



Bearing-types for Groschopp AC- and DC- motors

Z14

up to 25 Nm

highly efficient smooth compact-gearbox

Combined worm wheel/spur wheel gearboxes

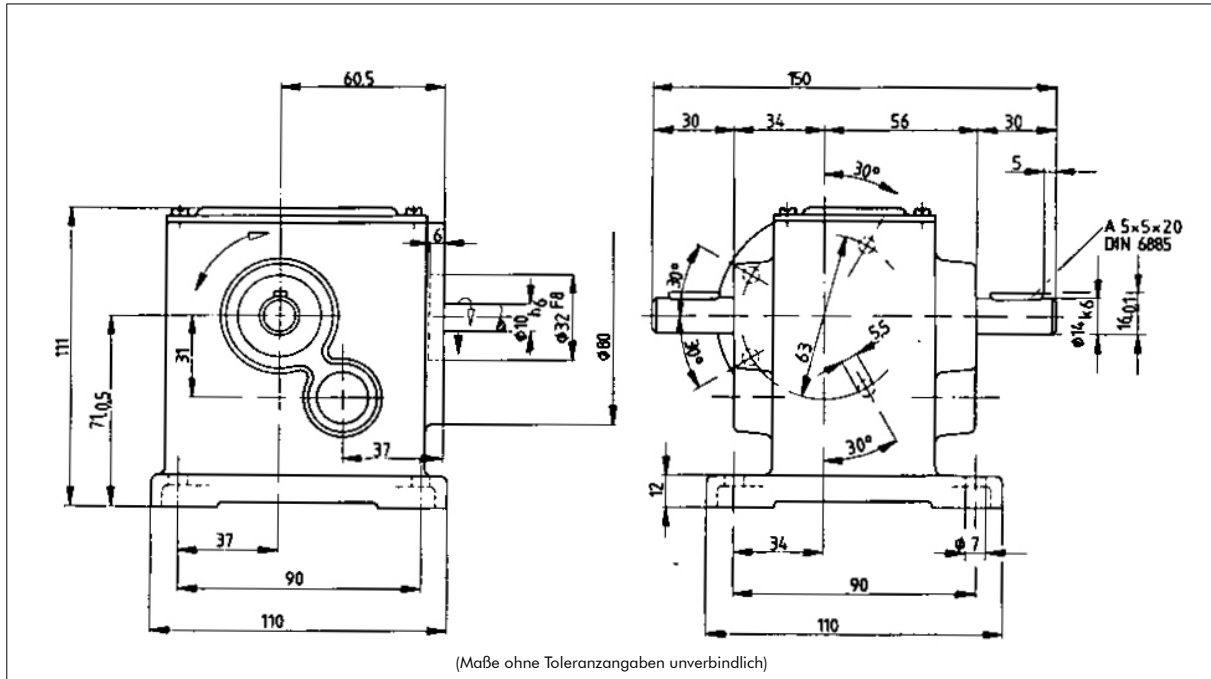
- high gear-ratios due to worm wheel
- high effectiveness due to spurwheel
- Ratios from 25:1 to 375:1 possible
- increased load capacity
- low-noise version
- double sided shaft transfer
- compact version
- output shaft with ball bearing
- input shaft with key



Certifications



drawings Z14



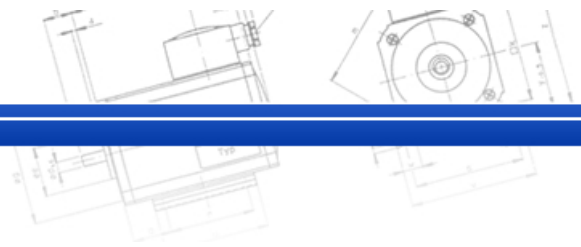
available ratios

draw types

i =	25:1	75:1	100:1	275:1	375:1
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Assembly types

i =	35:1	41,6:1	50:1	60:1	90:1	110:1	120:1	125:1
	150:1	190:1	250:1					



technical data

maximum output torque	25 Nm
maximum load of drive shaft	
maximum radial load	300 N (at center of output shaft extension)
maximum axial load	140 N
static self-locking²⁾	i=250:1 i=275:1, i=350:1
dynamic self-locking²⁾	i=350:1
maximum thermal dissipation (continuous operation)	60 W ¹⁾
weight	ca. 1,7 kg
material of worm wheel	bronze

¹⁾ According to the mounting position a venting hole is required at the highest point outside the centrifugal range.

²⁾ self-locking

Self-locking is influenced by the lead angle, the roughness of the surface on the flanks, the gliding speed, the lubricant used and the temperature rise experienced. It can be differentiated between dynamic and static self-locking.

dynamic self-locking

- lead angle up to 3° using fat-lubricants
- lead angle up to 2,5° using synthetic oils as a lubricant

static self-locking

- lead angle between 3° to 5° using fat-lubricants
- lead angle between 2,5° to 4,5° using synthetic oils as a lubricant
- lead angles of 4,5° or 5° no self-locking

Shocks and vibrations can hinder or even deactivate self-locking. Furthermore, several factors such as lubrication, gliding speed as well as current load can create such great gliding parameters that the self-locking is negatively influenced. For this reason it is not possible for us to provide warranty concerning self-locking.



efficiency factor

