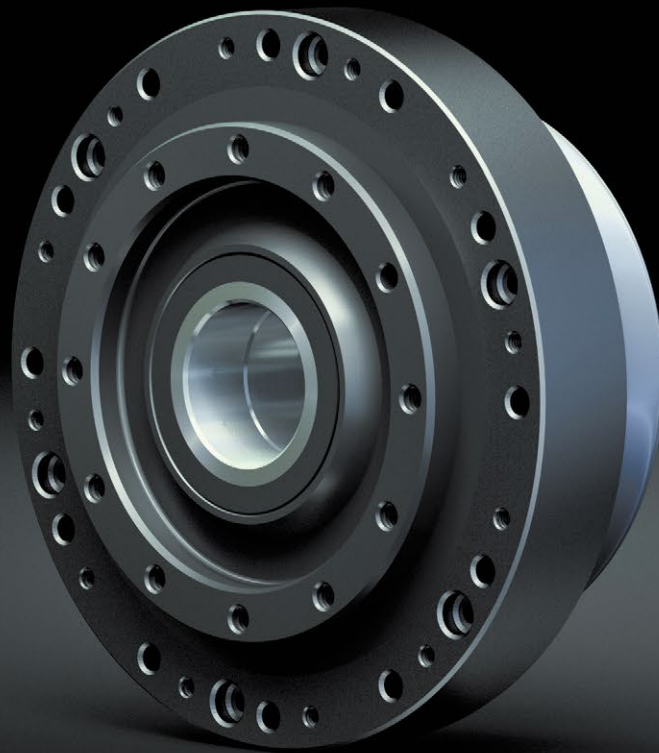


Engineering Data  
CobaltLine®-CPM/CPH/CPS Units



Harmonic  
Drive AG



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## 1. General

### About this documentation

This document contains safety instructions, technical data and operation rules for products of Harmonic Drive AG. The documentation is aimed at planners, project engineers, commissioning engineers and machine manufacturers, offering support during selection and calculation of the servo actuators, servo motors and accessories.

### Rules for storage

Please keep this document for the entire life of the product, up to its disposal. Please hand over the documentation when re-selling the product.

### Additional documentation

For the configuration of drive systems using the products of Harmonic Drive AG, you may require additional documents. Documentation is provided for all products offered by Harmonic Drive AG and can be found in pdf format on the website.

[www.harmonicdrive.de](http://www.harmonicdrive.de)

### Third-party systems

Documentation for parts supplied by third party suppliers, associated with Harmonic Drive® components, is not included in our standard documentation and should be requested directly from the manufacturers.


Before commissioning products from Harmonic Drive AG with servo drives, we advise you to obtain the relevant documents for each device.

### Your feedback

Your experiences are important to us. Please send suggestions and comments about the products and documentation to:

Harmonic Drive AG  
Marketing and Communications  
Hoenbergstraße 14  
65555 Limburg / Lahn  
Germany  
E-Mail: [info@harmonicdrive.de](mailto:info@harmonicdrive.de)

## 1.1 Description of Safety Alert Symbols

Symbol	Meaning
	Indicates an imminent hazardous situation. If this is not avoided, death or serious injury could occur.
	Indicates a possible hazard. Care should be taken or death or serious injury may result.
	Indicates a possible hazard. Care should be taken or slight or minor injury may result.
	Describes a possibly harmful situation. Care should be taken to avoid damage to the system and surroundings.
	This is not a safety symbol. This symbol indicates important information.
	Warning of a general hazard. The type of hazard is determined by the specific warning text.
	Warning of dangerous electrical voltage and its effects.
	Beware of hot surfaces.
	Beware of suspended loads.
	Precautions when handling electrostatic sensitive components.

## 1.2 Disclaimer and Copyright

The contents, images and graphics contained in this document are protected by copyright. In addition to the copyright, logos, fonts, company and product names can also be protected by brand law or trademark law. The use of text, extracts or graphics requires the permission of the publisher or rights holder.

We have checked the contents of this document. Since errors cannot be ruled out entirely, we do not accept liability for mistakes which may have occurred. Notification of any mistake or suggestions for improvements will be gratefully received and any necessary correction will be included in subsequent editions.

## 2. Safety and Installation Instructions

Please take note of the information and instructions in this document. Specialty designed models may differ in technical detail. If in doubt, we strongly recommend that you contact the manufacturer, giving the type designation and serial number for clarification.

### 2.1 Hazards



**DANGER**

Electric products have dangerous live and rotating parts. All work during connection, operation, repair and disposal must be carried out by qualified personnel as described in the standards EN50110-1 and IEC 60364! Before starting any work, and especially before opening covers, the actuator must be properly isolated. In addition to the main circuits, the user also has to pay attention to any auxiliary circuits.

#### Observing the five safety rules:

- Disconnect mains
- Prevent reconnection
- Test for absence of harmful voltages
- Ground and short circuit
- Cover or close off nearby live parts

The measures taken above must only be withdrawn when the work has been completed and the device is fully assembled. Improper handling can cause damage to persons and property. The respective national, local and factory specific regulations must be adhered to.



**DANGER**

Electric, magnetic and electromagnetic fields are dangerous, in particular for persons with pacemakers, implants or similar. Vulnerable groups must not be in the immediate vicinity of the products themselves.



**DANGER**

Built-in holding brakes alone are not functionally safe. Particularly with unsupported vertical axes, the functional safety and security can only be achieved with additional, external mechanical brakes.



**WARNING**

The successful and safe operation of gears, products requires proper transport, storage and assembly as well as correct operation and maintenance.



**ATTENTION**

The surface temperature of gears, motors and actuators can exceed 55 degrees Celsius. The hot surfaces should not be touched.



## ADVICE

Movement and lifting of products with a mass > 20 Kg should only be carried out with suitable lifting gear.

## ADVICE

Cables must not come into direct contact with hot surfaces.

## INFORMATION

Special versions of drive systems and motors may have differing specifications. Please consider all data sheet, catalogues and offers etc. sent concerning these special versions.

## 2.2 Intended Purpose

The Harmonic Drive® products are intended for industrial or commercial applications. They comply with the relevant parts of the harmonised EN 60034 standards series.

Typical areas of application are robotics and handling, machine tools, packaging and food machines and similar machines.

The products may only be operated within the operating ranges and environmental conditions shown in the documentation (altitude, degree of protection, temperature range etc).

Before plant and machinery which have Harmonic Drive® products built into them are commissioned, the compliance must be established with the Machinery Directive, Low Voltage Directive and EMC guidelines.

Plant and machinery with inverter driven motors must satisfy the protection requirements in the EMC guidelines. It is the responsibility of the installer to ensure that installation is undertaken correctly.

Signal and power lines must be shielded. The EMC instructions from the inverter manufacturer must be observed in order that installation meets the EMC regulations.

## 2.3 Non Intended Purpose

The use of products outside the areas of application mentioned above or, inter alia, other than in the operating areas or environmental conditions described in the documentation is considered as non-intended purpose.

## ADVICE

The following areas of application are, inter alia, those considered as non-intended purpose:

- Aerospace
- Areas at risk of explosion
- Machines specially constructed or used for a nuclear purpose whose breakdown might lead to the emission of radio-activity
- Vacuum
- Machines for domestic use
- Medical equipment which comes into direct contact with the human body
- Machines or equipment for transporting or lifting people
- Special devices for use in annual markets or leisure parks

## 2.4 Declaration of Conformity

Harmonic Drive® gears are components for installation in machines as defined by the machine directive 89/392/EWG. Commissioning is prohibited until such time as the end product has been proved to conform to the provisions of this directive.

Essential health and safety requirements were considered in the design and manufacture of these gear component sets. This simplifies the implementation of the machinery directive by the end user for the machinery or the partly completed machinery. Commissioning of the machine or partly completed machine is prohibited until the final product conforms to the EC Machinery Directive.

## 3. Technical Description

### 3.1 Product Description

# Maximum torque capacity with precision output bearing

CobaltLine®-CP Series Units are available in six sizes with gear ratios of 50, 80, 100, 120 and 160:1 offering repeatable peak torques from 23 to 841 Nm.

The precision output bearing with high tilting capacity often allows direct attachment of heavy payloads without the need for further support, thereby providing simple and space saving design installations.

The CobaltLine®-CP Series are supplied in three versions: the CPM Unit for direct attachment of any motor, the CPH Unit with hollow shaft to feed through supply lines or services for further axes and the CPS Unit with stainless steel input shaft enabling flexible integration into your design.

The Units are available as specific configurations tailored to your application, or if required, with high corrosion protection. With a reinforced output bearing offering maximum tilting rigidity, they can easily absorb and accurately guide heavy payloads. The Units are fully sealed and thus ideally suited for use in harsh ambient conditions.

The CobaltLine®-CP Series can be used for ambient temperatures between -40° C and 90° C. The Units accurate positioning guarantees stable machine characteristics with short cycle times guaranteed.



## 3.2 Ordering Code

Table 9.1

Series	Size	Ratio <sup>1)</sup>					Version	Code for motor adaptation	Special design
CobaltLine®	14	50	80	100			CPM CPH CPS	Depending on motor type	According to customer requirements
	17	50	80	100	120				
	20	50	80	100	120	160			
	25	50	80	100	120	160			
	32	50	80	100	120	160			
	40	50	80	100	120	160			
Ordering code									
<b>CobaltLine - 25 - 100 - CPM - 19.22 - SP</b>									

<sup>1)</sup> The ratios shown here are for a standard driving configuration with the circular spline fixed, the Wave Generator used for the input and the Flexspline attached to the output. Other configurations are possible. Please consult the chapter 4 "Ratio".

Table 9.2

Version	
Ordering code	Description
CPM	Unit for motor assembly
CPH	Unit with hollow shaft
CPS	Unit with solid input shaft

Explanation of the technical data can be found in the Glossary.

## 3.3 Technical Data

### 3.3.1 General Technical Data

Table 10.1

	Unit	CobaltLine-14-CP		
Ratio	i [ ]	50	80	100
Repeated peak torque	$T_R$ [Nm]	23	30	36
Average torque	$T_A$ [Nm]	9.0	14	14
Rated torque	$T_N$ [Nm]	7.0	10	10
Momentary peak torque	$T_M$ [Nm]	46	61	70
Maximum input speed	$n_{in(max)}$ [rpm]	8500		
Average input speed	$n_{av(max)}$ [rpm]	3500/3000 <sup>1)</sup>		
Moment of inertia CPM	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.033		
Moment of inertia CPH	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.091		
Moment of inertia CPS	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.025		
Weight CPM	m [kg]	0.54		
Weight CPH	m [kg]	0.67		
Weight CPS	m [kg]	0.64		

Table 10.2

	Unit	CobaltLine-17-CP			
Ratio	i [ ]	50	80	100	120
Repeated peak torque	$T_R$ [Nm]	44	56	70	70
Average torque	$T_A$ [Nm]	34	35	51	51
Rated torque	$T_N$ [Nm]	21	29	31	31
Momentary peak torque	$T_M$ [Nm]	91	113	143	112
Maximum input speed	$n_{in(max)}$ [rpm]	7300			
Average input speed	$n_{av(max)}$ [rpm]	3500/3000 <sup>1)</sup>			
Moment of inertia CPM	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.079			
Moment of inertia CPH	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.193			
Moment of inertia CPS	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.059			
Weight CPM	m [kg]	0.79			
Weight CPH	m [kg]	1.0			
Weight CPS	m [kg]	0.95			

<sup>1)</sup> Valid for CobaltLine®-CPH

### 3.3.2 Dimensions

Illustration 11.1 CobaltLine-14-CPM [mm]

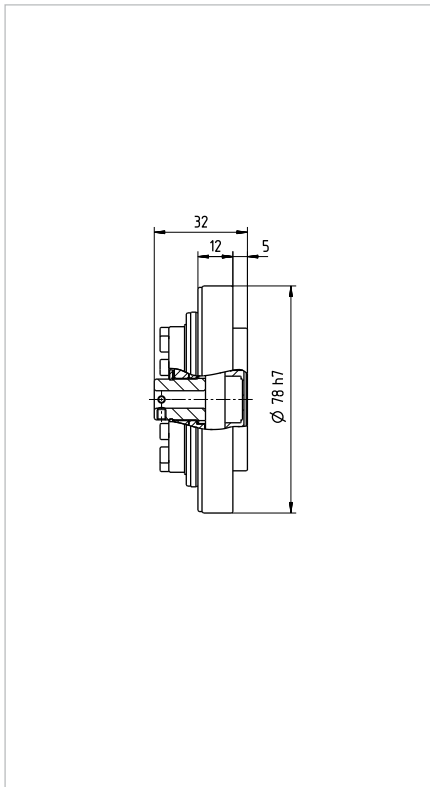


Illustration 11.2 CobaltLine-14-CPH [mm]

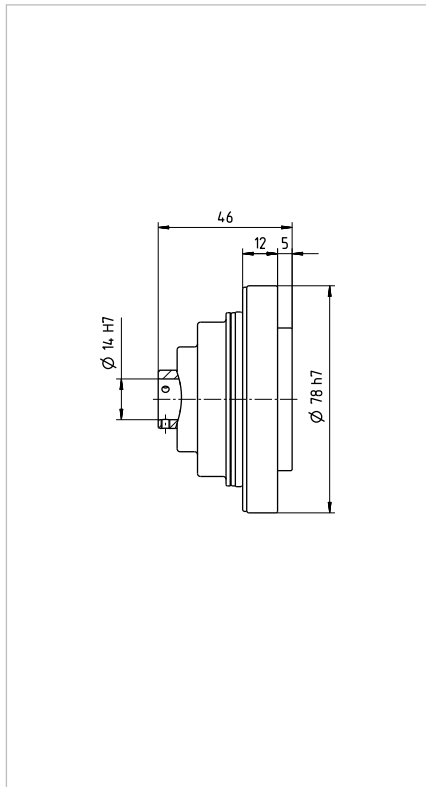


Illustration 11.3 CobaltLine-14-CPS [mm]

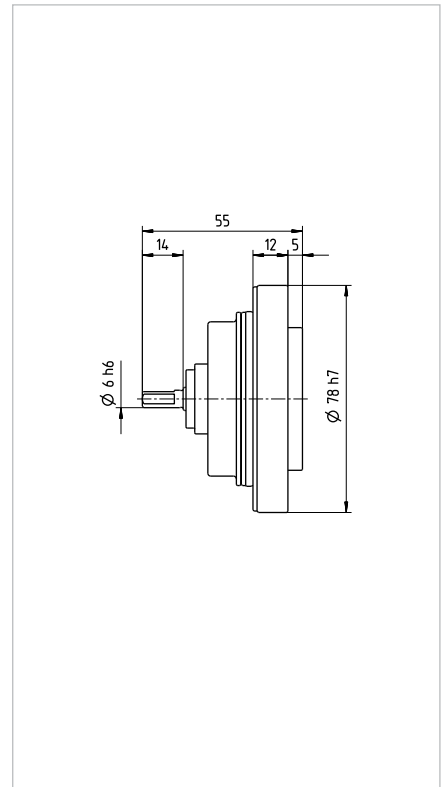


Illustration 11.4 CobaltLine-17-CPM [mm]

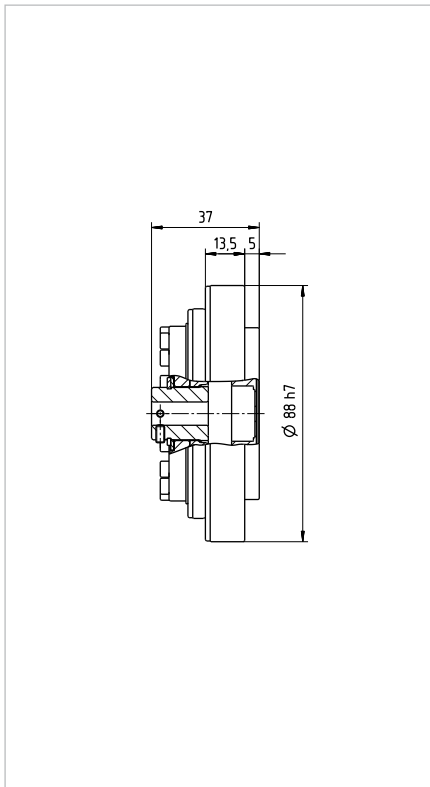


Illustration 11.5 CobaltLine-17-CPH [mm]

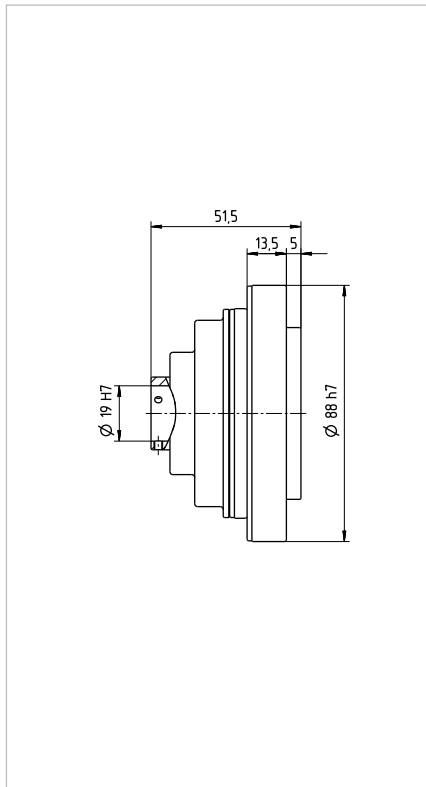
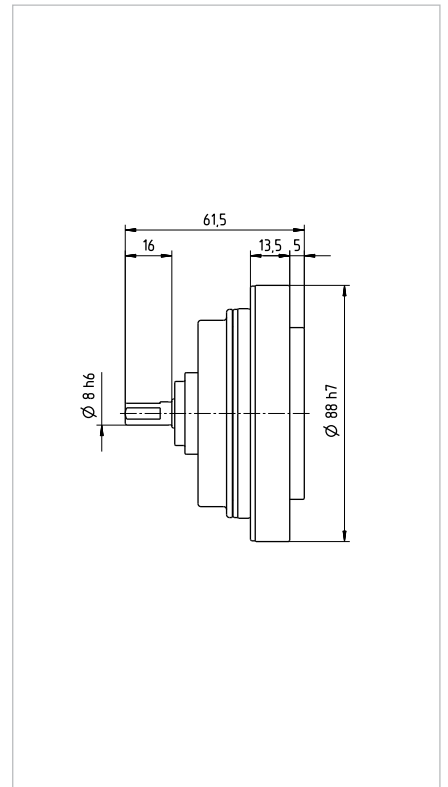


Illustration 11.6 CobaltLine-17-CPS [mm]



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[www.harmonicdrive.de/CAD2013](http://www.harmonicdrive.de/CAD2013)

Table 12.1

	Unit	CobaltLine-20-CP				
Ratio	$i$ [ ]	50	80	100	120	160
Repeated peak torque	$T_R$ [Nm]	73	96	107	113	120
Average torque	$T_A$ [Nm]	44	61	64	64	64
Rated torque	$T_N$ [Nm]	33	44	52	52	52
Momentary peak torque	$T_M$ [Nm]	127	165	191	191	191
Maximum input speed	$n_{in(max)}$ [rpm]	6500				
Average input speed	$n_{av(max)}$ [rpm]	3500/3000 <sup>1)</sup>				
Moment of inertia CPM	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.193				
Moment of inertia CPH	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.404				
Moment of inertia CPS	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.137				
Weight CPM	$m$ [kg]	1.3				
Weight CPH	$m$ [kg]	1.55				
Weight CPS	$m$ [kg]	1.4				

Table 12.2

	Unit	CobaltLine-25-CP				
Ratio	$i$ [ ]	50	80	100	120	160
Repeated peak torque	$T_R$ [Nm]	127	178	204	217	229
Average torque	$T_A$ [Nm]	72	113	140	140	140
Rated torque	$T_N$ [Nm]	51	82	87	87	87
Momentary peak torque	$T_M$ [Nm]	242	332	369	395	408
Maximum input speed	$n_{in(max)}$ [rpm]	5600				
Average input speed	$n_{av(max)}$ [rpm]	3500/2575 <sup>1)</sup>				
Moment of inertia CPM	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.41				
Moment of inertia CPH	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	1.07				
Moment of inertia CPS	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	0.32				
Weight CPM	$m$ [kg]	1.95				
Weight CPH	$m$ [kg]	2.4				
Weight CPS	$m$ [kg]	2.5				

<sup>1)</sup> Valid for CobaltLine®-CPH

Illustration 13.1 CobaltLine-20-CPM [mm]

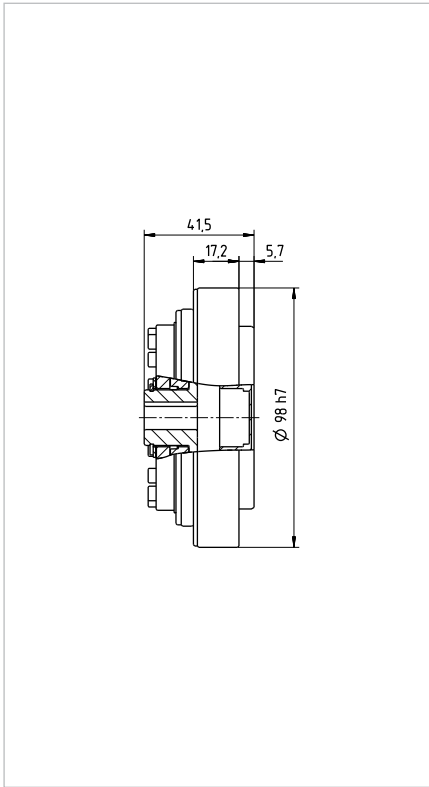


Illustration 13.2 CobaltLine-20-CPH [mm]

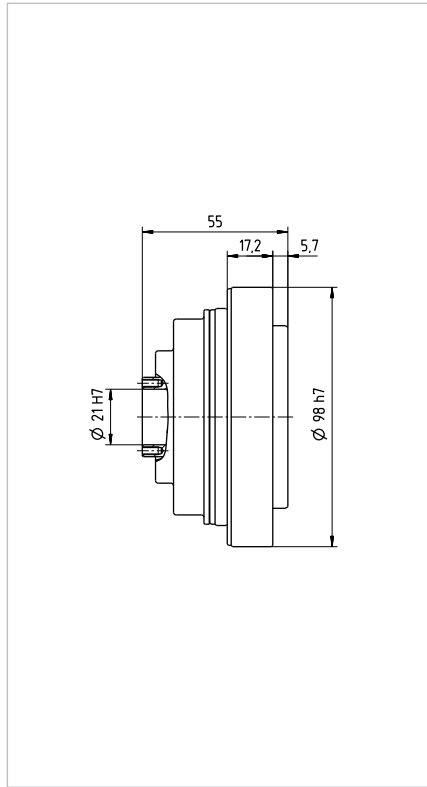


Illustration 13.3 CobaltLine-20-CPS [mm]

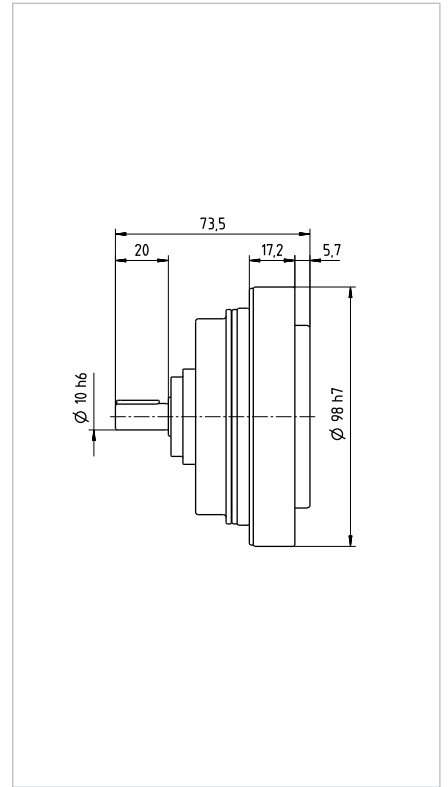


Illustration 13.4 CobaltLine-25-CPM [mm]

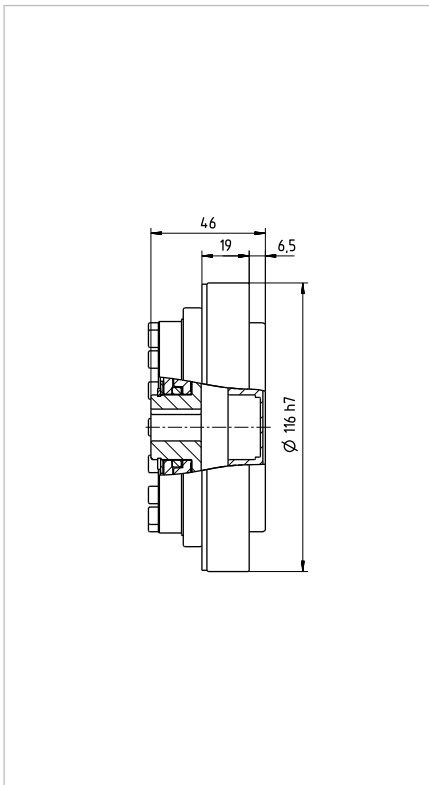


Illustration 13.5 CobaltLine-25-CPH [mm]

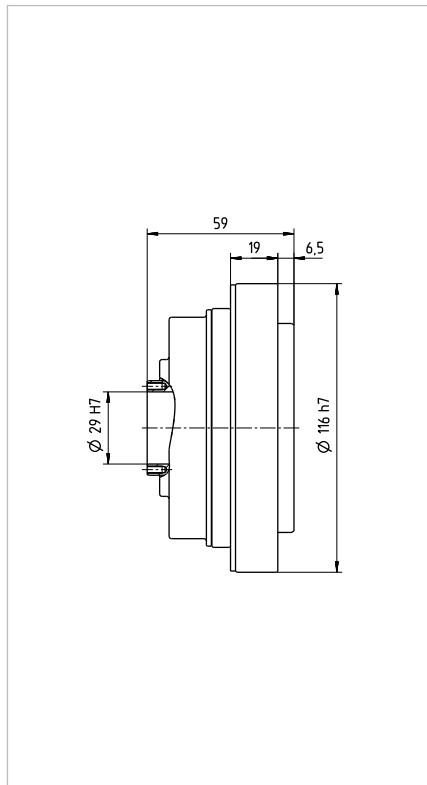
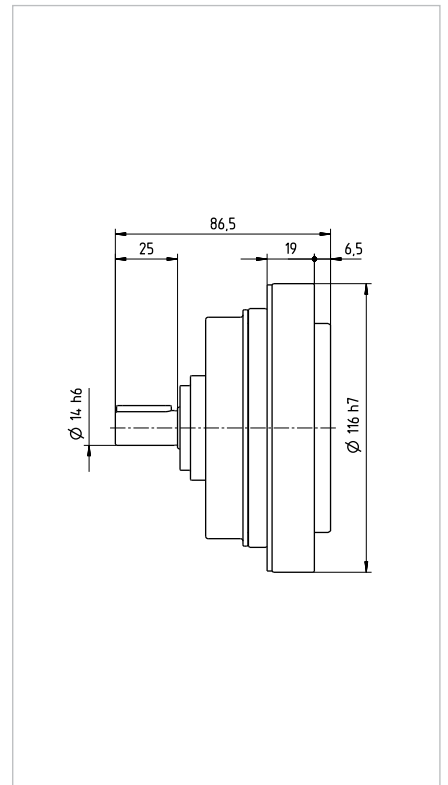


Illustration 13.6 CobaltLine-25-CPS [mm]



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Table 14.1

	Unit	CobaltLine-32-CP				
Ratio	$i$ [ ]	50	80	100	120	160
Repeated peak torque	$T_R$ [Nm]	281	395	433	459	484
Average torque	$T_A$ [Nm]	140	217	281	281	281
Rated torque	$T_N$ [Nm]	99	153	178	178	178
Momentary peak torque	$T_M$ [Nm]	497	738	841	892	892
Maximum input speed	$n_{in(max)}$ [rpm]	4800				
Average input speed	$n_{av(max)}$ [rpm]	3500/1980 <sup>1)</sup>				
Moment of inertia CPM	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	1.69				
Moment of inertia CPH	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	2.85				
Moment of inertia CPS	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	1.20				
Weight CPM	$m$ [kg]	3.9				
Weight CPH	$m$ [kg]	5.0				
Weight CPS	$m$ [kg]	5.4				

Table 14.2

	Unit	CobaltLine-40-CP				
Ratio	$i$ [ ]	50	80	100	120	160
Repeated peak torque	$T_R$ [Nm]	523	675	738	802	841
Average torque	$T_A$ [Nm]	255	369	484	586	586
Rated torque	$T_N$ [Nm]	178	268	345	382	382
Momentary peak torque	$T_M$ [Nm]	892	1270	1400	1530	1530
Maximum input speed	$n_{in(max)}$ [rpm]	4000				
Average input speed	$n_{av(max)}$ [rpm]	3000/1300 <sup>1)</sup>				
Moment of inertia CPM	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	4.5				
Moment of inertia CPH	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	9.28				
Moment of inertia CPS	$J_{in}$ [ $\times 10^{-4}$ kgm <sup>2</sup> ]	3.41				
Weight CPM	$m$ [kg]	6.9				
Weight CPH	$m$ [kg]	8.8				
Weight CPS	$m$ [kg]	8.8				

<sup>1)</sup> Valid for CobaltLine®-CPH

Illustration 15.1 CobaltLine-32-CPM [mm]

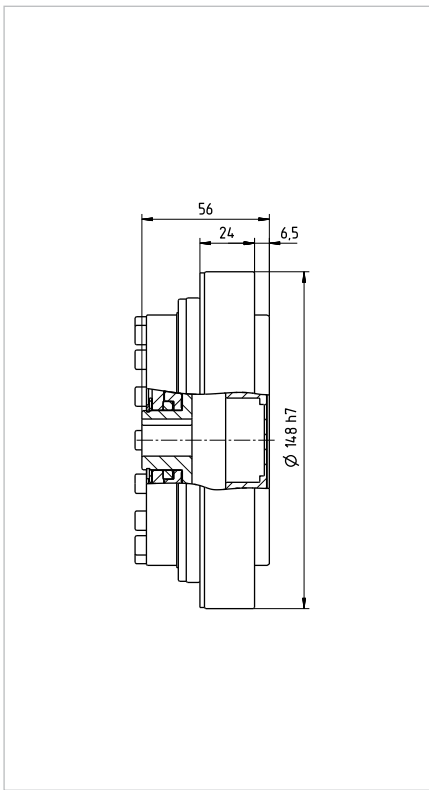


Illustration 15.2 CobaltLine-32-CPH [mm]

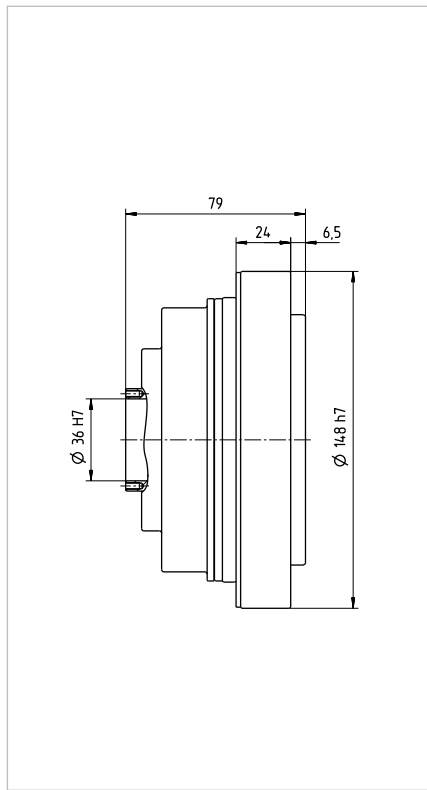


Illustration 15.3 CobaltLine-32-CPS [mm]

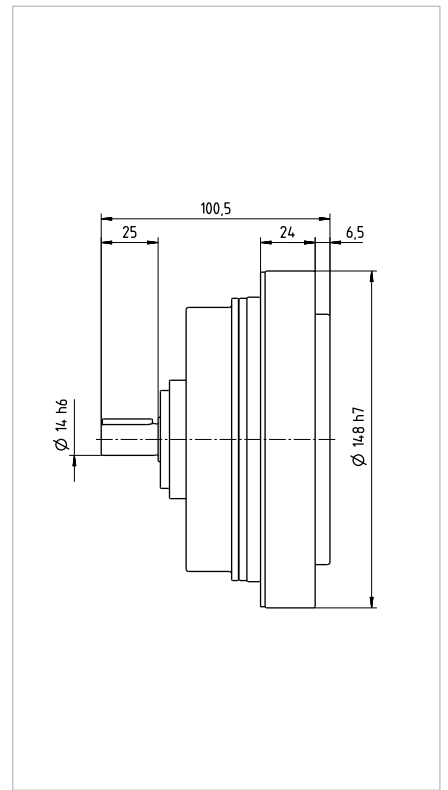


Illustration 15.4 CobaltLine-40-CPM [mm]

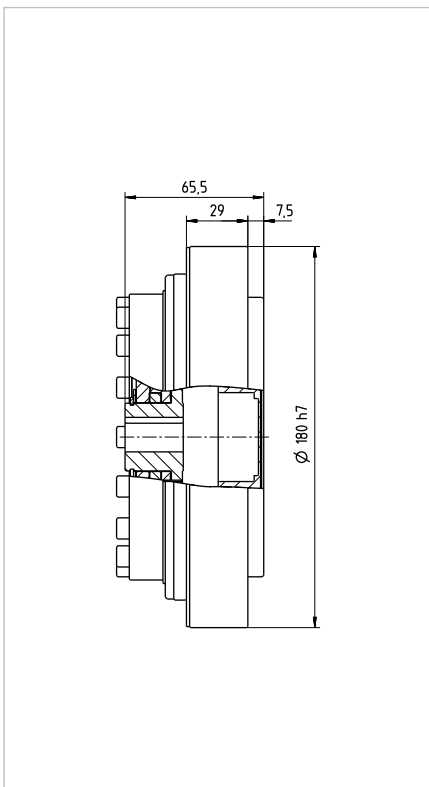


Illustration 15.5 CobaltLine-40-CPH [mm]

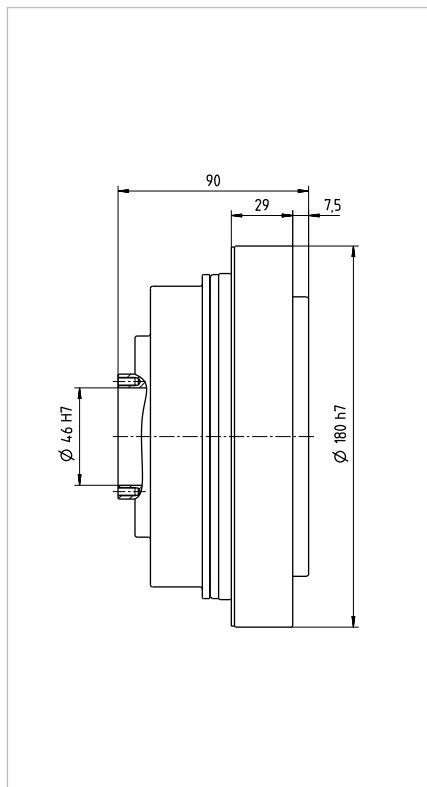
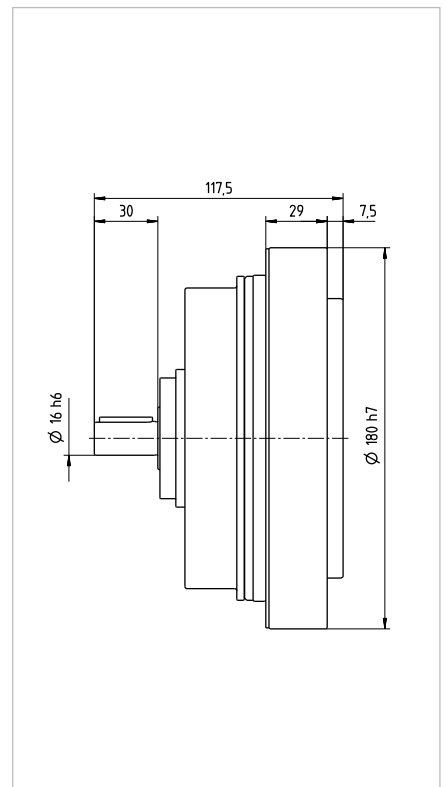


Illustration 15.6 CobaltLine-40-CPS [mm]



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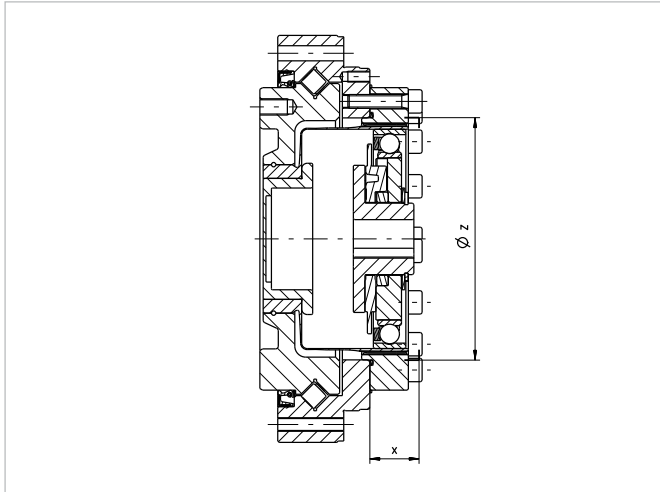
### 3.3.3 Minimum Housing Clearance

Table 16.1

CobaltLine-CPM [mm]

Size	14	17	20	25	32	40
ØZ	38	45	53	66	86	106
X	7.0	7.5	9.0	11.5	15.5	19.0

Illustration 16.2



### 3.3.4 Accuracy

Table 16.3

[arcmin]

Size		14 - 17		20 - 32		40	
Ratio		50	>50	50	>50	50	>50
Transmission accuracy <sup>1)</sup>	CPH CPS	< 1.2	< 1	< 1	< 0.8	< 0.7	< 0.5
	CPM with Wave Generator and Oldham Coupling or solid Wave Generator with adjustment assembly	< 1.2	< 1	< 1	< 0.8	< 0.7	< 0.5
	CPM with solid Wave Generator and standard assembly	< 1.5	< 1.5	< 1	< 1	< 1	< 1
Hysteresis loss		< 1	< 1	< 1	< 1	< 1	< 1
Lost Motion							
Repeatability							

<sup>1)</sup> Higher accuracy on request

### 3.3.5 Torsional Stiffness

Table 16.4

Size		14	17	20	25	32	40
T <sub>1</sub> [Nm]		2.0	3.9	7.0	14	29	54
T <sub>2</sub> [Nm]		6.9	12	25	48	108	196
i = 50	K <sub>3</sub> [x10 <sup>3</sup> Nm/rad]	5.7	13	23	44	98	180
	K <sub>2</sub> [x10 <sup>3</sup> Nm/rad]	4.7	11	18	34	78	140
	K <sub>1</sub> [x10 <sup>3</sup> Nm/rad]	3.4	8.1	13	25	54	100
i > 50	K <sub>3</sub> [x10 <sup>3</sup> Nm/rad]	7.1	16	29	57	12	230
	K <sub>2</sub> [x10 <sup>3</sup> Nm/rad]	6.1	14	25	50	11	200
	K <sub>1</sub> [x10 <sup>3</sup> Nm/rad]	4.7	10	16	31	67	130



### 3.3.6 Bearings

#### Output Bearing

CobaltLine® units incorporate a high stiffness cross roller or four-point bearing to support output loads. This specially developed bearing can withstand high axial and radial forces as well as high tilting moments. The reduction gear is thus protected from external loads, so guaranteeing a long life and constant performance. The integration of an output bearing also serves to reduce design and production costs, by removing the need for additional output bearings in many applications. However, in some applications the machine element to be driven requires additional bearing support. In this case, please take care to avoid overdetermination of the bearing arrangement. The cross roller bearing of the unit should be used as the fixed bearing, whilst the additional support bearing should be floating, if possible. Table 17.1 lists ratings and important dimensions for the output bearings.

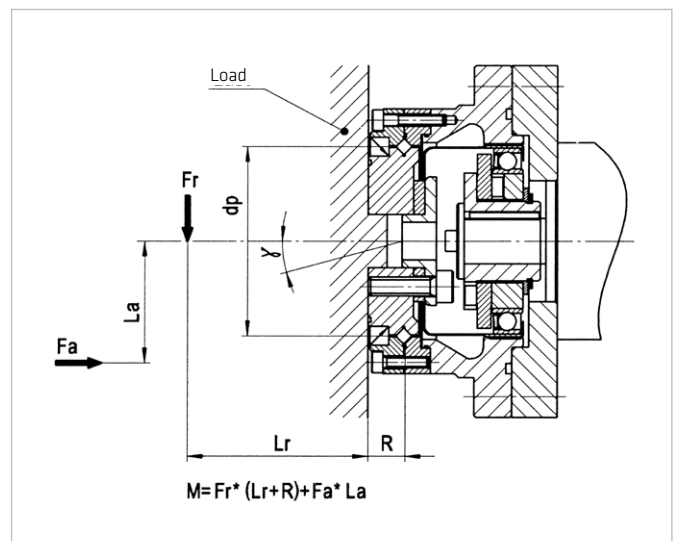
Table 17.1

Size		14	17	20	25	32	40
Bearing type <sup>1)</sup>		C	C	C	C	C	C
Pitch circle $\varnothing$	$d_p$ [m]	0.0465	0.059	0.070	0.088	0.114	0.134
Offset <sup>2)</sup>	R [m]	0.014	0.014	0.016	0.018	0.020	0.026
Dynamic load rating	C [N]	8250	10700	21000	21800	34500	43300
Static load rating	$C_0$ [N]	11400	14800	27000	35800	59000	81600
Permissible dynamic tilting moment <sup>3)</sup>	M [Nm]	73	114	172	254	578	886
Permissible static tilting moment <sup>4)</sup>	$M_0$ [Nm]	155	276	603	1050	2242	3645
Tilting moment stiffness <sup>5)</sup>	$K_B$ [Nm/arcmin]	23	40	70	114	350	522
Permissible axial load <sup>5)</sup>	$F_a$ [N]	2880	4600	15800	19200	22300	42000
Permissible radial load <sup>5)</sup>	$F_r$ [N]	1450	2300	8600	12700	14600	27500

Normally, the gear life is determined by the life of the Wave Generator bearing. Depending on the specific load conditions the output bearing can also be determinant for the unit life.

- <sup>1)</sup> F = Four-point bearing, C = Cross roller bearing
- <sup>2)</sup> See illustration 17.2
- <sup>3)</sup> These values are valid for moving gears. They are not based on the equation for lifetime calculation of the output bearing but on the maximum allowable deflection of the Harmonic Drive® component set. The values indicated in the table must not be exceeded even if the lifetime equation of the bearing permits higher values.
- <sup>4)</sup> These values are valid for gears at a standstill and for a static load safety factor  $f_s = 1,8$  for # 14-20 and 1,5 for # 25-58. For other values of  $f_s$ , please refer to capital 4.7.
- <sup>5)</sup> These data are valid for  $n = 15$  rpm and  $L_{10} = 15000h$
- <sup>3) 4) 5)</sup> These data are only valid if the following conditions are fulfilled:  
For: M,  $M_0$  :  $F_a = 0, F_r = 0$  |  $F_a : M = 0, F_r = 0$  |  $F_r : M = 0, F_a = 0$
- <sup>6)</sup> Average value

Illustration 17.2



## Output Bearing and Housing Tolerances

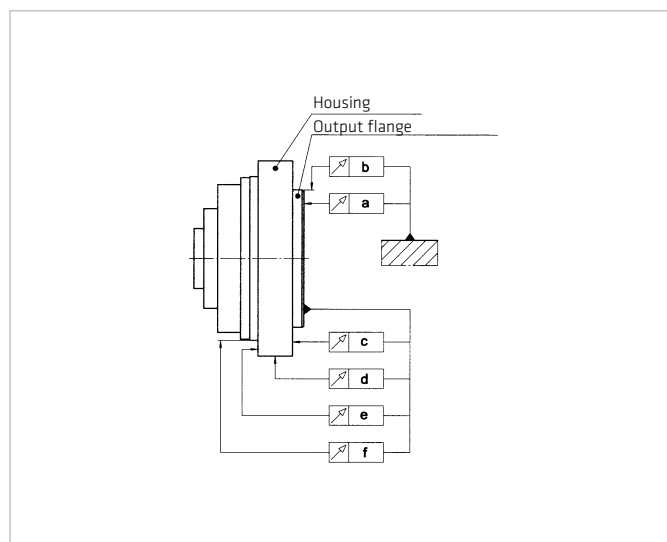
The following data are valid for a rotating output flange.

Table 18.1

[mm]

Size	14	17	20	25	32	40
a	0.010	0.010	0.010	0.010	0.012	0.012
b	0.010	0.010	0.010	0.010	0.010	0.010
c	0.010	0.010	0.010	0.010	0.012	0.012
d	0.010	0.010	0.010	0.010	0.010	0.010
e	0.020	0.020	0.020	0.020	0.020	0.020
f	0.015	0.015	0.015	0.015	0.015	0.015

Illustration 18.2



## Input Bearing CPH

The input shaft of the CPH unit is supported by two single row deep groove ball bearings. Illustration 19.2 shows the points of application of force of the radial and axial loads given in table 19.1 and illustration 19.3.

Example: If the input shaft of a CobaltLine-25-CPH unit is subjected to an axial load of 200 N, then the maximum permissible radial force will be 100 N, see illustration 19.3.

The technical data given on this page are valid for an average input speed of 2000 rpm and a mean bearing life of  $L_{50} = 35000$  h.

Table 19.1

Size		14	17	20	25	32	40
Offset	B [mm]	6.5	6.5	5	5	7	8
Max. permissible radial load	$F_r$ [N]	204	235	271	306	918	1113

Illustration 19.2

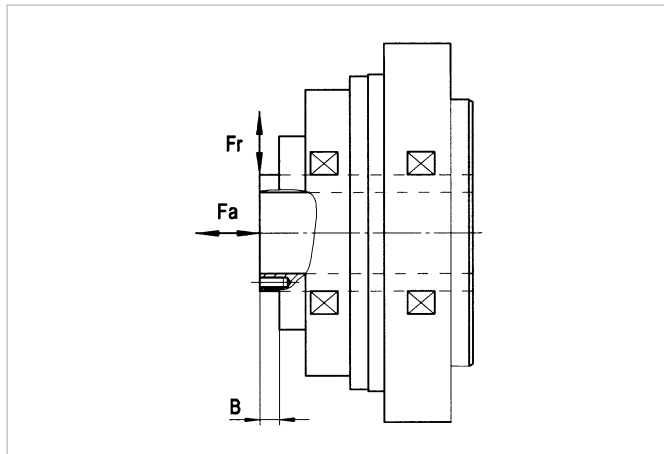
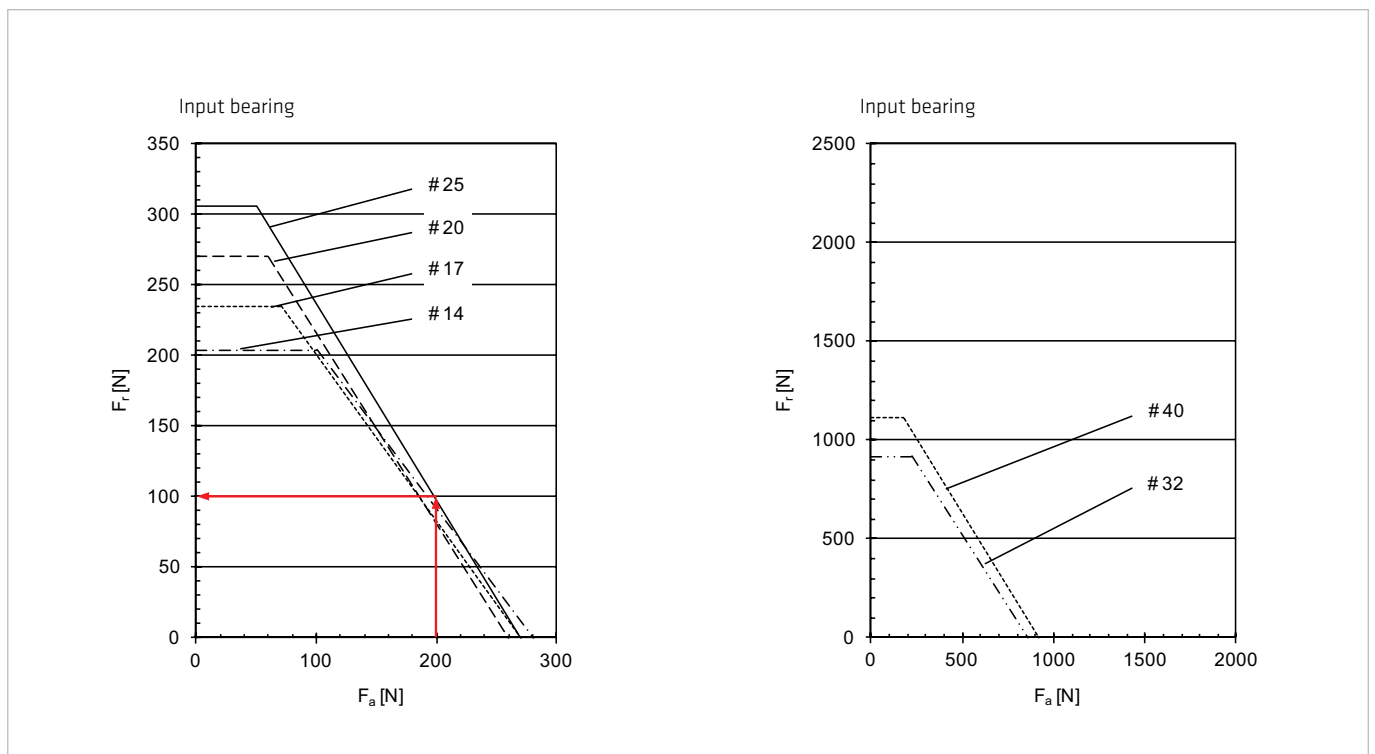


Illustration 19.3



## Input Bearing CPS

The input shaft of the CPS unit is supported by two single row deep groove ball bearings. Illustration 20.2 shows the points of application of force of the radial and axial loads given in table 20.1 and illustration 20.3.

Example: If the input shaft of a CobaltLine-20-CPS unit is subjected to an axial load of 200 N, then the maximum permissible radial force will be 100 N, see illustration 20.3.

The technical data given on this page are valid for an average input speed of 2000 rpm and a mean bearing life of  $L_{50} = 35000$  h.

Table 20.1

Size		14	17	20	25	32	40
Offset	B [mm]	7	8	10	12.5	12.5	15
Max. permissible radial load	$F_r$ [N]	118	145	232	342	567	825

Illustration 20.2

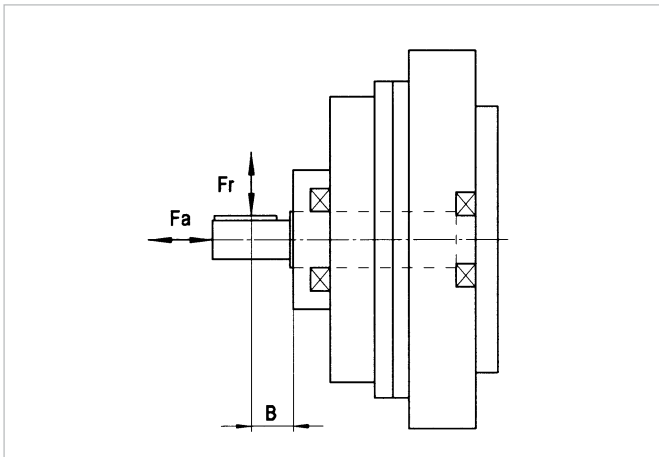
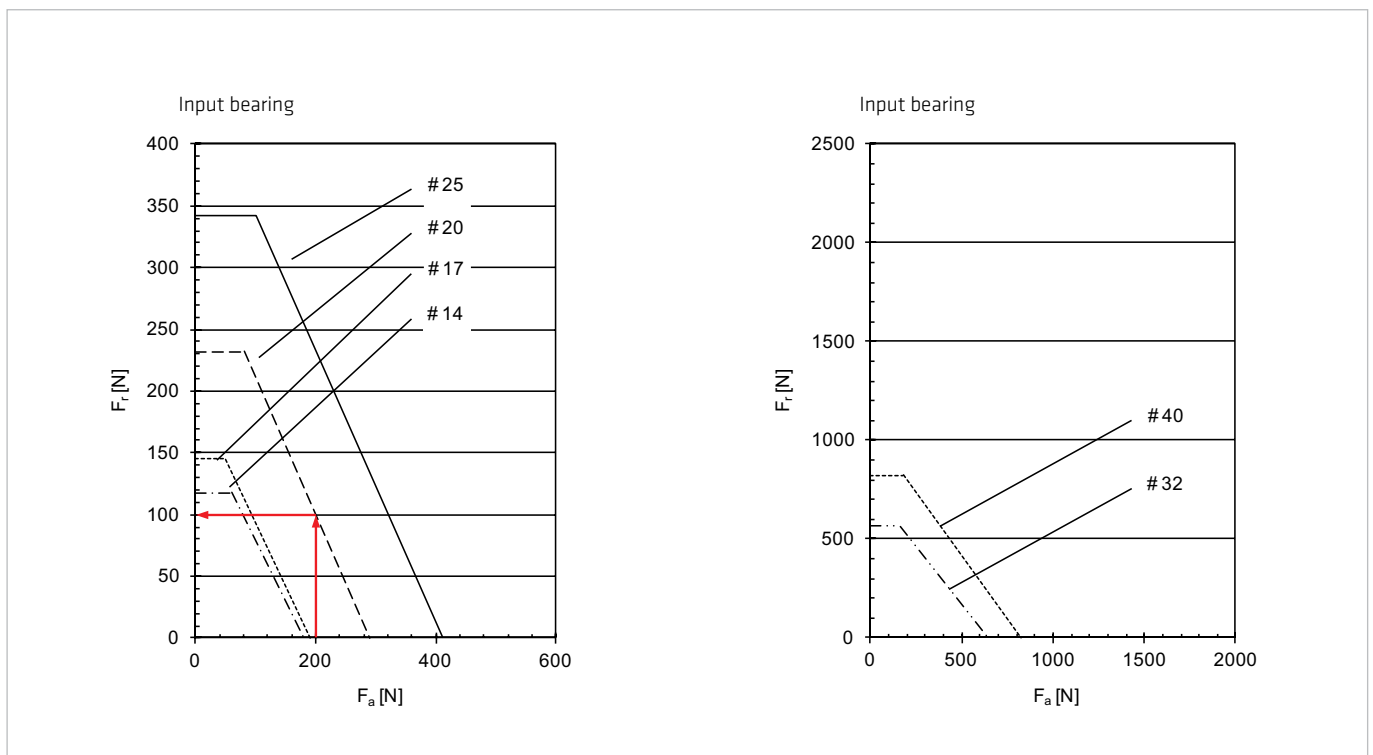


Illustration 20.3



### 3.3.7 Materials used

The surrounding medium should not have any corrosive effects on the materials listed below.

#### **CPH and CPS Units**

Corrosion protected steel, stainless steel.

Output bearing: browned.

Screws provided with anti-corrosion coating.

#### **CPM Units**

Please refer to the notes above regarding CPH and CPS Units.

Adapter flange material, if supplied by Harmonic Drive AG:

high-tensile aluminium or steel.

## 4. Driving Arrangements

A variety of different driving arrangements are possible with Harmonic Drive® gears.

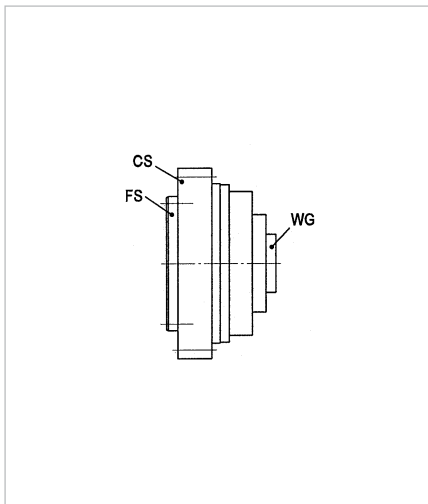
Equation 22.1

Ratio $i =$	$\frac{\text{Input speed}}{\text{Output speed}}$
-------------	--

### Overview Harmonic Drive® Products

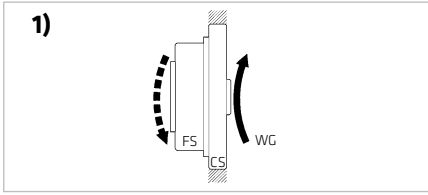
The three main components of the Harmonic Drive® units, Circular Spline (CS), Flexspline (FS) and Wave Generator (WG) can be seen in the illustration 22.2.

Illustration 22.2



The values for ratios of Harmonic Drive® gears refer to the standard input and output arrangement (example 1 in the table below). Other arrangements are possible, and also shown in the table.

# Ratio



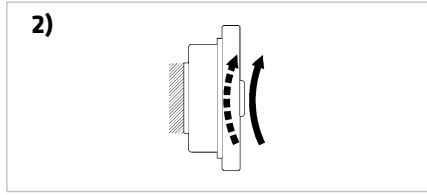
**Reduction gearing**

CS Fixed  
 WG Input  
 FS Output

Equation 23.1

$$\text{Ratio} = - \frac{i}{1}$$

Input and output rotate in opposite directions.



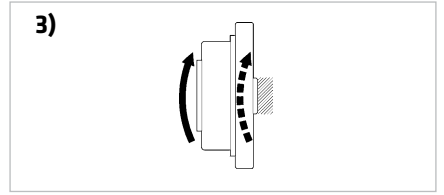
**Reduction gearing**

FS Fixed  
 WG Input  
 CS Output

Equation 23.2

$$\text{Ratio} = \frac{i+1}{1}$$

Input and output rotate in same direction.



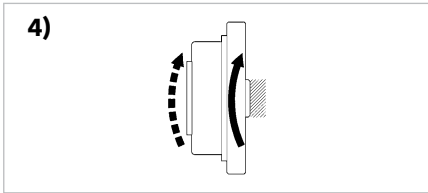
**Reduction gearing**

WG Fixed  
 FS Input  
 CS Output

Equation 23.3

$$\text{Ratio} = \frac{i+1}{1}$$

Input and output rotate in same direction.



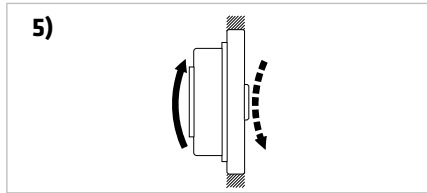
**Speed increaser gearing**

WG Fixed  
 CS Input  
 FS Output

Equation 23.4

$$\text{Ratio} = \frac{i}{i+1}$$

Input and output rotate in same direction.



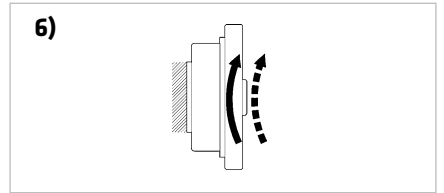
**Speed increaser gearing**

CS Fixed  
 FS Input  
 WG Output

Equation 23.5

$$\text{Ratio} = - \frac{1}{i}$$

Input and output rotate in opposite directions.



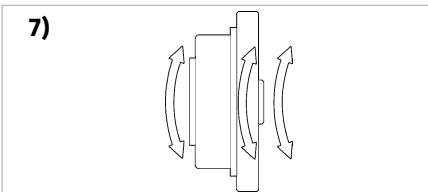
**Speed increaser gearing**

FS Fixed  
 CS Input  
 WG Output

Equation 23.6

$$\text{Ratio} = \frac{1}{i+1}$$

Input and output rotate in same direction.



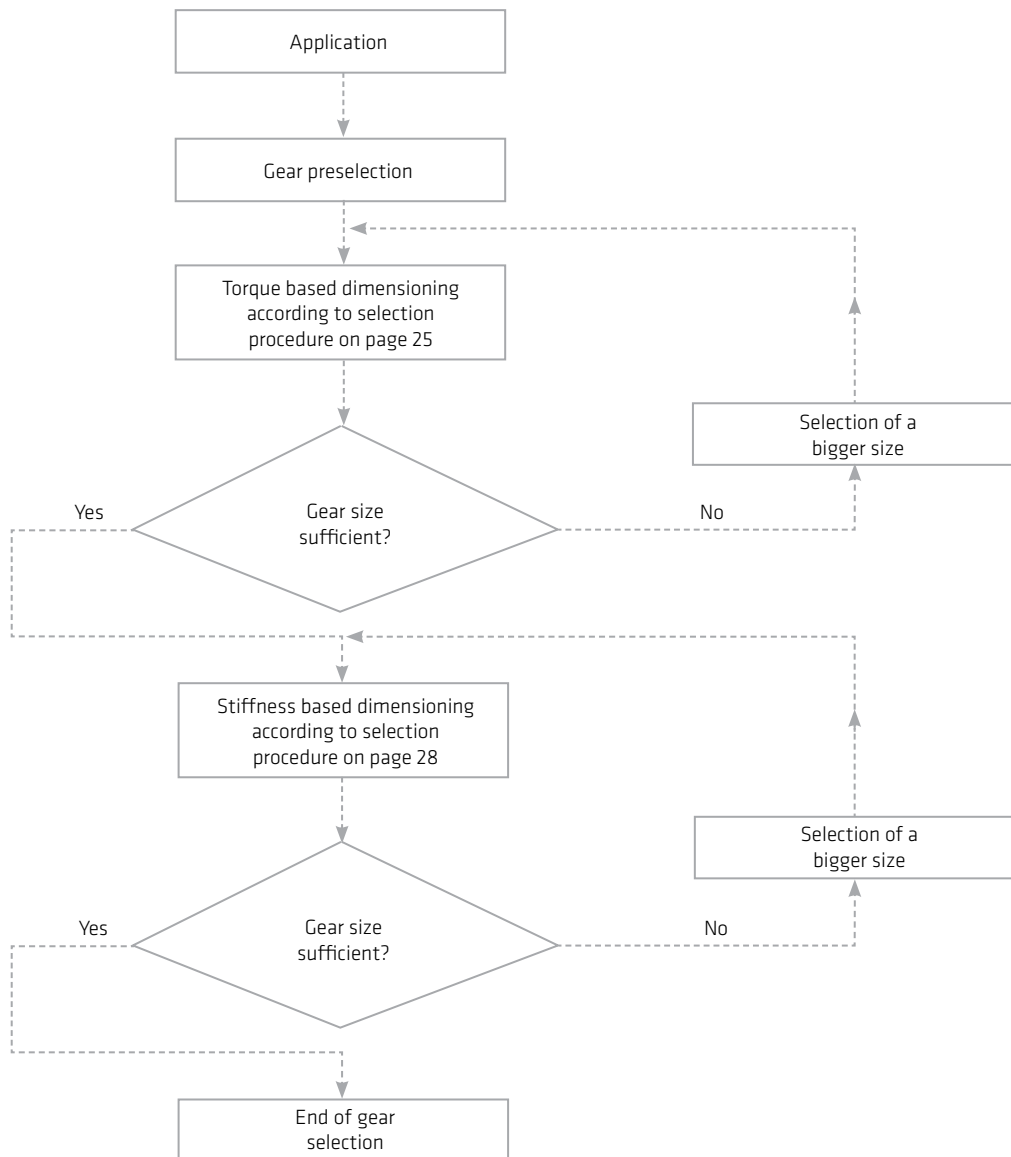
**Differential gear**

WG Control input  
 CS Main drive input  
 FS Main drive output

Numerous differential functions can be obtained by combinations of the speed and rotational direction of the three basic elements. Please refer to our brochure "Differential Applications" available to download from our website.

## 4.1 Selecting Harmonic Drive® Gears

When choosing a gear, both torque as well as stiffness requirements should be taken into account. In robot applications, for example, the necessary torque is the more crucial factor for the gear size, while the torsional stiffness is often decisive in machine tool applications. We therefore recommend that you always take both criteria into account according to the following procedures.



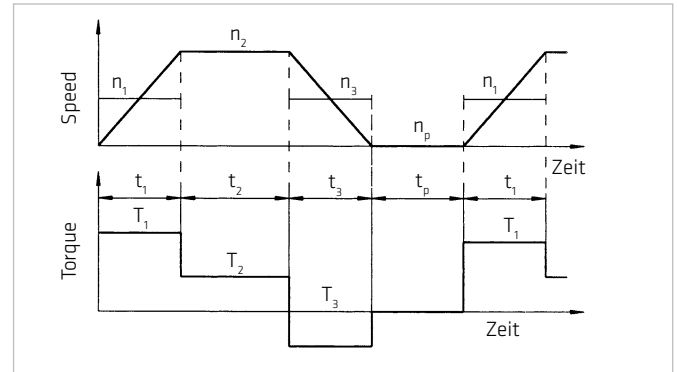


# 4.1.1 Torque Based Dimensioning

## Output Data

Torques	$T_1...T_n$	[Nm]
during the load phases	$t_1...t_n$	[s]
during the pause time	$t_p$	[s]
and output speeds	$n_1...n_n$	[rpm]
Emergency stop/momentary peak torque	$T_k$	[Nm]
at output speed	$n_k$	[rpm]
and duration	$t_k$	[s]

Illustration 25.1



Equation 25.2

**Load limit 1,**  
Calculation of the average output torque  $T_{av}$

$$T_{av} = \sqrt[3]{\frac{|n_1 \cdot T_1^3| \cdot t_1 + |n_2 \cdot T_2^3| \cdot t_2 + \dots + |n_n \cdot T_n^3| \cdot t_n}{|n_1| \cdot t_1 + |n_2| \cdot t_2 + \dots + |n_n| \cdot t_n}}$$

Equation 25.3

Values for  $T_A$  see rating tables  
 $T_{av} \leq T_A$

No

Selection of a bigger size

Equation 25.4

Calculation of the average output speed

$$n_{out\ av} = \frac{|n_1| \cdot t_1 + |n_2| \cdot t_2 + \dots + |n_n| \cdot t_n}{t_1 + t_2 + \dots + t_n + t_p}$$

Equation 25.5

Average input speed

$$n_{in\ av} = i \cdot n_{out\ av}$$

Equation 25.6

Permissible maximum input speed

$$n_{in\ max} = n_{out\ max} \cdot i \leq \text{Maximum input speed (see rating table)}$$

Equation 25.7

Permissible average input speed

$$n_{in\ av} \leq \text{Limit for average input speed (see rating table)}$$

Equation 25.8

**Load limit 2,  $T_R$**

$$T_{max} \leq T_R$$

Equation 25.9

**Load limit 3,  $T_M$**

$$T_k \leq T_M$$

Equation 25.10

Allowable number of momentary peak torques

$$N_{k\ max} = \frac{10^4}{2 \cdot \frac{n_k}{60} \cdot i \cdot t_k} < 10^4$$

Equation 25.11

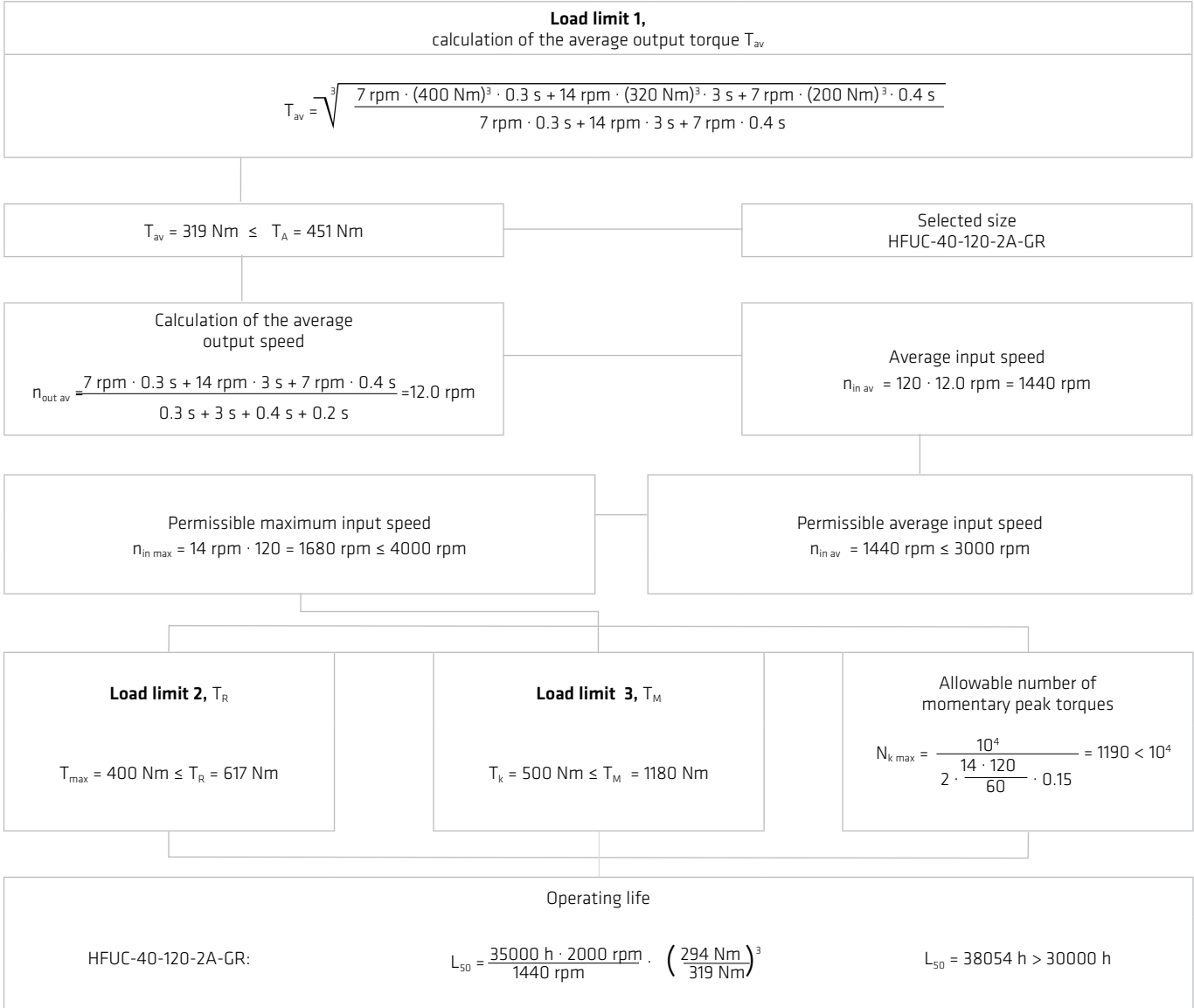
Operating life

$$L_{50} = L_n \cdot \frac{\text{Rated input speed}}{n_{in\ av}} \cdot \left( \frac{\text{Rated torque } T_N}{T_{av}} \right)^3$$

Values for  $L_n$  see table 27.1

Output Data

$T_1 = 400 \text{ Nm}$	$t_1 = 0.3 \text{ s}$	$n_1 = 7 \text{ rpm}$
$T_2 = 320 \text{ Nm}$	$t_2 = 3.0 \text{ s}$	$n_2 = 14 \text{ rpm}$
$T_3 = 200 \text{ Nm}$	$t_3 = 0.4 \text{ s}$	$n_3 = 7 \text{ rpm}$
$T_k = 500 \text{ Nm}$	$t_k = 0.15 \text{ s}$	$n_k = 14 \text{ rpm}$
	$t_p = 0.2 \text{ s}$	$n_p = 0 \text{ rpm}$
Ratio $i = 120$		
Life $L_{50} = 30000 \text{ h}$ (required)		



## 4.1.2 Life of the Wave Generator Bearing

Given that the Harmonic Drive® Gear is rated to provide infinite fatigue life for the Flexspline, the life expectancy is based on the average life of the Wave Generator bearing. The rated torque at the rated speed given in the rating table is based on the mean  $L_{50}$  bearing life. The life expectancy of a component set or an unit operating at an input speed  $n$  (rpm) and output torque  $T$  (Nm) may be estimated from equation 27.2.

Table 27.1

[h]

Harmonic Drive® series	$L_n$
CobaltLine®, CSG, SHG	50000
HFUC, HFUS, CSD, CPU, CSF, SHD	35000
PMG gearbox	15000

Equation 27.2

$$L_{50} = L_n \frac{n_N}{n_{in\ av}} \left( \frac{T_N}{T_{av}} \right)^3$$

Equation 27.3

$$L_{10} \approx \frac{1}{5} \cdot L_{50}$$

$n_N$  = Rated input speed [rpm]

$n_{in\ av}$  = Average input speed [rpm] (equation 25.5)

$T_N$  = Rated output torque at rated speed [Nm]

$T_{av}$  = Average output torque [Nm] (equation 25.2)

$L_n$  = See table 27.1

### 4.1.3 Stiffness Based Dimensioning

In addition to the “Torque Based Dimensioning” stated on page 25, we recommend that you carry out a selection based on stiffness. For this, the values provided in table 28.1 for the individual resonance frequencies recommended for each application should be taken into account.

Table 28.1

[Hz]

Application	$f_n$
Slowly rotating turntables, base axes of slow moving welding robots (not laser welding), slowly rotating welding and swinging tables, gantry robot axes	$\geq 4$
Base axes of revolute robots, hand axes of revolute robots with low requirements regarding dynamic performance, tool revolvers, tool magazines, swivelling and positioning axes in medical and measuring devices	$\geq 8$
Standard applications in general mechanical engineering, tilting axes, palette changers, highly dynamic tool changers, revolvers and magazines, hand axes of robots, scara robots, gantry robots, polishing robots, dynamic welding manipulators, base axes of welding robots (laser welding), swivelling and positioning axes of medical equipment	$\geq 15$
B/C axes in 5 axis grinding machines, hand axes of welding robots (laser welding), milling heads for plastics machining	$\geq 20$
C axes in turning machines, milling heads for light metal machining, milling heads for woodworking (chipboards etc.)	$\geq 25$
Milling heads for woodworking (hardwood etc.)	$\geq 30$
C axes in turning machines*	$\geq 35$
Milling heads for metal machining*, B axes in turning milling centers for metal machining	$\geq 40$
Milling heads for metal machining*, B axes in turning milling centers for metal machining with high requirements regarding surface quality*	$\geq 50$
Milling heads for metal machining with very high requirements regarding surface quality*	$\geq 60$

\* Depending on the application, a secondary gear stage may be useful. Please contact Harmonic Drive AG for more information..

## Selection Example: Stiffness Based Dimensioning

### Resonance Frequency (Gear Output)

The formula

Equation 29.1

$$f_n = \frac{1}{2\pi} \sqrt{\frac{K_1}{J}} \text{ [Hz]}$$

$f_n$  = Resonance frequency [Hz]

$K_1$  = Gear torsional stiffness  $K_1$  [Nm/rad]

$J$  = Load moment of inertia [kgm<sup>2</sup>]

allows the calculation of the resonance frequency at the gear output from the given torsional stiffness,  $K_1$ , of the Harmonic Drive<sup>®</sup> gear and the load's moment of inertia. The calculated frequency should correspond with the value provided in table 28.1. The higher the load's moment of inertia, the more influence the application has on the gear selection. If the moment of inertia = 0, the selected application has no numerical influence on the selection result.

### Resonance Speed (Gear Input)

The resonance speed  $n_n$  on the input side (motor side) can be calculated using the formula

$$n_n = f_n \cdot 30 \text{ [rpm]}$$

During operation, we recommend that you pass the resonance speed rapidly. This can be achieved by selecting a suitable gear ratio. Another possibility is to select suitable gear stiffness such that the resonance speed lies beyond the required speed range.

### Selection Example

HFUC-40-120-2A-GR preselected from "Selection Procedure" on page 26.

Intended application: milling head for woodworking

Moment of inertia at the gear output: 7 kgm<sup>2</sup>. Recommended resonance frequency from table 28.1:  $\geq 30$  Hz.

Resonance frequency using the preselected gear

HFUC-40-120-2A-GR:

$$f_n = \frac{1}{2\pi} \sqrt{\frac{1.3 \cdot 10^5}{7}} = 22 \text{ [Hz]}$$

According to stiffness based dimensioning, this gear size is too small for the application.

The larger gear HFUC-50-120-2A-GR results in a resonance frequency of:

$$f_n = \frac{1}{2\pi} \sqrt{\frac{2.5 \cdot 10^5}{7}} = 30 \text{ [Hz]}$$

Based on stiffness based dimensioning, the gear HFUC-50-120-2A-GR is recommended.

The resonance speed at the input (motor) amounts to:

$$n_n = 30 \cdot 30 = 900 \text{ [rpm]}$$

Either, this speed should be passed without stopping when accelerating / braking, or it should lie beyond the utilised speed range.

## 4.2 Calculation of the Torsion Angle

Calculation of the Torsion Angle  $\varphi$  at Torque T:

Equation 30.1

$$T \leq T_1$$

$$\varphi = \frac{T}{K_1}$$

Equation 30.2

$$T_1 < T \leq T_2$$

$$\varphi = \frac{T_1}{K_1} + \frac{T - T_1}{K_2}$$

Equation 30.3

$$T > T_2$$

$$\varphi = \frac{T_1}{K_1} + \frac{T_2 - T_1}{K_2} + \frac{T - T_2}{K_3}$$

$\varphi$  = Angle [rad]  
 T = Torque [Nm]  
 K = Stiffness [Nm/rad]

Example: HFUC-32-100-2UH

$$T = 60 \text{ Nm} \quad K_1 = 6.7 \cdot 10^4 \text{ Nm/rad}$$

$$T_1 = 29 \text{ Nm} \quad K_2 = 1.1 \cdot 10^5 \text{ Nm/rad}$$

$$T_2 = 108 \text{ Nm} \quad K_3 = 1.2 \cdot 10^5 \text{ Nm/rad}$$

$$\varphi = \frac{29 \text{ Nm}}{6.7 \cdot 10^4 \text{ Nm/rad}} + \frac{60 \text{ Nm} - 29 \text{ Nm}}{1.1 \cdot 10^5 \text{ Nm/rad}}$$

$$\varphi = 7.15 \cdot 10^{-4} \text{ rad}$$

$$\varphi = 2.5 \text{ arc min}$$

Equation 30.4

$$\varphi \text{ [arc min]} = \varphi \text{ [rad]} \cdot \frac{180 \cdot 60}{\pi}$$

## 4.3 Accuracy of the Oldham Coupling CPM

Information concerning the Oldham coupling can be found in section 5.7.2.

In the region of tooth engagement Harmonic Drive® gears have no backlash. If an Oldham coupling is used for the compensation of eccentricity errors of the motor shaft, a small backlash in the range of a few seconds of arc can occur at the output shaft, as listed in table 30.5.

Table 30.5

Size		14	17	20	25	32	40
Ratio	30	60	33	28	28	23	-
	50	36	20	17	17	14	14
	80	23	13	11	11	9	9
	100	18	10	9	9	7	7
	120	-	8	8	8	6	6
	160	-	-	6	6	5	5

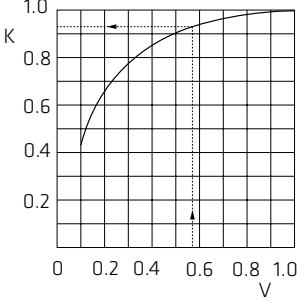
[arcsec]

## 4.4 Efficiency Versus Load

Efficiency for Harmonic Drive® gears varies depending on the output torque. The efficiency curves are for gears operating at rated output torque. Efficiency for a gear operating at a load below the rated torque may be estimated using a compensation curve and equation as shown on these pages.

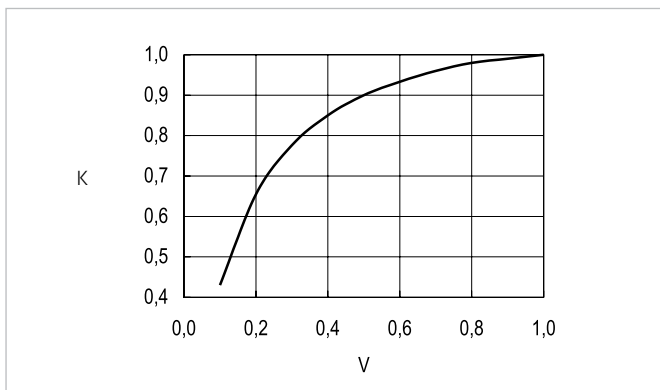
### 4.4.1 Efficiency Calculations CPM

Table 31.1

Calculation Procedure	Example
	Efficiency of HFUC-20-80-2A-GR with input speed $n=1000$ rpm output torque $T = 19.6$ Nm at $20^\circ$ C ambient temperature. Lubrication: Oil
The efficiency may be determined using the efficiency graphs.	From matching chart $\eta = 78\%$
Calculate the torque factor $V$ .	$T_{av} = 19.6$ Nm $T_N = 34.0$ Nm
$V = \frac{T_{av}}{T_N}$ [Equation 31.2]	$V = \frac{19.6 \text{ Nm}}{34.0 \text{ Nm}} = 0.57$
with: $T_{av}$ = Average torque $T_N$ = Rated torque at rated speed	
$K$ depending on gear type and $V$ , see illustration 31.4	
	
Efficiency $\eta_L = \eta \cdot K$ [Equation 31.3]	$\eta_L = 78 \cdot 0.93 = 73\%$

### Calculating Factor K

Illustration 31.4



## 4.4.2 Efficiency Calculations CPH and CPS

Calculation of total efficiency  $\eta_L$

Equation 32.1

$$\eta_L = K \cdot (\eta_R + \eta_e)$$

with:

$K$  = Correction factor from illustration 32.3 and 32.5

$K = 1$ ; for  $T > T_N$

$\eta_R$  = Efficiency at rated torque, see 36.1 and 37.1

$\eta_e$  = Correction value to reflect the influence of the rotary shaft seals at the input side, see illustration 32.4 and 32.6

Calculation of torque factor  $V$

Equation 32.2

$$V = \frac{T}{T_N}$$

with:

$T$  = Actual torque

$T_N$  = Rated torque at rated speed

### Correction factor / value CPH

Illustration 32.3

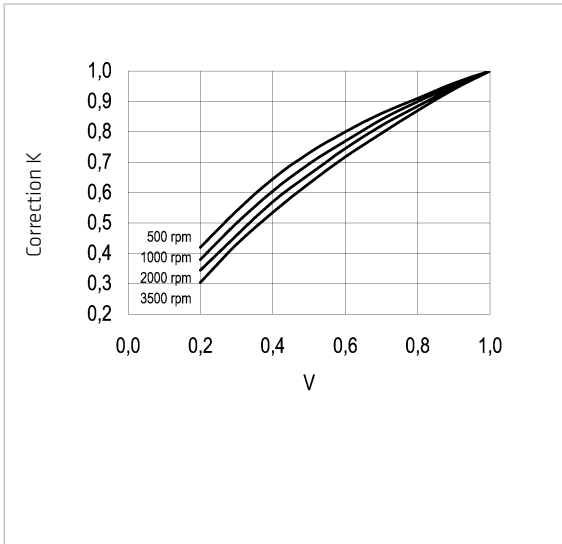
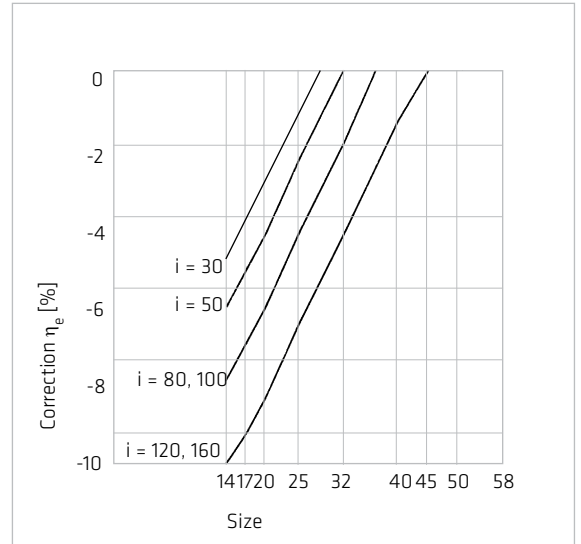


Illustration 32.4



### Correction factor / value CPS

The calculation of the total efficiency for CPS series is analogous to that of CPH series gears. In contrast to the CPH series, the CPS series gears are not subject to any limitations concerning continuous operation.

Illustration 32.5

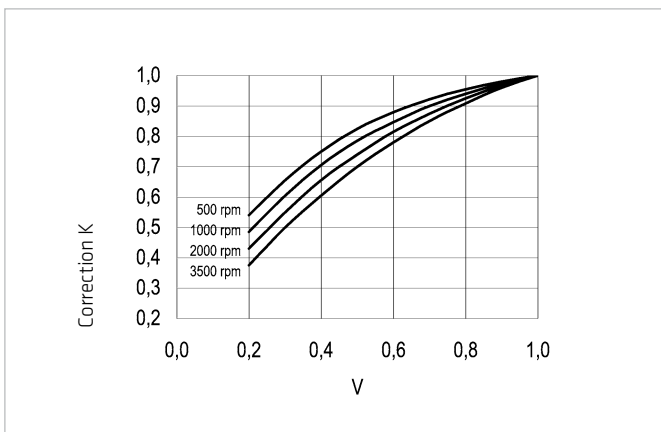
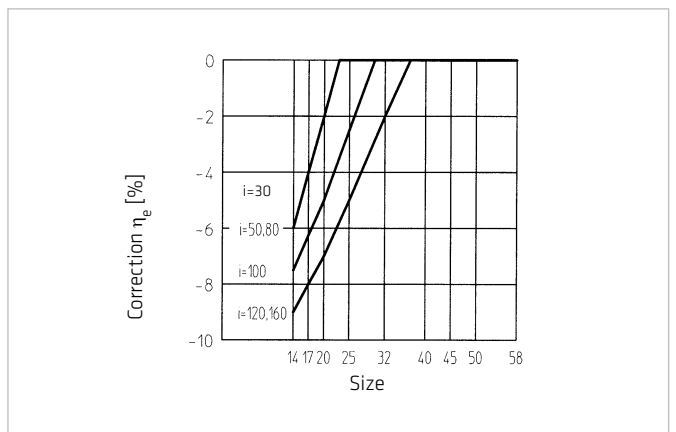


Illustration 32.6





## Example: Efficiency Calculations CPH und CPS

The calculation of the total efficiency for CPS series is analogous to that of CPH series gears. In contrast to the CPH series, the CPS series gears are not subject to any limitations concerning continuous operation.

Table 33.1

Calculation Procedure	Example
CPU-25-100-H Input speed $n = 1000$ rpm Output torque $T = 60$ Nm Ambient temperature = $20^\circ$ C	
1. The efficiency may be determined using illustration 37.1	$\eta_r = 65\%$
2. Calculate the torque factor V	$V = \frac{T}{T_N} = \frac{60}{67} = 0.9$ Equation 33.2
3. The correction factor K may be estimated by means of illustration 32.5	$K = 0.95$
4. The correction value $\eta_e$ may be taken from illustration 32.6	$\eta_e = -5\%$
5. Total efficiency	$\begin{aligned} \eta_L &= K \cdot (\eta_r + \eta_e) \\ &= 0.95 \cdot (65\% - 5\%) \\ &= 57\% \end{aligned}$ Equation 33.3

### 4.4.3 Efficiency Tables

Efficiency for Harmonic Drive® gears varies depending on the output torque. The efficiency curves are for gears operating at rated output torque. Efficiency for a gear operating at a load below the rated torque may be estimated using a compensation curve and equation as shown on pages 31 to 32.

#### CobaltLine-CPM

Efficiency for grease lubrication at rated torque.

#### Size 14

Illustration 34.1

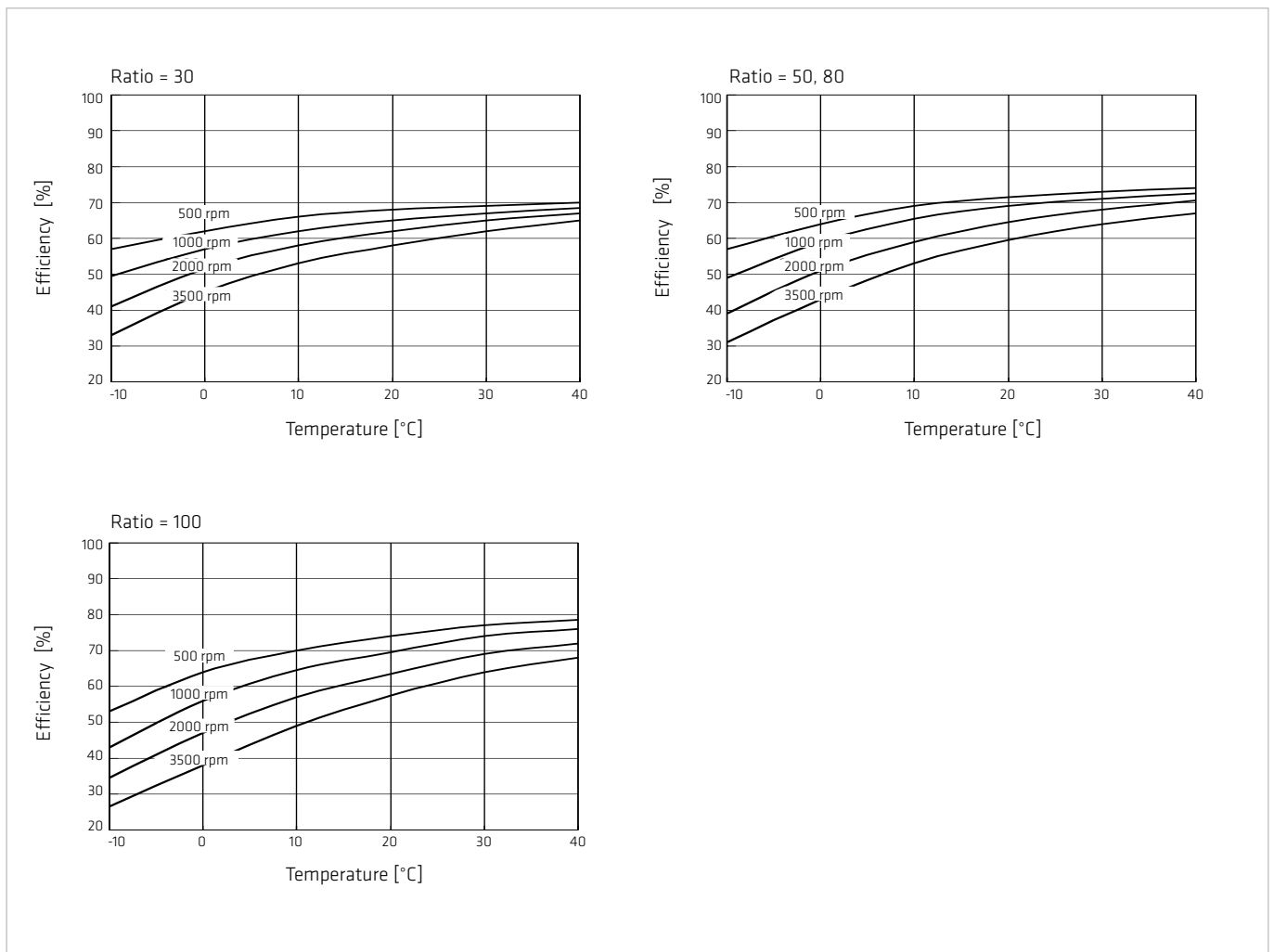
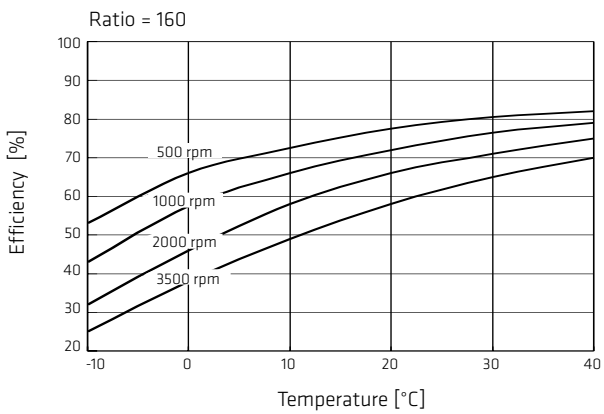
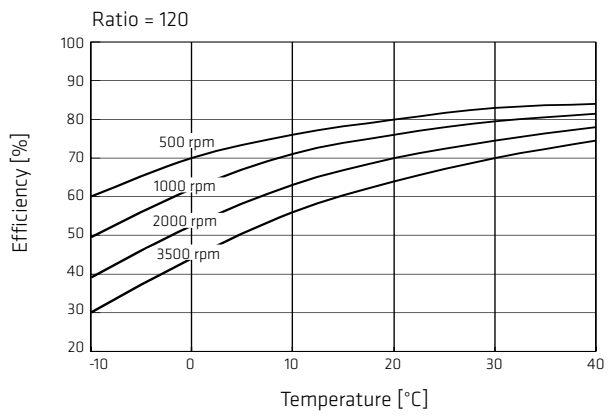
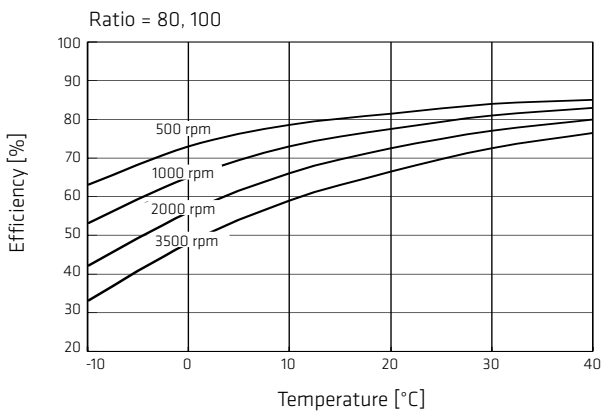
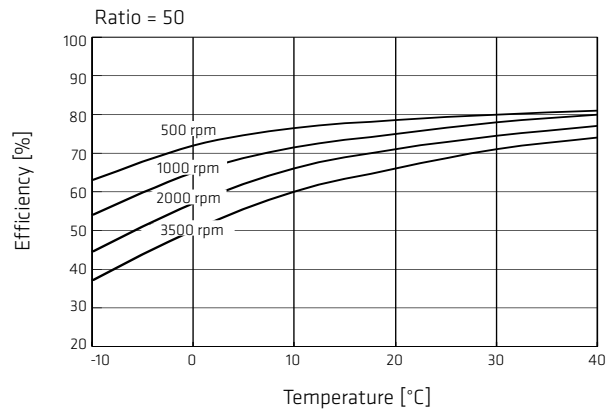
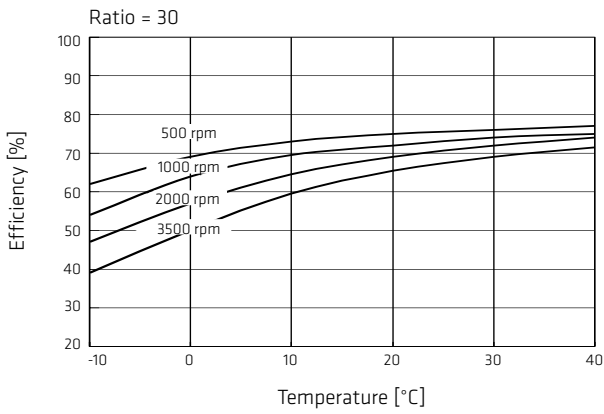
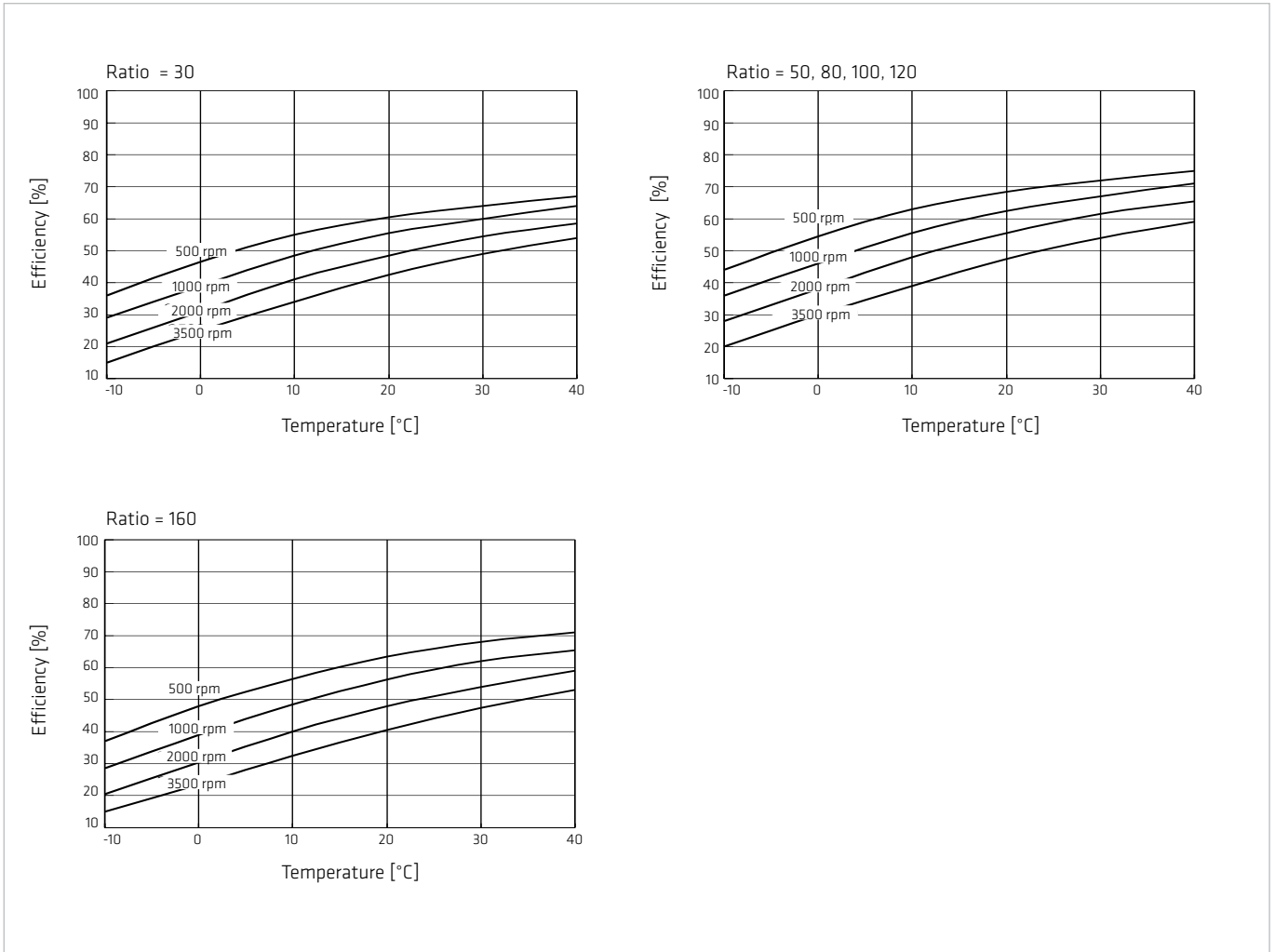


Illustration 35.1



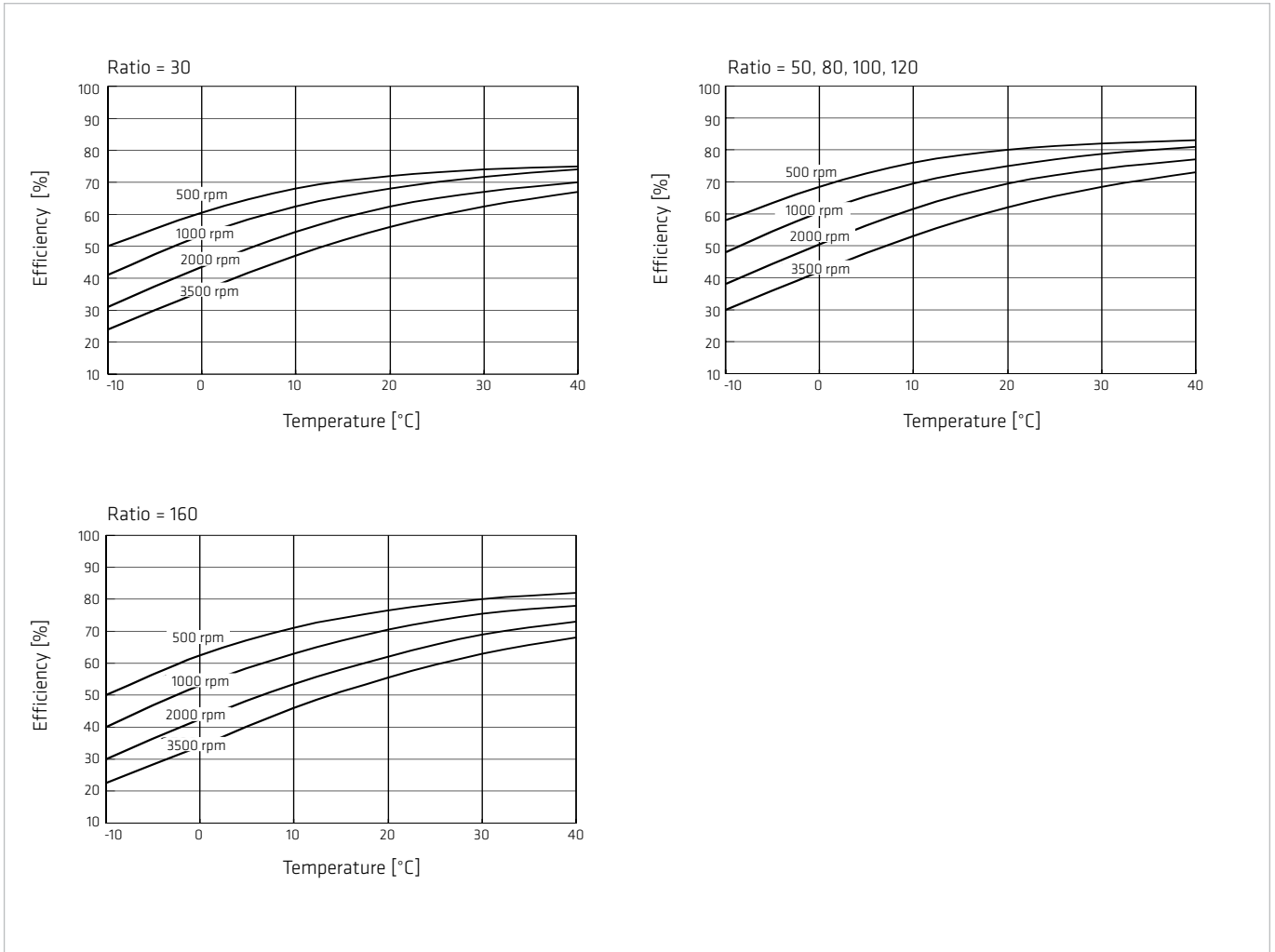
Efficiency for grease lubrication at rated torque.

Illustration 36.1



Efficiency for grease lubrication at rated torque.

Illustration 37.1



## 4.5 No Load Starting-, Back Driving- and Running Torque

### No Load Running Torque

The no load running torque is the torque required to maintain rotation of the input element (high speed side) at a defined input speed with no load applied to the output.

### No Load Starting Torque

The no load starting torque is the quasistatic torque required to commence rotation of the input element (high speed side) with no load applied to the output element (low speed side).

### No Load Back Driving Torque

The no load back driving torque is the torque required to commence rotation of the output element (low speed side) with no load applied to the input element (high speed side). The approximate range for no load back driving torque, based on tests of actual production gears, is shown in the matching table. In no case should the values given be regarded as a margin in a system that must hold an external load. Where back driving is not permissible a brake must be fitted.

The following curves are valid for: Harmonic Drive® grease, standard lubricant quantity

Gear ratio  $i = 100$

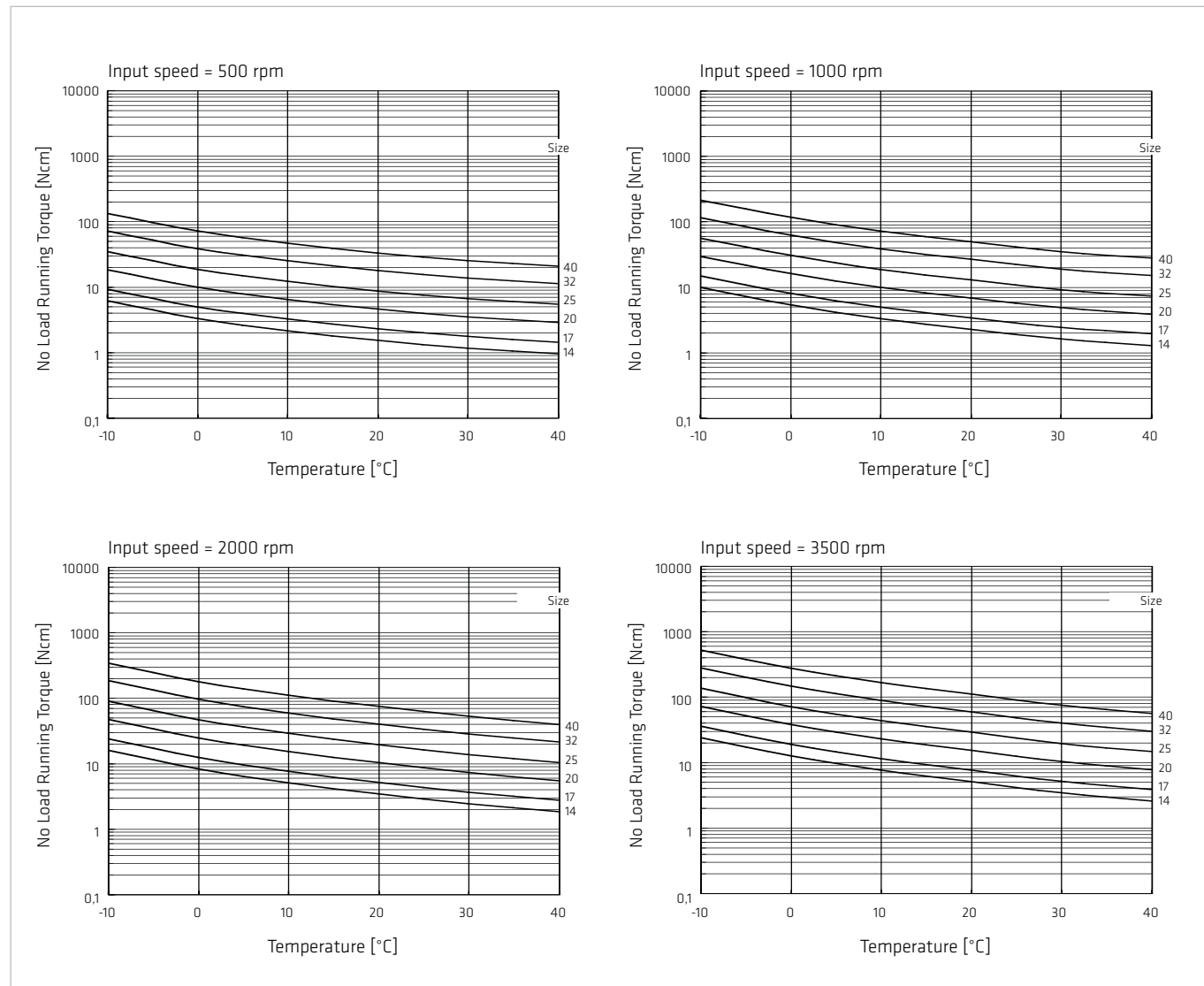
For other ratios please apply the compensation values below.

For oil lubrication please contact Harmonic Drive AG.

## 4.5.1 No Load Running Torque

### No Load Running Torque CPM

Illustration 38.1



### Compensation Values for No Load Running Torque CPM

When using gears with ratios other than  $i \neq 100$ , please apply the compensation values from the table to the values taken from the curves.

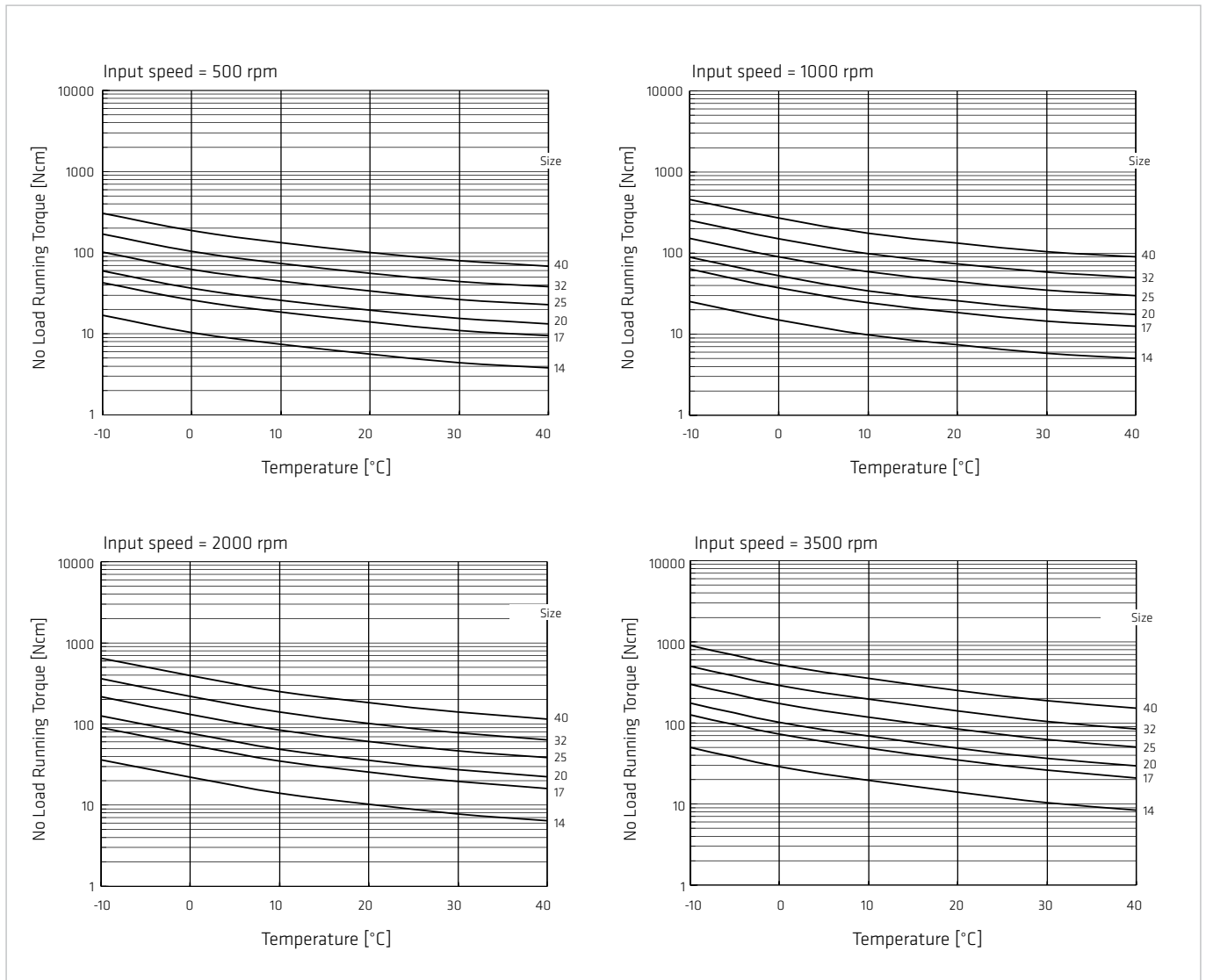
Table 38.2

Ratio	Size					
	14	17	20	25	32	40
50	1.1	1.6	2.3	3.8	7.1	12
80	0.2	0.3	0.5	0.7	1.3	2.1
120	-	-0.2	-0.3	-0.5	-0.9	-1.5
160	-	-	-0.8	-1.2	-2.2	-3.5

[Ncm]

## No Load Running Torque CPH

Illustration 39.1



## Compensation Values for No Load Running Torque CPH

When using gears with ratios other than  $i \neq 100$ , please apply the compensation values from the table to the values taken from the curves.

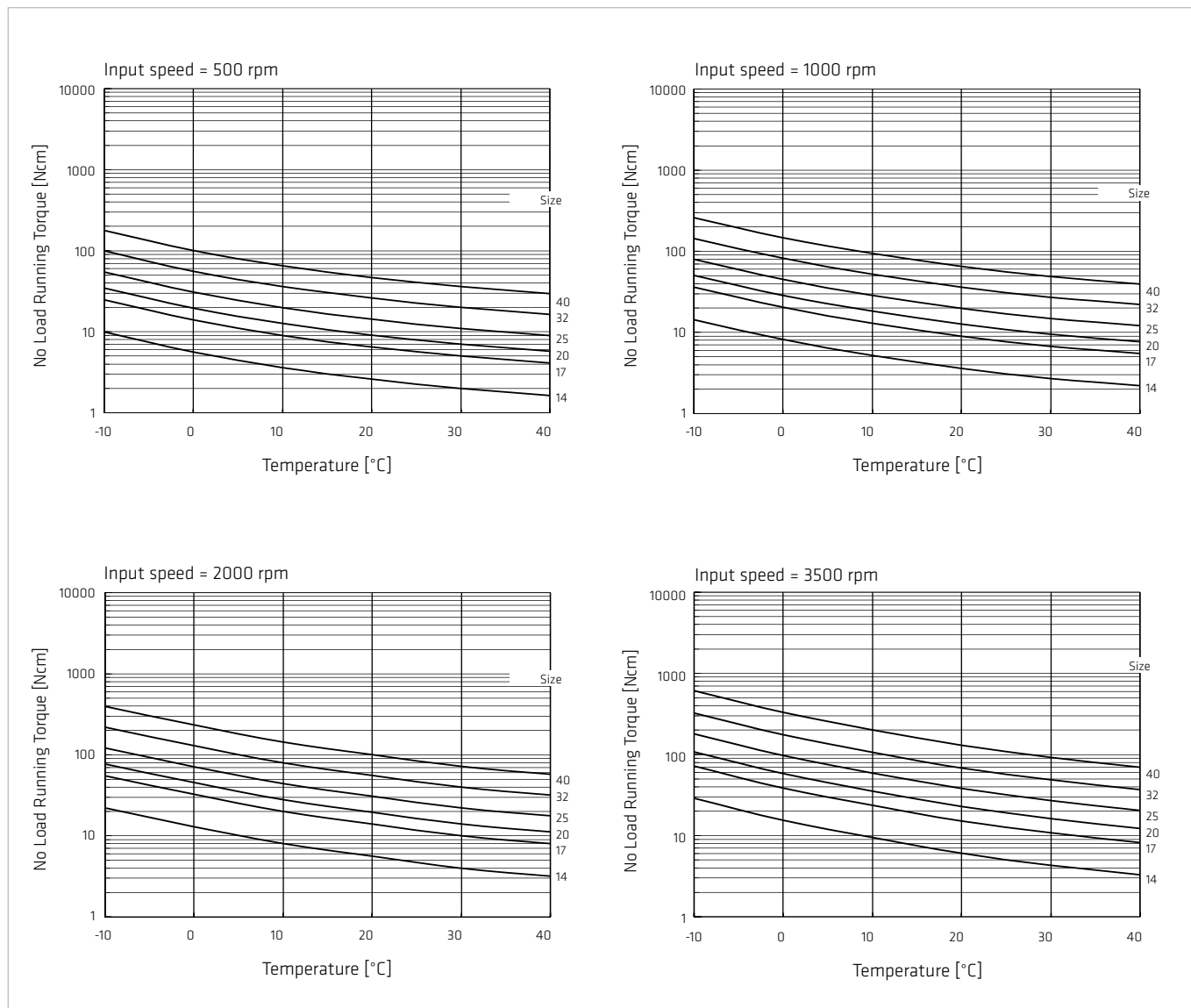
Table 39.2

[Ncm]

Ratio	Size					
	14	17	20	25	32	40
50	1.1	1.8	2.6	4.2	8.0	13.3
80	0.2	0.4	0.5	0.8	1.5	2.4
120	-	-0.2	-0.4	-0.6	-1.1	-1.7
160	-	-	-0.8	-1.3	-2.5	-4.0

## No Load Running Torque CPS

Illustration 40.1



## Compensation Values for No Load Running Torque CPS

When using gears with ratios other than  $i \neq 100$ , please apply the compensation values from the table to the values taken from the curves.

Table 40.2

Ratio	Size					
	14	17	20	25	32	40
50	1.1	1.8	2.6	4.2	8.0	13.3
80	0.2	0.4	0.5	0.8	1.5	2.4
120	-	-0.2	-0.4	-0.6	-1.1	-1.7
160	-	-	-0.8	-1.3	-2.5	-4.0

[Ncm]



## 4.5.2 No Load Starting Torque

### No Load Starting Torque CPM

Table 41.1

[Ncm]

Ratio	Size					
	14	17	20	25	32	40
50	4.1	6.1	7.8	15	31	55
80	2.8	4.0	4.9	9.2	19	35
100	2.5	3.4	4.3	8.0	18	31
120	-	3.1	3.8	7.3	15	28
160	-	-	3.3	6.3	14	24

[Ncm]

### No Load Starting Torque CPH

Table 41.2

Ratio	Size					
	14	17	20	25	32	40
50	8.8	27	36	56	85	136
80	7.5	25	33	50	74	117
100	6.9	24	32	49	72	112
120	-	24	31	48	68	110
160	-	-	31	47	67	105

[Ncm]

### No Load Starting Torque CPS

Table 41.3

Ratio	Size					
	14	17	20	25	32	40
50	5.7	9.7	14	22	41	72
80	4.4	7.2	11	15	29	52
100	3.7	6.5	9.9	14	27	47
120	-	6.2	9.3	13	24	44
160	-	-	8.6	12	23	39

### 4.5.3 No Load Back Driving Torque

#### No Load Back Driving Torque CPM

Table 42.1

[Nm]

Ratio	Size					
	14	17	20	25	32	40
50	1.6	3.0	4.7	9.0	18	33
80	1.6	3.0	4.8	9.1	19	33
100	1.8	3.3	5.1	9.8	20	36
120	-	3.5	5.5	11	22	39
160	-	-	6.4	13	26	46

#### No Load Back Driving Torque CPH

Table 42.2

[Nm]

Ratio	Size					
	14	17	20	25	32	40
50	5.3	16	22	34	51	82
80	7.2	24	31	48	70	112
100	8.2	29	38	59	86	134
120	-	34	45	69	97	158
160	-	-	59	90	128	201

#### No Load Back Driving Torque CPS

Table 42.3

[Nm]

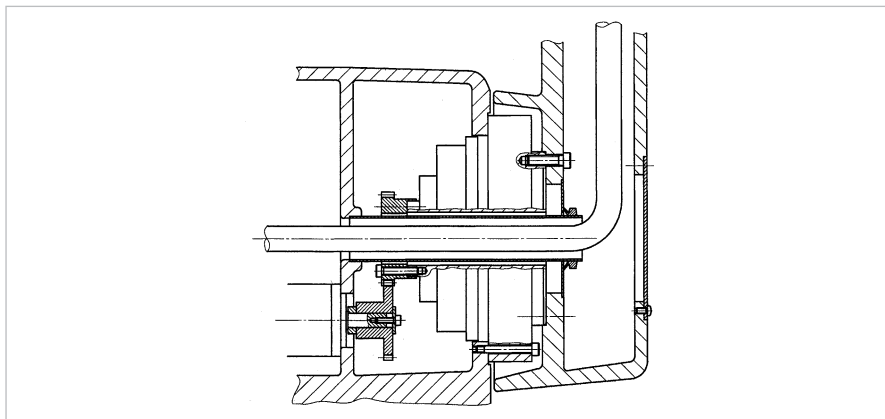
Ratio	Size					
	14	17	20	25	32	40
50	3.4	5.8	8.4	13	25	43
80	4.2	6.9	10	15	28	50
100	4.5	7.8	12	17	33	56
120	-	8.9	13	19	34	63
160	-	-	17	23	43	75

## 4.6 Continuous Operation CPH

The friction of the rotary shaft seals at the input side can result in an increased temperature of the hollow shaft units during operation. Therefore the defined “Limit for average input speed” of these units is reduced. For continuous operation at rated speed the max. operating times specified in table 43.2 should not be exceeded.

Alternatively a design according to illustration 43.1 can be used. This application example shows the removal of the rotary shaft seals at the (fast running) input side. For this design, the operating time is not limited. The removal of one or both rotary shaft seals at the input element should only be carried out if other measures have been undertaken to prevent the leakage of grease or oil, or if a leakage can be ruled out due to the installation position.

Illustration 43.1



### Max. permissible operating time at continuous operation

Table 43.2

[min]

Operating time	Size					
	14	17	20	25	32	40
at no load	90	90	90	60	45	40
at rated torque	60	60	60	45	35	30

The data mentioned in table 43.2 are valid for:

- Ambient temperature: 25° C
- Input speed: 2000 rpm
- Max. lubrication temperature: 80° C
- Mounting of the unit on a plate with the following dimensions:
  - Height of plate: 330 mm
  - Thickness of plate: 15 mm for sizes ≤ 32  
30 mm for sizes ≥ 40
- Plate material: Steel
- An additional output flange is not mounted.

## 4.7 Life for Continuous Operation

The operating life of the output bearing can be calculated using equation 44.1.

Equation 44.1

$$L_{10} = \frac{10^6}{60 \cdot n_{av}} \cdot \left( \frac{C}{f_w \cdot P_c} \right)^B$$

with:

- $L_{10}$  [h] = Operating life
- $n_{av}$  [rpm] = Average output speed (equation 44.2)
- $C$  [N] = Dynamic load rating see table "Output Bearing Ratings"
- $P_c$  [N] = Dynamic equivalent load (equation 45.1)
- $f_w$  = Operating factor (table 44.3)
- $B$  = Bearing type (table 44.4)

### Average Output Speed

Equation 44.2

$$n_{av} = \frac{|n_1| t_1 + |n_2| t_2 + \dots + |n_n| t_n}{t_1 + t_2 + \dots + t_n + t_p}$$

Table 44.3

Load conditions	$f_w$
No impact loads or vibrations	1 ... 1.2
Normal rotating, normal loads	1.2 ... 1.5
Impact loads and/or vibrations	1.5 ... 3

Table 44.4

Bearing type	$B$
Cross roller bearings	10/3
Four point contact bearings	3

## Dynamic Equivalent Load

Equation 45.1

$$P_c = x \cdot \left( F_{rav} + \frac{2M}{d_p} \right) + y \cdot F_{aav}$$

with:

$F_{rav}$  [N] = Radial force (equation 45.2)

$x$  = Radial load factor (table 45.4)

$F_{aav}$  [N] = Axial force (equation 45.3)

$y$  = Axial load factor (table 45.4)

$d_p$  [m] = Pitch circle (see capital 3.3.5)

$M$  = Tilting moment

Equation 45.2

$$F_{rav} = \left( \frac{|n_1| \cdot t_1 \cdot (|F_{r1}|)^B + |n_2| \cdot t_2 \cdot (|F_{r2}|)^B + \dots + |n_n| \cdot t_n \cdot (|F_{rn}|)^B}{|n_1| \cdot t_1 + |n_2| \cdot t_2 + \dots + |n_n| \cdot t_n} \right)^{1/B}$$

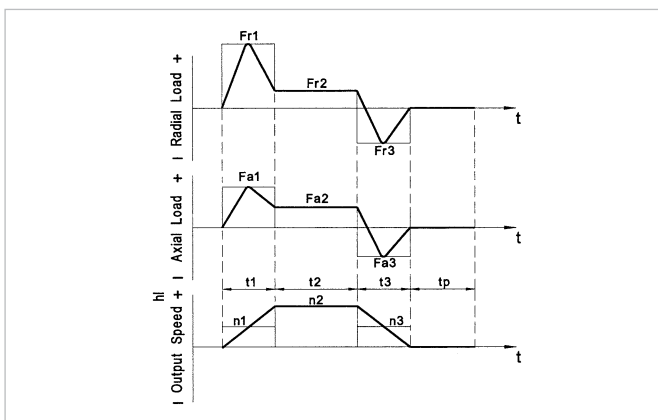
Equation 45.3

$$F_{aav} = \left( \frac{|n_1| \cdot t_1 \cdot (|F_{a1}|)^B + |n_2| \cdot t_2 \cdot (|F_{a2}|)^B + \dots + |n_n| \cdot t_n \cdot (|F_{an}|)^B}{|n_1| \cdot t_1 + |n_2| \cdot t_2 + \dots + |n_n| \cdot t_n} \right)^{1/B}$$

Table 45.4

Load factors	x	y
$\frac{F_{aav}}{F_{rav} + 2 \cdot M / d_p} \leq 1.5$	1	0.45
$\frac{F_{aav}}{F_{rav} + 2 \cdot M / d_p} > 1.5$	0.67	0.67

Illustration 45.5



Please note:

$F_{rx}$  = represents the maximum radial force.

$F_{ax}$  = represents the maximum axial force.

$t_p$  = represents the pause time between cycles.

## 4.7.1 Output Bearing at Oscillating Motion

### Life for Oscillating Motion

The operating life at oscillating motion can be calculated using equation 46.1

Equation 46.1

$$L_{oc} = \frac{10^6}{60 \cdot n_1} \cdot \frac{180}{\varphi} \cdot \left( \frac{C}{f_w \cdot P_c} \right)^B$$

with:

$L_{oc}$  [h] = Operating life for oscillating motion

$n_1$  [cpm] = Number of oscillations/minute\*

$C$  [N] = Dynamic load rating, see table "Output Bearing" in the appropriate product chapter (table 17.1)

$P_c$  [N] = Dynamic equivalent load (equation 45.1)

$\varphi$  [deg] = Oscillating angle

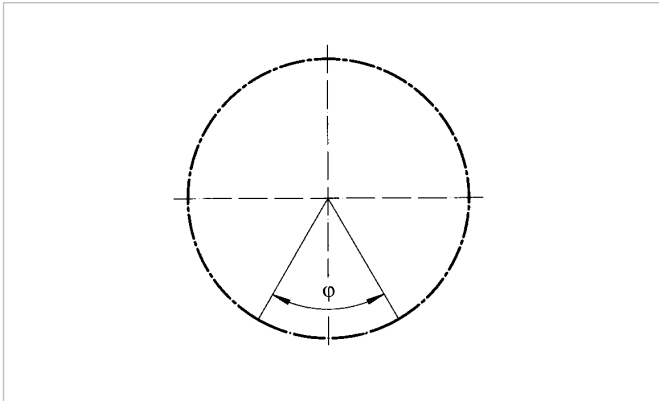
$f_w$  = Operating factor (table 44.3)

\* one oscillation means  $2\varphi$

### Oscillating angle

At oscillating angles  $< 5^\circ$  fretting corrosion may occur due to insufficient lubrication. In this case please contact our sales engineer for counter measures.

Illustration 46.2



## 4.8 Permissible Static Tilting Moment

In case of static load, the bearing load capacity can be determined as follows:

Equation 47.1

$$f_s = \frac{C_0}{P_0} \text{ mit } P_0 = x_0 \left( F_r + \frac{2M}{d_p} \right) + y_0 \cdot F_a$$

and so

Equation 47.2

$$M_0 = \frac{d_p \cdot C_0}{2 \cdot f_s}$$

$f_s$  = Static load safety factor

( $f_s = 1.5 \dots 3$ ) (table 47.3)

$C_0$  = Static load rating

$F_r = F_a = 0$

$x_0 = 1$

$y_0 = 0.44$

$P_0$  = Static equivalent load (equation 47.1)

$d_p$  = Pitch circle diameter of the output bearing (table 17.1)

$M$  = Moment acting (illustration 17.2)

$M_0$  = Allowable static overturning moment

Table 47.3

Rotation conditions of bearing	Lower limit value for $f_s$
Normal	$\geq 1.5$
Vibrations / Impacts	$\geq 2$
High transmission accuracy	$\geq 3$

## 4.9 Angle of Inclination

The angle of inclination of the output flange, as a function of the tilting moment acting on the output bearing, can be calculated by means of equation 47.4:

Equation 47.4

$$\gamma = \frac{M}{K_B}$$

with:

$\gamma$  [arcmin] = Angle of inclination of the output flange

$M$  [Nm] = Tilting moment acting on the output bearing

$K_B$  [Nm/arcmin] = Moment stiffness of the output bearing (table 17.1)

## 4.10 Lubrication

### Ratings and Lubricants

Harmonic Drive® products achieve the specified ratings and characteristics in the standard ambient temperature range (0° C to 40° C) when they are used with the lubricants named in the catalogue. Harmonic Drive AG can guarantee for the data specified in the catalogue only if a Harmonic Drive® grease or a mineral oil qualified for the specific product used. Lubricants and lubricant quantities other than recommended by Harmonic Drive AG should be qualified by means of prototype tests, as necessary.

The warranty becomes void when lubricants that have not been recommended in the Harmonic Drive® catalogue or that have not been approved in writing for the specific application are used.

### 4.10.1 Grease Lubrication

#### Application of Harmonic Drive® Lubricating Grease

Depending on product, size and if necessary ratio, the matching Harmonic Drive® grease should be selected. We recommend the application of the Harmonic Drive® lubricating greases according to the data in the tables 48.1 and 48.2.

#### Caution!

The Harmonic Drive® high performance 4BNo.2 grease becomes relatively thin during operation. Therefore the design must be oil-tight. Because of the special characteristics of this grease, a small base oil leakage at the oil seals can not completely be ruled out.

Table 48.1

Grease	Ratio ≥ 50														
	Size														
	8	11	14	17	20	25	32	40	45	50	58	65	80	90	100
Flexolub A1	-	Standard for CPU and CobaltLine®													
SK-1A	-				Standard										
SK-2	Standard				-										
4BNo.2	-	For heavy duty operation*													

Table 48.2

Grease	Ratio = 30						
	Size						
	8	11	14	17	20	25	32
Flexolub A1	-		Standard for CPU				
SK-1A	-				Standard		
SK-2	Standard				-		
4BNo.2	-				For heavy duty operation*		

#### Notes:

\* = recommended for heavy duty operation or at operating temperatures ranging from -10° C to +110° C

- = not approved



Table 49.1 gives some important information regarding Harmonic Drive® lubricating greases.

Table 49.1

Type	Harmonic Drive® lubricating greases			
	Standard		Special	
	SK-1A	SK-2	Flexolub A1	4BNo.2
Operating temperature range	0° C ... +80° C	0° C ... +80° C	-40° C ... +120° C	-10° C ... +110° C
Base oil	Mineral oil	Mineral oil	PAO / Ester oil	Synthetic oil
Thickener	Lithium soap	Lithium soap	Lithium soap	Urea
Consistency class (NLGI)	2	2	1	1-2
Base oil viscosity (40° C; 100° C)	37; 5,9 mm <sup>2</sup> /St	37; 5,9 mm <sup>2</sup> /St	25; 5,2 mm <sup>2</sup> /St	50; 12 mm <sup>2</sup> /St
Drop point	197° C	198° C	180° C	247° C
Colour	yellow	green	magenta	pale yellow
Max. storage time in hermetically sealed container	5 years			
Ease of sealing (safety against grease- or base oil leakage at the oil seals)	+	+	+	+/-

**Notes:**

+ = Good

+/- = May be critical depending on design / mounting position / application, please contact Harmonic Drive AG

Safety data sheets and technical data sheets for the Harmonic Drive® lubricants are available from Harmonic Drive AG.

## Special Operating Demands

Table 54.1 shows examples of lubricants for special operating demands. In individual cases other lubricants may be recommendable, and special limit values may have to be considered for product calculations at extended operating temperatures. Please ask Harmonic Drive AG for more information.

Table 50.1

Lubricants for special operating demands			
Application	Type	Manufacturer, Designation	Operating temperature range <sup>1)</sup>
Broadband temperature range	Grease	Harmonic Drive®, Flexolub-A1	-40° C ... +120° C <sup>3)</sup>
Low temperature	Grease Oil	Harmonic Drive®, Flexolub-M0	-50° C ... +120° C <sup>2)5)</sup>
High temperature	Grease Oil	Mobil, Mobil Grease 28 Mobil, Mobil SHC 626	-55° C ... +160° C <sup>2)</sup> -15° C ... +140° C <sup>2)</sup>
Food-/pharmaceutical industry	Grease	Bechem, Berulub FG-H 2 SL	-40° C ... +120° C <sup>2)4)</sup>

### Notes:

<sup>1)</sup> Operating temperature = Lubricant temperature

<sup>2)</sup> User specific prototype tests recommended

<sup>3)</sup> Applicability confirmed for all Harmonic Drive® catalogue products with cup type Flexspline for size 14 and up. 1 kg bundles available at HDAG

<sup>4)</sup> NSF-H1 certification. Applicability confirmed for HFUC-XX, CPU-XX, HFUS-XX, CPL-XX, CHA-XX with i=100 at full usage of the catalogue performance data. Please consult Harmonic Drive AG for i>100 applications. For food/ pharmaceutical compatibility, grease change is necessary for output- and support bearings, if used. 400 g bundles available at Harmonic Drive AG.

<sup>5)</sup> Recommended for applications requiring best possible efficiency at low temperatures. Not suitable for high output torque.

## 4.10.2 Oil Lubrication

Harmonic Drive® units with oil lubrication are customer specific solutions. Oil quantity and change interval are specified individually.

Table 50.2

Shared lubricating oils				
Manufacturer	Klüber	Mobil	Castrol	Shell
Designation	Syntheso D 68 EP	Mobilgear 600 XP 68	Optigear BM 68	Omala S2 G 68

Please note the information in section 5.5.5.

## 4.11 Axial Forces at the Wave Generator CPM

When a Harmonic Drive® Gear is used as a speed reducer (torque input via Wave Generator), the deflection of the Flexspline leads to an axial force acting on the Wave Generator. This axial force acts in the direction of the Flexspline diaphragm. When the Harmonic Drive® Component Set is used as a speed accelerating gear (reverse operation, e. g. when braking), the axial force acts in the opposite direction. In any case the axial force must be absorbed by the input shaft (motor shaft). The Wave Generator thus needs to be fixed on the input shaft in the axial direction. In closed Harmonic Drive® units and gearboxes the axial force is absorbed internally.

Illustration 51.1

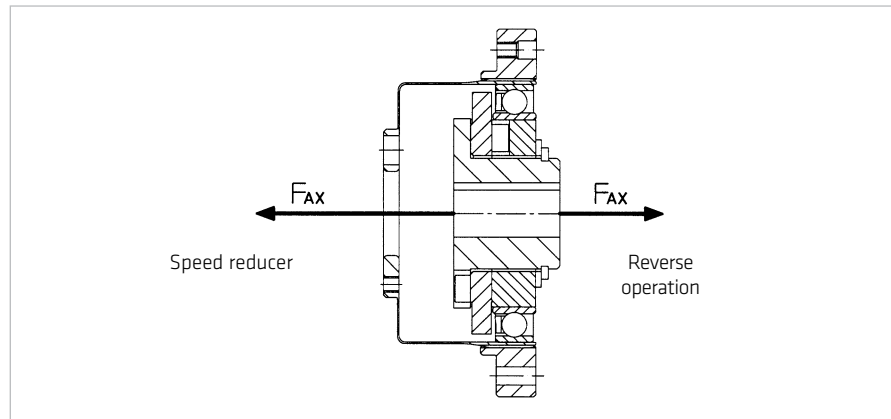


Table 51.2

Ratio		
30	$F_{AX} = 2 \cdot \frac{T}{D} \cdot \mu \cdot \tan 32^\circ$	[Equation 51.3]
50	$F_{AX} = 2 \cdot \frac{T}{D} \cdot \mu \cdot \tan 30^\circ + 2\mu PF$	[Equation 51.4]
80...160	$F_{AX} = 2 \cdot \frac{T}{D} \cdot \mu \cdot \tan 20^\circ + 2\mu PF$	[Equation 51.5]

with:

- $F_{AX}$  = Axial force [N]
- $D$  = (Size) · 0.00254 [m]
- $T$  = Torque at the output [Nm]
- $\mu$  = 0.07 Coefficient of friction
- $2\mu PF$  = Additional force (only CSD) [N]

Example

Size 32 (CSD-32-50)  
 Output torque = 300 Nm  
 Coefficient of friction  $\mu = 0.07$

$$F_{AX} = 2 \cdot \frac{200 \text{ Nm}}{(32 \cdot 0.00254) \text{ m}} \cdot 0.07 \cdot \tan 30^\circ + 16$$

$$F_{AX} = 215 \text{ N}$$

Table 51.6

Sizes	14	17	20	25	32	40	50
$2\mu PF$ [N] for CSD and SHD	2.1	4.1	5.6	9.8	16	24	39

## 5. Installation and Operation

### 5.1 Transport and Storage

Gears should be transported in the original packaging. If the gear is not put into service immediately on receipt, it should be stored in a dry area in the original packaging. The permissible storage temperature range is -20° C to +60° C.

### 5.2 Gear Condition at Delivery

The gears are generally delivered according to the dimensions indicated in the confirmation drawing.

#### **Gears with Grease Lubrication**

Units are supplied with grease lubricant as standard.

#### **Gears with Oil Lubrication**

Harmonic Drive® Units with oil lubrication are generally customer-specific solutions. Please follow the notes given on the confirmation drawing. The oil temperature during operation must not exceed 90° C. Oil must be filled into the unit by the customer as the standard delivery does not include any oil lubricant.

#### **Oil Quantity**

The values specified in the confirmation drawing include the valid oil quantities to fill in. The oil quantity defined on the confirmation drawing must be obeyed in any case. Too much oil results in excessive heat production and early wear due to the thermal destruction of the oil. If the oil level is too low, this may lead to early wear as a result of lubricant deficiency.

### 5.3 Assembly Information

#### ADVICE

**Screws which have been tightened by the gear manufacturer must not be loosened.**

## 5.4 Recommended Tolerances for Assembly CPM

In order for the new features of Harmonic Drive® Units to be exploited fully, it is essential that the tolerances according to table 53.2 are observed for the input assembly.

Illustration 53.1

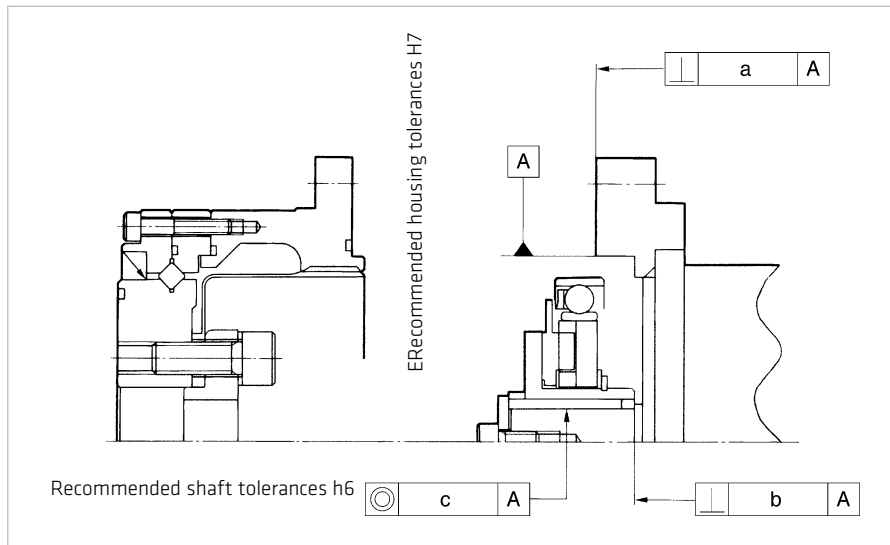


Table 53.2

[mm]

Size	14	17	20	25	32	40
a	0.011	0.015	0.017	0.024	0.026	0.026
b	0.017 (0.008)	0.020 (0.010)	0.020 (0.010)	0.024 (0.012)	0.024 (0.012)	0.032 (0.012)
c	0.030 (0.016)	0.034 (0.018)	0.044 (0.019)	0.047 (0.022)	0.050 (0.022)	0.063 (0.024)

The values in brackets are the recommended tolerances for component sets featuring a Wave Generator without Oldham coupling. The Oldham coupling serves to compensate for eccentricity of the input shaft and is available in the standard version. For the direct mounting of a Wave Generator without Oldham coupling (optional) on a motor shaft, the shaft tolerances should fulfill the DIN 42955 R standard.

## 5.5 Lubrication

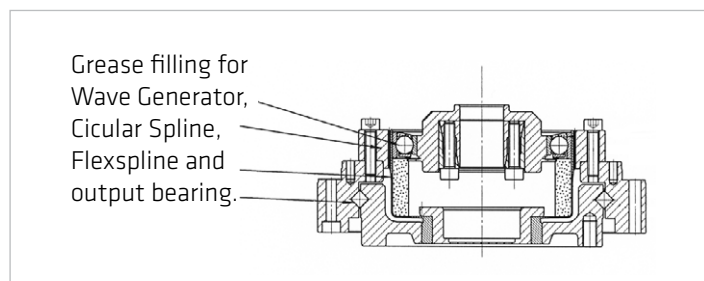
Harmonic Drive® Units are delivered ready for immediate installation. They are supplied with lifetime lubricant which is a high performance grease that meets the specific requirements of the Harmonic Drive® gears. It guarantees constant accuracy of the gears for their whole life. A re-lubrication of the Units is not necessary.

### 5.5.1 Grease Lubrication CPM

For the lubrication of the gear in sizes 14-58, we recommend the specially developed Harmonic Drive® grease Flexolub®-A1.

Units are supplied with grease lubricant as standard. Illustration 54.1 shows the sections where lubrication is required and which are filled with grease lubrication at the time of delivery. If no special arrangements are made the specially developed high performance grease Flexolub-A1 is used. If any other grease is used this will be indicated on the customer drawing.

Illustration 54.1



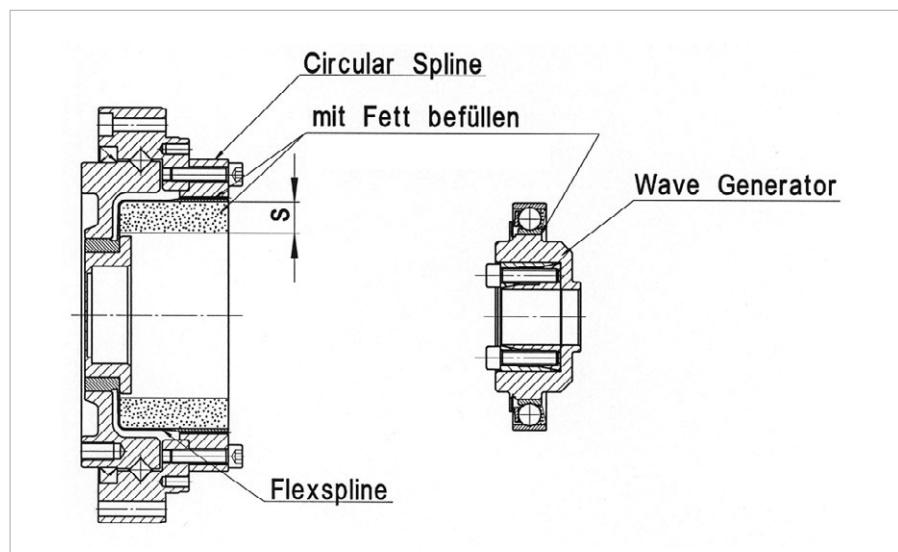
### 5.5.2 Amount of Grease CPM

Table 54.2

[mm]

Size	14	17	20	25	32	40
s	3	4	5	6	8	10

Illustration 54.3



### 5.5.3 Additional Grease Package CPM

When the unit is mounted to the motor with the adaptor flange design recommended by Harmonic Drive AG, the unit can be used in all operating positions. To achieve the maximum gear life, we recommend that an additional grease package is provided in the grease reservoir between Wave Generator and motor d-shield during assembly, see illustration 55.3. This additional grease amount is delivered in a separate package together with the unit.

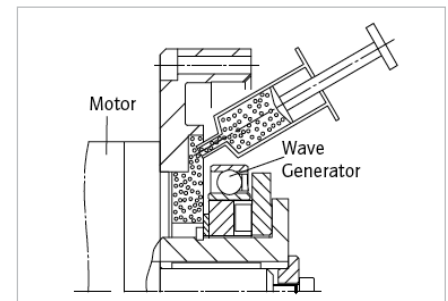
Table 55.1

Size		14	17	20	25	32	40
Standard grease quantity (contained in the gear of the unit at delivery)	ca. [g]	5.5	10	16	40	60	130
	ca. [cm <sup>3</sup> ]	6	11	18	44	66	143
Recommended additional grease quantity for grease reservoir (is delivered in a separate package together with the unit)	ca. [g]	2	3	4	6	14	27
	ca. [cm <sup>3</sup> ]	2	3	4	7	16	30

Table 55.2

Ordering code for grease	Available packages
Special grease Flexolub®-A1	1.0; 25

Illustration 55.3

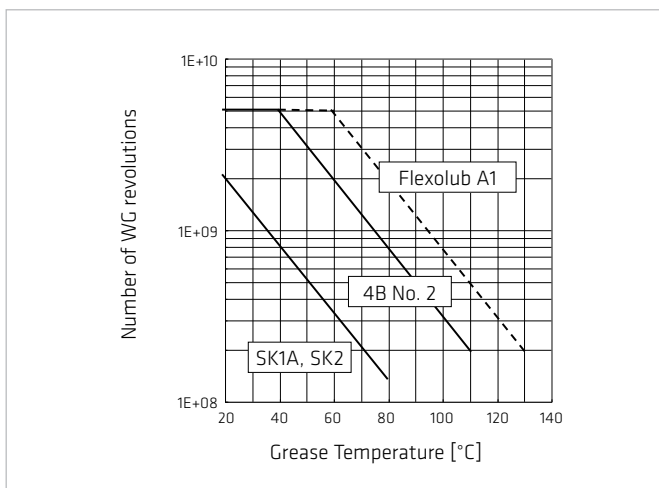


### 5.5.4 Grease Change

To change the grease the component set should be completely disassembled and cleaned before regreasing. Fresh grease should be applied generously to the inside of the Flexspline, the Wave Generator bearing, the Oldham coupling and the teeth of the Circular Spline and Flexspline.

In illustration 55.4 the grease change interval depending on the grease temperature is given. The number of allowable revolutions of the input shaft which represents the grease change interval can be estimated as shown in the example. This means, that for a temperature of SK-1A or SK-2 grease of 40° C a change should take place after approx. 8.5 x 10<sup>8</sup> revolutions of the input shaft. All grease change data refers to rated speed and rated torque.

Illustration 55.4



Equation 55.5

$$L_{GT} = L_{GTn} \cdot \left( \frac{T_r}{T_{av}} \right)^3$$

$L_{GT}$  = Number of Wave Generator revolutions until grease change

$L_{GTn}$  = see diagram

$T_r$  = Rated torque

$T_{av}$  = Average torque

## 5.5.5 Oil lubrication

Harmonic Drive® Units with oil lubrication are generally customer-specific solutions. Please follow the notes given on the confirmation drawing and refer to section 4.10.2 for allowed oil types. The oil temperature during operation must not exceed 90° C. Oil must be filled into the unit by the customer as the standard delivery does not include any oil lubricant.

The values specified in the confirmation drawing include the valid oil quantities to fill in. The oil quantity defined on the confirmation drawing must be obeyed in any case. Too much oil results in excessive heat production and early wear due to the thermal destruction of the oil. If the oil level is too low, this may lead to early wear as a result of lubricant deficiency.

The first oil change is necessary after 100 hours of operation. Subsequent oil change intervals depend on the operating conditions, but should take place at intervals of approximately 1000 running hours.

To change the oil, the used oil must be drained completely and fresh oil must be filled in. Permitted oil types see in table 50.2. The mixture of lubricants of different specifications should generally be avoided.

## 5.6 Preparation for Assembly

### Assembly preparation

The gear assembly must be carried out very carefully and within a clean environment. Please make sure that during the assembly procedure no foreign particles enter the gear.

### General information

Clean, degrease and dry all mating surfaces to ensure an adequate coefficient of friction. The values given in table 8 are valid for 12.9 quality screws which must be tightened by means of a torque wrench. Locking devices such as spring washers or toothed washers should not be used.

### Auxiliary materials for assembly

For the assembly, we recommend the application of the following auxiliary materials or the use of those with similar characteristics. Please pay attention to the application guidelines given by the manufacturer. Auxiliary materials must not enter the gear.

### Surface sealing

- Loctite 5203
- Loxeal 28-10

Recommended for all mating surfaces, if the use of o-ring seals is not intended. Flanges provided with O-ring grooves must be sealed with sealing compound when a proper seal cannot be achieved using the O-ring alone.

### Screw fixing

- Loctite 243

This adhesive ensures that the screw is fixed and also provides a good sealing effect. Loctite 243 is recommended for all screw connections.

### Assembly paste

- Klüber Q NB 50

Recommended for o-rings which may come out of the groove during the assembly procedure. Before starting with the assembly you should spread some grease (which you can take from the gear) on all other o-rings.

### Adhesives

- Loctite 638

Apply Loctite 638 to the connections between motor shaft and Wave Generator. You should make use of it only if this is specified in the confirmation drawing.



## 5.7 Assembly

### 5.7.1 Motor Assembly CPM

The Units have been designed for simple motor assembly. This means that the Wave Generator is mounted directly on the motor shaft. When ordering please indicate which motor type is to be used, so that the Wave Generator can be manufactured to match. If required, units can be provided including the motor adaptor flange or with a ready assembled motor. In addition to the correct dimensioning of the motor, particular attention must be paid to the geometric tolerances of the motor output flange and motor shaft. The shaft and flange tolerances of the motor should fulfill the requirements of the DIN 42955 standard. To fully exploit the excellent performance characteristics of the units we recommend the use of motors fulfilling DIN 42955 R tolerances.

### Adaptor Flange CPM

The characteristics of the CPM require dimensions and tolerances in table 57.1 and illustration 58.1 for optimal performance

Table 57.1

Size	14	17	20	25	32	40
∅D	16	26	30	37	37	45
∅F	36.5	47	53	66	86	106
∅G <sub>-0.1</sub>	37.5	48	55.5	69	90.5	110
H <sup>+0.1</sup>	6.5	7	8	10.5	14.5	18
J <sup>+0.1</sup>	9.5	10	11	14.5	19.5	24
N	1	1.5	1.5	1.5	2	2
∅P H7	60	72	82	96	125	154
∅R	50 <sup>+0.027</sup>	60 <sup>+0.034</sup>	70 <sup>+0.036</sup>	85 <sup>+0.050</sup>	110 <sup>+0.055</sup>	135 <sup>+0.065</sup>
S	2.5	3	3	5	6.5	11
T <sup>+0.1</sup>	4.3	6.3	6.9	7.8	9.8	10.3
U <sup>+0.1</sup>	10.5	13	14.6	18	24	28
V <sup>+0.1</sup>	13.5	16	17.6	22	29	34
∅W <sup>+0.1</sup>	50.4	60.4	70.4	85.4	110.4	135.4
∅b	68	78	88	105	135	165
∅c	2.9	3.4	3.4	3.4	4.5	5.5
∅d	55	66	76	91	118	144
e	M2.5	M2.5	M2.5	M3	M4	M5
f <sub>-0.1</sub>	1	1.3	1.3	1.3	1.3	2
g <sub>-0.1</sub>	0.7	1	1	1	1	1.7
x	0.030	0.034	0.044	0.047	0.050	0.063
y	0.030	0.040	0.040	0.040	0.040	0.050
z	0.030 (0.016)	0.034 (0.018)	0.044 (0.019)	0.047 (0.022)	0.050 (0.022)	0.063 (0.024)

All data given in the table are valid for adaptor flanges mounted to the motor. The values in brackets are the recommended tolerances for component sets featuring a Wave Generator without Oldham coupling. This coupling serves to compensate for eccentricity of the input shaft and is available in the standard version. For the direct mounting of a Wave Generator without Oldham coupling (optional) on a motor shaft, the shaft tolerances should fulfil the DIN 42955 R standard.

Illustration 58.1

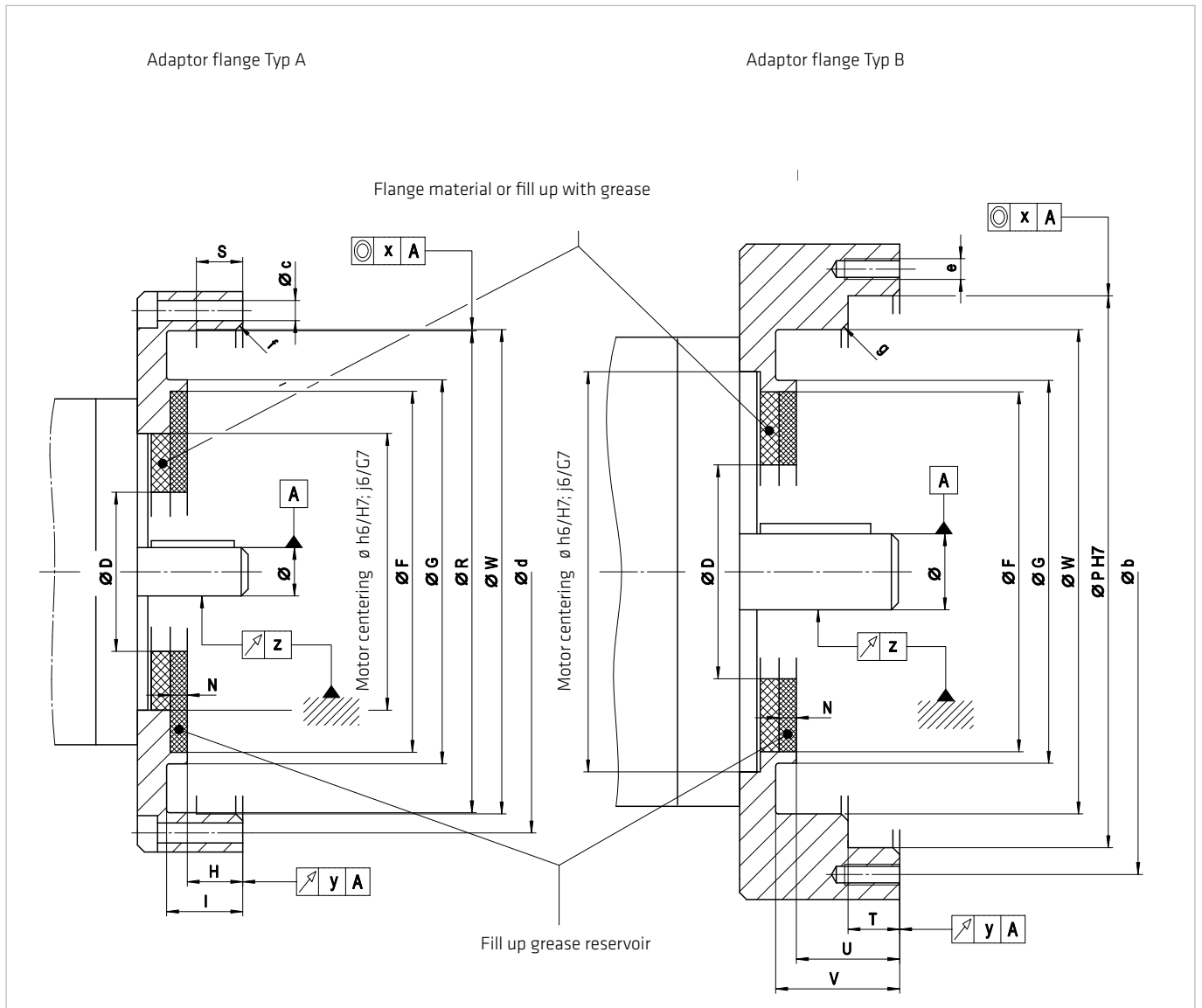
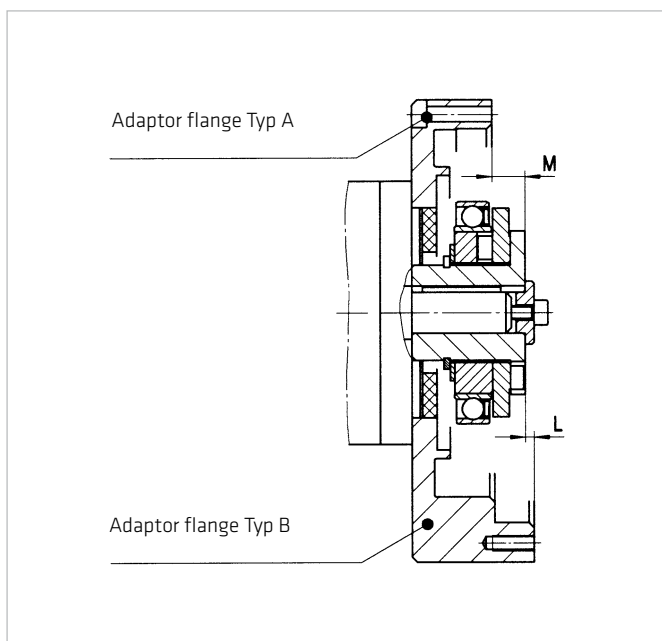


Illustration 58.2



The prescribed axial position for the standard Wave Generator is defined by the variables  $M$  (for adaptor flange type A) and  $L$  (for adaptor flange type B), see also illustration 58.1 and table 57.1. When using a solid Wave Generator (Option), the provided data on the specific confirmation drawings are valid.

## Mounting Units CPM

When mounting the motor, two different approaches are possible, see illustration 59.3 and 59.4

Illustration 59.1

### Adaptor flange Typ A

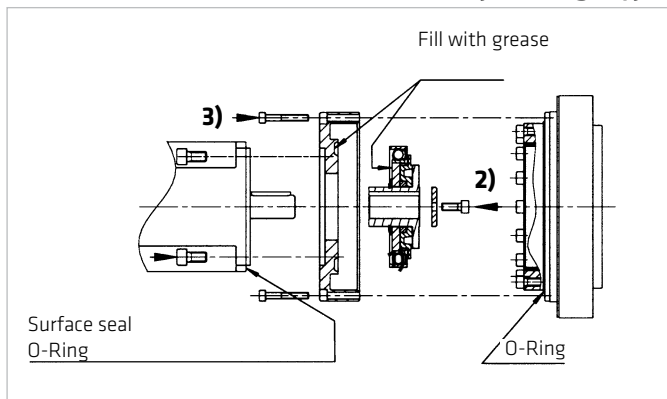


Illustration 59.2

### Adaptor flange Typ B

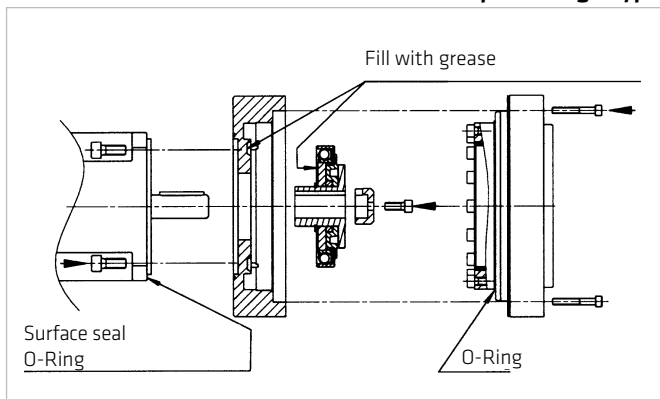
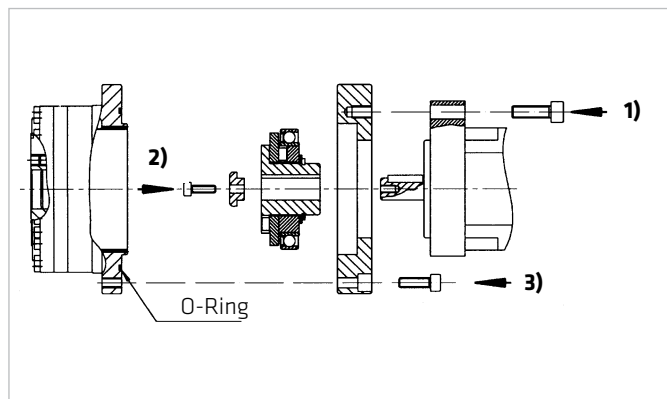


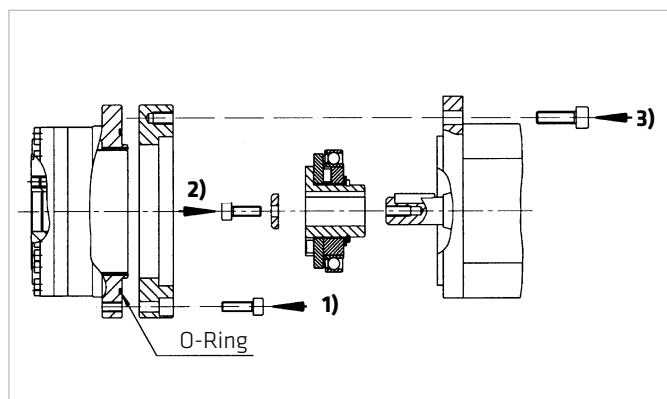
Illustration 59.3



Installation steps as shown in illustration 59.1:

- 1) Mount the flange assembly to the motor.
- 2) Mount the Wave Generator to the motor shaft.
- 3) Installation of the flange including motor onto the unit.

Illustration 59.4



Installation steps according to illustration 59.2:

- 1) Mount the flange to the Unit.
- 2) Mount the wave generator to the motor shaft.
- 3) Mount the motor onto the flange.

## Adaption Examples Units CPM

### Housing

Illustration 60.1

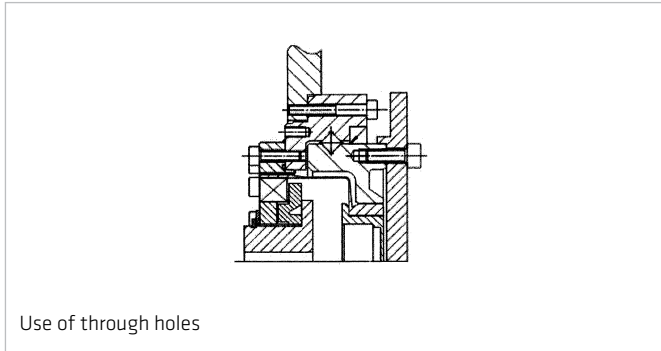


Illustration 60.2

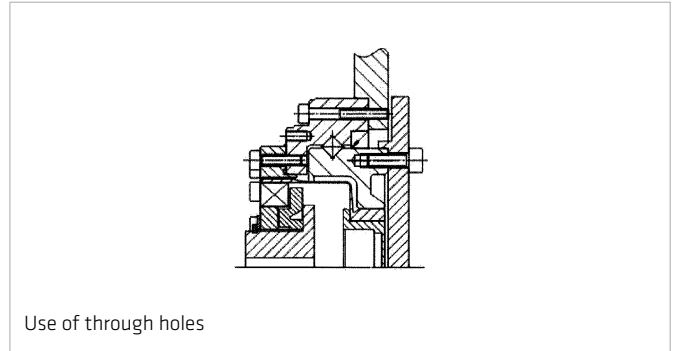


Illustration 60.3

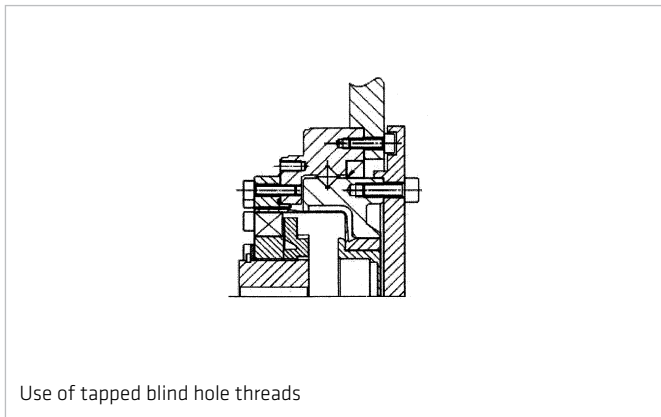
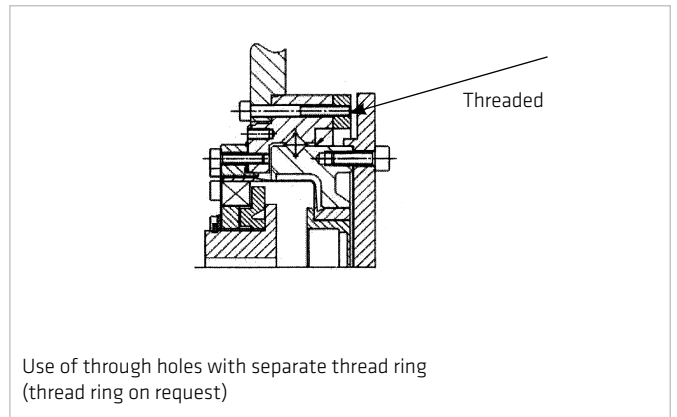


Illustration 60.4



### Motor

Illustration 60.5

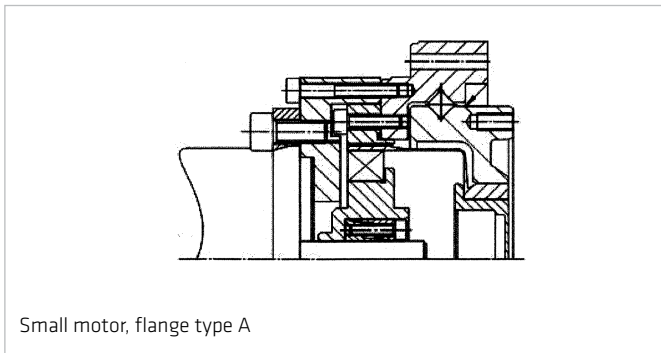
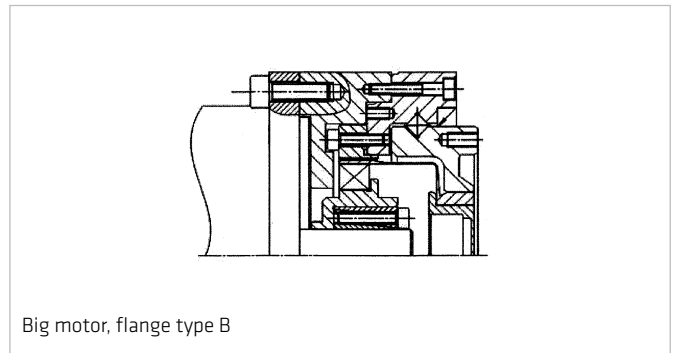
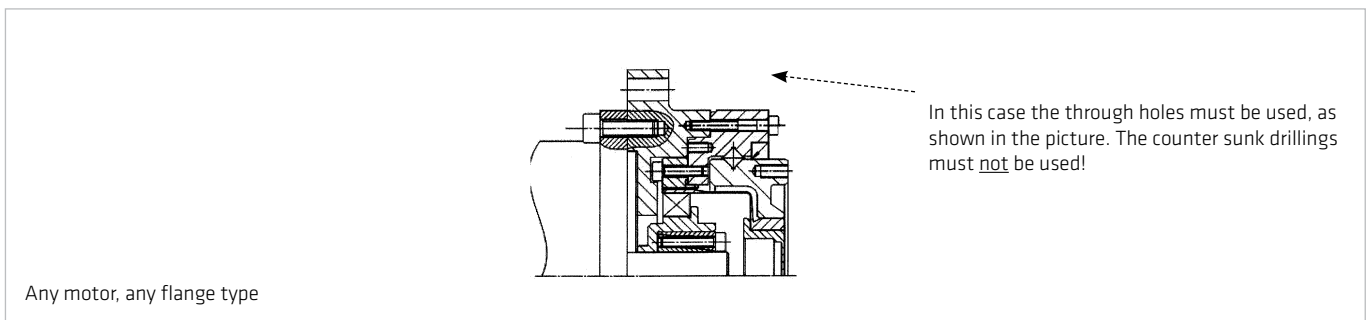


Illustration 60.6



### Individual Adaptation for Housing and Motor

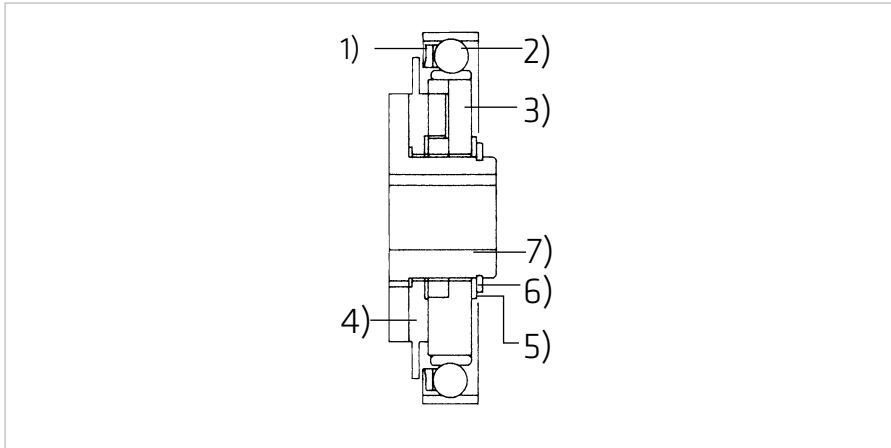
Illustration 60.7



## 5.7.2 Wave Generator Components CPM

Illustration 61.1 shows a standard Wave Generator with Oldham Coupling.

Illustration 61.1



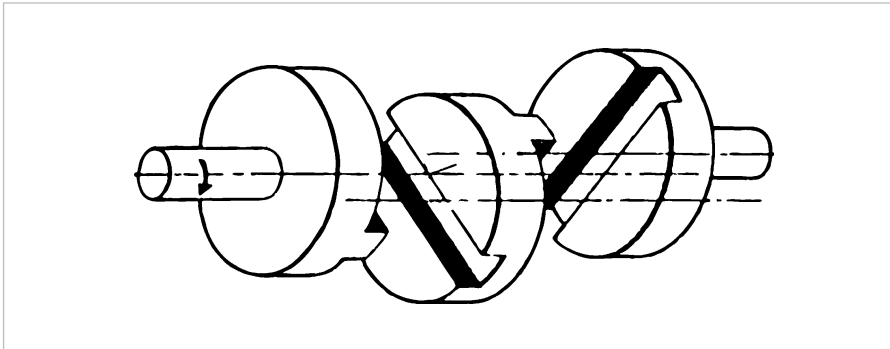
- 1) Ball Separator
- 2) Wave Generator bearing
- 3) Wave Generator plug
- 4) Insert
- 5) Thrust washers
- 6) Snap ring
- 7) Wave Generator hub

### Wave Generator Modifications

CPM units are provided with an Oldham coupling to compensate for eccentricity of the input shaft (see illustration 61.2).

### Principle of an Oldham Coupling

Illustration 61.2



## Bore Diameter for Solid Wave Generator

If a large-bore Wave Generator or an input coupling completely free of backlash is required, the Oldham coupling may be removed and the input shaft can be attached directly to the Wave Generator plug. This is the so called “Solid Wave Generator” configuration. The Wave Generator bore may be enlarged or splined to accept a hollow shaft or a splined shaft. The maximum allowable bore diameter, with or without keyway or splines, is given in table 62.2. Use of a solid Wave Generator demands tighter tolerances for the motor shaft and housing, as described in the section “Assembly Tolerances” for the selected product.

Illustration 62.1

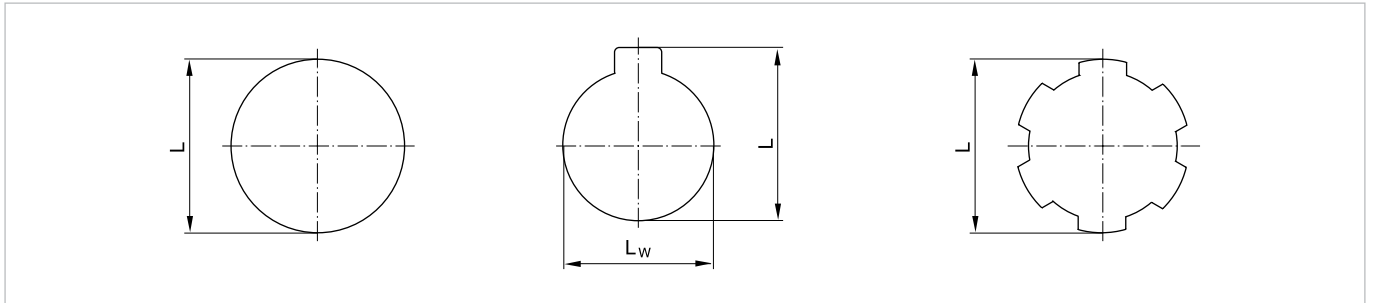


Table 62.2

[mm]

Size	14	17	20	25	32	40
$L_w$ for keys to DIN 6885 T1	12	13	17	22	28	34
L	17	20	23	28	36	42

### 5.7.3 Mounting the Wave Generator (WG) to the Motor Shaft CPM

The CPM units are delivered with the Wave Generator adapted for the motor shaft. The hub of the Oldham coupling is secured on the motor shaft by means of a key or clamping element. Please observe the recommendations for the correct axial position of the Wave Generator inside the gearbox, see illustration 63.1 and 63.2.

The axial attachment of the hub must withstand the axial forces acting on the Wave Generator. When mounted correctly, the motor shaft should extend at least 2/3 of the entire hub length, thereby ensuring reliable transmission of the motor torque.

Illustration 63.1

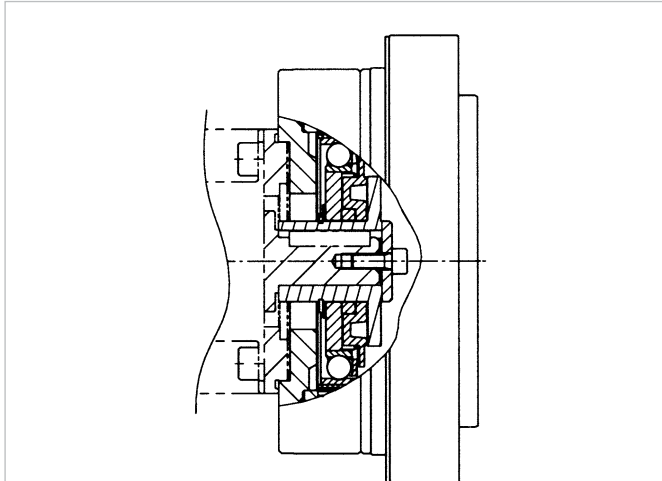
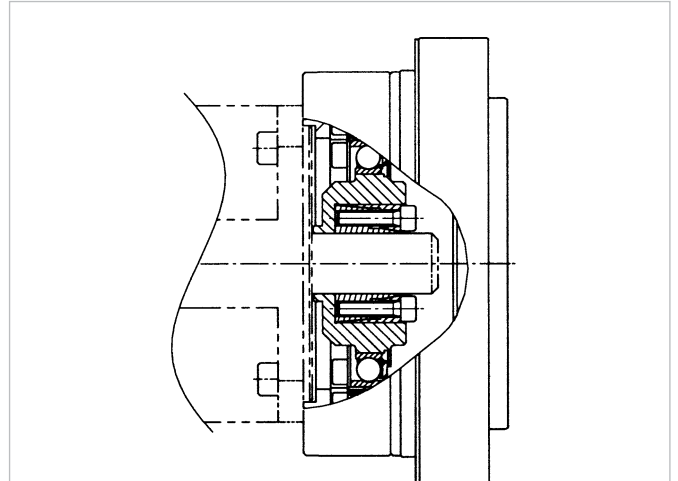


Illustration 63.2



For stepping motor operation and for large motor shaft diameters the use of a solid Wave Generator is recommended. Illustration 63.1 shows the standard version with Oldham coupling and keyway. Illustration 63.2 shows a solid Wave Generator without Oldham coupling. The Wave Generator is attached directly to the motor shaft by means of a clamping element.

- Push the greased Wave Generator onto the motor shaft according to the assembly dimension in the confirmation drawing.
- Insert the plug into the bore of the Wave Generator hub and tighten with the screw. When a clamping element is used, tighten its screws crosswise in five steps to the torque given in the confirmation drawing.

### 5.7.4 Check before Assembly of the Wave Generator CPM

- Final check of position of the Wave Generator. For some clamping elements an axial movement may occur during tightening. Please take account of this effect when positioning the Wave Generator on the shaft.
- Check whether the WG is lubricated in accordance with illustration 54.3. When the gear is oil lubricated, fill in the prescribed oil quantity.

### 5.7.5 Assembly of the Wave Generator into the Flexspline CPM

When the Wave Generator is assembled into the Flexspline please consider that the parts must not be tilt during assembly. By parallel assembly it is ensured that the teeth of Flexspline and Circular Spline mesh symmetrically.

Alternatively the assembly can be executed during slowly rotation of the input shaft ( $n < 10$  rpm). This method eases the assembly.

### Assembly of the Motor/Adaptor Flange Sub-Assembly to the Unit

Mount the o-ring. Apply some assembly paste or grease (section 5.6), if necessary. Connect the preassembled sub-assembly consisting of motor, Wave Generator and adaptor flange to the Unit. It is essential that the components are carefully aligned during the assembly. The teeth of the Flexspline and Circular Spline must mesh symmetrically for proper function. Alternatively, the motor assembly can be carried out while the motor shaft is rotating slowly ( $n < 10$  rpm). This procedure simplifies the assembly.

The assembly must be performed gently without using undue force.

### 5.7.6 Assembly Control CPM

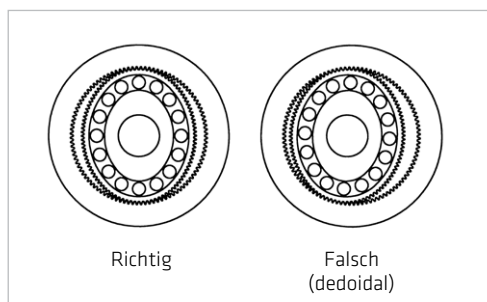
Very rarely, an eccentric tooth mesh, called dedoidal, may occur.

The correct assembly can be checked as follow:

- Check the running behaviour by rotating the input shaft (in case of types with input shaft). Alternatively you may rotate the output flange. If you notice torque variations these may be caused by eccentric tooth mesh.
- Check the running behaviour and the motor current while the motor is rotating. Strong fluctuations in the motor current and/or an excessive no-load current may be the result of an eccentric tooth mesh.

In case of a dedoidal assembly you can avoid permanent damage to the gear if the wrong installation is recognized by means of the above mentioned inspection. The problem can be solved by disassembling the gear followed by a new assembly.

Illustration 64.1





## 5.7.7 Assembly of the Output Flange

Table 65.1

Size	14	17	20	25	32	40
Number of Bolts	12	12	12	12	12	12
Bolt Size	M3	M4	M4	M5	M6	M8
Bolt pitch diameter [mm]	43	52	62	76	96	118
Tightening Torque [Nm]	2,3	5,1	5,1	10	17,4	42,2
Torque transmitting capacity <sup>1)</sup> [Nm]	85	188	228	463	847	1964

## 5.7.8 Assembly of the Housing

Table 65.2

Size	14	17	20	25	32	40
Number of Bolts	8	12	12	12	12	12
Bolt Size	M3	M3	M3	M4	M5	M6
Bolt pitch diameter [mm]	68	80	89	105	135	168
Tightening Torque [Nm]	2,3	2,3	2,3	5,1	10	17,4
Torque transmitting capacity <sup>1)</sup> [Nm]	89	158	177	378	805	1482

<sup>1)</sup> The tables are valid for completely degreased pads (friction coefficient  $\mu_k = 0.15$ ) and metric socket head cap screws according to EN ISO 4762 in 12.9 quality, untreated, oiled, with  $\mu_{ges} = 0.12$

Housing and output flange to be assembled as per table 65.1 and 65.2

## 5.7.9 Installation of the Input Shaft CPH

Table 65.3

Size	14	17	20	25	32	40
Number of Bolts	3	3	6	6	6	6
Bolt Size	M3	M3	M3	M3	M3	M4
Torque transmitting capacity <sup>1)</sup> [Nm]	3	3	3	3	3	5,1

## 6. Glossary

### 6.1 Technical Data

#### AC Voltage constant $k_{EM}$ [ $V_{rms} / 1000 \text{ rpm}$ ]

Effective value of the induced motor voltage measured at the motor terminals at a speed of 1000 rpm and an operating temperature of 20° C.

#### Ambient operating temperature [°C]

The intended operating temperature for the operation of the drive.

#### Average input speed (grease lubrication) $n_{av(max)}$ [rpm]

Maximum permissible average gear input speed for grease lubrication.

#### Average input speed (oil lubrication) $n_{av(max)}$ [rpm]

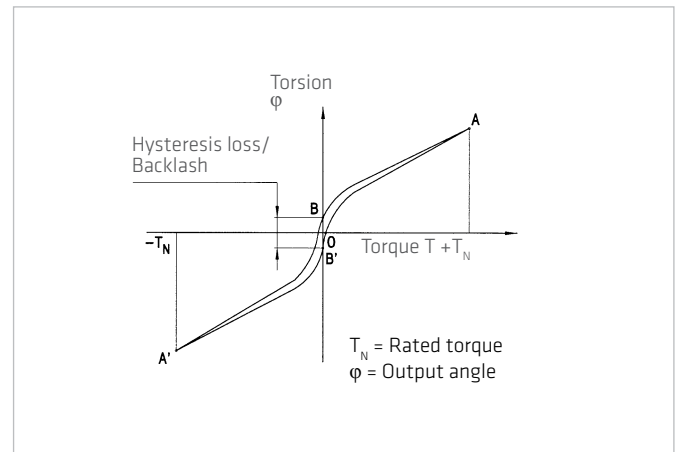
Maximum permissible average gear input speed for oil lubrication.

#### Average torque $T_A$ [Nm]

When a variable load is applied to the gear, an average torque should be calculated for the complete operating cycle. This value should not exceed the specified  $T_A$  limit.

#### Backlash (Harmonic Planetary gears) [arcmin]

When subjected to the rated torque, Harmonic Planetary gears display characteristics shown in the hysteresis curve. When a torque is applied to the output shaft of the gear with the input shaft locked, the torque-torsion relationship can be measured at the output. Starting from point O the graph follows successive points A-B-A-B-A A where the value B-B is defined as the backlash or hysteresis.



#### Brake closing time $t_c$ [ms]

Delay time to close the brake.

#### Brake current to hold $I_{HBr}$ [ $A_{DC}$ ]

Current for applying the brake.

#### Brake current to open $I_{OBr}$ [ $A_{DC}$ ]

Current required to open the brake.

#### Brake holding torque $T_H$ [Nm]

Torque the actuator can withstand when the brake is applied, with respect to the output.

#### Brake opening time $t_o$ [ms]

Delay time for opening the brake.

#### Brake voltage $U_{Br}$ [VDC]

Terminal voltage of the holding brake.

### Collision torque $T_M$ [Nm]

In the event of an emergency stop or collision, the Harmonic Drive® Gearing may be subjected to a brief collision torque. The magnitude and frequency of this collision torque should be kept to a minimum and under no circumstances should the collision torque occur during the normal operating cycle.

### Continuous stall current $I_0$ [ $A_{rms}$ ]

Effective value of the motor phase current to produce the stall torque.

### Continuous stall torque $T_0$ [Nm]

Allowable actuator stall torque.

### Demagnetisation current $I_E$ [ $A_{rms}$ ]

Current at which rotor magnets start to demagnetise.

### Dynamic axial load $F_{A\ dyn\ (max)}$ [N]

With bearing rotating this is the maximum allowable axial load, with no additional radial forces or tilting moments applied.

### Dynamic load rating $C$ [N]

Maximum dynamic load that can be absorbed by the output bearing before permanent damage may occur.

### Dynamic radial load $F_{R\ dyn\ (max)}$ [N]

With bearing rotating this is the maximum allowable radial load, with no additional axial forces or tilting moments applied.

### Dynamic tilting moment $M_{dyn\ (max)}$ [Nm]

With the bearing rotating this is the maximum allowable tilting moment, with no additional axial forces or radial forces applied.

### Electrical time constant $\tau_e$ [s]

The electrical time constant is the time required for the current to reach 63% of its final value.

### Hollow shaft diameter $d_H$ [mm]

Free inner diameter of the continuous axial hollow shaft.

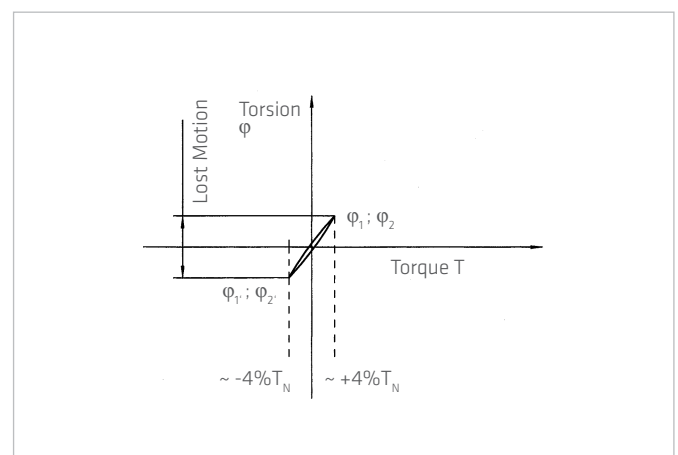
### Inductance (L-L) $L_{L-L}$ [mH]

Terminal inductance calculated without taking into account the magnetic saturation of the active motor parts.

### Lost Motion (Harmonic Drive® Gearing) [arcmin]

Harmonic Drive® Gearing exhibits zero backlash in the teeth. Lost motion is the term used to characterise the torsional stiffness in the low torque region.

The illustration shows the angle of rotation  $\varphi$  measured against the applied output torque as a hysteresis curve, with the Wave Generator locked. The lost motion measurement of the gear is taken with an output torque of about  $\pm 4\%$  of the rated torque.



### Maximum current $I_{\max}$ [A]

The maximum current is the maximum current that can be applied for a short period.

### Maximum DC bus voltage $U_{\text{DC}(\max)}$ [VDC]

The maximum DC bus power supply for the correct operation of the actuator. This value may only be exceeded for a short period during the braking or deceleration phase.

### Maximum hollow shaft diameter $d_{\text{H}(\max)}$ [mm]

For gears with a hollow shaft, this value is the maximum diameter of the axial hollow shaft.

### Maximum input speed (grease lubrication) $n_{\text{in}(\max)}$ [rpm]

Maximum allowed input speed for gearing with grease lubrication.

### Maximum input speed (oil lubrication) $n_{\text{in}(\max)}$ [rpm]

Maximum allowed input speed for gearing with oil lubrication.

### Maximum motor speed $n_{\max}$ [rpm]

The maximum allowable motor speed.

### Maximum output speed $n_{\max}$ [rpm]

The maximum output speed. Due to heating issues, this may only be momentarily applied during the operating cycle. The maximum output speed can occur any number of times as long as the rated speed is greater than the permissible continuous operation calculated in the duty cycle.

### Maximum output torque $T_{\max}$ [Nm]

Specifies the maximum allowable acceleration and deceleration torques. For highly dynamic processes, this is the maximum torque available for a short period. The maximum torque can be parameterized by the control unit where the maximum current can be limited. The maximum torque can be applied as often as desired, as long as the average torque is within the permissible continuous operation calculated in the duty cycle.

### Maximum power $P_{\max}$ [W]

Maximum power output.

### Mechanical time constant $\tau_m$ [s]

The mechanical time constant is the time required to reach 63% of its maximum rated speed in a no-load condition.

### Moment of inertia $J$ [kgm<sup>2</sup>]

Mass moment of inertia at motor side.

### Moment of inertia $J_{\text{in}}$ [kgm<sup>2</sup>]

Mass moment of inertia of the gearing with respect to the input.

### Moment of inertia $J_{\text{out}}$ [kgm<sup>2</sup>]

Mass moment of inertia with respect to the output.

### Motor terminal voltage (Fundamental wave only) $U_M [V_{rms}]$

Required fundamental wave voltage to achieve the specified performance. Additional power losses can lead to restriction of the maximum achievable speed.

### Number of pole pairs $p$

Number of magnetic pole pairs on the rotor of the motor.

### Offset $R [mm]$

Distance between output bearing and contact point of load.

### Pitch circle diameter $d_p [mm]$

Pitch circle diameter of the output bearing.

### Protection IP

The degree of protection according to EN 60034-5 provides suitability for various environmental conditions.

### Rated current $I_N [A]$

Rms value of the sinusoidal current when driven at rated torque and rated speed.

### Rated motor speed $n_N [rpm]$

The motor speed which can be continuously maintained when driven at rated torque  $T_N$ , when mounted on a suitably dimensioned heat sink.

### Rated power $P_N [W]$

Output power at rated speed and rated torque.

### Rated speed $n_N [rpm]$

The output speed which can be continuously maintained when driven at rated torque  $T_N$ , when mounted on a suitably dimensioned heat sink.

### Rated torque $T_N [Nm]$ , Servo

The output torque which can be continuously transmitted when driven at rated input speed, when mounted on a suitably dimensioned heat sink.

### Rated torque $T_N [Nm]$ , Mechanic

The rated torque is a reference torque for the calculation of the gear life. When loaded with the rated torque and running at rated speed the gear will reach the average life  $L_{50}$ . The rated torque  $T_N$  is not used for the dimensioning of the gear.

### Rated voltage $U_N [V_{rms}]$

Supply voltage for operation with rated torque and rated speed.

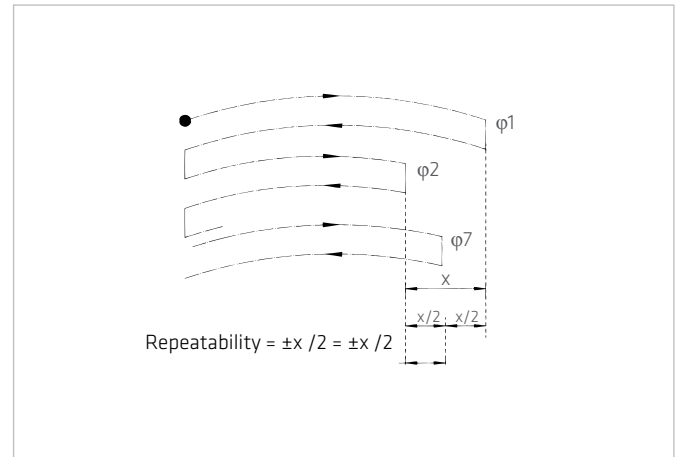
### Ratio $i [ ]$

The ratio is the reduction of input speed to the output speed.

Note for Harmonic Drive® transmission: The standard version of the wave is generating the drive element, the output element of the flexspline and the circular Spline is fixed to the housing. Since the direction of rotation of the drive (Wave Generator) to output reverses (Flexspline), a negative ratio for results Calculations in which the direction of rotation must be considered.

## Repeatability [arcmin]

The repeatability of the gear describes the position difference measured during repeated movement to the same desired position from the same direction. The repeatability is defined as half the value of the maximum difference measured, preceded by a  $\pm$  sign.



## Repeated peak torque $T_R$ [Nm]

Specifies the maximum allowable acceleration and braking torques. During the normal operating cycle the repeated peak torque  $T_R$  should not be exceeded.

## Resistance (L-L, 20° C) $R_{L-L}$ [ $\Omega$ ]

Winding resistance measured between two conductors at a winding temperature of 20° C.

## Size

### 1) Actuators / Gears with Harmonic Drive® gears or Harmonic Planetary gears

The frame size is derived from the pitch circle diameter of the gear teeth in inches multiplied by 10.

### 2) CHM Servo motor series

The size of the CHM servo motors is derived from the stall torque in Ncm.

### 3) Direct drives from the TorkDrive® series

The size of the TorkDrive® series is the outer diameter of theiron core of the stator.

## Static load rating $C_0$ [N]

Maximum static load that can be absorbed by the output bearing before permanent damage may occur.

## Static tilting moment $M_0$ [Nm]

With the bearing stationary this is the maximum allowable radial load, with no additional axial forces or tilting moments applied.

## Tilting moment stiffness $K_b$ [Nm/arcmin]

The tilting angle of the output bearing at an applied moment load.

## Torque constant (motor) $k_{TM}$ [Nm/A<sub>rms</sub>]

Quotient of stall torque and stall current.

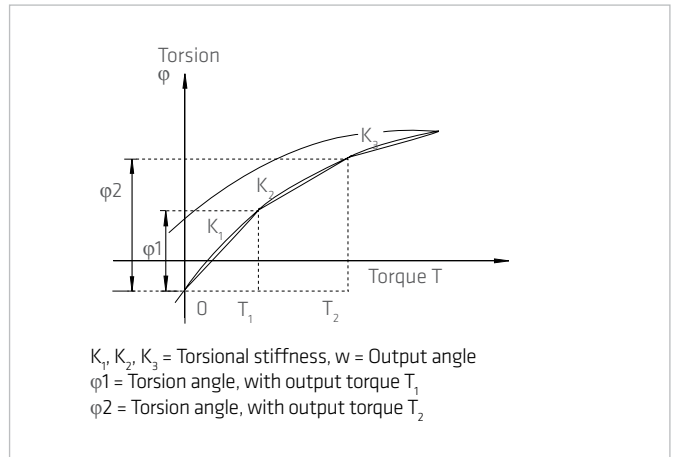
## Torque constant (output) $k_{Tout}$ [Nm/A<sub>rms</sub>]

Quotient of stall torque and stall current, taking into account the transmission losses.

### Torsional stiffness (Harmonic Drive® Gears) $K_3$ [Nm/rad]

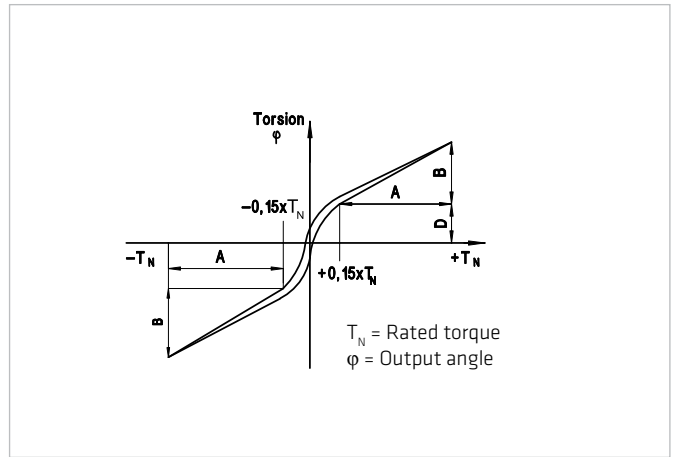
The amount of elastic rotation at the output for a given torque and the Wave Generator blocked. The torsional stiffness  $K_3$  describes the stiffness above a defined reference torque where the stiffness is almost linear. Values below this torque can be requested or found on our web site.

The value given for the torsional stiffness  $K_3$  is an average that has been determined during numerous tests. The limit torques  $T_1$  and  $T_2$  and calculation example for the total torsional angle Gesamtverdrehwinkels can be found in the secondary technical documentation.



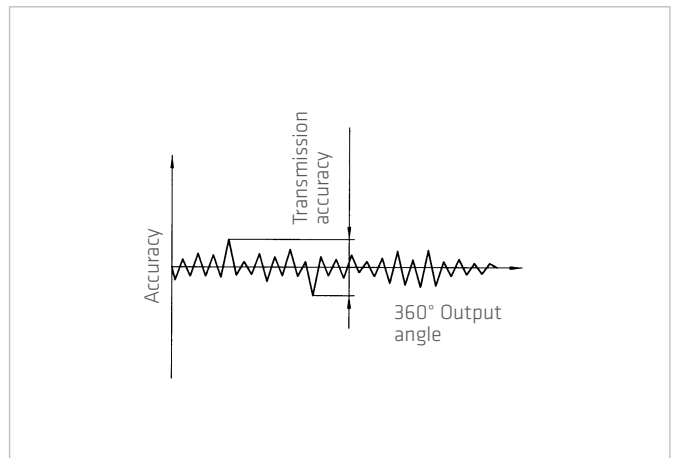
### Torsional stiffness (Harmonic Planetary gears) $K$ [Nm/rad]

The amount of elastic rotation at the output for a given torque and blocked input shaft. The torsional rigidity of the Harmonic Planetary gear describes the rotation of the gear above a reference torque of 15% of the rated torque. In this area the torsional stiffness is almost linear.



### Transmission accuracy [arcmin]

The transmission accuracy of the gear represents a linearity error between input and output angle. The transmission accuracy is measured for one complete output revolution using a high resolution measurement system. The measurements are carried out without direction reversal. The transmission accuracy is defined as the sum of the maximum positive and negative differences between theoretical and actual output rotation angle.



### Weight $m$ [kg]

The weight specified in the catalog is the net weight without packing and only applies to standard versions.

## 6.2 Labelling, Guidelines and Regulations

### CE-Marking

With the CE marking, the manufacturer or EU importer declares in accordance with EU regulation, that by affixing the CE mark the product meets the applicable requirements in the harmonization legislation established the Community.



### REACH Regulation

REACH is a European Community Regulation on chemicals. REACH stands for Registration, Evaluation, Authorization and Restriction of Chemicals.



### RoHS EU Directive

The RoHS EU Directive on the restriction of the use of certain hazardous substances in electrical and electronic equipment.





*...just move it!*



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Subject to technical changes