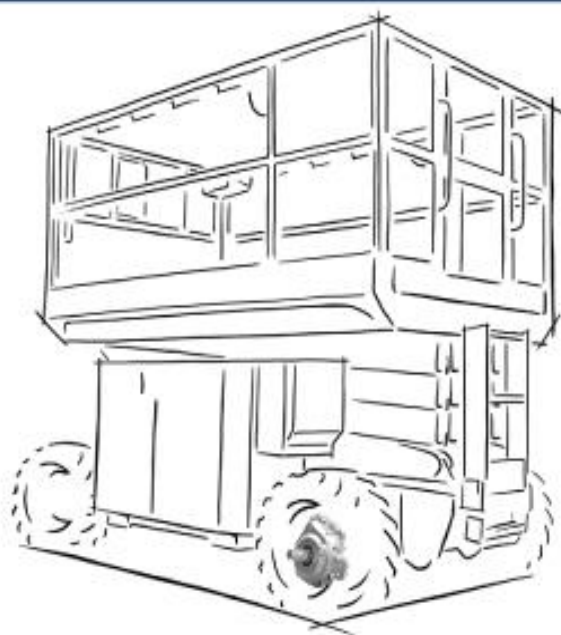




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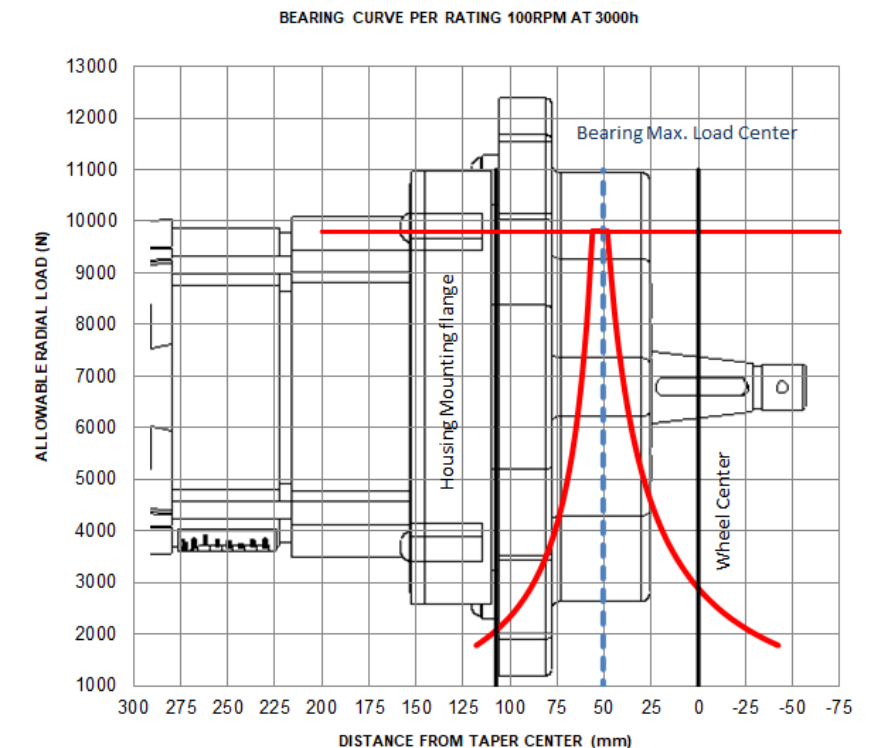
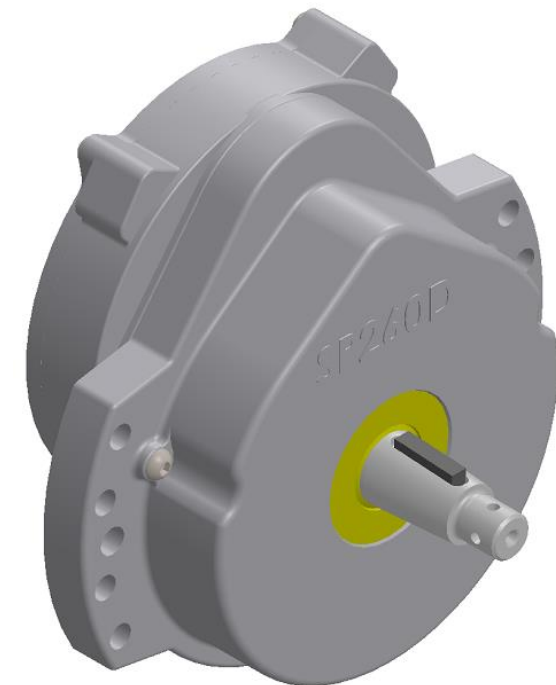
SP260D Wheel Drive Double Reduction

SP260D Wheel Drive Double Reduction				
Max. Continuous torque ¹⁾	1,106 in-lbf	125 Nm		
Max. intermittent torque	2,212 in-lbf	250 Nm		
Max. input speed	5,000 RPM			
Approximate weight	8.8 lbs	4.0 kg		
Approximate oil capacity	10.1 fl oz	0.3 L		
Feature Chart				
Feature	GEAR RATIO	MAX OUTPUT TORQUE (Nm)	Code	Sample
GEAR RATIO & MAX OUTPUT TORQUE	50.94	250	51	SP250D51
INPUT ²⁾	Motor Pilot	Motor Mount		SP250D51HL
	ϕ5.79"	4XM6 on ϕ6.14' B.C	HL	
MOTOR COUPLING	Teeth	Module		SP250D51HL11
	11T	0.9	11	
OUTPUT	Taper with flange		T1	SP250D51HL11T2
	Without flange		T2	

¹⁾ Continuous unit rating is dependent on life requirements, duty cycle and ambient surroundings affecting heat dissipation. Customer testing for specific applications is strongly

²⁾ O-rings for motor/brake port interface not included

³⁾ Length under stud head to end of thread equals usable stud length plus housing flange

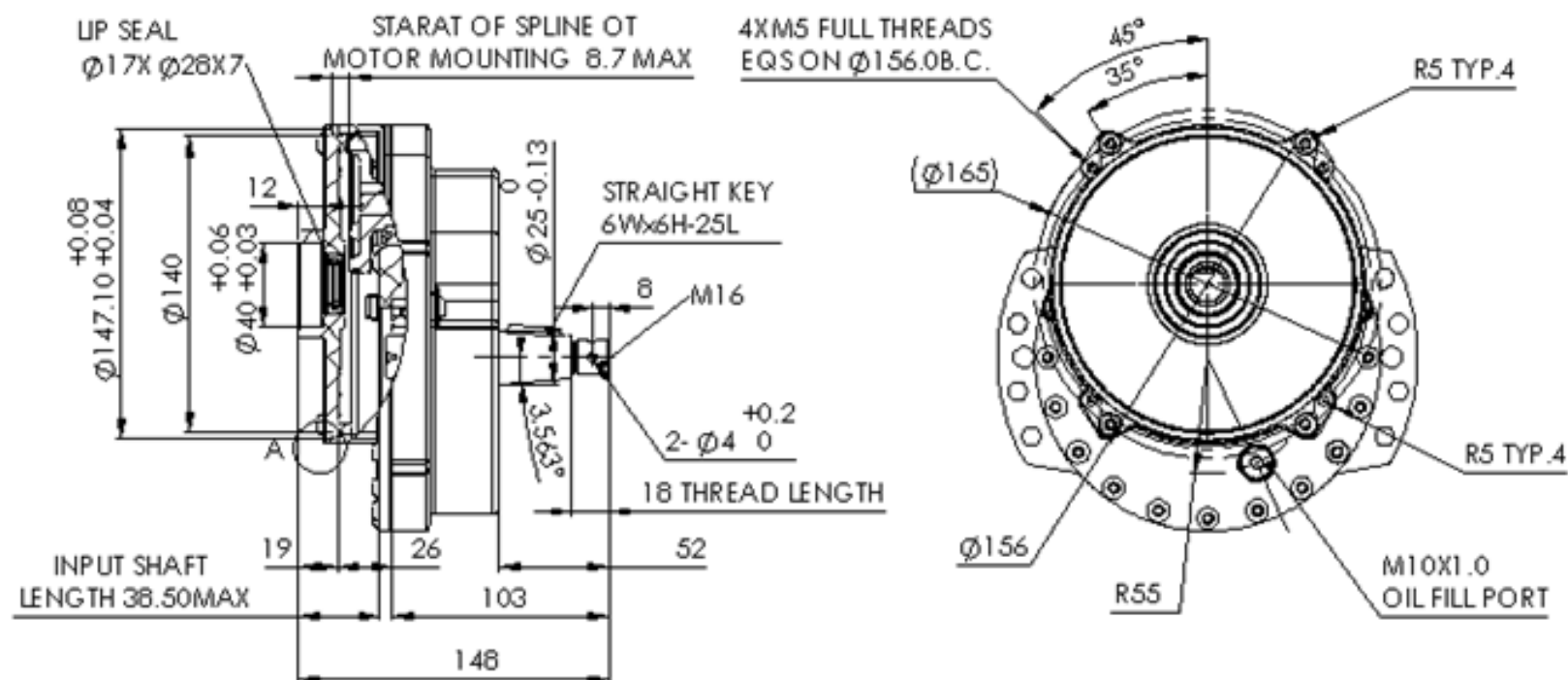


Note: These bearing curves are supplied for design purposes only relating to radial load. They illustrate the importance of maintaining load properly over the bearing center.

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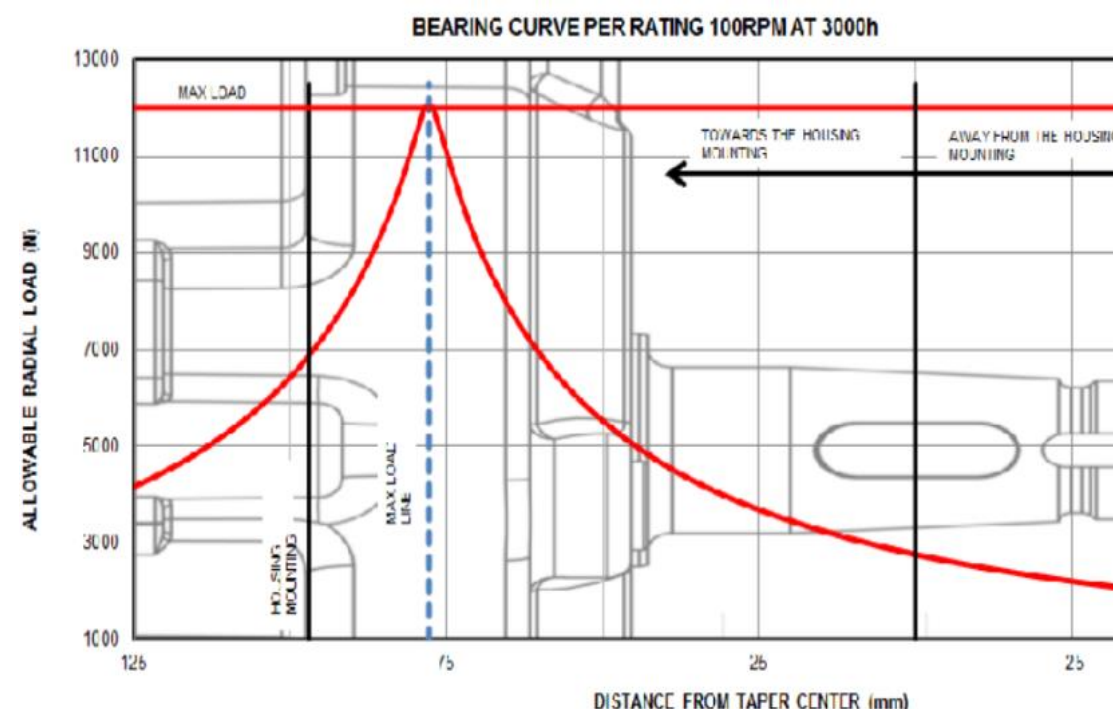
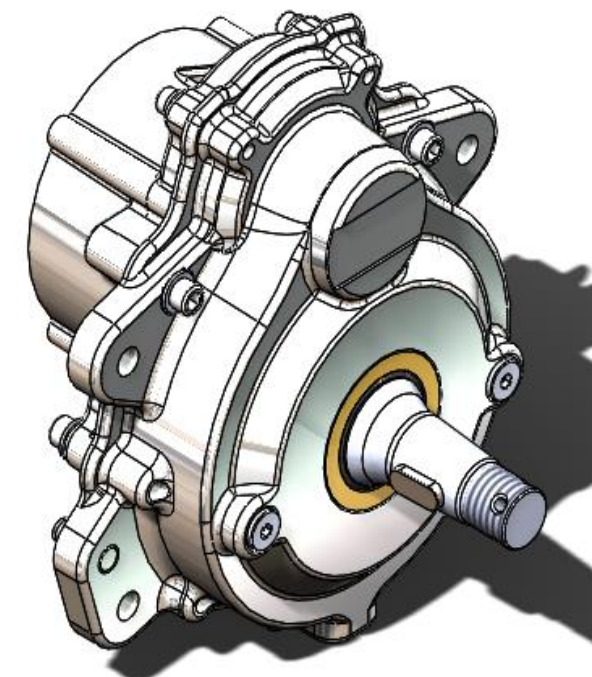


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SP400D Wheel Drive Double Reduction

SP400D Wheel Drive Double Reduction				
Max. Continuous torque ¹⁾	1,905 in-lbf	215 Nm		
Max. intermittent torque	3,805 in-lbf	430 Nm		
Max. input speed	5,000 RPM			
Approximate weight	14.3 lbs	6.5 kg		
Approximate oil capacity	16.9 fl oz	0.5 L		
Feature Chart				
Feature	GEAR RATIO	MAX OUTPUT TORQUE (Nm)	Code	Sample
GEAR RATIO & MAX OUTPUT TORQUE	20.66	162	21	SP400D51
	27.97	220	28	
	35.93	282	36	
	42.55	334	43	
	50.93	400	51	
INPUT ²⁾	Motor Pilot	Motor Mount		SP400D51GN
	ϕ4.21"	4xM6 on ϕ4.39" B.C	HL	
	ϕ5.31'	4xM6 on ϕ5.98' B.C.	GN	
MOTOR COUPLING	Teeth	Module		SP400D51GN11
	11T	0.9	11	
OUTPUT	Taper with flange		T1	SP400D51GN11T2
	Without flange		T2	
¹⁾ Continuous unit rating is dependent on life requirements, duty cycle and ambient surroundings affecting heat dissipation. Customer testing for specific applications is strongly				
²⁾ O-rings for motor/brake port interface not included				
³⁾ Length under stud head to end of thread equals usable stud length plus housing flange				

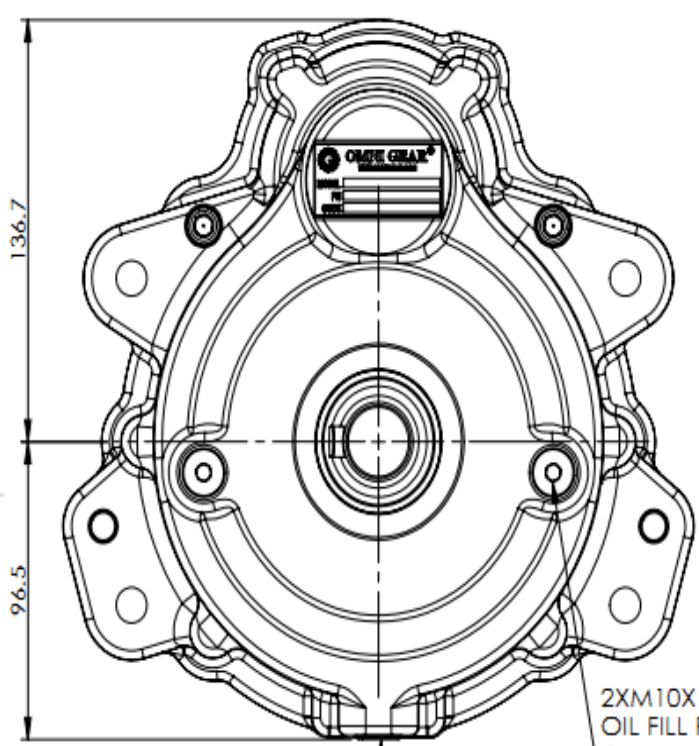


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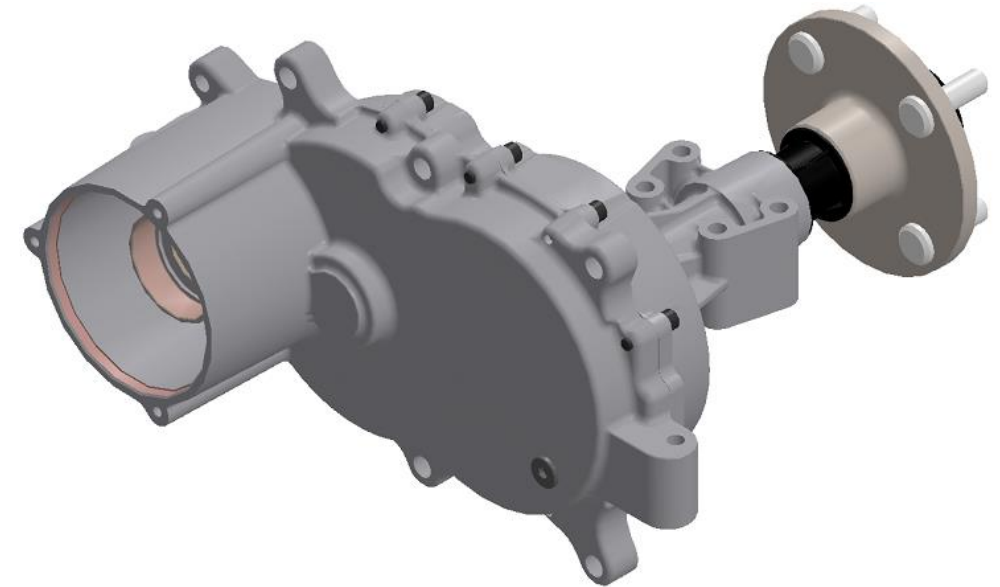
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MP500 Wheel Drive Double Reduction

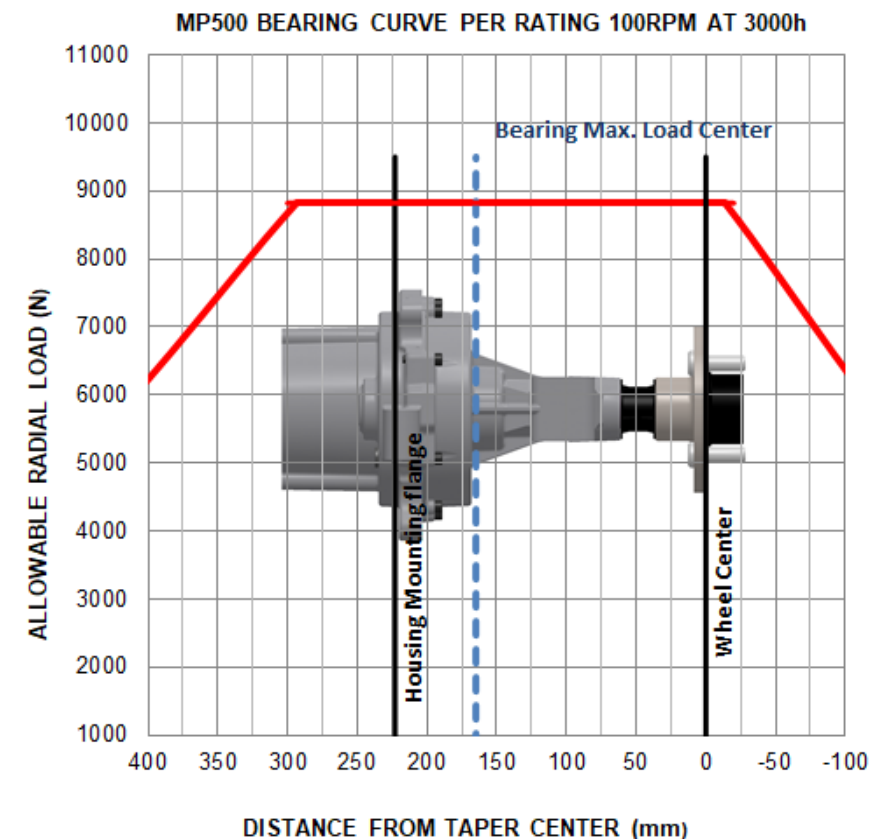


MP500 Wheel Double Triple Reduction				
Max. Continuous torque ¹⁾	2,213 in-lbf	250 Nm		
Max. intermittent torque	4,425 in-lbf	500 Nm		
Max. input speed	5,000 RPM			
Approximate weight	21.0 lbs	9.5 kg		
Approximate oil capacity	20.1 fl oz	0.6 L		
Feature Chart				
Feature	GEAR RATIO	MAX OUTPUT TORQUE (Nm)	Code	Sample
GEAR RATIO & MAX OUTPUT TORQUE	44.20	500	44.2	MP500T44
	-	-	-	
	-	-	-	
	-	-	-	
	-	-	-	
INPUT ²⁾	Motor Pilot	Motor Mount		MP500T44GN
	Ø4.65"	3xM6 on Ø4.69"B.C.	GN	
MOTOR COUPLING	Teeth	Module		MP500T44GN12
	12T	1.365	12	
OUTPUT	Piolt	Stud		MP500T44GN12AF
	Ø4.0"	4x 1/2"-20UNF on	AF	
	-	-	-	

¹⁾ Continuous unit rating is dependent on life requirements, duty cycle and ambient surroundings affecting heat dissipation. Customer testing for specific applications is strongly

²⁾ O-rings for motor/brake port interface not included

³⁾ Length under stud head to end of thread equals usable stud length plus housing flange



Note: These bearing curves are supplied for design purposes only relating to radial load. They illustrate the importance of maintaining load properly over the bearing center.

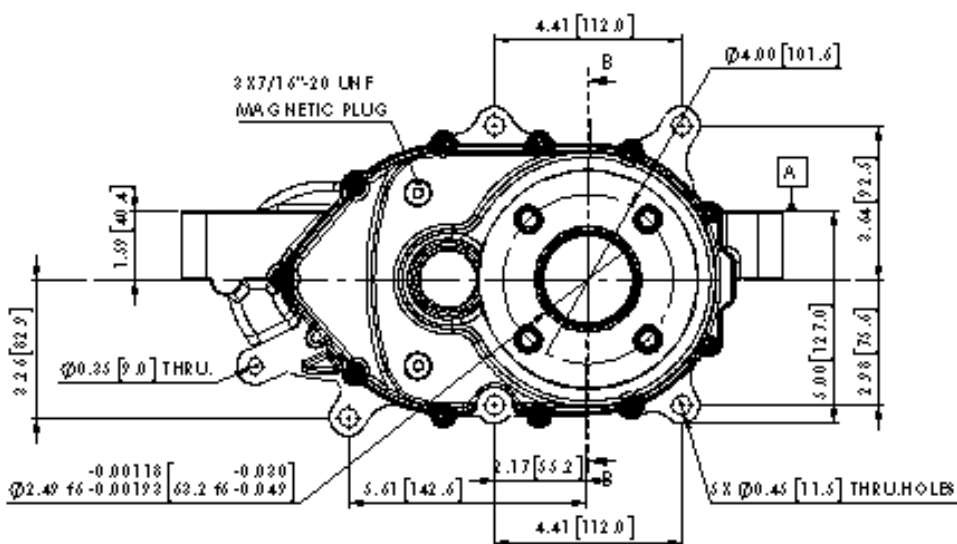
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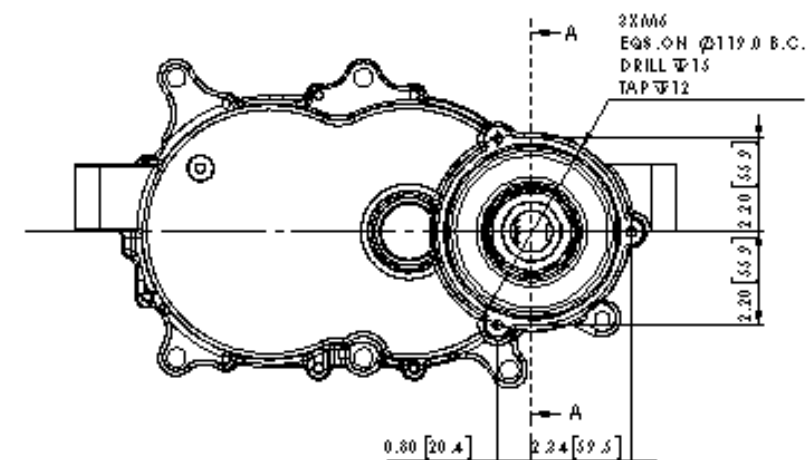
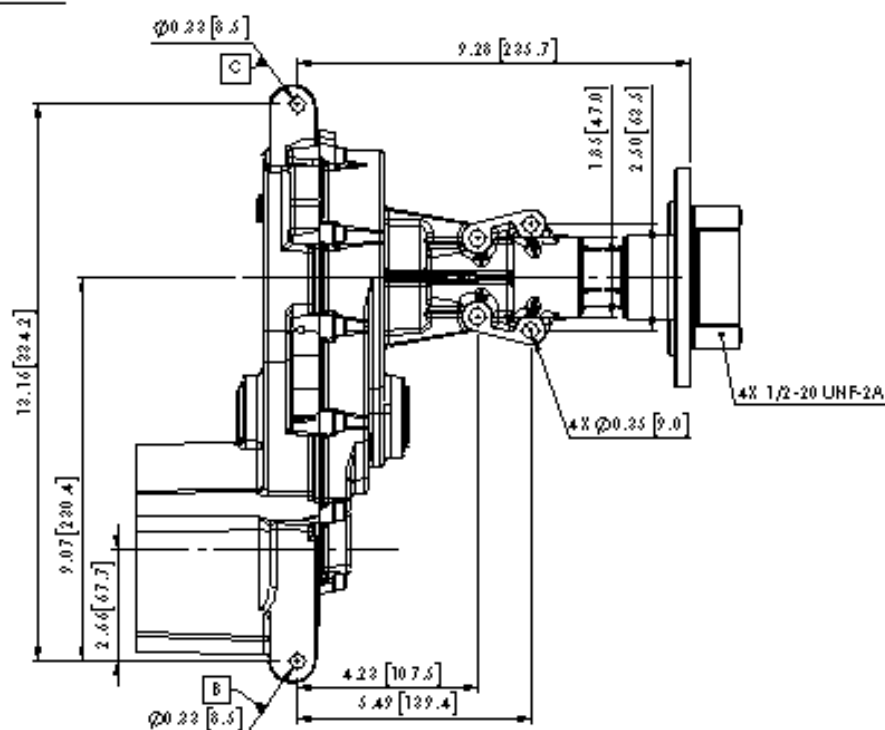
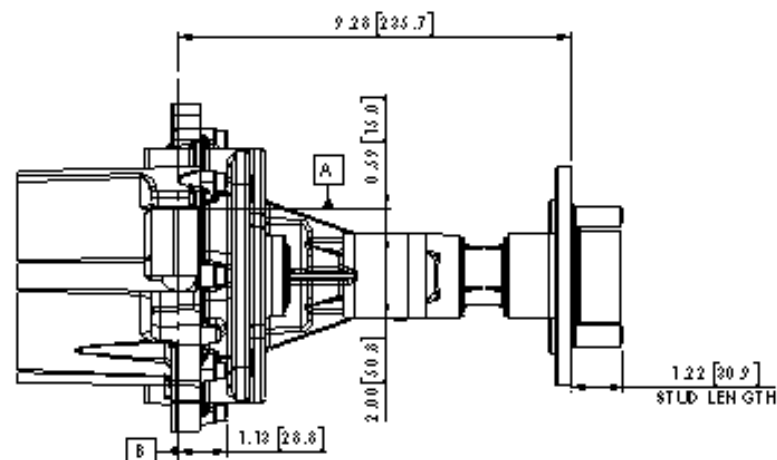
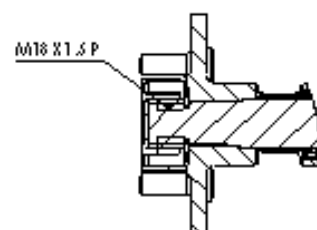
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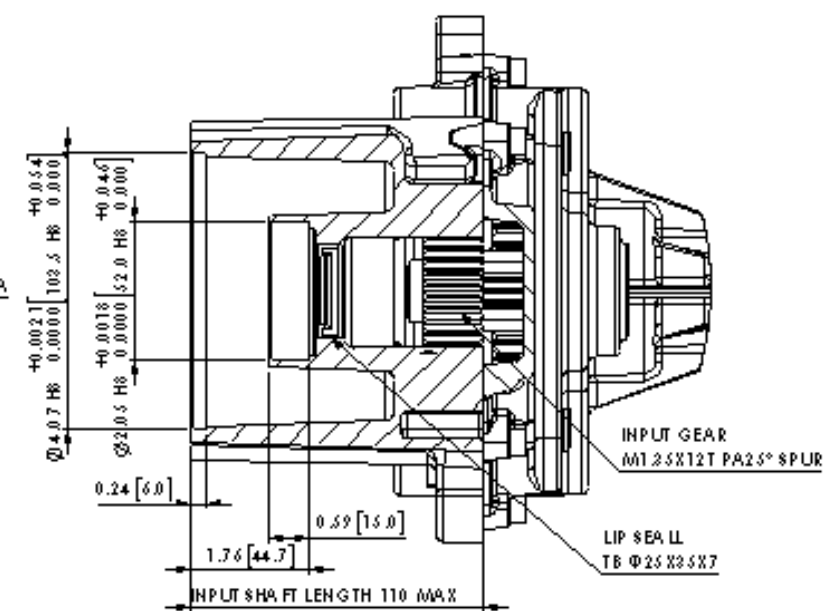
MP500 Wheel Drive Double Reduction



SECTION B-B



SECTION A-A



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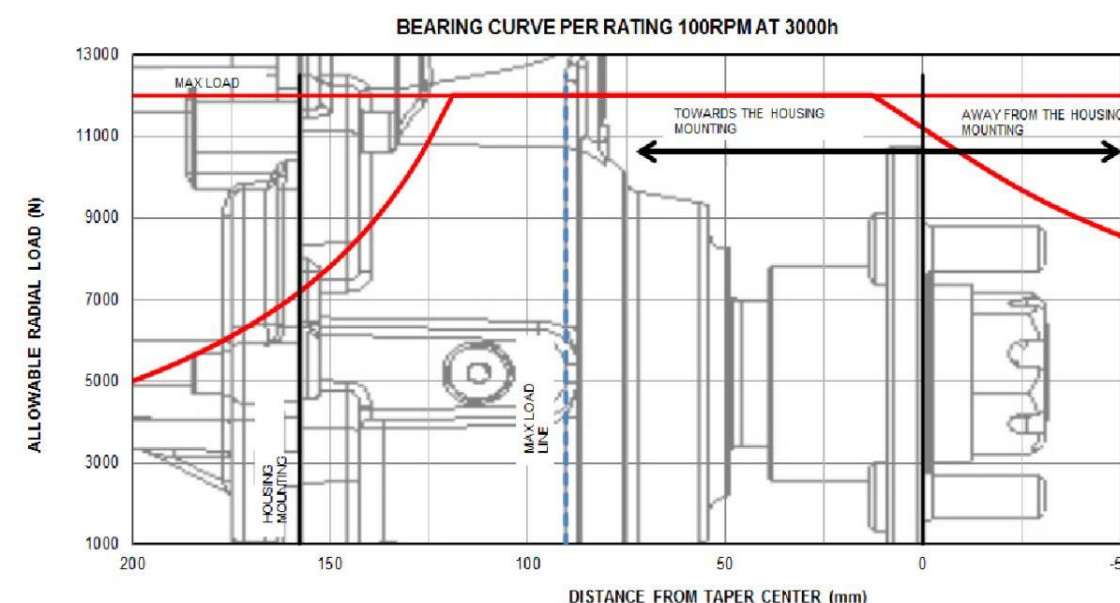
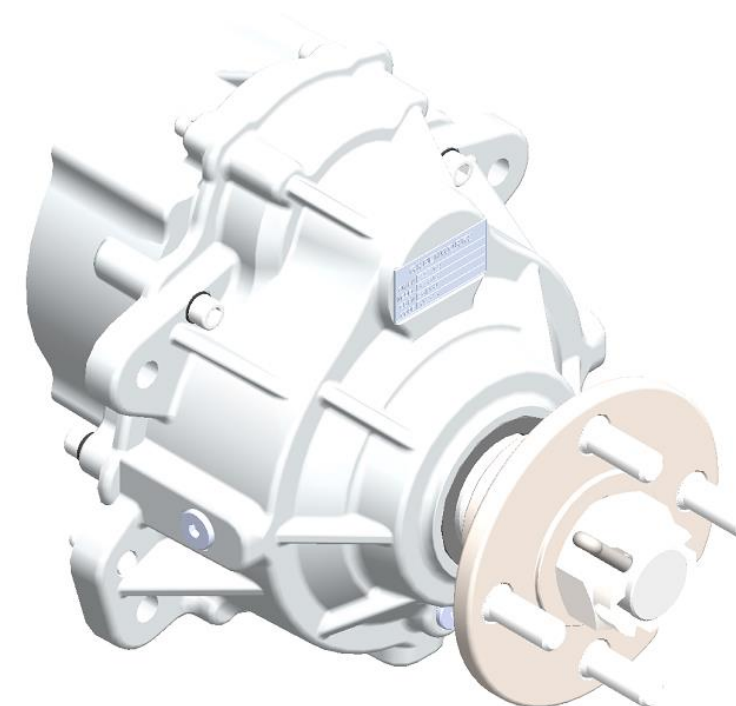
SP600D Wheel Drive Double Reduction

SP600D Wheel Drive Double Reduction				
Max. Continuous torque ¹⁾	2,832 in-lbf	320 Nm		
Max. intermittent torque	5,310 in-lbf	600 Nm		
Max. input speed	5,000 RPM			
Approximate weight	33.2 lbs	15.0 kg		
Approximate oil capacity	20.3 fl oz	0.6 L		
Feature Chart				
Feature	GEAR RATIO	MAX OUTPUT TORQUE (Nm)	Code	Sample
GEAR RATIO & MAX OUTPUT TORQUE	20.86	350	21	SP600D36
	24.43	410	24	
	32.00	530	32	
	36.00	600	36	
INPUT ²⁾	Motor Pilot	Motor Mount		SP600D36GN
	ø5.39"	4XM6 on ø 6.06" B.C	GN	
MOTOR COUPLING	Teeth	Module		SP600D36GN11
	11T	1	11	
OUTPUT	Taper with flange		T1	SP600D36GN11T1
	Without flange		T2	

¹⁾ Continuous unit rating is dependent on life requirements, duty cycle and ambient surroundings affecting heat dissipation. Customer testing for specific applications is strongly recommended.

²⁾ O-rings for motor/brake port interface not included

³⁾ Length under stud head to end of thread equals usable stud length plus housing flange



Note: These bearing curves are supplied for design purposes only relating to radial load. They illustrate the importance of maintaining load properly over the bearing center.

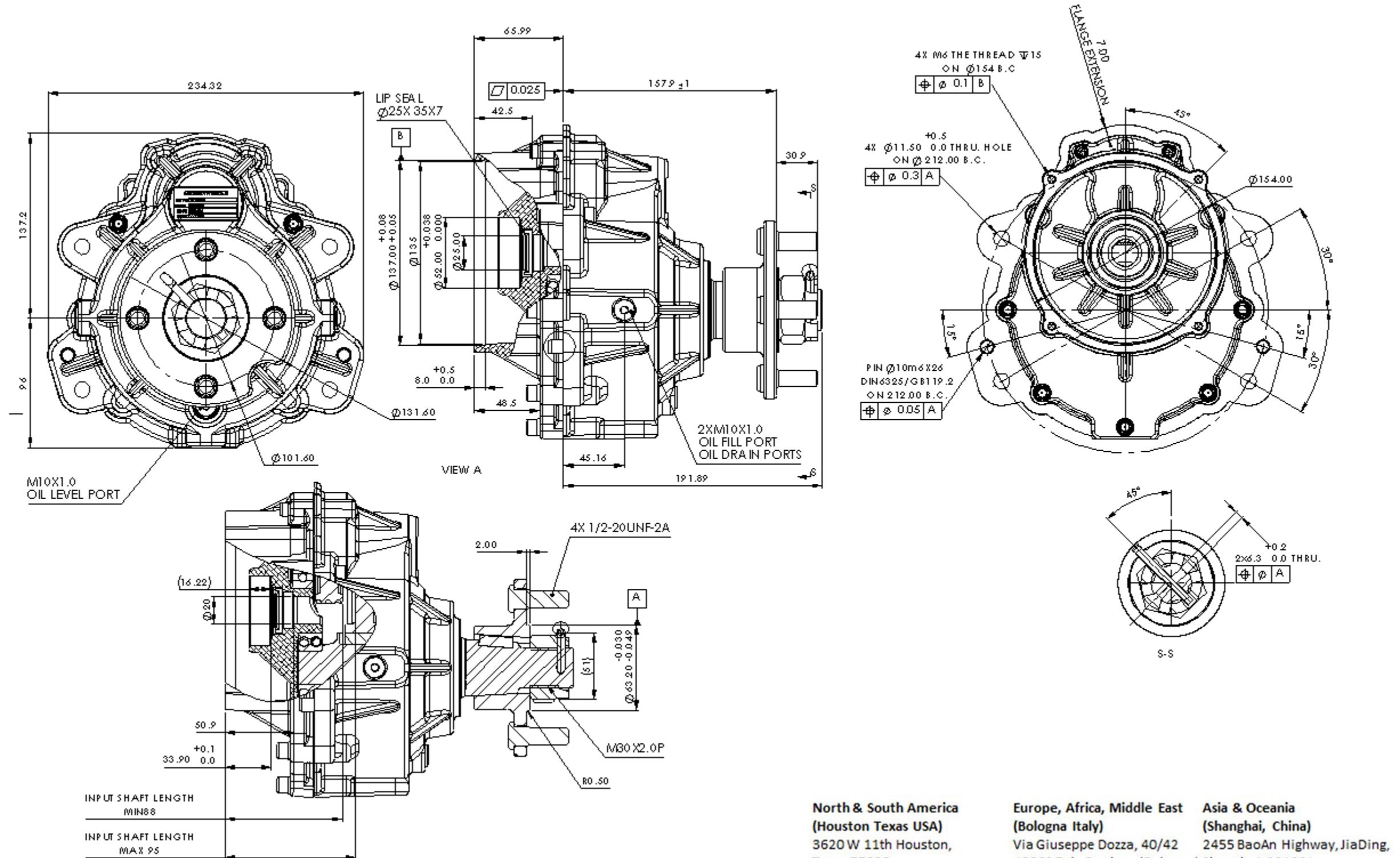
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SP600D Wheel Drive Double Reduction



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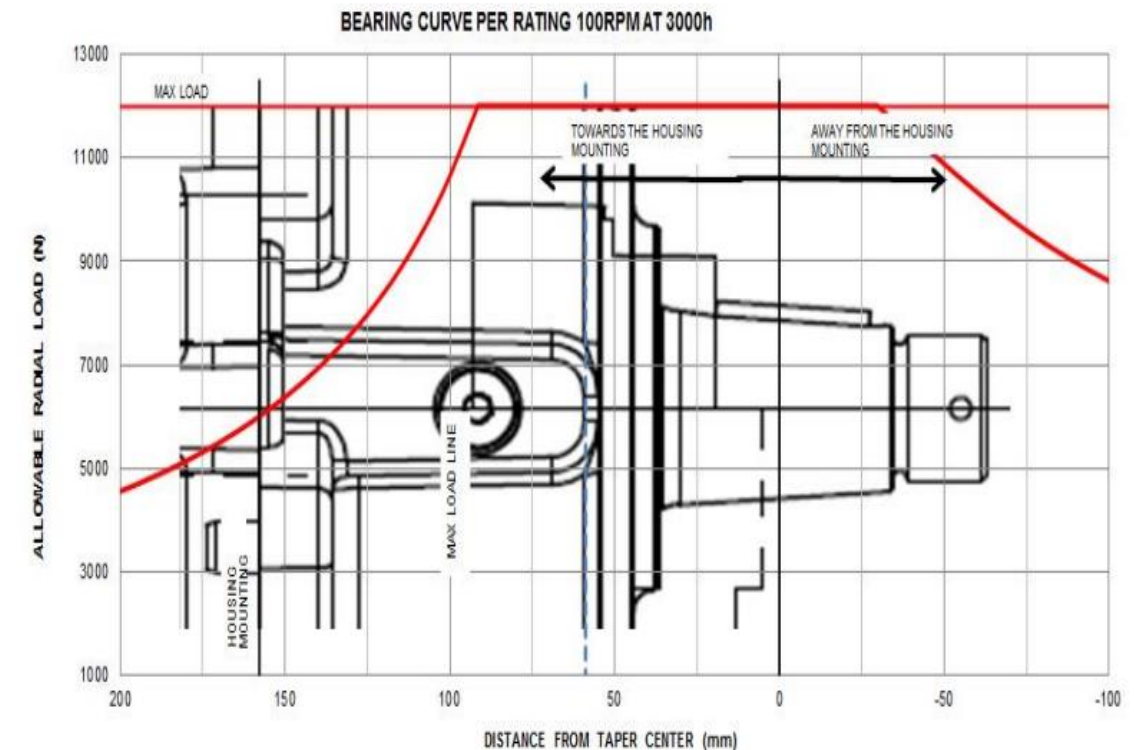
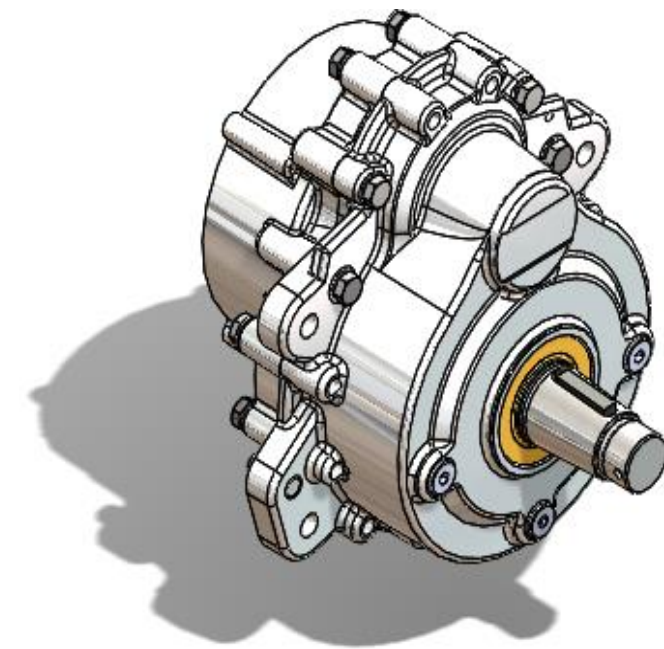
SP1200D Wheel Drive Double Reduction

SP1200D Wheel Drive Double Reduction				
Max. Continuous torque ¹⁾	5,310 in-lbf	600 Nm		
Max. intermittent torque	10,620 in-lbf	1,200 Nm		
Max. input speed	5,000 RPM			
Approximate weight	37.6 lbs	17.0 kg		
Approximate oil capacity	23.7 fl oz	0.7 L		
Feature Chart				
Feature	GEAR RATIO	MAX OUTPUT TORQUE (Nm)	Code	Sample
GEAR RATIO & MAX OUTPUT TORQUE	20.01	550	20	SP1200D44
	25.46	670	25	
	31.34	860	31	
	36.66	1005	37	
	43.75	1200	44	
INPUT ²⁾	Motor Pilot	Motor Mount		SP1200D44GN
	ø5.31"	4XM6 on ø5.98" B.C	GN	
MOTOR COUPLING	Teeth	Module		SP1200D44GN10
	10T	1.1567	10	
OUTPUT	Taper with flange	T1		SP1200D44GN10T2
	Without flange	T2		

¹⁾ Continuous unit rating is dependent on life requirements, duty cycle and ambient surroundings affecting heat dissipation. Customer testing for specific applications is strongly recommended.

²⁾ O-rings for motor/brake port interface not included

³⁾ Length under stud head to end of thread equals usable stud length plus housing flange

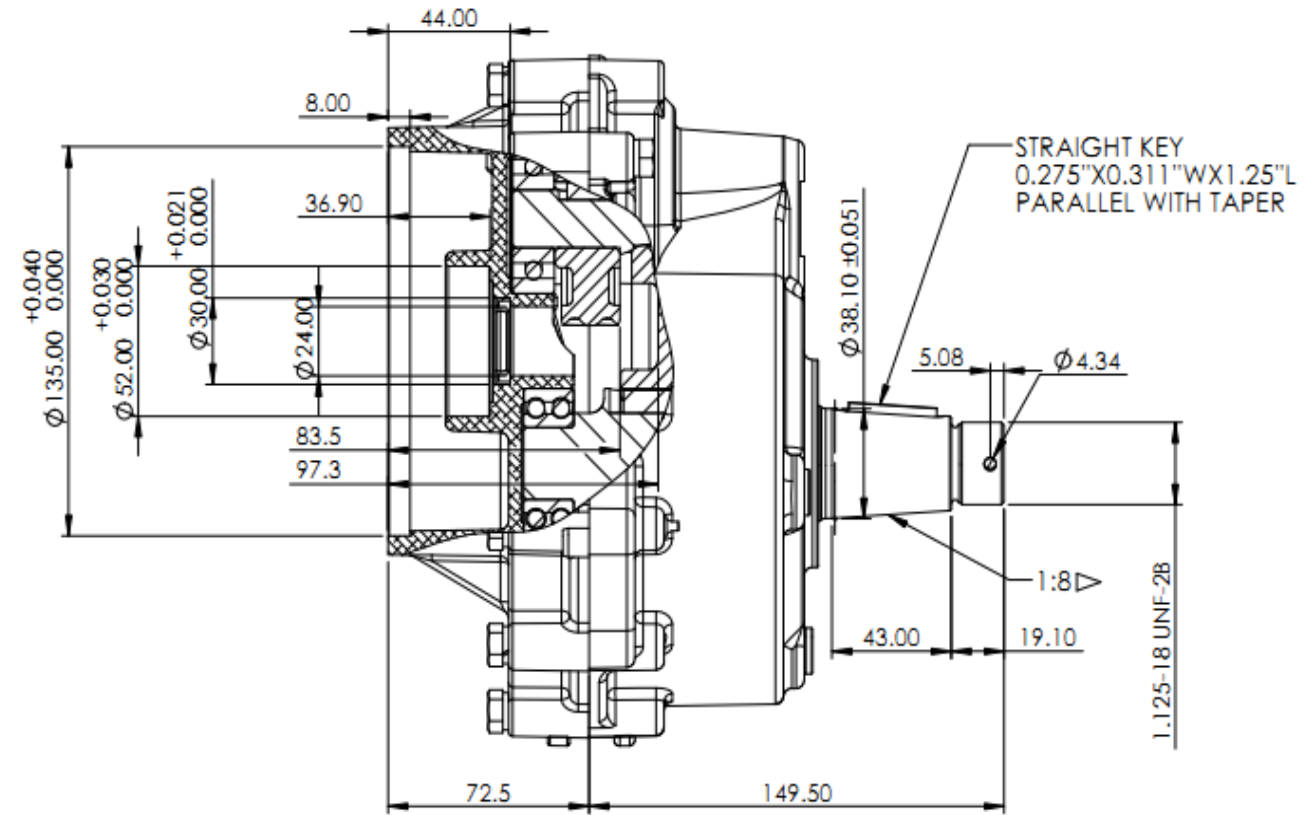


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Appendix: Application Instruction

To adjust life for loads and speeds other than shown on the curve

Life Factor (LF) =

$$\frac{SF \times R}{R'}$$

R = Allowable resultant load for a given location from the mounting flange

R' = Anticipated load at location from mounting flange

SF = Speed factor from table

Speed Factors		Bearing Life	
Output Speed		Life Factor	
(RPM)	SF	(LF)	Hours
5	2.456	0.584	500
10	1.944	0.719	1000
20	1.620	0.812	1500
30	1.435	0.886	2000
40	1.316	0.947	2500
50	1.231	1.000	3000
60	1.165	1.047	3500
70	1.113	1.090	4000
80	1.069	1.130	4500
90	1.032	1.116	5000
100	1.000	1.231	6000
200	0.812	1.289	7000
300	0.719	1.342	8000
400	0.659	1.390	9000
500	0.617	1.435	10000

1) Continuous unit rating is dependent on life requirements, duty cycle and ambient surroundings affecting heat dissipation. Customer testing for specific applications is strongly recommended.

2) O-rings for motor/brake port interface not included

3) Length under stud head to end of thread equals usable stud length plus housing flange thickness

CAUTION: The same torsional load parameters used in calculating the driving mode must be used in the braking mode!

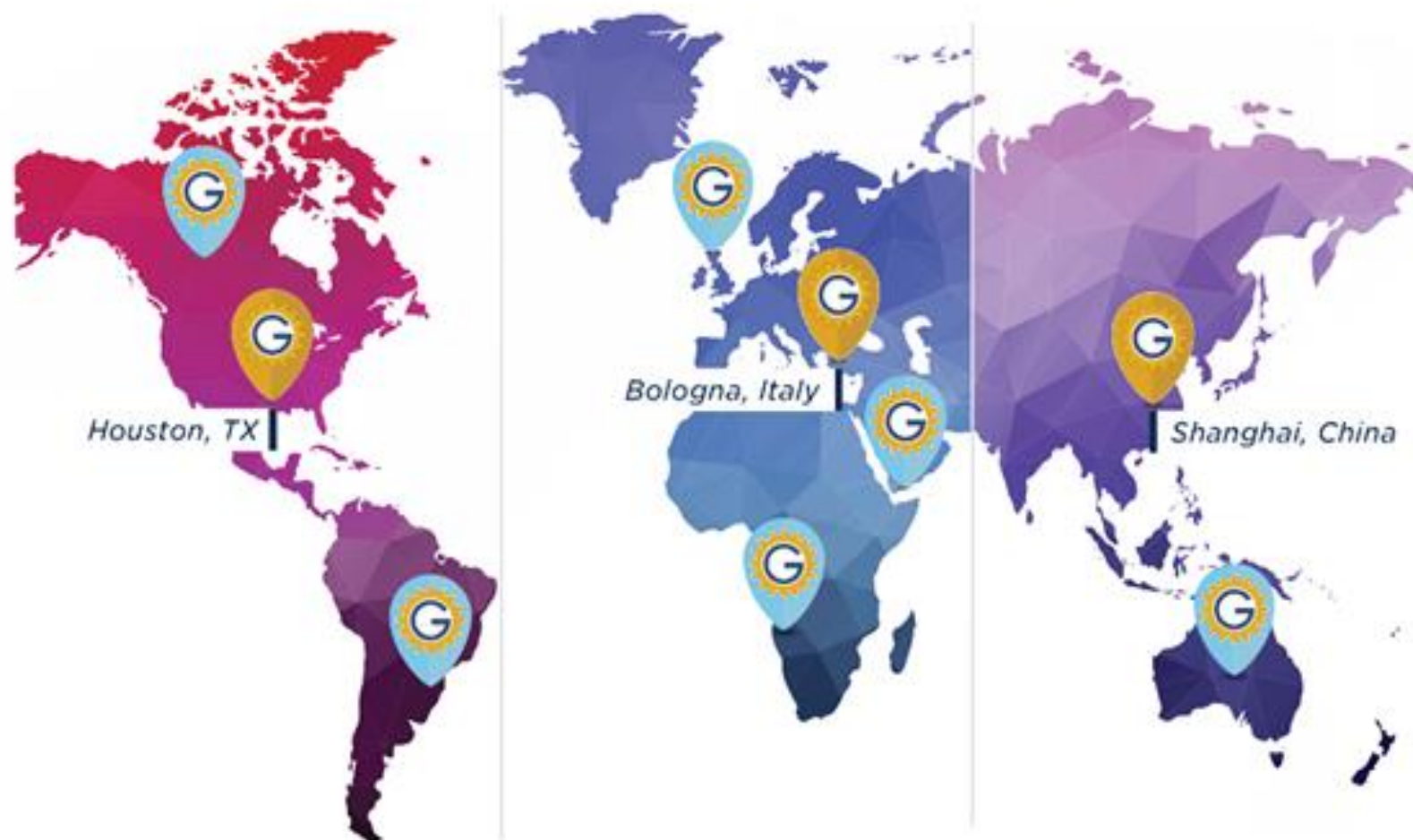
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