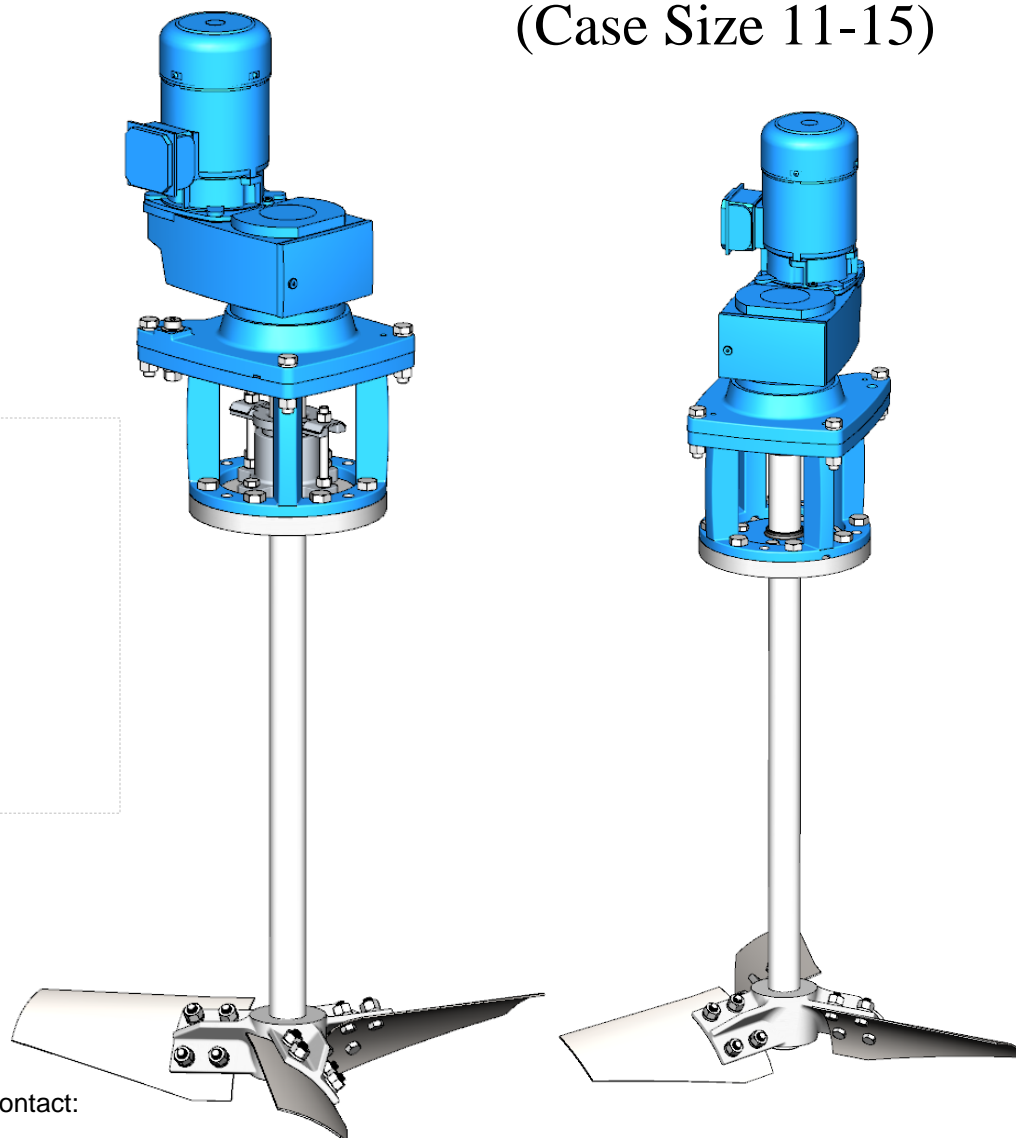


Installation, Operation and Maintenance Manual

MRA, MRL and MRNT Agitators (Case Size 11-15)

Equipment Reference:



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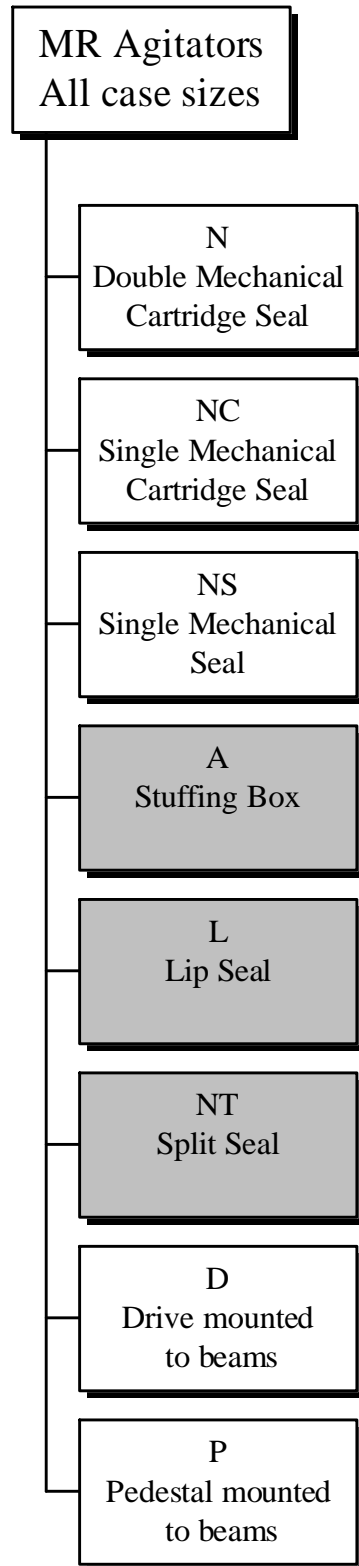
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A. PRODUCT NOMENCLATURE

Models described in this manual are shaded.

NOTE: *The case size referred to in this manual can be determined by the first two numbers in the model designation. For example: "14MRN-5" is a Case Size "14" agitator. Refer to unit assembly drawing or unit nameplate for model designation.*

B. INITIAL INSPECTION

Step 1: Inspect crates. Upon receipt, inspect all crates and equipment for any damage during shipping. If you observe any damage, please report it to your [local Chemineer office](#) or to the factory of origin. A claim should be filed immediately with the carrier involved.

Step 2: Uncrate. Check the contents. Do not un-crate the unit until you have read all the Installation instructions and viewed the assembly drawing shipped with the unit. Be careful in uncrating and handling. Before discarding the crating, make sure that all agitator parts have been removed. Correct assembly of this unit requires referring to both the unit assembly drawing and this manual.

Step 3: Questions? Call Chemineer. If the shipment is not complete or you do not understand what you have received, please contact your [local Chemineer office](#) immediately.

C. CHEMINEER ASSISTANCE

Chemineer maintains a fully staffed Parts and Field Service Department ready to help you with any service requirement. When in doubt contact your local Chemineer office, or Parts/Field Service department at the Chemineer Factory:

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For your convenience, Chemineer offers the following services:

- Installation and maintenance training seminars
- Installation and start-up supervision
- Preventative maintenance planning
- Parts order service



D. SAFETY

D.1 SAFETY SYMBOLS

Please always observe the following safety and information symbols!


	Danger!
	Risk of fatalities and injury
	Attention!
	Machine may be damaged
	Note!
	<i>Useful information</i>

All work including transportation, storage, installation, electrical connection, commissioning, servicing, maintenance and repair must be performed **only by qualified specialist personnel**.

	Danger!
	Installation and maintenance work may only be performed when gear units are at a standstill. The drive must be isolated and secured to prevent accidental start-up. Tighten the drive elements or secure the parallel key before switching on.
	Danger!
	Only transport using the eyebolts attached to the gear unit. No additional loads may be attached. Transportation aids and lifting gear must have an adequate load-bearing capacity.

If geared motors have an additional eyebolt attached to the motor, this must also be used. Avoid pulling the eyebolts at an angle. The thread of the eyebolt must be fully screwed in.

Observe all safety information, including that provided in the individual sections of this Operating Manual. All national and other regulations on safety and accident prevention must also be observed.

	Danger!
	Serious physical and property damage may result from inappropriate installation, non-designated use, incorrect operation, non-compliance with safety information, unauthorised removal of housing components or safety covers, and structural modifications to the gear unit.

D.2 VESSELS

All types of vessels either open or closed pose special safety challenges. It is essential that Installers, Operators and Maintainers of the equipment understand these special hazards.

Particular safety hazards arise because the vessel is typically defined as a “Confined Space”. This creates a number of special hazards, including the risk of having oxygen shortages. Never enter a confined space unless you are fully trained on the procedures and have the correct safety equipment and procedures in place.

One must not enter a confined space unless fully assured that it is safe. Typically, before entering a vessel you should require proof of power and process fluid lock out. Always carry with you an oxygen sensor (in order to verify a safe atmosphere), a suitable safety harnesses and lifting equipment. Typically, a shoulder lift harness and a man-lifting crane are required (a man on the end of a rope or a center back lift offers no safety protection). A suitable safety cover must be provided at all time.

In cases where a vessel has been in service, tests must be made to ensure that no hazardous products or product residues are present.

The work site is often within a designated hazardous area. Where potentially explosive conditions exist, all efforts must be made to make the area safe before proceeding with work. Where this is not possible, a detailed, individual hazard assessment is vital. Special working procedures and tooling are required.

D.3 FASTENERS

Important fasteners should not be re-used. When a fastener is disturbed, always replace it with a new one. Dispose of used fasteners. Do not keep them for re-use.

D.4 CE MARKING (WHERE APPLICABLE)

Any CE marking and associated documentation applies to the mixer only on the basis that it is an individual product. After installation of the mixer into the mixing system, it becomes an integral part of a larger installation. **Chemineer is not responsible for the CE marking once the mixer has been installed into the mixing system.** As a standard, the mounting flange has been designed for the design conditions stated on the arrangement drawing and a fiber flange gasket (supplied by others). Where other conditions apply, they will be stated on the assembly drawing.

D.5 SAFETY CHECKLIST

- ☑ This Installation, Operation and Maintenance Manual, assembly drawings, and any supplements must be reviewed and understood before commencing installation and operation.
- ☑ All site rules must be observed for the installation and operation of this mixer.
- ☑ Ensure all external connections are made in accordance with applicable codes of practice.
- ☑ The mixer must be earthed (connected to ground).
- ☑ Correct rotation must be checked prior to operation.
- ☑ **Do not** exceed the operating pressures, temperatures, and other conditions for which the machine has been designed.
- ☑ **Do not** operate the agitator unless all guards are securely fixed. Do not modify any guarding. Open tanks fitted with agitators must be provided with suitable guarding to prevent personnel contacting agitator-moving parts. The user is responsible for providing these guards.
- ☑ Ensure mechanical seal setting clips are disengaged before operation. These clips should be retained for future use.
- ☑ Ensure gas supply system, (if applicable) is correctly installed, pressurized and ready for operation.
- ☑ **Do not** touch rotating components.
- ☑ During servicing of the mixer, the motor must be isolated from the power supply and the supply locked out.
- ☑ **Do not** operate the mixer for applications other than for its intended use.
- ☑ **Do not** modify the mixer without reviewing the change with Chemineer. It is unsafe to use non-standard parts without Chemineer's approval. When in doubt, ask your local Chemineer office.

WHEN IN DOUBT, ASK!

D.6 DISPOSAL

Observe the current local regulations. In particular, lubricants must be collected and disposed of correctly.

Table 1. DISPOSAL OF GEARBOX COMPONENTS

Gear unit components:	Material:
Toothed wheels, shafts, rolling bearings, parallel keys, locking rings, ...	Steel
Gear unit housing, housing components, ...	Grey cast iron
Light alloy gear unit housing, light alloy gear unit housing components, ...	Aluminium
Worm gears, bushes, ...	Bronze
Radial seals, sealing caps, rubber components,...	Elastomers with steel
Coupling components	Plastic with steel
Flat seals	Asbestos-free sealing material
Gear oil	Additive mineral oil
Synthetic gear oil (rating plate code: CLP PG)	Polyglycol-based lubricants
Cooling spiral, embedding material of the cooling spiral, screw fittings	Copper, epoxy, yellow brass

E. STORAGE

Do not remove protective packaging, desiccant, or any protective coatings applied to the wetted parts until the agitator is to be put into service. If the equipment is to be stored, do not stack crates. Store in a clean dry indoor location, which is free from wide variations in temperature. The storage area should be free from vibration and excessive heat.


Inspect for external rust at three-month intervals. Apply a rust preventative to unpainted carbon steel surfaces to prevent corrosion during storage. If the unit has been in storage for more than three months or subjected to adverse moisture conditions, the motor windings may have to be dried prior to operation.

E.1 SHORT-TERM INDOOR STORAGE

The factory storage preparations should be acceptable for up to six months storage. If the storage period will exceed six months, see the Long-Term Indoor Storage section. The following precautions should be followed:

- Store the gearbox in the running position and secure gear unit against falling
- Lightly grease bare metal housing surfaces and shafts
- Store in dry rooms
- Temperature must not fluctuate beyond the range of -5°C [23°F] to $+40^{\circ}\text{C}$ [104°F]
- Relative humidity less than 60%
- No direct exposure to sunlight or UV light
- No aggressive, corrosive substances (contaminated air, ozone, gases, solvents, acids, alkalis, salts, radioactivity etc.) in the immediate vicinity
- No vibration or oscillation

E.2 OUTDOOR OR LONG-TERM INDOOR STORAGE

	Note!
	For storage or standstill periods in excess of 9 months, Chemineer recommends the long-term storage option. With the long-term storage option and the use of the measures listed below, storage for up to 2 years is possible. As the actual influences on the unit greatly depend on the local conditions, these times should only be regarded as guide values.

Storage of agitators and motors outdoors is not recommended. Unless specially prepared, our equipment is supplied with the intent that it will be immediately installed and commissioned or subject to short-term indoor storage only.

Equipment subject to long-term storage can suffer extensive damage due to corrosion. Unlike during operation, during storage the gearbox surfaces are not covered with oil and the moisture due to condensation inside the gearbox does not evaporate. This can rapidly lead to severe rust of the precision components causing extensive damage.

The method employed for long-term storage is to prevent the humidity/temperature changes and airborne chemicals from making contact with the internal components of the equipment.

The methods described below provide protection but cannot avoid some level of degradation of the equipment.

- Store in the running position and secure gear unit against falling
- Transportation damage to the external paint must be repaired. Check that a suitable rust inhibitor is applied to the flange bearing surfaces. If necessary apply a suitable rust inhibitor to the surfaces.
- Gear units with the long-term storage option are completely filled with lubricant or have VCI corrosion protection agents added to the gear oil. (See label on gear unit)
- The sealing band in the vent plug must not be removed during storage. The gear unit must remain sealed tight.
- Store in a dry place.
- In tropical regions, the drive unit must be protected against damage by insects
- Temperature must not fluctuate beyond the range of -5°C [23°F] to $+40^{\circ}\text{C}$ [104°F]
- Relative humidity less than 60%
- If the relative humidity is $<50\%$ the gear unit can be stored for up to 3 years.
- No direct exposure to sunlight or UV light
- No aggressive, corrosive substances (contaminated air, ozone, gases, solvents, acids, alkalis, salts, radioactivity etc.) in the immediate vicinity
- No vibration or oscillation

Measures before commissioning the gearbox

- If the storage or standstill period exceeds 2 years or the temperature during short-term storage greatly deviates from the standard range, the lubricant in the gear unit must be replaced before commissioning.
- If the gear unit is completely filled, the oil level must be reduced before commissioning.

E.2.1 To prevent from corrosion:

Extremes temperatures can cause the oil volume to change. To prevent oil leakage through the seals, it is recommended to reduce the oil capacity if it is known the temperature will vary greatly throughout the storage period.

E.2.2 To protect elastomers:


Elastomers will age, can stick or take set. In order to prevent the elastomers from sticking, regularly rotate shafts in order to redistribute lubricants. Protect the equipment from direct sunlight and from ozone to minimize the rate of aging of the elastomers.

E.2.3 To avoid false brinelling:

Rotate the motor and gear drive shafts 10 to 15 revolutions at least once per month to reduce the possibility of false brinelling of the bearings and to re-distribute bearing grease.

Other problems include vibration related damage. Do not store equipment in a manner that subjects it to vibration.

Motor space heaters, if installed, should be energized during the storage period.

	Note!
	When the equipment is to be stored in a strong chemical environment or near salt-water, protection procedures should be executed immediately upon receipt of the equipment.

E.3 CUSTOMER RESPONSIBILITY

To ensure the original quality of the Chemineer equipment prior to commissioning after storage, all components must be inspected by an authorized Chemineer Service Engineer. Any sub assemblies not manufactured by Chemineer must be inspected by that part supplier/manufacture's authorized service personnel. Chemineer is not responsible for the cost of such a service.

Because of storage location and other unknown site factors are beyond Chemineer's control, Chemineer will not accept any liability for damage to the equipment during the storage period.

F. VESSEL MOUNTING

The MRA, MRL and MRNT style agitators are designed to mount on an ANSI, DIN, or other standard flange, nozzle or pad located on the vessel top head. See Figure 1, page 13, and Figure 2, page 14.

The most frequent cause of mechanical difficulty with an agitator is improper mounting. It is imperative to heed the following guidelines:

1. The agitator extension shaft is designed to run in a true vertical position.
2. Do not angle or side mount the agitator unless it was specifically designed for angle mounting by Chemineer.
3. The agitator drive assembly must be **level within 1/2°** (8.8 mm/m). Any angular misalignment may be corrected by machining the nozzle or pad level and flat, or shimming in the case of non flange-mounted units. Steady bearing units or units with close internal clearances are required to be **level within 1/4°** (4.4 mm/m)
4. Start up of the agitator with the turbine impacted in solids is beyond the scope of these recommendations.
5. The mounting structure must be rigid enough to meet the requirements described in section F.1 below.

F.1 DESCRIPTION OF AGITATOR LOADS

During operation of the agitator, the fluid motion in the vessel produced by the rotation of the turbine impeller can exert significant forces and moments on the agitator extension shaft. The forces and moments produced by the turbine rotating in a fluid are; torque, turbine thrust (up or down) and turbine hydraulic (side) force.

The hydraulic forces acting on the turbine generate moments, which act on the shaft and are transmitted to the agitator drive. Because of the random nature of the forces and the rotation of the shaft, the direction of these forces is constantly changing.

A pitched blade or axial flow turbine will impart an upward or downward thrust depending on if it is a down or up pumping turbine, respectively. The thrust force is generally less than the weight of the unit.

The agitator has been designed to accommodate all of the forces mentioned, and as a result, the forces are transmitted directly to the mounting support. The support structure must be rigid enough to support the agitator weight and the live agitator reactions resulting from the torque, thrust and bending moment. The structure should be sufficiently rigid that, ***assuming a perfectly rigid agitator extension shaft***, the vessel deflection will not cause the impeller end of the shaft to deflect more than 2.6 mm per meter of shaft length. For high-speed units a greater level of stiffness should be achieved. An agitator mounted on a structure that is adequately rigid should typically have a vibration velocity of less than 9 mm / sec measured at the furthest end from the drive shaft.

The nozzle or pad and vessel top head must be rigid enough to support the agitator weight and limit the angular displacement of the agitator drive to 0.05 degrees as a result of the torque and bending moment. Refer to the agitator assembly drawing for the nozzle or pad design loads.

See Table 2 and Table 3, page 15, for the recommended vessel head thickness vs. vessel diameter, agitator case size and mounting nozzle or pad size. These tables are to be used as a guide for determining when vessel head reinforcement is required.

The tables are based upon the use of the ASME flanged and dished heads, atmospheric design pressures and ChemScale[®] agitation levels of 6 to 7. Elliptical or hemispherical heads of the same diameter and thickness are more rigid than ASME flanged and dished heads. Design pressures greater than atmospheric may require vessel head thickness greater than the table values. Very high ChemScale[®] agitation levels may require vessel head thickness greater than the table values. If the vessel head is not rigid enough, the head thickness can be increased or a reinforcement pad (Figure 2, page 14) can be added.

THIS INFORMATION IS INTENDED AS A GUIDE, AND DOES NOT RELIEVE THE USER OF COMPLETELY ANALYZING THE ENTIRE MOUNTING SYSTEM. EXTREME APPLICATIONS OR DESIGNS MAY REQUIRE SUPPORT STIFFNESS GREATER THAN THE RECOMMENDATIONS PROVIDED HEREIN. CONSULT CHEMINEER INSIDE SALES FOR DESIGN GUIDANCE.

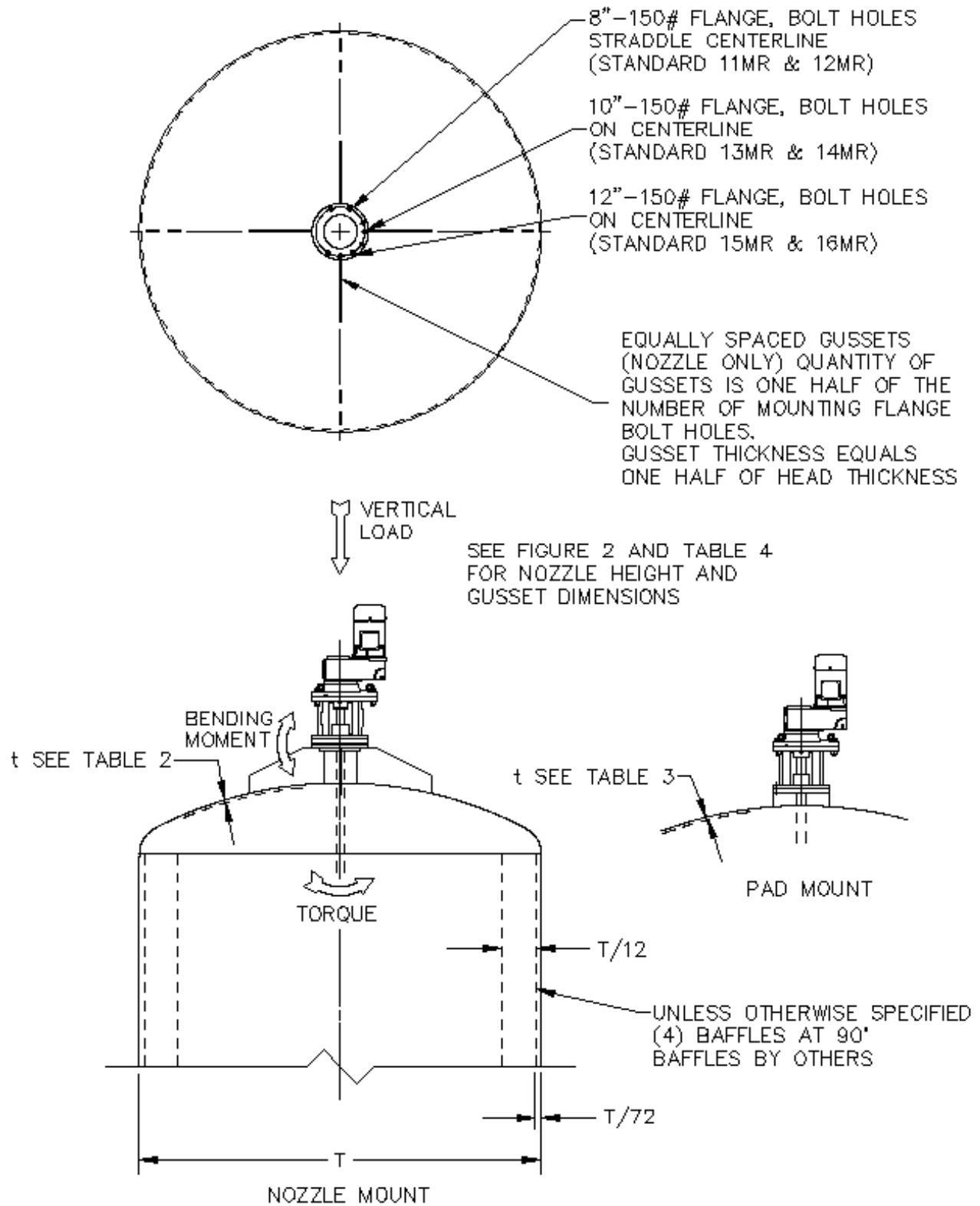


Figure 1. Vessel Mounting

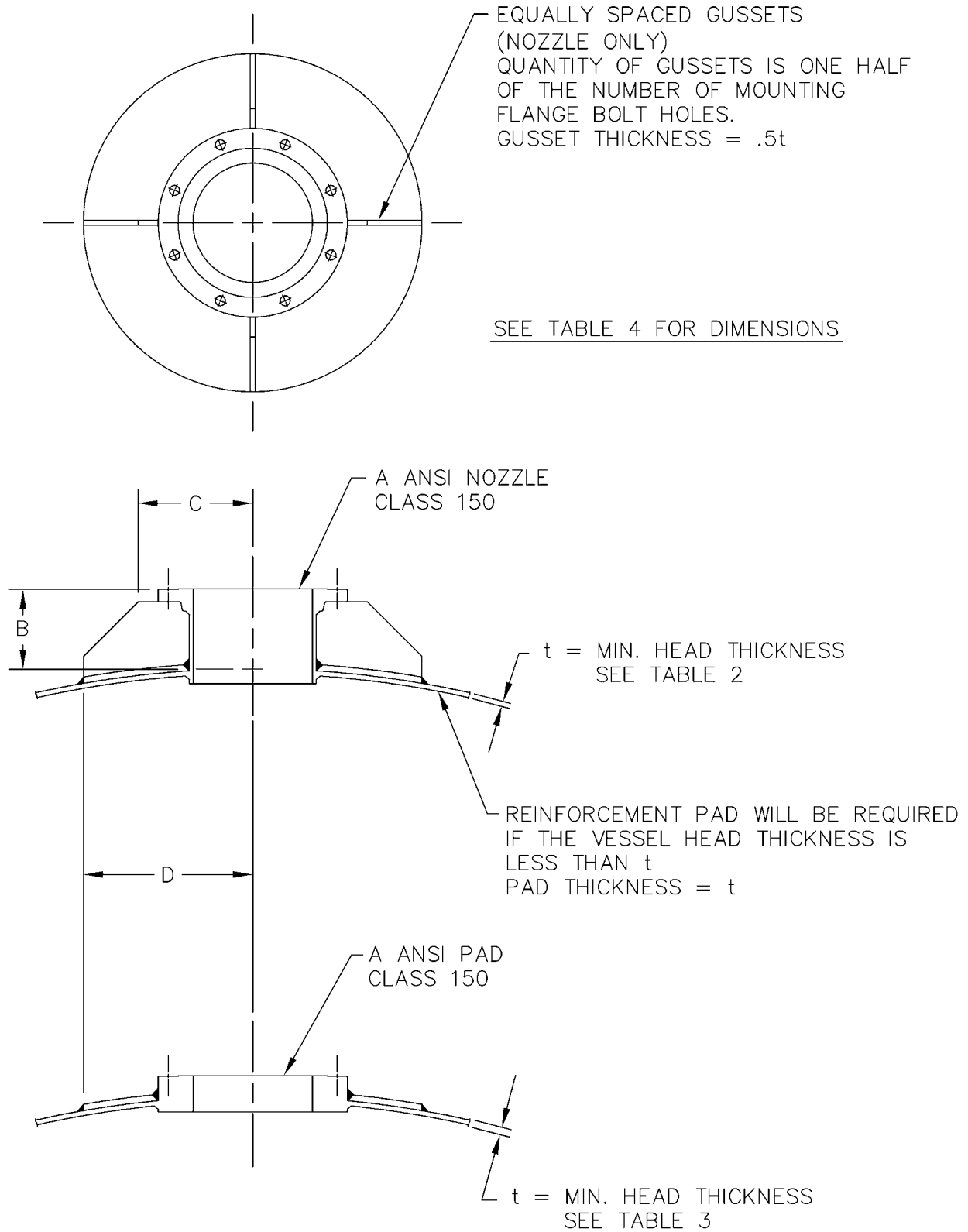


Figure 2. Vessel Mounting Nozzle/Pad

Table 2. VESSEL HEAD THICKNESS (t), NOZZLE MOUNT

VESSEL DIAMETER Ft (m)	CASE SIZE (NOZZLE SIZE)		
	11/12 MR (8")	13/14 MR (10")	15 MR (12")
4 (1.22)	.188" (5.0mm)	.250" (6.0mm)	.375" (10.0mm)
5 (1.52)	.188" (5.0mm)	.313" (8.0mm)	.438" (11.0mm)
6 (1.83)	.250" (6.0mm)	.313" (8.0mm)	.500" (13.0mm)
7 (2.13)	.313" (8.0mm)	.375" (10.0mm)	.563" (14.0mm)
8 (2.44)	.313" (8.0mm)	.438" (11.0mm)	.625" (16.0mm)
9 (2.74)	.375" (10.0mm)	.500" (13.0mm)	.625" (16.0mm)
10 (3.05)	.375" (10.0mm)	.500" (13.0mm)	.750" (19.0mm)
12 (3.66)	.438" (11.0mm)	.625" (16.0mm)	.750" (19.0mm)
15 (4.57)	.563" (14.0mm)	.750" (19.0mm)	.875" (22.0mm)
20 (6.10)	.688" (18.0mm)	.938" (24.0mm)	.875" (22.0mm)

Table 3. VESSEL HEAD THICKNESS (t), PAD MOUNT


VESSEL DIAMETER Ft (m)	CASE SIZE (NOZZLE SIZE)		
	11/12 MR (8")	13/14 MR (10")	15 MR (12")
4 (1.22)	.125" (3.0mm)	.188" (5.0mm)	.250" (6.0mm)
5 (1.52)	.125" (3.0mm)	.188" (5.0mm)	.250" (6.0mm)
6 (1.83)	.125" (3.0mm)	.188" (5.0mm)	.250" (6.0mm)
7 (2.13)	.125" (3.0mm)	.188" (5.0mm)	.312" (8.0mm)
8 (2.44)	.188" (5.0mm)	.250" (6.0mm)	.312" (8.0mm)
9 (2.74)	.188" (5.0mm)	.250" (6.0mm)	.375" (10.0mm)
10 (3.05)	.188" (5.0mm)	.250" (6.0mm)	.375" (10.0mm)
12 (3.66)	.188" (5.0mm)	.250" (6.0mm)	.437" (11.0mm)
15 (4.57)	.250" (6.0mm)	.313" (8.0mm)	.500" (13.0mm)
20 (6.10)	.250" (6.0mm)	.375" (10.0mm)	.625" (16.0mm)

Table 4. AGITATOR MOUNTING REINFORCEMENT DIMENSIONS


CASE SIZE	A	B	C	D
11/12 MR	8"	6" (152mm)	8" (203mm)	12" (305mm)
13/14 MR	10"	8" (203mm)	11.5" (292mm)	15.5" (394mm)
15 MR	12"	8" (203mm)	11.5" (292mm)	17" (432 mm)

G. AGITATOR INSTALLATION


Correct installation requires both the unit assembly drawing and this manual.

	Note!
	These instructions deal with the highest level of details required to assemble the entire unit. However, the specific unit supplied to you may have some assembly steps completed. Use discretion and omit these steps

1. The agitator is shipped in various crates: one for the agitator gear drive [200], one for the shaft and impeller [500] and typically one for the motor [100]. Optional accessories, multiple shafts, or multiple impellers may be crated separately.

	Attention!
	Coated/rubber covered agitator parts require special handling to avoid damage to coatings/rubber coverings. Do not use chains or hooks on coated/covered surfaces. Special care is required to prevent damage to edges and outside corners. Special installation procedures are required for large one-piece impeller/extension shaft assemblies. Contact Chemineer Field Service for instructions.

2. Remove all shipping restraints. A hoist or crane system for the lifting of the agitator parts must be available. Refer to Figure 10, page 27, for lifting instructions. The approximate net weight of the unit is shown on the unit assembly drawing. Since gear drives are typically supplied with the motor un-mounted, always verify that the motor being mounted is correct for the gear drive by checking the assembly drawing.
3. Install handhole cover bolts, lockwashers [1106, 1107] into the pedestal [1101]. Refer to Figure 12 and Figure 13, page 32. Assemble the pedestal to mounting flange [1251] using bolts and lockwashers [1116, 1117] (see Figure 3). Torque bolts to value shown in the APPENDIX, Page 89. Install gear drive support pedestal/mounting flange assembly to vessel nozzle, along with the gasket and fastener set furnished by customer (on stud mounted units, studs [1258] are supplied by Chemineer).

	Attention!
	Unrestrained cold flowing gasket materials must not be used to seal the agitator to the vessel.

4. Lift the agitator extension shaft and lower it into the vessel. Lift the shaft up through the mounting flange from inside the vessel and block it in place such that the shaft extends above the pedestal.

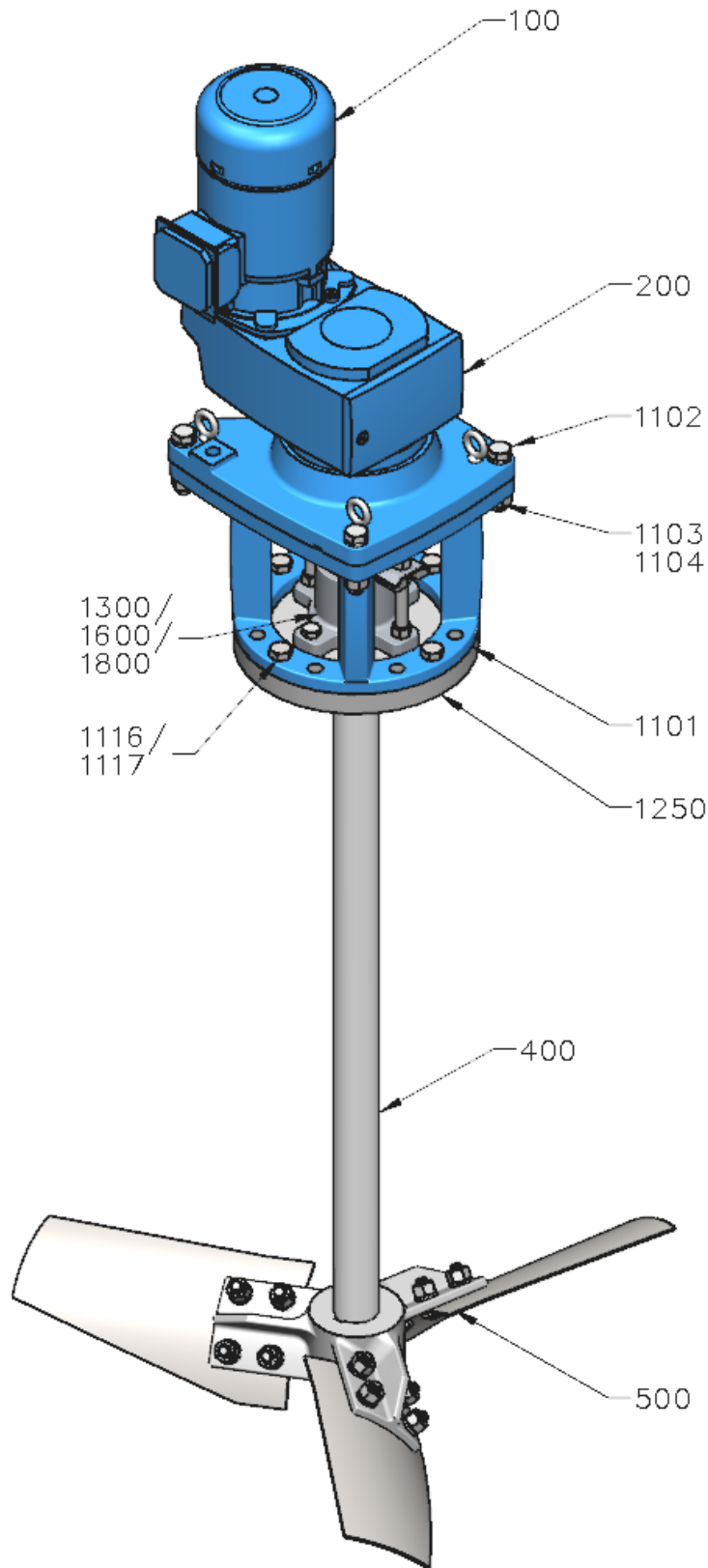


Figure 3. MRA, MRL, MRNT Agitator Assembly

H. SEAL INSTALLATION - STUFFING BOX

Applicable to: MRA. Examine Figure 4 and Figure 5 to determine which type of stuffing box was supplied with your unit.

H.1 BOLT-IN STUFFING BOX DESIGN (CAST HOUSING)

1. Place the o-ring [1252] into the groove in the mounting flange [1251].
2. Install packing housing [1314] and packing rings [1313]. Stagger the packing split by 90° during installation. Seat each packing ring as it is installed.
3. Install the two threaded studs [1305] at 180° from each other.
4. Install nuts, lockwashers and flatwashers [1306, 1307, 1308] onto studs. *Do not tighten bolts at this time.*
5. Install two bolts, lockwashers and flatwashers [1309, 1310, 1311]. *Do not tighten bolts at this time.*

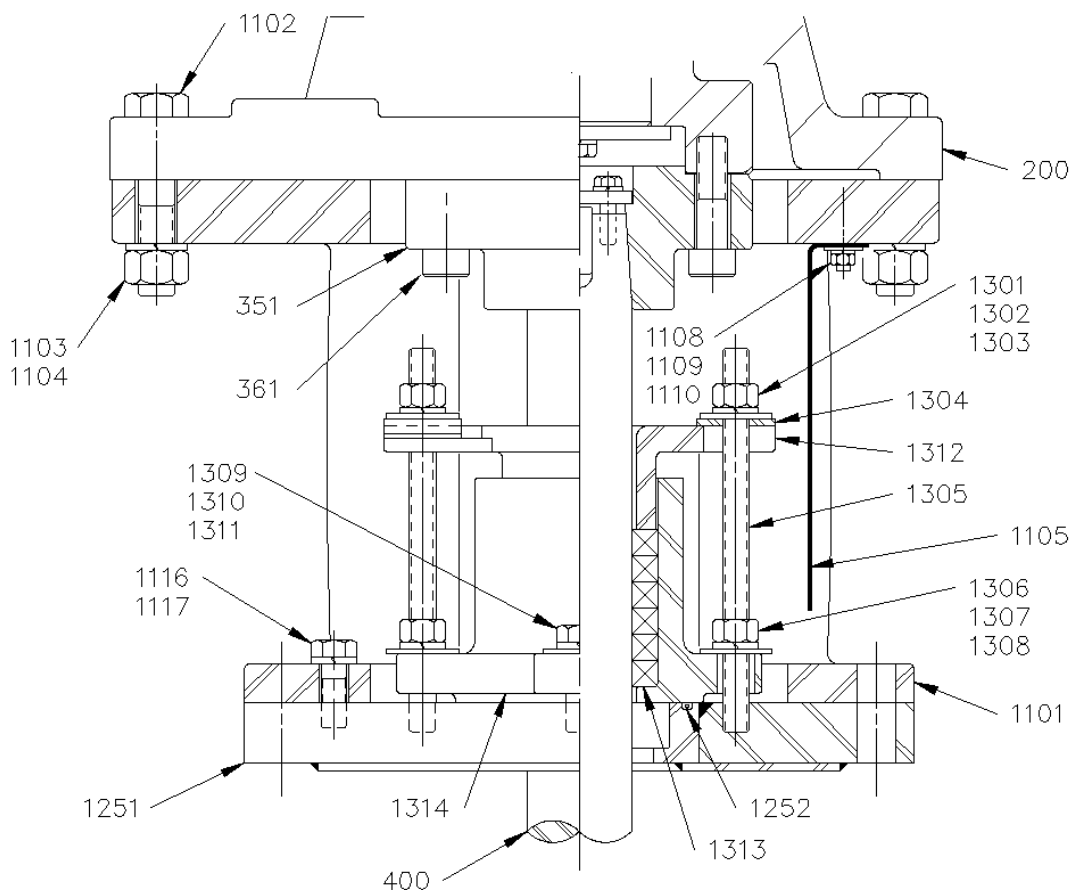


Figure 4. A Style 6-Ring Stuffing Box (Cast Housing)

6. Follow instructions in Section K, page 25 in order to install the gearbox and taper bore coupling.
7. Attach an indicator to the extension shaft and set the point of the indicator on the inside diameter of the stuffing box housing. Align the stuffing box housing to within .005" (0.127 mm) FIM of the shaft centerline and then tighten bolts **[1309]** and nuts **[1306]**. Torque to the value shown in APPENDIX, Page 89.
8. Install split packing gland **[1312]** over threaded studs **[1305]** with gland clamps **[1304]**, flatwashers **[1303]**, lockwashers **[1302]**, and hex adjusting nuts **[1301]**. Refer to Figure 4, page 19. The split packing gland must be square with the packing housing **[1314]**. Tighten bolts **[1309]** and nuts **[1306]**. Torque to the value shown in the APPENDIX, Page 89. Tighten the hex adjusting nuts.
9. Let the packing set for five to ten minutes so that it can cold flow and adjust to the gland pressure. Loosen the hex adjusting nuts, then finger tighten. After starting the unit, the packing will require adjusting. Refer to SHAFT SEALS - OPERATION.
10. Continue with the agitator installation.

H.2 BOLT-IN STUFFING BOX DESIGN (FABRICATED HOUSING)

1. Assemble the flange **[1251]** to the vessel with the proper gasket and bolts (supplied by others).
2. If a removable coupling is supplied with the unit, lift the agitator extension shaft and lower it into the vessel. Lift the shaft up through the mounting flange from inside the vessel and block it in place such that the shaft extends above the gearbox mounting surface. If a welded or shrink fit coupling is already assembled onto the shaft, the shaft will need to be lowered down into the flange and blocked in place in this manner.
3. Place o-ring **[1252]** into the groove in the mounting flange **[1251]**.
4. Install the packing housing **[1314]**, clamping gland **[1315]** and packing rings **[1313]**. Do not bolt down the clamping ring at this time. Stagger each packing split by 90° during installation. Seat each packing ring one at a time as it is installed.
5. Install the two threaded studs **[1305]** at 180° from each other.
6. Install gland plate, nuts and flatwasher **[1355, 1306, 1308]** onto studs. *Do not tighten at this time.*
7. Install four flatwashers and bolts **[1311, 1316]**. *Do not tighten at this time.*
8. Install the extension shaft removable coupling (if applicable). Follow instructions in Section K, page 25, in order to install the gearbox and taper bore coupling.
9. Tape gland plate **[1355]** to the extension shaft coupling half. Attach an indicator to the extension shaft and set the point of the indicator on the inside diameter of the stuffing box housing. Align the stuffing box housing to within .005" (0.127 mm) FIM of the shaft centerline and then tighten bolts **[1316]** and nuts **[1306]**. Torque to the value shown in APPENDIX, Page 89.
10. Install split gland **[1356]**. The split packing gland must be square with the packing housing **[1314]**. Finger tighten the hex adjusting nuts **[1301]**.
11. Let the packing set for five to ten minutes so that it can cold flow and adjust to the gland pressure. Loosen the hex adjusting nuts, then finger tighten. After starting the unit, the packing will require adjusting. Refer to SHAFT SEALS - OPERATION.
12. Continue with the agitator installation.

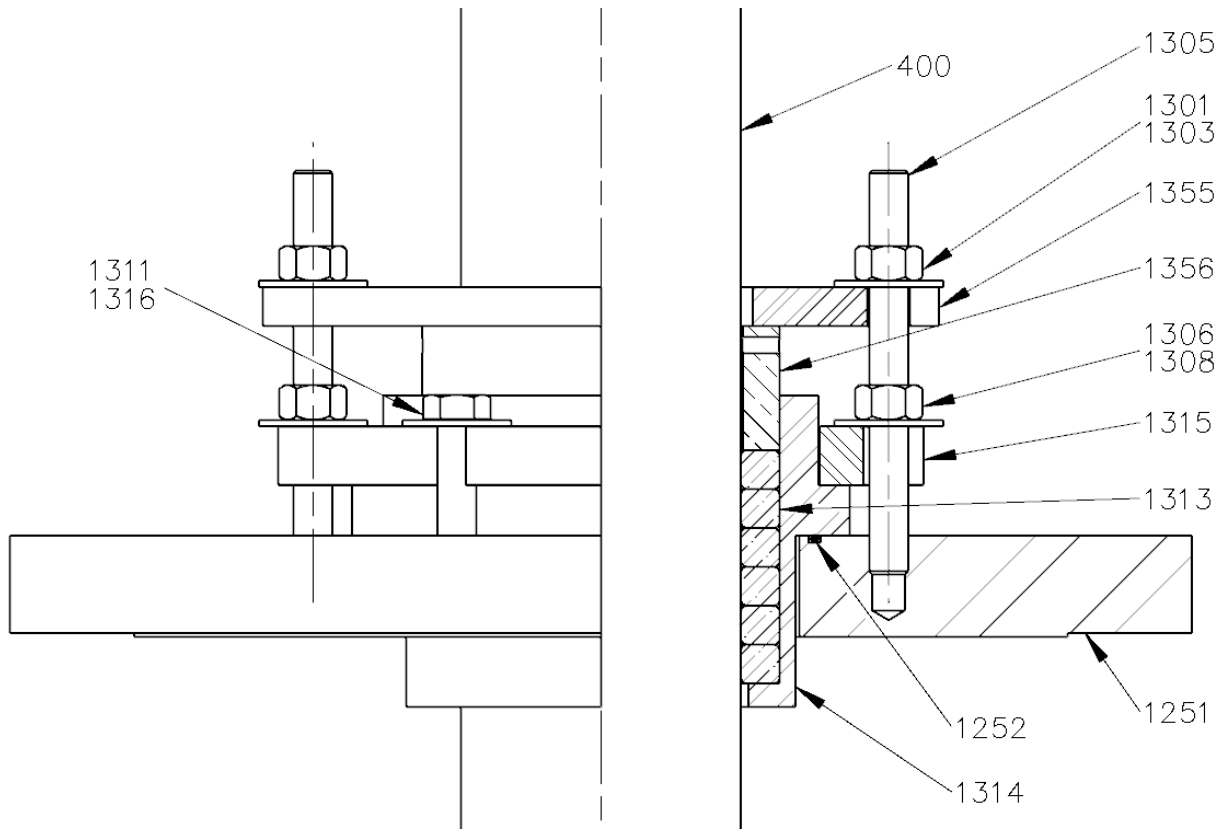


Figure 5. A-Style 6-Ring Stuffing Box (fabricated housing)

I. SEAL INSTALLATION - LIP SEAL

Applicable to: MRL

1. Install o-ring [1252] into the groove in the mounting flange [1251].
2. Install seal plate [1802] with bolts and lockwashers [1803, 1804].
3. Install nitrile V-ring [1801] over shaft end and onto seal plate. *Do not tighten bolts at this time.*

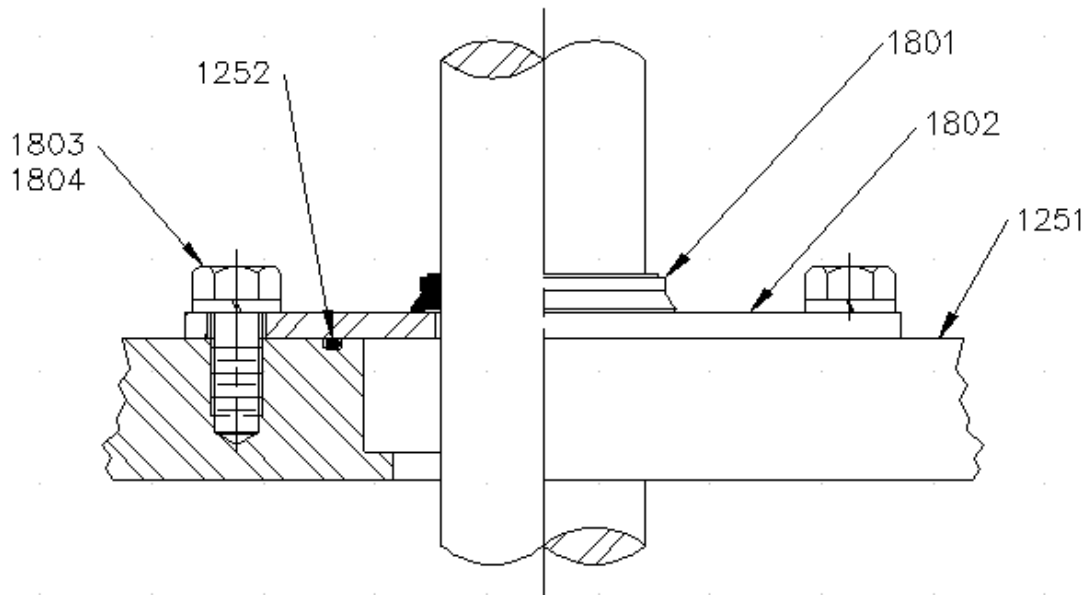


Figure 6. L Style – Lip Seal

4. Follow instructions in Section K, page 25 in order to install the gearbox and taper bore coupling.
5. Follow instructions in Section M, page 31 in order to check for shaft runout before continuing to install the seal.
6. Center the seal plate [1802] on the shaft. Torque bolts [1803] to the value shown in the APPENDIX, Page 89. Refer to Figure 6, page 23. Slide V-ring [1801] down the shaft to contact seal plate. If the process conditions allow, it is a good idea to lubricate the v-ring prior to start up with any compatible grease.

J. SEAL INSTALLATION - SPLIT SEAL

Applicable to: MRNT

1. Place the o-ring [1252] in the mounting flange [1251] groove.
2. Install seal adapter plate [1261], bolts and lockwashers [1266, 1267]. *Do not tighten bolts at this time.*

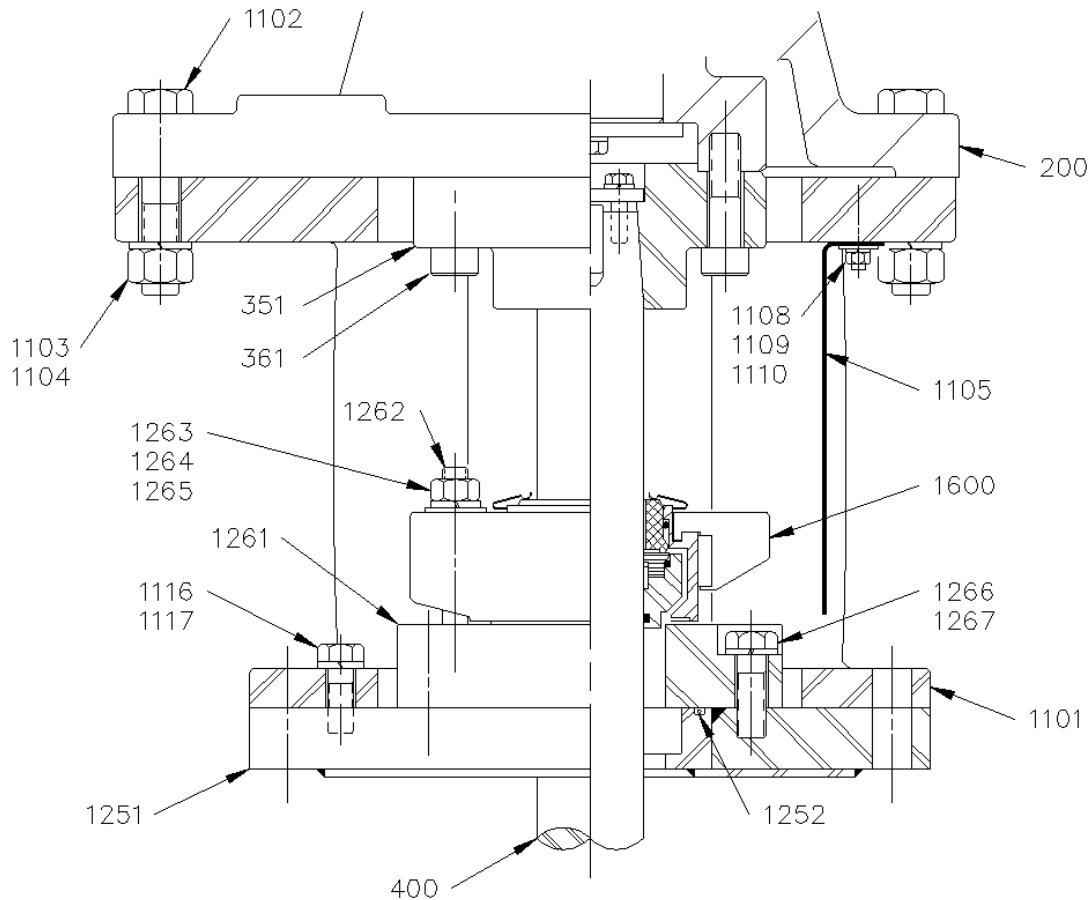




Figure 7. NT Style – Split Seal

3. Follow instructions in Section K, page 25 in order to install the gearbox and taper bore coupling.
4. Follow instructions in Section M, page 31, in order to check for shaft runout before continuing to install the seal.
5. Center the seal adapter plate [1261] on the shaft. Torque bolts [1266] to the value shown in the APPENDIX, Page 89. Refer to Figure 7, page 24.
6. The split seal is packaged separately, ready to install. Prior to installing seal, clean and inspect the mechanical seal mounting surfaces of the shaft and mechanical seal adapter. These surfaces must be clean and free of nicks or burrs. Handle and install the parts carefully. Any dirt particles placed on the seal faces or scratches caused during handling may cause seal failure.

K. TAPER BORE COUPLING AND GEAR DRIVE INSTALLATION

	Danger!
	To prevent injury, the danger area must be generously cordoned off. Standing under the gear unit during transport is extremely dangerous.

	Attention!
	<p>Avoid damage to the gear unit. Impacts to the free ends of the shafts may cause internal damage to the gear unit.</p> <p>Use adequately dimensioned and suitable means of transportation. Lifting tackle must be designed for the weight of the gear unit. The weight of the gear unit can be obtained from the dispatch documents or the assembly drawings supplied with your unit.</p>

K.1 PREPARING THE GEARBOX FOR INSTALLATION

The drive unit must be inspected and may only be installed if no transportation damage or leaks are visible. In particular the radial seals and the sealing caps must be inspected for damage. Thoroughly remove rust inhibitor from the drive shafts and flange surfaces before assembly. In applications where an incorrect rotational direction may result in damage or potential risk, the correct rotational direction of the drive shaft is to be established by test running the drive when uncoupled and guaranteeing such for subsequent operation.

Ensure that no aggressive or corrosive substances are present in the area surrounding the installation site or are subsequently expected during operation, which attack metal, lubricants or elastomers.

If a vent plug is fitted, the sealing cord must be removed from the vent plug before commissioning.

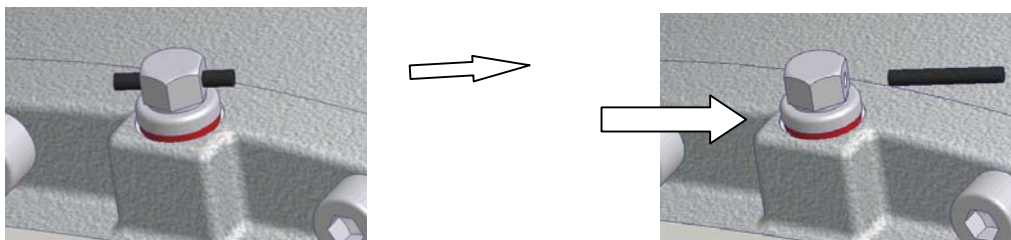




Figure 8. Vent Plug Activation

K.2 SHAFT TAPER COUPLING INSTALLATION

1. Clean the extension shaft [400] and coupling half [351] bore and make sure that both surfaces are free from burrs or nicks. Place key [352] in the coupling keyway to make sure it slides freely. Install the key in the shaft keyway making sure it is properly oriented and fully bottomed in the keyway.

	Attention!
	Do not apply lubricant or anti-seize compound to coupling taper. Shaft and coupling tapers must be clean, dry and free of nicks.

2. Slide the coupling half onto the tapered shaft end until both seat firmly against each other. Make sure that the coupling half is not hung up on the key or cocked at an angle to the shaft.

	Attention!
	Avoid surface damage and bending of the shaft. Protect the tenon and the face of the coupling. These surfaces must be perfectly clean and free of nicks.

3. Install shaft bolts:

2 Bolt Design: Install coupling washer [354]. Install bolts [357] and lockwashers [358]. Torque bolts to the value shown in the APPENDIX, Page 89.

1 Bolt Design: Install coupling washer [353]. Install bolt [355] and lockwasher [356]. Torque bolts to the value shown in the APPENDIX, Page 89.

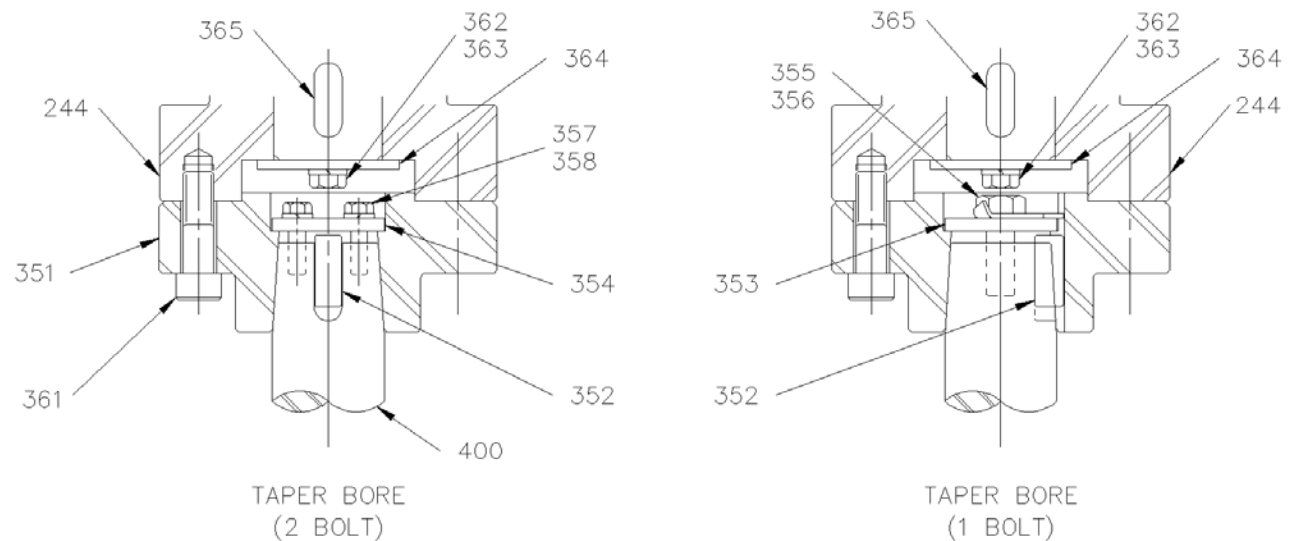



Figure 9. Shaft Coupling Installation

K.3 GEARBOX INSTALLATION

	Danger!
	<p><i>To ensure that the gearbox does not get too warm and to avoid injury to persons, observe the following during installation:</i></p> <ol style="list-style-type: none"> 1. The surfaces of gear units or geared motors may become hot during or shortly after operation. Attention: danger of burns!! Protection against accidental contact may need to be installed. 2. With geared motors, the cooling air of the motor fan must be able to flow unobstructed onto the gear unit. 3. Welding of the gear unit is prohibited. The gear unit must not be used as the earth connection for welding work, as this may cause damage to the bearings and gear wheels. 4. The gear unit must be precisely aligned with the drive shaft of the machine in order to prevent additional forces from being imposed on the gear unit due to tension.

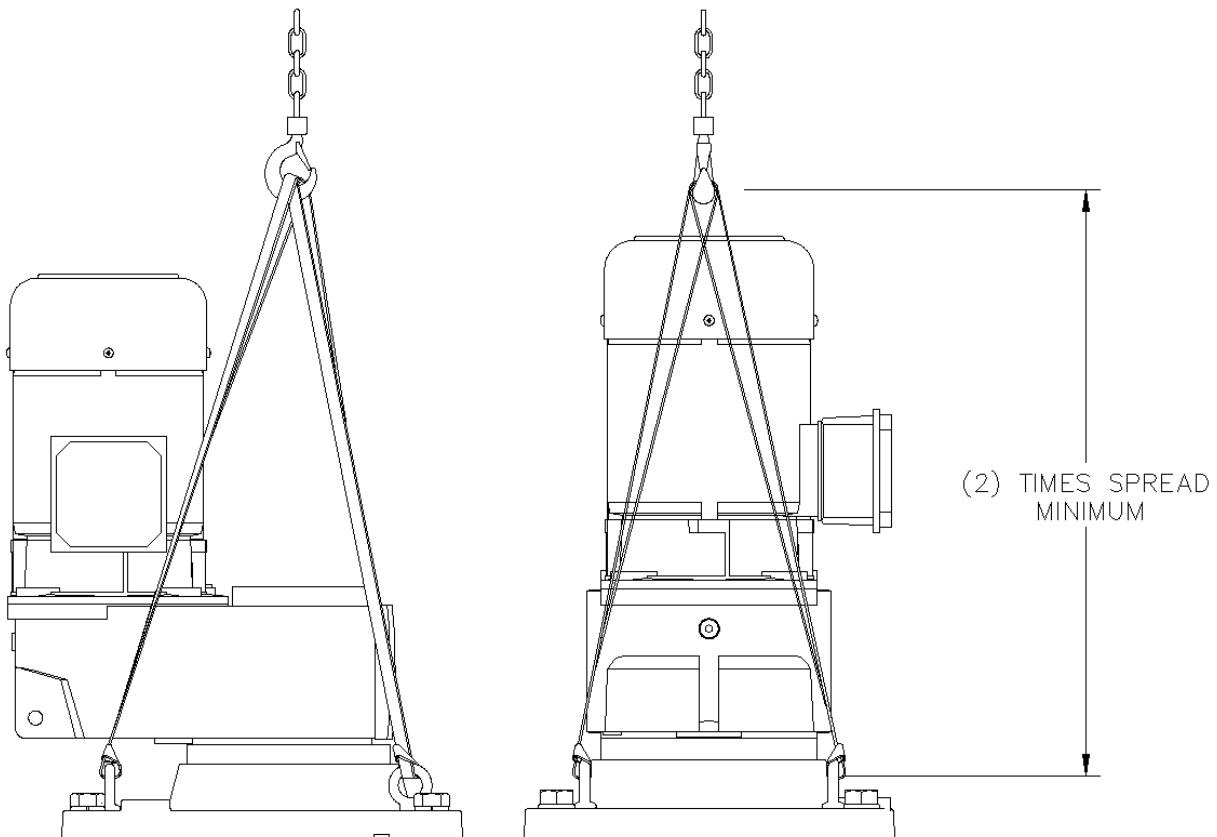



Figure 10. Agitator Lifting System

1. **For case size 11-14:**

- a. Install the handhole cover bolts and lockwashers [1106, 1107] into the pedestal [1101], which is already secured to the vessel.

For case size 15:

- a. Install the handhole cover bolts and lockwashers [1136, 1137] into the pedestal [1101], which is already secured to the vessel.
2. Lift the agitator drive assembly using a four-point nylon sling anchored using four eyebolts on four corners of the gear drive, and lower it onto the pedestal [1101].
 3. Install bolts, lockwashers and nuts [1102, 1103, 1104]. Torque bolts to the value shown in APPENDIX, Page 89.
 4. Install two bolts [359] at 180 degrees into the flange of the taper bore coupling half [351]. Engage the bolt threads into the gear drive output shaft [244]. Tighten the bolts evenly to engage the tenon and pull the faces together.
 5. Remove the shaft blocking and install the remaining coupling bolts and lockwashers. Torque bolts to the value shown in the APPENDIX, Page 89.

	Attention!
	For retrospective painting of the gear unit, the radial seals, rubber elements, pressure venting valves, hoses, type plates, adhesive labels and motor coupling components must not come into contact with paints, lacquers or solvents, as otherwise components may be damaged or made illegible.

L. MOTOR INSTALLATION

L.1 MOTOR WEIGHTS

The maximum permitted motor weights indicated in the table below must not be exceeded when attaching the motor to an IEC / NEMA adapter

<i>Maximum permitted motor weights [kg]</i>														
<i>IEC motor size</i>	63	71	80	90	100	112	132	160	180	200	225	250	280	315
<i>NEMA Motor size</i>		56C	143T	145T	182T	184T	210T	250T	280T	324T	326T	365T		
<i>Max. motor weight</i>	25	30	40	50	60	80	100	200	250	350	500	700	1000	1500

L.2 MOTOR INSTALLATION

Assembly procedure to attach a standard motor to the IEC adapter (Option IEC)/NEMA adapter

1. Clean motor shaft and flange surfaces of motor and IEC /NEMA adapter and check for damage. Mounting dimensions and tolerances of the motor must conform to DIN EN 50347/NEMA MG1 Part 4.
2. Push the coupling sleeve onto the motor shaft so that the motor parallel key engages into the groove in the sleeve on tightening.
3. Tighten the coupling sleeve on the motor shaft in accordance with the motor manufacturer's instructions until it touches the collar. With IEC motor sizes 160, 180 and 225, any spacer bushes must be positioned between the coupling sleeve and the collar. Certain **NEMA adapters** require the adjustment of the coupling in accordance with the specifications indicated on the adhesive plate.
4. Secure the coupling half with the threaded pin. The threaded pin must be coated prior to use with a securing lubricant e.g. Loctite 242, Loxeal 54-03 and tightened to the correct torque. (See Appendix, Page 89 for torque values)
5. Sealing of the flange surfaces of the motor and the IEC /NEMA adapter is recommended if the motor is installed outdoors or in a humid environment. **The flange surfaces** of motor and adapter must be completely coated with **surface sealant** Loctite 574 or Loxeal 58-14 prior to mounting so that the flange seals after mounting.
6. Mount the motor to the IEC /NEMA adapter, do not forget to fit the gear rim or the sleeve. (See Figure 11)
7. Tighten the IEC /NEMA adapter bolts to the correct torque. (See Appendix, Page 89 for torque values)

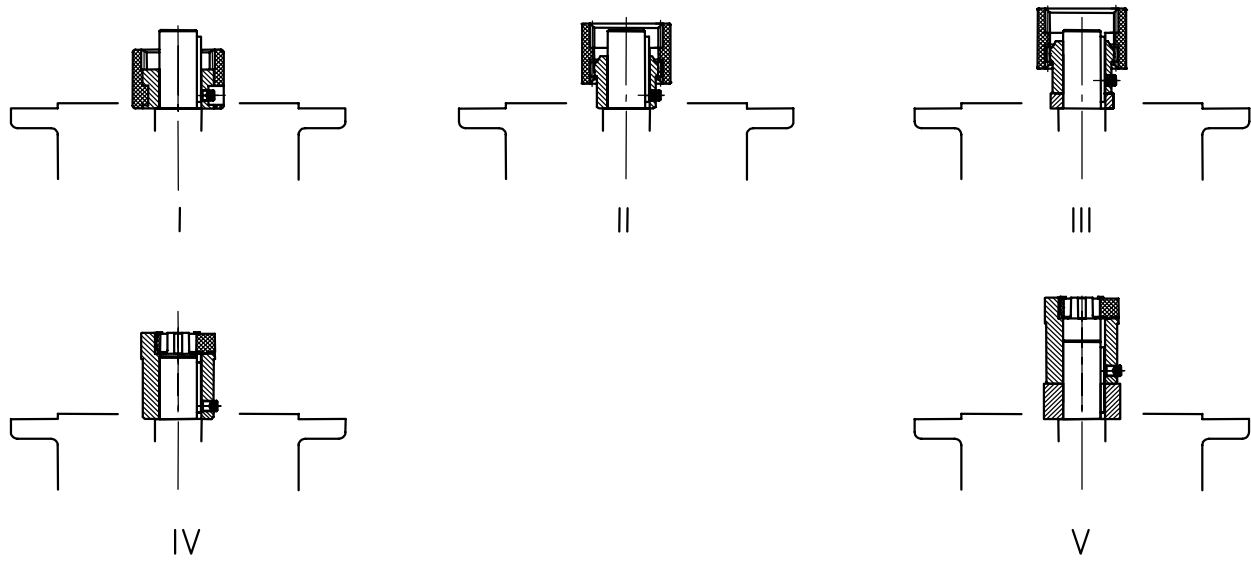


Figure 11. Fitting the Coupling

- I Gear coupling (BoWex[®]), one-part
- II Gear coupling (BoWex[®]), two-part
- III Gear coupling (BoWex[®]), two-part with spacer bush
- IV Claw coupling (ROTEX[®]), two-part
- V Claw coupling (ROTEX[®]), two-part with spacer bush

M. SHAFT RUNOUT

NOTE: The runout values provided in this section do not apply to the runout measurements for steady bearings. Refer to the steady bearing section for runout requirements in the steady bearing housings for this value.

1. Check the installed extension shaft runout. Place a dial indicator on the side of the extension shaft at the bottom. Manually turn the flexible motor coupling to rotate the extension shaft one turn.
2. Total shaft runout should not exceed .005" per foot (0.42 mm per meter) FIM (Full Indicator Movement) of shaft length. If the shaft runout is excessive, the shaft can be re-straightened in the field. Rotate the shaft to the maximum positive indicator reading. Apply heat to the shaft at a point 180° from the indicator and just below the first in-tank shaft coupling or just below the mounting surface if there is no in-tank coupling. As heat is applied to the shaft (do not allow surface temperature of shaft to exceed 500°F [260°C]), the shaft will move toward the indicator. After the shaft has moved .030-.060" (0.76-1.52 mm), remove the heat and the shaft will begin to move away from the indicator. The shaft will draw more than it moved initially, and as a result will be straightened. After each heating cycle, recheck the shaft until runout is within tolerance. Do not heat in the same location. Move up or down 2 or 3" (50-70 mm) to avoid reheating the same location.

N. HANDHOLE COVER INSTALLATION

For case sizes 21 and 22: Install handhole covers [1105] onto pedestal. Attach flatwasher, lockwasher and nut [1108, 1109, 1110] to previously installed bolt and lockwasher [1106, 1107] and tighten.

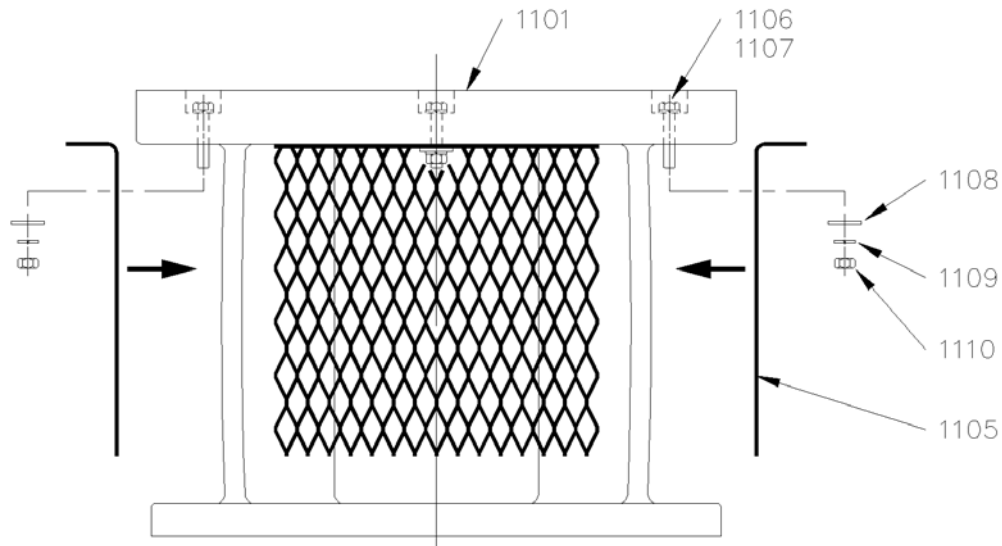


Figure 12. Handhole Cover Installation (case sizes 11-14)

For case sizes 23: Install three of the four handhole covers [1135] using flatwasher, lockwasher and nut [1138, 1139, 1130] to previously installed bolt and lockwasher [1136, 1137] and tighten. Install the fourth cover using bolt [1141], lockwasher [1142] and flatwasher [1143].

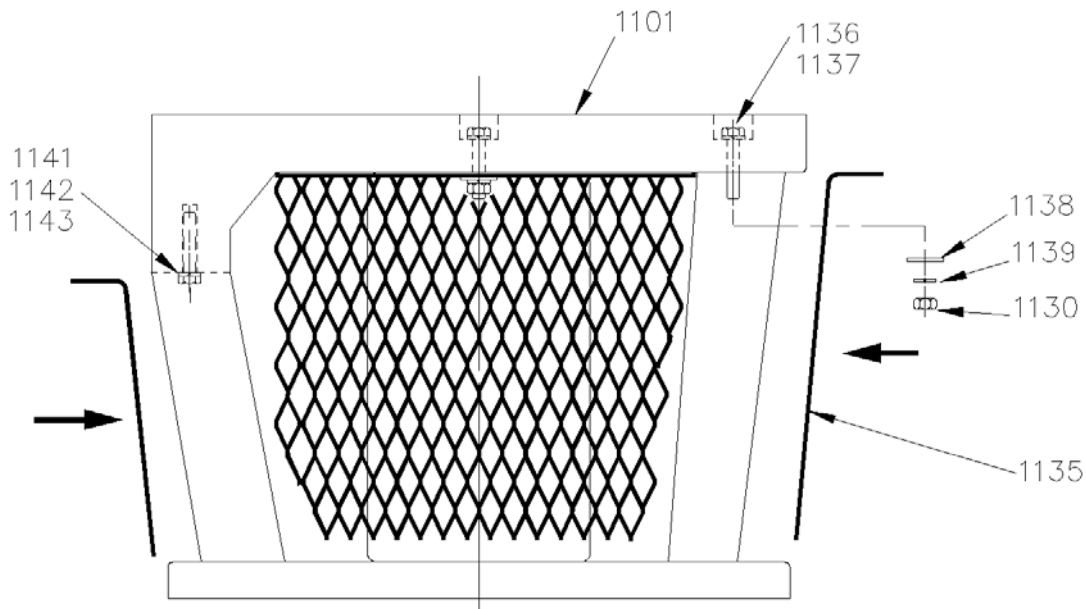



Figure 13. Handhole Cover Installation (case size 15)

O. IMPELLERS

	<p>Note!</p> <p>The instructions in this section apply to standard impeller geometry. Due to the custom nature of impeller designs for certain applications, your impeller geometry may vary from the standard configurations shown in this manual. Use discretion and consult the supplied customer specific drawings for installation specifics if your impellers do not match those shown in this manual.</p>
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O.1 MATCH-MARKING

Unless otherwise specified on the unit assembly drawing, the impeller attaches to the shaft with a key and setscrew. Refer to Figure 14, page 34. With extended shaft keyways, the keyway is drilled at intervals for optional impeller placement.

Impeller assemblies (hub, blades, and stabilizer fins [if required]) may be match-marked. Match-marking is used on impellers that have been balanced or as an aid for locating multiple impellers on the shaft. Most agitators operating at or above 100 RPM have match-marked impellers. Check the impeller parts for match-marks before assembly.

Match-marked components are marked as a function of the agitator serial number and impeller location. Impellers are marked sequentially beginning with the bottom impeller and working up toward the agitator mounting surface. The following example assumes an order with two agitators, each having two 4-blade impellers with the lower impeller stabilized.

O.1.1 Markings for Serial Number XXXXXX-1

The lower impeller hub has stub blades marked 1-1, 1-2, 1-3, 1-4. The corresponding extension blades and stabilizer fins are marked 1-1, 1-2, 1-3, 1-4 with respect to the stub blades.

The upper impeller hub has stub blades marked 1-5, 1-6, 1-7, 1-8. The corresponding extension blades are marked 1-5, 1-6, 1-7, 1-8 with respect to the stub blades.


O.1.2 Markings for Serial Number XXXXXX-2

The lower impeller hub has stub blades marked 2-1, 2-2, 2-3, 2-4. The corresponding extension blades and stabilizer fins are marked 2-1, 2-2, 2-3, 2-4 with respect to the stub blades.

The upper impeller hub has stub blades marked 2-5, 2-6, 2-7, 2-8. The corresponding extension blades are marked 2-5, 2-6, 2-7, 2-8 with respect to the stub blades.

O.2 IMPELLERS - INSTALLATION

1. Slide hub [504] up agitator shaft [400] past the desired key location.
2. Install pin key [402] in the shaft keyway so that pin extends into the drilled hole in the keyway. Slide the hub back down agitator extension shaft, over the key, until the hub rests on the key step.
3. Tighten setscrew [505] firmly onto the key. Torque to the value shown in Table 12, page 89. The tapped hole for the setscrew is usually a self-locking thread form. Auxiliary fastener locking is generally not necessary.
4. Bolt extension blades [506] to the hub [504] with bolts, nuts and lockwashers [507, 509, 508]. Refer to Figure 15 through Figure 21, page 35 through 41. Bolt split blades, if furnished, to extension blades with bolts, nuts and lockwashers [529, 531, 530]. Bolt stabilizer fins [510], if furnished, to extension blades with bolts, nuts, and lockwashers [511, 513, 512]. Torque bolts to the value shown in Table 12, page 89.

	Attention!
	Extreme care should be taken to see that bolts are properly tightened. It is recommended that all in-tank fasteners be checked for tightness after the first two weeks of operation.

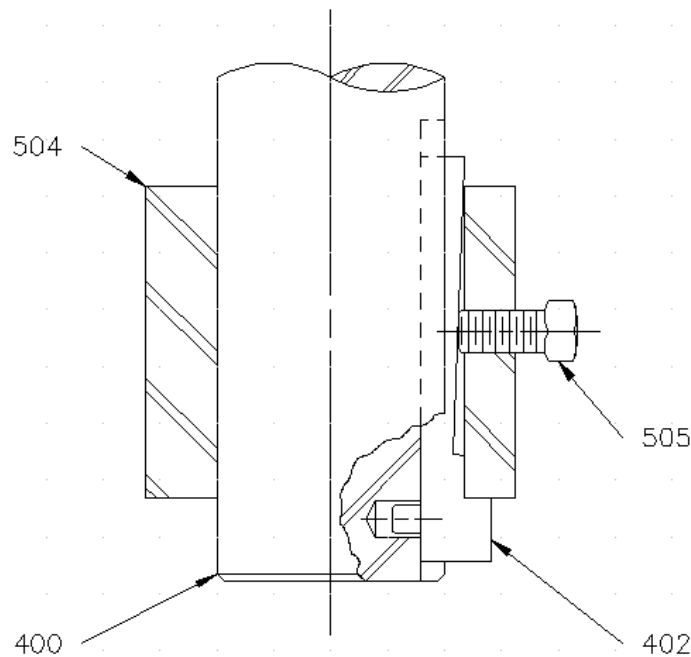


Figure 14. Hub and Pin Key Detail

O.3 IMPELLERS – STYLES

NOTE:
STABILIZER FINS FURNISHED
ONLY WHEN NECESSARY

NUMBER OF BLADE FASTENERS
MAY VARY WITH APPLICATION

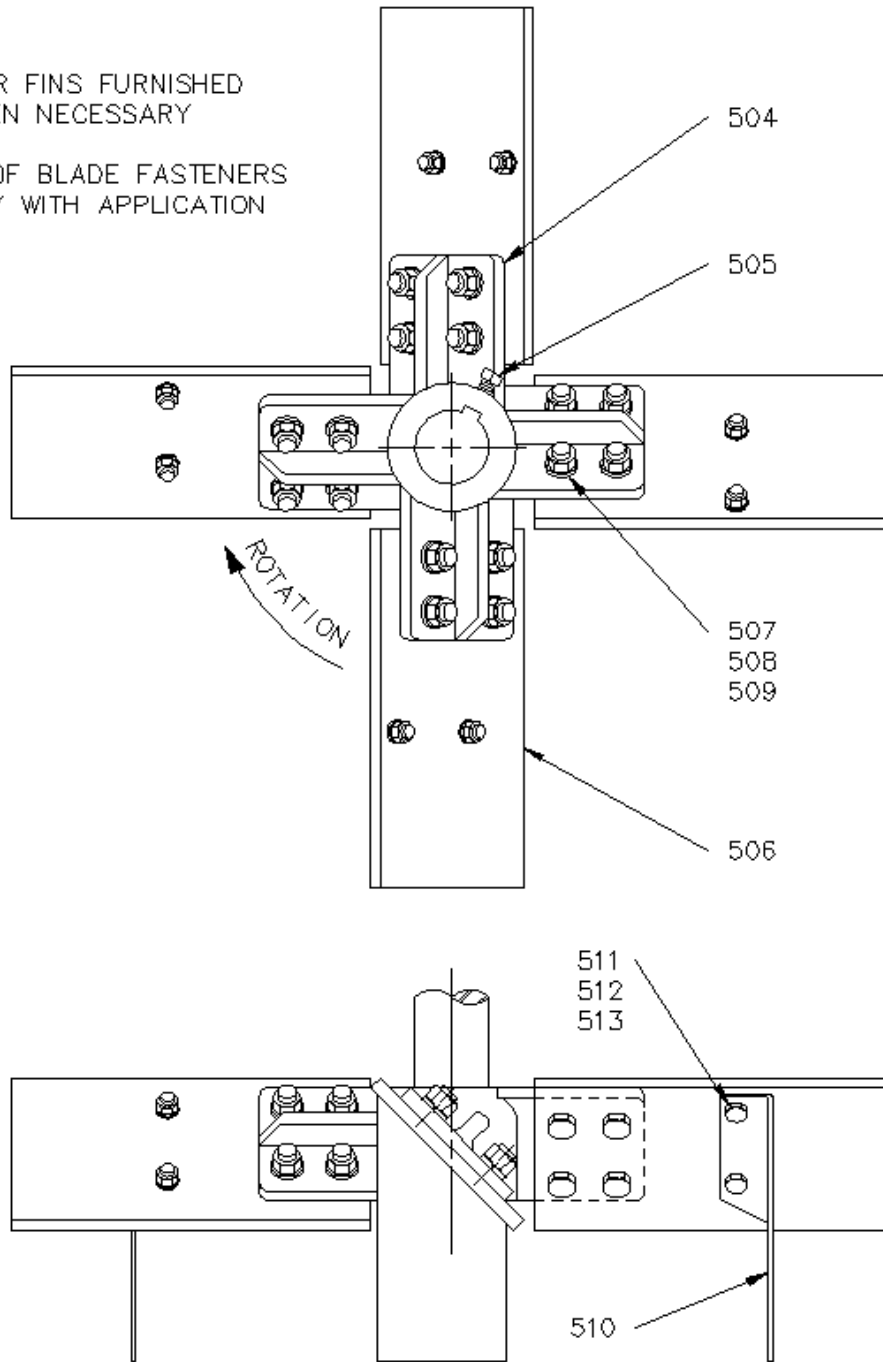
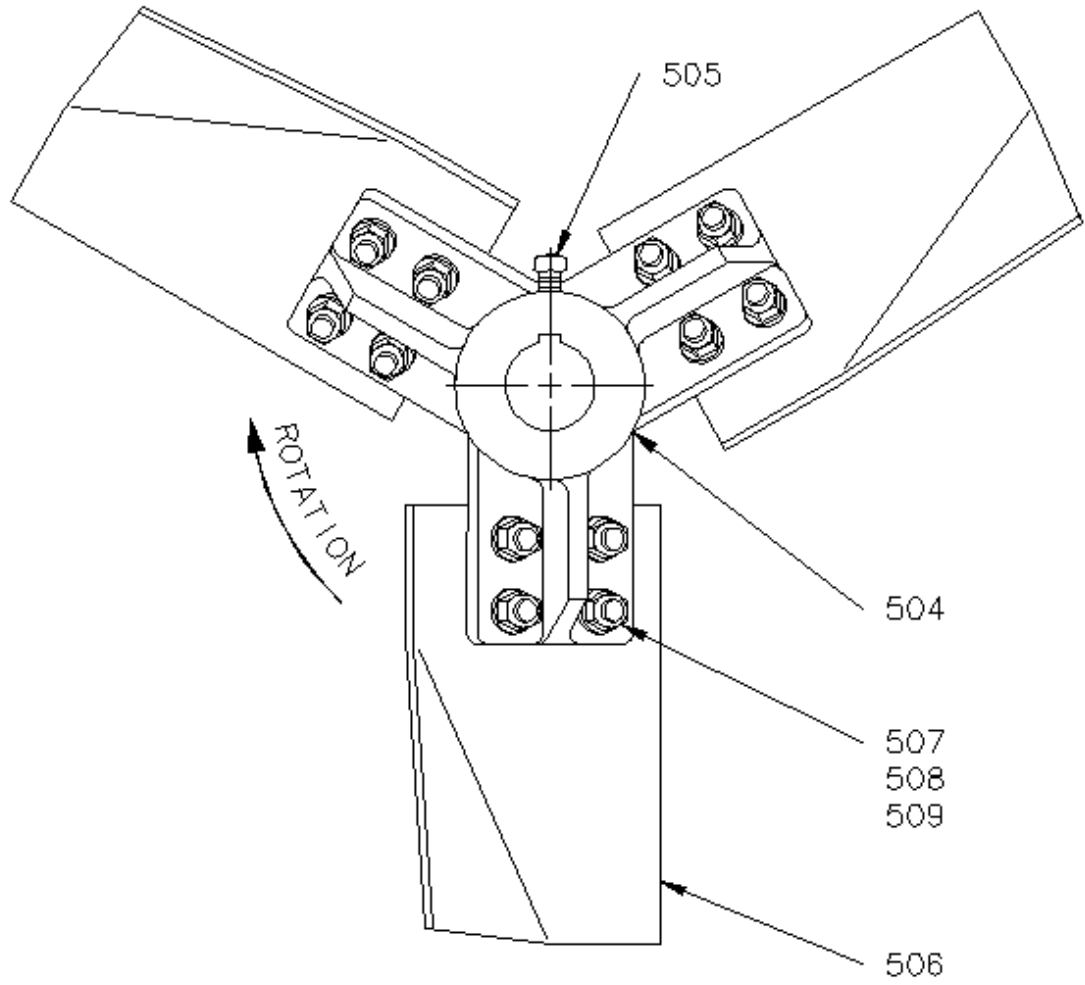


Figure 15. Style P-4 Impeller



NOTE:
NUMBER OF BLADE FASTENERS
MAY VARY WITH APPLICATION

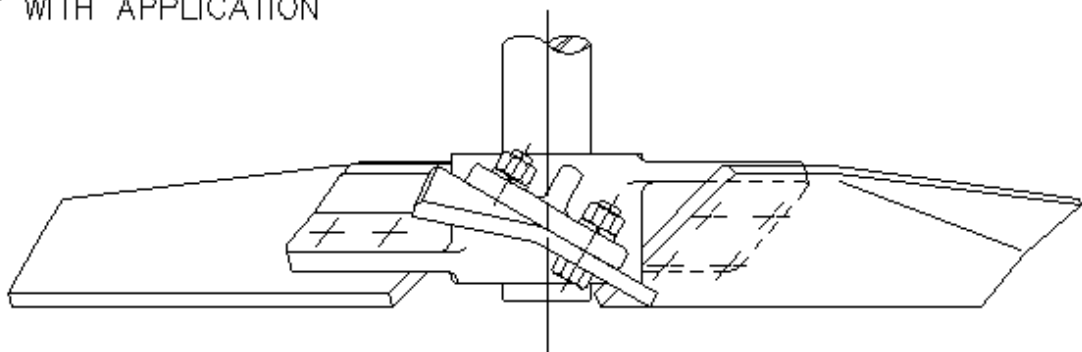
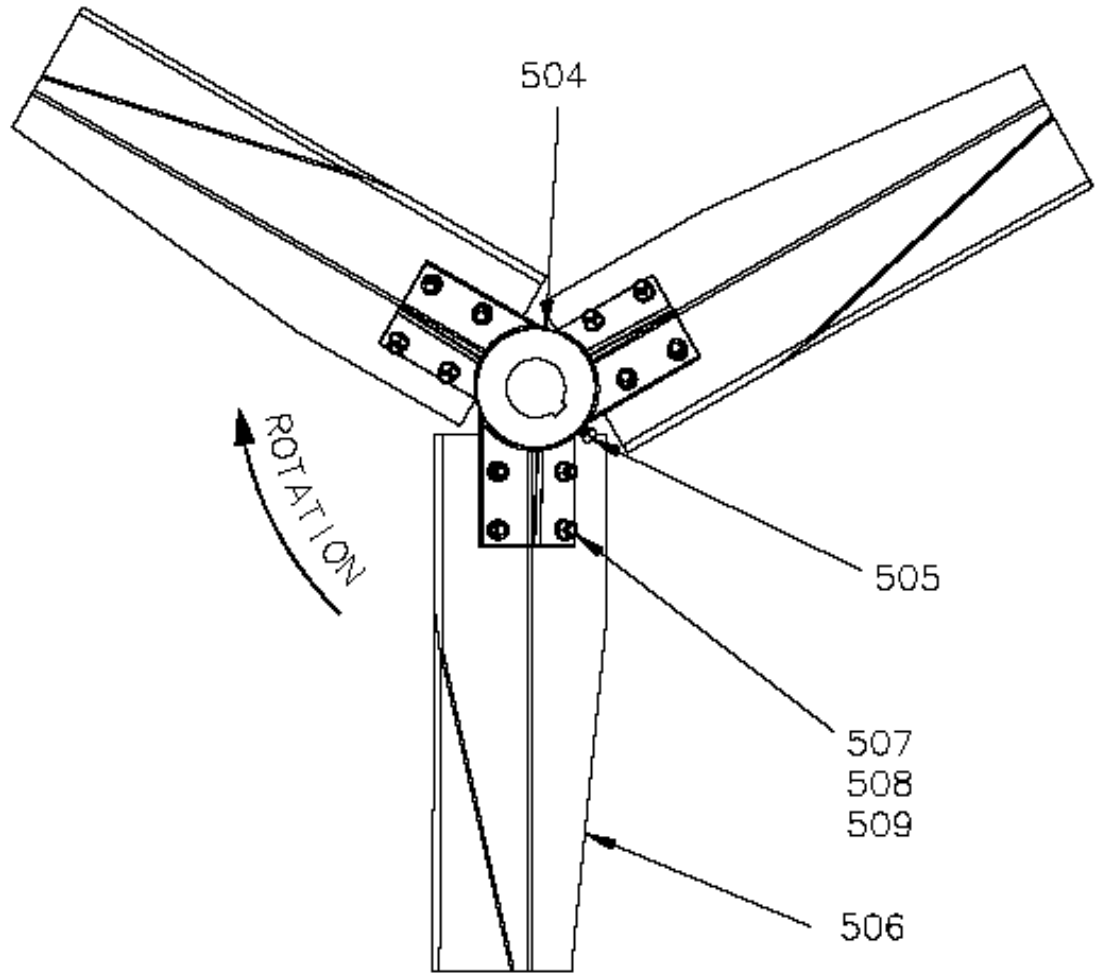


Figure 16. Style HE-3 Impeller



NOTE:
NUMBER OF BLADE FASTENERS
MAY VARY WITH APPLICATION

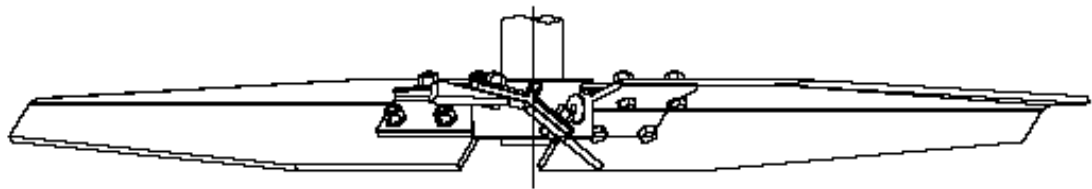


Figure 17. Style XE-3 Impeller

NOTE:
 STABILIZER FINS FURNISHED
 ONLY WHEN NECESSARY

 NUMBER OF BLADE FASTENERS
 MAY VARY WITH APPLICATION

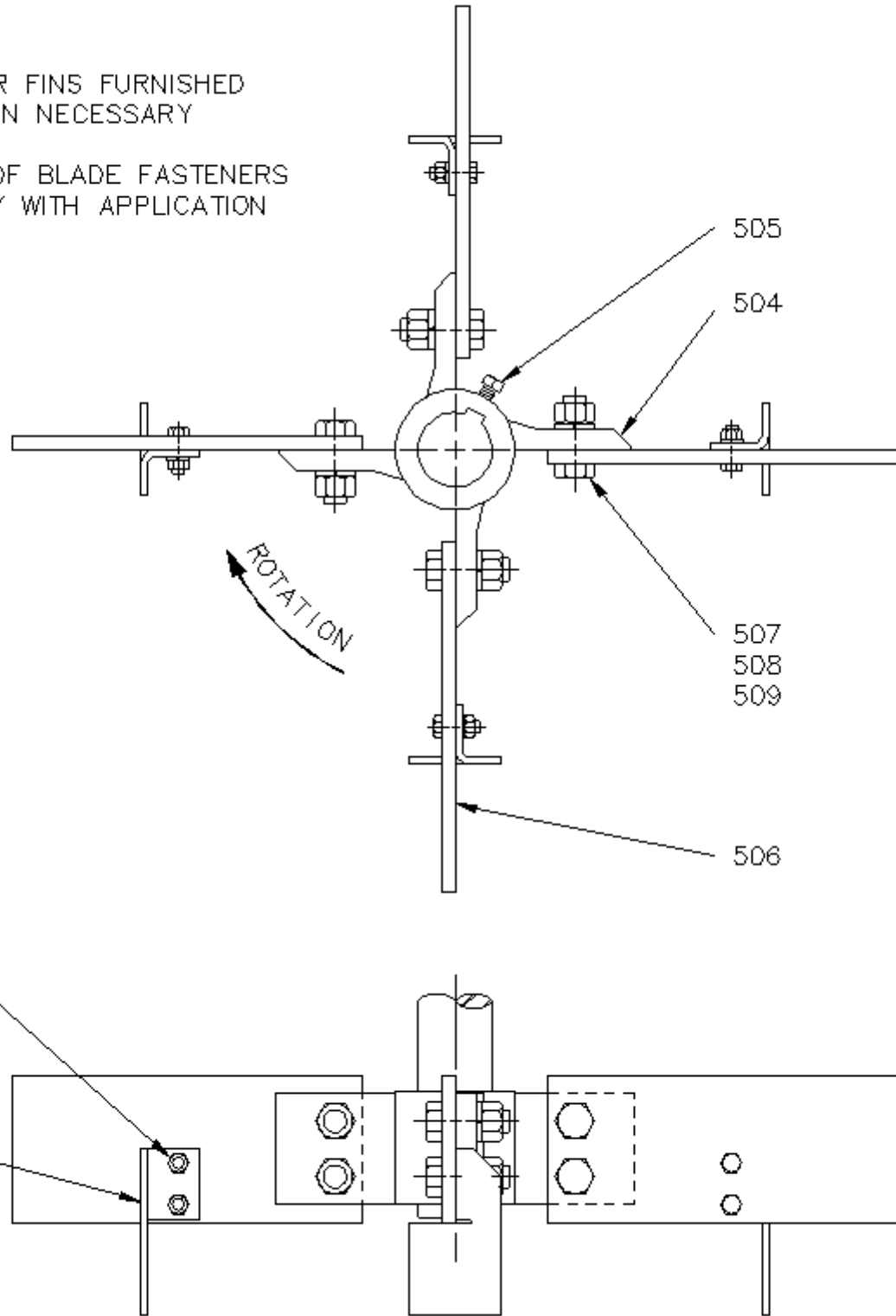


Figure 18. Style S-4 Impeller

NOTE:
NUMBER OF BLADE FASTENERS
MAY VARY WITH APPLICATION

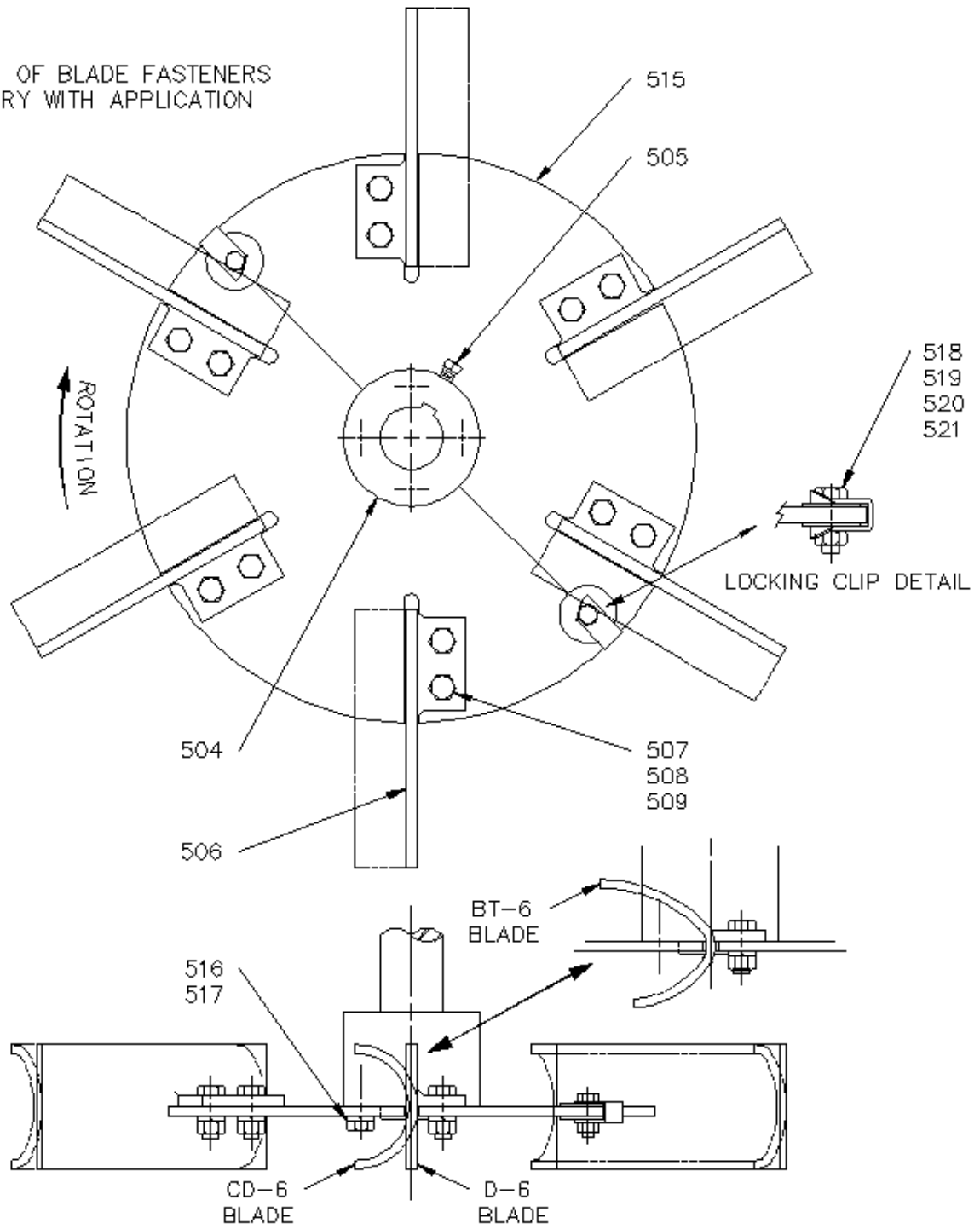
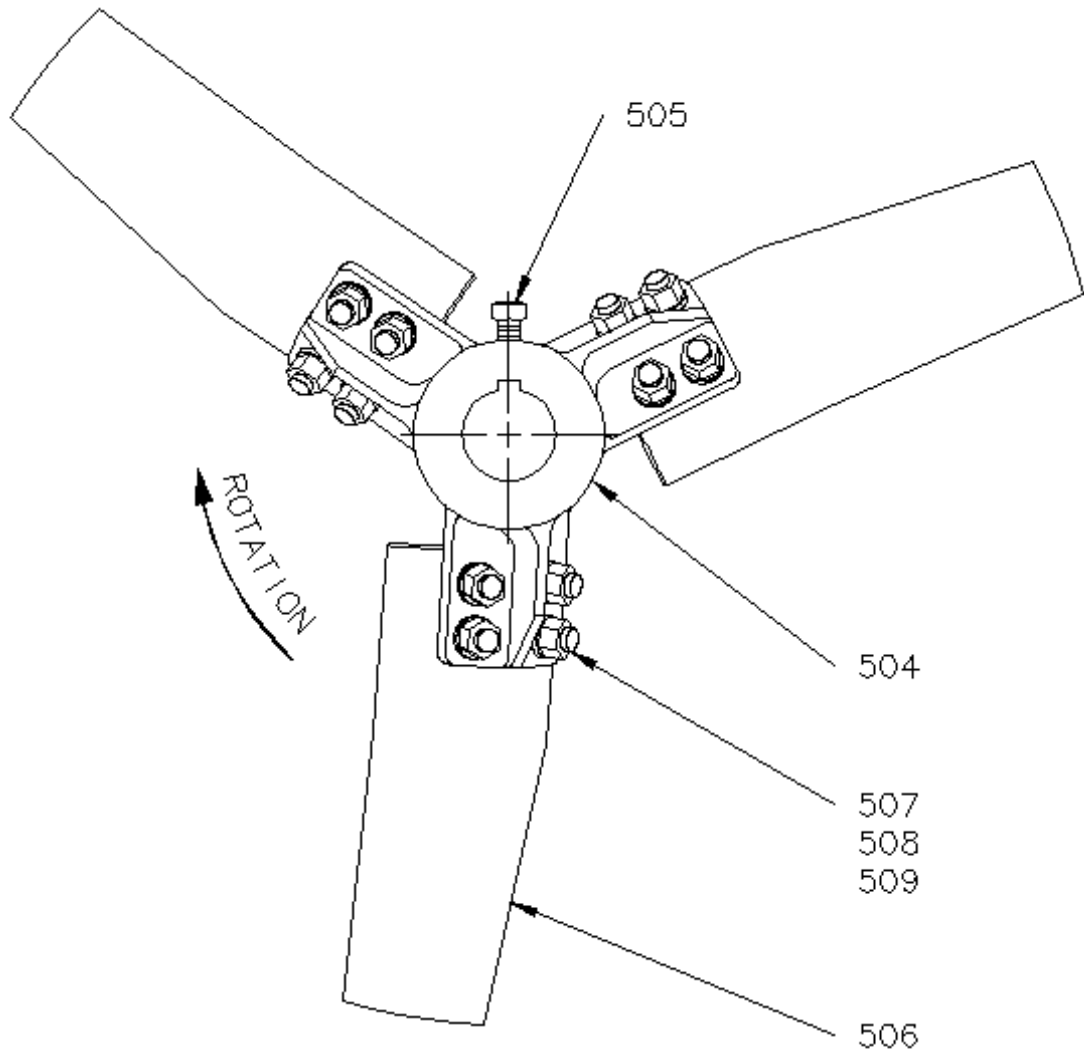


Figure 19. Style D-6, CD-6, BT-6 Impeller



NOTE:
NUMBER OF BLADE FASTENERS
MAY VARY WITH APPLICATION

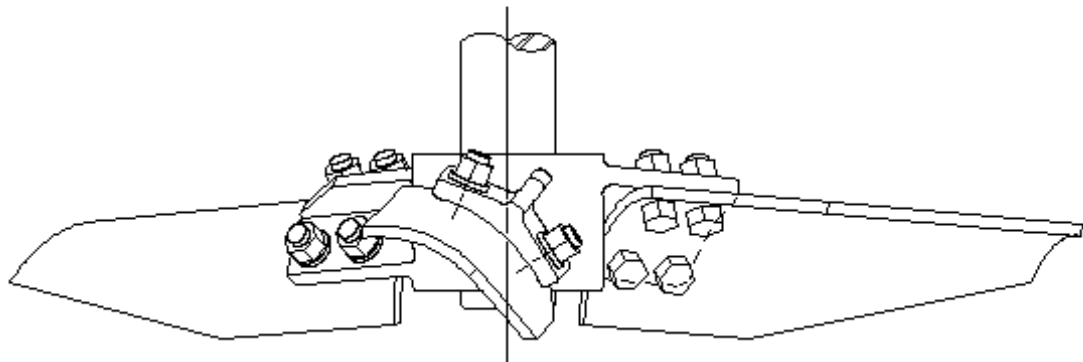


Figure 20. Style SC-3 Impeller

NOTE:

SPLIT BLADES FURNISHED
ONLY WHEN NECESSARY FOR
VESSEL INSERTION

NUMBER OF BLADE FASTENERS
MAY VARY WITH APPLICATION

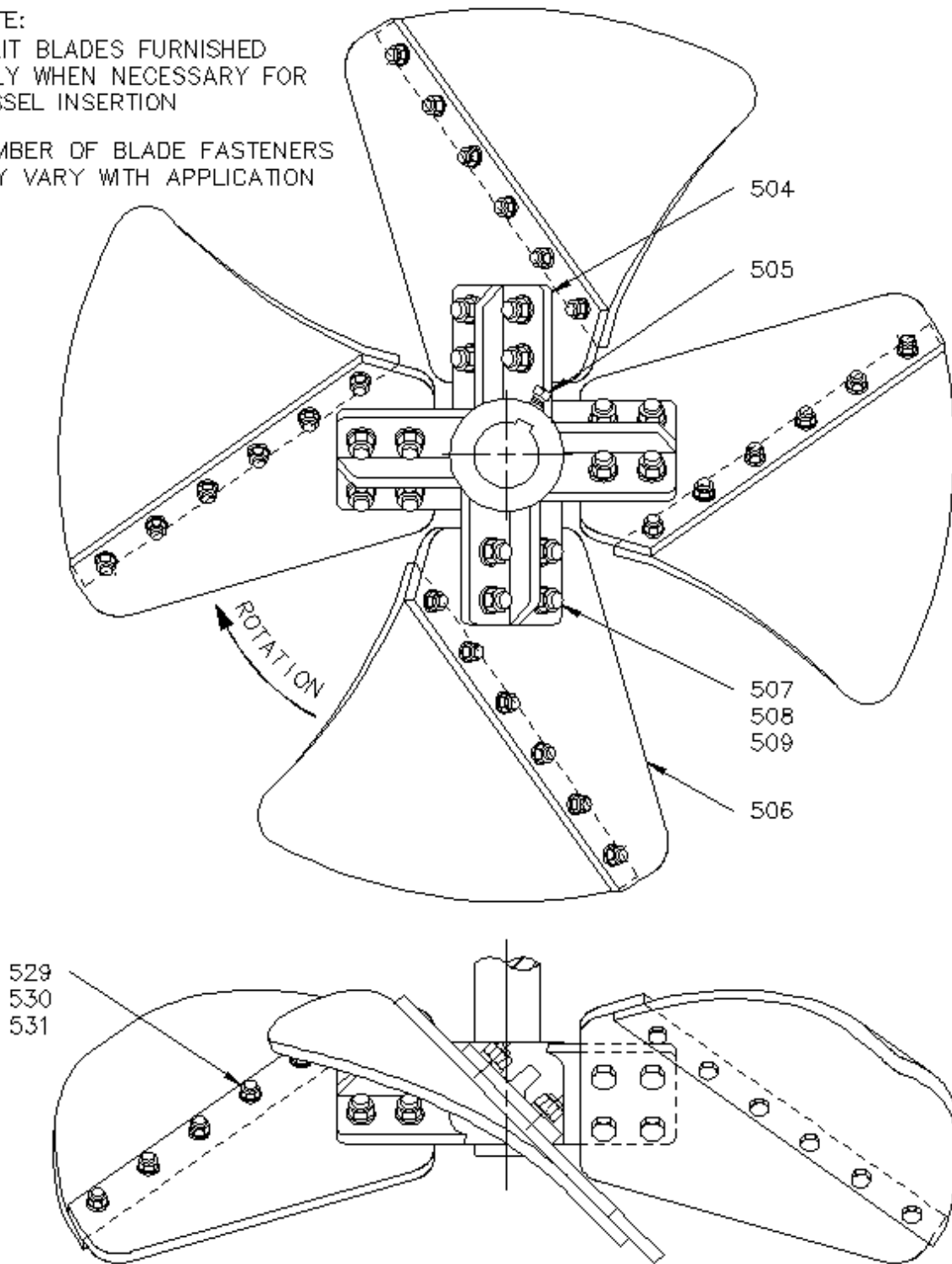


Figure 21. Style Maxflo W Impeller

O.4 IMPELLERS – COATED / RUBBER COVERED

If the unit includes a coating or rubber covering on the wetted parts, follow these instructions for installation. Refer to the unit assembly drawing.


O.4.1 One piece shaft and impeller

The shaft and impeller are usually supplied as a one-piece (welded) coated/covered assembly, and no impeller assembly is required. If your impeller was shipped separate from the shaft, follow the assembly instructions below.

O.4.2 Separate shaft and one piece impeller with thrust bolt impeller attachment

The impeller is supplied as a one-piece (welded) coated/covered assembly. For attachment to the shaft, refer to Figure 22, page 43.

1. Put gasket [522] on top of hub [504].
2. Install key [420] in the shaft keyway.
3. Hoist impeller onto shaft [400], being careful not to damage the coating/covering.
4. Install snap ring [523] in the groove at the bottom of the shaft.

	Attention!
	Do not remove the hoist until mounting bolt assembly [522], [524], [525], and [526] are installed.

5. Place gasket [522] on thrust plate [524].
6. Place the thrust plate over the bottom of the shaft and install mounting bolt [526] with gasket [525]. Torque to the value shown in Table 12, page 89.
7. Remove the hoist from the impeller.

O.4.3 Removable blade type

The rubber covered removable blades are provided with patch kits in order to rubber coat the uncoated surfaces after bolting the blades.

Carefully read the instructions provided with the kit before using it.

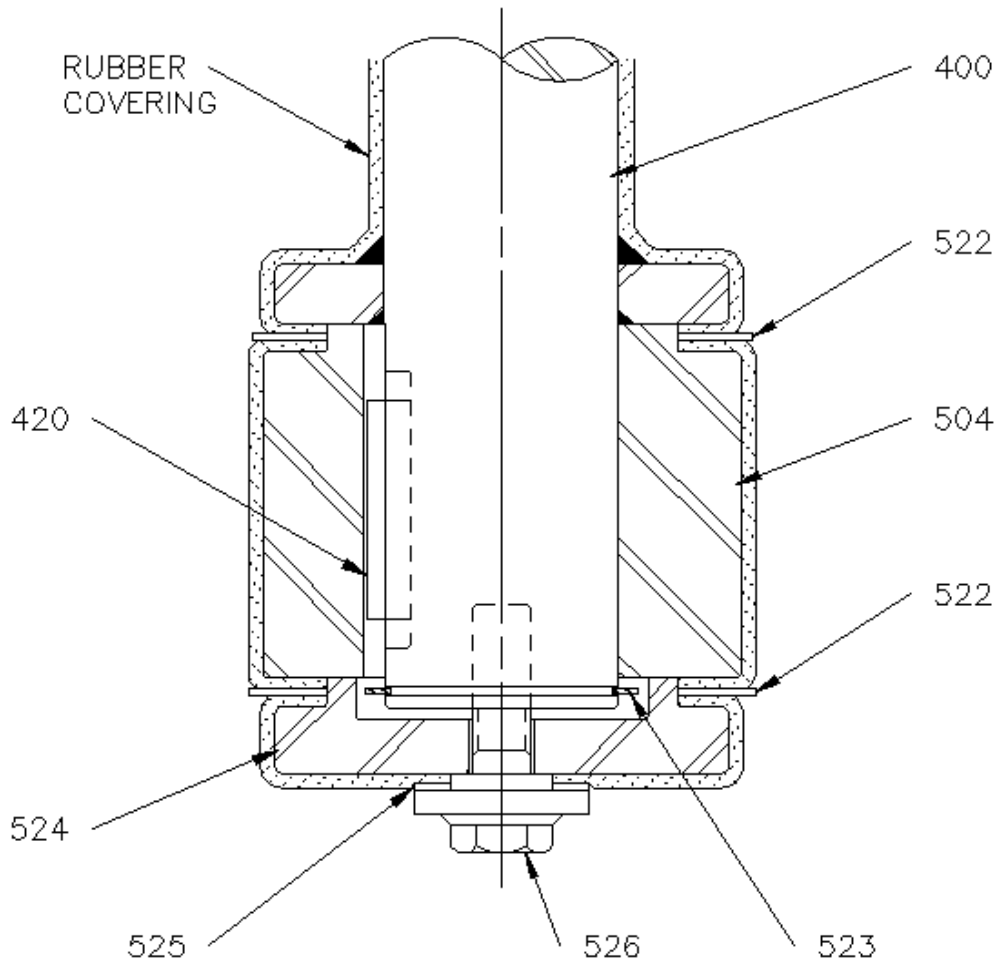



Figure 22. Thrust Bolt Impeller Attachment

P. OPTIONS


P.1 IN-TANK COUPLING

Optional in-tank couplings are available in welded (non-removable) and taper bore (removable) construction. Couplings can be supplied with one removable half and other welded on to the shaft.

	Note!
	Whenever assembly or disassembly of an agitator with an in-tank coupling is referred to in this manual, substitute flanged drive shaft [403] and/or flanged extension shaft [404] (Figure 23 on page 45 or Figure 24 on page 52) for all references to the agitator extension shaft [400].

P.1.1 Assembly of Rigid, Removable, Taper Bore Coupling Half [408, 413]

1. Clean the shaft and coupling bore and make sure that both surfaces are free from burrs or nicks. Place key [409, 414] in the coupling keyway to make sure it slides freely. Place the key in the shaft keyway to make sure it is properly oriented and fully bottomed in the keyway. Install the key in the shaft keyway.
2. Slide the coupling half on the tapered shaft end until both seat firmly against each other. Make sure that the coupling half is not hung up on the key or cocked at an angle to the shaft.

	Attention!
	Do not apply lubricant or anti-seize compound to shaft or coupling taper. Shaft and coupling taper must be clean and dry prior to assembly.

3. Shaft Bolt Installation:

2 Bolt Design:

Install coupling washer [421, 424], Install bolts and lockwashers [422, 423, 425, 426]. Torque to the value shown in the APPENDIX, Page 89.

1 Bolt Design:

Install coupling washer [410, 415] and locking clip [412, 416], Install shaft bolt [418, 419]. Torque to the value shown in the APPENDIX, Page 89. Bend exposed tabs of the locking clip around the shaft bolt head.

4. Assemble Coupling Halves:

Connect flanged extensi on shaft [404] to flanged drive shaft [403] making sure the match marks are lined up and the coupling faces are clean and free from burrs or nicks. Install coupling bolts and lockwashers [405, 406] (and nuts [407] if welded construction). Torque to the value shown in the APPENDIX, Page 89.

5. Ensure parts are fitted to the correct shaft.

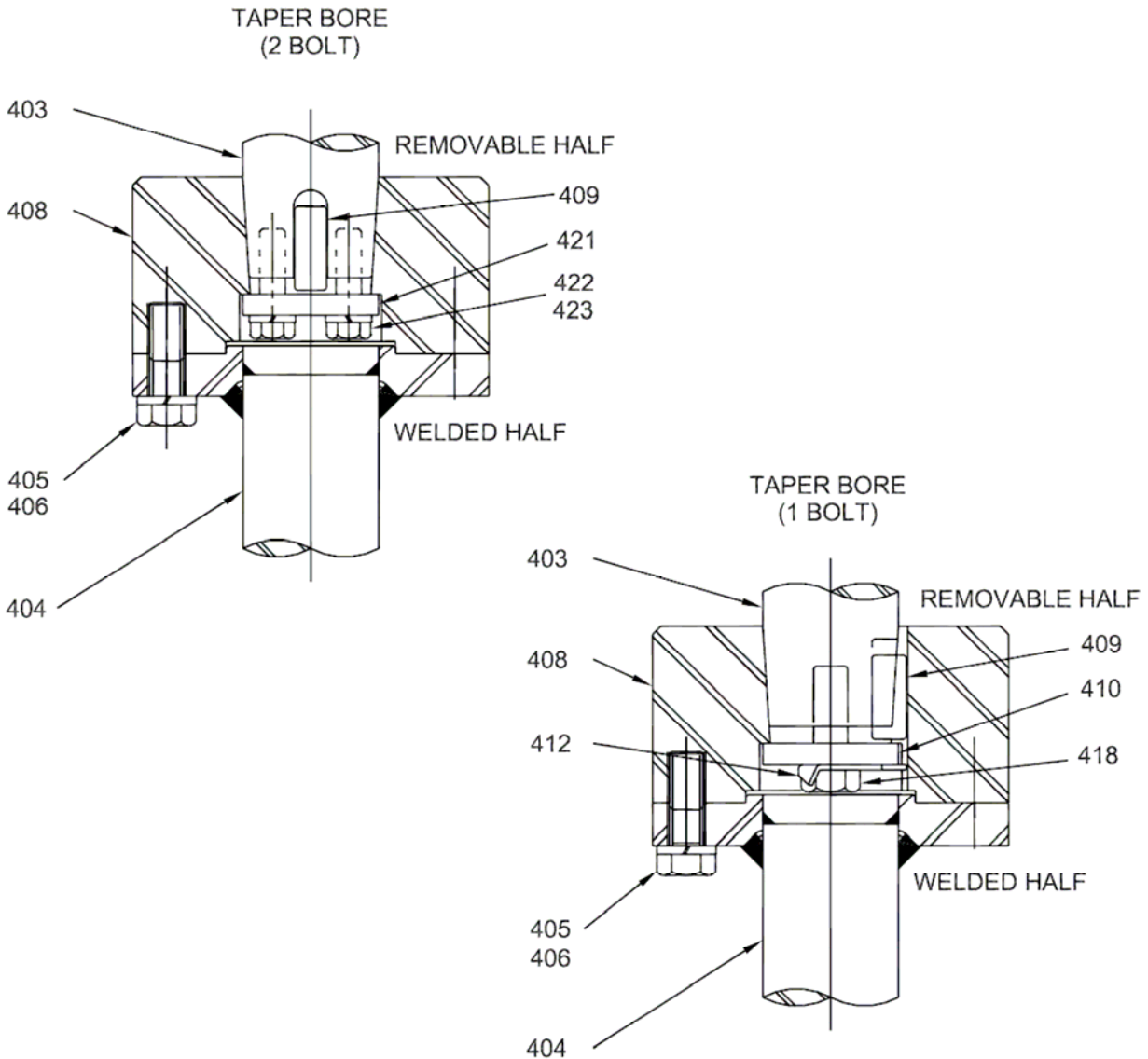


Figure 23. In-Tank Couplings

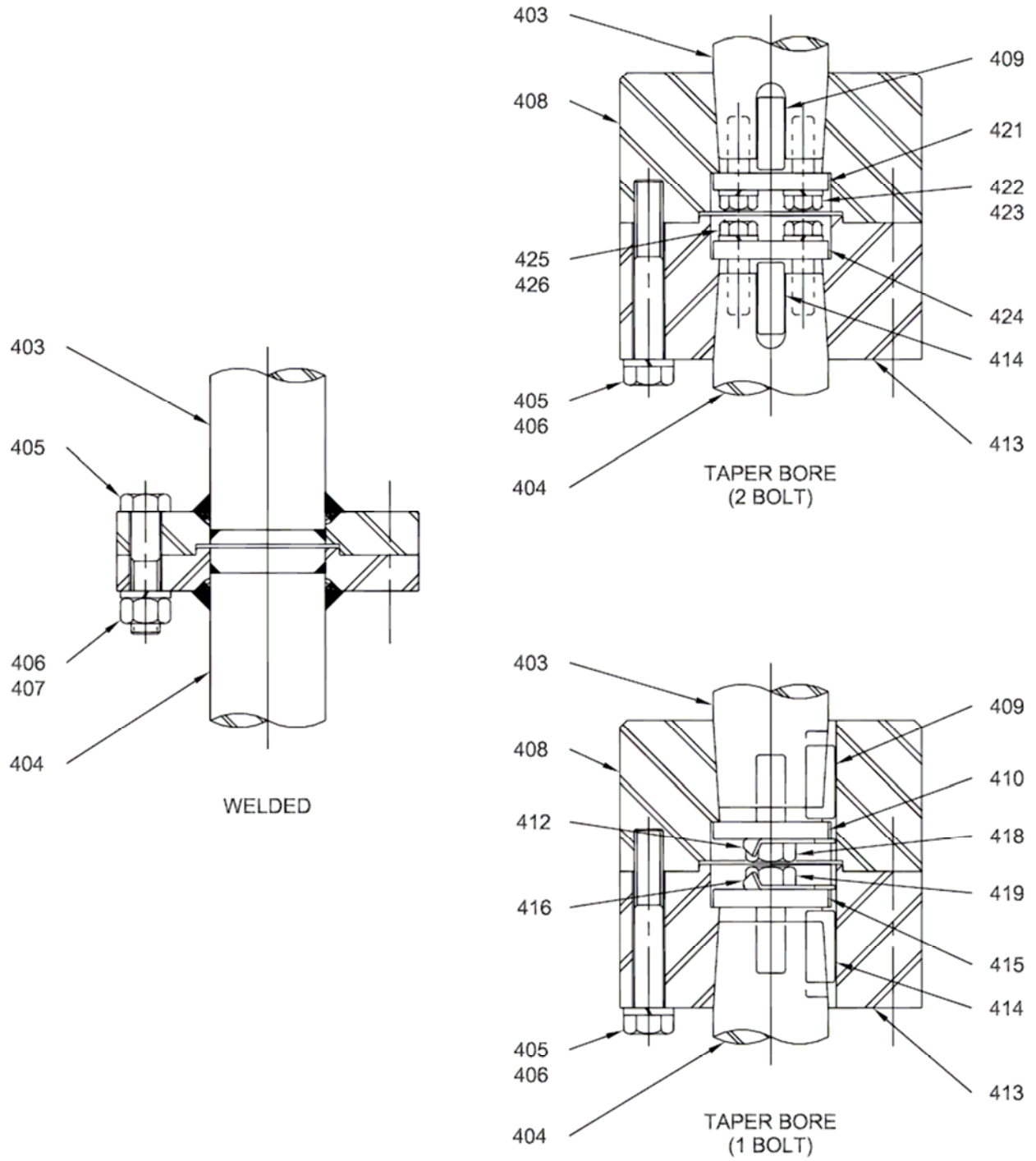


Figure 24. In-Tank Couplings (Continued)

P.2 STEADY BEARINGS

MR agitators may include an optional in-tank steady bearing. See the unit assembly drawing for the steady bearing style, type of mounting, and vessel installation requirements.

Proper steady bearing operation requires the agitator extension shaft to be straight and the steady bearing to be centered on the shaft. Refer [Shaft Runout Section](#), page 31, for checking and straightening the shaft. Steady bearing mountings should be located from the installed agitator extension shaft.

P.2.1 Bracket Steady Bearing

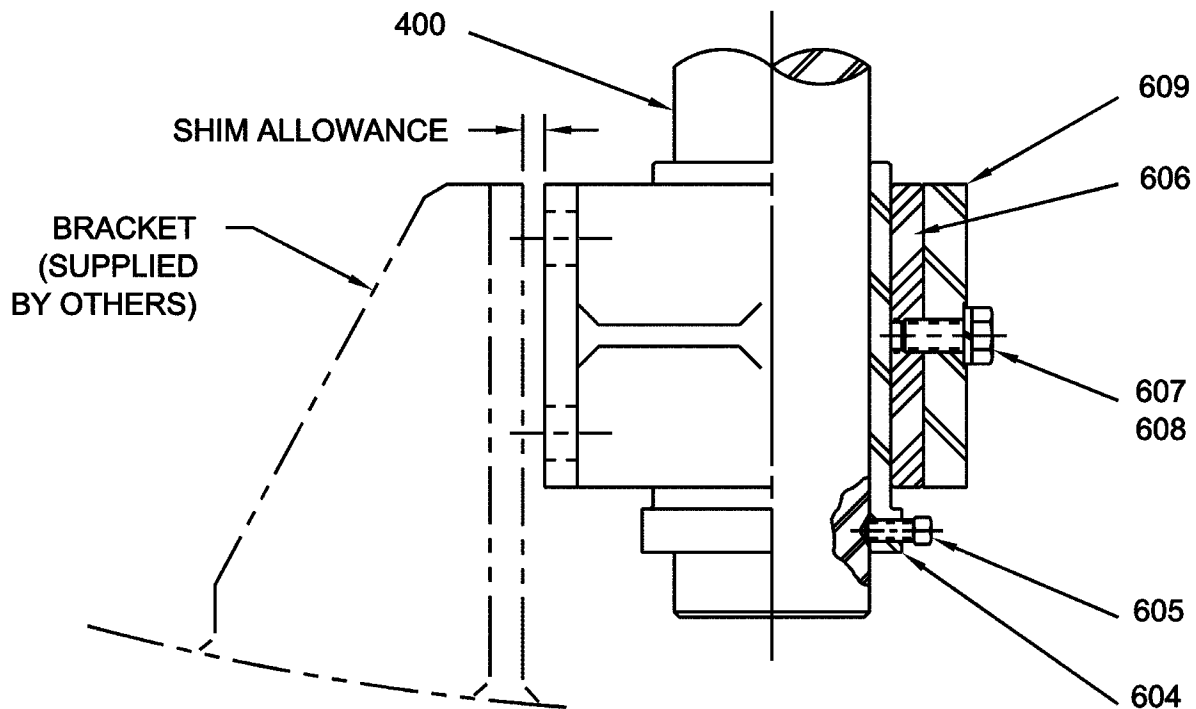



Figure 25. Bracket Steady Bearing

1. Place the steady bearing assembly on the end of the shaft and attach it to the support bracket (supplied by others). The support bracket should be located such that the steady bearing assembly is centered on the shaft. Bolt the steady bearing housing [609] to the support bracket. Tighten the bracket bolts (supplied by others) to 25% of specified torque per the APPENDIX, Page 89.
2. Loosen setscrews [605] and remove wear sleeve [604]. Remove bushing retaining bolt [607] and bushing [606] from steady bearing housing [609].

3. Attach a dial indicator to the shaft and set it so the point of the indicator extends inside the steady bearing-housing bore.
4. Manually turn the gear drive flexible coupling half to rotate extension shaft one turn. Shim the steady bearing housing until it is located concentric to the shaft centerline within .050" (1.25 mm) FIM (Full Indicator Movement).
5. Install bushing, bushing retaining bolt, lockwasher, wear sleeve and setscrews [**606, 607, 608, 604, 605**]. See the unit assembly drawing for the position of the wear sleeve on the shaft. Tighten the bushing retaining bolt and the setscrews.
6. With a feeler gauge check the clearance between the wear sleeve and the bushing at the top and bottom in 90° increments. For proper angular alignment, the gap at all locations (from top to the bottom) must be within .010" (.25 mm) of each other.
7. If the angular alignment needs correction, repeat *Steps 1 through 6*.
8. Once the final steady bearing housing location has been determined, drill the steady bearing housing and its support bracket at two locations and install roll or dowel alignment pins (supplied by others). Torque the bracket bolts to the value shown in the APPENDIX, Page 89.
9. Remove the wear sleeve setscrews one at a time and transfer punch a center into the agitator shaft. Take the wear sleeve off the shaft. Spot the shaft for the setscrews using a drill of the same diameter as the setscrews. Drill to the depth of the drill point.
10. Reinstall the wear sleeve with the setscrews over the drill spots located in Step 9. Torque the setscrews and the bushing-retaining bolt to the value shown in the APPENDIX, Page 89. The tapped holes for the setscrews are usually a self-locking thread form. When an auxiliary fastener locking is required, screws will be drilled and lock-wire will be attached..

	Attention!
	Do not operate the agitator without the steady bearing being submerged.

P.2.2 Cup Tri-Pod Steady Bearing

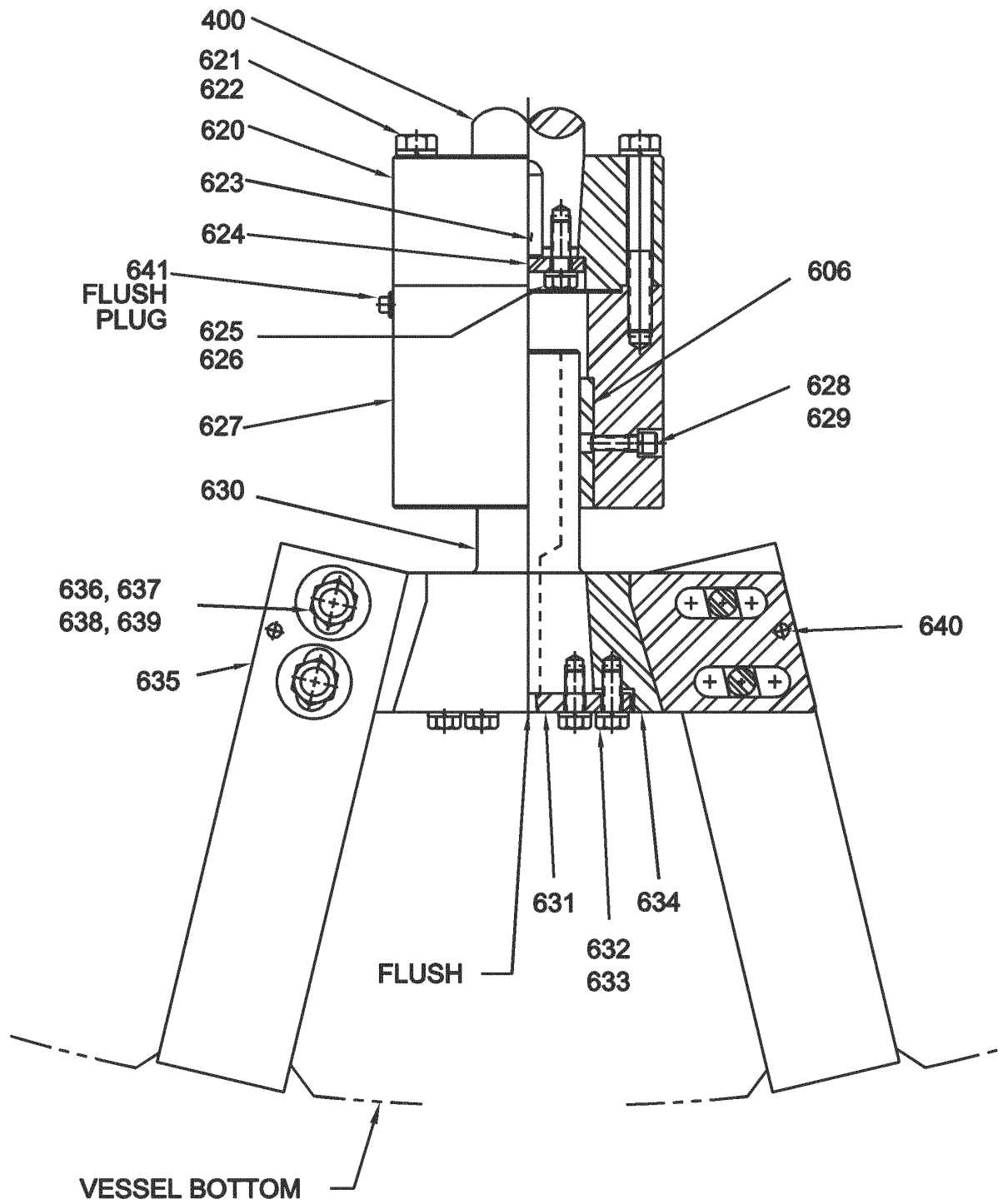




Figure 26. Cup Tri-Pod Steady Bearing


1. Install the coupling [620] onto the end of the extension shaft [400] with key [623] and bolts, lockwashers, and coupling washer [625, 626, 624]. Refer to Installation, page 44 for in-tank coupling installation.
2. Assemble the stub shaft [630], stub shaft housing [634], and retainer plate [631] with bolts [632] and lockwashers [633]. Torque bolts to the value shown in the APPENDIX, Page 89.

	Note!
	Be sure to assemble the stub shaft [630] to the retainer plate [631] before inserting into the stub shaft housing [634]. Alignment of the stub shaft [630] to the retainer plate [631] is crucial to future maintenance.

3. Attach legs [635] with bolts, nuts, lockwashers, and two flat washers [636, 637, 638, 639]. Do not torque the bolts at this time. Locate the steady bearing assembly so that it is centered with the extension shaft.
4. Adjust the leg angle and steady bearing assembly height. Torque the leg bolts [636] to value shown in the APPENDIX, Page 89. Refer to the steady bearing assembly drawing for the proper steady bearing set dimensions.


	Note!
	Later in the procedure, the stub shaft housing will need to be adjusted for shaft concentricity and parallelism. Be sure to leave room in the leg and housing slots for future adjustment.

5. Attach the legs [635] to the vessel bottom.


	Attention!
	The stub shaft [630] will need to be removed periodically for future maintenance. Be certain that there is no obstruction below the steady bearing assembly that would hinder the stub shaft removal.

6. Attach an indicator to the coupling [620] and set the point of the indicator on the top of the stub shaft housing [634]. Manually turn the extension shaft [400] one full turn. Loosen the leg bolts [636] and nuts [637] and adjust the stub shaft housing [634] to obtain 0.010" (0.25 mm) FIM (Full Indicated Movement) maximum.
7. Place the indicator point on the outside diameter of the stub shaft [630] and rotate the extension shaft one turn. Loosen the leg bolts [636] and nuts [637] and move the stub

- shaft housing [634] until the stub shaft is located concentric to the shaft centerline within 0.050" (1.25 mm) FIM.
8. Torque the leg bolts [636] and nuts [637] to the value shown in the APPENDIX, Page 89.
 9. Recheck the steady bearing alignment with the dial indicator. If the alignment needs correction, repeat steps 6 through 8.
 10. Once the final steady bearing housing location has been determined, drill the stub shaft housing and install the dowel alignment pins [640].
 11. Loosen and remove bolts and lockwashers [632, 633] anchoring the retainer plate [631] to the stub shaft housing [634]. Re-install bolts into tapped holes at 90 degrees in the retainer plate. Progressively tighten these bolts around the bolt circle to remove the stub shaft [630] from stub shaft housing.

	Attention!
	<p>Tapers can disengage with a great deal of force. On larger units, the stub shaft/retainer assembly can be very heavy. It may be advantageous to only remove half of the retainer plate to housing bolts and use those removed to break the stub shaft taper as described above. This will allow the stub shaft to still be held in position when it disengages.</p>

12. Install bushing [606] into bushing housing [627] and secure with bushing retaining bolt [628] and lockwasher [629]. With bushing installed, assemble bushing housing to coupling [620] using bolts and lockwashers [621, 622]. Torque the bolts to the value shown in the APPENDIX, Page 89.
13. Install the stub shaft [630] through the stub shaft housing [634] and into the bushing [606]. Attach the retainer plate [631] with bolts [632] and lockwashers [633]. Torque bolts to the value shown in the APPENDIX, Page 89. The retainer plate has been drilled and tapped for a NPT pipefitting, be sure to orient the plate so that the larger end of the tapped fitting hole is facing downward.
14. The tripod steady bearing has an optional flush feature for lubrication and cooling. If the flush is utilized, attach the flush piping to the flush hole in the retainer plate [631]. Keep the flush plug [641] in place on the bushing housing [627]. Note: The flush inlet pressure should be 15 to 20 psi over the vessel pressure.
15. If the flush is not utilized, remove flush plug [641] from the bushing housing [627].

	Attention!
	<p>Do not operate the agitator without the steady bearing flush and bearing assembly fully submerged.</p>

P.2.3 Tri-Pod Steady Bearing

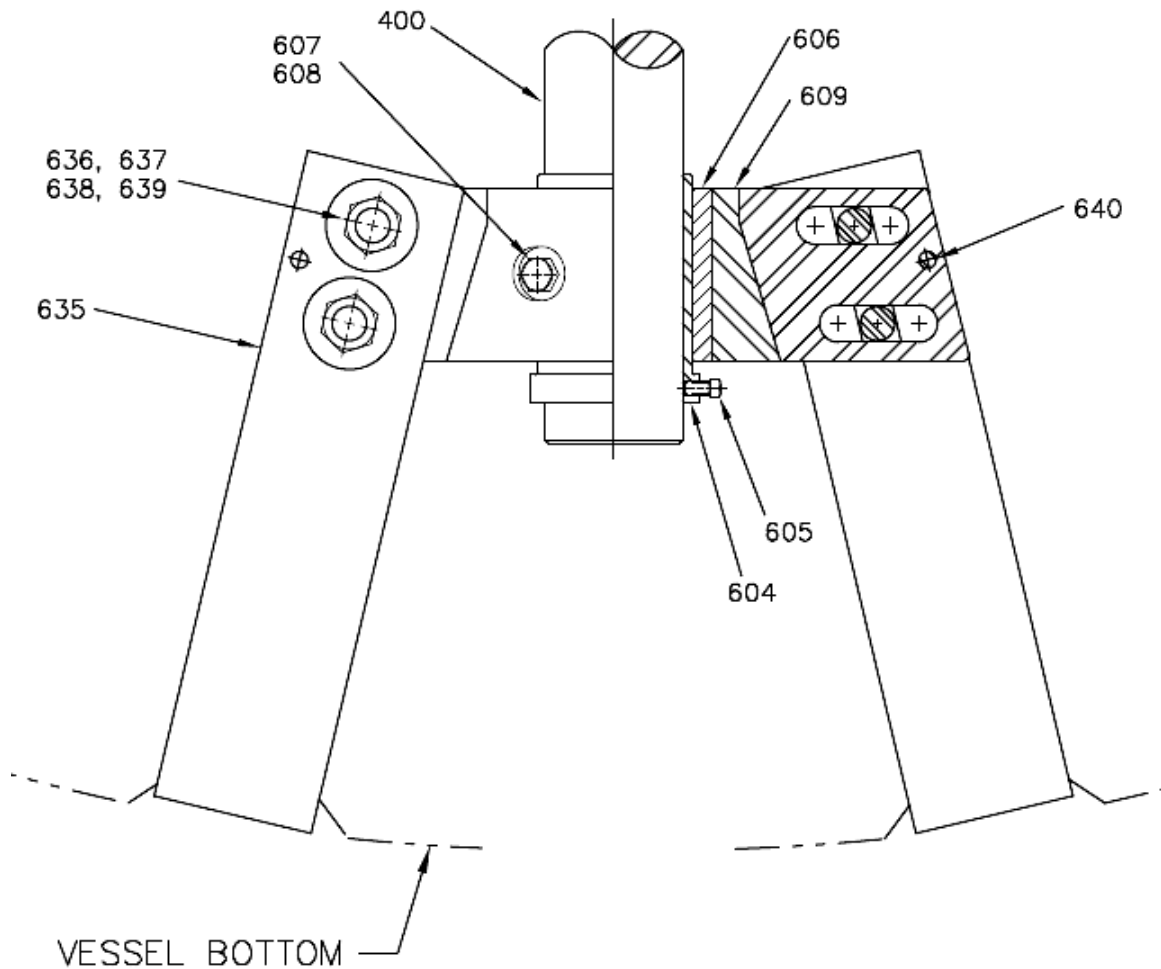



Figure 27. Tripod Steady Bearing


1. Attach legs [635] with bolts, nuts, lockwashers, and two flat washers [636, 637, 638, 639]. Do not torque the bolts at this time. Locate the steady bearing assembly so that it is centered with the extension shaft [400].
2. Adjust the leg angle and steady bearing assembly height. Torque the leg bolts [636] to value shown in the APPENDIX, Page 89. Refer to the steady bearing assembly drawing for the proper steady bearing set dimensions.

i	Note!
	Later in the procedure, steady bearing housing will need to be adjusted for shaft concentricity and parallelism. Be sure to leave room in the leg and housing slots for future adjustment.

3. Attach the legs [635] to the vessel bottom.

	Attention!
	The wear sleeve [604] and bushing [606] will need to be removed periodically for future maintenance. Be certain that there is no obstruction below the steady bearing assembly that would hinder their removal..

4. Attach a dial indicator to the shaft [400] and set it so the point of the indicator extends inside the steady bearing housing bore [634], and rotate the extension shaft one turn. Loosen the leg bolts [636] and nuts [637] and move the housing [634] until it is located concentric to the shaft centerline within 0.050" (1.25 mm) FIM.
5. Install bushing, bushing retaining bolt, lockwasher, wear sleeve and setscrews [606,607,608, 604, 605]. See the unit assembly drawing for the position of the wear sleeve on the shaft. Tighten the bushing retaining bolt and the setscrews.
6. With a feeler gage, check the clearance between the wear sleeve and the bushing at the top and bottom in 90° increments. For proper angular alignment, the gap at all locations (from top to the bottom) must be within 0.010" (0.25mm) of each other.
7. If the angular alignment needs correction, repeat steps 1-6.
8. Torque the leg bolts [636] and nuts [637] to the value shown in the APPENDIX, Page 89.
9. Recheck the steady bearing alignment with the dial indicator. If the alignment needs correction, repeat steps 6 through 8.
10. Once the final steady bearing housing location has been determined, drill and install the dowel alignment pins [640].
11. Remove the wear sleeve setscrews [605] one at a time and transfer punch a center into the agitator shaft [400]. Take the wear sleeve [604] off the shaft. Spot the shaft for the setscrews using a drill of the same diameter as the setscrews. Drill to the depth of the drill point.
12. Reinstall the wear sleeve [604] with the setscrews [605] over the drill spots located in the previous step. The tapped holes for the setscrews are usually a self-locking thread form; auxiliary fastener locking is not necessary. Torque the bolts to the value shown in the APPENDIX, Page 89. When auxiliary fastener locking is required, screws will be drilled and lock-wire will be attached.

	Attention!
	Do not operate the agitator without the steady bearing assembly fully submerged.

P.2.4 Pad Steady Bearing

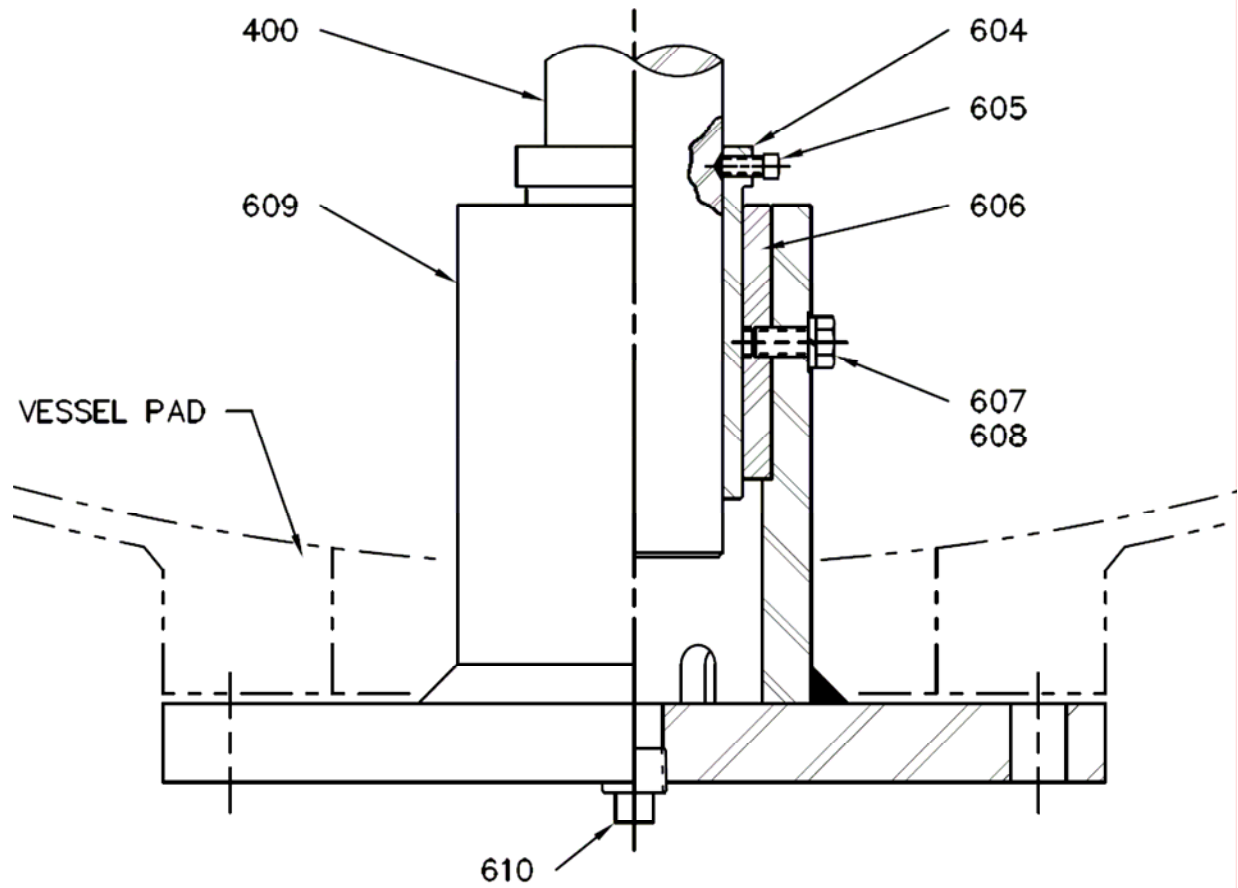



Figure 28. Pad Steady Bearing


1. Assemble steady bearing housing [609] to the vessel pad with the proper gasket and flange bolts (supplied by others). Tighten the flange bolts to 25% of specified torque shown in the APPENDIX, Page 89.
2. Slide wear sleeve [604] up the extension shaft to disengage from bushing [606].
3. Attach a dial indicator to the shaft and set the point of the indicator on the top face of housing hub [609].
4. Manually turn the flexible motor coupling to rotate the extension shaft one turn. If the runout exceeds .010" (0.25 mm) FIM (Full Indicator Movement) maximum, a tapered adapter (supplied by others) should be installed between the housing mounting flange and the vessel mounting pad. Call Chemineer Field Service for assistance.
5. Place the indicator point on the outside diameter of the housing hub and rotate the extension shaft one turn. Loosen the flange bolts and move the steady bearing housing

until it is located concentric to the shaft centerline within .050" (1.27 mm) FIM. Torque the flange bolts to the value shown in APPENDIX, Page 89.

6. In extreme cases, the agitator drive may have to be shimmed to correct for angular misalignment. Call Chemineer Field Service for assistance.
7. If the angular alignment needs correction, repeat the previous steps.
8. Once the final steady bearing housing location has been determined, drill the steady bearing housing flange at two locations on or outside of the bolt circle and install roll or dowel alignment pins (supplied by others).
9. Slide the wear sleeve down the shaft into the bushing. See the unit assembly drawing for the position of the wear sleeve on the shaft. Tighten setscrews [605].
10. Remove the wear sleeve setscrews one at a time and transfer punch a center into the agitator shaft. Slide the wear sleeve up the shaft and retain. Spot the shaft for the setscrews using a drill of the same diameter as the setscrews. Drill to the depth of the drill point.

	Attention!
	Cover the opening between the extension shaft and the bushing to prevent drill chips from getting into the housing.

11. Reinstall the wear sleeve with the setscrews over the drill spots located in *Step 10*. Torque the setscrews to the value shown in APPENDIX, Page 89. The tapped holes for the setscrews are a self-locking thread form. Auxiliary fastener locking is not necessary.

	Attention!
	Do not operate the agitator without the steady bearing flush on or the steady bearing assembly fully submerged.

P.3 COOLING SYSTEM

Cutting ring screw threads (see Item 1, Figs. 3-13) are located at the casing cover for the connection of a pipe with an external diameter of 10 mm according to DIN 2353.

1. **Remove the drain plug from the screw neck prior to assembly to avoid any contamination of the cooling system.** The screw necks should be connected with the coolant circuit, which must be provided by the operator. The flow direction of the coolant is irrelevant.
2. **Make sure not to twist the screw necks during or after assembly** as the cooling coil may be damaged (see Item 3, Fig. 3-13). You must ensure that no external forces act on the cooling coil.

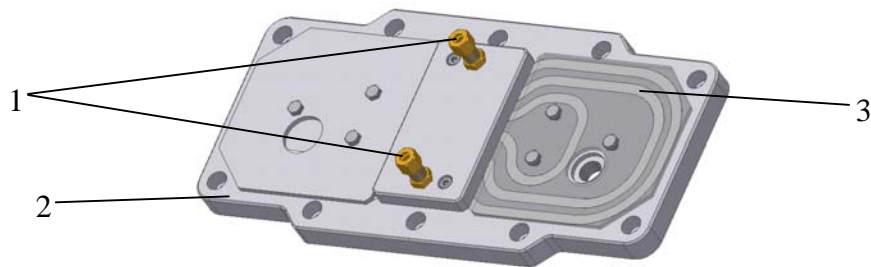




Figure 29. Cooling Cover

	Danger!
	Ensure that the pressure has been released from the cooling circuit before carrying out any work on the gear unit.

Q. LUBRICATION


This section defines the proper oils and greases that must be used with this equipment.

	Attention!
	Check the gear drive for proper oil fill before operating.

Q.1 MOTOR - LUBRICATION

The motor bearings are properly greased by the manufacturer. Motor bearings should be re-greased at 12-month intervals when installed in clean, dry environments, or every six months for heavy duty and dusty locations. Any good quality general-purpose grease consisting of a refined base oil stock and a lithium, calcium, or polyurea (preferred) complex based soap, with an NLGI No. 2 classification, will work satisfactorily. **However, different greases are not always compatible. Hence, check for compatibility of greases before you replace one with the other.** Most major oil companies offer such products, usually with extreme pressure (EP) additives for additional protection. Table 5, page 58 lists some commonly available greases.

When re-greasing, stop the motor, remove the outlet plug and add grease according to motor supplier's recommendations with a hand lever gun only. Run the motor for about ten minutes before replacing the outlet plug. Certain TEFC motors have a spring relief outlet fitting on the fan end. If the outlet plug is not accessible at the surface of the hood, it is the spring relief type and need not be removed when re-greasing.

	Attention!
	Over-greasing is a major cause of bearing and motor failure

The following actions can be taken to correct or prevent motor over-greasing and related problems¹:

1. Review motor lubrication procedures to ensure that they identify the type and quantity of grease to use, the specific fill and drain nozzles to uncap, and the length of time motors should be run with drain plugs off after greasing the bearings.
2. To prevent foreign materials from contaminating the grease, ensure that grease containers are covered during periods of storage and that the nozzles and grease fittings are cleaned.
3. Determine the optimum quantity and correct type of grease required for each motor by examining the manufacturer's recommendations and by monitoring the behavior of grease added to motors.
4. Consider using pre-lubricated sealed bearings in applications where re-lubrication is difficult, where contaminants can adulterate the grease, or where over-greasing might damage safety systems.

¹US Nuclear Regulatory Commission, Information Notice No. [88-12](#)









Q.2 GEARBOX - LUBRICATION

All gear units are filled with lubricant ready for operation when delivered. This initial filling corresponds to a lubricant from the column for the ambient temperatures (normal version) in the lubricant table.

Q.2.1 Roller bearing greases

Table 5 shows comparable roller bearing greases from various manufacturers. The manufacturer can be changed for a given grease type. Chemineer Field Service must be contacted in case of change of grease type or ambient temperature range, as this may change the warranty status for the functionality of our gear units.

Table 5. TYPICAL NLGI NO. 2 GREASES

Lubricant type	Ambient temperature								
Grease (mineral oil based)	-30 ... 60°C (Normal version)	Aralub HL 2	Enegrease LS 2	Sheerol AP 2 LZV-EP	Mehrzweckfett Beacon 2	Renolit FWA 160	Klüberplex BEM 41-132	Mobilux 2	–
	-50 ... 40°C	Aralub SEL 2	–	Spheerol EPL 2	–	Renolit JP 1619	–	–	Alvania RL 2
Synthetic grease	-25 ... 80°C	Aralub SKL 2	–	Product 783/46	Beacon 325	Renolit S2 Renolit HLT 2	Isoflex Topas NCA 52 Petamo GHY 133 N	Mobiltemp SHC 32	Aero Shell Grease 16 or 7
Biodegradable grease	-25 ... 40°C	Aralub BAB EP 2	Biogrease EP 2	Biotec	–	Plantogel 2 S	Klüberbio M 72-82	Schmierfett UE 100 B	Alvania RLB 2
Food compatible grease	-25 ... 40°C	Eural Grease EP 2	Energrease FM 2	Vitalube HT Grease 2	Carum 330	Renolit G 7 FG 1	Klübersynth UH1 14-151	Mobilgrease FM 102	Cassida RLS 2

Q.2.2 Lubricant table

Table 6 shows comparable lubricants from various manufacturers. The manufacturer can be changed within a particular viscosity or lubricant type. Chemineer Field Service must be contacted in case of change of viscosity or lubricant type, as this may change the warranty status for the functionality of our gear units.

Table 6. TYPICAL LUBE OILS

Lubricant type	Ambient temperature								
	ISO VG 220 -10 ... 40°C (Normal version)	Degol BG 220 Degol BG 220 plus	Energol GR-XP 220	Alpha SP 220 Alpha MW 220 Alpha MAX 220	Spartan EP 220	Renolin CLP 220 Renolin CLP 220 Plus	Klüberoil GEM 1-220	Mobilgear 630 XMP 220	Omala 220
	ISO VG 100 -15 ... 25°C	Degol BG 100 Degol BG 100 plus	Energol GR-XP 100	Alpha SP 100 Alpha MW 100 Alpha MAX 100	Spartan EP 100	Renolin CLP 100 Renolin CLP 100 Plus	Klüberoil GEM 1-100	Mobilgear 627 XMP 110	Omala 100
Synthetic oil (Polyglycol)	ISO VG 220 - 25 ... 80°C	Degol GS 220	Energol SG-XP 220	Alphasyn PG 220	Glycolube 220	Renolin PG 220	Klübersynth GH 6-220	Glygoile HE 220	Tiveal S 220
Synthetic oil (hydrocarbons)	CLP HC ISO VG 220 -40... 80°C	Aral Degol PAS 220	–	–	–	Renolin Unisyn CLP 220	Klübersynth EG 4-220	Mobil SHC 630	Omala 220 HD
Bio-degradable oil	ISO VG 220 -5 ... 40°C	Degol BAB 220	Biogear SE 220	Carelub GES 220	–	Plantogear 220 S	Klübersynth- GEM 2-220	–	Naturelle Gear Oil EP 220
Food compatible oil as per regulation H1 / FDA 178.3570	ISO VG 220 - 25 ... 40°C	Eural Gear 220	–	Vitalube GS 220	Gear Oil FM 220	Geralyn AW 220 Geralyn SF 220	Klüberoil 4UH1-220N Klübersynth UH1 6-220	Mobil DTE FM 220	Cassida Fluid GL 220
Synth. Synthetic liquid grease	- 25 ... 60°C	Aralub BAB EP0	–	Alpha Gel 00	Fließfett S 420	Renolit LST 00	Klübersynth GE 46-1200 UH1-220N Klübersynth UH1 14-1600	Glygoile Grease 00	Tivela GL 00

Note!

After changing the lubricant, and in particular after the initial filling, the oil level may change during the first few hours of operation, as the oil galleries and hollow spaces only fill gradually during operation. The oil level is still within the permissible tolerance.



If at the express request of the customer, an oil inspection glass is installed at an additional charge, we recommend that the customer corrects the oil level after an operating period of approx. 2 hours, so that when the gear unit is at a standstill and has cooled down, the oil level is visible in the inspection glass. Only then is it possible to check the oil level by means of the inspection glass.

The stated filling quantities are guide values. The exact quantities vary according to the exact gear ratio. When filling, always observe the oil level screw hole as an indicator of the precise quantity of oil.

Q.3 SHAFT SEALS - LUBRICATION

MRA units are furnished with a 6-ring stuffing box with six rings of self-lubricating packing, and do not require any additional lubrication for the life of the packing. Please refer to agitator assembly drawings for seal style and packing type.

MRNT units are furnished with split mechanical seal, which is “dry” running and does not require lubrication. *Do not lubricate sealing faces.*

Q.4 STEADY BEARINGS - LUBRICATION

Steady bearings are lubricated and cooled by the process fluid. Do not operate agitator unless the steady bearing is submerged or there is a flush to the steady bearing.

If a Clean-In-Place (CIP) system is present, it will generally put enough liquid into the steady bearing to ensure the bearing is adequately lubricated.

R. OPERATION

R.1 AGITATOR OPERATION

Chemineer agitator has been designed for your specific application. Proper operating procedures will allow maximum performance.



The following list will aid in the safe operation of your unit.

- **Do not** operate the unit before reading and following the instructions on all tags and nameplates attached to the unit.
- **Do not** operate the unit in a fluid with a specific gravity or viscosity higher than that for which the unit was designed.
- **Do not** attempt to start a unit with the mixing impeller buried in solids or a "set up" fluid.
- **Do not** operate mechanical shaft seals at temperatures or pressures higher than those for which the unit was designed. Refer to unit assembly drawing.
- **Do not** locate large pump discharges, other agitators, down comers, coils, baffles, or other vessel internals close to the agitator impellers and extension shaft.
- **Do not** make any changes in the field (i.e. motor horsepower, agitator speed, shaft length, impeller diameter, impeller blade width, etc.) without reviewing the change with your local Chemineer office or Chemineer Field Service. Minor changes could upset the dynamics and result in dramatic and potentially dangerous failures.

Should there be problems operating the unit; review the installation and the *Troubleshooting Guide*, Table 8, page 66. If you are unable to resolve the problem, contact your [local Chemineer office](#).

R.2 MOTOR - OPERATION

Electric motors furnished on Chemineer agitators are designed to deliver their rated output when properly installed and maintained.

Air circulation is very important to get full performance and long life from an electric motor. Do not block the suction inlets on fan-cooled motors. Life of the motor will be decreased if its temperature exceeds its thermal rating. The allowable temperature is stamped on the motor nameplate.



Prior to permanently wiring the electric motor:

- Check nameplate data on motor to assure that the available power supply agrees with the motor requirements. Protective devices should be the proper size and rating to safely carry the load and to interrupt the circuit on overloads.
- If motor has been stored in a damp location, the windings may require drying.
- Do not obstruct the normal flow of ventilating air through or over the motor.
- Identify motor auxiliary devices such as space heaters or temperature sensors. Connect them in proper circuits and insulate them from motor power cables.
- Check motor leads with connection diagrams on motor nameplate and/or conduit box so that the proper connections are made. All motors should be installed in accordance with the National Electric Code and local requirements.
- Check the gear drive output shaft rotation against the proper rotation indicated on the unit nameplate. For standard three-phase electric motors, the rotation can be reversed by switching any two power leads.
- Check operating motor amperage against motor nameplate amperage.

The motor should start quickly and run smoothly. If the motor should fail to start or make abnormal noise, immediately shut motor off, disconnect it from the power supply, and investigate the cause. If the problem cannot be corrected, contact your [local Chemineer office](#) for assistance.

R.3 SHAFT SEALS - OPERATION

R.3.1 LIP SEALS AND V-RINGS

This gearbox is sealed on the output shaft [244] by two lip seals. These seals are greased at the factory, so no service is necessary at start up for these seals.

The extension shaft lip seal or v-ring does not come pre-greased. While it is not mandatory to grease these seals, the seals will have a lower running temperature and thus a longer life if grease is applied prior to operation. If the process conditions allow, process-compatible grease should be applied to the sealing surface.

All rotary lip seals will eventually need replacement as they are wearing components. Wear rates depend on agitator input and output speeds, frequency of service, and environmental factors. A “typical” life cannot be predicted, so periodic inspection is highly recommended.

R.3.2 STUFFING BOXES

Some units are furnished with auxiliary mounted stuffing boxes. The standard stuffing box is a six (6) ring design with self-lubricating packing suitable for 100 psig (689 kPa) at 400°F (204°C).

At start-up, the packing should be “run-in” by tightening the hex adjusting nut one flat at a time, allowing 15 minutes between each take-up for the packing to reseal itself before further tightening. Repeat these adjustments at 15-minute intervals until the desired leakage is obtained.

Make periodic inspections for leakage, but do not pick up the gland unless necessary. Over tightening wears out packing prematurely, and causes scoring and damage to the shaft.

R.3.3 SPLIT SEALS


For operating limits of the seal, refer to appropriate assembly drawing and information supplied with the seal from the seal manufacturer.

R.4 STEADY BEARINGS - OPERATION

If a steady bearing is supplied, do not operate agitator unless it is properly installed. Failure to install a required steady bearing will cause severe damage to the agitator assembly if operated. Do not operate agitator unless the steady bearing is submerged.

The tripod and cup-tripod steady bearings have been supplied with an optional flush feature for lubrication and cooling. If the flush is utilized, the pipe plug [641] must remain installed on the bushing housing [627] and the inlet pressure should be maintained at 15 to 20 psi over the vessel pressure. If the flush is not utilized, the pipe plug [641] must be removed.

R.5 LUBRICANT WATER COOLING - OPERATION

	<p>Caution!</p> <p>The drive may only be commissioned after the cooling spiral has been connected to the cooling circuit, and the cooling circuit has been put into operation.</p>
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The coolant must have a similar thermal capacity as water (specific thermal capacity at 20°C $c=4.18$ kJ/kgK). Industrial water without any air bubbles or sediments is recommended as a coolant. The water hardness must be between 1° dH and 15° dH, and the pH value must be between pH 7.4 and pH 9.5. No aggressive liquids should be added to the coolant!

The **coolant pressure** must not exceed **8 bar**. The required **quantity of coolant** is **10 litres/minute**, and the **coolant inlet temperature** should not exceed 40°C; we recommend 10°C. We also recommend fitting a pressure reducer at the coolant inlet to avoid any damage due to excessive pressure.

If there is a danger of frost the operator should add a suitable anti-freeze solution to the cooling water.

The **temperature of the cooling water** and the **cooling water flow rate** must be **supervised and ensured** by the operator.

R.6 CHECKLIST**Table 7. START UP CHECK LIST**

<i>Object of the check</i>	<i>Checked on:</i>
<i>Is the vent plug activated or the pressure vent screwed in?</i>	
<i>Are contact guards fitted to rotating components?</i>	
<i>Is the cooling cover connected to the cooling circuit (if applicable)?</i>	

R.7 TROUBLE-SHOOTING**Table 8. TROUBLE-SHOOTING GUIDE**

OBSERVATION	POSSIBLE CAUSE	ACTION
Noisy Operation	Worn or damaged parts	Check bearings and gears for excessive wear. Replace worn parts. Try to find cause of wear. Check for water and/or abrasives in oil, overload, incorrect rotation, excessive shock, etc.
	Overloading	Overloading can cause excessive separation of gear teeth and loud operation. Check process fluid (specific gravity and viscosity) vs. design conditions. Check agitator speed and impeller diameter against unit assembly drawing information.
	Worn or improperly installed motor coupling	Couplings can generate noise, which seems to emanate from gear drive. Check for worn parts.
	Structural vibration and sound amplification	Steel mounting structures often amplify small amounts of normal noise into excessive noise. This can be corrected by adding stiffness or sound deadening material to the structure.
Abnormal Heating	Incorrect Oil	Review Lubrication section of manual. Replace with proper oil.
	Unusual ambient	Units installed in a hot area of a plant where airflow is restricted can overheat. Remove obstruction and if necessary force circulate air.
	Improper oil level	Add or remove oil.
	Cleanliness	Remove dirt and/or product buildup from motor/gear drive.
Leaking	Worn oil seals	Replace defective seals.
	Oil escaping from pressure vent	Incorrect oil level or incorrect, contaminated oil or unfavourable operating conditions. Change oil.
Drive shaft does not rotate although motor is running	Fracture in gear unit or defective motor coupling or shrink disc slippage	Consult Chemineer Engineering


S. MAINTENANCE –SEALS

Applicable to: MRA. Examine Figure 30 and Figure 31 to determine which type of stuffing box was supplied with your unit.

S.1 MAINTENANCE – BOLT-ON STUFFING BOX (CAST HOUSING)


The stuffing box is furnished with self-lubricating packing. It does not require any additional lubrication for the life of the packing. Routine maintenance consists of periodic inspections for leakage and tightening of hex adjusting nuts [1301]. Repacking is required when satisfactory control over leakage is not attainable.

S.1.1 Stuffing box Removal

	Attention!
	Prior to removing the agitator drive, review the agitator installation to assure that all safety issues are resolved.

1. Lock out and disconnect all power to the gear drive motor and optional devices.
2. Depressurize and ventilate vessel.
3. Remove stuffing box packing:

Remove hex adjusting nuts, lock washers, flat washers and gland clamps [1301, 1302, 1303, 1304]. Remove split packing gland [1312]. With packing tools (supplied by others), remove packing [1313].

	Attention!
	Never add new packing on top of the old packing, as this will cause accelerated wear and scoring of the shaft. Refer to the unit assembly drawing for the number and composition of the packing rings supplied originally with your agitator.

S.1.2 Stuffing box repacking

1. Install packing rings [1313]. Stagger each packing split 90°. Seat each packing ring as it is installed. Install split packing gland and gland clamps [1312, 1304]. Retain with hex adjusting nut, lockwasher and flatwasher [1301, 1302, 1303].
2. Tighten the hex adjusting nuts. Let the packing set for five to ten minutes so that it can cold flow and adjust to the gland pressure. Loosen the hex adjusting nuts, then finger tighten.

The stuffing box will require adjustment at start-up. Always strive for satisfactory sealing with the least gland force possible. Tighten the hex adjusting nuts uniformly and gradually (no more than one flat on the nuts every 15 minutes) until the leakage rate is acceptable. Do not over tighten. Make sure the split packing gland remains square with the shaft. Once the packing has been "run in", the hex adjusting nuts should be retightened on a regular basis. This can vary from weekly to monthly depending upon the desired level of sealing and the frequency of operation.

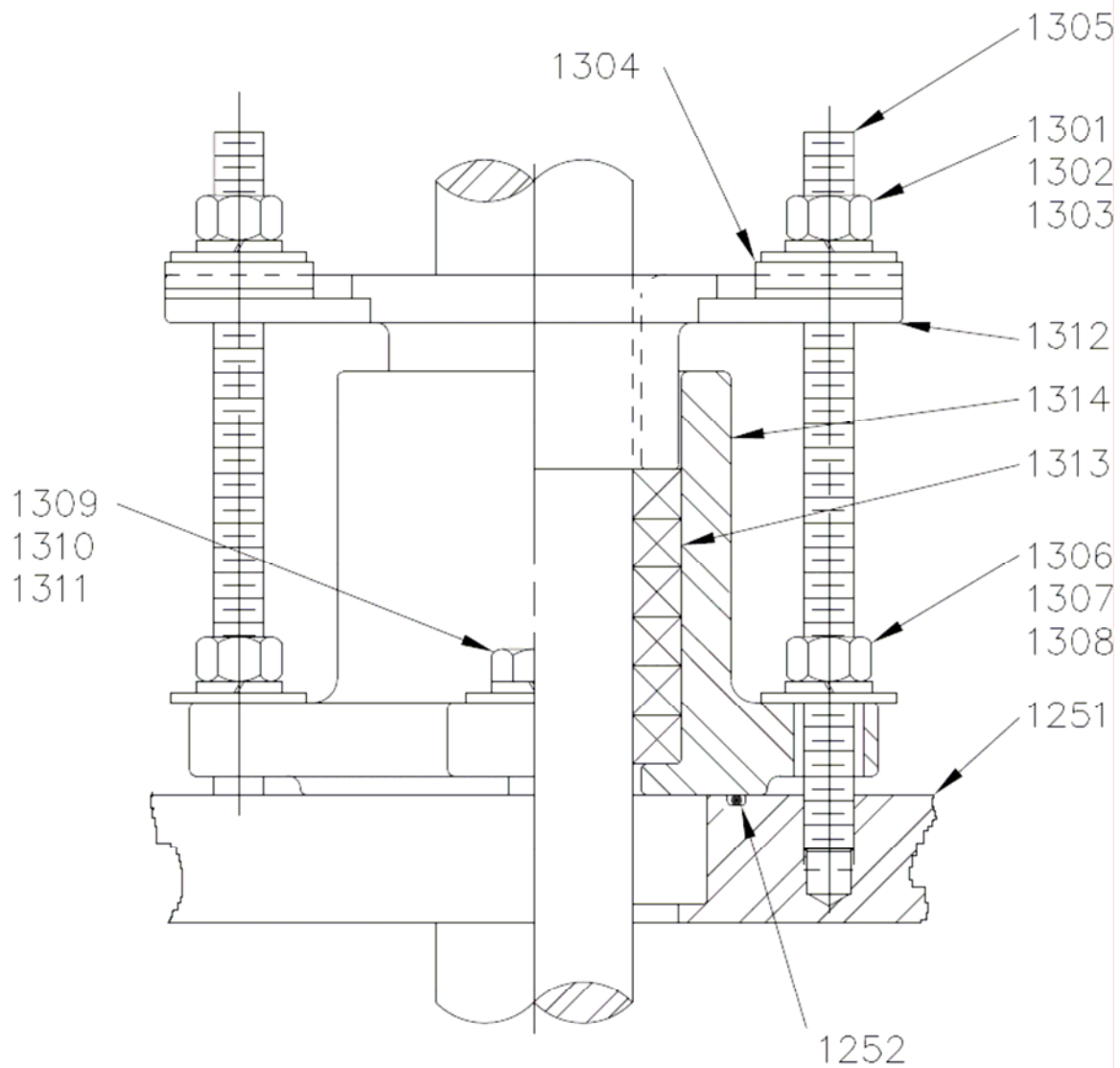



Figure 30. 6 – Ring Stuffing Box (cast housing)

S.2 MAINTENANCE – BOLT-ON STUFFING BOX (FABRICATED HOUSING)


The stuffing box is furnished with self-lubricating packing. It does not require any additional lubrication for the life of the packing. Routine maintenance consists of periodic inspections for leakage and tightening of hex adjusting nuts [1301]. Repacking is required when satisfactory control over leakage is not attainable.

S.2.1 Stuffing box Removal

	Attention!
	Prior to removing the agitator drive, review the agitator installation to assure that all safety issues are resolved.

1. Lock out and disconnect all power to the gear drive motor and optional devices.
2. Depressurize and ventilate vessel.
3. Remove stuffing box packing:

Remove hex adjusting nuts [1301] and flat washers [1303]. Slide gland plate [1355] toward the gear drive. Remove split gland [1356]. With packing tools (supplied by others), remove packing [1313].

	Attention!
	Never add new packing on top of the old packing, as this will cause accelerated wear and scoring of the shaft. Refer to the unit assembly drawing for the number and composition of the packing rings supplied originally with your agitator.

S.2.2 Stuffing box repacking

1. Install packing rings [1313]. Stagger each packing split 90°. Seat each packing ring as it is installed. Install split gland [1356] (holes at top) and gland plate [1355]. Retain with hex adjusting nut and flatwasher [1301, 1303].
2. Tighten the hex adjusting nuts. Let the packing set for five to ten minutes so that it can cold flow and adjust to the gland pressure. Loosen the hex adjusting nuts, then finger tighten.

The stuffing box will require adjustment at start-up. Always strive for satisfactory sealing with the least gland force possible. Tighten the hex adjusting nuts uniformly and gradually (no more than one flat on the nuts every 15 minutes) until the leakage rate is acceptable. Do not over tighten. Make sure the split packing gland remains square with the shaft. Once the packing has been "run in", the hex adjusting nuts should be retightened on a regular basis. This can vary from weekly to monthly depending upon the desired level of sealing and the frequency of operation.

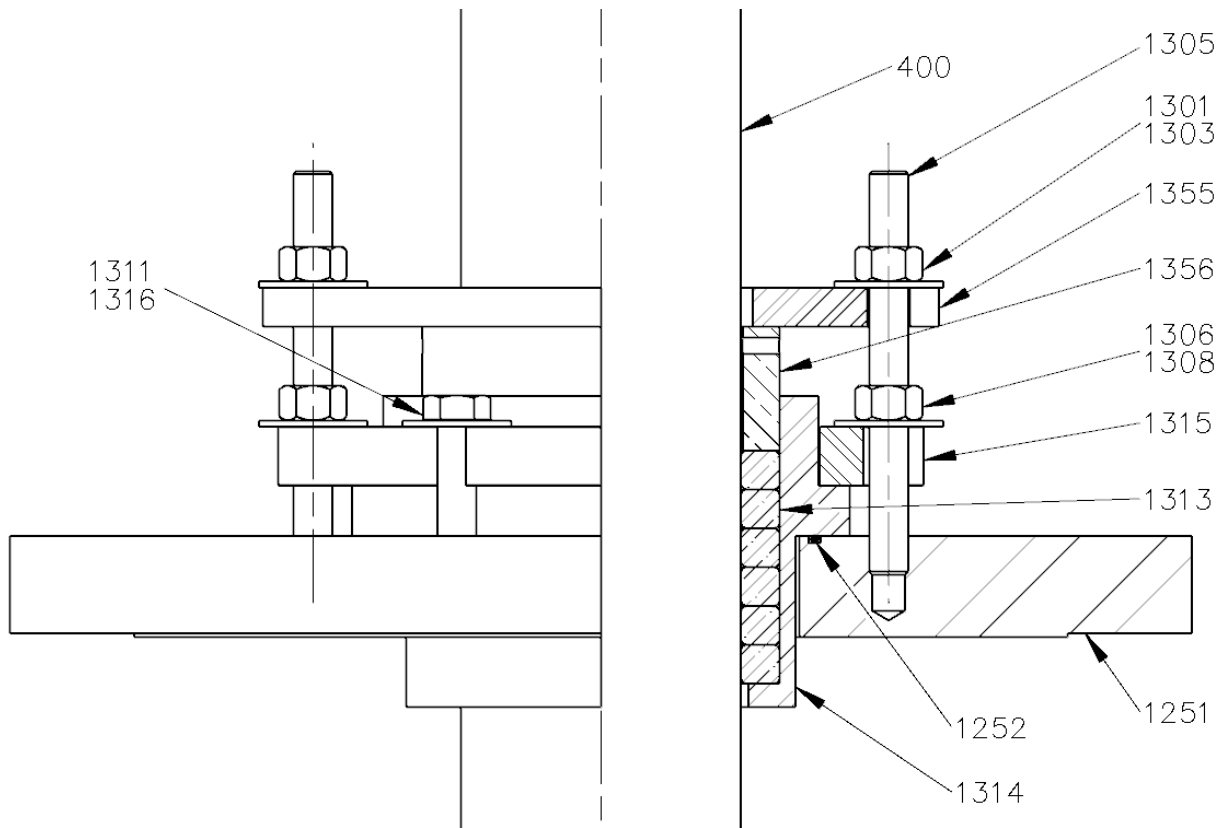


Figure 31. 6 – Ring Stuffing Box (fabricated housing)

S.3 MAINTENANCE –LIP SEAL

The lip seal, like any rotary shaft seal, will eventually wear and require replacement. Routine maintenance consists of periodic inspections for leakage. Replacement is required when a satisfactory shaft seal is no longer attainable.

S.3.1 Lip seal removal

1. Lock out and disconnect all power to the gear drive motor and optional devices.
2. Depressurize and ventilate vessel.
3. Remove handhole covers.
4. V-ring [1801] will need to be cut for removal from shaft.

S.3.2 Lip seal replacement

Note: The simplest way to replace the seal is to block the shaft, disengage the gearbox coupling, remove the taper coupling from the shaft, slide a new v-ring onto the shaft, and then reinstall the coupling and shaft to the gearbox. Since this is not always feasible, the steps below show how to replace the v-ring without disengaging the shaft.

1. Place the new pre-split v-ring around shaft.
2. Apply a suitable glue to both sides of the split v-ring. Pull the sections together and hold until the glue has set. A string may be helpful in holding the v-ring together while this glue sets.
3. V-rings do not require any adjustment or lubrication, though some lubrication between the lip and the plate may lengthen the life of the v-ring.

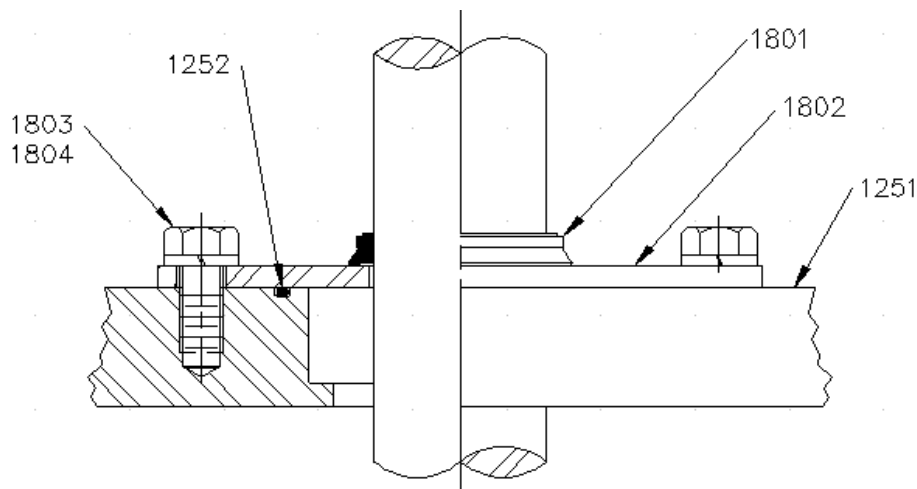


Figure 32. Lip Seal

S.4 MAINTENANCE – SPLIT SEAL

The split mechanical seal will require periodic replacement of wearing parts. Due to ease of replacement of the seal cartridge, it is preferable to remove the old seal and replace with an entirely new split mechanical seal.

S.4.1 SEAL Removal



CAUTION! *Prior to removing the agitator drive, review the agitator installation to assure that all safety issues are resolved.*

- a. Lock out and disconnect all power to the gear drive motor and optional devices.
- b. Depressurize and ventilate vessel.
- c. Remove handhole covers [1105, 1714].
- d. Remove nuts, lockwashers, and flatwashers [1263, 1264, 1265]. Loosen bolts [1266]. Remove the split mechanical seal following the manufacturer's instructions.
- e. Clean and inspect the mechanical seal mounting surfaces of the shaft and adapter plate face to avoid contamination of the vessel and damage to the sealing faces. These surfaces must be clean and free of nicks or burrs.

S.4.2 SEAL installation

1. Center the seal adapter plate [1261] on the shaft [400]. Torque bolts [1266] to the values shown in APPENDIX, Page 89.
2. Install the split mechanical seal [1600] following the manufacturer's instructions.

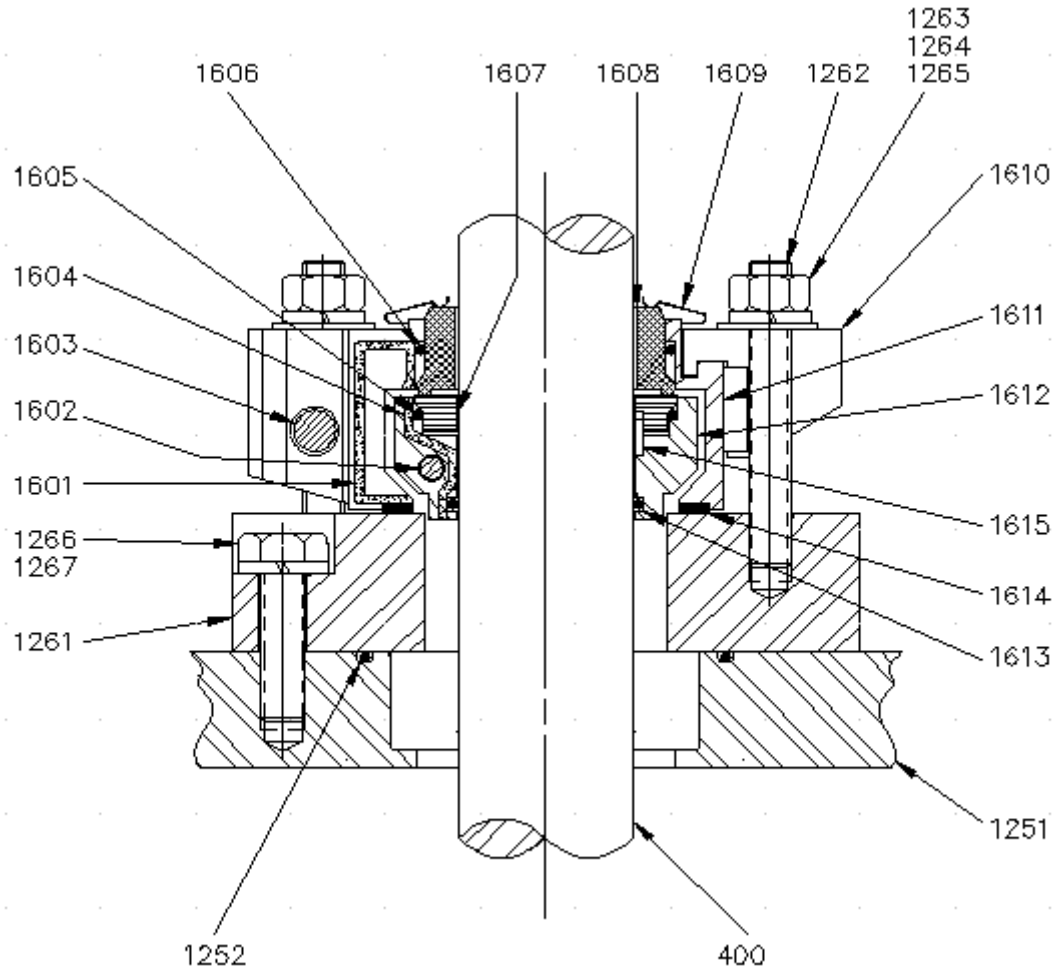


Figure 33. Split Mechanical Seal Assembly


S.5 GEAR DRIVE

S.5.1 Maintenance Intervals

Table 9. MAINTENANCE INTERVALS FOR GEARBOXES

Service and Maintenance Intervals	Service and Maintenance Work
At least every six months	<ul style="list-style-type: none"> – Visual inspection – Check for running noises – Check oil level – Re-grease
Every 10000 operating hours, at least every 2 years	<ul style="list-style-type: none"> – Change oil (if filled with synthetic oil, this period is doubled) Reduction of lubricant replacement interval under extreme operating conditions (high humidity, aggressive environment and high temperature fluctuations) – Check the cooling coil for deposits
At least every 10 years	<ul style="list-style-type: none"> – General overhaul

S.5.2 Maintenance Work

	Attention!
	<p>Service and maintenance work must only be performed by qualified personnel.</p> <p>Installation and maintenance work must only be performed when gear units are at a standstill. The drive must be isolated and secured to prevent accidental start-up.</p>

S.5.2.1 Visual inspection

The gear unit must be checked for leaks. In addition, the gear unit must be inspected for external damage and cracks in the hoses, hose connections and rubber buffers. Have the gear unit repaired in case of leaks, e.g. dripping gear oil or cooling water, damage or cracks. Please contact the Chemineer Field Service department.


S.5.2.2 Check for Running Noises

If the gear unit produces unusual running noises and/or vibrations, this could indicate damage to the gear unit. In this case the gear should be shut down and a general overhaul carried out.

S.5.2.3 Check the Oil Level

1. The oil level may only be checked when the gear unit is **at a standstill and has cooled down**. The gear unit must be secured to prevent accidental switch-on.

- The oil level screw corresponding to the version must be screwed out.

	Note!
	At the first oil level check a small amount of oil may escape, as the oil level may be below the lower edge of the oil level hole.


- The maximum oil level is the lower edge of the oil level hole. The minimum oil level is 4 mm below the oil level hole. If the oil level is too low, this must be corrected using the correct type of oil. An oil level glass is available instead of the oil level screw
- Cap screw with dipstick (optional) and all other loosened screws must be correctly re-tightened.

S.5.2.4 Regreasing

For some IEC adapters, the outer roller bearing must be regreased with approx. 20-25g of grease via the grease nipple provided

S.5.2.5 Changing the Oil

- Place the drip tray below the oil drain screw or the oil drain cock
- Completely remove oil level screw, screwed sealing plug with dipstick if an oil level tank is being used and oil drain screw.

	Danger!
	Warning: Hot oil!

- Drain all the oil from the gear unit.
- If the screw lock coating of the oil drain screw or oil level screw is damaged in the thread, a new oil level screw must be used or the thread cleaned and coated with securing lubricant, e.g. Loctite 242, Loxeal 54-03 prior to inserting. The seal ring must be replaced if damaged.
- Support the seal ring, insert the oil drain screw into the hole and tighten to the correct torque! (See Appendix, Page 89 for torque values)
- Using a suitable filling device, refill with oil of the same type through the oil level hole until oil emerges from the oil level hole. (The oil can also be filled through the pressure vent screw or a sealing plug located higher than the oil level).
- Wait at least 15 minutes, or at least 30 minutes if an oil level tank is used, and then check the oil level.

S.5.2.6 General Overhaul

The gear units must be completely dismantled. The following work must be carried out:

- Clean all gear unit components
- Examine all gear unit components for damage
- All damaged components must be replaced
- All roller bearings must be replaced
- Replace all seals, radial seals and Nilos rings
- Replace plastic and elastomer components of the motor coupling

The general overhaul must be carried out by a specialist workshop with appropriate equipment and qualified specialist personnel.

S.5.3 Drive Removal**S.5.3.1 MRA drive removal**

1. Lock out and disconnect all power to the gear drive motor and optional devices.
2. Depressurize and ventilate vessel.
3. Remove handhole covers.
4. Loosen hex adjusting nuts [1301], nuts [1306] and bolts [1309]. Refer to Figure 5, page 22.

S.5.3.2 MRL drive removal

1. Lock out and disconnect all power to the gear drive motor and optional devices.
2. Depressurize and ventilate vessel.
3. Remove handhole covers.
4. Loosen bolts [1803]. Refer to Figure 6, page 23.

S.5.3.3 MRNT drive removal


1. Lock out and disconnect all power to the gear drive motor and optional devices.
2. Depressurize and ventilate vessel.
3. Remove handhole covers.

4. Remove the split mechanical seal [1600] following the manufacturer's instructions. Refer to Figure 7, page 24.
5. Remove mounting bolts, lockwashers, and nuts [1102, 1103, 1104]. With a hoist or crane system, lift the agitator drive assembly (Figure 10, page 27) away from the pedestal [1101] sufficiently to allow the shaft to be blocked in place. Remove coupling half bolts and lockwashers [359, 360]. Refer to Figure 9, page 26.
6. Remove the agitator drive to a suitable service area.

S.5.4 Preparation for disassembly

1. Clean external surfaces and drain the oil.
2. Remove motor [100] from gearbox.

S.5.5 Removing the output shaft coupling

	Attention!
	Do not subject the gear unit to harmful axial forces or shock loads when fitting the hubs.

1. Remove the coupling bolt and washer from the output shaft
2. Use an appropriate puller to pull the coupling from the output shaft (Figure 34). Apply force against the end of the exposed output shaft while pulling on the couplings. Do not apply a blunt force to the coupling or shaft.
3. In some instances, a torch can be used to heat the coupling. A sweeping motion should be used so as not to overheat any one area of the coupling.

S.5.6 Installing the output shaft coupling

1. The output coupling is purposefully a tight, shrink fit. Apply heat to the coupling in order to heat it to approximately 120°C.
2. Slide the heated coupling onto the output shaft, then install the washer tight against the coupling and the shaft to make sure the coupling is fully seated onto the shaft.
3. Allow the coupling and gearbox to cool sufficiently before continuing with the installation.

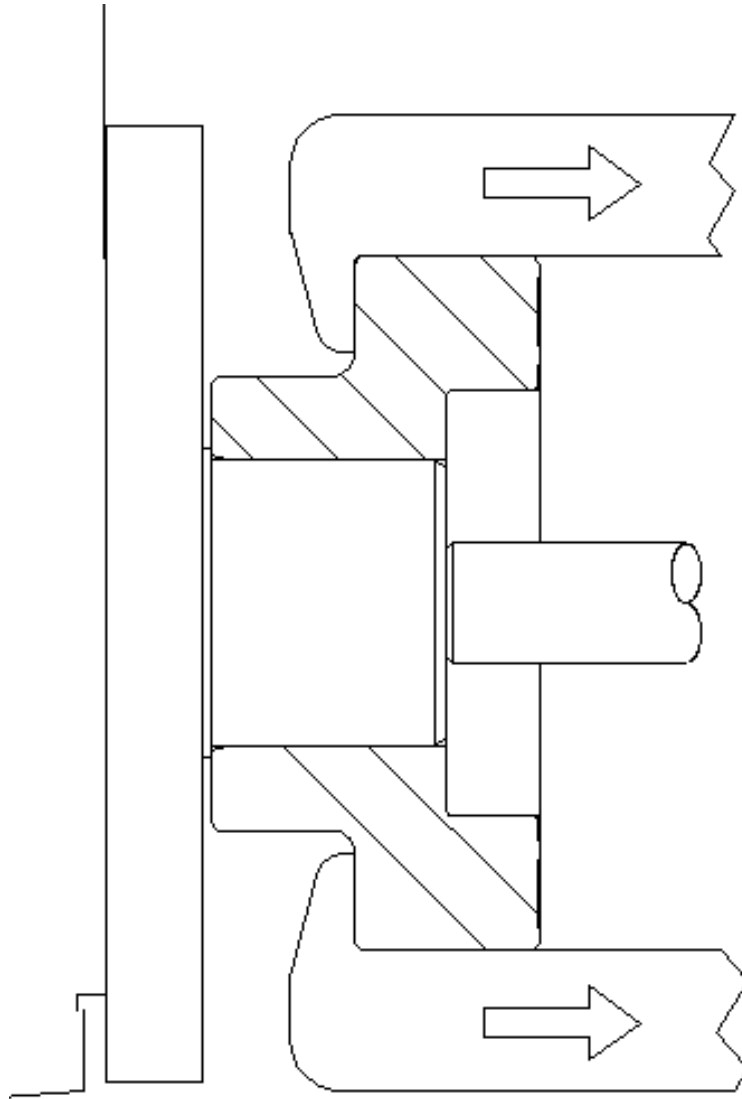


Figure 34. Simple Disassembly Device

S.6 MAINTENANCE - STEADY BEARING

S.6.1 BRACKET, TRIPOD AND PAD STEADY BEARINGS


In-tank steady bearings will require periodic inspection and replacement of bushing and wear sleeve [606, 604] (Figure 25 on page 47, Figure 26 on page 49, Figure 27 on page 52, or Figure 28 on page 54).

It is recommended that the steady bearing fasteners be checked for tightness and the bushing and wear sleeve for wear after the first two weeks of operation. Unless otherwise specified the recommended wear allowance is:


Table 10. BRACKET, TRIPOD AND PAD STEADY BEARING WEAR SLEEVE AND BUSHING WEAR ALLOWANCES

SHAFT DIAMETER	UP TO 3" (76.2mm)	LARGER THAN 3" (76.2mm)
WEAR SLEEVE	.040" (1mm)	.060" (1.5 mm)
BUSHING	.120" (3mm)	.180" (4.5 mm)


The wear sleeve and bushing should be replaced in sets.

	Attention!
	Lock out and disconnect all power to the gear drive motor, any optional devices, and depressurize vessel before servicing this equipment.

- Loosen setscrew [605] and slide wear sleeve [604] off the shaft.
- Unbolt the housing from the bracket or tripod (Not applicable to pad style).
- Remove bushing retaining bolt and lockwasher [607, 608]. Remove the bushing from the steady bearing housing.
- Press a new bushing into the steady bearing housing. Install the bushing retaining bolt and lockwasher.

	Note!
	Line up the clearance hole in the new bushing with the tapped hole in the housing prior to pressing the bushing into the housing.

- Reinstall the wear sleeve and housing/bushing assembly. Torque all fasteners to the value shown in APPENDIX, Page 89.

	Attention!
	Do not operate the agitator without the steady bearing being submerged.

S.6.2 CUP TRIPOD STEADY BEARING

In-tank steady bearings will require periodic inspection and replacement of bushing and stub shaft [606, 630]. (Figure 26, page 49)


It is recommended that the steady bearing fasteners be checked for tightness and the bushing & stub shaft for wear after the first two weeks of operation.

Unless otherwise specified, the recommended wear allowance is:


Table 11. CUP TRIPOD STEADY BEARING WEAR SLEEVE AND BUSHING WEAR ALLOWANCES

SHAFT DIAMETER	UP TO 3" (76.2mm)	LARGER THAN 3" (76.2mm)
WEAR SLEEVE	.040" (1mm)	.060" (1.5 mm)
BUSHING	.120" (3mm)	.180" (4.5 mm)


The stub shaft and bushing should be replaced in sets.

	Attention!
	Lock out and disconnect all power to the gear drive motor, any optional devices, and depressurize vessel before servicing this equipment.

1. Remove the retainer plate [631] and the stub shaft [630] from the stub shaft housing [634]. Remove the retainer to housing bolts and install them into the threaded holes on the retainer plate. Progressively tighten these bolts around the bolt circle to remove the stub shaft.

	Attention!
	Tapers can disengage with a great deal of force; also the stub shaft/retainer assembly can be very heavy on larger size agitators. In order to hold the stub shaft when it disengages use half of the supplied retainer plate bolts threaded into the stub shaft housing.

2. Unbolt the bushing housing [627] from the coupling [620]. Remove the bushing retaining bolt [628] and lockwasher [629]. Press the bushing [606] out of the bushing housing [627].
3. Press a new bushing into the bushing housing. Install the bushing retaining bolt and lockwasher.

	Note!
	Line up the clearance hole in the new bushing with the tapped hole in the bushing housing prior to pressing the bushing in place.

4. Reinstall the bushing housing, new stub shaft, and retainer plate as described in the *Steady bearings installation section*. Torque fasteners to the value shown in Table 12, page 89.
5. Re-attach the flush piping.

T. ITEMS LIST

Item#	Description	Qty.
100	Motor	1
200	Gear drive	1
244	output shaft	1
350	Low Speed Coupling Assembly	1
351	gear drive coupling half	1
352	key	1
353	coupling washer (1 bolt)	1
354	coupling washer (2 bolt)	1
355	lockwasher	1
356	bolt	1
357	lockwasher	2
358	bolt	2
361	bolt	
362	bolt	1
363	lockwasher	1
364	coupling washer (1 bolt)	1
365	key	1

Item#	Description	Qty.
400	Extension shaft assembly	1
402	pin key	1
403-001	drive shaft (welded coupling)	1
403-002	drive shaft (removable coupling)	1
404-001	extension shaft (welded coupling)	1
404-002	extension shaft (removable coupling)	1
405	bolt	
406	lockwasher	
407	nut	
408	rigid, removable, taper bore coupling half	1
409	key	1
410	coupling washer	1
412	locking clip	1
413	rigid, removable, taper bore coupling half	1
414	key	1
415	coupling washer	1
416	locking clip	1
418	shaft bolt	1
419	shaft bolt	1
420	key	1
421	coupling washer	1
422	bolt	2
423	lockwasher	2
424	coupling washer	1
425	bolt	2
426	lockwasher	2

Item#	Description	Qty.
500	Impeller assembly	
501	impeller assembly P-4	
502	impeller assembly S-4	
503	impeller assembly HE-3	
504	hub	
505	setscrew	
506	extension blade	
507	bolt	
508	lockwasher	
509	nut	
510	stabilizer fin	
511	bolt	
512	lockwasher	
513	nut	
514	impeller assembly D-6, CD-6, BT-6	
515	split disc	
516	bolt	
517	flatwasher	
518	bolt	
519	flatwasher	
520	locking clip	
521	nut	
522	gasket	2
523	snap ring	1
524	thrust plate	1
525	gasket	1
526	mounting bolt	1
527	impeller assembly SC-3	
528	impeller assembly Maxflo W	
529	bolt	
530	lockwasher	
531	nut	
532	impeller assembly XE-3	

Item#	Description	Qty.
600	Steady bearing assembly	1
601	bracket steady bearing	1
602	pad steady bearing	1
603-001	cup tripod steady bearing	1
603-002	tripod steady bearing	1
604	wear sleeve	1
605	setscrew, square head	
606	bushing	1
607	bushing retaining bolt	1
608	lockwasher	1
609	steady bearing housing	1
610	drain plug, NPT	1
620	coupling	1
621	coupling bolt	4 to 6
622	lockwasher	4 to 6
623	key	1
624	coupling washer	1
625	shaft bolt	2
626	lockwasher	2
627	bushing housing	1
628	bushing retaining bolt	1
629	lockwasher	1
630	stub shaft	1
631	retainer plate	1
632	retainer plate bolt	4 to 8
633	lockwasher	4 to 8
634	stub shaft housing	1
635	leg	3
636	leg bolt	6
637	leg nut	6
638	lockwasher	6
639	flat washer	6
640	alignment pin	3
641	pipe plug (flush)	1

Item#	Description	Qty.
1100	Pedestal assembly	1
1101	pedestal	1
	<i>For case size 11-14</i>	
1102	bolt	4
1103	lockwasher	4
1104	nut	4
1105	handhole cover	4
1106	bolt	4
1107	lockwasher	4
1108	flatwasher	4
1109	lockwasher	4
1110	nut	4
1116-001	bolt	4
1116-002	bolt	8
1117-001	lockwasher	4
1117-002	Lockwasher	8
	<i>For case size 15</i>	
1130	nut	3
1135	handhole cover	4
1136	bolt	3
1137	lockwasher	3
1138	flatwasher	3
1139	lockwasher	3
1141	bolt	1
1142	lockwasher	1
1143	flatwasher	1

Item#	Description	Qty.
1250	Mounting flange assembly	1
1251	mounting flange	1
1252	o-ring	1
1260	Mechanical seal adapter plate assembly	1
1261	adapter plate	1
1262	stud	4
1263	nut	4
1264	lockwasher	4
1265	flatwasher	4
1266	bolt	4
1267	lockwasher	4
1300	Stuffing box assembly	1
1301	hex adjusting nut	2
1302	lockwasher	2
1303	flatwasher	2
1304	gland clamps	2
1305	stud	2
1306	nut	2
1307	lockwasher	2
1308	flatwasher	2
1309	bolt	2
1310	lockwasher	2
1311	flatwasher	2
1312	split packing gland	2
1313	packing	6
1314	packing housing	1
1315	clamping gland	1
1316	bolt	4
1355	gland plate	1
1356	split gland	1

Item#	Description	Qty.
1600	Single split seal assembly	1
1601	gland gasket	1
1602	socket head cap screw	2
1603	socket head cap screw	2
1604	holder gasket	1
1605	o-ring, rotary	1
1606	o-ring, stationary	1
1607	rotary seal ring	1
1608	stationary seal ring	1
1609-001	spring	10
1609-002	spring	8
1610	bolt tab (w/ springs)	4
1611	gland	1
1612	rotary holder	1
1613	o-ring, static	1
1614	gasket, stuffing box	1
1615	anti-rotation pin	1
1800	Lip seal assembly	
1801	v-ring	1
1802	seal plate	1
1803	bolt	4
1804	lockwasher	4

U. APPENDIX I

Tighten all fasteners to values shown unless specifically instructed to do otherwise. Lubricate all fasteners at assembly with thread lubricant or an anti-seize material. Bolt threads and contact surfaces of bolt heads and nuts should be lubricated. Note that stainless steel and alloy fasteners can gall while being tightened. The risk of galling or thread seizing is reduced by using lubrication, by tightening fasteners with low rpm's and without interruptions, and applying only light pressure. Dry fasteners, components with dirt or dust, bolting faces with rough finish, or even some environmental factors such as heat or moisture can effect the torque readings, and require values different than those listed in the table below.

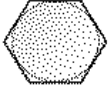
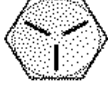
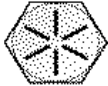
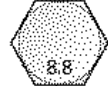

Table 12. BOLT TIGHTENING TORQUE

BOLT SIZE	SAE J429 CARBON STEEL						STAINLESS STEEL	
	GRADE 2 METRIC GRADE 4.6		GRADE 5 METRIC GRADE 8.8		METRIC GRADE 12.9		300 Series Stainless Steel (e.g. 304, 316)	
	ft-lb	Nm	ft-lb	Nm	ft-lb	Nm	ft-lb	Nm
1/4 - 20	-	-	6	8.1	-	-	4.1	5.6
5/16 - 18	-	-	13	18	-	-	8	11
3/8 - 16	-	-	23	31	-	-	15	20
1/2 - 13	38.0	52	55	75	-	-	38	52
9/16 - 12	50.0	68	79	107	-	-	50	68
5/8 - 11	68.0	92	110	149	-	-	68	92
3/4 - 10	120.0	163	195	264	-	-	95	129
7/8 - 9	122.0	165	314	426	-	-	153	207
1 - 8	184.0	250	470	637	-	-	230	312
1-1/8 - 7	260.0	353	587	796	-	-	326	442
1-1/4 - 7	368.0	499	828	1123	-	-	460	624
1-3/8 - 6	482.0	654	1085	1471	-	-	602	816
1-1/2 - 6	640.0	868	1440	1953	-	-	800	1085
M6 x 1.00	3.8	5.1	6.9	9.4	9.7	13	4.3	5.8
M8 x 1.25	8	10	17	23	24	32	10	14
M10 x 1.50	15	20	34	45	47	63	21	28
M12 x 1.75	26	35	58	79	81	110	36	49
M16 x 2.00	64	87	145	196	202	274	89	121
M20 x 2.50	126	170	282	383	394	534	174	236
M24 x 3.00	217	664	489	664	537	728	300	407

Table 13. BOLT TIGHTENING TORQUE (CONTD)

BOLT SIZE	ALLOY 600 (UNS#N06600), ALLOY C4 (UNS#N06455), ALLOY G30 (UNS#N06030), ALLOY 2205 (UNS#S32205)		ALLOY C276 (UNS#N10276), ALLOY C2000 (UNS#N06200)		ALLOY 20 (UNS#N08020), ALLOY 400 (UNS#N04400), ALLOY 825 (UNS#N08825)	
	ft-lb	Nm	ft-lb	Nm	ft-lb	Nm
1/4 - 20	4	5.4	5	6.8	3.4	4.6
5/16 - 18	8	11	10	14	7	9
3/8 - 16	15	20	18	25	12	17
1/2 - 13	36	49	45	61	30	41
9/16 - 12	52	70	65	88	43	59
5/8 - 11	72	97	89	121	60	81
3/4 - 10	127	172	159	215	106	143
7/8 - 9	205	277	256	347	170	231
1 - 8	307	416	383	520	256	346
1-1/8 - 7	435	589	543	737	362	491
1-1/4 - 7	613	832	767	1040	511	693
1-3/8 - 6	804	1090	1005	1363	670	908
1-1/2 - 6	1067	1447	1334	1809	889	1206
M6 x 1.00	3.7	5.0	4.9	6.6	3.1	4.2
M8 x 1.25	9	12	12	16	7	10
M10 x 1.50	18	24	24	32	15	20
M12 x 1.75	31	42	41	56	26	35
M16 x 2.00	77	104	102	139	64	87
M20 x 2.50	150	203	200	271	125	169
M24 x 3.00	276	374	345	468	216	292

Table 14. Bolt grades and mechanical properties

Head Marking	Grade and Material	Nominal Size Range (inches)	Mechanical Properties		
			Proof Load (psi)	Min. Yield Strength (psi)	Min. Tensile Strength (psi)
US Bolts					
 No Markings	Grade 2 Low or medium carbon steel	1/4 thru 3/4	55,000	57,000	74,000
		Over 3/4 thru 1-1/2	33,000	36,000	60,000
 3 Radial Lines	Grade 5 Medium Carbon Steel, Quenched and Tempered	1/4 thru 1	85,000	92,000	120,000
		Over 1 thru 1-1/2	74,000	81,000	105,000
 6 Radial Lines	Grade 8 Medium Carbon Alloy Steel, Quenched and Tempered	1/4 thru 1-1/2	120,000	130,000	150,000
Stainless markings vary. Most stainless is non-magnetic	18-8 Stainless Steel alloy with 17-19% Chromium and 8-13% Nickel	1/4 thru 5/8		40,000 Min. 80,000 – 90,000 Typical	100,000 – 125,000 Typical
		3/4 thru 1		40,000 Min. 45,000 – 70,000 Typical	100,000 Typical
		Above 1			80,000 – 90,000 Typical
Head Marking	Class and Material	Nominal Size Range (mm)	Mechanical Properties		
			Proof Load (MPa)	Min. Yield Strength (MPa)	Min. Tensile Strength (MPa)
Metric bolts					
 8.8	Class 8.8 Medium Carbon Steel, Quenched and Tempered	All Sizes below 18mm	580	640	800
		18mm - 72mm	600	660	830
 10.9	Class 10.9 Alloy Steel, Quenched and Tempered	5mm - 100mm	830	940	1040
12.9	Class 12.9 Alloy Steel, Quenched and Tempered	1.6mm - 100mm	970	1100	1220
Stainless markings vary. Most stainless is non-magnetic. Usually stamped A-2	A-2 Stainless Steel alloy with 17- 19% Chromium and 8-13% Nickel	All Sizes thru 20mm		210 Min. 450 Typical	500 Min. 700 Typical
Tensile Strength: The maximum load in tension (pulling apart) which a material can withstand before breaking or fracturing.					
Yield Strength: The maximum load at which a material exhibits a specific permanent deformation					
Proof Load: An axial tensile load which the product must withstand without evidence of any permanent set.					
1MPa = 1N/mm ² = 0.2248 pounds/mm ²					

(Source: www.boltdepot.com)



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