



Removable inspection cover allows periodic inspection of gearing during routine maintenance.

All gearing is hardened and ground (AGMA Class 10 or better), for enhanced efficiency and noise reduction. Double reduction units are 96 - 97% efficient.

Ratios up to 63:1 in two-stage units and up to 278:1 in three-stage units to maximize efficiency and reduce overall case size.

LeCENTRIC™ REDUCERS ARE FILLED WITH MOBILGEAR SHC 320 SYNTHETIC OIL as standard. All sizes are considered "lubed for life." Specify mounting position at time of order.

Single-piece aluminum alloy housing vacuum impregnated with Resinol RT (MIL-STD 276) for protection and sealing. No secondary finish required but readily accepts paint. Combines light weight with high tensile strength. Precision machined for alignment of bearings and gearing.

Aluminum NEMA C face input flange (motorized quill input models) with machined fits for precision alignment of motor and bearings.

Mounting dimensions are interchangeable with many popular reducers, including SEW, David Brown, Nord, Dodge, and Brook Hansen.

Robust output shaft of high strength steel alloy for superior torque and overhung load capacities.

Bearing spans optimized to allow for maximum overhung load capacity, enhanced durability and reliability—while minimizing shaft deflection.

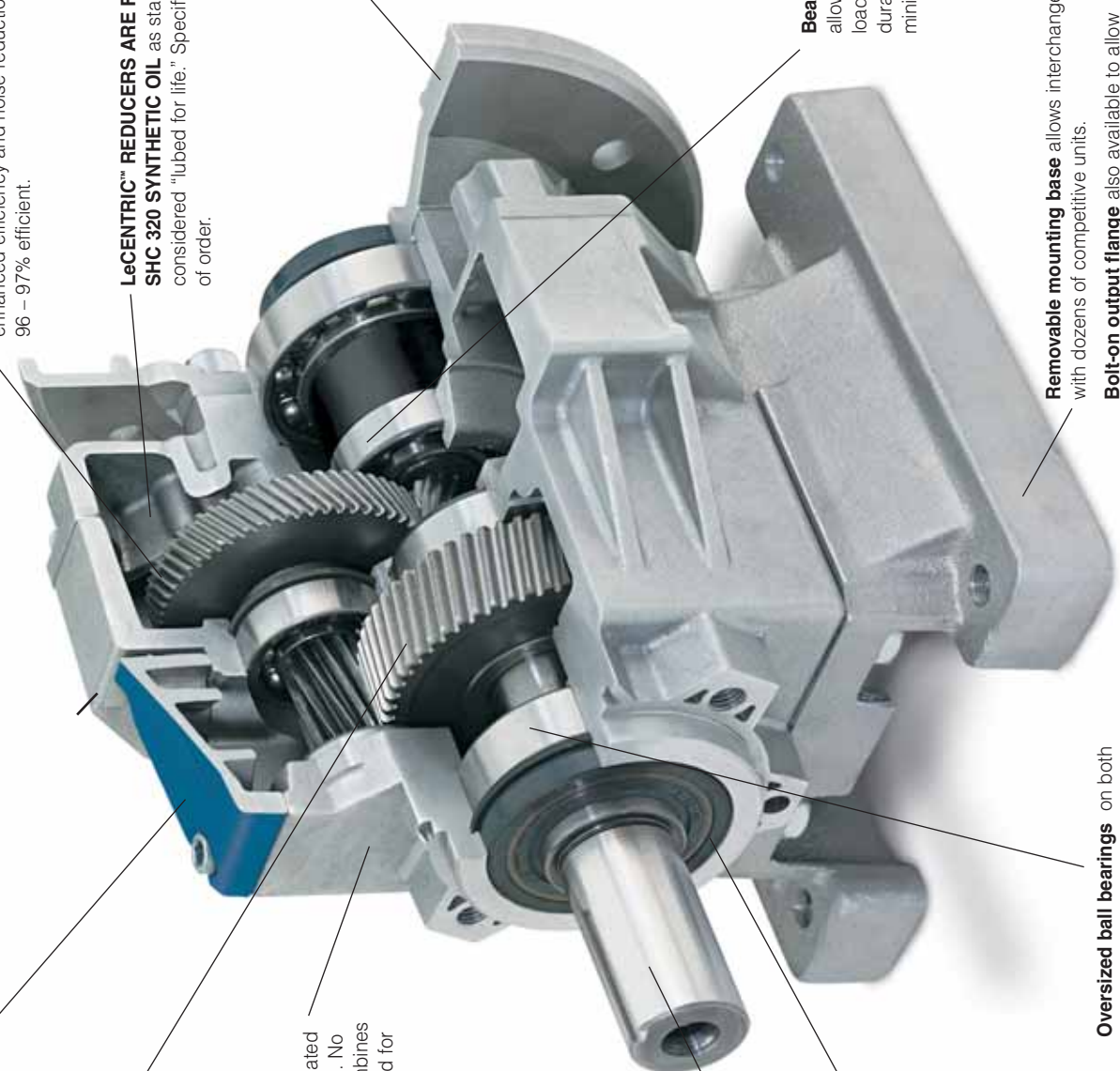
Premium Viton® seals provide extra protection against entry of contaminants or loss of lubrication. Tandem seals available on input and output.

Removable mounting base allows interchange with dozens of competitive units.

Bolt-on output flange also available to allow interchange with many industry-standard sizes.

Oversized ball bearings on both input and output shafts.

Permanently marked nameplate with output torque, ratio and maximum input horsepower.



Bravo! An Alternative For Machine Designers



Vent Free Design. No breather or vents to leak! Factory lubricated for life with synthetic, semi-fluid gear lubricant with an operating range of -15°C to 130°C.

oil free



vent free

NEMA C flange with quill input accepts 56C, 143-5TC and 182-4TC motors.



Bravo™, up to two-thirds lighter and one-third smaller!

Single-piece aluminum alloy housing is vacuum impregnated with Resinol RT (MIL-STD 276) for protection and sealing. No secondary finish required but readily accepts paint. Combines light weight with high tensile strength. Precision machined for alignment of bearings and gearing.

Oversized bearings support positively-retained, high speed shaft for higher shock load capacity — ideal for frequent starting and reversing applications. Premium, Nitrile® high temperature seals each end.

Single-piece alloy steel input shaft and worm shaft. High helix angle worm is case-hardened (Rc 58-60), ground, teeth are profiled and radiused, for noise reduction and enhanced efficiency.

Bronze alloy worm gear is centrifugally cast onto an iron hub for maximum strength, lubricity and superior life.

Oversized bearings for radial load capability and maximum hollow output shaft diameters.

Premium, high-temperature Nitrile® output seals.

Impregnated and machined bearing caps with exterior machined surfaces mate to a variety of mounting accessories. Extra-deep thread engagement provided for greater support strength. Zinc plated hardware.

Hollow output shaft mounting is standard at no extra cost. Reduces total drive envelope size, weight and cost. Solid shaft single and double output is available.



General Information