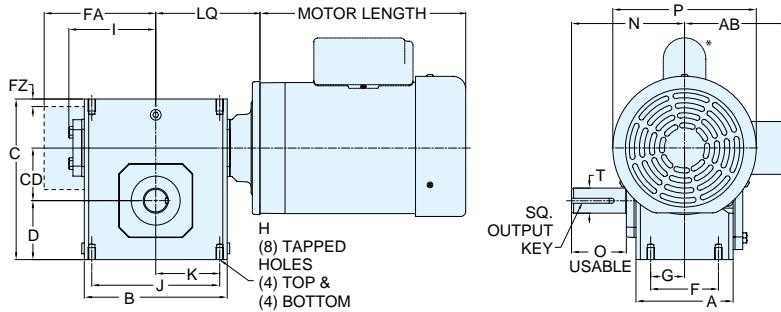


GEAR+MOTOR™ DIMENSIONS



MQ & BM STYLE GEARMOTOR DIMENSIONS (Inches)

Series	A	B	C	D	CD	F	FA	FZ	G	Tap	H Depth	I	J	K	N	O	T	Output Key
813	2.82	3.80	4.66	1.72	1.33	2.00	N/A	N/A	1.00	5/16-18	0.50	2.61	3.25	1.63	4.00	2.16	0.625	3/16 X 1.50
815	3.44	4.88	5.38	1.91	1.54	2.75	N/A	N/A	1.38	5/16-18	0.63	3.14	4.19	2.09	4.31	2.11	0.750	3/16 X 1.50
818	3.56	5.06	5.75	2.06	1.75	2.75	N/A	N/A	1.38	5/16-18	0.63	3.24	4.19	2.09	4.31	2.05	0.875	3/16 X 1.38
821	3.81	5.80	6.38	2.28	2.06	2.88	N/A	N/A	1.44	3/8-16	0.60	3.61	5.00	2.50	4.68	2.29	1.000	1/4 X 1.44
824	4.06	6.12	6.94	2.50	2.38	2.88	N/A	N/A	1.44	3/8-16	0.69	3.77	5.00	2.50	5.14	2.66	1.125	1/4 X 1.75
826	4.84	7.12	8.00	2.94	2.63	3.38	N/A	N/A	1.69	3/8-16	0.69	4.34	6.38	3.19	5.63	2.73	1.125	1/4 X 1.75
830	5.25	8.12	8.88	3.25	3.00	4.00	N/A	N/A	2.00	7/16-14	0.88	4.84	7.00	3.50	6.75	3.60	1.250	1/4 X 2.25
832	5.75	8.50	9.38	3.50	3.25	4.00	N/A	N/A	2.00	7/16-14	0.88	5.02	7.50	3.75	7.06	3.66	1.375	5/16 X 2.50
842	6.13	10.25	11.38	4.44	4.25	5.00	N/A	N/A	2.50	5/8-11	1.00	6.10	8.50	4.25	8.12	4.50	1.875	1/2 X 3.06
852	7.19	13.00	14.00	5.12	5.25	5.81	N/A	N/A	2.91	5/8-11	1.25	7.50	11.00	5.50	9.06	4.78	2.000	1/2 X 3.50
860	8.13	14.25	16.50	6.50	6.00	6.38	11.13	0.33	3.19	5/8-11	1.00	N/A	12.75	6.38	10.00	4.65	2.500	5/8 X 4.00

* Capacitor housing, single phase only, 2-1/4" high

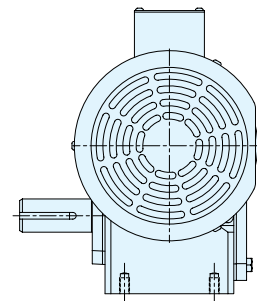
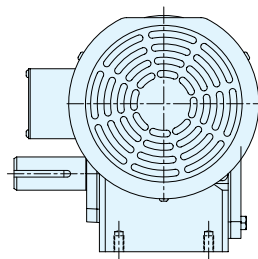
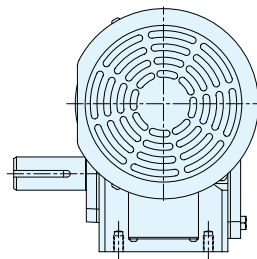
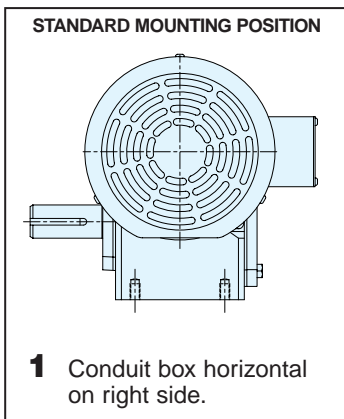
MOTOR LENGTH – See page 182 for motor length dimensions of individual ratings.

MOTOR MOUNTING DIMENSIONS

Series	BMQ				LQ				P				AB			
	48CZ	56C/140TC	180TC	210TC	48CZ	56C/140TC	180TC	210TC	48CZ	56C/140TC	180TC	210TC	48CZ	56C/140TC	180TC	210TC
813	3.46	3.46	N/A	N/A	5.63	6.07	N/A	N/A	5.88	7.16	N/A	N/A	4.88	5.31	N/A	N/A
815	3.99	3.99	N/A	N/A	6.16	6.60	N/A	N/A	5.88	7.16	N/A	N/A	4.88	5.31	N/A	N/A
818	4.09	4.09	N/A	N/A	6.26	6.70	N/A	N/A	5.88	7.16	N/A	N/A	4.88	5.31	N/A	N/A
821	4.46	4.46	N/A	N/A	6.63	7.07	N/A	N/A	5.88	7.16	N/A	N/A	4.88	5.31	N/A	N/A
824	N/A	4.63	5.06	N/A	N/A	7.76	8.76	8.76	N/A	7.16	9.22	10.81	N/A	5.31	6.44	7.59
826	N/A	5.19	5.62	N/A	N/A	8.32	9.32	9.32	N/A	7.16	9.22	10.81	N/A	5.31	6.44	7.59
830	N/A	5.69	6.12	6.56	N/A	8.82	9.82	9.82	N/A	7.16	9.22	10.81	N/A	5.31	6.44	7.59
832	N/A	5.88	6.31	6.75	N/A	9.01	10.01	10.01	N/A	7.16	9.22	10.81	N/A	5.31	6.44	7.59
842	N/A	6.45	7.21	7.21	N/A	11.81	12.90	12.90	N/A	7.16	9.22	10.81	N/A	5.31	6.44	7.59
852	N/A	7.85	8.61	8.61	N/A	13.21	14.30	14.30	N/A	7.16	9.22	10.81	N/A	5.31	6.44	7.59
860	N/A	10.45	9.33	9.33	N/A	N/A	15.88	15.88	N/A	7.16	9.22	10.81	N/A	5.31	6.44	7.59

MOTOR MOUNTING POSITIONS

Conduit box position viewed from input side of reducer.





CONDENSED GLOSSARY OF MOTOR AND GEARING TERMS

Axial Movement - Often called "endplay." The endwise movement of motor or gear shafts. Usually expressed in thousandths of an inch.

Back Driving - Driving the output shaft of a reducer — using it to increase speed rather than reduce speed. Worm gear reducers are not suitable for service as speed increasers.

Backlash - Rotational movement of the output shaft clockwise and counter clockwise, while holding the input shaft stationary. Usually expressed in thousandths of an inch and measure at a specific radius at the output shaft.

Center Distance - A basic measurement or size reference for worm gear reducers, measured from the centerline of the worm to the centerline of the worm wheel.

Drip-Proof - Venting in end frame and/or main frame located to prevent drops of liquid from falling into motor within 15 angle from vertical. Designed for use in areas that are reasonably dry, clean, and well ventilated (usually indoors). If installed outdoors, it is recommended that the motor be protected with a cover that does not restrict the flow of air to the motor.

Efficiency - A ratio of the input power compared to the output, usually expressed as a percentage.

Explosion-Proof Motors - These motors meet Underwriters Laboratories and Canadian Standards Association standards for use in hazardous (explosive) locations, as indicated by the UL label affixed to the motor. Locations are considered hazardous because the atmosphere does or may contain gas, vapor, or dust in explosive quantities.

Flanged Reducer - Usually used to refer to a reducer having provisions for close coupling of a motor either via a hollow (quill) shaft or flexible coupling. Most often a NEMA C face motor is used.

Gear+Motor™ - LEESON's registered trademark for a separable gear and NEMA C face motor as opposed to an integral gearmotor. Integral gearmotors suffer from lack of application and availability constraints as well as having inherent service issues when one or the other component needs replacement.

Input Horsepower - The power applied to the input shaft of a reducer. The input horsepower rating of a reducer is the maximum horsepower the reducer can safely handle.

Mechanical Rating - The maximum power or torque a reducer can transmit. LEESON reducers typically have a safety margin equal to 200% or more of its mechanical rating allowing momentary overloads during start-up or other transient overload conditions.

Motor Selection - See the technical section of LEESON's Stock Motor Catalog 1050, request LEESON's book, Practical Motor Basics or contact LEESON's District Office for expert assistance.

Mounting Position - The relationship of the input and output shafts of a reducer relative to horizontal.

Output Horsepower - The amount of horsepower available at the output shaft of the reducer. Output horsepower is always less than the input horsepower due to the efficiency of the reducer.

Overhung Load - A force applied at right angles to a shaft beyond the shaft's outermost bearing. This shaft-bending load must be supported by the bearing. Overhung load ratings are listed for each reducer size and should not be exceeded.

Prime Mover - In industry, the prime mover is most often an electric motor. Occasionally engines, hydraulic or air motors are used. Special application considerations are called for when other than an electric motor is the prime mover.

Self-Locking - The inability of a reducer to be driven backwards by its load. As a matter of safety, no LEESON reducer should be considered self-locking.

Service Factor for Gearing - A method of adjusting a reducer's load carrying characteristics to reflect the application's load characteristics. AGMA (American Gear Manufacturer's Association) has established standardized service factor information.

Service Factor for Motors - Refers to a motor's ability to handle a load greater than the motor's rated HP on a continuous basis. Most LEESON motors have a continuous duty service factor of 1.15 or higher. This ability of the motor is intended to handle momentary or transient overloads or unusual service conditions and should not be utilized when sizing motors for continuous service. For assistance in motor selection please contact your LEESON's District Office.

Thermal Rating - The power or torque a reducer can transmit continuously. This rating is based upon the reducer's ability to dissipate the heat caused by friction.

Thrust Load - Force imposed on a shaft parallel to a shaft's axis. Thrust loads are often induced by the driven machine. Take care to be sure the thrust load rating of the reducer is sufficient that it's shafts and bearings can absorb the load without premature failure.

Totally Enclosed Non-Ventilated (TENV) - No vent openings, tightly enclosed to prevent the free exchange of air, but not airtight. Has no external cooling fan and relies on convection for cooling. Suitable for use where exposed to dirt or dampness, but not for hazardous (explosive) locations.

Totally Enclosed Fan Cooled (TEFC) - Same as the TENV except has external fan as an integral part of the motor, to provide cooling by blowing air around the outside frame of the motor.

WORM GEAR REDUCER SERVICE FACTORS

Proper determination of an application's service factor characteristics is critical for maximum reducer life and trouble free service. See the definition of service factor in the glossary.

All worm reducers and LEESON Gear+Motor motorized reducers are sized for applications having an AGMA defined service of 1.0, unless otherwise stated. (Alternately, 1.0 service factor is sometimes expressed as "Class I Service".) Reducers in such applications operate on a continuous duty basis, for 10 hours per day or less, and are free of recurrent shock loads. When operating characteristics are different than noted, the input horsepower and torque ratings listed must be divided by the service factor selected from the table below. This table applies to reducers with an electric or hydraulic motor input.

SPECIAL APPLICATION CONSIDERATIONS

CAUTION: Please contact LEESON for assistance in applications not listed or for applications with unusual characteristics. Including the following:

- Input speeds not listed in catalog
- Frequent starting or repetitive shock applications
- Selection of reducers for man lifts or people moving equipment
- High energy loads, including stalling
- Starting or momentary overloads exceeding 200% of gear reducer mechanical capacity (100% overload)

SERVICE FACTOR TABLE

Duration of Service (Hours per day)	Uniform Load	Moderate Shock	Heavy Shock	Extreme Shock
Occasional 1/2 Hour	—*	—*	1.00	1.25
Less than 3 Hours	1.00	1.00	1.25	1.50
3 - 10 Hours	1.00	1.25	1.50	1.75
Over 10 Hours	1.25	1.50	1.75	2.00

* Unspecified service factors should be 1.00 or as agreed upon by the user and manufacturer.

When a single or multi-cylinder engine is the input power, the service factor selected from the table above should be increased by multiplying the value by the factor selected from the table below.

Service Factor Conversion Table for Engine Driven Applications.

Hydraulic or Electric Motor	Single Cylinder Engines	Multi-Cylinder Engines
1.00	1.50	1.25
1.25	1.75	1.50
1.50	2.00	1.75
1.75	2.25	2.00
2.00	2.50	2.25

On the next page, AGMA standardized service factor data is listed for a wide variety of applications operating 3 to 10 hours per day and for 10 hours or more per day.

