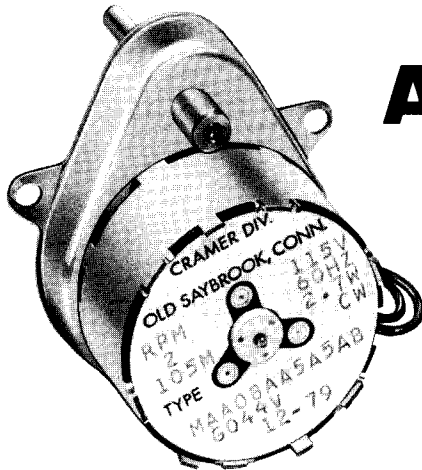


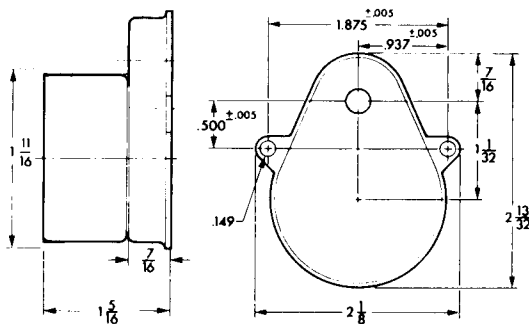
105

**AC**

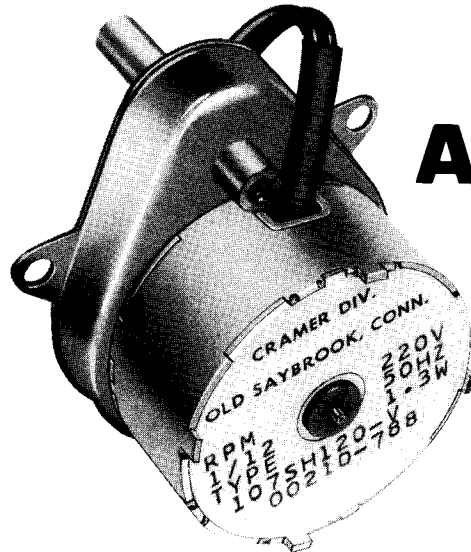
Unidirectional operation assured by ball and tooth no-back that permits rotation in desired direction only.

Directional Characteristics

Rotor Speed	600 RPM
Starting Torque*	300 oz-in. @ 1 RPM
Running Torque	300 oz-in. @ 1 RPM
Power Input	2.7 Watts
Voltages Offered	115, 220, or 24 VAC, 50 or 60 Hz
Oper. Temp. Range	-20°C to +55°C
Temperature Rise	54°C nominal



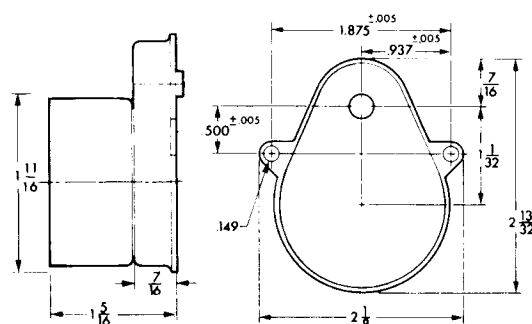
107

**AC**

Unidirectional operation assured electrically, by shading of field poles.

Directional Characteristics

Rotor Speed	450 RPM
Starting Torque*	30 oz-in. @ 1 RPM
Running Torque	60 oz-in. @ 1 RPM
Power Input	1.3 Watts
Voltages Offered	115, 220, or 24 VAC, 50 or 60 Hz
Oper. Temp. Range	-20°C to +55°C
Temperature Rise	34°C nominal



Light Duty Gear Train

Torque Ratings:

20 oz-in. dynamic¹
60 oz-in. static²

Frictions³

Not currently available.

Construction Features:

Pinions and gears molded as single piece, of specially formulated plastics.
Polished steel pins (gear shafts).
Output shaft 303 stainless steel, with brass gear pressed onto shaft.
Permanently lubricated.

Standard Duty Gear Train

Torque Ratings:

30 oz-in. dynamic¹
90 oz-in. static²

Frictions³

Available with one-way friction, with two-way friction, or without friction.

Construction Features:

Separate hobbed or shaved brass gears and bronze pinions, as subassemblies.
Polished steel pins (gear shafts).
Output shaft 303 stainless steel, with brass gear pressed onto shaft.
Permanently lubricated.

Heavy Duty Gear Train

Torque Ratings:

150 oz-in. dynamic¹
150 oz-in. static²

Frictions³

One way clutch nest
(Not avail. for 800 series)

Construction Features:

Molded sintered steel gear and pinion assemblies.
Polished steel pins (gear shafts). First 2 or 3 pins penetrate gear cup for added support.
Output shaft 303 stainless steel with molded sintered steel gear pressed onto shaft.
Permanently lubricated.

1. Gear train dynamic torque rating is the maximum load the gear train can drive continuously without undue wear.

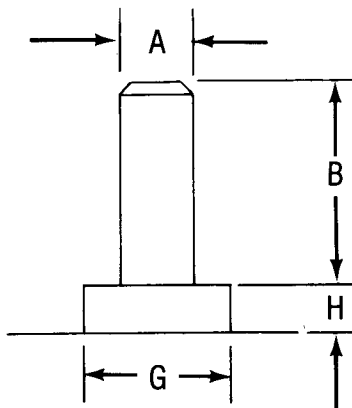
2. Gear train static torque rating is the maximum static torque load (as from an attempt to turn a de-energized motor from its output shaft) that can be sustained without substantial risk of damage to the gear train.

3. Frictions are slip devices that can be built into a gear train to permit manual rotation of the output shaft. A one-way friction permits manual advance in the direction of powered shaft rotation only. A two-way friction permits manual turning in either direction, but is not designed for continuous slippage and should not be relied upon to protect a gear train against excessive torque loads.

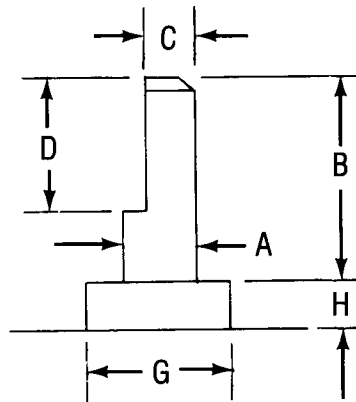
AVAILABLE SHAFTS

	Selection Data								Reference Data				
	Shaft Type	Dwg No.	Shaft Dia. (A)	Shaft Ordering Code				Shaft Width at Flat (C)	Flat Lgth (D)	Knurl Lgth (E)	Knurl Set-back (F)	Brg O.D. (G)	Brg Hght (H)
				Free Shaft Lgth (B)									
				.375	.500	.750	1.000						
Available In Light and Standard Duty Gear Trains	Round	1	.125	02	03	05	06	—	—	—	—	.250	.070
			.187	66	71	72	88						
	Flatted Round	2	.125	T1	T2	T3	T4	.078	.375	—	—		
			.187	67	T5	T6	T7	.162					
	Knurled Rnd	3	.125	V1	V2	V3	V4	—	—	.250	.062		
Available In Heavy Duty Gear Train	Round	1	.1875	AA	AB	AC	AD	—	—	—	—	.375	.218
	Flatted Rnd	2		BD	BE	BF	BG	.162	.375	—	—		
	Knurled Rnd	3	.125	CC	CD	CE	CF	—	—	.250	.062		

Dwg. No. 1
ROUND SHAFT



Dwg. No. 2
FLATTED ROUND SHAFT



Dwg. No. 3
KNURLED ROUND SHAFT

