

Input data

System of measurement		Metric
Input type		Gear motor
Input speed	[rpm]	1400
Output speed	[rpm]	0.25
Ratio (i=)		5600
Frequency	[Hz]	50
Input options		IEC
Requested input power	[kW]	0.09
Service factor		0.8
Rated Power P1	[kW]	0.01

Output data

Gear unit	M RT/RT 40/85 B3 21 5600 56 B5 AC 32 MT 0.09 kW 56 B4 B5 X3
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Type		RT/RT - Worm speed reducers
Input type		M
Size		40/85
Ratio (i=)		5600
Gearbox ratio		56.00
Pre-stage ratio		100.00
Input flange		B5
Input speed	[rpm]	1400
Output speed	[rpm]	0.25
Rated output torque	[Nm]	687.6
Service Factor		0.8
Efficiency		0.2

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

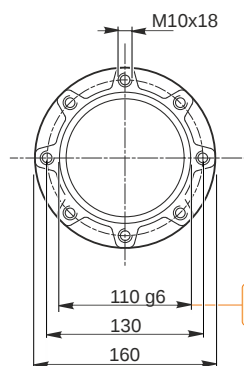
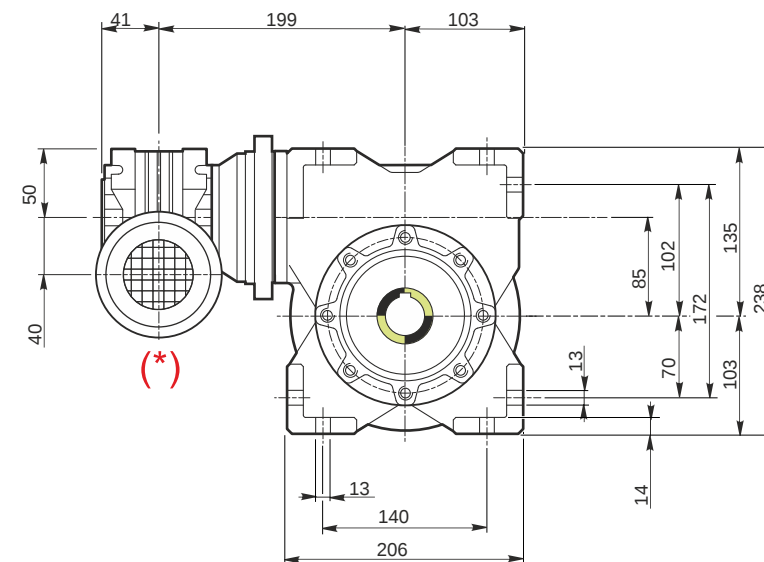
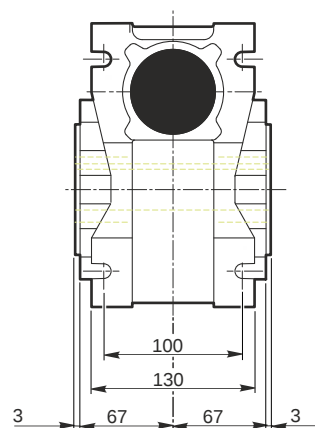
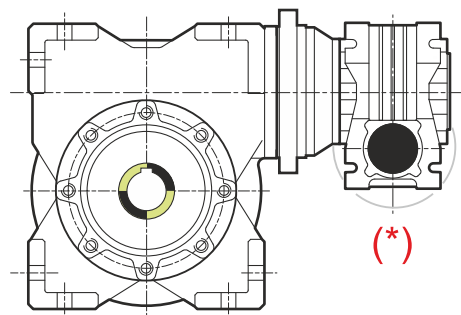
Hollow output shaft		AC 32
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Electric motor

Size		56 B4
Poles		4
Power	[kW]	0.09

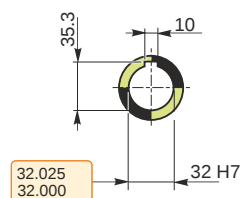
Electric motor configuration

Motor flange		B5
Terminal box position		X3

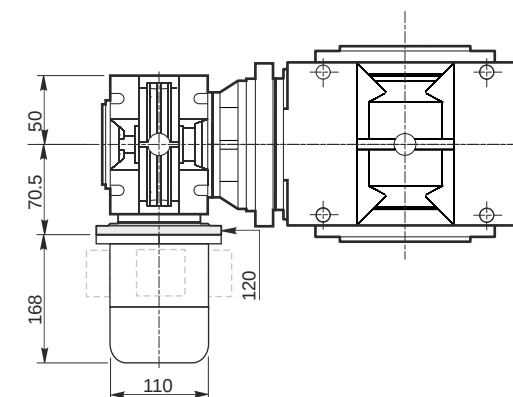
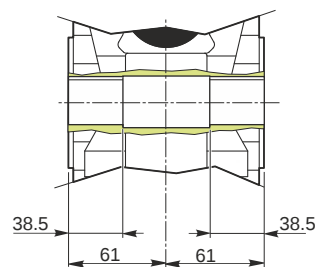


109.988
109.966

Hollow output shaft



32.025
32.000



Mounting positions

B3

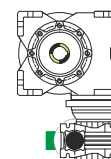
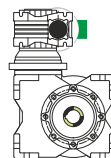
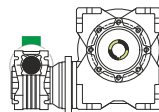
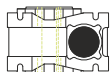
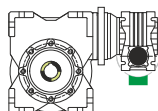
B6

B7

B8

V5

V6



Terminal box position



0.08

1

2

1

0.6

2

2

1

Oil quantity [litres]

Lubricant type: Long life synthetic oil ISO VG320

Attachment position

20

(std)

26

21

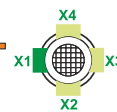
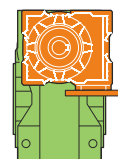
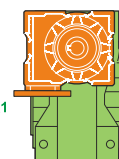
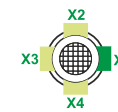
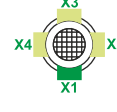
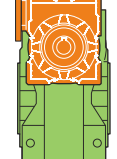
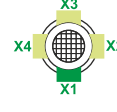
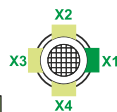
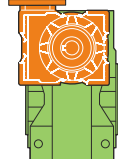
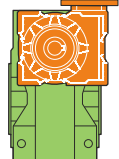
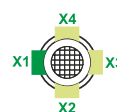
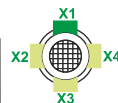
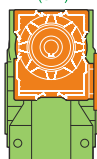
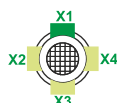
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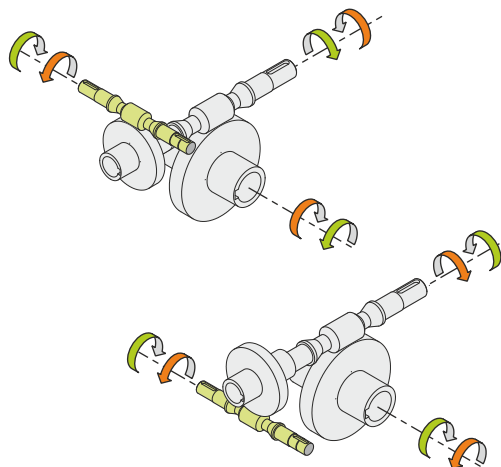
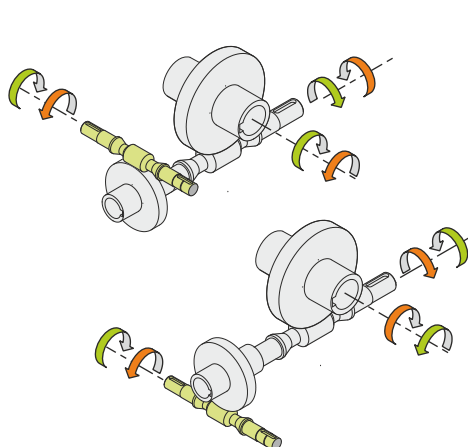
24

23

27



Direction of rotation



Weight

Gear unit [kg]	16.5
Electric motor [kg]	2.6

Gearing data

2	Axial module	2.5
	Number of starts	1
	Lead angle	4° 45'
	Pressure angle	20°

Backdriving

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

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