

KQG063

155Nm

Quick selection, 4-pole motor (1400 1/min)

Output speed	Ratio	Motor power	Output torque	Maximum torque	Dynamic efficiency	Service factor	71 B14/ B5	80 B14/ B5	90 B14/ B5
n ₂ (1/min)	i	P ₁ (kW)	M ₂ (Nm)	Mn ₂ (Nm)	η (%)	f _s			
200	7	1,8	75	113	88	1,5	B	✓	✓
140	10	1,8	105	137	86	1,3	B	✓	✓
117	12	1,8	129	142	88	1,1	B	✓	✓
94	15	1,8	146	146	80	1	B	✓	✓
74	19	1,5	150	150	78	1	B	✓	✓
59	24	1,1	138	152	78	1,1	B	✓	✓
47	30	1,1	155	155	70	1	B	✓	✓
37	38	0,75	133	147	69	1,1	B	✓	✓
32	45	0,75	152	137	68	0,9	✓	✓	-
22	64	0,37	101	122	63	1,2	✓	✓	-
18	80	0,37	112	112	58	1	✓	-	-
14	100	0,37	110	110	44	1	✓	-	-

B = input with bushing/ Eingang mit Reduzierhülse

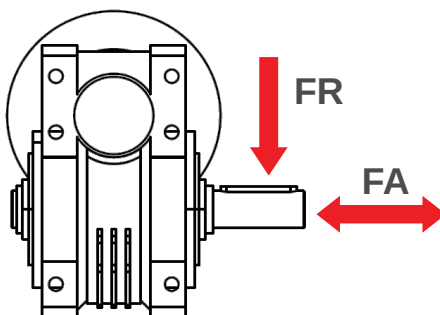
Lubrication

Syntethic
SHC Gear 320-VG320

B3, B6, B7, B8, V5, V6

0,38 Liters

Axial and radial loads



n ₂ (1/min)	FA (N)	FR (N)
200	480	1570
140	480	1940
117	480	2420
94	480	2730
59	480	3030
47	480	3310
37	480	3680
32	480	4030
22	480	4700
18	480	4700
14	480	4700

Die Getriebe sind mit synthetischem Hochleistungsöl befüllt und damit für die wirtschaftliche Lebensdauer geschmiert.
Für Einbaulagen V5 und V6 kann eine spezielle Konfiguration erforderlich sein, weswegen wir um Rücksprache bitten.

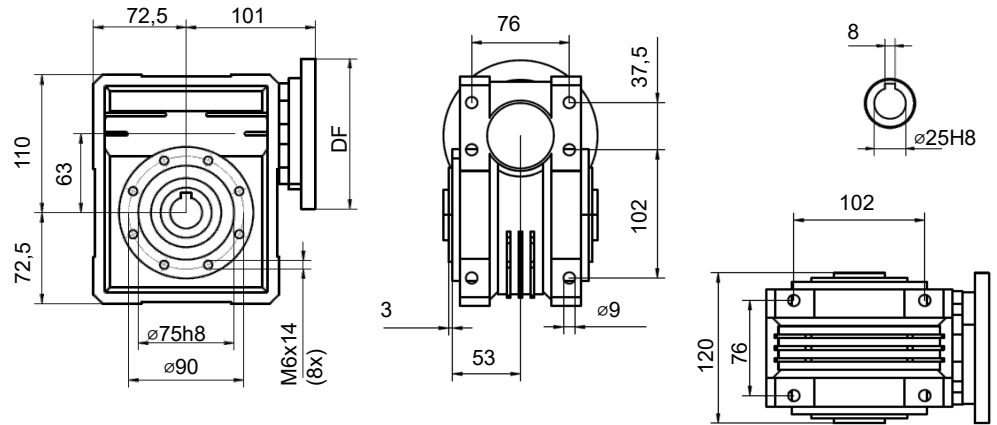
The gears are filled with synthetic high-performance oil for their economic lifespan.
For installation positions V5 and V6, a special configuration can be required, which is why we ask for consultation.

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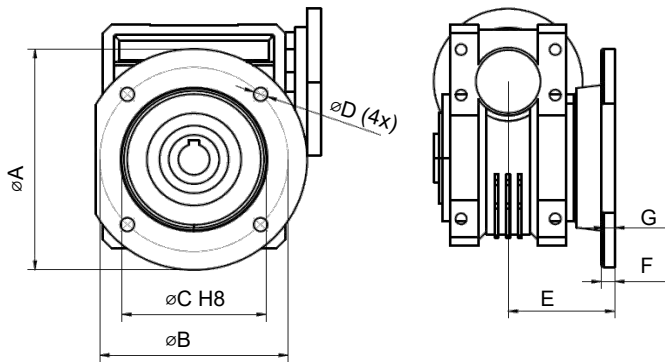
155Nm

Aluminum housing – 5,2kg

IEC Input	DF
71B14	105
80B14	120
90B14	140
71B5	160
80/90B5	200



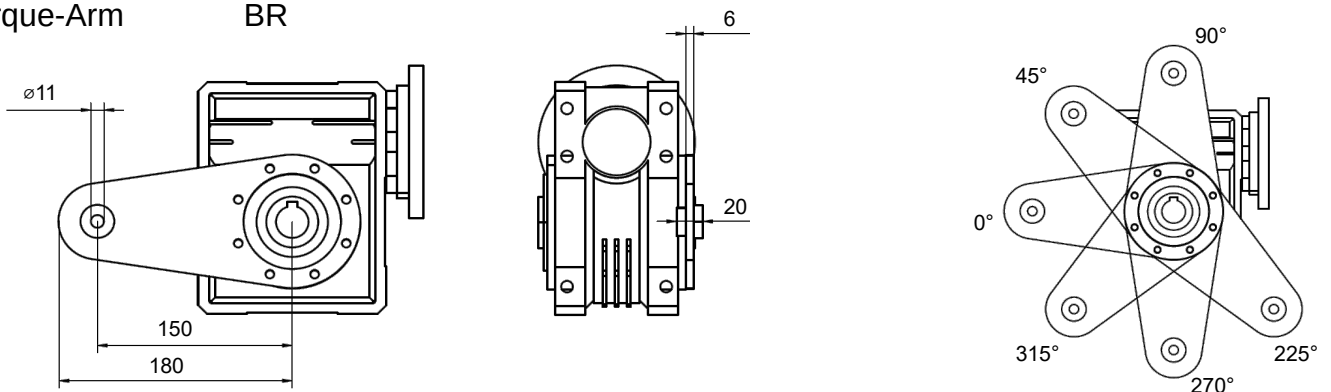
Flange



Type	A	B	C	D	E	F	G
FC	180	150	115	11	86	11	5
F	180	150	115	11	116	11	5
F1	200	165	130	13	110	13	7
F2	175	150	115	11	124	13	7
F3	160	130	110	10	90	11	5

Torque-Arm

BR

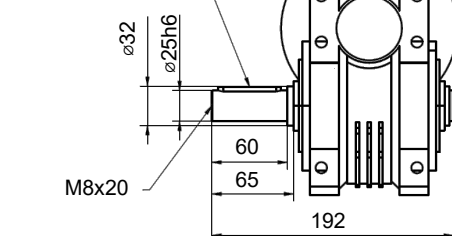


Output shaft

S

D

DIN 6885 – A - 8



DIN 6885 – A - 8

M8x20

