

Input data

System of measurement		Metric
Input type		Gear motor
Input speed	[rpm]	1400
Output speed	[rpm]	0.5
Ratio (i=)		2800
Frequency	[Hz]	50
Input options		IEC
Requested input power	[kW]	0.13
Service factor		0.9
Rated Power P1	[kW]	0.02

Output data

Gear unit	M RT/RT 40/85 B3 21 2800 63 B14 AC 32 MT 0.13 kW 63 A4 B14 X3
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Type		RT/RT - Worm speed reducers
Input type		M
Size		40/85
Ratio (i=)		2800
Gearbox ratio		40.00
Pre-stage ratio		70.00
Input flange		B14
Input speed	[rpm]	1400
Output speed	[rpm]	0.5
Rated output torque	[Nm]	645.58
Service Factor		0.9
Efficiency		0.26

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]	8300
Taper bearings output radial load	[N]	9400
Ball bearings output axial load	[N]	1660
Taper bearings output axial load	[N]	1880

Accessories

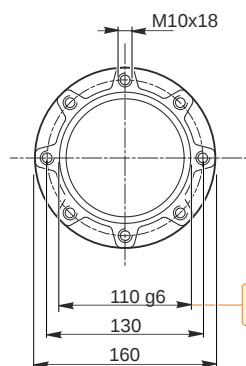
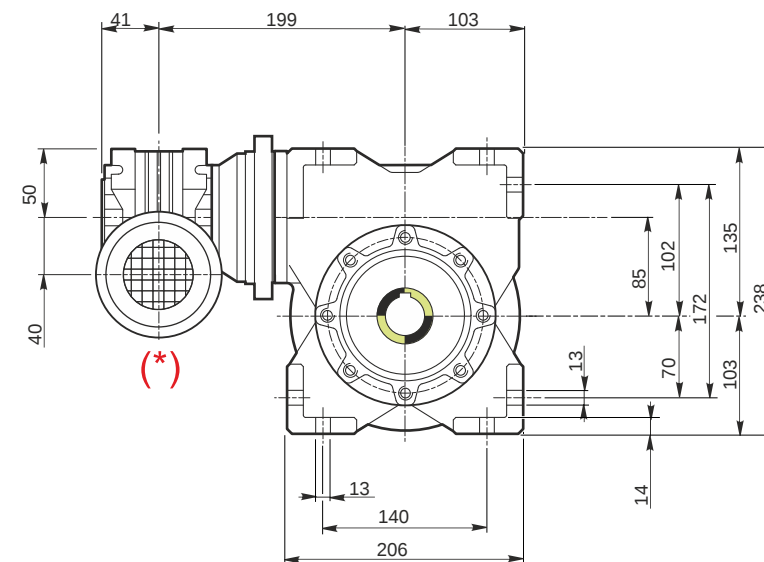
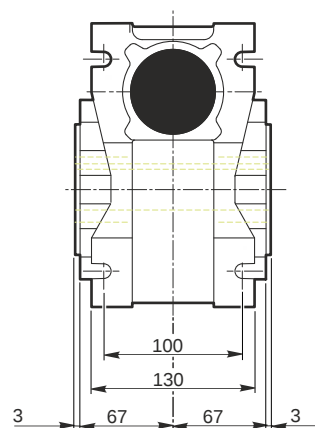
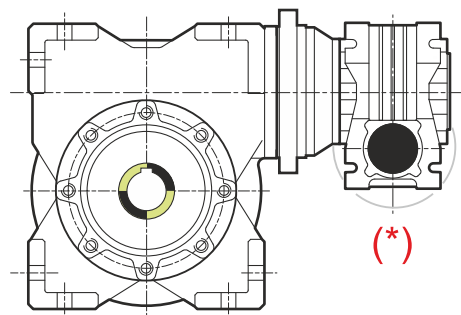
Hollow output shaft		AC 32
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Electric motor

Size		63 A4
Poles		4
Power	[kW]	0.13

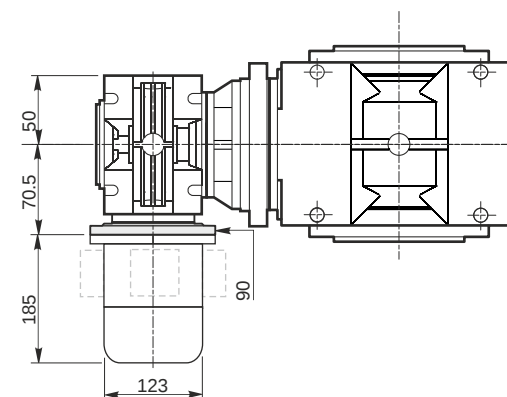
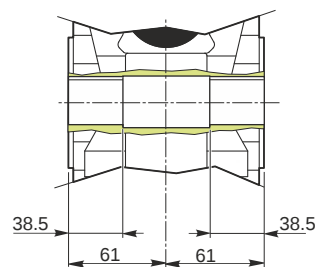
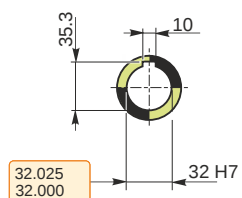
Electric motor configuration

Motor flange		B14
Terminal box position		X3



109.988
109.966

Hollow output shaft



M RT/RT 40/85 B3 21 2800 63 B14 AC 32 MT 0.13 kW 63 A4 B14 X3

Mounting positions

B3

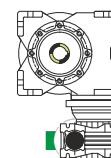
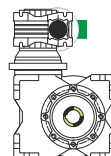
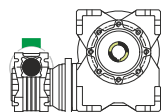
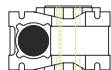
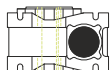
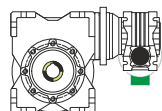
B6

B7

B8

V5

V6



Terminal box position



0.08

1

2

1

0.6

2



Oil quantity [litres]

Lubricant type: Long life synthetic oil ISO VG320

Attachment position

20

(std)

26

21

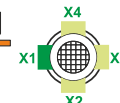
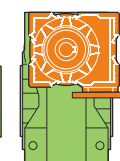
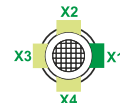
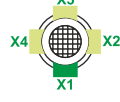
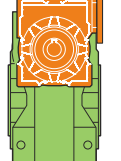
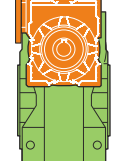
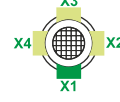
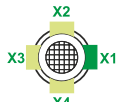
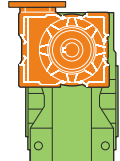
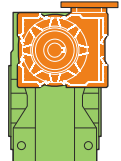
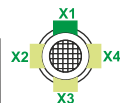
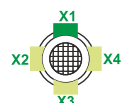
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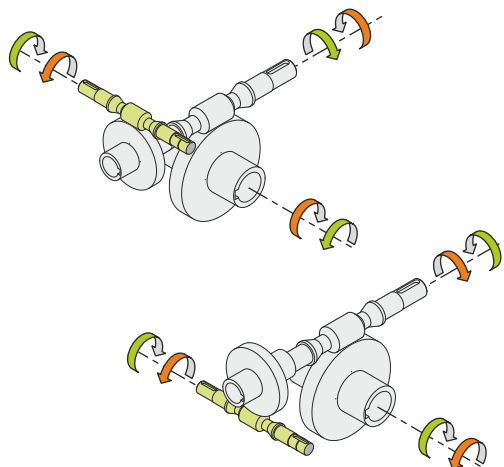
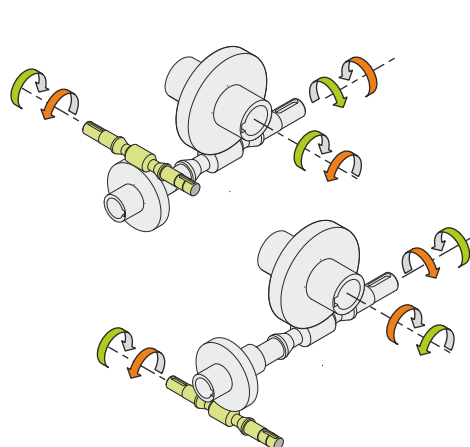
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23

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Direction of rotation



Weight

Gear unit [kg]	16.5
Electric motor [kg]	4.3

Gearing data



Axial module	3.4
Number of starts	1
Lead angle	5° 52'
Pressure angle	20°

Backdriving

Static self-locking
No back-driving
No dynamic back-driving

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