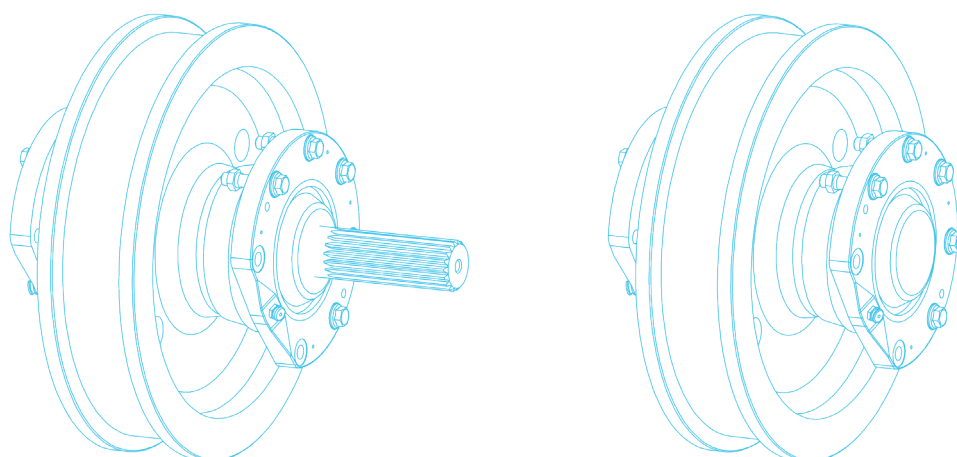


Installation and Maintenance Instructions

TITAN

WHEEL SET

SERIES KG 130



RAE/RNE 630
RAEK/RNEK 630
RAEKOF/RNEKOF 630



KARL GEORG

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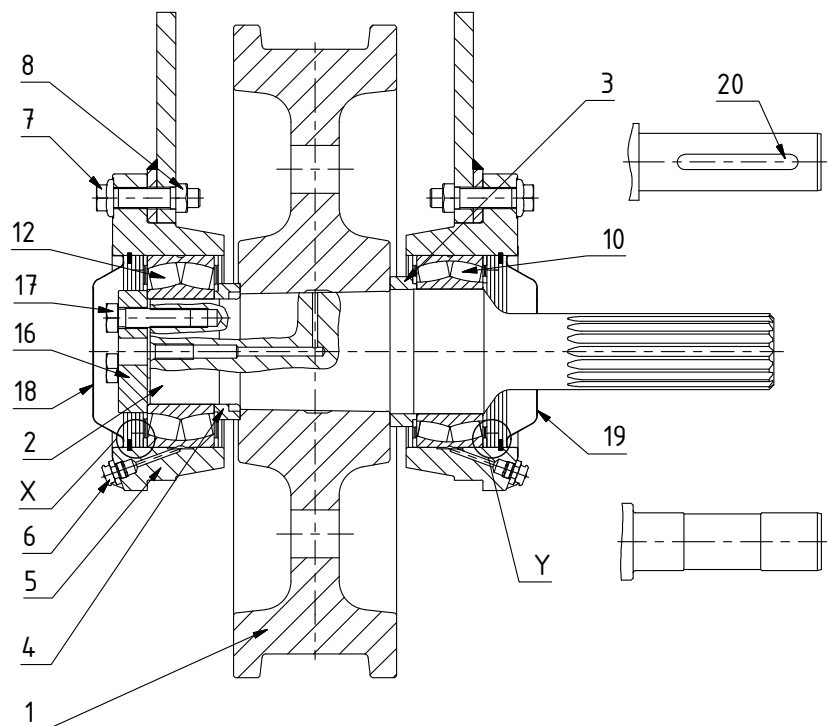
Before installing the wheel set and commissioning, read these Installation and Maintenance Instructions. Observe all directions and instructions. We accept no liability for damage and malfunctions caused as a result of non-observance of these instructions.

1. Technical construction RAE/RNE 630

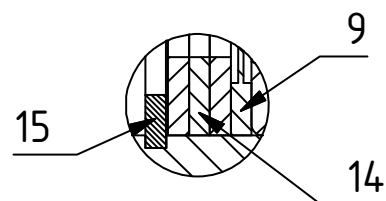
Installation version 1 and 2

Installation of corner bearing, delivered complete

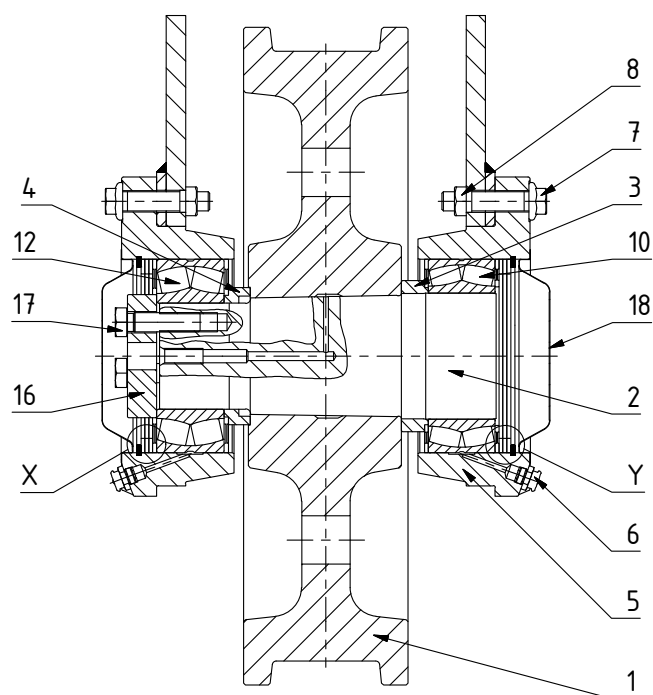
**Wheel set RAE
driven**



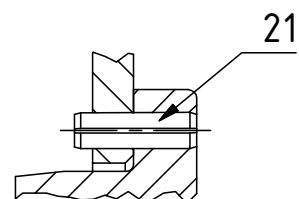
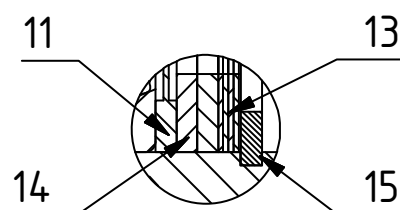
Detail X



**Wheel set RNE
not driven**



Detail Y



Fixing using locking pins
(only for version 2)

Parts list

Part	Number per wheel set		Deisgnation
	RAE	RNE	
1	1	1	Crane wheel
2	1	1	Drive shaft/Idler shaft
3	1	1	Spacer ring Ø 156/130,3 28
4	1	1	Spacer ring Ø142/110,2x27,2
5	2	2	Flanged bearing housing
6	2	2	Flat grease nipple DIN 3404 - M22 - G3/8
7	10	10	Locking screw M20x90-12.9 ZT (Durlok)
8	10	10	Retained nut M20 - St
9	2	2	Seal disc Ø200/128x4
10	1	1	Self aligning roller bearing DIN 635 - 24026
11	2	2	Seal disc Ø200/143x4
12	1	1	Self aligning roller bearing DIN 635 - 232 22
13	4	4	Adjusting washer DIN 988 - Ø170/200x1
14	5	5	Compensating disc Ø200/170x4
15	2	2	Circlip DIN 472 - 200x4
16	1	1	Tension disc Ø127,5x30
17	3	3	Hexagon-headed bolt ISO 4017 - M20x75-10.9 ZT
18	1	2	Cover plate Ø 630
19	1	0	Cover plate with hole Ø 630
20	1	0	Feather key DIN 6885/1 (Design depending on the drive shaft)
21	8	8	Locking pin ISO 8752 - Ø21x80 (only for version 2)
22	-	-	
23	4	4	Adjusting washer DIN 988 - Ø170/200x0,5 (enclosed separate)

1.1 Installation dimensions and hole pattern for the steel construction

Installation version 1

Installation of corner bearing, delivered complete

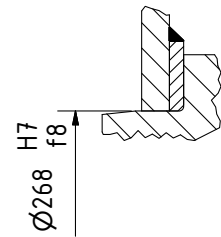
Flange centering mechanically machined

For this installation version, the locating holes for the flanged bearing housing in the steel construction are mechanically machined with the tolerances of fit $\varnothing 268 \text{ H7}$.

Thus, this eliminates extensive alignment of the wheel set and pinning of the flanged bearing housing after installation.

The wheel sets are complete, i.e. supplied as a ready-to-install unit.

Preparation of the steel construction in accordance with the hole pattern (Figure 1) is possible as a quick, corner bearing installation using commercial tools.



Radial forces are absorbed through the tolerance fit

Hole pattern representation corner bearing installation (Figure 1)

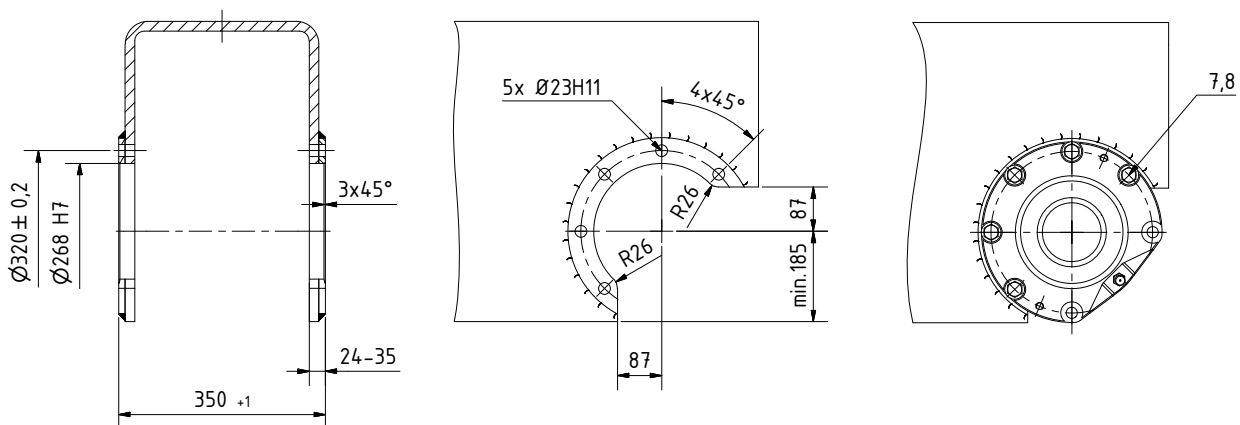


Table 1

Wheel set	Number for each flanged bearing housing Locking screw with retained nut	Tightening torque
RAE/RNE 630	5 off M20x90	420 Nm

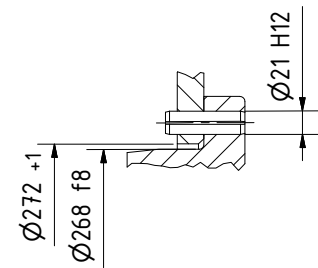
1.2 Installation dimensions and hole pattern for the steel construction

Installation version 2

Installation of corner bearing, delivered complete

Flange centering flame-cutting

For this installation version, the locating holes for the flanged bearing housing in the steel construction are flame-cutting to $\varnothing 272 \pm 1$ mm. However, in this case, precise alignment of the wheel sets is necessary by displacing the flanged bearing housing after installation. The wheel sets are complete, i.e. supplied as a ready-to-install unit. Preparation of the steel construction is carried out in accordance with the hole pattern (Figure 2). After alignment, the exact position of the flanged bearing housing is fixed using the locking pins.



Radial forces are absorbed through locking pins

Hole pattern representation corner bearing installation (Figure 2)

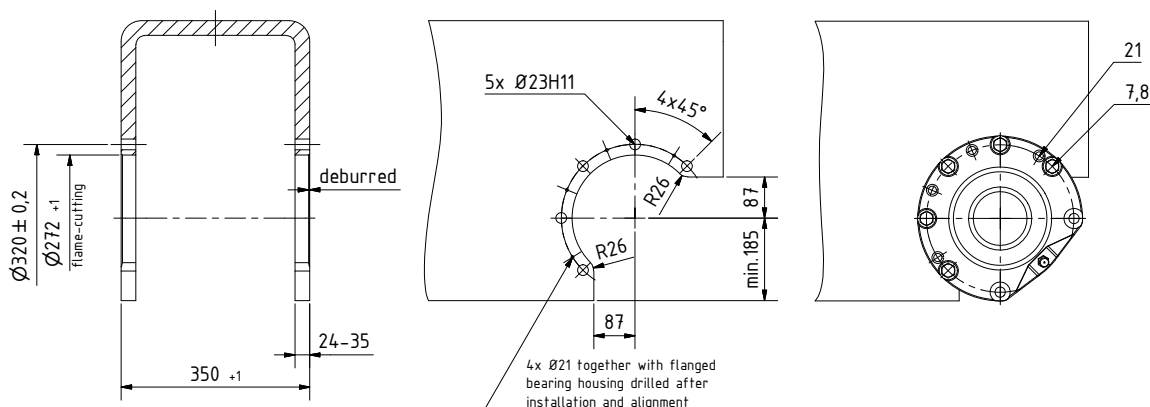


Table 2

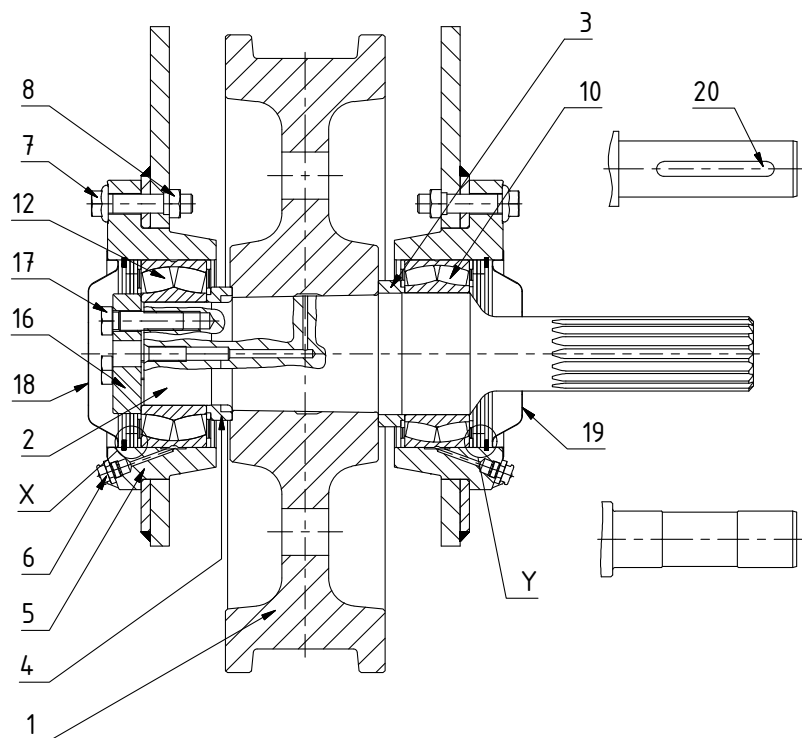
Anzahl je Flanged bearing housing			
Wheel set	Locking pin	Locking screw with retained nut	Tightening torque
RAE/RNE 630	4 off 21x80	5 off M20x90	420 Nm

2. Technical construction RAEK/RNEK 630

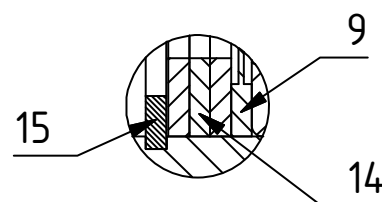
Installation version 3 and 4

Installation of box girder, supplied as individual parts

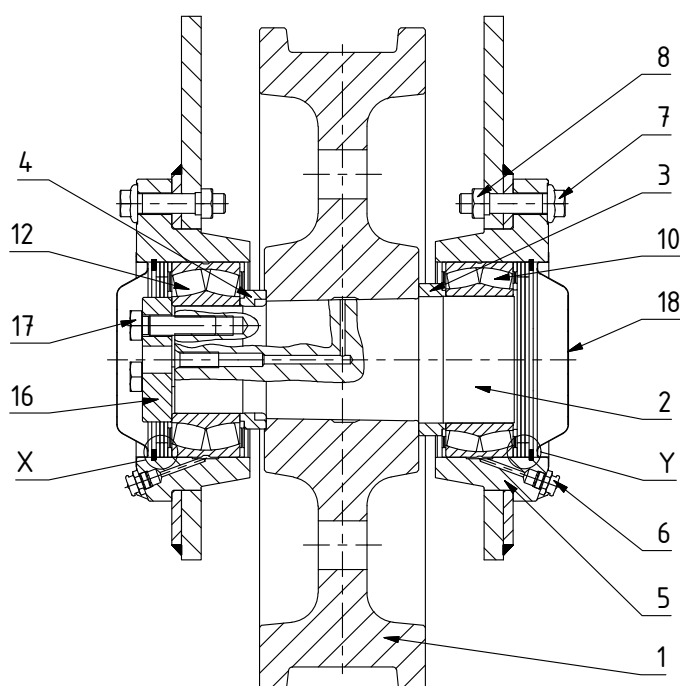
**Wheel set RAEK
driven**



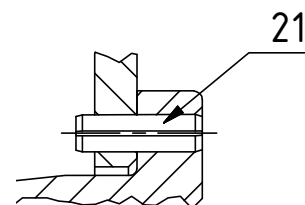
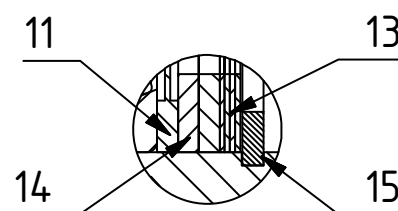
Detail X



**Wheel set RNEK
not driven**



Detail Y



Fixing using locking pins
(only for version 4)

Parts list

Part	Number per wheel set		Deisgnation
	RAEK	RNEK	
1	1	1	Crane wheel
2	1	1	Drive shaft/Idler shaft
3	1	1	Spacer ring Ø 156/130,3 28
4	1	1	Spacer ring Ø142/110,2x27,2
5	2	2	Flanged bearing housing
6	2	2	Flat grease nipple DIN 3404 - M22 - G3/8
7	8	8	Locking screw M20x90-12.9 ZT (Durluk)
8	8	8	Retained nut M20 - St
9	2	2	Seal disc Ø200/128x4
10	1	1	Self aligning roller bearing DIN 635 - 24026
11	2	2	Seal disc Ø200/143x4
12	1	1	Self aligning roller bearing DIN 635 - 232 22
13	4	4	Adjusting washer DIN 988 - Ø170/200x1
14	5	5	Compensating disc Ø200/170x4
15	2	2	Circlip DIN 472 - 200x4
16	1	1	Tension disc Ø127,5x30
17	3	3	Hexagon-headed bolt ISO 4017 - M20x75-10.9 ZT
18	1	2	Cover plate Ø 630
19	1	0	Cover plate with hole Ø 630
20	1	0	Feather key DIN 6885/1 (Design depending on the drive shaft)
21	8	8	Locking pin ISO 8752 - Ø21x80 (only for version 4)
22	-	-	
23	4	4	Adjusting washer DIN 988 - Ø170/200x0,5 (enclosed separate)

2.1 Installation dimensions and hole pattern for the steel construction

Installation version 3

Box girder installation, delivered in individual parts

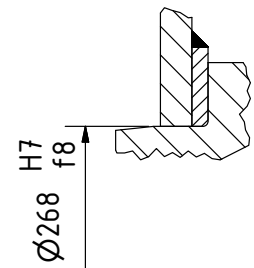
Flange centering mechanically machined

For this installation version, the locating holes for the flanged bearing housing in the steel construction are mechanically machined with the tolerances of fit $\varnothing 268$ H7.

Thus, this eliminates extensive alignment of the wheel set and pinning of the flanged bearing housing after installation.

The wheel sets are supplied as individual parts.

Preparation of the steel construction in accordance with the hole pattern (Figure 3) is possible as a quick, box girder installation using commercial tools.



Radial forces are absorbed through the tolerance fit

Hole pattern representation box girder installation (Figure 3)

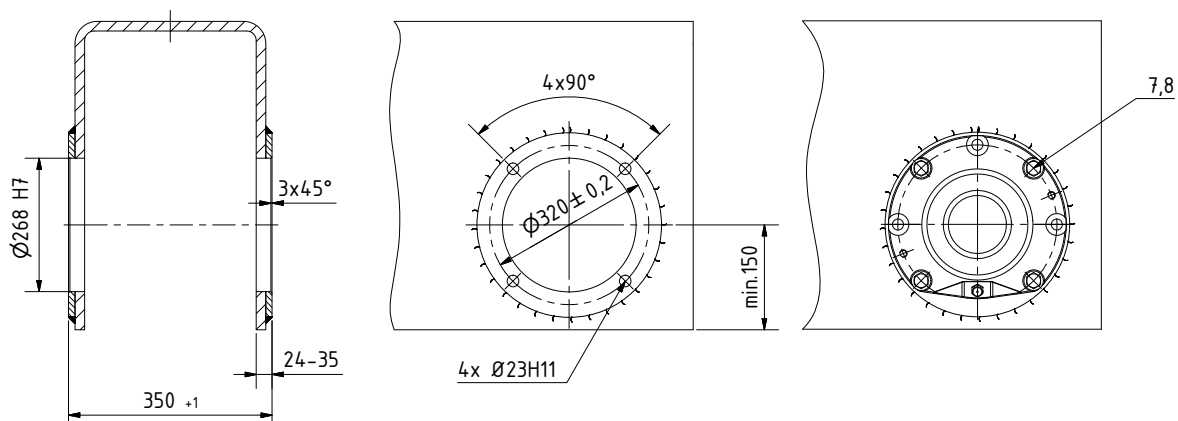


Table 3

Wheel set	Number for each flanged bearing housing Locking screw with retained nut	Tightening torque
RAE/RNE 630	5 off M20x90	420 Nm

2.2 Installation dimensions and hole pattern for the steel construction

Installation version 4

Box girder installation, delivered in individual parts

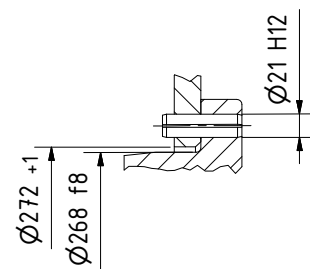
Flange centering flame-cutting

For this installation version, the locating holes for the flanged bearing housing in the steel construction are flame-cutting to $\varnothing 272 +1$ mm.

However, in this case, precise alignment of the wheel sets is necessary by displacing the flanged bearing housing after installation.

The wheel sets are supplied as individual parts.

Preparation of the steel construction is carried out in accordance with the hole pattern (Figure 4). After alignment, the exact position of the flanged bearing housing is fixed using the locking pins.



Radial forces are absorbed through locking pins

Hole pattern representation box girder (Figure 4)

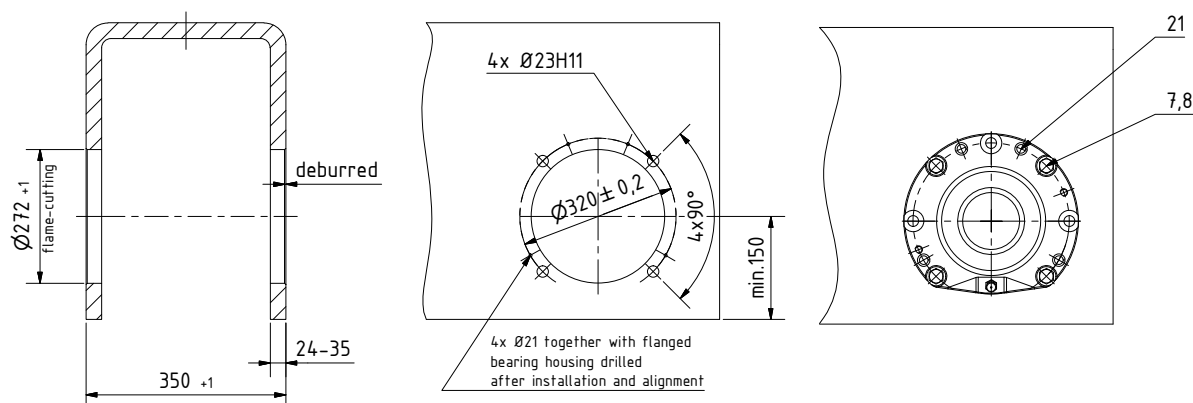


Table 4

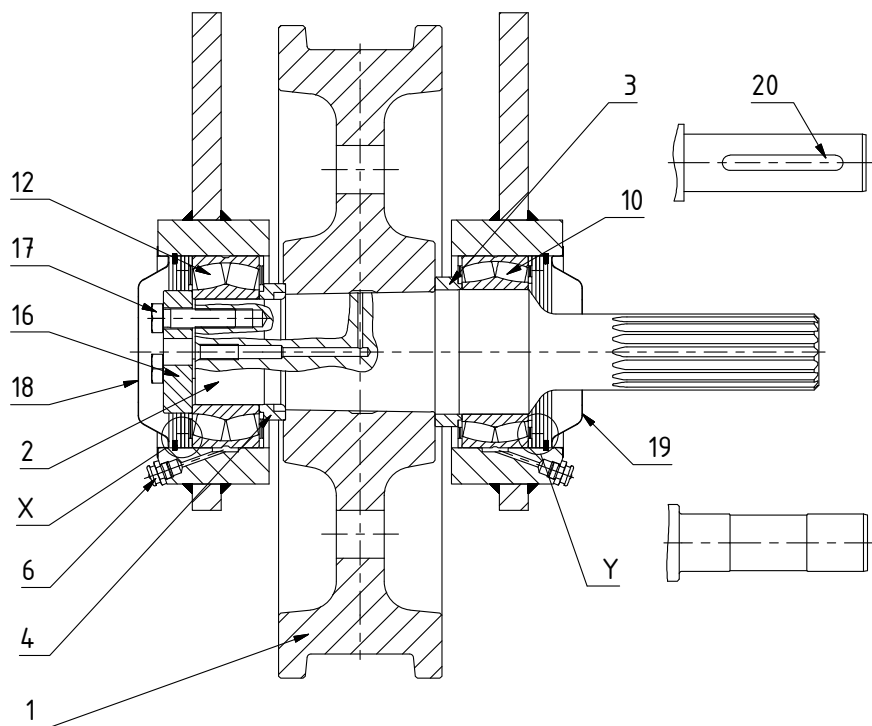
Wheel set	Number per flanged bearing housing		
	Locking pin	Locking screw with retained nut	Tightening torque
RAE/RNE 630	4 off 21x80	5 off M20x90	420 Nm

3. Technical construction RAEKOF/RNEKOF 630

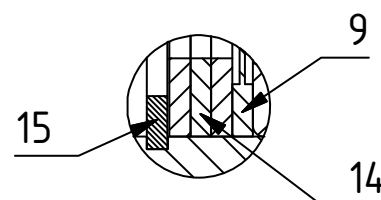
Installation version 5

Installation of box girder, without flanged bearing housing, supplied as individual parts

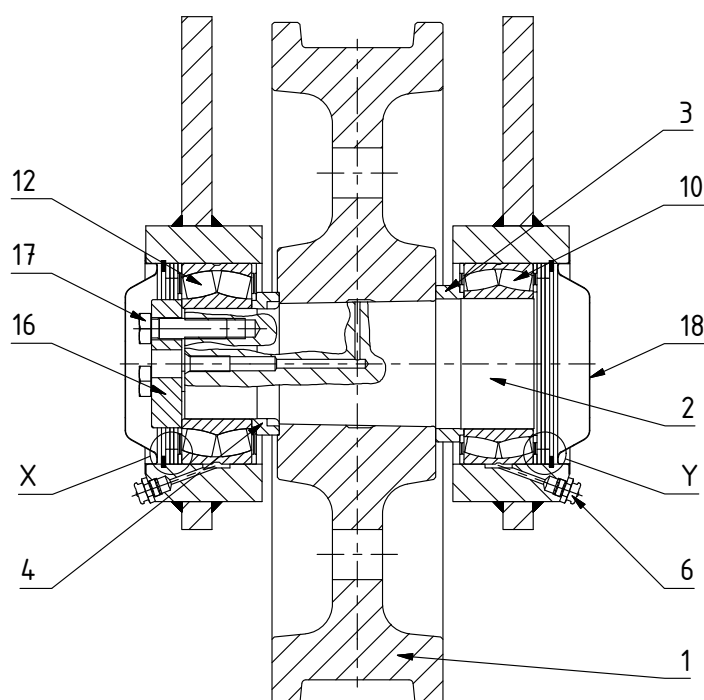
**Wheel set RAEKOF
driven**



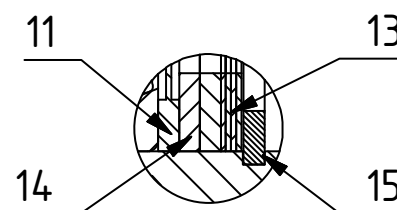
Detail X



**Wheel set RNEKOF
not driven**



Detail Y



Parts list

Part	Number per wheel set		Deisgnation
	RAEKOF	RNEKOF	
1	1	1	Crane wheel
2	1	1	Drive shaft/Idler shaft
3	1	1	Spacer ring Ø 156/130,3 28
4	1	1	Spacer ring Ø142/110,2x27,2
5	-	-	
6	-	-	
7	-	-	
8	-	-	
9	2	2	Seal disc Ø200/128x4
10	1	1	Self aligning roller bearing DIN 635 - 24026
11	2	2	Seal disc Ø200/143x4
12	1	1	Self aligning roller bearing DIN 635 - 232 22
13	4	4	Adjusting washer DIN 988 - Ø170/200x1
14	5	5	Compensating disc Ø200/170x4
15	2	2	Circlip DIN 472 - 200x4
16	1	1	Tension disc Ø127,5x30
17	3	3	Hexagon-headed bolt ISO 4017 - M20x75-10.9 ZT
18	1	2	Cover plate Ø 630
19	1	0	Cover plate with hole Ø 630
20	1	0	Feather key DIN 6885/1 (Design depending on the drive shaft)
21	-	-	
22	-	-	
23	4	4	Adjusting washer DIN 988 - Ø170/200x0,5 (enclosed separate)

3.1 Installation dimensions for the steel construction

Installation version 5

Installation of box girder, without flanged bearing housing, supplied as individual parts
Bearing bushes welded and mechanically machined

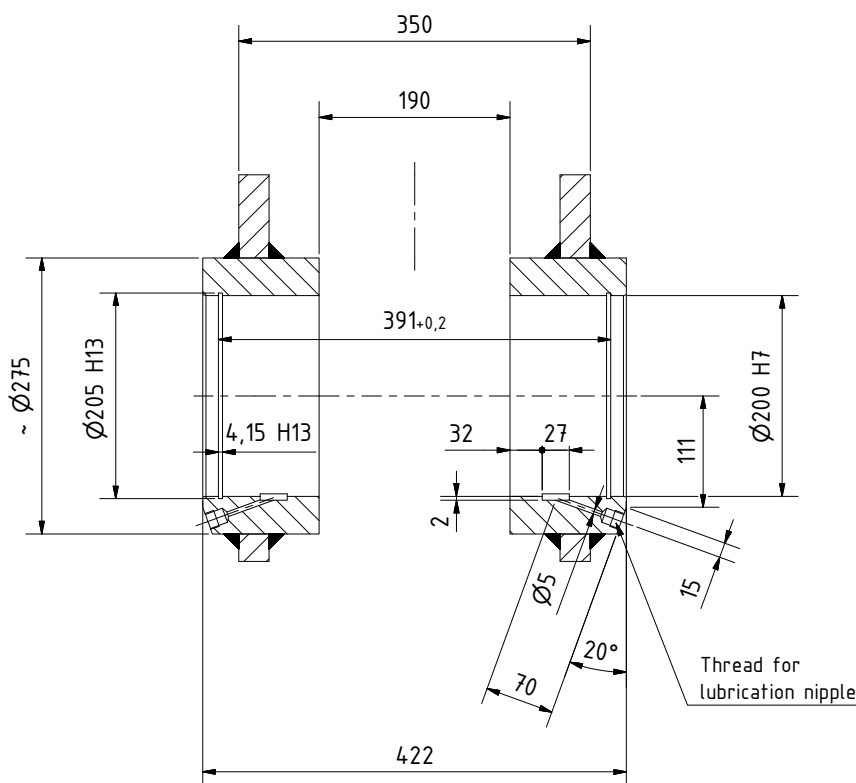
For this installation version, the bearing bushes are welded into the steel construction and mechanically machined.

In this case, extensive alignment of the wheel sets is not required after installation.

The wheel sets are supplied as individual parts.

Preparation of the steel construction is carried out in accordance with the hole pattern (Figure 5).

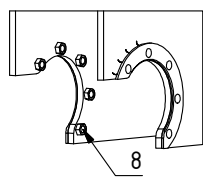
Hole pattern representation, box girder (Figure 5)



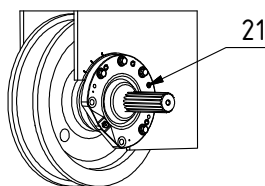
4. Installation der Radsätze RAE/RNE 630

Installation version 1 and 2

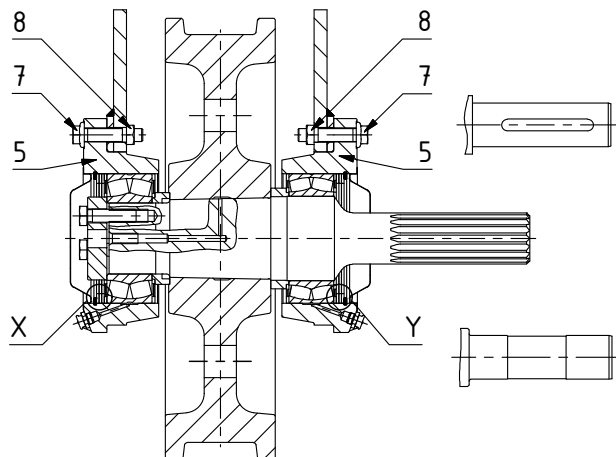
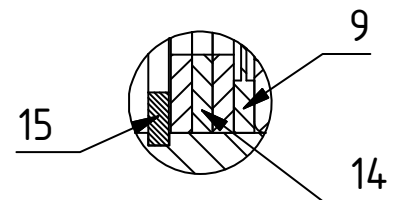
Installation of corner bearing, delivered complete



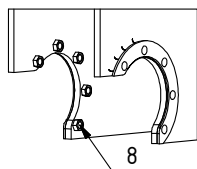
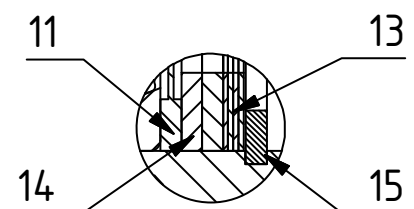
RAE



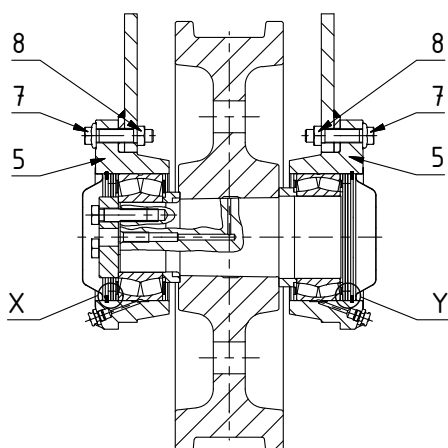
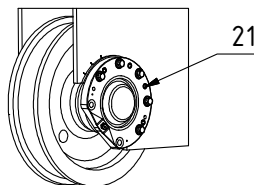
Detail X



Detail Y



RNE



Using interchangeable compensating discs (13) and adjusting washers (14) the position of the wheel to the rail and thus the average track dimension can be changed.

Table 5


Wheel set	Number per flanged bearing housing Thickness of compensating disc Detail X	Number per flanged bearing housing Thickness of adjusting washer and compensating disc Detail Y	max. adjustment option
RAE/RNE 630	3 x 4 mm	2 x 4 mm + 4 x 1 mm	± 12 mm


4.1 Installation procedure, installation version 1

Installation of corner bearing, delivered complete

Flange centering mechanically machined

1. Manufacture the steel construction in accordance with 1.1 (refer to Page 6).
2. From the inside, install retained nuts M 20 (8) in the prefabricated holes \varnothing 23 mm in the steel construction.
3. Insert the complete wheel set into the steel construction.
4. Use the locking screws (7) and attach both flanged bearing housings (5) to the steel construction, tightening torque 420 Nm (in accordance with Table 1 on Page 6)
5. Relubricate both roller bearings

 However, this simple installation process is only applicable if the dimension of the steel construction (clearance of the flanged bearing housing) has been manufactured exactly as given in Figure 1 on Page 6 (350 +1 mm). If the installation dimension is exceeded by more than 1 mm, the difference must be compensated by installing the corresponding compensating discs (23). Thereby, there is less axial play.


 If the installation dimension (350 +1 mm) has been manufactured smaller, it is **mandatory** to remove the appropriate adjusting washers and compensating discs (13, 14) from a flanged bearing housing before installation. Only thus can constraining forces on the self-aligning roller bearings be prevented and thus, damage caused by the forces. After assembly, both flanged bearing housings must rest on the steel construction. The wheel set should then have a minimum axial play of 0.1 mm.

4.2 Installation procedure, installation version 2

Installation of corner bearing, delivered complete

Flange centering flame-cutting

1. Manufacture the steel construction in accordance with 1.2 (refer to Page 7).
2. From the inside, install retained nuts M 20 (8) in the prefabricated holes \varnothing 23 mm in the steel construction.
3. Insert the complete wheel set into the steel construction
4. Use the locking screws (7) to attach both flanged bearing housing (5) to the steel construction, thereby, only hand tighten the screws.
5. Using suitable measurement tools, accurately align all wheel sets of the system by moving the flanged bearing housing.
6. After aligning, tighten the locking screws (7) to a torque of 420 Nm (in accordance with Table 2 on Page 7).
7. Open up the predrilled holes \varnothing 5 mm in all flanged bearing housings together with the steel construction to \varnothing 21 mm (in accordance with Figure 2 on Page 7).
Subsequently, tap in the locking pins (21). Thereby, the flanged bearing housing can be released at any time and accurately installed again.
8. Relubricate both roller bearings.

 If the dimension of the steel construction (350 +1 mm) has not been manufactured accurately in accordance with Figure 2 on Page 7, the appropriate adjusting washers and compensating discs (13, 14) must be removed from the flanged bearing housing or adjusting washers (23) installed, in accordance with 4.1. To prevent constraining forces acting on the self-aligning roller bearings, make sure that there is small axial play.

5. Installation of the wheel sets RAEK/RNEK 630

Installation version 3 and 4

Installation of box girder, supplied as individual parts

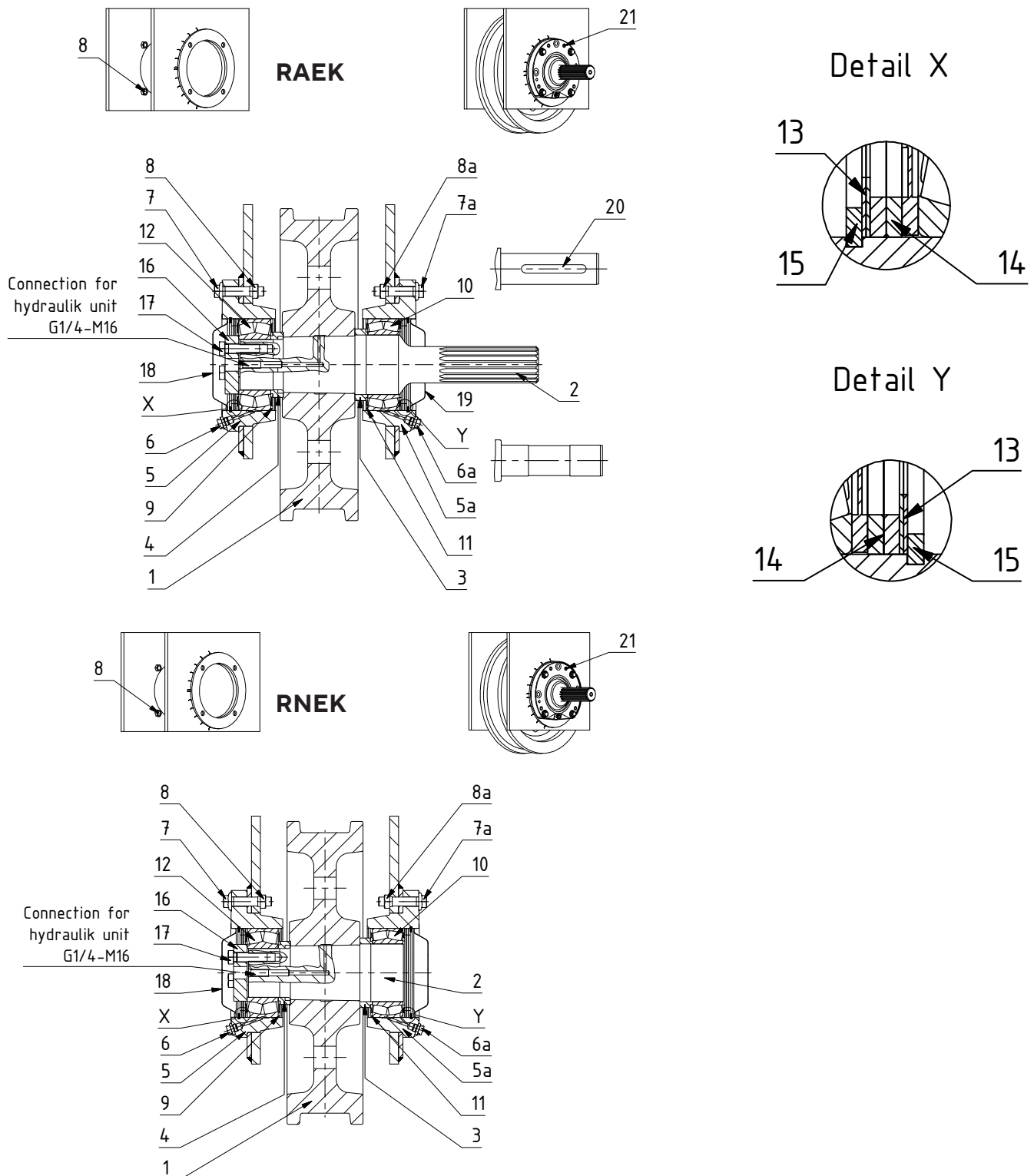


Table 6

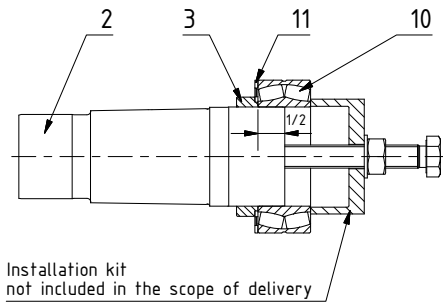
Using interchangeable compensating discs (13) and adjusting washers (14) the position of the wheel to the rail and thus the average track dimension can be changed.

Wheel set	Number per flanged bearing housing Thickness of compensating disc Detail X	Number per flanged bearing housing Thickness of adjusting washer and compensating disc Detail Y	max. adjustment option
RAE/RNE 630	3 x 4 mm	2 x 4 mm + 4 x 1 mm	± 12 mm

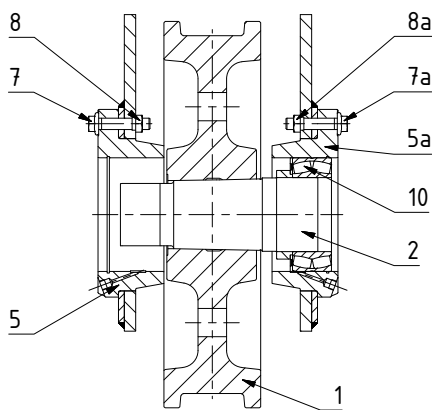
5.1 Installation procedure, installation version 3

Installation of box girder, delivered in individual parts

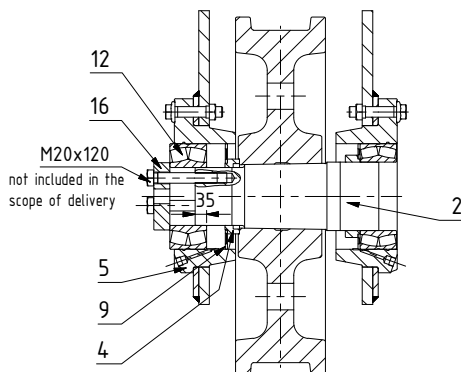
Flange centering mechanically machined



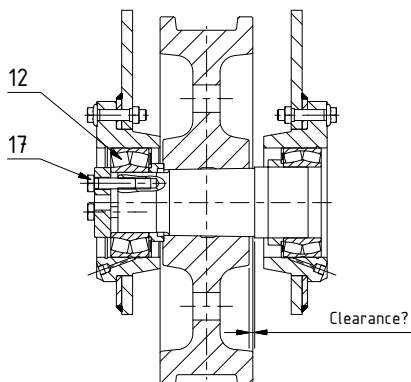
1. Manufacture the steel construction in accordance with 2.1 (refer to Page 10).
2. From the inside, install retained nuts (8/8a) in the prefabricated holes $\varnothing 23$ mm in the steel construction.
3. Install the spacer ring (3), seal disc (11) and self-aligning roller bearing (10) on the drive and idler shaft (2) (refer to note for installation kit) - first pull on the bearing a max. of the half of the width of the bearing!



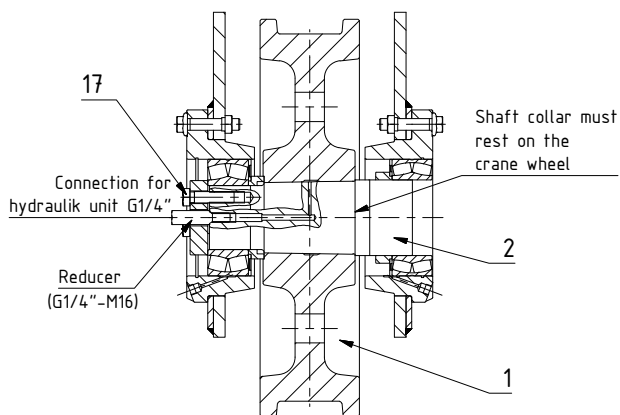
4. Use the locking screws (7a) and retained nuts (8a) and attach the flanged bearing housing (5a) to the box girder.
5. Roll the crane wheel (1) into the box girder
6. Use the locking screws (7) and retained nuts (8) and attach the flanged bearing housing (5) to the box girder.
7. Push in the preassembled drive and idler shaft (2) until it rests against the tapered face in the crane wheel (1).



8. Push the spacer ring (4) and seal disc (9) onto the drive and idler shaft (2)
9. Install the self-aligning roller bearing (12) into the flanged bearing housing (5) and use the tension disc (16) and three screws M20x120 (not included in the scope of delivery) onto the shaft by approx. 35 mm.



10. Subsequently, replace the screws M20x120 by the hexagon-headed bolts M20 (17) and tighten them alternately until the self-aligning roller bearing (12) is tight and the tightening torque of 580 Nm is attained.
11. Because there is still clearance between the shaft collar and wheel hub and the shaft does not fit tightly, the shaft must be further pulled in over the pressure oil interference fit.

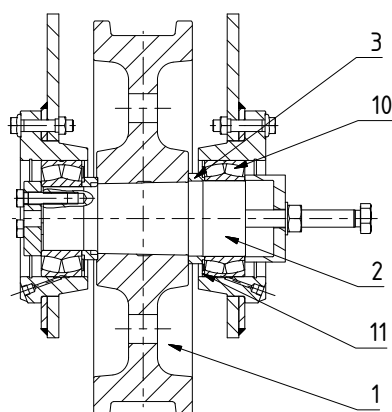


12. Connect the hydraulic unit, with high-pressure pipe and reducer (G 1/4 - M16) (not included in the scope of delivery) to the central bore of the drive and idler shaft (2) and expand the tapered connection of the crane wheel/shaft.

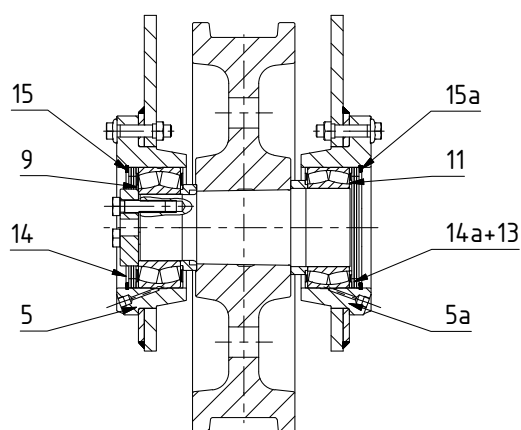
Thereby, alternately tighten the hexagonheaded bolts (17) and keep the oil pressure constant by pumping.

Pull in the drive and idler shaft (2) up to the stop on the shaft collar.

13. Tighten the hexagon-headed bolts (17) to the nominal torque of 580 Nm.
14. Dissipate the oil pressure and remove the hydraulic unit and reducer.

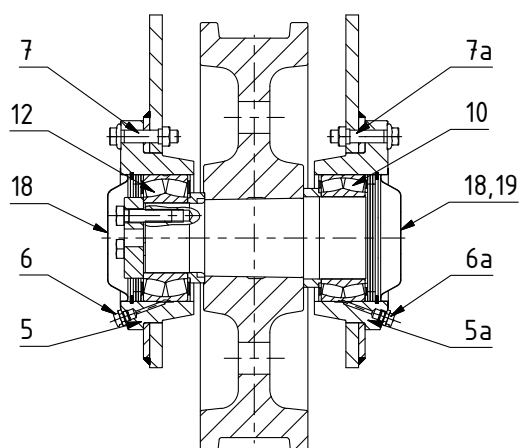


15. Using the installation kit (not included in the scope of delivery), now draw the spacer ring (3), complete with seal disc (11) and selfaligning roller bearing (10), onto the drive and idler shaft (2) until the spacer ring (3) rests on the crane wheel (1).



16. Insert the seal discs (9, 11) into the flanged bearing housing (5, 5a) and install the adjusting washers (14, 14a) as well as the compensating discs (13) in accordance with Table 6 (Page 18) and the circlips (15, 15a).

The number of discs must be selected so that the wheel set is installed with practically no axial play. If the play is in excess of 1 mm, install additional compensating discs (23).



17. Torque tighten the locking screws (7, 7a) to 420 Nm (Table 3 on Page 10) and insert the cover plate (18, 19) in both flanged bearing housings (5, 5a).
18. Install the lubrication nipples (6, 6a) into the two flanged bearing housings (5, 5a) and use suitable roller-bearing grease to lubricate the self-aligning roller bearings (10, 12) until the lubricant escapes from the seals (refer to Chapter 7).



However, this installation process is only applicable if the dimension of the steel construction (clearance of the flanged bearing housing) has been manufactured exactly as given in Figure 3 on Page 10 (350 +1 mm).

If the installation dimension is exceeded by more than 1 mm, the difference must be compensated by installing the corresponding compensating discs (23). Thereby, there is less axial play.



If the installation dimension (350 +1 mm) has been manufactured smaller, it is **mandatory** to remove the appropriate adjusting washers (14) and compensating discs (13). Only thus can constraining forces on the self-aligning roller bearings be prevented and thus, damage caused by the forces. After assembly, both flanged bearing housings must rest on the steel construction. The wheel set should then have a minimum axial play of 0.1 mm.

Installation kit:

There is a threaded hole on both ends of the shafts to make it easier to pull the drive and idler shaft into the crane wheel and draw the self-aligning roller bearing onto the drive and idler shaft.

An installation kit with spacer tubes, discs, bolts, nuts etc. is not included in the scope of delivery and, depending on the design and length of the drive shafts, must be manufactured by the customer.

Hydraulic unit:

For the installation and removal of the wheel sets delivered in parts (installation versions 3, 4 and 5), an hydraulic unit is required to expand the wheel hub.

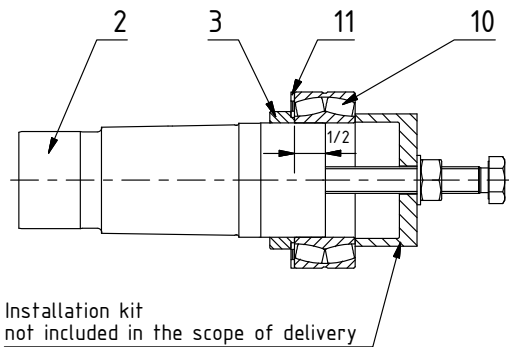
The high-pressure pump presses the oil through the crane wheel shaft into the taper interference fit at a pressure of 300-400 MPa (3000-4000 bar) and, thus, makes it possible to connect or disconnect the crane wheel/shaft. Each crane wheel shaft has an oil duct.

The hydraulic unit, with pump, high-pressure pipe and adapter, are not included in the scope of delivery and can be purchased from specialist retailers (e.g. from SKF).

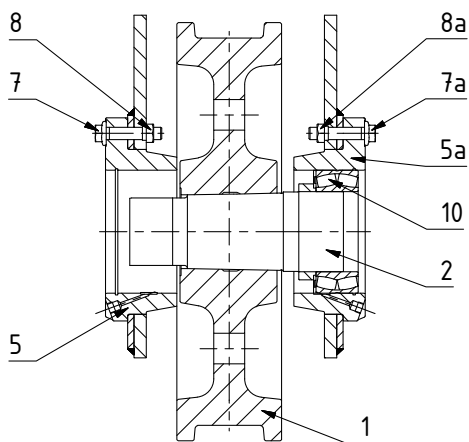
5.2 Installation procedure, Installation version 4

Installation of box girder, supplied as individual parts

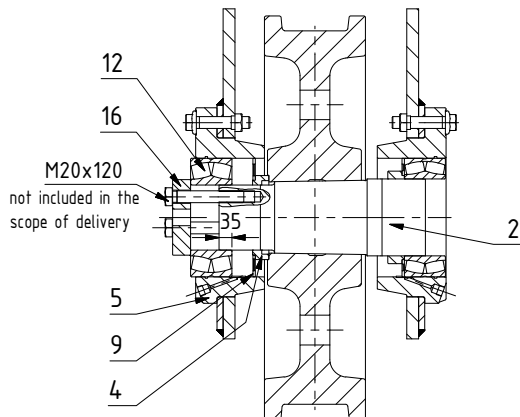
Flange bearing housing flame-cutting



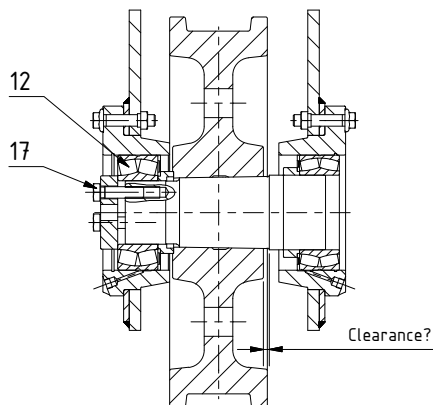
1. Manufacture the steel construction in accordance with 2.2 (refer to Page 11).
2. From the inside, install retained nuts (8/8a) in the prefabricated holes $\varnothing 23$ mm in the steel construction.
3. Install the spacer ring (3), seal disc (11) and self-aligning roller bearing (10) on the drive and idler shaft (2) (refer to note for installation kit) - first pull on the bearing a max. of the half of the width of the bearing!



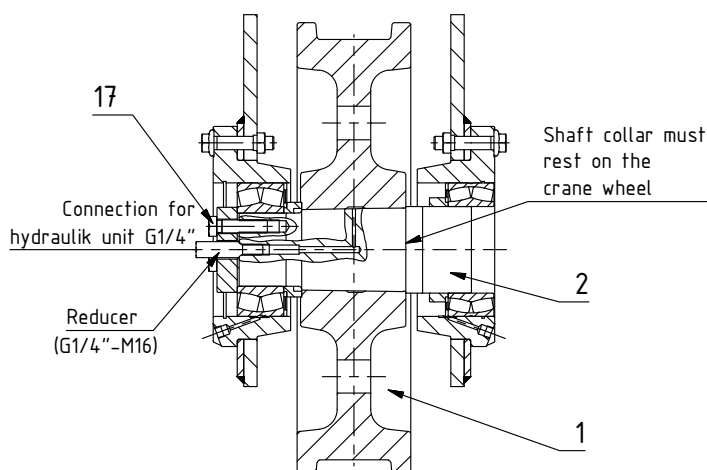
4. Use the locking screws (7a) and retained nuts (8a) and attach the flanged bearing housing (5a) to the box girder, thereby, only hand tighten the screws.
5. Roll the crane wheel (1) into the box girder
6. Use the locking screws (7) and retained nuts (8) and attach the flanged bearing housing (5) to the box girder, thereby, only hand tighten the screws.
7. Push in the preassembled drive and idler shaft (2) until it rests against the tapered face in the crane wheel (1).



8. Push the spacer ring (4) and seal disc (9) onto the drive and idler shaft (2)
9. Install the self-aligning roller bearing (12) into the flanged bearing housing (5) and use the tension disc (16) and three screws M 20x120 (not included in the scope of delivery) onto the shaft by approx. 35 mm.



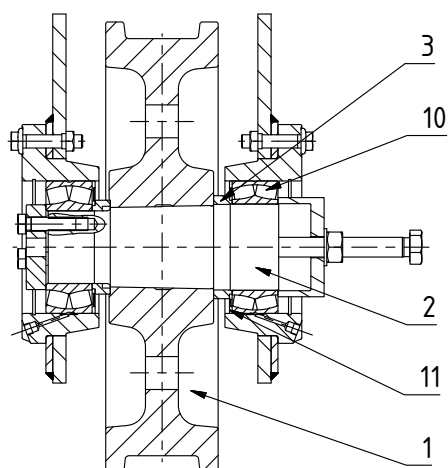
10. Subsequently, replace the screws M20x120 by the hexagon-headed bolts M20 (17) and tighten them alternately until the self-aligning roller bearing (12) is tight and the tightening torque of 580 Nm is attained.
11. Because there is still clearance between the shaft collar and wheel hub and the shaft does is not tight fitting, the shaft must be further pulled in over the pressure oil interference fit.



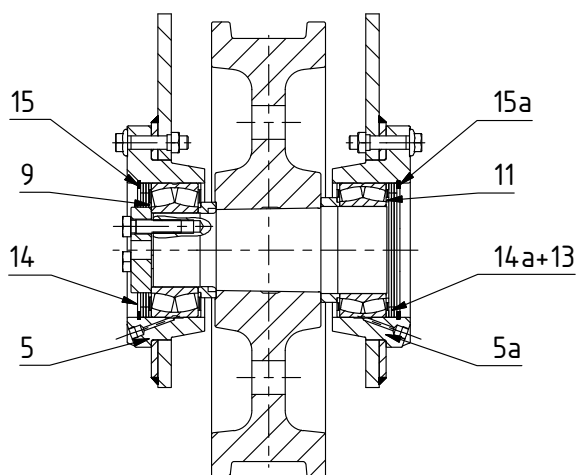
12. Connect the hydraulic unit, with highpressure pipe and reducer (G 1/4 - M16) (not included in the scope of delivery) to the central bore of the drive and idler shaft (2) and expand the tapered connection of the crane wheel/shaft. Thereby, alternately tighten the hexagon-headed bolts (17) and keep the oil pressure constant by pumping. Pull in the drive and idler shaft up to the stop on the shaft collar.

13. Tighten the hexagon-headed bolts (17) to the nominal torque of 580 Nm.

14. Dissipate the oil pressure and remove the hydraulic unit and reducer.



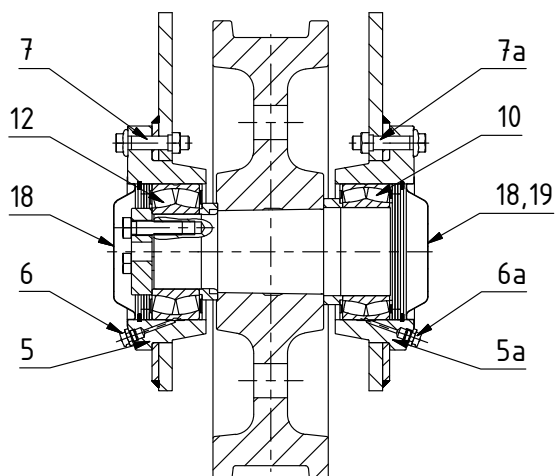
15. Using the installation kit (not included in the scope of delivery), now draw the spacer ring (3), complete with seal disc (11) and self-aligning roller bearing (10), onto the drive and idler shaft (2) until the spacer ring (3) rests on the crane wheel (1).



16. Insert the seal discs (9, 11) into the flanged bearing housing (5, 5a) and install the adjusting washers (14, 14a) as well as the compensating discs (13) in accordance with Table 6 (Page 18) and the circlips (15, 15a).



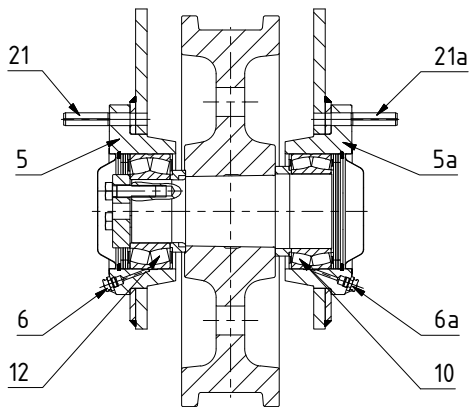
The number of discs must be selected so that the wheel set is installed with practically no axial play. If the play is in excess of 1 mm, install additional compensating discs (23).



17. Using suitable measurement tools, accurately align all wheel sets of the system by moving the flanged bearing housing.

18. Once alignment is complete, fully tighten all locking screws (7, 7a) on all flange bearing housings (5, 5a) to the tightening torque of 420 Nm (in accordance with Table 4 on Page 11).

19. Insert the cover plates (18, 19) in both flanged bearing housings (5, 5a) and install the lubrication nipples (6, 6a) in both flanged bearing housings (5, 5a).



20. Open up the predrilled holes $\varnothing 5$ mm in all flanged bearing housings (5, 5a) together with the steel construction to $\varnothing 21$ mm (in accordance with Figure 4 on Page 11). Subsequently, tap in the locking pins (21, 21a). Thereby, the flanged bearing housing can be released at any time and accurately installed again.

21. Using suitable roller-bearing grease, lubricate the self-aligning roller bearings (10, 12) through the lubrication nipples (6, 6a) until the lubricant escapes from the seals (refer to Chapter 7).



However, this installation process is only applicable if the dimension of the steel construction (clearance of the flanged bearing housing) has been manufactured exactly as given in Figure 4 on Page 11 (350 +1 mm).

If the installation dimension is exceeded by more than 1 mm, the difference must be compensated by installing the corresponding compensating discs (23). Thereby, there is less axial play.



If the installation dimension (350 +1 mm) has been manufactured smaller, it is **mandatory** to remove the appropriate adjusting washers (14) and compensating discs (13). Only thus can constraining forces on the self-aligning roller bearings be prevented and thus, damage caused by the forces. After assembly, both flanged bearing housings must rest on the steel construction. The wheel set should then have a minimum axial play of 0.1 mm.

Installation kit:

There is a threaded hole on both ends of the shafts to make it easier to pull the drive and idler shaft into the crane wheel and draw the self-aligning roller bearing onto the drive and idler shaft.

An installation kit with spacer tubes, discs, bolts, nuts etc. is not included in the scope of delivery and, depending on the design and length of the drive shafts, must be manufactured by the customer.

Hydraulic unit:

For the installation and removal of the wheel sets delivered in parts (installation versions 3, 4 and 5), an hydraulic unit is required to expand the wheel hub.

The high-pressure pump presses the oil through the crane wheel shaft into the taper interference fit at a pressure of 300-400 MPa (3000-4000 bar) and, thus, makes it possible to connect or disconnect the crane wheel/shaft. Each crane wheel shaft has an oil duct.

The hydraulic unit, with pump, high-pressure pipe and adapter, are not included in the scope of delivery and can be purchased from specialist retailers (e.g. from SKF).

6. Installation of the wheel sets RAEKOF/RNEKOF 630

Installation version 5

Installation of box girder, without flanged bearing housing, supplied as individual parts

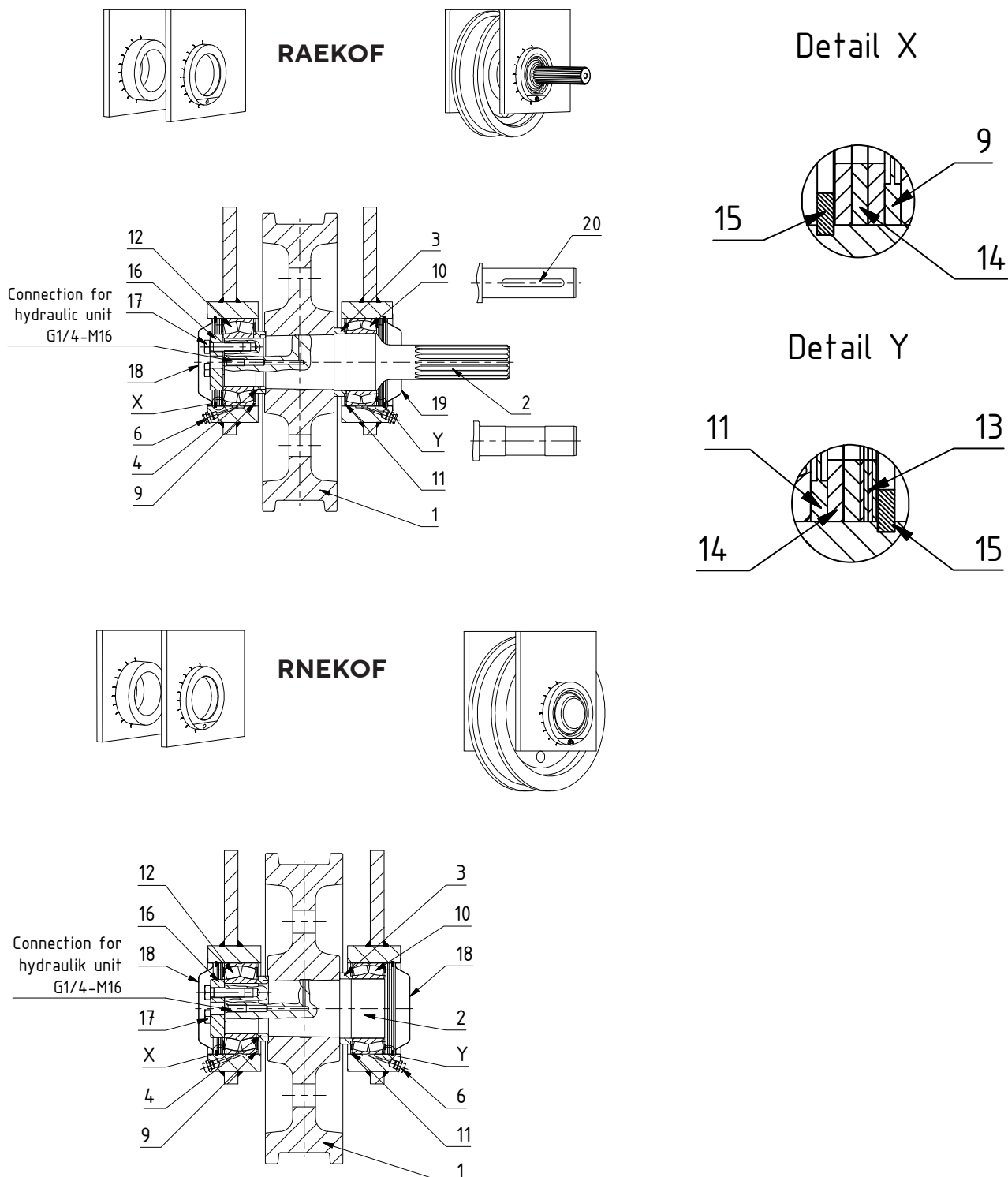


Table 7

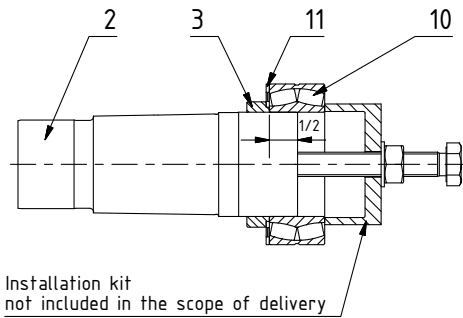
Using interchangeable compensating discs (13) and adjusting washers (14) the position of the wheel to the rail and thus the average track dimension can be changed.

Wheel set	Number per flanged bearing housing Thickness of compensating disc Detail X	Number per flanged bearing housing Thickness of adjusting washer and compensating disc Detail Y	max. adjustment option
RAE/RNE 630	3 x 4 mm	2 x 4 mm + 4 x 1 mm	± 12 mm

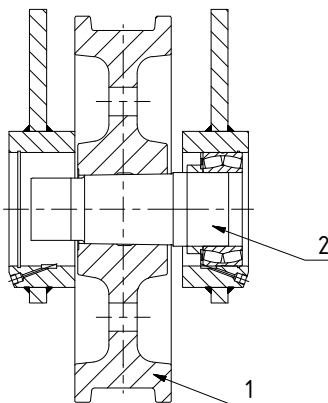
6.1 Installation procedure, Installation version 5

Installation of box girder, without flanged bearing housing, supplied as individual parts

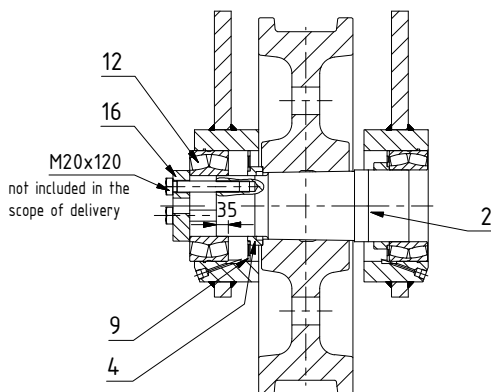
Bearing bushes welded and mechanically machined



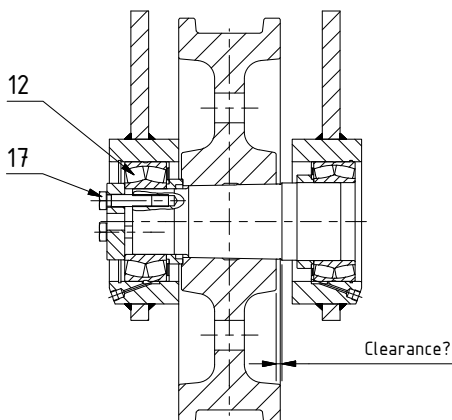
1. Manufacture the steel construction in accordance with 3.1 (refer to Page 14).
2. Install the spacer ring (3), seal disc (11) and self-aligning roller bearing (10) on the drive and idler shaft (2) (refer to note for installation kit) - first pull on the bearing to half the width of the bearing!



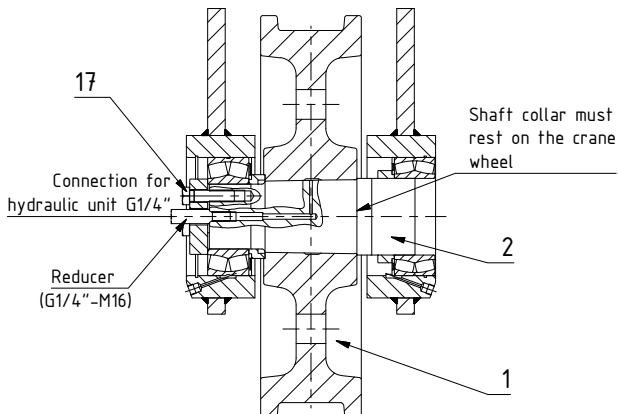
3. Roll the crane wheel (1) into the box girder
4. Push in the preassembled drive and idler shaft (2) until it rests against the tapered face in the crane wheel (1).



5. Push the spacer ring (4) and seal disc (9) onto the drive and idler shaft (2)
6. Install the self-aligning roller bearing (12) into the flanged bearing housing and use the tension disc (16) and three screws M20×120 (not included in the scope of delivery) onto the shaft by approx. 35 mm.



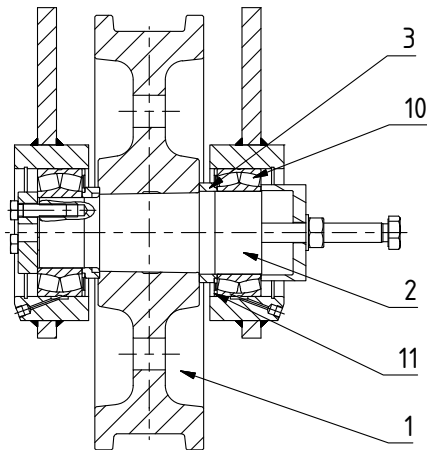
7. Subsequently, replace the screws M20×120 by the cylinder screws M20 (17) and tighten them alternately until the self-aligning roller bearing (12) is tight and the tightening torque of 580 Nm is attained.
8. Because there is still clearance between the shaft collar and wheel hub and the shaft does not fit tightly, the shaft must be further pulled in over the pressure oil interference fit.



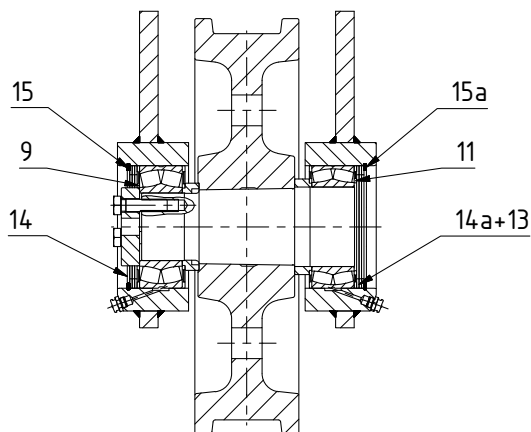
9. Connect the hydraulic unit, with high-pressure pipe and reducer (G 1/4 - M16) (not included in the scope of delivery) to the central bore of the drive and idler shaft (2) and expand the tapered connection of the crane wheel/shaft. Thereby, alternately tighten the hexagonheaded bolts (17) and keep the oil pressure constant by pumping. Pull in the drive and idler shaft up to the stop on the shaft collar.

10. Tighten the hexagon-headed bolts (17) to the nominal torque of 580 Nm.

11. Dissipate the oil pressure and remove the hydraulic unit and reducer.

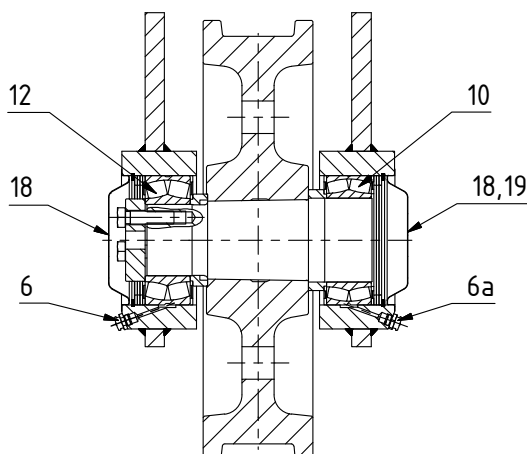


12. Using the installation kit (not included in the scope of delivery), now draw the spacer ring (3), complete with seal disc (11) and selfaligning roller bearing (10), onto the drive and idler shaft (2) until the spacer ring (3) rests on the crane wheel (1).



13. Insert the seal discs (9, 11) into the bearing bushes and install the adjusting washers (14, 14a) as well as the compensating discs (13) in accordance with Table 7 (Page 25) and the circlips (15, 15a).

The number of discs must be selected so that the wheel set is installed with practically no axial play. If the play is in excess of 1 mm, install additional compensating disc (23).



14. Insert the cover plates (18, 19) in both bearing bushes.

15. Install the lubrication nipples (6, 6a) into both bearing bushes and use suitable roller-bearing grease to lubricate the self-aligning roller bearings (10, 12) through the lubrication nipples (6, 6a) until the lubricant escapes from the seals (refer to Chapter 7).



However, this installation procedure is only applicable if the dimension of the circlip grooves has been manufactured exactly as given in Figure 5 on Page 14.

If the installation dimension is exceeded by more than 1 mm, the difference must be compensated by installing the corresponding compensating discs (23). Thereby, there is less axial play.



If the installation dimension ($391 + 0.2 \text{ mm}$) has been manufactured smaller, it is **mandatory** to remove the appropriate adjusting washers (14) and compensating discs (13). Only thus can constraining forces on the self-aligning roller bearings be prevented and thus, damage caused by the forces.

The wheel set should then have a minimum axial play of 0.1 mm.

Installation kit:

There is a threaded hole on both ends of the shafts to make it easier to pull the drive and idler shaft into the crane wheel and draw the self-aligning roller bearing onto the drive and idler shaft.

An installation kit with spacer tubes, discs, bolts, nuts etc. is not included in the scope of delivery and, depending on the design and length of the drive shafts, must be manufactured by the customer.

Hydraulic unit:

For the installation and removal of the wheel sets delivered in parts (installation versions 3, 4 and 5), an hydraulic unit is required to expand the wheel hub.

The high-pressure pump presses the oil through the crane wheel shaft into the taper interference fit at a pressure of 300-400 MPa (3000-4000 bar) and, thus, makes it possible to connect or disconnect the crane wheel/shaft. Each crane wheel shaft has an oil duct.

The hydraulic unit, with pump, high-pressure pipe and adapter, are not included in the scope of delivery and can be purchased from specialist retailers (e.g. from SKF).

7. Commissioning, Maintenance and Servicing

Recurring check

in accordance with UVV (Accident Prevention Regulations) cranes BGV D6 § 26 Para. 1 (VBG 9) and the basic principles for specialist examinations (ZH 1/27)

Lubrication and maintenance



The wheel sets RAE/RNE are supplied as complete units. The self-aligning roller bearings are filled with roller-bearing grease Multifak EP 2 (Texaco).

The wheel sets RAEK/RNEK and RAEKOF/RNEKOF are supplied as individual parts.

The self-aligning roller bearings **must be** filled with grease after installation.

Type of lubrication: lubricating using grease
Lubricant: Multifak EP 2 (Texaco) or equivalent roller bearing grease from another manufacturer (suitable for use at temperatures of -30 °C to +90 °C)

For use in temperatures to -50 °C, we recommend the roller-bearing grease Renolit Unitemp 2 (Fuchs) or an equivalent, frostresistant grease from another manufacturer. For temperatures of more than 90 °C, use appropriate temperature-resistant seals and suitable high-temperature lubricants.

Re-lubrication: After every 2000 operating hours, through the lubrication nipple through the flanged bearing housing and bearing bushes

Change lubricant: Annually

Before attaching the gear motor, apply a layer of suitable assembly grease to the drive shafts with gearing or feather key.

Servicing

Replace damaged seal discs.

Running surfaces and flange wear of the crane wheel:
Inspection every 3 months

If there is wear on the running surfaces of more than 10 mm and at a wheel flange width of less than 13 mm, replace the crane wheel.

Use a torque wrench and check the specified tightening torques of all locking screws after 3 months operating time. Subsequently, annually within the framework of the recurring check.

The maintenance intervals given are reference values that must be adapted in extreme operating conditions.

Produkt- und Kundeninformation *Product and customer information*

Beim Radblocksystem handelt es sich um eine einbaufertige Fahreinheit für fördertechnische Anlagen (z.B. Krane).
The wheel block system is a ready-to-install travel unit for conveyor systems (e.g. cranes).

Das Radblocksystem ist keine Maschine und dazugehöriges Produkt im Sinne der Richtlinie 2006/24/EG sowie der Verordnung 2023/1230.

The wheel block system is not a machine and associated product within the meaning of Directive 2006/24/EC and Regulation 2023/1230.

Das Radblocksystem ist als Komponente zu betrachten und ist konform mit den Anforderungen nachstehender Dokumente:

The wheel block system is to be regarded as a component and conforms to the requirements of the following documents:


- **DIN EN 13135 08/18** Krane – Sicherheit – Konstruktion – Anforderungen an die Ausrüstungen
Cranes – Safety – Design – Requirements for equipment
- **DIN EN 13001-3-3 02/15** Krane – Konstruktion allgemein – Teil 3-3: Grenzzustände und Sicherheitsnachweis von Laufrad/Schiene-Kontakten
Cranes – General design – Part 3-3: Limit states and proof of competence of wheel/rail contacts
- **DIN EN ISO 12100 03/11** Sicherheit von Maschinen – Allgemeine Gestaltungsgrundsätze – Risikobeurteilung und Risikominderung (ISO 12100:2010)
Safety of machinery – General principles for design – Risk assessment and risk reduction (ISO 12100:2010)
- **DIN EN ISO 9001 11/15** Qualitätsmanagementsysteme – Anforderungen (ISO 9001:2015)
Quality management systems – Requirements (ISO 9001:2015)

Bei der Verwendung der Komponenten sind die Vorgaben / Hinweise der Montage-, Wartungsanleitung zu o.g. Komponente zwingend zu beachten!

When using the components, the specifications / instructions in the installation and maintenance instructions for the above-mentioned components must be observed!

D-57612 Ingelbach/Bhf., 14.03.25
Ort, Datum
Place, Date


Hees, Olaf
Geschäftsführung
CEO


Miesner, Thomas
Forschung + Entwicklung
Research + Development



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Subject to alterations by the manufacturer for the purposes of further technical development!

No claims can be derived from the information, figures and descriptions given in these operating instructions.

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