

### Input data

System of measurement		Metric
Input type		Coupling for electric motor
Input speed	[rpm]	1400
Output speed	[rpm]	93.33
Ratio (i=)		15
Frequency	[Hz]	50
Input options		IEC
Requested input power	[kW]	0.25
Service factor		6.3
Rated Power P1	[kW]	1.57

### Output data

#### **Gear unit** F RS 60 Output flange No Flange FL (bolted) 15 71 B5 AC 25 B3

Type		RS - Worm speed reducers
Input type		F (Elastic coupling)
Size		60
Ratio (i=)		15
Input flange		B5
Mounting position		B3
Input speed	[rpm]	1400
Output speed	[rpm]	93.33
Rated output torque	[Nm]	20.72
Service Factor		6.3
Efficiency		0.81
Inertia moment	[kgm <sup>2</sup> ]	0.00011

#### **Gear unit configuration**

Output shaft		Hollow output shaft
Fixing		Output flange
Right side flange		No Flange
Left side flange		FL (bolted)

#### **Output radial and axial loads**

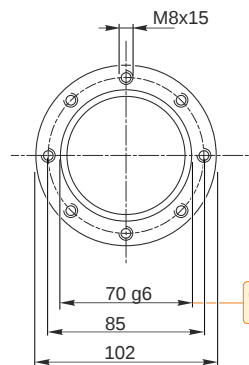
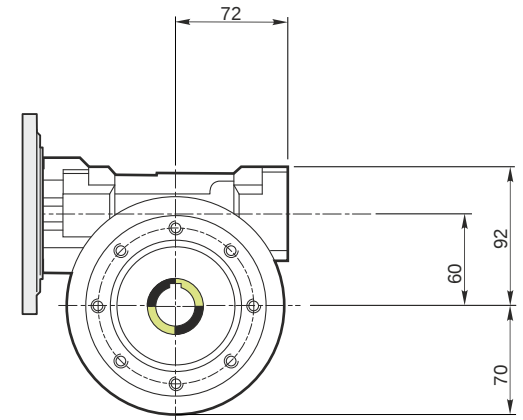
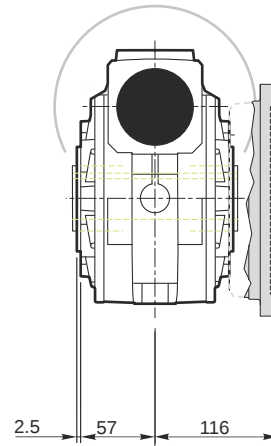
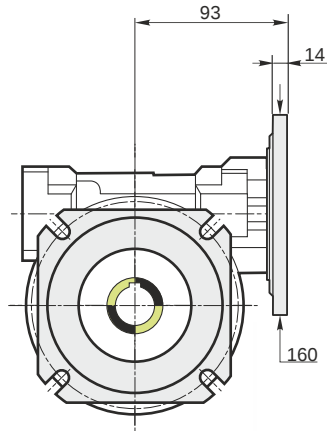
Ball bearings output radial load	[N]	2900
Taper bearings output radial load	[N]	3700
Ball bearings output axial load	[N]	580
Taper bearings output axial load	[N]	740

#### **Accessories**

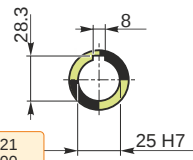
Hollow output shaft		AC 25
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#### **Electric motor coupling**

Size		71 A4
Poles n.		4
Power	[kW]	0.25

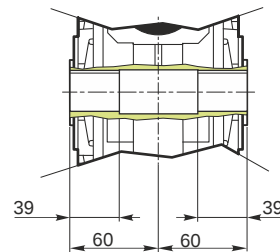


Hollow output shaft

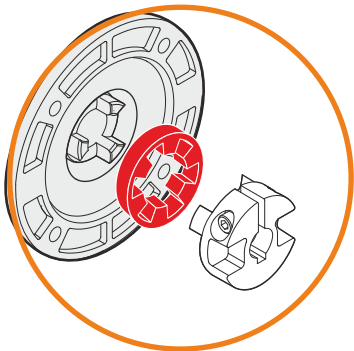
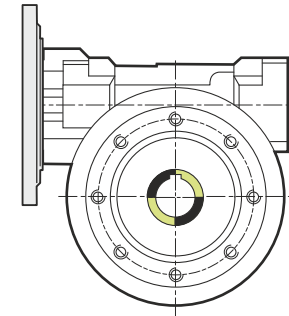
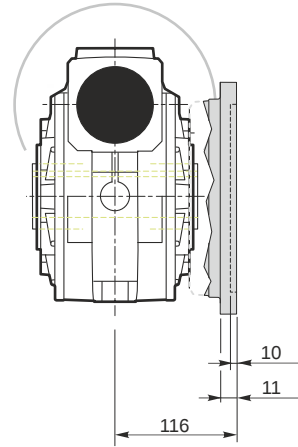
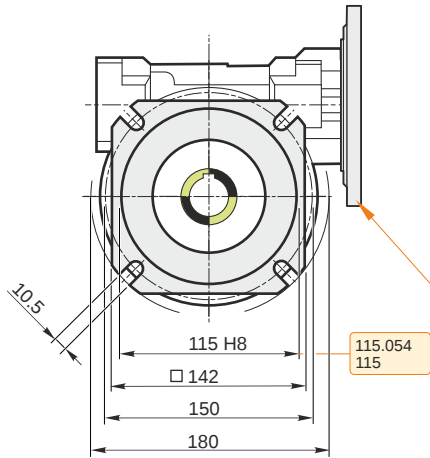


69.99  
69.971

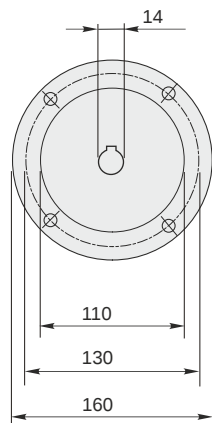
25.021  
25.000



**F RS 60 Output flange No Flange FL (bolted) 15 71 B5 AC 25 B3**

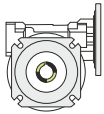


This gear unit is provided with an elastic coupling motor fitting

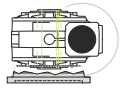


### Mounting positions

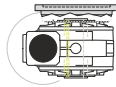
B3



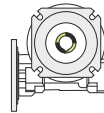
B6



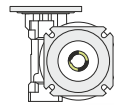
B7



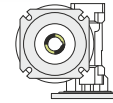
B8



V5



V6



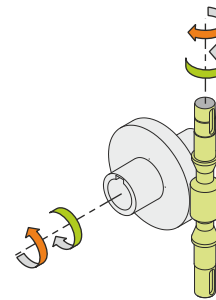
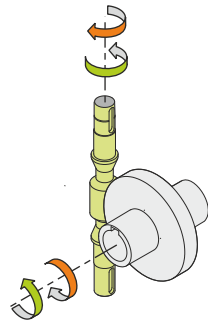
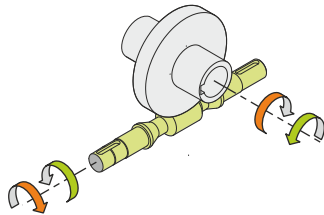
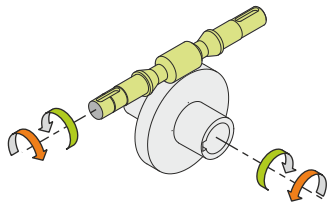
0.23



← Oil quantity [litres]

Lubricant type: Long life synthetic oil ISO VG320

### Direction of rotation



### Weight

Gear unit [kg] 6.5

### Gearing data

Axial module	3.1
Number of starts	2
Lead angle	12° 55'
Pressure angle	20°

### Backdriving

Static back-driving  
Quick back-driving  
Dynamic back-driving