SEW EURODRIVE

Assembly and operating instructions



Explosion-protected gear units

R.., F.., K.., S.., and SPIROPLAN® W.. series

Edition 06/2025

31551319/EN



Table of contents

1 General information 6
1.1 About this documentation 6
1.2 Structure of the safety notes 6
1.3 Rights to claim under limited warranty 7
1.4 Product names and trademarks 7
1.5 Recycling, reprocessing, reuse 8
1.6 Copyright notice 8

2 Safety notes 9
2.1 Preliminary information 9
2.2 Duties of the user 9
2.3 Target group 9
2.4 Designated use 10
2.5 Other applicable documentation 11
2.6 Safety note for working in potentially explosive areas 11
2.7 Performing work on the product safely 11
2.8 Transportation/storage 12
2.9 Installation/assembly 13
2.10 Startup/operation 13
2.11 Cleaning 13
2.12 Inspection/maintenance 13

3 Gear unit structure 14
3.1 Basic structure of helical gear units R..07 – R..167 14
3.2 Basic structure of parallel-shaft helical gear units F..27 – F..157 15
3.3 Basic structure of helical-bevel gear units K..19/K..29 16
3.4 Basic structure of helical-bevel gear units K..39/K..49 17
3.5 Basic structure of helical-bevel gear units K..37 – K..187 18
3.6 Basic structure of helical-worm gear units S..37 – S..97, S..37p – S..97p 19
3.7 Basic structure of SPIROPLAN® right-angle gear units W..10 – W..30 20
3.8 Basic structure of SPIROPLAN® right-angle gear units W..37/W..47 21
3.9 Basic structure of SPIROPLAN® gear units W..19 – W..59 22
3.10 Nameplate/type designation 23
3.11 Designs and options – R.., F.., K.., S.., W.. gear units 29

4 Mechanical installation 33
4.1 Gear units/gearmotors in explosion-protected design II2GD and II3GD 33
4.2 Prerequisites for installation 35
4.3 Directions of rotation 37
4.4 Installing the gear unit 39
4.5 Gear units with solid shaft 50
4.6 Torque arms for shaft-mounted gear units 53
4.7 Mounting shaft-mounted gear units with splined hollow shaft 61
4.8 Shaft-mounted gear units with keyway 63
4.9 Shaft-mounted gear units with shrink disk 70
4.10 Shaft-mounted gear units with TorqLOC® 74

31551319/EN – 06/2025

4.11 Cover ... 95
4.12 AMS.. adapters ... 99
4.13 AM.. adapters ... 108
4.14 AQS.. adapters ... 114
4.15 AQ.. adapters ... 120
4.16 Adapter with AR.. slip clutch ... 123
4.17 AD.. input shaft assembly ... 126
4.18 Direct mounting of a motor on a gear unit ... 130
4.19 Accessory equipment ... 133

5 Startup ... 147
5.1 Before you start ... 147
5.2 Checklists ... 147
5.3 Inverter-operated gearmotors ... 150
5.4 Checking the oil level ... 150
5.5 Pseudo-leakage at shaft seals ... 151
5.6 Measuring surface and oil temperature ... 152
5.7 Helical-worm and SPIROPLAN® W.. gear units ... 153
5.8 Helical/parallel-shaft helical/helical-bevel gear units ... 154
5.9 Gear units with backstop ... 154
5.10 Speed monitoring ... 156
5.11 Installation and adjustment of the WEX speed monitor ... 156
5.12 Installation of the voltage encoder ... 160

6 Inspection/maintenance ... 162
6.1 Wear parts ... 163
6.2 Inspection intervals/maintenance intervals ... 166
6.3 Lubricant change intervals ... 167
6.4 Maintenance for AL../AMS../AQS../AQ.. adapters ... 167
6.5 AR.. adapter maintenance ... 168
6.6 Maintenance of AR.. adapter with slip clutch ... 168
6.7 AD.. input shaft assembly maintenance ... 173
6.8 Inspection/maintenance of the gear unit ... 174

7 Mounting positions ... 194
7.1 Designation of the mounting positions ... 194
7.2 Churning losses and thermal rating ... 195
7.3 Change of mounting position ... 195
7.4 Gear units in pivoted mounting position (dynamic) ... 196
7.5 Gear units in pivoted mounting position (stationary) ... 196
7.6 Universal mounting position M0 ... 196
7.7 Mounting position sheets ... 197

8 Technical data ... 234
8.1 Extended storage ... 234
8.2 Lubricants ... 236

9 Malfunctions and remedies ... 249
9.1 Gear units ... 250

31551319/EN – 06/2025

SEW EURODRIVE

9.2 AMS../AM../AQS../AQ../AL.. adapters 251
9.3 AD.. input shaft assembly 251
9.4 Adapter with AR slip clutch 252
9.5 Service 252
9.6 Waste disposal 252

10 Address list 253

Index 264

31551319/EN – 06/2025

1 General information

1.1 About this documentation

The documentation at hand is the original.

This documentation is an integral part of the product. The documentation is intended for all employees who perform work on the product.

Make sure this documentation is accessible and legible. Ensure that persons responsible for the systems and their operation as well as persons who work on the product independently have read through the documentation carefully and understood it. If you are unclear about any of the information in this documentation or if you require further information, contact SEW-EURODRIVE.

1.2 Structure of the safety notes

1.2.1 Meaning of signal words

The following table shows the graduation and meaning of the signal words in the safety notes:

Signal word	Meaning	Consequences if not observed
⚠ **DANGER**	Imminent danger	Death or severe injuries
⚠ **WARNING**	Possibly dangerous situation	Death or severe injuries
⚠ **CAUTION**	Possibly dangerous situation	Slight injuries
NOTICE	Possible damage to property	Damage to the product or its environment
INFORMATION ON EXPLOSION PROTECTION	Important information about explosion protection	
INFORMATION	Useful information or tip: Simplifies handling of the product.	

1.2.2 Structure of section-related safety notes

Section-related safety notes do not apply to a specific action but to several actions pertaining to one subject. The hazard symbols used either indicate a general hazard or a specific hazard.

This is the formal structure of a safety note for a specific section:



SIGNAL WORD

Type and source of hazard.

Possible consequence(s) if disregarded.

- Measure(s) to prevent the hazard.

31551319/EN – 06/2025

Meaning of the hazard symbols

The hazard symbols in the safety notes have the following meaning:

Hazard symbol	Meaning
	General hazard
	Warning of dangerous electrical voltage
	Warning of hot surfaces
	Warning of risk of crushing
	Note on explosion protection
	Warning of automatic restart

1.2.3 Structure of embedded safety notes

Embedded safety notes are directly integrated into the instructions just before the description of the dangerous step.

This is the formal structure of an embedded safety note:

⚠ **SIGNAL WORD!** Type and source of danger. Possible consequence(s) if disregarded. Measure(s) to prevent danger.

1.3 Rights to claim under limited warranty

Read the information in this documentation. This is essential for fault-free operation and fulfillment of any rights to claim under limited warranty. Read the documentation before you start working with the product.

1.4 Product names and trademarks

The brands and product names in this documentation are trademarks or registered trademarks of their respective titleholders.

31551319/EN – 06/2025

1.5 Recycling, reprocessing, reuse

When manufacturing products, SEW-EURODRIVE makes sure to keep the use of new natural resources to a minimum in the interests of the circular economy. Key aspects here are the recycling of materials as well as the inspection and/or processing of returned components and their reuse in new products. These processes are only used at SEW-EURODRIVE if the resulting materials and components correspond to the quality of new products.

1.6 Copyright notice

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31551319/EN – 06/2025

2 Safety notes

2.1 Preliminary information

The following general safety notes serve the purpose of preventing injury to persons and damage to property. They primarily apply to the use of products described in this documentation. If you use additional components, also observe the relevant warning and safety notes.

2.2 Duties of the user

As the user, you must ensure that the basic safety notes are observed and complied with. Make sure that persons responsible for the machinery and its operation as well as persons who work on the device independently have read through the documentation carefully and understood it.

As the user, you must ensure that all of the work listed in the following is carried out only by qualified specialists:

- Setup and installation
- Installation and connection
- Startup
- Maintenance and repairs
- Shutdown
- Disassembly

Ensure that the persons who work on the product pay attention to the following regulations, conditions, documentation, and information:

- The national and regional regulations governing safety and the prevention of accidents
- Product safety label on the product
- All other associated project planning documents, installation and startup instructions, as well as connection and wiring diagrams
- Do not assemble, install, or operate damaged products
- All system-specific specifications and regulations

Ensure that systems in which the product is installed are equipped with additional monitoring and protection devices. Observe the applicable safety regulations and legislation governing technical work equipment and accident prevention regulations.

2.3 Target group

Specialist for mechanical work

Any mechanical work may be performed only by adequately qualified specialists. Specialists in the context of this documentation are persons who are familiar with the design, mechanical installation, troubleshooting, and maintenance of the product, and who possess the following qualifications:

- Qualifications in the field of mechanics in accordance with the national regulations
- Familiarity with this documentation

31551319/EN – 06/2025

Specialist for electrotechnical work

Any electrotechnical work may be performed only by electrically skilled persons with a suitable education. Electrically skilled persons in the context of this documentation are persons who are familiar with electrical installation, startup, troubleshooting, and maintenance of the product, and who possess the following qualifications:

- Qualifications in the field of electrical engineering in accordance with the national regulations
- Familiarity with this documentation

Additional qualifications

In addition to that, these persons must be familiar with the valid safety regulations and laws, as well as with the requirements of the standards, directives, and laws specified in this documentation.

The persons must have the express authorization of the company to operate, program, parameterize, label, and ground devices, systems, and circuits in accordance with the standards of safety technology.

Instructed persons

All work in the areas of transport, storage, installation, operation and waste disposal may only be carried out by persons who are trained and instructed appropriately. These instructions must enable the persons to carry out the required activities and work steps safely and in accordance with regulations.

2.4 Designated use

The gear units are intended for industrial systems and may only be used in accordance with the information provided in the technical documentation of SEW-EURODRIVE and the information given on the nameplate. They meet the requirements set forth in Directive 94/9/EC or 2014/34/EU and comply with the applicable standards and regulations.

The gear units are components for installation in machines and systems according to the 2006/42/EC Machinery Directive. Within the scope of the Directive, you must not operate the machine in the designated fashion until you have established that the end product complies with Machinery Directive 2006/42/EC.

Optional equipment

In addition to the general installation guidelines, the following regulations in accordance with German operating safety regulations (BetrSichV) or other national regulations must be observed for connecting additional devices:

- EN ISO 80079-36 Potentially explosive atmospheres – part 36: Non-electrical equipment for use in potentially explosive atmospheres – Basics and requirements
- EN ISO 80079-37 Potentially explosive atmospheres – part 37: Non-electrical equipment for explosive atmospheres – Non-electrical type of protection constructional safety "c", control of ignition sources "b", liquid immersion "k"
- EN 50281-2-1 Electrical apparatus for use in the presence of combustible dust – part 2-1: Test methods; methods for determining the minimum ignition temperatures of dust
- EN 60079-0 Potentially explosive areas – part 0: General requirements
- EN 60079-1 Potentially explosive areas – part 1: Equipment protection by flameproof enclosure "d"
- EN 60079-7 Potentially explosive areas – part 7: Equipment protection by increased safety "e"
- EN 60079-11 Potentially explosive areas – part 11: Equipment protection by intrinsic safety "i"

31551319/EN – 06/2025

- EN 60079-14 Potentially explosive areas – part 14: Project planning, selection and setup of electrical machinery
- EN 60079-15 Potentially explosive areas – part 15: Equipment protection by protection type "n"
- EN 60079-17 Potentially explosive areas – part 17: Testing and maintenance of electrical machinery
- EN 60079-31 Potentially explosive areas – part 31: Equipment dust ignition protection by enclosure "t"
- DIN VDE 105-9 "Operating electrical equipment" or other national regulations
- DIN VDE 0100 "Erection of power installations with rated voltages below 1000 V" or other national regulations

Technical data and information on the permitted conditions are given on the nameplate and in the documentation; they have to be observed under all circumstances.

2.5 Other applicable documentation

Observe the corresponding documentation for all additional components.

2.6 Safety note for working in potentially explosive areas

Note that explosive gas mixtures or concentrations of dust can lead to explosions in conjunction with hot, live, or moving parts of electrical machinery.

2.7 Performing work on the product safely

2.7.1 Defective or damaged product

Never install defective or damaged products. Observe the following information to avoid injuries or damage:

- Before installation, check the product for external damage and replace a damaged product.

2.7.2 Use of hazardous substances, lubricants, adhesives

Observe the following information to avoid poisoning or fire hazards:

- Observe the safety data sheets of the used hazardous substances, lubricants and adhesives.
- Wear safety gloves.

2.7.3 Hot surfaces

The surfaces of the product can become very hot during operation. Observe the following information to avoid burns:

- Let the product and its accessories cool down before touching it.
- Do not touch any surfaces of the product during operation, except for the control elements.
- Observe the information signs and product safety labels on the product.

31551319/EN – 06/2025

2.7.4 Falling load

Observe the following information to avoid death or severe injury due to falling loads:

- Do not stand under the load.
- Secure the area where loads can fall down.
- Use personal protective equipment (such as helmet and safety shoes).
- Use a suitable lifting tool (chain hoist, forklift) and transport protection.

2.7.5 Rotating parts

When working on the product, there may be a risk of exposed rotating parts and uncontrolled movement of the components. Observe the following information to avoid body parts getting crushed or pulled in:

- Switch off the product before you start working on it.
- Observe all technical data of the product.
- Do not reach into the hazard zone.

2.7.6 Sharp edges

Observe the following information to avoid cuts caused by sharp or non-deburred cutting edges:

- Wear safety gloves.

2.7.7 Toxic vapors due to heating of fluorocarbon rubber

Fluorocarbon rubber is very stable and safe under normal operating conditions and temperatures < 200 °C. However, if fluorocarbon rubber is heated to more than 300 °C, e.g. by fire or the flame of a cutting torch, harmful gases, vapors, and residues can form. The following components can contain elastomers made of fluorocarbon rubber: Oil seals, breather valves, screw plugs. Observe the following information:

- Make sure that components made of fluorocarbon rubber are not exposed to thermal loads > 200 °C. Remove the components, if necessary.
- Observe the temperature ranges specified in the operating instructions when heating components with fluorocarbon rubber.
- Avoid inhaling fluorocarbon rubber gases and vapors, as well as contact with cooled fluorocarbon rubber, as hazardous residues form during thermal load.

2.8 Transportation/storage

Inspect the shipment for damage as soon as you receive the delivery. Inform the shipping company immediately about any damage. If the product is damaged, it must not be assembled, installed or started up.

Observe the storage information on climatic conditions as given in chapter "Storage conditions for long-term storage" (→ 🗎 234).

If the product is not immediately installed, it must be stored in a dry and dust-free location. The product can be stored for up to 9 months without requiring any special measures before startup. Do not store the product outdoors.

The permissible storage temperature is -30 °C to +50 °C.

For storage periods longer than 9 months, SEW-EURODRIVE recommends the "extended storage" design. For more information, go to "Extended storage" (→ 🗎 234).

31551319/EN – 06/2025

The installed lifting eyebolts are in accordance with DIN 580. Observe the loads and regulations specified there. The tension force vector of the slings must not exceed a 45° angle in accordance with DIN 580.

If the product has several lifting eyes or lifting eyebolts, then you should use all lifting eyes and lifting eyebolts for attaching transport ropes. Tighten lifting eyebolts. The lifting eyes or lifting eyebolts are designed to carry only the weight of the product. Do not apply any additional loads.

The gear units K..167 and K..187 have no lifting eyes and are supplied without lifting eyebolts. Use alternative, suitable slings.

Do not store the gearmotor on the fan guard.

Use suitable, sufficiently rated and reusable handling equipment.

2.9 Installation/assembly

Ensure that the product is installed and cooled according to the regulations in the documentation.

Protect the product from strong mechanical strain. The product and its mounting parts must never protrude into the path of persons or vehicles. Ensure that components are not deformed, particularly during transportation and handling. Electrical components must not be mechanically damaged or destroyed.

The following applications are prohibited unless the device is explicitly designed for such use:

- Use in applications with impermissibly high mechanical vibration and shock loads
- Use in areas exposed to harmful oils, acids, gases, vapors, dust, radiation, etc.

Before using a stainless steel shrink disk or stainless steel output shaft, check if the ambient conditions are compatible with the stainless steel material. For information on the material, refer to the order confirmation.

2.10 Startup/operation

Check the drive before and during startup according to Directive 2014/43/EU based on the checklists (→ 🗎 147).

Switch off the gearmotor if in doubt whenever changes occur in relation to normal operation (e.g. increased temperatures, unusual noises, vibrations). Determine the cause. It may be necessary to contact SEW-EURODRIVE.

2.11 Cleaning

When using a stainless steel shrink disk or stainless steel output shaft, check if the cleaning agents and chemicals are compatible with the stainless steel material. For information on the material, refer to the order confirmation.

2.12 Inspection/maintenance

Observe the information in chapter "Inspection/maintenance" (→ 🗎 162).

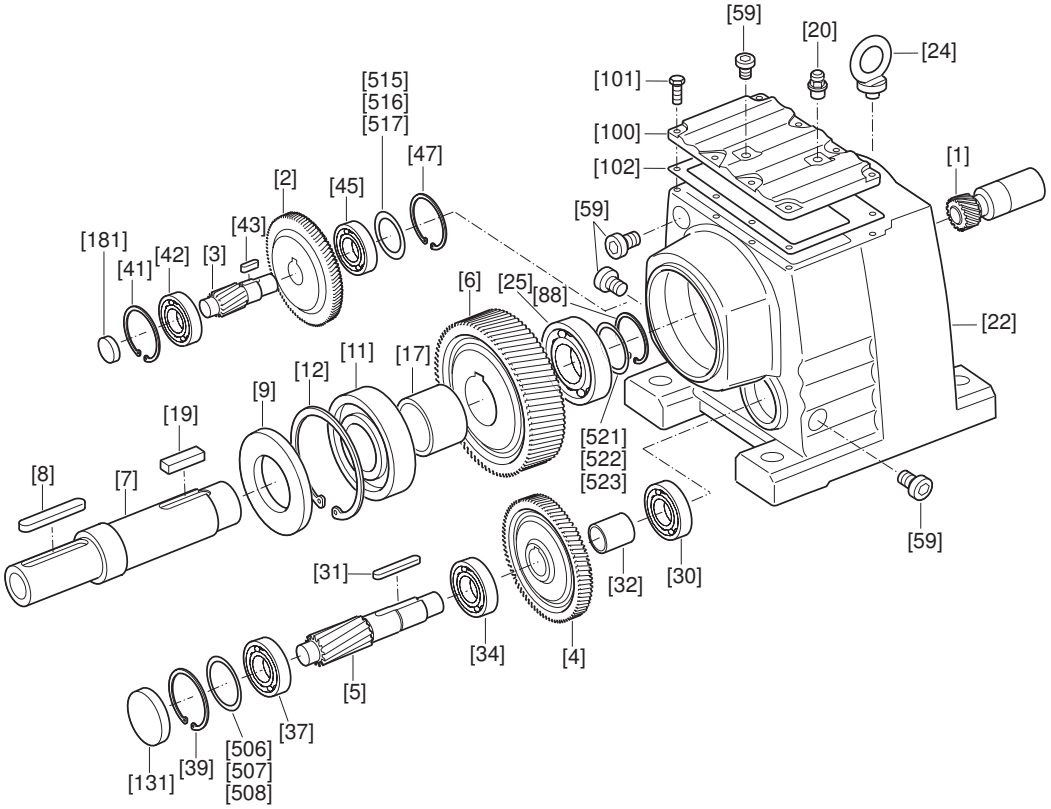
31551319/EN – 06/2025

3 Gear unit structure

INFORMATION

The following figures are block diagrams. Their purpose is only to make it easier to assign components to the spare parts lists. Discrepancies may occur depending on the gear unit size and version.

3.1 Basic structure of helical gear units R..07 – R..167

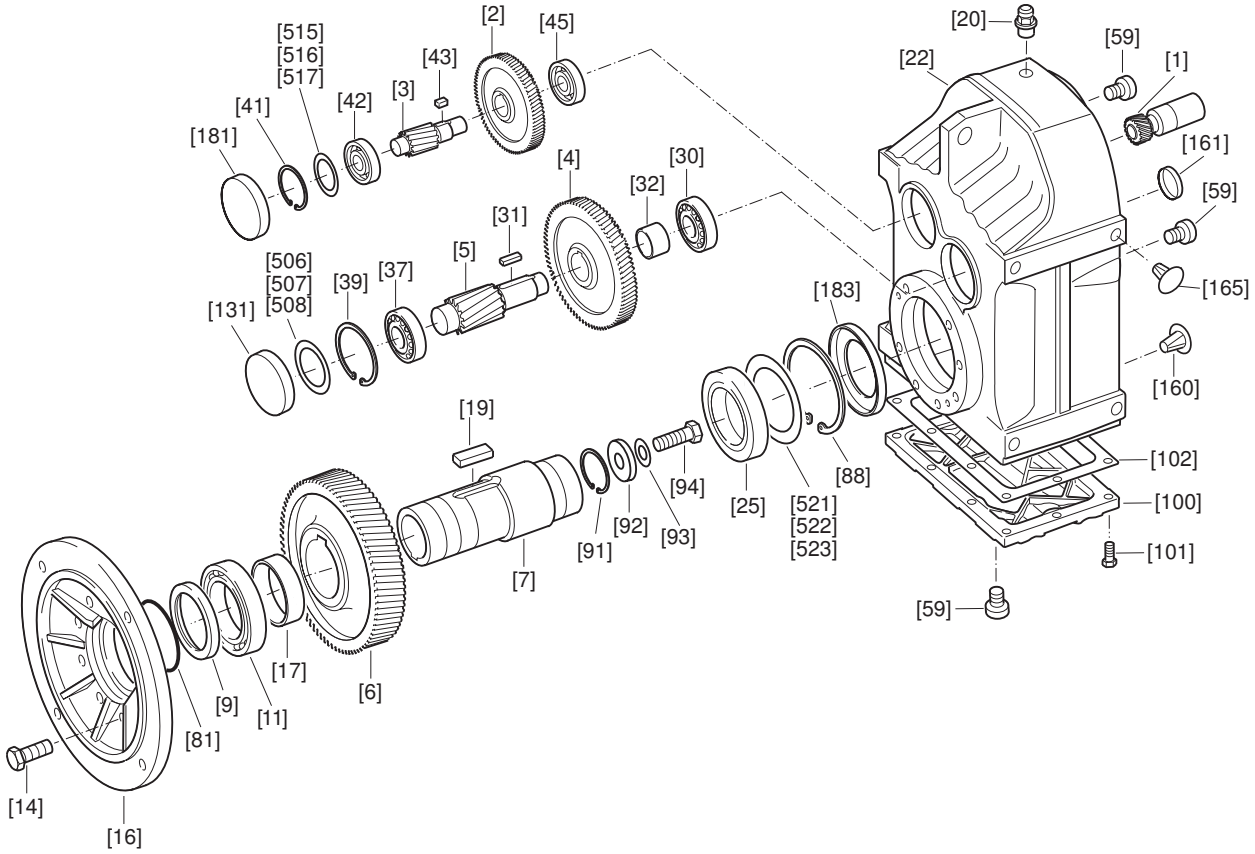


18014398528676235

[1] Pinion
[2] Gear
[3] Pinion shaft
[4] Gear
[5] Pinion shaft
[6] Gear
[7] Output shaft
[8] Key
[9] Oil seal
[11] Rolling bearing
[12] Retaining ring
[17] Spacer tube
[19] Key
[20] Breather valve
[22] Gear unit housing
[24] Eyebolt
[25] Rolling bearing
[30] Rolling bearing
[31] Key
[32] Spacer tube
[34] Rolling bearing
[37] Rolling bearing
[39] Retaining ring
[41] Retaining ring
[42] Rolling bearing
[43] Key
[45] Rolling bearing
[47] Retaining ring
[59] Screw plug
[88] Retaining ring
[100] Inspection cover
[101] Hex head screw
[102] Gasket
[131] Closing cap
[181] Closing cap
[506] Shim
[507] Shim
[508] Shim
[515] Shim
[516] Shim
[517] Shim
[521] Shim
[522] Shim
[523] Shim

31551319/EN – 06/2025

3.2 Basic structure of parallel-shaft helical gear units F..27 – F..157

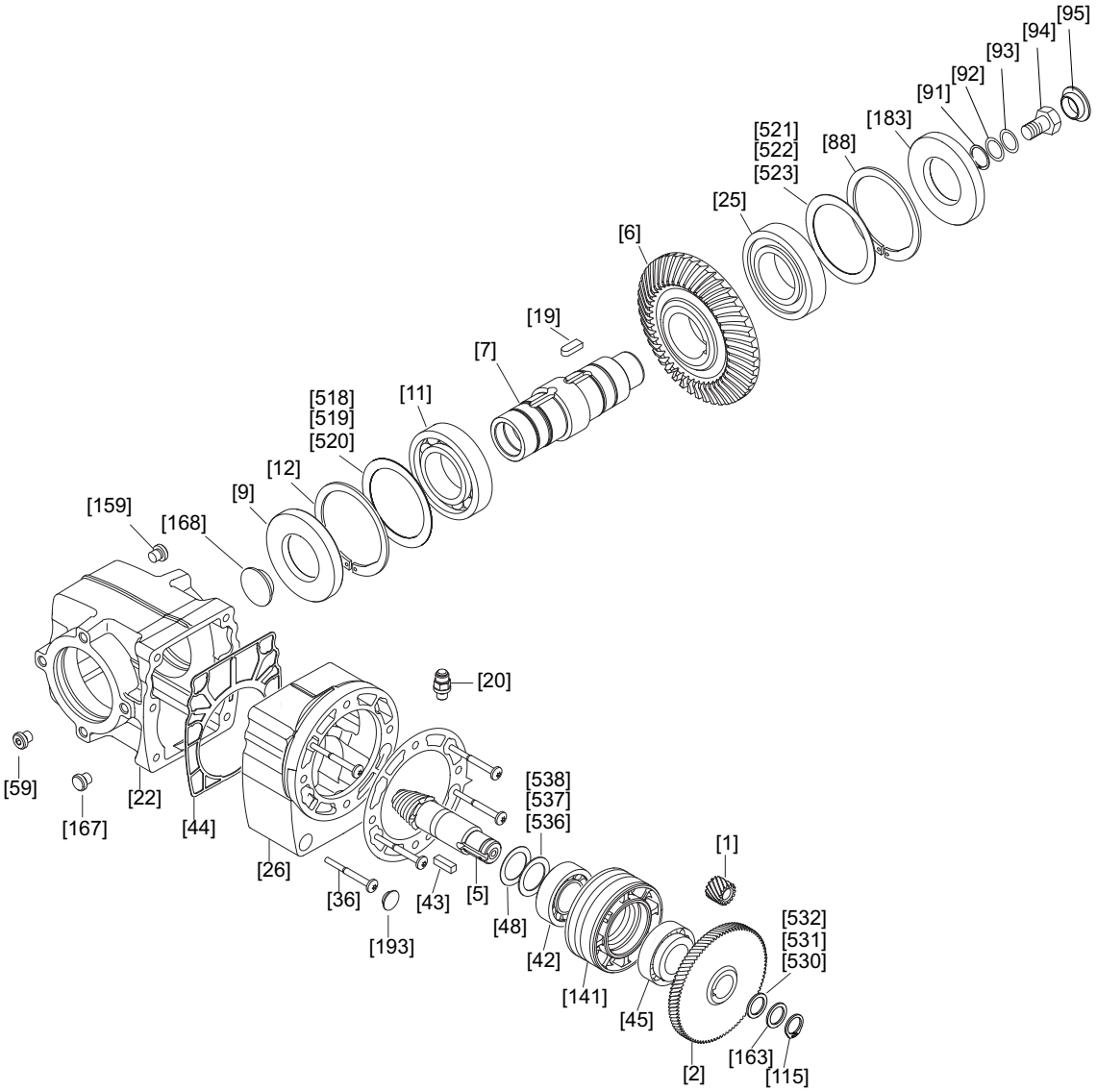


9007199274039051

[1] Pinion
[2] Gear
[3] Pinion shaft
[4] Gear
[5] Pinion shaft
[6] Gear
[7] Hollow shaft
[9] Oil seal
[11] Rolling bearing
[14] Hex head screw
[16] Output flange
[17] Spacer tube
[19] Key
[20] Breather valve
[22] Gear unit housing
[25] Rolling bearing
[30] Rolling bearing
[31] Key
[32] Spacer tube
[37] Rolling bearing
[39] Retaining ring
[41] Retaining ring
[42] Rolling bearing
[43] Key
[45] Rolling bearing
[59] Screw plug
[81] Shield ring
[88] Retaining ring
[91] Retaining ring
[92] Washer
[93] Lock washer
[94] Hex head screw
[100] Inspection cover
[101] Hex head screw
[102] Gasket
[131] Closing cap
[160] Closing plug
[161] Closing cap
[165] Closing plug
[181] Closing cap
[183] Oil seal
[506] Shim
[507] Shim
[508] Shim
[515] Shim
[516] Shim
[517] Shim
[521] Shim
[522] Shim
[523] Shim

31551319/EN – 06/2025

3.3 Basic structure of helical-bevel gear units K..19/K..29

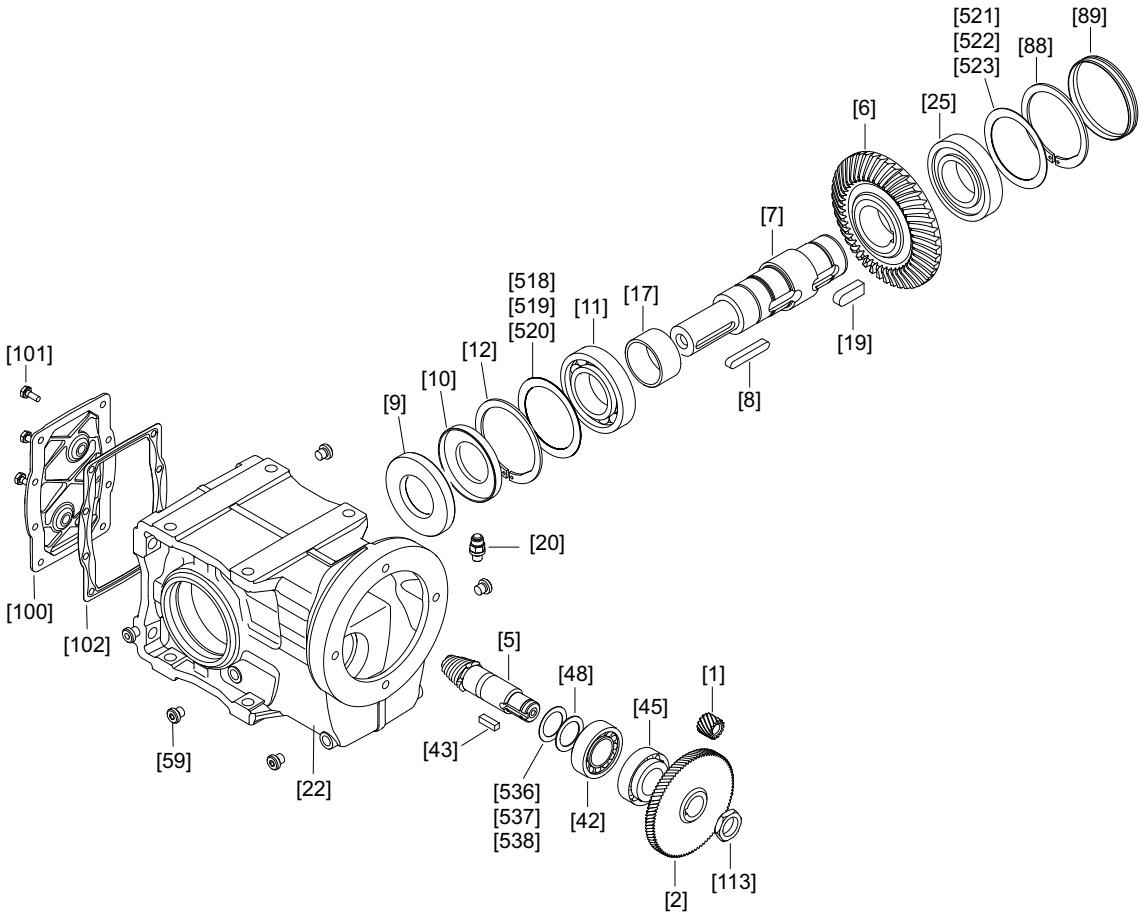


18014405931092491

[1] Pinion
[2] Gear
[5] Pinion shaft
[6] Gear
[7] Hollow shaft
[9] Oil seal
[11] Rolling bearing
[12] Retaining ring
[19] Key
[20] Breather valve
[22] Gear unit housing
[25] Deep groove ball bearing
[26] Housing of 1st stage
[36] Stud
[42] Tapered roller bearing
[43] Key
[44] Gasket
[45] Tapered roller bearing
[50] Bevel gear set
[59] Screw plug
[88] Retaining ring
[91] Retaining ring
[92] Washer
[93] Lock washer
[94] Hex head screw
[95] Protection cap
[115] Retaining ring
[141] Bushing
[159] Closing plug
[163] Supporting ring
[167] Closing plug
[168] Protection cap
[183] Oil seal
[193] Closing plug
[518] Shim
[519] Shim
[520] Shim
[521] Shim
[522] Shim
[523] Shim
[530] Shim
[531] Shim
[532] Shim
[536] Shim
[537] Shim
[538] Shim

31551319/EN – 06/2025

3.4 Basic structure of helical-bevel gear units K..39/K..49

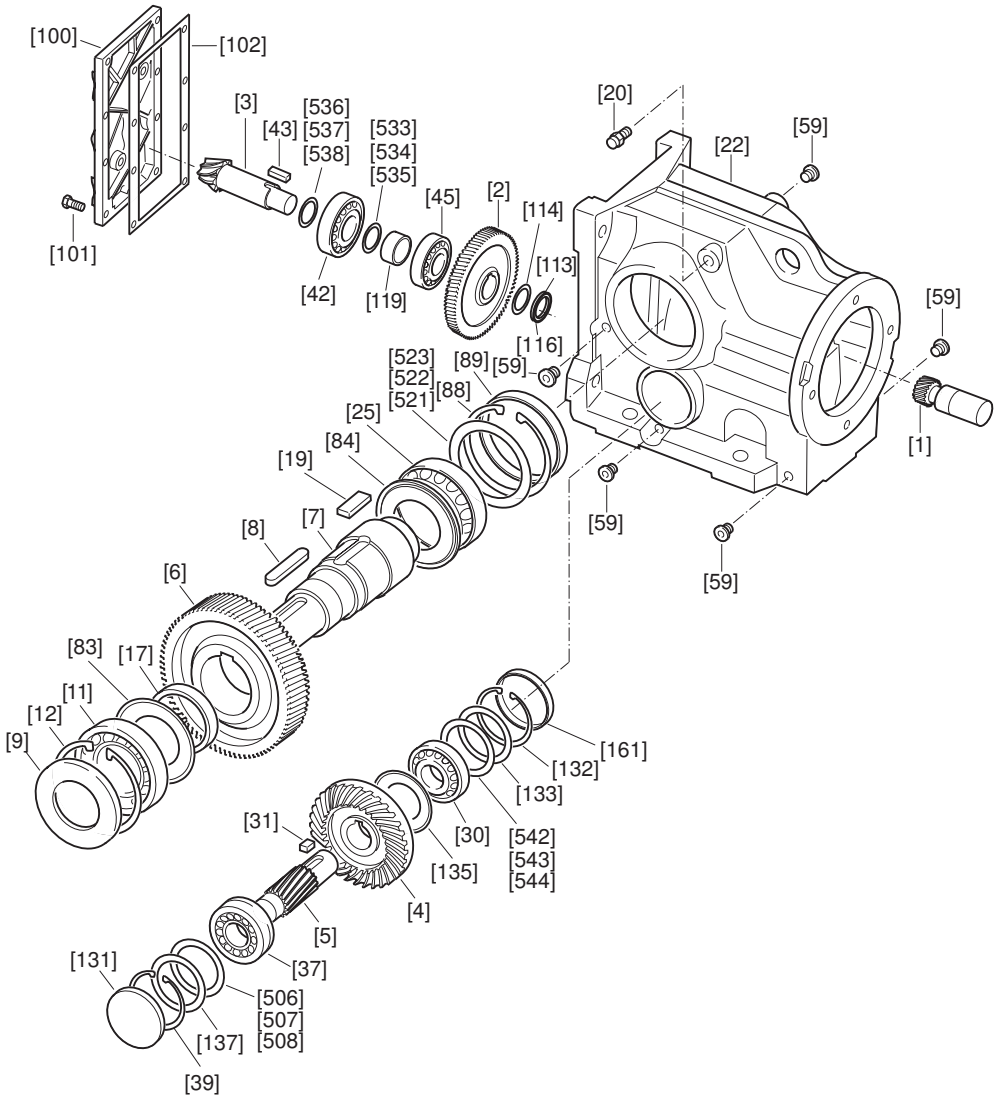


14457456395

[1]	Pinion	[12]	Retaining ring	[48]	Supporting ring	[518]	Shim
[2]	Gear	[17]	Spacer tube	[50]	Bevel gear set	[519]	Shim
[5]	Pinion shaft	[19]	Key	[59]	Screw plug	[520]	Shim
[6]	Gear	[20]	Breather valve	[88]	Retaining ring	[521]	Shim
[7]	Hollow shaft	[22]	Gear unit housing	[89]	Closing cap	[522]	Shim
[8]	Key	[25]	Deep groove ball bearing	[100]	Inspection cover	[523]	Shim
[9]	Oil seal	[42]	Tapered roller bearing	[101]	Hex head screw	[536]	Shim
[10]	Oil seal	[43]	Key	[102]	Gasket	[537]	Shim
[11]	Deep groove ball bearing	[45]	Tapered roller bearing	[113]	Slotted nut	[538]	Shim

31551319/EN – 06/2025

3.5 Basic structure of helical-bevel gear units K..37 – K..187

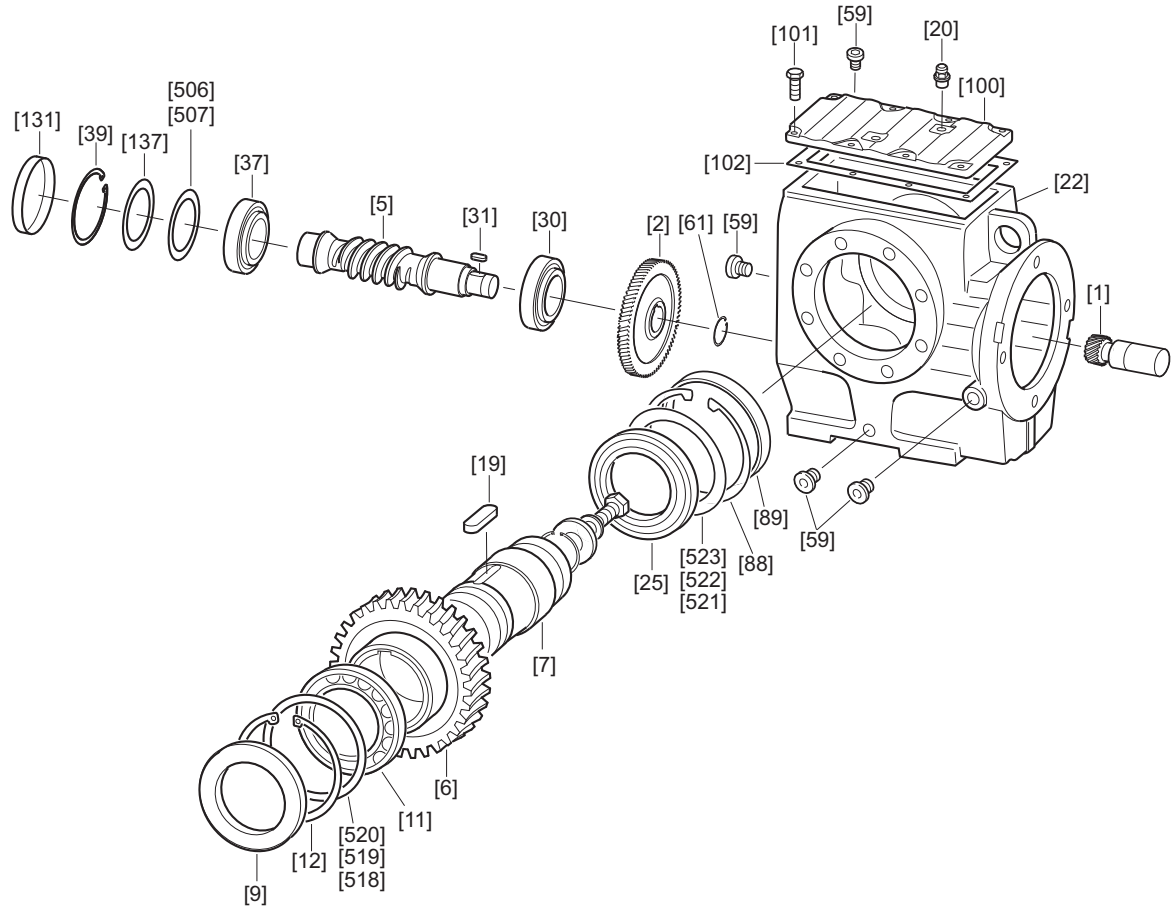


9007199274042123

[1] Pinion
[2] Gear
[3] Pinion shaft
[4] Gear
[5] Pinion shaft
[6] Gear
[7] Output shaft
[8] Key
[9] Oil seal
[11] Rolling bearings
[12] Retaining ring
[17] Spacer tube
[19] Key
[20] Breather valve
[22] Gear unit housing
[25] Rolling bearings
[30] Rolling bearings
[31] Key
[37] Rolling bearings
[39] Retaining ring
[42] Rolling bearings
[43] Key
[45] Rolling bearings
[59] Screw plug
[83] Shield ring
[84] Shield ring
[88] Retaining ring
[89] Closing cap
[100] Gear unit cover
[101] Hex head screw
[102] Gasket
[113] Slotted nut
[114] Locking plate
[116] Thread locking
[119] Spacer tube
[131] Closing cap
[132] Retaining ring
[133] Supporting ring
[135] Shield ring
[137] Supporting ring
[161] Closing cap
[506] Shim
[507] Shim
[508] Shim
[521] Shim
[522] Shim
[523] Shim
[533] Shim
[534] Shim
[535] Shim
[536] Shim
[537] Shim
[538] Shim
[542] Shim
[543] Shim
[544] Shim

31551319/EN – 06/2025

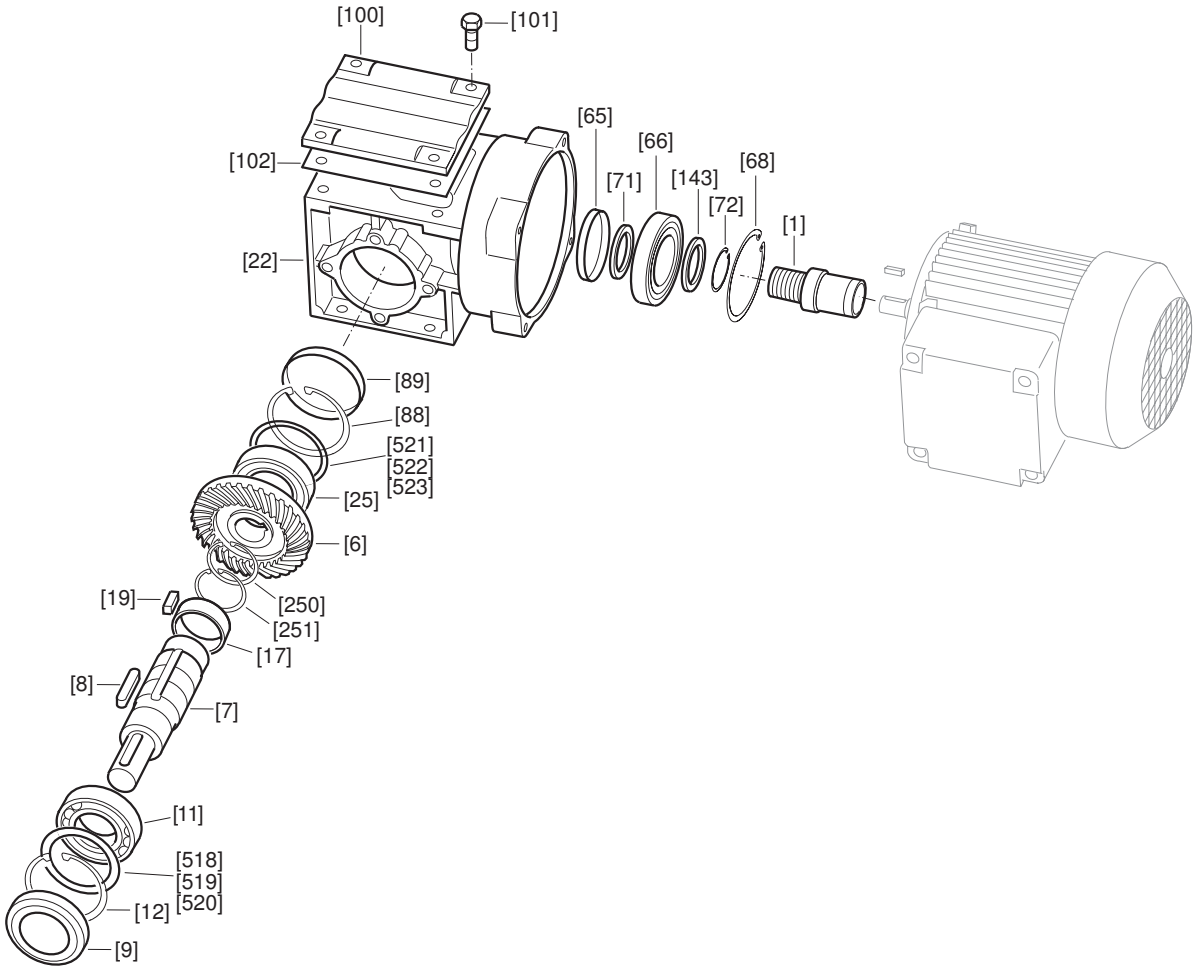
3.6 Basic structure of helical-worm gear units S..37 – S..97, S..37p – S..97p



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[1] Pinion
[2] Gear
[5] Worm
[6] Worm gear
[7] Output shaft
[9] Oil seal
[11] Rolling bearings
[12] Retaining ring
[19] Key
[20] Breather valve
[22] Gear unit housing
[25] Rolling bearings
[30] Rolling bearings
[31] Key
[37] Rolling bearings
[39] Retaining ring
[59] Screw plug
[61] Retaining ring
[88] Retaining ring
[89] Closing cap
[100] Gear unit cover
[101] Hex head screw
[102] Seal
[131] Closing cap
[137] Supporting ring
[506] Shim
[507] Shim
[518] Shim
[519] Shim
[520] Shim
[521] Shim
[522] Shim
[523] Shim

3.7 Basic structure of SPIROPLAN® right-angle gear units W..10 – W..30

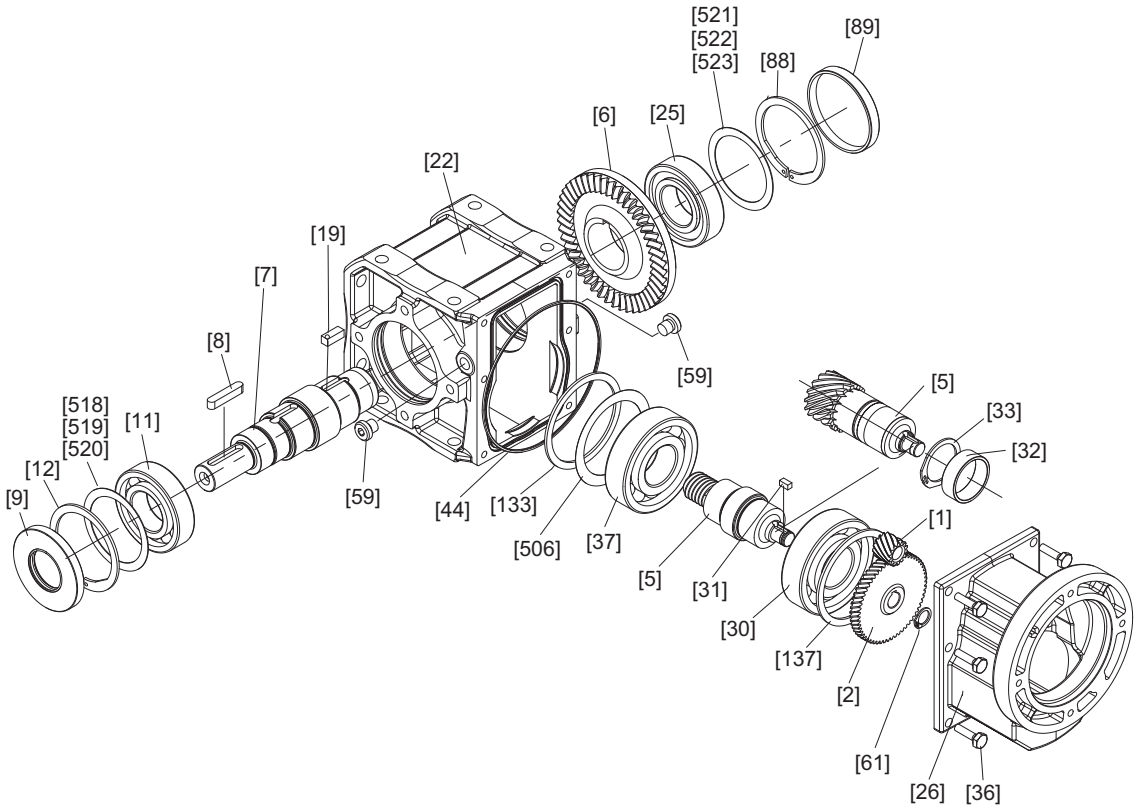


9007199274048267

[1] Pinion
[6] Gear
[7] Output shaft
[8] Key
[9] Oil seal
[11] Rolling bearings
[12] Retaining ring
[17] Spacer tube
[19] Key
[22] Gear unit housing
[25] Rolling bearings
[65] Oil seal
[66] Rolling bearings
[68] Retaining ring
[71] Supporting ring
[72] Retaining ring
[88] Retaining ring
[89] Closing cap
[100] Gear unit cover
[101] Hex head screw
[102] Seal
[143] Supporting ring
[250] Retaining ring
[251] Retaining ring
[518] Shim
[519] Shim
[520] Shim
[521] Shim
[522] Shim
[523] Shim

31551319/EN – 06/2025

3.8 Basic structure of SPIROPLAN® right-angle gear units W..37/W..47

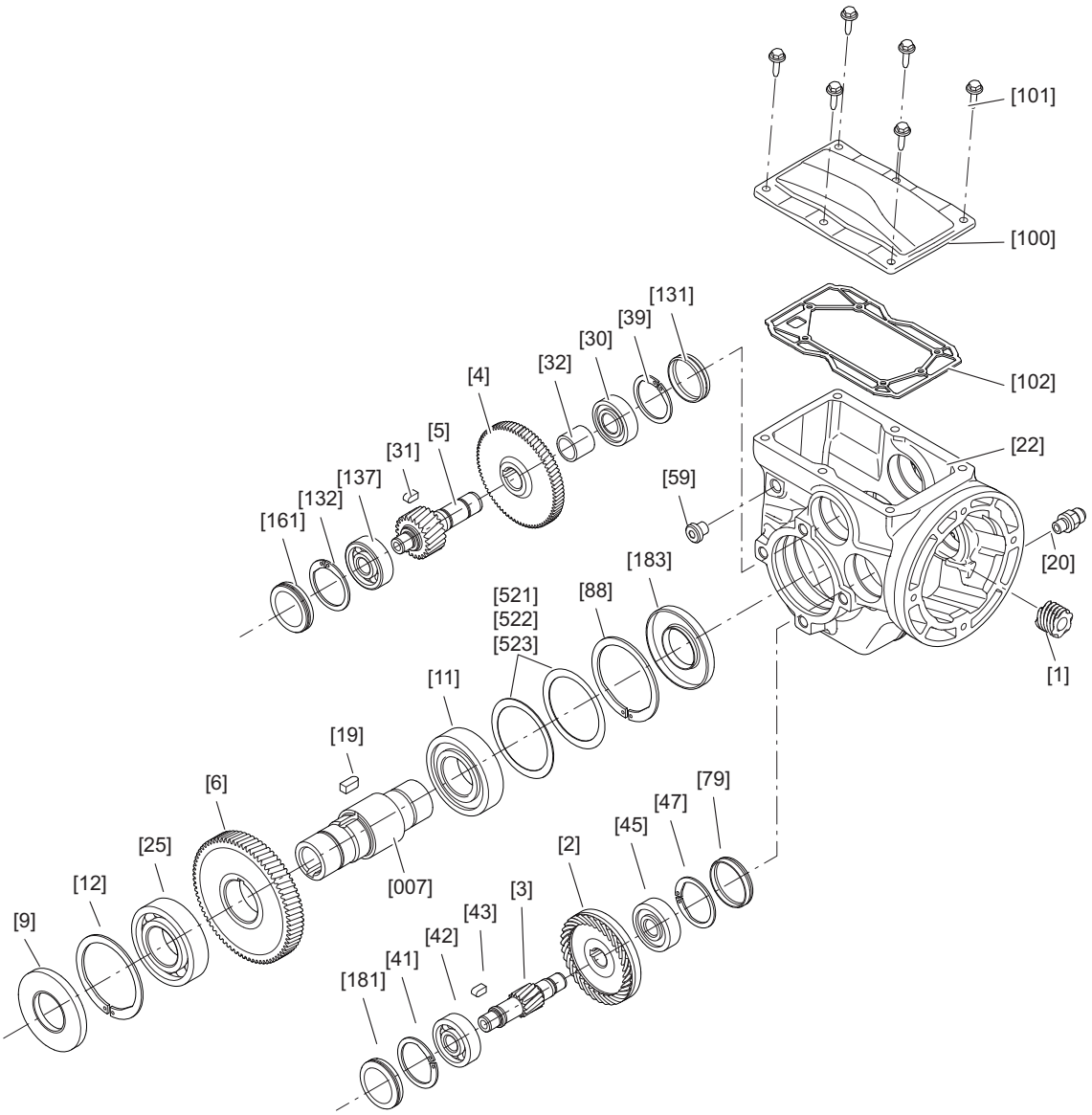


18014399115354379

[1]	Pinion	[22]	Gear unit housing	[59]	Screw plug	[521]	Shim
[2]	Gear	[25]	Deep groove ball bearing	[61]	Retaining ring	[522]	Shim
[5]	Pinion shaft	[26]	Housing of the 1st stage	[88]	Retaining ring	[523]	Shim
[6]	Gear	[30]	Deep groove ball bearing	[89]	Closing cap		
[7]	Output shaft	[31]	Key	[133]	Shim		
[8]	Key	[32]	Spacer tube	[137]	Shim		
[9]	Oil seal	[33]	Retaining ring	[506]	Shim		
[11]	Deep groove ball bearing	[36]	Hex head screw	[518]	Shim		
[12]	Retaining ring	[37]	Deep groove ball bearing	[519]	Shim		
[19]	Key	[44]	O-ring	[520]	Shim		

31551319/EN – 06/2025

3.9 Basic structure of SPIROPLAN® gear units W..19 – W..59



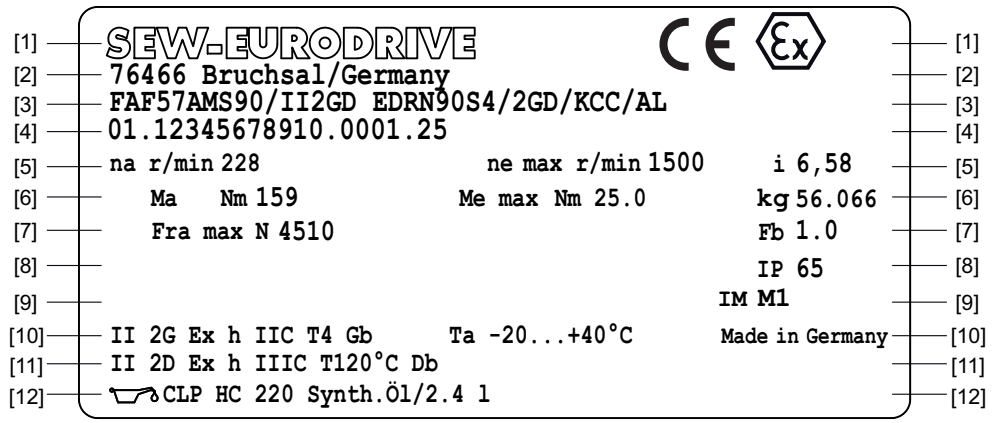
[1]	Pinion	[22]	Gear unit housing	[79]	Closing cap	[522]	Shim
[2]	Gear	[25]	Deep groove ball bearing	[88]	Retaining ring	[523]	Shim
[3]	Pinion shaft	[30]	Deep groove ball bearing	[100]	Gear unit cover		
[4]	Gear	[31]	Key	[101]	Hex head screw		
[5]	Pinion shaft	[32]	Spacer tube	[102]	Gasket		
[6]	Gear	[39]	Retaining ring	[131]	Closing cap		
[7]	Input shaft	[41]	Retaining ring	[132]	Retaining ring		
[9]	Oil seal	[42]	Deep groove ball bearing	[137]	Deep groove ball bearing		
[11]	Deep groove ball bearing	[43]	Key	[161]	Closing cap		
[12]	Retaining ring	[45]	Deep groove ball bearing	[181]	Closing cap		
[19]	Key	[47]	Retaining ring	[183]	Oil seal		
[20]	Breather valve	[59]	Screw plug	[521]	Shim		

31551319/EN – 06/2025

3.10 Nameplate/type designation

3.10.1 Nameplate

The following figure gives an example of a nameplate of an explosion-protected gearmotor. The Ex mark [1] depends on the country-specific certification of the gearmotor. For a description of the nameplate and the declarations of conformity for the ordered certificate, refer to the additional document enclosed with the operating instructions.



[1] Company name and country-specific Ex mark
[2] Address
[3] Type designation of the gear unit, type designation of the motor
[4] Serial number
[5] Output speed, maximum input speed, gear ratio
[6] Output torque, maximum input torque, weight
[7] Maximum overhung load acting on the output shaft, service factor
[8] Degree of protection
[9] Mounting position
[10] Indicates gas explosion protection, ambient temperature, country of manufacture
[11] Indicates dust explosion protection
[12] Oil type, oil quantity

INFORMATION

For explosion-protected gearmotors, the nameplates of the motor and gear unit must be compared. When you compare the values (e.g. dust or ambient temperature) on the nameplates, the least common multiple determines the overall unit of motor and gear unit.

INFORMATION

In some applications, SEW-EURODRIVE gear units/gearmotors must only be operated in compliance with special measures. For these cases, there is a special indication on the nameplate **"II..X"**. For further information, refer to chapter "Information on special indication X identification" (→ 🗎 27).

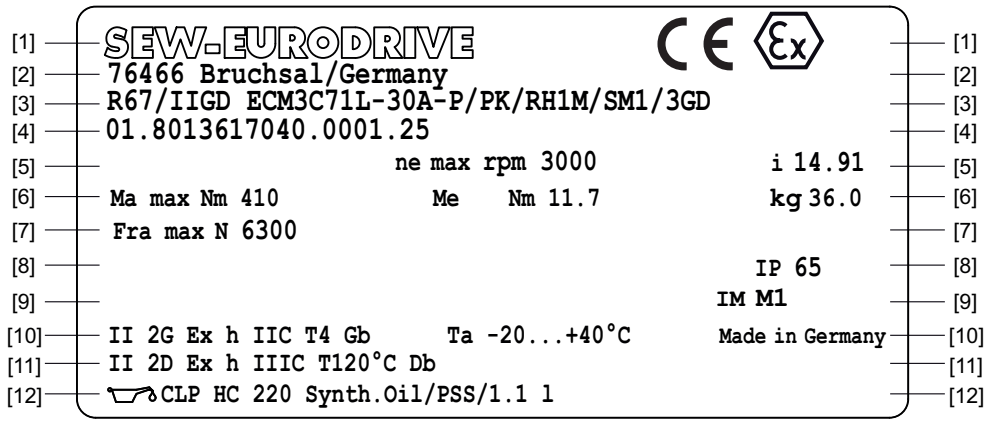
For a description of the gear unit designs and options, refer to chapter "Type designation".

31551319/EN – 06/2025

3.10.2 Nameplate for combinations with ECM3C motors

The following figure shows an example of the nameplate of an explosion-protected servo gearmotor. The Ex mark [1] depends on the country-specific certification of the gearmotor. For a description of the nameplate and the declarations of conformity for the ordered certificate, refer to the additional document enclosed with the operating instructions.

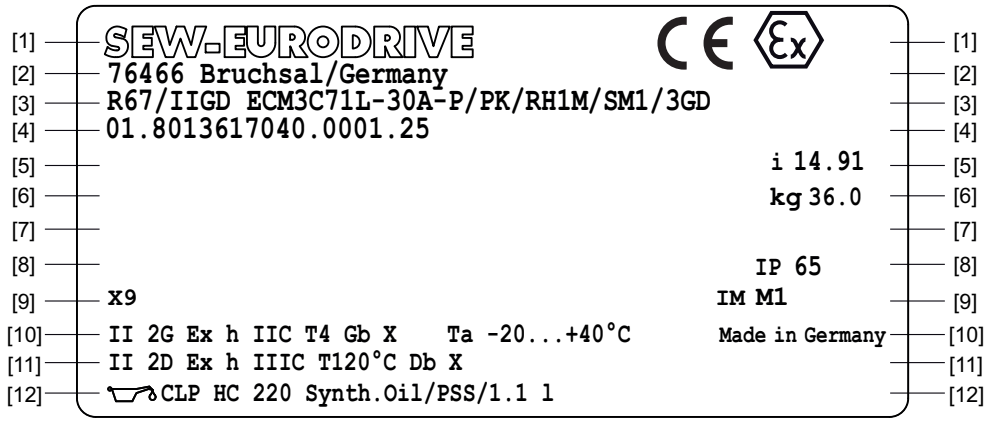
Unconfigured drive



[1] Company name and country-specific Ex mark
[2] Address
[3] Type designation of the gear unit, type designation of the motor
[4] Serial number
[5] Maximum input speed, gear ratio
[6] Maximum output torque, permanently permitted input torque, mass
[7] Maximum overhung load acting on the output shaft
[8] Degree of protection
[9] Mounting position
[10] Indicates gas explosion protection, ambient temperature, country of manufacture
[11] Indicates dust explosion protection
[12] Oil type, oil quantity

31551319/EN – 06/2025

Configured drive



[1] Company name and country-specific Ex mark
[2] Address
[3] Type designation of the gear unit, type designation of the motor
[4] Serial number
[5] Gear ratio
[6] Mass
[7] –
[8] Degree of protection
[9] Special measure X9, mounting position
[10] Indicates gas explosion protection, ambient temperature, country of manufacture
[11] Indicates dust explosion protection
[12] Oil type, oil quantity

INFORMATION

For explosion-protected gearmotors, the nameplates of the motor and gear unit must be compared. When you compare the values (e.g. dust or ambient temperature) on the nameplates, the least common multiple determines the overall unit of motor and gear unit.

INFORMATION

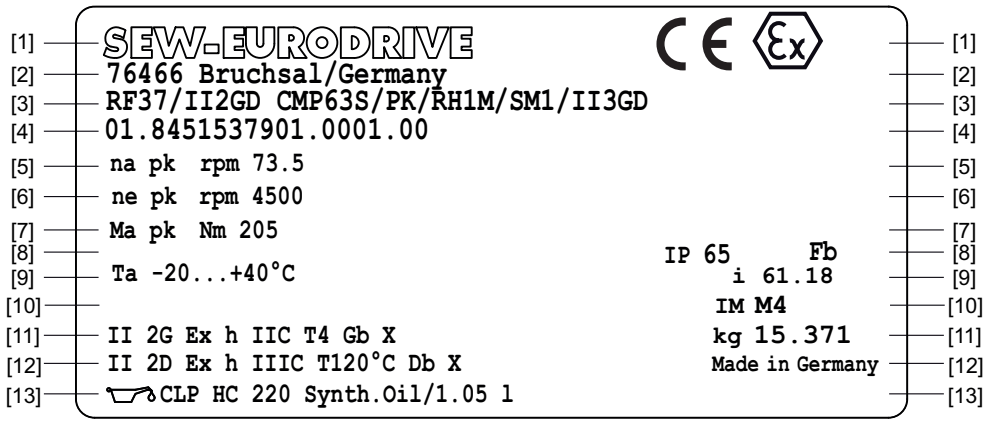
In some applications, SEW-EURODRIVE gear units/gearmotors must be operated only in compliance with special measures. These applications are identified by the special marking **"II..X"** on the nameplate. For further information, refer to chapter "Information on special indication X identification" (→ 🗎 27).

The gear unit designs and options are described in chapter "Type designation".

31551319/EN – 06/2025

3.10.3 Nameplate for combination with CMP motors

The following figure shows an example of the nameplate of an explosion-protected servo gearmotor. The Ex mark [1] depends on the country-specific certification of the gearmotor. For a description of the nameplate and the declarations of conformity for the ordered certificate, refer to the additional document enclosed with the operating instructions.



[1] Company name and country-specific Ex mark
[2] Address
[3] Type designation of the gear unit, type designation of the motor
[4] Serial number
[5] Maximum permitted output speed for short-time duty
[6] Maximum permitted input speed for short-time duty
[7] Maximum permitted output torque for short-time duty
[8] Degree of protection
[9] Ambient temperature, gear ratio
[10] Mounting position
[11] Identification explosion protection gas, mass
[12] Identification for explosion protection dust, country of manufacture
[13] Oil type, oil quantity

INFORMATION

For explosion-protected gearmotors, the nameplates of the motor and gear unit must be compared. When you compare the values (e.g. dust or ambient temperature) on the nameplates, the least common multiple determines the overall unit of motor and gear unit.

INFORMATION

Special restrictions apply for ATEX-compliant operation of the servo drives. Observe the configuration data during startup and operation. Exceeding these values or applying additional loads is only permitted after consultation with SEW-EURODRIVE. For further information, refer to chapter "Inverter-operated gearmotors" (→ 🗎 150).

The gear unit designs and options are described in chapter "Type designation".

31551319/EN – 06/2025

3.10.4 Information on special indication X identification

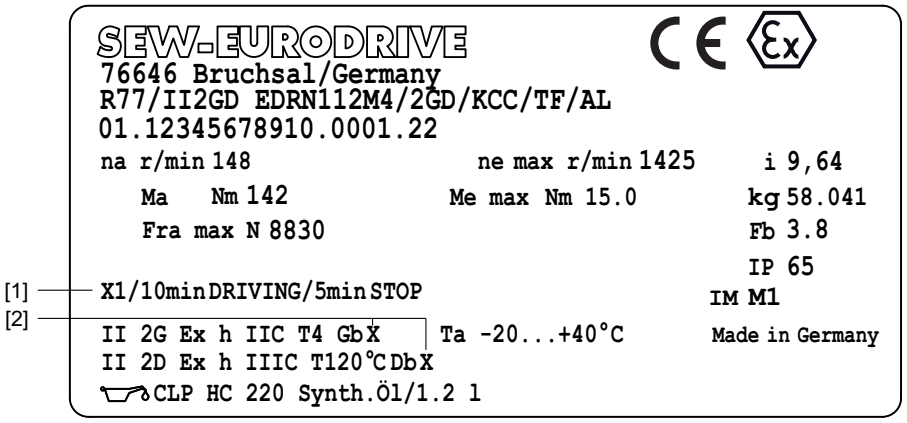
INFORMATION

For the special operation data, refer to the order confirmation and the nameplate.

In some applications, SEW-EURODRIVE gear units, motors, or gearmotors must only be operated if special measures are adhered to (e.g. intermittent duty exclusively, reduced output torque, etc.). The need for special measures can have different reasons. The customer has been informed about the required special measures on the initial distribution of the gear unit, motor or gearmotor. The Buyer is obliged to ensure compliance with these special measures.

Gear units, motors, or gearmotors with special measures are indicated with the special "X" marking on the nameplate (see following figure). The relevant special measure is indicated separately by an "X" combined with a number on the nameplate. Special measures are listed in detail below.

X1: Intermittent duty



9007223167961995

[1] Special measure X1 [2] Special marking X

In this case, an agreement has been reached with the buyer that this drive may only be operated in intermittent duty. The maximum time for operation and pauses in minutes are indicated on the nameplate [1] and the order confirmation. Shortening the idling time is not permitted. The operating time may be reduced but not extended. The buyer of this product is obliged to take measures to ensure that these specifications are adhered to.

X2: Drive in combination with an ATEX-compliant oil cooling system provided by the customer

In this case, an agreement has been reached with the buyer, stating that this drive may only be operated in combination with an ATEX-compliant oil-cooling system provided by the customer. On the basis of the required oil bath temperature, the cooling system must provide a certain minimum cooling power at a certain ambient temperature. The oil quantity must be extended by the volume of the cooling circuit to ensure sufficient and permanent lubrication of the gear unit. The buyer is responsible for evaluating the reliability of the oil cooling system. The buyer of this product is obliged to comply with these specifications by appropriately dimensioning and installing a suitable cooling system.

X3: Concession for variable mounting position

In this case, it was agreed with the buyer that this drive can also be operated in mounting positions other than the one specified in the following quotation text. A prerequisite is that the breather valve is mounted according to the mounting position. It is not necessary to adjust the oil fill quantity.

Observe the corresponding tightening torque in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47) for screwing in the breather valve.

31551319/EN – 06/2025

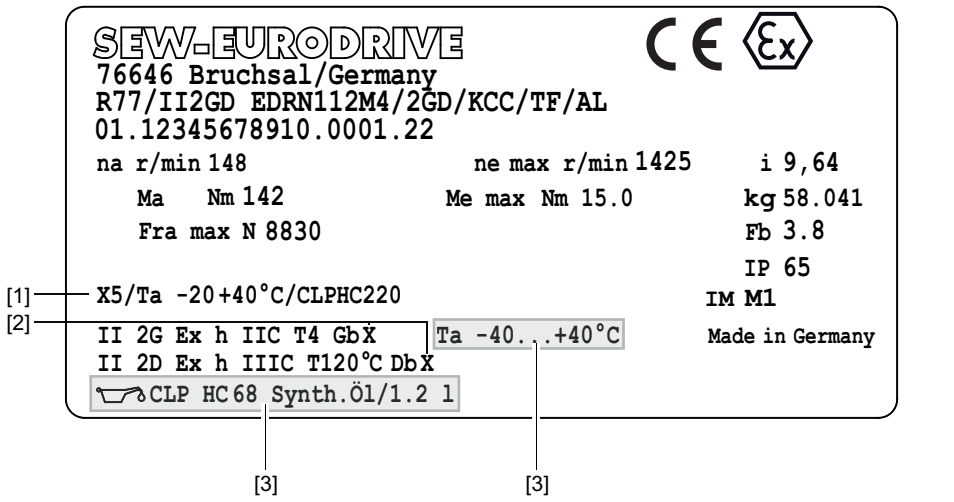
X4: Customer-supplied output shaft

In this case, customer-specific load data regarding overhung load, force application point, axial load and output torque are confirmed as the output shaft is supplied by the customer.

X5: Oil change (summer and winter operation)

In this case, it was agreed with the buyer that the oil must be changed for summer and winter operation.

The fields marked on the following nameplate refer to the initial filling. These fields are only highlighted as an example.



9007223168493323

[1] Special measure X5
[2] Special marking X
[3] The values specified refer to the initial filling

X6: Reduced overhung load for mounting position M..AB/A, M..AB/B, M..A/AB, M..B/AB

In this case, the following agreement was met with the buyer: If the application point of the overhung load is on a different side than where the customer's flange connection is mounted, then the maximum permitted overhung load is reduced to the value specified in line X.

The purchaser of this product is obliged to ensure compliance with these specifications by means of appropriate measures.

For the special operation data, refer to the order confirmation and the nameplate.

X7: Circumferential (dynamic) overhung load

In this case, the following agreement was met with the buyer: With circumferential overhung loads, the maximum permitted overhung load is reduced to the value specified in line X.

X8: Changes to the permitted ambient temperature

In this case, an agreement has been reached with the buyer that this drive may only be operated within the specified ambient temperature range. The buyer of the product is obliged to observe the specifications. For the special ambient temperature range, refer to the order confirmation and the nameplate.

X9: Configured explosion-protected drive

Special restrictions apply for ATEX-compliant operation of the servo drives. Observe the configuration data during startup and operation. The configuration data can be retrieved from the order documents or after delivery of the drive via the existing QR code on the nameplate or in the Online Support. Exceeding these values or applying additional loads is only permitted after consultation with SEW-EURODRIVE.

31551319/EN – 06/2025

3.10.5 Type designation

The following table shows an example of a type designation:

KF87/II2GD	
K	Gear unit type
F	Flange-mounted design
87	Gear unit size
II2GD	Explosion protection design

For a detailed overview of type designations and additional information, refer to the following documents:

- "Explosion-protected gearmotors" catalog
- "Explosion-protected AC motors" catalog

3.11 Designs and options – R.., F.., K.., S.., W.. gear units

Below, there is an overview of type designations for R.., F.., K.., S.., and W.. gear units and their options.

3.11.1 Helical gear units

Designation	Description
RX..	Single-stage foot-mounted design, output shaft with key
RXF..	Single-stage B5 flange-mounted design, output shaft with key
R..	Foot-mounted design, output shaft with key
R..F	Foot- and B5 flange-mounted design, output shaft with key
RF..	B5 flange-mounted design, output shaft with key
RZ..	B14 flange-mounted design, output shaft with key
RM..	B5 flange-mounted design with extended bearing hub, output shaft with key

3.11.2 Parallel-shaft helical gear units

Designation	Description
F..	Foot-mounted design, output shaft with key
FA..B	Foot-mounted design, hollow shaft with keyway
FH..B	Foot-mounted design, hollow shaft with shrink disk
FV..B	Foot-mounted design, splined hollow shaft to DIN 5480
FF..	B5 flange-mounted design, output shaft with key
FAF..	B5 flange-mounted design, hollow shaft with keyway
FHF..	B5 flange-mounted design, hollow shaft with shrink disk
FVF..	B5 flange-mounted design, splined hollow shaft to DIN 5480
FA..	Hollow shaft with keyway

31551319/EN – 06/2025

Designation	Description
FH..	Hollow shaft with shrink disk
FT..	Hollow shaft with TorqLOC® hollow shaft mounting system
FV..	Splined hollow shaft to DIN 5480
FZ..	B14 flange-mounted design, output shaft with key
FAZ..	B14 flange-mounted design, hollow shaft with keyway
FHZ..	B14 flange-mounted design, hollow shaft with shrink disk
FVZ..	B14 flange-mounted design, splined hollow shaft to DIN 5480
FM..	B5 flange-mounted design with extended bearing hub, output shaft with key
FAM..	B5 flange-mounted design with extended bearing hub, hollow shaft with keyway

3.11.3 Helical-bevel gear units

Designation	
K..	Foot-mounted design, output shaft with key
KA..B	Foot-mounted design, hollow shaft with keyway
KAF..B	B5 flange-mounted design, foot-mounted design, hollow shaft with keyway
KF..B	B5 flange-mounted design, foot-mounted design, output shaft with key
KH..B	Foot-mounted design, hollow shaft with shrink disk
KHF..B	B5 flange-mounted design, foot-mounted design, hollow shaft with shrink disk
KV..B	Foot-mounted design, splined hollow shaft to DIN 5480
KF..	B5 flange-mounted design, output shaft with key
KAF..	B5 flange-mounted design, hollow shaft with keyway
KHF..	B5 flange-mounted design, hollow shaft with shrink disk
KVF..	B5 flange-mounted design, splined hollow shaft to DIN 5480
KA..	Hollow shaft with keyway
KH..	Hollow shaft with shrink disk
KT..	Hollow shaft with TorqLOC® hollow shaft mounting system
KV..	Splined hollow shaft according to DIN 5480
KZ..	B14 flange-mounted design, output shaft with key
KAZ..	B14 flange-mounted design, hollow shaft with keyway
KHZ..	B14 flange-mounted design, hollow shaft with shrink disk
KVZ..	B14 flange-mounted design, splined hollow shaft to DIN 5480
KM..	B5 flange-mounted design with extended bearing hub, output shaft with key

31551319/EN – 06/2025

Designation	
KAM..	B5 flange-mounted design with extended bearing hub, hollow shaft with keyway

3.11.4 Helical-worm gear units

Designation	Description
S..	Foot-mounted design, output shaft with key
SF..	B5 flange-mounted design, output shaft with key
SAF..	B5 flange-mounted design and hollow shaft with keyway
SHF..	B5 flange-mounted design and hollow shaft with shrink disk
SA..	Hollow shaft with keyway
SH..	Hollow shaft with shrink disk
ST..	Hollow shaft with TorqLOC® hollow shaft mounting system
SAZ..	B14 flange-mounted design and hollow shaft with keyway
SHZ..	B14 flange-mounted design and hollow shaft with shrink disk

3.11.5 SPIROPLAN® gear units

Designation	Description
W..	Foot-mounted design, output shaft with key
WF..	B5 flange-mounted design, output shaft with key
WAF..	B5 flange-mounted design and hollow shaft with keyway
WA..	Hollow shaft with keyway
WHF..	B5 flange-mounted design and hollow shaft with shrink disk
WH..	Hollow shaft with shrink disk
WT..	Hollow shaft with TorqLOC® hollow shaft mounting system

31551319/EN – 06/2025

3.11.6 Options

Designation	Description
/WEX	Speed monitoring

R.., F.., and K..7 gear units:

Designation	Description
/R	Reduced backlash

K.., S.., and W.. gear units:

Designation	Description
/T	With torque arm

F.. gear units:

Designation	Description
/G	With rubber buffer

31551319/EN – 06/2025

4 Mechanical installation

4.1 Gear units/gearmotors in explosion-protected design II2GD and II3GD

INFORMATION

- Explosion-protected gear units and gearmotors of the R.., F.., K.., S.., and SPIROPLAN® W.. series comply with the design requirements for equipment group II, categories 2G (potentially explosive gas atmosphere) and 2D (potentially explosive dust atmosphere). These units are intended for use in zones 1 and 21.
- The explosion-protected R.., F.., K.., and S.. series gear units with AR adapter (adapter with torque limiting coupling) comply with equipment group II, categories 3G (potentially explosive gas atmosphere) and 3D (potentially explosive dust atmosphere). These units are intended for use in zones 2 and 22.

4.1.1 Ambient temperature

If no deviating data is given on the nameplate, gear units in explosion-protected design may only be used at ambient temperatures in the range from -20 °C to +40 °C.

If an attached component limits this temperature range, the data on the nameplate of this component applies.

INFORMATION

Any ambient temperatures deviating from this range are listed on the nameplate.

4.1.2 Temperature class

Mains-operated gear units/gearmotors in category II2G (potentially explosive gas atmosphere) are approved for temperature classes T3 to T6 depending on their speed, reduction ratio and mounting position.

The temperature class of the gear unit is specified on the nameplate.

To define which stand-alone gear units and which 4-pole gearmotors operated with inverters can be used in an application, contact SEW-EURODRIVE.

4.1.3 Surface temperature

The surface temperature of gear units of category II2D is 120 °C or 140 °C depending on speed, ratio and mounting position. Refer to the nameplate for the maximum surface temperature of the gear unit.

The system operator must guarantee that a possible accumulation of dust will not exceed a maximum thickness of 5 mm, in accordance with EN 50281-1-2.

4.1.4 Degree of protection

The degree of protection for the gear unit design is IP65 according to EN 60529. Deviating information is specified on the nameplate.

31551319/EN – 06/2025

4.1.5 Ambient conditions

The gear unit must be sufficiently ventilated. There must be no external heat input (e.g. via couplings, flanges, or shafts).

4.1.6 Output power and output torque

Observe the nominal output torque and the permitted overhung loads.

31551319/EN – 06/2025

4.2 Prerequisites for installation

INFORMATION



The assembly of gear head units with motors or adapters may be performed by authorized personnel only. Contact SEW-EURODRIVE.

Make sure that the following requirements are met before installation:

- The drive has not been damaged during transportation or storage.
- The entries on the nameplate of the gearmotor match the voltage supply system.
- In the case of abrasive ambient conditions, the output-end oil seals must be protected against wear.
- Output shafts and flange surfaces must be completely free from anti-corrosion agent and any kind of pollution. Use a commercially available solvent for cleaning. Note that solvent damages the oil seal. Do not let the solvent come into contact with the sealing lips of the oil seal!
- The gear unit/gearmotor is designed for the ambient temperature. For the application limits refer to the technical documentation, the nameplate, or the lubricant table.
- Make sure the environment contains no hazardous substances (oils, acids, gases, vapors, dusts, etc.) or radiation.

For special designs

- The gear unit/gearmotor is designed for the ambient temperature. Refer to the nameplate for the application limits.

For helical-worm gear units and SPIROPLAN® W..0 gear units:

- Note that no large external mass moments of inertia which could exert a retrodriving load on the gear unit must be present.
- Note the self-locking at η' (retrodriving) < 0.5.

  Calculation of η':η' = 2 - 1/η

Servomotor mounting:

- The drive may only be mounted if it is ensured that after the mounting the drive will be sufficiently ventilated. Ventilation prevents heat build-up.

4.2.1 Required tools and resources

The following tools and resources are required for the mechanical installation:

- Wrench
- Torque wrench for: Gear unit mounting, shrink disks, AQS.. motor adapter, input shaft assembly with centering shoulder
- Mounting device
- Compensation elements (washers and spacing rings)
- Fasteners for input and output elements
- Lubricant (e.g. NOCO-Paste)
- Thread locking compound for input shaft assembly with centering shoulder (e.g. Loctite® 243)

31551319/EN – 06/2025

INFORMATION

Standard parts are not included in the delivery.

4.2.2 Installation tolerances

Shaft end	Flanges
Diameter tolerance according to DIN 748 • ISO k6 for solid shafts with Ø ≤ 50 mm • ISO m6 for solid shafts with Ø > 50 mm • ISO H7 for hollow shafts • Centering bore according to DIN 332, shape DR	Centering shoulder tolerance to DIN EN 50347 • ISO j6 with N ≤ 250 mm • ISO h6 with N > 250 mm

31551319/EN – 06/2025

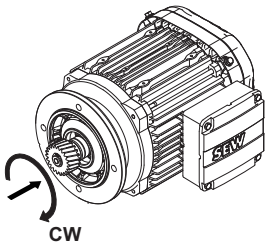
4.3 Directions of rotation

4.3.1 Direction of rotation of the motor shaft

In accordance with the standard IEC 60034-8 defined as standard:

Clockwise (CW) direction of rotation when looking onto the pinion shaft end of the motor.

Prerequisite: Connection U1-V1-W1



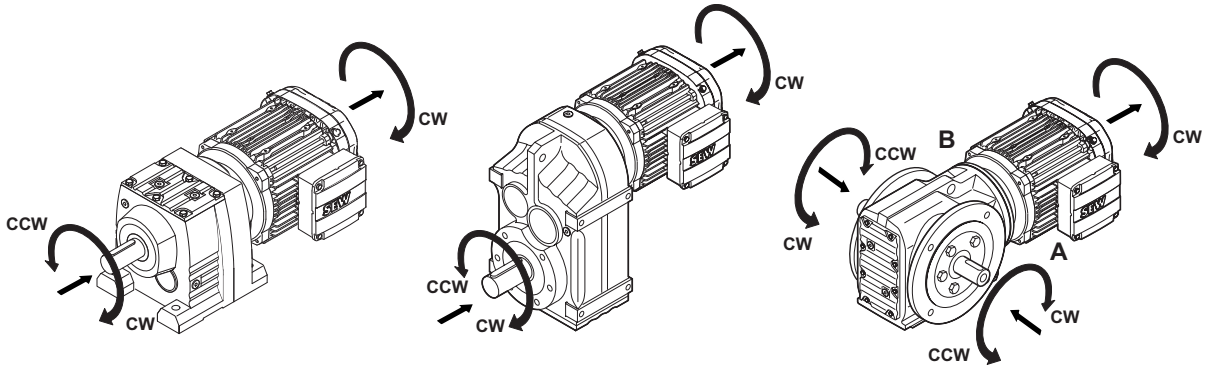
4.3.2 Direction of rotation of the output shaft

Standard direction of rotation when looking onto the output shaft of the gear unit:

- CW (clockwise)

  Clockwise direction of rotation
- CCW (counterclockwise)

  Counterclockwise direction of rotation



4.3.3 Direction of rotation of the gear unit

Shaft position A, B, or AB (shaft output at both ends) is possible for K.. helical-bevel gear units, S.. helical-worm gear units, and SPIROPLAN® W.. gear units. The direction of rotation is indicated according to the shaft position when looking onto the output end A or B or onto A and B respectively.

Series	Size	Gear unit stages	Shaft position	Standard direction of rotation when looking onto the output shaft[1)]
RX	57 – 107	1		CCW
R	07 – 167	2		CW
		3		CCW

31551319/EN – 06/2025

Series	Size	Gear unit stages	Shaft position	Standard direction of rotation when looking onto the output shaft[1)]
F	27 – 157	2		CW
		3		CCW

1) CW = clockwise; CCW = counterclockwise.

Series	Size	Gear unit stages	Shaft position	Standard direction of rotation when looking onto the output shaft[1)]	
				View of output end A	View of output end B
K	19 – 49	2	A	CW	
			AB	CW	CCW
			B		CCW
K	37 – 187	3	A	CCW	
			AB	CCW	CW
			B		CCW
S	37 – 97	2	A	CW	
			AB	CW	CCW
			B		CCW
W	10 – 30	1	A	CCW	
			AB	CCW	CW
			B		CW
W	19 – 59	2	A	CW	
			AB	CW	CCW
			B		CCW
		3	A	CCW	
			AB	CCW	CW
			B		CW

1) CW = clockwise; CCW = counterclockwise.

31551319/EN – 06/2025

4.4 Installing the gear unit



⚠ WARNING

Risk of explosion due to hot gear unit surfaces caused by loss of oil.

Fatal or serious injuries.

- Check the transportation packaging for oil residues. Oil residues could indicate an oil leak. In this case, the lubrication of the gear unit is not guaranteed. This could cause excessive temperature on the surface.
- Contact SEW-EURODRIVE if there are oil residues on the gear unit.



⚠ WARNING

Risk of explosion due to the formation of electric sparks if the housing is not additionally grounded.

Fatal or severe injuries.

- Additionally ground the housing. Use the existing grounding screw on the motor.



⚠ WARNING

Risk of explosion due to friction that causes an electrical charge on the coating.

Fatal or severe injuries.

- Prevent moving parts on the coating from creating electric sparks.



⚠ CAUTION

Risk of injury due to improper installation/disassembly.

Severe injury and damage to property.

- Work on the gear unit only when the machine is in an idle state.
- Secure the drive unit against unintentional power-up.
- Attach an information sign near the ON switch to warn that the gear unit is being worked on.
- Prevent heavy component parts (e.g. shrink disks) against falling during installation/disassembly.



⚠ CAUTION

Risk of injury due to protruding gear unit parts.

Severe injury.

- Keep a sufficient safety distance from the gear unit/gearmotor.

31551319/EN – 06/2025



⚠ CAUTION

Danger due to static overdetermination if gear units with foot housing (e.g. KA19/29B, KA127/157B or FA127/157B) are mounted via both the torque arm and the foot plate.

Risk of injuries and damage to property.

- The simultaneous use of the foot plates and the torque arm, especially for the KA.9B/T version, is not permitted.
- Attach the KA.9B/T design only via the torque arm.
- Attach the K.9 or KA.9B design only via the foot plate.
- Contact SEW-EURODRIVE if you want to use feet and a torque arm for mounting.



⚠ CAUTION

Danger due to static overdetermination in the case of gearmotors when the gear unit is attached to the foot plate (e.g. KA19/29B, KA127/157B or FA127/157B, R gear unit with foot-mounted motor) and the motor is attached to the foot plate as well.

Risk of injuries and damage to property.

- Make sure that the attached foot motor is mounted to the customer's design without distortion.



⚠ CAUTION

Health hazard due to dangerous gases, vapors and residue created by heating fluorocarbon rubber to > 200 °C.

Damage to health.

The following gear unit components may contain fluorocarbon rubber: Oil seals, breather valves, screw plugs.

- Make sure that components made of fluorocarbon rubber are not exposed to thermal loads > 200 °C. Remove the components, if necessary.
- Avoid inhaling fluorocarbon rubber gases and vapors as well as skin and eye contact.
- Also avoid contact with cooled fluorocarbon rubber, as dangerous residues form when exposed to a thermal load.

NOTICE

Damage to the gear unit due to cold air currents. Condensed water in the gear unit can cause damage.

Damage to property.

- Protect the gear unit from direct cold air currents.



INFORMATION

When installing the gear unit, make sure that the oil level and drain plugs as well as the breather valves are easily accessible.

31551319/EN – 06/2025

Mounting position

The gear unit or the gearmotor may only be installed in the specified mounting position. Observe the information on the nameplate. SPIROPLAN® right-angle gear units of sizes W10 – W30 are independent of the mounting position.

Oil level

Before startup, check that the oil level matches the mounting position. For more information, refer to chapter "Inspection/maintenance of the gear unit" (→ 🗎 174). The gear units are filled with the required oil quantity at the factory. Minor deviations at the oil level plug are possible due to the mounting position and are permitted within the limits of the manufacturing tolerances.

Changing the mounting position

Adjust the lubricant fill quantities and the position of the breather valve accordingly in the event of a change of mounting position. Also observe chapter "Mounting positions" (→ 🗎 194).

INFORMATION



Do not change the mounting position without prior consultation with SEW-EURODRIVE.

The information on the nameplate is binding. The declaration of conformity and the guarantee no longer apply if the mounting position is changed without prior consultation with SEW-EURODRIVE. Changes to the mounting position must be configured and indicated on the nameplate.

Support structure

The support structure must have the following characteristics:

- Evenness
- Vibration damping
- Torsionally rigid

The following table shows the maximally permitted flatness defects for foot and flange mounting (guide values based on DIN ISO 1101):

Gear unit size	Flatness defect
≤ 67	Max. 0.4 mm
77 – 107	Max. 0.5 mm
137/147	Max. 0.7 mm
157 – 187	Max. 0.8 mm

31551319/EN – 06/2025

4.4.1 Installing the gear unit

INFORMATION

If you use the gear unit in flange-mounted design or foot/flange-mounted design in connection with VARIBLOC® variable-speed gear units, use screws of 10.9 quality and suitable washers for flange mounting on the customer side.

To improve the friction contact between flange and mounting surface, SEW-EURODRIVE recommends an anaerobic surface seal or an anaerobic adhesive.

INFORMATION

With the gear units KAZ/KZ/FAZ/FZ 107 – 157, remove the 4 transport protection screws from the B14 flange. The 2 recessed screws **must** remain in the B14 flange.

To connect to the customer application, use all tapped holes available on connection side A or connection side B. This is required for transferring the forces and torques specified in the catalog.

Foot- and flange-mounting

Do not twist housing legs and mounting flanges against each other.

Permitted overhung and axial loads

Observe the permitted overhung and axial loads. For the calculation of the permitted overhung and axial loads, refer to chapter "Configuration" in the gear unit or gearmotor catalog.

Strength class of the screws

Always mount gearmotors using screws of strength class 8.8.

The gearmotors in flange-mounted design and in foot/flange-mounted design listed in the following table are an **exception**. For these gearmotors, use screws of **strength class 10.9**. Use suitable washers.

Gear units with screws of strength class 10.9	Flange Ø mm
RF37/R37F SF37	120
RF47/R47F	140
RF57/R57F	160
SF67	200
FF/FAF77 KF/KAF77 SF77	250
FM/FAM67, FM/FAM77 KM/KAM67, KM/KAM77	300
FM/FAM87 KM/KAM87 SF87	350
FM/FAM97 KM/KAM97	400

31551319/EN – 06/2025

Gear units with screws of strength class 10.9	Flange Ø mm
RF147 FM/FAM107 KM/KAM107	450
RF167 FM/FAM127 KM/KAM127	550
FM/FAM157 KM/KAM157	660
RZ37 – RZ87	60ZR – 130ZR

Corrosion protection for screw connections

Use plastic inserts (2 to 3 mm thick) if there is a risk of electrochemical corrosion between the gear unit and the driven machine. The material used must have an electrical leakage resistance < 10^9 Ω. Electrochemical corrosion can occur between various metals, for example, cast iron and stainless steel. Also install the screws with plastic washers. Additionally ground the housing. Use grounding screws on the motor.

Information concerning tightening torques

The tightening torques specified in the following chapters are based on the following friction coefficients:

Friction coefficient $\mu_{G,K}$ for thread and head contact surface	Strength class of screw
0.14	8.8 / 80[1)]
0.09	10.9, 12.9

1) Stainless steel screws.

If screws with a different friction coefficient are used, the tightening torques must be adapted accordingly.

Only use one of the following tools to tighten the screws:

- Torque wrench
- Torque-controlled torque wrench
- Impulse driver, switched off and controlled mechanically
- Torque wrench with light and sound signal
- Motorized torque wrench with dynamic torque measurement
- Torque-controlled, gradual hydraulic tools

Tightening torques for retaining screws

Screw on the gearmotors with the following tightening torques and observe the information in chapter "Information concerning tightening torques" (→ 🗎 43).

Screw/nut	Tightening torque ±15% Strength class 8.8 Nm
M6	12

31551319/EN – 06/2025

Screw/nut	Tightening torque ±15% Strength class 8.8 Nm
M8	28
M10	56
M12	96
M16	235
M20	460
M24	795
M30	1590
M36	2760
M42	4410
M48	6650
M56	10600

Screw on the specified flange-mounted gearmotors with the following increased tightening torques and observe the information in chapter "Information concerning tightening torques" (→ 🗎 43):

Flange Ø mm	Gear unit	Screw/nut	Tightening torque ±15% Strength class 10.9 Nm
120	RF37 SF37p	M6	12
140	RF37/RF47	M8	29
160	RF57	M8	29
200	SF67p	M10	57
250	SF77p	M12	98
300	FM/FAM67, FM/FAM77 KM/KAM67, KM/KAM77	M12	98
350	FM/FAM87 KM/KAM87 SF87p	M16	235
400	FM/FAM97 KM/KAM97	M16	235
450	FM/FAM107 KM/KAM107	M16	235
450	RF147	M16	235

31551319/EN – 06/2025

Flange Ø mm	Gear unit	Screw/nut	Tightening torque ±15% Strength class 10.9 Nm
550	FM/FAM127 KM/KAM127	M16	235
550	RF167	M16	235
660	FM/FAM157 KM/KAM157	M20	465
60ZR	RZ37	M8	29
70ZR	RZ47	M8	29
80ZR	RZ57	M10	57
95ZR	RZ67	M10	57
110ZR	RZ77	M10	57
130ZR	RZ87	M12	98
250	FF/FAF77 KF/KAF77	M12	98

Foot-mounted gear units

The following table shows the thread sizes of the foot-mounted gear units depending on the gear unit type and size:

Screw	Gear unit type					
	R/R..F	RX	F/FH..B/ FA..B	K/KH..B/KV..B/ KA..B	S	W
M6	07	–	–	19	–	10/20
M8	17/27/37	–	27/37	29	37	30/37/47
M10	–	57	47	37/39/47/49	47/57	–
M12	47/57/67	67	57/67	57/67	67	–
M16	77/87	77/87	77/87	77	77	–
M20	97	97/107	97	87	87	–
M24	107	–	107	97	97	–
M30	127/137	–	127	107/167	–	–
M36	147/167	–	157	127/157/187	–	–

Gear units with B14 flange-mounted design and/or hollow shaft

The following table shows the thread sizes of the gear units with B14 flange and/or hollow shaft depending on the gear unit type and size:

Screw	Gear unit type				
	RZ	FZ/FAZ/FHZ/ FVZ	KZ/KAZ/KHZ/ KVZ	SA/SAZ/SHZ	WA
M6	07/17/27	–	–	37	10/20/30[1)]

31551319/EN – 06/2025

Screw	Gear unit type				
	RZ	FZ/FAZ/FHZ/ FVZ	KZ/KAZ/KHZ/ KVZ	SA/SAZ/SHZ	WA
M8	37/47	27/37/47	37/47	47/57	37
M10	57/67	–	–	–	47
M12	77/87	57/67/77	57/67/77	67/77	–
M16	–	87/97	87/97	87/97	–
M20	–	107/127	107/127	–	–
M24	–	157	157	–	–

1) For the W30 design mounted directly to a CMP.. motor, the thread size is M8.

Gear units with B5 flange-mounted design

The following table shows the thread sizes of the gear units with B5 flange depending on the gear unit type, size and flange diameter:

Flange Ø mm	Screw	Gear unit type						
		RF/R..F/RM	RXF	FF/FAF/ FHF/ FVF	FM/FAM KM/ KAM	KF/KAF/ KHF/ KVF	SF/SAF/ SHF	WF/WAF/ WHF
80	M6	–	–	–	–	–	–	10
110	M8	–	–	–	–	–	–	20
120	M6	07/17/27	–	–	–	–	37	10/20/30/37
120	M8	–	–	–	–	19	–	29
140	M8	07/17/27/37/47	57	–	–	–	–	–
160	M8	07/17/27/37/47	57/67	27/37	–	19/37	37/47	30/37/47/29
160	M10	–	–	–	–	29/39	–	39/49
200	M10	37/47/57/67	57/67/77	47	–	29/47	57/67	39
200	M12	–	–	–	–	49	–	59
250	M12	57/67/77/87	67/77/87	57/67	–	57/67	77	–
300	M12	67/77/87	87/97	77	67/77	77	–	–
350	M16	77/87/97/107	97/107	87	87	87	87	–
400	M16	–	–	–	97	–	–	–
450	M16	97/107/127/137/ 147	107	97/107	107	97/107	97	–
550	M16	107/127/137/ 147/167	–	127	127	127	–	–
660	M20	147/167	–	157	157	157	–	–

31551319/EN – 06/2025

4.4.2 Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses

Observe the tightening torques specified in the following table when screwing:

Thread	Tightening torque Nm
M8 × 1	8
M10 × 1	12
M12 × 1.5	15
M16 × 1.5	40
M22 × 1.5	60
M33 × 2	100
M42 × 2	150

4.4.3 Installation in damp locations or outdoors

NOTICE

Paint can block the breather valve and damage the sealing lips of the oil seals.

Damage to property.

- Thoroughly cover the breather valve and sealing lip of the oil seals with strips prior to painting/re-painting.
- Remove the adhesive strips after painting.

Drives are supplied in corrosion-resistant design with appropriate surface protection treatment for use in damp areas or outdoors.

- Repair damage to the paint work e.g. on the breather valve or the lifting eyes.
- When motors are mounted onto AMS.., AM.., AQS.., AQ.. adapters or to AR.. start-up couplings and slip clutches, seal the flange areas with a suitable sealant (e.g. Loctite® 574).
- The drives must not be exposed to direct sunlight when installed outdoors. Install an appropriate protection device, e.g. a cover or a canopy. The protection device must not cause heat build-up.
- The system operator must ensure that no foreign objects (e.g. falling objects or coverings) affect the operation of the gear unit.

4.4.4 Gear unit venting

Ensure venting

Dirt and dust in the environment impair the function of the breather valve.

31551319/EN – 06/2025



⚠ WARNING

Risk of explosion due to an overheated gear unit because the breather valve is dirty or dusty.

Severe or fatal injuries.

- Check the breather valve function regularly and replace it if necessary.
- In case of high dirt and dust load use a breather filter instead of a breather valve.

Gear units with installed breather valve

Depending on gear unit size and mounting position, the gear units are delivered with the activated breather valve installed according to the mounting position. If the breather valve has not been activated yet, remove the transport protection as described in chapter "Activating the breather valve" (→ 🗎 49). This activates the breather valve.

Gear units with included breather valve

The following gear units are delivered with a screw plug on the provided breather hole:

- Gear units in pivoted mounting position (stationary), see chapter "Gear units in pivoted mounting position (stationary)" (→ 🗎 196)"
- Gear head unit that is vented at the input end
- Special indication X3, see chapter "Information on special indication X identification" (→ 🗎 27)"

Replace the screw plug with the provided breather valve before startup. You can find the tightening torque in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

Gear units that do not require venting

The following table lists gear units that do not require venting.

Gear unit	Mounting position
R..07	M1/M2/M3/M5/M6
R..17/R..27/F..27	M1/M3/M5/M6
W..10/W..20/W..30	M1 – M6
W..37/W..47	M1/M2/M3/M5/M6
K..19/K..29	M1/M2/M3/M5/M6
W..19 – W..59	M1/M2/M3/M5/M6

Gear units that can be operated without venting after verification by SEW-EURODRIVE

Individual testing is required for certain gear units. Contact SEW-EURODRIVE in case of the following gear units:

- Gear units in enclosed design
- Gear units in pivoted mounting position (dynamic), see chapter "Gear units in pivoted mounting position (dynamic)" (→ 🗎 196)

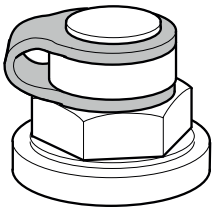
31551319/EN – 06/2025

Gear units with gear unit venting on fixed piping

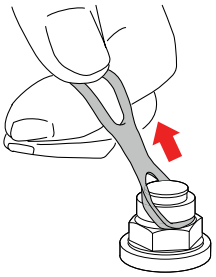
Gear units with gear unit venting on fixed piping (with expansion tank and ventilation filter) are delivered with a breather valve. Replace the breather valve with the supplied venting kit before starting up the gearmotor. Observe the installation notes provided with the respective venting system.

Activating the breather valve

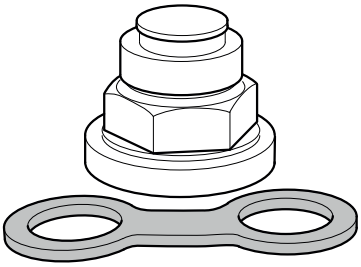
1. Before startup, check whether the transport protection on the breather valve has been removed and the valve is therefore activated. The following figure shows a breather valve with transport protection:



2. Remove the transport protection.



⇨ The following figure shows an activated breather valve.



4.4.5 Painting gear units

SEW-EURODRIVE delivers the drives with a paint finish that meets the requirements against electrostatic charging according to the standard.

⚠ WARNING



Risk of explosion due to electrostatic charge and sparks caused by improper painting.

Severe or fatal injuries from explosion.

- If the motor is painted, observe the requirements for painting to avoid electrostatic charge according to EN 13463-1.

31551319/EN – 06/2025



⚠ WARNING

Paint can block the breather valve and damage the sealing lips of the oil seals.

Severe or fatal injuries.

- Thoroughly mask the breather valve and sealing lip of the oil seals with strips prior to painting/re-painting.
- Remove the masking strips after painting.

If customers paint the gear unit themselves, SEW-EURODRIVE will deliver unpainted but prime-coated gear units on request. Depending on the primer, the customer must observe the requirements of the paint structure according to DIN EN 80079-36 with regard to the layer thickness and conductivity of the paint.

Layer thickness of the primer	Usable paints
Standard, OS1: ≤ 200 µm	All paints
OS2, OS3, OS4: > 200 µm	Only conductive and tested paints

4.5 Gear units with solid shaft

4.5.1 Assembling input and output elements

NOTICE

Damage to bearing, housing or shafts due to incorrect mounting.

Possible damage to property.

- Only mount the input and output elements with a mounting device (see chapter "Using a mounting device" (→ 🗎 51)). Use the threaded centering bore at the shaft end.
- Never force belt pulleys, couplings, pinions, etc. onto the shaft end by hitting them with a hammer.
- When installing the belt pulleys, make sure the belt is tensioned correctly in accordance with the manufacturer's instructions.
- Make sure the transmission elements are balanced after fitting and do not give rise to any impermissible radial or axial forces. For the permitted values, refer to the "Gearmotors" or "Explosion-Protected Drives" catalog.

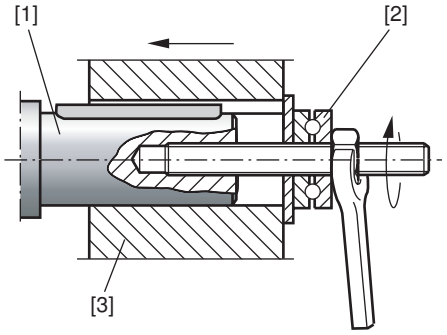
INFORMATION

Mounting is easier if you first apply lubricant to the output element or heat it briefly to 80 °C up to a **maximum** of 100 °C.

31551319/EN – 06/2025

Using a mounting device

The following figure shows a mounting device for installing couplings or hubs on gear unit or motor shaft ends. Should you be able to tighten the screw without any problems, you may not need the thrust bearing on the mounting device.

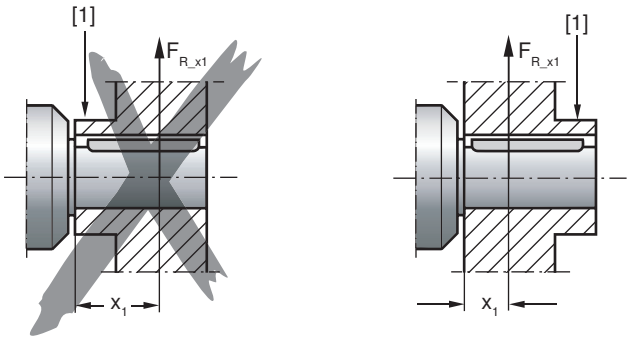


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[1] Gear shaft end
[2] Thrust bearing
[3] Coupling hub

Avoiding high radial loads

To avoid high radial loads, mount gear wheels and sprockets according to figure **B**.



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[1] Hub
[A] Incorrect assembly
F_{R_X1} Radial load at position x_1
[B] Correct assembly

4.5.2 Mounting of couplings

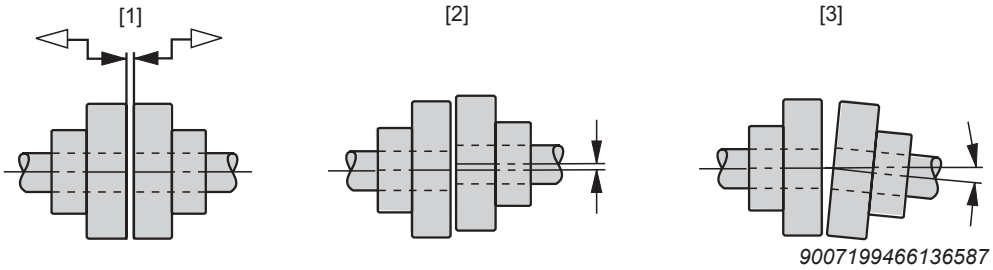
⚠ CAUTION

Risk of injury due to moving input and output elements, such as belt pulleys or couplings, during operation.

Risk of jamming and crushing.

- Cover the input and output elements with a touch guard.

When installing couplings, perform the following alignment according to the specifications of the coupling manufacturer:



1 Axial misalignment
2 Radial misalignment
3 Angular misalignment

31551319/EN – 06/2025

4.6 Torque arms for shaft-mounted gear units

4.6.1 Mounting the torque arm for helical-bevel gear units and helical-worm gear units

NOTICE

Damage to gear unit due to improper installation of the torque arm.

Damage to the gear unit.

- Do not deform the torque arm during installation.

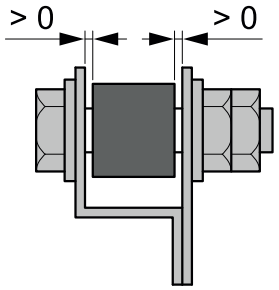
When mounting the torque arm to a helical-bevel gear unit or helical-worm gear unit, it is important to ensure that it is carried out correctly, especially with regard to the stresses.

The following figure shows a secured bushing with a support on both sides.

The reamer bolt or screw must be held in a fork-like design without tensions. On the one hand, the bolt should have little radial clearance to the bushing to keep the impact load low during changeover, but large enough to prevent a distortion of the drive during standstill.

Avoid axial tension on the bushing, especially as this may cause tension on the drive.

Even self-designed torque arms should be fastened this way without tension.

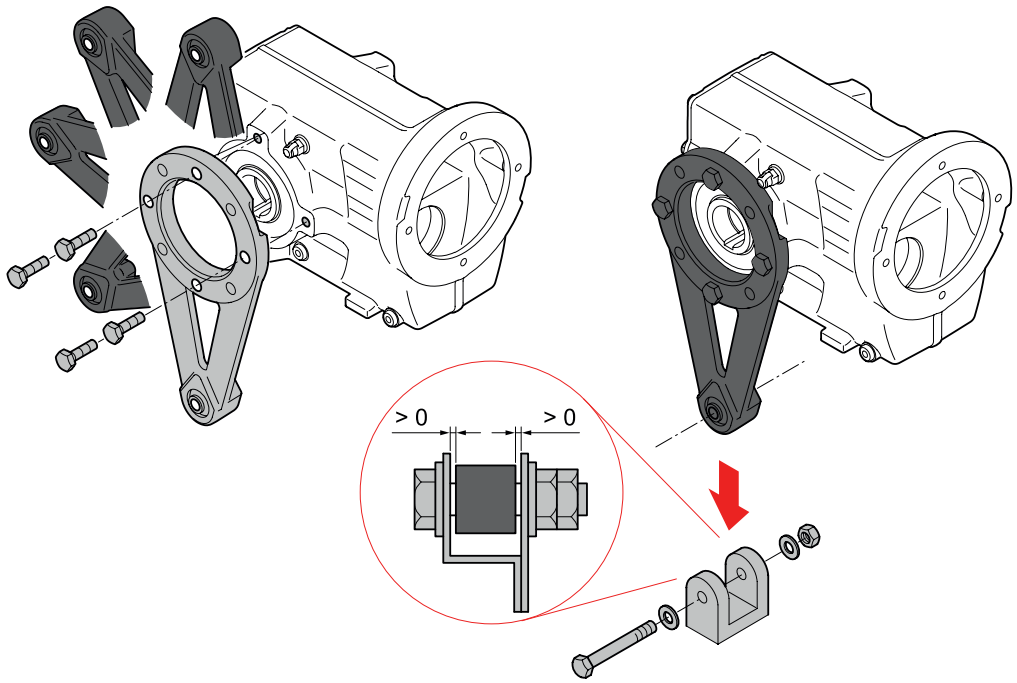


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31551319/EN – 06/2025

4.6.2 Mounting torque arms for helical-bevel gear units K..19 – K..49

The following figure shows the torque support for the helical-bevel gear units K..19 – K..49:



Observe the following points during assembly:

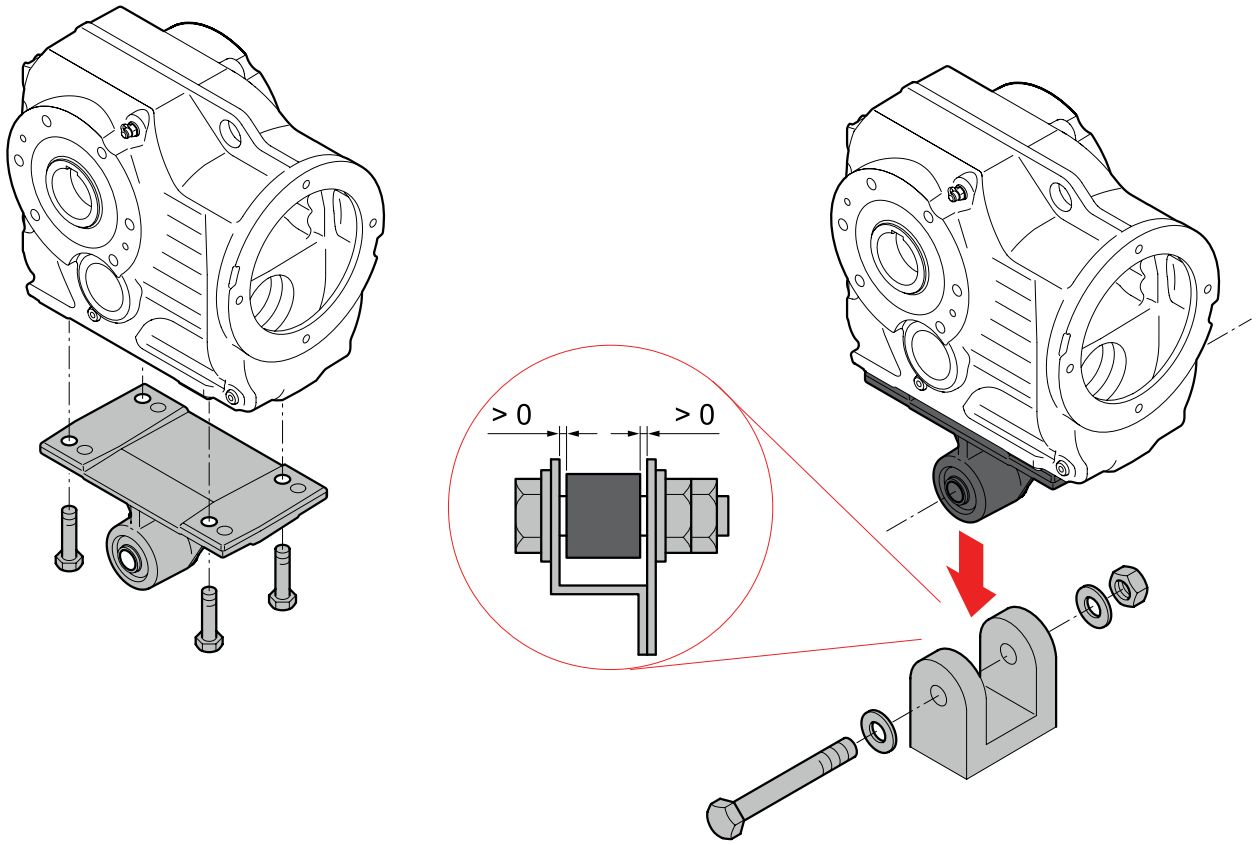
- Refer to the following table for the screw sizes and tightening torques:
- For notes on tightening the screws, observe chapter "Information concerning tightening torques" (→ 🗎 43).
- Fasten the bushing [1] on both sides and without tension as described in chapter "Mounting the torque arm for helical-bevel gear units and helical-worm gear units" (→ 🗎 53).

Gear unit	Screws	Tightening torque in Nm ± 15% Strength class	
		8.8	80
K..19 /T	4 × M8 × 20	28	28
K..29 /T	4 × M8 × 20	28	28
K..39 /T	4 × M10 × 30	56	56
K..49 /T	4 × M12 × 35	96	96

31551319/EN – 06/2025

4.6.3 Mounting torque arms for helical-bevel gear units K..37 – K..157

The following figure shows the torque support for the helical-bevel gear units K..37 – K..157.



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Observe the following points during assembly:

- Refer to the following table for the screw sizes and tightening torques:
- For notes on tightening the screws, observe chapter "Information concerning tightening torques" (→ 🖹 43).
- Fasten the bushing [1] on both sides and without tension as described in chapter "Mounting the torque arm for helical-bevel gear units and helical-worm gear units" (→ 🖹 53).

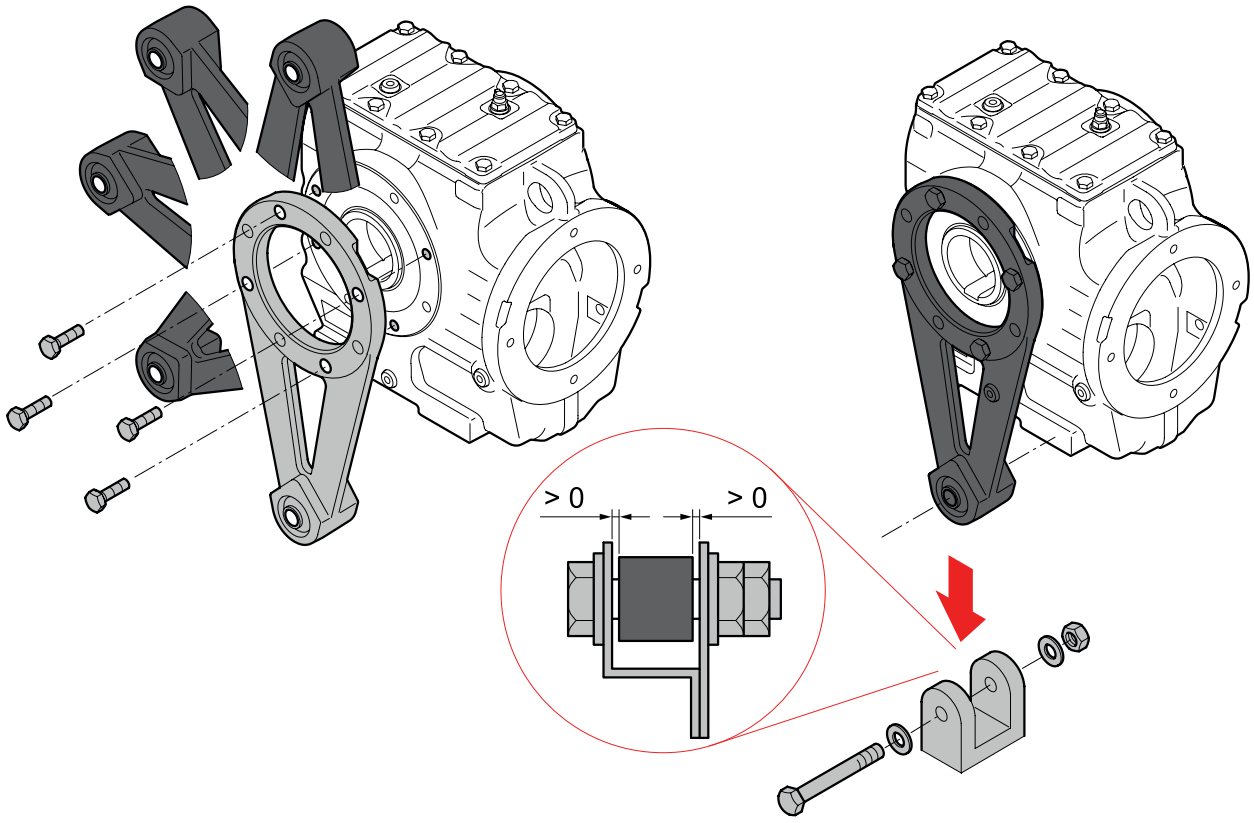
Gear unit	Screws	Tightening torque in Nm ± 15% Strength class	
		8.8	80
K..37 /T	4 × M10 × 25	56	56
K..47 /T	4 × M10 × 30	56	56
K..57 /T	4 × M12 × 35	96	96
K..67 /T	4 × M12 × 35	96	96
K..77 /T	4 × M16 × 40	235	235
K..87 /T	4 × M16 × 40	235	235
K..97 /T	4 × M20 × 50	460	460
K..107 /T	4 × M24 × 60	795	795

Gear unit	Screws	Tightening torque in Nm ± 15% Strength class	
		8.8	80
K..127 /T	4 × M36 × 130	2760	2760
K..157 /T	4 × M36 × 130	2760	2760

31551319/EN – 06/2025

4.6.4 Mounting torque arms for helical-worm gear units

The following figure shows the torque support for helical-worm gear units:



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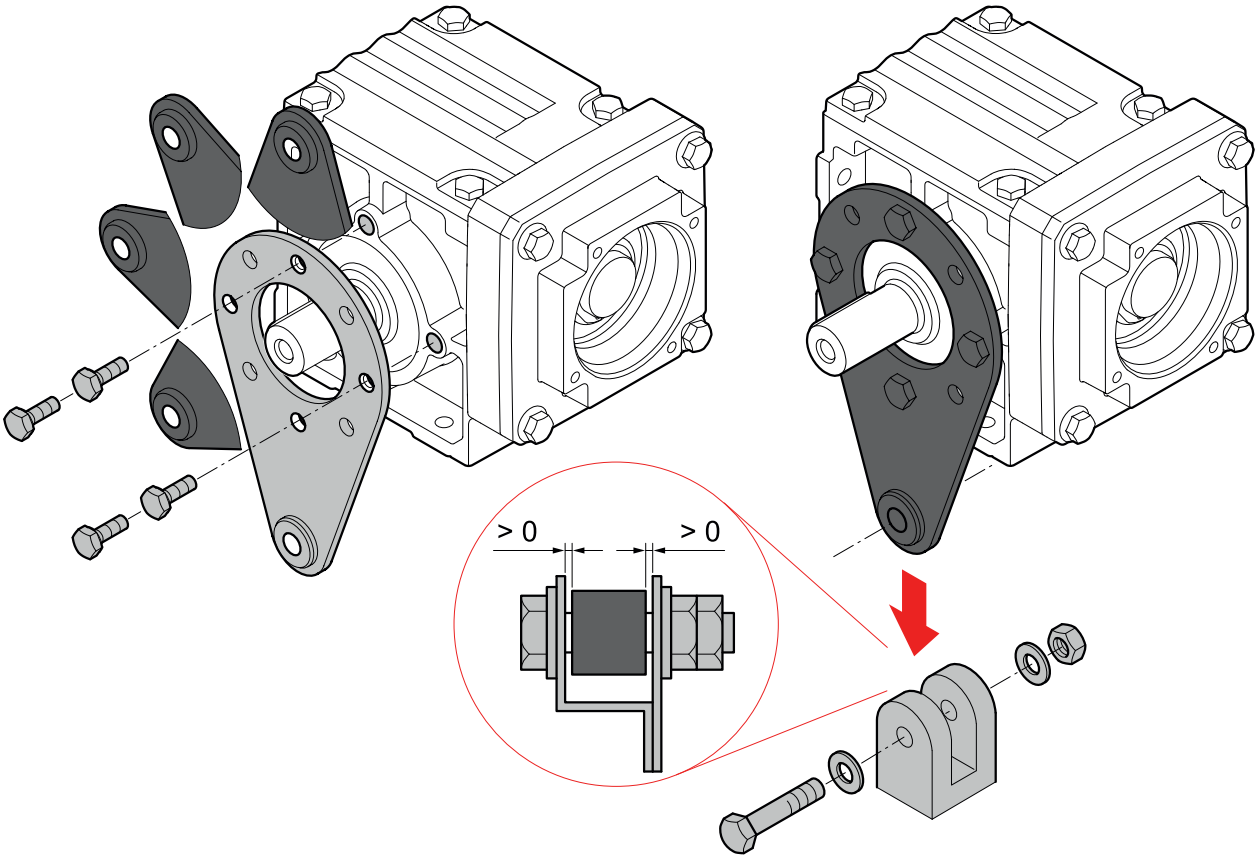
Observe the following points during assembly:

- Fasten the bushing on both sides and without tension as described in chapter "Mounting the torque arm for helical-bevel gear units and helical-worm gear units" (→ 🗎 53).
- For notes on tightening the screws, observe chapter "Information concerning tightening torques" (→ 🗎 43).
- Refer to the following table for the screw sizes and tightening torques:

Gear unit	Screws	Tightening torque in Nm ± 15% Strength class	
		8.8	80
S..37 /T	4 × M6 × 16	12	12
S..47 /T	4 × M8 × 25	28	28
S..57 /T	6 × M8 × 25	28	28
S..67 /T	4 × M12 × 35	96	96
S..77 /T	8 × M12 × 35	96	96
S..87 /T	8 × M16 × 45	235	235
S..97 /T	8 × M16 × 50	235	235

4.6.5 Mounting torque arms for SPIROPLAN® W.. right-angle gear units

The following figure shows the torque support for SPIROPLAN® W.. right-angle gear units.



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The gear units in the following table have exceptions for the position of the torque arm:

Gear unit	Impossible position
W..29, W..39	90 °
W..10 – W..30 W..37, W..47 W..19 – W..49	135 °

Observe the following points during assembly:

- Refer to the following table for the screw sizes and tightening torques:
- For notes on tightening the screws, observe chapter "Information concerning tightening torques" (→ 🗎 43).
- Fasten the bushing [1] on both sides and without tension as described in chapter "Mounting the torque arm for helical-bevel gear units and helical-worm gear units" (→ 🗎 53).

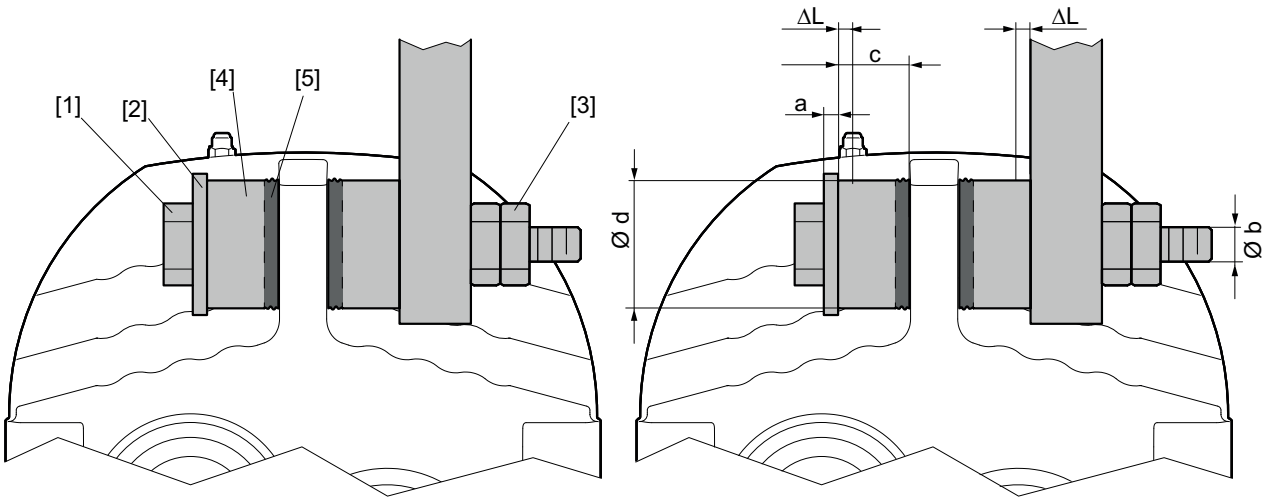
Gear unit	Screws	Tightening torque in Nm ± 15% Strength class	
		8.8	80
W..10 /T	4 × M6 × 16	12	12

31551319/EN – 06/2025

Gear unit	Screws	Tightening torque in Nm ± 15% Strength class	
		8.8	80
W..19 /T	4 × M6 × 16	12	12
W..20 /T	4 × M6 × 16	12	12
W..29 /T	4 × M8 × 20	28	28
W..30 /T	4 × M6 × 16	12	12
W..30 /T CMP..	4 × M8 × 20	28	28
W..37 /T	4 × M8 × 20	28	28
W..39 /T	4 × M8 × 20	28	28
W..47 /T	4 × M10 × 25	56	56
W..49 /T	4 × M10 × 30	56	56
W..59 /T	4 × M12 × 30	96	96

4.6.6 Mounting torque arms for parallel-shaft helical gear units

The following figure shows the torque support for the parallel-shaft helical gear units in loose state.



51688442763

[1] Screw
[2] Washer
[3] Nuts
[4] Rubber buffer
[5] Metal side of the rubber buffer
a Washer width
b Rubber buffer inner diameter
c Rubber buffer length in loose state
d Rubber buffer diameter
ΔL Preload per rubber buffer in tightened state

Proceed as follows:

1. Make sure that the metal sides of the rubber buffers lay against the gear unit.

2. Use screws [1] and washers [2] according to the following table.
3. Secure the screw connection with a nut [3].
4. Tighten the screw [1] until the preload "Δ L" of the rubber buffers is reached in accordance with the following table:

Gear unit	Washer	Rubber buffer			
	a	d	b	c	Δ L
	mm	mm	mm	mm	mm
F..27 /G	5	40	12.5	20	1
F..37 /G	5	40	12.5	20	1
F..47 /G	5	40	12.5	20	1.5
F..57 /G	5	40	12.5	20	1.5
F..67 /G	5	40	12.5	20	1.5
F..77 /G	10	60	21.0	30	1.5
F..87 /G	10	60	21.0	30	1.5
F..97 /G	12	80	25.0	40	2
F..107 /G	12	80	25.0	40	2
F..127 /G	15	100	32.0	60	3
F..157 /G	15	120	32.0	60	3

31551319/EN – 06/2025

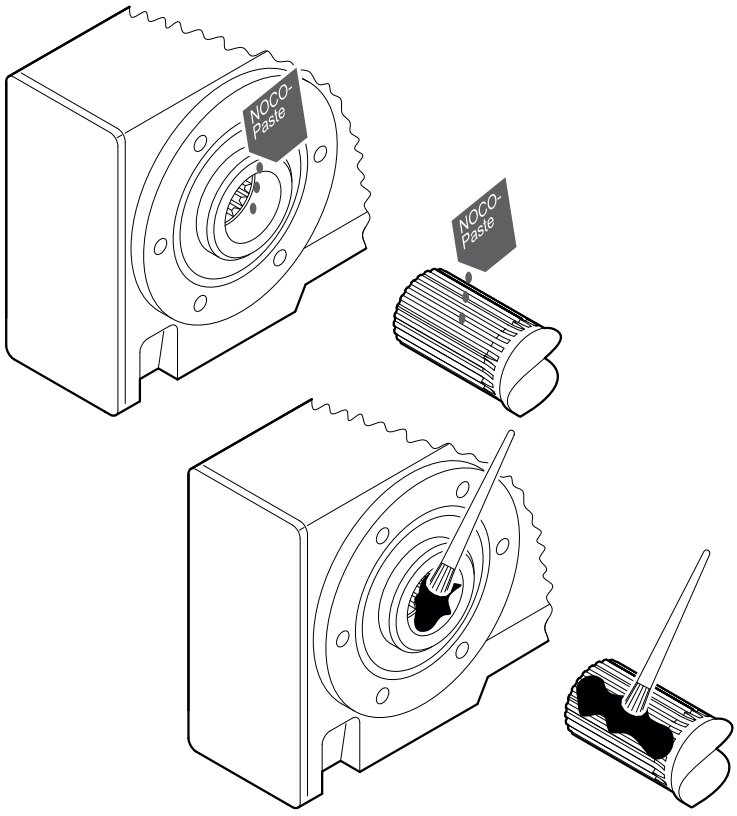
4.7 Mounting shaft-mounted gear units with splined hollow shaft

INFORMATION

Concerning the configuration of the customer shaft, refer to the design notes in the "Gearmotors" catalog.

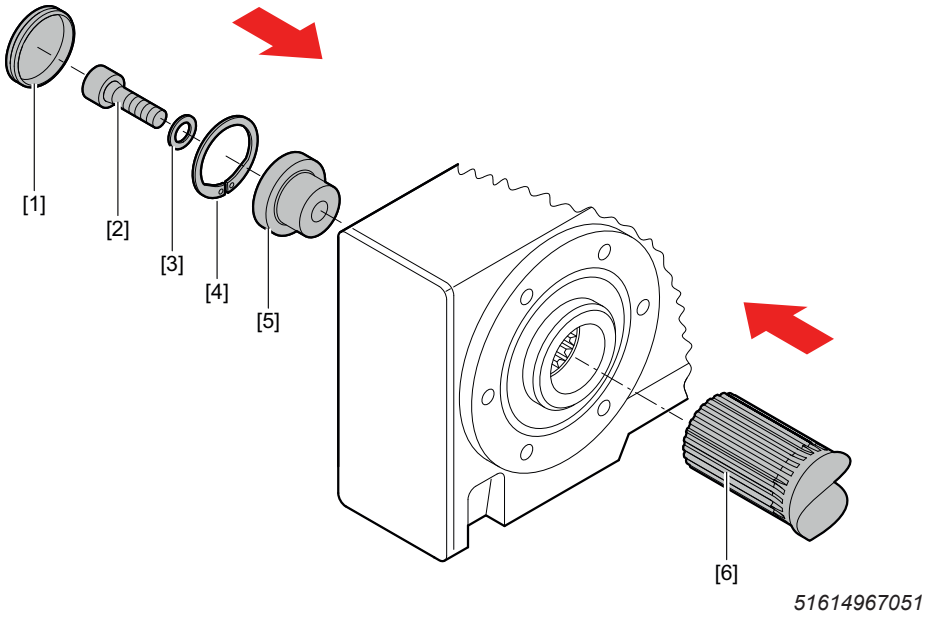
Proceed as follows:

1. Apply NOCO-Paste. Spread carefully.



51614928139

2. Install the shaft and secure it axially. Use a mounting device for easier mounting.



[1] Closing plug
[2] Cap screw
[3] Supporting ring
[4] Retaining ring
[5] Washer
[6] Customer shaft

31551319/EN – 06/2025

4.8 Shaft-mounted gear units with keyway

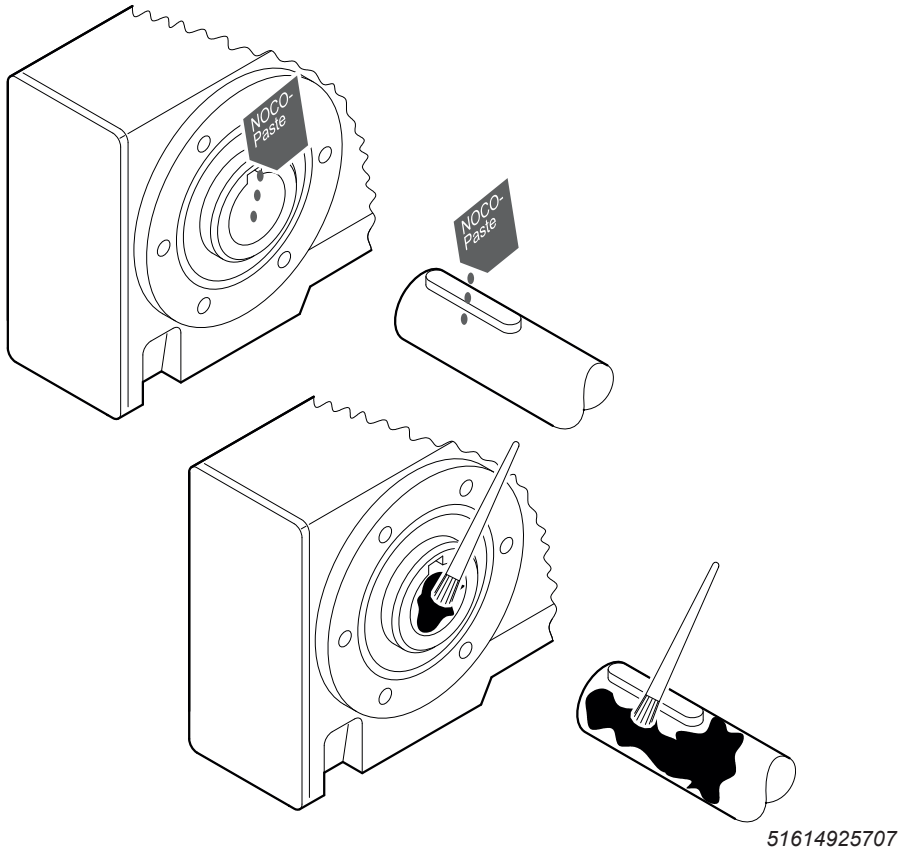
INFORMATION

Concerning the configuration of the customer shaft, refer to the design notes in the "Gearmotors" catalog.

4.8.1 Mounting shaft-mounted gear units with keyway

Proceed as follows:

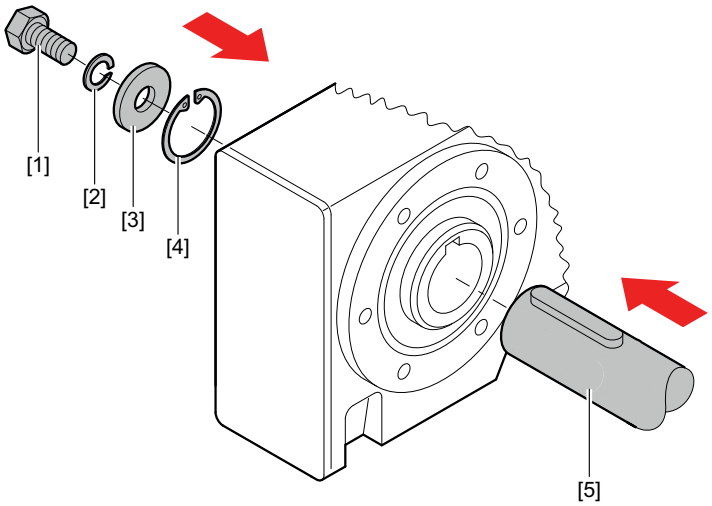
1. Apply NOCO-Paste. Spread carefully.



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2. Install the shaft and secure it axially. Use a mounting device for easier mounting. Proceed according to one of the **3 mounting types**, depending on the scope of delivery.

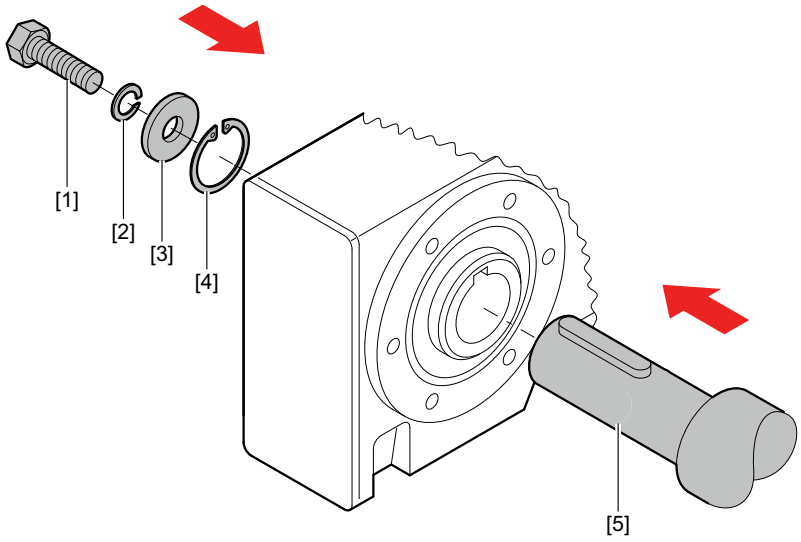
A) Mounting customer shaft (standard scope of delivery, except with shaft position AB):



51614908683

[1] Short retaining screw (standard scope of delivery)
[2] Lock washer
[3] Washer
[4] Retaining ring
[5] Customer shaft

B) Mounting customer shaft with contact shoulder using the SEW-EURODRIVE assembly/disassembly kit:

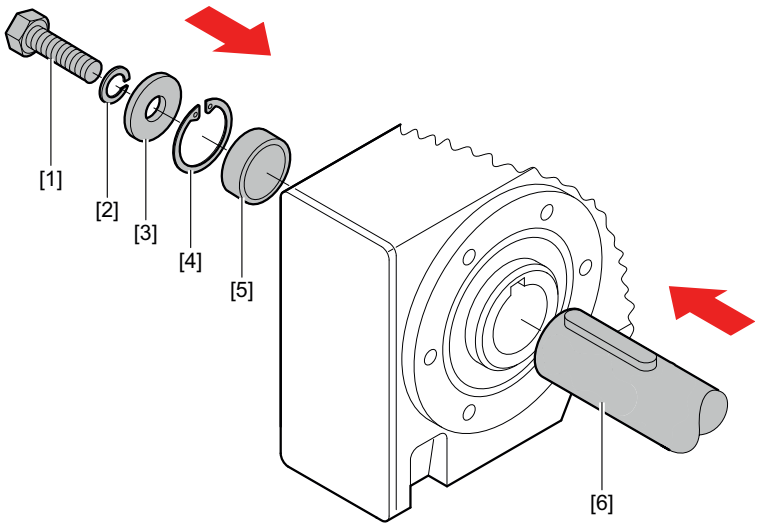


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[1] Retaining screw
[2] Lock washer
[3] Washer
[4] Retaining ring
[5] Customer shaft with contact shoulder

31551319/EN – 06/2025

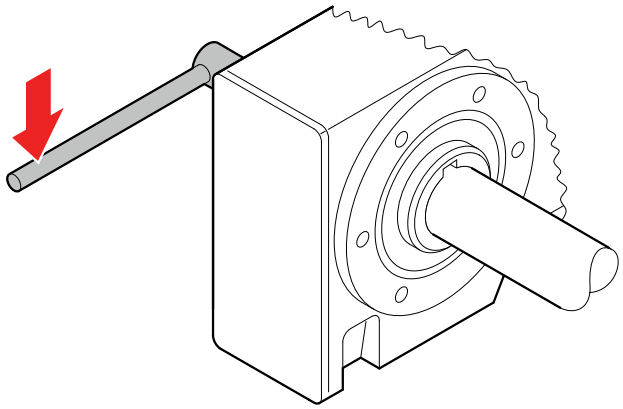
C) Mounting customer shaft without contact shoulder using the SEW-EURODRIVE assembly/disassembly kit:



51614906251

[1] Retaining screw
[2] Lock washer
[3] Washer
[4] Retaining ring
[5] Spacer tube
[6] Customer shaft without contact shoulder

3. Tighten the retaining screw using the appropriate torque. Observe the tightening torques specified in the following table.

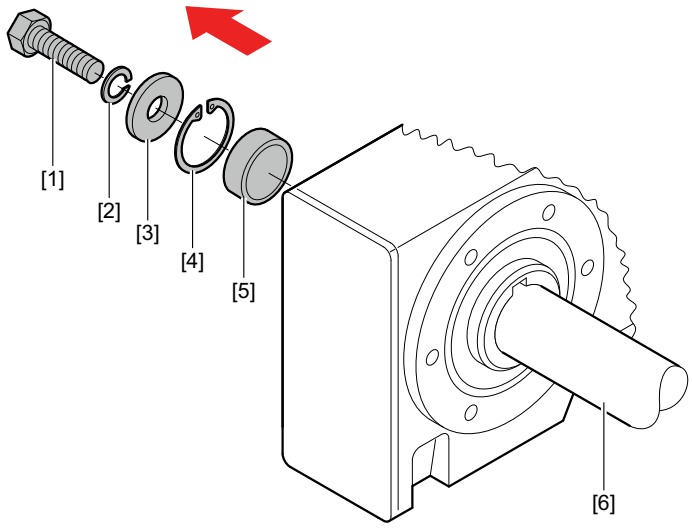


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Screw	Tightening torque Nm
M5	5
M6	8
M10/12	20
M16	40
M20	80
M24	200

4.8.2 Removing the shaft-mounted gear unit

This description only applies if the gear unit was mounted with the SEW-EURODRIVE assembly/disassembly kit (see "Assembly/disassembly kit from SEW-EURODRIVE" (→ 🗎 68)).



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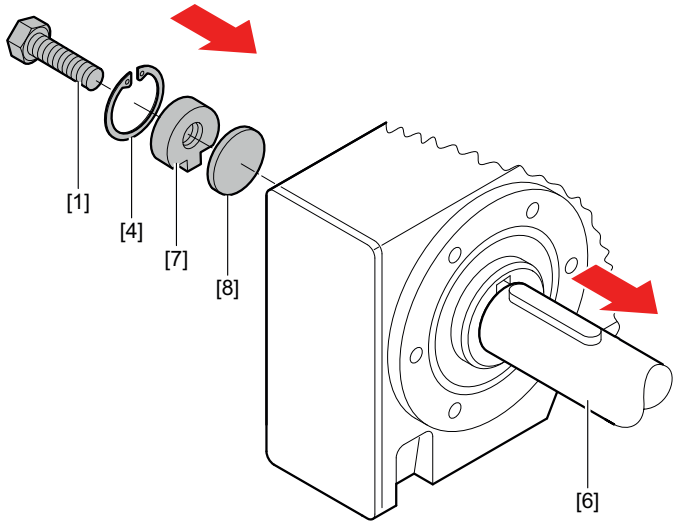
[1]	Retaining screw	[4]	Retaining ring
[2]	Lock washer	[5]	Spacer tube
[3]	Washer	[6]	Customer shaft

Proceed as follows:

1. Loosen the retaining screw [1].
2. Remove parts [2] to [4] and, if present, the spacer tube [5].
3. Insert the forcing washer [8] and the fixed nut [7] from the assembly/disassembly kit between the customer shaft [6] and the retaining ring [4] (see "Assembly/disassembly kit from SEW-EURODRIVE" (→ 🗎 68)).

31551319/EN – 06/2025

4. Re-insert the retaining ring [4].
5. Re-insert the retaining screw [1]. Force the gear unit off the shaft by tightening the screw.



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[1] Retaining screw
[4] Retaining ring
[6] Customer shaft
[7] Fixed nut
[8] Forcing washer

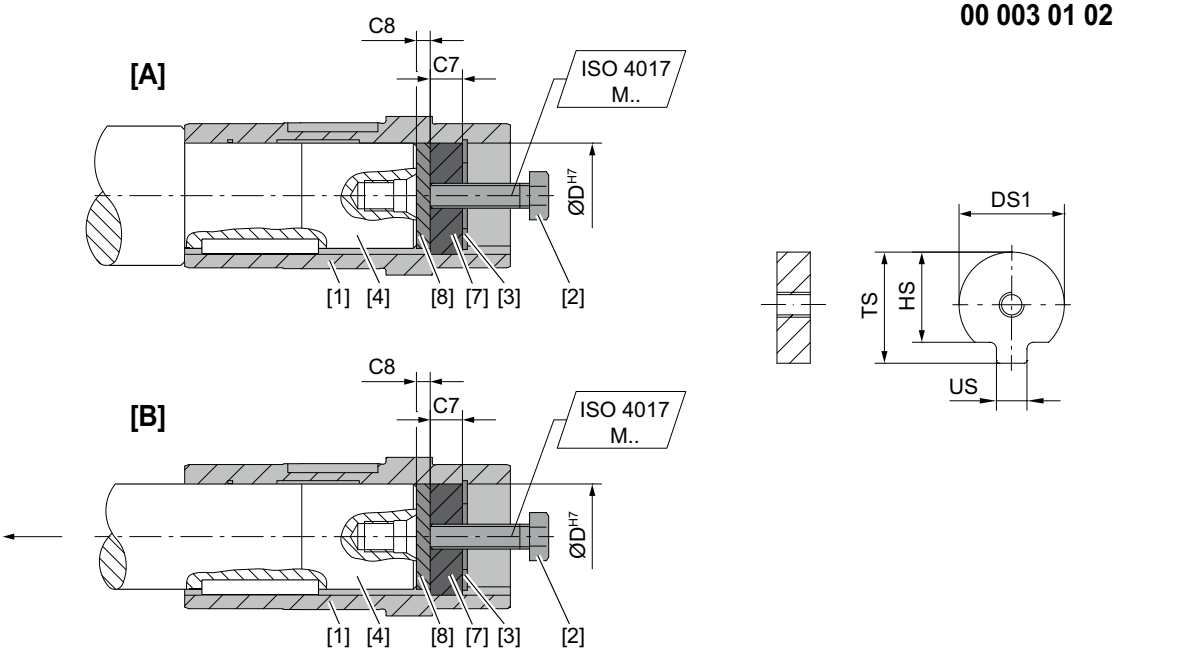
31551319/EN – 06/2025

4.8.3 Assembly/disassembly kit from SEW-EURODRIVE

Only applies to prior assembly with the assembly/disassembly kit.

1. Loosen the retaining screw [2].
2. Remove the retaining ring [3] and, if present, the spacer tube.
3. Insert the forcing washer [8] and the fixed nut [7] between the customer shaft [4] and the retaining ring [3] as shown in the following figure.
4. Re-insert the retaining ring [3].
5. Re-insert the retaining screw [2]. You can now push the gear unit off the shaft.

00 003 01 02



54684456715

C7 Width of fixed nut
C8 Width of forcing washer
D Hollow shaft diameter
DS1 Diameter of fixed nut
HS Height 1 fixed nut
TS Height 2 fixed nut
VS Base width of fixed nut
[1] Hollow shaft
[2] Retaining screw
[3] Retaining ring
[4] Customer shaft
[7] Fixed nut for disassembly
[8] Forcing washer

Gear unit	D^{H7} mm	C8 mm	C7 mm	HS mm	US mm	TS mm	DS1 mm	ISO 4017 M..	Part number of assembly/disassembly kit
WA..10	16	5	5	12	4.5	18	15.7	M5 × 50	06437125
WA..19, WA..20	18	5	6	13.5	5.5	20.5	17.7	M6 × 25	0643682X

31551319/EN – 06/2025

Gear unit	D^{H7} mm	C8 mm	C7 mm	HS mm	US mm	TS mm	DS1 mm	ISO 4017 M..	Part number of assembly/disassembly kit
KA..19, SA..37,WA..19, WA..20,WA..29, WA..30	20	5	6	15.5	5.5	22.5	19.7	M6 × 25	06436838
FA..27, KA..29, SA..47,WA..29, WA..39	25	5	10	20	7.5	28	24.7	M10 × 35	06436846
FA..37, KA..29, KA..37, KA..39, SA..47, SA..57, WA..29, WA..39, WA..49	30	5	10	25	7.5	33	29.7	M10 × 35	06436854
FA..47, KA..39, KA..47, KA..49, SA..57, WA..49, WA..59	35	5	12	29	9.5	38	34.7	M12 × 45	06436862
FA..57, KA..57, FA..67, KA..49, KA..67, SA..67, WA..59	40	5	12	34	11.5	41.9	39.7	M16 × 50	06436870
SA..67	45	5	12	38.5	13.5	48.5	44.7	M16 × 50	06436889
FA..77, KA..77, SA..77	50	5	12	43.5	13.5	53.5	49.7	M16 × 50	06436897
FA..87, KA..87, SA..77, SA..87	60	5	16	56	17.5	64	59.7	M20 × 60	06436900
FA..97, KA..97, SA..87, SA..97	70	5	16	65.5	19.5	74.5	69.7	M20 × 60	06436919
FA..107, KA..107, SA..97	90	5	20	80	24.5	95	89.7	M24 × 70	06436927
FA..127, KA..127	100	5	20	89	27.5	106	99.7	M24 × 70	06436935
FA..157, KA..157	120	5	20	107	31	127	119.7	M24 × 70	06436943

31551319/EN – 06/2025

4.9 Shaft-mounted gear units with shrink disk

4.9.1 Mounting shaft mounted gear units with shrink disk

NOTICE

Deformation of the hollow shaft due to tightening the locking screws without first installing the shaft.

Gear unit damage.

- Never tighten the locking screws without the shaft installed.

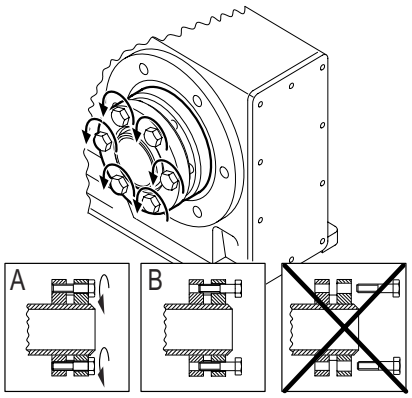
INFORMATION

The exact values for the tightening torques are shown on the shrink disk.

INFORMATION

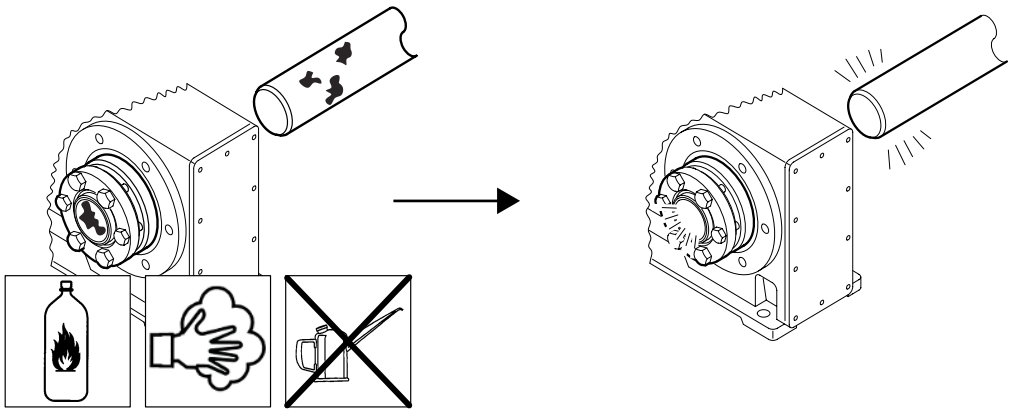
Standard shrink disks and stainless steel shrink disks have the same tightening torques.

1. Slightly loosen the locking screws. Do not screw them completely out.



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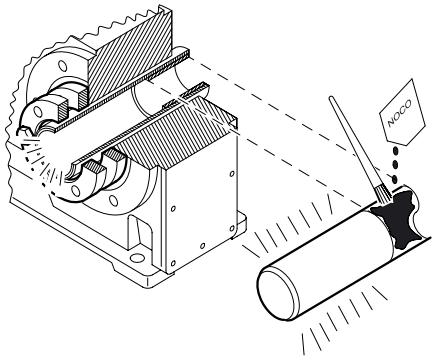
2. Carefully **degrease** the hollow shaft bore and the input shaft with commercially available solvent.



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31551319/EN – 06/2025

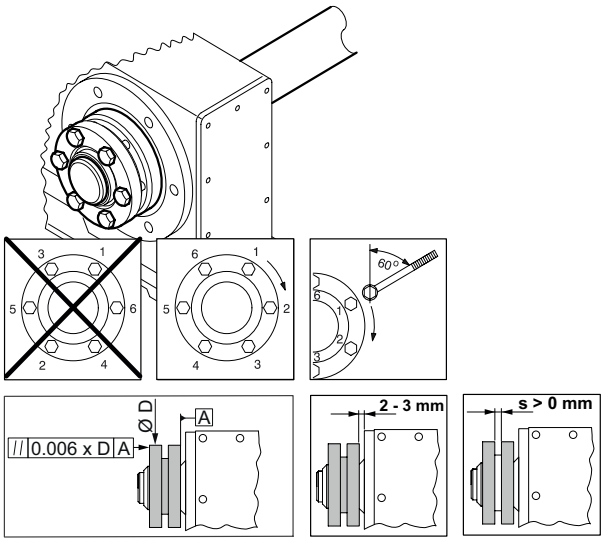
3. ⚠ **CAUTION!** Never apply NOCO-Paste directly onto the bushing, since the compound can get into the clamping area of the shrink disk when the machine shaft is fitted.
   Apply NOCO-Paste to the machine shaft in the vicinity of the bushing. The clamping area of the shrink disk must remain free of grease!



18014398721022091

4. ⚠ **CAUTION!** Risk of injury due to falling shrink disk. Secure the shrink disk immediately after fitting the shaft.

5. Install the input shaft. Make sure that the outer rings of the shrink disk are plane-parallel.
6. For a gear unit with a shaft shoulder, fit the shrink disk to the shaft shoulder as far as it will go, whereby the minimum distance between the outer ring of the shrink disk facing the gear unit and the gear unit housing must be no less than 2 mm.
7. For a gear unit without shaft shoulder, mount the shrink disk at a distance of 2 to 3 mm from the gear unit housing.
8. Tighten the locking screws by working round several times from one screw to the next (not in diametrically opposite sequence). The tightening torques can be found in the following table.



9007199466283275

9. After installation, make sure the remaining gap "s" between the outer rings of the shrink disk is > 0 mm.

10. To prevent corrosion, grease the outer surface of the hollow shaft around the shrink disk.
11. ⚠ **CAUTION!** Install the provided rotating safety cover or another, suitable protective cover at the shrink disk to prevent injuries. Never start up the drive if the protective covers are not installed.

Gear unit type				Locking screw ISO 4014/ISO 4017/ ISO 4762	Tightening torque ±4% Nm
KH..	FH..	SH...	WH..		
19/29	27	37	37/29/39	M5	5
37/39/47/49/57/67/77	37/47/57/67/77	47/57/67/77	47/49/59	M6	12
87/97	87/97	87/97	–	M8	30
107	107	–	–	M10	59
127/157	127/157	–	–	M12	100
167	–	–	–	M16	250
187	–	–	–	M20	470

4.9.2 Removing shaft-mounted gear units with shrink disk

INFORMATION

There is no need to dismantle clean, removed shrink disks before they are reinstalled.

1. ⚠ **CAUTION!** Risk of injury due to falling shrink disk. Secure the shrink disk before disassembly.
2. To prevent the outer rings from jamming, loosen the locking screws a quarter turn, one after the other.
3. Steadily loosen the locking screws one after the other, but do not remove the locking screws completely.
4. If rust has formed on the shaft in front of the hub, remove the rust.
5. Remove the shaft or pull the hub off the shaft.
6. Remove the shrink disk from the hub.

4.9.3 Cleaning and lubricating the shrink disk

If a removed shrink disk is clean, it does not have to be disassembled or re-greased before re-tightening.

The shrink disk only needs to be cleaned and greased if it is contaminated.

Use one of the following solid lubricants for the tapered surfaces:

Lubricant (Mo S_2)	Sold as
Molykote® 321 (lube coat)	Spray
Molykote® spray (powder spray)	Spray
Molykote® G Rapid	Spray or compound

31551319/EN – 06/2025

Lubricant (Mo S_2)	Sold as
Aemasol® MO 19P	Spray or compound
Aemasol® DIO setral 57 N (lube coat)	Spray

Grease the locking screws with a multipurpose grease such as Molykote® BR 2 or a similar grease.

31551319/EN – 06/2025

4.10 Shaft-mounted gear units with TorqLOC®

NOTICE

In the case of a fixed flange or foot mounting, stress can build up in the drive train because of the tolerance adjustment of the TorqLOC® shaft.

Damage to property.

- Only if it is ensured that no static overdetermination can occur may a flange or foot mounting be used for TorqLOC® installation. It must be possible to adjust the tolerance of the shaft.

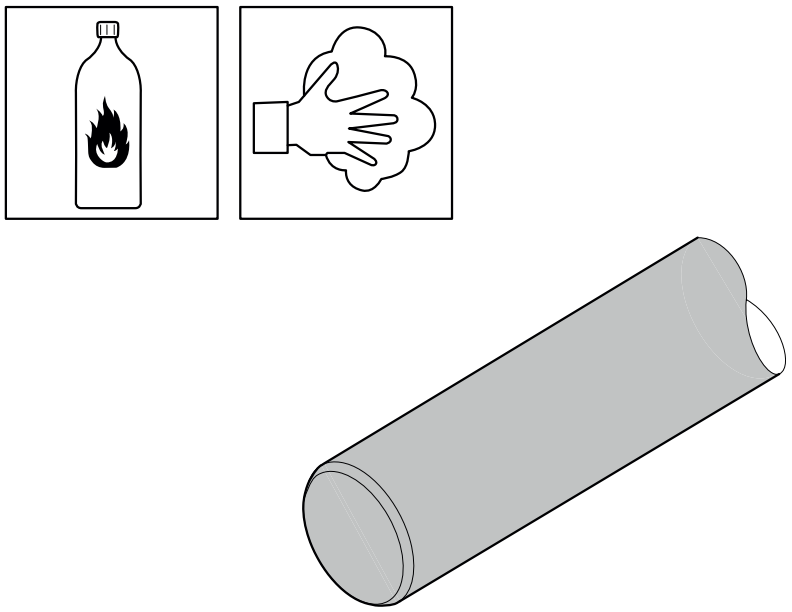
INFORMATION

In the case of flange mounting, it may no longer be possible to install the clamping ring depending on the size.

4.10.1 Mounting a customer shaft without contact shoulder

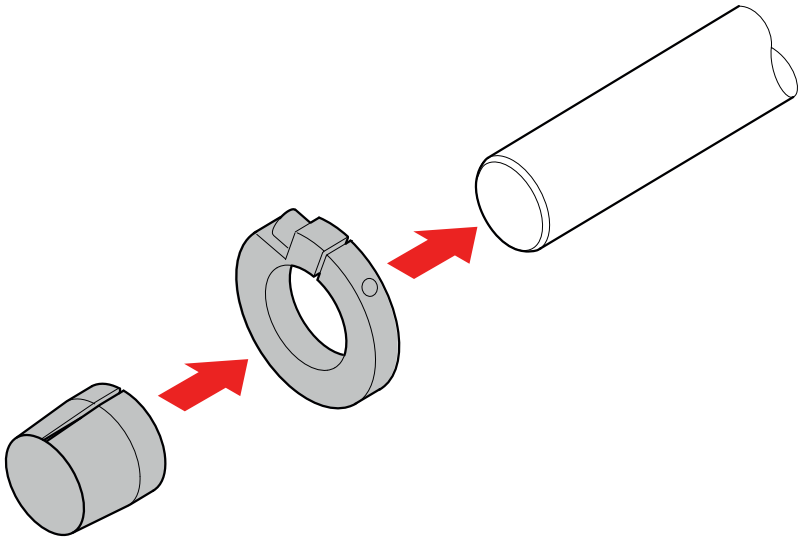
Proceed as follows:

1. Clean the customer shaft and the inside of the hollow shaft. Make sure that all grease and oil residues are removed.



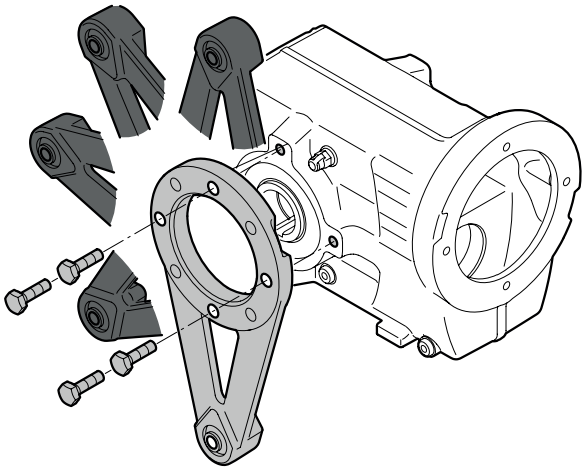
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2. Mount the stop ring and the bushing on the customer shaft.

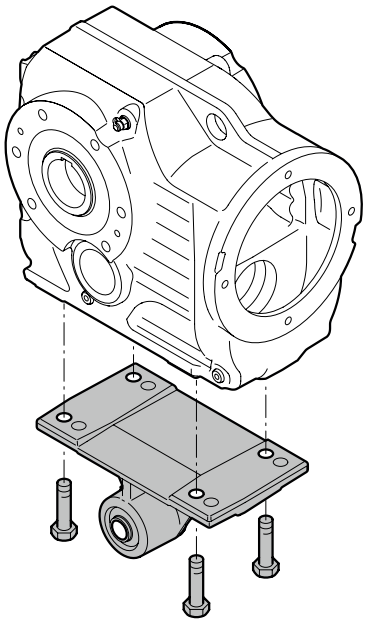


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3. Attach the torque arm to the drive unit. Observe the information in chapter "Torque arms for shaft-mounted gear units" (→ 🗎 53).



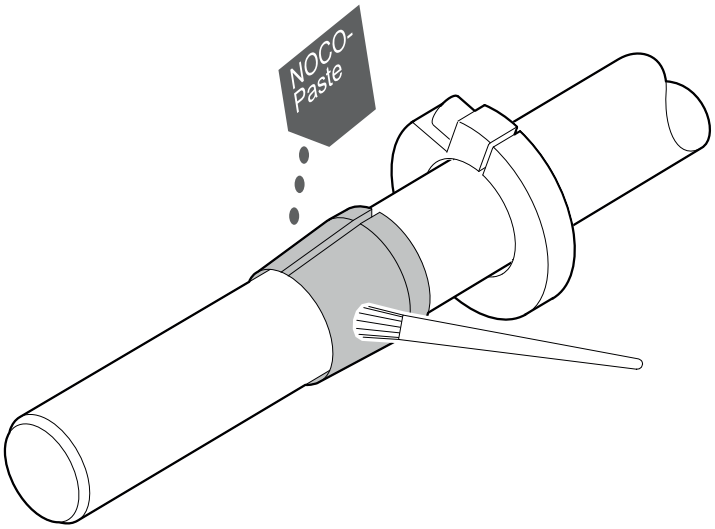
S../W../K..9



K..7

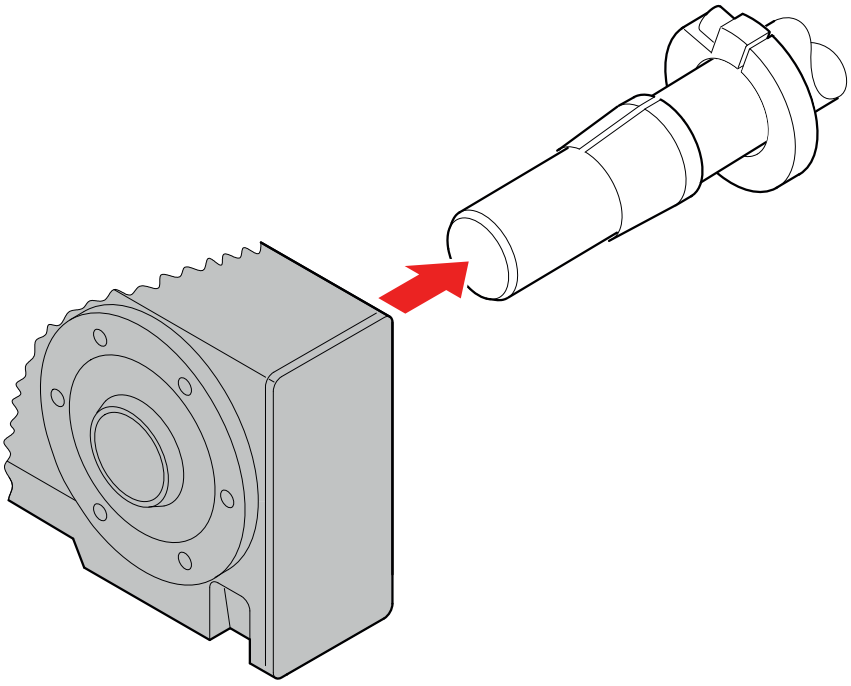
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4. Apply NOCO-Paste to the bushing. Spread carefully.



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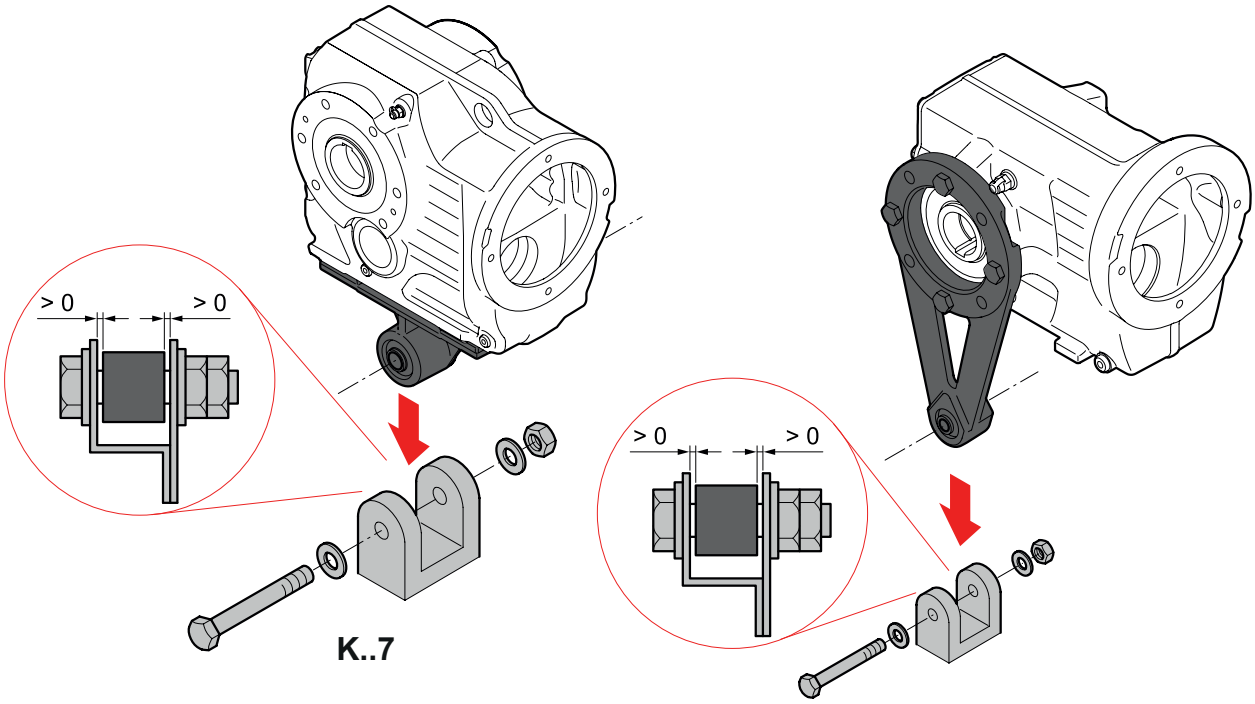
5. Slide the gear unit onto the customer shaft.



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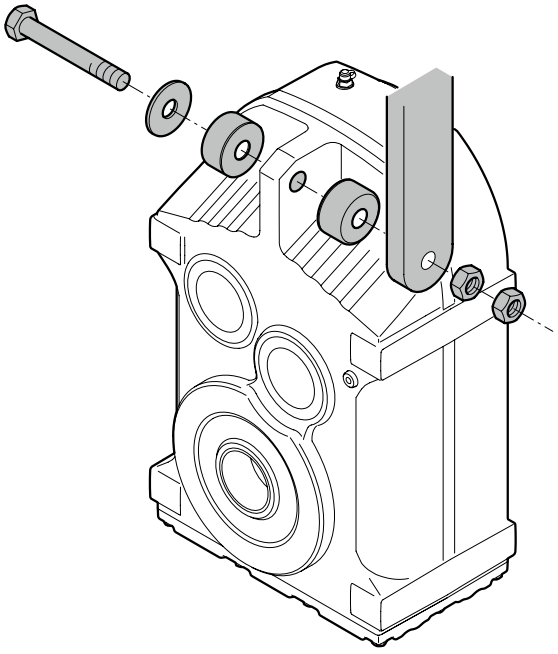
31551319/EN – 06/2025

6. Premount the torque arm. Do not tighten the screws.



K..7

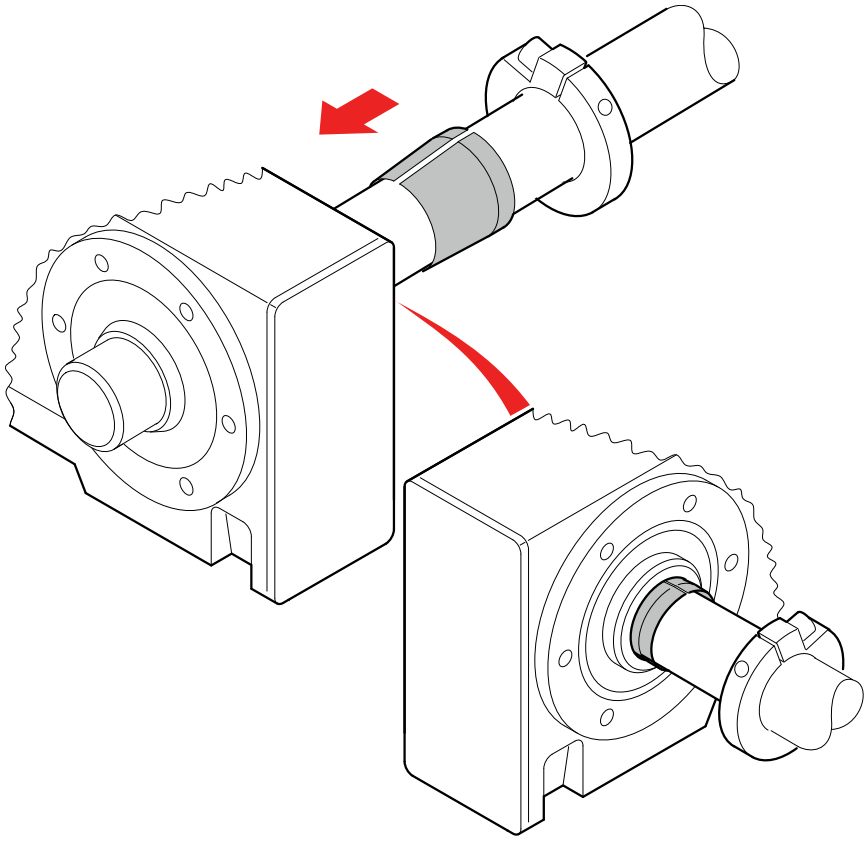
S../W../K..9



F..

51683430027

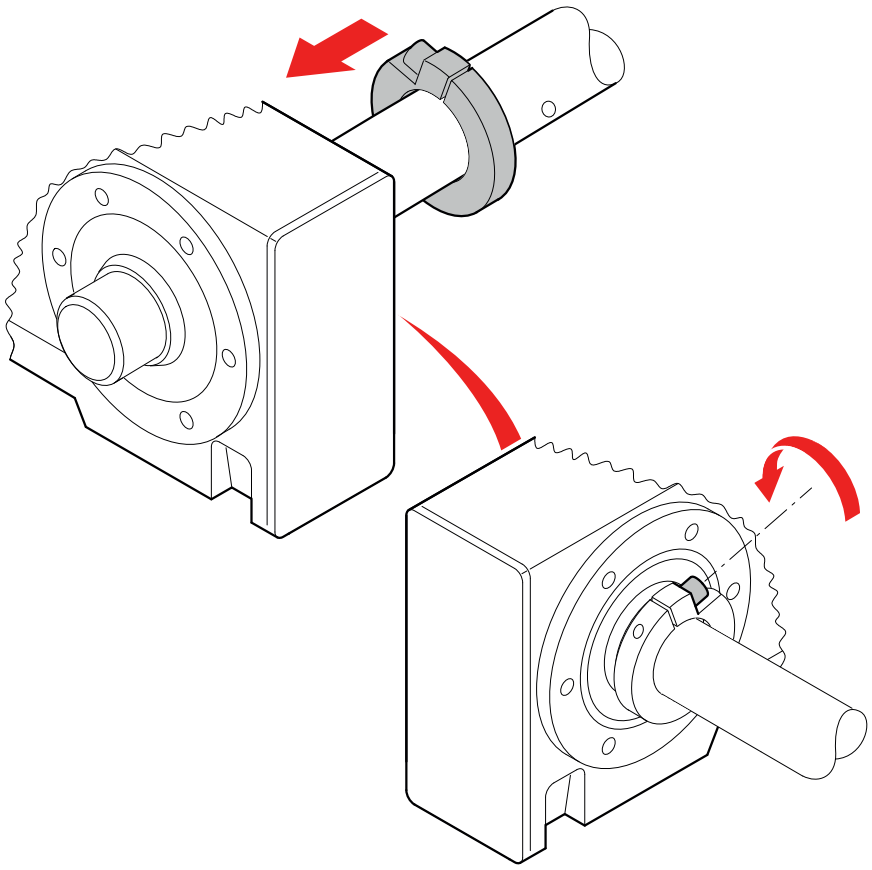
7. Slide the bushing into the gear unit as far as its stop.



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31551319/EN – 06/2025

8. Secure the bushing with the stop ring Attach the stop ring to the bushing with the respective tightening torque. Refer to the following table for the suitable tightening torque.

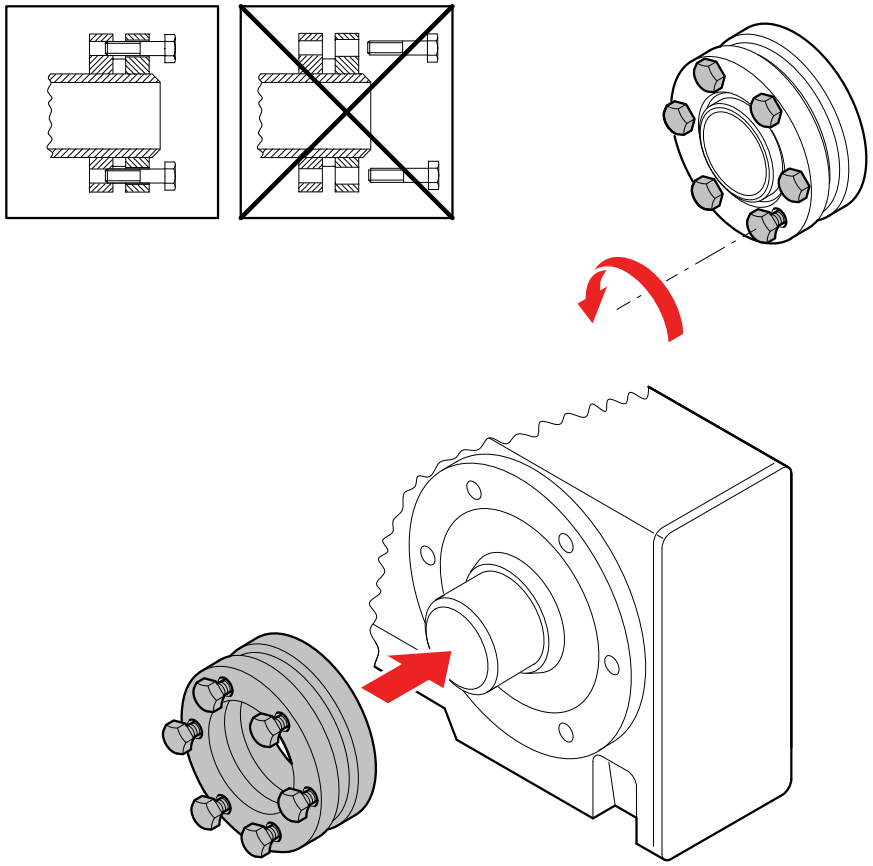


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Gear unit type				Tightening torque Nm	
FT..	KT..	ST..	WT..	Standard	Stainless steel
–	19	37	37/29	10	10
37	29/37	47	47/39	10	10
47	39/47	57	49	10	10
57/67	49/57/67	67	59	25	25
77	77	77	–	25	25
87	87	87	–	25	25
97	97	97	–	25	25
107	107	–	–	38	38
127	127	–	–	65	65
157	157	–	–	150	150

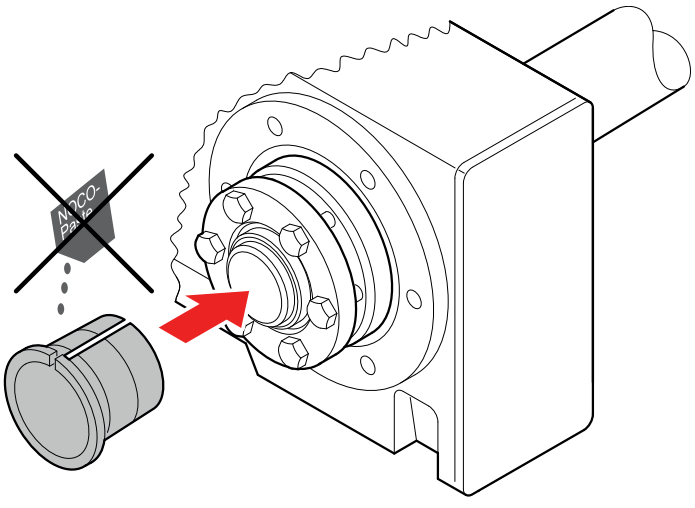
31551319/EN – 06/2025

9. Make sure that all screws are loosened and slide the shrink disk onto the hollow shaft.

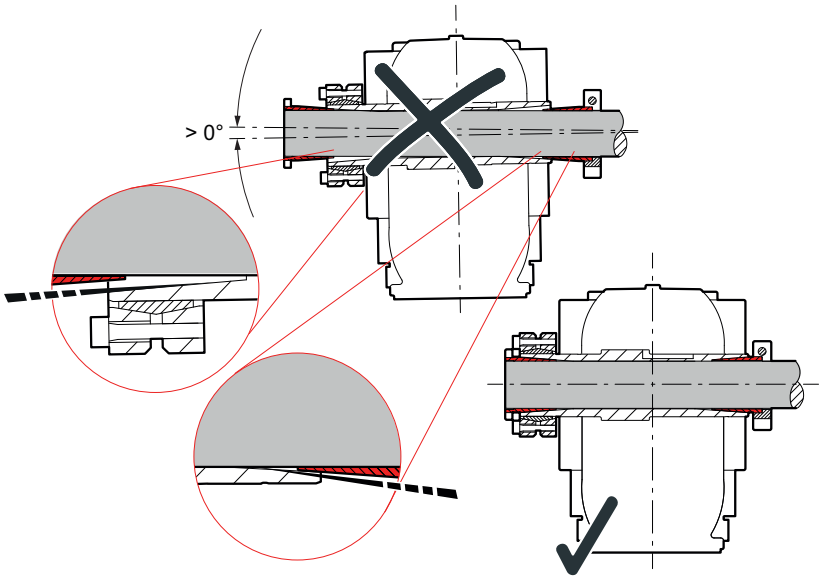


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10. Slide the counter bushing onto the customer shaft and into the hollow shaft. Make sure that the gear unit is mounted flush with the customer shaft.

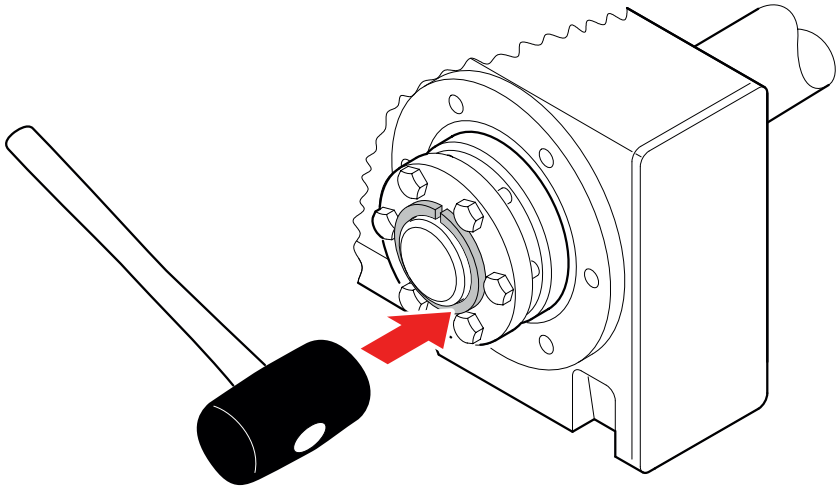


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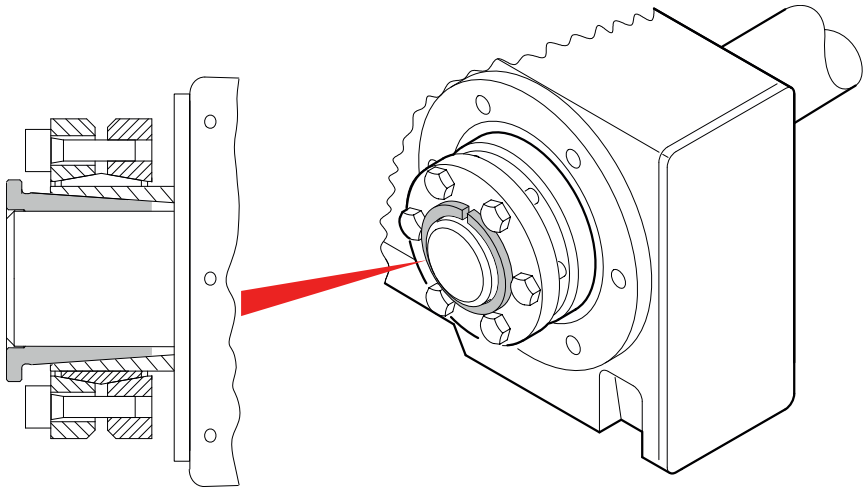
51760726795

11. If you have a gear unit **with a shaft shoulder**, then fit the shrink disk to the shaft shoulder as far as it will go, whereby the minimum distance between the outer ring of the shrink disk facing the gear unit and the gear unit housing must be no less than 2 mm. In the case of a gear unit **without a shaft shoulder**, mount the shrink disk at a distance of 2 – 3 mm from the gear unit housing.
12. Lightly hammer on the flange of the counter bushing to ensure that the bushing is firmly seated in the hollow shaft.



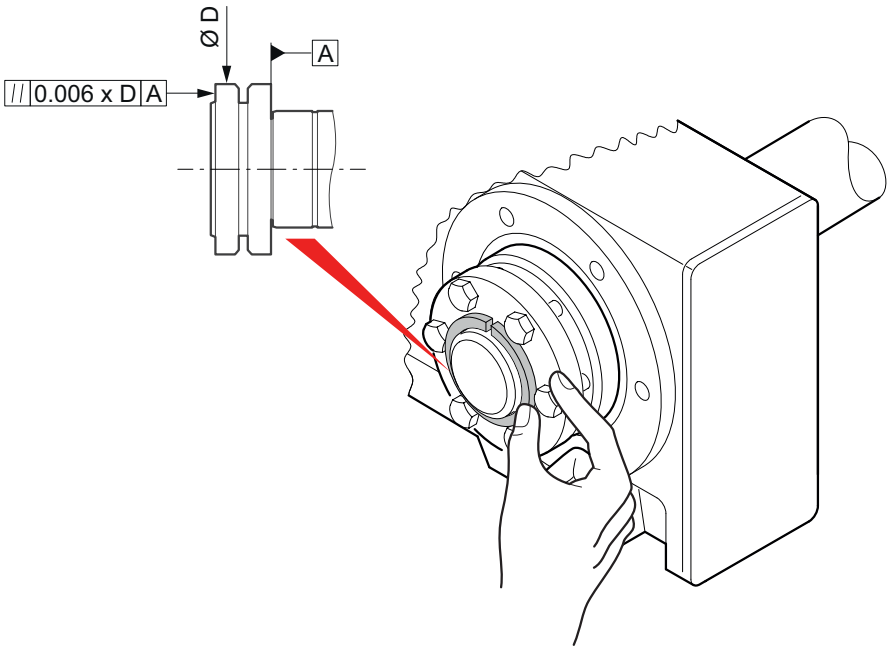
51614952459

13. Make sure that the customer shaft is seated in the counter bushing.



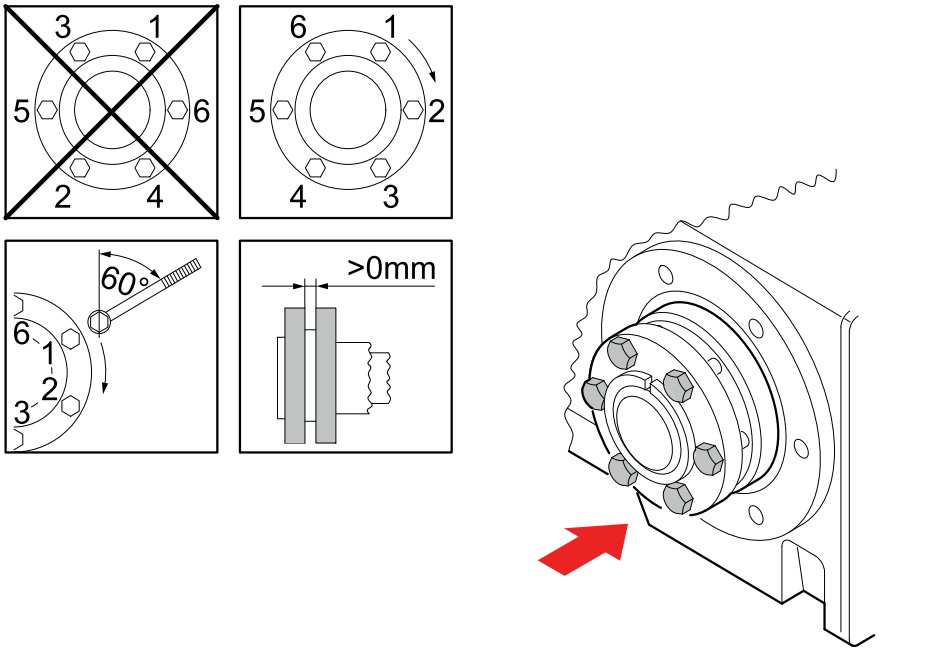
51614954891

14. Tighten the screws of the shrink disk only hand-tight. Make sure that the outer rings of the shrink disk are plane-parallel.



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15. Tighten the locking screws with the specified tightening torque in accordance with the following table. Tighten the screws by working round several times from one screw to the next (not in diametrically opposite sequence).



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INFORMATION

The exact values for the tightening torques are shown on the shrink disk.

INFORMATION

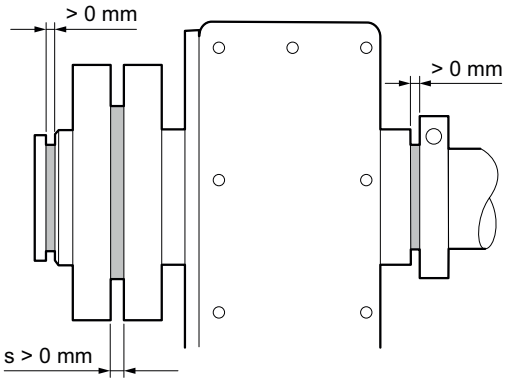
Standard shrink disks and stainless steel shrink disks have the same tightening torques.

Gear unit type				Locking screw	Tightening torque ±4%
FT..	KT..	ST..	WT..	ISO 4762	Nm
–	19	37	37/29	M5	4
–	29		39	M5	5
37	37	47	47	M6	12
47/57/67	39/47/49/57/67	57/67	49/59	M6	12
77/87/97	77/87/97	77/87/97	–	M8	30
107	107	–	–	M10	59
127/157	127/157	–	–	M12	100

16. After installation, make sure the remaining gap "s" between the outer rings of the shrink disk is > 0 mm.

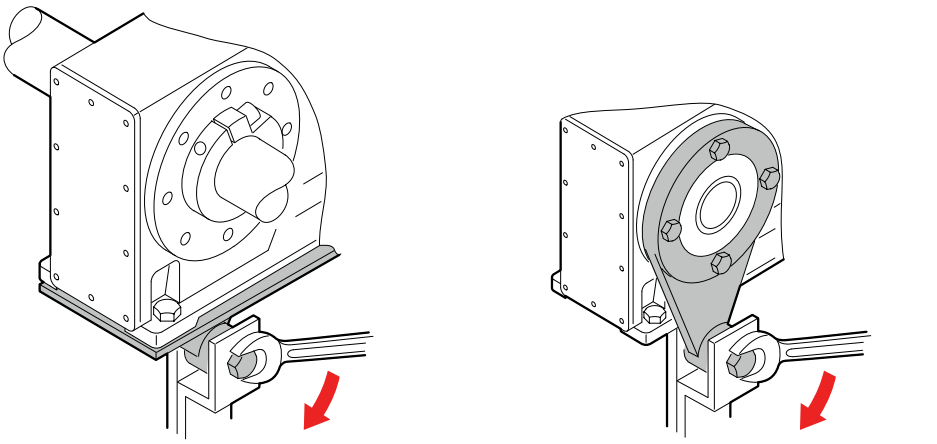
31551319/EN – 06/2025

17. Make sure that the remaining gap between counter bushing and hollow shaft end, as well as between hollow shaft end and the stop ring is > 0 mm.



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18. Tighten the torque arm sufficiently. Observe the information in chapter "Torque arms for shaft-mounted gear units" (→ 53).

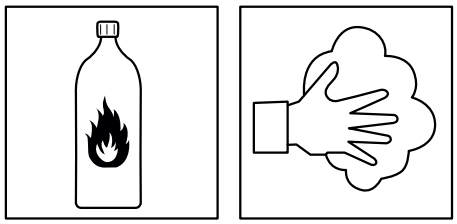


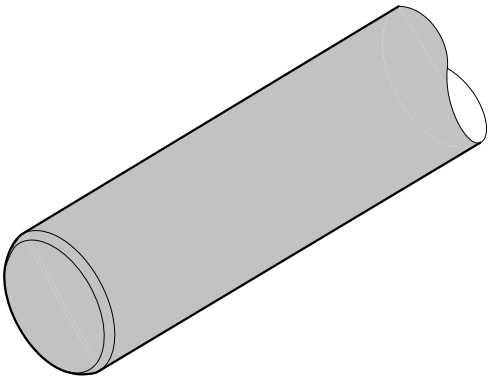
51758933643

31551319/EN – 06/2025

4.10.2 Mounting a customer shaft with contact shoulder

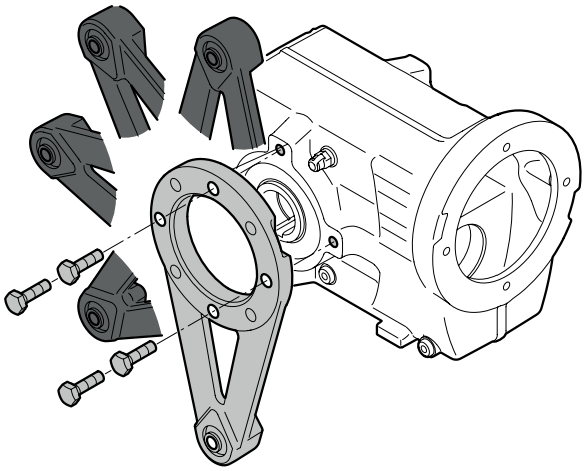
1. Clean the customer shaft and the inside of the hollow shaft. Make sure that all grease and oil residues are removed.



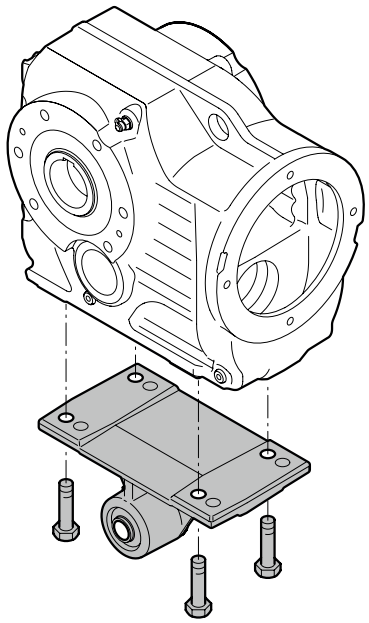


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2. Attach the torque arm to the drive unit. Observe the information in chapter "Torque arms for shaft-mounted gear units" (→ 🗎 53).



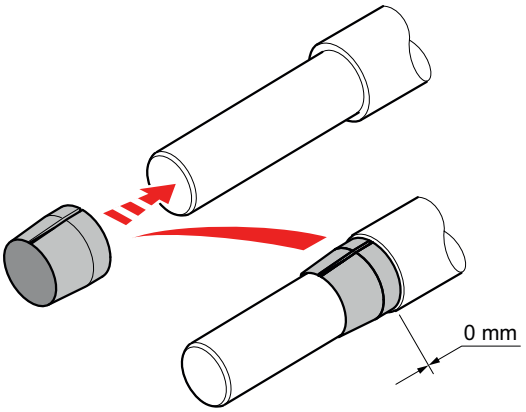
S../W../K..9



K..7

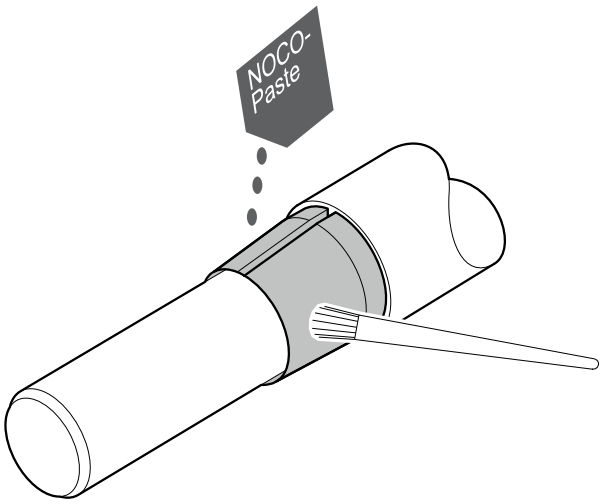
51681293707

3. Mount the bushing on the customer shaft.



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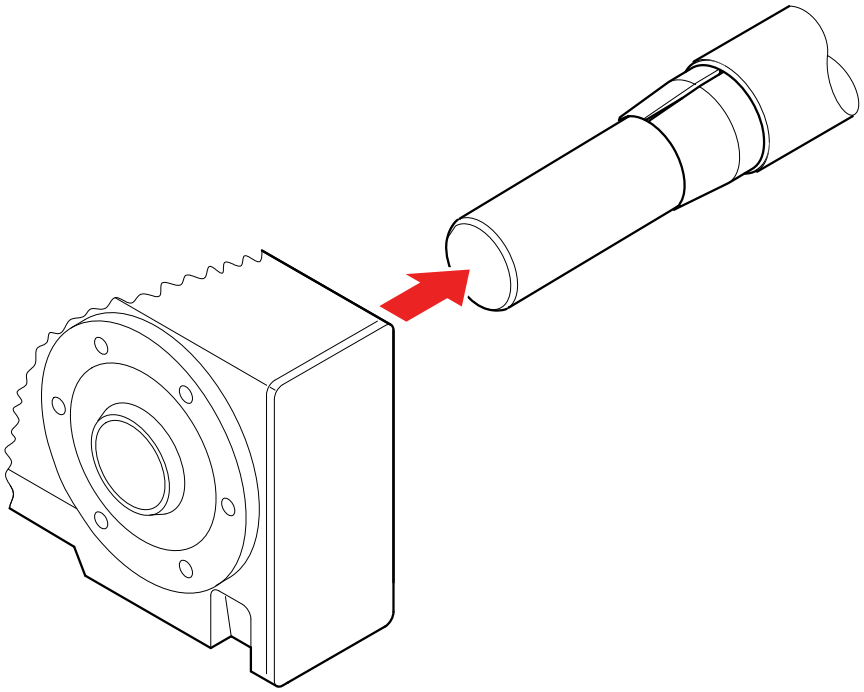
4. Apply NOCO-Paste to the bushing. Spread carefully.



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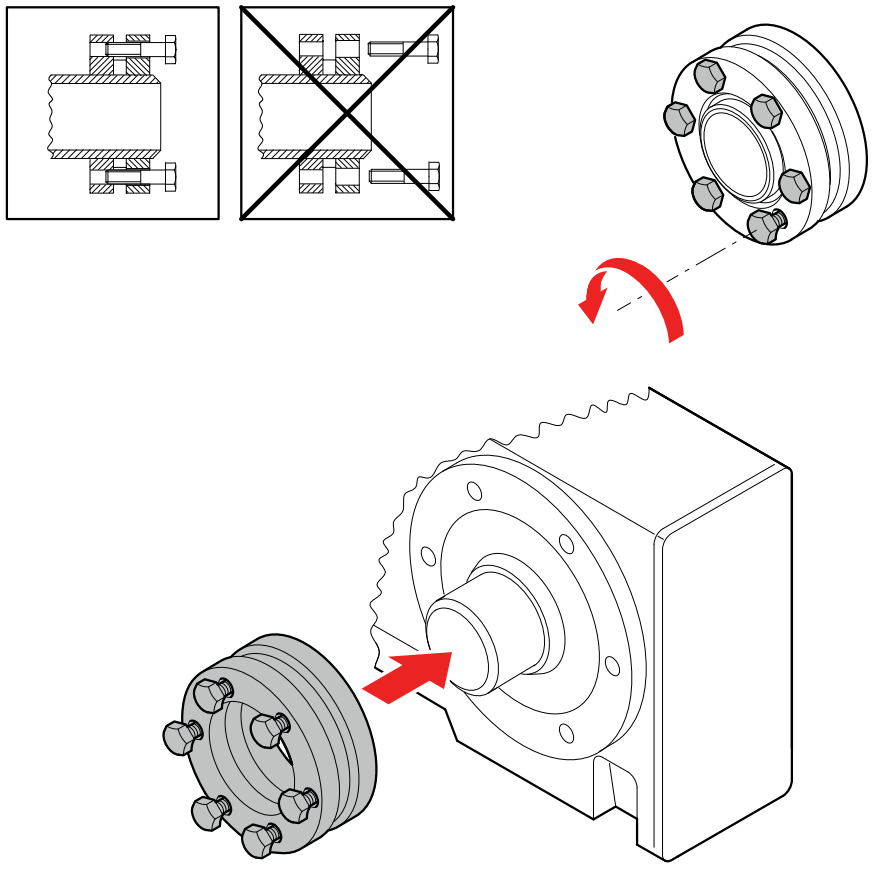
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5. Slide the gear unit onto the customer shaft.



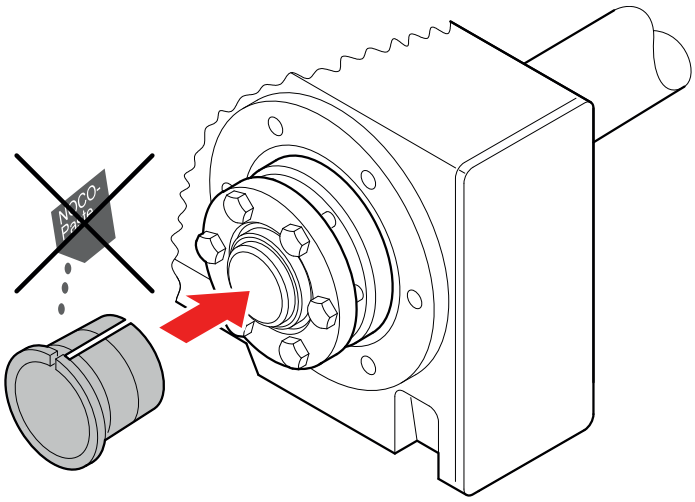
51760702475

6. Ensure that all screws are loosened. Slide the shrink disk onto the hollow shaft.

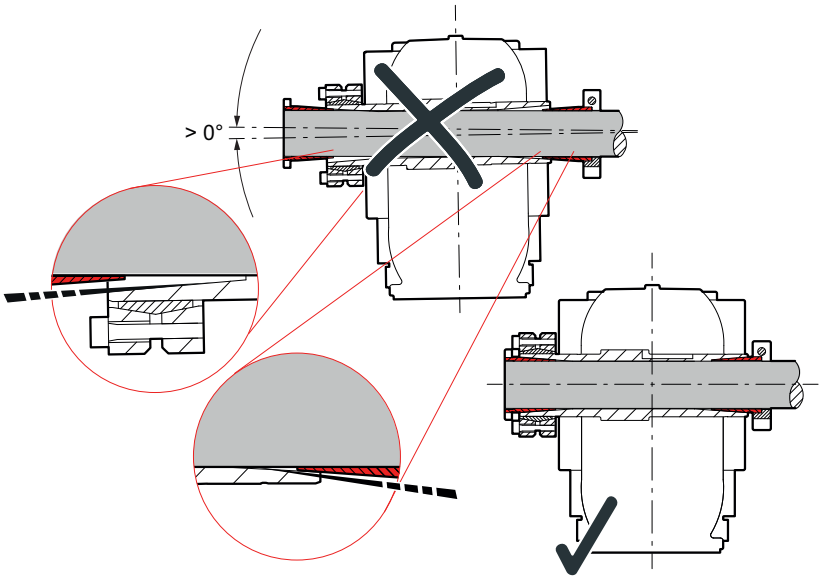


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7. Slide the counter bushing onto the customer shaft and into the hollow shaft. Make sure that the gear unit is mounted flush with the customer shaft.



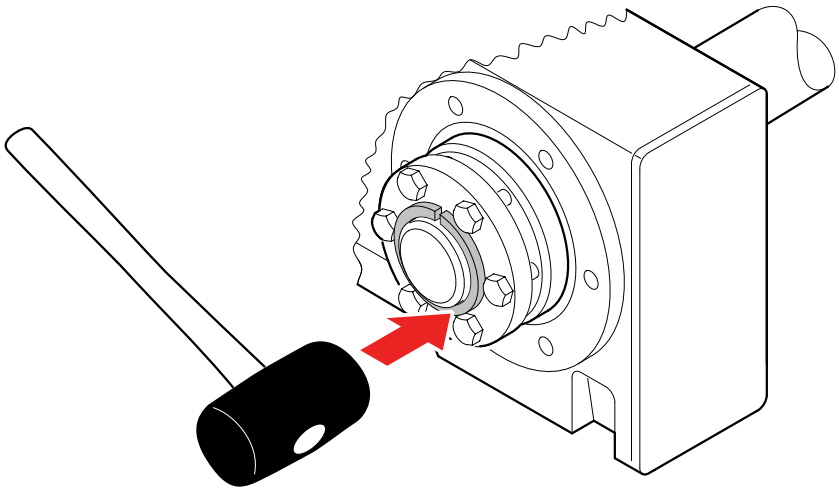
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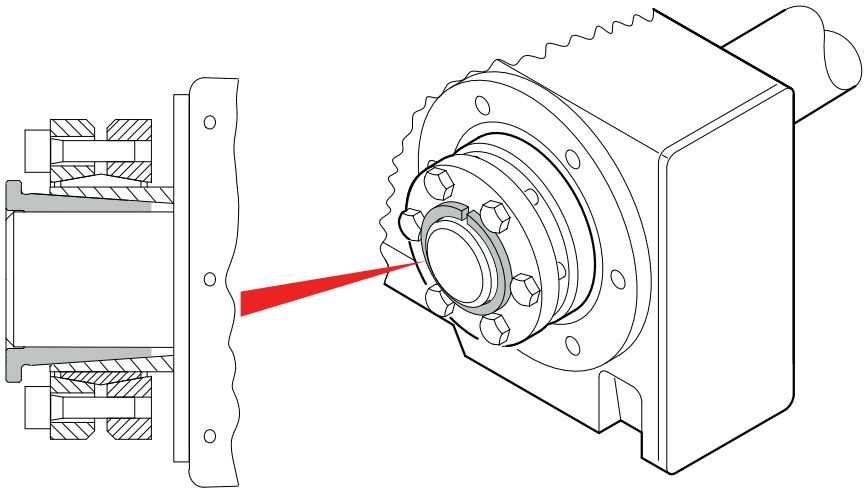
8. In the case of a gear unit **with a shaft shoulder**, fit the shrink disk to the shaft shoulder as far as it will go. If the case of a gear unit **without a shaft shoulder**, then fit the shrink disk at a distance of 2 – 3 mm from the gear unit housing, whereby the minimum distance between the outer ring of the shrink disk facing the gear unit and the gear unit housing must be no less than 2 mm.

9. Lightly hammer on the flange of the counter bushing to ensure that the bushing is firmly seated in the hollow shaft.



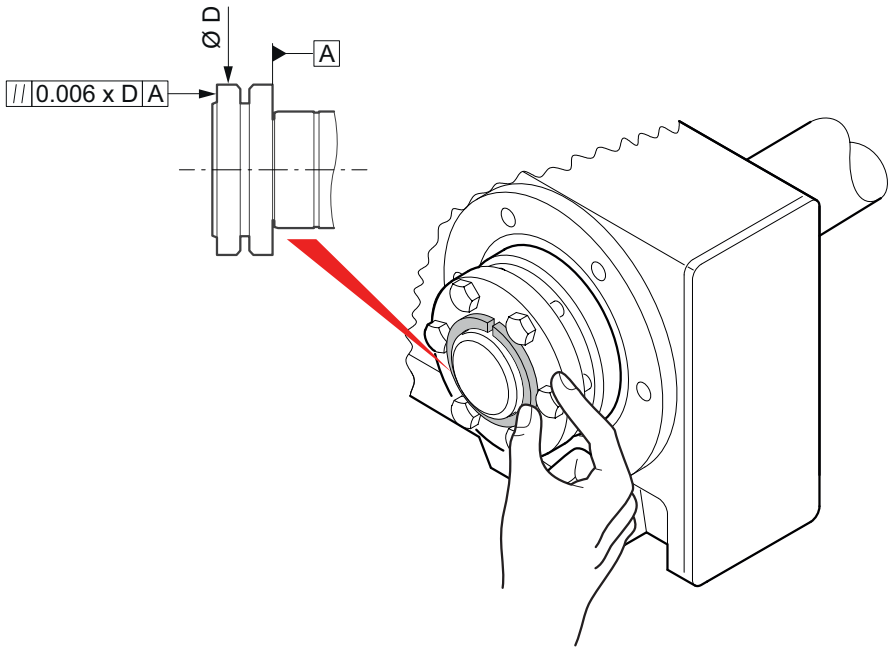
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10. Make sure that the customer shaft is seated in the counter bushing.



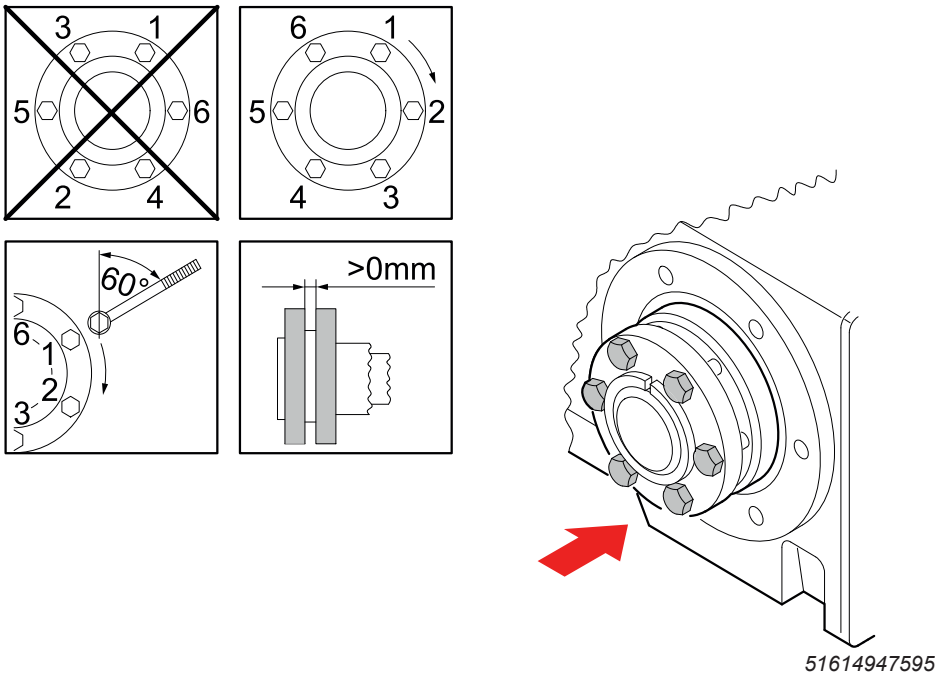
51614954891

11. Tighten the screws of the shrink disk only hand-tight. Make sure that the outer rings of the shrink disk are plane-parallel.



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12. Tighten the locking screws with the specified tightening torque in accordance with the following table. Tighten the screws by working round several times from one screw to the next (not in diametrically opposite sequence).



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INFORMATION

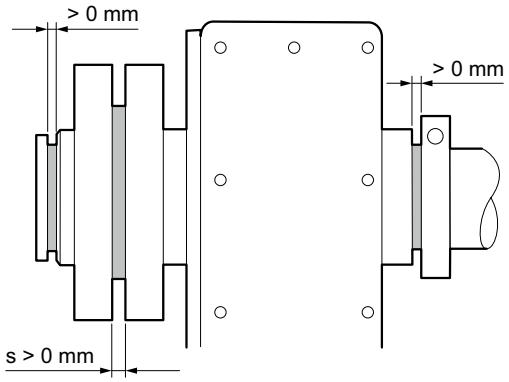
The exact values for the tightening torques are shown on the shrink disk.

INFORMATION

Standard shrink disks and stainless steel shrink disks have the same tightening torques.

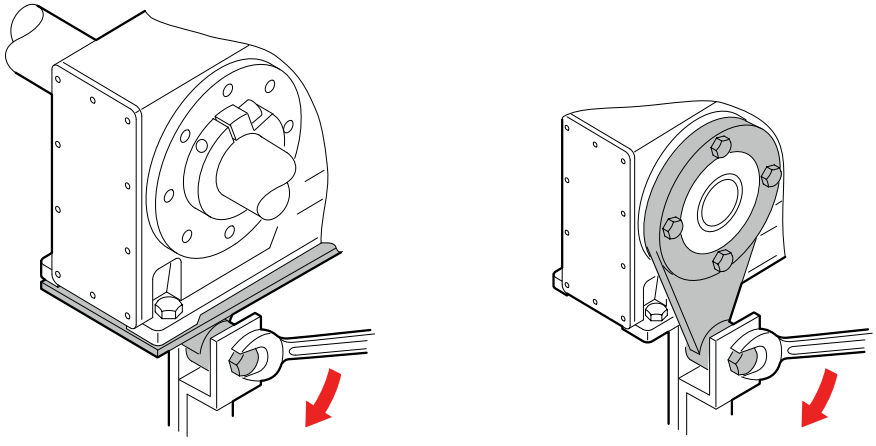
Gear unit type				Locking screw	Tightening torque ±4%
FT..	KT..	ST..	WT..	ISO 4762	Nm
–	19	37	37/29	M5	4
–	29		39	M5	5
37	37	47	47	M6	12
47/57/67	39/47/49/57/67	57/67	49/59	M6	12
77/87/97	77/87/97	77/87/97	–	M8	30
107	107	–	–	M10	59
127/157	127/157	–	–	M12	100

13. After installation, make sure the remaining gap "s" between the outer rings of the shrink disk is > 0 mm.
14. Make sure that the remaining gap between counter bushing and hollow shaft end, as well as between the hollow shaft end and customer shaft shoulder is > 0 mm.



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15. Mount the torque arm and tighten it firmly. Observe the information in chapter "Torque arms for shaft-mounted gear units" (→ 🗎 53).



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4.10.3 Removing the shaft-mounted gear unit



⚠ CAUTION

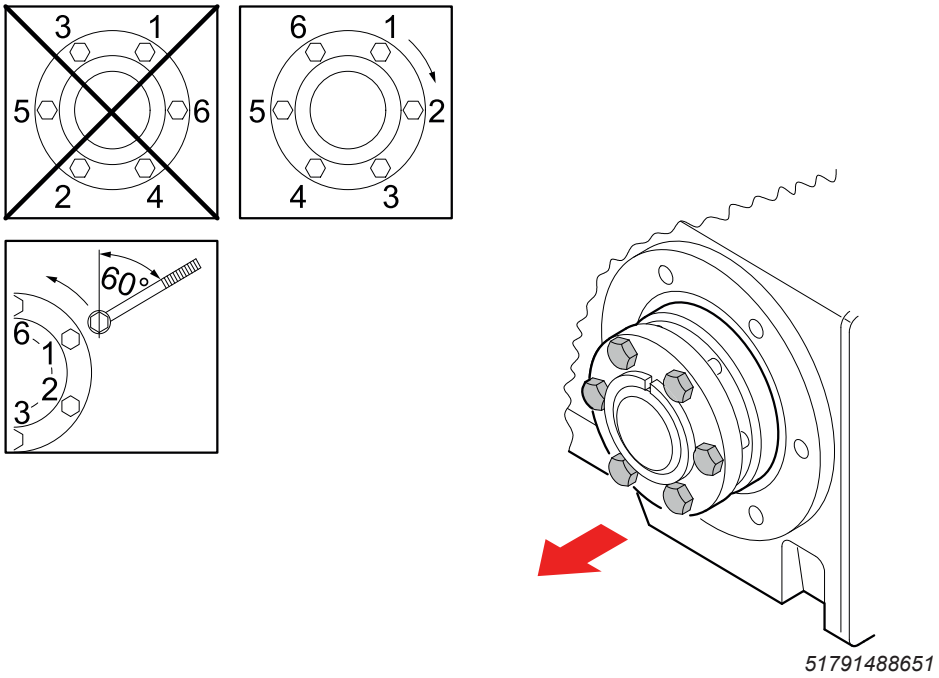
Risk of burns due to hot surfaces.

Severe injury.

- Let the devices cool down sufficiently before working on them.

Proceed as follows:

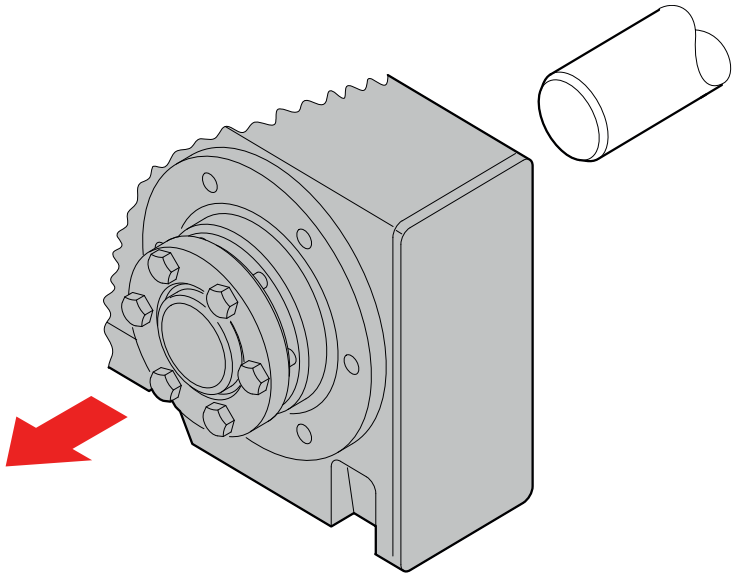
1. To prevent the outer rings from jamming, loosen the locking screws a quarter turn, one after the other.



2. Loosen the locking screws evenly and in sequence. Do not unscrew the locking screws completely.
3. Remove the conical steel bushing. If necessary, use the outer rings as pullers: Proceed as follows:

- Remove all locking screws.
- Screw the corresponding number of screws into the tapped holes of the shrink disk.
- Support the inner ring against the gear unit housing.
- Remove the conical steel bushing by tightening the screws.

4. Remove the gear unit from the shaft.



51791486219

5. Remove the shrink disk from the hub.

INFORMATION

There is no need to dismantle removed shrink disks before they are re-installed.

4.10.4 Cleaning and lubricating shaft-mounted gear units

Proceed as follows:

1. If the shrink disk is dirty, clean and lubricate the shrink disk.
2. Lubricate the tapered surfaces. Use one of the following solid lubricants:

Lubricant (Mo S2)	Trade form
Molykote® 321 (lube coat)	Spray
Molykote® spray (powder spray)	Spray
Molykote® G Rapid	Spray or paste
Aemasol® MO 19P	Spray or paste
Aemasol® DIO-setral-57 N (lube coat)	Spray

3. Grease the locking screws with a multipurpose grease such as Molykote® BR 2.

31551319/EN – 06/2025

4.11 Cover



⚠ CAUTION

Risk of injury due to rotating input and output elements during operation.

Risk of jamming and crushing.

- Equip the input and output elements with a touch guard.



INFORMATION

Observe the following points during installation:

- Do not damage the gasket.
- The glued connection between the gasket and safety cover must be flawless.
- The bores of the gasket and the safety cover must match.

4.11.1 Mounting the fixed cover

Threaded bushings

If required, use the supplied threaded bushings only for the following combinations of safety cover and gear unit:

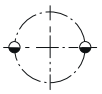
	High sheet metal safety cover	
Gear unit	**WA/WH/WT 59**	**KA/KH/KT 77**
Threaded bushing	M12 – M8	M12 – M8
Screw	M8 × 12	M8 × 12

	High sheet metal safety cover			
Gear unit	**SA/SH/ST 77**	**KA/KH/KT 87**	**SA/SH/ST 87**	**SA/SH/ST 97**
Threaded bushing	M12 – M8	M10 – M6	M16 – M6	M16 – M10
Screw	M8 × 12	M6 × 16	M6 × 10	M10 × 16

Positions of the mounting bores

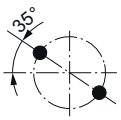
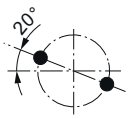
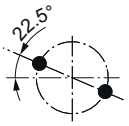
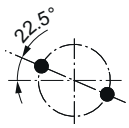
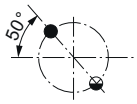
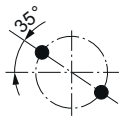
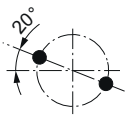
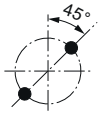
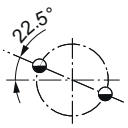
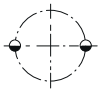
The positions of the mounting bores is specified in the following tables:

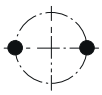
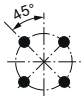
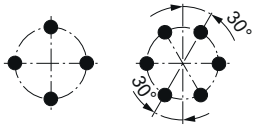
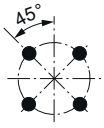
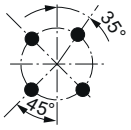
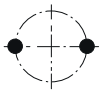
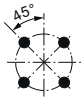
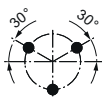
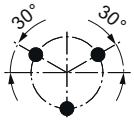
Key: 

Gear unit type	**Size**			
	19	**29**	**39**	**49**
KA/KH/KT	 Ø80	 Ø95	 Ø115	 Ø130
SA/SH/ST	–	–	–	
FA/FH/FT	–	–	–	–

31551319/EN – 06/2025

Gear unit type	Size			
	19	29	39	49
WA/WH/WT	–	 Ø80	 Ø95	 Ø110

Gear unit type	Size						
	59	27	37	47	57	67	77
KA/KH/KT	–	–	 Ø94	 Ø102	 Ø125	 Ø125	 Ø142
SA/SH/ST	–	–	 Ø75	 Ø94	 Ø102	 Ø130	 Ø155
FA/FH/FT	–	 Ø78	 Ø94	 Ø102	 Ø125	 Ø125	 Ø142
WA/WH/WT	 Ø120	–	 Ø88	 Ø100	–	–	–

Gear unit type	Size						
	87	97	107	127	157	167	187
KA/KH/KT	 Ø178	 Ø220	 Ø215	 Ø270	 Ø345	 Ø366	 Ø412
SA/SH/ST	 Ø180	 Ø178	–	–	–	–	–
FA/FH/FT	 Ø180	 Ø220	 Ø215	 Ø270	 Ø300	–	–

31551319/EN – 06/2025

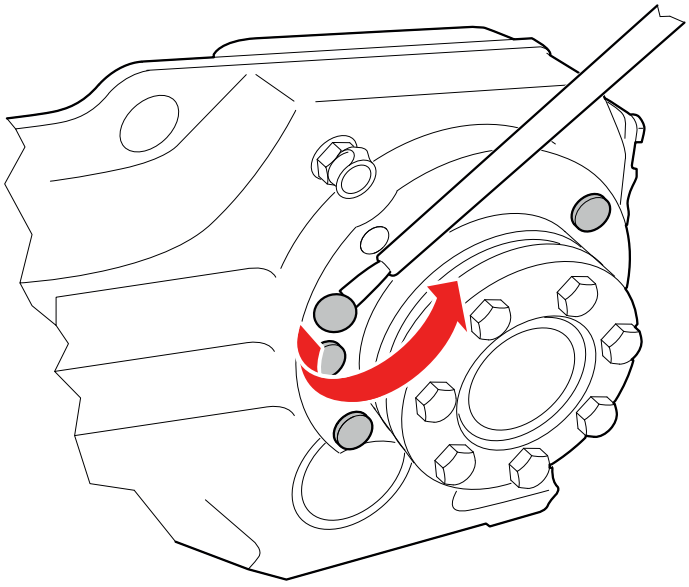
Gear unit type	Size						
	87	97	107	127	157	167	187
WA/WH/WT	–	–	–	–	–	–	–

Assembly

Proceed as follows:

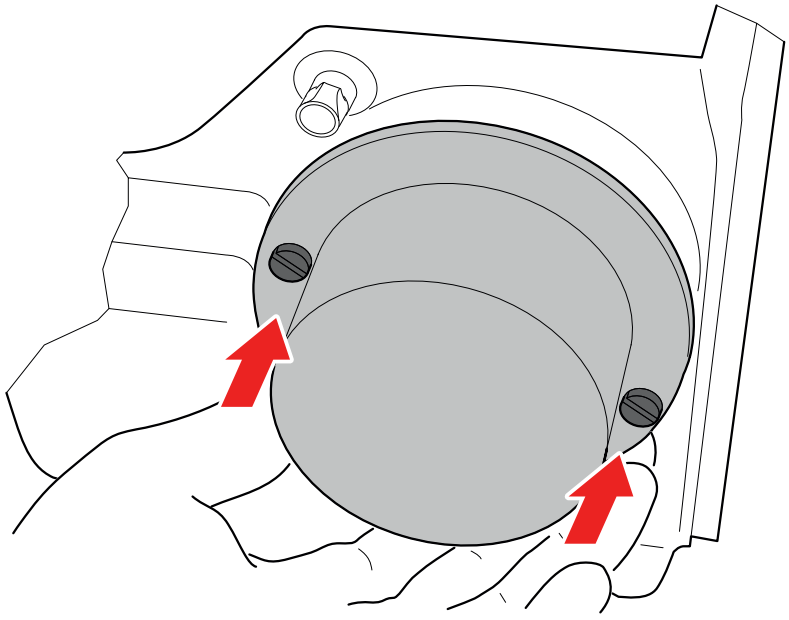
✓ The two previous chapters determine the positions at which the safety cover is to be mounted with screws and, if necessary with threaded bushings.

1. Remove the plastic plugs from the gear unit housing.



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2. Mount the safety cover onto the gear unit housing using the supplied screws and, if necessary, the threaded bushings.



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4.11.2 Operation without cover

In certain application cases, e.g. with a through-shaft, a cover cannot be installed. The cover is not necessary if the system or unit manufacturer provides corresponding components to guarantee compliance with the required degree of protection. If this results in additional maintenance, the manufacturer has to describe this in the operating instructions for the system or component.

31551319/EN – 06/2025

4.12 AMS.. adapters

4.12.1 Figure and note concerning the installation of the AMS.. adapter

NOTICE

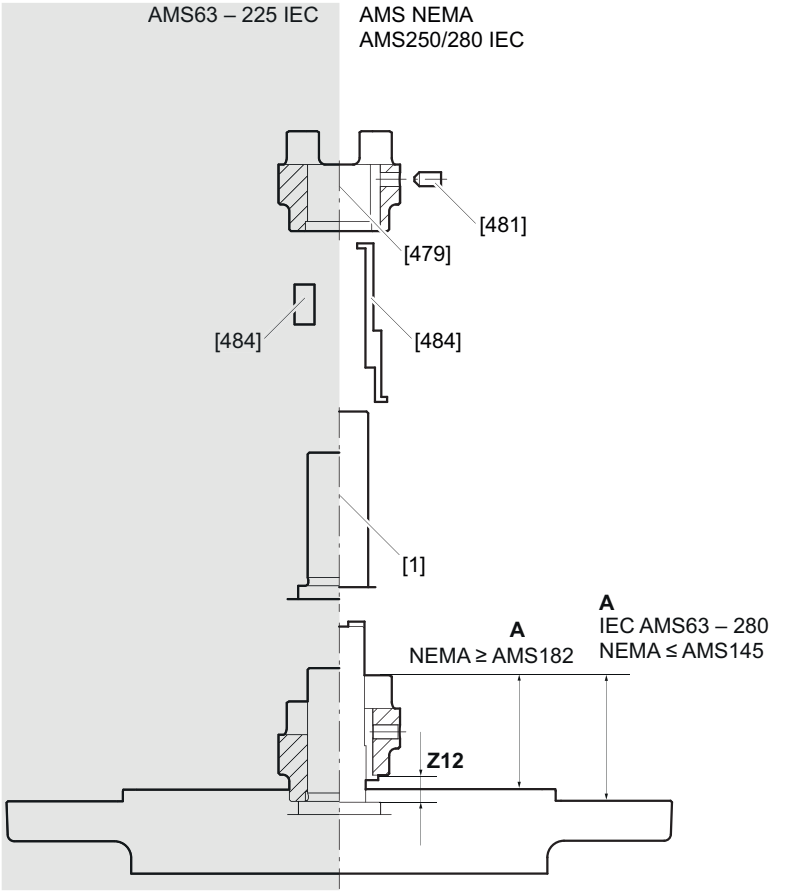
Damage to the adapter due to ingress of moisture or dirt (e.g. dust) when a motor/drive is attached to the adapter.

Damage to the adapter.

- Seal the adapter with an anaerobic fluid seal.
- When the motor/drive to be attached has openings or bores that provide access to the inside of the adapter, seal these against dust or liquid.

INFORMATION

To avoid contact corrosion, SEW-EURODRIVE recommends applying NOCO-Paste to the motor shaft before mounting the coupling half.



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[1] Motor shaft
[479] Coupling half
[481] Set screw
[484] Key
A Distance A
Z12 Distance between shaft shoulder and coupling

4.12.2 Fitting the motor to IEC adapters AMS63 – 225

1. Clean the motor shaft [1] and the flange surfaces of the motor and the adapter.
2. Remove the key of the motor shaft. Install the supplied key [484] so that it is as flush as possible with the base of the claw of the coupling. **Notice!** The key must not protrude beyond the base of the coupling claw in the installed condition!
3. Heat the coupling half [479] to approx. 80 °C to a **maximum** of 100 °C. Slide the coupling half onto the shoulder of the motor shaft as far as it will go.
4. Check the position of the coupling half. The values for distance "A" are listed in the following table.
5. Secure the key and the coupling half to the motor shaft using the set screw [481]. Refer to the following table for the required tightening torque "T_A".
6. Seal the contact surfaces between adapter and motor with a suitable surface sealant.
7. Mount the motor to the adapter in such a way that the coupling claws of the adapter shaft engage in the plastic coupling ring. Adhere to the tightening torques specified in chapter "Tightening torques for motor to adapter" (→ 🗎 107).

IEC adapter AMS63 – 225: Distance A and tightening torque T_A

	63/71	80	90	100/112	132	160/180	200	225
A /mm	27.3	30	39	48.5	56.5	80.5	78	93
T_A /Nm	1.5	2	2	4.8	10	17	17	17
Thread	M4	M5	M5	M6	M8	M10	M10	M10

4.12.3 Fitting the motor to IEC adapter AMS250/280 and NEMA adapter AMS56 – 365 with the provided key

1. Clean the motor shaft [1] and the flange surfaces of the motor and the adapter.
2. Remove the key of the motor shaft.
3. Install the supplied key [484]. The position of the key is dependent upon the adapter:
   - ⇨ **AMS250-280**: The key must lie against the shoulder of the motor shaft.
   - ⇨ **NEMA**: The shoulder of the key must lie against the front of the motor shaft.
4. Heat the coupling half [479] to approx. 80 °C (**maximally 100 °C**) and slide the coupling half onto the motor shaft. Slide the coupling half onto the shoulder of the key as far as it will go.
5. Check the position of the coupling half. The values for distance "A" are listed in the following table.
6. Secure the key and the coupling half to the motor shaft using the set screw [481]. Refer to the following table for the required tightening torque "T_A".
7. Seal the contact surfaces between adapter and motor with a suitable surface sealant.
8. Mount the motor to the adapter in such a way that the coupling claws of the adapter shaft engage in the plastic coupling ring. Adhere to the tightening torques specified in chapter "Tightening torques for motor to adapter" (→ 🗎 107).

31551319/EN – 06/2025

IEC adapter AMS250/280: Distance A and tightening torque T_A

	250/280
A /mm	139
T_A /Nm	17
Thread	M10

NEMA adapter AMS56 – 365: Distance A and tightening torque T_A

	56	143/145	182/184	213/215	254/256 284/286	324/326 364/365
A /mm	37.7	46.3	54.2	61.2	81.6	90.4
T_A /Nm	2	2	4.8	10	17	17
Thread	M5	M5	M6	M8	M10	M10

4.12.4 Fitting the motor to IEC adapters AMS250/280 and NEMA adapters AMS56 – 365 with standard key

1. Clean the motor shaft [1] and the flange surfaces of the motor and the adapter.
2. Remove the key from the motor shaft. Replace this with a standard key. The required standard key size can be found in the following table. **Notice!** The key must not protrude beyond the base of the coupling claw in the installed condition!
3. Heat the coupling half [479] to approx. 80 °C to a **maximum** of 100 °C and slide the coupling half onto the motor shaft. Slide the coupling half onto the motor shaft up to distance Z12. The values for distance "Z12" are listed in the following table.
4. Check the position of the coupling half. The values for distance "A" are listed in the table in chapter "Fitting the motor to IEC adapter AMS250/280 and NEMA adapter AMS56 – 365 with the provided key" (→ 🗎 100).
5. Secure the key and the coupling half to the motor shaft using the set screw [481]. The required tightening torque "T_A" can be found in the table in chapter "Fitting the motor to IEC adapter AMS250/280 and NEMA adapter AMS56 – 365 with the provided key" (→ 🗎 100).
6. Seal the contact surfaces between the adapter and motor using a suitable sealing compound.
7. Fit the motor to the adapter in such a way that the coupling claws of the adapter shaft engage in the plastic coupling ring. Adhere to the tightening torques specified in chapter "Tightening torques for motor to adapter" (→ 🗎 107).

Adapter	Z12 mm	Standard key[1)] inch	Standard key[2)] mm
AMS56	3.1	B3/16 × 3/16 × 7/16	–
AMS143/145	10.6	B3/16 × 3/16 × 9/16	–
AMS182/184	9	B1/4 × 1/4 × 1/2	–
AMS213/215	11.3	B5/16 × 5/16 × 13/16	–
AMS254/256	7.4	B3/8 × 3/8 × 1 1/4	–
AMS284/286	13.8	B1/2 × 1/2 × 1 1/4	–
AMS324/326	18.7	B1/2 × 1/2 × 1 1/2	–

Adapter	Z12 mm	Standard key[1] inch	Standard key[2] mm
AMS364/365	19	B5/8 × 5/8 × 1 1/4	–
AMS250	19	–	B18 × 11 × 70
AMS280	19	–	B20 × 12 × 70

1) The key size relates to material type 1045 or type 1018 in accordance with ASTM A 29/A29M.
2) The key size relates to material C45+C in accordance with DIN EN 10277-2.

4.12.5 Permitted loads

NOTICE

The gear unit can become overloaded due to excessive weight or the excessive power rating of an attached motor.

Gear unit damage.

- Note that the load data specified in the following table is not to be exceeded.
- Ensure that the permitted power rating (torque and speed) on the adapter is adhered to according to the nameplate.

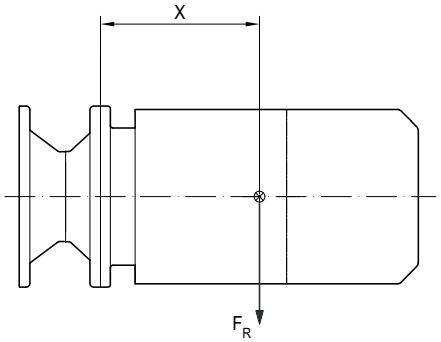
NOTICE

Danger due to static overdetermination if motors are additionally attached via a foot plate.

Damage to property.

- A motor attached at the foot relieves the interface at the adapter; however, make sure that the installed foot-mounted motor is attached to the customer's construction in a stress-free manner.

The following figure shows the load caused by the mass of the motor:



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⊗ Motor center of gravity
x Distance between adapter flange and motor center of gravity
F_R Overhung load

31551319/EN – 06/2025

Permitted loads for gear unit type series R.., F..[2], K.., S.., and W..9:

IEC adapter	x[1]	Gear unit input end flange diameter	Standard	/RS option
	mm	mm	F_R[1] in N	F_R[1] in N
AMS63/71[2]	77	105	260	–
		≥ 120	530	–
AMS80[2]	113	105	300	–
		120	420	350
		≥ 160	1000	820
AMS90[2]	113	120	420	350
		≥ 160	1000	840
AMS100/112[2]	144	≥ 160	2000	1685
AMS132[2]	186	160	1600	1370
		≥ 200	4700	4055
AMS160/180	251	≥ 250	4600	4600
AMS200/225	297	≥ 300	5600	5600
AMS250/280	390	≥ 450	11200	11200

NEMA adapter	x[1]	Gear unit input end flange diameter	Standard	/RS option
	mm	mm	F_R[1] in N	F_R[1] in N
AMS56	77	105	215	–
		≥ 120	445	–
AMS143/145	113	120	410	345
		≥ 160	965	820
AMS182/184	144	≥ 160	1960	1660
AMS213/215	186	160	1585	1360
		≥ 200	4640	4010
AMS254 – 286	251	≥ 250	4525	4525
AMS324 – 365	297	≥ 300	5600	5600

1) Maximum load values for connection screws of strength class 8.8. If the center of gravity distance x increases, the maximum permitted weight F_R of the attached motor must be reduced linearly. If the center of gravity distance x decreases, the maximum permitted weight F_R must not be increased.

2) An extended adapter is used for certain adapter combinations with parallel-shaft helical gear units (see following table) to avoid collisions with the safety cover. This changes the maximum permitted weight F_R.

Deviating permitted loads for certain adapter combinations with parallel-shaft helical gear units

IEC adapter	x[1]	Gear unit size	Gear unit safety cover		Default
	mm		High fixed plastic safety cover	Fixed sheet metal safety cover (standard for TorqLOC® and ATEX)	F_R[1] in N
AMS71	77	F..37	X	X	455
AMS80	113	F..37, F..47	X	X	370
		F..57	X	X	880
AMS90	113	F..37, F..47	X	X	375
		F..57	X	X	895
AMS100/112	144	F..57		X	1685
AMS132	186	F..77		X	4060

1) Maximum load values for connection screws of strength class 8.8. If the center of gravity distance x increases, the maximum permitted weight F_R of the attached motor must be reduced linearly. If the center of gravity distance x decreases, the maximum permitted weight F_R must not be increased.

Permitted loads for gear unit type series SPIROPLAN® W..37/W..47

IEC adapter	x[1]	Default	/RS option
	mm	F_R[1] in N	F_R[1] in N
AMS63/71	115	140	–
AMS80/90	151	270	230

NEMA adapter	x[1]	Default	/RS option
	mm	F_R[1] in N	F_R[1] in N
AMS56	115	120	–
AMS143/145	151	265	230

1) Maximum load values for connection screws of strength class 8.8. If the center of gravity distance x increases, the maximum permitted weight F_R of the attached motor must be reduced linearly. If the center of gravity distance x decreases, the maximum permitted weight F_R must not be increased.

Permitted mass moments of inertia

The specified mass moments of inertia apply to the standard adapter and the adapter with reinforced bearings (VL). An exception is the AMS80 adapter with reinforced bearing (VL), which has the same inertia as the AMS90 adapter. The mass moments of inertia of the adapters with backstop AMS../RS can be found in the tables in chapter "Adapter with backstop AMS../RS" (→ 🗎 105).

Calculation formula: $J_{AMS80\ (VL)} = J_{AMS90} = 2.5 \times 10^{-4}\ kg \times m^2$

The following table shows the permitted power ratings and mass moments of inertia:

31551319/EN – 06/2025

Adapter		$J_{Adapter}$
IEC	NEMA	kg × m²
AMS63	–	0.44 × 10⁻⁴
AMS71[1)]	AMS56	0.44 × 10⁻⁴
AMS80[1)]	AMS143	1.3 × 10⁻⁴
AMS90[1)]	AMS145	2.5 × 10⁻⁴
AMS100[1)]	AMS182	7.8 × 10⁻⁴
AMS112[1)]	AMS184	7.8 × 10⁻⁴
AMS132S/M[1)]	AMS213/215	22 × 10⁻⁴
AMS132ML[1)]	–	22 × 10⁻⁴
AMS160	AMS254/256	72 × 10⁻⁴
AMS180	AMS284/286	72 × 10⁻⁴
AMS200	AMS324/326	201 × 10⁻⁴
AMS225	AMS364/365	204 × 10⁻⁴
AMS250	–	442 × 10⁻⁴
AMS280	–	547 × 10⁻⁴

1) An extended adapter is used for certain adapter combinations with parallel-shaft helical gear units (see following table) to avoid collisions with the safety cover. This changes the mass moment of inertia.

Deviating mass moments of inertia for certain adapter combinations with parallel-shaft helical gear units

The specified mass moments of inertia apply to the standard adapter and the adapter with reinforced bearings (VL). An exception is the AMS80 adapter with reinforced bearing (VL), which has the same inertia as the AMS90 adapter. The mass moments of inertia of the adapters with backstop AMS../RS can be found in the tables in chapter "Adapters with backstop AMS../RS".

Calculation formula: $J_{AMS80\ (VL)} = J_{AMS90} = 3.1 \times 10^{-4}$ kg × m²

IEC adapter	Gear unit size	Fixed sheet metal safety cover (standard for TorqLOC® and ATEX)	$J_{adapter}$
			kg × m²
AMS71	F..37	X	0.6 × 10⁻⁴
AMS80	F..37, F..47	X	1.8 × 10⁻⁴
	F..57	X	
AMS90	F..37, F..47	X	3.1 × 10⁻⁴
	F..57	X	
AMS100 **AMS112**	F..57	X	11 × 10⁻⁴
AMS132	F..77	X	31 × 10⁻⁴

4.12.6 Adapter with backstop AMS../RS

Check the direction of rotation of the drive prior to assembly or startup. In case of a wrong direction of rotation, contact SEW-EURODRIVE.

The backstop is maintenance-free in operation. Backstops have a minimum lift-off speed depending on the size (see following table).

NOTICE

If the speed is below the minimum lift-off speed of the drive, the backstop is subject to wear and heats up.

Possible damage to property.

- In nominal operation the lift-off speed of the drive must not drop below the specified minimum.
- During startup or braking, the lift-off speed of the drive may drop below the minimum levels.

Adapter		Max. locking torque of the backstop	Minimum lift-off speed	$J_{Adapter}$
IEC	NEMA	Nm	min^{-1}	$kg \times m^2$
AMS80/RS	–	130	720	4.5×10^{-4}
AMS90/RS	AMS143/145/RS			
AMS100/RS	AMS182/RS	190	625	15×10^{-4}
AMS112/RS	AMS184/RS			
AMS132/RS	AMS213/215/RS	500	550	44×10^{-4}
AMS160/RS	AMS254/256/RS	900	515	108×10^{-4}
AMS180/RS	AMS284/286/RS			
AMS200/RS	AMS324/326/RS	1900	490	257×10^{-4}
AMS225/RS	AMS364/365/RS			
AMS250/RS	–			496×10^{-4}
AMS280/RS	–			601×10^{-4}

4.12.7 Mounting third-party motors to AMS.. or AR../AL.. adapters

When mounting a third-party motor, the customer must ensure that the permitted weight and the power at the adapter are adhered to according to the operating instructions. For the permitted loads, refer to chapter "Permitted loads" (→ 🗎 102).

Adapter	x[1)] mm	F_R[1)] N
AR/AL71	77	375
AR/AL80/90	113	320
AR/AL100/112	144	1560
AR/AL132[2)]	186	1230
AR/AL132	186	3630
AR/AL160/180	251	3540

31551319/EN – 06/2025

1) Maximum load values for connection screws of strength class 8.8. If the center of gravity distance x increases, the maximum permitted weight F_R of the attached motor must be reduced linearly. If the center of gravity distance x decreases, the maximum permitted weight F_R must not be increased.

2) Gear unit input end flange diameter: 160 mm.

4.12.8 Tightening torques for motor to adapter

Screw the motors to the adapters with the following tightening torques. When doing this, observe the tightening torques in chapter "Information concerning tightening torques" (→ 🗎 43).

Screw size	Strength class	Tightening torque ±15% Nm
M5	8.8	7
M6	8.8	12
M8	8.8	28
M10	8.8	56
M12	8.8	96
M16	8.8	235

4.12.9 AMS.. adapters with attached foot-mounted motor

A foot-mounted motor reduces the loads at the adapter interface. The foot-mounted motor at the adapter must be installed without tensions at the customer construction.

31551319/EN – 06/2025

4.13 AM.. adapters



⚠ WARNING

Risk of explosion due to electric sparks when using the spacer tube as assembly aid.

Fatal and serious injuries.

- Do not use the spacer tube as assembly aid but measure the distance.

4.13.1 Mounting the IEC adapter AM63 – 280/NEMA adapter AM56 – 365

NOTICE

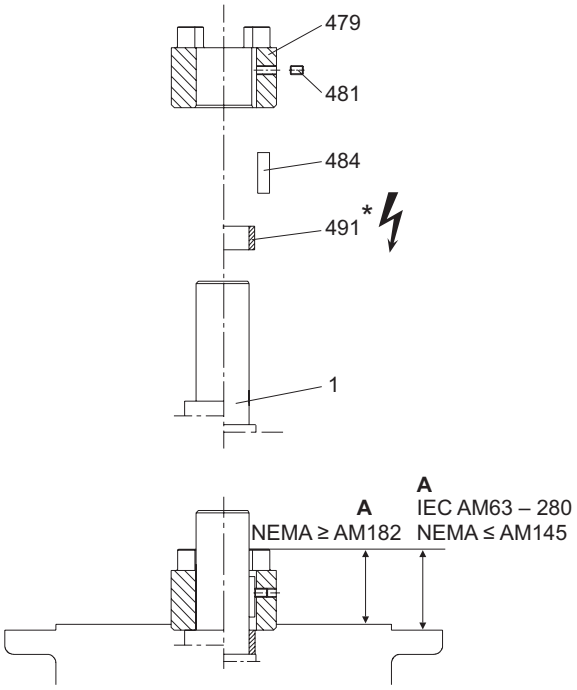
Damage to adapter due to ingression of moisture when mounting a motor to the adapter.

Damage to the adapter.

- Seal the adapter with an anaerobic liquid gasket.

INFORMATION

To avoid contact corrosion, SEW-EURODRIVE recommends to apply NOCO-Paste to the motor shaft before mounting the coupling half.



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[1] Motor shaft
[479] Coupling half
[481] Set screw
[484] Key
[491*] This spacer tube must not be used due to the risk of electric sparks.

Proceed as follows:

1. Clean the motor shaft and the flange surfaces of the motor and the adapter.

31551319/EN – 06/2025

2. Remove the key of the motor shaft. Replace the key from the motor shaft with the supplied key [484] (not AM63 and AM250).
3. Heat the coupling half [479] to approx. 80 – 100 °C and slide the coupling half onto the motor shaft. Position the coupling half as follows:

- IEC adapters AM63 – 225: up to the stop on the collar of the motor shaft.
- IEC adapters AM250 – 280: to distance "A". The values for distance "A" are listed in the following table.
- NEMA adapter to distance "A". The values for distance "A" are listed in the following table.

4. Secure the key and the coupling half to the motor shaft using the set screw [481]. Refer to the following table for the required tightening torque "T_A".
5. Check the position of the coupling half. The values for distance "A" are listed in the following table.
6. Seal the contact surfaces between adapter and motor with a suitable surface sealant.
7. Mount the motor to the adapter in such a way that the coupling claws of the adapter shaft engage in the plastic coupling ring.

IEC AM	63/71	80/90	100/112	132	160/180	200	225	250/280
A	24.5	31.5	41.5	54	76	78.5	93.5	139
T_A	1.5	1.5	4.8	4.8	10	17	17	17
Thread	M4	M4	M6	M6	M8	M10	M10	M10
NEMA AM	56	143/145	182/184	213/215	254/256	284/286	324/326	364/365
A	46	43	55	63.5	78.5	85.5	107	107
T_A	1.5	1.5	4.8	4.8	10	17	17	17
Thread	M4	M4	M6	M6	M8	M10	M10	M10

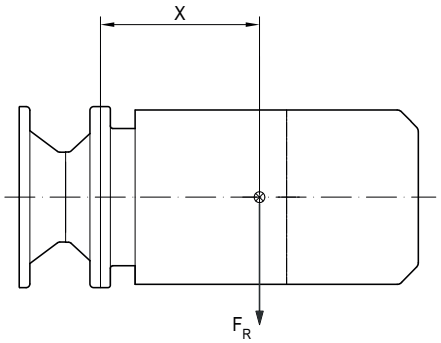
Permitted loads

NOTICE

Danger due to static overdetermination if motors are additionally attached via a foot plate.

Damage to property.

- A motor attached at the foot relieves the interface at the adapter; however, make sure that the installed foot-mounted motor is attached to the customer's construction in a stress-free manner.



⊗ Motor center of gravity
X Distance from adapter flange to motor center
F_R Overhung load

Permitted loads for gear unit series R..7, F..7, K..7, K..9, S..7 and W..9:

Adapter type		x[1]	F_R[1] N	
IEC	NEMA	mm	IEC adapter	NEMA adapter
AM63/71	AM56	77	530	410
AM80/90	AM143/145	113	420	380
AM100/112	AM182/184	144	2000	1760
AM132[2]	AM213/2152[2]	186	1600	1250
AM132..	AM213/215		4700	3690
AM160/180	AM254/286	251	4600	4340
AM200/225	AM324-AM365	297	5600	5250
AM250/280	–	390	11200	–

1) If the center of gravity distance x increases, the maximum permitted weight F_{R_max} of the attached motor must be reduced linearly. If this center of gravity distance x is reduced, it is not permitted to increase the maximum permitted weight F_{R_max}.

2) Diameter of the adapter output flange: 160 mm

Permitted loads for gear unit series SPIROPLAN® W37 – W47

Adapter type		x[1]	F_R[1] N	
IEC	NEMA	mm	IEC adapter	NEMA adapter
AM63/71	AM56	115	140	120
AM80/90	AM143/145	151	270	255

1) If the center of gravity distance x increases, the maximum permitted weight F_{R_max} of the attached motor must be reduced linearly. If this center of gravity distance x is reduced, it is not permitted to increase the maximum permitted weight F_{R_max}.

31551319/EN – 06/2025

Permitted mass moments of inertia

The following table shows the permitted mass moments of inertia:

Adapter type		$J_{adapter}$
IEC	NEMA	kg × m²
AM63	–	0.44×10^{-4}
AM71	AM56	0.44×10^{-4}
AM80	AM143	1.9×10^{-4}
AM90	AM145	1.9×10^{-4}
AM100	AM182	5.2×10^{-4}
AM112	AM184	5.2×10^{-4}
AM132S/M	AM213/215	19×10^{-4}
AM132ML	–	19×10^{-4}
AM160	AM254/256	91×10^{-4}
AM180	AM284/286	90×10^{-4}
AM200	AM324/326	174×10^{-4}
AM225	AM364/365	174×10^{-4}
AM250	–	173×10^{-4}
AM280	–	685×10^{-4}

4.13.2 AM.. adapters with AM../RS backstop

Check the direction of rotation of the drive before assembly or startup. In case of a wrong direction of rotation, contact SEW-EURODRIVE.

The backstop is maintenance-free in operation. Depending on the size, the backstops have so-called minimum lift-off speeds (see following table).

NOTICE

If the speed is below the minimum lift-off speed of the drive, the backstop is subject to wear and heats up.

Possible damage to property.

- In nominal operation the lift-off speed of the drive must not drop below the specified minimum.
- During startup or braking, the lift-off speed of the drive may drop below the minimum levels.

Type	Maximum locking torque of the backstop	Minimum lift-off speed
	Nm	min^{-1}
AM80/90/RS AM143/145/RS	65	820
AM100/112/RS AM182/184/RS	425	620

Type	Maximum locking torque of the backstop Nm	Minimum lift-off speed min^{-1}
AM132/RS AM213/215/RS	850	530
AM160/180/RS AM254/286/RS	1450	480
AM200/225/RS AM324-365/RS	1950	450
AM250/280/RS	1950	450

4.13.3 Mounting third-party motors at AM.. or AR../AL.. adapters

When mounting a third-party motor, the customer must ensure that the permitted weight and the power at the adapter are adhered to according to the operating instructions. For the permitted loads, refer to chapter "Permitted loads" (→ 🗎 102).

Type	X[1)] mm	F_R[1)] N
AR/AL71	77	375
AR/AL80/90	113	320
AR/AL100/112	144	1560
AR/AL132[2)]	186	1230
AR/AL132	186	3630
AR/AL160/180	251	3540

[1)] If the center of gravity distance x increases, the maximum permitted weight F_{R_max} of the attached motor must be reduced linearly. If the center of gravity distance x decreases, the maximum permitted weight F_{R_max} must not be increased.

[2)] Diameter of the adapter output flange: 160 mm

4.13.4 Tightening torques for motor to adapter

Screw the motors to the adapters with the following tightening torques. When doing this, observe the tightening torques in chapter "Information concerning tightening torques" (→ 🗎 43).

Screw size	Strength class	Tightening torque ±15% Nm
M5	8.8	7
M6	8.8	12
M8	8.8	28
M10	8.8	56
M12	8.8	96
M16	8.8	235

31551319/EN – 06/2025

4.13.5 AM.. adapters with attached foot-mounted motor

A foot-mounted motor reduces the loads at the adapter interface. The foot-mounted motor at the adapter must be installed without tensions at the customer construction.

31551319/EN – 06/2025

4.14 AQS.. adapters

4.14.1 Figure and note concerning the installation of the AQS.. adapter

NOTICE

Damage to the adapter due to ingress of moisture or dirt (e.g. dust) when a motor/drive is attached to the adapter.

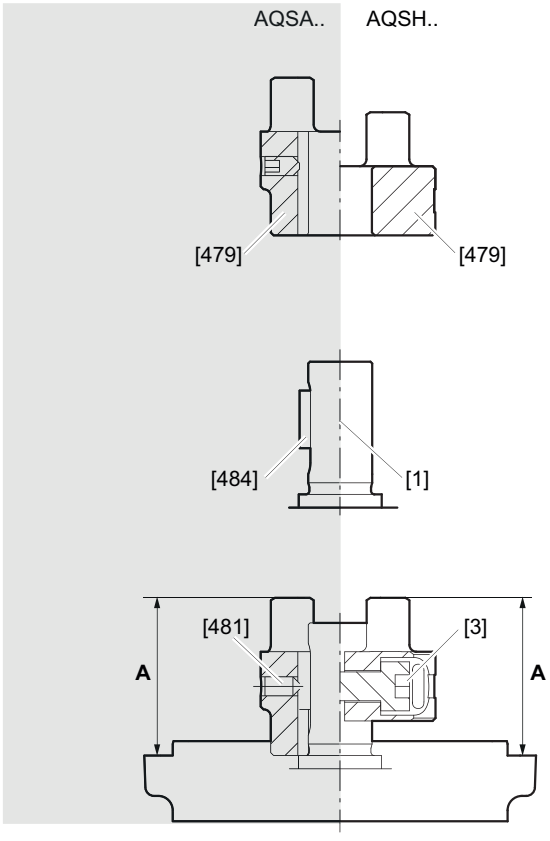
Damage to the adapter.

- Seal the adapter with an anaerobic fluid seal.
- When the motor/drive to be attached has openings or bores that provide access to the inside of the adapter, seal these against dust or liquid.

INFORMATION

With AQSA..: To avoid contact corrosion, SEW-EURODRIVE recommends to apply NOCO-Paste to the motor shaft before mounting the coupling half.

With AQSH..: Use of NOCO-Paste is not permitted.



9007233582440075

[1] Motor shaft
[3] Clamping screw
[479] Coupling half
[481] Set screw
[484] Key
A Distance A

31551319/EN – 06/2025

4.14.2 Mounting of motor to adapter AQSH.. with coupling half pre-mounted in adapter

1. Clean the motor shaft [1] and the flange surfaces of the motor and the adapter.
2. Ensure that the clamping screw [3] of the coupling is accessible through the lateral hole in the housing. **Information!** The coupling half [479] is spread apart in the delivery state.
3. Seal the contact surfaces between adapter and motor with a suitable surface sealant.
4. Fit the motor to the adapter. Adhere to the tightening torques specified in chapter "Tightening torques for motor to adapter" (→ 🗎 107).
5. Tighten the clamping screw of the coupling half. The values for tightening torque "T_A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
6. Close the cross holes using screw plugs. For the appropriate tightening torque, refer to chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

4.14.3 Mounting of motor to adapter AQSH.. with coupling half pre-mounted to motor shaft

1. Clean the motor shaft [1] and the flange surfaces of the motor and the adapter.
2. Unscrew the clamping screw [3] of the coupling until the screw head is lying against the lateral pin. Then continue turning for half a revolution so that the coupling half [479] is spread apart.
3. Slide the coupling half onto the motor shaft up to distance "A". The values for distance "A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
4. Check the position of the coupling half. The values for distance "A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
5. Secure the coupling half to the motor shaft. Tighten the clamping screw of the coupling half. The values for tightening torque "T_A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
6. Seal the contact surfaces between adapter and motor with a suitable surface sealant.
7. Mount the motor to the adapter so that the claws of the two coupling halves mesh. Adhere to the tightening torques specified in chapter "Tightening torques for motor to adapter" (→ 🗎 107). **Information!** The mounting force can be reduced by lightly greasing or oiling the coupling ring or the coupling half. To do this, only use mineral oil-based oil or grease without additives.
8. Close the cross holes using screw plugs. For the appropriate tightening torque, refer to chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

⇨ The required insertion force for joining the two coupling halves is compensated for after final assembly and therefore does not pose a risk of axial load on adjacent bearings.

31551319/EN – 06/2025

4.14.4 Mounting of motor to adapter AQSA..

1. Clean the motor shaft [1] and the flange surfaces of the motor and the adapter.
2. Remove the key [484] of the motor shaft.
3. Install the supplied key so that it is as flush as possible with the base of the claw of the coupling.
   ⇨ With AQSA100 – AQSA190, the key may protrude a maximum of 1 mm beyond the base of the coupling claw when installed!
4. Heat the coupling half [479] to approx. 80 °C to a **maximum** of 100 °C.
5. Slide the coupling half onto the motor shaft up to distance "A". The values for distance "A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
6. Check the position of the coupling half. The values for distance "A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
7. Secure the coupling half and the key to the motor shaft using the set screw [481]. The values for tightening torque "T_A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
8. Seal the contact surfaces between adapter and motor with a suitable surface sealant.
9. Mount the motor to the adapter so that the claws of the two coupling halves mesh. Adhere to the tightening torques specified in chapter "Tightening torques for motor to adapter" (→ 🗎 107). **Information!** The mounting force can be reduced by lightly greasing or oiling the coupling ring or the coupling half. To do this, only use mineral oil-based oil or grease without additives.
10. Close the cross holes using screw plugs. For the appropriate tightening torque, refer to chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

⇨ The required insertion force for joining the two coupling halves is compensated for after final assembly and therefore does not pose a risk of axial load on adjacent bearings.

4.14.5 Distances and tightening torques

Adapter	Coupling bore Ø	Distance A	Screws		Tightening torque T_A Nm	
	mm	mm	AQSA..	AQSH..	AQSA..	AQSH..
AQSA/AQSH50	8	23.3	–	M4	–	4.1
	9		M3		0.6	
AQSA/AQSH80	11	27.3	M4	M5	1	8.1
	14					
AQSA/AQSH100 /1 – 5	14	30	M5	M6	2	14
	16					
	19					
AQSA100/6	14	35.5	M5	–	2	–
	16					
	19					

31551319/EN – 06/2025

Adapter	Coupling bore Ø	Distance A	Screws		Tightening torque T_A Nm	
	mm	mm	AQSA..	AQSH..	AQSA..	AQSH..
AQSA100/7	14	40	M5	–	2	–
	16					
	19					
AQSA/AQSH115/1/3/5	19	39	M5	M6	2	14
	22					
	24					
AQSA/AQSH115/4	19	45	M5	M6	2	14
	22					
	24					
AQSA115/6	19	44	M5	–	2	–
	22					
	24					
AQSA/AQSH140	24	48.5	M6	M8	4.8	34
	28					
	32					
AQSA/AQSH160	28	56.5	M8	M10	10	67
	32					
AQSA/AQSH190/1 to 5	35		–		–	
	38		M8		10	
AQSA/AQSH190/6	35	68.5	M8	M10	10	67

4.14.6 Permitted loads

NOTICE

The gear unit can become overloaded due to excessive weight or the excessive power rating of an attached motor.

Gear unit damage.

- Note that the load data specified in the following table is not to be exceeded.
- Ensure that the permitted power rating (torque and speed) on the adapter is adhered to according to the nameplate.

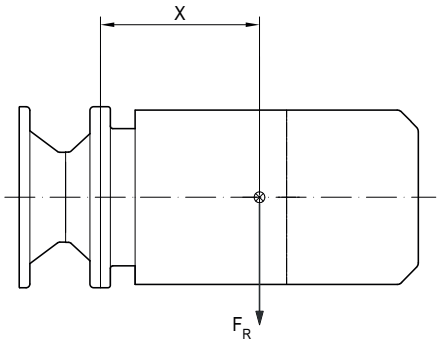
NOTICE

Danger due to static overdetermination if motors are additionally attached via a foot plate.

Damage to property.

- A motor attached at the foot relieves the interface at the adapter; however, make sure that the installed foot-mounted motor is attached to the customer's construction in a stress-free manner.

The following figure shows the load caused by the mass of the motor:



⊗ Motor center of gravity
x Distance between adapter flange and motor center of gravity
F_R Overhung load

Permitted loads for gear unit type series R..7, F..7, K..7, K..9, S..7, S..7p, and W..9:

Adapter	x[1)] mm	Gear unit input end flange diameter mm	F_R[1)] N
AQS50	45	≥ 105	200
AQS80	77	105	200
		≥ 120	370
AQS100	113	105	200
		≥ 120	350
AQS115	113	≥ 120	300
AQS140	144	120	300
		≥ 160	1550
AQS160	144	≥ 160	1450
AQS190	186	160	1250
		≥ 200	3750

Permitted loads for gear unit type series SPIROPLAN® W..37/47:

Adapter	x[1)] mm	F_R[1)] N
AQS50/80	115	140

31551319/EN – 06/2025

Adapter	x[1)] mm	F_R[1)] N
AQS100/115	151	265
AQS140	151	265

1) Maximum load values for connection screws of strength class 8.8. If the center of gravity distance x increases, the maximum permitted weight F_R of the attached motor must be reduced linearly. If the center of gravity distance x decreases, the maximum permitted weight F_R must not be increased.

31551319/EN – 06/2025

4.15 AQ.. adapters



⚠ WARNING

Risk of explosion due to electric sparks when using the spacer tube as assembly aid.

Severe and fatal injuries.

- Do not use the spacer tube as assembly aid but measure the distance.

4.15.1 Mounting adapters AQA80 – 190 (with keyway)/AQH80 – 190 (without keyway)

NOTICE

Damage to the adapter due to ingress of moisture or dirt (e.g. dust) when a motor/drive is attached to the adapter.

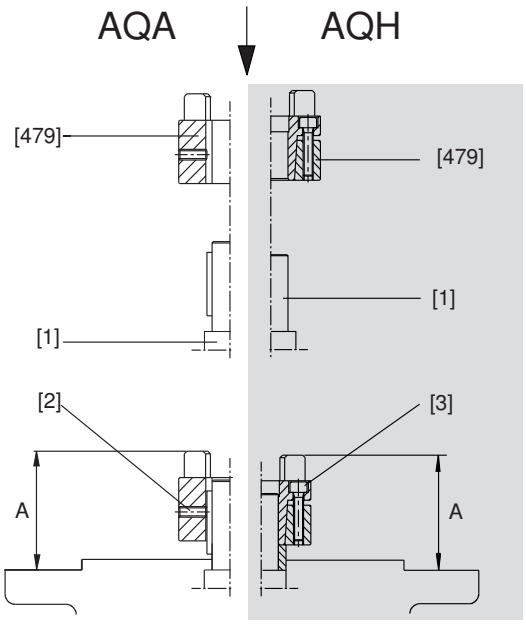
Damage to the adapter.

- Seal the adapter with an anaerobic fluid seal.
- When the motor/drive to be attached has openings or bores that provide access to the inside of the adapter, seal these against dust or liquid.

INFORMATION

With AQA..: To avoid contact corrosion, SEW-EURODRIVE recommends to apply NOCO-Paste to the motor shaft before mounting the coupling half.

With AQH..: Use of NOCO-Paste is not permitted.



9007199466855947

[1] Motor shaft
[2] Lock washer
[3] Washer
[479] Coupling half

Proceed as follows:

1. Clean the motor shaft and the flange surfaces of the motor and the adapter.

31551319/EN – 06/2025

2. **Type AQH:** Loosen the screws of the coupling half [479] and loosen the cone connection.
3. **Type AQA/AQH:** Heat the coupling half to approx. 80 °C to a **maximum** of 100 °C and slide the coupling half onto the motor shaft up to distance "A". The values for distance "A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
4. **Type AQH:** Tighten the screws on the coupling half evenly in diametrically opposite sequence, working round several times. The values for tightening torque "T_A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
5. **Type AQA:** Secure the coupling half with a set screw (see figure).
6. Check the position of the coupling half. The values for distance "A" are listed in the table in chapter "Distances and tightening torques" (→ 🗎 116).
7. Mount the motor to the adapter so that the claws of the two coupling halves mesh.
   ⇨ The required insertion force for joining the two coupling halves is compensated for after final assembly and therefore does not pose a risk of axial load on adjacent bearings.

4.15.2 Setting standards and tightening torques

Type	Coupling Ø	Distance A	Screws		Tightening torque T_A Nm	
	mm	mm	AQA..	AQH..	AQA..	AQH..
AQA/AQH 80 /1 /2 /3	19	44.5	M5	6 × M4	2	4
AQA/AQH 100 /1 /2		39				
AQA/AQH 100 /3 /4		53				
AQA/AQH 115 /1 /2		62				
AQA/AQH 115 /3	24	62	M5	4 × M5	2	9
AQA/AQH 140 /1 /2		62				
AQA/AQH 140 /3 /4	28	74.5	M8	8 × M5	10	9
AQA/AQH 160 /1		74.5				
AQA/AQH 190 /1 /2		76.5				
AQA/AQH 190 /3	38	100	M8	8 × M6	10	14

4.15.3 Permitted loads

NOTICE

The gear unit can become overloaded due to excessive weight or the excessive power rating of an attached motor.

Gear unit damage.

- Note that the load data specified in the following table is not to be exceeded.
- Ensure that the permitted power rating (torque and speed) on the adapter is adhered to according to the nameplate.

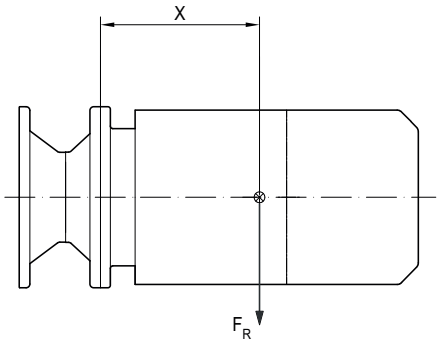
NOTICE

Danger due to static overdetermination if motors are additionally attached via a foot plate.

Damage to property.

- A motor attached at the foot relieves the interface at the adapter; however, make sure that the installed foot-mounted motor is attached to the customer's construction in a stress-free manner.

The following figure shows the permitted points of force application of the permitted maximum weights:



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⊗ Motor center of gravity
X Adapter flange – motor center distance
F_R Overhung load

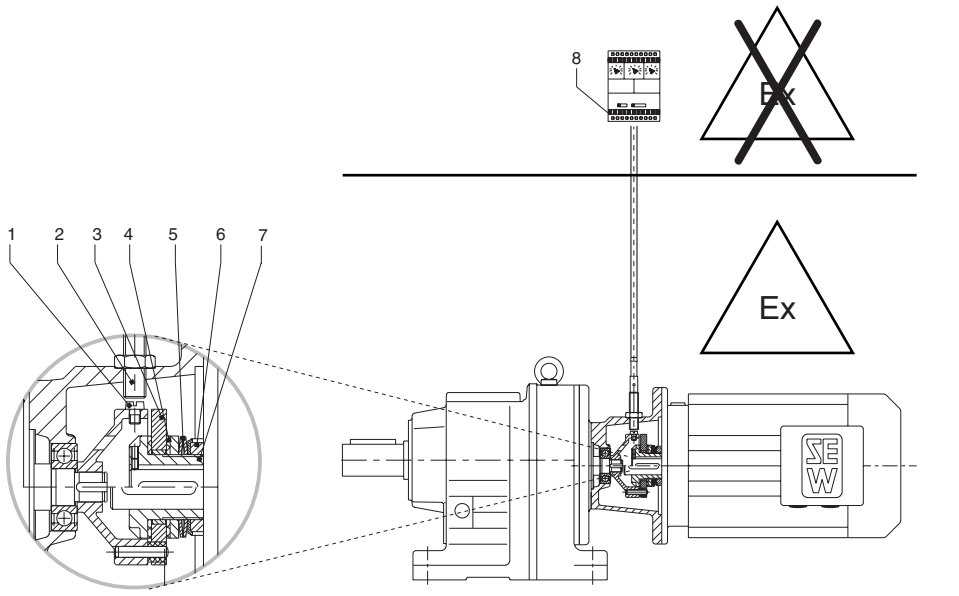
Type	x[1] mm	F_R[1] N
AQ80	77	370
AQ100/1/2	113	350
AQ100/3/4	113	315
AQ115	113	300
AQ140/1/2	144	1550
AQ140/3	144	1450
AQ160	144	1450
AQ190/1/2[2]	186	1250
AQ190/3[2]	186	1150
AQ190/1/2	186	3750
AQ190/3	186	3400

1) Maximum load values for connection screws of strength class 8.8. If the center of gravity distance x increases, the maximum permitted weight F_{R_max} of the attached motor must be reduced linearly. If the center of gravity distance x decreases, the maximum permitted weight F_{R_max} must not be increased.

2) Diameter of the adapter output flange: 160 mm.

31551319/EN – 06/2025

4.16 Adapter with AR.. slip clutch



18014398528008587

[1] Trip cam
[2] Voltage encoder
[3] Driving disk
[4] Friction linings
[5] Cup spring
[6] Slotted nut
[7] Friction hub
[8] Speed monitor

Drives with a slip clutch consist of a standard toothed gear drive and a motor/variable-speed gearmotor with an adapter installed between them. This adapter accommodates the slip clutch. In gearmotors with a compound gear unit, the slip clutch may be located between the first and second gear unit.

Via the friction lining [4] of the driving disk [3], the friction hub on the motor side [7] with cup springs [5] and slotted nut [6] drives the output coupling plate with connecting pin. The slip torque is set individually according to the drive selection.

The speed of the coupling plate at the output end is picked up by a voltage encoder [2] and passed on to a monitoring unit [8]. Speed monitors and slip monitors are used as monitoring units. You can install them together with contactors, safety devices, etc. on a 35 mm standard rail (according to DIN EN 50 022) in a control cabinet or mounted via 2 bores.

4.16.1 Tightening torques for motor to adapter

Screw the motors to the adapters with the following tightening torques. When doing this, observe the tightening torques in chapter "Information concerning tightening torques" (→ 🗎 43).

Screw size	Strength class	Tightening torque ±15% Nm
M5	8.8	7
M6	8.8	12
M8	8.8	28
M10	8.8	56
M12	8.8	96
M16	8.8	235

4.16.2 WEX speed monitor

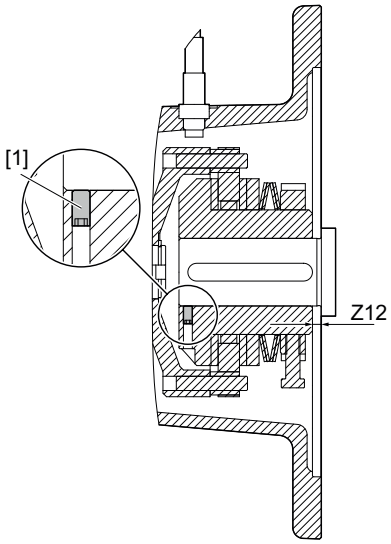
INFORMATION

The speed monitor and the remote speed display must be outside the potentially explosive area.

The speed monitor [8] is used for gearmotors with constant speed up to a maximum of 1500 min^{-1}. The speed monitor is connected to the voltage encoder [2] in the adapter.

4.16.3 Installing the coupling hub on the motor shaft

1. Push the coupling hub onto the motor shaft. Observe the dimension Z12 from the following table.
2. For AR71 and AR80: Secure the coupling hub with the provided axial locking device.
3. For AR90 – AR180: Secure the coupling hub with the provided set screw.



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[1] Set screw

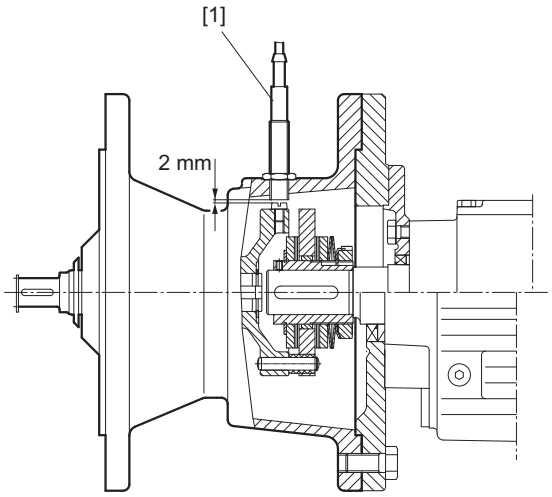
Adapter	Z12 mm	Set screw thread size	Set screw tightening torque in Nm
AR71	0	–	–
AR80	0	–	–
AR90	0	M4	1.5
AR100	5.5	M4	1.5
AR112	5.5	M4	1.5
AR132S/M	5	M6	4.8
AR132ML	5	M6	4.8
AR160	35	M6	4.8
AR180	35	M6	4.8

31551319/EN – 06/2025

4.16.4 Mounting the voltage encoder

Proceed as follows:

1. Remove the fan guard from the driving motor.
2. Slowly turn the motor and adapter shaft end until you can see a trip cam or the head of the cap screw in the tapped hole.
3. Screw in the voltage encoder [1] until it touches the trip cam.



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4. Turn back the voltage encoder [1] by 2 revolutions. This corresponds to a distance of approx. 2 mm.
5. Secure the voltage encoder at the adapter outside using a lock nut.
6. Check to see if the trip cam does not touch the voltage encoder while slowly turning the motor and adapter shaft end.
7. Reinstall the fan guard at the driving motor.

4.16.5 Connecting monitoring devices

INFORMATION



- To prevent interference voltages, do not route the supply lines in multicore cables.
- Use cables with a maximum length of 500 m and a core cross section of 1.5 mm^2.
- Use shielded cables if there is a risk of interference from power cables and control cables, and if the cables are longer than 10 m.
- Observe the applicable standards especially in the explosion-protected area.

Proceed as follows:

1. For designs with WEX speed monitor, connect the incremental encoder of the adapter to the speed monitor via a 2-core cable.
   ⇨ The incremental encoder supplies 1 pulse/revolution.
2. Connect the speed monitor according to the enclosed wiring diagram.

31551319/EN – 06/2025

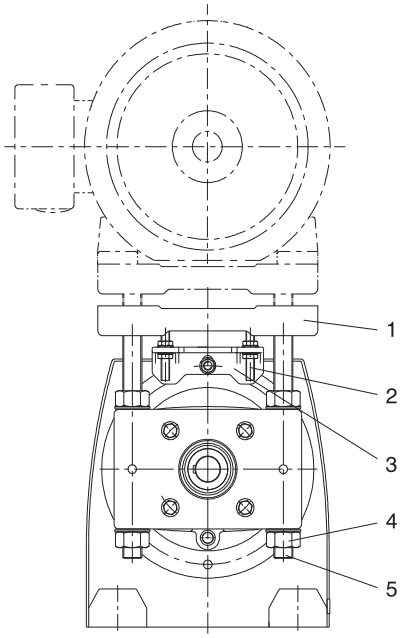
4.17 AD.. input shaft assembly

For mounting drive components, observer chapter "Assembling input and output elements" (→ 🗎 50).

INFORMATION

- Only use belts with sufficient electrical leakage resistance (< 10^9 Ω) between the output shaft end and the motor shaft.
- Prior to installation of the protection cover, a risk analysis performed by the manufacturer of the protection cover must demonstrate that no sources of ignition can occur (such as impact sparks from grinding).

4.17.1 Mounting the cover with motor platform AD../P



212119307

[1] Motor platform
[2] Stud bolt (only AD6/P / AD7/P)
[3] Support (only AD6/P / AD7/P)
[4] Nut
[5] Threaded column

To mount the motor and to adjust the motor platform proceed as follows:

1. Set the motor platform [1] to the required mounting position by evenly tightening the adjusting nuts [4].
2. If necessary, remove the lifting eyebolt/lifting eye of the helical gear unit to reach the lowest adjustment position. Touch up any damage to the paint work.
3. Align the motor on the motor platform [1] so that the shaft ends are in line. Attach the motor.
4. Mount the drive components onto the input side shaft end and the motor shaft.
5. Align the drive components, shaft end and motor shaft. If necessary, correct the motor position again.

31551319/EN – 06/2025

6. Put on the traction elements (V-belt, chain, etc.) and apply a preload by evenly adjusting the motor platform [1]. Do not stress the motor platform and the columns against each other when doing this.
7. To fasten the threaded columns [5], tighten the nuts [4] that are not used for adjustment.

4.17.2 Special aspects of AD6/P and AD7/P

Proceed as follows:

1. Unscrew the nuts on the stud bolts [2] before adjustment to allow the stud bolts [2] to move axially in the support [3] without restriction.
2. Only tighten the nuts when the final adjustment position is reached.

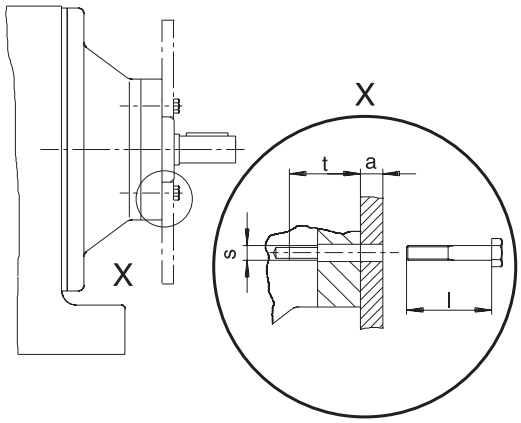
INFORMATION

Do not adjust the motor platform [1] via the support [3].

4.17.3 AD../ZR input shaft assembly with centering shoulder

Mounting applications on the input shaft assembly with centering shoulder

1. Prepare screws of a suitable length for attaching the application. The following figure shows the screw length l = t + a. **Round off the result to the next smaller standard length**.



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a Strength of the additional element
s Retaining thread (see table)
t Screw-in depth (see table)

2. Remove the retaining screw from the centering shoulder.
3. Clean the contact surface and the centering shoulder.
4. Clean the threads of the new screws and apply a thread locking compound (e.g. Loctite® 243) to the first few threads.
5. Place the application on the centering shoulder. Tighten the retaining screws with the specified tightening torque "T_A" (see following table).

Cover	Screw-in depth t mm	Retaining thread	Tightening torque T_A for connection screws in strength class 8.8 Nm
AD2/ZR	25.5	M8	28
AD3/ZR	31.5	M10	56
AD4/ZR	36	M12	96
AD5/ZR	44	M12	96
AD6/ZR	48.5	M16	235
AD7/ZR	49	M20	460
AD8/ZR	42	M12	96

Permitted loads

NOTICE

The gear unit can become overloaded due to excessive weight or the excessive power rating of an attached motor.

Gear unit damage.

- Note that the load data specified in the following table is not to be exceeded.
- Ensure that the permitted power rating (torque and speed) on the adapter is adhered to according to the nameplate.

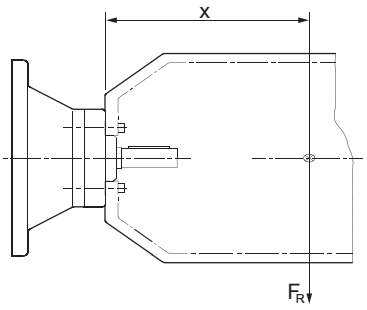
NOTICE

Danger due to static overdetermination if motors are additionally attached via a foot plate.

Damage to property.

- A motor attached at the foot relieves the interface at the adapter; however, make sure that the installed foot-mounted motor is attached to the customer's construction in a stress-free manner.

The following figure shows the load caused by the motor mass:



⊗ Motor's center of gravity
x Distance from adapter flange to motor's center of gravity
F_R Overhung load

31551319/EN – 06/2025

Cover	x[1)] mm	F_R[1)] N
AD2/ZR	193	330
AD3/ZR	274	1400
AD4/ZR[2)]	361	1120
AD4/ZR		3300
AD5/ZR	487	3200
AD6/ZR	567	3900
AD7/ZR	663	10 000
AD8/ZR	516	4300

1) Maximum load values for connection screws of strength class 8.8. As the center of gravity distance x increases, the maximum permitted weight of the attached motor F_R must be reduced linearly. As the center of gravity distance x decreases, the maximum permitted weight F_R must not be increased.

2) Diameter of the adapter output flange: 160 mm

4.17.4 Cover with backstop AD../RS

NOTICE

If the speed is below the minimum lift-off speed of the drive, the backstop is subject to wear and heats up.

Possible damage to property.

- In nominal operation the lift-off speed of the drive must not drop below the specified minimum.
- During startup or braking, the lift-off speed of the drive may drop below the minimum levels.

Check the direction of rotation of the drive prior to mounting or startup. If the direction of rotation is wrong, consult SEW-EURODRIVE.

The backstop is maintenance-free in operation. Backstops have a minimum lift-off speed depending on the size (see following table).

Cover	Maximum locking torque of the backstop Nm	Minimum lift-off speed min^{-1}
AD2/RS	65	820
AD3/RS	425	620
AD4/RS	850	530
AD5/RS	1450	480
AD6/RS	1950	450
AD7/RS	1950	450
AD8/RS	1950	450

31551319/EN – 06/2025

4.18 Direct mounting of a motor on a gear unit

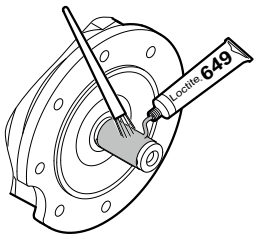
INFORMATION

Secure all pinions on the motor or input shaft with Loctite® 649, even if a retaining ring is additionally present.

If the pinion is already fastened to the shaft, start cleaning the sealing surface (step 6).

Joining the pinion to the motor or input shaft

1. Clean and degrease the shaft and the bore of the pinion.
2. Apply Loctite® 649 to the shaft behind the groove over the entire area of the circumference. For information on Loctite®, refer to "Selecting and using Loctite®" (→ 🗎 132).



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3. Warm the pinion up to **at least** 100 °C to a **maximum of** 130 °C.
4. Push the pinion onto the shaft.
5. Secure the pinion on the shaft with the retaining ring.

Cleaning the sealing surfaces

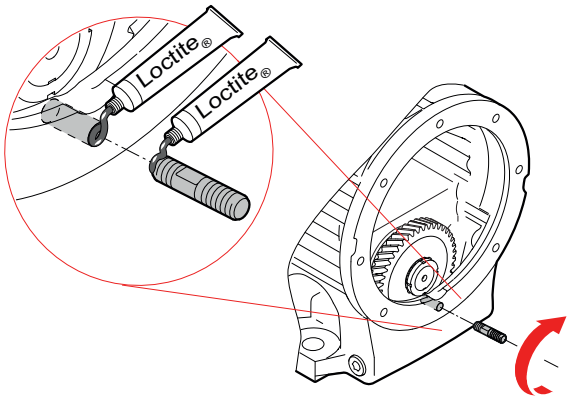
6. Remove oils, grease, irregularities of the surface, rust, and old Loctite® residue from the flange surfaces.

Sealing threads that lead into the housing interior

To prevent oil from escaping after installation, flange threads that lead into the housing interior must be sealed!

7. Clean and degrease the thread through bores that lead into the housing interior and their studs.
8. Apply Loctite® 574 or Loctite® 5188 in a continuous ring on the upper threads of the flange thread and the stud. For information on Loctite®, refer to chapter "Selecting and using Loctite®" (→ 🗎 132).

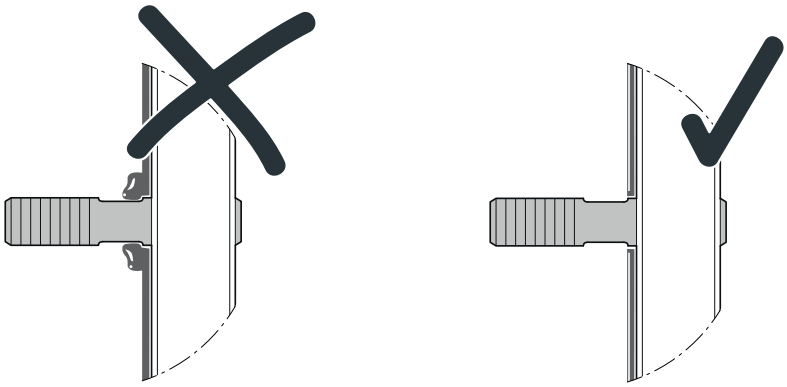
31551319/EN – 06/2025



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Screwing in the studs

9. Screw the studs into the thread up to the shoulder.
10. Remove any excess Loctite® from the sealing surface 60 minutes after screwing in at the latest.



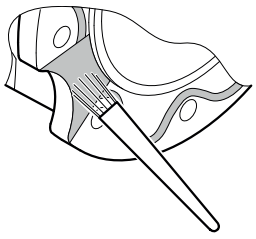
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Sealing the flange surface

INFORMATION

Always apply the sealant over a large area in narrow places and on the gear units R97, R107, R127, F97 or F107.

11. Spread Loctite® 574 or Loctite® 5188 only over one of the sealing surfaces. Apply the sealant in beads or over a large area without gaps. **Always apply the sealant over a large area in case of narrow places or with R97, R107, R127, F97 and F107 gear units.** Use a suitable application tool that does not contaminate the sealing surface, for example, a non-shedding brush or a short-hair lamb's wool roller. For information on Loctite®, refer to chapter "Selecting and using Loctite®" (→ 🗎 132).



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Joining flange surfaces

12. Join the flange surfaces together. Next, **immediately** tighten the nuts with the specified torque. If you tighten the nuts too late, the sealing film can tear. For information on the tightening torques, refer to chapter "".
13. The sealant must harden for 30 minutes and must not come into contact with the gear oil during this time.

4.18.1 Tightening torques

When tightening, observe the tightening torques in chapter "Information concerning tightening torques" (→ 🗎 43).

Screw/nut	Tightening torque ±15% Nm
M6	12
M8	28
M10	56
M12	96
M16	235

4.18.2 Selecting and using Loctite®

Selecting and using Loctite®

Sealant	Use	Suitability	Batch size	Part number
Loctite® 649	Locking agent for pinions	All gear units	50 ml	09120998
Loctite® 574	Surface sealant	All gear units except R97 – R127, R87 with CM3C – R127 with CM3C, F97, F107, F87 with CM3C – F107 with CM3C	7 ml	09102558
Loctite® 5188		R97 – R127, R87 with CM3C – R127 with CM3C, F97, F107, F87 with CM3C – F107 with CM3C	50 ml	03207013

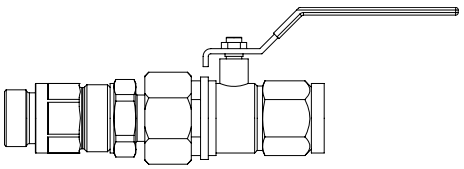
When mounting CM3C.. motors to gear unit sizes R87 – R127 and F87 – F107 with mandatory activator use. Activator Loctite® 7649 must be applied to the entire surface of the gear unit sealing surface and Loctite® 5188 must be applied to the entire surface of the aluminum flange. Additionally apply Loctite® in beads at the critical points of the bearing eyes. The motor and gear unit must be attached and screwed together without any interruption in work, as the activator used greatly accelerates the bonding of the sealant and starts immediately.

31551319/EN – 06/2025

4.19 Accessory equipment

4.19.1 Oil drain valve

The gear unit is equipped with an oil drain plug as standard. An oil drain valve that enables attaching a drain pipe for changing the gear unit oil can optionally be installed.



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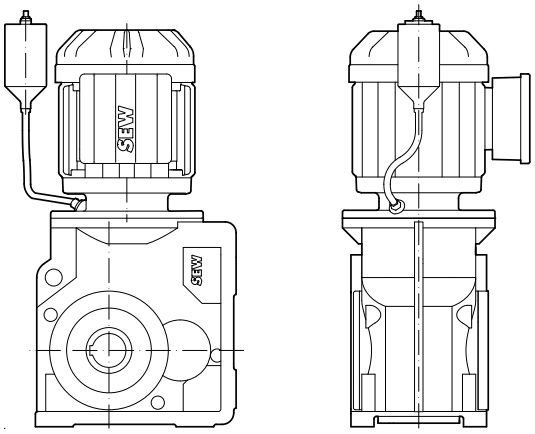
4.19.2 Oil expansion tank

The oil fill level for gear units in mounting position M4 is set due to technical reasons. In case of unfavorable circumstances, oil may leak from the breather valve of these gear units. Use an oil expansion tank to reliably prevent oil from leaking. The oil expansion tank provides additional space for the lubricant to expand.

SEW-EURODRIVE recommends using an oil expansion tank for gear units and gearmotors in mounting position M4 in the following cases:

- For input speeds > 2000 min^{-1}
- For sizes 77 to 97 and input speeds > 1800 min^{-1}
- For gear units and gearmotors from size 107

The following figure shows the oil expansion tank mounted to a gear unit.



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The oil expansion tank is delivered as an assembly kit for mounting onto the gearmotor. In case of limited space or of gear units without motor, the oil expansion tank can also be mounted to nearby machine parts.

Transverse acceleration is not permitted for gear units with expansion tanks with fixed piping for third-party motors and for servomotors.

If you require further information, contact SEW-EURODRIVE.

4.19.3 Agitator design

Relubrication of the agitator design

A relubrication of the output shaft bearing is offered as an option for the agitator drives RM.., FM.., FAM.., KM.., and KAM...

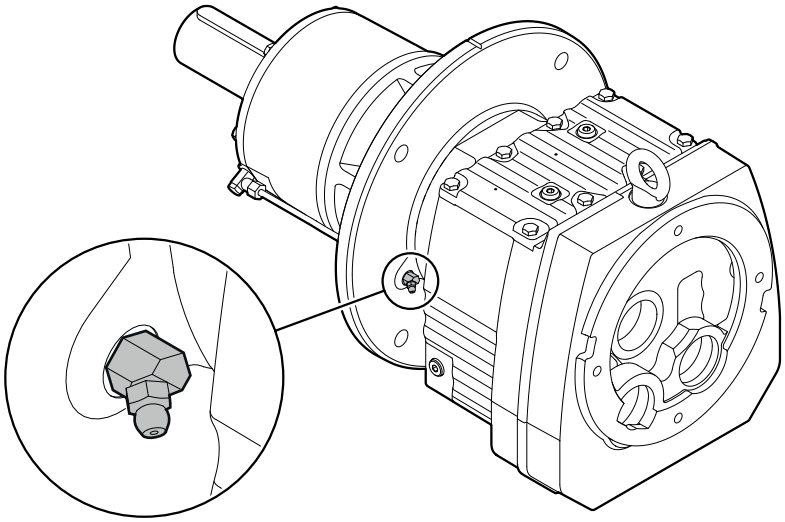
Position of greasing points

INFORMATION

The gear shaft must turn during the relubrication procedure.

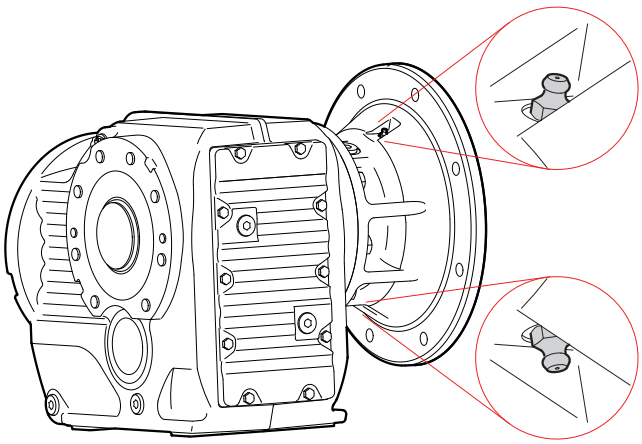
Regreasable sealing systems are usually equipped with taper greasing nipples according to DIN 71412 A. The following figures show the position of the greasing points:

RM.. agitator gear unit:



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FM.., FAM.., KM.., KAM.. agitator gear unit:



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31551319/EN – 06/2025

Maintenance interval and grease quantities

Regrease the agitator after 10 000 operating hours. The number of regreasing procedures is limited to 5 times. Observe the information on the required grease quantities in the following table:

Size	Grease quantity for regreasing in g	
	KM/FM	RM
67	5	7
77	11	13
87	11	20
97	16	32
107	35	43
127	34	70
137	–	70
147	–	79
157	46	–
167	–	93

The table shows the lubricants recommended by **SEW-EURODRIVE**:

Area of application	Ambient temperature	Manufacturer	Type
Standard	-40°C to +80°C	SEW-EURODRIVE	Grease HL 2 E1[1)]
		Fuchs	Renolit CX-TOM 15[1)]
		Klüber	Petamo GHY 133 N
2)	-40°C to +40°C	SEW-EURODRIVE	Grease HL 2 H1 E1
		Bremer & Leguil	Cassida Grease GTS 2
3)	-20°C to +40°C	Fuchs	Plantogel 2S

1) Bearing grease based on semi-synthetic base oil.
2) Lubricant for the food processing industry.
3) Easily biodegradable lubricant for environmentally sensitive areas.

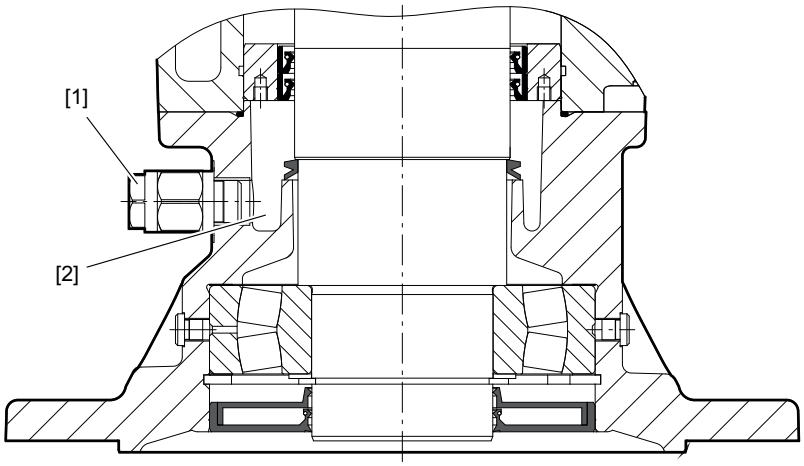
INFORMATION

If a customer wants to use a grease that is not listed in the above table, the customer has to make sure that it is suitable for the intended application.

Drywell agitator design with oil sight glass and oil level sensor

Drywell with oil sight glass

The following information applies to gear units in agitator design with oil sight glass in mounting position M4 for FM.., FAM and in mounting position M5A, M6B for KM.., KAM..



The oil sight glass [1] makes it possible to visually check if gear unit oil has accumulated in the collecting space [2] of the output flange.

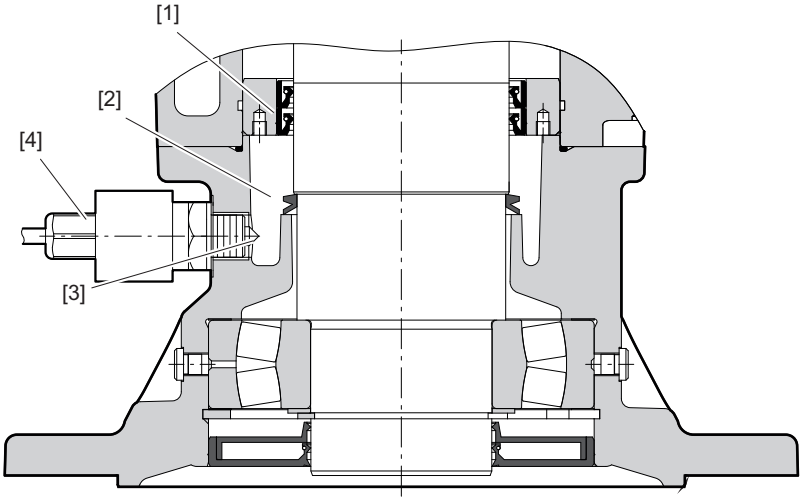
Drywell with oil level sensor

The following specifications apply to gear units in agitator design with oil level sensor with intrinsically safe repeater power supply (type IS barrier) in mounting position M4 for FM.., FAM, and in mounting position M5A, M6B for KM.., KAM..

The Drywell design with oil level switch (consisting of sensor and switch electronics) prevents customer products from being contaminated by leaking gear unit oil in case of a leakage.

31551319/EN – 06/2025

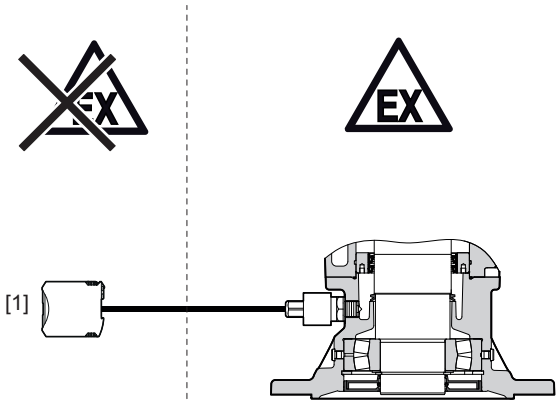
In case of a leakage of the oil seal [1] between gear unit and output flange, an axially acting seal [2] prevents the gear unit oil from reaching the output end. The gear unit oil collects in the collecting space [3] of the output flange. The oil level switch [4] switches if the sensor detects gear unit oil.



[1] Radial oil seal
[2] Seal (axial)
[3] Collecting space
[4] Oil level switch

Operating principle

The sensor of the Drywell design signals if there is a leakage at the axial oil seal (oil at the spherical roller bearing).



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[1] Repeater power supply

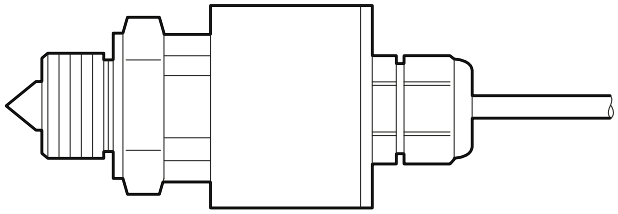
Scope of delivery

The delivery of the gear unit includes:

- Optoelectronic level switch model OLS-C51 with 5 m connection cable
- Intrinsically safe repeater power supply model IS Barrier

The gear unit is delivered without a display unit.

Optoelectronic level switch model OLS-C51



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The optoelectronic level switch model OLS-C51 is used to monitor the filling level of liquids. The optoelectronic sensor consists of an infrared LED and a light detector.

The level switch of type OLS-C51 in explosion-protected design is suitable for zone 0 and 1 with temperatures of the measured medium of -30 °C to +135 °C.

Technical data

General data	
Measuring accuracy	± 2 mm
Minimum distance of the glass tip to an opposite surface	≥ 10 mm (≥ 20 mm for polished surfaces)
Mounting position	Any
Process connection	Male thread G1/2

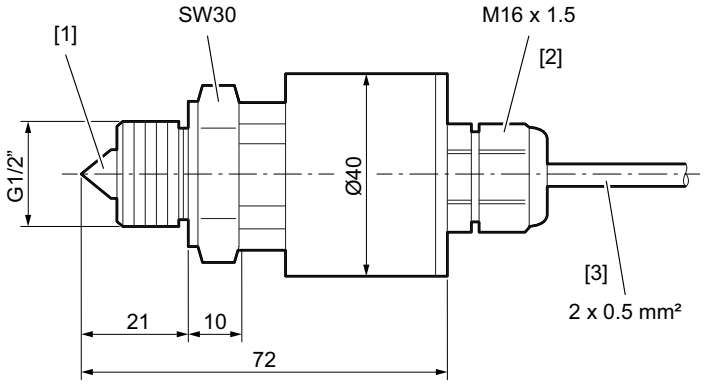
Project planning data	
Response sensitivity	Preset for detecting liquids and oils
Temperature of the measured medium	-30 °C to +135 °C
Ambient temperature	-30 °C to +80 °C
Operating pressure	40 bar (4.0 MPa)
Materials	
Fiber optic cable	Borosilicate glass, fixed with epoxy resin
Housing	Stainless steel 14305 (non-wetted parts)
Process connection	Stainless steel 14571

Electrical data	
Power supply	DC 7.5 to 30 V
Safety-related maximum values	I_o = 100 mA V_o = 30 V P = 1 W
Output	4 to 20 mA, polarity reversal protected Closed: ≥ 4 mA to < 10 mA Open: ≥ 12 mA to 18 mA In the event of an error: < 4 mA, > 20 mA

31551319/EN – 06/2025

Electrical data	
Electrical connection	• PUR cable halogen-free • Cable length freely definable • Diameter 2 × 0.5 mm²
Output function	NO contact (closed in medium) or NC contact (open in medium)
Degree of protection	IP65
Number of switching points	1

Dimension sheet in mm



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[1] Borosilicate glass
[2] Cable gland
[3] Cable

Electrical connection diagram

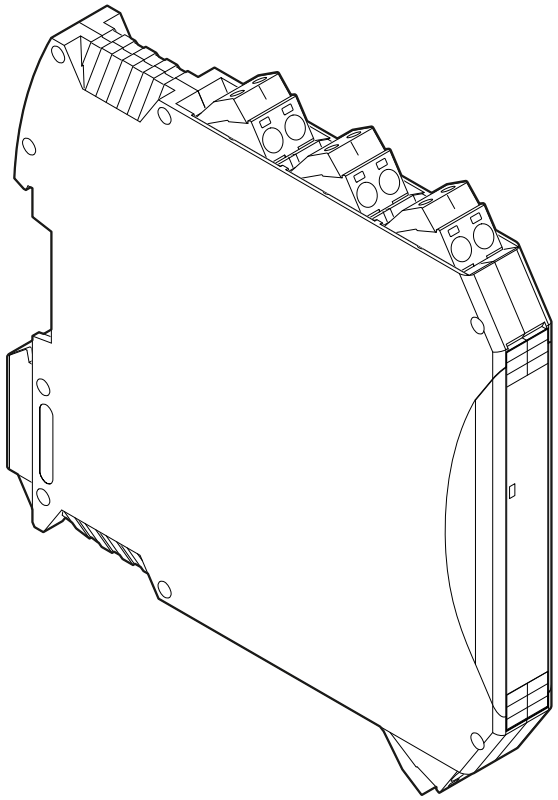
Cable assignment	
U_+	1
U_-	2

Approvals

Logo	Description	Country
CE Ex	**EU declaration of conformity** • EMC Directive: EN 61326 Emission (Group 1, Class B) and interference immunity (industrial sector) • RoHS Directive • ATEX Directive: potentially explosive atmospheres (approved type designation OPG 051) Ex i Zone 0/1 Gas II 1/2G Ex ia IIC T4 Ga/Gb	European Union

Logo	Description	Country
IEC IECEx	**IECEx** Potentially explosive atmospheres (approved type designation OPG 051) Ex i Zone 0/1 Gas Ex ia IIC T4 Ga/Gb	International

Intrinsically safe repeater power supply model IS Barrier



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The intrinsically safe repeater power supply (model IS Barrier) is designed for use in combination with intrinsically safe 4-20 mA sensors. By using different terminals, both 2-conductor and 4-conductor measuring transducers can be connected.

The analog measured value is transmitted from the area at risk of explosion to the area not at risk of explosion in a galvanically isolated manner. At the output end, the repeater power supply can be operated in supplying and non-supplying mode. The test sockets contained in the COMBICON connectors enable the direct connection of HART communicators. The repeater power supply enables safe operation of these products in intrinsically safe circuits.

Dimensions

- W × H × D: 12.5 × 99 × 114.5 mm (without terminals)

Input

- Active current input, intrinsically safe
- Input signal: 4 to 20 mA
- Current limiting: 25 mA

31551319/EN – 06/2025

- Transmitter power supply:

  > DC 16 V (at 20 mA)

  > DC 15.3 V (at 22.5 mA)
- Underload and overload signal range: 0 to 24 mA (extended transmission range for diagnostics)

Output

- Current output (active and passive)
- Transfer 1:1 to input signal
- Underload and overload signal range: 0 to 24 mA (extended transmission range for diagnostics)
- Load

  < 1000 ohms at 20 mA

  < 825 ohms at 24 mA
- Output ripple: < 20 mV_{eff}

Voltage supply

- Power supply
  - Nominal voltage: DC 24 V
  - Voltage range: DC 19.2 bis 30 V
- Maximum current consumption

  < 76 mA (DC 24 V / 20 mA / 1000 Ω)

  < 55 mA (DC 24 V / 20 mA / 250 Ω)
- Output power loss
  - Active: < 1.1 W (DC 24 V / 20 mA / 1000 Ω), < 0.95 W (DC 24 V / 20 mA / 250 Ω)
  - Passive: < 1.2 W (DC 24 V / 20 mA / 0 Ω)
- Power consumption (output active)

  < 1.8 W (20 mA / 1000 Ω)

  < 1.3 W (20 mA / 250 Ω)

Accuracy specifications

- Transfer error

  < 0.05% of end value (typical)

  < 0.10% of end value (maximum)
- Temperature coefficient

  < 0.004%/K (typical)

  < 0.01%/K (maximum)
- Step response (10 to 90%)

  < 200 µs (with step 4 to 20 mA, load 600 Ω) < 600 µs (with step 0 to 20 mA, load 600 Ω)

31551319/EN – 06/2025

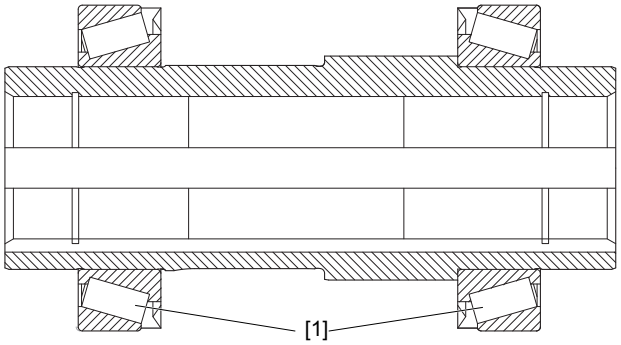
Approvals

Logo	Description	Country
	**EU declaration of conformity** • EMC Directive 2004/108/EU, interference immunity in accordance with EN 61000-6-2. Minor deviations may occur during interference. Emissions emitted according to EN 61000-6-4 • ATEX Directive 94/9/EC – II (1) G [EX ia Ga] IIC/IIB – II (1) G [EX ia Da] IIC – II 3(1) G Ex nA [ia Ga] IIC/IIB T4 Gc – I (M1) [EX ia Ma] I	European Union
	**IECEx** • Potentially explosive atmospheres – [EX ia Ga] IIC/IIB – [EX ia Da] IIIC – Ex nA [ia Ga] IIC/IIB T4 Gc – [EX ia Ma] I	IECEx member states
	**UL** Safety (e.g. electrical safety, overpressure) Potentially explosive atmospheres • Class I, Div.2, Groups A, B, C, D T4 • Class I, Div.2, Groups IIC, IIB, IIA T4 • Associated apparatus for use in class I, Division 1, Groups A, B, C, D • Associated apparatus for use in class II, Division 1, Groups E, F, D • Associated apparatus for use in class III, Division 1 • Associated apparatus for use in class I, Zone 0, 1, 2, Groups IIC, IIB, IIA	USA and Canada

31551319/EN – 06/2025

4.19.4 Reinforced hollow shaft bearing

With the reinforced hollow shaft bearing, the standard deep groove ball bearings are replaced with tapered roller bearings. This measure enables considerably higher overhung and axial loads and at the same time an increased service life of the bearings. Contact SEW-EURODRIVE for additional information.



[1] Tapered roller bearings

4.19.5 Temperature sensor

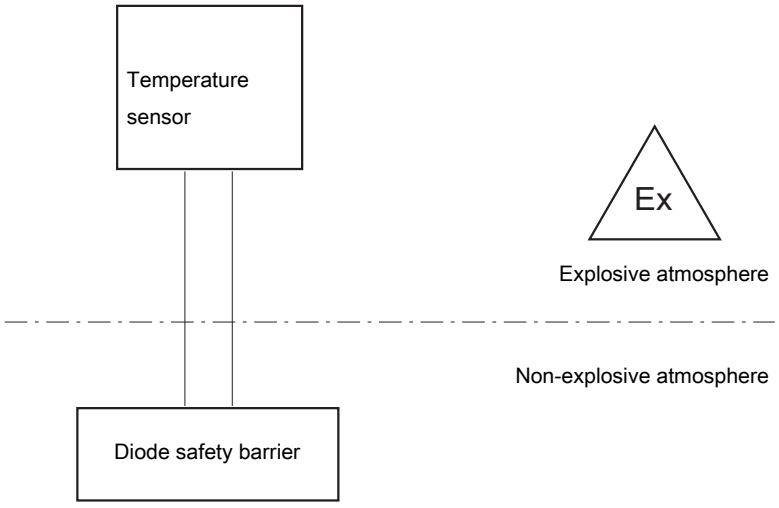
INFORMATION

If the oil temperature is > 115 °C, the drive must be switched off.

INFORMATION

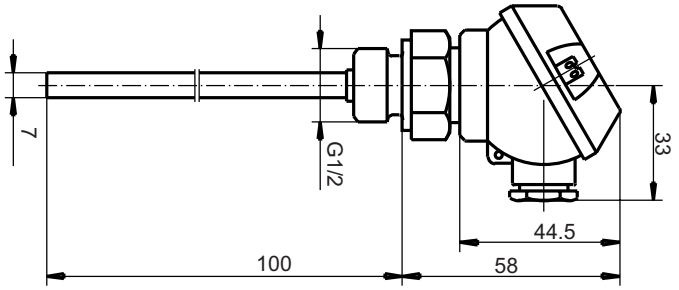
To ensure intrinsically safe wiring, the temperature sensor must be used with a Zener barrier. The current consumption of the Zener barrier enables correct measuring operation. The Zener barrier must be located outside the potentially explosive atmosphere.

Pt100 temperature sensor, screw-in, connection head form J



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Pt100 dimension drawing

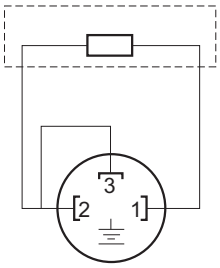


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Pt100 technical data

Technical data	Value
Area of application	For temperature monitoring of oil
Operating temperature	-50°C to 400°C
Ambient temperature	-40°C to 100°C
Thermowell	Stainless steel (1.4571)
Terminal head	Shape J, aluminum die casting, M16 × 1.5, IP54
External pipe thread	G1/2 A-cylindrical according to DIN EN ISO 228
Measuring insert	According to DIN EN 60751 class B in two-wire circuit, without measuring transducer
Manufacturer	JUMO (JUM according to W93DE)
SEW part number	13274171

Connection diagram Pt100

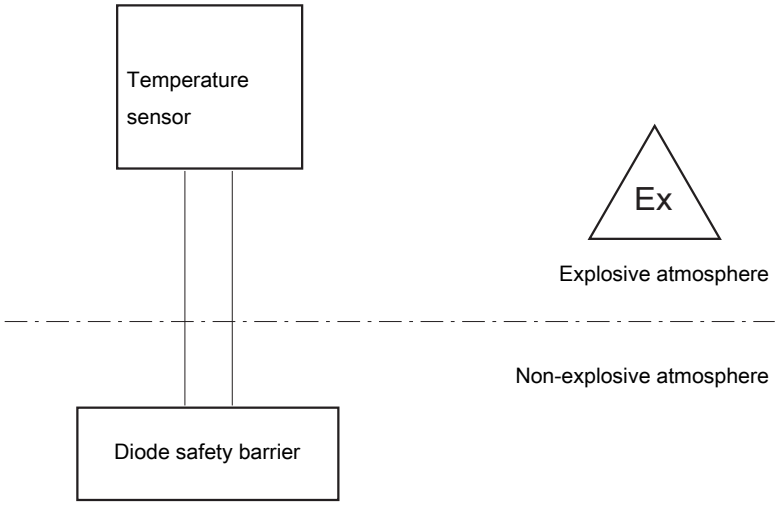


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Contact 1 and 2: Connection of the resistance element

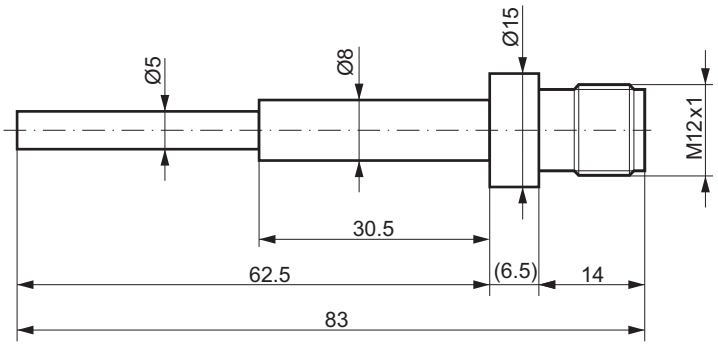
31551319/EN – 06/2025

Pt1000 temperature sensor



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Dimension drawing Pt1000

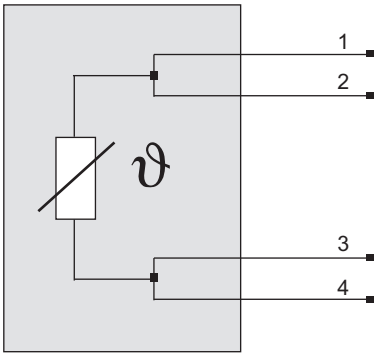


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Technical data Pt1000

Technical data	Value
Bar length	62.5 mm
Measuring range	-40 to 130 °C
Permitted oil temperature	-40 to 130 °C
Accuracy	± (Pt1000 + 0.2 K)
Measuring element	1 × Pt1000 to DIN EN 60751, class B, 4-wire connection
Dynamic response T05/T09 (s)	3/8 to DIN EN 60751
Ambient temperature	-25 to 80 °C
Degree of protection, protection class	IP67, III
Housing materials	V4A (1.4404)
Materials in contact with the medium	V4A (1.4404)
Connection	M12 plug-in connection; gold-plated contacts

PT1000 connection diagram



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31551319/EN – 06/2025

5 Startup

5.1 Before you start

Ensure the following before startup:

- Before startup, check the correct oil level corresponding to chapter "Inspection/ maintenance of the gear unit" (→ 🗎 174)! For the lubricant fill quantities, refer to the respective nameplate. If the gear unit is equipped with an oil sight glass, you can also determine the oil level at the oil sight glass.
- All transport protection has been removed.
- Check that the direction of rotation is correct in the **decoupled** state. Listen out for unusual grinding noises as the shaft rotates.
- The oil level plugs and drain plugs as well as the breather plugs and breather valves must be freely accessible.
- Secure the key for the test run without output elements.
- Do not deactivate monitoring and protection devices even for a test run.
- Observe the information on the nameplate. Additional data relevant for operation is available in drawings and on the order confirmation.
- After installing the gear unit, check to verify that all retaining screws are tight.
- Make sure that the alignment has not changed after tightening the mounting elements.
- Prior to startup, ensure that rotating shafts and couplings are equipped with suitable protection covers.
- If an oil sight glass is used for oil level monitoring, protect it against damage.
- Protect the gear unit from falling objects.

5.2 Checklists

5.2.1 Before startup

This checklist includes all activities that will have to be executed **prior to startup** of a gear unit according to Directive 2014/34/EU for operation in potentially explosive atmospheres.

Check the following points before starting up a gear unit in a potentially explosive atmosphere	Verified	See chapter
Inspect the shipment for any possible transport damage as soon as you receive the delivery. Inform the shipping company immediately about any damage. It may be necessary to rule out startup. Remove any transport protection prior to startup.		2.8
Does the data on the nameplate of the drive match the situation on site for operation in a potentially explosive atmosphere? • Equipment group • Explosion protection category • Temperature class • Maximum surface temperature		3.10 4.1
Have measures been taken to ensure that no potentially explosive atmosphere (oils, acids, gases, vapors or radiation) is present when installing the gear unit?		

31551319/EN – 06/2025

Check the following points before starting up a gear unit in a potentially explosive atmosphere	Verified	See chapter
Does the ambient temperature (nameplate and order confirmation) meet the specifications?		3.10
Have measures been taken to ensure that the gear units are sufficiently ventilated and that they are not heated by an external heat source (e.g. couplings)? The cooling air must not exceed the maximum ambient temperature designated on the nameplate.		
Does the mounting position correspond to the mounting position indicated on the gear unit nameplate? Do not change the mounting position without prior consultation with SEW-EURODRIVE. The declaration of conformity will become void without prior consultation!		7.0
Does the oil level depending on the mounting position match the oil fill quantity specified on the nameplate of the gear unit?		3.10
Are all oil level plugs, oil drain plugs, breather plugs and breather valves freely accessible?		7.7
Do all input and output elements to be installed have a declaration of conformity?		
Ensure that the data specified on the nameplate is not exceeded for stand-alone gear units with adapters or input shaft assembly.		3.10
Is the safety cover mounted properly for gear units with hollow shaft and shrink disk?		4.9
Ensure that no spacer bushings are used as an assembly aid when mounting the coupling of the AMS.., AM.., AQSA.., AQA.. adapter.		4.12 4.13 4.14 4.15
When mounting a motor to the AD.. input shaft assembly: • Does the belt between input shaft end and motor shaft provide a sufficient electrical leakage resistance of $< 10^9$ Ω? • Before mounting a protection cover: Does a risk analysis performed by the manufacturer of the protection cover prove that no ignition sources (e.g. impact sparks caused by grinding) can occur?		4.17
For line-operated motors: • Do the data on the nameplate of gear unit and motor match the ambient conditions at the location of use?		3.10
When operating gearmotors with inverter: • Is the gearmotor approved for inverter operation? • Does the parameterization of the inverter prevent overload of the gear unit (see gear unit nameplate)?		3.10

31551319/EN – 06/2025

5.2.2 During startup

This checklist includes all activities that will have to be executed **during startup** of a gear unit according to Directive 2014/34/EU for operation in potentially explosive atmospheres.

Check the following points during gear unit startup in a potentially explosive area:	Verified	See chapter
Check the surface temperature: • Measure the surface temperature after approx. 3 hours. A difference value of 70 K compared to the ambient temperature must not be exceeded. At a value > 70 K, immediately set the drive to standstill. Contact SEW-EURODRIVE.		5.6
Lubricant change intervals: 1. Measure the oil temperature. 2. Add 10 K to the measured value. 3. Determine the lubricant change interval based on the calculated value.		5.6 6.3
For gear units with AMS../AM.. adapter or AD.. input shaft assembly with RS backstop: • Check that the minimum lift-off speeds of the backstops are not undershot in nominal operation.		4.12 4.13 4.17

31551319/EN – 06/2025

5.3 Inverter-operated gearmotors

Observe the maximum and effective values of project planning during startup of inverter-operated gearmotors. The buyer is obliged to provide the data to the user.

When starting up gear units in combination with controlled motors, activate the "speed" and "torque or current limit" application limit in the frequency inverter. For further details, refer to the respective operating instructions of the motor.

5.4 Checking the oil level

Before startup, make sure that the oil level corresponds to the mounting position. Refer to chapter "Checking the oil level and changing the oil" (→ 🗎 174).

If the gear unit is equipped with an oil sight glass, you can also determine the oil level at the oil sight glass.

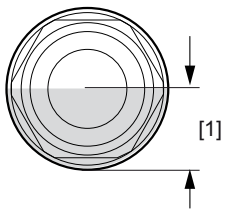
NOTICE

Damage to the gear unit due to oil leaking from the damaged oil sight glass.

Possible damage to the unit.

- Attach a protective device to prevent the oil sight glass from being damaged by mechanical impacts.

1. Observe the notes at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).
2. Check the oil level at the oil sight glass according to the following figure:



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[1] The oil level must be within this range.

3. Proceed as follows if the oil level is too low:
   - Open the respective oil fill plug, see chapter "Inspection/maintenance of the gear unit" (→ 🗎 174).
   - Fill in new oil of the same type through the oil fill plug up to the mark.
   - Screw in the oil fill plug.

Before startup, make sure that the oil level corresponds to the mounting position. Refer to chapter "Checking the oil level and changing the oil" (→ 🗎 174).

31551319/EN – 06/2025

5.5 Pseudo-leakage at shaft seals

Due to the operating principle, seals of moving sealing surfaces on shaft feedthroughs cannot be completely tight because a lubricating film forms during operation. The lubricating film between the shaft and the sealing lip minimizes heat development and wear on the sealing system and provides the prerequisites for the intended service life. The optimum sealing properties are achieved after the run-in phase.

31551319/EN – 06/2025

5.6 Measuring surface and oil temperature

INFORMATION

The nameplate data on maximum surface temperature is based on measurements at standard ambient conditions and installation altitudes. Even slight changes of these conditions (such as limited installation space) can have a tremendous impact on the temperature.

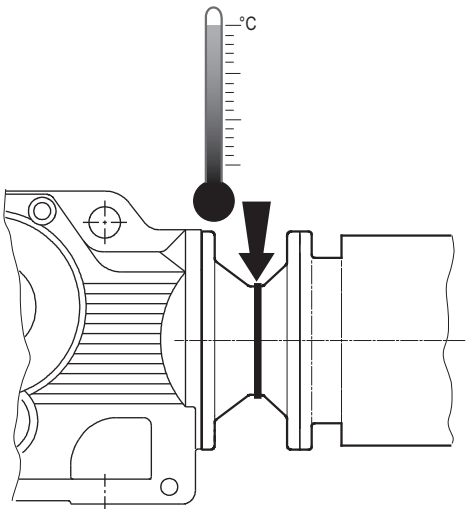
5.6.1 Measuring the surface temperature

During startup of the gear unit, it is essential that you measure the surface temperature in the maximum loading condition. Use a commercially available temperature measuring device. The surface temperature must be determined at the transition between gear unit and motor where the terminal box position prevents ventilation by the motor fan. The maximum surface temperature is reached after approx. 3 hours and **must not exceed a difference value of 70 K** compared to the standard ambient temperature.

INFORMATION

If the difference value is higher, the drive must be stopped immediately. Contact SEW-EURODRIVE in this case.

For gear units with AMS.., AQS.., AR.. adapters or AD.. input shaft assembly, the surface temperature is measured at the joint seam between the gear unit flange on the input side and the motor flange on the customer side (see the following figure).



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5.6.2 Measuring the oil temperature

It is necessary to measure the oil temperature to determine the lubricant change intervals set forth in the chapter "Inspection and maintenance" (→ 🗎 162). Measure the temperature at the bottom of the gear unit. In case of gear units with oil drain plug, measure the temperature at the oil drain plug. Add 10 K to the measured value. Determine the lubricant change interval based on this temperature value, see chapter "Lubricant change intervals" (→ 🗎 167).

31551319/EN – 06/2025

5.7 Helical-worm and SPIROPLAN® W.. gear units

5.7.1 Run-in period

SPIROPLAN® W..0-, SPIROPLAN® W..7 and helical-worm gear units require a run-in period of at least 48 hours before reaching their maximum efficiency. A separate run-in period applies for each direction of rotation if the gear unit is operated in both directions of rotation. The table shows the average power reduction during the run-in period.

Helical-worm gear units

	Worm	
	i range	**η reduction**
1-start	approx. 50 – 280	approx. 12%
2-start	approx. 20 – 75	approx. 6%
3-start	approx. 20 – 90	approx. 3%
4-start	–	–
5-start	approx. 6 – 25	approx. 3%
6-start	approx. 7 – 25	approx. 2%

SPIROPLAN® gear units

Gear units of the type series SPIROPLAN® W..9 are not subject to the run-in behavior because the gear ratios in the SPIROPLAN® stage are smaller and therefore have a very small amount of sliding.

W..10/W..20/W..30		W..37/W..47	
i range	**η reduction**	**i range**	**η reduction**
approx. 35 – 75	approx. 15%		
approx. 20 – 35	approx. 10%		
approx. 10 – 20	approx. 8%	approx. 30 – 70	approx. 8%
approx. 8	approx. 5%	approx. 10 – 30	approx. 5%
approx. 6	approx. 3%	approx. 3 – 10	approx. 3%

5.7.2 Helical-worm gear units with projecting worm shaft

⚠ WARNING



Risk of explosion due to electric sparks from rotary unit parts.

Fatal or severe injuries.

- Take appropriate measures to prevent rotary unit parts from coming into contact with foreign objects (e.g. install a cover).

31551319/EN – 06/2025



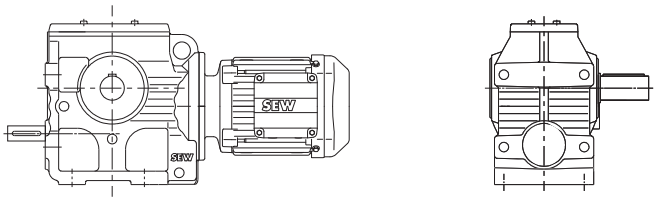
⚠ CAUTION

Risk of injury due to rotary parts.

Injury.

- Before you operate the helical-worm gear unit using the inserted handwheel or the hand crank, de-energize the drive.
- If the handwheel or the hand crank remains attached to the shaft during operation, take appropriate measures to prevent injuries.

The following figure shows a helical-worm gearmotor with projecting worm shaft:



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5.8 Helical/parallel-shaft helical/helical-bevel gear units

If the gear units were installed according to chapter "Mechanical Installation", no special startup notes must be observed for helical, parallel-shaft helical and helical-bevel gear units.

5.9 Gear units with backstop

NOTICE

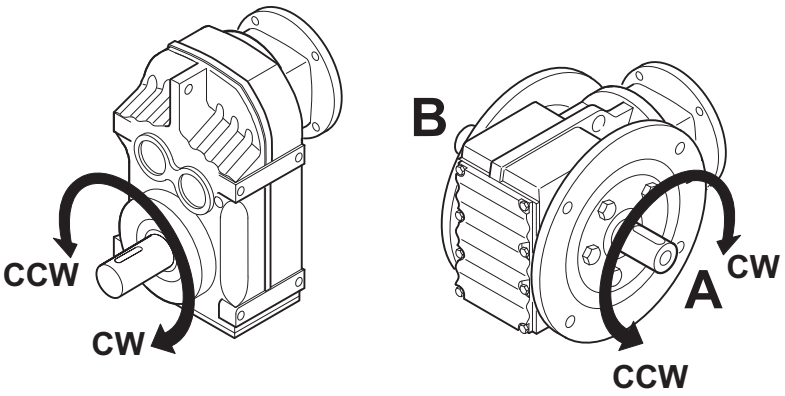
Operating the motor in the blocking direction could destroy the backstop.

Possible damage to property.

- Do not start up the motor in the blocking direction. Before motor startup, make sure the current supply of the motor for the direction of rotation is connected accordingly.
- For control purposes, operation in blocking direction with half the output torque is permitted once.

31551319/EN – 06/2025

The purpose of a backstop is to prevent undesirable reverse rotation. During operation, the backstop permits rotation only in the specified direction.



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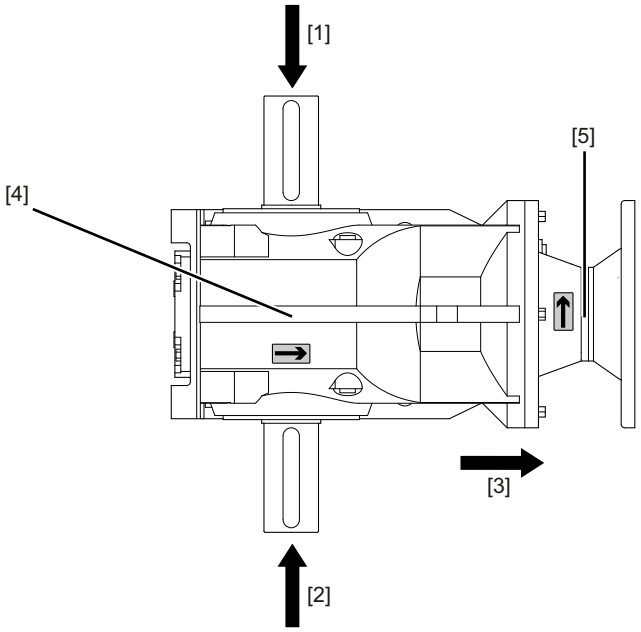
The permitted direction of rotation is indicated by a direction arrow on the housing:



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A replacement label is enclosed for the customer.

In right-angle gear units, you also have to indicate whether the direction of rotation is given looking onto the A or B-side.



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[1] Viewing direction for direction of rotation, output B
[2] Viewing direction for direction of rotation, outputs A and A+B
[4] Gear unit
[3] Viewing direction for direction of rotation, input end
[5] Adapter/cover with RS option

5.10 Speed monitoring

5.10.1 WEX option standard design

In the series design of the explosion-protected AR slip adapter, an M12 × 1 thread is attached to the motor flange of the adapter for accommodating a voltage pulse encoder. Speed monitor and voltage pulse encoder are included in the scope of delivery.

5.10.2 Manufacturer's data

Data of the speed monitor in the WEX design

Manufacturer:	Pepperl + Fuchs, Mannheim
Type:	KFU8-UFC-Ex1.D
Auxiliary voltage:	DC 20 – 90 V/AC 48 – 253 V
ATEX certificate number:	TÜV 99 ATEX 1471

Data of the voltage encoder in the WEXA/WEX/IGEX design

Manufacturer:	Pepperl + Fuchs, Mannheim
Type:	NCB2-12GM35-N0 to DIN 19234 (NAMUR)
Housing:	M12 × 1
ATEX certificate number:	TÜV 99 ATEX 1471

5.11 Installation and adjustment of the WEX speed monitor

⚠ WARNING



Risk of explosion if the speed monitor is located in a potentially explosive atmosphere.

Severe or fatal injuries.

- Install the speed monitor outside the potentially explosive atmosphere.

⚠ WARNING



Risk of explosion if startup is suppressed for longer than **1 second** (terminals [13] and [14]).

Severe or fatal injuries.

- Set the startup delay (terminals [13] and [14]) to 1 second. This is absolutely necessary to avoid impermissibly high temperatures on the friction linings of the slip clutch and to comply with ignition protection category II3GD.
- Perform the settings carefully.
- Check the settings by measuring them again.

1. Read the operating instructions of the speed monitor manufacturer before you begin with the installation.
2. Perform the basic setting of the speed monitor in accordance with the operating instructions of the speed monitor manufacturer.

31551319/EN – 06/2025

3. **If the reference speed is undershot by 5% after the set bypass time has elapsed, the motor must be disconnected from the supply voltage immediately.**

The sensor integrated in the adapter generates 1 pulse per revolution of the adapter shaft.

The failure must be eliminated and the operation of the adapter must be stopped for at least 15 minutes before re-startup. If incorrect operation by the operator cannot be ruled out, this interval should be guaranteed using an automatic restart lockout.

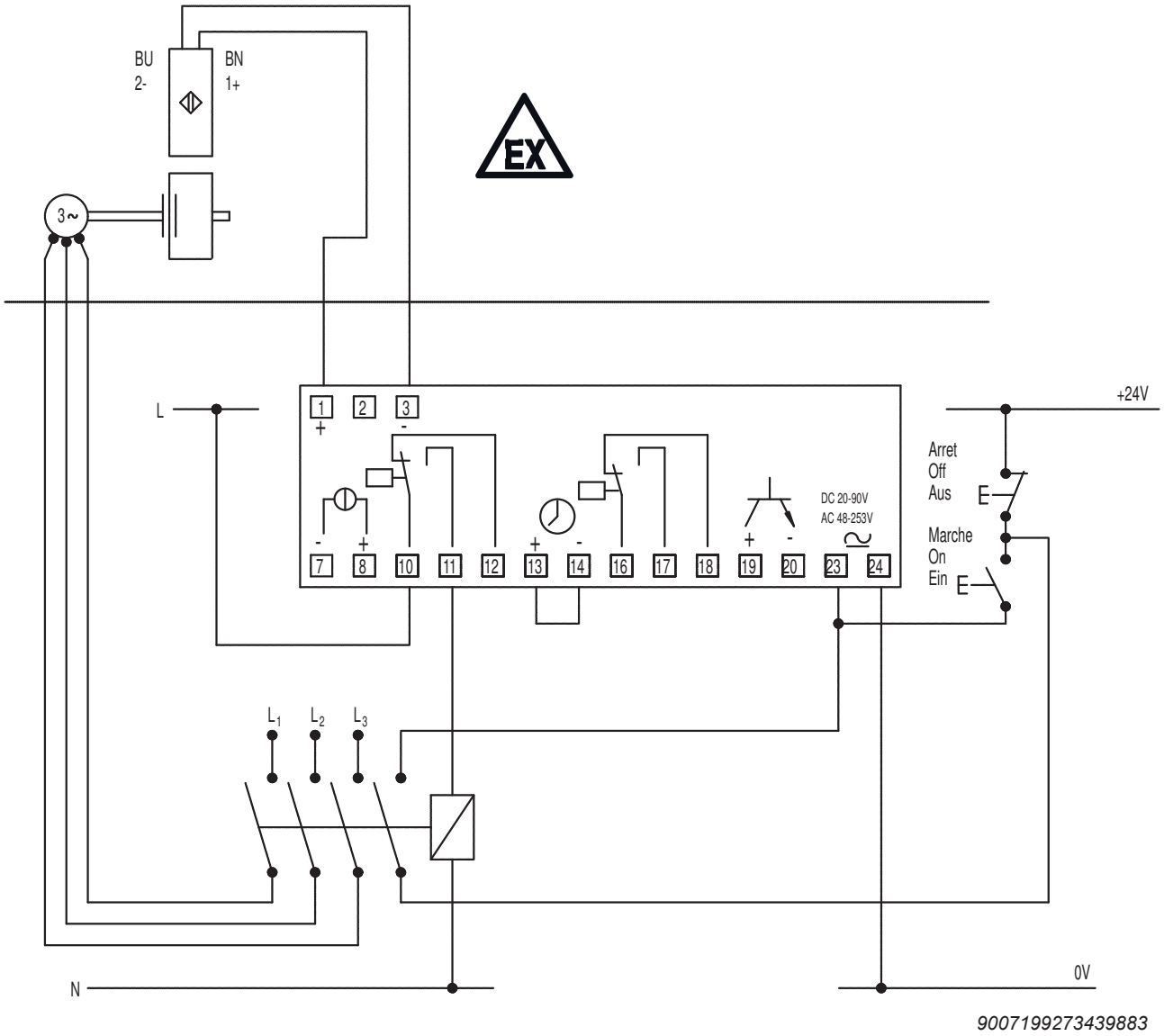
All of the following installation and setting instructions refer to the speed monitor or voltage encoder in WEX design.

If the installation and setting instructions do not correspond to the speed monitor included in the scope of delivery, perform the installation and startup according to the documentation of the manufacturer.

31551319/EN – 06/2025

5.11.1 Wiring diagram and front view of the WEX speed monitor

The wiring diagram below shows a possible connection of the speed monitor.



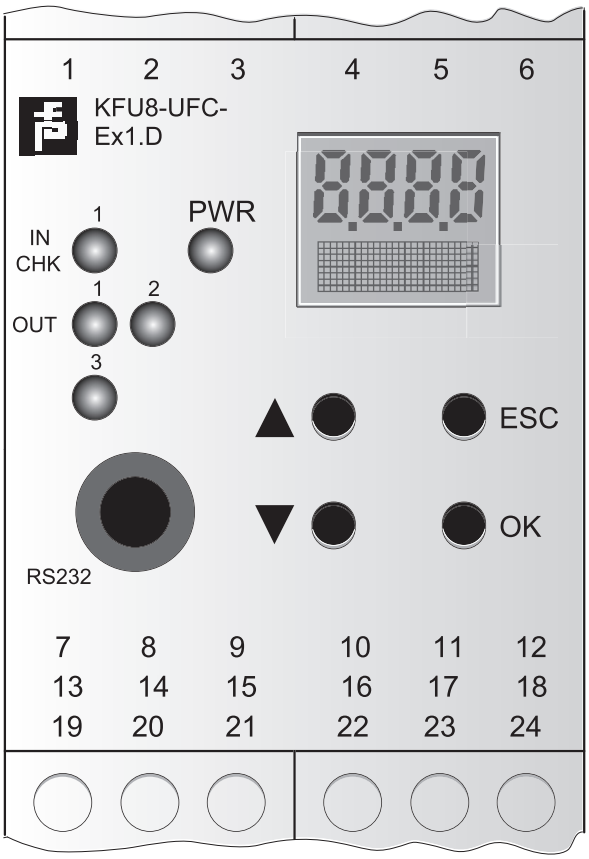
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[1] Sensor +
[3] Sensor -
[10] Relay 1 (shared connection)
[11] Relay 1 (NO contact)
[12] Relay 1 (NC contact)
[13] Start-up override (+)
[14] Start-up override (-)
[23] DC 24 V voltage supply, +
[24] DC 24 V voltage supply, -
[19] Serially switched output +
[20] Serially switched output -

Relay 2 can be used for generating a warning signal or for machine control (terminal assignment 16 – 18).

31551319/EN – 06/2025

The following figure shows the front side of the speed monitor:



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LED in CHK 1 (yellow/ red):	Input pulses (flashing yellow in cycle), Input fault (flashing red) and in the event of a device fault (continuously red)
PWR LED (green):	Voltage
OUT 1 LED (yellow):	Relay 1 active
OUT 2 LED (yellow):	Relay 2 active
OUT 3 LED (yellow):	Transistor active
RS232:	Serial RS232 interface for connecting a PC for parameterization and diagnostics of the UFC with PACTware
Display:	For display of measured values and faults and for display in parameterization mode

5.11.2 Installing and setting other speed monitors

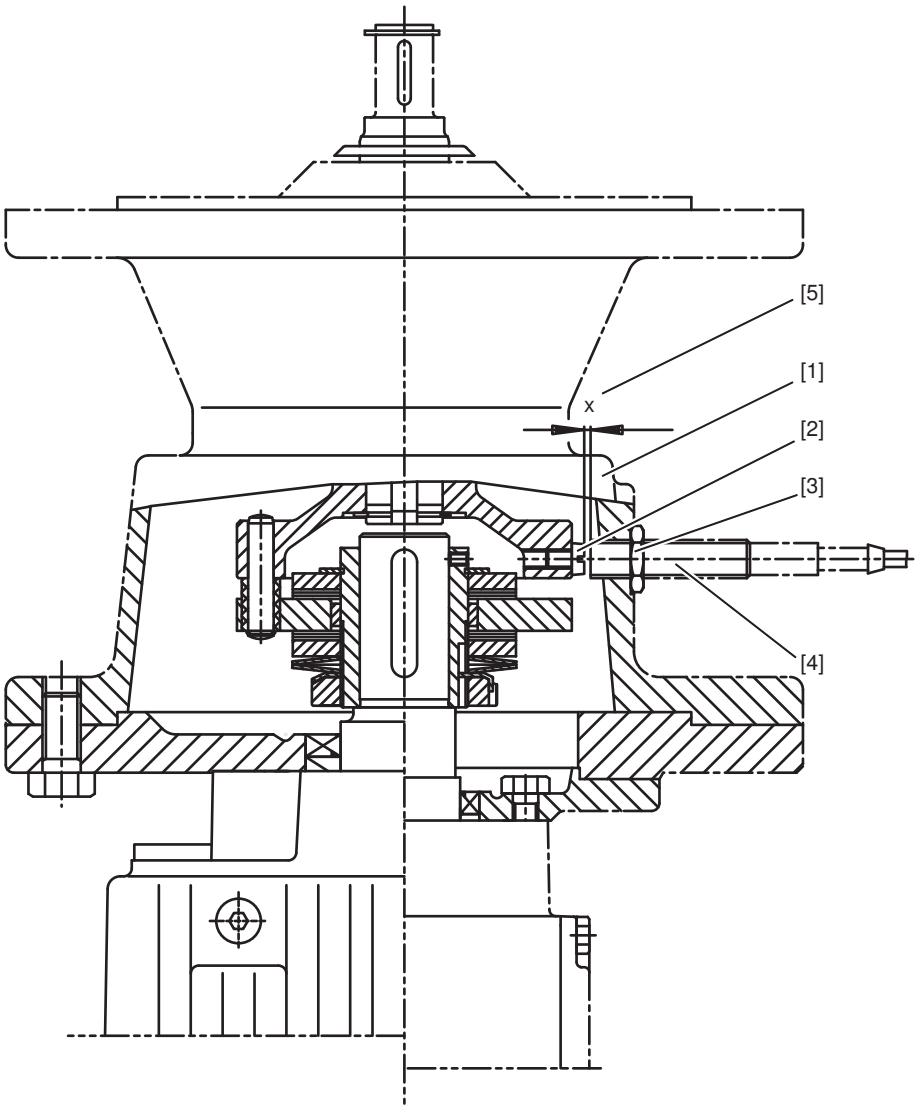
If other speed monitors are used, they must have an intrinsically safe sensor input (identification color: blue) for evaluating sensors in accordance with DIN 19234 (NAMUR) and be approved for use of this sensor in potentially explosive atmospheres.

INFORMATION

The voltage encoder (sensor) generally has a blue connection lead and must conform to DIN 19234 (NAMUR). The corresponding inspection number may be attached to the voltage encoder or the connection lead.

5.12 Installation of the voltage encoder

The following figure shows the installation of the voltage pulse encoder and the setting of the sensing distance x.



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[1] Adapter flange bearing cover
[2] Screw head
[3] Lock nut
[4] Voltage pulse encoder
[5] Sensing distance x

1. Turn the output shaft of the slip adapter until a slotted screw head is visible through the tapped hole in the bearing cover
2. Voltage pulse encoder:
   - Carefully screw the device into the thread at adapter flange [1] of the variable-speed gear unit until the voltage encoder [5] is in contact with the screw head [2]
   - Turn the thread back 2 revolutions and tighten with the lock nut [3]

The sensing distance is now set to 2 mm. During operation, the voltage pulse encoder emits one pulse per revolution at this sensing distance.

31551319/EN – 06/2025

5.12.1 Changing sensing distance "x"

If there is no switching state change on the voltage pulse encoder (LED display) at the switching distance x = 1 mm when the slip adapter shaft is rotating, the switching distance can be changed as follows:

1. If the **LED** [4] of the voltage encoder is **constantly lit**, turn it **in counterclockwise direction** by half a revolution and check the function.
2. If the **LED** [4] is **not lit**, turn the voltage pulse encoder by 90 degrees **in clockwise direction** at most once.

⚠ CAUTION

In the event of a collision with the slotted screw heads, the voltage encoder can be destroyed.

Possible damage to property.

- Do not screw in the voltage pulse encoder more than half a revolution.

3. If there is no switching state change, check the voltage supply of the voltage pulse encoder by the evaluation electronics (with WEXA/WEX design).

31551319/EN – 06/2025

6 Inspection/maintenance



⚠ WARNING

Risk of injury if the drive starts up unintentionally.

Death or severe injuries

- Disconnect the drive from the power supply before starting work.
- Prevent the drive from starting up unintentionally (e.g. by locking the key switch or removing the fuses from the current supply) and attach a warning sign that prohibits switching on the drive.



⚠ WARNING

Risk of injury if preloaded shaft connections are loosened.

Severe or fatal injuries.

- Before releasing any shaft connections, make sure there is no active torsional torque present that could lead to tension within the system.



⚠ WARNING

Risk of burns due to hot gear unit and hot gear unit lubricant.

Severe injury.

- Allow the gear unit to cool before commencing work.
- Carefully remove the oil level plug and the oil drain plug.

NOTICE

Loss of lubricant qualities due to filling of wrong lubricant.

Damage to the gear unit.

- Do not mix synthetic lubricants and mineral lubricants.
- Do not mix different synthetic lubricants.

NOTICE

Damage to oil seal caused by cleaning the gear unit with a high pressure device.

Gear unit damage.

- Do not clean the gear unit with a high-pressure cleaning device.

NOTICE

Damage to gear unit due to ingress of foreign objects during maintenance and inspection work.

Gear unit damage.

- Prevent foreign particles from entering into the gear unit during maintenance and inspection work.

31551319/EN – 06/2025

INFORMATION

Maintain the inspection and maintenance intervals. This is necessary to ensure operational safety.

INFORMATION

Perform a safety check and functional check following maintenance and repair work.

6.1 Wear parts

Gearing

If you observe the SEW-EURODRIVE design criteria and the inspection and maintenance intervals, then the gearing components of the gear units will be wear-free after the run-in period. The worm gearing is an exception for design reasons. Depending on the operating conditions, material on the tooth flanks of the worm gear is removed to different extents. The main influencing factors are:

- Speed
- Load
- Operating temperature
- Lubricant (type, viscosity, additives, pollution)
- Switching frequency

For information on the worm gearing service life under certain operating conditions, contact SEW-EURODRIVE.

Rolling bearings

Rolling bearings in the gear unit, adapter, and input shaft assembly have a limited service life, even under ideal operating conditions. This nominal bearing service life is a solely statistical value. The actual service life of an individual bearing may deviate greatly from this value. The main influencing factors are:

- Speed
- Equivalent bearing load
- Operating temperature
- Lubricant (type, viscosity, additives, pollution)
- Lubricant supply of the bearing
- Misalignment under operating load

The rolling bearings must therefore be inspected regularly. Observe the corresponding inspection and maintenance intervals in chapters "Inspection intervals/maintenance intervals" (→ 🗎 166), "Lubricant change intervals" (→ 🗎 167), "Maintenance for AL../AMS../AQS../AQ.. adapters" (→ 🗎 167) and "AD.. input shaft assembly maintenance" (→ 🗎 173).

For information on the nominal bearing service life under certain operating conditions, contact SEW-EURODRIVE.

Lubricants

Lubricants are subject to aging. Their service life is limited depending on the load conditions.

31551319/EN – 06/2025

The service life depends significantly on the oil operating temperature. For information on the lubricant change intervals depending on the operating temperature, refer to the figure in chapter "Lubricant change intervals" (→ 🗎 167).

Oil seals

Oil seals are contact seals that seal unit housings at emerging elements, such as shafts, from the environment. Oil seals are wear parts with a service life that is influenced by the following factors, among others:

- Shaft speed and circumferential speed at the sealing lip
- Ambient conditions (temperature, dust, humidity, pressure, chemicals, radiation)
- Lubricant (type, viscosity, additives, pollution)
- Surface quality of the sealing
- Lubricant supply of the sealing
- Oil seal material

Due to the various influencing factors, it is not possible to predict the service life. Therefore the oil seals must be inspected regularly. Observe the corresponding inspection and maintenance intervals in chapters "Inspection intervals/maintenance intervals" (→ 🗎 166), "Lubricant change intervals" (→ 🗎 167), "Maintenance for AL../AMS../AQS../AQ.. adapters" (→ 🗎 167) and "AD.. input shaft assembly maintenance" (→ 🗎 173).

Cam ring/ Coupling ring

The couplings installed in the AMS.., AM.., AL.., AQS.., and AQ.... adapters are designed to be positive, puncture-proof and low-maintenance claw couplings with an impact and vibration-absorbing cam ring (AMS.., AM..) or coupling ring (AQS..., AQ.., AL..). The service life is determined by the following factors, among others:

- Ambient conditions (temperature, chemicals, radiation)
- Operational conditions (switching frequency, impact characteristics)
- Ambient conditions (temperature, chemicals, radiation)
- Operational conditions (switching frequency, impact characteristics)

Observe the corresponding inspection and maintenance intervals in chapter "Maintenance for AL../AMS../AQS../AQ.. adapters" (→ 🗎 167).

Rubber buffer

The rubber buffer is required for shaft-mounted gear units of the F.., K..9, and W.. gear unit types for torque support. Rubber buffers are wear parts with a service life that is influenced by the following factors:

- Load
- Ambient conditions
  - Temperature
  - Humidity
  - Aggressive chemicals, e.g. ozone
- Switching frequency
- Impact characteristics

Flexible bushing

A flexible bushing is required for the torque arm of the S.. and K..7 gear unit types. Flexible bushings are wear parts with a service life that is influenced by the following factors:

- Load
- Ambient conditions
  - Temperature
  - Humidity
  - Aggressive chemicals, e.g. ozone

31551319/EN – 06/2025

- Switching frequency
- Impact characteristics

31551319/EN – 06/2025

6.2 Inspection intervals/maintenance intervals

The following table shows the time intervals to be observed and the corresponding measures:

Time interval	Required steps
• Every 3000 operating hours, at least every 6 months	• Check the oil and oil level. • Check running noise for possible bearing damage. • Visual inspection of the seals for leakage. • Check that all screw plugs, any oil sight glass, the breather valve, and the gear unit cover screws are tight. • For gear units with a torque arm: Check the rubber buffer and replace if necessary.
With mineral oil: • Depending on the operating conditions (see figure in chapter "Lubricant change intervals" (→ 🗎 167)), at least every 3 years • According to oil temperature	• Change the oil. • Replace the oil seal (do not install it in the same track as the previous oil seal).
With synthetic oil: • Depending on the operating conditions (see figure in chapter "Lubricant change intervals" (→ 🗎 167)), at least every 5 years • According to oil temperature	• Change the oil. • Replace the oil seal (do not install it in the same track as the previous oil seal).
• Varies (depending on external factors)	• Touch up or renew the surface/corrosion protection paint. • Check the function of breather valve (if present).
• From 5th year of operation	• Check the blocking effect of the backstop annually. Ensure that the maximum blocking torque is not exceeded.

Exceptions

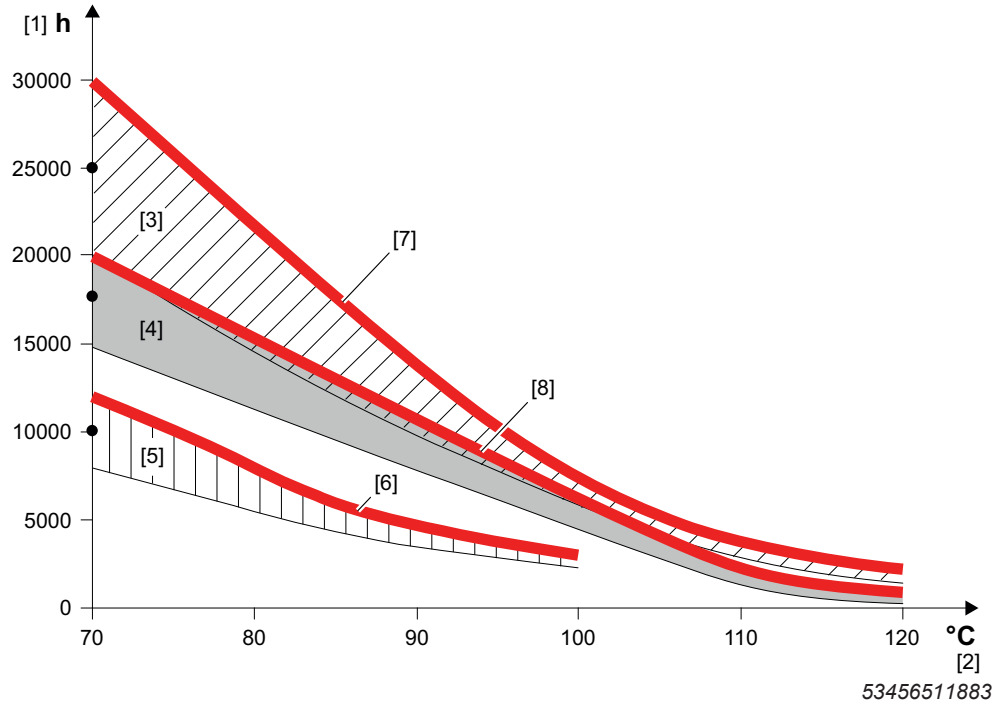
The following gear units are lubricated for life. A scheduled oil change is not necessary:

- R..07, R..17, R..27 helical gear units
- Parallel-shaft helical gear unit F..27
- SPIROPLAN® right-angle gear units

31551319/EN – 06/2025

6.3 Lubricant change intervals

Use the following figure to determine the number of operating hours between 2 oil changes based on the sustained oil bath temperature at normal ambient conditions. In case of special designs under severe/aggressive ambient conditions, change the lubricant more frequently. For more information on the approved oils, refer to the lubricant table or to **www.sew-eurodrive.de/lubricants**.



[1] Operating hours
[2] Continuous oil bath temperature
[3] CLP PG / CLP PG NSF H1
[4] CLP HC / CLP HC NSF H1
[5] CLP / E
[6] GearOil Base by SEW-EURODRIVE
[7] GearOil Poly (H1) / GearFluid Poly (H1) by SEW-EURODRIVE
[8] GearOil Synth (H1) by SEW-EURODRIVE
- Average value for each oil type at 70 °C

6.4 Maintenance for AL../AMS../AQS../AQ.. adapters

The following table shows the time intervals to be observed and the corresponding measures:

Time interval	Required steps
• Every 3000 operating hours, at least every 6 months	• Check the running noises to detect possible bearing damage. • Visually check the test adapter for leakage.

Time interval	Required steps
• After 10000 operating hours	• Perform a visual inspection of the coupling ring and check the coupling ring and the coupling parts for damage. • For backlash-free designs (AQ../AQS..) no abrasion/wear is permitted, otherwise the functional principle of the coupling (backlash-free) is no longer guaranteed.
• After 10 000 operating hours with NBR/FKM oil seals • After 20 000 operating hours with Premium Sine Seal adapter oil seals	• Change the oil seal. With standard NBR or FKM oil seals, the new oil seal must not be fitted on the previous track. This is allowed with Premium Sine Seal adapter oil seals. • Change the bearing grease of the AM.. adapter • Change the bearing grease of the AM.. adapter with reinforced bearings.

6.5 AR.. adapter maintenance

The following table lists the obligatory intervals and the corresponding measures:

Time interval	What to do?
• Every 3000 operating hours, at least every six months	• Check the running noises to detect possible bearing damage. • Perform a visual check of the adapter for leakage.
• After 25 000 to 30 000 operating hours	• Change the bearing grease. • Change the oil seal. Do not mount it in the same track.

6.6 Maintenance of AR.. adapter with slip clutch

If you use an adapter with slip clutch, the wear parts are affected by many factors. This is why the inspection intervals are short.

The following table lists the obligatory intervals and the corresponding measures:

Time interval	What to do?	Chapter
At least every 3000 operating hours	• Inspect the friction linings and the cup springs. If necessary, replace them. • If the slip torque is too low, adjust it accordingly.	Chapter "Inspecting/replacing the friction lining, adjusting the slip torque" (→ 🗎 169)

6.6.1 Inspecting the friction lining

If the friction lining thickness is reduced by more than 50% compared to the original state, replace the friction lining (see chapter "Replacing the friction lining and adjusting the slip torque" (→ 🗎 169)).

31551319/EN – 06/2025

The following table lists the friction lining thickness in original state:

Adapter type	Friction lining thickness mm
AR71/AR80/AR85/AR90/AR95	2
AR100/AR105/AR112	3
AR132/AR135/AR145/AR160/AR165/AR180/AR185/AR195	4

The following table shows the dimensions of the setting tool:

Adapter type	d mm	l mm	u mm	t_{max} mm
AR71	14	30	5	16.3
AR80/AR85	19	40	6	21.8
AR90/AR95	24	50	8	27.3
AR100/AR105/AR112	28	60	8	31.3
AR132/AR135/AR145	38	80	10	41.3
AR160/AR165	42	110	12	45.3
AR180/AR185/AR195	48		14	51.8

6.6.2 Inspecting/replacing the friction lining, adjusting the slip torque

⚠ WARNING



Risk of crushing if the drive starts up unintentionally.

Death or serious injury.

- Before starting work, de-energize the gearmotor and secure it against unintentional switching on, e.g. by locking the key switch or removing the fuses in the current supply.

NOTICE

Destruction of the friction lining surface due to lubricants.

- Prevent lubricants from reaching the friction surface.

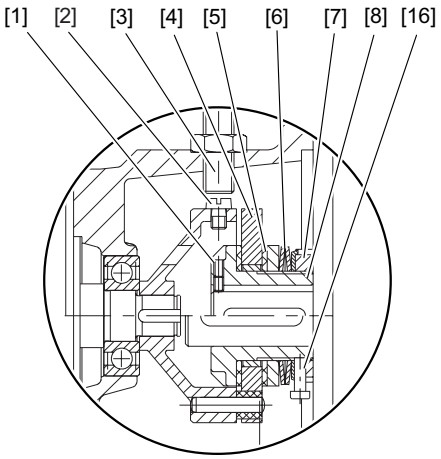
INFORMATION

A precise check and adjustment of the slip torque is possible only if you use a torque wrench with a suitable connection piece.

You need the following tools and equipment:

- Standard tools
- Spanner wrench
- Oil press
- Mounting/pulling device
- Torque wrench

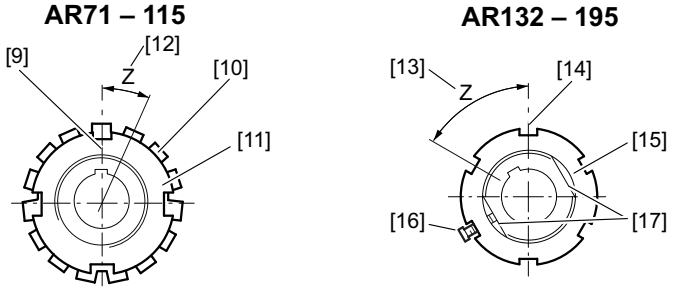
The following figure shows the AR.. adapter with slip clutch mounted on the gear unit:



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[1] Locking screw
[2] Cap screw
[3] Proximity switch
[4] Friction disk
[5] Friction lining
[6] Cup spring
[7] Slotted nut
[8] Friction hub
[16] Clamping screw

The following figure shows the rough setting for the slip torque:



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[9] Marking
[10] Lock washer (cam)
[11] Slotted nut
[12] Z = number of cams of the locking plate
[13] Z = number of grooves of the slotted nut
[14] Marking on the driving disk
[15] Slotted nut
[16] Clamping screw
[17] Wrench surface

Proceed as follows:

✓ The motor/variable-speed gearmotor is disconnected from the adapter.

1. Loosen the locking screw [1] and remove the friction hub [8] from the shaft end.
2. Clamp the friction hub [8] in a vise.
3. For AR 71 – 115 adapters, proceed as follows:

• Loosen the lock washer [10].

31551319/EN – 06/2025

- Loosen the slotted nut until the slip clutch can be adjusted easily by hand.
- Mark this position of the slotted nut [11].

4. For AR 132 – 195 adapters, proceed as follows:

- Loosen the clamping screw [16] on the slotted nut [15].
- Loosen the slotted nut until the slip clutch can be adjusted easily by hand.
- Mark this position of the driving disk [14].

5. Undo the slotted nut fully and remove the cup springs [6]. Note the sequence of the cup springs (see "Sequence of the cup springs" (→ 🗎 172)).
6. Inspect the friction linings [5] (see "Inspecting the friction lining" (→ 🗎 168)). Replace them if they are worn.
7. Inspect the cup springs [6]. Replace them if cup springs are burned out.
8. Reassemble the cup springs [6] in the same sequence as you disassembled them.
9. Install the slotted nut up to the mark.
10. Measure the slip torque and adjust it. To do so, proceed as follows:

- If you wish to adjust the slip torque using a torque wrench:
  - Connect the torque wrench to the hub bore.
  - Measure the slip torque in both directions of rotation and, if necessary, adjust it via the slotted nut.
- If you adjust the slip torque using a spanner wrench, you can only set the slip torque roughly. In this case, determine the value "Z" that must be set to achieve the required slip torque based on the following table (see "AR slip torques" (→ 🗎 171)). The value "Z" is:
  - For AR 71 – 115 drives, the number of cams on the lock washer starting from the mark.
  - For AR 132 – 195 drives, the number of slots on the slotted nut starting from the mark.

11. Depending on the adapter type, secure the slotted nut either with the lock washer or with the clamping screw [16]. The clamping screw must be on a wrench surface [17]. Tighten the clamping screw [16] hand-tight.
12. Assemble the drive in reverse order.

AR.. slip torques

Adapter type	Cup springs		Fig.[1)]	Setting range Nm	Cam or payload number "Z"									
	Quantity	Thickness mm			1	2	3	4	5	6	7	8	9	10
					Slip torque M_R Nm									
AR71	4	0.6	1	1.0 – 2.0						1.0	1.4	1.6	1.8	2.0
			2	2.1 – 4.0						2.1	–	2.4	2.6	3.2
	3		3	4.1 – 6.0			4.1	5.0	5.8	6.0				
AR80	4	0.6	1	1.0 – 2.0						1.0	1.4	1.6	2.8	2.0
			2	2.1 – 4.0						2.1	–	2.4	2.6	3.2
	3		3	4.1 – 6.0			4.1	5.0	5.8	6.0				
	4	0.9	2	6.1 – 16				6.0	8.0	9.0	10	11	12	13
AR85 AR90 AR95	4	0.6	2	2.0 – 4.0				2.0	2.4	3.0	3.6	3.8	4.0	
	3		3	4.1 – 6.0			4.1	5.0	5.8	6.0				
	4	0.9	2	6.1 – 16				6.0	8.0	9.0	10	11	12	13
	2	1.1	3	17 – 24			16	20	24					

Adapter type	Cup springs		Fig.[1]	Setting range Nm	Cam or payload number "Z"									
	Quantity	Thickness mm			1	2	3	4	5	6	7	8	9	10
					Slip torque M_R Nm									
AR100 AR105 AR112 AR115	6	0.7	2	5.0 – 13							5.0	6.0	8.0	9.0
	2	1.45	2	14 – 35						14	16	17	18	20
			3	36 – 80						36	41	45	48	54
AR132S/M AR132M/L AR135 AR145	4	1.5	1	15 – 32				15	18	22	24	26	–	28
			2	33 – 65			33	40	50	58	67			
			3	66 – 130		68	100	120	135					
AR160	4	1.5	1	30 – 45										32
			2	46 – 85			46	48	60	65	70	75	80	85
	2	2.7	2	86 – 200					86	90	110	125	135	150
AR165 AR180 AR185 AR195	4	1.5	1	30 – 45										32
			2	46 – 85			40	48	60	65	70	75	80	85
	2	2.7	2	86 – 200					86	90	110	125	135	150
			3	201 – 300			200	280	300					

1) For "sequence of the cup springs", refer to the following chapter.

Adapter type	Cup springs		Fig.[1]	Setting range Nm	Cam or payload number "Z"										
	Quantity	Thickness mm			11	12	13	14	15	16	17	18	19	20	21
					Slip torque M_R Nm										
AR71	4	0.6	1	1.0 – 2.0											
			2	2.1 – 4.0	3.4	3.8	4.0								
	3		3	4.1 – 6.0											
AR80	4	0.6	1	1.0 – 2.0											
			2	2.1 – 4.0	3.4	3.8	4.0								
	3		3	4.1 – 6.0											
	4	0.9	2	6.1 – 16	14	15	16								
AR85 AR90 AR95	4	0.6	2	2.0 – 4.0											
	3		3	4.1 – 6.0											
	4	0.9	2	6.1 – 16	14	15	16								
	2	1.1	3	17 – 24											
AR100 AR105 AR112 AR115	6	0.7	2	5.0 – 13	10	11	12	13							
	2	1.45	2	14 – 35	22	23	24	26	27	28	–	30	31	32	35
			3	36 – 80	58	60									
AR132S/M AR132M/L AR135 AR145	4	1.5	1	15 – 32	30	32									
			2	33 – 65											
			3	66 – 130											
AR160	4	1.5	1	30 – 45	36	38	40	41	42	40	44	45			
			2	46 – 85											
	2	2.7	2	86 – 200	160	180	190	200							
AR165 AR180 AR185 AR195	4	1.5	1	30 – 45	36	38	40	41	42	44	45				
			2	46 – 85											
	2	2.7	2	86 – 200	160	170	180	190	200						
			3	201 – 300											

1) For "sequence of the cup springs", refer to the following chapter.

Sequence of the cup springs

No.	Meaning	Installation position
1	Double, alternately layered	()()

31551319/EN – 06/2025

No.	Meaning	Installation position
2	Alternately layered	()
3	Layered in the same direction	))

6.6.3 Replacing the incremental encoder of the adapter



⚠ WARNING

Risk of crushing if the drive starts up unintentionally.

Severe or fatal injuries.

- Before starting the work, de-energize the gearmotor and prevent it from starting up unintentionally for example by locking the key switch or removing the fuses from the current supply.



INFORMATION

Use only genuine spare parts in accordance with the valid spare parts list.

Proceed as follows:

1. Remove the fan guard from the driving motor.
2. Remove the incremental encoder connection.
3. Loosen the lock nut at the incremental encoder and remove the old incremental encoder.
4. Install the new incremental encoder, see "Installing the voltage encoder" (→ 🗎 160).
5. Connect the incremental encoder to the speed/slip monitor.
6. Reinstall the fan guard.

6.7 AD.. input shaft assembly maintenance

The following table lists the obligatory intervals and the corresponding measures:

Time interval	What to do?
• Every 3000 operating hours, at least every 6 months	• Check the running noises to detect possible bearing damage. • Visually check the adapter for leakage.
• After 10 000 operating hours	• Change the oil seal. Do not mount it in the same track.

31551319/EN – 06/2025

6.8 Inspection/maintenance of the gear unit

6.8.1 Checking the oil level and changing the oil

The procedure when checking the oil level and changing the oil depends on gear unit type, size and mounting position. Determine the code letter (A, B, C, D or E) in the following table in regard of gear unit type and size. Use the code letter to find the reference for the procedure for the corresponding gear unit in the 2nd table.

Gear unit type	Size	Code letter for chapter "Oil level check and oil change"					
		M1	M2	M3	M4	M5	M6
R	R..07 – 27	B					
	R..37/R..67	A					
	R..47 /R..57	A				B	A
	R..77 – 167	A					
	RX..57– 107	A					
F	F..27	B					
	F..37 – 157	A					
K	K..19/K..29	C					
	K..39/K49	A					
	K..37 – 187	A					
S	S..37	C					
	S..47 – 97	A					
W	W..10 – 30	B					
	W..19 – 59	B					
	W..37 – 47	D			E	D	

Code letter	Chapter "Oil level check and oil change"	Reference
A	• Helical gear unit • Parallel-shaft helical gear unit • Helical-bevel gear units K..39/K..49, K..37 to 187 • Helical-worm gear units S..47 to 97 **With oil level plug**	" "
B	• Helical gear unit • Parallel-shaft helical gear unit • SPIROPLAN® W..0/W..9 **Without oil level screw with cover plate**	(→ 🗎 179)
C	• S..37 helical-worm gear unit • Helical-bevel gear units K..19/K..29 **Without oil level plug and mounting cover**	(→ 🗎 183)

31551319/EN – 06/2025

Code letter	Chapter "Oil level check and oil change"	Reference
D	• SPIROPLAN® W..37/W..47 **In mounting positions M1, M2, M3, M5, M6 with oil level plug**	" "
E	• SPIROPLAN® W..37/W..47... **In mounting position M4 without oil level plug and mounting cover**	(→ 🗎 189)

For information on the mounting positions, refer to chapter "Mounting positions" (→ 🗎 194).

You cannot check the oil level of gear units in a pivoted mounting position. The gear units are delivered with the correct oil fill quantity. Observe the information and fill quantities on the nameplate when changing the oil.

31551319/EN – 06/2025

6.8.2 A: Helical, parallel-shaft helical, helical-bevel and helical-worm gear units with oil level plug

Checking the oil level at the oil level plug



⚠ CAUTION

The R../R.. compound gear units in mounting position M1 and S../R.. compound gear units in mounting position M3 require sufficient lubrication. This is why the oil level is increased.

- The installed oil level plugs must not be used.

Proceed as follows:

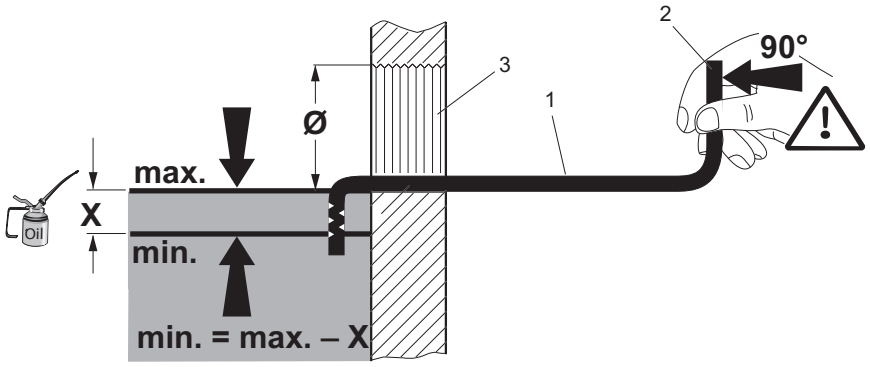
✓ The prerequisites for inspection and maintenance work are fulfilled, see information at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).

1. Determine the positions of the oil level plug and the breather valve using the mounting position sheets, see chapter "Mounting positions" (→ 🗎 194).
2. Place a container underneath the oil level plug.
3. Slowly remove the oil level plug. Small amounts of oil may leak out.
4. Check the fill level at the oil level bore (3) using the oil dipstick (1). The oil dipstick is enclosed with the operating instructions.



NOTICE

For the measurement, make sure that the auxiliary clip (2) of the oil dipstick (1) always points up vertically.



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Maximum fill level (max.): Lower edge of the oil level bore

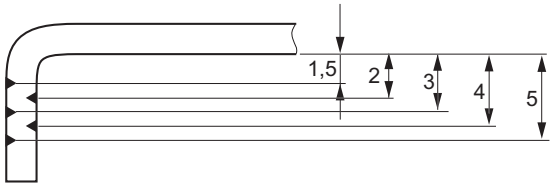
Minimum fill level (min.): The minimum fill level depends on the diameter of the oil level bore and is determined using the oil dipstick.

The minimum fill level corresponds to the mark on the oil dipstick.

Ø oil level bore	Minimum fill level: Mark X on the oil dipstick (see following figure) mm
M10 × 1	1.5
M12 × 1.5	2
M22 × 1.5	3

31551319/EN – 06/2025

Ø oil level bore	Minimum fill level: Mark X on the oil dipstick (see following figure) mm
M33 × 2	4
M42 × 2	5



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5. If the oil level is too low, remove the breather valve and refill oil of the same type (if necessary, contact SEW-EURODRIVE) through the breather hole.
6. Re-insert the breather valve and the oil level plug. When doing this, observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

Checking the oil via the oil drain plug

Proceed as follows to check the gear unit oil:

1. Observe the information at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).
2. Determine the position of the oil drain plug using the mounting position sheets. See chapter "Mounting positions" (→ 🗎 194).
3. Remove a little oil from the oil drain plug.
4. Check the oil consistency:
   - Viscosity
   - If you can see that the oil is heavily contaminated, SEW-EURODRIVE recommends changing the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (→ 🗎 166).
5. Check the oil level. See chapter "Checking the oil level at the oil level plug" (→ 🗎 176).

Changing the oil via the oil drain plug and the breather valve



⚠ WARNING

Risk of burns due to hot gear unit and hot gear unit oil.

Severe injury.

- Allow the gear unit to cool before commencing work. Due to the better flowability, the gear unit oil should still be warm so that the gear unit can be drained best.

1. Observe the information under "Inspection/maintenance" (→ 🗎 162).
2. Determine the positions of the oil drain plug, the oil level plug and the breather valve using the mounting position sheets. Refer to chapter "Mounting positions" (→ 🗎 194).
3. Place a container underneath the oil drain plug.

31551319/EN – 06/2025

4. Remove the oil level plug, the breather valve, and the oil drain plug.
5. Drain all the oil.
6. Re-insert the oil drain plug. Observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).
7. Fill in fresh oil of the same type (contact SEW-EURODRIVE if necessary) via the breather bore. Do not mix different synthetic lubricants.
   - Fill in the oil quantity according to the specifications on the nameplate or the order confirmation, see chapter "Lubricant fill quantities".
   - Check the oil level using the oil level plug.
8. Screw the oil level plug and the breather valve back in. Observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

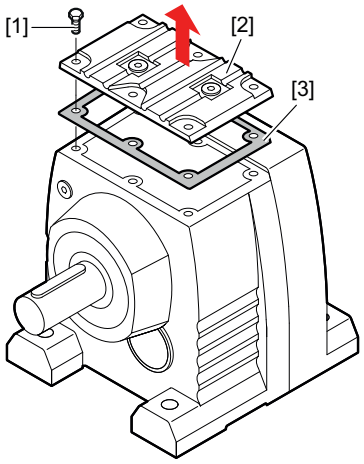
31551319/EN – 06/2025

6.8.3 B: Helical, parallel-shaft, SPIROPLAN® right-angle gear units without oil level plug with mounting cover

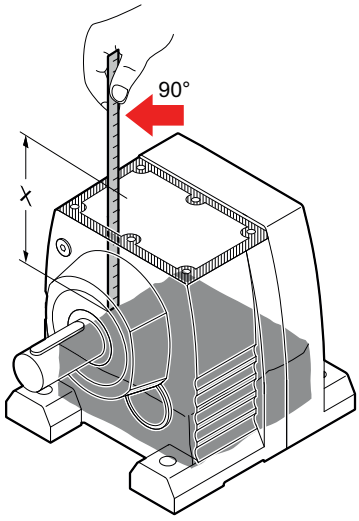
Checking the oil level via the cover plate

For gear units without an oil level bore, check the oil level via the cover plate opening. Proceed as follows:

1. Observe the information in "Inspection/maintenance" (→ 🗎 162).
2. To position the cover plate on the top, place the gear unit in the following mounting position:
   - R..07 – R..27 in mounting position M1
   - R..47 and R..57 in mounting position M5
   - F..27 in mounting position M3
   - W..10 to W..30 and W..19 to W..59 in mounting position M1
3. Loosen the screws [1] of the cover plate [2]. Remove the cover plate [2] with its gasket [3] (see figure below).



4. Determine the vertical distance "x" between the oil level and the sealing surface of the gear unit housing (see the following figure).



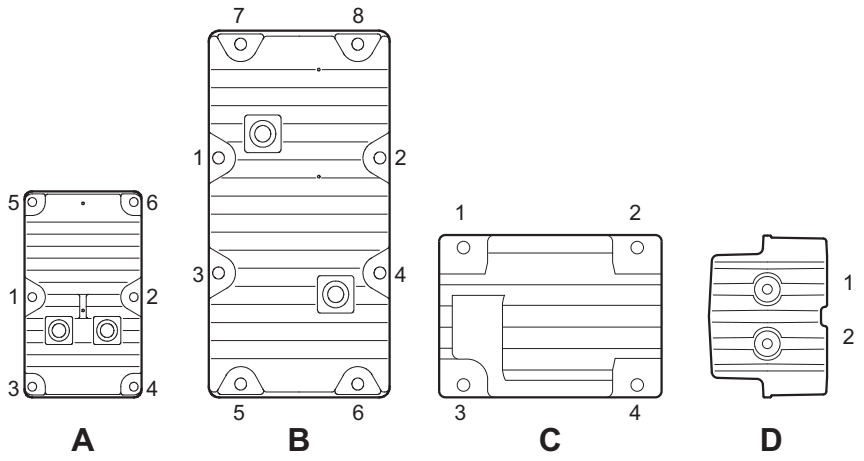
5. Compare the determined value "x" to the max. distance between oil level and sealing surface of the gear unit housing specified in the following table. Correct the fill level if necessary.

Gear unit type		Maximum distance x between oil level and sealing surface of gear unit housing for mounting position					
		M1	M2	M3	M4	M5	M6
R..07	2-stage	52 ± 1	27 ± 1	27 ± 1	27 ± 1	27 ± 1	27 ± 1
	3-stage	49 ± 1	21 ± 1	21 ± 1	21 ± 1	21 ± 1	21 ± 1
R..17	2-stage	63 ± 1	18 ± 1	46 ± 1	18 ± 1	46 ± 1	46 ± 1
	3-stage	58 ± 1	11 ± 2	40 ± 2	11 ± 2	40 ± 2	40 ± 2
R..27	2-stage	74 ± 1	22 ± 1	45 ± 1	22 ± 1	45 ± 1	45 ± 1
	3-stage	76 ± 1	19 ± 1	42 ± 1	19 ± 1	42 ± 1	42 ± 1
R..47	2-stage	–	–	–	–	39 ± 1	–
	3-stage	–	–	–	–	32 ± 1	–
R..57	2-stage	–	–	–	–	32 ± 1	–
	3-stage	–	–	–	–	28 ± 1	–
F..27	2-stage	78 ± 1	31 ± 1	72 ± 1	56 ± 1	78 ± 1	78 ± 1
	3-stage	71 ± 1	24 ± 1	70 ± 1	45 ± 1	71 ± 1	71 ± 1
W..19		42 ± 1			6 ± 1	14 ± 1	
W..29		45 ± 1			5 ± 1	15 ± 1	
W..39		56 ± 1			4 ± 1	25 ± 1	
W..49		65 ± 1			9 ± 1	24 ± 1	
W..59		63 ± 1			4 ± 1	9 ± 1	
independent of the mounting position							
W..10		12 ± 1					
W..20		19 ± 1					
W..30		31 ± 1					

6. Close the gear unit after the oil level check:
   - Reattach the gasket of the cover plate. Make sure that the sealing surfaces are clean and undamaged.
   - Mount the cover plate. Tighten the cover plate screw connections working from the inside to the outside. Tighten the cover plate screw connections in the sequence depicted in the following figure. Tighten the cover plate screw connections with the specified tightening torque according to the following table.

Repeat the tightening procedure until the screws are tightened securely. To avoid damaging the cover plate, use only impulse wrenches or torque wrenches. Do not use impact screwdrivers.

31551319/EN – 06/2025



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Gear unit type	Image	Retaining thread	Tightening torque T_N Nm
R/RF07/17/27	D	M6	12
R/RF47/57	A	M6	12
F..27	B	M5	7
W..10	C	M5	7
W..19	C	M5	7
W..20	C	M6	12
W..29	A	M5	7
W..30	A	M6	12
W..39	A	M5	7
W..49	A	M5	7
W..59	A	M5	7

Reassembly

Note that the thread is already in the gear unit housing during reassembly with the self-tapping screw. Therefore, screw the screw into the thread by hand with approx. two turns and retighten it with a torque wrench according to the table.

Impulse wrenches and impact wrenches are not permitted.

The tightening torques correspond to a metric ISO screw with strength class 8.8.

Checking the oil via the cover plate

Proceed as follows to check the gear unit oil:

1. Observe the information under "Inspection/maintenance" (→ 🗎 162).
2. Open the cover plate of the gear unit according to chapter "Checking the oil level via the cover plate" (→ 🗎 179).
3. Take an oil sample via the cover plate opening.
4. Check the oil consistency.
   - Viscosity (have this carried out by a suitable laboratory if necessary)
   - If you can see that the oil is heavily contaminated, SEW-EURODRIVE recommends changing the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (→ 🗎 174).
5. Check the oil level. See chapter "Checking the oil level via the cover plate" (→ 🗎 179).
6. Screw on the cover plate. Observe the order and the tightening torques in accordance with chapter "Checking the oil level via the cover plate" (→ 🗎 179).

Changing the oil via the cover plate

⚠ WARNING



Risk of burns due to hot gear unit and hot gear unit oil.

Severe injuries.

- Let the gear unit cool down before you start working on it. Due to the better flowability, the gear unit oil should still be warm so that the gear unit can be drained best.

1. Observe the information at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).
2. Open the cover plate of the gear unit according to chapter "Checking the oil level via the cover plate" (→ 🗎 179).
3. Completely drain the oil into a container via the cover plate opening.
4. Fill in fresh oil of the same type (contact SEW-EURODRIVE if necessary) via the cover plate. You must not mix different synthetic lubricants.
   - Fill in the oil quantity as specified on the nameplate or the order confirmation.
5. Check the oil level.
6. Screw on the cover plate. Observe the order and the tightening torques in accordance with chapter "Checking the oil level via the cover plate" (→ 🗎 179).

31551319/EN – 06/2025

6.8.4 C: Helical-worm gear units S..37 and helical-bevel gear units K..19/K..29 without oil level plug and cover plate

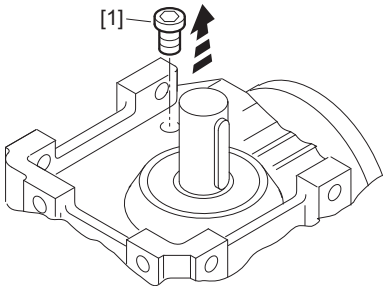
Checking the oil level via the screw plug

The gear units S..37, K..19, and K..29 are not equipped with an oil level plug or a cover plate. This is why the oil level is checked via the control bore.

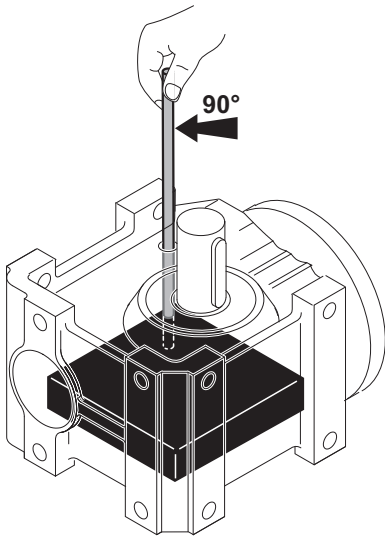
1. Observe the information at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).
2. Place the gear unit in the mounting position stated in the following table. This is why the control bore always points upwards.

Gear unit	Mounting position
S..37	M5/M6
K..19/K..29	M6

3. Remove the screw plug [1] as shown in the following figure.

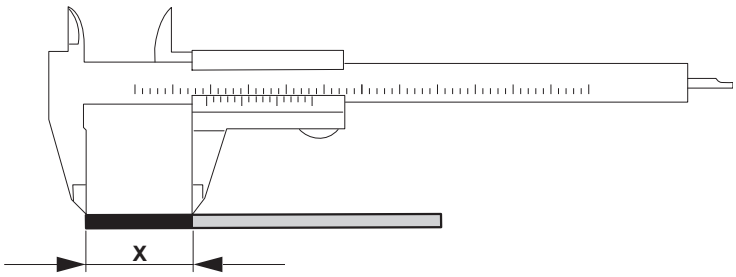


4. Insert the dipstick vertically via the control bore all the way to the bottom of the gear unit housing. Pull the dipstick vertically out of the control bore again, as shown in the following figure.



18658699

5. Determine the size of the section "x" of the dipstick covered with lubricant using a slide-gauge as depicted in the following figure.



18661771

6. Compare the determined value "x" to the minimum value depending on the mounting position specified in the following table. Correct the fill level if required.

Gear unit type	Oil level = wetted section "x" in mm of the dipstick Mounting position					
	M1	M2	M3	M4	M5	M6
K..19	33 ± 1	33 ± 1	33 ± 1	35 ± 1	33 ± 1	33 ± 1
K..29	50 ± 1	50 ± 1	50 ± 1	63 ± 1	50 ± 1	50 ± 1
S..37	10 ± 1	24 ± 1	34 ± 1	37 ± 1	24 ± 1	24 ± 1

7. Re-insert and tighten the screw plug. When doing this, observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

Checking the oil via the screw plug

1. Observe the information at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).
2. Open the screw plug of the gear unit according to chapter "Checking the oil level via the screw plug" (→ 🗎 183).
3. Take an oil sample via the screw plug bore.
4. Check the oil consistency.
   - Viscosity (have this carried out by a suitable laboratory if necessary)
   - If you can see that the oil is heavily contaminated, SEW-EURODRIVE recommends changing the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (→ 🗎 166).
5. Check the oil level. See chapter "Checking the oil level via the screw plug" (→ 🗎 183).
6. Screw the screw plug back into place. When doing this, observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

31551319/EN – 06/2025

Changing the oil via the screw plug



⚠ WARNING

Risk of burns due to hot gear unit and hot gear unit oil.

Severe injuries.

- Let the gear unit cool down before you start working on it. Due to the better flowability, the gear unit oil should still be warm so that the gear unit can be drained best.

1. Observe the information at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).
2. Open the screw plug of the gear unit according to chapter "Checking the oil level via the screw plug" (→ 🗎 183).
3. Completely drain the oil via the screw plug bore.
4. Fill in fresh oil of the same type (contact SEW-EURODRIVE if necessary) via the control bore. Do not mix different synthetic lubricants.
   - Fill in the oil as specified on the nameplate or the order confirmation. See chapter "Lubricant fill quantities" (→ 🗎 248).
5. Check the oil level.
6. Re-insert and tighten the screw plug. When doing this, observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

31551319/EN – 06/2025

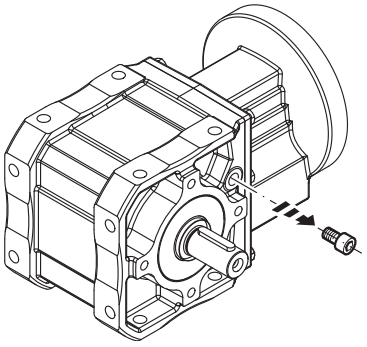
6.8.5 D: SPIROPLAN® W..37/W..47 in mounting position M1, M2, M3, M5, M6 with oil level plug

Checking the oil level at the oil level plug

Proceed as follows:

✓ The prerequisites for inspection and maintenance work are fulfilled, see beginning of chapter "Inspection/maintenance" (→ 🗎 162).

1. Set up the gear unit in mounting position M1, see chapter "Mounting positions" (→ 🗎 194).
2. Place a container underneath the oil level plug.
3. Slowly remove the oil level plug. Small amounts of oil may leak out.



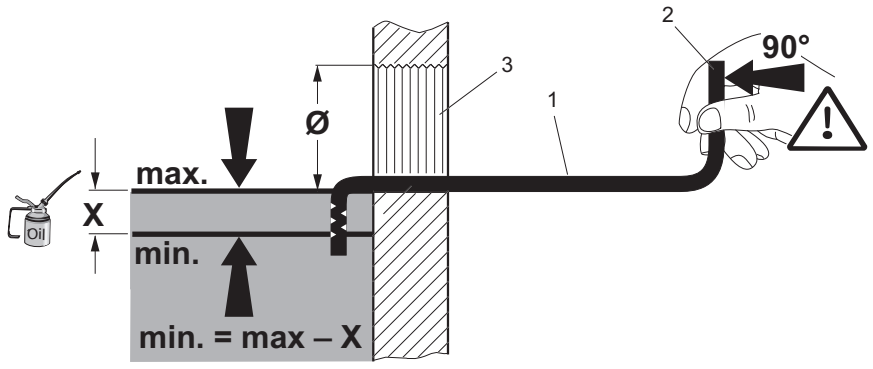
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4. Check the fill level at the oil level bore (3) using the oil dipstick (1). The oil dipstick is enclosed with the operating instructions.

NOTICE



For the measurement, make sure that the end (2) of the oil dipstick (1) always points up vertically.



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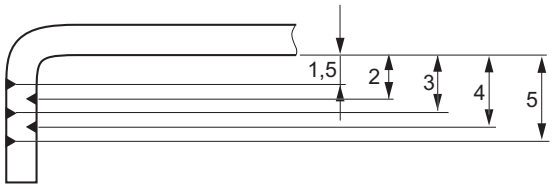
Max. fill level (max.): Lower edge of the oil level bore

Minimum fill level (min.): The minimum fill level depends on the diameter of the oil level bore and is determined using the oil dipstick.

The minimum fill level corresponds to the mark on the oil dipstick.

Ø oil level bore	Minimum fill level: Mark X at the oil dipstick (see following figure) mm
M10 x 1	1.5

31551319/EN – 06/2025



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5. If the oil level is too low, fill in new oil via the oil level bore until the oil level reaches the lower edge of the bore.
6. Screw in the oil level plug again. Observe for this the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

Checking the oil level at the oil level plug

Proceed as follows to check the oil of the gear unit:

1. Observe the information in "Inspection/maintenance" (→ 🗎 162).
2. Remove some oil at the oil level plug.
3. Check the oil consistency.
   - Viscosity (have this carried out by a suitable laboratory if necessary)
   - If you can see that the oil is heavily contaminated, SEW-EURODRIVE recommends changing the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (→ 🗎 166).
4. Check the oil level. See previous chapter.

Changing the oil at the oil level plug



⚠ WARNING

Risk of burns due to hot gear unit and hot gear unit oil.

Severe injuries.

- Let the gear unit cool down before you start working on it. Due to the better flowability, the gear unit oil should still be warm so that the gear unit can be drained best.

1. Observe the information at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).
2. Set up the gear unit in M5 or M6 mounting position. See chapter "Mounting positions" (→ 🗎 194).
3. Place a container underneath the oil level plug.
4. Remove the oil level plugs on the A- and B-side of the gear unit.
5. Drain all the oil.
6. Re-insert the lower oil level plug. Observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).
7. Fill in new oil of the same type (contact SEW-EURODRIVE if necessary) via the upper oil level plug. You must not mix different synthetic lubricants.
   - Fill in the oil quantity as specified on the nameplate or the order confirmation. See chapter "Lubricant fill quantities" (→ 🗎 248).

31551319/EN – 06/2025

- Check the oil level in accordance with chapter "Checking the oil level at the oil level plug" (→ 🗎 186).

8. Re-insert the upper oil level plug. Observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

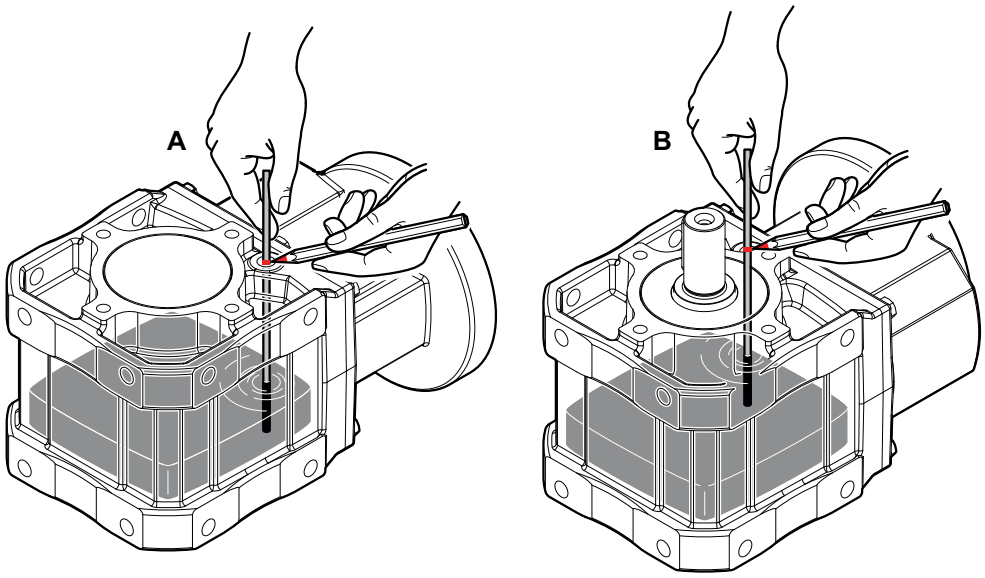
31551319/EN – 06/2025

6.8.6 E: SPIROPLAN® W..37 / W..47 in mounting position M4 without oil level plug and cover plate

Checking the oil level using the screw plug

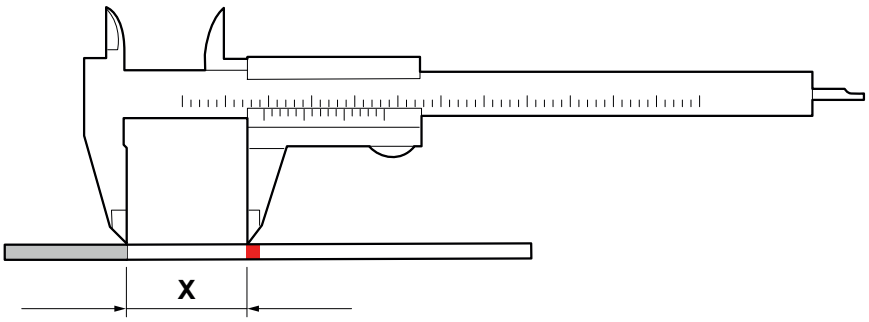
The gear units W..37/W..47 are not equipped with an oil level plug or a cover plate. This is why the oil level is checked via the control bore.

1. Observe the information in "Inspection/maintenance" (→ 🗎 162).
2. Set up the gear unit in mounting position M5 or M6. See chapter "Mounting positions" (→ 🗎 194).
3. Remove the screw plug.
4. Insert the dipstick vertically via the control bore all the way to the bottom of the gear unit housing. Mark the point on the dipstick where it exits the gear unit. Vertically pull the dipstick out of the control bore again (as shown in the following figure).



53456544779

5. Determine the distance "x" between the wetted part and the marking of the dipstick using a caliper. (see following figure).



53456487563

6. Compare the determined value "x" to the minimum value depending on the mounting position specified in the following table. Correct the fill level if necessary.

Gear unit type	Oil level = section "x" in mm of the dipstick Mounting position during the test	
	M5 Lying on the A-side	M6 Lying on the B-side
W..37 in mounting position M4	37 ± 1	29 ± 1
W..47 in mounting position M4	41 ± 1	30 ± 1

7. Tighten the screw plug again. Observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

Checking the oil via the screw plug

Proceed as follows to check the oil of the gear unit:

1. Observe the information under "Inspection/maintenance" (→ 🗎 162).
2. Remove a little oil at the oil screw plug.
3. Check the oil consistency:
   - Viscosity (have this carried out by a suitable laboratory if necessary)
   - If you can see that the oil is heavily contaminated, SEW-EURODRIVE recommends changing the oil even if this is outside the service intervals specified in "Inspection and maintenance intervals" (→ 🗎 166).
4. Check the oil level. See previous chapter.

Changing the oil via the screw plug



⚠ WARNING

Risk of burns due to hot gear unit and hot gear unit oil.

Severe injuries.

- Let the gear unit cool down before you start working on it. Due to the better flowability, the gear unit oil should still be warm so that the gear unit can be drained best.

1. Observe the information at the beginning of chapter "Inspection/maintenance" (→ 🗎 162).
2. Set up the gear unit in the M5 or M6 mounting position. See chapter "Mounting positions" (→ 🗎 194).
3. Place a container underneath the screw plug.
4. Remove the screw plugs on the A and B-side of the gear unit.
5. Drain all the oil.
6. Re-insert the lower screw plug. When doing this, observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).
7. Fill in fresh oil of the same type (contact SEW-EURODRIVE if necessary) via the upper screw plug. Do not mix different synthetic lubricants.

31551319/EN – 06/2025

- Fill in the oil as specified on the nameplate or the order confirmation. See chapter "Lubricant fill quantities" (→ 🗎 248).
- Check the oil level according to chapter "Checking the oil level using the screw plug" (→ 🗎 189).

8. Re-insert the upper screw plug. When doing this, observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 🗎 47).

31551319/EN – 06/2025

6.8.7 Replacing the oil seal

NOTICE

Damage to oil seal due to mounting below 0 °C.

Damage to oil seal.

- Store oil seals at ambient temperatures over 0 °C.
- If necessary, heat the oil seal slightly before mounting it.

Proceed as follows:

1. Ensure that there is a sufficient grease reservoir between the dust lip and sealing lip, depending on the gear unit design.
2. If you use double oil seals, the space has to be filled with grease for one third.

6.8.8 Painting gear units

SEW-EURODRIVE delivers the drives with a paint finish that meets the requirements against electrostatic charging according to the standard.



⚠ WARNING

Risk of explosion due to electrostatic charge and sparks caused by improper painting.

Severe or fatal injuries from explosion.

- If the motor is painted, observe the requirements for painting to avoid electrostatic charge according to EN 13463-1.



⚠ WARNING

Paint can block the breather valve and damage the sealing lips of the oil seals.

Severe or fatal injuries.

- Thoroughly mask the breather valve and sealing lip of the oil seals with strips prior to painting/re-painting.
- Remove the masking strips after painting.

If customers paint the gear unit themselves, SEW-EURODRIVE will deliver unpainted but prime-coated gear units on request. Depending on the primer, the customer must observe the requirements of the paint structure according to DIN EN 80079-36 with regard to the layer thickness and conductivity of the paint.

Layer thickness of the primer	Usable paints
Standard, OS1: ≤ 200 µm	All paints
OS2, OS3, OS4: > 200 µm	Only conductive and tested paints

31551319/EN – 06/2025

6.8.9 Cleaning the gear unit



INFORMATION

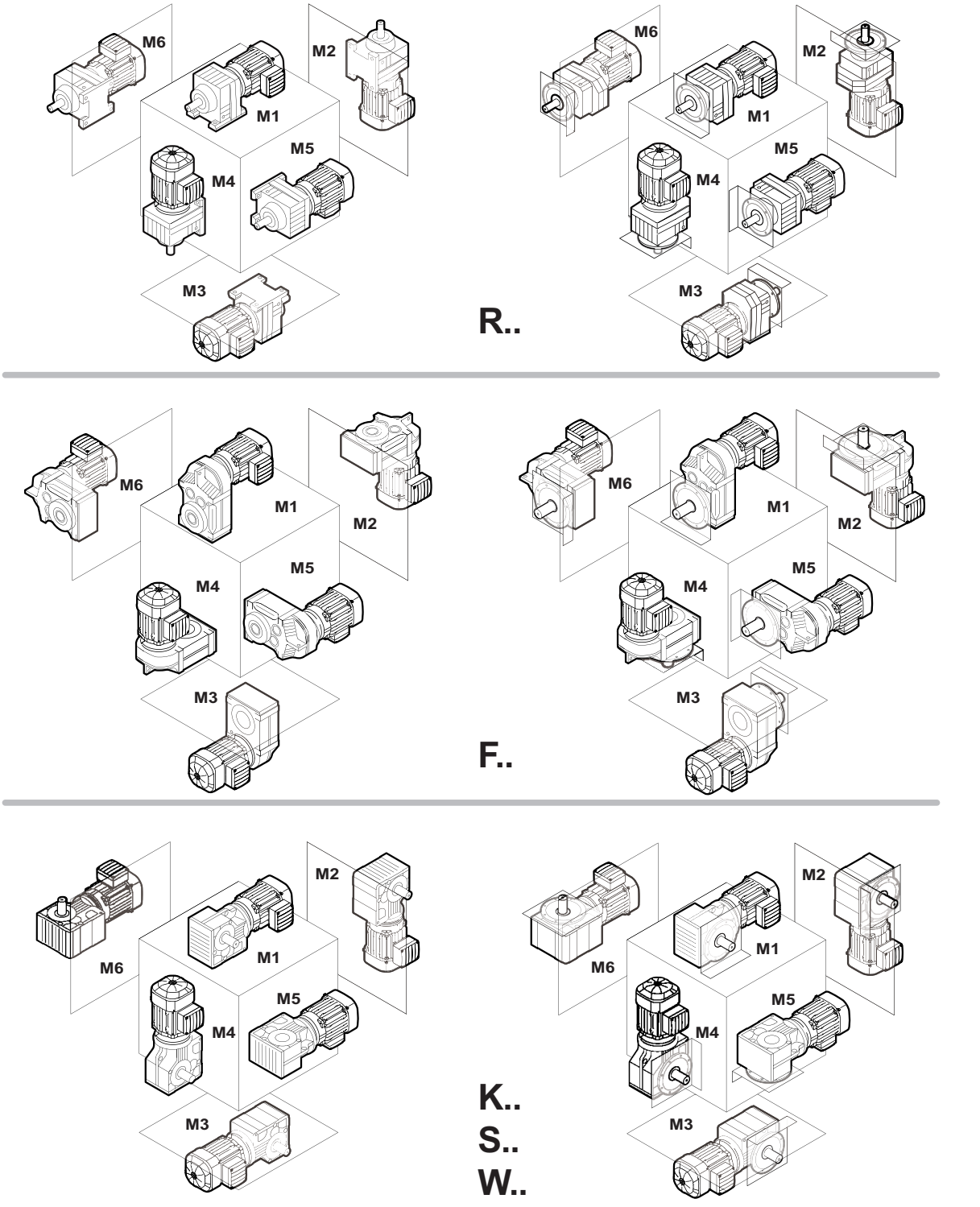
When cleaning the gear unit, do not use materials or procedures (e.g. compressed air) that result in processes causing electrical charge on the coating.

31551319/EN – 06/2025

7 Mounting positions

7.1 Designation of the mounting positions

The following illustration shows the SEW-EURODRIVE mounting positions M1 – M6:



7.2 Churning losses and thermal rating

* (→ 🗎 X)

Churning losses may occur with the following conditions. They must be considered during the thermal check:

- A mounting position where the first gear unit stage is completely immersed in the lubricant. The respective mounting positions of the gear units are marked with * in chapter "Mounting position sheets" (→ 🗎 197).
- A high mean input speed and consequently a high circumferential speed of the gear wheels of the input gear stage.

If one or both of these conditions apply, determine the requirements from the application and the corresponding operating conditions (see chapter "Data for calculating the thermal rating" (→ 🗎 195)) and consult SEW-EURODRIVE. SEW-EURODRIVE can calculate the thermal rating based on the actual operating conditions. The thermal rating of the gear unit can be increased by appropriate measures, such as by using a synthetic lubricant with higher thermal endurance properties.

To keep churning losses to a minimum, use the gear unit preferably in mounting position M1.

7.2.1 Data for calculating the thermal rating

The following information is required for calculating the thermal rating:

Gear unit type and design:

- Gear unit ratio i
- Mean input speed n_{em} or mean output speed n_{am} each in min^{-1}
- Effective motor torque M_{eff} in Nm
- Input motor power P_{Mot} in kW
- Mounting position M1 – M6 or pivoting angle

Installation site:

- Ambient temperature T_{amb} in °C
- Installation altitude
- In small, closed rooms or in large rooms (halls) or outdoors

Installation situation:

- Space-critical or well ventilated
- Steel base or concrete base

7.3 Change of mounting position

Do not change the mounting position without prior consultation with SEW-EURODRIVE.

The information on the nameplate applies. The declaration of conformity and the guarantee no longer apply if the mounting position is changed without prior consultation with SEW-EURODRIVE. Changes to the mounting position must be configured and indicated on the nameplate.

31551319/EN – 06/2025

7.4 Gear units in pivoted mounting position (dynamic)

The dynamic pivoted mounting position is available on request for gear units of the types R..7, F..7, K..7, K..9, S..7 and SPIROPLAN® W..9.

In the pivoted mounting position, the gear units are delivered with the maximum required oil fill quantity and sealed with oil screw plugs. The gear unit can be pivoted during operation to the mounting positions required by the customer.

7.5 Gear units in pivoted mounting position (stationary)

The stationary pivoted mounting position is available for all gear units of the type R..7, F..7, K..7, K..9, S..7 and SPIROPLAN® W..7.

In the stationary pivoted mounting position, the gear units are delivered with the oil fill quantity required for this pivoted mounting position and sealed with oil screw plugs. For gear units with stationary pivoted mounting position, replace the highest screw plug with the supplied breather valve before startup.

When doing this, observe the tightening torques in chapter "Tightening torques for oil level plugs, oil drain plugs, screw plugs, breather valves and oil sight glasses" (→ 47).

7.6 Universal mounting position M0

SPIROPLAN® W..10 to W..30 gear units are available in the universal mounting position M0. Due to their small size they are completely enclosed and do not have a breather valve. You can use them in any mounting position from M1 to M6 without needing to make any adjustments to the gear unit.

All W..10 to W..30 gear units of a particular size have the same oil fill quantity.

31551319/EN – 06/2025

7.7 Mounting position sheets

7.7.1 Dimension sheet information

Position of the valves and screws

The positions of the breather valve, oil level plug, and oil drain plug specified in the mounting position sheets are binding and comply with the assembly specifications. The motors are only depicted symbolically on the mounting position sheets.

Representation of the shaft

For gear units with solid shaft, the shaft shown is always on the A-side. For shaft-mounted gear units, the customer's shaft is shown as a dashed line. The output end (output shaft position) is always shown on the A-side.

Gear units W..0

SPIROPLAN® gearmotors W..10, W..20, and W..30 are independent of the mounting position. No breather valves, oil level plugs or oil drain plugs can be installed. For better orientation, mounting positions M1 to M6 are also shown for these SPIROPLAN® gearmotors.

Mounting position M0

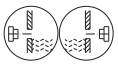
Some gear units can be supplied in mounting position M0. In this case, the gear unit is delivered in a universal mounting position and can be adjusted to various mounting positions by the customer. It may be necessary to contact SEW-EURODRIVE.

Gear units W..9 in mounting position M4 or M2

SPIROPLAN® gearmotors W..9 are equipped with breather valves in mounting position M4 and with an oil drain plug in mounting position M2.

Symbols used

The following table shows the symbols used in the mounting position sheets.

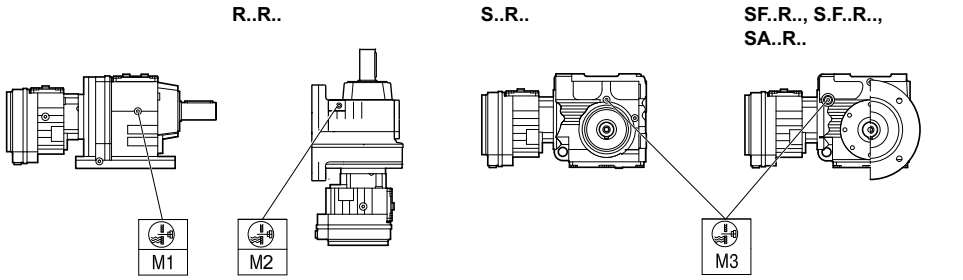
Symbol	Meaning
	Breather valve
	Oil level plug
	Oil drain plug

7.7.2 Position of the oil level plug of compound gear units

To ensure a sufficient lubrication of the first gear unit (larger gear unit) in case of compound gear units, the following gear units have a higher oil level in the specified mounting positions:

- Helical gear unit type R..R.. in mounting position M1 and M2
- Helical-worm gear unit type S..R.. in mounting position M3

The oil level plugs are located at the following positions, deviating from the specifications on the mounting position sheets:



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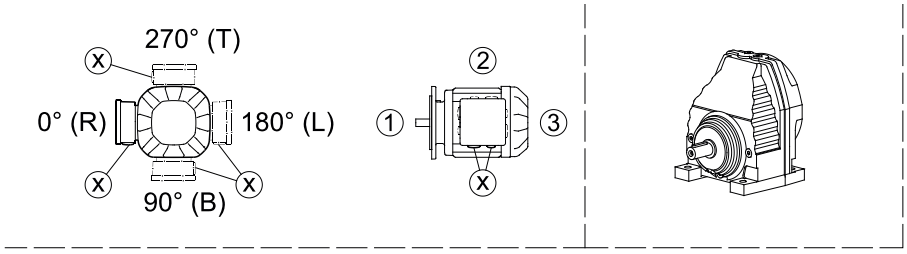
Symbol	Meaning
	Oil level plug

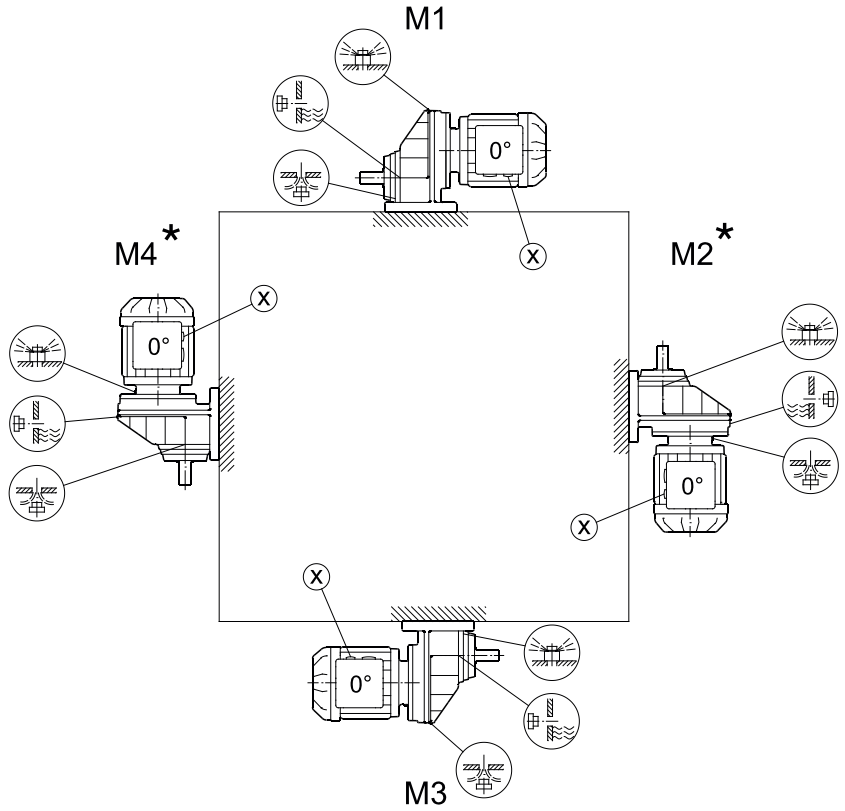
31551319/EN – 06/2025

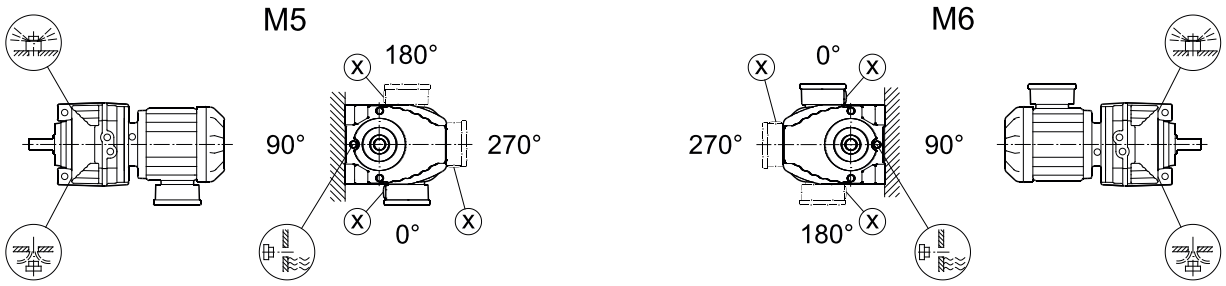
7.7.3 Mounting positions of helical gear units

RX57 – RX107

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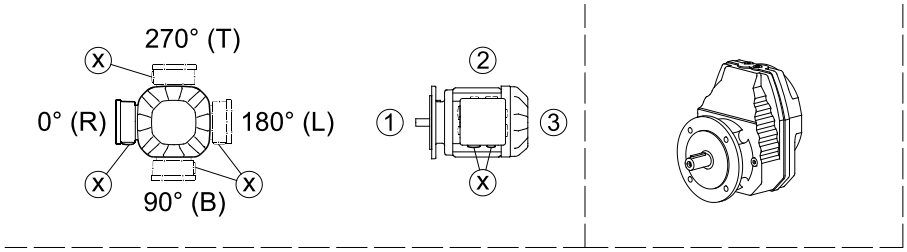


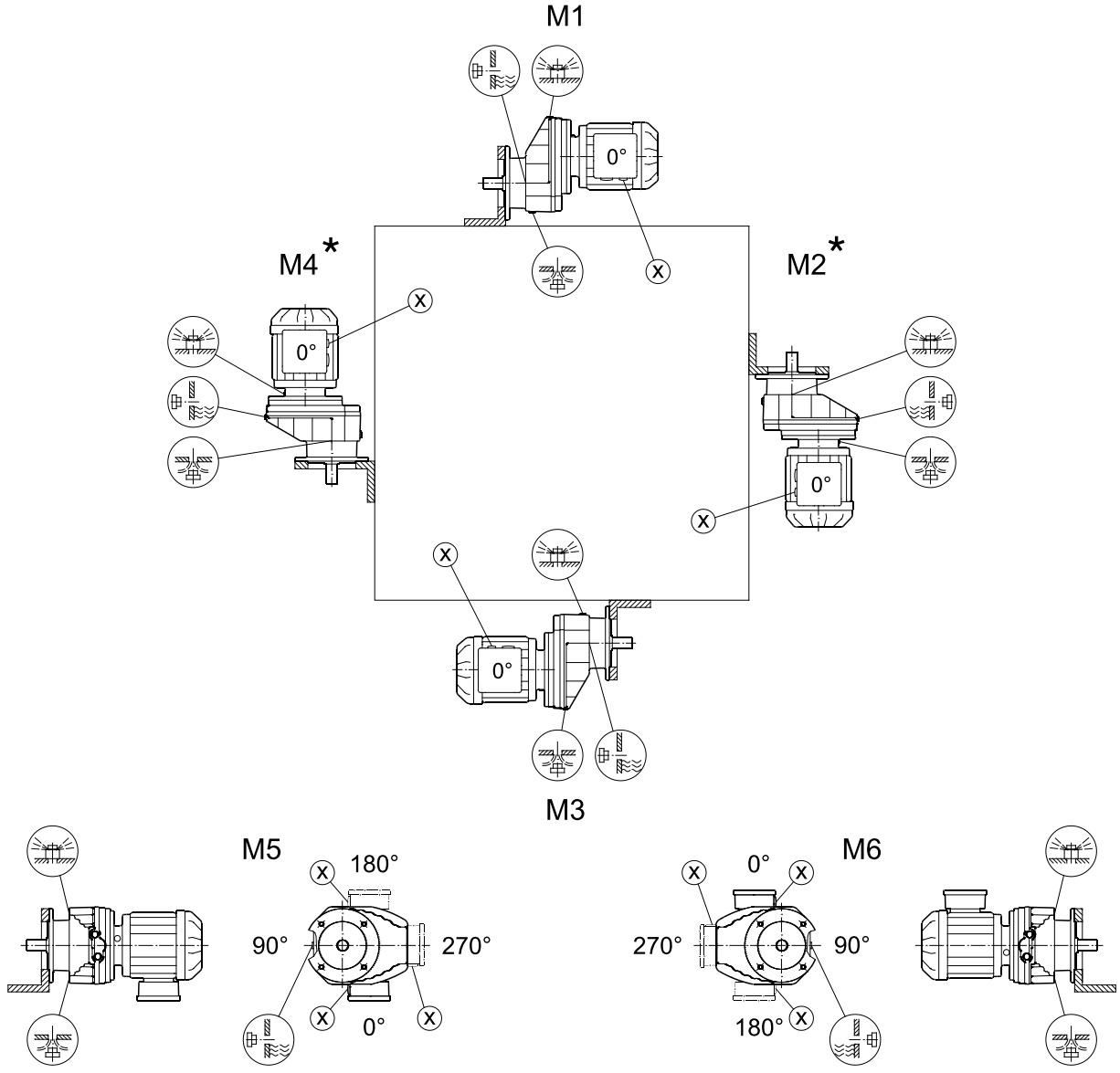
* (→ 🗎 195)

31551319/EN – 06/2025

RXF57 – RXF107

04 044 03 00

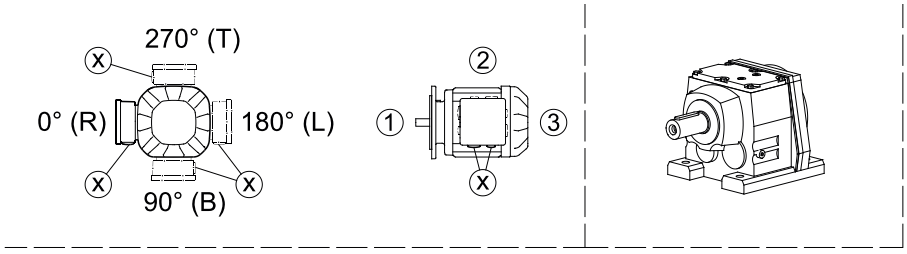


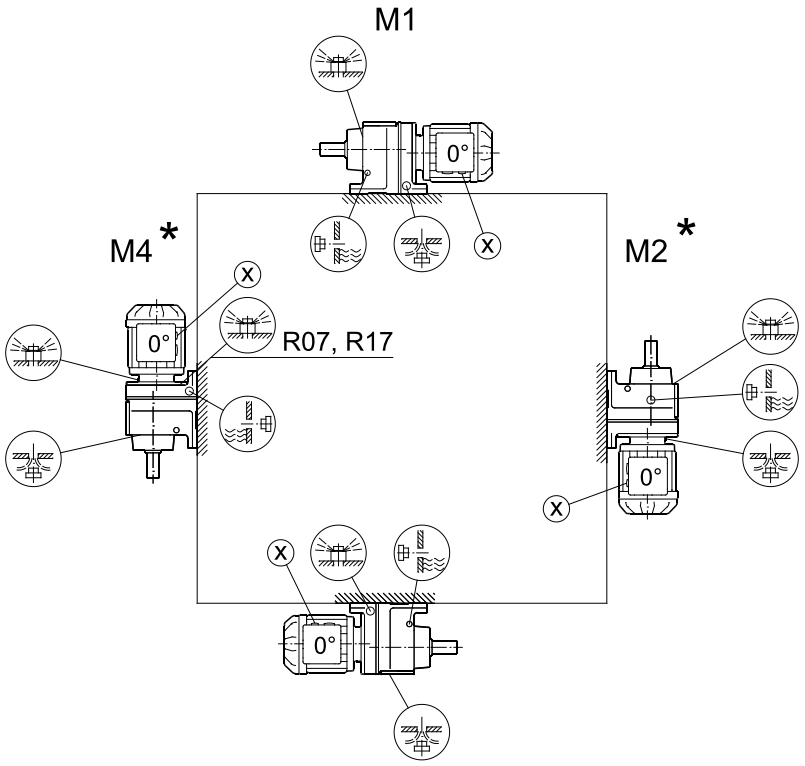


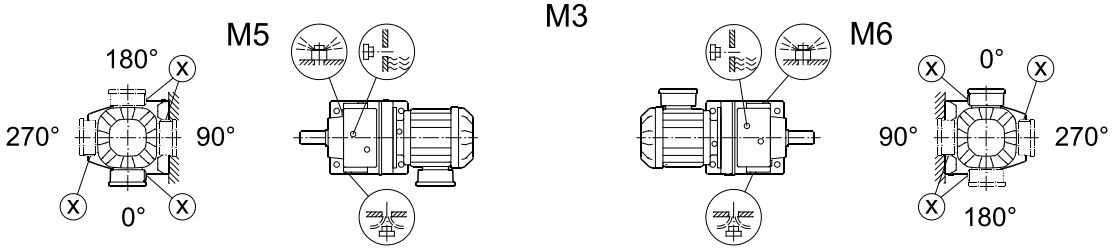
* (→ 🗎 195)

R07 – R167

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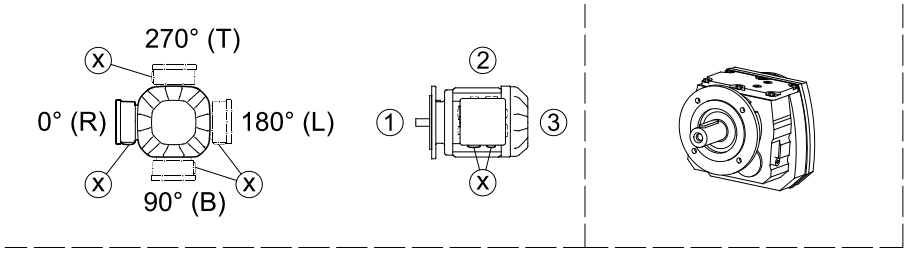


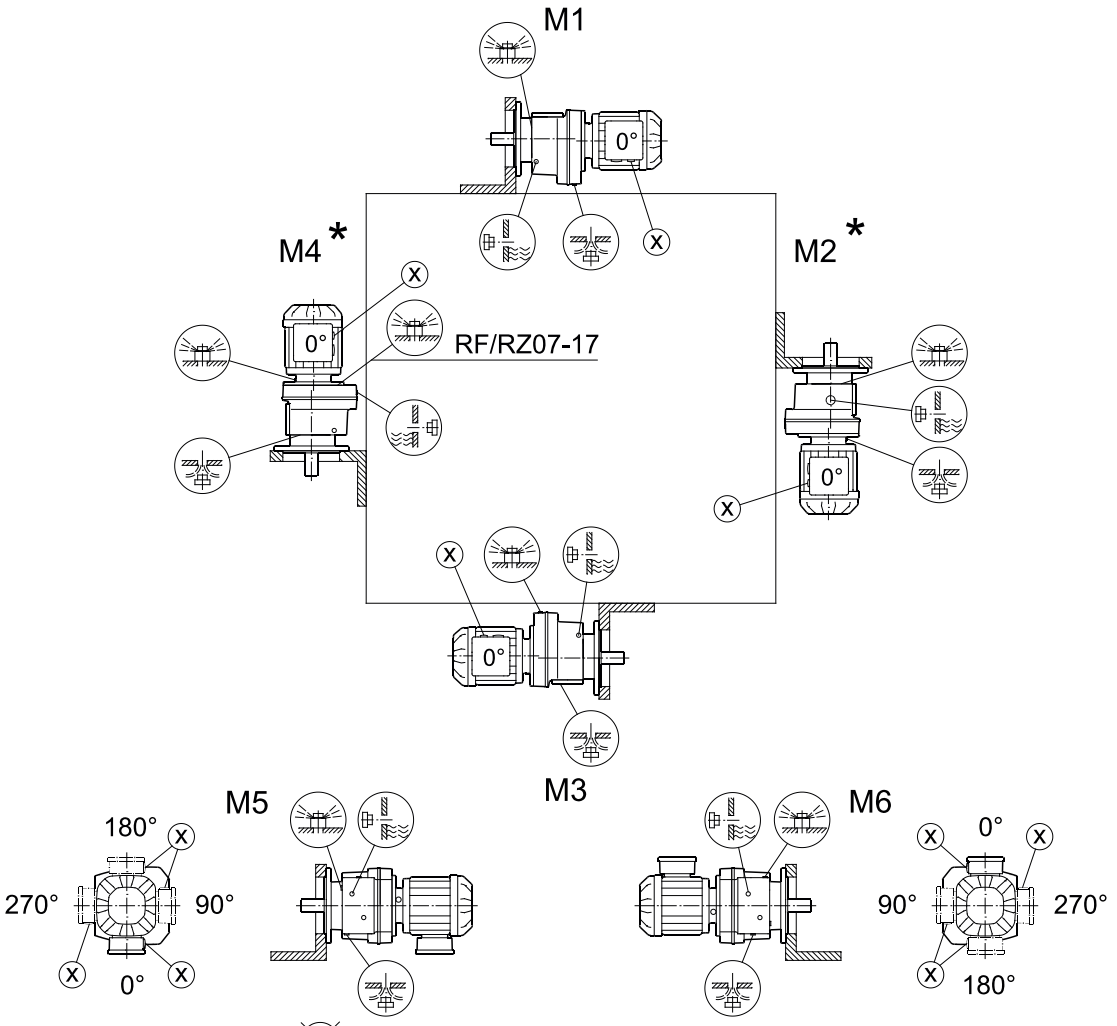
R07	⊗	M1, M2, M3, M5, M6
R17, R27	⊗	M1, M3, M5, M6
R07, R17, R27	⊗ ⊗	
R47, R57	⊗	M5

* (→ 🗎 195)

RF07 – RF167, RZ07 – RZ87, RM57 – RM167

04 041 04 00





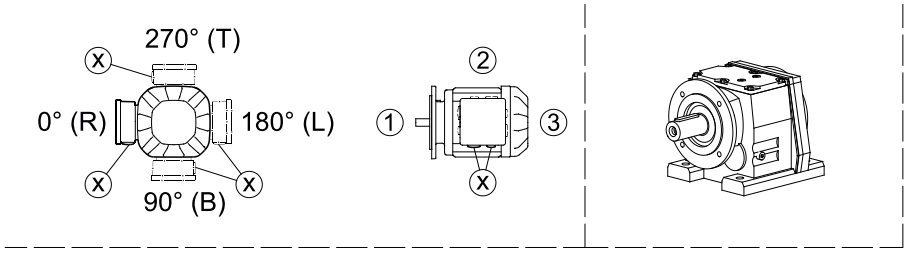
RF/RZ07	⊗	M1, M2, M3, M5, M6
RF/RZ17, 27	⊗	M1, M3, M5, M6
RF/RZ07, 17, 27	⊗ ⊗	
RF/RZ47, 57	⊗	M5

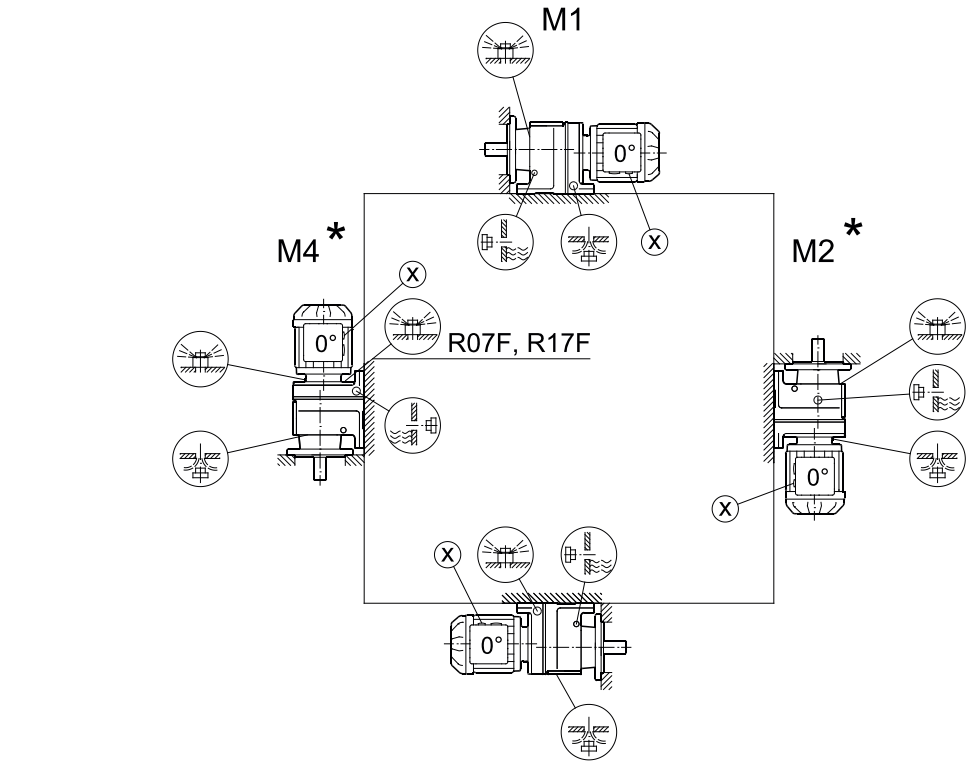
* (→ 🗎 195)

31551319/EN – 06/2025

R07F – R87F

04 042 04 00





R07F	M1, M2, M3, M5, M6
R17F, R27F	M1, M3, M5, M6
R07F, R17F, R27F	
R47F, R57F	M5

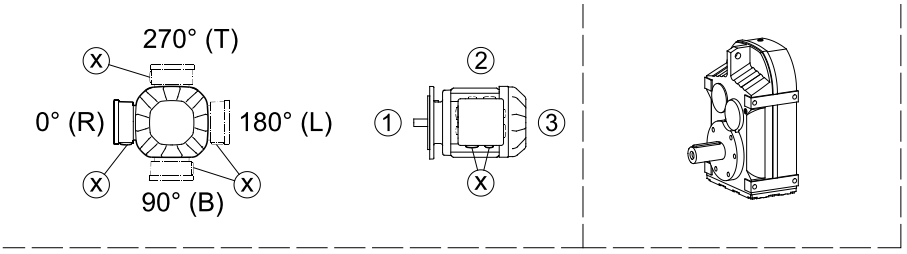
* (→ 🗎 195)

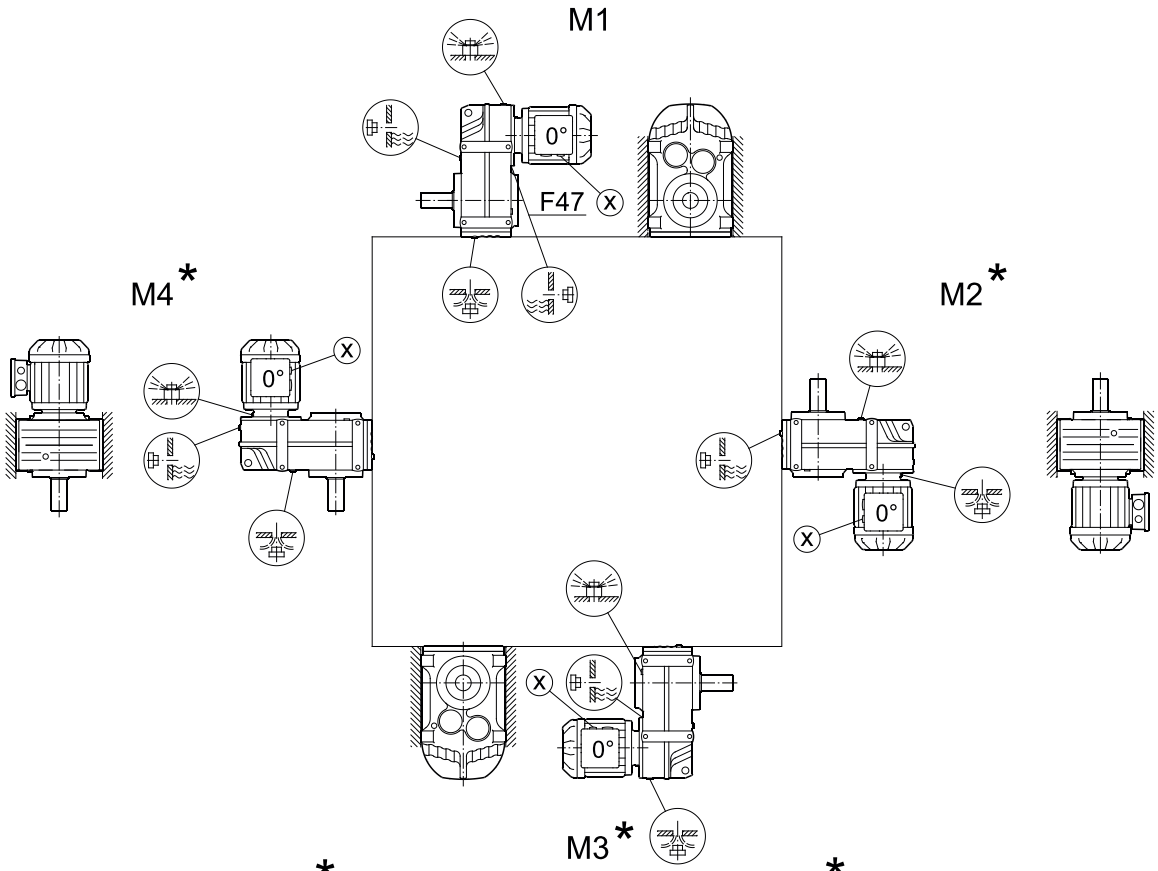
31551319/EN – 06/2025

7.7.4 Mounting positions of parallel-shaft helical gear units

F/FA..B/FH27B – 157B, FV27B – 107B

42 042 04 00





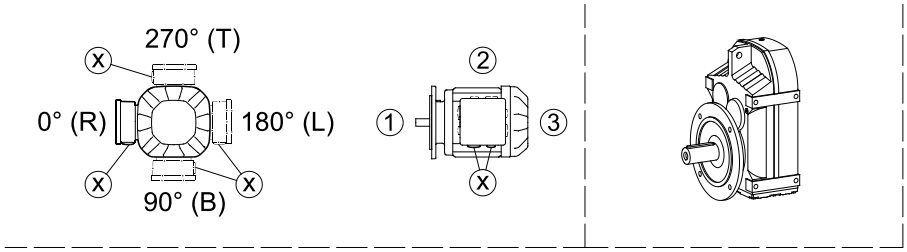
F..27		M1, M3, M5, M6
F..27		M1 - M6
F..27		M1, M3, M5, M6

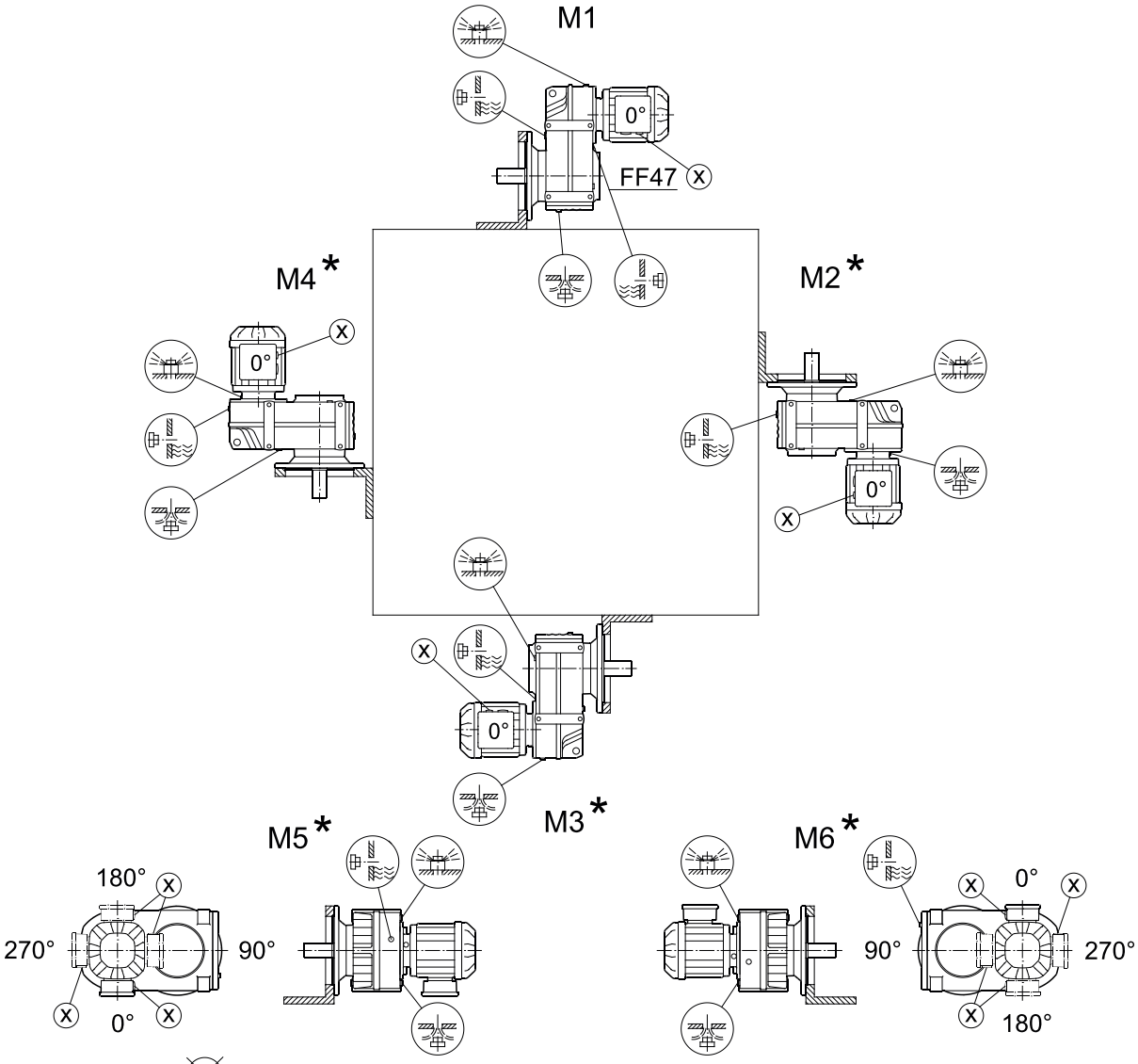
* (→ 🗎 195)

31551319/EN – 06/2025

FF/FAF/FHF/FZ/FAZ/FHZ27 – 157, FVF/FVZ27 – 107, FM/FAM67 – 157

42 043 04 00





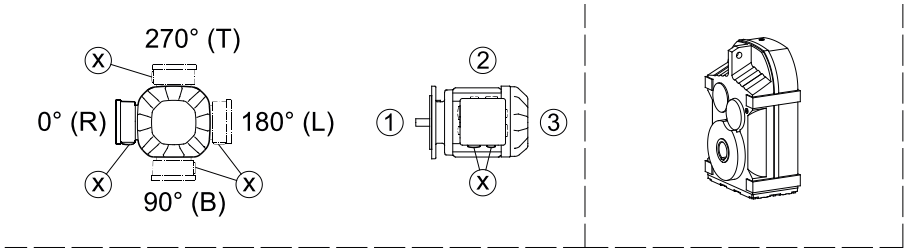
F..27		M1, M3, M5, M6
F..27		M1 - M6
F..27		M1, M3, M5, M6

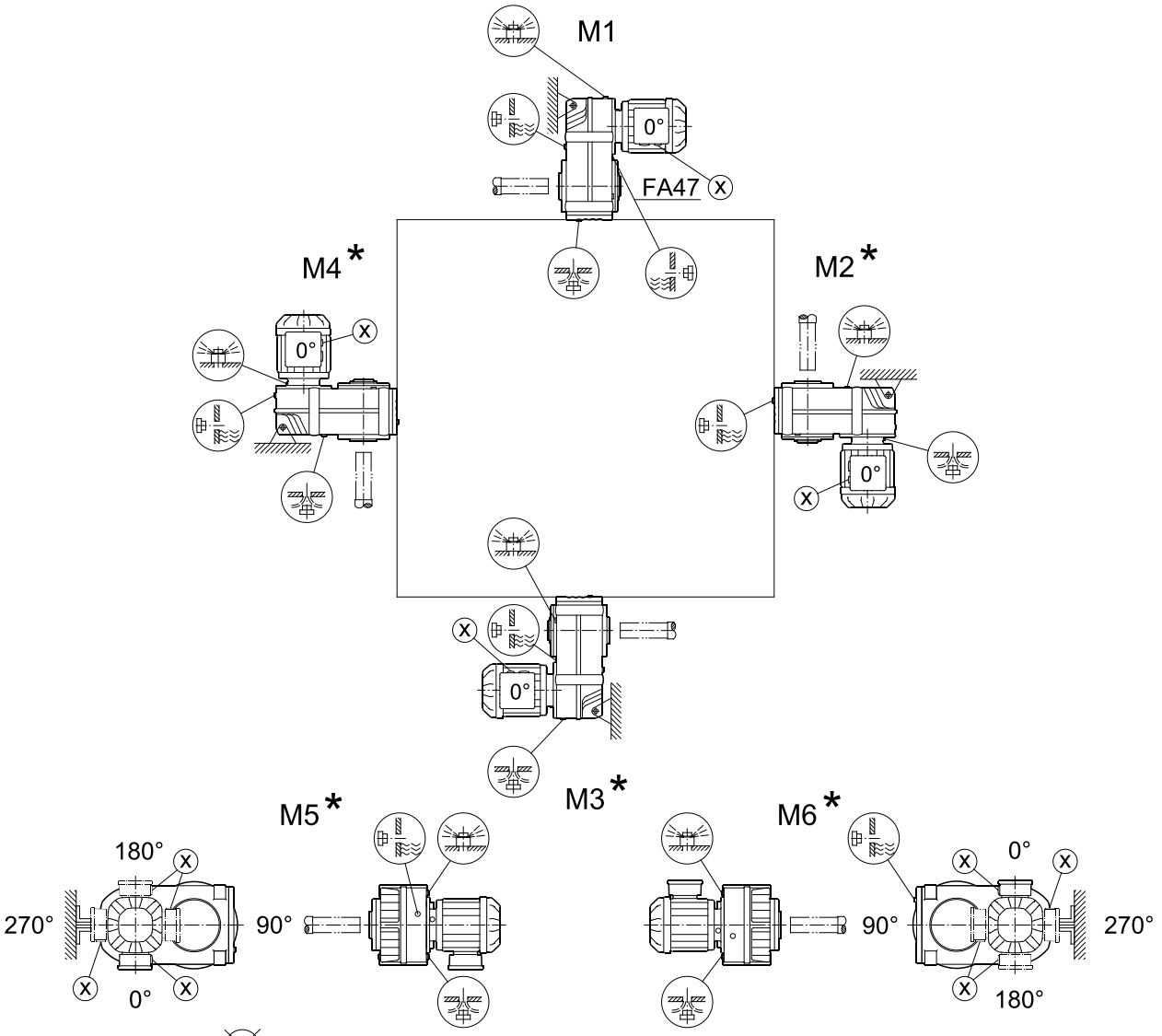
* (→ 🗎 195)

31551319/EN – 06/2025

FA/FH27 – 157, FV27 – 107, FT37 – 157

42 044 04 00





F..27		M1, M3, M5, M6
F..27		M1 - M6
F..27		M1, M3, M5, M6

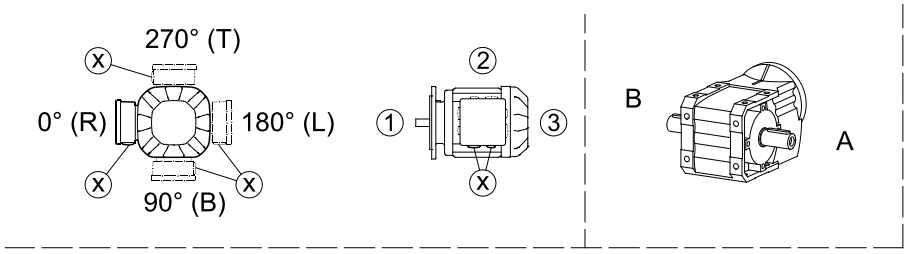
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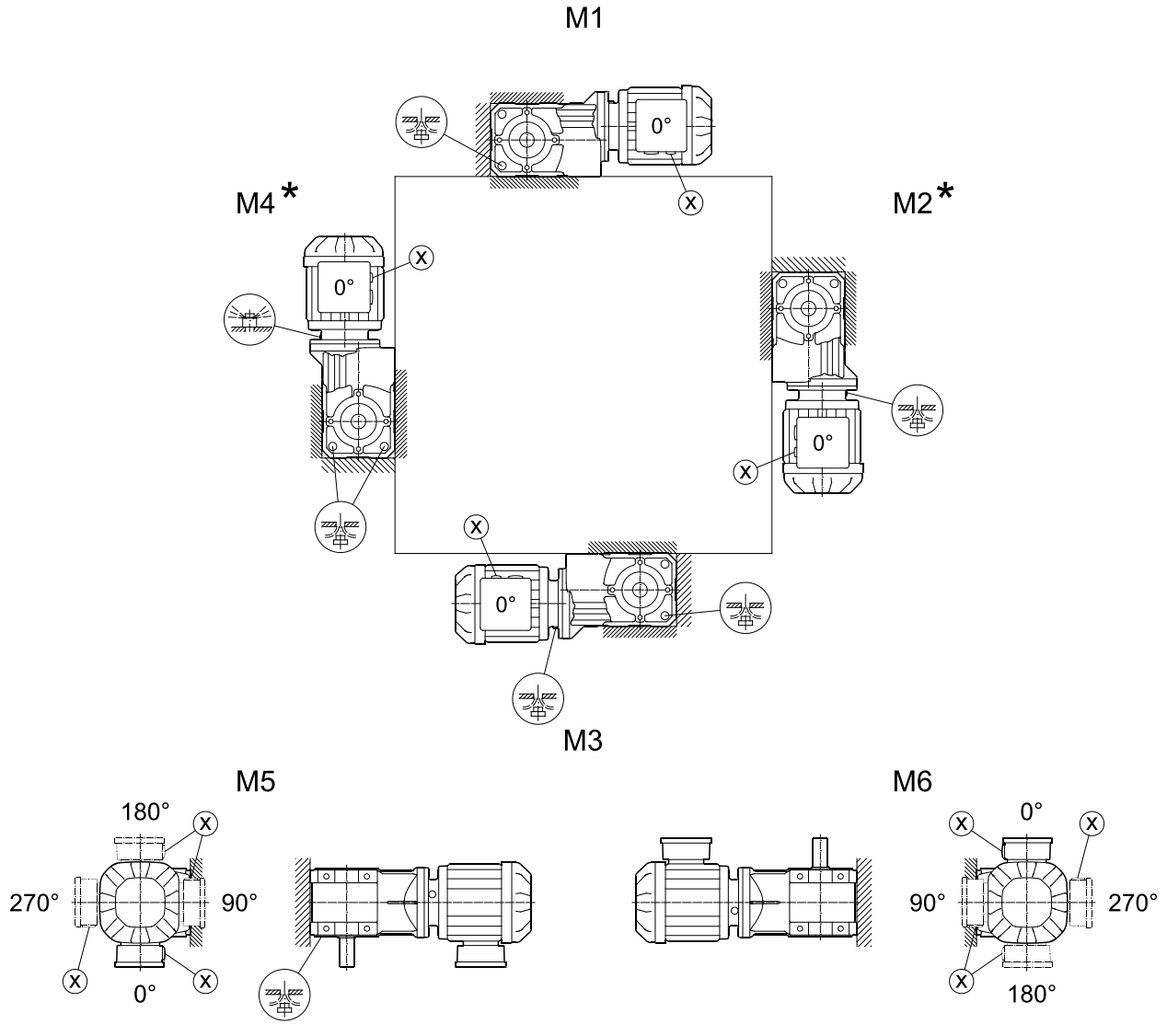
31551319/EN – 06/2025

7.7.5 Mounting positions of helical-bevel gear units

K/KA..B/KH19B – 29B

33 023 00 15

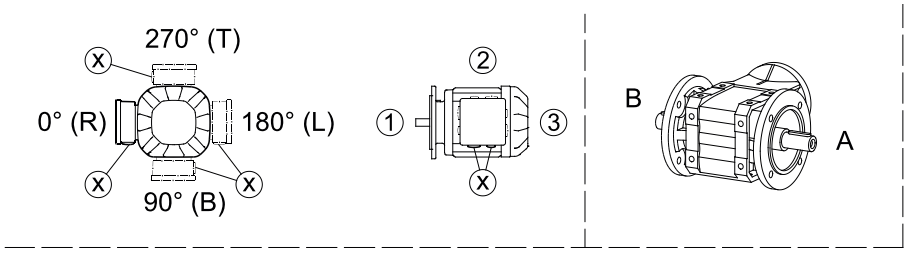


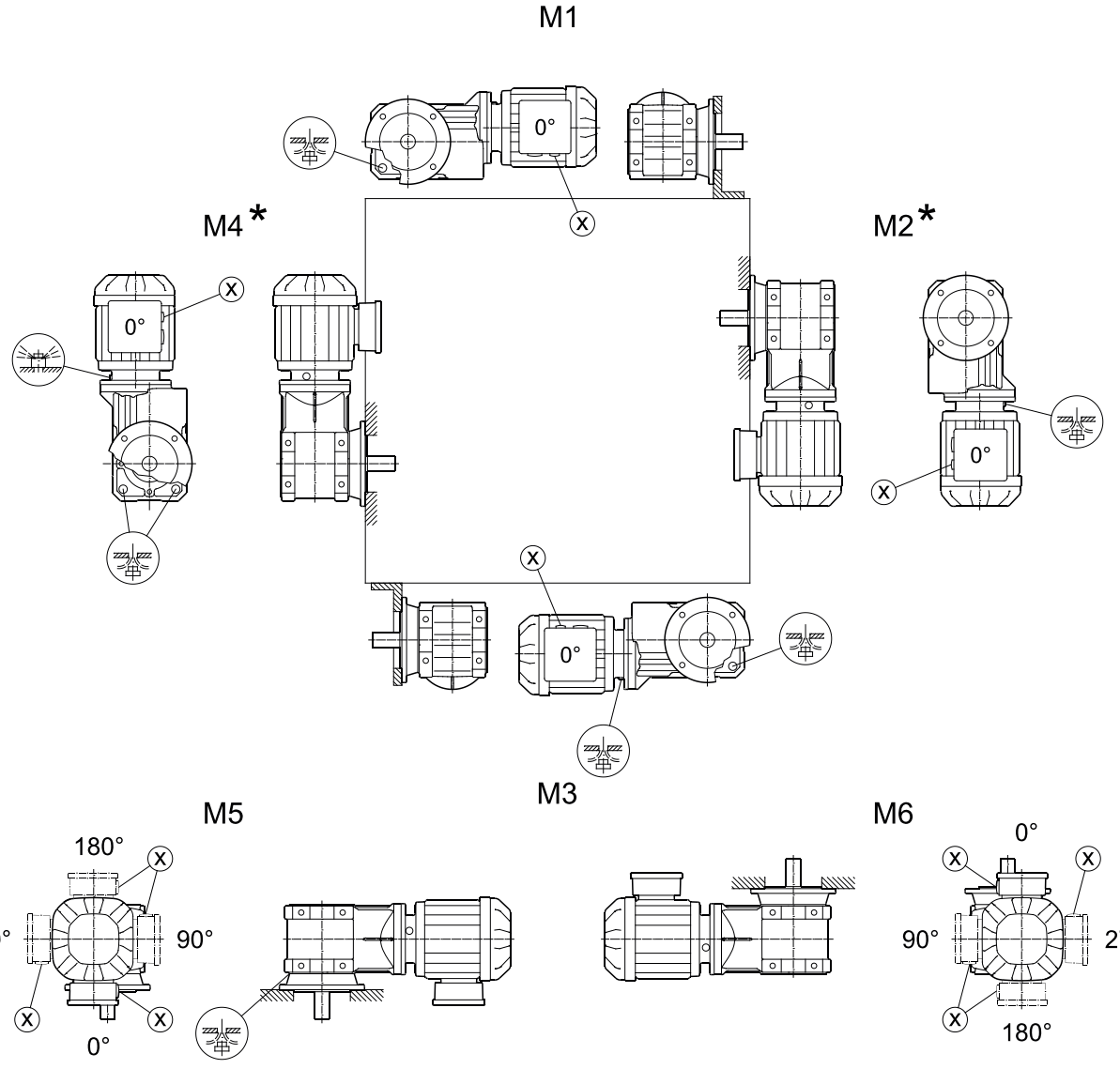


* (→ 195)

KF..B/KAF..B/KHF19B – 29B

33 024 00 15



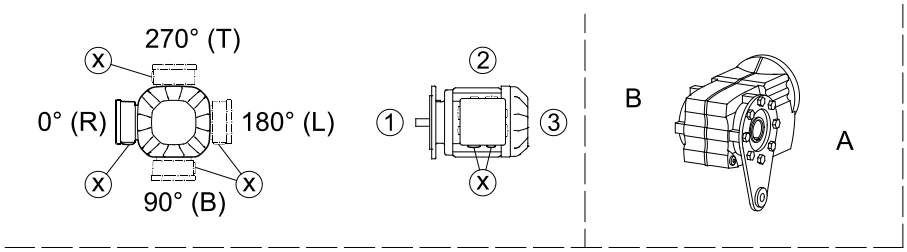


* (→ 🗎 195)

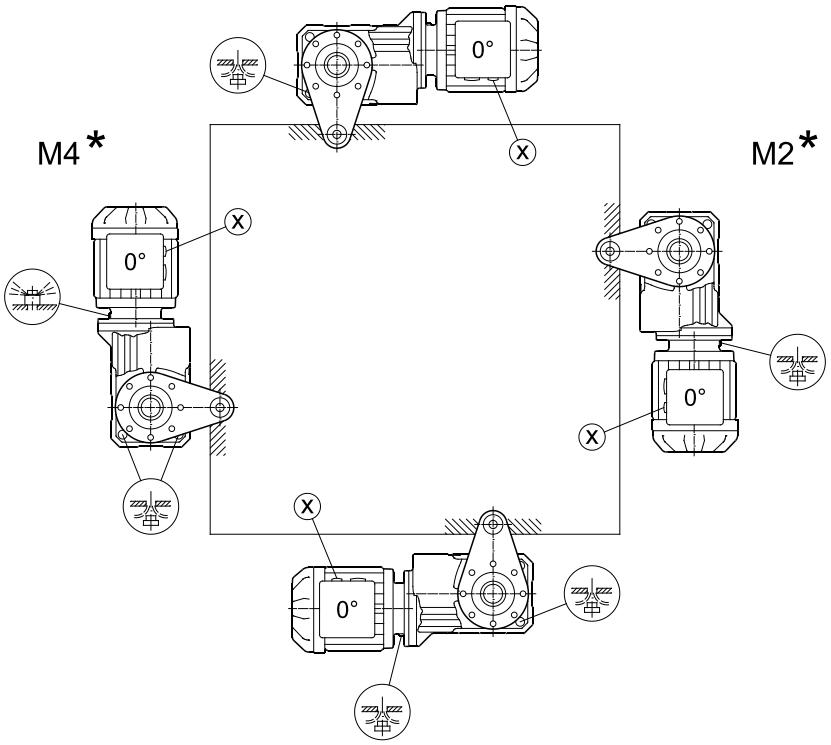
31551319/EN – 06/2025

KA..B/KH19B – 29B

33 025 00 15



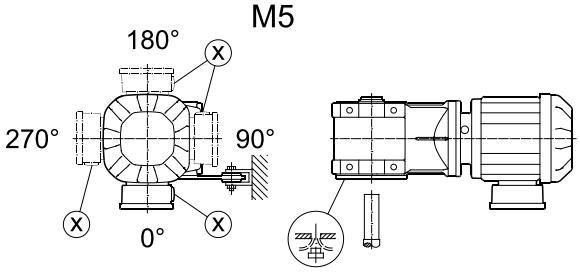
M1



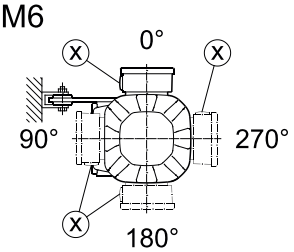
M4 * M2 *

M3

M5



M6

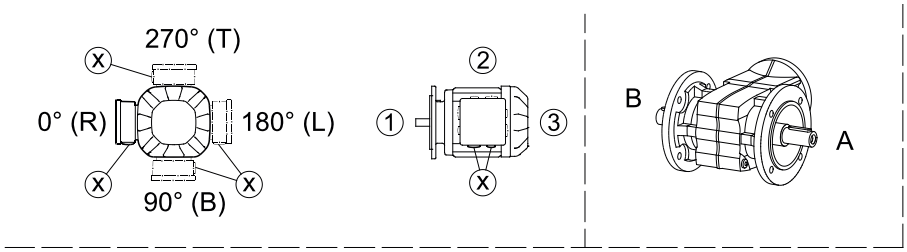


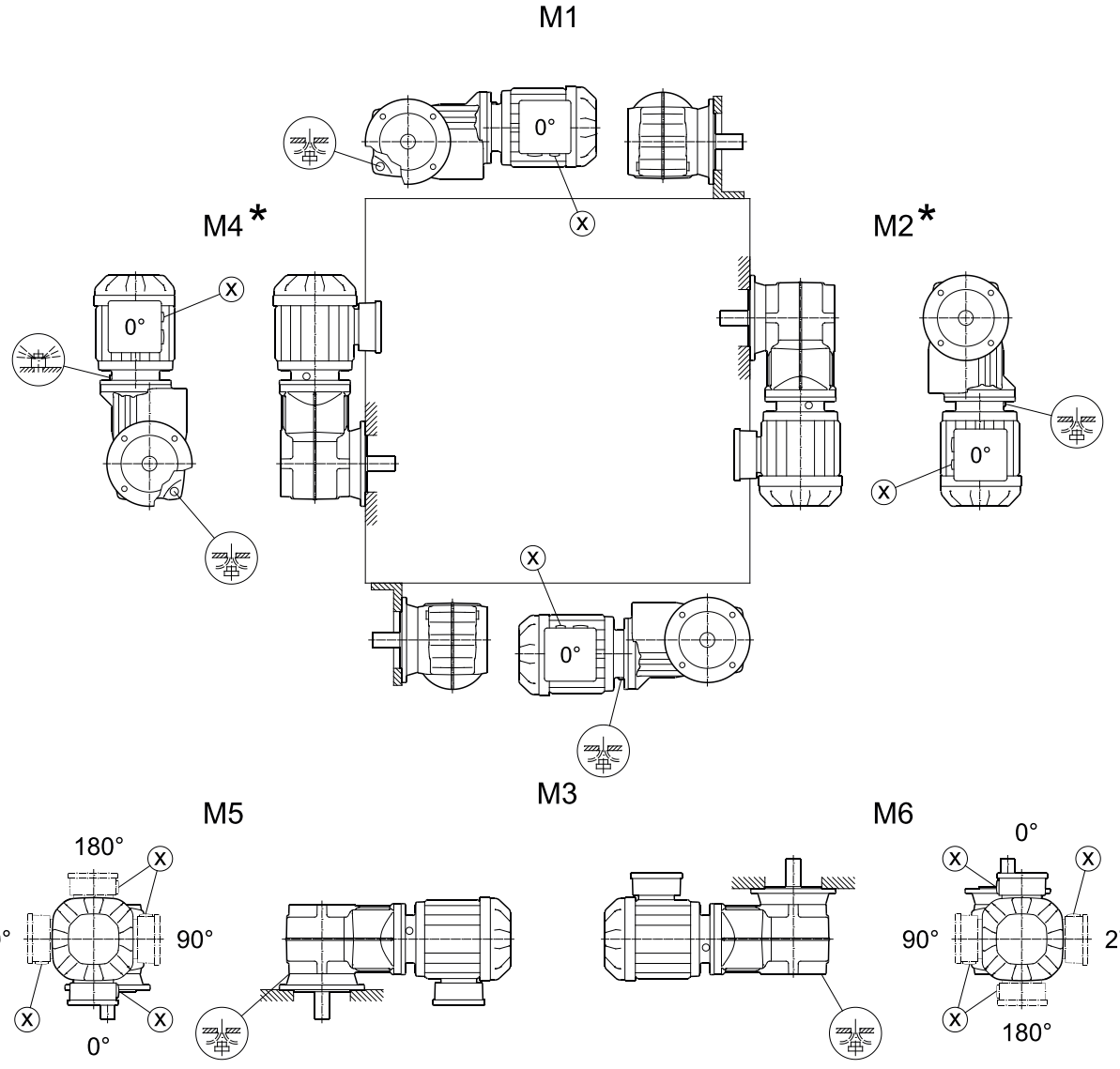
* (→ 🗎 195)

31551319/EN – 06/2025

KF/KAF/KHF19 – 29

33 026 00 15



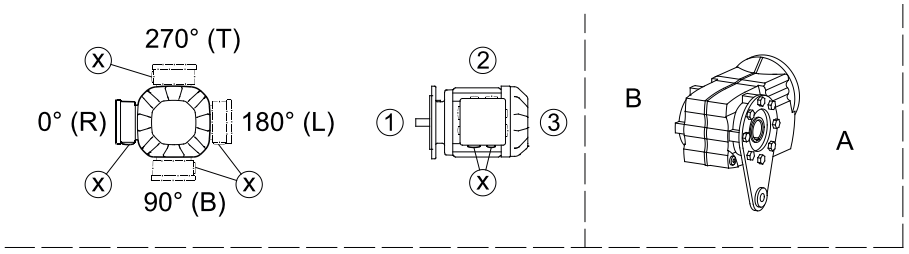


* (→ 🗎 195)

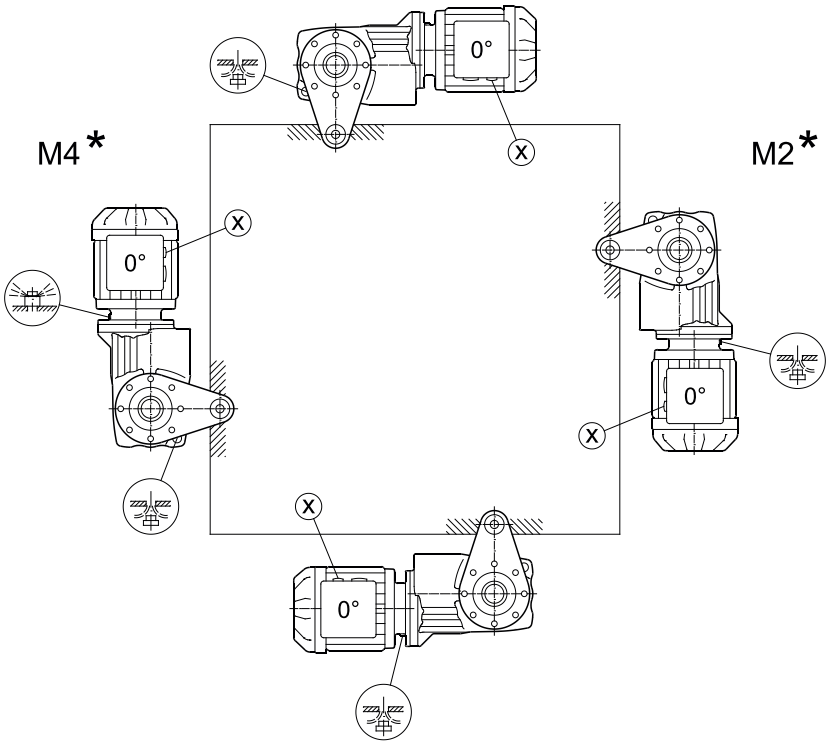
31551319/EN – 06/2025

KA/KH/KT19 – 29

33 027 00 15



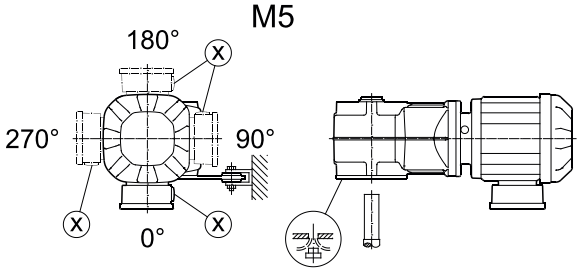
M1



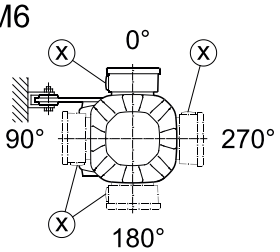
M4 * M2 *

M3

M5



M6

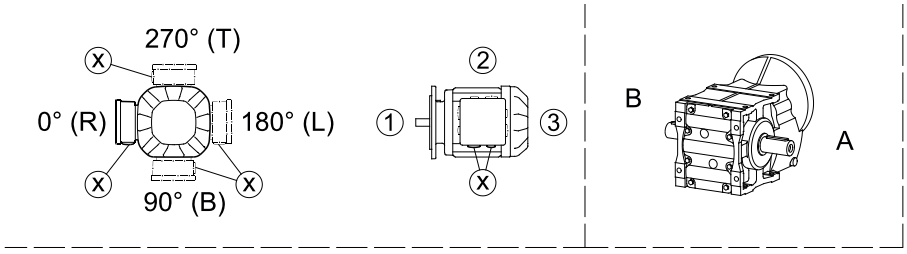


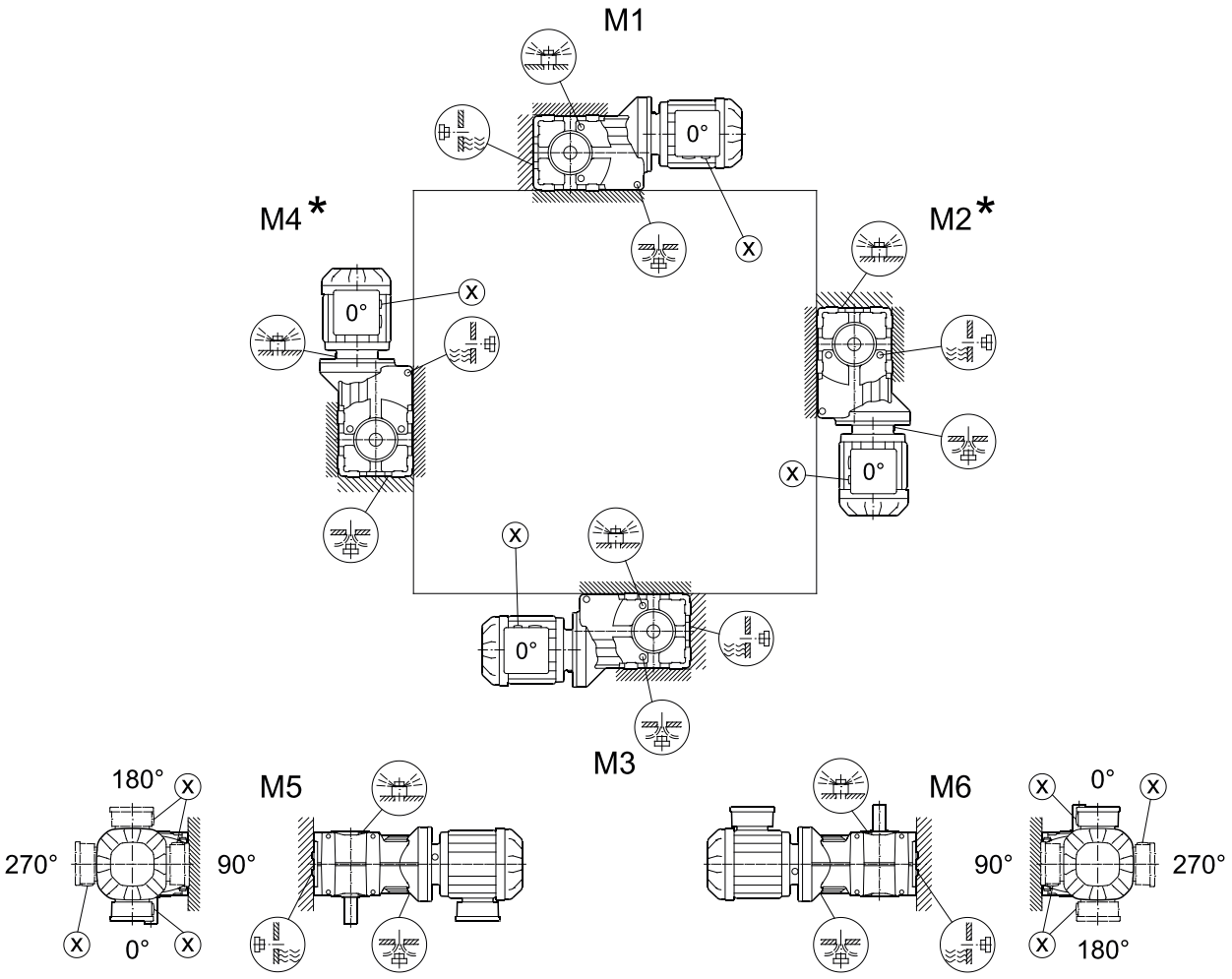
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31551319/EN – 06/2025

K/KA..B39 – 49

33 092 03 14



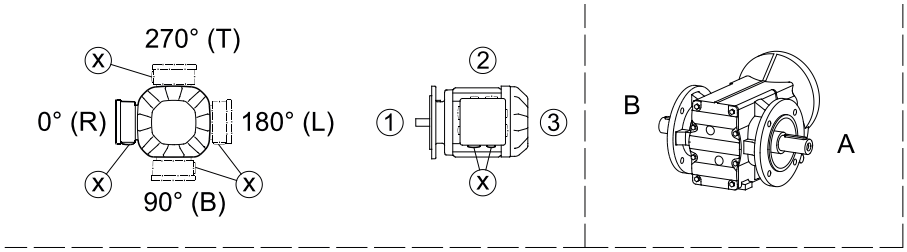


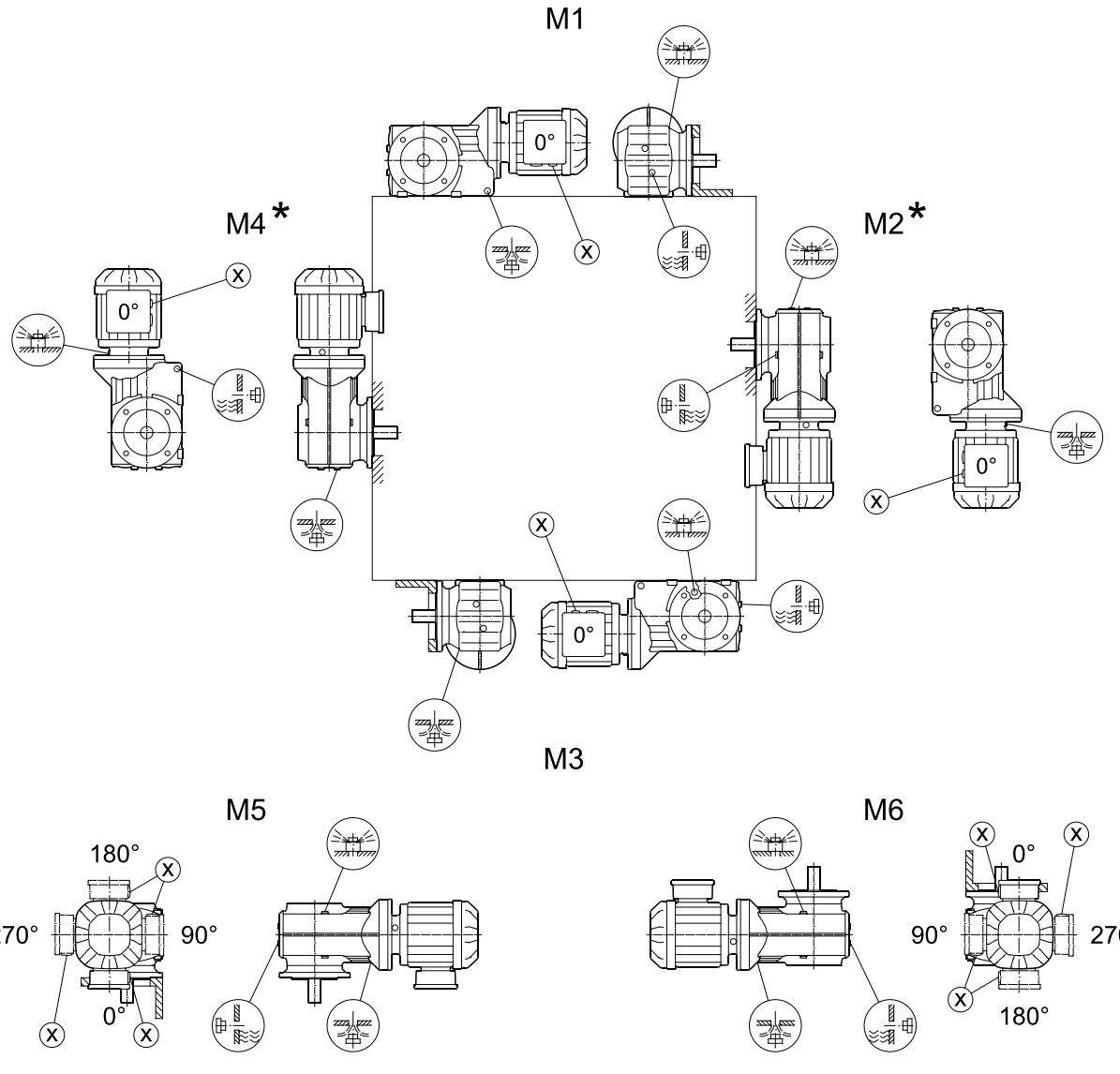
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31551319/EN – 06/2025

KF/KAF/KHF39 – 49

33 093 01 14



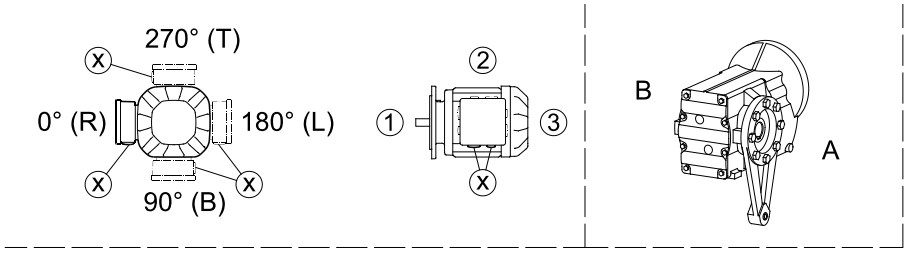


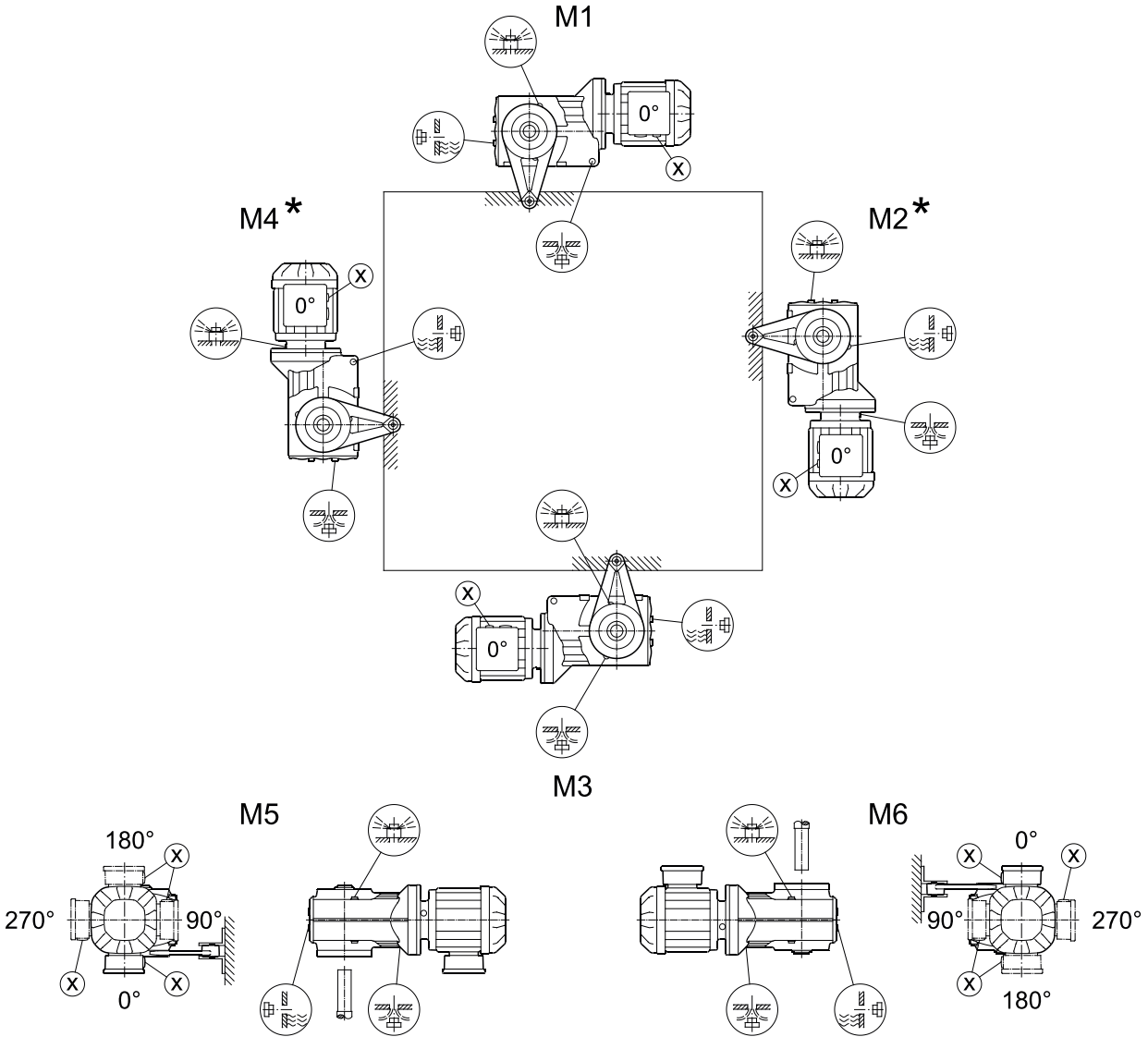
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31551319/EN – 06/2025

KA/KH/KT39 – 49

33 094 01 14



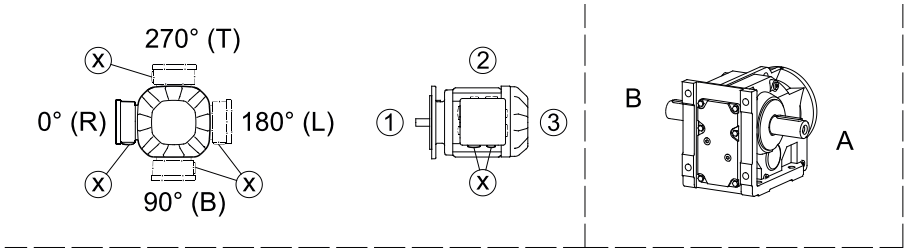


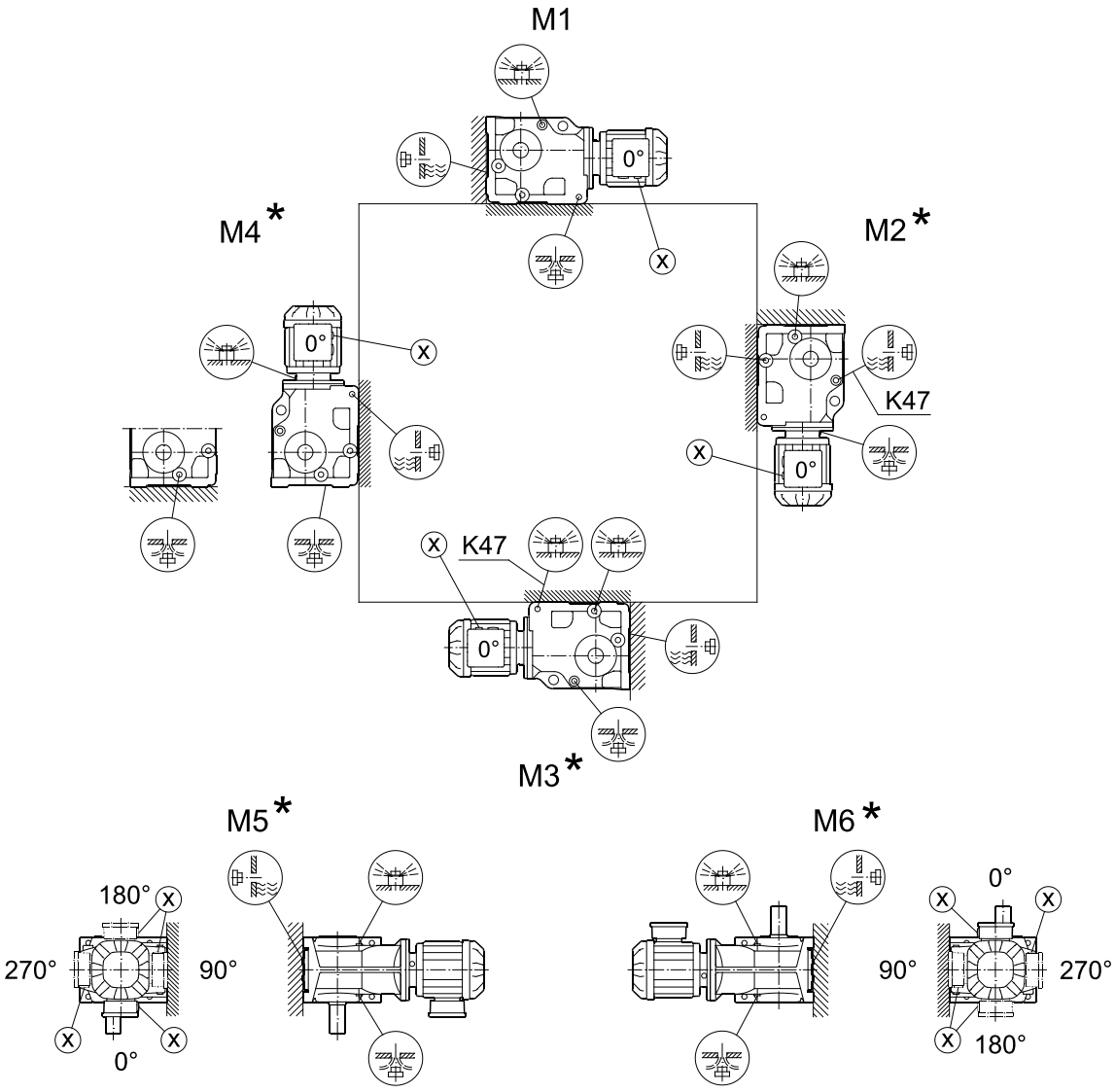
* (→ 🗎 195)

31551319/EN – 06/2025

K37 – 157, KA..B/KH47B – 157B, KV47B – 107B

34 025 05 00



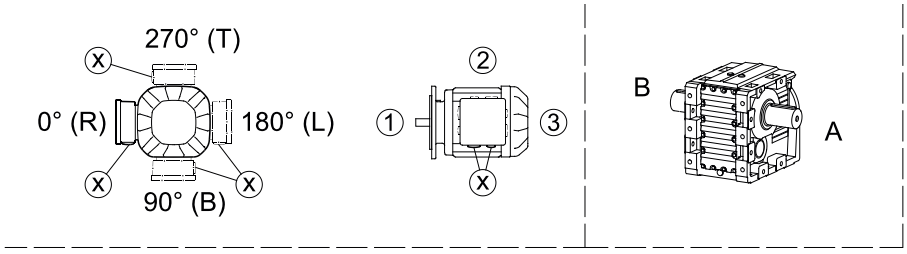


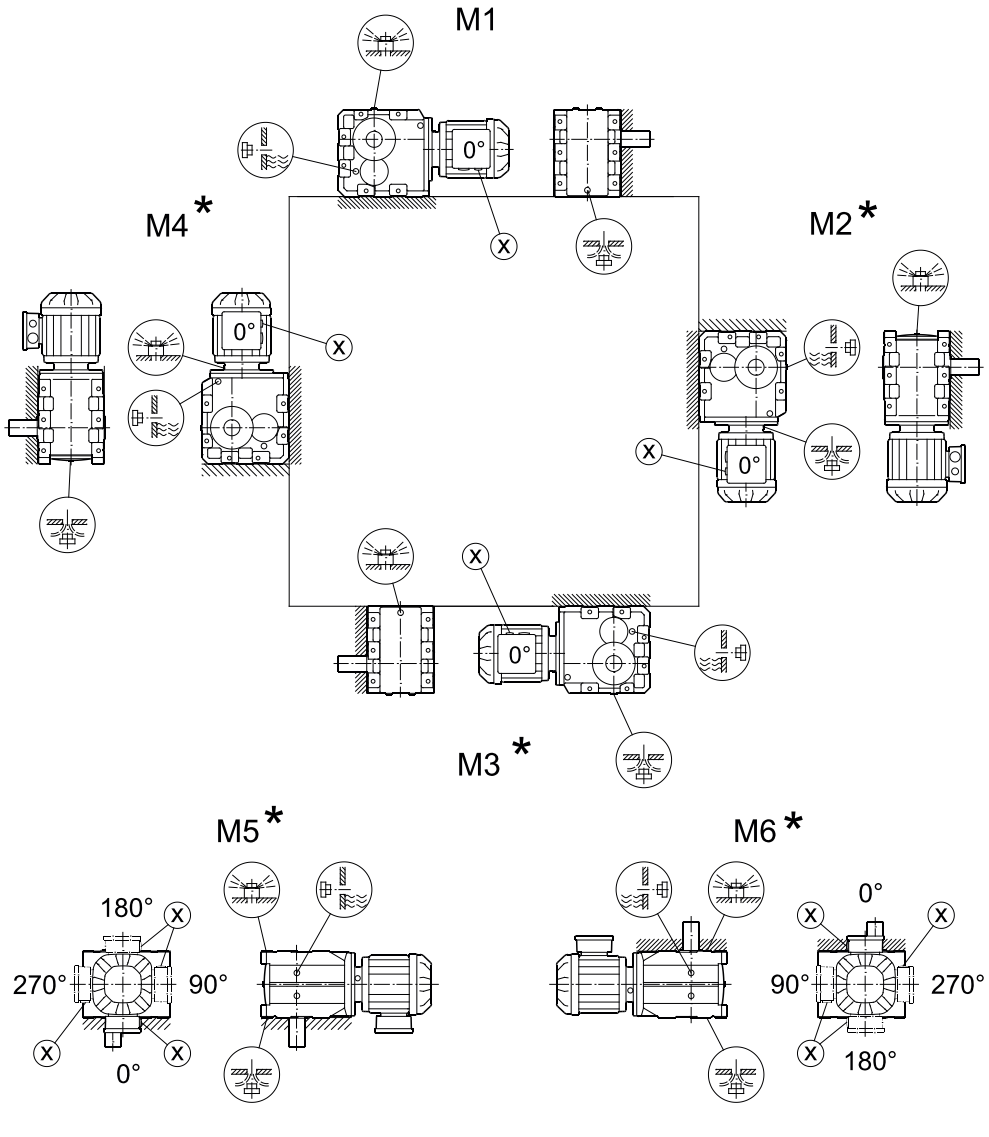
* (→ 🗎 195)

31551319/EN – 06/2025

K167 – 187, KH167B – 187B

34 026 05 00



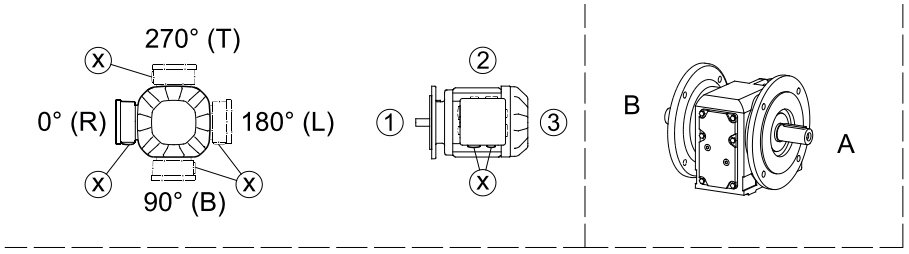


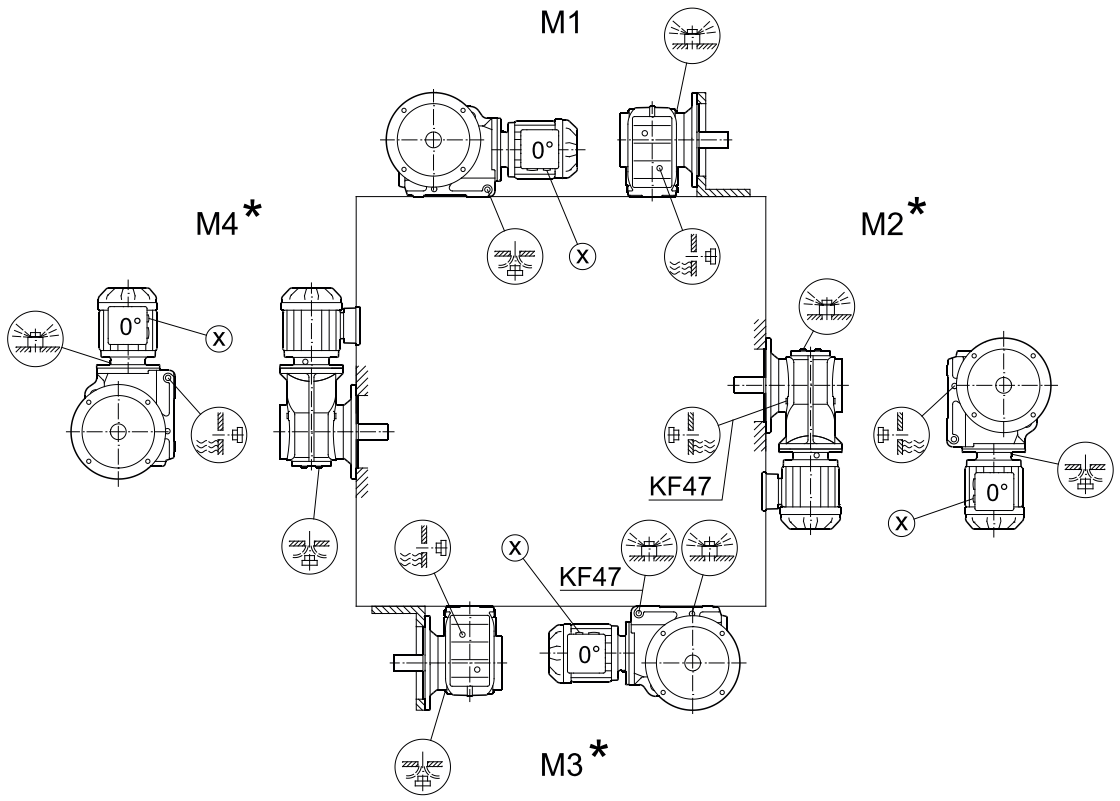
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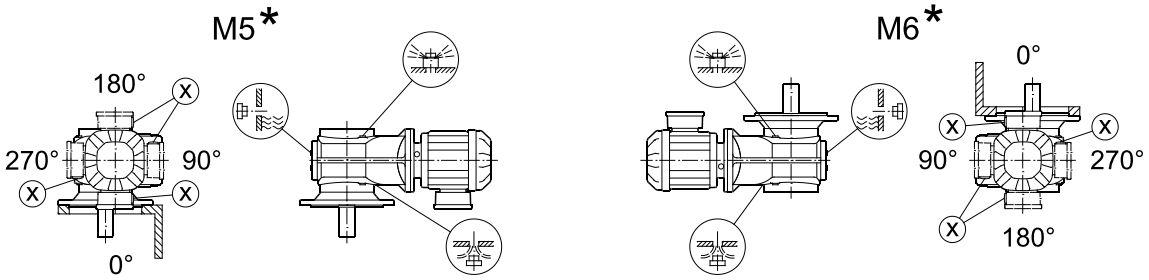
31551319/EN – 06/2025

KF/KAF/KHF/KZ/KAZ/KHZ37 – 157, KVF/KVZ37 – 107, KM/KAM67 – 157

34 027 04 00





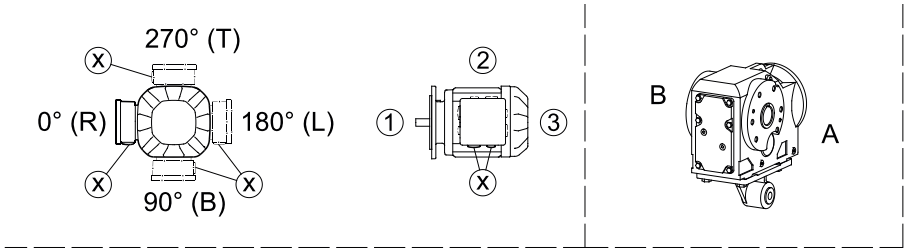


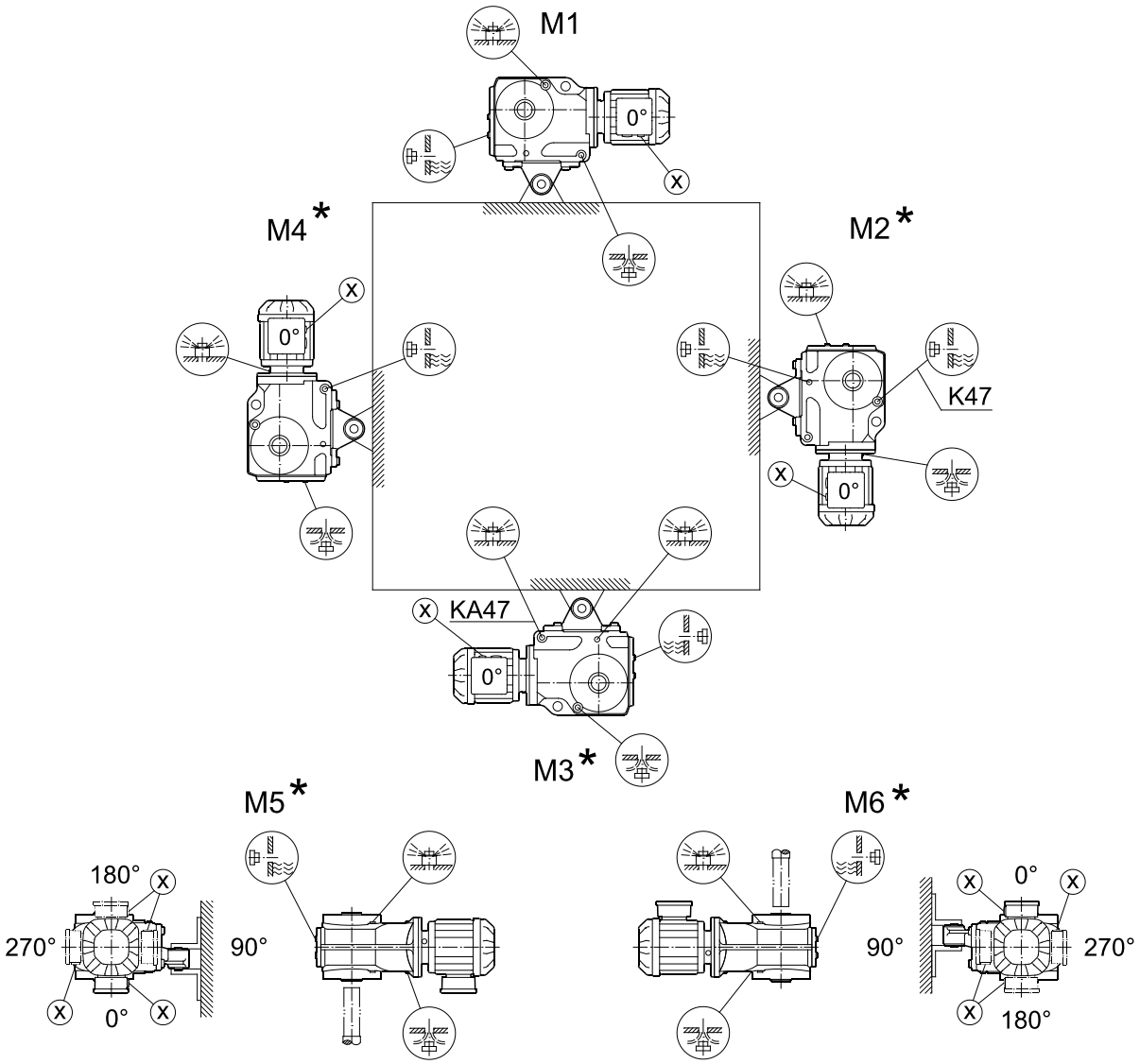
* (→ 🗎 195)

31551319/EN – 06/2025

KA/KH37 – 157, KV37 – 107, KT37 – 157

39 025 05 00



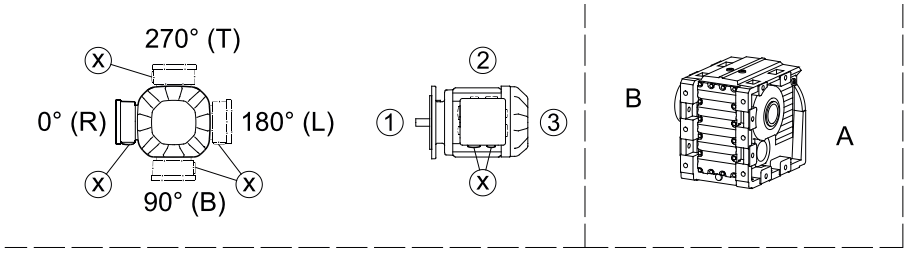


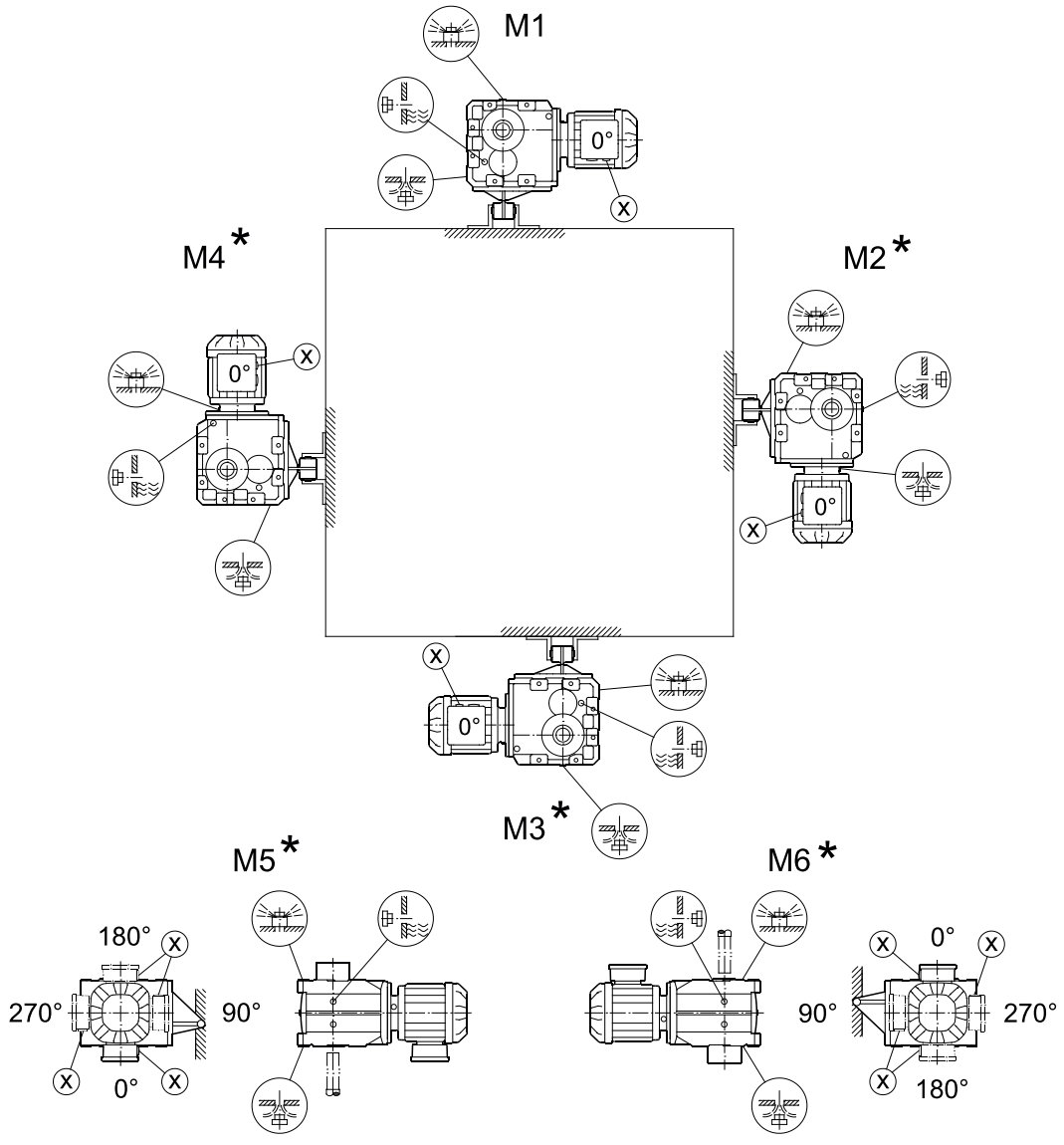
* (→ 🗎 195)

31551319/EN – 06/2025

KH167 – 187

39 026 05 00



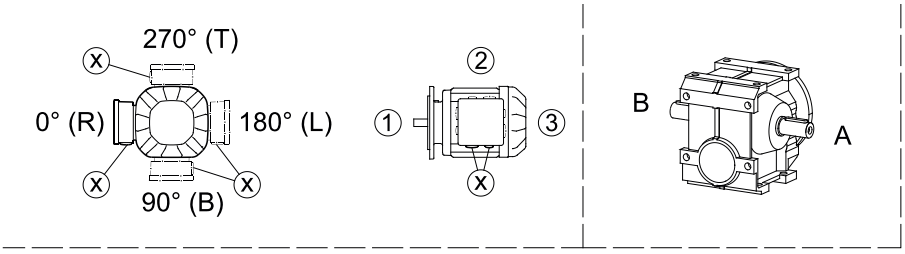


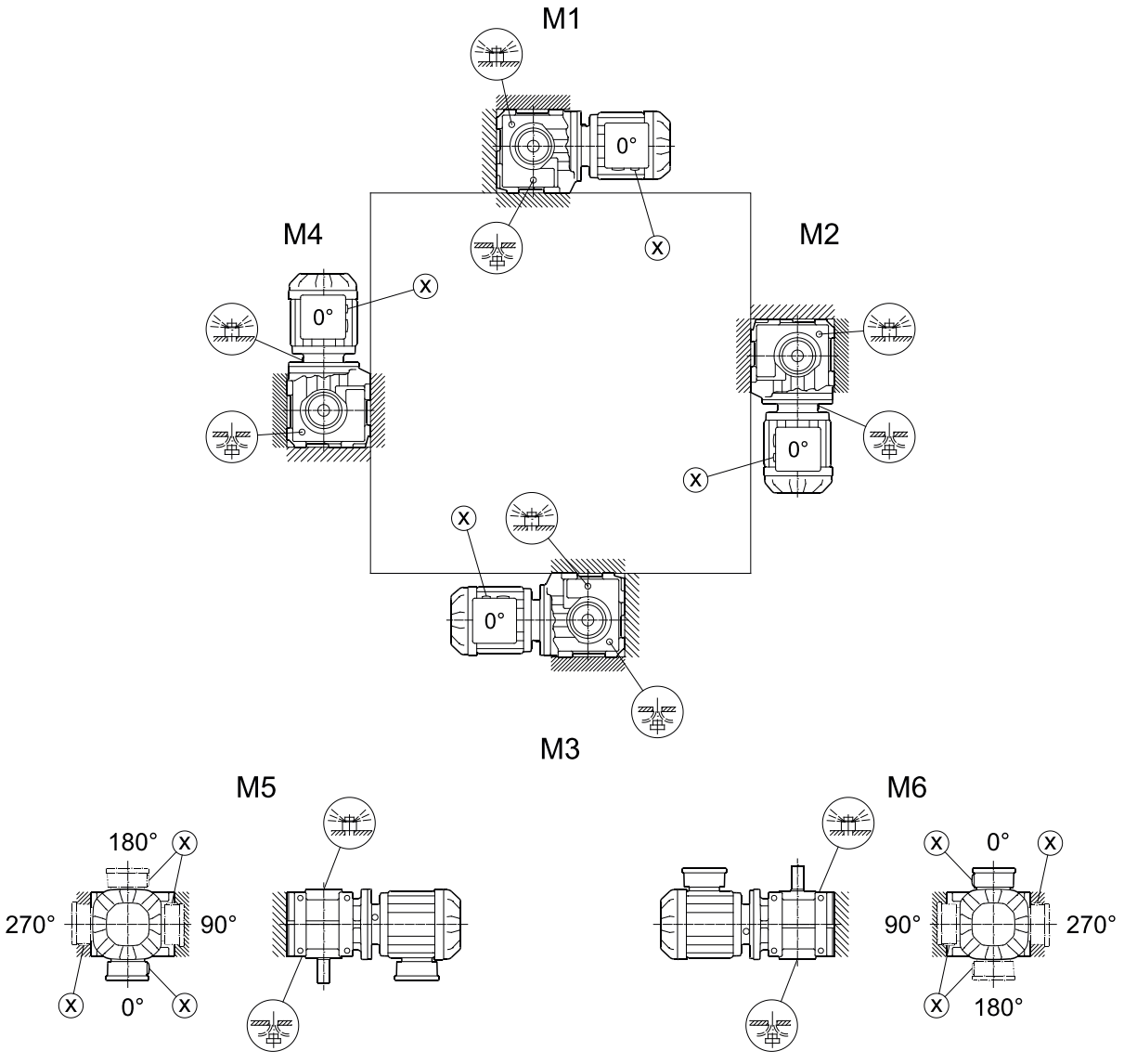
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7.7.6 Mounting positions of helical-worm gear units

S37

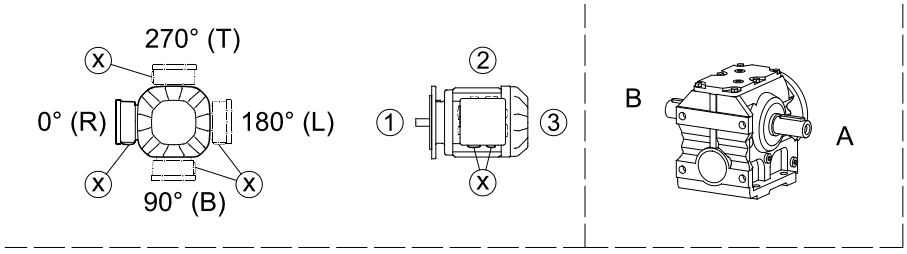
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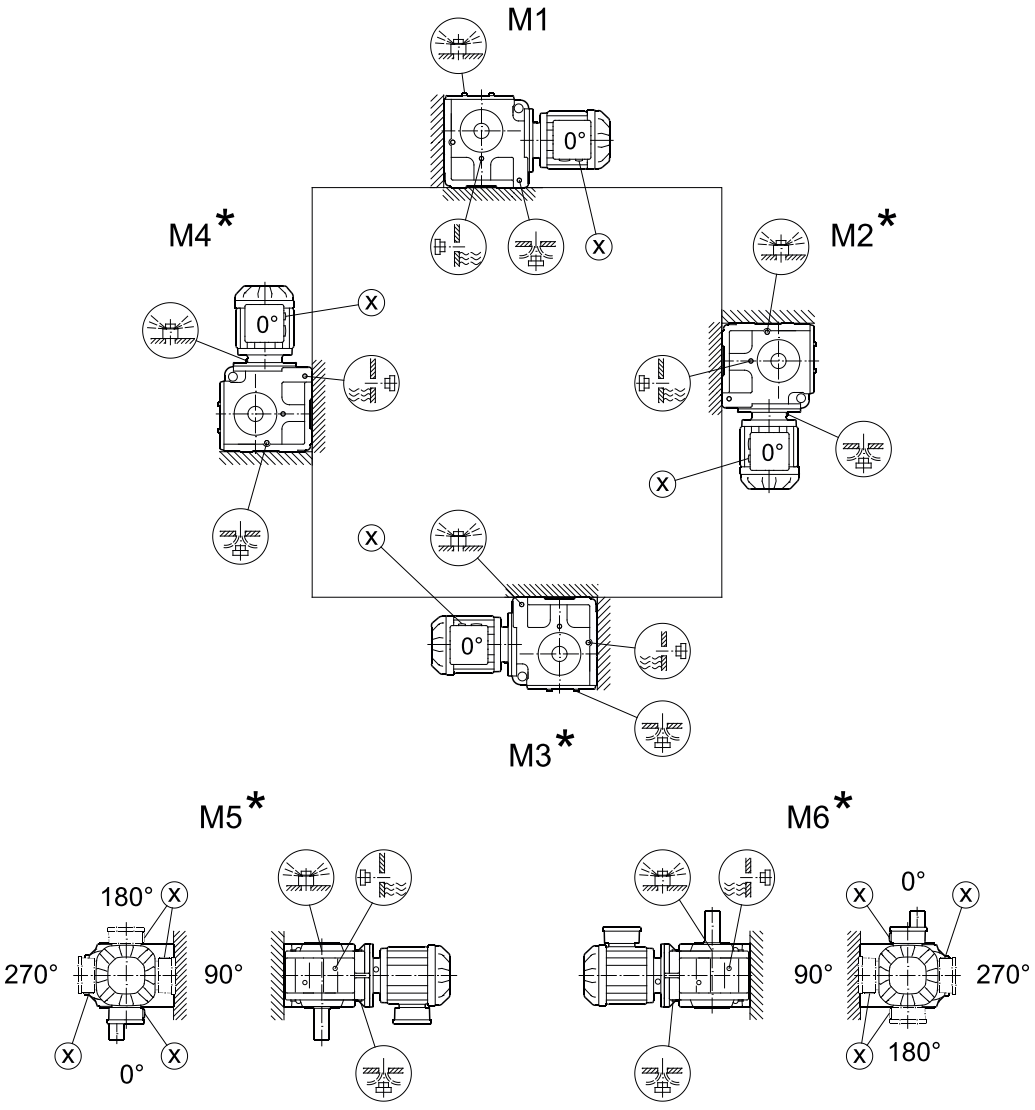




S47 – S97

05 026 04 00



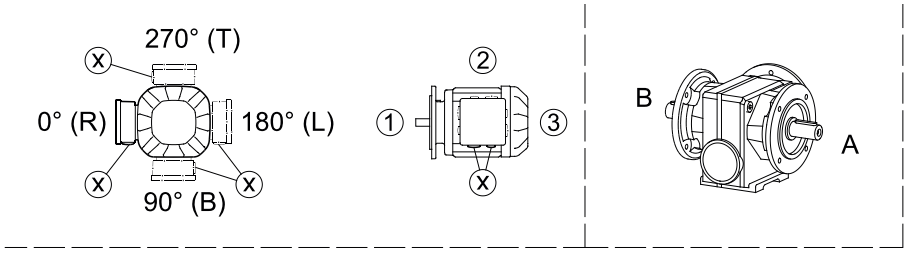


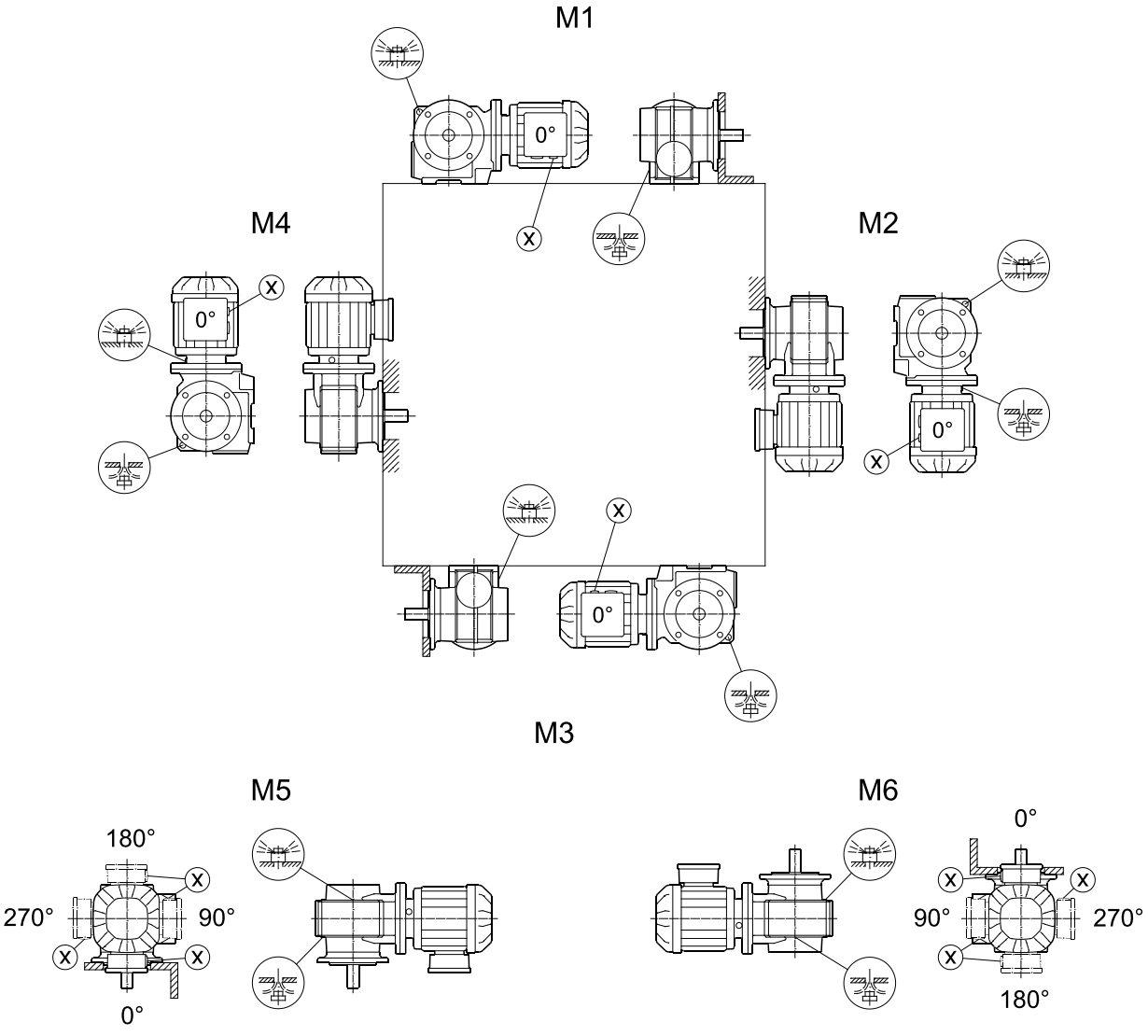
* (→ 🗎 195)

31551319/EN – 06/2025

SF/SAF/SHF37

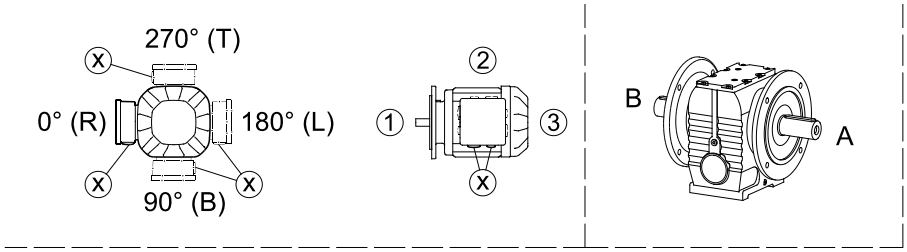
05 027 05 00

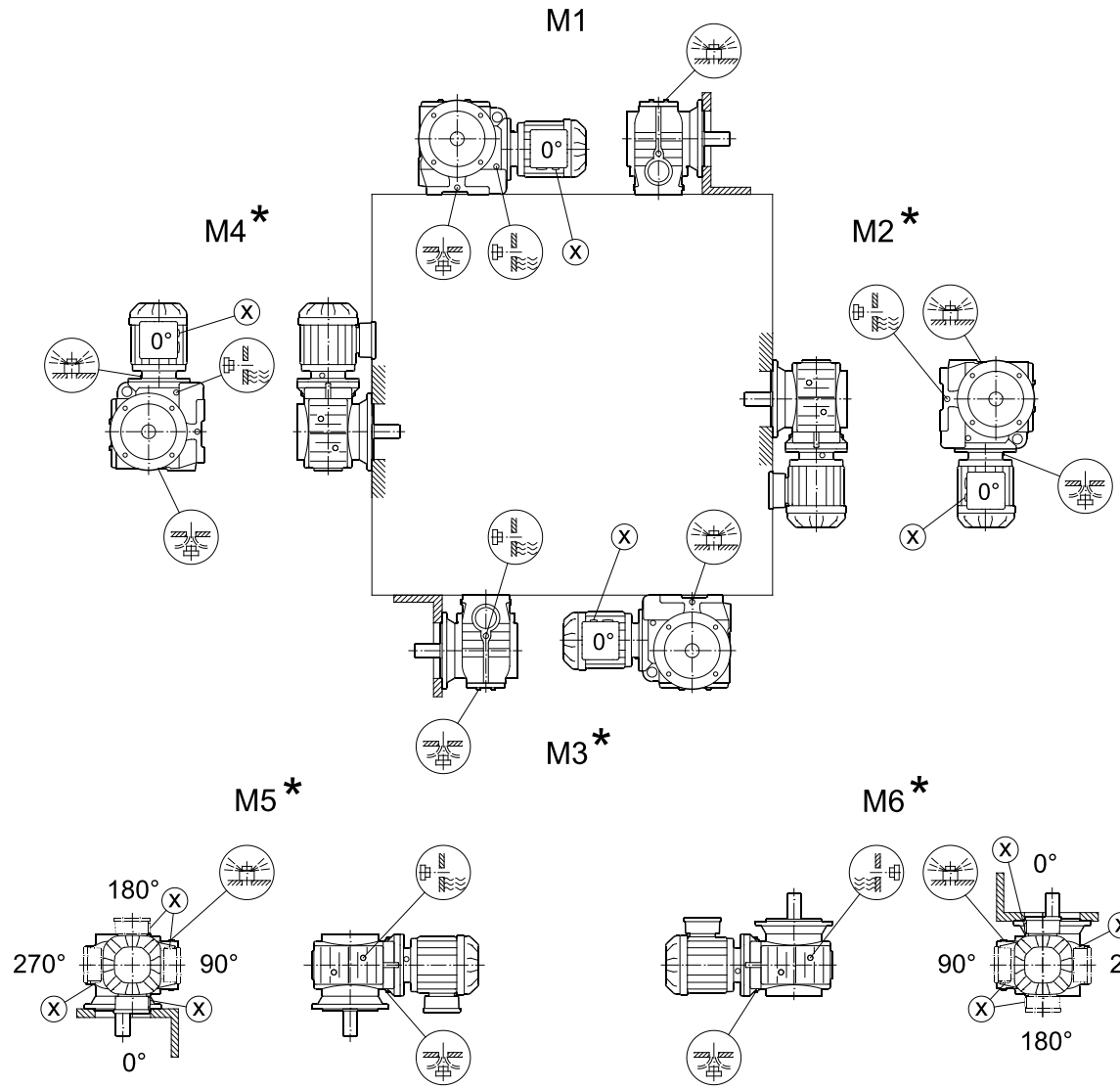




SF/SAF/SHF/SAZ/SHZ47 – 97

05 028 04 00



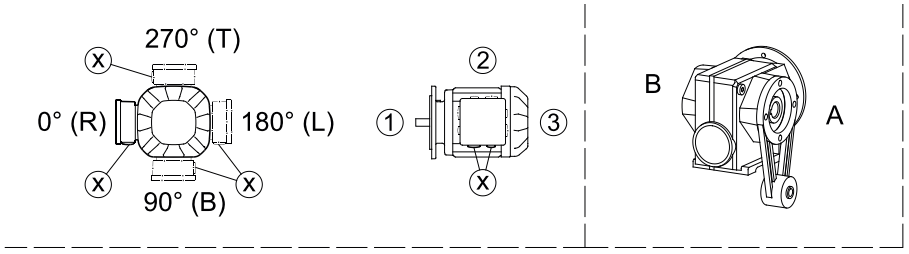


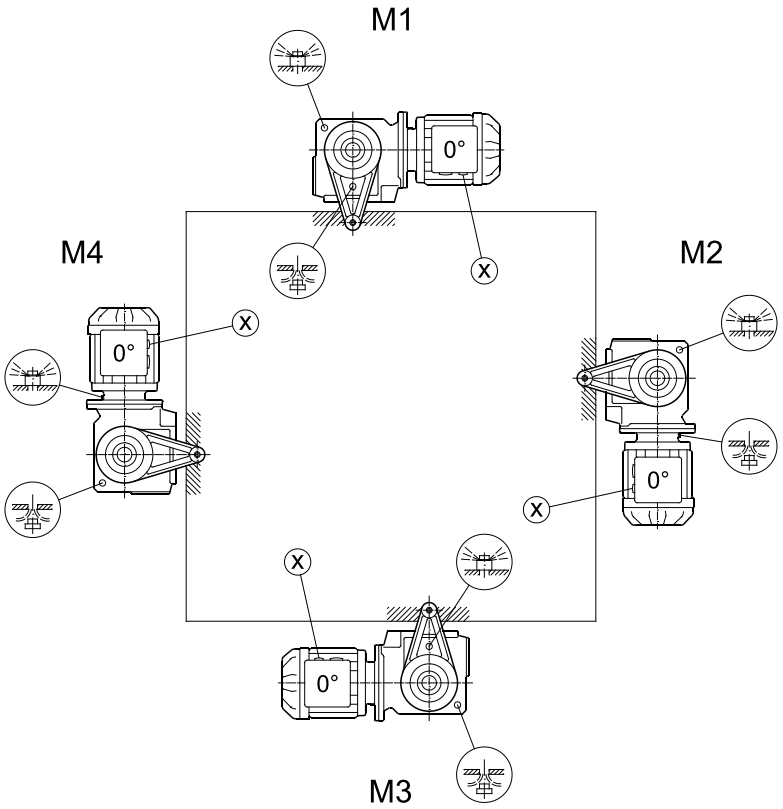
* (→ 🗎 195)

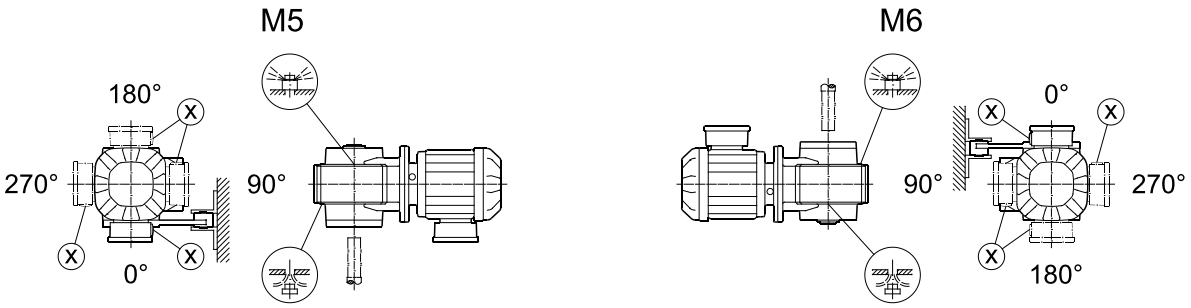
31551319/EN – 06/2025

SA/SH/ST37

28 020 06 00



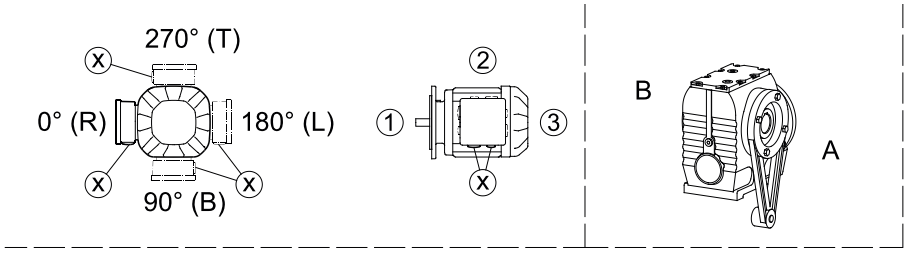


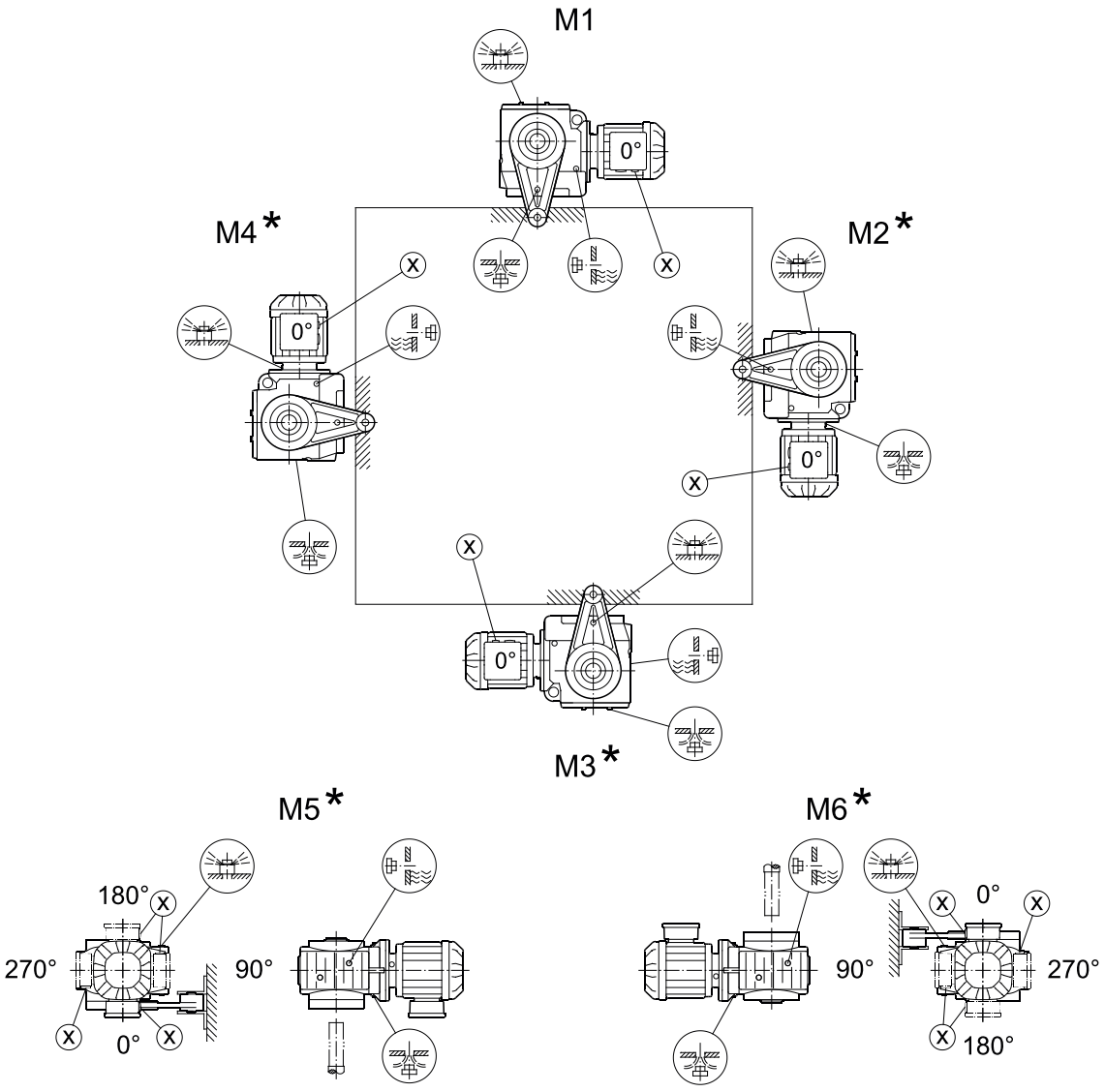


31551319/EN – 06/2025

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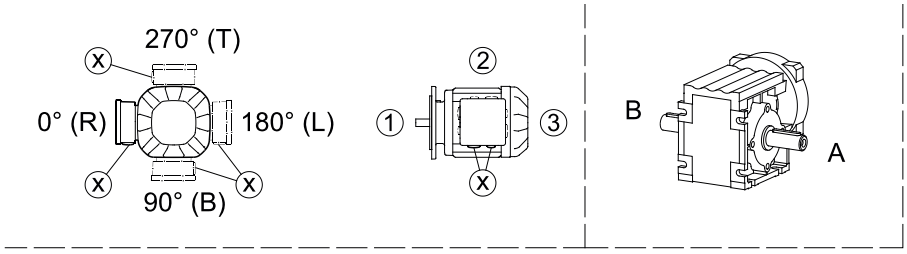


* (→ 🗎 195)

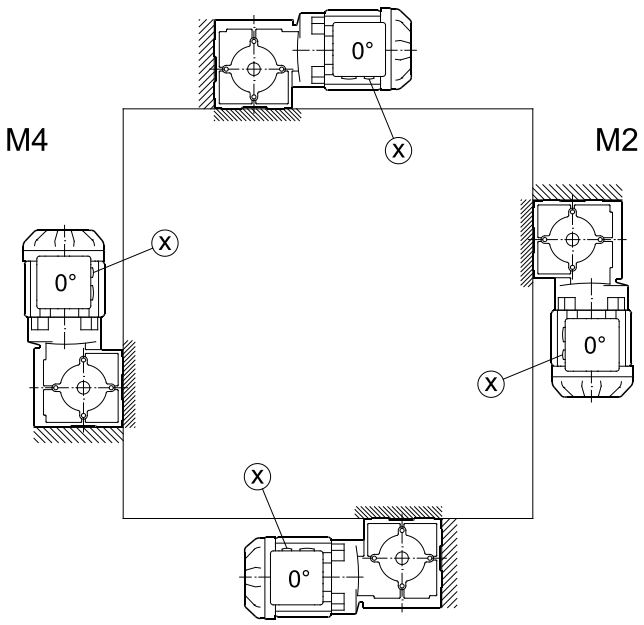
7.7.7 Mounting positions of SPIROPLAN® gear units

W10 – 30

20 001 02 02

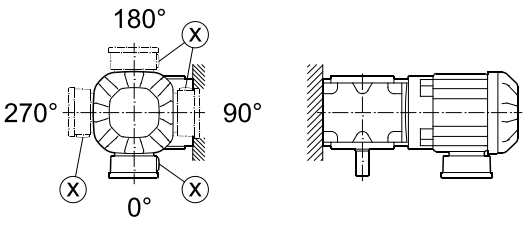


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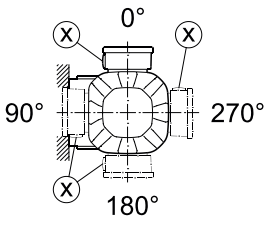


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M5



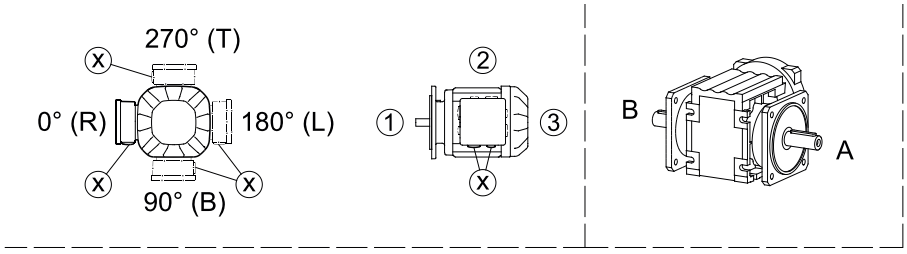
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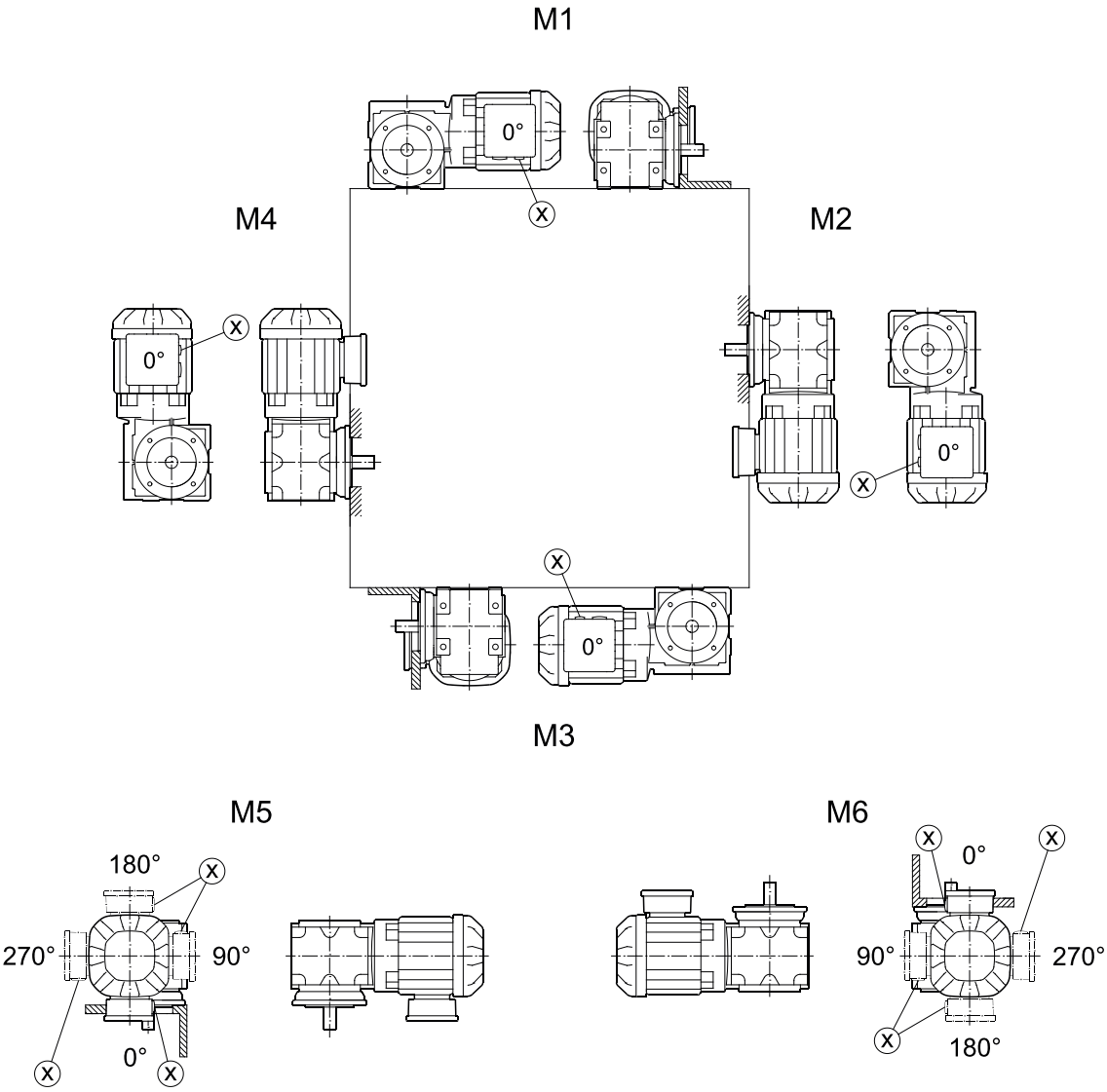


31551319/EN – 06/2025

WF10 – 30

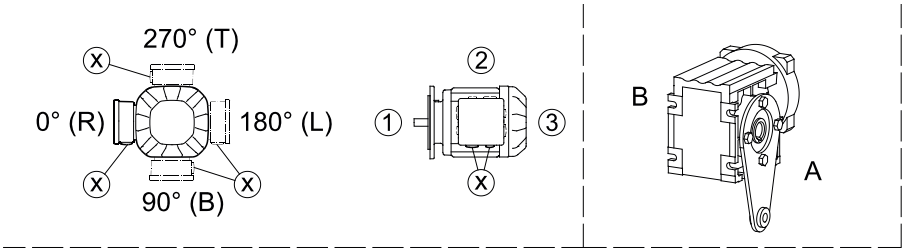
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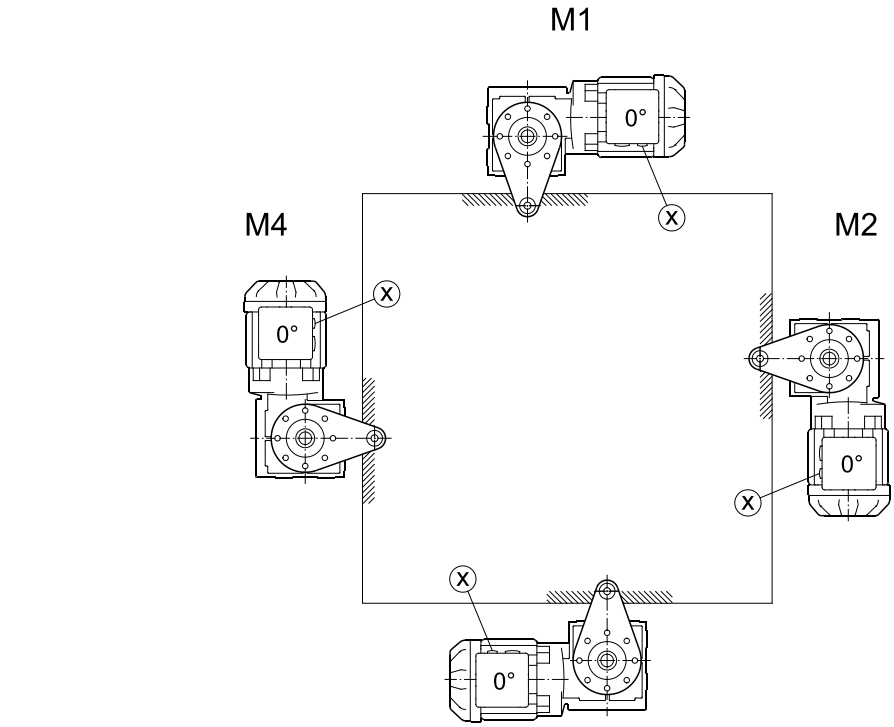


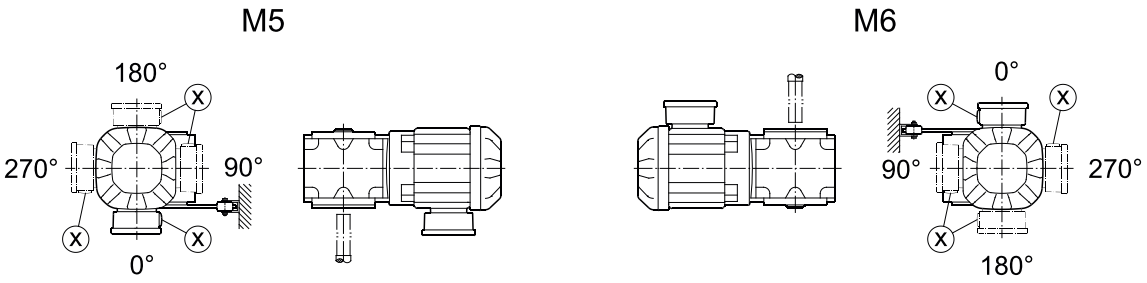


WA10 – 30

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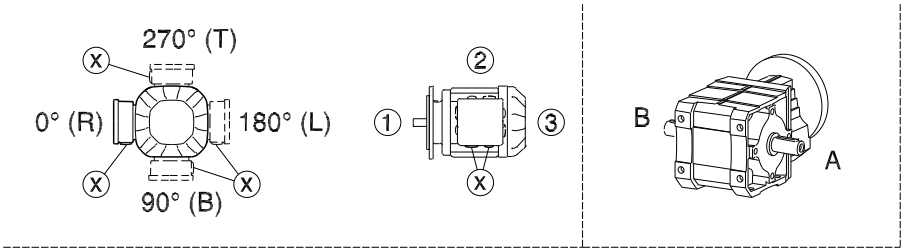




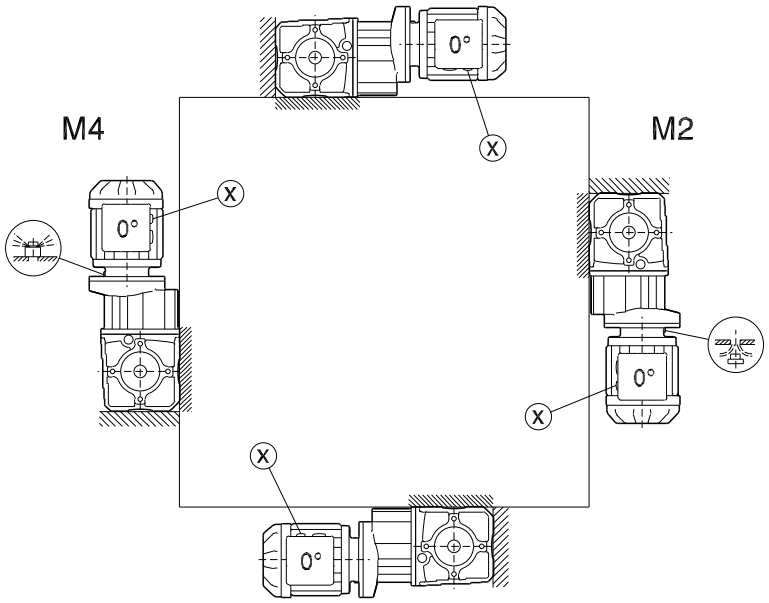


31551319/EN – 06/2025

W/WA..B/WH37B to 47B

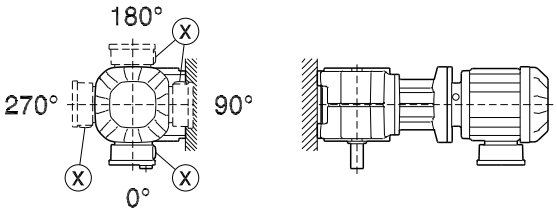


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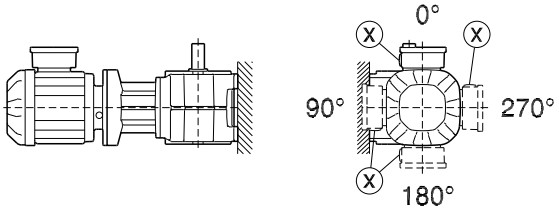


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M5

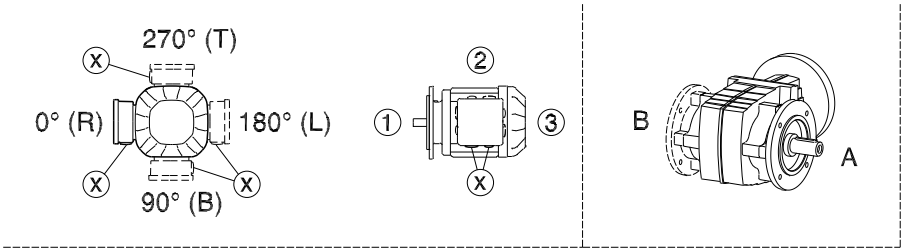


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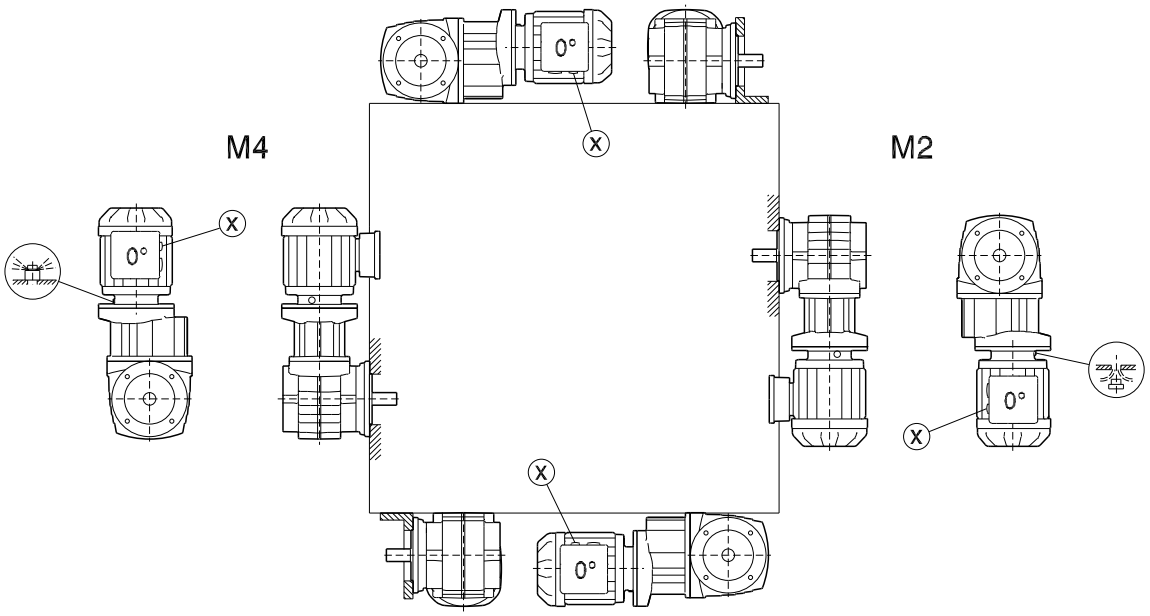


31551319/EN – 06/2025

WF/WAF/WHF37 to 47



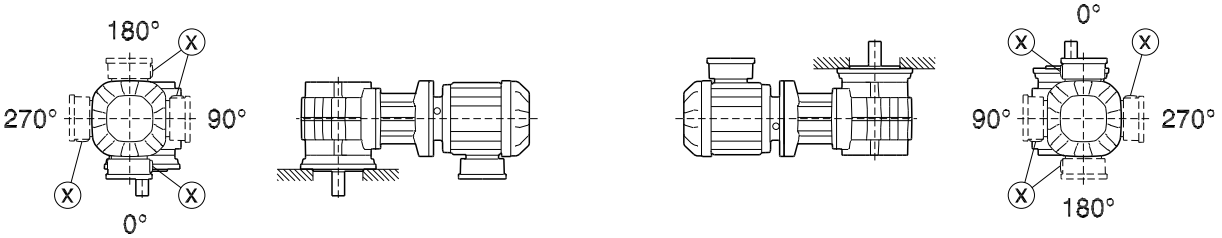
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M4 M2

M3

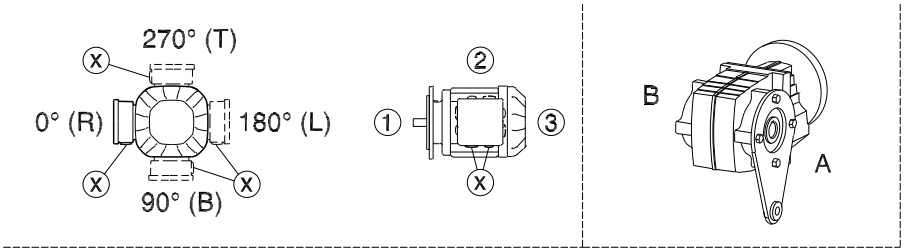
M5 M6



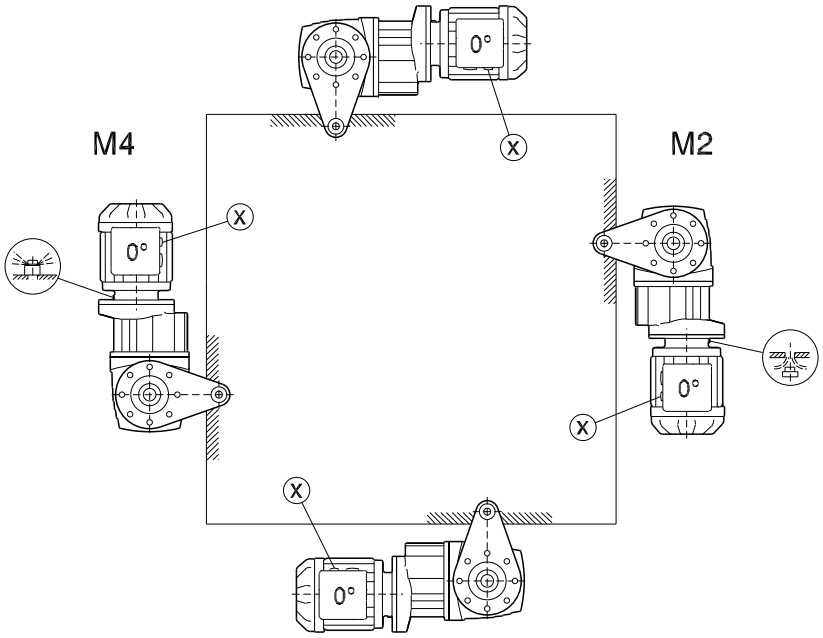
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WA/WH/WT37 to 47

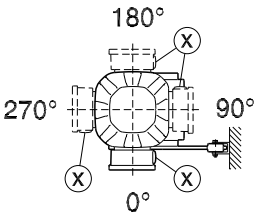
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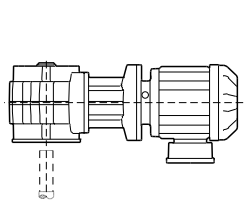


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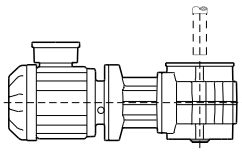


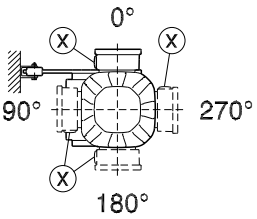
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M6

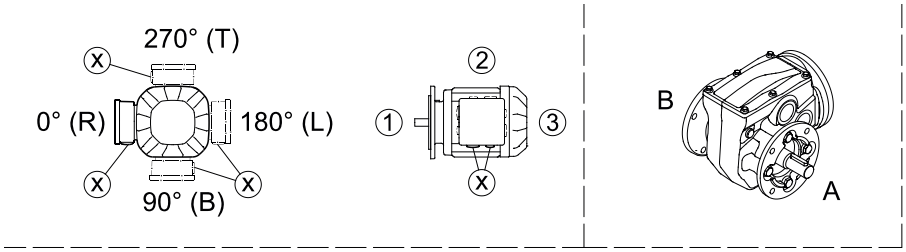


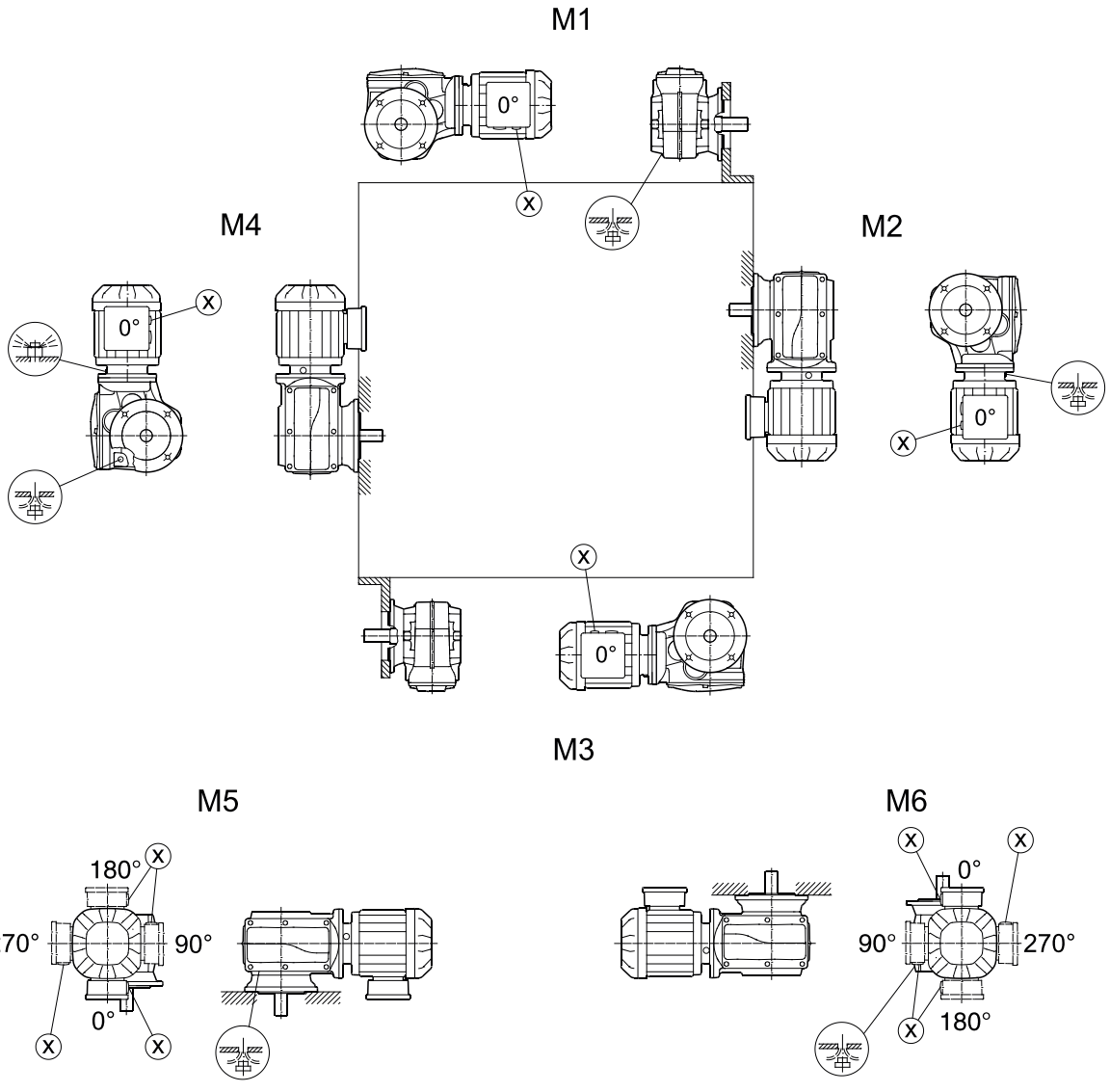


31551319/EN – 06/2025

WF/WAF19 – 59, WHF29 – 59

20 175 00 20

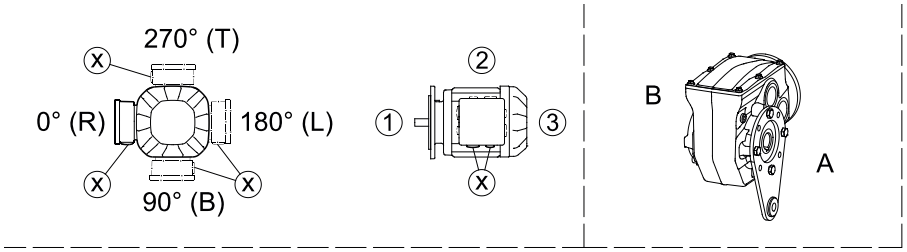


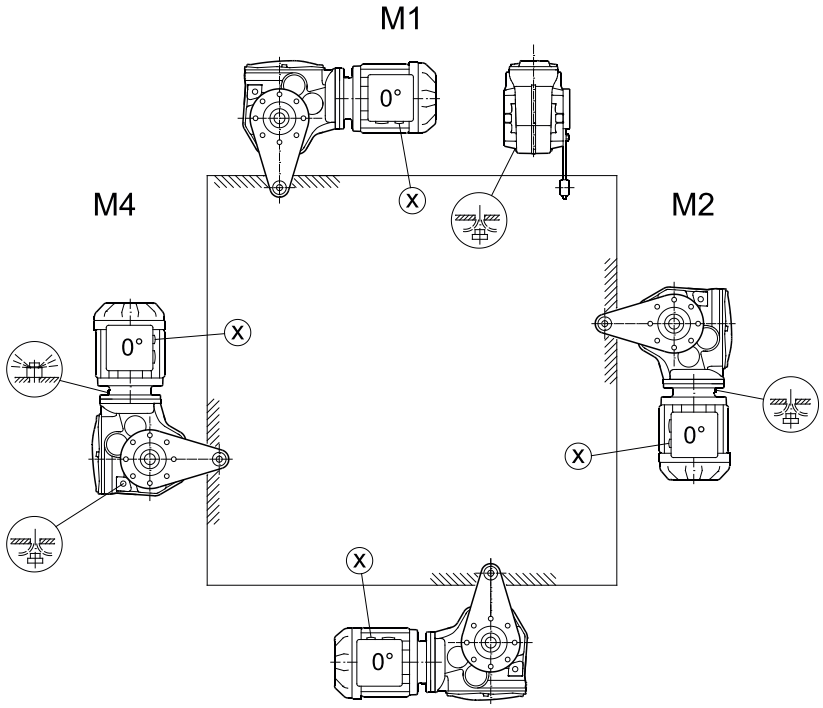


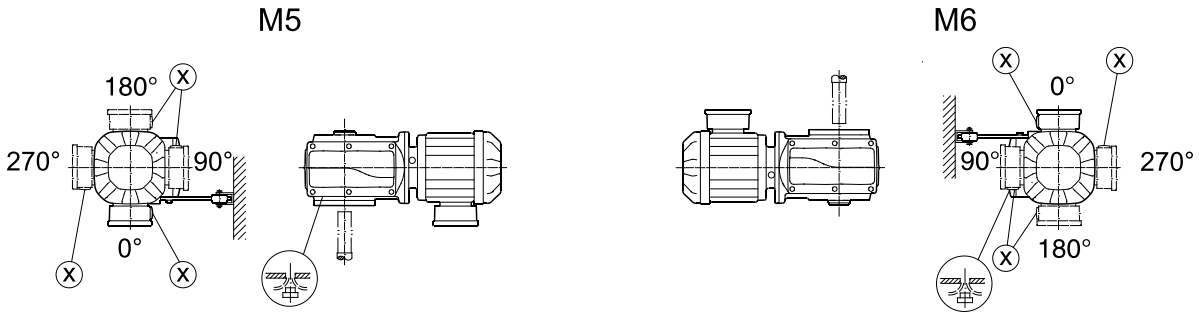
31551319/EN – 06/2025

WA19 – 59, WH/WT29 – 59

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31551319/EN – 06/2025

8 Technical data

8.1 Extended storage

INFORMATION

For storage periods longer than 9 months, SEW-EURODRIVE recommends the "extended storage" gear unit type. Gear units in this design are designated with a corresponding label.

INFORMATION

The gear units must remain tightly sealed until taken into operation to prevent the VCI anti-corrosion agent from evaporating.

For gear units of the "extended storage" design, the following measures are taken:

- The lubricant is mixed with a VCI anti-corrosion agent (**v**olatile **c**orrosion **i**nhibitors).

  Bear in mind that this VCI anti-corrosion agent is only effective in a temperature range from -25 °C to +50 °C.
- The flange contact surfaces and shaft ends are also treated with an anti-corrosion agent.

8.1.1 Storage conditions for long-term storage

Observe the storage conditions specified in the following table for extended storage.

Climate zone	Packaging[1)]	Storage[2)]	Storage duration
Temperate (Europe, USA, Canada, China and Russia, excluding tropical zones)	• Packed in containers • With desiccant and moisture indicator sealed in the plastic wrap	• Roofed • Protected against rain and snow • And shocks	Up to 4 years with regular inspection of the packaging and humidity indicator (rel. humidity < 50%)
	Open	• Under roof and enclosed at constant temperature and atmospheric humidity (5 °C < ϑ < 50 °C, relative humidity < 50%) • No sudden temperature variations • Controlled ventilation with filter (free from dust and dirt) • No aggressive vapors • No shocks	2 years or more with regular inspections • Check for cleanness and mechanical damage during the inspection • Check corrosion protection

31551319/EN – 06/2025

Climate zone	Packaging[1)]	Storage[2)]	Storage duration
Tropical (Asia, Africa, Central and South America, Australia, New Zealand excluding temperate zones)	• Packed in containers • With desiccant and moisture indicator sealed in the plastic wrap • Protected against insect damage and mildew by chemical treatment	• Roofed • Protected against rain and snow • And shocks	Up to 3 years with regular inspection of the packaging and humidity indicator (rel. humidity < 50%)
	Open	• Under roof and enclosed at constant temperature and atmospheric humidity (5 °C < ϑ < 50 °C, relative humidity < 50%) • No sudden temperature variations • Controlled ventilation with filter (free from dust and dirt) • No aggressive vapors • No shocks • Protected against insect damage	2 years or more with regular inspections • Check for cleanness and mechanical damage during the inspection • Check corrosion protection

1) Packaging must be carried out by an experienced company using packaging material specifically suited for the application.
2) SEW-EURODRIVE recommends storing the gear units according to the mounting position.

31551319/EN – 06/2025

8.2 Lubricants

Unless a special arrangement is made, SEW-EURODRIVE supplies the drives with a lubricant fill adapted for the specific gear unit and mounting position. The mounting position (see chapter "Mounting positions" (→ 🗎 194)) must therefore be specified in the drive order. You must adapt the lubricant fill in case of any subsequent changes made to the mounting position (see chapter "Lubricant fill quantities" (→ 🗎 248)).

8.2.1 Bearing greases

The gear unit rolling bearings are given a factory-fill with the greases described below.

The table shows the lubricants recommended by **SEW-EURODRIVE**:

Area of application	Ambient temperature	Manufacturer	Type
Standard	-40°C to +80°C	SEW-EURODRIVE	Grease HL 2 E1[1)]
		Fuchs	Renolit CX-TOM 15[1)]
		Klüber	Petamo GHY 133 N
 2)	-40°C to +40°C	SEW-EURODRIVE	Grease HL 2 H1 E1
		Bremer & Leguil	Cassida Grease GTS 2
 3)	-20°C to +40°C	Fuchs	Plantogel 2S

1) Bearing grease based on semi-synthetic base oil.
2) Lubricant for the food processing industry.
3) Easily biodegradable lubricant for environmentally sensitive areas.

The rolling bearings do not need to be re-greased. If the rolling bearings have been washed or new ungreased rolling bearings are installed, the rolling bearings must be filled with the following grease quantities:

- **For fast-running bearings (gear unit input side):** Fill the cavities between the rolling elements one-third full with grease.
- **For slow-running bearings (gear unit output side):** Fill the cavities between the rolling elements two-thirds full with grease.

8.2.2 Lubricant table

NOTICE

Damage to the gear unit due to improper lubricants.

Possible damage to property.

- Do not mix synthetic lubricants.
- Do not mix synthetic lubricants and mineral lubricants.

The lubricant recommendation provided in the lubricant table in no way represents a guarantee as to the quality of the lubricant delivered by each respective supplier. Each lubricant manufacturer is responsible for the quality of their product.

Oils of the same viscosity class from different manufacturers do not have the same characteristics. In particular, the minimum and maximum permitted oil bath temperatures are manufacturer-specific. These temperatures are specified in the lubricant tables.

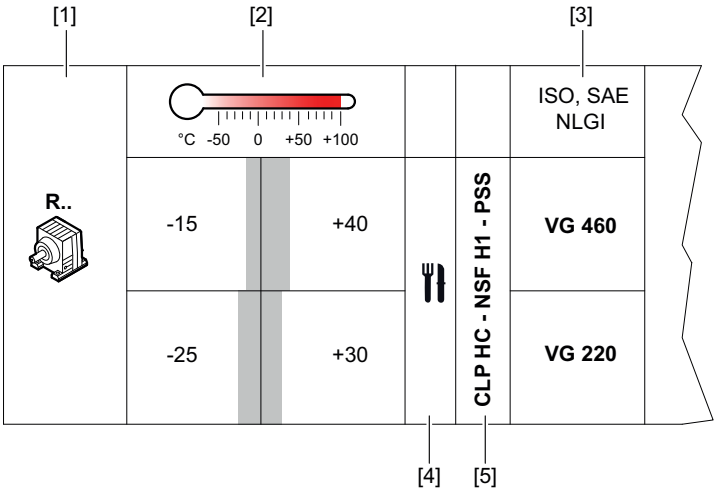
31551319/EN – 06/2025

The oil viscosity and type (mineral/synthetic) to be used are determined by SEW-EURODRIVE specifically for each order. This information is noted in the order confirmation and on the gear unit's nameplate. If you use other lubricants for the gear units and/or use the lubricants at temperatures outside the recommended temperature range, SEW-EURODRIVE does not assume liability.

The values specified in the lubricant tables apply as of the time of printing of this document. The data of the lubricants are subject to dynamic change on the part of the lubricant manufacturers. For the latest information about the lubricants, visit: **www.sew-eurodrive.de/lubricants**.

To avoid gear unit damage, use only one lubricant type.

Information on the table structure

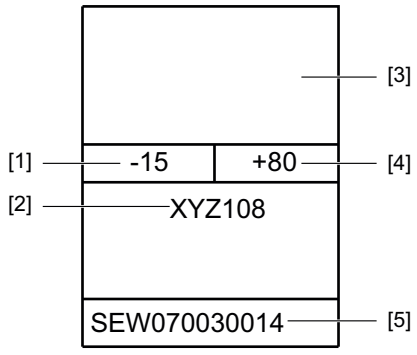


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[1] Gear unit type
[2] Ambient temperature range
[3] Viscosity class
[4] Information about special approvals
[5] Lubricant type

The specified ambient temperatures are guide values for selecting a suitable lubricant. The exact upper and lower temperature limits for project planning are specified in the table with the respective trade name. Bear in mind during project planning that the viscosity increases at low temperatures and that this might influence the starting behavior.

Information on the various lubricants



[1] Lowest oil sump temperature in °C, going below this value during operation is not permitted.
[2] Trade name
[3] Manufacturer
[4] Highest oil sump temperature in °C. The service life will be considerably reduced when this temperature is exceeded. Observe the lubricant change intervals. For more information, refer to chapter "Lubricant change intervals" (→ 🗎 167).
[5] Approvals regarding compatibility of the lubricant with approved oil seals

Lubricant compatibility with oil seals

Approval	Explanation
SEW07004_ _13:	A lubricant especially recommended with regard to compatibility with the approved oil seals. The lubricant exceeds the state-of-the-art requirements regarding elastomer compatibility.

Key

The following table shows the symbols and abbreviations used in the used in the lubricant table and their meaning:

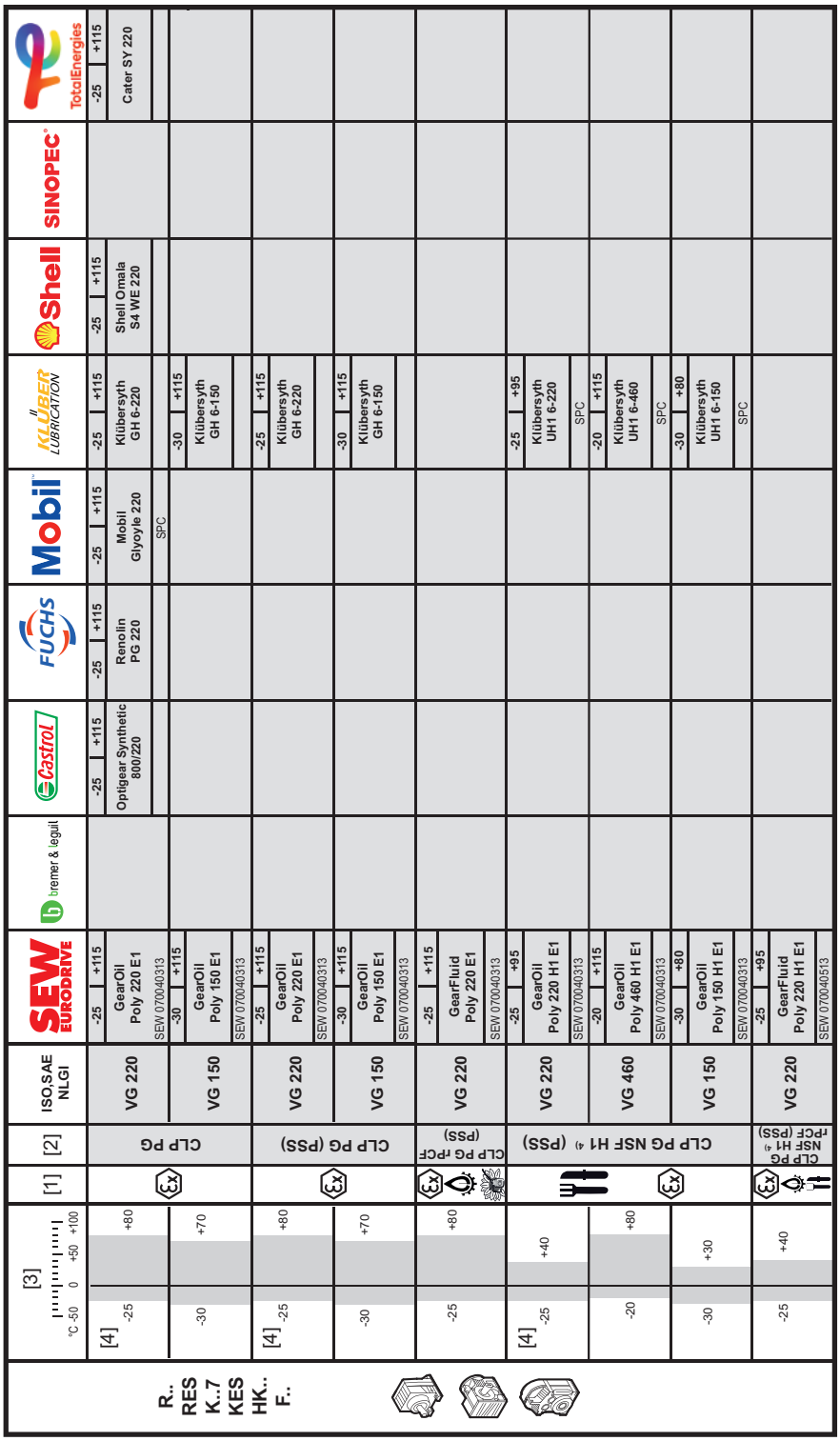
Abbreviation/symbol	Meaning
	Synthetic lubricant (marked gray)
	Mineral lubricant
CLP	Mineral oil
CLP PG	Polyglycol (PG)
rPCF	Reduced Product Carbon Footprint
CLP HC	Synthetic hydrocarbons to polyalphaolefins (PAO)
E	Ester-based oil
	Lubricant for the food processing industry and feed industry. Oils are NSF-H1 registered and compliant in accordance with FDA 21 CFR § 178.3570
	Lubricants with particularly reduced CO_2 footprint (cradle-to-gate) with sustainable raw materials.
	Lubricants with slight bio-degradability for environmentally sensitive areas (> 60% according to OECD 301 or according to appendix A of EPA 2013 VGP)
	Lubricant suitable for explosion-protected gear units and gearmotors
1)	Helical-worm gear units with CLP-PG: Contact SEW-EURODRIVE.
2)	Low-viscosity grease
3)	With appropriate measures, the gear units can be operated at ambient temperatures as low as -40 °C. Contact SEW-EURODRIVE.
RWDR	Oil seal
PSS	Oil seal of the Premium Sine Seal type. The addendum "PSS" for the lubricant type indicates compatibility with the sealing system.

31551319/EN – 06/2025

Lubricant table for R.., F.., and K..7 gear units

The lubricant table is valid on the day this document is published. Refer to **www.sew-eurodrive.de/lubricants** for the latest tables.

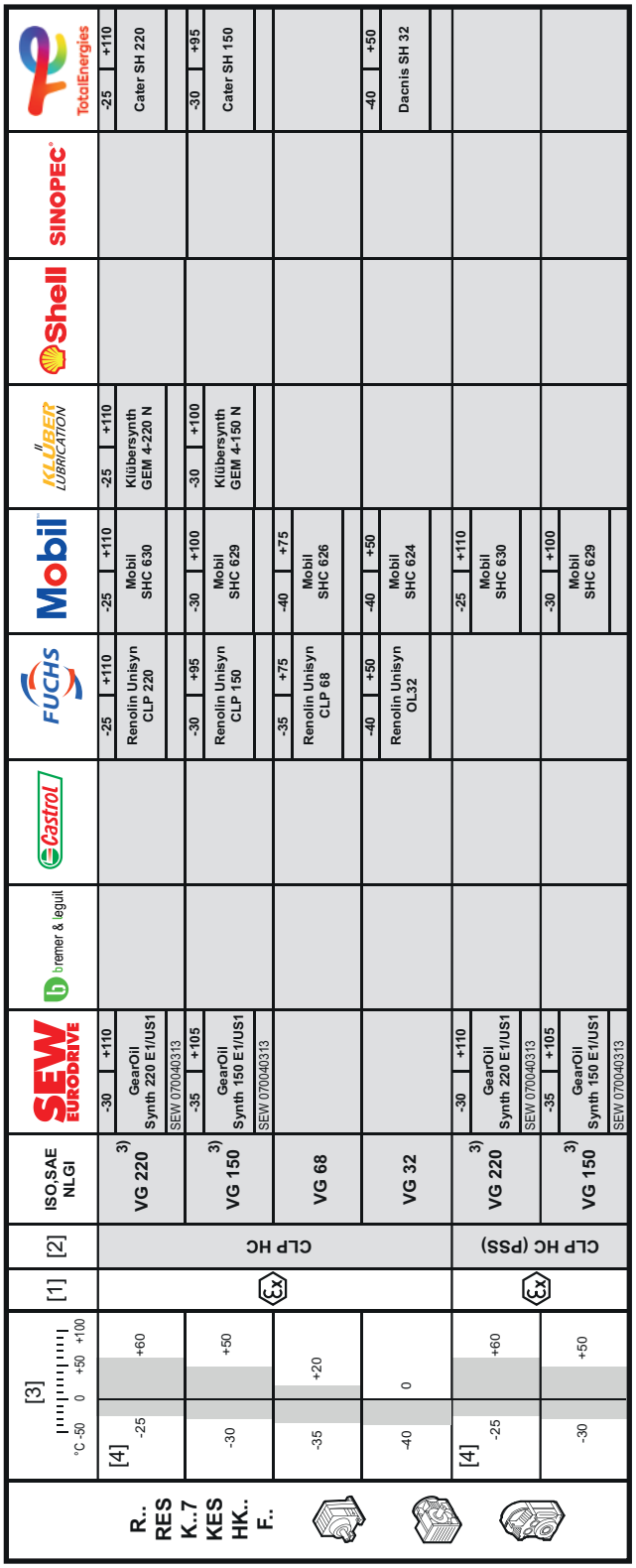
Observe the thermal application limit of the oil seal materials under "Lubricant compatibility with oil seals" (→ 🗎 238).



[1] Note on special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

The lubricant table is valid on the day this document is published. Refer to **www.sew-eurodrive.de/lubricants** for the latest tables.

Observe the thermal application limit of the oil seal materials under "Lubricant compatibility with oil seals" (→ 🖹 238).

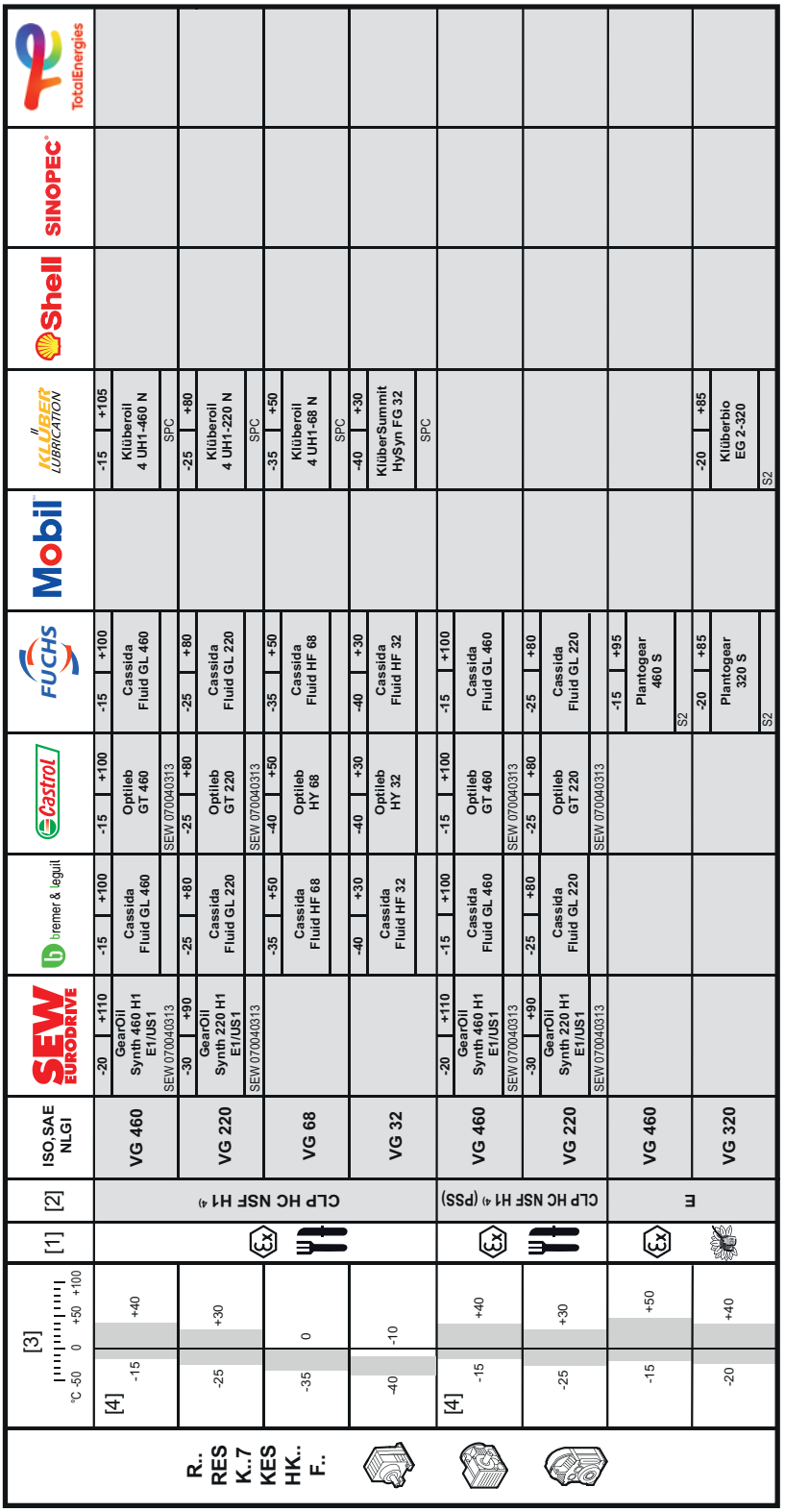


[1] Note on special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

31551319/EN – 06/2025

The lubricant table is valid on the day this document is published. Refer to **www.sew-eurodrive.de/lubricants** for the latest tables.

Observe the thermal application limit of the oil seal materials under "Lubricant compatibility with oil seals" (→ 🗎 238).



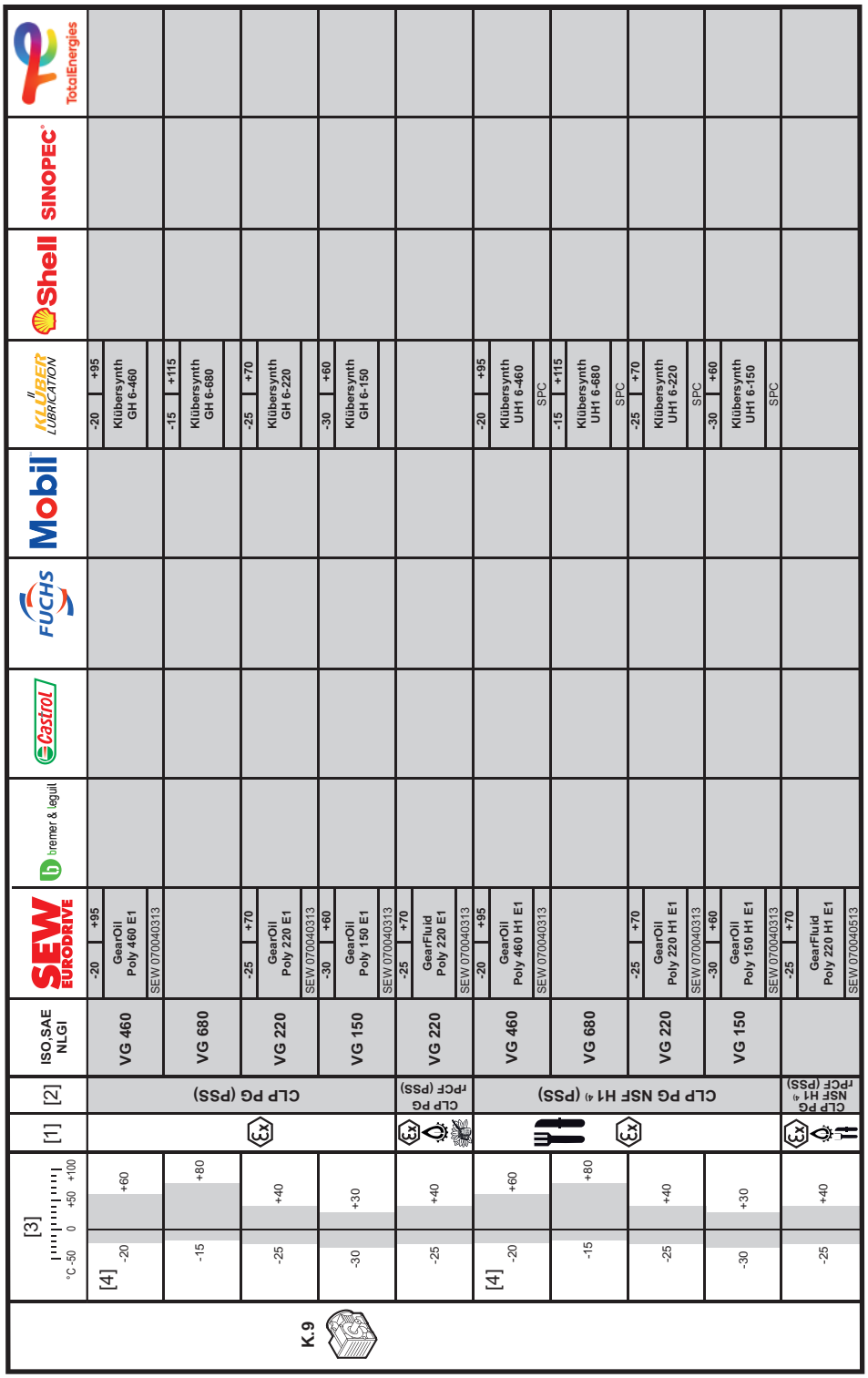
[3] °C -50 0 +50 +100	[1]	[2]	ISO,SAE NLGI	SEW EURODRIVE	bremer & leguil	Castrol	FUCHS	Mobil	KLÜBER LUBRICATION	Shell	SINOPEC	TotalEnergies
R.. RES K..7 KES HK.. F..												
[4] -15 … +40		CLP HC NSF H1 a)	VG 460	-20 … +110 GearOil Synth 460 H1 E1/US1 SEW 070040313	-15 … +100 Cassida Fluid GL 460	-15 … +100 Optileb GT 460 SEW 070040313	-15 … +100 Cassida Fluid GL 460		-15 … +105 Klüberoil 4 UH1-460 N SPC			
-25 … +30			VG 220	-30 … +90 GearOil Synth 220 H1 E1/US1 SEW 070040313	-25 … +80 Cassida Fluid GL 220	-25 … +80 Optileb GT 220 SEW 070040313	-25 … +80 Cassida Fluid GL 220		-25 … +80 Klüberoil 4 UH1-220 N SPC			
-35 … 0			VG 68	SEW 070040313	-35 … +50 Cassida Fluid HF 68	-40 … +50 Optileb HY 68	-35 … +50 Cassida Fluid HF 68		-35 … +50 Klüberoil 4 UH1-68 N SPC			
-40 … -10			VG 32		-40 … +30 Cassida Fluid HF 32	-40 … +30 Optileb HY 32	-40 … +30 Cassida Fluid HF 32		-40 … +30 KlüberSummit HySyn FG 32 SPC			
[4] -15 … +40		CLP HC NSF H1 a) (PSS)	VG 460	-20 … +110 GearOil Synth 460 H1 E1/US1 SEW 070040313	-15 … +100 Cassida Fluid GL 460	-15 … +100 Optileb GT 460 SEW 070040313	-15 … +100 Cassida Fluid GL 460					
-25 … +30			VG 220	-30 … +90 GearOil Synth 220 H1 E1/US1 SEW 070040313	-25 … +80 Cassida Fluid GL 220	-25 … +80 Optileb GT 220 SEW 070040313	-25 … +80 Cassida Fluid GL 220					
-15 … +50		E	VG 460				-15 … +95 Plantogear 460 S S2					
-20 … +40			VG 320				-20 … +85 Plantogear 320 S S2		-20 … +85 Klüberbio EG 2-320 S2			

[1] Note on special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

Lubricant table for K..9 gear units

The lubricant table is valid on the day this document is published. Refer to **www.sew-eurodrive.de/lubricants** for the latest tables.

Observe the thermal application limit of the oil seal materials under "Lubricant compatibility with oil seals" (→ 🗎 238).



[1] Note on special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

Lubricant table for S.. gear units

The lubricant table is valid on the day this document is published. Refer to **www.sew-eurodrive.de/lubricants** for the latest tables.

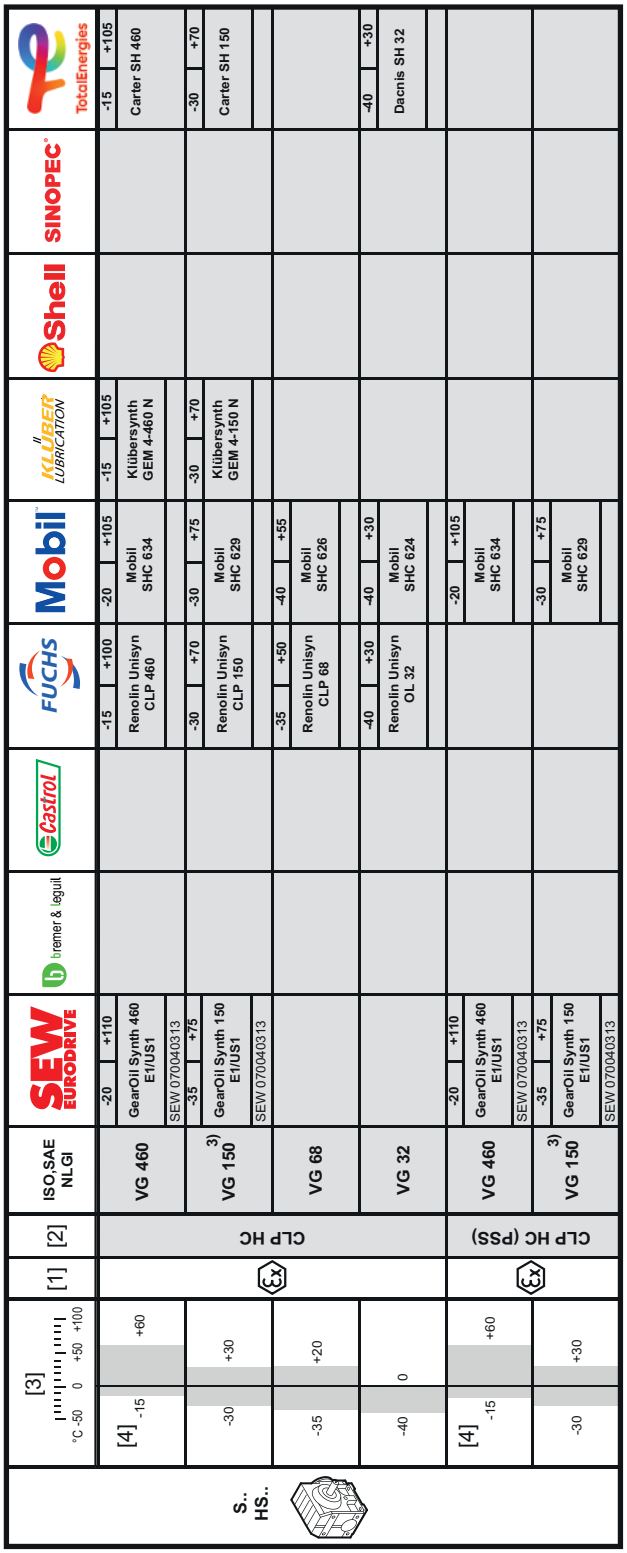
Observe the thermal application limit of the oil seal materials under "Lubricant compatibility with oil seals" (→ 🗎 238).

S.. HS..	[3] °C	[1]	[2]	ISO,SAE NLGI	SEW EURODRIVE	bremer & leguil	Castrol	FUCHS	Mobil	KLÜBER LUBRICATION	Shell	SINOPEC	TotalEnergies
	[4] -15 … +40	Ex	CLP HC NSF H1 a)	VG 460	-20 … +95 GearOil Synth 460 H1 E1/US1	-15 … +85 Cassida Fluid GL 460	-15 … +90 Optileb GT 460	-15 … +85 Cassida Fluid GL 460		-15 … +90 Klüberoil 4 UH1-460 N			
					SEW 070040313		SEW 070040313			SPC			
	-25 … +30			VG 220	-30 … +75 GearOil Synth 220 H1 E1/US1	-25 … +70 Cassida Fluid GL 220	-25 … +70 Optileb GT 220	-25 … +70 Cassida Fluid GL 220		-25 … +70 Klüberoil 4 UH1-220 N			
					SEW 070040313		SEW 070040313			SPC			
	0 … -35			VG 68		-35 … +40 Cassida Fluid HF 68	-40 … +40 Optileb HY 68	-35 … +40 Cassida Fluid HF 68		-35 … +40 Klüberoil 4 UH1-68 N			
										SPC			
	-10 … -40			VG 32		-40 … +25 Cassida Fluid HF 32	-40 … +20 Optileb HY 32	-40 … +25 Cassida Fluid HF 32		-40 … +25 KlüberSummit HySyn FG 32			
										SPC			
	[4] -15 … +40	Ex	CLP HC NSF H1 a) (PSS)	VG 460	-20 … +95 GearOil Synth 460 H1 E1/US1	-15 … +85 Cassida Fluid GL 460	-15 … +90 Optileb GT 460	-15 … +85 Cassida Fluid GL 460					
					SEW 070040313		SEW 070040313						
	-25 … +30			VG 220	-30 … +75 GearOil Synth 220 H1 E1/US1	-25 … +75 Cassida Fluid GL 220	-25 … +70 Optileb GT 220	-25 … +75 Cassida Fluid GL 220					
					SEW 070040313		SEW 070040313						
	[4] -15 … +50	Ex	E	VG 460				-15 … +95 Plantogear 460 S S2					
	-20 … +40			VG 320				-20 … +85 Plantogear 320 S S2		-20 … +85 Klüberbio EG 2-320 S2			

[1] Information about special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

The lubricant table is valid on the day this document is published. Refer to **www.sew-eurodrive.de/lubricants** for the latest tables.

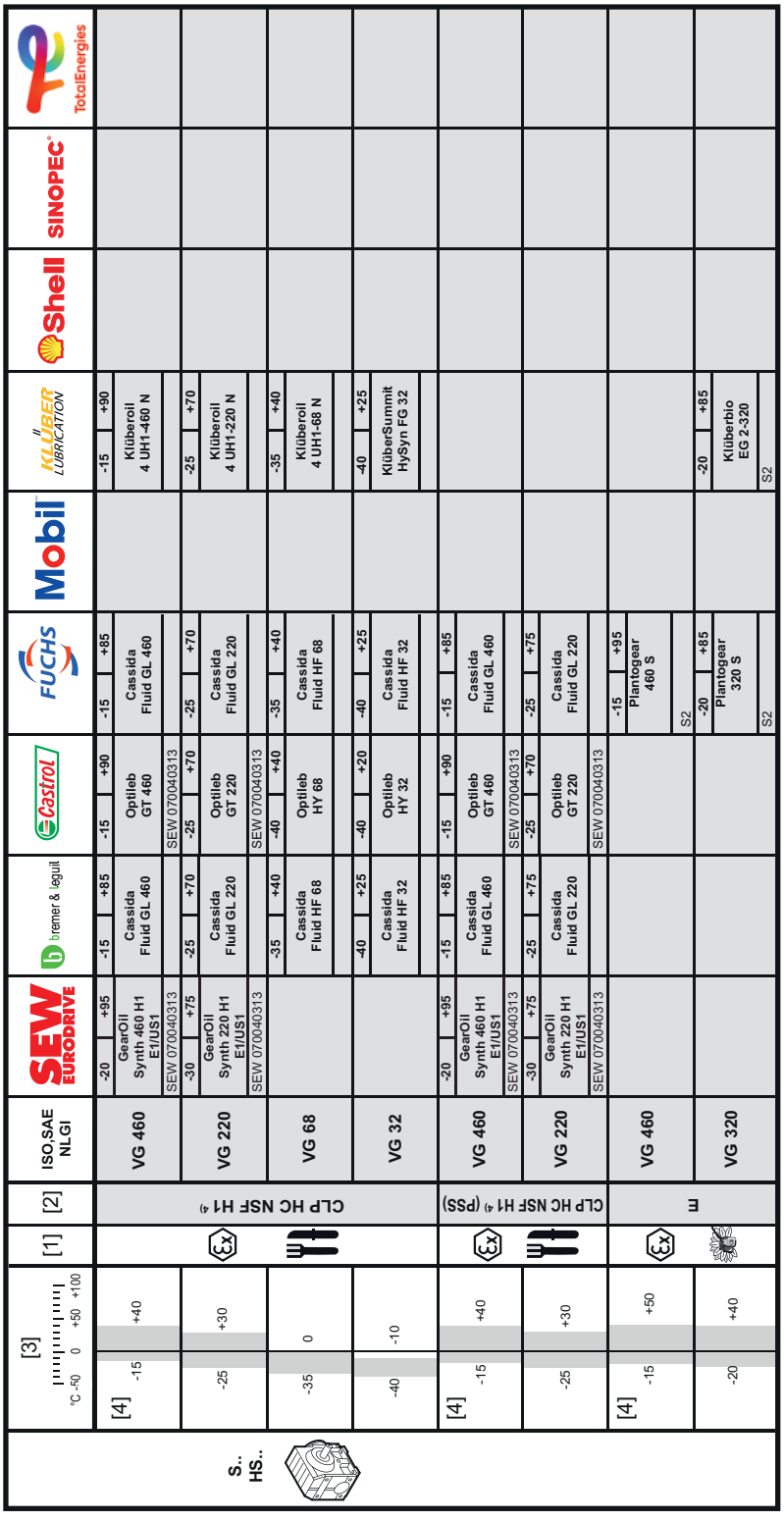
Observe the thermal application limit of the oil seal materials under "Lubricant compatibility with oil seals" (→ 🖹 238).



[1] Information about special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

The lubricant table is valid on the day this document is published. Refer to **www.sew-eurodrive.de/lubricants** for the latest tables.

Observe the thermal application limit of the oil seal materials under "Lubricant compatibility with oil seals" (→ 🗎 238).



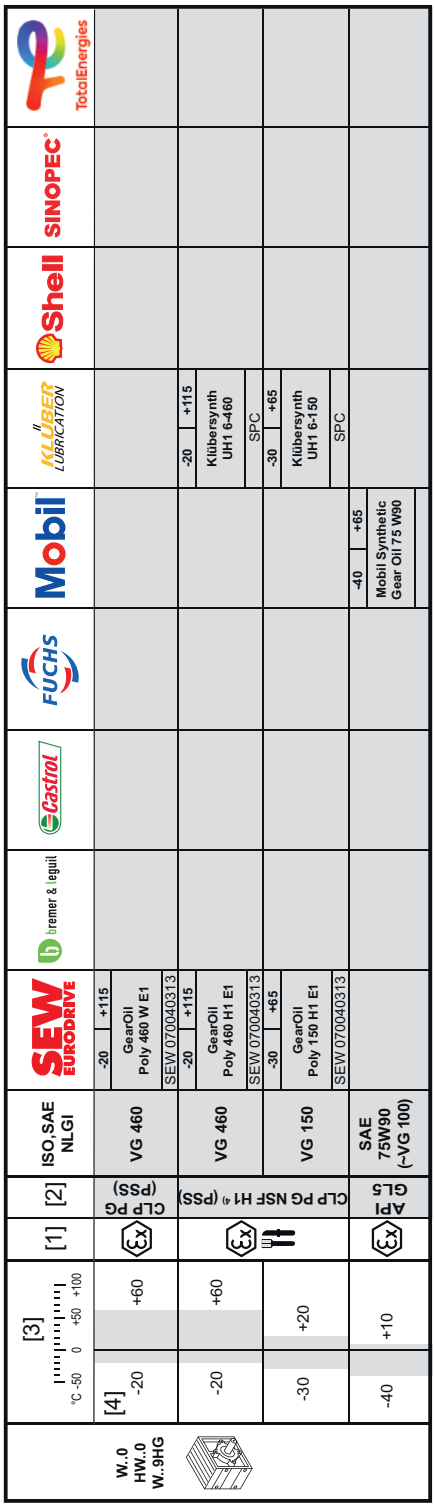
S.. HS..	[3] °C -40 0 +50 +100	[1]	[2]	ISO,SAE NLGI	SEW EURODRIVE	bremer & leguil	Castrol	FUCHS	Mobil	KLÜBER LUBRICATION	Shell	SINOPEC	TotalEnergies
	[4] -15 +40		CLP HC NSF H1 a)	VG 460	-20 +95 GearOil Synth 460 H1 E1/US1 SEW 070040313	-15 +85 Cassida Fluid GL 460	-15 +90 Optileb GT 460 SEW 070040313	-15 +85 Cassida Fluid GL 460		-15 +90 Klüberoil 4 UH1-460 N			
	-25 +30	Ex		VG 220	-30 +75 GearOil Synth 220 H1 E1/US1 SEW 070040313	-25 +70 Cassida Fluid GL 220	-25 +70 Optileb GT 220 SEW 070040313	-25 +70 Cassida Fluid GL 220		-25 +70 Klüberoil 4 UH1-220 N			
	-35 0			VG 68		-35 +40 Cassida Fluid HF 68	-40 +40 Optileb HY 68	-35 +40 Cassida Fluid HF 68		-35 +40 Klüberoil 4 UH1-68 N			
	-40 -10			VG 32		-40 +25 Cassida Fluid HF 32	-40 +20 Optileb HY 32	-40 +25 Cassida Fluid HF 32		-40 +25 KlüberSummit HySyn FG 32			
	[4] -15 +40	Ex	CLP HC NSF H1 a) (PSS)	VG 460	-20 +95 GearOil Synth 460 H1 E1/US1 SEW 070040313	-15 +85 Cassida Fluid GL 460	-15 +90 Optileb GT 460 SEW 070040313	-15 +85 Cassida Fluid GL 460					
	-25 +30			VG 220	-30 +75 GearOil Synth 220 H1 E1/US1 SEW 070040313	-25 +75 Cassida Fluid GL 220	-25 +70 Optileb GT 220 SEW 070040313	-25 +75 Cassida Fluid GL 220					
	[4] -15 +50	Ex	E	VG 460				-15 +95 Plantogear 460 S S2					
	-20 +40			VG 320				-20 +85 Plantogear 320 S S2		-20 +85 Klüberbio EG 2-320 S2			

[1] Information about special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

Lubricant table for W.. gear units

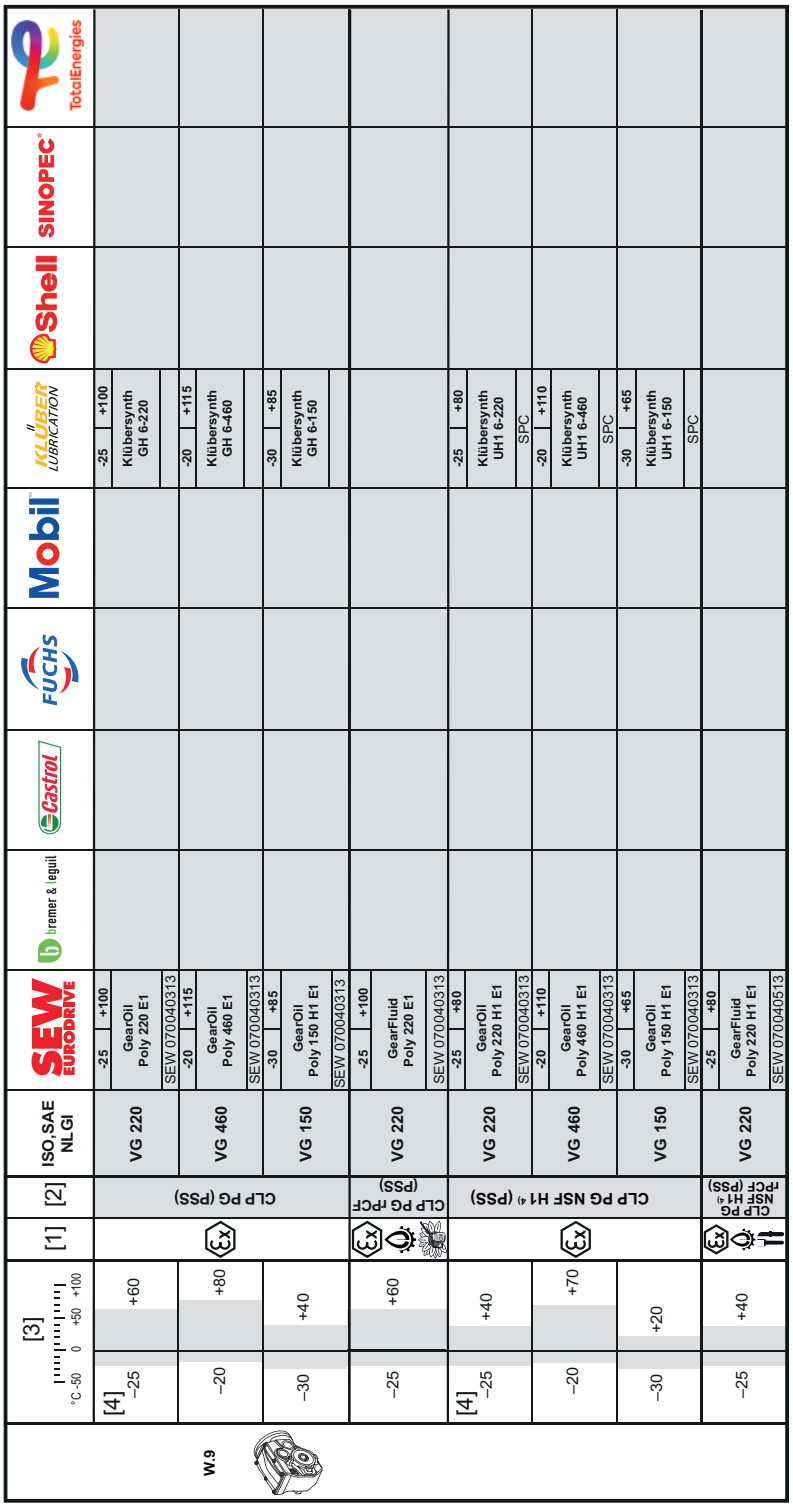
The lubricant table is valid on the day this document is published. Refer to **www.sew-eurodrive.de/lubricants** for the latest tables.

Observe the thermal application limit of the oil seal materials under "Lubricant compatibility with oil seals" (→ 🗎 238).



[1] Information about special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

31551319/EN – 06/2025



[1] Information about special approvals
[2] Oil type
[3] Ambient temperature range
[4] Standard

8.2.3 Lubricant fill quantities

Refer to the gear unit nameplate for prescribed lubricant fill quantities in explosion-protected gear units.

Check the oil level after the filling process, see chapter "Inspection/maintenance of the gear unit" (→ 🗎 174).

INFORMATION



Unless a special arrangement is made, SEW-EURODRIVE supplies the drives with a lubricant fill adapted for the specific mounting position. The mounting position (see chapter "Mounting positions" (→ 🗎 194)) must be specified when ordering the drive.

If the mounting position is changed, the lubricant fill quantity must be adapted accordingly. The **mounting position may only be changed** after prior consultation with SEW-EURODRIVE. Without prior consultation, the **Declaration of conformity** and the **Rights to claim under limited warranty** will expire.

31551319/EN – 06/2025

9 Malfunctions and remedies



⚠ WARNING

Risk of death or injury if the drive starts up unintentionally.

Severe or fatal injuries.

- Before starting work, disconnect the motor from the power supply.
- Secure the motor against unintended power-up.



⚠ CAUTION

Risk of burns due to hot gear unit and hot gear unit oil.

Severe injury.

- Allow the gear unit to cool down before starting work.
- Carefully remove the oil level plug and the oil drain plug.

NOTICE

Damage to the gear unit/gearmotor due to improper installation.

Damage to the gear unit/gearmotor.

- Repairs works at SEW-EURODRIVE gear units may only be performed by qualified specialists. In the context of this documentation, qualified specialists are persons who are familiar with the "Technical regulations on operating safety" (TRBS).
- Drive and motor may only be disconnected by qualified specialists.
- Contact SEW-EURODRIVE.

31551319/EN – 06/2025

9.1 Gear units

Fault	Possible cause	Measure
Unusual, regular running noise	• Meshing/grinding noise: Bearing damage	• Check the oil consistency; change bearings
	• Knocking noise: Irregularity in the gearing	• Contact SEW-EURODRIVE. For a better assessment of the failure, send an audio recording of the noise
	• Deformation of the housing upon tightening	• Check the gear unit mounting for possible deformation and correct if necessary
	• Noise generation caused by insufficient rigidity of the gear unit foundation	• Reinforce the gear unit foundation
Unusual, irregular running noises	• Foreign objects in the oil	• Check the oil consistency • Stop the drive, contact SEW-EURODRIVE
Oil leaking from gear unit cover	• Seal of the gear unit cover leaking	• Tighten the screws of the gear unit cover and observe the gear unit. Contact SEW-EURODRIVE if oil is still leaking
	• Seal defective	• Contact SEW-EURODRIVE
Small amounts of oil leak from the oil seal during run-in phase	• Function-related pseudo-leakage	• There is no failure. Remove with a soft, lint-free cloth and keep monitoring it.
Film of moisture around the dust lip of the oil seal	• Function-related pseudo-leakage	• There is no failure. Remove with a soft, lint-free cloth and keep monitoring it.
Oil leaking from oil seal	• Oil seal leaking/defective	• Check sealing system. It may be necessary to consult SEW-EURODRIVE
Oil leaking from motor (e.g. terminal box or fan)	• Too much oil	• Check oil level, correct if necessary
	• Gear unit not ventilated	• Vent gear unit
	• Oil seal leaking/defective	• Check sealing system. It may be necessary to consult SEW-EURODRIVE
Oil leaking from flange	• Flange gasket leaking/defective	• Check sealing system. It may be necessary to consult SEW-EURODRIVE
	• Too much oil	• Check oil level, correct if necessary
	• Gear unit not ventilated	• Vent gear unit
Oil emerging from breather valve	• Too much oil	• Check oil quantity, correct if necessary
	• Function-related oil mist	• There is no failure.
	• Drive not installed in proper mounting position	• Install breather valve correctly and adjust the oil level.
	• Frequent cold starts (oil foams) and/or high oil level	• Install oil expansion tank

31551319/EN – 06/2025

Fault	Possible cause	Measure
Output shaft does not turn although the motor is running or the input shaft is rotated	• Shaft-hub connection in the gear unit interrupted	• Send in the gear unit/gearmotor for repair

9.2 AMS../AM../AQS../AQ../AL.. adapters

Fault	Possible cause	Measure
Unusual, regular running noise	• Meshing/grinding noise: Bearing damage	• Contact SEW-EURODRIVE
Oil leaking	• Seal defective	• Contact SEW-EURODRIVE
Output shaft does not turn although the motor is running or the input shaft is rotated	• Shaft-hub connection in the gear unit interrupted	• Send in the gear unit/gearmotor for repair
Change in running noise and/or vibrations	• Coupling ring wear, short-term torque transmission due to metal contact	• Replace the coupling ring
	• Screws to secure hub axially are loose	• Tighten the screws
Premature coupling ring wear	• Contact with aggressive fluids/ oils; ozone influence; excessive ambient temperatures, etc. that can change the physical properties of the coupling ring.	• Contact SEW-EURODRIVE
	• Impermissibly high coupling ring ambient/contact temperatures; max. permissible: -20 °C to +80 °C.	• Contact SEW-EURODRIVE
	• Overload	• Contact SEW-EURODRIVE

9.3 AD.. input shaft assembly

Fault	Possible cause	Measure
Unusual, regular running noise	• Meshing/grinding noise: Bearing damage	• Contact SEW-EURODRIVE
Oil leaking	• Seal defective	• Contact SEW-EURODRIVE
Output shaft does not turn although the input shaft is rotated	• Connection between shaft and hub in gear unit or cover interrupted.	• Send the gear unit to SEW-EURODRIVE for repair

31551319/EN – 06/2025

9.4 Adapter with AR slip clutch

Fault	Possible cause	Measure
Unusual, regular running noise	• Meshing/grinding noise: Bearing damage	• Contact SEW-EURODRIVE
Oil leaking	• Seal defective	• Contact SEW-EURODRIVE
Evaluation unit display empty	• Incremental encoder of adapter defective	• Measure input pulses and replace incremental encoder of adapter if necessary
	• Friction lining worn	• Inspect friction lining/cup springs and replace if necessary
Slip torque is not reached	• Friction lining worn • Cup springs burned out or installed incorrectly after maintenance	• Inspect friction lining/cup springs and replace if necessary

9.5 Service

If you require customer service, include the following information:

- Nameplate data (complete)
- Type and extent of the failure
- Time the failure occurred and any accompanying circumstances
- Assumed cause
- A digital picture of the failure, if possible

9.6 Waste disposal

Dispose of the product and all parts separately in accordance with their material structure and the national regulations. Put the product through a recycling process or contact a specialist waste disposal company. If possible, divide the product into the following categories:

- Iron, steel or cast iron
- Stainless steel
- Aluminum
- Copper
- Plastics

The following materials are hazardous to health and the environment. These materials must be collected and disposed of separately:

- Oil and grease

  Collect used oil and grease separately according to type. Ensure that the used oil is not mixed with solvent. Dispose of used oil and grease correctly.

31551319/EN – 06/2025

10 Address list

Argentina			
Assembly Sales	Buenos Aires	SEW EURODRIVE ARGENTINA S.A. Ruta Panamericana Km 37.5, Lote 35 (B1619IEA) Centro Industrial Garín Prov. de Buenos Aires	Tel. +54 3327 4572-84 Fax +54 3327 4572-21 http://www.sew-eurodrive.com.ar sewar@sew-eurodrive.com.ar
Australia			
Assembly Sales Service	Melbourne	SEW-EURODRIVE PTY. LTD. 27 Beverage Drive Tullamarine, Victoria 3043	Tel. +61 3 9933-1000 Fax +61 3 9933-1003 http://www.sew-eurodrive.com.au enquires@sew-eurodrive.com.au
	Sydney	SEW-EURODRIVE PTY. LTD. 9, Sleigh Place, Wetherill Park New South Wales, 2164	Tel. +61 2 9725-9900 Fax +61 2 9725-9905 enquires@sew-eurodrive.com.au
Service	Tomago	SEW-EURODRIVE PTY. LTD. 8 Epson Drive Tomago, New South Wales, 2322	Tel. +61 2 49505585 mail@sew-eurodrive.com.au
Austria			
Assembly Sales Service	Vienna	SEW-EURODRIVE Ges.m.b.H. Richard-Strauss-Straße 24 1230 Wien	Tel. +43 1 617 55 00-0 Fax +43 1 617 55 00-30 http://www.sew-eurodrive.at sew@sew-eurodrive.at
Bangladesh			
Sales	Bangladesh	SEW-EURODRIVE INDIA PRIVATE LIMITED 345 DIT Road East Rampura Dhaka-1219, Bangladesh	Tel. +88 01729 097309 salesdhaka@seweurodrivebangladesh.com
Belgium			
Assembly Sales Service	Brussels	SEW-EURODRIVE n.v./s.a. Researchpark Haasrode 1060 Evenementenlaan 7 3001 Haasrode	Tel. +32 16 386-311 Fax +32 16 386-336 http://www.sew-eurodrive.be info@sew-eurodrive.be
Service Competence Center	Industrial Gears	SEW-EURODRIVE n.v./s.a. Rue du Parc Industriel, 31 6900 Marche-en-Famenne	Tel. +32 84 219-878 Fax +32 84 219-879 http://www.sew-eurodrive.be info@sew.be
Brazil			
Production Sales Service	São Paulo	SEW-EURODRIVE Brasil Ltda. Estrada Municipal José Rubim, 205 – Rodovia Santos Dumont Km 49 Indaiatuba – 13347-510 – SP	Tel. +55 19 3835-8000 sew@sew.com.br
Assembly Sales Service	Rio Claro	SEW-EURODRIVE Brasil Ltda. Rodovia Washington Luiz, Km 172 Condomínio Industrial Conpark Caixa Postal: 327 13501-600 – Rio Claro / SP	Tel. +55 19 3522-3100 Fax +55 19 3524-6653 montadora.rc@sew.com.br
	Joinville	SEW-EURODRIVE Brasil Ltda. Jvl / Ind Rua Dona Francisca, 12.346 – Pirabeiraba 89239-270 – Joinville / SC	Tel. +55 47 3027-6886 Fax +55 47 3027-6888 filial.sc@sew.com.br
Bulgaria			
Sales	Sofia	BEVER-DRIVE GmbH Bogdanovetz Str.1 1606 Sofia	Tel. +359 2 9151160 Fax +359 2 9151166 bever@bever.bg
Cameroon			
Sales	Douala	SEW-EURODRIVE SARLU Ancienne Route Bonabéri P.O. Box B.P 8674 Douala-Cameroun	Tel. +237 233 39 12 35 Fax +237 233 39 02 10 www.sew-eurodrive.ci/ info@sew-eurodrive.cm

31551319/EN – 06/2025

Canada			
Assembly Sales Service	Toronto	SEW-EURODRIVE CO. OF CANADA LTD. 210 Walker Drive Bramalea, ON L6T 3W1	Tel. +1 905 791-1553 Fax +1 905 791-2999 http://www.sew-eurodrive.ca l.watson@sew-eurodrive.ca
	Vancouver	SEW-EURODRIVE CO. OF CANADA LTD. Tilbury Industrial Park 7188 Honeyman Street Delta, BC V4G 1G1	Tel. +1 604 946-5535 Fax +1 604 946-2513 b.wake@sew-eurodrive.ca
	Montreal	SEW-EURODRIVE CO. OF CANADA LTD. 2001 Ch. de l'Aviation Dorval Quebec H9P 2X6	Tel. +1 514 367-1124 Fax +1 514 367-3677 n.paradis@sew-eurodrive.ca
Chile			
Assembly Sales Service	Santiago de Chile	SEW-EURODRIVE CHILE LTDA Las Encinas 1295 Parque Industrial Valle Grande LAMPA Santiago de Chile P.O. Box Casilla 23 Correo Quilicura - Santiago - Chile	Tel. +56 2 2757 7000 Fax +56 2 2757 7001 http://www.sew-eurodrive.cl ventas@sew-eurodrive.cl
China			
Production Assembly Sales Service	Tianjin	SEW-EURODRIVE (Tianjin) Co., Ltd. No. 78, 13th Avenue, TEDA Tianjin 300457	Tel. +86 22 25322612 Fax +86 22 25323273 http://www.sew-eurodrive.cn info@sew-eurodrive.cn
Assembly Sales Service	Suzhou	SEW-EURODRIVE (Suzhou) Co., Ltd. 333, Suhong Middle Road Suzhou Industrial Park Jiangsu Province, 215021	Tel. +86 512 62581781 Fax +86 512 62581783 suzhou@sew-eurodrive.cn
	Guangzhou	SEW-EURODRIVE (Guangzhou) Co., Ltd. No. 9, JunDa Road East Section of GETDD Guangzhou 510530	Tel. +86 20 82267890 Fax +86 20 82267922 guangzhou@sew-eurodrive.cn
	Shenyang	SEW-EURODRIVE (Shenyang) Co., Ltd. 10A-2, 6th Road Shenyang Economic Technological Development Area Shenyang, 110141	Tel. +86 24 25382538 Fax +86 24 25382580 shenyang@sew-eurodrive.cn
	Taiyuan	SEW-EURODRIVE (Taiyuan) Co,. Ltd. No.3, HuaZhang Street, TaiYuan Economic & Technical Development Zone ShanXi, 030032	Tel. +86-351-7117520 Fax +86-351-7117522 taiyuan@sew-eurodrive.cn
	Wuhan	SEW-EURODRIVE (Wuhan) Co., Ltd. 10A-2, 6th Road No. 59, the 4th Quanli Road, WEDA 430056 Wuhan	Tel. +86 27 84478388 Fax +86 27 84478389 wuhan@sew-eurodrive.cn
	Xi'An	SEW-EURODRIVE (Xi'An) Co., Ltd. No. 12 Jinye 2nd Road Xi'An High-Technology Industrial Development Zone Xi'An 710065	Tel. +86 29 68686262 Fax +86 29 68686311 xian@sew-eurodrive.cn
Assembly	Tianjin	SEW-EURODRIVE (Tianjin) Co., Ltd. No. 66, 10th Avenue, TEDA Tianjin 300457	Tel. +86 22 25322612 Fax +86 22 25322611 http://www.sew-sew-eurodrive.cn info@sew-eurodrive.cn
Sales Service	Hong Kong	SEW-EURODRIVE LTD. Unit No. 801-806, 8th Floor Hong Leong Industrial Complex No. 4, Wang Kwong Road Kowloon, Hong Kong	Tel. +852 36902200 Fax +852 36902211 contact@sew-eurodrive.hk

31551319/EN – 06/2025

Colombia			
Assembly Sales Service	Bogota	SEW-EURODRIVE COLOMBIA LTDA. Calle 17 No. 132-18 Interior 2 Bodega 6, Manzana B Santafé de Bogotá	Tel. +57 1 54750-50 Fax +57 1 54750-44 http://www.sew-eurodrive.com.co sew@sew-eurodrive.com.co
Croatia			
Sales Service	Zagreb	KOMPEKS d. o. o. Zeleni dol 10 10 000 Zagreb	Tel. +385 1 4613-158 Fax +385 1 4613-158 kompeks@inet.hr
Czech Republic			
Assembly Sales Service	Hostivice	SEW-EURODRIVE CZ s.r.o. Floriánova 2459 253 01 Hostivice	Tel. +420 255 709 601 Fax +420 235 350 613 http://www.sew-eurodrive.cz sew@sew-eurodrive.cz
Denmark			
Assembly Sales Service	Copenhagen	SEW-EURODRIVEA/S Geminivej 28-30 2670 Greve	Tel. +45 43 95 8500 Fax +45 43 9585-09 http://www.sew-eurodrive.dk sew@sew-eurodrive.dk
Service	Vejle	SEW-EURODRIVE A/S Bødkervej 2 7100 Vejle	Tel. +45 43 9585 00 http://www.sew-eurodrive.dk sew@sew-eurodrive.dk
Egypt			
Technical Office	Cairo	SEW-EURODRIVE Representative Office in Egypt REGUS Paramount Business Complex, Block 1258M, Unit 1, Ground Floor, Sheraton Heli-opolis Cairo	Tel. +20 2 2503 2807 Fax +20 2 2503 2801 info@sew-eurodrive.eg
Estonia			
Sales	Tallin	ALAS-KUUL AS Loomäe tee 1, Lehmja küla 75306 Rae vald Harjumaa	Tel. +372 6593230 Fax +372 6593231 http://www.alas-kuul.ee info@alas-kuul.ee
Finland			
Assembly Sales Service	Hollola	SEW-EURODRIVE OY Vesimäentie 4 15860 Hollola	Tel. +358 201 589-300 Fax +358 3 780-6211 http://www.sew-eurodrive.fi sew@sew.fi
Service	Hollola	SEW-EURODRIVE OY Keskikankaantie 21 15860 Hollola	Tel. +358 201 589-300 Fax +358 3 780-6211 http://www.sew-eurodrive.fi sew@sew.fi
	Tornio	SEW-EURODRIVE Oy Lossirannankatu 5 95420 Tornio	Tel. +358 201 589 300 Fax +358 3 780 6211 http://www.sew-eurodrive.fi sew@sew.fi
Production Assembly	Karkkila	SEW Industrial Gears Oy Santasalonkatu 6, PL 8 03620 Karkkila, 03601 Karkkila	Tel. +358 201 589-300 Fax +358 201 589-310 http://www.sew-eurodrive.fi sew@sew.fi
France			
Production Sales	Haguenau	SEW USOCOME 48-54 route de Soufflenheim B. P. 20185 67506 Haguenau Cedex	Tel. +33 3 88 73 67 00 http://www.usocome.com sew@usocome.com
Production	Forbach	SEW USOCOME Zone industrielle Technopôle Forbach Sud B. P. 30269 57604 Forbach Cedex	Tel. +33 3 87 29 38 00

31551319/EN – 06/2025

France			
	Brumath	SEW USOCOME 1 Rue de Bruxelles 67670 Mommenheim Cedex	Tel. +33 3 88 37 48 00
Assembly Sales Service	Bordeaux	SEW USOCOME Parc d'activités de Magellan 62 avenue de Magellan – B. P. 182 33607 Pessac Cedex	Tel. +33 5 57 26 39 00 dtcbordeaux@usocome.com
	Haguenau	SEW USOCOME 48-54 route de Soufflenheim B. P. 20185 67506 Haguenau Cedex	Tel. +33 3 88 73 67 00 dtchaguenau@usocome.com
	Lyon	SEW USOCOME 75 rue Antoine Condorcet 38090 Vaulx-Milieu	Tel. +33 4 74 99 60 00 dtclyon@usocome.com
	Nantes	SEW USOCOME Parc d'activités de la forêt 4 rue des Fontenelles 44140 Le Bignon	Tel. +33 2 40 78 42 00 dtcnantes@usocome.com
	Paris	SEW USOCOME Zone industrielle 2 rue Denis Papin 77390 Verneuil l'Étang	Tel. +33 1 64 42 40 80 dtcparis@usocome.com
Gabon			
Representation: Cameroon			
Germany			
Headquarters Production Sales	Bruchsal	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 42 76646 Bruchsal	Tel. +49 7251 75-0 Fax +49 7251 75-1970 http://www.sew-eurodrive.de sew@sew-eurodrive.de
Production / Industrial Gears	Bruchsal	SEW-EURODRIVE GmbH & Co KG Christian-Pähr-Str. 10 76646 Bruchsal	Tel. +49 7251 75-0 Fax +49 7251 75-2970
Production / Precision Gear Units	Bruchsal	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 42 76646 Bruchsal	Tel. +49 7251 75-0 Fax +49 7251 75-1970 sew@sew-eurodrive.de
Production	Graben	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 1 76676 Graben-Neudorf	Tel. +49 7251 75-0 Fax +49 7251-2970
Service Competence Center	Mechanics / Mechatronics	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 1 76676 Graben-Neudorf	Tel. +49 7251 75-1710 Fax +49 7251 75-1711 scc-mechanik@sew-eurodrive.de
	Electronics	SEW-EURODRIVE GmbH & Co KG Christian-Pähr-Straße 12 76646 Bruchsal	Tel. +49 7251 75-1780 Fax +49 7251 75-1769 scc-elektronik@sew-eurodrive.de
	MAXOLUTION® Factory Automation	SEW-EURODRIVE GmbH & Co KG Eisenbahnstraße 11 76646 Bruchsal	Tel. +49 7251 75-0 Fax +49 7251 75-1970 sew@sew-eurodrive.de
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31551319/EN – 06/2025

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31551319/EN – 06/2025

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31551319/EN – 06/2025

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31551319/EN – 06/2025

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31551319/EN – 06/2025

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31551319/EN – 06/2025

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31551319/EN – 06/2025

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31551319/EN – 06/2025

Index

Symbols

"X" marking on nameplate 27

A

AD input shaft assembly 126
Adapter
AM 108
AQ.. 120
Agitator
Maintenance intervals 135
Relubrication 134
Agitator gear units
Strength class of the screws 42
AM.. adapters
Motors with backstop /RS 111
Permitted loads 109
Tightening torques motor to adapter 112
With foot-mounted motor 113
AMS.. adapters 99
Foot-mounted motor 107
Permitted loads 102
AMS.. IEC adapters 99
AMS.. NEMA adapters 99
AMS../AM../AQS../AQ../AL.. adapters
Malfunctions 251
AQ.. adapters
Mounting AQA.. or AQH.. adapters 120
Permitted loads 121
Setting standards and tightening torques 121
AQS.. adapters 114
Permitted loads 117
AQSA.. adapters
Mounting of motor to adapter AQSA.. 116
AQSH.. adapters
Mounting the coupling to the motor shaft 115
Axial load
Permitted axial load 42

B

Backstop 154
Bearing greases 236
Breather valve 41
Activate 49

C

Changing the mounting position 41, 236
Checking the oil level 150
At the oil level plug 186
Reassembly 181
via cover plate 179
via the screw plug 183, 189
Checklists 147
Churning losses 195
Compensating for offset when mounting the coupling 52
Compound gear unit
Position of the oil level plug 198
Copyright notice 8
Coupling of AM adapter 108
Coupling of AQ.. adapters 120
Customer service 252

D

Designated use 10
Direct mounting 130
Directions of rotation 37

E

Efficiency 153, 195
Embedded safety notes 7
Extended storage 234

F

Failure
Running noise 250
Failures 249
Fan 47
Features 133
Flatness defect 41
Friction coefficient
Tightening torques 43

G

Gaskets 151
Gear head unit 35
Gear unit
Cleaning 193
Ex design II3GD 33
Explosion-protected design II2GD 33

31551319/EN – 06/25

Installation 39
Gear unit attachment 130
Gear unit mounting 42
Strength class 42
Gear unit structure 14
Helical gear units 14
Helical-bevel gear units K..9 ..... 16, 17
Helical-worm gear unit 19
K..7 helical-bevel gear unit 18
Parallel-shaft helical gear units 15
SPIROPLAN® right-angle gear units W..10 – W..30 20
SPIROPLAN® right-angle gear units W..37/ W..47 21
SPIROPLAN® W..19 – 59 gear units 22
Gear unit venting 47
Gear units with solid shaft 50
Grease filling 236

H

Helical gear units 14
Mounting positions 199
Type designation 29
Helical-bevel gear unit
Mounting positions 207
Helical-bevel gear units 17
Type designation 30
Helical-worm gear unit 19
Helical-worm gear units
Mounting positions 220
Torque arm 57
Type designation 31

I

Information
Designation in the documentation 6
Input and output elements
Using a mounting device 51
Inspection 162
Inspection intervals 166
Inspection tasks
AD.. input shaft assembly 173
Gear unit 174
Inspection work
AR.. adapter 168
Oil change 174
Oil check 174
Oil level check 174
Installation tolerances 36

L

Leakage 151
Lubricant table 236
lubricants 236
Change intervals 167
Compatibility with oil seal 238
Lubricant table 236

M

Maintenance 162
Agitator 134
Maintenance intervals 166
Maintenance tasks
Gear unit 174
Maintenance work
AD.. input shaft assembly 173
AR.. adapter 168
Oil change 174
Oil check 174
Oil level check 174
Malfunctions 249
AD Input shaft assembly 251
AMS../AM../AQS../AQ../AL.. adapters 251
Gear unit 250
Motor mounting 130
Mounting input and output elements 50
Mounting of third-party motors
Mounting at AM.. or AR../AL.. adapters 112
Mounting at AMS.. or AR../AL.. adapters 106
Mounting position
Changing the mounting position 195
Pivoted mounting position (dynamic) 196
Pivoted mounting position (stationary) 196
Universal mounting position M0 196
Mounting position sheets 197
Notes 197
Mounting positions
Designation 194
Helical gear units 199
Helical-bevel gear unit 207
Helical-worm gear units 220
Parallel-shaft helical gear units 204

31551319/EN – 06/25

SPIROPLAN® gear units 226
Mounting the incremental encoder 160

N

Nameplate
"X" marking on nameplate 27

O

Oil change 174
Oil check 174
Oil drain valve 133
Oil expansion tank 133
Oil level check 174
Oil level plug
Position for compound gear units 198
Oil seals 35
Lubricant compatibility 238
Oil sight glass 150
Oil temperature 152
Optional equipment 133
Options 133
Type designation 32
Overhung load
Gear wheel or sprocket installation 51
Permitted overhung load 42

P

Parallel-shaft helical gear unit
Torque arm 59
Parallel-shaft helical gear units 15
Mounting positions 204
Type designation 29
Permitted loads
AQS.. adapters 117
Pivoted mounting position (dynamic) 196
Pivoted mounting position (stationary) 196
Product names 7
Protective cover, installation 95
Pseudo-leakage 151
Pt100 143
Pt1000 145

Q

QSH.. adapters
Mounting of motor to adapter AQSH.. 115

R

Radial load
Gear wheel or sprocket installation 51
Repair 249, 252
Resources 35
Rights to claim under limited warranty 7
Run-in period 153

S

Safety cover, installation 95
Safety notes
Designation in the documentation 6
Preliminary information 9
Structure of section-related safety notes 6
Section-related safety notes 6
Service 252
Shaft-mounted gear unit
Keyway 63
Shaft-mounted gear units
Shrink disk 70
TorqLOC® 74
Shrink disk
Cleaning 72
Lubrication 72
Signal words in safety notes 6
Solid shaft 50
Speed monitor WEX 124
Speed monitor, WEX 156
SPIROPLAN® gear units
Mounting positions 226
Type designation 31
SPIROPLAN® right-angle gear units
Torque arm 58
Stainless shrink disk or output shaft
Notes 13
Stainless steel shrink disk or output shaft
Notes 13
Storage conditions 234
Strength class
Gear unit mounting 42
Structure
Helical gear units 14
Helical-bevel gear units K..9 ..... 16, 17
Helical-worm gear unit 19
K..7 helical-bevel gear unit 18

31551319/EN – 06/25

Parallel-shaft helical gear units 15
SPIROPLAN® right-angle gear units W..10 – W..30 20
SPIROPLAN® right-angle gear units W..37/ W..47 21
SPIROPLAN® W..19 – 59 gear units 22
Surface temperature 152

T

Target group 9
Technical data 234
Test list 147
Thermal rating 195
Tightening torques 43
Breather valves, oil sight glasses 47
Friction coefficient 43
Oil level, oil drain, and screw plug 47
Tool 43
Tools 35
TorqLOC® 74
Torque arm 53
Helical-worm gear units 57
K..37 – K..157 helical-bevel gear units 55
Mounting 53
Parallel-shaft helical gear unit 59
SPIROPLAN® right-angle gear units 58
Trademarks 7
Type designation
Helical gear units 29
Helical-bevel gear units 30
Helical-worm gear units 31
Options 32
Parallel-shaft helical gear units 29
SPIROPLAN® gear units 31

U

Universal mounting position M0 196
Using a mounting device 51

V

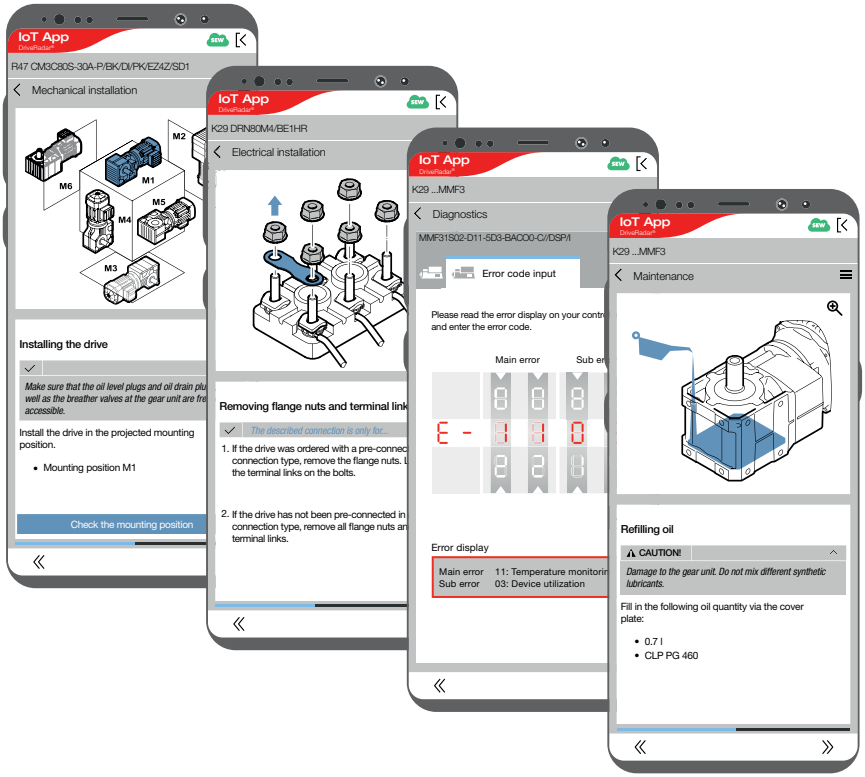
Venting 47
Voltage pulse encoder 160

W

Warning notes
Structure of the embedded safety notes 7
WEX speed monitor 156
WEX, speed monitor 124

31551319/EN – 06/25

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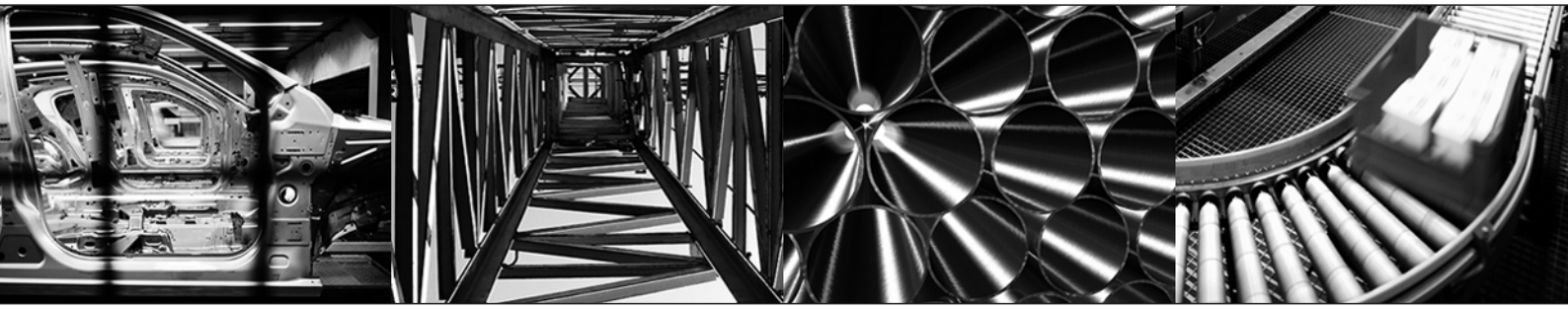


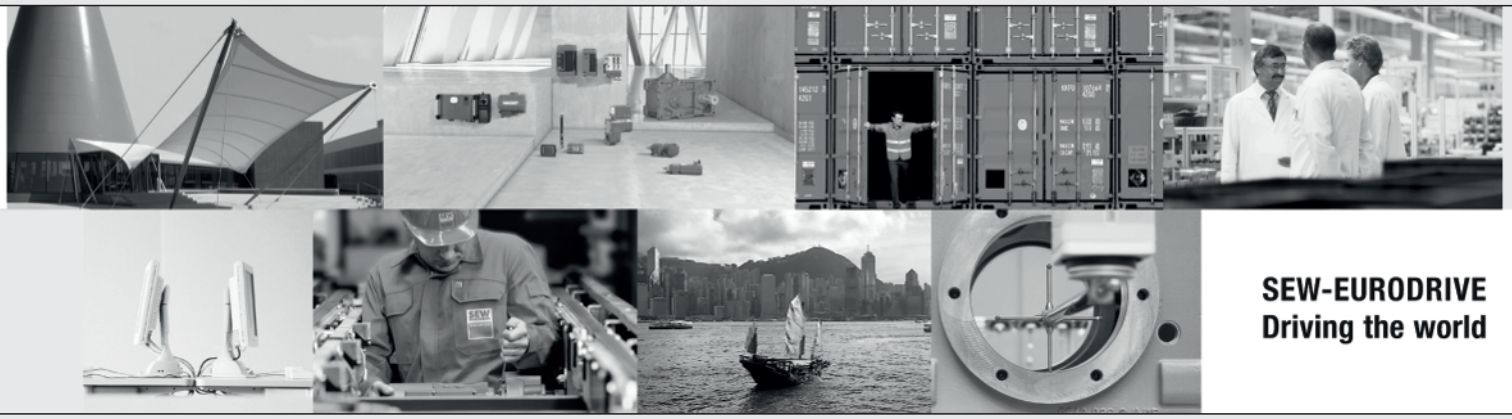
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