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Series Q

Shaft Mounted Gearbox

GEARED MOTORS · GEARBOXES · GEAR ASSEMBLIES · DRIVE SOLUTIONS

CQ-1.00INP0326

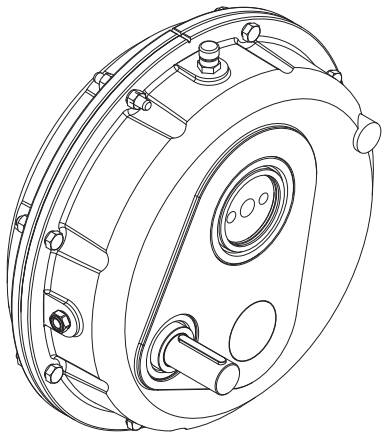
CONTENTS PAGE

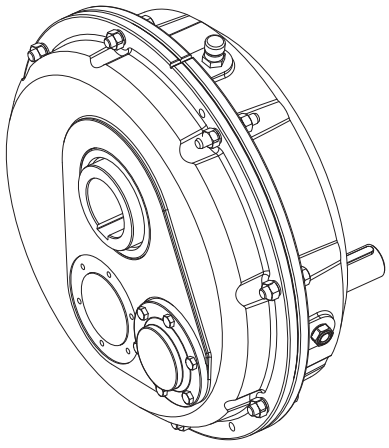
GENERAL DESCRIPTION

Series Q

Series Q helical gear speed reducer offers 4 sizes with ratio coverage from 5:1 up to 30:1 providing an efficient and compact drive solution upto 5025 N.m in torque capacity.

The range takes advantage of many years of accumulated design expertise, together with the use of high-quality materials and components; the end-result is a high-quality series of gear reducers offering a high load carrying capacity, high efficiency, quiet running and reliable drive solution.





The Range includes:

4 sizes of units:

Q45, Q50, Q60,Q70

Standard unit versions available:

- Shaft Mounted
- Torque arm Mounted

Input options:

- Input shaft with keyway

Output options:

- Output shaft with keyway

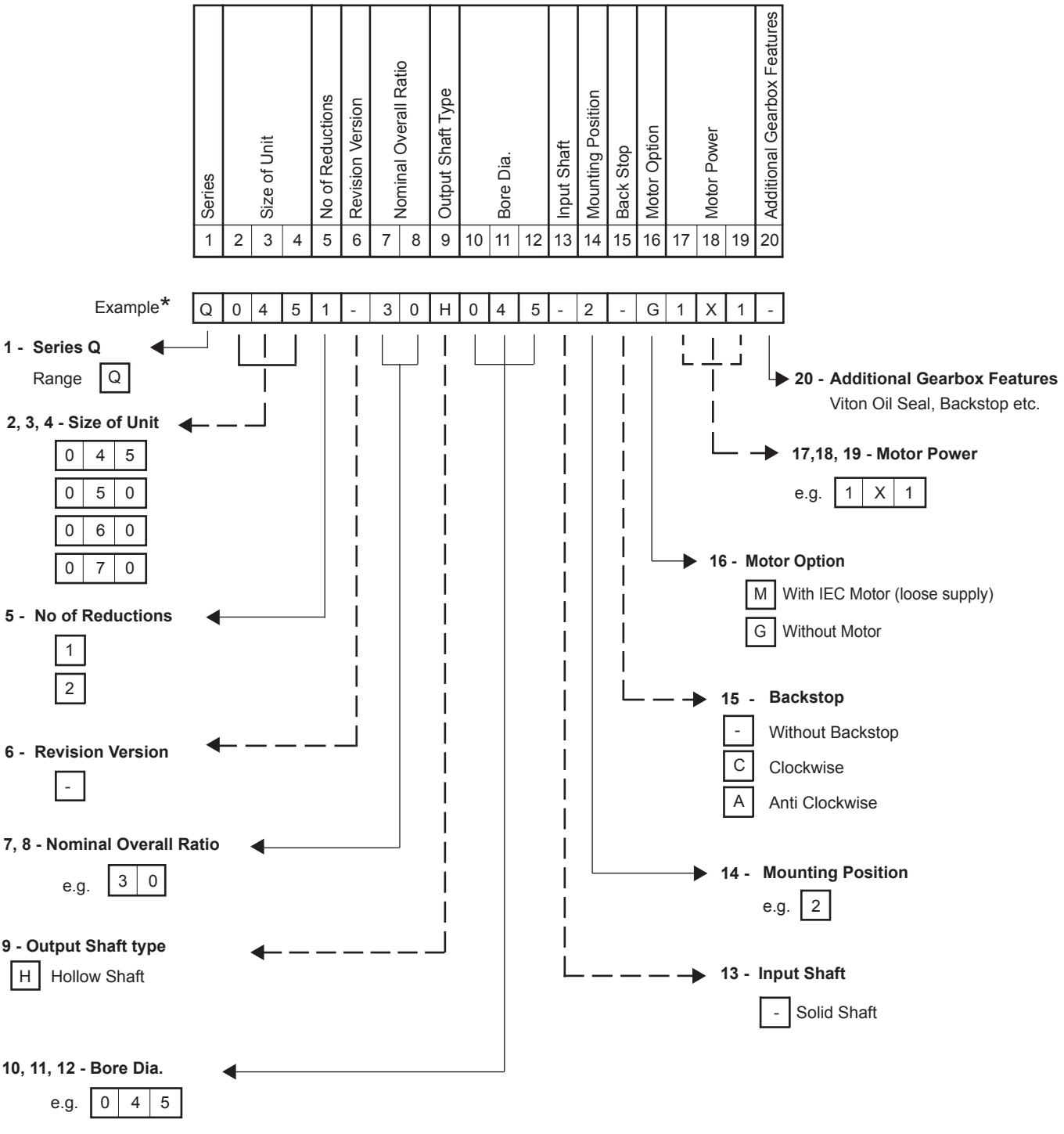
Design Features include:

The input shaft is supplied with a tapped hole for fitting V-belt pulley or locking washer for V-belt pulley.

The input shaft diameter corresponds to the IEC standard for motor shafts, thus simplifying standardization of V-belt pulleys and couplings.Locating shoulder provided for pulleys and couplings.

The shaft sleeve is supplied with tapped holes for dismounting the reducer as well as locking the reducer to the shaft.

UNIT DESIGNATIONS



* This Page May Be Photocopied Allowing The Customer To Enter Their Order.

EXPLANATION & USE OF RATINGS & SERVICE FACTORS

Gear unit selection is made by comparing actual loads with catalogue ratings. Catalogue ratings are based on a standard set of loading conditions, whereas actual load conditions vary according to type of application. Service Factors are therefore used to calculate an equivalent load to compare with catalogue ratings.

i.e. Equivalent Load = Actual Load x Service Factor

Mechanical Ratings and Service Factors Fm

Mechanical ratings measure capacity in terms of life and/or strength, assuming 10 hr/day continuous running under uniform load conditions.

Catalogue ratings allow 100% overload at starting, braking or momentarily during operation up to 10 hours per day. The unit selected must therefore have a catalogue rating at least equal to half maximum overload. Mechanical Service Factor Fm (Table 1) is used to modify the actual load according to daily operating time, and type of loading.

If overloads can be calculated, or accurately assessed, actual loads should be used instead of Fm.

For units subjected to frequent stop/starts overloads in excess of 10 times/day multiply factor Fm.

Table 1. Mechanical Service Factor (Fm)

Start / Stops per hour	Load classification- Driven machine	Duration of service of hours per day			
		h ≤ 0.5	0.5<h ≤ 2	2<h ≤ 10	10<h ≤ 24
Up to 10	Uniform	0.8	0.9	1.0	1.25
	Moderate	0.9	1.0	1.25	1.5
	Heavy	1.0	1.25	1.5	1.75
≥ 10	Uniform	0.9	1.0	1.25	1.5
	Moderate	1.0	1.25	1.5	1.75
	Heavy	1.25	1.5	1.75	2.0

The values listed in the table must be multiplied by 1.2 under the following conditions:

- Reverse operations
- Shock loading of extremely high intensity

Symbol	Description	Unit of measure
fm	Service factor	-
Fra1	Overhung load at input shaft midpoint	N
i	Exact ratio	-
in	Nominal ratio	-
M2	Output torque	Nm
M2n	Nominal Rated torque	Nm
n1	input shaft speed	rpm
n2	Output shaft speed	rpm
Pm	input power	kW
M2r	Required Output torque	Nm
ta	Ambient temperature	°C

SELECTION EXAMPLE

Input Data :

Parameter	Unit	Value
Absorbed power	kW	5.5
Exact ratio	-	n1/n2 = 20.7
n1	rpm	1450
n2	rpm	70.0
Shock loading	-	Moderate
Start per hour	-	1
Operation per day	hrs	12

1. Determine Service factor - fm

Mechanical service factor **fm** = 1.5

Start / Stops per hour	Load classification-Driven machine	Duration of service of hours per day			
		h ≤ 0.5	0.5<h ≤ 2	2<h ≤ 10	10<h ≤ 24
Up to 10	Uniform	0.8	0.9	1.0	1.25
	Moderate	0.9	1.0	1.25	1.5
	Heavy	1.0	1.25	1.5	1.75
≥ 10	Uniform	0.9	1.0	1.25	1.5
	Moderate	1.0	1.25	1.5	1.75
	Heavy	1.25	1.5	1.75	2.0

2. Determine the required output torque

$$M2r = \frac{Pe \times 9550}{n2}$$

$$= \frac{5.5 \times 9550}{70.00} = 750 \text{ Nm}$$

*Select the unit with Output torque capacity greater than required output torque (750 Nm)

3. Determine the required rated torque

M2n = M2r x fm

= 750 x 1.5

= 1126 Nm

4. Select the Gear Unit

			n1 = 1450				*n1 = 960*				*n1 = 725*			
	in	*i*	*n2*	*M2*	*Pm*	*Fra1*	*n2*	*M2*	*Pm*	*Fra1*	*n2*	*M2*	*Pm*	*Fra1*
Q452	10.	10.21	142.02	1,020	15.56	1.18	94.03	1,210	12.22	1.34	71.01	1,260	9.61	1.69
	12.	12.38	117.12	1,120	14.09	1.18	77.54	1,210	10.08	1.34	58.56	1,260	7.92	1.69
	15.	14.74	98.37	1,205	12.73	1.18	65.13	1,255	8.78	1.34	49.19	1,305	6.89	1.69
	20.	20.33	71.32	1,255	9.61	1.18	47.22	1,305	6.62	1.34	35.66	1,325	5.07	1.69
	25.	25.00	58.00	1,305	8.13	1.18	38.40	1,355	5.59	1.34	29.00	1,365	4.25	1.69
	30.	30.45	47.62	1,305	6.67	1.18	31.53	1,355	4.59	1.34	23.81	1,365	3.49	1.69

Note :

Unit selected	Q452	
Nominal Ratio	20.	
Actual Ratio	20.33	
Sf of the unit	9.6/5.5	1.6

Check whether required service factor f (1.5) is less than service factor of selected unit (1.6).

Check whether required rated torque (1126 Nm) is less than output torque of selected unit (1255 Nm).

5. Check the output speed

Check that the actual output speed n1/n2 is within range of required output speed

$$n1/i = \frac{1450/20.33}{71.3}$$

6. Check the Overhung Load

If sprocket, gear, etc is mounted on the output shaft then refer to Overhung Loads Procedure and compare with allowable overhung load (N) of selected unit

Allowable overhung load (N) must be equal or more than calculated overhung load (P)

			n1 = 1450				n1 = 960				n1 = 725			
	*i*n	i	n2	M2	Pm	Fra1	n2	M2	Pm	Fra1	n2	M2	Pm	Fra1
Q452	10.	10.21	142.02	1,020	15.56	1.18	94.03	1,210	12.22	1.34	71.01	1,260	9.61	1.69
	12.	12.38	117.12	1,120	14.09	1.18	77.54	1,210	10.08	1.34	58.56	1,260	7.92	1.69
	15.	14.74	98.37	1,205	12.73	1.18	65.13	1,255	8.78	1.34	49.19	1,305	6.89	1.69
	20.	20.33	71.32	1,255	9.61	1.18	47.22	1,305	6.62	1.34	35.66	1,325	5.07	1.69
	25.	25.00	58.00	1,305	8.13	1.18	38.40	1,355	5.59	1.34	29.00	1,365	4.25	1.69
	30.	30.45	47.62	1,305	6.67	1.18	31.53	1,355	4.59	1.34	23.81	1,365	3.49	1.69

7. Confirm Unit selection

Unit	Q452
Nominal Ratio	20.
Actual Ratio	20.33

Maximum Permissible Overhung Loads

When a sprocket, gear etc. is mounted on the shaft, a calculation, as below, must be made to determine the overhung load on the shaft, and the results compared to the maximum permissible overhung loads tabulated. Overhung loads can be reduced by increasing the diameter of the sprocket, gear, etc. If the maximum permissible overhung load is exceeded, the sprocket, gear, etc. should be mounted on a separate shaft, flexibly coupled and supported in its own bearings, or the gear unit shaft should be extended to run in an outboard bearing. Alternatively, a larger gear is often a less expensive solution.

Permissible overhung loads vary according to the direction of rotation. The values tabulated are for the most unfavorable direction with the unit transmitting full rated power and the load P applied midway along the shaft extension. Hence they can sometimes be increased for a more favorable direction of rotation, or if the power transmitted is less than the rated capacity of the gear unit, or if the load is applied nearer to the gear unit case. Refer to Application Engineering for further details. In any event, the sprocket, gear etc. should be positioned as close as possible to the gear unit case in order to reduce bearing loads and shaft stresses, and to prolong life.

Overhung Load (Newtons)

$$P = \frac{kW \times 9{,}500{,}000 \times K}{N \times R}$$

Overhung member	K (factor)
Chain sprocket	1.00
Spur or helical pinion	1.25
Vee belt sheave	1.50
Flat belt pulley	2.00

Where

P = equivalent overhung load (Newtons)

kW = power transmitted by the shaft (kilowatts)

N = speed of shaft (rev/min)

R = pitch radius of sprocket, etc. (mm)

K = factor

For Input Shaft Overhung Loads (Fra1) Consult the Ratings Tables

Axial Thrust Capacities (Newtons)

No check or calculation is required if the axial thrust load (FA) towards or away from the unit is under 20% of the permissible overhung load. If the axial thrust exceeds these values or if there is a combination of axial thrust loads and overhung loads, please contact our Application Engineers.

LUBRICATION

Lubrication

1. Check that the ventilator is positioned correctly for the intended mounting position.

2. Gear units are supplied without lubricant and must be filled via the ventilator position with the appropriate lubricant until oil escapes through the level plug hole.
   - Please refer to the lubricant quantity table for approximate lubricant quantity
   - Refer to the unit nameplate for the type and grade of lubricant.
   - Refer the table of approved lubricants.

3. Maintenance: Oil levels should be checked and maintained by filling via the ventilator position until oil escapes through the level plug hole

Lubricant	Ambient temperature range		
	- 5°C - 20°C (E) - 30°C - 20°C (H)	**0°C - 35°C**	**20°C - 50°C**
EP Mineral Oil (Type E)	5E (VG 220)	6E (VG 320)	7E (VG 460)
Polyalphaolefin based Synthetic (Type H)	5H (VG 220)	5H (VG 220)	6H (VG 320)

Lubrication Quantities (Litres)

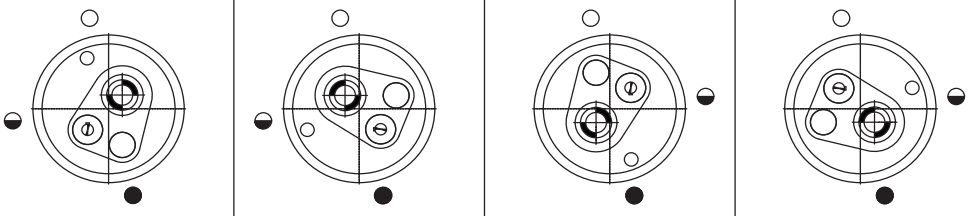
Single Reduction					
Size		**Q451**	**Q501**	**Q601**	**Q701**
Mounting Position	**1**	3.5	6.3	9.1	12.8
	2	3.7	6.4	8.8	12.7
	3	3.7	5.9	6.9	12.5
	4	3.2	5.7	8.0	11.6
	5	4.9	8.2	10.1	15.2
	6	3.5	6.9	9.5	14.5

Double Reduction					
Size		**Q452**	**Q502**	**Q602**	**Q702**
Mounting Position	**1**	3.1	5.5	8.3	11.4
	2	3.3	5.6	8.0	11.3
	3	3.3	5.1	6.1	11.1
	4	2.8	4.9	7.2	10.2
	5	4.5	7.4	9.3	13.8
	6	3.1	6.1	8.7	13.1

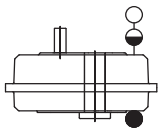
MOUNTING POSITION

Column entry 14 - Mounting Positions

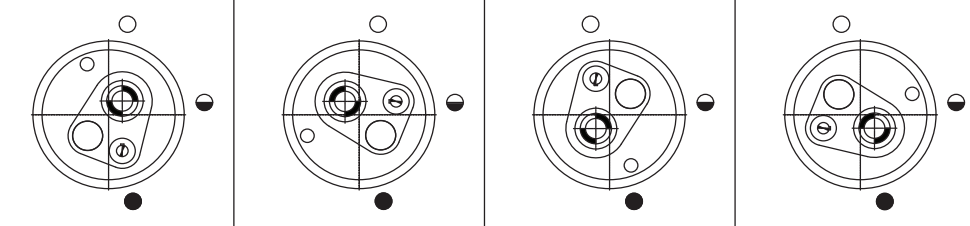
Q451

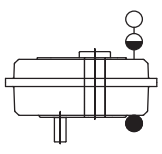


Q451 - 452

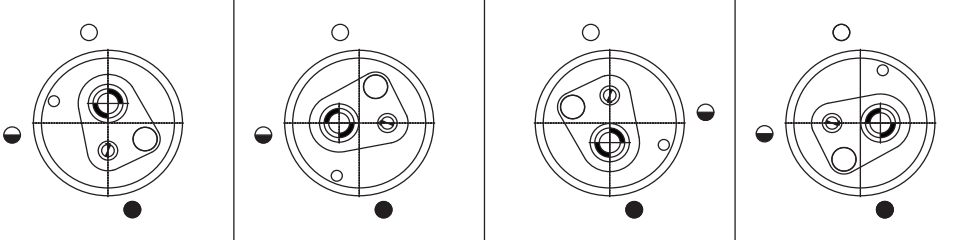


Q452

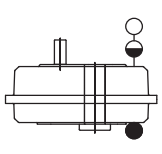




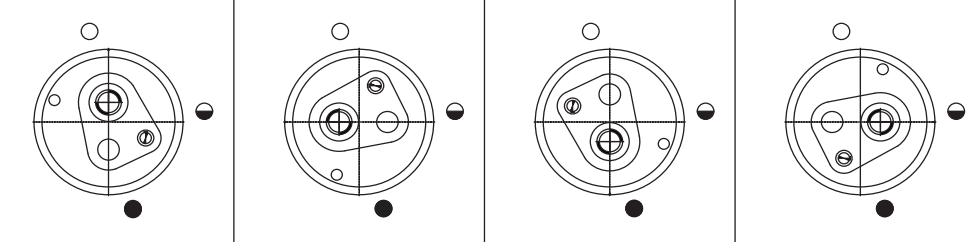
Q501,Q601,Q701

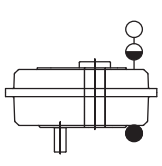


Q501,601,701 - Q502,Q602,Q702



Q502,Q602,Q702





◒ Oil Level Position ● Drain Position ○ Ventilator / Filling

ADDITIONAL GEARBOX FEATURES

Column entry 20 Additional Gearbox features

Column	Lubrication filled with synthetic oil	Oil seal – VITON	Backstop		Special
			DOR - CW	DOR - CCW	
-					
M	*				
N		*			
P	*	*			
Q	*	*	*		
R	*	*		*	
S		*	*		
T		*		*	
L					*

Please refer Application Engineering for details and following additional gearbox features

- Prime paint only
- Special paint
- Special oil (food compatible, bio-degradable, different viscosities, etc)

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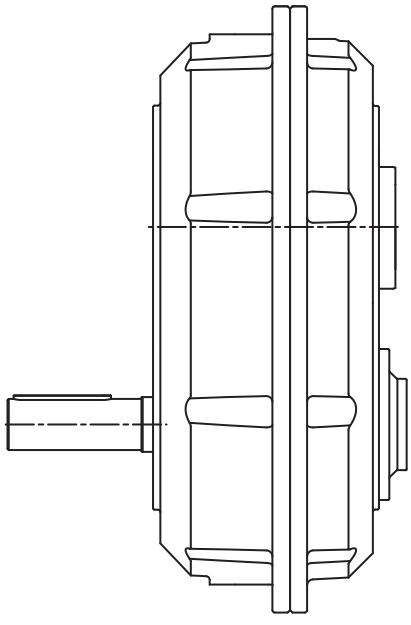

REDUCER
SERIES Q

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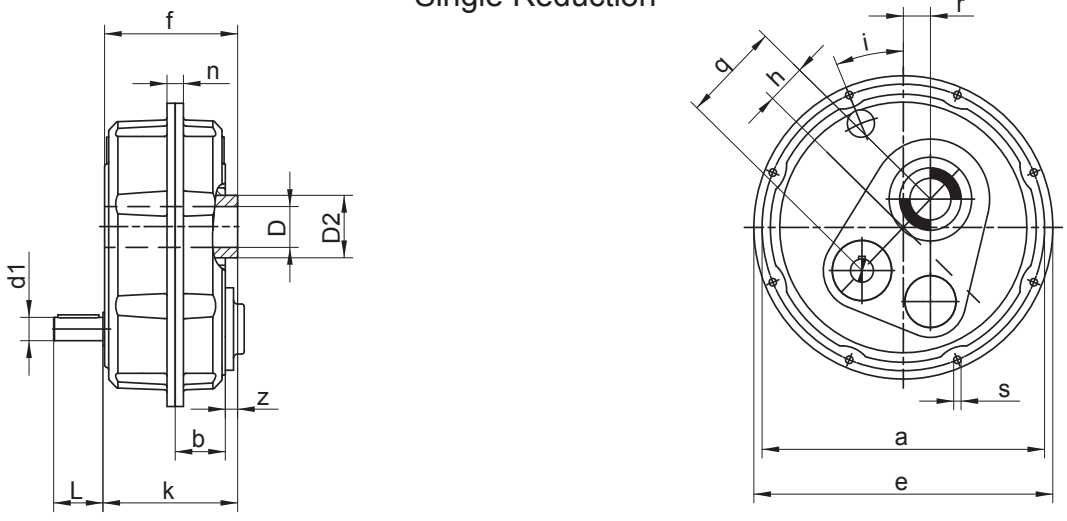
			n1 = 1450				n1 = 960				n1 = 725			
	in	i	n2	M2	Pm	Fra1	n2	M2	Pm	Fra1	n2	M2	Pm	Fra1
Q451	5.0	5.00	290.00	870	26.82	1.55	192.00	970	19.80	1.75	145.00	1,035	15.95	2.21
Q452	10.	10.21	142.02	1,020	15.56	1.18	94.03	1,210	12.22	1.34	71.01	1,260	9.61	1.69
	12.	12.38	117.12	1,120	14.09	1.18	77.54	1,210	10.08	1.34	58.56	1,260	7.92	1.69
	15.	14.74	98.37	1,205	12.73	1.18	65.13	1,255	8.78	1.34	49.19	1,305	6.89	1.69
	20.	20.33	71.32	1,255	9.61	1.18	47.22	1,305	6.62	1.34	35.66	1,325	5.07	1.69
	25.	25.00	58.00	1,305	8.13	1.18	38.40	1,355	5.59	1.34	29.00	1,365	4.25	1.69
	30.	30.45	47.62	1,305	6.67	1.18	31.53	1,355	4.59	1.34	23.81	1,365	3.49	1.69
Q501	5.0	5.07	286.00	1,430	43.48	2.27	189.35	1,740	35.02	2.55	143.00	1,820	27.67	3.15
Q502	10.	10.03	144.57	1,790	27.79	1.75	95.71	1,930	19.84	2.00	72.28	1,965	15.25	2.45
	12.	12.03	120.53	1,840	23.82	1.75	79.80	1,930	16.54	2.00	60.27	1,965	12.72	2.45
	15.	15.36	94.40	1,940	19.67	1.75	62.50	1,990	13.36	2.00	47.20	2,045	10.37	2.45
	20.	20.19	71.82	1,940	14.96	1.75	47.55	2,040	10.42	2.00	35.91	2,070	7.98	2.45
	25.	24.32	59.62	2,040	13.06	1.75	39.47	2,150	9.11	2.00	29.81	2,225	7.12	2.45
	30.	29.99	48.35	2,040	10.59	1.75	32.01	2,150	7.39	2.00	24.17	2,225	5.78	2.45
Q601	5.0	5.00	290.00	1,940	59.81	3.25	192.00	2,110	43.07	3.65	145.00	2,505	38.61	4.55
Q602	10.	10.16	142.72	3,170	48.59	2.65	94.49	3,270	33.18	2.95	71.36	3,285	25.18	3.65
	12.	12.32	117.69	3,170	40.07	2.65	77.92	3,270	27.37	2.95	58.85	3,285	20.76	3.65
	15.	15.21	95.33	3,270	33.48	2.65	63.12	3,370	22.84	2.95	47.67	3,460	17.71	3.65
	20.	20.53	70.63	3,320	25.18	2.65	46.76	3,470	17.43	2.95	35.31	3,500	13.27	3.65
	25.	25.31	57.29	3,370	20.73	2.65	37.93	3,505	14.28	2.95	28.64	3,555	10.94	3.65
	30.	30.80	47.08	3,370	17.04	2.65	31.17	3,520	11.78	2.95	23.54	3,560	9.00	3.65
Q701	5.0	5.00	290.00	2,660	82.00	3.75	192.00	3,060	62.46	4.25	145.00	3,530	54.41	5.25
Q702	10.	10.16	142.72	3,880	59.47	3.45	94.49	4,410	44.75	3.85	71.36	4,455	34.14	4.80
	12.	12.32	117.69	4,080	51.57	3.45	77.92	4,410	36.91	3.85	58.85	4,455	28.16	4.80
	15.	15.21	95.33	4,490	45.97	3.45	63.12	4,510	30.57	3.85	47.67	4,705	24.09	4.80
	20.	20.53	70.63	4,520	34.29	3.45	46.76	4,610	23.15	3.85	35.31	4,805	18.22	4.80
	25.	25.31	57.29	4,600	28.30	3.45	37.93	4,910	20.00	3.85	28.64	5,005	15.40	4.80
	30.	30.84	47.02	4,620	23.33	3.45	31.13	4,950	16.55	3.85	23.51	5,025	12.69	4.80

Pm = Input Power (kW)
M2 = Output Torque (Nm)
n1 = Input Speed (rpm)
n2 = Output Speed (rpm)
i = Exact Ratio
Fra1 = Overhung Load - Input shaft (kN)

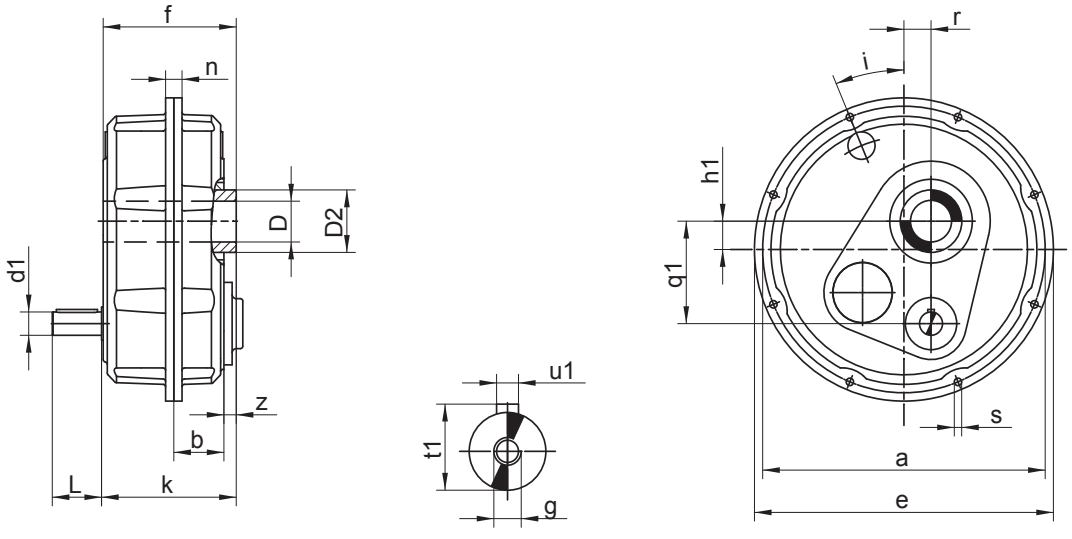
Note : Gearbox efficiency is applied on input power (Pm)

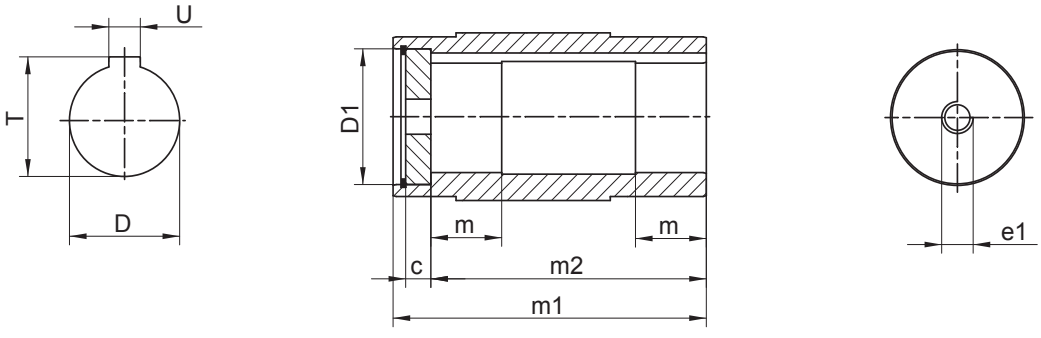
DIMESNIONS - Q45

Single Reduction



Double Reduction



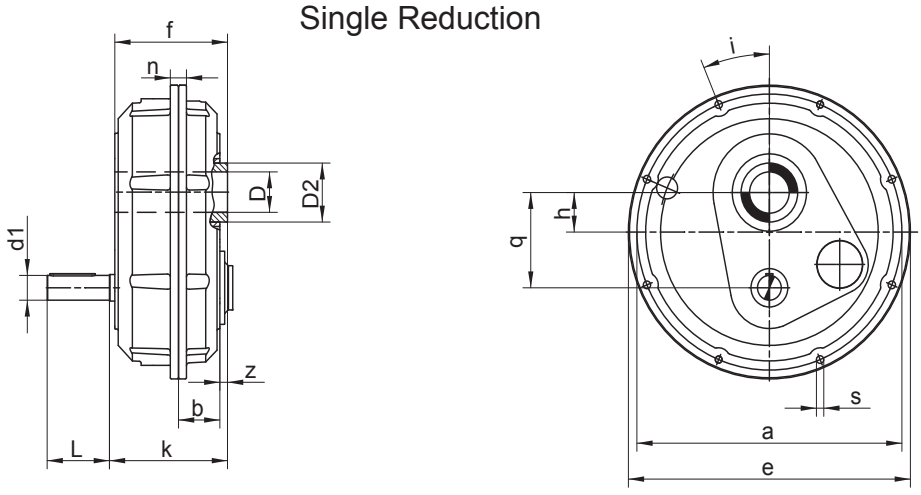


Size	a	e	q	h	q1	h1	i	r	s	k	b	z	f	n	D2
Q451	344	364	120	47	-	-	22°30'	33	9	164	61	15	162	20	75
Q452	344	364	-	-	123	34	22°30'	33	9	164	61	15	162	20	75

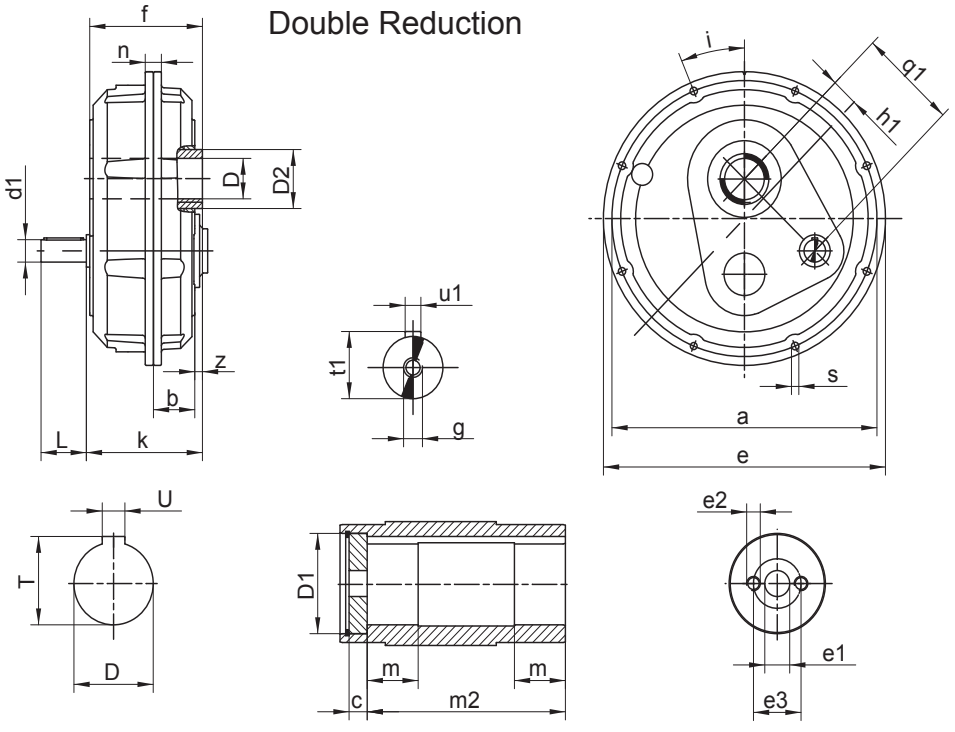
Size	D (G7)	U	T	c	e1	m1	D1	m2	m	d1 (h6)	L	u1	t1	g
Q451 Q452	45	14	48.8	14	M16	162	60	140	35	28	60	8	31	M10 x 22
	50	14	53.8	14	M16	162	60	140	35	28	60	8	31	M10 x 22
	55	16	59.8	14	M16	162	65	140	35	28	60	8	31	M10 x 22

DIMESNIONS - Q50 - Q60 - Q70

Single Reduction



Double Reduction



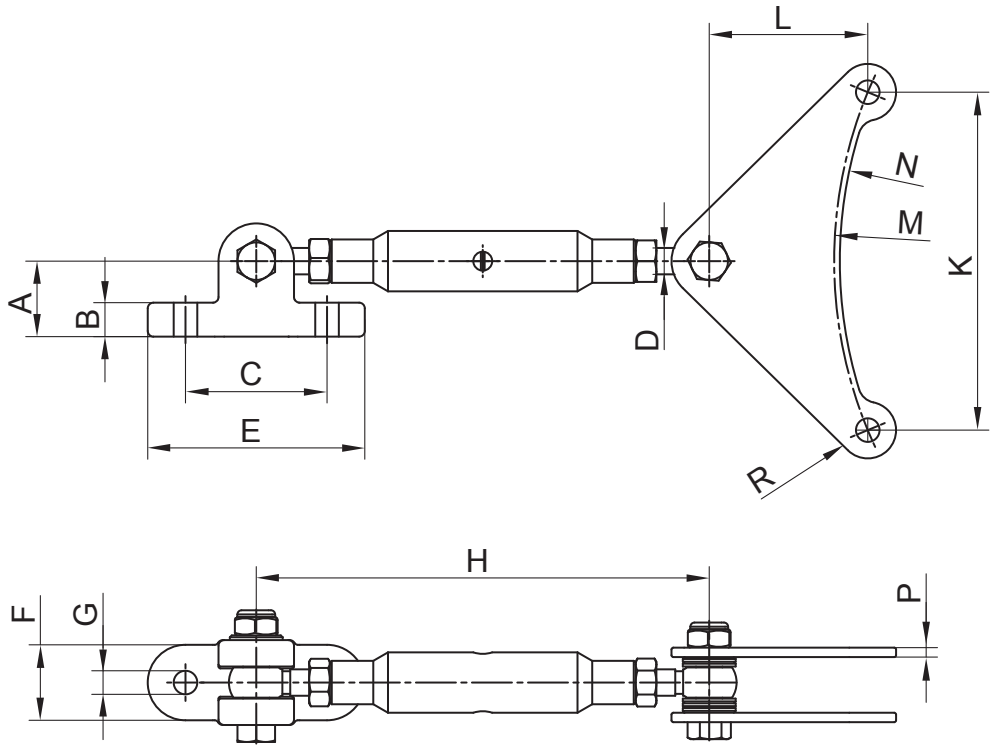
Size	a	e	q	h	q1	h1	i	s	k	b	z	f	n	D2
Q501	410	434	140	61	-	-	26°30'	11	190	65	14.5	182	24	85
Q502	410	434	-	-	143	40	26°30'	11	190	65	14.5	182	24	85
Q601	468	498	162	67	-	-	22°30'	13	208.5	73	13.5	199	28.5	100
Q602	468	498	-	-	174	47	22°30'	13	205	73	13.5	199	28.5	100
Q701	520	550	182	74	-	-	22°30'	13	227.5	86	14.5	223.5	28	120
Q702	520	550	-	-	189	52	22°30'	13	227.5	86	14.5	223.5	28	120

Size	D(G7)	U	T	c	e1	e2	e3	m1	D1	m2	m	d1(h6)	L	u1	t1	g
Q501 Q502	50	14	53.8	14	M16	-	-	182	60	160	40	38	80	10	41	M12 x 28
	55	16	59.3	14	M16	-	-	182	65	160	40	38	80	10	41	M12 x 28
	60	18	64.4	14	17	M12	42	182	70	160	40	38	80	10	41	M12 x 28
Q601 Q602	60	18	64.4	14	17	M12	42	199	70	175	45	42	110	12	45	M12 x 28
	70	20	74.9	16	22	M16	50	199	85	175	45	38	80	10	41	M12 x 28
Q701 Q702	70	20	74.9	16	22	M16	50	223	85	193	50	48	110	14	51.5	M16 x 36
	85	22	90.4	18	22	M16	65	223	100	193	50	42	110	12	45	M12 x 28

ACCESSORIES

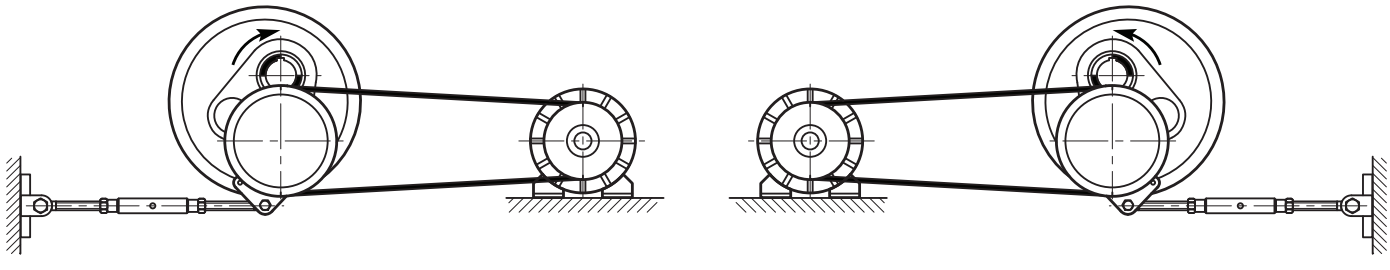
TORQUE ARM

Dimensions



Size	A	B	C	D	E	F	G	H		K	L	M	N	R	P
								min.	max.						
Q45	35	16	70	M12	106	36	10.5	210	310	132	57	172	164	8.5	5
Q50	40	18	75	M14	115	40	12.5	240	360	157	70	205	195	10.5	5
Q60	40	18	75	M14	115	40	12.5	240	360	179	84	234	231	12.5	5
Q70	45	20	85	M16	135	50	14.5	260	410	199	100	260	250	12.5	6

Torque Arm Mounting



ACCESSORIES

BACK STOP

Mounting of Backstop

The reducer units listed below can be fitted with an internal backstop, this has no effect of the external unit size. The backstop device incorporates high quality centrifugal lift off sprags which are wear free above the lift off speed (n min). To ensure correct operation input speed must exceed lift off speed.

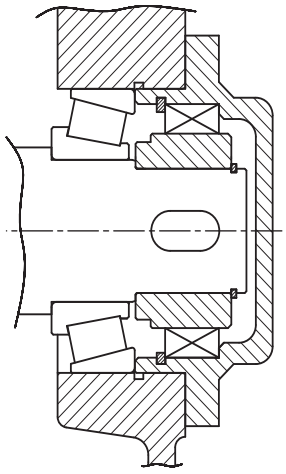
Suitable for ambient temperature -40°C to + 50°C

Column 15 entry

For reducer backstop modules enter: [A] for CW rotation

[C] for CW rotation

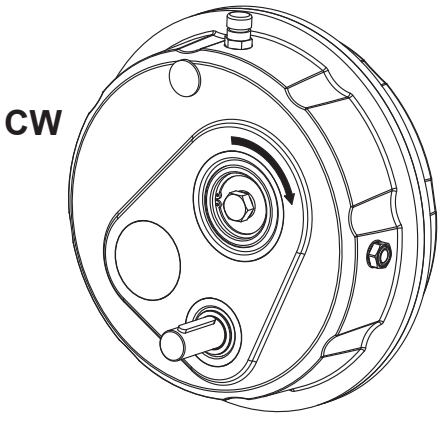
Size	Rated Locking Torque ('T max') (at inputshaft) (Nm)
Q451	360
Q452	360
Q501	610
Q502	610
Q601	610
Q602	610
Q701	1450
Q702	714



Rotation of output shaft must be specified when ordering as viewed from the input shaft end (as shown in the diagram)

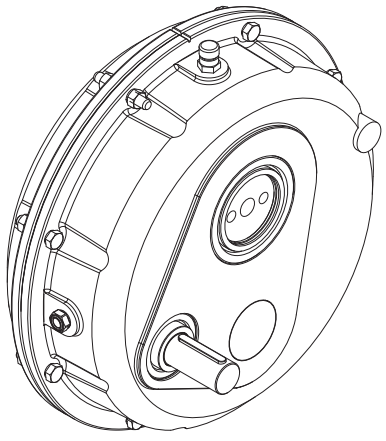
CW - Free Rotation – Clockwise
Locked – Anticlockwise

AC - Free Rotation – Anticlockwise
Locked – Anticlockwise



SHIPPING SPECIFICATION

Size	Weight (kg)
Q451	36
Q452	40
Q501	56
Q502	63
Q601	85
Q602	93
Q701	113
Q702	125



PRODUCT SAFETY

IMPORTANT

Product Safety Information

General - The following information is important in ensuring safety. It must be brought to the attention of personnel involved in the selection of power transmission equipment, those responsible for the design of the machinery in which it is to be incorporated and those involved in its installation, use and maintenance.

Our equipment will operate safely provided it is selected, installed, used and maintained properly. As with any power transmission equipment proper precautions must be taken as indicated in the following paragraphs, to ensure safety.

Potential Hazards - these are not necessarily listed in any order of severity as the degree of danger varies in individual circumstances. It is important therefore that the list is studied in its entirety:-

1) Fire/Explosion
   (a) Oil mists and vapour are generated within gear units. It is therefore dangerous to use naked lights in the proximity of gearbox openings, due to the risk of fire or explosion.
   (b) In the event of fire or serious overheating (over 300 oC), certain materials (rubber, plastics, etc.) may decompose and produce fumes. Care should be taken to avoid exposure to the fumes, and the remains of burned or overheated plastic/rubber materials should be handled with rubber gloves.
2) Guards - Rotating shafts and couplings must be guarded to eliminate the possibility of physical contact or entanglement of clothing. It should be of rigid construction and firmly secured.
3) Noise - High speed gearboxes and gearbox driven machinery may produce noise levels which are damaging to the hearing with prolonged exposure. Ear defenders should be provided for personnel in these circumstances. Reference should be made to the Department of Employment Code of Practice for reducing exposure of employed persons to noise.
4) Lifting - Where provided (on larger units) only the lifting points or eyebolts must be used for lifting operations (see maintenance manual or general arrangement drawing for lifting point positions). Failure to use the lifting points provided may result in personal injury and/or damage to the product or surrounding equipment. Keep clear of raised equipment.
5) Lubricants and Lubrication
   (a) Prolonged contact with lubricants can be detrimental to the skin. The manufacturer's instruction must be followed when handling lubricants.
   (b) The lubrication status of the equipment must be checked before commissioning. Read and carry out all instructions on the lubricant plate and in the installation and maintenance literature. Heed all warning tags. Failure to do so could result in mechanical damage and in extreme cases risk of injury to personnel.
6) Electrical Equipment - Observe hazard warnings on electrical equipment and isolate power before working on the gearbox or associated equipment, in order to prevent the machinery being started.
7) Installation, Maintenance and Storage
   (a) In the event that equipment is to be held in storage, for a period exceeding 6 months, prior to installation or commissioning, we must be consulted regarding special preservation requirements. Unless otherwise agreed, equipment must be stored in a building protected from extremes of temperature and humidity to prevent deterioration.

       The rotating components (gears and shafts) must be turned a few revolutions once a month (to prevent bearings brinelling).
   (b) External gearbox components may be supplied with preservative materials applied, in the form of a "waxed" tape overwrap or wax film preservative. Gloves should be worn when removing these materials. The former can be removed manually, the latter using white spirit as a solvent.

       Preservatives applied to the internal parts of the gear units do not require removal prior to operation.
   (c) Installation must be performed in accordance with the manufacturer's instructions and be undertaken by suitably qualified personnel.
   (d) Before working on a gearbox or associated equipment, ensure that the load has been removed from the system to eliminate the possibility of any movement of the machinery and isolate power supply. Where necessary, provide mechanical means to ensure the machinery cannot move or rotate. Ensure removal of such devices after work is complete.
   (e) Ensure the proper maintenance of gearboxes in operation. Use only the correct tools and our approved spare parts for repair and maintenance. Consult the Maintenance Manual before dismantling or performing maintenance work.
8) Hot Surfaces and Lubricants
   (a) During operation, gear units may become sufficiently hot to cause skin burns. Care must be taken to avoid accidental contact.
   (b) After extended running the lubricant in gear units and lubrication systems may reach temperatures sufficient to cause burns. Allow equipment to cool before servicing or performing adjustments.
9) Selection and Design
   (a) Where gear units provide a backstop facility, ensure that back-up systems are provided if failure of the backstop device would endanger personnel or result in damage.
   (b) The driving and driven equipment must be correctly selected to ensure that the complete machinery installation will perform satisfactorily, avoiding system critical speeds, system torsional vibration, etc.
   (c) The equipment must not be operated in an environment or at speeds, powers, torques or with external loads beyond those for which it was designed.
   (d) As improvements in design are being made continually the contents of this catalogue are not to be regarded as binding in detail, and drawings and capacities are subject to alterations without notice.

The above guidance is based on the current state of knowledge and our best assessment of the potential hazards in the operation of the gear units.

Any further information or clarification required may be obtained by contacting our Application Engineers.

NOTES

OUR NETWORK

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INTERNATIONAL LOCATIONS

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GERMANY | FINLAND | DENMARK | AUSTRALIA | ITALY | SOUTH AFRICA

SUBSIDIARIES

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2. RADICON TRANSMISSION FZE (UAE)

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