

# KQG075

## 276Nm

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

| Output speed<br>n2<br>(1/min) | Ratio<br>i | Motor power<br>P1<br>(kW) | Output torque<br>M2<br>(Nm) | Maximum torque<br>Mn2 (Nm) | Dynamic efficiency<br>$\eta$ (%) | Service factor<br>fs | 71<br>B5 | 80<br>B14/<br>B5 | 90<br>B14/<br>B5 | 100/112<br>B14/<br>B5 |
|-------------------------------|------------|---------------------------|-----------------------------|----------------------------|----------------------------------|----------------------|----------|------------------|------------------|-----------------------|
| 200                           | 7          | 4                         | 170                         | 187                        | 90                               | 1,1                  | B        | B                | ✓                | ✓                     |
| 140                           | 10         | 3                         | 175                         | 228                        | 86                               | 1,3                  | B        | B                | ✓                | ✓                     |
| 94                            | 15         | 3                         | 250                         | 250                        | 83                               | 1                    | B        | B                | ✓                | ✓                     |
| 70                            | 20         | 2,2                       | 240                         | 240                        | 80                               | 1                    | B        | B                | ✓                | ✓                     |
| 56                            | 25         | 1,8                       | 250                         | 250                        | 82                               | 1                    | B        | ✓                | ✓                | -                     |
| 47                            | 30         | 1,5                       | 230                         | 276                        | 76                               | 1,2                  | B        | ✓                | ✓                | -                     |
| 35                            | 40         | 1,1                       | 215                         | 258                        | 72                               | 1,2                  | B        | ✓                | ✓                | -                     |
| 28                            | 50         | 1,1                       | 220                         | 198                        | 59                               | 0,9                  | B        | ✓                | ✓                | -                     |
| 24                            | 60         | 0,75                      | 200                         | 200                        | 68                               | 1                    | B        | ✓                | ✓                | -                     |
| 18                            | 80         | 0,55                      | 180                         | 180                        | 62                               | 1                    | ✓        | ✓                | -                | -                     |
| 14                            | 100        | 0,37                      | 140                         | 154                        | 56                               | 1,1                  | ✓        | ✓                | -                | -                     |

B = input with bushing/ Eingang mit Reduzierhülse

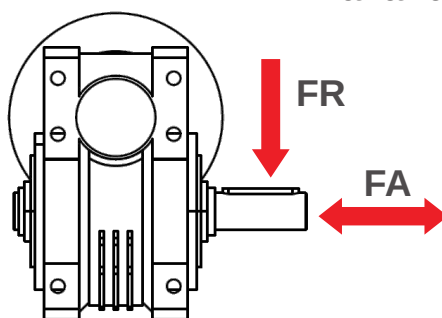
#### Lubrication

Syntetic  
SHC Gear 320-VG320

B3, B6, B7, B8, V5, V6

0,52 Liters

#### Axial and radial loads



| n2<br>(1/min) | FA<br>(N) | FR<br>(N) |
|---------------|-----------|-----------|
| 200           | 750       | 1810      |
| 140           | 750       | 2280      |
| 94            | 750       | 2930      |
| 70            | 750       | 3410      |
| 56            | 750       | 3600      |
| 47            | 750       | 4060      |
| 35            | 750       | 4670      |
| 28            | 750       | 5250      |
| 24            | 750       | 5250      |
| 18            | 750       | 5250      |
| 14            | 750       | 5250      |

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.

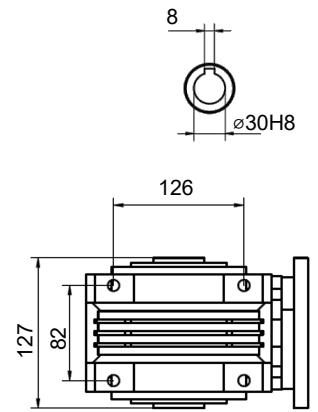
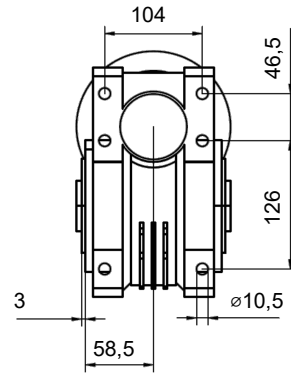
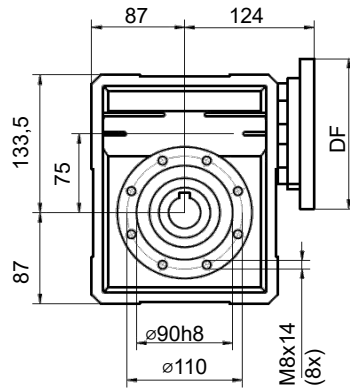
The gears are filled with synthetic high-performance oil for their economic lifespan.  
For installation positions V5 and V6, a special configuration can be required, which is why we ask for consultation.

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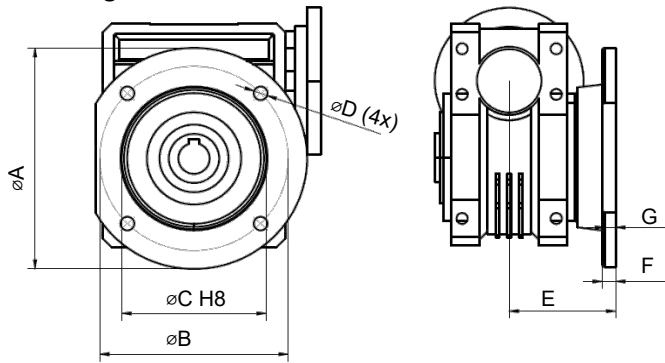
## 276Nm

Aluminum housing – 9,2kg

| IEC Input  | DF  |
|------------|-----|
| 80B14      | 120 |
| 90B14      | 140 |
| 100/112B14 | 160 |
| 71B5       | 160 |
| 80/90B5    | 200 |
| 100/112B5  | 250 |



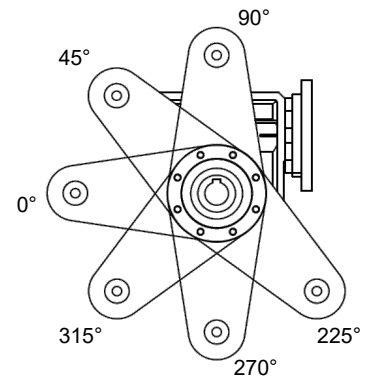
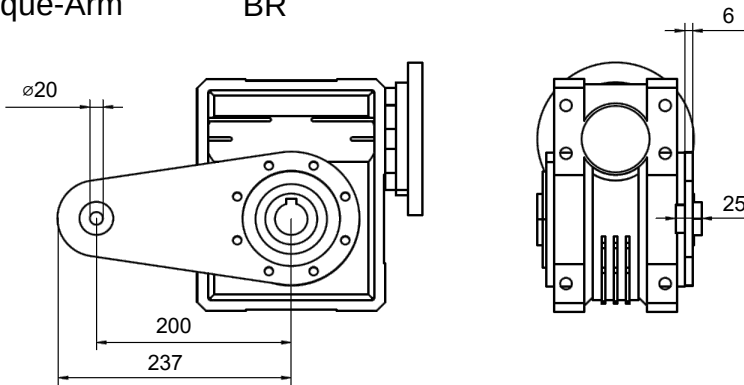
### Flange



| Type | A   | B   | C   | D  | E   | F  | G |
|------|-----|-----|-----|----|-----|----|---|
| FC   | 200 | 165 | 130 | 12 | 85  | 12 | 5 |
| FL   | 200 | 165 | 130 | 12 | 111 | 12 | 5 |
| FE   | 160 | 130 | 110 | 11 | 85  | 12 | 5 |

### Torque-Arm

BR



### Output shaft

S

D

