

RIGHT ANGLE SHAFT MOUNTED DRIVE ASSEMBLY DATA SHEET (1 MOTOR)

FORM: OHL_RGHTANG1
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12/26/18

NOTES:

- 1) DATA NOT NEEDED IF USING FLEXIBLE LOW SPEED COUPLINGS.
- 2) RIGID COUPLING MAY NOT BE PRESENT.
- 3) IF MORE THEN 1 DRIVE PULLEY EXISTS ON THE CONVEYOR, PROVIDE SEPARATE SHEET FOR EACH PULLEY.
- 4) IS THIS A TRIPPER CONVEYOR? (Y / N)
- 5) FILL OUT EITHER TYPE A OR TYPE B SECTION DEPENDING ON ORIENTATION

T1: _____

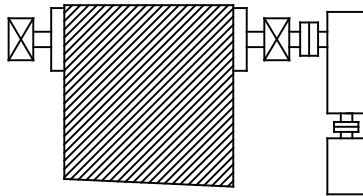
T2: _____

MOTOR HP: _____

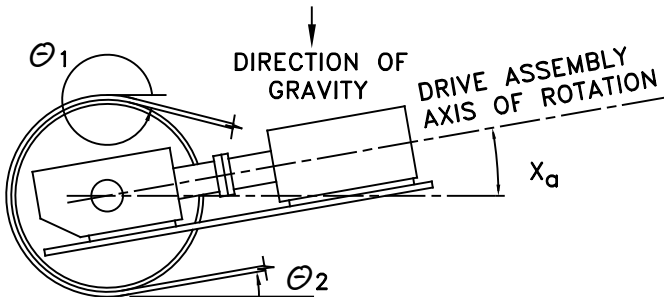
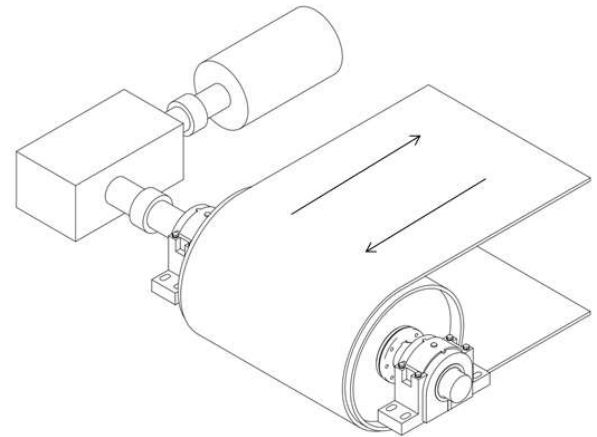
BELT SPEED: _____

TYPE A:

Ⓐ



CIRCLE BELT DIRECTION



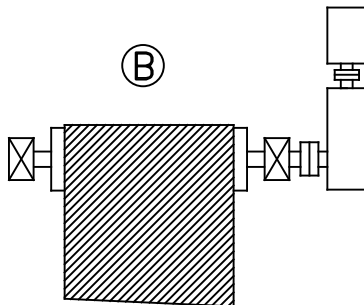
BELT ANGLE COMING OFF PULLEY IN (θ_1): _____

BELT ANGLE COMING OFF PULLEY IN (θ_2): _____

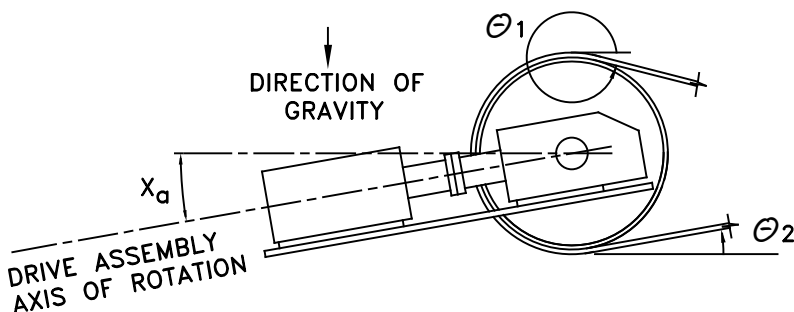
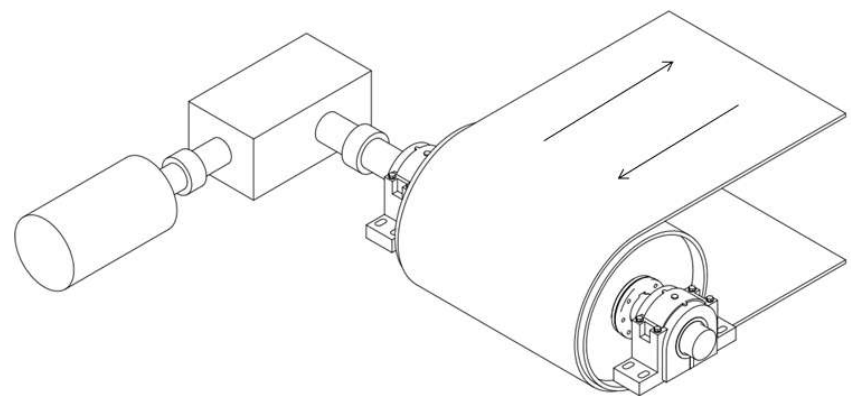
DRIVE ASSEMBLY ANGLE (X_a): _____

TYPE B:

Ⓑ



CIRCLE BELT DIRECTION



BELT ANGLE COMING OFF PULLEY IN (θ_1): _____

BELT ANGLE COMING OFF PULLEY IN (θ_2): _____

DRIVE ASSEMBLY ANGLE (X_a): _____



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DRIVE ASSEMBLY DATA

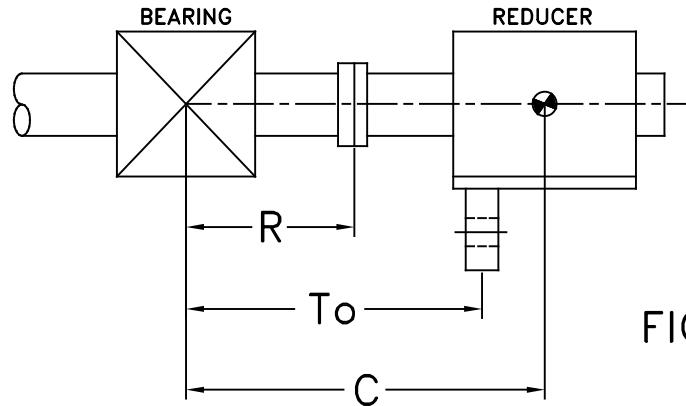


FIG. 1

FIG. 1

REDUCER/BEARING CENTER DISTANCE (C):

TORQUE ARM/BEARING CENTER DISTANCE (To):

RIGID COUPLING/BEARING CENTER DISTANCE (R):

RIGID COUPLING WEIGHT:

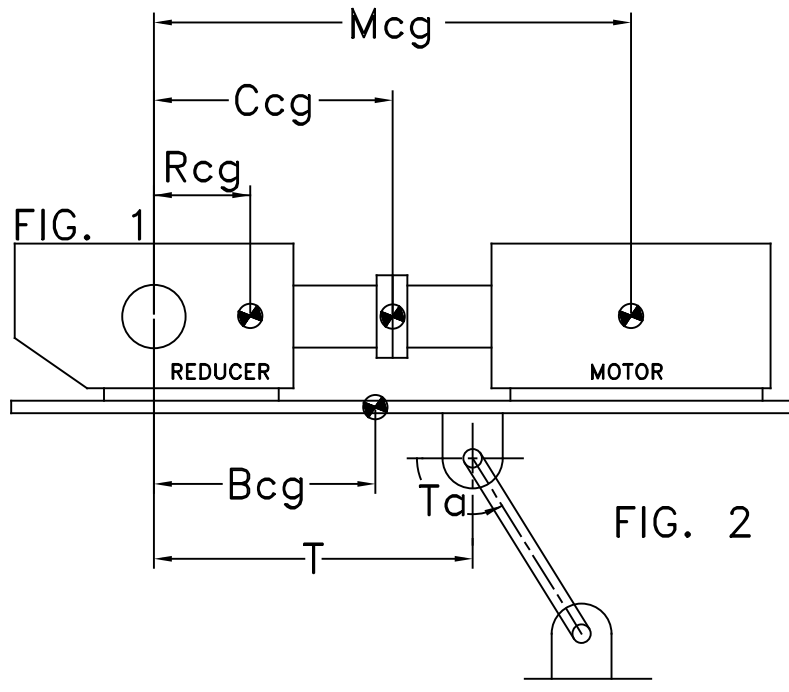


FIG. 2

FIG. 2

TORQUE ARM DISTANCE (T):

TORQUE ARM ANGLE (Ta):

REDUCER CENTER OF GRAVITY (Rcg):

REDUCER WEIGHT INCLUDING OIL:

HIGH SPEED COUPLING CENTER OF GRAVITY (Ccg):

HIGH SPEED COUPLING WEIGHT:

MOTOR CENTER OF GRAVITY (Mcg):

MOTOR WEIGHT:

BASE CENTER OF GRAVITY (Bcg):

BASE WEIGHT:

