

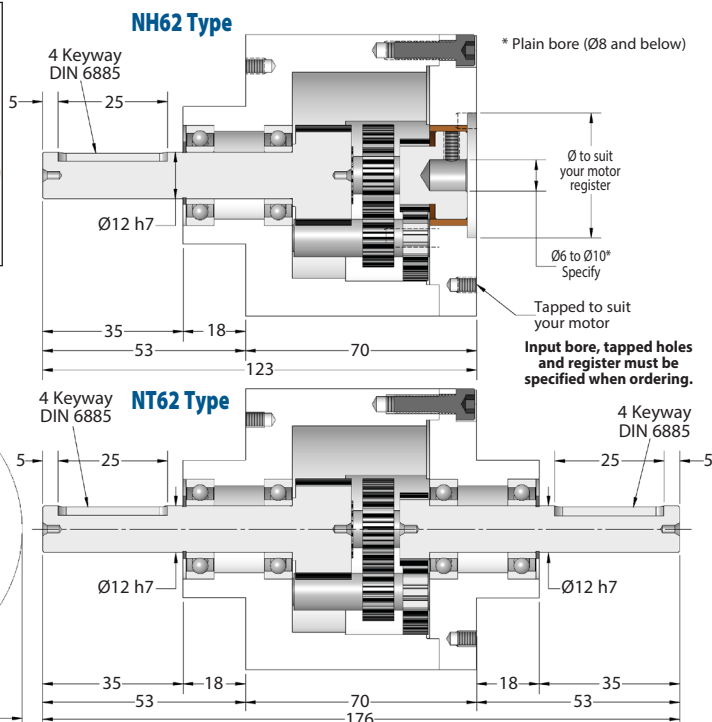
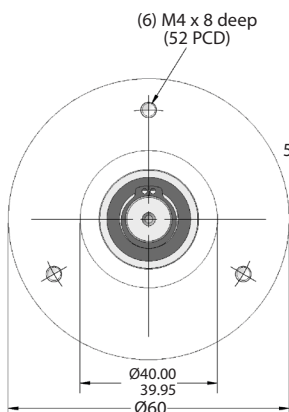
**NT62**  
**NH62**

**e-cad**  
Drawings  
Available

# GEARBOXES

## Inline Spur Gear Reducers

12mm Double or Single Shaft, 6 – 18 Nm **1:1 - 27:1**



| Part Number           | Ratio      | Efficiency at 1000 Rpm                                 | Nm Output at 1000 Rpm | Standard Direction |
|-----------------------|------------|--------------------------------------------------------|-----------------------|--------------------|
| NT62-1/OPP NH62-1/OPP | 1:1        | 85%                                                    | 8.5                   | Opposite           |
| NT62-10 NH62-10       | 10:1       | 85%                                                    | 8.5                   | Same               |
| NT62-12 NH62-12       | 12:1       | 85%                                                    | 9.0                   | Same               |
| NT62-15 NH62-15       | 15:1       | 85%                                                    | 9.0                   | Same               |
| NT62-18 NH62-18       | 18:1       | 85%                                                    | 9.0                   | Same               |
| NT62-20 NH62-20       | 20:1       | 85%                                                    | 9.0                   | Same               |
| NT62-24 NH62-24       | 24:1       | 85%                                                    | 9.0                   | Same               |
| NT62-27 NH62-27       | 27:1       | 85%                                                    | 9.0                   | Same               |
| NT62-SP NH62-SP       | 1:1 - 27:1 | Special Ratios : Replace <b>SP</b> with required ratio |                       |                    |

**NT62 Weight:** 0.61 kg.

**Backlash:** Depends on ratio.

**Max. Input Speed:** 3,000 Rpm.

**Greased for Life:** Shell Gadus S5 V42P 2.5.

**Max. Overhung and Thrust Loads at 1000 Rpm:**

Output Overhung Load ( $F_{a0}$ ) = 12 kg. Output Thrust Load ( $F_a$ ) = 10 kg.

**Shaft Keys:** KK4-25.

Testing in your application is necessary.

You will need to assess duty cycles and confirm gearbox suitability with your own calculations.

All figures listed are to be used for guidance only.

### Output Torque Nm

| Rpm Input | Reduction Ratio |      |      |      |      |      |      |      |
|-----------|-----------------|------|------|------|------|------|------|------|
|           | 1:1             | 10:1 | 12:1 | 15:1 | 18:1 | 20:1 | 24:1 | 27:1 |
| 3000      | 6.0             | 6.0  | 8.0  | 8.0  | 8.0  | 8.0  | 8.0  | 8.0  |
| 2000      | 7.0             | 7.0  | 8.5  | 8.5  | 8.5  | 8.5  | 8.5  | 8.5  |
| 1000      | 8.5             | 8.5  | 9.0  | 9.0  | 9.0  | 9.0  | 9.0  | 9.0  |
| 500       | 10.0            | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| 200       | 11.0            | 11.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| 100       | 12.0            | 12.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 |
| 50        | 14.0            | 14.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 |
| 10        | 16.0            | 16.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |