



18.1 Overview

Quattro-Power precision right-angle planetary geared motors

Technical data

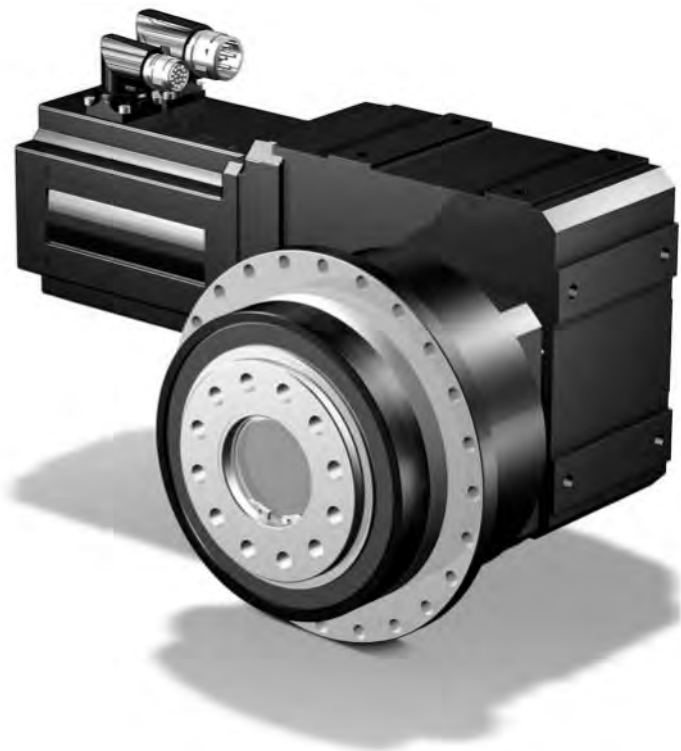
i	22 – 2242
M_{2acc}	123 – 43000 Nm
$\Delta\varphi_2$	3.5 – 4 arcmin
η	≤ 90 – 93 %

Features

Power density	★★★★★
Backlash	★★★★☆
Price category	€€€€€
Shaft load	★★★★★
Smooth operation	★★★★☆
Torsional stiffness	★★★★★
Mass moment of inertia	★★★★★
Helical gearing	✓
Maintenance-free	✓
High power density (four-stage planetary system)	✓
Continuous operation without cooling (FKM sealing ring at the input)	✓
Pretensioned angular contact bearings at the output in an O-arrangement, ideally suited for helical-gear rack and pinion drives	✓
Compact and highly dynamic due to direct motor attachment	✓

PHQK

Key: ★☆☆☆☆ good | ★★★★★ excellent





18.2 Selection tables

The technical data specified in the selection tables applies to:

- Installation altitudes up to 1000 m above sea level
- Surrounding temperatures from 0 °C to 40 °C
- Drives with convection-cooled motors (e.g. EZ401U)

You can calculate the technical data for drives with forced ventilated motors (for example EZ401B) at <http://products.stoeber.de>.

Formula symbol	Unit	Explanation
a_{th}	–	Parameter for calculating $K_{mot,th}$
C_2	Nm/ arcmin	Torsional stiffness of gear unit (final stiffness) relative to the gear unit output
$\Delta\varphi_2$	arcmin	Backlash at the output shaft with a blocked input
η	%	Efficiency
i	–	Gear ratio
i_{exakt}	–	Mathematically exact gear ratio
J_1	10^{-4}kgm^2	Mass moment of inertia relative to the gear unit input
m	kg	Weight
$M_{2,0}$	Nm	Stall torque on the gear unit output
M_{2acc}	Nm	Maximum permitted acceleration torque on the gear unit output
$M_{2acc,max}$	Nm	Maximum permitted acceleration torque of a group of geared motors whose size and nominal torque n_{1N} are the same
M_{2N}	Nm	Nominal torque on the gear unit output (relative to n_{1N})
M_{2NOT}	Nm	Gear unit emergency-off torque on the gear unit output for max. 1000 load changes
$n_{1maxDBH}$	rpm	Maximum permitted input speed of the gear unit in continuous operation Installation positions EL1, EL2 (at surrounding temperature of 20 °C)
$n_{1maxDBV}$	rpm	Maximum permitted input speed of the gear unit in continuous operation Installation positions EL3, EL4, EL5, EL6 (at surrounding temperature of 20 °C)
n_{1maxZB}	min^{-1}	Maximum permitted input speed of the gear unit in cyclic operation (at surrounding temperature of 20 °C)
n_{1N}	min^{-1}	Nominal speed at the gear unit input
n_{2N}	min^{-1}	Nominal speed at the gear unit output
S	–	Load value: Quotient of gear unit and motor nominal torque without regard to the thermal performance limit. Represents a value for the reserve of the geared motor.



n_{2N}	M_{2N}	$M_{2,0}$	a_{th}	S	Type	M_{2acc}	M_{2NOT}	i	i_{exakt}	n_{1max} DBH	n_{1max} DBV	n_{1max} ZB	J_1	$\Delta\phi_2$	C_2	m
[rpm]	[Nm]	[Nm]				[Nm]	[Nm]			[rpm]	[rpm]	[rpm]	[10 ⁻⁴ kgm ²]	[arcmin]	[Nm/ arcmin]	[kg]
PHQ12K ($n_{IN} = 3000$ rpm, $M_{2acc,max} = 43000$ Nm)																
4.0	14973	24910	11	1.7	PHQ1231F0060 K914VF1240 EZ802U	43000	71960	743.3	3829275/5152	2600	2500	3400	62	4	4665	574
4.0	17860	32363	14	1.4	PHQ1231F0060 K914VF1240 EZ803U	43000	71960	743.3	3829275/5152	2600	2500	3400	88	4	4665	580
5.2	11716	19492	11	2.1	PHQ1231F0060 K913VF0950 EZ802U	37160	57590	572.5	293105/512	2600	2500	3400	64	4	4665	561
5.2	13975	25324	13	1.8	PHQ1231F0060 K913VF0950 EZ803U	37160	57590	572.5	293105/512	2600	2500	3400	90	4	4665	567
5.3	6099	7319	8.6	2.7	PHQ1231F0060 K914VF0940 EZ702U	16740	22710	562.7	4177219/7424	2600	2500	3400	18	4	4665	558
5.3	8387	10572	12	2.0	PHQ1231F0060 K914VF0940 EZ703U	16740	22710	562.7	4177219/7424	2600	2500	3400	26	4	4665	560
5.4	11163	18571	11	2.2	PHQ1231F0060 K914VF0920 EZ802U	39550	53650	554.1	7199037/12992	2600	2500	3400	64	4	4665	574
5.4	13315	24127	13	1.9	PHQ1231F0060 K914VF0920 EZ803U	39550	53650	554.1	7199037/12992	2600	2500	3400	89	4	4665	580
6.7	9210	15323	10	2.7	PHQ1231F0060 K913VF0750 EZ802U	39290	53300	450.0	187209/416	2600	2500	3400	68	4	4665	561
6.7	10986	19907	12	2.3	PHQ1231F0060 K913VF0750 EZ803U	39290	53300	450.0	187209/416	2600	2500	3400	93	4	4665	567
7.9	7745	12885	9.5	3.2	PHQ1231F0060 K913VF0630 EZ802U	33030	44790	378.4	629703/1664	2600	2500	3400	71	4	4665	561
7.9	9238	16740	11	2.7	PHQ1231F0060 K913VF0630 EZ803U	43000	80000	378.4	629703/1664	2600	2500	3400	97	4	4665	567
10	6009	9998	8.8	4.2	PHQ1231F0060 K913VF0490 EZ802U	26950	39650	293.6	300669/1024	2600	2500	3400	78	4	4665	561
10	7168	12989	11	3.5	PHQ1231F0060 K913VF0490 EZ803U	39070	80000	293.6	300669/1024	2600	2500	3400	104	4	4665	567
13	5572	10097	9.8	4.5	PHQ1231F0060 K913VF0380 EZ803U	30370	78170	228.3	584319/2560	2600	2500	3400	114	4	4665	567

18.3 Dimensional drawings

In this chapter you can find the dimensions of the geared motors.

There is a dimensional drawing for every possible shaft/housing design, each with the tables for gear unit dimensions, motor dimensions and geared motor dimensions.

Dimensions can exceed the specifications of ISO 2768-mK due to casting tolerances or accumulation of individual tolerances.

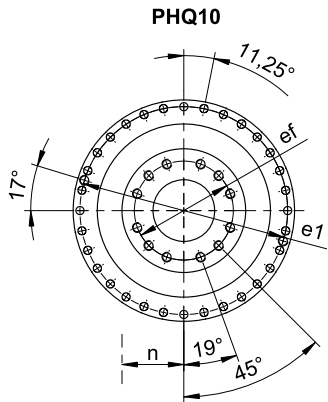
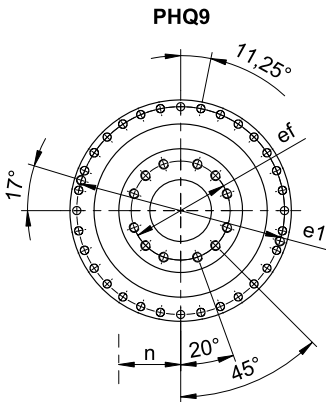
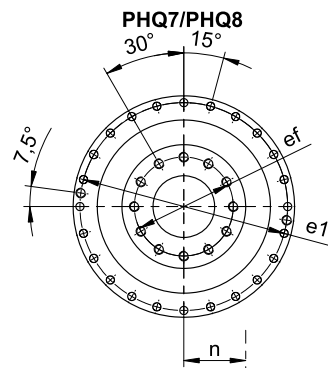
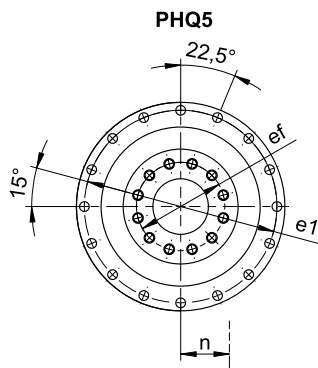
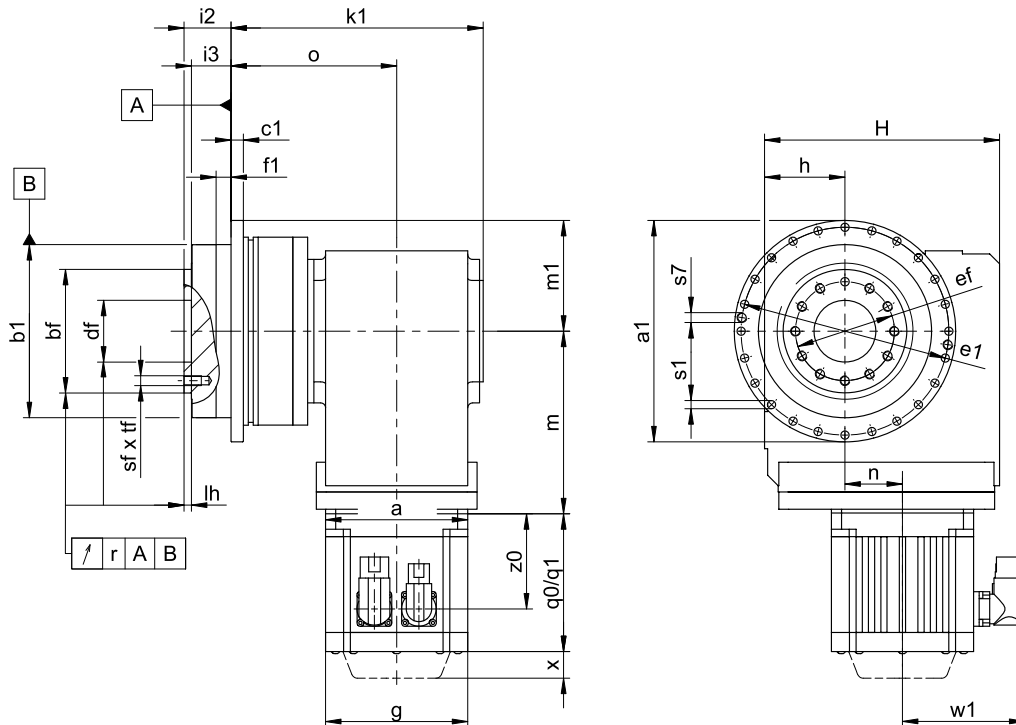
We reserve the right to make dimensional changes due to ongoing technical development.

You can download CAD models of our standard drives at <http://cad.stoeber.de>.

Combination options and the dimensions of forced ventilated geared motors can be found at <http://cad.stoeber.de>.



18.3.1 PHQ5 – PHQ10 F shaft design (flange shaft)



q0	Applies to motors without brake.	q1	Applies to motors with brake.
x	Applies to encoders using an optical measuring concept.	w1	For variation for One Cable Solution (OCS), see Chapter 22.4



Dimensions of gear units

Type	Øa1	Øb1	Øbf	c1	Ødf	Øe1	Øef	f1	i2	i3	k1	lh	m1	o	r	Øs1	s7	sf	tf
PHQ521_K102_	145 _{h7}	110 _{h7}	80 _{h7}	8	40 ^{H6}	135	63	10	29	23	172.0	6	60	116.0	0.020	5.5	–	M8	11.0
PHQ721_K202_	179 _{h7}	140 _{h7}	100 _{h7}	10	50 ^{H6}	168	80	12	38	32	204.0	6	65	134.0	0.025	6.6	–	M10	16.0
PHQ821_K402_	247 _{h7}	200 _{h7}	160 _{h7}	12	80 ^{H6}	233	125	15	50	42	274.0	8	90	184.0	0.030	9.0	M10	M12	17.0
PHQ931_K513_	300 _{h7}	255 _{h7}	180 _{h7}	18	90 ^{H6}	280	145	20	66	55	292.5	12	100	196.5	0.030	13.5	M8	M20	28.0
PHQ1031_K713_	330 _{h7}	285 _{h7}	200 _{h7}	20	95 ^{H6}	310	166	20	75	60	344.5	10	125	228.0	0.040	13.5	M10	M24	35.0

Dimensions of motors

Type	□g	q0	q1	w1	x	z0
EZ301U	72	114.0	154.0	55.5	21	78.5
EZ302U	72	136.0	176.0	55.5	21	100.5
EZ303U	72	158.0	198.0	55.5	21	122.5
EZ401U	98	118.5	167.0	91	22	76.5
EZ402U	98	143.5	192.0	91	22	101.5
EZ404U	98	193.5	242.0	91	22	151.5
EZ501U	115	112.0	166.5	100	22	77.5
EZ502U	115	137.0	191.5	100	22	102.5
EZ503U	115	162.0	216.5	100	22	127.5
EZ505U	115	212.0	266.5	100	22	177.5
EZ701U	145	125.0	184.0	115	22	87.0
EZ702U	145	150.0	209.0	115	22	112.0
EZ703U	145	175.0	234.0	115	22	137.0
EZ705U	145	230.0	289.0	134	22	188.0
EZ802U	190	232.5	309.5	156.5	22	178.5
EZ803U	190	273.5	350.5	156.5	22	219.5
EZ805U	190	355.5	432.5	156.5	22	301.5

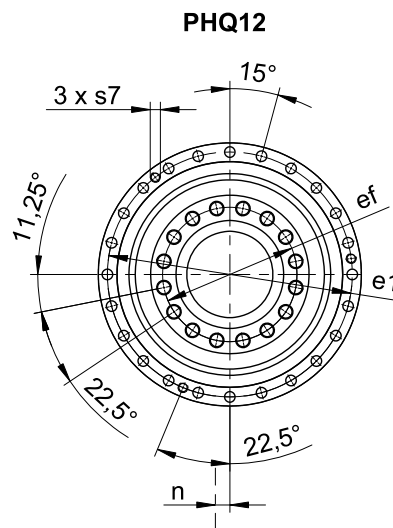
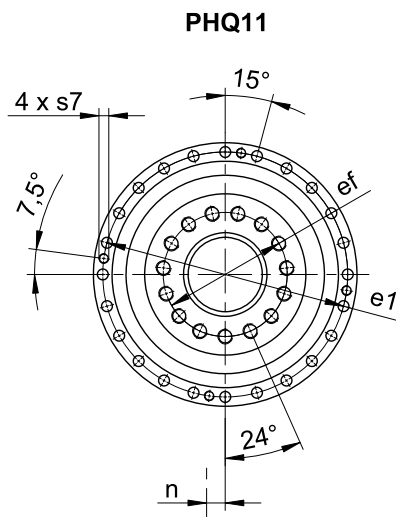
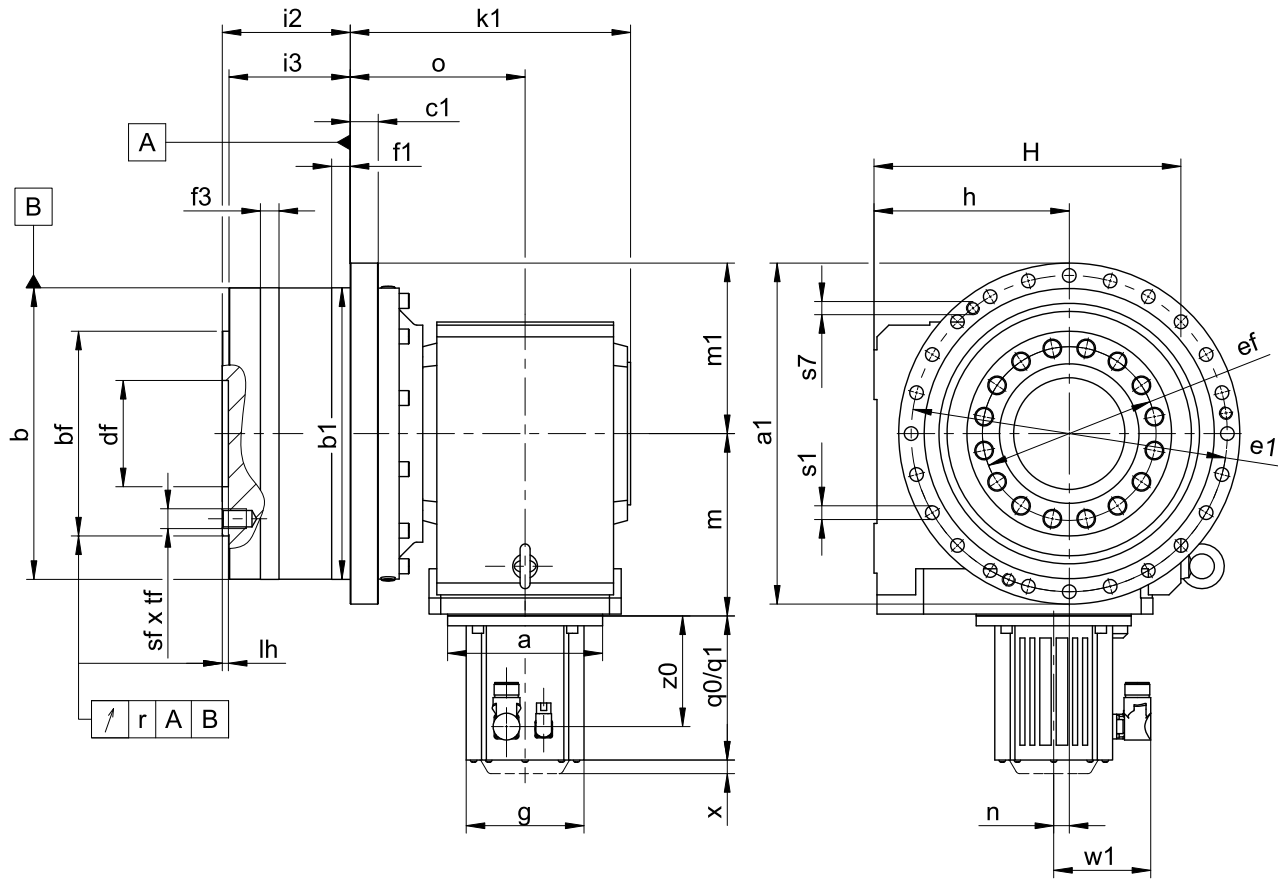
Dimensions of geared motors

Type	EZ3			EZ4			EZ5			EZ7			EZ8		
	a	m	n	a	m	n	a	m	n	a	m	n	a	m	n
PHQ5_K1_	□72	124	36.0	□98	124	36.0	□115	128	36.0	□145	130	36.0	–	–	–
PHQ7_K2_	□72	143	46.0	□98	143	46.0	□115	147	46.0	□145	149	46.0	–	–	–
PHQ8_K4_	–	–	–	–	–	–	Ø160	187	60.0	□145	189	60.0	□190	192	60.0
PHQ9_K5_	–	–	–	–	–	–	Ø160	172	15.0	□145	174	15.0	□190	177	15.0
PHQ10_K7_	–	–	–	–	–	–	–	–	–	Ø200	221	20.0	□190	224	20.0

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18.3.2 PHQ11 – PHQ12 F shaft design (flange shaft)



q0	Applies to motors without brake.	q1	Applies to motors with brake.
x	Applies to encoders using an optical measuring concept.	w1	For variation for One Cable Solution (OCS), see Chapter [22.4]

Dimensions of gear units

Type	Øa1	Øb	Øb1	Øbf	c1	Ødf	Øe1	Øef	f1	f3	i2	i3	k1	lh	m1	o	r	Øs1	s7	sf	tf
PHQ1131_K813_	425	365 _{g6}	365 _{h6}	260 _{h7}	32	120 ^{H6}	395	200	30	30	190	180	381.5	10	145	236.5	0.040	17.5	M16	M24	35.5
PHQ1231_K913_	550	470 _{g6}	470 _{h6}	330 _{h7}	45	180 ^{H7}	510	280	30	30	206.5	195.5	452.0	10	180	282.0	0.040	22.0	M16	M30	48.0



Dimensions of motors

Type	□g	q0	q1	w1	x	z0
EZ701U	145	125.0	184.0	115	22	87.0
EZ702U	145	150.0	209.0	115	22	112.0
EZ703U	145	175.0	234.0	115	22	137.0
EZ705U	145	230.0	289.0	134	22	188.0
EZ802U	190	232.5	309.5	156.5	22	178.5
EZ803U	190	273.5	350.5	156.5	22	219.5
EZ805U	190	355.5	432.5	156.5	22	301.5

Dimensions of geared motors

Type	EZ7			EZ8		
	a	m	n	a	m	n
PHQ11_K8_	∅200	247	24.0	∅250	249	24.0
PHQ12_K9_	∅200	353	25.0	∅250	294	25.0

18.4 Type designation

In this chapter, you can find an explanation of the type designation with the associated options. Additional ordering information not included in the type designation can be found at the end of the chapter.

Sample code

PHQ	7	2	1	F	0055	K202VF	0115	EZ401U
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Explanation

Code	Designation	Design
PHQ	Type	Planetary gear unit
7	Size	7 (example)
2 3	Generation	Generation 2 Generation 3
1	Stages	Single-stage
F	Shaft	Flange shaft
0055	Transmission ratio of output (i x 10)	i = 5.5 (example)
K202VF	Input	K2 right-angle geared motor (example)
0115	Transmission ratio of input (i x 10)	i = 11.5 (example)
EZ401U	Motor	EZ synchronous servo motor

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In order to complete the type designation, also specify:

- A detailed type designation of the motor, see Chapter [▶ 22](#)
- The installation position, see Chapter [▶ 18.5.2](#)
- Output gear unit side 3 or 4, see Chapter [▶ 18.5.2](#)
- Radial shaft seal rings at the output made of FKM or NBR, see Chapter [▶ 18.6.3](#)
- The position of the plug connectors, see Chapter [▶ 18.5.4](#)
- For reverse operation of the output shaft at ± 20° to ± 90° and horizontal installation, note Chapter [▶ 18.6.4](#)



18.5 Product description

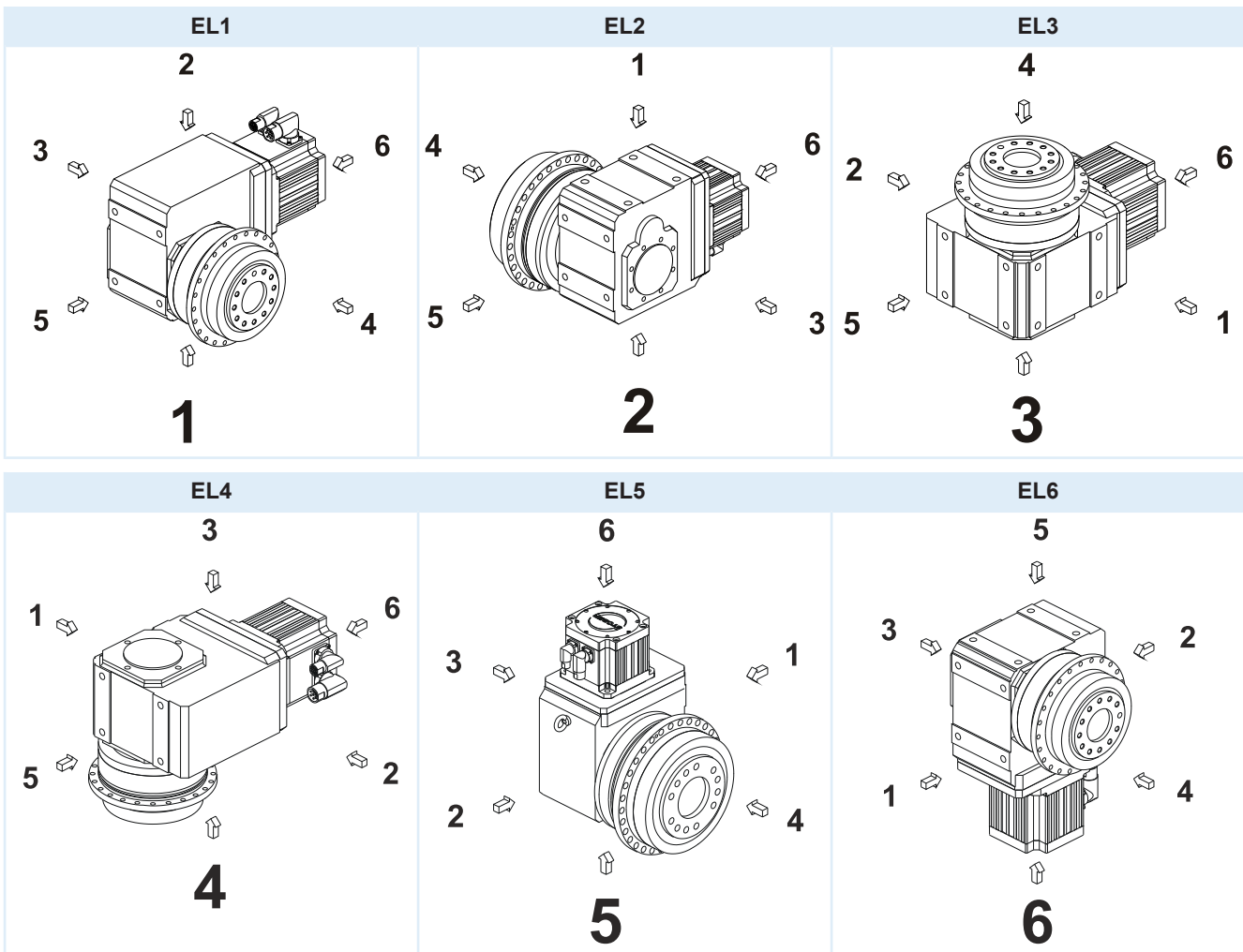
18.5.1 Installation conditions

The specified torques and forces only apply when attaching gear units on the machine side using screws of quality 12.9. In addition, the gear housing must be adjusted at pilot $\varnothing b1$ and also at pilot $\varnothing b3$ for size PHQ11 and PHQ12 (H7).

18.5.2 Installation positions

The following table shows the standard installation positions.

The numbers identify the gear unit sides. The installation position is defined by the gear side facing downwards.



Since the lubricant filling volume of the gear unit depends on the installation position, the installation position must be specified when ordering.

18.5.3 Lubricants

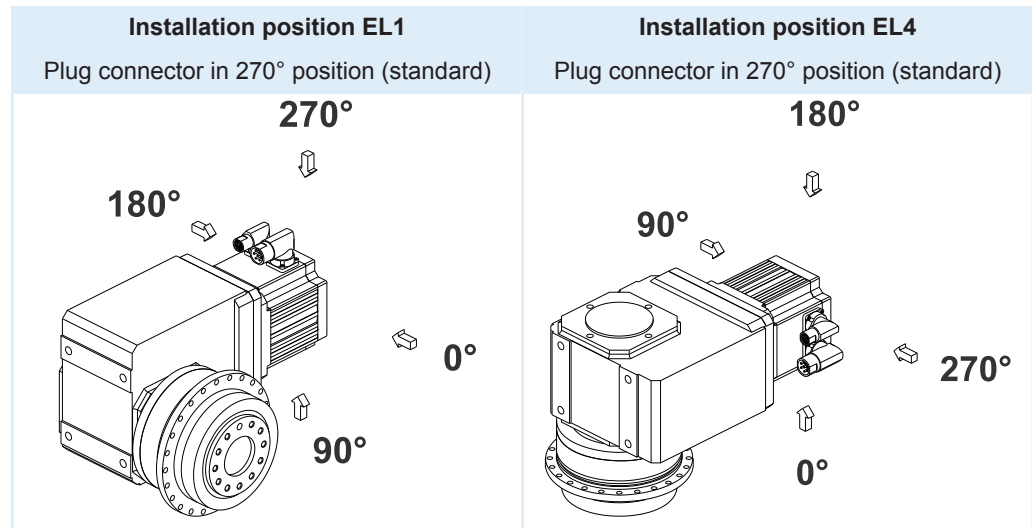
STÖBER fills the gear units with the amount and type of lubricant specified on the nameplate. The filling volume and the structure of the gear units depend on the installation position.

Only install the gear units in the intended installation position! Reposition the gear units only after consulting STÖBER. Otherwise, STÖBER assumes no liability for the gear units.

Lubricant filling quantities for gear units, document ID 441871, can be found online at <http://www.stoeber.de>



18.5.4 Position of the plug connectors



Indicate variations for your geared motor in the purchase order.

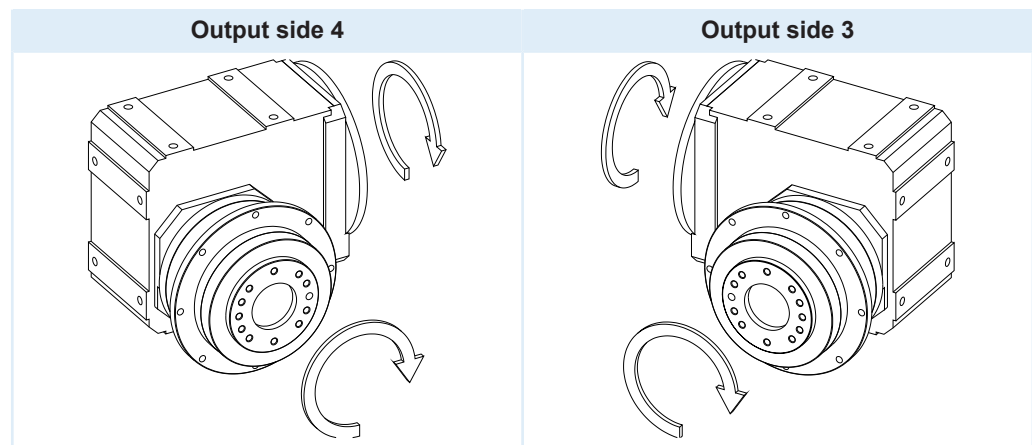
Note that the plug connector position rotates along with the geared motor if the geared motor is in another installation position.

18.5.5 Other product features

Feature	Value
Max. permitted gear unit temperature (on the surface of the gear unit)	≤ 90 °C
Paint	Black RAL 9005
(ATEX) Directive 2014/34/EU	Not suitable
Protection class: ¹	
Gear unit	IP65
Motor	IP56, optionally IP66

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18.5.6 Direction of rotation



The pictures show installation position EL1.

¹ Observe the protection class of all the components.



18.6 Project configuration

Project your drive using our SERVOfsoft designing software. You can receive SERVOfsoft for free from your adviser at one of our sales centers. Observe the limit conditions in this chapter to ensure a safe design for your drives.

The formula symbols for values actually present in the application are marked with *.

Formula symbol	Unit	Explanation
a_{th}	–	Parameter for calculating $K_{mot,th}$
a_{thEL}	–	Parameters for calculating $K_{mot,th}$ (dependent on the installation position)
ED	%	Duty cycle relative to 20 minutes
fB_{op}	–	Operating mode operating factor
fB_t	–	Run-time operating factor
fB_T	–	Temperature operating factor
F_{2ax}^*	N	Actual axial force at the gear unit output
$F_{2ax,eq}^*$	N	Actual equivalent axial force on the gear unit output
F_{2ax100}	N	Permitted axial force at the gear unit output for $n_{2m} \leq 100$ rpm
F_{2axN}	N	Permitted nominal axial force at the gear unit output
$F_{2rad,acc}$	N	Permitted radial acceleration force at the gear unit output
$F_{2rad,acc}^*$	N	Actual radial acceleration force at the gear unit output
$F_{2rad,acc,1}^*$	N	Actual radial acceleration force at the gear unit output in the first time segment
$F_{2rad,acc,n}^*$	N	Actual radial acceleration force at the gear unit output in the n-th time segment
$F_{2rad,eq}^*$	N	Actual equivalent force at the gear unit output
$F_{2rad100}$	N	Permitted radial force at the gear unit output for $n_{2m} \leq 100$ rpm
F_{2radN}	N	Permitted nominal radial force at the gear unit output
i	–	Gear ratio
$K_{mot,th}$	–	Factor for determining the thermal limit torque
l	mm	Length of the output shaft
L_{10h}	h	Bearing service life
M_{op}	Nm	Torque of motor at the operating point from the motor characteristic curve at n_{1m}
$ M_2 $	Nm	Amount of torque on the output
$M_{2,1} - M_{2,6}^*$	Nm	Actual torque in the respective time segment (1 to 6)
$M_{2,n}^*$	Nm	Actual torque in the n-th time segment
M_{2acc}	Nm	Maximum permitted acceleration torque on the gear unit output
M_{2acc}^*	Nm	Actual acceleration torque on the gear unit output
M_{2eff}^*	Nm	Actual effective torque on the gear unit output
M_{2eq}^*	Nm	Equivalent torque present on the gear unit output
M_{2k100}	Nm	Permitted breakdown torque on the gear unit output for $n_{2m} \leq 100$ rpm
M_{2kN}	Nm	Permitted nominal breakdown torque on the gear unit output
M_{2k}^*	Nm	Actual breakdown torque on the gear unit output
$M_{2k,acc}$	Nm	Permitted acceleration breakdown torque on the gear unit output



Formula symbol	Unit	Explanation
M_{2k,acc^*}	Nm	Actual acceleration breakdown torque on the gear unit output
$M_{2k,acc,1^*}$	Nm	Actual acceleration breakdown torque on the gear unit output in the first time segment
M_{2k,acc,n^*}	Nm	Actual acceleration breakdown torque on the gear unit output in the n-th time segment
M_{2k,eq^*}	Nm	Actual equivalent breakdown torque on the gear unit output
M_{2N}	Nm	Nominal torque on the gear unit output (relative to n_{1N})
M_{2NOT}	Nm	Gear unit emergency-off torque on the gear unit output for max. 1000 load changes
M_{2NOT^*}	Nm	Actual emergency off torque for the gear unit on the gear unit output
M_{2th}	Nm	Thermal limit torque on the gear unit output
n_{1m^*}	rpm	Actual average input speed
n_{1max^*}	rpm	Actual maximum input speed
$n_{1maxDBH}$	rpm	Maximum permitted input speed of the gear unit in continuous operation Installation positions EL1, EL2
$n_{1maxDBV}$	rpm	Maximum permitted input speed of the gear unit in continuous operation Installation positions EL3, EL4, EL5, EL6
n_{1maxZB}	min ⁻¹	Maximum permitted input speed of the gear unit in cyclic operation
$ n_2 $	rpm	Value of output speed
n_{2m^*}	rpm	Actual average output speed
$n_{2m,1^*} - n_{2m,6^*}$	rpm	Actual average output speed in the respective time segment (1 to 6)
n_{2m,n^*}	rpm	Actual average output speed in the n-th time segment
t	s	Time
$t_1 - t_6$	s	Duration of the respective time segment (1 to 6)
t_n	s	Duration of the n-th time segment
S	–	Load value: Quotient of gear unit and motor nominal torque without regard to the thermal performance limit. Represents a value for the reserve of the geared motor.
x_2	mm	Distance of the shaft shoulder to the force application point
y_2	mm	Distance of the shaft axis to the axial force application point
z_2	mm	Distance of the shaft shoulder to the middle of the output bearing

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18.6.1 Calculation of the operating point

Check the following conditions for operating points other than the nominal point M_{2N} specified in the selection tables.

For continuous operation in installation positions EL1, EL2:

$$n_{1m^*} \leq \frac{n_{1maxDBH}}{fB_T}$$



For continuous operation in installation positions EL3, EL4, EL5, EL6:

$$n_{1m^*} \leq \frac{n_{1\max DBV}}{fB_T}$$

For all installation positions:

$$n_{1\max^*} \leq \frac{n_{1\max ZB}}{fB_T}$$

$$M_{2\text{eff}^*} \leq M_{2\text{th}}$$

$$M_{2\text{acc}^*} \leq M_{2\text{acc}}$$

$$M_{2\text{NOT}^*} \leq M_{2\text{NOT}}$$

$$M_{2\text{eq}^*} \leq M_{2N} \cdot \frac{S}{fB_{\text{op}} \cdot fB_t}$$

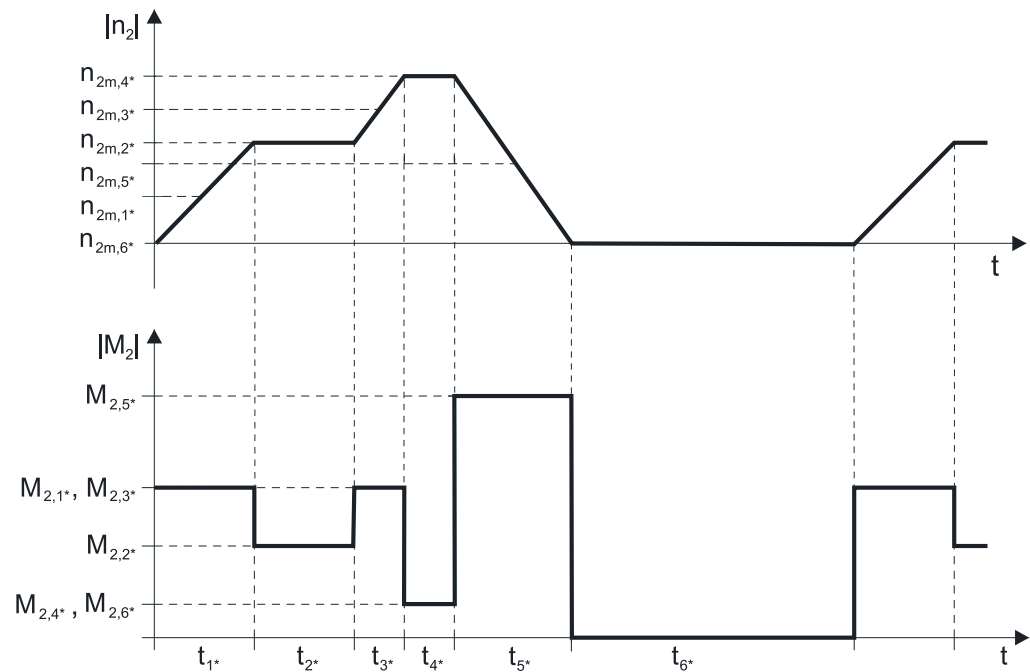
The values for $n_{1\max DBH}$ and $n_{1\max DBV}$, $n_{1\max ZB}$, $M_{2\text{acc}}$, $M_{2\text{NOT}}$, M_{2N} and S can be found in the selection tables.

The values for fB_T , fB_{op} and fB_t can be found in the corresponding tables in this chapter.

Calculate the thermal limit torque $M_{2\text{th}}$ for a duty cycle > 50%.

Example of cycle sequence

The following calculations are based on a representation of the power taken from the output based in accordance with the following example:



Calculation of the actual average input speed

$$n_{1m^*} = n_{2m^*} \cdot i$$

$$n_{2m^*} = \frac{|n_{2m,1^*}| \cdot t_{1^*} + \dots + |n_{2m,n^*}| \cdot t_{n^*}}{t_{1^*} + \dots + t_{n^*}}$$

If $t_{1^*} + \dots + t_{5^*} \geq 20$ min, calculate n_{2m^*} without the rest phase t_{6^*} .



The values for the ratio i can be found in the selection tables.

Calculation of the actual effective torque

$$M_{2\text{eff}^*} = \sqrt{\frac{t_{1^*} \cdot M_{2,1^*}^2 + \dots + t_{n^*} \cdot M_{2,n^*}^2}{t_{1^*} + \dots + t_{n^*}}}$$

Calculation of the actual equivalent torque

$$M_{2\text{eq}^*} = \sqrt[3]{\frac{|n_{2m,1^*}| \cdot t_{1^*} \cdot |M_{2,1^*}|^3 + \dots + |n_{2m,n^*}| \cdot t_{n^*} \cdot |M_{2,n^*}|^3}{|n_{2m,1^*}| \cdot t_{1^*} + \dots + |n_{2m,n^*}| \cdot t_{n^*}}}$$

Calculation of the thermal limit torque

Calculate the thermal limit torque $M_{2\text{th}}$ for a duty cycle $ED > 50\%$ and the actual average input speed n_{1m^*} . (At $K_{\text{mot,th}} \leq 0$ you must reduce the average input speed n_{1m^*} accordingly or select another geared motor size.)

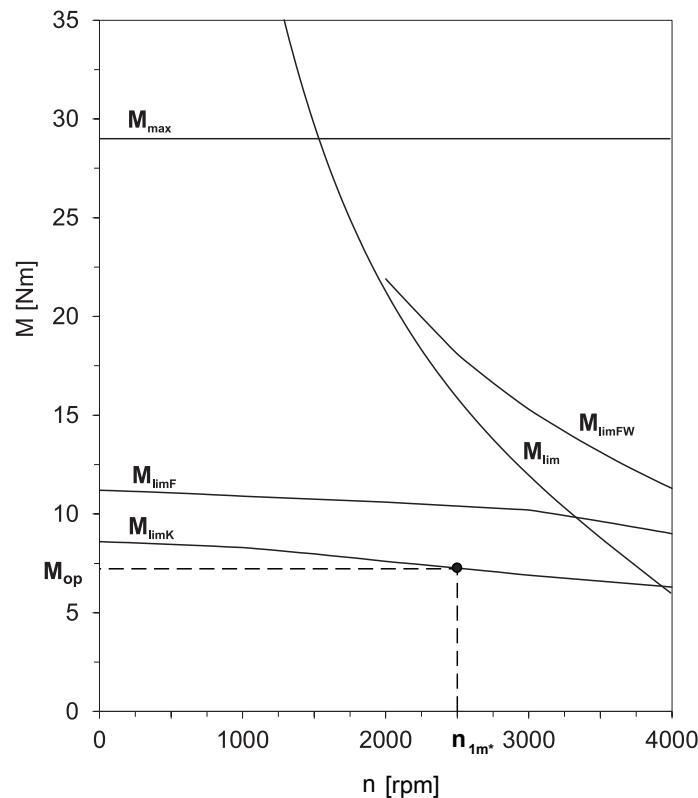
$$M_{2\text{th}} = M_{\text{op}} \cdot i \cdot K_{\text{mot,th}}$$

$$K_{\text{mot,th}} = 0,93 - \frac{a_{\text{th}}}{1000} \cdot \text{athEL} \cdot fB_T \cdot \left(\frac{n_{1m^*}}{1000}\right)^2$$

The values for i and a_{th} can be found in the selection tables.

The values for a_{thEL} and fB_T can be found in the corresponding tables in this chapter.

The value for the torque of the motor at operating point M_{op} with the determined average input speed n_{1m^*} can be found in the motor curve of Chapter [22.3]. Note the size, nominal speed n_N and cooling type of the motor. The figure below shows an example of reading the torque M_{op} of a motor with convection cooling at the operating point.





Operating factors

Parameter a_{thEL}

Installation position		a_{thEL}
EL1, 2		1.0
EL3, 4, 5, 6		1.1
Operating mode		fB_{op}
Uniform continuous operation		1.00
Cyclic operation		1.25
Reversing load cyclic operation		1.40
Run time		fB_t
Daily run time ≤ 8 h		1.00
Daily run time ≤ 16 h		1.15
Daily run time ≤ 24 h		1.20
Temperature		fB_T
Motor cooling	Surrounding temperature	
Motor with forced ventilation	≤ 20 °C	0.9
	≤ 30 °C	1.0
	≤ 40 °C	1.15
Motor with convection cooling	≤ 20 °C	1.0
	≤ 30 °C	1.1
	≤ 40 °C	1.25

Notes

- The maximum permitted gear unit temperature (see the "Other product features" chapter) must not be exceeded. Doing so may result in damage to the geared motor.
- For braking from full speed (for example when the power fails or when setting up the machine), note the permitted gear unit torques (M_{2acc} , M_{2NOT}) in the selection tables.

18.6.2 Permitted shaft loads for the output shaft

The values specified in the tables apply to the permitted shaft loads:

- For shaft dimensions in accordance with the catalog
- For output speeds $n_{2m} \leq 100$ rpm ($F^{2axN} = F_{2ax100}$; $F_{2radN} = F_{2rad100}$; $M_{2kN} = M_{2k100}$)
- Only if transverse forces on the gear unit are supported via its pilots (housing, flange shaft)

Permitted shaft loads

Type	z_2 [mm]	F_{2ax100} [N]	$F_{2rad100}$ [N]	$F_{2rad,acc}$ [N]	M_{2k100} [Nm]	$M_{2k,acc}$ [Nm]
PHQ4	84.0	2150	3095	3929	260	330
PHQ5	97.0	4150	4536	4897	440	475
PHQ7	88.0	6150	17045	17045	1500	1500
PHQ8	126.0	10050	27778	33333	3500	4200
PHQ9	155.0	33000	48387	70968	7500	11000
PHQ10	171.0	50000	51462	73099	8800	12500



Type	z_2 [mm]	F_{2ax100} [N]	$F_{2rad100}$ [N]	$F_{2rad,acc}$ [N]	M_{2k100} [Nm]	$M_{2k,acc}$ [Nm]
PHQ11	231.0	60000	47619	60606	11000	14000
PHQ12	281.0	70000	53380	71040	15000	20000

For other output speeds, download diagrams at <http://products.stoeber.de>.

The following applies to output speeds $n_{2m^*} > 100$ rpm:

$$F_{2axN} = \frac{F_{2ax100}}{\sqrt[3]{\frac{n_{2m^*}}{100 \text{ rpm}}}} \quad F_{2radN} = \frac{F_{2rad100}}{\sqrt[3]{\frac{n_{2m^*}}{100 \text{ rpm}}}} \quad M_{2kN} = \frac{M_{2k100}}{\sqrt[3]{\frac{n_{2m^*}}{100 \text{ rpm}}}}$$

The values for F_{2ax100} , $F_{2rad100}$ and M_{2k100} can be found in the table "Permitted shaft loads" in this chapter.

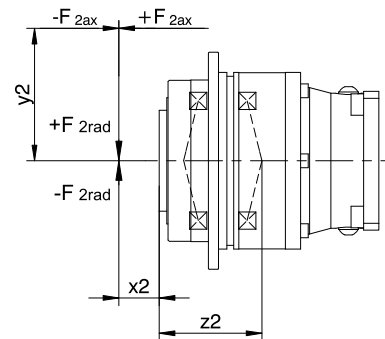


Fig. 1: Force application points

The permitted transverse forces can be determined from the permitted breakdown torque M_{2kN} and $M_{2k,acc}$. The actual transverse forces must not exceed the permitted transverse forces. The permitted transverse forces are based on the end of the hollow shaft ($x_2 = 0$).

$$M_{2k,acc^*} = \frac{2 \cdot F_{2ax^*} \cdot y_2 + F_{2rad,acc^*} \cdot (x_2 + z_2)}{1000} \leq M_{2k,acc}$$

For applications with multiple axial and/or radial forces, you must add the forces as vectors.

In the event of EMERGENCY OFF operation (max. 1000 load changes), you can multiply the permitted forces and torques for F_{2ax100} , $F_{2rad100}$ and M_{2k100} by a factor of two.

Also note the calculation for equivalent values:

$$M_{2k,eq^*} = \sqrt[3]{\frac{|n_{2m,1^*}| \cdot t_{1^*} \cdot |M_{2k,acc,1^*}|^3 + \dots + |n_{2m,n^*}| \cdot t_{n^*} \cdot |M_{2k,acc,n^*}|^3}{|n_{2m,1^*}| \cdot t_{1^*} + \dots + |n_{2m,n^*}| \cdot t_{n^*}}} \leq M_{2kN}$$

$$F_{2rad,eq^*} = \sqrt[3]{\frac{|n_{2m,1^*}| \cdot t_{1^*} \cdot |F_{2rad,acc,1^*}|^3 + \dots + |n_{2m,n^*}| \cdot t_{n^*} \cdot |F_{2rad,acc,n^*}|^3}{|n_{2m,1^*}| \cdot t_{1^*} + \dots + |n_{2m,n^*}| \cdot t_{n^*}}} \leq F_{2radN}$$

$$F_{2ax,eq^*} \leq F_{2axN}$$

The following apply to the bearing service life L_{10h} (duty cycle $\leq 40\%$):

$$L_{10h} > 10000 \text{ h with } 1 < M_{2kN}/M_{2k^*} < 1.25$$

$$L_{10h} > 20000 \text{ h with } 1.25 < M_{2kN}/M_{2k^*} < 1.5$$

$$L_{10h} > 30000 \text{ h with } 1.5 < M_{2kN}/M_{2k^*}$$



For different duty cycles:

$$L_{10h} > L_{10h(ED=40\%)} \cdot \frac{40\%}{ED}$$

18.6.3 Recommendation for radial shaft seal rings

For a duty cycle > 60%, we recommend radial shaft seal rings made of FKM.

Properties:

- Excellent temperature resistance
- High chemical stability
- Very good resistance to aging
- Excellent resistance to mineral oils and greases
- For use in the food, beverage and pharmaceutical industries

Leak-proofness

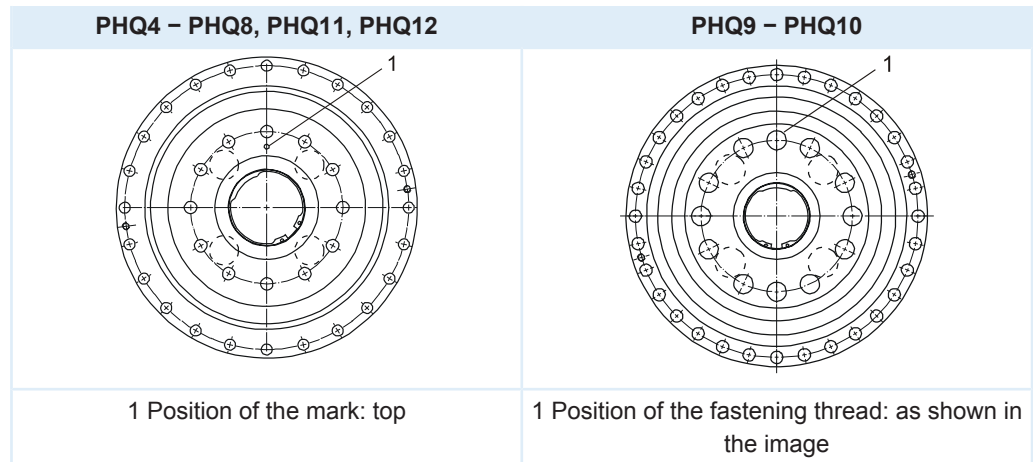
Our gear units are equipped with high-quality radial shaft seal rings and checked for leak-proofness. However, a leak cannot be fully ruled out over the length of use of the gear unit. If you use the gear unit with goods incompatible with the lubricant, you must take measures to prevent direct contact with the gear unit lubricant in case of a leak.

18.6.4 Reverse operation

To ensure lubrication of circulating geared parts during cyclic reverse operation from $\pm 20^\circ$ to $\pm 90^\circ$, pay careful attention to the position of the output shaft if the gear unit is installed horizontally as shown in the images below.

The images show the center position of reverse operation.

Cyclic reverse operation $\leq \pm 20^\circ$ on request.



18.7 Additional documentation

Additional documentation related to the product can be found at <http://www.stoerber.de/en/download>

Enter the ID of the documentation in the Search... field.

Documentation	ID
Operating manual for planetary gear units and motors	441957
Lubricant filling quantities for gear units	441871