

DC Motor Installation – Maintenance Instructions

When this motor is installed according to these instructions, it complies with the EEC Machinery Directive. Electromagnetic Compatibility (EMC) requirements for CE compliance are met when the incoming power is purely sinusoidal. For other power source types, refer to MN1383 "Recommended Practices for Installation for EC Directive 89/336/EEC Relating to EMC".

These instructions are intended to complement, not replace, the information in MN605 Installation and Operation manual for "Integral Horsepower DC Motor".

Handling

The weight of the motor and shipping container will vary. Use correct material handling equipment to avoid injury.

Use caution when removing the motor from its packaging. Sharp corners may exist on motor shaft, motor key, sheet metal and other surfaces.

Receiving

Inspect the motor for damage before accepting it. The Motor shaft should rotate freely with no rubs. Report any damage immediately to the commercial carrier that delivered your motor.

Safety Notice

Only qualified personnel trained in the safe installation and operation of this equipment should install this motor. When improperly installed or used, rotating equipment can cause serious or fatal injury. Equipment must be installed in accordance with the National Electrical Code (NEC), local codes and NEMA MG2 Safety Standards for Construction and Guide for Selection, Installation and Use of Electric Motors and Generators. Observe the following guidelines:

1. When eyebolts are provided, they must be fully tightened and are intended to lift the motor and its included accessories only.
2. Ground the motor according to NEC and local codes.
3. Provide a permanent guard to prevent accidental contact of body parts or clothing with rotating or moving parts or burns if motor is hot.
4. Shaft key must be secured before starting motor.
5. Do not apply power to the motor until the motor is securely mounted by its mounting holes.
6. This motor must only be connected to the proper line voltage, line frequency and load size.
7. Motors are not to be used for load holding or restraining unless a properly sized brake is installed. If a motor mounted brake is installed, provide proper safeguards for personnel in case of brake failure.
8. Disconnect all power services, stop the motor and allow it to cool before servicing.
9. For single phase motors, discharge the start and/or run capacitors before servicing.
10. Do not by-pass or render inoperative any safety device.
11. DC series wound motors must be protected from sudden loss of load causing overspeed damage. DC shunt wound motors must be protected from loss of field voltage which can result in damage.
12. Mounting bolts should be high tensile steel. Be sure to use a suitable locking device on each bolt (spring washer or thread lock compound).

Guarding

After motor installation is complete, a guard of suitable dimensions must be constructed and installed around the motor/gearmotor. This guard must prevent personnel from coming in contact with any moving parts of the motor or drive assembly but must allow sufficient cooling air to pass over the motor.

If a motor mounted brake is installed, provide proper safeguards for personnel in case of brake failure.

Brush inspection plates and electrical connection cover plates or lids, must be installed before operating the motor.

Motor Enclosure

ODP, Open drip proof motors are intended for use in clean, dry locations with adequate supply of cooling air. These motors should not be used in the presence of flammable or combustible materials. Open motors can emit flame and/or molten metal in the event of insulation failure.

TEFC, totally enclosed motors are intended for use where moisture, dirt and/or corrosive materials are present in indoor and outdoor locations.

Explosion proof motors, as indicated by the Underwriters Laboratories, Inc. label are intended for use in hazardous areas as specified by the NEC.

Mounting

Foot mounted machines should be mounted to a rigid foundation to prevent excessive vibration. Shims may be used if location is uneven.

Flange mounted machines should be properly seated and aligned. Note: If improper rotation direction is detrimental to the load, check rotation direction prior to coupling the load to the motor shaft.

For V-belt drive, mount the sheave pulley close to the motor housing. Allow clearance for end to end movement of the motor shaft. Do not overtighten belts as this may cause premature bearing failure or shaft breakage.

Direct coupled machines should be carefully aligned and the shaft should rotate freely without binding.

Wiring

Connect the motor as shown in the connection diagram. If this motor is installed as part of a motor control drive system, connect and protect the motor according to the control manufacturers diagrams. The wiring, fusing and grounding must comply with the National Electrical Code and local codes. When the motor is connected to the load for proper direction of rotation and started, it should start quickly and run smoothly. If not, stop the motor immediately and determine the cause. Possible causes are: low voltage at the motor, motor connections are not correct or the load is too heavy. Check the motor current after a few minutes of operation and compare the measured current with the nameplate rating.

Adjustment

The neutral is adjustable on some motors.

Noise

For specific sound power or pressure level information, refer to the Acoustic Performance of Standard Baldor TEFC or Super E TEFC motors in the Baldor Mechanical Design Standard MD950. The information is from test results and should be used with the national safety code for noise in the work place.

Vibration

This motor is balanced to NEMA MG1, Part 7 standard.

Lubrication

This is a ball or roller bearing motor. The bearings have been lubricated at the factory. Motors that do not have regrease capability are factory lubricated for the normal life of the bearings.

Lubricant

Baldor motors are pregreased, normally with Polyrex EM (Exxon Mobil). If other greases are preferred, check with a local Baldor Service Center for recommendations.

Relubrication Intervals (For motors with regrease capability)

New motors that have been stored for a year or more should be relubricated. Lubrication is also recommended at these intervals:

Table 1 Relubrication Interval

NEMA (IEC) Frame Size	Rated Speed (RPM)			
	3600	1800	1200	900
Up to 210 incl. (132)	5500Hrs.	12000Hrs.	18000Hrs.	22000Hrs.
Over 210 to 280 incl. (180)	3600Hrs.	9500Hrs.	15000Hrs.	18000Hrs.
Over 280 to 360 incl. (225)	*2200Hrs.	7400Hrs.	12000Hrs.	15000Hrs.
Over 360 to 5000 incl.(300)	*2200Hrs.	3500Hrs.	7400Hrs.	10500Hrs.

* Lubrication interval for 6313 or 6314 bearings that are used in 360 through 5000 frame, 2 pole motors. If roller bearings are used, bearings must be lubricated more frequently, divide the **relubrication interval** by 2.

Table 2 Service Conditions

Severity of Service	Ambient Temperature Maximum	Atmospheric Contamination	Type of Bearing
Standard	40° C	Clean, Little Corrosion	Deep Groove Ball Bearing
Severe	50° C	Moderate dirt, Corrosion	Ball Thrust, Roller
Extreme	>50° C* or Class H Insulation	Severe dirt, Abrasive dust, Corrosion	All Bearings
Low Temperature	<-30° C**		

* Special high temperature grease is recommended.

** Special low temperature grease is recommended.

Table 3 Lubrication Interval Multiplier

Severity of Service	Multiplier
Standard	1.0
Severe	0.5
Extreme	0.1
Low Temperature	1.0

Table 4 Amount of Grease to Add

Frame Size NEMA (IEC)	Bearing Description (Largest bearing in each frame size)					
	Bearing	OD D mm	Width B mm	Weight of grease to add ounce (gram)	Volume of grease to add	
					inches ³	teaspoon
Up to 210 incl. (132)	6307	80	21	0.30 (8.4)	0.6	2.0
Over 210 to 280 incl. (180)	6311	120	29	0.61 (17.4)	1.2	3.9
Over 280 to 360 incl. (225)	6313	140	33	0.81 (23.1)	1.5	5.2
Over 360 to 5000 incl.(300)	NU322	240	50	2.12 (60.0)	4.1	13.4

Weight in grams = 0.005 DB

Procedure

Clean the grease fitting (or area around grease hole, if equipped with slotted grease screws). If motor has a purge plug, remove it. Motors can be regreased while stopped (at less than 80°C) or running.

Apply grease gun to fitting (or grease hole). Too much grease or injecting grease too quickly can cause premature bearing failure. Slowly apply the recommended amount of grease, taking 1 minute or so to apply. Operate motor for 20 minutes, then reinstall purge plug if previously removed.

Caution: Keep grease clean. Mixing dissimilar grease is not recommended.

Sample Relubrication Determination

This sample determination is based on a NEMA 286T (IEC 180) motor operating at 1750 RPM driving an exhaust fan in an ambient of 43°C atmosphere that is moderately corrosive.

1. Table 1 list 9500 hours for standard conditions.
2. Table 2 classifies severity of service as "Severe".
3. Table 3 lists a multiplier value of 0.5 for Severe conditions.
4. Table 4 shows that 1.2 in³ or 3.9 teaspoon of grease is to be added.

Note: Smaller bearings in size category may require reduced amounts of grease.

Brushes

Periodically, the brushes should be inspected and all brush dust blown out of the motor. If a brush is worn 1/2" (from length specified in renewal parts data), replace the brushes. If the commutator is worn or rough, the armature should be removed. The commutator should be turned in a lathe, the mica recut and the commutator polished. Reassemble and seat the new brushes using a brush seating stone. Be sure the rocker arm is set on the neutral mark.



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