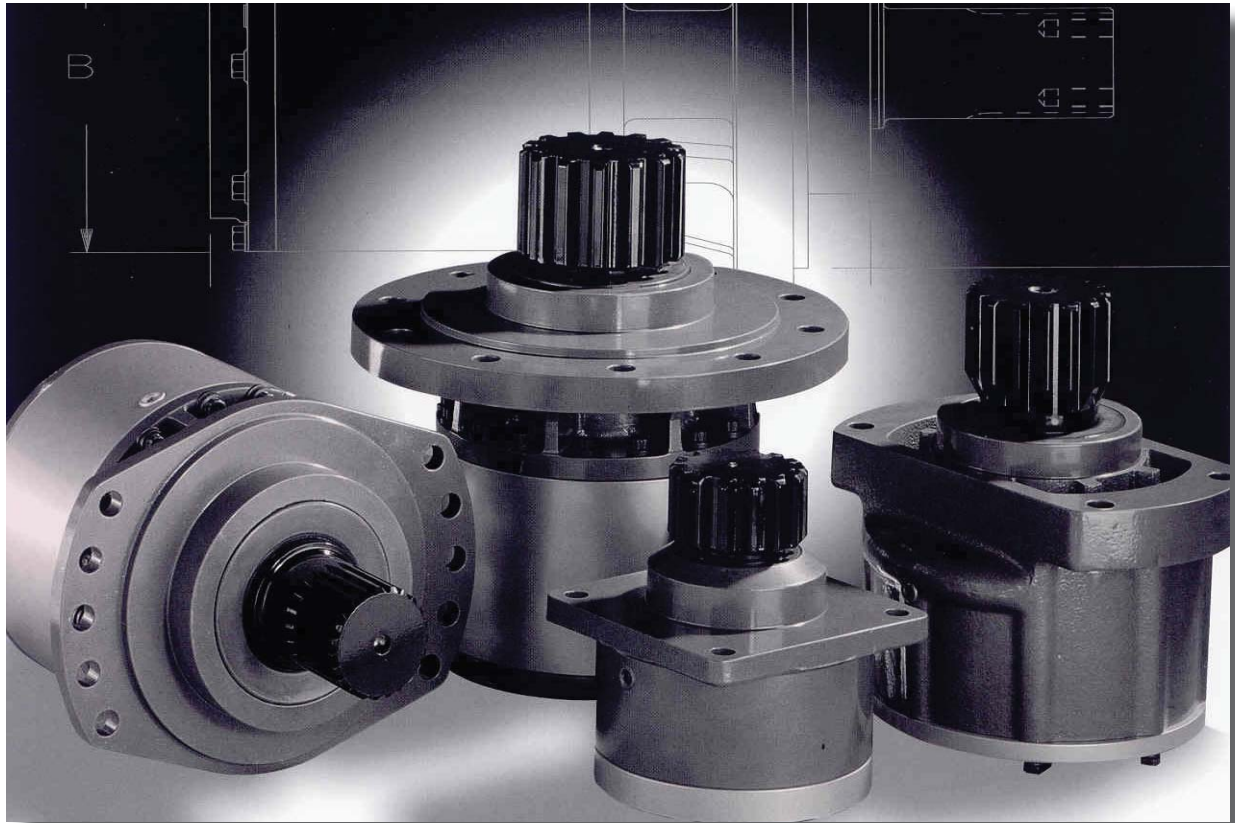


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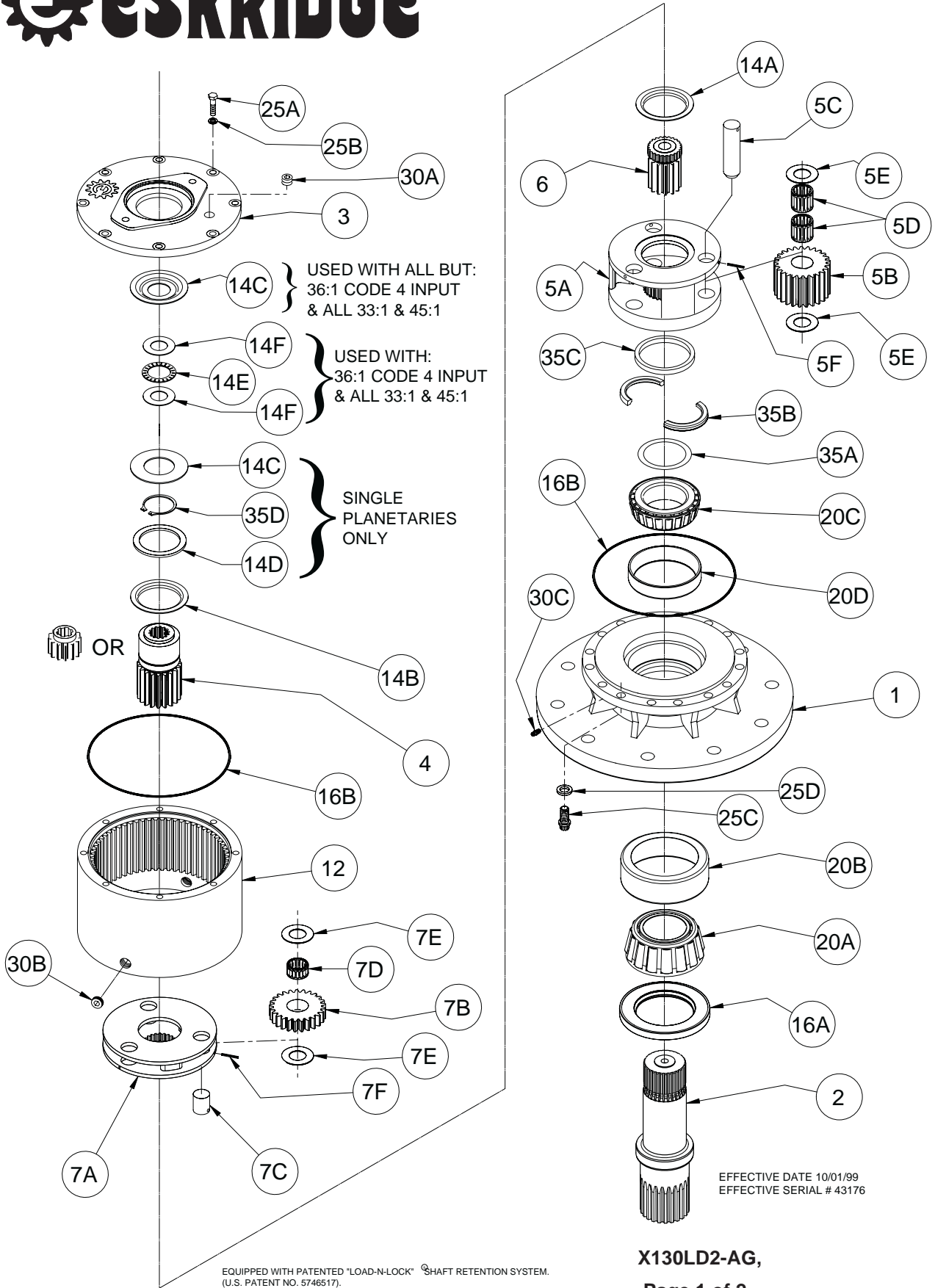
MODEL 130L PLANETARY GEAR DRIVE SERVICE MANUAL



WARNING: While working on this equipment, use safe lifting procedures, wear adequate clothing and wear hearing, eye and respiratory protection.

THIS SERVICE MANUAL IS EFFECTIVE:
S/N: 43176 TO CURRENT
DATE: 10/01/99 TO CURRENT
VERSION: SM130LD2-AE

NOTE: Individual customer specifications (mounting case, output shaft, brake assembly, etc.) may vary from exploded drawing and standard part numbers shown. If applicable, refer to customer drawing for details.



EQUIPPED WITH PATENTED "LOAD-N-LOCK" [®] SHAFT RETENTION SYSTEM.
(U.S. PATENT NO. 5746517).

EFFECTIVE DATE 10/01/99
EFFECTIVE SERIAL # 43176

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







Effective date 10/01/99

Effective serial # 43176

X130LD2-AG DATE 11-05-07

ECN 2781

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ITEM	QTY	DESCRIPTION	RATIO'S 		SGL PLANETARY		DOUBLE PLANETARY					
												
BASE	1	A130 - ROUND FLANGE	81-004-0342									
		B130 - SQUARE FLANGE	81-004-0592									
		E130 - RECTANGULAR	81-004-3072									
		F130 - FLANGELESS	81-004-1142									
		C130 - CUSTOM										
OUTPUT SHAFT	2	D1 23 T 8/16 DP SPL 2.25" LG	81-004-1392L									
		D2 3.000" DIA, 5/8" SQ KEY	81-004-0992L									
		D3 23 T 8/16 DP SPL 1.22" LG	81-004-1412L									
		D4 23 T 8/16 DP SPL 2.72" LG	81-004-0942L									
		D5 3.500" DIA, 7/8" SQ KEY	81-004-1152L									
COVER	3	C1 CUSTOM										
		SAE 'A' 2 & MOD. 4 BOLT	-----	13-004-1192	13-004-1192	13-004-1222	/	13-004-1192	13-004-1222			
		SAE 'A' 2 & MOD. 4 BOLT W/ CODE 4	13-004-1252	13-004-1252	13-004-1252	13-004-1222	13-004-1222	/	13-004-1222	13-004-1222		
		SAE 'B' 2 BOLT	-----	13-004-1182	13-004-1182	13-004-1232	/	13-004-1182	13-004-1232			
		SAE 'B' 2 & 4 BOLT W/ CODE 4	13-004-1202	13-004-1202	13-004-1202	13-004-1232	13-004-1232	/	13-004-1232	13-004-1232		
INPUT GEAR	4	SAE 'C' 2 BOLT & 4 BOLT	13-004-1212	13-004-1212	13-004-1212	13-004-1242	13-004-1242	13-004-1212	13-004-1242			
		SAE 'D' 4 BOLT W/ CODE 9 **	13-004-1412	-----	-----	-----	-----	-----	-----			
		CODE 2 - INPUT - 13 T 16/32 DP	-----	13-004-1292	13-004-1292	13-004-1312	/	13-004-1302	13-004-1312			
		CODE 3 - INPUT - SAE 1"-6B	-----	13-004-1322	13-004-1322	13-004-1472	/	13-004-1332	13-004-1472			
		CODE 4 - INPUT - 14 T 12/24 DP	13-004-1372	13-004-1382	13-004-1342	13-004-1342	13-004-1362	13-004-1352	13-004-1362			
INPUT GEAR	5	CODE 5 - INPUT - 15 T 16/32 DP	-----	13-004-1452	13-004-1452	13-004-1802	/	13-004-1442	13-004-1802			
		CODE 9 - INPUT - 13 T 8/16 DP **	13-004-1402	13-004-1462	-----	-----	-----	-----	-----			
		(1) CARRIER ASSEMBLY-SECONDARY	13-005-2001	13-005-2011	13-005-2001	13-005-2001	13-005-2011	13-005-2011	13-005-2011			
		5A 1 CARRIER (SEC)	13-004-1062	13-004-1072	13-004-1062	13-004-1072	13-004-1062	13-004-1072	13-004-1072			
		5B 3 PLANET GEAR (SEC)	13-004-1082	13-004-1092	13-004-1082	13-004-1092	13-004-1082	13-004-1092	13-004-1092			
		5C 3 PLANET SHAFT (SEC)	81-004-0061									
		5D 6 BRG - SEC. PL.	01-105-0500									
		5E 6 THRUST WASHER - PLANET	81-004-1561									
		5F 3 ROLL PIN - SEC. PL. 3/16 X 7/8	01-153-0210									
		6 1 SUN GEAR	-----	13-004-1142	13-004-1152	13-004-1142	13-004-1152	13-004-1152	13-004-1152			
		(1) CARRIER ASSEMBLY-PRIMARY	-----	13-005-2021	13-005-2021	13-005-2041	13-005-2031	13-005-2031	13-005-2041			
		7A 1 CARRIER (PRI)	-----	13-004-1032	13-004-1032	13-004-1052	13-004-1042	13-004-1042	13-004-1052			
		7B 3 PLANET GEAR (PRI)	-----	13-004-1102	13-004-1102	13-004-1122	13-004-1112	13-004-1112	13-004-1122			
		7C 3 PLANET SHAFT (PRI)	13-004-1021									
		7D 3 BRG - PRI. PL.	01-105-0590									
7E 6 THRUST WASHER - PLANET	81-004-1561											
7F 3 ROLL PIN - PRI. PL. 1/8 X 7/8	01-153-0180											
12 1 RING GEAR	81-004-2362											
14 -- THRUST WASHERS & THRUST BRGS	-----											
14A 1 CARRIER THRUST WASHER	-----	81-004-2711										
14B 1 CARRIER THRUST WASHER	81-004-2711	-----	81-004-2711	81-004-2711	-----	81-004-2711	81-004-2711					
14C 1 INPUT THRUST WASHER	81-004-2883	81-004-2701	81-004-2701	-----	81-004-2701	-----	81-004-2701					
14D 1 THRUST WASHER SGL PL	01-112-0030	-----										
14E 1 BEARING	-----	01-112-0220	01-112-0220	01-112-0220	-----	01-112-0220	01-112-0220					
14F 2 THRUST RACE	-----	01-112-0230	01-112-0230	-----	01-112-0230	-----	01-112-0230					
16 (1) SEAL KIT	81-016-2941											
16A 1 SHAFT SEAL -	01-405-0270											
16B 2 O-RING	01-402-0420											
20 --- OUTPUT SHAFT BEARINGS	-----											
20A 1 OUTER CONE	01-102-0020											
20B 1 OUTER CUP	01-103-0020											
20C 1 INNER CONE	01-102-0030											
20D 1 INNER CUP	01-103-0030											
25 --- HARDWARE	-----											
25A 8 BOLTS - COVER	01-150-1670 (FOR 13-004-1402 COVER, USE 01-150-1710 SHCS)											
25B 8 LOCKWASHERS - COVER	01-166-0010 (FOR 13-004-1402 COVER, DO NOT USE LOCKWASHERS)											
25C 16 BOLTS - RING	01-150-1460											
25D 16 HARD WASHERS - RING	01-166-0120											
30 --- PLUGS/GREASE ZERK	-----											
30A 1 PLUG - COVER	01-207-0070											
30B 2 PLUG - RING	01-207-0041											
30C 1	1/4 NPT (SOC. HD.)	01-207-0020										
	GREASE FITTING	01-215-0040										
35 MISCELLANEOUS	-----											
35A * SHIMS	80-004-1151	(* QUANTITY DETERMINED BY PRELOAD REQUIRED AND PART STACK-UP)										
35B 1 SPLIT RING	81-004-8101											
35C 1 LOCK RING	81-004-8111											
35D 1 RETAINING RING	01-160-0040	-----										

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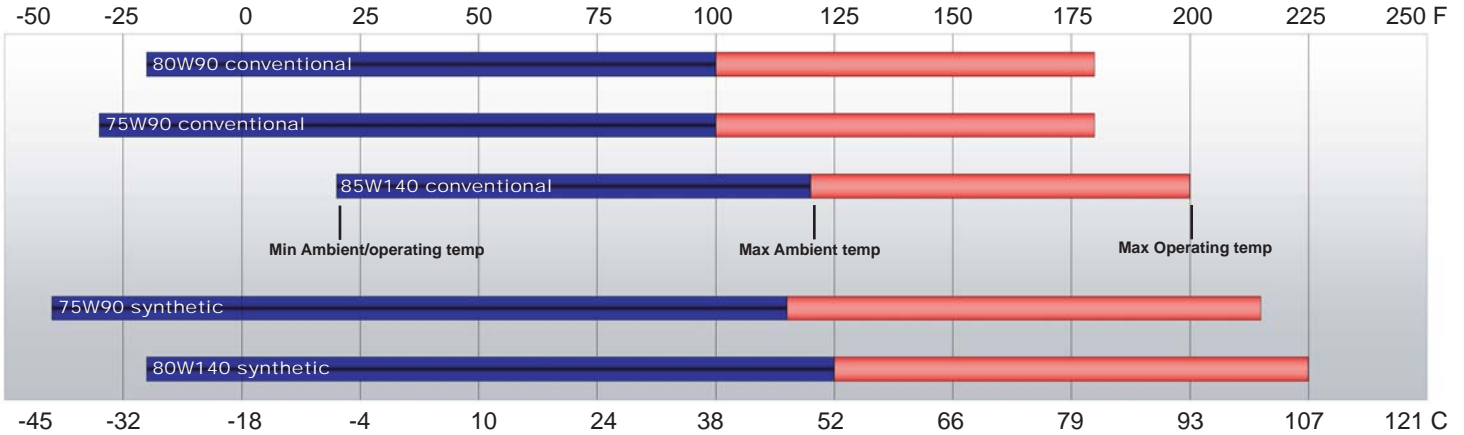
** SAE "D" COVER IS SOLD ONLY WITH A CODE 9, 13 T- 8/16 INPUT GEAR.

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LUBRICATION & MAINTENANCE

Using the chart below, determine an appropriate lubricant viscosity. Use only EP (extreme pressure) or API GL-5 designated lubricants. Change the lubricant after the first 50 hours of operation and at 500 hour intervals thereafter. The gear drive should be partially disassembled to inspect gears and bearings at 1000 hour intervals.







Recommended ambient and operating temperatures for conventional and synthetic gear lubricants



Note: Ambient temperature is the air temperature measured in the immediate vicinity of the gearbox. A Gearbox exposed to the direct rays of the sun or other radiant heat sources will operate at higher temperatures and therefore must be given special consideration. The max operating temp must not be exceeded under any circumstances, regardless of ambient temperature.

If your unit was specified “shaft up” or with a “-Z” option, a grease zerk was provided in the base housing. For shaft-up operation, the output bearing will not run in oil and must be grease lubricated. Use a lithium based or general purpose bearing grease sparingly every 50 operating hours or at regular maintenance intervals. Over-greasing the output bearing should be avoided as it tends to fill the housing with grease and thicken the oil

ESKRIDGE MODEL 130L OIL CAPACITIES

Operating Position	Oil Capacity	Oil Level
 Horizontal Shaft  Vertical Shaft (Pinion Up)  Vertical Shaft (Pinion Down)	Single/Double stage 3.0 pints / 1.4 l 5.0 pints / 2.4 l 5.0 pints / 2.4 l	To horizontal centerline of gear drive  To side port on gear drive base  To midway on upper/primary gear set 

ESKRIDGE PART NUMBER INTERPRETATION

Note: All non custom Eskridge Geardrives are issued a descriptive part number which includes information regarding the Model, means of shaft retention, base style, shaft style, input mounting, input shaft size, overall ratio and various available options. For a detailed breakdown of this information, please refer to Eskridge product specification sheets found at: <http://www.eskridgeinc.com/geardrives/gearprodspecs.html>

Unit Teardown

- 1) Scribe a diagonal line across the outside of the unit from the cover (3) to the base (1) before disassembly to aid in the proper positioning of pieces during reassembly.
- 2) Remove drain plugs (30B) and drain oil from unit. The oil will drain out more quickly and completely if warm.
- 3) Remove the 8 3/8-16 cap-screws (25A) and lockwashers (25B).
- 4) Remove the cover (3), thrust washer(s)/bearing(s) (14C or 14E & 14F OR 14B, 14C, 14D & 35D), and input gear (4). Inspect o-ring (16B); discard if damaged or deformed.
- 5) Lift the planet carrier assembly out of the unit .
- 6) Remove secondary carrier assemble. Remove ring gear (12), if necessary by removing the 16 1/2-13 12-point cap-screws (25C & 25D). Inspect the gear to base O-ring (16B); as before, discard if damaged or deformed.
- 7) The unit is now disassembled into groups of parts. The area(s) requiring repair should be identified by thorough inspection of the individual components after they have been cleaned and dried.

Carrier Assembly Teardown

Rotate planet gears (7B pri/5B sec) to check for abnormal noise or roughness in bearings (7D pri/5D sec). If further inspection or replacement is required, proceed as follows.

- 1) Drive roll pins (7F pri/5F sec) completely into the planet shafts (7C pri/5C sec).
- 2) Slide planet shafts (7C pri/5C sec) out of carrier (7A pri/5A sec).
- 3) Remove planet gears (7B pri/5B sec), washers (7E pri/5E sec) and bearings (7D pri/5D sec) from carrier (7A pri/5A sec).
- 4) Inspect the planet gear (7B pri/5B sec), bearing bore and planet shaft (7C pri/5C sec) and bearings (7D pri/5D sec). Check for spalling, bruising or other damage and replace components as necessary.
- 5) Remove roll pins (7F pri/5F sec) from planet shafts (7C pri/5C sec) using a 1/16 pri/ 3/16 sec inch pin punch.

Carrier Reassembly

- 1) Insert the bearings (7D pri/5D sec) into the planet gears (7B pri/5B sec). Place a planet washer (7E pri/5E sec) on top and bottom of planet gear and slide into carrier (7A pri/5A sec).
- 2) Planet shafts (7C pri/5C sec) should be installed with chamfered end of 1/16 pri/3/16 sec inch roll pin hole towards out-side diameter of carrier (7A pri/5A sec); this will ease alignment of holes while inserting roll pins (7F pri/5F sec).
- 3) Drive roll pin (7F pri/5F sec) into the carrier hole and into planet shaft to retain parts. Repeat for remaining planet gears.

Base Subassembly Teardown

- 1) Remove the lock ring (35C) using a heel bar or puller; if using a heel bar, be sure not to pry against the cage of the inner output shaft bearing (20C). Remove the split ring segments (35B) and shims (35A).

Caution: Since the shaft is no longer positively retained, care should be taken to avoid personal injury. Care should also be taken not to damage it while pressing through base.

Note: Removing the shaft from the base assembly damages the shaft seal and the seal will need to be replaced.

- 2) Place base (1) external side down, on a plate or table. Press output shaft out bottom of base by applying a load to internal end of shaft until it passes through inner shaft bearing cone (20C).
- 3) A gear puller may be used to remove the outer bearing cone (20A) from the shaft (2). If reusing old bearing cone, do not pull on or damage roller cage. Remove the shaft seal (16A) for inspection or replacement.
- 4) Lubricate inner lip of new shaft seal (16A) and slide it onto the shaft (2) until it fits snugly over the shaft seal diameter with the open side toward the inside of the gear drive.

Note: Press bearing cone onto output shaft by pressing on inner race only. DO NOT press on roller cage, as it may damage bearing.

- 5) Inspect inner and outer bearing cups (20D & 20B). If cups are damaged, drive them out using a brass drift and utilizing the bearing knock-out notches in the base (1)

Base Reassembly

- 1) Clean all foreign material from any magnetic oil plugs located on base (1).
- 2) Place base (1) exterior side up on work table.
- 3) Apply a layer of lithium or general purpose bearing grease to the roller contact surface of outer bearing cup (20B).
- 4) Press outer bearing cone (20A) onto the shaft until it seats against the shoulder.
- 5) Place the shaft (2) with the bearing (20A) into the base (1).
- 6) Flip shaft/base assembly, and apply lithium or general purpose bearing grease to roller contact surface of the inner cup (20D)., then press inner bearing cone (20C) onto shaft (2) until it seats against inner bearing cup (20D).
- 7) Prior to installation of the shaft seal (16A), the pre-load may result in a rolling torque which varies between 50 to 350 in-lb. The bearing pre-load should be tailored to your application; a low-speed application may require a high pre-load, while high-speed applications usually benefit from low pre-load. Adding shims (35A) will increase the pre-load on the bearing set. Determine your pre-load requirement and install shims to obtain this pre-

load.

Install the Load-N-Lock™ segments (35B) over the shims (35A) and into the groove in the shaft (2). Finally, install the lock ring (35C) over the segments (35B).

All subassembly service or repairs should be complete at this time. Continue to Unit Assembly to complete unit buildup..

Unit Reassembly

- 1) Install the secondary carrier assembly onto the output shaft; align the splines of the carrier (5A) with the output shaft (2) splines and slide the carrier onto the shaft.
- 2) Lubricate o-ring(s) (16B) and install on the base (1) pilot and cover (3) pilot.

Caution: Hold ring gear(s) by outside diameter or use lifting device to prevent injury.

- 3) Align gear teeth of secondary ring gear (12) with the gear teeth of the planet gears (5B) and place on base., then align mounting holes of ring gear with holes in base. Use the scribed line made during disassembly for reference.
- 4) Install and torque the 16 1/2-13 12-point counter-sunk head cap-screws (25C) with hard washers (25B). The torque for the cap-screws: **110 ft-lb dry, 90 ft-lb** if the fasteners are lubricated.
- 5) Install the primary carrier assembly and sun gear (6) into the secondary carrier.
- 6) Install the input gear (4).
- 7) Install the thrust bearing set (**Either 14C or 14E & 14F or 14B, 14C, 14D & 35D**) Refer to exploded view for details.
- 8) Noting the scribed line made during disassembly, (with lubricated o-ring in place) align and install the cover (3). Install the 8 3/8-16 hex-head cap-screws and lockwashers (**25A and 25B**). Tighten to a torque of **45 ft-lb dry, 35 ft-lb** if the fasteners are lubricated.
- 9) Using a splined shaft to drive the input gear (4) ensure that the unit spins freely.
- 10) Fill the unit to the proper level, as specified, with recommended gear oil (refer to chart, page 3) after unit is sealed with brake and/or motor.

The gearbox is now ready to use.