

Input data

System of measurement		Metric
Input type		Gear motor
Input speed	[rpm]	1400
Output speed	[rpm]	0.89
Ratio (i=)		1568
Frequency	[Hz]	50
Input options		IEC
Requested input power	[kW]	0.06
Service factor		0.5
Rated Power P1	[kW]	0.03

Warning! The torque generated by the selected motor is above the gearbox rated output torque; please refer to the gearbox rated output torque.

Output data

Gear unit	M RT/RT 28/60 B3 21 1568 56 B14 AC 25 MT 0.06 kW 56 A4 B14 X3
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Type		RT/RT - Worm speed reducers
Input type		M
Size		28/60
Ratio (i=)		1568
Gearbox ratio		28.00
Pre-stage ratio		56.00
Input flange		B14
Input speed	[rpm]	1400
Output speed	[rpm]	0.89
Rated output torque	[Nm]	91
Service Factor		0.5
Efficiency		0.27

Gear unit configuration

Output shaft		Hollow output shaft
Fixing		Universal
Version		B3
Attachment position		21

Output radial and axial loads

Ball bearings output radial load	[N]	5600
Taper bearings output radial load	[N]	6600
Ball bearings output axial load	[N]	1120
Taper bearings output axial load	[N]	1320

Accessories

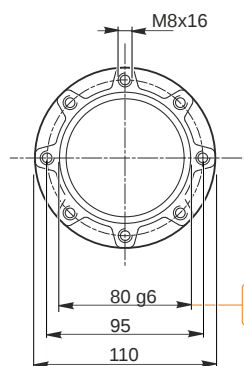
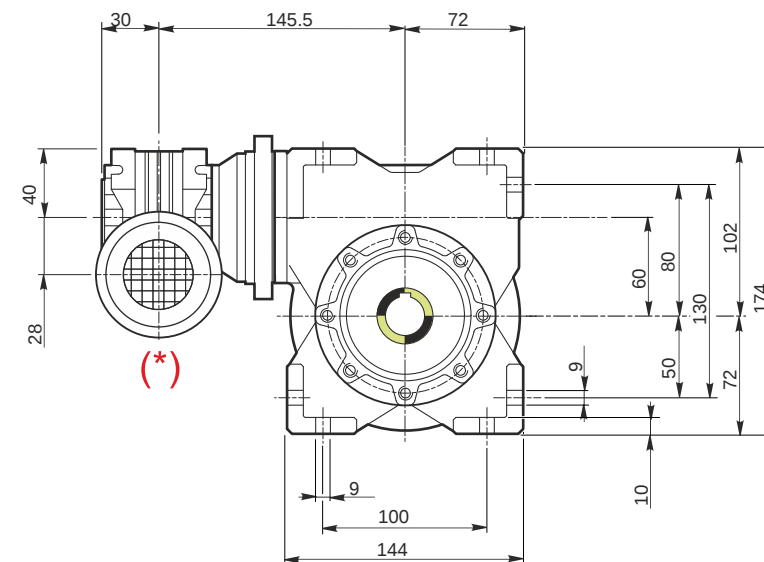
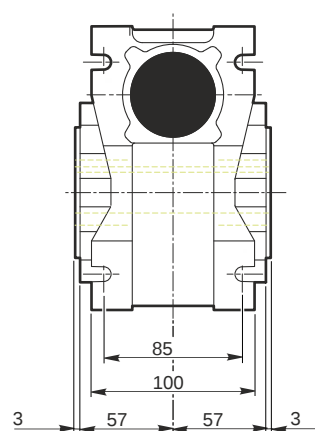
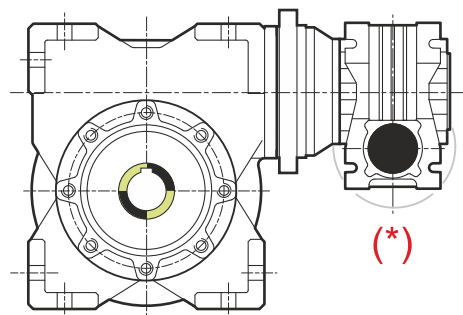
Hollow output shaft		AC 25
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Electric motor

Size		56 A4
Poles		4
Power	[kW]	0.06

Electric motor configuration

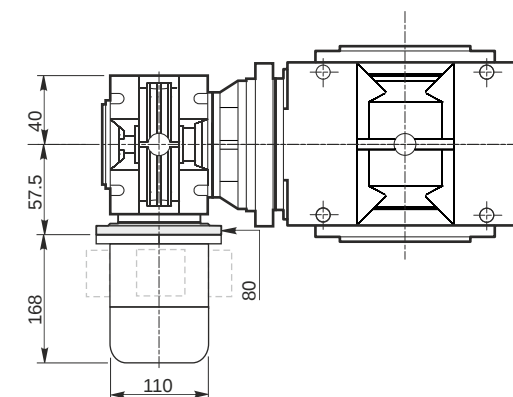
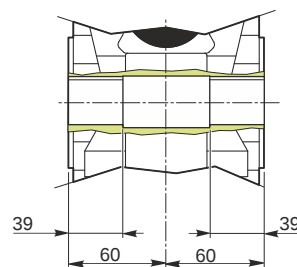
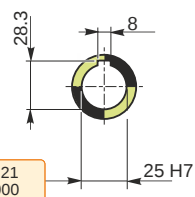
Motor flange		B14
Terminal box position		X3



Hollow output shaft

79.990
79.971

25.021
25.000



Mounting positions

B3

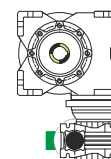
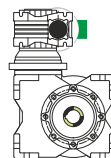
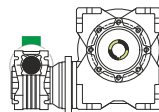
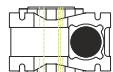
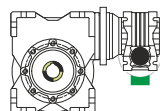
B6

B7

B8

V5

V6



Terminal box position



0.03

1

2

1

0.23

2

1

Oil quantity [litres]

Lubricant type: Long life synthetic oil ISO VG320

Attachment position

20

(std)

26

21

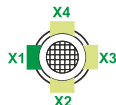
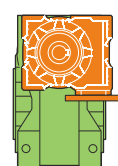
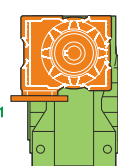
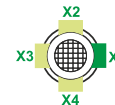
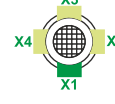
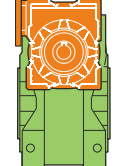
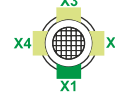
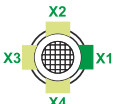
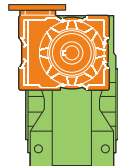
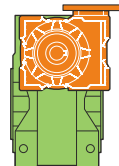
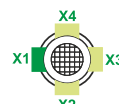
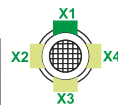
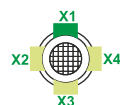
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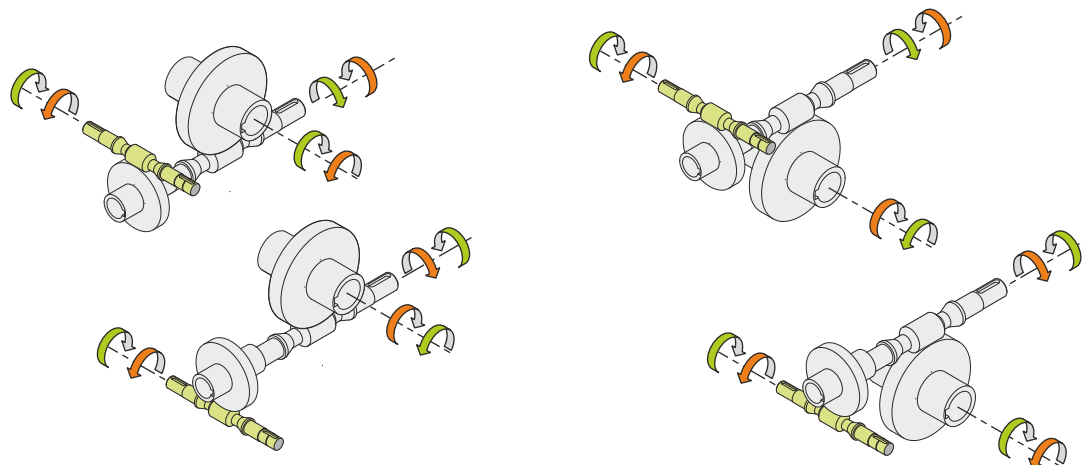
24

23

27



Direction of rotation



Weight

Gear unit [kg]	7.9
Electric motor [kg]	2.6

Gearing data

2	Axial module	3.3
	Number of starts	1
	Lead angle	6° 49'
	Pressure angle	20°

Backdriving

Static self-locking
Slow back-driving in case of vibrations
Low dynamic back-driving

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