

# DEMAG

*Cranes & Components*

## Demag drives

Travel, drive and guiding solutions



## Demag drives make things move

Drives engineering has always been an integral part of Demag Cranes & Components' product philosophy. True to its "from components to systems approach", Demag Cranes & Components supplies drive components as single units and as sub-assemblies, and also integrates them into virtually all of its core products.

Crane installations, for example, only become efficient systems as a result of the components that are integrated with sophisticated controls as well as our extensive system and application expertise.



37643-2

## From single gearboxes to complete travel units

In addition to individual gearboxes, motors and frequency inverters, Demag Cranes & Components is the only supplier of drive products also to offer wheel block systems and complete drive units consisting of precisely matching parts, ranging from the travel wheel, housing and connecting arrangement to the gearbox and motor. In this way, fast and cost-effective standardised and tailored modular solutions can be implemented to meet individual requirements.

All in all, Demag drives are suitable for all applications in which loads have to be supported, driven, guided and moved. Besides cranes and handling systems, applications also include moving architectural elements as well as many transport logistics solutions in a wide variety of industries, for example.



Rotating glass doors at Autostadt in Wolfsburg: The doors are opened and closed smoothly and gently by Demag offset geared motors with a particularly high transmission ratio

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# Modular geared motor system

The Demag geared motor range is of modular design and mainly comprises:

- Offset geared motors
- Angular geared motors
- Helical geared motors

We offer a choice of:

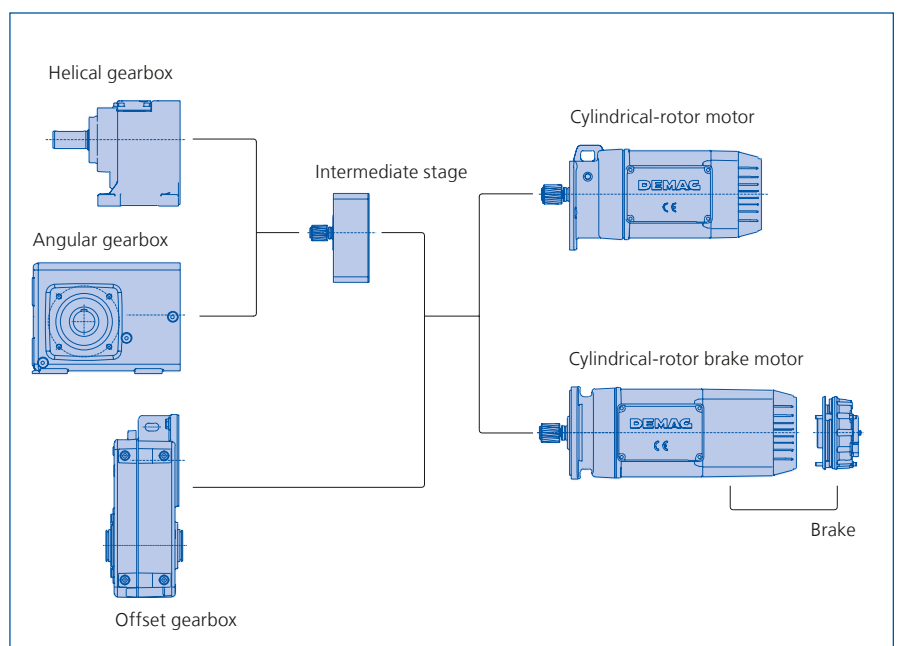
- Basic cylindrical-rotor motors
- Cylindrical-rotor brake motors
- Conical-rotor brake motors



A crane end carriage driven by an offset geared motor

## Direct drive input

The Demag modular system makes it possible to implement individual solutions for a vast range of tasks for drive applications. For direct drive input, the various gearbox types are combined with Demag Z cylindrical-rotor motors via end caps. The transmission ratio range of D type helical gearboxes and W type angular gearboxes can be significantly increased by means of an intermediate stage. A type offset gearboxes are designed for two and three-stage gear configurations.



The standard designs already offer you an exceptional range of possibilities. In addition, there are many optional features which can be used to extend them to meet your specific needs.

### From basic motors to maximum brake torques

Almost any useful brake torque can be achieved – with solutions ranging from basic motors to the almost legendary braking capabilities of our sliding-rotor brake motors.

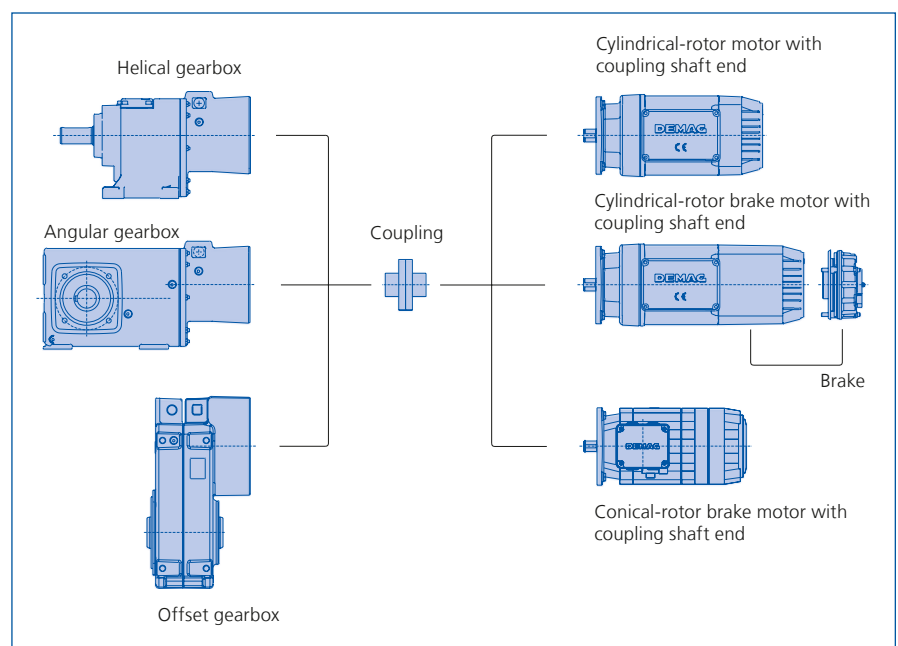
Our cylindrical-rotor brake motors not only feature different brake spring strengths, but also two different brake sizes for each motor frame size, enabling you to specify your drives with finely graded brake torques. KB sliding-rotor brake motors are also available.

**Microspeed drives** are designed for special requirements. They make it possible to achieve large mechanical speed ratios of up to 1:500 between the main and the positioning speed.

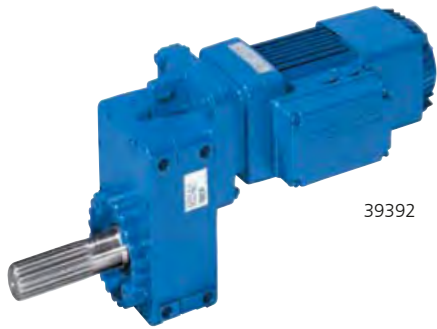
## Coupling connection

KB conical-rotor motors and Z cylindrical-rotor motors with a Demag coupling shaft end are fitted with a flange, coupling or coupling housing.

Since there is no oil present in the coupling housing, gearboxes can be fitted independent of the motor and motors can be easily disassembled, e.g. to transport the installation.



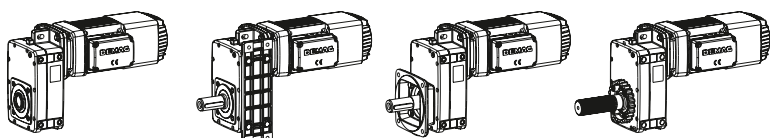
## Offset geared motors – torques from 130 to 11500 Nm



Demag offset geared motors feature parallel-shaft gearboxes with a large shaft centre distance. With a shaft end on both sides, they are ideally suited for travel applications with central drive arrangements. For their large shaft centre distance and high transmission ratio, offset gearboxes offer large ground clearance. The use of helical gear wheels makes them a particularly efficient solution.

Demag offset geared motors can be supplied with various housing designs, for example with a cover featuring an integrated torque ring, which transfers the drive force to a wheel block via a torque bracket without any radial forces. The output shafts are available as solid or hollow shafts of various designs and diameters. Involute splined shafts are ideal for travel drives used in reversing operation in connection with a Demag wheel block, for example.

Gearbox size	Output torque (Nm)	Transmission ratio (i)	
		2-stage	3-stage
A10	130	8.32–52.5	–
A20	205	6.21–28.0	31.7–123
A30	370	7.78–71.9	82.4–156
A40	660	8.78–61.6	73.8–256
A50	1150	8.69–71.6	78.0–218
A60	2100	8.91–67.9	77.2–297
A70	3700	9.23–68.1	78.9–267
A80	6600	9.89–68.9	80.3–281
A90	11500	10.2–69.7	76.3–274



Universal type

Foot-mounted type

Flange-mounted type

Torque bracket type

A tool-changing carriage is moved on wheel blocks driven by an offset geared motor operating as a central drive unit

## Angular geared motors – torques from 120 to 12000 Nm

Thanks to their design with a shaft end on one or both sides, Demag angular geared motors are suitable for travel applications with a single drive unit as well as with central drive arrangements. They can be used to implement particularly narrow designs. This means that the track gauge dimension can even be much smaller than for applications with offset geared motors. Angular geared motors can be fitted with output flanges, foot rails or torque brackets to meet your requirements.

Angular gearbox sizes W 10 to W 50 feature a hypoid wheel pair, offering good efficiency in the lower power range for quiet running characteristics and a large transmission ratio range. Angular gearbox sizes W 60 to W 100 feature bevel gear wheels. Output shafts are available as solid or hollow shafts of various designs and diameters.



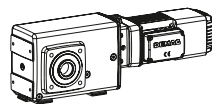
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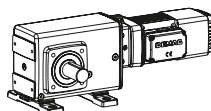
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Angular gearbox operating outdoors  
as a cleaning machine drive

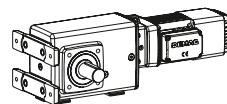
Gearbox size	Output torque (Nm)	Transmission ratio (i)		
		2-stage	3-stage	4-stage
W10	120	5.34–100	–	–
W20	200	5.45–90.1	97.1–369	–
W30	330	3.73–90.1	107–369	–
W40	500	3.87–90.8	99.6–371	–
W50	800	4.94–94.3	99.9–386	–
W60	1350	–	12.6–95.1	113–388
W70	2500	–	13.7–102	113–399
W80	4000	–	15.3–113	126–441
W90	7000	–	15.9–111	126–434
W100	12000	–	16.5–113	121–485



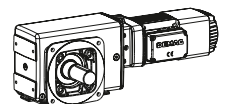
Universal type



Foot-mounted type



Foot-mounted type



Flange-mounted type

## Helical geared motors – torques from 90 to 5800 Nm

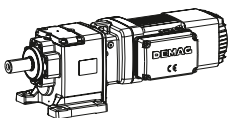


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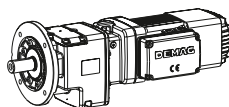
Demag helical gearboxes are the most cost-effective alternative to match speed and torque to application requirements. They allow for high radial forces on the output shaft and offer very efficiency thanks to the use of helical gear wheels. Due to the coaxial design, however, they do not offer the same number of output shaft variants as offset or angular gearboxes.

Demag type D helical geared motors are available as foot and flange-mounted units. Flanges of various diameters can be connected to sizes D 11 to D41. Combined foot/flange-mounted designs are also possible. Due to the coaxial design, helical gearboxes are only available with solid shafts.

Gearbox size	Output torque (Nm)	Transmission ratio (i)	
		2-stage	3-stage
D11	90	2.88–66.5	–
D21	130	2.88–66.5	–
D31	200	3.23–61.6	66.4–253
D41	330	3.23–58.6	49.5–240
D50	550	2.78–61.4	71.9–251
D60	1000	6.44–48.4	57.5–197
D70	1800	6.89–51.3	56.7–201
D80	3200	7.03–49.5	55.5–192
D90	5800	7.49–51.2	55.1–220



Foot-mounted type



Flange-mounted type



3836-13

Helical geared motors drive the conveying screws of a feed system

## Optional features

### Standard

Demag geared motors already offer you an extremely large variety of possibilities with functions tailored to meet a wide range of requirements.



In addition, numerous options enable you to adapt them even further to specific application features and your individual operating conditions.

- Foot plates
- Mounting flange
- Torque brackets
- Special lubricants
- Oil level gauge
- Extended temperature range
- Special paint finish
- Various output shaft designs
- Gearboxes with particularly low output speeds as double gearboxes

A narrow angular geared motor can be integrated into a motor-powered door without presenting any obstacles



## Cylindrical-rotor motors – outputs up to 45 kW



39385

Demag Z cylindrical-rotor motors are designed for optimum integration with Demag gearboxes and their design configurations.

Two variants are available in the form of brake motors (ZBA) and basic motors (ZNA) for standard solutions. The output ratings of the 2, 4, 6 and 8-pole motors are graded according to the IEC classification. The 4-pole standard motors are graded according to efficiency classes.

ZBF travel motors with an integrated flywheel feature smooth acceleration and braking characteristics thanks to their shallow torque curve.

Pole-changing standard and travel motors are also available with two speeds.

Output (kW) 40 % / 40 % CDF	Designation
0.06 / 0.25	ZBF 63 A 8/2
0.09 / 0.34	ZBF 71 A 8/2
0.13 / 0.5	ZBF 80 A 8/2
0.2 / 0.8	ZBF 90 B 8/2
0.29 / 1.2	ZBF 100 A 8/2
0.46 / 1.9	ZBF 112 A 8/2
0.72 / 2.9	ZBF 132 A 8/2
0.88 / 3.5	ZBF 132 B 8/2

Output (kW) 100 % CDF	Designation ZBA = braked ZNA = no brake
0.18	ZBA/ZNA 63 B4
0.25	ZBA/ZNA 71 A4
0.37	ZBA/ZNA 71 B4
0.55	ZBA/ZNA 80 A4
0.75	ZBA/ZNA 80 B4
1.1	ZBA/ZNA 90 A4
1.5	ZBA/ZNA 90 B4
2.2	ZBA/ZNA 100 AL4
3	ZBA/ZNA 100 B4
4	ZBA/ZNA 112 A4
5.5	ZBA/ZNA 132 AL4
7.5	ZBA/ZNA 132 B4
9.5	ZBA/ZNA 132 C4
11	ZBA/ZNA 160 AL4
15	ZBA/ZNA 160 B4
18.5	ZBA/ZNA 180 A4
22	ZBA/ZNA 180 B4
30	ZBA/ZNA 200 A4
37	ZBA/ZNA 225 AL4
45	ZBA/ZNA 225 B4



37132-1

Angular geared motors with no brake are used to drive a continuous conveyor for uninterrupted transport

## Brakes

Demag ZB cylindrical-rotor brake motors are fitted with double-surface disk brakes which are spring-activated when no voltage is applied. Various control modules are available for electrical brake release to provide operating times in line with application requirements.

A specific brake is assigned to each ZB cylindrical-rotor brake motor as standard. A larger or smaller brake can be fitted for each motor frame size if a different brake torque is required for the application. In addition, the torque range of each brake size can be further adjusted using various brake spring combinations.



39380

Designation	Size	Brake torques (Nm)	Size	Brake torques (Nm)
	Small brake		Large brake	
ZBF 63 A	B003	0.9–2.5	B007	0.9–2.3
ZBF 71 B				
ZBF 80 A	–		B020	1.7–5.6
ZBF 90 B	B020	1.7–5.6	B050	3.2–13
ZBF 100 A				
ZBF 112 A	B050	3.2–13	B140	8.8–37
ZBF 132 A	–			
ZBF 132 B	–			

Designation	Size	Brake torques (Nm)	Size	Brake torques (Nm)
	Small brake		Large brake	
ZBA 63 B	B003	0.9–2.3	B007	1.3–7.9
ZBA 71 A				
ZBA 71 B				
ZBA 80 A	B007	1.3–7.9	B020	3.3–20
ZBA 80 B				
ZBA 90 A				
ZBA 90 B	B020	3.3–20	B050	8.3–50
ZBA 100 A(L)				
ZBA 100 B	B050	8.3–50	B140	23–140
ZBA 112 A				
ZBA 132 A(L)				
ZBA 132 B				
ZBA 132 C				
ZBA 160 A(L)	B140	23–140	B280	46–280
ZBA 160 B				
ZBA 180 A				
ZBA 180 B	B280	46–280	B680	113–680
ZBA 200 A				
ZBA 225 A(L)	–	–	B680	113–680
ZBA 225 B				



A cylindrical-rotor brake motor moves a tool-changing carriage into the exactly specified positions

## Optional features

We also offer a wide variety of options for **Demag cylindrical-rotor motors**, some of the most important of which include:

- Rotary encoder
  - Integrated pulse generator
  - Optional pulse generator
- External fan
  - Additional integrated fan
  - Additional external fan
- Heavy fan
- Canopy
- Plug connector
- PTC thermistor
- Temperature detectors
- Increased enclosure
- Anti-condensation heater

### Brake options

- Manual brake release unit
  - with lock
  - no lock
- Microswitch for
  - Function checks
  - Adjustment monitoring
- Sealed/increased enclosure
- Reduced-noise design
- Various brake control modules

Angular geared motors drive a leveller



38350-6

## Demag frequency inverters – for motor outputs from 0.75 to 560 kW

Demag Dedrive Compact and Dedrive Pro frequency inverters enable motors to meet specific requirements and achieve unmatched operating characteristics and maximum reliability.

Dedrive frequency inverters offer optimum functionality and maximum performance for lifting, lowering, turning, travel or slewing motions. They can be used for solutions to many drive requirements, both in the general industrial drives sector as well as for materials handling applications.

With Demag frequency inverters, for example

- processes can be adapted exactly
- speeds can be infinitely adjusted
- loads on motors and gearboxes can be reduced
- goods can be transported more gently
- mechanical equipment can be protected
- starting currents can be limited
- motors can be used more efficiently (87 Hz operation)



Frequency inverter-fed drives position a crane with a ladle to be located directly above moulds for casting

### The following are available:

- Demag Dedrive Compact frequency inverters
  - for motor outputs from 0.75 to 55 kW
  - rated voltage 400 V
- Demag Dedrive Pro frequency inverters
  - for motor outputs from 1.5 to 560 kW
  - rated voltages 400 V, 500 V and 690 V
- Complete solutions in IP 54 enclosure with protection against dust and splashwater for decentral cabling and wiring

## Conical-rotor brake motors – outputs up to 42 kW



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39439

Our classic Demag KB conical-rotor brake motors can be simply fitted to our gearboxes. They are connected by means of a roller coupling due to the axial movement of the rotor.

### Reliable function

When the motor is switched on, the conical stator and rotor design causes the drive force to develop in the radial and axial directions. In this way, the rotor is pulled towards the drive end together with the brake disk, and the brake is released at the same moment as the rotor begins to turn.

When the motor is switched off and in the event of a power failure, the forces are dissipated. The brake spring pushes the rotor and brake disk back, pressing the brake ring against the brake cover and automatically bringing the rotor to a standstill.

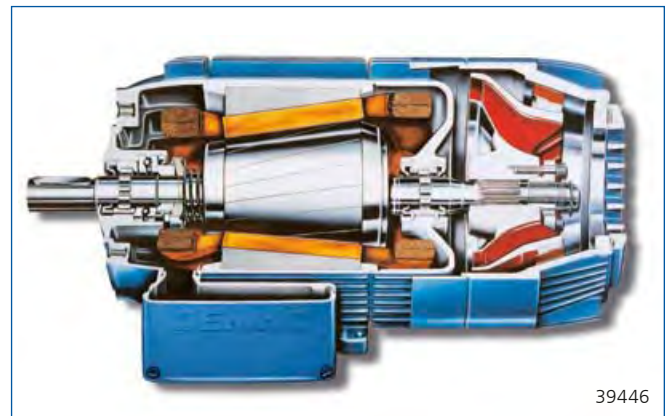
When the motor is at standstill, the brake spring continues to press the rotor and the brake ring on the brake disk against the brake cover: The motor is braked.

The Demag KB conical-rotor brake motor features a remarkably simple, robust and reliable brake system. It is the ideal solution wherever demanding requirements have to be met by the brake.

### Decisive benefits:

- Extremely high switching frequency
- High braking energy
- Unaffected by temporary overload
- No separate control or additional switching elements required, since the brake is automatically applied and released
- No additional motor temperature rise, since a brake coil is not necessary
- Long brake lining service life, since the heat generated by the brake is dissipated quickly and effectively via the large surface area of the brake cover
- Short overall length, since the brake disk simultaneously forms the motor fan

A variety of options are also available for KB motors.

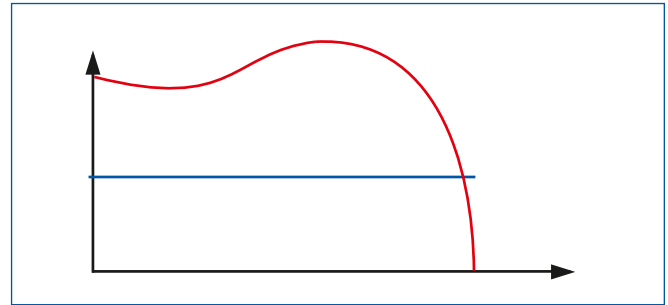


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## Drives for starting and stopping with short cycle times: KBA

Demag KBA conical-rotor brake motors feature high starting torques. They are particularly suitable for starting and stopping drives. KBA motors can be connected directly to a line supply or fed by a frequency inverter. They can be supplied for continuous or intermittent duty. KBA motors offer considerable thermal reserve capacity for particularly high switching frequency thanks to IP 54 enclosure and insulation class F.

KBA motors can be supplied with 2, 4, 6 and 8-poles as single speed units or also as pole-changing motors. Their braking characteristics can be adapted to specific requirements by fitting brake springs of different strengths and due to the possibility of specifically influencing the moment of inertia.



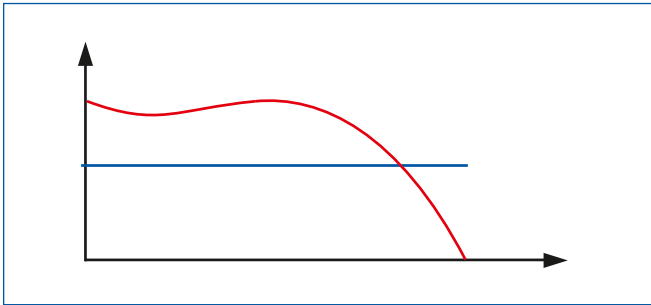
Torque-speed characteristic of KBA motors for standard applications



Drive for starting and stopping applications with short cycle times and high positioning accuracy in an automotive welding line

Output (kW) 40 % CDF	Designation	Brake torque (Nm)
0.48	KBA 71 A4	6.7
0.72	KBA 71 B4	8.7
1.05	KBA 80 A4	14.5
1.3	KBA 80 B4	17.5
1.65	KBA 90 A4	23
2.0	KBA 90 B4	29
2.4	KBA 100 A4	38
3	KBA 100 B4	48
3.6	KBA 112 B4 A	56
4.5	KBA 112 B4	68
6	KBA 125 B4 A	82
7.4	KBA 125 B4	94
9.6	KBA 140 B4 A	130
11.5	KBA 140 B4	166
20	KBA 160 B4	215
30	KBA 180 A4	335
40	KBA 200 B4	430
55	KBA 225 B4	610

## Drives for line-fed travel motions: KBF



Torque-speed characteristic of KBF travel motors

Demag KBF conical-rotor brake motors are ideally suited to the demanding requirements placed on travel drives, particularly in materials handling installations. They offer smooth starting and gentle braking and make it possible to achieve long run-up times and high switching frequencies. KBF motors also meet the specifications for high-inertia loads.

The torque characteristics of KBF motors provide for largely constant run-up torque without any extreme starting and tilting moments.

KBF motors can be supplied as pole-changing units with output speeds of 1500/3000, 750/3000, 500/3000 and 500/1500 rpm and as 2 and 4-pole units with speeds of 3000 and 1500 rpm.

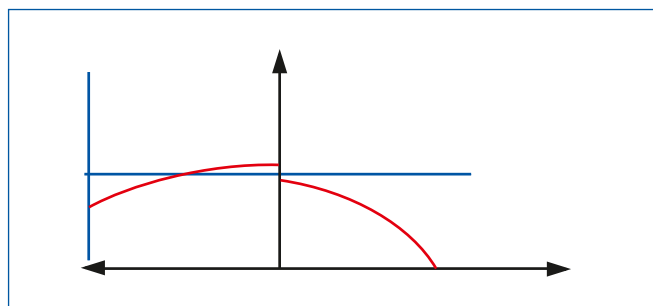
Output (kW) 40 % / 40% CDF	Designation	Brake torque (Nm)
0.04 / 0.2	KBF 71 A 8/2	1.4
0.06 / 0.3	KBF 71 B 8/2	1.6
0.13 / 0.5	KBF 80 A 8/2	3.2
0.2 / 0.8	KBF 90 A 8/2	5.2
0.26 / 1.2	KBF 100 A 8/2	7.0
0.42 / 1.9	KBF 112 A 8/2	11.8
0.65 / 2.9	KBF 125 A 8/2	17
1.1 / 4.5	KBF 140 A 8/2	24.3



Line-fed KBF motor used as a shuttle drive for smoothly transporting goods in a storage system

## KBS torque motors

As standard, we also supply motors which develop their maximum torque at standstill and which can be operated continuously at this operating point. KBS motors are used as winding drives for cable drums, for example. They also make it possible to achieve relatively small and varying speeds in both directions of rotation as well as largely constant torque in driving and braking operation. Rated for continuous operation, the windings are also resistant to continuous short circuit if the rotor is blocked.



Torque-speed characteristic of KBS torque motors



A cable drum driven by a KBS motor

Torque (Nm) 100 % CDF	Designation
1.7	KBS 80 B12
2.6	KBS 90 B12
3.6	KBS 100 B12
5.6	KBS 112 B12
7	KBS 125 B12
10	KBS 140 B12

## FG microspeed drives – speed ratios up to 500:1



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Demag FG microspeed drives are ideally suited for applications with high switching frequency in which demanding repeat positioning accuracy requirements have to be met and large masses have to be moved in short cycles.

Compared to pole-changing motors, Demag microspeed drives make it possible to achieve a significantly larger mechanical difference between the main and the positioning speeds. In many applications, they are also the simple, robust and economic alternative to inverter-fed AC motors. In addition, they are much less

susceptible to vibrations, higher ambient temperatures and other influences than drives featuring electronic equipment. Microspeed drives are also ideally suited for emergency operation, e.g. as battery-driven DC motors.

Main and creep speed motor combination

Micro-speed gearbox	Main motor	Creep speed motor							
		KB	71	80	90	100	112	125	140
		Z	63 71	80 90 A	-	90 B 100	-	-	112 132
FG 06	KB 71		■						
	KB 80		■	■					
	KB 90		■	■					
	KB 100		■	○					
	KB 112		■	○					
FG 08	KB 112		■	■	■	■			
	KB 125		■	■	■	■			
	KB 140		■	■	■	○			
	KB 160		■	○	○	○			
FG 10	KB 160		■	■	■	■	■	■	■
	KB 180		■	■	■	■	■	■	■
	KB 200		■	■	■	■	■	■	■
	KB 225		■	■	■	■	■	■	○

■ = U or Z mounting arrangement  
○ = Z mounting arrangement

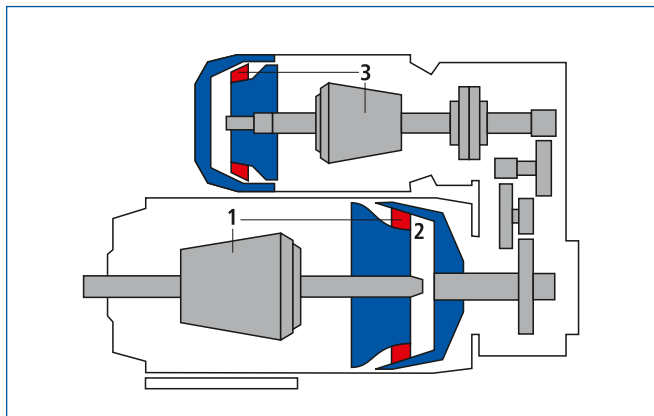
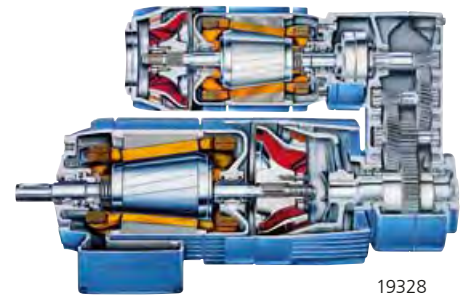


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Microspeed drives are ideally suited as rugged drives for cutting lines in the timber industry

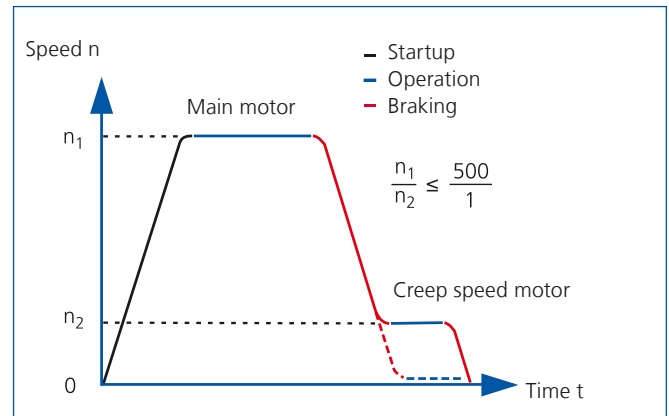
Microspeed drives consist of main and microspeed motors that are connected by means of microspeed gearboxes. Both U and Z type models are possible. The output shaft runs either at the speed of the main motor or at the speed of the microspeed motor reduced by the transmission ratio of the intermediate gearbox, as required. The brake of the main motor is designed as a clutch. Braking from the high speed to the low speed is achieved mechanically with constant torque.

A conical-rotor motor is used as the main motor due to the axial movement of its rotor. The microspeed motor can be a KB or Z motor – also for inverter operation. The transmission ratios of our microspeed gearboxes are available at fine increments from 4 to 125.



### Microspeed operation

- 1 Main motor in braking position
- 2 Main motor coupling engaged
- 3 Microspeed motor in running position



Speed/time diagram  $n = f(t)$

# Fast and simple planning – with Drive Designer

Whatever you develop and design – everything is easier, faster and more reliable with Drive Designer for geared motors and wheel blocks. In only a few minutes at [www.demag-drivenodesigner.com](http://www.demag-drivenodesigner.com), you can

- specify drives
- determine dimensions
- transfer drawings to your design
- view electrical circuit diagrams
- obtain technical data

## Specify and select geared motors

If you already know the technical details of your drive, simply enter the corresponding data. Drive Designer will list all the suitable variants.

## With all the extras

Drive Designer generates the individual dimension diagrams for the specific geared motors and wheel blocks you select.

The 2D geometry diagrams are available as DXF or DWG files. You can import the drawings direct into your design in AutoCAD.

Drive Designer enables you to generate 3D models for motors, gearboxes, geared motors, wheel blocks and travel drives up to and including complete sub-assemblies. The model design corresponds to the actual practical requirements.

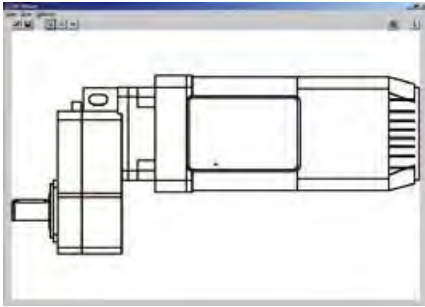
The drive components can be viewed in two different levels of detail:

- Low level of detail results in small files and fast download times
- Higher level of detail results in exact volume models for collision checks and, at the same time, a precise view of the interfaces to other structural elements, such as shafts, flanges, threaded bore holes, foot plates

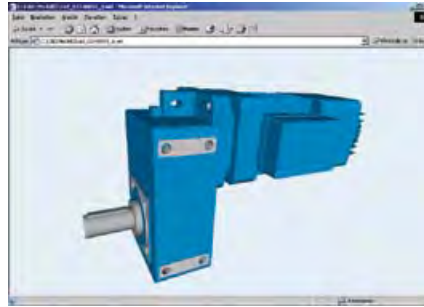


[www.demag-drivenodesigner.com](http://www.demag-drivenodesigner.com)

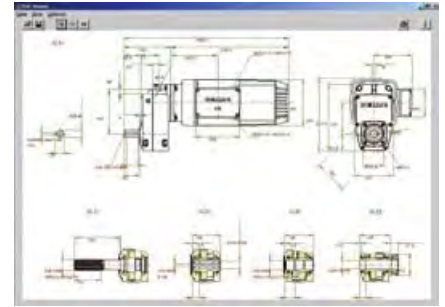




2D CAD files to scale



3D product geometries



Individual dimension drawings

Drive Designer supports non-platform-specific 3D CAD formats such as STEP, IGES, SET and VDA. For rapid visualisation of the models, the files can also be exported in VRML format for standard 3D viewers.

All technical data such as the weight, rated current, wheel load, braking torque as well as the mounting code can be obtained immediately.

Drive Designer also provides circuit diagrams for the geared motors and single motors you select.

Drive Designer is online on the Internet.

**Your benefits:**

- Requires no installation and no hard disk space
- Latest technical data and dimensions online
- All information available 24/7 worldwide



**Complete overview – the geared motor catalogue**

Our approx. 500-page catalogue provides comprehensive information on our three geared motor types – helical, angular and offset geared motors – in combination with cylindrical-rotor and conical-rotor motors. It also includes selection tables relating to the various geared motor types, structured according to output ratings. It also provides you with technical data and details on the options.

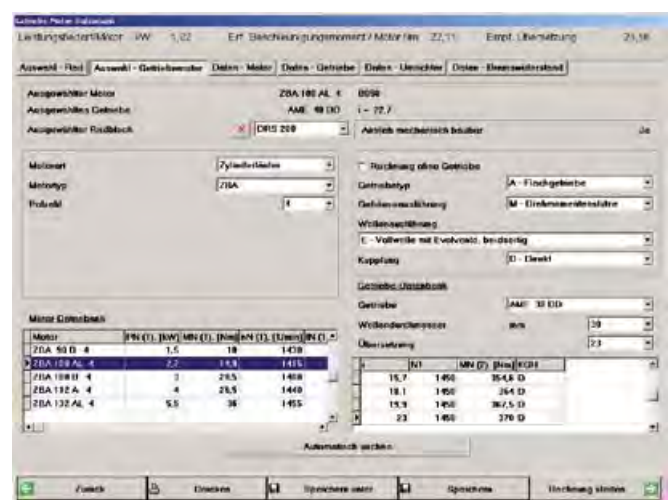
# Precise drive data – with CalDrive calculation software

The required output, loads and speeds need to be entered into Drive Designer to select travel units. Alternatively, the travel unit can be selected on the basis of the complete mounting code.

In contrast to Drive Designer, the required drive data is calculated from the specified physical characteristics using CalDrive calculation software.

The basic characteristics and data of Demag geared motors and wheel blocks are included in CalDrive. Drives for travel and hoist applications can be specified with ease. The program suggests solutions for the combination of our offset, angular and helical gearboxes with cylindrical or conical-rotor motors. You can, of course, also determine drive solutions for line-fed or frequency inverter systems.

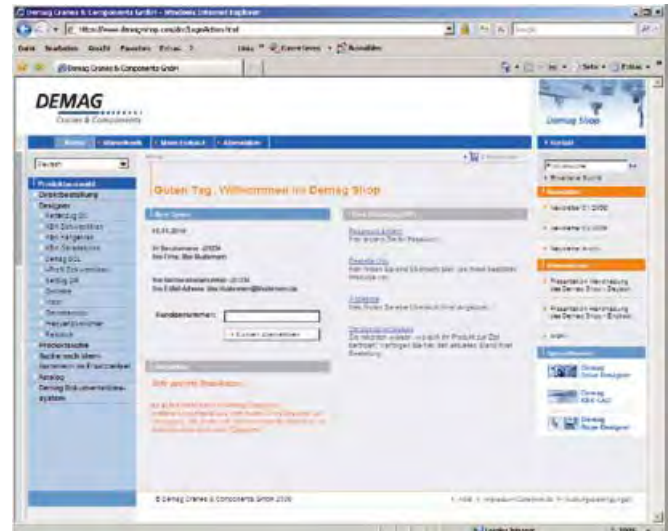
Besides the technical data, you are also shown acceleration and deceleration values in the result. You can request the current version of the multi-lingual CalDrive calculation program on CD-ROM free of charge at [www.drives.demagcranes.com](http://www.drives.demagcranes.com).



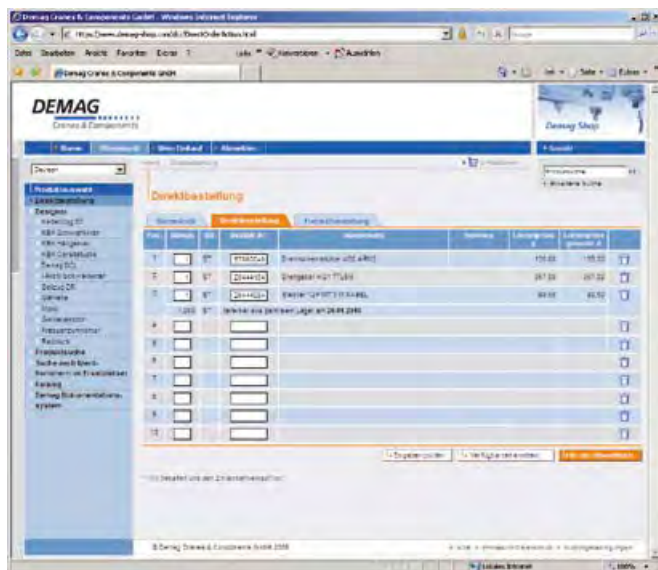
# Online selection and ordering – Demag Shop

To benefit from the advantages of online ordering for Demag geared motors and wheel blocks, our customers obtain access to Demag Shop following a simple online registration and approval procedure. All transactions between the customer and Demag Shop are encrypted and therefore offer a high level of security.

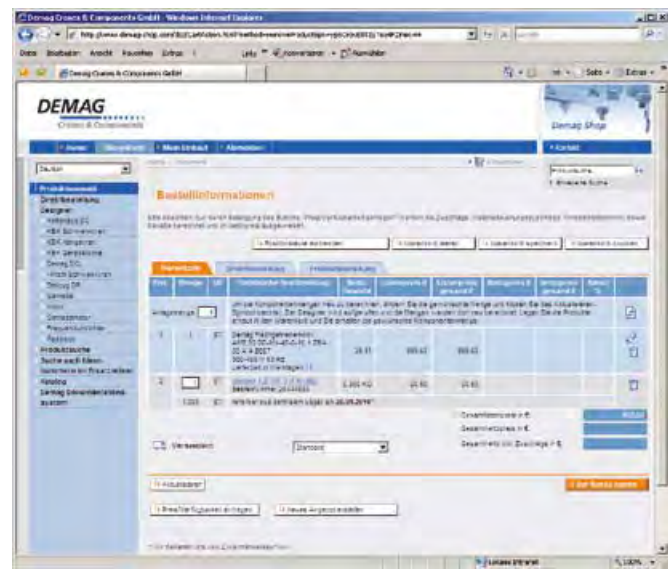
Demag Shop provides all the list and net prices you need for your order as well as stock availability information and the delivery times of the articles you require. You can order the required component parts direct, specifying the delivery date as well as the shipping method, depending on availability. You are immediately sent an order confirmation with our order number. In addition, you can use the online consignment tracking function, even if you placed your order in the conventional way.



[www.demag-shop.com](http://www.demag-shop.com)



Direct order



Shopping basket

## Complete industrial drive solutions – from wheels to inverters

### Demag geared motors

- as helical geared motors from 90 to 5800 Nm
- as angular geared motors from 120 to 12000 Nm
- as offset geared motors for 130 to 11500 Nm with cylindrical-rotor motors from 0.18 to 45 kW

### Demag conical-rotor brake motors

for increased requirements such as extremely high switching frequencies and braking operation for outputs from 0.37 to 42 kW

### Demag microspeed drives

with conical-rotor motors; for high speed stages and positioning with high stopping accuracy; speed ratios up to 500:1

### Demag Dedrive Compact and Dedrive Pro frequency inverters

for AC drives with motor shaft outputs up to 560 kW; control of cylindrical and conical-rotor motors as single units or groups of drives; current loads from 2.4 to 110 A or 4.2 to 544 A

### Demag travel unit components

Modular systems for elements in materials handling installations and mechanical engineering applications without the need for any additional design work and production

- DRS wheel block system; many wheel variant and connection possibilities, high performance; from 2.75 t to 40 t
- RS wheel block system; with sheet-steel housing for special applications, also in high-temperature range up to 350 °C
- LRS travel wheel system; the simple system for the lower load range up to 6.5 t
- RAE/RNE wheel sets; for integration into hollow-profile sections or for corner-bearing arrangements; up to 60 t

### Demag DCL Compact Line

Power feed system; designed for currents up to 200 A (60 % CDF); fitted with up to 7 conductors, as required; both for supplying mobile consumers with power as well as for transferring control signals

### Demag Cranes & Components GmbH

Drives

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