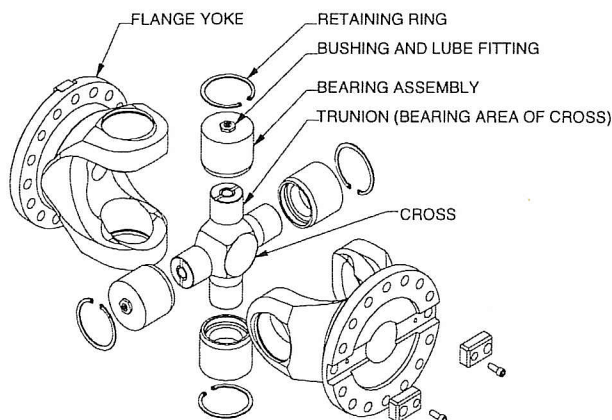


Comparison of Ameridrives Closed Eye to Split Eye Yokes

Form 446-S

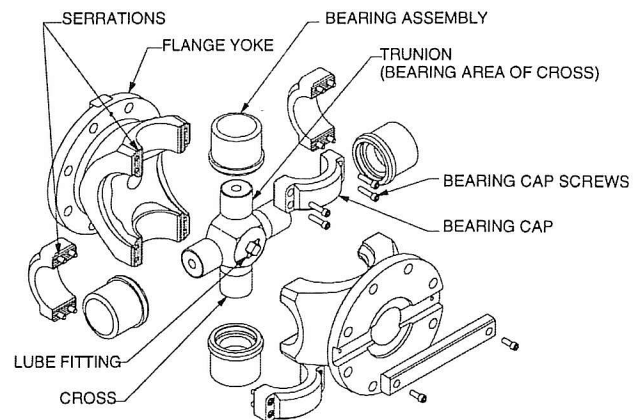
Ameridrives Closed Eye Yokes

- One piece yoke and bearing housings.
- Ideal loading across entire bearing length due to balanced deflection between yoke and cross.
- No maintenance to verify if split eye bolts have loosened.
- Since there is no split there is no serration to wear.
- No extra bolted connections and serrations to maintain.
- All yoke components are interchangeable.
- No compromise of bearing diameter for retaining bolts for a given swing diameter.
- Greater bearing life under heavily loaded applications than split eye designs.
- Special tools are required for assembly and disassembly of joints, however except for lubrication, maintenance is generally not required for years due to superior bearing loading.
- Have successfully replaced split eye designs in problem applications.



Split Eye Yokes

- Bearing bore is split into two sections and retained by a combination of serrations and bolts.
- Unequal bearing loads when peak torques spread split eye open.
- Under peak torques retainer bolts are stretched and lose initial prestretch, must continually verify for bolt loosening.
- Serration subject to wear.
- Bolted connections and serrations can corrode and prevent bearing bores from being restored.
- Main yoke body and split pieces must be matched for life to insure alignment of the bearing eye. This does not reduce spares requirement.
- Bearing diameter is reduced to allow for retaining bolts for a given swing diameter.
- Actual bearing life is significantly reduced in heavily loaded applications.
- Special tools are often required for assembly and disassembly of joints, frequent verification of retainer bolts at split eye for looseness is necessary. Looseness accelerates bearing wear. Corrosion can interfere with disassembly, i.e. bolt breakage, etc.
- Split eye manufacturers continue to offer one piece yoke designs for critical applications.



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