

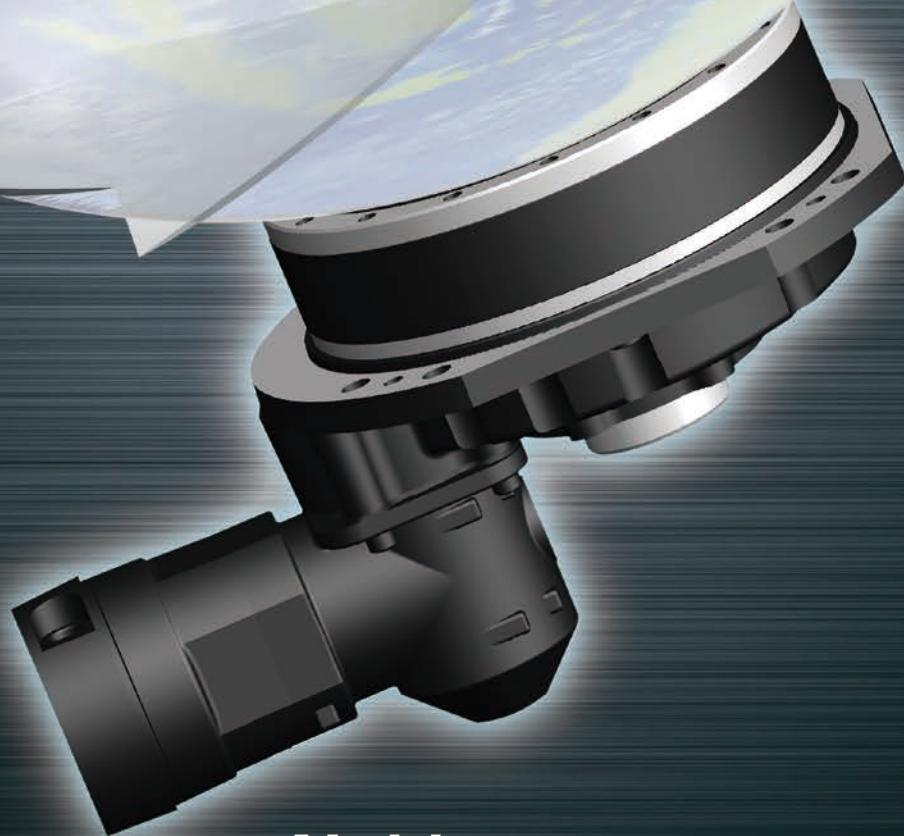
# RV<sup>®</sup>



Precision Reduction Gear RV<sup>™</sup>  
Precision Gearhead

# RD2

RD2 Series

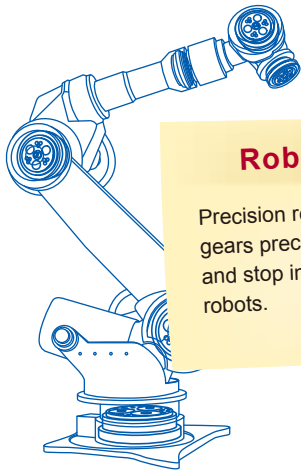


**Nabtesco<sup>®</sup>**



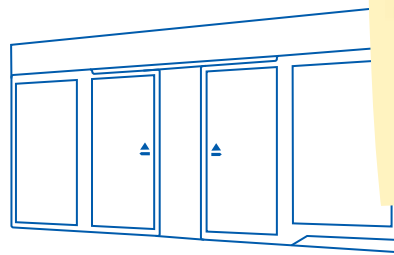
# Contributing to Society with Our 'Moving it. Stopping it.' Technologies

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



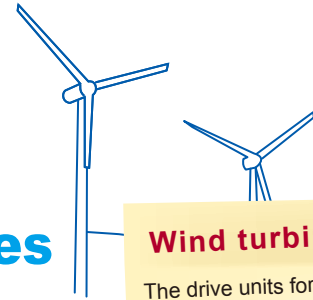
## Robots

Precision reduction gears precisely move and stop industrial robots.



## Doors

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

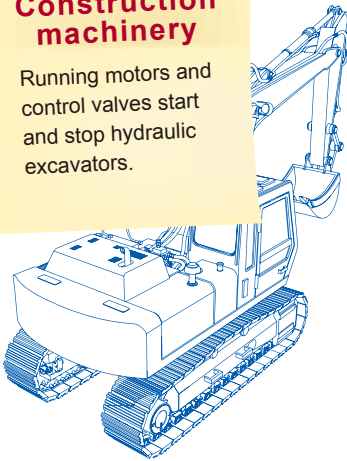


## Wind turbines

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

## Construction machinery

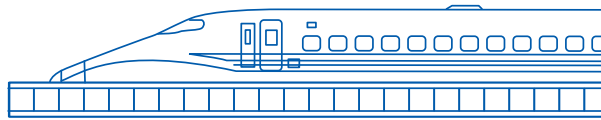
Running motors and control valves start and stop hydraulic excavators.



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

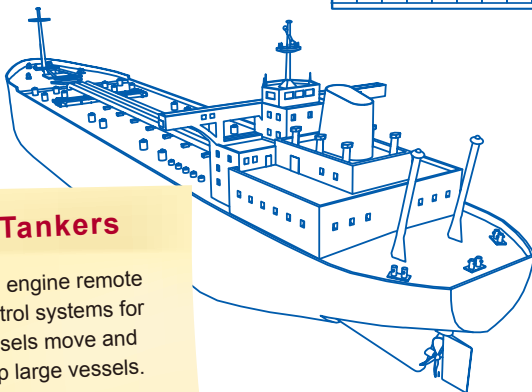
## Shinkansen bullet trains

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



## Tankers

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



## Airplanes

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



# CONTENTS

## Who is Nabtesco?

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

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



# Nabtesco®

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

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

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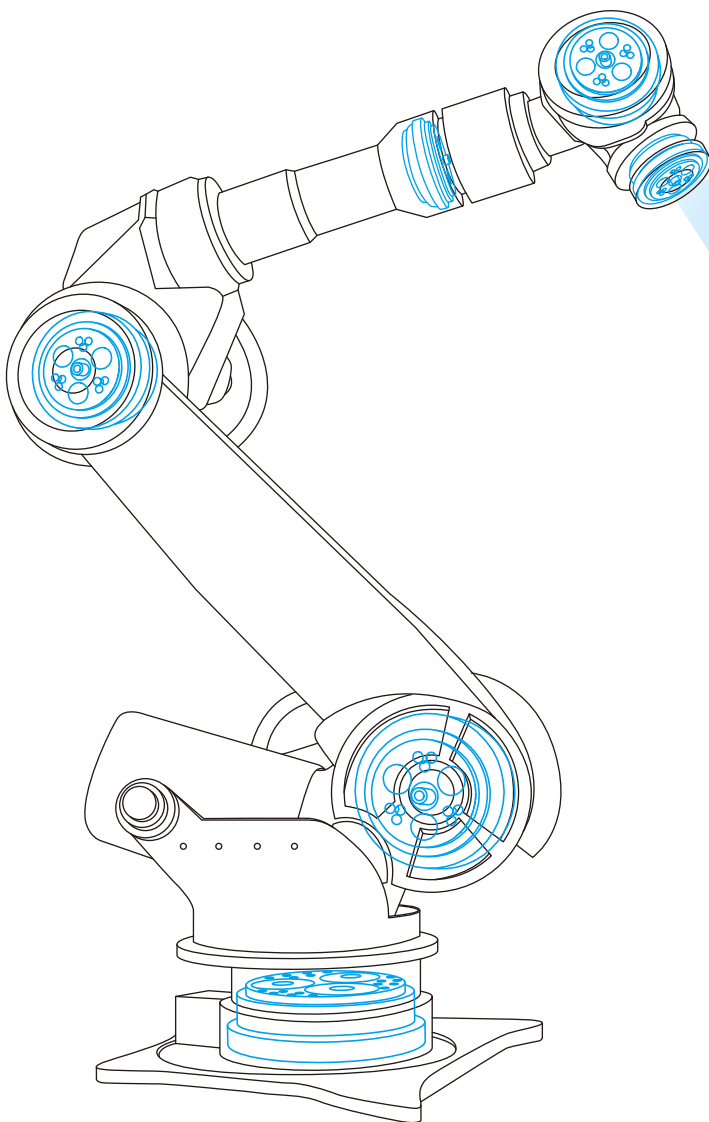
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## RD2: The gear that will change everything

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



Industrial robot



### Precision Reduction Gear RV™

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





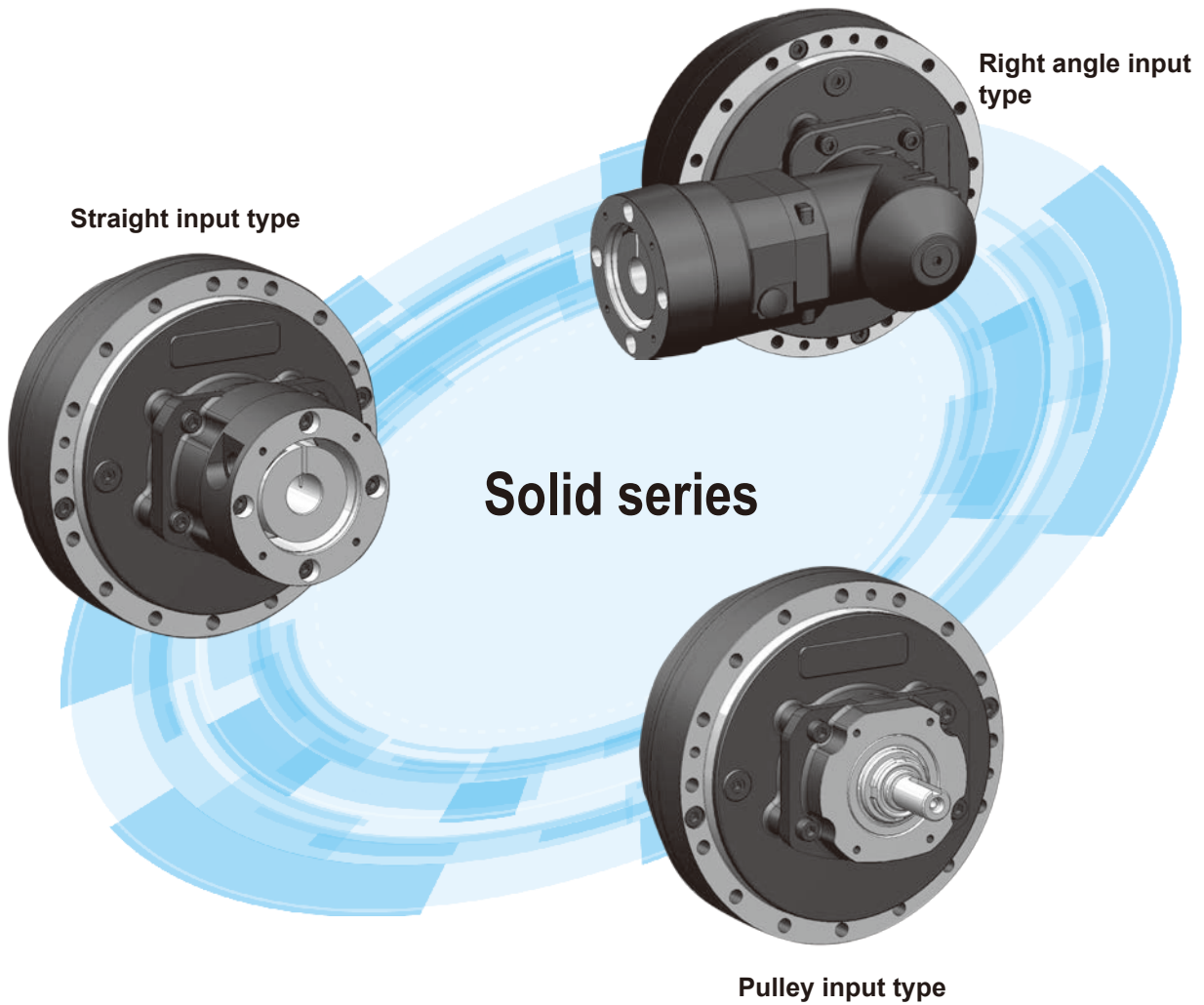
## Precision Gearhead RD2 Series

Nabtesco took the Precision Reduction Gear RV, which is highly trusted and valued in the industry and created the RD Series. The RD Series is a pre-lubricated model with a sealed structure that can be easily mounted on all major motors. The RD2 Series, a new version with three input configurations, offers customers dramatically expanded freedom of design.

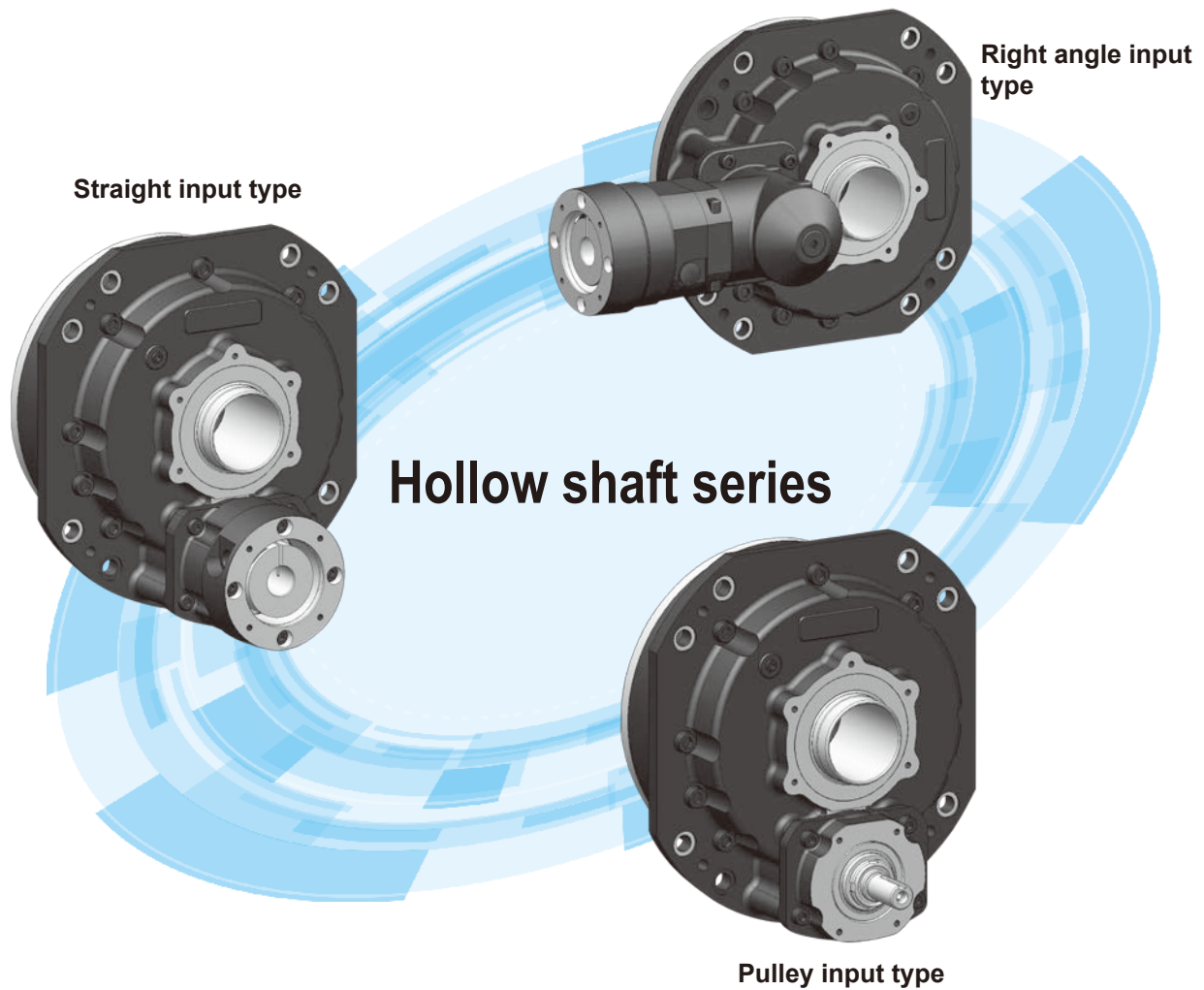
Simple  
mounting

Motor fastener components

# RD2 Series: Designed to meet a variety of customer needs



- ...Benefits** 1 Allows compact equipment design
- 3... Advantages** 1 Flexibility
- ...User-friendly** 1 Many ratios available



**2** Reduces the number of components needed

**3** High reliability

**2** Pre-lubricated  
Our specialized, environmentally conscious lubricant  
RV GREASE LB00

**3** Easy mount

**2** Easy installation

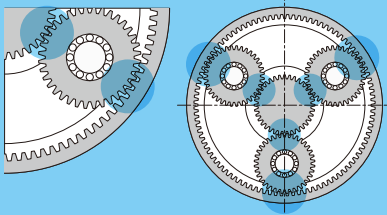
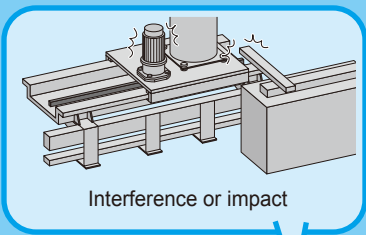
**3** Fluorine is used for all oil seals



# Nabtesco RD2 Series offer a variety of solutions

## Standard Epicyclic Gear

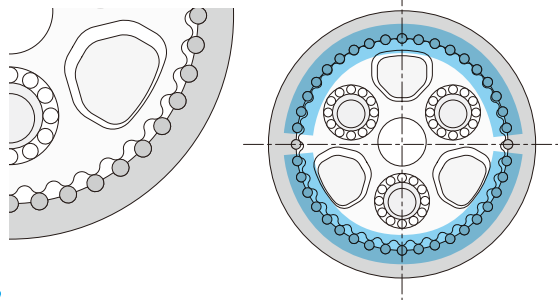
Low contact ratio and low resistance to impacts



Typical gear is damaged by shock load

## RD2 Series

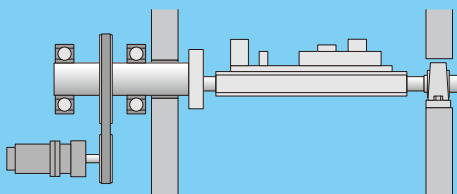
Use of pin/gear mechanism results in high contact ratio and considerable impact resistance



High reliability for your machine

## Typical equipment

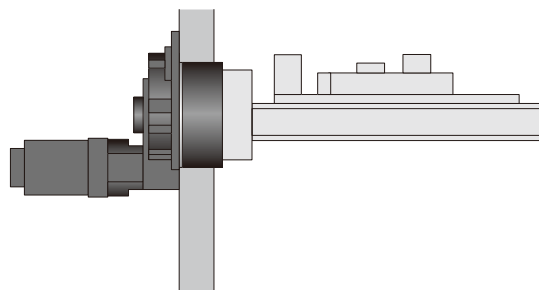
Bearings and external support table are needed



More components  
Higher assembly cost  
Higher design cost

## RD2 Series

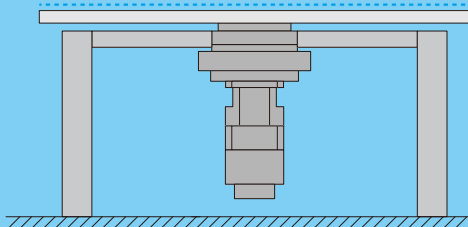
Integrated large-capacity  
⇒ External bearings and support table are not needed



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

■ Typical equipment

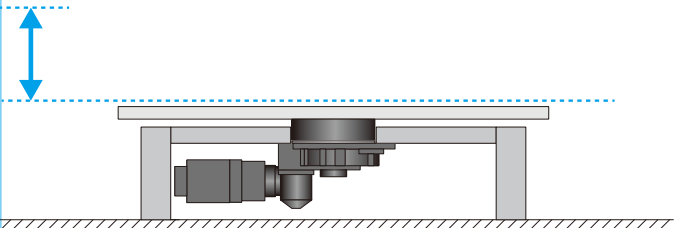
Reduction gear thickness + motor length + space for motor removal



Equipment needs increased space

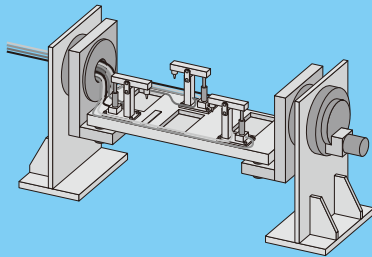
■ RD2 Series

Only the thickness of the reduction gear itself



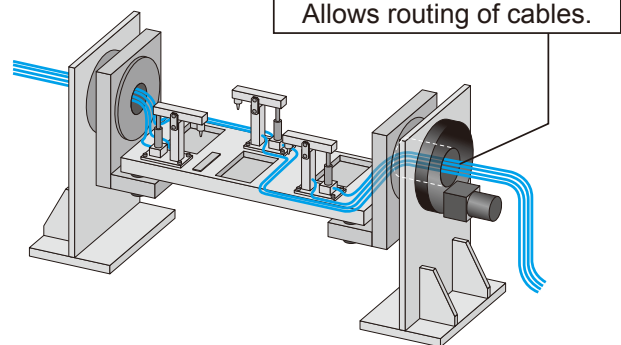
Right angle and pulley models can be used for a lower profile

■ Typical equipment



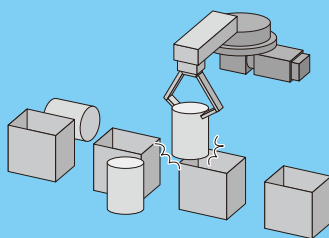
Cable routing is difficult

■ RD2 Series



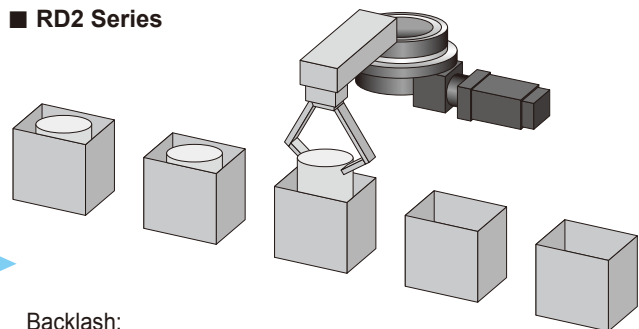
Hollow shaft series also available  
Improved layout

■ Typical equipment



High backlash leads to poor repeatability

■ RD2 Series



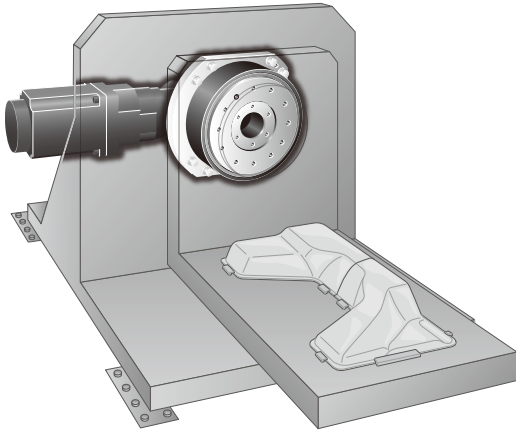
Backlash:  
1 arc.min for straight input and pulley input type  
1.5 arc.min for right angle input type (except some models)



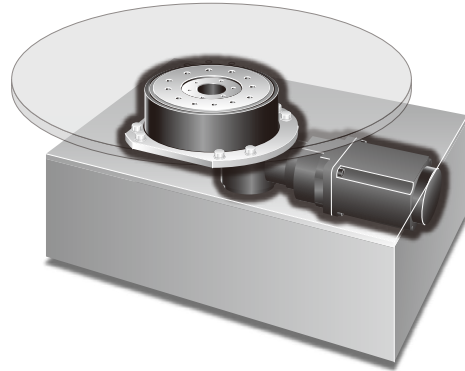
Highly precise positioning is possible

## Examples of Uses for the RD2 Series (for reference)

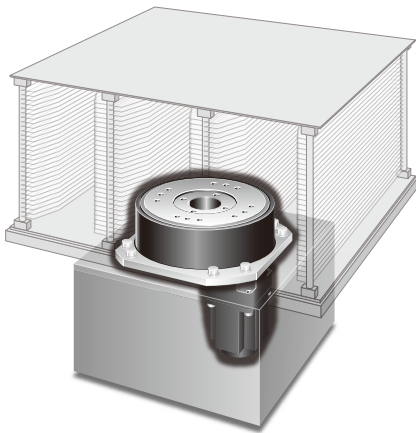
■ Positioner (tilting axis)



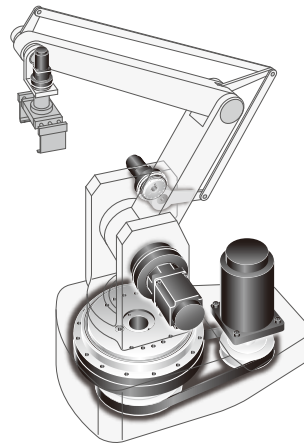
■ Positioner (rotary axis)



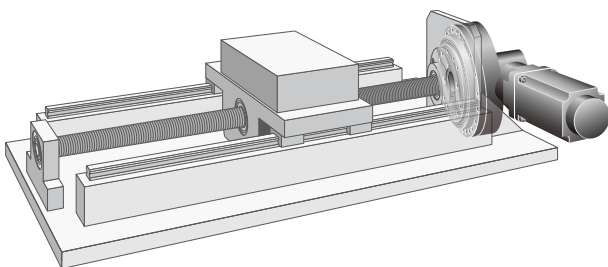
■ Glass Substrate/ Wafer Rotation and Positioning



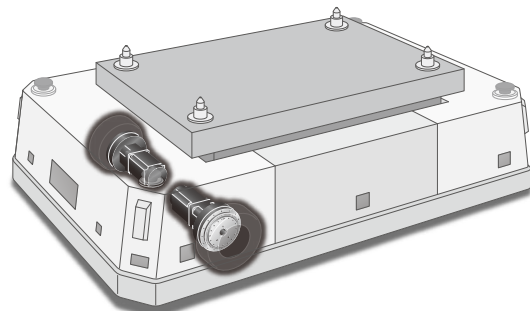
■ Palletizing Robots



■ Ball Screw Drive



■ AGV Drive

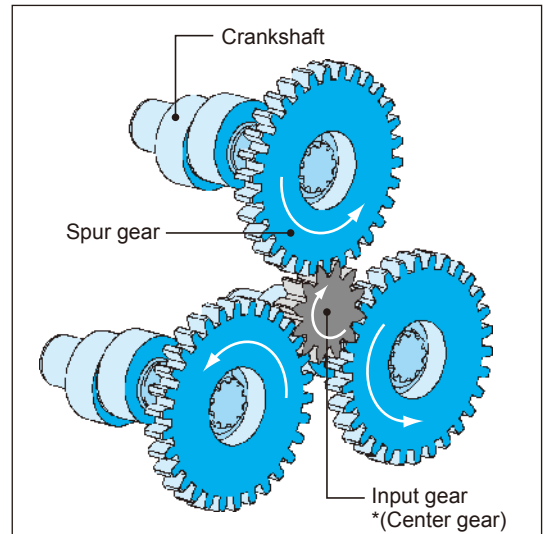




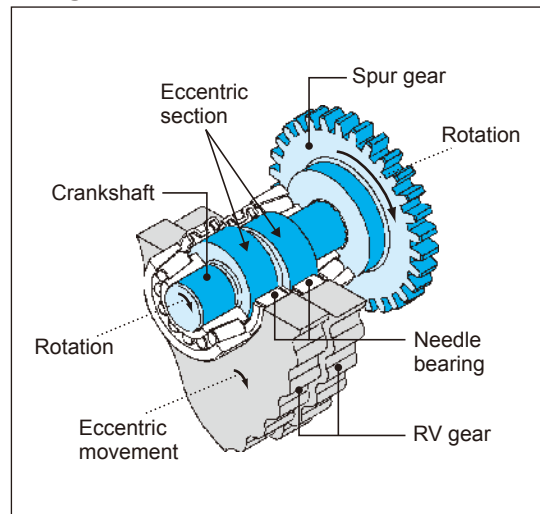
# Principle of operation

1. Rotation of the servomotor is transmitted through the input gear to the spur gears, and the speed is reduced according to the gear ratio between the input gear and the spur gears. <Fig. 1>  
Note: For the hollow shaft series, the rotation of the servomotor is transmitted from the input gear through the center gear to the spur gears.
2. Since the crankshafts are directly connected to the spur gears, they have the same rotational speed as the spur gears. <Fig. 1>
3. Two RV gears are mounted around the needle bearings on the eccentric section of the crankshaft. (In order to balance the equal amount of force, two RV gears are mounted.) <Fig. 2>
4. When the crankshafts rotate, the two RV gears mounted on the eccentric sections also revolve eccentrically around the input axis (crank movement). <Fig. 2>
5. Pins are arrayed in a constant pitch in the grooves inside the case. The number of pins is just one larger than the number of RV gear teeth. <Fig. 3>
6. As the crankshafts revolve one complete rotation, the RV gears revolve eccentrically one pitch of a pin (crank movement), with all the RV teeth in contact with all of the pins. As a result, 1 RV gear tooth moves in the opposite direction of the crankshaft rotation. <Fig. 3>
7. The rotation is then output to the shaft (output shaft) via the crankshaft so that the crankshaft rotation speed can be reduced in proportion to the number of pins. <Fig. 3>
8. The total reduction ratio is the product of the first reduction ratio multiplied by the second reduction ratio.  
Note: For the hollow shaft series, the rotation of the servomotor is transmitted from the input gear through the center gear to the spur gears.

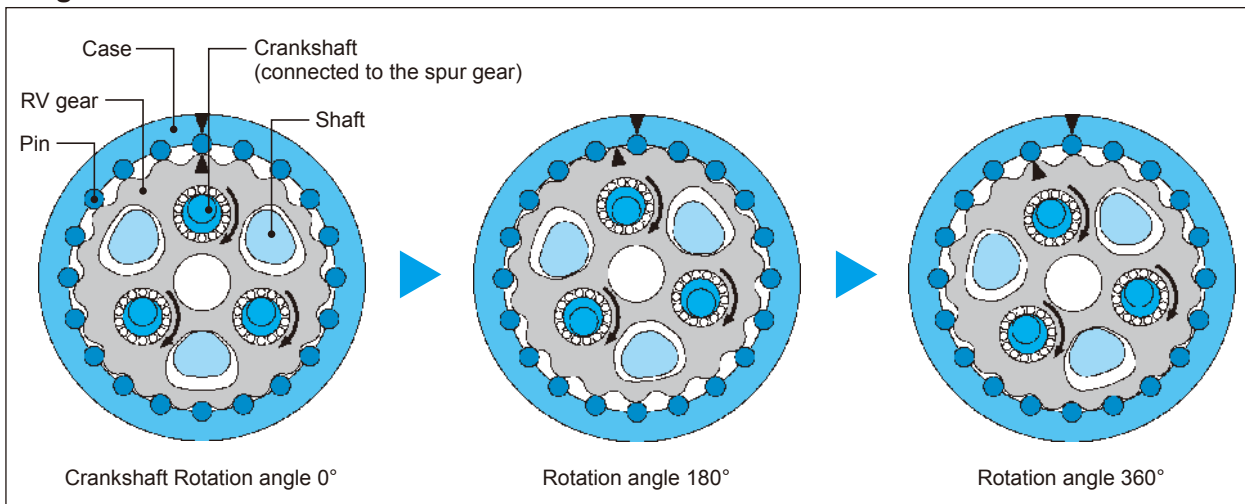
■ Fig. 1. First reduction section



■ Fig. 2. Crankshaft section



■ Fig. 3. Second reduction section



# Product code selection



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

## 1. Product Selection


- Select “Simple Product Selection” from “Product Selection”.

You can designate the applicable model by simply clicking on the items in a sequence of five steps according to the product type and the motor for use.

The motor can be selected in accordance with the watt value or from the series of the manufacturer of the motor for use.


**STEP1**  
Please choose a product type

Actuator




Precision Reduction Gears  
· Servomotor  
· Servomotor coupling parts included  
· Sealed With grease

Gearhead



Precision Reduction Gears  
· Servomotor coupling parts included  
· Sealed With grease


Component



Precision reduction gear single unit



**Result of selection**



**RDS-E Series**  
Advanced precision reduction gearhead model(Solid Series)

RDS-006E	RDS-020E
RDS-040E	RDS-080E
RDS-160E	RDS-320E


- ▶ When you select the specified motor from the manufacturer, the display also shows the codes of the motor flange and the bushing that are applicable to the motor.

## 2. CAD Data Download

You may also download CAD data, either 3D CAD (STEP file) or 2D CAD (DXF file).

Note: Free membership registration is required to download the CAD data.

**Gearhead**



**RDS-E Series**

Product CAD Drawing 2D


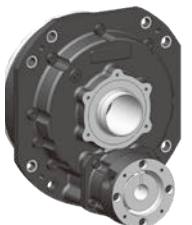



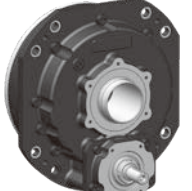
- RDS-006E-xxx-G0-ZZ-ZZ\_ver1.dxf
- RDS-006E-xxx-G1-ZZ-ZZ\_ver1.dxf
- RDS-020E-xxx-G0-ZZ-ZZ\_ver1.dxf
- RDS-020E-xxx-G1-ZZ-ZZ\_ver1.dxf
- RDS-040E-xxx-G2-ZZ-ZZ\_ver1.dxf
- RDS-040E-xxx-G3-ZZ-ZZ\_ver1.dxf
- RDS-080E-xxx-G2-ZZ-ZZ\_ver1.dxf

Product CAD Drawing 3D

- RDS-006E-xxx-G0-ZZ-ZZ.STEP
- RDS-006E-xxx-G1-ZZ-ZZ.STEP
- RDS-020E-xxx-G0-ZZ-ZZ.STEP
- RDS-020E-xxx-G1-ZZ-ZZ.STEP
- RDS-040E-xxx-G2-ZZ-ZZ.STEP
- RDS-040E-xxx-G3-ZZ-ZZ.STEP
- RDS-080E-xxx-G2-ZZ-ZZ.STEP

Note: The above website displays are only images from the current site.

# Overview of features (listed by input type)

Input type	Reduction gear configuration	Product	Product features	Corresponding speed ratio	Allowable acceleration/ deceleration torque (Nm)	Items not included	External dimensions
Straight input type	Solid series		<ul style="list-style-type: none"> <li>The total length in the axial direction has been reduced by up to 15% as compared to the previous series.</li> </ul>	31 to 258	117 to 7,840	Servomotor	P.16 ▼ P.27
	Hollow shaft series						P.28 ▼ P.39
Right angle input type	Solid series		<ul style="list-style-type: none"> <li>Equipment can be more compact</li> <li>Can be installed in confined space</li> <li>Table can be made shorter</li> </ul>	31 to 258	117 to 7,840	Servomotor	P.44 ▼ P.55
	Hollow shaft series						P.56 ▼ P.67
Pulley input type	Solid series		<ul style="list-style-type: none"> <li>Belt input is possible</li> <li>Motor can be installed anywhere</li> <li>Speed ratio can be changed using pulley</li> </ul>	57 to 157	412 to 7,840	Servomotor pulley	P.71 ▼ P.75
	Hollow shaft series						P.76 ▼ P.81

Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

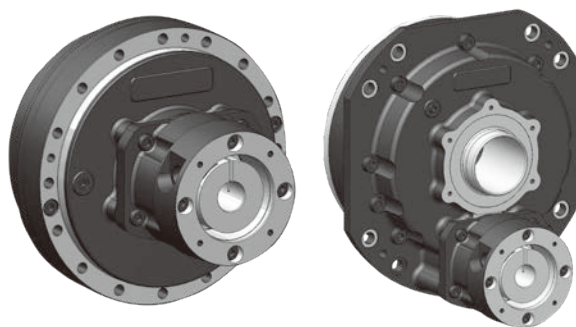
Option: Base flange

Technical Information





## ***Straight Input Type***



# Straight input type product code / configuration diagram

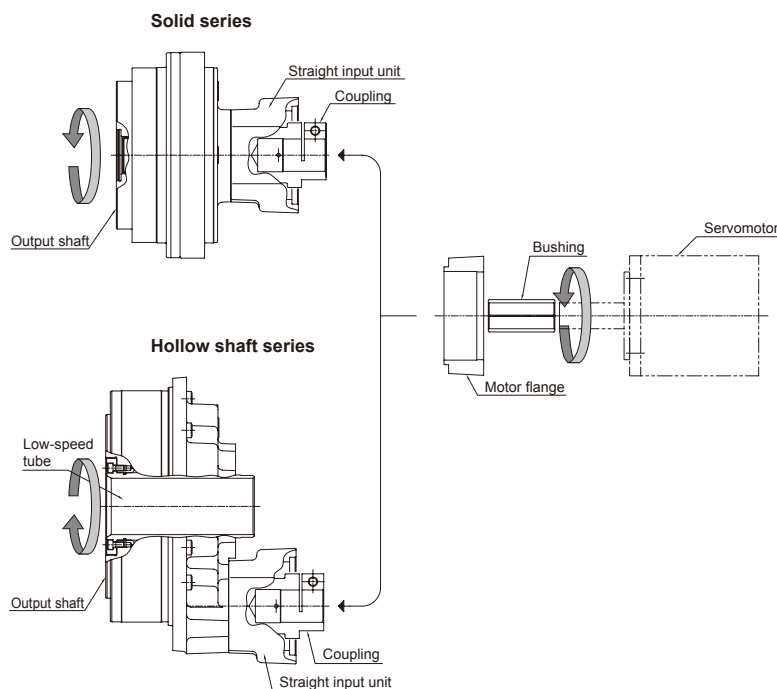
## Product code

**RD S - 040 E - 153 - G2 - CF - 1E**

Model Code			Ratio Code	Input unit code	Motor flange code	Bushing code
Straight Input code	Torque code	Series code				
S	006	E: Solid series	031, 043, 054, 079, 103	G0 : Corresponding motor shaft diameter Ø8 to 14 G1 : Corresponding motor shaft diameter Ø14 to 24	2-alphabetic character code ZZ: None (The code will differ depending on motor to be mounted.)	2-letter code of a numeric and an alphabetic characters ZZ: None (The code will differ depending on motor to be mounted.)
	020		041, 057, 081, 105, 121, 161	G0 : Corresponding motor shaft diameter Ø8 to 14 G1 : Corresponding motor shaft diameter Ø14 to 24		
	040		041, 057, 081, 105, 121, 153	G2 : Corresponding motor shaft diameter Ø14 to 24 G3 : Corresponding motor shaft diameter Ø25 to 35		
	080		041, 057, 081, 101, 121, 153	G2 : Corresponding motor shaft diameter Ø14 to 24 G3 : Corresponding motor shaft diameter Ø25 to 35		
	160		066, 081, 101, 121, 145, 171	G4 : Corresponding motor shaft diameter Ø19 to 28 G5 : Corresponding motor shaft diameter Ø32 to 42		
	320		066, 081, 101, 121, 141, 185	G4 : Corresponding motor shaft diameter Ø19 to 28 G5 : Corresponding motor shaft diameter Ø32 to 42		
	010	C: Hollow shaft series	081, 108, 153, 189, 243	G0 : Corresponding motor shaft diameter Ø8 to 14 G1 : Corresponding motor shaft diameter Ø14 to 24		
	027		100, 142, 184, 233	G0 : Corresponding motor shaft diameter Ø8 to 14 G1 : Corresponding motor shaft diameter Ø14 to 24		
	050		109, 153, 196, 240	G2 : Corresponding motor shaft diameter Ø14 to 24 G3 : Corresponding motor shaft diameter Ø25 to 35		
	100		101, 150, 210, 258	G2 : Corresponding motor shaft diameter Ø14 to 24 G3 : Corresponding motor shaft diameter Ø25 to 35		
	200		106, 156, 206, 245	G4 : Corresponding motor shaft diameter Ø19 to 28 G5 : Corresponding motor shaft diameter Ø32 to 42		
	320		115, 157, 207, 253	G4 : Corresponding motor shaft diameter Ø19 to 28 G5 : Corresponding motor shaft diameter Ø32 to 42		

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

## Configuration diagram



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Option: Base flange

Technical Information

# Rating table Straight input type

## Solid series

Model Code	Ratio code (Reduction ratio value)	Reduction Gear													External Dimensions
		T <sub>0</sub>	N <sub>0</sub>	K	T <sub>S1</sub>	T <sub>S2</sub>	N <sub>in</sub>	N <sub>S</sub>	N <sub>ro</sub>	Backlash	Lost motion	Start-up Efficiency	M <sub>0</sub>	W <sub>r</sub>	
		Rated Torque (Nm)	Rated Output Speed (rpm)	Life Rating (h)	Allowable Startup/Stop Torque (Nm)	Momentary maximum allowable torque (Nm)	Allowable Input Speed (Note 2) (rpm)	Allowable Output Speed (Note 2) (rpm)	Reference value to output speed during continuous operation at rated torque (rpm)				Allowable moment (Note 3) (Nm)	Allowable radial load (Note 8) (N)	
RDS-006E	031 (31)	58	30	6,000	117	294	3,500	100	100	1.5	1.5	70	196	2,170	Input Unit Code : G0 ———P.16 Input Unit Code : G1 ———P.17
	043 (43)							81	76						
	054 (53.5)							65	63						
	079 (79)							44	44						
	103 (103)							34	34						
RDS-020E	041 (41)	167	15	6,000	412	833	3,500	75	75	1.0	1.0	75	882	7,785	Input Unit Code : G0 ———P.18 Input Unit Code : G1 ———P.19
	057 (57)							61	56						
	081 (81)							43	42						
	105 (105)							33	33						
	121 (121)							29	29						
	161 (161)							22	22						
RDS-040E	041 (41)	412	15	6,000	1,029	2,058	3,000	70	37	1.0	1.0	70	1,666	11,529	Input Unit Code : G2 ———P.20 Input Unit Code : G3 ———P.21
	057 (57)							53	35						
	081 (81)							37	34						
	105 (105)							29	29						
	121 (121)							25	25						
	153 (153)							20	20						
RDS-080E	041 (41)	784	15	6,000	1,960	3,920	3,000	70	34	1.0	1.0	75	2,156	13,146	Input Unit Code : G2 ———P.22 Input Unit Code : B3 ———P.23
	057 (57)							53	31						
	081 (81)							37	29						
	101 (101)							30	28						
	121 (121)							25	25						
	153 (153)							20	20						
RDS-160E	066 (66)	1,568	15	6,000	3,920	7,840	2,000	30	20	1.0	1.0	75	3,920	18,666	Input Unit Code : G4 ———P.24 Input Unit Code : G5 ———P.25
	081 (81)							25	18						
	101 (101)							20	16						
	121 (121)							17	15						
	145 (145)							14	14						
	171 (171)							12	12						
RDS-320E	066 (66)	3,136	15	6,000	7,840	15,680	2,000	30	15	1.0	1.0	80	7,056	28,066	Input Unit Code : G4 ———P.26 Input Unit Code : G5 ———P.27
	081 (81)							25	12						
	101 (101)							20	9						
	121 (121)							17	7						
	141 (141)							14	6						
	185 (185)							11	4						



# Hollow shaft series

Model Code	Ratio code (Reduction ratio value)	Reduction Gear													External Dimensions		
		T <sub>0</sub>	N <sub>0</sub>	K	T <sub>S1</sub>	T <sub>S2</sub>	N <sub>in</sub>	N <sub>s</sub>	N <sub>To</sub>	Backlash	Lost motion	Start-up Efficiency	M <sub>0</sub>	Wr			
		Rated Torque (Nm)	Rated Output Speed (rpm)	Life Rating (h)	Allowable Startup/Stop Torque (Nm)	Momentary maximum allowable torque (Nm)	Allowable Input Speed (Note 2) (rpm)	Allowable Output Speed (Note 2) (rpm)	Reference value to output speed during continuous operation at rated torque (rpm)				Allowable moment (Note 3) (Nm)	Allowable radial load (Note 8) (N)			
RDS-010C	081 (81)	98	15	6,000	245	490	3,500	43	43	1.0	1.0	65	686	5,755	Input Unit Code : G0 ———P.28 Input Unit Code : G1 ———P.29		
	108 (108)															32	32
	153 (153)															23	23
	189 (189)															19	19
	243 (243)															14	14
RDS-027C	100 (99.82)	265	15	6,000	662	1,323	3,500	35	35	1.0	1.0	70	980	6,533	Input Unit Code : G0 ———P.30 Input Unit Code : G1 ———P.31		
	142 (141.68)															25	25
	184 (184)															19	19
	233 (233.45)															15	15
RDS-050C	109 (109)	490	15	6,000	1,225	2,450	3,000	28	28	1.0	1.0	70	1,764	9,418	Input Unit Code : G2 ———P.32 Input Unit Code : G3 ———P.33		
	153 (152.6)															20	20
	196 (196.2)															15	15
	240 (239.8)															13	13
RDS-100C	101 (100.5)	980	15	6,000	2,450	4,900	3,000	30	20	1.0	1.0	80	2,450	11,802	Input Unit Code : G2 ———P.34 Input Unit Code : G3 ———P.35		
	150 (150)															20	17
	210 (210)															14	14
	258 (258)															12	12
RDS-200C	106 (105.83)	1,960	15	6,000	4,900	9,800	2,000	19	16	1.0	1.0	80	8,820	31,455	Input Unit Code : G4 ———P.36 Input Unit Code : G5 ———P.37		
	156 (155.96)															13	12
	206 (206.09)															10	10
	245 (245.08)															8	8
RDS-320C	115 (115)	3,136	15	6,000	7,840	15,680	2,000	17	17	1.0	1.0	80	20,580	57,103	Input Unit Code : G4 ———P.38 Input Unit Code : G5 ———P.39		
	157 (157)															13	13
	207 (207)															10	10
	253 (253)															8	8

**Notes:**

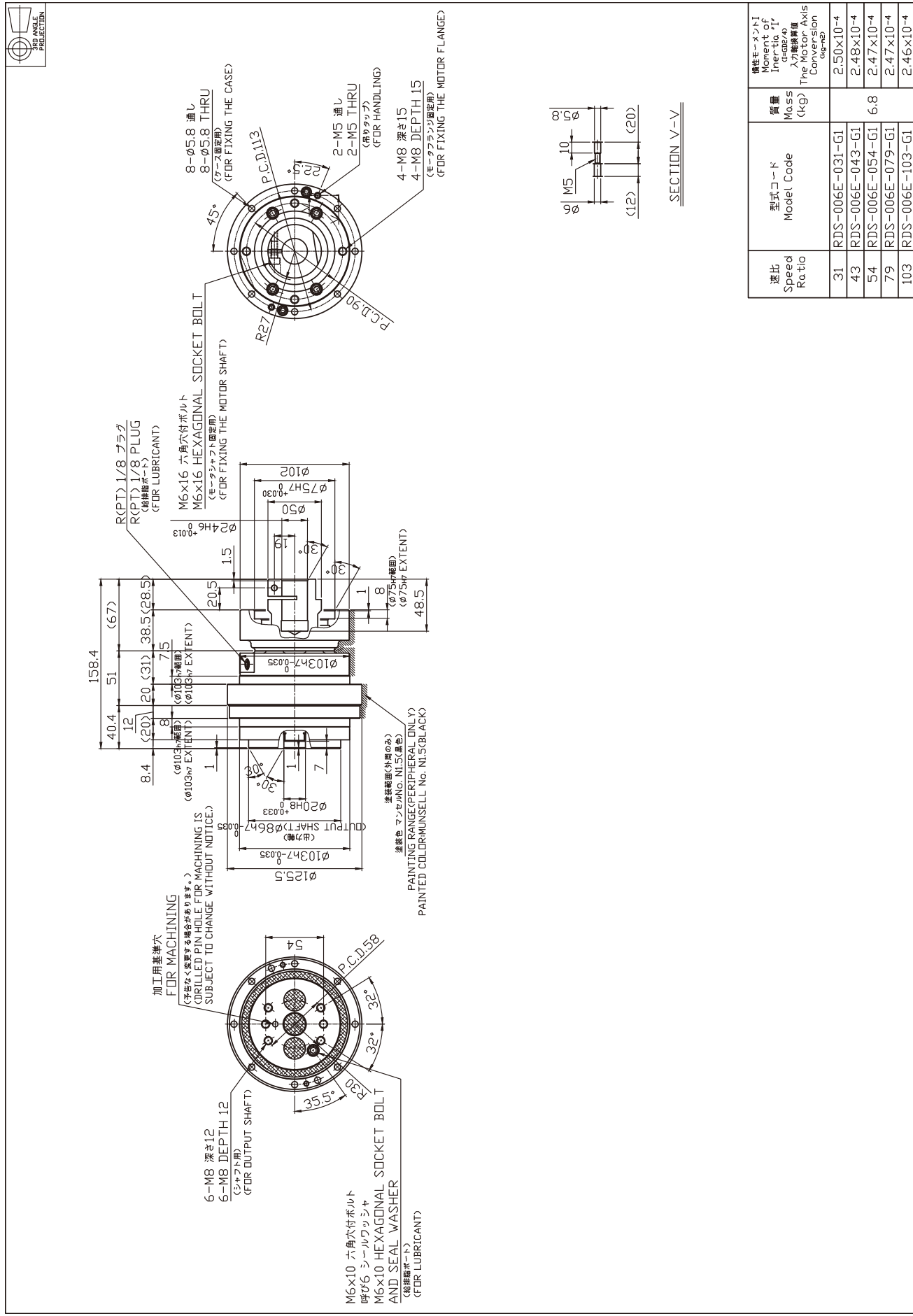
1. The rating table shows the specification values including the entry fields for reduction gear values.
2. The allowable speed may be limited by heat depending on the operating rate. Make sure the surface temperature of the reduction gear does not exceed 60°C during use.
3. The allowable moment will differ depending on the thrust load. Check the allowable moment diagram (p.131).
4. For the moment of inertia of the reduction gears, refer to the external dimension drawings for the reduction gear.
5. For the moment rigidity and torsional rigidity, refer to the calculation of tilt angle and the torsion angle (p.137).
6. The rated torque is the value that produces the rated service life based on operation at the rated output speed; it does not indicate the maximum load. Refer to the "Glossary" (p.121) and the "Product selection flowchart" (p.122).
7. The specifications above are based on Nabtesco evaluation methods; this product should only be used after confirming that it is appropriate for the operating conditions of your system.
8. When the radial load is applied within dimension b (see page 137), use the reduction gear within the allowable radial load.

Straight input type  
 Right angle input type  
 Pulley input type  
 Motor flange / bushing  
 Option: Base flange  
 Technical Information



**Model Code: RDS-006E-XXX-G1 (Corresponding motor shaft diameter: Ø14 to Ø24)**

Specifications and dimensions are subject to change without notice.



Technical Information

Option: Base flange

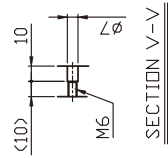
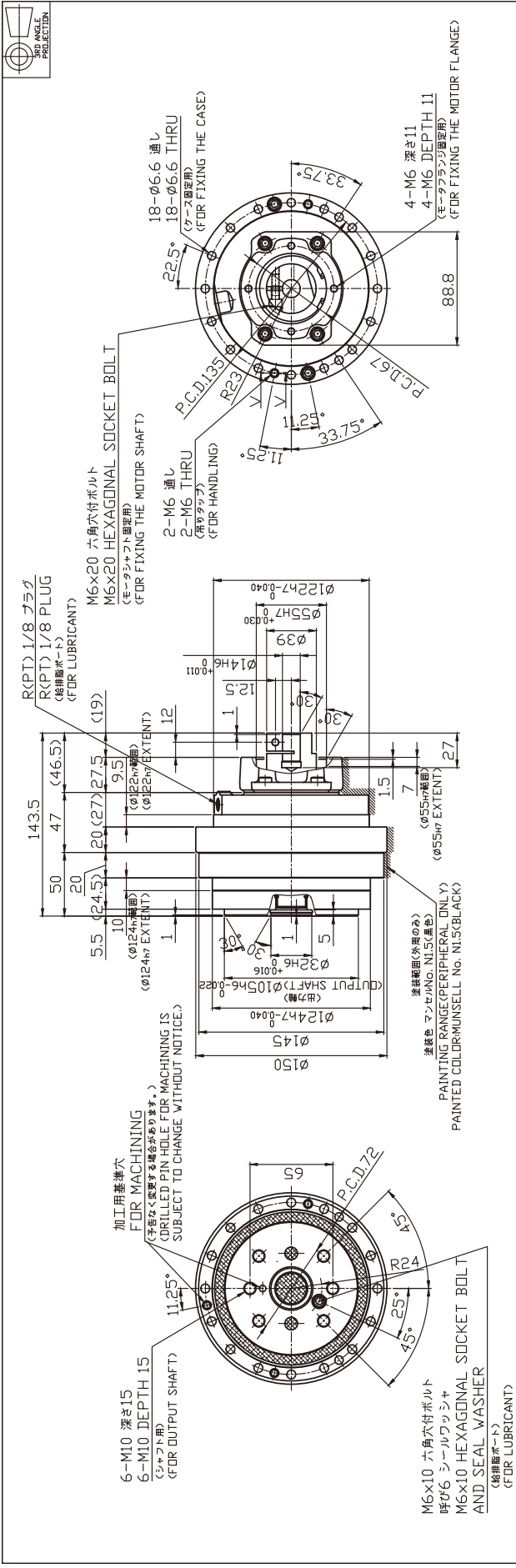
Motor flange / bushing

Pulley input type

Right angle input type

Straight input type

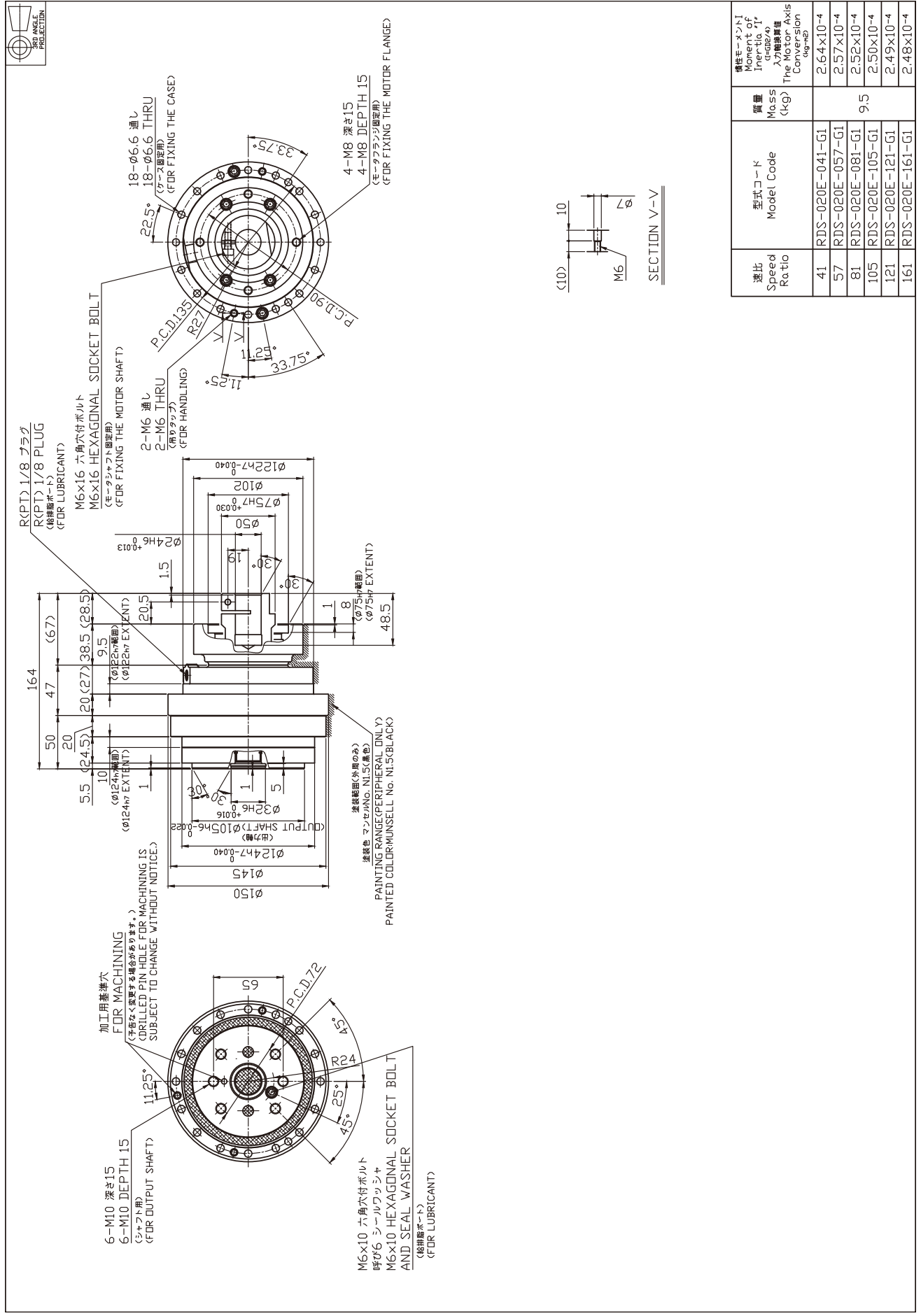
Model Code: RDS-020E-XXX-G0 (Corresponding motor shaft diameter: Ø8 to Ø14) Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $I_p$ 入力軸側 The Motor Axis Coupling (kg-cm <sup>2</sup> )
41	RDS-020E-041-G0		1.30×10 <sup>-4</sup>
57	RDS-020E-057-G0		1.23×10 <sup>-4</sup>
81	RDS-020E-081-G0	8.4	1.18×10 <sup>-4</sup>
105	RDS-020E-105-G0		1.16×10 <sup>-4</sup>
121	RDS-020E-121-G0		1.15×10 <sup>-4</sup>
161	RDS-020E-161-G0		1.14×10 <sup>-4</sup>

**Model Code: RDS-020E-XXX-G1 (Corresponding motor shaft diameter: Ø14 to Ø24)**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (kg-cm <sup>2</sup> )
41	RDS-020E-041-G1		2.64×10 <sup>-4</sup>
57	RDS-020E-057-G1		2.57×10 <sup>-4</sup>
81	RDS-020E-081-G1	9.5	2.52×10 <sup>-4</sup>
105	RDS-020E-105-G1		2.50×10 <sup>-4</sup>
121	RDS-020E-121-G1		2.49×10 <sup>-4</sup>
161	RDS-020E-161-G1		2.48×10 <sup>-4</sup>

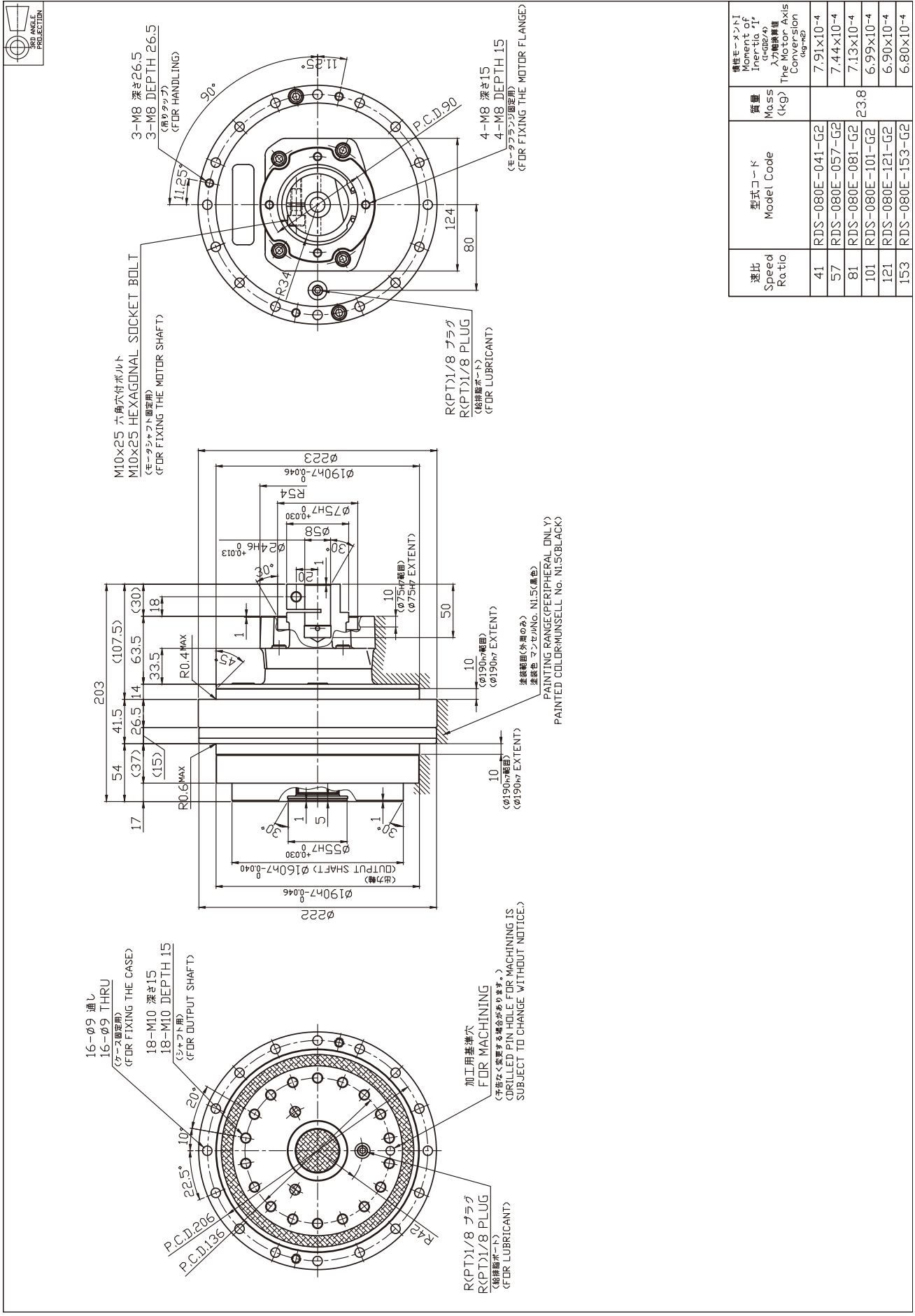






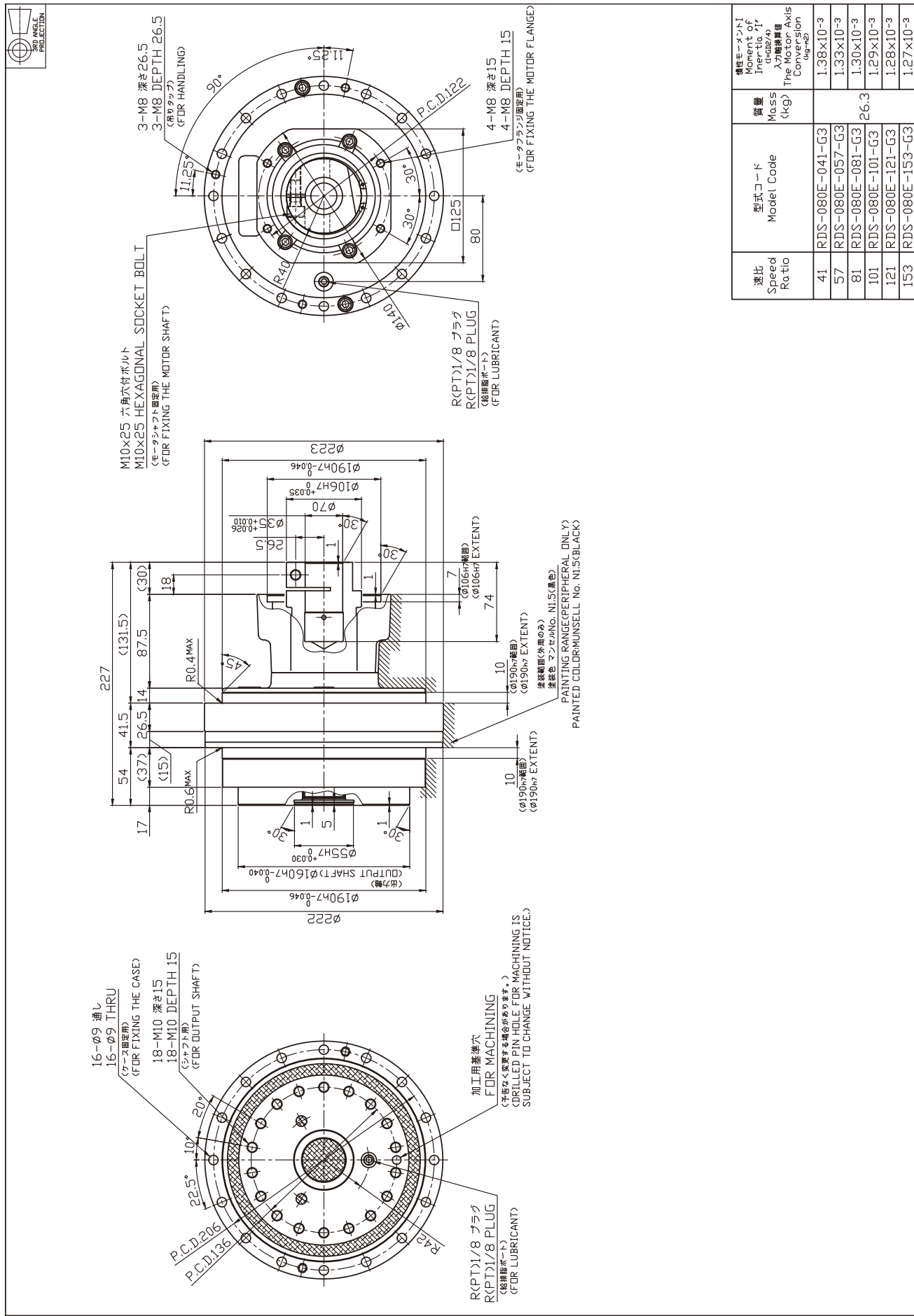
**Model Code: RDS-080E-XXX-G2 (Corresponding motor shaft diameter: Ø14 to Ø24)**

Specifications and dimensions are subject to change without notice.



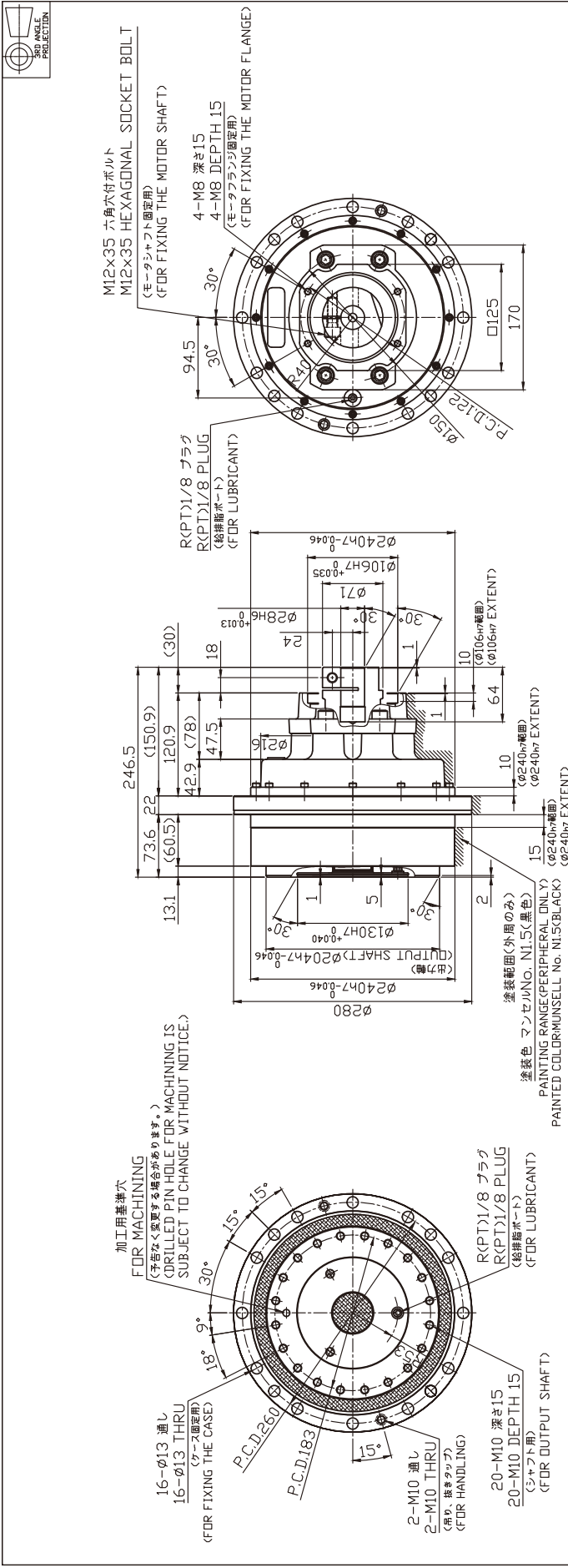
**Model Code: RDS-080E-XXX-G3 (Corresponding motor shaft diameter: Ø25 to Ø35)**

Specifications and dimensions are subject to change without notice.



**Model Code: RDS-160E-XXX-G4 (Corresponding motor shaft diameter: Ø19 to Ø28)**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $I_r$ ( $\text{cm}^2/\text{s}^2$ ) 入力軸計算用 The Motor Axis Calculation ( $\text{kg}\cdot\text{m}^2$ )
66	RDS-160E-066-G4		2.08×10 <sup>-3</sup>
81	RDS-160E-081-G4		2.03×10 <sup>-3</sup>
101	RDS-160E-101-G4	43.4	1.98×10 <sup>-3</sup>
121	RDS-160E-121-G4		1.94×10 <sup>-3</sup>
145	RDS-160E-145-G4		1.91×10 <sup>-3</sup>
171	RDS-160E-171-G4		1.88×10 <sup>-3</sup>

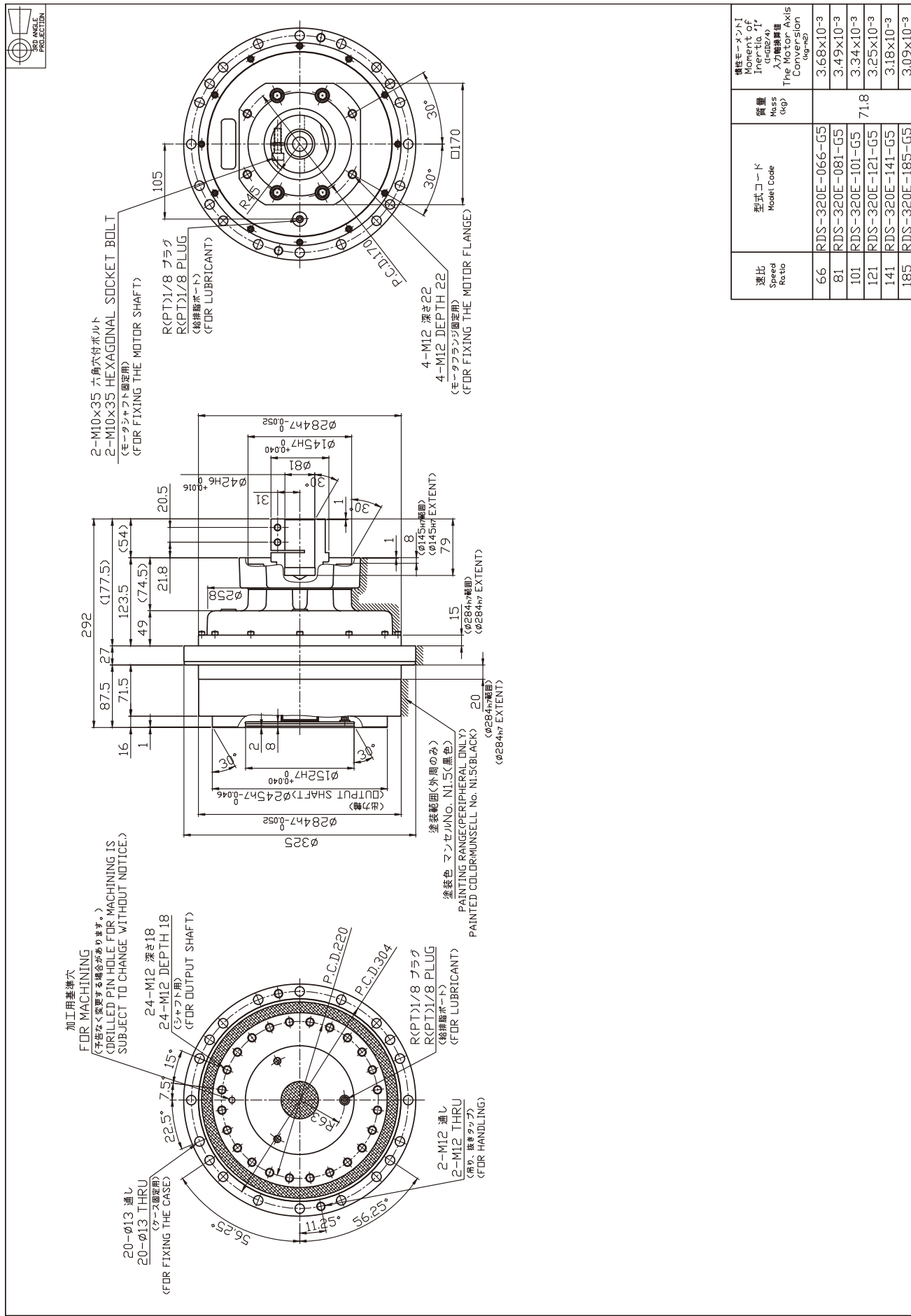






**Model Code: RDS-320E-XXX-G5 (Corresponding motor shaft diameter: Ø32 to Ø42)**

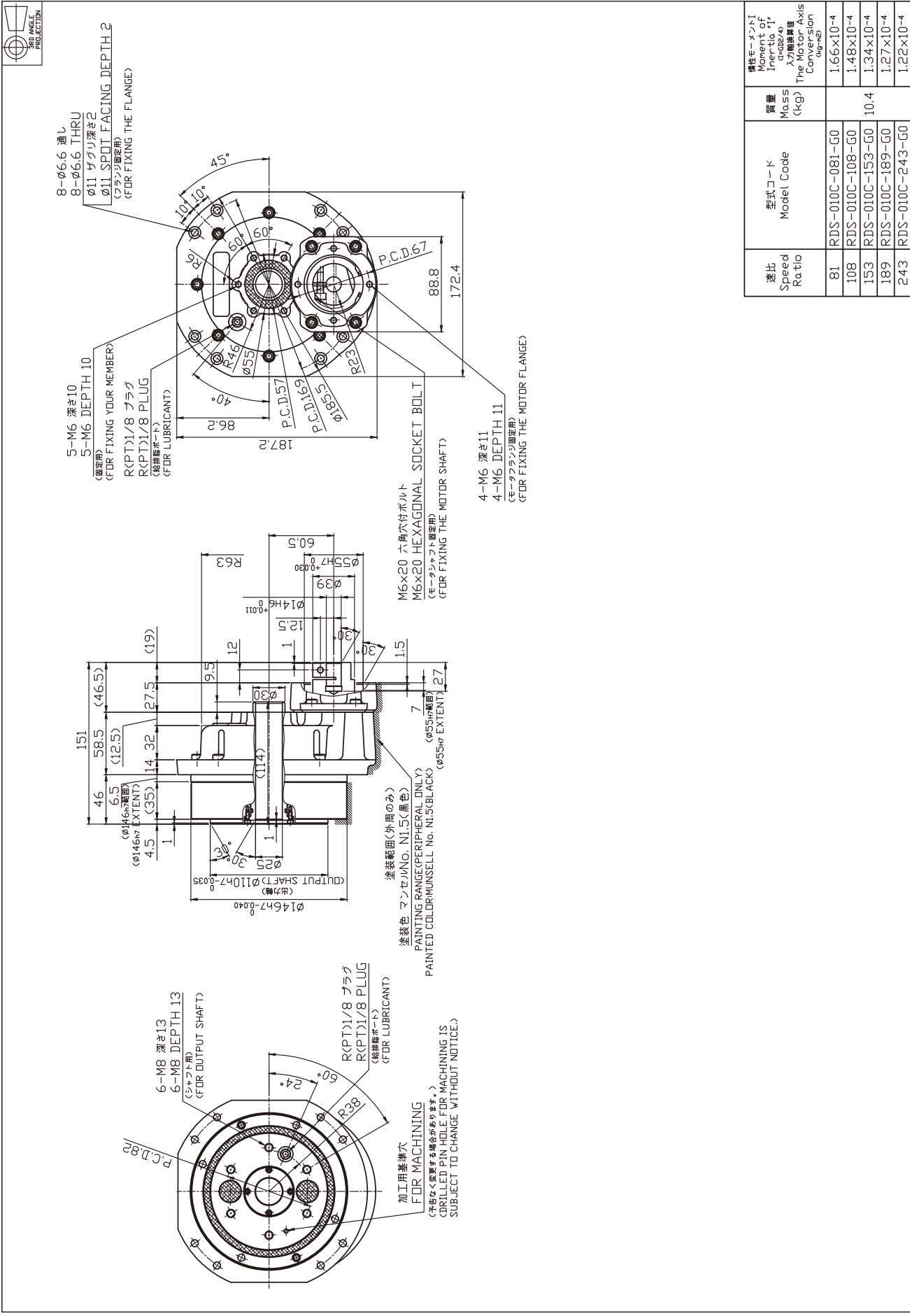
Specifications and dimensions are subject to change without notice.



Technical Information    Option: Base flange    Motor flange / bushing    Pulley input type    Right angle input type    Straight input type

**Model Code: RDS-010C-XXX-G0 (Corresponding motor shaft diameter: Ø8 to Ø14)**

Specifications and dimensions are subject to change without notice.

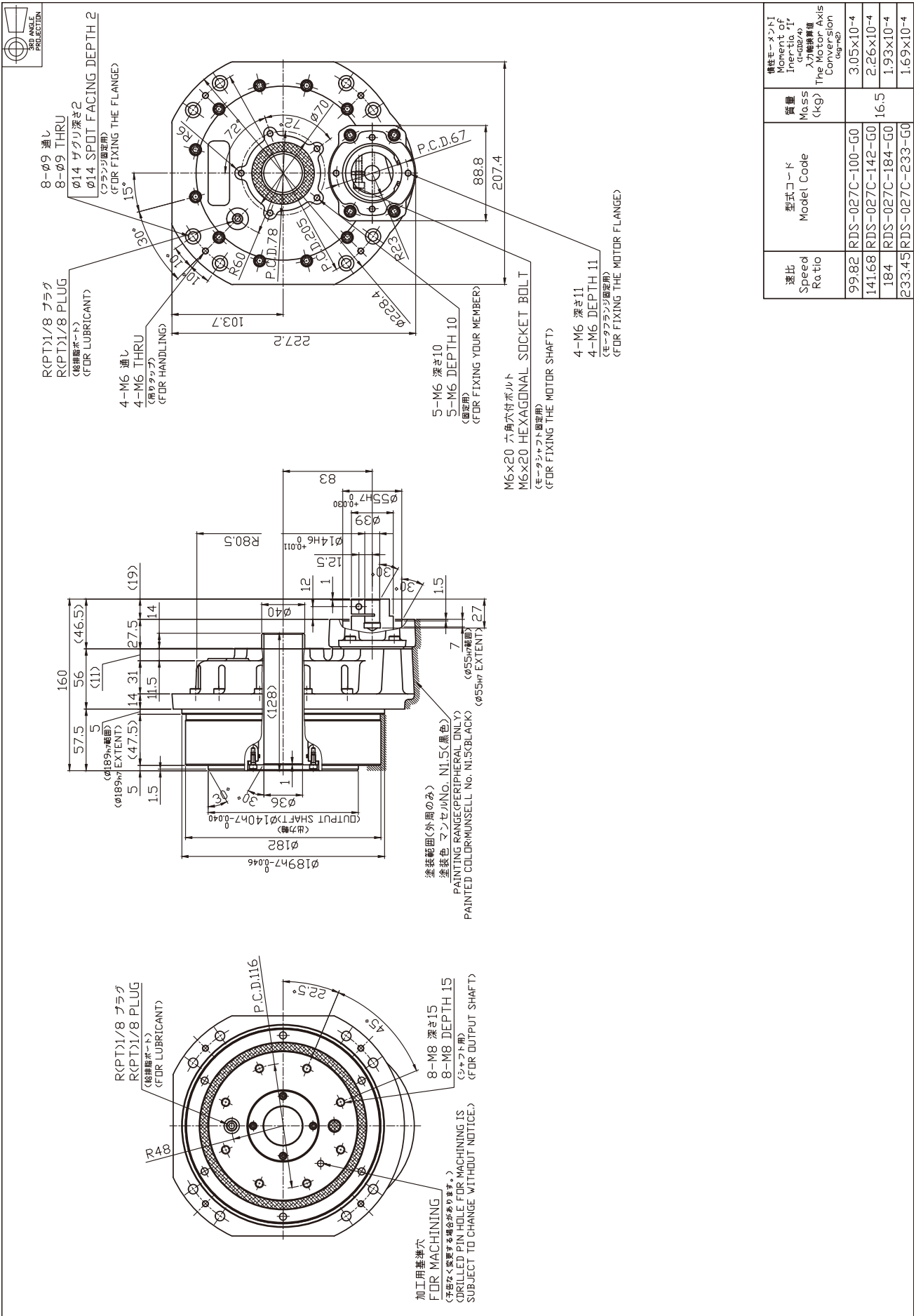






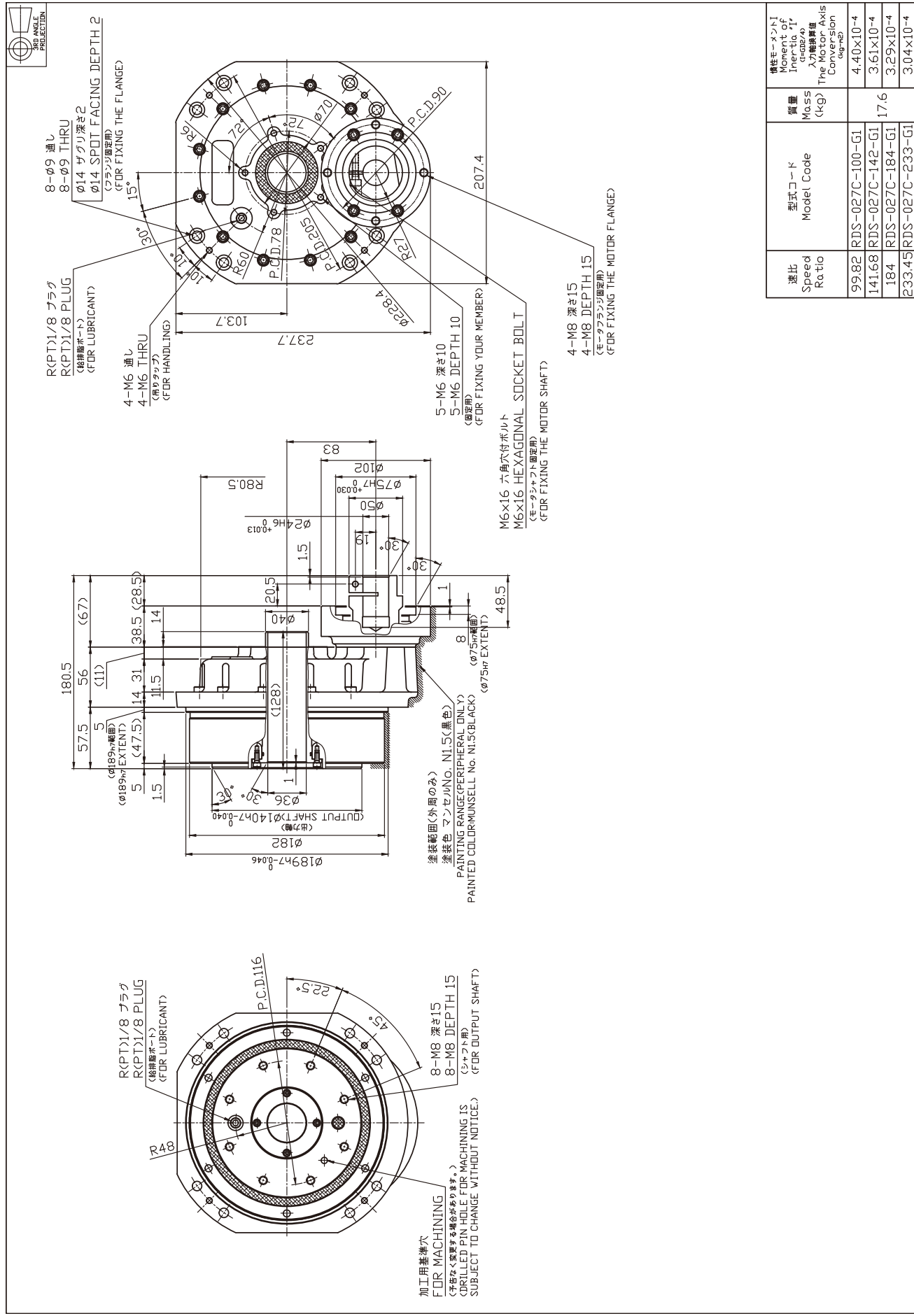
**Model Code: RDS-027C-XXX-G0 (Corresponding motor shaft diameter: Ø8 to Ø14)**

Specifications and dimensions are subject to change without notice.



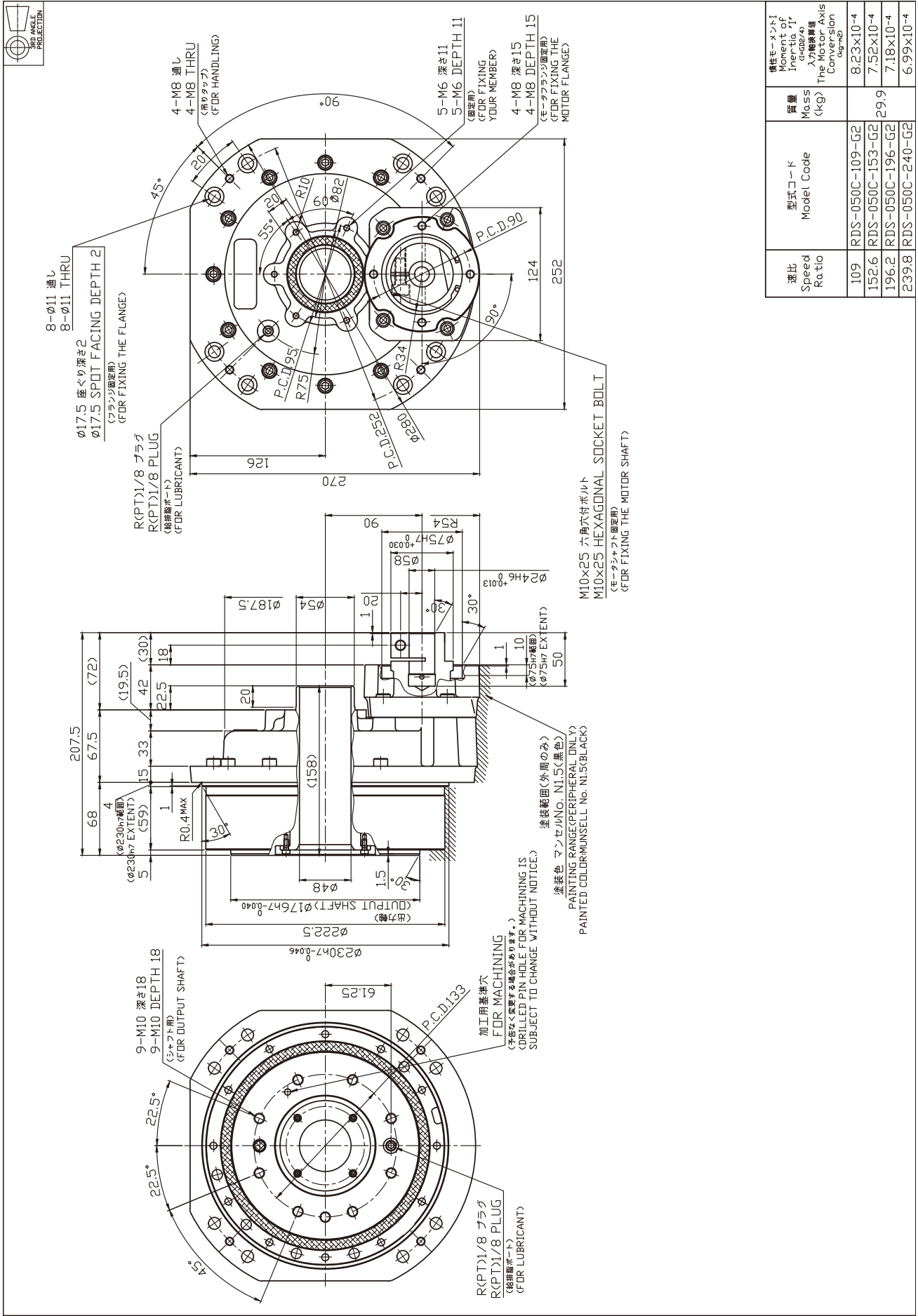
**Model Code: RDS-027C-XXX-G1 (Corresponding motor shaft diameter: Ø14 to Ø24)**

Specifications and dimensions are subject to change without notice.



**Model Code: RDS-050C-XXX-G2 (Corresponding motor shaft diameter:  $\varnothing 14$  to  $\varnothing 24$ )**

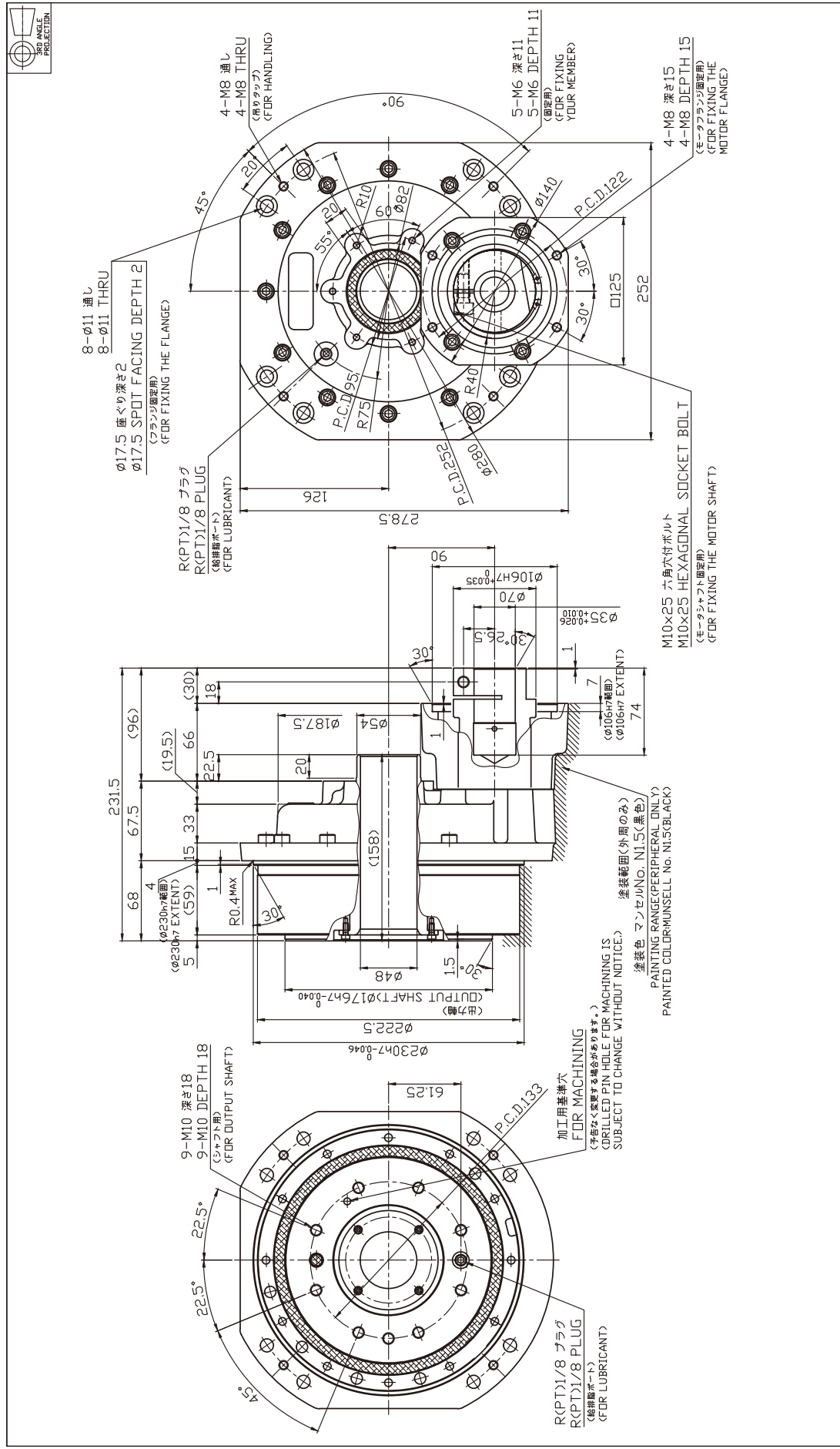
Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $I_r$ ( $\text{g}\cdot\text{cm}^2$ ) 入力軸計算用 The Motor Axis Calculation ( $\text{kg}\cdot\text{m}^2$ )
109	RDS-050C-109-G2	8.23x10 <sup>-4</sup>	8.23x10 <sup>-4</sup>
152.6	RDS-050C-153-G2	7.52x10 <sup>-4</sup>	7.52x10 <sup>-4</sup>
196.2	RDS-050C-196-G2	29.9	7.18x10 <sup>-4</sup>
239.8	RDS-050C-240-G2	6.99x10 <sup>-4</sup>	6.99x10 <sup>-4</sup>

**Model Code: RDS-050C-XXX-G3 (Corresponding motor shaft diameter: Ø25 to Ø35)**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $J$ (kg-cm <sup>2</sup> )
109	RDS-050C-109-G3		1.41x10 <sup>-3</sup>
152.6	RDS-050C-153-G3		1.34x10 <sup>-3</sup>
196.2	RDS-050C-196-G3	32.3	1.31x10 <sup>-3</sup>
239.8	RDS-050C-240-G3		1.29x10 <sup>-3</sup>

Technical Information

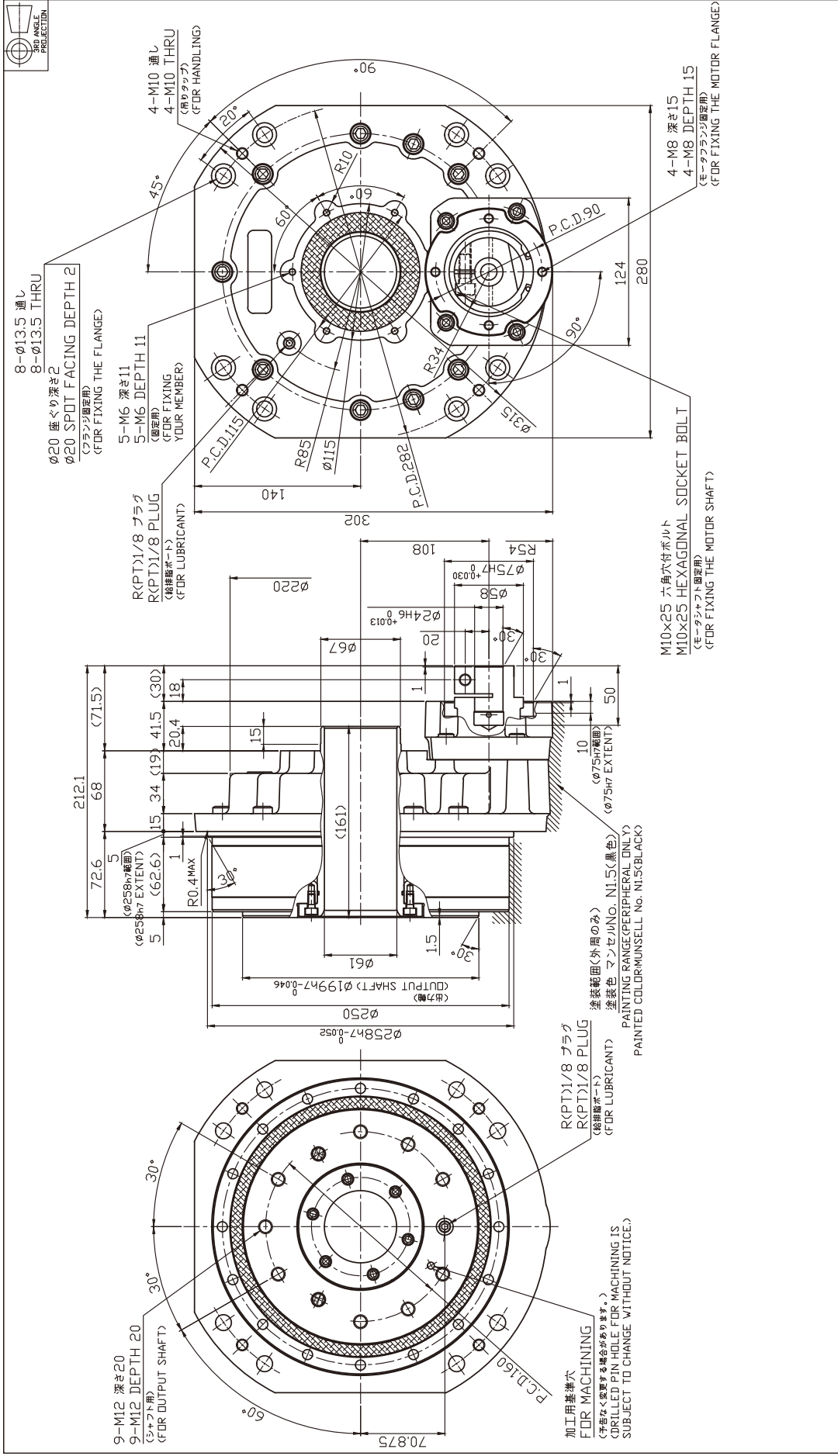
Option: Base flange

Pulley input type

Right angle input type

Straight input type

**Model Code: RDS-100C-XXX-G2 (Corresponding motor shaft diameter: Ø14 to Ø24)** Specifications and dimensions are subject to change without notice.

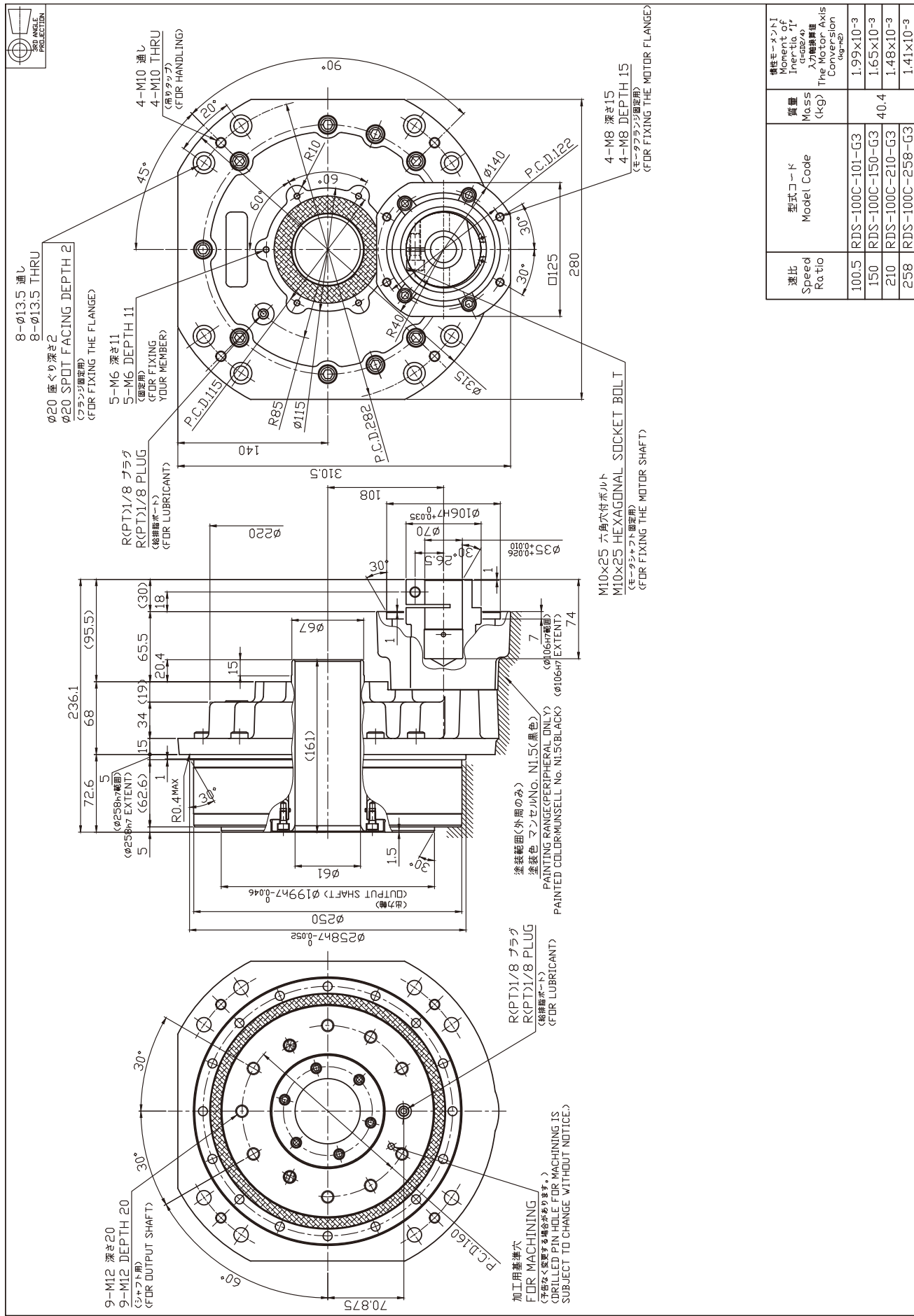


速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $I_p$ (g-cm <sup>2</sup> ) 入力軸計算 The Motor Axis Computation (kg-cm <sup>2</sup> )
100.5	RDS-100C-101-G2		1.40×10 <sup>-3</sup>
150	RDS-100C-150-G2	37.9	1.06×10 <sup>-3</sup>
210	RDS-100C-210-G2		8.91×10 <sup>-4</sup>
258	RDS-100C-258-G2		8.23×10 <sup>-4</sup>



**Model Code: RDS-100C-XXX-G3 (Corresponding motor shaft diameter: Ø25 to Ø35)**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I <sub>p</sub> (kg·m <sup>2</sup> )
100.5	RDS-100C-101-G3		1.99×10 <sup>-3</sup>
150	RDS-100C-150-G3	40.4	1.65×10 <sup>-3</sup>
210	RDS-100C-210-G3		1.48×10 <sup>-3</sup>
258	RDS-100C-258-G3		1.41×10 <sup>-3</sup>

**Model Code: RDS-200C-XXX-G4 (Corresponding motor shaft diameter: Ø19 to Ø28)** Specifications and dimensions are subject to change without notice.

**加工用基準穴 FOR MACHINING FOR MACHINING**  
 (予ねなく受取する場合があります。)  
**9-M16 深き25** (シャフト用) (FOR OUTPUT SHAFT)  
**9-M16 深き25** (ドリルピンホール) FOR MACHINING IS SUBJECT TO CHANGE WITHOUT NOTICE.  
**R86.25**  
**R386.25**  
**R(P.T.)1/8 プラグ (R(P.T.)1/8 PLUG)** (潤滑油ポート) (FOR LUBRICANT)

8-φ17.5 通し 8-φ17.5 THRU  
 φ26 深き2 (フィクスチャ用) (FOR FIXING THE FLANGE)  
**R(P.T.)1/8 プラグ (R(P.T.)1/8 PLUG)** (潤滑油ポート) (FOR LUBRICANT)  
**4-M12 通し (取りかき)** (FOR HANDLING)  
**4-M12 THRU (取りかき)** (FOR HANDLING)

**5-M8 深き15 (固定用)** (FOR FIXING YOUR MEMBER)  
**5-M8 DEPTH 15 (固定用)** (FOR FIXING YOUR MEMBER)

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

**M12x35 六角穴付ボルト**  
**M12x35 HEXAGONAL SOCKET BOLT** (モータシャフト固定用) (FOR FIXING THE MOTOR SHAFT)

塗装範囲 (外周のみ) 塗藍色 マンセル No. N1.5 (黒色) (黒色)  
**PAINTING RANGE (PERIPHERAL ONLY) PAINTING RANGE (PERIPHERAL ONLY) PAINTING RANGE (PERIPHERAL ONLY)**  
 塗藍色 マンセル No. N1.5 (黒色) (黒色)  
**PAINTING RANGE (PERIPHERAL ONLY) PAINTING RANGE (PERIPHERAL ONLY) PAINTING RANGE (PERIPHERAL ONLY)**

8-φ17.5 通し 8-φ17.5 THRU  
 φ26 深き2 (フィクスチャ用) (FOR FIXING THE FLANGE)  
**R(P.T.)1/8 プラグ (R(P.T.)1/8 PLUG)** (潤滑油ポート) (FOR LUBRICANT)  
**4-M12 通し (取りかき)** (FOR HANDLING)  
**4-M12 THRU (取りかき)** (FOR HANDLING)

**5-M8 深き15 (固定用)** (FOR FIXING YOUR MEMBER)  
**5-M8 DEPTH 15 (固定用)** (FOR FIXING YOUR MEMBER)

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

**M12x35 六角穴付ボルト**  
**M12x35 HEXAGONAL SOCKET BOLT** (モータシャフト固定用) (FOR FIXING THE MOTOR SHAFT)

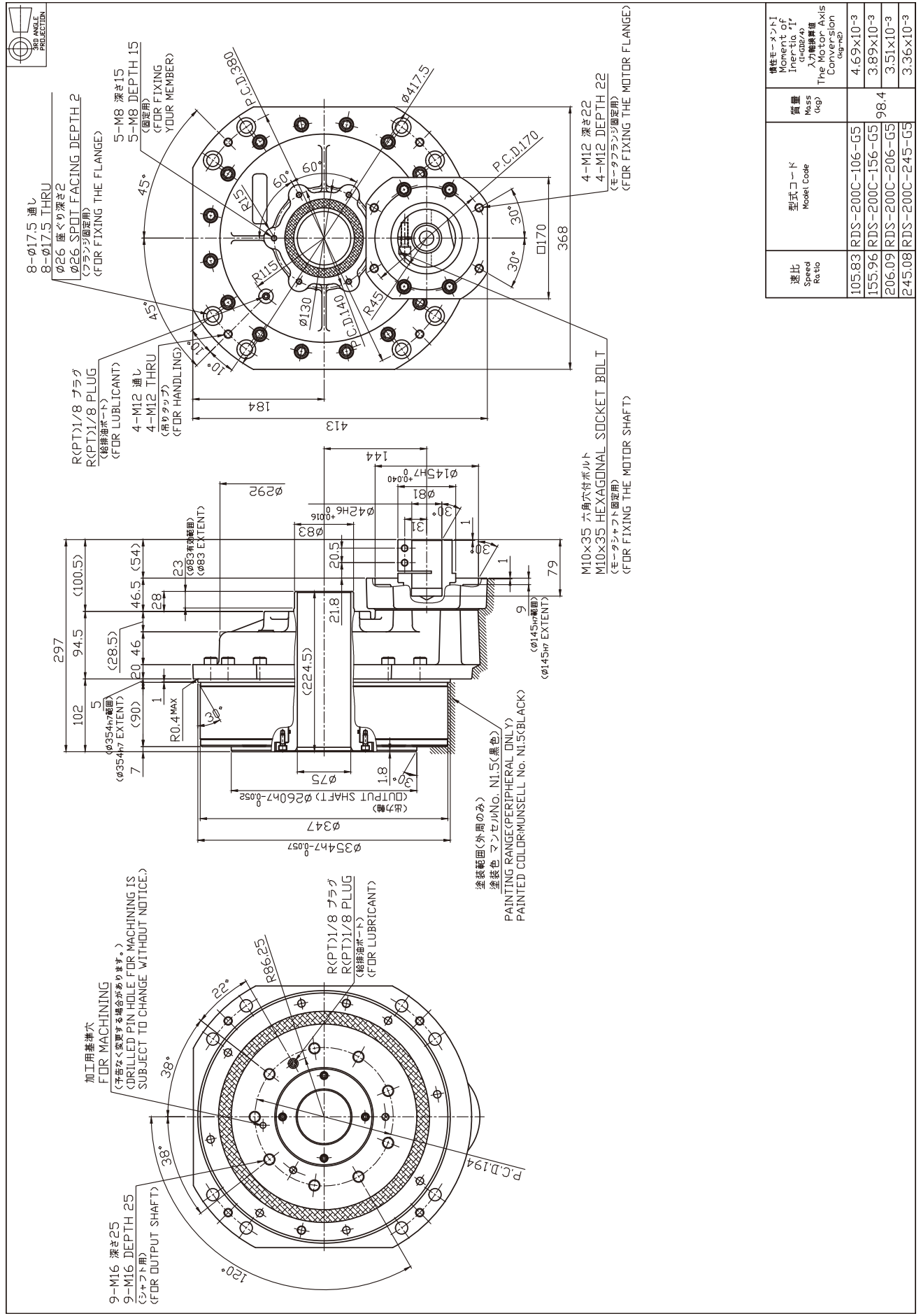
塗装範囲 (外周のみ) 塗藍色 マンセル No. N1.5 (黒色) (黒色)  
**PAINTING RANGE (PERIPHERAL ONLY) PAINTING RANGE (PERIPHERAL ONLY) PAINTING RANGE (PERIPHERAL ONLY)**

**速比 Speed Ratio**  
**型式コード Model Code**  
**質量 Mass (kg)**  
**巻線入力電流値 The Motor Axis Current (A<sub>IN</sub>)**

105.83	RDS-200C-106-G4	3.60x10-3
155.96	RDS-200C-156-G4	2.80x10-3
206.09	RDS-200C-206-G4	95.5
245.08	RDS-200C-245-G4	2.43x10-3
		2.28x10-3

**Model Code: RDS-200C-XXX-G5 (Corresponding motor shaft diameter: Ø32 to Ø42)**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $I_p$ 入力軸換算値 The Motor Axis Conversion (kg·m <sup>2</sup> )
105.83	RDS-200C-106-G5		4.69×10 <sup>-3</sup>
155.96	RDS-200C-156-G5		3.89×10 <sup>-3</sup>
206.09	RDS-200C-206-G5	98.4	3.51×10 <sup>-3</sup>
245.08	RDS-200C-245-G5		3.36×10 <sup>-3</sup>

Technical Information

Option: Base flange

Motor flange / bushing

Pulley input type

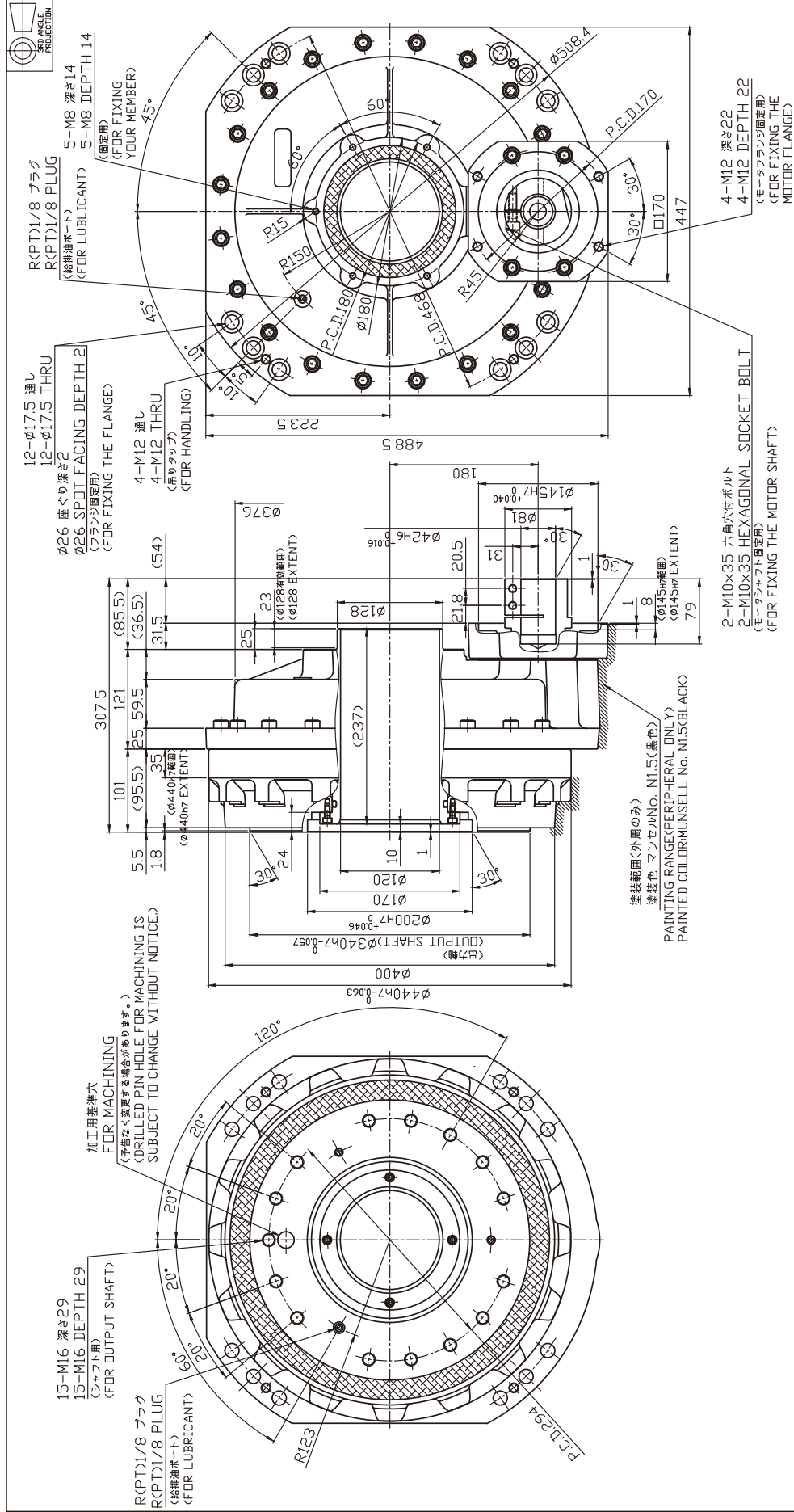
Right angle input type

Straight input type



**Model Code: RDS-320C-XXX-G5 (Corresponding motor shaft diameter: Ø32 to Ø42)**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $I_p$ (kg-cm <sup>2</sup> )
115	RDS-320C-115-G5	8.25	8.25x10 <sup>-3</sup>
157	RDS-320C-157-G5	14.3	6.18x10 <sup>-3</sup>
207	RDS-320C-207-G5	24.3	4.98x10 <sup>-3</sup>
253	RDS-320C-253-G5	44.3	4.37x10 <sup>-3</sup>

Technical Information

Option: Base flange

Motor flange / bushing

Pulley input type

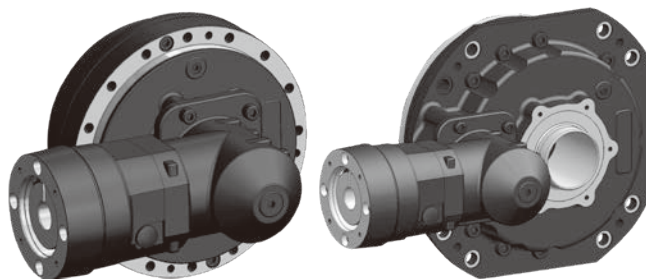
Right angle input type

Straight input type





## ***Right Angle Input Type***





# Right angle input type code description / configuration diagram

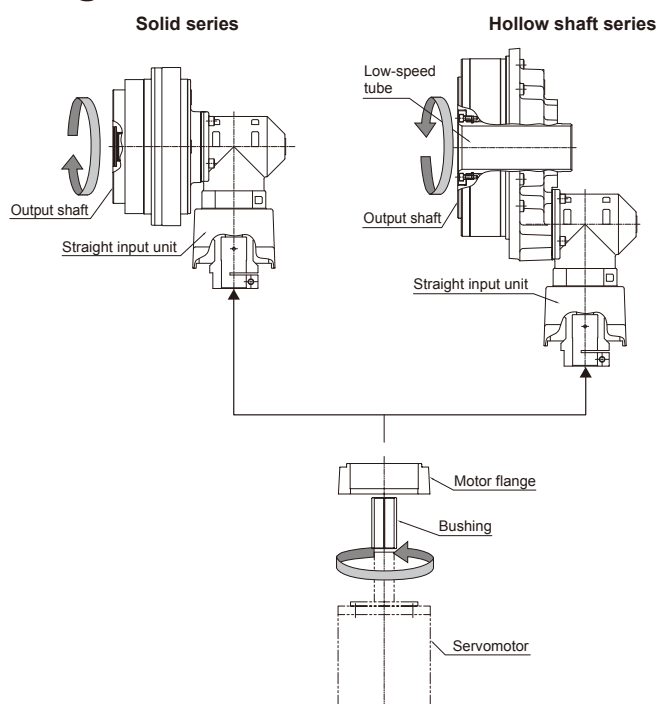
## Product code

**RD R - 080 E - 041 - H3 - GD - ZZ**

Model Code			Ratio Code	Input unit code	Motor flange code	Bushing code
Right angle input code	Torque code	Series code				
R	006	E: Solid series	031, 043, 054, 079, 103	H0 : Corresponding motor shaft diameter Ø8 to 14 H1 : Corresponding motor shaft diameter Ø14 to 24	2-alphabetic character code (The code will differ depending on motor to be mounted.)	2-letter code of a numeric and an alphabetic characters ZZ: None (The code will differ depending on motor to be mounted.)
	020		041, 057, 081, 105, 121, 161	H0 : Corresponding motor shaft diameter Ø8 to 14 H1 : Corresponding motor shaft diameter Ø14 to 24		
	040		041, 057, 081, 105, 121, 153	H2 : Corresponding motor shaft diameter Ø14 to 24 H3 : Corresponding motor shaft diameter Ø25 to 35		
	080		041, 057, 081, 101, 121, 153	H2 : Corresponding motor shaft diameter Ø14 to 24 H3 : Corresponding motor shaft diameter Ø25 to 35		
	160		066, 081, 101, 121, 145, 171	H4 : Corresponding motor shaft diameter Ø19 to 28 H5 : Corresponding motor shaft diameter Ø32 to 42		
	320		066, 081, 101, 121, 141, 185	H4 : Corresponding motor shaft diameter Ø19 to 28 H5 : Corresponding motor shaft diameter Ø32 to 42		
	010	C: Hollow shaft series	081, 108, 153, 189, 243	H0 : Corresponding motor shaft diameter Ø8 to 14 H1 : Corresponding motor shaft diameter Ø14 to 24		
	027		100, 142, 184, 233	H0 : Corresponding motor shaft diameter Ø8 to 14 H1 : Corresponding motor shaft diameter Ø14 to 24		
	050		109, 153, 196, 240	H2 : Corresponding motor shaft diameter Ø14 to 24 H3 : Corresponding motor shaft diameter Ø25 to 35		
	100		101, 150, 210, 258	H2 : Corresponding motor shaft diameter Ø14 to 24 H3 : Corresponding motor shaft diameter Ø25 to 35		
	200		106, 156, 206, 245	H4 : Corresponding motor shaft diameter Ø19 to 28 H5 : Corresponding motor shaft diameter Ø32 to 42		
	320		115, 157, 207, 253	H4 : Corresponding motor shaft diameter Ø19 to 28 H5 : Corresponding motor shaft diameter Ø32 to 42		

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

## Configuration diagram



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Option: Base flange

Technical Information

# Rating table Right angle input type

## Solid series

Model Code	Ratio code (Reduction ratio value)	Reduction Gear													External Dimensions
		T <sub>0</sub>	N <sub>0</sub>	K	T <sub>S1</sub>	T <sub>S2</sub>	N <sub>in</sub>	N <sub>s</sub>	N <sub>r0</sub>	Backlash	Lost motion	Start-up Efficiency	M <sub>0</sub>	W <sub>r</sub>	
		Rated Torque (Nm)	Rated Output Speed (rpm)	Life Rating (h)	Allowable Startup/Stop Torque (Nm)	Momentary maximum allowable torque (Nm)	Allowable Input Speed (Note 2) (rpm)	Allowable Output Speed (Note 2) (rpm)	Reference value to output speed during continuous operation at rated torque (rpm)				Allowable moment (Note 3) (Nm)	Allowable radial load (Note 8) (N)	
RDR-006E	031 (31)	58	30	6,000	117	294	3,500	100	100	2.0	2.0	70	196	2,170	Input Unit Code : H0 ———P.44 Input Unit Code : H1 ———P.45
	043 (43)														
	054 (53.5)														
	079 (79)														
	103 (103)														
RDR-020E	041 (41)	108	15	6,000	271	543	3,500	75	55	1.5	1.5	75	882	7,785	Input Unit Code : H0 ———P.46 Input Unit Code : H1 ———P.47
	057 (57)	151			378	755		61	44						
	081 (81)	167			412	833		43	35						
	105 (105)							33	30						
	121 (121)							29	28						
	161 (161)							22	22						
RDR-040E	041 (41)	400	15	6,000	1,000	2,000	3,000	70	32	1.5	1.5	70	1,666	11,529	Input Unit Code : H2 ———P.48 Input Unit Code : H3 ———P.49
	057 (57)	412			1,029	2,058		53	30						
	081 (81)							37	28						
	105 (105)							29	27						
	121 (121)							25	25						
	153 (153)							20	20						
RDR-080E	041 (41)	400	15	6,000	1,000	2,000	3,000	70	35	1.5	1.5	75	2,156	13,146	Input Unit Code : H2 ———P.50 Input Unit Code : H3 ———P.51
	057 (57)	784			1,960	3,920		53	31						
	081 (81)							37	29						
	101 (101)							30	27						
	121 (121)							25	25						
	153 (153)							20	20						
RDR-160E	066 (66)	1,568	15	6,000	3,920	7,840	2,000	30	20	1.5	1.5	75	3,920	18,666	Input Unit Code : H4 ———P.52 Input Unit Code : H5 ———P.53
	081 (81)							25	18						
	101 (101)							20	16						
	121 (121)							17	14						
	145 (145)							14	13						
	171 (171)							12	12						
RDR-320E	066 (66)	1,800	15	6,000	4,503	9,002	2,000	30	14	1.5	1.5	80	7,056	28,066	Input Unit Code : H4 ———P.54 Input Unit Code : H5 ———P.55
	081 (81)	2,209			5,527	11,048		25	9						
	101 (101)	2,755			6,892	13,776		20	7						
	121 (121)	3,136			7,840	15,680		17	6						
	141 (141)							14	5						
	185 (185)							11	4						

# Hollow shaft series

Model Code	Ratio code (Reduction ratio value)	Reduction Gear													External Dimensions
		T <sub>0</sub>	N <sub>0</sub>	K	T <sub>S1</sub>	T <sub>S2</sub>	N <sub>in</sub>	N <sub>S</sub>	N <sub>To</sub>	Backlash	Lost motion	Start-up Efficiency	M <sub>0</sub>	Wr	
		(Nm)	(rpm)	(h)	(Nm)	(Nm)	(rpm)	(rpm)	(rpm)						
RDR-010C	081 (81)	98	15	6,000	245	490	3,500	43	39	1.5	1.5	65	686	5,755	Input Unit Code : H0 ———P.56
	108 (108)							32	31						
	153 (153)							23	23						
	189 (189)							19	20						
	243 (243)							14	14						
RDR-027C	100 (99.82)	265	15	6,000	662	1,323	3,500	35	23	1.5	1.5	70	980	6,533	Input Unit Code : H0 ———P.58
	142 (141.68)							25	18						
	184 (184)							19	15						
	233 (233.45)							15	14						
RDR-050C	109 (109)	490	15	6,000	1,225	2,450	3,000	28	28	1.5	1.5	70	1,764	9,418	Input Unit Code : H2 ———P.60
	153 (152.6)							20	20						
	196 (196.2)							15	15						
	240 (239.8)							13	13						
RDR-100C	101 (100.5)	980	15	6,000	2,450	4,900	3,000	30	19	1.5	1.5	80	2,450	11,802	Input Unit Code : H2 ———P.62
	150 (150)							20	17						
	210 (210)							14	14						
	258 (258)							12	12						
RDR-200C	106 (105.83)	1,960	15	6,000	4,900	9,800	2,000	19	11	1.5	1.5	80	8,820	31,455	Input Unit Code : H4 ———P.64
	156 (155.96)							13	8						
	206 (206.09)							10	6						
	245 (245.08)							8	5						
RDR-320C	115 (115)	3,136	15	6,000	7,840	15,680	2,000	17	14	1.5	1.5	80	20,580	57,103	Input Unit Code : H4 ———P.66
	157 (157)							13	11						
	207 (207)							10	7						
	253 (253)							8	8						

**Notes:**

- The rating table shows the specification values including the entry fields for reduction gear values.
- The allowable speed may be limited by heat depending on the operating rate. Make sure the surface temperature of the reduction gear does not exceed 60°C during use.
- The allowable moment will differ depending on the thrust load. Check the allowable moment diagram (p.131).
- For the moment of inertia of the reduction gears, refer to the external dimension drawings for the reduction gear.
- For the moment rigidity and torsional rigidity, refer to the calculation of tilt angle and the torsion angle (p.137).
- The rated torque is the value that produces the rated service life based on operation at the rated output speed; it does not indicate the maximum load. Refer to the "Glossary" (p.121) and the "Product selection flowchart" (p.122).
- The specifications above are based on Nabtesco evaluation methods; this product should only be used after confirming that it is appropriate for the operating conditions of your system.
- When the radial load is applied within dimension b (see page 137), use the reduction gear within the allowable radial load.

Straight input type

Right angle input type

Pulley input type

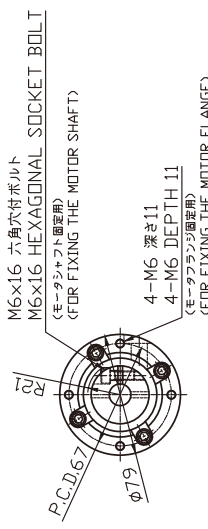
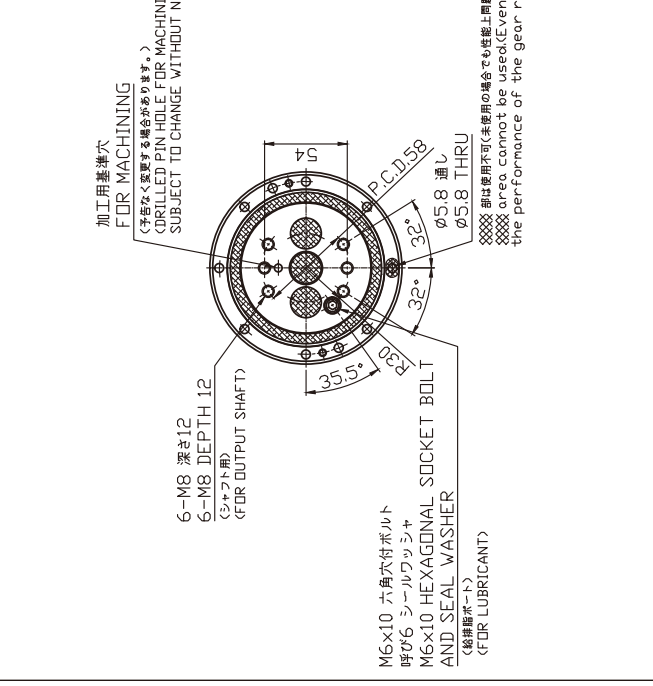
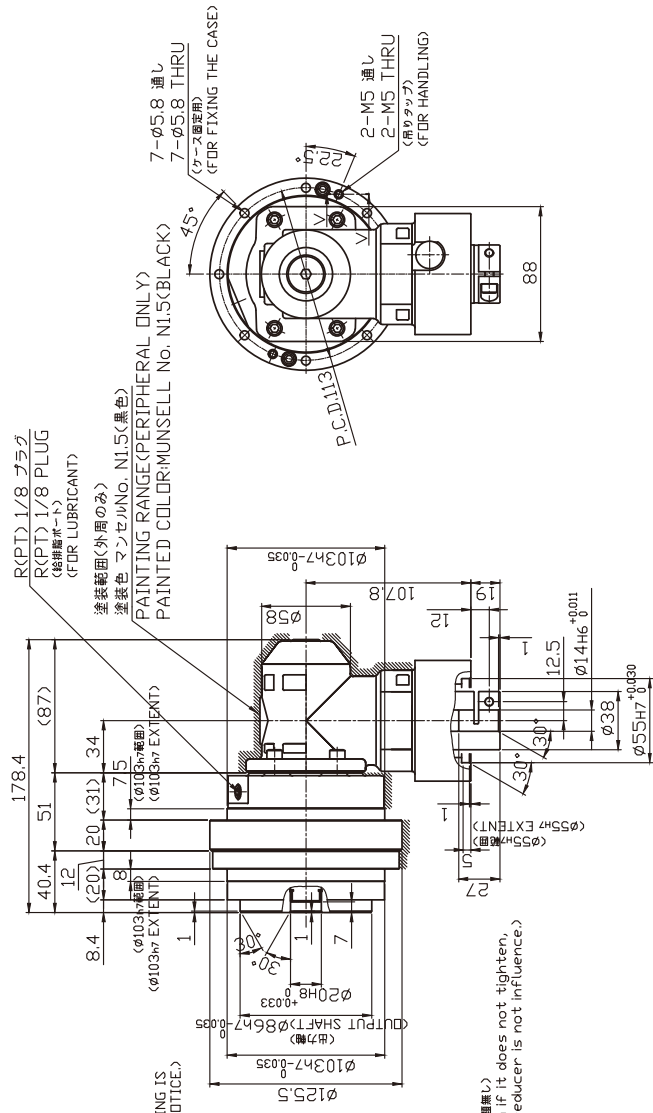
Motor flange / bushing

Option: Base flange

Technical Information

**Model Code: RDR-006E-XXX-H0 (Corresponding motor shaft diameter: Ø8 to Ø14)**

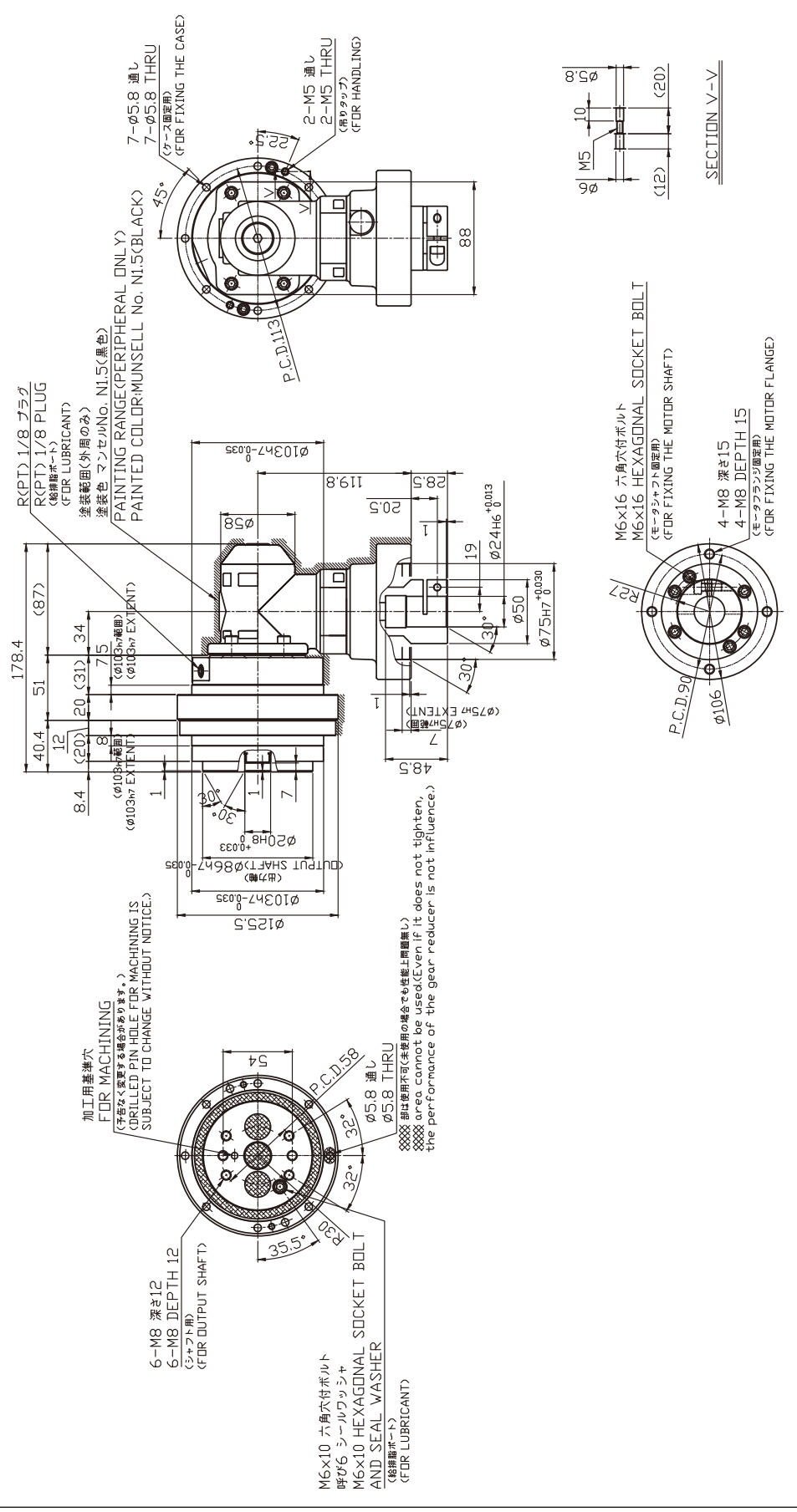
Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (kg·cm²)
31	RDR-006E-031-H0		1.58x10 <sup>-4</sup>
43	RDR-006E-043-H0		1.57x10 <sup>-4</sup>
54	RDR-006E-054-H0	7.2	1.56x10 <sup>-4</sup>
79	RDR-006E-079-H0		1.55x10 <sup>-4</sup>
103	RDR-006E-103-H0		1.55x10 <sup>-4</sup>

Model Code: RDR-006E-XXX-H1 (Corresponding motor shaft diameter: Ø14 to Ø24)

Specifications and dimensions are subject to change without notice.



加工用基準穴 FOR MACHINING (本図を加工する場合は必ず、MACHINING IS SUBJECT TO CHANGE WITHOUT NOTICE.)

XXXX 部は使用不可(本使用の場合でも性能上問題無し) area cannot be used (Even if it does not tighten, the performance of the gear reducer is not influence.)

速度比 Speed Ratio	型式コード Model Code	質量 Mass (KG)	慣性モーメント Moment of Inertia $I_g$ (cm <sup>2</sup> /s <sup>2</sup> ) 入力軸換算 The Motor Axis Conversion (kg-cm <sup>2</sup> )
31	RDR-006E-031-H1		2.81×10 <sup>-4</sup>
43	RDR-006E-043-H1		2.62×10 <sup>-4</sup>
54	RDR-006E-054-H1	8.2	2.61×10 <sup>-4</sup>
79	RDR-006E-079-H1		2.60×10 <sup>-4</sup>
103	RDR-006E-108-H1		2.60×10 <sup>-4</sup>

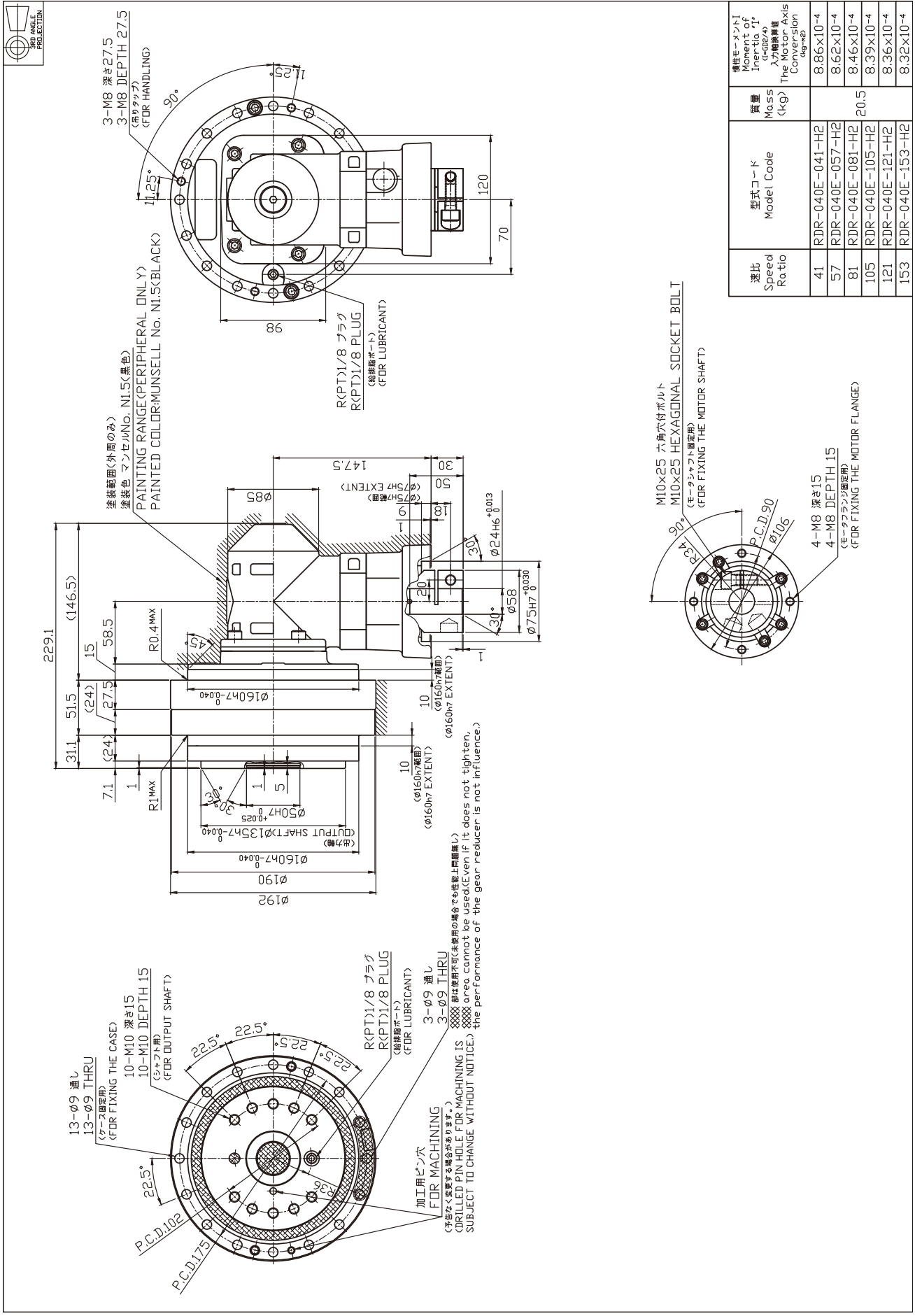






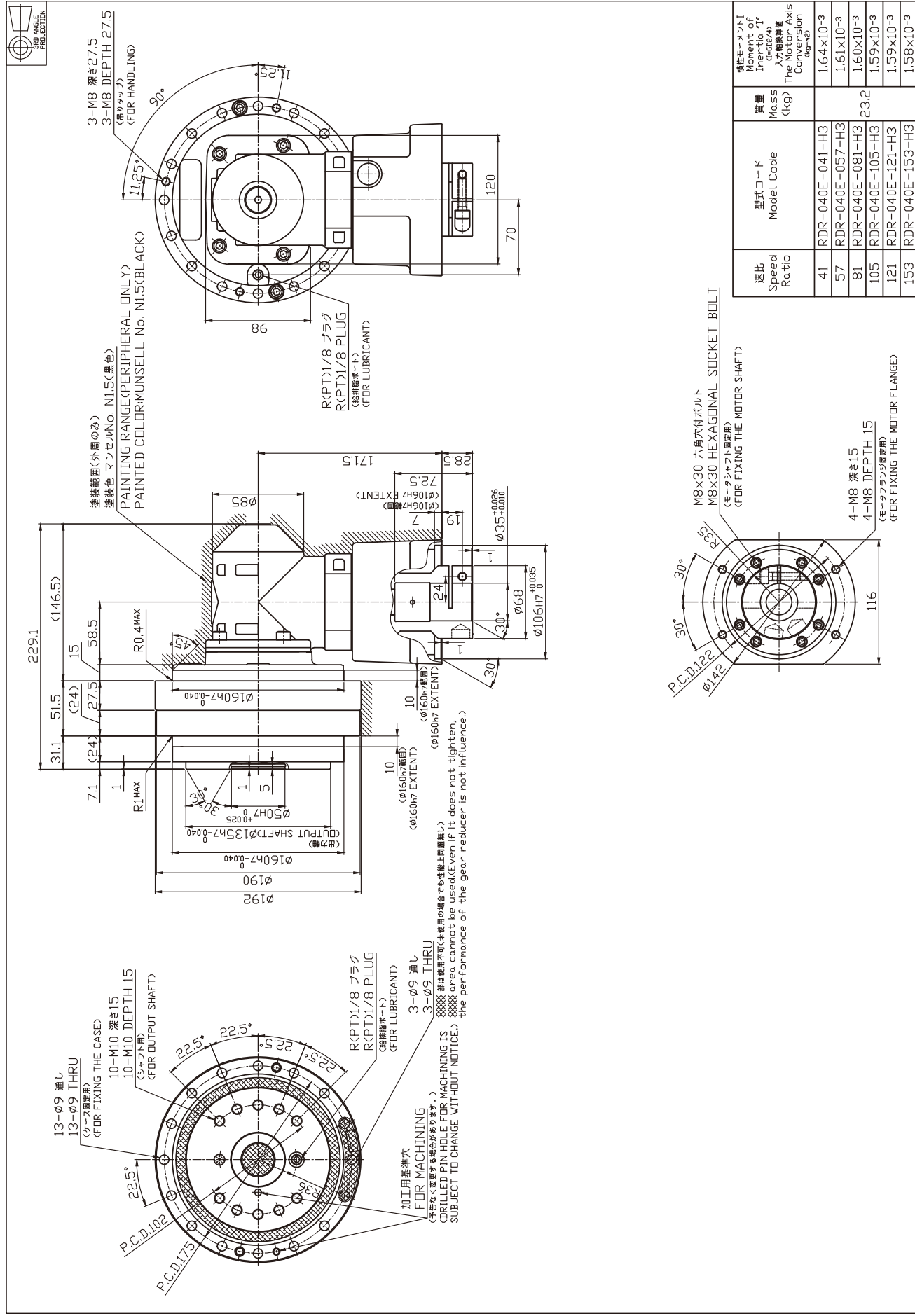
**Model Code: RDR-040E-XXX-H2 (Corresponding motor shaft diameter:  $\varnothing 14$  to  $\varnothing 24$ )**

Specifications and dimensions are subject to change without notice.



**Model Code: RDR-040E-XXX-H3 (Corresponding motor shaft diameter: Ø25 to Ø35)**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (kg-cm <sup>2</sup> )
41	RDR-040E-041-H3		1.64×10 <sup>-3</sup>
57	RDR-040E-057-H3		1.61×10 <sup>-3</sup>
81	RDR-040E-081-H3	23.2	1.60×10 <sup>-3</sup>
105	RDR-040E-105-H3		1.59×10 <sup>-3</sup>
121	RDR-040E-121-H3		1.59×10 <sup>-3</sup>
153	RDR-040E-153-H3		1.58×10 <sup>-3</sup>



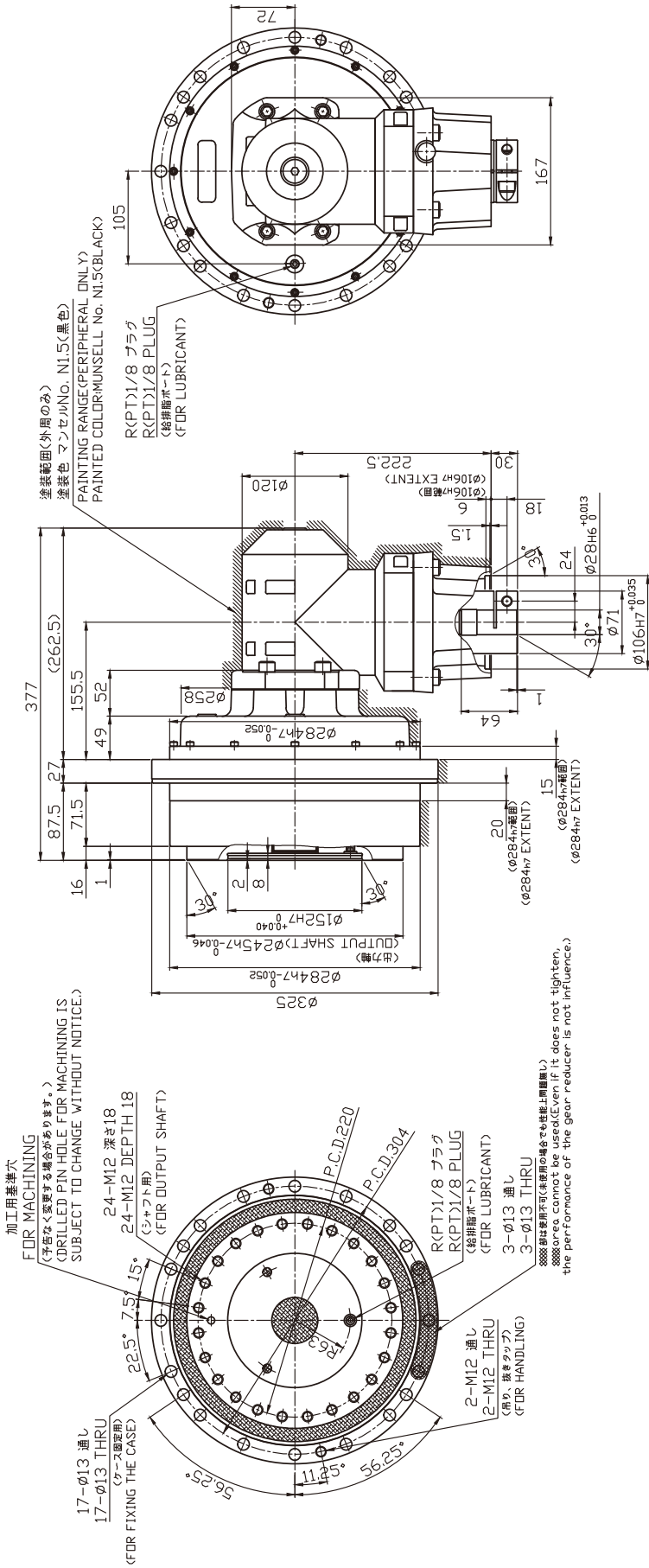




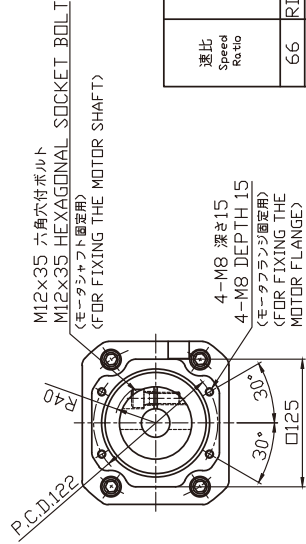




**Model Code: RDR-320E-XXX-H4 (Corresponding motor shaft diameter:  $\varnothing 19$  to  $\varnothing 28$ )** Specifications and dimensions are subject to change without notice.

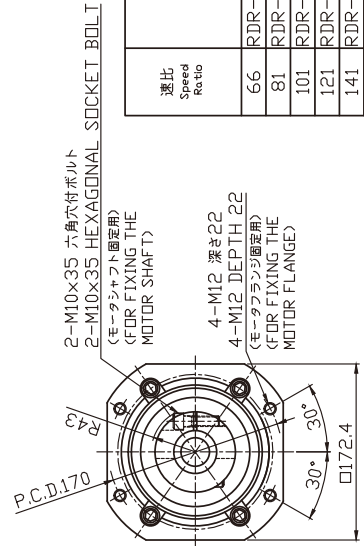
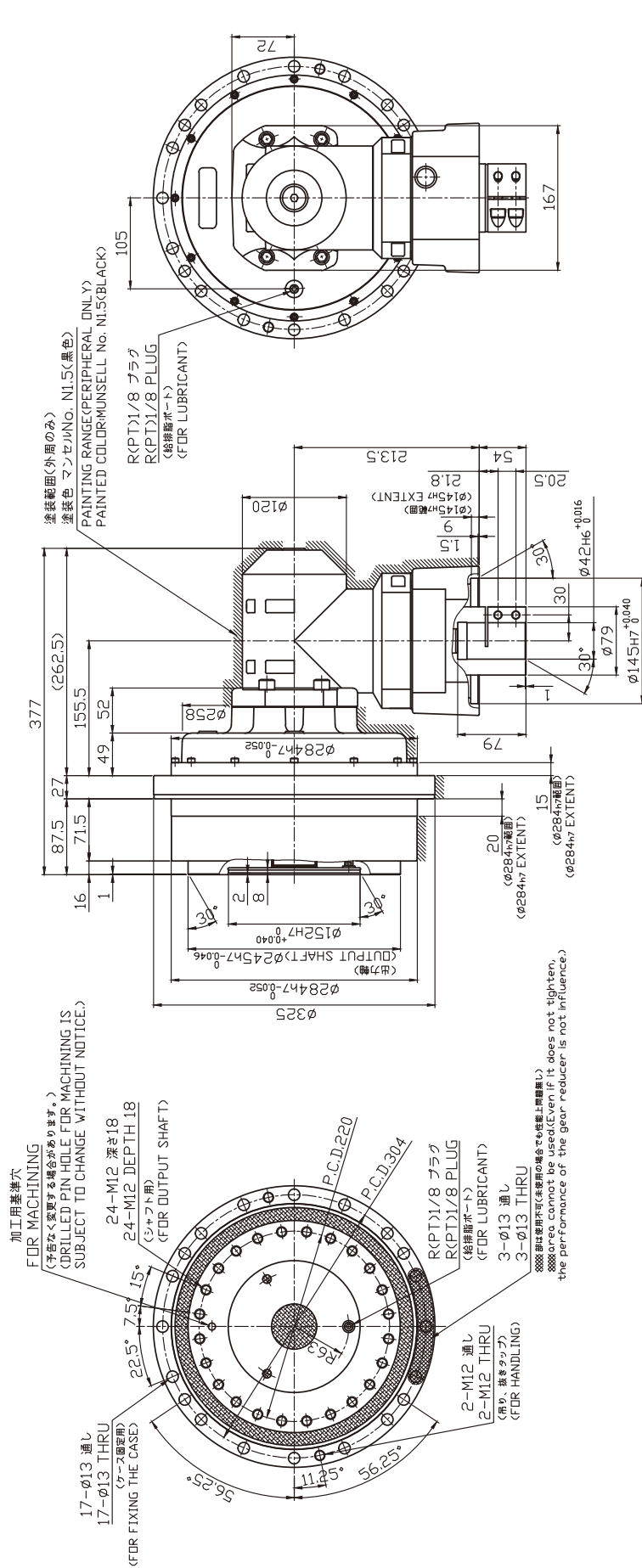


※※※※部は取崩し不可(取崩しの場合でも性能上問題無し)  
 ※※※※area cannot be used(Even if it does not tighten,  
 the performance of the gear reducer is not influence.)



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $I_r$ ( $\text{cm}^2/\text{s}^2$ ) 入力軸側算定 The MOTOR AXIS Calculation (kg-m <sup>2</sup> )
66	RDR-320E-066-H4		5.52×10 <sup>-3</sup>
81	RDR-320E-081-H4		5.33×10 <sup>-3</sup>
101	RDR-320E-101-H4	91.2	5.18×10 <sup>-3</sup>
121	RDR-320E-121-H4		5.09×10 <sup>-3</sup>
141	RDR-320E-141-H4		5.02×10 <sup>-3</sup>
185	RDR-320E-185-H4		4.93×10 <sup>-3</sup>

**Model Code: RDR-320E-XXX-H5 (Corresponding motor shaft diameter: Ø32 to Ø42)** Specifications and dimensions are subject to change without notice.

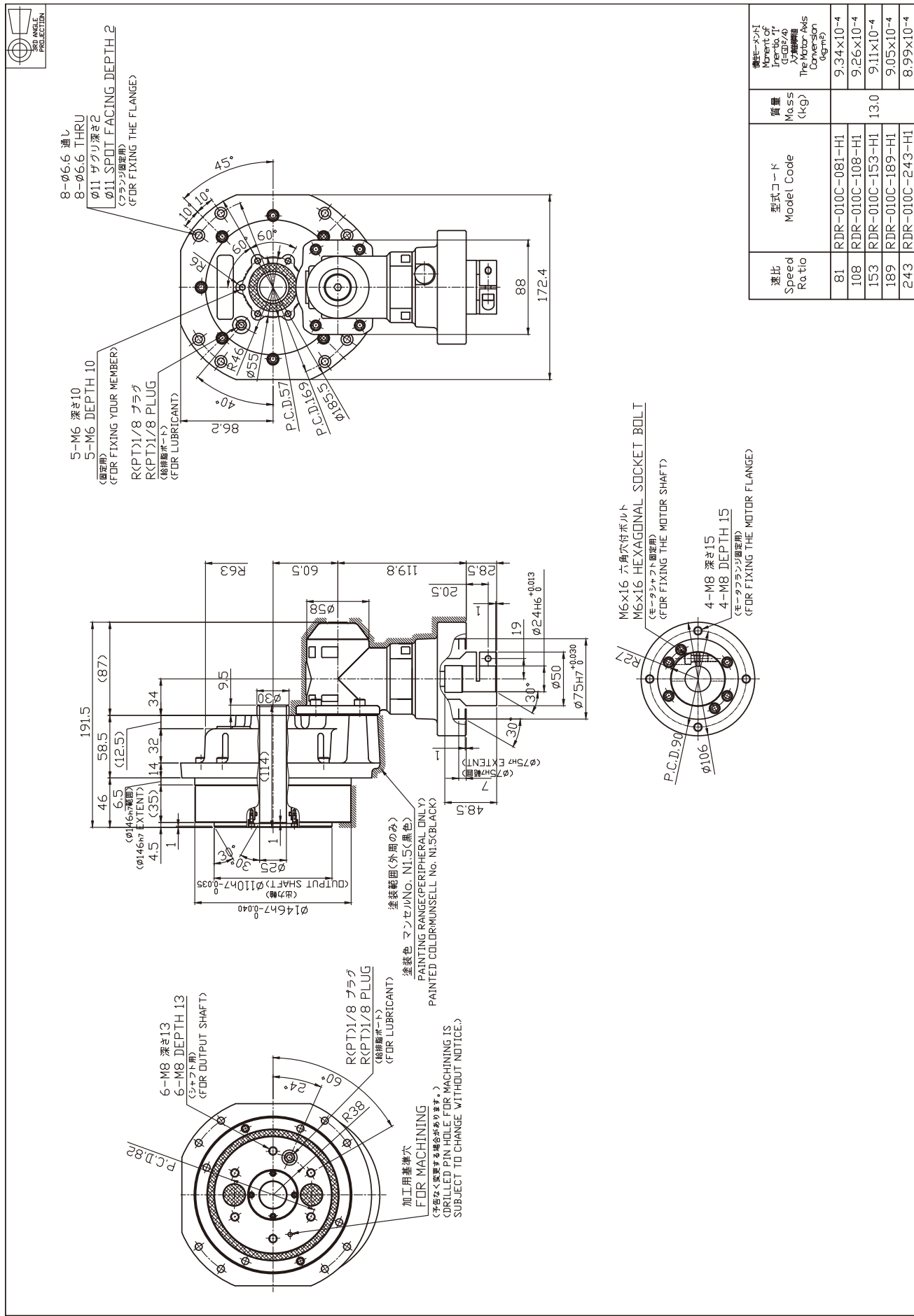


速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	機械モータントリ Moment of Inertia (kg-cm²)	入力軸換算 The Motor Axis Conversion (kg-cm²)
66	RDR-320E-066-H5		7.19×10 <sup>-3</sup>	7.19×10 <sup>-3</sup>
81	RDR-320E-081-H5		7.00×10 <sup>-3</sup>	7.00×10 <sup>-3</sup>
101	RDR-320E-101-H5		6.85×10 <sup>-3</sup>	6.85×10 <sup>-3</sup>
121	RDR-320E-121-H5	93.7	6.76×10 <sup>-3</sup>	6.76×10 <sup>-3</sup>
141	RDR-320E-141-H5		6.69×10 <sup>-3</sup>	6.69×10 <sup>-3</sup>
185	RDR-320E-185-H5		6.60×10 <sup>-3</sup>	6.60×10 <sup>-3</sup>



**Model Code: RDR-010C-XXX-H1 (Corresponding motor shaft diameter: Ø14 to Ø24)**

Specifications and dimensions are subject to change without notice.



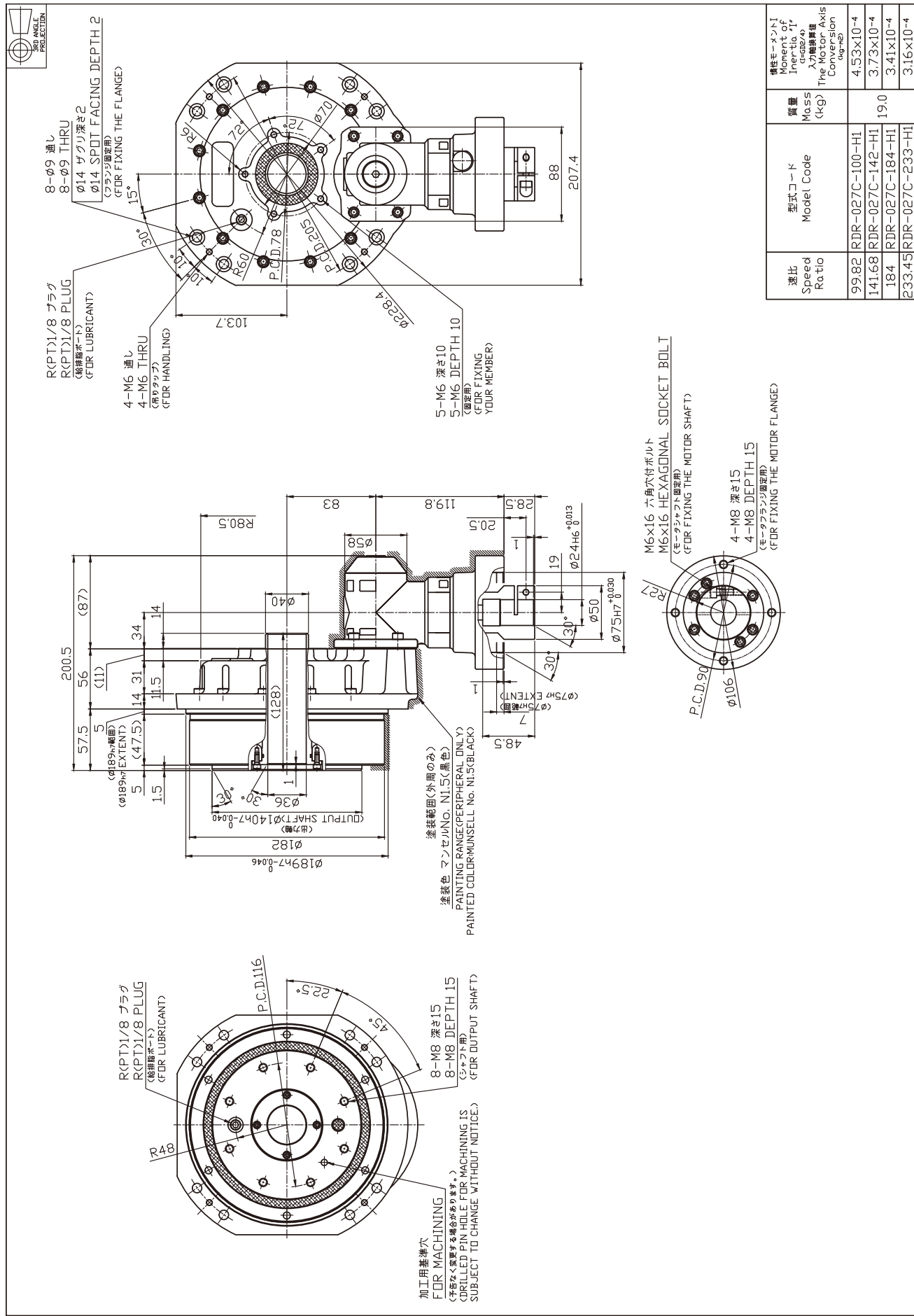
速比 Speed Ratio	型式コード Model Code	質量 Mass (KG)	慣性モーメント Moment of Inertia, J (cm <sup>2</sup> /s <sup>2</sup> ) 慣性モーメント The Motor-Axis Coupling (kgm <sup>2</sup> )
81	RDR-010C-081-H1		9.34×10 <sup>-4</sup>
108	RDR-010C-108-H1		9.26×10 <sup>-4</sup>
153	RDR-010C-153-H1	13.0	9.11×10 <sup>-4</sup>
189	RDR-010C-189-H1		9.05×10 <sup>-4</sup>
243	RDR-010C-243-H1		8.99×10 <sup>-4</sup>





**Model Code: RDR-027C-XXX-H1 (Corresponding motor shaft diameter: Ø14 to Ø24)**

Specifications and dimensions are subject to change without notice.



Technical Information

Option: Base flange

Motor flange / bushing

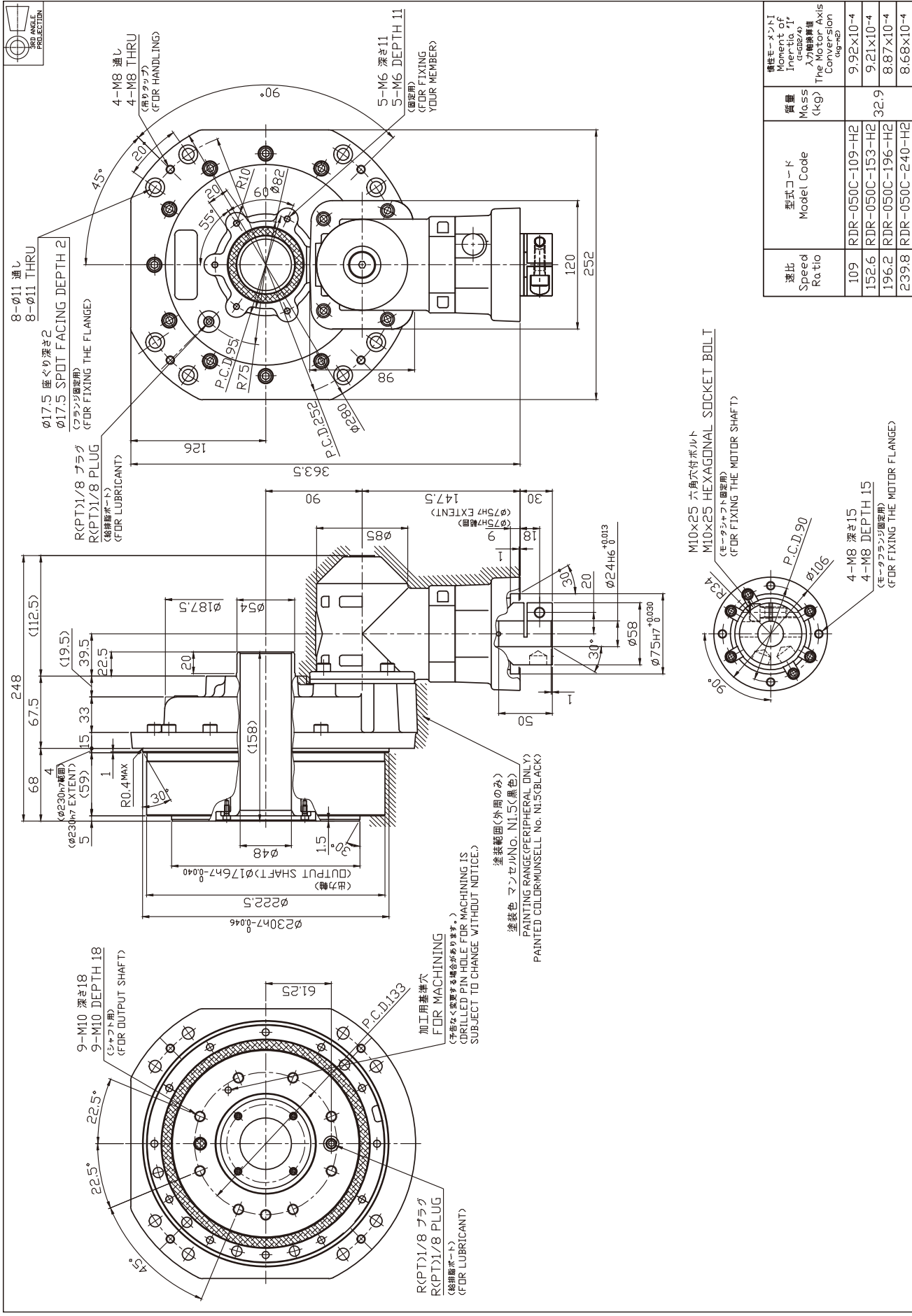
Pulley input type

Right angle input type

Straight input type

**Model Code: RDR-050C-XXX-H2 (Corresponding motor shaft diameter: Ø14 to Ø24)**

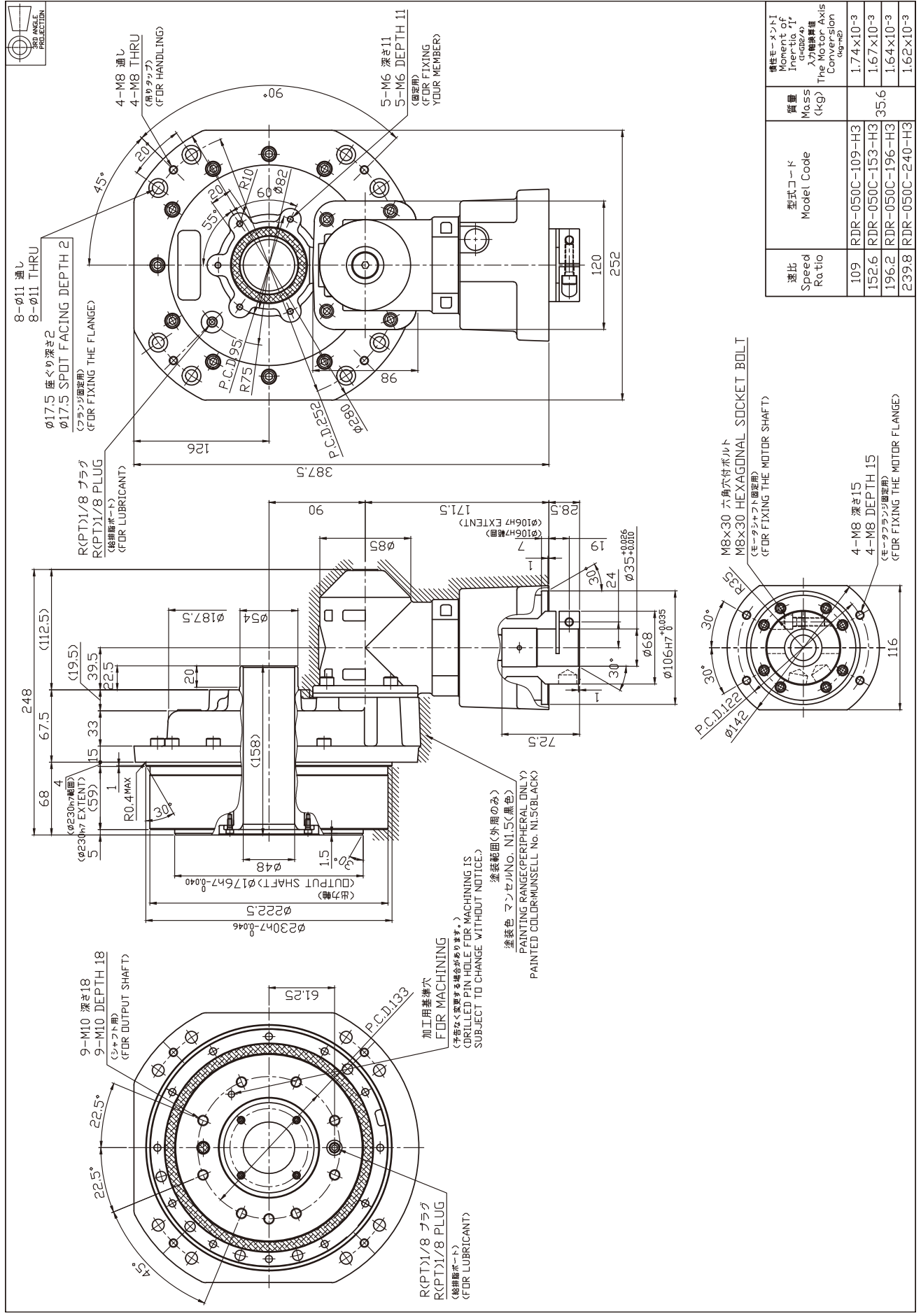
Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, $I_r$ ( $\text{cm}^2/\text{s}^2$ ) 入力軸換算 The Motor Axis Conversion ( $\text{cm}^2/\text{s}^2$ )
109	RDR-050C-109-H2		9.92x10 <sup>-4</sup>
152.6	RDR-050C-153-H2		9.21x10 <sup>-4</sup>
196.2	RDR-050C-196-H2	32.9	8.87x10 <sup>-4</sup>
239.8	RDR-050C-240-H2		8.68x10 <sup>-4</sup>

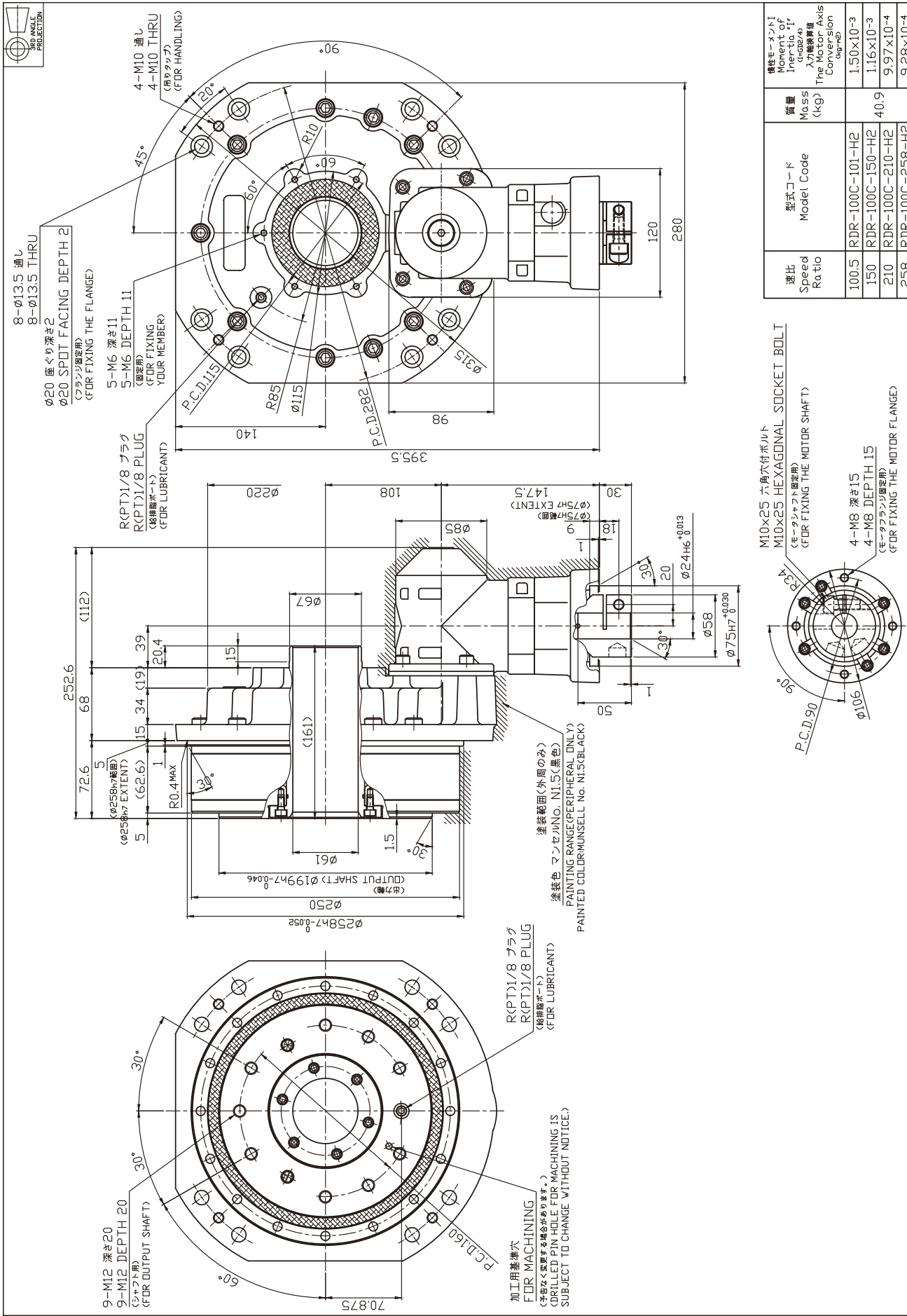
**Model Code: RDR-050C-XXX-H3 (Corresponding motor shaft diameter: Ø25 to Ø35)**

Specifications and dimensions are subject to change without notice.



**Model Code: RDR-100C-XXX-H2 (Corresponding motor shaft diameter: Ø14 to Ø24)**

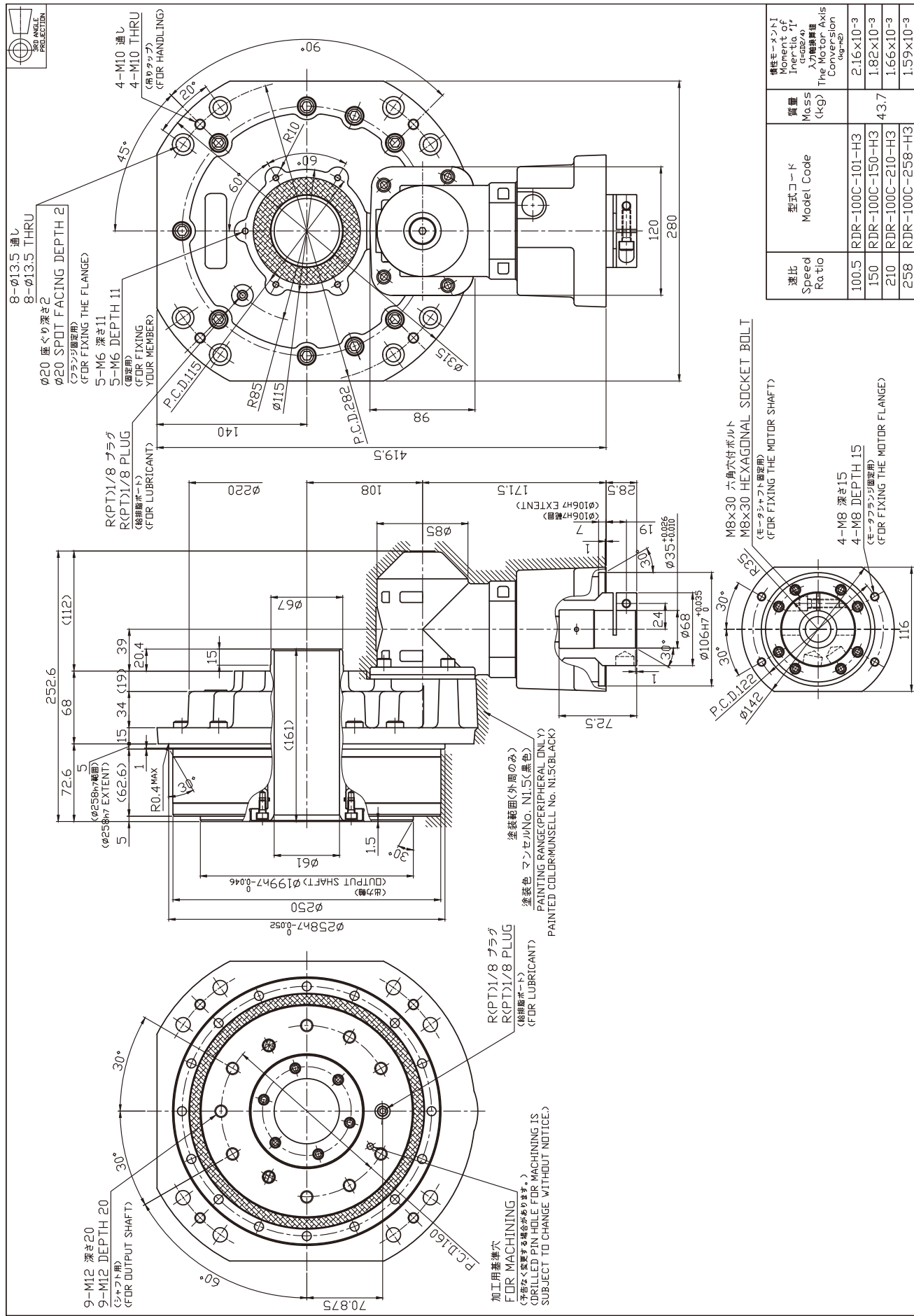
Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia J <sub>r</sub> (cm <sup>2</sup> /s <sup>2</sup> ) 入力軸側算定 The Motor Axis Calculation (cm <sup>2</sup> /s <sup>2</sup> )
100.5	RDR-100C-101-H2		1.50×10 <sup>-3</sup>
150	RDR-100C-150-H2		1.16×10 <sup>-3</sup>
210	RDR-100C-210-H2	40.9	9.97×10 <sup>-4</sup>
258	RDR-100C-258-H2		9.28×10 <sup>-4</sup>

**Model Code: RDR-100C-XXX-H3 (Corresponding motor shaft diameter: Ø25 to Ø35)**

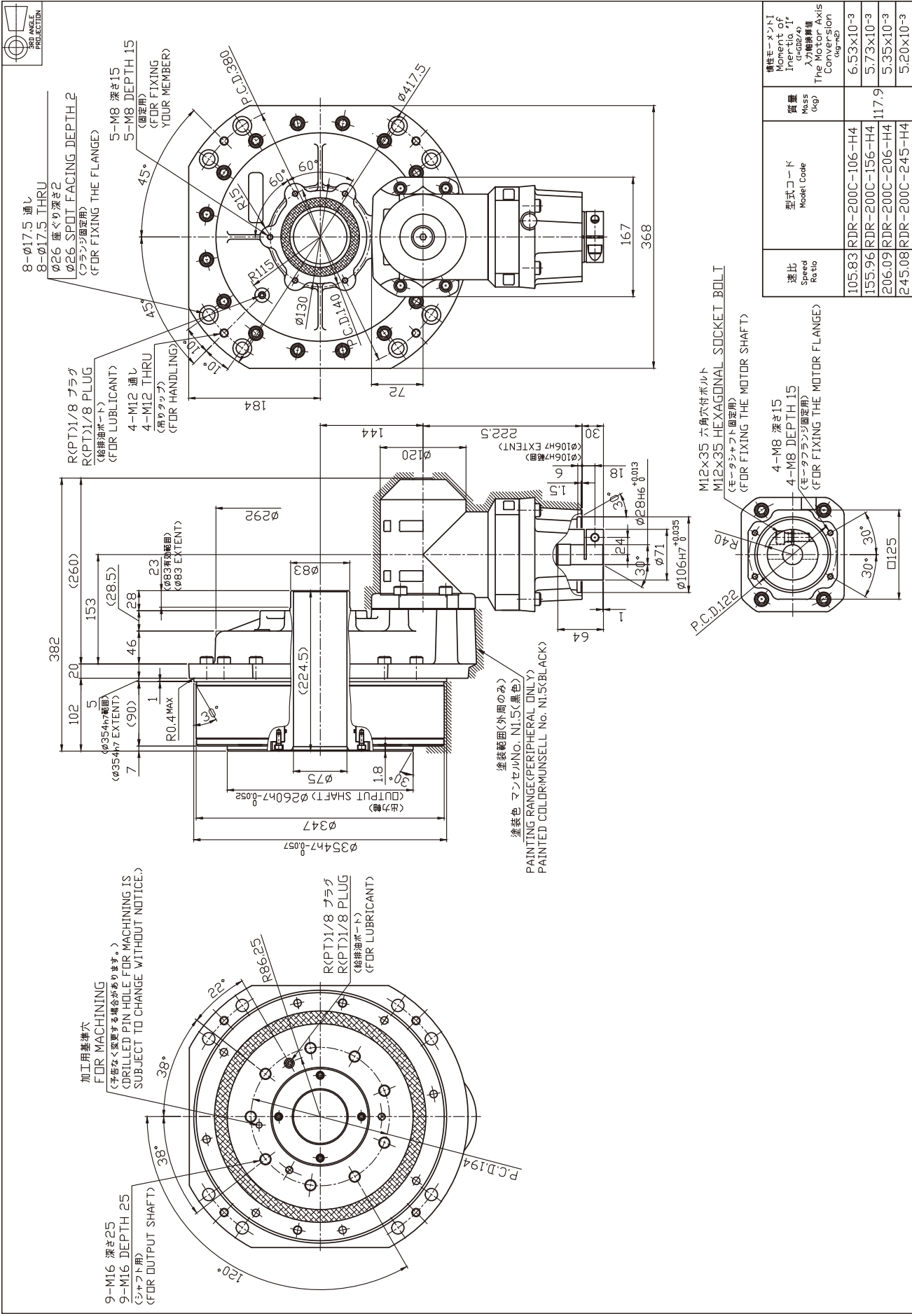
Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia J <sub>a</sub> kg-m <sup>2</sup>
100.5	RDR-100C-101-H3		2.16×10 <sup>-3</sup>
150	RDR-100C-150-H3	43.7	1.82×10 <sup>-3</sup>
210	RDR-100C-210-H3		1.66×10 <sup>-3</sup>
258	RDR-100C-258-H3		1.59×10 <sup>-3</sup>



**Model Code: RDR-200C-XXX-H4 (Corresponding motor shaft diameter: Ø19 to Ø28)** Specifications and dimensions are subject to change without notice.

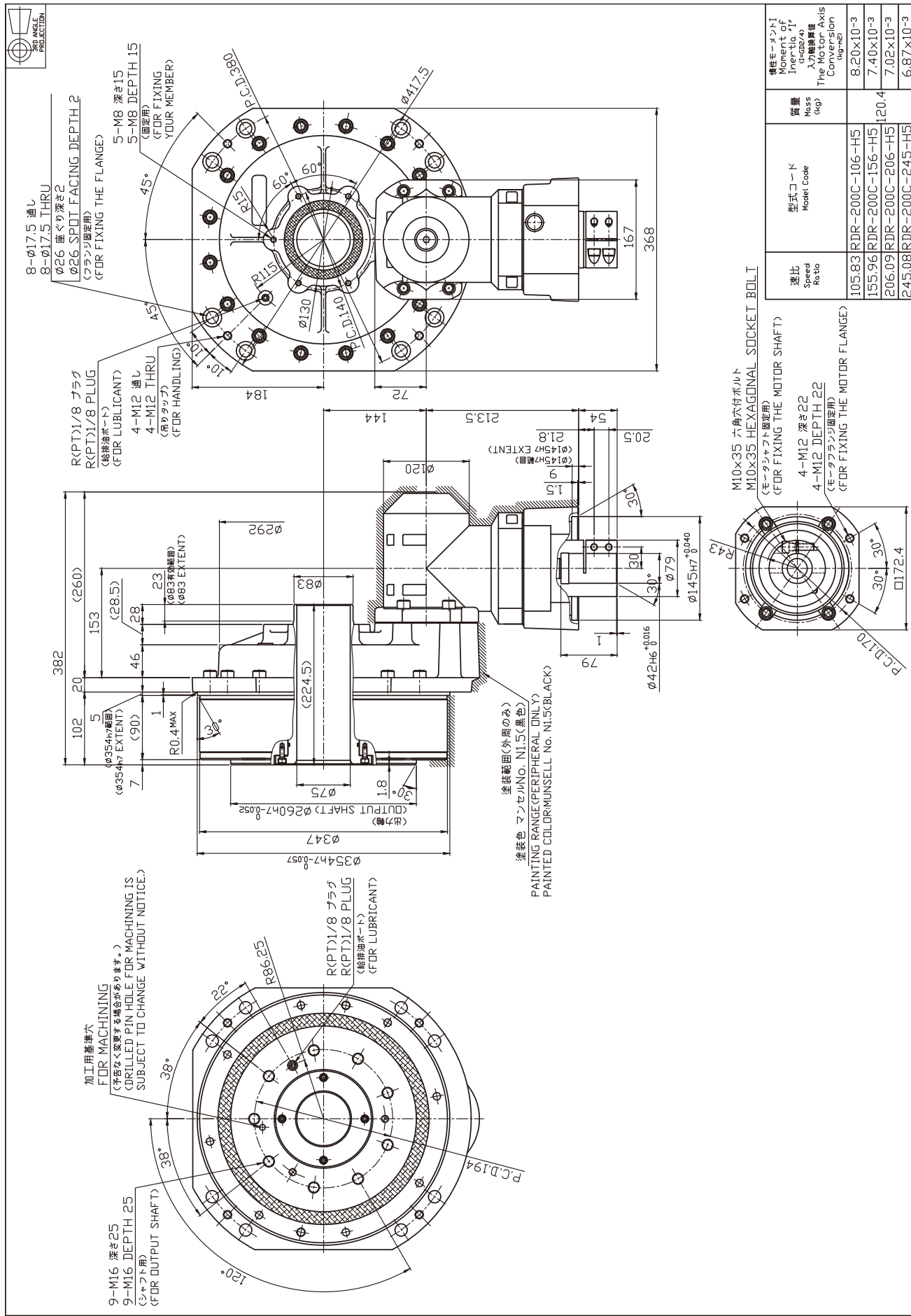


速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I <sub>r</sub> (cm <sup>2</sup> /s <sup>2</sup> ) 入力軸側算定 The Motor Axis Calculation (kg/cm <sup>2</sup> )
105.83	RDR-200C-106-H4		6.53x10 <sup>-3</sup>
155.96	RDR-200C-156-H4		5.73x10 <sup>-3</sup>
206.09	RDR-200C-206-H4	117.9	5.35x10 <sup>-3</sup>
245.08	RDR-200C-245-H4		5.20x10 <sup>-3</sup>



**Model Code: RDR-200C-XXX-H5 (Corresponding motor shaft diameter: Ø32 to Ø42)**

Specifications and dimensions are subject to change without notice.



Technical Information

Option: Base flange

Motor flange / bushing

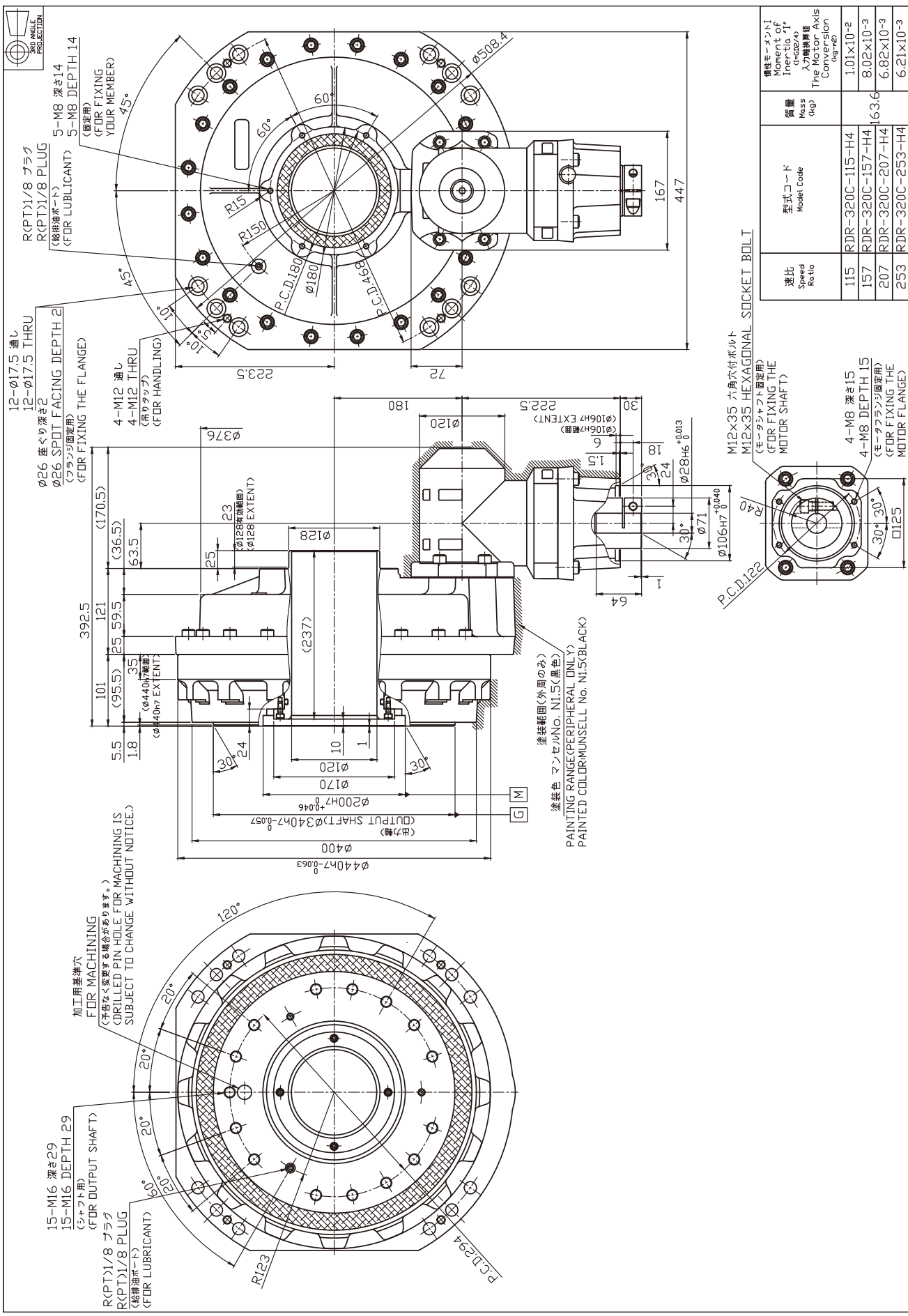
Pulley input type

Right angle input type

Straight input type

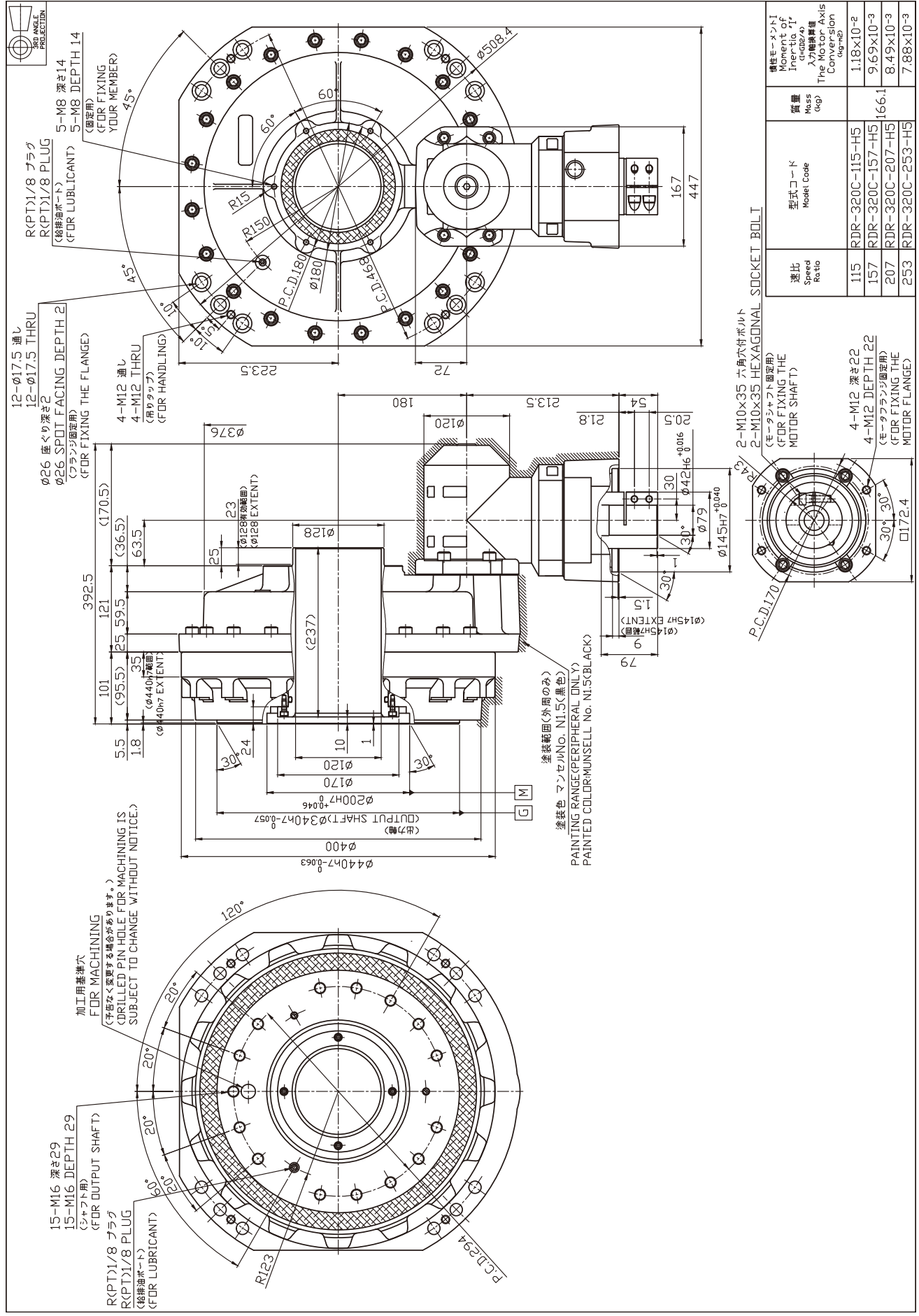
**Model Code: RDR-320C-XXX-H4 (Corresponding motor shaft diameter: Ø19 to Ø28)**

Specifications and dimensions are subject to change without notice.



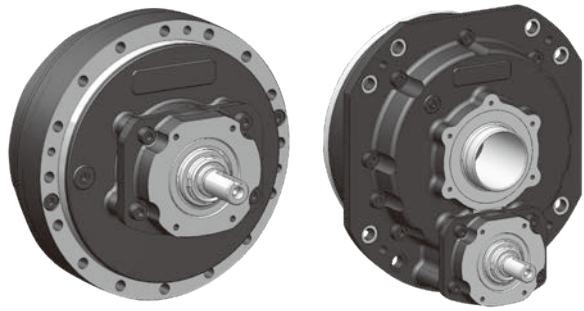
**Model Code: RDR-320C-XXX-H5 (Corresponding motor shaft diameter: Ø32 to Ø42)**

Specifications and dimensions are subject to change without notice.





## ***Pulley input type***



# Pulley input type code description / configuration diagram

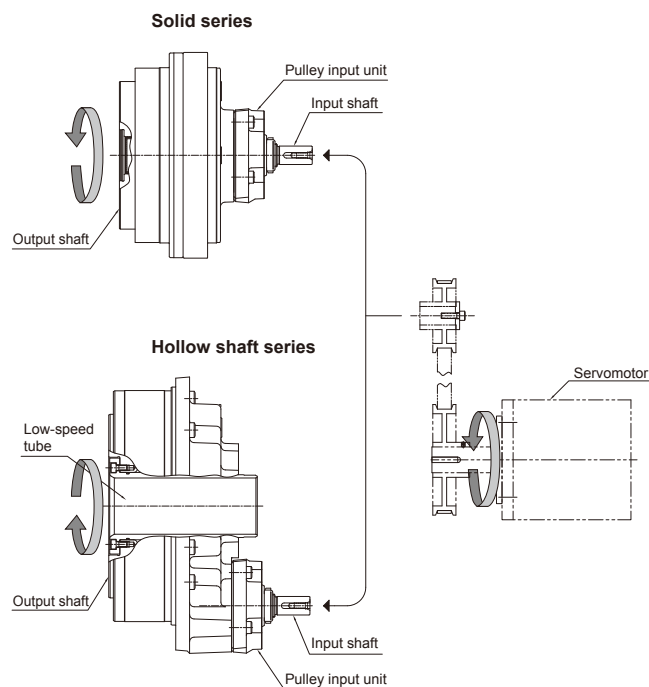
## Product code

**RD P - 050 C - 109 - F3 - ZZ - ZZ**

Model Code			Ratio Code	Input unit code	Motor flange code	Bushing code
Pulley input code	Torque code	Series code				
P	020	E: Solid series	081	F0	ZZ: No motor flange (The pulley input type does not come with a motor flange.)	ZZ: No bushing (The pulley input type does not come with a bushing.)
	040		057	F3		
	080		081	F4		
	160		066	F6		
	320		081	F7		
	010	C: Hollow shaft series	108	F1		
	027		100	F2		
	050		109	F3		
	100		101	F5		
	200		106	F8		
	320		157	F9		

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

## Configuration diagram



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Option: Base flange

Technical Information

# Rating table Pulley input type

## Solid series

Model Code	Ratio code (Reduction ratio value)	Reduction Gear											Input shaft			External Dimensions				
		T <sub>0</sub>	N <sub>0</sub>	K	T <sub>S1</sub>	T <sub>S2</sub>	N <sub>in</sub>	N <sub>S</sub>	N <sub>To</sub>	Back-lash	Lost motion	Start-up Efficiency	M <sub>0</sub>	Wr	M <sub>0in</sub>		M <sub>Sin</sub>	β dimensions		
		Rated Torque (Nm)	Rated Output Speed (rpm)	Life Rating (h)	Allowable Startup/Stop Torque (Nm)	Momentary maximum allowable torque (Nm)	Allowable Input Speed (Note 2) (rpm)	Allowable Output Speed (Note 2) (rpm)	Reference value to output speed during continuous operation at rated torque (rpm)				Allowable moment (Note 3) (Nm)	Allowable radial load (Note 8) (N)	Rated moment (Nm)		Allowable moment (Nm)		(mm)	
RDP-020E	081 (81)	167	15	6,000	412	833	3,500	43	43	1.0	1.0	75	882	7,785	38	38	58	Input Unit Code : F0 —P.71		
RDP-040E	057 (57)	412			1,029	2,058												3,000	53	25
RDP-080E	081 (81)	784			1,960	3,920	37	24	133						295	86.6	Input Unit Code : F4 —P.73			
RDP-160E	066 (66)	1,568			3,920	7,840											30			
RDP-320E	081 (81)	3,136			7,840	15,680	2,000	25	12						158	417		Input Unit Code : F7 —P.75		

## Hollow shaft series

Model Code	Ratio code (Reduction ratio value)	Reduction Gear											Input shaft			External Dimensions				
		T <sub>0</sub>	N <sub>0</sub>	K	T <sub>S1</sub>	T <sub>S2</sub>	N <sub>in</sub>	N <sub>S</sub>	N <sub>To</sub>	Back-lash	Lost motion	Start-up Efficiency	M <sub>0</sub>	Wr	M <sub>0in</sub>		M <sub>Sin</sub>	β dimensions		
		Rated Torque (Nm)	Rated Output Speed (rpm)	Life Rating (h)	Allowable Startup/Stop Torque (Nm)	Momentary maximum allowable torque (Nm)	Allowable Input Speed (Note 2) (rpm)	Allowable Output Speed (Note 2) (rpm)	Reference value to output speed during continuous operation at rated torque (rpm)				Allowable moment (Note 3) (Nm)	Allowable radial load (Note 8) (N)	Rated moment (Nm)		Allowable moment (Nm)		(mm)	
RDP-010C	108 (108)	98	15	6,000	245	490	3,500	32	32	1.0	1.0	75	686	5,755	38	38	58	Input Unit Code : F1 —P.76		
RDP-027C	100 (99.82)	265			662	1,323												3,000	35	28
RDP-050C	109 (109)	490			1,225	2,450	28	23	90						134	73.8	Input Unit Code : F3 —P.78			
RDP-100C	101 (100.5)	980			2,450	4,900											30			
RDP-200C	106 (105.83)	1,960			4,900	9,800	19	14	215						86.6	Input Unit Code : F8 —P.80				
RDP-320C	157 (157)	3,136			7,840	15,680										2,000	13	13	158	215

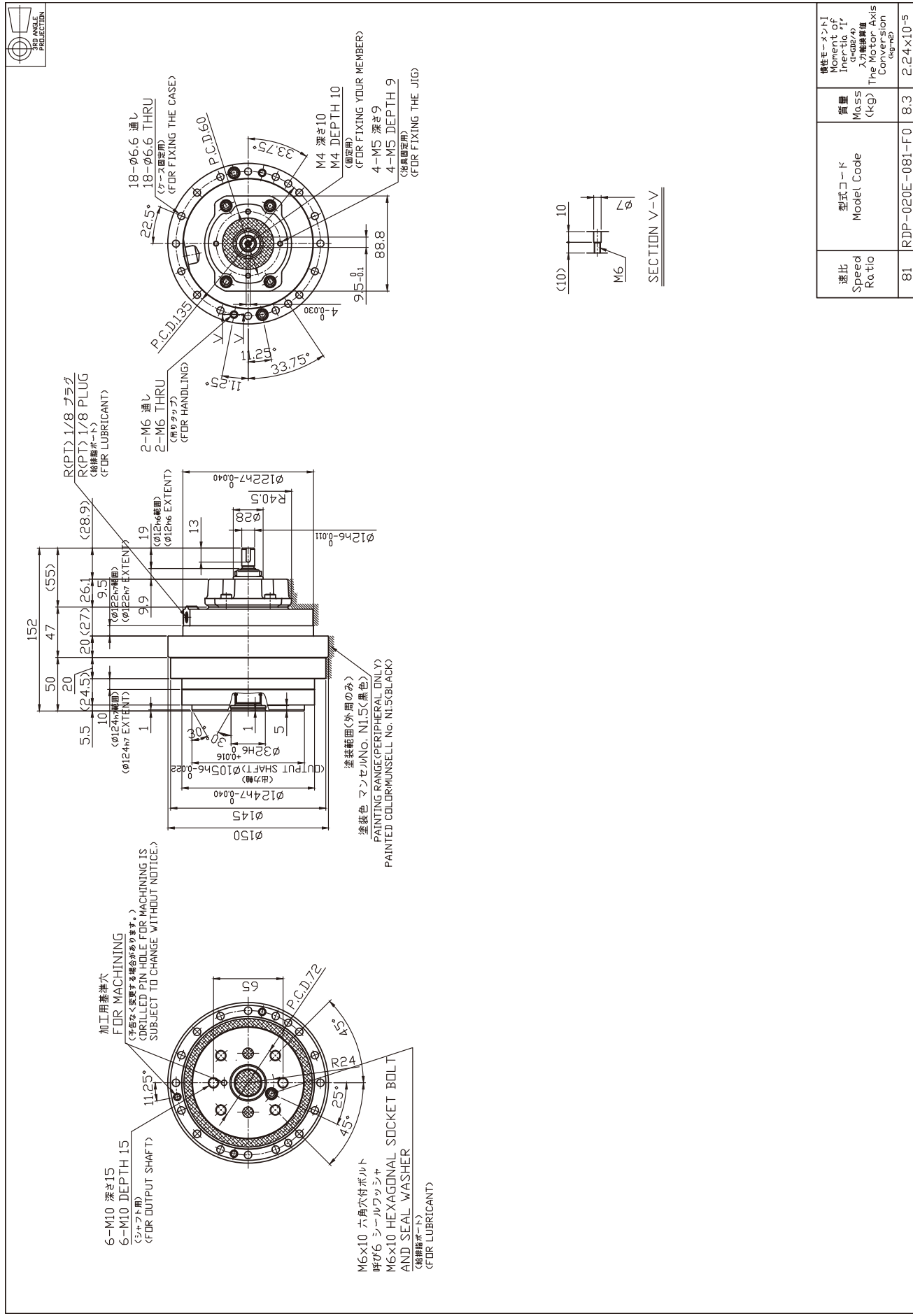
### Notes:

- The rating table shows the specification values including the entry fields for reduction gear values.
- The allowable speed may be limited by heat depending on the operating rate. Make sure the surface temperature of the reduction gear does not exceed 60°C during use.
- The allowable moment will differ depending on the thrust load. Check the allowable moment diagram (p.131).
- For the moment of inertia of the reduction gears, refer to the external dimension drawings for the reduction gear.
- For the moment rigidity and torsional rigidity, refer to the calculation of tilt angle and the torsion angle (p.137).
- The rated torque is the value that produces the rated service life based on operation at the rated output speed; it does not indicate the maximum load. Refer to the "Glossary" (p.121) and the "Product selection flowchart" (p.122).
- The specifications above are based on Nabtesco evaluation methods; this product should only be used after confirming that it is appropriate for the operating conditions of your system.
- When the radial load is applied within dimension b (see page 137), use the reduction gear within the allowable radial load.



**Model Code: RDP-020E-081-F0**

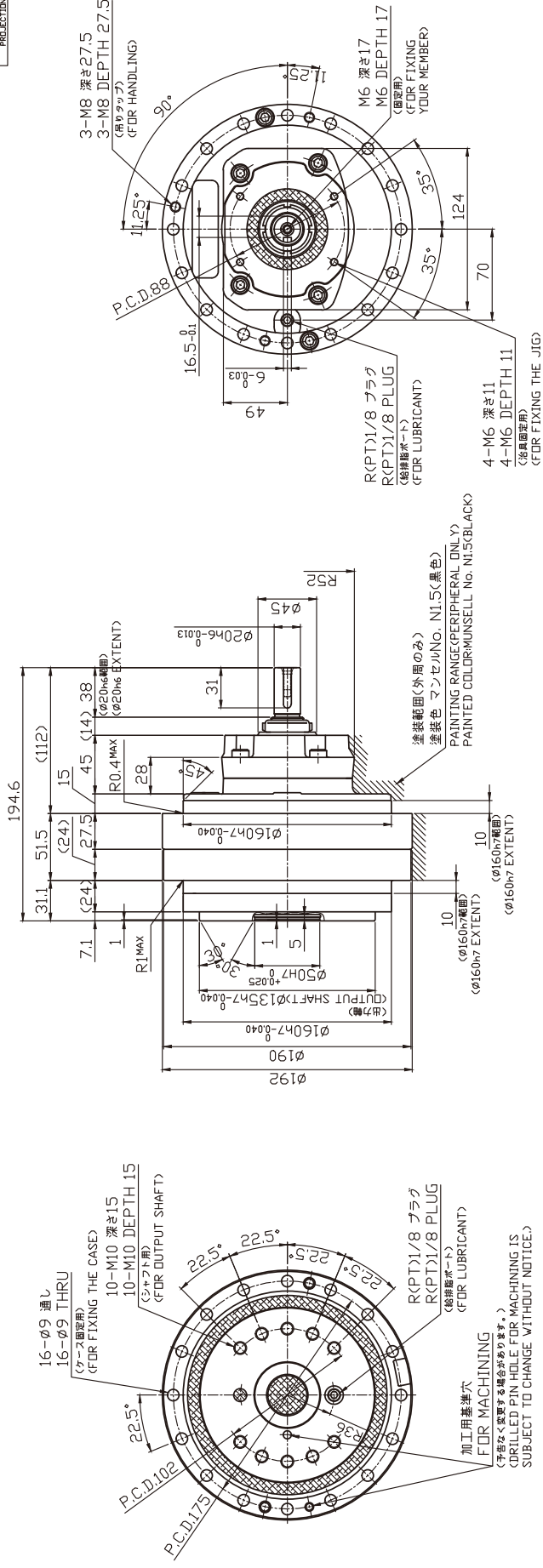
Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (g-cm <sup>2</sup> )
81	RDP-020E-081-F0	8.3	2.24x10 <sup>-5</sup>
			入力軸換算 The Motor Axis Conversion (kg-cm <sup>2</sup> )

**Model Code: RDP-040E-057-F3**

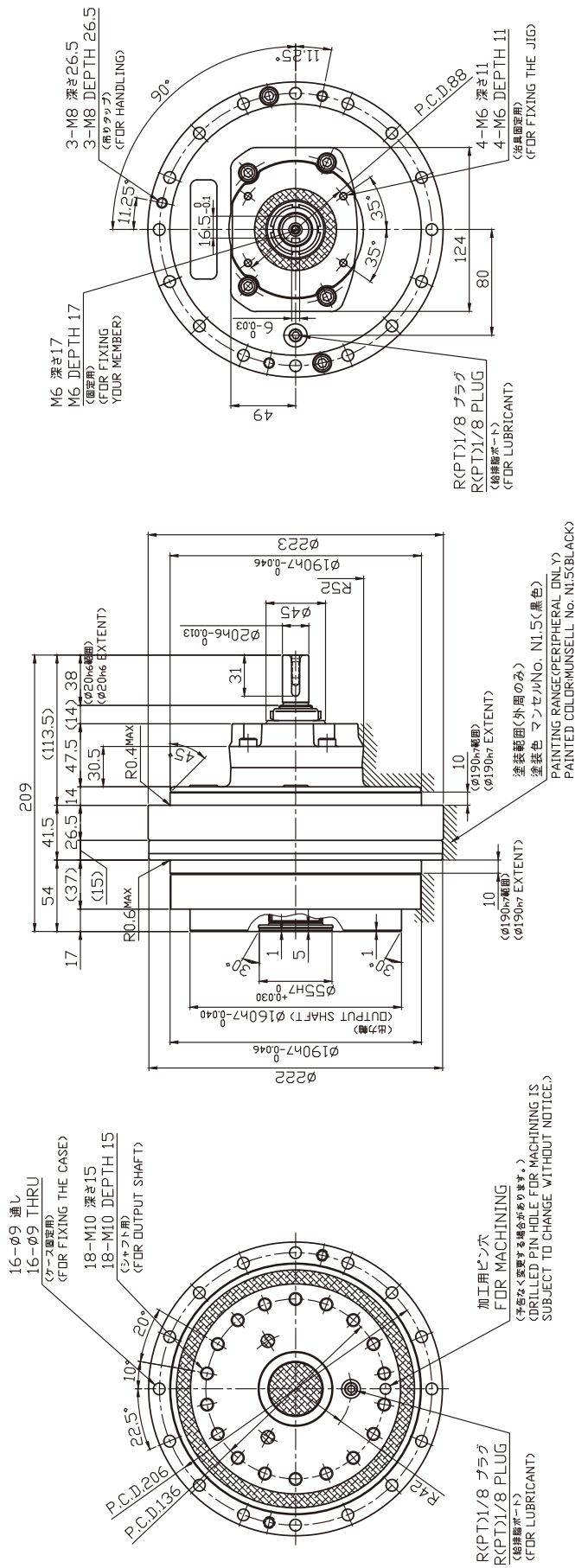
Specifications and dimensions are subject to change without notice.



速度 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, I <sub>r</sub> (kg-cm <sup>2</sup> )
57	RDP-040E-057-F3	16.4	1.73×10 <sup>-4</sup>

**Model Code: RDP-080E-081-F4**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (g-cm <sup>2</sup> /s <sup>2</sup> )
81	RDP-080E-081-F4	22.8	1.92x10 <sup>-4</sup>

Technical Information

Option: Base flange

Motor flange / bushing

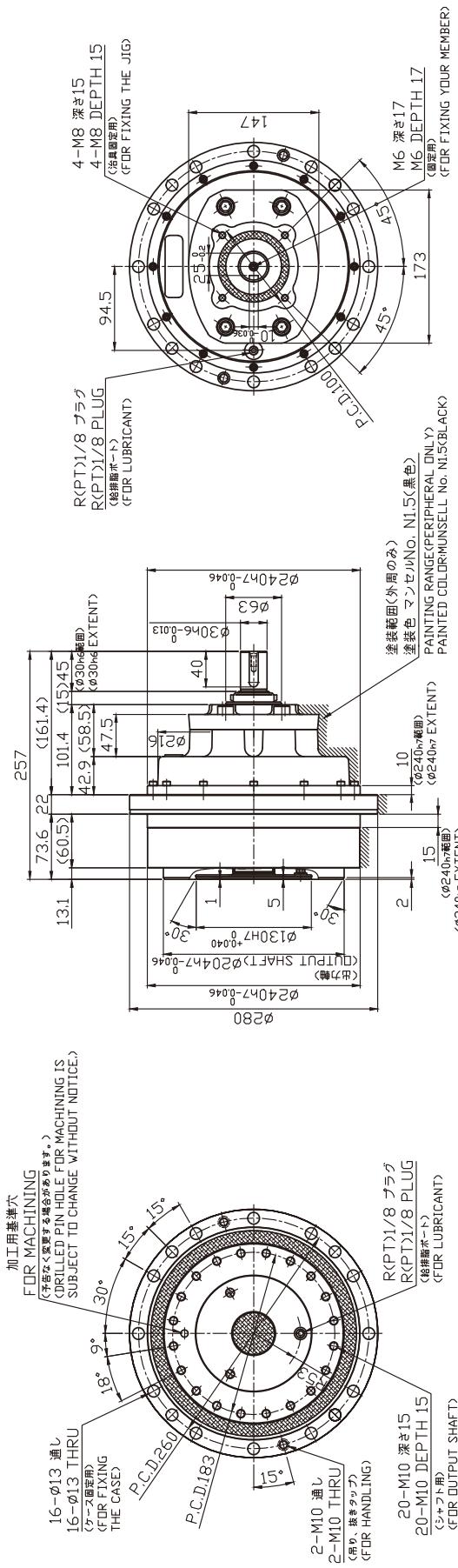
Pulley input type

Right angle input type

Straight input type

Model Code: RDP-160E-066-F6

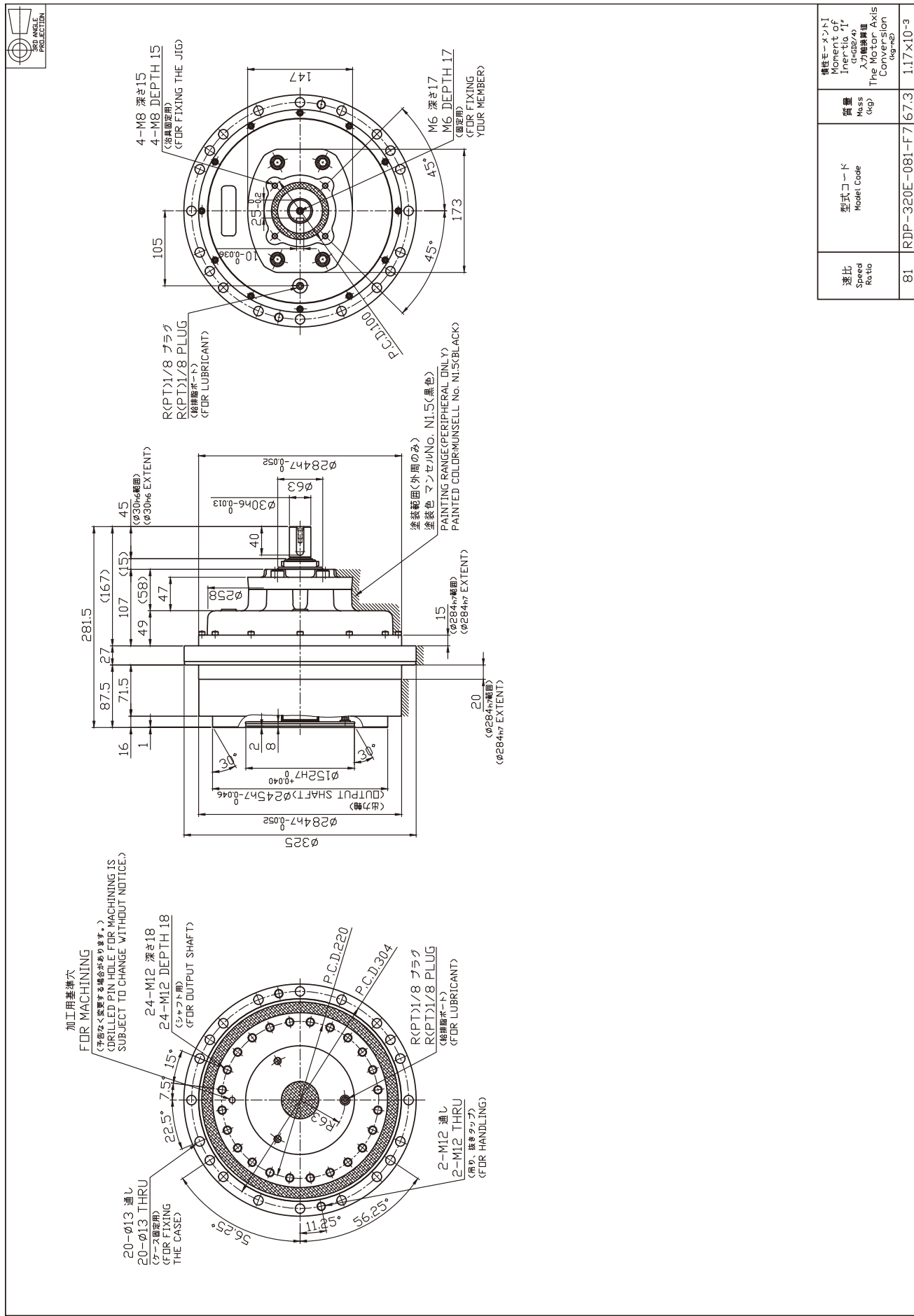
Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	66	型式コード Model Code	RDP-160E-066-F6	質量 Mass (kg)	41.9	慣性モーメント Moment of Inertia, J <sub>r</sub> (kg-cm <sup>2</sup> )	8.94×10 <sup>-4</sup>
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**Model Code: RDP-320E-081-F7**

Specifications and dimensions are subject to change without notice.



速度 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (g-cm <sup>2</sup> /s <sup>2</sup> )
81	RDP-320E-081-F7	67.3	1.17×10 <sup>-3</sup>

入力軸換算  
The Motor Axis Conversion (kg-M2)

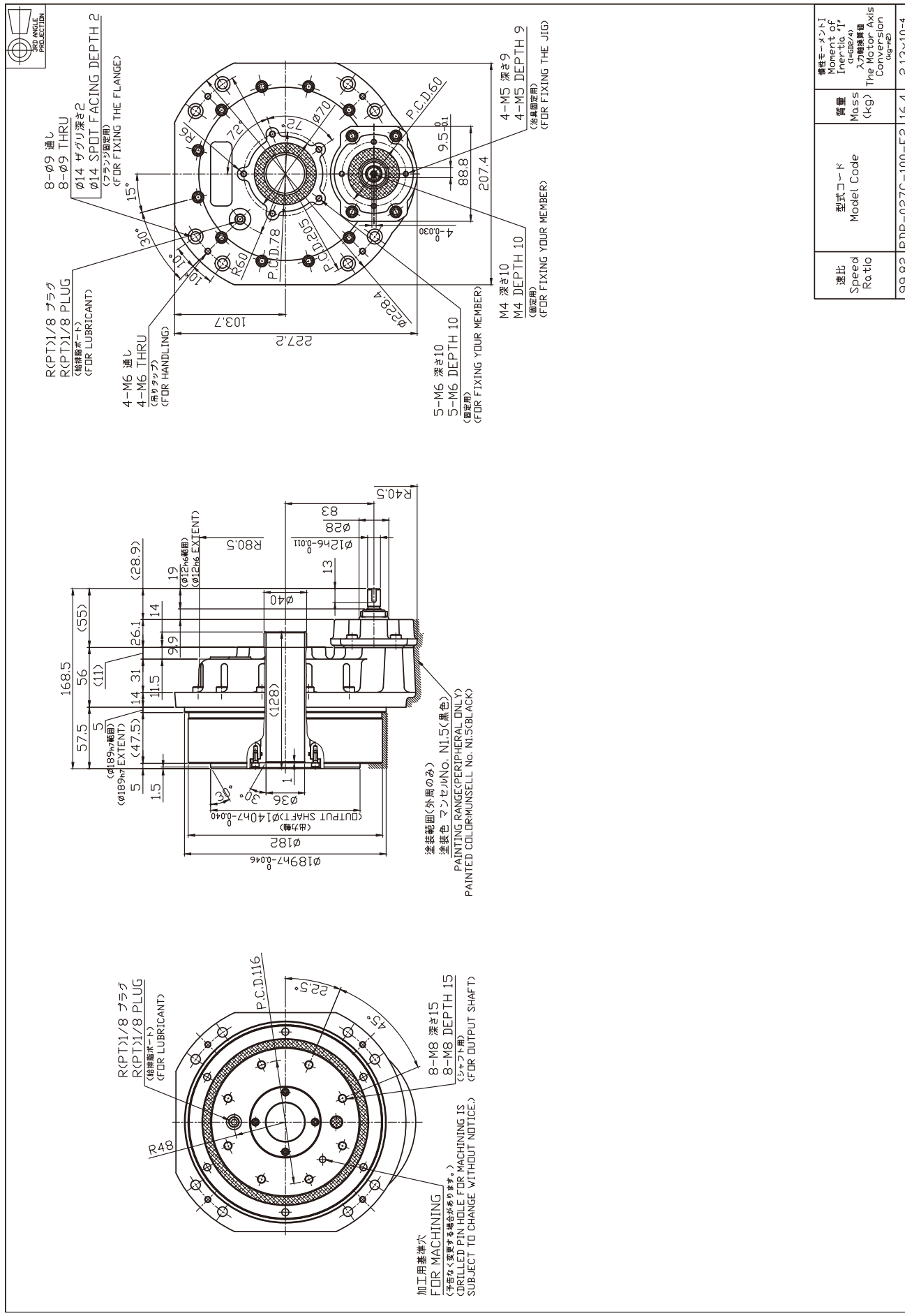
Technical Information    Option: Base flange    Motor flange / bushing    Pulley input type    Right angle input type    Straight input type





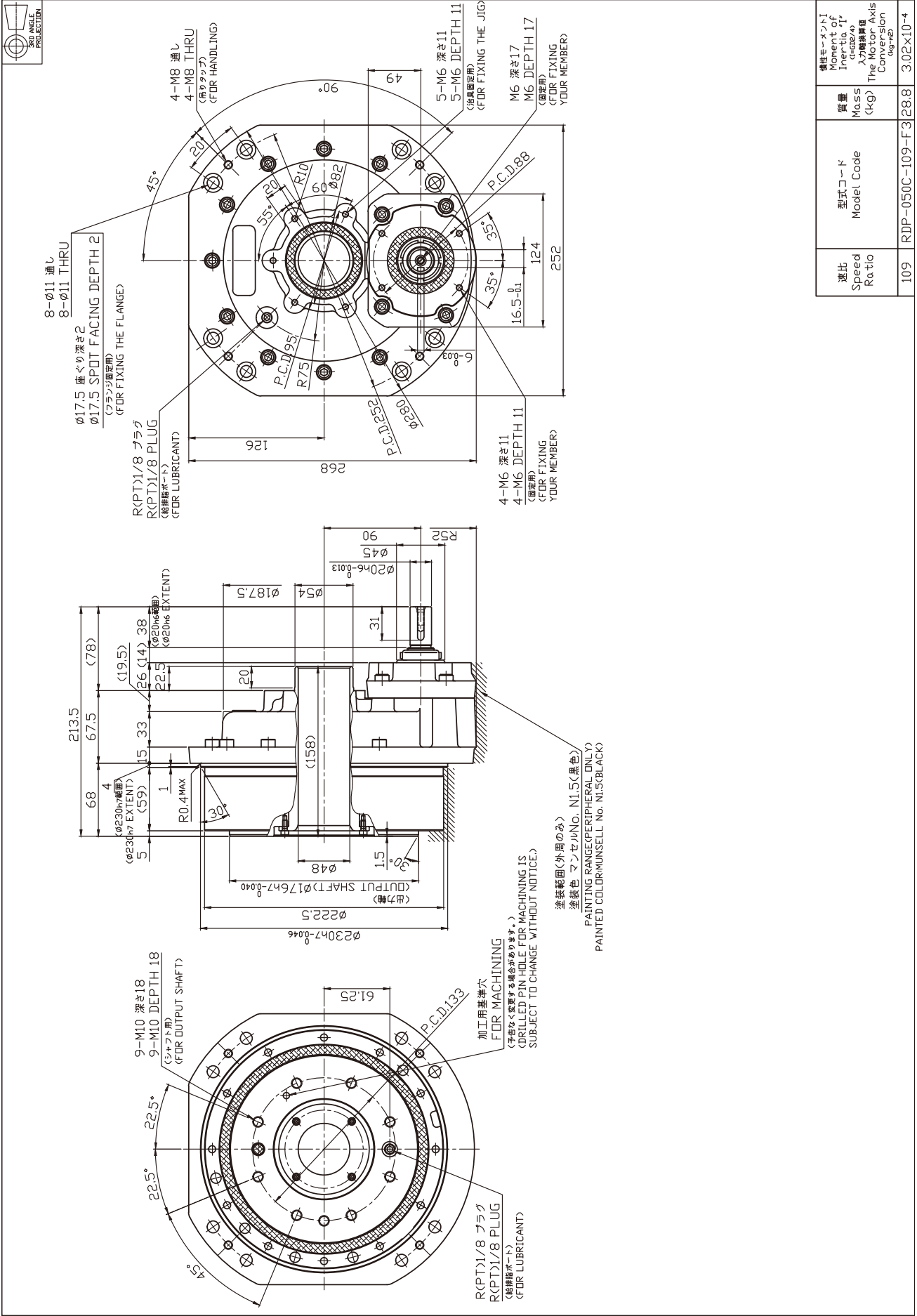
**Model Code: RDP-027C-100-F2**

Specifications and dimensions are subject to change without notice.



Model Code: RDP-050C-109-F3

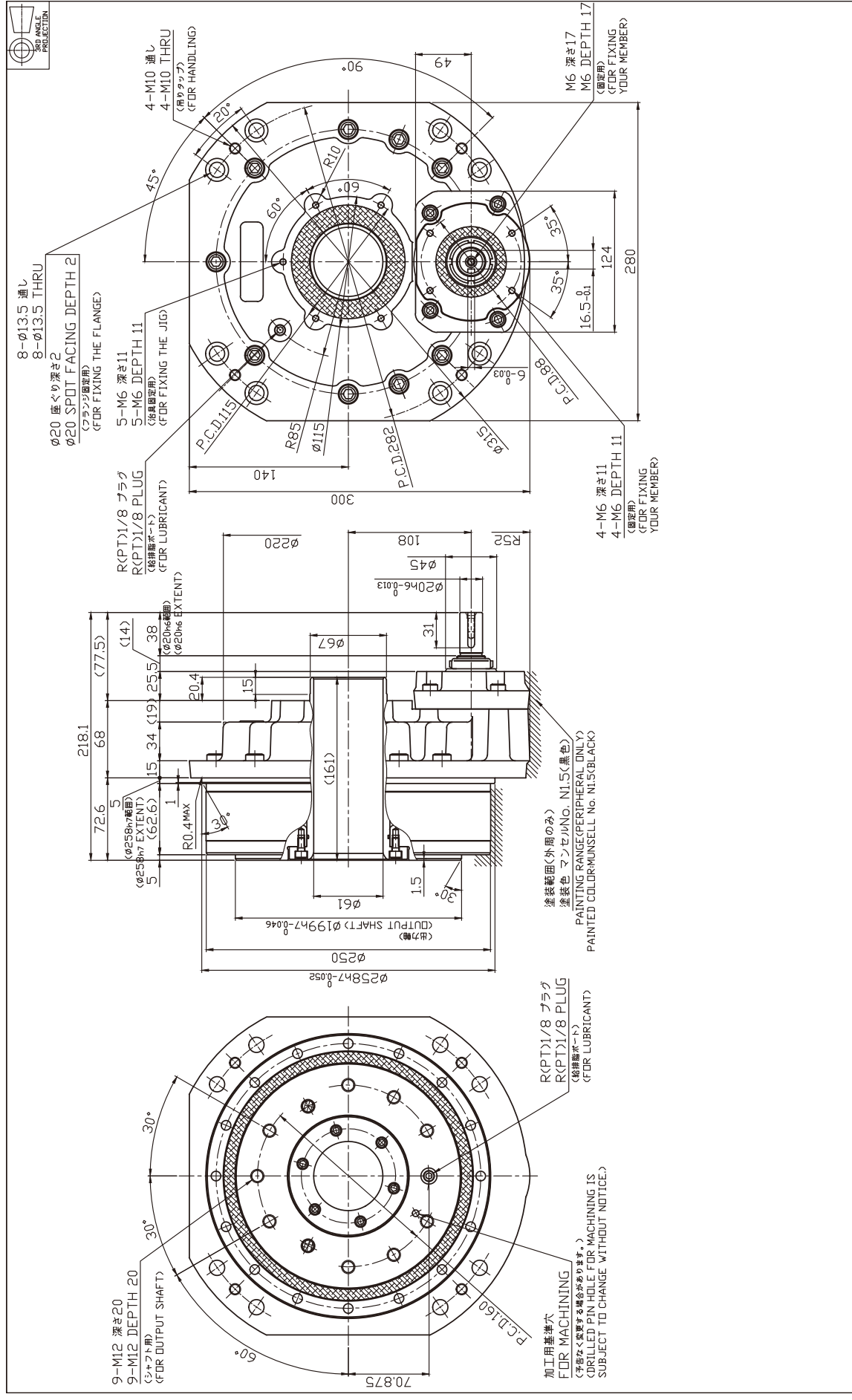
Specifications and dimensions are subject to change without notice.



速度 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia, J (kg-cm <sup>2</sup> )
109	RDP-050C-109-F3	28.8	3.02×10 <sup>-4</sup>

**Model Code: RDP-100C-101-F5**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	型式コード Model Code	質量 Mass (kg)	慣性モーメント Moment of Inertia (g-cm <sup>2</sup> )	入力軸換算 The Motor Axis Conversion (kg-cm <sup>2</sup> )
100.5	RDP-100C-101-F5	36.9	9.05x10 <sup>-4</sup>	9.05x10 <sup>-4</sup>

Technical Information

Option: Base flange

Motor flange / bushing

Pulley input type

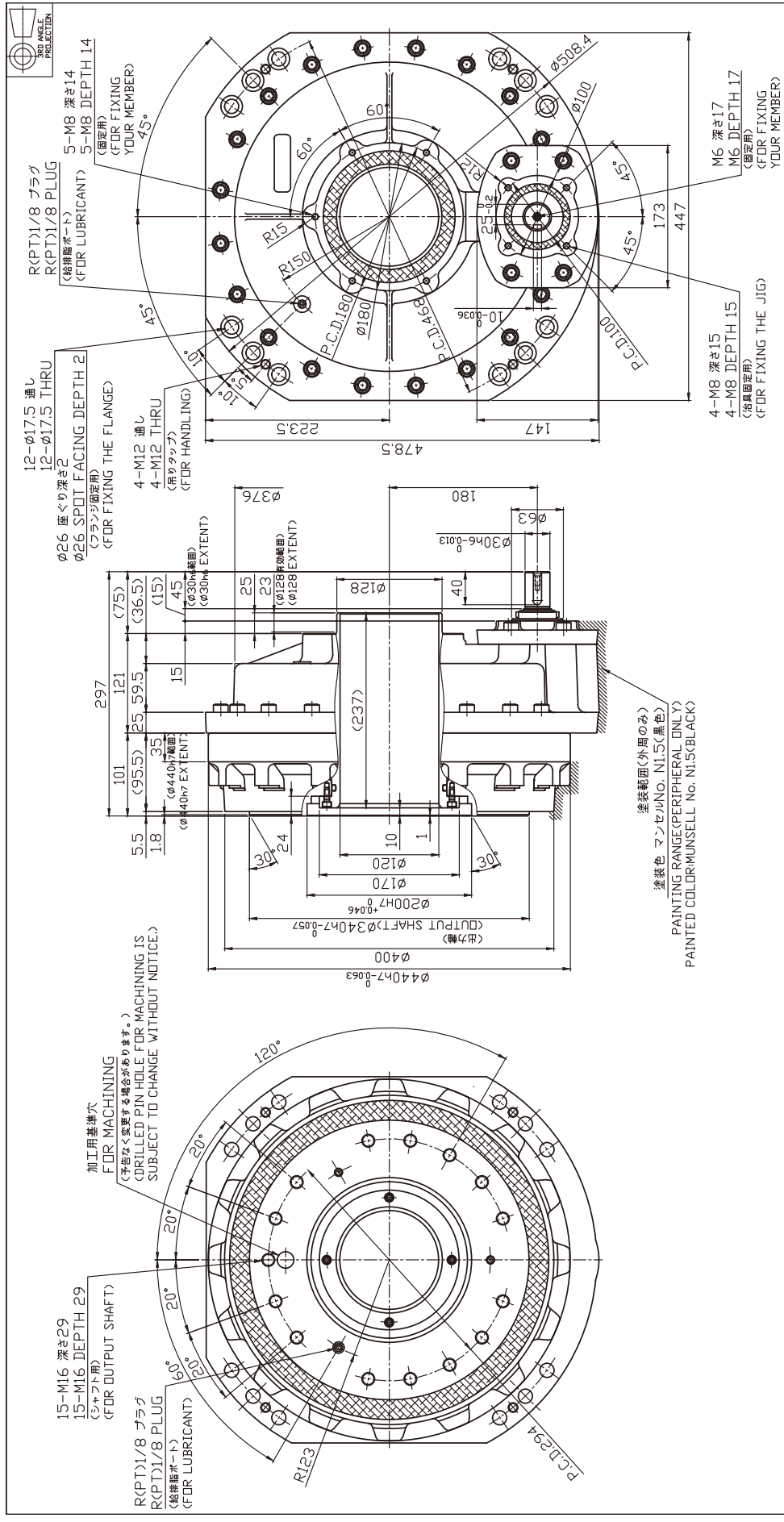
Right angle input type

Straight input type



**Model Code: RDP-320C-157-F9**

Specifications and dimensions are subject to change without notice.



速比 Speed Ratio	157	型式コード Model Code	RDP-320C-157-F9	質量 Mass (kg)	39.7	慣性モーメント Moment of Inertia (g-cm <sup>2</sup> )	3.87×10 <sup>-3</sup>
						入力軸換算 The Motor-Axis Conversion (kg-m <sup>2</sup> )	



***Motor Flange / Bushing***



# Selection table of motor flange / bushing code-1

Select the motor flange code and bushing code based on the dimension of the motor to be used. Applicable model code: RD□-006E, 020E, 010C, 027C  
**Supported motor shaft diameter: Ø8 to Ø14**

Model Code	Input unit code
Reduction gear (straight input type)	
RDS-006E	G0
RDS-020E	
RDS-010C	
RDS-027C	
Reduction gear (right angle input type)	
RDR-006E	H0
RDR-020E	
RDR-010C	
RDR-027C	

Motor flange code	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb	Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (*1)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
	Min.	Max.						
AA	23	30	30	h7	3	46	M4	3.5
AB	23	31	50	h7	5	60	M4	4
AC	23	31	50	h7	5	70	M4	4
AD	23	31	50	h7	5	70	M5	4
AE	24	32	70	h7	6	90	M5	5
AF	23	31	70	h7	6	90	M6	4
AG	30	38	80	h7	6	100	M6	11
AH	23	31	80	h7	6	100	M6	4
AJ	30	38	95	h7	6	115	M8	11
AK	35	43	115	h7	6	165	M8	16
AL	32	40	80	h7	6	100	M6	13
AM	25	32	30	h7	3	46	M4	5.5
AN	26	34	70	h7	6	90	M6	7
AP	25	33	50	h7	5	60	M4	6
AQ	23	30	60	h7	6	75	M5	3
AR	23	30	40	h7	-	63	M5	3.5

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

**Supported motor shaft diameter: Ø14 to Ø24**

Model Code	Input unit code
Reduction gear (straight input type)	
RDS-006E	G1
RDS-020E	
RDS-010C	
RDS-027C	
Reduction gear (right angle input type)	
RDR-006E	H1
RDR-020E	
RDR-010C	
RDR-027C	

Motor flange code	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb	Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (*1)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
	Min.	Max.						
CA	28	55	50	h7	6	70	M5	6.5
CB	28	55	70	h7	5.5	90	M5	6.5
CC	28	55	70	h7	5.5	90	M6	6.5
CD	30	57	80	h7	6	100	M6	8.5
CE	30	57	95	h7	6	115	M6	8.5
CF	30	57	95	h7	6	115	M8	8.5
CG	32	59	110	h7	7	135	M8	10.5
CH	32	59	110	h7	7	145	M8	10.5
CJ	47	74	110	h7	7	145	M8	25.5
CK	32	59	114.3	h7	5	200	M12	10.5
CL	32	59	115	h7	6	165	M8	10.5
CM	32	59	130	h7	6	165	M10	10.5
CN	32	59	200	h7	5	235	M12	10.5
CP	37	64	80	h7	6	100	M6	15.5
CQ	35	62	95	h7	6	115	M8	13.5
CR	40	67	110	h7	7	145	M8	18.5
CT	32	59	110	h7	7	130	M8	10.5
CU	28	55	60	h7	-	75	M5	6.5

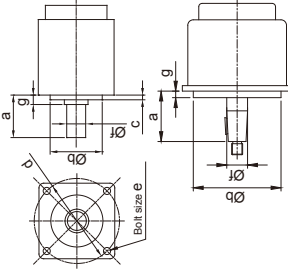
\*1 The motor mounting pilot length indicates the maximum value of the capable range.

\*2 Select a motor flange based on a motor shaft length of 37 mm.

\*3 Select a motor flange based on a motor shaft length of 44 mm.

\*4 Select a motor flange based on a motor shaft length of 58 mm.

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



Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
1B	15	h6
1C	16	h6
1D	17	h6
1E	19	h6
1F	22	h6
1G	14	k6
1H	19	k6
1J	16	k6
ZZ	24	h6
6A*2	11	+0.1/0
6B*3	14	Taper1/10
6C*4	16	

# Selection table of motor flange / bushing code-2

Select the motor flange code and bushing code based on the dimension of the motor to be used. Applicable model code: RD□-040E,080E,050C,100C  
**Supported motor shaft diameter: Ø14 to Ø24**

Model Code	Input unit code
Reduction gear (straight input type)	
RDS-040E	G2
RDS-080E	
RDS-050C	
RDS-100C	
Reduction gear (right angle input type)	
RDR-040E	H2
RDR-080E	
RDR-050C	
RDR-100C	

Motor flange code	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb		Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (*1)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
	Min.	Max.	Min.	Max.					
CA	34	55	50	70	h7	6	70	M5	5
CB	34	55	70	90	h7	5.5	90	M5	5
CC	34	55	70	90	h7	5.5	90	M6	5
CD	36	57	80	100	h7	6	100	M6	7
CE	36	57	95	115	h7	6	115	M6	7
CF	36	57	95	115	h7	6	115	M8	7
CG	38	59	110	135	h7	7	135	M8	9
CH	38	59	110	145	h7	7	145	M8	9
CJ	53	74	110	145	h7	7	145	M8	24
CK	38	59	114.3	200	h7	5	200	M12	9
CL	38	59	115	165	h7	6	165	M8	9
CM	38	59	130	165	h7	6	165	M10	9
CN	38	59	200	235	h7	5	235	M12	9
CP	43	64	80	100	h7	6	100	M6	14
CQ	41	62	95	115	h7	6	115	M8	12
CR	46	67	110	145	h7	7	145	M8	17
CT	38	59	110	130	h7	7	130	M8	9

\*1 The motor mounting pilot length indicates the maximum value of the capable range.

\*2 Select a motor flange based on a motor shaft length of 37 mm.

\*3 Select a motor flange based on a motor shaft length of 44 mm.

\*4 Select a motor flange based on a motor shaft length of 58 mm.

**Supported motor shaft diameter: Ø25 to Ø35**

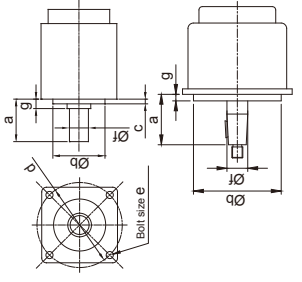
Model Code	Input unit code
Reduction gear (straight input type)	
RDS-040E	G3
RDS-080E	
RDS-050C	
RDS-100C	
Reduction gear (right angle input type)	
RDR-040E	H3
RDR-080E	
RDR-050C	
RDR-100C	

Motor flange code	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb		Motor mounting pilot tolerance	Motor mounting pilot length (mm) c (*1)	Bolt P.C.D. d	Bolt size e	Stepped part max length (mm) g
	Min.	Max.	Min.	Max.					
GA	36	81	95	115	h7	8	115	M8	7
GB	38	83	110	135	h7	7	135	M8	9
GC	38	83	110	145	h7	7	145	M8	9
GD	38	83	114.3	200	h7	5	200	M12	9
GE	38	83	130	165	h7	6	165	M10	9
GF	38	83	200	235	h7	6	235	M12	9
GG	48	93	110	145	h7	7	145	M8	19
GH	48	93	114.3	200	h7	5	200	M12	19
GJ	43	88	110	145	h7	7	145	M8	14
GK	38	83	110	130	h7	7	130	M8	9

\*1 The motor mounting pilot length indicates the maximum value of the capable range.

Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
1A	14	h6
1B	15	h6
1C	16	h6
1D	17	h6
1E	19	h6
1F	22	h6
1G	14	k6
1H	19	k6
1J	16	k6
ZZ	24	h6
6A*2	11	+0.1/0
6B*3	14	Taper1/10
6C*4	16	

Bushing code	Bushing	
	Motor shaft diameter (mm) Øf	Motor shaft tolerance
3A	25	h6
3B	28	h6
3C	28	k6
3D	32	k6
3E	32	h6
ZZ	35	(+0.01/0/0)



# Selection table of motor flange / bushing code-3

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

## Supported motor shaft diameter: Ø19 to Ø28

Model Code	Input unit code
Reduction gear (straight input type)	
RDS-160E	
RDS-320E	G4
RDS-200C	
RDS-320C	
Reduction gear (right angle input type)	
RDR-160E	
RDR-320E	H4
RDR-200C	
RDR-320C	

Motor flange code	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb		Motor mounting pilot tolerance		Motor mounting pilot length (mm) c (*1)		Bolt P.C.D. d		Bolt size e		Stepped part max length (mm) g	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
GA	36	71	95	95	h7	h7	8	8	115	115	M8	M8	7	7
GB	38	73	110	110	h7	h7	7	7	135	135	M8	M8	9	9
GC	38	73	110	110	h7	h7	7	7	145	145	M8	M8	9	9
GD	38	73	114.3	114.3	h7	h7	5	5	200	200	M12	M12	9	9
GE	38	73	130	130	h7	h7	6	6	165	165	M10	M10	9	9
GF	38	73	200	200	h7	h7	6	6	235	235	M12	M12	9	9
GG	48	83	110	110	h7	h7	7	7	145	145	M8	M8	19	19
GH	48	83	114.3	114.3	h7	h7	5	5	200	200	M12	M12	19	19
GJ	43	78	110	110	h7	h7	7	7	145	145	M8	M8	14	14

\*1 The motor mounting pilot length indicates the maximum value of the capable range.

\*2 Select a motor flange based on a motor shaft length of 58 mm.

## Supported motor shaft diameter: Ø32 to Ø42

Model Code	Input unit code
Reduction gear (straight input type)	
RDS-160E	
RDS-320E	G5
RDS-200C	
RDS-320C	
Reduction gear (right angle input type)	
RDR-160E	
RDR-320E	H5
RDR-200C	
RDR-320C	

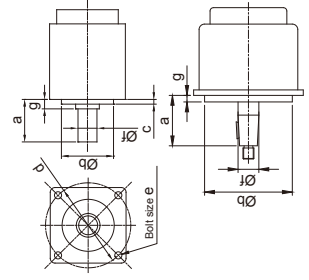
Motor flange code	Motor shaft length (mm) a		Motor mounting pilot diameter (mm) Øb		Motor mounting pilot tolerance		Motor mounting pilot length (mm) c (*1)		Bolt P.C.D. d		Bolt size e		Stepped part max length (mm) g	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
JA	56	86	110	110	h7	h7	7	7	145	145	M8	M8	7	7
JB	54	84	114.3	114.3	h7	h7	5	5	200	200	M12	M12	5	5
JC	85	115	114.3	114.3	h7	h7	5	5	200	200	M12	M12	36	36
JD	57	87	180	180	h7	h7	5	5	215	215	M12	M12	8	8
JE	54	84	200	200	h7	h7	5	5	235	235	M12	M12	5	5
JF	87	117	200	200	h7	h7	5	5	235	235	M12	M12	38	38
JG	59	89	114.3	114.3	h7	h7	5	5	200	200	M12	M12	10	10
JH	54	84	130	130	h7	h7	10	10	165	165	M10	M10	5	5

\*1 The motor mounting pilot length indicates the maximum value of the capable range.

\*2 Select a motor flange based on a motor shaft length of 102 mm.

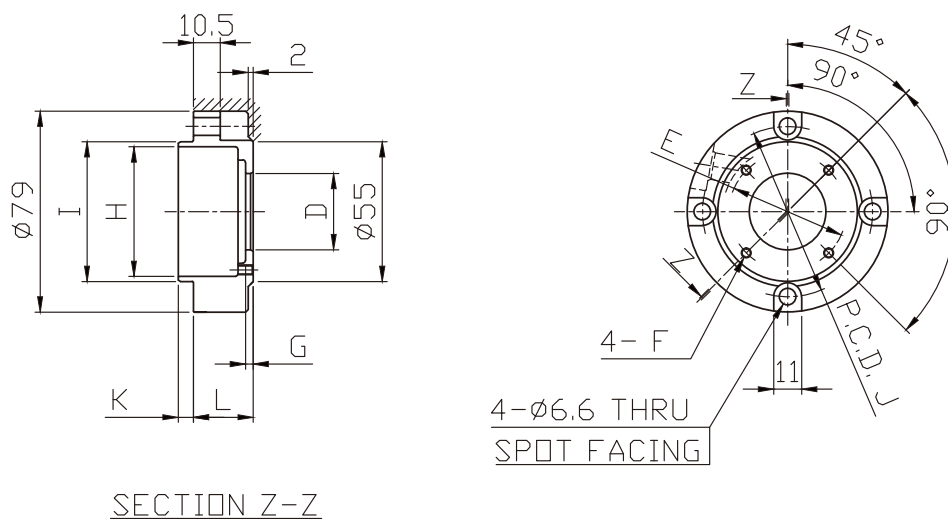
Bushing code	Bushing	
	Motor shaft diameter(mm) Øf	Motor shaft tolerance
2A	19	h6
2B	22	h6
2C	24	h6
2D	19	k6
2E	24	k6
ZZ	28	h6
7A *2	16	+0.1/0 Taper1/10

Bushing code	Bushing	
	Motor shaft diameter(mm) Øf	Motor shaft tolerance
4A	32	h6
4B	35	(+0.01/0/0)
4C	38	k6
4D	32	k6
4E	38	k6
4F	35	h6
ZZ	42	h6
9A *2	32	+0.1/0 Taper1/10



Specifications and dimensions are subject to change without notice.

## Motor Flange Dimension Drawing



コード Code	モーター取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
AA	φ30 <sup>+0.030</sup> <sub>-0.009</sub>	φ46	M4 THRU	3	φ51	φ55 <sub>h7-0.030</sub>	67	6	23.5	0.45
AM									25.5	0.48

### 注記

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

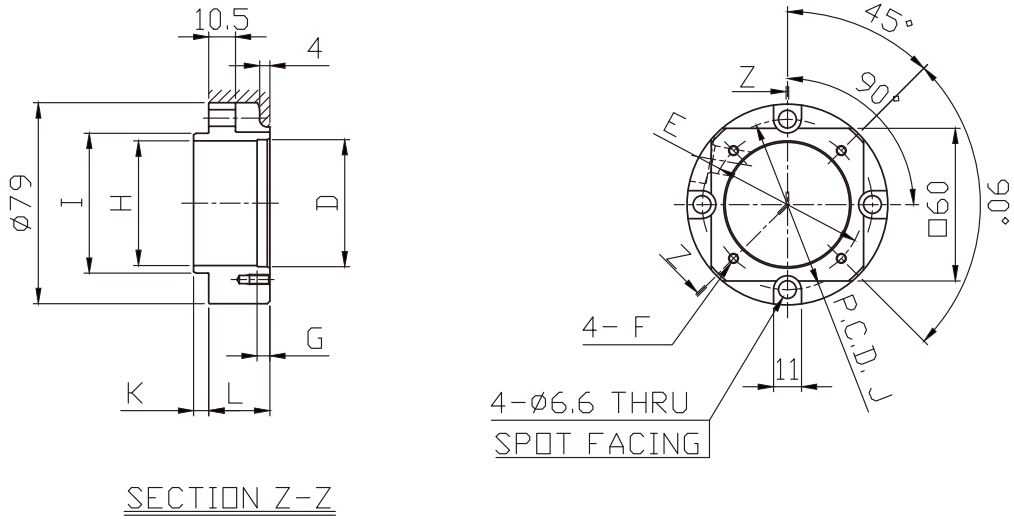
### NOTE

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



Specifications and dimensions are subject to change without notice.

## Motor Flange Dimension Drawing



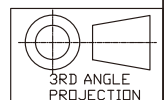
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)		
	D	E	F	G	H	I	J	K	L			
AB	$\phi 50^{+0.036}_{+0.011}$	$\phi 60$	M4 DEPTH 8	5	$\phi 49$	$\phi 55_{h7-0.030}$	67	6	24	0.44		
AC		$\phi 70$									M5 DEPTH 9	
AD			$\phi 60$									M4 DEPTH 8
AP												
AR		$\phi 40^{+0.036}_{+0.011}$	$\phi 63$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

### 注記

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

### NOTE

1. //// area is painted black.



Straight input type

Right angle input type

Pulley input type

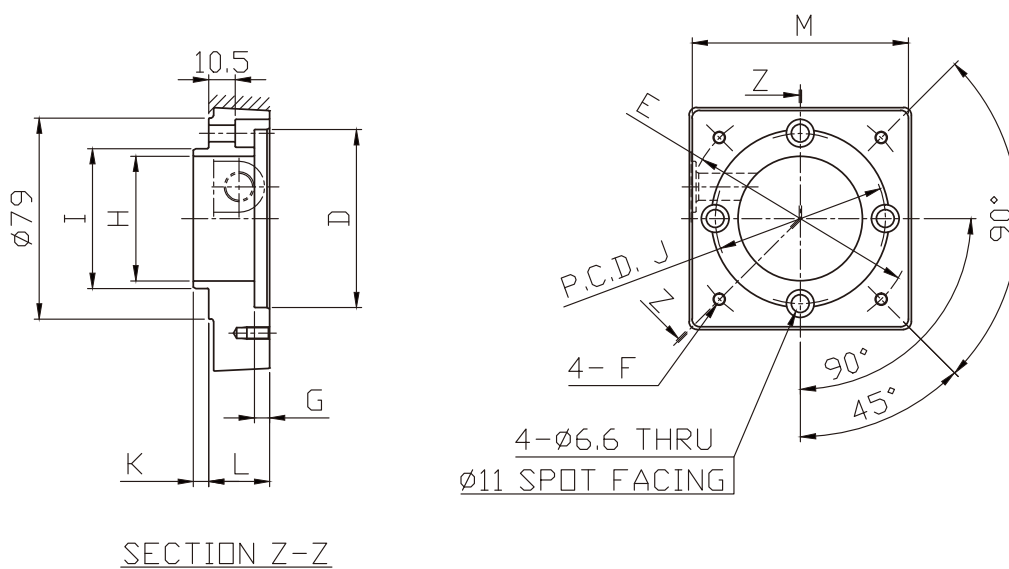
Motor flange / bushing

Option: Base flange

Technical Information

Specifications and dimensions are subject to change without notice.

### Motor Flange Dimension Drawing



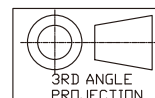
コード Code	モータ取付部寸法 Dimensions (mm)										質量 Mass (kg)					
	D	E	F	G	H	I	J	K	L	M						
AQ	$\phi 60^{+0.037}_{+0.012}$	$\phi 75$	M5 DEPTH 9						23							
AE	$\phi 70^{+0.037}_{+0.012}$	$\phi 90$							25							
AF			$\phi 80^{+0.037}_{+0.012}$	$\phi 100$	24	□85						0.92				
AN	27															
AG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

注記

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

NOTE

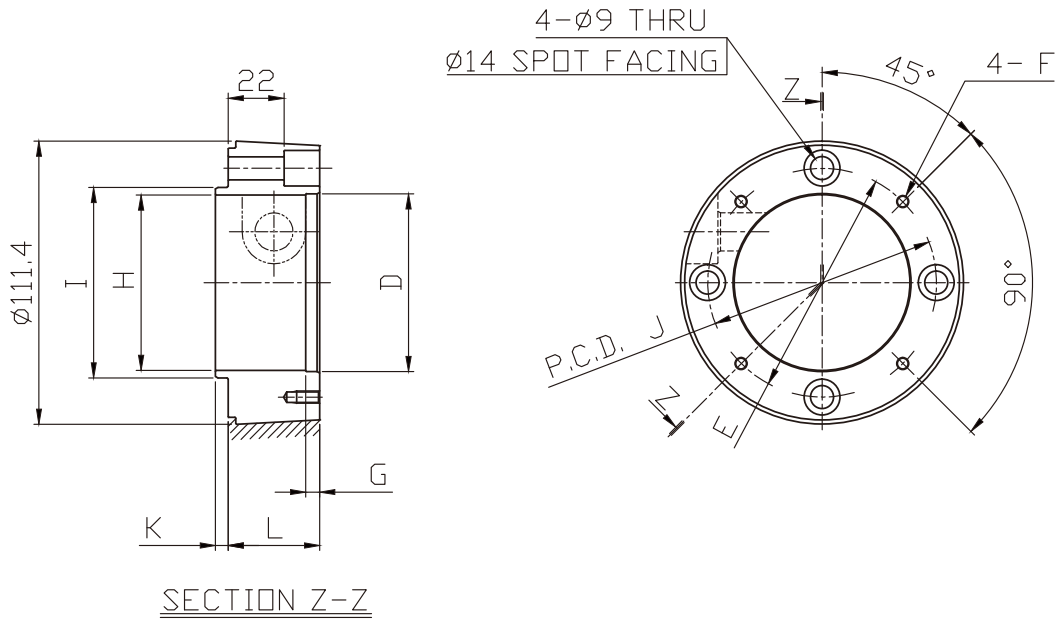
1. // // // // area is painted black.





Specifications and dimensions are subject to change without notice.

## Motor Flange Dimension Drawing



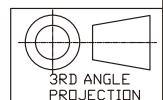
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CA	$\phi 50^{+0.036}_{+0.011}$	$\phi 70$	M5 DEPTH 9	3.5	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	36	1.3
CU	$\phi 60^{+0.037}_{+0.012}$	$\phi 75$			$\phi 67$					
CB	$\phi 70^{+0.037}_{+0.012}$	$\phi 90$	M6 DEPTH 11	5.5	$\phi 69$		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

### 注記

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

### NOTE

1. //// area is painted black.



Straight input type

Right angle input type

Pulley input type

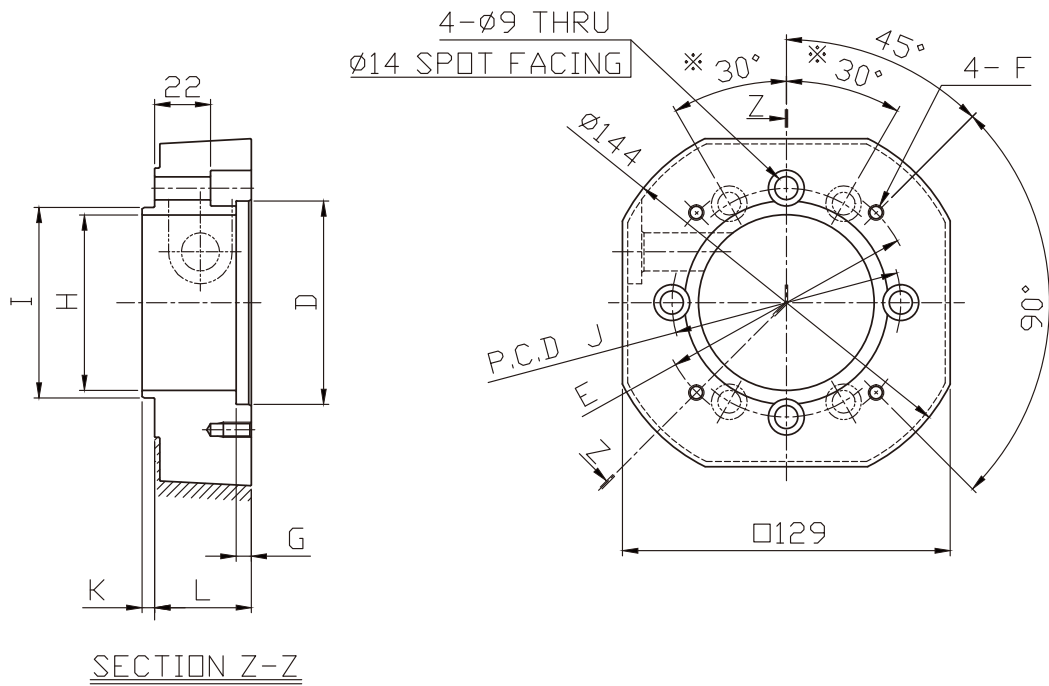
Motor flange / bushing

Option: Base flange

Technical Information

Specifications and dimensions are subject to change without notice.

### Motor Flange Dimension Drawing



※ 印の角度寸法は、コード“GA”に適用とする。

※ Applied to Code “GA”

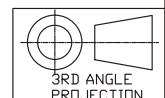
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CD	$\phi 80^{+0.037}_{+0.012}$	$\phi 100$	M6 DEPTH 11	6	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	38	2.5
CE	$\phi 95^{+0.038}_{+0.013}$	$\phi 115$								M8 DEPTH 15
CF			2.8							
CQ			1.8							
GA										

注記

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

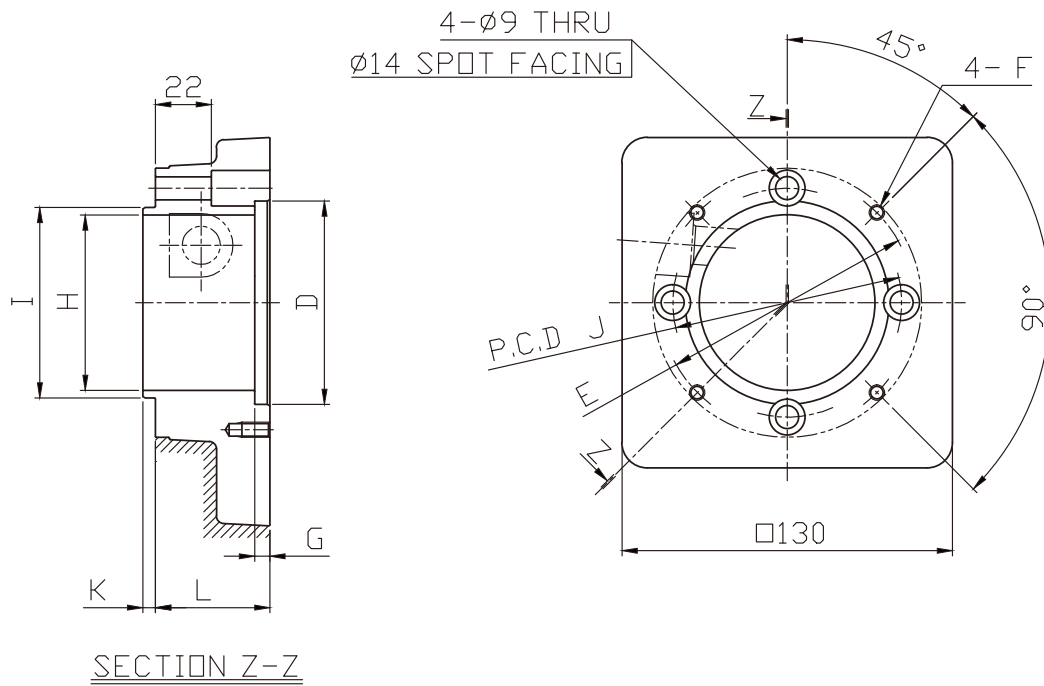
NOTE

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



Specifications and dimensions are subject to change without notice.

## Motor Flange Dimension Drawing



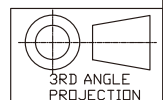
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CP	Ø80 <sup>+0.037</sup> / <sub>-0.012</sub>	Ø100	M6 DEPTH 11	6	Ø69	Ø75 <sub>h7-0.030</sub> <sup>0</sup>	90	5	45	2.6

### 注記

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

### NOTE

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



Straight input type

Right angle input type

Pulley input type

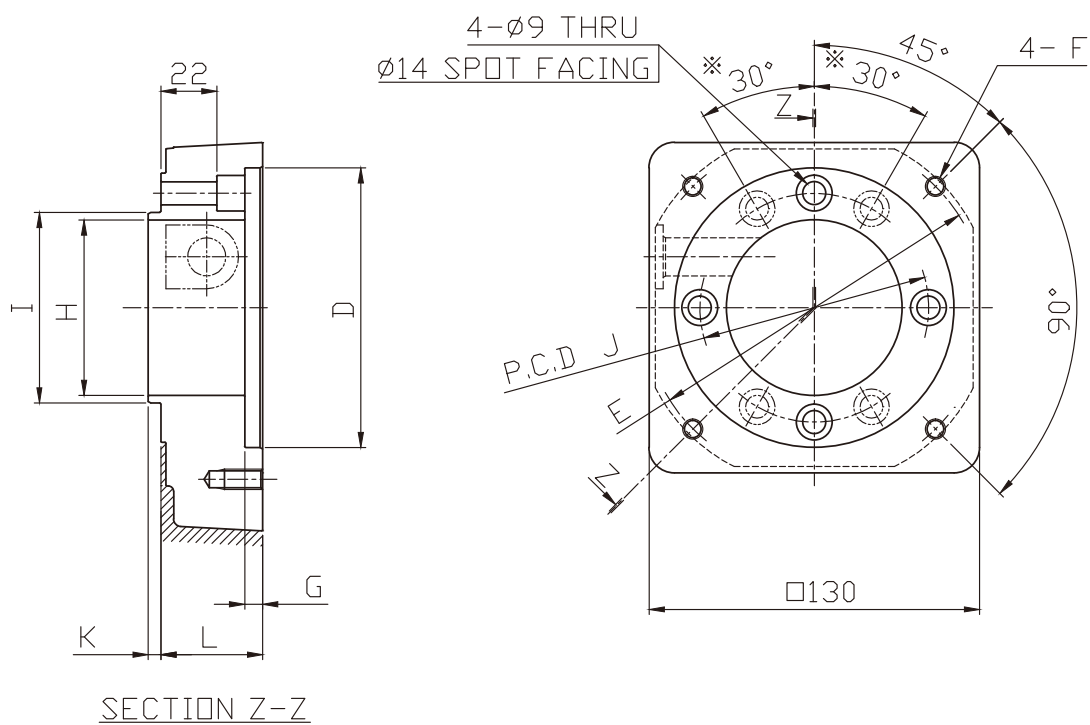
Motor flange / bushing

Option: Base flange

Technical Information

Specifications and dimensions are subject to change without notice.

### Motor Flange Dimension Drawing



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

コード Code	モーター取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CG	φ110 <sup>+0.038</sup> / <sub>+0.013</sub>	φ135	M8 DEPTH 15	7	φ69	φ75 <sub>h7-0.030</sub>	90	5	40	3.2
CT		φ130								
CH		φ145		11	φ96	φ106 <sub>h7-0.035</sub>	122	50	3.2	
CR		φ135								
GB		φ135		7	φ96	φ106 <sub>h7-0.035</sub>	122	45	2.8	
GC		φ145								
GG		φ145		7	φ96	φ106 <sub>h7-0.035</sub>	122	45	2.8	
GJ		φ145								

注記

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

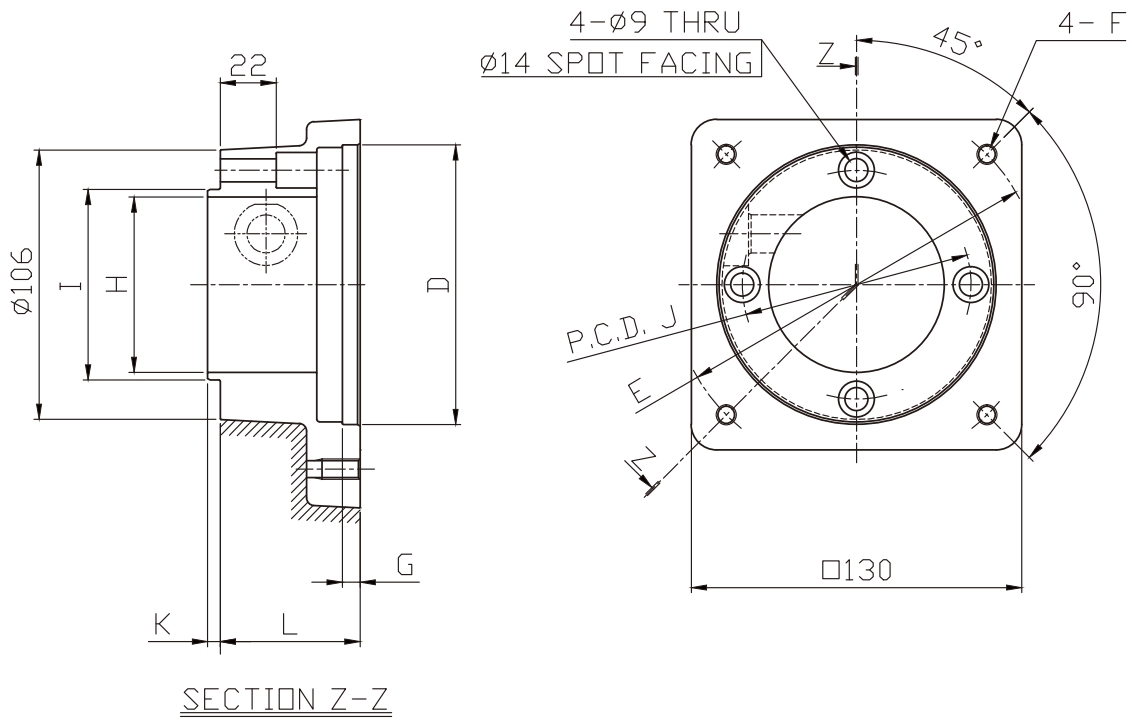
NOTE

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



Specifications and dimensions are subject to change without notice.

# Motor Flange Dimension Drawing



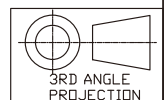
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CJ	$\phi 110^{+0.038}_{+0.013}$	$\phi 145$	M8 DEPTH 15	7	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	55	2.5
GK		$\phi 130$			$\phi 96$	$\phi 106_{h7-0.035}$	122		40	

**注記**

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

**NOTE**

1. //// area is painted black.



Straight input type

Right angle input type

Pulley input type

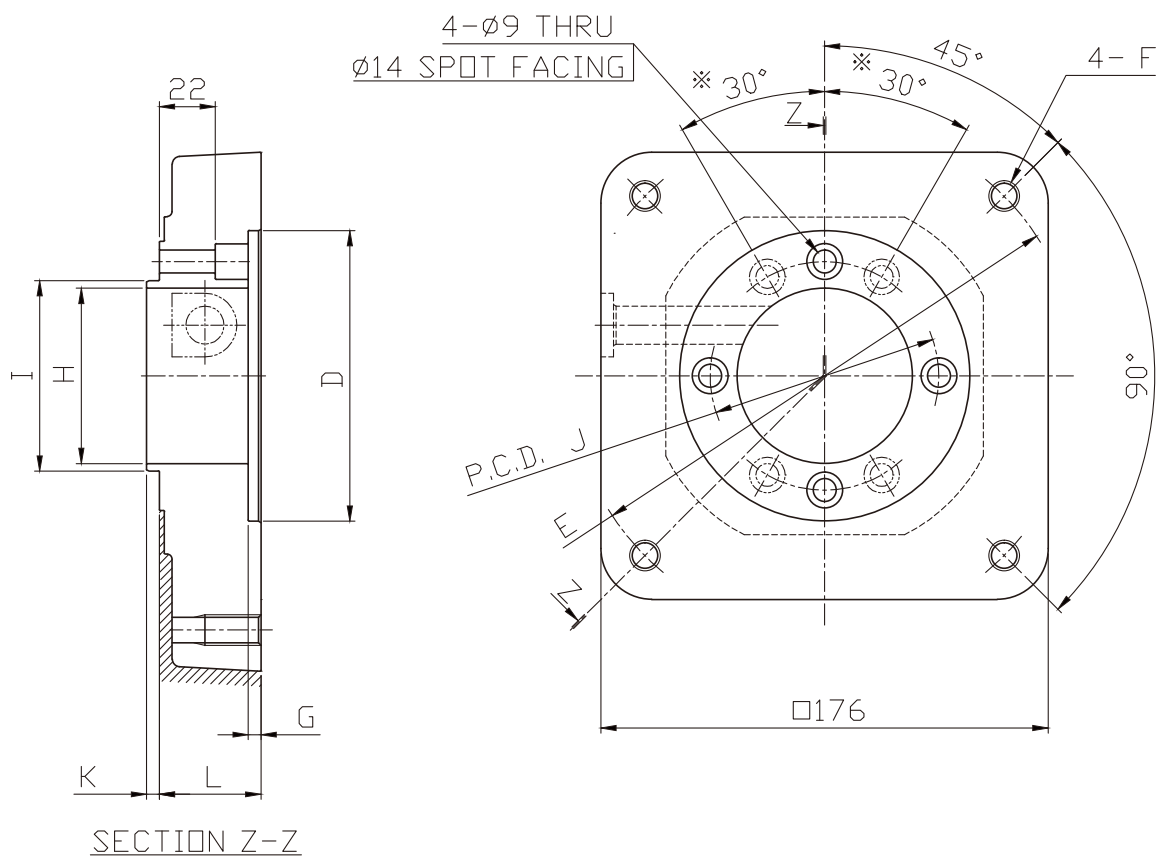
Motor flange / bushing

Option: Base flange

Technical Information

Specifications and dimensions are subject to change without notice.

### Motor Flange Dimension Drawing



※ 印の角度寸法は、コード"GD"、"GE"、"GH"に適用とする。

※ Applied to Code "GD", "GE" or "GH"

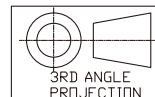
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CK	$\phi 114.3^{+0.038}_{+0.013}$	$\phi 200$	M12 DEPTH 22	5						6.7
CL	$\phi 115^{+0.038}_{+0.013}$	$\phi 165$	M8 DEPTH 15	6	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	40	6.8
CM	$\phi 130^{+0.039}_{+0.014}$		M10 DEPTH 18							6.6
GD	$\phi 114.3^{+0.038}_{+0.013}$	$\phi 200$	M12 DEPTH 22	5						6.1
GE	$\phi 130^{+0.039}_{+0.014}$	$\phi 165$	M10 DEPTH 18	6	$\phi 96$	$\phi 106_{h7-0.035}$	122	5	50	6.0
GH	$\phi 114.3^{+0.038}_{+0.013}$	$\phi 200$	M12 DEPTH 22	5						7.1

注記

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

NOTE

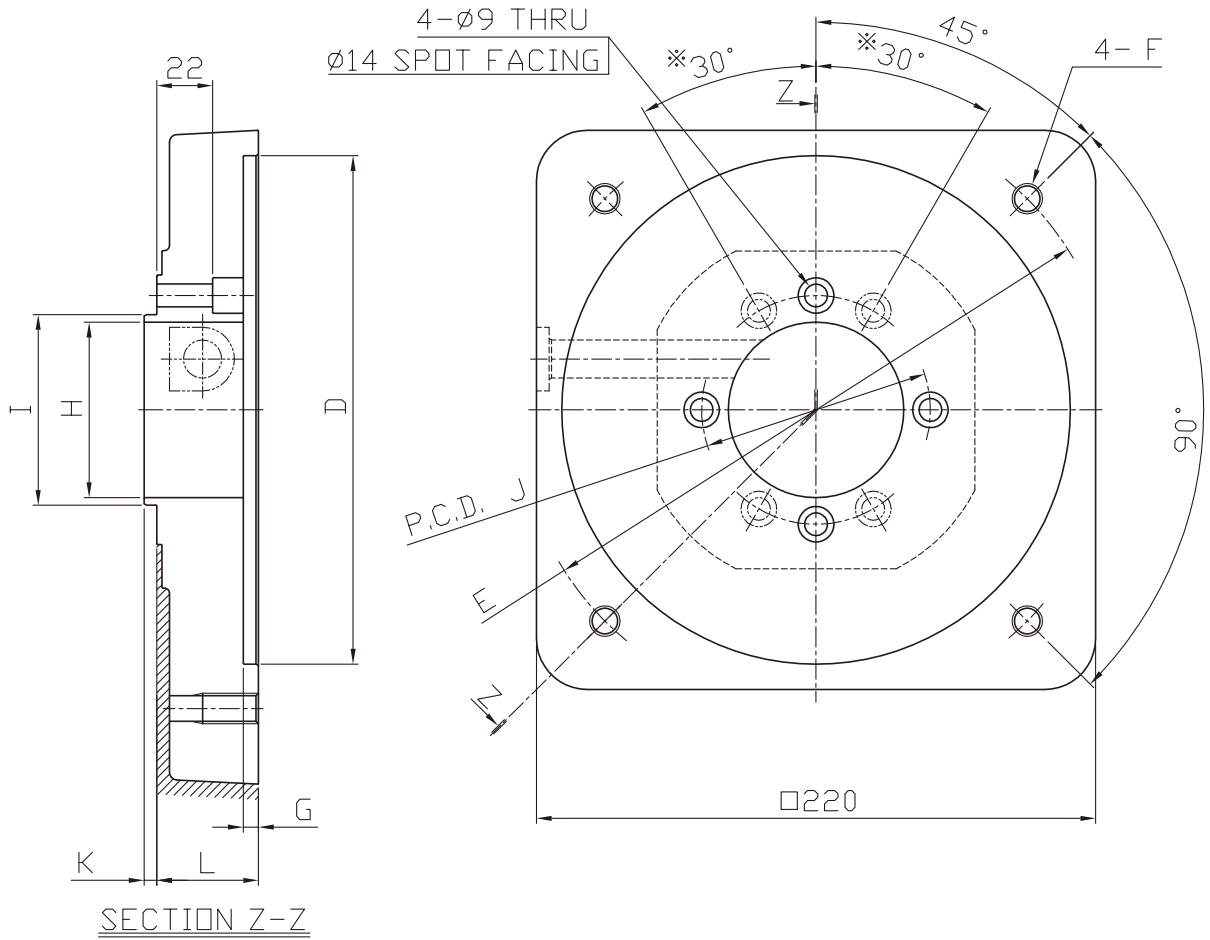
1. // // // // area is painted black.





Specifications and dimensions are subject to change without notice.

### Motor Flange Dimension Drawing



※ 印の角度寸法は、コード“GF”に適用とする。  
 ※ Applied to Code “GF”

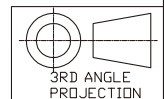
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
CN	$\phi 200^{+0.040}_{+0.015}$	$\phi 235$	M12 DEPTH 22	6	$\phi 69$	$\phi 75_{h7-0.030}$	90	5	40	10.3
GF					$\phi 96$	$\phi 106_{h7-0.035}$	122			9.8

注記

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

NOTE

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



Straight input type

Right angle input type

Pulley input type

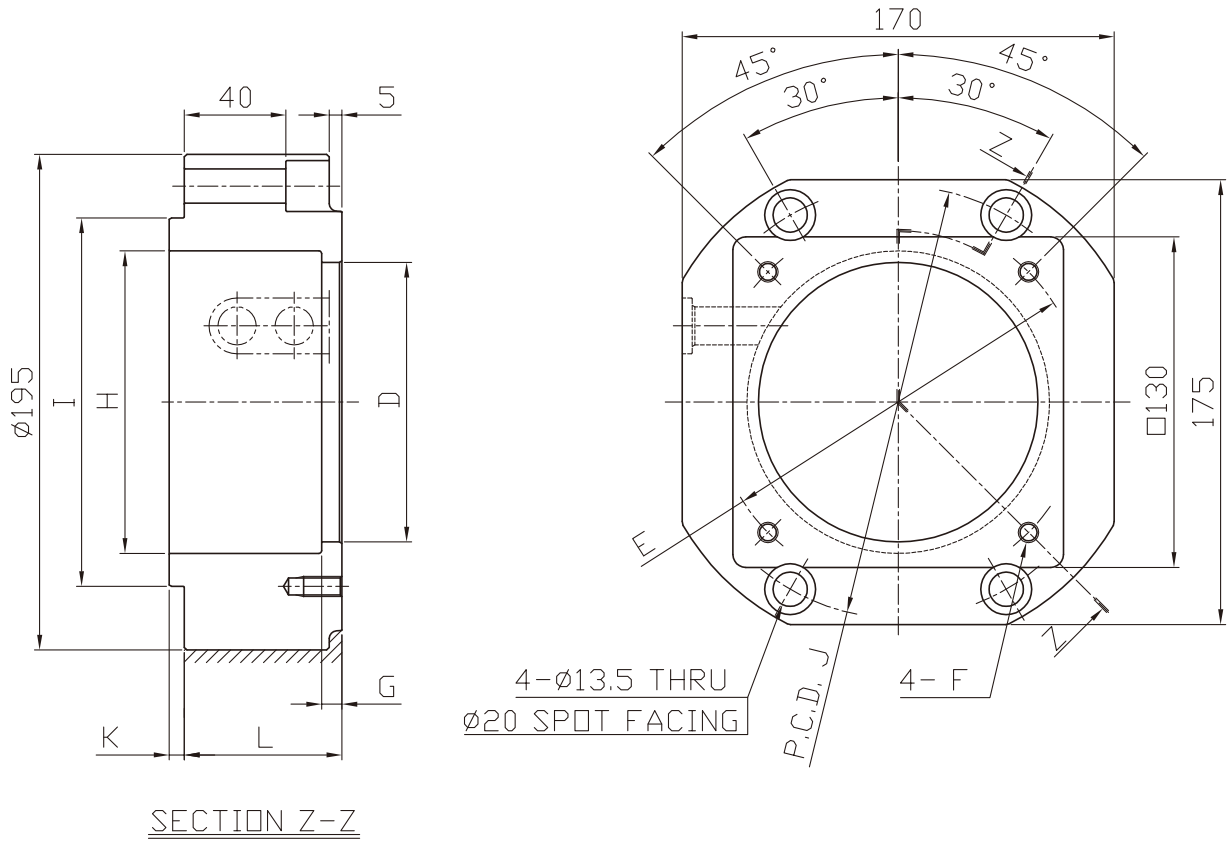
Motor flange / bushing

Option: Base flange

Technical Information

Specifications and dimensions are subject to change without notice.

# Motor Flange Dimension Drawing



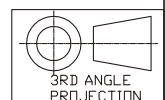
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
JA	$\phi 110^{+0.038}_{-0.013}$	$\phi 145$	M8 DEPTH 15	8	$\phi 119$	$\phi 145_{h7-0.040}$	170	6	62	6.9

注記

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

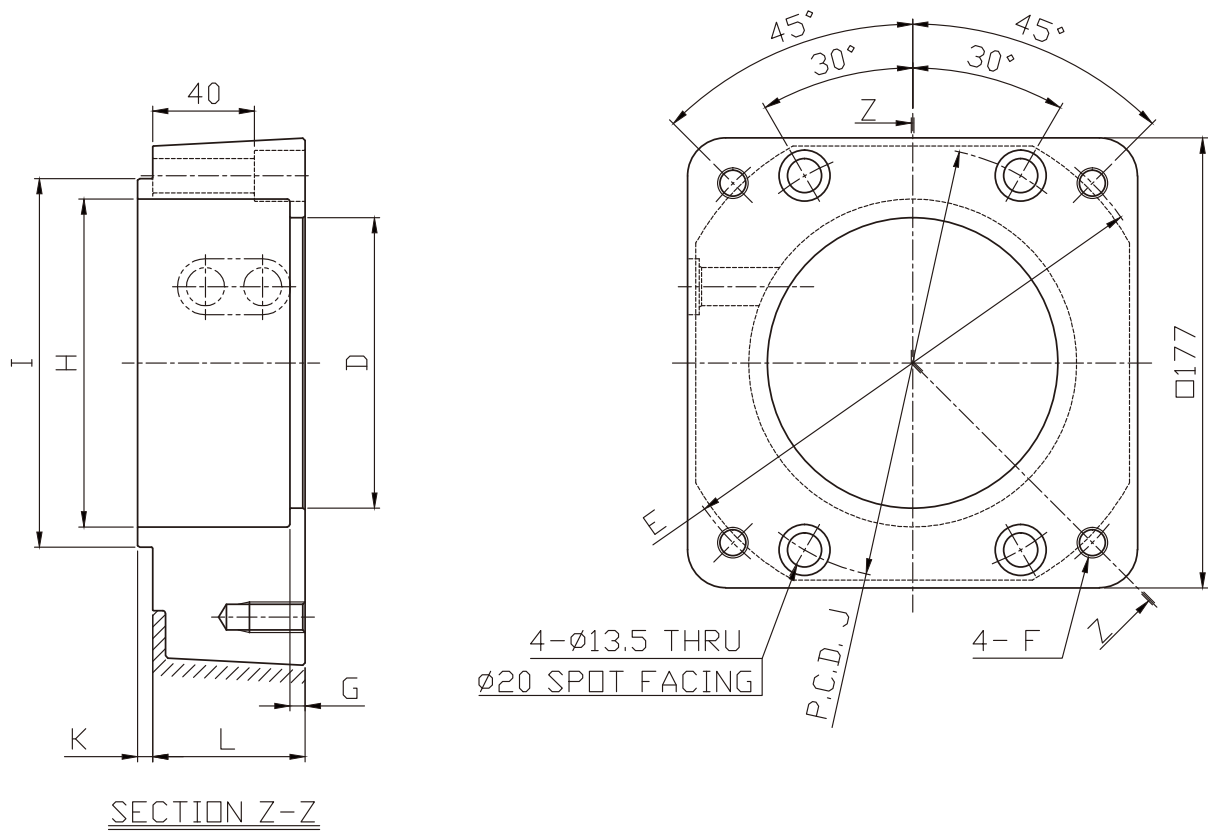
NOTE

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



Specifications and dimensions are subject to change without notice.

# Motor Flange Dimension Drawing



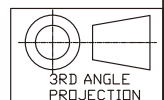
コード Code	モータ取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
JB	$\phi 114.3^{+0.038}_{-0.013}$	$\phi 200$	M12 DEPTH 22	6	$\phi 129$	$\phi 145_{h7-0.040}$	170	6	60	8
JG									65	9.9
JH	$\phi 130^{+0.054}_{-0.014}$	$\phi 165$	M10 DEPTH 18	10	$\phi 130$				60	7.9

注記

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

NOTE

1. //// area is painted black.



Straight input type

Right angle input type

Pulley input type

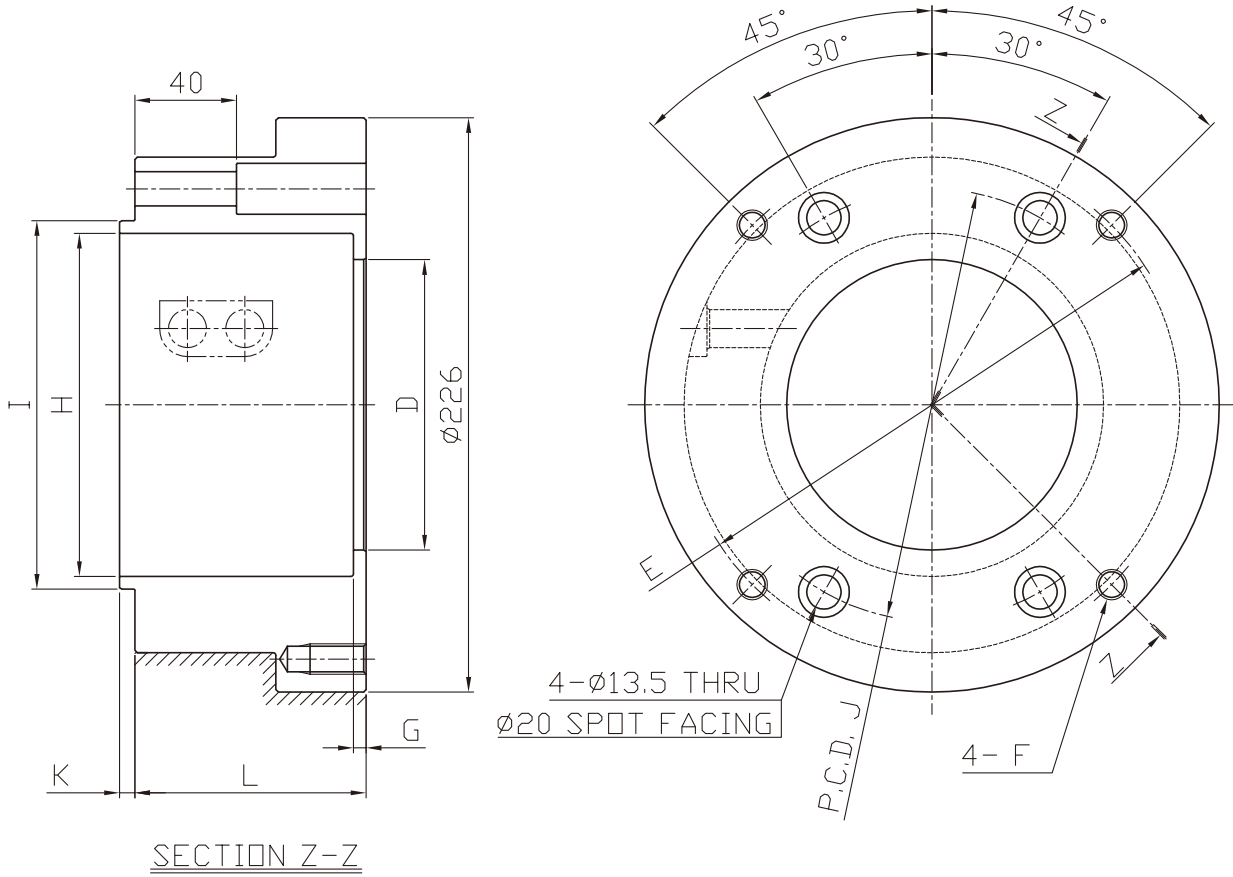
Motor flange / bushing

Option: Base flange

Technical Information

Specifications and dimensions are subject to change without notice.

### Motor Flange Dimension Drawing



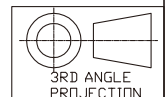
コード Code	モータ取付部寸法 Dimensions (mm)										質量 Mass (kg)
	D	E	F	G	H	I	J	K	L		
JC	ø114.3 <sup>+0.038</sup> / <sub>-0.013</sub>	ø200	M12 DEPTH 22	5	ø135	ø145 <sub>h7-0.040</sub>	170	6	91	12.2	

注記

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

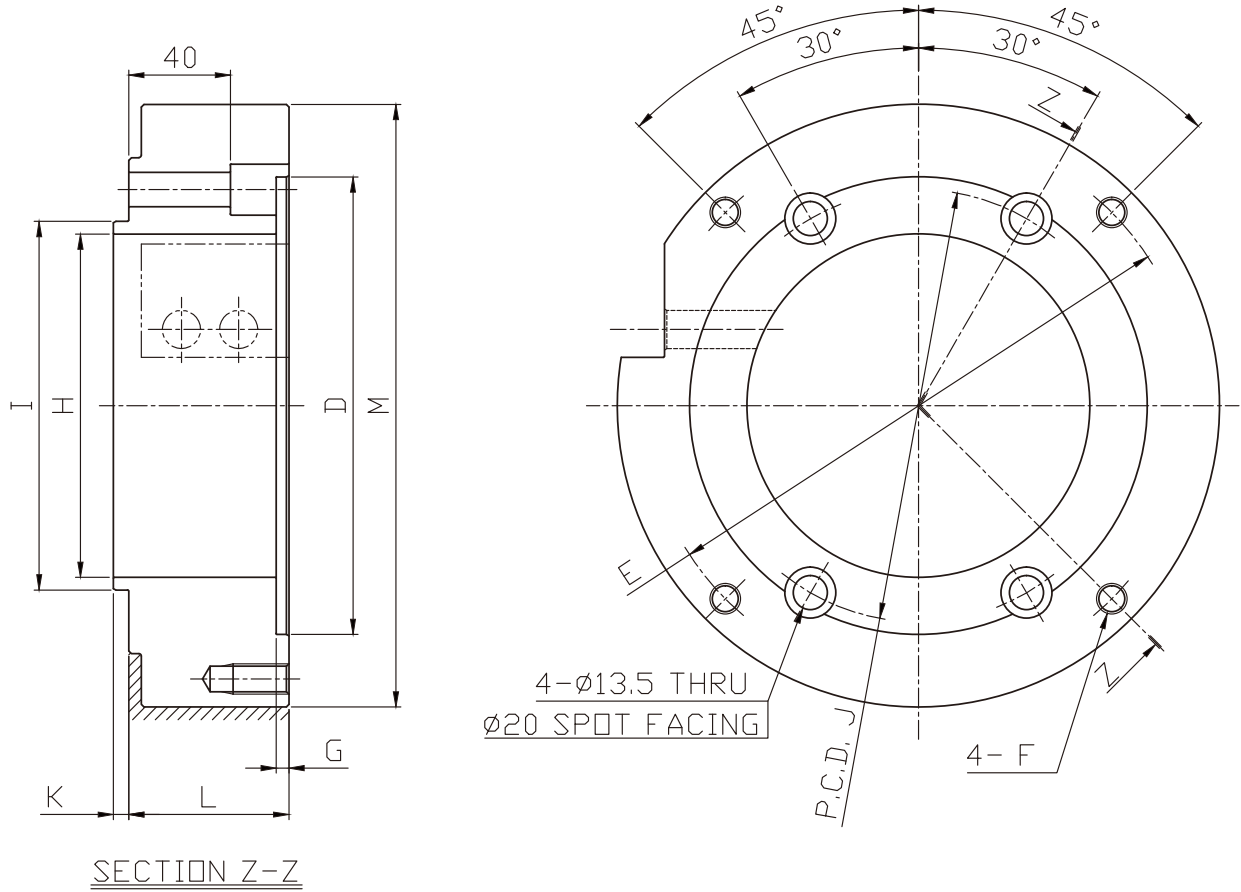
NOTE

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



Specifications and dimensions are subject to change without notice.

### Motor Flange Dimension Drawing



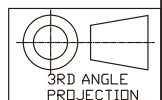
コード Code	モータ取付部寸法 Dimensions (mm)										質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	M	
JD	$\phi 180^{+0.039}_{+0.014}$	$\phi 215$	M12 DEPTH 22	5	$\phi 135$	$\phi 145_{h7-0.040}$	170	6	63	$\phi 237$	12
JF	$\phi 200^{+0.040}_{+0.015}$	$\phi 235$							93	$\phi 255$	17

注記

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

NOTE

1. //// area is painted black.



Straight input type

Right angle input type

Pulley input type

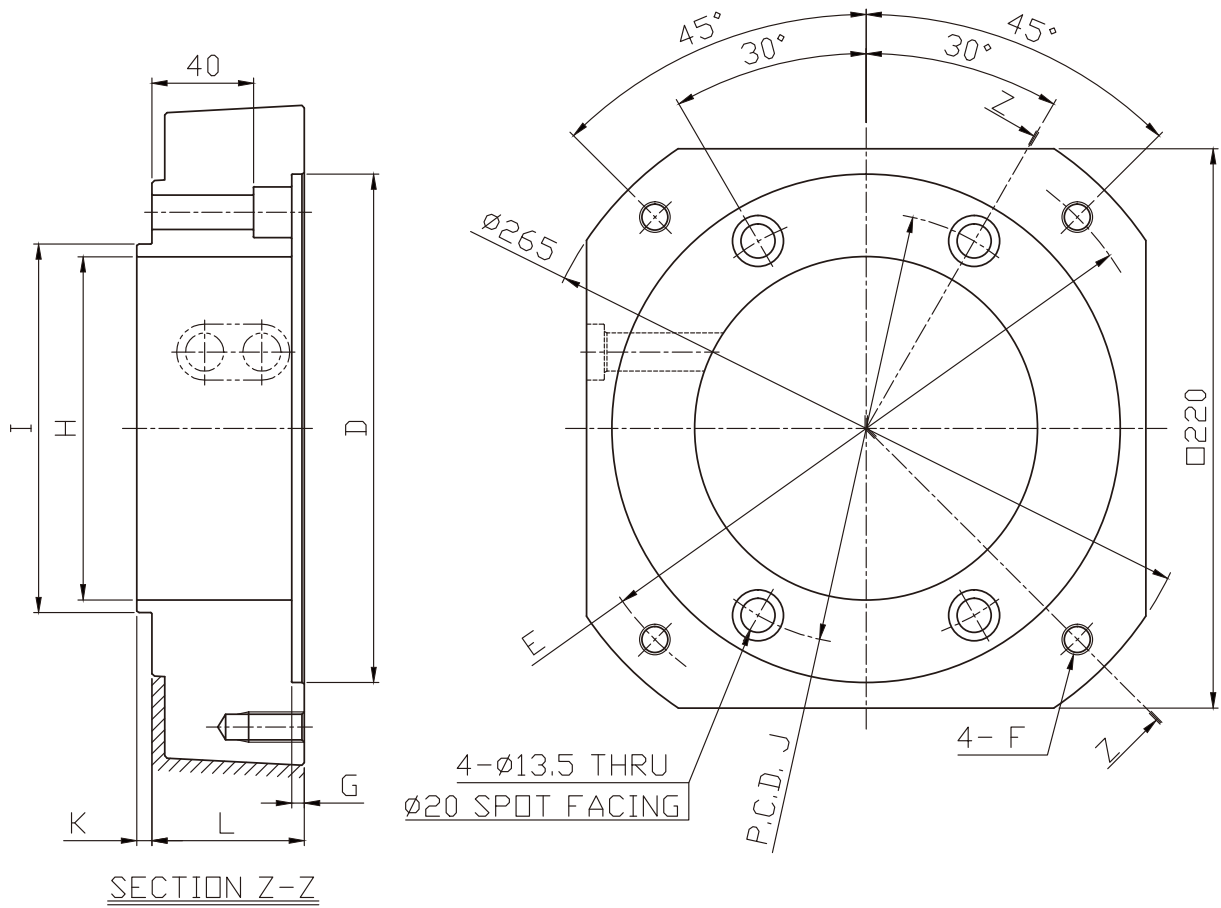
Motor flange / bushing

Option: Base flange

Technical Information

Specifications and dimensions are subject to change without notice.

### Motor Flange Dimension Drawing



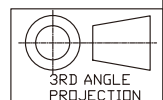
コード Code	モーター取付部寸法 Dimensions (mm)									質量 Mass (kg)
	D	E	F	G	H	I	J	K	L	
JE	$\phi 200^{+0.040}_{+0.015}$	$\phi 235$	M12 DEPTH 22	5	$\phi 135$	$\phi 145_{h7-0.040}$	170	6	60	11.7

注記

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

NOTE

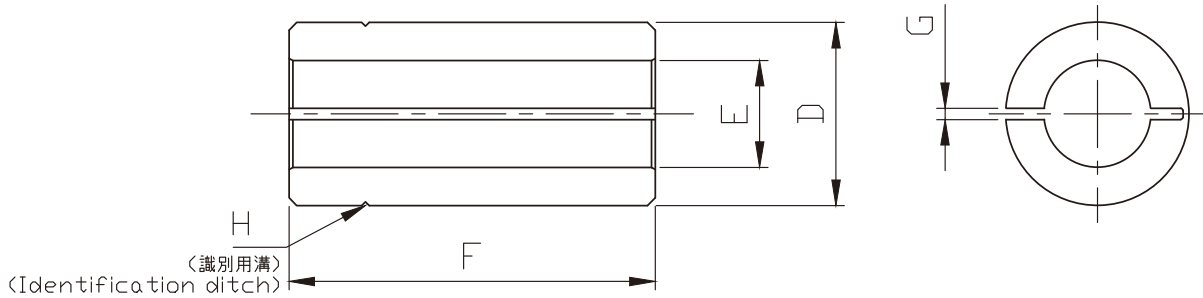
1. // // // // area is painted black.



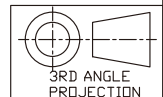


Specifications and dimensions are subject to change without notice.

# Bush Dimension Drawing



コード Code	ブッシュ寸法 Dimensions (mm)				
	D	E	F	G	H
0A	Ø14h7-0.018	Ø8 <sup>+0.025</sup> / <sub>+0.005</sub>	26	1.5	無し Nothing
0B		Ø9 <sup>+0.025</sup> / <sub>+0.005</sub>			
0C		Ø10 <sup>+0.025</sup> / <sub>+0.005</sub>			
0D		Ø11 <sup>+0.025</sup> / <sub>+0.005</sub>			有り It is.
0E		Ø9 <sup>+0.035</sup> / <sub>+0.015</sub>			
0F		Ø11 <sup>+0.037</sup> / <sub>+0.017</sub>			
1A	Ø24h7-0.021	Ø14 <sup>+0.030</sup> / <sub>+0.005</sub>	48	1.5	無し Nothing
1B		Ø15 <sup>+0.030</sup> / <sub>+0.005</sub>			
1C		Ø16 <sup>+0.030</sup> / <sub>+0.005</sub>			
1D		Ø17 <sup>+0.030</sup> / <sub>+0.005</sub>			
1E		Ø19 <sup>+0.030</sup> / <sub>+0.005</sub>			有り It is.
1F		Ø22 <sup>+0.030</sup> / <sub>+0.005</sub>			
1G		Ø14 <sup>+0.042</sup> / <sub>+0.017</sub>			
1H		Ø19 <sup>+0.045</sup> / <sub>+0.020</sub>			
1J	Ø16 <sup>+0.042</sup> / <sub>+0.017</sub>	62	1.5	無し Nothing	
2A	Ø19 <sup>+0.030</sup> / <sub>+0.005</sub>				
2B	Ø22 <sup>+0.030</sup> / <sub>+0.005</sub>				
2C	Ø24 <sup>+0.030</sup> / <sub>+0.005</sub>			有り It is.	
2D	Ø19 <sup>+0.045</sup> / <sub>+0.020</sub>				
2E	Ø24 <sup>+0.045</sup> / <sub>+0.020</sub>				
3A	Ø35 <sup>+0.010</sup> / <sub>-0.015</sub>	Ø25 <sup>+0.030</sup> / <sub>+0.005</sub>	72	1.5	無し Nothing
3B		Ø28 <sup>+0.030</sup> / <sub>+0.005</sub>			
3C		Ø28 <sup>+0.045</sup> / <sub>+0.020</sub>			有り It is.
3D		Ø32 <sup>+0.048</sup> / <sub>+0.023</sub>			
3E		Ø32 <sup>+0.030</sup> / <sub>+0.005</sub>			
4A	Ø42h7-0.025	Ø32 <sup>+0.030</sup> / <sub>+0.005</sub>	77	1.5	無し Nothing
4B		Ø35 <sup>+0.040</sup> / <sub>+0.015</sub>			
4C		Ø38 <sup>+0.048</sup> / <sub>+0.023</sub>			
4D		Ø32 <sup>+0.048</sup> / <sub>+0.023</sub>			
4E		Ø38 <sup>+0.030</sup> / <sub>+0.005</sub>			
4F		Ø35 <sup>+0.030</sup> / <sub>+0.005</sub>			



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

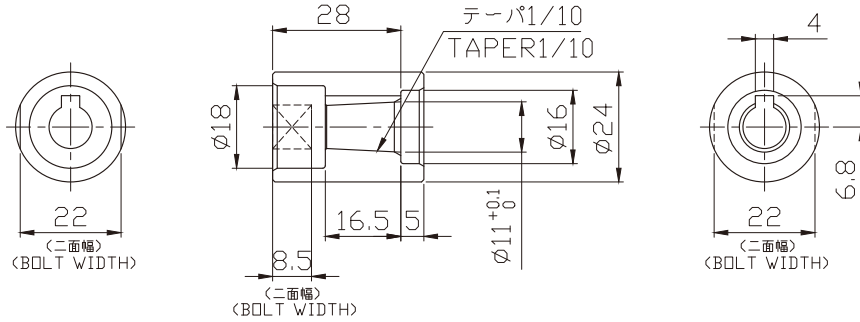
Option: Base flange

Technical Information

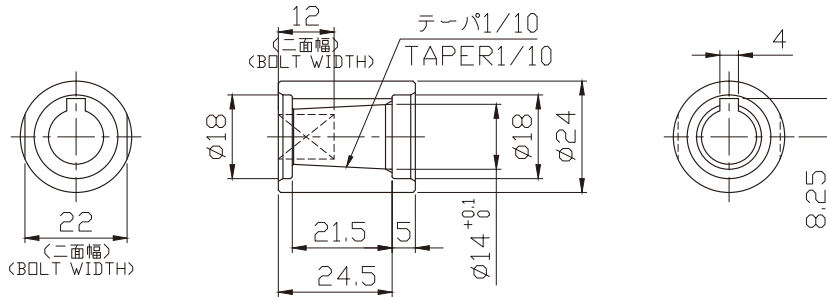
Specifications and dimensions are subject to change without notice.

# Bush Dimension Drawing

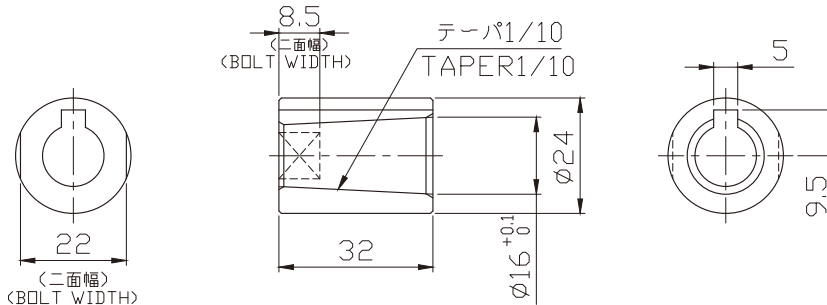
6A



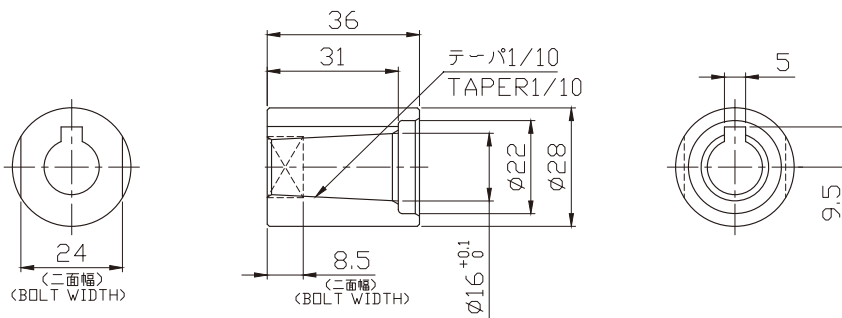
6B



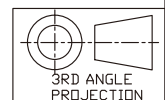
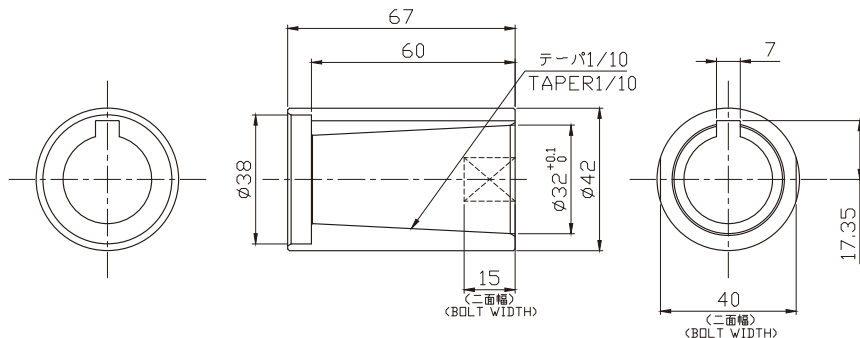
6C



7A



9A







## ***Option: Base Flange***

An optional base flange is available. This allows the RD2 to be easily installed in the equipment and enhances the usability.



Base flange



RD2 series

# Base flange code description / configuration diagram

## Product code

For details about the codes, refer to pages 13, 41, and 69.

**RD S - 100 C - 258 - G2 - CF - 1E - D**

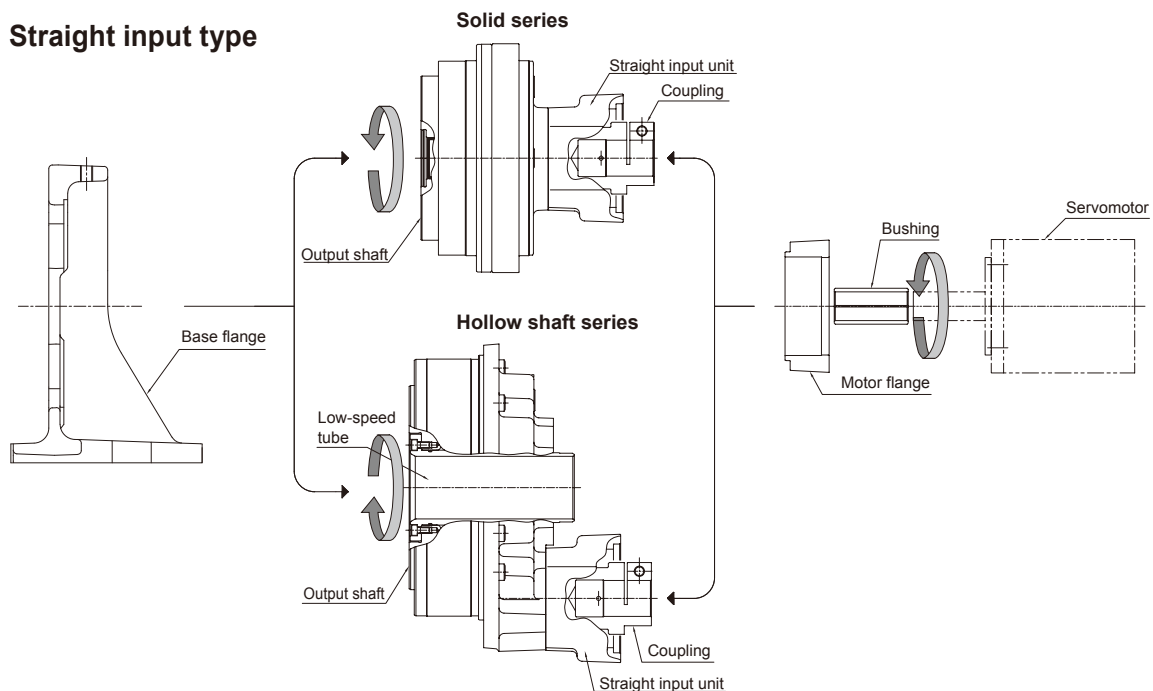
Model Code		Base flange code
Input type code	Series code	
S	E	P-D
	C	P-D U-L-R
R	E	
	C	
P	E	P-D
	C	P-D U-L-R

Base flange code	Base flange assembly status	Assembly drawing	
		RDR-160E	RDS-100C
P	Base flange attached.	-	
D	Downward input or Center input (RDS- □ E, RDP- □ E)		
U	Upward input		
L	Leftward input		
R	Rightward input		

Select codes in accordance with the presence or mounting direction of the base flange.

## Configuration diagram

### Straight input type



Straight input type

Right angle input type

Pulley input type

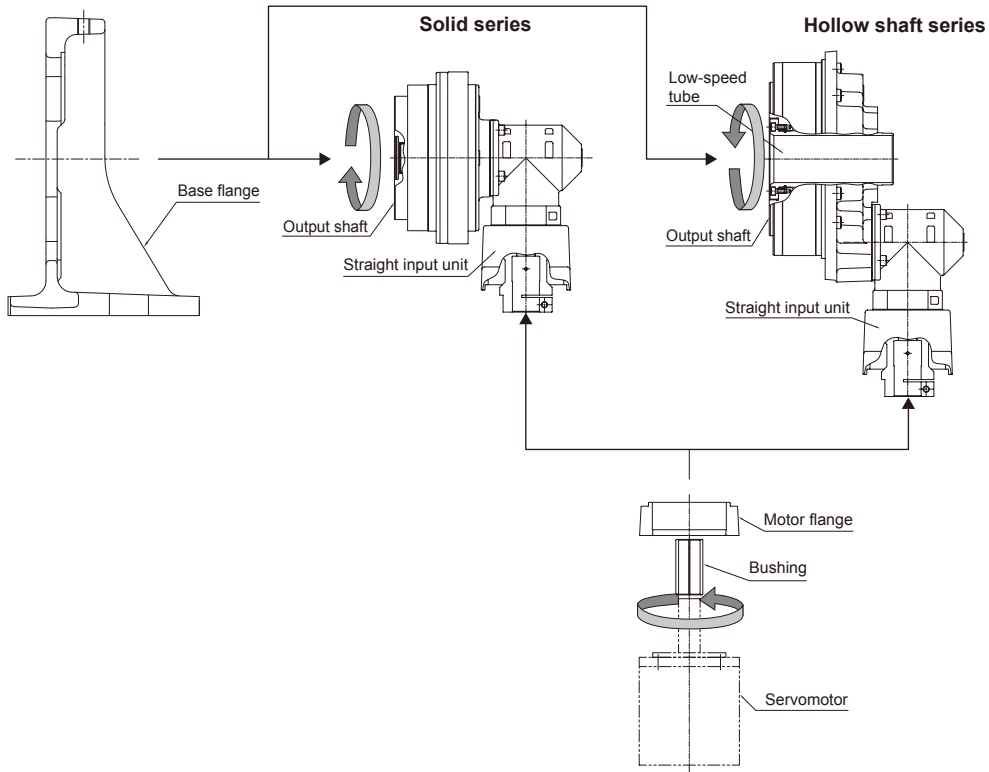
Motor flange / bushing

Option: Base flange

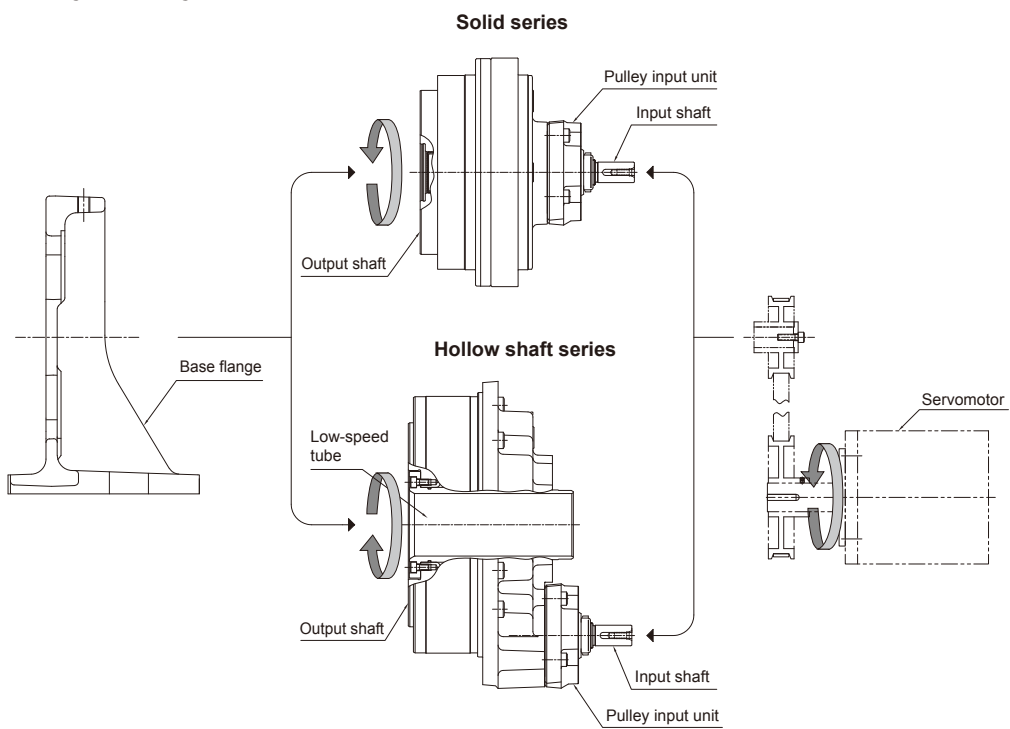
Technical Information

# Configuration diagram

## Right angle input type

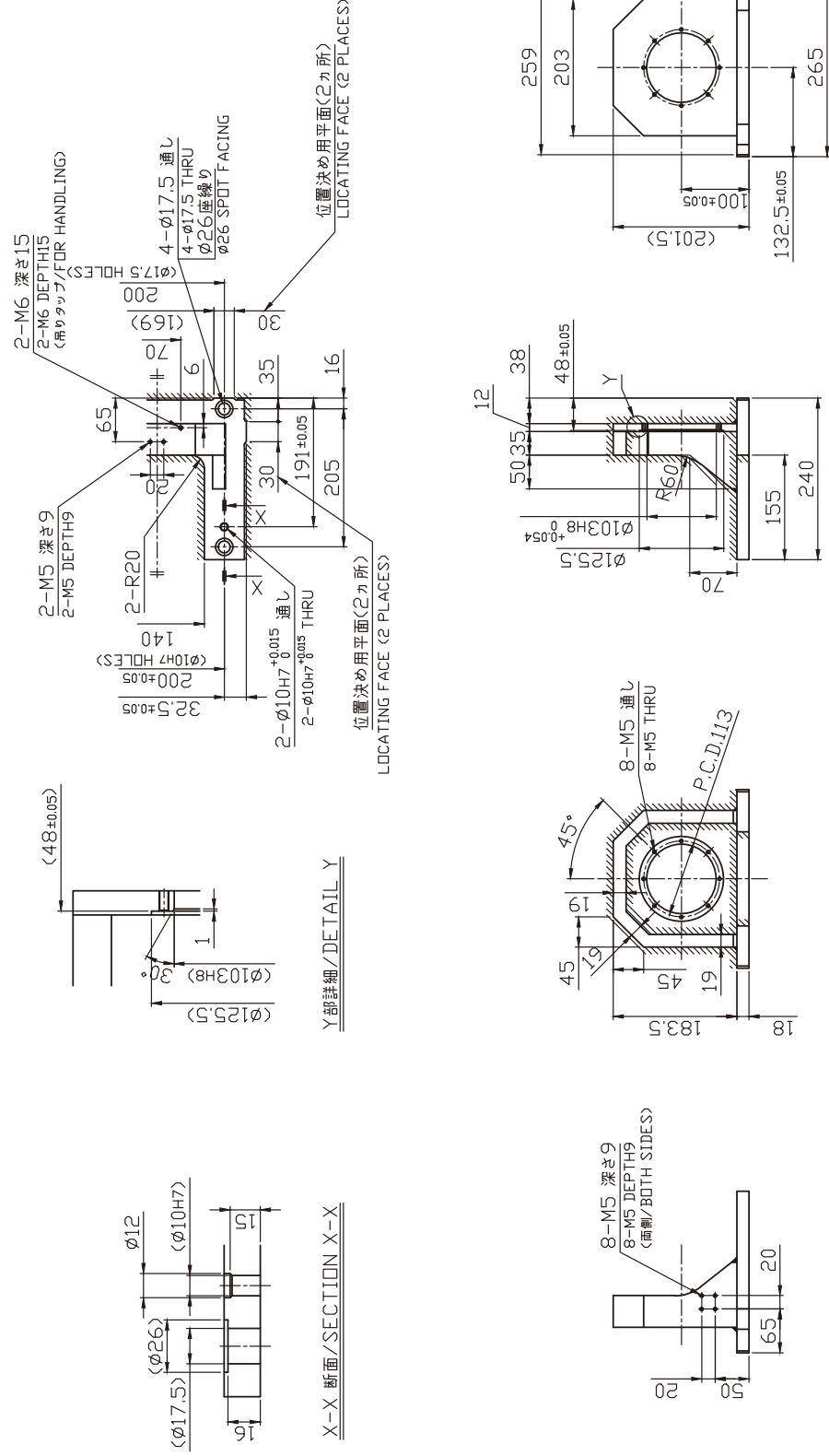


## Pulley input type



Specifications and dimensions are subject to change without notice.

### Base Flange Dimension Drawing RDD-006E Base Flange

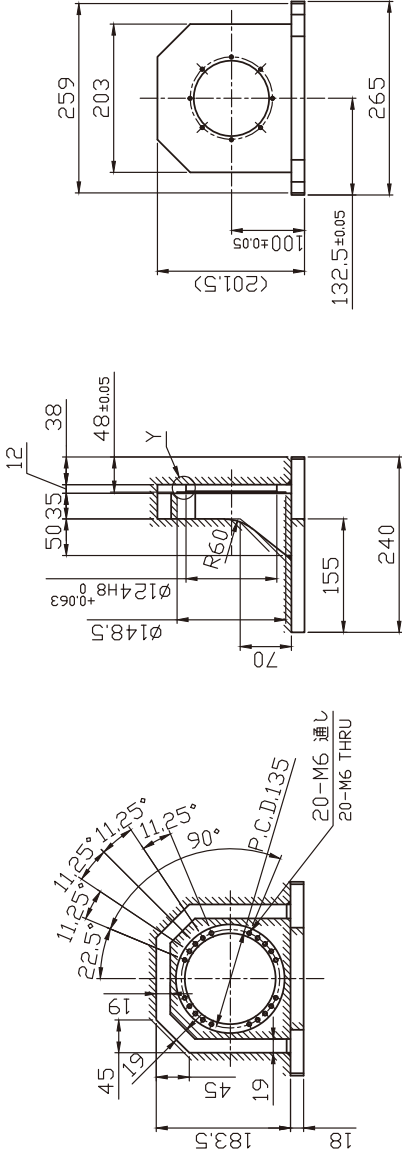
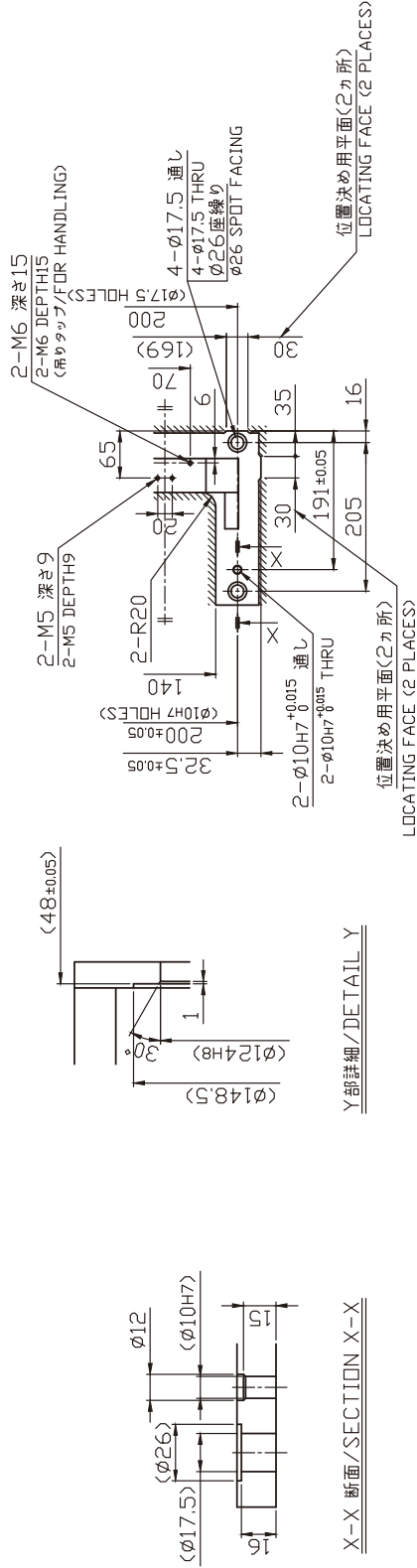


注記  
Note  
表面処理 塗装範囲部分を // にて示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
Surface process Hatching (////) area is painted black(Urethane resin coating)  
本図面は、溶接構造である。  
This drawing is made by welded.



## Base Flange Dimension Drawing

### RDD-020E Base Flange

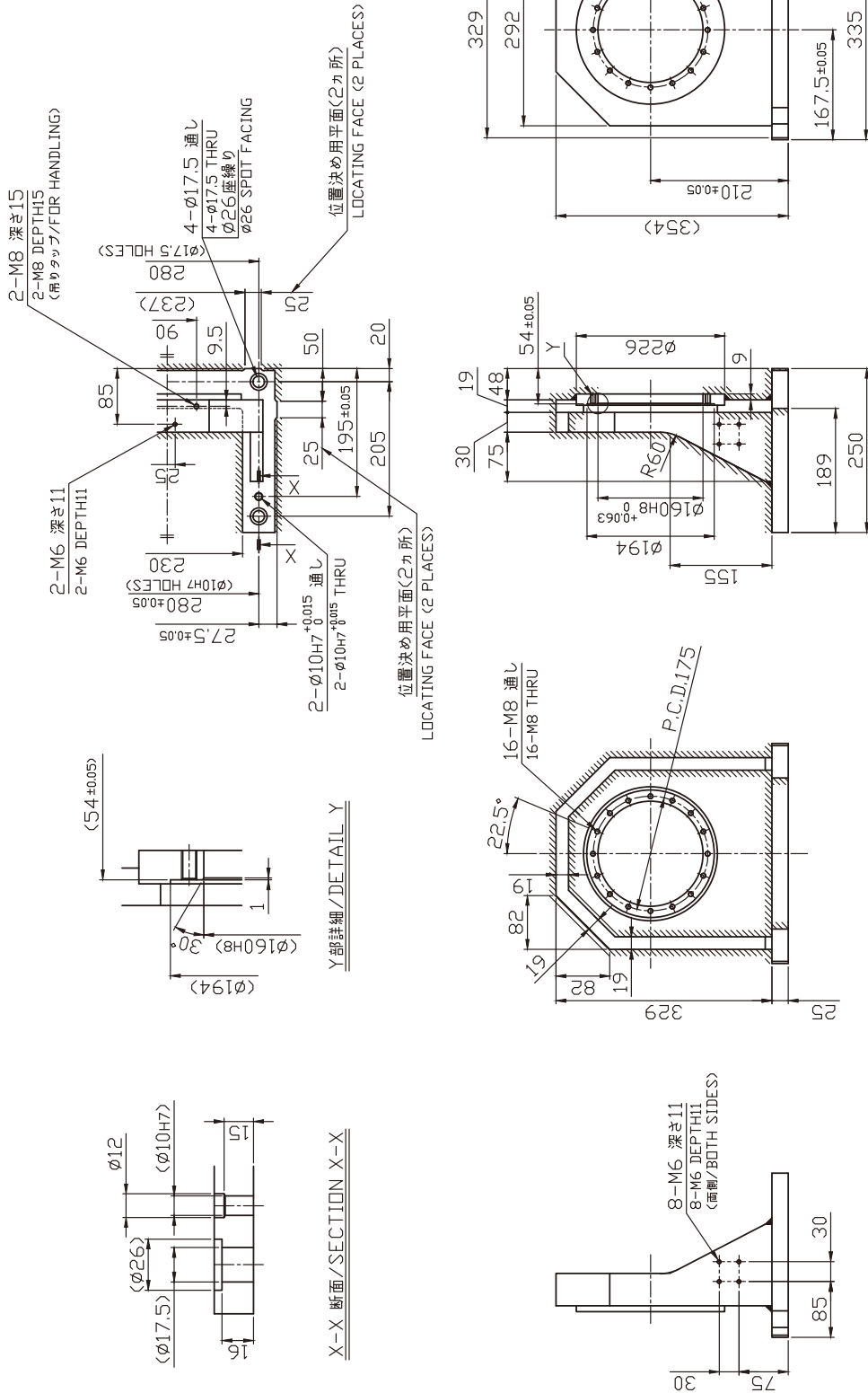


注記  
Note  
 塗装範囲部分を // にて示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
 Surface process Hatching (//) area is painted black(Urethane resin coating)  
 本図面は、溶接構造である。  
 This drawing is made by welded.

Specifications and dimensions are subject to change without notice.

### Base Flange Dimension Drawing

RDD-040E Base Flange



注記  
Note

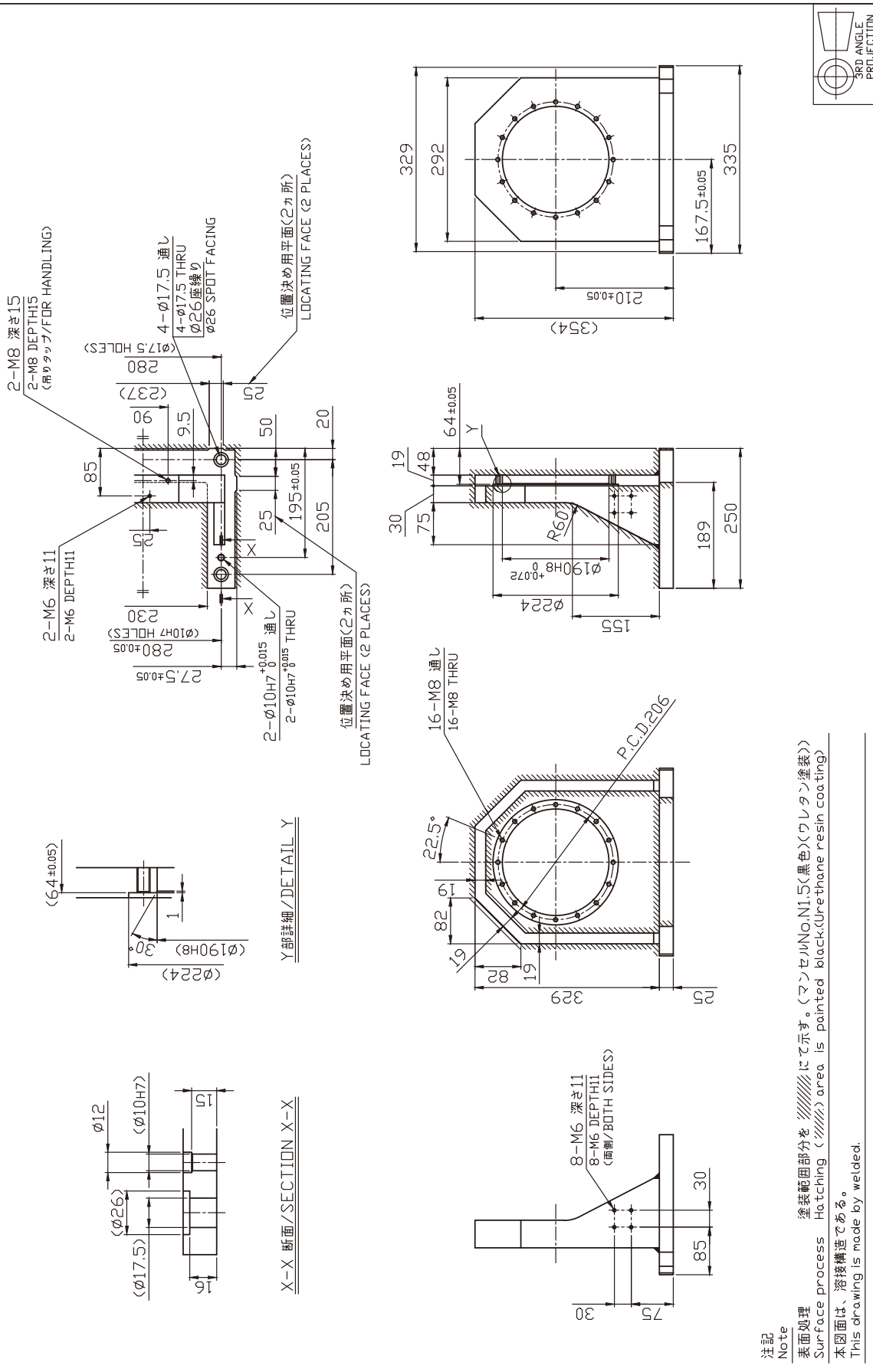
表面処理 塗装範囲部分を // にて示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
Surface process Hatching (////) area is painted black(Urethane resin coating)  
本図面は、溶接構造である。  
This drawing is made by welded.



Specifications and dimensions are subject to change without notice.

# Base Flange Dimension Drawing

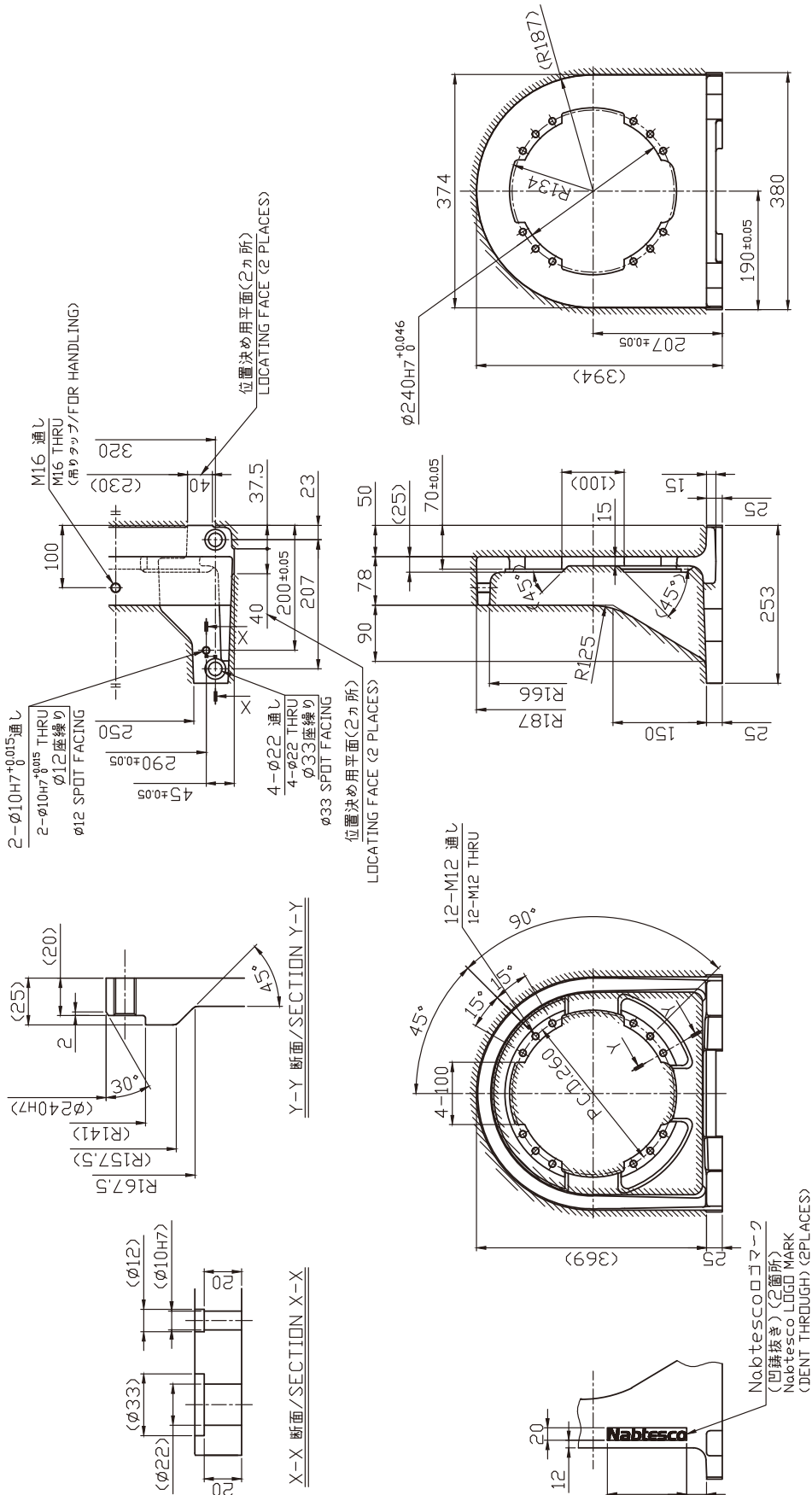
## RDD-080E Base Flange



Specifications and dimensions are subject to change without notice.

### Base Flange Dimension Drawing

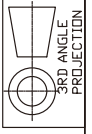
RDD-160E Base Flange



注記  
Note

表面処理  
Surface process

塗装範囲部分を // にて示す。(マンセルNo.NI.5(黒色)(ウレタン塗装))  
Hatching (////) area is painted black.(Urethane resin coating)



Technical Information

Option: Base flange

Motor flange / bushing

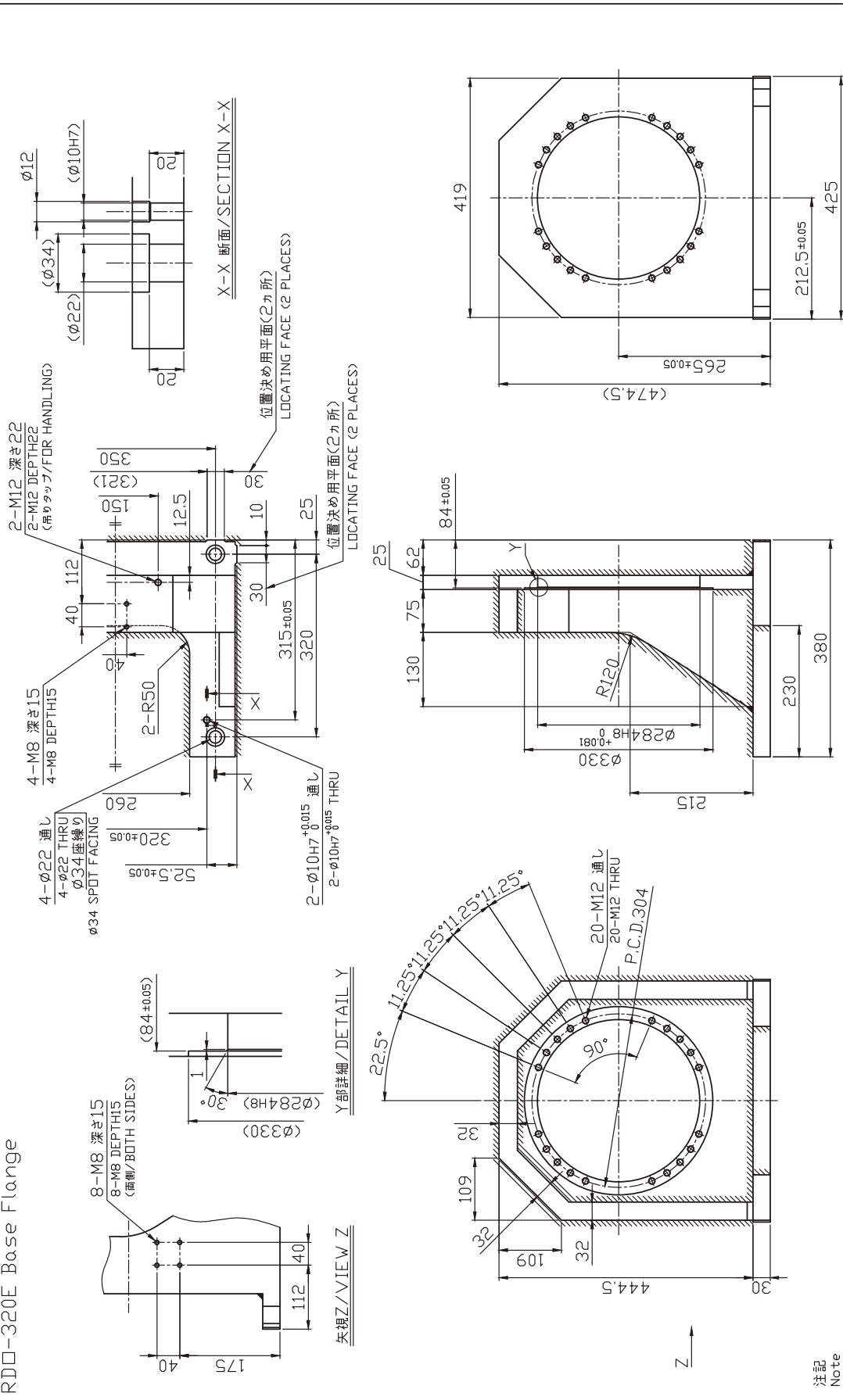
Pulley input type

Right angle input type

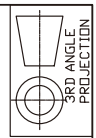
Straight input type

Specifications and dimensions are subject to change without notice.

Base Flange Dimension Drawing  
RDO-320E Base Flange



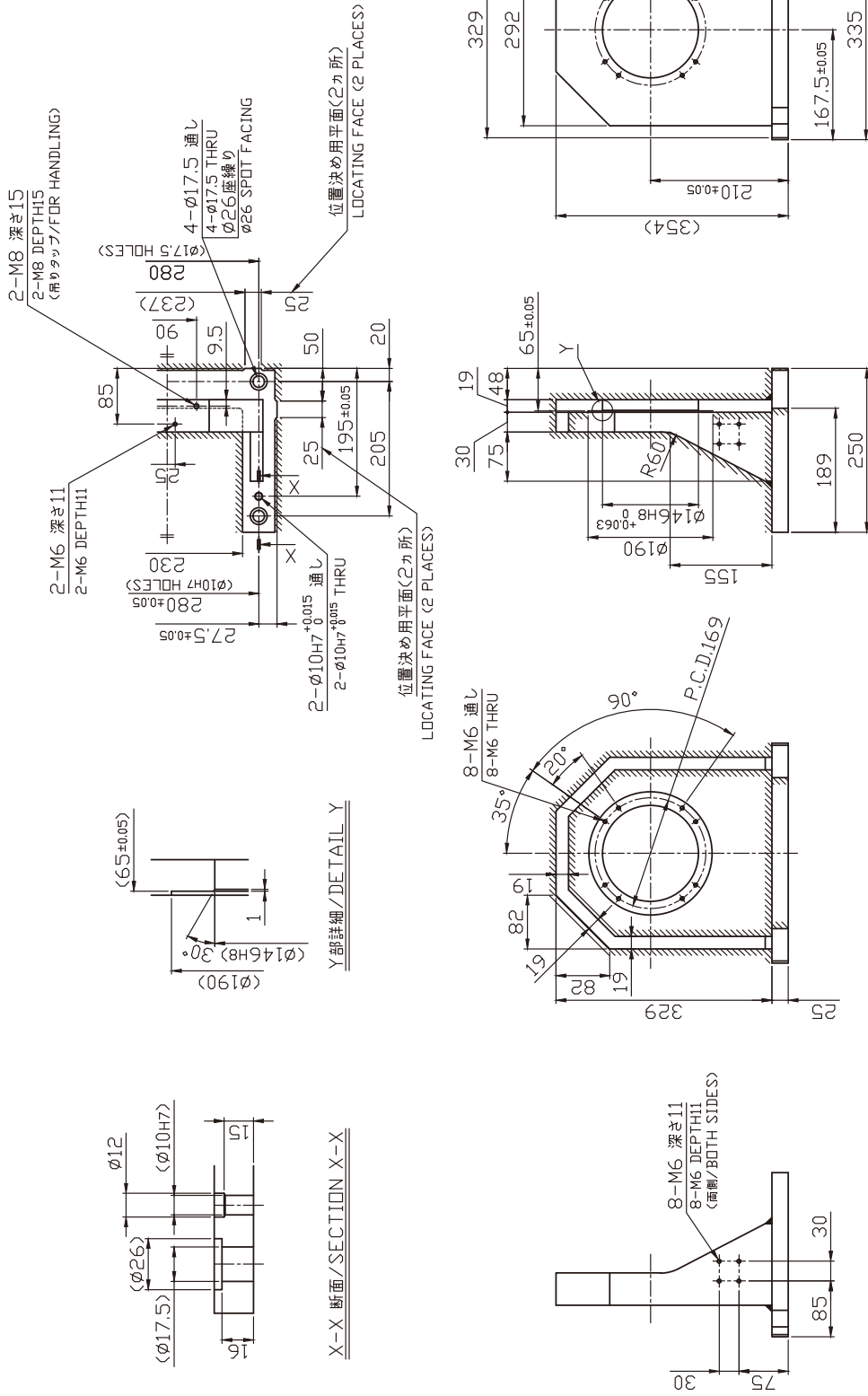
注記  
Note  
表面処理 塗装範囲部分を // に示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
Surface process Hatching (//) area is painted black(Urethane resin coating)  
本図面は、溶接構造である。  
This drawing is made by welded.



Specifications and dimensions are subject to change without notice.

### Base Flange Dimension Drawing

RDD-010C Base Flange

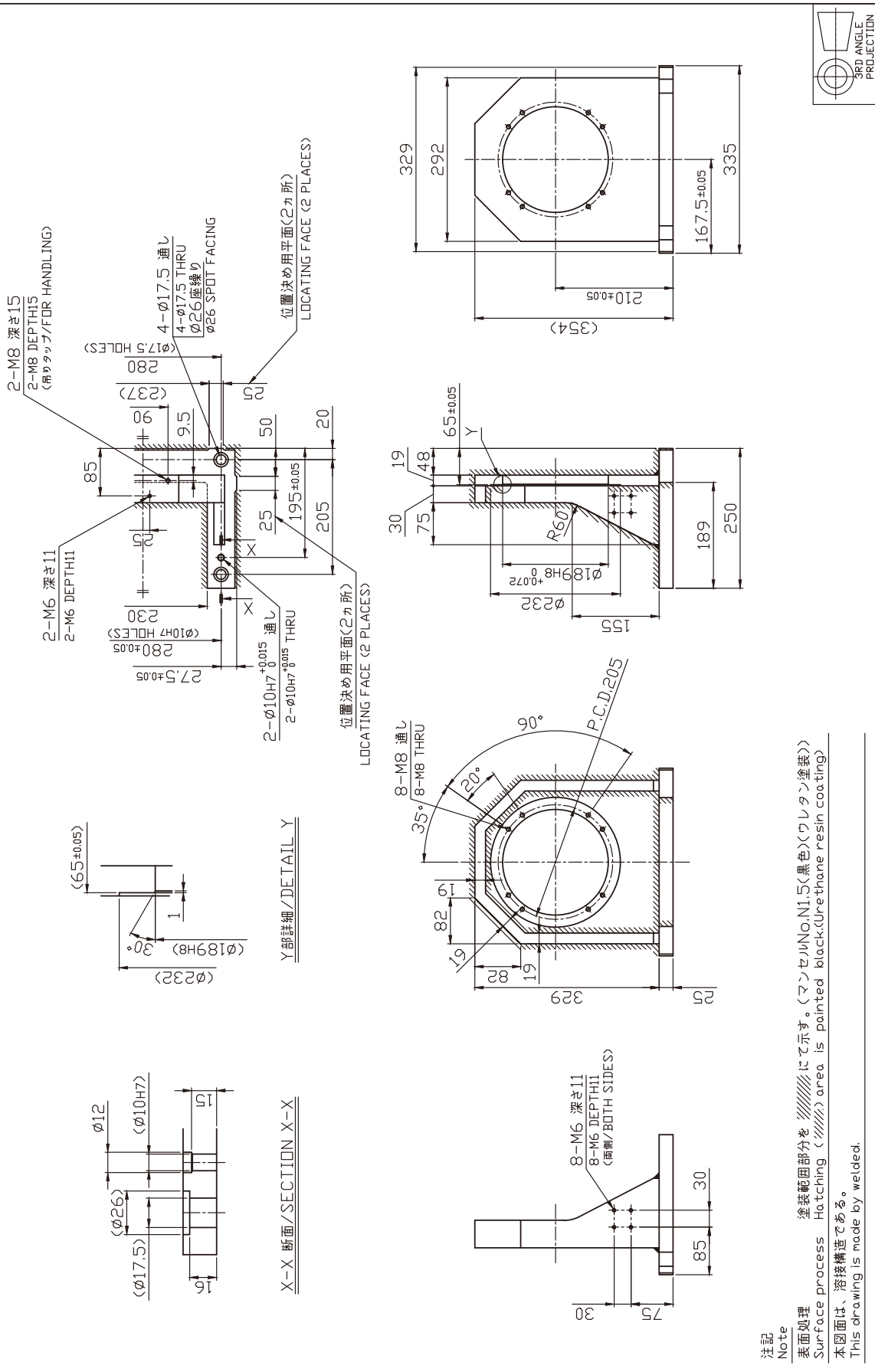


注記  
Note

表面処理 塗装範囲部分を にて示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
Surface process Hatching ( ) area is painted black.(Urethane resin coating)  
本図面は、溶接構造である。  
This drawing is made by welded.

Specifications and dimensions are subject to change without notice.

Base Flange Dimension Drawing  
RDO-027C Base Flange



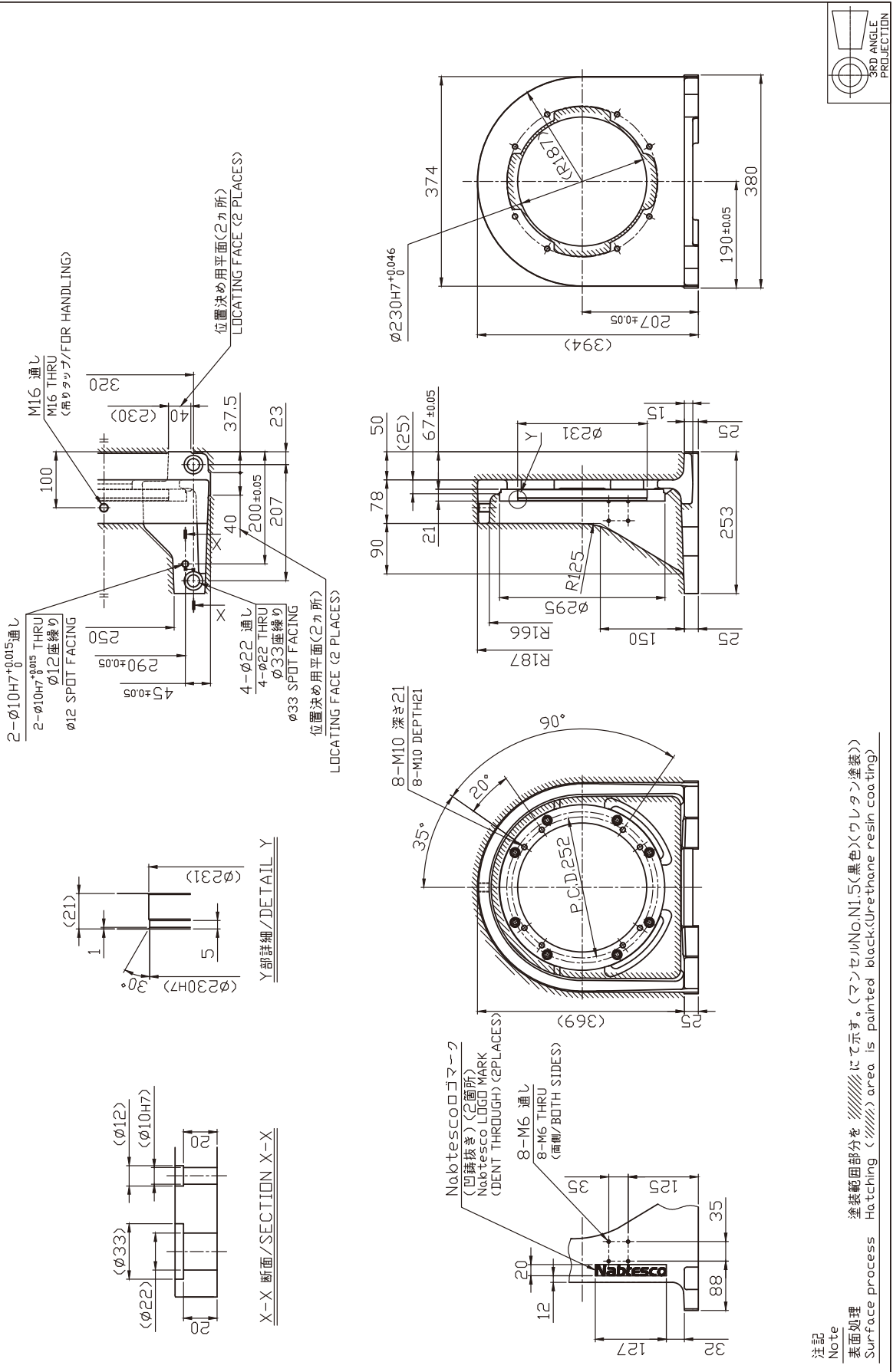
注記  
Note  
塗装範囲部分を // にて示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
Surface process Hatching ( // ) area is painted black(Urethane resin coating)  
本図面は、溶接構造である。  
This drawing is made by welded.



Specifications and dimensions are subject to change without notice.

### Base Flange Dimension Drawing

RDD-050C Base Flange



注記  
 Note

表面処理  
 Surface process

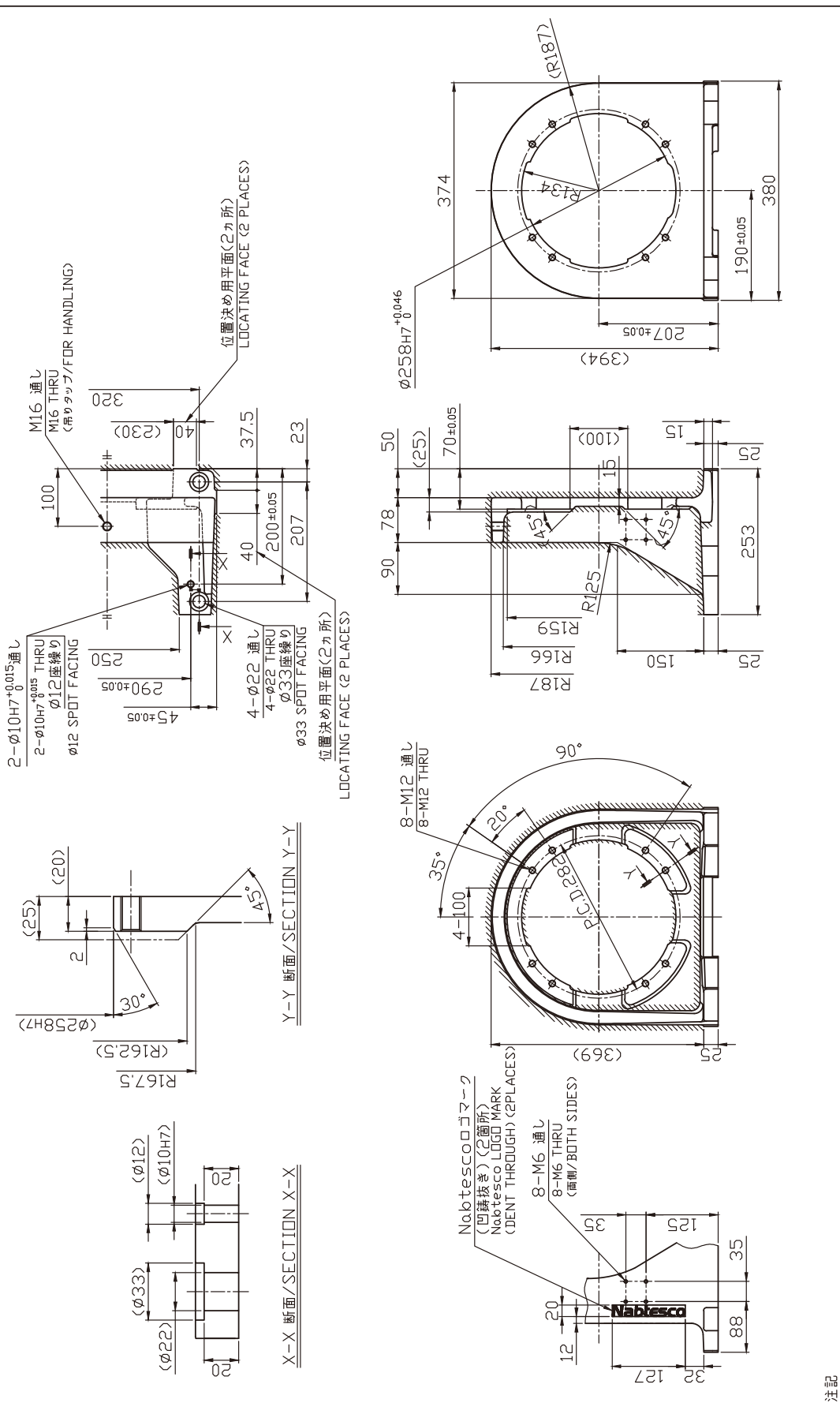
塗装範囲部分を にて示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
 Hatching () area is painted black.(Urethane resin coating)



Specifications and dimensions are subject to change without notice.

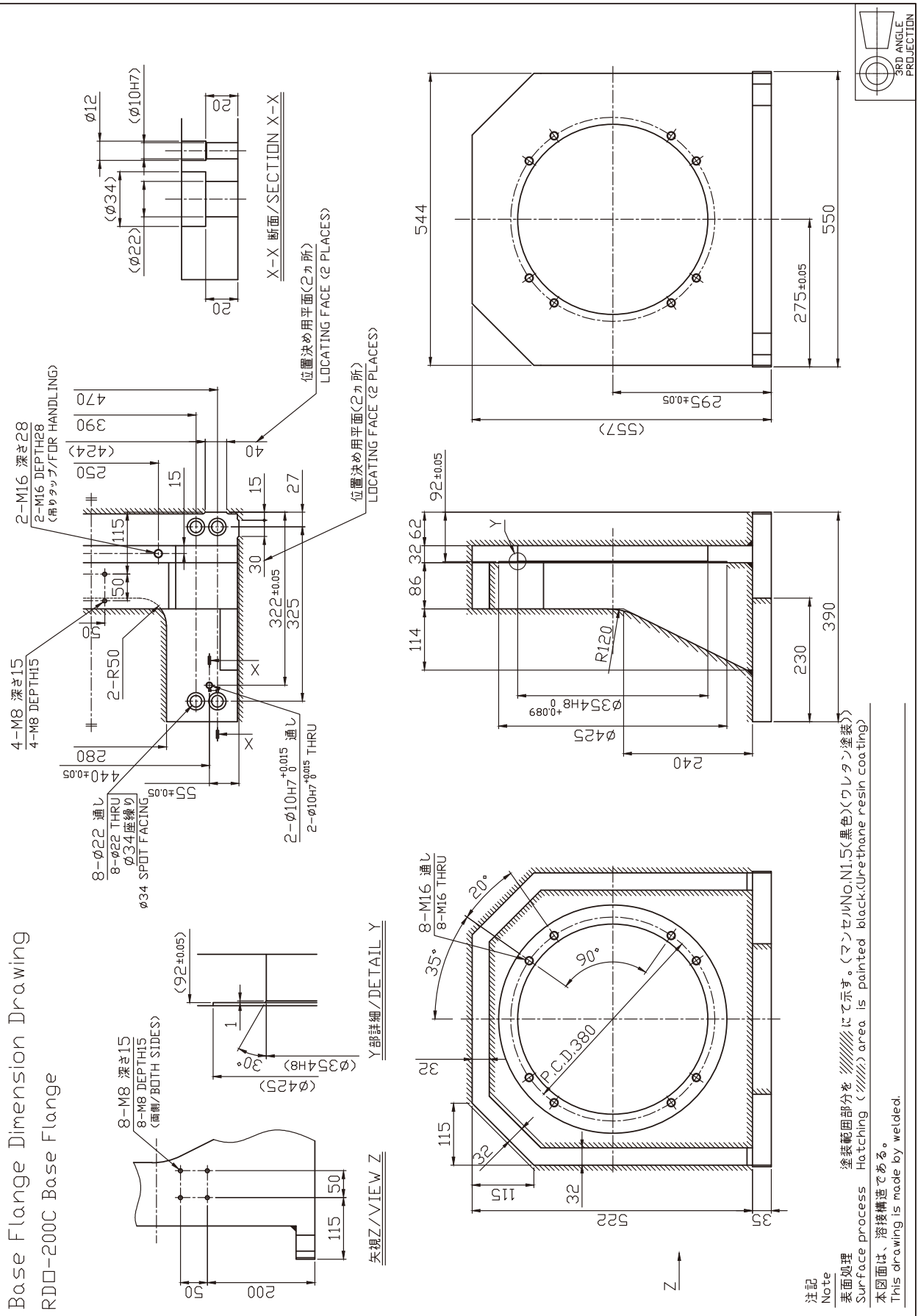
# Base Flange Dimension Drawing

## RDD-100C Base Flange



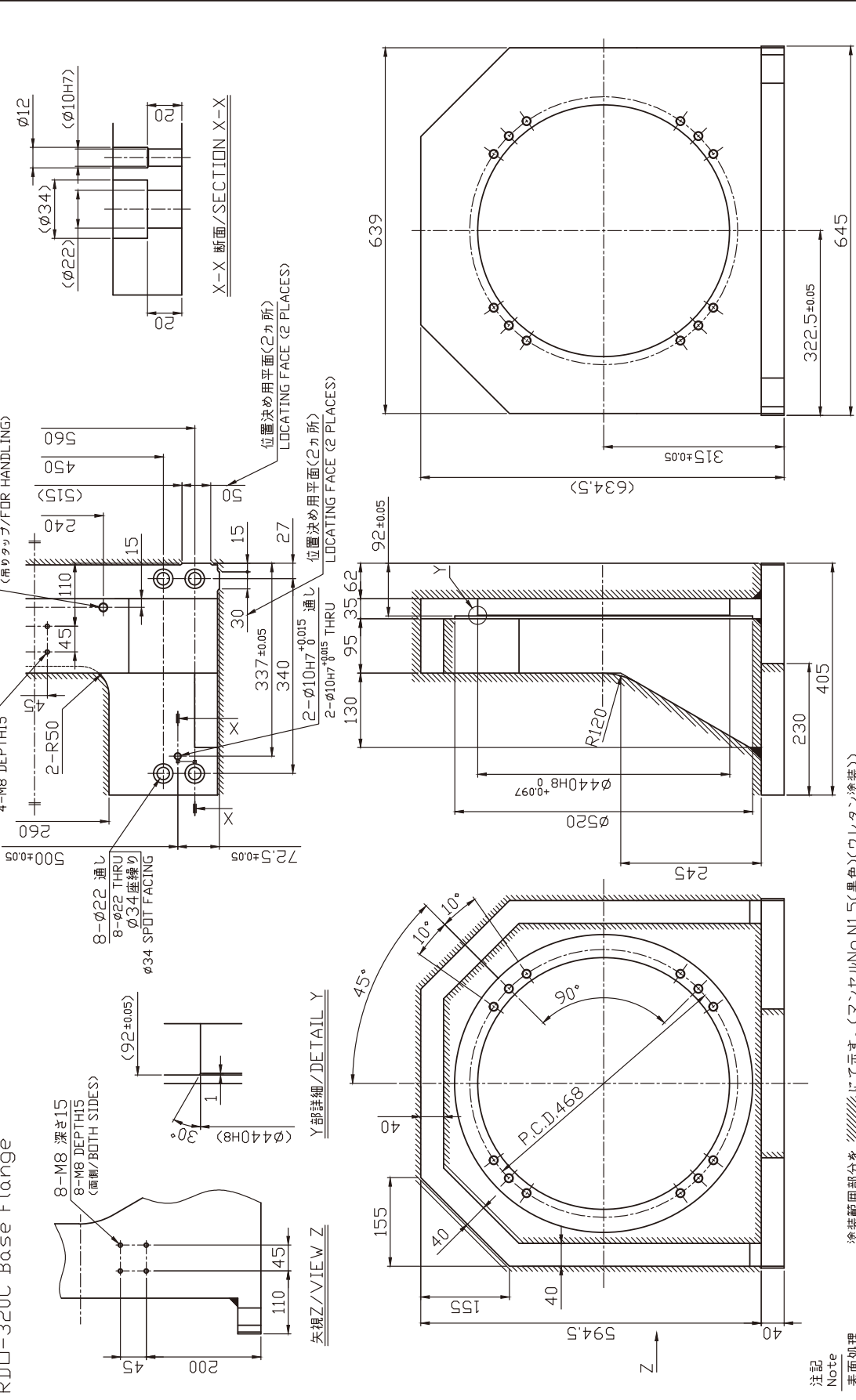
注記 Note  
 表面処理 Surface process 塗装範囲部分を // にて示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
 Hatching (//) area is painted black(Urethane resin coating)

Specifications and dimensions are subject to change without notice.



Specifications and dimensions are subject to change without notice.

Base Flange Dimension Drawing  
RDO-320C Base Flange



注記  
Note  
表面処理 塗装範囲部分を // に示す。(マンセルNo.N1.5(黒色)(ウレタン塗装))  
Surface process Hatching (//) area is painted black(Urethane resin coating)  
本図面は、溶接構造である。  
This drawing is made by welded.



## ***Technical Information***

# Considering the use of RD2 series

This product features high precision and high rigidity, however, it is necessary to strictly comply with various restrictions and make considerations to maximize the product's features. Please read this technical document thoroughly and select and adopt an appropriate model based on the actual operating environment, method, and conditions at your facility.

## Export

- When this product is exported from Japan, it may be subject to the export regulations provided in the "Foreign Exchange Order and Export Trade Control Order". Be sure to take sufficient precautions and perform the required export procedures in advance if the final operating party is related to the military or the product is to be used in the manufacture of weapons, etc.

## Application

- If failure or malfunction of the product may directly endanger human life or if it is used in units which may injure the human body (atomic facilities, space equipment, medical equipment, safety units, etc.), examination of individual situations is required. Contact our agent or nearest business office in such a case.

## Safety measures

- Although this product has been manufactured under strict quality control, a mistake in operation or misuse can result in breakdown or damage, or an accident resulting in injury or death. Be sure to take all appropriate safety measures, such as the installation of independent safeguards.

## Product specifications indicated in this catalog

- The specifications indicated in this catalog are based on Nabtesco evaluation methods. This product should only be used after confirming that it is appropriate for the operating conditions of your system.

## Operating environment

Use the reduction gear under the following environment:

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

Do not install the reduction gear at the following locations.

- Locations where a lot of dust is collected.
- Outdoor areas that are directly affected by wind and rain
- Locations near to areas that contains combustible, explosive, or corrosive gases and flammable materials.
- Location that is heated due to heat transfer and radiation from peripherals and direct sun.
- Location where the performance of the servomotor can be affected by magnetic fields or vibration.

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

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

## Maintenance

- The standard replacement time for lubricant is 20,000 hours. However, when operation involves a reduction gear surface temperature above 40°C, the state of degradation of the lubricant should be checked in advance of that and the grease replaced earlier as necessary.

## Reduction gear temperature

- When the reduction gear is used under high load and at a high duty ratio, it may overheat and the surface temperature may exceed the allowable temperature. Be aware of conditions so that the surface temperature of the reduction gear does not exceed 60°C while it is in operation. There is a possibility of damage (to the product) if the surface temperature exceeds 60°C.

## Reduction gear output rotation angle

- When the range of the rotation angle is small (10 degrees or less), the service life of the reduction gear may be reduced due to poor lubrication or the internal parts being subject to a concentrated load.

Note: Contact us in case the rotation angle is 10 degrees or less.

## Manuals

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

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

# Glossary

## Life rating

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

## Allowable acceleration/deceleration torque

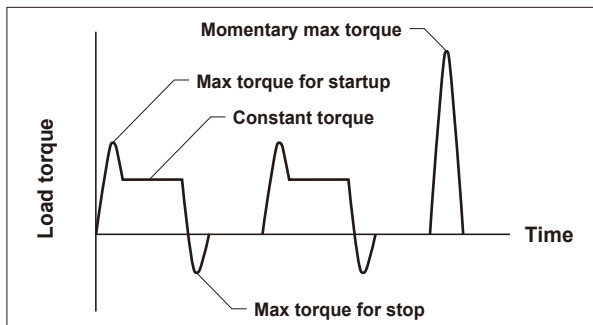
When the machine starts or stops, the load torque to be applied to the reduction gear is larger than the constant-speed load torque due to the effect of the inertia torque of the rotating part. In such a situation, the allowable torque during acceleration/deceleration is referred to as "allowable acceleration/deceleration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

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

## Momentary maximum allowable torque

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

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



## Allowable input speed

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

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

## Allowable output speed

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

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

## Allowable output speed reference value

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

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

## Torsional rigidity, lost motion, backlash

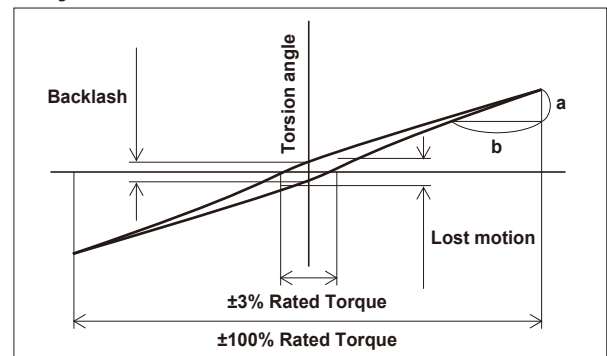
When a torque is applied to the output shaft while the input shaft is fixed, torsion is generated according to the torque value. The torsion can be shown in the hysteresis curves.

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

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

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

## Hysteresis curve



## Startup efficiency

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

## No-load running torque (input shaft)

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

## Allowable moment and maximum thrust load

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

## Input shaft rated moment

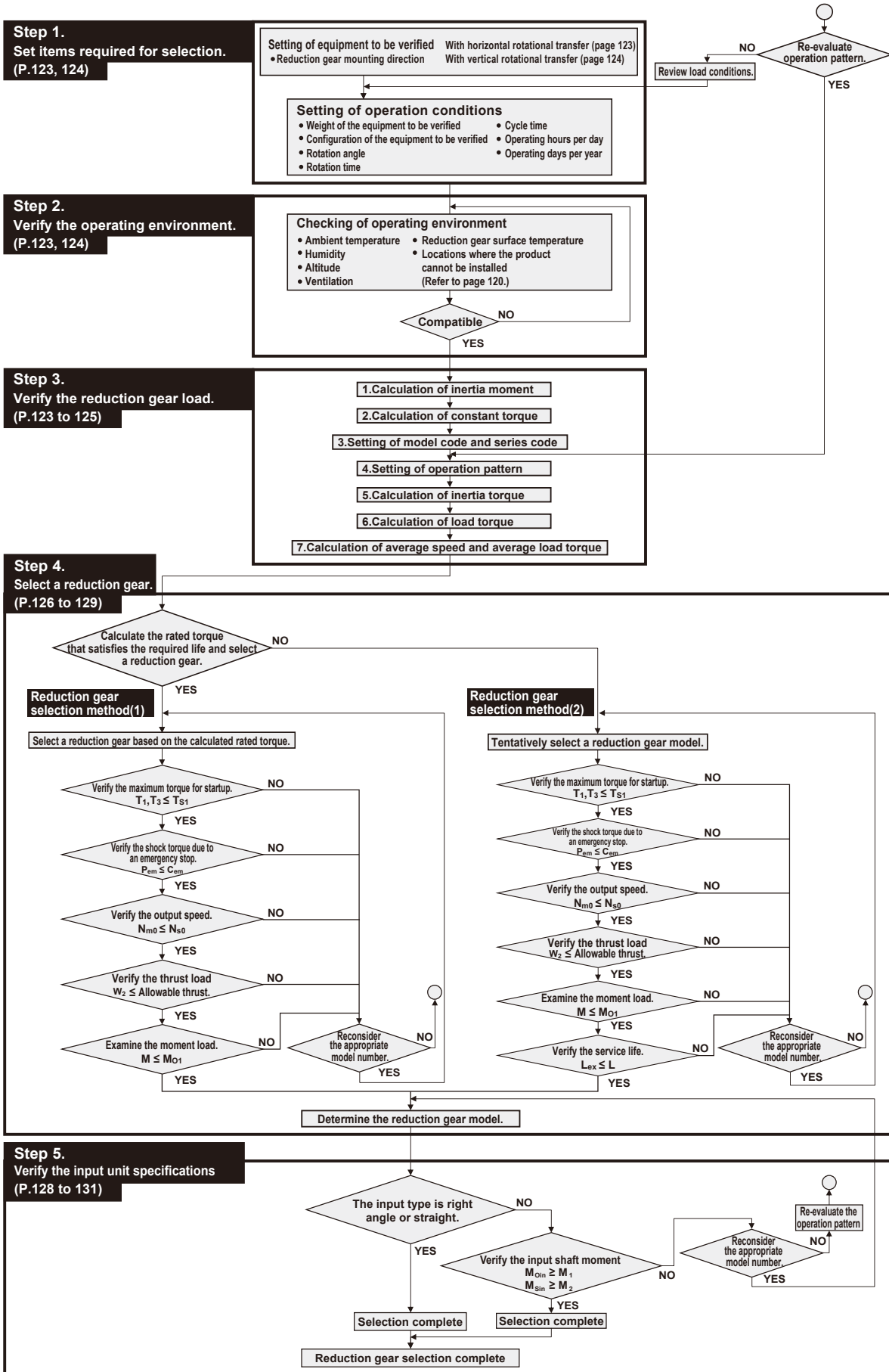
This is the moment load that satisfies the life rating. The moment to be applied normally must be less than the rated moment.

## Input shaft allowable moment

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



# Product selection flowchart



A limitation is imposed on the motor torque value according to the momentary maximum allowable torque of the selected reduction gear. (Refer to page 130)

When the reduction gear selection is completed, select a motor flange and bushing. (Refer to pages 83 to 85.)

## With horizontal rotational transfer

### Step 1. Set the items required for selection.

Setting item	Setting
Presence of hollow in the output surface of the reduction gear	Hollow (C type)
Reduction gear mounting direction	Vertical shaft installation
<b>Equipment weight to be examined</b>	
W <sub>A</sub> ————— Disk weight (kg)	450
W <sub>B</sub> ————— Work weight (kg)	100 x 4 pieces
<b>Equipment configuration to be examined</b>	
D <sub>1</sub> ————— Disk: D dimension (mm)	1,200
a ————— Work piece: a dimension (mm)	200
b ————— Work piece: b dimension (mm)	400
D <sub>2</sub> ————— Work piece: P.C.D. (mm)	800
<b>Operation conditions</b>	
θ ————— Rotation angle (°)*1	180
[t <sub>1</sub> +t <sub>2</sub> +t <sub>3</sub> ] ————— Rotation time (sec)	2.5
[t <sub>4</sub> ] ————— Cycle time (sec)	20
Q <sub>1</sub> ————— Equipment operation hours per day (hours/day)	12
Q <sub>2</sub> ————— Equipment operation days per year (days/year)	365

\*1. When the range of the rotation angle is small (10 degrees or less), the rating life of the reduction gear may be reduced due to poor lubrication or the internal parts being subject to a concentrated load.

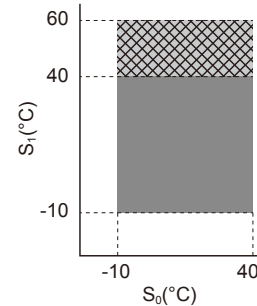
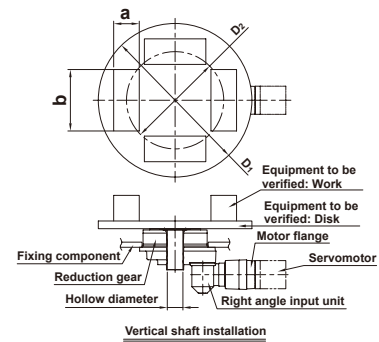
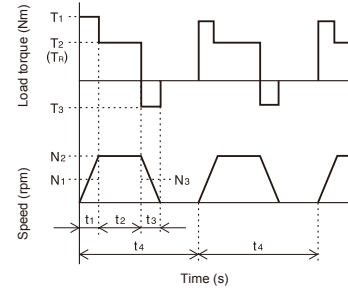
### Step 2. Verify the operating environment.

Checkpoint	Standard value
S <sub>0</sub> ————— Ambient temperature (°C)	-10 to +40
S <sub>1</sub> ————— Reduction gear surface temperature (°C)	60 or less

Note: Refer to "Operating environment" on p. 120 for values other than those listed above.

### Step 3-1. Examine the reduction gear load

Setting item	Calculation formula	Selection examples
<b>(1) Calculate the inertia moment based the calculation formula on page 140.</b>		
<b>I<sub>R</sub></b> Load inertia moment (kgm <sup>2</sup> )	$I_{R1} = \frac{W_A \times \left(\frac{D_1}{2 \times 1,000}\right)^2}{2}$ $I_{R2} = \left[ \frac{W_B}{12} \left\{ \left(\frac{a}{1,000}\right)^2 + \left(\frac{b}{1,000}\right)^2 \right\} + W_B \times \left(\frac{D_2}{2 \times 1,000}\right)^2 \right] \times n$ <p>I<sub>R1</sub> = Disk inertia moment I<sub>R2</sub> = Work inertia I<sub>R</sub> = I<sub>R1</sub> + I<sub>R2</sub> n = Number of workpieces</p>	$I_{R1} = \frac{450 \times \left(\frac{1,200}{2 \times 1,000}\right)^2}{2} = 81 \text{ (kgm}^2\text{)}$ $I_{R2} = \left[ \frac{100}{12} \left\{ \left(\frac{200}{1,000}\right)^2 + \left(\frac{400}{1,000}\right)^2 \right\} + 100 \times \left(\frac{800}{2 \times 1,000}\right)^2 \right] \times 4 = 70.7 \text{ (kgm}^2\text{)}$ $I_R = 81 + 70.7 = 151.7 \text{ (kgm}^2\text{)}$
<b>(2) Examine the constant torque.</b>		
<b>T<sub>R</sub></b> Constant torque (Nm)	$T_R = (W_A + W_B) \times 9.8 \times \frac{D_{in}}{2 \times 1,000} \times \mu$ <p>μ = Friction factor</p> <p>Note: Use 0.015 for this example as the load is applied to the bearing of the RD2 reduction gear.</p> <p>D<sub>in</sub> = Rolling diameter: Use the pilot diameter which is almost equivalent to the rolling diameter in this selection calculation.</p> <p>* If the reduction gear model is not determined, select the following pilot diameter: Solid series = 284 (mm) – Maximum pilot diameter Hollow shaft series = 440 (mm) – Maximum pilot diameter</p>	$T_R = (450 + 100 \times 4) \times 9.8 \times \frac{440}{2 \times 1,000} \times 0.015 = 27.5 \text{ (Nm)}$



Step 3-2: Proceed to p. 125.

# Model code selection examples (with vertical shaft installed)

## With vertical rotational transfer

### Step 1. Set the items required for selection.

Setting item	Setting
Presence of hollow in the output surface of the reduction gear	Without hollow (Solid series)
Reduction gear mounting direction	Horizontal shaft installation
<b>Equipment weight to be examined</b>	
$W_C$ ————— Mounted work weight (kg)	490
<b>Equipment configuration to be examined</b>	
$a$ ————— $a$ dimension (mm)	500
$b$ ————— $b$ dimension (mm)	500
$c$ ————— $C$ dimension (mm)	320
<b>Operation conditions</b>	
$\theta$ ————— Rotation angle (°)*1	90
$[t_1+t_2+t_3]$ ————— Rotation time (sec)	1.5
$[t_4]$ ————— Cycle time (sec)	20
$Q_1$ ————— Equipment operation hours per day (hours/day)	24
$Q_2$ ————— Equipment operation days per year (days/year)	365

\*1. When the range of the rotation angle is small (10 degrees or less), the rating life of the reduction gear may be reduced due to poor lubrication or the internal parts being subject to a concentrated load.

### Step 2. Verify the operating environment.

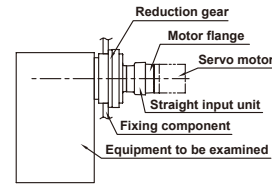
Checkpoint	Standard value
$S_0$ ————— Ambient temperature (°C)	-10 to +40
$S_1$ ————— Reduction gear surface temperature (°C)	60 or less

Note: Refer to "Operating environment" on p. 120 for values other than those listed above.

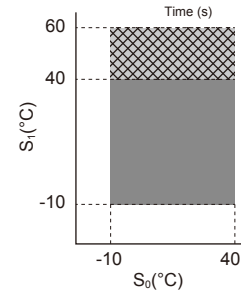
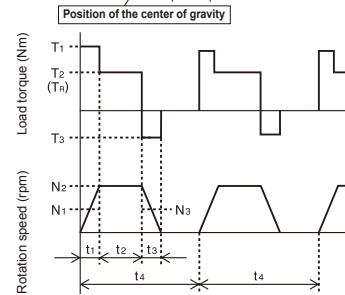
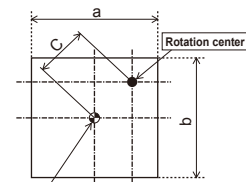
### Step 3-1. Examine the reduction gear load

Setting item	Calculation formula	Selection examples
<b>(1) Calculate the inertia moment based the calculation formula on page 140.</b>		
$I_R$ Load inertia moment (kgm <sup>2</sup> )	$I_R = \frac{W_C}{12} \times \left\{ \left( \frac{a}{1,000} \right)^2 + \left( \frac{b}{1,000} \right)^2 \right\} + W_C \times \left( \frac{C}{1,000} \right)^2$	$I_R = \frac{490}{12} \times \left\{ \left( \frac{500}{1,000} \right)^2 + \left( \frac{500}{1,000} \right)^2 \right\} + 490 \times \left( \frac{320}{1,000} \right)^2$ = 70.6 (kgm <sup>2</sup> )
<b>(2) Examine the constant torque.</b>		
$T_R$ Constant torque (Nm)	$T_R = W_C \times 9.8 \times \frac{C}{1,000}$	$T_R = 490 \times 9.8 \times \frac{320}{1,000}$ = 1,537 (Nm)

Step 3-2: Proceed to p. 125. (Refer to "With horizontal rotational transfer" for selection examples.)



Horizontal shaft installation



# Model code selection examples

## Step 3-2. Set items required for selection

Setting item	Calculation formula	Selection examples (With horizontal rotational transfer)
<b>(3) Set the model code and series code.</b>		
Setting of model code (input type) RDS _____ Straight input type RDR _____ Right angle input type RDP _____ Pulley input type Setting of series code Solid series or hollow shaft series		Set the model code (input type) and series code (presence of the hollow section on the reduction gear output surface) according to the usage and application. As an example, the RDR (right angle input type) and hollow shaft series are set.
<b>(4) Set the acceleration/deceleration time, constant-speed operation time, and output speed.</b>		
t <sub>1</sub> _____ Acceleration time (sec) t <sub>2</sub> _____ Constant-speed operation time (sec) t <sub>3</sub> _____ Deceleration time (sec) N <sub>2</sub> _____ Constant speed (rpm)	<ul style="list-style-type: none"> <li>The operation pattern does not need to be verified if it is already set.</li> <li>If the operation pattern has not been determined, use the following formula to calculate the reference operation pattern.</li> </ul> $t_1 = t_3 = \text{Rotation time} [t_1 + t_2 + t_3] - \frac{\theta}{\left(\frac{N_2}{60} \times 360\right)}$ $t_2 = \text{Rotation time} [t_1 + t_2 + t_3] - (t_1 + t_3)$ <p>Note: 1. Assume that t<sub>1</sub> and t<sub>3</sub> are the same. Note: 2. N<sub>2</sub> = 15 rpm if the reduction gear output speed (N<sub>2</sub>) is not known. Note: 3. If t<sub>1</sub> and t<sub>3</sub> is less than 0, increase the output speed or extend the rotation time.</p>	Examine the operation pattern using N <sub>2</sub> = 15 rpm as the reduction gear output speed is unknown.  $t_1 = t_3 = 2.5 - \frac{180}{\left(\frac{15}{60} \times 360\right)} = 0.5(\text{sec})$ $t_2 = 2.5 - (0.5 + 0.5) = 1.5(\text{sec})$ $\therefore t_1 = t_3 = 0.5(\text{sec})$ $t_2 = 1.5(\text{sec})$ $N_2 = 15(\text{rpm})$
N <sub>1</sub> _____ Average speed for startup (rpm)	$N_1 = \frac{N_2}{2}$	$N_1 = \frac{15}{2} = 7.5(\text{rpm})$
N <sub>3</sub> _____ Average speed for stop (rpm)	$N_3 = \frac{N_2}{2}$	$N_3 = \frac{15}{2} = 7.5(\text{rpm})$
<b>(5) Calculate the inertia torque for acceleration/deceleration.</b>		
T <sub>A</sub> _____ Inertia torque for acceleration (Nm)	$T_A = \left\{ \frac{I_R \times (N_2 - 0)}{t_1} \right\} \times \frac{2\pi}{60}$	$T_A = \left\{ \frac{151.7 \times (15 - 0)}{0.5} \right\} \times \frac{2\pi}{60}$ = 476.6 (Nm)
T <sub>D</sub> _____ Inertia torque for deceleration (Nm)	$T_D = \left\{ \frac{I_R \times (0 - N_2)}{t_3} \right\} \times \frac{2\pi}{60}$	$T_D = \left\{ \frac{151.7 \times (0 - 15)}{0.5} \right\} \times \frac{2\pi}{60}$ = -476.6 (Nm)
<b>(6) Calculate the load torque for acceleration/deceleration.</b>		
T <sub>1</sub> _____ Maximum torque for startup (Nm)	$T_1 =  T_A + T_R $ $T_R : \text{Constant torque}$ <p>With horizontal rotational transfer (page 123) With vertical rotational transfer (page 124)</p>	$T_1 =  476.6 + 27.5 $ = 504.1(Nm)
T <sub>2</sub> _____ Constant maximum torque (Nm)	$T_2 =  T_R $	$T_2 = 27.5(\text{Nm})$
T <sub>3</sub> _____ Maximum torque for stop (Nm)	$T_3 =  T_D + T_R $ $T_R : \text{Constant torque}$ <p>With horizontal rotational transfer (page 123) With vertical rotational transfer (page 124)</p>	$T_3 =  -476.6 + 27.5 $ = 449.1(Nm)
<b>(7) -1 Calculate the average speed.</b>		
N <sub>m</sub> _____ Average speed (rpm)	$N_m = \frac{t_1 \times N_1 + t_2 \times N_2 + t_3 \times N_3}{t_1 + t_2 + t_3}$	$N_m = \frac{0.5 \times 7.5 + 1.5 \times 15 + 0.5 \times 7.5}{0.5 + 1.5 + 0.5}$ = 12 (rpm)
<b>(7) -2 Calculate the average load torque.</b>		
T <sub>m</sub> _____ Average load torque (Nm)	$T_m = \frac{\frac{10}{3} \sqrt{t_1 \times N_1 \times t_1^{\frac{10}{3}} + t_2 \times N_2 \times t_2^{\frac{10}{3}} + t_3 \times N_3 \times t_3^{\frac{10}{3}}}}{t_1 \times N_1 + t_2 \times N_2 + t_3 \times N_3}$	$T_m = \frac{\frac{10}{3} \sqrt{0.5 \times 7.5 \times 504.1^{\frac{10}{3}} + 1.5 \times 15 \times 27.5^{\frac{10}{3}} + 0.5 \times 7.5 \times 449.1^{\frac{10}{3}}}}{0.5 \times 7.5 + 1.5 \times 15 + 0.5 \times 7.5}$ = 315.7(Nm)

Go to Page 126 if the reduction gear model is verified based on the required life.

Go to Page 128 if the service life is verified based on the reduction gear model.

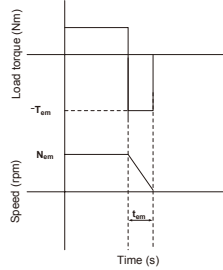
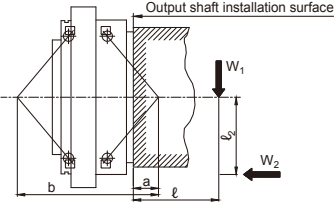
# Model code selection examples

## Step 4. Select a reduction gear

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

Setting/verification item	Calculation formula	Selection examples (With horizontal rotational transfer)
<b>(1) Calculate the rated torque for the reduction gear that satisfies the required life.</b>		
$L_{ex}$ Required life (year)	Based on the operation conditions	5 years
$Q_{1cy}$ Number of cycles per day (times)	$Q_{1cy} = \frac{Q_1 \times 60 \times 60}{t_4}$	$Q_{1cy} = \frac{12 \times 60 \times 60}{20}$ = 2,160 (times)
$Q_3$ Operating hours of reduction gear per day (h)	$Q_3 = \frac{Q_{1cy} \times (t_1 + t_2 + t_3)}{60 \times 60}$	$Q_3 = \frac{2,160 \times (0.5 + 1.5 + 0.5)}{60 \times 60}$ = 1.5 (h)
$Q_4$ Operating hours of reduction gear per year (h)	$Q_4 = Q_3 \times Q_2$	$Q_4 = 1.5 \times 365$ = 548 (h)
$L_{hour}$ Reduction gear service life (h)	$L_{hour} = Q_4 \times L_{ex}$	$L_{hour} = 548 \times 5$ = 2,740 (h)
$T_{0'}$ Reduction gear rated torque that satisfies the required life (Nm)	$T_{0'} = T_m \times \left(\frac{10}{3}\right) \sqrt{\frac{L_{hour} \times N_m}{K \times N_0}}$ K : Reduction gear rated life (h) $N_0$ : Reduction gear rated torque (Nm)	$T_{0'} = 315.7 \times \left(\frac{10}{3}\right) \sqrt{\frac{2,740 \times 12}{6,000 \times 15}}$ = 233.5 (Nm)
<b>(2) Tentatively select a reduction gear model based on the calculated rated torque.</b>		
Tentative selection of the reduction gear	Select a reduction gear for which the rated torque of the reduction gear [ $T_0$ ] <sup>1</sup> is equal to or greater than the rated torque of the reduction gear that satisfies the required life [ $T_{0'}$ ].  *1 [ $T_0$ ]: Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70.	RDR-027C that meets the following condition is tentatively selected: [ $T_0$ ] 265 (Nm) $\geq$ [ $T_{0'}$ ] 233.5 (Nm)
<b>(3) Verify the maximum torque for startup and stop.</b>		
Verification of maximum torque for startup and stop	Check the following conditions: The allowable acceleration/deceleration torque [ $T_{s1}$ ] <sup>1</sup> is equal to or greater than the maximum starting torque [ $T_1$ ] <sup>2</sup> and maximum stopping torque [ $T_3$ ] <sup>2</sup> .  If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model.  *1 [ $T_{s1}$ ]: Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70. *2 [ $T_1$ ] and [ $T_3$ ]: Refer to page 125	[ $T_{s1}$ ] 662 (Nm) $\geq$ [ $T_1$ ] 504.1 (Nm) [ $T_3$ ] 449.1 (Nm) According to the above conditions, the tentatively selected model should be no problem.
<b>(4) Verify the output speed.</b>		
$N_{m0}$ Average speed per cycle (rpm)	$N_{m0} = \frac{t_1 \times N_1 + t_2 \times N_2 + t_3 \times N_3}{t_4}$	$N_{m0} = \frac{0.5 \times 7.5 + 1.5 \times 15 + 0.5 \times 7.5}{20}$ = 1.5 (rpm)
Verification of output speed	Check the following condition: The allowable output speed (100% duty ratio) [ $N_{s0}$ ] <sup>1</sup> is equal to or greater than the average speed per cycle [ $N_{m0}$ ].  If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model. Contact us regarding use of the model at a speed outside the allowable output speed (40% duty ratio) [ $N_{s1}$ ] <sup>1</sup> .  Note: The value of [ $N_{s0}$ ] is the speed at which the case temperature is balanced at 60°C for 30 minutes.  *1 [ $N_{s0}$ ]: Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70.	[ $N_{s0}$ ] 15 (rpm) $\geq$ [ $N_{m0}$ ] 1.5 (rpm) According to the above condition, the tentatively selected model should be no problem.

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

Setting/verification item	Calculation formula	Selection examples (With horizontal rotational transfer)																					
<b>(5) Verify the shock torque at the time of an emergency stop.</b>																							
$P_{em}$ — Expected number of emergency stop times (times)	Based on the operation conditions.	For example, an emergency stop occurs once a month. [ $P_{em}$ ] = 1 × 12 × required life (year) [ $L_{ex}$ ] = 12 × 5 = 60 (times)																					
$T_{em}$ — Shock torque due to an emergency stop (Nm)		For example, [ $T_{em}$ ] = 500 (Nm)																					
$N_{em}$ — Speed at the time of an emergency stop (rpm)		For example, [ $N_{em}$ ] = 15 (rpm)																					
$t_{em}$ — Deceleration time at the time of an emergency stop (s)		For example, [ $t_{em}$ ] = 0.05 (s)																					
$Z_4$ — Number of pins for reduction gear	<table border="1"> <thead> <tr> <th>Model</th> <th>Number of pins Z4</th> <th>Model</th> <th>Number of pins Z4</th> </tr> </thead> <tbody> <tr> <td>RD□-6E</td> <td rowspan="6">40</td> <td>RD□-10C</td> <td rowspan="6">52</td> </tr> <tr> <td>RD□-20E</td> </tr> <tr> <td>RD□-40E</td> </tr> <tr> <td>RD□-80E</td> </tr> <tr> <td>RD□-160E</td> </tr> <tr> <td>RD□-320E</td> </tr> <tr> <td></td> <td></td> <td>RD□-200C</td> <td>56</td> </tr> <tr> <td></td> <td></td> <td>RD□-320C</td> <td>60</td> </tr> </tbody> </table>	Model	Number of pins Z4	Model	Number of pins Z4	RD□-6E	40	RD□-10C	52	RD□-20E	RD□-40E	RD□-80E	RD□-160E	RD□-320E			RD□-200C	56			RD□-320C	60	Number of pins for RDR-27C: 52
Model	Number of pins Z4	Model	Number of pins Z4																				
RD□-6E	40	RD□-10C	52																				
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RD□-160E																							
RD□-320E																							
		RD□-200C	56																				
		RD□-320C	60																				
$C_{em}$ — Allowable number of shock torque application times	$C_{em} = \frac{775 \times \left(\frac{T_{S2}}{T_{em}}\right)^{\frac{10}{3}}}{Z_4 \times N_{em} \times t_{em}}$ <p>Note [<math>T_{S2}</math>]: Momentary maximum allowable torque                      Straight input type: See the rating table on pages 14 and 15.                      Right angle input type: See the rating table on pages 42 and 43.                      Pulley input type: See the rating table on page 70.</p>	$C_{em} = \frac{775 \times \left(\frac{1,323}{500}\right)^{\frac{10}{3}}}{52 \times \frac{15}{60} \times 0.05} = 30,550 \text{ (times)}$																					
Verification of shock torque due to an emergency stop	Check the following condition: The allowable shock torque application count [ $C_{em}$ ] is equal to or greater than the expected emergency stop count [ $P_{em}$ ] If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model.	[ $C_{em}$ ] 30,550 ≥ [ $P_{em}$ ] 60 According to the above condition, the tentatively selected model should be no problem.																					
<b>(6) Verify the thrust load and moment load.</b>																							
$W_1$ — R radial load (N)		0 (N)																					
$l$ — Distance to the point of radial load application (mm)		0 (mm)																					
$W_2$ — Thrust load (N)		In this example, $W_2 = W_A + W_B = (450 + 100) \times 9.8 = 8,330 \text{ (N)}$ Note $W_A, W_B$ : Refer to page 123.																					
$l_2$ — Distance to the point of thrust load application (mm)		0 (mm) (As the workpiece center is located on the rotation axis)																					
$M$ — Moment load (Nm)		RDR-27C As dimension $a = 38 \text{ (mm)}$ and dimension $b = 150 \text{ (mm)}$ : $M = \frac{0 \times (0 + 150 - 38) + 8,330 \times 0}{1,000} = 0 \text{ (Nm)}$																					
Verify the thrust load and moment load	Check that the thrust load and moment load are within the range in the allowable moment diagram on page 131. When radial load $W_1$ is applied within dimension $b$ , use the reduction gear within the allowable radial load. <b>Wr: Allowable radial load</b> Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70. If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model.	For this example, Thrust load [ $W_2$ ] = 8,330 (N) Moment load [ $M$ ] = 0 (Nm) As the above values are within the range in the allowable moment diagram, the tentatively selected model should be no problem.																					
<b>(7) Verify the input unit specifications (page 130). (Verification is not required when the input type is right angle or straight.)</b>																							
↓																							
Select the reduction gear model that satisfies all the conditions of the above verification items.	Based on the above verification result, RDR-27C is selected.																						
The actual reduction ratio is determined based on the motor speed, input torque, and inertia moment. Check with the motor manufacturer.																							
<b>Impose a limitation on the motor torque value according to the momentary maximum allowable torque of the selected reduction gear (see page 130).</b>																							

Straight input type  
 Right angle input type  
 Pulley input type  
 Motor flange / bushing  
 Option: Base flange  
 Technical Information

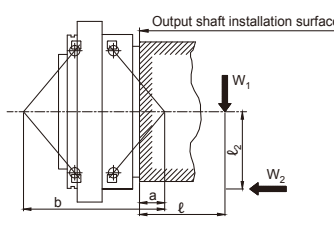
# Model code selection examples

## Reduction gear selection method (2): Tentatively select a reduction gear model and evaluate the service life.

Setting/verification item	Calculation formula	Selection examples (With horizontal rotational transfer)																																	
<b>(1) Tentatively select a desired reduction gear model.</b>																																			
Tentative selection of a reduction gear	Tentatively select a desired reduction gear model.	For example, tentatively select RDR-027C.																																	
<b>(2) Verify the maximum torque for startup and stop.</b>																																			
Verification of maximum torque for startup and stop	<p>Check the following conditions: The allowable acceleration/deceleration torque <math>[T_{s1}]^1</math> is equal to or greater than the maximum starting torque <math>[T_1]^2</math> and maximum stopping torque <math>[T_3]^2</math> If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model.</p> <p>*1 <math>[T_{s1}]</math>: Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70. *2 <math>[T_1]</math> and <math>[T_3]</math>: Refer to page 125</p>	$[T_{s1}] 662 \text{ (Nm)} \geq [T_1] 497.84 \text{ (Nm)}$ $[T_3] 455.36 \text{ (Nm)}$ According to the above conditions, the tentatively selected model should be no problem.																																	
<b>(3) Verify the output speed.</b>																																			
$N_{m0}$ Average speed per cycle (rpm)	$N_{m0} = \frac{t_1 \times N_1 + t_2 \times N_2 + t_3 \times N_3}{t_4}$	$N_{m0} = \frac{0.5 \times 7.5 + 1.5 \times 15 + 0.5 \times 7.5}{20}$ $= 1.5 \text{ (rpm)}$																																	
Verification of output speed	<p>Check the following condition: The allowable output speed (100% duty ratio) <math>[N_{s0}]^1</math> is equal to or greater than the average speed per cycle <math>[N_{m0}]</math> If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model. Contact us regarding use of the model at a speed outside the allowable output speed (40% duty ratio) <math>[N_{s1}]^1</math>.</p> <p>Note: The value of <math>[N_{s0}]</math> is the speed at which the case temperature is balanced at 60°C for 30 minutes.</p> <p>*1 <math>[N_{s0}]</math>: Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70.</p>	$[N_{s0}] 15 \text{ (rpm)} \geq [N_{m0}] 1.5 \text{ (rpm)}$ According to the above condition, the tentatively selected model should be no problem.																																	
<b>(4) Verify the shock torque at the time of an emergency stop.</b>																																			
$P_{em}$ Expected number of emergency stop times (times)	Based on the operation conditions.	For example, an emergency stop occurs once a month. $[P_{em}] = 1 \times 12 \times \text{required life (year)} [L_{ex}]$ $= 12 \times 5 = 60 \text{ (times)}$																																	
$T_{em}$ Shock torque due to an emergency stop (Nm)		For example, $[T_{em}] = 500 \text{ (Nm)}$																																	
$N_{em}$ Speed at the time of an emergency stop (rpm)		For example, $[N_{em}] = 15 \text{ (rpm)}$																																	
$t_{em}$ Deceleration time at the time of an emergency stop (s)		For example, $[t_{em}] = 0.05 \text{ (s)}$																																	
$Z_4$ Number of pins for reduction gear		<table border="1"> <thead> <tr> <th>Model</th> <th>Number of pins Z4</th> <th>Model</th> <th>Number of pins Z4</th> </tr> </thead> <tbody> <tr> <td>RD□-6E</td> <td rowspan="6">40</td> <td>RD□-10C</td> <td rowspan="6">52</td> </tr> <tr> <td>RD□-20E</td> </tr> <tr> <td>RD□-40E</td> </tr> <tr> <td>RD□-80E</td> </tr> <tr> <td>RD□-160E</td> </tr> <tr> <td>RD□-320E</td> </tr> <tr> <td></td> <td></td> <td>RD□-27C</td> <td></td> </tr> <tr> <td></td> <td></td> <td>RD□-50C</td> <td></td> </tr> <tr> <td></td> <td></td> <td>RD□-100C</td> <td></td> </tr> <tr> <td></td> <td></td> <td>RD□-200C</td> <td>56</td> </tr> <tr> <td></td> <td></td> <td>RD□-320C</td> <td>60</td> </tr> </tbody> </table>	Model	Number of pins Z4	Model	Number of pins Z4	RD□-6E	40	RD□-10C	52	RD□-20E	RD□-40E	RD□-80E	RD□-160E	RD□-320E			RD□-27C				RD□-50C				RD□-100C				RD□-200C	56			RD□-320C	60
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$C_{em}$ Allowable number of shock torque application times	$C_{em} = \frac{775 \times \left(\frac{T_{s2}}{T_{em}}\right)^{\frac{10}{3}}}{Z_4 \times \frac{N_{em}}{60} \times t_{em}}$ <p>Note <math>[T_{s2}]</math>: Momentary maximum allowable torque Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70.</p>	$C_{em} = \frac{775 \times \left(\frac{1,323}{500}\right)^{\frac{10}{3}}}{52 \times \frac{15}{60} \times 0.05} = 30,550 \text{ (times)}$																																	
Verification of shock torque due to an emergency stop	<p>Check the following condition: The allowable shock torque application count <math>[C_{em}]</math> is equal to or greater than the expected emergency stop count <math>[P_{em}]</math> If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model.</p>	$[C_{em}] 30,550 \geq [P_{em}] 60$ According to the above condition, the tentatively selected model should be no problem.																																	



## Reduction gear selection method (2): Tentatively select a reduction gear model and evaluate the service life.

Setting/verification item	Calculation formula	Selection examples (With horizontal rotational transfer)
<b>(5) Verify the thrust load and moment load.</b>		
$W_1$ ——— Radial load (N) $\ell$ ——— Distance to the point of radial load application (mm)	 <p style="text-align: center;"> <math display="block">M = \frac{W_1 \times (\ell + b - a) + W_2 \times \ell_2}{1,000}</math>                     a,b: Refer to the calculation of the tilt angle on page 137.                 </p>	0 (N) 0 (mm)
$W_2$ ——— Thrust load (N)		In this example, $W_2 = W_A + W_B = (450 + 100 \times 4) \times 9.8$ $= 8,330 \text{ (N)}$ Note $W_A, W_B$ : Refer to page 123.
$\ell_2$ ——— Distance to the point of thrust load application (mm)		0 (mm) (As the workpiece center is located on the rotation axis)
$M$ ——— Moment load (Nm)		RDR-27C As dimension $a = 38 \text{ (mm)}$ and dimension $b = 150 \text{ (mm)}$ : $M = \frac{0 \times (0 + 150 - 38) + 8,330 \times 0}{1,000}$ $= 0 \text{ (Nm)}$
Verify the thrust load and moment load		Check that the thrust load and moment load are within the range in the allowable moment diagram on page 131. When radial load $W_1$ is applied within dimension $b$ , use the reduction gear within the allowable radial load. Wr: Allowable radial load Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70. If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model.
<b>(6) Verify the reduction gear service life.</b>		
$L_h$ ——— Life (h)	$L_h = 6,000 \times \frac{N_0}{N_m} \times \left( \frac{T_0}{T_m} \right)^{\frac{10}{3}}$	$L_h = 6,000 \times \frac{15}{12} \times \left( \frac{265}{315.7} \right)^{\frac{10}{3}}$ $= 4,184.4 \text{ (h)}$
$Q_{1cy}$ ——— Number of cycles per day (times)	$Q_{1cy} = \frac{Q_1 \times 60 \times 60}{t_4}$	$Q_{1cy} = \frac{12 \times 60 \times 60}{20} = 2,160 \text{ (times)}$
$Q_3$ ——— Operating hours per day (h)	$Q_3 = \frac{Q_1 \times (t_1 + t_2 + t_3)}{60 \times 60}$	$Q_3 = \frac{2,160 \times (0.5 + 1.5 + 0.5)}{60 \times 60} = 1.5 \text{ (h)}$
$Q_4$ ——— Operating hours per year (h)	$Q_4 = Q_3 \times Q_2$	$Q_4 = 1.5 \times 365 = 548 \text{ (h)}$
$L_{year}$ ——— Reduction gear service life (year)	$L_{year} = \frac{L_h}{Q_4}$	$L_{year} = \frac{4,180}{548} = 7.6 \text{ (year)}$
$L_{ex}$ ——— Required life (year)	Based on the operation conditions	5 years
Verification of the service life	Check the following condition: $[L_{ex}]$ is equal to or less than $[L_{year}]$ If the tentatively selected reduction gear is outside of the specifications, change the reduction gear model.	$[L_{ex}] 5 \text{ (year)} \leq [L_{year}] 7.6 \text{ (year)}$ According to the above condition, the tentatively selected model should be no problem.
<b>(7) Verify the input unit specifications (page 130). (Verification is not required when the input type is right angle or straight.)</b>		



Select the reduction gear model that satisfies all the conditions of the above verification items.

The actual reduction ratio is determined based on the motor speed, input torque, and inertia moment. Check with the motor manufacturer.

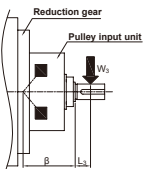
Impose a limitation on the motor torque value according to the momentary maximum allowable torque of the selected reduction gear (see page 130).

Based on the above verification result, RDR-27C is selected.

# Model code selection examples

## Step 5. Verify the input unit specifications (calculation method of pulley input unit specifications)

\* Examine only when selecting a pulley input unit.

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

## Limitation on the motor torque

A limitation is imposed on the motor torque value so that the shock torque applied to the reduction gear does not exceed the momentary maximum allowable torque.

Setting/verification item	Calculation formula	Selection examples (With horizontal rotational transfer)
$T_{M1}$ — Motor momentary maximum torque (Nm)	Determine based on the motor specifications.	For example, $T_{M1} = 10$ (Nm)
$T_{M1OUT}$ — Maximum torque generated at the output shaft for the reduction gear (Nm)  (When an external shock is applied at the time of an emergency stop or motor stop)	$T_{M1out} = T_{M1} \times R \times \frac{100}{\eta}$ <p>R: Speed ratio  <math>\eta</math>: Startup efficiency (%)                      Straight input type: See the rating table on pages 14 and 15.                      Right angle input type: See the rating table on pages 42 and 43.                      Pulley input type: See the rating table on page 70.</p>	For example, calculate the maximum torque generated at the output shaft for the reduction gear based on the specifications when RDS-027C-233.45 was selected.  $T_{M1out} = 10 \times 233.45 \times \frac{100}{70} = 3,335$ (Nm)
$T_{M2OUT}$ — Maximum torque generated at the output shaft for the reduction gear (Nm)  (When a shock is applied to the output shaft due to hitting by an obstacle)	$T_{M2out} = T_{M1} \times R \times \frac{\eta}{100}$	$T_{M2out} = 10 \times 233.45 \times \frac{70}{100} = 1,634$ (Nm)
Limitation on motor torque value	Check the following condition: The momentary maximum allowable torque $[T_{S2}]^{*1}$ is equal to or greater than the maximum torque generated at the output shaft for the reduction gear $[T_{M1OUT}]$ and $[T_{M2OUT}]$ If the above condition is not satisfied, a limitation is imposed on the maximum torque value of the motor.  *1 $[T_{S2}]$ : Straight input type: See the rating table on pages 14 and 15. Right angle input type: See the rating table on pages 42 and 43. Pulley input type: See the rating table on page 70.	$[T_{S2}] 1,323$ (Nm) $\leq [T_{M1OUT}] 3,335$ (Nm) and $[T_{M2OUT}] 1,634$ (Nm) According to the above condition, the torque limit is set for the motor.

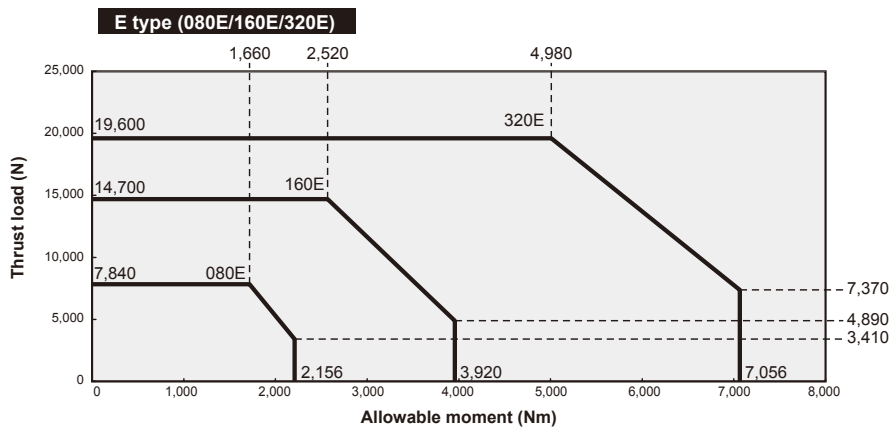
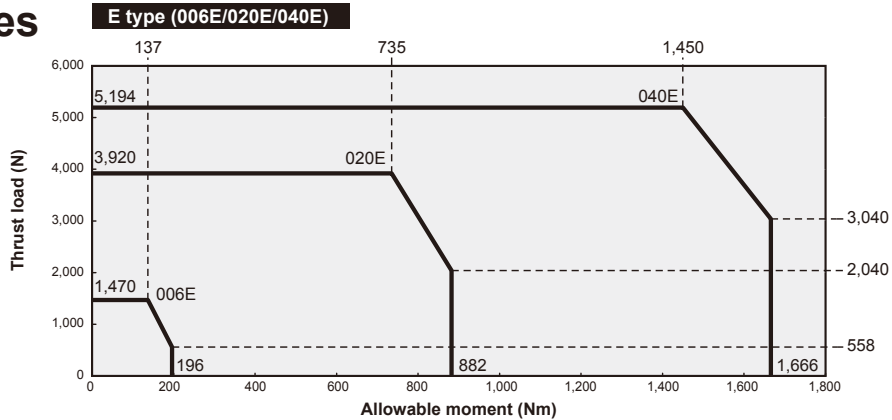
### Select a motor flange and bushing.

When the reduction gear selection is completed, select a motor flange and bushing. (Refer to pages 83 to 85.)

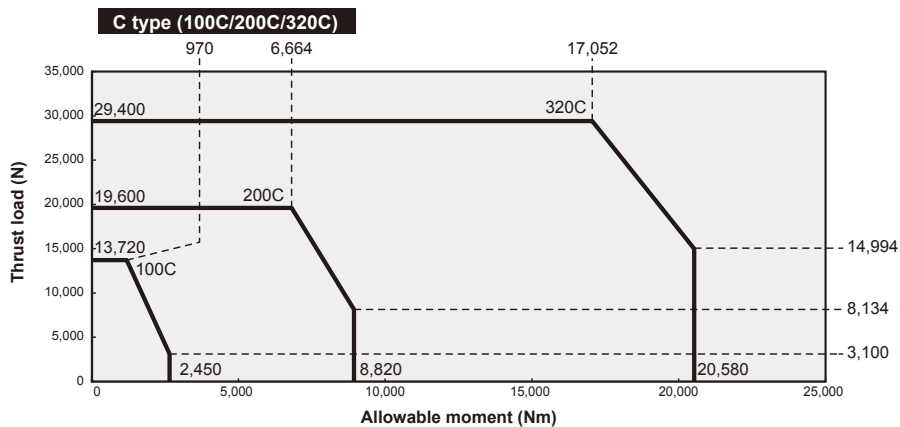
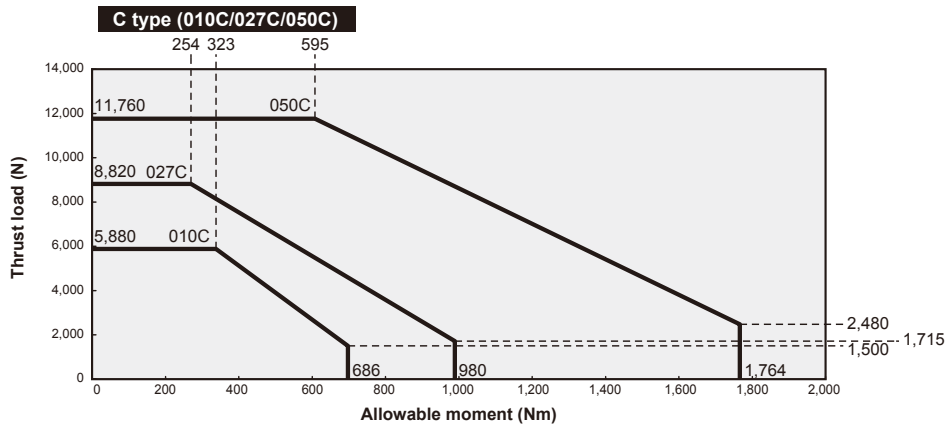
URL : <https://precision.nabtesco.com/>

# Allowable moment diagram

## Solid series RD□-E



## Hollow shaft series RD□-C



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

Option: Base flange

Technical Information

# No-load running torque (straight input type)

Use the following formula to calculate the no-load running torque converted to the motor shaft.

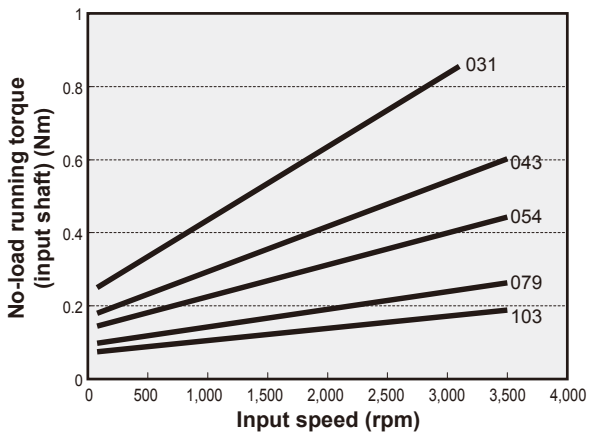
$$\text{No-load running torque converted to the motor shaft (Nm)} = \frac{\text{Torque converted into the output shaft (Nm)}}{R} \quad (R: \text{speed ratio value})$$

[Measurement conditions]  
Case temperature: 30 (°C)  
Lubricant: Grease (RV GREASE LB00)

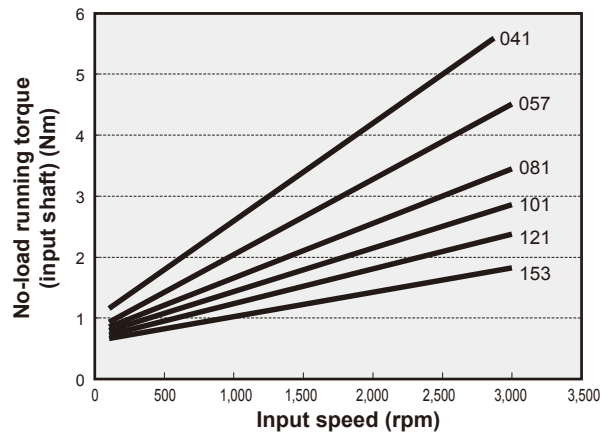
Note: The values in the following graphs are for the reduction gear alone, and indicate the average values after the break-in period.

## Solid series

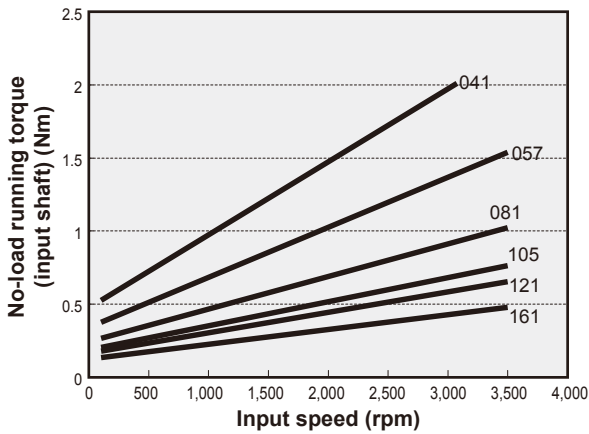
RDS-006E



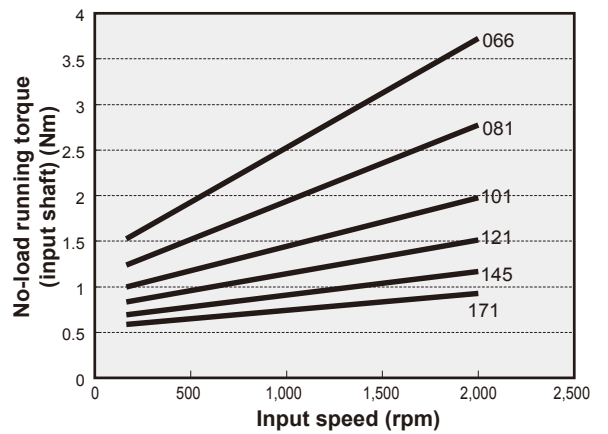
RDS-080E



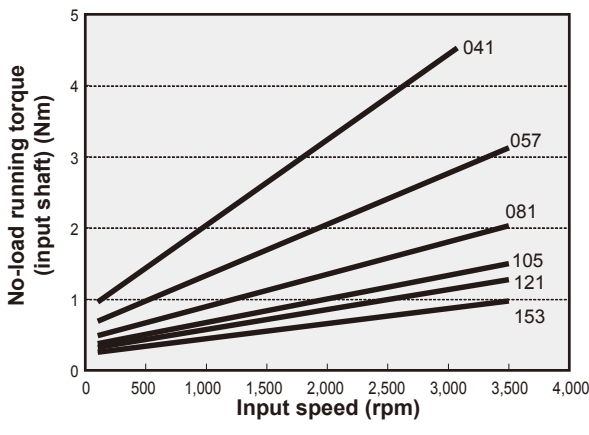
RDS-020E



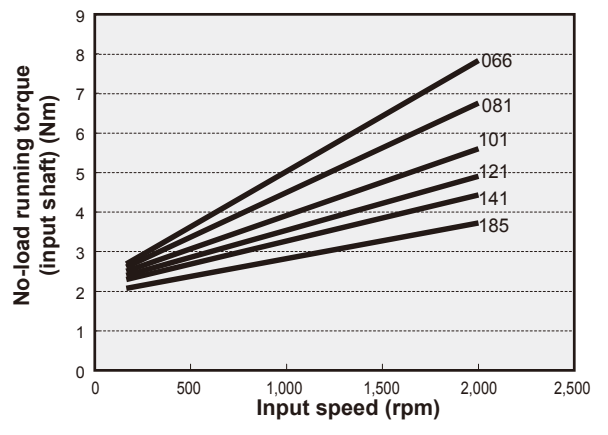
RDS-160E



RDS-040E

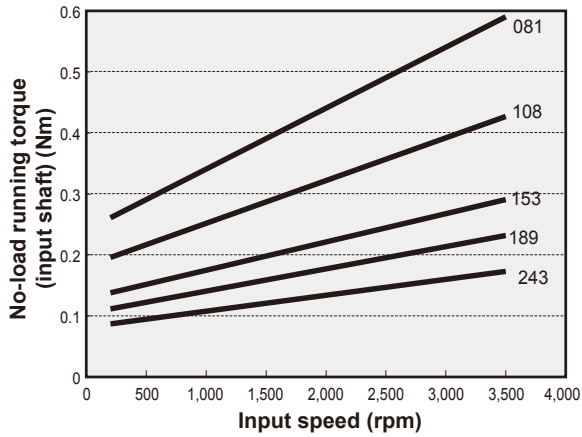


RDS-320E

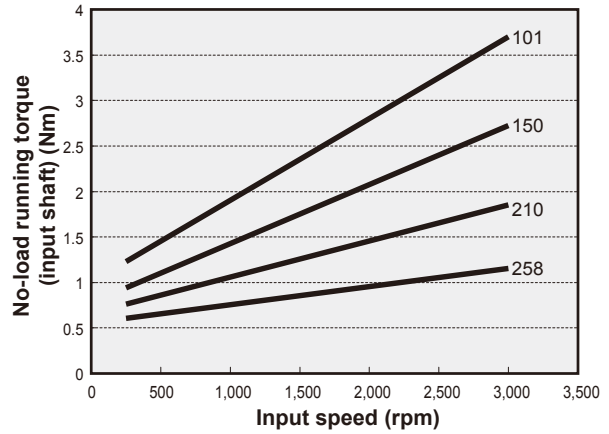


# Hollow shaft series

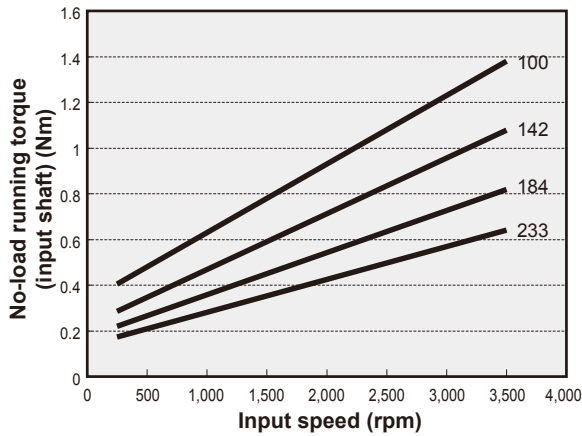
**RDS-010C**



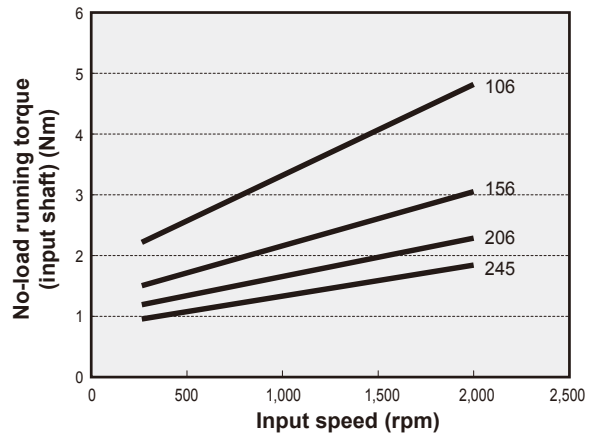
**RDS-100C**



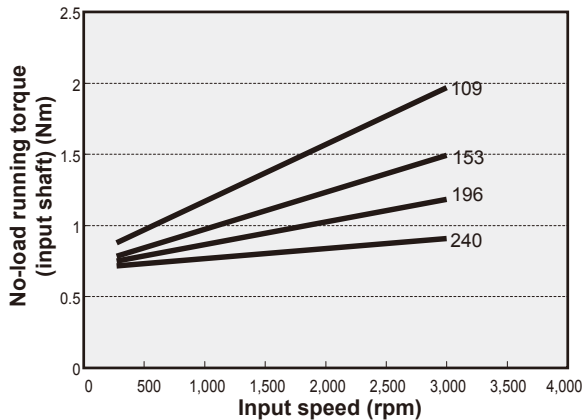
**RDS-027C**



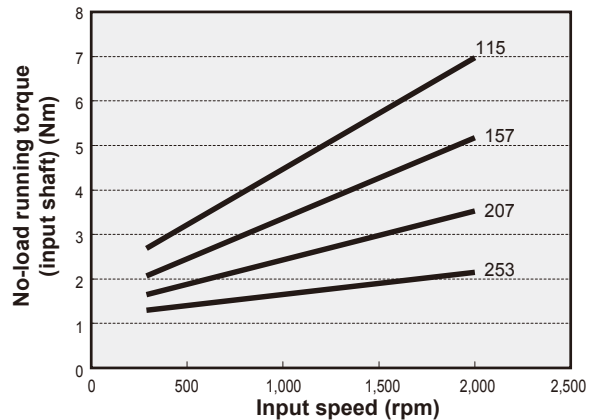
**RDS-200C**



**RDS-050C**



**RDS-320C**



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

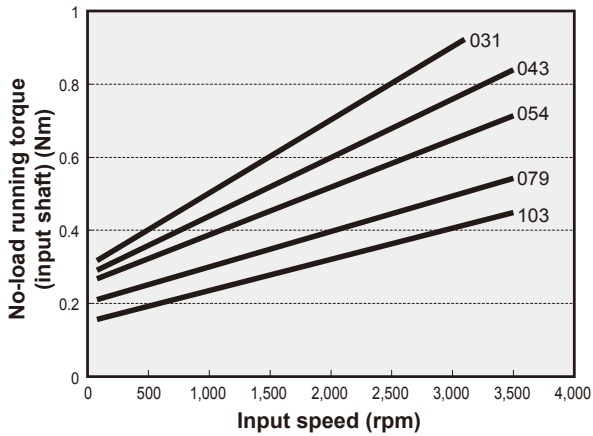
Option: Base flange

Technical Information

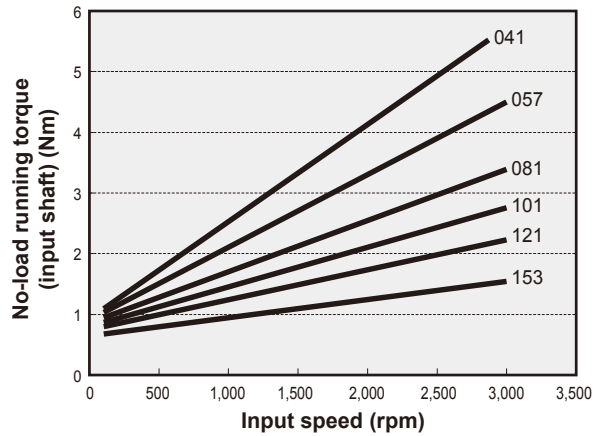
# No-load running torque (right angle input type)

## Solid series

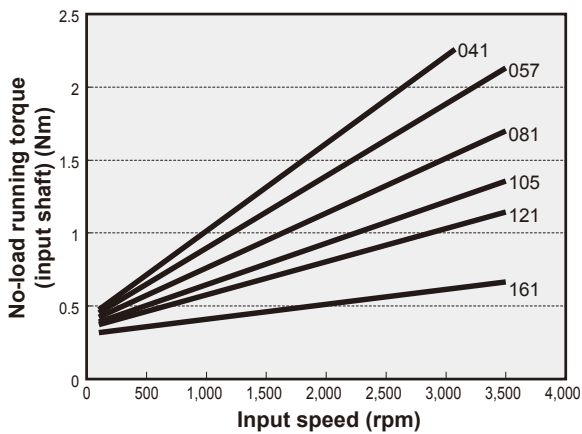
**RDR-006E**



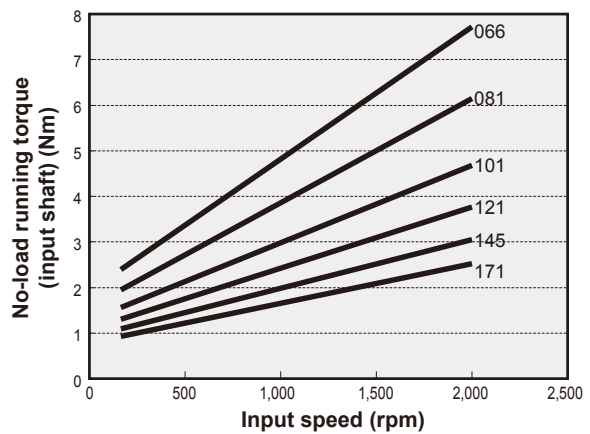
**RDR-080E**



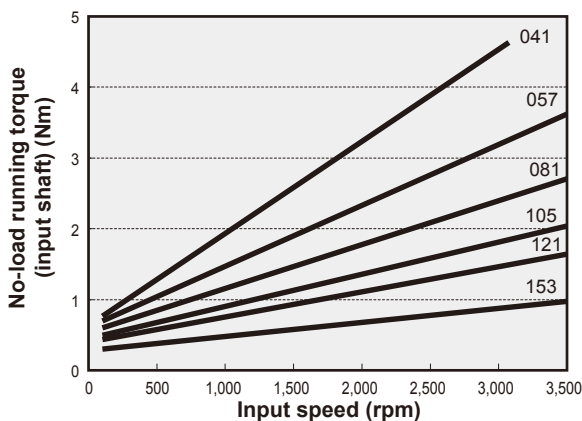
**RDR-020E**



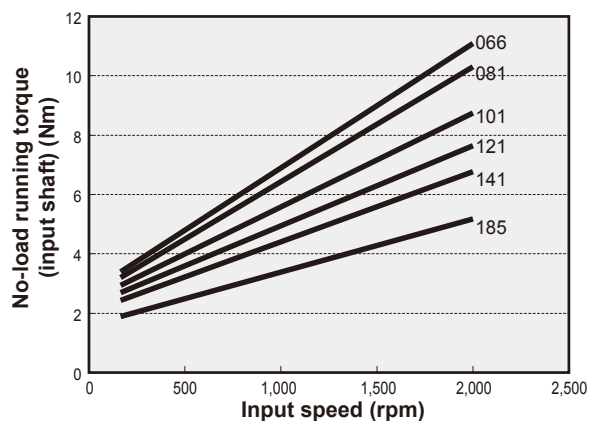
**RDR-160E**



**RDR-040E**

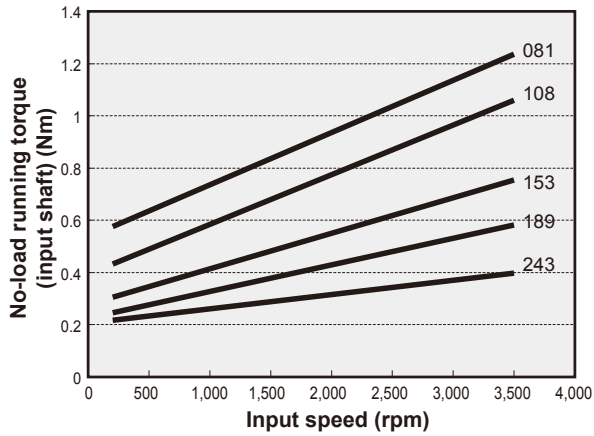


**RDR-320E**

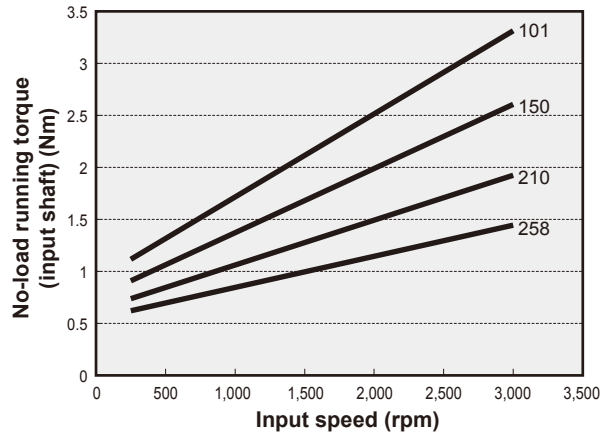


# Hollow shaft series

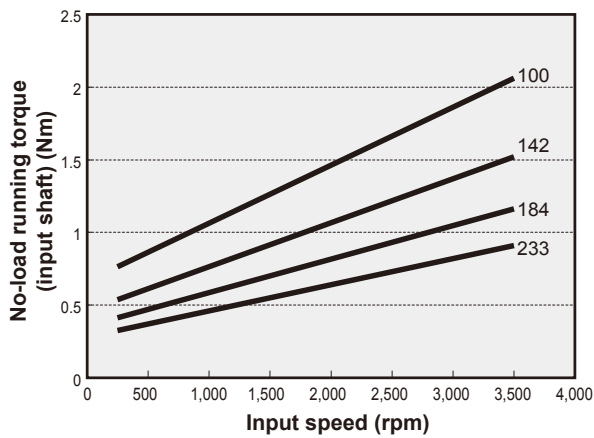
**RDR-010C**



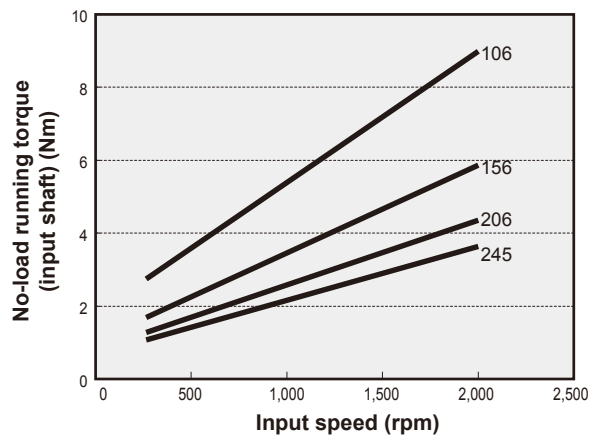
**RDR-100C**



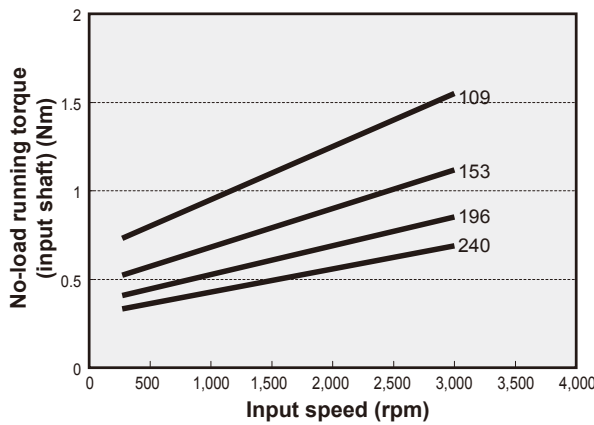
**RDR-027C**



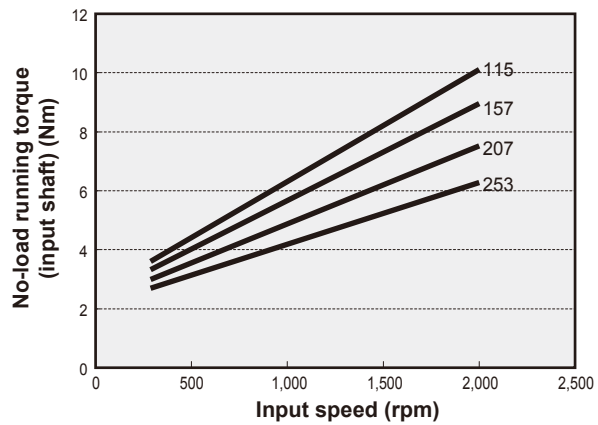
**RDR-200C**



**RDR-050C**



**RDR-320C**



Straight input type

Right angle input type

Pulley input type

Motor flange / bushing

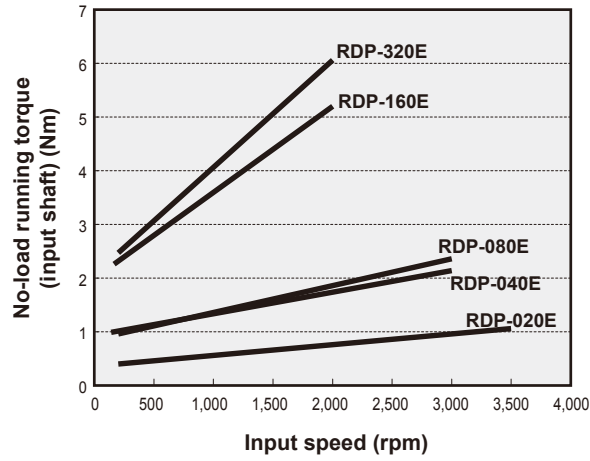
Option: Base flange

Technical Information

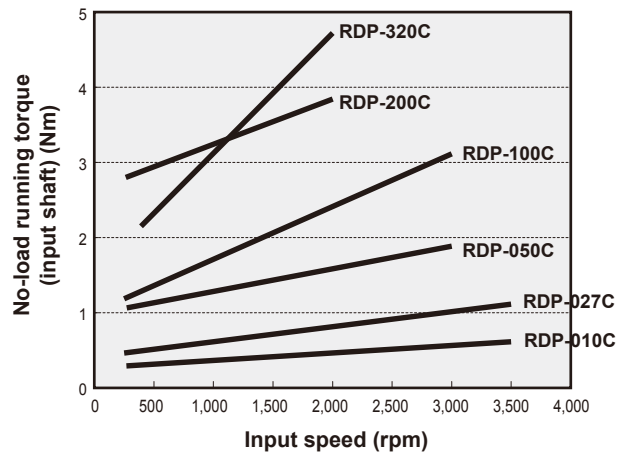


# No-load running torque (pulley input type)

## Solid series



## Hollow shaft series



# Calculation of tilt angle and torsion angle

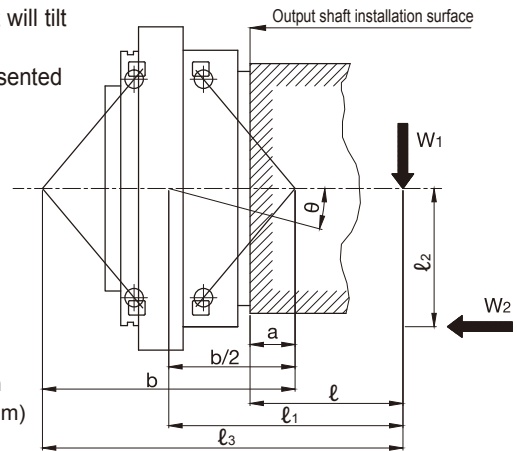
## Calculation of tilt angle

When a load moment occurs with an external load applied, the output shaft will tilt in proportion to the load moment (If  $\ell_3$  is larger than b)

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

$$\theta = \frac{W_1 \ell_1 + W_2 \ell_2}{M_1 \times 10^3}$$

$\theta$  : Tilt angle of the output shaft (arc.min.)  
 $M_1$  : Moment rigidity (Nm/arc.min.)  
 $W_1, W_2$  : Load (N)  
 $\ell_1, \ell_2$  : Distance to the point of load application (mm)  
 $\ell_1$  :  $\ell + \frac{b}{2} - a$   
 $\ell$  : Distance from the output shaft installation surface to the point of load application (mm)



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

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

## Calculation of torsion angle

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

- When the load torque is 30 Nm.....Torsion angle ( $ST_1$ )
  - When the load torque is 3% or less of the rated torque

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

- When the load torque is 1,300 Nm Torsion angle ( $ST_2$ )
  - When the load torque is more than 3% of the rated torque

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

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

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

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

# Engineering notes-1

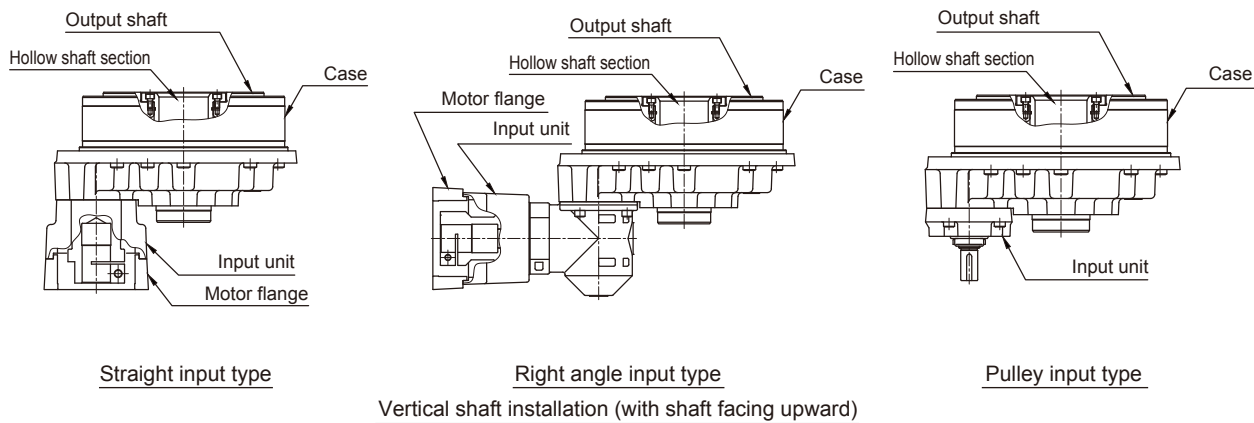
## Installation direction of RD2 Series

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

**Note1:** For the solid type, the installation direction shown in the figures below can be used.

2: If you are using the previous RD series and wish to use the RD2 series with the same conditions, the installation direction shown in the figures below can be used.

3: If the reduction gear is used under operating conditions where the surface temperature of the reduction gear exceeds 40°C, the installation direction shown in the figures below can be used.



## Lubrication

- The standard lubricant for RD2 Series is grease.  
RD2 Series are pre-lubricated with our recommended RV GREASE LB00 grease when shipped.  
When this product is operated while it is filled with an appropriate amount of lubricant, the standard lubricant replacement time due to lubricant degradation is 20,000 hours. However, if RD2 Series are operated under unfavorable conditions (that may deteriorate the lubricant more quickly or that cause gear surface temperatures above 40°C), the state of lubricant degradation should be checked and the lubricant replaced earlier as necessary.

### <Nabtesco-specified lubricant>

Brand	RV GREASE LB00
Manufacturer	Nabtesco
Ambient temperature	-10 to 40°C

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

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

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

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

### <Bolt tightening torque and tightening force>

Hexagon socket head cap screw nominal size x pitch (mm)	Tightening torque (Nm)	Tightening force F (N)	Bolt specification
M5 × 0.8	9.01 ± 0.49	9,310	Hexagon socket head cap screw JIS B 1176 : 2006 Strength class JIS B 1051 : 2000 12.9 Thread JIS B 0209 : 2001 6 g
M6 × 1.0	15.6 ± 0.78	13,180	
M8 × 1.25	37.2 ± 1.86	23,960	
M10 × 1.5	73.5 ± 3.43	38,080	
M12 × 1.75	129 ± 6.37	55,100	
M16 × 2.0	319 ± 15.9	103,410	
M20 × 0.5	493 ± 24.6	132,170	

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

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

### <Calculation of allowable transmission torque of bolts>

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

### <Serrated lock washer for hexagonal socket head cap screw>

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

Corporation symbol: CDW-H

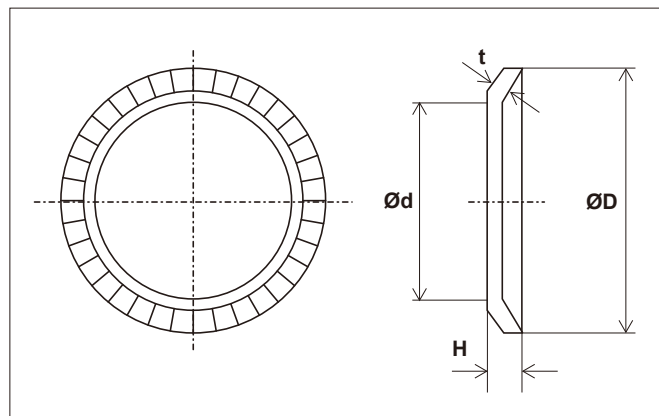
CDW-L (only for M5)

Material: S50C to S70C

Hardness: HRC 40 to 48

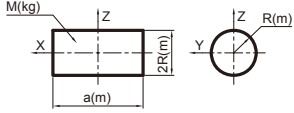
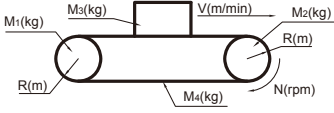
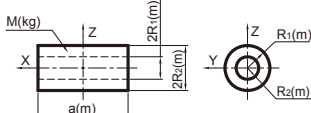
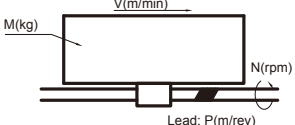
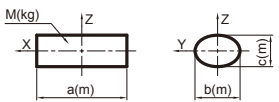
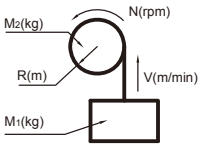
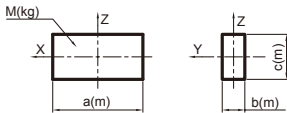
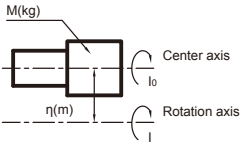
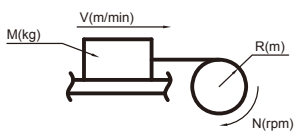
(Unit: mm)

Nominal size	ID and OD of Belleville spring washer		t	H
	Ød	ØD		
5	5.25	8.5	0.6	0.85
6	6.4	10	1.0	1.25
8	8.4	13	1.2	1.55
10	10.6	16	1.5	1.9
12	12.6	18	1.8	2.2
16	16.9	24	2.3	2.8
20	20.9	30	2.8	3.55



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

# Inertia moment calculation formula

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

# Troubleshooting checksheet

Check the following items in the case of trouble like abnormal noise, vibration, or malfunctions. When it is not possible to resolve an abnormality even after verifying the corresponding checkpoint, obtain a “Reduction Gear Investigation Request Sheet” from the download menu in our Website, fill in the necessary information, and contact our Customer Support Center.

[URL]: <https://precision.nabtesco.com/>

## The trouble started immediately after installation of the reduction gear

Checked	Checkpoint
	Make sure the equipment’s drive section (the motor side or the reduction gear output surface side) is not interfering with another component.
	Make sure the equipment is not under a greater than expected load (torque, moment load, thrust load).
	Make sure the required number of bolts are tightened uniformly with the specified tightening torque.
	Make sure the reduction gear, motor, or your company’s components are not installed at a slant.
	Make sure the specified amount of Nabtesco-specified lubricant has been added.
	Make sure there are no problems with the motor’s parameter settings.
	Make sure there are no components resonating in unity.
	Make sure the input gear is appropriately installed on the motor.
	Make sure there is no damage to the surface of the input gear teeth.
	Make sure the input gear specifications (precision, number of teeth, module, shift coefficient, dimensions of each part) are correct.
	Make sure the flange and other components are designed and manufactured with the correct tolerances.

## The trouble started during operation

Checked	Checkpoint
	Make sure the equipment has not been in operation longer than the calculated service life.
	Make sure the surface temperature of the reduction gear is not higher than normal during operation.
	Make sure the operation conditions have not been changed.
	Make sure there are no loose or missing bolts.
	Make sure the equipment is not under a greater than expected load (torque, moment load, thrust load).
	Make sure the equipment’s drive section is not interfering with another component.
	Make sure an oil leak is not causing a drop in the amount of lubricant.
	Make sure there are no external contaminants in the gear, such as moisture or metal powder.
	Make sure no lubricant other than that specified is being used.

# Introduction of our website

Includes a product selection tool, along with downloadable 2D/3D CAD drawings, product catalogs and operation manuals. (registration required)

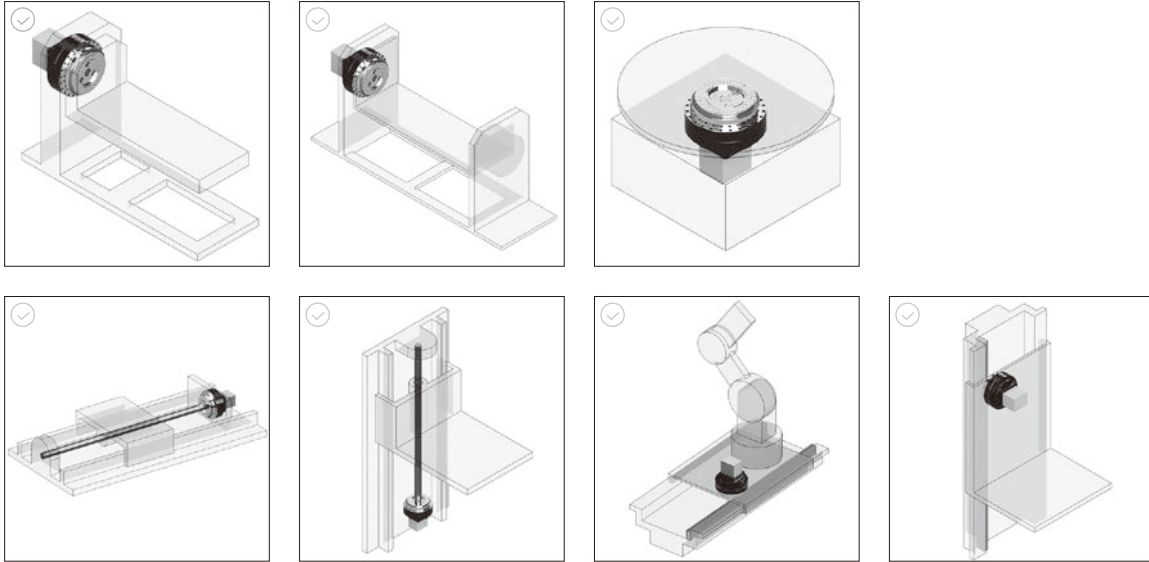
URL : <https://precision.nabtesco.com/en/>

The screenshot displays the Nabtesco RV website interface. At the top left is the Nabtesco RV logo with the tagline "Precision Equipment Company". To the right are links for "Sign in / Sign up" and "Select Region". A horizontal navigation menu includes "Product", "Product Selection", "Download", "Application", "Company", "News", "Event", and "Nabtesco Corporation". The main banner features the text "PRODUCT SEARCH Choose the Best Product" and three images of different gearhead models. Below the banner, a "Download" button is highlighted, leading to three categories: "2D/3D CAD Drawings", "Product Catalogs", and "Operation Manuals". Each category is illustrated with representative images: technical drawings and a 3D model for CAD, various catalog covers for different product lines (AF, D2), and several operation manual documents.

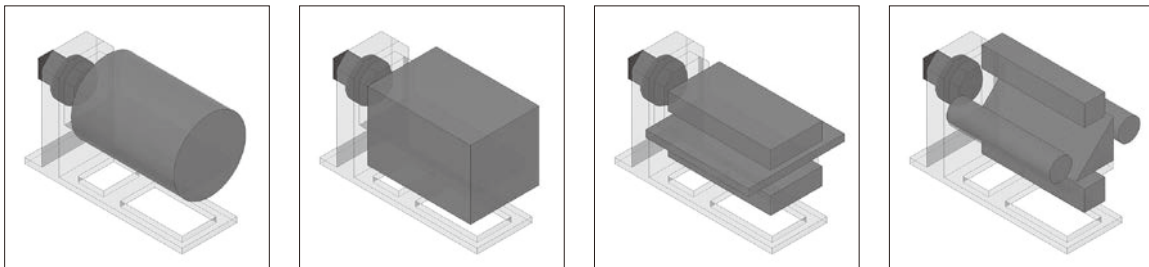


Product Selection (Detailed Product Selection)

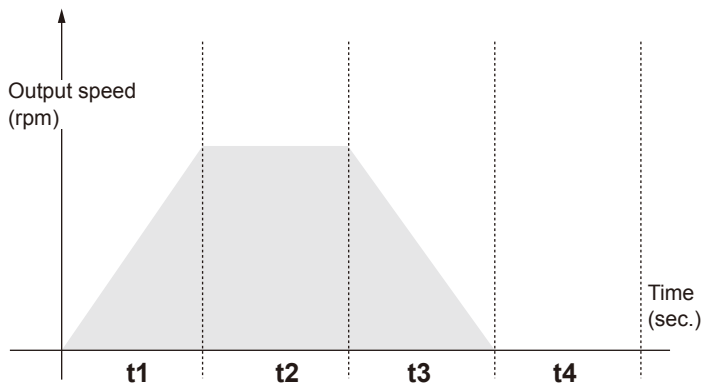
Select your application



Input load conditions (size, weight, center of gravity, etc.)



Input cycle conditions  
(Indexing angle, Indexing time, etc.)



Reference Report

A suitable model & its life time for your application

▶ Area In North and South America / In Europe and Africa / In Asia and others  
 ▶ FAX USA: / Germany: / Osaka Sales Office:  
 1-248-553-3070 / 49-211-364677 / 81-6-6341-7182

# Order Information Sheet (Please complete the form below and send it with your order.) Date: \_\_\_\_\_

Company Name: \_\_\_\_\_

Dept. Name: \_\_\_\_\_

Name: \_\_\_\_\_

E-mail: \_\_\_\_\_

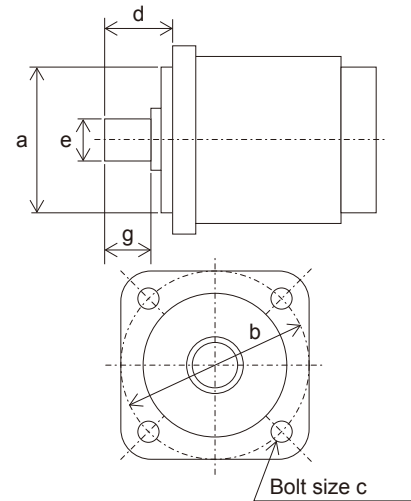
TEL. - - \_\_\_\_\_

FAX. - - \_\_\_\_\_

## ◆ System configuration and selected motor

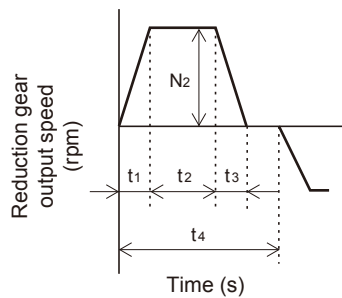
We would appreciate if you could provide your system configuration drawing that helps us to understand the speed, constant torque, and load inertia moment of the output shaft for the reduction gear.

**System configuration**



Motor model		<b>a</b>	Motor mounting pilot diameter (mm)	
<b>P</b>	Motor rated output (KW)	<b>b</b>	Motor mounting bolt P.C.D (mm)	
<b>T<sub>M0</sub></b>	Motor rated torque (Nm)	<b>c</b>	Motor mounting bolt size (mm)	
<b>T<sub>M1</sub></b>	Motor momentary maximum torque (Nm)	<b>d</b>	Motor shaft length (mm)	
<b>N<sub>M0</sub></b>	Motor rated speed (rpm)	<b>e</b>	Motor shaft diameter (mm)	
		<b>g</b>	Motor shaft effective length (mm)	

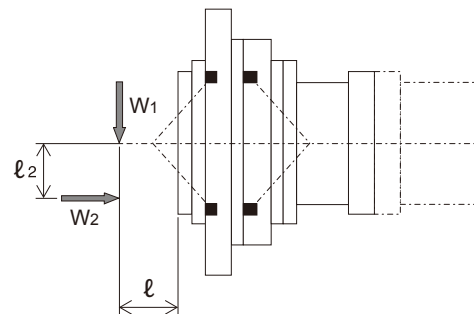
## ◆ Operation pattern (output shaft for the reduction gear)



<b>t<sub>1</sub></b>	Acceleration time (s)	
<b>t<sub>2</sub></b>	Constant speed operation time (s)	
<b>t<sub>3</sub></b>	Deceleration time (s)	
<b>t<sub>4</sub></b>	One operation cycle time (s)	
<b>Q<sub>1cy</sub></b>	Number of operation cycles per day (times)	
<b>Q<sub>2</sub></b>	Number of operating days per year (days)	
<b>N<sub>2</sub></b>	Constant speed (rpm)	
<b>T<sub>1</sub></b>	Max. torque for startup (Nm)	
<b>T<sub>2</sub></b>	Constant torque (Nm)	
<b>T<sub>3</sub></b>	Max. torque for stop (Nm)	

Please inform us of whether a key is attached or not, and when it is attached, also inform us of its dimensions.

## ◆ External load (output shaft for the reduction gear)



<b>W<sub>1</sub></b>	Radial load (N)	
<b>l</b>	Distance to the point of radial load application (mm)	
<b>W<sub>2</sub></b>	Thrust load (N)	
<b>l<sub>2</sub></b>	Distance to the point of thrust load application (mm)	

## Warranty

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

# Nabtesco®

Nabtesco Corporation

## Europe and Africa

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TEL:+81-52-582-2981 FAX:+81-52-582-2987



#### Customer Support Center

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E-MAIL: P\_Information@nabtesco.com <https://precision.nabtesco.com/>

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