

Bearing-types for Groschopp AC- and DC- motors

Z20

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

compact design

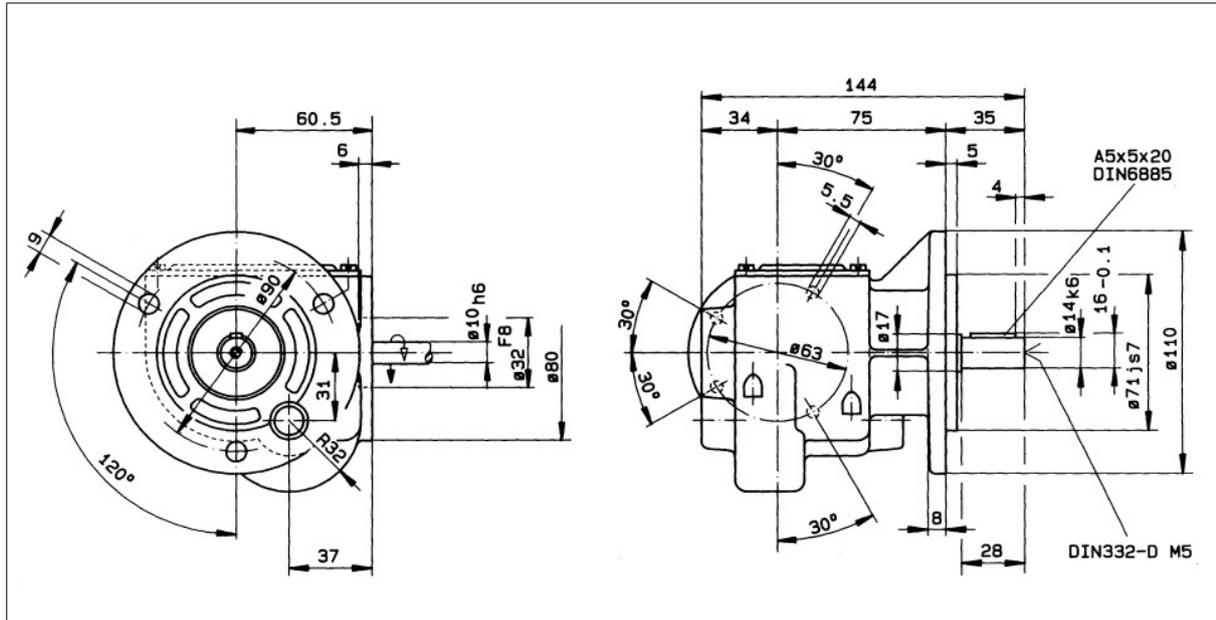
shaft with key



Certifications



drawings Z20



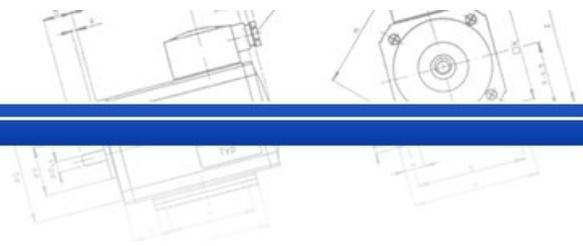
available ratios

stock types

i =	25:1	35:1	50:1	60:1	75:1	100:1	120:1	150:1
	250:1	375:1						

production types

i =	41,6:1	90:1	110:1	125:1	190:1	275:1
-----	--------	------	-------	-------	-------	-------



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-locking ²⁾	i=250:1 i=275:1, i=350:1
dynamic self-locking ²⁾	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

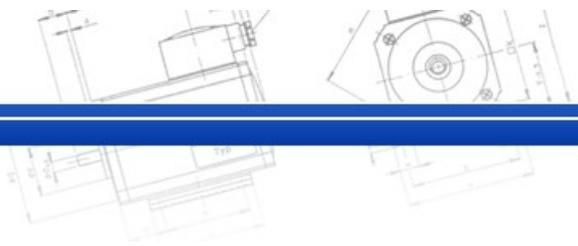
static self-locking

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

