

LUBRICATION & LOAD RATINGS

Lubrication & Relubrication Procedure

Fully closed trolleys are shipped with an extreme pressure (EP) grade grease pack unless otherwise specified.

Closed trolleys can be shipped with a protective oil coating only, but must be grease-packed at the time of installation.

Open style trolleys are protected with a protective oil coating prior to shipping. These trolleys must be lubricated during operation by automatic oilers. For specific recommendations of lubrication, contact us.

Generally, the open full ball complement bearings, which are primarily used in high temperature applications, utilize an automatic oil spray or mist of high temperature oil.

In the conveyor industry we know that every conveyor system has a degree of uniqueness – its own personality – making it difficult to apply a “cookbook” approach to lubrication maintenance. But we also know what works; frequent inspection after installation, gradually increasing the time between inspections until the effect of the environment on the wheel-lubricant system is known.

With each inspection we make adjustments where necessary to increase

or decrease the amount of lubricant as required. Better to work up to the correct amount of lubricant to be added than to have grease oozing from the seals.

And keep a log of what you do and when you do it so you can measure against plan to learn how effective this really can be. Successes will become guidelines for future similar applications.

Suggested inspection intervals for measuring the effectiveness of your lubrication maintenance plan are as follows:

- Closed Wheel Transportation Lines with no temperature or contamination – one month, then three months, and six months thereafter.
- Closed Wheel Process Lines with no temperature – one week initially, gradually extending to a four to six week cycle.
- Open Wheels In Ovens – do daily initially since lube is generally applied every cycle. Gradually extend to weekly inspections of wheels and lubrication equipment function.

Trolley & Wheel Load Ratings

Maximum trolley load rating is not determined by the load rating of the wheel (bearing), but is equivalent to the load before peening (indenting) the I-Beam or C-Channel.

Based on standard medium carbon I-Beam or C-Channel, the figures most often used are 200 lbs. maximum capacity per pair of 3 inch trolleys, 400 lbs.

per pair of 4 inch trolleys and 1200 lbs. per pair of 6 inch trolleys. Please contact us for special applications or multiple wheel load ratings.

The chart below provides load ratings for your reference.

Load Ratings		
Frost Trolley Size and Wheel Design	Static Load Rating Per Wheel	Dynamic Load Rating* Per Wheel
3" Retainer	1775 lbs.	842 lbs.
3" Full Ball	2790 lbs.	990 lbs.
4" Retainer	3310 lbs.	1423 lbs.
4" Full Ball	5375 lbs.	1653 lbs.
6" Retainer	5790 lbs.	2333 lbs.
6" Full Ball	11980 lbs.	3420 lbs.

*Dynamic load rating based on pure radial running conditions at 50 RPM. B-10 Life 5,000 hours according to AFBMA standards. This load rating is based on conditions of moderate shock, proper lubrication and maintenance, and normal temperature, (250°F (121°C) and under).

