NORD DRIVESYSTEMS Group

Headquarters and Technology Center
- in Bargteheide, close to Hamburg

Innovative drive solutions
- for more than 100 branches of industry

7 state-of-the-art production plants
- produce gear units, motors and inverters for complete drive solutions from a single source

Subsidiaries and sales partners in 98 countries on 5 continents
- provide local inventory
- assembly and production facilities
- technical support
- industry-leading customer service

More than 4,000 employees throughout the world
- create customer-oriented drive solutions

Mechanical products
- Gear units

Electrical products
- Motors
- Inverters, motor starters and distribution systems

Electronic products

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www.nord.com
TI60-0011 EN
MAXXDRIVE XT Industrial Gear Unit series enlarges existing product portfolio by a variant with significantly increased thermal ratings.

This series has especially been developed for conveying applications. Its gear units can be equipped with all required options which are common for the application.

Options

- Swing base / Base frame
- Fluid coupling / elastic coupling
- Brake (disc / drum)
- Motor
- IEC / NEMA Adapter
Reducers from MAXXDRIVE XT series are pure 2-stage bevel-helical gear units, available with ratios from 6.3 to 22.4.

Common base for this new product is the wellknown MAXXDRIVE Industrial Gear Unit series, many of its existing options will be used for MAXXDRIVE XT, too.

The heavily ribbed UNICASE housing has got distinctly bigger surface to lead away the losses. Integrated axial fan and optimized air flow of this series lead to multiple higher thermal ratings. Meaning in many cases such drive systems are able to operate without any additional external cooling.

Referring to information which are explicit not listed in this Technical Information, please see catalogue for Industrial Gear Units G 1050.

All main features from MAXXDRIVE series are naturally valid for XT-series also. Selection of MAXXDRIVE XT series is following same criteria which are listed in catalogue G1050.
For gear units and gear motors, NORD DRIVESYSTEMS specifies between six installation positions from M1 to M6. However, only the mounting positions M1, M4, M5 and M6 are permitted for 2-stage (industrial) bevel helical gear units. The correct installation position must be specified when ordering.

MAXXDRIVE XT 2-stage (industrial) bevel-helical gear unit

- **M1** 2-Stage unit standard Installation
- **M4** Output shaft located on lower end of gearbox
- **M5** Output shaft facing downwards
- **M6** Output shaft facing upwards

Pivoted and Variable Mounting Positions

If you have any mounting requirements that vary from the standard positions, please consult NORD DRIVESYSTEMS.
NORD provides gearmotors, speed reducers and motors that can be configured very differently to suit customer needs. When ordering, it is beneficial that the drive be specified exactly the way you want it delivered.

**Mounting Configuration**

**M1 - M6**

**Shaft Configuration**

C1, A2, B2

**Position of Attachments**

C1, A2, B2

---

**Shaft Configuration**

The positions of the required shaft outlets are determined by viewing the gearbox from above in a default horizontal mounting position. M1 is the default (standard) for 2-stage parallel and 2-stage helical-bevel gear units.

**Position of Attachments**

The positions of attached elements such as backstops, fans, flange-mounted pumps, drive flanges, agitator flanges etc. are determined according to the same principle as the shaft positions.
Mounting Surfaces

The mounting surface specifies the side on which the gear unit is fixed. Five mounting surfaces are available based on the diagrams below (F1 - F6).

In the following diagram, the mounting surfaces for mounting position M1 are indicated.
Rotation Direction of Input/Output shafts

The direction of rotation for the gearbox shafts are dependant upon the installation position and the shaft configuration.

The labels that come standard on the units mark the direction of free rotation in the event that backstops are used.

**CCW** = Counter-ClockWise rotation

**CW** = ClockWise rotation

<table>
<thead>
<tr>
<th>Installation position&lt;sup&gt;1) M1&lt;/sup&gt;</th>
<th>Rotation Direction of Input</th>
<th>Rotation Direction of Output</th>
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<sup>1) Please see  4 - 6</sup>
# Industrial-Bevel-Helical Gear Unit

## Mounting Positions and Oil Fill Quantities

### Oil filling quantity in liters

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**Note:** The stated quantities are guide values. In the order-related documentation are the exact values.
## Weights SK .217

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<th>L (Double Solid Shaft)</th>
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<th>AS (Hollow Shaft/Shrink Disc)</th>
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<th>Output Options</th>
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1) on request  
2) integrated in the basic gear unit
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<th>SK 6217</th>
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<td>✓</td>
</tr>
<tr>
<td>---</td>
<td>Endurance Package</td>
<td>X</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

3) Restriction in combination with shrink disc and fastener
Hollow Shaft with Shrink disc and Shaft cover (ASH)

For gearbox versions with a hollow output shaft, the use of a shrink disc is advised. The customer's shaft length that may be inserted into the hollow shaft of the gearbox can be found \( \Rightarrow \) 50-51.

The diameter of the customer's shaft should be according to ISO standard g6 (dk > 160 mm) & h6 (dk ≤ 160 mm). The material of the customer’s insert must have a yield strength \( (R_e) \) of at least: 52,260 psi (360 N/mm²). Due to the clamping force, this will ensure that no permanent deformation occurs.

\[ T_{2\text{max}} = \text{Maximum permissible drive torque} \]
\[ s = \text{Safety factor of the shrink disc for fit class g6 or h6 with } T_{2\text{max}} \]

---

### Gear Units

<table>
<thead>
<tr>
<th>Gear Units</th>
<th>Size</th>
<th>T2\text{max}</th>
<th>s</th>
</tr>
</thead>
<tbody>
<tr>
<td>SK 5217 ASH</td>
<td>130</td>
<td>15.000 [Nm]</td>
<td>132800 [lb-in]</td>
</tr>
<tr>
<td>SK 6217 ASH</td>
<td>130</td>
<td>20.000 [Nm]</td>
<td>177000 [lb-in]</td>
</tr>
<tr>
<td>SK 7217 ASH</td>
<td>160</td>
<td>27.000 [Nm]</td>
<td>239000 [lb-in]</td>
</tr>
<tr>
<td>SK 8217 ASH</td>
<td>160</td>
<td>31.000 [Nm]</td>
<td>274400 [lb-in]</td>
</tr>
<tr>
<td>SK 9217 ASH</td>
<td>190</td>
<td>46.000 [Nm]</td>
<td>407100 [lb-in]</td>
</tr>
<tr>
<td>SK 10217 ASH</td>
<td>190</td>
<td>53.000 [Nm]</td>
<td>469100 [lb-in]</td>
</tr>
<tr>
<td>SK 11217 ASH</td>
<td>220</td>
<td>77.000 [Nm]</td>
<td>681500 [lb-in]</td>
</tr>
</tbody>
</table>

---

Customer shaft
- Material
- Minimum yield strength \( R_e \)
Hollow Shaft with Shrink disc (AS)

Image source: Fa. RINGSPANN GmbH

Shaft Cover / IP66 Shaft Cover (H/H66)

The Shaft cover provides protection from rotating parts and the shrink disc when applicable.

The IP66 shaft cover provides the same protection from the shrink disc and rotating parts as well as being rated IP 66, which means that it is dust tight and capable of protecting against high pressure water jets.
Backstops (R)

Optional backstops, which allow rotation in only one direction and block the other direction of rotation may be supplied. All backstops are mounted externally and are able to be changed without disassembly of the gear unit.

The lubrication of the backstop is provided by the oil from the gear reducer. The backstops lift off due to centrifugal force above a certain lift-off speed (see table) and are then free of friction.

### Gear Units Nominal Ratio Nominal Input Speed $n_1$

<table>
<thead>
<tr>
<th>Gear Units</th>
<th>$i_N$</th>
<th>$n_1$ [rpm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>SK 5217</td>
<td>6.3 - 9</td>
<td>500</td>
</tr>
<tr>
<td></td>
<td>10 - 14</td>
<td>810</td>
</tr>
<tr>
<td></td>
<td>16 - 22.4</td>
<td>1309</td>
</tr>
<tr>
<td>SK 6217</td>
<td>6.3 - 9</td>
<td>500</td>
</tr>
<tr>
<td></td>
<td>10 - 14</td>
<td>810</td>
</tr>
<tr>
<td></td>
<td>16 - 22.4</td>
<td>1309</td>
</tr>
<tr>
<td>SK 7217</td>
<td>6.3 - 9</td>
<td>452</td>
</tr>
<tr>
<td></td>
<td>10 - 14</td>
<td>698</td>
</tr>
<tr>
<td></td>
<td>16 - 18</td>
<td>1136</td>
</tr>
<tr>
<td>SK 8217</td>
<td>6.3 - 9</td>
<td>452</td>
</tr>
<tr>
<td></td>
<td>10 - 14</td>
<td>698</td>
</tr>
<tr>
<td></td>
<td>16 - 20</td>
<td>1136</td>
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<tr>
<td>SK 9217</td>
<td>6.3 - 9</td>
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<tr>
<td></td>
<td>10 - 14</td>
<td>545</td>
</tr>
<tr>
<td></td>
<td>16 - 18</td>
<td>888</td>
</tr>
<tr>
<td>SK 10217</td>
<td>6.3 - 9</td>
<td>353</td>
</tr>
<tr>
<td></td>
<td>10 - 14</td>
<td>545</td>
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<tr>
<td></td>
<td>16 - 18</td>
<td>888</td>
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<tr>
<td>SK 11217</td>
<td>7.1 - 9</td>
<td>353</td>
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<td></td>
<td>10 - 14</td>
<td>545</td>
</tr>
<tr>
<td></td>
<td>16 - 22.4</td>
<td>888</td>
</tr>
</tbody>
</table>

**IMPORTANT NOTE**

Please contact NORD if the motor input speed is greater than 1800 rpm or less than 1000 rpm.
Backstops (R) (rotation)

When ordering the backstop option, the direction of rotation must be specified. The direction of rotation is based upon looking directly at the drive shaft and specifying which direction you want it to turn.

- **CW** = Clockwise direction of rotation, Right-hand rotation
- **CCW** = Counterclockwise direction of rotation, Left-hand rotation

The position of the output shaft and the side on which the backstop is installed determine the direction of rotation. The direction of view for declaring the rotation direction is always towards the output shaft that is being specified.

![Diagram of gear unit with backstop and rotation arrows](image)

**IMPORTANT NOTE**

The backstops are designed for 1.8 times the rated gearbox torque (T2max) with reference to the output shaft. If greater safety ratings are required, please consult NORD.

**IMPORTANT NOTE**

Danger of failure and destruction. Check the direction of rotation of the motor and the gearbox before starting up your application. Arrows on the gearbox indicate the direction of rotation.
Gear Unit Options

Output flanges (F, FK)

In addition to the six mounting surfaces of the housing, the gearbox may be equipped with various mounting flanges. The output flange is designed to accommodate mounting a gearbox with an attached motor. However, the permissible motor weights must not be exceeded.

Please contact us if you wish to use the mounting flange in order to attach to parts of an application process. In this case, technical clarification is essential.

The following types of output flanges are available:

- Low output flange (F)
- High output flange (FK)

Low Output Flange (F)

The F option is a B14 output flange for the connection to customers application. It is used if threaded holes are requested.

High Output Flange (FK)

The option FK is a B5 output flange for the connection to customers application. It is used if through holes are requested.
Torque Support (D) (ED)

For shaft mounted versions of our hollow shaft gearboxes, torque supports are available. In addition to a simple torque support (D), NORD DRIVESYSTEMS offers a torque support with an integral elastic bushing (ED), which has better damping characteristics (vibration damping).

The torque support should be assembled on the machinery side, in order to keep the bending moment on the machinery shaft low. Loading under tension or compression and installation upwards or downwards are permissible. The torque support may only be installed closest to the input side, otherwise the permissible loading of the gear unit will be exceeded.

Preloading the torque support during installation or operation must be avoided, otherwise the life-span of the drive shaft bearings may be reduced. Torque supports are not suitable for the transmission of radial forces, therefore may only be used in direct-coupled applications that cannot transmit the specified radial forces.

<table>
<thead>
<tr>
<th>Gear units</th>
<th>$M_{2\text{max}}$ [kNm]</th>
<th>$M_{2\text{max}}$ [lb-in x 1000]</th>
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<tbody>
<tr>
<td></td>
<td>Typ D</td>
<td>Typ ED</td>
</tr>
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<td>SK 7217</td>
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<td>40</td>
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<tr>
<td>SK 10217</td>
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<td>50</td>
</tr>
<tr>
<td>SK 11217</td>
<td>75</td>
<td>75</td>
</tr>
</tbody>
</table>

Motor Swing Base (MS)

The motor swing base is designed specifically for use with right-angle shaft mounted gear unit where the gearbox and motor are mounted on a common base frame. The torque is taken up via torque support or torque reaction arm.

Optional components (can be combined):
- Elastic coupling, fluid coupling
- Drum brake, disc brake
- Axial fan
- Auxiliary drive
  (with freewheel coupling, backstop, motor brake, etc.)
- Torque support, attachment plate

Motor Base Frame (MF)

Motor base frames (or motor bases) are similar to a motor swing base except the entire base frame is intended to be foot mounted to the supporting machine structure.
Swing Base with Brake (MS.B)
Base Frame with Brake (MF.B)

A motor swing base or base frame can be supplied with an optional disc or drum brakes installed between the motor and the gear unit.

For applications with a relatively high external moment of inertia (maf > 2), as often the case with travelling drives, slewing gear, turntables, gate drives, agitators and surface ventilators, it is recommended that a brake torque be selected that is no greater than 1.2 times the nominal torque of the motor.

When a higher brake torque is required this must be considered in the selection of the gear unit. Please consult NORD DRIVESYSTEMS. Also contact NORD DRIVESYSTEMS if an output-side brake is necessary.

Motor Swing Base and
Motor Base Options (MSK, MST, MFK, MFT)

Both the motor swing base and the motor base are commonly supplied with either an elastic input coupling or a fluid coupling. In addition, many drive packages require a brake between the motor and the input-side of the reducer. The most common motor swing base or motor base options may be specified as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Option Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swing base with elastic coupling</td>
<td>MSK</td>
</tr>
<tr>
<td>Motor base with elastic coupling</td>
<td>MFK</td>
</tr>
<tr>
<td>Swing base with elastic coupling and brake</td>
<td>MSKB</td>
</tr>
<tr>
<td>Motor base with elastic coupling and brake</td>
<td>MFKB</td>
</tr>
<tr>
<td>Swing base with fluid coupling</td>
<td>MST</td>
</tr>
<tr>
<td>Motor base with fluid coupling</td>
<td>MFT</td>
</tr>
<tr>
<td>Swing base with fluid coupling and brake</td>
<td>MSTB</td>
</tr>
<tr>
<td>Motor base with fluid coupling and brake</td>
<td>MFTB</td>
</tr>
</tbody>
</table>
Gearbox Cooling Using a Fan (FAN)

Through the use of fans, the thermal power capacity of the gearbox may be increased substantially. The fan cover provides protection against contact and guides the flow of cooling air over the gearbox housing.

The MAXXDRIVE XT gearbox is equipped as standard with a very powerful, integrated axial fan including cover.

This axial fan is directly connected to the input shaft of bevel-helical gearbox. During operation it provides an enormous air flow. In combination with fan cover and thermal optimized gearbox housing an extraordinary cooling power will be created for MAXXDRIVE XT gear units.

The intake of air may be supplied in a radial direction which allows a brake or a fluid-coupling to be installed directly in front of the fan (see motor swing bases).

The huge cooling effect can be created in one turning direction only, therefore the direction of the rotation must be specified when ordering the unit. Further information is available upon request.

Installation conditions for fans

An adequate supply of air to the fan must be ensured, the vent grill in the fan cover must be kept clear.
## Structure of the Power Ratings Tables

<table>
<thead>
<tr>
<th>Nominal Ratio</th>
<th>Nominal Input Speed</th>
<th>Nominal Output Speed</th>
<th>SK 5217</th>
<th>SK 6217</th>
<th>SK 7217</th>
<th>SK 8217</th>
<th>SK 9217</th>
<th>SK 10217</th>
<th>SK 11217</th>
</tr>
</thead>
<tbody>
<tr>
<td>iN</td>
<td>n1 (rpm)</td>
<td>n2 (rpm)</td>
<td>PN (kW)</td>
<td>PN (kW)</td>
<td>PN (kW)</td>
<td>PN (kW)</td>
<td>PN (kW)</td>
<td>PN (kW)</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>1000</td>
<td>125</td>
<td>197</td>
<td>278</td>
<td>334</td>
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<td>529</td>
<td>645</td>
<td>981</td>
</tr>
<tr>
<td>1500</td>
<td>188</td>
<td>296</td>
<td>416</td>
<td>502</td>
<td>581</td>
<td>794</td>
<td>968</td>
<td>1.472</td>
<td></td>
</tr>
<tr>
<td>1200</td>
<td>150</td>
<td>236</td>
<td>333</td>
<td>401</td>
<td>465</td>
<td>635</td>
<td>774</td>
<td>1.177</td>
<td></td>
</tr>
<tr>
<td>1800</td>
<td>225</td>
<td>355</td>
<td>500</td>
<td>602</td>
<td>697</td>
<td>952</td>
<td>1.162</td>
<td>1.766</td>
<td></td>
</tr>
</tbody>
</table>

### Nominal Input Speed
The actual motor speeds depend on the size of the motor, and may differ.

### Nominal Output Speed
The Nominal Input Speed divided by the Nominal Ratio

### Size of Gear Unit

### Nominal Output Power
with Service Factor (fB) = 1.0

## Structure of the Torque Rating Tables

<table>
<thead>
<tr>
<th>Nominal Ratio</th>
<th>SK 5217</th>
<th>SK 6217</th>
<th>SK 7217</th>
<th>SK 8217</th>
<th>SK 9217</th>
<th>SK 10217</th>
<th>SK 11217</th>
</tr>
</thead>
<tbody>
<tr>
<td>iN</td>
<td>M2max (kNm)</td>
<td>M2max (kNm)</td>
<td>M2max (kNm)</td>
<td>M2max (kNm)</td>
<td>M2max (kNm)</td>
<td>M2max (kNm)</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>14</td>
<td>19</td>
<td>25</td>
<td>28</td>
<td>40</td>
<td>50</td>
<td>75</td>
</tr>
<tr>
<td>18</td>
<td>15</td>
<td>19</td>
<td>25</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>75</td>
</tr>
</tbody>
</table>

### Nominal Ratio
Sized according to Standard Series

### Nominal Output Torque
with Service Factor (fB) = 1.0

## Structure of the Inertia Tables

<table>
<thead>
<tr>
<th>Nominal Ratio</th>
<th>SK 5217</th>
<th>SK 6217</th>
<th>SK 7217</th>
<th>SK 8217</th>
<th>SK 9217</th>
<th>SK 10217</th>
<th>SK 11217</th>
</tr>
</thead>
<tbody>
<tr>
<td>iN</td>
<td>j1 (kgm²)</td>
<td>j1 (kgm²)</td>
<td>j1 (kgm²)</td>
<td>j1 (kgm²)</td>
<td>j1 (kgm²)</td>
<td>j1 (kgm²)</td>
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</tr>
<tr>
<td>16</td>
<td>0,022</td>
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<td>0,038</td>
<td>0,045</td>
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<td>0,041</td>
<td>0,082</td>
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### Nominal Ratio
Sized according to Standard Series

### Moment of Inertia
Relative to the Input Shaft
Overview

Ratings Tables

Structure of the Exact Ratio Tables

<table>
<thead>
<tr>
<th>Nominal Ratio</th>
<th>SK 5217</th>
<th>SK 6217</th>
<th>SK 7217</th>
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<th>SK 9217</th>
<th>SK 10217</th>
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<tbody>
<tr>
<td>iN</td>
<td>iges</td>
<td>iges</td>
<td>iges</td>
<td>iges</td>
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<tr>
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<td>16,16</td>
<td>16,19</td>
<td>16,06</td>
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<td>17,94</td>
<td>18,14</td>
<td>18,17</td>
<td>18,44</td>
</tr>
</tbody>
</table>

1) Standard ambient conditions

- Ambient temperature: 20°C (68°F) oder 40°C (104°F)
- Air circulation at installation location: large hall with good air circulation (vL = 4,92 ft/s or 1.5 m/s)
- Installation: Foundation steel sub-construction
- Installation altitude: ≤ 1000 m (3280 ft) über NN
- Installation position: Horizontal installation (M1)
- Type of lubrication: Immersion lubrication
- Cooling water inlet temperature: 20°C (68°F) oder 40°C (104°F)

2) For Ratings at different temperatures please contact NORD DRIVESYSTEMS.
<table>
<thead>
<tr>
<th>Nominal Ratio</th>
<th>Nominal Input Speed</th>
<th>Nominal Output Speed</th>
<th>SK 5217</th>
<th>SK 6217</th>
<th>SK 7217</th>
<th>SK 8217</th>
<th>SK 9217</th>
<th>SK 10217</th>
<th>SK 11217</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.3</td>
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<td>159</td>
<td>256</td>
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<td>444</td>
<td>652</td>
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<td>1000</td>
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<td>481</td>
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* on request
## Thermal Rating

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**M1 Mounting - 1200 rpm**

@ 40°C = 104°F

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* on request
### Thermal Rating

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* on request
## Thermal Rating

**M1 Mounting - 1500 rpm**

@ 40°C = 104°F

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* on request
## Thermal Rating

**M1 Mounting - 1800 rpm**

@ 20°C = 68°F

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* on request
### Thermal Rating

**M1 Mounting - 1800 rpm @ 40°C = 104°F**

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* on request
Gearbox | SOLID OUTPUT SHAFT | DOUBLE SOLID OUTPUT SHAFT | HOLLOW SHAFT
--- | --- | --- | ---
**SOLID OUTPUT SHAFT**
SK 5217 | 120 | 210 | 180 | 32 | 15 | 127 | 32 x 18 x 180 | 230 | 884 | 140 | 105 | 464 | 28 | 111,4 | 36
SK 6217 | 120 | 210 | 180 | 32 | 15 | 127 | 32 x 18 x 180 | 230 | 884 | 140 | 105 | 464 | 28 | 111,4 | 38
SK 7217 | 140 | 250 | 200 | 36 | 25 | 148 | 36 x 20 x 200 | 250 | 1045 | 160 | 125 | 545 | 32 | 132,4 | 40
SK 8217 | 140 | 250 | 200 | 36 | 25 | 148 | 36 x 20 x 200 | 250 | 1045 | 160 | 125 | 545 | 32 | 132,4 | 42
SK 9217 | 160 | 300 | 260 | 40 | 20 | 169 | 40 x 22 x 260 | 300 | 1286 | 220 | 160 | 686 | 40 | 169,4 | 44
SK 10217 | 160 | 300 | 260 | 40 | 20 | 169 | 40 x 22 x 260 | 300 | 1286 | 220 | 160 | 686 | 40 | 169,4 | 46
SK 11217 | 170 | 300 | 260 | 40 | 20 | 179 | 40 x 22 x 260 | 300 | 1420 | 230 | 170 | 820 | 40 | 179,4 | 48

**DOUBLE SOLID OUTPUT SHAFT**

**HOLLOW SHAFT**

---

Gearbox | \( l_N \) | \( g1 \) | \( g2 \) | \( g3 \) | \( g4 \) | \( \varphi_Dk \) | \( l_k \) | \( l_pk \) | \( b_pk \) | \( t1 \) | \( g_pk \) | Key
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
SK 5217 | 6,14 - 22,91 | 462 | 690 | 900 | 929,5 | 50 | 74 | 64,0 | 14 | 53,5 | 10,0 | 14 x 9 x 90 | 36
SK 6217 | 6,15 - 22,50 | 462 | 730 | 990 | 1000,0 | 50 | 74 | 64,0 | 14 | 53,5 | 10,0 | 14 x 9 x 90 | 38
SK 7217 | 16,06 - 17,94 | 534 | 564 | 836 | 1101 | 1111,5 | 50 | 70 | 55 | 85 | 45,0 | 77,5 | 20 | 53,5 | 10,0 | 7,5 | 14 x 9 x 90 | 40
SK 8217 | 15,86 - 20,44 | 536 | 566 | 860 | 1143 | 1151,5 | 50 | 70 | 55 | 85 | 45,0 | 77,5 | 20 | 53,5 | 10,0 | 7,5 | 20 x 12 x 125 | 42
SK 9217 | 16,18 - 18,14 | 652 | 682 | 1006 | 1337 | 1320,0 | 70 | 80 | 91 | 121 | 83,5 | 106,0 | 22 | 85,0 | 7,5 | 15,0 | 22 x 14 x 140 | 44
SK 10217 | 15,76 - 18,17 | 712 | 742 | 1070 | 1452 | 1407,0 | 70 | 80 | 91 | 121 | 83,5 | 106,0 | 22 | 85,0 | 7,5 | 15,0 | 22 x 14 x 140 | 46
SK 11217 | 16,84 - 21,75 | 822 | 852 | 1236 | 1602 | 1607,5 | 80 | 100 | 135 | 170 | 120,0 | 155,0 | 28 | 85,0 | 15,0 | 28 x 16 x 180 | 48

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www.nord.com  | TI60-0011  | 35
**SK 5217**

**IEC & NEMA**

---

### Gearbox Specifications

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1) Type designation and dimensions up to 200kW correspond to NORD motors

2) Data for Transnorm motors available on request

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### Gearbox Specifications

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For more information, visit [www.nord.com](http://www.nord.com)
SK 6217

SK 6217 V

SK 6217 A
SK 6217

Gearbox | gM | a1 | b1 | e1 | GM | GH | GC | f | z x s | w0° | Dmax | Lmax |
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1) Type designation and dimensions up to 200kW correspond to NORD motors
2) Data for Transnorm motors available on request
### SK 7217 V

![SK 7217 V Diagram](image)

### SK 7217 A

![SK 7217 A Diagram](image)

### Table

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**Notes:**
- **$i_N$** is the nominal ratio.
- **$l_k$**, **$l_{pk}$**, **$g_{pk}$**, **$b_{pk}$**, and **$\phi_{dk}$** are dimensions in millimeters.
### SK 7217

#### IEC & NEMA

![Gearbox Image]

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1) Type designation and dimensions up to 200kW correspond to NORD motors
2) Data for Transnorm motors available on request
3) i >= 16

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**Gearbox** | **gM** | **a1** | **b1** | **e1** | **GM** | **GH** | **GC** | **f**   | **z x s** | **w0°** | **Dmax** | **Lmax** |
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3) i >= 16

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www.nord.com

TI60-0011 41
### Gearboxes Information

#### SK 8217

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2) Data for Transnorm motors available on request
3) i >= 16
SK 9217

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1) Type designation and dimensions up to 200kW correspond to NORD motors  
2) Data for Transnorm motors available on request  
3) i >= 16
### Gearbox SK 10217

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1) Type designation and dimensions up to 200kW correspond to NORD motors  
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1) Type designation and dimensions up to 200kW correspond to NORD motors  
2) Data for Transnorm motors available on request  
3) \( i \geq 16 \)
A - Keyed Hollow Shaft
AS - Shrink Disc with Hollow Shaft

A - Keyed Hollow Shaft & Customer Shaft Detail

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**D - Torque Support**

**ED - Elastic Torque Support**

### D - Torque Support

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### ED - Elastic Torque Support

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- Oil drain
G1050 MAXXDRIVE® Industrial gear units
UNICASE housing 50 / 60 Hz
- Parallel-Axis
- Right-Angle

G1000 Fixed speeds
UNICASE™ housing 50 Hz, 60 Hz
- NORDBLOC.1 Helical geared motors
- Helical geared motors
- Parallel geared motors
- Bevel geared motors
- Helical worm geared motors

G4014 Electronic variable speed drives
- NORDBLOC.1 Helical geared motors
- Helical geared motors
- Parallel geared motors
- Bevel geared motors
- Helical worm geared motors

G1035 UNIVERSAL Worm gear units
- SI and SMI

F3018 Frequency inverter SK180E
F3020 Frequency inverter SK200E
F3060 NORDAC PRO
Frequency inverter SK500P
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