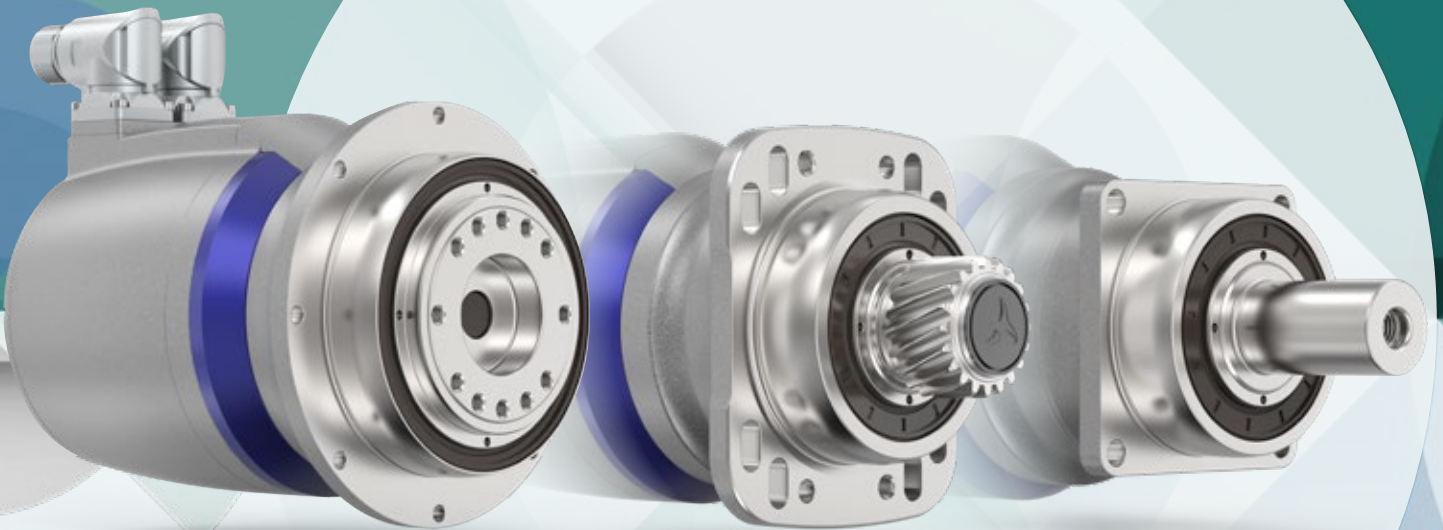


# alpha Mechatronic Systems

## Product catalog

More flexible  
More efficient  
More productive



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All technical specifications were correct at the time of going to print. We are continually developing our products and therefore reserve the right to make modifications. This documentation is subject to occasional errors. Please appreciate that legal claims cannot be asserted as a result of incorrect specifications, illustrations or descriptions. The text, photos, technical drawings and any other illustrations printed in this publication are protected property of WITTENSTEIN alpha GmbH.

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## Dear Business Associates,

The world of industrial manufacturing has never before been so complex, nor has it offered so many opportunities. The secured productivity of each and every customer requires machines which are flexible, reliable and energy efficient. New modular machine concepts are required for efficient multi-variant production with fast module changes, which offer maximum flexibility and adaptation.

Our mechatronic drive systems have the potential to positively influence all the relevant performance parameters, and to do so reliably, 24/7, worldwide. The alpha Mechatronic systems are more than the sum of their intelligently designed individual components. Owing to their compactness, they can also be used in extremely confined installation spaces. Low moments of inertia increase the productivity of your machine and optimize energy efficiency.

With experience, know-how, system expertise and industry knowledge, we deliver on the quality pledge behind all of our system solutions.

Whatever alpha solution you opt for: with us, you always reach the goal quickly and easily. We offer integrated mechanical and mechatronic drive solutions for all types of axis. On demand we also provide complete solutions from a single source – complete systems including servo actuators – also for linear systems.

Miniaturization, integration suitability, networkability and intelligence are the principal focus during the development of our products. Our top priority is our customers' success. We understand this, and make it our daily motivation.

Take our word for it!

Norbert Pastoors  
Managing Director WITTENSTEIN alpha GmbH



# alpha Mechatronic Systems HIGHLIGHTS



## HIGHEST POWER DENSITY

The complete power unit comprised of motor and gearbox provides high performance in a significantly smaller installation space.



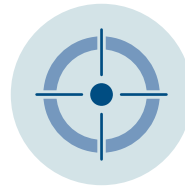
## LOW MASS MOMENT OF INERTIA

The significantly lower moment of inertia increases productivity and reduces energy consumption.



## HIGH RIGIDITY

The high torsional and tilting rigidity of the drive bearings ensure improved control quality of the servo actuator.



## LOW BACKLASH

The precision of the system can be effectively increased through the minimal backlash.



## ABSOLUTE SCALABILITY

The technical properties of the unit can be scaled in accordance with the application requirements.



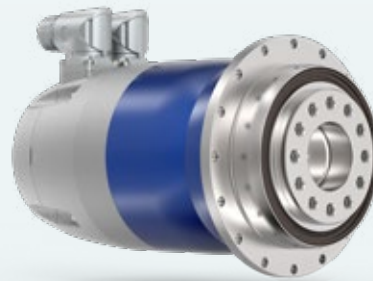
## HIGH CONNECTIVITY

The electrical interface enables high connectivity to many different servo controllers.



premo®

**With premo® absolute precision meets perfect motion. The platform for scalable machine concepts can be flexibly used at all interfaces and can be mechanically and electrically adapted to customer requirements.**



TPM+

**Productive, efficient, precise – these attributes characterize the proven TPM+ servo actuator family with drive flange. This is valid everywhere: from robotics to machine tools, from dynamic to high-load applications.**

# YOUR WORLD IS OUR DRIVE. FOR MORE THAN 40 YEARS.



SP



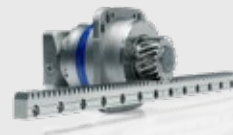
LP



Linear systems



TPM+



High Performance Linear System



alpha Value Line

1983

1994

1996

1999

2002

2004

2006

2007

2011

2013

2015

TP



cymex®  
sizing software



XP+ / TP+ / SP+ / LP+

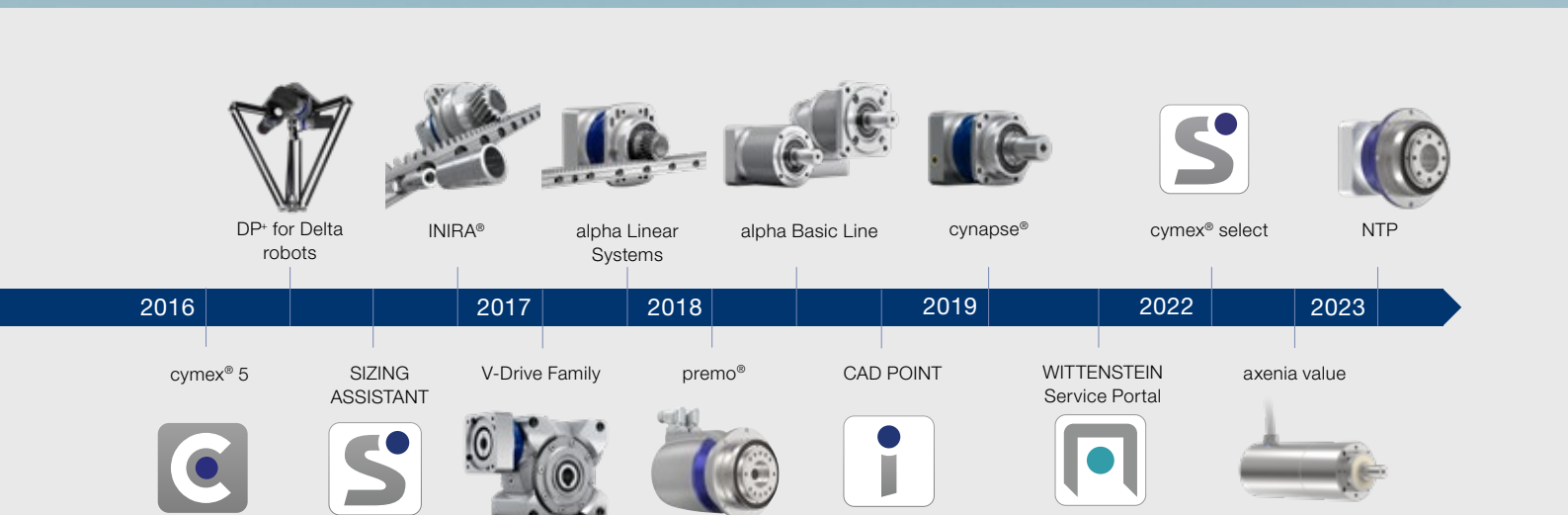


TPK+ / SPK+ /  
HG+ / SK+ / TK+



HDV  
Hygienic Design





# WITTENSTEIN alpha in all axes

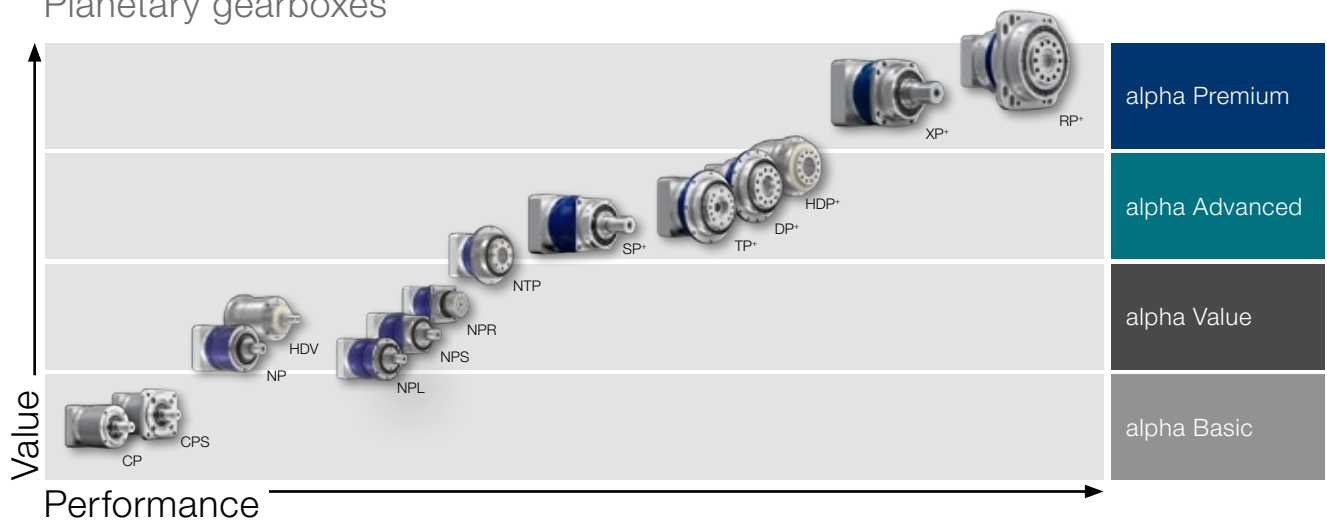
## Complete drive solutions under one roof

We offer the best solutions for almost every application. In addition to gear-boxes, our product portfolio includes a wide range of drive solutions with linear systems and servo actuators. Adapted accessories such as couplings and shrink discs round off the product portfolio.

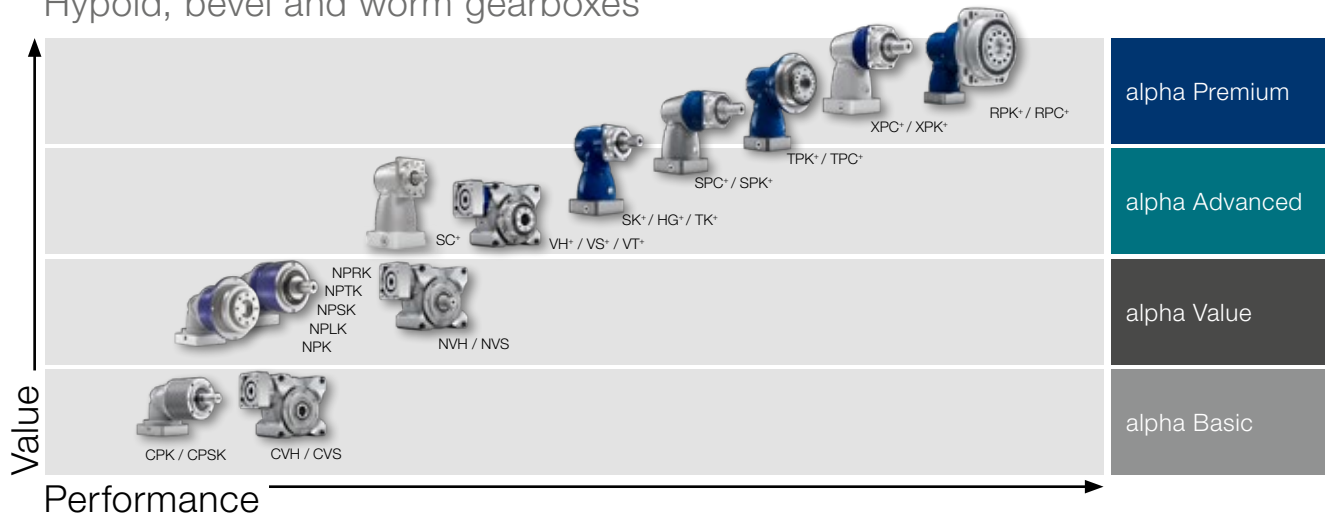
Our products are divided into the Basic, Value, Advanced and Premium Segments in terms of “Performance” and “Value”. We want to make it even easier for our customers to find the right solution from our large portfolio for each specific application.

## Overview of our product portfolio:

### Planetary gearboxes



### Hypoid, bevel and worm gearboxes



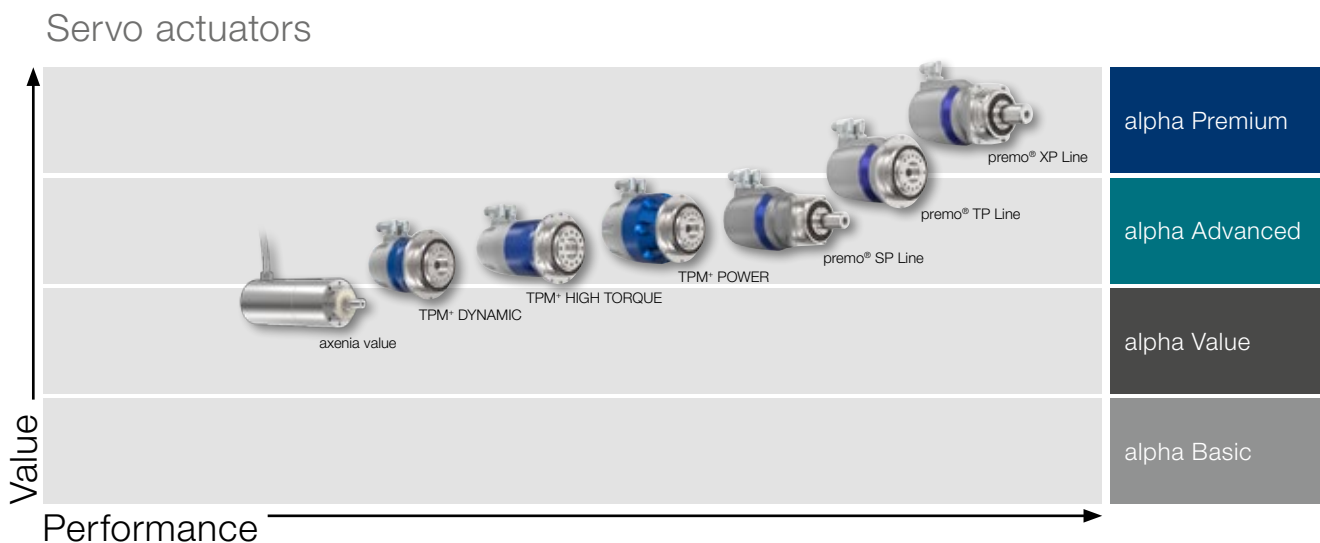
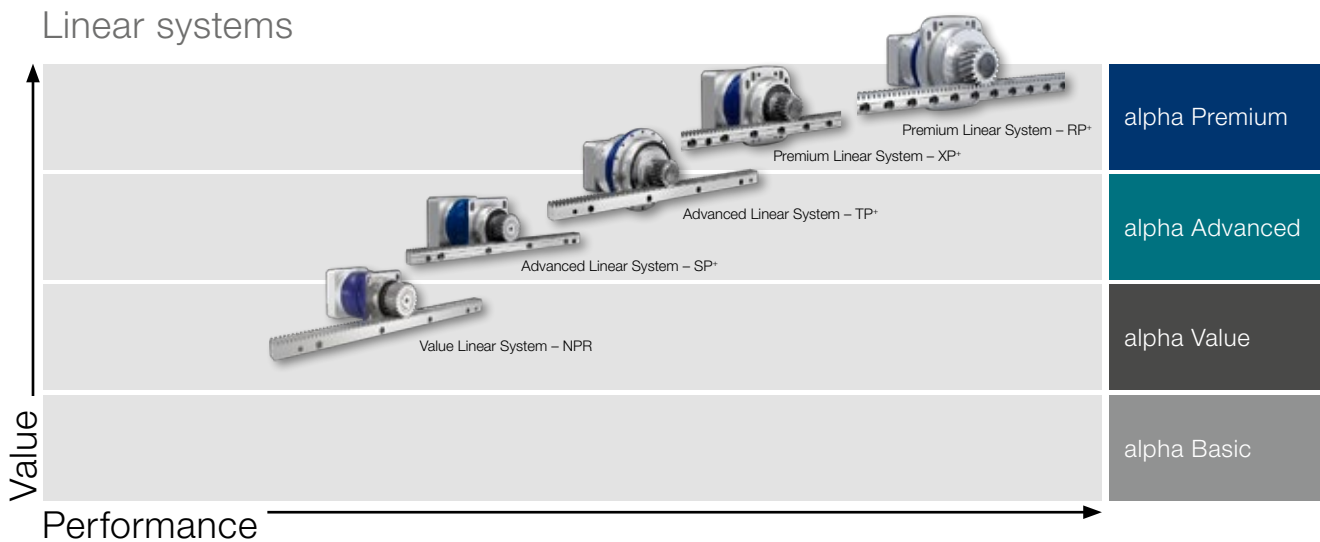


## Know-how in every sector

Our solutions range from high-precision axes in manufacturing systems to packaging machines that must operate with maximum productivity in the smallest installation space.

### Overview:

- Machine tools and production technology
- Food and packaging machines
- Wood working machinery
- Printing and paper machines
- Robotics and automation



# We live mechatronics

## Our servo actuators for greater efficiency and precision

Our customers' challenges are our own. For this reason, mechatronics has a very creative dimension for us: To custom-integrate sensors, software, gearbox, motor and electronics to the greatest possible extent in order to produce **intelligent, highly efficient and controllable drive systems** – even for extreme environmental conditions. To meet these requirements, we think ahead, laterally and in networks.

The objective during the development of our servo actuators is always the **reduction of complexity** for the customer – with **optimal efficiency, reliability, connectivity and innovation**. This is the measurable added value that counts.



premo®

TPM+



# Sector-specific high performance



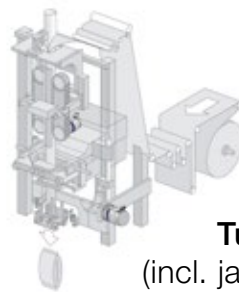
Maximum efficiency and reliability, as well as comprehensive compatibility in the various application areas: Thanks to their high dynamics, our servo actuators ensure high productivity. The high power density reduces energy consumption and the compact installation dimension also permits the use in difficult, confined spaces.

Whatever the requirements: WITTENSTEIN alpha offers sector-specific, high-performance solutions – as cost-effective serial solutions and customized high-end developments.

# Wide-ranging applications

The WITTENSTEIN alpha servo actuators can be used in numerous applications.  
Here are a few examples:

**Folding box packaging**  
(incl. assembly / folding, filling valve)

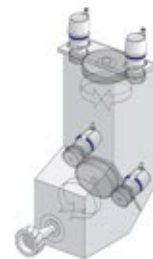


**Tubular bag packaging**  
(incl. jaw stroke, sealing jaw, blade)



**Handling gantry**  
(Z-axis, swivel / rotating axis)

**Delta robot**  
(axis 1–3, swivel axis)



**Machine tool milling**  
(rotating axes A–C, tool changer)

**Plastic thermoform**  
(tool axis)

**Intralogistics**  
(driverless transport systems)

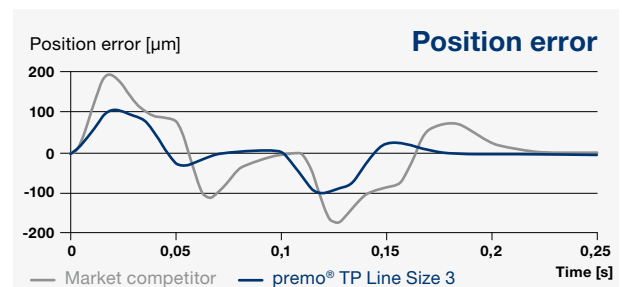
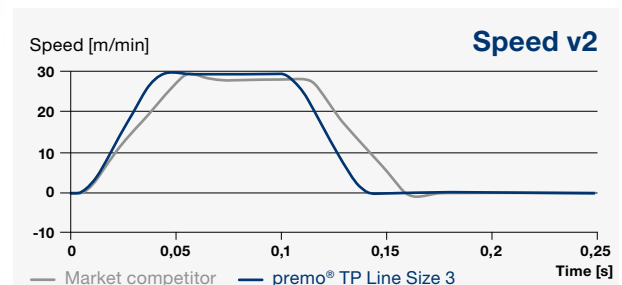
# More efficient in the application

Due to the high power density, the low mass moment of inertia, the high rigidity and the low backlash of the WITTENSTEIN alpha servo actuators, two important objectives can be achieved:

## 1. Increased productivity with comparable energy requirement

To increase the productivity of a system, it is most important to reduce the cycle time of the time-critical axis. This is achieved through increased acceleration torques allowing for a reduction in the dynamic time components as well as through increased torsional rigidity for improved response times and tighter control loops.

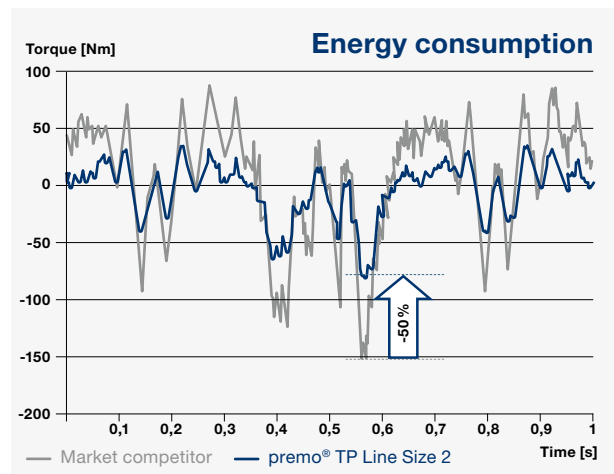
**The following example of a packaging machine** shows that a premo® TP Line Size 3 with 20 % higher acceleration torque and 30 % more torsional rigidity with comparable energy requirement achieves a significant increase in productivity. The movement path of 50 mm in the time-critical axis is completed 50 ms faster, which corresponds to a production increase of 29 %.



## 2. Reduced energy consumption with the same productivity

By using a smaller, more efficient actuator with lower inertia and higher rigidity, a smaller servo controller can also be used, thus saving upfront cost as well as operating costs in the form of lower energy consumption while achieving the same productivity. The solution here is a combination of a lower mass moment of inertia and a higher degree of rigidity.

**Example Delta robot:** Using a premo® TP Line Size 2, the same result is achieved as with the significantly larger motor of a market competitor. The high rigidity of the servo actuator together with the lower moment of inertia enables the use of a smaller motor. At 6.5 A, the power consumption of the Size 2 premo® is approx. 50 % below the power consumption of the comparable product. This enables the selection of servo controller and supply module that are one level smaller, which involves significant savings potential in the 3-axis application.



# WITTENSTEIN alpha Engineering Tools – many ways to reach your goals

Our software portfolio helps you choose the optimal drive

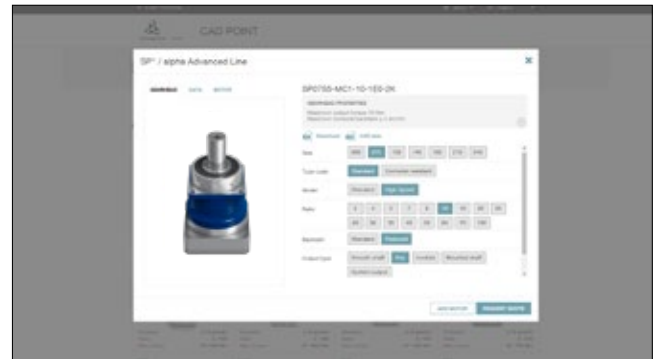
You can conveniently download dimension sheets and CAD data, select the best gearbox quickly and easily design complex kinematic sequences in detail – our software solutions offer various methods of selecting the best, most reliable drive on all axes.



## CAD POINT – Your smart catalog

- Performance data, dimension sheets and CAD data for all types of gearboxes
- Available online without logging in
- Comprehensive documentation of the selection

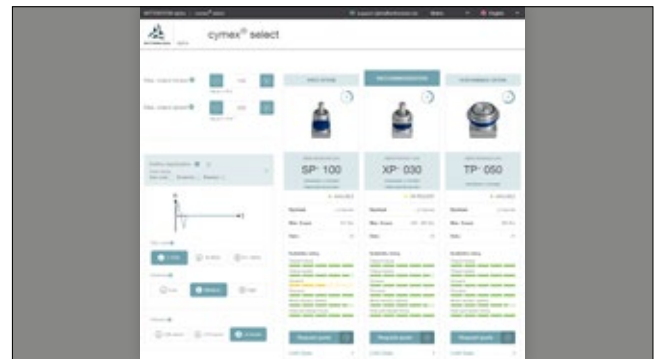
[www.wittenstein-cad-point.com](http://www.wittenstein-cad-point.com)



## cymex® select – Best solution within seconds

- Efficient and customizable product selection in seconds
- Top three product recommendations for your requirements
- Available online without login
- Possibility of requesting quotation quickly and directly

[cymex-select.wittenstein-group.com](http://cymex-select.wittenstein-group.com)



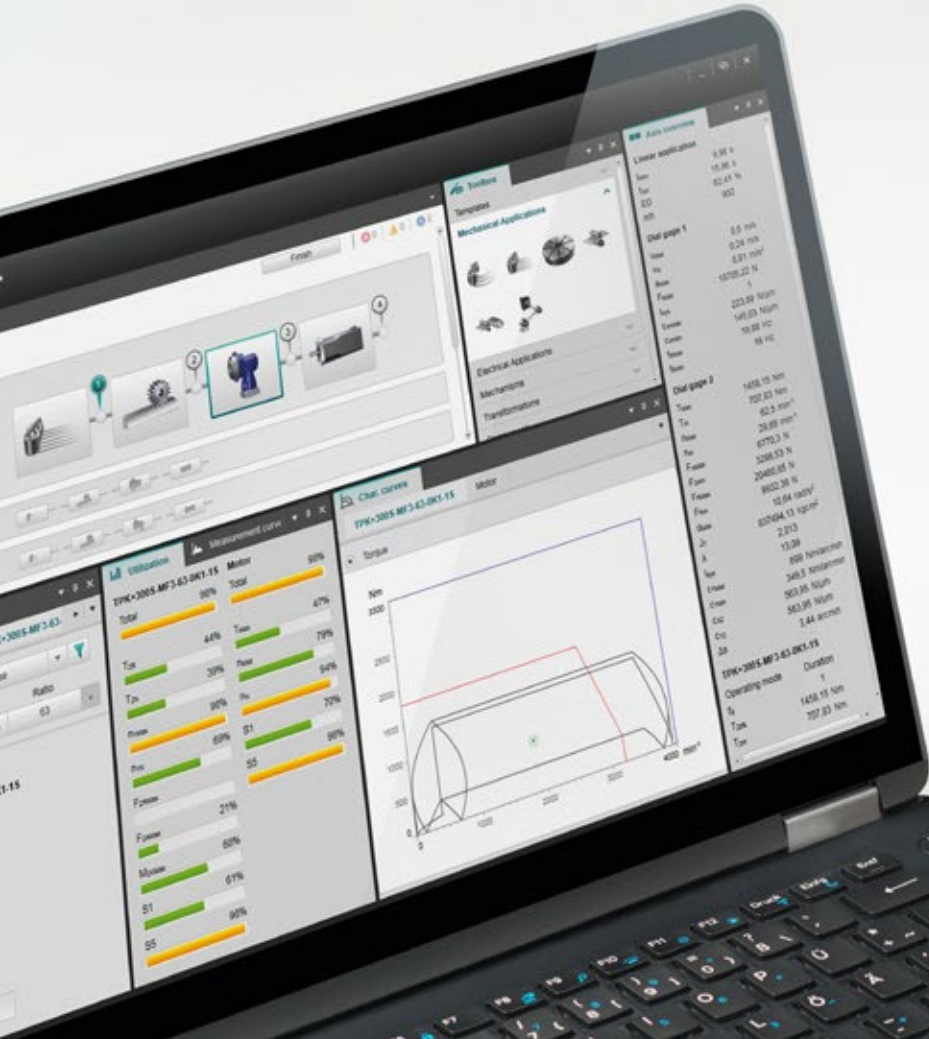
## cymex® 5 – Calculate on the Best

- Detailed calculation of complete drive trains
- Precise simulation of motion and load variables
- Downloadable software for complex designs

[www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)







# premo<sup>®</sup> servo actuators





# premo® – the powerful servo actuator platform

**Absolute precision meets perfect motion:**  
**premo® combines precision with motion – more efficiently than ever.**

The central idea **behind the first fully scalable servo-actuator platform** from WITTENSTEIN alpha is uncompromising flexibility from the viewpoint of the user. Motors and gearboxes with application-related graduated performance characteristics can be configured modularly **to individual motor / gearbox units**. The result is a modular system that is significantly more versatile and more individual with regard to performance for the most diverse applications, that meets almost all the challenges of drive technology, integration and industry specification. Thanks to the **modular platform concept**, premo®-servo actuators can also be quickly manufactured and made available for the relevant task.

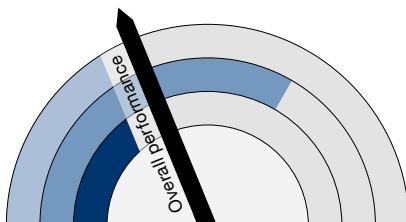
The core of the motor / gearbox unit is a **torsionally rigid precision gearbox** with low backlash and excellent torque density in combination with the equally powerful, **permanent magnet synchronous servo motor**, which

guarantees low cogging and minimal velocity ripple thanks to the split winding.

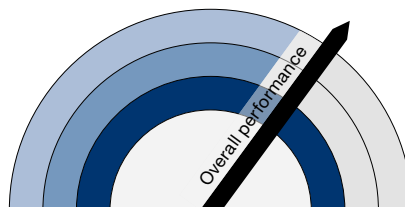
Due to the intelligent design principle implemented for the first time, premo® not only sets **completely new standards with regard to flexibility and sustainability** – the premo® servo actuator generation also opens up new dimensions in performance: **doubled power with minimal increase in size**, increased productivity and optimized energy efficiency thanks to digital, single-cable technology provide more freedom during planning, design and storage as well as lower investment costs.

All **three lines** of this innovative servo actuator generation can be equipped with **the latest digital encoder technology** and are characterized by a particularly easy-to-clean and maintenance friendly design without exposed screws.

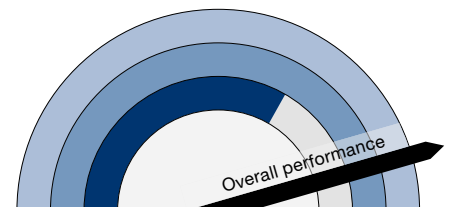
premo® SP Line



premo® TP Line



premo® XP Line



Productivity Efficiency Precision

Flexible mechanical and electrical interfaces for high scalability

### **premo® SP Line – the entry level class**

#### **Optimum performance for all positioning tasks**

- Short cycle times thanks to low backlash and extreme rigidity
- Very good positioning accuracy
- Basic configuration with smooth output shaft and resolver

### **premo® TP Line – the dynamic class**

#### **Precision for positioning and processing tasks**

- High torsional rigidity and low backlash allow high acceleration and tight control
- Basic configuration with output flange and HIPERFACE® absolute encoder singleturn, SIL 2

### **premo® XP Line – the extra class**

#### **Versatile in almost all sectors**

- Maximum power density with high torsional rigidity and radial load capacity
- Basic configuration with smooth output shaft and HIPERFACE DSL® absolute encoder singleturn, SIL 2

#### **Individual upgrading of all lines possible due to a variety of options:**

- Analog and digital rotary encoders as well as reliable encoders according to SIL 2
- One and two-connector versions
- Permanent magnet holding brake
- Reduced backlash
- Various output types



## premo® – clearly superior in performance

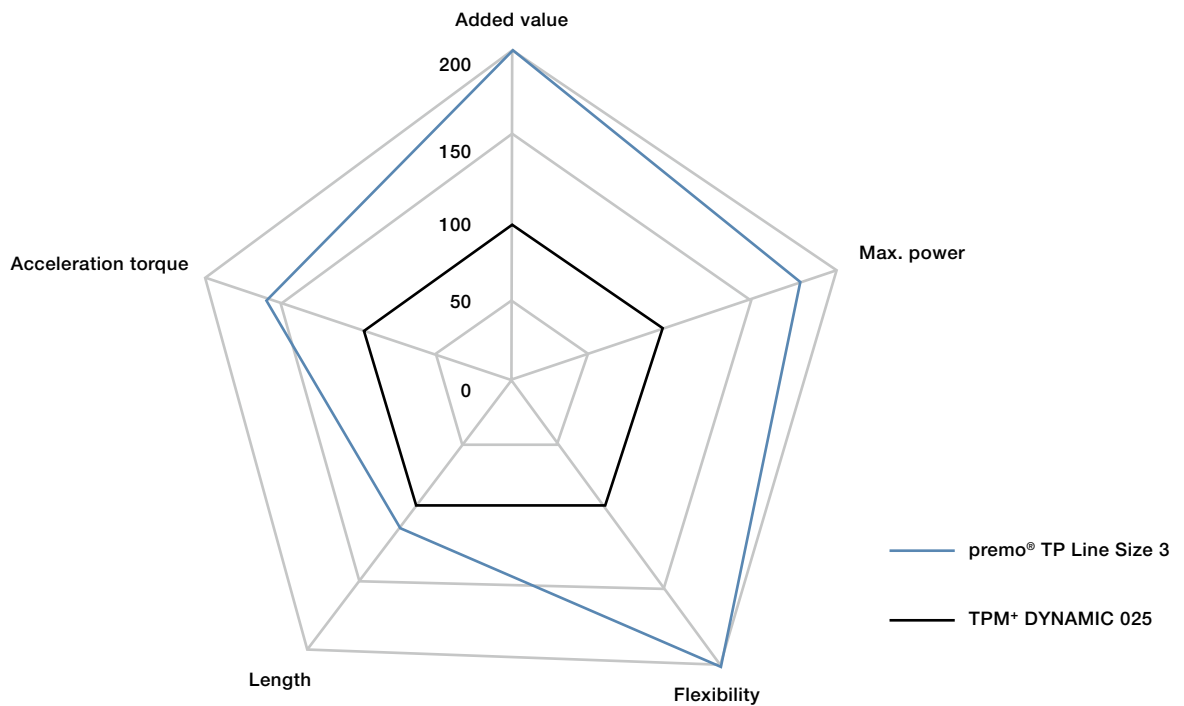
- **Higher machine performance** thanks to higher acceleration torque
- High torque density **combined with a compact design** allow for the realization of higher performance machines with significant space saving
- **Improved connectivity to next generation controllers** from leading system providers due to the use of digital encoders (EnDat 2.2, DSL, HIPERFACE DSL®, DRIVE-CLiQ) and compatibility for high operating voltage up to 750 V DC
- **Reduced wiring requirement** due to single-connector technology
- **Improved reliability and safety** thanks to the use of more powerful brakes and SIL 2 encoders
- **Use in washdown and food applications** thanks to hygienic housing design with smooth surfaces

## premo® – the new energy-efficiency class

Utilizing planetary gearboxes with a wide range of gear ratios **and an efficiency up to 97 %**, combined with servo motors with an **efficiency of up to 92 %** – the premo® platform utilizes the entire experience of WITTENSTEIN alpha in the energy-efficient design of servo actuators. The power requirement during acceleration is reduced thanks to lower inertia due to the elimination of the motor shaft coupling, as well as through a design to optimize current saturation losses.

Moreover, the digital single-cable technology for the power supply and data transmission between motor and controller requires the use of **only one** connector and connection cable. This **reduces the wiring requirement by half** and also saves weight for moving drives. This also reduces the energy consumption in the integration of premo® in robots or moving machine structures. Overall, top class energy efficiency is achieved.

# premo® – absolute flexibility in all cases



In comparison with the proven TPM+ series, the new premo® servo actuators exhibit significantly greater flexibility and performance potential. The mechanical interface to the machine can be designed in multiple versions.

The interface to the servo controller offers almost unlimited connection options through the voltage range up to 750 V DC and the wide selection of analog and digital encoders.

# Our know-how – your benefit

**Flexible gearbox interface  
suitable for any application**

**B**

**All external surfaces with  
smooth, hygienic design**

**A**

**Bayonet-coupling connector  
for fast installation**

**A**

**Conical cover  
without screws**

**A**

**C**

**Reduced wiring requirement  
due to single-cable  
technology with digital encoders**

**B**

**C**

**D**

**Robust bearing with  
long service life**

**A**

**C**

**Brake with enhanced  
holding torque**

**C**

**D**





Your requirement	Our solution
<b>Resistant and easy-to-clean actuator surface</b>	High-quality design without screw heads for optimum cleaning conditions and high value stability
<b>High operating voltage and absolute connectivity to system providers</b>	Enhanced performance through intermediate operating voltage up to 750 V DC, interfaces for EnDat 2.2, HIPERFACE DSL®, DRIVE-CLiQ, partly in single-cable technology for the greatest flexibility in adapting to external controllers and maximum productivity
<b>Maximum individual freedom in design</b>	Intelligent premo® modular system with various gearbox outputs, short lengths as optimal design basis, for example in the case of restricted installation space, simplified design for reduced interference contour even on smaller machines, savings in the drive train through improved energy efficiency and single-cable connection, a maximum of design freedom thanks to a wide choice of rotary sensors for different applications
<b>Maximum machine reliability and investment protection</b>	Intelligent, energy-efficient product concept: higher reliability through the elimination of the shaft coupling, minimized electrical component size due to low current requirements allowing reduction in size of the servo drive, cables, fuses and electrical contacts. The single-cable solution offers less wiring and smaller cable tracks while higher braking torques offer faster emergency stopping and improved reliability for vertical axes. Greater reliability thanks to the functional safety in the mechanical connection of the encoder.

**A Increased productivity / higher OEE\***

**B Simplified machine design**

**C Reliability / service life**

**D Safety**

\* Overall Equipment Effectiveness

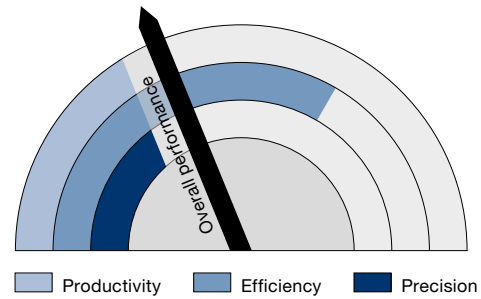


# premo<sup>®</sup> SP Line



# The entry level class

- Especially suitable for positioning tasks
- Short cycle times
- Special benefits with moving axes:  
the low weight and the short overall length
- Mechanical interface with output shaft
- Ideal for connecting couplings, toothed belt pulleys and pinions
- In addition to the smooth shaft version, key and splined shaft versions are also available
- Electric interface with resolver as standard

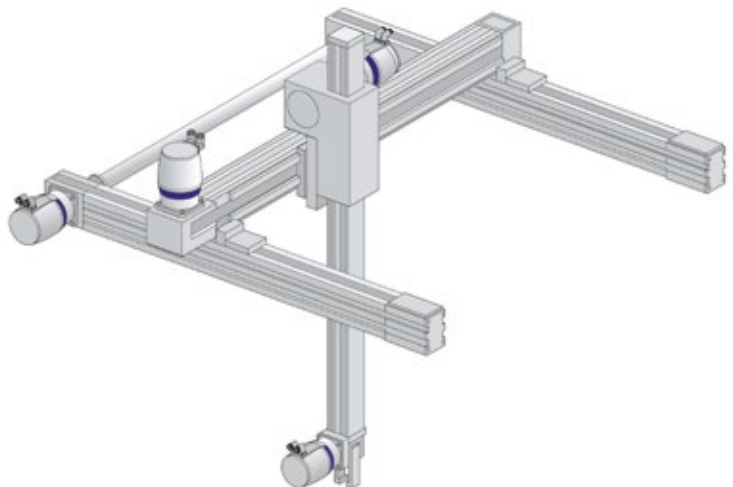


- Precision adequate for most applications
- Optionally extendable with all available encoders and connector versions

## Application example

Handling gantries are useful aids if pallets, crates, trays or similar are transported from A to B – the faster, the better.

**premo® SP Line copes with this task thanks to its high power-to-weight ratio and excellent dynamics.**



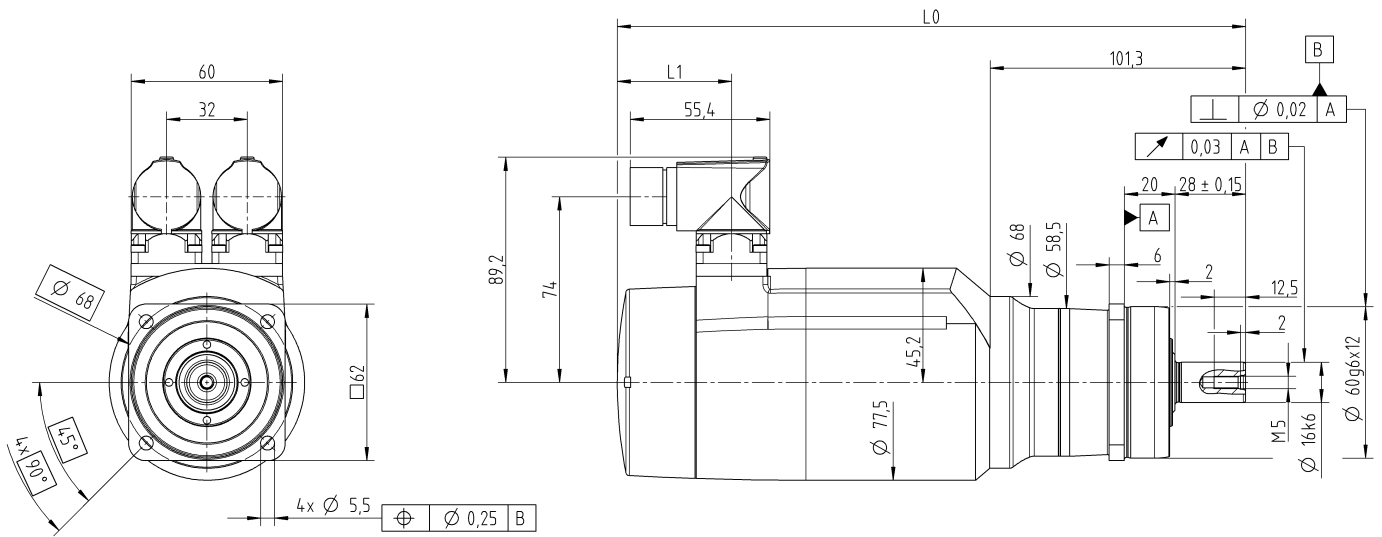
# premo® SP Line Size 1 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	41.6	42	42	42	42	42	42	42	32
		in.lb	368	372	372	372	372	372	372	372	283
Static output torque	$T_{20}$	Nm	16.5	20.8	26	26	26	19.9	25	26	17
		in.lb	146	184	230	230	230	176	221	230	150
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	20.8	26	32.5	36.4	45.5	20.8	26	36.4	52
		in.lb	184	230	288	322	403	184	230	322	460
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	375	300	240	214	171	150	120	85.7	60
Max. motor acceleration torque	$T_{1max}$	Nm	2.84	2.84	2.84	2.84	2.84	1.4	1.4	1.4	1.4
		in.lb	25	25	25	25	25	12	12	12	12
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	4.47	4.47	4.47	4.47	4.47	2.52	2.52	2.52	2.52
Static motor current	$I_0$	$A_{eff}$	1.71	1.71	1.71	1.71	1.71	1	1	1	1
Max. backlash	$j_t$	arcmin	Standard ≤ 6 Reduced ≤ 4								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	3.5								
		in.lb/arcmin	31								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	2400								
		lb <sub>f</sub>	540								
Max. lateral force <sup>a)</sup>	$F_{2QMax}$	N	2800								
		lb <sub>f</sub>	630								
Max. tilting moment	$M_{2KMax}$	Nm	152								
		in.lb	1345								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	3.2 to 3.6								
		lb <sub>m</sub>	7.1 to 8								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BC2-00060AA016.000-X								
Bore diameter of coupling on the application side		mm	X = 012.000 - 035.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.37	0.37	0.36	0.36	0.36	0.22	0.22	0.22	0.22
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.33	0.33	0.32	0.32	0.32	0.19	0.19	0.19	0.19

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	226.6	22.8
	HIPERFACE®	249.1	45.3
	EnDat		
	DRIVE-CLiQ	279.5	75.7
i = 40 – 100	Resolver	211.6	22.8
	HIPERFACE®	234.1	45.3
	EnDat		
	DRIVE-CLiQ	264.5	75.7

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	262.6	22.8
	HIPERFACE®	285.1	45.3
	EnDat		
	DRIVE-CLiQ	315.5	75.7
i = 40 – 100	Resolver	239.1	22.8
	HIPERFACE®	261.6	45.3
	EnDat		
	DRIVE-CLiQ	292	75.7

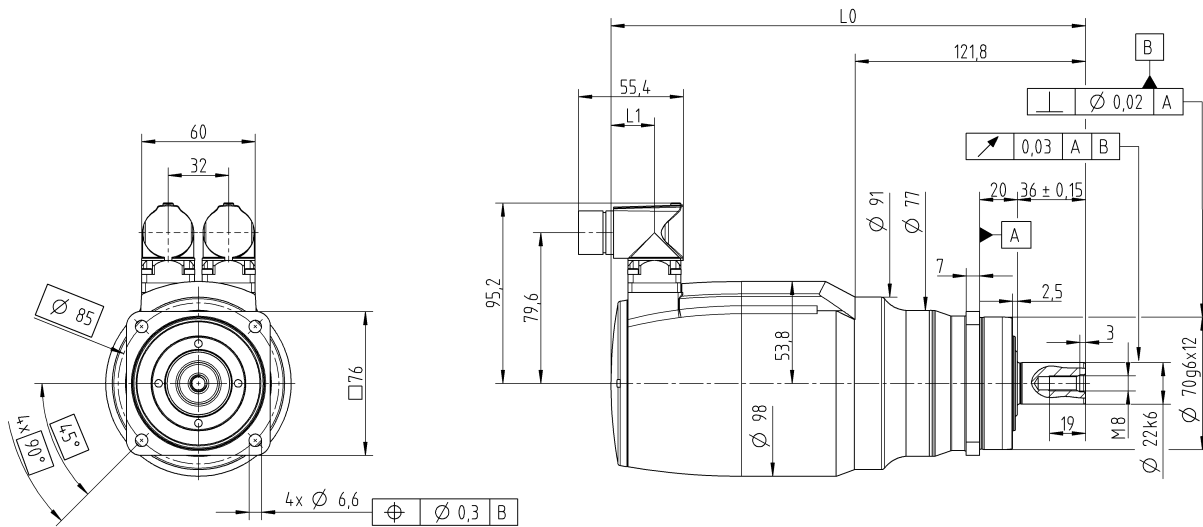
# premo® SP Line Size 2 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	81.5	102	110	110	110	102	110	110	90
		in.lb	721	903	974	974	974	903	974	974	797
Static output torque	$T_{20}$	Nm	30	37.9	47.8	53.7	67.3	39.1	49.2	69.2	52
		in.lb	266	335	423	475	596	346	435	612	460
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	37.4	46.8	58.5	65.5	81.9	52	65	91	130
		in.lb	331	414	518	580	725	460	575	805	1151
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	269	215	184	176	155	119	104	85.7	60
Max. motor acceleration torque	$T_{1max}$	Nm	5.53	5.53	5.53	5.53	5.53	2.76	2.76	2.76	2.76
		in.lb	49	49	49	49	49	24	24	24	24
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	6.94	6.94	6.94	6.94	6.94	4.45	4.45	4.45	4.45
Static motor current	$I_0$	$A_{eff}$	2.33	2.33	2.33	2.33	2.33	1.58	1.58	1.58	1.58
Max. backlash	$j_t$	arcmin	Standard $\leq 6$ Reduced $\leq 4$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	10								
		in.lb/arcmin	89								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	3350								
		lb <sub>f</sub>	754								
Max. lateral force <sup>a)</sup>	$F_{2QMax}$	N	4200								
		lb <sub>f</sub>	945								
Max. tilting moment	$M_{2KMax}$	Nm	236								
		in.lb	2089								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	5.1 to 5.6								
		lb <sub>m</sub>	11 to 12								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BC2-00150AA022.000-X								
Bore diameter of coupling on the application side		mm	X = 019.000 - 042.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.9	0.87	0.87	0.85	0.85	0.47	0.47	0.47	0.47
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.8	0.77	0.77	0.75	0.75	0.42	0.42	0.42	0.42

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	250.8	23
	HIPERFACE®	273.1	45.3
	EnDat		
	DRIVE-CLiQ	303.3	75.5
i = 40 – 100	Resolver	235.8	23
	HIPERFACE®	258.1	45.3
	EnDat		
	DRIVE-CLiQ	288.3	75.5

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	289.8	23
	HIPERFACE®	312.1	45.3
	EnDat		
	DRIVE-CLiQ	342.3	75.5
i = 40 – 100	Resolver	251.6	23
	HIPERFACE®	273.9	45.3
	EnDat		
	DRIVE-CLiQ	304.1	75.5

# premo® SP Line Size 3 2-stage

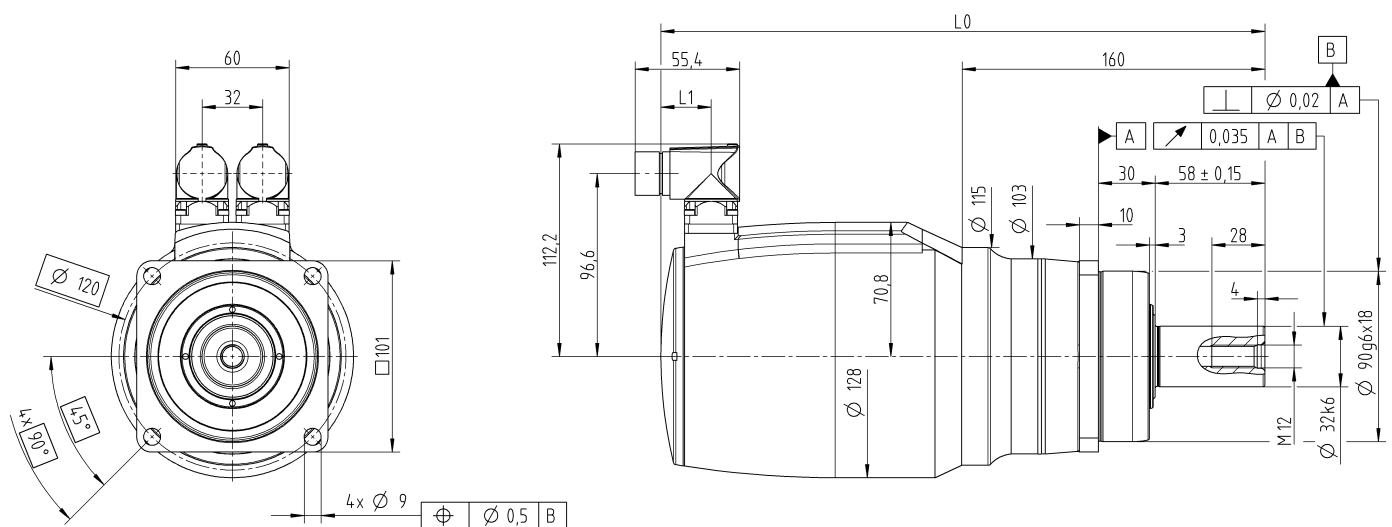
			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	248	310	315	315	315	226	283	315	235
		in.lb	2195	2744	2788	2788	2788	2000	2505	2788	2080
Static output torque	$T_{20}$	Nm	93	117	146	164	175	89.4	112	158	120
		in.lb	823	1036	1292	1452	1549	791	991	1398	1062
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	116	146	182	204	255	93.6	117	164	234
		in.lb	1027	1292	1611	1806	2257	828	1036	1452	2071
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	322	257	220	205	171	108	86.4	70	60
Max. motor acceleration torque	$T_{1max}$	Nm	16.7	16.7	16.7	16.7	16.7	6.09	6.09	6.09	6.09
		in.lb	148	148	148	148	148	54	54	54	54
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	19.8	19.8	19.8	19.8	19.8	7.7	7.7	7.7	7.7
Static motor current	$I_0$	$A_{eff}$	7.05	7.05	7.05	7.05	7.05	2.77	2.77	2.77	2.77
Max. backlash	$j_t$	arcmin	Standard $\leq 5$ Reduced $\leq 3$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	31								
		in.lb/arcmin	274								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	5650								
		lb <sub>f</sub>	1271								
Max. lateral force <sup>a)</sup>	$F_{2QMax}$	N	6600								
		lb <sub>f</sub>	1485								
Max. tilting moment	$M_{2KMax}$	Nm	487								
		in.lb	4310								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	10 to 11.7								
		lb <sub>m</sub>	22 to 26								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BC2-00300AA032.000-X								
Bore diameter of coupling on the application side		mm	X = 024.000 - 060.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	4.42	4.32	4.31	4.23	4.22	1.62	1.61	1.61	1.61
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	3.9	3.8	3.8	3.7	3.7	1.4	1.4	1.4	1.4

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.





#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	319.2	26.5
	HIPERFACE®		
	EnDat	351.2	58.5
	DRIVE-CLiQ		
i = 40 – 100	Resolver	295.1	26.5
	HIPERFACE®		
	EnDat	327.1	58.5
	DRIVE-CLiQ		

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	364.7	26.5
	HIPERFACE®		
	EnDat	396.7	58.5
	DRIVE-CLiQ		
i = 40 – 100	Resolver	319.1	26.5
	HIPERFACE®		
	EnDat	351.1	58.5
	DRIVE-CLiQ		

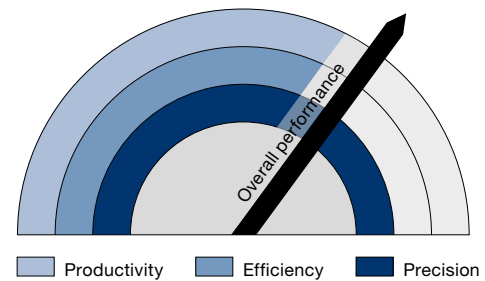
# premo<sup>®</sup>

## TP Line



# The dynamic class

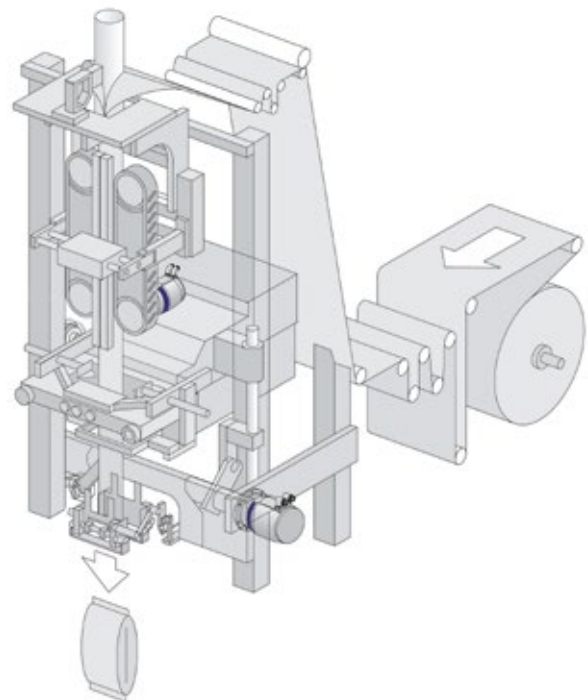
- Ideal for challenging positioning and processing tasks
- Minimal backlash and maximum torsional rigidity allow for the shortest cycle times and excellent surface finish
- Mechanical interface with output flange
- Ideal for connecting lever arms or pinions
- Electric interface with absolute encoder HIPERFACE® singleturn for high positioning accuracy as standard
- Optionally extendable with all available encoders and connector versions



## Application example

Tubular bag machines continuously package bulk material of all types – including foodstuffs such as chips or candy. The aim here is to achieve maximum throughput. It is particularly important that all the bags are clean and tightly sealed.

**premo® TP Line solves this challenge thanks to its exceptional precision and power density.**



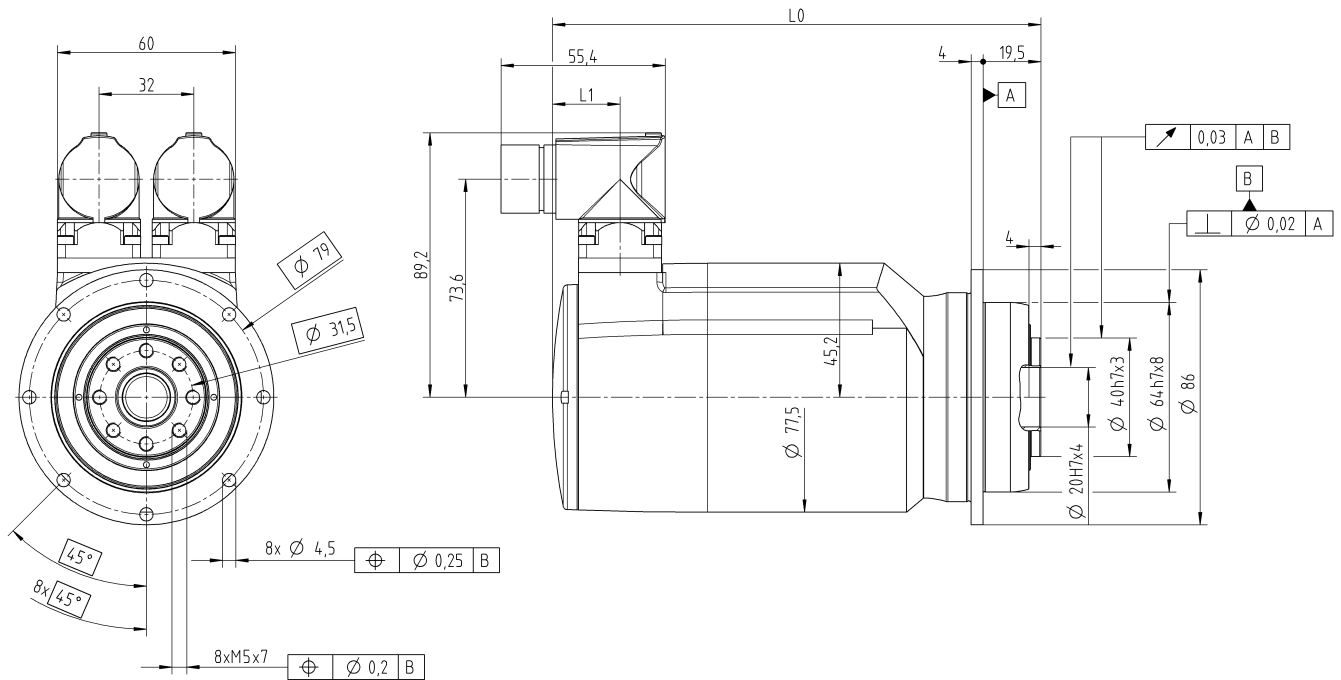
# premo® TP Line Size 1 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	41.6	52.3	55	55	55	50.2	55	55	35
		in.lb	368	463	487	487	487	444	487	487	310
Static output torque	$T_{20}$	Nm	16.5	20.9	26.2	29.3	37	20.1	25.3	35.5	18
		in.lb	146	185	232	259	327	178	224	314	159
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	20.8	26	32.5	36.4	45.5	20.8	26	36.4	52
		in.lb	184	230	288	322	403	184	230	322	460
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	375	300	240	214	171	150	120	85.7	60
Max. motor acceleration torque	$T_{1max}$	Nm	2.84	2.84	2.84	2.84	2.84	1.4	1.4	1.4	1.4
		in.lb	25	25	25	25	25	12	12	12	12
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	4.47	4.47	4.47	4.47	4.47	2.52	2.52	2.52	2.52
Static motor current	$I_0$	$A_{eff}$	1.71	1.71	1.71	1.71	1.71	1	1	1	1
Max. backlash	$j_t$	arcmin	Standard $\leq 4$ Reduced $\leq 2$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	12	12	12	12	12	11	12	11	8
		in.lb/arcmin	106	106	106	106	106	97	106	97	71
Tilting rigidity	$C_{2K}$	Nm/arcmin	85								
		in.lb/arcmin	752								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	1630								
		lb <sub>f</sub>	367								
Max. tilting moment	$M_{2KMax}$	Nm	110								
		in.lb	974								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	2.7 to 3.1								
		lb <sub>m</sub>	6 to 6.9								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00015AAX-031.500								
Bore diameter of coupling on the application side		mm	X = 012.000 - 028.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.37	0.37	0.36	0.36	0.36	0.22	0.22	0.22	0.22
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.33	0.33	0.32	0.32	0.32	0.19	0.19	0.19	0.19

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	164.8	22.8
	HIPERFACE®	187.3	45.3
	EnDat		
	DRIVE-CLiQ	217.7	75.7
i = 40 – 100	Resolver	149.8	22.8
	HIPERFACE®	172.3	45.3
	EnDat		
	DRIVE-CLiQ	202.7	75.7

#### with brake

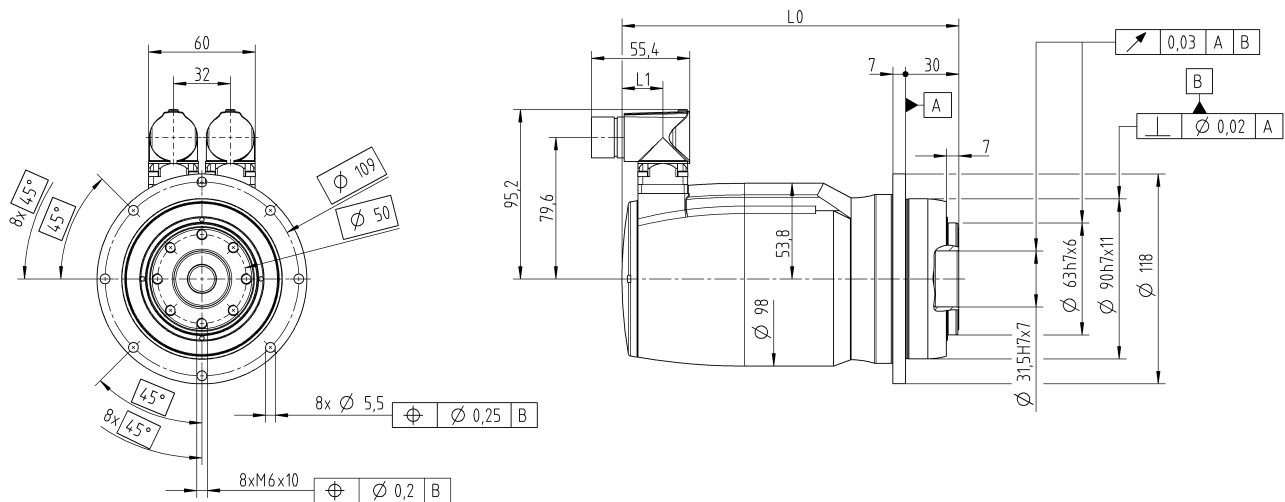
Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	200.8	22.8
	HIPERFACE®	223.3	45.3
	EnDat		
	DRIVE-CLiQ	253.7	75.7
i = 40 – 100	Resolver	177.3	22.8
	HIPERFACE®	199.8	45.3
	EnDat		
	DRIVE-CLiQ	230.2	75.7

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	81.3	102	128	143	143	102	127	143	105
		in.lb	720	903	1133	1266	1266	903	1124	1266	929
Static output torque	$T_{20}$	Nm	29.9	37.7	47.3	53.2	67.3	38.7	48.4	68.8	60
		in.lb	265	334	419	471	596	343	428	609	531
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	37.4	46.8	58.5	65.5	81.9	52	65	91	130
		in.lb	331	414	518	580	725	460	575	805	1151
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	269	215	172	154	138	119	95.2	78	60
Max. motor acceleration torque	$T_{1max}$	Nm	5.53	5.53	5.53	5.53	5.53	2.76	2.76	2.76	2.76
		in.lb	49	49	49	49	49	24	24	24	24
Max. motor acceleration current	$I_{MaxDyn}$	A <sub>eff</sub>	6.94	6.94	6.94	6.94	6.94	4.45	4.45	4.45	4.45
Static motor current	$I_0$	A <sub>eff</sub>	2.33	2.33	2.33	2.33	2.33	1.58	1.58	1.58	1.58
Max. backlash	$j_t$	arcmin	Standard ≤ 3 Reduced ≤ 1								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	32	32	32	31	32	30	30	28	22
		in.lb/arcmin	283	283	283	274	283	266	266	248	195
Tilting rigidity	$C_{2K}$	Nm/arcmin	225								
		in.lb/arcmin	1991								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	2150								
		lb <sub>f</sub>	484								
Max. tilting moment	$M_{2KMax}$	Nm	270								
		in.lb	2390								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	m	kg	5.1 to 5.6								
		lb <sub>m</sub>	11 to 12								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00060AAX-050.000								
Bore diameter of coupling on the application side		mm	X = 014.000 - 035.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.91	0.88	0.87	0.85	0.85	0.48	0.47	0.47	0.47
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.81	0.78	0.77	0.75	0.75	0.42	0.42	0.42	0.42

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	189.5	23
	HIPERFACE®	211.8	45.3
	EnDat		
	DRIVE-CLiQ	242	75.5
i = 40 – 100	Resolver	174.5	23
	HIPERFACE®	196.8	45.3
	EnDat		
	DRIVE-CLiQ	227	75.5

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	228.5	23
	HIPERFACE®	250.8	45.3
	EnDat		
	DRIVE-CLiQ	281	75.5
i = 40 – 100	Resolver	190.3	23
	HIPERFACE®	212.6	45.3
	EnDat		
	DRIVE-CLiQ	242.8	75.5



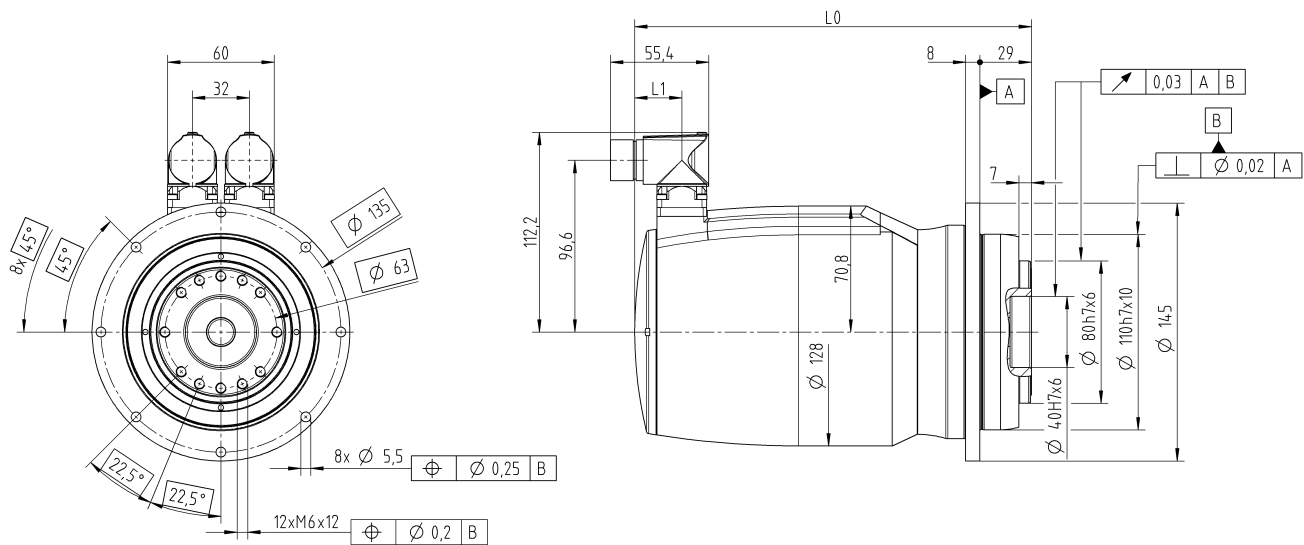
# premo® TP Line Size 3 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	247	310	380	350	380	226	283	330	265
		in.lb	2186	2744	3363	3098	3363	2000	2505	2921	2345
Static output torque	$T_{20}$	Nm	92.6	116	146	164	206	89.1	112	158	120
		in.lb	820	1027	1292	1452	1823	789	991	1398	1062
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	116	146	182	204	255	93.6	117	164	234
		in.lb	1027	1292	1611	1806	2257	828	1036	1452	2071
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	322	257	206	197	166	108	86.4	68	60
Max. motor acceleration torque	$T_{1max}$	Nm	16.7	16.7	16.7	16.7	16.7	6.09	6.09	6.09	6.09
		in.lb	148	148	148	148	148	54	54	54	54
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	19.8	19.8	19.8	19.8	19.8	7.7	7.7	7.7	7.7
Static motor current	$I_0$	$A_{eff}$	7.05	7.05	7.05	7.05	7.05	2.77	2.77	2.77	2.77
Max. backlash	$j_t$	arcmin	Standard $\leq 3$ Reduced $\leq 1$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	81	81	83	80	82	76	80	71	60
		in.lb/arcmin	717	717	735	708	726	673	708	628	531
Tilting rigidity	$C_{2K}$	Nm/arcmin	550								
		in.lb/arcmin	4868								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	4150								
		lb <sub>f</sub>	934								
Max. tilting moment	$M_{2KMax}$	Nm	440								
		in.lb	3894								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	8.8 to 10.5								
		lb <sub>m</sub>	19 to 23								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00150AAX-063.000								
Bore diameter of coupling on the application side		mm	X = 019.000 - 042.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	4.46	4.35	4.33	4.24	4.23	1.62	1.62	1.61	1.61
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	3.9	3.8	3.8	3.8	3.7	1.4	1.4	1.4	1.4

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	223.2	26.5
	HIPERFACE®		
	EnDat	255.2	58.5
	DRIVE-CLiQ		
i = 40 – 100	Resolver	199.1	26.5
	HIPERFACE®		
	EnDat	231.1	58.5
	DRIVE-CLiQ		

#### with brake

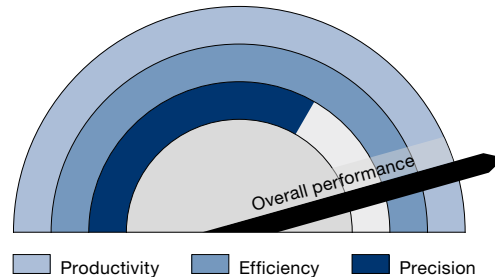
Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	268.7	26.5
	HIPERFACE®		
	EnDat	300.7	58.5
	DRIVE-CLiQ		
i = 40 – 100	Resolver	223.1	26.5
	HIPERFACE®		
	EnDat	255.1	58.5
	DRIVE-CLiQ		

# premo<sup>®</sup> XP Line



# The extra class

- Particularly high power density and load capacity
- Extremely low backlash, high torsional rigidity and maximum load capacity of the output bearing enable a highly compact servo actuator platform for enhanced machine performance
- Mechanical interface with output shaft, ideal for connecting couplings or pinions
- In addition to the smooth shaft version, key and splined shaft versions are also available
- Electric interface with absolute encoder HIPERFACE DSL®, singleturn as standard incl. functional safety and single-cable connection

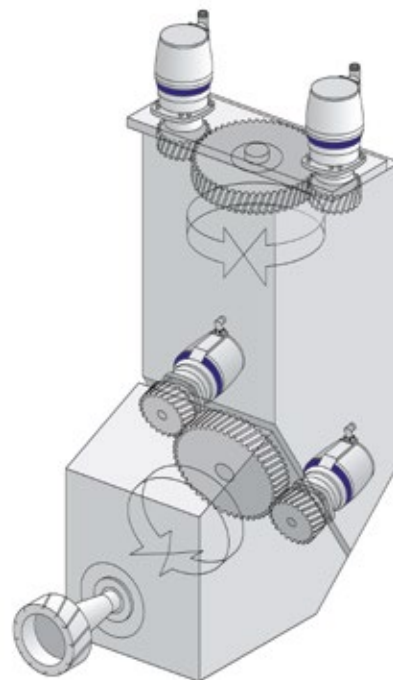


- Safety requirements are united with the latest connection technology
- Optionally extendable with all available encoders and connector versions

## Application example

Especially in the milling head of a machining center, high disturbing forces occur due to the material processing.

**Due to the restricted installation space, actuators with the highest power density and load capacity are required here. premo® XP Line offers the ideal solution.**



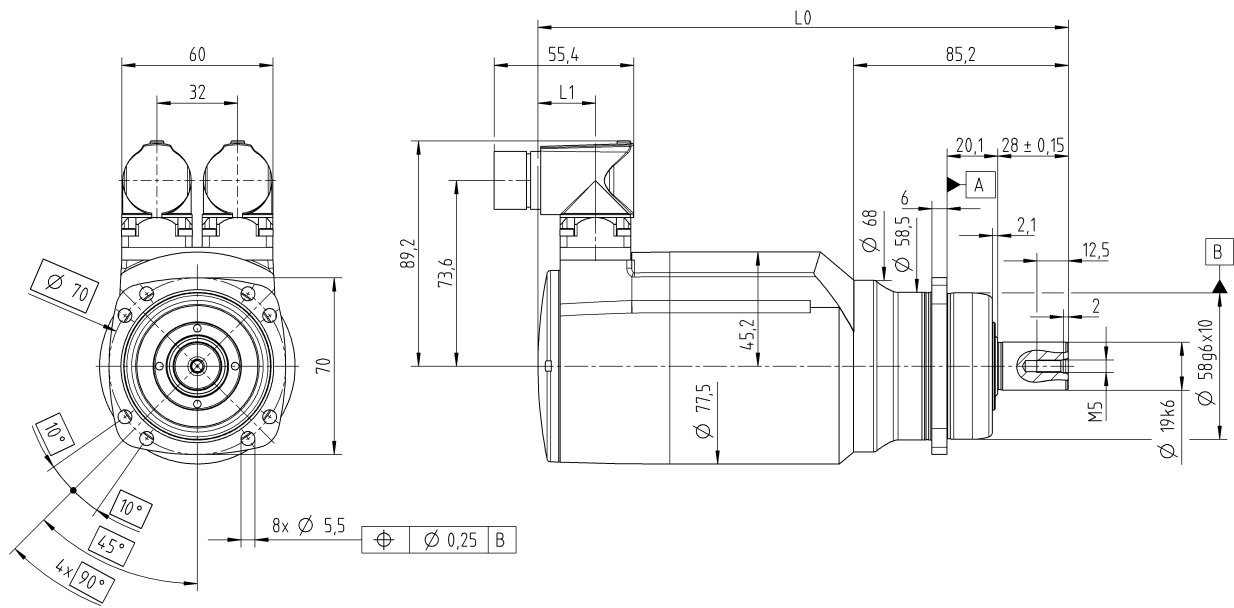
# premo® XP Line Size 1 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	41.8	52.3	65.3	73.4	80	50.3	62.9	60	35
		in.lb	370	463	578	650	708	445	557	531	310
Static output torque	$T_{20}$	Nm	16.6	20.9	26	29.4	36.9	20.3	25.3	35.5	20
		in.lb	147	185	230	260	327	180	224	314	177
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	20.8	26	32.5	36.4	45.5	20.8	26	36.4	52
		in.lb	184	230	288	322	403	184	230	322	460
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	375	300	240	214	171	150	120	85.7	60
Max. motor acceleration torque	$T_{1max}$	Nm	2.84	2.84	2.84	2.84	2.84	1.4	1.4	1.4	1.4
		in.lb	25	25	25	25	25	12	12	12	12
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	4.47	4.47	4.47	4.47	4.47	2.52	2.52	2.52	2.52
Static motor current	$I_0$	$A_{eff}$	1.71	1.71	1.71	1.71	1.71	1	1	1	1
Max. backlash	$j_t$	arcmin	Standard $\leq 5$ Reduced $\leq 3$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	5
		in.lb/arcmin	58	58	58	58	58	58	58	58	44
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	3925								
		lb <sub>f</sub>	883								
Max. lateral force <sup>a)</sup>	$F_{2QMax}$	N	3800								
		lb <sub>f</sub>	855								
Max. tilting moment	$M_{2KMax}$	Nm	339								
		in.lb	3000								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	2.9 to 3.3								
		lb <sub>m</sub>	6.4 to 7.3								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BC3-00150AA019.000-X								
Bore diameter of coupling on the application side		mm	X = 015.000 - 038.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.38	0.37	0.37	0.36	0.36	0.22	0.22	0.22	0.22
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.34	0.33	0.33	0.32	0.32	0.19	0.19	0.19	0.19

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	210.3	22.8
	HIPERFACE®	232.8	45.3
	EnDat		
	DRIVE-CLiQ	263.2	75.7
i = 40 – 100	Resolver	195.3	22.8
	HIPERFACE®	217.8	45.3
	EnDat		
	DRIVE-CLiQ	248.2	75.7

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	246.3	22.8
	HIPERFACE®	268.8	45.3
	EnDat		
	DRIVE-CLiQ	299.2	75.7
i = 40 – 100	Resolver	222.8	22.8
	HIPERFACE®	245.3	45.3
	EnDat		
	DRIVE-CLiQ	275.7	75.7

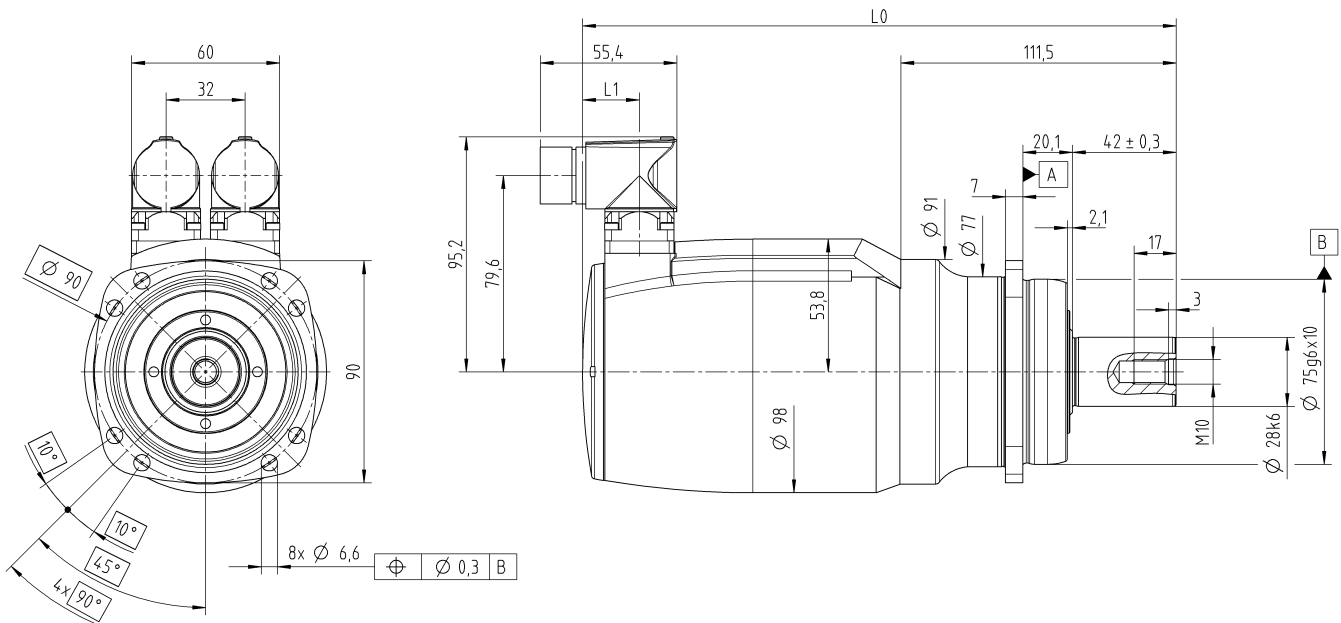


			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	81.9	103	128	144	180	102	128	165	105
		in.lb	725	912	1133	1275	1593	903	1133	1460	929
Static output torque	$T_{20}$	Nm	30.5	38.4	47.8	54	67.5	39.1	49	68.8	60
		in.lb	270	340	423	478	597	346	434	609	531
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	37.4	46.8	58.5	65.5	81.9	52	65	91	130
		in.lb	331	414	518	580	725	460	575	805	1151
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	269	215	172	154	123	119	95.2	70.1	60
Max. motor acceleration torque	$T_{1max}$	Nm	5.53	5.53	5.53	5.53	5.53	2.76	2.76	2.76	2.76
		in.lb	49	49	49	49	49	24	24	24	24
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	6.94	6.94	6.94	6.94	6.94	4.45	4.45	4.45	4.45
Static motor current	$I_0$	$A_{eff}$	2.33	2.33	2.33	2.33	2.33	1.58	1.58	1.58	1.58
Max. backlash	$j_t$	arcmin	Standard $\leq 4$ Reduced $\leq 2$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	19.5	19.5	19.5	19.5	19.5	19.5	19.5	18	15
		in.lb/arcmin	173	173	173	173	173	173	173	159	133
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	4840								
		lb <sub>f</sub>	1089								
Max. lateral force <sup>a)</sup>	$F_{2QMax}$	N	6000								
		lb <sub>f</sub>	1350								
Max. tilting moment	$M_{2KMax}$	Nm	675								
		in.lb	5974								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	5 to 5.5								
		lb <sub>m</sub>	11 to 12								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BC3-00300AA028.000-X								
Bore diameter of coupling on the application side		mm	X = 024.000 - 056.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.91	0.88	0.87	0.85	0.85	0.48	0.47	0.47	0.47
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.81	0.78	0.77	0.75	0.75	0.42	0.42	0.42	0.42

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	240.5	23
	HIPERFACE®	262.8	45.3
	EnDat		
	DRIVE-CLiQ	293	75.5
i = 40 – 100	Resolver	225.5	23
	HIPERFACE®	247.8	45.3
	EnDat		
	DRIVE-CLiQ	278	75.5

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	279.5	23
	HIPERFACE®	301.8	45.3
	EnDat		
	DRIVE-CLiQ	332	75.5
i = 40 – 100	Resolver	241.3	23
	HIPERFACE®	263.6	45.3
	EnDat		
	DRIVE-CLiQ	293.8	75.5

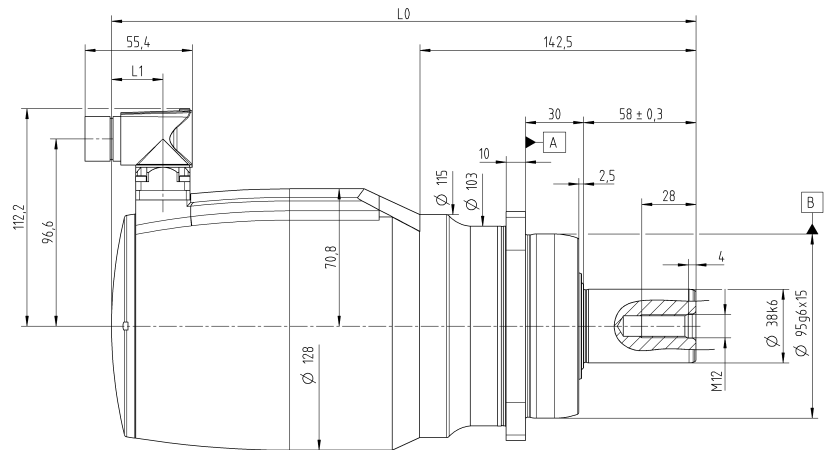
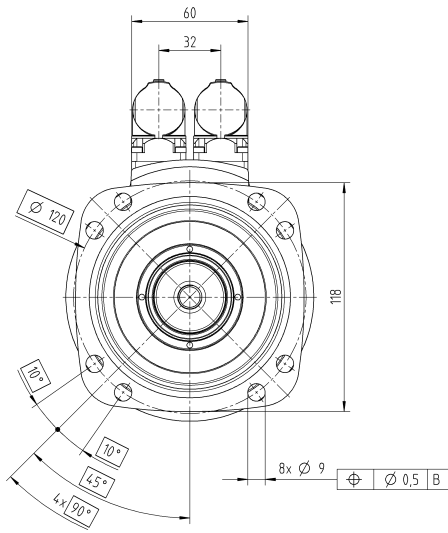
# premo® XP Line Size 3 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	248	310	388	435	450	226	283	350	275
		in.lb	2195	2744	3434	3850	3983	2000	2505	3098	2434
Static output torque	$T_{20}$	Nm	93.3	117	147	164	206	89.3	112	158	130
		in.lb	826	1036	1301	1452	1823	790	991	1398	1151
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	116	146	182	204	255	93.6	117	164	234
		in.lb	1027	1292	1611	1806	2257	828	1036	1452	2071
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	85.7	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	322	257	206	184	157	108	86.4	65.7	60
Max. motor acceleration torque	$T_{1max}$	Nm	16.7	16.7	16.7	16.7	16.7	6.09	6.09	6.09	6.09
		in.lb	148	148	148	148	148	54	54	54	54
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	19.8	19.8	19.8	19.8	19.8	7.7	7.7	7.7	7.7
Static motor current	$I_0$	$A_{eff}$	7.05	7.05	7.05	7.05	7.05	2.77	2.77	2.77	2.77
Max. backlash	$j_t$	arcmin	Standard $\leq 4$ Reduced $\leq 2$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	45	45	45	45	45	45	45	42	35
		in.lb/arcmin	398	398	398	398	398	398	398	372	310
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	6700								
		lb <sub>f</sub>	1508								
Max. lateral force <sup>a)</sup>	$F_{2QMax}$	N	9000								
		lb <sub>f</sub>	2025								
Max. tilting moment	$M_{2KMax}$	Nm	1296								
		in.lb	11471								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	9.7 to 11.4								
		lb <sub>m</sub>	21 to 25								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Pearl dark grey and innovation blue								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BC3-00500AA038.000-X								
Bore diameter of coupling on the application side		mm	X = 024.000 - 056.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	4.46	4.35	4.33	4.24	4.23	1.62	1.62	1.61	1.61
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	3.9	3.8	3.8	3.8	3.7	1.4	1.4	1.4	1.4

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	301.7	26.5
	HIPERFACE®		
	EnDat	333.7	58.5
	DRIVE-CLiQ		
i = 40 – 100	Resolver	277.6	26.5
	HIPERFACE®		
	EnDat	309.6	58.5
	DRIVE-CLiQ		

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16 – 35	Resolver	347.2	26.5
	HIPERFACE®		
	EnDat	379.2	58.5
	DRIVE-CLiQ		
i = 40 – 100	Resolver	301.6	26.5
	HIPERFACE®		
	EnDat	333.6	58.5
	DRIVE-CLiQ		



# premo<sup>®</sup> options

**Electrical connection**

Straight or right-angled version, alignment of outlets to gearbox flange (XP Line) and single-cable connection for DSL protocol and EnDAT 2.2 available.

**Encoder**

In addition to the standard version in the respective product line, optional encoder systems with the protocols EnDat 2.1, EnDat 2.2, HIPERFACE®, HIPERFACE DSL® and DRIVE-CLiQ are available.

**Pin assignment**

For a number of servo controllers, we offer special pin assignments for power and signal.

**Temperature sensor**

PTC / PT1000

**Operating voltage**

Depending on the application and servo controller, windings for 320 and 560 V DC are available.

**Holding brake**

A suitable permanent-magnet holding brake adapted to the motor power is available.

**Lubrication**

Select from the standard lubrication with oil or grease as well as food-grade grease and oil.

**Backlash**

To improve precision, the gearbox backlash can be reduced.

**Multiple output configurations for greater flexibility**

Smooth shaft, Shaft with key, Splined shaft (DIN 5480), Flange, System output





## Gearbox model

Several mechanical interface versions are available:

Version	SP Line	TP Line	XP Line
Output	<ul style="list-style-type: none"> <li>- Smooth shaft (standard)</li> <li>- Key (option)</li> <li>- Splined (option)</li> </ul>	<ul style="list-style-type: none"> <li>- Flange (standard)</li> <li>- System output (option)</li> </ul>	<ul style="list-style-type: none"> <li>- Smooth shaft (standard)</li> <li>- Key (option)</li> <li>- Splined (option)</li> <li>- System output (option)</li> </ul>
Housing	Round through bore (standard)	Round through bore (standard)	<ul style="list-style-type: none"> <li>- Round through bore (standard)</li> <li>- Slotted through bore (option)</li> </ul>

## Lubrication

Depending on the application, the requirements regarding the lubricant in the gearbox change.

The following lubricants are available for our servo actuators:

- Oil lubricant (Standard)
- Grease lubricant  
(Reduction of output torque by up to 20 %)
- Food-grade oil lubricant  
(Reduction of output torque by up to 20 %)
- Food-grade grease lubricant  
(Reduction of output torque by up to 40 %)

## Operating voltage

The premo<sup>®</sup> servo actuators are available for operating voltages of 320 V and 560 V. The dielectric strength goes up to 750 V, so the use with servo controllers with the appropriate operating voltage is possible.

## Temperature sensor

Different sensors are available to protect the motor coil from overheating.

- PTC resistor, type STM 160 according to DIN 44081/82
- PT1000

## Encoder

Connectivity is the magic word. Here, WITTENSTEIN alpha offers its customers maximum flexibility.

**A large selection of encoder systems is available for positioning and speed measurement.**

### Resolver

- 2 poles, one sine/ cosine cycle per revolution  
(standard SP Line)

### HIPERFACE<sup>®</sup> absolute encoder, safety acc. to SIL 2

- Singleturn, resolution 4096 positions per revolution, 128 sine/cosine (standard TP Line)
- Multiturn, resolution 4096 positions per revolution, 128 sine/cosine, 4096 revolutions

### HIPERFACE DSL<sup>®</sup> absolute encoder, safety acc. to SIL 2

- Singleturn, resolution 20 bits per revolution, (standard XP Line)
- Multiturn, resolution 20 bits per revolution, 4096 revolutions

### EnDat 2.1, absolute encoder

- Singleturn, resolution 8192 positions per revolution, 512 sine/cosine
- Multiturn, resolution 8192 positions per revolution, 512 sine/cosine, 4096 revolutions

### EnDat 2.2, absolute encoder, safety acc. to SIL 2

- Singleturn, resolution 23 bits per revolution
- Multiturn, resolution 23 bits per revolution, 4096 revolutions

### DRIVE-CLiQ, absolute encoder, safety acc. to SIL 2

- Singleturn, resolution 24 bits per revolution
- Multiturn, resolution 24 bits per revolution, 4096 revolutions

## Holding brake

A compact permanent magnet brake is fitted to secure the motor shaft when the actuator is disconnected from the power. Characteristics include no torsional backlash, no residual torque when the brake is released and unlimited duty cycles at zero speed.

		Size 1		Size 2		Size 3	
Ratio		16 – 35	40 – 100	16 – 35	40 – 100	16 – 35	40 – 100
Static holding torque at 120 °C <sup>1)</sup>	Nm	1.3	0.52	2.34	1.3	7.28	2.34
Supply voltage	V DC	24	24	24	24	24	24
Current at nominal voltage and 20 °C	A DC	0.46	0.42	0.5	0.46	0.71	0.5
Connection time	ms	≤ 8	≤ 10	≤ 20	≤ 8	–	≤ 20
Separation time	ms	≤ 35	≤ 18	≤ 50	≤ 35	≤ 60	≤ 50

<sup>1)</sup> Please refer to our project planning note on the brake.

For the precise holding torques at the output, please refer to the relevant data tables for the servo actuators, e.g. premo® TP Line Size 3. In the case of transmission ratios in which the holding torque at the output is above  $T_{2B}$ , the brake can be used max. 1000 times on the rotating motor.

## Electrical connection

In addition to the conventional connection via two integral sockets for power and signal, a version for a single-cable connection in conjunction with EnDat 2.2 or HIPERFACE DSL® is available.

Integral sockets used:

Single-cable connection	Power and signal	Integral power socket M23 Bayonet coupling, 13/9-pin
Two-cable connection	Power	Integral power socket M23 Bayonet coupling, 6/9-pin
	Signal	Integral signal socket M23 Bayonet coupling, 9/12/17-pin

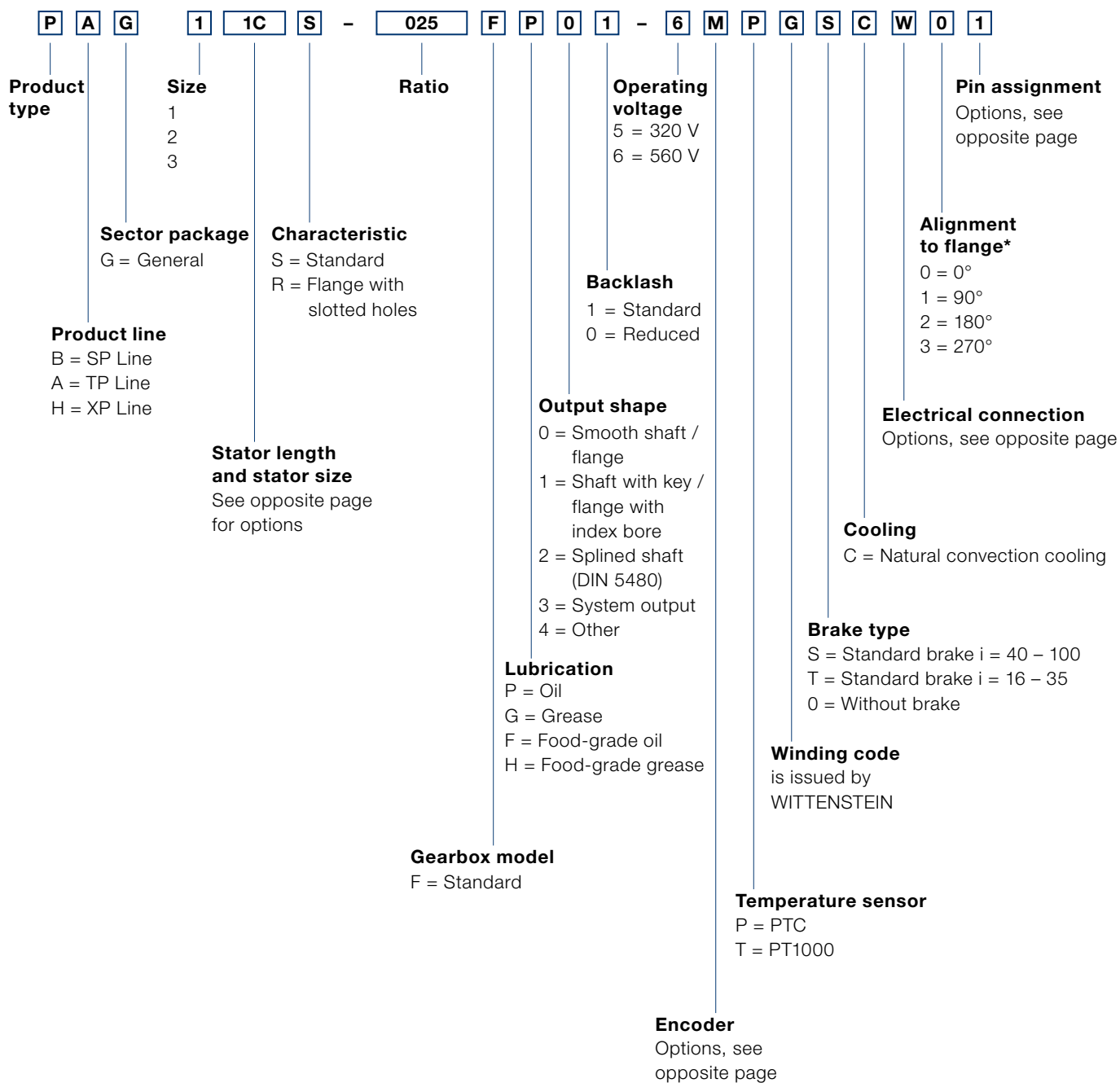
## Pin assignment

The great flexibility of the new premo® servo actuator platform is also demonstrated by the pin assignments. In addition to two standard WITTENSTEIN pin assignments, a number of compatible connections are available for various servo controller suppliers.

Pin assignment 1	WITTENSTEIN alpha-Standard, temperature sensor in signal cable Resolver, DRIVE-CLiQ
Pin assignment 2	Siemens-compatible (except DRIVE-CLiQ), temperature sensor in signal cable Resolver, EnDat 2.1
Pin assignment 4	WITTENSTEIN alpha-Standard, temperature sensor in power cable HIPERFACE®, EnDat 2.2
Pin assignment 5	Rockwell compatible HIPERFACE®, HIPERFACE DSL® (single-cable)

Pin assignment 6	B&R compatible Resolver, EnDat 2.2 (single-cable)
Pin assignment 8	Schneider compatible HIPERFACE®
Pin assignment 9	Beckhoff compatible HIPERFACE DSL® (single-cable)

# premo® Ordering code



\* The position of the electrical connection with respect to the flange is relevant for XP Line with characteristic R (flange with slotted holes). This information relates to the offset of the integral sockets to the slotted holes as seen on the servo actuator from the rear.

### Electrical connection options

<b>R</b>	Angled integral socket, 1-cab
<b>W</b>	Angled integral socket, 2-cab
<b>S</b>	Straight integral socket, 1-cab
<b>G</b>	Straight integral socket, 2-cab

### Pin assignment options

<b>1</b>	WITTENSTEIN alpha Standard with temperature sensor in signal line
<b>2</b>	Siemens compatible w/o DRIVE-CLiQ
<b>4</b>	WITTENSTEIN alpha Standard with temperature sensor in power cable
<b>5</b>	Rockwell compatible
<b>6</b>	B&R compatible
<b>8</b>	Schneider compatible
<b>9</b>	Beckhoff compatible

### Encoder options

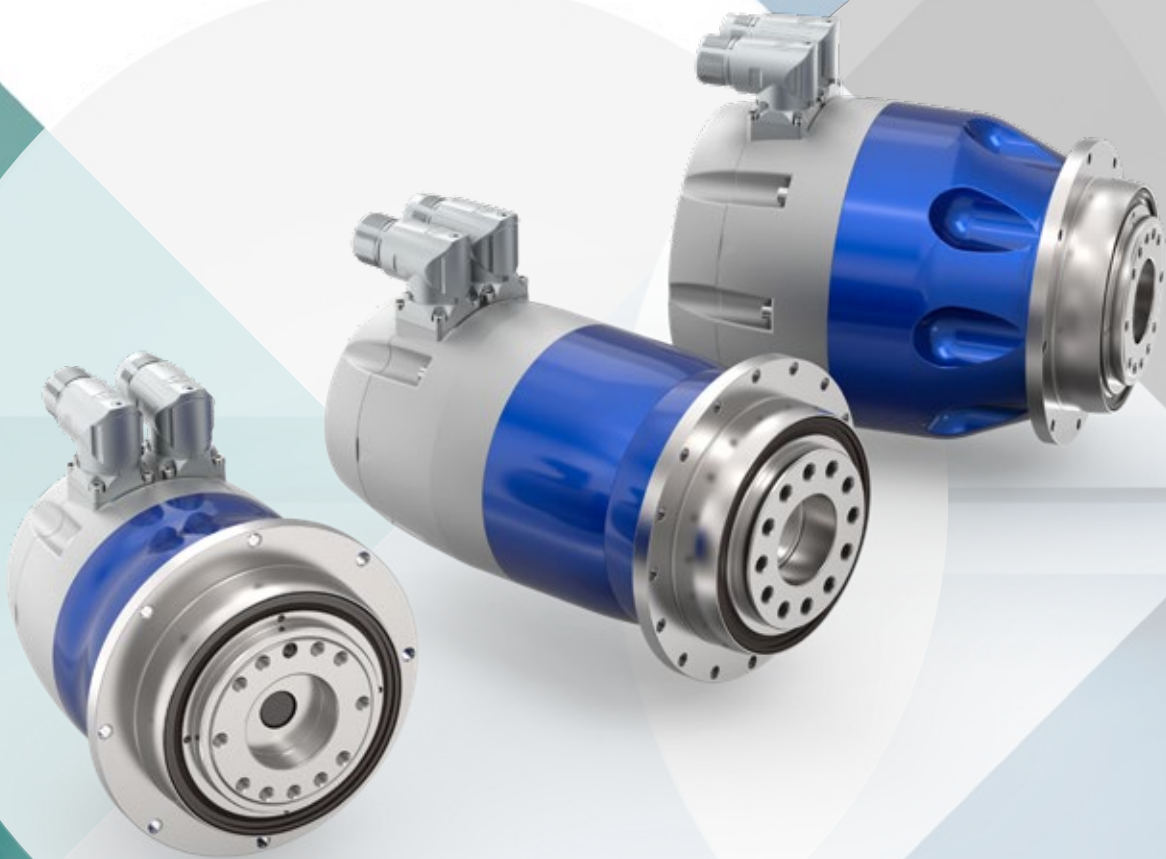
<b>R</b>	Resolver, 2 poles
<b>S</b>	EnDat 2.1 absolute, singleturn
<b>M</b>	EnDat 2.1 absolute, multiturn
<b>F</b>	EnDat 2.2 absolute, singleturn
<b>W</b>	EnDat 2.2 absolute, multiturn
<b>N</b>	HIPERFACE® absolute, singleturn
<b>K</b>	HIPERFACE® absolute, multiturn
<b>G</b>	HIPERFACE DSL® absolute, singleturn
<b>H</b>	HIPERFACE DSL® absolute, multiturn
<b>L</b>	DRIVE-CLiQ absolute, singleturn
<b>D</b>	DRIVE-CLiQ absolute, multiturn
<b>E</b>	Rockwell absolute, singleturn
<b>V</b>	Rockwell absolute, multiturn
<b>J</b>	Rockwell DSL absolute, singleturn
<b>P</b>	Rockwell DSL absolute, multiturn

### Stator length and stator size options

	Ratio 16 to 35	Ratio 40 to 100
<b>Size 1</b>	2C	1C
<b>Size 2</b>	2D	1D
<b>Size 3</b>	3F	1F

# TPM<sup>+</sup> servo actuators







## Overview of the TPM+ product family

**The TPM+ product family is convincing. With its dynamics, torque and torsional rigidity. Extremely compact, high power density and superior smooth-running operation. Combined with its practice oriented performance graduation always an economic advantage in your production.**

### Product declarations

#### Servo actuator

The TPM+ product family is above all dynamic and compact. Servo motors and gearboxes merge seamlessly into a single versatile unit. The benefit: maximum power density in a smaller footprint allows for design flexibility.

#### Motor

Outstanding performance: permanently activated synchronous motor with highest power density thanks to rare earth magnets, a high pole count and a high fill factor with very low cogging (pole cogging torque).

#### Gearbox

The planetary gearboxes offer minimal backlash while achieving a high degree of torsional and tilting rigidity. The smooth-running helical toothing guarantees silent operation.

More productive. More efficient.  
More precise.

#### More productive ...

The benefits: A servo actuator with a low moment of inertia and an extremely rigid drive train provides for maximum precision and power. A decisive increase in productivity.

#### More efficient ...

Low torsional backlash, an output bearing with a high degree of tilting rigidity and integration of the gearbox pinion in the motor shaft result in: smaller motors, reduced energy consumption and lower investment costs.

#### More precise ...

Low levels of operating noise due to helical toothing and outstanding control properties ensure greater precision in your machines and plants. The result: genuinely economical products.

#### Additional features

- Various encoders and permanent magnet holding brake available.
- Direct attachment of drive components (pinion, belt pulley, indexing table) to standardized output flange.
- UL version as standard.
- Pre-assembled cables for selected servo controllers available.
- Simple commissioning thanks to special instructions for numerous servo controllers.
- Torsional backlash reduction to less than 1 arcmin possible.
- Electrical connection via time-saving bayonet couplings.
- Robust output bearing eliminates the need for additional bearing point.

## TPM+ DYNAMIC

### **More dynamic – Shorter – Quieter**

Extra productivity: Outstanding dynamics, compact dimensions and extremely smooth running. Servo actuator with two-stage gearbox designed primarily for rotary applications.

## TPM+ HIGH TORQUE

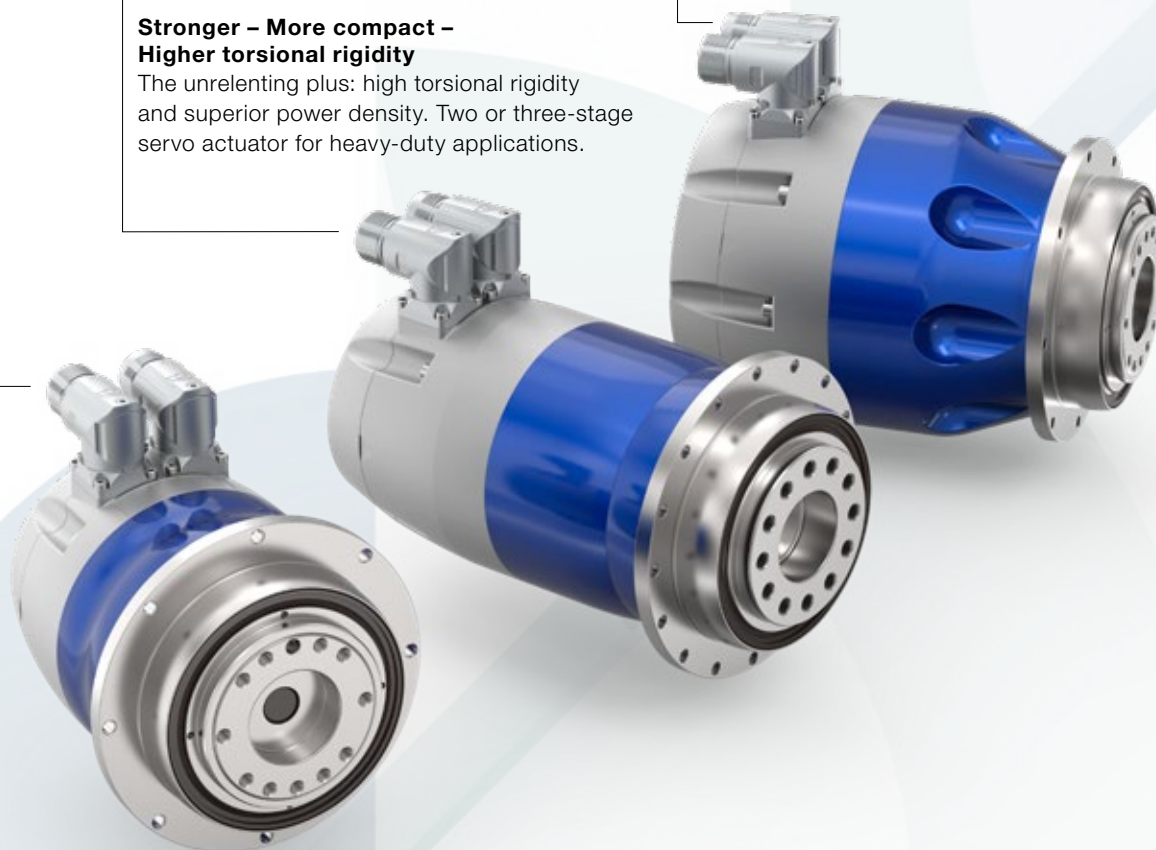
### **Stronger – More compact – Higher torsional rigidity**

The unrelenting plus: high torsional rigidity and superior power density. Two or three-stage servo actuator for heavy-duty applications.

## TPM+ POWER

### **Stronger – Quieter – More compact**

Extra power: high torque, compact dimensions. Single or two-stage servo actuator gearbox combination for linear and rotary applications.



# TPM<sup>+</sup> DYNAMIC



# Dynamic. Shorter. Quieter.

Experience extraordinary dynamics thanks to modern motor technology with high power density, a low moment of inertia and optimal torsional rigidity. Benefit from a reduced installation length: The coupling-free connection between motor and gearbox and the space-saving attachment of motor instruments make the TPM+ DYNAMIC over 50 % more compact than conventional gearbox motors. Helical-toothed precision planetary gearboxes ensure low-vibration and silent operation.

Size	Installation length in mm	Max. acceleration torque in Nm	Max. power in kW
004	from 113	up to 40	up to 1
010	from 142	up to 100	up to 1.5
025	from 153	up to 300	up to 4.7
050	from 187	up to 650	up to 10.2
110	from 268	up to 1300	up to 14.2

TPM+

## Application example

Whether used as an axis drive for spraying robots, a swivel drive in the production of optical media and semiconductors, in packaging machines or as a drive for changer systems in machine tools or wood processing systems, the TPM+ DYNAMIC is ideal for all robotic and automated applications.



Source: Hastamat Verpackungstechnik

# TPM<sup>+</sup> DYNAMIC 004 2-stage

			2-stage					
Ratio	i		16	21	31	61	64	91
Operating voltage	$U_D$	V DC	560					
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	30	32	40	32	32	32
		in.lb	266	283	354	283	283	283
Static output torque	$T_{20}$	Nm	8	11	17	15	15	15
		in.lb	71	97	150	133	133	133
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	18	23	34	67	70	100
		in.lb	159	204	301	593	620	885
Max. speed at output	$n_{2max}$	rpm	375	286	194	98	94	66
Speed limit for $T_{2B}$	$n_{2B}$	rpm	313	262	189	98	94	66
Max. motor acceleration torque	$T_{1max}$	Nm	2	2	2	1	1	1
		in.lb	18	18	18	9	9	9
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	3.2	3.2	3.2	2.4	2.4	2.4
Static motor current	$I_0$	$A_{eff}$	1.1	1.1	1.1	0.8	0.8	0.8
Max. backlash	$j_t$	arcmin	Standard $\leq 4$ Reduced $\leq 2$					
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	–	10	9	9	–	7
		in.lb/arcmin	–	89	80	80	–	62
Tilting rigidity	$C_{2K}$	Nm/arcmin	85					
		in.lb/arcmin	752					
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	1630					
		lb <sub>f</sub>	367					
Max. tilting moment	$M_{2KMMax}$	Nm	110					
		in.lb	974					
Service life <sup>b)</sup>	$L_h$	h	> 20000					
Weight (without brake)	$m$	kg	2 to 2.2					
		lb <sub>m</sub>	4.4 to 4.9					
Ambient temperature		°C	0 to +40					
		°F	+32 to +104					
Lubrication			Lubricated for life					
Insulating material class			F					
Protection class			IP 65					
Paint			Blue metallic 250 and natural cast aluminium					
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00015AAX-031.500					
Bore diameter of coupling on the application side		mm	X = 012.000 - 028.000					
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.21	0.2	0.2	0.12	0.11	0.12
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.19	0.18	0.18	0.11	0.1	0.11

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/21/31	Resolver	128	22
	HIPERFACE®	153	47
	EnDat	157	51
i = 61/64/91	Resolver	113	22
	HIPERFACE®	138	47
	EnDat	142	51

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/21/31	Resolver	165	22
	HIPERFACE®	190	47
	EnDat	194	51
i = 61/64/91	Resolver	150	22
	HIPERFACE®	175	47
	EnDat	179	51

# TPM<sup>+</sup> DYNAMIC 010 2-stage

			2-stage					
Ratio	i		16	21	31	61	64	91
Operating voltage	$U_D$	V DC	560					
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	57	75	100	80	80	80
		in.lb	504	664	885	708	708	708
Static output torque	$T_{20}$	Nm	13	18	27	29	28	35
		in.lb	115	159	239	257	248	310
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	18	23	34	67	70	100
		in.lb	159	204	301	593	620	885
Max. speed at output	$n_{2max}$	rpm	375	286	194	98	94	66
Speed limit for $T_{2B}$	$n_{2B}$	rpm	256	195	132	81	78	54
Max. motor acceleration torque	$T_{1max}$	Nm	3.8	3.8	3.8	1.9	1.9	1.9
		in.lb	34	34	34	17	17	17
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	5.2	5.2	5.2	3	3	3
Static motor current	$I_0$	$A_{eff}$	1.3	1.3	1.3	0.9	0.9	0.9
Max. backlash	$j_t$	arcmin	Standard $\leq 3$ Reduced $\leq 1$					
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	–	26	24	24	–	21
		in.lb/arcmin	–	230	212	212	–	186
Tilting rigidity	$C_{2K}$	Nm/arcmin	225					
		in.lb/arcmin	1991					
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	2150					
		lb <sub>f</sub>	484					
Max. tilting moment	$M_{2KMMax}$	Nm	270					
		in.lb	2390					
Service life <sup>b)</sup>	$L_h$	h	> 20000					
Weight (without brake)	$m$	kg	4.3 to 4.8					
		lb <sub>m</sub>	9.5 to 11					
Ambient temperature		°C	0 to +40					
		°F	+32 to +104					
Lubrication			Lubricated for life					
Insulating material class			F					
Protection class			IP 65					
Paint			Blue metallic 250 and natural cast aluminium					
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00060AAX-050.000					
Bore diameter of coupling on the application side		mm	X = 014.000 - 035.000					
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.32	0.32	0.32	0.17	0.17	0.17
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.28	0.28	0.28	0.15	0.15	0.15

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<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.





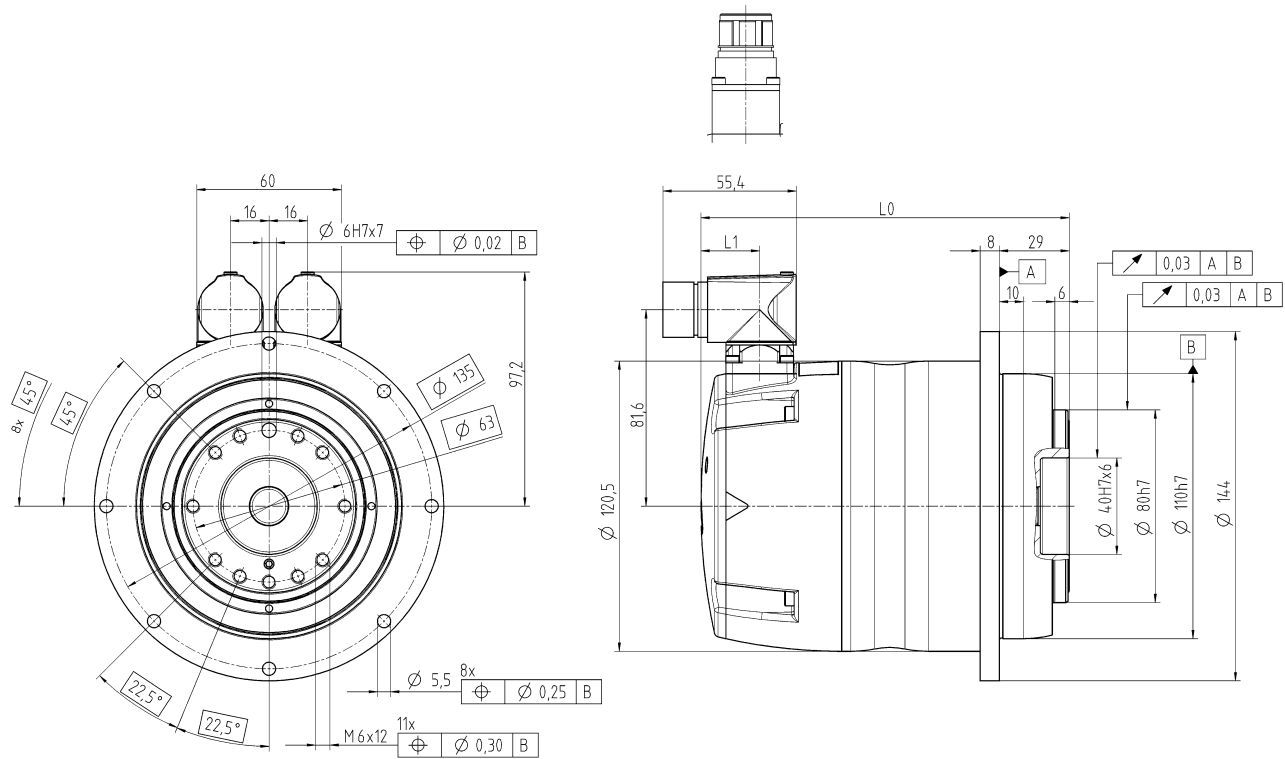
# TPM<sup>+</sup> DYNAMIC 025 2-stage

			2-stage					
Ratio	i		16	21	31	61	64	91
Operating voltage	$U_D$	V DC	560					
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	182	239	300	250	250	250
		in.lb	1611	2115	2655	2213	2213	2213
Static output torque	$T_{20}$	Nm	74	97	146	87	83	100
		in.lb	655	859	1292	770	735	885
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	72	94	140	274	288	410
		in.lb	637	832	1239	2425	2549	3629
Max. speed at output	$n_{2max}$	rpm	375	286	194	98	94	66
Speed limit for $T_{2B}$	$n_{2B}$	rpm	244	185	125	59	56	39
Max. motor acceleration torque	$T_{1max}$	Nm	12.1	12.1	12.1	4.4	4.4	4.4
		in.lb	107	107	107	39	39	39
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	17	17	17	6	6	6
Static motor current	$I_0$	$A_{eff}$	5.7	5.7	5.7	1.9	1.9	1.9
Max. backlash	$j_t$	arcmin	Standard $\leq 3$ Reduced $\leq 1$					
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	–	70	54	61	–	55
		in.lb/arcmin	–	620	478	540	–	487
Tilting rigidity	$C_{2K}$	Nm/arcmin	550					
		in.lb/arcmin	4868					
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	4150					
		lb <sub>f</sub>	934					
Max. tilting moment	$M_{2KMMax}$	Nm	440					
		in.lb	3894					
Service life <sup>b)</sup>	$L_h$	h	> 20000					
Weight (without brake)	$m$	kg	7.1 to 8.5					
		lb <sub>m</sub>	16 to 19					
Ambient temperature		°C	0 to +40					
		°F	+32 to +104					
Lubrication			Lubricated for life					
Insulating material class			F					
Protection class			IP 65					
Paint			Blue metallic 250 and natural cast aluminium					
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00150AAX-063.000					
Bore diameter of coupling on the application side		mm	X = 019.000 - 042.000					
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	2.16	2.16	2.17	0.77	0.76	0.76
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	1.9	1.9	1.9	0.68	0.67	0.67

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<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/21/31	Resolver	183	24
	HIPERFACE®	204	45
	EnDat	208	49
i = 61/64/91	Resolver	153	24
	HIPERFACE®	174	45
	EnDat	178	49

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/21/31	Resolver	202	24
	HIPERFACE®	223	45
	EnDat	227	49
i = 61/64/91	Resolver	172	24
	HIPERFACE®	193	45
	EnDat	197	49

# TPM<sup>+</sup> DYNAMIC 050 2-stage

			2-stage					
Ratio	i		16	21	31	61	64	91
Operating voltage	$U_D$	V DC	560					
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	435	500	650	447	469	500
		in.lb	3850	4425	5753	3956	4151	4425
Static output torque	$T_{20}$	Nm	185	220	370	173	166	220
		in.lb	1637	1947	3275	1531	1469	1947
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	208	273	403	793	832	1183
		in.lb	1841	2416	3567	7019	7364	10470
Max. speed at output	$n_{2max}$	rpm	312	238	161	82	78	55
Speed limit for $T_{2B}$	$n_{2B}$	rpm	225	171	116	59	56	39
Max. motor acceleration torque	$T_{1max}$	Nm	28.9	28.9	28.9	7.8	7.8	7.8
		in.lb	256	256	256	69	69	69
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	40	40	40	12	12	12
Static motor current	$I_0$	$A_{eff}$	13.7	13.7	13.7	3.8	3.8	3.8
Max. backlash	$j_t$	arcmin	Standard $\leq 3$ Reduced $\leq 1$					
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	–	145	130	123	–	100
		in.lb/arcmin	–	1283	1151	1089	–	885
Tilting rigidity	$C_{2K}$	Nm/arcmin	560					
		in.lb/arcmin	4956					
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	6130					
		lb <sub>f</sub>	1379					
Max. tilting moment	$M_{2KMMax}$	Nm	1335					
		in.lb	11816					
Service life <sup>b)</sup>	$L_h$	h	> 20000					
Weight (without brake)	$m$	kg	14.7 to 18.5					
		lb <sub>m</sub>	32 to 41					
Ambient temperature		°C	0 to +40					
		°F	+32 to +104					
Lubrication			Lubricated for life					
Insulating material class			F					
Protection class			IP 65					
Paint			Blue metallic 250 and natural cast aluminium					
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00300AAX-080.000					
Bore diameter of coupling on the application side		mm	X = 024.000 - 060.000					
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	9.07	9.07	8.94	2.51	2.49	2.49
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	8	8	7.9	2.2	2.2	2.2

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<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/21/31	Resolver	232	24
	HIPERFACE®	253	45
	EnDat	257	49
i = 61/64/91	Resolver	187	24
	HIPERFACE®	208	45
	EnDat	212	49

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/21/31	Resolver	256	24
	HIPERFACE®	278	45
	EnDat	281	49
i = 61/64/91	Resolver	211	24
	HIPERFACE®	233	45
	EnDat	236	49

# TPM<sup>+</sup> DYNAMIC 110 2-stage

			2-stage					
Ratio	i		16	21	31	61	64	91
Operating voltage	$U_D$	V DC	560					
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	660	867	1279	1300	1300	1300
		in.lb	5842	7674	11320	11506	11506	11506
Static output torque	$T_{20}$	Nm	208	278	419	700	700	700
		in.lb	1841	2461	3708	6196	6196	6196
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	208	273	403	793	832	1183
		in.lb	1841	2416	3567	7019	7364	10470
Max. speed at output	$n_{2max}$	rpm	312	238	161	82	78	55
Speed limit for $T_{2B}$	$n_{2B}$	rpm	206	157	106	59	56	39
Max. motor acceleration torque	$T_{1max}$	Nm	43.9	43.9	43.9	28.9	28.9	28.9
		in.lb	389	389	389	256	256	256
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	70	70	70	40	40	40
Static motor current	$I_0$	$A_{eff}$	16.7	16.7	16.7	13.7	13.7	13.7
Max. backlash	$j_t$	arcmin	Standard $\leq 3$ Reduced $\leq 1$					
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	–	465	440	415	–	360
		in.lb/arcmin	–	4116	3894	3673	–	3186
Tilting rigidity	$C_{2K}$	Nm/arcmin	1452					
		in.lb/arcmin	12851					
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	10050					
		lb <sub>f</sub>	2261					
Max. tilting moment	$M_{2KMMax}$	Nm	3280					
		in.lb	29031					
Service life <sup>b)</sup>	$L_h$	h	> 20000					
Weight (without brake)	$m$	kg	35.9 to 37.1					
		lb <sub>m</sub>	79 to 82					
Ambient temperature		°C	0 to +40					
		°F	+32 to +104					
Lubrication			Lubricated for life					
Insulating material class			F					
Protection class			IP 65					
Paint			Blue metallic 250 and natural cast aluminium					
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-01500AAX-125.000					
Bore diameter of coupling on the application side		mm	X = 050.000 - 080.000					
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	13.14	13.14	12.84	8.89	8.83	8.83
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	12	12	11	7.9	7.8	7.8

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<sup>a)</sup> Refers to center of the output shaft or flange

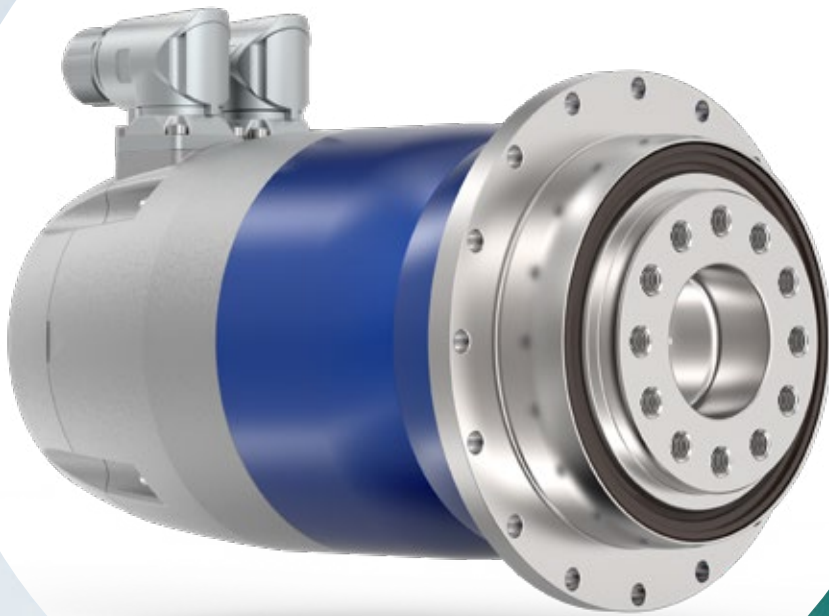
<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/21/31	Resolver	283	24
	HIPERFACE®	304	45
	EnDat	308	49
i = 61/64/91	Resolver	268	24
	HIPERFACE®	289	45
	EnDat	293	49

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/21/31	Resolver	307	24
	HIPERFACE®	328	45
	EnDat	332	49
i = 61/64/91	Resolver	292	24
	HIPERFACE®	313	45
	EnDat	317	49

# TPM<sup>+</sup>

## HIGH TORQUE



# Stronger. More compact. Higher torsional rigidity.

This servo actuator brings you even further: with 50 % more torque and improved performance. Even better power transmission due to the more rigid drive train offers higher acceleration and shorter cycle times. Effectiveness from which you benefit. An additional planet in the gearbox significantly increases the torsional rigidity of the particularly short and light servo actuator. The coupling-free integration of motor and gearbox and the efficient attachment of motor instruments is the formula for success.

Size	Installation length in mm	Max. acceleration torque in Nm	Max. power in kW
010	from 183	up to 230	up to 4.5
025	from 219	up to 530	up to 9.8
050	from 279	up to 950	up to 15.6

TPM+

## Application example

Thanks to the TPM+ HIGH TORQUE, machine tools and swivel axes become significantly more productive. The high torsional rigidity and the ample torque reserve in the case of disturbing forces ensure extremely stable drive control. The reliable servo actuator therefore guarantees dynamics and precision for your (heavy-duty) tasks.





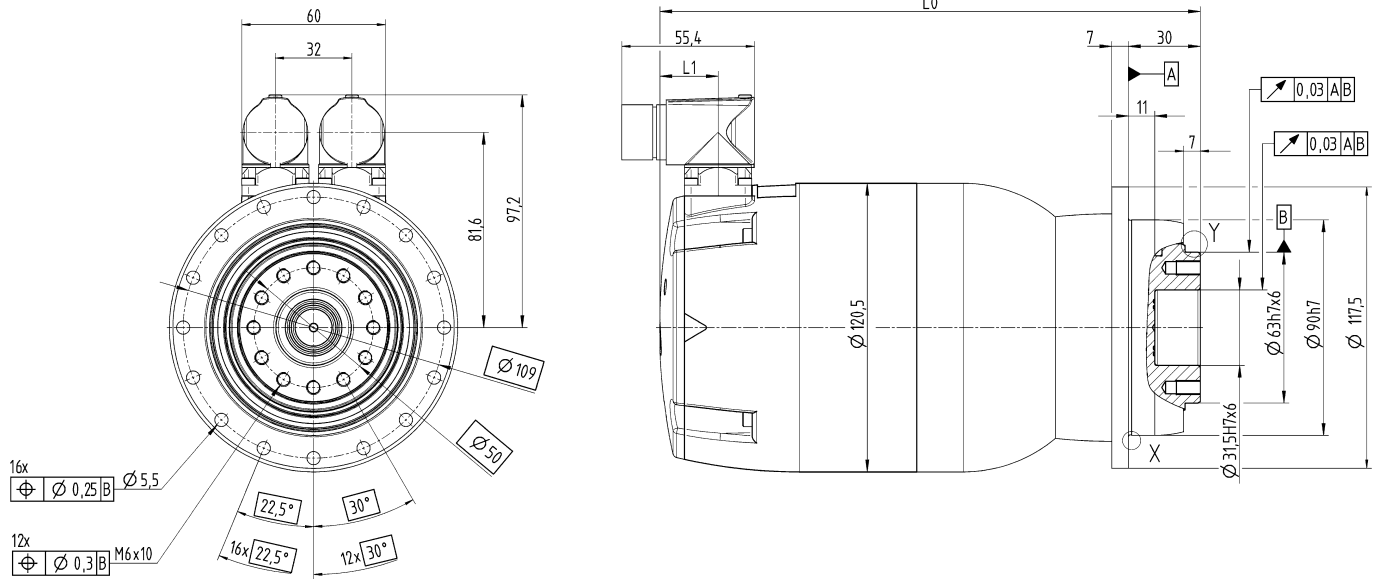
# TPM<sup>+</sup> HIGH TORQUE 010 2- / 3-stage

			2-stage				3-stage			
Ratio	i		22	27,5	38,5	55	88	110	154	220
Operating voltage	$U_D$	V DC	560							
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	230	230	230	230	230	230	230	230
		in.lb	2036	2036	2036	2036	2036	2036	2036	2036
Static output torque	$T_{20}$	Nm	79	99	139	110	180	180	180	180
		in.lb	699	876	1230	974	1593	1593	1593	1593
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	99	124	173	248	396	495	277	396
		in.lb	876	1097	1531	2195	3505	4381	2452	3505
Max. speed at output	$n_{2max}$	rpm	220	176	126	88	55	44	31	22
Speed limit for $T_{2B}$	$n_{2B}$	rpm	187	163	126	88	55	44	31	22
Max. motor acceleration torque	$T_{1max}$	Nm	12	12	12	12	12	12	4.4	4.4
		in.lb	106	106	106	106	106	106	39	39
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	17	17	17	17	17	17	6	6
Static motor current	$I_0$	$A_{eff}$	5	5	5	5	5	5	1.9	1.9
Max. backlash	$i_t$	arcmin	$\leq 1$							
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	43	43	43	42	42	42	42	42
		in.lb/arcmin	381	381	381	372	372	372	372	372
Tilting rigidity	$C_{2K}$	Nm/arcmin	225							
		in.lb/arcmin	1991							
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	2150							
		lb <sub>f</sub>	484							
Max. tilting moment	$M_{2KMax}$	Nm	400							
		in.lb	3540							
Service life <sup>b)</sup>	$L_h$	h	> 20000							
Weight (without brake)	$m$	kg	6.5 to 8							
		lb <sub>m</sub>	14 to 18							
Ambient temperature		°C	0 to +40							
		°F	+32 to +104							
Lubrication			Lubricated for life							
Insulating material class			F							
Protection class			IP 65							
Paint			Blue metallic 250 and natural cast aluminium							
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00150AAX-050.00A							
Bore diameter of coupling on the application side		mm	X = 016.000 - 038.000							
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	2.06	2.03	2.01	1.99	2.01	2	0.68	0.67
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	1.8	1.8	1.8	1.8	1.8	1.8	0.6	0.59

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<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 22/27.5/38.5/55	Resolver	207	24
	HIPERFACE®	228	45
	EnDat	232	49
i = 88/110	Resolver	213	24
	HIPERFACE®	234	45
	EnDat	238	49
i = 154/220	Resolver	183	24
	HIPERFACE®	204	45
	EnDat	208	49

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 22/27.5/38.5/55	Resolver	226	24
	HIPERFACE®	247	45
	EnDat	251	49
i = 88/110	Resolver	232	24
	HIPERFACE®	253	45
	EnDat	257	49
i = 154/220	Resolver	202	24
	HIPERFACE®	223	45
	EnDat	227	49

# TPM<sup>+</sup> HIGH TORQUE 025 2-/3-stage

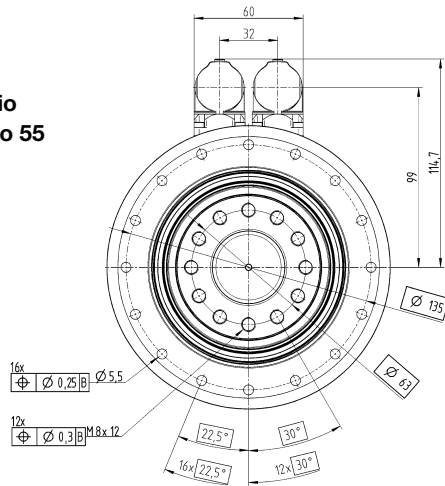
			2-stage				3-stage				
Ratio	i		22	27,5	38,5	55	66	88	110	154	220
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	530	530	530	530	480	480	480	480	480
		in.lb	4691	4691	4691	4691	4248	4248	4248	4248	4248
Static output torque	$T_{20}$	Nm	232	291	375	375	260	260	260	260	260
		in.lb	2053	2576	3319	3319	2301	2301	2301	2301	2301
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	286	358	500	715	297	396	495	693	990
		in.lb	2531	3169	4425	6328	2629	3505	4381	6134	8762
Max. speed at output	$n_{2max}$	rpm	220	176	126	88	73	55	44	31	22
Speed limit for $T_{2B}$	$n_{2B}$	rpm	177	155	122	88	70	55	44	31	22
Max. motor acceleration torque	$T_{1max}$	Nm	28.9	28.9	28.9	28.9	12	12	12	12	12
		in.lb	256	256	256	256	106	106	106	106	106
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	40	40	40	40	17	17	17	17	17
Static motor current	$I_0$	$A_{eff}$	13.1	13.1	13.1	13.1	5.8	5.8	5.8	5.8	5.8
Max. backlash	$j_t$	arcmin	≤ 1								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	105	105	105	100	95	95	95	95	95
		in.lb/arcmin	929	929	929	885	841	841	841	841	841
Tilting rigidity	$C_{2K}$	Nm/arcmin	550								
		in.lb/arcmin	4868								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	4150								
		lb <sub>f</sub>	934								
Max. tilting moment	$M_{2KMax}$	Nm	550								
		in.lb	4868								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	m	kg	10 to 14.8								
		lb <sub>m</sub>	22 to 33								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Blue metallic 250 and natural cast aluminium								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00300AAX-063.00A								
Bore diameter of coupling on the application side		mm	X = 030.000 - 056.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	9.01	8.83	8.74	8.69	2.03	1.96	1.93	1.91	1.89
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	8	7.8	7.7	7.7	1.8	1.7	1.7	1.7	1.7

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

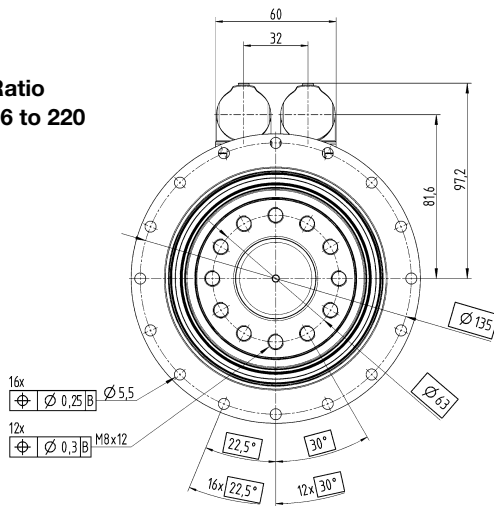
<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.

**Ratio  
22 to 55**

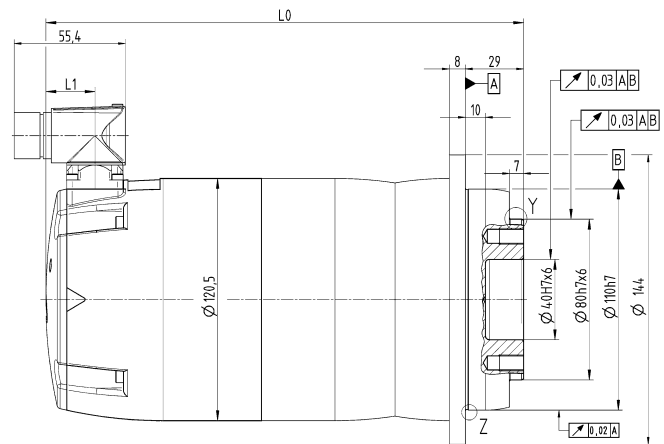
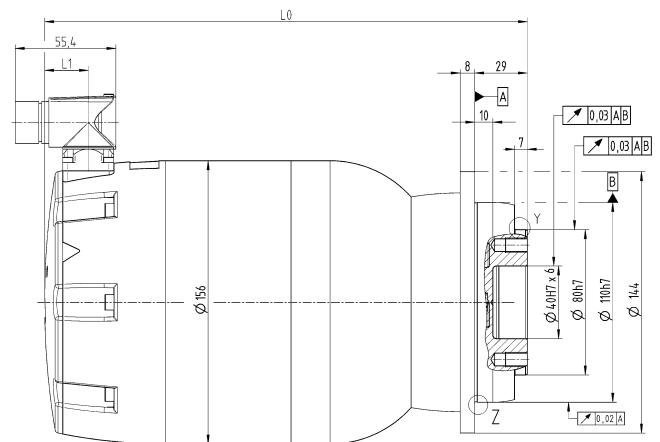


**Ratio  
66 to 220**



**without brake**

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 22/27.5/38.5/55	Resolver	242	24
	HIPERFACE®	263	45
	EnDat	267	49
i = 66/88/110/154/220	Resolver	219	24
	HIPERFACE®	240	45
	EnDat	244	49



**with brake**

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 22/27.5/38.5/55	Resolver	266	24
	HIPERFACE®	287	45
	EnDat	291	49
i = 66/88/110/154/220	Resolver	238	24
	HIPERFACE®	259	45
	EnDat	263	49

# TPM<sup>+</sup> HIGH TORQUE 050 2-/3-stage

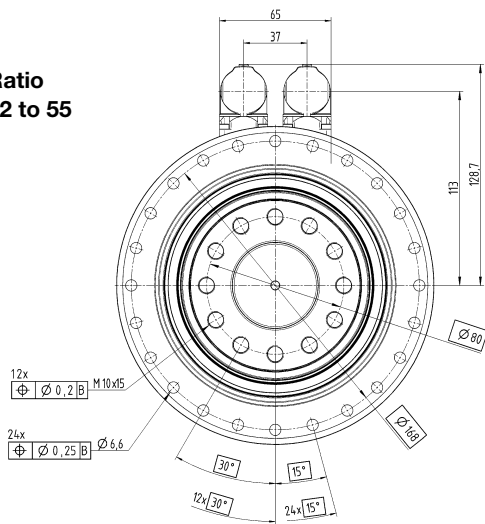
			2-stage				3-stage				
Ratio	i		22	27.5	38.5	55	66	88	110	154	220
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	950	950	950	950	950	950	950	950	950
		in.lb	8408	8408	8408	8408	8408	8408	8408	8408	8408
Static output torque	$T_{20}$	Nm	406	513	650	675	675	675	675	675	675
		in.lb	3593	4540	5753	5974	5974	5974	5974	5974	5974
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	506	632	886	1265	858	1144	1430	2002	2375
		in.lb	4479	5594	7842	11196	7594	10125	12657	17719	21021
Max. speed at output	$n_{2max}$	rpm	205	164	117	82	73	55	44	31	22
Speed limit for $T_{2B}$	$n_{2B}$	rpm	156	136	108	82	69	55	44	31	22
Max. motor acceleration torque	$T_{1max}$	Nm	56.6	56.6	56.6	56.6	28.9	28.9	28.9	28.9	28.9
		in.lb	501	501	501	501	256	256	256	256	256
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	63.5	63.5	63.5	63.5	40	40	40	40	40
Static motor current	$I_0$	$A_{eff}$	17.9	17.9	17.9	17.9	12.6	12.6	12.6	12.6	12.6
Max. backlash	$j_t$	arcmin	≤ 1								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	220	220	220	220	205	205	205	205	205
		in.lb/arcmin	1947	1947	1947	1947	1814	1814	1814	1814	1814
Tilting rigidity	$C_{2K}$	Nm/arcmin	560								
		in.lb/arcmin	4956								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	6130								
		lb <sub>f</sub>	1379								
Max. tilting moment	$M_{2KMax}$	Nm	1335								
		in.lb	11816								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	21.8 to 25.3								
		lb <sub>m</sub>	48 to 56								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Blue metallic 250 and natural cast aluminium								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00300AAX-080.00A								
Bore diameter of coupling on the application side		mm	X = 045.000 - 056.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	23.8	23.35	22.99	22.81	9.23	9.04	8.84	8.74	8.69
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	21	21	20	20	8.2	8	7.8	7.7	7.7

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

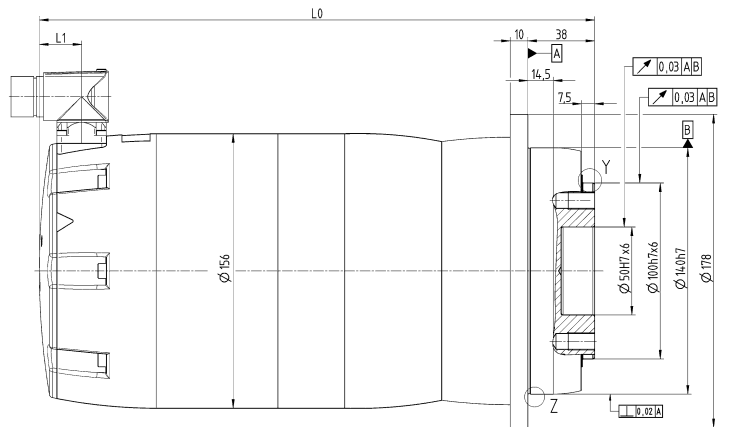
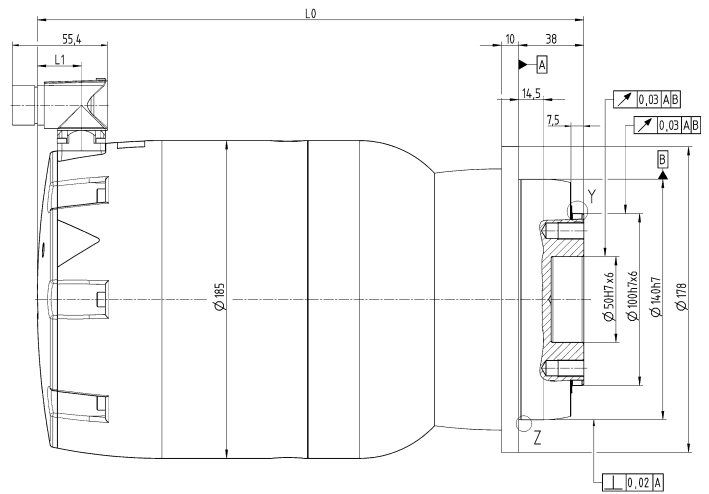
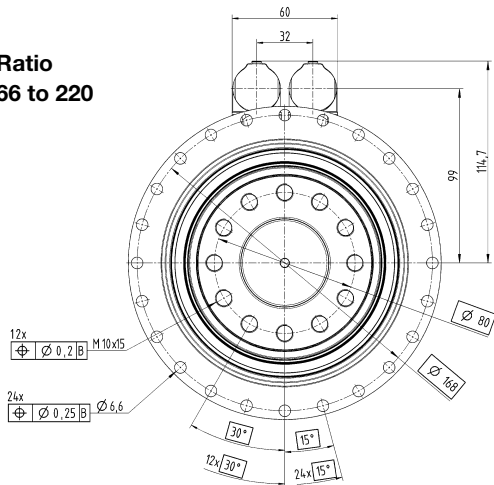
<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.

**Ratio  
22 to 55**



**Ratio  
66 to 220**



**without brake**

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 22/27.5/38.5/55	Resolver	279	26
	HIPERFACE®	304	50
	EnDat	304	50
i = 66/88/110/154/220	Resolver	292	24
	HIPERFACE®	313	45
	EnDat	317	49

**with brake**

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 22/27.5/38.5/55	Resolver	319	26
	HIPERFACE®	344	50
	EnDat	344	50
i = 66/88/110/154/220	Resolver	316	24
	HIPERFACE®	337	45
	EnDat	341	49

# TPM<sup>+</sup> POWER



# Stronger. More compact. Quieter.

Generate more power: More torque, high capability. A perfect combination of motors and efficient planetary gearboxes makes light work of even the most difficult motion applications. 40 % more compact due to coupling-free connection of motor and gearbox and efficient attachment of motor instruments. Shorter installation length for greater flexibility when mounting. Helical-toothed precision planetary gearboxes for extremely quiet and low-vibration operation reduce operating noise to very low levels.

Size	Installation length in mm	Max. acceleration torque in Nm	Max. power in kW
004	from 149	up to 50	up to 1.4
010	from 175	up to 130	up to 4.7
025	from 197	up to 380	up to 10.6
050	from 236	up to 750	up to 16.5

TPM+

## Application example

The compact TPM+ POWER drive unit easily copes with highly dynamic linear applications with rack and pinions or ball screws as well as in rotary movements with high masses and disturbing forces.



Source: Schmale Maschinenbau GmbH



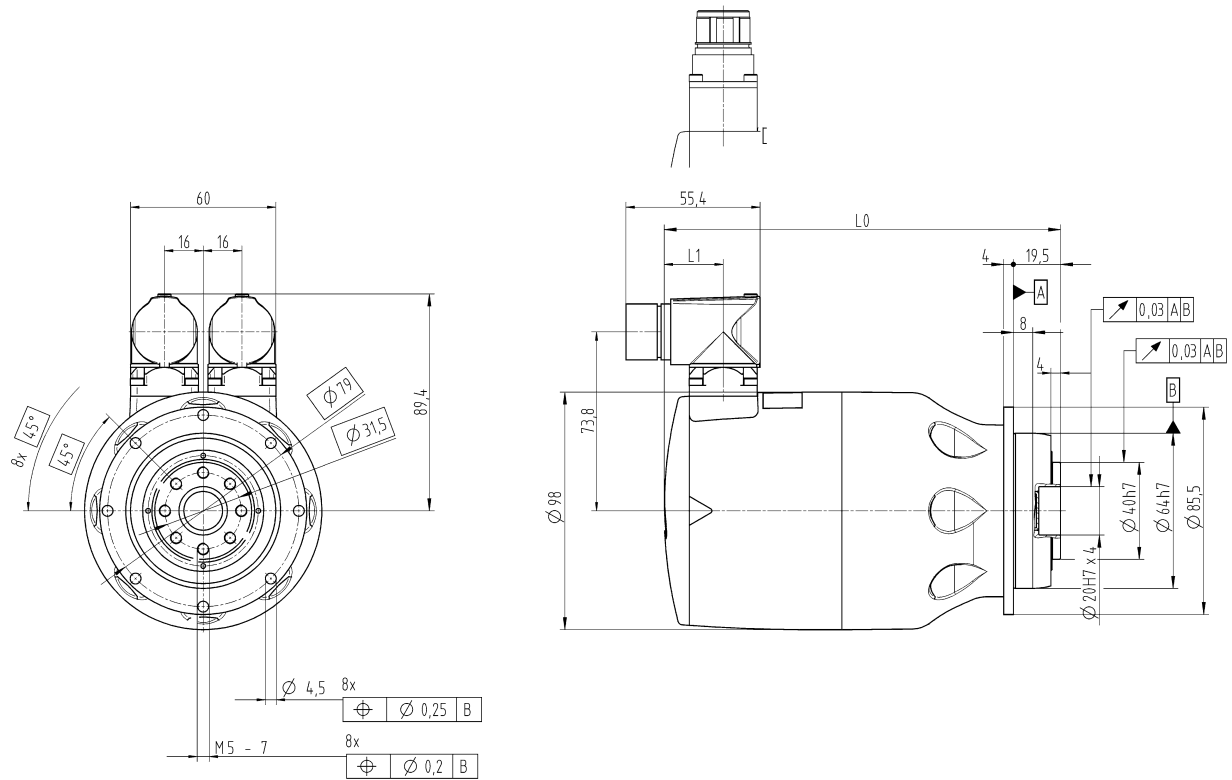
# TPM+ POWER 004 1-stage

			1-stage			
Ratio	i		4	5	7	10
Operating voltage	$U_D$	V DC	560			
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	15	18	26	26
		in.lb	133	159	230	230
Static output torque	$T_{20}$	Nm	4	6	8	12
		in.lb	35	53	71	106
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	4	6	8	11
		in.lb	35	53	71	97
Max. speed at output	$n_{2max}$	rpm	1500	1200	857	600
Speed limit for $T_{2B}$	$n_{2B}$	rpm	1040	830	590	460
Max. motor acceleration torque	$T_{1max}$	Nm	3.8	3.8	3.8	3.8
		in.lb	34	34	34	34
Max. motor acceleration current	$I_{MaxDyn}$	A <sub>eff</sub>	5.2	5.2	5.2	5.2
Static motor current	$I_0$	A <sub>eff</sub>	1.6	1.6	1.6	1.6
Max. backlash	$j_t$	arcmin	Standard ≤ 4 Reduced ≤ 2			
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	12	12	11	8
		in.lb/arcmin	106	106	97	71
Tilting rigidity	$C_{2K}$	Nm/arcmin	85			
		in.lb/arcmin	752			
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	1630			
		lb <sub>f</sub>	367			
Max. tilting moment	$M_{2KMax}$	Nm	110			
		in.lb	974			
Service life <sup>b)</sup>	$L_h$	h	> 20000			
Weight (without brake)	$m$	kg	3.6			
		lb <sub>m</sub>	8			
Ambient temperature		°C	0 to +40			
		°F	+32 to +104			
Lubrication			Lubricated for life			
Insulating material class			F			
Protection class			IP 65			
Paint			Blue metallic 250 and natural cast aluminium			
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00015AAX-031.500			
Bore diameter of coupling on the application side		mm	X = 012.000 - 028.000			
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.39	0.36	0.33	0.31
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.35	0.32	0.29	0.27

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 4/5/7/10	Resolver	164	24
	HIPERFACE®	185	45
	EnDat	189	49

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 4/5/7/10	Resolver	184	24
	HIPERFACE®	205	45
	EnDat	209	49

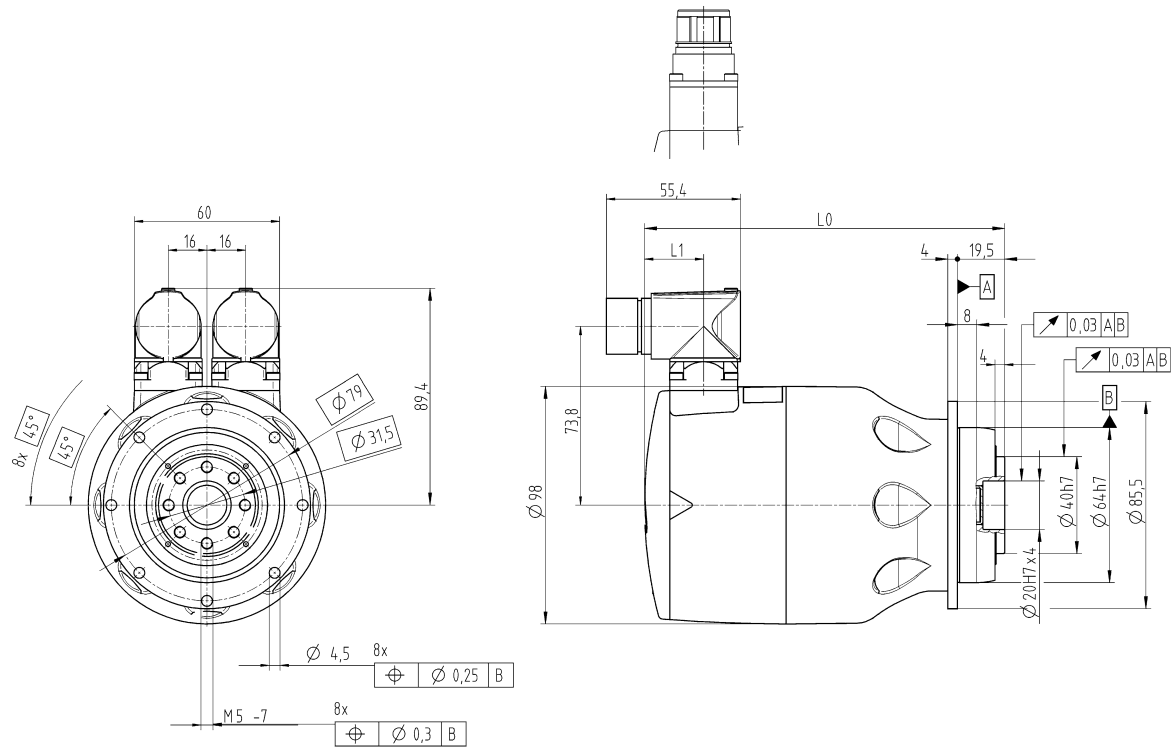
# TPM+ POWER 004 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	50	50	50	50	50	50	50	50	35
		in.lb	443	443	443	443	443	443	443	443	310
Static output torque	$T_{20}$	Nm	18	23	28	32	40	24	30	40	18
		in.lb	159	204	248	283	354	212	266	354	159
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	18	22	28	31	38	44	55	77	110
		in.lb	159	195	248	274	336	389	487	682	974
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	86	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	260	230	200	185	158	144	120	86	60
Max. motor acceleration torque	$T_{1max}$	Nm	3.8	3.8	3.8	3.8	3.8	1.9	1.9	1.9	1.9
		in.lb	34	34	34	34	34	17	17	17	17
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	5.2	5.2	5.2	5.2	5.2	3	3	3	3
Static motor current	$I_0$	$A_{eff}$	1.6	1.6	1.6	1.6	1.6	1	1	1	1
Max. backlash	$j_t$	arcmin	Standard $\leq 4$ Reduced $\leq 2$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	12	12	12	12	12	11	12	11	8
		in.lb/arcmin	106	106	106	106	106	97	106	97	71
Tilting rigidity	$C_{2K}$	Nm/arcmin	85								
		in.lb/arcmin	752								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	1630								
		lb <sub>f</sub>	367								
Max. tilting moment	$M_{2KMax}$	Nm	110								
		in.lb	974								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	3.3 to 3.7								
		lb <sub>m</sub>	7.3 to 8.2								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Blue metallic 250 and natural cast aluminium								
Metal bellows coupling (recommended product type – validate sizing with cymex <sup>®</sup> )			BCT-00015AAX-031.500								
Bore diameter of coupling on the application side		mm	X = 012.000 - 028.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	0.32	0.31	0.31	0.31	0.31	0.16	0.16	0.16	0.16
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	0.28	0.27	0.27	0.27	0.27	0.14	0.14	0.14	0.14

Please use our sizing software cymex<sup>®</sup> for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/20/25/28/35	Resolver	164	24
	HIPERFACE®	185	45
	EnDat	189	49
i = 40/50/70/100	Resolver	149	24
	HIPERFACE®	170	45
	EnDat	174	49

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/20/25/28/35	Resolver	184	24
	HIPERFACE®	205	45
	EnDat	209	49
i = 40/50/70/100	Resolver	169	24
	HIPERFACE®	190	45
	EnDat	194	49

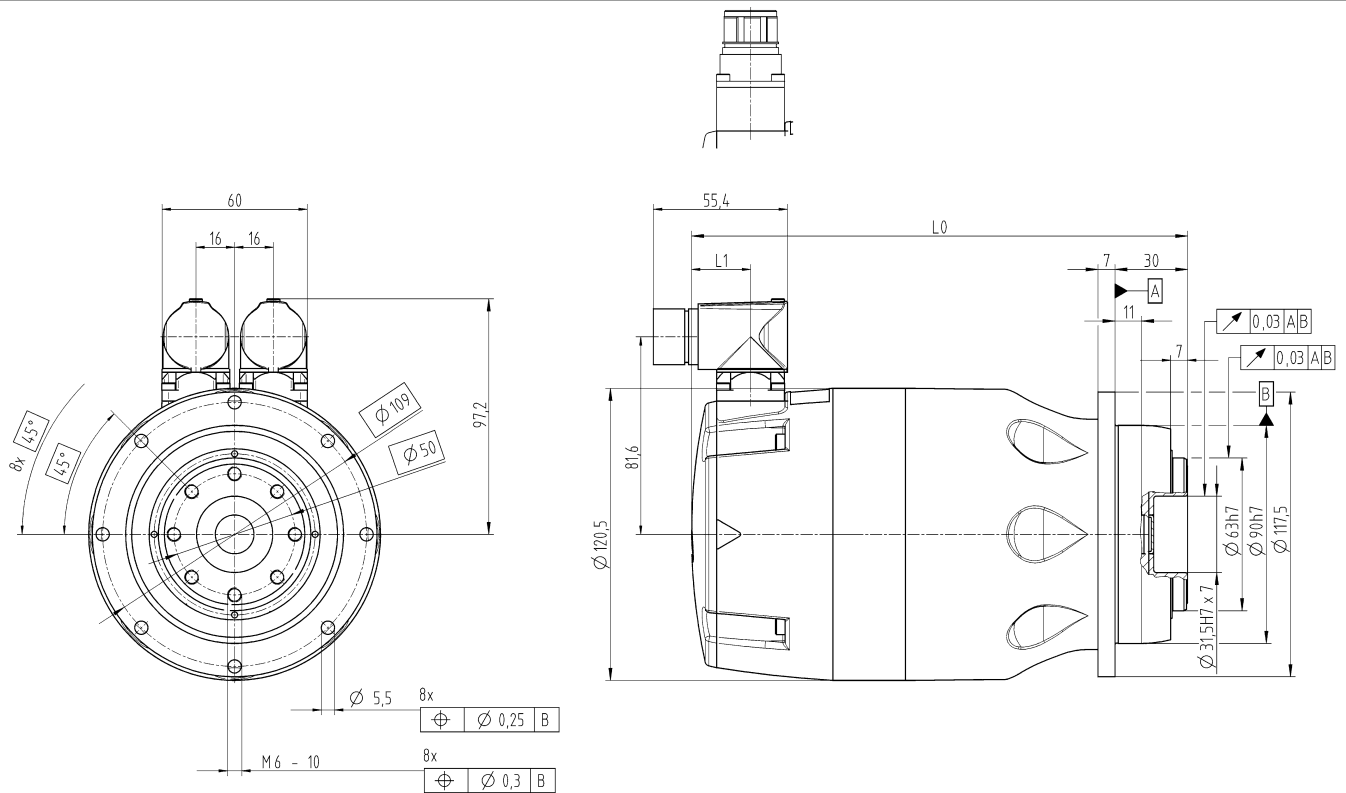
# TPM<sup>+</sup> POWER 010 1-stage

			1-stage			
Ratio	i		4	5	7	10
Operating voltage	$U_D$	V DC	560			
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	44	56	80	85
		in.lb	389	496	708	752
Static output torque	$T_{20}$	Nm	14	18	27	40
		in.lb	124	159	239	354
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	18	22	32	45
		in.lb	159	195	283	398
Max. speed at output	$n_{2max}$	rpm	1500	1200	857	600
Speed limit for $T_{2B}$	$n_{2B}$	rpm	980	780	560	440
Max. motor acceleration torque	$T_{1max}$	Nm	12.1	12.1	12.1	12.1
		in.lb	107	107	107	107
Max. motor acceleration current	$I_{MaxDyn}$	A <sub>eff</sub>	17	17	17	17
Static motor current	$I_0$	A <sub>eff</sub>	5.4	5.4	5.4	5.4
Max. backlash	$j_t$	arcmin	Standard ≤ 3 Reduced ≤ 1			
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	32	33	30	23
		in.lb/arcmin	283	292	266	204
Tilting rigidity	$C_{2K}$	Nm/arcmin	225			
		in.lb/arcmin	1991			
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	2150			
		lb <sub>f</sub>	484			
Max. tilting moment	$M_{2KMax}$	Nm	270			
		in.lb	2390			
Service life <sup>b)</sup>	$L_h$	h	> 20000			
Weight (without brake)	$m$	kg	7.2			
		lb <sub>m</sub>	16			
Ambient temperature		°C	0 to +40			
		°F	+32 to +104			
Lubrication			Lubricated for life			
Insulating material class			F			
Protection class			IP 65			
Paint			Blue metallic 250 and natural cast aluminium			
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00060AAX-050.000			
Bore diameter of coupling on the application side		mm	X = 014.000 - 035.000			
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	2.38	2.22	2.08	2
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	2.1	2	1.8	1.8

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 4/5/7/10	Resolver	205	24
	HIPERFACE®	226	45
	EnDat	230	49

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 4/5/7/10	Resolver	224	24
	HIPERFACE®	245	45
	EnDat	249	49

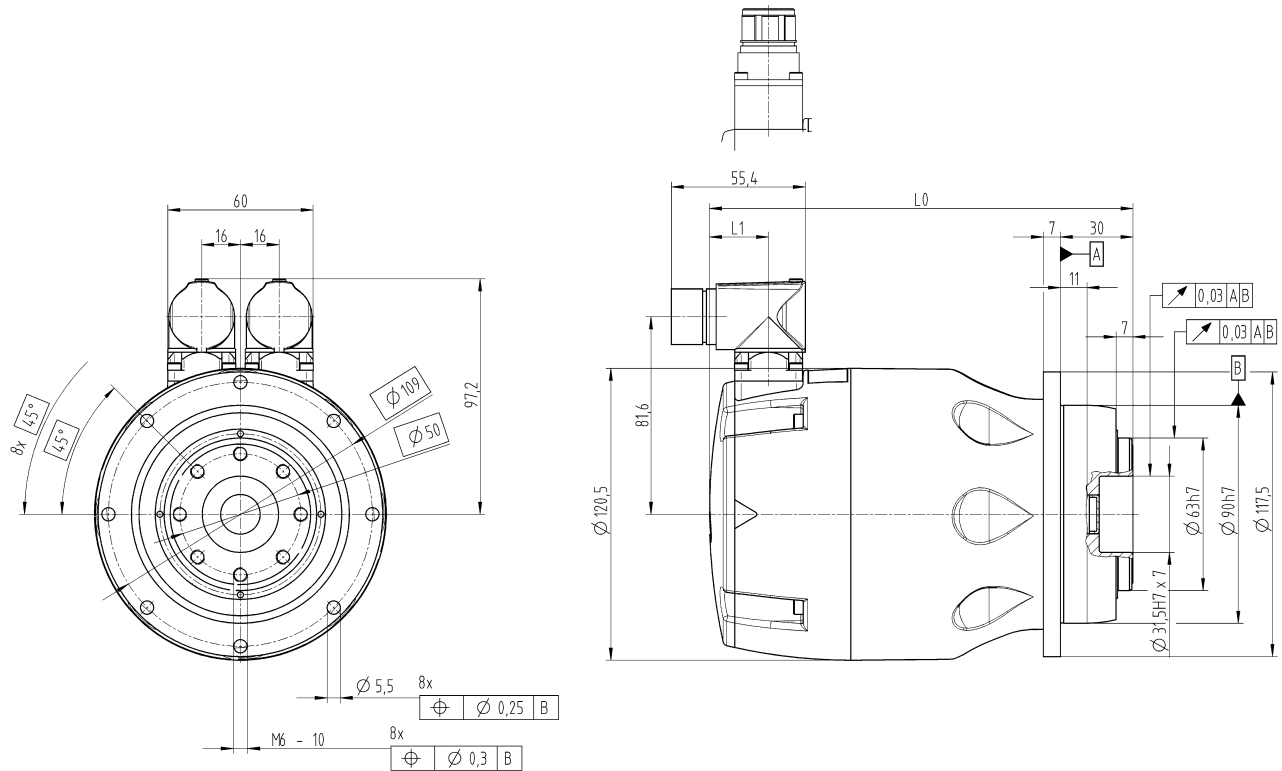
# TPM+ POWER 010 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	130	130	130	130	130	130	130	130	100
		in.lb	1151	1151	1151	1151	1151	1151	1151	1151	885
Static output torque	$T_{20}$	Nm	66	84	90	90	90	48	62	86	60
		in.lb	584	743	797	797	797	425	549	761	531
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	72	90	112	126	158	180	225	250	180
		in.lb	637	797	991	1115	1398	1593	1991	2213	1593
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	86	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	280	240	200	185	158	100	88	70	55
Max. motor acceleration torque	$T_{1max}$	Nm	12.1	12.1	12.1	12.1	12.1	4.4	4.4	4.4	4.4
		in.lb	107	107	107	107	107	39	39	39	39
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	17	17	17	17	17	6	6	6	6
Static motor current	$I_0$	$A_{eff}$	5.4	5.4	5.4	5.4	5.4	1.9	1.9	1.9	1.9
Max. backlash	$j_t$	arcmin	Standard $\leq 3$ Reduced $\leq 1$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	32	32	32	31	32	30	30	28	22
		in.lb/arcmin	283	283	283	274	283	266	266	248	195
Tilting rigidity	$C_{2K}$	Nm/arcmin	225								
		in.lb/arcmin	1991								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	2150								
		lb <sub>f</sub>	484								
Max. tilting moment	$M_{2KMax}$	Nm	270								
		in.lb	2390								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	6 to 7.4								
		lb <sub>m</sub>	13 to 16								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Blue metallic 250 and natural cast aluminium								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00060AAX-050.000								
Bore diameter of coupling on the application side		mm	X = 014.000 - 035.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	2.02	1.99	1.98	1.96	1.96	0.72	0.72	0.72	0.72
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	1.8	1.8	1.8	1.7	1.7	0.64	0.64	0.64	0.64

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/20/25/28/35	Resolver	205	24
	HIPERFACE®	226	45
	EnDat	230	49
i = 40/50/70/100	Resolver	175	24
	HIPERFACE®	196	45
	EnDat	200	49

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/20/25/28/35	Resolver	224	24
	HIPERFACE®	245	45
	EnDat	249	49
i = 40/50/70/100	Resolver	194	24
	HIPERFACE®	215	45
	EnDat	219	49



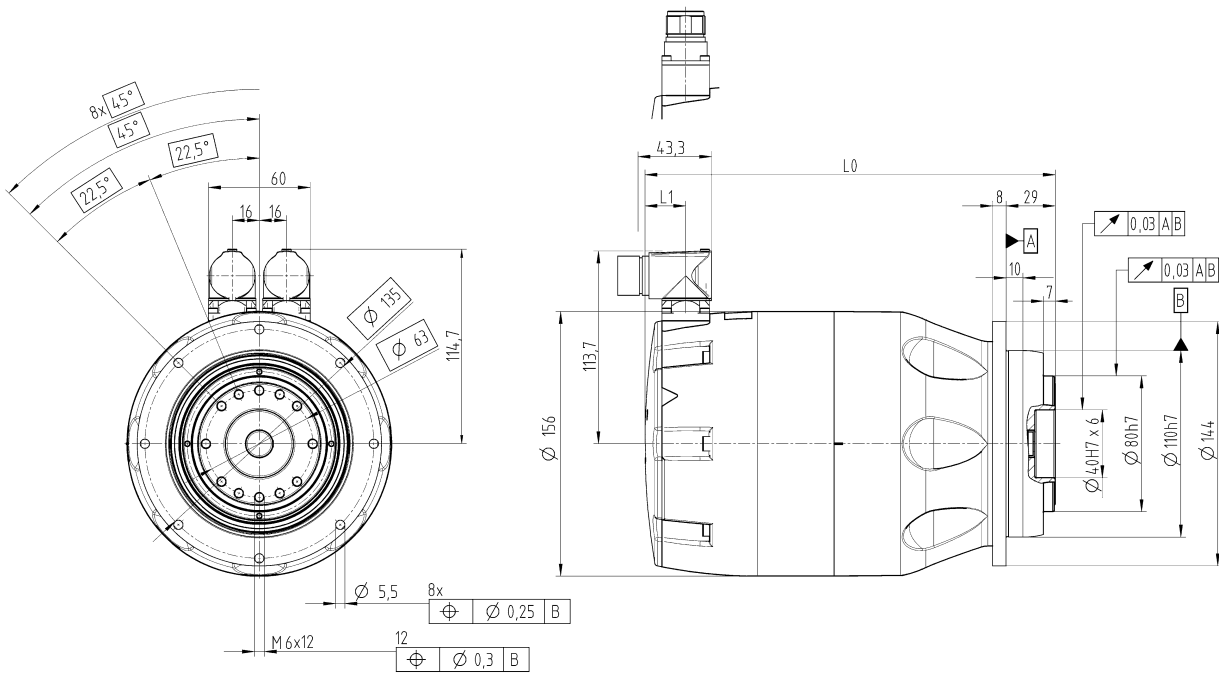
# TPM+ POWER 025 1-stage

			1-stage			
Ratio	i		4	5	7	10
Operating voltage	$U_D$	V DC	560			
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	112	141	199	200
		in.lb	991	1248	1761	1770
Static output torque	$T_{20}$	Nm	43	55	78	113
		in.lb	381	487	690	1000
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	52	65	91	130
		in.lb	460	575	805	1151
Max. speed at output	$n_{2max}$	rpm	1500	1200	857	600
Speed limit for $T_{2B}$	$n_{2B}$	rpm	900	720	520	420
Max. motor acceleration torque	$T_{1max}$	Nm	28.9	28.9	28.9	28.9
		in.lb	256	256	256	256
Max. motor acceleration current	$I_{MaxDyn}$	A <sub>eff</sub>	40	40	40	40
Static motor current	$I_0$	A <sub>eff</sub>	13.7	13.7	13.7	13.7
Max. backlash	$j_t$	arcmin	Standard ≤ 3 Reduced ≤ 1			
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	80	86	76	62
		in.lb/arcmin	708	761	673	549
Tilting rigidity	$C_{2K}$	Nm/arcmin	550			
		in.lb/arcmin	4868			
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	4150			
		lb <sub>f</sub>	934			
Max. tilting moment	$M_{2KMax}$	Nm	440			
		in.lb	3894			
Service life <sup>b)</sup>	$L_h$	h	> 20000			
Weight (without brake)	$m$	kg	14			
		lb <sub>m</sub>	31			
Ambient temperature		°C	0 to +40			
		°F	+32 to +104			
Lubrication			Lubricated for life			
Insulating material class			F			
Protection class			IP 65			
Paint			Blue metallic 250 and natural cast aluminium			
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00150AAX-063.000			
Bore diameter of coupling on the application side		mm	X = 019.000 - 042.000			
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	9.98	9.5	9.07	8.84
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	8.8	8.4	8	7.8

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 4/5/7/10	Resolver	242	24
	HIPERFACE®	263	45
	EnDat	267	49

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 4/5/7/10	Resolver	266	24
	HIPERFACE®	287	45
	EnDat	291	49

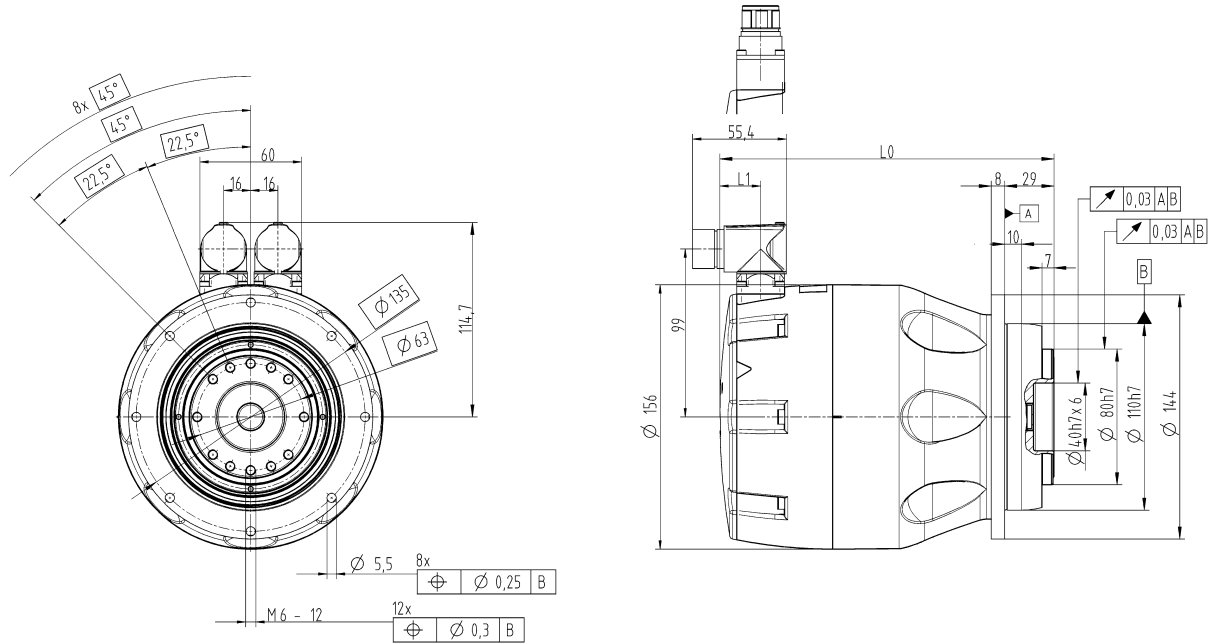
# TPM+ POWER 025 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	350	350	380	350	380	305	380	330	265
		in.lb	3098	3098	3363	3098	3363	2699	3363	2921	2345
Static output torque	$T_{20}$	Nm	181	210	200	210	220	113	142	200	120
		in.lb	1602	1859	1770	1859	1947	1000	1257	1770	1062
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	208	260	325	364	455	520	625	625	600
		in.lb	1841	2301	2877	3222	4027	4602	5532	5532	5310
Max. speed at output	$n_{2max}$	rpm	375	300	240	214	171	150	120	86	60
Speed limit for $T_{2B}$	$n_{2B}$	rpm	260	220	185	170	140	90	70	65	50
Max. motor acceleration torque	$T_{1max}$	Nm	28.9	28.9	28.9	28.9	28.9	7.8	7.8	7.8	7.8
		in.lb	256	256	256	256	256	69	69	69	69
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	40	40	40	40	40	12	12	12	12
Static motor current	$I_0$	$A_{eff}$	13.7	13.7	13.7	13.7	13.7	4	4	4	4
Max. backlash	$j_t$	arcmin	Standard $\leq 3$ Reduced $\leq 1$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	81	81	83	80	82	76	80	71	60
		in.lb/arcmin	717	717	735	708	726	673	708	628	531
Tilting rigidity	$C_{2K}$	Nm/arcmin	550								
		in.lb/arcmin	4868								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	4150								
		lb <sub>f</sub>	934								
Max. tilting moment	$M_{2KMax}$	Nm	440								
		in.lb	3894								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	10.3 to 14.5								
		lb <sub>m</sub>	23 to 32								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Blue metallic 250 and natural cast aluminium								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00150AAX-063.000								
Bore diameter of coupling on the application side		mm	X = 019.000 - 042.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	8.94	8.83	8.81	8.72	8.71	2.48	2.48	2.48	2.47
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	7.9	7.8	7.8	7.7	7.7	2.2	2.2	2.2	2.2

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/20/25/28/35	Resolver	242	24
	HIPERFACE®	263	45
	EnDat	267	49
i = 40/50/70/100	Resolver	197	24
	HIPERFACE®	218	45
	EnDat	222	49

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/20/25/28/35	Resolver	266	24
	HIPERFACE®	287	45
	EnDat	291	49
i = 40/50/70/100	Resolver	221	24
	HIPERFACE®	242	45
	EnDat	246	49

# TPM<sup>+</sup> POWER 050 1-stage

			1-stage			
Ratio	i		4	5	7	10
Operating voltage	$U_D$	V DC	560			
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	221	278	340	350
		in.lb	1956	2461	3009	3098
Static output torque	$T_{20}$	Nm	72	91	130	188
		in.lb	637	805	1151	1664
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	92	115	161	230
		in.lb	814	1018	1425	2036
Max. speed at output	$n_{2max}$	rpm	1250	1000	714	500
Speed limit for $T_{2B}$	$n_{2B}$	rpm	780	620	450	370
Max. motor acceleration torque	$T_{1max}$	Nm	56.6	56.6	56.6	56.6
		in.lb	501	501	501	501
Max. motor acceleration current	$I_{MaxDyn}$	A <sub>eff</sub>	63.5	63.5	63.5	63.5
Static motor current	$I_0$	A <sub>eff</sub>	19	19	19	19
Max. backlash	$j_t$	arcmin	Standard ≤ 3 Reduced ≤ 1			
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	190	187	159	123
		in.lb/arcmin	1682	1655	1407	1089
Tilting rigidity	$C_{2K}$	Nm/arcmin	560			
		in.lb/arcmin	4956			
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	6130			
		lb <sub>f</sub>	1379			
Max. tilting moment	$M_{2KMax}$	Nm	1335			
		in.lb	11816			
Service life <sup>b)</sup>	$L_h$	h	> 20000			
Weight (without brake)	$m$	kg	23.6			
		lb <sub>m</sub>	52			
Ambient temperature		°C	0 to +40			
		°F	+32 to +104			
Lubrication			Lubricated for life			
Insulating material class			F			
Protection class			IP 65			
Paint			Blue metallic 250 and natural cast aluminium			
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00300AAX-080.000			
Bore diameter of coupling on the application side		mm	X = 024.000 - 060.000			
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	26.4	24.8	23.3	22.5
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	23	22	21	20

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 4/5/7/10	Resolver	281	26
	HIPERFACE®	306	50
	EnDat	306	50

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 4/5/7/10	Resolver	321	26
	HIPERFACE®	346	50
	EnDat	346	50

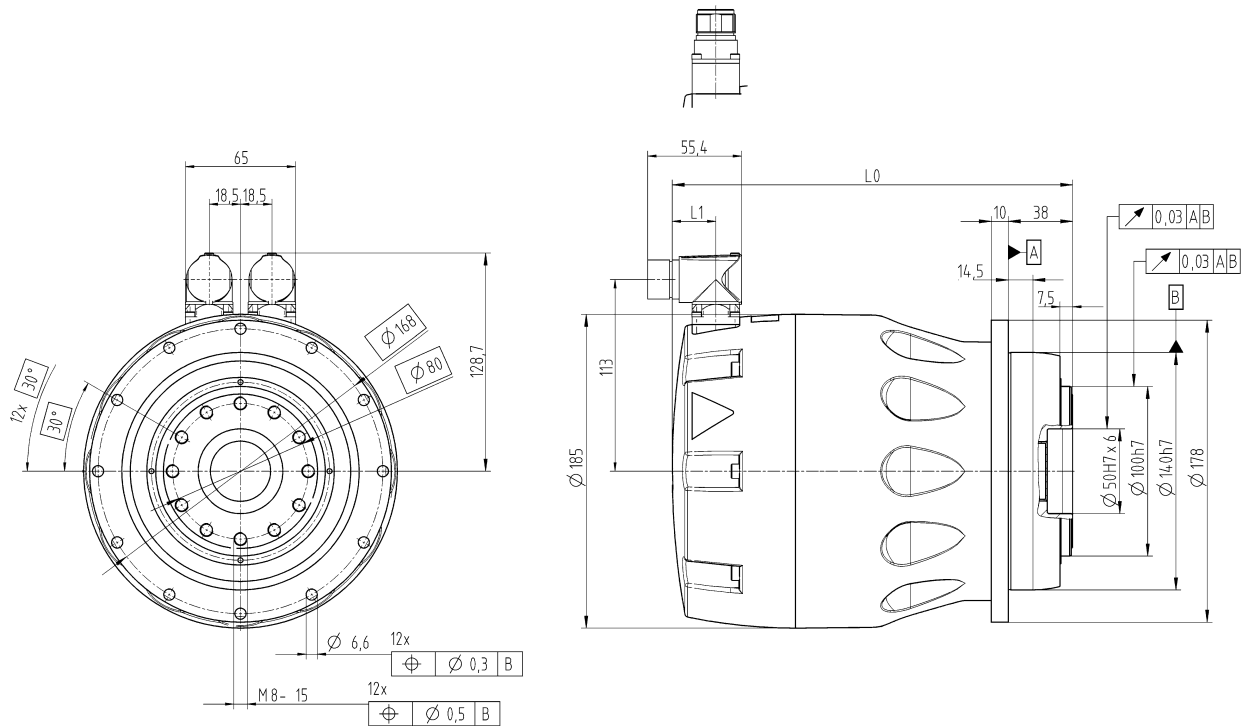
# TPM+ POWER 050 2-stage

			2-stage								
Ratio	i		16	20	25	28	35	40	50	70	100
Operating voltage	$U_D$	V DC	560								
Max. acceleration torque (max. 1000 cycles per hour)	$T_{2B}$	Nm	750	750	750	750	750	607	750	700	540
		in.lb	6638	6638	6638	6638	6638	5372	6638	6196	4779
Static output torque	$T_{20}$	Nm	293	371	400	400	400	199	250	354	240
		in.lb	2593	3284	3540	3540	3540	1761	2213	3133	2124
Brake holding torque (at 120 °C)	$T_{2Br}$	Nm	368	460	575	644	805	920	1150	1250	1100
		in.lb	3257	4071	5089	5700	7125	8143	10178	11064	9736
Max. speed at output	$n_{2max}$	rpm	312	250	200	179	143	125	100	71	50
Speed limit for $T_{2B}$	$n_{2B}$	rpm	210	180	155	145	125	90	80	65	50
Max. motor acceleration torque	$T_{1max}$	Nm	56.6	56.6	56.6	56.6	56.6	15.6	15.6	15.6	15.6
		in.lb	501	501	501	501	501	138	138	138	138
Max. motor acceleration current	$I_{MaxDyn}$	$A_{eff}$	63.5	63.5	63.5	63.5	63.5	33	33	33	33
Static motor current	$I_0$	$A_{eff}$	19	19	19	19	19	7.5	7.5	7.5	7.5
Max. backlash	$j_t$	arcmin	Standard $\leq 3$ Reduced $\leq 1$								
Torsional rigidity (Gearbox)	$C_{t21}$	Nm/arcmin	180	185	180	180	175	175	175	145	115
		in.lb/arcmin	1593	1637	1593	1593	1549	1549	1549	1283	1018
Tilting rigidity	$C_{2K}$	Nm/arcmin	560								
		in.lb/arcmin	4956								
Max. axial force <sup>a)</sup>	$F_{2AMax}$	N	6130								
		lb <sub>f</sub>	1379								
Max. tilting moment	$M_{2KMax}$	Nm	1335								
		in.lb	11816								
Service life <sup>b)</sup>	$L_h$	h	> 20000								
Weight (without brake)	$m$	kg	19.4 to 25.1								
		lb <sub>m</sub>	43 to 55								
Ambient temperature		°C	0 to +40								
		°F	+32 to +104								
Lubrication			Lubricated for life								
Insulating material class			F								
Protection class			IP 65								
Paint			Blue metallic 250 and natural cast aluminium								
Metal bellows coupling (recommended product type – validate sizing with cymex®)			BCT-00300AAX-080.000								
Bore diameter of coupling on the application side		mm	X = 024.000 - 060.000								
Mass moment of inertia (relates to the drive)	$J_1$	kgcm <sup>2</sup>	23.1	22.6	22.6	22.2	22.2	6.3	6.3	6.3	6.3
		10 <sup>-3</sup> in.lb.s <sup>2</sup>	20	20	20	20	20	5.6	5.6	5.6	5.6

Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

<sup>a)</sup> Refers to center of the output shaft or flange

<sup>b)</sup> Please contact us to discuss application-specific service lifetimes.



#### without brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/20/25/28/35	Resolver	281	26
	HIPERFACE®	306	50
	EnDat	306	50
i = 40/50/70/100	Resolver	236	26
	HIPERFACE®	261	50
	EnDat	261	50

#### with brake

Ratio	Encoder	Length L0 in mm	Length L1 in mm
i = 16/20/25/28/35	Resolver	321	26
	HIPERFACE®	346	50
	EnDat	346	50
i = 40/50/70/100	Resolver	276	26
	HIPERFACE®	301	50
	EnDat	301	50





# TPM<sup>+</sup> options

### Electrical connection

Straight or angled version.

### Encoder

In addition to the standard version with resolver, optional encoder systems with the protocols EnDat 2.1 and HIPERFACE® are available.

### Pin assignment

For a number of servo controllers, we offer special pin assignments for power and signal.

### Operating voltage

Depending on the application and servo regulator, windings for 48, 320 and 560 V DC are available.

### Temperature sensor

Choose from PTC for temperature switch functionality or PT1000 for a linear reading of operating temperature.

### Lubrication

Select from the standard lubrication with oil or grease as well as food-grade grease and oil.

### Holding brake

A suitable permanent-magnet holding brake adapted to the motor power is available.

### Available output types

Flange, System output

### Backlash

To improve precision, the gearbox backlash can be reduced.

### Increased corrosion protection

For applications with requirements in terms of resistance to water and cleaning agents a version with greater corrosion protection and protection class IP 66 is available.



# TPM<sup>+</sup> options

## Lubrication

Depending on the application, the requirements regarding the lubricant in the gearbox change.

The following lubricants are available for our servo actuators:

- Oil (Standard)
- Grease  
(Reduction of output torque by up to 20 %)
- Food-grade oil  
(Reduction of output torque by up to 20 %)
- Food-grade grease  
(Reduction of output torque by up to 40 %)

## Operating voltage

The TPM<sup>+</sup> servo actuators are available for operating voltages of 48 V (only TPM<sup>+</sup> DYNAMIC 004 and 010, TPM<sup>+</sup> POWER 004), 320 V and 560 V.

## Temperature sensor

Different sensors are available to protect the motor coil from overheating.

- PTC resistor, type STM 160 according to DIN 44081/82
- PT1000

## Encoder

**A large selection of encoder systems is available for positioning and speed measurement:**

### Resolver

- 2-pin, one sine/cosine cycle per rotation

### HIPERFACE® absolute encoder

- Singleturn, resolution 4096 positions per revolution, 128 sine/cosine
- Multiturn, resolution 4096 positions per revolution, 128 sine/cosine, 4096 revolutions

### EnDat 2.1, absolute encoder

- Singleturn, resolution 8192 positions per revolution, 512 sine/cosine
- Multiturn, resolution 8192 positions per revolution, 512 sine/cosine, 4096 revolutions

**HIPERFACE DSL®, EnDat 2.2 or DRIVE-CLiQ upon request**

## Holding brake

A compact permanent magnet brake is fitted to secure the motor shaft when the actuator is disconnected from the power. Characteristics include holding without torsional backlash, no residual torque when the brake is released and unlimited power-on time at zero speed.

Size DYNAMIC		004 and 010	025	050 and 110
Holding torque at 120 °C	Nm	1.1	4.5	13
Supply voltage	V DC	24 + 6 % / -10 %		
Current	A	0.42	0.42	0.71

Size POWER		004	010	025	050
Holding torque at 120 °C	Nm	1.1	4.5	13	23
Supply voltage	V DC	24 + 6 % / -10 %			
Current	A	0.42	0.42	0.51	1

Size HIGH TORQUE		10		25		50	
Ratios		22 – 110	154 – 220	22 – 55	66 – 220	22 – 55	66 – 220
Holding torque at 120 °C	Nm	4.5	1.8	13	4.5	23	13
Supply voltage	V DC	24 + 6 % / -10 %					
Current	A	0.42	0.42	0.71	0.42	1	0.71

In the case of high ratios, a brake with a reduced holding torque is partly used to prevent damage to the gearbox. The exact holding torques at the output can be found in the relevant data tables for the actuators. In the case of transmission ratios in which the holding torque at the output is above  $T_{2B}$ , the brake can be used max. 1000 times for emergency stopping on the rotating motor.

# TPM<sup>+</sup> options

## Electrical connection

The conventional connection via two integral sockets for power and signal is available, as well as a version for a single-cable connection, which is available upon request.

Integral sockets used:

<b>Two-cable connection</b>	Power	Integral power socket M23 Bayonet coupling, 6/9-pin
	Signal	Integral signal socket M23 Bayonet coupling, 9/12/17-pin

## Pin assignment

In addition to two standard WITTENSTEIN pin assignments, a number of compatible connections are available for various servo controller suppliers.

Pin assignment 1	WITTENSTEIN alpha-Standard, temperature sensor in signal cable Resolver, HIPERFACE®, EnDat 2.1	Pin assignment 6	B&R compatible Resolver, EnDat 2.1
Pin assignment 4	WITTENSTEIN alpha-Standard, temperature sensor in power cable Resolver, HIPERFACE®, EnDat 2.1	Pin assignment 8	Schneider compatible HIPERFACE®
Pin assignment 5	Rockwell compatible HIPERFACE®	Pin assignment 9	Beckhoff compatible Resolver, EnDat 2.1

## Increased corrosion protection

All actuators of the "TPM+" product range (except Size 004 DYNAMIC) are optionally available with increased corrosion protection.

### Versions

- ❶ Chemically nickel-plated gearbox housing.
- ❷ Stainless steel output flange and shaft nut.
- ❸ Small external stainless steel screws.
- ❹ Additional U-seals on the external screws.
- ❺ Base (chemically nickel plated) for integral socket with laser-marking of identification plate.
- ❻ All versions are generally equipped with straight integral socket only.
- ❼ The TPM+ is completely painted with a highly resistant, two-component epoxy resin based material.  
Colors: - Ultramarine blue silk matte (RAL 5002)  
- Papyrus white silk matte (RAL 9018)

### Fields of application

- Outdoor use in gates, conveyors etc.
- Packaging machines outside of the food sector.
- Textile machines.
- Pharmaceutical plants outside of the medical sector.

### Resistance

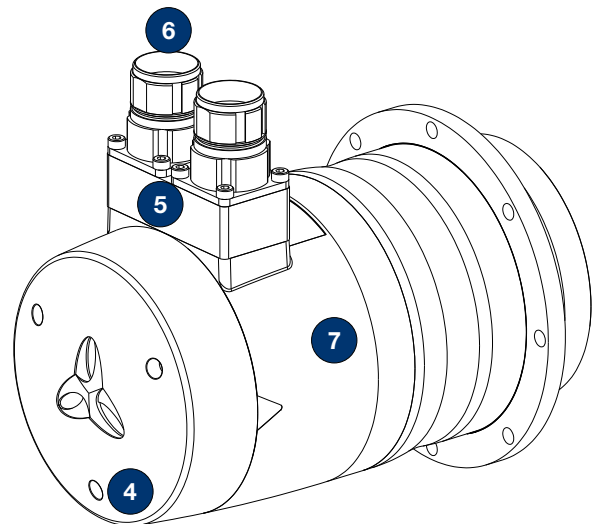
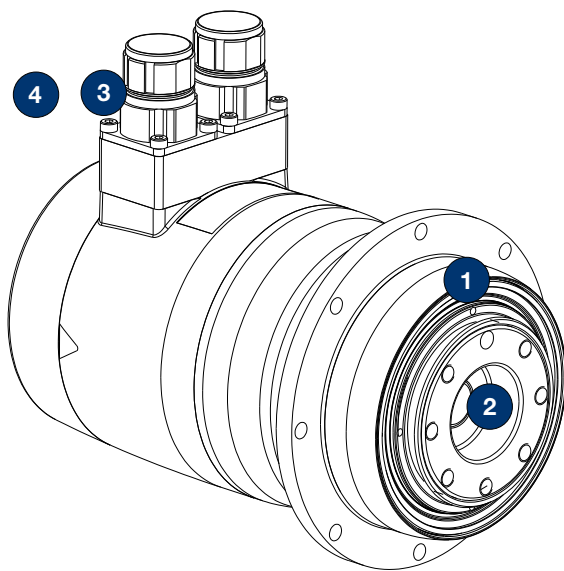
- to water and moisture.
- restricted due to cleaning agents, especially under extended exposure period.

Successful tests with Oxofoam VF5L (Johnson Diversey) and Ultraclean VK3 (Johnson Diversey).

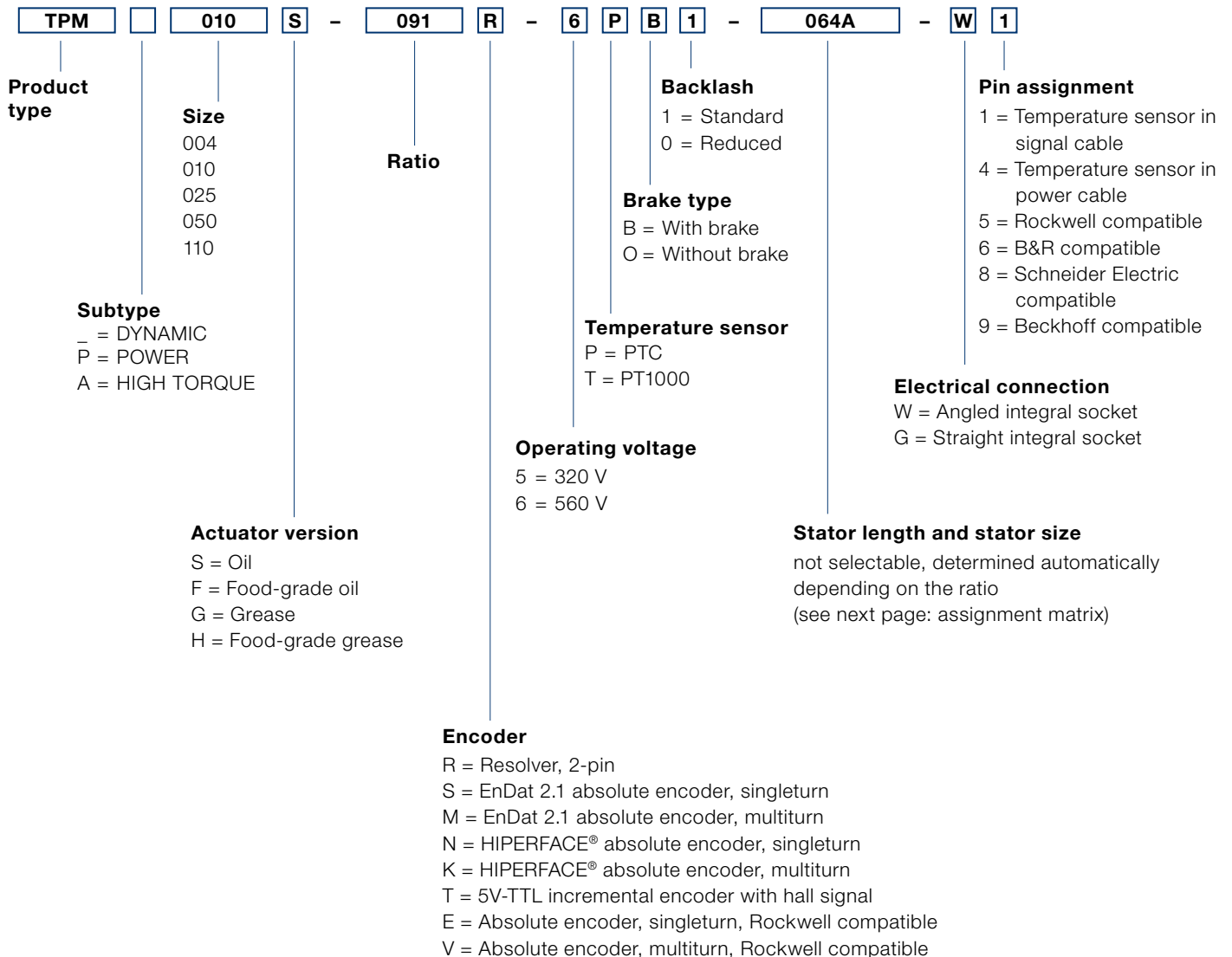
- Further cleaning agents can be qualified on request.

### Protection class

Against spray water: IP 66



# TPM+ Ordering code



## Motor / gearbox assignment matrix

Ratio	Size 004		Size 010			Size 025			Size 050			Size 110
	DYNAMIC	POWER	DYNAMIC	POWER	HIGH TORQUE	DYNAMIC	POWER	HIGH TORQUE	DYNAMIC	POWER	HIGH TORQUE	DYNAMIC
4	x	64B	x	94C	x	x	130D	x	x	155D	x	x
5	x	64B	x	94C	x	x	130D	x	x	155D	x	x
7	x	64B	x	94C	x	x	130D	x	x	155D	x	x
10	x	64B	x	94C	x	x	130D	x	x	155D	x	x
16	53B	64B	64B	94C	x	94C	130D	x	130D	155D	x	130E
20	x	64B	x	94C	x	x	130D	x	x	155D	x	x
21	53B	x	64B	x	x	94C	x	x	130D	x	x	130E
22	x	x	x	x	94C	x	x	130D	x	x	155D	x
25	x	64B	x	94C	x	x	130D	x	x	155D	x	x
27,5	x	x	x	x	94C	x	x	130D	x	x	155D	x
28	x	64B	x	94C	x	x	130D	x	x	155D	x	x
31	53B	x	64B	x	x	94C	x	x	130D	x	x	130E
35	x	64B	x	94C	x	x	130D	x	x	155D	x	x
38,5	x	x	x	x	94C	x	x	130D	x	x	155D	x
40	x	64A	x	94A	x	x	130A	x	x	155A	x	x
50	x	64A	x	94A	x	x	130A	x	x	155A	x	x
55	x	x	x	x	94C	x	x	130D	x	x	155D	x
61	53A	x	64A	x	x	94A	x	x	130A	x	x	130D
64	53A	x	64A	x	x	94A	x	x	130A	x	x	130D
66	x	x	x	x	x	x	x	94C	x	x	130D	x
70	x	64A	x	94A	x	x	130A	x	x	155A	x	x
88	x	x	x	x	94C	x	x	94C	x	x	130D	x
91	53A	x	64A	x	x	94A	x	x	130A	x	x	130D
100	x	64A	x	94A	x	x	130A	x	x	155A	x	x
110	x	x	x	x	94C	x	x	94C	x	x	130D	x
154	x	x	x	x	94A	x	x	94C	x	x	130D	x
220	x	x	x	x	94A	x	x	94C	x	x	130D	x

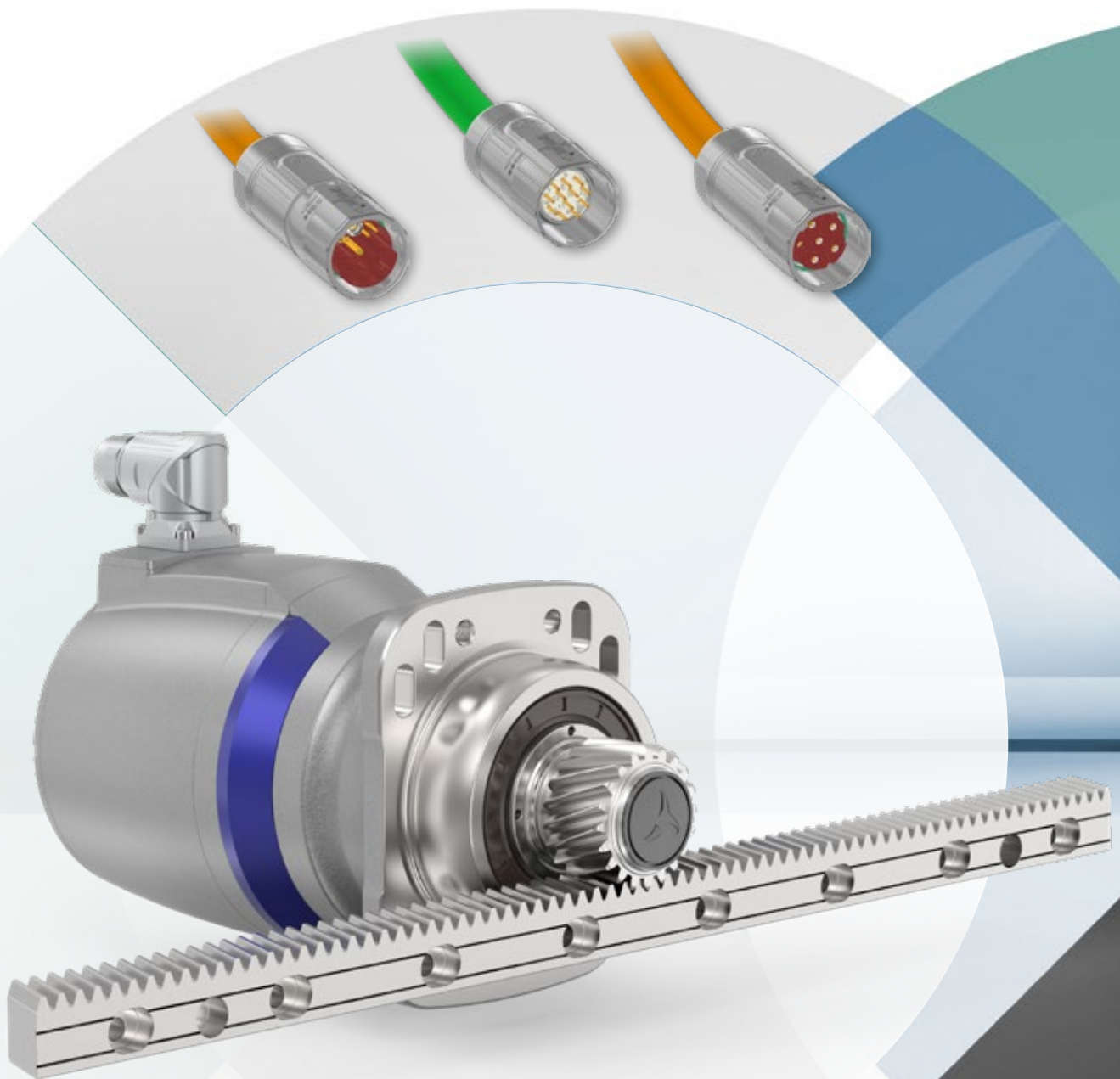
x = no standard combination





# System expansions premo<sup>®</sup> / TPM<sup>+</sup>





# System expansions Cable

The range of high-performance servo actuators is completed by the appropriate connection technology:

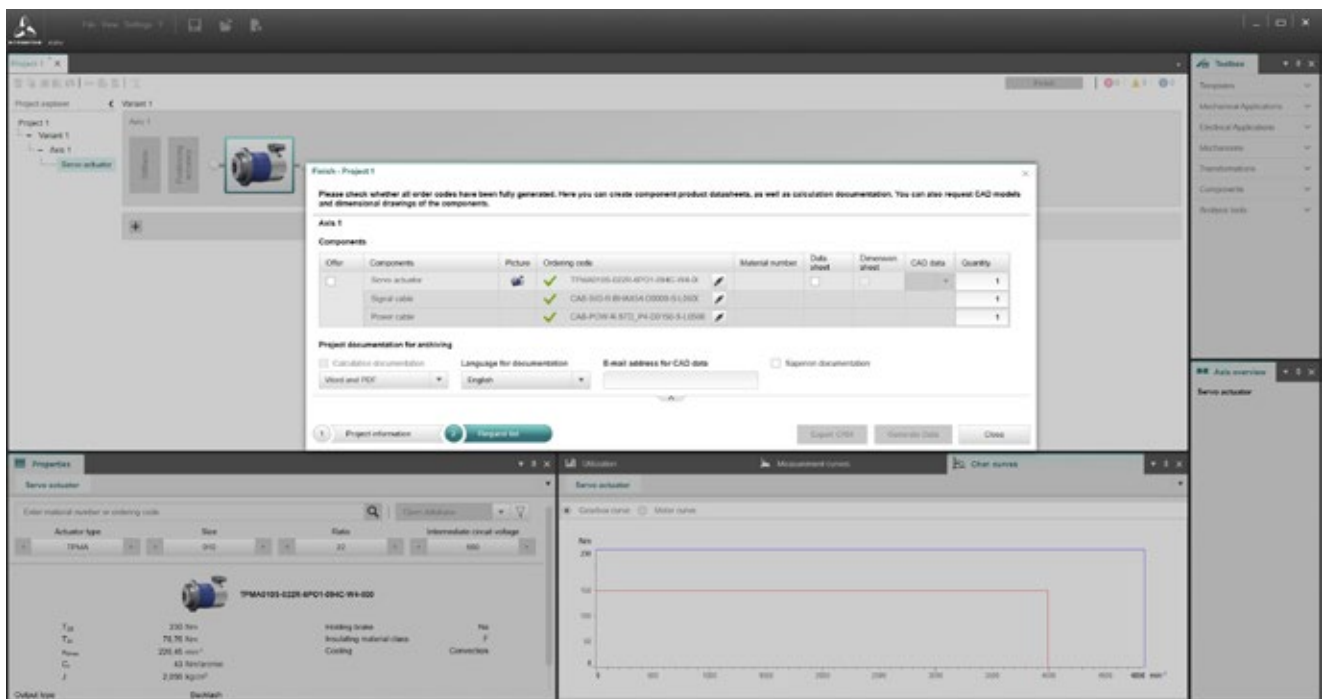
Our special system cables support the high performance of the machine most effectively and therefore represent the optimal system expansion “directly from the manufacturer”.

All the cables are characterized by excellent quality and are compatible with drag chains using highly flexible lines according to DIN VDE 0295, class 6. They are also oil and flame-resistant as well as halogen, silicone and CFC-free.

Power and signal cables as well as hybrid cables for single-cable connections are available.

In the version with separate cables, a distinction is also made as to whether the temperature signal is transmitted in the power or signal cable.

The cable cross sections are adapted to the relevant power requirement of the servo actuators and range from 1.5 to 16 mm<sup>2</sup>.



We offer numerous pre-assembled cables for a variety of servo actuator and controller versions, e.g. from Siemens upon request. The available versions can be found using cymex® 5.



# System expansions

## Rack&Pinion System

### Strong performance in the advanced segment

Advanced Linear Systems are adapted to applications with average to high demands in terms of smooth running, positioning accuracy and feed force. Different gearbox variants and options such as HIGH TORQUE or HIGH SPEED can be selected to produce the best system for the application. Typical fields of application include wood, plastic and composite machining, machining centers and automation.

### The **alpha preferential linear system** – The best from each segment

Our preferential linear systems in the advanced segment are always comprised of the perfect combination of gearbox, pinion, rack and lubrication system. The systems have been optimized to achieve the required feed force, feed speed, rigidity and degree of utilization of the individual components.



**Please refer to our alpha Linear Systems catalog and the website for more information:**  
**[www.wittenstein-alpha.com/linear-systems](http://www.wittenstein-alpha.com/linear-systems)**

### For a wide range of applications

Linear systems from WITTENSTEIN alpha are suitable for a wide range of applications and industries. New standards and advantages have been achieved in the following areas:

- Smooth running
- Positioning accuracy
- Feed force
- Power density
- Rigidity
- Easy assembly
- Design options
- Scalability

Together with a comprehensive range of services, we pledge to support you from the initial concept to the design, installation and commissioning phase.

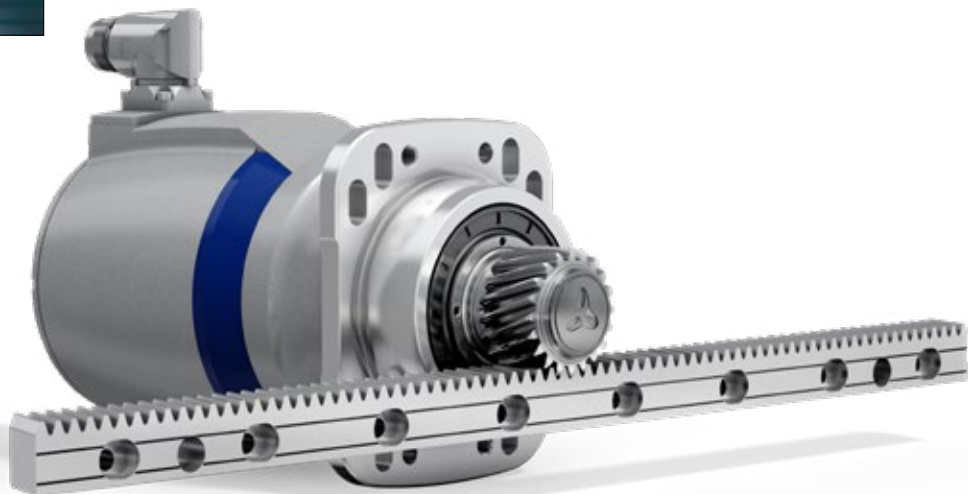
We will also ensure a consistent supply of spare parts.

### Your benefits at a glance

Perfectly adapted linear systems available with planetary, right-angle and worm gearboxes or as a servo actuator

Optionally with INIRA®

Large individual configuration space due to numerous pinion / gearbox combinations





Simply scan the QR code using your smartphone to see INIRA® in action.

## INIRA®: The revolution in rack installation

**INIRA® combines our existing innovative concepts for the simple, safe and efficient installation of racks. INIRA® clamping, INIRA® adjusting and INIRA® pinning have already made the installation process much faster, more accurate and more ergonomic. Available for the Advanced and Premium Linear Systems.**

### INIRA® clamping:

Simply faster and more ergonomic

Previously, enormous effort was required to clamp racks to the machine bed using screw clamps. INIRA® clamping integrates the clamping device in the rack. The rack incorporates a mounting sleeve which is guided over the head of the fastening screw to ensure quick and ergonomic clamping.

### INIRA® adjusting:

Simply safer and more precise

In combination with INIRA® clamping, INIRA® adjusting is the ideal solution for perfectly adjust the transition between two rack segments. The innovative adjustment tool can adjust the transition extremely reliable and precise, accurate to the micrometer.

### INIRA® pinning:

Simply better and more efficient

The previous method used for pinning racks was extremely time-consuming. Precision bores had to be drilled and the chips generated must be carefully removed from the assembly. INIRA® pinning now offers a completely new solution for the chipless pinning of racks, which reduces installation times considerably (time spent on each rack ~ 1 min).



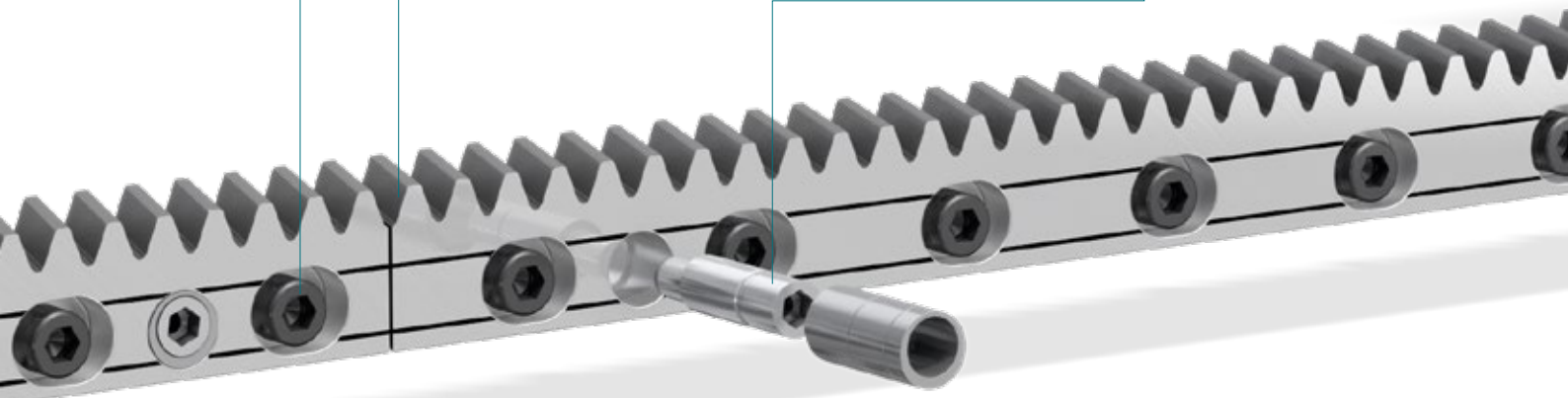
INIRA® clamping



INIRA® adjusting



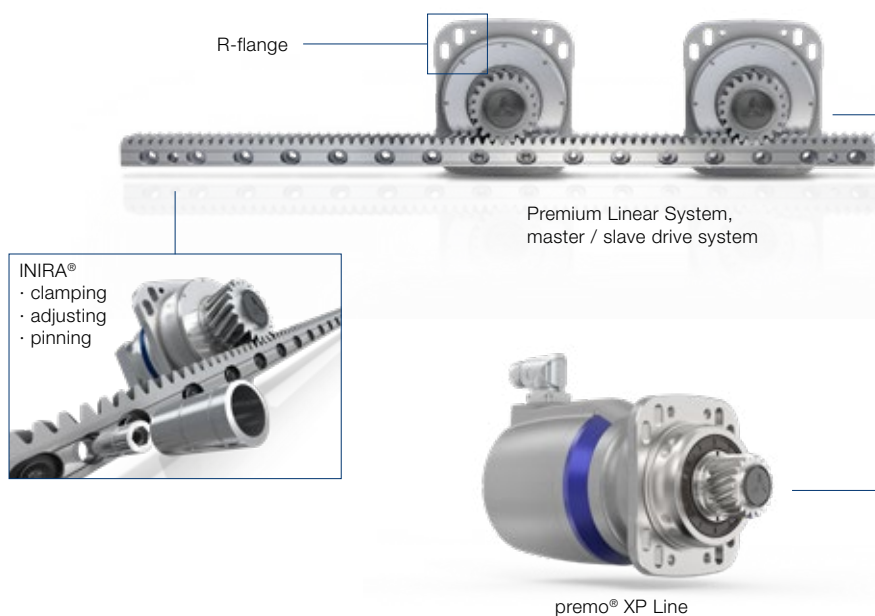
INIRA® pinning



# WITTENSTEIN alpha – compatible with all axes

We offer complete drive solutions for each axis from a single source. The fields of application of our linear systems are virtually unlimited, ranging from automation solutions to high-precision axes in machine tools and manufacturing systems that are required to achieve maximum productivity. We always stand as a synonym for the highest quality and reliability, extremely smooth running and high positioning accuracy and feed force combined with maximum power density and outstanding rigidity. Our linear systems offer innovative drive and assembly solutions.

## User-friendly assembly solutions



## References across all segments



7. Axis  
Source: YASKAWA Nordic AB



Pipe bending machine  
Source: Wafios AG



CNC machining centers for wood, plastic and composite materials  
Source: MAKAS Systems GmbH



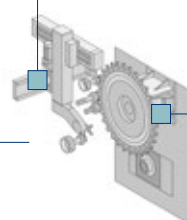
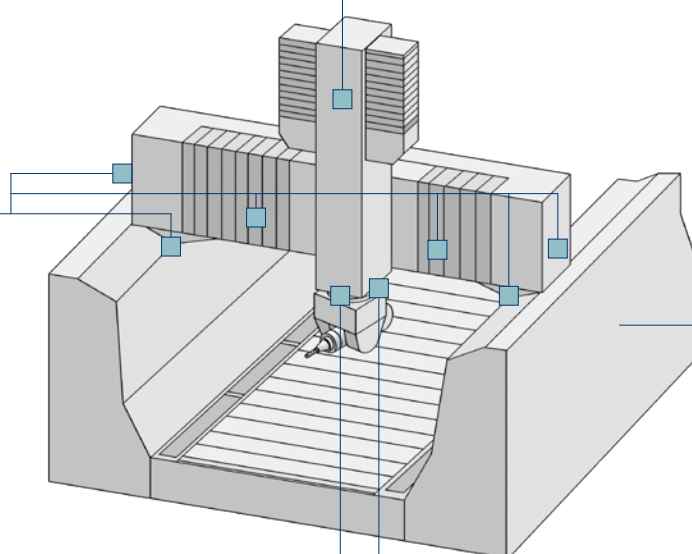
## Exemplary product solutions in a portal milling machine



Premium Linear System with RPM+



Value Linear System with NPR



premo® TP Line



Galaxie® drive system

Lubrication system  
for all axes



Flatbed laser  
Source: Yamazaki Mazak Corporation



Press transfer  
Source: Strothmann Machines & Handling GmbH



HSC portal milling machine  
Source: F. Zimmermann GmbH





# Information



# Glossary – the alphabet

## Acceleration torque ( $T_{2B}$ )

The acceleration torque  $T_{2B}$  is the torque that the gearbox toothing can permanently transmit. To calculate the acceleration torque, an → **coefficient of impact** which is appropriate for the application must also be taken into account.

## Adapter plate

WITTENSTEIN alpha uses a system of standardized adapter plates for connecting the motor and gearbox. This makes it as simple as possible to attach motors from any manufacturer to WITTENSTEIN alpha gearboxes.

## Angle of rotation

Angle by which the connection element of the coupling rotates under the torque load. The admissible angle of rotation for torsionally rigid couplings is  $< 0.05^\circ$  and for vibration-damping couplings  $< 5^\circ$ .

## Angular minute

A degree is subdivided into 60 angular minutes ( $= 60 \text{ arcmin} = 60'$ ).

Example:

If the backlash is  $j_t = 1 \text{ arcmin}$ , the output may rotate by  $1/60^\circ$ . The impacts on the application are determined by the arc length:  $b = 2 \cdot \pi \cdot r \cdot \alpha^\circ / 360^\circ$ .

Example:

A pinion with a radius  $r = 50 \text{ mm}$  mounted on a gearbox with a backlash of  $j_t = 3 \text{ arcmin}$  can be rotated by  $b = 0.04 \text{ mm}$ .

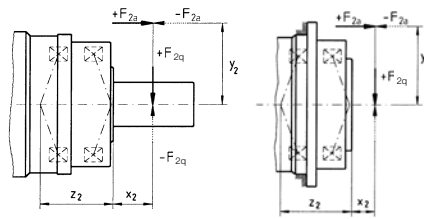
## Angular misalignment

Angular misalignment of drive and output shaft. In most cases due to assembly. Causes an increased strain on the coupling.

## Axial force ( $F_{2AMax}$ )

An axial force on a gearbox runs parallel to its output shaft or perpendicular to its output flange. Under certain circumstances, it acts offset from the axis with a lever arm  $y_2$ . In this case, it also creates a bending moment. If the axial force exceeds the permissible catalog values (max. axial force  $F_{2AMax}$ ), an additional component (e.g. axial bearing) must be provided to absorb these forces.

Example with output shaft and flange:



## Axial misalignment

Length variation along the longitudinal axes of the drive and output shaft. Generally caused by thermal expansion.

## Axial spring rigidity ( $C_a$ )

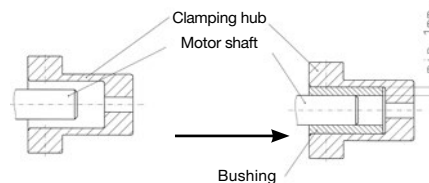
Counter-force of the coupling in the event of axial misalignment [N/mm]. This additional force should be taken into consideration in the sizing of the drive train and bearings.

## Backlash-free

Changes in the rotational speed, direction of rotation or torque do not cause any backlash and thus no shocks in the coupling. However, it should be noted that an → **angle of rotation** still occurs.

## Bushing

If the diameter of the motor shaft is smaller than the → **clamping hub**, a bushing is used to compensate for the difference in diameter. A minimum wall thickness of 1 mm and a motor shaft diameter of 2 mm difference are required.



## CAD POINT

Performance data, dimension sheets and CAD data for all gearboxes can be found online in our CAD POINT, including clear documentation of the selection. ([www.wittenstein-cad-point.com](http://www.wittenstein-cad-point.com))

## Clamping hub (couplings)

The clamping hub ensures a friction contact connection between the coupling and the gearbox shaft as well as with the application. Clamping hubs are available in all motor shaft diameters; therefore, a bushing as connection piece is not required and also not recommended. Optionally, a form fit connection via a key is also possible.

## Clamping hub (gearbox)

The clamping hub ensures a friction contact connection between the motor shaft and gearbox. If the diameter of the motor shaft is smaller than the diameter of the clamping hub, a → **bushing** is used as a connection piece.

For gearboxes in the alpha Advanced Line and the alpha Premium Line, a form fit connection via a key is also possible.

## Connection between the clamping hub and the metal bellows

For metal bellows couplings which transmit torques of up to 500 Nm, the stainless steel bellow is bonded onto the clamping hub. In the event of higher torques, the connection is welded.

## Continuous operation (S1)

In continuous operation, it is particularly important to ensure that the maximum gearbox temperature is maintained (see temperature behavior). For optimum drive behavior in continuous operation, we recommend our HIGH SPEED gearbox model.

## Cyclic operation (S5)

The cyclic operation is defined via the → **duty cycle**. If the duty cycle is less than 60% and shorter than 20 minutes, it qualifies as cyclic operation (→ **operating modes**).

## cymex®

cymex® is the calculation software developed by our company for dimensioning complete drive trains. The software enables the precise simulation of motion and load variables. The software is available to download from our website ([www.wittenstein-cymex.de](http://www.wittenstein-cymex.de)). We can also provide training to enable you to make full use of all the possibilities provided by the software.

## cymex® select

The cymex® select quick layout tool from WITTENSTEIN alpha allows for efficient and innovative product selection in seconds and is available online.

You get suitable recommendations for your application and your motor in no time based on technical and economic suitability. (cymex-select.wittenstein-group.com)

## Degrees of protection (IP)

The various degrees of protection are defined in DIN EN 60529 "Degrees of protection offered by enclosures (IP code)". The IP degree of protection (International Protection) is represented by two digits. The first digit indicates the protection against the ingress of impurities and the second is the protection against the ingress of water.

Example:

**IP65**

Protection against the ingress of dust (dust-proofness)

Protection against water jets

## Disengagement torque ( $T_{Dis}$ )

Adjustable torque of torque limiters with which the coupling separates the drive and output side of the system.

## Duty cycle (DC)

The cycle determines the duty cycle (DC). The times for acceleration ( $t_b$ ), constant travel if applicable ( $t_c$ ) and deceleration ( $t_d$ ) combined yield the duty cycle in minutes.

The duty cycle is expressed as a percentage with inclusion of the dwell time  $t_e$ .

$$DC [\%] = \frac{t_b + t_c + t_d}{t_b + t_c + t_d + t_e} \cdot 100 \quad \frac{\text{Motion duration}}{\text{Cycle time}}$$

$$DC [\text{min}] = t_b + t_c + t_d$$

## Dynamic torsional rigidity ( $C_{Tdyn}$ )

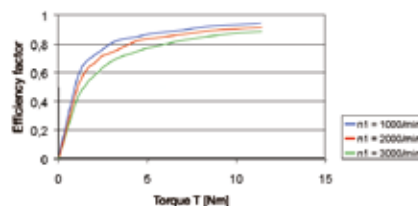
Torsional rigidity with  $T_N$

## Efficiency ( $\eta$ )

The efficiency [%]  $\eta$  is the ratio of output power to input power. Power lost through friction reduces efficiency to less than 1 or 100%.

$$\eta = P_{\text{off}} / P_{\text{on}} = (P_{\text{on}} - P_{\text{loss}}) / P_{\text{on}}$$

Sample curve of the efficiency factor of a planetary gear depending on the torque



WITTENSTEIN alpha always indicates the efficiency of a gearbox during operation at full load. If the input power or torque is lower, the efficiency rating is also lower due to the constant no-load torque. Power losses do not increase as a result. A lower efficiency is also to be expected at high speeds (see figure).

## Emergency stop torque ( $T_{2Emer}$ )

The emergency stop torque  $T_{2Emer}$  is the maximum permissible torque at the gearbox output. It must not be reached more than 1000 times during the service life of the gearbox. It must never be exceeded! The following cases in particular should be checked: controlled emergency stop, power failure, brake application, and crash.

## Ex symbol



Devices bearing the Ex symbol comply with EU Directive 94 / 9 / EC (ATEX) and are approved for use in defined explosion-hazardous zones.

Detailed information on the explosion group and category, as well as further information on the respective gearbox, is available upon request.

## Food-grade lubrication (F)

These products are designed with food-grade lubrication and can therefore be used in the food industry. It is important to note the reduction in torque compared to the standard. (V-Drive excluded). See cymex® 5 or the CAD POINT for the exact torques.

## HIGH SPEED (MC)

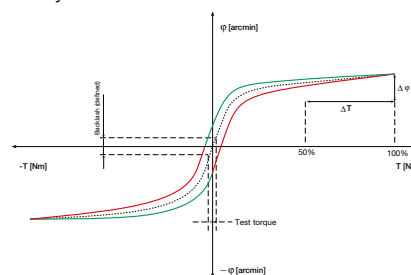
The HIGH SPEED version of our gearbox has been specifically developed for applications in continuous operation at high input speeds. It is used, for example, in the printing and the packaging industry.

## HIGH TORQUE (MA)

WITTENSTEIN alpha gearboxes are also available in a HIGH TORQUE version. These gearboxes are particularly suitable for applications requiring extremely high torques and maximum rigidity.

## Hysteresis curve

The hysteresis is measured to determine the torsional rigidity of a gearbox. The result of this measurement is known as the hysteresis curve.



If the input shaft is locked, the gearbox is continuously loaded and relieved at the output in both directions of rotation up to a defined torque. The angle of rotation is plotted against the torque. This yields a closed curve from which the → **backlash** and → **torsional rigidity** can be calculated.

## Jerk ( $j$ )

The jerk is the derivative of the acceleration with respect to time, that is, the change in acceleration in a unit of time. It is referred to as a shock if the acceleration curve shows a jump, i.e. the jerk is infinitely large.

## Lateral force ( $F_{2QMax}$ )

The maximum lateral force  $F_{2QMax}$  [N] is the force component that acts perpendicular to the output shaft or parallel to the output flange. It acts perpendicular to the → **axial force** and can have an axial distance  $x_2$  to the shaft shoulder or to the shaft flange that acts as a lever arm. The lateral force creates a side load (also see → **axial force**).

# Glossary – the **alphabet**

## Lateral misalignment

Parallel misalignment of the drive and output shaft. Causes an additional strain on the bearings and other components of the drive train.

## Lateral spring rigidity (C)

Counter-force of the coupling in the event of lateral misalignment [N/mm]. This additional force should be taken into consideration in the sizing of the drive train and bearings.

## Mass moment of inertia (J)

The mass moment of inertia J [kg/cm<sup>2</sup>] is a measurement of the effort applied by an object to maintain its momentary condition (at rest or moving).

## Maximum torque (T<sub>2α</sub>)

T<sub>2α</sub> represents the maximum torque that can be transmitted by the gearbox. Depending on application-specific boundary conditions and the precise evaluation of the motion profile, the gearbox may be operated with a maximum torque T<sub>2b,fs</sub> above the specified maximum acceleration torque T<sub>2B</sub> (See diagram 3.) For detailed sizing, please use cymex cymex®

$$T_{2\alpha} \geq T_{2b,fs} \geq T_{2B}$$

## No-load running torque (T<sub>012</sub>)

The no-load running torque T<sub>012</sub> is the torque which must be applied to a gearbox in order to overcome the internal friction; it is therefore considered lost torque. The WITTENSTEIN alpha catalog values are determined at a speed n<sub>1</sub> = 3.000 min<sup>-1</sup> and an ambient temperature of 20°C.

$$T_{012}: \quad 0 \quad \quad 1 \rightarrow 2$$

no load          from input side toward  
output side

No-load running torques decrease during operation.

## NSF

Lubricants certified as grade H1 by the NSF (National Sanitation Foundation) can be used in the food sector where occasional unavoidable contact with food cannot be excluded.

## Operating modes (continuous operation S1 and cyclic operation S5)

Gearboxes are selected depending on whether the motion profile is characterized by frequent acceleration and deceleration phases in → **cyclic operation** (S5) as well as dwell times, or whether it is designed for → **continuous operation** (S1), i.e. with long phases of constant motion.

## Operating noise (L<sub>PA</sub>)

The gear ratio and speed influence the operating noise. As a general rule, the higher the speed, the higher the operating noise and the higher the gear ratio, the lower the operating noise. Our catalog specifications refer to a reference gear ratio and speed. The reference speed is n<sub>1</sub> = 3000 rpm or n<sub>1</sub> = 2000 rpm, depending on the size of the gearbox. Ratio-specific values can be found in cymex® - [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

## Output shaft revolution (f<sub>α</sub>)

The factor f<sub>α</sub> determines the number of service life cycles for the required service life of the gearbox. It describes the number of revolutions at the output to assess the permissible torque at the output.

## Positioning accuracy

The positioning accuracy is determined by the angular deviation from the setpoint and is the sum of the load-dependent → **(torsional rigidity and torsional backlash)** and kinematic → **(synchronization)** angles of rotation that occur simultaneously in practice.

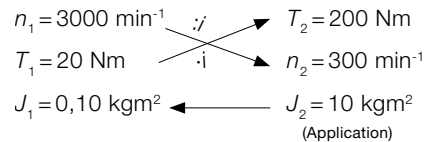
## Quality control

All Premium and Advanced gearboxes at WITTENSTEIN alpha are subjected to an outgoing inspection before they leave the factory. This ensures that every gearbox is delivered within specification.

## Ratio (i)

The ratio i indicates the factor by which the gearbox transforms the three relevant parameters of motion (speed, torque and mass moment of inertia).

The factor is a result of the geometry of the toothing elements (example.: i = 10).



## Ratio of mass moment of inertia (λ = lambda)

The ratio of mass moment of inertia λ is the ratio of external inertia (application side) to internal inertia (motor and gearbox side). It is an important parameter determining the controllability of an application. Accurate control of dynamic processes becomes more difficult with increased differing mass moments of inertia and as λ becomes greater. WITTENSTEIN alpha recommends that a guideline value of λ < 5 is maintained. A gearbox reduces the external mass moment of inertia by a factor of 1/i<sup>2</sup>.

$$\lambda = \frac{J_{\text{external}}}{J_{\text{internal}}}$$

J<sub>external</sub> reduced to input:

$$J'_{\text{external}} = J_{\text{external}} / i^2$$

Simple applications ≤ 10

Dynamic applications ≤ 5

Highly dynamic applications ≤ 1

## Safety instruction

For applications with special safety requirements (e.g. vertical axes, distorted gear inputs) we recommend exclusively employing our Premium and Advanced products (V-Drive excluded).

## Servo actuators

In addition to a high-precision planetary gearbox, the servo actuator is equipped with a powerful, permanent magnet synchronous servo motor, which ensures high power density and a high speed stability thanks to the distributed winding. This enables even more compact and powerful linear drives to be realized. The investment costs for the drive train and the ongoing operating costs can be positively influenced by downsizing. The goal is to achieve a smaller input and therefore a smaller servo controller and lower energy consumption with the same productivity. A low mass moment of inertia combined with higher rigidity is the way to achieve this.

## Shaft misalignment

One main function of the coupling is the compensation of the shaft misalignment which occurs in almost all applications between the drive and the output side. A distinction is made between →axial, →lateral- and →angular misalignment. When complying with the indicated maximum misalignment, the couplings are safe for the duration of their service life.

## Shock factor ( $f_s$ ) (gearbox)

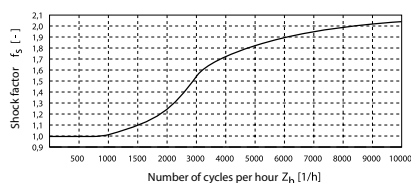
The maximum admissible acceleration torque ( $T_{2B}$ ) indicated in the catalog in cyclic operation applies to less than 1000 cycles/h. Greater numbers of cycles in connection with shorter acceleration times can lead to oscillations in the drive train. The resulting excessive torque increases are taken into consideration with the shock factor  $f_s$ .

WITTENSTEIN alpha suggests taking these unknown overloads into account using the following curve.

This determined value is multiplied by the actual acceleration torque  $T_{2b}$  before it is compared with the maximum permissible acceleration torque  $T_{2B}$ .

$$(T_{2b} \cdot f_s = T_{2B}, f_s < T_{2B})$$

The following applies to gearboxes:



The following applies to couplings:

Number of cycles $Z_h$ [1/h]	Metal bellows couplings and torque limiters	Elastomer couplings
< 1000	1.0	1.0
< 2000	1.1	1.2
< 3000	1.2	1.4
< 4000	1.8	1.8
> 4000	2.0	2.0

## Slipping torque

With a smaller clamping hub diameter, it is possible that the transmittable torque of the shaft-hub connection is lower than the maximum accelerating torque  $T_B$  of the coupling. In particular, this is applicable to the series BC3, BCT Standard, EL6 and ELC. More detailed information is available on request.

## Speed (n)

The permitted maximum speed  $n_{1Max}$  must be compared with the maximum speed  $n_{1max}$  during operation. The maximum permissible speed  $n_{1Max}$  must not be exceeded at any time.

The average speed  $n_{1m}$  is determined as the arithmetic mean of the speeds in the cycle or over a maximum of 20 minutes. It must be below the permitted nominal speed  $n_{1N}$  at all times. This applies to both cyclic and continuous operation.

$$n_{1m} = \frac{|n_{1,0}| \cdot t_0 + \dots + |n_{1,n}| \cdot t_n}{t_0 + \dots + t_n} \text{ incl. pause time} \quad \text{with } \sum_{i=0}^n t_i \leq 20 \text{ min}$$

WITTENSTEIN alpha determines the thermal speed limit or thermal limit of the nominal speed in the laboratory at an ambient temperature of 20°C while maintaining a gearbox temperature of 90°C.

## speedline® delivery

If required, standard series can be delivered within 24 or 48 hours ex works. Fast deliveries at short notice thanks to a high level of flexibility

## Spring rigidity (C)

Counter-force of the coupling in the event of axial or lateral misalignment [N/mm]. A distinction is made between →axial and →lateral spring rigidity.

## Static torsional rigidity ( $C_{Tstat}$ )

Torsional rigidity at 50 %  $T_N$

## Synchronous run

The synchronous run refers to the measurable variation in speed between the input and output during one revolution of the output shaft. It is caused by manufacturing tolerances and results in ratio fluctuations within one revolution.

## Technical data

Further technical data for our complete product portfolio is available to download from our website.

## Temperature factor ( $f_t$ )

With elastomer couplings, the ambient temperature impacts the maximum admissible accelerating torque of the coupling. This is taken into consideration in the coupling design by means of the temperature factor  $f_t$ . The temperature factor depending on the elastomer insert used can be determined by means of the table.

Temperature °C	Elastomer insert			Metal bellows
	A	B	C	
> -30 to -10	1.5	1.3	1.4	1.0
> -10 to +30	1.0	1.0	1.0	1.0
> +30 to +40	1.2	1.1	1.3	1.0
> +40 to +60	1.4	1.3	1.5	1.0
> +60 to +80	1.7	1.5	1.8	1.0
> +80 to +100	2.0	1.8	2.1	1.0
> +100 to +120	-	2.4	-	1.0



# Glossary – the **alphabet**

## Thermal behavior - temperature

It is necessary to measure the maximum temperature of the gearbox in the application.

The gearbox temperature is significantly influenced by the following application-specific factors:

- Load spectrum with nominal torque and nominal speed
- Motor temperature (e.g. heat input from the motor)
- Heat dissipation to the machine interface (e.g. mounting on a stainless steel structure or very thin mounting plates)
- Convection (e.g. convection prevented by installation location)
- Ambient temperature (e.g. excessively high ambient temperature of the air and the mechanical interface parts)

If the permissible gearbox temperature is exceeded, the service life of the gearbox is reduced considerably.

## Tilting moment ( $M_{2k}$ )

The tilting moment  $M_{2k}$  is a result of the **→ axial and lateral forces** applied and their respective force application points in relation to the inner radial bearing on the output side.

## Tilting rigidity

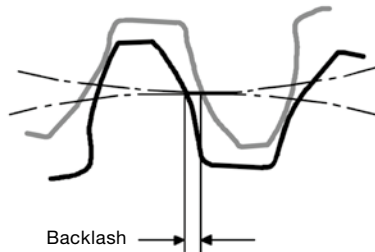
The tilting rigidity  $C_{2k}$  of the gearbox is made up of the bending rigidity of the output or pinion shaft and the bearing stiffness of the output bearing. It is defined as a quotient of the tilting moment  $M_{2k}$  [Nm] and tilting angle  $\Phi$  [arcmin] ( $C_{2k} = M_{2k}/\Phi$ ).

## Tooth engagement frequency ( $f_z$ )

In certain circumstances, the tooth engagement frequency can lead to vibration problems in the application, specifically if the excitation frequency corresponds to a natural frequency of the applications. For planetary gearboxes from WITTENSTEIN alpha (exception: gearboxes with ratio  $i = 8$ ) the tooth engagement frequency can be calculated using the formula  $f_z = 1,8 \cdot n_2$  [min<sup>-1</sup>]. It is independent of the ratio in planetary gearboxes from Wittenstein alpha. If it does prove problematic, either the natural frequency of the system can be changed or a different gearbox (e.g. hypoid gearbox) with a different tooth engagement frequency can be chosen.

## Torsional backlash ( $j_t$ )

Torsional backlash  $j_t$  [arcmin] describes the maximum angle of rotation of the output shaft in relation to the input. In simple terms, the torsional backlash describes the distance between two tooth flanks.

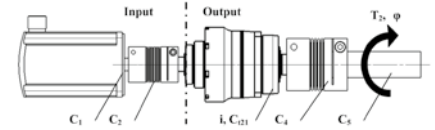


The measurement is taken with the input shaft blocked.

The output is then loaded with a defined test torque in order to overcome the internal gearbox friction. The main influence of the backlash is the flank backlash between the teeth. The low torsional backlash of the WITTENSTEIN alpha gearbox is achieved through high manufacturing precision and selective combination of the toothed wheels.

## Torsional rigidity ( $C_{t21}$ ) (gearbox)

The torsional rigidity [Nm/arcmin]  $C_{t21}$  is defined as the quotient of applied torque and resulting angle of rotation ( $C_{t21} = \Delta T / \Delta \Phi$ ). It indicates the torque required to turn the output shaft by one angular minute. The torsional rigidity can be determined using the **→ hysteresis curve** Torsional rigidity  $C$ , angle of rotation  $\Phi$



Reduce all torsional rigidity to the output:

$$C_{(n),ab} = C_{(n),an} \cdot i^2$$

with  $i$  = gearbox ratio [ - ]

$C_{(n)}$  = Individual rigidities [Nm/arcmin]

Note: The torsional rigidity  $C_{t21}$  for the gearbox always relates to the output.

Series connection of torsional rigidities

$$1/C_{ges} = 1/C_{1,ab} + 1/C_{2,ab} + \dots + 1/C_{(n)}$$

Angle of rotation  $\Phi$  [arcmin]

$$\Phi = T_2 \cdot 1/C_{ges}$$

with  $T_2$  = output torque [Nm]

## Torsional rigidity ( $C_t$ ) (couplings)

The torsional rigidity [Nm/arcmin]  $C_t$  is defined as the quotient of applied torque and resulting angle of rotation. It shows the torque required to turn the two clamping hubs against each other by one angular minute. If the maximum value is exceeded, the coupling can no longer transmit the applied torque since the **→ angle of rotation** of the coupling becomes too large. A distinction is made between **→ static** and **→ dynamic torsional rigidity**.

## Torque ( $T_{2\alpha}$ )

$T_{2\alpha}$  represents the maximum torque that can be transmitted by the gearbox. This value may be reduced depending on application-specific boundary conditions and the precise evaluation of the motion profile.





# Glossary – Formulary

## Formulary

<b>Torque [Nm]</b>	$T = J \cdot \alpha$	$J$ = Mass moment of inertia [kgm <sup>2</sup> ] $\alpha$ = Angular acceleration [1/s <sup>2</sup> ]
<b>Torque [Nm]</b>	$T = F \cdot l$	$F$ = Force [N] $l$ = Lever, length [m]
<b>Acceleration force [N]</b>	$F_b = m \cdot a$	$m$ = Mass [kg] $a$ = Linear acceleration [m/s <sup>2</sup> ]
<b>Frictional force [N]</b>	$F_{\text{Reib}} = m \cdot g \cdot \mu$	$g$ = Acceleration due to gravity 9.81 m/s <sup>2</sup> $\mu$ = Coefficient of friction
<b>Angular speed [1/s]</b>	$\omega = 2 \cdot \pi \cdot n / 60$	$n$ = Speed [rpm] $\pi$ = PI = 3.14 ...
<b>Linear speed [m/s]</b>	$v = \omega \cdot r$	$v$ = Linear speed [m/s] $h$ = Radius [m]
<b>Linear speed [m/s] (Ballscrew)</b>	$v = \omega \cdot h / (2 \cdot \pi)$	$h$ = Screw pitch [m]
<b>Linear acceleration [m/s<sup>2</sup>]</b>	$a = v / t_b$	$t_b$ = Acceleration time [s]
<b>Angular acceleration [1/s<sup>2</sup>]</b>	$\alpha = \omega / t_b$	
<b>Pinion path [mm]</b>	$s = m_n \cdot z \cdot \pi / \cos \beta$	$m_n$ = Normal module [mm] $z$ = Number of teeth [-] $\beta$ = Helix angle [°]

## Conversion table

<b>1 mm</b>	= 0.039 in
<b>1 Nm</b>	= 8.85 in.lb
<b>1 kgcm<sup>2</sup></b>	= 8.85 x 10 <sup>-4</sup> in.lb.s <sup>2</sup>
<b>1 N</b>	= 0.225 lb <sub>f</sub>
<b>1 kg</b>	= 2.21 lb <sub>m</sub>

## Initials

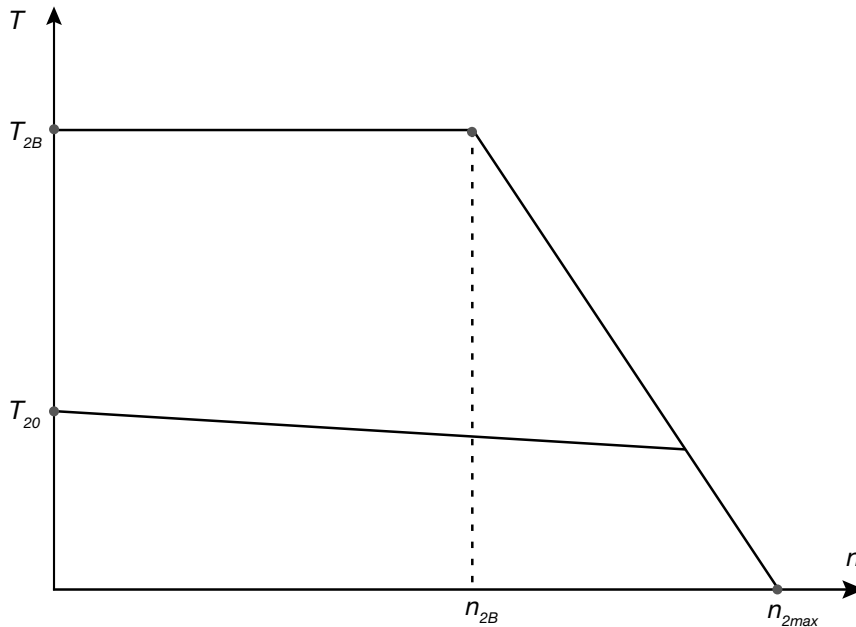
Initials	Unit	Name
$a$	m/s <sup>2</sup>	Linear acceleration
$C$	Nm/arcmin	Rigidity
$ED$	%, min	Power-on time
$F$	N	Force
$f_s$	–	Shock factor
$f_e$	–	Factor for duty cycle
$h$	m	Ballscrew pitch
$i$	–	Ratio
$I$	A <sub>eff</sub>	Effective current
$j_t$	arcmin	Backlash
$J$	kgm <sup>2</sup>	Mass moment of inertia
$K1$	Nm	Factor for bearing calculation
$L$	h	Service life
$L_{PA}$	dB(A)	Operating noise
$l$	m	(Lever) length
$m$	kg	Weight
$m_n$	mm	Normal module
$M$	Nm	Torque
$n$	rpm	Speed
$p$	–	Exponent for bearing calculation
$P$	W	Power
$r$	m	Radius
$s$	m	Dist.
$t$	s	Time
$T$	Nm	Torque
$v$	m/min	Linear speed
$z$	1/h	Number of cycles
$\alpha$	rad/s <sup>2</sup>	Angular acceleration
$\beta$	°	Helix angle
$\eta$	%	Efficiency
$\lambda$	-	Ratio of mass moment of inertia, coupling factor
$\mu$	-	Coefficient of friction
$\omega$	rad/s	Angular speed

## Index

Index	Name
Capital letter	Permissible values
Small letter	Actual values
1	Drive
2	Output
A/a	axial
out	Output side
B/b	Acceleration
c	constant
d	Delay
dyn	Dynamic
e	Dwell
in	Input side
ext	External
h	Hour(s)
int	Internal
K/k	Tilting
L	Load. load side
m	Mean
Max./max.	maximum
M, Mot	Motor
N	Nominal
Not/not	Emergency stop
0	No load
opt	Optimized
Pr	Process side
Q/q	Lateral
Reib	Friction
stat	Stationary
t	Torsional
T	Tangential
Total	Total, overall
Loss	Loss

# Project planning

## Basic design instructions



General graph for a servo actuator characteristic curve

**To fully utilize the servo actuators, please check the maximum permissible acceleration torques with regard to the following points:**

Calculate the maximum acceleration torque required at the gearbox output:

$$T_{2dyn} = \alpha \cdot J_L$$

Identify additional process loads and calculate the total load torque at the gearbox output:

$$T_{2b} = T_{2dyn} + T_{2Pr}$$

Then calculate the total load torque required at the motor:

$$T_{1b} = (\alpha \cdot J_L + T_{2Pr}) \cdot \frac{1}{\eta \cdot i} + \alpha \cdot i \cdot J_1$$

**To fully utilize the servo actuator during acceleration, the following conditions must be adhered to:**

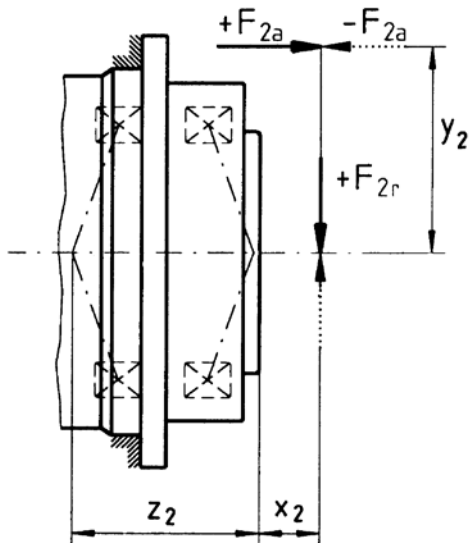
Condition for the total load torque at the gearbox output:

$$T_{2b} \leq T_{2B}$$

Condition for the total load torque at the motor:

$$T_{1b} \leq T_{Mmax}$$

**When using a flange at the servo actuator output, the tilting torque produced from prevailing radial and axial forces must be determined and compared with the permissible value:**



$$M_{2k} = \frac{F_{2a} \cdot y_2 + F_{2r} \cdot (x_2 + z_2)}{1000}$$

$$M_{2k} \leq M_{2Kmax}$$

# Project planning

TPM+ DYNAMIC	004	010	025	050	110
Z <sub>2</sub> [mm]	57.6	82.7	94.5	81.2	106.8

TPM+ HIGH TORQUE		010	025	050	
Z <sub>2</sub> [mm]		82.7	94.5	81.2	

TPM+ POWER	004	010	025	050	
Z <sub>2</sub> [mm]	57.6	82.7	94.5	81.2	

premo® TP Line	1	2	3		
Z <sub>2</sub> [mm]	57.6	82.7	94.5		

If you require a more complex sizing, in particular the thermal characteristics of our drives, we recommend analyzing the drive train using our sizing software cymex®.

## Project planning note on brakes

The holding brakes used in the servo actuators are subject to various factors, e.g. oxidation of abraded particles, flattening of friction surfaces due to frequent application of the brakes in the same position or air gap changes due to wear.

This may result in a reduction of available holding torques. The specified holding torques apply under optimal conditions without detrimental influences. Such influences can be countered by means of a regular brake refresh cycle. For detailed information on the recommended refresh cycles, please refer to our operating instructions.

For critical applications we recommend dimensioning for an adequately large holding torque to take account of these factors of uncertainty. Our internal technical service is available to help you with the appropriate dimensioning.

Depending on the ratio configured for the event of an emergency stop, the brakes used in the servo actuators can generate a dynamic braking torque at the output which exceeds the maximum permissible acceleration torque  $T_{2B}$ . In this case, the number of dynamic braking procedures must be limited to 1,000 over the entire service life of the servo actuator.

## Compatibility of servo actuator and servo controller

The premo servo actuators and TPM<sup>+</sup> actuator can be operated using many different servo controllers. The following table provides information to assist in selecting the correct options. Please observe the current consumption of the servo actuator during selection of the servo controller used.

Manufacturer	Version / Type	Encoder						Temperature sensor		Operating voltage	
		Resolver	EnDat 2.1	EnDat 2.2	HIPER-FACE®	HIPERFACE DSL®	DRIVE-CLiQ	PTC	PT1000	320 V DC	560 V DC
Bosch Rexroth	IndraDrive	x	x	–	x	–	–	x	x	x	x
Beckhoff	AX5000	x	x	x	x	x	–	x	x	x	x
B & R	AcoPos	x	x	x	x	–	–	x	x	(x)	x
Control Techniques	UniDrive M	x	x	x	x	–	–	x	x	x	x
Kollmorgen	Servostar 700	x	x	x	x	x	–	x	–	x	x
	AKD	x	x	x	x	x	–	x	x	x	x
Lenze	Global Drive 94xx	x	x	–	x	–	–	x	x	x	x
	TopLine 8400	x	–	–	x	–	–	x	x	x	x
Rockwell	Kinetix 5500	–	–	–	x	x	–	x	–	x	x
	Kinetix 5700	–	–	–	x	x	–	x	–	–	x
	Kinetix 6000	–	–	–	x	–	–	x	–	x	x
	Kinetix 6200	–	–	–	x	–	–	x	–	–	x
	Kinetix 6500	–	–	–	x	–	–	x	–	–	x
Siemens	Sinamics S120	x	x	–	–	–	x	–	x	–	x
Schneider electric	PacDrive MC-4	–	–	–	x	–	–	x	–	x	x
	PacDrive 3	–	–	–	x	–	–	x	–	x	x

# Compendium

## Influence of the coupling factor $\lambda$ on the energy efficiency in the drive train

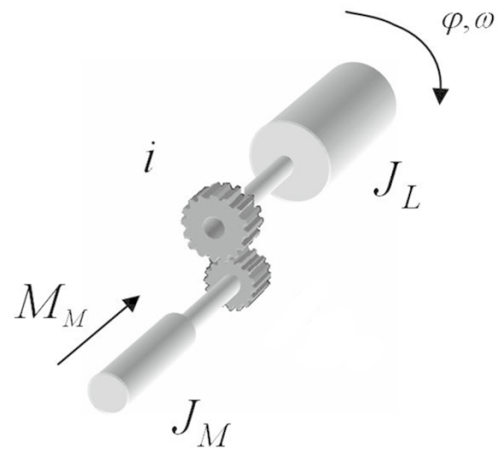
Considerations regarding the energy efficiency in drive trains have increasingly gained in significance during recent years. The fundamental relationships based upon which optimization of the influencing factors can take place are therefore listed below.

Simplified modeling of the common mechatronic drive trains in which gearboxes or servo actuators are installed, is based on the description of two different mass moments of inertia. One of these is the mass moment of inertia of the driving electric motor  $J_M$ . The mass moment of inertia attributable to the gearbox output of the application is also used.

The latter is the result of the corresponding conversion of the moving masses or external mass moments of inertia (levers, adjustment wheels, rotary tables etc.) to the coordinates of the axis of rotation at the gearbox or servo actuator output and is consequently referred to as the load moment of inertia  $J_L$ .

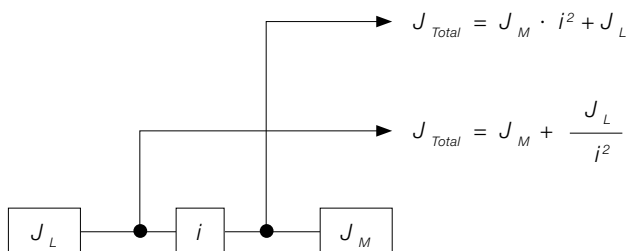
The conceptually assumed gearbox is described by the ratio  $i$ . The following variables from the diagram below are also relevant:

Physical variable	Designation
Motor torque	$M_M$
Drive torque	$M_{ab}$
Angle coordinate at output	$\varphi$
Angular speed at output	$\omega$



The following examination of the energy efficiency now also includes the ratio between the external mass moment of inertia and the mass moment of inertia of the motor. For this purpose, the external mass moment of inertia and the mass moment of the motor must first be converted with respect to a reference coordinate. The figure below shows the possible approaches

In both cases, the transmission ratio  $i$  is squared in the conversion.



The coupling factor  $\lambda$  describes the ratio of the external mass moments of inertia to the mass moment of inertia of the drive. In this example, the reference coordinate is defined as the motor shaft. In accordance with the equation, the following applies to the coupling factor  $\lambda$ :

$$\lambda = \frac{J_{ext}}{J_{int}} = \frac{\frac{J_L}{i^2}}{J_M} \triangleright J_M = \frac{J_L}{i^2 \cdot \lambda}$$

Here, the square influence of the gearbox ratio again becomes clear, which shows that a wide-reaching influence can be taken on the coupling ratio in the drive train by means of this sizing variable. The following conversion and calculation of the total mass moment of inertia in the drive train results in the following equation:

$$J_{Total} = \frac{J_L}{i^2 \cdot \lambda} \cdot i^2 + J_L = J_L \cdot \left( \frac{1}{\lambda} + 1 \right)$$

The distribution of the consumed power  $P$  during accelerations in the drive train is directly proportional to the distribution of the mass moments of inertia. This means that the share of the power consumed by the application can be described as the same function of the coupling factor.

$$P_{Total} = P_L \cdot \left( \frac{1}{\lambda} + 1 \right)$$

The efficiency, described as  $\eta$  as a parameter for efficiency is derived on the basis of the quotient from the total converted power and the actual power required for acceleration of the application.

$$\eta = \frac{P_L}{P_{Total}}$$

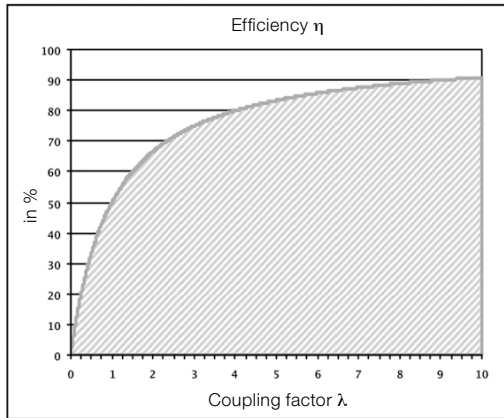
The following equation thus results for the efficiency dependent on the coupling factor:

$$\eta = \frac{P_L}{P_L \left( 1 + \frac{1}{\lambda} \right)} = \frac{\lambda}{\lambda + 1}$$



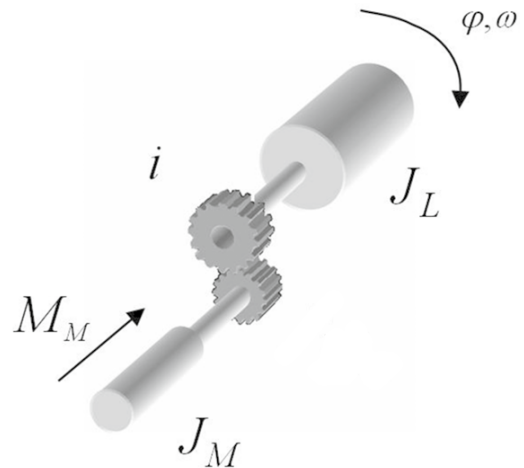
# Compendium

A graphic representation illustrates the resulting relationship and the relevant ranges in which the coupling factor has a significant influence on energy consumption in accelerated drive trains.



## Influence of the ratio $i$ on the dynamics in the drive train

In addition to examination of the energy efficiency, the requirements of short cycle times in conjunction with high acceleration capability are often a priority from a design point of view. Here again, the coupling factor has a major influence. By way of illustration, a simplified model of the drive train is shown here:



For the acceleration  $\alpha$  as a function depending on the ratio  $i$  in the drive train, the following applies:

$$\alpha = \ddot{\varphi} = \frac{i \cdot M_M}{J_L + i^2 \cdot J_M}$$

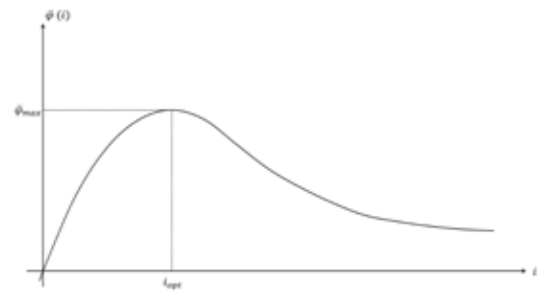
Once again, the coupling factor is defined as follows:

$$\lambda = \frac{J_L}{J_M \cdot i^2}$$

To obtain the optimal acceleration of the application, an optimal value is determined for the ratio by setting the first derivation to zero according to  $i$ :

$$\frac{d\alpha}{di} = 0 \Rightarrow i_{opt} = \sqrt{\frac{J_L}{J_M}}$$

For all the optimal ratios possible as solutions, it applies that the coupling factor must always be  $\lambda = 1$ , regardless of the mass moment of inertia of the load, to achieve the highest acceleration characteristics in the application. This local extremum in the acceleration function dependent on the ratio  $i$  is shown in the graph below.



For this purpose the conflict of interests arising from the observations on the energy efficiency and the dynamics in drive trains is again worthy of mention. It should be noted here that the approaches described resort to simplified models and that the requirements with regard to energy efficiency

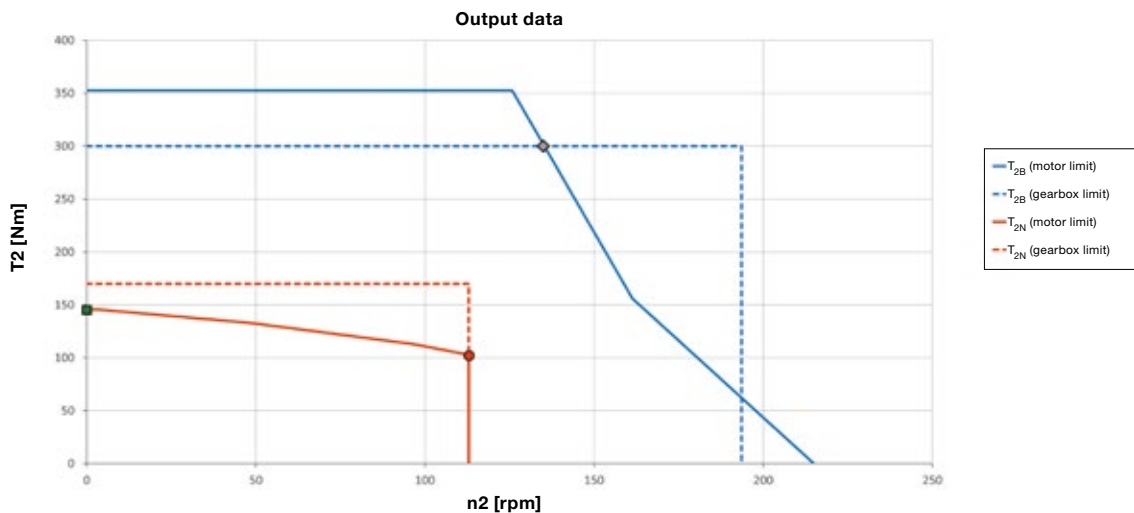
and dynamics must be assessed on a case-by-case basis during drive configuration. The simple and quick evaluation enabled by the cymex® sizing software allows for targeted optimization of the drive train so that this conflict of objectives can be effectively resolved

# Compendium

## Evaluation of stationary and dynamic load cases for servo actuators

During basic configuration for the use of servo actuators, the individual components have different limits in virtually all cases, which can be limited to the maximum and continuous currents to be set in the servo controllers.

The figure below shows an example of available torques at the servo actuator output.



The dotted characteristic curves apply to the torque / speed limits of the gearbox used in the servo actuator. The solid characteristic curves show the maximum and permanent torques supplied by the motor in relation to the servo actuator output. Owing to the various motor and gearbox pairings, depending on the transmission ratio, the operating limits of both components cannot always be fully harmonized. This is not, however, restricted to the servo actuators, but also generally applies to the separately mounted gearboxes and servo motors offered by various manufacturers. The case described shows a relationship in which the maximum torque of the integrated servo motor is higher than the drive torque transmittable by the mechanical gearbox components. For this reason a distinction must be made in this case in relation to the relevant cycle as to whether the load on the drive train is more stationary or whether the application cycle is characterized by a high level of dynamics.

In the following case, when a maximum load occurs, which is short-term but stationary in character, the maximum current to be set in the servo controller must be selected such that overloading of the gearbox components is prevented. For this purpose, WITTENSTEIN alpha specifies a permissible maximum current for short-term stationary loads  $I_{max, stat}$  in the relevant data sheets.

In the second case, in which the application cycle is characterized by a high level of dynamics and a coupling factor is present, the motor also requires a correspondingly high torque for its own acceleration. Consequently, in this case, a higher maximum current can be set in the servo controller parameterization so that no over-loading of the gearbox components occurs as a result.

For this case, WITTENSTEIN alpha specifies a permissible maximum dynamic current  $I_{max, dyn}$ , which is overload limited through the motor in its default configuration.

The distinction between the character of the application and the resulting differing limitations of the maximum current limits to be set in the servo controller also applies to the limitations during parametrization of the servo controller with regard to the permissible continuous currents.

For this purpose, a distinction is made between two current limits in the data sheets, i.e.,  $I_o$  and  $I_{o, stat.}$ .

For limitation of the acting continuous currents it must be examined which averaged torque portions tend to burden the motor owing to dynamic processes in the application and that the gearbox is not fully utilized in terms of its available nominal torque.

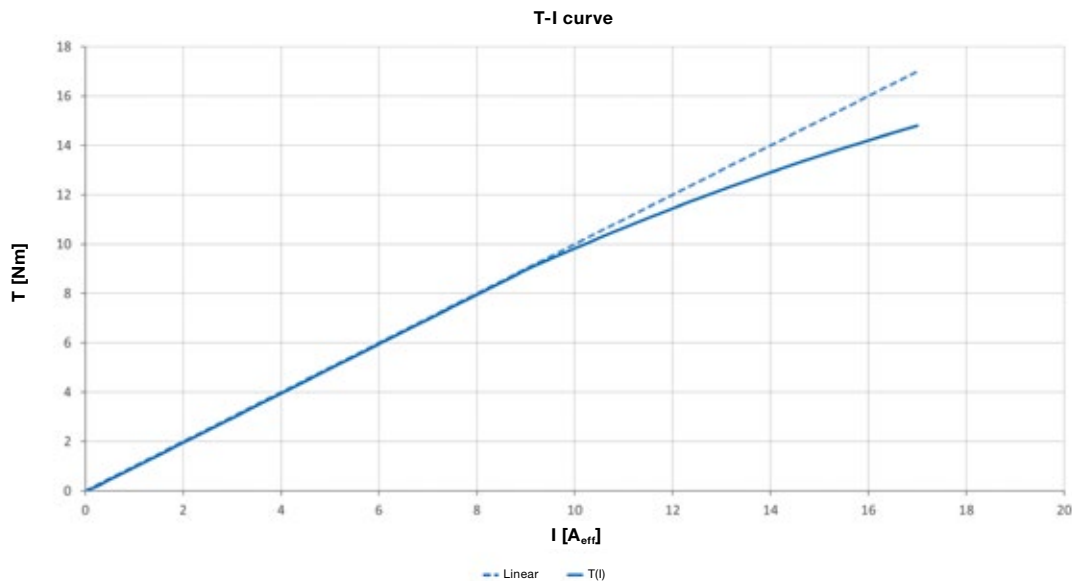
In this case, a higher permissible continuous current setting to the specified value of  $I_o$  for the motor would be permissible. If, however the application has a stationary character with regard to the required permanent torque, the gearbox should transmit the available permanent torque of the motor. For this reason, additional limitation to the value  $I_o$  may have to be performed during para-meterization of the servo controller.

For a targeted evaluation of the prevailing relationships in the application, use of the cymex® sizing software is recommended.

## Consideration of saturation effects

Depending on their size and design, the motors from the applied product range display different saturation behaviors. As a result, the linear correlation between the acting motor current and the generated torque is lost above a certain current.

The graph below shows an example of the saturation characteristic of a synchronous servo motor and the effects that this has on the available torque.



Here, it becomes clear that, starting at a motor current of 14 A<sub>eff</sub>, the saturation already leads to a 10 % deviation to the proportional torque / current characteristic. The torque constant usually taken as a variable  $K_T$  is therefore reduced by half within the usable current range through the saturation

during the following curve, which must be taken into account when subsequently selecting the required servo controller. We will be glad to help you with the configuration and selection of a servo actuator for your application.



# Product portfolio & company



# Basic Line gearbox overview



Product type		CP	CPS	CPK	CPSK	CVH	CVS
Version		MF	MF	MF	MF	MF / MT	MF / MT
Ratio <sup>c)</sup>	min. $i =$	3	3	3	3	7	7
	max. $i =$	100	100	100	100	40	40
Max. torsional backlash [arcmin] <sup>c)</sup>	Standard	≤ 12	≤ 12	≤ 15	≤ 15	≤ 15	≤ 15
	Reduced	–	–	–	–	–	–
<b>Output type</b>							
Smooth shaft		x	x	x	x	–	x
Shaft with key <sup>d)</sup>		x	x	x	x	–	x
Splined shaft (DIN 5480)		–	–	–	–	–	–
Blind hollow shaft		–	–	–	–	–	–
Hollow shaft interface		–	–	–	–	x	–
Keyed hollow shaft		–	–	–	–	x	–
Flanged hollow shaft		–	–	–	–	–	–
Flange		–	–	–	–	–	–
System output		–	–	–	–	–	–
Output on both sides		–	–	–	–	x	x
<b>Input type</b>							
Motor-mounted		x	x	x	x	x	x
Self-contained version <sup>b)</sup>		–	–	–	–	–	–
<b>Characteristic</b>							
Flange with slotted holes		–	–	–	–	–	–
ATEX <sup>a)</sup>		–	–	–	–	–	–
Food-grade lubrication <sup>a) b)</sup>		x	x	x	x	x	x
Corrosion resistant <sup>a) b)</sup>		–	–	–	–	–	–
Optimized mass inertia <sup>a)</sup>		–	–	–	–	–	–
<b>System solutions</b>							
Linear system (rack/pinion)		–	–	–	–	–	–
Servo actuator		–	–	–	–	–	–
<b>Accessories</b> (please refer to the product pages for further options)							
Coupling		x	x	x	x	–	x
Shrink disc		–	–	–	–	x	–

<sup>a)</sup> Power reduction: technical data available on request

<sup>b)</sup> Please contact WITTENSTEIN alpha

<sup>c)</sup> In relation to reference sizes

<sup>d)</sup> Power reduction: Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

# Value Line gearbox overview



Product type		NP	NPL	NPS	NPT	NPR	NTP	NPK	NPLK	NPSK	NPTK	NPRK	NVH	NVS	HDV
Version		MF/MA	MF/MA	MF/MA	MF/MA	MF/MA	MQ	MF	MF	MF	MF	MF	MF	MF	MF/MT
Ratio <sup>a)</sup>	min. $i =$	3	3	3	3	3	4	3	3	3	3	3	4	4	4
	max. $i =$	100	100	100	100	100	100	100	100	100	100	100	400	400	100
Max. torsional backlash [arcmin] <sup>c)</sup>	Standard	≤ 8	≤ 8	≤ 8	≤ 8	≤ 8	≤ 5	≤ 11	≤ 11	≤ 11	≤ 11	≤ 11	≤ 6	≤ 6	≤ 10
	Reduced	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Output type															
Smooth shaft		x	x	x	–	x	–	x	x	x	–	x	–	x	x
Shaft with key <sup>d)</sup>		x	x	x	–	x	–	x	x	x	–	x	–	x	x
Splined shaft (DIN 5480)		–	x	x	–	x	–	–	x	x	–	x	–	–	–
Blind hollow shaft		–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hollow shaft interface		–	–	–	–	–	–	–	–	–	–	–	x	–	–
Keyed hollow shaft		–	–	–	–	–	–	–	–	–	–	–	x	–	–
Flanged hollow shaft		–	–	–	–	–	–	–	–	–	–	–	–	–	–
Flange		–	–	–	x	–	x	–	–	–	x	–	–	–	–
System output		–	–	–	–	–	–	–	–	–	–	–	–	–	–
Output on both sides		–	–	–	–	–	–	–	–	–	–	–	x	x	–
Input type															
Motor-mounted		x	x	x	x	x	x	x	x	x	x	x	x	x	x
Self-contained version <sup>b)</sup>		–	–	–	–	–	–	–	–	–	–	–	–	–	–
Characteristic															
Flange with slotted holes		–	–	–	–	x	–	–	–	–	–	x	–	–	–
ATEX <sup>a)</sup>		–	–	–	–	–	–	–	–	–	–	–	–	–	–
Food-grade lubrication <sup>a) b)</sup>		x	x	x	x	x	x	x	x	x	x	x	x	x	x
Corrosion resistant <sup>a) b)</sup>		–	–	–	–	–	–	–	–	–	–	–	x	x	x
Optimized mass inertia <sup>a)</sup>		–	–	–	–	–	–	–	–	–	–	–	–	–	–
System solutions															
Linear system (rack/pinion)		x	x	x	–	x	–	x	x	x	–	x	–	x	–
Servo actuator		–	–	–	–	–	–	–	–	–	–	–	–	–	x
Accessories (please refer to the product pages for further options)															
Coupling		x	x	x	x	x	x	x	x	x	–	x	–	x	–
Shrink disc		–	–	–	–	–	–	–	–	–	–	–	x	–	–

<sup>a)</sup> Power reduction: technical data available on request

<sup>b)</sup> Please contact WITTENSTEIN alpha

<sup>c)</sup> In relation to reference sizes

<sup>d)</sup> Power reduction: Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)



# Advanced Line gearbox overview



Product type		SP <sup>+</sup>	SP <sup>+</sup> HIGH SPEED	SP <sup>+</sup> HIGH SPEED friction optimized	TP <sup>+</sup>	TP <sup>+</sup> HIGH TORQUE	HG <sup>+</sup>	SK <sup>+</sup>	SPK <sup>+</sup>
Version		MF	MC	MC-L	MF	MA	MF	MF	MF
Ratio <sup>c)</sup>	min. $i =$	3	3	3	4	22	3	3	12
	max. $i =$	100	100	10	100	302.5	100	100	10000
Max. torsional backlash [arcmin] <sup>c)</sup>	Standard	≤ 3	≤ 4	≤ 4	≤ 3	≤ 1	≤ 4	≤ 4	≤ 4
	Reduced	≤ 1	≤ 2	≤ 2	≤ 1	–	–	–	≤ 2
<b>Output type</b>									
Smooth shaft		x	x	x	–	–	–	x	x
Shaft with key <sup>d)</sup>		x	x	x	–	–	–	x	x
Splined shaft (DIN 5480)		x	x	x	–	–	–	x	x
Blind hollow shaft		x	x	x	–	–	–	–	x
Hollow shaft interface		–	–	–	–	–	x	–	–
Keyed hollow shaft		–	–	–	–	–	–	–	–
Flanged hollow shaft		–	–	–	–	–	–	–	–
Flange		–	–	–	x	x	–	–	–
System output		–	–	–	x	x	–	–	–
Output on both sides		–	–	–	–	–	x	x	x
<b>Input type</b>									
Motor-mounted		x	x	x	x	x	x	x	x
Self-contained version <sup>b)</sup>		x	–	–	x	–	–	–	–
<b>Characteristic</b>									
Flange with slotted holes		x	–	–	–	–	–	–	–
ATEX <sup>a)</sup>		x	x	–	–	–	x	x	–
Food-grade lubrication <sup>a) b)</sup>		x	x	x	x	x	x	x	x
Corrosion resistant <sup>a) b)</sup>		x	x	x	x	x	x	x	x
Optimized mass inertia <sup>a)</sup>		x	x	x	x	x	–	–	–
<b>System solutions</b>									
Linear system (rack/pinion)		x	x	–	x	x	–	x	x
Servo actuator		x	–	–	x	x	–	–	–
<b>Accessories</b> (please refer to the product pages for further options)									
Coupling		x	x	x	x	x	–	x	x
Shrink disc		x	x	x	–	–	x	–	x

<sup>a)</sup> Power reduction: technical data available on request

<sup>b)</sup> Please contact WITTENSTEIN alpha

<sup>c)</sup> In relation to reference sizes

<sup>d)</sup> Power reduction: Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)



TK <sup>+</sup>	TPK <sup>+</sup>	TPK <sup>+</sup> HIGH TORQUE	SC <sup>+</sup>	SPC <sup>+</sup>	TPC <sup>+</sup>	VH <sup>+</sup>	VS <sup>+</sup>	VT <sup>+</sup>	DP <sup>+</sup>	HDP <sup>+</sup>
MF	MF	MA	MF	MF	MF	MF	MF	MF	MF / MA	MA
3	12	66	1	4	4	4	4	4	16	22
100	10000	5500	2	20	20	400	400	400	55	55
≤ 4	≤ 4	≤ 1.3	≤ 4	≤ 4	≤ 4	≤ 3	≤ 3	≤ 3	≤ 3	≤ 1
–	≤ 2	–	–	≤ 2	≤ 2	≤ 2	≤ 2	≤ 2	≤ 1	–

–	–	–	x	x	–	–	x	–	–	–
–	–	–	x	x	–	–	x	–	–	–
–	–	–	–	x	–	–	x	–	–	–
–	–	–	–	x	–	–	–	–	–	–
–	–	–	–	–	–	x	–	–	–	–
–	–	–	–	–	–	x	–	–	–	–
x	–	–	–	–	–	–	–	x	–	–
–	x	x	–	–	x	–	–	–	x	x
–	x	x	–	–	x	–	–	–	–	–
x	x	x	–	–	–	x	x	–	–	–

x	x	x	x	x	x	x	x	x	x	x
–	–	–	–	–	–	–	–	–	–	–

–	–	–	–	–	–	–	–	–	–	–
x	–	–	–	–	–	–	–	–	–	–
x	x	x	x	x	x	x	x	x	x	x
x	x	x	–	–	–	x	x	x	x	x
–	–	–	–	–	–	–	–	–	x	x

x	x	x	x	x	x	–	x	x	–	–
–	–	–	–	–	–	–	–	–	–	–

x	x	x	x	x	x	–	x	x	–	–
–	–	–	–	x	–	x	–	–	–	–

# Premium Line gearbox overview



Product type		XP+	XP+ HIGH SPEED	RP+	RP+ HIGH TORQUE	XPK+	RPK+	XPC+	RPC+
Version		MF	MC	MF	MA	MF	MA	MF	MA
Ratio <sup>c)</sup>	min. $i =$	3	3	4	5.5	12	48	4	22
	max. $i =$	100	100	10	220	1000	5500	20	55
Max. torsional backlash [arcmin] <sup>c)</sup>	Standard	≤ 3	≤ 4	≤ 3	≤ 1	≤ 4	≤ 1.3	≤ 4	≤ 1.3
	Reduced	≤ 1	≤ 2	≤ 1	–	≤ 2	–	≤ 2	–
<b>Output shape</b>									
Smooth shaft		x	x	–	–	x	–	x	–
Shaft with key <sup>d)</sup>		x	x	–	–	x	–	x	–
Splined shaft (DIN 5480)		x	x	–	–	x	–	x	–
Blind hollow shaft		x	x	–	–	x	–	x	–
Hollow shaft interface		–	–	–	–	–	–	–	–
Keyed hollow shaft		–	–	–	–	–	–	–	–
Flanged hollow shaft		–	–	–	–	–	–	–	–
Flange		–	–	x	x	–	x	–	x
System output		x	x	x	x	x	x	x	x
Output on both sides		–	–	–	–	–	–	–	–
<b>Input type</b>									
Motor-mounted		x	x	x	x	x	x	x	x
Self-contained version <sup>b)</sup>		x	–	–	–	–	–	–	–
<b>Characteristic</b>									
Flange with slotted holes		x	x	x	x	x	x	x	x
ATEX <sup>a)</sup>		–	–	–	–	–	–	–	–
Food-grade lubrication <sup>a) b)</sup>		x	x	x	x	x	x	x	x
Corrosion resistant <sup>a) b)</sup>		–	–	–	–	–	–	–	–
Optimized mass inertia <sup>a)</sup>		x	x	x	x	–	–	–	–
<b>System solutions</b>									
Linear system (rack / pinion)		x	x	x	x	x	x	x	x
Servo actuator		x	–	x	x	–	–	–	–
<b>Accessories</b> (please refer to the product pages for further options)									
Coupling		x	x	–	–	x	–	x	–
Shrink disc		x	x	–	–	x	–	x	–

<sup>a)</sup> Power reduction: technical data available on request

<sup>b)</sup> Please contact WITTENSTEIN alpha

<sup>c)</sup> In relation to reference sizes

<sup>d)</sup> Power reduction: Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

# Servo actuator overview



Product type		PBG	PAG	PHG	RPM*	TPM+ DYNAMIC	TPM+ HIGH TORQUE	TPM+ POWER	AVF
Version		Standard	Standard	Standard	Customer specific	Standard	Standard	Standard	Standard
Catalog page		28	36	44	142	62	74	82	144
Ratio <sup>c)</sup>	min. $i =$	16	16	16	22	16	22	4	10
	max. $i =$	100	100	100	220	91	220	100	25
Max. torsional backlash <sup>c)</sup> [arcmin]	Standard	$\leq 5$	$\leq 3$	$\leq 4$	$\leq 1$	$\leq 3$	$\leq 1$	$\leq 3$	$\leq 10$
	Reduced	$\leq 3$	$\leq 1$	$\leq 2$	–	$\leq 1$	$\leq 1$	$\leq 1$	–
<b>Output shape</b>									
Smooth shaft		x	–	x	–	–	–	–	x
Shaft with key <sup>d)</sup>		x	–	x	–	–	–	–	x
Splined shaft (DIN 5480)		x	–	x	–	–	–	–	–
Blind hollow shaft		–	–	–	–	–	–	–	–
Hollow shaft interface		–	–	–	–	–	–	–	–
Keyed hollow shaft		–	–	–	–	–	–	–	–
Flanged hollow shaft		–	–	–	–	–	–	–	–
Flange		–	x	–	x	x	x	x	–
System output		–	x	x	x	x	x	x	–
Output on both sides		–	–	–	–	–	–	–	–
<b>Input type</b>									
Motor-mounted		–	–	–	–	–	–	–	–
Self-contained version		–	–	–	–	–	–	–	–
<b>Characteristic</b>									
Flange with slotted holes		–	–	x	x	–	–	–	–
ATEX <sup>a)</sup>		–	–	–	–	–	–	–	–
Food-grade lubrication <sup>a) b)</sup>		x	x	x	x	x	x	x	x
Corrosion resistant <sup>a) b)</sup>		–	–	–	–	x	x	x	x
Optimized mass Inertia <sup>a)</sup>		–	–	–	–	–	–	–	–
<b>System solutions</b>									
Linear system (rack / pinion)		x	x	x	x	x	x	x	–
<b>Accessories</b> (please refer to the product pages for further options)									
Coupling		x	x	–	–	x	x	x	–
Shrink disc		x	–	x	–	–	–	–	–
Power cable, signal cable, hybrid cable		x	x	x	x	x	x	x	x

<sup>a)</sup> Power reduction: technical data available on request

<sup>b)</sup> Please contact WITTENSTEIN alpha

<sup>c)</sup> In relation to reference sizes

<sup>d)</sup> Power reduction: Please use our sizing software cymex® for a detailed sizing – [www.wittenstein-cymex.com](http://www.wittenstein-cymex.com)

# Overview of output interfaces

## Rotative output interfaces



### Smooth shaft

- Friction contact torque transmission via a clamp connection (e.g. in connection with a coupling)
- Simple connection of the gearbox to the application
- Consistently high transmittable torques even with highly cyclical changing loads
- Classic output interface for the shaft gears in the alpha Advanced Line and alpha Premium Line



### Shaft with key

- Form fit torque transmission via the key in the cylindrical gearbox output<sup>1</sup>
- Easy to assemble and disassemble
- Cost-efficient solution for connecting the gearbox to the application
- Form fit locking of the shaft against slipping
- Danger of deflection with highly cyclical changing loads
- Not suitable for applications with high requirements in terms of repeatability
- Common output interface for the shaft gears in the alpha Basic Line and alpha Value Line



### Splined shaft (DIN 5480)

- Form fit torque transmission via the tooth flanks of the output shaft
- Easy to assemble and disassemble
- Consistently high transmittable torques even with highly cyclical changing loads
- Requires little space
- Higher demands on design and production
- Used for connecting RMS pinions to the gearbox (see the alpha Linear Systems product catalog)



### Flange output

- Friction contact torque transmission by screwing the application to the face of the gearbox output<sup>2</sup>
- Maximum torsional rigidity and torque transmission even with highly cyclical changing loads
- Simple and space-saving mounting base



### Blind hollow shaft<sup>4</sup>

- Friction contact torque transmission via a hollow-shaft-like interface on the gearbox output for connecting the application to a shrink disc<sup>3</sup>
- Reduced space requirement due to elimination of connecting elements (e.g. couplings)



#### System output as the basis for RMW pinions (see alpha Linear Systems product catalog)

- Cohesive connection of the output flange with a pinion
- Highly flexible interface for connecting different pinion variants and geometries
- Maximum linear rigidity through the direct connection of pinions with a small reference pitch diameter
- Maximum safety and reliability
- Compact design



#### Flanged hollow shaft

- Friction contact torque transmission by screwing the application to the face of the gearbox output <sup>2</sup>
- Combination of flange output and hollow shaft for maximum use of space for feeding through e.g. cable harnesses or a shaft
- Maximum torsional rigidity and torque transmission even with highly cyclical changing loads
- Simple and space-saving mounting base



#### Hollow shaft interface <sup>4</sup>

- Friction contact torque transmission via cylindrical shoulder on the gearbox output for connecting the application to a shrink disc
- Hollow shaft for feeding through e.g. cable harnesses or a shaft
- Requires little space
- Complex mechanical calculation in the event of tilting moments or lateral forces



#### Keyed hollow shaft <sup>4</sup>

- Form fit torque transmission via the combination of the hollow shaft and a feather keyway <sup>1</sup>
- Hollow shaft for feeding through e.g. cable harnesses or a shaft
- Easy to assemble and disassemble
- Form fit safeguard of the shaft against slipping
- Requires little space
- Danger of deflection with highly cyclical changing loads
- Not suitable for applications with high requirements in terms of repeatability



#### Output on both sides

- Version of the gearbox with a second, rear output
- Use as input for an additional mounting base
- No reduction in the permitted speeds and torques on both output sides, except in gearboxes with additional planetary output stages (e.g. SPK<sup>+</sup>, TPK<sup>+</sup>); these gearboxes also have higher speeds at the rear output.
- Reduced absorption of axial and lateral forces on the rear output

<sup>1)</sup> The cymex® 5 sizing software performs standard calculations in this regard. Assistance from WITTENSTEIN is possible if required.

<sup>2)</sup> The reliability of the screws depends largely on the screws used, the screw tightening procedure, and the cleaning procedure for the screws during assembly. Recommendations in this regard are included in the operating manual.

<sup>3)</sup> For radial loads, a case-by-case check by WITTENSTEIN is recommended.

<sup>4)</sup> To prevent overdetermination of the system, a torque support is recommended.

Customized solutions

# SPM<sup>+</sup>/TPM<sup>+</sup> endurance

Motor + housing + gearbox  
= optimal combination for  
your application

The SPM<sup>+</sup> and TPM<sup>+</sup> endurance system ranges demonstrate the level of customization and optimization that is possible in drive technology today: A number of gearboxes can be integrated to suit the various motors. Therefore the highly compact WITTENSTEIN alpha format opens up completely new degrees of design freedom for customers.

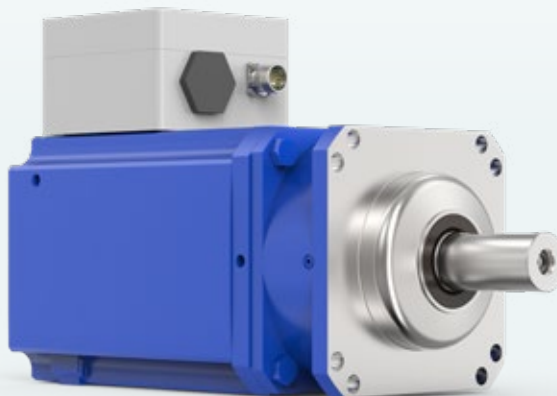
All in all, an optimum symbiosis of different disciplines is created. Or as we would say: mechatronics as it should be today – for the full benefit of the customer.

Maximum efficiency High power density. Extremely short cycle times.

Utilizing the innovative stainless steel cooling technology of the SPM<sup>+</sup>/TPM<sup>+</sup> endurance servo actuators, the motor surface only reaches a temperature of approx. 50 °C, even during continuous operation.

- Increasing energy efficiency
- Increased productivity
- Greater availability

Particularly during use in open cooling circuits, the stainless steel cooling system ensures a durable and low-maintenance drive solution.



Stainless steel cooling system

One-piece cast housing technology

Increasing the service life of the shaft seals through targeted heat dissipation

No risk of confusion at the water cooling feed

Can be used with water or convection cooling

A significantly increased benefit can be achieved with the technological substitution of asynchronous and hydro motors: The highly compact design opens up **numerous degrees of freedom in design**. And through the **significantly increased performance and productivity enhancements**, the machine footprint is **reduced considerably**, so that the **energy saving potential is significantly greater**.



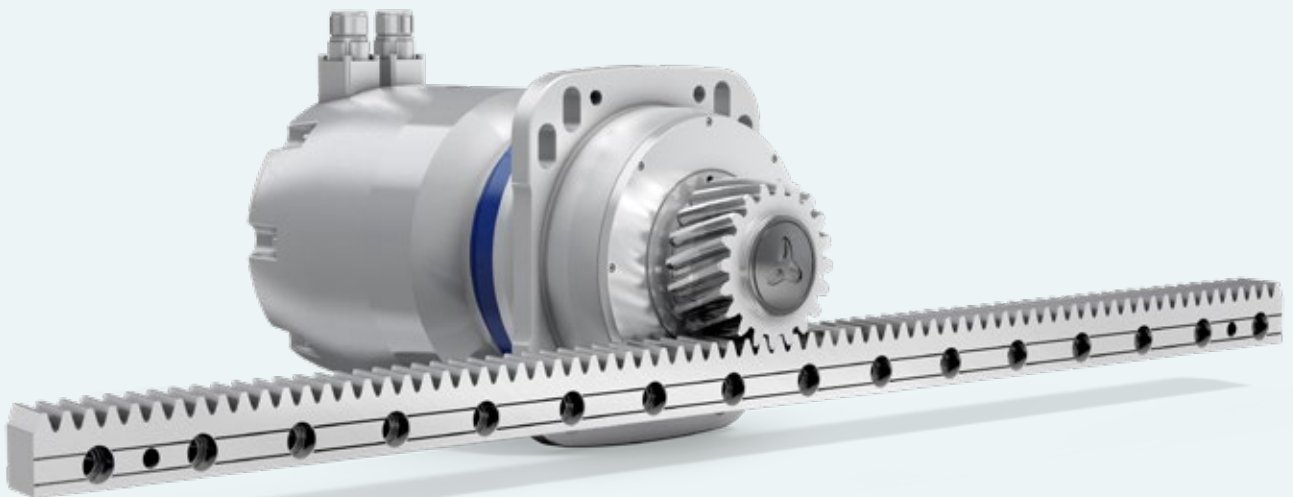
Customized solutions

# Premium Linear System

with RPM<sup>+</sup> servo actuator

More dynamic. More compact. More precise.

The RPM<sup>+</sup> servo actuator is particularly dynamic, extremely compact and perfectly adapted for rack and pinion applications. In the RPM<sup>+</sup>, maximum power density – through the special design of the integrated motor – and functional design are combined in one unit. This offers effective dimensional benefits for an even more compact design!





# 4 x 1 = one

Motor, gearbox, rack and pinion  
from a single source

**The servo actuator guarantees outstanding performance – thanks to its special design, it ensures maximum power density.**

- If your drive requires maximum power.
- If the system needs to be even more compact.
- If precision is required in your application.
- If you value superior consulting.

# axenia value





More information about the axenia value: simply scan the QR code using your smartphone.  
[www.wittenstein.de/en-en/hygienic-design](http://www.wittenstein.de/en-en/hygienic-design)

# More resistant. More compact. More compatible.

The compact axenia value servo actuator was specially developed and produced for challenging applications. It is manufactured with highly resistant stainless steel and therefore offers long-term resistance to numerous corrosive substances, such as cleaning agents and disinfectants. Furthermore, it provides a highly precise and dynamic connection between motor and gearbox.

## Your technical benefits

- Hygienic design: Cavity-free design
- Long service life due to the use of CIP-compatible materials
- Integrated, optimized servo actuator sealing concept
- Resistant against aggressive cleaning agents and disinfectants
- Food-grade lubrication
- Powerful motor performance
- Low gearbox torsional backlash

## Your benefits

- Simple and hygienic cleaning
- Smaller machines possible
- No complicated encapsulation
- Fewer wearing parts in the machine
- Low drive failure probability
- Low maintenance and repair costs

## At a glance

- Three sizes
- Max. acceleration torque up to 200 Nm
- Ratios: 10 to 25
- Large selection of encoder systems
- With or without brake
- Protection class IP 69K (at 30 bar)



# Fundamentally new overall concept

When we developed the Galaxie®, we took it upon ourselves to subject drive concepts to a fundamental reassessment. The result: a brand new type of gearbox. It has been developed a new distinct name to describe the innovation: The term “single tooth sliding gearbox” clearly classifies the Galaxie® in terms of science, research and technology. Its unique kinematics enable virtually full surface contact during power transmission. This means that the compact Galaxie® drive systems and gearboxes with hollow shaft achieve previously inconceivable performance data, including extremely high torque density, torsional rigidity, smooth running, positioning accuracy and zero backlash.

## From linear to surface contact

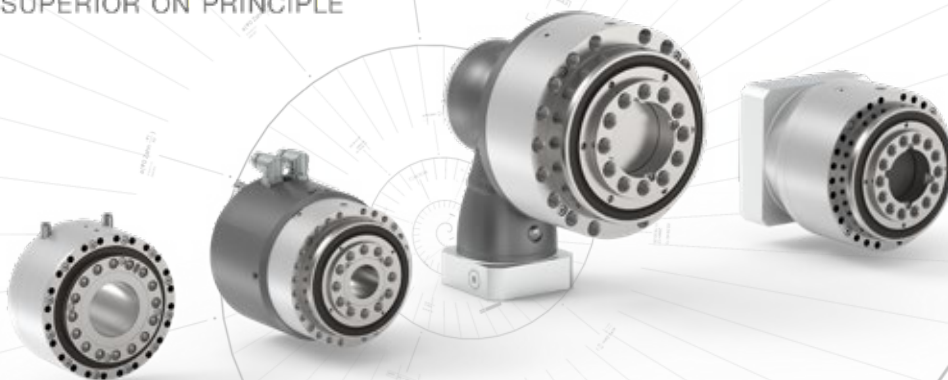
The innovative core of the new Galaxie® drive system is the virtually full surface contact during power transmission. This achieves a tooth contact surface that is six and a half times larger compared to conventional involute teeth with line contact. To achieve this maximum contact, we have implemented a fundamentally new concept: individual teeth are guided simultaneously along an internal ring gear. The tooth surface geometry is based on a logarithmic spiral which allows the teeth to engage with the internal ring gear across the full surface.

## Next technology drive

The Galaxie® drive system achieves a previously unattainable performance level: the gearbox boasts maximum rigidity and zero backlash combined with the highest synchronization values. To achieve this, we have designed the components to ensure continuous smooth movement by shaping them as logarithmic spirals and the resulting contact geometries. The performance features of the single tooth sliding gearbox are all significantly better than those of traditional hollow-shaft drives with the same outer diameter.

# GALAXIE®

SUPERIOR ON PRINCIPLE



**Rigidity**

Positioning with extreme load fluctuations up to 5 times better than the market standard

**TCO**

Up to 40% increase in productivity by using disruptive technology

**Torque density**

Triple the torque compared to geometrically comparable gearboxes

**Damping properties**

Hydrodynamic lubricating film on the teeth provides damping properties

**Energy efficiency**

Up to 50% lower energy consumption through downsizing

**Overload capacity**

Surface contact of the teeth enables triple overload of the maximum torque

**Mass customized**

A drive system tailored perfectly to your application without compromise

**Backlash-free**

Over the entire service life

**Long service life**

Virtually wear-free toothing based on a logarithmic spiral in place of an involute

Find out more about  
the Galaxie® gearbox

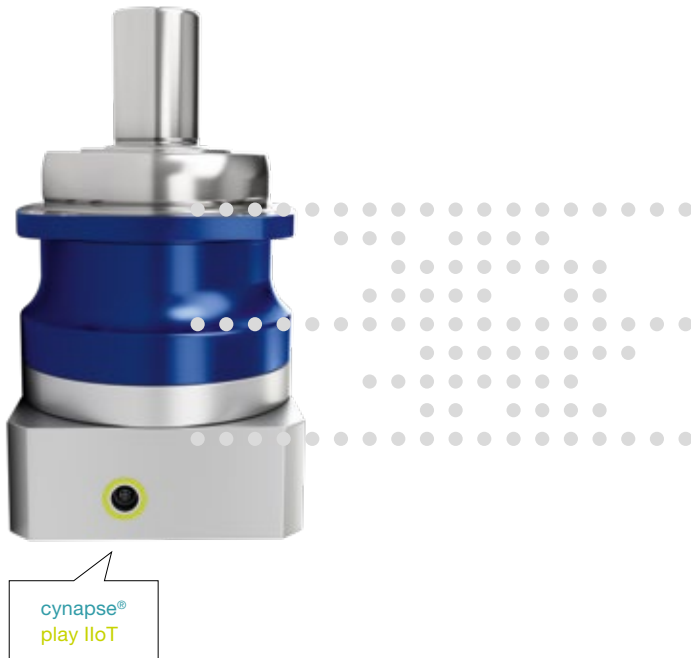


Whitepaper about  
the Galaxie® gearbox



# cynapse® – It's new. It's connective. The smart feature.

Cybertronic drive systems that can independently acquire and communicate information are an essential prerequisite for IIoT. WITTENSTEIN alpha is the first component manufacturer to offer smart gearboxes as standard – gearboxes with cynapse®. They have an integrated sensor module that makes Industry 4.0 connectivity possible.

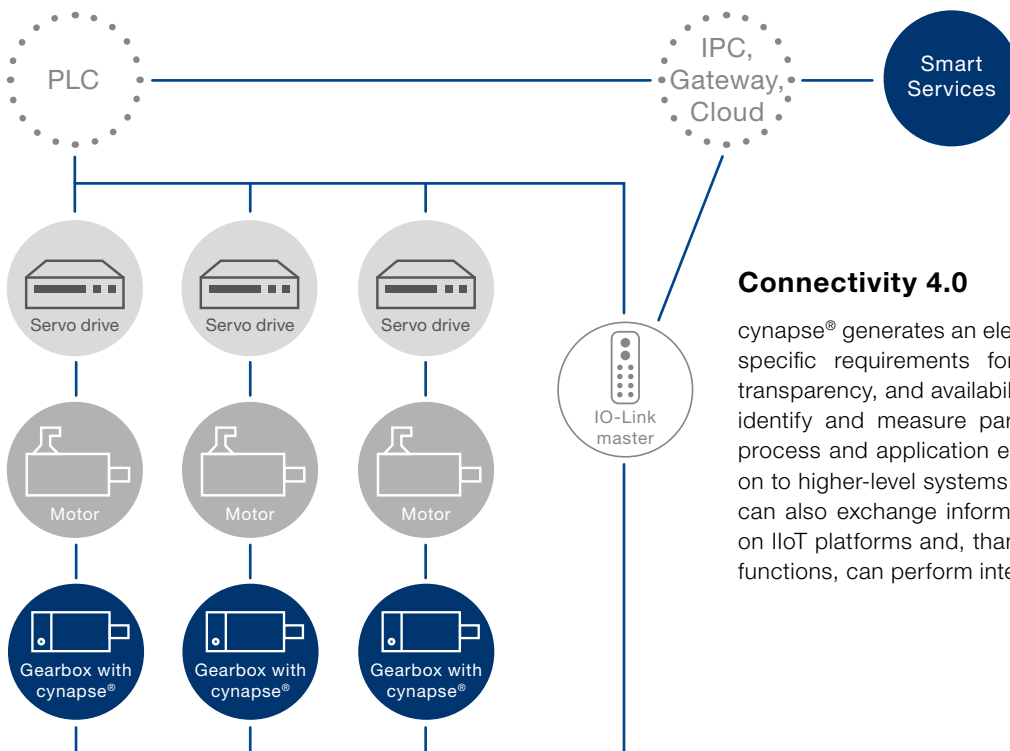


## cynapse® – how it works

cynapse® ensures the gearbox can be easily integrated into the digital world. The cynapse® feature is integrated into the existing installation space and is connected via an IO-Link interface. As a result, measured data such as the gearbox's **temperature, vibration, operating time, acceleration, and product-specific information** can be accessed.

## cynapse® wins customers over with:

- Sensor module integrated into the installation space
- Simple connection by IO-Link interface
- Gearbox threshold monitoring
- Quick product identification thanks to digital name plate



## Connectivity 4.0

cynapse® generates an electronic “fingerprint” of your specific requirements for performance, efficiency, transparency, and availability. The smart gearbox can identify and measure parameters directly from the process and application environment and pass them on to higher-level systems. Gearboxes with cynapse® can also exchange information with the applications on IIoT platforms and, thanks to their integrated logic functions, can perform intelligent monitoring tasks.

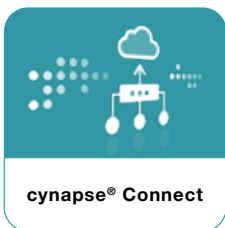
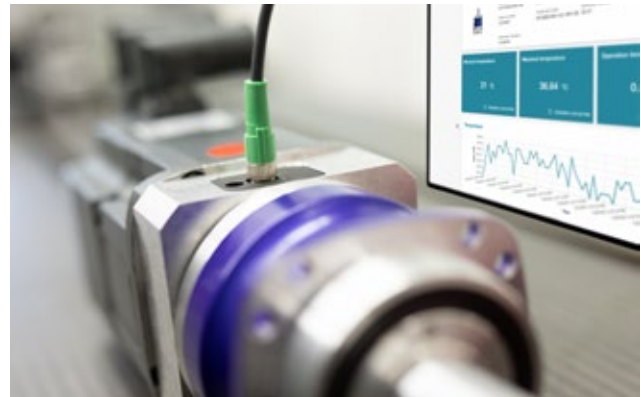


# Smart Services – the perfect complement

The Smart Services expand the functional scope of the cynapse® feature. The basic functions comprise data processing, visualization, and analysis. The specific expertise, which WITTENSTEIN has gathered over more than 40 years of developing low-backlash planetary gearboxes, is used in combination with the operating data to establish and display the status of the gearbox in the Smart Services.

## Your benefits at a glance

- Visualization of the operating data
- Simple and convenient integration
- Determination and monitoring of critical threshold values
- Early identification of problematic statuses
- Avoidance of machine downtimes and associated costs
- Transparency for drive axis



**cynapse® Connect** enables integration and routing of data, which is a fundamental prerequisite for condition monitoring. The Smart Service makes the recorded data available in a structured format. It can obtain this data from various source systems via IO-Link or OPC UA and utilizes it for digital services from WITTENSTEIN. cynapse® Connect thus greatly simplifies the integration of smart gearboxes into the relevant machine infrastructure.



**cynapse® Monitor** builds upon the Smart Service cynapse® Connect and enables straightforward evaluation and visualization of operating data. Since manufacturers and operators do not have to develop their own solutions, development requirements are massively reduced. In addition, the data of the cynapse® Monitor service can be used to monitor threshold values of selected parameters. Deviations and critical states in the behavior of gearboxes or in the relevant process can therefore be identified at an early stage.



**cynapse® Analyze** is a constantly growing portfolio of smart analysis tools that enable real-time analysis of drive train data. The combination of intelligent algorithms with WITTENSTEIN alpha's core expertise in gearbox technology results in a wide range of synergy effects. The analysis tools can simultaneously monitor different points in the machine and be used for different machine applications. This enables recognition of more complex deviations in the machine process or component behavior at an early stage. Machine downtimes can be anticipated in good time, thus preventing high breakdown costs.



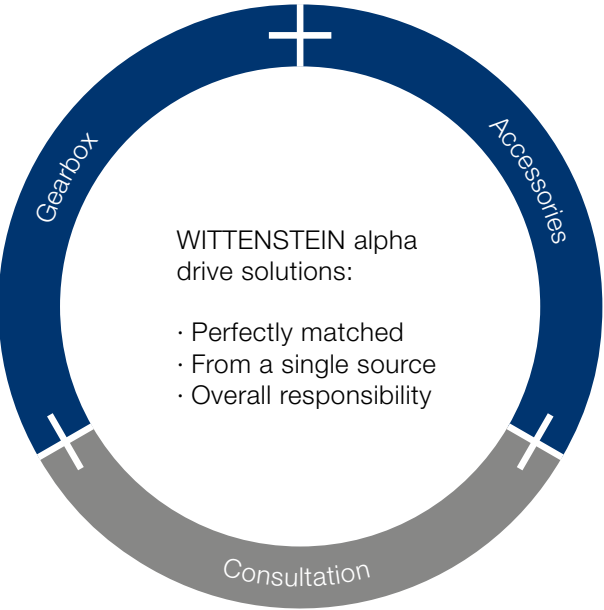


# Accessories – smart additions for intelligent performance

In addition to gearboxes, servo actuators, and linear systems, we offer our customers an extensive portfolio of matching accessories. The alpha Premium Line and alpha Advanced

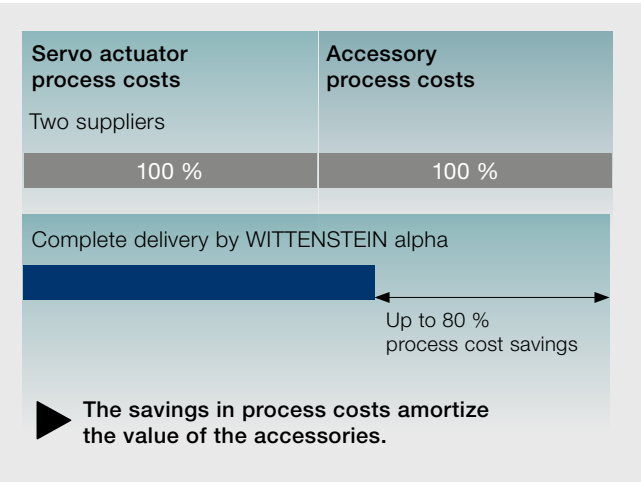
Line servo actuators can be further optimized by using metal bellows couplings. Perfectly matched with the servo actuator, they meet the expectations of customers.

Servo actuator, accessories and consulting from a single source



Optimization of your added value chain

Use the combination of servo actuator and accessories in a complete package to streamline your internal processes.

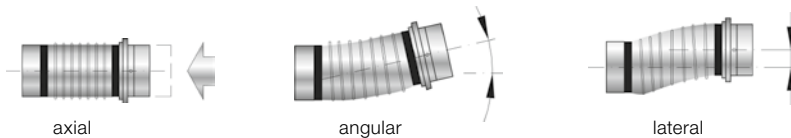


# Couplings

Our innovative couplings, which are used in various drive technology sectors, ensure efficiency and process reliability in the applications.

## Our couplings have the following properties:

- Completely backlash-free torque transmission
- Maintenance free
- Durable
- Compensation of shaft misalignments (axial, angular, lateral)





**Metal bellows coupling**

- High torsional rigidity
- Minimal reset forces
- High true-running accuracy
- Corrosion resistant version available as an option (BC2, BC3, BCT)
- Large temperature range  
-30 °C to +300 °C
- Preferred coupling for alpha Advanced Line and alpha Premium Line

alpha Premium

alpha Advanced




**Elastomer coupling**

- Choice of torsional rigid/damping
- Compact, plug-in design
- Extremely easy assembly
- Temperature range -30 °C to +120 °C
- Preferred coupling for alpha Basic Line and alpha Value Line

alpha Value

alpha Basic



**Torque limiter**

- Torque infinitely adjustable
- Easy to assemble
- Precise repeatability
- Precise, preset overload protection (switch-off in 1–3 ms)

Suitable for all alpha gearbox series

## Preferred coupling series

The technical dimensional sheets for the gearboxes include a preselection of couplings. These are based on the maximum transmittable torque of the gearbox. Standard industrial conditions for the number of cycles (1000/h) and ambient temperature were adopted.

Please note that the coupling load is based on the torque the gearbox can transmit and not the torque in your application. For a detailed sizing we recommend using our cymex® 5 design software.

You can find detailed information about our couplings at [www.wittenstein-alpha.com](http://www.wittenstein-alpha.com)

# Support at each interaction stage

**With the WITTENSTEIN alpha service concept, we are also setting new standards in the field of customer support.**

## DESIGN



We offer the right sizing methodology for every requirement. Whether easy downloading of CAD data, quick and easy calculation, or precise sizing of the drive train.

## STARTUP



Our service experts are happy to support you in the installation and startup of complex mechatronic systems, guaranteeing maximum availability of your plant.

## SERVICING



WITTENSTEIN alpha guarantees fast repairs of the highest quality and precision.

In addition, we will provide you with information about various measurements, material analyses, and condition monitoring inspections.

### Consultation

- Personal contact on site
- Professional application calculations and drive design

### Engineering

#### Catalog gearboxes:

- Advanced software tools for accurate calculation, simulation, and analysis of the drive train
- Optimization of your productivity

#### Special gearboxes:

- Development and production of special gearboxes
- Tothing design and development
- Send all enquiries to:

**sondergetriebe@wittenstein.de**



**CAD POINT**  
YOUR SMART CATALOG



**cymex® select**  
BEST SOLUTION WITHIN SECONDS



**cymex® 5**  
CALCULATE ON THE BEST

See pages 18 –19 for more information about cymex® 5

### speedline® delivery

**Tel. +49 7931 493-10444**

- Delivery of standard product range in 24 or 48 hours ex works\*
- Fast deliveries at short notice

### Installation on site

- Professional installation
- Optimal application integration
- Introduction to the operation of the drive

### Operating and installation instructions

- Detail description of how to use the product
- Installation and motor mounting videos

\* Non-binding delivery time depending on part availability



**WITTENSTEIN Service Portal**  
One gate. All support.

### WITTENSTEIN Service Portal

- Instant Access to Product Information
- Quick Installation and Commissioning for example Tutorial-Videos

### Pick-up & return service

- Minimization of downtimes
- Professional logistics organization
- Reduction of transport risks

### 24 h service hotline

**Tel. +49 7931 493-12900**

### Maintenance and inspection

- Documentation regarding condition and expected service life
- Customer-specific maintenance schedules

### Repairs

- Repair to nominal condition
- Immediate response in time-critical situations

### cymex® statistics

- Systematic field data acquisition
- Reliability calculations (MTBF)



**WITTENSTEIN Service Portal**  
One gate. All support.

### WITTENSTEIN Service Portal

- Fast Processing of Replacement Products
- The Right Contact for Queries
- Tailor-Made Maintenance Services

### Modernization

- Professional retrofitting
- Reliable compatibility testing of existing solutions

# The WITTENSTEIN group – The company and its fields of business



**WITTENSTEIN**

With approximately 2,800 employees worldwide, the WITTENSTEIN group stands for innovation, precision and excellence in the world of mechatronic drive technology, both nationally and internationally. The group is active in six innovative fields of business. Furthermore, WITTENSTEIN group is represented by some 60 subsidiaries in around 40 countries in all important technology and sales markets worldwide.



## Our fields of expertise

### **We provide know-how for a host of different sectors:**

- Machine and plant construction
- Software development
- Aerospace
- Automotive & E-mobility
- Energy
- Oil & Gas Exploration and Production
- Medical technology
- Measurement and testing technology
- Nanotechnology
- Simulation



# The WITTENSTEIN Group



WITTENSTEIN alpha GmbH  
High-precision servo drives and linear systems



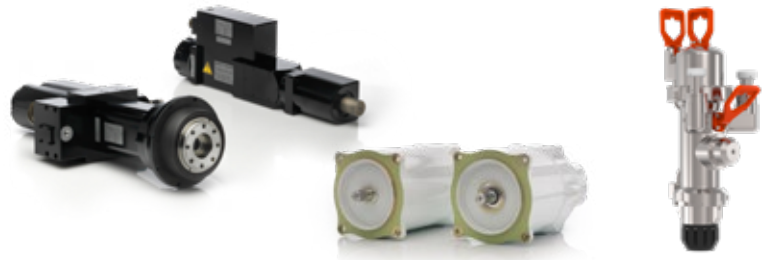
WITTENSTEIN cyber motor GmbH  
Highly dynamic servo motors and drive electronics



WITTENSTEIN galaxie GmbH  
Superior gearboxes and drive systems



WITTENSTEIN motion control GmbH  
Drive systems for the most extreme environmental requirements



attocube systems AG  
Nanoprecision drive and measurement technology solutions

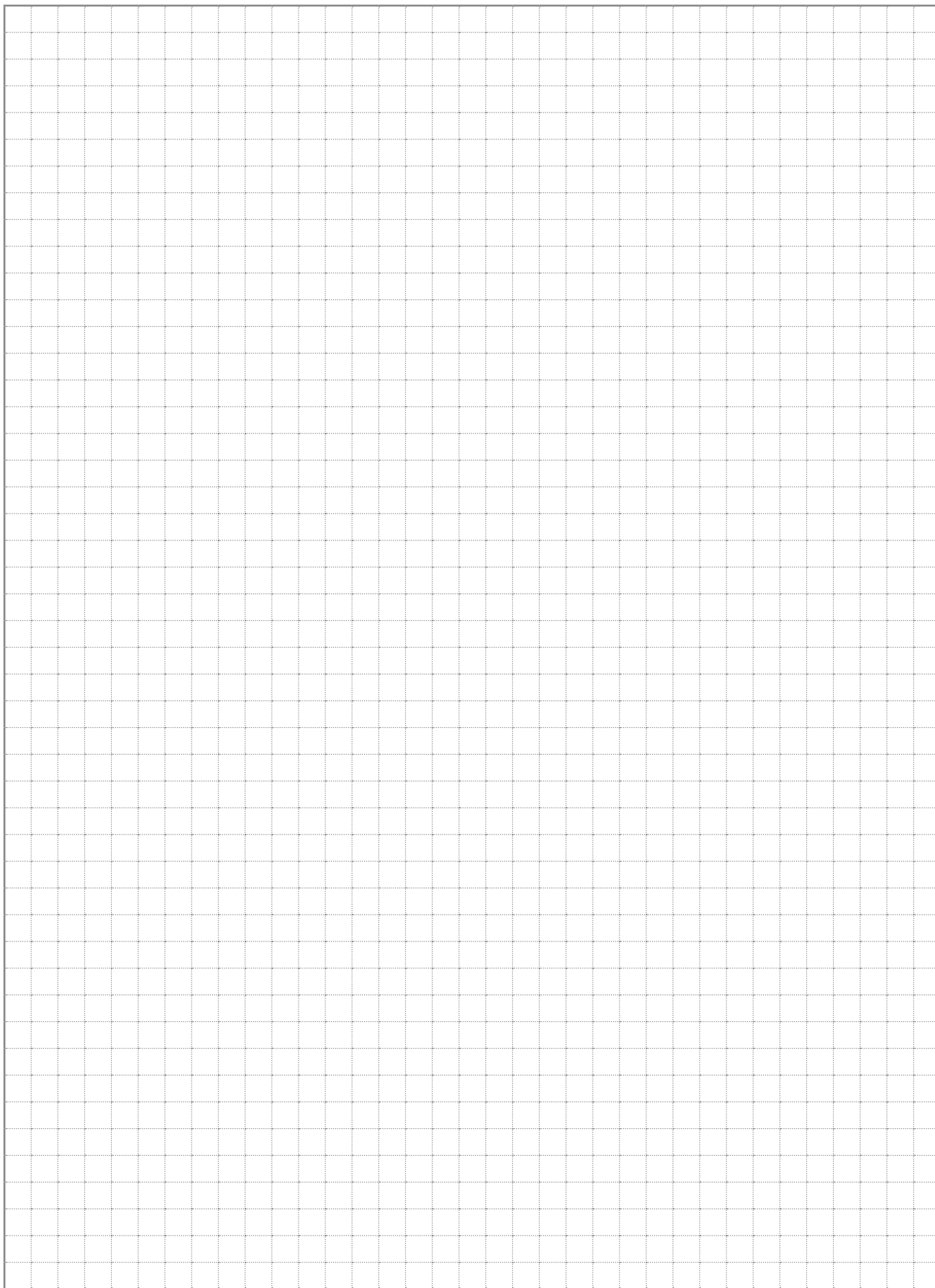


baramundi software GmbH  
Secure management of the IT infrastructure in offices and production



**WITTENSTEIN – one with the future**









alpha

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speedline®: Tel. +49 7931 493-10444  
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Subject to technical changes. alpha Mechatronic Systems

## WITTENSTEIN alpha – **Intelligent** drive systems

**[www.wittenstein-alpha.com](http://www.wittenstein-alpha.com)**

The entire world of drive technology – Catalogs available on request or online at [www.wittenstein-alpha.com/catalogs](http://www.wittenstein-alpha.com/catalogs)



**alpha Premium Line.** Unique, individual solutions that offer unparalleled power density.



**alpha Advanced Line.** Maximum power density and outstanding positioning accuracy for complex applications.



**alpha Basic Line & alpha Value Line.** Reliable, flexible and economical solutions for a wide range of applications.



**alpha Linear Systems.** Precise, dynamic system solutions for every requirement.



**alpha Mechatronic Systems.** Energy-efficient, versatile and flexible mechatronic drive systems.



**alpha Accessories.** Optimally designed and adapted for gearboxes and actuators.