

RD-50C Coupling & Motor Flange Selection Table

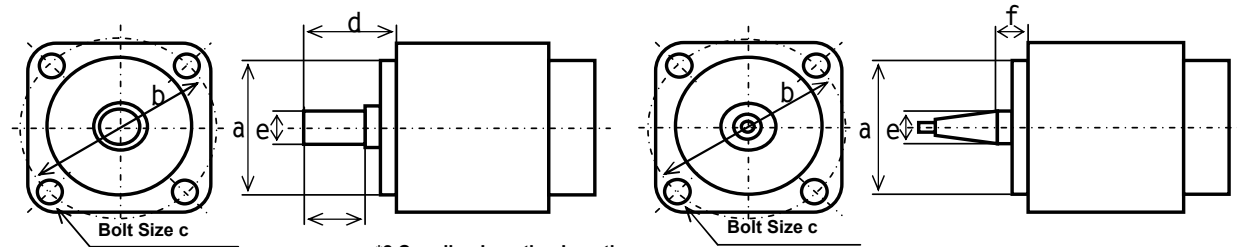
Gearhead Body		
Model. Ratio	Ratio	Max. Input Torque (N-m)
RD-050C-109	109	28.1
RD-050C-153	152.6	20.1
RD-050C-196	196.2	15.6
RD-050C-240	239.8	12.8

Coupling				
Motor Shaft Diameter (mm) e	Allowable Transmission Torque (N-m) *1	Insertion Length (mm) *2	Outer Diameter (mm) *3	Code
8 h6 (0/-0.009)	10.3	18.5	44	CBS
9 h6 (0/-0.009)	11.6	18.5	44	CBH
10 h6 (0/-0.009)	12.9	18.5	44	CBK
11 h6 (0/-0.011)	14.1	18.5	44	CBA
14 h6 (0/-0.011)	18.0	18.5	44	CBB
14 k6 (+0.012/+0.001)	18.0	18.5	44	CBC
16 h6 (0/-0.011)	20.6	18.5	44	CBD
16 k6 (+0.012/+0.001)	20.6	18.5	44	CBE
17 h6 (0/-0.011)	21.9	18.5	44	CBL
19 h6 (0/-0.013)	24.4	18.5	44	CBF
19 k6 (+0.015/+0.002)	24.4	18.5	44	CBJ
10 h6 (0/-0.009)	22.7	23.5	56	CDF
14 h6 (0/-0.011)	31.7	23.5	56	CDS
16 h6 (0/-0.011)	36.3	23.5	56	CDA
19 h6 (0/-0.013)	43.1	23.5	56	CDB
19 k6 (+0.015/+0.002)	43.1	23.5	56	CDC
22 h6 (0/-0.013)	44.9	23.5	56	CDH
24 h6 (0/-0.013)	54.4	23.5	56	CDE
24 k6 (+0.015/+0.002)	54.4	23.5	56	CDD
25 h6 (0/-0.013)	56.7	23.5	56	CDJ
11 (+0.1/0) taper 1/10	-	-	56	*4 CDG
16 (+0.1/0) taper 1/10	-	-	68	*5 CSS

Motor Flange						
Motor Shaft Length (mm) d		Motor Pilot Diameter (mm) a	Installation Holes P.C.D.(mm) b	Installation Bolt size c	Motor Flange Inner Diameter(mm) H *3	Code
From	To	*3				
25	30	30	45	M3	50	*3 MAB
25	30	30	46	M4	50	*3 MAA
25	30	50	60	M4	60	MAH
25	30	50	70	M4	60	MAJ
25	30	50	70	M5	60	MAF
20	25	60	75	M5	60	MAE
25	30	60	75	M5	60	MAD
25	30	60	75	M6	60	MAC
25	30	70	90	M5	66	MAN
30	35	70	90	M5	66	MAR
35	40	70	90	M5	66	MBH
25	30	70	90	M6	66	MAZ
35	40	70	90	M6	66	MAM
25	30	80	100	M6	66	MAL
30	35	80	100	M6	66	MAQ
35	40	80	100	M6	66	MAK
50	55	80	100	M6	66	MAS
40	45	95	110	M8	66	MBF
40	45	95	115	M6	66	MBA
35	40	95	115	M8	66	MAY
40	45	95	115	M8	66	MBB
50	55	95	115	M8	66	MBC
45	50	110	130	M8	66	MAW
40	45	110	135	M8	66	MBJ
35	40	110	145	M8	66	MBD
45	50	110	145	M8	66	MAV
50	55	110	145	M8	66	MAX
65	70	110	145	M8	66	MBE
55	60	110	145	M8	70	MAT

**Note for the Coupling Selection**

- \*1 The Allowable Transmission Torque should be greater than the input torque.
- \*2 The Insertion Length should be shorter than your motor shaft length.
- \*3 The outer diameter should be smaller than the Motor Pilot Diameter.  
The MAB and MAA are the exception to the note above. These Motor Flanges have a side hole to tighten the coupling bolt after the installation of the coupling.



\*2 Coupling Insertion Length

\*4 CDG : d = Please select as f + 26

\*5 CSS : d = Please select as f + 42