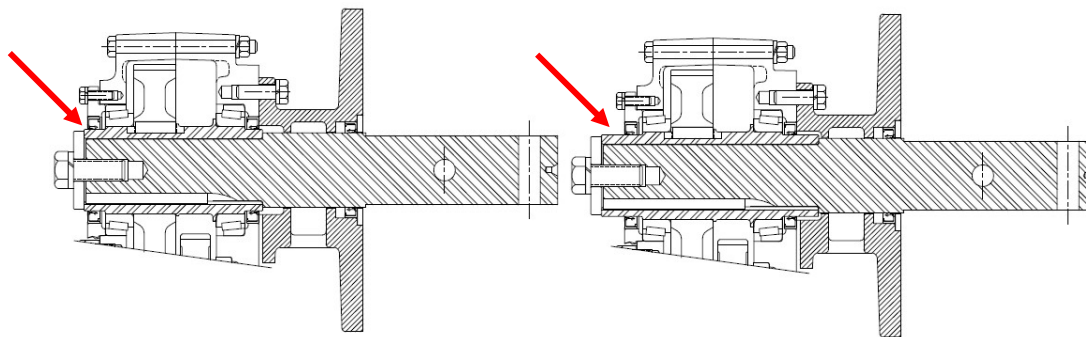


Dodge® SCXT gear reducers: replacement of outdated models

A frequent issue we encounter regards the replacement/interchange of older style SCXT size 3, 4 and 5/5A reducers with the current version SCXT 3B, 4B, and 5C reducers. The common observation is that the output hub on the new reducer extends out from the face of the housing where the old style reducer output hub was flush with the housing. See below:

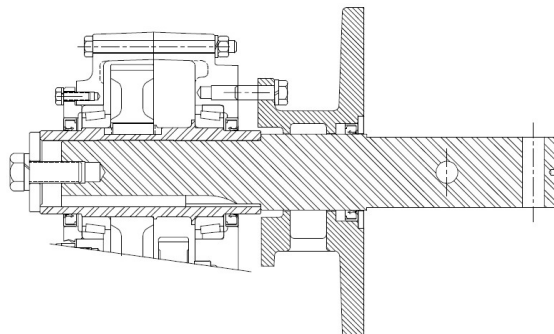


SCXT 3, 4, and 5 old style

SCXT 3B, 4B, 5C New style – extended output hub

SCXT sizes 3, 4, and 5 were changed in the early 1990's to use the same output hub as the TXT size 3, 4, and 5 straight bore shaft mount reducers. This change required a redesign of the drive shafts for these sizes. **The current model reducers are NOT compatible with the drive shafts from the older SCXT 3, 4, and 5/5A models.**

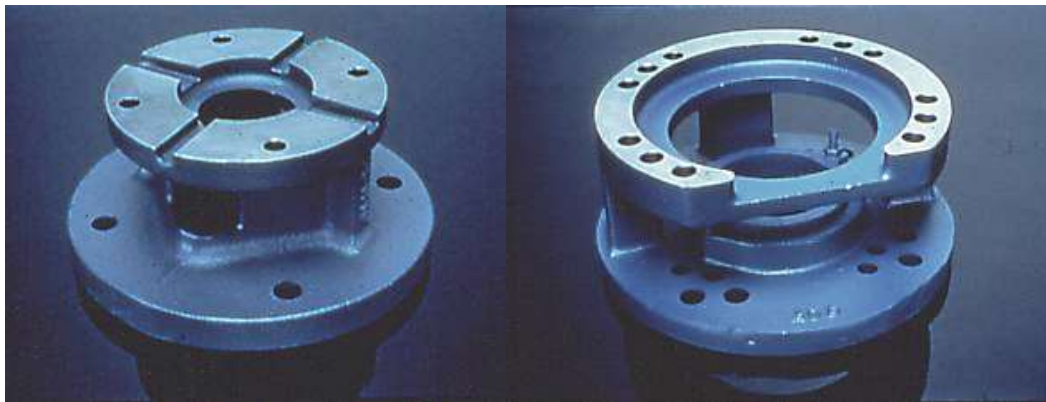
What usually happens is the customer removes the older style reducer from the screw conveyor while leaving the adapter assembly and drive shaft in place. They attempt to install the new reducer on to the old drive shaft, but the extended output hub hits the shoulder on the drive shaft, leaving a gap between the reducer and the adapter assembly.



SCXT New style reducer installed on older drive shaft

When replacing older SCXT size 3, 4, and 5 or 5A reducers, **the drive shaft MUST also be replaced for the reducer to fit and install properly.** SCXT reducer output hubs in sizes 1, 2, 6, 7, and 8 have not been changed and there has been no redesign of the drive shafts in these sizes.

Another frequently asked question involves the adapter assembly. The adapters were changed in 2003 to a design with cast slots instead of drilled holes to fit bolt pattern of the screw conveyor trough end plate, and the adjustable packing adapter has been incorporated into the standard design, there is no need for a separate AC adapter assembly when using the adjustable packing seal kit.



C Adapter – old style

AC Adapter – old style



C / AC Adapter – new style

Also, the bore of the C1A Adapter Assembly has been opened up to allow this adapter to be used with all four C1 drive shaft diameters - C1 x 1-1/2", C1 x 2", C1 x 2-7/16" and C1 x 3". There will then be no need to offer the C1B Adapter Assembly. This also applies to the C2A and C2B Adapter Assemblies: the C2A is the only one available for sale, and the C2B has been discontinued. This revision has reduced customer inventory - a beneficial change for our customers.