

RV[®]

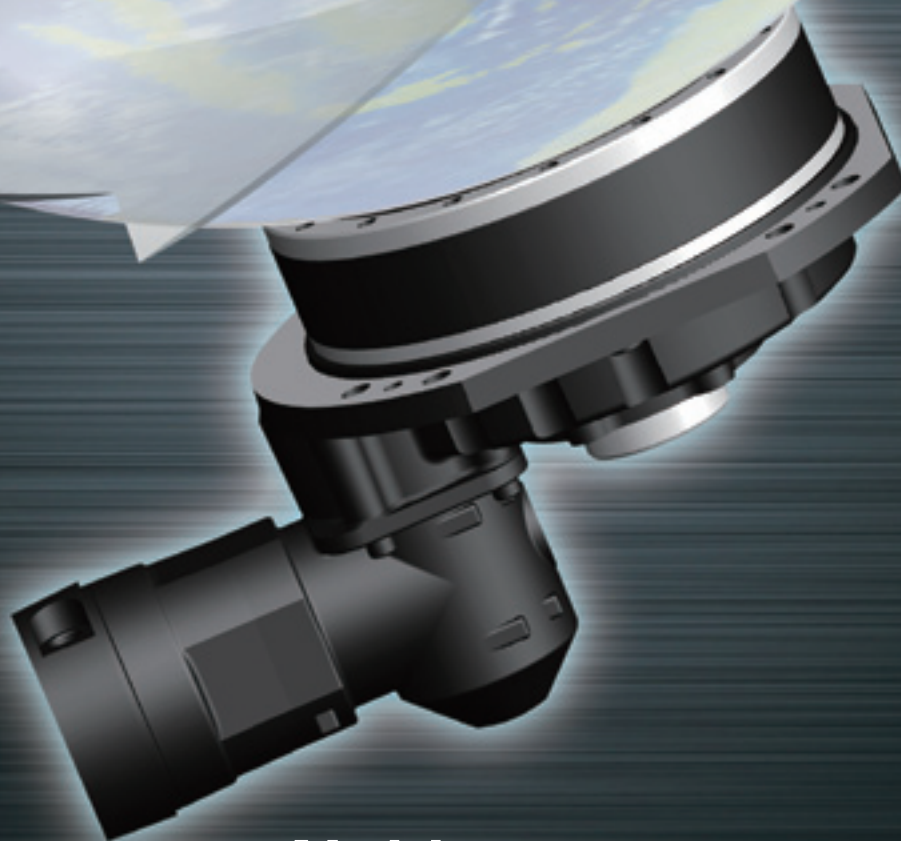


ISO 9001
JQA-1190

Precision Reduction Gear RV[™]
Precision Gearhead

RD2

RD2 Series

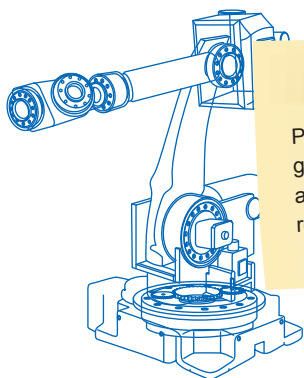


Nabtesco



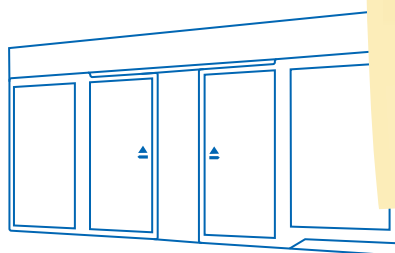
Contributing to Society with Our 'Moving it. Stopping it.' Technologies

Nabtesco manufactures products which are used in everyday life. Our high-accuracy components are essential for moving objects; they may be rarely visible, but are the foundation of everyday objects that you see moving and wonder how. Nabtesco's technologies are found throughout objects that move and stop people's lives.



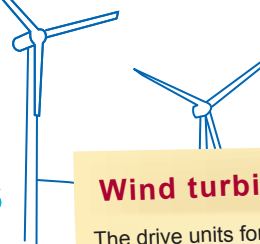
Robots

Precision reduction gears precisely move and stop industrial robots.



Doors

Nabtesco technology opens and closes automatic doors in buildings and platform doors at train stations.

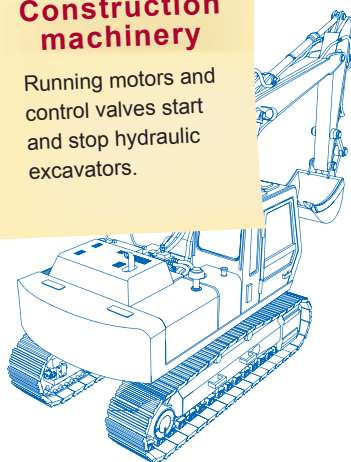


Wind turbines

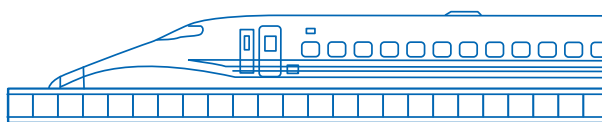
The drive units for wind turbine generators control the orientation of the wind turbine and the angle of the blades.

Construction machinery

Running motors and control valves start and stop hydraulic excavators.

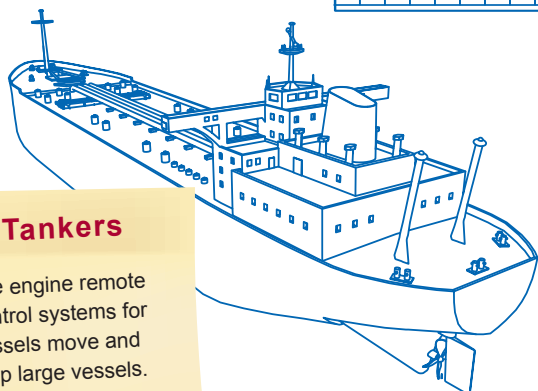


Nabtesco technologies are at work in many areas of our daily lives.



Shinkansen bullet trains

Brakes and doors ensure safety and comfort for the world-famous Shinkansen bullet trains.



Tankers

The engine remote control systems for vessels move and stop large vessels.



Airplanes

The flight control systems are crucial for the flight safety of aircraft.

C O N T E N T S

Who is Nabtesco?

The key word of Nabtesco is 'motion control.' We use our strengths in the fields of component and systems technologies to develop highly creative products. Through the Nabtesco Group as a whole, we can also utilize our advantage of expertise to maximum effect in order to further enhance these strengths.

In the air, on land and at sea, we have a leading share in various fields of both international and domestic markets. Nabtesco will continue to evolve by utilizing its strengths in many fields and by exploring the possibilities of the future.



Nabtesco

April 2002 Initiation of hydraulic equipment business alliance
October 2003 Business merger

The business alliance between Teijin Seiki and NABCO on hydraulic equipment projects was the beginning of a mutual confirmation by the companies of the other's product configuration, core technologies, corporate strategies and corporate culture. This led to a common recognition that a business merger would be an extremely effective means of increasing corporate value and achieving long-term development. Based on this mutual judgment, in 2003 an equity transfer was conducted to establish Nabtesco as a pure holding company, with both firms as wholly owned subsidiaries. After a year of preparation, both companies were absorbed and amalgamated by means of a short form merger, and Nabtesco was transitioned to an operating holding company.

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Motor flange / bushing

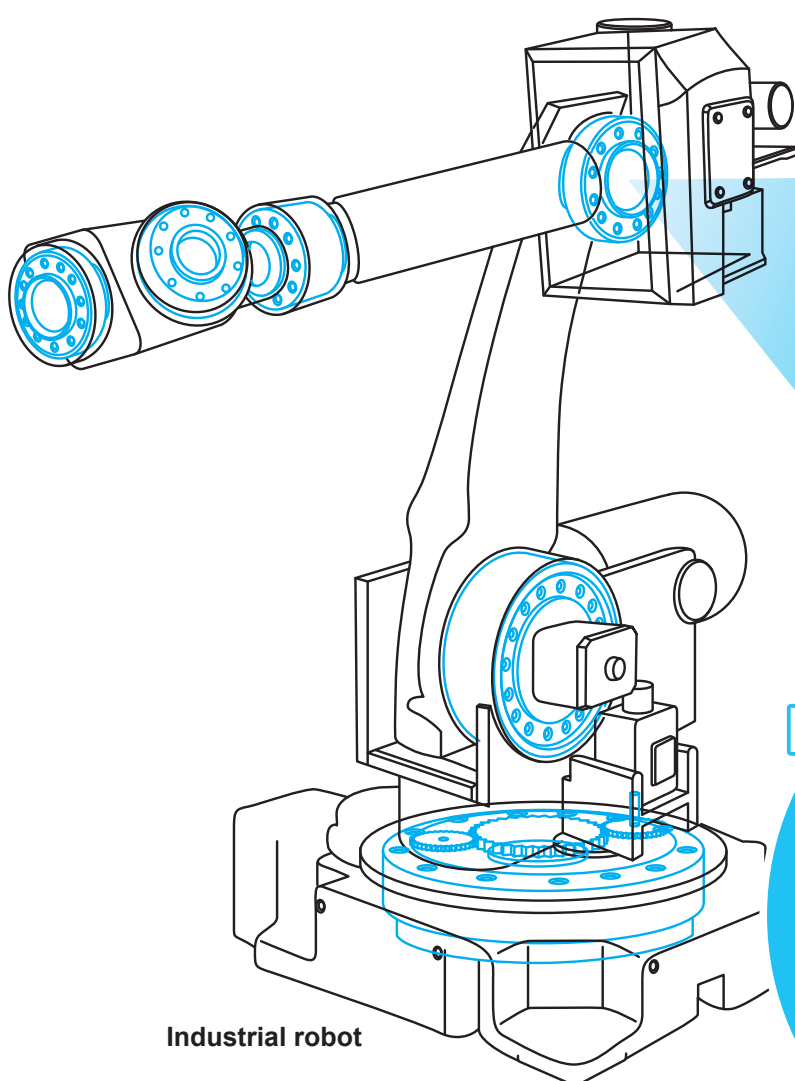
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RD2: The gear that will change everything

A highly developed Precision Reduction Gear RV™ that offers high quality, high performance and ease of use.



Industrial robot



Precision Reduction Gear RV™

Precision Reduction Gear RV enables the precision movements of industrial robots and also ensures their strength. Precision Reduction Gear RV has been praised for being compact and lightweight while offering high precision and rigidity. Since its debut in 1985, Precision Reduction Gear RV has been selected for use by most major industrial robot manufacturers around the world.

Market share

Industrial robot (vertical articulated robot) joints — **60% share of global market *1**

Machine tool ATC drive units — **80% share of Japanese market *2**

*1/2 Based on Nabtesco studies

*2 Only for units with precision reduction gears



Precision Gearhead RD2 Series

Nabtesco took Precision Reduction Gear RV, the most advanced in the industry, and created the RD Series.

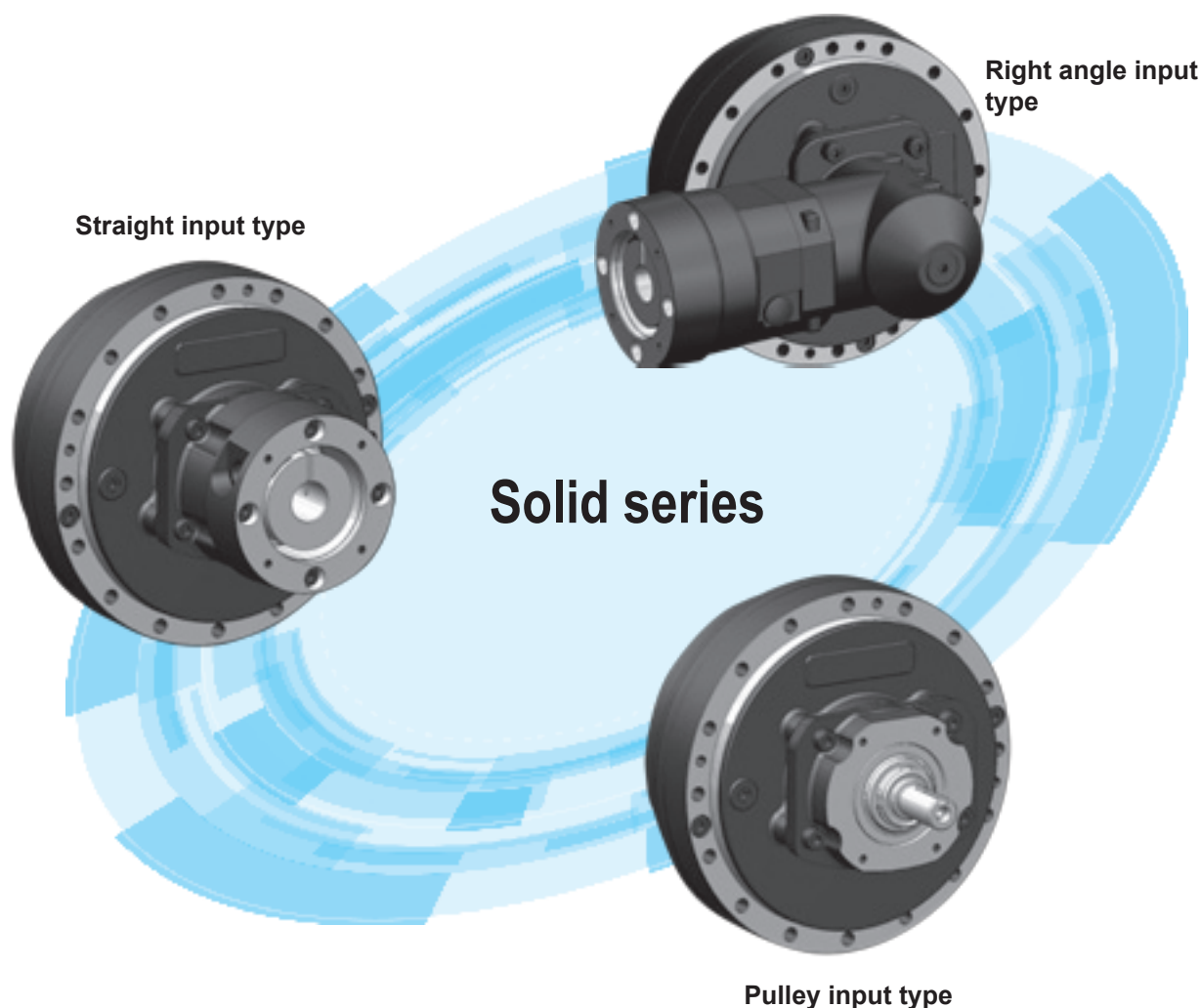
The RD Series is a pre-lubricated model with a sealed structure that can be easily mounted on all major motors.

The RD2 Series, a new version with three input configurations, offers customers dramatically expanded freedom of design.

Simple
mounting

Motor fastener components

RD2 Series: Designed to meet a variety of customer needs



...Benefits

1

Allows compact equipment design

3...

...Advantages

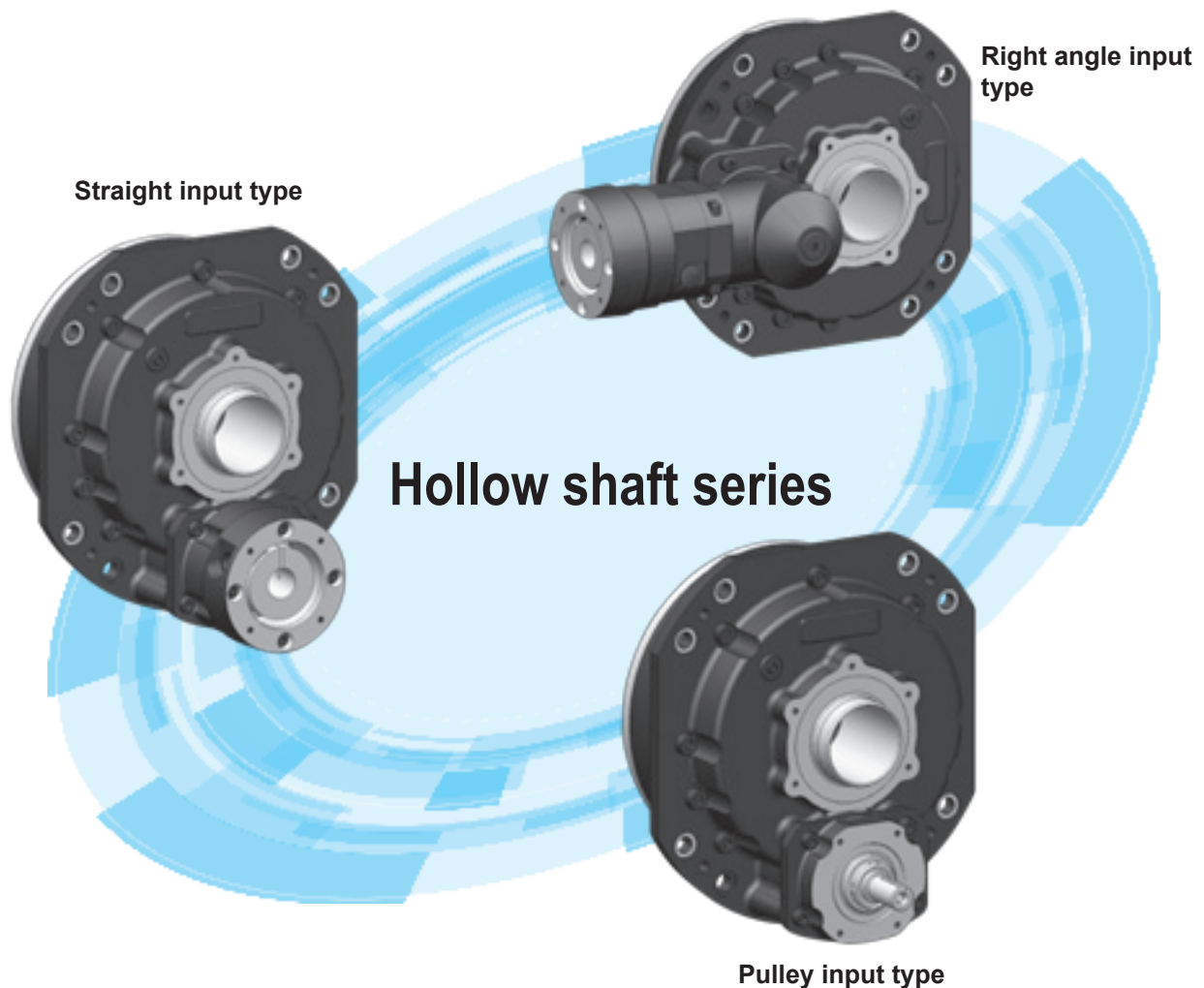
1

Flexibility

...User-friendly

1

Many ratios available



2 Reduces the number of components needed

3 High reliability

2 Pre-lubricated
Our specialized, environmentally conscious lubricant VIGOGREASE RE0

3 Easy mount

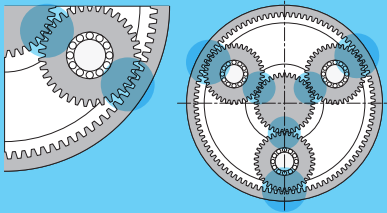
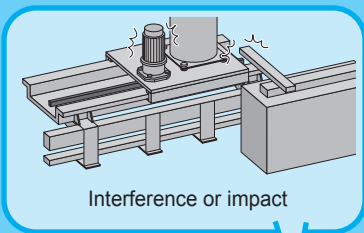
2 Easy installation

3 Fluorine is used for all oil seals

Nabtesco RD2 Series offer a variety of solutions

■ Standard Epicyclic Gear

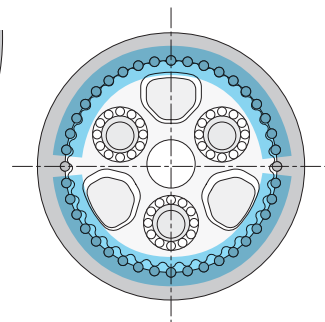
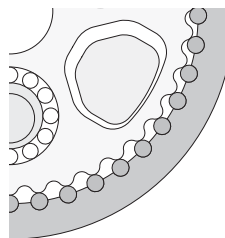
Low contact ratio and low resistance to impacts



Typical gear is damaged by shock load

■ RD2 Series

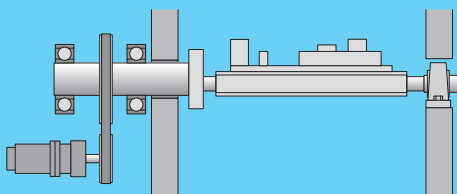
Use of pin/gear mechanism results in high contact ratio and considerable impact resistance



High reliability for your machine

■ Typical equipment

Bearings and external support table are needed

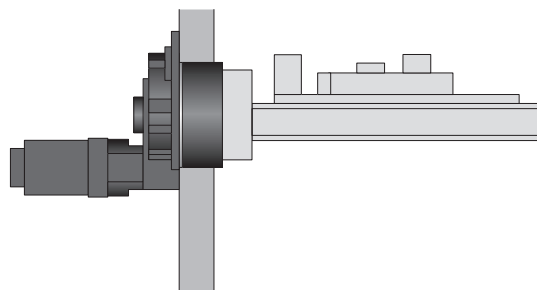


More components
Higher assembly cost
Higher design cost

■ RD2 Series

Integrated large-capacity

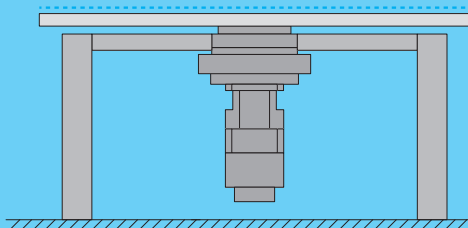
⇒ External bearings and support table are not needed



Reduced number of components
Reduced cost of assembly
Reduced cost of design

■ Typical equipment

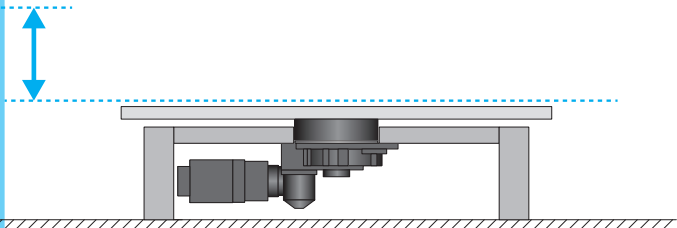
Reduction gear thickness + motor length + space for motor removal



Equipment needs increased space

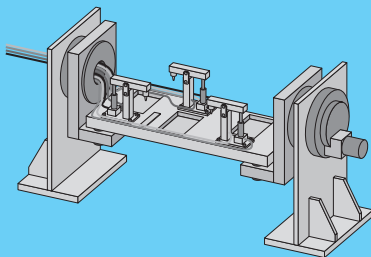
■ RD2 Series

Only the thickness of the reduction gear itself



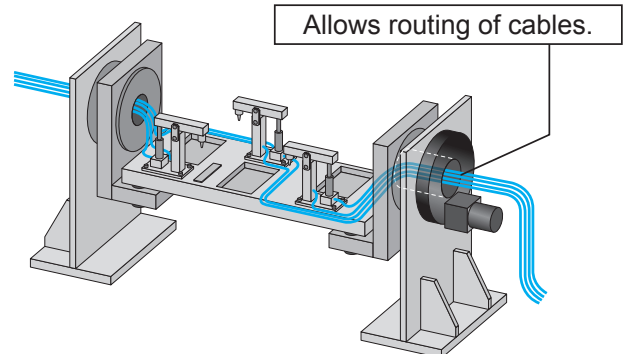
Right angle and pulley models can be used for a lower profile

■ Typical equipment



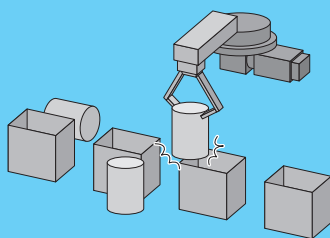
Cable routing is difficult

■ RD2 Series



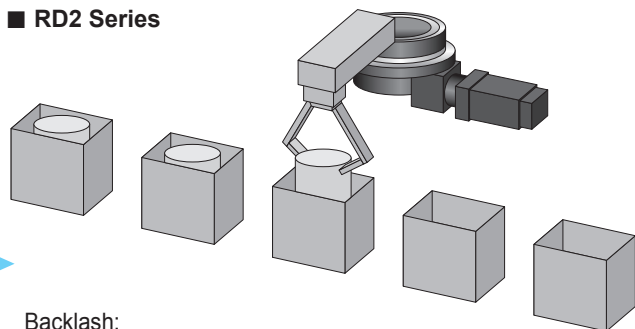
Hollow shaft series also available
Improved layout

■ Typical equipment



High backlash leads to poor repeatability

■ RD2 Series



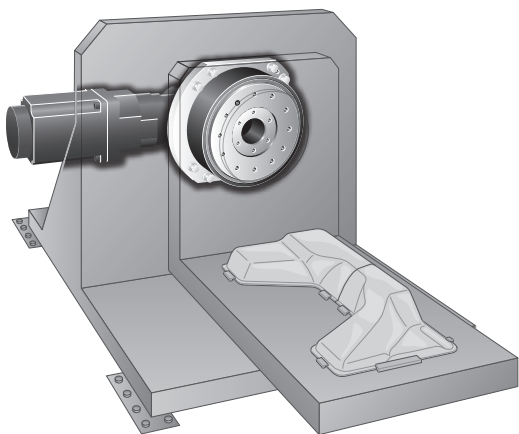
Backlash:
1 arc.min for straight input and pulley input type
1.5 arc.min for right angle input type (except some models)



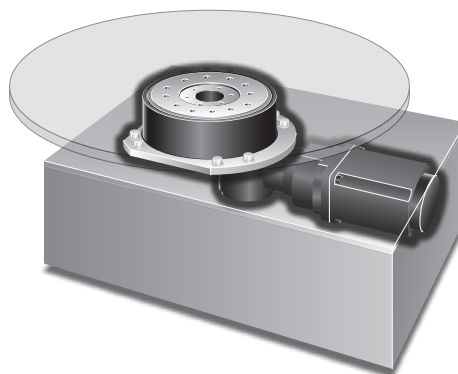
Highly precise positioning is possible

Examples of Uses for the RD2 Series (for reference)

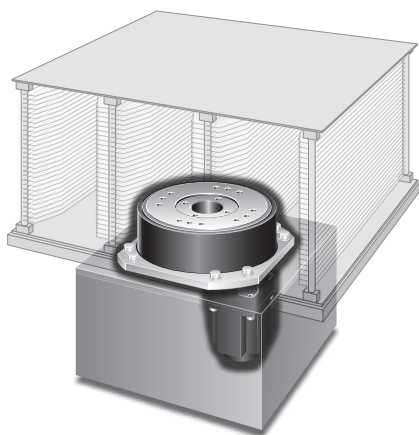
■ Positioner (tilting axis)



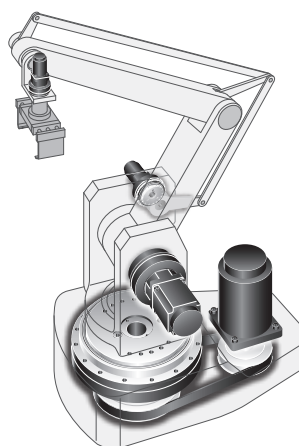
■ Positioner (rotary axis)



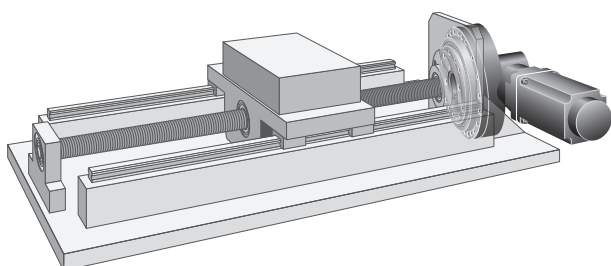
■ Glass Substrate/ Wafer Rotation and Positioning



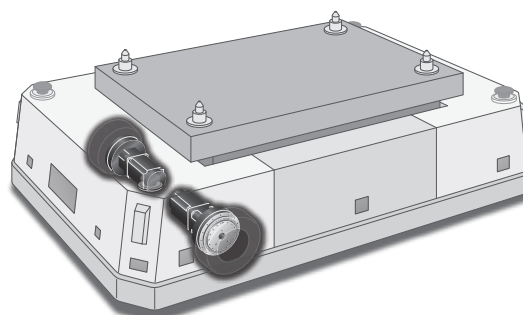
■ Palletizing Robots



■ Ball Screw Drive



■ AGV Drive

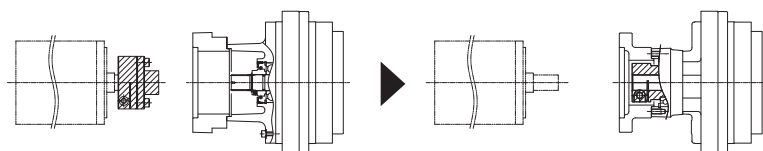


Difference Between RD Series and RD2 Series

1. Simplified motor mounting

Integrated coupling makes mounting easy

With the previous series, the coupling was an accessory, but on the RD2 Series the coupling is built into the input unit. This simplifies the process of mounting the servo motor to the reduction gear.

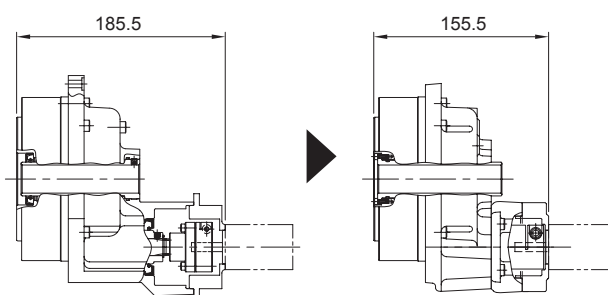


2. Compact design

Reduced total length

Compared to the previous series, the total length in the axial direction has been reduced by up to 15%.

Note: • Use of the same motor model is being studied.
• This diagram shows a comparison between the RD-010C and the RDS-010C.



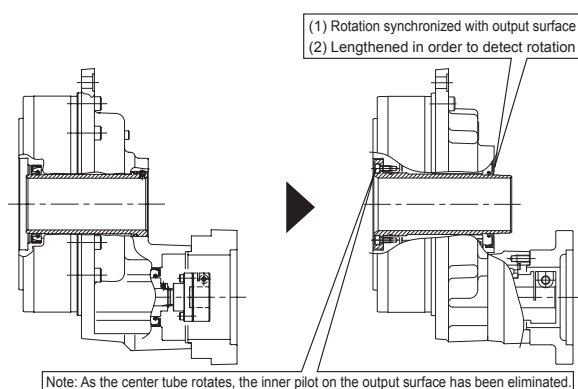
3. Center pipe rotates

For encoder

The center tube has been lengthened.

To protect the cable

On the RD2 Series, the center tube is designed to rotate (synchronized with the output face.)



4. Environmentally conscious lubricant

Product name: VIGOGREASE RE0

The barium sulfonate used up to now as a rust prevention agent has been replaced with calcium sulfonate to reduce the environmental impact.



Overview of Features (listed by input type)

Input type	Reduction gear configuration	Product	Product features	Corresponding speed ratio	Allowable acceleration and deceleration torque (Nm)	Items not included	External dimensions
Straight input type	Solid series		The total length in the axial direction has been reduced by up to 15% as compared to the previous series.	31 to 258	117 to 7,840	Servo motor	P.16 ▼ P.27
	Hollow shaft series						P.28 ▼ P.39
Right angle input type	Solid series		- Equipment can be more compact - Can be installed in confined space - Table can be made shorter	31 to 258	117 to 7,840	Servo motor	P.44 ▼ P.55
	Hollow shaft series						P.56 ▼ P.67
Pulley input type	Solid series		- Belt input is possible - Motor can be installed anywhere - Speed ratio can be changed using pulley	57 to 157	412 to 7,840	Servo motor pulley	P.71 ▼ P.75
	Hollow shaft series						P.76 ▼ P.81

Straight input type

Right angle input type

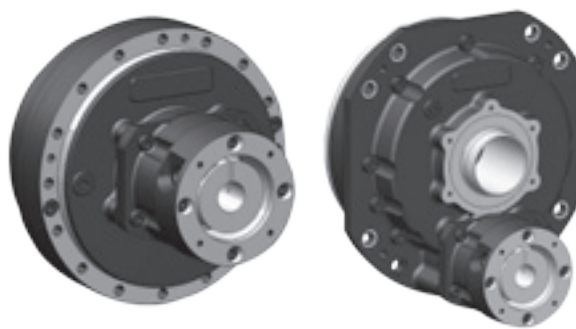
Pulley input type

Motor flange / bushing

Technical Information



Straight input type



Straight Input Type Product Codes / Configuration Diagram

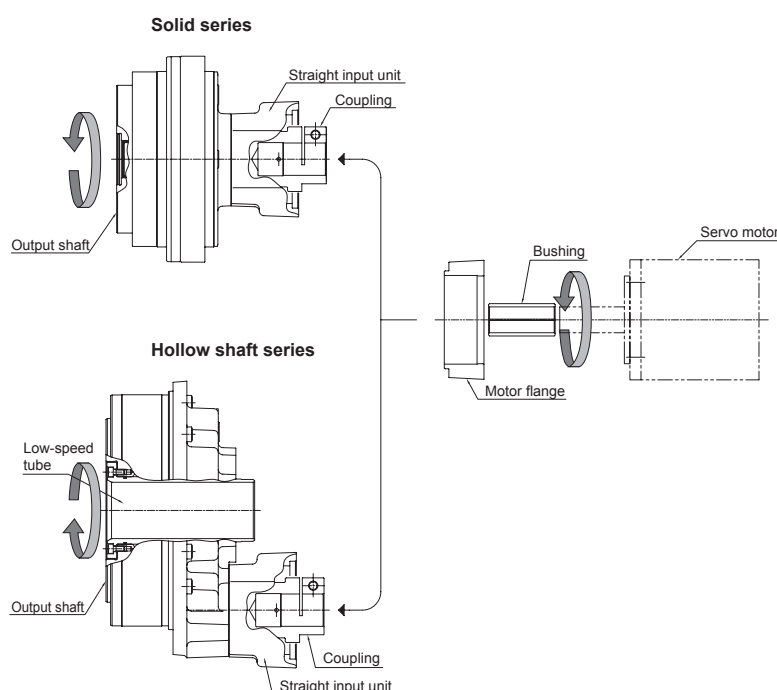
Product code

RD S - 040 E - 153 - B2 - CF - 1E

Model Code			Ratio Code	Input unit code	Motor flange code	Bushing code
Straight Input code	Torque code	Series code				
S	006	E: Solid series	031, 043, 054, 079, 103	B0 : Corresponding motor shaft diameter Ø8 to 14 B1 : Corresponding motor shaft diameter Ø14 to 24	2-letter code (code will differ depending on motor to be mounted)	2-letter code (code will differ depending on motor to be mounted)
	020		041, 057, 081, 105, 121, 161	B0 : Corresponding motor shaft diameter Ø8 to 14 B1 : Corresponding motor shaft diameter Ø14 to 24		
	040		041, 057, 081, 105, 121, 153	B2 : Corresponding motor shaft diameter Ø14 to 24 B3 : Corresponding motor shaft diameter Ø25 to 35		
	080		041, 057, 081, 101, 121, 153	B2 : Corresponding motor shaft diameter Ø14 to 24 B3 : Corresponding motor shaft diameter Ø25 to 35		
	160		066, 081, 101, 121, 145, 171	B4 : Corresponding motor shaft diameter Ø19 to 28 B5 : Corresponding motor shaft diameter Ø32 to 42		
	320		066, 081, 101, 121, 141, 185	B4 : Corresponding motor shaft diameter Ø19 to 28 B5 : Corresponding motor shaft diameter Ø32 to 42		
	010	C: Hollow shaft series	081, 108, 153, 189, 243	B0 : Corresponding motor shaft diameter Ø8 to 14 B1 : Corresponding motor shaft diameter Ø14 to 24		
	027		100, 142, 184, 233	B0 : Corresponding motor shaft diameter Ø8 to 14 B1 : Corresponding motor shaft diameter Ø14 to 24		
	050		109, 153, 196, 240	B2 : Corresponding motor shaft diameter Ø14 to 24 B3 : Corresponding motor shaft diameter Ø25 to 35		
	100		101, 150, 210, 258	B2 : Corresponding motor shaft diameter Ø14 to 24 B3 : Corresponding motor shaft diameter Ø25 to 35		
	200		106, 156, 206, 245	B4 : Corresponding motor shaft diameter Ø19 to 28 B5 : Corresponding motor shaft diameter Ø32 to 42		
	320		115, 157, 207, 253	B4 : Corresponding motor shaft diameter Ø19 to 28 B5 : Corresponding motor shaft diameter Ø32 to 42		

Note: For selection of motor flange and bushing, see the selection tables on pages 83 – 85 or visit the Nabtesco website (URL : <http://precision.nabtesco.com/>).

Configuration Diagram



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Rating Table Straight Input Type

Solid series

Model Code	Ratio code (actual gear ratio)	Reduction Gear														External Dimensions
		T ₀	N ₀	K	T _{S1}	T _{S2}	N _{in}	N _S	N _{To}	Backlash	Lost motion	Torsional rigidity (Representative values)	Start-up Efficiency	M ₀	α	
		Rated Torque	Rated Output Speed	Life Rating	Allowable Startup/Stop Torque	Momentary maximum allowable torque	Allowable Input Speed (Note 2)	Allowable Output Speed (Note 2)	Reference value to output speed during continuous operation at rated torque							
		(Nm)	(rpm)	(h)	(Nm)	(Nm)	(rpm)	(rpm)	(rpm)	(arc.min.)	(arc.min.)	(Nm/arc.min.)	(%)	(Nm)	(mm)	
RDS-006E	031 (31)	58	30	6,000	117	294	3,500	100	100	1.5	1.5	20	70	196	77.8	Input Unit Code : B0 —————P.16 Input Unit Code : B1 —————P.17
	043 (43)							81	76							
	054 (53.5)							65	63							
	079 (79)							44	44							
	103 (103)							34	34							
RDS-020E	041 (41)	167	15	6,000	412	833	3,500	75	75	1.0	1.0	49	75	882	93.2	Input Unit Code : B0 —————P.18 Input Unit Code : B1 —————P.19
	057 (57)							61	56							
	081 (81)							43	42							
	105 (105)							33	33							
	121 (121)							29	29							
	161 (161)							22	22							
RDS-040E	041 (41)	412	15	6,000	1,029	2,058	3,000	70	37	1.0	1.0	108	70	1,666	114.6	Input Unit Code : B2 —————P.20 Input Unit Code : B3 —————P.21
	057 (57)							53	35							
	081 (81)							37	34							
	105 (105)							29	29							
	121 (121)							25	25							
	153 (153)							20	20							
RDS-080E	041 (41)	784	15	6,000	1,960	3,920	3,000	70	34	1.0	1.0	196	75	2,156	136.1	Input Unit Code : B2 —————P.22 Input Unit Code : B3 —————P.23
	057 (57)							53	31							
	081 (81)							37	29							
	101 (101)							30	28							
	121 (121)							25	25							
	153 (153)							20	20							
RDS-160E	066 (66)	1,568	15	6,000	3,920	7,840	2,000	30	20	1.0	1.0	392	75	3,920	167.3	Input Unit Code : B4 —————P.24 Input Unit Code : B5 —————P.25
	081 (81)							25	18							
	101 (101)							20	16							
	121 (121)							17	15							
	145 (145)							14	14							
	171 (171)							12	12							
RDS-320E	066 (66)	3,136	15	6,000	7,840	15,680	2,000	30	15	1.0	1.0	980	80	7,056	203	Input Unit Code : B4 —————P.26 Input Unit Code : B5 —————P.27
	081 (81)							25	12							
	101 (101)							20	9							
	121 (121)							17	7							
	141 (141)							14	6							
	185 (185)							11	4							

Hollow shaft series

Model Code	Ratio code (actual gear ratio)	Reduction Gear														External Dimensions
		T ₀	N ₀	K	T _{S1}	T _{S2}	N _{In}	N _S	N _{To}	Backlash	Lost motion	Torsional rigidity (Representative values)	Start-up Efficiency	M ₀	α	
		Rated Torque	Rated Output Speed	Life Rating	Allowable Startup/Stop Torque	Momentary maximum allowable torque	Allowable Input Speed (Note 2)	Allowable Output Speed (Note 2)	Reference value to output speed during continuous operation at rated torque							
		(Nm)	(rpm)	(h)	(Nm)	(Nm)	(rpm)	(rpm)	(rpm)	(arc.min.)	(arc.min.)	(Nm/arc.min.)	(%)	(Nm)	(mm)	
RDS-010C	081 (81)	98	15	6,000	245	490	3,500	43	43	1.0	1.0	47	65	686	91.2	Input Unit Code : B0 —————P.28 Input Unit Code : B1 —————P.29
	108 (108)							32	32							
	153 (153)							23	23							
	189 (189)							19	19							
	243 (243)							14	14							
RDS-027C	100 (99.82)	265	15	6,000	662	1,323	3,500	35	35	1.0	1.0	147	70	980	112	Input Unit Code : B0 —————P.30 Input Unit Code : B1 —————P.31
	142 (141.68)							25	25							
	184 (184)							19	19							
	233 (233.45)							15	15							
RDS-050C	109 (109)	490	15	6,000	1,225	2,450	3,000	28	28	1.0	1.0	255	70	1,764	136.8	Input Unit Code : B2 —————P.32 Input Unit Code : B3 —————P.33
	153 (152.6)							20	20							
	196 (196.2)							15	15							
	240 (239.8)							13	13							
RDS-100C	101 (100.5)	980	15	6,000	2,450	4,900	3,000	30	20	1.0	1.0	510	80	2,450	148.9	Input Unit Code : B2 —————P.34 Input Unit Code : B3 —————P.35
	150 (150)							20	17							
	210 (210)							14	14							
	258 (258)							12	12							
RDS-200C	106 (105.83)	1,960	15	6,000	4,900	9,800	2,000	19	16	1.0	1.0	980	80	8,820	204.4	Input Unit Code : B4 —————P.36 Input Unit Code : B5 —————P.37
	156 (155.96)							13	12							
	206 (206.09)							10	10							
	245 (245.08)							8	8							
RDS-320C	115 (115)	3,136	15	6,000	7,840	15,680	2,000	17	17	1.0	1.0	1,960	80	20,580	245.9	Input Unit Code : B4 —————P.38 Input Unit Code : B5 —————P.39
	157 (157)							13	13							
	207 (207)							10	10							
	253 (253)							8	8							

Notes:

1. The rating table shows the specification values including the entry fields for reduction gear values.
2. The allowable speed may be limited by heat depending on the operating rate. Make sure the surface temperature of the reduction gear does not exceed 60°C during use.
3. The allowable moment will differ depending on the thrust load. Check the allowable moment diagram.
4. For the moment of inertia of the reduction gears, refer to the external dimension drawings for the reduction gear.

Straight input type

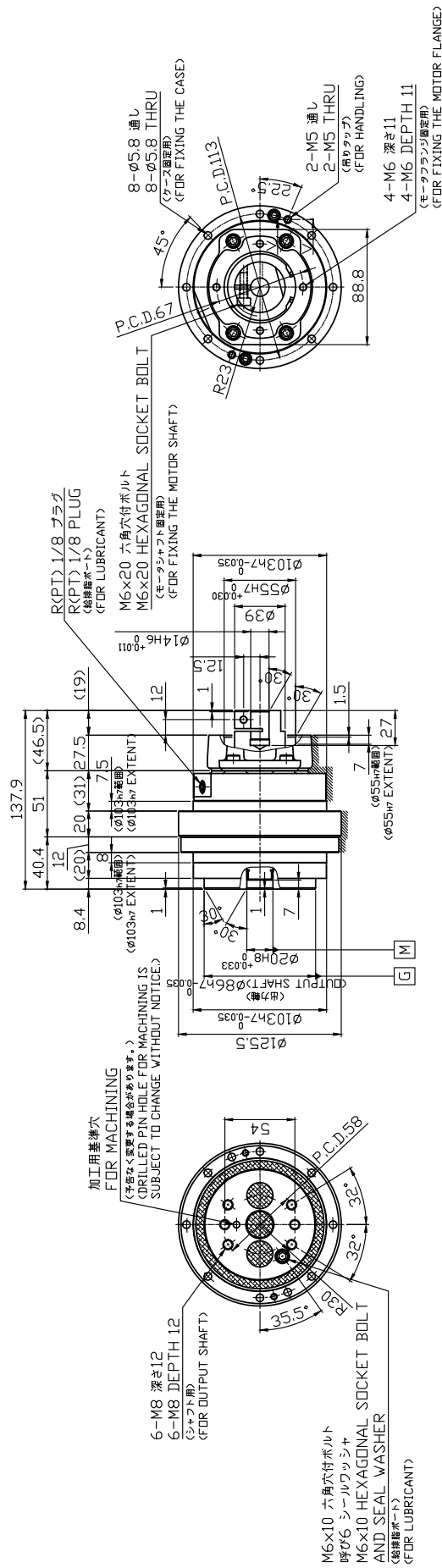
Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Model Code: RDS-006E-XXX-B0 (Corresponding motor shaft diameter: Ø8 to Ø14)

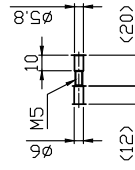


品類

1. フランジ固定用M5六角穴付ボルトは、締付トルク9.01±0.49N・mにて締付けること。
2. シャフト用6-M8六角穴付ボルトは、締付トルク37.2±1.66N・mにて締付けること。
3. モータ固定用M6六角穴付ボルトは、締付トルク15.6±0.78N・mにて締付けること。
4. ケーブル及びシャフト締付ボルトは、六角穴付ボルト用皿爪を使用すること。
5. インポート国は、どちらか一方を推奨し、使用のこと。
6. 減速機内部には、弊社指定油脂剤を充填。
7. 塗装 塗装色 エポキシメンテンスNo.1(SG(黒色)) 塗装範囲部分を $\diagup$ に示す。

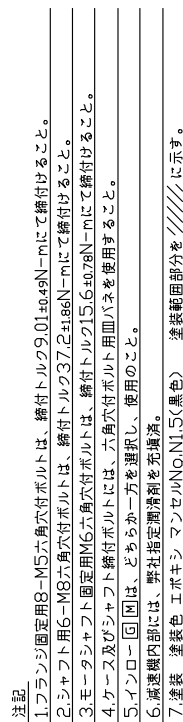
NOTE

- 1.Tightening torque of 8-M5 hexagon socket headed bolt for fixing case is 9.01±0.49N-m.
- 2.Tightening torque of 6-M8 hexagon socket headed bolt on the output shaft is 37.2±1.86N-m.
- 3.Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6±0.78N-m.
- 4.Bolt shall be used with coned disk spring for heavy duty.
- 5.Use one of [a] or [b].
- 6.The specified lubricant is already sealed in before shipment.
- 7.//////area is painted black.



SECTION V-V

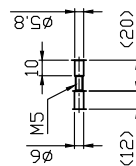
速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (kg-cm ²)
31	RDS-006E-031-B0		1.16×10 ⁻⁴
43	RDS-006E-043-B0		1.14×10 ⁻⁴
54	RDS-006E-054-B0	5.7	1.14×10 ⁻⁴
79	RDS-006E-079-B0		1.13×10 ⁻⁴
103	RDS-006E-103-B0		1.12×10 ⁻⁴

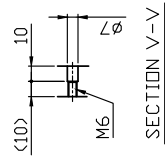


1. Tightening torque of 8-M5 hexagon socket headed bolt for fixing case is $9.01 \pm 0.49 \text{ N}\cdot\text{m}$.
2. Tightening torque of 6-M8 hexagon socket headed bolt on the output shaft is $37.2 \pm 0.6 \text{ N}\cdot\text{m}$.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is $15.6 \pm 0.7 \text{ N}\cdot\text{m}$.
4. Bolt shall be used with corned disk spring for heavy duty.
5. Use one of or .
7. The specified lubricant is already sealed in before shipment.
7. The area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント I Moment of Inertia J _r (cm ² ・kg) X _r の慣性質量 The Motor Axis Center of Inertia J _{eq}
31	RDS-006E-031-B1		2,50×10 ⁻⁴
43	RDS-006E-043-B1		2,48×10 ⁻⁴
54	RDS-006E-054-B1	6.8	2,47×10 ⁻⁴
79	RDS-006E-079-B1		2,47×10 ⁻⁴
103	RDS-006E-103-B1		2,46×10 ⁻⁴

SECTION V-V





1. フランジ固定用18-N6六角穴付ボルトは、締付トルク15.6±0.78N・mにて締付けること。
2. ボルト用6-M10六角穴付ボルトは、締付トルク35.3±3.43N・mにて締付けること。
3. モータシャフト固定用M6六角穴付ボルトは、締付トルク15.6±0.78N・mにて締付けること。
4. ケース及びシャフト締付ボルトには、六角穴付ボルト用皿ネスを使用すること。
5. インロー図は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑油を充填す。
7. 塗装 緑色 エポキシエポキシNo.15(黒色) 塗装範囲部分を//に示す。

1. Tightening torque of 18-M6 hexagon socket headed bolt for fixing case is 15.6 $\pm$ 0.78N-m.
2. Tightening torque of 6-M10 hexagon socket headed bolt on the output shaft is 73.5 $\pm$ 3.43N-m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6 $\pm$ 0.78N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of or .
6. The specified lubricant is already sealed in before shipment.
7. area is painted black.

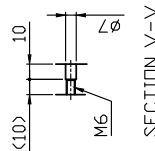
速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント I Moment of Inertia J _G (α=0.024) X 2 刀歯数質量 The Motor Axis Contribution Inertia
41	RDS-020E-041-B0		1.30×10 ⁻⁴
57	RDS-020E-057-B0		1.23×10 ⁻⁴
81	RDS-020E-081-B0	8.4	1.18×10 ⁻⁴
105	RDS-020E-105-B0		1.16×10 ⁻⁴
121	RDS-020E-121-B0		1.15×10 ⁻⁴
161	RDS-020E-161-B0		1.14×10 ⁻⁴

3RD ANGLE
PROJECTION



1. フランジ固定用18-M6六角穴付ボルトは、締付トルク15.6~40.78N・mにて締付けること。
2. シヤット用6-M10六角穴付ボルトは、締付トルク73.5±3.43N・mにて締付けること。
3. モータシヤット固定用16六角穴付ボルトは、締付トルク15.6~40.78N・mにて締付けること。
4. ケーブル及びシヤット締付ボルトには、六角穴付ボルト用皿バネを使用すること。
5. インロー部¹⁾は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑油を充填す。
7. 塗装 塗装色 エポキシ マンガン系No.15(黒色) 塗装範囲部分を $\diagup$ に示す。

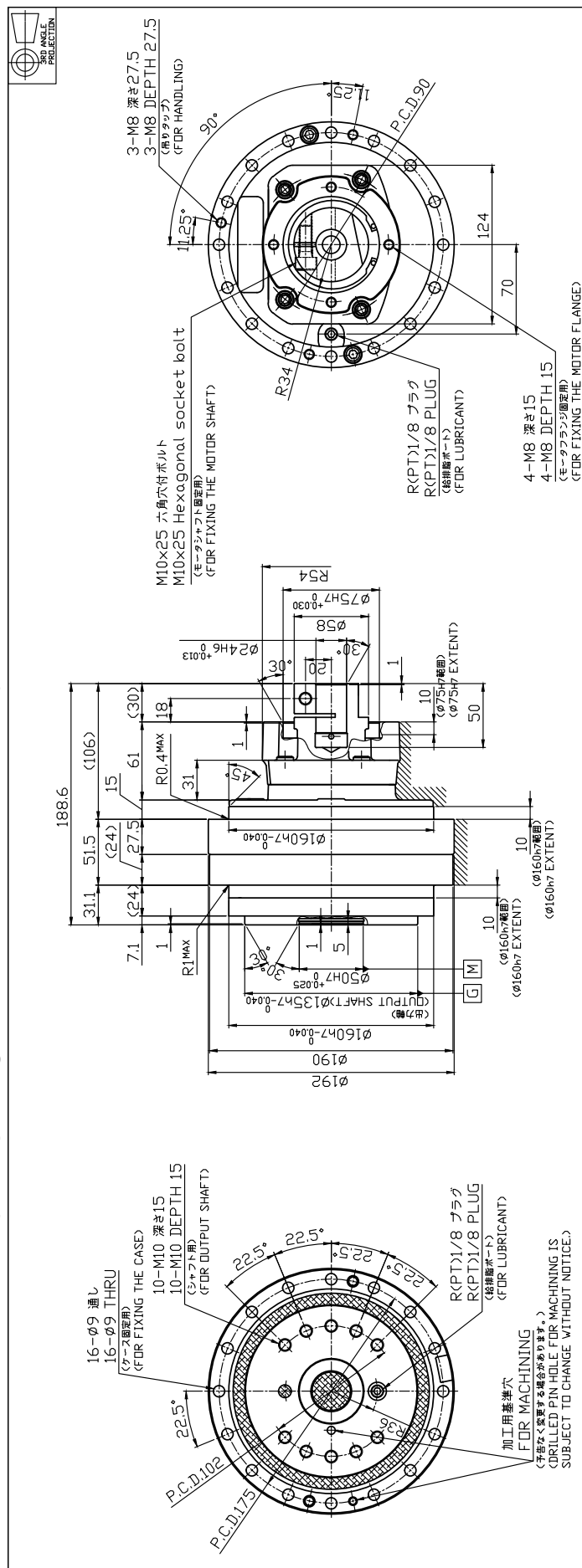
1. Tightening torque of 18-M6 hexagon socket headed bolt for fixing case is 15.6 $\pm$ 0.78N·m.
2. Tightening torque of 6-M10 hexagon socket headed bolt on the output shaft is 73.5 $\pm$ 3.43N·m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6 $\pm$ 0.78N·m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of $\square$ or $\square$.
6. The specified lubricant is already sealed in before shipment.
7. $\square$ area is painted black.



SECTION V-V

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (I) (cm ² /sec ²) × 回転質量 × 回転質量 The Motor Axis Concension kg-cm ²
41	RDS-020E-041-B1	9.5	2.64×10 ⁻⁴
57	RDS-020E-057-B1		2.57×10 ⁻⁴
81	RDS-020E-081-B1		2.52×10 ⁻⁴
105	RDS-020E-105-B1		2.50×10 ⁻⁴
121	RDS-020E-121-B1		2.49×10 ⁻⁴
161	RDS-020E-161-B1		2.48×10 ⁻⁴

Model Code: RDS-040E-XXX-B2 (Corresponding motor shaft diameter: Ø14 to Ø24)



記注

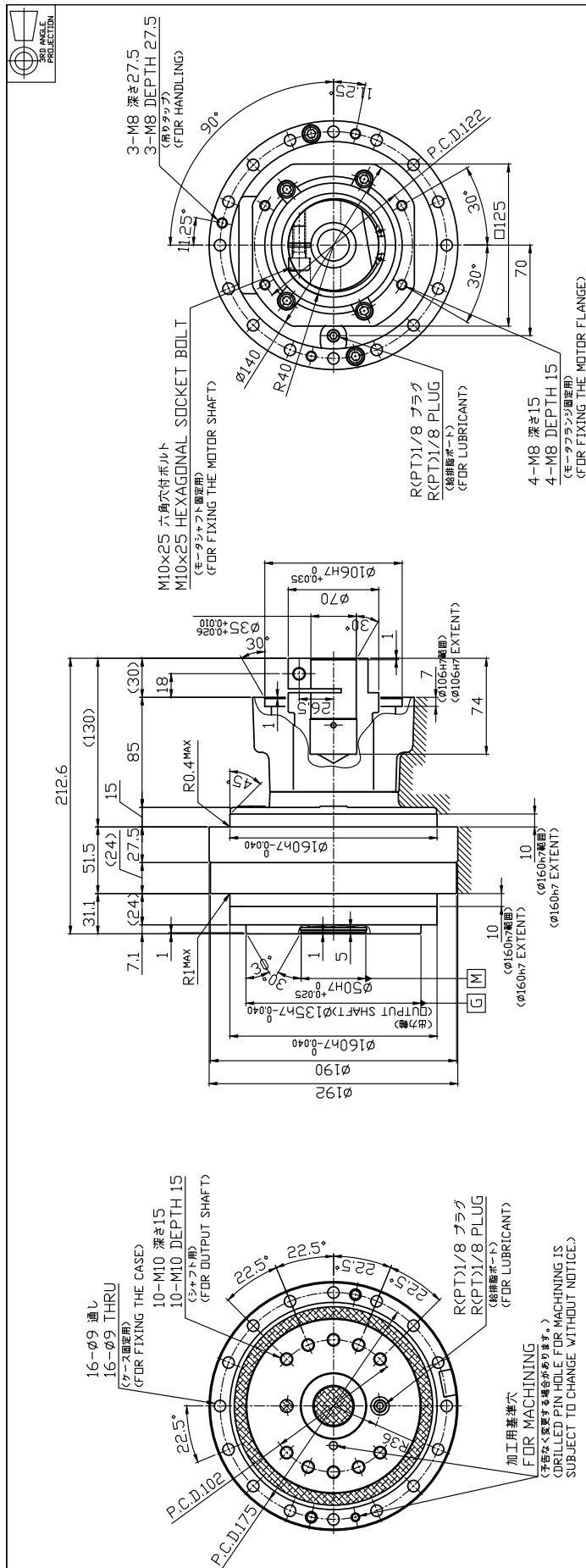
1. 1. 1. ケーブル固定用[6-M8六角穴付ボルトは、締付トルク37.2±86N・mにて締付けること。
2. 2. 2. シヤフト用[10-M10六角穴付ボルトは、締付トルク73.3±343N・mにて締付けること。
3. 3. 3. ケーシング固定用M10六角穴付ボルトは、締付トルク73.5±343N・mにて締付けること。
4. 4. 4. モータ及びシヤフト締付ボルトは、六角穴付ボルト用皿頭を使用すること。
5. 5. 5. インロー用 図 4 は、どちらか一方を選択し、使用のこと。
6. 6. 減速機内部には、弊社指定潤滑剤を充填す。
7. 7. 塗装 緑色 エポキシ マンションN15(黒色) 塗装範囲部分を 〇 示す。

NOTE

1. Tightening torque of 16-M8 hexagon socket headed bolt for fixing case is 37.2±1.96N-m.
2. Tightening torque of 10-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N-m.
3. Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5±3.43N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of  or .
6. The specified lubricant is already sealed in before shipment.
7.  area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia I_p (g-cm ²) スラック質量値 The Motor Axis Conversion (kg-cm ²)
41	RDS-040E-041-B2	17.5	7.17×10 ⁻⁴
57	RDS-040E-057-B2		6.93×10 ⁻⁴
81	RDS-040E-081-B2		6.78×10 ⁻⁴
105	RDS-040E-105-B2		6.70×10 ⁻⁴
121	RDS-040E-121-B2		6.67×10 ⁻⁴
153	RDS-040F-153-B2		6.63×10 ⁻⁴

Model Code: RDS-040E-XXX-B3 (Corresponding motor shaft diameter: Ø25 to Ø35)



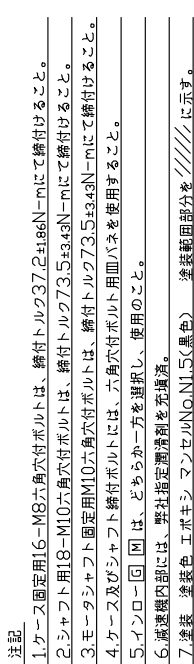
注記

1. ケーブル固定用[6-M8六角穴付ボルト]は、締付トルク73.7±0.6N・mにて締付けること。
2. シャフト固定用[M10-M10の角穴付ボルト]は、締付トルク73.3±0.43N・mにて締付けること。
3. ケーシヤムP型固定用M10六角穴付ボルトは、締付トルク73.5±0.43N・mにて締付けること。
4. 4コーナー及びシャフト締付ボルトは、六角穴付ボルト用品を使用すること。
5. インローグ[図]は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑剤を充填す。
7. 塗装(緑色)エポキシメンソールNo.1(5黒色)に示す。塗装配面部分を//に示す。

NOTE

1. Tightening torque of 16-M8 hexagon socket headed bolt for fixing case is 37.2±1.96N-m.
2. Tightening torque of 10-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N-m.
3. Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5±3.43N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of  or .
6. The specified lubricant is already sealed in before shipment.
7.  area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia J' (kg・m ²)
41	RDS-040E-041-B3	200	1.31×10 ⁻³
57	RDS-040E-057-B3		1.28×10 ⁻³
81	RDS-040E-081-B3		1.27×10 ⁻³
105	RDS-040E-105-B3		1.26×10 ⁻³
121	RDS-040E-121-B3		1.26×10 ⁻³
153	RDS-040E-153-B3		1.25×10 ⁻³

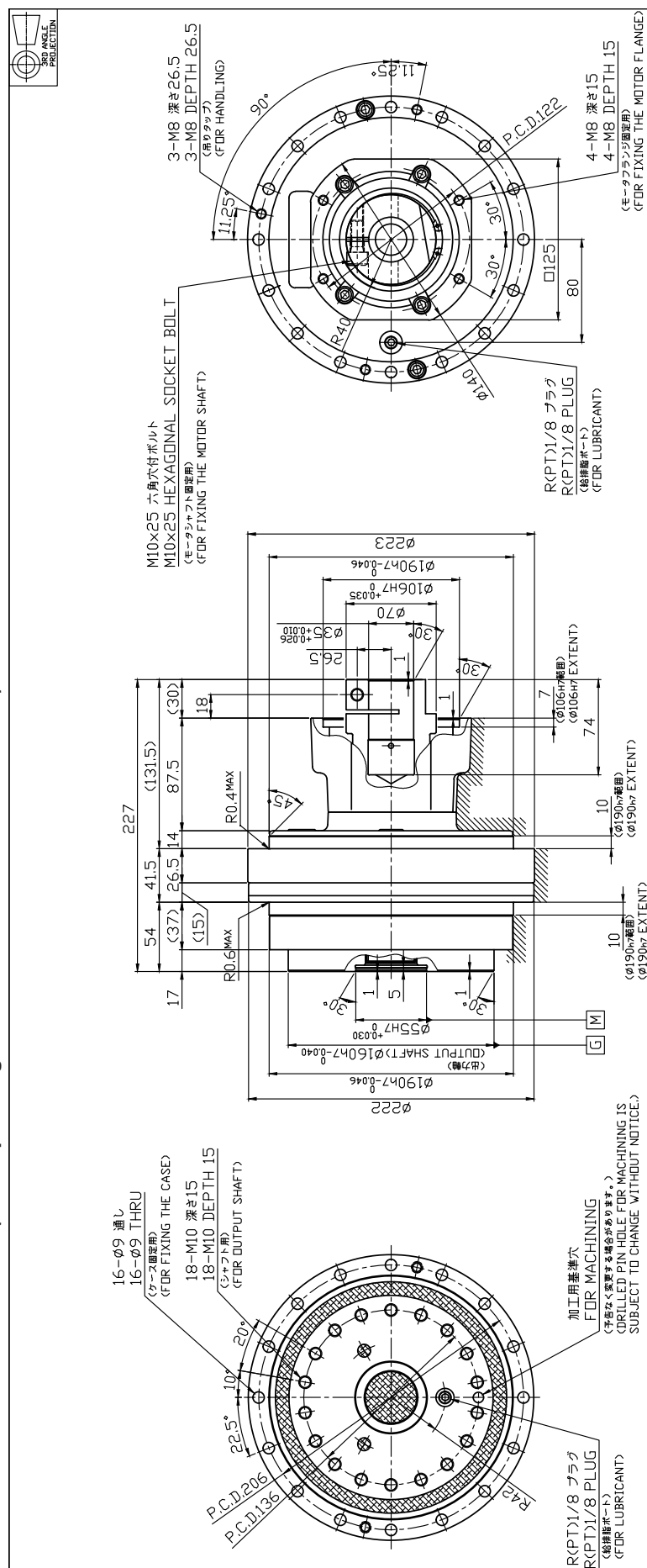


速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Inertent of Motor (kgm ² /4)	入力軸转速 The Motor Axis Conversion (rpm)
41	RDS-080E-041-B2	23.8		7.91x10 ⁻⁴
57	RDS-080E-057-B2			7.44x10 ⁻⁴
81	RDS-080E-081-B2			7.13x10 ⁻⁴
101	RDS-080E-101-B2			6.99x10 ⁻⁴
121	RDS-080E-121-B2			6.90x10 ⁻⁴
153	RDS-080E-153-B2			6.80x10 ⁻⁴

NOTE.

- 1.Tightening torque of 16-M8 hexagon socket headed bolt for fixing case is 37.2 $\pm$ 1.6N-m.
- 2.Tightening torque of 18-M10 hexagon socket headed bolt on the output shaft is 73.5 $\pm$ 3.4N-m.
- 3.Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5 $\pm$ 3.4N-m.
- 4.Bolt shall be used with coned disk spring for heavy duty.
- 5.Use one of  or .
- 6.The specified lubricant is already sealed in before shipment.
- 7.//////area is painted black.

Model Code: RDS-080E-XXX-B3 (Corresponding motor shaft diameter: Ø25 to Ø35)



注記

- 1.ケース固定用16-M8六角穴付ボルトは、締付トルク37.2±1.86N・mにて締付けること。
- 2.シャフト用18-M10六角穴付ボルトは、締付トルク73.5±3.43N・mにて締付けること。
- 3.モータシャフト固定用M10六角穴付ボルトは、締付トルク73.5±3.43N・mにて締付けること。
- 4.ケース及びシャフト締付ボルトには、六角穴付ボルト用皿パネを使用すること。
- 5.インロー[図]は、どちらか一方を選択し、使用のこと。
- 6.減速機内部には、弊社指定潤滑剤を充填。
- 7.塗装 塗装色 エポキシ マンセルNo.1.5(黒色) 塗装範囲部分を//////に示す。

NOTE

- 1.Tightening torque of 16-M8 hexagon socket headed bolt for fixing case is 37.2±1.86N・m.
- 2.Tightening torque of 18-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N・m.
- 3.Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5±3.43N・m.
- 4.Bolt shall be used with coned disk spring for heavy duty.
- 5.Use one of [図] or [図].
- 6.The specified lubricant is already sealed in before shipment.
- 7.//////area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメントI Moment of Inertia I (kg-cm ²) 入力軸側 The Motor Axis Conversion (kg-cm ²)
41	RDS-080E-041-B3		1.38x10 ⁻³
57	RDS-080E-057-B3		1.33x10 ⁻³
81	RDS-080E-081-B3		1.30x10 ⁻³
101	RDS-080E-101-B3	26.3	1.29x10 ⁻³
121	RDS-080E-121-B3		1.28x10 ⁻³
153	RDS-080E-153-B3		1.27x10 ⁻³

Technical Information

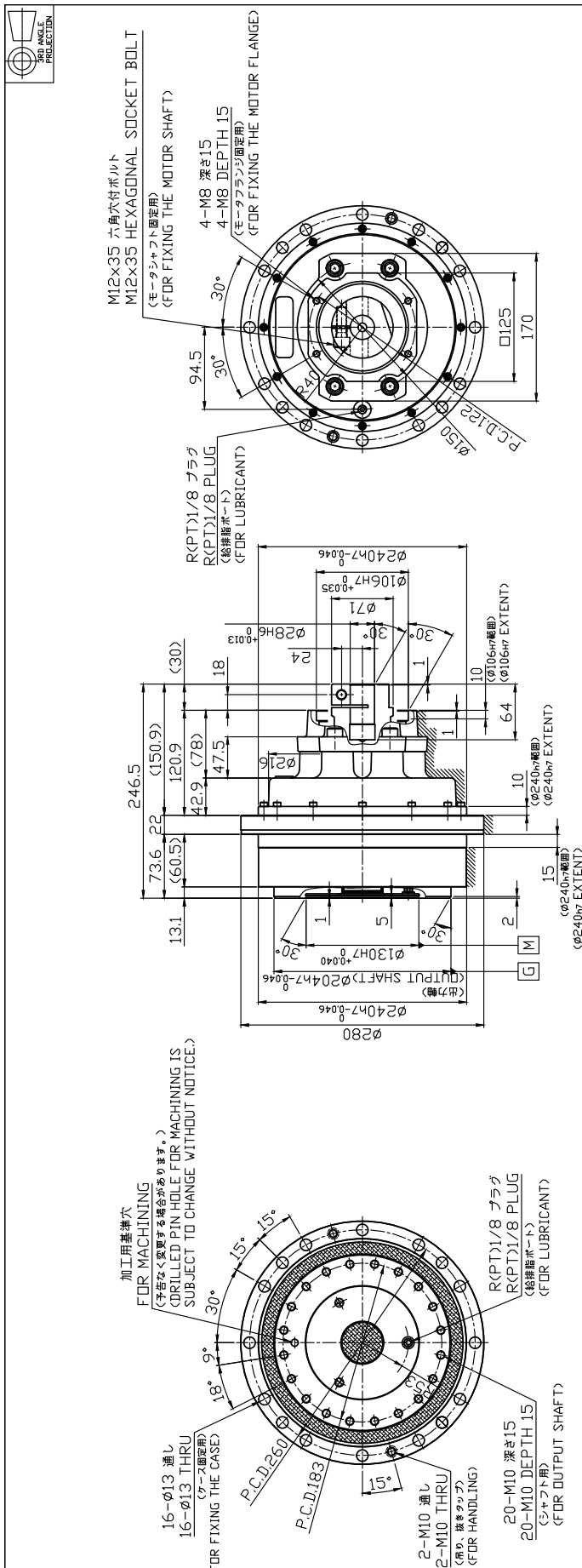
Motor flange / bushing

Pulley input type

Right angle input type

Straight input type

Model Code: RDS-160E-XXX-B4 (Corresponding motor shaft diameter: Ø19 to Ø28)



注記

1. ケース固定用[6-M]六角穴付ボルトは、締付トルク129.467N・mにて締付けすること。
2. ジョイント用20-M10六角穴付ボルトは、締付トルク73.343N・mにて締付けすること。
3. マスターシャフト固定用M12六角穴付ボルトは、締付トルク129.467N・mにて締付けすること。
4. ケース及びシャフト締付ボルトには、六角穴付ボルト用皿ハネを使用すること。
5. インポート  は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑剤を充填す。
7. 塗装 塗装色 エポキシ マンテルNo.N1.5(黒色) 塗装範囲部分を  に示す。

NOTE

1. Tightening torque of 16-M12 hexagon socket headed bolt for fixing case is 129±37N·m.
2. Tightening torque of 20-M10 hexagon socket headed bolt on the output shaft is 73.5±4.3N·m.
3. Tightening torque of M12 hexagon socket headed bolt for fixing motor shaft is 129±37N·m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of  or .
6. The specified lubricant is already sealed in before shipment.
7.  area is painted black.

選出 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia ($\text{kg}\cdot\text{cm}^2$) G42B/4 入付軸側質量 The Motor Axis Conversion ($\text{kg}\cdot\text{m}^2$)
66	RDS-160E-066-B4	43.4	2.08×10 ⁻³
81	RDS-160E-081-B4		2.03×10 ⁻³
101	RDS-160E-101-B4		1.98×10 ⁻³
121	RDS-160E-121-B4		1.94×10 ⁻³
145	RDS-160E-145-B4		1.91×10 ⁻³
171	RDS-160F-171-B4		1.88×10 ⁻³

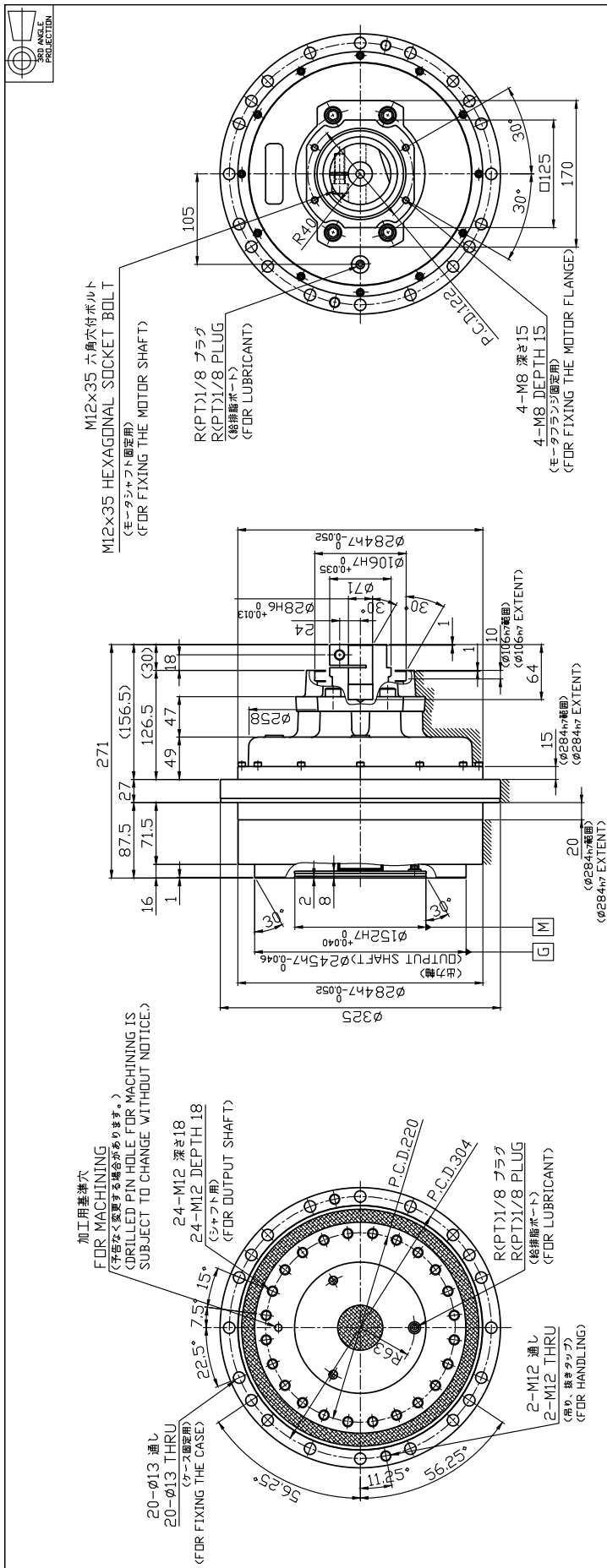


1. ケーブル固定用16-M12六角穴付ボルトは、締付トルク129±5.3N・mにて締付けすること。
2. シェット用20-M10六角穴付ボルトは、締付トルク73.5±3.4N・mにて締付けすること。
3. モーター固定用2-M10六角穴付ボルトは、締付トルク73.5±3.4N・mにて締付けすること。
4. ケース及びシヤット締付ボルトには、六角穴付ボルト用皿爪を使用すること。
5. インロー  は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑剤を充填す。
7. 塗装 底塗色 エポキシ マンションNO.15(黒色) 塗装後 塗装色 エポキシ マンションNO.15(黒色) 塗装後(両面部分を)に示す。

1. Tightening torque of 16-M12 hexagon socket headed bolt for fixing case is 129+6.37N-m.
2. Tightening torque of 20-M10 hexagon socket headed bolt on the output shaft is 73.5+3.43N-m.
3. Tightening torque of 2-M10 hexagon socket headed bolt for fixing motor shaft is 73.5+3.43N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of or .
6. The specified lubricant is already sealed in before shipment.
7. area is painted black.

慣性モーメント Moment of Inertia I_p ($\text{cm}^2\text{kg}/4$) 入刀軸線質量 The Motor Axis Conversion (kg/cm^2)	質量 Mass (kg)	型式コード Model Code	速出 Speed Ratio
3.17×10^{-3}	46.3	RDS-160E-066-B5	66
3.11×10^{-3}		RDS-160E-081-B5	81
3.06×10^{-3}		RDS-160E-101-B5	101
3.03×10^{-3}		RDS-160E-121-B5	121
2.99×10^{-3}		RDS-160E-145-B5	145
2.96×10^{-3}		RDS-160E-171-B5	171

Model Code: RDS-320E-XXX-B4 (Corresponding motor shaft diameter: Ø19 to Ø28)



注記

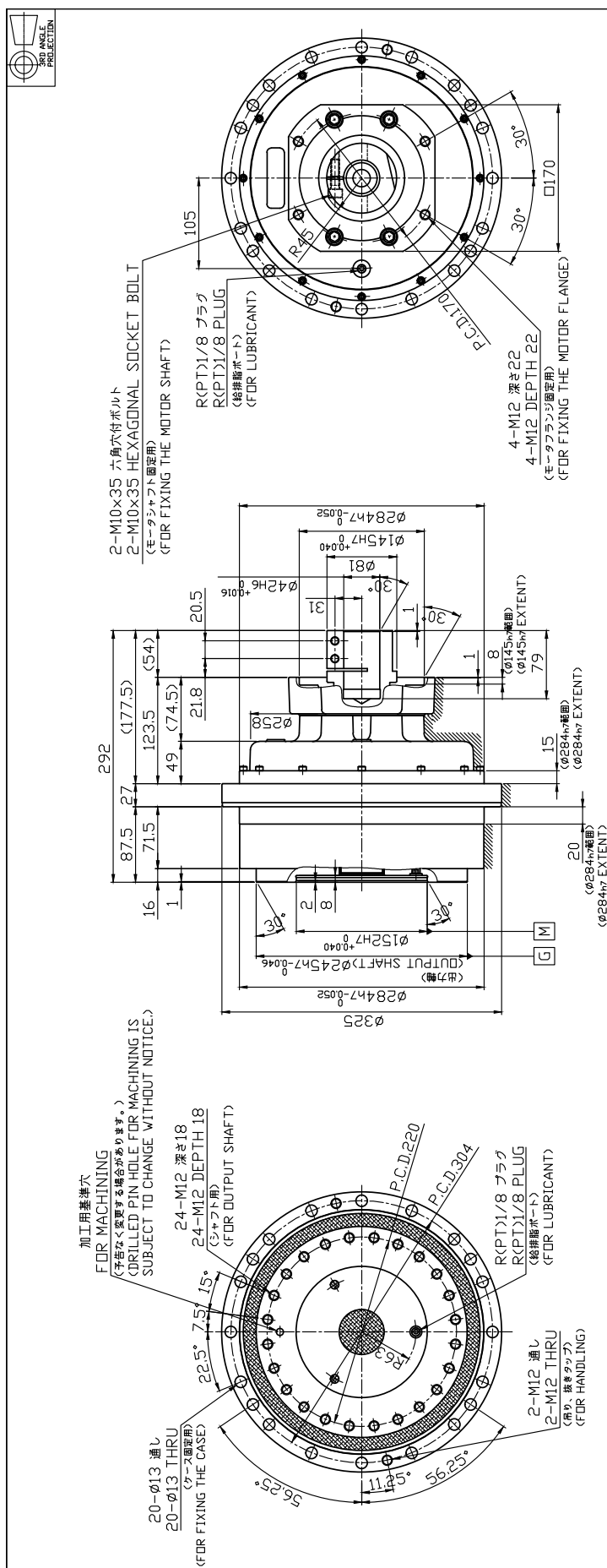
1. ケース固定用20-M12六角穴付ボルトは、締付トルク129±6.3N・mにて締付けると。
2. モーター用24-M12六角穴付ボルトは、締付トルク129±6.3N・mにて締付けると。
3. マスターシフト固定用M12六角穴付ボルトは、締付トルク129±6.3N・mにて締付けると。
4. ケース及びシャフト締付ボルトには、六角穴付ボルト用皿ばねを用いること。
5. インポート  は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑油を充填。
7. 塗装 緑色 エポキシ マンチンセルNo.Ni.5(黒色) 塗装範囲部分を  に示す。

NOTE

1. Tightening torque of 20-M12 hexagon socket headed bolt for fixing case is 129₊₃₇-N·m.
2. Tightening torque of 24-M12 hexagon socket headed bolt on the output shaft is 129₊₃₇-N·m.
3. Tightening torque of M12 hexagon socket headed bolt for fixing motor shaft is 129₊₃₇-N·m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of  or .
6. The specified lubricant is already sealed in before shipment.  area is painted black.

速出 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia "J" (g-cm ² /4) X70質量慣性 The Motor Axis Conversion kg-cm ²
66	RDS-320E-066-B4	68.9	2.60×10 ⁻³
81	RUS-320E-081-B4		2.40×10 ⁻³
101	RDS-320E-101-B4		2.26×10 ⁻³
121	RUS-320E-121-B4		2.17×10 ⁻³
141	RDS-320E-141-B4		2.10×10 ⁻³
185	RUS-320E-185-B4		2.01×10 ⁻³

Model Code: RDS-320E-XXX-B5 (Corresponding motor shaft diameter: Ø32 to Ø42)



注記

1. ケース固定用20-M12六角穴付ボルトは、締付トルク129±6.37N・mにて締付けること。
2. シャフト用2-M12六角穴付ボルトは、締付トルク129±6.37N・mにて締付けること。
3. モータシャフト固定用2-M10六角穴付ボルトは、締付トルク73.5±4.3N・mにて締付けること。
4. ケース及びシャフト締付ボルトは、六角穴付ボルト用皿バネを使用すること。
5. インロー    は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑剤を充填済。
7. 塗装色 エポキシ マンセルNo.11.5(黒色)    に示す。
塗装後(組立後)に塗装色を確認すること。

NOTE

1. Tightening torque of 20-M12 hexagon socket headed bolt for fixing case is 129.4637N-m.
2. Tightening torque of 24-M12 hexagon socket headed bolt on the output shaft is 129.4637N-m.
3. Tightening torque of 2-M10 hexagon socket headed bolt for fixing motor shaft is 73.5243N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of  or .
6. The specified lubricant is already sealed in before shipment.
7.  area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia "I" (kg·cm ²) 7) 回転質量 The Motor Axis Correction (kg·cm ²)
66	RDS-320E-066-B5		3.68×10 ⁻³
81	RDS-320E-081-B5		3.49×10 ⁻³
101	RDS-320E-101-B5	71.8	3.34×10 ⁻³
121	RDS-320E-121-B5		3.25×10 ⁻³
141	RDS-320E-141-B5		3.18×10 ⁻³
185	RDS-320E-185-B5		3.09×10 ⁻³

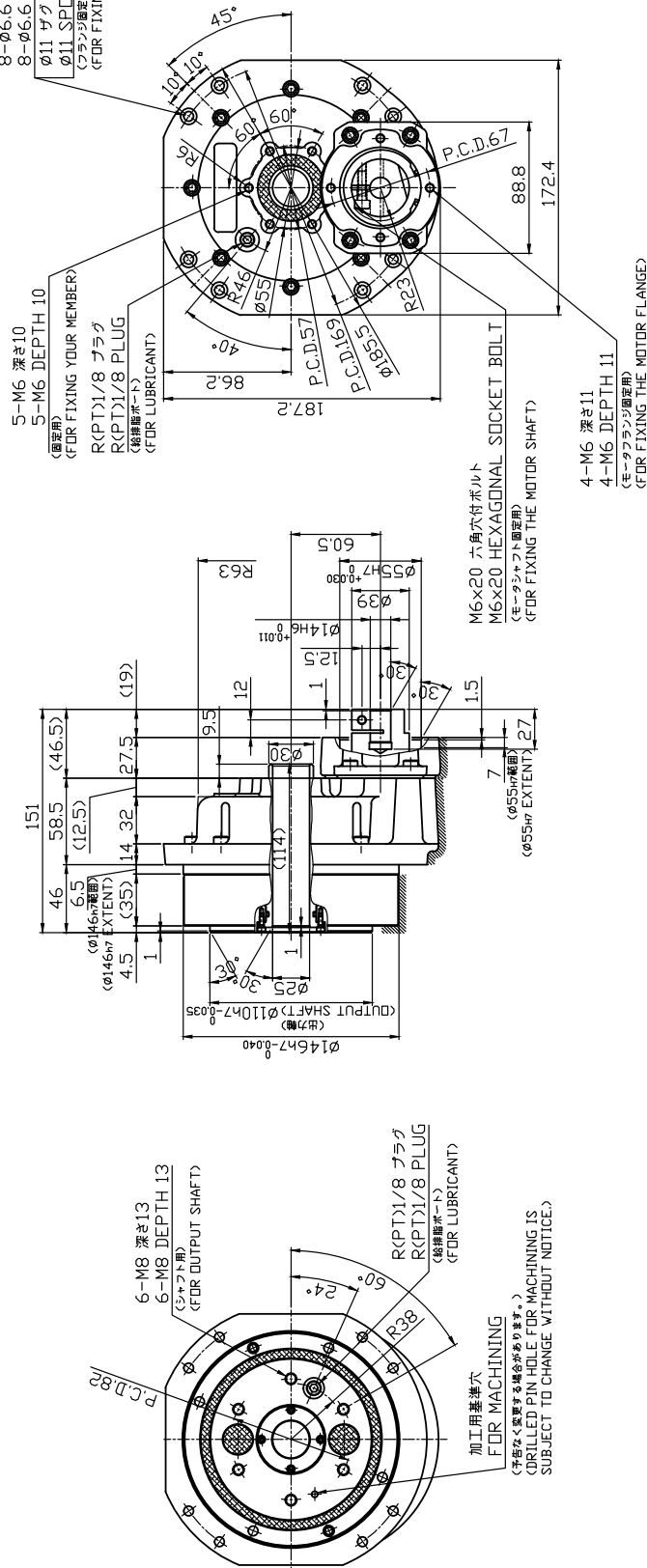
Technical Information

Motor flange / bushing

Pulley input type

Right angle input type

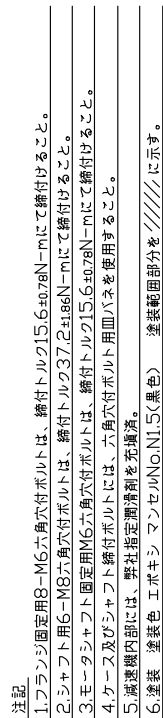
Straight input type



1. 1. フランジ固定用8-M6六角穴付ボルトは、締付トルク15.64078N・mにて締付けること。
2. 2. フランジ固定用6-M8六角穴付ボルトは、締付トルク37.21456N・mにて締付けること。
3. 3. モータシャフト固定用M6六角穴付ボルトは、締付トルク15.64078N・mにて締付けること。
4. 4. ケース及びシャフト締付ボルトには、六角穴付ボルト用用ビスを使用すること。
5. 5. 減速機内部には、弊社指定潤滑剤を充填。
6. 6. 塗装 塗装色 エポキシ マンガン黒No15(黒色) 塗装乾固部分を//////に示す。

- 1.1.Tightening torque of 8-M6 hexagon socket headed bolt for fixing case is 15.6±0.7aN·m.
- 2.1.Tightening torque of 6-M8 hexagon socket headed bolt on the output shaft is 37.2±1.6aN·m.
- 3.1.Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6±0.7aN·m.
- 4.1.Bolt shall be used with coned disk spring for heavy duty.
- 5.1.The specified lubricant is already sealed in before shipment.
- 6.1.//////area is painted black.

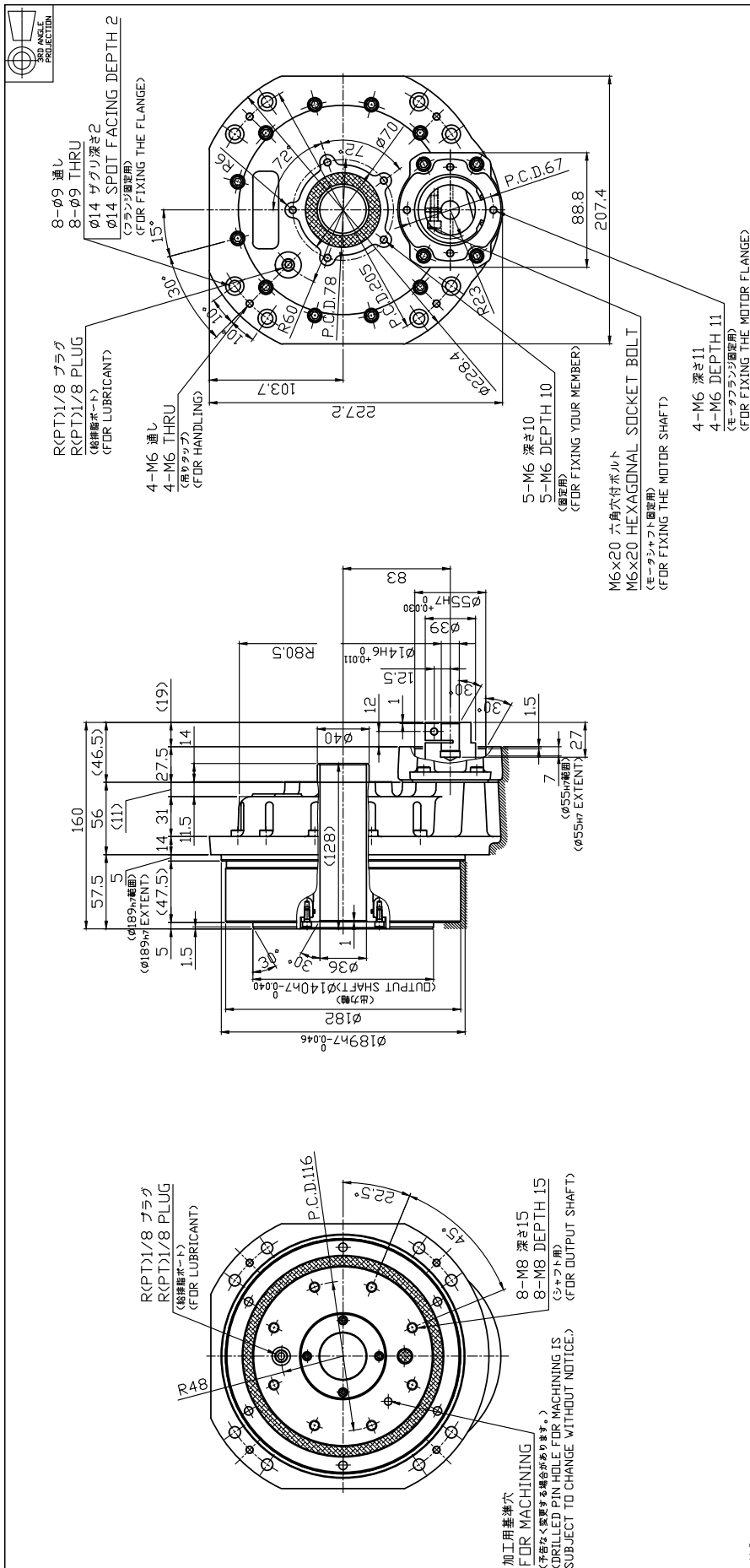
速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J kg・m ² The Motor Axis Conversion (kg・m ²)
81	RDS-010C-081-B0		1.66×10 ⁻⁴
108	RDS-010C-108-B0		1.48×10 ⁻⁴
153	RDS-010C-153-B0	10.4	1.34×10 ⁻⁴
189	RDS-010C-189-B0		1.27×10 ⁻⁴
243	RDS-010C-243-B0		1.22×10 ⁻⁴



1. Tightening torque of 8-M6 hexagon socket headed bolt for fixing case is 15.64078N-m.
2. Tightening torque of 6-M8 hexagon socket headed bolt on the output shaft is 37.2468N-m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.64078N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I_x (cm^2kg) The Mass Moment Conversion (kg-cm^2)
81	RDS-010C-081-B1		3.01×10^{-4}
108	RDS-010C-108-B1		2.83×10^{-4}
153	RDS-010C-153-B1	11.5	2.69×10^{-4}
189	RDS-010C-189-B1		2.63×10^{-4}
243	RDS-010C-243-B1		2.57×10^{-4}

Model Code: RDS-027C-XXX-B0 (Corresponding motor shaft diameter: Ø8 to Ø14)



品注

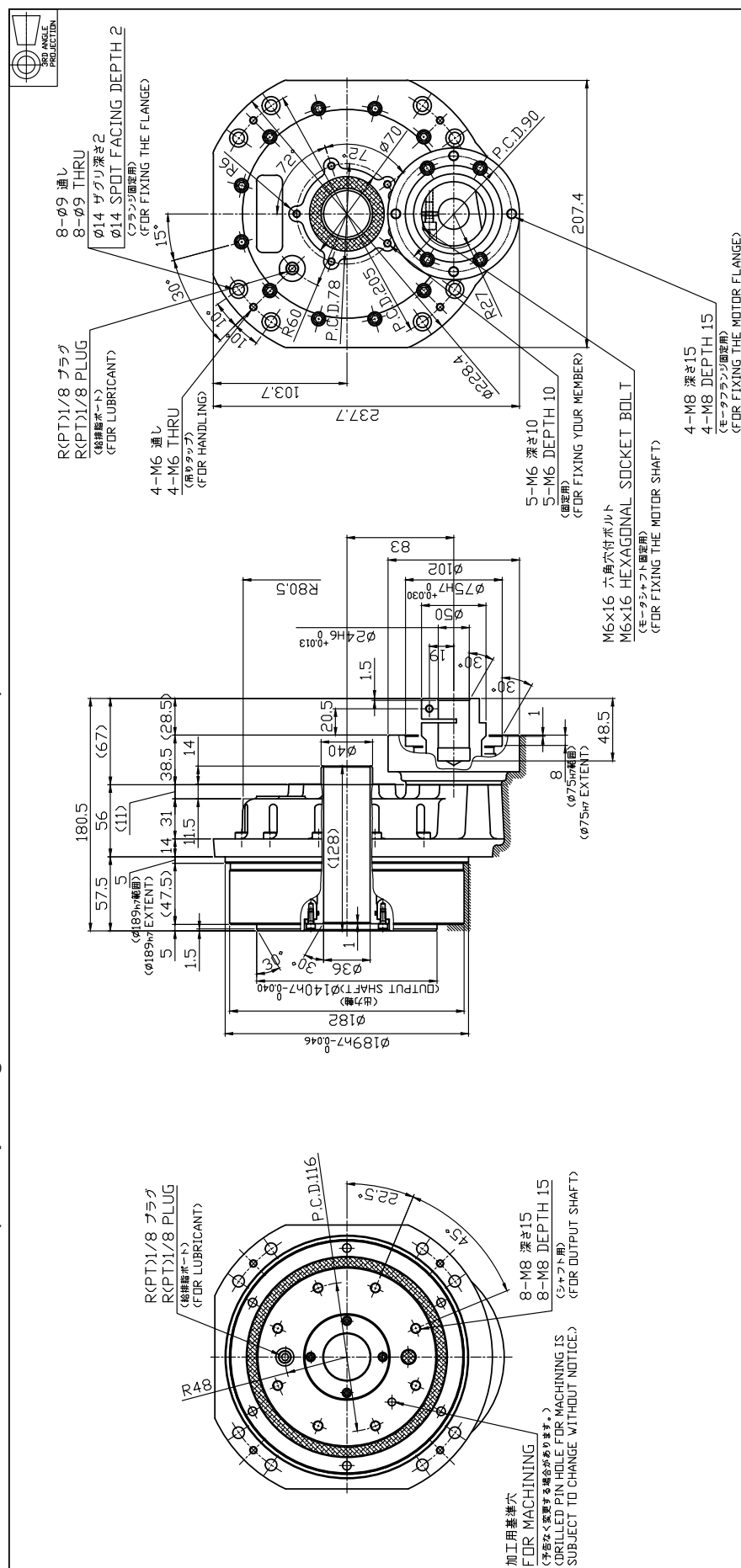
1. フランジ部固定用8-M8六角穴付ボルトは、締付トルク37.2±9.6N・mにて締付けすること。
 2. シヤフト用8-M8穴付ボルトは、締付トルク37.2±9.6N・mにて締付けること。
 3. マニピュレータ部固定用M6穴付ボルトは、締付トルク15.640±7.8N・mにて締付けること。
 4. ケース及びフランジ部締付ボルトには、六角穴付ボルト用皿爪を使用すること。
 5. 高壓配管内部には、弊社指定潤滑剤を充填。
- ※ 塗装
塗装 内部色 エポキシ マンガン系No.15(黒色) 塗装範囲部分を//////に示す。

NOTE

1. Tightening torque of 8-M8 hexagon socket headed bolt for fixing case is $37.2 \pm 1.6 \text{ N}\cdot\text{m}$.
2. Tightening torque of 8-M8 hexagon socket headed bolt on the output shaft is $37.2 \pm 1.6 \text{ N}\cdot\text{m}$.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is $15.6 \pm 0.7 \text{ N}\cdot\text{m}$.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6.  area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I _g [kg・m ²]
99.82	RDS-027C-100-B0		3.05×10 ⁻⁴
141.68	RDS-027C-142-B0	16.5	2.26×10 ⁻⁴
184	RDS-027C-184-B0		1.93×10 ⁻⁴
233.45	RDS-027C-233-B0		1.69×10 ⁻⁴

Model Code: RDS-027C-XXX-B1 (Corresponding motor shaft diameter: Ø14 to Ø24)



注記

1. フランジ固定用M8六角穴付ボルトは、締付トルク37.2±8N・mにて締付けること。
2. フランジ用8-M10六角穴付ボルトは、締付トルク37.2±8N・mにて締付けること。
3. モータシヤフト固定用M6六角穴付ボルトは、締付トルク15.6±2.7N・mにて締付けること。
4. ケース及びシャフト締付ボルトには、六角穴付ボルト用皿バネを使用すること。
5. 高圧潤滑剤を塗布すること。
6. 塗装材料は、エポキシ樹脂No.150(黒色)に示す。塗装範囲部分を//に示す。

NOTE

1. Tightening torque of 8-M8 hexagon socket headed bolt for fixing case is 37.2_{±1.6}N·m.
2. Tightening torque of 8-M8 hexagon socket headed bolt on the output shaft is 37.2_{±1.6}N·m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6_{±0.7}N·m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. The area is painted black.

慣性モーメント Moment of Inertia J ($\text{kg} \cdot \text{cm}^2$)	質量 Mass (kg)	型式コード Model Code	速比 Speed Ratio
		RDS-027C-100-B1	99.82
		RDS-027C-142-B1	141.68
	17.6	RDS-027C-184-B1	184
		RDS-027C-233-B1	233.45

Technical Information

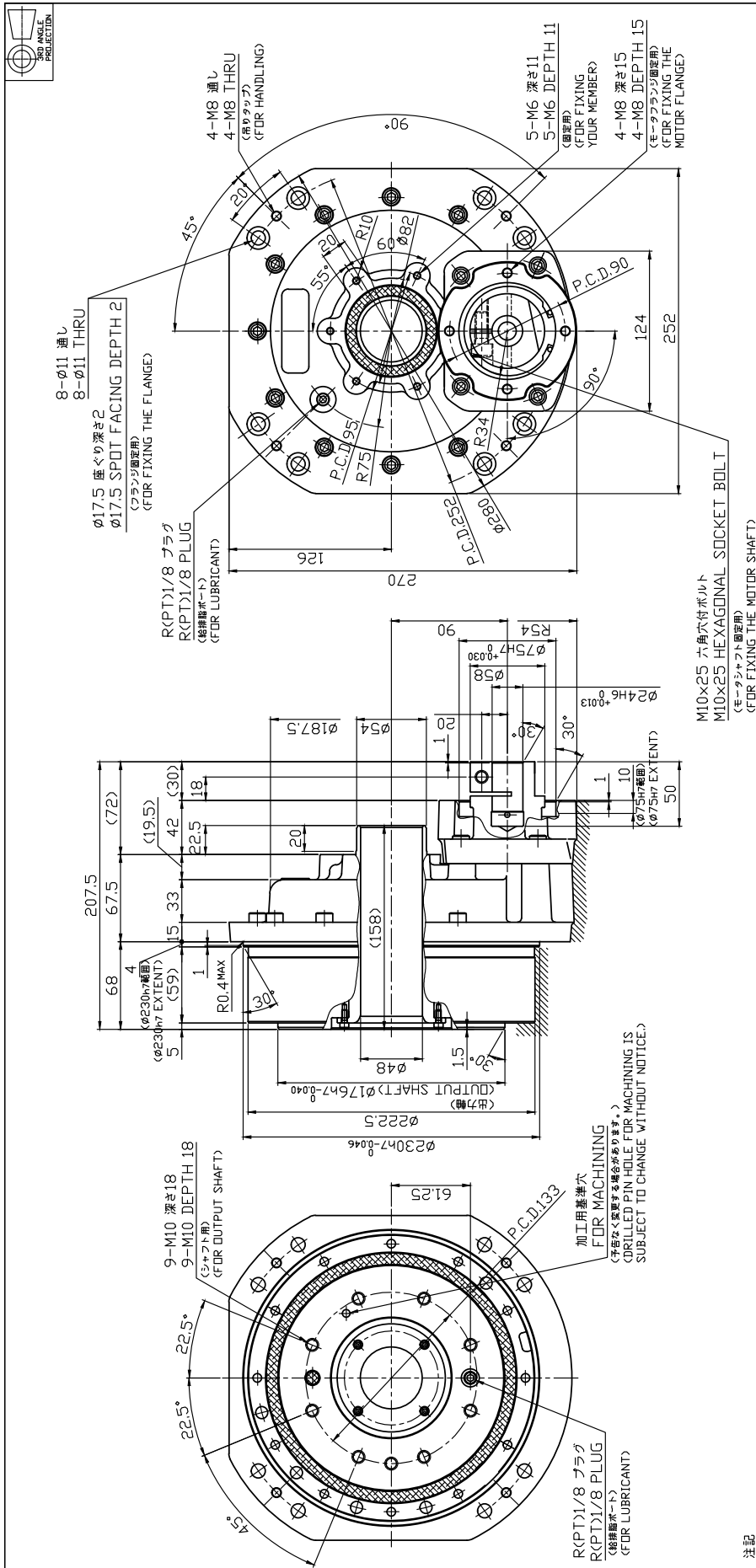
Motor flange / bushing

Pulley input type

Right angle input type

Straight input type

Model Code: RDS-050C-XXX-B2 (Corresponding motor shaft diameter: Ø14 to Ø24)



注記

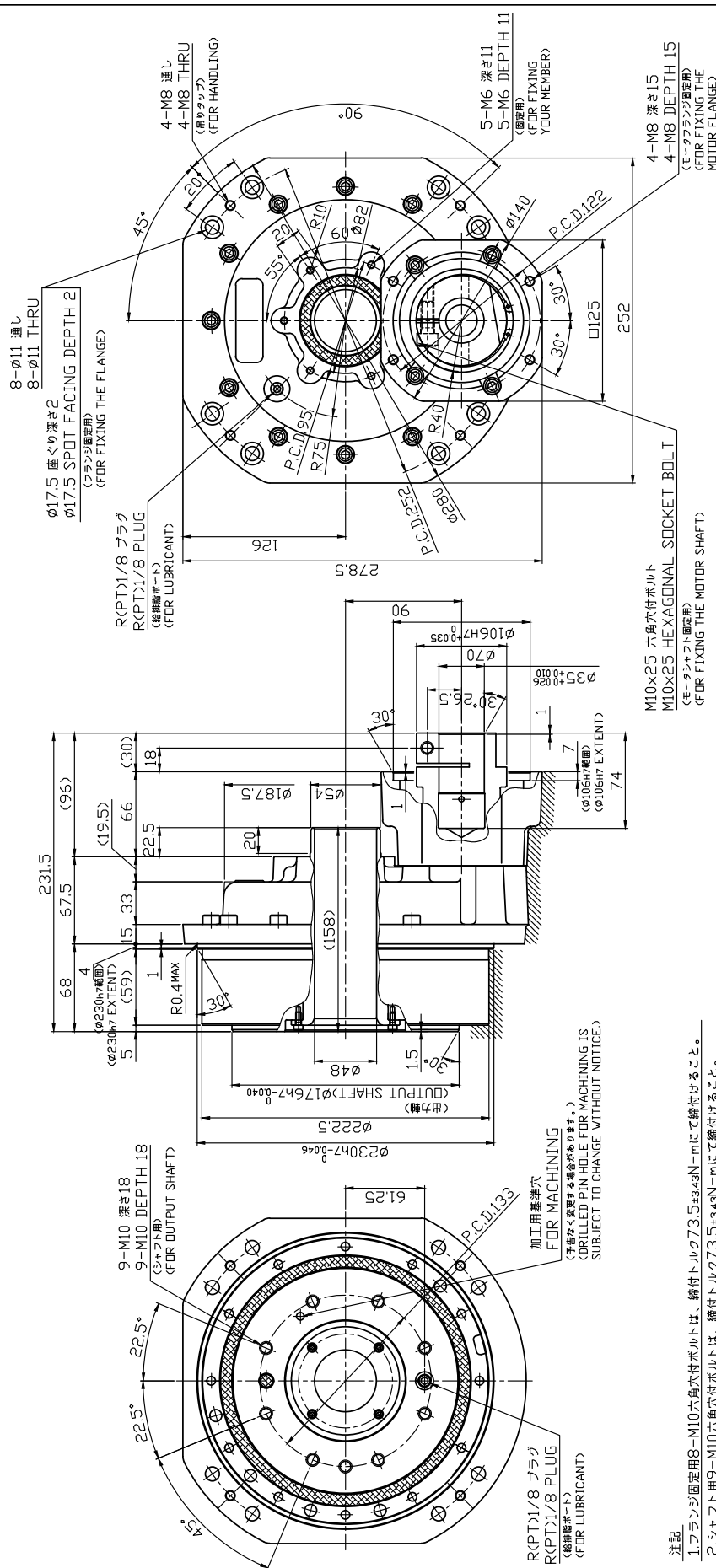
- 1.フランジ固定用8-M10六角穴付ボルトは、締付トルク73.5±3.43N-mにて締付けること。
- 2.シャフト用9-M10六角穴付ボルトは、締付トルク73.5±3.43N-mにて締付けること。
- 3.モータシャフト固定用M10六角穴付ボルトは、締付トルク73.5±3.43N-mにて締付けること。
- 4.ケース及びシャフト締付ボルトには、六角穴付ボルト用皿パネを使用すること。
- 5.高速機内部には、弊社指定潤滑剤を充填済。
- 6.塗装 塗装色 エポキシ マンセルNo.15(黒色) 塗装範囲部分を/////に示す。

NOTE

- 1.Tightening torque of 8-M10 hexagon socket headed bolt for fixing case is 73.5±3.43N-m.
- 2.Tightening torque of 9-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N-m.
- 3.Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5±3.43N-m.
- 4.Bolt shall be used with coned disk spring for heavy duty.
- 5.The specified lubricant is already sealed in before shipment.
- 6.//////area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I_r (g-cm ²) 入力軸側算出 The Motor Axis Contribution (kg-cm ²)
109	RDS-050C-109-B2		8.23×10 ⁻⁴
152.6	RDS-050C-153-B2	29.9	7.52×10 ⁻⁴
196.2	RDS-050C-196-B2		7.18×10 ⁻⁴
239.8	RDS-050C-240-B2		6.99×10 ⁻⁴

Model Code: RDS-050C-XXX-B3 (Corresponding motor shaft diameter: Ø25 to Ø35)



NOTE

1. Tightening torque of 8-M10 hexagon socket headed bolt for fixing case is 73.5*3*43N-m.
2. Tightening torque of 9-M10 hexagon socket headed bolt on the output shaft is 73.5*3*43N-m.
3. Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5*3*43N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. // // // area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J ₁ (kg・cm ²)	モータ軸 回転速度 The Motor Axis Conversion Speed (1/min)
109	RDS-050C-109-B3		1.41×10 ⁻³	1.41×10 ⁻³
152.6	RDS-050C-153-B3	32.3	1.34×10 ⁻³	1.34×10 ⁻³
196.2	RDS-050C-196-B3		1.31×10 ⁻³	1.31×10 ⁻³
239.8	RDS-050C-240-B3		1.29×10 ⁻³	1.29×10 ⁻³

Technical Information

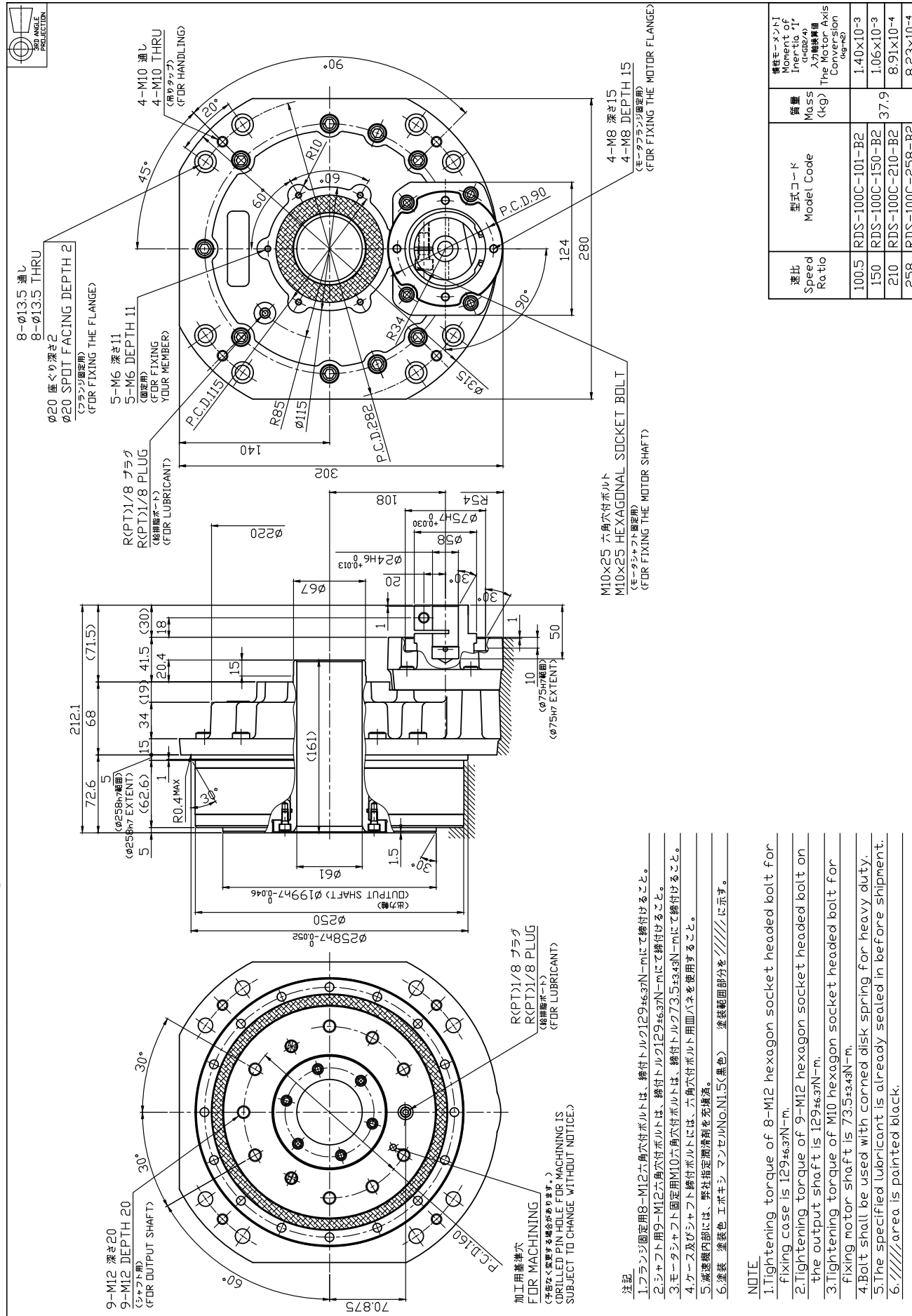
Motor flange / bushing

Pulley input type

Right angle input type

Straight input type

Model Code: RDS-100C-XXX-B2 (Corresponding motor shaft diameter: Ø14 to Ø24)



NOTE

- 1.Tightening torque of 8-M12 hexagon socket headed bolt for fixing case is 129±6.37N-m.
- 2.Tightening torque of 9-M12 hexagon socket headed bolt on the output shaft is 129±6.37N-m.
- 3.Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5±3.43N-m.
- 4.Bolt shall be used with corned disk spring for heavy duty.
- 5.The specified lubricant is already sealed in before shipment.
- 6.//////area is painted black.

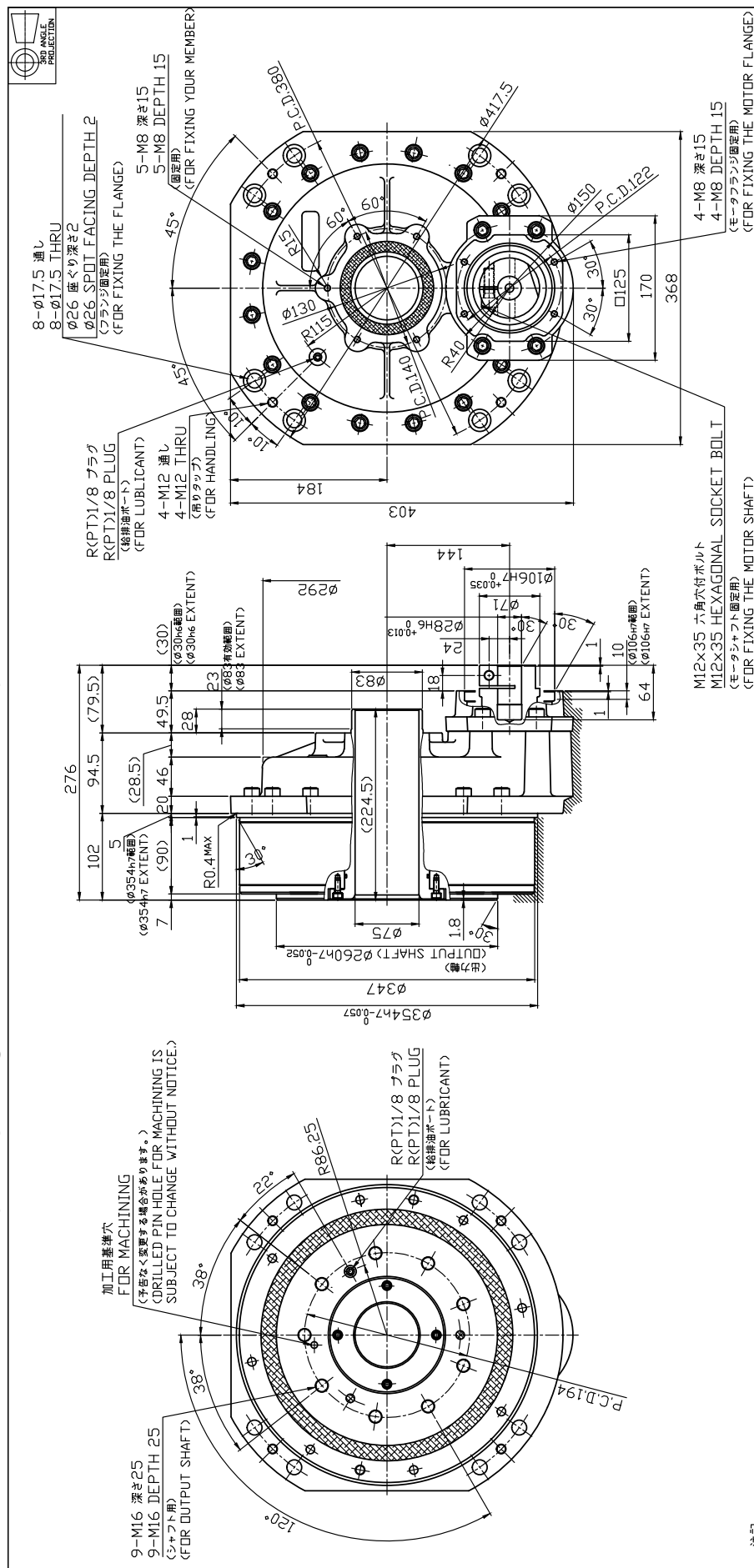
[illegible]

1. Tightening torque of 8-M12 hexagon socket headed bolt for fixing case is 129_{±3}N·m.
2. Tightening torque of 9-M12 hexagon socket headed bolt on the output shaft is 129_{±3}N·m.
3. Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5_{±3}N·m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. The area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J ₁ [kg・m ²] The Motor Axis Conversion (kg・m ²)
100.5	RDS-100C-101-B3		1.99x10 ⁻³
150	RDS-100C-150-B3		1.65x10 ⁻³
210	RDS-100C-210-B3	40.4	1.48x10 ⁻³
258	RDS-100C-258-B3		1.41x10 ⁻³

Straight input type

Model Code: RDS-200C-XXX-B4 (Corresponding motor shaft diameter: Ø19 to Ø28)



注記

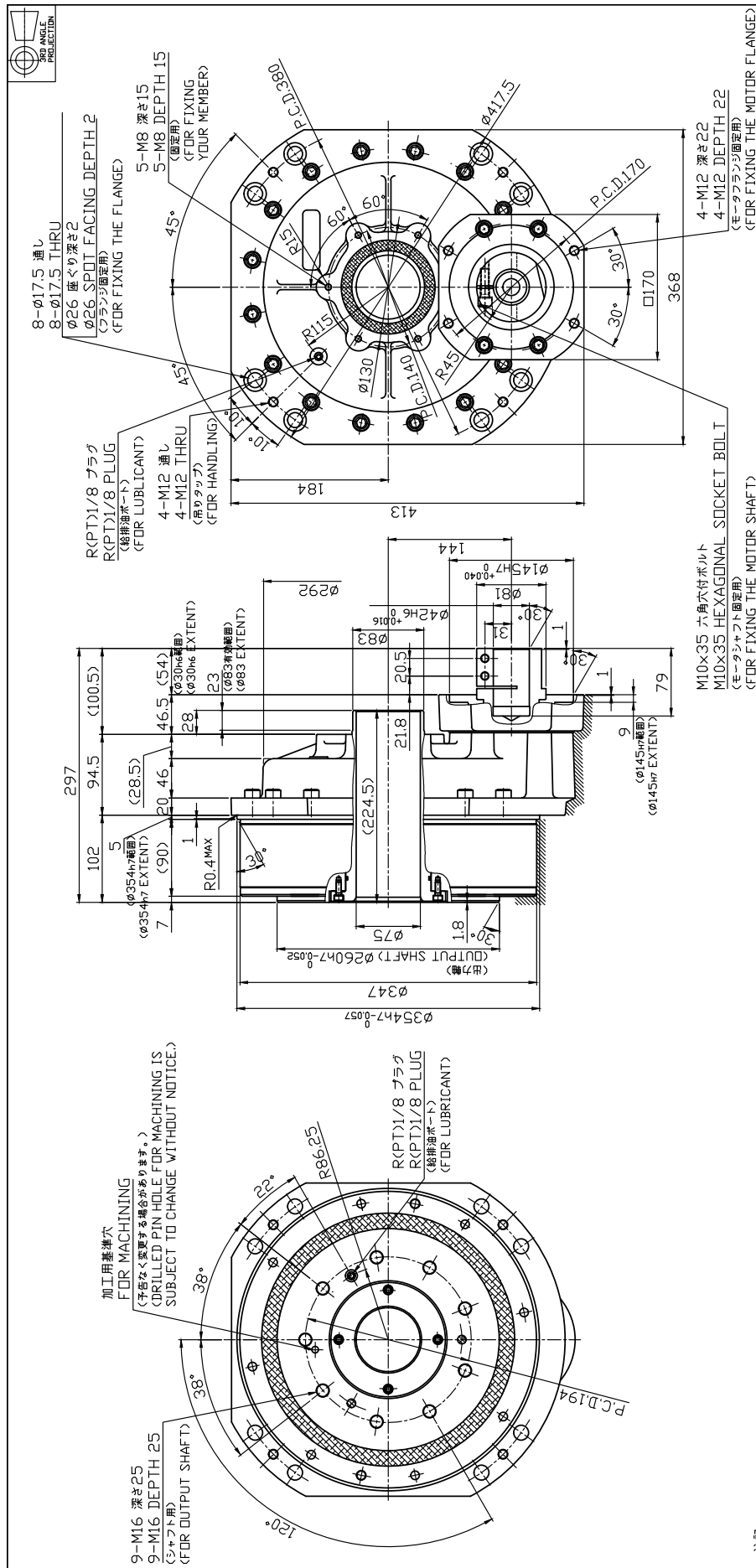
- 1.フランジ固定用8-M16六角穴付ボルトは、締付トルク319±59N-mにて締付けること。
- 2.シャフト用9-M16六角穴付ボルトは、締付トルク319±59N-mにて締付けること。
- 3.モータシャフト固定用M12六角穴付ボルトは、締付トルク129±63N-mにて締付けること。
- 4.ケース及びシャフト締付ボルトには、六角穴付ボルト用皿バネを使用すること。
- 5.減速機内部には、弊社指定潤滑剤を充填済。
- 6.塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を/////に示す。

NOTE

- 1.Tightening torque of 8-M16 hexagon socket headed bolt for fixing case is 319±59N-m.
- 2.Tightening torque of 9-M16 hexagon socket headed bolt on the output shaft is 319±59N-m.
- 3.Tightening torque of M12 hexagon socket headed bolt for fixing motor shaft is 129±63N-m.
- 4.Bolt shall be used with coned disk spring for heavy duty.
- 5.The specified lubricant is already sealed in before shipment.
- 6.////// area is painted black.

速出 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I_p (cm^2/s^2) 入力軸側算出 The Motor Axis Contribution ($\text{kg}\cdot\text{cm}^2$)
105.83	RDS-200C-106-B4		3.60×10 ⁻³
155.96	RDS-200C-156-B4		2.80×10 ⁻³
206.09	RDS-200C-206-B4	95.5	2.43×10 ⁻³
245.08	RDS-200C-245-B4		2.28×10 ⁻³

Model Code: RDS-200C-XXX-B5 (Corresponding motor shaft diameter: Ø32 to Ø42)



注記

1. フランジ固定用B-M16六角穴付ボルトは、締付トルク319±15N・mにて締付けること。
2. シヤフト用9-M16六角穴付ボルトは、締付トルク319±15N・mにて締付けること。
3. モータシヤフト固定用C-M10六角穴付ボルトは、締付トルク73.5±3.4N・mにて締付けること。
4. ケース及びシヤフト締付ボルトには、六角穴付ボルト用皿パネを使用すること。
5. 減速機内部には、弊社指定潤滑油を充填。
6. 塗装 塗装色 エポキシ マンションNo.15(黒色) 塗装乾固部分を////に示す。

NOTE

1. Tightening torque of 8-M16 hexagon socket headed bolt for fixing case is 319₄₁₅N-m.
2. Tightening torque of 9-M16 hexagon socket headed bolt on the output shaft is 319₄₁₅N-m.
3. Tightening torque of 2-M10 hexagon socket headed bolt for fixing motor shaft is 73.5₄₃N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. // // // // area is painted black.

型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J _r (kg・cm ²) The Motor Axis Conversion (kg・m ²)
速比 Speed Ratio		
105.83		4.69×10 ⁻³
155.96		3.89×10 ⁻³
206.09	98.4	3.51×10 ⁻³
245.08		3.36×10 ⁻³
245.08		3.36×10 ⁻³

Technical Information

Motor flange / bushing

Pulley input type

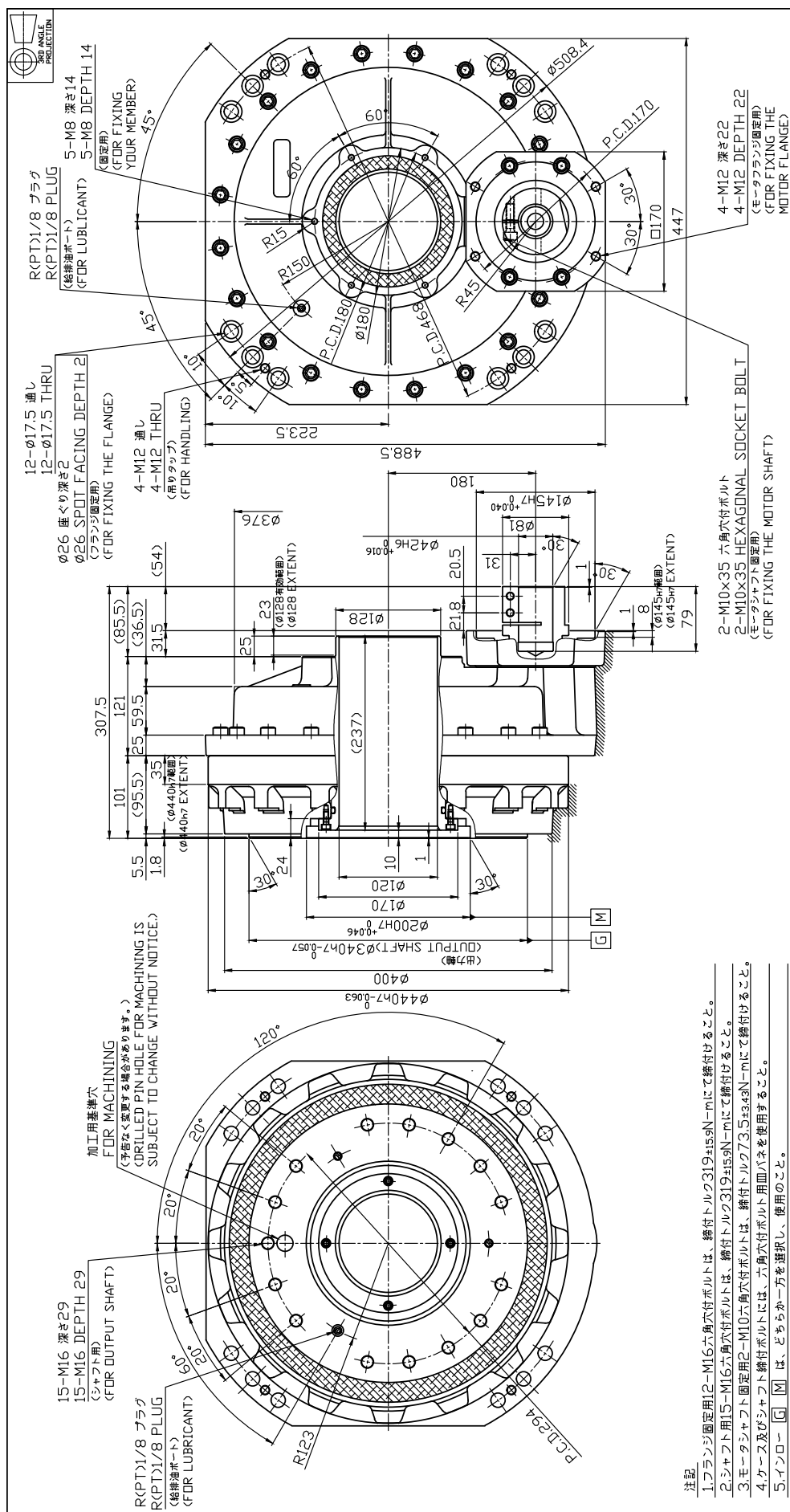
Right angle input type

Straight input type

38



Model Code: RDS-320C-XXX-B5 (Corresponding motor shaft diameter: Ø32 to Ø42)



NOTE

1. Tightening torque of 12-M16 hexagon socket headed bolt for fixing case is 319#59N-m.
2. Tightening torque of 15-M16 hexagon socket headed bolt on the output shaft is 319#59N-m.
3. Tightening torque of 2-M10 hexagon socket headed bolt for fixing motor shaft is 73.5#34N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of  or .
6. The specified lubricant is already sealed in before shipment.
7.  area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J _r (kg・cm ²) The Motor Axis Conversion (kg・m ²)
115	RDS-320C-115-B5		8.25×10 ⁻³
157	RDS-320C-157-B5	14.3	6.18×10 ⁻³
207	RDS-320C-207-B5		4.98×10 ⁻³
253	RDS-320C-253-B5		4.37×10 ⁻³

Technical Information

Motor flange / bushing

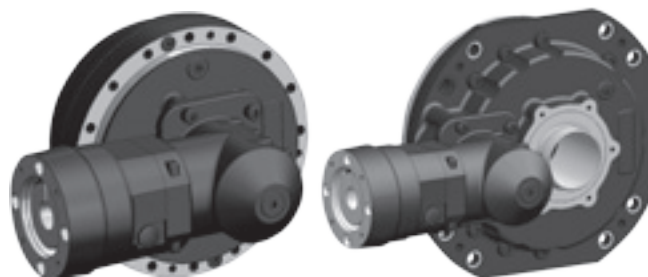
Pulley input type

Right angle input type

Straight input type



Right angle input type



Right Angle Input Type Code Description and Configuration Diagram

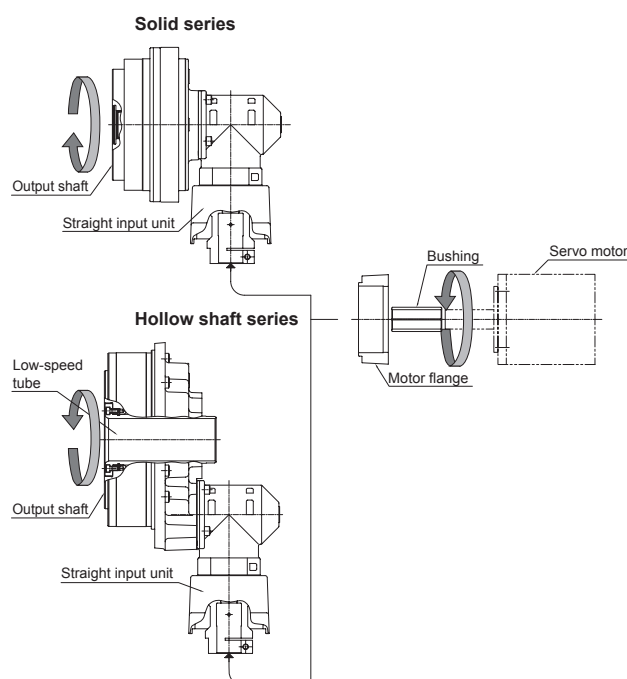
Product code

RD R – 080 E – 041 – C3 – GD – ZZ

Model Code			Ratio Code	Input unit code	Motor flange code	Bushing code
Right angle input code	Torque code	Series code				
R	006	E: Solid series	031, 043, 054, 079, 103	C0 : Corresponding motor shaft diameter Ø8 to 14 C1 : Corresponding motor shaft diameter Ø14 to 24	2-letter code (code will differ depending on motor to be mounted)	2-letter code (code will differ depending on motor to be mounted)
	020		041, 057, 081, 105, 121, 161	C0 : Corresponding motor shaft diameter Ø8 to 14 C1 : Corresponding motor shaft diameter Ø14 to 24		
	040		041, 057, 081, 105, 121, 153	C2 : Corresponding motor shaft diameter Ø14 to 24 C3 : Corresponding motor shaft diameter Ø25 to 35		
	080		041, 057, 081, 101, 121, 153	C2 : Corresponding motor shaft diameter Ø14 to 24 C3 : Corresponding motor shaft diameter Ø25 to 35		
	160		066, 081, 101, 121, 145, 171	C4 : Corresponding motor shaft diameter Ø19 to 28 C5 : Corresponding motor shaft diameter Ø32 to 42		
	320		066, 081, 101, 121, 141, 185	C4 : Corresponding motor shaft diameter Ø19 to 28 C5 : Corresponding motor shaft diameter Ø32 to 42		
	010	C: Hollow shaft series	081, 108, 153, 189, 243	C0 : Corresponding motor shaft diameter Ø8 to 14 C1 : Corresponding motor shaft diameter Ø14 to 24		
	027		100, 142, 184, 233	C0 : Corresponding motor shaft diameter Ø8 to 14 C1 : Corresponding motor shaft diameter Ø14 to 24		
	050		109, 153, 196, 240	C2 : Corresponding motor shaft diameter Ø14 to 24 C3 : Corresponding motor shaft diameter Ø25 to 35		
	100		101, 150, 210, 258	C2 : Corresponding motor shaft diameter Ø14 to 24 C3 : Corresponding motor shaft diameter Ø25 to 35		
	200		106, 156, 206, 245	C4 : Corresponding motor shaft diameter Ø19 to 28 C5 : Corresponding motor shaft diameter Ø32 to 42		
	320		115, 157, 207, 253	C4 : Corresponding motor shaft diameter Ø19 to 28 C5 : Corresponding motor shaft diameter Ø32 to 42		

Note: For selection of motor flange and bushing, see the selection tables on pages 83 – 85 or visit the Nabtesco website (URL : <http://precision.nabtesco.com/>).

Configuration Diagram



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Rating Table Right angle input type

Solid series

Model Code	Ratio code (actual gear ratio)	Reduction Gear														External Dimensions
		T ₀	N ₀	K	T _{S1}	T _{S2}	N _{in}	N _S	N _{To}	Backlash	Lost motion	Torsional rigidity (Representative values)	Start-up Efficiency	M ₀	α	
		Rated Torque	Rated Output Speed	Life Rating	Allowable Startup/Stop Torque	Momentary maximum allowable torque	Allowable Input Speed (Note 2)	Allowable Output Speed (Note 2)	Reference value to output speed during continuous operation at rated torque							
		(Nm)	(rpm)	(h)	(Nm)	(Nm)	(rpm)	(rpm)	(rpm)	(arc.min.)	(arc.min.)	(Nm/arc.min.)	(%)	(Nm)	(mm)	
RDR-006E	031 (31)	58	30	6,000	117	294	3,500	100	100	2.0	2.0	20	70	196	77.8	Input Unit Code : C0 ———P.44 Input Unit Code : C1 ———P.45
	043 (43)							81	76							
	054 (53.5)							65	63							
	079 (79)							44	44							
	103 (103)							34	34							
RDR-020E	041 (41)	108	15	6,000	271	543	3,500	75	55	1.5	1.5	49	75	882	93.2	Input Unit Code : C0 ———P.46 Input Unit Code : C1 ———P.47
	057 (57)	151			378	755		61	44							
	081 (81)	167			412	833		43	35							
	105 (105)							33	30							
	121 (121)							29	28							
	161 (161)							22	22							
RDR-040E	041 (41)	400	15	6,000	1,000	2,000	3,000	70	32	1.5	1.5	108	70	1,666	114.6	Input Unit Code : C2 ———P.48 Input Unit Code : C3 ———P.49
	057 (57)	412			1,029	2,058		53	30							
	081 (81)							37	28							
	105 (105)							29	27							
	121 (121)							25	25							
	153 (153)							20	20							
RDR-080E	041 (41)	400	15	6,000	1,000	2,000	3,000	70	35	1.5	1.5	196	75	2,156	136.1	Input Unit Code : C2 ———P.50 Input Unit Code : C3 ———P.51
	057 (57)	556			1,390	2,781		53	31							
	081 (81)	784			1,960	3,920		37	29							
	101 (101)							30	27							
	121 (121)							25	25							
	153 (153)							20	20							
RDR-160E	066 (66)	1,568	15	6,000	3,920	7,840	2,000	30	20	1.5	1.5	392	75	3,920	167.3	Input Unit Code : C4 ———P.52 Input Unit Code : C5 ———P.53
	081 (81)							25	18							
	101 (101)							20	16							
	121 (121)							17	14							
	145 (145)							14	13							
	171 (171)							12	12							
RDR-320E	066 (66)	1,800	15	6,000	4,503	9,002	2,000	30	14	1.5	1.5	980	80	7,056	203	Input Unit Code : C4 ———P.54 Input Unit Code : C5 ———P.55
	081 (81)	2,209			5,527	11,048		25	9							
	101 (101)	2,755			6,892	13,776		20	7							
	121 (121)	3,136			7,840	15,680		17	6							
	141 (141)							14	5							
	185 (185)							11	4							

Hollow shaft series

Model Code	Ratio code (actual gear ratio)	Reduction Gear														External Dimensions
		T ₀	N ₀	K	T _{S1}	T _{S2}	N _{in}	N _S	N _{To}	Backlash	Lost motion	Torsional rigidity (Representative values)	Start-up Efficiency	M ₀	α	
		Rated Torque	Rated Output Speed	Life Rating	Allowable Startup/Stop Torque	Momentary maximum allowable torque	Allowable Input Speed (Note 2)	Allowable Output Speed (Note 2)	Reference value to output speed during continuous operation at rated torque							
		(Nm)	(rpm)	(h)	(Nm)	(Nm)	(rpm)	(rpm)	(rpm)	(arc.min.)	(arc.min.)	(Nm/arc.min.)	(%)	(Nm)	(mm)	
RDR-010C	081 (81)	98	15	6,000	245	490	3,500	43	39	1.5	1.5	47	65	686	91.2	Input Unit Code : C0 ———P.56 Input Unit Code : C1 ———P.57
	108 (108)							32	31							
	153 (153)							23	23							
	189 (189)							19	20							
	243 (243)							14	14							
RDR-027C	100 (99.82)	265	15	6,000	662	1,323	3,500	35	23	1.5	1.5	147	70	980	112	Input Unit Code : C0 ———P.58 Input Unit Code : C1 ———P.59
	142 (141.68)							25	18							
	184 (184)							19	15							
	233 (233.45)							15	14							
RDR-050C	109 (109)	490	15	6,000	1,225	2,450	3,000	28	28	1.5	1.5	255	70	1,764	136.8	Input Unit Code : C2 ———P.60 Input Unit Code : C3 ———P.61
	153 (152.6)							20	20							
	196 (196.2)							15	15							
	240 (239.8)							13	13							
RDR-100C	101 (100.5)	980	15	6,000	2,450	4,900	3,000	30	19	1.5	1.5	510	80	2,450	148.9	Input Unit Code : C2 ———P.62 Input Unit Code : C3 ———P.63
	150 (150)							20	17							
	210 (210)							14	14							
	258 (258)							12	12							
RDR-200C	106 (105.83)	1,960	15	6,000	4,900	9,800	2,000	19	11	1.5	1.5	980	80	8,820	204.4	Input Unit Code : C4 ———P.64 Input Unit Code : C5 ———P.65
	156 (155.96)							13	8							
	206 (206.09)							10	6							
	245 (245.08)							8	5							
RDR-320C	115 (115)	3,136	15	6,000	7,840	15,680	2,000	17	14	1.5	1.5	1,960	80	20,580	245.9	Input Unit Code : C4 ———P.66 Input Unit Code : C5 ———P.67
	157 (157)							13	11							
	207 (207)							10	7							
	253 (253)							8	8							

Notes:

1. The rating table shows the specification values including the entry fields for reduction gear values.
2. The allowable speed may be limited by heat depending on the operating rate. Make sure the surface temperature of the reduction gear does not exceed 60°C during use.
3. The allowable moment will differ depending on the thrust load. Check the allowable moment diagram.
4. For the moment of inertia of the reduction gears, refer to the external dimension drawings for the reduction gear.

Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

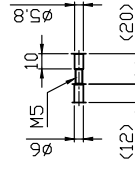
3RD ANGLE
PROJECTION



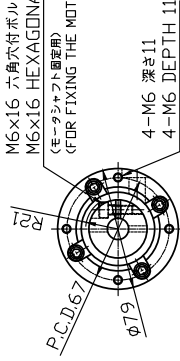
- NOTE

1. Tightening torque of 7-M5 hexagon socket headed bolt for fixing case is 9.01 $\pm$ 0.49N·m.
2. Tightening torque of 6-M8 hexagon socket headed bolt on the output shaft is 37.2 $\pm$ 1.86N·m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6 $\pm$ 0.78N·m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of  or .
6. The specified lubricant is already sealed in before shipment.
7.  area is painted black.
8. $\varnothing$ 5.8 of  area cannot be used (Even if it does not tighten M5($\varnothing$ 5.8), the pert orance of the gear reducer is not influence)

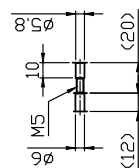
SECTION V-V



M6×16 六角穴付ボルト
M6×16 HEXAGONAL SOCKET BOLT
(モータシャフト固定用)
(FOR FIXING THE MOTOR SHAFT)



4-M6 深さ11
4-M6 DEPTH 11
(モータフランジ固定用)
(FOR FIXING THE MOTOR)



M6x16 六角穴付ボルト
M6x16 HEXAGONAL SOCKET BOLT
(モータシャフト固定用)
(FOR FIXING THE MOTOR SHAFT)

4-M8 深さ15
4-M8 DEPTH 15
(モータフランジ固定用)
(FOR FIXING THE MOTOR FLANGE)

φ106
P.C.D. 90

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J ₁ (kg·m ²)
31	RDR-006E-031-C1		2.81×10 ⁻⁴
43	RDR-006E-043-C1		2.62×10 ⁻⁴
54	RDR-006E-054-C1	8.2	2.61×10 ⁻⁴
79	RDR-006E-079-C1		2.60×10 ⁻⁴
103	RDR-006E-108-C1		2.60×10 ⁻⁴

1. フランジ固定用7-N5六角穴付ボルトは、締付トルク90±0.49N・mにて締付けると。
2. シャフト用6-M8六角穴付ボルトは、締付トルク37.2±1.86N・mにて締付けると。
3. モータシャフト固定用M6六角穴付ボルトは、締付トルク15.6±0.78N・mにて締付けると。
4. ケース及びシャフトに締付ボルトには、六角穴付ボルト用皿ハネを使用すること。
5. インロー「G」は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑油を充填す。
7. 塗装 塗装色 エポキシ マンゼルスNo.11.5(黒色) 塗装部部分を/////に示す。
8. 各部のφ5.8は使用不可(未使用の場合でも性能上問題無し)。

1. Tightening torque of 7-M5 hexagon socket headed bolt for fixing case is $901 \pm 0.45 \text{ N}\cdot\text{m}$.
2. Tightening torque of 6-M8 hexagon socket headed bolt on the output shaft is $372 \pm 1.66 \text{ N}\cdot\text{m}$.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is $15.6 \pm 0.78 \text{ N}\cdot\text{m}$.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of or .
6. The specified lubricant is already sealed in before shipment.
7. area is painted black.
8. $\phi 5.8$ of area cannot be used. (Even if it does not tighten M5($\phi 5.8$), the performance of the gear reducer is not influence.)

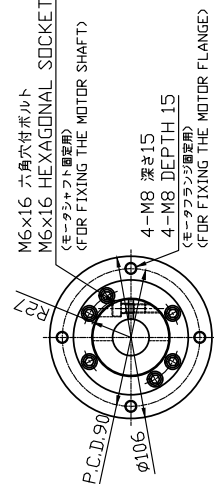
3RD ANGLE PROJECTION



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I ($\text{cm}^2\text{oz/in}^2$) 慣性質量 The Mass of Axis Conversion ($\text{kg}\cdot\text{m}^2$)
41	RDR-020E-041-C0		1.73×10^{-4}
57	RDR-020E-057-C0		1.65×10^{-4}
81	RDR-020E-081-C0	9.9	1.61×10^{-4}
105	RDR-020E-105-C0		1.59×10^{-4}
121	RDR-020E-121-C0		1.58×10^{-4}
161	RDR-020E-161-C0		1.57×10^{-4}

1. フランジ固定用IS-MN6六角穴付ボルトは、締付トルク[5.640.78N・m]にて締付けること。
2. シャフト用6-M10六角穴付ボルトは、締付トルク[73.5±34N・m]にて締付けること。
3. モータ及びシャフト締付ボルトには、六角穴付ボルト用皿バネを使用すること。
4. ケースおよびシャフト締付ボルトには、六角穴付ボルト用皿バネを使用すること。
5. インロー^①は、どちらか一方を選択し、使用のこと。
6. 減速機内部には、弊社指定潤滑油を充填済。
7. 塗装 塗装色 エポキシ マンチンゲルMN1.5(黒色) 塗装範囲部分を////に示す。
8. 各部の3-φ6は使用不可(未使用の場合でも性能上問題無し)。

1. Tightening torque of 15-M6 hexagon socket headed bolt for fixing case is 15.6±0.78N-m.
2. Tightening torque of 6-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N-m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6±0.78N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of or .
6. The specified lubricant is already sealed in before shipment.
7. area is painted black.
8. 3-Ø6.6 of area cannot be used. (Even if it does not tighten 3-M6(3-Ø6.6), the performance of the gear reducer is not influence.)



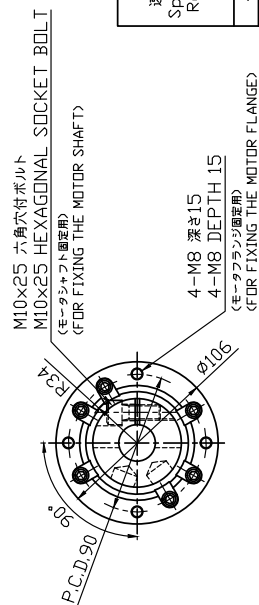
速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia J_r ($\text{kg}\cdot\text{cm}^2$) X 7 軸慣性質量 The Motor-Axis Conversion Mass
41	RDR-020E-041-C1		2.78×10^{-4}
57	RDR-020E-057-C1		2.70×10^{-4}
81	RDR-020E-081-C1	10.9	2.66×10^{-4}
105	RDR-020E-105-C1		2.63×10^{-4}
121	RDR-020E-121-C1		2.63×10^{-4}
161	RDR-020E-161-C1		2.61×10^{-4}

注記	
1. シャフト固定用I5-M6六角穴付ボルトは、締付トルク15.6±0.78N・mにて締付けること。	
2. シャフト用I6-M10六角式穴付ボルトは、締付トルク73.5±3.43N・mにて締付けること。	
3. モータシャフト固定用M6六角穴付ボルトは、締付トルク15.6±0.78N・mにて締付けること。	
4. ケース及びシフト締付ボルトには、六角穴付ボルト用皿山ネジを使用すること。	
5. インロー「回」は、どちらか一方を選択し、使用のこと。	
6. 減速機内部には、弊社指定潤滑剤を充填済。	
7. 塗装：塗料 エポキシ マンゼンNO.91(黒色) 塗装範囲部分を // に示す。	
8. 包装：紙箱 3の6は使用不可(未使用の場合でも性能上問題無し)。	

1. Tightening torque of 15-M6 hexagon socket headed bolt for fixing case is 15.6±0.78N-m.
2. Tightening torque of 6-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N-m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6±0.78N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. Use one of or .
6. The specified lubricant is already sealed in before shipment.
7. area is painted black.
8. 3-06.6 of area cannot be used. (Even if it does not tighten 3-M6(3-06.6), the performance of the gear reducer is not influence.)

Straight input type

3RD ANGLE
PROJECTION



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント I Moment of Inertia J _r (kg・m ²) 入力軸側質量 スプロケット質量 The Motor Axis Conversion deg/m ²
41	RDR-080E-041-C2	26.8	8.97×10 ⁻⁴
57	RDR-080E-057-C2		8.49×10 ⁻⁴
81	RDR-080E-081-C2		8.19×10 ⁻⁴
101	RDR-080E-101-C2		8.04×10 ⁻⁴
121	RDR-080E-121-C2		7.95×10 ⁻⁴
153	RDR-080F-153-C2		7.85×10 ⁻⁴

NOTE 8)

注記

1. ケース固定用13・M8六角穴付ボルトは、締付トルク37.2±8.6(N・m)にて締付けること。

2. シヤット用18・M10六角穴付ボルトは、締付トルク73.5±4.3(N・m)にて締付けること。

3. モータシャット固定用M10六角穴付ボルトは、締付トルク73.5±4.3(N・m)にて締付けること。

4. ケース及びシャット締付トルクは、六角穴付ボルト用皿ハネを使用すること。

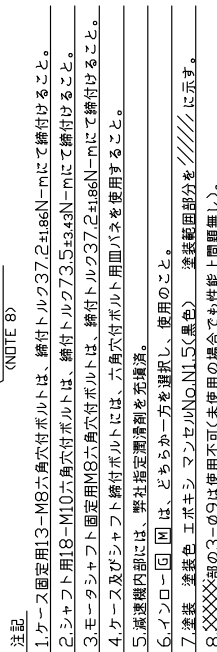
5. 減速機内部には、弊社指定潤滑油を充填済。

6. インロー「G」M は、どちらか一方を選択し、使用のこと。

7. 塗装 塗装色 エポキシ マシンセルNo.15(黒色) 塗装部分が//////に示す。

8. XXXX部の3・φ9は 使用不可(未使用の場合でも性能上問題無し)。

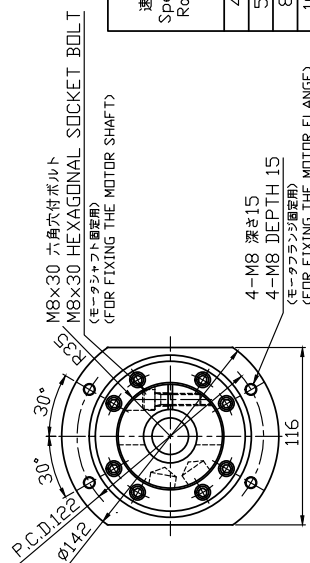
1. Tightening torque of 13-M8 hexagon socket headed bolt for fixing case is 37.2±1.66N-m.
2. Tightening torque of 18-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N-m.
3. Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5±3.43N-m.
4. Bolt shall be used with corned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. Use one of or .
7. area is painted black.
8. 3-ø9 of area cannot be used.
(Even if it does not tighten 3-M8(3-ø9), the performance of the gear reducer is not influence.)



1. Tightening torque of 13-M8 hexagon socket headed bolt for fixing case is 37.21 $\pm$ 0.6N-m.
2. Tightening torque of 18-M10 hexagon socket headed bolt on the output shaft is 73.53 $\pm$ 3.3N-m.
3. Tightening torque of M8 hexagon socket headed bolt for fixing motor shaft is 37.21 $\pm$ 0.6N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. Use one of [\[i\]](#) or [\[ii\]](#).

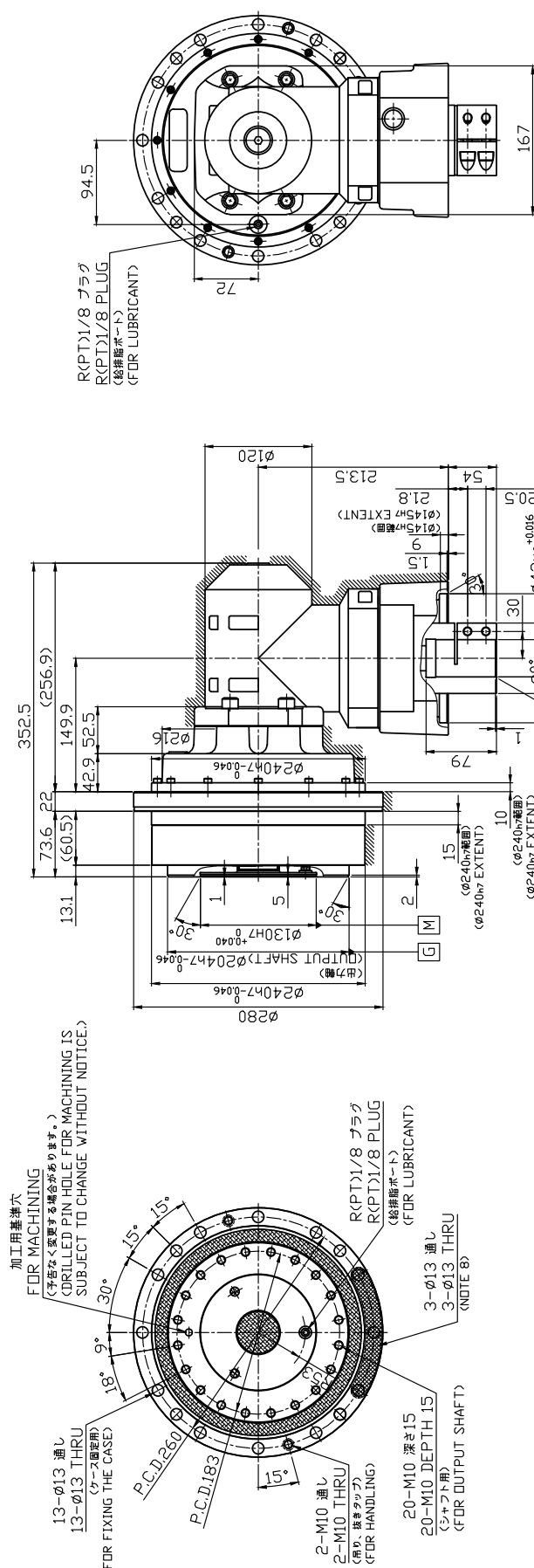
8.3-09 of XXXX; area cannot be used.

(Even if it does not tighten 3-M8(3-ø9), the performance of the gear reducer is not influence.)



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia J _x (kg·m ²)	慣性モーメント Moment of Inertia J _y (kg·m ²)
41	RDR-080E-041-C3			1.56×10 ⁻³
57	RDR-080E-057-C3			1.51×10 ⁻³
81	RDR-080E-081-C3			1.48×10 ⁻³
101	RDR-080E-101-C3		29.6	1.46×10 ⁻³
121	RDR-080E-121-C3			1.45×10 ⁻³
153	RDR-080E-153-C3			1.44×10 ⁻³

Model Code: RDR-160E-XXX-C5 (Corresponding motor shaft diameter: Ø32 to Ø42)



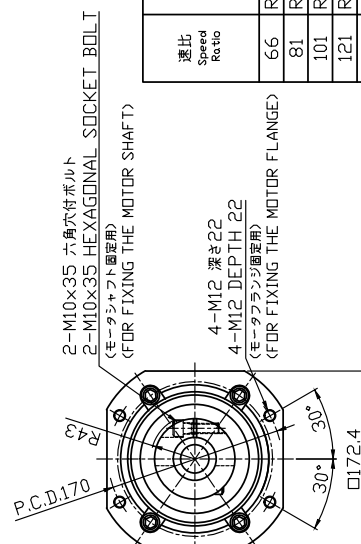
品注

1. ケース固定用13-M12六角穴付ボルトは、締付トルク[129±9.7N・m]にて締付けられること。
2. ケース取付用20-100六角穴付ボルトは、締付トルク[73.5±3.4N・m]にて締付けられること。
3. モータシャフト内部のM10六角穴付ボルトは、締付トルク[73.5±3.4N・m]にて締付けられること。
4. ケース及びシャフトの締付ボルトには、六角穴付ボルト用皿バネを使用すること。
5. 減速機内部には、弊社指定潤滑剤を充填済。
6. 1.6. グロー「G」[H] は、どちらか一方を選択し、使用のこと。
7. 塗装 塗装色 エポキシ マンセルNO.NI.15(黒色) 塗装乾燥温度を//に示す。
8. ※※※※※※の3の13は使用不可(不使用の場合でも性能上問題無し)

NOTE

- NOTE
- | | |
|----|---|
| 1. | Tightening torque of 13-M12 hexagon socket headed bolt for fixing case is 129±43N·m. |
| 2. | Tightening torque of 20-M10 hexagon socket headed bolt on the output shaft is 73.5±4.3N·m. |
| 3. | Tightening torque of 2-M10 hexagon socket headed bolt for fixing motor shaft is 73.5±4.3N·m. |
| 4. | Bolt shall be used with coned disk spring for heavy duty. |
| 5. | The specified lubricant is already sealed in before shipment. |
| 6. | Use one of  or  . |
| 7. | ////// area is painted black. |
| 8. | 3-φ13 of  area cannot be used. |
| | (Even if it does not tighten 3-M12(3-φ13), the performance of the gear reducer is not influence.) |

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (kgm ² /4)	入力軸線速度 The Motor Axis Conversion (deg/s)
66	RDR-160E-066-C5			6.68x10 ⁻³
81	RDR-160E-081-C5			6.62x10 ⁻³
101	RDR-160E-101-C5	68.1		6.57x10 ⁻³
121	RDR-160E-121-C5			6.54x10 ⁻³
145	RDR-160E-145-C5			6.50x10 ⁻³
171	RDR-160E-171-C5			6.47x10 ⁻³



Technical Information

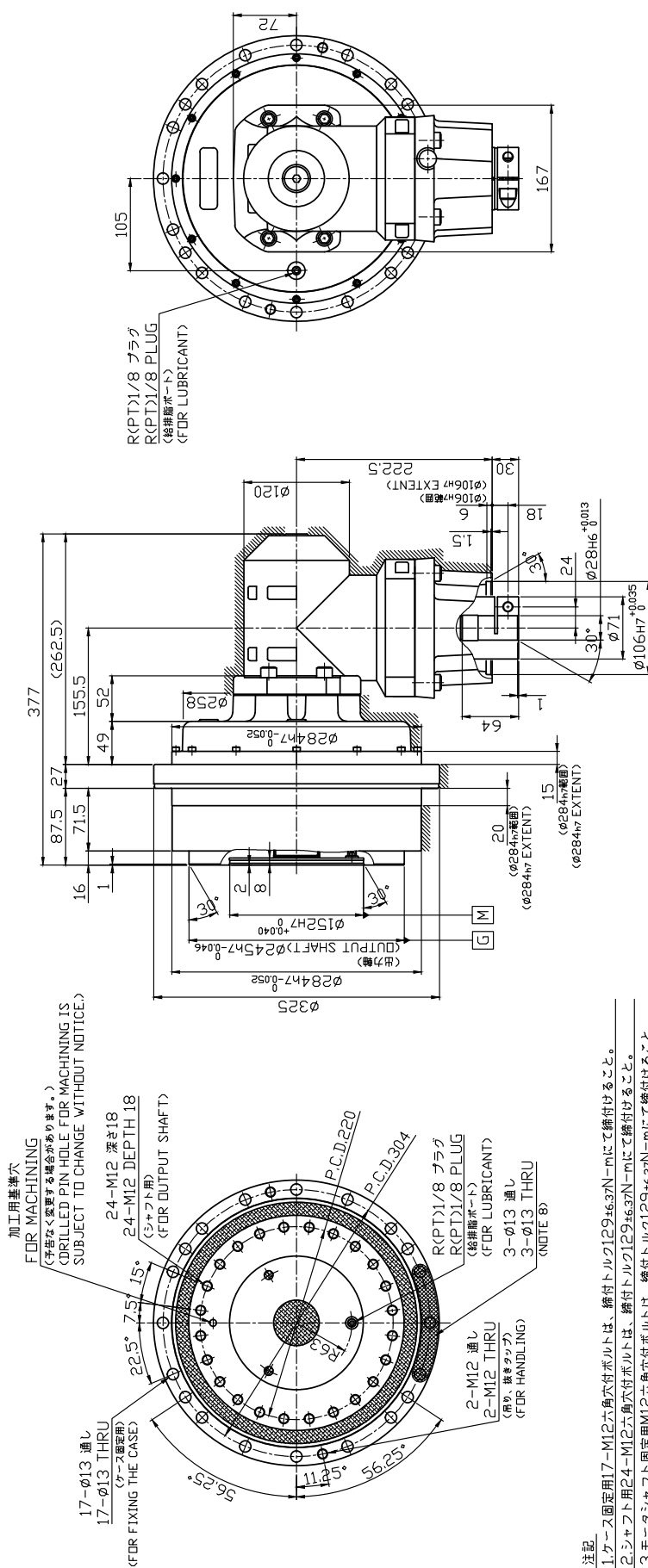
Motor flange / bushing

Pulley input type

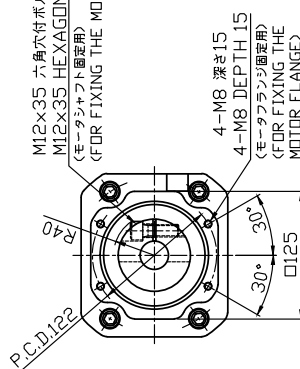
Right angle input type

Straight input type

Model Code: RDR-320E-XXX-C4 (Corresponding motor shaft diameter: Ø19 to Ø28)



M12×35 六角穴付ボルト
M12×35 HEXAGONAL SOCKET BOLT
(モータシャフト固定用)
FOR FIXING THE MOTOR SHAFT)



速出 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia J^* ($\text{kg}\cdot\text{cm}^2/\text{s}^2$) メタ軸座 (4) メタ軸座 (2)	The Motor Axis Conversion ($\text{kg}\cdot\text{cm}^2/\text{s}^2$)
66	RDR-320E-066-C4			5.52 $\times 10^{-3}$
81	RDR-320E-081-C4			5.33 $\times 10^{-3}$
101	RDR-320E-101-C4			5.18 $\times 10^{-3}$
121	RDR-320E-121-C4		91.2	5.09 $\times 10^{-3}$
141	RDR-320E-141-C4			5.02 $\times 10^{-3}$
185	RDR-320E-185-C4			4.93 $\times 10^{-3}$

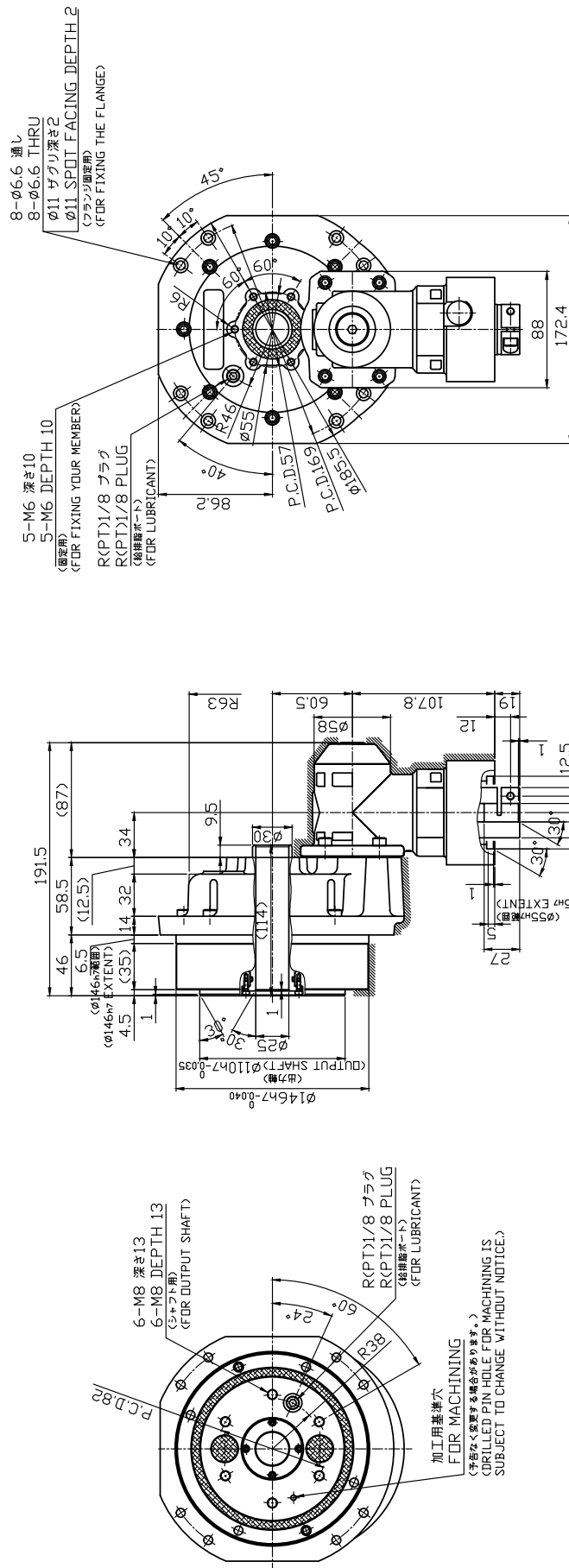
注記

1. ケース固定用 7-M12六角穴付ボルトは、締付トルク129±6.37N・mにて締付けること。
2. シャフト用 4-M12六角穴付ボルトは、締付トルク129±6.37N・mにて締付けること。
3. モータシャフト固定用 M12六角穴付ボルトは、締付トルク129±6.37N・mにて締付けること。
4. ケース及びシャフト用ボルトには、六角穴付ボルト用皿バネを圧入すること。
5. 減速機内部には、弊社指定潤滑剤を充填済。
6. インロー  M は、どちらか一方を選択し、使用のこと。
7. 塗装 塗装色 エポキシ マンセルNo.NI.5(黒色) 塗装範囲部分を//////に示す。
8. 部品の3-13は使用せず(未使用の場合でも性能上問題無し)。

NOTE

- NOTE
1. Tightening torque of 17-M12 hexagon socket headed bolt for fixing case is 129_{±3}N·m.
 2. Tightening torque of 24-M12 hexagon socket headed bolt on the output shaft is 129_{±3}N·m.
 3. Tightening torque of M12 hexagon socket headed bolt for fixing motor shaft is 129_{±3}N·m.
 4. Bolt shall be used with coned disk spring for heavy duty.
 5. The specified lubricant is already sealed in before shipment.
 6. Use one of □ or ▨.
 7. / / / / / area is painted black.
 8. 3-φ13 of  area cannot be used.
(Even if it does not tighten 3-M12(3-φ13), the performance of the gear reducer is not influence.)

Model Code: RDR-010C-XXX-C0 (Corresponding motor shaft diameter: Ø8 to Ø14)



品類

1. フランジ固定用M6六角穴付ボルトは、締付トルク15.6±0.7N・mにて締付けること。
2. フランジ用M8六角穴付ボルトは、締付トルク37.2±0.6N・mにて締付けること。
3. モータシャフト固定用M6六角穴付ボルトは、締付トルク15.6±0.7N・mにて締付けること。
4. ケース及びシャフト締付ボルトには、六角穴付ボルト用皿パネを使用すること。
5. 高圧潤滑剤を充填すること。
6. 潤滑剤 内部にエポキシ樹脂(MoNo.15C(黒色))を充填すること。 5. 締結部分に示す。

NOTE

1. Tightening torque of 8-M6 hexagon socket headed bolt for fixing case is 15.6±0.78N-m.
2. Tightening torque of 6-M8 hexagon socket headed bolt on the output shaft is 37.2±1.86N-m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6±0.78N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. // area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I_x [kg・m ²] 入力軸基準 The Motor Axis Conversion (kg・m ²)
81	RDR-010C-081-C0		2.08×10 ⁻⁴
108	RDR-010C-108-C0		1.91×10 ⁻⁴
153	RDR-010C-153-C0	11.9	1.76×10 ⁻⁴
199	RDR-010C-189-C0		1.70×10 ⁻⁴
243	RDR-010C-243-C0		1.65×10 ⁻⁴



NOTE

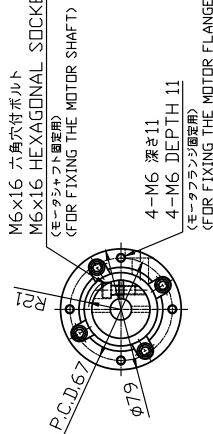
1. Tightening torque of 8-M6 hexagon socket headed bolt for fixing case is 15.6 $\pm$ 0.78N $\cdot$ m.
2. Tightening torque of 6-M8 hexagon socket headed bolt on the output shaft is 37.2 $\pm$ 1.68N $\cdot$ m.
3. Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is 15.6 $\pm$ 0.78N $\cdot$ m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. $\square$ area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J (kg・m ²) 質量 Mass (kg) The Motor Axis Conversion Length (mm)
81	RDR-010C-081-C1		9.34×10 ⁻⁴
108	RDR-010C-108-C1		9.26×10 ⁻⁴
153	RDR-010C-153-C1	13.0	9.11×10 ⁻⁴
189	RDR-010C-189-C1		9.05×10 ⁻⁴
243	RDR-010C-243-C1		8.99×10 ⁻⁴



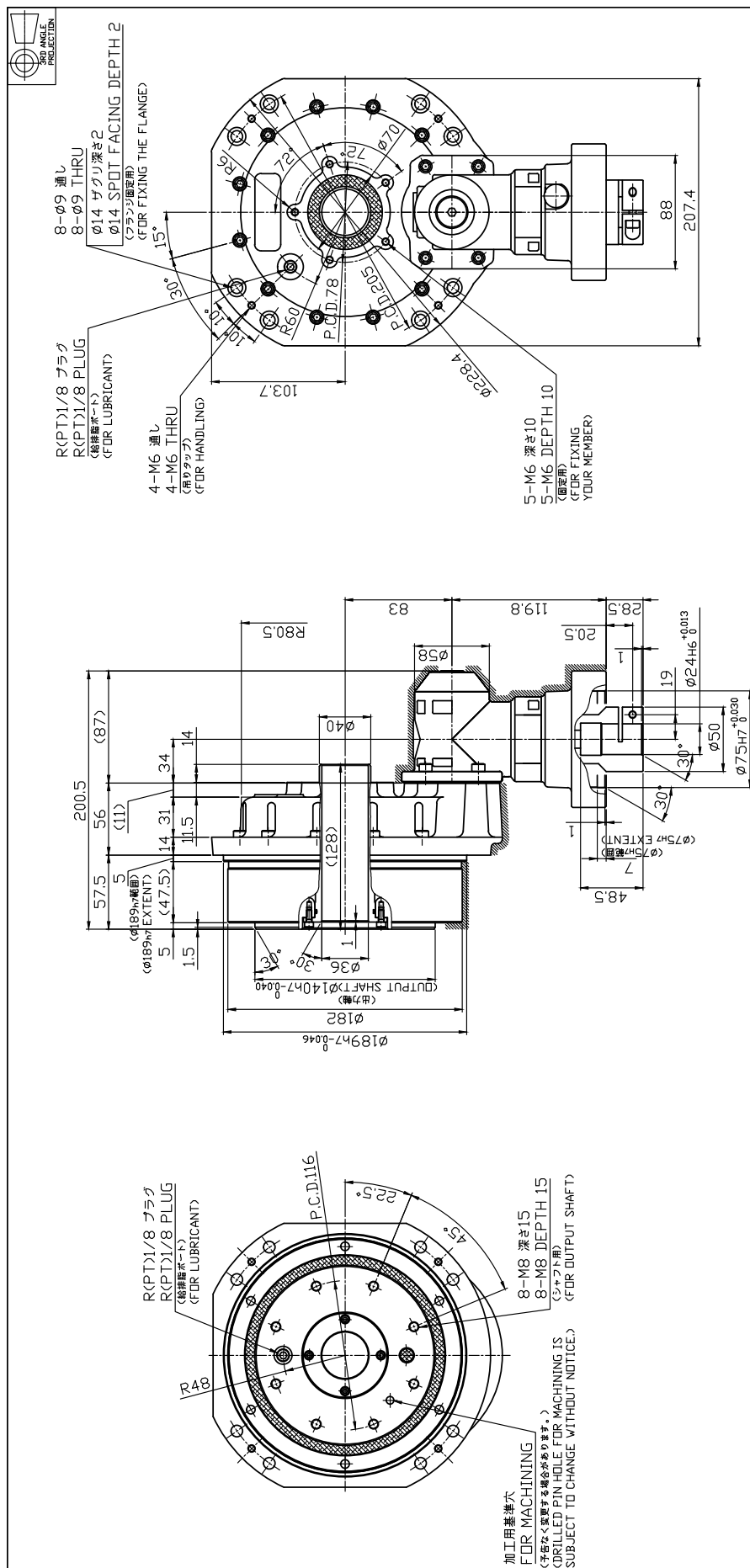
- NOTE

- M6×16 六角穴付ボルト
M6×16 HEXAGONAL SOCKET BOLT
(モータシャフト図定用)
(FOR FIXING THE MOTOR SHAFT)



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (kg-cm ²)
99.82	RDR-027C-100-C0		3.48×10 ⁻⁴ (1/28)
141.68	RDR-027C-142-C0	18.0	2.68×10 ⁻⁴
194	RDR-027C-194-C0		2.36×10 ⁻⁴
233.45	RDR-027C-233-C0		2.11×10 ⁻⁴

Model Code: RDR-027C-XXX-C1 (Corresponding motor shaft diameter: Ø14 to Ø24)



注記

1. フランジ固定用8-M8六角穴付ボルトは、締付トルク37.2±9.6N・mにて締付けること。
2. ショータ用8-M8六角穴付ボルトは、締付トルク37.2±9.6N・mにて締付けること。
3. ショータ用10-M10固定用M6六角穴付ボルトは、締付トルク12.5±4.078N・mにて締付けること。
4. ケース及びシャフト用締付ボルトには、六角穴付ボルト用パネを使用すること。
5. 隔壁固定用ボルトを、弊社指定型規格を充てる。
- ※ 塗装部分に示す。 塗装範囲部分を//////に示す。
- 色 イボキシエナメルNo11.5(黒色)
内装 鉄板

NOTE

- 1.Tightening torque of 8-M8 hexagon socket headed bolt for fixing case is $37.2_{+1.66N}^{-m}$.
- 2.Tightening torque of 8-M8 hexagon socket headed bolt on the output shaft is $37.2_{+1.66N}^{-m}$.
- 3.Tightening torque of M6 hexagon socket headed bolt for fixing motor shaft is $15.6_{+0.78N}^{-m}$.
- 4.Bolt shall be used with coned disk spring for heavy duty.
- 5.The specified lubricant is already sealed in before shipment.
- 6.//////area is painted black.

型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J ¹ (kg・m ²)
99.82	RDR-027C-100-C1	4.53×10 ⁻⁴
141.68	RDR-027C-142-C1	3.73×10 ⁻⁴
184	RDR-027C-184-C1	3.41×10 ⁻⁴
233.45	RDR-027C-233-C1	3.16×10 ⁻⁴

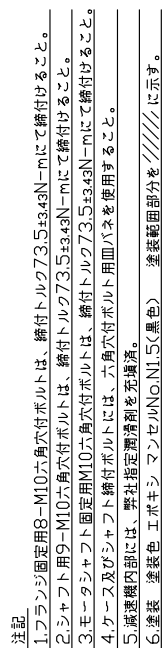
Technical Information

Motor flange / bushing

Pulley input type

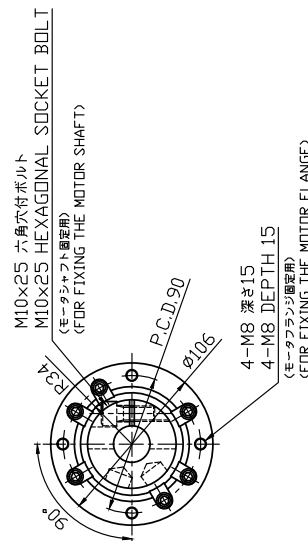
Right angle input type

Straight input type



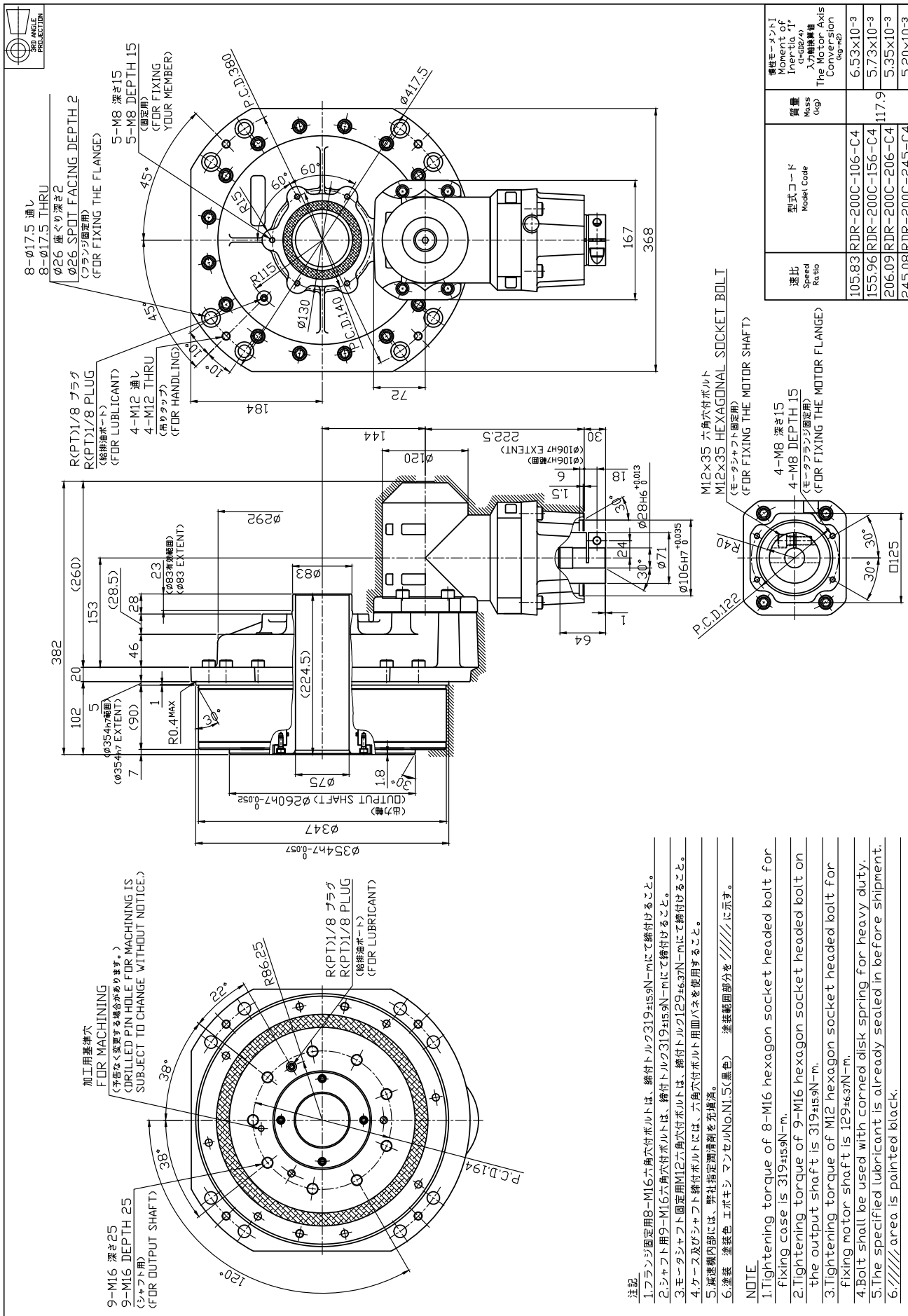
1. Tightening torque of 8-M10 hexagon socket headed bolt for fixing case is 73.5±3.43N-m.
2. Tightening torque of 9-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N-m.
3. Tightening torque of M10 hexagon socket headed bolt for fixing motor shaft is 73.5±3.43N-m.
4. Bolt shall be used with coned disk spring for heavy duty.
5. The specified lubricant is already sealed in before shipment.
6. The area is painted black.

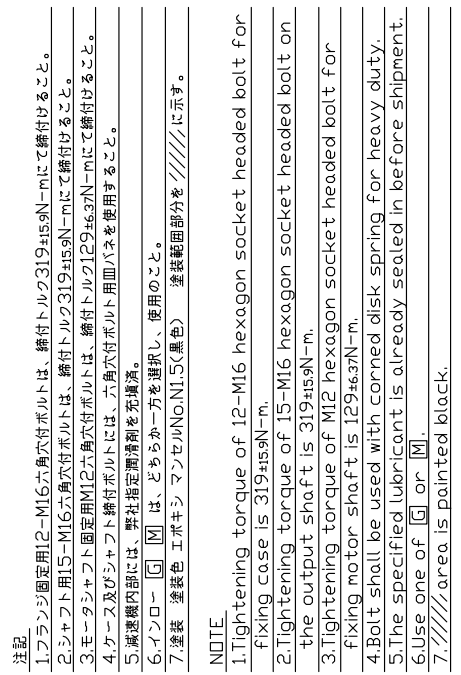
速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (kg・m ²)
109	RDR-050C-109-C2		9.92×10 ⁻⁴
152.6	RDR-050C-153-C2	32.9	9.21×10 ⁻⁴
196.2	RDR-050C-196-C2		8.87×10 ⁻⁴
239.8	RDR-050C-240-C2		8.68×10 ⁻⁴



[illegible]

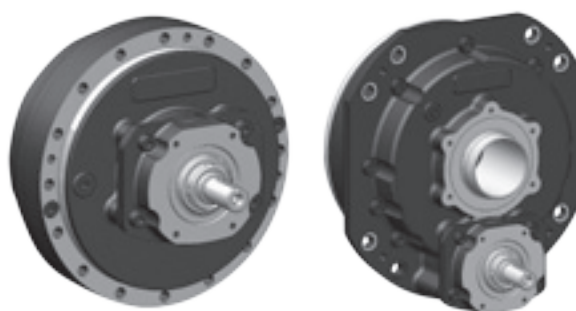
Model Code: RDR-200C-XXX-C4 (Corresponding motor shaft diameter: Ø19 to Ø28)







Pulley input type



Pulley Input Type Code Description and Configuration Diagram

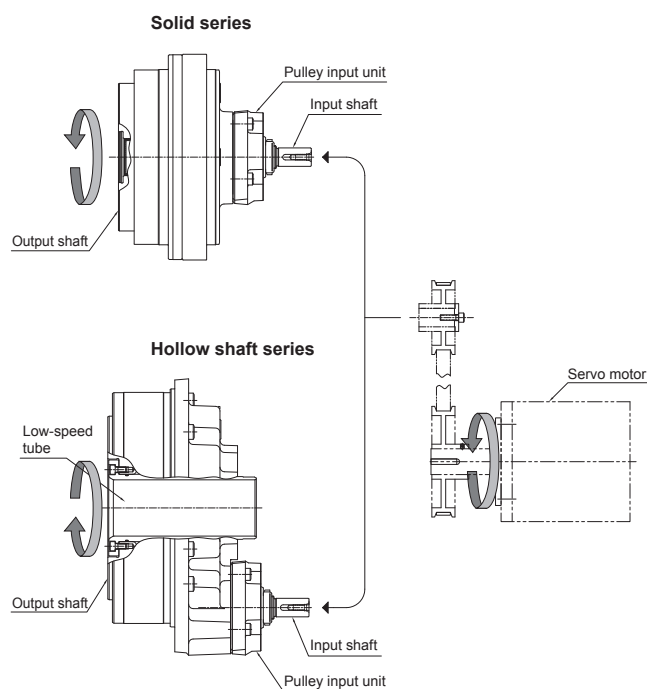
Product code

RD P - 050 C - 109 - A3 - ZZ - ZZ

Model Code			Ratio Code	Input unit code	Motor flange code	Bushing code
Pulley input code	Torque code	Series code				
P	020	E: Solid series	081	A0	ZZ: No motor flange (The pulley input type does not come with a motor flange.)	ZZ: No bushing (The pulley input type does not come with a bushing.)
	040		057	A3		
	080		081	A4		
	160		066	A6		
	320		081	A7		
	010	C: Hollow shaft series	108	A1		
	027		100	A2		
	050		109	A3		
	100		101	A5		
	200		106	A8		
	320		157	A9		

The input unit code for the pulley input type is one code for each model number.

Configuration Diagram



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Rating Table Pulley input type

Solid series

Model Code	Ratio code (actual gear ratio)	Reduction Gear														Input shaft			External Dimensions
		T ₀	N ₀	K	T _{S1}	T _{S2}	N _{in}	N _S	N _{To}	Back-lash	Lost motion	Torsional rigidity (Representative values)	Start-up Efficiency	M _O	α	M _{Oin}	M _{Sin}	β dimensions	
		Rated Torque	Rated Output Speed	Life Rating	Allowable Startup/Stop Torque	Momentary maximum allowable torque	Allowable Input Speed (Note 2)	Allowable Output Speed (Note 2)	Reference value to output speed during continuous operation at rated torque										
		(Nm)	(rpm)	(h)	(Nm)	(Nm)	(rpm)	(rpm)	(rpm)	(arc.min.)	(arc.min.)	(Nm/arc.min.)	(%)	(Nm)	(mm)	(Nm)	(Nm)	(mm)	
RDP-020E	081 (81)	167	15	6,000	412	833	3,500	43	43	1.0	1.0	49	75	882	93.2	38	38	58	Input Unit Code : A0 ——P.71
RDP-040E	057 (57)	412			1,029	2,058	3,000	53	25			108	80	1,666	114.6	78	122	73.8	Input Unit Code : A3 ——P.72
RDP-080E	081 (81)	784			1,960	3,920		37	24			196	80	2,156	136.1		133		Input Unit Code : A4 ——P.73
RDP-160E	066 (66)	1,568			3,920	7,840	2,000	30	15			392	80	3,920	167.3	158	295	86.6	Input Unit Code : A6 ——P.74
RDP-320E	081 (81)	3,136			7,840	15,680		25	12			980	85	7,056	203		417		Input Unit Code : A7 ——P.75

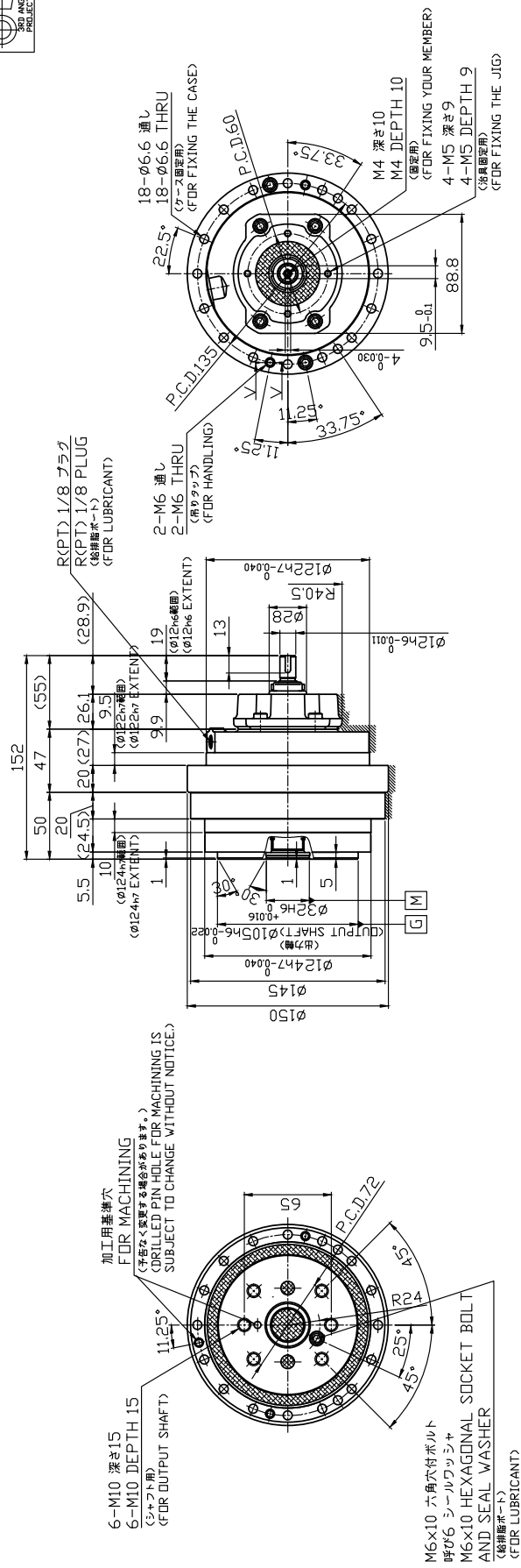
Hollow shaft series

Model Code	Ratio code (actual gear ratio)	Reduction Gear														Input shaft			External Dimensions					
		T ₀	N ₀	K	T _{S1}	T _{S2}	N _{in}	N _S	N _{To}	Back-lash	Lost motion	Torsional rigidity (Representative values)	Start-up Efficiency	M _O	α	M _{Oin}	M _{Sin}	β dimensions						
		Rated Torque	Rated Output Speed	Life Rating	Allowable Startup/Stop Torque	Momentary maximum allowable torque	Allowable Input Speed (Note 2)	Allowable Output Speed (Note 2)	Reference value to output speed during continuous operation at rated torque							(Nm)	(rpm)			(h)	(Nm)	(Nm)	(rpm)	(rpm)
RDP-010C	108 (108)	98	15	6,000	245	490	3,500	32	32	1.0	1.0	47	75	686	91.2	38	38	58	Input Unit Code : A1 ——P.76					
RDP-027C	100 (99.82)	265			662	1,323		3,000	35			28	147	75	980		112		40	Input Unit Code : A2 ——P.77				
RDP-050C	109 (109)	490			1,225	2,450	3,000		28			23	255	80	1,764	136.8	90	73.8	Input Unit Code : A3 ——P.78					
RDP-100C	101 (100.5)	980			2,450	4,900		30	18			510	80	2,450	148.9	134	Input Unit Code : A5 ——P.79							
RDP-200C	106 (105.83)	1,960			4,900	9,800	2,000	19	14			980	80	8,820	204.4	230	86.6	Input Unit Code : A8 ——P.80						
RDP-320C	157 (157)	3,136			7,840	15,680		13	13			1,960	85	20,580	245.9	215		Input Unit Code : A9 ——P.81						

Notes:

1. The rating table shows the specification values including the entry fields for reduction gear values.
2. The allowable speed may be limited by heat depending on the operating rate. Make sure the surface temperature of the reduction gear does not exceed 60°C during use.
3. The allowable moment will differ depending on the thrust load. Check the allowable moment diagram.
4. For the moment of inertia of the reduction gears, refer to the external dimension drawings for the reduction gear.

Model Code: RDP-020E-081-A0

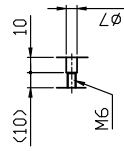


注意

1. フランジ固定用18-M6六角穴付ボルトは、締付トルク15.6~40.7N・mにて締付けすること。
2. シャフト及びM10六角穴付ボルトは、締付トルク7.3~23.3N・mにて締付けすること。
3. ケース及びシャフト締付ボルトには、六角穴付ボルト用皿バネを使用すること。
4. インロー $\square$ 図 は、どちらか一方を選択し、使用のこと。
5. 潤滑剤内部には、弊社指定潤滑剤を充填。
6. 塗装 緑色 エポキシメンチンNo.15(黒色) 塗装範囲部分を $\diagup$ に示す。

NOTE

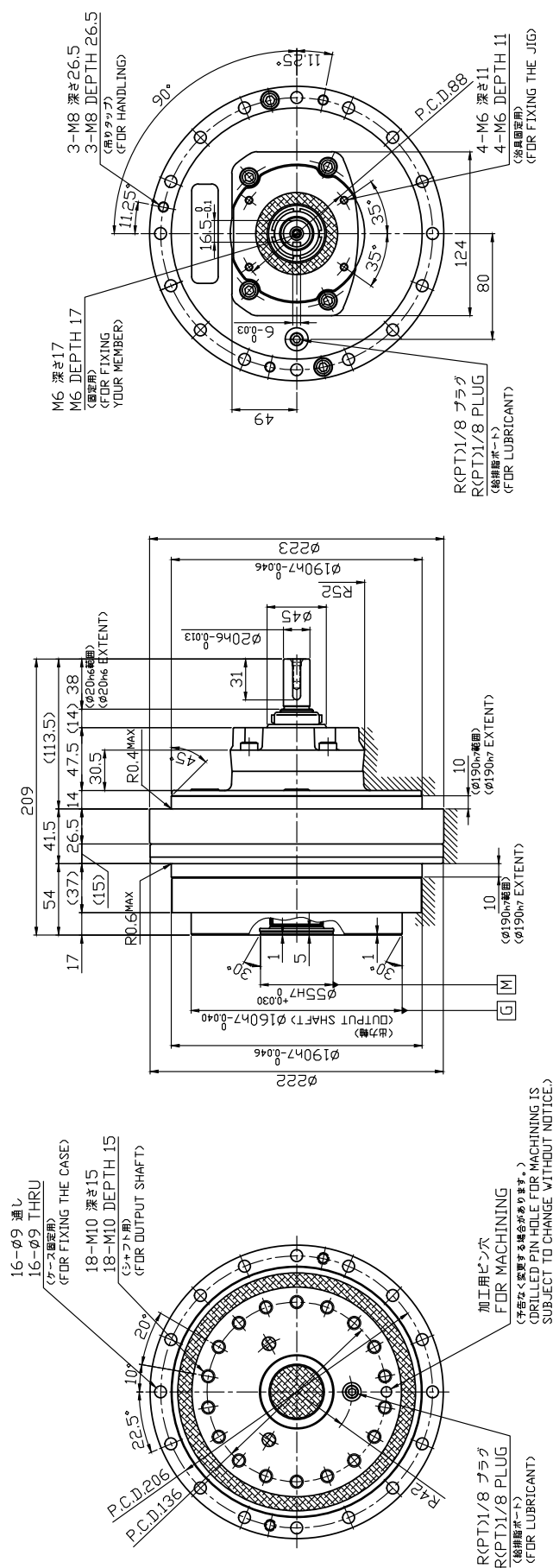
1. Tightening torque of 18-M6 hexagon socket headed bolt for fixing case is 15.6 $\pm$ 0.78N-m.
2. Tightening torque of 6-M10 hexagon socket headed bolt on the output shaft is 73.5 $\pm$ 3.43N-m.
3. Bolt shall be used with coned disk spring for heavy duty.
4. Use one of [a] or [b].
5. The specified lubricant is already sealed in before shipment.
- 6.////// area is painted black.



SECTION V-V

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia "I" (kg·cm ²) The Moment of Inertia Conversion (kg·m ²)
81	RDP-020F-081-A0	8.3	2.24×10 ⁻⁵

Model Code: RDP-080E-081-A4



注記

- 1.ケース固定用16-M8六角穴付ボルトは、締付トルク37.2±1.86N・mにて締付けること。
- 2.シャフト用18-M10六角穴付ボルトは、締付トルク73.5±3.43N・mにて締付けること。
- 3.ケース及びシャフト締付ボルトには、六角穴付ボルト用面パネを使用すること。
- 4.減速機内部には、弊社指定潤滑油を充填済。
- 5.インロー [M] は、どちらか一方を選択し、使用のこと。
- 6.塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を/////に示す。

NOTE

- 1.Tightening torque of 16-M8 hexagon socket headed bolt for fixing case is 37.2±1.86N-m.
- 2.Tightening torque of 18-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N-m.
- 3.Bolt shall be used with corned disk spring for heavy duty.
- 4.The specified lubricant is already sealed in before shipment.
- 5.Use one of [G] or [M].
- 6.//////area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J _r (g-cm ² /s) 入力軸換算 The Motor Axis Conversion (kg-cm ²)
81	RDP-080E-081-A4	22.8	1.92x10 ⁻⁴

Technical Information

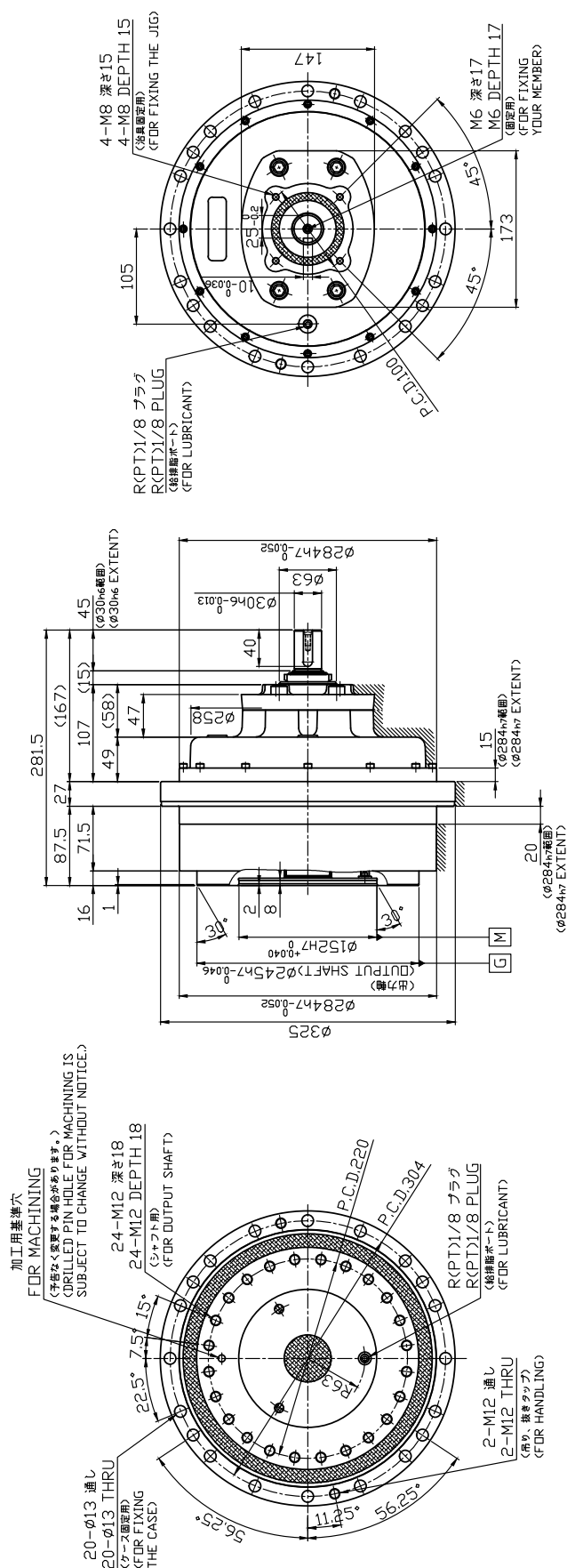
Motor flange / bushing

Pulley input type

Right angle input type

Straight input type

Model Code: RDP-320E-081-A7



品名

1. ケース固定部M0-M12六角穴付ボルトは、締付トルク129.6 $\pm$ 7N・mにて締付けすること。
2. ケース固定部M12-M24六角穴付ボルトは、締付トルク129.6 $\pm$ 7N・mにて締付けすること。
3. シャフト用2-M12六角穴付ボルトは、六角穴付ボルト用皿ビスを使用すること。
4. 減速機内部には、弊社指定潤滑剤を充填す。
- | | | |
|--------------------------------|------------------|---------------|
| Sイコン | G | M |
| 5. 選装
イボキシ
塗装色 | どちらか一方を選択し、使用する。 | 選装純正部品を//に示す。 |
| 選装
イボキシ
マニセザルNo.N1.5(黒色) | | 塗装純正部品を//に示す。 |

NOTE

1. Tightening torque of 20-M12 hexagon socket headed bolt for fixing case is 129±37N·m.
2. Tightening torque of 24-M12 hexagon socket headed bolt on the output shaft is 129±37N·m.
3. Bolt shall be used with coned disk spring for heavy duty.
4. The specified lubricant is already sealed in before shipment.
5. Use one of G or M.
6. G area is painted black.

選出 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia I_p ($\text{kg}\cdot\text{m}^2/4$) 入力軸換算 The Motor Axis Conversion ($\text{kg}\cdot\text{m}^2$)
81	RDP-320E-081-A7	67.3	1.17×10^{-3}

Technical Information

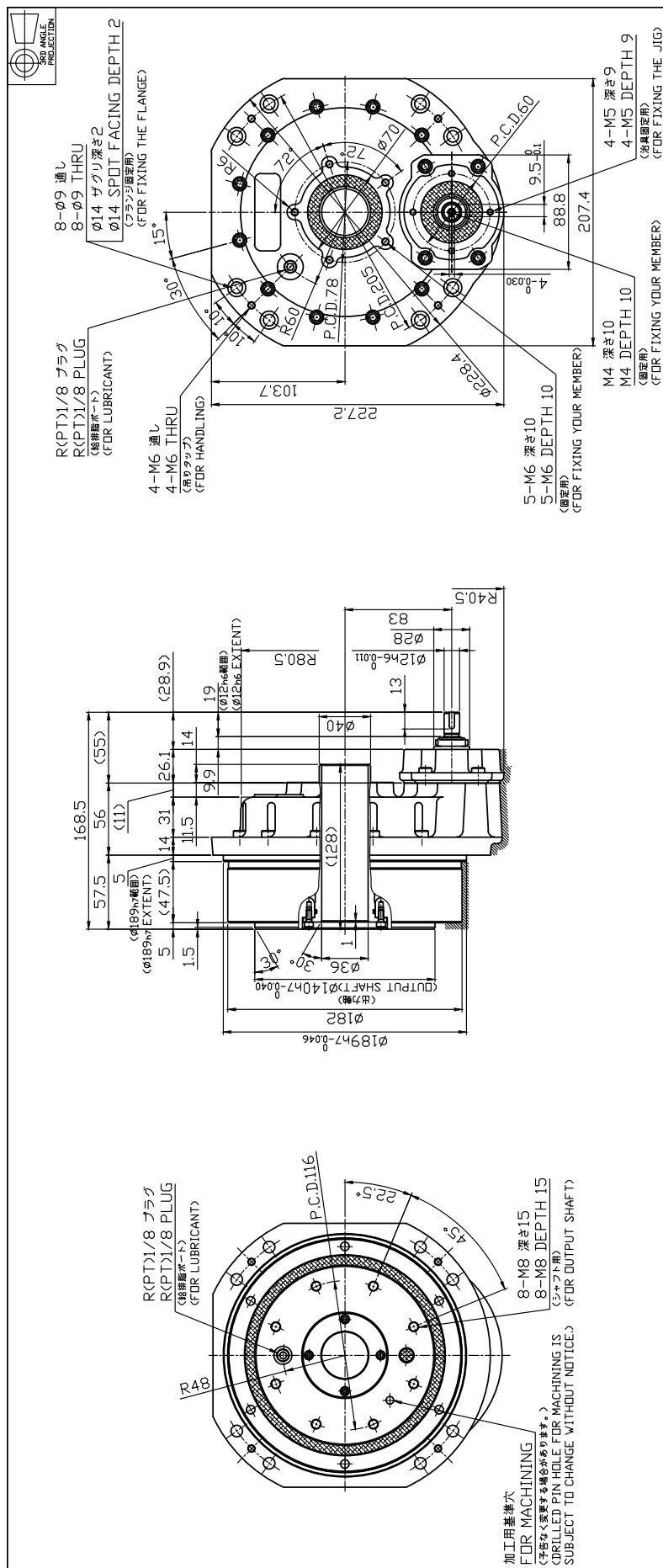
Motor flange / bushing

Pulley input type

Right angle input type

Straight input type

Model Code: RDP-027C-100-A2



品類

1. フランジ固定用8-M8六角穴付ボルトは、締付トルク37.2±1.86N・mにて締付けること。
2. シャフト用8-M8六角穴付ボルトは、締付トルク37.2±1.86N・mにて締付けること。
3. ケース及びシャフト締付ボルトは、六角穴付ボルト用皿バネを使用すること。
4. 減速機内部には、弊社指定潤滑油を充填。
5. 塗装は緑色エポキシメンテナンソール15C(黒色) 塗装部部分を /// に示す。

NOTE

1. Tightening torque of 8-M8 hexagon socket headed bolt for fixing case is 37.2_{±1.6}N-m.
2. Tightening torque of 8-M8 hexagon socket headed bolt on the output shaft is 37.2_{±1.6}N-m.
3. Bolt shall be used with conical disk spring for heavy duty.
4. The specified lubricant is already sealed in before shipment.
5. area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia I_x ($\text{kg}\cdot\text{cm}^2$)
99.82	RHP-027C-100-A2	16.4	213 kg $\cdot\text{cm}^2$

Technical Information

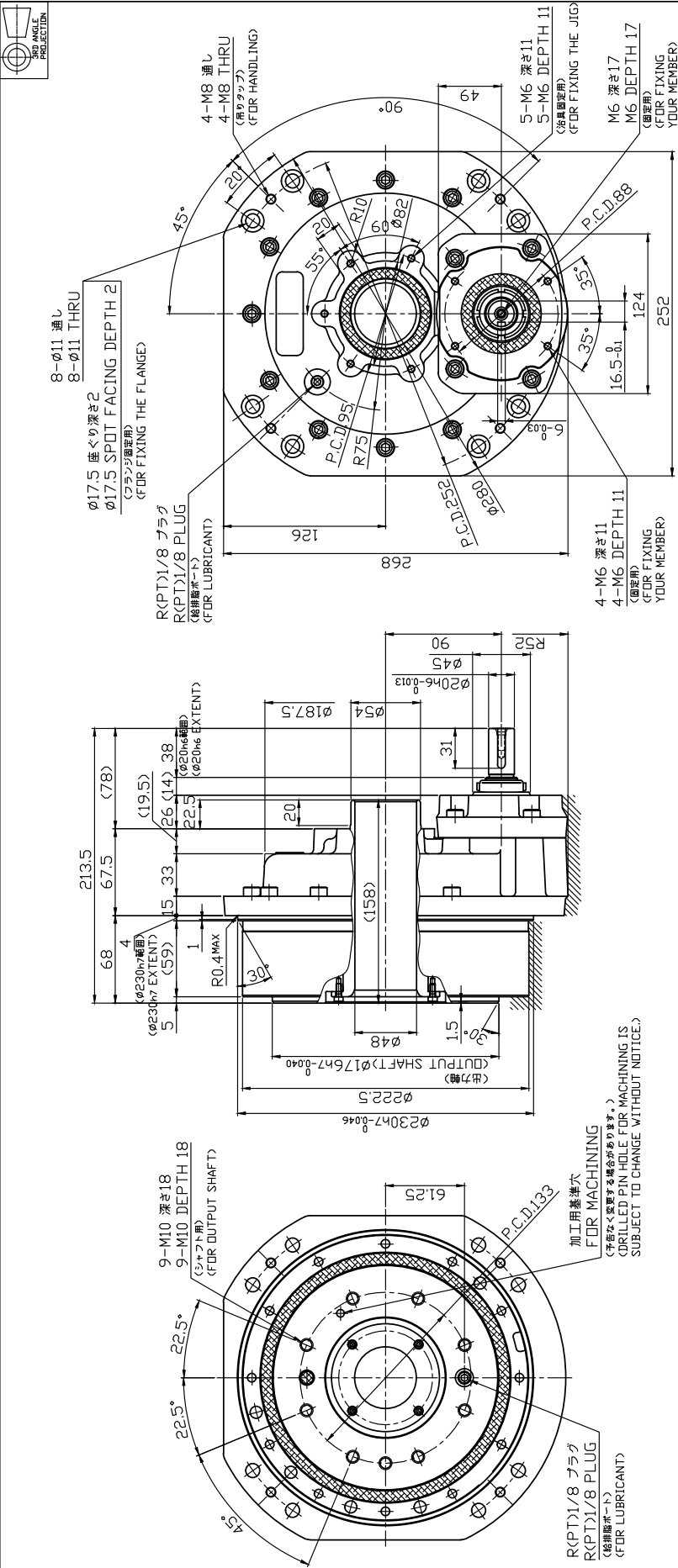
Motor flange / bushing

Pulley input type

Right angle input type

Straight input type

Model Code: RDP-050C-109-A3

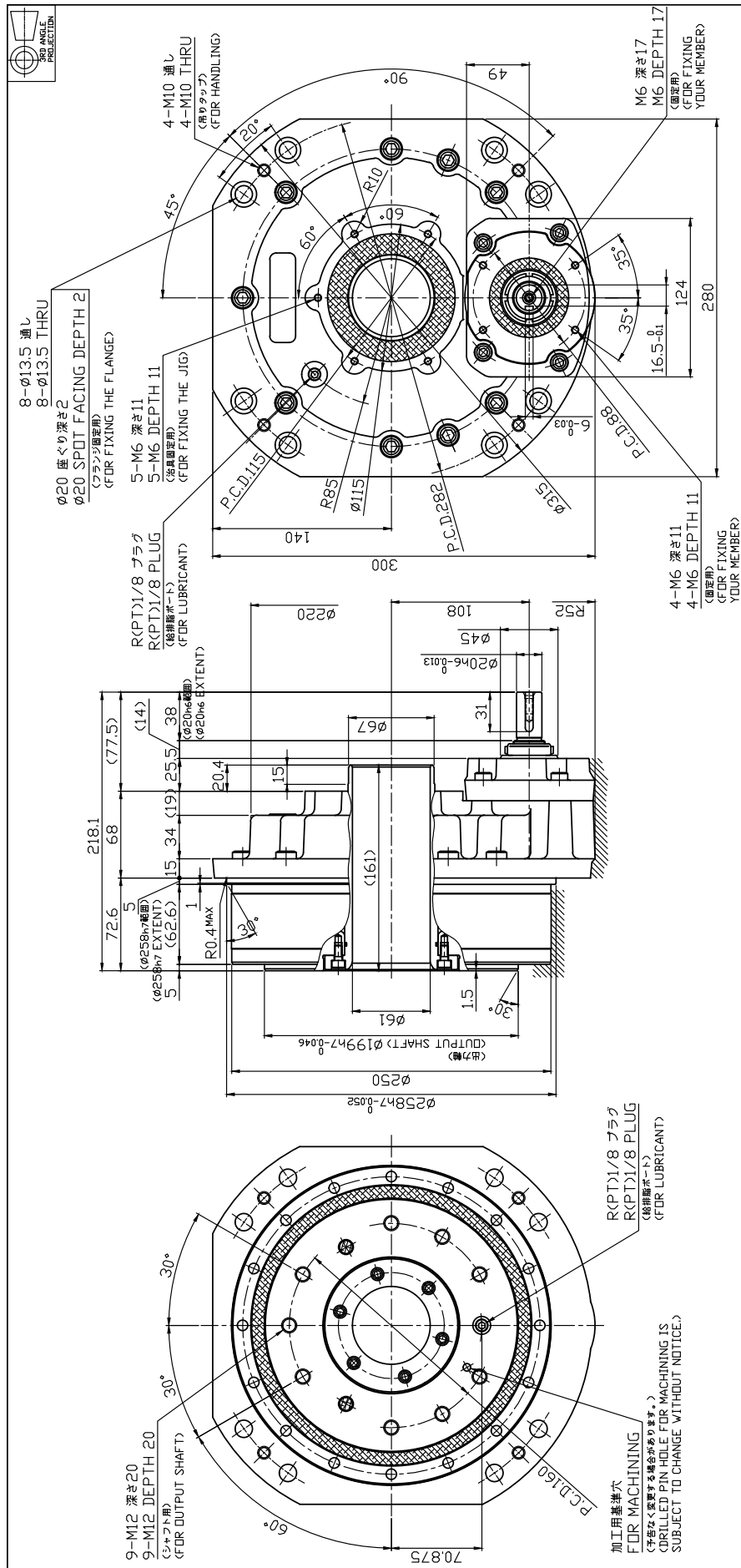


- 注記
1. フランジ固定用8-M10六角穴付ボルトは、締付トルク73.5±3.43N・mにて締付けること。
 2. シャフト用9-M10六角穴付ボルトは、締付トルク73.5±3.43N・mにて締付けること。
 3. ケース及びシャフト締付ボルトには、六角穴付ボルト用皿バネを使用すること。
 4. 減速機内部には、弊社指定潤滑剤を充填済。
 5. 塗装 塗装色 エポキシ マンセルNo.NI.5(黒色) 塗装範囲部分を/////に示す。

- NOTE
1. Tightening torque of 8-M10 hexagon socket headed bolt for fixing case is 73.5±3.43N・m.
 2. Tightening torque of 9-M10 hexagon socket headed bolt on the output shaft is 73.5±3.43N・m.
 3. Bolt shall be used with coned disk spring for heavy duty.
 4. The specified lubricant is already sealed in before shipment.
 5. ///// area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J (kg・m ²) 入力軸側 The Motor Axis Conversion (kg・m ²)
109	RDP-050C-109-A3	28.8	3.02×10 ⁻⁴

Model Code: RDP-100C-101-A5



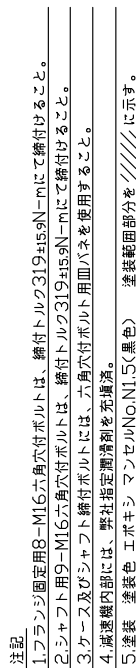
注記

- 1.フランジ固定用8-M12六角穴付ボルトは、締付トルク129±6.37N-mにて締付けること。
- 2.シャフト用9-M12六角穴付ボルトは、締付トルク129±6.37N-mにて締付けること。
- 3.ケース及びシャフト締付ボルトには、六角穴付ボルト用皿ハネを使用すること。
- 4.潤滑機内部には、弊社指定潤滑油を充填。
- 5.塗装 塗装色 エポキシ マンデルNo.NI.5(黒色) 塗装範囲部分を//////に示す。

NOTE

- 1.Tightening torque of 8-M12 hexagon socket headed bolt for fixing case is 129±6.37N-m.
- 2.Tightening torque of 9-M12 hexagon socket headed bolt on the output shaft is 129±6.37N-m.
- 3.Bolt shall be used with coned disk spring for heavy duty.
- 4.The specified lubricant is already sealed in before shipment.
- 5.//////area is painted black.

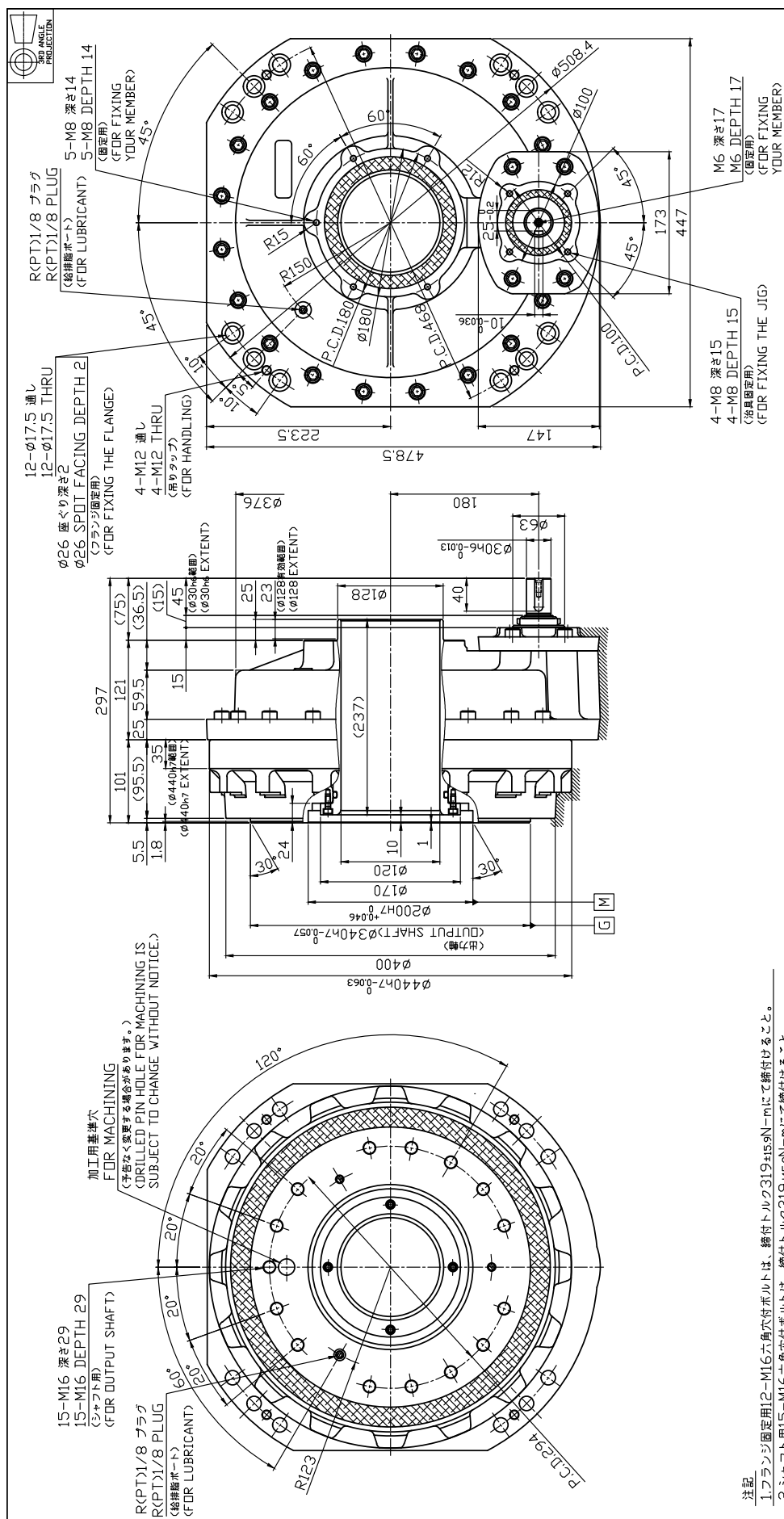
速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J _r (g-cm ² /s) 入力軸換算 The Motor Axis Conversion (kg-cm ²)
100.5	RDP-100C-101-A5	36.9	9.05x10 ⁻⁴



1. Tightening torque of 8-M16 hexagon socket headed bolt for fixing case is 319#159N-m.
2. Tightening torque of 9-M16 hexagon socket headed bolt on the output shaft is 319#159N-m.
3. Bolt shall be used with coned disk spring for heavy duty.
4. The specified lubricant is already sealed in before shipment.
5. // // // // area is painted black.

速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia J _r — g・cm ² /4 入力回転速度 The Motor Axis Conversion Conversion (deg/min)
105.83	RDP-200C-106-A8	93.8	2.37x10 ⁻³

Model Code: RDP-320C-157-A9



品共

- ① 1.7.6.1 ランジ型固定用J2-M16六角穴付ボルトは、締付トルク319±15N・mにて締付すること。
② 2.シャフト用J5-M16六角穴付ボルトは、締付トルク319±15N・mにて締付けすること。
③ 3.ケース及びシャフトに締付ボルトには、六角穴付ボルト用皿バネを使用すること。
④ 4.減速機内部には、弊社指定潤滑油を充填す。
- | | | | |
|----------------------|------------|----------------|--|
| 5.インロー | [G] | [M] | は、どちらか一方を選択し、使用のこと。 |
| ⑤ 5.インロー
⑥ 6.インロー | 緑色
黒色 | エポキシ
マンゼンチン | No.91(黒色)
No.92(黒色)を示す。
※接合部部分を //// に示す。 |

NOTE

1. Tightening torque of 12-M16 hexagon socket headed bolt for fixing case is 319 $\pm$ 5N-m.
2. Tightening torque of 15-M16 hexagon socket headed bolt on the output shaft is 319 $\pm$ 5N-m.
3. Bolt shall be used with coned disk spring for heavy duty.
4. The specified lubricant is already sealed in before shipment.
5. Use one of

G

 or

M

.
6.

6

 area is painted black.

選出 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia "I" ($\text{kg}\cdot\text{cm}^2$) 入力側計算用 The Motor Axis Conversion ($\text{kg}\cdot\text{m}^2$)
157	RDP-320C	-157-A91	3.87×10 ⁻³



Motor flange / bushing

Selection Table of Motor Flange Code and Bushing Code-1

Select the motor flange code and bushing code based on the dimension of the motor to be used. Applicable model code: RD□-006E, 020E, 010C, 027C

Supported motor shaft diameter: Ø8 to Ø14

Model Code	Input unit code
Reduction gear (straight input type)	
RDS-006E	B0
RDS-020E	
RDS-010C	
RDS-027C	
Reduction gear (right angle input type)	
RDR-006E	C0
RDR-020E	
RDR-010C	
RDR-027C	

Motor flange code	Motor flange							
	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb	Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (°)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
	Min.	Max.						
AA	23	30	30	h7	3	46	M4	3.5
AB	23	31	50	h7	5	60	M4	4
AC	23	31	50	h7	5	70	M4	4
AD	23	31	50	h7	5	70	M5	4
AE	24	32	70	h7	6	90	M5	5
AF	23	31	70	h7	6	90	M6	4
AG	30	38	80	h7	6	100	M6	11
AH	23	31	80	h7	6	100	M6	4
AJ	30	38	95	h7	6	115	M8	11
AK	35	43	115	h7	6	165	M8	16
AL	32	40	80	h7	6	100	M6	13
AM	25	32	30	h7	3	46	M4	5.5
AN	26	34	70	h7	6	90	M6	7
AP	25	33	50	h7	5	60	M4	6
AQ	23	30	60	h7	6	75	M5	3
AR	23	30	40	h7	–	63	M5	3.5

* The motor mounting pilot length indicates the maximum value of the capable range.

Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
0A	8	h6
0B	9	h6
0C	10	h6
0D	11	h6
0E	9	k6
0F	11	k6
ZZ	14	h6

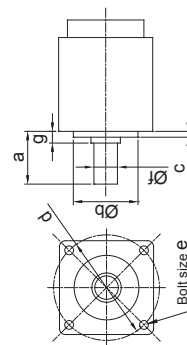
Supported motor shaft diameter: Ø14 to Ø24

Model Code	Input unit code
Reduction gear (straight input type)	
RDS-006E	B1
RDS-020E	
RDS-010C	
RDS-027C	
Reduction gear (right angle input type)	
RDR-006E	C1
RDR-020E	
RDR-010C	
RDR-027C	

Motor flange code		Motor flange						Stepped part max length (mm) g	
		Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb	Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (°)	Bolt P.C.D. d		Bolt size e
		Min.	Max.						
CA		28	55	50	h7	6	70	M5	6.5
CB		28	55	70	h7	5.5	90	M5	6.5
CC		28	55	70	h7	5.5	90	M6	6.5
CD		30	57	80	h7	6	100	M6	8.5
CE		30	57	95	h7	6	115	M6	8.5
CF		30	57	95	h7	6	115	M8	8.5
CG		32	59	110	h7	7	135	M8	10.5
CH		32	59	110	h7	7	145	M8	10.5
CJ		47	74	110	h7	7	145	M8	25.5
CK		32	59	114.3	h7	5	200	M12	10.5
CL		32	59	115	h7	6	165	M8	10.5
CM		32	59	130	h7	6	165	M10	10.5
CN		32	59	200	h7	5	235	M12	10.5
CP		37	64	80	h7	6	100	M6	15.5
CQ		35	62	95	h7	6	115	M8	13.5
CR		40	67	110	h7	7	145	M8	18.5
CT		32	59	110	h7	7	130	M8	10.5
CU		28	55	60	h7	-	75	M5	6.5

* The motor mounting pilot length indicates the maximum value of the capable range.

Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
1B	15	h6
1C	16	h6
1D	17	h6
1E	19	h6
1F	22	h6
1G	14	k6
1H	19	k6
1J	16	k6
ZZ	24	h6



Selection Table of Motor Flange Code and Bushing Code-2

Select the motor flange code and bushing code based on the dimension of the motor to be used.
Applicable model code: RD□-040E,080E,050C,100C

Supported motor shaft diameter: Ø14 to Ø24

Model Code	Input unit code
Reduction gear (straight input type)	B2
RDS-040E	
RDS-080E	
RDS-050C	
RDS-100C	C2
Reduction gear (right angle input type)	
RDR-040E	
RDR-080E	
RDR-050C	
RDR-100C	

Motor flange code		Motor flange							
		Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb	Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (°)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
		Min.	Max.						
CA		34	55	50	h7	6	70	M5	5
CB		34	55	70	h7	5.5	90	M5	5
CC		34	55	70	h7	5.5	90	M6	5
CD		36	57	80	h7	6	100	M6	7
CE		36	57	95	h7	6	115	M6	7
CF		36	57	95	h7	6	115	M8	7
CG		38	59	110	h7	7	135	M8	9
CH		38	59	110	h7	7	145	M8	9
CJ		53	74	110	h7	7	145	M8	24
CK		38	59	114.3	h7	5	200	M12	9
CL		38	59	115	h7	6	165	M8	9
CM		38	59	130	h7	6	165	M10	9
CN		38	59	200	h7	5	235	M12	9
CP		43	64	80	h7	6	100	M6	14
CQ		41	62	95	h7	6	115	M8	12
CR		46	67	110	h7	7	145	M8	17
CT		38	59	110	h7	7	130	M8	9

* The motor mounting pilot length indicates the maximum value of the capable range.

Supported motor shaft diameter: Ø25 to Ø35

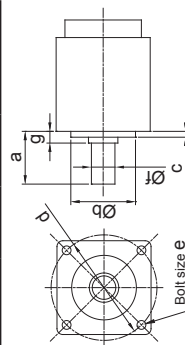
Model Code	Input unit code
Reduction gear (straight input type)	B3
RDS-040E	
RDS-080E	
RDS-050C	
RDS-100C	C3
Reduction gear (right angle input type)	
RDR-040E	
RDR-080E	
RDR-050C	
RDR-100C	

Motor flange code		Motor flange							
		Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb	Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (°)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
		Min.	Max.						
	GA	36	81	95	h7	8	115	M8	7
	GB	38	83	110	h7	7	135	M8	9
	GC	38	83	110	h7	7	145	M8	9
	GD	38	83	114.3	h7	5	200	M12	9
	GE	38	83	130	h7	6	165	M10	9
	GF	38	83	200	h7	6	235	M12	9
	GG	48	93	110	h7	7	145	M8	19
	GH	48	93	114.3	h7	5	200	M12	19
	GJ	43	88	110	h7	7	145	M8	14
	GK	38	83	110	h7	7	130	M8	9

* The motor mounting pilot length indicates the maximum value of the capable range.

Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
1A	14	h6
1B	15	h6
1C	16	h6
1D	17	h6
1E	19	h6
1F	22	h6
1G	14	k6
1H	19	k6
1J	16	k6
ZZ	24	h6

Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
3A	25	h6
3B	28	h6
3C	28	k6
3D	32	k6
3E	32	h6
ZZ	35	(+0.010/0)



Selection Table of Motor Flange Code and Bushing Code-3

Select the motor flange code and bushing code based on the dimension of the motor to be used.
Applicable model code: RD□-160E,320E,200C,320C

Supported motor shaft diameter: Ø19 to Ø28

Model Code	Input unit code
Reduction gear (straight input type)	
RDS-160E	B4
RDS-320E	
RDS-200C	
RDS-320C	
Reduction gear (right angle input type)	
RDR-160E	C4
RDR-320E	
RDR-200C	
RDR-320C	

Motor flange code	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb	Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (°)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
	Min.	Max.						
GA	36	71	95	h7	8	115	M8	7
GB	38	73	110	h7	7	135	M8	9
GC	38	73	110	h7	7	145	M8	9
GD	38	73	114.3	h7	5	200	M12	9
GE	38	73	130	h7	6	165	M10	9
GF	38	73	200	h7	6	235	M12	9
GG	48	83	110	h7	7	145	M8	19
GH	48	83	114.3	h7	5	200	M12	19
GJ	43	78	110	h7	7	145	M8	14

* The motor mounting pilot length indicates the maximum value of the capable range.

Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
2A	19	h6
2B	22	h6
2C	24	h6
2D	19	k6
2E	24	k6
ZZ	28	h6

Supported motor shaft diameter: Ø32 to Ø42

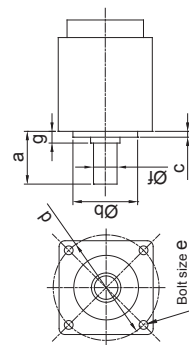
Model Code	Input unit code
Reduction gear (straight input type)	
RDS-160E	B5
RDS-320E	
RDS-200C	
RDS-320C	
Reduction gear (right angle input type)	
RDR-160E	C5
RDR-320E	
RDR-200C	
RDR-320C	

Motor flange								
Motor flange code	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb	Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (°)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
	Min.	Max.						
JA	56	86	110	h7	7	145	M8	7
JB	54	84	114.3	h7	5	200	M12	5
JC	85	115	114.3	h7	5	200	M12	36
JD	57	87	180	h7	5	215	M12	8
JE	54	84	200	h7	5	235	M12	5
JF	87	117	200	h7	5	235	M12	38
JG	59	89	114.3	h7	5	200	M12	10
JH	54	84	130	h7	10	165	M10	5

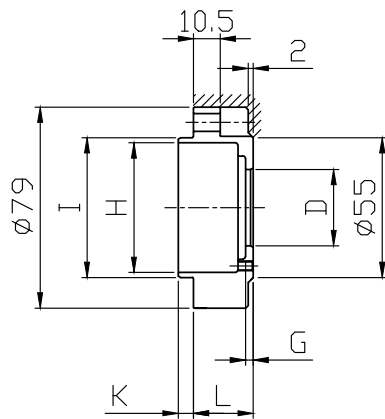
The motor mounting pilot length indicates the maximum value of the capable range.

* The motor mounting pilot length indicates the maximum value of the capable range.

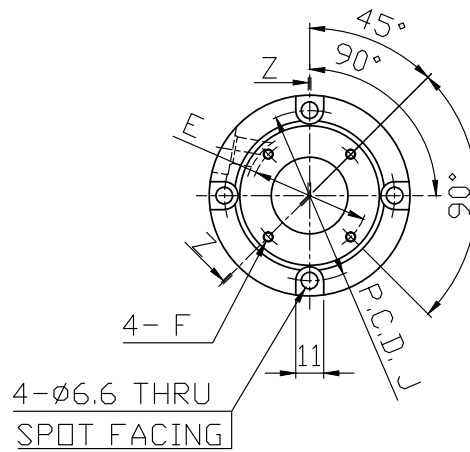
Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
4A	32	h6
4B	35	(+0.010/0)
4C	38	k6
4D	32	k6
4E	38	h6
4F	35	h6
ZZ	42	h6



Motor Flange Dimension Drawing



SECTION Z-Z



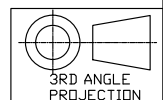
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
AA	Ø30 ^{+0.030} _{-0.009}	Ø46	M4 THRU	3	Ø51	Ø55 _{h7-0.030}	67	6	23.5	0.45
AM									25.5	0.48

注記

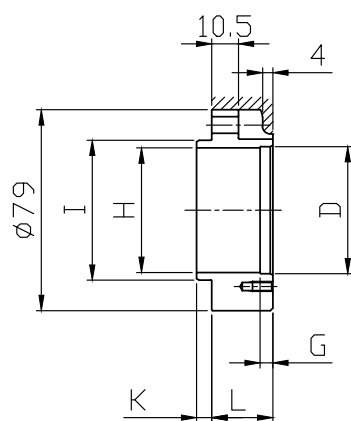
1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

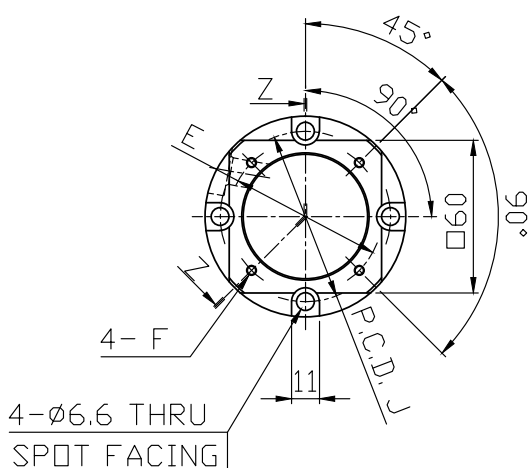
1. ///// area is painted black.



Motor Flange Dimension Drawing



SECTION Z-Z



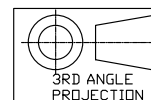
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
AB	$\phi 50^{+0.036}_{+0.011}$	$\phi 60$	M4 DEPTH 8	5	$\phi 49$	$\phi 55_{h7-0.030}$	67	6	24	0.44
AC		$\phi 70$	M5 DEPTH 9							
AD		$\phi 60$	M4 DEPTH 8						26	0.46
AP		$\phi 63$	M5 DEPTH 9						23.5	0.48
AR	$\phi 40^{+0.036}_{+0.011}$	$\phi 63$	M5 DEPTH 9	4	$\phi 51$					

注記

1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Straight input type

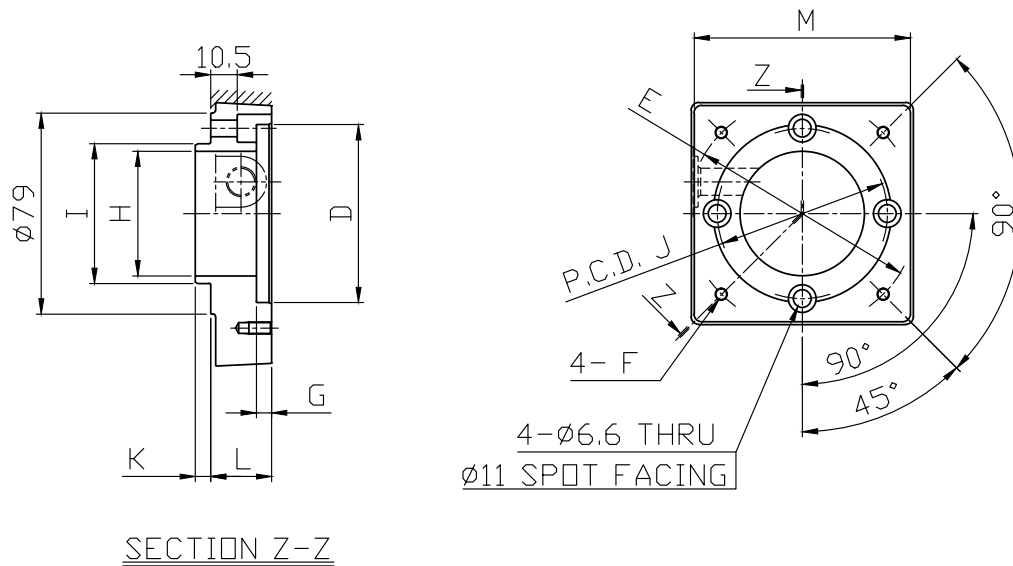
Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Motor Flange Dimension Drawing



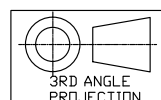
コード Code	モータ取付部寸法 Dimensions (mm)										質量 Mass (kg)										
	D	E	F	G	H	I	J	K	L	M											
AQ	$\phi 60^{+0.037}_{+0.012}$	$\phi 75$	M5 DEPTH 9	6	$\phi 49$	$\phi 55_{h7-0.030}$	67	6	23	$\square 85$	0.8										
AE	$\phi 70^{+0.037}_{+0.012}$	$\phi 90$							25												
AF			24						0.92												
AN			27																		
AG	$\phi 80^{+0.037}_{+0.012}$	$\phi 100$	M6 DEPTH 11						6	$\phi 49$	$\phi 55_{h7-0.030}$	67	6	31	$\square 85$	1.1					
AL														33		1.1					
AH			24											0.75							
AJ	$\phi 95^{+0.038}_{+0.013}$	$\phi 115$	M8 DEPTH 15											6	$\phi 49$	$\phi 55_{h7-0.030}$	67	6	31	$\square 105$	1.8
AK	$\phi 115^{+0.038}_{+0.013}$	$\phi 165$																	36	$\square 150$	4.9

注記

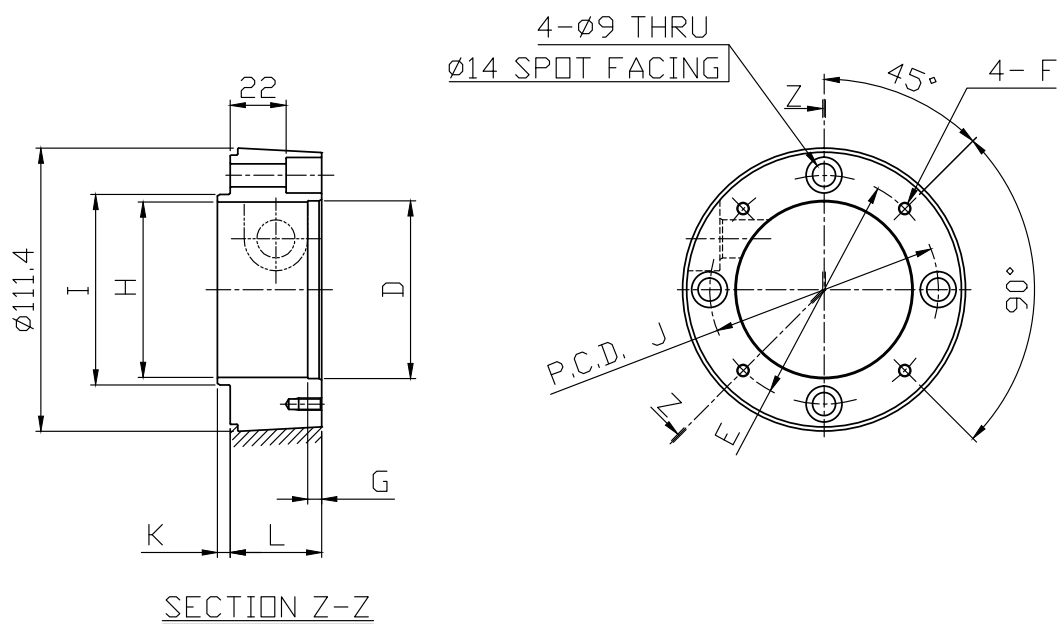
1. 塗装 塗装色 エポキシ マンセルNo. N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Motor Flange Dimension Drawing



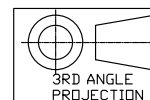
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CA	$\phi 50^{+0.036}_{+0.011}$	$\phi 70$	M5 DEPTH 9	3.5	$\phi 69$	$\phi 75_{h7-0.030}^0$	90	5	36	1.3
CU	$\phi 60^{+0.037}_{+0.012}$	$\phi 75$			$\phi 67$					
CB	$\phi 70^{+0.037}_{+0.012}$	$\phi 90$	M6 DEPTH 11	5.5	$\phi 69$					
CC										

注記

1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Straight input type

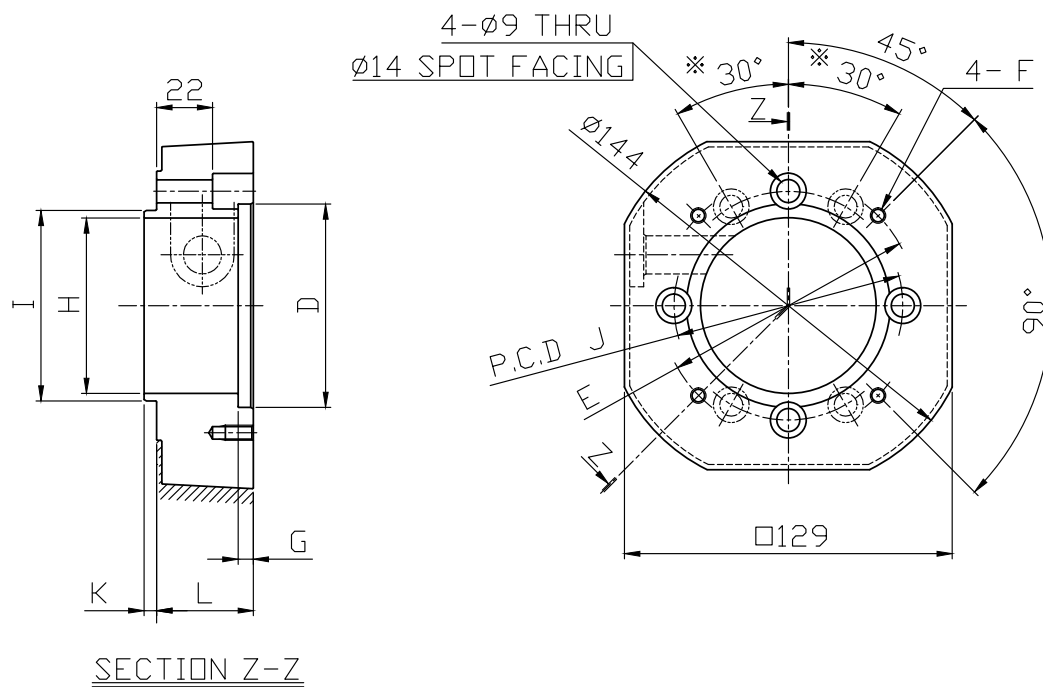
Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Motor Flange Dimension Drawing



※ 印の角度寸法は、コード“GA”に適用とする。

※ Applied to Code “GA”

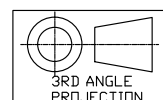
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass
	D	E	F	G	H	I	J	K	L	(kg)
CD	$\phi 80^{+0.037}_{+0.012}$	$\phi 100$	M6 DEPTH 11	6	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	38	2.5
CE	$\phi 95^{+0.038}_{+0.013}$	$\phi 115$								M8 DEPTH 15
CF			38						2.8	
CQ										43
GA	$\phi 95^{+0.038}_{+0.013}$	$\phi 115$		7	$\phi 96$	$\phi 106_{h7-0.035}$	122		38	1.8

注記

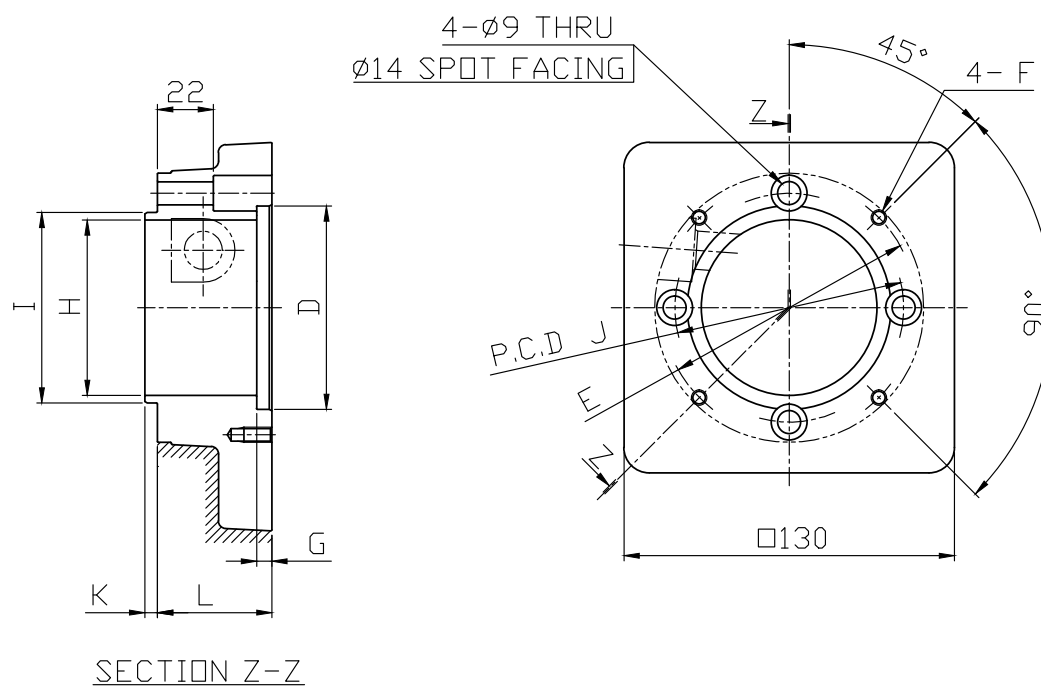
1. 塗装 塗装色 エポキシ マンセルNo. N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Motor Flange Dimension Drawing



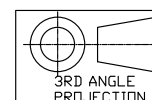
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CP	Ø80 ^{+0.037} _{-0.012}	Ø100	M6 DEPTH 11	6	Ø69	Ø75 _{h7-0.030}	90	5	45	2.6

注記

1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Straight input type

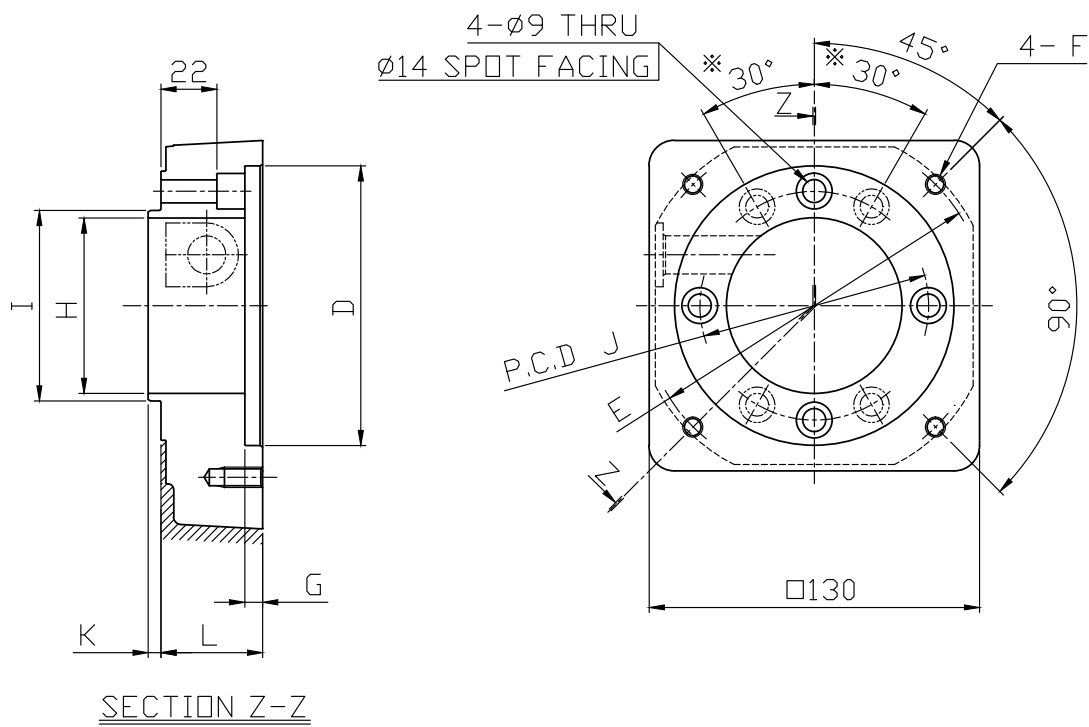
Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Motor Flange Dimension Drawing



※ 印の角度寸法は、コード"GB"、"GC"、"GG"、"GJ"に適用とする。

※ Applied to Code "GB", "GC", "GG" or "GJ"

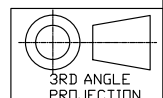
モータ取付部寸法 Dimensions (mm)											質量 Mass
コード Code	D	E	F	G	H	I	J	K	L	(kg)	
CG	$\phi 110^{+0.038}_{+0.013}$	$\phi 135$	M8 DEPTH 15	7	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	40	3.2	
CT		$\phi 130$									
CH		$\phi 145$							48	3.5	
CR		$\phi 135$							40	2.5	
GB		$\phi 145$			$\phi 96$	$\phi 106_{h7-0.035}$	122		50	3.2	
GC											
GG									45	2.8	
GJ											

注記

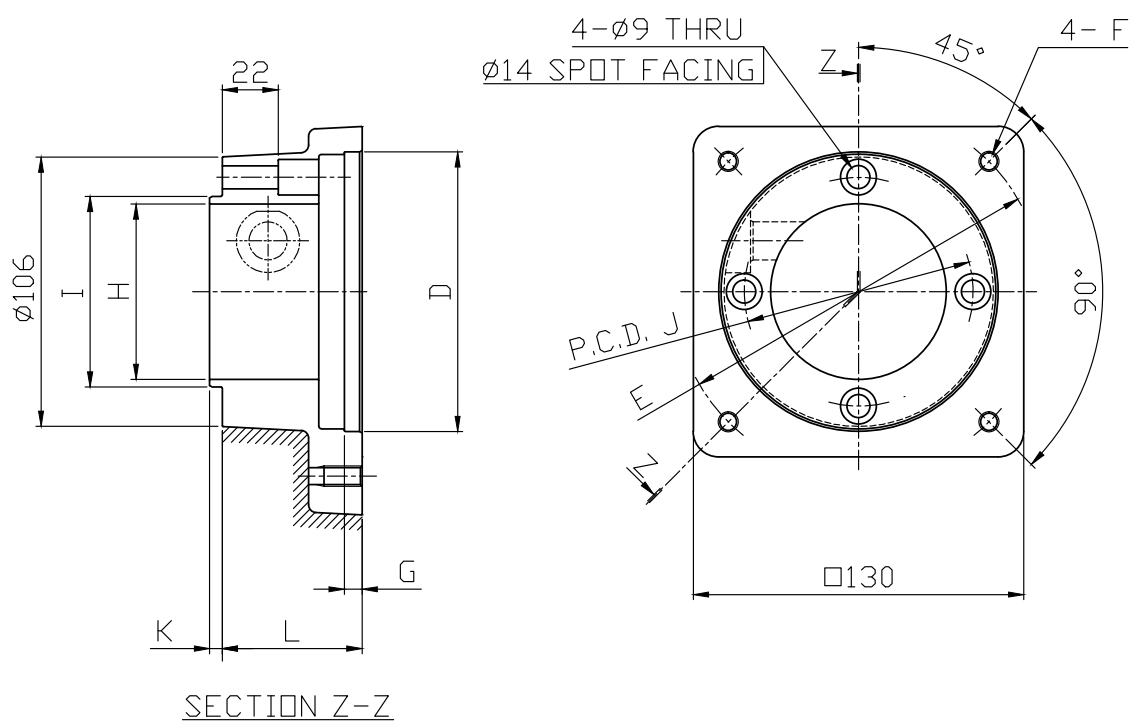
1. 塗装 塗装色 エポキシ マンセルNo. N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Motor Flange Dimension Drawing



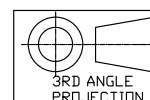
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CJ	$\phi 110^{+0.038}_{-0.013}$	$\phi 145$	M8 DEPTH 15	7	$\phi 69$	$\phi 75_{h7-0.030}^0$	90	5	55	2.5
GK		$\phi 130$			$\phi 96$	$\phi 106_{h7-0.035}^0$	122		40	

注記

1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を//////に示す。

NOTE

1. //// area is painted black.



Straight input type

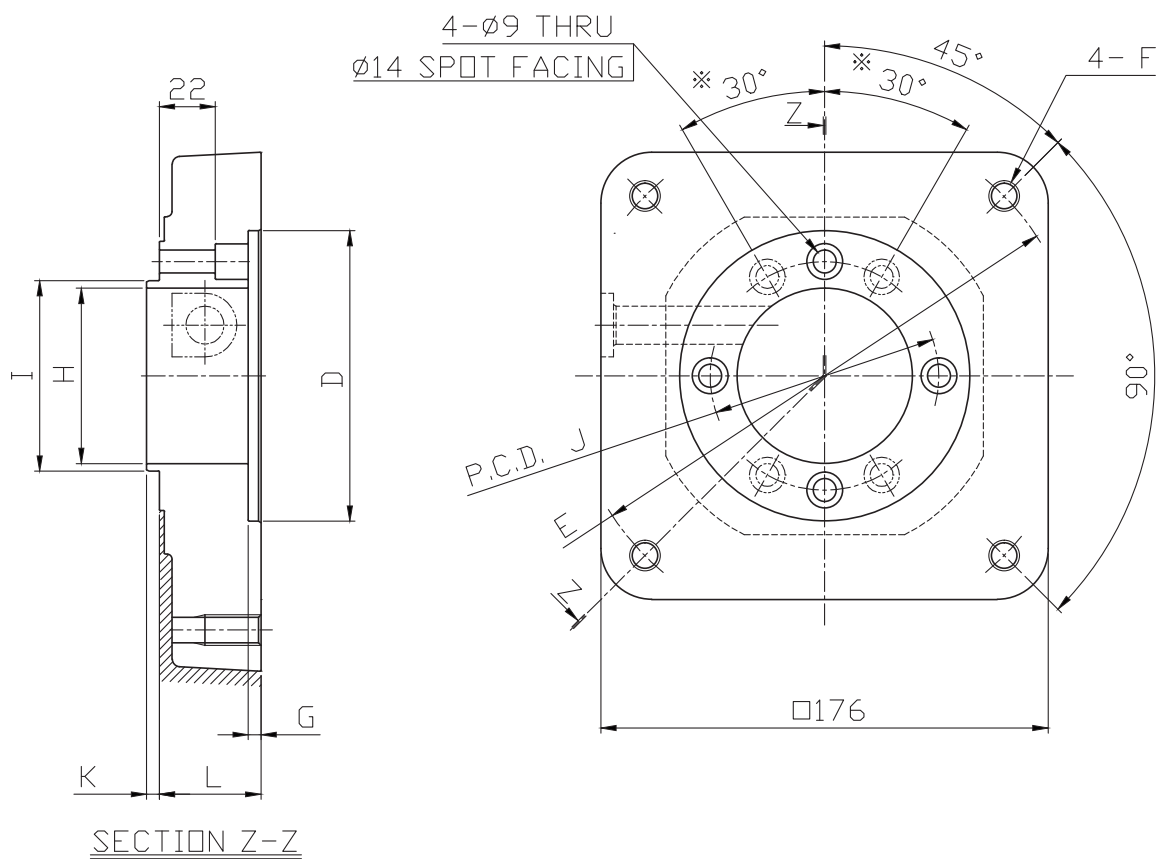
Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Motor Flange Dimension Drawing



※ 印の角度寸法は、コード"GD"、"GE"、"GH"に適用とする。

※ Applied to Code "GD", "GE" or "GH"

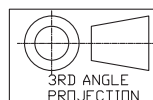
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass
	D	E	F	G	H	I	J	K	L	(kg)
CK	$\phi 114.3^{+0.038}_{+0.013}$	$\phi 200$	M12 DEPTH 22	5	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	40	6.7
CL	$\phi 115^{+0.038}_{+0.013}$	$\phi 165$	M8 DEPTH 15	6						6.8
CM	$\phi 130^{+0.039}_{+0.014}$		M10 DEPTH 18							6.6
GD	$\phi 114.3^{+0.038}_{+0.013}$	$\phi 200$	M12 DEPTH 22	5	$\phi 96$	$\phi 106_{h7-0.035}$	122			6.1
GE	$\phi 130^{+0.039}_{+0.014}$	$\phi 165$	M10 DEPTH 18	6						6.0
GH	$\phi 114.3^{+0.038}_{+0.013}$	$\phi 200$	M12 DEPTH 22	5				7.1		

注記

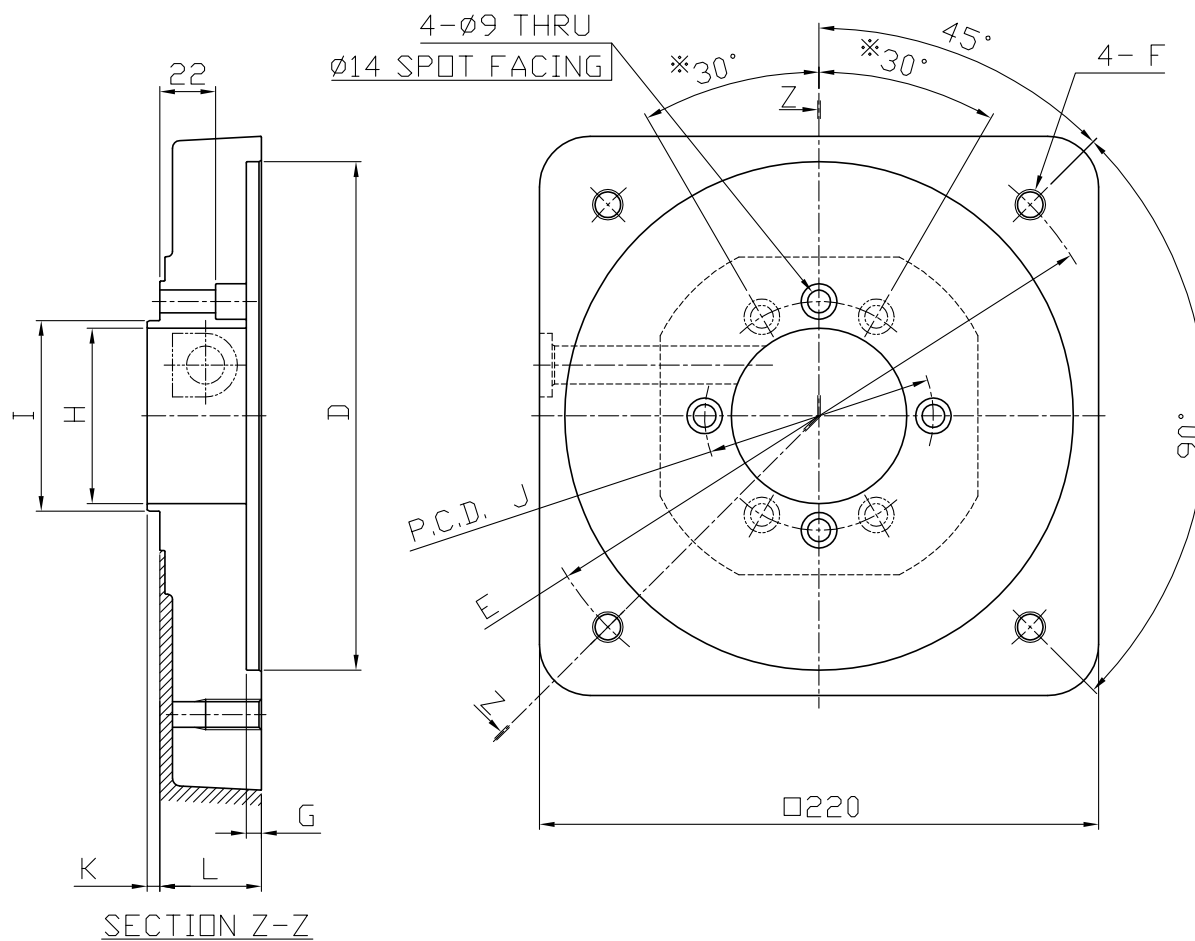
1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Motor Flange Dimension Drawing



※ 印の角度寸法は、コード“GF”に適用とする。

※ Applied to Code “GF”

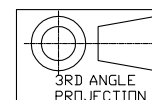
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CN	$\phi 200^{+0.040}_{+0.015}$	$\phi 235$	M12 DEPTH 22	6	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	40	10.3
GF					$\phi 96$	$\phi 106_{h7-0.035}$	122			9.8

注記

1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を//////に示す。

NOTE

1. //// area is painted black.



Straight input type

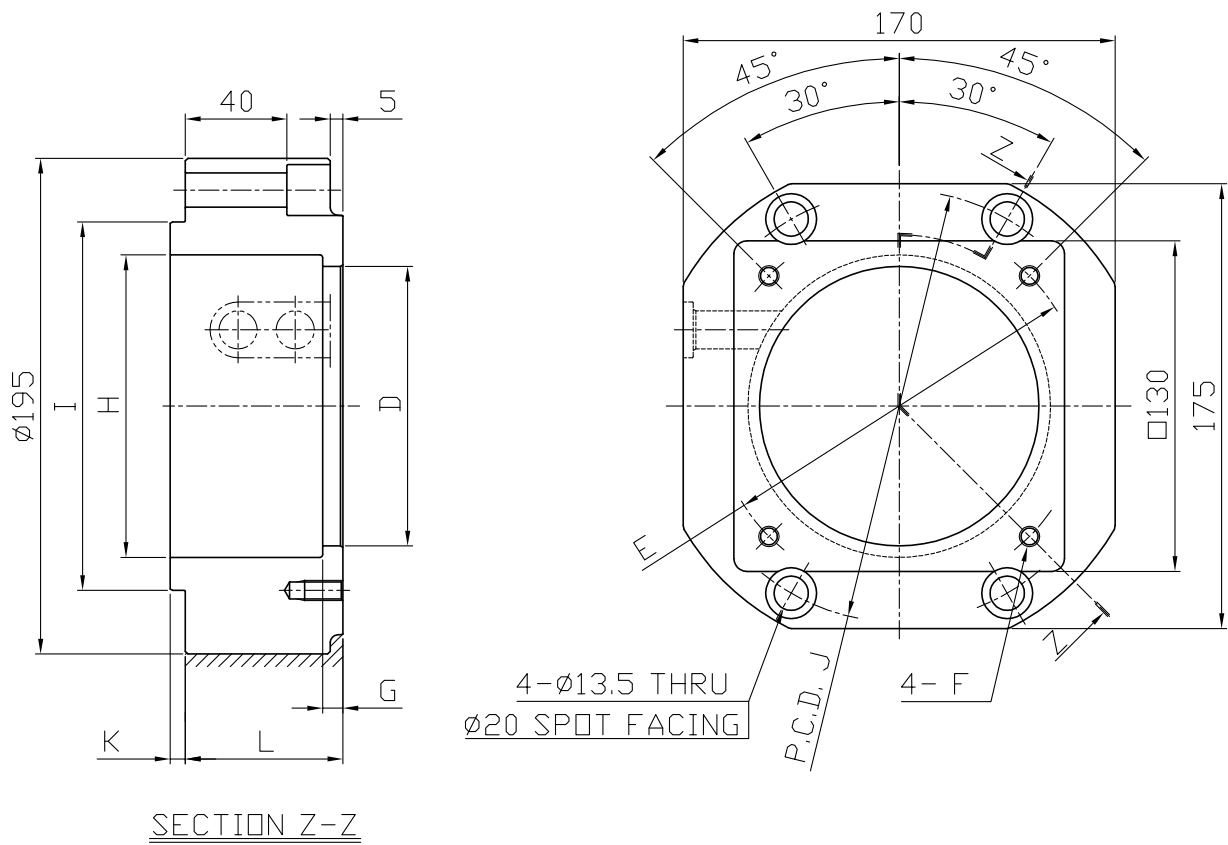
Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Motor Flange Dimension Drawing



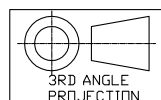
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
JA	Ø110 ^{+0.038} _{-0.013}	Ø145	M8 DEPTH 15	8	Ø119	Ø145 _{h7-0.040}	170	6	62	6.9

注記

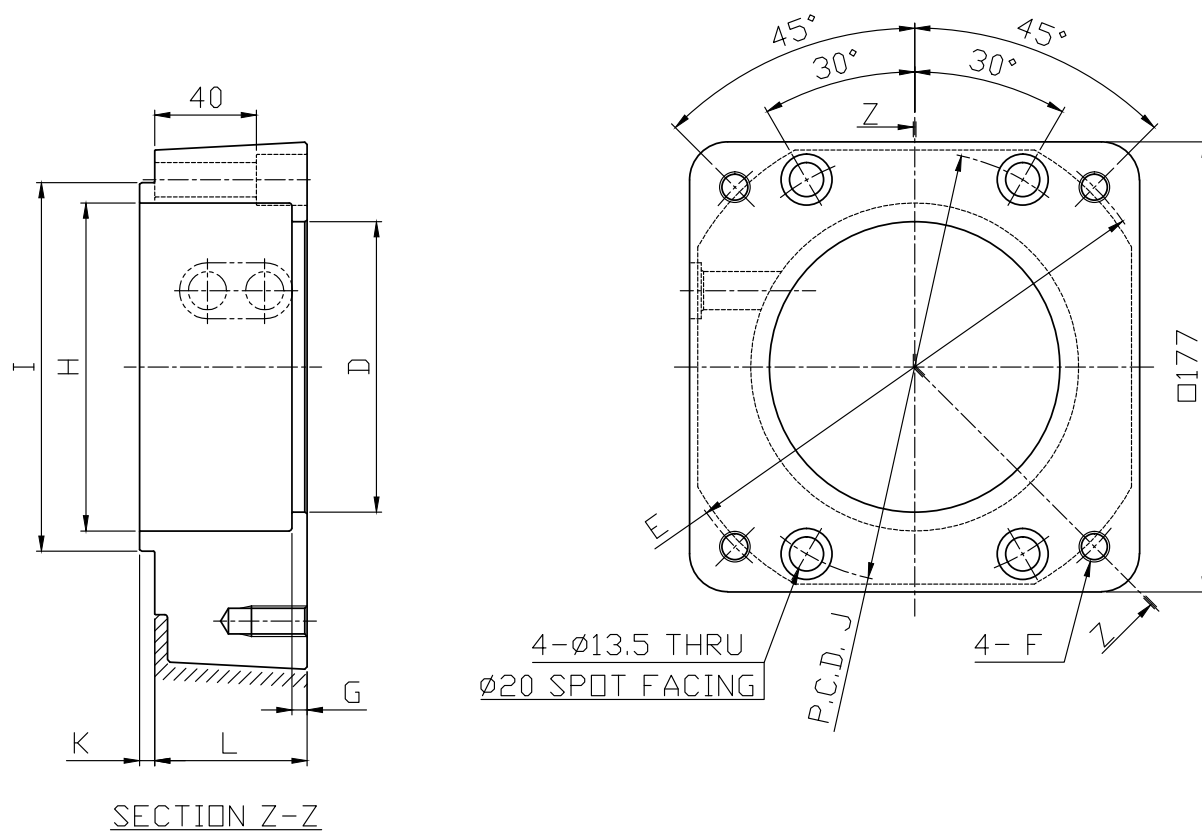
1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Motor Flange Dimension Drawing



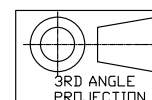
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
JB	Ø114.3 ^{+0.038} _{-0.013}	Ø200	M12 DEPTH 22	6	Ø129	Ø145 ⁺⁰ _{-0.040}	170	6	60	8
JG									65	9.9
JH	Ø130 ^{+0.054} _{-0.014}	Ø165	M10 DEPTH 18	10	Ø130				60	7.9

注記

1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を//////に示す。

NOTE

1. //// area is painted black.



Straight input type

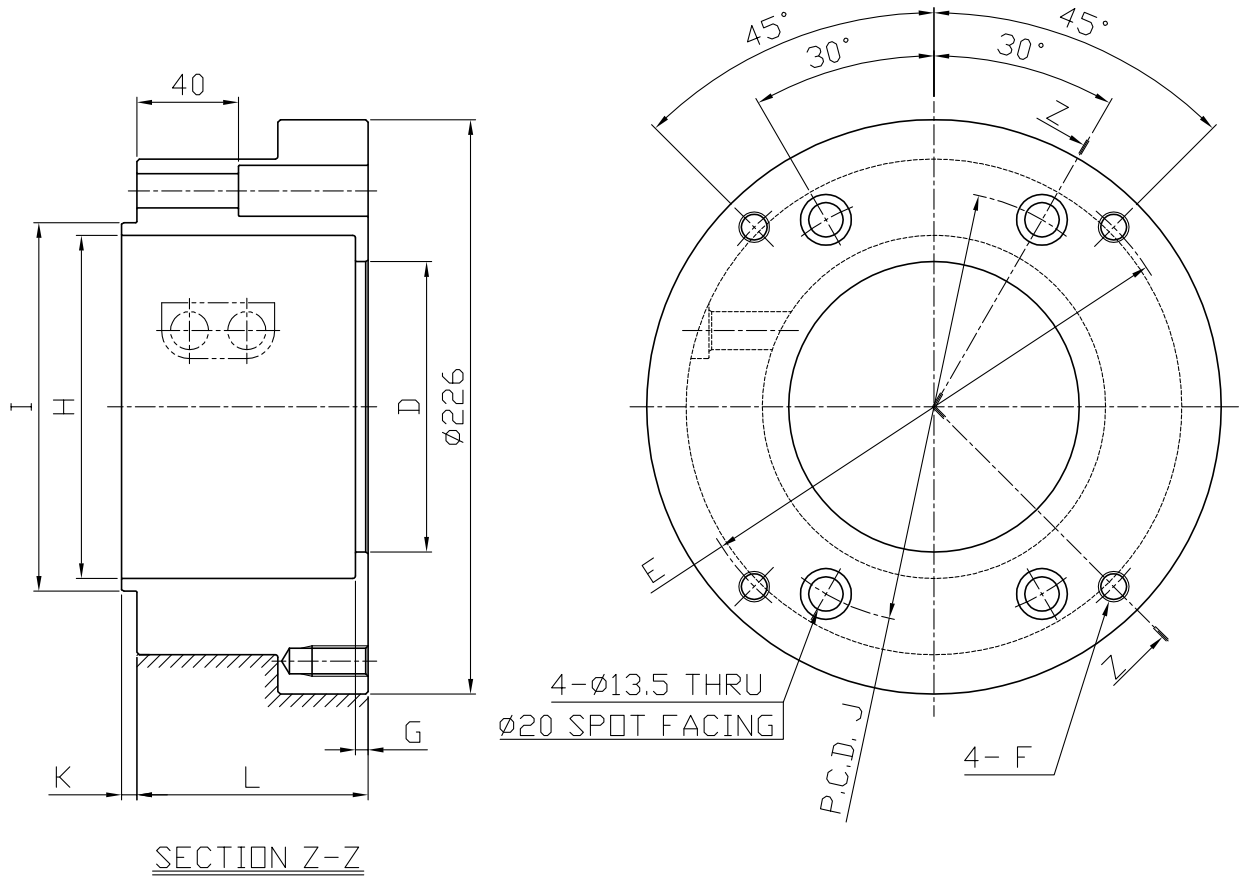
Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Motor Flange Dimension Drawing



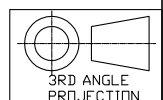
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
JC	Ø114.3 ^{+0.038} _{-0.013}	Ø200	M12 DEPTH 22	5	Ø135	Ø145 _{h7-0.040}	170	6	91	12.2

注記

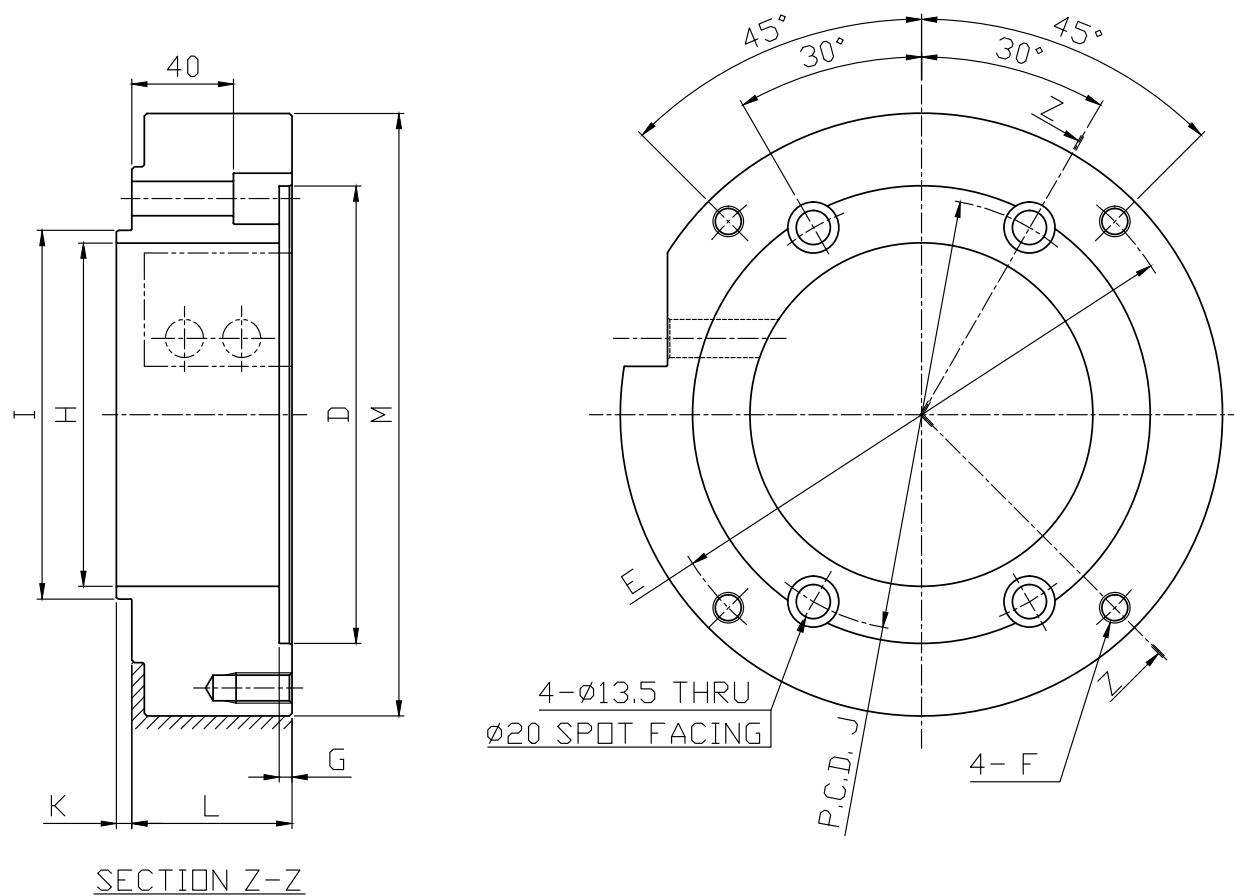
1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

1. ///// area is painted black.



Motor Flange Dimension Drawing



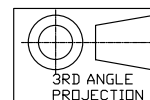
コード Code	モータ取付部寸法 Dimensions (mm)										質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	M	
JD	Ø180 ^{+0.039} _{+0.014}	Ø215	M12 DEPTH 22	5	Ø135	Ø145 _{h7-0.040}	170	6	63	Ø237	12
JF	Ø200 ^{+0.040} _{+0.015}	Ø235							93	Ø255	17

注記

1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を//////に示す。

NOTE

1. //// area is painted black.



Straight input type

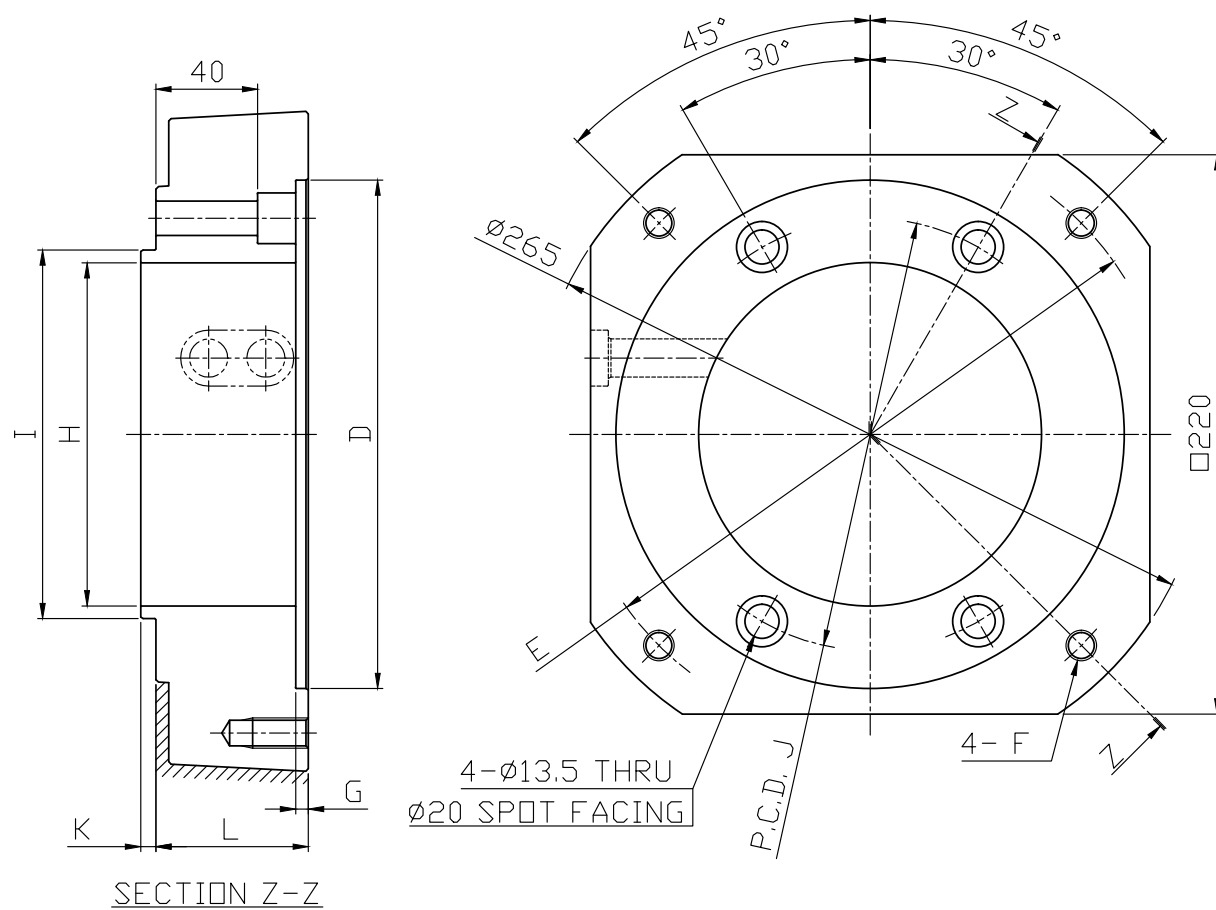
Right angle input type

Pulley input type

Motor flange / bushing

Technical Information

Motor Flange Dimension Drawing



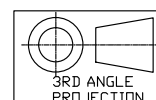
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
JE	Ø200 ^{+0.040} _{+0.015}	Ø235	M12 DEPTH 22	5	Ø135	Ø145h7 ⁰ _{-0.040}	170	6	60	11.7

注記

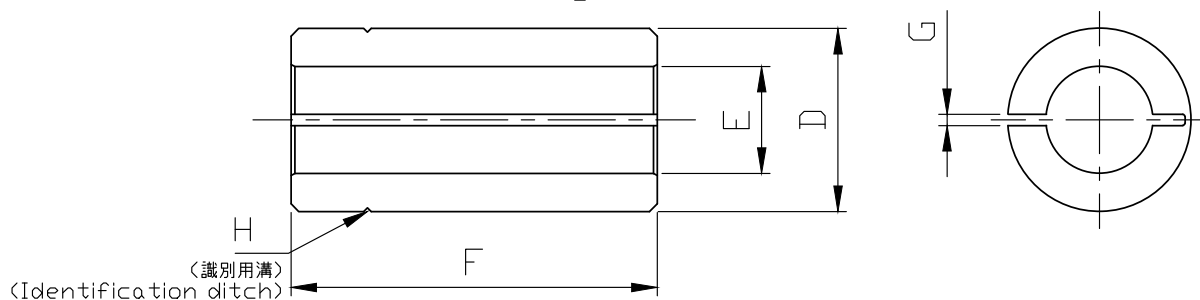
1. 塗装 塗装色 エポキシ マンセルNo.N1.5(黒色) 塗装範囲部分を ///// に示す。

NOTE

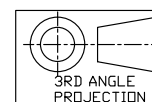
1. ///// area is painted black.



Bush Dimension Drawing



コード Code	ブッシュ寸法 Dimensions (mm)					
	D	E	F	G	H	
0A	ø14h7- ⁰ _{-0.018}	ø8 ^{+0.025} _{+0.005}	26	1.5	無し Nothing	
0B		ø9 ^{+0.025} _{+0.005}				
0C		ø10 ^{+0.025} _{+0.005}				
0D		ø11 ^{+0.025} _{+0.005}				
0E		ø9 ^{+0.035} _{+0.015}				有り It is.
0F		ø11 ^{+0.037} _{+0.017}				
1A	ø24h7- ⁰ _{-0.021}	ø14 ^{+0.030} _{+0.005}	48		無し Nothing	
1B		ø15 ^{+0.030} _{+0.005}				
1C		ø16 ^{+0.030} _{+0.005}				
1D		ø17 ^{+0.030} _{+0.005}				
1E		ø19 ^{+0.030} _{+0.005}				
1F		ø22 ^{+0.030} _{+0.005}				
1G		ø14 ^{+0.042} _{+0.017}		有り It is.		
1H		ø19 ^{+0.045} _{+0.020}				
1J		ø16 ^{+0.042} _{+0.017}				
2A	ø28h7- ⁰ _{-0.021}	ø19 ^{+0.030} _{+0.005}	62	無し Nothing		
2B		ø22 ^{+0.030} _{+0.005}				
2C		ø24 ^{+0.030} _{+0.005}				
2D		ø19 ^{+0.045} _{+0.020}		有り It is.		
2E		ø24 ^{+0.045} _{+0.020}				
3A	ø35 ^{+0.01} _{-0.015}	ø25 ^{+0.030} _{+0.005}	72	無し Nothing		
3B		ø28 ^{+0.030} _{+0.005}				
3C		ø28 ^{+0.045} _{+0.020}		有り It is.		
3D		ø32 ^{+0.048} _{+0.023}				
3E		ø32 ^{+0.030} _{+0.005}				
4A	ø42h7- ⁰ _{-0.025}	ø32 ^{+0.030} _{+0.005}	77	無し Nothing		
4B		ø35 ^{+0.040} _{+0.015}				
4C		ø38 ^{+0.048} _{+0.023}				
4D		ø32 ^{+0.048} _{+0.023}		有り It is.		
4E		ø38 ^{+0.030} _{+0.005}				
4F		ø35 ^{+0.030} _{+0.005}				



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Technical Information



Technical Information

Cautions for use of RD2 Series

- If the end user of the product is a military interest or if the product is to be used in the manufacture of weapons, the product may be subject to export regulations prescribed in the Foreign Trade Control Act. Confirm these conditions before exporting the product and take the necessary steps.
- If failure or malfunction of the product may directly endanger human life or if it is used in units which may injure the human body (atomic facilities, space equipment, medical equipment, safety units, etc.), examination of individual situations is required. Contact our agent or nearest business office in such a case.
- Although this product has been manufactured under strict quality control, if it is to be used in equipment that could cause serious injury or damage to facilities as a result of failure of the product, all appropriate safety measures must be taken.

Installation environment

Use the reduction gear under the following environment:

- Location where the ambient temperature is between -10°C to 40°C.
- Location where the humidity is less than 85% and no condensation occurs.
- Location where the altitude is less than 1000 m.
- Well-ventilated location

Do not install the reduction gear at the following locations.

- Location where a lot of dust is collected.
- Outdoors that can be directly affected by wind and rain
- Location near the environment that contains combustible, explosive, or corrosive gases and flammable materials.
- Location where the performance of the servo motor can be affected by magnetic fields or vibration.

Note 1: If the required installation environment cannot be established, contact our customer representative in advance.

Note 2: When using the reduction gear under special conditions (clean room, equipment for food, concentrated alkali, high-pressure steam, etc.), contact our customer representative in advance.

Maintenance

- The reduction gear is filled with grease and the standard replacement time is 20,000 hours.
- When using the reduction gear with deteriorated grease or under an inappropriate ambient temperature condition (40°C or higher), check the deterioration condition of the grease and determine the appropriate replacement cycle.

Reduction gear temperature

- Be careful so that the surface temperature of the reduction gear does not exceed 60°C.

Manuals

- Safety information and detail product instructions are indicated in the operation manual. The operation manual can be downloaded from the following web address.

<http://precision.nabtesco.com/>

Glossary

Life rating

The lifetime resulting from the operation with the rated torque and the rated output speed is referred to as the "life rating".

Allowable acceleration/deceleration torque

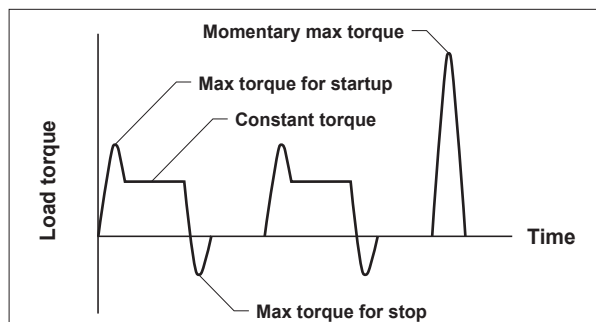
When the machine starts or stops, the load torque to be applied to the reduction gear is larger than the constant-speed load torque due to the effect of the inertia torque of the rotating part. In such a situation, the allowable torque during acceleration/deceleration is referred to as "allowable acceleration/deceleration torque".

Note: Be careful that the load torque, which is applied at startup and stop, does not exceed the allowable acceleration/deceleration torque.

Momentary maximum allowable torque

A large torque may be applied to the reduction gear due to execution of emergency stop or by an external shock. In such a situation, the allowable value of the momentary applied torque is referred to as "momentary maximum allowable torque".

Note: Be careful that the momentary excessive torque does not exceed the momentary maximum allowable torque.



Allowable input speed

The allowable value of the input speed is referred to as "allowable input speed".

Note: The reduction gear temperature may increase significantly even when the speed is under the allowable speed depending on the speed ratio. In such a case, use the reduction gear at the speed so that the gear temperature is 60°C or lower.

Allowable output speed

The allowable value of the output speed is referred to as "allowable output speed".

Note: The reduction gear temperature may exceed 60°C even when the speed is under the allowable output speed depending on the specification conditions (duty, ambient temperature). In such a case, use the reduction gear at the speed so that the gear temperature is 60°C or lower.

Allowable output speed reference value

This is a reference value of the output speed at which the temperature increase of the reduction gear is 40°C or lower when the rated torque is applied to the reduction gear and the gear is operated continuously in one direction.

Note: Maintain the environment and operation conditions so that the temperature of the reduction gear is 60°C or lower.

Torsional rigidity, lost motion, backlash

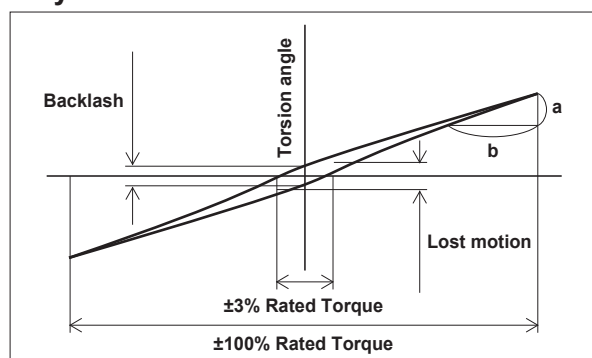
When a torque is applied to the output shaft while the input shaft is fixed, torsion is generated according to the torque value. The torsion can be shown in the hysteresis curves.

The value of b/a is referred to as "torsional rigidity."

The torsion angle at the mid point of the hysteresis curve width within $\pm 3\%$ of the rated torque is referred to as "lost motion."

The torsion angle when the torque indicated by the hysteresis curve is equal to zero is referred to as "backlash."

Hysteresis curve



Startup efficiency

The efficiency of the moment when the reduction gear starts up is referred to as "startup efficiency."

No-load running torque (input shaft)

The torque for the input shaft that is required to run the reduction gear without load is referred to as "no-load running torque."

Allowable moment and maximum thrust load

The external load moment may be applied to the reduction gear during normal operation. The allowable values of the external moment and the external axial load at this time are each referred to as "allowable moment" and "maximum thrust load."

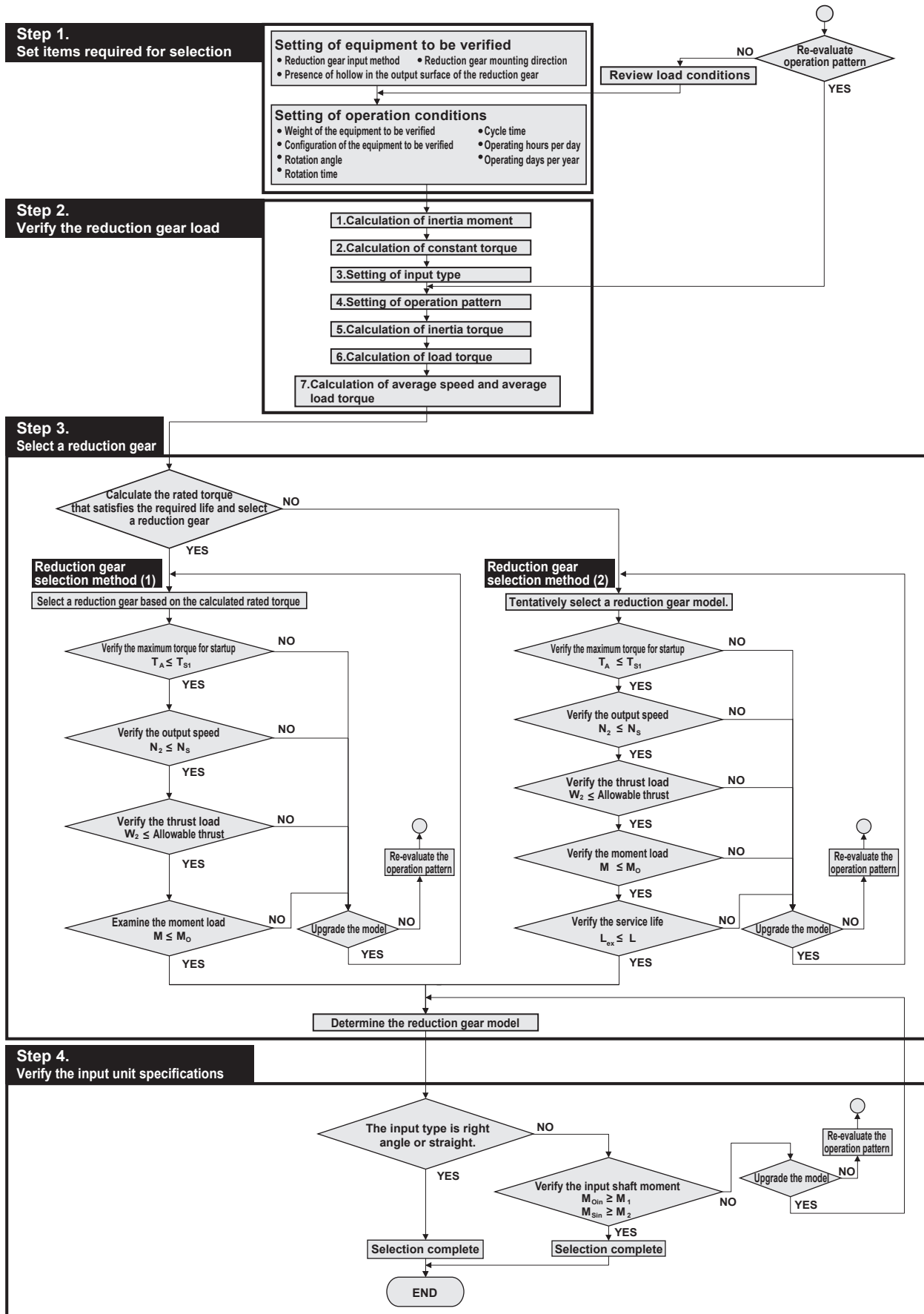
Input shaft rated moment

This is the moment load that satisfies the life rating. The moment to be applied normally must be less than the rated moment.

Input shaft allowable moment

This is the allowable value of the load that can be applied for startup and stop.

Product Selection Flowchart



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

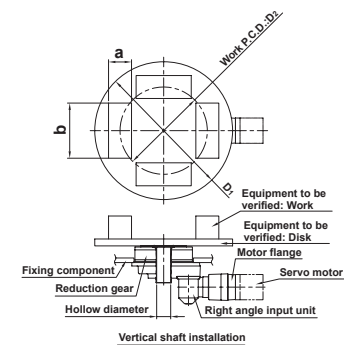
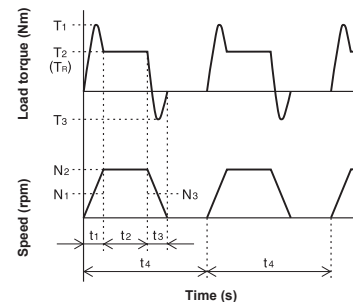
Technical Information

Selection of Product Code-1-(1) (With vertical shaft installed)

Step 1. Set items required for selection

Specification example for the equipment to be verified (1) (with vertical shaft installed)

Specification example for the equipment to be verified (1)	Setting item and value
Reduction gear input method	Right angle input type
Presence of hollow in the output surface of the reduction gear	Hollow (C type)
Reduction gear mounting direction	Vertical shaft installation
Installed equipment weight	
W _A ————— Disk weight (kg)	450
W _B ————— Work weight (kg)	100 x 4 pieces
Installed equipment configuration	
D ₁ ————— Disk: D dimension (mm)	1,200
a ————— Work piece: a dimension (mm)	200
b ————— Work piece: b dimension (mm)	400
D ₂ ————— Work piece: P.C.D. (mm)	800
Operation conditions	
θ ————— Rotation angle (°)	180
[t ₁ +t ₂ +t ₃] ————— Rotation time (sec)	2.5
[t ₄] ————— Cycle time (sec)	20
Q ₁ ————— Equipment operation hours per day (hours/day)	12
Q ₂ ————— Equipment operation days per year (days/year)	365



Step 2-1. Examine the reduction gear load

Setting item	Calculation formula	Selection examples
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1. Calculate the inertia moment based the calculation formula on page 123.

I_R	Load inertia moment (kgm ²)	$I_{R1} = \frac{W_A \times \left(\frac{D_1}{2 \times 1,000} \right)^2}{2}$ $I_{R2} = \left[\frac{W_B}{12} \left\{ \left(\frac{a}{1,000} \right)^2 + \left(\frac{b}{1,000} \right)^2 \right\} + W_B \times \left(\frac{D_2}{2 \times 1,000} \right)^2 \right] \times 4$ I_{R1} = Disk inertia moment I_{R2} = Work inertia I_R = I_{R1} + I_{R2}	$I_{R1} = \frac{450 \times \left(\frac{1,200}{2 \times 1,000} \right)^2}{2}$ $= 81 (\text{kgm}^2)$ $I_{R2} = \left[\frac{100}{12} \left\{ \left(\frac{200}{1,000} \right)^2 + \left(\frac{400}{1,000} \right)^2 \right\} + 100 \times \left(\frac{800}{2 \times 1,000} \right)^2 \right] \times 4$ $= 70.7 (\text{kgm}^2)$ $I_R = 81 + 70.7$ $= 151.7 (\text{kgm}^2)$
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2. Examine the constant torque.

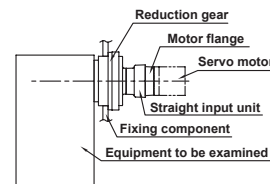
T_R	Constant torque with vertical shaft installed (Nm)	$T_R = (W_A + W_B) \times 9.8 \times \frac{D_{in}}{2 \times 1,000} \times \mu$ μ = Friction factor Note: Use 0.015 for this example as the load is applied to the bearing of the RD2 reduction gear. D_{in} = Rolling diameter: Use the pilot diameter which is almost equivalent to the rolling diameter in this selection calculation. * If the reduction gear model is not determined, select the following pilot diameter: Solid series = 284 (mm) – Maximum pilot diameter Hollow shaft series = 440 (mm) – Maximum pilot diameter	$T_R = (450 + 100 \times 4) \times 9.8 \times \frac{440}{2 \times 1,000} \times 0.015$ $= 27.5 (\text{Nm})$
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Selection of Product Code-1-(2) (With horizontal shaft installed)

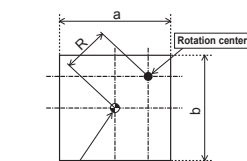
Step 1. Set items required for selection

Equipment specification example (2) (with horizontal shaft installed)

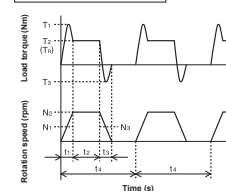
Equipment specification example (2)	Setting item and value
Reduction gear input method	Straight input type
Presence of hollow in the output surface of the reduction gear	Without hollow (Solid series)
Reduction gear mounting direction	Horizontal shaft installation
Installed equipment weight	
W_C ————— Mounted work weight (kg)	490
Installed equipment configuration	
a ————— a dimension (mm)	500
b ————— b dimension (mm)	500
c ————— R dimension (mm)	320
Operation conditions	
θ ————— Rotation angle (°)	90
$[t_1+t_2+t_3]$ ————— Rotation time (sec)	1.5
$[t_4]$ ————— Cycle time (sec)	20
Q_1 ————— Equipment operation hours per day (hours/day)	24
Q_2 ————— Equipment operation days per year (days/year)	365



Horizontal shaft installation



Position of the center of gravity



Step 2-1. Examine the reduction gear load

Setting item	Calculation formula	Selection examples
1. Calculate the inertia moment based the calculation formula on page 123.		
I_R Load inertia moment (kgm ²)	$I_R = \frac{W_C}{12} \times \left\{ \left(\frac{a}{1,000} \right)^2 + \left(\frac{b}{1,000} \right)^2 \right\} + W_C \times \left(\frac{R}{1,000} \right)^2$	$I_R = \frac{490}{12} \times \left\{ \left(\frac{500}{1,000} \right)^2 + \left(\frac{500}{1,000} \right)^2 \right\} + 490 \times \left(\frac{320}{1,000} \right)^2$ $= 70.6 \text{ (kgm}^2\text{)}$
2. Examine the constant torque.		
T_R Constant torque with horizontal shaft installed (Nm)	$T_R = W_C \times 9.8 \times \frac{R}{1,000}$	$T_R = 490 \times 9.8 \times \frac{320}{1,000}$ $= 1,537 \text{ (Nm)}$

Selection of Product Code-2 (With vertical shaft installed)

* For Selection examples, the calculation for specification example for the equipment to be verified (1) (with vertical shaft installed) is listed.

Step 2-2. Set items required for selection

Setting item	Calculation formula	Selection examples (Specification example for the equipment to be verified (1))
(3)-1 Examine the input type.		
RDS ——— Straight input type RDR ——— Right angle input type RDP ——— Pulley input type		Select RDR (right angle input type) based on the equipment to be verified.
(3)-2 Examine the in-line type and hollow type of the reduction gear output shaft.		
Solid series or hollow shaft series		Select the hollow shaft type (C type) based on the equipment to be verified.
(4) Set the acceleration/deceleration time, constant-speed operation time, and output speed.		
t ₁ ——— Acceleration time (sec) t ₂ ——— Constant-speed operation time (sec) t ₃ ——— Deceleration time (sec) N ₂ ——— Constant speed (rpm)	- The operation pattern does not need to be verified if it is already set. - If the operation pattern has not been determined, use the following formula to calculate the reference operation pattern. $t_1 = t_3 = \text{Rotation time } [t_1 + t_2 + t_3] - \frac{\theta}{\left(\frac{N_2}{60} \times 360\right)}$ $t_2 = \text{Rotation time } [t_1 + t_2 + t_3] - (t_1 + t_3)$ Note: 1. Assume that t₁ and t₃ are the same. Note: 2. N₂ = 15 rpm if the reduction gear output speed (N₂) is not known. Note: 3. If t₁ and t₃ is less than 0, increase the output speed or extend the rotation time.	Examine the operation pattern using N ₂ = 15 rpm as the reduction gear output speed is unknown. $t_1 = t_3 = 2.5 - \frac{180}{\left(\frac{15}{60} \times 360\right)} = 0.5 \text{ (sec)}$ $t_2 = 2.5 - (0.5 + 0.5) = 1.5 \text{ (sec)}$ ∴ t₁ = t₃ = 0.5(sec) t₂ = 1.5 (sec) N₂ = 15 (rpm)
N ₁ ——— Average speed for startup (rpm)	$N_1 = \frac{N_2}{2}$	$N_1 = \frac{15}{2} = 7.5 \text{ (rpm)}$
N ₃ ——— Average speed for stop (rpm)	$N_3 = \frac{N_2}{2}$	$N_3 = \frac{15}{2} = 7.5 \text{ (rpm)}$
(5) Calculate the inertia torque for acceleration/deceleration.		
T _A ——— Inertia torque for acceleration (Nm)	$T_A = \left\{ \frac{I_R \times (N_2 - 0)}{t_1} \right\} \times \frac{2\pi}{60}$	$T_A = \left\{ \frac{151.7 \times (15 - 0)}{0.5} \right\} \times \frac{2\pi}{60}$ = 476.6 (Nm)
T _D ——— Inertia torque for deceleration (Nm)	$T_D = \left\{ \frac{I_R \times (0 - N_2)}{t_3} \right\} \times \frac{2\pi}{60}$	$T_D = \left\{ \frac{151.7 \times (0 - 15)}{0.5} \right\} \times \frac{2\pi}{60}$ = -476.6 (Nm)
(6) Calculate the load torque for acceleration/deceleration.		
T ₁ ——— Maximum torque for startup (Nm)	$T_1 = T_A + T_R $ T _R : Constant torque See page 106.	$T_1 = 476.6 + 27.5 $ = 504.1(Nm)
T ₂ ——— Constant maximum torque (Nm)	$T_2 = T_R $	$T_2 = 27.5 \text{ (Nm)}$
T ₃ ——— Maximum torque for stop (Nm)	$T_3 = T_D + T_R $ T _R : Constant torque See page 106.	$T_3 = -476.6 + 27.5 $ = 449.1(Nm)
(7) -1 Calculate the average speed.		
N _m ——— Average speed (rpm)	$N_m = \frac{t_1 \times N_1 + t_2 \times N_2 + t_3 \times N_3}{t_1 + t_2 + t_3}$	$N_m = \frac{0.5 \times 7.5 + 1.5 \times 15 + 0.5 \times 7.5}{0.5 + 1.5 + 0.5}$ = 12 (rpm)
(7) -2 Calculate the average load torque.		
T _m ——— Average load torque (Nm)	$T_m = \sqrt[10]{\frac{t_1 \times N_1^3 \times T_1^3 + t_2 \times N_2^3 \times T_2^3 + t_3 \times N_3^3 \times T_3^3}{t_1 \times N_1 + t_2 \times N_2 + t_3 \times N_3}}$	$T_m = \sqrt[10]{\frac{0.5 \times 7.5^3 \times 504.1^3 + 1.5 \times 15^3 \times 27.5^3 + 0.5 \times 7.5^3 \times 449.1^3}{0.5 \times 7.5 + 1.5 \times 15 + 0.5 \times 7.5}}$ = 315.7(Nm)

Go to Page 109 if the reduction gear model is verified based on the required life.

Go to Page 110 if the service life is verified based on the reduction gear model.

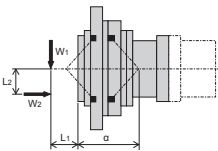
Selection of Product Code-3-(1)

Step 3. Select a reduction gear

Reduction gear selection method (1) Calculate the required torque based on the load conditions and required life and select a reduction gear.

Setting item	Calculation formula	Selection examples
(1) Calculate the rated torque for the reduction gear that satisfies the required life.		
L_{ex} Required life (year)	Based on the operation conditions	5 years
Q_{1cy} Number of cycles per day (times)	$Q_{1cy} = \frac{Q_1 \times 60 \times 60}{t_4}$	$Q_{1cy} = \frac{12 \times 60 \times 60}{20}$ = 2,160 (times)
Q_3 Operating hours of reduction gear per day (h)	$Q_3 = \frac{Q_{1cy} \times (t_1 + t_2 + t_3)}{60 \times 60}$	$Q_3 = \frac{2,160 \times (0.5 + 1.5 + 0.5)}{60 \times 60}$ = 1.5 (h)
Q_4 Operating hours of reduction gear per year (h)	$Q_4 = Q_3 \times Q_2$	$Q_4 = 1.5 \times 365$ = 548 (h)
L_{hour} Reduction gear service life (h)	$L_{hour} = Q_4 \times L_{ex}$	$L_{hour} = 548 \times 5$ = 2,740 (h)
$T_{O'}$ Reduction gear rated torque that satisfies the required life (Nm)	$T_{O'} = T_m \times \left(\frac{10}{3}\right)^{\frac{1}{3}} \sqrt{\frac{L_{hour} \times N_m}{K \times N_0}}$ K : Reduction gear rated life (h) N_0 : Reduction gear rated torque (Nm)	$T_{O'} = 315.7 \times \left(\frac{10}{3}\right)^{\frac{1}{3}} \sqrt{\frac{2,740 \times 12}{6,000 \times 15}}$ = 233.5 (Nm)

(2) Select a reduction gear model based on the calculated rated torque.

Tentative selection of the reduction gear model and actual reduction ratio	Tentatively select a reduction gear model that T_0 is equal to or greater than $T_{O'}$. Then check that T_{S1} of the tentatively selected model is equal to or greater than the maximum torque for startup T_1 and N_s of the tentatively selected model is equal to or greater than the output speed N_2. If the tentatively selected reduction gear is outside of the specifications, increase the reduction gear model. T_{S1}: Check the rating table. N_s: The allowable output speed varies depending on the actual reduction ratio. Tentatively select the actual reduction ratio alongside the allowable output speed.	Tentatively select RDR-027C ($T_0 = 265$ Nm) based on the calculated rated torque. Rated torque: 265 (Nm) $\geq$ 233.5 (Nm) Allowable acceleration/deceleration torque: 662 (Nm) $\geq$ 504.4 (Nm) Allowable output speed: 15 (rpm) (when the actual reduction ratio is 233.45) is equal to or greater than 15 (rpm), tentatively selecting RDR-027C-233 should be no problem.
W_1 Radial load (N)	 $M = \frac{W_1 \times (L_1 + \alpha) + W_2 \times L_2}{1,000}$ Refer to the rating table of α = each input type.	0(N)
L_1 Distance to the point of radial load application (mm)		0(mm)
W_2 Thrust load (N)		$W_2 = (450 + 100 \times 4) \times 9.8$ = 8,330 (N)
L_2 Distance to the point of thrust load application (mm)		0(mm)
M Calculation of the moment load (Nm)		As a dimension of RDR-027C is 112 (mm) based on the rating table $M = \frac{0 \times (0 + 112) + 8,330 \times 0}{1,000}$ = 0 (Nm)
Determination of the reduction gear model	From the allowable moment diagram on Page 112 • Thrust load • Moment load Select a reduction gear for which the above fall within the allowable moment diagram. Specify the actual reduction ratio so it is lower than the actual reduction ratio that was selected when the allowable output speed was examined. The actual reduction ratio is determined based on the motor speed, input torque, and inertia moment. Check with the motor manufacturer.	For this equipment, Thrust load $W_2 = 8,330$ (N) Moment load $M = 0$ (N) As the above values are within the RCR-027C allowable moment diagram, RDR-027C is selected. The actual reduction ratio lower than 233.45 which was selected when the allowable output speed was verified is selected.

Select a motor flange and bushing.

Refer to the selection table on page 83 to 85 or our Web site for the motor flange and bushing selection.

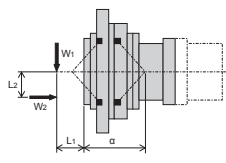
URL : <http://precision.nabtesco.com/>

Selection of the motor flange and bushing.

T_{M1} Motor momentary maximum torque (Nm)	Determine based on the motor specifications.	For example, $T_{M1} = 25$ (Nm)
T_{M1OUT} Maximum torque generated at the output shaft for the reduction gear (Nm)	$T_{M1OUT} = T_{M1} \times R \times \eta$ R: Actual reduction ratio η : Startup efficiency(%) Note: If the maximum torque generated at the output shaft for the reduction gear exceeds the momentary maximum allowable torque, impose a limitation on the motor torque value. Also, ensure that the shock torque, due to an emergency stop, is the same as or lower than the momentary maximum allowable torque.	For example, calculate the maximum torque generated at the output shaft for the reduction gear based on the specifications when RDR-027C-233.45 was selected. $T_{M1OUT} = T_{M1} \times R \times \eta$ $= 25 \times 233.45 \times \frac{70}{100}$ $= 4,085$ (Nm) As T_{M1OUT} is equal to or greater than T_{S2} (1,323 Nm), a limitation is required for the motor torque.

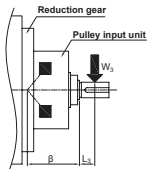
Selection of Product Code-3-(2)

Reduction gear selection method (2) Calculate the required torque based on the load conditions and required life and select a reduction gear.

Setting item	Calculation formula	Selection examples
(1) Select a reduction gear model based on the maximum torque for startup T_1, output speed N_2, thrust load, and moment load.		
Tentative selection of the reduction gear model and actual reduction ratio	If T_{S1} of the tentatively selected model is equal to or greater than the maximum torque for startup T_1 and the tentatively selected model is outside of the reduction gear specifications, upgrade the reduction gear model. T_{S1}: Check the rating table. N_S: The allowable output speed varies depending on the actual reduction ratio. Tentatively select the actual reduction ratio alongside the allowable output speed.	Allowable acceleration/deceleration torque: $662 \text{ (Nm)} \geq 504.4 \text{ (Nm)}$ Allowable output speed: 15 (rpm) (when the actual reduction ratio is 233.45) is equal to or greater than 15 (rpm), tentatively select RDR-027C-233.
W_1 — Radial load (N)	 $M = \frac{W_1 \times (L_1 + \alpha) + W_2 \times L_2}{1,000}$ Refer to the rating table of α = each input type.	0(N)
L_1 — Distance to the point of radial load application (mm)		0(mm)
W_2 — Thrust load (N)		$W_2 = (450 + 100 \times 4) \times 9.8$ $= 8,330 \text{ (N)}$
L_2 — Distance to the point of thrust load application (mm)		0(mm)
M — Calculation of the moment load (Nm)		As α dimension of RDR-027C is 112 (mm) based on the rating table $M = \frac{0 \times (0 + 112) + 8,330 \times 0}{1,000}$ $= 0 \text{ (Nm)}$
Determination of the reduction gear model	From the allowable moment diagram on Page 112 • Thrust load • Moment load Select a reduction gear for which the above fall within the allowable moment diagram. Specify the actual reduction ratio so it is lower than the actual reduction ratio that was selected when the allowable output speed was examined. The actual reduction ratio is determined based on the motor rotation speed, input torque, and inertia moment. Check with the motor manufacturer.	For this equipment, Thrust load $W_2 = 8,330 \text{ (N)}$ Moment load $M = 0 \text{ (Nm)}$ As the above fall within the RCR-027C allowable moment diagram, RDR-027C is selected. The actual reduction ratio lower than 233.45 which was selected when the allowable output speed was examined is selected.
(2) Calculate the reduction gear service life and compare to the required life.		
L_h — Life (h)	$L_h = 6,000 \times \frac{N_0}{N_m} \times \left(\frac{T_0}{T_m} \right)^{\frac{10}{3}}$	$L_h = 6,000 \times \frac{15}{12} \times \left(\frac{265}{315.7} \right)^{\frac{10}{3}}$ $= 4,184 \text{ (h)}$
Q_{1cy} — Number of cycles per day (times)	$Q_{1cy} = \frac{Q_1 \times 60 \times 60}{t_4}$	$Q_{1cy} = \frac{12 \times 60 \times 60}{20} = 2,160 \text{ (times)}$
Q_3 — Operating hours per day (h)	$Q_3 = \frac{Q_1 \times (t_1 + t_2 + t_3)}{60 \times 60}$	$Q_3 = \frac{2,160 \times (0.5 + 1.5 + 0.5)}{60 \times 60} = 1.5 \text{ (h)}$
Q_4 — Operating hours per year (h)	$Q_4 = Q_3 \times Q_2$	$Q_4 = 1.5 \times 365 = 548 \text{ (h)}$
L_{year} — Reduction gear service life (year)	$L_{year} = \frac{L_h}{Q_4}$	$L_{year} = \frac{4,180}{548} = 7.6 \text{ (year)}$
L_{ex} — Required life (year)	Based on the required specifications. If the required life is longer than the service life, upgrade the reduction gear model and re-calculate the service life.	As L_{ex} 5 (year) is equal to or smaller than 7.6 (year), a reduction gear model is RDR-027C.
Select a motor flange and bushing		
Refer to the selection table on page 83 to 85 or our Web site for the motor flange and bushing selection. URL : http://precision.nabtesco.com/		
Cautions for selecting a motor		
T_{M1} — Motor momentary maximum torque (Nm)	Determine based on the motor specifications.	For example, $T_{M1} = 25 \text{ (Nm)}$
T_{M1OUT} — Maximum torque generated at the output shaft for the reduction gear (Nm)	$T_{M1out} = T_{M1} \times R \times \eta$ R: Actual reduction ratio η: Startup efficiency(%) Note: If the maximum torque generated at the output shaft for the reduction gear exceeds the momentary maximum allowable torque, impose a limitation on the motor torque value. Also, ensure that the shock torque, due to an emergency stop, is the same as or lower than the momentary maximum allowable torque.	For example, calculate the maximum torque generated at the output shaft for the reduction gear based on the specifications when RDR-027C-233.45 was selected. $T_{M1out} = T_{M1} \times R \times \eta$ $= 25 \times 233.45 \times \frac{70}{100}$ $= 4,085 \text{ (Nm)}$ As T_{M1out} is equal to or greater than T_{S2} (1,323 Nm), a limitation is required for the motor torque.

Step 4. Verify the input unit specifications (calculation method of pulley input unit specifications)

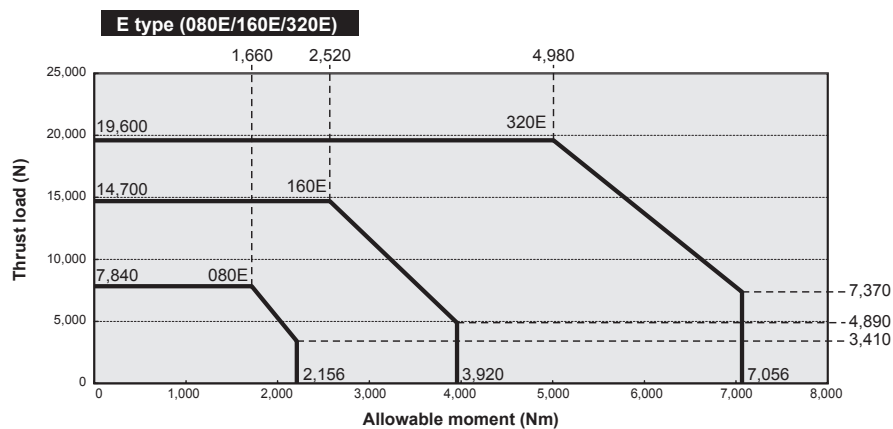
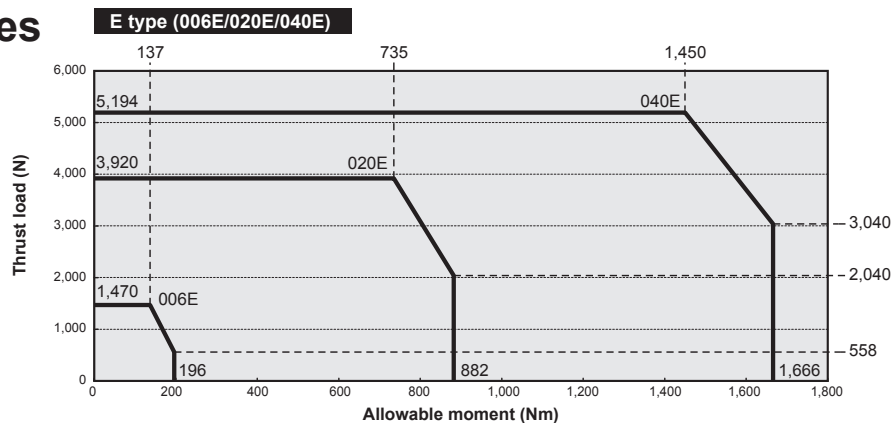
* Examine only when selecting a pulley input unit.

Setting item	Calculation formula	Selection examples
Calculate the moment load for the input shaft.		
M_1 — Input shaft load moment to be applied during normal operation (Nm)	 $M_1 = W_3 \times \left(\frac{\beta + L_3}{1,000} \right)$ $\beta = \text{Refer to the rating table on Page 70.}$	When RDP-027C-100 is selected $W_3 = 150 \text{ (N)}$ $\beta = 58 \text{ (mm)}$ $L_3 = 10 \text{ (mm)}$ $M_1 = 150 \times \left(\frac{58 + 10}{1,000} \right) = 10.2 \text{ (Nm)}$
M_2 — Input shaft load moment to be applied at startup and stop (Nm)	$M_2 = \frac{\left(\frac{\text{Maximum output torque for startup (Nm)}}{\text{Actual reduction ratio} \times \frac{\text{Efficiency (\%)}}{100}} \right)}{\frac{\text{Pulley pitch diameter (mm)}}{2 \times 10^{-3}}} \times \left(\frac{\beta + L_3}{1,000} \right)$ $\beta = \text{Refer to the rating table on Page 70.}$	When the maximum torque for startup is 600 Nm at the output stage and the pulley pitch diameter is 50 mm $M_2 = \frac{\left(\frac{600}{99.82 \times 0.75} \right)}{\left(\frac{50}{2 \times 1,000} \right)} \times \left(\frac{58 + 10}{1,000} \right)$ $= 21.8 \text{ (Nm)}$
Select a pulley input unit based on the moment load of the input shaft.		
Determination of the input shaft	$M_{Oin} \geq M_1$ $M_{Sin} \geq M_2$ * M_{Oin}, M_{Sin} = Refer to the rating table on Page 70. Select an input unit that meets the above conditions.	If RDP-027C-100 is selected, $M_{Oin} = 38 \text{ (Nm)}$ and $M_{Sin} = 40 \text{ (Nm)}$ and there is no problem with the pulley input shaft.

Allowable Moment Diagram

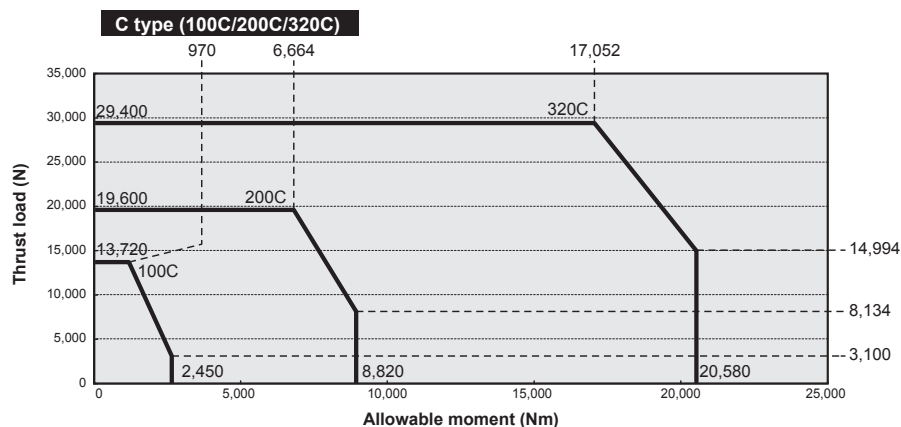
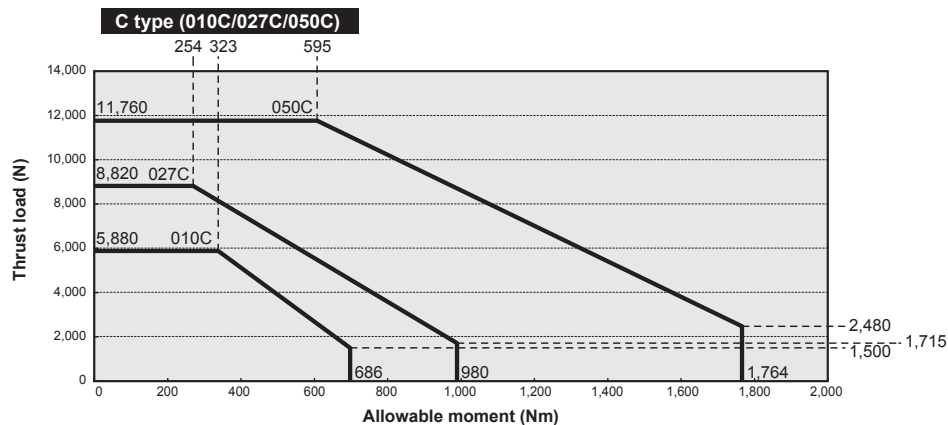
Solid series

RD□-E



Hollow shaft series

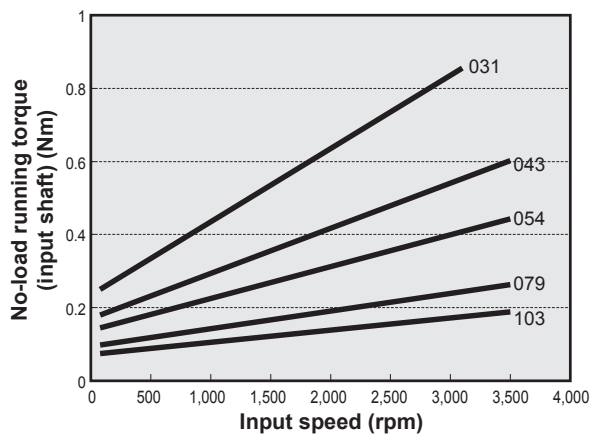
RD□-C



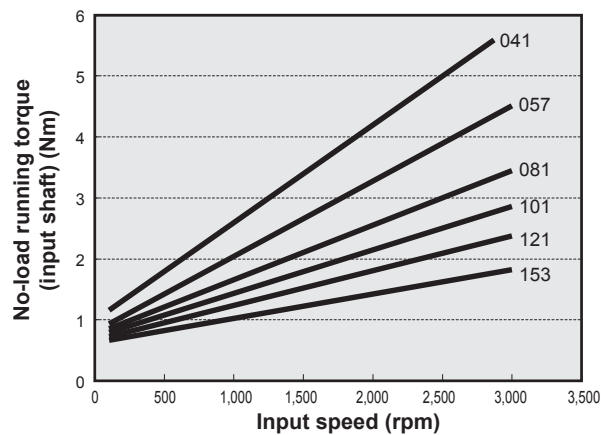
No-load Running Torque (straight input type)

Solid series

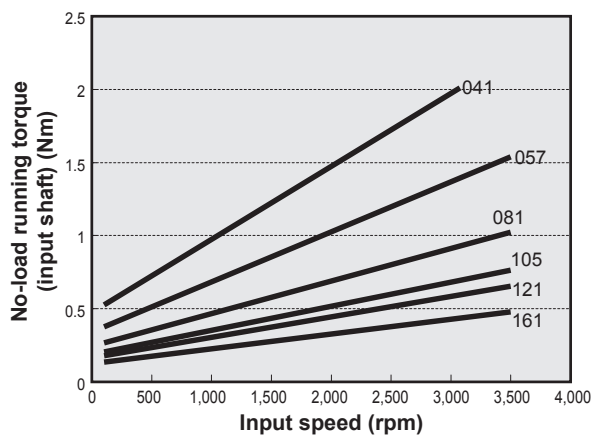
RDS-006E



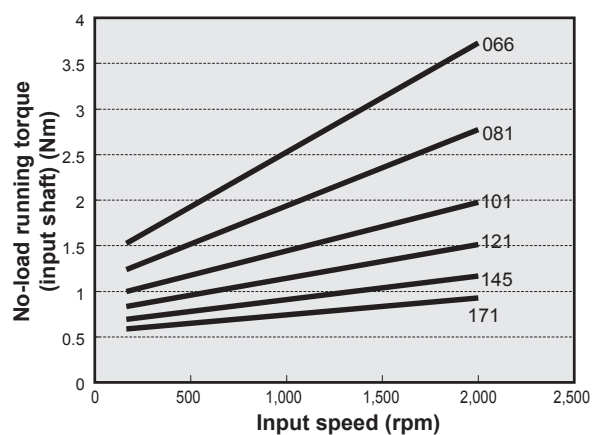
RDS-080E



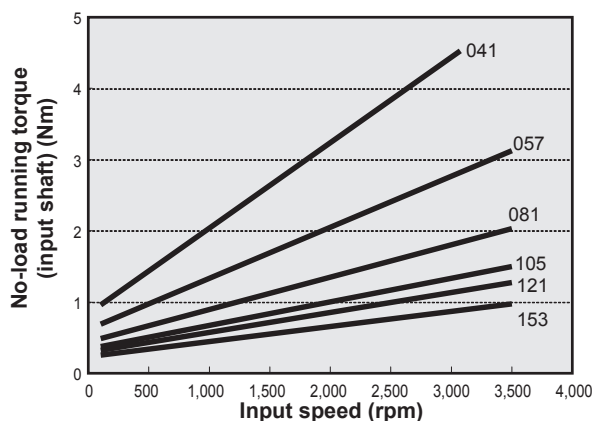
RDS-020E



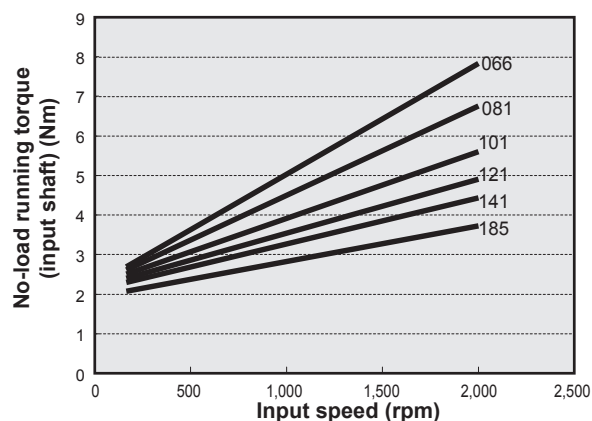
RDS-160E



RDS-040E



RDS-320E



Straight input type

Right angle input type

Pulley input type

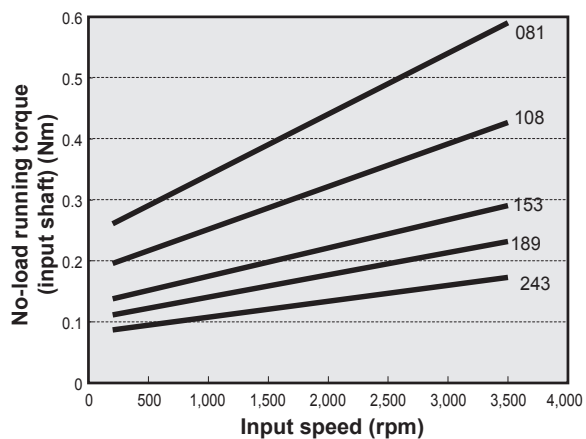
Motor flange / bushing

Technical Information

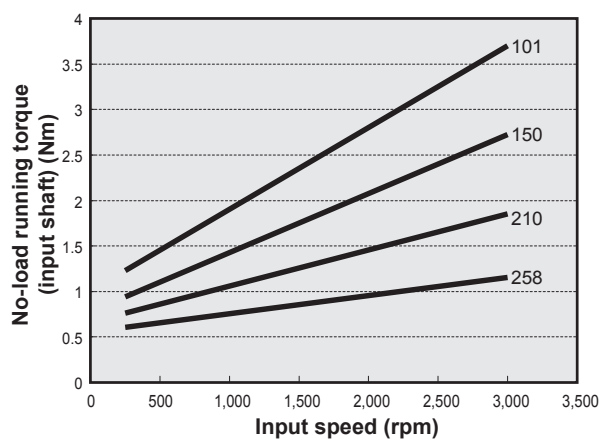
No-load Running Torque (straight input type)

Hollow shaft series

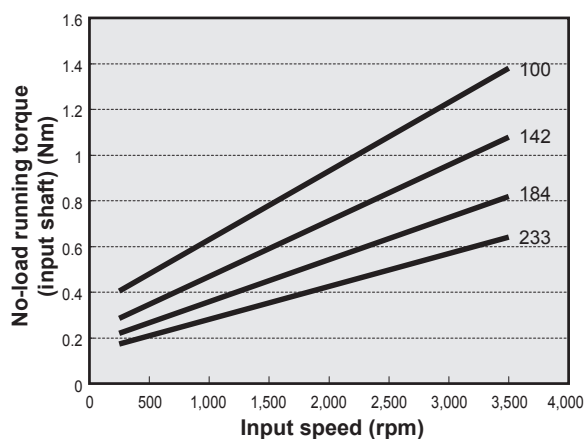
RDS-010C



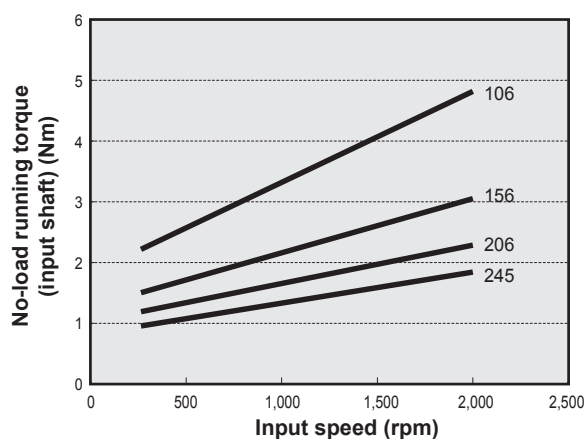
RDS-100C



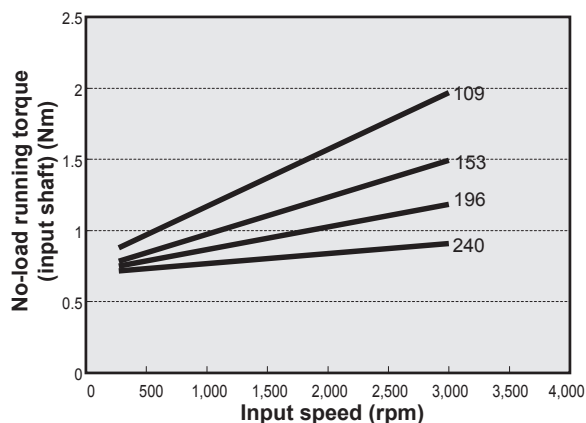
RDS-027C



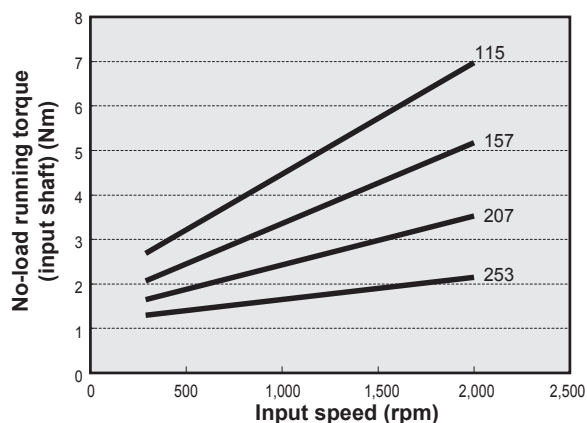
RDS-200C



RDS-050C



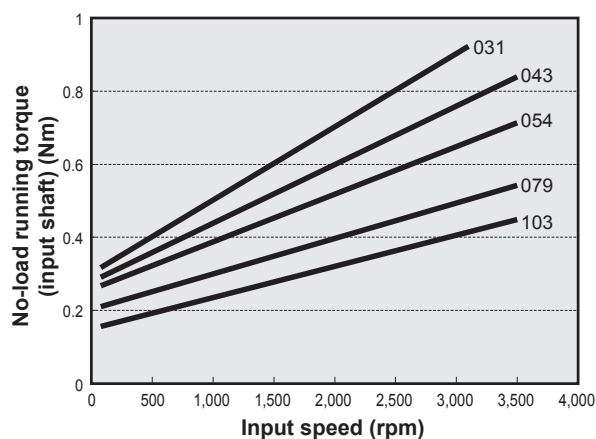
RDS-320C



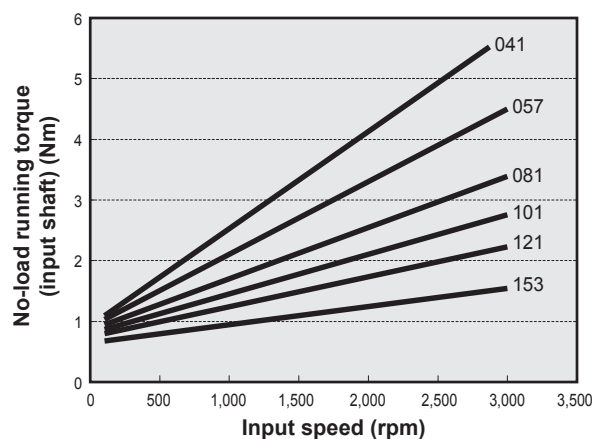
No-load Running Torque (Right angle input type)

Solid series

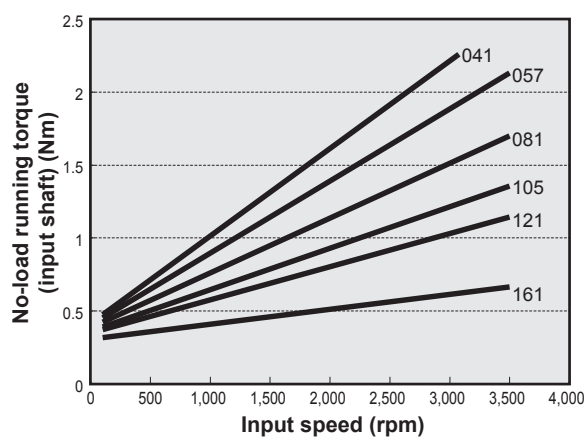
RDR-006E



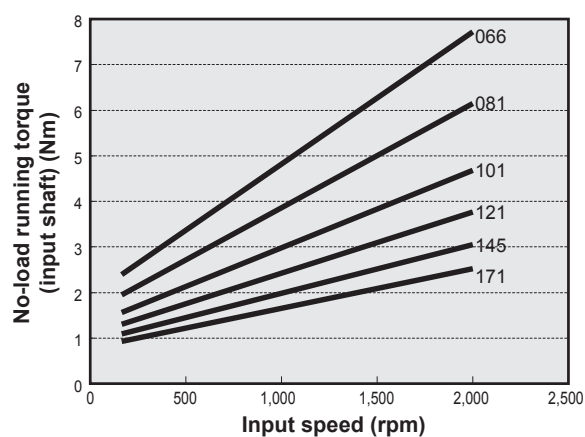
RDR-080E



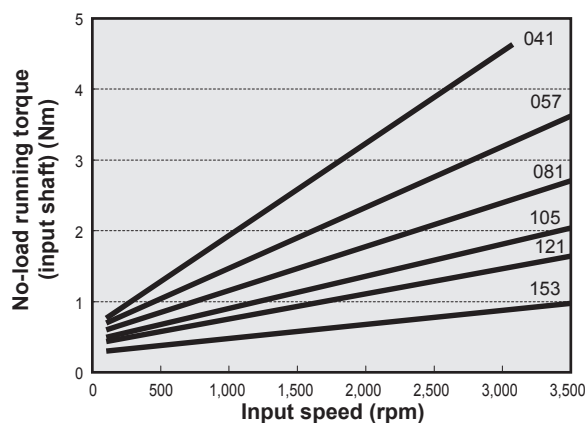
RDR-020E



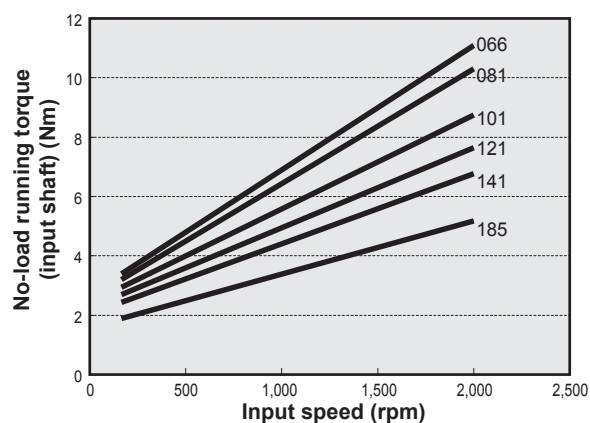
RDR-160E



RDR-040E



RDR-320E



Straight input type

Right angle input type

Pulley input type

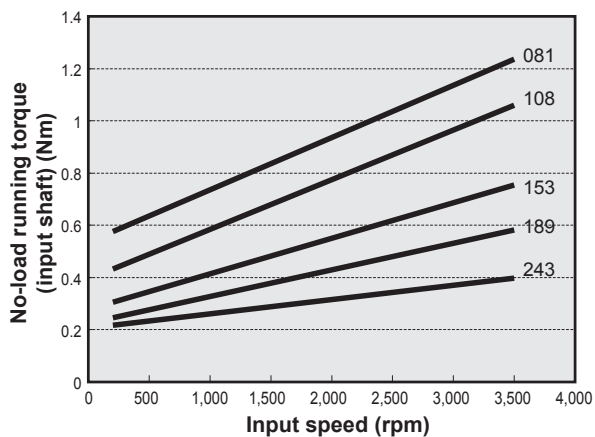
Motor flange / bushing

Technical Information

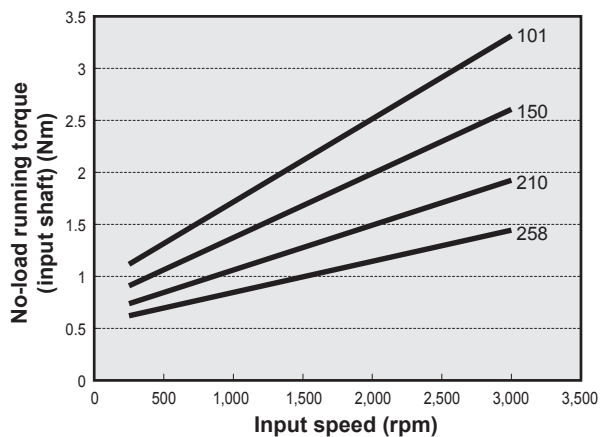
No-load Running Torque (Right angle input type)

Hollow shaft series

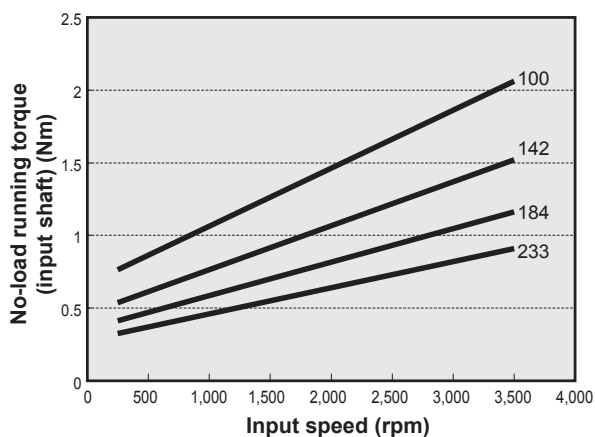
RDR-010C



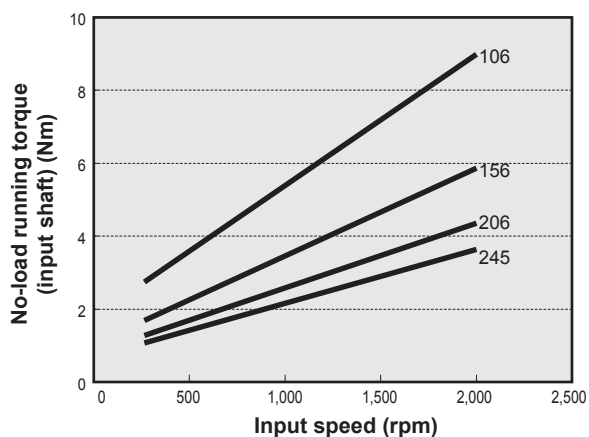
RDR-100C



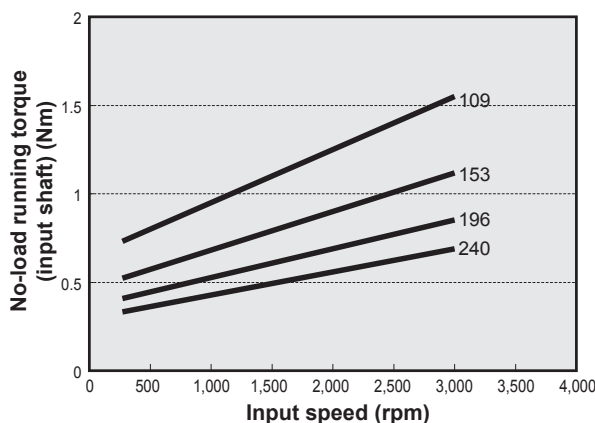
RDR-027C



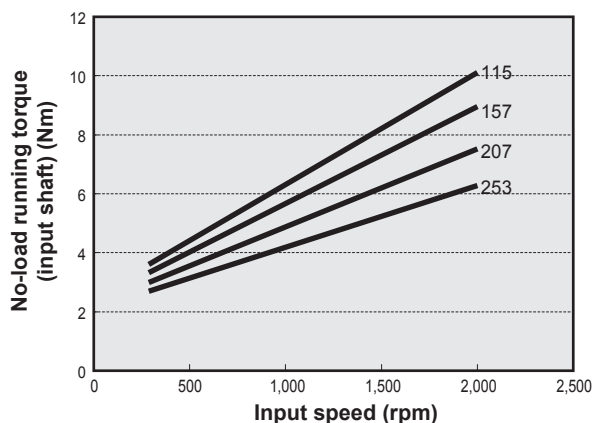
RDR-200C



RDR-050C

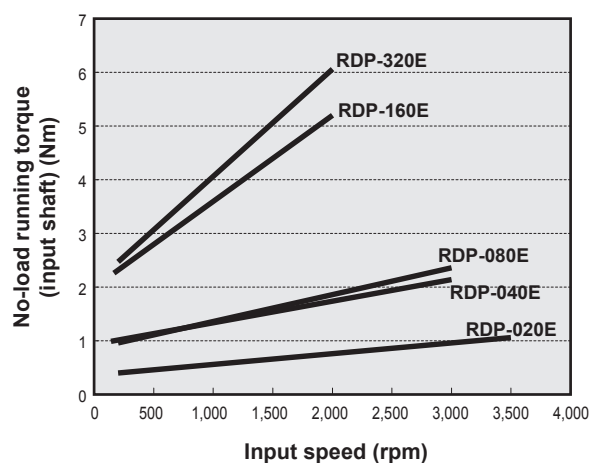


RDR-320C

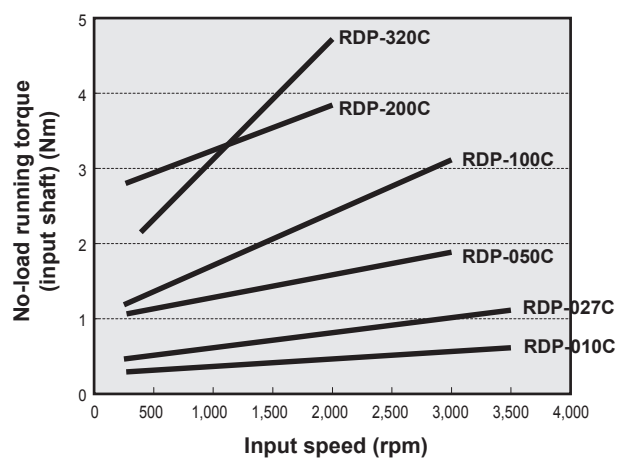


No-load Running Torque (Pulley input type)

Solid series



Hollow shaft series



Calculation of Tilt Angle and Torsion Angle

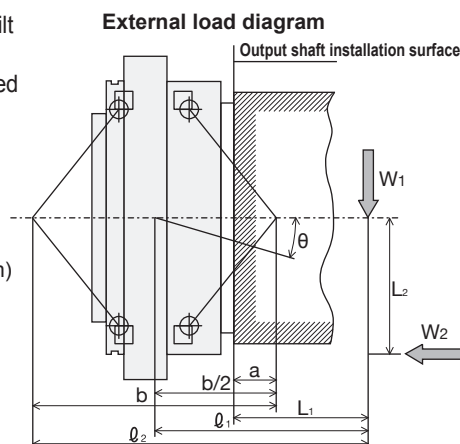
Calculation of tilt angle

When a load moment occurs with an external load applied, the output shaft will tilt in proportion to the load moment (if ℓ_2 is larger than b).

The moment rigidity indicates the rigidity of the main bearing, and it is represented by the load moment value required for tilting the main bearing by 1 arc.min.

$$\theta = \frac{W_1 \ell_1 + W_2 L_2}{M_1 \times 10^3}$$

θ : Tilt angle of the output shaft (arc.min)
 M_1 : Moment rigidity (Nm/arc.min.)
 W_1, W_2 : Load (N)
 ℓ_1, ℓ_2 : Distance to the point of load application (mm)
 ℓ_1 : $L_1 + \frac{b}{2} - a$
 L_1 : Distance from the output shaft installation surface to the point of load application (mm)



Model code	Moment rigidity Nm/arc.min.*1	Dimensions (mm)	
		a	b
RD□-006E	117	12.5	90.3
RD□-020E	372	20.1	113.3
RD□-040E	931	29.9	144.5
RD□-080E	1,176	27.9	164.0
RD□-160E	2,940	42.7	210.0
RD□-320E	4,900	48.4	251.4

Model code	Moment rigidity Nm/arc.min.*1	Dimensions (mm)	
		a	b
RD□-010C	421	28.0	119.2
RD□-027C	1,068	38.0	150.0
RD□-050C	1,960	50.5	187.3
RD□-100C	2,813	58.7	207.6
RD□-200C	9,800	76.0	280.4
RD□-320C	12,740	114.5	360.4

*1 The moment rigidity value is a representative value.

Calculation of torsion angle

Calculate the torsion angle when the torque is applied in a single direction, using an example of RD□-160E.

1) When the load torque is 30 Nm.....Torsion angle (ST₁)

● When the load torque is within the lost motion range:

$$ST_1 = \frac{30}{47} \times \frac{1 \text{ (arc.min.)}}{2} = 0.32 \text{ arc.min. or less}$$

2) When the load torque is 1,300 Nm Torsion angle (ST₂)

● When the load torque is within the rated range:

$$ST_2 = \frac{1}{2} + \frac{1,300 - 47.0}{392} = 3.70 \text{ arc.min.}$$

Note: 1. The torsion angles that are calculated above are for a single reduction gear.

Model code	Torsion rigidity Nm/arc.min.*2	Lost motion		Backlash arc.min.
		Lost motion arc.min.	Measured torque Nm	
RD□-006E	20	For RDS or RDP 1.5 For RDR 2.0	± 1.76	For RDS 1.5 For RDR 2.0
RD□-020E	49	For RDS or RDP 1.0 For RDR 1.5	± 5.00	For RDS or RDP 1.0 For RDR 1.5
RD□-040E	108		± 12.3	
RD□-080E	196		± 23.5	
RD□-160E	392		± 47.0	
RD□-320E	980		± 94.0	

Model code	Torsion rigidity Nm/arc.min.*2	Lost motion		Backlash arc.min.
		Lost motion arc.min.	Measured torque Nm	
RD□-010C	47	For RDS or RDP 1.0 For RDR 1.5	± 2.94	For RDS or RDP 1.0 For RDR 1.5
RD□-027C	147		± 7.94	
RD□-050C	255		± 14.7	
RD□-100C	510		± 29.4	
RD□-200C	980		± 58.8	
RD□-320C	1,960		± 94.1	

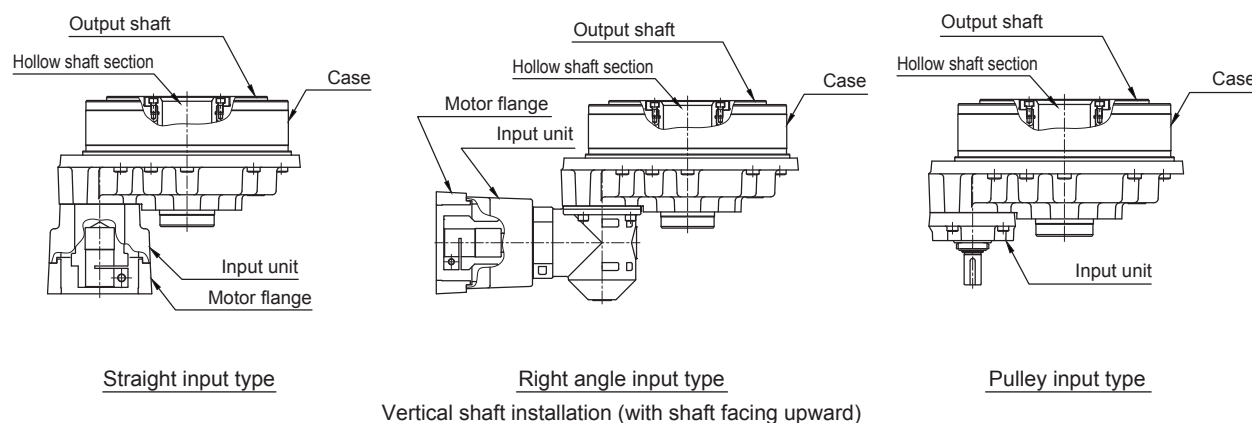
*2 The torsion rigidity value is a representative value.

Engineering Notes-1

Installation direction of RD2 Series

If you use the hollow shaft types installed vertically with the shaft facing upward (as shown in the figures below), contact our customer representative in advance.

Note: For the solid type, the installation direction shown in the figures below can be used.



Lubrication

- The standard lubricant for RD2 Series is grease. RD2 Series are pre-lubricated with our recommended VIGOGREASE RE0 grease when shipped. When this product is operated while it is filled with an appropriate amount of lubricant, the standard lubricant replacement time due to lubricant degradation is 20,000 hours. However, if RD2 Series are operated under unfavorable conditions (that may deteriorate the lubricant more quickly or that cause gear surface temperatures above 40°C), the state of lubricant degradation should be checked and the lubricant replaced earlier as necessary.

<Nabtesco-specified lubricant>

Brand	VIGOGREASE RE0
Manufacturer	Nabtesco
Ambient temperature	-10 to 40°C

- It is recommended that the running-in operation is performed. Abnormal noise or torque variation may occur during operation due to the characteristics of the lubricant. There is no problem with the quality when the symptom disappears after the running-in operation is performed for 30 minutes or more (until the surface temperature of the RD2 body reaches around 50°C).

Engineering Notes-2

Installation of the reduction gear and mounting it to the output shaft

When installing the reduction gear and mounting it to the output shaft, use hexagonal socket head cap screw and tighten to the torque, as specified below, in order to satisfy the momentary maximum allowable torque, which is noted in the rating table.

Employment of the Belleville spring washer is recommended to prevent the bolt from loosening and protect the bolt seat surface from flaws.

<Bolt tightening torque and tightening force>

Hexagon socket head cap screw nominal size x pitch (mm)	Tightening torque (Nm)	Tightening force F (N)	Bolt specification
M5 × 0.8	9.01 ± 0.49	9,310	Hexagon socket head cap screw JIS B 1176 : 2006 Strength class JIS B 1051 : 2000 12.9 Thread JIS B 0209 : 2001 6 g
M6 × 1.0	15.6 ± 0.78	13,180	
M8 × 1.25	37.2 ± 1.86	23,960	
M10 × 1.5	73.5 ± 3.43	38,080	
M12 × 1.75	129 ± 6.37	55,100	
M16 × 2.0	319 ± 15.9	103,410	

Note: 1. The tightening torque values listed are for steel or cast iron material.

2. If softer material, such as aluminum or stainless, is used, limit the tightening torque. Also pay attention to the system requirements of the transmission torque and the allowable moment.

<Calculation of allowable transmission torque of bolts>

$T = F \times \frac{D}{2} \times \mu \times n \times 10^{-3}$	T	Allowable transmission torque by tightening bolt (Nm)
	F	Bolt tightening force (N)
	D	Bolt mounting P.C.D. (mm)
	μ	Friction factor μ=0.15: When lubricant remains on the mating face. μ=0.20: When lubricant is removed from the mating face.
	n	Number of bolts (pcs.)

<Serrated lock washer for hexagonal socket head cap screw>

Name: Belleville spring washer (made by Heiwa Hatsujo Industry Co., Ltd.)

Corporation symbol: CDW-H

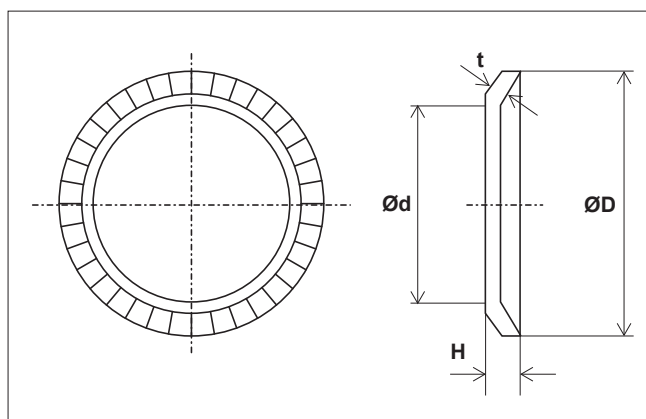
CDW-L (only for M5)

Material: S50C to S70C

Hardness: HRC 40 to 48

(Unit: mm)

Nominal size	ID and OD of Belleville spring washer		t	H
	Ød	ØD		
5	5.25	8.5	0.6	0.85
6	6.4	10	1.0	1.25
8	8.4	13	1.2	1.55
10	10.6	16	1.5	1.9
12	12.6	18	1.8	2.2
16	16.9	24	2.3	2.8

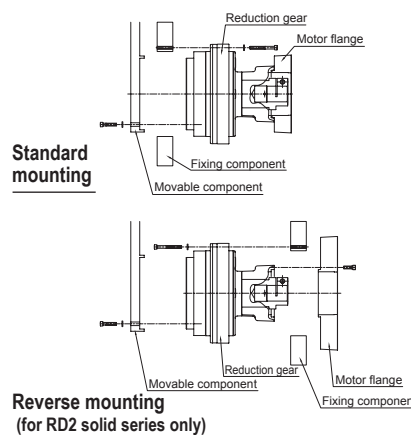


Note: When using any equivalent washer, select it with special care given to its outside diameter D.

Gearhead Installation

- ➔ Mount the gearhead onto the specified position. Align the gear-head bolt holes with the tapped holes of the installation components, and install the case with the designated number of bolts.
- ➔ Tighten all the hexagonal socket head cap screw (with a conical spring lock washer) uniformly, by using the specified tightening torque.

Bolt size	Tightening torque (Nm)	Bolt specification
M5	9.01 ± 0.49	Hexagon socket head cap screw JIS B 1176 : 2006
M6	15.6 ± 0.78	
M8	37.2 ± 1.86	Strength class
M10	73.5 ± 3.43	JIS B 1051 : 2000 12.9
M12	129 ± 6.37	Thread
M16	319 ± 15.9	JIS B 0205 : 2001 6 g

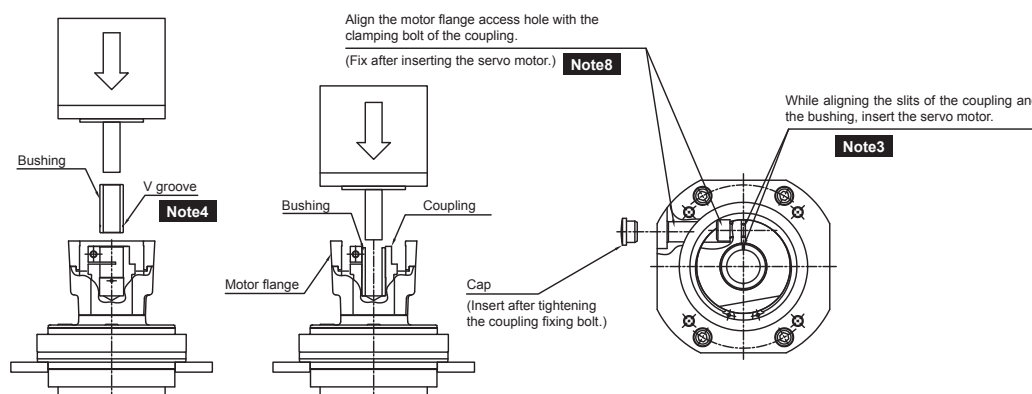


Note: When the gearhead is delivered, a motor flange may already be mounted. Depending on the situation, the gearhead might not be normally assembled unless the motor flange is removed. In the following cases, remove the motor flange before assembling the gearhead into the equipment.

- In the standard mounting, the torque wrench cannot be used because it makes contact with the motor flange
- In the reverse mounting, the motor flange is larger than the mating hole

Do not apply external load to the hollow section of the RD2 hollow shaft series. It could warp the oil seal.

Installation of the servo motor (for straight and right angle input units)



Step 1. Wipe the outside of the servo motor shaft and the clamping surface inside the coupling with a clean cloth. (Make sure that the clamping bolt of the coupling is not tightened.)

When using a bushing, wipe the inside and outside of the bushing using a clean cloth.

Note: 1. Make sure that there is no damage inside of the coupling, bushing, and the motor shaft which before performing the assembly.

2. Make sure that there is no foreign material or oil on the outside of the servo motor shaft, the clamping surface of the coupling, or the inside and outside of the bushing.

Step 2. When using a bushing, insert the bushing into the coupling, and then align the position of the clamping bolt of the coupling and the motor flange hole.

Note: 3. When inserting the bushing, align the slit of the bushing and the slit of the coupling.

If the slits of the bushing and coupling are not aligned, proper tightening force cannot be achieved.

4. When using the bushing with a V groove on the circumference, turn the V groove toward the back (reduction gear side).

If the direction is not correct, proper tightening force cannot be achieved.

Step 3. Wipe off the oil on the installation face of the motor flange and servo motor, and apply the liquid sealing agent on the face.

Note: 5. If the servo motor is forcibly inserted into the reduction gear, the servo motor and reduction gear may be damaged.

Step 4. Align the mating part of the motor flange and insert the servo motor straight.

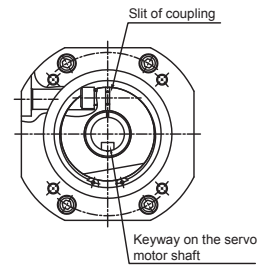
If there is a keyway on the servo motor shaft, set the keyway in a reverse direction against the slit of the coupling and then insert the motor.

Note 6: Make sure that the flange of the servo motor and the edge of the motor flange are in close contact.

If either of the surfaces is tilting or there is a gap, remove the servo motor and repeat Step 4.

7: Adjust the positional relationship between the slit of the coupling and the keyway of the servo motor shaft, as specified in this manual.

If the relational position is not correct, proper tightening force cannot be achieved.



Step 5. Fix the servo motor to the motor flange with bolts.

Check the bolt tightening torque specified by the servo motor manufacturer.

Step 6. Tighten the clamping bolt of the coupling at the specified tightening torque.

Note 8: After step 5 is completed, perform step 6. If the sequence is wrong, the servo motor or the reduction gear could be damaged.

Code	Input type	Input unit code	Nominal size x pitch (mm)	Tightening torque
RD□-006E, RD□-020E RD□-010C, RD□-027C	Straight	B0	M6 x 1.0	15.6 ± 0.78 Nm
		B1		
	Right angle	C0		
		C1		
RD□-040E, RD□-080E RD□-050C, RD□-100C	Straight	B2	M10 x 1.5	73.5 ± 3.43 Nm
		B3		
	Right angle	C2	M8 x 1.25	37.2 ± 1.86 Nm
		C3		
RD□-160E, RD□-320E RD□-200C, RD□-320C	Straight	B4	M12 x 1.75	129 ± 6.37 Nm
		B5	M10 x 1.5	73.5 ± 3.43 Nm
	Right angle	C4	M12 x 1.75	129 ± 6.37 Nm
		C5	M10 x 1.5	73.5 ± 3.43 Nm

Step 7. Insert the cap into the access hole of the motor flange.

Installation of the pulley (for pulley input unit)

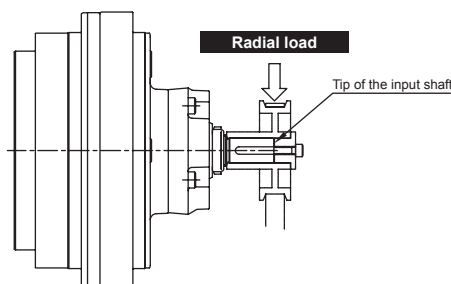
Step 1. Install the pulley using the keyway on the input shaft of the reduction gear and the tap on the tip or set screws.

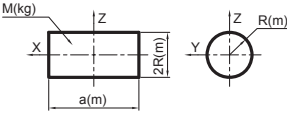
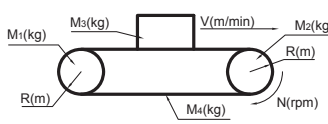
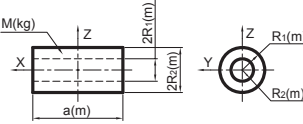
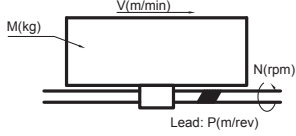
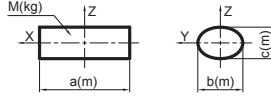
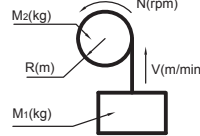
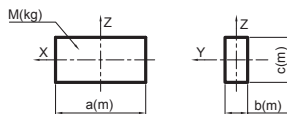
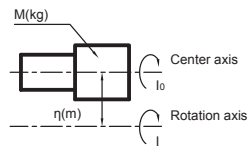
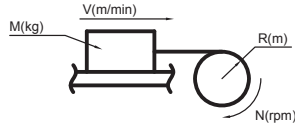
When using the keyway, prepare a key yourself.

Note 1: Design so that the radial load applied to the tip of the input shaft is less than the rated moment and allowable moment.

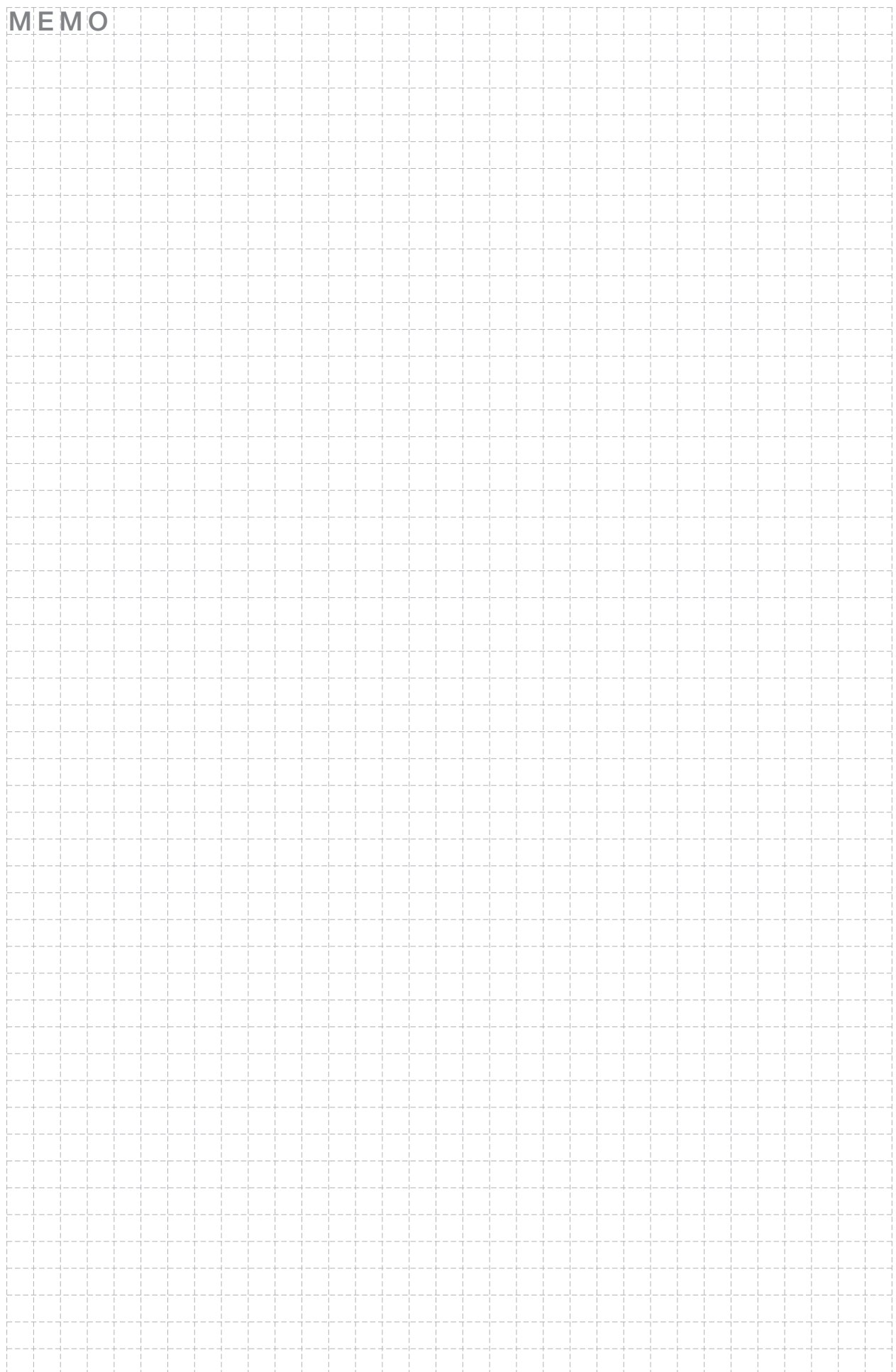
2: Unreasonable force that is applied to the input shaft of the reduction gear can cause damage to the reduction gear or customer's equipment.

3: When inserting the pulley, do not use a hammer to avoid impact on the input shaft.



Shape	I(kg, m ²)	Shape	I(kg, m ²)
1. Cylinder solid 	$I_x = \frac{1}{2} MR^2$ $I_y = \frac{1}{4} M \left(R^2 + \frac{R^2}{3} \right)$ $I_z = I_y$	6. Horizontal movement by conveyor 	$I = \left(\frac{M_1 + M_2}{2} + M_3 + M_4 \right) \times R^2$
2. Cylinder hollow 	$I_x = \frac{1}{2} M (R_1^2 + R_2^2)$ $I_y = \frac{1}{4} M \left\{ (R_1^2 + R_2^2) + \frac{a^2}{3} \right\}$ $I_z = I_y$	7. Horizontal movement by lead screw 	$I = \frac{M}{4} \left(\frac{V}{\pi \times N} \right)^2 = \frac{M}{4} \left(\frac{P}{\pi} \right)^2$
3. Oval cross section 	$I_x = \frac{1}{16} M (b^2 + c^2)$ $I_y = \frac{1}{4} M \left(\frac{c^2}{4} + \frac{a^2}{3} \right)$ $I_z = \frac{1}{4} M \left(\frac{b^2}{4} + \frac{a^2}{3} \right)$	8. Up/down movement by hoist 	$I = M_1 R^2 + \frac{1}{2} M_2 R^2$
4. Rectangle 	$I_x = \frac{1}{12} M (b^2 + c^2)$ $I_y = \frac{1}{12} M (a^2 + c^2)$ $I_z = \frac{1}{12} M (a^2 + b^2)$	9. Parallel axis theorem 	$I = I_0 + M\eta^2$ I_0 : Moment of inertia of any object about an axis through its center of mass I : Moment of inertia about any axis parallel to the axis through its center of mass η : Perpendicular distance between the above two axes
5. General application 	$I = \frac{M}{4} \left(\frac{V}{\pi \times N} \right)^2 = MR^2$		

MEMO



Warranty

1. In the case where Nabtesco confirms that a defect of the Product was caused due to Nabtesco's design or manufacture within the Warranty Period of the Product, Nabtesco shall repair or replace such defective Product at its cost. The Warranty Period shall be from the delivery of the Product by Nabtesco or its distributor to you ("Customer") until the end of one (1) year thereafter, or the end of two thousand (2,000) hours running of the Product installed into Customer's equipment, whichever comes earlier.
 2. Unless otherwise expressly agreed between the parties in writing, the warranty obligations for the Product shall be limited to the repair or replacement set forth herein. OTHER THAN AS PROVIDED HEREIN, THERE ARE NO WARRANTIES ON THE PRODUCT, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.
 3. The warranty obligation under the Section 1 above shall not apply if:
 - a) the defect was caused due to the use of the Product deviated from the Specifications or the working conditions provided by Nabtesco;
 - b) the defect was caused due to exposure to foreign substances or contamination (dirt, sand etc.)
 - c) lubricant or spare part other than the ones recommended by Nabtesco was used in the Product;
 - d) the Product was used in an unusual environment (such as high temperature, high humidity, a lot of dust, corrosive/volatile/inflammable gas, pressurized/depressurized air, under water/liquid or others except for those expressly stated in the Specifications);
 - e) the Product was disassembled, re-assembled, repaired or modified by anyone other than Nabtesco;
 - f) the defect was caused due to the equipment into which the Product was installed;
 - g) the defect was caused due to an accident such as fire, earthquake, lightning, flood or others; or
 - h) the defect was due to any cause other than the design or manufacturing of the Product.
 4. The warranty period for the repaired/replaced Product/part under the Section 1 above shall be the rest of the initial Warranty Period of the defective Product subjected to such repair/replace.
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