillow Block, Double Row, Roller Bearings:

Manufacturer	Bearing Type	Grease	Base
Dodge	P2B-500-USAF's	Mobilith SHC100	Lithium
Link-Belt	6800 Series	Mobilith SHC100	Lithium
SKF	SAF-22500's	Mobilith SHC100	Lithium

Bearings: Split Pillow Block, Single Row, Roller Bearings:

Manufacturer	Bearing Type	Grease	Base
Dodge	P2B-S2 Series	Exxon Unirex N2	Lithium
Link-Belt	P-B22400 Series	Exxon Ronex MP	Lithium

Bearings: Pillow Block, Single Row, Ball Bearings:

Manufacturer	Bearing Type	Grease	Base
Dodge	P2B-SCM Series	Exxon Unirex N2	Lithium
Dodge	P2B-SCH Series	Exxon Unirex N2	Lithium
Dodge	P2B-GTM Series	Exxon Unirex N2	Lithium
Dodge	P2B-GTH Series	Exxon Unirex N2	Lithium
Sealmaster	MP Series	Goldplex HP	Lithium
Sealmaster	EMP Series	Goldplex HP	Lithium

Bearings: Flange, Single Row, Ball Bearings:

Manufacturer	Bearing Type	Grease	Base
Link-Belt	F-U300 Series	Exxon Ronex MP	Lithium
Link-Belt	FE-U300 Series	Exxon Ronex MP	Lithium
Sealmaster	MSF Series	Goldplex HP	Lithium



Greasing Procedure

Open the pipe plug or grease relief fitting in the bottom of the pillow block to allow excess grease to escape. Be careful to prevent dirt from entering the bearing. Fill the pillow block approximately 1/3 full. Too much grease can cause the bearing to overheat resulting in premature failure.

Lubrication Frequency

The lubrication schedule for any application is determined by the operating conditions. Bearings handling clean, dry air at room temperatures will require less frequent lubrication (every 6 to 10 months) than bearings in dirty, hot environments (every 1 to 4 weeks). Re-lubrication is important as it purges contaminants from the bearing. Determine the correct lubrication schedule for your installation by visually examining the purged lubricant. If the lubricant is clean, lengthen the time between re-lubrications; if it is contaminated, shorten the interval.

Oil Lubricated Bearings

Oil lubricated bearings are much more sensitive to lubrication requirements than grease lubricated units. Lubricating oils must be free from water, sediment acids or resins and have sufficient viscosity for the fan operating temperatures. Viscosity is measured in SUS units (Saybolt Universal Seconds). The larger the SUS rating, the better the filming action of the oil. Viscosity drops as the temperature of the oil increases. A typical SAE 20 weight oil has an SUS rating of 348 at 100° F; and an SUS rating of 57 at 210° F.

Generally, oils are provided as follows:

Ball Bearings.....70 SUS
Roller Bearings.....100 SUS
Spherical Thrust Bearings.....150 SUS

Oil	Typical Viscosities
SAE 10 Weight	SUS 183 @ 100° F / 46 @ 210° F
SAE 20 Weight	SUS 348 @ 100° F / 57 @ 210° F
SAE 30 Weight	SUS 489 @ 100° F / 65 @ 210° F

Oil Lubricating Procedure

With the fan stopped, add oil until the level is 1/4" below the cap of the oil cup attached to the bearing pillow block; or until the oil is at the level mark indicated on the sight gauge (if



supplied). If the fan cannot be stopped to check the oil level, an operating oil level must be established. At initial start-up, with the oil at proper level, and the fan at operating temperature; mark the operating oil level while the fan is running. The **minimum** safe operating oil level is 1/8" below this mark.

Sleeve Bearing Lubrication

Fans shipped assembled with Dodge sleeve bearings are lubricated at the factory. The oil level must be checked before start up because of spillage that can occur during shipment. Sleeve bearings that are shipped separately, or as replacement units are not lubricated. Fill the oil to the top of the red circle in the oil gauge. Refer to your fan's specific data submittals for the proper grade of turbine oil required. After the fan is in operation, remove the bearing inspection covers and check that the oil rings are rotating freely and bringing up oil. Add oil and rotate the shaft by hand before initial start-up and after long shut down periods.

Oil should be changed when it becomes cloudy and/or dirty. Unusual or severe operating environments may require special lubrication schedules; consult your lubricant supplier, as necessary.

Flexible Coupling Lubrication

All metal type couplings such as Falk Steelflex and Fast gear units require regular lubrication. To re-lubricate, remove the lube plug(s) and add lubricant until the excess purges out the bottom opening; replace the lube plug.

Lubricant recommendations are included with your submittal data package; in general, recommended lubricants are:

Grease - Shell Alvania Grease #2 or Exxon Fibre Grease C.

Oils - Mineral base oils having a minimum viscosity of 150 SUS, or SAE 140 gear oil.

Dodge Para-Flex and Rex-Omega rubber element type couplings do not require lubrication.

Motor Bearing Lubrication

Motors are generally shipped with bearings pre-lubricated. For specific instructions, consult the motor manufacturer's maintenance manual.

TRICO Glass, LS or SS Opto-Matic Oilers

(Read Instructions Carefully Before Installing)

1. Remove reservoir and level adjuster mechanism from lower casing.
2. Ream inside of connecting pipes to remove burrs so oil can flow freely. Be sure that contaminants (chips, dirt, etc.) have been removed to prevent clogging or damage to the bearing.
3. Attach lower casting to bearing chamber through the side stem connection (figure 1). Use thread compound on all threaded plugs and stems before tightening.
4. Check the center line of lower casting side stem connection to be sure it is level and parallel with oil level (figure 1). Use spirit level if possible. Should a condition as shown in (figure 2) occur the lubricator will not function properly. This condition **must** be corrected either by re-tapping bearing chamber housing or by adjusting pipes.
5. Set level adjuster mechanism to determined oil level as shown in (figure 3).
6. Fill reservoir with oil and back out set screw on side of casting so as not to interfere when setting reservoir in place on lower casting.
7. Place thumb over reservoir spout, invert and place reservoir on lower casting while removing thumb. Allow

Figure 1.

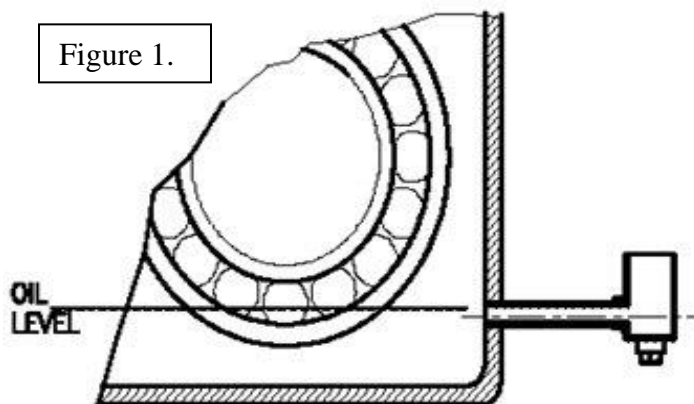


Figure 2.

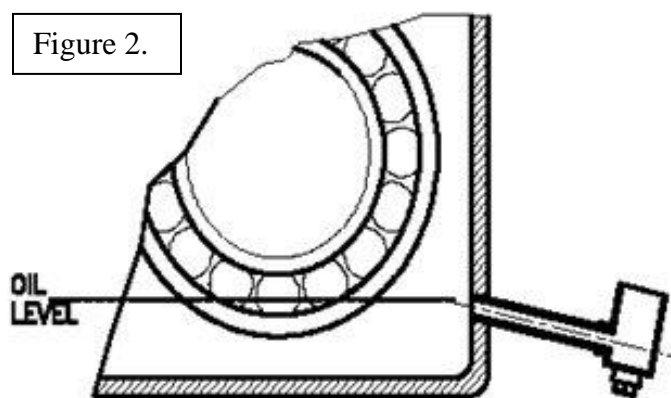
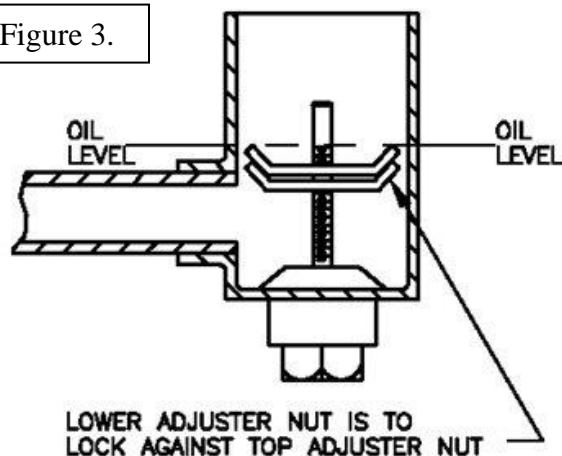
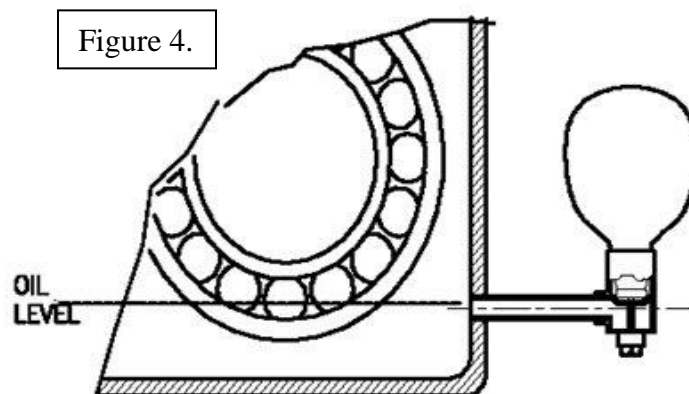


Figure 3.



reservoir to empty, filling the housing or bearing chamber (Figure 4).

Depending on the size and capacity of the bearing chamber several fillings of the reservoir may be required before the actual oil level is reached. **NEVER** use lower casting only as a fill spout, always fill through reservoir. When the oil level is reached, no more oil will run out of the reservoir bottle. Re-tighten set screw.



8. Start up the machine and check to see that the proper oil level is maintained. If the oil level is too low, remove reservoir and raise arms on level adjuster mechanism slightly, then repeat steps 6 and 7. If the oil level is too high, remove reservoir, lower-level adjuster arms slightly, and drain bearing chamber until oil level is reached, then repeat steps 6 and 7.
9. Once the lubricator has been properly adjusted, no further adjustments are necessary, only a periodical filling of the lubricator's reservoir is required.

NOTES:

- If the oil level is too high, the oil splashes, foams, and seeps out along the shaft, wasting oil and deteriorating motor windings. Excessive heating of the bearing may also occur.
- If the oil level is too low, excessive heating, or premature bearing failure will occur.
- If it is found that fans or pulleys cause suction, pulling oil out of the bearings while in operation, breather tubes are available; #30014 & #30015 which will help relieve this problem.
- Investigate these problems immediately and correct them so as to avoid extensive machine damage and costly shutdowns.

If you are unsure of the adjusted oil level, remove the top half of the bearing housing and look at the oil level. The oil should cover the bottom half of the rolling element as shown in figure 4.



Ordering Replacement Parts

Replacement parts can be ordered from your local sales representative or by contacting Fan Equipment Co., Inc. factory.

To order replacement parts, the following information is required:

1. The fan order number or serial number that is stamped on the fan nameplate.
2. The fan size and type.
3. The fan arrangement.
4. Description of part(s).
5. Any special materials of construction, paints, or coatings.

Additional Information:

When ordering wheels, shafts, motors, bearings, or drive components, the following additional information is required:

1. Wheel - Indicate type and class of wheel; direction of rotation; operating speed and temperature; material of construction; whether the hub is internal or external to the back plate; the bore and keyway dimensions.
2. Shaft - Provide length; diameter; material; and keyway dimensions.
3. Bearings - For anti-friction bearings, specify ball or roller type; size; manufacturer; whether fixed or expansion.
4. Drive components - Identify flexible coupling component required.
5. Motors - The name of the motor manufacturer and the nameplate data.

Recommended Spare Parts

The following spare parts are recommended for all fans:

1. Bearings - Shaft seals and housing split gaskets if furnished for your equipment; oil rings and held bearing liners for sleeve bearings.
2. Drive components - Couplings.
3. Gaskets - Shaft seal(s) and gaskets for housing splits.



For fans operating in hostile environments, where corrosion or erosion is present, ***or for fans that are essential to the operation of your particular system or plant facility***, we recommend the following spare parts inventory:

1. Housing scroll and side liners.
2. Fan shaft.
3. Fan wheel.
4. Fan bearings.
5. Motor.

Revisions

3-26-14: General Revisions and New Format.

6-14-23: Revised "Before You Begin", Bearing Lubrication Charts, and General Revisions.



Warranty

Unless otherwise agreed upon in writing, all shipments are made F.O.B. shipping point. Responsibility for damage or loss of products is transferred to the owner at this time. Unless specific instructions are included in the customer's purchase order, all shipments will be prepared for common carrier truck transportation. Packaging will be suitable to protect the product under normal circumstances, and to the acceptance standards of the carrier.

Fan Equipment Co., Inc. warrants that the design, construction, and materials of our products will be first-class, and free from defects in the materials and workmanship for a period not to exceed eighteen (18) months from shipment or twelve (12) months from date of installation, whichever occurs first. Our sole obligation under this Warranty is limited to the repair or replacement, without charge, at the purchase order F.O.B. point, of any defective parts. Fan Equipment Co., Inc. will not be responsible for damages, contingent liabilities, or consequential damages of any nature, resulting from the above stated Warranty; or from any defect in our products, either in materials, design, or construction, or arising from the use of such products. We do not guarantee against abrasion, corrosion, erosion, or accumulation of material on the fan (rotor buildup).

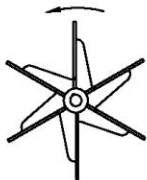
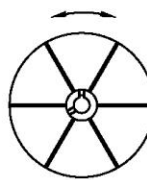
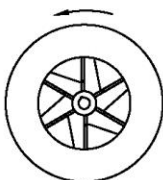
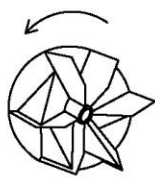
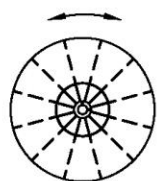

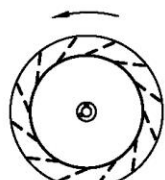
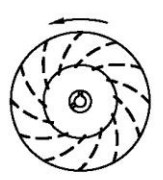
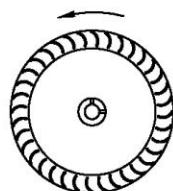
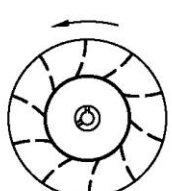
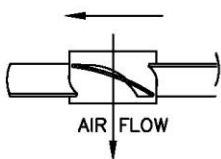
The above stated Warranty is given expressly in lieu of all other warranties expressed or implied, including warranties of merchantability and fitness for particular purpose, and constitutes the only Warranty made by seller.

Warranties on equipment not of our manufacture are limited to the Warranty terms of our suppliers.

All Warranty claims must be submitted to Fan Equipment Co., Inc. within ten (10) days of discovery of a defect within the warranty period or shall be deemed waived. Do not attempt to make any repairs to the fan equipment during the warranty period without the prior written authorization of Fan Equipment Co., Inc. or its' representatives; otherwise the Warranty is voided.

Fan Equipment Co., Inc. shall not be liable for any injury to persons or property resulting from improper installation, operation, misapplication, neglect, modification, repair, or maintenance (including lubrication) of equipment by customers or third parties.

Wheel Types

WHEEL TYPES (INLET SIDE VIEW)				
IE:	 'O' TYPE	 'L' TYPE	 'M' TYPE	 'RD' TYPE
HPS: HPO:	 HIGH PRESSURE	AF:	 AIRFOIL	
BC:	 BACKWARD INCLINED	BISC: BISC-Q:	 BACKWARD INCLINED SINGLE CAMBER	
FC:	 FORWARD CURVED	RT:	 RADIAL TIPPED	
VA:	(TOP VIEW OF WHEEL)  AIR FLOW AXIAL FLOW			

[illegible]