

A large industrial facility, likely a cement plant, featuring a prominent green steel structure with multiple levels and yellow safety railings. Large, curved, silver-colored ducts or pipes are integrated into the structure. The background shows a clear blue sky and other industrial buildings.

FULLER®

2-BEARING CONVERSION KIT

FOR RAR, ROKS AND ROKSH SEPARATORS

Fuller has introduced a new simplified bearing conversion kit for separators installed on certain FRM, ATOX® and OK™ mills between 1998 and 2021.

This upgrade significantly reduces maintenance and risk for RAR, ROKS, RAR-L, RAR-LVT, RAR-FS, and some ROKS-H separators.

KEY BENEFITS

01

Simpler maintenance with
lower risk of error

02

Eliminates the preloading stage
of bearing arrangement rebuilds

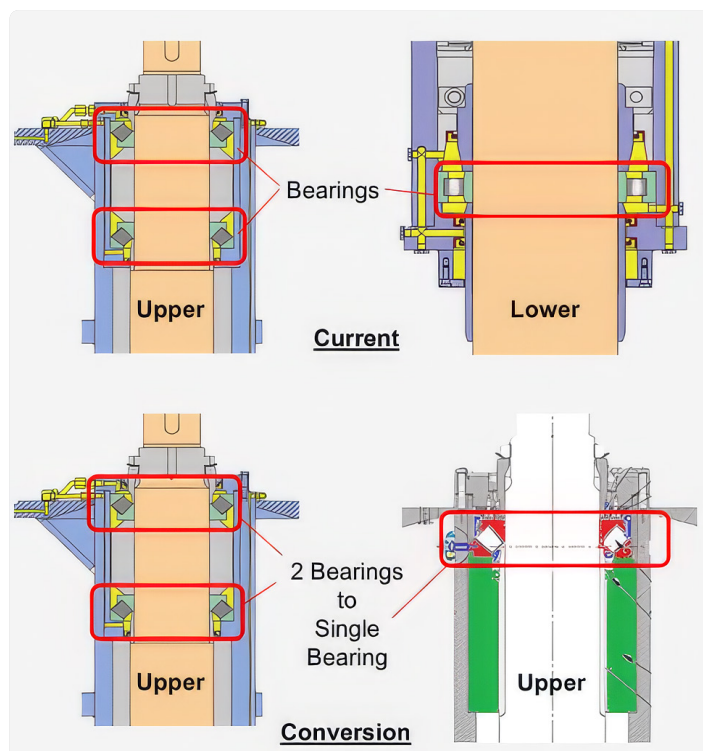
03

Fewer parts to stock
and lubricate

04

Shorter grease path for
more reliable lubrication

WHY CONVERT FROM THREE TO TWO?



The short answer is: money and time. The original three-bearing arrangement requires complex and time-consuming preloading that necessitates highly skilled, expert machinists and well-seasoned mechanics. In a best-case scenario, they should be able to complete the bearing swap in about three working days. If you have a novice machinist or incorrect measurement (or both), the time and related cost can increase dramatically.

By comparison, the O-Sepa™ separator has always operated with a two-bearing arrangement. With over 500 installations worldwide, the success of that design encouraged Fuller to reevaluate and redesign the RAR/ROKS Separators along the same lines back in 2019. Building on field reported success, we designed an adaptor kit that fits the existing housing and requires only the addition of a grease port to the existing housing.

FAQS

Have you done this conversion before?

Yes. We have converted eight separators in the United States so far. All are working well.

Is it complicated to switch from three to two bearings?

No. We've completed the conversion in approximately 2 days across installs to date – at least one day quicker than the 3-bearing design. We would recommend Fuller supervision for the initial conversion, but going forward you can manage rebuilds as before.

Is there a cost saving?

Yes, there are direct and indirect cost savings. By reducing the number of bearings and changing the location of the grease port, bearing inventory and lubrication cost are reduced. Indirect savings are achieved through the reduction in person hours.

This upgrade sits comfortably within your maintenance budget – a switch that won't cost you any more than a regular rebuild but will save you money in the long-term. To find out more, contact your local office.

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TECHNOLOGIES

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