



# DYNABLOC Geared Servo Motors

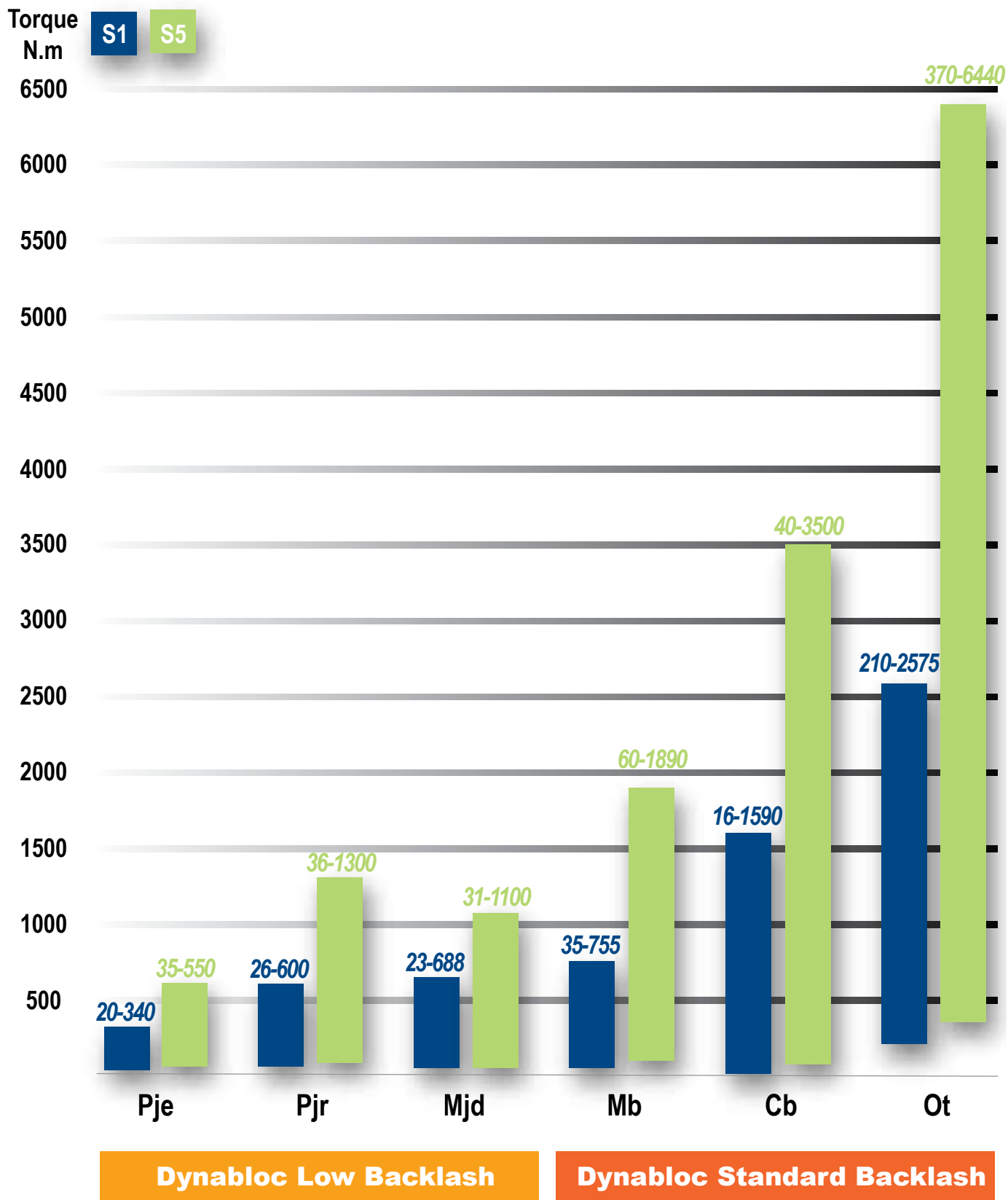
Technical Catalogue

Low and standard backlash gearboxes for servo applications with **Unimotor fm** and **Unimotor hd**



Leroy-Somer™

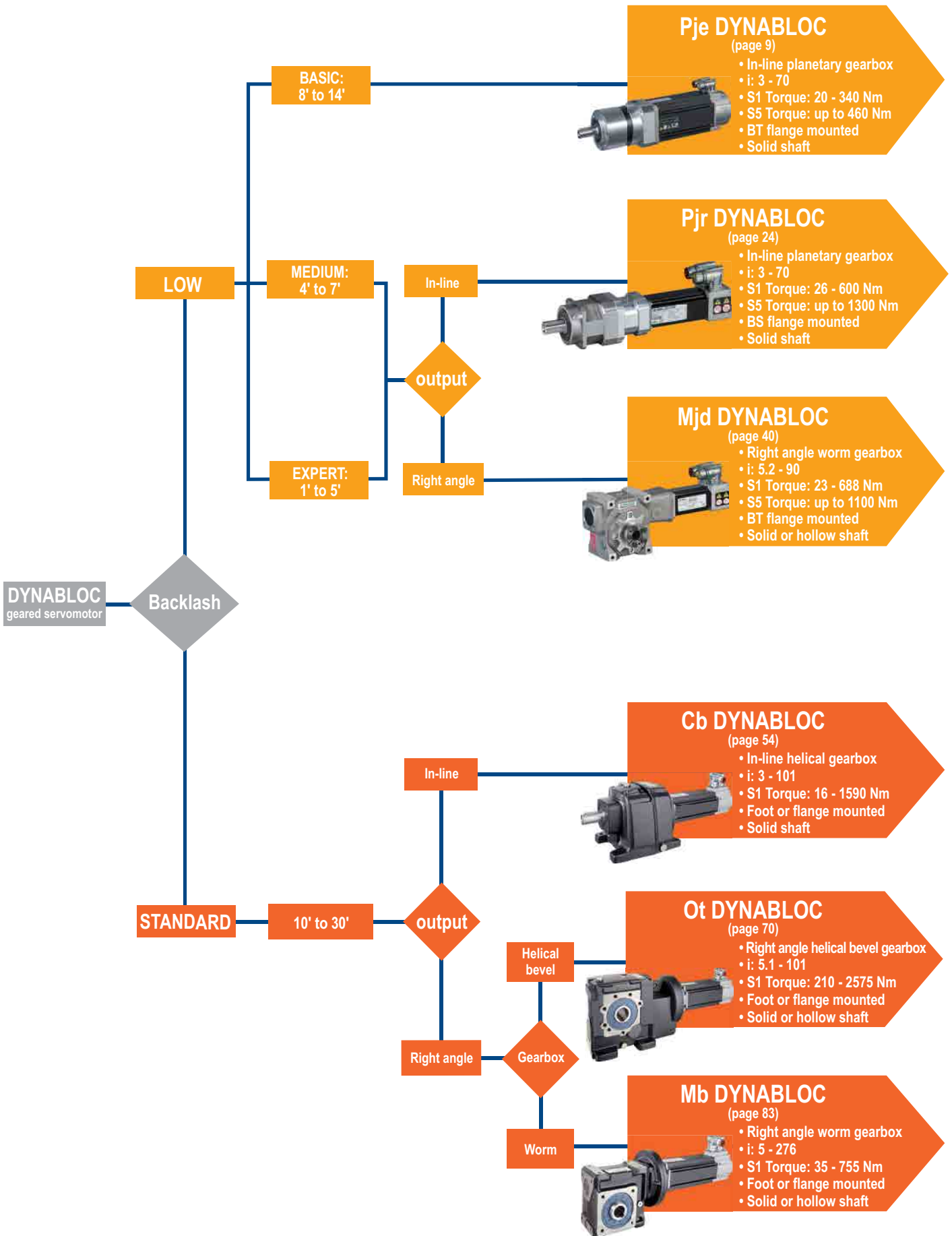
## Torques



## Contents

Flow Chart .....	4	<b>Cb Dynabloc:</b>	
Introduction .....	5	General.....	54
<b>GENERAL INFORMATION</b>		Technical characteristics .....	55
Servomotors technical data .....	6	Mounting form - Operating positions .....	56
Angular backlash of the gearboxes .....	6	Ordering code information .....	57
Torsional stiffness .....	6	Cb 3031 - Cb 3032 - Cb 3131 .....	58
Finite reduction ratios .....	6	Cb 3133 - Cb 3231 .....	59
<b>SELECTION CRITERIA</b>		Cb 3233 .....	60
Necessary information for gearbox selection .....	7	Cb 3331 .....	61
Selection flow chart.....	8	Cb 3333 .....	62
<b>SERVO GEARBOX SELECTION</b>		Cb 3431 - Cb 3433 .....	63
<b>Pje Dynabloc:</b>		Dimensions Cb .....	64-69
General.....	9	<b>Ot Dynabloc:</b>	
Technical characteristics .....	10	General.....	70
Mounting form - Operating position .....	11	Technical characteristics .....	71
Ordering code information .....	12	Mounting form - Operating positions .....	72
Pje 0641 - Pje 0642 .....	13-14	Ordering code information .....	73
Pje 0841 - Pje 0842 .....	15-18	Ot 3132 - Ot 3232 .....	74
Pje 1181 - Pje 1182 .....	19-20	Ot 3233 .....	75
Pje 1501 - Pje 1502 .....	21-22	Ot 3333 .....	76
Dimensions Pje.....	23	Ot 3433 .....	77
<b>Pjr Dynabloc:</b>		Ot 3533 .....	78
General.....	24	Dimensions Ot .....	79-82
Technical characteristics .....	25	<b>Mb Dynabloc:</b>	
Mounting form - Operating position .....	26	General.....	83
Ordering code information .....	27	Technical characteristics .....	84
Pjr 0601 - Pjr 0602 .....	28-29	Mounting form - Operating positions .....	85
Pjr 0751 - Pjr 0752 .....	30-33	Ordering code information .....	86
Pjr 1001 - Pjr 1002 .....	34-35	Mb 4101 .....	87
Pjr 1401 - Pjr 1402 .....	36-37	Mb 3101 .....	88
Pjr 1801 - Pjr 1802 .....	38	Mb 4202 .....	89
Dimensions Pjr.....	39	Mb 2201 .....	90
<b>Mjd Dynabloc:</b>		Mb 2501 - Mb 2601 .....	91
General.....	40	Dimensions Mb .....	92-97
Technical characteristics .....	41		
Mounting form - Operating position .....	42		
Ordering code information .....	43		
Mjd 0351 .....	44		
Mjd 0451 .....	45		
Mjd 0551 .....	46		
Mjd 0631 .....	47		
Mjd 0751 .....	48		
Mjd 0901 .....	49		
Mjd 1101 .....	50		
Dimensions Mjd .....	51-53		

Flow Chart



## Introduction

The Dynabloc geared servo motor range from Leroy-Somer combines reduced-backlash Dynabloc gearboxes with high-performance Unimotor servo motors to provide optimized solutions for all servo applications. There are two families of Dynabloc gearbox: Dynabloc Low Backlash and Dynabloc Standard Backlash.

### Dynabloc Low Backlash

**Planetary Gearboxes**



**Pje Dynabloc**



**Pjr Dynabloc**

**Worm Gearbox**



**Mjd Dynabloc**

**LOW BACKLASH**

### Dynabloc Standard Backlash

**Helical Gearbox**



**Cb Dynabloc**

**Helical Bevel Gearbox**



**Ot Dynabloc**

**Worm Gearbox**




**Mb Dynabloc**

**STD BACKLASH**


### Unimotor fm and hd Servo Motors

**Flexible Motor**  
Continuous Duty Applications



**Unimotor fm**

**High Dynamic Motor**  
Pulse Duty Applications



**Unimotor hd**

### Overview of Dynabloc-Unimotor combinations

Motor type	Dynabloc Low Backlash			Dynabloc Standard Backlash		
	Pje	Pjr	Mjd	Cb	Ot	Mb
Unimotor fm	✓	✓	✓	✓	✓	✓
Unimotor hd	✓	✓	✓	-	-	✓ <small>Mb41, Mb42 only</small>

## Servomotors technical data

Temperature rise class F  
Ambiant temperature 40°C  
Power supply 380-480 V AC (230 V on request)  
Nominal speed 2000 to 6000 rpm

Servomotor type	Stall torque <i>N.m</i>	Nominal torque <i>N.m</i>	Peak torque* <i>N.m</i>	Standard inertia <i>10<sup>-4</sup> kg.m<sup>2</sup></i>	High inertia <i>10<sup>-4</sup> kg.m<sup>2</sup></i>	Brake		Supply <i>V (Vdc)</i>	
						Static torque <i>N.m</i>	Inertia <i>10<sup>-4</sup> kg.m<sup>2</sup></i>		
Unimotor fm	075 U3 B	2.7	2.5	8.0	1.22	1.61	2.2	0.07	24
	095 U3 B	4.5	4.3	13.5	2.60	4.5	12.2	0.39	24
	095 U3 D	7.9	7.3	23.7	4.83	6.7	12.2	0.39	24
	115 U3 D	13.7	11.9	41.0	12.5	17.1	20	0.24	24
	142 U3 E	25.0	21.5	75.0	36.9	49.8	20	0.30	24
	190 U3 D	44.5	37.9	133.5	86.8	125.3	42	0.39	24
Unimotor hd	055 UD A	0.72	0.70	2.88	0.14	-	1.8	0.03	24
	055 UD B	1.18	1.05	4.72	0.25	-	1.8	0.03	24
	055 UD C	1.65	1.48	6.60	0.36	-	1.8	0.03	24
	067 UD B	2.55	2.45	7.65	0.53	-	4	0.073	24
	067 UD C	3.7	3.50	11.1	0.75	-	4	0.073	24
	089 UD B	5.5	4.85	16.5	1.61	-	10	0.115	24
	089 UD C	8.0	6.90	24.0	2.34	-	10	0.115	24
	115 UD C	14.6	11.9	43.8	6.39	-	20	0.21	24
	115 UD D	18.8	15.6	56.4	8.38	-	20	0.21	24
	142 UD C	25.0	22.3	74.9	17.0	-	42	1.85	24
	142 UD E	38.0	31.7	114	27.2	-	42	1.85	24
	190 UD C	52.0	46.2	156	54.6	-	67	4.95	24

\* The peak torque can be limited by put current of the drive.



For all the safety instructions, general information and technical characteristics relating to the servo motors Unimotor fm and hd, refer to the Servo Drives and Motors catalogue ref: P.N. 0702-0007-09 07/16.

## Angular backlash of the gearboxes

The backlash in the gearbox output shaft varies from 1 to 30 arcmin depending on the chosen gearbox type and backlash class. The possible selections are as follows:

Backlash class		Low speed shaft orientation			
		Axial		Perpendicular	
		Type	Backlash	Type	Backlash
Low Backlash	BASIC	Pje i = 3 - 10	< 8 - < 10'	Mjd	< 10'
		Pje i = 12 - 100	< 12 - < 14'		
	MEDIUM	Pjr i = 3 - 10	< 4 - < 6'		< 5'
		Pjr i = 12 - 100	< 6 - < 7'		
	EXPERT	Pjr i = 3 - 10	< 2 - < 4'*		< 1'
		Pjr i = 12 - 100	< 4 - < 5'*		
Standard Backlash		Cb	10 - 30'	Ot Mb	10 - 30'

The exact backlash for each gearbox type and ratio i is specified in § Technical characteristics.

## Torsional stiffness

The torsional stiffness is the characteristic which indicates the torque in N.m which must be applied to the servo gearbox to deform it by an angle of one arcmin. The stiffness is indicated in N.m/arcmin.

In the event of very severe applications combined with a high inertia of the load, it is advisable to choose a servo gearbox with high torsional stiffness in order to guarantee the stability of the servomotor at dynamic operation.

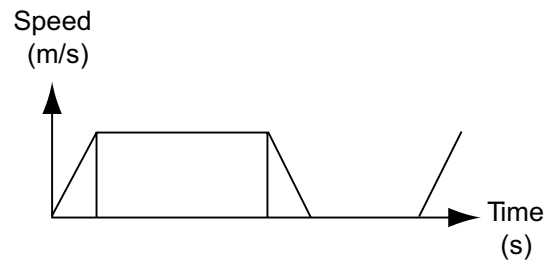
The proposed planetary gearboxes Pje and Pjr or worm gearboxes Mjd are most suitable under these conditions.

## Finite reduction ratios

In the Dynabloc range, all reduction ratios are finite numbers or integers to enable a precise calculation of the positioning, without rounding (Exceptions: Dynabloc Cb and Ot).

## Necessary information for gearbox selection

- Type of application
- Weight of load to be moved
- Duty cycle, see diagram below (example)
- Linear speed
  - > Calculate the speed  $n_2$  at the gearbox output
- Accuracy of positioning
  - > Calculate the angular backlash of the gearbox
- Resistive and acceleration torque at output
- Radial and axial load on output shaft
- Ambient temperature
- Height of installation

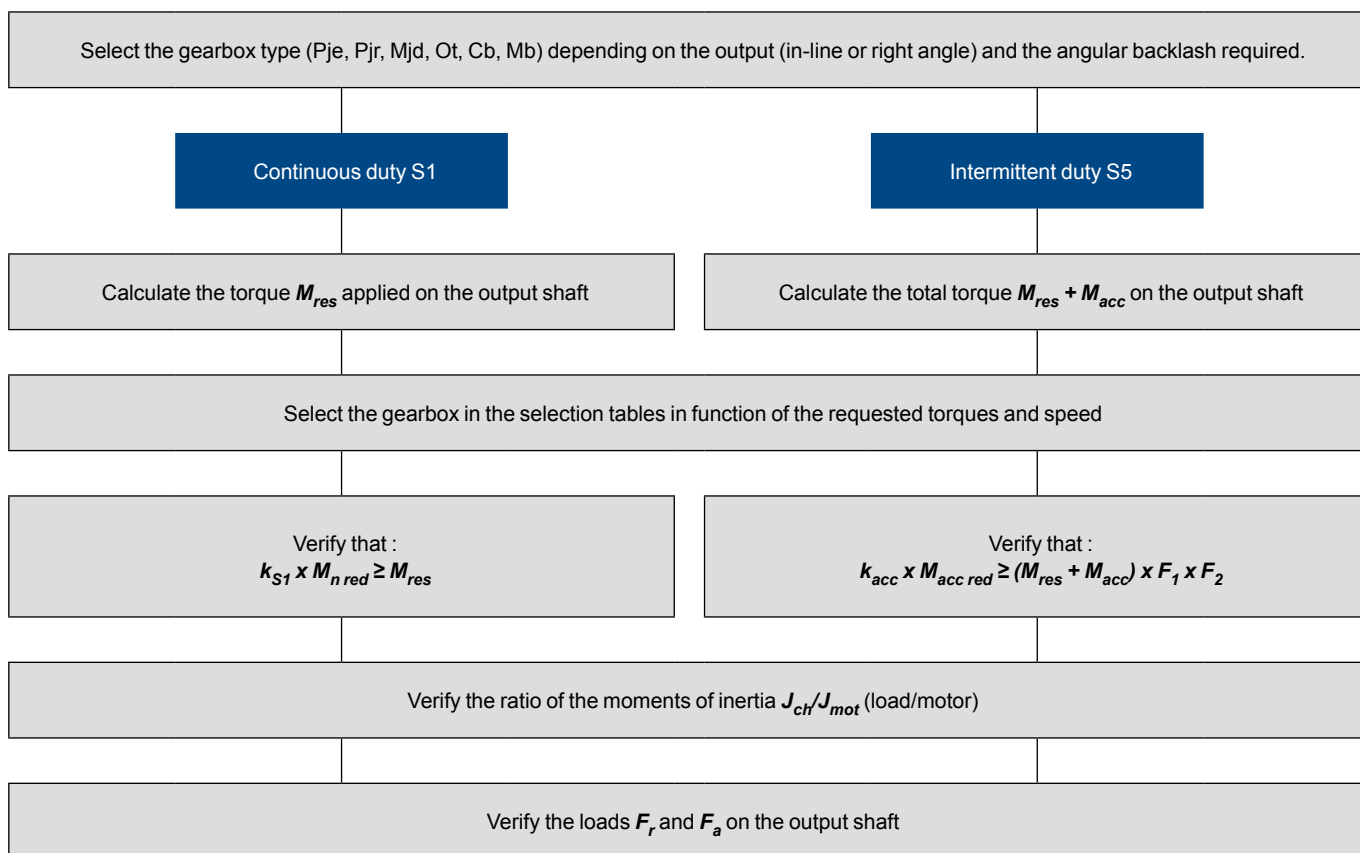


Duty cycle diagram

### Abbreviations

Definitions	Symbols
Maximum permissible gearbox output torque for S1 Duty in N.m (optimum case)	$M_{Red-S1\ max}$
Motor nominal torque in N.m	$M_{n\ mot}$
Motor peak torque in N.m	$M_{peak\ mot}$
Gearbox nominal output torque in N.m	$M_{n\ red}$
Acceleration torque at gearbox output in N.m	$M_{acc\ red}$
Requested acceleration torque in N.m	$M_{acc}$
Resistive torque of the load at gearbox output in N.m	$M_{res}$
Duty factor for S1 Duty	$k_{S1}$
Duty factor at acceleration	$k_{acc}$
Motor inertia in kg.m <sup>2</sup>	$J_{mot}$
Gearbox inertia at input in kg.m <sup>2</sup>	$J_{red}$
Inertia of load, in kg.m <sup>2</sup> , at gearbox input	$J_{ch}$
Exact gearbox ratio	$i_{exact}$
Output speed in rpm	$n_2$
Maximum permissible radial load on output shaft in N	$F_r$
Maximum permissible axial load on output shaft in N	$F_a$

### Selection flow chart



#### Correction factors

Factor F1					
Running time per cycle	10 %	30 %	50 %	70 %	90 %
Corrective factor F1	0.7	0.85	1	1.11	1.2

Factor F2				
Number of starts per hour	1000-2000	2000-3000	3000-5000	5000-10000
Corrective factor F2	1 - 1.3	1.3 - 1.5	1.5 - 1.7	1.7 - 1.9

#### Indicative values for the ratio of inertias $J_{ch}/J_{mot}$

Acceleration time	Ratio $J_{ch}/J_{mot}$
0.1 s	$\leq 3$
0.2 s	$\leq 5$
0.5 s	$\leq 8$
1.0 s	$\leq 15$



## Pje Dynabloc Servo gearbox General

### Pje Dynabloc

- An economical reduced backlash planetary solution



- Low backlash
- High torsional stiffness
- Lightweight and compact
- Unimotor fm or hd

LOW BACKLASH

Pje Dynabloc servo gearboxes are designed to reduce the speed and increase the torque of servo motors and to optimize the ratio of inertia between the driven load and the motor.

Pje Dynabloc gearboxes are the perfect economical solution for applications requiring low backlash and high torsional stiffness. Lightweight and compact, the gearboxes can be easily integrated into machines. Maintenance-free, they are supplied lubricated and are multipositional.

Pje Dynabloc gearboxes are available with Unimotor fm motors for continuous duty applications with high inertia loads or Unimotor hd motors for pulse duty applications requiring high dynamics. Standard motor speed is 3000 rpm, a motor speed of 6000 rpm is also available for the smallest sizes.

Description	
Range	4 sizes from 0641 to 1502
Nominal torque	20 - 340 N.m
Max acceleration torque	Up to 460 N.m
Gearbox ratio	1-stage: ratios from 3 to 10 2-stage: ratios from 12 to 70
Backlash	BASIC • 1-stage: 8 to 10' • 2-stage: 12 to 14'
Lubrication	Life lubricated, multiposition
Efficiency	1-stage: 94 % 2-stage: 92 %
Output shaft	Solid shaft with key
Unimotor hd Unimotor fm	Nominal speed 2000 rpm to 6000 rpm depending on size Connectors rotatable by 90° Incremental or absolute encoder Motor with or without brake Universal mounting with servo coupling
Finish	Painted (RAL 9005 black) and unpainted aluminium

## Pje Dynabloc Servo gearbox Technical characteristics

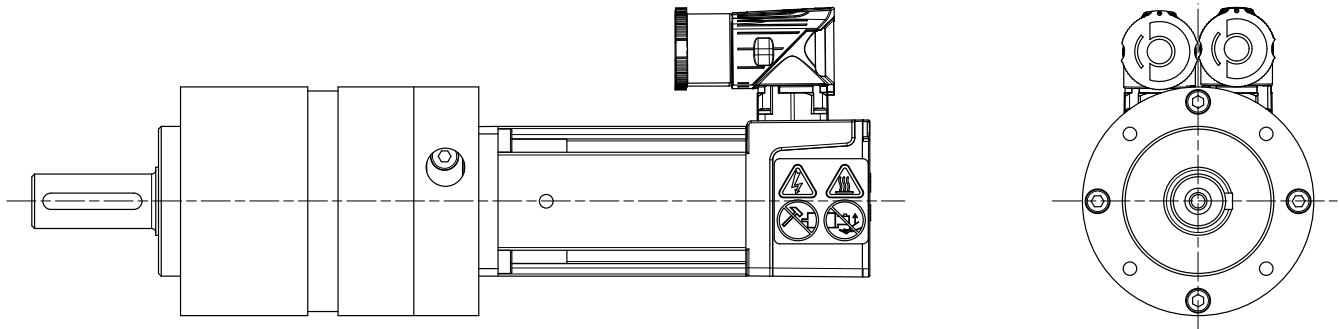
LOW BACKLASH

Gearbox type	Exact ratio	Efficiency	Torsional stiffness N.m/arcmin	Angular backlash			Max. radial load $F_r$ at E/2 N	Max. axial load $F_a$ N
				arcmin				
				BASIC	MEDIUM	EXPERT		
Pje 0641	3	0.94	2.4	< 10	-	-	450	500
	4		2.4					
	5		2.4					
	7		1.7					
	10		1.3					
Pje 0642	12	0.92	2.4	< 14	-	-	450	500
	16		2.4					
	20		2.4					
	35		2.4					
	50		2.4					
Pje 0841	3	0.94	2.4	< 10	-	-	1300	500
	4		2.4					
	5		2.4					
	7		1.7					
	10		1.3					
Pje 0842	12	0.92	2.4	< 14	-	-	1300	500
	16		2.4					
	20		2.4					
	35		2.4					
	50		2.4					
Pje 1181	3	0.94	2.4	< 8	-	-	2600	1000
	4		2.4					
	5		2.4					
	7		1.7					
	10		1.3					
Pje 1182	12	0.92	2.4	< 12	-	-	2600	1000
	16		2.4					
	20		2.4					
	35		2.4					
Pje 1501	3	0.94	2.4	< 8	-	-	6500	6000
	4		2.4					
	5		2.4					
	7		1.7					
Pje 1502	10	0.92	1.3	< 12	-	-	6500	6000
	12		2.4					
	16		2.4					
	20		2.4					
	35		2.4					

## Pje Dynabloc Servo gearbox Mounting form - Operating position

### Mounting form

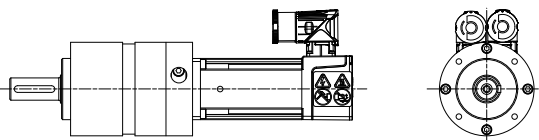
Mounting with flange with tapped holes **BT**



**LOW BACKLASH**

### Operating position

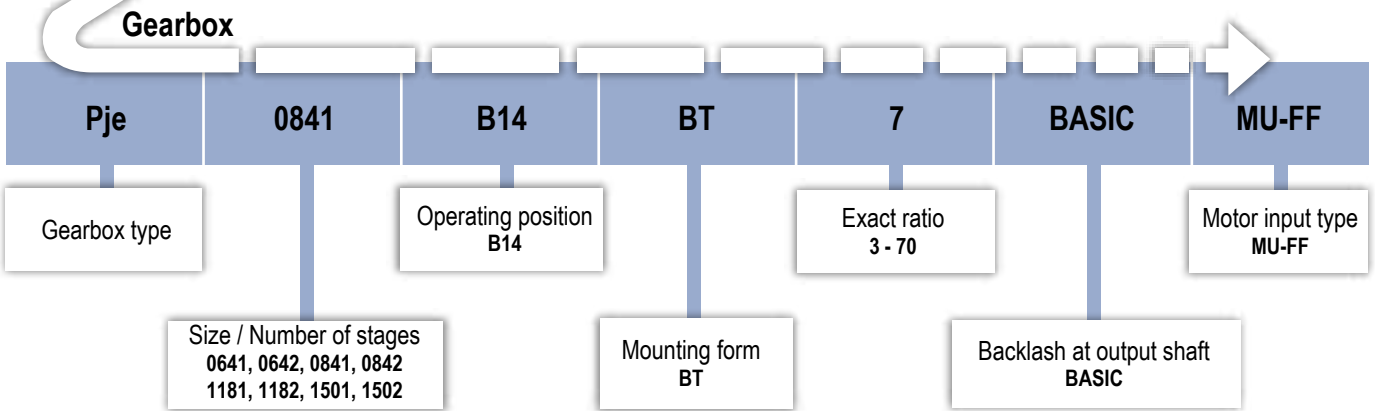
Mounting with flange with tapped holes **BT**



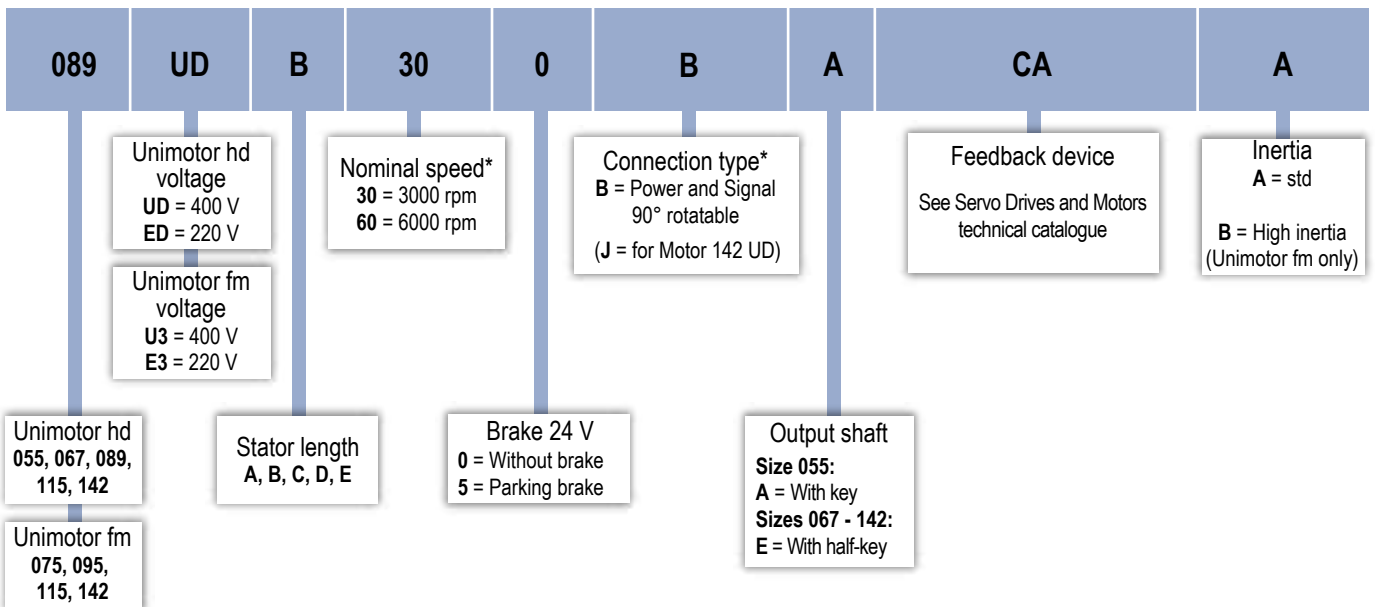
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**Pje Dynabloc Servo gearbox**  
**Ordering code information**

**LOW BACKLASH**



**Motor: Unimotor hd and fm**



\*For the full range of motor options, please refer to the Servo Drives and Motors Technical Catalogue

We reserve the right to modify the design, technical specifications and dimensions of the products shown in this document. The description cannot in any way be considered contractual.

**Pje 0641 - 0642**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Pje 0641  $M_{Red-S1}$  26 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5				
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration			
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m
055 UDA 30	0.70	2.88	0.14			1000	0.45	3	1000	2.0	10.13	8.12	4.43
							0.38	4	750	2.6	9.88	10.8	4.06
							0.36	5	600	3.3	7.90	13.54	3.25
							0.35	7	429	4.6	5.64	19.0	2.32
							0.34	10	300	6.6	2.43	27.07	0.89
055 UD B 30	1.05	4.72	0.25			1000	0.45	3	1000	3.0	6.75	13.31	2.70
							0.38	4	750	3.9	6.59	17.7	2.48
							0.36	5	600	4.9	5.27	22.18	1.98
							0.35	7	429	6.9	3.76	31.06	1.42
							0.34	10	300	9.9	1.62	44.37	0.54
055 UD C 30	1.48	6.6	0.36			1000	0.45	3	1000	4.2	4.79	18.61	1.93
							0.38	4	750	5.6	4.67	24.82	1.77
							0.36	5	600	7.0	3.74	31.02	1.42
							0.35	7	429	9.7	2.67	43.43	1.01
							0.34	10	300	13.9	1.15	62.04	0.39
075 U3 B 30	2.30	8.00	1.22 (option 1.61)			1000	0.45	3	1000	6.5	3.08	22.56	1.60
							0.38	4	750	8.6	3.01	30.08	1.46
							0.36	5	600	10.8	2.41	37.60	1.17
							0.35	7	429	15.1	1.72	52.64	0.84
							0.45	3	1000	6.9	2.89	21.57	1.67
067 UD B 30	2.45	7.65	0.53			1000	0.38	4	750	9.2	2.82	28.76	1.53
							0.36	5	600	11.5	2.26	35.96	1.22
							0.35	7	429	16.1	1.61	50.34	0.87
							0.45	3	1000	9.9	2.03	31.30	1.15
							0.38	4	750	13.2	1.98	41.74	1.05
067 UD C 30	3.50	11.10	0.75			1000	0.36	5	600	16.5	1.58	52.17	0.84
							0.35	7	429	23.0	1.13	73.0	0.60

**LOW BACKLASH**

**Pje 0642  $M_{Red-S1}$  44 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5				
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration			
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m
055 UDA 30	0.70	2.88	0.14			250	0.38	12	250	7.7	4.66	31.8	1.42
							0.38	16	188	10.3	4.08	42.4	1.23
							0.36	20	150	12.9	3.26	53.0	0.98
							0.35	35	86	22.5	1.95	92.7	0.59
							0.34	50	60	32.2	1.37	132.5	0.42
055 UD B 30	1.05	4.72	0.25			250	0.38	12	250	11.6	3.11	52.1	0.86
							0.38	16	188	15.5	2.72	69.5	0.75
							0.36	20	150	19.3	2.17	86.8	0.60
055 UD C 30	1.48	6.6	0.36			250	0.38	12	250	16.3	2.20	72.9	0.62
							0.38	16	188	21.8	1.93	97.2	0.54
							0.36	20	150	27.2	1.54	121	0.43

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pje 0641 - 0642**  
**Selection**

**Motor speed 6000 rpm**

**Pje 0641  $M_{Red-S1}$  26 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>				Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
055 UDA 60	0.68	2.88	0.14	0.45	3	2000	1.9	10.43	8.12	4.43
				0.38	4	1500	2.6	10.17	10.8	4.06
				0.36	5	1200	3.2	8.14	13.54	3.25
				0.35	7	857	4.5	5.81	19.0	2.32
				0.34	10	600	6.4	2.50	27.07	0.89
055 UDB 60	0.90	4.72	0.25	0.45	3	2000	2.5	7.88	13.31	2.70
				0.38	4	1500	3.4	7.68	17.7	2.48
				0.36	5	1200	4.2	6.15	22.18	1.98
				0.35	7	857	5.9	4.39	31.06	1.42
				0.34	10	600	8.5	1.89	44.37	0.54
055 UDC 60	1.2	6.60	0.36	0.45	3	2000	3.4	5.91	18.61	1.93
				0.38	4	1500	4.5	5.76	24.82	1.77
				0.36	5	1200	5.6	4.61	31.02	1.42
				0.35	7	857	7.9	3.29	43.43	1.01
				0.34	10	600	11.3	1.42	62.04	0.39
075 U3 B 60	1.90	8.00	1.22 (option 1.61)	0.45	3	2000	5.4	3.73	22.56	1.60
				0.38	4	1500	7.1	3.64	30.08	1.46
				0.36	5	1200	8.9	2.91	37.60	1.17
				0.35	7	857	12.5	2.08	52.64	0.84
067 UDB 60	2.20	7.65	0.53	0.45	3	2000	6.2	3.22	21.57	1.67
				0.38	4	1500	8.3	3.14	28.76	1.53
				0.36	5	1200	10.3	2.51	35.96	1.22
				0.35	7	857	14.5	1.80	50.34	0.87
067 UDC 60	3.50	11.10	0.75	0.45	3	2000	-	2.03	-	1.15
				0.38	4	1500	-	1.98	-	1.05
				0.36	5	1200	-	1.58	-	0.84
				0.35	7	857	-	1.13	-	0.60

**Pje 0642  $M_{Red-S1}$  44 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>				Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
055 UDA 60	0.68	2.88	0.14	0.38	12	500	7.5	4.80	31.8	1.42
				0.38	16	375	10.0	4.20	42.4	1.23
				0.36	20	300	12.5	3.36	53.0	0.98
				0.35	35	171	21.9	2.01	92.7	0.59
				0.34	50	120	31.3	1.41	132	0.42
055 UDB 60	0.9	4.72	0.25	0.38	12	500	9.9	3.62	52.1	0.86
				0.38	16	375	13.2	3.17	69.5	0.75
				0.36	20	300	16.6	2.54	86.8	0.60
				0.35	35	171	29.0	1.52	152	0.36
				0.34	50	120	41.4	1.06	217	0.25
055 UDC 60	1.2	6.6	0.36	0.38	12	500	13.2	2.72	72.9	0.62
				0.38	16	375	17.7	2.38	97.2	0.54
				0.36	20	300	22.1	1.90	121	0.43
				0.35	35	171	38.6	1.14	213	0.26

The maximum temperature on the housing must not exceed 90°C.

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

LOW BACKLASH

**Pje 0841  
Selection**

**Motor speed 3000 rpm**

**Pje 0841  $M_{Red-S1}$  54 N.m max**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $I_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
055 UDA 30	0.70	2.88	0.14	1.37	3	1000	2.0	20.26	8.1	8.62
				1.14	4	750	2.6	20.52	10.8	9.23
				1.05	5	600	3.3	16.41	13.5	7.39
				0.97	7	429	4.6	11.72	19.0	5.28
				0.93	10	300	6.6	6.08	27.1	2.77
055 UDB 30	1.05	4.72	0.25	1.37	3	1000	3.0	13.51	13.3	5.26
				1.14	4	750	3.9	13.68	17.7	5.63
				1.05	5	600	4.9	10.94	22.2	4.51
				0.97	7	429	6.9	7.82	31.1	3.22
				0.93	10	300	9.9	4.05	44.4	1.69
055 UDC 30	1.48	6.6	0.36	1.37	3	1000	4.2	9.58	18.6	3.76
				1.14	4	750	5.6	9.70	24.8	4.03
				1.05	5	600	7.0	7.76	31.0	3.22
				0.97	7	429	9.7	5.55	43.4	2.30
				0.93	10	300	13.9	2.88	62.0	1.21
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	1.37	3	1000	6.5	6.17	22.6	3.10
				1.14	4	750	8.6	6.24	30.1	3.32
				1.05	5	600	10.8	5.00	37.6	2.66
				0.97	7	429	15.1	3.57	52.6	1.90
				0.93	10	300	21.6	1.85	75.2	1.00
067 UDB 30	2.45	7.65	0.53	1.37	3	1000	6.9	5.79	21.6	3.24
				1.14	4	750	9.2	5.86	28.8	3.48
				1.05	5	600	11.5	4.69	36.0	2.78
				0.97	7	429	16.1	3.35	50.3	1.99
				0.93	10	300	23.0	1.74	71.9	1.04
067 UDC 30	3.50	11.10	0.75	1.37	3	1000	9.9	4.05	31.3	2.24
				1.14	4	750	13.2	4.10	41.7	2.40
				1.05	5	600	16.5	3.28	52.2	1.92
				0.97	7	429	23.0	2.34	73.0	1.37
				0.93	10	300	32.9	1.22	104	0.72
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	1.37	3	1000	11.6	3.46	38	1.84
				1.14	4	750	15.4	3.50	51	1.97
				1.05	5	600	19.3	2.80	63	1.58
				0.97	7	429	27.0	2.00	89	1.13
				0.93	10	300	38.5	1.04	127	0.59
089 UDB 30	4.85	16.50	1.61	1.37	3	1000	13.7	2.92	46.5	1.50
				1.14	4	750	18.2	2.96	62.0	1.61
				1.05	5	600	22.8	2.37	77.6	1.29
				0.97	7	429	32.6	1.66	109	0.92
				1.37	3	1000	19.5	2.06	67.7	1.03
089 UDC 30	6.90	24.00	2.34	1.14	4	750	25.9	2.08	90.2	1.11
				1.05	5	600	32.4	1.67	113	0.89
				0.97	7	429	45.4	1.19	158	0.63
				1.37	3	1000	19.5	2.06	67	1.05
				1.14	4	750	25.9	2.08	89	1.12
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	1.05	5	600	32.4	1.67	111	0.90
				0.97	7	429	45.4	1.19	156	0.64

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pje 0842  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Pje 0842  $M_{Red-S1}$  100 N.m max**

**LOW BACKLASH**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $I_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
055 UDA 30	0.70	2.88	0.14	1.14	12	250	7.7	10.35	31.8	3.15
				1.14	16	188	10.3	9.70	42.4	2.95
				1.05	20	150	12.9	7.8	53.0	2.4
				0.97	35	86	22.5	4.44	92.7	1.35
				0.93	50	60	32.2	3.1	132	0.9
				0.93	70	43	45.1	2.2	185	0.7
055 UD B 30	1.05	4.72	0.25	1.14	12	250	11.6	6.90	52.1	1.92
				1.14	16	188	15.5	6.47	69.5	1.80
				1.05	20	150	19.3	5.2	86.8	1.4
				0.97	35	86	33.8	3.0	152	0.8
				0.93	50	60	48.3	2.1	217	0.6
				0.93	70	43	67.6	1.5	304	0.4
055 UD C 30	1.48	6.6	0.36	1.14	12	250	16.3	4.9	72.9	1.4
				1.14	16	188	21.8	4.6	97.2	1.3
				1.05	20	150	27.2	3.7	121	1.0
				0.97	35	86	47.7	2.1	213	0.6
				0.93	50	60	68.1	1.5	304	0.4
				0.93	70	43	95.3	1.0	425	0.3
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	1.14	12	250	25.4	3.2	88	1.1
				1.14	16	188	33.9	3.0	118	1.1
				1.05	20	150	42.3	2.4	147	0.8
				0.97	35	86	74.1	1.4	258	0.5
067 UD B 30	2.45	7.65	0.53	1.14	12	250	27.0	3.0	84.5	1.2
				1.14	16	188	36.1	2.8	113	1.1
				1.05	20	150	45.1	2.2	141	0.9
				0.97	35	86	78.9	1.3	246	0.5
067 UD C 30	3.50	11.10	0.75	1.14	12	250	38.6	2.1	123	0.8
				1.14	16	188	51.5	1.9	163	0.8
				1.05	20	150	64.4	1.6	204	0.6

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.



**Pje 0841  
Selection**

**Motor speed 6000 rpm**

**Pje 0841  $M_{Red-S1}$  54 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
055 UDA 60	0.68	2.88	0.14	1.37	3	2000	1.9	20.86	8.1	8.62
				1.14	4	1500	2.6	21.12	10.8	9.23
				1.05	5	1200	3.2	16.90	13.5	7.39
				0.97	7	857	4.5	12.07	19.0	5.28
				0.93	10	600	6.4	6.26	27.1	2.77
055 UDB 60	0.90	4.72	0.25	1.37	3	2000	2.5	15.76	13.3	5.26
				1.14	4	1500	3.4	15.96	17.7	5.63
				1.05	5	1200	4.2	12.77	22.2	4.51
				0.97	7	857	5.9	9.12	31.1	3.22
				0.93	10	600	8.5	4.73	44.4	1.69
055 UDC 60	1.20	6.6	0.36	1.37	3	2000	3.4	11.82	18.6	3.76
				1.14	4	1500	4.5	11.97	24.8	4.03
				1.05	5	1200	5.6	9.57	31.0	3.22
				0.97	7	857	7.9	6.84	43.4	2.30
				0.93	10	600	11.3	3.55	62.0	1.21
075 U3 B 60	1.90	8.00	1.22 (option 1.61)	1.37	3	2000	5.4	7.47	22.6	3.10
				1.14	4	1500	7.1	7.56	30.1	3.32
				1.05	5	1200	8.9	6.05	37.6	2.66
				0.97	7	857	12.5	4.32	52.6	1.90
				0.93	10	600	17.9	2.24	75.2	1.00
067 UDB 60	2.20	7.65	0.53	1.37	3	2000	6.2	6.45	21.6	3.24
				1.14	4	1500	8.3	6.53	28.8	3.48
				1.05	5	1200	10.3	5.22	36.0	2.78
				0.97	7	857	14.5	3.73	50.3	1.99
				0.93	10	600	20.7	1.93	71.9	1.04
095 U3 B 60	3.20	13.50	2.6 (option 4.5)	1.37	3	2000	9.0	4.43	38.1	1.84
				1.14	4	1500	12.0	4.49	50.8	1.97
				1.05	5	1200	15.0	3.59	63.5	1.58
				0.97	7	857	21.1	2.56	88.8	1.13
				0.93	10	600	30.1	1.33	127	0.59
089 UDB 60	3.80	16.50	1.61	1.37	3	2000	10.7	3.73	46.5	1.50
				1.14	4	1500	14.3	3.78	62.0	1.61
				1.05	5	1200	17.9	3.02	77.6	1.29
				0.97	7	857	25.0	2.16	109	0.92
				0.93	10	600	35.7	1.12	155	0.48
089 UDC 60	5.00	24.00	2.34	1.37	3	2000	14.1	2.84	67.7	1.03
				1.14	4	1500	18.8	2.87	90.2	1.11
				1.05	5	1200	23.5	2.30	113	0.89
				0.97	7	857	32.9	1.64	158	0.63

**LOW BACKLASH**

**The maximum temperature on the housing must not exceed 90°C.**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pje 0842  
Selection**

**Motor speed 6000 rpm**

**Pje 0842  $M_{Red-S1}$  100 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
055 UDA 60	0.68	2.88	0.14	1.14	12	500	7.5	10.66	31.8	3.15
				1.14	16	375	10.0	9.99	42.4	2.95
				1.05	20	300	12.5	8.0	53.0	2.4
				0.97	35	171	21.9	4.57	92.7	1.35
				0.93	50	120	31.3	3.2	132	0.9
055 UD B 60	0.90	4.72	0.25	1.14	12	500	9.9	8.05	52.1	1.92
				1.14	16	375	13.2	7.55	69.5	1.80
				1.05	20	300	16.6	6.0	86.8	1.4
				0.97	35	171	29.0	3.5	152	0.8
				0.93	50	120	41.4	2.4	217	0.6
055 UD C 60	1.20	6.6	0.36	1.14	12	500	13.2	6.0	72.9	1.4
				1.14	16	375	17.7	5.7	97.2	1.3
				1.05	20	300	22.1	4.5	121	1.0
				0.97	35	171	38.6	2.6	213	0.6
				0.93	50	120	55.2	1.8	304	0.4
075 U3 B 60	1.90	8.00	1.22 (option 1.61)	1.14	12	500	21.0	3.8	88	1.1
				1.14	16	375	28.0	3.6	118	1.1
				1.05	20	300	35.0	2.9	147	0.8
				0.97	35	171	61.2	1.6	258	0.5
				067 UD B 60	2.20	7.65	0.53	1.14	12	500
1.14	16	375	32.4					3.1	113	1.1
1.05	20	300	40.5					2.5	141	0.9
0.97	35	171	70.8					1.4	246	0.5

**LOW BACKLASH**

**The maximum temperature on the housing must not exceed 90°C.**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pje 1181  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  

**Pje 1181  $M_{Red-S1}$  120 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	6.54	3	1000	11.6	8.65	38.1	4.73
				4.8	4	750	15.4	7.78	50.8	3.94
				4.05	5	600	19.3	6.23	63.5	3.15
				3.4	7	429	27.0	4.45	88.8	2.25
				3.1	10	300	38.5	2.72	127	1.42
089 UD B 30	4.85	16.50	1.61	6.54	3	1000	13.7	7.31	46.5	3.87
				4.8	4	750	18.2	6.58	62.0	3.22
				4.05	5	600	22.8	5.26	77.6	2.58
				3.4	7	429	31.9	3.76	109	1.84
				3.1	10	300	45.6	2.30	155	1.16
089 UD C 30	6.90	24.00	2.34	6.54	3	1000	19.5	5.14	67.7	2.66
				4.8	4	750	25.9	4.63	90.2	2.22
				4.05	5	600	32.4	3.70	113	1.77
				3.4	7	429	45.4	2.64	158	1.27
				3.1	10	300	64.9	1.62	226	0.80
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	6.54	3	1000	19.5	5.14	66.8	2.69
				4.8	4	750	25.9	4.63	89.1	2.24
				4.05	5	600	32.4	3.70	111	1.80
				3.4	7	429	45.4	2.64	156	1.28
				3.1	10	300	64.9	1.62	223	0.81
115 UD C 30	10.50	43.80	6.39	6.54	3	1000	29.6	3.38	124	1.46
				4.8	4	750	39.5	3.04	165	1.21
				4.05	5	600	49.4	2.43	206	0.97
				3.4	7	429	69.1	1.74	288	0.69
				3.1	10	300	98.7	1.06	412	0.44
115 U3 D 30	11.20	41.00	12.5 (option 17.1)	6.54	3	1000	31.6	3.17	116	1.56
				4.8	4	750	42.1	2.85	154	1.30
				4.05	5	600	52.6	2.28	193	1.04
				3.4	7	429	73.7	1.63	270	0.74
				3.1	10	300	105	1.00	385	0.47
115 UDD 30	13.60	56.40	8.38	6.54	3	1000	38.4	2.61	159	1.13
				4.8	4	750	51.1	2.35	212	0.94
				4.05	5	600	63.9	1.88	265	0.75
				3.4	7	429	89.5	1.34	371	0.54

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pje 1182  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Pje 1182  $M_{Red-S1}$  120 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
095 U3 B 30	4.10	13.5	2.6 (option 4.5)	4.8	12	250	45.3	3.76	149	1.44
				4.8	16	188	60.4	3.48	199	1.28
				4.05	20	150	75.4	2.78	248	1.03
				3.4	35	86	132	1.59	435	0.59
089 UD B 30	4.85	16.50	1.61	4.8	12	250	53.5	3.17	182	1.18
				4.8	16	188	71.4	2.94	243	1.05
				4.05	20	150	89.2	2.35	304	0.84
				3.4	35	86	156	1.34	531	0.48
089 UD C 30	6.90	24.00	2.34	4.8	12	250	76.2	2.23	265	0.81
				4.8	16	188	102	2.07	353	0.72
				4.05	20	150	127	1.65	442	0.58
				4.8	12	250	76.2	2.23	262	0.82
095 U3 D 30	6.90	23.7	4.83 (option 6.7)	4.8	12	250	76.2	2.23	262	0.82
				4.8	16	188	102	2.07	349	0.73
				4.05	20	150	127	1.65	436	0.58

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pje 1501  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Pje 1501  $M_{Red-S1}$  310 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
115 UD C 30	10.50	43.80	6.39	12.23	3	1000	29.6	7.77	124	2.91
				7.65	4	750	39.5	7.85	165	2.79
				6.24	5	600	49.4	6.28	206	2.23
				4.7	7	429	69.1	4.49	288	1.60
				3.8	10	300	98.7	1.82	412	0.83
115 U3 D 30	11.20	41.00	12.5 (option 17.1)	12.23	3	1000	31.6	7.28	116	3.11
				7.65	4	750	42.1	7.36	154	2.98
				6.24	5	600	52.6	5.89	193	2.39
				4.7	7	429	73.7	4.21	270	1.71
				3.8	10	300	105	1.71	385	0.88
115 UD D 30	13.60	56.40	8.38	12.23	3	1000	38.4	6.00	159	2.26
				7.65	4	750	51.1	6.06	212	2.17
				6.24	5	600	63.9	4.85	265	1.74
				4.7	7	429	89.5	3.46	371	1.24
				3.8	10	300	128	1.41	530	0.64
142 U3 E 30	18.20	75.00	36.9 (option 49.8)	12.23	3	1000	51.3	4.48	212	1.70
				7.65	4	750	68.4	4.53	282	1.63
				6.24	5	600	85.5	3.62	353	1.30
				4.7	7	429	120	2.59	494	0.93
				3.8	10	300	171	1.05	705	0.48
142 UD C 30	18.40	74.90	17.0	12.23	3	1000	51.9	4.43	211	1.70
				7.65	4	750	69.2	4.48	282	1.63
				6.24	5	600	86.5	3.58	352	1.31
				4.7	7	429	121	2.56	493	0.93
				3.8	10	300	173	1.04	704	0.48
142 UD E 30	23.00	114.00	27.2	12.23	3	1000	64.9	3.55	321	1.12
				7.65	4	750	86.5	3.58	429	1.07
				6.24	5	600	108	2.87	536	0.86
				4.7	7	429	151	2.05	750	0.61

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pje 1502  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Pje 1502  $M_{Red-S1}$  340 N.m max**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $i_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
115 UD C 30	10.50	43.80	6.39	7.65	12	250	116	3.11	484	0.74
				7.65	16	188	155	2.20	645	0.71
				6.24	20	150	193	1.76	806	0.57
				4.7	35	86	338	1.01	1410	0.33
115 U3 D 30	11.20	41.00	12.5 (option 17.1)	7.65	12	250	124	2.91	453	0.74
				7.65	16	188	165	2.06	604	0.71
				6.24	20	150	206	1.65	754	0.57
				4.7	35	86	361	0.94	1320	0.33
115 UDD 30	13.60	56.40	8.38	7.65	12	250	150	2.40	623	0.58
				7.65	16	188	200	1.70	830	0.55
				6.24	20	150	250	1.36	1038	0.44
142 U3 E 30	18.20	75.00	36.9 (option 49.8)	7.65	12	250	201	1.79	828	0.43
				7.65	16	188	268	1.27	1104	0.42
				6.24	20	150	335	1.02	1380	0.33
142 UD C 30	18.40	74.90	17.0	7.65	12	250	203	1.77	827	0.44
				7.65	16	188	271	1.26	1103	0.42
				6.24	20	150	339	1.00	1378	0.33
142 UDE 30	23.00	114.00	27.2	7.65	12	250	254	1.42	1259	0.29
				7.65	16	188	339	1.00	1678	0.27

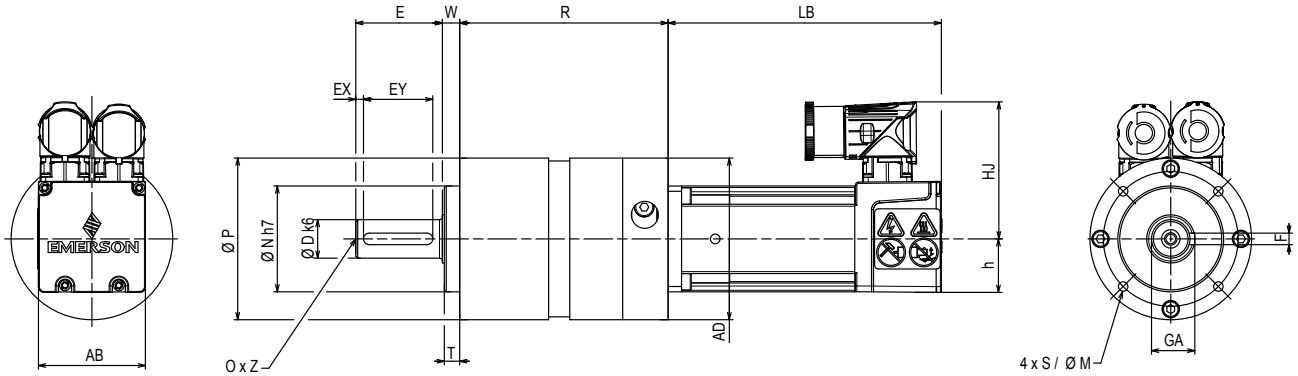
**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

# Pje Dynabloc Servo gearbox Flange with tapped holes BT Dimensions

## Pje 0641 to Pje 1502 - Universal mounting MU-FF

Dimensions in mm



LOW BACKLASH

Type 1-stage / 2-stage	Gearbox							Weight kg
	AD	M	N	P	S	T	W	
Pje 0641 / 0642	70	52	40	64	M5x12	8	9	1 / 1.3
Pje 0841 / 0842	90	70	55	84	M6x14	8	9	2.3 / 3.1
Pje 1181 / 1182	120	100	80	118	M8x18	10	11	5.8 / 7.9
Pje 1501 / 1502	140	130	110	150	M10x20	5.5	12	10 / 12.5

Solid output shaft							
D	E	F	GA	EY	EX	O	Z
14	30	5	16	25	1.5	M5	12
20	45	6	22.5	36	4.5	M6	16
25	50	8	28	45	1.5	M10	22
40	70	12	44	60	5	M10	26

Motor type		Unimotor						AB	HJ	h
		Without brake		With brake						
		LB	Weight kg	LB	Weight kg					
Unimotor hd	055 UD A	118	1.2	158	1.6	55	72	27.5		
	055 UD B	142	1.5	182	1.9	55	72	27.5		
	055 UD C	166	1.8	206	2.2	55	72	27.5		
	067 UD B	173	2.6	208	3.3	70	77	35		
	067 UD C	203	3.2	238	3.9	70	77	35		
	089 UD B	191	4.4	231	5.4	91	85	45.5		
	089 UD C	221	5.5	261	6.5	91	85	45.5		
	115 UD C	237	8.9	274	10.4	116	99	58		
	115 UD D	267	10.7	304	12.2	116	99	58		
	142 UD C	217	11.5	283	14.3	142	113	71		
142 UD E	277	18.5	343	21.3	142	113	71			
Unimotor fm	075 U3 B	239	3.7	269	4.2	75	89	37.5		
	095 U3 B	257	5.8	287	6.4	90	94	45		
	095 U3 D	317	8.2	347	8.8	90	94	45		
	115 U3 D	337	12.6	367	13.8	115	99	57.5		
	142 U3 E	313	20.7	373	22.5	142	113	71		

Gearbox type							
Pje							
0641	0642	0841	0842	1181	1182	1501	1502
R							
86	108	108	141	-	-	-	-
86	108	108	141	-	-	-	-
86	108	108	141	-	-	-	-
86	-	108	141	-	-	-	-
86	-	108	141	-	-	-	-
-	-	118	-	138	178	-	-
-	-	118	-	138	178	-	-
-	-	-	-	148	-	193	234
-	-	-	-	148	-	193	234
-	-	-	-	-	-	203	244
-	-	-	-	-	-	203	244
86	-	108	141	-	-	-	-
-	-	118	-	138	178	-	-
-	-	118	-	138	178	-	-
-	-	-	-	148	-	193	234
-	-	-	-	-	-	203	244

Max. length depending on the feedback

## Pjr Dynabloc Servo gearbox General

### Pjr Dynabloc

• A high performance planetary solution



- Very low backlash
- Very high torsional stiffness
- High overload capacity
- Lightweight and compact
- Unimotor fm or hd

LOW BACKLASH

Pjr Dynabloc servo gearboxes are designed to reduce the speed and increase the torque of servo motors and to optimize the ratio of inertia between the driven load and the motor.

Pjr Dynabloc gearboxes are the perfect solution for servo applications requiring the highest performance. They provide very low backlash and very high torsional stiffness and have a high overload capacity. Lightweight and compact, the gearboxes can be easily integrated into machines. Maintenance-free, they are supplied lubricated and are multipositional.

Pjr Dynabloc gearboxes are available with Unimotor fm motors for continuous duty applications with high inertia loads or Unimotor hd motors for pulse duty applications requiring high dynamics. Standard motor speed is 3000 rpm, a motor speed of 6000 rpm is also available for the smallest sizes.

Description	
Range	5 sizes from 0601 to 1802
Nominal torque	26 - 600 N.m
Max acceleration torque	Up to 1300 N.m
Gearbox ratio	1-stage: ratios from 3 to 10 2-stage: ratios from 12 to 70
Backlash	MEDIUM • 1-stage: 4 to 6' • 2-stage: 6 to 7' EXPERT • 1-stage: 2 to 4' • 2-stage: 4 to 5'
Lubrication	Life lubricated, multiposition
Efficiency	1-stage: 96 % 2-stage: 94 %
Output shaft	Solid shaft with key
Unimotor hd Unimotor fm	Nominal speed 2000 rpm to 6000 rpm depending on size Connectors rotatable by 90° Incremental or absolute encoder Motor with or without brake Universal mounting with servo coupling
Finish	Painted (RAL 9005 black) and unpainted aluminium



## Pjr Dynabloc Servo gearbox Technical characteristics

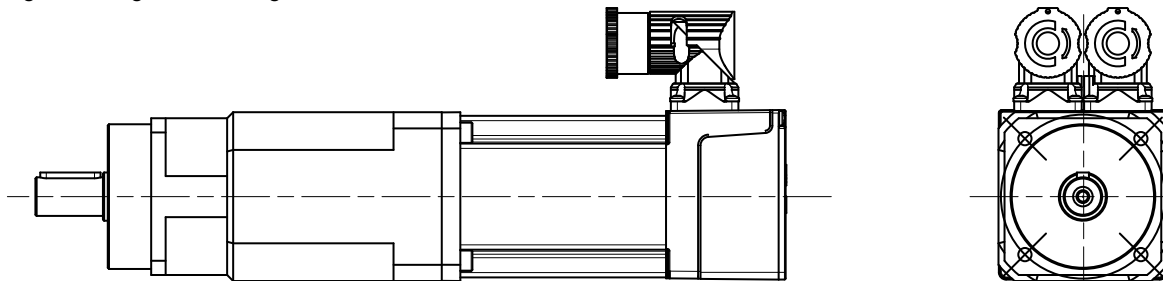
Gearbox type	Exact ratio	Efficiency	Torsional stiffness N.m/arcmin	Angular backlash			Max. radial load $F_r$ at E/2 N	Max. axial load $F_a$ N
				arcmin				
				BASIC	MEDIUM	EXPERT		
Pjr 0601	3	0.96	5	-	< 6	< 4	3000	2400
	4							
	5							
	7							
	10							
Pjr 0602	12	0.94	5	-	< 7	< 5	3000	2400
	16							
	20							
	35							
	50							
Pjr 0751	3	0.96	13	-	< 5	< 3	4200	3800
	4							
	5							
	7							
	10							
Pjr 0752	12	0.94	13	-	< 6	< 4	4200	3800
	16							
	20							
	35							
	50							
	70							
Pjr 1001	3	0.96	40	-	< 5	< 3	6300	5600
	4							
	5							
	7							
	10							
Pjr 1002	12	0.94	40	-	< 6	< 4	6300	5600
	16							
	20							
	35							
Pjr 1401	3	0.96	56	-	< 5	< 3	11000	10600
	4							
	5							
	7							
	10							
Pjr 1402	12	0.94	56	-	< 6	< 4	11000	10600
	16							
	20							
	35							
Pjr 1801	3	0.96	130	-	< 4	< 2	13000	13500
	4							
	5							
	7							
	10							
Pjr 1802	12	0.94	130	-	< 6	< 4	13000	13500
	16							
	20							
	35							

**LOW BACKLASH**

## Pjr Dynabloc Servo gearbox Mounting form - Operating position

### Mounting form

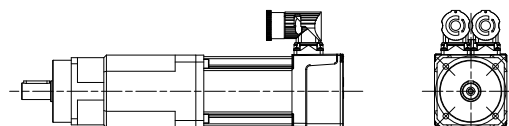
Mounting with flange with through holes **BS**



LOW BACKLASH

### Operating position

Mounting with flange with through holes **BS**

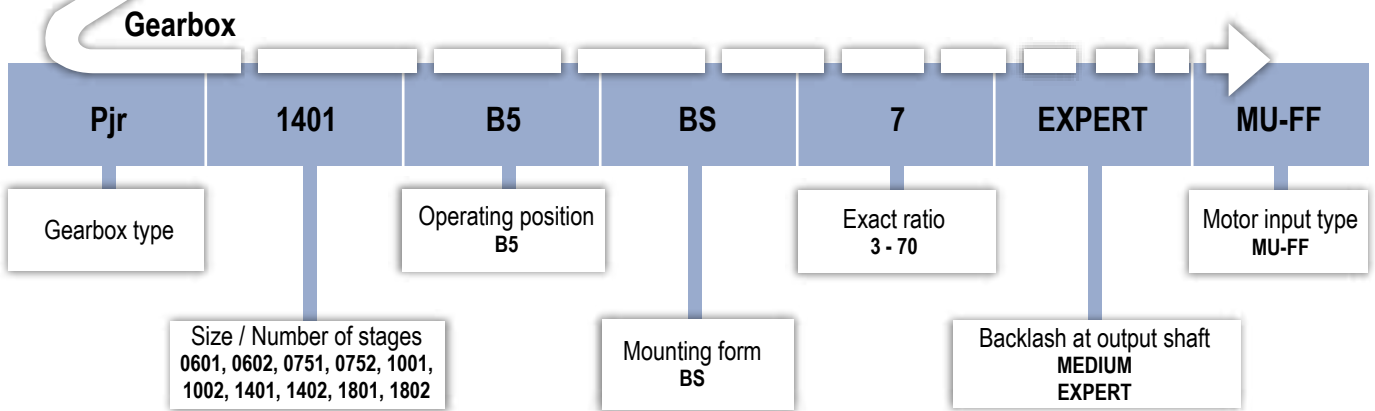


**B5**

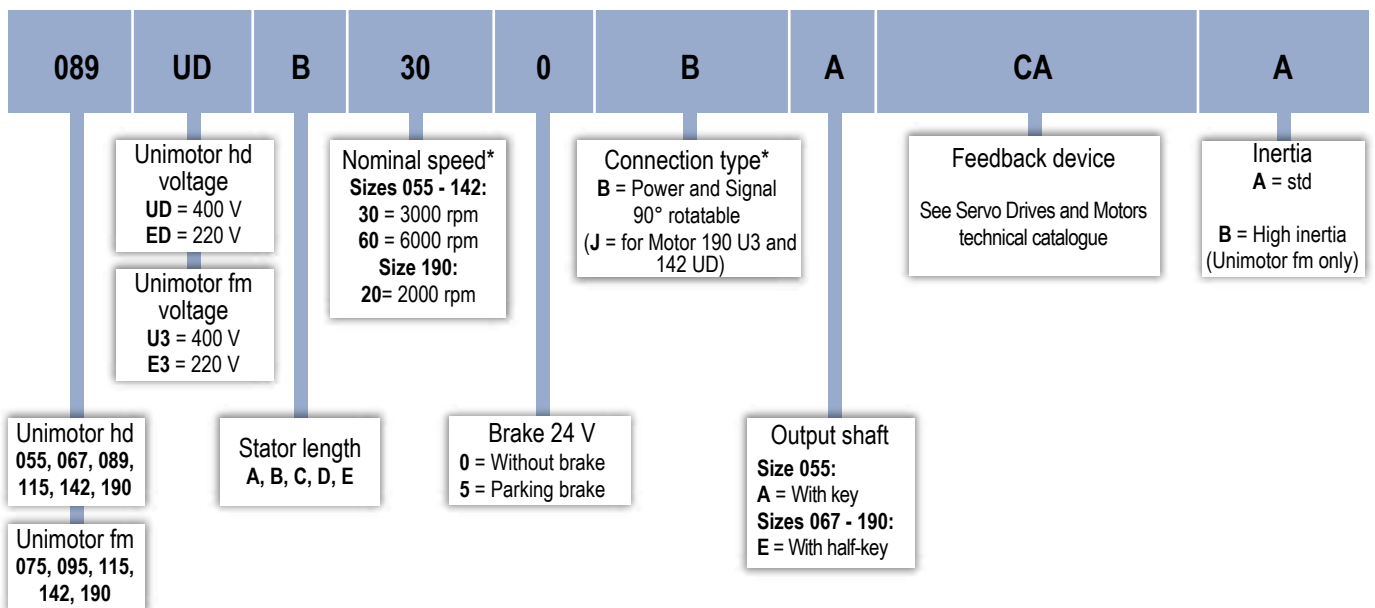
**Pjr Dynabloc Servo gearbox**  
**Ordering code information**



**LOW BACKLASH**



**Motor: Unimotor hd and fm**



\*For the full range of motor options, please refer to the Servo Drives and Motors Technical Catalogue

We reserve the right to modify the design, technical specifications and dimensions of the products shown in this document. The description cannot in any way be considered contractual.

**Pjr 0601 - Pjr 0602**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**Pjr 0601  $M_{Red-S1}$  32 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$	$k_{S1}$	$M_{acc\ red}$	$k_{acc}^*$
	$M_{n\ mot}$	$M_{peak\ mot}$	$J_{mot}$	$J_{red}$	$I_{exact}$	$n_2$	N.m		N.m	
	N.m	N.m	$10^{-4}$ kg.m <sup>2</sup>	$10^{-4}$ kg.m <sup>2</sup>		rpm	N.m		N.m	
055 UDA 30	0.70	2.88	0.14	0.43	3	1000	2.0	12.90	8.3	4.34
				0.33	4	750	2.7	11.90	11.1	4.52
				0.27	5	600	3.4	9.52	13.8	3.62
				0.23	7	429	4.7	6.80	19.4	2.58
				0.20	10	300	6.7	3.57	27.6	1.30
055 UDB 30	1.05	4.72	0.25	0.43	3	1000	3.0	8.60	13.6	2.65
				0.33	4	750	4.0	7.94	18.1	2.76
				0.27	5	600	5.0	6.35	22.7	2.21
				0.23	7	429	7.1	4.54	31.7	1.58
				0.20	10	300	10.1	2.38	45.3	0.79
055 UDC 30	1.48	6.6	0.36	0.43	3	1000	4.3	6.10	19.0	1.89
				0.33	4	750	5.7	5.63	25.3	1.97
				0.27	5	600	7.1	4.50	31.7	1.58
				0.23	7	429	9.9	3.22	44.4	1.13
				0.20	10	300	14.2	1.69	63.4	0.57
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	0.43	3	1000	6.6	3.93	23.0	1.56
				0.33	4	750	8.8	3.62	30.7	1.63
				0.27	5	600	11.0	2.90	38.4	1.30
				0.23	7	429	15.5	2.07	53.8	0.93
				0.20	10	300	22.1	1.09	76.8	0.47
067 UDB 30	2.45	7.65	0.53	0.43	3	1000	7.1	3.68	22.0	1.63
				0.33	4	750	9.4	3.40	29.4	1.70
				0.27	5	600	11.8	2.72	36.7	1.36
				0.23	7	429	16.5	1.94	51.4	0.97
				0.20	10	300	23.5	1.02	73.4	0.49
067 UDC 30	3.50	11.10	0.75	0.43	3	1000	10.1	2.58	32.0	1.13
				0.33	4	750	13.4	2.38	42.6	1.17
				0.27	5	600	16.8	1.90	53.3	0.94
				0.23	7	429	23.5	1.36	74.6	0.67

**Pjr 0602  $M_{Red-S1}$  38 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$	$k_{S1}$	$M_{acc\ red}$	$k_{acc}^*$
	$M_{n\ mot}$	$M_{peak\ mot}$	$J_{mot}$	$J_{red}$	$I_{exact}$	$n_2$	N.m		N.m	
	N.m	N.m	$10^{-4}$ kg.m <sup>2</sup>	$10^{-4}$ kg.m <sup>2</sup>		rpm	N.m		N.m	
055 UDA 30	0.70	2.88	0.14	0.36	12	250	7.9	4.81	32.5	1.66
				0.36	16	188	10.5	3.61	43.3	1.25
				0.32	20	150	13.2	2.89	54.1	1.00
				0.28	35	86	23.0	1.65	94.8	0.57
				0.27	50	60	32.9	1.16	135	0.40
055 UDB 30	1.05	4.72	0.25	0.36	12	250	11.8	3.21	53.2	1.01
				0.36	16	188	15.8	2.41	71.0	0.76
				0.32	20	150	19.7	1.93	88.7	0.61
055 UDC 30	1.48	6.6	0.36	0.36	12	250	16.7	2.28	74.4	0.73
				0.36	16	188	22.3	1.71	99.3	0.54
				0.32	20	150	27.8	1.37	124	0.44

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**LOW BACKLASH**

**Pjr 0601 - Pjr 0602**  
**Selection**

**Motor speed 6000 rpm**

**Pjr 0601  $M_{Red-S1}$  32 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
055 UDA 60	0.68	2.88	0.14	0.43	3	2000	2.0	13.28	8.3	4.34
				0.33	4	1500	2.6	12.25	11.1	4.52
				0.27	5	1200	3.3	9.80	13.8	3.62
				0.23	7	857	4.6	7.00	19.4	2.58
				0.20	10	600	6.5	3.68	27.6	1.30
055 UDB 60	0.90	4.72	0.25	0.43	3	2000	2.6	10.03	13.6	2.65
				0.33	4	1500	3.5	9.26	18.1	2.76
				0.27	5	1200	4.3	7.41	22.7	2.21
				0.23	7	857	6.0	5.29	31.7	1.58
				0.20	10	600	8.6	2.78	45.3	0.79
055 UDC 60	1.2	6.6	0.36	0.43	3	2000	3.5	7.52	19.0	1.89
				0.33	4	1500	4.6	6.94	25.3	1.97
				0.27	5	1200	5.8	5.56	31.7	1.58
				0.23	7	857	8.1	3.97	44.4	1.13
				0.20	10	600	11.5	2.08	63.4	0.57
075 U3 B 60	1.90	8.00	1.22 (option 1.61)	0.43	3	2000	5.5	4.75	23.0	1.56
				0.33	4	1500	7.3	4.39	30.7	1.63
				0.27	5	1200	9.1	3.51	38.4	1.30
				0.23	7	857	12.8	2.51	53.8	0.93
				0.20	10	600	18.2	1.32	76.8	0.47
067 UDB 60	2.20	7.65	0.53	0.43	3	2000	6.3	4.10	22.0	1.63
				0.33	4	1500	8.4	3.79	29.4	1.70
				0.27	5	1200	10.6	3.03	36.7	1.36
				0.23	7	857	14.8	2.16	51.4	0.97
				0.20	10	600	21.1	1.14	73.4	0.49

**LOW BACKLASH**

**Pjr 0602  $M_{Red-S1}$  38 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
055 UDA 60	0.68	2.88	0.14	0.36	12	500	7.7	4.95	32.5	1.66
				0.36	16	375	10.2	3.72	43.3	1.25
				0.32	20	300	12.8	2.97	54.1	1.00
				0.28	35	171	22.4	1.70	94.8	0.57
				0.27	50	120	32.0	1.19	135	0.40
055 UDB 60	0.90	4.72	0.25	0.36	12	500	10.2	3.74	53.2	1.01
				0.36	16	375	13.5	2.81	71.0	0.76
				0.32	20	300	16.9	2.25	88.7	
				0.28	35	171	29.6	1.28	155	0.61
055 UDC 60	1.2	6.6	0.36	0.36	12	500	13.5	2.81	74.4	0.73
				0.36	16	375	18.0	2.11	99.3	0.54
				0.32	20	300	22.6	1.68	124	
				0.28	35	171	39.5	1.00	217	0.44

**The maximum temperature on the housing must not exceed 90°C.**  
\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pjr 0751  
Selection**

**Motor speed 3000 rpm**

**Pjr 0751  $M_{Red-S1}$  65 N.m max**

**LOW BACKLASH**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
055 UDA 30	0.70	2.88	0.14	1.15	3	1000	2.0	19.35	8.3	9.65
				0.92	4	750	2.7	24.18	11.1	10.85
				0.81	5	600	3.4	19.35	13.8	8.68
				0.72	7	429	4.7	13.82	19.4	6.20
				0.67	10	300	6.7	5.95	27.6	3.40
055 UD B 30	1.05	4.72	0.25	1.15	3	1000	3.0	12.90	13.6	5.89
				0.92	4	750	4.0	16.12	18.1	6.62
				0.81	5	600	5.0	12.90	22.7	5.30
				0.72	7	429	7.1	9.21	31.7	3.78
				0.67	10	300	10.1	3.97	45.3	2.07
055 UD C 30	1.48	6.6	0.36	1.15	3	1000	4.3	9.15	19.0	4.21
				0.92	4	750	5.7	11.44	25.3	4.73
				0.81	5	600	7.1	9.15	31.7	3.79
				0.72	7	429	9.9	6.54	44.4	2.71
				0.67	10	300	14.2	2.82	63.4	1.48
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	1.15	3	1000	6.6	5.89	23.0	3.47
				0.92	4	750	8.8	7.36	30.7	3.91
				0.81	5	600	11.0	5.89	38.4	3.13
				0.72	7	429	15.5	4.21	53.8	2.23
				0.67	10	300	22.1	1.81	76.8	1.22
067 UD B 30	2.45	7.65	0.53	1.15	3	1000	7.1	5.53	22.0	3.63
				0.92	4	750	9.4	6.91	29.4	4.08
				0.81	5	600	11.8	5.53	36.7	3.27
				0.72	7	429	16.5	3.95	51.4	2.33
				0.67	10	300	23.5	1.70	73.4	1.28
067 UD C 30	3.50	11.10	0.75	1.15	3	1000	10.1	3.87	32.0	2.50
				0.92	4	750	13.4	4.84	42.6	2.82
				0.81	5	600	16.8	3.87	53.3	2.25
				0.72	7	429	23.5	2.76	74.6	1.61
				0.67	10	300	33.6	1.19	107	0.88
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	1.15	3	1000	11.8	3.30	38.9	2.06
				0.92	4	750	15.7	4.13	51.8	2.31
				0.81	5	600	19.7	3.30	64.8	1.85
				0.72	7	429	27.6	2.36	90.7	1.32
				0.67	10	300	39.4	1.02	130	0.73
089 UD B 30	4.85	16.50	1.61	1.15	3	1000	14.0	2.79	47.5	1.68
				0.92	4	750	18.6	3.49	63.4	1.89
				0.81	5	600	23.3	2.79	79.2	1.52
				0.72	7	429	32.6	1.99	111	1.08
				1.15	3	1000	19.9	1.96	69.1	1.16
089 UD C 30	6.90	24.00	2.34	0.92	4	750	26.5	2.45	92.2	1.30
				0.81	5	600	33.1	1.96	115	1.04
				0.72	7	429	46.4	1.40	161	0.74
				1.15	3	1000	19.9	1.96	68.3	1.17
				0.92	4	750	26.5	2.45	91.0	1.32
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	0.81	5	600	33.1	1.96	113.8	1.05
				0.72	7	429	46.4	1.40	159.3	0.75

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pjr 0752**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)   
valid only for Low Backlash MEDIUM

**Pjr 0752  $M_{Red-S1}$  85 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
055 UDA 30	0.70	2.88	0.14	0.38	12	250	7.9	10.76	32.5	3.85
				0.38	16	188	10.5	8.07	43.3	2.89
				0.33	20	150	13.2	6.46	54.1	2.31
				0.29	35	86	23.0	3.69	94.8	1.32
				0.27	50	60	32.9	2.58	135	0.92
				0.27	70	43	46.1	1.85	190	0.66
055 UDB 30	1.05	4.72	0.25	0.38	12	250	11.8	7.18	53.2	2.35
				0.38	16	188	15.8	5.38	71.0	1.76
				0.33	20	150	19.7	4.31	88.7	1.41
				0.29	35	86	34.5	2.46	155	0.80
				0.27	50	60	49.4	1.72	222	0.56
				0.27	70	43	69.1	1.23	311	0.40
055 UDC 30	1.48	6.6	0.36	0.38	12	250	16.7	5.09	74.4	1.68
				0.38	16	188	22.3	3.82	99.3	1.26
				0.33	20	150	27.8	3.05	124	1.01
				0.29	35	86	48.7	1.75	217	0.58
				0.27	50	60	69.6	1.22	310	0.40
				0.38	12	250	25.9	3.28	90.2	1.39
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	0.38	16	188	34.6	2.46	120	1.04
				0.33	20	150	43.2	1.97	150	0.83
				0.29	35	86	75.7	1.12	263	0.47
				0.38	12	250	27.6	3.08	86.3	1.45
067 UDB 30	2.45	7.65	0.53	0.38	16	188	36.8	2.31	115	1.09
				0.33	20	150	46.1	1.85	144	0.87
				0.29	35	86	80.6	1.05	252	0.50
				0.38	12	250	39.5	2.15	125	1.00
067 UDC 30	3.50	11.10	0.75	0.38	16	188	52.6	1.61	167	0.75
				0.33	20	150	65.8	1.29	209	0.60

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pjr 0751  
Selection**

**Motor speed 6000 rpm**

**Pjr 0751  $M_{Red-S1}$  65 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$i_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
055 UDA 60	0.68	2.88	0.14	1.15	3	2000	2.0	19.91	8.3	9.65
				0.92	4	1500	2.6	24.89	11.1	10.85
				0.81	5	1200	3.3	19.91	13.8	8.68
				0.72	7	857	4.6	14.22	19.4	6.20
				0.67	10	600	6.5	6.13	27.6	3.40
055 UD B 60	0.90	4.72	0.25	1.15	3	2000	2.6	15.05	13.6	5.89
				0.92	4	1500	3.5	18.81	18.1	6.62
				0.81	5	1200	4.3	15.05	22.7	5.30
				0.72	7	857	6.0	10.75	31.7	3.78
				0.67	10	600	8.6	4.63	45.3	2.07
055 UD C 60	1.2	6.6	0.36	1.15	3	2000	3.5	11.28	19.0	4.21
				0.92	4	1500	4.6	14.11	25.3	4.73
				0.81	5	1200	5.8	11.28	31.7	3.79
				0.72	7	857	8.1	8.06	44.4	2.71
				0.67	10	600	11.5	3.47	63.4	1.48
075 U3 B 60	1.90	8.00	1.22 (option 1.61)	1.15	3	2000	5.5	7.13	23.0	3.47
				0.92	4	1500	7.3	8.91	30.7	3.91
				0.81	5	1200	9.1	7.13	38.4	3.13
				0.72	7	857	12.8	5.09	53.8	2.23
				0.67	10	600	18.2	2.19	76.8	1.22
067 UD B 60	2.20	7.65	0.53	1.15	3	2000	6.3	6.16	22.0	3.63
				0.92	4	1500	8.4	7.69	29.4	4.08
				0.81	5	1200	10.6	6.16	36.7	3.27
				0.72	7	857	14.8	4.40	51.4	2.33
				0.67	10	600	21.1	1.89	73.4	1.28
095 U3 B 60	3.20	13.50	2.6 (option 4.5)	1.15	3	2000	9.2	4.23	38.9	2.06
				0.92	4	1500	12.3	5.29	51.8	2.31
				0.81	5	1200	15.4	4.23	64.8	1.85
				0.72	7	857	21.5	3.02	90.7	1.32
				0.67	10	600	30.7	1.30	130	0.73
089 UD B 60	3.80	16.50	1.61	1.15	3	2000	10.9	3.56	47.5	1.68
				0.92	4	1500	14.6	4.45	63.4	1.89
				0.81	5	1200	18.2	3.56	79.2	1.52
				0.72	7	857	25.5	2.55	111	1.08
089 UD C 60	5.00	24.00	2.34	1.15	3	2000	14.4	2.71	69.1	1.16
				0.92	4	1500	19.2	3.39	92.2	1.30
				0.81	5	1200	24.0	2.71	115	1.04
				0.72	7	857	33.6	1.93	161	0.74

**LOW BACKLASH**

**The maximum temperature on the housing must not exceed 90°C.**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.



**Pjr 0752  
Selection**

**Motor speed 6000 rpm**

**Pjr 0752  $M_{Red-S1}$  85 N.m max**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $i_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
055 UDA 60	0.68	2.88	0.14	0.38	12	500	7.7	11.08	32.5	3.85
				0.38	16	375	10.2	8.31	43.3	2.89
				0.33	20	300	12.8	6.65	54.1	2.31
				0.29	35	171	22.4	3.80	94.8	1.32
				0.27	50	120	32.0	2.66	135	0.92
				0.27	70	86	44.7	1.90	190	0.66
055 UD B 60	0.90	4.72	0.25	0.38	12	500	10.2	8.37	53.2	2.35
				0.38	16	375	13.5	6.28	71.0	1.76
				0.33	20	300	16.9	5.02	88.7	1.41
				0.29	35	171	29.6	2.87	155	0.80
				0.27	50	120	32.0	2.66	135	0.92
				0.27	70	86	59.2	1.44	311	0.40
055 UD C 60	1.20	6.6	0.36	0.38	12	500	13.5	6.28	74.4	1.68
				0.38	16	375	18.0	4.71	99.3	1.26
				0.33	20	300	22.6	3.77	124	1.01
				0.29	35	171	39.5	2.15	217	0.58
				0.27	50	120	32.0	2.66	135	0.92
				0.27	70	86	79.0	1.08	434	0.29
075 U3 B 60	1.90	8.00	1.22 (option 1.61)	0.38	12	500	21.4	3.97	90.2	1.39
				0.38	16	375	28.6	2.97	120	1.04
				0.33	20	300	35.7	2.38	150	0.83
				0.29	35	171	62.5	1.36	263	0.47
067 UD B 60	2.20	7.65	0.53	0.38	12	500	24.8	3.43	86.3	1.45
				0.38	16	375	33.1	2.57	115	1.09
				0.33	20	300	41.4	2.06	144	0.87
				0.29	35	171	72.4	1.17	252	0.50

**LOW BACKLASH**

The maximum temperature on the housing must not exceed 90°C.

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pjr 1001  
Selection**

**Motor speed 3000 rpm**

**Pjr 1001  $M_{Red-S1}$  150 N.m max**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**LOW BACKLASH**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $i_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	6.05	3	1000	11.8	9.32	38.9	4.63
				4.05	4	750	15.7	9.53	51.8	4.82
				3.17	5	600	19.7	7.62	64.8	3.86
				2.44	7	429	27.6	5.44	90.7	2.76
				2.08	10	300	39.4	2.92	130	1.54
089 UD B 30	4.85	16.50	1.61	6.05	3	1000	14.0	7.88	47.5	3.79
				4.05	4	750	18.6	8.05	63.4	3.95
				3.17	5	600	23.3	6.44	79.2	3.16
				2.44	7	429	32.6	4.60	111	2.25
				2.08	10	300	46.6	2.47	158	1.26
089 UD C 30	6.90	24.00	2.34	6.05	3	1000	19.9	5.54	69.1	2.60
				4.05	4	750	26.5	5.66	92.2	2.71
				3.17	5	600	33.1	4.53	115	2.17
				2.44	7	429	46.4	3.23	161	1.55
				2.08	10	300	66.2	1.74	230	0.87
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	6.05	3	1000	19.9	5.54	68.3	2.64
				4.05	4	750	26.5	5.66	91.0	2.75
				3.17	5	600	33.1	4.53	114	2.20
				2.44	7	429	46.4	3.23	159	1.57
				2.08	10	300	66.2	1.74	228	0.88
115 UDC 30	10.50	43.80	6.39	6.05	3	1000	30.2	3.64	126	1.43
				4.05	4	750	40.3	3.72	168	1.49
				3.17	5	600	50.4	2.98	210	1.19
				2.44	7	429	70.6	2.13	294	0.85
				2.08	10	300	101	1.14	420	0.48
115 U3 D 30	11.20	41.00	12.5 (option 17.1)	6.05	3	1000	32.3	3.41	118	1.52
				4.05	4	750	43.0	3.49	157	1.59
				3.17	5	600	53.8	2.79	197	1.27
				2.44	7	429	75.3	1.99	276	0.91
				2.08	10	300	108	1.07	394	0.51
115 UDD 30	13.60	56.40	8.38	6.05	3	1000	39.2	2.81	162	1.11
				4.05	4	750	52.2	2.87	217	1.15
				3.17	5	600	65.3	2.30	271	0.92
				2.44	7	429	91.4	1.64	379	0.66

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pjr 1002  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)   
valid only for Low Backlash MEDIUM

**Pjr 1002  $M_{Red-S1}$  180 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	1.5	12	250	46.2	3.89	152	1.71
				1.5	16	188	61.7	2.92	203	1.28
				1.29	20	150	77.1	2.34	254	1.02
				1.17	35	86	135	1.33	444	0.59
089 UD B 30	4.85	16.50	1.61	1.5	12	250	54.7	3.29	186	1.40
				1.5	16	188	72.9	2.47	248	1.05
				1.29	20	150	91.2	1.97	310	0.84
				1.17	35	86	160	1.13	543	0.48
089 UD C 30	6.90	24.00	2.34	1.5	12	250	77.8	2.31	271	0.96
				1.5	16	188	104	1.73	361	0.72
				1.29	20	150	130	1.39	451	0.58
				1.5	12	250	77.8	2.31	267	0.97
095 U3 D 30	6.90	23.7	4.83 (option 6.7)	1.5	12	250	77.8	2.31	267	0.97
				1.5	16	188	104	1.73	356	0.73
				1.29	20	150	130	1.39	446	0.58

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pjr 1401 - Pjr 1402**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**Pjr 1401  $M_{Red-S1}$  340 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
115 UD C 30	10.50	43.80	6.39	14.25	3	1000	30	6.94	126	3.01
				9.31	4	750	40	8.43	168	3.21
				6.91	5	600	50	6.75	210	2.57
				4.91	7	429	71	4.82	294	1.83
				3.89	10	300	101	2.08	420	1.05
115 U3 D 30	11.20	41.00	12.5 (option 17.1)	14.25	3	1000	32	6.51	118	3.22
				9.31	4	750	43	7.91	157	3.43
				6.91	5	600	54	6.32	197	2.74
				4.91	7	429	75	4.52	276	1.96
				3.89	10	300	108	1.95	394	1.12
115 UD D 30	13.60	56.40	8.38	14.25	3	1000	39	5.36	162	2.34
				9.31	4	750	52	6.51	217	2.49
				6.91	5	600	65	5.21	271	1.99
				4.91	7	429	91	3.72	379	1.42
				3.89	10	300	131	1.61	541	0.81
142 U3 E 30	18.20	75.00	36.9 (option 49.8)	14.25	3	1000	52	4.01	216	1.76
				9.31	4	750	70	4.86	288	1.88
				6.91	5	600	87	3.89	360	1.50
				4.91	7	429	122	2.78	504	1.07
				3.89	10	300	175	1.20	720	0.61
142 UD C 30	18.40	74.90	17.0	14.25	3	1000	53	3.96	216	1.76
				9.31	4	750	71	4.81	288	1.88
				6.91	5	600	88	3.85	360	1.50
				4.91	7	429	124	2.75	503	1.07
				3.89	10	300	177	1.19	719	0.61
142 UDE 30	23.00	114.00	27.2	14.25	3	1000	66	3.17	328	1.16
				9.31	4	750	88	3.85	438	1.23
				6.91	5	600	110	3.08	547	0.99
				4.91	7	429	155	2.20	766	0.70

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

LOW BACKLASH

**Pjr 1402  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)   
valid only for Low Backlash MEDIUM

**Pjr 1402  $M_{Red-S1}$  400 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
115 UD C 30	10.50	43.80	6.39	3.71	12	250	118	3.38	494	1.11
				3.71	16	188	158	2.53	659	0.83
				2.82	20	150	197	2.03	823	0.7
				2.15	35	86	345	1.16	1441	0.38
115 U3 D 30	11.20	41.00	12.5 (option 17.1)	3.71	12	250	126	3.17	462	1.19
				3.71	16	188	168	2.37	617	0.89
				2.82	20	150	211	1.90	771	0.7
				2.15	35	86	368	1.09	1349	0.41
115 UDD 30	13.60	56.40	8.38	3.71	12	250	153	2.61	636	0.86
				3.71	16	188	205	1.96	848	0.65
				2.82	20	150	256	1.56	1060	0.5
142 U3 E 30	18.20	75.00	36.9 (option 49.8)	3.71	12	250	205	1.95	846	0.65
				3.71	16	188	274	1.46	1128	0.49
				2.82	20	150	342	1.17	1410	0.4
142 UD C 30	18.40	74.90	17.0	3.71	12	250	208	1.93	845	0.65
				3.71	16	188	277	1.45	1126	0.49
				2.82	20	150	346	1.16	1408	0.39
142 UDE 30	23.00	114.00	27.2	3.71	12	250	259	1.54	1286	0.43
				3.71	16	188	346	1.16	1715	0.32

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Pjr 1801 - Pjr 1802**  
**Selection**

**Motor speed 3000 rpm / 2000 rpm for 190 UD C 20**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**Pjr 1801  $M_{Red-S1}$  600 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
142 U3 E 30	18.2	75	36.9 (option 49.8)	53	3	1000	52	11.45	216	5.56
				39	4	750	70	8.59	288	4.51
				34	5	600	87	6.87	360	3.61
				31	7	429	122	4.91	504	2.58
				29	10	300	175	3.43	720	1.67
142 UD C 30	18.40	74.90	17.0	53	3	1000	53	11.32	216	5.56
				39	4	750	71	8.49	288	4.52
				34	5	600	88	6.79	360	3.62
				31	7	429	124	4.85	503	2.58
				29	10	300	177	3.40	719	1.67
142 UDE 30	23.00	114.00	27.2	53	3	1000	66	9.06	328	3.65
				39	4	750	88	6.79	438	2.97
				34	5	600	110	5.43	547	2.38
				31	7	429	155	3.88	766	1.70
				29	10	300	221	2.72	1094	1.10
190 U3 D 30	26.5	133.5	86.8 (option 125.3)	53	3	1000	76	7.86	384	3.12
				39	4	750	102	5.90	513	2.54
				34	5	600	127	4.72	641	2.03
				31	7	429	178	3.37	897	1.45
				29	10	300	254	2.36	1282	0.94
190 UD C 20	42.50	156.00	54.6	53	3	667	122	4.90	449	2.67
				39	4	500	163	3.68	599	2.17
				34	5	400	204	2.94	749	1.74
				31	7	286	286	2.10	1048	1.24
				29	10	200	408	1.47	1498	0.80

**Pjr 1802  $M_{Red-S1}$  600 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
142 U3 E 30	18.2	75	36.9 (option 49.8)	6	12	250	205	2.92	846	1.54
				6	16	188	274	2.19	1128	1.15
				5	20	150	342	1.75	1410	0.92
				5	35	86	599	1.00	2468	0.53
142 UD C 30	18.40	74.90	17.0	6	12	250	208	2.89	845	1.54
				6	16	188	277	2.17	1126	1.15
				5	20	150	346	1.73	1408	0.92
				5	35	86	605	1.0	2464	0.53
142 UDE 30	23.00	114.00	27.2	6	12	250	259	2.31	1286	1.01
				6	16	188	346	1.73	1715	0.76
190 U3 D 30	26.5	133.5	86.8 (option 125.3)	6	12	167	299	2.0	1506	0.86
				6	16	125	399	1.51	2008	0.65
190 UD C 20	42.5	156	54.6	6	12	167	479	1.25	1760	0.74
				6	16	125	639	0.94	2346	0.55

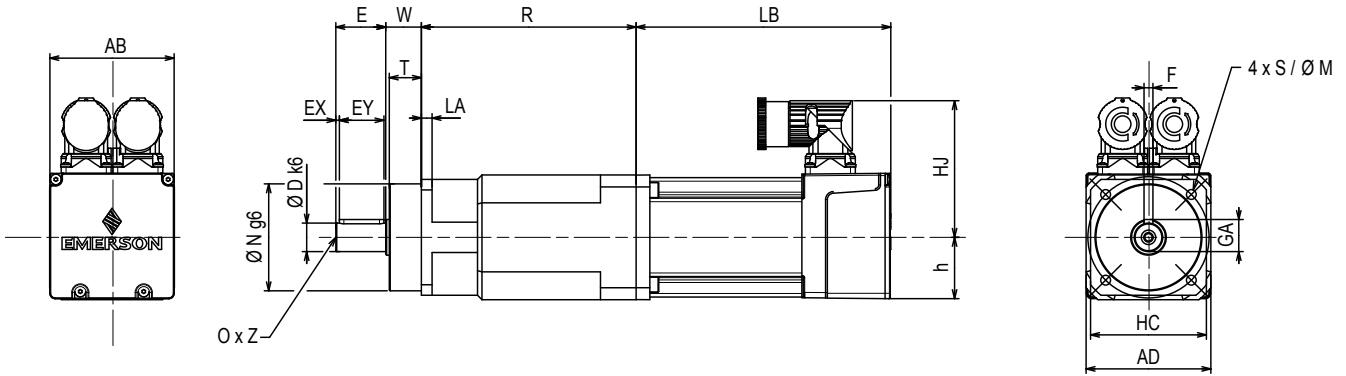
\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

LOW BACKLASH

**Pjr Dynabloc Servo gearbox**  
**Flange with through holes BS**  
**Dimensions**

**Pjr 0601 to Pjr 1802 - Universal mounting MU-FF**

Dimensions in mm



**LOW BACKLASH**

Type 1-stage / 2-stage	Gearbox								
	HC	AD	M	N	LA	S	T	W	Weight kg
Pjr 0601 / 0602	65	70	68	60	6	5.5	18	20	2.1 / 3.3
Pjr 0751 / 0752	76	81	85	70	7	6.6	18	20	3.7 / 4.2
Pjr 1001 / 1002	101	106	120	90	10	9	28	30	7.2 / 9.5
Pjr 1401 / 1402	141	146	165	130	12	11	27	30	19.3 / 23.3
Pjr 1801 / 1802	180	200	215	160	14	13	10	14	32 / 36.6

Solid output shaft							
D	E	F	GA	EY	EX	O	Z
16	28	5	18	25	2	M5	12
22	36	6	24.5	32	2	M8	19
32	58	10	35	50	4	M12	26
40	82	12	43	70	6	M16	36
55	82	16	60	70	6	M20	42

Motor type		Unimotor						
		Without brake		With brake		AB	HJ	h
		LB	Weight kg	LB	Weight kg			
Unimotor hd	055 UD A	118	1.2	158	1.6	55	72	27.5
	055 UD B	142	1.5	182	1.9	55	72	27.5
	055 UD C	166	1.8	206	2.2	55	72	27.5
	067 UD B	173	2.6	208	3.3	70	77	35
	067 UD C	203	3.2	238	3.9	70	77	35
	089 UD B	191	4.4	231	5.4	91	85	45.5
	089 UD C	221	5.5	261	6.5	91	85	45.5
	115 UD C	237	8.9	274	10.4	116	99	58
	115 UD D	267	10.7	304	12.2	116	99	58
	142 UD C	217	11.5	283	14.3	142	113	71
Unimotor fm	142 UD E	277	18.5	343	21.3	142	113	71
	190 UD C	221	23.5	320	28.8	191	158	95
	075 U3 B	239	3.7	269	4.2	75	89	37.5
	095 U3 B	257	5.8	287	6.4	90	94	45
	095 U3 D	317	8.2	347	8.8	90	94	45
	115 U3 D	337	12.6	367	13.8	115	99	57.5
	142 U3 E	313	20.7	373	22.5	142	113	71
190 U3 D	290	28.8	380	33.3	190	158	95	

Gearbox type										
Pjr										
0601	0602	0751	0752	1001	1002	1401	1402	1801	1802	
R										
88	120	99	130	-	-	-	-	-	-	-
88	120	99	130	-	-	-	-	-	-	-
88	120	99	130	-	-	-	-	-	-	-
88	-	99	130	-	-	-	-	-	-	-
88	-	99	130	-	-	-	-	-	-	-
-	-	109	-	129	153	-	-	-	-	-
-	-	109	-	129	153	-	-	-	-	-
-	-	-	-	129	-	150	220	-	-	-
-	-	-	-	129	-	150	220	-	-	-
-	-	-	-	-	-	160	230	196	218	-
-	-	-	-	-	-	160	230	196	218	-
-	-	-	-	-	-	-	-	216	238	-
88	-	99	130	-	-	-	-	-	-	-
-	-	109	-	129	153	-	-	-	-	-
-	-	109	-	129	153	-	-	-	-	-
-	-	-	-	129	-	150	220	-	-	-
-	-	-	-	-	-	160	230	196	218	-
-	-	-	-	-	-	-	-	216	238	-

Max. length depending on the feedback

## Mjd Dynabloc Servo gearbox General

### Mjd Dynabloc

• A high efficiency and precision worm solution



- Very low backlash
- Very high torsional stiffness
- High efficiency worm
- Space-saving right angle design
- Quiet operation
- Unimotor fm or hd

LOW BACKLASH

Mjd Dynabloc servo gearboxes are designed to reduce the speed and increase the torque of servo motors and to optimize the ratio of inertia between the driven load and the motor.

Mjd Dynabloc gearboxes are the perfect solution for high precision applications. The high efficiency worm gear provides very low backlash and very high torsional stiffness with quiet operation. The gearboxes also offer multiple possibilities of mounting helping to save space and facilitate easy integration:

- Compact right angle design
- Fixing possible on four sides as standard.
- Solid output shaft single or double or hollow shaft keyed or with shrink disc.

Maintenance-free, the gearboxes are supplied lubricated.

Mjd Dynabloc gearboxes are available with Unimotor fm motors for continuous duty applications with high inertia loads or Unimotor hd motors for pulse duty applications requiring high dynamics. Standard motor speed is 3000 rpm, a motor speed of 6000 rpm is available on demand.

Description	
Range	7 sizes from 035 to 110
Nominal torque	23 - 688 N.m
Max acceleration torque	Up to 1100 N.m
Gearbox ratio	Ratios from 5.2 to 90
Backlash	BASIC: 10' MEDIUM: 5' EXPERT: ≤ 1'
Lubrication	Life lubricated
Efficiency	Depending on ratio (see chapter Mjd Technical characteristics, page 41)
Output shaft	Plain shaft with key, simple or double • Tolerance h6, threaded hole acc. to DIN 332 DR form Keyed hollow shaft or unkeyed with shrink disk • Tolerance of diameter: H7
Unimotor hd Unimotor fm	Nominal speed 3000 rpm (except 190 UD) Connectors rotatable by 90° Incremental or absolute encoder Motor with or without brake Universal mounting with servo coupling
Finish	Painted (RAL 9005 black) and unpainted aluminium



## Mjd Dynabloc Servo gearbox Technical characteristics

Gearbox type	Exact ratio	Efficiency	Torsional stiffness N.m/arcmin	Angular backlash			Max. radial load $F_r$ at E/2 N	Max. axial load $F_a$ N
				arcmin				
				BASIC	MEDIUM	EXPERT		
Mjd 0351	5.2	0.92	5	< 10	< 5	< 1	3800	2800
	7.25	0.90						
	10.25	0.88						
	14.5	0.83						
	19.5	0.80						
	30	0.72						
Mjd 0451	45	0.65	9	< 10	< 5	< 1	5800	4000
	5.2	0.93						
	7.25	0.92						
	10.25	0.91						
	14.5	0.87						
	19.5	0.86						
	30	0.78						
	45	0.72						
Mjd 0551	60	0.68	20	< 10	< 5	< 1	7000	4800
	90	0.59						
	5.2	0.94						
	7.25	0.92						
	10.25	0.89						
	14.5	0.87						
Mjd 0631	19.5	0.85	36	< 10	< 5	< 1	8800	8500
	30	0.78						
	45	0.72						
	5.2	0.94						
	7.25	0.93						
	10.25	0.92						
Mjd 0751	14.5	0.89	50	< 10	< 5	< 1	10500	10500
	19.5	0.87						
	30	0.82						
	45	0.74						
	5.2	0.95						
	7.25	0.95						
Mjd 0901	10.25	0.93	75	< 10	< 5	< 1	15800	13000
	14.5	0.90						
	19.5	0.88						
	30	0.82						
	45	0.79						
	60	0.75						
Mjd 1101	90	0.68	120	< 10	< 5	< 1	21500	16000
	5.2	0.95						
	7.25	0.95						
	10.25	0.93						
	14.5	0.91						
	19.5	0.90						
Mjd 1101	30	0.85	120	< 10	< 5	< 1	21500	16000
	45	0.80						
	60	0.77						
	60	0.77						

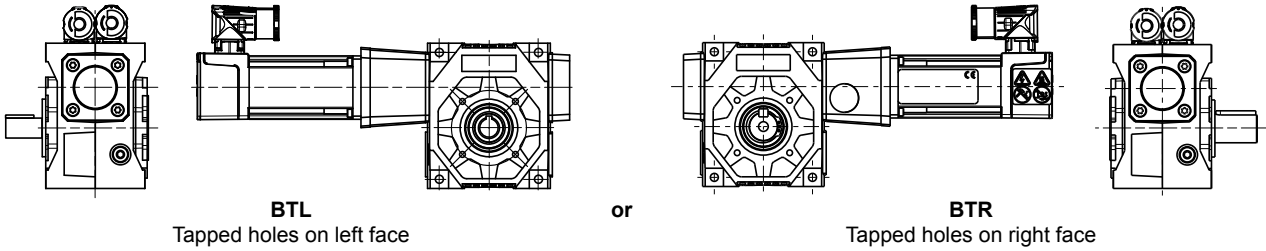
LOW BACKLASH

## Mjd Dynabloc Servo gearbox Mounting form - Operating position

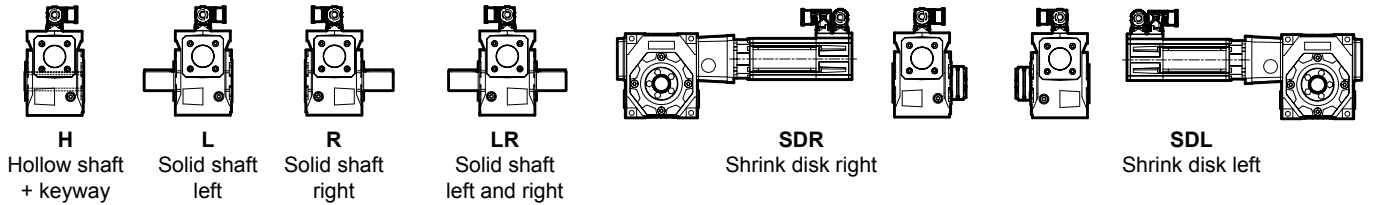
LOW BACKLASH

### Mounting form

Mounting with flange with tapped holes

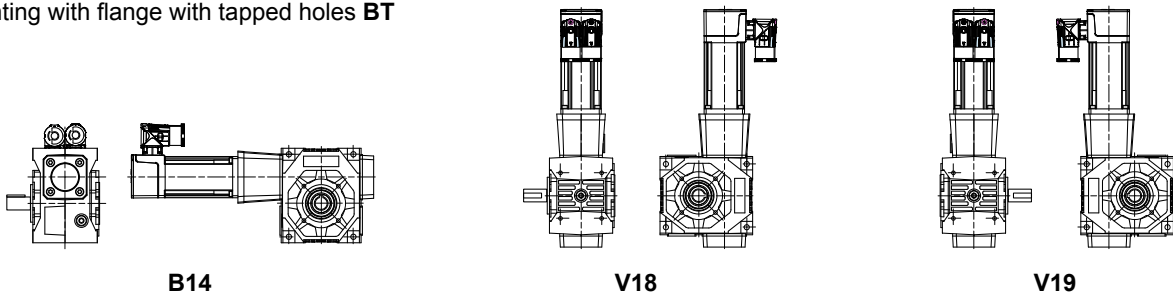


### Output shaft

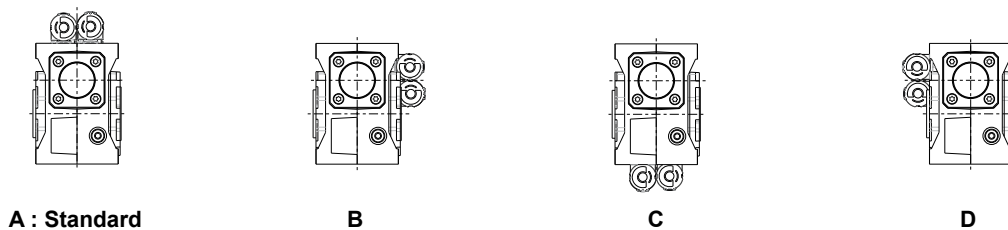


### Operating position

Mounting with flange with tapped holes **BT**



### Connector position



## Mjd Dynabloc Servo gearbox Ordering code information



**LOW BACKLASH**

<b>Mjd</b>	<b>1101</b>	<b>B14</b>	<b>BT</b>	<b>L</b>	<b>L</b>	<b>19.5</b>	<b>MEDIUM</b>	<b>MU-FF</b>
Gearbox type	Size 0351, 0451, 0551, 0631, 0751, 0901, 1101	Operating position B14, V18, V19	Mounting form BT	Mounting position L - R	Output shaft H, L, R, LR, SDL, SDR	Exact ratio 5.25 - 90	Backlash at output shaft BASIC - MEDIUM - EXPERT	Motor input type MU-FF

### Motor: Unimotor hd and fm

<b>089</b>	<b>UD</b>	<b>B</b>	<b>30</b>	<b>0</b>	<b>B</b>	<b>A</b>	<b>CA</b>	<b>A</b>	
Unimotor hd voltage UD = 400 V ED = 220 V	Unimotor fm voltage U3 = 400 V E3 = 220 V	Nominal speed* 30 = 3000 rpm 60 = 6000 rpm	Connection type* B = Power and Signal 90° rotatable (J = for Motor 142 UD)	Feedback device See Servo Drives and Motors technical catalogue	Inertia A = std B = High inertia (Unimotor fm only)	Unimotor hd 055, 067, 089, 115, 142	Stator length A, B, C, D, E	Brake 24 V 0 = Without brake 5 = Parking brake	Output shaft Size 055: A = With key Sizes 067 - 142: E = With half-key
Unimotor fm 075, 095, 115, 142									

\*For the full range of motor options, please refer to the Servo Drives and Motors Technical Catalogue

We reserve the right to modify the design, technical specifications and dimensions of the products shown in this document. The description cannot in any way be considered contractual.

**Mjd 0351  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**Mjd 0351  $M_{Red-S1}$  23 N.m max**

**LOW BACKLASH**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $I_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
055 UDA 30	0.70	2.88	0.14	0.174	5.2	577	3.3	5.38	13.8	2.25
				0.156	7.25	414	4.6	4.16	18.8	1.70
				0.150	10.25	293	6.3	3.17	26.0	1.31
				0.144	14.5	207	8.4	2.61	34.7	1.01
				0.142	19.5	154	10.9	2.01	44.9	0.78
				0.140	30	100	15.1	1.65	62.2	0.64
				0.139	45	67	20.5	1.22	84.2	0.47
055 UDB 30	1.05	4.72	0.25	0.174	5.2	577	5.0	3.58	22.6	1.37
				0.156	7.25	414	6.9	2.77	30.8	1.04
				0.150	10.25	293	9.5	2.11	42.6	0.80
				0.144	14.5	207	12.6	1.74	56.8	0.62
				0.142	19.5	154	16.4	1.34	73.6	0.48
055 UDC 30	1.48	6.60	0.36	0.174	5.2	577	7.1	2.54	31.6	0.98
				0.156	7.25	414	9.7	1.97	43.1	0.74
				0.150	10.25	293	13.3	1.50	59.5	0.57
				0.144	14.5	207	17.8	1.24	79.4	0.44
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	0.274	5.2	577	11.0	1.64	38.3	0.81
				0.256	7.25	414	15.0	1.27	52.2	0.61
				0.250	10.25	293	20.7	1.00	72.2	0.47
067 UD B 30	2.45	7.65	0.53	0.274	5.2	577	11.7	1.54	36.6	0.85
				0.256	7.25	414	16.0	1.19	49.9	0.64

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mjd 0451  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**Mjd 0451  $M_{Red-S1}$  61 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
055 UDA 30	0.70	2.88	0.14	0.350	5.2	577	3.4	12.11	13.9	5.03
				0.320	7.25	414	4.7	10.28	19.2	4.16
				0.250	10.25	293	6.5	8.12	26.9	3.16
				0.240	14.5	207	8.8	6.68	36.3	2.59
				0.200	19.5	154	11.7	4.69	48.3	1.82
				0.200	30	100	16.4	3.72	67.4	1.45
				0.182	45	67	22.7	2.60	93.3	1.01
				0.173	60	50	28.6	1.93	118	0.73
				0.146	90	33	37.2	1.35	153	0.50
055 UDB 30	1.05	4.72	0.25	0.350	5.2	577	5.1	8.07	22.8	3.07
				0.320	7.25	414	7.0	6.85	31.5	2.54
				0.250	10.25	293	9.8	5.41	44.0	1.93
				0.240	14.5	207	13.2	4.45	59.5	1.58
				0.200	19.5	154	17.6	3.12	79.2	1.11
				0.200	30	100	24.6	2.48	110	0.89
				0.182	45	67	34.0	1.73	153	0.61
				0.173	60	50	42.8	1.28	193	0.45
				0.146	90	33	57.2	0.93	253	0.31
055 UDC 30	1.48	6.6	0.36	0.350	5.2	577	7.2	5.73	31.9	2.19
				0.320	7.25	414	9.9	4.86	44.0	1.82
				0.250	10.25	293	13.8	3.84	61.6	1.38
				0.240	14.5	207	18.7	3.16	83.3	1.13
				0.200	19.5	154	24.8	2.22	111	0.80
				0.200	30	100	34.6	1.76	154	0.63
				0.182	45	67	48.0	1.23	214	0.44
				0.173	60	50	62.8	0.93	283	0.32
				0.146	90	33	84.2	0.68	373	0.23
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	0.274	5.2	577	11.0	1.64	38.3	0.81
				0.256	7.25	414	15.0	1.27	52.2	0.61
				0.350	10.25	293	21.5	2.47	74.6	1.14
				0.340	14.5	207	29.0	2.03	101	0.93
				0.300	19.5	154	38.6	1.43	134	0.66
				0.300	30	100	53.8	1.13	187	0.52
				0.274	45	67	74.0	0.81	253	0.38
067 UDB 30	2.45	7.65	0.53	0.450	5.2	577	11.8	3.46	37.0	1.89
				0.420	7.25	414	16.3	2.94	51.0	1.57
				0.350	10.25	293	22.9	2.32	71.4	1.19
				0.340	14.5	207	30.9	1.91	96.5	0.97
				0.300	19.5	154	41.1	1.34	128	0.69
				0.300	30	100	57.3	1.06	179	0.55
				0.274	45	67	78.0	0.78	244	0.41
067 UDC 30	3.50	11.10	0.75	0.450	5.2	577	16.9	2.42	53.7	1.30
				0.420	7.25	414	23.3	2.06	74.0	1.08
				0.350	10.25	293	32.6	1.62	104	0.82
				0.340	14.5	207	44.2	1.34	140	0.67
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	1.150	5.2	577	19.8	2.07	65.3	1.07
				1.120	7.25	414	27.3	1.76	90.0	0.89
				1.050	10.25	293	38.2	1.39	126	0.68
				1.040	14.5	207	51.7	1.14	170	0.55
089 UDB 30	4.85	16.50	1.61	1.150	5.2	577	23.5	1.75	79.8	0.88
				1.120	7.25	414	32.3	1.48	110	0.73
				1.050	10.25	293	45.2	1.17	154	0.55
089 UDC 30	6.90	24.00	2.34	1.150	5.2	577	33.4	1.23	116	0.60
				1.120	7.25	414	46.0	1.04	160	0.50
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	1.150	5.2	577	33.4	1.23	115	0.61
				1.120	7.25	414	46.0	1.04	160	0.50

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mjd 0551  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**Mjd 0551  $M_{Red-S1}$  94 N.m max**

**LOW BACKLASH**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $I_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	0.95	5.2	577	11.2	6.05	39.1	2.97
				0.73	7.25	414	15.3	4.82	53.4	2.34
				0.65	10.25	293	21.0	4.15	73.0	1.99
				0.58	14.5	207	29.0	2.83	101	1.32
				0.51	19.5	154	38.1	2.28	133	1.05
				0.54	30	100	53.8	1.75	187	0.79
				0.48	45	67	74.5	1.25	259	0.56
067 UD B 30	2.45	7.65	0.53	0.95	5.2	577	12.0	5.68	37.4	3.10
				0.73	7.25	414	16.3	4.53	51.0	2.45
				0.65	10.25	293	22.4	3.89	69.8	2.08
				0.58	14.5	207	30.9	2.65	96.5	1.38
				0.51	19.5	154	40.6	2.14	127	1.10
				0.54	30	100	57.3	1.64	179	0.83
				0.48	45	67	79.4	1.17	248	0.59
067 UD C 30	3.50	11.10	0.75	0.95	5.2	577	17.1	3.97	54.3	2.14
				0.73	7.25	414	23.3	3.17	74.0	1.69
				0.65	10.25	293	31.9	2.72	101	1.43
				0.58	14.5	207	44.2	1.86	140	0.95
				0.51	19.5	154	58.0	1.50	184	0.76
				0.54	30	100	81.9	1.15	260	0.57
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	1.65	5.2	577	20.0	3.39	66.0	1.76
				1.43	7.25	414	27.3	2.71	90.0	1.39
				1.35	10.25	293	37.4	2.33	123	1.18
				1.28	14.5	207	51.7	1.59	170	0.78
				1.21	19.5	154	68.0	1.28	224	0.62
				1.23	30	100	95.9	1.00	316	0.47
089 UD B 30	4.85	16.50	1.61	1.65	5.2	577	23.7	2.87	80.7	1.44
				1.43	7.25	414	32.3	2.29	110	1.14
				1.35	10.25	293	44.2	1.97	151	0.96
				1.28	14.5	207	61.2	1.34	208	0.64
				1.21	19.5	154	80.4	1.08	273	0.51
089 UD C 30	6.90	24.00	2.34	1.65	5.2	577	33.7	2.02	117	0.99
				1.43	7.25	414	46.0	1.61	160	0.78
				1.35	10.25	293	62.9	1.38	219	0.66
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	1.65	5.2	577	33.7	2.02	116	1.00
				1.43	7.25	414	46.0	1.61	158	0.79
				1.35	10.25	293	62.9	1.38	216	0.67

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mjd 0631  
Selection**

**Motor speed 3000 rpm**

**Mjd 0631  $M_{Red-S1}$  155 N.m max**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
075 U3 B 30	2.30	8.00	1.22 (option 1.61)	1.80	5.2	577	11.2	9.34	39.1	4.58
				1.10	7.25	414	15.5	6.64	53.9	3.23
				1.00	10.25	293	21.7	5.44	75.4	2.57
				0.89	14.5	207	29.7	4.31	103	2.01
				0.75	19.5	154	39.0	3.46	136	1.58
				0.79	30	100	55.2	2.81	192	1.28
				0.70	45	67	77.6	1.76	270	0.79
				0.67	60	50	98.0	1.37	341	0.60
067 UD B 30	2.45	7.65	0.53	1.80	5.20	577	12.0	8.77	37.4	4.79
				1.10	7.25	414	16.5	6.24	51.6	3.37
				1.00	10.25	293	23.1	5.11	72.1	2.69
				0.89	14.5	207	31.6	4.05	98.7	2.10
				0.75	19.5	154	41.6	3.25	129.8	1.66
				0.79	30	100	58.8	2.64	183.6	1.33
				0.70	45	67	82.7	1.66	258.2	0.83
				0.67	60	50	104.4	1.28	325.9	0.63
067 UD C 30	3.50	11.1	0.75	1.80	5.20	577	17.1	6.14	54.3	3.30
				1.10	7.25	414	23.6	4.36	74.8	2.32
				1.00	10.25	293	33.0	3.58	104.7	1.85
				0.89	14.5	207	45.2	2.83	143.2	1.45
				0.75	19.5	154	59.4	2.27	188.3	1.14
				0.79	30	100	84.0	1.85	266.4	0.92
				0.70	45	67	118.1	1.16	374.6	0.57
				0.67	60	50	152.2	0.92	482.7	0.44
095 U3 B 30	4.10	13.5	2.6 (option 4.5)	2.50	5.2	577	20.0	5.24	66.0	2.71
				1.80	1.25	414	27.6	3.73	91.0	1.91
				1.70	10.25	293	38.7	3.05	127	1.52
				1.59	14.5	207	52.9	2.42	174	1.19
				1.45	19.5	154	69.6	1.94	229	0.94
				1.49	30	100	98.4	1.58	324	0.76
				1.40	45	67	138	1.00	456	0.47
				1.30	60	50	187	0.76	600	0.35
089 UDB 30	4.85	16.5	1.61	2.50	5.20	577	23.7	4.43	80.7	2.22
				1.80	7.25	414	32.7	3.15	111.3	1.56
				1.70	10.25	293	45.7	2.58	155.6	1.25
				1.59	14.5	207	62.6	2.05	212.9	0.97
				1.45	19.5	154	82.3	1.64	279.9	0.77
				1.49	30	100	116.4	1.33	396.0	0.62
				1.40	45	67	150.5	1.02	512.1	0.48
				1.30	60	50	194.6	0.78	668.2	0.36
089 UD C 30	6.90	24.0	2.34	2.50	5.20	577	33.7	3.11	117.3	1.53
				1.80	7.25	414	46.5	2.21	161.8	1.08
				1.70	10.25	293	65.1	1.81	226.3	0.86
				1.59	14.5	207	89.0	1.44	309.7	0.67
				1.45	19.5	154	117.1	1.15	407.2	0.53
				1.40	30	100	151.2	0.86	504.7	0.41
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	4.60	5.2	577	34	3.11	116	1.55
				3.40	7.25	414	47	2.21	160	1.09
				3.10	10.25	293	65	1.81	223	0.87
				2.80	14.5	207	89	1.44	306	0.68
				2.40	19.5	154	117	1.15	402	0.53

**LOW BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mjd 0751  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**Mjd 0751  $M_{Red-S1}$  212 N.m max**

**LOW BACKLASH**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $i_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	4.60	5.2	577	20.0	8.68	66.0	4.49
				3.40	7.25	414	27.6	5.82	91.0	2.97
				3.10	10.25	293	38.7	4.35	127	2.11
				2.80	14.5	207	52.3	3.73	172	1.83
				2.40	19.5	154	69.6	2.79	229	1.35
				2.50	30	100	101	2.10	332	1.01
				2.30	45	67	137	1.55	450	0.74
				2.20	60	50	170	1.15	559	0.54
089 UD B 30	4.85	16.50	1.61	4.60	5.2	577	23.7	7.34	80.7	3.67
				3.40	7.25	414	32.7	4.92	111	2.43
				3.10	10.25	293	45.7	3.67	156	1.73
				2.80	14.5	207	61.9	3.15	211	1.50
				2.40	19.5	154	82.3	2.36	280	1.11
				2.50	30	100	119	1.78	406	0.82
089 UD C 30	6.90	24.00	2.34	4.60	5.2	577	34	5.16	117	2.52
				3.40	7.25	414	47	3.46	162	1.67
				3.10	10.25	293	65	2.58	226	1.19
				2.80	14.5	207	88	2.21	306	1.03
				2.40	19.5	154	117	1.66	407	0.76
				2.50	30	100	170	1.25	590	0.57
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	4.60	5.2	577	33.7	5.16	116	2.56
				3.40	7.25	414	46.5	3.46	160	1.69
				3.10	10.25	293	65.1	2.58	223	1.20
				2.80	14.5	207	88.0	2.21	302	1.04
				2.40	19.5	154	117	1.66	402	0.77
				2.50	30	100	170	1.25	583	0.57
115 UD C 30	10.50	43.80	6.39	5.50	5.2	577	51.3	3.39	214	1.38
				4.30	7.25	414	70.8	2.27	295	0.91
				4.00	10.25	293	99.0	1.70	413	0.65
				3.70	14.5	207	134	1.46	559	0.56
				3.30	19.5	154	178	1.09	743	0.42
115 U3 D 30	11.20	41.00	12.5 (option 17.1)	5.50	5.2	577	54.7	3.18	200	1.48
				4.30	7.25	414	75.5	2.13	276	0.98
				4.00	10.25	293	106	1.59	387	0.70
				3.70	14.5	207	143	1.36	523	0.60
				3.30	19.5	154	190	1.02	696	0.45
115 UDD 30	13.60	56.40	8.38	5.50	5.20	576.92	66	2.62	276	1.07
				4.30	7.25	413.79	92	1.76	380	0.71
				4.00	10.25	292.68	128	1.31	532	0.51
				3.70	14.50	206.90	174	1.12	720	0.44

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.



Mjd 0901 Selection

Motor speed 3000 rpm

Mjd 0901  $M_{Red-S1}$  385 N.m max

D+20 lead time (Ex Works) valid only for Low Backlash MEDIUM

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$	$k_{S1}$	$M_{acc\ red}$	$k_{acc}^*$
	$M_{n\ mot}$	$M_{peak\ mot}$	$J_{mot}$	$J_{red}$	$I_{exact}$	$n_2$				
	N.m	N.m	$10^{-4}$ kg.m <sup>2</sup>	$10^{-4}$ kg.m <sup>2</sup>		rpm	N.m		N.m	
095 U3 B 30	4.10	13.50	2.6 (option 4.5)	9.40	5.2	577	20.3	13.38	66.7	6.90
				6.90	7.25	414	28.2	10.84	93.0	5.27
				4.70	10.25	293	39.1	8.03	129	4.10
				4.10	14.5	207	53.5	5.87	176	2.86
				3.40	19.5	154	70.4	5.22	232	2.52
				3.50	30	100	101	3.59	332	1.72
				2.80	45	67	146	2.64	480	1.25
				2.60	60	50	185	1.97	608	0.92
089 UDB 30	4.85	16.50	1.61	9.40	5.2	577	24.0	11.31	81.5	5.64
				6.90	7.25	414	33.4	9.16	114	4.31
				4.70	10.25	293	46.2	6.79	157	3.36
				4.10	14.5	207	63.3	4.96	215	2.34
				3.40	19.5	154	83.2	4.41	283	2.06
				3.50	30	100	119	3.03	406	1.41
				2.80	45	67	172	2.23	587	1.02
				2.60	60	50	218	1.67	743	0.75
089 UDC 30	6.90	24.00	2.34	9.40	5.2	577	34.1	7.95	119	3.88
				6.90	7.25	414	47.5	6.44	165	2.96
				4.70	10.25	293	65.8	4.77	229	2.31
				4.10	14.5	207	90.0	3.49	313	1.61
				3.40	19.5	154	118	3.10	412	1.42
				3.50	30	100	170	2.13	590	0.97
				2.80	45	67	245	1.57	853	0.70
				2.60	60	50	311	1.17	1080	0.52
095 U3 D 30	6.90	23.70	4.83 (option 6.7)	9.40	5.2	577	34.1	7.95	117	3.93
				6.90	7.25	414	47.5	6.44	163	3.00
				4.70	10.25	293	65.8	4.77	226	2.34
				4.10	14.5	207	90.0	3.49	309	1.63
				3.40	19.5	154	118	3.10	407	1.44
				3.50	30	100	170	2.13	583	0.98
				2.80	45	67	245	1.57	843	0.71
				2.60	60	50	311	1.17	1067	0.52
115 UDC 30	10.50	43.80	6.39	10.30	5.2	577	51.9	5.22	216	2.13
				7.80	7.25	414	72.3	4.23	302	1.62
				5.60	10.25	293	100	3.14	418	1.26
				5.00	14.5	207	137	2.29	572	0.88
				4.30	19.5	154	180	2.04	752	0.78
				4.40	30	100	258	1.40	1077	0.53
				3.70	45	67	373	1.03	1557	0.38
				115 U3 D 30	11.20	41.00	12.5 (option 17.1)	10.30	5.2	577
7.80	7.25	414	77.1					3.97	282	1.74
5.60	10.25	293	107					2.94	391	1.35
5.00	14.5	207	146					2.15	535	0.94
4.30	19.5	154	192					1.91	704	0.83
4.40	30	100	276					1.31	1009	0.57
115 UDD 30	13.60	56.40	8.38	10.30	5.2	577	67.2	4.03	279	1.65
				7.80	7.25	414	93.7	3.27	388	1.26
				5.60	10.25	293	130	2.42	538	0.98
				5.00	14.5	207	177	1.77	736	0.68
				4.30	19.5	154	233	1.57	968	0.60
				4.40	30	100	335	1.08	1387	0.41

LOW BACKLASH

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mjd 1101  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  
valid only for Low Backlash MEDIUM

**Mjd 1101  $M_{Red-S1}$  688 N.m max**

**LOW BACKLASH**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $I_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
115 UDC 30	10.50	43.80	6.39	20.30	5.2	577	51.9	8.83	216	3.60
				14.80	7.25	414	72.3	6.75	302	2.64
				8.30	10.25	293	100	5.22	418	2.10
				8.10	14.5	207	139	3.75	578	1.44
				6.40	19.5	154	184	3.20	769	1.23
				5.30	30	100	268	2.57	1117	0.98
				5.10	45	67	378	1.76	1577	0.66
				4.80	60	50	485	1.21	2024	0.45
115 U3 D 30	11.20	41.00	12.5 (option 17.1)	20.30	5.2	577	55.3	8.28	203	3.85
				14.80	7.25	414	77.1	6.33	282	2.82
				8.30	10.25	293	107	4.89	391	2.25
				8.10	14.5	207	148	3.51	541	1.53
				6.40	19.5	154	197	3.00	720	1.31
				5.30	30	100	286	2.41	1046	1.05
				5.10	45	67	403	1.65	1476	0.70
				4.80	60	50	517	1.14	1894	0.48
115 UDD 30	13.60	56.40	8.38	20.30	5.2	577	67.2	6.82	279	2.80
				14.80	7.25	414	93.7	5.21	388	2.05
				8.30	10.25	293	130	4.03	538	1.63
				8.10	14.5	207	179	2.89	744	1.12
				6.40	19.5	154	239	2.47	990	0.95
				5.30	30	100	347	1.98	1438	0.76
				5.10	45	67	490	1.36	2030	0.51
142 U3 E 30	18.20	75.00	36.9 (option 49.8)	23.90	5.2	577	89.9	5.09	371	2.10
				18.40	7.25	414	125	3.89	517	1.54
				11.90	10.25	293	173	3.01	715	1.23
				11.70	14.5	207	240	2.16	990	0.84
				10.00	19.5	154	319	1.84	1316	0.72
				8.90	30	100	464	1.48	1913	0.58
				8.70	45	67	655	1.01	2700	0.38
				23.90	5.2	577	90.9	5.04	370	2.11
142 UDC 30	18.40	74.90	17.0	18.40	7.25	414	127	3.85	516	1.54
				11.90	10.25	293	175	2.98	714	1.23
				11.70	14.5	207	243	2.14	988	0.84
				10.00	19.5	154	323	1.82	1314	0.72
				8.90	30	100	469	1.47	1910	0.58
				8.70	45	67	662	1.00	2696	0.38
				23.90	5.2	577	114	4.03	563	1.38
				142 UDE 30	23.00	114.00	27.2	18.40	7.25	414
11.90	10.25	293	219					2.38	1087	0.81
11.70	14.5	207	303					1.71	1504	0.55
10.00	19.5	154	404					1.46	2001	0.47
8.90	30	100	587					1.17	2907	0.38
8.70	45	67	862					0.82	4000	0.27

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

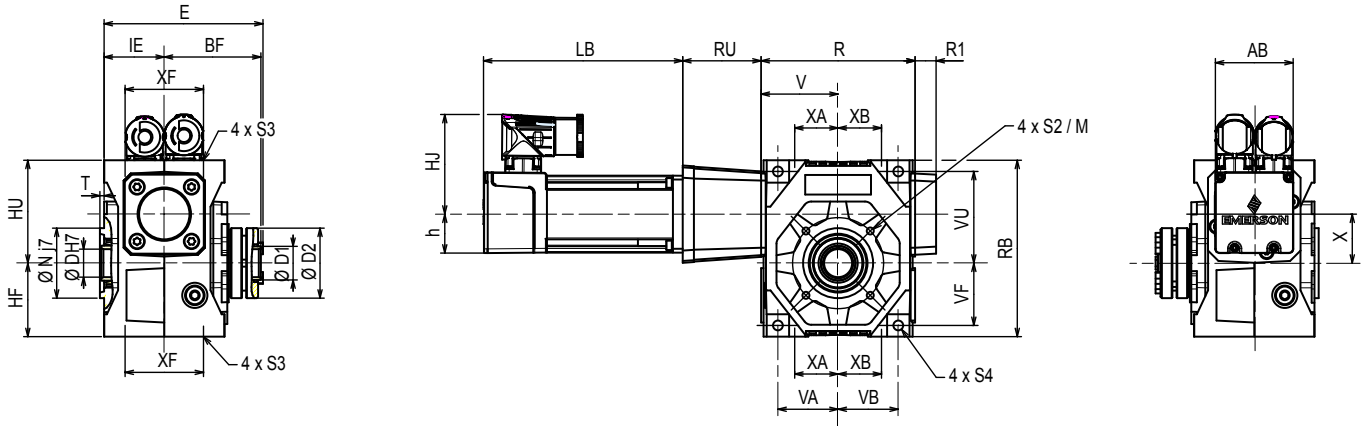
# Mjd Dynabloc Servo gearbox

## Tapped holes form BTL - Shrink disk to the right SDR

### Dimensions

#### Mjd 0351 to Mjd 1101 - Universal mounting MU-FF

Dimensions in mm



LOW BACKLASH

Gearbox type	Gearbox																				Weight kg	
	HF	HU	IE	M	N	R	R1 <sup>1</sup>	RB	S2 <sup>2</sup>	S3	S4 <sup>3</sup>	T	V	VA	VB	VF	VU	X	XA	XB		XF
Mjd 0351	52.5	73.5	43	65	50	110	15	126	M6	M6	7	3	55	43	43	44.5	65.5	35	31	31	58	3.4
Mjd 0451	62	91	50	85	70	125	16	153	M8	M8	9	3	67.5	54	54	53	82	45	40.5	40.5	68	6.2
Mjd 0551	71	104	56	100	80	150	16	175	M8	M8	9	3.5	75	60	60	61	94	55	45	45	78	8.5
Mjd 0631	78	119	63.5	115	95	168	17	197	M10	M10	11	3.5	84	67	67	66	107	63	49	49	91	13.9
Mjd 0751	94	138	74	130	110	208	20	232	M10	M10	11	4	104	86	86	82	126	75	68	68	110	20.5
Mjd 0901	106	158	85	165	130	229	22	264	M12	M12	13	4	114.5	93	93	91	143	90	70.5	70.5	115	32.5
Mjd 1101	123	183	91	200	165	264	20	306	M12	M12	13	5	132	110	110	108	168	110	87.5	87.5	140	46.5

1. Maximum length (EXPERT version only)
2. Mjd 1101 with 8 tapped holes
3. Through holes

Type	Shaft and shrink disk				
	BF	D	D1	D2	E
Mjd 0351	69	20	24	50	114
Mjd 0451	78	25	30	60	130
Mjd 0551	87	30	36	72	145
Mjd 0631	96.5	35	44	80	162
Mjd 0751	110	40	50	90	186
Mjd 0901	124	50	68	115	211
Mjd 1101	133	60	80	145	226

Motor type		Unimotor						
		Without brake		With brake		AB	HJ	h
		LB	Weight kg	LB	Weight kg			
Unimotor hd	055 UD A	118	1.2	158	1.6	55	72	27.5
	055 UD B	142	1.5	182	1.9	55	72	27.5
	055 UD C	166	1.8	206	2.2	55	72	27.5
	067 UD B	173	2.6	208	3.3	70	77	35
	067UD C	203	3.2	238	3.9	70	77	35
	089 UD B	191	4.4	231	5.4	91	85	45.5
	089 UD C	221	5.5	261	6.5	91	85	45.5
	115 UD C	237	8.9	274	10.4	116	99	58
	115 UD D	267	10.7	304	12.2	116	99	58
	142 UD C	217	11.5	283	14.3	142	113	71
Unimotor fm	142 UD E	277	18.5	343	21.3	142	113	71
	075 U3 B	239	3.7	269	4.2	75	89	37.5
	095 U3 B	257	5.8	287	6.4	90	94	45
	095 U3 D	317	8.2	347	8.8	90	94	45
	115 U3 D	337	12.6	367	13.8	115	99	57.5
	142 U3 E	313	20.7	373	22.5	142	113	71

	Gearbox type						
	Mjd						
	0351	0451	0551	0631	0751	0901	1101
	RU						
	56	68	-	-	-	-	-
	56	68	-	-	-	-	-
	56	68	-	-	-	-	-
	-	68	71	76	-	-	-
	-	68	71	76	-	-	-
	-	78	81	82	87	91	-
	-	78	81	82	87	91	-
	-	-	-	-	97	101	107
	-	-	-	-	97	101	107
	-	-	-	-	-	-	107
	-	-	-	-	-	-	107
	-	68	71	76	-	-	-
	-	78	81	82	87	91	-
	-	78	81	82	87	91	-
	-	-	-	-	97	101	107
	-	-	-	-	-	-	107

Max. length depending on the feedback

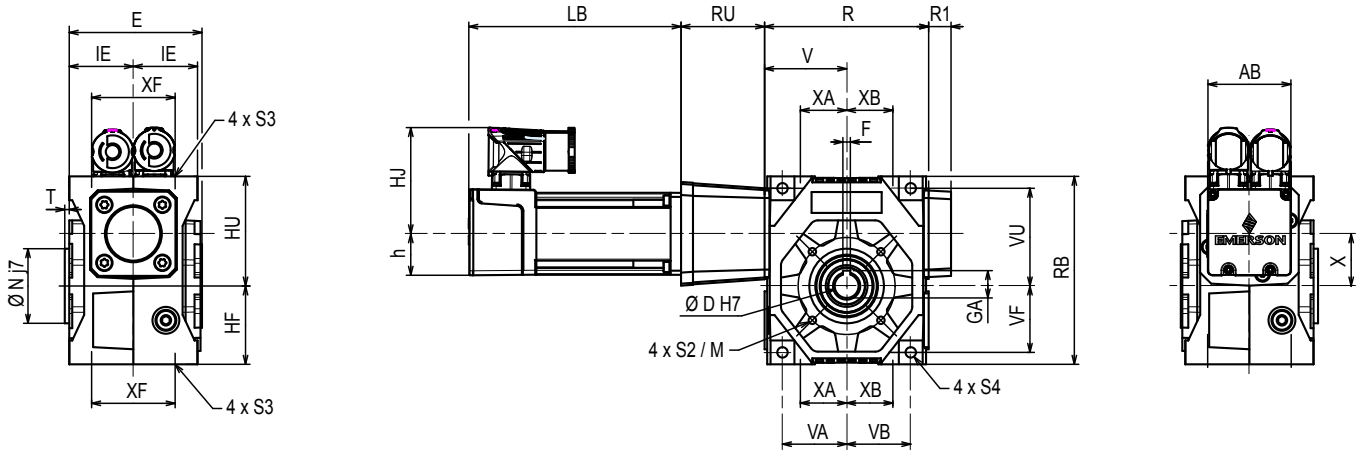
# Mjd Dynabloc Servo gearbox

## Tapped holes form BTL - Hollow shaft H

### Dimensions

Mjd 0351 to Mjd 1101 - Universal mounting MU-FF

Dimensions in mm



LOW BACKLASH

Gearbox type	Gearbox																				Weight kg	
	HF	HU	IE	M	N	R	R1 <sup>1</sup>	RB	S2 <sup>2</sup>	S3	S4 <sup>3</sup>	T	V	VA	VB	VF	VU	X	XA	XB		XF
Mjd 0351	52.5	73.5	43	65	50	110	15	126	M6	M6	7	3	55	43	43	44.5	65.5	35	31	31	58	3.4
Mjd 0451	62	91	50	85	70	125	16	153	M8	M8	9	3	67.5	54	54	53	82	45	40.5	40.5	68	6.2
Mjd 0551	71	104	56	100	80	150	16	175	M8	M8	9	3.5	75	60	60	61	94	55	45	45	78	8.5
Mjd 0631	78	119	63.5	115	95	168	17	197	M10	M10	11	3.5	84	67	67	66	107	63	49	49	91	13.9
Mjd 0751	94	138	74	130	110	208	20	232	M10	M10	11	4	104	86	86	82	126	75	68	68	110	20.5
Mjd 0901	106	158	85	165	130	229	22	264	M12	M12	13	4	114.5	93	93	91	143	90	70.5	70.5	130	32.5
Mjd 1101	123	183	91	200	165	264	20	306	M12	M12	13	5	132	110	110	108	168	110	87.5	87.5	140	46.5

1. Maximum length (EXPERT version only)
2. Mjd 1101 with 8 tapped holes
3. Through holes

Type	Hollow shaft			
	D	GA	F	E
Mjd 0351	16	18.3	5	90
Mjd 0451	25	28.3	8	104
Mjd 0551	30	33.3	8	116
Mjd 0631	35	38.3	10	131
Mjd 0751	40	43.3	12	152
Mjd 0901	50	53.8	14	174
Mjd 1101	60	64.4	18	186

Motor type		Unimotor						
		Without brake		With brake		AB	HJ	h
		LB	Weight kg	LB	Weight kg			
Unimotor hd	055 UD A	118	1.2	158	1.6	55	72	27.5
	055 UD B	142	1.5	182	1.9	55	72	27.5
	055 UD C	166	1.8	206	2.2	55	72	27.5
	067 UD B	173	2.6	208	3.3	70	77	35
	067 UD C	203	3.2	238	3.9	70	77	35
	089 UD B	191	4.4	231	5.4	91	85	45.5
	089 UD C	221	5.5	261	6.5	91	85	45.5
	115 UD C	237	8.9	274	10.4	116	99	58
	115 UD D	267	10.7	304	12.2	116	99	58
	142 UD C	217	11.5	283	14.3	142	113	71
Unimotor fm	142 UD E	277	18.5	343	21.3	142	113	71
	075 U3 B	239	3.7	269	4.2	75	89	37.5
	095 U3 B	257	5.8	287	6.4	90	94	45
	095 U3 D	317	8.2	347	8.8	90	94	45
	115 U3 D	337	12.6	367	13.8	115	99	57.5
	142 U3 E	313	20.7	373	22.5	142	113	71

Motor type	Gearbox type						
	Mjd						
	0351	0451	0551	0631	0751	0901	1101
Unimotor hd	RU						
	56	68	-	-	-	-	-
	56	68	-	-	-	-	-
	56	68	-	-	-	-	-
	-	68	71	76	-	-	-
	-	68	71	76	-	-	-
	-	78	81	82	87	91	-
	-	78	81	82	87	91	-
	-	-	-	-	97	101	107
	-	-	-	-	97	101	107
Unimotor fm	RU						
	-	68	71	76	-	-	-
	-	78	81	82	87	91	-
	-	78	81	82	87	91	-
	-	-	-	-	97	101	107
	-	-	-	-	97	101	107
	-	-	-	-	-	-	107
	-	-	-	-	-	-	107
	-	-	-	-	-	-	107
	-	-	-	-	-	-	107

Max. length depending on the feedback

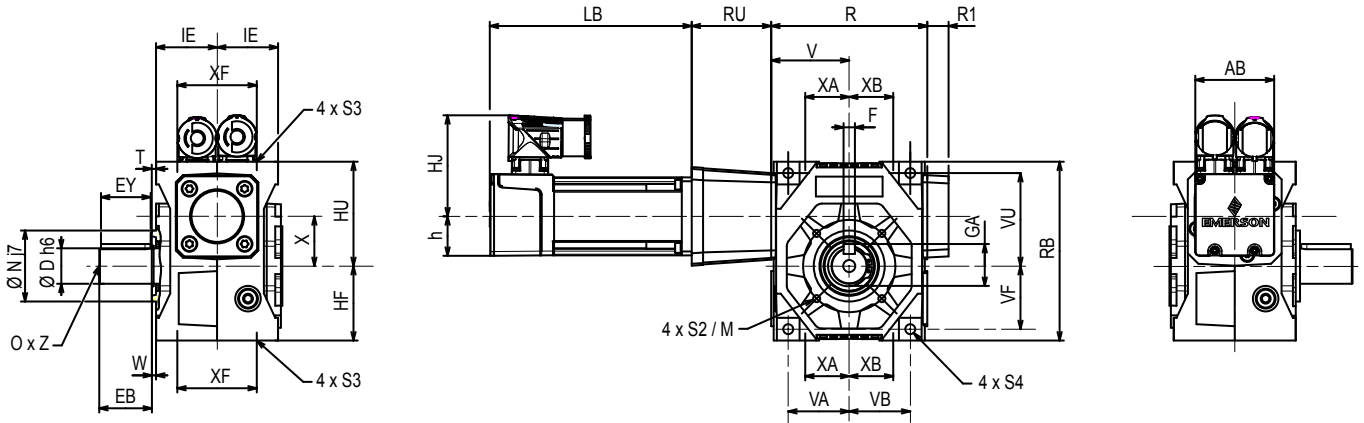
# Mjd Dynabloc Servo gearbox

## Tapped holes form BTL - Solid shaft to the left L

### Dimensions

Mjd 0351 to Mjd 1101 - Universal mounting MU-FF

Dimensions in mm



LOW BACKLASH

Gearbox type	Gearbox																				Weight kg		
	HF	HU	IE	M	N	R	R1 <sup>1</sup>	RB	S2 <sup>2</sup>	S3	S4 <sup>3</sup>	T	V	VA	VB	VF	VU	X	XA	XB	XF	Shaft L or R	Shaft LR
	Mjd 0351	52.5	73.5	43	65	50	110	15	126	M6	M6	7	3	55	43	43	44.5	65.5	35	31	31		
Mjd 0451	62	91	50	85	70	125	16	153	M8	M8	9	3	67.5	54	54	53	82	45	40.5	40.5	68	6.8	7.0
Mjd 0551	71	104	56	100	80	150	16	175	M8	M8	9	3.5	75	60	60	61	94	55	45	45	78	9.2	9.5
Mjd 0631	78	119	63.5	115	95	168	17	197	M10	M10	11	3.5	84	67	67	66	107	63	49	49	91	15.2	15.8
Mjd 0751	94	138	74	130	110	208	20	232	M10	M10	11	4	104	86	86	82	126	75	68	68	110	22.2	23.0
Mjd 0901	106	158	85	165	130	229	22	264	M12	M12	13	4	114.5	93	93	91	143	90	70.5	70.5	130	35.1	36.1
Mjd 1101	123	183	91	200	165	264	20	306	M12	M12	13	5	132	110	110	108	168	110	87.5	87.5	140	50.3	52.3

1. Maximum length (EXPERT version only)
2. Mjd 1101 with 8 tapped holes
3. Through holes

Type	Solid output shaft							
	D	EB	EY	W	GA	F	O	Z
Mjd 0351	25	38	35	2	28	8	M10	22
Mjd 0451	35	55	50	2	38	10	M12	28
Mjd 0551	40	60	55	2	43	12	M16	36
Mjd 0631	45	70	65	2	48.5	14	M16	36
Mjd 0751	50	75	70	2	53.5	14	M16	36
Mjd 0901	65	100	95.5	2	69	18	M20	42
Mjd 1101	75	115	110	2	79.5	20	M20	42

Motor type		Unimotor						
		Without brake		With brake		AB	HJ	h
		LB	Weight kg	LB	Weight kg			
Unimotor hd	055 UD A	118	1.2	158	1.6	55	72	27.5
	055 UD B	142	1.5	182	1.9	55	72	27.5
	055 UD C	166	1.8	206	2.2	55	72	27.5
	067 UD B	173	2.6	208	3.3	70	77	35
	067 UD C	203	3.2	238	3.9	70	77	35
	089 UD B	191	4.4	231	5.4	91	85	45.5
	089 UD C	221	5.5	261	6.5	91	85	45.5
	115 UD C	237	8.9	274	10.4	116	99	58
	115 UD D	267	10.7	304	12.2	116	99	58
	142 UD C	217	11.5	283	14.3	142	113	71
Unimotor fm	142 UD E	277	18.5	343	21.3	142	113	71
	075 U3 B	239	3.7	269	4.2	75	89	37.5
	095 U3 B	257	5.8	287	6.4	90	94	45
	095 U3 D	317	8.2	347	8.8	90	94	45
	115 U3 D	337	12.6	367	13.8	115	99	57.5
	142 U3 E	313	20.7	373	22.5	142	113	71

	Gearbox type						
	Mjd						
	0351	0451	0551	0631	0751	0901	1101
	RU						
	56	68	-	-	-	-	-
	56	68	-	-	-	-	-
	56	68	-	-	-	-	-
	-	68	71	76	-	-	-
	-	68	71	76	-	-	-
	-	78	81	82	87	91	-
	-	78	81	82	87	91	-
	-	-	-	-	97	101	107
	-	-	-	-	97	101	107
	-	-	-	-	-	-	107
	-	68	71	76	-	-	-
	-	78	81	82	87	91	-
	-	78	81	82	87	91	-
	-	-	-	-	97	101	107
	-	-	-	-	-	-	107

Max. length depending on the feedback

## Cb Dynabloc Servo gearbox

### In-line output shaft

### General

#### Cb Dynabloc

- A high efficiency solution for standard backlash applications



- High efficiency
- Compact size
- Rugged design
- Integrated mounting
- Unimotor fm

Cb Dynabloc servo gearboxes are designed to reduce the speed and increase the torque of servo motors and to optimize the ratio of inertia between the driven load and the motor.

Cb Dynabloc gearboxes provide a high-efficiency solution for applications requiring standard backlash. The helical gearboxes are compact and robust thanks to their rugged design and integrated servo motor mounting.

Cb Dynabloc gearboxes are fitted with Unimotor fm motors, making them ideal for continuous duty applications with high inertia loads. Standard motor speed for D+20 lead time is 3000 rpm.

STD BACKLASH

Description	
Range	5 sizes from 3031 to 3433
Gearbox ratio	Ratios from 3 to 104
Nominal torque	Up to 1590 N.m
Backlash	STANDARD: 10 to 30 min, depending on sizes and ratio
Lubrication	Supplied with ISO VG220 mineral oil, depending on operating position
Efficiency	~ 95 %
Output shaft	Solid shaft + key Tolerance of diameters in accordance with NFE22-051 and ISO R 775 Key ISO R 773
Unimotor fm	Nominal speed 3000 rpm Connectors rotatable by 90° Incremental or absolute encoder Motor with or without brake Integrated mounting
Finish	Painted (RAL 9005 black) (Except Cb30: unpainted aluminium)

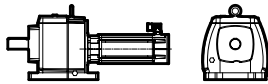
## Cb Dynabloc Servo gearbox Technical characteristics

Gearbox type	Exact ratio	Efficiency	Angular backlash	Max. radial load $F_r$ at E/2	Max. axial load $F_a$
			arcmin		
			STANDARD		
Cb 3031	3.24	0.95	22	884	442
	5.17		20	1115	558
	7.38		15	3011	1506
Cb 3032	10.20	0.95	15	3111	1556
	12.20		15	2990	1495
	15.40		14	2738	1369
	20.20		14	4029	2015
	25.60		14	4602	2301
	32.50		13	4982	2746
	40.30		13	5409	
Cb 3131	3.25	0.95	17	1146	573
	4.92		15	1251	626
	7.17		15	1365	683
Cb 3133	4.99	0.95	21	3474	1737
	7.19		16	3750	1875
	9.67		16	4012	2006
	12.40		16	4556	2278
	16.00		15	5001	2501
	20.20		15	5449	2725
	24.40		15	6055	3028
	30.60		15	6598	3299
	38.80		15	7206	3603
	49.10		15	7293	3647
Cb 3231	65.30	0.95	17	7293	3647
	3.09		13	1553	777
	4.88		12	1787	894
Cb 3233	6.92	0.95	11	1976	988
	4.88		16	4821	2411
	6.96		15	5178	2589
	9.62		12	5690	2845
	12.00		12	5890	2945
	15.80		12	6068	3034
	19.20		12	6835	3418
	24.20		11	7713	3857
	25.40		11	7850	3925
	30.30		11	7977	3989
	39.10		11	8360	4180
	39.20		11	8769	4385
	50.20		11	10694	5347
	64.20		13	10840	5420
	77.90		13	11765	5883
Cb 3331	98.20	0.95	13	12583	6292
	3.16		11	2943	1472
	4.87		10	3382	1691
Cb 3333	7.08	0.95	10	3807	1904
	5.06		15	9252	4626
	7.09		15	9956	4978
	9.95		14	12165	6083
	9.98		11	10884	5442
	12.50		14	13597	6799
	12.70		11	11318	5659
	16.10		11	12339	6170
	19.60		11	13781	6891
	24.60		10	15371	7686
	24.70		10	15640	7820
	30.20		10	16041	8021
	39.40		10	17909	8955
	48.70		10	23656	9891
	66.10		11	21926	10963
Cb 3431	80.90	0.95	11	23656	11828
	101.00		11	26032	13016
	3.18		9	4525	2263
	5.13		8	5339	2670
	6.83		8	5859	2930
	6.86		11	10690	5345
	9.67		9	10404	5202
	12.20		8	11346	5673
	13.00		8	12140	6070
	15.80		8	12600	6300
Cb 3433	16.20	0.95	8	13555	6777
	19.80		8	14540	7270
	25.50		8	16012	8006
	31.90		8	17460	8730
	38.20		8	19672	9836
	49.60		9	21220	10610
	50.30		8	22332	11166
	63.90		9	24915	12458
	80.10		9	26018	13009
	104.00		9	28556	14278

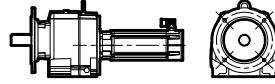
STD BACKLASH

## Cb Dynabloc Servo gearbox Mounting form - Operating positions

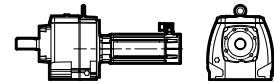
### Mounting form



**S**  
Foot



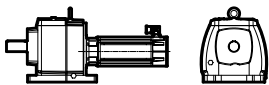
**BS-BD**  
Flange



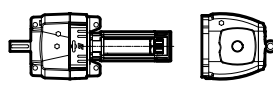
**BT**  
Tapped holes

### Operating positions

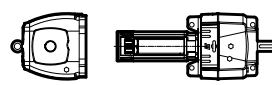
#### Foot form



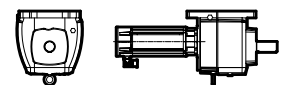
**B3**



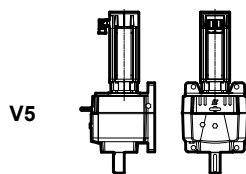
**B6**



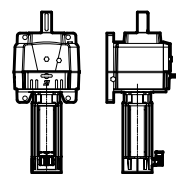
**B7**



**B8**

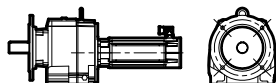


**V5**

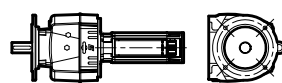


**V6**

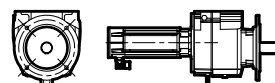
#### Flange form



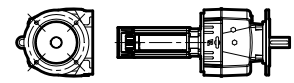
**B5**



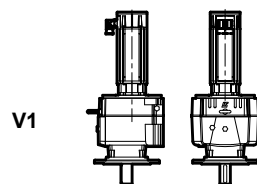
**B52**



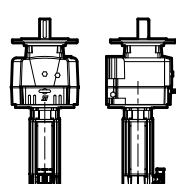
**B53**



**B54**

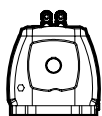


**V1**

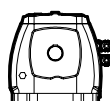


**V3**

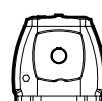
### Connector positions



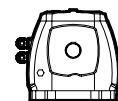
**A : STANDARD**



**B**



**C**

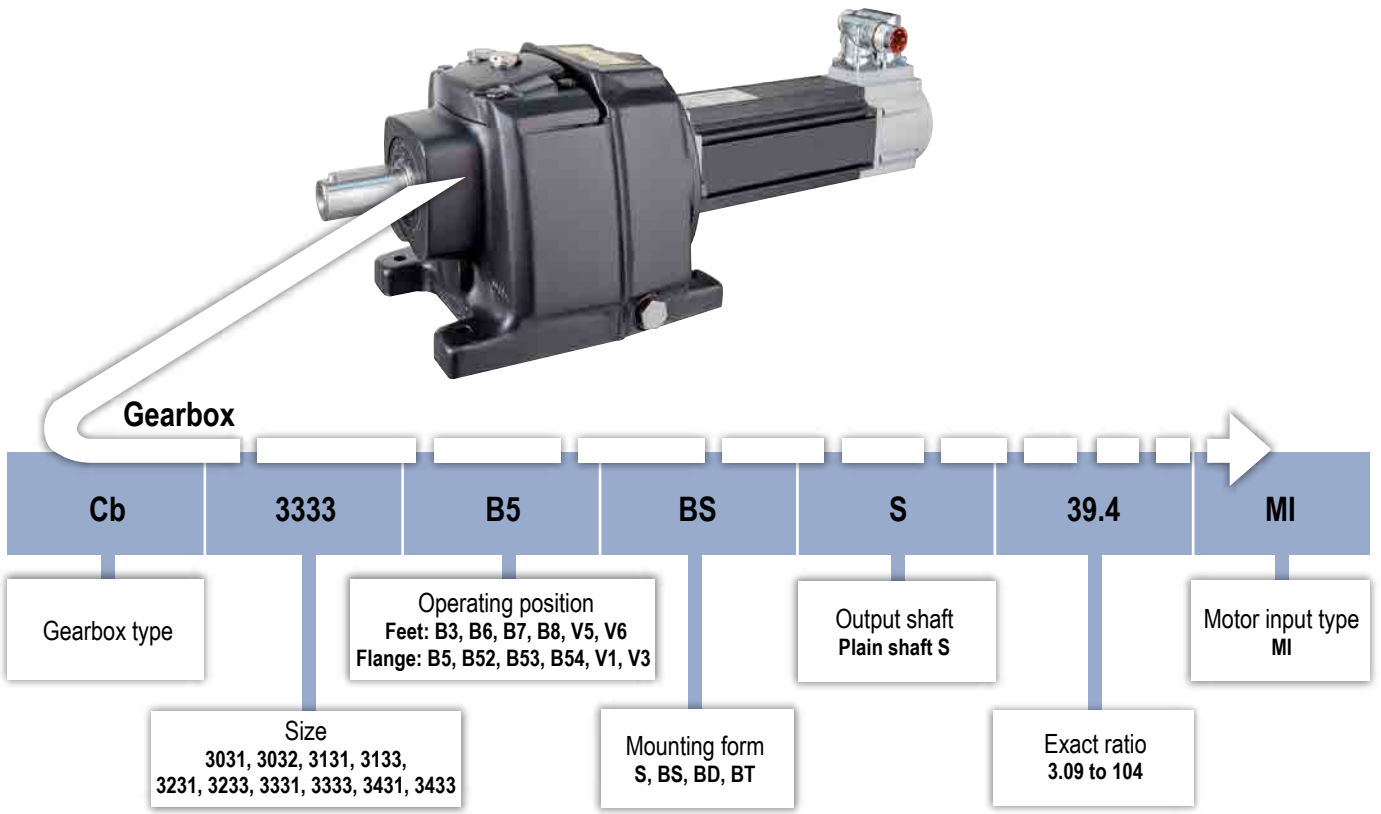


**D**

**STD BACKLASH**

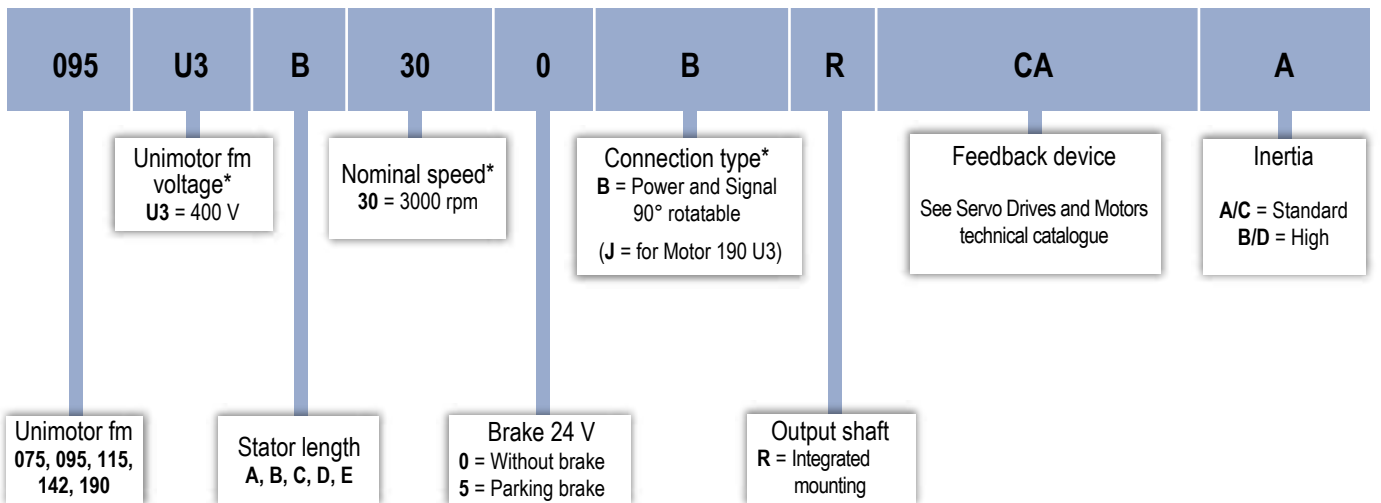


## Cb Dynabloc Servo gearbox Ordering code information



**STD BACKLASH**

### Motor: Unimotor fm



\*For the full range of motor options, please refer to the Servo Drives and Motors Technical Catalogue

We reserve the right to modify the design, technical specifications and dimensions of the products shown in this document. The description cannot in any way be considered contractual.

**Cb 3031 - Cb 3032 - Cb 3131**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Cb 3031  $M_{Red-S1}$  16 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
075 U3 B 30	2.3	7	1.22	0.07	3.24	926	7.2	2.21	22.0	1.82
				0.04	5.17	580	11.5	1.39	35.1	1.14
095 U3 B 30	4.1	13.5	2.6	0.07	3.24	926	12.9	1.24	42.4	0.94

**Cb 3032  $M_{Red-S1}$  90 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
075 U3 B 30	2.3	7	1.22	0.19	10.20	294	22.1	3.87	67.2	3.18
				0.15	12.20	246	26.4	3.25	80.4	2.67
				0.11	15.40	195	33.3	2.60	101.4	2.14
				0.07	20.20	149	43.7	2.00	133.0	1.64
				0.05	25.60	117	55.4	1.59	168.6	1.30
				0.03	32.50	92	70.3	1.26	214.1	1.03
				0.02	40.30	74	87.2	1.02	265.4	0.84
095 U3 B 30	4.1	13.5	2.6	0.29	7.38	407	28.5	2.95	93.7	2.24
				0.19	10.20	294	39.3	2.17	129.6	1.65
				0.15	12.20	246	47.1	1.83	155.0	1.39
				0.11	15.40	195	59.4	1.46	195.6	1.11
				0.07	20.20	149	77.9	1.12	256.6	0.85

**Cb 3131  $M_{Red-S1}$  50 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
075 U3 B 30	2	7	1.22	0.14	4.92	610	11.0	4.56	33.4	3.74
				0.08	7.17	418	16.0	3.13	48.7	2.57
095 U3 B 30	4	14	2.6	0.26	3.25	923	12.9	3.87	42.6	2.94
				0.14	4.92	610	19.6	2.56	64.4	1.94
115 U3 B 30	7	22	7.7	0.26	3.25	923	21.1	2.37	70.0	1.79
				0.14	4.92	610	32.0	1.56	105.9	1.18
115 U3 D 30	11.2	41	12.5	0.26	3.25	923	35.3	1.42	129.3	0.97

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**STD BACKLASH**

**Cb 3133 - Cb 3231**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Cb 3133  $M_{Red-S1}$  200 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
075 U3 B 30	2.3	7	1.22	0.29	15.80	190	33.2	4.26	100.9	3.50
				0.29	20.20	149	42.4	4.40	129.1	3.61
				0.22	24.40	123	51.2	3.86	155.9	3.17
				0.15	30.60	98	64.2	3.10	195.5	2.54
				0.11	38.80	77	81.4	2.46	247.9	2.02
				0.07	49.10	61	103.1	1.95	313.7	1.60
				0.36	65.30	46	137.1	1.00	417.2	0.82
095 U3 B 30	4.1	13.5	2.6	1.2	7.19	417	26.9	4.90	88.6	3.72
				0.33	10.40	288	38.9	3.63	128.1	2.76
				0.56	12.40	242	46.4	3.43	152.8	2.61
				0.4	16.00	188	59.9	2.89	197.1	2.20
				0.29	20.20	149	75.6	2.47	248.9	1.87
				0.22	24.40	123	91.3	2.16	300.6	1.64
				0.15	30.60	98	114.5	1.74	377.0	1.32
				0.11	38.80	77	145.2	1.38	478.1	1.05
115 U3 B 30	6.7	22.2	7.7	0.99	4.99	601	30.5	3.39	101.1	2.56
				1.2	7.19	417	44.0	3.00	145.7	2.26
				0.8	9.67	310	59.1	2.48	195.9	1.87
				0.56	12.40	242	75.8	2.10	251.2	1.58
				0.4	16.00	188	97.8	1.77	324.2	1.34
				0.29	20.20	149	123.5	1.51	409.3	1.14
				0.22	24.40	123	149.2	1.32	494.4	1.00
				0.15	30.60	98	187.1	1.06	620.0	0.80
115 U3 D 30	11.2	41	12.5	0.99	4.99	601	51.0	2.03	186.7	1.39
				1.2	7.19	417	73.5	1.79	269.0	1.22
				0.8	9.67	310	98.8	1.48	361.8	1.01
				0.56	12.40	242	126.8	1.26	464.0	0.86
				0.4	16.00	188	163.6	1.06	598.7	0.72

**STD BACKLASH**

**Cb 3231  $M_{Red-S1}$  80 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
095 U3 B 30	4.1	13.5	2.6	0.56	4.88	615	19.4	4.12	63.9	3.13
				0.33	6.92	434	27.5	2.91	90.6	2.21
115 U3 B 30	6.7	22.2	7.7	1.05	3.09	971	20.1	3.98	66.5	3.01
				0.56	4.88	615	31.7	2.52	105.1	1.90
115 U3 D 30	11.2	41	12.5	0.33	6.92	434	45.0	1.78	149.0	1.34
				1.05	3.09	971	33.6	2.38	122.9	1.63
142 U3 E 30	18.2	75	36.9	0.56	4.88	615	53.0	1.51	194.1	1.03
				1.05	3.09	971	54.6	1.47	224.8	0.89

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Cb 3233  
Selection**

**Motor speed 3000 rpm**

**Cb 3233  $M_{Red-S1}$  455 N.m max**

D+20 lead time (Ex Works)

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm				
075 U3 B 30	2.3	7	1.22	0.28	25.40	118	53.3	4.68	162.3	3.84
				0.28	50.20	60	105.4	4.27	320.7	3.51
				1.39	64.20	47	134.8	3.36	410.2	2.76
				1.08	77.90	39	163.5	2.78	497.7	2.28
				0.79	98.20	31	206.1	2.21	627.4	1.82
095 U3 B 30	4.1	13.5	2.6	0.86	15.40	195	57.6	4.33	189.7	3.29
				0.86	19.90	151	74.5	3.35	245.2	2.54
				0.86	24.20	124	90.6	4.38	298.2	3.33
				0.62	30.30	99	113.4	3.76	373.3	2.85
				0.41	39.20	77	146.7	3.05	483.0	2.31
				0.28	50.20	60	187.8	2.40	618.5	1.82
				1.39	64.20	47	240.2	1.88	791.0	1.43
				1.08	77.90	39	291.5	1.56	959.8	1.18
				0.79	98.20	31	367.5	1.24	1209.9	0.94
115 U3 B 30	6.7	22.2	7.7	1.39	9.72	309	59.4	4.20	196.9	3.17
				2.21	12.00	250	73.4	4.30	243.1	3.24
				1.54	15.80	190	96.6	3.58	320.1	2.70
				1.18	19.20	156	117.4	3.13	389.0	2.37
				0.86	24.20	124	148.0	2.68	490.3	2.02
				0.62	30.30	99	185.3	2.30	613.9	1.73
				0.41	39.20	77	239.7	1.87	794.2	1.41
				1.95	48.90	61	299.0	1.50	990.8	1.13
				1.39	64.20	47	392.6	1.15	1300.8	0.87
115 U3 D 30	11.2	41	12.5	3.77	4.88	615	49.9	4.66	182.6	3.18
				2.26	6.96	431	71.1	3.51	260.4	2.39
				1.39	9.62	312	98.3	2.97	360.0	2.03
				2.21	12.00	250	122.7	2.57	449.0	1.76
				1.54	15.80	190	161.5	2.14	591.2	1.46
				1.18	19.20	156	196.3	1.88	718.5	1.28
				0.86	24.20	124	247.4	1.60	905.6	1.10
				0.62	30.30	99	309.7	1.38	1133.8	0.94
				0.62	39.10	77	399.7	1.12	1463.1	0.76
142 U3 E 30	18.2	75	36.9	3.77	4.88	615	81.1	2.87	334.0	1.74
				2.26	6.96	431	115.6	2.16	476.4	1.31
				1.39	9.62	312	159.8	1.83	658.5	1.11
				2.21	12.00	250	199.3	1.58	821.4	0.96
				1.54	15.80	190	262.4	1.32	1081.5	0.80
190 U3 D 30	33.2	133.5	86.8	1.18	19.20	156	318.9	1.15	1314.2	0.70
				3.77	4.88	615	147.9	1.57	594.6	0.98
				2.26	6.96	431	210.9	1.18	848.0	0.74
				1.39	9.62	312	291.5	1.00	1172.1	0.62

**STD BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Cb 3331**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Cb 3331  $M_{Red-S1}$  150 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
115 U3 B 30	7	22	7.7	0.96	4.87	616	31.7	4.50	104.9	3.40
				0.96	7.08	424	46.0	3.26	152.5	2.46
115 U3 D 30	11	41	12.5	1.76	3.16	949	34.3	3.20	125.7	2.19
				0.96	4.87	616	52.9	2.69	193.7	1.84
142 U3 E 30	18	75	36.9	1.76	3.16	949	55.8	1.97	229.9	1.20
				0.96	4.87	616	86.0	1.66	354.3	1.01
190 U3 D 30	33	134	86.8	1.76	3.16	949	101.8	1.08	409.2	0.67

**STD BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Cb 3333**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Cb 3333  $M_{Red-S1}$  835 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm				
075 U3 B 30	2.3	7	1.22	1.83	80.90	37	169.8	4.90	516.8	4.03
				1.35	101.00	30	212.0	3.94	645.3	3.23
095 U3 B 30	4.1	13.5	2.6	0.52	24.70	121	92.4	4.42	304.3	3.36
				0.52	48.70	62	182.2	4.42	600.0	3.36
				2.36	66.10	45	247.3	3.35	814.4	2.54
				1.83	80.90	37	302.7	2.75	996.8	2.09
				1.35	101.00	30	377.9	2.21	1244.4	1.68
				1.1	15.30	196	93.6	4.37	310.0	3.29
115 U3 B 30	6.7	22.2	7.7	1.1	20.00	150	122.3	3.34	405.2	2.52
				1.1	24.70	121	151.0	2.70	500.5	2.04
				1.1	30.20	99	184.7	4.36	611.9	3.29
				0.73	39.40	76	240.9	3.35	798.3	2.52
				0.52	48.70	62	297.8	2.71	986.7	2.04
				2.36	66.10	45	404.2	2.05	1339.3	1.55
				1.83	80.90	37	494.7	1.68	1639.1	1.27
				1.35	101.00	30	617.6	1.35	2046.4	1.02
				2.55	9.95	302	101.7	4.02	372.3	2.74
				1.82	12.50	240	127.8	3.20	467.7	2.18
				115 U3 D 30	11.2	41	12.5	2.73	16.10	186
2.08	19.60	153	200.3					3.65	733.4	2.49
1.51	24.60	122	251.5					3.16	920.5	2.16
1.1	30.20	99	308.7					2.61	1130.1	1.78
0.73	39.40	76	402.7					2.00	1474.3	1.37
3.18	52.10	58	532.6					1.55	1949.6	1.06
2.36	66.10	45	675.7					1.23	2473.4	0.84
1.83	80.90	37	827.0					1.01	3027.2	0.69
6.99	5.06	593	84.0					4.86	346.4	2.95
4.21	7.09	423	117.8					3.47	485.3	2.10
142 U3 E 30	18.2	75	36.9	2.55	9.98	301	165.8	3.74	683.1	2.27
				1.82	12.70	236	211.0	3.18	869.3	1.93
				2.73	16.10	186	267.4	2.61	1102.1	1.58
				2.08	19.60	153	325.6	2.25	1341.6	1.36
				1.51	24.60	122	408.6	1.94	1683.9	1.18
				1.1	30.20	99	501.6	1.61	2067.2	0.97
				4.19	41.10	73	682.7	1.20	2813.3	0.73
				6.99	5.06	593	153.3	2.66	616.5	1.66
190 U3 D 30	33	134	86.8	4.21	7.09	423	214.8	1.90	863.9	1.18
				2.55	9.98	301	302.4	2.05	1216.0	1.27
				1.82	12.70	236	384.8	1.74	1547.4	1.08
				2.73	16.10	186	487.8	1.43	1961.7	0.89
				2.08	19.60	153	593.9	1.23	2388.1	0.77
				1.51	24.60	122	745.4	1.07	2997.3	0.66

**STD BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Cb 3431 - Cb 3433  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  

**Cb 3431  $M_{Red-S1}$  330 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
115 U3 D 30	11	41	12.5	2.44	6.83	439	74.2	4.25	271.6	2.90
142 U3 E 30	18	75	36.9	2.44	5.13	585	90.6	3.62	373.2	2.20
190 U3 D 30	33	134	86.8	4.79	3.18	943	102.4	3.11	411.8	1.94
				2.44	5.13	585	165.2	1.99	664.3	1.23

**Cb 3433  $M_{Red-S1}$  1590 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
115 U3 B 30	6.7	22.2	7.7	6.88	63.90	47	390.7	4.03	1294.7	3.04
				5.07	80.10	37	489.8	3.23	1622.9	2.44
				3.53	104.00	29	636.0	2.50	2107.2	1.89
115 U3 D 30	11.2	41	12.5	2.84	25.60	117	261.7	3.56	957.9	2.43
				2.84	31.90	94	326.1	4.72	1193.7	3.22
				2.12	38.20	79	390.5	3.97	1429.4	2.71
				1.34	50.30	60	514.2	3.04	1882.2	2.08
				6.88	63.90	47	653.2	2.41	2391.1	1.65
				5.07	80.10	37	818.8	1.93	2997.3	1.32
				3.53	104.00	29	1063.1	1.50	3891.6	1.02
142 U3 E 30	18.2	75	36.9	5.83	13.00	231	215.9	4.75	889.9	2.88
				5.83	16.20	185	269.1	3.81	1108.9	2.31
				5.83	19.80	152	328.9	4.51	1355.3	2.74
				3.99	25.50	118	423.6	3.60	1745.5	2.18
				2.84	31.90	94	529.9	2.90	2183.6	1.76
				2.12	38.20	79	634.5	2.44	2614.8	1.48
				9.65	49.60	60	823.9	1.90	3395.1	1.15
				6.88	63.90	47	1061.4	1.48	4374.0	0.90
				5.07	80.10	37	1330.5	1.19	5482.9	0.72
190 U3 D 30	33	134	86.8	13.61	6.86	437	207.9	4.27	835.8	2.66
				16.33	9.67	310	293.0	4.01	1178.2	2.49
				11.64	12.20	246	369.7	3.44	1486.5	2.14
				8.08	15.80	190	478.8	2.89	1925.1	1.79
				5.83	19.80	152	600.0	2.47	2412.5	1.54
				3.99	25.50	118	772.7	1.97	3107.0	1.23
				2.84	31.90	94	966.6	1.59	3886.8	0.99
				2.12	38.20	79	1157.5	1.34	4654.4	0.83
				9.65	49.60	60	1502.9	1.04	6043.4	0.65

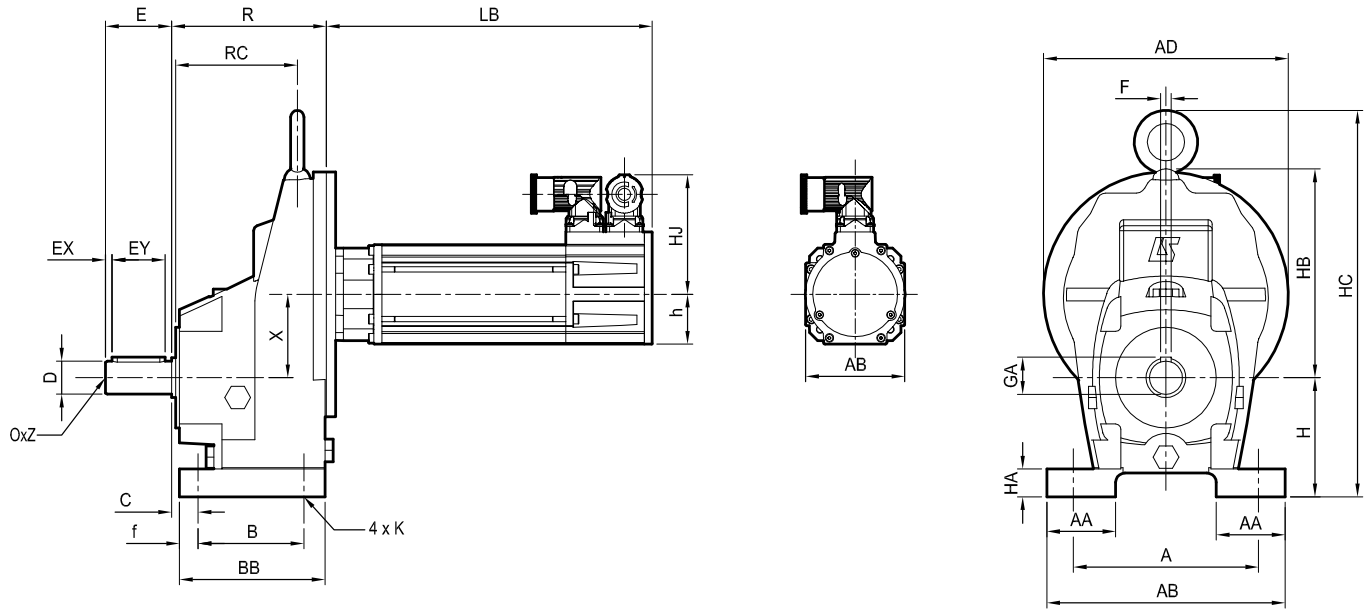
**STD BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Cb Dynabloc - In-line output shaft**  
**MI Integrated Mounting, 1 stage, Cb 3031 to 3431**  
**Dimensions**

**S Foot form**

Dimensions in mm



**STD BACKLASH**

Type	Gearbox														Solid output shaft								Weight kg		
	A	AA	AB	AD	B	BB	C	f	H	HA	HB	HC	K	R	RC	x	D	E	EX	EY	F	GA		O	Z
<b>Cb3031</b>	125	25	150	140	70	90	21	10	75	13	105	-	9	79	-	35.5	16j6	40	7	25	5	18	M6	16	2.3
<b>Cb3131</b>	120	35	156	157	75	105	18	15	80	16	122	246	11	113	86	46.5	20j6	40	7	30	6	22.5	M6	16	6.9
<b>Cb3231</b>	140	37	180	185	80	115	20.5	17.5	90	20	155	292	14	117	92	63	25j6	50	5	40	8	28	M10	22	8.3
<b>Cb3331</b>	190	55	240	230	100	145	27.5	22	112	25	185	343	16	136	106	70	35k6	70	5	60	10	38	M12	38	15.5
<b>Cb3431</b>	216	67	257	280	125	167	28	18	132	32	221	392	18	160	114	87	40k6	80	9	60	12	43	M16	36	25

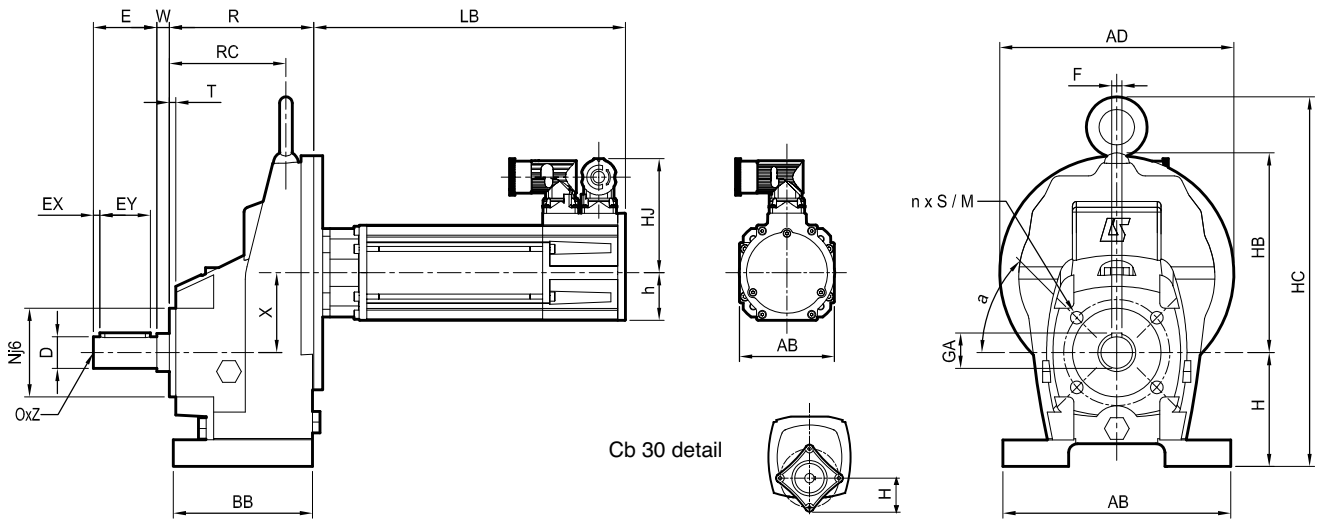
Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
<b>075 U3 B</b>	75	89	37.5	247	3.7	75	89	37	277	4.2
<b>095 U3 B</b>	90	94	45	267	5.8	90	94	48	297	6.4
<b>115 U3 B</b>	115	99	45	293	8.8	115	99	58	323	10
<b>115 U3 D</b>	115	99	57.5	354	12.6	115	99	58	384	13.8
<b>142 U3 E</b>	142	113	71	327	20.7	142	113	71	387	22.5
<b>190 U3 D</b>	190	158	95	321	28.8	190	158	95	411	33.3



**Cb Dynabloc - In-line output shaft**  
**MI Integrated Mounting, 1 stage, Cb 3031 to 3431**  
**Dimensions**

BT tapped holes

Dimensions in mm



Type	Gearbox										BT Form						Solid output shaft								Weight kg
	AB	AD	BB	H	HB	HC	R	RC	W	x	M	N	n	S	T	a	D	E	EX	EY	F	GA	O	Z	
<b>Cb3031</b>	-	140	-	57	105	-	67	-	12	35.5	100	60	4	1	18	0°	16j6	40	7	25	5	18	M6	16	2.3
<b>Cb3131</b>	156	157	105	80	122	246	106	79	15	46.5	83	70	4	M10x22	5	45°	20j6	40	7	30	6	22.5	M6	16	6.9
<b>Cb3231</b>	180	185	115	90	155	292	109	84	15	63	83	70	4	M10x22	5	45°	25j6	50	5	40	8	28	M10	22	8.3
<b>Cb3331</b>	240	230	135	112	185	343	131	101	15	70	120	100	6	M10x22	3	60°	35k6	70	5	60	10	38	M12	38	15.5
<b>Cb3431</b>	257	280	167	132	221	392	152	122	28	87	152	130	6	M12x22	7	2	40k6	80	9	60	12	43	M16	36	25

1. 4 x Ø5,65 x 18 pour vis auto-taraudeuse M6 / 4 x Ø5,65 x 18 for self tapping screw M6  
 2. 6 trous / 6 holes : a = 21°, a1 = 44°, a2 = 50°, a3 = 44°, a4 = 81°, a5 = 95°

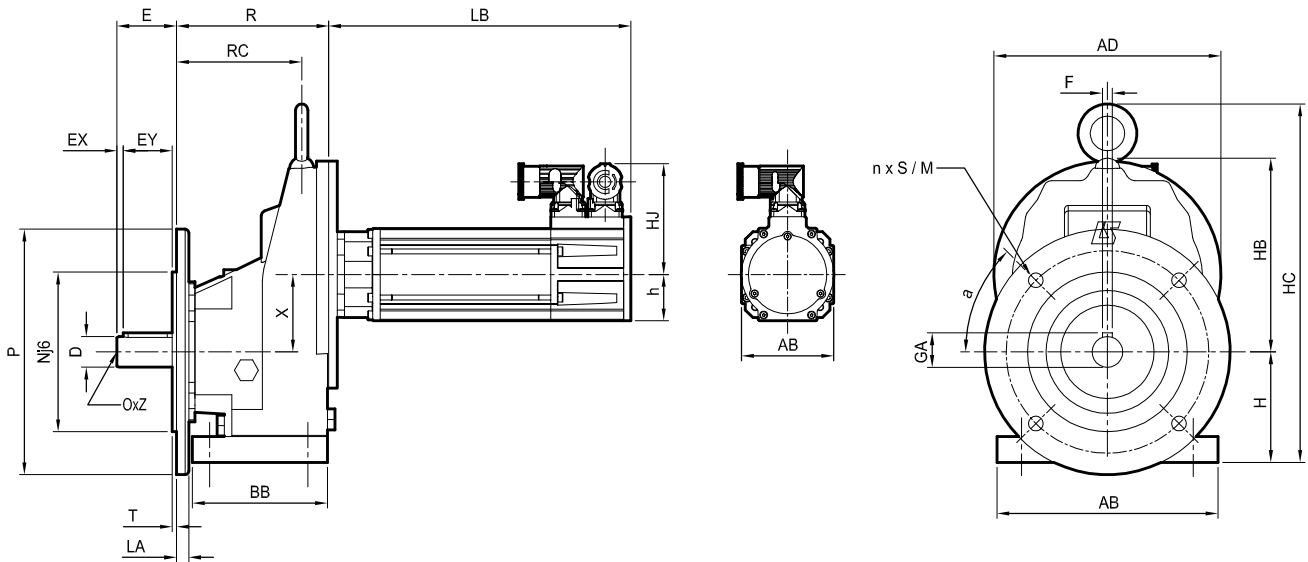
Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
<b>075 U3 B</b>	75	89	37.5	247	3.7	75	89	37	277	4.2
<b>095 U3 B</b>	90	94	45	267	5.8	90	94	48	297	6.4
<b>115 U3 B</b>	115	99	45	293	8.8	115	99	58	323	10
<b>115 U3 D</b>	115	99	57.5	354	12.6	115	99	58	384	13.8
<b>142 U3 E</b>	142	113	71	327	20.7	142	113	71	387	22.5
<b>190 U3 D</b>	190	158	95	321	28.8	190	158	95	411	33.3

**STD BACKLASH**

**Cb Dynabloc - In-line output shaft**  
**MI Integrated Mounting, 1 stage, Cb 3031 to 3431**  
**Dimensions**

BS flange form

Dimensions in mm



**STD BACKLASH**

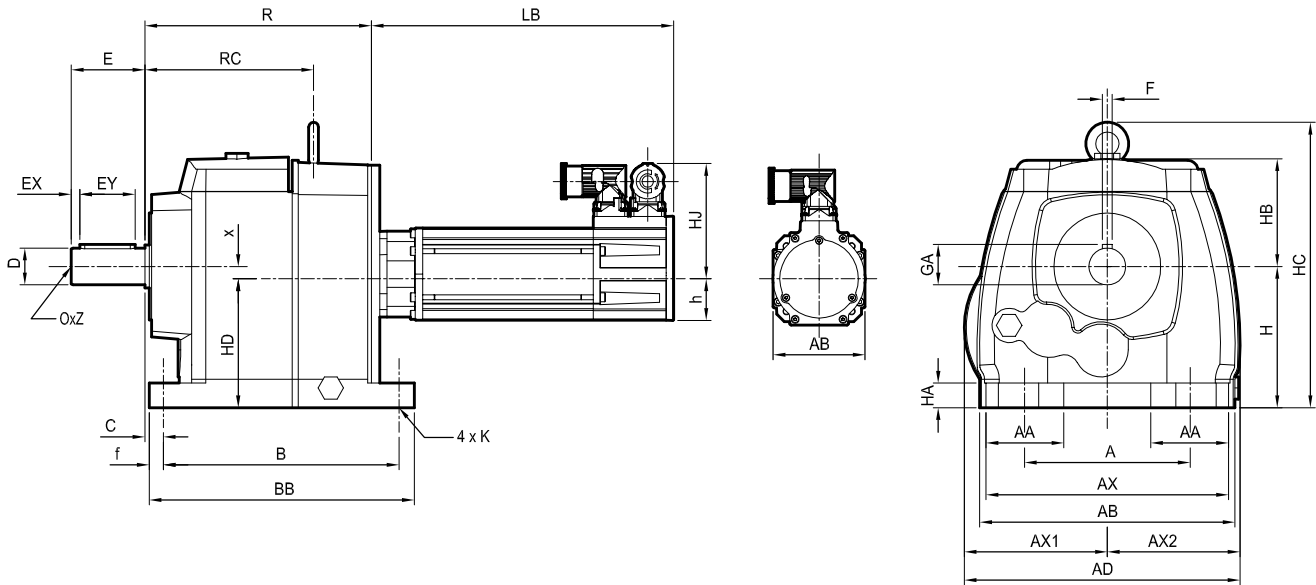
Type	Gearbox						BS Form										Solid output shaft							Weight kg		
	AB	AD	BB	H	HB	HC	R	RC	x	LA	M	N	P	S	T	a	n	D	E	EX	EY	F	GA		O	Z
<b>Cb3031</b>	-	140	-	57	105	-	79	-	35.5	8	115	95	140	9	3	45°	4	16j6	40	7	25	5	18	M6	16	2.5
<b>Cb3131</b>	156	157	105	80	122	246	121	94	46.5	10	130	110	160	9	3	45°	4	20j6	40	7	30	6	22.5	M6	16	8.1
<b>Cb3231</b>	180	185	115	90	155	292	124	99	63	9	165	130	200	11	3.5	45°	4	25j6	50	5	40	8	28	M10	22	10.3
<b>Cb3331</b>	240	230	145	112	185	343	146	116	70	12	215	180	250	14	3.5	45°	4	35k6	70	5	60	10	38	M12	38	19.4
<b>Cb3431</b>	257	305	280	132	221	392	180	122	87	15	265	230	300	14	4	45°	4	40k6	80	9	60	12	43	M16	36	31

Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
<b>075 U3 B</b>	75	89	37.5	247	3.7	75	89	37	277	4.2
<b>095 U3 B</b>	90	94	45	267	5.8	90	94	48	297	6.4
<b>115 U3 B</b>	115	99	45	293	8.8	115	99	58	323	10
<b>115 U3 D</b>	115	99	57.5	354	12.6	115	99	58	384	13.8
<b>142 U3 E</b>	142	113	71	327	20.7	142	113	71	387	22.5
<b>190 U3 D</b>	190	158	95	321	28.8	190	158	95	411	33.3

**Cb Dynabloc - In-line output shaft**  
**MI Integrated Mounting, multi-stages, Cb 3032 to 3433**  
**Dimensions**

**S foot form**

Dimensions in mm



Type	Gearbox																			Weight kg	
	A	AA	AB	AD	AX	AX1	AX2	B	BB	C	f	H	HA	HB	HC	HD	K	R	RC		x
<b>Cb 3032</b>	125	28	150	150	-	75	75	105	125	22	10	75	13	78	-	82	9	107	-	-7	4.8
<b>Cb 3133</b>	110	35	160	172	145	86	86	165	195	16	15	90	20	73	211.5	81.5	9	165.5	167	8.5	13
<b>Cb 3233</b>	135	65	208	222	195	115	107	192	216	13	11.5	115	21	89	240	105	14	182.5	135.5	10	18.5
<b>Cb 3333</b>	170	65	245	257	222	128.5	128.5	240	272	19.5	16	140	27	107	292	120.5	18	224.5	169.5	19.5	30
<b>Cb 3433</b>	230	80	288	305	270	152.5	152.5	235	276	25	20	180	35	122	358	154	18	251	193	26	50

Type	Solid output shaft							
	D	E	EX	EY	F	GA	O	Z
<b>Cb 3032</b>	20j6	40	7	25	6	22.5	M6	16
<b>Cb 3133</b>	25j6	50	5	40	8	28	M10	22
<b>Cb 3233</b>	30j6	60	6	45	8	33	M10	22
<b>Cb 3333</b>	40k6	80	9	60	12	43	M16	36
<b>Cb 3433</b>	50k6	100	4	90	14	53.5	M16	36

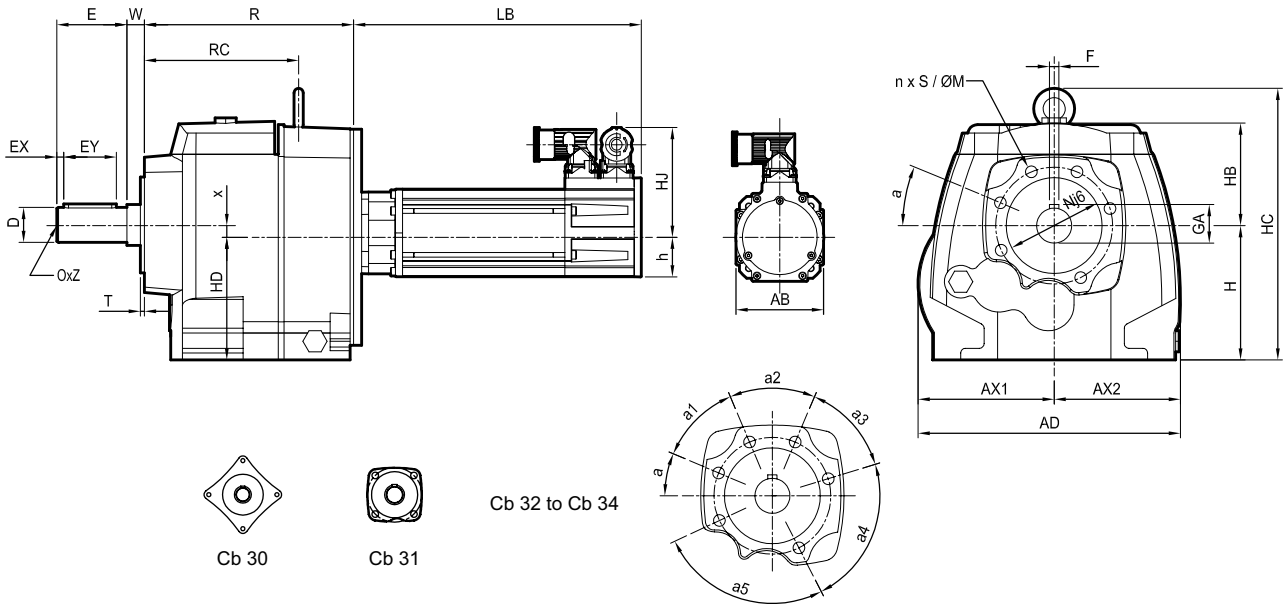
Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
<b>075 U3 B</b>	75	89	37.5	247	3.7	75	89	37	277	4.2
<b>095 U3 B</b>	90	94	45	267	5.8	90	94	48	297	6.4
<b>115 U3 B</b>	115	99	45	293	8.8	115	99	58	323	10
<b>115 U3 D</b>	115	99	57.5	354	12.6	115	99	58	384	13.8
<b>142 U3 E</b>	142	113	71	327	20.7	142	113	71	387	22.5
<b>190 U3 D</b>	190	158	95	321	28.8	190	158	95	411	33.3

**STD BACKLASH**

**Cb Dynabloc - In-line output shaft**  
**MI Integrated Mounting, multi-stages, Cb 3032 to 3433**  
**Dimensions**

**BT flange form**

Dimensions in mm



**STD BACKLASH**

Type	Gearbox											BT form											Weight kg
	AD	AX1	AX2	H	HB	HC	HD	R	RC	W	x	a	a1	a2	a3	a4	a5	M	N	n	S	T	
<b>Cb 3032</b>	140	70	70	63	78	-	70	95	-	12	-7	0°	-	-	-	-	-	100	60	4	M6x16	10	4.7
<b>Cb 3133</b>	172	86	86	90	73	211.5	81.5	158.5	160	15	8.5	45°	-	-	-	-	-	83	70	4	M10x22	5	12.7
<b>Cb 3233</b>	222	115	107	115	89	240	105	177.5	130.5	15	10	23°	44°	46°	50°	80°	92°	100	82	6	M10x222	3.5	18.2
<b>Cb 3333</b>	257	128.5	128.5	140	107	292	120.5	227.5	174.5	23	19.5	23°	44°	46°	44°	68°	90°	123	100	6	M12x222	-3.5	29
<b>Cb 3433</b>	305	152.5	152.5	180	122	358	154	242	184	28	26	21° <sup>1</sup>	44°	50°	44°	81°	25°	152	130	6	M12x22	7	48

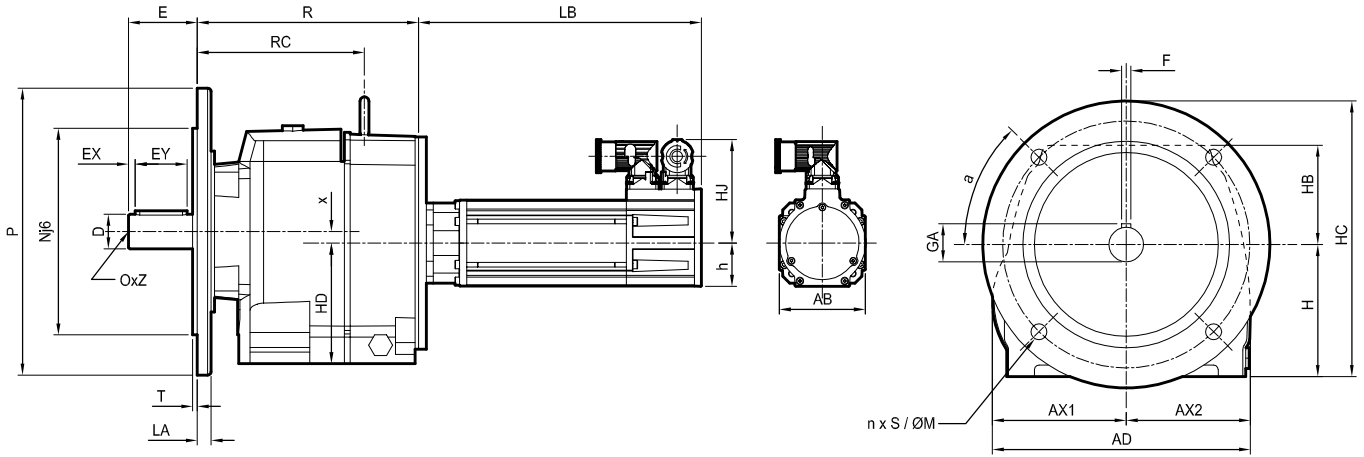
Type	Solid output shaft								
	D	E	EX	EY	F	GA	O	Z	
<b>Cb 3032</b>	20j6	40	7	25	6	22.5	M6	16	
<b>Cb 3133</b>	25j6	50	5	40	8	28	M10	22	
<b>Cb 3233</b>	30j6	60	6	45	8	33	M10	22	
<b>Cb 3333</b>	40k6	80	9	60	12	43	M16	36	
<b>Cb 3433</b>	50k6	100	4	90	14	53.5	M16	36	

Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
<b>075 U3 B</b>	75	89	37.5	247	3.7	75	89	37	277	4.2
<b>095 U3 B</b>	90	94	45	267	5.8	90	94	48	297	6.4
<b>115 U3 B</b>	115	99	45	293	8.8	115	99	58	323	10
<b>115 U3 D</b>	115	99	57.5	354	12.6	115	99	58	384	13.8
<b>142 U3 E</b>	142	113	71	327	20.7	142	113	71	387	22.5
<b>190 U3 D</b>	190	158	95	321	28.8	190	158	95	411	33.3

**Cb Dynabloc - In-line output shaft**  
**MI Integrated Mounting, multi-stages, Cb 3032 to 3433**  
**Dimensions**

**BS flange form**

Dimensions in mm



Type	Gearbox										BS form								Weight kg
	AD	AX1	AX2	H	HB	HC	HD	R	RC	x	LA	M	N	P	S	T	a	n	
<b>Cb 3032</b>	140	70	70	63	78	-	70	107	-	-7	8	115	95	140	9	3	45°	4	4.8
<b>Cb 3133</b>	172	86	86	90	73	211.5	81.5	173.5	175	8.5	10	165	130	200	11	3.5	45°	4	13.4
<b>Cb 3233</b>	222	115	107	115	89	240	105	192.5	145	10	12	215	180	250	14	4	45°	4	18.8
<b>Cb 3333</b>	257	128.5	128.5	140	107	292	120.5	250.5	195	19.5	12	265	230	300	14	4	45°	4	34
<b>Cb 3433</b>	305	152.5	152.5	180	122	358	154	270	212	26	15	300	250	350	18	4	45°	4	56

Type	Solid output shaft							
	D	E	EX	EY	F	GA	O	Z
<b>Cb 3032</b>	20j6	40	7	25	6	22.5	M6	16
<b>Cb 3133</b>	25j6	50	5	40	8	28	M10	22
<b>Cb 3233</b>	30j6	60	6	45	8	33	M10	22
<b>Cb 3333</b>	40k6	80	9	60	12	43	M16	36
<b>Cb 3433</b>	50k6	100	4	90	14	53.5	M16	36

Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
<b>075 U3 B</b>	75	89	37.5	247	3.7	75	89	37	277	4.2
<b>095 U3 B</b>	90	94	45	267	5.8	90	94	48	297	6.4
<b>115 U3 B</b>	115	99	45	293	8.8	115	99	58	323	10
<b>115 U3 D</b>	115	99	57.5	354	12.6	115	99	58	384	13.8
<b>142 U3 E</b>	142	113	71	327	20.7	142	113	71	387	22.5
<b>190 U3 D</b>	190	158	95	321	28.8	190	158	95	411	33.3

**STD BACKLASH**

**Ot Dynabloc Servo gearbox**  
**Right angle integrated mounting output shaft**  
**General**

**Ot Dynabloc**

- A high efficiency right angle solution



- High efficiency
- Space-saving right angle design
- Rugged design
- Integrated mounting
- Unimotor fm

**STD BACKLASH**

Ot Dynabloc servo gearboxes are designed to reduce the speed and increase the torque of servo motors and to optimize the ratio of inertia between the driven load and the motor.

Ot Dynabloc bevel gearboxes provide a high efficiency solution for applications requiring standard backlash. The gearboxes offer advantages in terms of space saving and ease of integration thanks to their right angle design and integrated servo motor mounting. A variety of mounting positions and shafts are available.

Ot Dynabloc gearboxes are available with Unimotor fm motors for continuous duty applications with high inertia loads. Standard motor speed for D+20 lead time is 3000 rpm.

Description	
Range	5 sizes from 3132 to 3533
Gearbox ratio	Ratios from 5 to 101
Nominal torque	Up to 2575 N.m
Backlash	STANDARD : 10 to 30', depending on sizes and ratio
Lubrication	Supplied with ISO VG 220 mineral oil, depending on operating position
Efficiency	~ 95 %
Output shaft	Hollow or solid shaft with key or hollow shaft and shrink disk Tolerances of diameter NFE22-051 and ISO R 775 Key ISO R 773
Unimotor fm	Nominal speed 3000 rpm Connectors rotatable by 90° Incremental or absolute encoder Motor with or without brake Integrated mounting
Finish	Painted (RAL 9005 black)

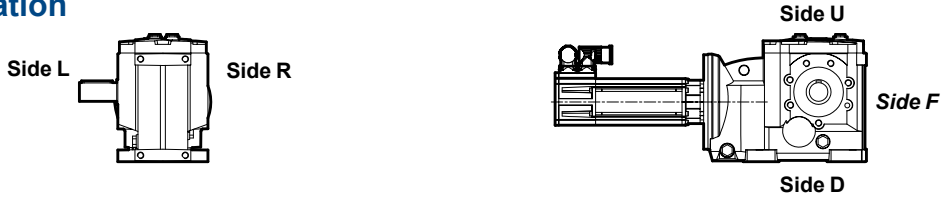
## Ot Dynabloc Servo gearbox Technical characteristics

Gearbox type	Exact ratio	Efficiency	Angular backlash	Max. radial load $F_r$ at E/2	Max. axial load $F_a$
			arcmin		
			STANDARD		
Ot 3132	5.1	0.95	22	6233	3117
	7.23		20	6240	3120
	9.72		20	6116	3058
	12.5		18	6149	3075
	16.1		16	6085	3043
	20.3		16	6007	3004
	24.6		16	5928	2964
	30.7		15	5816	2908
	39.1		15	5668	2834
49.4	15	5311	2656		
Ot 3232	7.05	0.95	17	8342	4171
	10.1		17	8489	4245
	12.4		17	8459	4230
	15.6		17	8413	4207
	19.7		15	8359	4180
	26		15	8274	4137
	31.5		15	8203	4102
Ot 3233	16.1	0.95	15	6782	3391
	20.4		15	7188	3594
	24.1		15	7849	3925
	30.8		15	7888	3944
	39.5		15	8606	4303
	51		15	8452	4226
	64.3		14	8274	4137
	77.7		14	8090	4045
Ot 3333	97.2	0.95	14	7824	3912
	12.3		15	10174	5087
	16.1		14	11018	5509
	20.3		14	11797	5899
	24.3		14	11781	5891
	30.6		14	10552	5276
	38.3		13	11729	5865
	50.3		13	11469	5735
	61		13	11234	5617
Ot 3433	77	0.95	13	10877	5439
	96.4		13	10433	5217
	9.51		13	10861	5431
	12.3		12	11255	5628
	15.5		11	11496	5748
	19.3		11	12066	6033
	24.8		11	12692	6346
	31.5		11	13113	6557
	39.9		11	14828	7414
	50.6		10	17236	8618
Ot 3533	61.9	0.95	11	17393	8697
	77.5		10	19906	9953
	95.4		10	20008	10004
	16.6		11	14872	7436
	20.8		11	18151	9076
	24.3		10	18187	9094
	30.5		11	21076	10538
	38.6		10	20369	10185
	49.8		10	22569	11285
62.4	9	22275	11138		
80.6	9	21849	10925		
101	9	22143	11072		

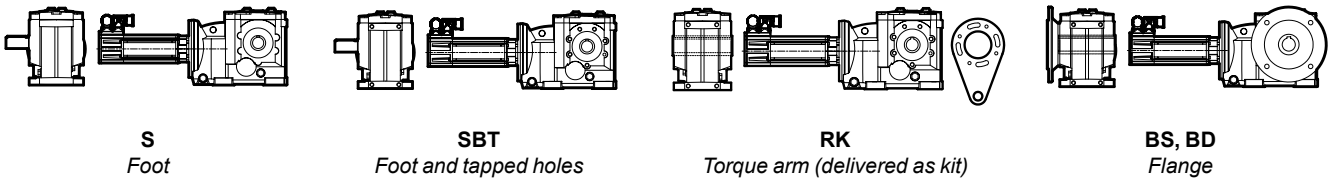
STD BACKLASH

# Ot Dynabloc Servo gearbox Mounting form - Operating positions

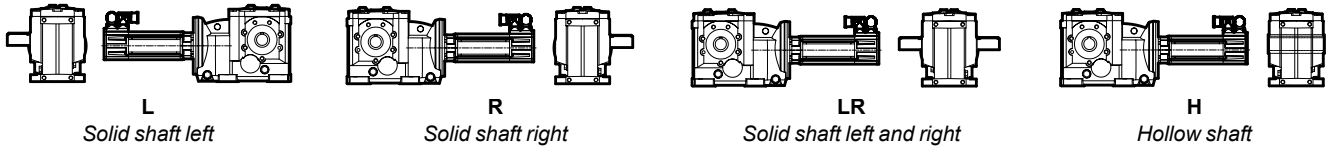
## Side identification



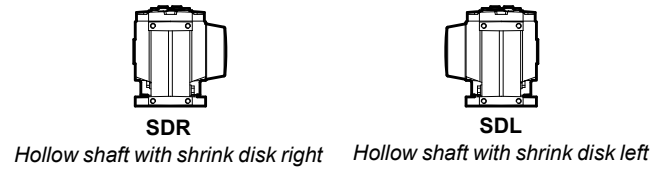
## Mounting form



## Output shaft

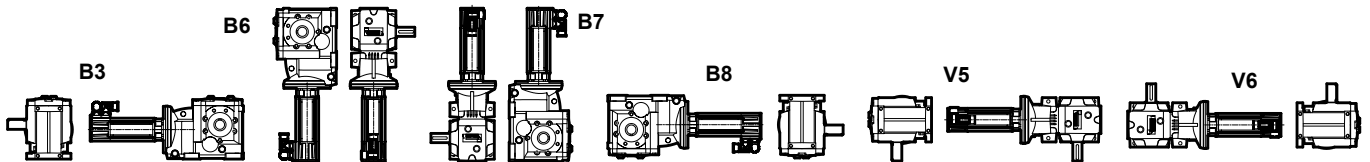


## Options

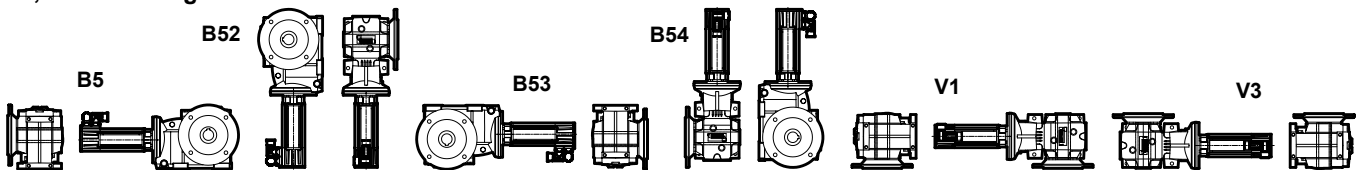


## Operating position

### S, SBT, RK mounting form



### BS, BD mounting form



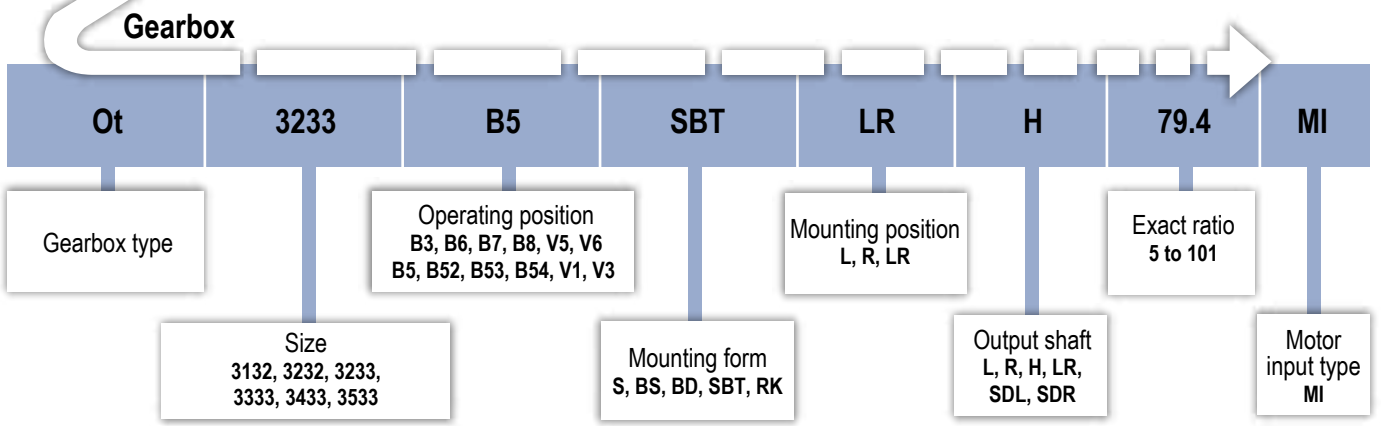
## Connectors position



STD BACKLASH

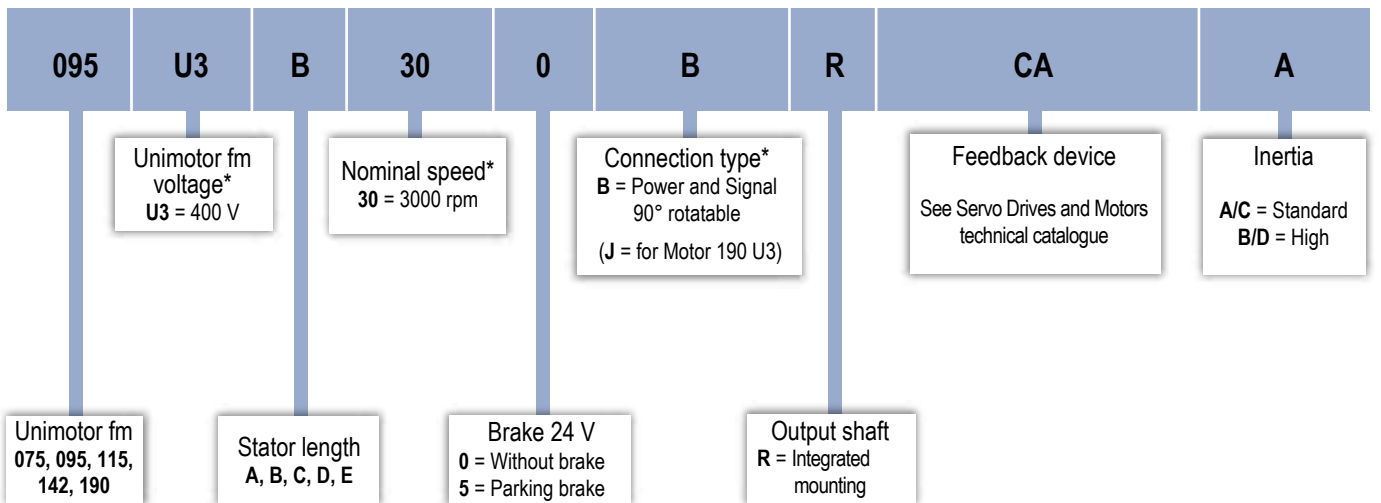


Ot Dynabloc Servo gearbox  
Ordering code information



STD BACKLASH

Motor: Unimotor fm



\*For the full range of motor options, please refer to the Servo Drives and Motors Technical Catalogue

We reserve the right to modify the design, technical specifications and dimensions of the products shown in this document. The description cannot in any way be considered contractual.

Ot 3132 - Ot 3232  
Selection

Motor speed 3000 rpm

Ot 3132  $M_{Red-S1}$  210 N.m max

D+20 lead time (Ex Works)  

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>				Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
075 U3 B 30	2.3	7	1.22	To be advised	16.1	186	34.8	4.23	106.0	3.48
					20.3	148	43.9	3.63	133.7	2.98
					24.6	122	53.2	3.20	162.0	2.63
					30.7	98	66.4	2.76	202.2	2.27
					39.1	77	84.6	2.34	257.5	1.92
095 U3 B 30	4.1	13.5	2.6		49.4	61	106.9	1.98	325.4	1.63
					7.23	415	27.9	3.98	91.8	3.02
					12.5	240	48.2	2.81	158.8	2.13
					16.1	186	62.1	2.37	204.5	1.80
					20.3	148	78.3	2.04	257.9	1.55
115 U3 B 30	6.7	22.2	7.7		24.6	122	94.9	1.80	312.5	1.36
					30.7	98	118.4	1.55	390.0	1.17
					39.1	77	150.8	1.31	496.7	1.00
					5.1	588	32.2	2.99	106.5	2.26
					7.23	415	45.6	2.43	151.0	1.84
115 U3 D 30	11.2	41	12.5	9.72	309	61.3	2.02	203.0	1.52	
				12.5	240	78.8	1.72	261.1	1.30	
				16.1	186	101.5	1.45	336.3	1.10	
				20.3	148	128.0	1.25	424.0	0.94	
				24.6	122	155.1	1.10	513.8	0.83	
				5.1	588	53.7	1.79	196.7	1.22	
				7.23	415	76.2	1.46	278.9	0.99	
				9.72	309	102.4	1.21	375.0	0.82	
				12.5	240	131.7	1.03	482.2	0.70	

STD BACKLASH

Ot 3232  $M_{Red-S1}$  360 N.m max

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>				Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
095 U3 B 30	4.1	13.5	2.6	To be advised	19.7	152	76.0	4.75	250.2	3.60
					26	115	100.3	3.60	330.3	2.73
					31.5	95	121.5	2.97	400.1	2.25
115 U3 B 30	6.7	22.2	7.7		12.4	242	78.2	4.62	259.0	3.48
					15.6	192	98.3	3.67	325.9	2.77
					19.7	152	124.2	2.91	411.5	2.19
115 U3 D 30	11.2	41	12.5		26	115	163.9	2.20	543.1	1.66
					31.5	95	198.6	1.82	658.0	1.37
					7.05	426	74.3	4.81	272.0	3.28
					10.1	297	106.4	3.39	389.6	2.32
					12.4	242	130.7	2.76	478.4	1.89
					15.6	192	164.4	2.19	601.8	1.50
					19.7	152	207.6	1.74	760.0	1.19
					26	115	274.0	1.32	1003.0	0.90

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

Ot 3233  
Selection

Motor speed 3000 rpm

D+20 lead time (Ex Works)

Ot 3233  $M_{Red-S1}$  445 N.m max

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	$I_{exact}$	$n_2$ rpm	$M_{n\ red}$ N.m	$k_{S1}$	$M_{acc\ red}$ N.m	$k_{acc}^*$
075 U3 B 30	2.3	7	1.22	0.37	51	59	107.1	4.11	325.8	3.38
				0.27	64.3	47	135.0	3.28	410.8	2.69
				0.2	77.7	39	163.1	2.72	496.4	2.24
				0.15	97.2	31	204.0	2.19	621.0	1.80
095 U3 B 30	4.1	13.5	2.6	1.02	24.1	124	90.2	4.07	296.9	3.09
				0.52	39.5	76	147.8	2.88	486.7	2.19
				0.37	51	59	190.8	2.31	628.4	1.75
				0.27	64.3	47	240.6	1.84	792.2	1.40
				0.2	77.7	39	290.8	1.53	957.3	1.16
115 U3 B 30	6.7	22.2	7.7	0.15	97.2	31	363.7	1.23	1197.6	0.93
				1.71	16.1	186	98.5	3.30	326.2	2.49
				1.25	20.4	147	124.7	2.80	413.3	2.11
				1.02	24.1	124	147.4	2.49	488.3	1.88
				0.72	30.8	97	188.3	2.10	624.0	1.58
				0.52	39.5	76	241.5	1.76	800.3	1.33
				0.37	51	59	311.9	1.41	1033.3	1.06
115 U3 D 30	11.2	41	12.5	0.27	64.3	47	393.2	1.13	1302.8	0.85
				1.71	16.1	186	164.6	1.98	602.5	1.35
				1.25	20.4	147	208.5	1.67	763.4	1.14
				1.02	24.1	124	246.3	1.49	901.8	1.02
				0.72	30.8	97	314.8	1.25	1152.5	0.86
				0.52	39.5	76	403.8	1.05	1478.1	0.72

STD BACKLASH

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

Ot 3333  
Selection

Motor speed 3000 rpm

D+20 lead time (Ex Works)

Ot 3333  $M_{Red-S1}$  795 N.m max

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $I_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
075 U3 B 30	2.3	7	1.22	0.8	77	39	161.6	4.91	491.9	4.04
				0.57	96.4	31	202.4	3.94	615.9	3.24
095 U3 B 30	4.1	13.5	2.6	1.39	50.3	60	188.2	4.17	619.8	3.17
				1.08	61	49	228.3	3.46	751.6	2.63
				0.8	77	39	288.1	2.76	948.7	2.09
				0.57	96.4	31	360.7	2.21	1187.8	1.68
115 U3 B 30	6.7	22.2	7.7	4.31	20.3	148	124.1	4.99	411.3	3.77
				3.46	24.3	123	148.6	4.40	492.4	3.32
				1.37	32.7	92	200.0	3.45	662.5	2.61
				1.96	38.3	78	234.2	3.20	776.0	2.42
				1.39	50.3	60	307.6	2.55	1019.1	1.93
				1.08	61	49	373.0	2.12	1235.9	1.60
				0.8	77	39	470.8	1.69	1560.1	1.27
				0.57	96.4	31	589.5	1.35	1953.2	1.02
115 U3 D 30	11.2	41	12.5	4.86	12.3	244	125.7	4.36	460.3	2.97
				5.68	16.1	186	164.6	3.51	602.5	2.40
				4.31	20.3	148	207.5	2.99	759.6	2.04
				3.46	24.3	123	248.4	2.63	909.3	1.80
				1.48	30.6	98	312.8	2.24	1145.0	1.53
				1.96	38.3	78	391.5	1.92	1433.2	1.31
				1.39	50.3	60	514.2	1.53	1882.2	1.04
				1.08	61	49	623.5	1.27	2282.6	0.86
	0.8	77	39	787.1	1.01	2881.3	0.69			

STD BACKLASH

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

Ot 3433  
Selection

Motor speed 3000 rpm

D+20 lead time (Ex Works)  

Ot 3433  $M_{Red-S1}$  1590 N.m max

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
	$M_{n\ mot}$	$M_{peak\ mot}$	$J_{mot}$	$J_{red}$	$I_{exact}$	$n_2$	Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
	N.m	N.m	$10^{-4}$ kg.m <sup>2</sup>	$10^{-4}$ kg.m <sup>2</sup>		rpm	$M_{n\ red}$	$k_{S1}$	$M_{acc\ red}$	$k_{acc}^*$
095 U3 B 30	4.1	13.5	2.6	1	95.4	31	357.0	4.45	1175.4	3.38
115 U3 B 30	6.7	22.2	7.7	2.41	50.6	59	309.4	4.28	1025.2	3.23
				1.86	61.9	48	378.5	3.71	1254.2	2.80
				1.35	77.5	39	473.9	3.17	1570.3	2.39
				1	95.4	31	583.4	2.73	1932.9	2.06
115 U3 D 30	11.2	41	12.5	7.48	20.1	149	205.5	4.88	752.1	3.33
				5.81	24.8	121	253.5	4.21	928.0	2.88
				2.67	31	97	316.9	3.49	1160.0	2.38
				3.27	39.9	75	407.9	3.02	1493.0	2.06
				2.41	50.6	59	517.2	2.56	1893.4	1.75
				1.86	61.9	48	632.7	2.22	2316.3	1.52
				1.35	77.5	39	792.2	1.90	2900.0	1.30
				1	95.4	31	975.2	1.63	3569.8	1.11
142 U3 E 30	18.2	75	36.9	13.15	9.51	315	158.0	4.91	651.0	2.98
				9.16	12.3	244	204.3	4.10	841.9	2.49
				10.34	15.5	194	257.5	3.60	1061.0	2.19
				#N/A	19.3	155	320.6	2.99	1321.1	1.81
				5.81	24.8	121	411.9	2.59	1697.6	1.57
				4.34	31.5	95	523.2	2.19	2156.2	1.33
				3.27	39.9	75	662.8	1.86	2731.2	1.13
				2.41	50.6	59	840.5	1.57	3463.6	0.95
				1.86	61.9	48	1028.2	1.37	4237.1	0.83
				1.35	77.5	39	1287.3	1.17	5304.9	0.71
				1	95.4	31	1584.7	1.00	6530.2	0.61

STD BACKLASH

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

Ot 3533  
Selection

Motor speed 3000 rpm

D+20 lead time (Ex Works)

Ot 3533  $M_{Red-S1}$  2575 N.m max

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $I_{exact}$	Output speed $n_2$ rpm	S1		S5	
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$
115 U3 B 30	6.7	22.2	7.7	2.56	101	30	617.6	4.17	2046.4	3.15
115 U3 D 30	11.2	41	12.5	6.94	49.8	60	509.1	4.90	1863.5	3.34
				5.1	62.4	48	637.8	3.95	2335.0	2.70
				3.55	80.6	37	823.9	3.10	3016.0	2.12
				2.56	101	30	1032.4	2.50	3779.4	1.70
142 U3 E 30	18.2	75	36.9	7.73	30.5	98	506.6	4.41	2087.7	2.67
				9.74	38.6	78	641.2	3.74	2642.2	2.27
				6.94	49.8	60	827.2	3.01	3408.8	1.83
				5.1	62.4	48	1036.5	2.43	4271.3	1.48
				3.55	80.6	37	1338.8	1.91	5517.1	1.16
190 U3 D 30	33.2	133.5	86.8	2.56	101	30	1677.7	1.54	6913.5	0.93
				18.16	16.6	181	503.0	4.07	2022.6	2.53
				13.17	20.8	144	630.3	3.48	2534.3	2.16
				18.14	24.3	123	736.3	2.83	2960.8	1.76
				7.73	30.5	98	924.2	2.42	3716.2	1.50
				9.74	38.6	78	1169.6	2.05	4703.1	1.27
				6.94	49.8	60	1509.0	1.65	6067.7	1.03
				5.1	62.4	48	1890.8	1.33	7602.9	0.83
3.55	80.6	37	2442.2	1.04	9820.5	0.65				

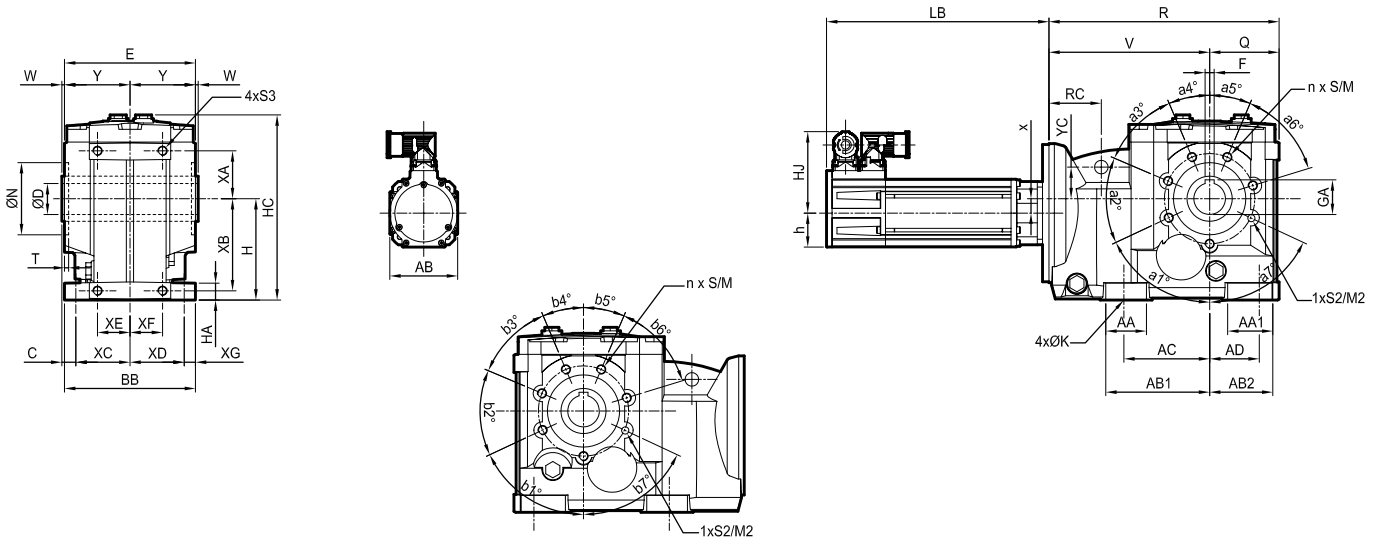
STD BACKLASH

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

# Ot Dynabloc - Right angle integrated mounting output shaft MI Integrated Mounting, Ot 3132 to Ot 3533 Dimensions

Foot and tapped holes form SBT  
Hollow shaft H

Dimensions in mm



Type	Gearbox																	
	AA	AA1	AB1	AB2	AC	AD	BB	C	H	HA	HC	K	M	M2	N	n	Q	R
Ot 3132	39	30	69	61	50	50	118	15.0	80	15	204	9	95	95	85	4	80	245
Ot 3232	45	67	115	87	95	55	145	15.5	112	21	267	11	100	102	80	6	93	290
Ot 3233	46	50	116	69	95	55	145	15.5	112	18.5	205	11	100	102	80	6	77	255
Ot 3333	62	67	124	82	90	60	168	16.5	140	21.5	245	14	123	123	100	6	90	304
Ot 3433	57	82	140	105	110	80	200	30.5	180	27	306	18	152	152	130	6	114	350
Ot 3533	71	92	165	128	125	105	220	32	212	30	346	22	190	190	155	6	132	405

Type	Gearbox																		Weight kg
	RC	S	S2	S3	T	V	W	x	XA	XB	XC	XD	XE	XF	XG	Y	YC		
Ot 3132	69	M8x12	6x12	9	3.5	165	5	46.5	94	80	60	60	50	50	9	60	66	14	
Ot 3232	77	M10x22	8x20	M10x22	4.5	197	3	63	105	112	60	60	36	36	12.5	72.5	85	22	
Ot 3233	58	M10x22	8x20	M10x22	4.5	178	3	16	53	102	60	60	36	36	12.5	72.5	35	20.5	
Ot 3333	65	M12x22	10.2x27	M12x22	4.5	215	1.5	7	57	127	70	70	45	45	14	85	50	36	
Ot 3433	59	M12x22	10.2x27	M12x22	7	236	9.5	30	74	164	82.5	82.5	50	50	17.5	103.5	60	58	
Ot 3533	73	M16x27	10.2x30	M16x27	7	273	9.5	37	84	196	90	90	62.5	62.5	20	112.5	67	80	

Type	Gearbox														Output shaft			
	a1	a2	a3	a4	a5	a6	a7	b1	b2	b3	b4	b5	b6	b7	D	E	F	GA
Ot 3132	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	45°	30H7	120	8	33.3
Ot 3232	65°	48°	44°	23°	23°	50°	25°	65°	48°	44°	23°	23°	50°	25°	35H7	145	10	38.3
Ot 3233	65°	48°	44°	23°	23°	50°	25°	65°	48°	44°	23°	23°	50°	25°	35H7	145	10	38.3
Ot 3333	65°	25°	44°	23°	23°	44°	45°	0°	45°	25°	44°	23°	23°	44°	40H7	170	12	43.3
Ot 3433	46°	44°	25°	25°	44°	30°	30°	65°	46°	44°	25°	25°	44°	30°	50H7	207	14	53.8
Ot 3533	52°	44°	25°	25°	44°	30°	30°	0°	52°	44°	25°	25°	44°	30°	60H7	225	18	64.4

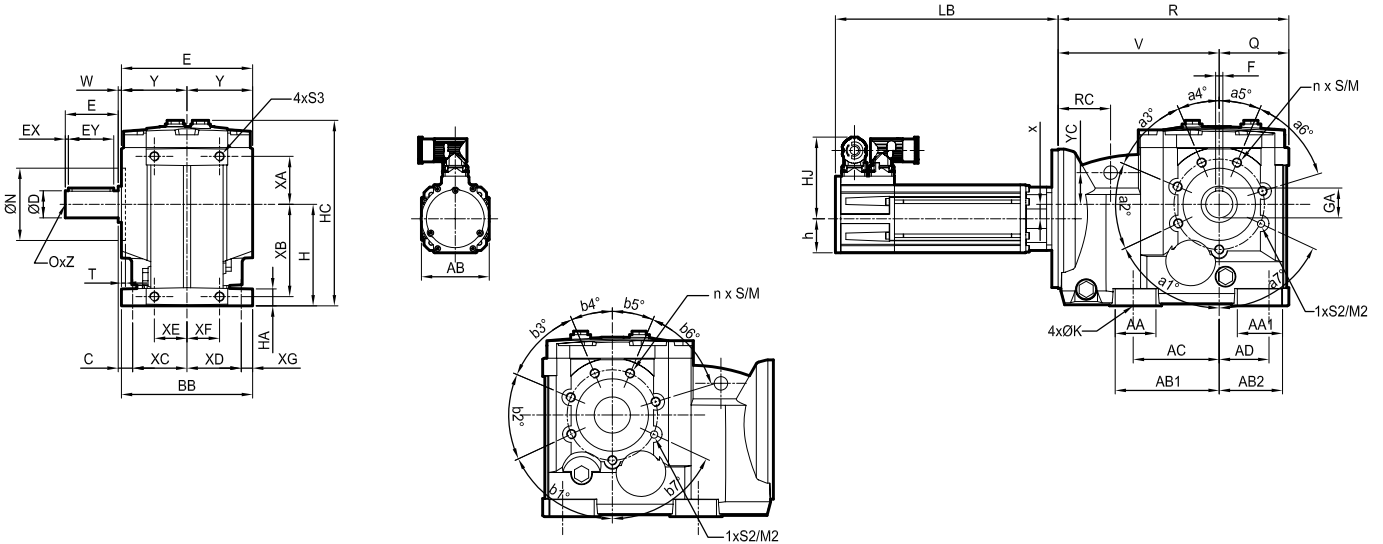
Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
075 U3 B	75	89	37.5	247	3.7	75	89	37	277	4.2
095 U3 B	90	94	45	267	5.8	90	94	48	297	6.4
115 U3 B	115	99	45	293	8.8	115	99	58	323	10
115 U3 D	115	99	57.5	354	12.6	115	99	58	384	13.8
142 U3 E	142	113	71	327	20.7	142	113	71	387	22.5
190 U3 D	190	158	95	321	28.8	190	158	95	411	33.3

STD BACKLASH

# Ot Dynabloc - Right angle integrated mounting output shaft MI Integrated Mounting, Ot 3132 to Ot 3533 Dimensions

Foot and tapped holes form SBT  
Plain shaft left L

Dimensions in mm



STD BACKLASH

Type	Gearbox																		
	AA	AA1	AB1	AB2	AC	AD	BB	C	H	HA	HC	K	M	M2	N	n	Q	R	RA
Ot 3132	39	30	69	61	50	50	118	15	80	15	204	9	95	95	85	4	80	245	
Ot 3232	45	67	115	87	95	55	145	15.5	112	21	267	11	100	102	80	6	93	290	
Ot 3233	46	50	116	69	95	55	145	15.5	112	18.5	205	11	100	102	80	6	77	255	207
Ot 3333	62	67	124	82	90	60	168	16.5	140	21.5	245	14	123	123	100	6	90	304	251.5
Ot 3433	57	82	140	105	110	80	200	30.5	180	27	306	18	152	152	130	6	114	350	316
Ot 3533	71	92	165	128	125	105	220	32	212	30	346	22	190	190	155	6	132	405	354.5

Type	Gearbox																	Weight kg
	RC	S	S2	S3	T	V	W	x	XA	XB	XC	XD	XE	XF	XG	Y	YC	
Ot 3132	69	M8x12	6x12	9	3.5	165	5	46.5	94	80	60	60	50	50	9	60	66	14
Ot 3232	77	M10x22	8x20	M10x22	4.5	197	3	63	105	112	60	60	36	36	12.5	72.5	85	22
Ot 3233	58	M10x22	8x20	M10x22	4.5	178	2	16	53	102	60	60	36	36	12.5	72.5	35	20.5
Ot 3333	65	M12x22	10.2x27	M12x22	4.5	215	1.5	7	57	127	70	70	45	45	14	85	50	38
Ot 3433	59	M12x22	10.2x27	M12x22	7	236	9	30	74	164	82.5	82.5	50	50	17.5	103.5	60	60
Ot 3533	73	M16x27	10.2x30	M16x27	7	273	9.5	37	84	196	90	90	62.5	62.5	20	112.5	67	83

Type	Gearbox													Solid output shaft								
	a1	a2	a3	a4	a5	a6	a7	b1	b2	b3	b4	b5	b6	b7	D	E	EX	EY	F	GA	O	Z
Ot 3132	45°	45°	45°	45°				45°	45°	45°	45°				25	50	5	40	8	28	M10	22
Ot 3232	65°	48°	44°	23°	23°	50°	25°	65°	48°	44°	23°	23°	50°	25°	30	60	3.5	50	8	33	M10	22
Ot 3233	65°	48°	44°	23°	23°	50°	25°	65°	48°	44°	23°	23°	50°	25°	30	60	3.5	50	8	33	M10	22
Ot 3333	65°	25°	44°	23°	23°	44°	45°	0°	45°	25°	44°	23°	23°	44°	40	80	4	70	12	43	M16	36
Ot 3433	46°	44°	25°	25°	44°	30°	30°	65°	46°	44°	25°	25°	44°	30°	50	100	5	90	14	53.5	M16	36
Ot 3533	52°	44°	25°	25°	44°	30°	30°	0°	52°	44°	25°	25°	44°	30°	60	120	5	110	18	64	M20	42

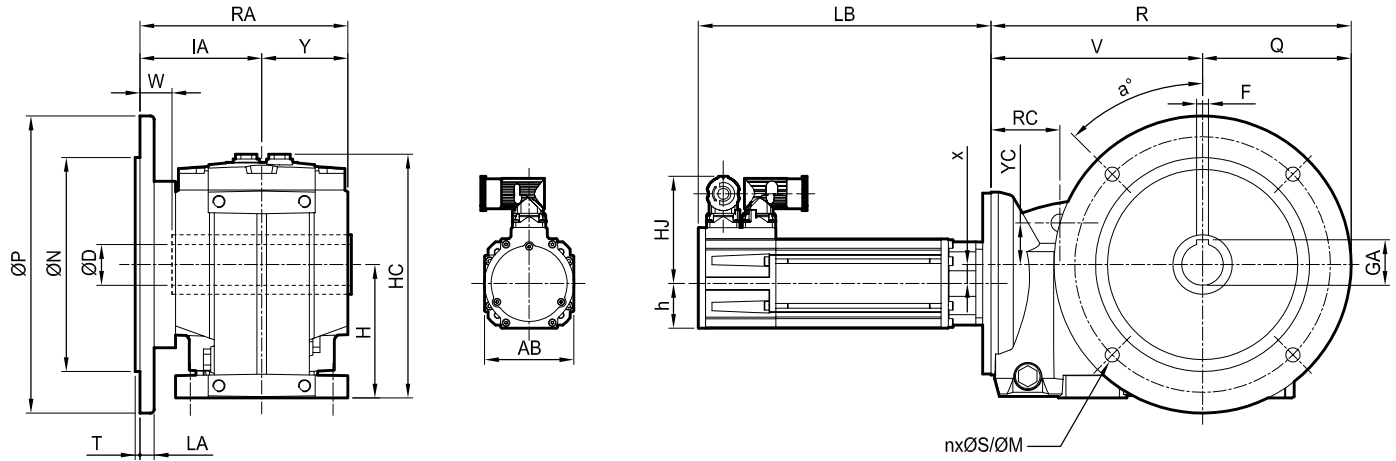
Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
075 U3 B	75	89	37.5	247	3.7	75	89	37	277	4.2
095 U3 B	90	94	45	267	5.8	90	94	48	297	6.4
115 U3 B	115	99	45	293	8.8	115	99	58	323	10
115 U3 D	115	99	57.5	354	12.6	115	99	58	384	13.8
142 U3 E	142	113	71	327	20.7	142	113	71	387	22.5
190 U3 D	190	158	95	321	28.8	190	158	95	411	33.3



## Ot Dynabloc - Right angle integrated mounting output shaft MI Integrated Mounting, Ot 3132 to Ot 3533 Dimensions

**BS flange  
Hollow shaft H**

*Dimensions in mm*



Type	Gearbox											Weight kg
	H	HC	IA	Q	R	RA	RC	V	x	Y	YC	
Ot 3132	80	174	89	82.5	248	149	69	165	46.5	60	66	15
Ot 3232	112	217	102.5	125	322	175	77	197	63	72.5	85	24
Ot 3233	112	205	102.5	100	303	235	58	178	16	72.5	35	22
Ot 3333	140	245	123	150	365	288	65	215	7	85	50	40
Ot 3433	180	306	131.5	175	411	335	59	236	30	103.5	60	66
Ot 3533	212	346	146.5	200	473	379	73	273	37	112.5	67	91

Type	BS flange						Hollow output shaft					
	M	N	P	LA	n	a	S	T	D	GA	F	W
Ot 3132	130	110	165	10	4	45°	9	3.5	30H7	33.3	8	24
Ot 3232	215	180	250	12	4	45°	12	4	35H7	38.3	10	27
Ot 3233	215	180	250	12	4	45°	12	4	35H7	38.3	10	27
Ot 3333	265	230	300	12	4	45°	14	4	40H7	43.3	12	36.5
Ot 3433	300	250	350	15	4	45°	18	4	50H7	53.8	14	18.5
Ot 3533	350	300	400	18	4	45°	18	5	60H7	64.4	18	24.5

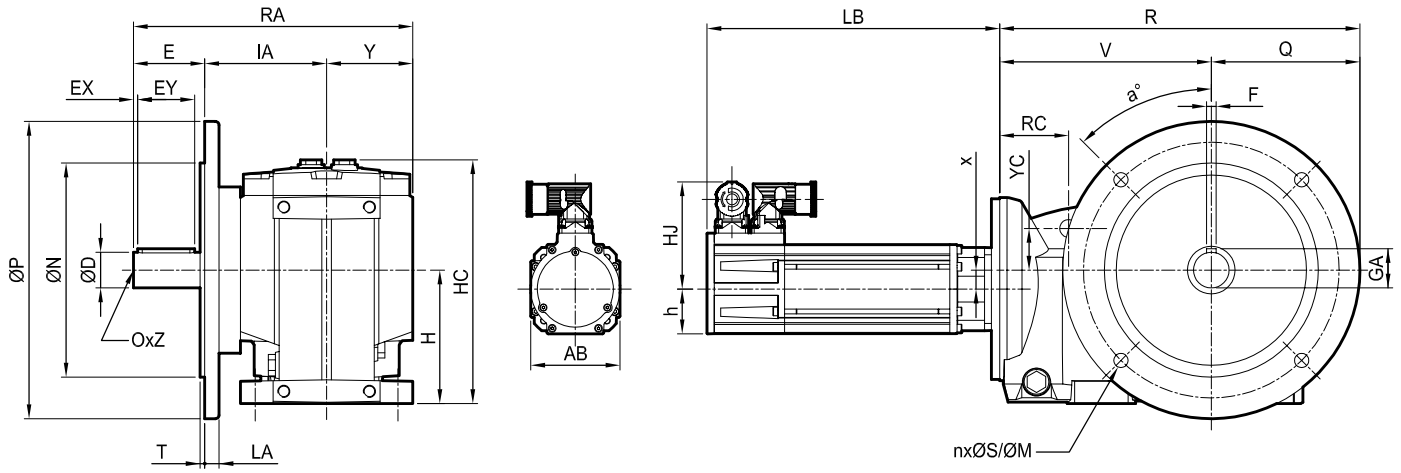
Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
075 U3 B	75	89	37.5	247	3.7	75	89	37	277	4.2
095 U3 B	90	94	45	267	5.8	90	94	48	297	6.4
115 U3 B	115	99	45	293	8.8	115	99	58	323	10
115 U3 D	115	99	57.5	354	12.6	115	99	58	384	13.8
142 U3 E	142	113	71	327	20.7	142	113	71	387	22.5
190 U3 D	190	158	95	321	28.8	190	158	95	411	33.3

**STD BACKLASH**

**Ot Dynabloc - Right angle integrated mounting output shaft**  
**MI Integrated Mounting, Ot 3132 to Ot 3533**  
**Dimensions**

**BS flange**  
**Solid shaft left L**

Dimensions in mm



**STD BACKLASH**

Type	Gearbox											Weight kg
	H	HC	IA	Q	R	RA	RC	V	x	Y	YC	
Ot 3132	80	174	89	82.5	248	199	69	165	46.5	60	66	15
Ot 3232	112	217	102.5	125	322	235	77	197	63	72.5	85	24
Ot 3233	112	205	102.5	125	303	235	58	178	16	72.5	35	22
Ot 3333	140	245	123	150	365	288	65	215	7	85	50	42
Ot 3433	180	306	131.5	175	411	335	59	236	30	103.5	60	68
Ot 3533	212	346	146.5	200	473	379	73	273	37	112.5	67	94

Type	BS flange								Solid output shaft							
	M	N	P	LA	n	a	S	T	D	E	EX	EY	F	GA	O	Z
Ot 3132	130	110	165	10	4	45°	9	3.5	25	50	3.5	40	8	28	M10	22
Ot 3232	215	180	250	12	4	45°	12	4	30	60	4	50	8	33	M10	22
Ot 3233	215	180	250	12	4	45°	12	4	30	60	4	50	8	33	M10	22
Ot 3333	265	230	300	12	4	45°	14	4	40	80	4	70	12	43	M16	36
Ot 3433	300	250	350	15	4	45°	18	4	50	100	5	90	14	53.5	M16	36
Ot 3533	350	300	400	18	4	45°	18	5	60	120	5	110	18	64	M20	42

Motor type	Brushless motors with or without brake									
	Unimotor fm					Unimotor fm with brake				
	AB	HJ	h	LB	Weight kg	AB	HJ	h	LB	Weight kg
075 U3 B	75	89	37.5	247	3.7	75	89	37	277	4.2
095 U3 B	90	94	45	267	5.8	90	94	48	297	6.4
115 U3 B	115	99	45	293	8.8	115	99	58	323	10
115 U3 D	115	99	57.5	354	12.6	115	99	58	384	13.8
142 U3 E	142	113	71	327	20.7	142	113	71	387	22.5
190 U3 D	190	158	95	321	28.8	190	158	95	411	33.3

## Mb Dynabloc Servo gearbox Right angle output shaft General

### Mb Dynabloc

- An economical worm solution for quiet operation



- Compact size
- Space-saving right angle design
- Quiet operation
- Universal mounting
- Unimotor fm and hd

Mb Dynabloc servo gearboxes are designed to reduce the speed and increase the torque of servo motors and to optimize the ratio of inertia between the driven load and the motor.

Mb Dynabloc worm gearboxes provide an economical solution with quiet operation. The gearboxes offer advantages in terms of space saving and ease of integration thanks to their compact size, right angle design and universal mounting.

The models Mb 4101 and Mb 4202 are fitted with compact **Unimotor hd** servo motors. All other Mb Dynabloc are fitted with **Unimotor fm** flexible servo motors making them ideal for continuous duty applications with high inertia loads. Standard motor size for D+20 lead time is 3000 rpm.

Description	
Range	8 sizes from 4101 to 2601
Gearbox ratio	Ratios from 5 to 276
Nominal torque	24 to 750 N.m
Backlash	STANDARD : 10 to 30', depending on sizes and ratio
Lubrication	Life-lubricated with ISO 6743/6 synthetic oil, multiposition
Efficiency	Depending on ratios-see p.84 Technical Characteristics
Output shaft	Solid shaft + key - Tolerance of diameter: h6 - Key DIN 6883 Hollow shaft + key - Tolerance of diameter: H7 - Key DIN 6883
Unimotor fm Unimotor hd	Nominal speed 3000 rpm Connectors rotatable by 90° Incremental or absolute encoder Motor with or without brake Universal mounting with keyed shaft Unimotor hd: available for Mb41 and Mb42 gearboxes only
Finish	Painted (RAL 9005 black) (except Mb41, Mb42: unpainted aluminium)

## Mb Dynabloc Servo gearbox Technical characteristics

Gearbox type	Exact ratio	Efficiency	Angular backlash	Max. radial load $F_r$ at E/2	Max. axial load $F_a$	
			arcmin			
			STANDARD			
				N	N	
Mb 4101	5	0.90	30	620	260	
	7.5	0.89		700	355	
	10	0.88		760	425	
	15	0.84		835	560	
	20	0.82		970	730	
	25	0.79		1070	870	
	30	0.76		1100	950	
Mb 3101	40	0.72	27	1270	1140	
	7.5	0.88		1160	580	
	10	0.86		1200	600	
	12.5	0.84		1200	600	
	15	0.83		1210	605	
	20	0.80		1570	785	
	25	0.78		1850	925	
Mb 2201	30	0.74	25	1690	845	
	7.33	0.88		2070	1035	
	10.3	0.86		2290	1145	
	11.5	0.85		2320	1160	
	15	0.84		2680	1340	
	20	0.82		2800	1400	
	25.5	0.79		3300	1650	
Mb 4202	30	0.75	30	3430	1715	
	40	0.70		3970	1985	
	50	0.68		4480	2240	
	24.69	0.89		2550	510	
	31.15	0.89		2680	536	
	34.58	0.89		2750	550	
	40.50	0.87		2900	580	
	44.96	0.87		2980	596	
	49.38	0.85		3130	626	
	62.31	0.85		3280	656	
	69.17	0.85		3360	672	
	81.00	0.83		3570	714	
	93.46	0.79		3900	780	
	103.75	0.79		4010	802	
	124.62	0.77		4230	846	
	138.33	0.77		4340	868	
	155.77	0.76		4520	904	
186.92	0.72	4910	982			
207.50	0.72	5000	1000			
249.23	0.66	5000	1000			
276.67	0.66	5000	1000			
Mb 2301	5.2	0.90	22	2560	1280	
	7.5	0.88		2760	1380	
	10.3	0.87		2940	1470	
	11.5	0.85		3000	1500	
	15	0.83		3120	1560	
	20	0.82		3460	1730	
	25.5	0.80		3950	1975	
	30	0.75		4140	2070	
	40	0.73		4610	2305	
	50	0.69		5100	2550	
Mb 2401	60	0.64	20	5700	2850	
	80	0.61		6160	3080	
	100	0.57		6950	3475	
	7.25	0.89		21	2780	1390
	10.3	0.87		21	3280	1640
	14.5	0.85		21	3820	1910
	19.5	0.83		20	4440	2220
	25.5	0.81		19	4930	2465
Mb 2501	30	0.77	19	5110	2555	
	40	0.75		5700	2850	
	60	0.71		7150	3575	
	80	0.65		7680	3840	
	7.25	0.89		13	3530	1765
	10.3	0.88		13	3750	1875
	15.5	0.85		13	4510	2255
	20.5	0.84		12	5320	2660
	25.5	0.82		11	6110	3055
	30	0.79		13	6320	3160
Mb 2601	40	0.76	12	7350	3675	
	50	0.73		7670	3835	
	60	0.71		8460	4230	
	80	0.65		9570	4785	
	100	0.61		10920	5460	
	7.5	0.97		12	4790	2395
	10.3	0.87		11	4810	2405
	15.5	0.85		11	4640	2320
20.5	0.83	10	5150	2575		
25.5	0.82	10	6250	3125		
30	0.80	10	7440	3720		
40	0.75	10	7750	3875		

STD BACKLASH

# Mb Dynabloc Servo gearbox

## Right angle output shaft

### Mounting form - Operating positions

#### Mounting form

<b>NU (N)</b>	<b>Foots NS (S) except Mb 3101</b>			<b>Flange</b>	
<b>NU (N)</b> <i>Faces with tapped holes</i>	<b>NS D (S1 00 - S1 33)</b> <i>Foot mounted on D (1) face</i>	<b>NS F (S3 00 - S3 33)</b> <i>Foot mounted on F (3) face</i>	<b>NS U (S5 00 - S5 33)</b> <i>Foot mounted on U (5) face</i>	<b>NS K (S0)</b> <i>Foot kit</i>	<b>BS L-BD L-BN L</b> <i>(BD50 - BD54 for Mb26) Flange to the left</i>
<i>Other flange positions : to the right R (05, 35 or 45 for Mb26)</i>					

#### Output shaft

<b>H (C)</b> <i>Hollow shaft</i>	<b>HL (G)</b> <i>Solid shaft left</i>	<b>HR (D)</b> <i>Solid shaft right</i>	<b>HLR (X)</b> <i>Solid shaft left and right</i>

#### Option: torque ARM R (R)

<b>RK (00 R0)</b> <i>Torque arm delivered as kit</i>	

#### Operating position

Mounting form NU (N), foot NSD (S1), NSF (S3), NSU (S5), or torque arm R (R)

<b>B3 (B--)</b>	<b>B6 (W--)</b>	<b>B7 (V--)</b>	<b>B8 (P--)</b>	<b>V5 (H--)</b>	<b>V6 (T--)</b>

#### Flange form BS, BN or BD

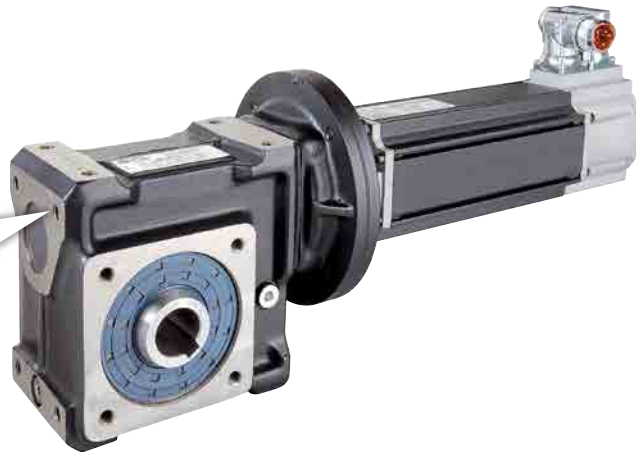
<b>B5 (B--)</b>	<b>B52 (W--)</b>	<b>B53 (P--)</b>	<b>B54 (V--)</b>	<b>V1 (H--)</b>	<b>V3 (T--)</b>

#### Connector positions

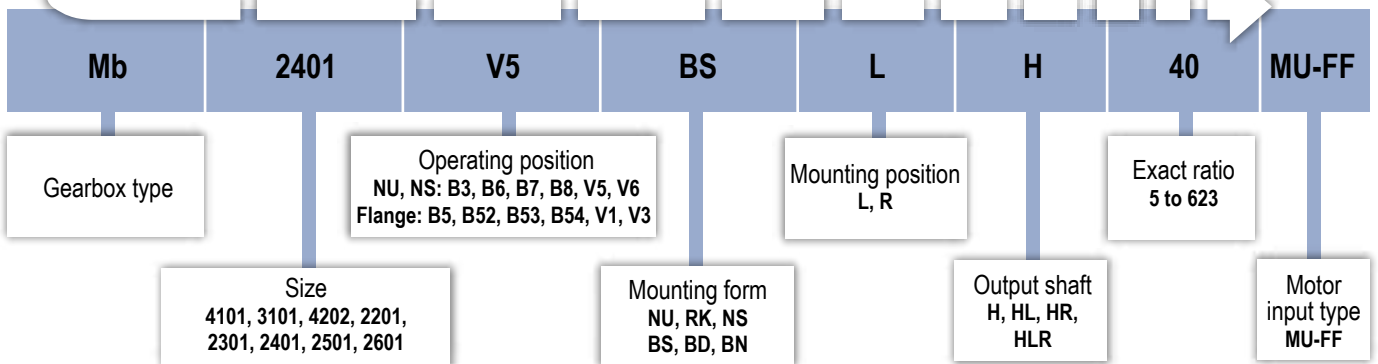
<b>A : STANDARD</b>	<b>B</b>	<b>C</b>	<b>D</b>

**STD BACKLASH**

**Mb Dynabloc Servo gearbox**  
**Right angle output shaft**  
**Ordering code information**

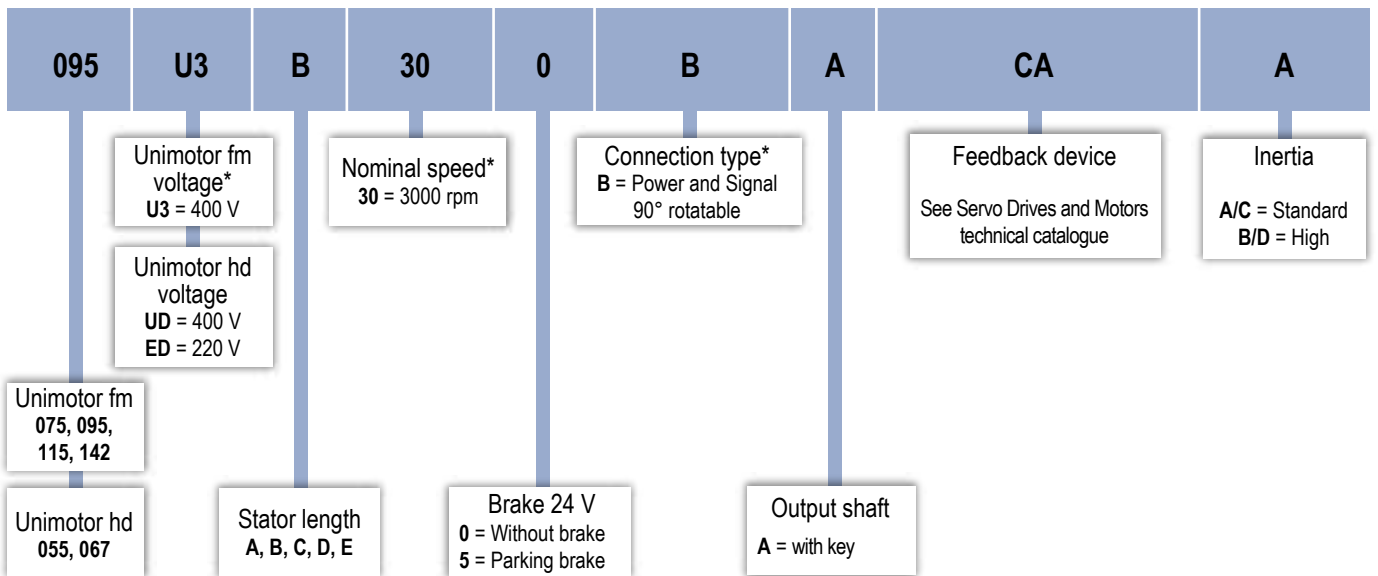


**Gearbox**



**STD BACKLASH**

**Motor: Unimotor fm and hd (hd only Mb 41/42)**



\*For the full range of motor options, please refer to the Servo Drives and Motors Technical Catalogue

We reserve the right to modify the design, technical specifications and dimensions of the products shown in this document. The description cannot in any way be considered contractual.

**Mb 4101 - Mb 3101**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Mb 4101  $M_{Red-S1}$  35 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$	$k_{S1}$	$M_{acc\ red}$	$k_{acc}^*$
	$M_{n\ mot}$	$M_{peak\ mot}$	$J_{mot}$	$J_{red}$	$I_{exact}$	$n_2$	N.m		N.m	
	N.m	N.m	$10^{-4}$ kg.m <sup>2</sup>	$10^{-4}$ kg.m <sup>2</sup>		rpm	N.m		N.m	
055 UDA 30	0.7	2.88	0.14	0.029	5	600	3.4	7.07	14.0	4.30
				0.023	7.5	400	5.1	5.50	21.0	3.34
				0.021	10	300	6.8	4.27	27.9	2.60
				0.019	15	200	10.2	3.04	41.9	1.85
				0.019	20	150	13.6	2.14	55.9	1.30
				0.019	25	120	17.0	1.65	69.8	1.00
				0.019	30	100	20.4	1.67	83.8	1.01
055 UDB 30	1.05	4.72	0.25	0.029	5	600	5.1	4.71	22.9	2.62
				0.023	7.5	400	7.6	3.67	34.3	2.04
				0.021	10	300	10.2	2.85	45.8	1.58
				0.019	15	200	15.3	2.03	68.7	1.13
				0.019	20	150	20.4	1.42	91.6	0.79
				0.019	25	120	25.5	1.10	114.5	0.61
				0.019	30	100	30.6	1.11	137.4	0.62
055 UDC 30	1.48	6.6	0.36	0.029	5	600	7.2	3.34	32.0	1.87
				0.023	7.5	400	10.8	2.60	48.0	1.46
				0.021	10	300	14.4	2.02	64.0	1.13
				0.019	15	200	21.5	1.44	96.0	0.81
067 UDB 30	2.45	7.65	0.53	0.029	5	600	11.9	2.02	37.1	1.62
				0.023	7.5	400	17.8	1.57	55.7	1.26
				0.021	10	300	23.8	1.22	74.2	0.98
067 UDC 30	3.5	11.1	0.75	0.029	5	600	17.0	1.41	53.8	1.11
				0.023	7.5	400	25.5	1.10	80.8	0.87

**STD BACKLASH**

**Mb 3101  $M_{Red-S1}$  60 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$	$k_{S1}$	$M_{acc\ red}$	$k_{acc}^*$
	$M_{n\ mot}$	$M_{peak\ mot}$	$J_{mot}$	$J_{red}$	$I_{exact}$	$n_2$	N.m		N.m	
	N.m	N.m	$10^{-4}$ kg.m <sup>2</sup>	$10^{-4}$ kg.m <sup>2</sup>		rpm	N.m		N.m	
075 U3 B 30	2.3	7	1.22	0.06	7.5	400	15.2	3.23	46.2	2.65
				0.05	10	300	19.8	2.69	60.2	2.21
				0.05	12.5	240	24.2	2.20	73.5	1.81
				0.04	15	200	28.6	1.93	87.2	1.59
				0.04	20	150	36.8	1.45	112.0	1.19
				0.04	25	120	44.9	1.09	136.5	0.90
				0.04	30	100	51.1	1.18	155.4	0.97

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mb 2201  
Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  

**Mb 2201  $M_{Red-S1}$  90 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
075 U3 B 30	2.3	7	1.22	0.22	7.33	409	14.8	4.86	45.2	3.99
				0.15	11.5	261	22.5	3.60	68.4	2.96
				0.14	15	200	29.0	2.93	88.2	2.41
				0.1	20	150	37.7	2.37	114.8	1.94
				0.1	25.5	118	46.3	1.68	141.0	1.38
				0.1	30	100	51.8	1.64	157.5	1.35
				0.08	40	75	64.4	1.29	196.0	1.06
				0.07	50	60	78.2	1.08	238.0	0.89
095 U3 B 30	4.1	13.5	2.6	0.22	7.33	409	26.4	2.73	87.1	2.07
				0.15	10.3	291	36.3	2.14	119.6	1.63
				0.15	11.5	261	40.1	2.02	132.0	1.53
				0.14	15	200	51.7	1.64	170.1	1.25
				0.1	20	150	67.2	1.33	221.4	1.01

**STD BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.



**Mb 4202 Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  

**Mb 4202  $M_{Red-S1}$  135 N.m max**

Motor type	Motor nominal torque $M_{n\ mot}$ N.m	Motor peak torque $M_{peak\ mot}$ N.m	Motor inertia $J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	Gearbox inertia $J_{red}$ $10^{-4}$ kg.m <sup>2</sup>	Exact ratio $I_{exact}$	Output speed $n_2$ rpm	S1		S5					
							Gearbox nominal torque $M_{n\ red}$ N.m	Duty factor $k_{S1}$	Acceleration torque at gearbox $M_{acc\ red}$ N.m	Duty factor at acceleration $k_{acc}^*$				
055 UDA 30	0.7	2.88	0.14	1,08	24.69	122	15.4	3.46	63.3	2.10				
				0,82	31.15	96	19.4	3.46	79.8	2.10				
				0,76	34.58	87	21.5	3.46	88.6	2.10				
				0,80	40.50	74	24.7	3.07	101.5	1.87				
				0,73	44.96	67	27.4	3.07	112.7	1.87				
				1,02	49.38	61	29.4	2.60	120.9	1.58				
				0,77	62.31	48	37.1	2.60	152.5	1.58				
				0,70	69.17	43	41.2	2.60	169.3	1.58				
				0,75	81.00	37	47.1	2.26	193.6	1.37				
				0,77	93.46	32	51.7	1.77	212.6	1.08				
				0,70	103.75	29	57.4	1.77	236.1	1.08				
				0,74	124.62	24	67.2	1.64	276.4	0.99				
				0,67	138.33	22	74.6	1.64	306.8	0.99				
				0,73	155.77	19	82.9	1.47	340.9	0.90				
				0,74	186.92	16	94.2	1.24	387.6	0.75				
				0,67	207.50	14	104.6	1.24	430.3	0.75				
0,74	249.23	12	115.1	1.05	473.7	0.64								
0,67	276.67	11	127.8	1.05	525.9	0.64								
055 UDB 30	1.05	4.72	0.25	1,08	24.69	122	23.1	2.31	103.7	1.28				
				0,82	31.15	96	29.1	2.31	130.9	1.28				
				0,76	34.58	87	32.3	2.31	145.3	1.28				
				0,80	40.50	74	37.0	2.05	166.3	1.14				
				0,73	44.96	67	41.1	2.05	184.6	1.14				
				1,02	49.38	61	44.1	1.73	198.1	0.96				
				0,77	62.31	48	55.6	1.73	250.0	0.96				
				0,70	69.17	43	61.7	1.73	277.5	0.96				
				0,75	81.00	37	70.6	1.51	317.3	0.84				
				0,77	93.46	32	77.5	1.18	348.5	0.66				
				0,70	103.75	29	86.1	1.18	386.9	0.66				
				0,74	124.62	24	100.8	1.09	452.9	0.61				
				0,67	138.33	22	111.8	1.09	502.7	0.61				
				055 UDC 30	1.48	6.6	0.36	1,08	24.69	122	32.5	1.64	145.0	0.92
								0,82	31.15	96	41.0	1.64	183.0	0.92
								0,76	34.58	87	45.5	1.64	203.1	0.92
0,80	40.50	74	52.1					1.45	232.6	0.81				
0,73	44.96	67	57.9					1.45	258.2	0.81				
1,02	49.38	61	62.1					1.23	277.0	0.69				
0,77	62.31	48	78.4					1.23	349.6	0.69				
0,70	69.17	43	87.0					1.23	388.0	0.69				
0,75	81.00	37	99.5					1.07	443.7	0.60				
067 UDB 30	2.45	7.65	0.53					1,08	24.69	122	53.8	1.00	168.1	0.79
				0,82	31.15	96	67.9	1.00	212.1	0.79				
				0,76	34.58	87	75.4	1.00	235.4	0.79				

**STD BACKLASH**

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mb 2301 - Mb 2401**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)  

**Mb 2301  $M_{Red-S1}$  150 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$	$k_{S1}$	$M_{acc\ red}$	$k_{acc}^*$
	$M_{n\ mot}$	$M_{peak\ mot}$	$J_{mot}$	$J_{red}$	$I_{exact}$	$n_2$	N.m		N.m	
	N.m	N.m	$10^{-4}$ kg.m <sup>2</sup>	$10^{-4}$ kg.m <sup>2</sup>		rpm	N.m		N.m	
075 U3 B 30	2.3	7	1.22	0.38	15	200	28.6	4.117	87.2	3.382
				0.31	20	150	37.7	3.702	114.8	3.041
				0.34	25.5	118	46.9	2.821	142.8	2.317
				0.34	30	100	51.8	2.610	157.5	2.144
				0.28	40	75	67.2	2.228	204.4	1.830
				0.26	50	60	79.4	1.830	241.5	1.503
				0.26	60	50	88.3	1.497	268.8	1.230
				0.26	80	38	112.2	1.270	341.6	1.043
095 U3 B 30	4.1	13.5	2.6	0.53	7.5	400	27.1	4.585	89.1	3.481
				0.45	10.3	291	36.7	3.488	121.0	2.648
				0.45	11.5	261	40.1	3.349	132.0	2.543
				0.38	15	200	51.0	2.310	168.1	1.754
				0.31	20	150	67.2	2.077	221.4	1.577
				0.34	25.5	118	83.6	1.583	275.4	1.202
				0.34	30	100	92.3	1.464	303.8	1.112
				0.28	40	75	119.7	1.250	394.2	0.949
115 U3 B 30	6.7	22.2	7.7	0.26	50	60	141.5	1.026	465.8	0.779
				0.75	5.2	577	31.4	3.774	103.9	2.847
				0.53	7.5	400	44.2	2.806	146.5	2.117
				0.45	10.3	291	60.0	2.135	198.9	1.611
				0.45	11.5	261	65.5	2.050	217.0	1.546
				0.38	15	200	83.4	1.413	276.4	1.066
115 U3 D 30	11.2	41	12.5	0.31	20	150	109.9	1.271	364.1	0.959
				0.75	5.2	577	52.4	2.258	191.9	1.542
				0.53	7.5	400	73.9	1.678	270.6	1.146
				0.45	10.3	291	100.4	1.277	367.4	0.872
				0.45	11.5	261	109.5	1.226	400.8	0.837

**STD BACKLASH**

**Mb 2401  $M_{Red-S1}$  220 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ red}$	$k_{S1}$	$M_{acc\ red}$	$k_{acc}^*$
	$M_{n\ mot}$	$M_{peak\ mot}$	$J_{mot}$	$J_{red}$	$I_{exact}$	$n_2$	N.m		N.m	
	N.m	N.m	$10^{-4}$ kg.m <sup>2</sup>	$10^{-4}$ kg.m <sup>2</sup>		rpm	N.m		N.m	
095 U3 B 30	4.1	13.5	2.6	0.69	14.5	207	50.5	3.78	166.4	2.87
				0.55	19.5	154	66.4	3.12	218.5	2.37
				0.59	25.5	118	84.7	2.31	278.8	1.75
				0.59	30	100	94.7	2.15	311.9	1.64
				0.5	40	75	121.4	1.80	399.6	1.37
				0.47	50	60	145.6	1.45	479.3	1.10
				0.47	60	50	167.3	1.21	550.8	0.92
				0.47	80	38	206.6	1.00	680.4	0.76
115 U3 B 30	6.7	22.2	7.7	0.9	7.25	414	43.2	3.97	143.2	3.00
				0.8	10.3	291	60.0	3.26	198.9	2.46
				0.69	14.5	207	82.6	2.32	273.6	1.75
				0.55	19.5	154	108.4	1.91	359.3	1.44
				0.59	25.5	118	138.4	1.41	458.5	1.07
				0.59	30	100	154.8	1.32	512.8	0.99
				0.5	40	75	198.3	1.10	657.1	0.83
115 U3 D 30	11.2	41	12.5	0.9	7.25	414	72.3	2.38	264.6	1.62
				0.8	10.3	291	100.4	1.95	367.4	1.33
				0.69	14.5	207	138.0	1.39	505.3	0.95
				0.55	19.5	154	181.3	1.14	663.6	0.78

\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mb 2501 - Mb 2601**  
**Selection**

**Motor speed 3000 rpm**

D+20 lead time (Ex Works)

**Mb 2501  $M_{Red-S1}$  425 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
095 U3 B 30	4.1	13.5	2.6	2.6	25.5	118	85.7	4.95	282.3	3.76
				2.6	30	100	97.2	4.16	320.0	3.16
				1.9	40	75	124.6	3.32	410.4	2.52
				1.7	50	60	149.7	2.70	492.8	2.05
				1.7	60	50	174.7	2.27	575.1	1.72
				1.7	80	38	213.2	1.93	702.0	1.46
				1.7	100	30	250.1	1.46	823.5	1.11
115 U3 B 30	6.7	22.2	7.7	2.5	20.5	146	115.4	3.42	382.3	2.58
				2.6	25.5	118	140.1	3.03	464.2	2.28
				2.6	30	100	158.8	2.55	526.1	1.92
				1.9	40	75	203.7	2.03	674.9	1.53
				1.7	50	60	244.6	1.65	810.3	1.25
				1.7	60	50	285.4	1.39	945.7	1.05
				1.7	80	38	348.4	1.18	1154.4	0.89
115 U3 D 30	11.2	41	12.5	2.7	7.25	414	72.3	4.86	264.6	3.32
				2.65	10.3	291	101.5	3.84	371.6	2.62
				2.6	15.5	194	147.6	2.57	540.2	1.75
				2.5	20.5	146	192.9	2.04	706.0	1.40
				2.6	25.5	118	234.2	1.81	857.3	1.24
				2.6	30	100	265.4	1.52	971.7	1.04
				1.9	40	75	340.5	1.22	1246.4	0.83
142 U3 E 30	18.2	75	36.9	2.7	7.25	414	117.4	2.99	483.9	1.81
				2.65	10.3	291	165.0	2.36	679.8	1.43
				2.6	15.5	194	239.8	1.58	988.1	0.96
				2.5	20.5	146	313.4	1.26	1291.5	0.76
				2.6	25.5	118	380.6	1.11	1568.3	0.68

**STD BACKLASH**

**Mb 2601  $M_{Red-S1}$  755 N.m max**

Motor type	Motor nominal torque	Motor peak torque	Motor inertia	Gearbox inertia	Exact ratio	Output speed	S1		S5	
							Gearbox nominal torque	Duty factor	Acceleration torque at gearbox	Duty factor at acceleration
							$M_{n\ mot}$ N.m	$M_{peak\ mot}$ N.m	$J_{mot}$ $10^{-4}$ kg.m <sup>2</sup>	$J_{red}$ $10^{-4}$ kg.m <sup>2</sup>
142 U3 E 30	18.2	75	36.9	13	7.5	400	132.4	4.61	545.6	2.80
				8.5	10.3	291	163.1	4.21	672.1	2.56
				6.3	15.5	194	239.8	2.98	988.1	1.81
				3.5	20.5	146	309.7	2.32	1276.1	1.41
				3.4	25.5	118	380.6	1.84	1568.3	1.12
				3.35	30	100	436.8	1.46	1800.0	0.89
				3.3	40	75	546.0	1.38	2250.0	0.84

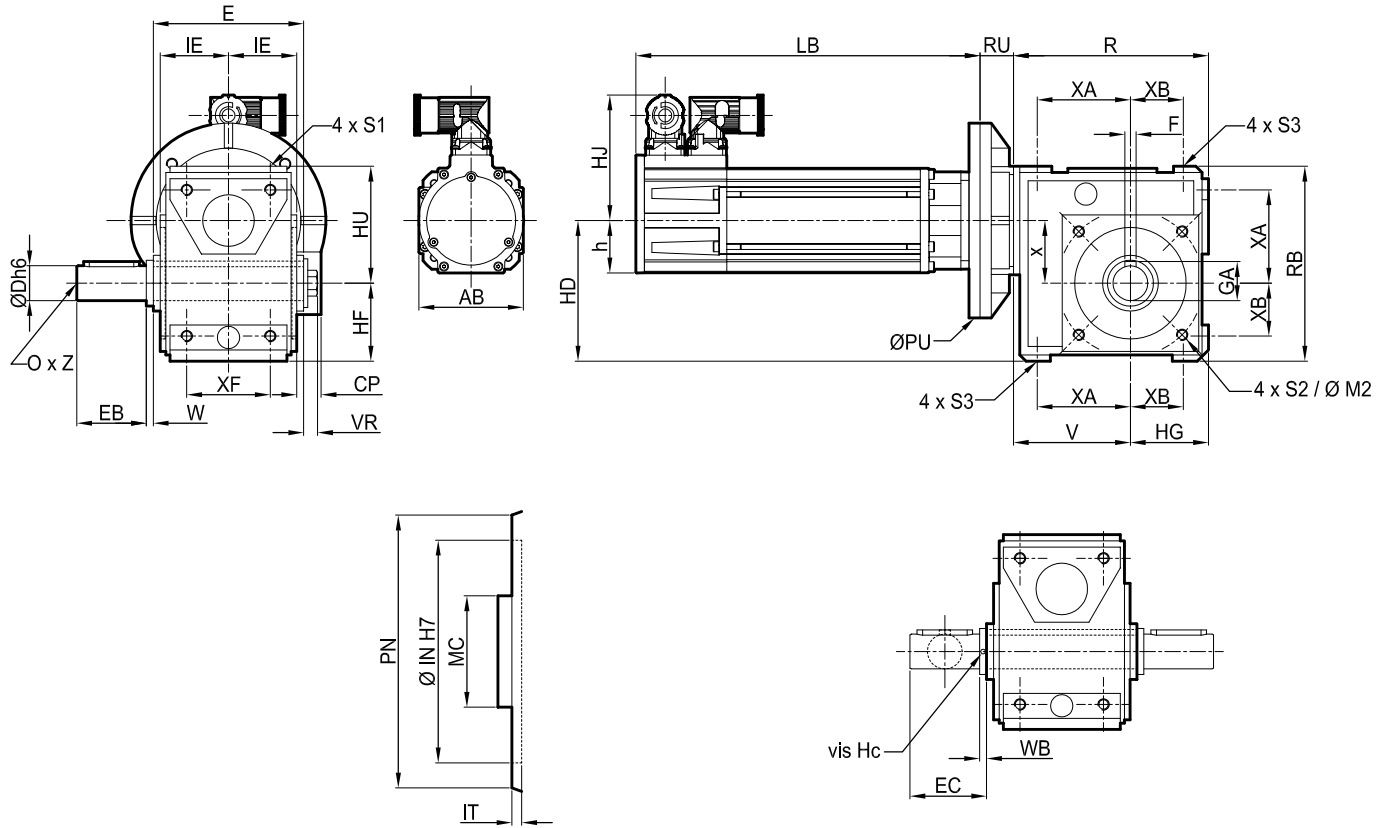
\* If  $k_{acc} < 1$ , the acceleration torque must be reduced by limiting the current through the drive.

**Mb Dynabloc - Right angle output shaft**

**MU-FF Universal Mounting Mb 4101, Mb 3101, Mb 4202, Mb 2201 to Mb 2601 Dimensions**

**NU (N) Form**  
**Solid shaft left HL (G)**

Dimensions in mm



**STD BACKLASH**

Type	Gearbox																Weight kg		
	CP	E	HF	HG	HU	IE	M2	R	RB	S1	S2	S3	V	x	XA	XB	XF	HRorHL	H LR
<b>Mb 4101</b>	20	86	50	50	71.5	43	85	1001	121.5	6.5	M6x13	6.5	51	40	<sup>3</sup>	31.5	63	-	2.2
<b>Mb 3101</b> <sup>2</sup>	22.5	90	50	45	70	41	85	120	127	-	M8x12	M8x12	50	40	<sup>2</sup>	31.5	63	5.6	5.8
<b>Mb 4202</b>	23.5	130	63	63	63	75.5	95	181	126	M10x20	M10x15	M10x20	118	17	<sup>3</sup>	<sup>3</sup>	<sup>3</sup>	9.0	9.2
<b>Mb 2201</b>	23.5	108	56	56	84	49	105	140	140	M8x12	M8x12	M8x12	84	45	67	38	60	12.1	12.3
<b>Mb 2301</b>	22.5	118	63	63	97	54	115	160	160	M8x12	M8x12	M8x12	97	55	77	43	70	17	17.4
<b>Mb 2401</b>	28	138	75	75	115	64	130	190	190	M10x15	M10x15	M10x15	115	63	101	61	86	29.5	30
<b>Mb 2501</b>	28.5	168	90	90	135	78	180	225	225	M12x20	M12x20	M12x20	135	80	110	65	90	48	49.2
<b>Mb 2601</b>	33	188	100	100	160	93.5	<sup>1</sup>	260	260	M14x20	<sup>1</sup>	M14x20	160	100	125	65	100	54.3	55.9

1. Option BT on Mb 2601: M2 = 165, S2 = 6 x M10 x 15  
 2. Mb 3101: holes on F (S3) face on request, XA does not exist  
 3. Consult us

Type	Spigot on housing				Type	Solid output shaft										
	IN	IT	MC	PN		VR	vis HC	WB	D	EB	EC	F	GA	O	Z	W
<b>Mb 4101</b>	65	5	40	100	<b>Mb 4101</b>	-	-	-	20	45	45	6	22.5	M6	16	0
<b>Mb 3101</b>	68	3.5	40	80	<b>Mb 3101</b>	6.5	M5	8	20	40	45	6	22.5	M6	16	5
<b>Mb 4202</b>	75	5	45	124	<b>Mb 4202</b>	-	-	-	30 <sup>2</sup>	60	-	8	33	M10	22	0
<b>Mb 2201</b>	80	3	40	98	<b>Mb 2201</b>	10	M5	8	25	50	55	8	28	M10	22	5
<b>Mb 2301</b>	95	3.5	60	114	<b>Mb 2301</b>	10	M5	8	30	60	65	8	33	M10	22	5
<b>Mb 2401</b>	110	3.5	60	132	<b>Mb 2401</b>	12	M5	8	35	70	75	10	38	M12	28	5
<b>Mb 2501</b>	140	4.5	90	166	<b>Mb 2501</b>	16	M5	8	45	90	95	14	48.5	M16	36	5
<b>Mb 2601</b> <sup>1</sup>	130 <sup>1</sup>	4 <sup>1</sup>	65	-	<b>Mb 2601</b>	16	M5	8	50	100	105	14	53.5	M16	36	5

1. Option on Mb 2601 : 186  
 2. Option on Mb 4202: diameter 25mm

## Mb Dynabloc - Right angle output shaft MU-FF Universal Mounting Mb 4101, Mb 3101, Mb 4202, Mb 2201 to Mb 2601 Dimensions

NU (N) Form  
Solid shaft left HL (G)

Dimensions in mm

Motor type		Unimotor						
		Without brake		With brake		AB	HJ	h
		LB	Weight kg	LB	Weight kg			
Unimotor hd	055 UD A	118	1.2	158	1.6	55	72	27.5
	055 UD B	142	1.5	182	1.9	55	72	27.5
	055 UD C	166	1.8	206	2.2	55	72	27.5
	067 UD B	173	2.6	208	3.3	70	77	35
	067 UD C	203	3.2	238	3.9	70	77	35
Unimotor fm	075 U3 B	239	3.7	269	4.2	75	89	37.5
	095 U3 B	257	5.8	287	6.4	90	94	45
	115 U3 B	277	8.8	307	10	115	99	45
	115 U3 D	337	12.6	367	13.8	115	99	57.5
	142 U3 E	313	20.7	373	22.5	142	113	71

Type	Motors and gearboxes															
	4101		3101		4202		2201		2301		2401		2501		2601	
	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU
055 UD	19	75	-	-	15	80	-	-	-	-	-	-	-	-	-	-
067 UD	19	90	-	-	15	90	-	-	-	-	-	-	-	-	-	-
075 U3	-	-	0	90	-	-	32	140	32	140	-	-	-	-	-	-
095 U3	-	-	-	-	-	-	33	120	36	120	50	120	50	120	-	-
115 U3	-	-	-	-	-	-	24	140	24	140	50	140	50	140	-	-
142 U3	-	-	-	-	-	-	-	-	31	200	50	200	50	200	59	200

STD BACKLASH

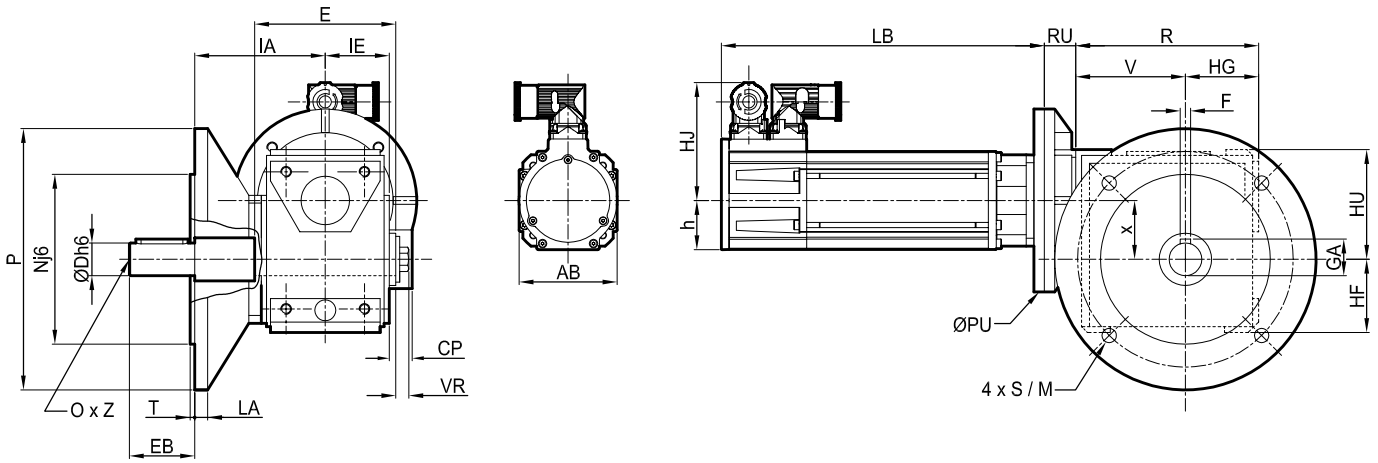
**Mb Dynabloc - Right angle output shaft**

**MU-FF Universal Mounting Mb 4101, Mb 3101, Mb 4202, Mb 2201 to Mb 2601**

**Dimensions**

**BSL Flange Form (or without spigot BN flange)  
Solid shaft left HL (G)**

*Dimensions in mm*



**STD BACKLASH**

Type	Gearbox with BS or BN flange																Weight kg	
	CP	E	HF	HG	HU	IE	IA	R	V	x	M	N <sup>1</sup>	P	LA	S	T <sup>1</sup>	HR or HL	H LR
<b>Mb 4101</b>	20	86	50	50	71.5	43	77	101	75	40	100	80	120	8	7	-	-	2.5
<b>Mb 3101</b> <sup>2</sup>	22.5	90	50	50 <sup>2</sup>	70	41	77	120 <sup>2</sup>	75	40	100	-	120	7	7 <sup>3</sup>	-	6.8	7
<b>Mb 4202</b>	23.5	130	63	63	63	75.5	80	181	118	17	130	110	160	9	9	3.5	9.2	9.4
<b>Mb 2201</b>	23.5	108	56	56	84	49	100	140	84	45	165	130	200	10	11	3.5	15.3	15.5
<b>Mb 2301</b>	22.5	118	63	63	97	54	106	160	97	55	165	130	200	10	11	3.5	20.4	20.8
<b>Mb 2401</b>	28	138	75	75	115	64	126	190	115	63	215	180	250	12	14	4	34.5	35
<b>Mb 2501</b>	28.5	168	90	90	135	78	126	225	135	80	265	230	300	12	14	4	54.1	55.3
<b>Mb 2601</b>	33	188	100	100	160	93.5	153	260	160	100	300	250	350	14	18	4	61.9	63.5

1. Flange without spigot: Nj6 = 0 and T = 0
2. Mb 3101: RU = 0
3. 4 radial holes

Type	Solid output shaft						
	VR	D	EB	F	GA	O	Z
<b>Mb 4101</b>	-	20	45	6	22.5	M6	15
<b>Mb 3101</b>	6.5	20	40	6	22.5	M6	16
<b>Mb 4202</b>	-	30 <sup>1</sup>	60	8	33	M10	22
<b>Mb 2201</b>	10	25	50	8	28	M10	22
<b>Mb 2301</b>	10	30	60	8	33	M10	22
<b>Mb 2401</b>	12	35	70	10	38	M12	28
<b>Mb 2501</b>	16	45	90	14	48.5	M16	36
<b>Mb 2601</b>	16	50	100	14	53.5	M16	36

1. Option on Mb 4202: diameter 25mm

## Mb Dynabloc - Right angle output shaft MU-FF Universal Mounting Mb 4101, Mb 3101, Mb 4202, Mb 2201 to Mb 2601 Dimensions

NU (N) Form  
Solid shaft left HL (G)

Dimensions in mm

Motor type		Unimotor						
		Without brake		With brake		AB	HJ	h
		LB	Weight kg	LB	Weight kg			
Unimotor hd	055 UD A	118	1.2	158	1.6	55	72	27.5
	055 UD B	142	1.5	182	1.9	55	72	27.5
	055 UD C	166	1.8	206	2.2	55	72	27.5
	067 UD B	173	2.6	208	3.3	70	77	35
	067 UD C	203	3.2	238	3.9	70	77	35
Unimotor fm	075 U3 B	239	3.7	269	4.2	75	89	37.5
	095 U3 B	257	5.8	287	6.4	90	94	45
	115 U3 B	277	8.8	307	10	115	99	45
	115 U3 D	337	12.6	367	13.8	115	99	57.5
	142 U3 E	313	20.7	373	22.5	142	113	71

Type	Motors and gearboxes															
	4101		3101		4202		2201		2301		2401		2501		2601	
	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU
055 UD	19	75	0	90	15	80	32	140	32	140	-	-	-	-	-	-
067 UD	19	90	-	-	15	90	33	120	36	120	50	120	50	120	-	-
075 U3	-	-	0	90	-	-	32	140	32	140	-	-	-	-	-	-
095 U3	-	-	-	-	-	-	33	120	36	120	50	120	50	120	-	-
115 U3	-	-	-	-	-	-	24	140	24	140	50	140	50	140	-	-
142 U3	-	-	-	-	-	-	-	-	31	200	50	200	50	200	59	200

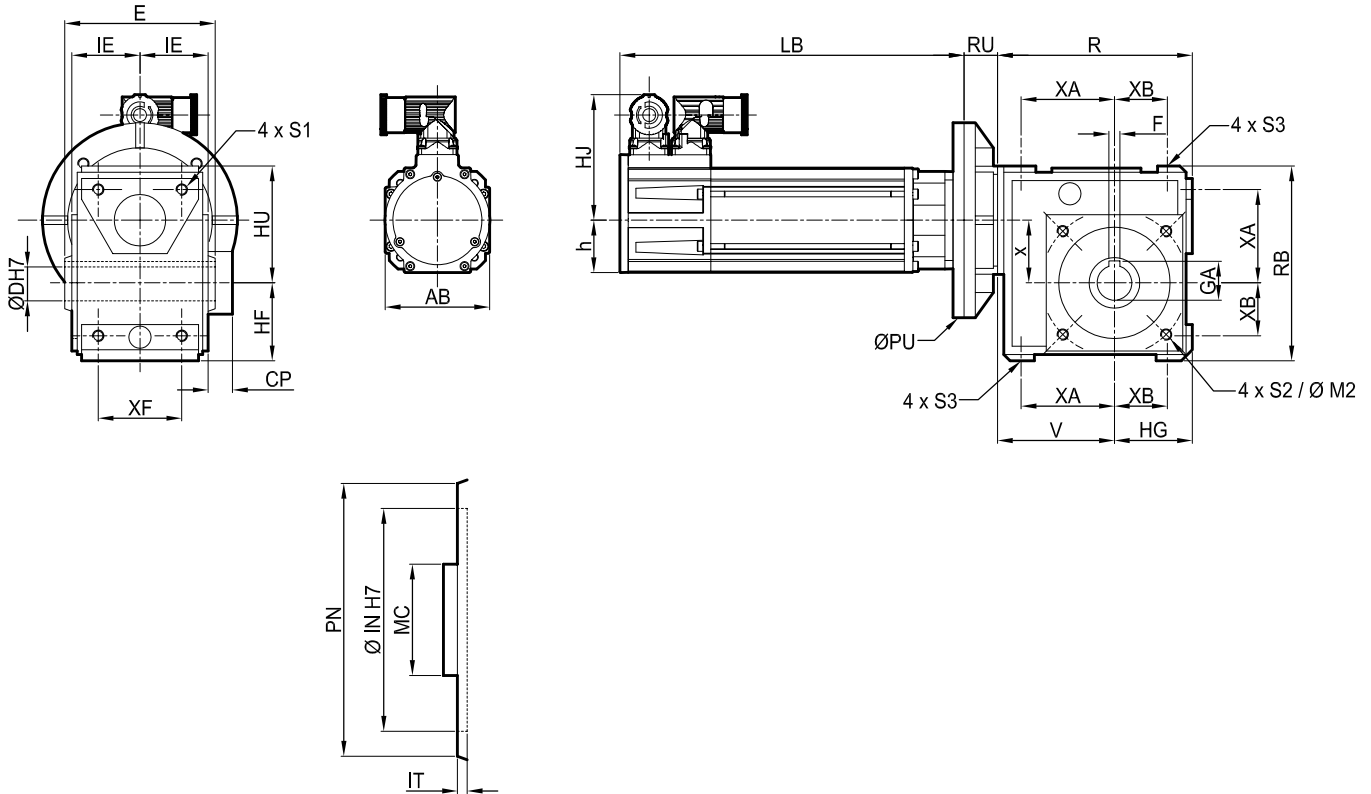
STD BACKLASH

**Mb Dynabloc - Right angle output shaft**

**MU-FF Universal Mounting Mb 4101, Mb 3101, Mb 4202, Mb 2201 to Mb 2601**  
**Dimensions**

**NU (N) Form**  
**Hollow shaft H (C)**

Dimensions in mm



**STD BACKLASH**

Type	NU gearbox																Weight kg	
	CP	E	HF	HG	HU	IE	M2	R	RB	S1	S2	S3	V	x	XA	XB		XF
<b>Mb 4101</b>	20	86	50	50	71.5	43	85	101	122	6.5	M6x13	6.5	51	40	<sup>3</sup>	31.5	63	2.2
<b>Mb 3101</b>	22.5	90	50	50	70	41	85	120	120	-	M8x12	M8x12	50	40	<sup>2</sup>	31.5	63	5
<b>Mb 4202</b>	23.5	130	63	63	63	75.5	95	181	126	M10x20	M10x15	M10x20	50	118	<sup>3</sup>	<sup>3</sup>	<sup>3</sup>	9
<b>Mb 2201</b>	23.5	108	56	56	84	49	105	140	140	M8x12	M8x12	M8x12	84	45	67	38	60	11.5
<b>Mb 2301</b>	22.5	118	63	63	97	54	115	160	160	M8x12	M8x12	M8x12	97	55	77	43	70	16
<b>Mb 2401</b>	28	138	75	75	115	64	130	190	190	M10x15	M10x15	M10x15	115	63	101	61	86	28
<b>Mb 2501</b>	28.5	168	90	90	135	78	180	225	225	M12x20	M12x20	M12x20	135	80	110	65	90	45.5
<b>Mb 2601</b>	33	188	100	100	160	93.5	<sup>1</sup>	260	260	M14x20	<sup>1</sup>	M14x20	160	100	125	65	100	50.5

1. BT option on Mb 2601: M2 = 165, S2 = 6 x M10 x 15  
 2. Mb 3101: HG = 45 and RB = 127 (holes on F [S3] face on request, XA does not exist)  
 3. Consult us

Type	Spigot on housing				Type	Hollow output shaft			
	IN	IT	MC	PN		D	E	F	GA
<b>Mb 4101</b>	65	5	40	100	<b>Mb 4101</b>	30	130	8	33.3
<b>Mb 3101</b>	68	3.5	40	80	<b>Mb 3101</b>	20	90	6	22.8
<b>Mb 4202</b>	75	5	45	124	<b>Mb 4202</b>	25 <sup>2</sup>	50	8	28.0
<b>Mb 2201</b>	80	3	40	98	<b>Mb 2201</b>	25	108	8	28.3
<b>Mb 2301</b>	95	3.5	60	114	<b>Mb 2301</b>	30	118	8	33.3
<b>Mb 2401</b>	110	3.5	60	132	<b>Mb 2401</b>	35	138	10	38.3
<b>Mb 2501</b>	140	4.5	90	166	<b>Mb 2501</b>	45	168	14	48.8
<b>Mb 2601</b>	130 <sup>1</sup>	3.5 <sup>1</sup>	65	-	<b>Mb 2601</b>	50	188	14	53.8

1. Option on Mb 2601: 186  
 2. Option on Mb 4202: diameter 25mm



## Mb Dynabloc - Right angle output shaft MU-FF Universal Mounting Mb 4101, Mb 3101, Mb 4202, Mb 2201 to Mb 2601 Dimensions

NU (N) Form  
Hollow shaft H (C)

Dimensions in mm

Motor type		Unimotor						
		Without brake		With brake		AB	HJ	h
		LB	Weight kg	LB	Weight kg			
Unimotor hd	055 UD A	118	1.2	158	1.6	55	72	27.5
	055 UD B	142	1.5	182	1.9	55	72	27.5
	055 UD C	166	1.8	206	2.2	55	72	27.5
	067 UD B	173	2.6	208	3.3	70	77	35
	067 UD C	203	3.2	238	3.9	70	77	35
Unimotor fm	075 U3 B	239	3.7	269	4.2	75	89	37.5
	095 U3 B	257	5.8	287	6.4	90	94	45
	115 U3 B	277	8.8	307	10	115	99	45
	115 U3 D	337	12.6	367	13.8	115	99	57.5
	142 U3 E	313	20.7	373	22.5	142	113	71

Type	Motors and gearboxes															
	4101		3101		4202		2201		2301		2401		2501		2601	
	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU	RU	PU
055 UD	19	75	0	90	15	80	32	140	32	140	-	-	-	-	-	-
067 UD	19	90	-	-	15	90	33	120	36	120	50	120	50	120	-	-
075 U3	-	-	0	90	-	-	32	140	32	140	-	-	-	-	-	-
095 U3	-	-	-	-	-	-	33	120	36	120	50	120	50	120	-	-
115 U3	-	-	-	-	-	-	24	140	24	140	50	140	50	140	-	-
142 U3	-	-	-	-	-	-	-	-	31	200	50	200	50	200	59	200

STD BACKLASH





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