RGB MOUNTON GEARBOX

1 Introduction

1.1 The REMI group of companies

Since the last 50 years at Remi Elektrotechnik Ltd. of REMI group, we have been manufacturing all types electric and geared motors, with well over 1.5 million motors approved in the market.

In 1970, the promoters of Remi Elektrotechnik Ltd. went to Germany and obtained a license from 'VEM Kombinat Electromaschinenbau' to manufacture single-phase, three-phase and flame-proof motors. A few years later we extended our relationship with them by introducing a geared motor range manufactured in India. As time progressed and in order to expand our product range we had collaboration with another German party called 'Stephan-Werke GmbH'. With these collaborations, extensive production has been going on over the years. Many of the models have developed and engineered to be more efficient at a lower price by our in house research and development team. In early 2007, to cope with overwhelming demand for our products, which could not be met due to space constraints, our factory was relocated in Vasai the outskirts of Mumbai.

1.2 Products and system from REMI

The products and systems from REMI are divided into eight products groups. These eight products groups are:

1 Standard motors.
2 Industrial gear units.
3 Agitators.
4 Blood Banking Equipments.
5 Fans.
6 Laboratory Instruments.
7 Process machinery.
8 Stainless Steel Seamless and Welded Pipes / Tubes.

REMI always stands firm in its commitment to provide real value of money to its customers. With a huge manufacturing base and an extensive distribution network, REMI is capable of technically supporting and lending its expertise to customers located anywhere in the Indian sub-continent. REMI products are now exported to more than 40 countries across the world.

2 General Information

RGB series helical gear units is a new generation product, which designed based on Din Standard
It can be connected respectively with motors of IEC frame B5 hanged standard or brake motor.
This kind of product is widely used in drive fields such as textile, foodstuff, beverage, chemical industry, car parking, packing and so on.

2.1 Construction features

Gear box housing and cover are of high quality grade cast iron and have sturdy internal ribs. Controlled dimensions of gear wheels, shaft and ball bearings ensure long life of gear box. The gear wheels are made of wear-resistant special alloy. They are case hardened by modern hardening process ensuring practically zero distortion during heat treatment. Gear lapping ensures finer high spot removal..

REMI has in-house gear manufacturing, heat treatment facility backed by full fledged machine shop, with state of art CNC machining centers, assembly, testing line in house. Electrical motor manufacturing.

2.2 Product features

- Modularity
- High efficiency
- Low noise
- Universal Mounting
- C.I housing, structures in product
- Case hardened gears

Symbols	Units	Description
$A_{N\ 1,2}$	[N]	Permissible axial force
f_S	-	Service factor
f_T	-	Thermal factor
f_{TP}	-	Temperature factor
i	-	Gear ratio
I	-	Cyclic duration factor
J_C	[Kgm^2]	Mass moment of inertia to be driven
J_M	[Kgm^2]	Motor mass moment of intertia
J_R	[Kgm^2]	Mass moment of inertia for the gear unit
K	-	Mass acceleration factor
K_r	-	Transmission element factor
$M_{1,2}$	[Nm]	Torque
$M_{c\ 1,2}$	[Nm]	Calculated torque
$M_{n\ 1,2}$	[Nm]	Rated torque
$M_{r\ 1,2}$	[Nm]	Torque demand
$n_{1,2}$	[min^{-1}]	Rotational speed
$P_{1,2}$	[kW]	Power
$P_{N\ 1,2}$	[kW]	Rated power
$P_{R\ 1,2}$	[kW]	Power demand
$R_{C\ 1,2}$	[N]	Calculated radial force
$R_{N\ 1,2}$	[N]	Permissible overhang load
S	-	Safety factor
t_a	[°C]	Ambient temperature
t_f	[min]	Work time at constant load
t_r	[min]	Rest time
η_d	-	Dynamic efficiency
η_s	-	Static efficiency

2.3 Torque

Rated Torque M_{n2} [Nm]

Torque transmissible through ouput shaft, under uniform loading and based on service factor $f_s = 1$ Rating refers to specific n_1 input speeds.

Required torque M_{r2} [Nm]

Torque corresponding to application requirements. It must always be equal to or less than rated output torque M_{n2} for the gearbox under study

Calculated torque M_{c2} [Nm]

Torque value to be used when selecting the gearbox, considering required torque M_{r2} and service factor f_s and is obtained through the equation.

$$M_{c2} = M_{r2} * f_s \leq M_{n2} \qquad (1)$$

2.4 Power

Input rated power P_{n1} [kW]

In the gearbox selection charts this is the power applicable to input shaft, based on input speed n_1 and corresponding to service factor $f_s = 1$.

2.5 Thermal capacity

P_t [kW]

P_t is the power that can be transmitted through the gear unit, under a continuous duty and an ambient temperature of 20°c without resulting into damage of the inner parts or degradation of the lubricant properties. Refer to chart (A1) for specific kW rating.

In case of intermittent duty, or an operating ambient temperature other than the rated 20°c the pt value should be adjusted through the factor f_t obtained from chart (A2) as p[er the following equation $p_t' = p_t \times f_t$

(A1)

Pt (kW) 20°C	
	n_1 = 1400 min $^{-1}$
RGB110	6.0
RGB130	7.8
RGB150	7.8
RGB170	7.8
RGB190	7.8

(A2)

f_t					
t_a [°C]	Continuous duty	Intermittent duty			
		Degree of intermittence			
		(I)			
		80%	60%	40%	20%
40	0.80	1.1	1.3	1.5	1.6
30	0.85	1.3	1.5	1.6	1.8
20	1.0	1.5	1.6	1.8	2.0
10	1.15	1.6	1.8	2.0	2.3

Where cyclic duration factor (i) % is the relationship of operating time under load tr and total time (t_f + t_r) expressed as a percentage

$$I = \frac{t_f}{t_f + t_r} \cdot 100 \qquad (2)$$

The condition to verify is :

$$P_{r1} \leq p_t \times f_t \qquad (3)$$

2.6 Efficiency << η >>

Obtained from the relationship of output power p_2 to input power p_1 according to the following equation.

$$\eta = \frac{p2}{P1} \cdot 100\ [\%] \qquad (4)$$

(A3)

	2 x	3 x
η	95 %	93 %

2.7 Gear ratio << i >>

The value for the gear ratio is referred to with the letter [i] and calculated through the relationship of the input speed n_1 to the output speed n_2.

$$i = \frac{n_1}{n_2} \qquad (5)$$

The gear ratio is usually a decimal fraction which in this catalogue is truncated at one digit after the comma (no decimals for i > 1000).
If interested in knowing the complete figure please consult Remi's technical service.

2.8 Angular velocity

Input speed
n1 [min $^{-1}$]

Speed is related to the prime mover selected. Catalogue values refer to speed of either single of double speed motors that are common in the industry.
If the gearbox is driven by an external transmission. It is recommended to operate it with a speed of 1400 min $^{-1}$ or lower in order to optimise operating conditions and lifetime.
Higher input speeds are permitted. However in this case consider that torque rating M_{n2} is effected adversely .
Please consult a Remi Representative.

2.9 Output speed

n_2 [min $^{-1}$]

The output speed n2 is calculated from the relationship of input speed n1 to the gear ratio i, as per the following equation

$$n2 = \frac{n_1}{i} \qquad (6)$$

2.10 Service factor

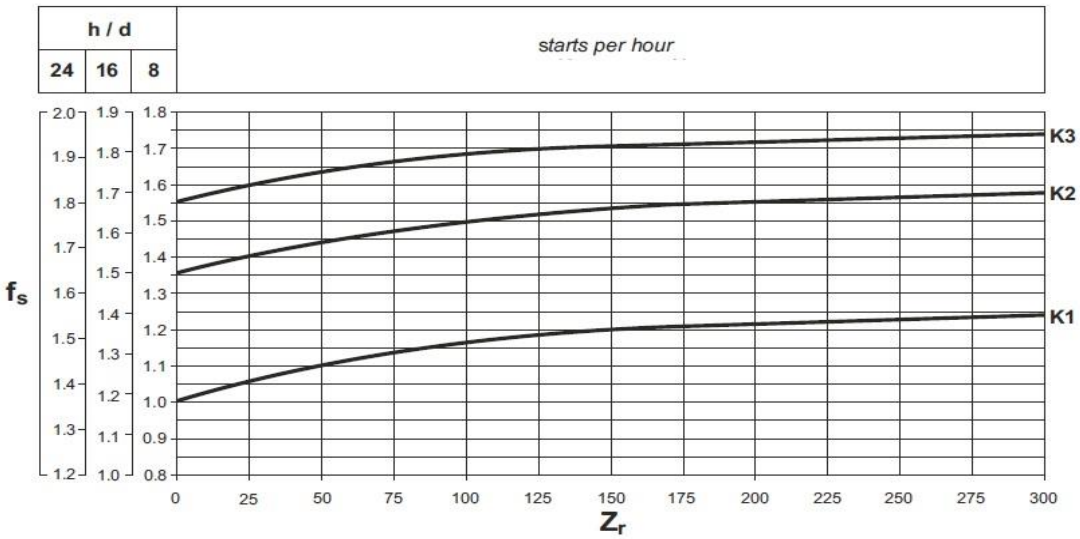
<< f_s >>

This factor is the numeric value describing reducer service duty. It takes into consideration with unavoidable approximation daily operating conditions, load variations and overloads connected with reducer application. In diagram (A4) here below, after selecting proper “daily working hours” column, the service factor is given by intersecting the number of starts per hour and one of the K1, K2 or k3 curves.

K_ curves are linked with the service nature (approximately uniform, medium and heavy) through the acceleration factor of masses K, connected to the ratio between driven masses and motor intertia values.

Regardless of the value given for the service factor, we would like remind That in same applications which for example involve lifting of parts failure of the reducer may expose the operators to the risk of injuries. If in doubt, please contact our technical service.

(A4)



2.11 Acceleration factor of masses, K

This parameter serves for selecting the right curve for the type of load, The value is given by the following ratio.

$$K = \frac{J_c}{J_m} \qquad (7)$$

Where :

J_c = moment of inertia of driven messes referred to motor driving shaft.

J_m = moment of inertia of motor

K ≤ 0.25 - curve K1
uniform load

0.25 < K ≤ 3 - curve K2
moderate shock load

3 < K ≤ 10 - curve K3
heavy shock load

or K values > 10, please contact our technical service.

2.12 Maintenance

Life lubricated gearboxes do not require any periodical oil changes.
For other types of gearboxes the first oil change must take place after about 300 hours of operation., carefully flushing the gear unit using suitable detergents.

2.13 Selection

Some fundamental data are necessary to assist the correct selection of a gearbox or gearmotor. The table below (A5) briefly sums up this information. To simplify selection fill in the table and send a copy to our technical service which will select the most suitable drive unit for your application.

(A5)

Symbols	Type Of Application
P_{r2}	Output power at n_2 max.....kW
P_{r2} '	Output power at n_2 min.....kW
M_{r2}	Output torque at n_2 max.....Nm
n_2	Max. output speed.....min^{-1}
n_2 '	Min. output speed.....min^{-1}
n_1	Max. input speed.....min^{-1}
n_2 '	Min. input speed.....min^{-1}
R_{c2}	Radial load on output shaft.....N
X_2	Load application distance (*).....mm
	Load orientation at output..... 
	Output shaft rotation direction (CW-CCW) (**).....
Rc1	Radial load on input shaft.....N
x_1	Load application distance (*).....mm
	Load orientation at input..... 
	Input shaft rotation direction (CW-CCW) (**).....A_{c2}
A_{c1}	Thrust load on output shaft (+/-) (***).....N
A_{c1}	Thrust load on input shaft (+/-) (***).....N
J_c	Moment of intertie of the load.....Kgm^2
t_a	Ambient temperature.....C°
	Altitude above sea level.....m
	Duty type to IEC norms.....S../..%
Z	Starting frequency.....1/h
	Motor voltage.....V
	Brake voltage.....V
	Frequency.....Hz
M_b	Brake torque.....Nm
	Motor Protection degree.....IP
	Insulation class.....

(*) Distance X1-2 is between force application point and shoulder (if not indicated the force acting at mid-point of the shaft extension will be considered)

(**) CW = Clockwise;
CCW = counterclockwise;

(***) + = push
- = pull

Selecting a gearmotor

a) Determine service factor f_s according to type of duty (factor K), number of starts per hour Z, and hours of operation.

b) From values of torque M_{r2} speed n_2 and efficiency η the required input power can be calculated from the equation:

$$P_{r1} = \frac{M_{r2}.n_2}{9550.\,\eta} \quad [\text{Kw}] \qquad (8)$$

Values of η for the captioned worm gear can be sorted out from paragraph 5

c) Consult the gearmotor selection charts and locate the table corresponding to normalized power P_n'

$$P_n \geq P_{r1} \qquad (9)$$

Unless otherwise specified, power P_n of motors indicated in the catalogue refers to continuous duty S1.
For motors used in conditions other than S1, the type of duty required by reference to CEI 2-3/IEC 60034-1 Standards must be mentioned.
For duties from S2 to S8 in particular and for motor frame 132 of smaller, extra power output can be obtained with respect to vontinuous duty.
Accordingly the following condition must be satisfied:

$$P_n \geq \frac{P_{r1}}{f_m} \qquad (10)$$

The adjusting factor f_m can be obtained from table (A6).

Intermittence ratio

$$I = \frac{t_f}{tf + tr}\,.\,100 \qquad (11)$$

tf = work time at constant load
tr = rest time

(A6)

	SERVICE						
	S2			S3*			S4 – S8
	Cycle duration [min]			Cyclic duration factor (I)			Please contact us
	10	30	60	25%	40%	60%	
fm	1.35	1.15	1.05	1.25	1.15	1.1	

*Cycle duration, in any event, must be 10minutes or less. If it is longer, please contact our Technical Service.

Next, refer to the appropriate P_n section within the gearmotor selection charts and locate the unit that features the desired output speed n_2, or closest to, along with a safety factor S that meets or exceeds the applicable service factor f_s.

The safety factor is so defined:

$$S = \frac{Mn_2}{M_2} = \frac{Pn1}{P_1} \qquad (12)$$

As standard, gear and motor combinations are implemented combinations are implemented with 2, 4 and 6 pole motors,
50 Hz supplied.
Should the drive speed be different from 2800, 1400 or 900 min-1, base the selection on the gear unit normal rating.

Selection a speed reducer or a gear unit with IEC motor adapter

a) Determine service factor f_s

b) Assuming the required output torque for the application Mr2 is known, the calculation torque can be then defined as:

$$M_{c2} = M_{r2} * f_s \qquad (13)$$

c) The gear ratio is calculated according to required \ output speed n_2 and input speed n1'.

$$i = \frac{n_1}{n_2} \qquad (14)$$

Once values for M_{c2} and I are known consult the rating charts under the appropriate input speed n1 and locate the gear unit that features the gear ratio closest to [I] and at same time offers a rated torque value M_{n2} so that:

$$M_{n2} \geq M_{c2} \qquad (15)$$

If a IEC normalized motor must be fitted check geometrical compatibility with the gear unit at paragraph 24 – Motor availability.

2.14 Verification

After selection is complete it may be worth checking on the following:

a) Thermal capacity
Make sure that the thermal capacity of the gearbox is equal to or greater than the power required by the application.

b) Maximum torque
The maximum torque (intended as momentary peak load) application to the gearbox must mot, in general, exceed 200% of rated torque M_{n2}. Therefore, check that this limit is not exceeded, using suitable torque limiting devices, if necessary.
For three-phase double speed motors, it is important to pay attention to the switching torque which is generated when switching from high to low speed, because it could be significantly higher than maximum torque.
A simple, economical way to minimize overloading is to power only two phases of the motor during switch-over (power-up time on two phases can be controlled with a time-relay):

$M_{g2} = 0.5 * M_{g3}$
M_{g2} = Switching torque with two phase power-up
M_{g3} = Switching torque with three-phase power-up

We advise you, in any event, to contact our Technical Service.

c) Radial loads

Make sure that radial forces applying on input and / or output shaft are within permitted catalogue values.
If they were higher consider designing a different bearing arrangement before switching to a larger gear unit.
Catalogue values for rated overhang loads refer to mid-point of shaft under study.
Should application point of the overhang load be localised further out the revised loading capability must be adjusted as per instructions given in this manual. See paragraph 22.

d) Thrust loads

Actual thrust load must be found within 20% of the equivalent overhang load capacity. Should an extremely high, or a combination of radial and axial load apply, consult REMI Technical Service.

e) Starts per hour

For duties featuring a high number of switches the actual starting capability in loaded condition [Z] must be calculated. Actual number of starts per hour must be lower than value so calculated.

2.15 Installation

The following installing instructions must be observed:

a) Starts per hour

Make sure that the gearbox is correctly secured to avoid vibrations.
If shocks or overloads are expected, install hydraulic coupling, clutches, torque limiters, etc.

b) Before being paint coated, the machined surfaces and the outer face of the oil seals must be protected to prevent point drying out the rubber and jeopardising the sealing properties.

c) Parts filled on the gearbox output shaft must be machined to ISO H7 tolerance to prevent interface fits that could damage the gearbox itself. Fauther, to mount or remove such parts, use suitable pullers or extraction devices using the tapped hole located at the top of the shaft extension.

d) Mating surfaces must be cleaned and treated with suitable protective products before mounting to avoid oxidation and, as a result, seizure of parts.

e) Prior to putting the gear unit into operation make sure that the equipment that incorporates the same complies with the current revision of the machines directive 89/392.

f) Before stating up the machine, make sure that oil level conforms to the mounting position specified for the gear unit.

g) For outdoor installation provide adequate guards in order to protect the drive from rainfalls as well as direct sun radiation.

2.16 Storage

Observe the following instructions to ensure correct storage of the products:

a) Do not store outdoors, in areas exposed to weather or excessive humidity.

b) Always place wooden boards or other material underneath th product, to avoid the direct contact with the floor.

c) In case of long-term storage all machined surfaces such as flanges, shafts and coupling must be coated with a suitable rust inhibiting product. Furthermore gear units must be placed with the fill plug in the highest position and filled up with oil.
Before putting the units into operation the appropriate quantity, and type, of oil must be restored.

2.17 Conditions of supply

Gear units are supplied as follows:

a) Configured for installation in the mounting position specified when ordering.

b) Tested to factory specifications.

c) Mating machined surfaces unpainted.

d) Nuts and bolts for mounting motors are provided.

e) Shafts are protected.

f) Supplied with lifting lug (where applicable).

2.18 Paint specifications

All the gearboxes and electrical motors are painted RAL 5005.
Gearboxes and motors are cast iron.

2.19 Lubrication

Gears are splash lubricated by oil. It may be noted that **Geared Box are delivered without oil and before starting oil must be filled up to oil level indicator.**
The approximate quantity to be filled in the reducer, according to its mounting position. Correct level is at mid height of the sight glass.
First oil change must be done after operating 400 hours. Consequent oil changes after every 5000 hours of operation are recommended.

RECOMMENDED OIL GRADES BASED ON AMBEIENT TEMPERATURE OF 10-45°C			
Oil Grade	Indian Oil	Hindustan Petroleum	Bharat Petroleum
ISO VG 460	SERVOMESH SP 460	PARTHAN EP 460	AMOCAM 460

3 Overview of Unit Designation

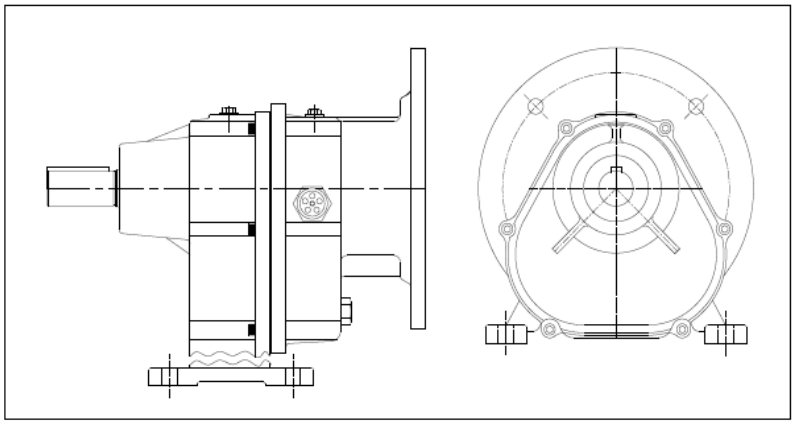
Design variants and options – H , F gear units

The unit designations for the H, F gear units and their options are listed below.

Helical gear units

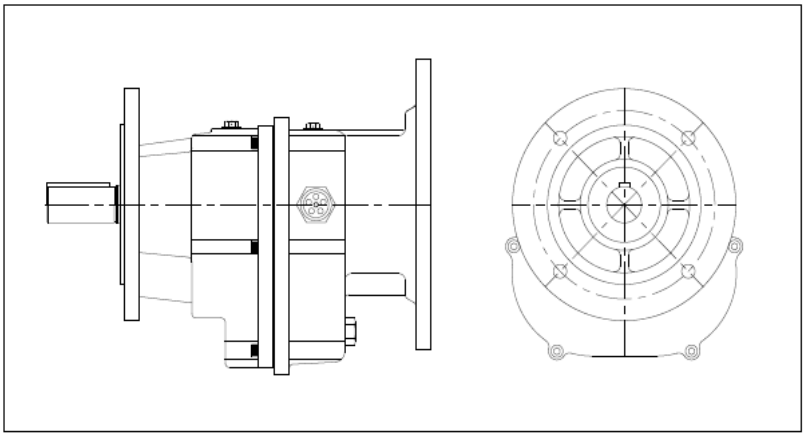
Designation	
H	Foot-mounted design
F	Flange-mounted design

H



RGB 110...
RGB 130...
RGB 150...
RGB 170...
RGB 190...

F



RGB 110...
RGB 130...
RGB 150...
RGB 170...
RGB 190...

4 Coding for RGB system

R G B 1 1 0 0 8 0 4 3 7.5 0
- - - / - - - / - - - / - / - - - -

GEAR RATIO

POLE OF MOTOR
4, 6, 8

MOUNTON COUPLING
063, 071, 080, 090, 100, 112, 132, 160, 180

GEAR BOX SIZE
85, 100, 110, 130, 150, 170, 190

RGB - REMI GEAR BOX

5 Permissible loads at the output shaft

The permissible radial and axial loads for gear boxes on their output shaft are given in table No. 5. The figures are based on bearing life of 8000 hrs. At their corresponding speeds and under the provision that radial load are applied at half the length of the output shaft. Where only radial or only axial loads are transmitted. The shafts can be subjected to the full amount of Fr or Fa given in the table.

For Gear Wheels and sprocket wheels.

$$Dmin = \frac{2000*M}{Fr}$$

For V-Belt Pulleys

$$Dmin = \frac{4000*M}{Fr}$$

Where :
Dmin = Min. Permissible diam…(mm)
M = Torque to be transmitted…(Nm)
Fr = Permissible radial load at the output shaft…(N)

For shafts subjected to radial and axial loads at the same time, radial load is to be reduced by the amount of the thrust load.

With the load figures of the table and following formula. It is possible to find the minium permissible diameter of gear wheels.Sockets wheels or belt pulleys.

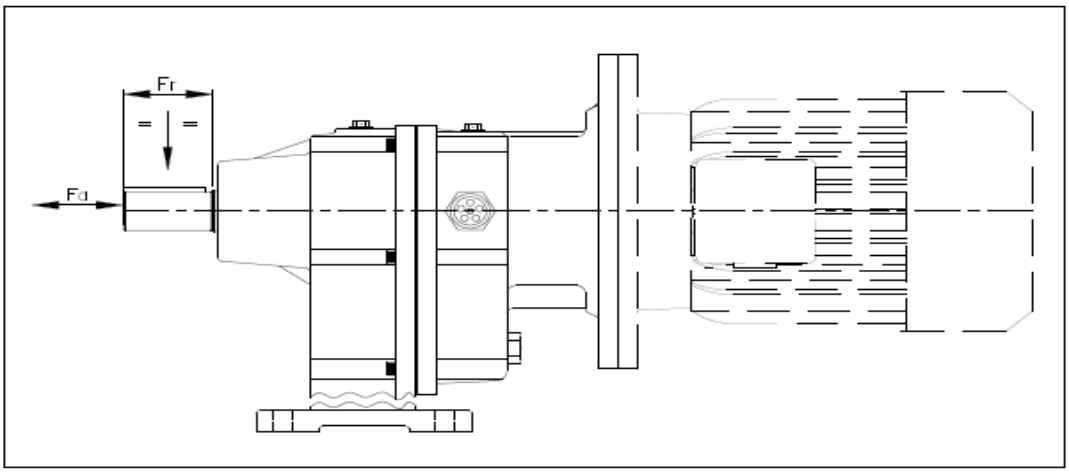
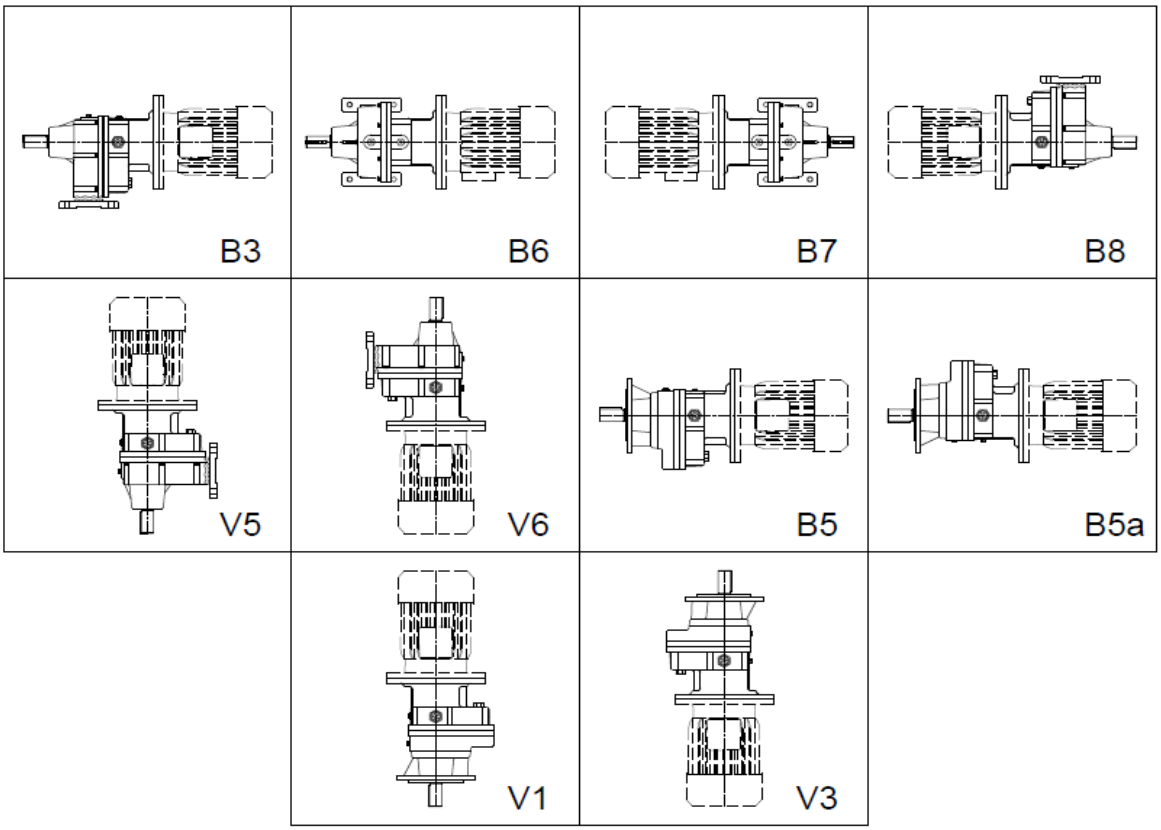


Table no. 5 Permissible Radial (Fr) and Axial (Fa) Loads on Output Shaft

Gear Box	Speed	Fr	Fa
RGB 110	< 14	3375	1062.5
	15 - 19	3250	1037.5
	20 - 30	3125	1025
	31 - 53	3062.5	1012.5
	54 - 80	2625	812.5
	85 - 125	2125	675
	> 130	1125	387.5
RGB 130	< 18	7500	2375
	19 - 25	7437.5	2325
	26 - 39	6750	2287.5
	40 - 62	6500	2250
	63 - 85	5250	1700
	90 - 132	4375	1437.5
	> 140	3750	1212.5
RGB 150	< 14	9450	2875
	20 - 29	9150	2725
	30 - 48	8750	2687.5
	49 - 75	7050	2125
	80 - 120	6000	1812.5
	> 135	5250	1562.5
RGB 170	< 14	10375	3312.5
	15 - 19	10250	3250
	20 - 29	10125	3187.5
	30 - 49	10000	3125
	50 - 78	8100	2437.5
	80 - 120	6750	2037.5
	> 130	6000	1787.5
RGB 190	< 14	11750	3812.5
	15 - 19	11500	3687.5
	20 - 29	11375	3600
	30 - 49	11250	3562.5
	50 - 78	8750	2687.5
	80 - 120	7500	2250
	> 130	6750	2000

6 Gear unit Mounting Positions

Position of Oil level indicator, Breathing Plug and Drain plug changed depending on mounting position. It is therefore very important to specify mounting position as per chart given below at the time of ordering. In absence of any indication at the time of ordering. It will be presumed that mounting is B3 for foot mounting and B5 for flange mounted.



7 Gear Box With Motor Selection Chart

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
0.12 (0.16)	20	RGB	110	71C	6Q	52.0	--	--	3.6	43.75
	26	RGB	110	71C	6Q	39.5	--	--	4.8	33.65
0.18 (0.25)	17	RGB	110	80A	8R	92.4	--	2.3	--	39.41
	16	RGB	150	80A	8R	96.4	--	--	5.5	41.88
	20	RGB	110	71C	6R	80.7	--	--	2.5	45.00
	26	RGB	110	71C	6R	61.8	--	--	3.3	34.62
	30	RGB	110	63B	4	51.8	--	--	3.8	45.00
	35	RGB	110	63B	4	45.1	--	--	4.3	38.57
	40	RGB	110	63B	4	39.5	--	--	4.4	33.75
	45	RGB	110	63B	4	34.3	--	--	4.6	30.00
	50	RGB	110	63B	4	31.0	--	--	5.5	27.00
	53	RGB	110	63B	4	29.1	--	--	5.9	25.47
0.25 (0.33)	17	RGB	110	80A	8T	132.0	1.6	--	--	39.41
	16	RGB	150	80A	8T	138.0	--	--	4.1	41.88
	20	RGB	110	80A	6Q	112.0	--	1.9	--	45.00
	20	RGB	150	80A	6Q	112.0	--	--	4.9	45.00
	26	RGB	110	80A	6Q	87.0	--	--	2.5	34.62
	31	RGB	110	71A	4	72.0	--	--	2.9	43.23
	35	RGB	110	71A	4	62.0	--	--	3.1	38.29
	40	RGB	110	71A	4	55.0	--	--	3.4	33.50
	45	RGB	110	71A	4	49.0	--	--	3.6	29.78
	50	RGB	110	71A	4	44.0	--	--	4.0	26.80
	54	RGB	110	71A	4	41.4	--	--	4.3	24.81
	61	RGB	110	71A	4	36.6	--	--	4.4	21.97
	68	RGB	110	71A	4	32.6	--	--	4.5	19.71
	76	RGB	110	71A	4	29.3	--	--	4.8	17.63
	86	RGB	110	71A	4	25.6	--	--	5.4	15.58

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
0.37 (0.50)	17	RGB	110	90SA	8T	196.0	1.3	--	--	39.41
	16	RGB	150	90SA	8T	204.0	--	--	3.0	41.88
	20	RGB	110	80A	6R	167.0	1.3	--	--	44.50
	20	RGB	150	80A	6R	167.0	--	--	3.4	44.50
	26	RGB	110	80A	6R	128.0	1.6	--	--	34.23
	26	RGB	130	80A	6R	128.0	--	2.3	--	34.23
	25	RGB	150	80A	6R	132.0	--	--	4.3	35.60
	31	RGB	110	71C	4T	106.0	--	2.0	--	44.19
	31	RGB	130	80A	6R	106.0	--	--	2.8	28.71
	35	RGB	110	71C	4T	94.0	--	2.1	--	39.14
	40	RGB	110	71C	4T	82.0	--	2.3	--	34.25
	40	RGB	130	71C	4T	82.0	--	--	3.6	34.25
	45	RGB	110	71C	4T	73.0	--	2.4	--	30.44
	46	RGB	130	71C	4T	70.0	--	--	3.9	29.78
	51	RGB	110	71C	4T	65.0	--	--	2.8	26.86
	54	RGB	110	71C	4T	61.0	--	--	2.9	25.37
	61	RGB	110	71C	4T	54.0	1.3	--	--	22.46
	68	RGB	110	71C	4T	48.5	--	--	3.1	20.15
	76	RGB	110	71C	4T	43.8	--	--	3.3	18.03
	87	RGB	110	71C	4T	38.2	--	--	3.3	15.75
	97	RGB	110	71C	4T	34.2	--	--	3.8	14.12
	108	RGB	110	71C	4T	30.9	--	--	4.0	12.69
	119	RGB	110	71C	4T	28.0	--	1.8	--	11.51

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
0.55 (0.75)	16	RGB	150	90LC	8R	325.0	--	1.9	--	42.50
	16	RGB	170	90LC	8R	325.0	--	--	2.6	42.50
	20	RGB	150	80B	6T	270.0	--	2.3	--	45.50
	20	RGB	170	80B	6T	270.0	--	--	3.5	45.50
	26	RGB	110	80B	6T	202.0	1.3	--	--	35.00
	26	RGB	130	80B	6T	202.0	--	1.8	--	35.00
	25	RGB	150	80B	6T	212.0	--	--	2.3	36.40
	31	RGB	110	80A	4	169.0	1.3	--	--	46.13
	30	RGB	150	80A	4	174.0	--	--	3.6	47.67
	36	RGB	110	80A	4	146.0	1.5	--	--	39.72
	34	RGB	150	80A	4	154.0	--	--	3.6	42.06
	41	RGB	110	80A	4	127.0	1.6	--	--	34.88
	41	RGB	130	80A	4	127.0	--	2.4	--	34.88
	39	RGB	150	80A	4	136.0	--	--	4.0	36.67
	46	RGB	110	80A	4	114.0	1.6	--	--	31.09
	47	RGB	130	80A	4	112.0	--	--	2.6	30.43
	52	RGB	110	80A	4	101.0	--	1.8	--	27.50
	53	RGB	130	80A	4	99.0	--	--	2.9	26.98
	55	RGB	110	80A	4	95.6	--	2.0	--	26.00
	60	RGB	130	80A	4	87.6	--	--	3.0	23.83
	62	RGB	110	80A	4	85.0	--	2.0	--	23.06
	63	RGB	130	80A	4	83.3	--	--	3.1	22.70
	70	RGB	110	80A	4	75.0	--	2.1	--	20.43
	72	RGB	130	80A	4	73.0	--	--	3.3	19.86
	78	RGB	110	80A	4	64.5	--	2.3	--	18.33
	81	RGB	130	80A	4	65.0	--	--	3.5	17.65
	89	RGB	110	80A	4	59.1	--	2.4	--	16.07
	92	RGB	130	80A	4	57.2	--	--	3.9	15.54
	99	RGB	110	80A	4	53.0	--	--	2.6	14.44
	110	RGB	110	80A	4	47.7	--	--	2.6	13.00
	121	RGB	110	80A	4	46.4	--	--	2.9	11.82
	141	RGB	110	80A	4	37.2	--	--	3.5	10.14
	157	RGB	110	80A	4	33.4	--	--	3.6	9.11
	174	RGB	110	80A	4	30.2	--	--	3.8	8.22
	193	RGB	110	80A	4	27.0	--	--	3.9	7.41
	216	RGB	110	80A	4	24.3	--	--	4.4	6.62
	256	RGB	110	80A	4	20.5	--	2.0	--	5.59
	306	RGB	110	80A	4	17.1	--	--	4.8	4.67
	360	RGB	110	80A	4	14.5	--	--	5.0	3.97
	428	RGB	110	80A	4	12.2	--	--	5.3	3.34

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
0.75 (1.0)	17	RGB	150	80B	4T	417.0	1.4	--	--	84.12
	17	RGB	170	100LB	8	417.0	--	2.0	--	40.59
	20	RGB	150	90SB	6	366.0	1.6	--	--	46.00
	20	RGB	170	90SB	6	366.0	--	2.4	--	46.00
	20	RGB	190	90SB	6	366.0	--	--	3.4	46.00
	27	RGB	130	90SB	6	269.0	1.3	--	--	34.07
	27	RGB	150	90SB	6	269.0	--	1.9	--	34.07
	28	RGB	170	90SB	6	256.0	--	--	3.3	32.86
	31	RGB	110	80B	4T	231.0	1.3	--	--	46.13
	30	RGB	150	80B	4T	240.0	--	2.4	--	47.67
	30	RGB	170	80SB	4T	240.0	--	--	3.8	47.67
	36	RGB	110	80SB	4T	199.0	1.3	--	--	39.72
	38	RGB	150	80SB	4T	188.0	--	--	2.9	37.63
	41	RGB	110	80SB	4T	174.0	1.3	--	--	34.88
	41	RGB	130	80SB	4T	174.0	--	1.8	--	34.88
	42	RGB	150	80B	4T	168.0	--	--	3.0	34.05
	46	RGB	110	80B	4T	156.0	1.3	--	--	31.09
	47	RGB	130	80B	4T	152.0	--	1.8	--	30.43
	46	RGB	150	80B	4T	156.0	--	--	3.1	31.09
	51	RGB	110	80B	4T	140.0	1.3	--	--	28.04
	53	RGB	130	80B	4T	134.0	--	1.9	--	26.98
	51	RGB	150	80B	4T	140.0	--	--	3.5	28.04
	60	RGB	130	80B	4T	118.0	--	2.0	--	23.83
	57	RGB	150	80B	4T	125.0	--	--	3.6	25.09
	62	RGB	110	80B	4T	115.0	1.4	--	--	23.06
	63	RGB	150	80B	4T	113.0	--	2.1	--	22.70
	64	RGB	150	80B	4T	112.0	--	--	3.9	22.34
	69	RGB	110	80B	4T	100.0	1.5	--	--	20.72
	72	RGB	130	80B	4T	99.0	--	2.3	--	19.86
	73	RGB	150	80B	4T	98.0	--	--	4.4	19.59
	77	RGB	110	80B	4T	93.0	1.5	--	--	18.57
	81	RGB	130	80B	4T	88.0	--	2.4	--	17.65
	81	RGB	150	80B	4T	88.0	--	--	4.6	17.65
	88	RGB	110	80B	4T	81.0	--	1.8	--	16.25
	92	RGB	130	80B	4T	78.0	--	--	2.6	15.54
	99	RGB	110	80B	4T	72.0	--	1.8	--	14.44
	103	RGB	130	80B	4T	69.0	--	--	2.8	13.88
	109	RGB	110	80B	4T	64.0	--	1.8	--	13.12
	115	RGB	130	80B	4T	62.0	--	--	2.9	12.43
	121	RGB	110	80B	4T	59.0	--	2.0	--	11.82

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
0.75 (1.0)	127	RGB	130	80B	4T	56.0	--	--	3.0	11.26
	140	RGB	110	80B	4T	51.0	--	2.4	--	10.21
	143	RGB	130	80B	4T	44.0	--	--	3.8	10.00
	155	RGB	110	80B	4T	46.0	--	2.4	--	9.23
	162	RGB	130	80B	4T	44.0	--	--	4.0	8.83
	173	RGB	110	80B	4T	41.0	--	--	2.6	8.27
	192	RGB	110	80B	4T	37.0	--	--	2.6	7.45
	214	RGB	110	80B	4T	33.4	--	--	3.0	6.68
	255	RGB	110	80B	4T	28.0	--	--	3.0	5.61
	305	RGB	110	80B	4T	23.4	--	--	3.3	4.69
	358	RGB	110	80B	4T	20.0	--	--	3.4	3.99
	425	RGB	110	80B	4T	16.8	--	--	3.6	3.36
1.1 (1.5)	17	RGB	170	100LC	8R	613.0	1.3	--	--	40.59
	17	RGB	190	100LC	8R	613.0	--	1.9	--	40.59
	20	RGB	150	90LC	6	534.0	1.3	--	--	46.50
	20	RGB	170	90LC	6	534.0	--	1.8	--	46.50
	25	RGB	150	90LC	6	415.0	1.4	--	--	37.20
	25	RGB	170	90LC	6	415.0	--	2.0	--	37.20
	25	RGB	190	90LC	6	415.0	--	--	3.0	37.20
	30	RGB	150	90SC	4	345.0	1.6	--	--	47.67
	30	RGB	170	90SC	4	345.0	--	2.4	--	47.67
	30	RGB	190	90SC	4	345.0	--	--	3.1	47.67
	34	RGB	150	90SC	4	309.0	--	1.9	--	42.06
	35	RGB	170	90SC	4	300.0	--	--	2.8	40.86
	41	RGB	130	90SC	4	256.0	1.3	--	--	34.88
	39	RGB	150	90SC	4	270.0	--	2.0	--	36.67
	39	RGB	170	90SC	4	270.0	--	--	2.9	36.67
	47	RGB	130	90SC	4	223.0	1.3	--	--	30.43
	46	RGB	150	90SC	4	228.0	--	2.3	--	31.09
	44	RGB	170	90SC	4	239.0	--	--	3.0	32.50
	53	RGB	130	90SC	4	198.0	1.4	--	--	26.98
	52	RGB	150	90SC	4	202.0	--	2.4	--	27.50
	52	RGB	170	90SC	4	202.0	--	--	3.5	27.50
	60	RGB	130	90SC	4	174.0	1.5	--	--	23.80
	58	RGB	150	90SC	4	160.0	--	--	2.5	24.66
	64	RGB	130	90SC	4	164.0	1.6	--	--	22.34

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
1.1 (1.5)	65	RGB	150	90SC	4	162.0	--	--	2.8	22.00
	70	RGB	110	90SC	4	150.0	1.3	--	--	20.43
	72	RGB	130	90SC	4	145.0	--	1.8	--	19.86
	74	RGB	150	90SC	4	142.0	--	--	3.1	19.32
	78	RGB	110	90SC	4	134.0	1.3	--	--	18.33
	81	RGB	130	90SC	4	129.0	--	1.9	--	17.65
	82	RGB	150	90SC	4	128.0	--	--	3.3	17.44
	89	RGB	110	90SC	4	127.0	1.3	--	--	16.07
	92	RGB	130	90SC	4	115.0	--	2.0	--	15.54
	91	RGB	150	90SC	4	113.0	--	--	3.4	15.71
	99	RGB	110	90SC	4	106.0	1.3	--	--	14.44
	99	RGB	150	90SC	4	106.0	--	--	3.4	14.44
	110	RGB	110	90SC	4	95.0	1.4	--	--	13.00
	104	RGB	130	90SC	4	101.0	--	2.1	--	13.75
	109	RGB	150	90SC	4	96.0	--	--	3.6	13.12
	121	RGB	110	90SC	4	87.0	1.4	--	--	11.82
	116	RGB	130	90SC	4	90.0	--	2.1	--	12.33
	119	RGB	150	90SC	4	88.0	--	--	3.6	12.02
	128	RGB	130	90SC	4	82.0	--	2.3	--	11.17
	128	RGB	150	90SC	4	82.0	--	--	3.9	11.17
	141	RGB	110	90SC	4	76.0	--	1.8	--	10.14
	144	RGB	130	90SC	4	73.0	--	--	2.8	9.93
	157	RGB	110	90SC	4	67.0	--	1.9	--	9.11
	163	RGB	130	90SC	4	64.0	--	--	2.9	8.77
	174	RGB	110	90SC	4	80.0	--	1.9	--	8.22
	193	RGB	110	90SC	4	54.5	--	2.0	--	7.41
	183	RGB	130	90SC	4	57.5	--	--	3.0	7.81
	215	RGB	110	90SC	4	48.8	--	2.3	--	6.65
	204	RGB	130	90SC	4	51.6	--	--	3.1	7.01
	228	RGB	130	90SC	4	46.0	--	--	3.3	6.27
	256	RGB	110	90SC	4	41.0	--	2.3	--	5.59
	252	RGB	130	90SC	4	41.8	--	--	3.4	5.67
	306	RGB	130	90SC	4	34.3	--	2.4	--	4.67
	303	RGB	150	90SC	4	34.7	--	--	3.6	4.72
	360	RGB	110	90SC	4	29.2	--	--	2.5	3.97
	366	RGB	130	90SC	4	28.7	--	--	3.8	3.91
	420	RGB	130	90SC	4	25.0	--	--	3.9	3.40
	428	RGB	110	90SC	4	24.5	1.3	--	--	3.34
	435	RGB	130	90SC	4	24.1	--	--	4.1	3.29

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
1.5 (2.0)	17	RGB	190	112MA	8	853	1.4	--	--	41.18
	20	RGB	170	100LC	6	716	1.3	--	--	46.50
	20	RGB	190	100LC	6	716	--	1.8	--	46.50
	26	RGB	170	100LC	6	539	1.5	--	--	35.77
	26	RGB	190	100LC	6	539	--	2.3	--	35.77
	30	RGB	150	90LC	4T	470	1.3	--	--	47.67
	30	RGB	170	90LC	4T	470	--	1.9	--	47.67
	30	RGB	190	90LC	4T	470	--	--	2.5	47.30
	34	RGB	150	90LC	4T	416	1.4	--	--	42.06
	34	RGB	170	90LC	4T	416	--	2.0	--	42.06
	35	RGB	190	90LC	4T	409	--	--	2.8	40.86
	39	RGB	150	90LC	4T	366	1.5	--	--	36.67
	39	RGB	170	90LC	4T	366	--	2.1	--	36.67
	40	RGB	190	90LC	4T	358	--	--	3.0	35.75
	46	RGB	170	90LC	4T	311	1.6	--	--	31.09
	44	RGB	170	90LC	4T	329	--	2.3	--	32.09
	45	RGB	190	90LC	4T	317	--	--	3.1	31.78
	53	RGB	130	90LC	4T	270	1.3	--	--	26.98
	52	RGB	150	90LC	4T	275	--	--	2.6	27.50
	60	RGB	130	90LC	4T	238	1.3	--	--	23.83
	58	RGB	150	90LC	4T	247	--	1.9	--	24.66
	58	RGB	170	90LC	4T	247	--	--	2.9	24.66
	64	RGB	130	90LC	4T	223	1.3	--	--	22.34
	65	RGB	150	90LC	4T	220	--	2.0	--	22.00
	65	RGB	170	90LC	4T	220	--	--	3.0	22.00
	72	RGB	130	90LC	4T	199	1.4	--	--	19.86
	74	RGB	150	90LC	4T	193	2.3	--	--	19.32
	73	RGB	170	90LC	4T	190	--	--	3.1	19.59
	81	RGB	130	90LC	4T	176	1.5	--	--	17.65
	82	RGB	150	90LC	4T	174	--	2.4	--	17.44
	82	RGB	170	90LC	4T	174	--	--	3.5	17.44
	92	RGB	130	90LC	4T	156	1.5	--	--	15.54
	91	RGB	150	90LC	4T	158	--	2.4	--	15.71
	91	RGB	170	90LC	4T	158	--	--	3.6	15.71
	99	RGB	110	90LC	4T	144	1.3	--	--	14.44
	99	RGB	130	90LC	4T	144	--	2.4	--	14.44
	100	RGB	170	90LC	4T	145	--	--	3.8	14.30
	110	RGB	110	90LC	4T	130	1.3	--	--	13.00
	104	RGB	130	90LC	4T	137	--	1.8	--	13.75

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
1.5 (2.0)	109	RGB	150	90LC	4T	131	--	--	2.8	13.12
	121	RGB	110	90LC	4T	118	1.3	--	--	11.82
	116	RGB	130	90LC	4T	123	--	1.8	--	12.33
	119	RGB	150	90LC	4T	120	--	--	2.8	12.02
	128	RGB	130	90LC	4T	111	--	1.9	--	11.17
	127	RGB	150	90LC	4T	112	--	--	2.9	11.26
	141	RGB	110	90LC	4T	101	1.3	--	--	10.14
	144	RGB	130	90LC	4T	99	--	2.3	--	9.93
	141	RGB	150	90LC	4T	101	--	--	3.4	10.14
	157	RGB	110	90LC	4T	91	1.4	--	--	9.11
	163	RGB	130	90LC	4T	87	--	2.1	--	8.77
	157	RGB	150	90LC	4T	91	--	--	3.5	9.11
	174	RGB	110	90LC	4T	82	1.4	--	--	8.22
	172	RGB	150	90LC	4T	83	--	--	3.6	8.31
	193	RGB	110	90LC	4T	73	1.5	--	--	7.41
	183	RGB	130	90LC	4T	87	--	2.3	--	7.81
	188	RGB	150	90LC	4T	76	--	--	3.9	7.61
	215	RGB	110	90LC	4T	66	1.6	--	--	6.65
	204	RGB	130	90LC	4T	70	--	2.4	--	7.01
	206	RGB	150	90LC	4T	69	--	--	4.0	6.94
	228	RGB	130	90LC	4T	62	--	2.4	--	6.27
	256	RGB	110	90LC	4T	56	1.6	--	--	5.59
	252	RGB	130	90LC	4T	57	--	--	2.5	5.67
	306	RGB	110	90LC	4T	46.8	--	1.8	--	4.67
	303	RGB	130	90LC	4T	47.2	--	--	2.8	4.72
	360	RGB	110	90LC	4T	39.7	--	1.9	--	3.97
	366	RGB	130	90LC	4T	39.1	--	--	2.9	3.91
	428	RGB	110	90LC	4T	33.4	--	2.0	--	3.34
	435	RGB	130	90LC	4T	32.9	--	--	3.1	3.29

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
2.2 (3.0)	26	RGB	190	100LC	4	794	1.4	--	--	55.19
	30	RGB	170	100LC	4	686	1.3	--	--	47.83
	30	RGB	190	100LC	4	686	--	1.8	--	47.83
	35	RGB	170	100LC	4	598	--	1.9	--	41.00
	39	RGB	170	100LC	4	539	1.5	--	--	36.79
	40	RGB	190	100LC	4	520	--	2.0	--	35.88
	44	RGB	170	100LC	4	476	1.5	--	--	32.61
	45	RGB	190	100LC	4	467	--	2.1	--	31.89
	52	RGB	150	100LC	4	405	1.3	--	--	27.60
	53	RGB	170	100LC	4	395	--	1.8	--	27.08
	54	RGB	190	100LC	4	389	--	--	2.5	26.57
	58	RGB	150	100LC	4	363	1.3	--	--	24.74
	59	RGB	170	100LC	4	358	--	1.9	--	24.32
	60	RGB	190	100LC	4	350	--	--	2.5	23.92
	65	RGB	150	100LC	4	323	1.4	--	--	22.08
	65	RGB	170	100LC	4	323	--	2.0	--	22.08
	67	RGB	190	100LC	4	313	--	--	2.8	21.42
	74	RGB	150	100LC	4	284	1.5	--	--	19.39
	72	RGB	170	100LC	4	292	--	2.0	--	19.93
	75	RGB	190	100LC	4	280	--	--	3.1	19.13
	82	RGB	130	100LC	4	256	1.3	--	--	17.50
	82	RGB	150	100LC	4	256	--	1.8	--	17.50
	83	RGB	170	100LC	4	253	--	--	2.5	17.29
	91	RGB	150	100LC	4	230	--	1.8	--	15.77
	92	RGB	170	100LC	4	228	--	--	2.5	15.60
	105	RGB	130	100LC	4	200	1.3	--	--	13.67
	109	RGB	150	100LC	4	191	--	1.9	--	13.17
	101	RGB	170	100LC	4	208	--	--	2.5	14.21
	117	RGB	130	100LC	4	179	1.4	--	--	12.26
	119	RGB	150	100LC	4	176	--	1.9	--	12.06
	130	RGB	130	100LC	4	161	1.5	--	--	11.04
	128	RGB	150	100LC	4	168	--	2.0	--	11.21
	146	RGB	130	100LC	4	144	1.5	--	--	9.83
	142	RGB	150	100LC	4	148	--	2.3	--	10.11
	145	RGB	170	100LC	4	145	--	--	3.3	9..90
	165	RGB	130	100LC	4	127	1.6	--	--	8.70
	158	RGB	150	100LC	4	132	--	2.4	--	9.08
	161	RGB	170	100LC	4	130	--	--	3.7	8.91
	173	RGB	150	100LC	4	121	--	2.4	--	8.29
	176	RGB	170	100LC	4	119	--	--	3.5	8.15

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
2.2 (3.0)	186	RGB	130	100LC	4	112	1.6	--	--	7.72
	189	RGB	150	100LC	4	110	--	--	2.6	7.59
	207	RGB	130	100LC	4	101	--	1.8	--	6.93
	208	RGB	150	100LC	4	100	--	--	2.6	6.90
	231	RGB	130	100LC	4	91	--	1.8	--	6.21
	255	RGB	130	100LC	4	82	--	1.9	--	5.63
	245	RGB	150	100LC	4	85	--	--	2.8	5.86
	308	RGB	130	100LC	4	68	--	2.0	--	4.66
	340	RGB	150	100LC	4	61.8	--	--	3.1	4.22
	370	RGB	130	100LC	4	56.9	--	2.1	--	3.88
	395	RGB	150	100LC	4	53.2	--	--	3.1	3.63
	441	RGB	130	100LC	4	47.6	--	2.3	--	3.25
3.7 (5.0)	35	RGB	190	112MB	4	1006	1.3	--	--	41.14
	40	RGB	190	112MB	4	884	1.3	--	--	36.00
	45	RGB	190	112MB	4	785	1.3	--	--	32.00
	50	RGB	190	112MB	4	883	1.4	--	--	28.80
	60	RGB	190	112MB	4	589	1.5	--	--	24.00
	68	RGB	190	112MB	4	517	1.6	--	--	21.18
	75	RGB	190	112MB	4	472	1.6	--	--	19.20
	84	RGB	170	112MB	4	421	1.6	--	--	17.14
	86	RGB	190	112MB	4	411	--	1.9	--	16.74
	92	RGB	170	112MB	4	385	1.6	--	--	15.65
	95	RGB	190	112MB	4	372	--	2.0	--	15.16
	101	RGB	170	112MB	4	350	1.6	--	--	14.26
	106	RGB	190	112MB	4	333	--	2.0	--	13.28
	111	RGB	170	112MB	4	343	--	1.8	--	12.97
	122	RGB	170	112MB	4	289	--	1.8	--	11.80
	128	RGB	150	112MB	4	275	1.4	--	--	11.25
	132	RGB	170	112MB	4	267	--	1.8	--	10.91
	135	RGB	190	112MB	4	260	--	--	2.6	10.67
	142	RGB	150	112MB	4	240	1.4	--	--	10.14
	145	RGB	170	112MB	4	243	--	1.9	--	9.93
	158	RGB	150	112MB	4	221	1.4	--	--	9.11
	161	RGB	170	112MB	4	219	--	2.0	--	8.94
	152	RGB	190	112MB	4	232	--	--	2.8	9.47

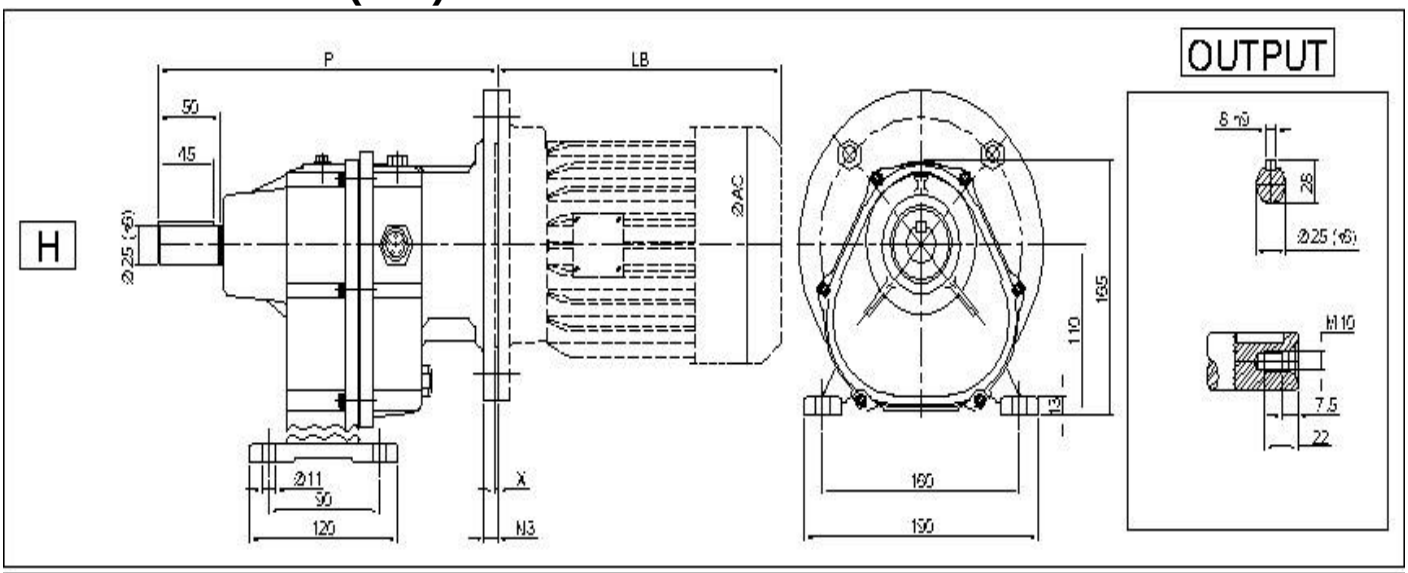
Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
3.7 (5.0)	173	RGB	150	112MB	4	204	1.5	--	--	8.32
	176	RGB	170	112MB	4	200	--	2.1	--	8.18
	169	RGB	190	112MB	4	209	--	--	2.8	8.52
	189	RGB	150	112MB	4	187	1.6	--	--	7.62
	193	RGB	170	112MB	4	183	--	2.1	--	7.46
	187	RGB	190	112MB	4	189	--	--	3.1	7.70
	208	RGB	150	112MB	4	169	1.6	--	--	6.92
	211	RGB	170	112MB	4	171	--	--	3.3	6.82
	245	RGB	150	112MB	4	144	1.6	--	--	5.88
	250	RGB	170	112MB	4	141	--	2.4	--	5.76
	248	RGB	190	112MB	4	142	--	--	3.5	5.81
	290	RGB	150	112MB	4	121	--	1.8	--	4.97
	293	RGB	170	112MB	4	120	--	--	2.6	4.91
	340	RGB	150	112MB	4	104	--	1.9	--	4.24
	343	RGB	170	112MB	4	103	--	--	2.6	4.20
	395	RGB	150	112MB	4	88.8	--	1.9	--	3.65
	399	RGB	170	112MB	4	87.8	--	--	3.0	3.61

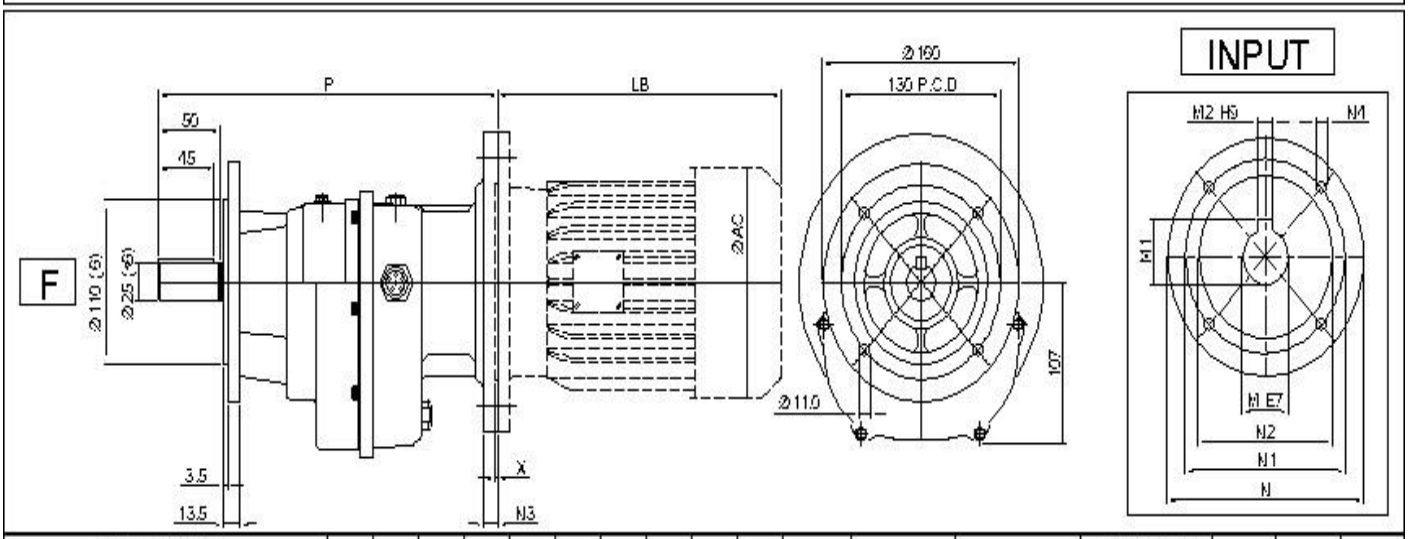
5.5 (7.5)	86	RGB	190	132SB	4Q	611	1.3	--	--	16.86
	95	RGB	190	132SB	4Q	553	1.4	--	--	15.26
	106	RGB	190	132SB	4Q	495	1.5	--	--	13.86
	117	RGB	190	132SB	4Q	448	1.5	--	--	12.39
	135	RGB	190	132SB	4Q	389	1.6	--	--	10.74
	161	RGB	170	132SB	4Q	326	1.5	--	--	9.01
	150	RGB	170	132SB	4Q	350	--	1.9	--	9.67
	167	RGB	190	132SB	4Q	315	--	1.9	--	8.68
	193	RGB	170	132SB	4Q	272	1.5	--	--	7.51
	186	RGB	190	132SB	4Q	282	--	2.0	--	7.80
	211	RGB	170	132SB	4Q	249	1.9	--	--	6.87
	204	RGB	190	132SB	4Q	258	--	2.1	--	7.11
	250	RGB	170	132SB	4Q	210	1.6	--	--	5.80
	246	RGB	190	132SB	4Q	213	--	2.3	--	5.89
	293	RGB	170	132SB	4Q	179	1.6	--	--	4.95
	292	RGB	190	132SB	4Q	180	--	2.4	--	4.97
	343	RGB	170	132SB	4Q	153	--	1.8	--	4.23
	345	RGB	190	132SB	4Q	152	--	--	2.6	4.20
	399	RGB	170	132SB	4Q	131	--	1.9	--	3.63
	410	RGB	190	132SB	4Q	127	--	--	2.6	3.54

Motor kW (H.P.)	Output R.P.M	Gear Box Frame Size				Output Torque (Nm)	Service Factor			Gear Ratio
		Remi Gearbox	Gearbox Size	Mounton Coupling	Pole Of Motor		I	II	III	
7.5 (10.0)	95	RGB	190	132MB	4	754	1.3	--	--	15.26
	106	RGB	190	132MB	4	675	1.3	--	--	13.86
	117	RGB	190	132MB	4	612	1.3	--	--	12.39
	135	RGB	190	132MB	4	530	1.3	--	--	10.74
	145	RGB	170	132MB	4	494	1.3	--	--	10.00
	150	RGB	190	132MB	4	476	--	1.8	--	9.67
	161	RGB	170	132MB	4	445	1.3	--	--	9.01
	167	RGB	190	132MB	4	447	--	--	2.6	8.68
	176	RGB	170	132MB	4	407	1.3	--	--	8.24
	186	RGB	190	132MB	4	385	--	1.8	--	7.80
	193	RGB	170	132MB	4	370	1.3	--	--	7.51
	211	RGB	170	132MB	4	339	1.3	--	--	6.87
	204	RGB	190	132MB	4	351	--	1.8	--	7.11
	250	RGB	170	132MB	4	286	1.3	--	--	5.80
	246	RGB	190	132MB	4	291	--	1.9	--	5.85
	293	RGB	170	132MB	4	244	1.3	--	--	4.95
	292	RGB	190	132MB	4	245	--	2.0	--	4.97
	343	RGB	170	132MB	4	209	1.3	--	--	4.23
	345	RGB	190	132MB	4	207	--	2.0	--	1.20
	399	RGB	170	132MB	4	179	1.3	--	--	3.63
	410	RGB	190	132MB	4	174	--	2.0	--	3.54

8 Dimension Sheet

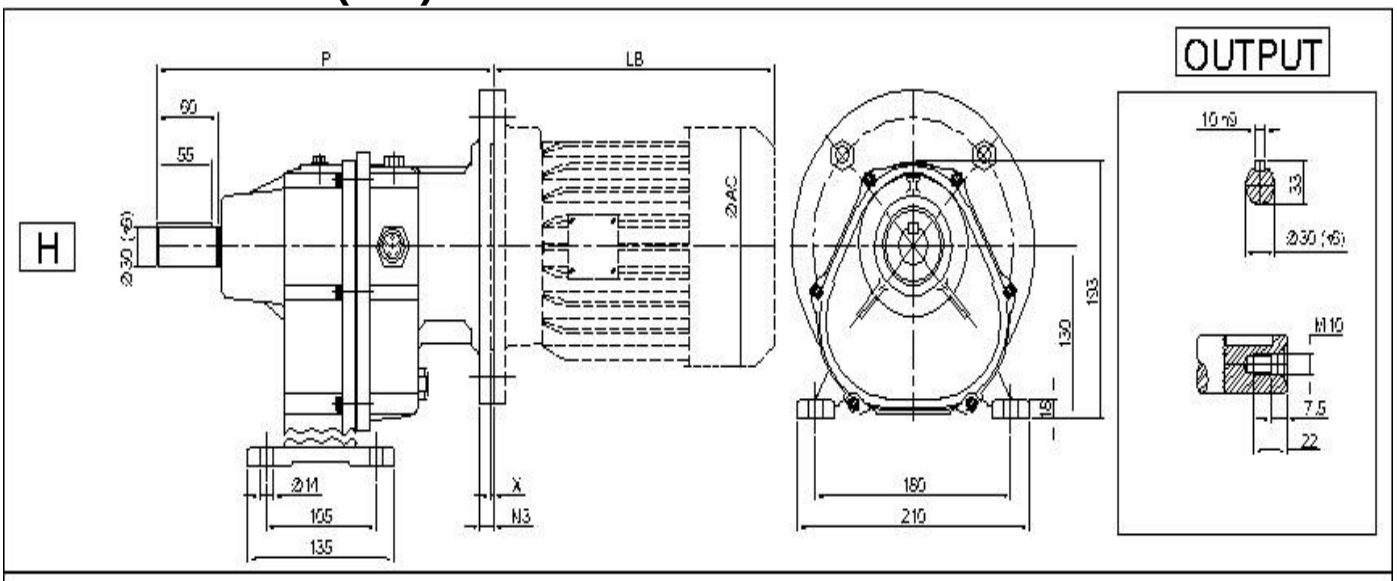
8.1 RGB 110... (IEC)

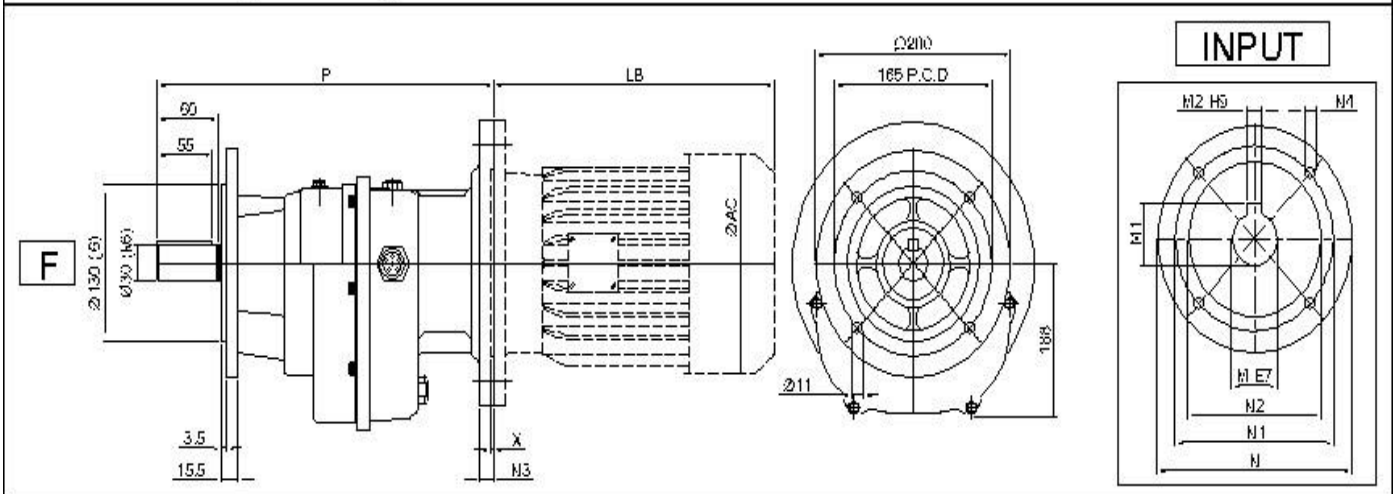




GEAR BOX	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg	RATIO RANGE	SERVICE FACTOR	MOTOR	LB MIN	LB MAX	AC
RGB110 / 063	11	12.8	4	140	115	95	11	10	4.5	278	14	45.10 TO 3.30	5.9 TO 1.3	063	197	205	122
RGB110 0/1	14	16.3	5	160	130	110	11	10	4.5	278	14			0/1	197	215	138
RGB110 / 080	19	21.8	6	200	165	130	13	12	4.5	278	14			080	243	263	155
RGB110 / 090	24	27.3	8	200	165	130	13	12	4.5	278	14			090	286	321	173

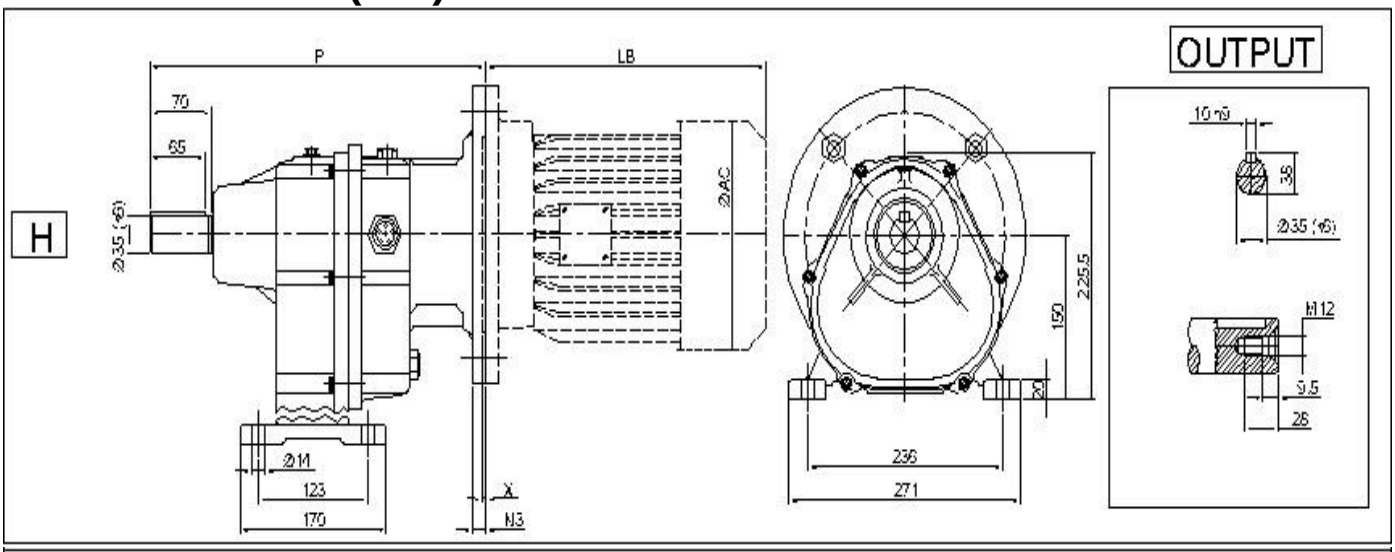
8.2 RGB 130... (IEC)

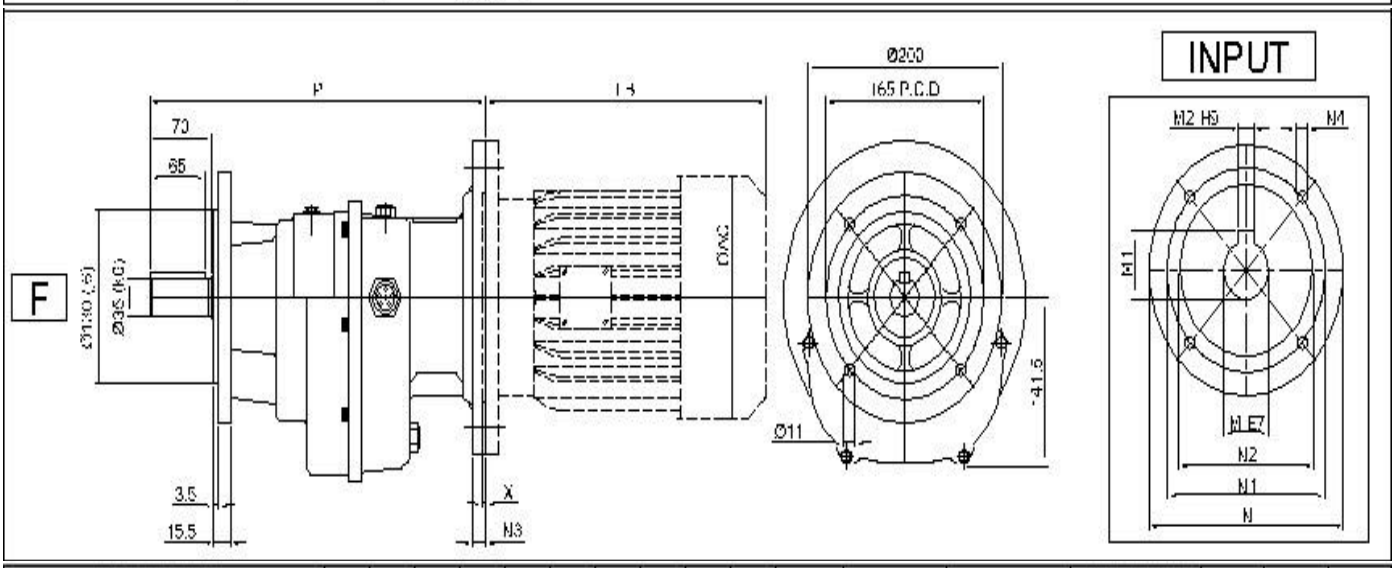




GEAR BOX	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg	RATIO RANGE	SERVICE FACTOR	MOTOR	LB MIN	LB MAX	AC
RGB130 / 071	14	16.3	5	160	130	110	11	10	4.5	321	23	34.12 TO 3.24	3.9 TO 1.3	071	197	215	138
RGB130 / 080	19	21.8	6	200	165	130	13	12	4.5	321	23			080	243	263	155
RGB130 / 090	24	27.3	8	200	165	130	13	12	4.5	321	23			090	286	321	173
RGB130 / 100	28	31.3	8	250	215	180	11	15	4.5	321	23			100	315	332	194

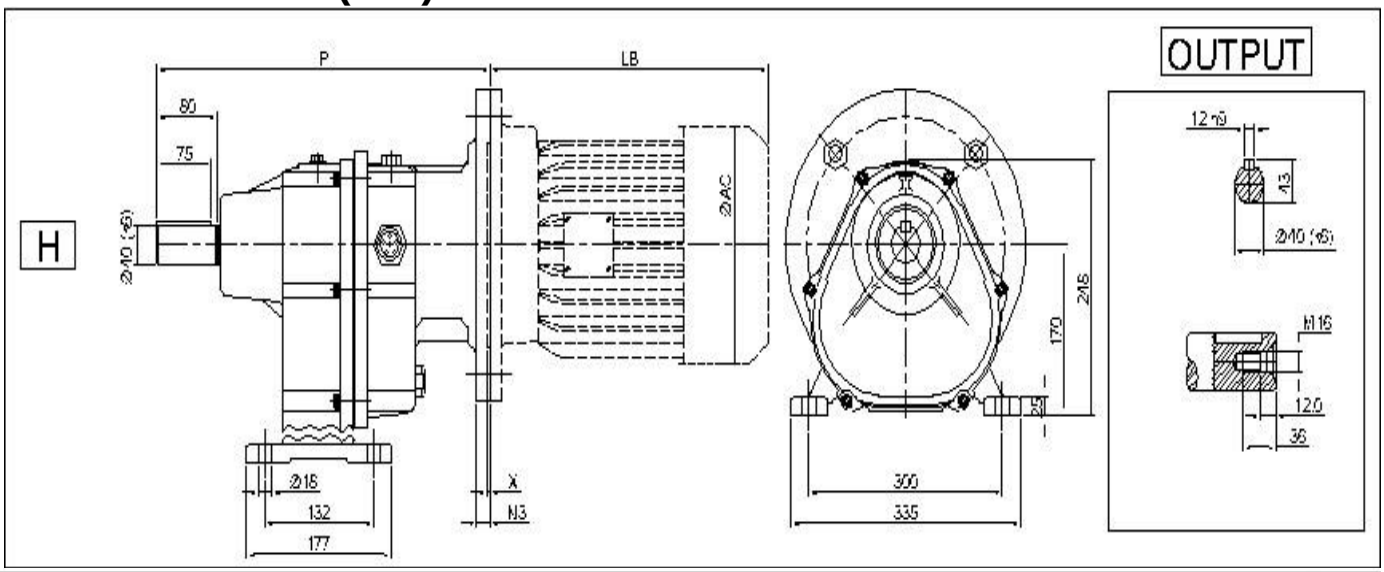
8.3 RGB 150... (IEC)

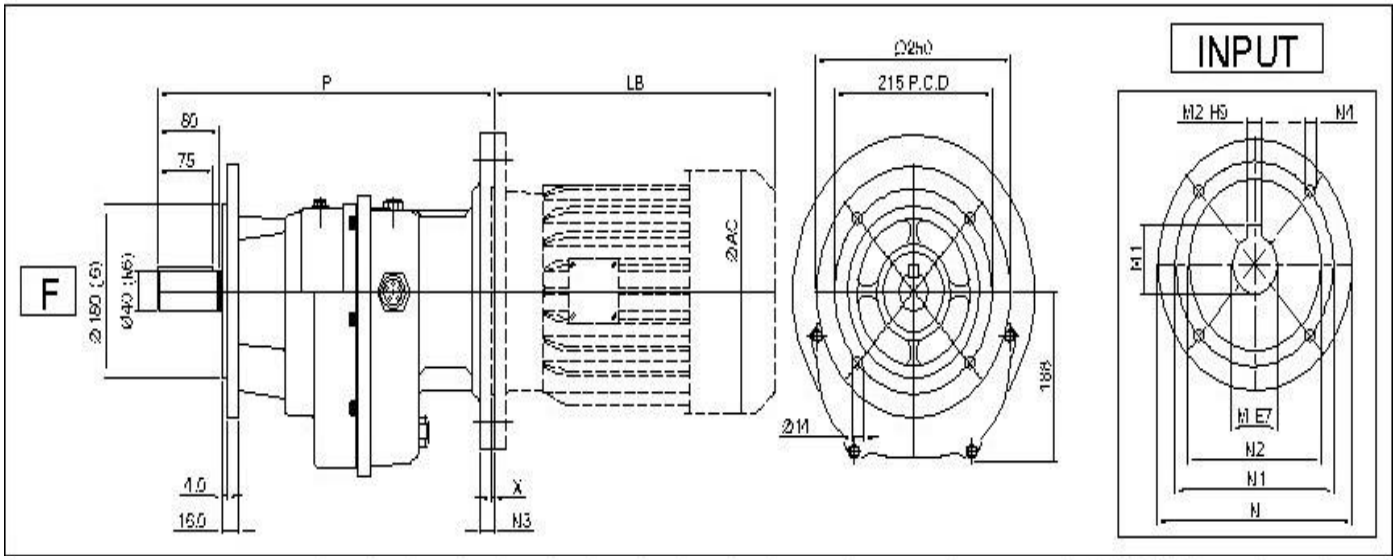




GEAR BOX	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg	RATIO RANGE	SERVICE FACTOR	MOTOR	LB MIN	LB MAX	AC
RGB150 / 080	19	21.8	6	200	165	130	13	12	4.5	367	32	48.93 TO 3.63	5.5 TO 1.3	080	243	263	155
RGB150 / 090	24	27.3	8	200	165	130	13	12	4.5	367	32			090	286	321	173
RGB150 / 100	28	31.3	8	250	215	180	11	15	4.5	367	32			100	315	364	194
RGB150 / 112	28	31.3	8	250	215	180	11	15	4.5	367	32			112	373	412	219

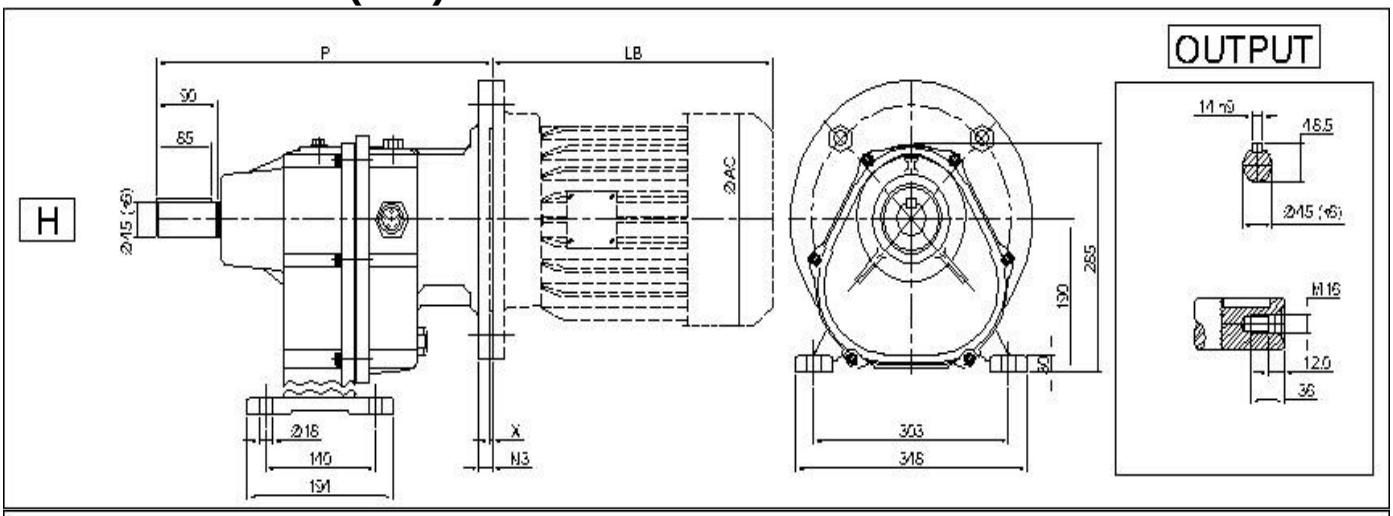
8.4 RGB 170... (IEC)

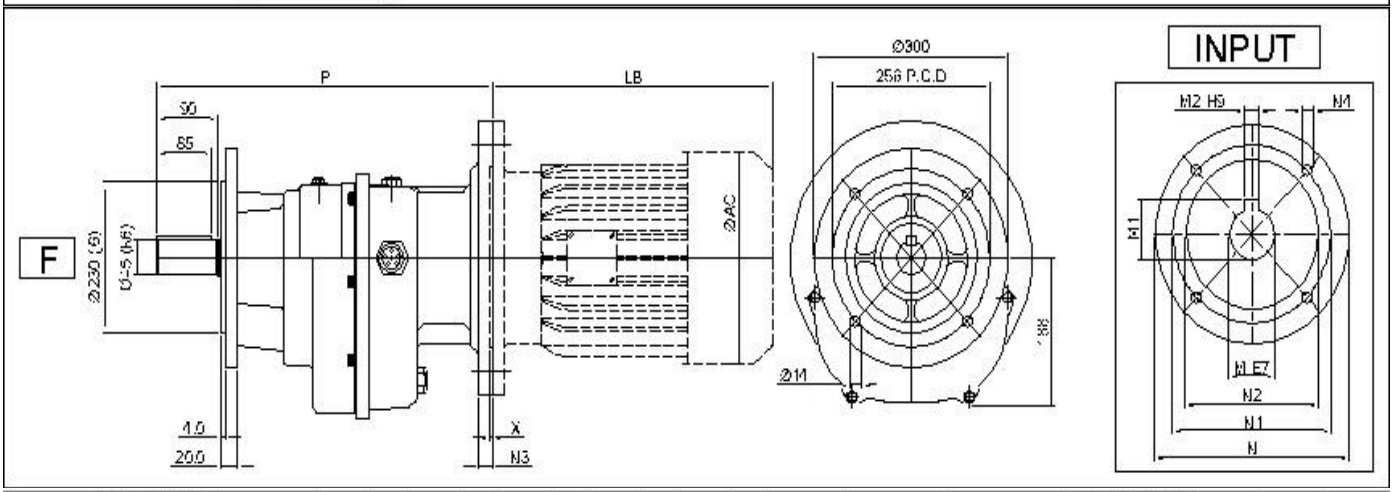




GEAR BOX	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg	RATIO RANGE	SERVICE FACTOR	MOTOR	LB MIN	LB MAX	AC
RGB170/080	19	21.8	6	200	165	130	13	12	4.5	40B	41	34.17 TO 3.24	3.9 TO 1.3	080	243	263	155
RGB170/090	24	27.3	8	200	165	130	13	12	4.5	40B	41			090	286	321	173
RGB170/100	28	31.3	8	250	215	180	11	15	4.5	40B	41			100	315	361	191
RGB170/112	28	31.3	8	250	215	180	11	15	4.5	40B	41			112	373	412	219
RGB170/132	38	41.3	10	300	265	230	14	15	5.0	40B	41			132	383	421	262

8.5 RGB 190... (IEC)





GEAR BOX	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg	RATIO RANGE	SERVICE FACTOR	MOTOR	LB MIN	LB MAX	AC
RGB190 / 090	24	21.3	8	200	165	130	13	12	4.5	408	50	34.12 TO 3.24	3.9 TO 1.3	090	286	321	173
RGB190 / 100	28	31.3	8	250	215	180	11	15	4.5	408	50			100	315	364	194
RGB190 / 112	28	31.3	8	250	215	180	11	15	4.5	408	50			112	373	412	219
RGB190 / 132	38	41.3	10	300	265	230	14	15	5.0	408	50			132	383	421	262