

4. Maintenance

A well-designed maintenance program for electric motors can be summed up as: periodical inspection of insulation levels, temperature rise, wear, bearing lubrication and the occasional checking of fan air flow.

Inspection cycles depend upon the type of motor and the conditions under which it operates.

4.1 Cleanliness

Motors should be kept clean, free of dust, debris and oil. Soft brushes or clean cotton rags should be used for cleaning. A jet of compressed air should be used to remove non-abrasive dust from the fan cover and any accumulated grime from the fan and cooling fins.

Oil or damp impregnated impurities can be removed with rags soaked in a suitable solvent.

Terminal boxes fitted to motors with IP55 protection should be cleaned; their terminals should be free of oxidation, in perfect mechanical condition, and all unused space dust-free.

Motors with IPW 55 protection are recommended for use under unfavourable ambient conditions.

4.2 Lubrication

Proper lubrication extends bearing life.

Lubrication Maintenance Includes:

- Attention to the overall state of the bearings;
- Cleaning and lubrication;
- Critical inspection of the bearings.

Motor noise should be measured at regular intervals of one to four months. A well-tuned ear is perfectly capable of distinguishing unusual noises, even with rudimentary tools such as a screw driver, etc., without recourse to sophisticated listening aids or stethoscopes that are available on the market. A uniform hum is a sign that a bearing is running perfectly. Bearing temperature control is also part of routine maintenance. The temperature of bearings lubricated as recommended under item 4.2.2 should not exceed 70°C.

Constant temperature control is possible with the aid of external thermometers or by embedded thermal elements. WEG motors are normally equipped with grease lubricated ball or roller bearings.

Bearings should be lubricated to avoid metallic contact of the moving parts, and also for protection against corrosion and wear. Lubricant properties deteriorate in the course of time and mechanical operation: furthermore, all lubricants are subject to contamination under working conditions.

For this reason lubricants must be renewed and any lubricant consumed needs replacing from time to time.

4.2.1 Periodical Lubrication

WEG motors are supplied with sufficient grease for a long

period. Lubrication intervals, the amount of grease and the type of bearing used in frames 140T to 580T are to be found in Tables 11, 12 and 13.

Lubrication intervals depend upon the size of the motor, speed, working conditions and the type of grease used.

4.2.2 Quality and Quantity of Grease

Correct lubrication is important!

Grease must be applied correctly and in sufficient quantity as both insufficient or excessive greasing are harmful.

Excessive greasing causes overheating brought about by the greater resistance encountered by the rotating parts and, in particular, by the compacting of the lubricant and its eventual loss of lubricating qualities.

This can cause seepage with the grease penetrating the motor and dripping on the coils.

A lithium based grease is commonly used for the lubrication of electric motor bearings as it has good mechanical stability, is insoluble in water and has a drip point of approximately 200°C. This grease should never be mixed with sodium or calcium based greases.

GREASES FOR MOTOR BEARINGS

For operating temperatures from - 20 to 130°C			
Frame	Supplier	Grease	Temperature range
143T-215T	Esso	Alvania R3	-20 to 130°C
254T to 586/7	Shell	Unirex N2	-30 to 165°C
Substitutes			
Supplier		Grease	Temperature Range
Mobil		Mobilith SHC100	-40 to 177°C
ESSO		Beacon 2	-20 to 130°C
Atlantic		Litholine 2	-20 to 130°C
Texaco		Multifak 2	-20 to 130°C
Molikote		BG 20	-45 to 180°C
Inisilkon		L5012	-20 to 200°C

Note: When changing lubricant, please follow manufacturers instructions

4.2.3 Lubricating Instructions

a) Frame 140T to 210T motors

Frame 140T to 210T size motors are not fitted with grease nipples.

Lubrication is carried out during periodical overhauls when the motor is taken apart.

Cleaning and Lubrication of Bearings

With the motor dismantled and without extracting the bearings from the shaft, all existing grease should be removed and the bearings cleaned with Diesel oil, kerosene or other solvent, until thoroughly clean.

running Refill the spaces between the balls or rollers and the bearing cages with grease immediately after washing. Never rotate bearings in their dry state after washing. For inspection purposes apply a few drops of machine oil. During these operations maximum care and cleanliness is recommended to avoid the penetration of any impurities or dust that could harm the bearings. Clean all external parts prior to reassembly.

b) Frame 360T to 580T Motors

Motors above 360T frame size are fitted with regreasable bearing system.

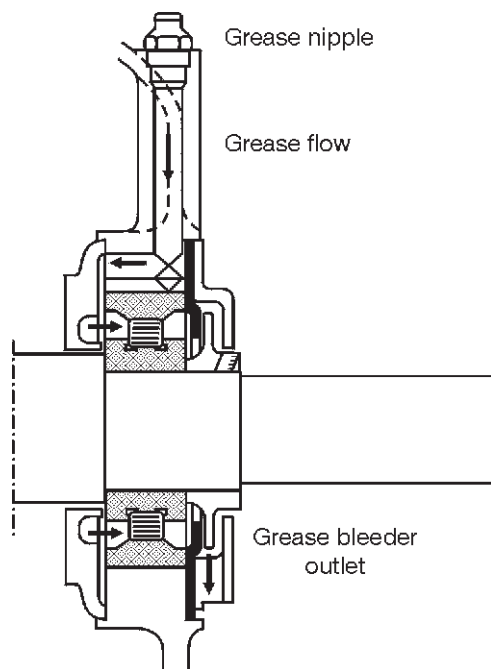
The lubrication system from this frame size upwards was designed to allow the removal of all grease from the bearing races through a bleeder outlet which at the same time impedes the entry of dust or other contaminants harmful to the bearing. This outlet also prevents injury to the bearings from the well-known problem of over-greasing.

It is advisable to lubricate while the motor is running, to allow the renewal of grease in the bearing case.

Should this procedure not be possible because of rotating parts in the proximity of the nipple (pulleys, coupling sleeves, etc.) that are hazardous to the operator the following procedure should be followed:

- Inject about half the estimated amount of grease and run the motor at full speed for approximately a minute; switch off the motor and inject the remaining grease.

The injection of all the grease with the motor at rest could cause penetration of a portion of the lubricant through the internal seal



of the bearing case and hence into the motor.

Figure 4.1 - Bearings and lubrication system

Nipples must be clean prior to introduction of grease to avoid entry of any alien bodies into the bearing.

For lubricating use only a manual grease gun.

Bearing Lubrication Steps

1. Cleanse the area around the grease nipples with clean cotton fabric.
2. With the motor running, add grease with a manual grease gun until the lubricant commences to be expelled from the bleeder outlet, or until the quantity of grease recommended in Tables 12 or 13 has been applied.
3. Allow the motor to run long enough to eject all excess grease.

4.2.4 Replacement of Bearings

The opening of a motor to replace a bearing should only be carried out by qualified personnel.

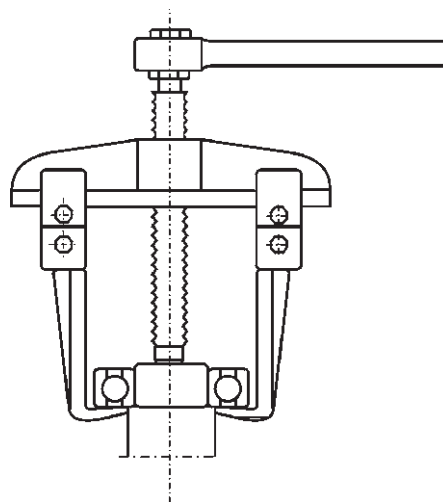
Damage to the core after the removal of the bearing cover can be avoided by filling the gap between the rotor and the stator with stiff paper of a proper thickness.

Providing suitable tooling is employed, disassembly of a bearing is not difficult.

The extractor grips should be applied to the sidewall of the inner ring to be stripped, or to an adjacent part.

To ensure perfect functioning and to prevent injury to the bearing parts, it is essential that the assembly be undertaken under conditions of complete cleanliness and by competent personnel. New bearings should not be removed from their packages until the moment of assembly.

Prior to fitting a new bearing, ascertain that the shaft has no



rough edges or signs of hammering.

Figure 4.2 - A bearing extractor

During assembly bearings cannot be subjected to direct blows. The aid used to press or strike the bearing should be applied to the inner ring.

4.3 Air Gap Checking (Large Rating Open Motors)

Upon the completion of any work on the bearings check the gap measurement between the stator and the rotor using the appropriate gages.

The gap variation at any two vertically opposite points must be less than 10% of the average gap measurement.

4.4 Explosion Proof Motor Repair Steps

4.4.1 Objective

In view of the heavy liability associated with burning of motors of this type, this product has been designed and manufactured to high technical standards, under rigid controls. In addition, in many areas it is required that explosion proof motors ONLY be repaired by licensed personnel or in licensed facilities authorized to do this type of work.

The following general procedures, safeguards, and guidelines must be followed in order to ensure repaired explosion proof motors operate as intended.

4.4.2 Repair Procedure and Precautions

Dismantle the damaged motor with appropriate tools without hammering and/or pitting machined surfaces such as enclosure joints, fastening holes, and all joints in general.

The position of the fan cover should be suitably marked prior to removal so as to facilitate reassembly later on.

Examine the motor's general condition and, if necessary, disassemble all parts and clean them with kerosene. Under no circumstances should scrapers, emery papers or tools be used that could affect the dimensions of any part during cleaning.

Protect all machined parts against oxidation by applying a coating of vaseline or oil immediately after cleaning.

STRIPPING OF WINDINGS

This step requires great care to avoid knocking and/or denting of enclosure joints and, when removing the sealing compound from the terminal box, damage or cracking of the frame.

IMPREGNATION

Protect all frame threads by inserting corresponding bolts, and the joint between terminal box and frame, by coating it with a non-adhesive varnish (ISO 287 - ISOLASIL).

Protective varnish on machined parts should be removed soon after treating with impregnating varnish. This operation should be carried out manually without using tools.

ASSEMBLY

Inspect all parts for defects, such as cracks, joint incrustations, damaged threads and other potential problems.

Assemble using a rubber headed mallet and a bronze bushing after ascertaining that all parts are perfectly fitted.

Bolts should be positioned with corresponding spring washers and evenly tightened.

TESTING

Rotate the shaft by hand while examining for any drag problems on covers or fastening rings.

Carry out running tests as for standard motors.

MOUNTING THE TERMINAL BOX

Prior to fitting the terminal box all cable outlets on the frame should be sealed with a sealing compound (1st layer) and an Epoxy resin (ISO 340) mixed with ground quartz (2nd layer) in the following proportions:

340A resin	50 parts
340B resin	50 parts
Ground quartz	100 parts

Drying time for this mixture is two hours during which the frame should not be handled and cable outlets should be upwards.

When dry, see that the outlets and areas around the cables are perfectly sealed.

Mount the terminal box and paint the motor.

4.4.3 Miscellaneous Recommendations

- Any damaged parts (cracks, pittings in machined surfaces, defective threads) must be replaced and under no circumstances should attempts be made to recover them.
- Upon reassembling explosion proof motors IPW55 the substitution of all seals is mandatory.
- Should any doubts arise, consult WEG.

5. Malfunctioning

Most malfunctions affecting the normal running of electric motors can be prevented by maintenance and the appropriate precautions.

While ventilation, cleanliness and careful maintenance are the main factors ensuring long motor life, a further essential factor is the prompt attention to any malfunctioning as signalled by vibrations, shaft knock, declining insulation resistance, smoke or fire, sparking or unusual slip ring or brush wear, sudden changes of bearing temperatures.

When failures of an electric or mechanical nature arise, the first step to be taken is to stop the motor and subsequent examination of all mechanical and electrical parts of the installation.

In the event of fire, the installation should be isolated from the mains supply, which is normally done by turning off the respective switches.

In the event of fire within the motor itself, steps should be taken to restrain and suffocate it by covering the ventilation vents.

To extinguish a fire, dry chemical or CO₂ extinguishers should be used - never water.

5.1 Standard Three-Phase Motor Failures

Owing to the widespread usage of asynchronous three-phase motors in industry which are more often repaired in the plant workshops, there follows a summary of possible failures and their probable causes, detection and repairs.

Motors are generally designed to Class B or F insulation and for ambient temperatures up to 40°C.

Most winding defects arise when temperature limits, due to current overload, are surpassed throughout the winding or even in only portions thereof. These defects are identified by the darkening or carbonizing of wire insulation.

5.1.1 Short Circuits Between Turns

A short circuit between turns can be a consequent of two coinciding insulation defects, or the result of defects arising simultaneously on two adjacent wires. As wires are randomly tested, even the best quality wires can have weak spots. Weak spots can, on occasion, tolerate a voltage surge of 30% at the time of testing for shorting between turns, and later fail due to humidity, dust or vibration.

Depending on the intensity of the short, a magnetic hum becomes audible.

In some cases, the three-phase current imbalance can be so insignificant that the motor protective device fails to react.

A short circuit between turns, and phases to ground due to insulation failure is rare, and even so, it nearly always occurs during the early stages of operation.

5.1.2 Winding Failures

a) One burnt winding phase

This failure arises when a motor runs wired in delta and current

fails in one main conductor.

Current rises from 2 to 2.5 times in the remaining winding with a simultaneous marked fall in speed. If the motor stops, the current will increase from 3.5 to 4 times its rated value.

In most instances, this defect is due to the absence of a protective switch, or else the switch has been set too high.

b) Two burnt winding phases

This failure arises when current fails in one main conductor and the motor winding is star-connected. One of the winding phases remains currentless while the others absorb the full voltage and carry an excessive current.

The slip almost doubles.

c) Three burnt winding phases

Probable cause 1

Motor only protected by fuses; an overload on the motor will be the cause of the trouble.

Consequently, progressive carbonizing of the wires and insulation culminate in a short circuit between turns, or a short against the frame occurs.

A protective switch placed before the motor would easily solve this problem.

Probable cause 2

Motor incorrectly connected. For example: A motor with windings designed for 230/400V is connected through a star-delta switch to 400V connection.

The absorbed current will be so high that the winding will burn out in a few seconds if the fuses or a wrongly set protective switch fail to react promptly.

Probable cause 3

The star-delta switch is not commutated and the motor continues to run for a time connected to the star under overload conditions.

As it only develops 1/3 of its torque, the motor cannot reach rated speed. The increased slip results in higher ohmic losses arising from the Joule effect. As the stator current, consistent with the load, may not exceed the rated value for the delta connection, the protective switch will not react.

Consequent to increased winding and rotor losses the motor will overheat and the winding burn out.

Probable cause 4

Failures from this cause arise from thermal overload, due to too many starts under intermittent operation or to an overly long starting cycle. The perfect functioning of motor operating under these conditions is only assured when the following values are heeded:

- a) number of starts per hour;
- b) starting with or without load;
- c) mechanical brake or current inversion;
- d) acceleration of rotating masses connected to motor shaft
- e) load torque vs. speed during acceleration and braking.

The continuous effort exerted by the rotor during intermittent

starting brings about heavier losses which provoke overheating. Under certain circumstances with the motor idle there is a possibility that the stator winding is subjected to damage as a result of the heating of the motor. In such a case, a slip ring motor is recommended as a large portion of the heat (due to rotor losses) is dissipated in the rheostat.

5.1.3 Rotor Failures

If a motor running under load conditions produces a noise of varying intensity and decreasing frequency while the load is increased, the reason, in most cases, will be an unsymmetrical rotor winding.

In squirrel-cage motors the cause will nearly always be a break in one or more of the rotor bars; simultaneously, periodical stator current fluctuations may be recorded. As a rule, this defect appears only in molded or die cast aluminum cages.

Failures due to spot heating in one or another of the bars in the rotor stack are identified by the blue coloration at the affected points.

Should there be failures in various contiguous bars, vibrations and shuddering can occur as if due to an unbalance, and are often interpreted as such. When the rotor stack acquires a blue or violet coloration, it is a sign of overloading.

This can be caused by overly high slip, by too many starts or overlong starting cycles. This failure can also arise from insufficient main voltage.

5.1.4 Bearing Failures

Bearing damage is a result of overloading brought about by an overly taut belt or axial impacts and stresses.

Underestimating the distance between the drive pulley and the driven pulley is a common occurrence.

The arc of contact of the belt on the drive pulley thus becomes inadmissibly small and thereby belt tension is insufficient for torque transmission.

In spite of this it is quite usual to increase belt tension in order to attain sufficient drive.

Admittably, this is feasible with the latest belt types reinforced by synthetic materials.

However, this practice fails to consider the load on the bearing and the result is bearing failure within a short time.

Additionally there is the possibility of the shaft being subjected to unacceptably high loads when the motor is fitted with a pulley that is too wide.

5.1.5 Shaft Fractures

Although bearings traditionally constitute the weaker part, and the shafts are designed with wide safety margins, it is not beyond the realm of possibility that a shaft may fracture by fatigue from bending stress brought about by excessive belt tension.

In most cases, fractures occur right behind the drive end bearing.

As a consequence of alternating bending stress induced by a rotating shaft, fractures travel inwards from the outside of the shaft until the point of rupture is reached when resistance of the remaining shaft cross-section no longer suffices.

Avoid additional drilling the shaft (fastening screw holes) as such operations tend to cause stress concentration.

5.1.6 Unbalanced V-Belt Drives

The substitution of only one of a number of other parallel belts on a drive is frequently the cause of shaft fractures, as well as being malpractice.

Any used, and consequently stretched belts retained on the drive, especially those closest to the motor, while new and unstretched belts are placed on the same drive turning farther from the bearing, can augment shaft stress.

5.1.7 Damage Arising from Poorly Fitted Transmission Parts or Improper Motor Alignment

Damage to bearing and fracture in shafts often ensue from inadequate fitting of pulleys, couplings or pinions. There parts "knock" when rotating. The defect is recognized by the scratches that appear on the shaft or the eventual scalelike flaking of the shaft end.

Keyways with edges pitted by loosely fitted keys can also bring about shaft failures.

Poorly aligned couplings cause knocks and radial and axial shaking to shaft and bearings.

Within a short while these malpractices cause the deterioration of the bearings and the enlargement of the bearing cover bracket located on the drive end side.

Shaft fracture can occur in more serious cases.



5.2 Troubleshooting chart

FAILURE	PROBABLE CAUSE	CORRECTIVE MEASURES
Motor fails to start	1.No voltage supply 2. Low voltage supply 3. Wrong control connections 4. Loose connection at some terminal lug 5. Overload	• Check feed connections to control system and from this to motor. • Check voltage supply and ascertain that voltage remains within 10% of the rated voltage shown on the motor nameplate. • Compare connections with the wiring diagram on the motor nameplate. • Tighten all connections. • Try to start motor under no-load conditions. If it starts, there may be an overload condition or a blocking of the starting mechanism. Reduce load to rated load level and increase torque.
High noise level	1. Unbalance 2. Distorted shaft 3. Incorrect alignment 4. Uneven air gap 5. Dirt in the air gap 6. Extraneous matter stuck between fan and motor casing 7. Loose motor foundation 8. Worn bearings	• Vibrations can be eliminated by balancing rotor. If load is coupled directly to motor shaft, the load can be unbalanced. • Shaft key bent; check rotor balance and eccentricity. • Check motor alignment with machine running. • Check shaft for warping or bearing wear. • Dismantle motor and remove dirt or dust with jet of dry air. • Dismantle motor and clean. Remove trash or debris from motor vicinity. • Tighten all foundation studs. If necessary, realign motor. • Check lubrication. Replace bearing if noise is excessive and continuous.
Overheating of bearings	1. Excessive grease 2. Excessive axial or radial strain on belt 3. Deformed shaft 4. Rough bearing surface 5. Loose or poorly fitted motor end shields 6. Lack of grease 7. Hardened grease cause locking of balls 8. Foreign material in grease	• Remove grease bleeder plug and run motor until excess grease is expelled. • Reduce belt tension. • Have shaft straightened and check rotor balance. • Replace bearings before they damage shaft. • Check end shields for close fit and tightness around circumference. • Add grease to bearing. • Replace bearings. • Flush out housings and relubricate.
Intense bearing vibration	1. Unbalanced rotor 2. Dirty or worn bearing 3. Bearing rings too tight on shaft and/or bearing housing 4. Extraneous solid particles in bearing	• Balance rotor statically and dynamically. • If bearing rings are in perfect condition, clean and relubricate the bearing, otherwise, replace bearing. • Before altering shaft or housing dimensions, it is advisable to ascertain that bearing dimensions correspond to manufacturer's specifications. • Take bearing apart and clean. Reassemble only if rotating and support surfaces are unharmed.
Overheating of motor	1. Obstructed cooling system 2. Overload 3. Incorrect voltages and frequencies 4. Frequent inversions 5. Rotor dragging on stator 6. Unbalanced electrical load (burnt fuse, incorrect control)	• Clean and dry motor; inspect air vents and windings periodically. • Check application, measuring voltage and current under normal running conditions. • Compare values on motor nameplate with those of mains supply. Also check voltage at motor terminals under full load. • Exchange motor for another that meets needs. • Check bearing wear and shaft curvature. • Check for unbalanced voltages or operation under single-phase condition.