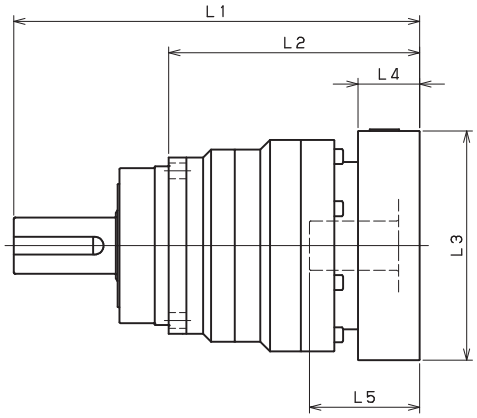
VRS-180 – 1-Stage Adapter Dimensions



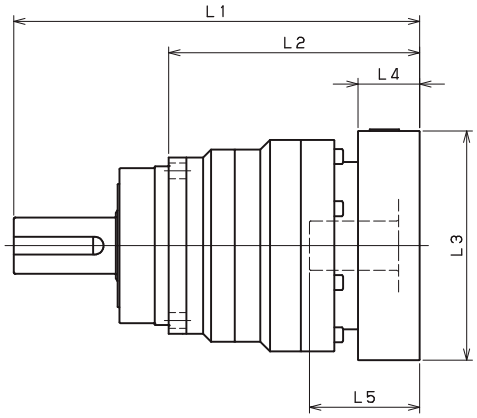
Model number	**: Adapter code	1-Stage					
		L1	L*	L2	L3	L4	L5
VRS-180-□-□-28** (Input shaft bore ≦ φ28)	FA•FB•FC	--	--	--	--	--	--
	GA•GB•GC•GD•GE•GF•GG•GH	--	--	--	--	--	--
	HA•HC•HD	--	--	--	--	--	--
	HB	--	--	--	--	--	--
	HF	--	--	--	--	--	--
	JA•JB•JC•JF	--	--	--	--	--	--
	KA•KB•KE	--	--	--	--	--	--
	LA	--	--	--	--	--	--
	LB	--	--	--	--	--	--
	MA	--	--	--	--	--	--
	MB	--	--	--	--	--	--
VRS-180-□-□-38** (Input shaft bore ≦ φ38)	HA	315.5	270.5	203.5	□130	45	82
	HB•HE	310.5	270.5	198.5	□130	40	77
	JA	315.5	270.5	203.5	□150	45	82
	KA•KB•KC	315.5	270.5	203.5	□180	45	82
	KD	350.5	270.5	238.5	□180	80	117
	KE	330.5	270.5	218.5	□180	60	97
	LB	325.5	270.5	213.5	□200	55	92
	MA•MB	315.5	270.5	203.5	□220	45	82
	MC	330.5	270.5	218.5	□220	60	97
	MD	325.5	270.5	213.5	□220	55	92
	NA	315.5	270.5	203.5	□250	45	82
VRS-180-□-□-48** (Input shaft bore ≦ φ48)	KA	351.5	276.5	239.5	□180	75	118
	KB•KC	331.5	276.5	219.5	□180	55	98
	LA	331.5	276.5	219.5	□200	55	98
	MA	331.5	276.5	219.5	□220	55	98
	MB	351.5	276.5	239.5	□220	75	118
	NA	351.5	276.5	239.5	□250	75	118
	PA	351.5	276.5	239.5	□280	75	118
VRS-180-□-□-65** (Input shaft bore ≦ φ65)	MA•MB•MC•MD	363	283	251	□220	80	122
	NA•NC	363	283	251	□250	80	122
	NB•ND	393	283	281	□250	110	152
	PA	383	283	271	□280	100	142
	PB	393	283	281	□280	110	152

*1) Single reduction : 1/3~ 1/10 *2) Bushing will be inserted to adapt to motor shaft

For an explanation on the Adapter Flange Code, please turn to page 422.

A more comprehensive adapter flange offering can be found using the NIDEC-SHIMPO Online Selector Tool. The variety is constantly expanding and being updated on the Selector Tool. If you have any questions or need any support, contact NIDEC-SHIMPO.

VRS-180 – 2-Stage Adapter Dimensions



Model number	**: Adapter code	2-Stage					
		L1	L*	L2	L3	L4	L5
VRS-180-□-□-28** (Input shaft bore ≦ φ28)	FA•FB•FC	345	310	233	□100	35	67
	GA•GB•GC•GD•GE•GF•GG•GH	345	310	233	□115	35	67
	HA•HC•HD	345	310	233	□130	35	67
	HB	355	310	243	□130	45	77
	HF	340	310	228	□130	30	62
	JA•JB•JC•JF	345	310	233	□150	35	67
	KA•KB•KE	345	310	233	□180	35	67
	LA	345	310	233	□200	35	67
	LB	355	310	243	□200	45	77
	MA	345	310	233	□220	35	67
	MB	355	310	243	□220	45	77
VRS-180-□-□-38** (Input shaft bore ≦ φ38)	HA	360	315	248	□130	45	82
	HB•HE	355	315	243	□130	40	77
	JA	360	315	248	□150	45	82
	KA•KB•KC	360	315	248	□180	45	82
	KD	395	315	283	□180	80	117
	KE	375	315	263	□180	60	97
	LB	370	315	258	□200	55	92
	MA•MB	360	315	248	□220	45	82
	MC	375	315	263	□220	60	97
	MD	370	315	258	□220	55	92
	NA	360	315	248	□250	45	82
VRS-180-□-□-48** (Input shaft bore ≦ φ48)	KA	396	321	284	□180	75	118
	KB•KC	376	321	264	□180	55	98
	LA	376	321	264	□200	55	98
	MA	376	321	264	□220	55	98
	MB	396	321	284	□220	75	118
	NA	396	321	284	□250	75	118
	PA	396	321	284	□280	75	118
VRS-180-□-□-65** (Input shaft bore ≦ φ65)	MA•MB•MC•MD	--	--	--	--	--	--
	NA•NC	--	--	--	--	--	--
	NB•ND	--	--	--	--	--	--
	PA	--	--	--	--	--	--
	PB	--	--	--	--	--	--

*1) Double reduction : 1/15~ 1/100 *2) Bushing will be inserted to adapt to motor shaft

For an explanation on the Adapter Flange Code, please turn to page 422.

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