Effective 2026-06-16
INSTRUCTIONS AND WARRANTY

RATED OUTPUT – We guarantee that the product manufactured by Reuland will successfully deliver its rated output as indicated on the nameplate, provided such product is properly connected to the power supply stamped on the nameplate with adequate size wire, overload protection, and fused circuits, based on the full load ampere rating shown on the nameplate. This warranty covers our product when it is properly installed, maintained, and operated under normal conditions with competent supervision. We will not be responsible for any damage resulting from shipment, improper storage, handling, or consequential damage from failure to meet the above conditions.

WARRANTY PERIOD – For all Reuland products, the warranty period is 36 months from the date of shipment. We agree to correct by repair or replacement any defects of material or workmanship in said product which may develop under normal and proper use during the warranty period, when purchaser gives us immediate written notice of such defects and inspection substantiates the claim. Such correction shall constitute a fulfillment of all obligations to the purchaser. The use of unauthorized replacement parts or any rework which is not authorized by the factory, in writing, will automatically null and void the warranty.

In the event of a problem:

1. Obtain replacement parts or complete replacement unit from the factory, by contacting the nearest Reuland representative or the factory. (Complete unit replacements will be made at the discretion of Reuland.).
2. Arrange for the unit to be returned to the Industry, California or Howell, Michigan factory. For return authorization, contact Quality Assurance, Service Department, or Sales Engineering. No material will be accepted without prior authorization and an accompanying RMM number obtained from the factory. Arrangements are to be made with the factory on shipping the unit back using Reuland's preferred shipping method along with Reuland's account numbers. After inspection and determination of the cause of failure the customer will be notified. If failure is determined to be a warranty failure the product(s) will be repaired and returned to the customer freight prepaid by the factory. If failure is determined not to be a warranty failure the customer will have the option to have the product(s) returned as is or have the product(s) repaired - such a repair and all freight charges will be at the customer's expense.
3. Where time is extremely important, or the repairs can be readily accomplished locally, the unit may be taken to a local EASA service shop of the customer's choice, provided prior authorization is secured from the factory. Quality Assurance, the factory Service Department, or Sales Engineering must be contacted for such authorization.

If upon inspection the service shop determines that the problem resulted from defect of materials or workmanship, a brief description of their findings, along with the motor serial number and itemized invoice, will secure payment when forwarded to our factory. REC will not accept billing for work performed at rates higher than those considered to be accepted standards for the type of service rendered.

Reuland will not accept charges made for removal and reinstallation of its products. Associated charges, such as travel expenses, equipment rental, lost production, etc., will not be allowed. Reuland reserves the right to repair or replace any defective item.

In the event of an urgent problem requiring a decision during non-business hours, Reuland will honor warranty claims for service shop repairs. The extent of warranty coverage will be at the discretion of REC and subject to the above validation from the service shop.

Factory authorization for seeking repair at a local shop does not imply acceptance of the warranty claim. Such acceptance will be based on the findings of the service shop after inspection of the unit.

When contacting the Reuland factory, always give complete nameplate data, including the serial number. Reuland takes pride in the design and quality of its products. Great care is taken during manufacture to assure that there are no defects in workmanship or material. We would consider it a favor to have cases of unsatisfactory service from Reuland products brought to our attention.

REULAND warranties are contingent upon the proper installation and use of your REC product in accordance WITH INSTRUCTIONS given to you by REC. the express warranties set forth HEREIN are in lieu of all other warranties, express or implied, including without limitation any warranties of merchantability or fitness for a particular purpose. In no event shall REC be liable to customer or anyone else for incidental or consequential damages, however occasioned.

INSTALLATION AND CARE

This Reuland product has been precision manufactured of high-quality materials. Check the product carefully to be sure it has not been damaged in shipment. Connect product to line of proper specification, as stamped on product nameplate. Check voltage, frequency, phase, etc. Connection diagram will be found in terminal box or on nameplate, except 3-lead polyphase and 2-lead single phase that do not require a diagram. Provide suitable overload protection based on full load ampere rating shown on nameplate, as recommended by control manufacturer. Protect wiring circuit with proper size fuses selected according to local code requirements. The bearings in ball bearing motors have been specifically selected according to our policy of precision manufacture. To avoid bearing damage, coupling, pulleys, etc., SHOULD NOT BE DRIVEN ON MOTOR SHAFT. A light press fit or light tap fit is recommended.

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MOTOR REDUCERS APPLICATION

Hollow shaft motor reducers SHOULD NOT be forced or pounded onto the driven shaft.

Never rigidly restrain the torque reaction end of the torque arm. Ball-rod and spring-rod mount units must be installed per instructions furnished with the motor reducer. Pulleys or sprockets should be mounted on output shaft as close as practical to the housing. Belt or chain drives should be properly aligned and tensioned. Overly tight belts or chains cause destructive wear and vibration. If the unit is to be direct connected, shim under the motor feet, if necessary, to get true alignment of driving and driven shaft. Foot, face, and flange mounted units must be securely bolted to flat and rigid bases.

It is important that the driven load does not impose a greater torque on the output shaft than the rated output torque of the motor reducer. High inertia loads that are stopped quickly by a braking action on the rotor shaft, or the self-locking characteristics of the higher ratios of worm units can impose a reverse torque many times the capacity of the motor reducer.

FLUID SHAFT MOTORS AND FLUID SHAFT MOTOREDUCERS
GENERAL: This unit has a fluid coupling mounted between the motor and the output shaft or gear unit to obtain special starting characteristics. The fluid coupling has been filled to normal oil level at the factory for operating in ambient temperature above minus 10°F. The oil level should be maintained, and the coupling will require no attention under normal operating conditions. Check oil level every three months with unit cool. In case a coupling develops a leak at the shaft seal, the equipment should be stopped, the cause of the leak determined, and necessary repairs made.

FLUID COUPLING OIL

AMB. TEMP. °F	FACTORY FILLED	MOBIL OIL	SHELL OIL	CHEVRON	TEXACO
-10°F and above	SAE 10W Straight Mineral Oil	Mobil Fluid 350 Mobil Multipurpose ATF (Dexron II)	Donax T	Chevron GST Oil 32	Havoline Motor Oil SAE 10W
Below -10°F	SAE 5W Straight Mineral Oil	Mobil DTE 11	-	Chevron AW Machine Oil 10	Torque Fluid Premium SAE 5W

COUPLING ADJUSTMENT: When shipped from factory, the fluid coupling will be filled to the normal level to provide coupling operation suitable for most applications. No further adjustment will be necessary unless special operating conditions exist.

OPERATION: When a polyphase fluid coupling motor is started, the motor should accelerate to approximately 80% of synchronous speed within 5 to 10 seconds. The output shaft of the coupling may require a longer time, as much as 60 to 90 seconds, to accelerate. Single phase motors should not require more than 3 to 5 seconds to accelerate to a speed above that at which the short circuit or cut-out switch operates. The load may take many times this interval to come up to rated operating speed. When the coupling does not cushion the starting shock sufficiently, or if a high inertia load is being started and the motor does not come up to speed

quickly, reducing the oil level in the coupling will improve the operation. This level should be reduced until the motor starts and comes up to 80 percent of synchronous speed quickly (not over 10 seconds), while the load accelerates more slowly. When satisfactory performance has been obtained, the new "Top for Filling" mark should be established by painting the fill number or by marking the coupling housing in some manner. (Note: The fill level must not be lower than that obtained with Figure 4 Fill.)

The coupling cannot operate continuously at a slip of 15-20 percent without danger of overheating, even though the motor is operating at rated speed. If this condition does exist, increase the oil level, unless it is already at the maximum level (No. 1). If the oil is at the maximum level and the slip is still excessive, a larger coupling is indicated.

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Effective 2026-06-16
LUBRICATION MAINTENANCE

MOTORS: Reuland motors are normally supplied with shielded ball bearings packed by the bearing manufacturer with Exxon Polyrex EM (-20°F to +350°F), and do not require periodic greasing. If the motor is taken apart and the bearings are replaced, make sure they are the same type packed with this grease, or equivalent. Repack chamber in endbell behind bearing with the same type of grease. Bearings on special application motors may be supplied with grease fittings. These applications require the addition of a small amount of ball bearing grease every 1000 operating hours.

BALL BEARING GREASE

VENDOR	REULAND	MOBIL OIL	EXXON OIL	CHEVRON OIL	TEXACO OIL
BRAND	Exxon Polyrex EM	Mobilith AW2	Exxon Polyrex EM	Chevron SRI-2	Premium R B-2
TEMP. RANGE	-20°F to +350°F	-20°F to +350°F	-20°F to +350°F	-20°F to +350°F	-30°F to +350°F

MOTOR REDUCERS: All motor reducers are shipped without oil. Be sure the proper amount of oil is used in the motor reducers before operation. BEFORE STARTING remove plug from highest hole in gear case and install pressure relief valve furnished with the unit.

MAINTENANCE: Change oil after 100 operating hours; thereafter, every six months or 2500 hours of normal operation, whichever comes first.

HELICAL AND HELICAL -BEVEL GEAR OIL

AMB. TEMP. °F	VISCOSITY cSt at 40°C	MOBIL OIL	CHEVRON OIL	SHELL OIL	TEXACO OIL	AGMA LUBRICANT NO.
+32° to +104°	210	Mobilgear 630*	Chevron NL Gear Comp. 220	Shell Omala Oil 220	Meropa 220†	5 EP
+15° to +77°	145	Mobilgear 629*	Chevron NL Gear Comp. 150	Shell Omala Oil 150	Meropa 150†	4 EP
-20° to +32°	65	Mobilgear 626	Chevron NL Gear Comp. 68	Shell Omala Oil 68	Meropa 68†	2 EP
-40° to +104°	134	Mobil SHC 629	—	—	—	—

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WORM AND HELICAL -WORM OIL

AMB. TEMP. °F	VISCOSITY cSt at 40°C	MOBIL OIL	CHEVRON OIL	SHELL OIL	TEXACO OIL	AGMA LUBRICANT NO.
+32° to +104°	630	Mobilgear 636	Chevron NL Gear Comp. 680	Shell Omala Oil 680	Meropa 680†	8 EP
+15° to +77°	210	Mobilgear 630*	Chevron NL Gear Comp. 220	Shell Omala Oil 220	Meropa 220†	5 EP
-20° to +32°	65	Mobilgear 626	Chevron NL Gear Comp. 68	Shell Omala Oil 68	Meropa 68†	2 EP
-40° to +104°	134	Mobil SHC 629	—	—	—	-Reuland-

CONE DRIVE GEARS

AMB. TEMP. °F	KENDALL REFINING	AGMA LUBRICANT NO.
+15° to +125°	Kendco 155*	AGMA No. 8 Compound
-20° to +125°	Mobil SHC 634	150 VG 460 Synthetic

*Available from REC in one-gallon cans.
†NOTE: Use these oils only where food, drink, or animal feed are concerned.
NOTE: Special application motor reducers that have the gear case packed with Pennzoil No. 704 Moly Lube are suitable for operation in ambient temperatures of 50°F to 130°F. Under normal operating conditions of load and temperature, it is not necessary to change Pennzoil No. 704 Moly Lube lubricant. The above oil and grease types are based on the oil companies' recommendations.

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