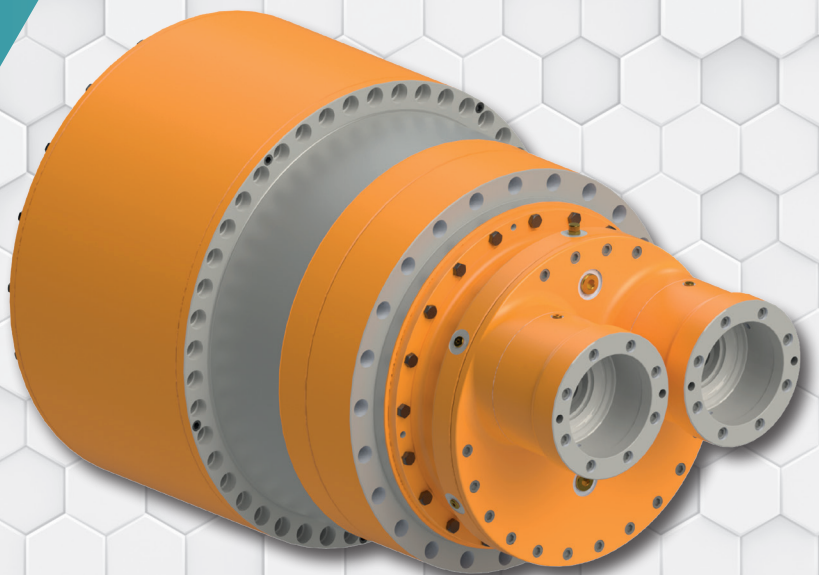
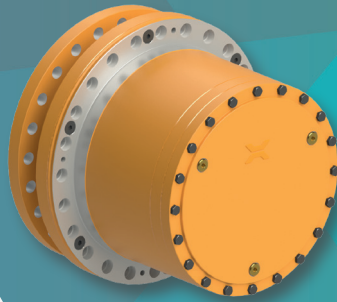


OMNI

POWERTRAIN TECHNOLOGIES

D Series

PRODUCT RANGE



Omni **X** Solutions

Omni Solutions



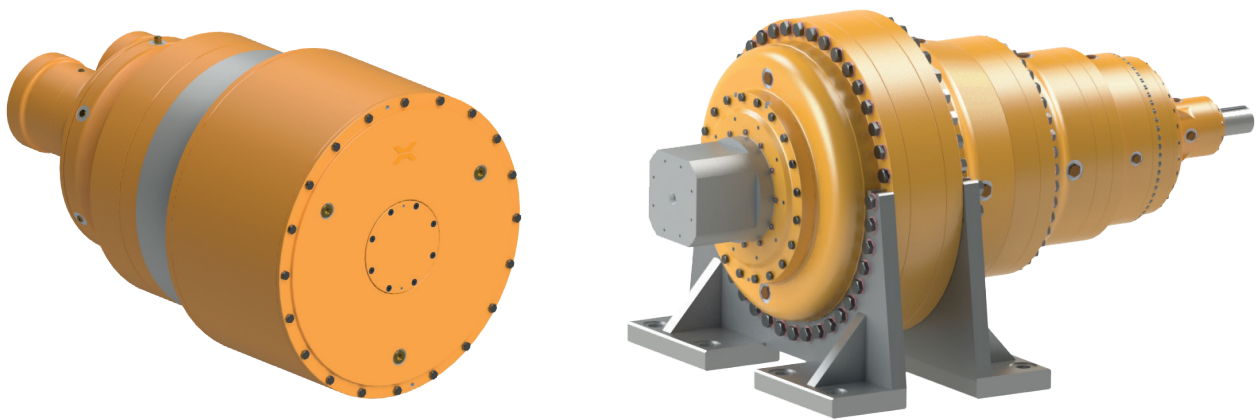
Omni Solutions is a new brand of Omni Powertrain Technologies Group

Established in early 2021, this new venture can rely on a TEAM of engineers with decades of experience within the power transmissions and gear drives industries.

The incredible skills and huge background of a TEAM of people who are constantly motivated in researching the best available technologies to achieve high performances, allow Omni Solution to focus its vision on Taylor-Made solutions for our Customers based on a wide range of standard drives.

The whole range of products is designed to obtain the highest density transmissible torque “inside” the boundary volume of each gearbox.

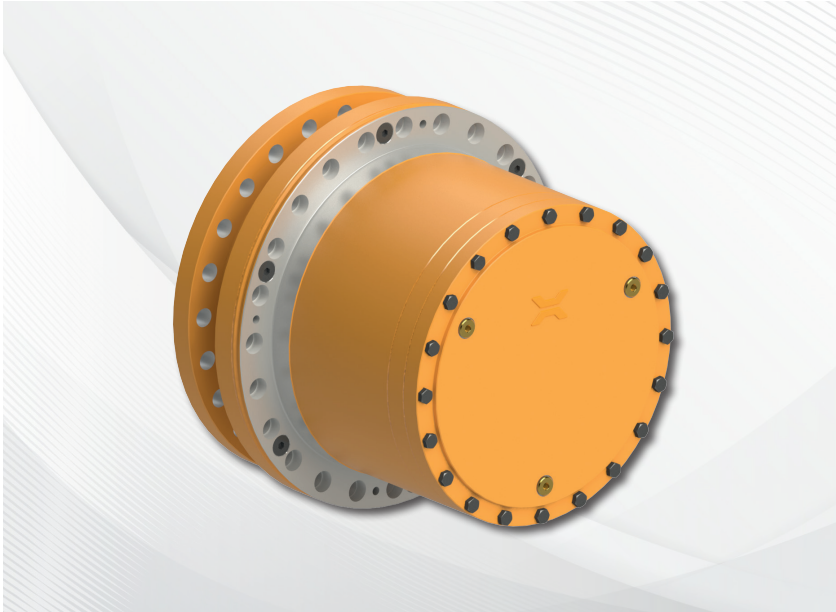
Moreover, the design is based on the latest calculation standards and gathers the state of the art of technology in gear drives and transmissions to represent for the Market and our Customers the most suitable alternative.



E DRIVE SERIES - HYBRID TECHNOLOGIES



D Series



Small Rated Torque (Nm)

◆ D6	6000
◆ D10	10000
◆ D24	24000

Medium Rated Torque (Nm)

◆ D36	36000
◆ D44	44000
◆ D60	60000
◆ D80	80000
◆ D110	110000

Large Rated Torque (Nm)

◆ D160	160000
◆ D210	210000
◆ D260	260000
◆ D330	330000

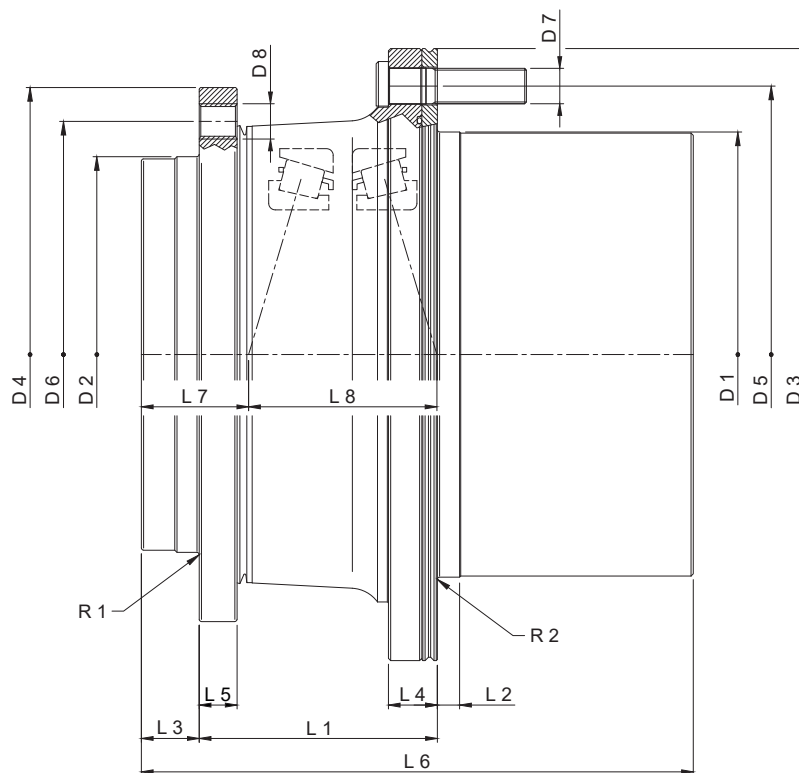
High Rated Torque (Nm)

◆ D440	440000
◆ D550	550000
◆ D700	1000000

SMALL



TYPE	RATIO .../1 [i]	TORQUE L2-T5 @ 25 [Nm]	PEAK TORQUE [Nm]	MAX INPUT SPEED [rpm]	OIL QUANTITY [L-t]	MOTOR SIZE [CC]	OPENING BRAKE PRESSURE [bar]		WEIGHT [kg]
							MIN	MAX	
D6	56,2	4800	6000	4000	0,9	28	15÷18	150	45
	45,5								
	33,9								
	27,4								
	21,5								
D10	17,3	6600	10000	4000	1,05	28	15÷18	150	54
	41,9								
	33,2								
D24	24	16700	24000	4000	2,05	55 (80)	15÷18	150	100
	203								
	168,1								
	142,6								
	118								
	102,3								
	84,6								

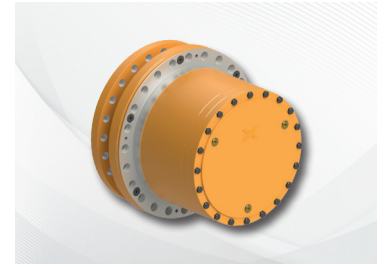


TYPE	L1	L2	L3	L4	L5	L6 ⁽¹⁾	L7	L8	R1	R2
D6	107	10	26	22	17	248	48,2	84,6	1	1
D10	72	12	15	18	17,5	255	56	88	2,5	2,5
D24	75	25	25	20	15	323	54,5	109	2,5	2,5

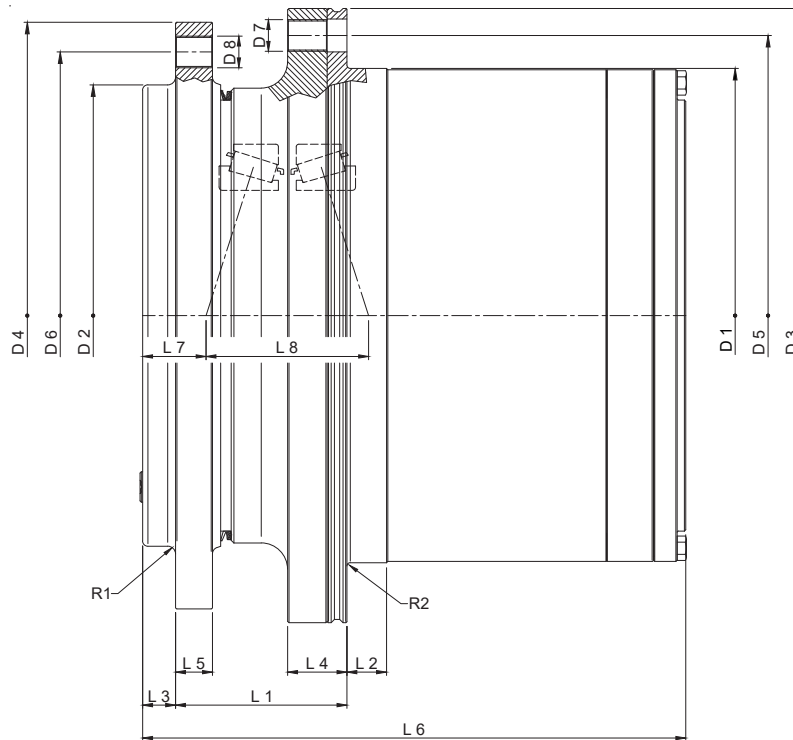
TYPE	D1	D2	D3	D4	D5	D6	D7	D8
D6	200	177,8	275	240	241,3	209,55	UNF 5/8-18 (9x)	UNC 5/8-11 (6x)
D10	220	190	290	260	260	230	M16 (16x)	M14 (16x)
D24	270	240	335	304	305	275	M16 (18x)	M16 (18x)

⁽¹⁾ Some of the dimensions have to be considered preliminary and may vary with different ratios. Please request a detailed dimensional drawing to OMNI Engineering Department

MEDIUM



TYPE	RATIO .../1 [i]	TORQUE L2-T5 @ 25 [Nm]	PEAK TORQUE [Nm]	MAX INPUT SPEED [rpm]	OIL QUANTITY [Lt]	MOTOR SIZE [CC]	OPENING BRAKE PRESSURE [bar]		WEIGHT [kg]
							MIN	MAX	
D36	239	23200	36000	4000	2,7	55	15÷18	150	138
	197,5								
	167								
	137,9								
	113,7								
D44	203	33600	44000	4000	4	80	15÷18	150	196
	168,1								
	142,6								
	118								
	102,3								
D60	227	42400	60000	4000	5,25	80	15÷18	150	268
	187,6								
	159								
	131,3								
	113,7								
	93,8								

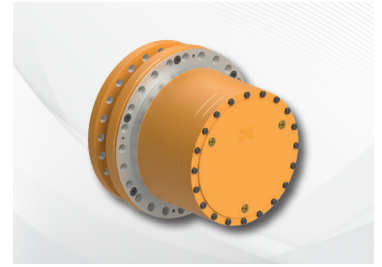


TYPE	L1	L2	L3	L4	L5	L6 ⁽¹⁾	L7	L8	R1	R2
D36	91	26	35	34	21	361	48,2	97,6	2	2
D44	91	30	25	29	24	396	74,5	111	4	4
D60	130	30	25	45	28	419	48,1	123,3	6	2,5

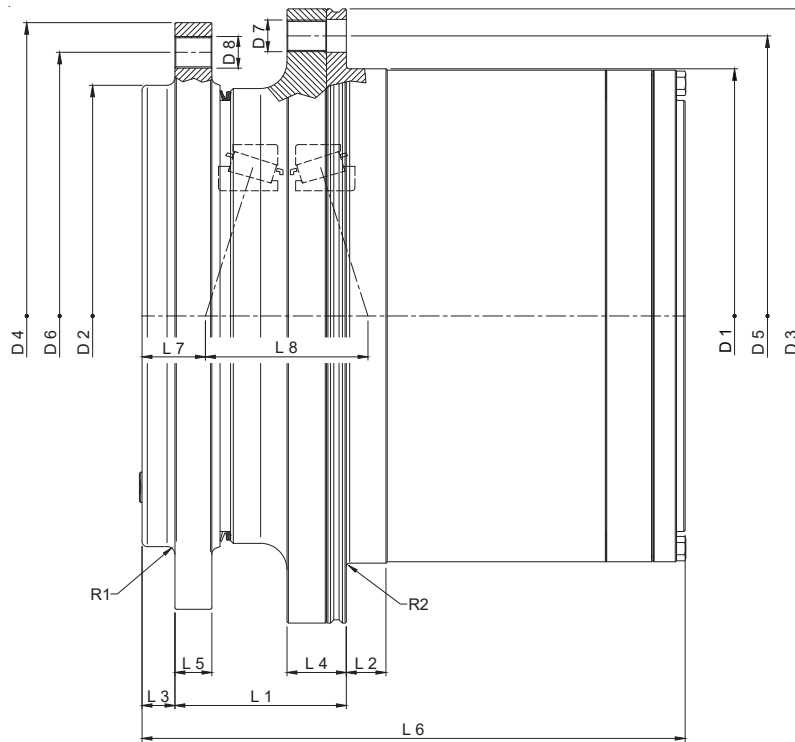
TYPE	D1	D2	D3	D4	D5	D6	D7	D8
D36	295	270	370	345	335	310	M16x1,5 (20x)	M16x1,5 (16x)
D44	350	240	435	320	400	285	M20x1,5 (20x)	M20x1,5 (20x)
D60	375	350	466	445	425	400	M24x2 (24x)	M24x2 (24x)

⁽¹⁾ Some of the dimensions have to be considered preliminary and may vary with different ratios. Please request a detailed dimensional drawing to OMNI Engineering Department

MEDIUM



TYPE	RATIO .../1 [i]	TORQUE L2-T5 @ 25 [Nm]	PEAK TORQUE [Nm]	MAX INPUT SPEED [rpm]	OIL QUANTITY [L ^t]	MOTOR SIZE [CC]	OPENING BRAKE PRESSURE [bar]		WEIGHT [kg]
							MIN	MAX	
D80	213,8	54400	80000	4000	5,9	80	15÷18	150	294
	179					107			
	149,3					(160)			
	125								
D110	101,6	83800	110000	3400	9,5	107	15÷18	150	487
	85					160			
	239								
	197,5								
	167								
	137,9								
	104,6								
	86,3								

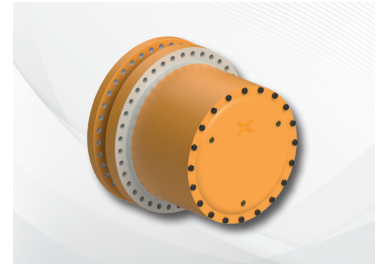


TYPE	L1	L2	L3	L4	L5	L6 ⁽¹⁾	L7	L8	R1	R2
D80	90	24	37	35	22	437	55	127	5	2,5
D110	190	28,5	45	50	35	535	77,5	152	10	6

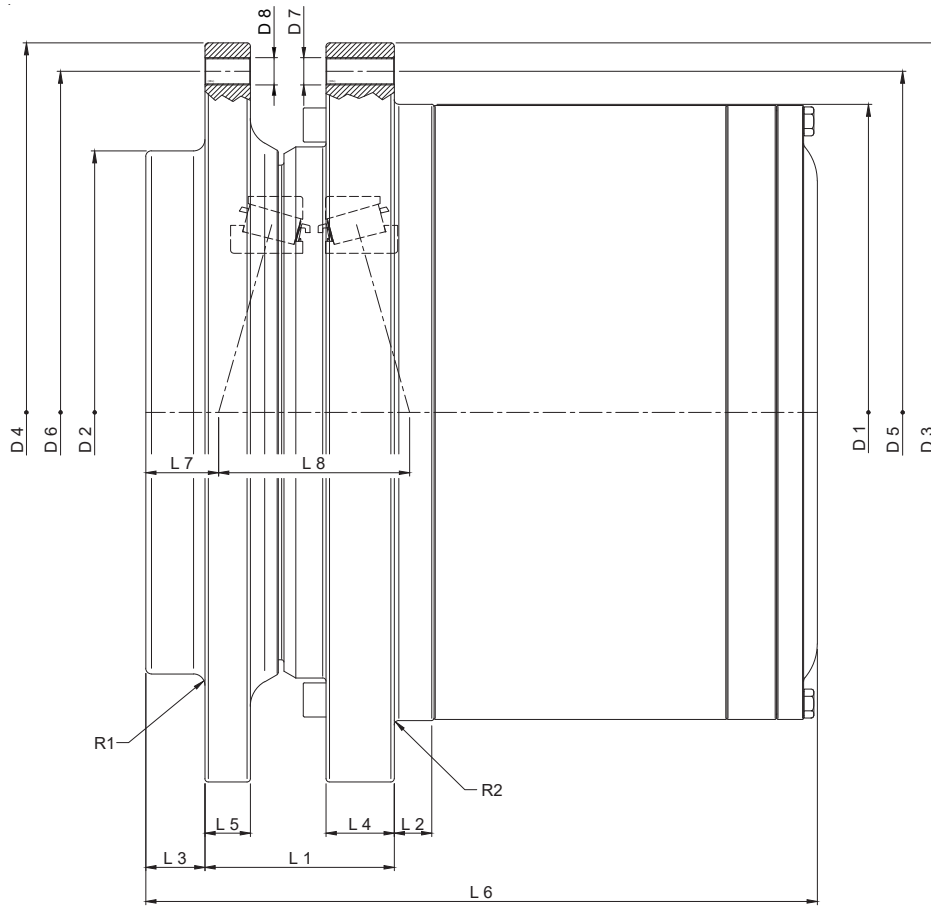
TYPE	D1	D2	D3	D4	D5	D6	D7	D8
D80	400	330	490	410	450	370	M24x2 (20x)	M24x2 (20x)
D110	450	390	550	550	500	500	M24x2 (32x)	M24x2 (32x)

⁽¹⁾ Some of the dimensions have to be considered preliminary and may vary with different ratios. Please request a detailed dimensional drawing to OMNI Engineering Department

LARGE



TYPE	RATIO .../1 [i]	TORQUE L2-T5 @ 25 [Nm]	PEAK TORQUE [Nm]	MAX INPUT SPEED [rpm]	OIL QUANTITY [Lt]	MOTOR SIZE [CC]	OPENING BRAKE PRESSURE [bar]		WEIGHT [kg]
							MIN	MAX	
D160	215	118000	160000	3400	13,4	160	15÷18	150	680
	177,6								
	151								
	124,7								
	110								
90,8									
D210	254,5	138000	210000	3400	15	160 (250)	15÷18	150	780
	207,1								
	182,3								
	148,4								
	117,8								
95,8									

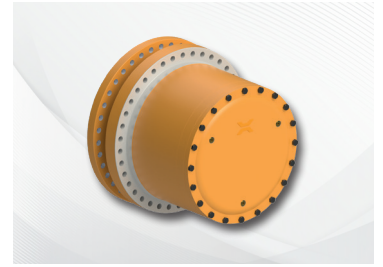


TYPE	L1	L2	L3	L4	L5	L6 ⁽¹⁾	L7	L8	R1	R2
D160	168	40	30	50	40	543	51	166	6	6
D210	166,5	33	52	60	40	589	64	168	10	4

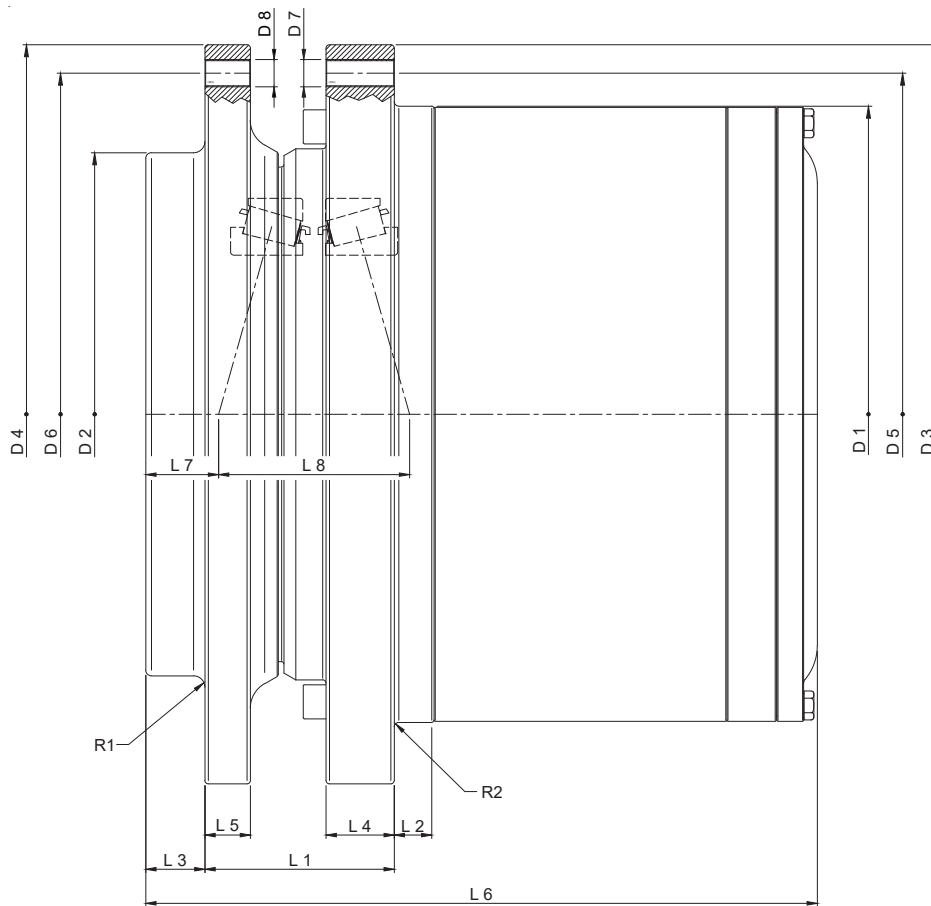
TYPE	D1	D2	D3	D4	D5	D6	D7	D8
D160	535	450	650	560	600	510	M27x2 (30x)	M24x2 (30x)
D210	542	460	650	650	600	600	M24x2 (38x)	M24x2 (38x)

⁽¹⁾ Some of the dimensions have to be considered preliminary and may vary with different ratios, Please request a detailed dimensional drawing to OMNI Engineering Department

LARGE



TYPE	RATIO .../1 [i]	TORQUE L2-T5 @ 25 [Nm]	PEAK TORQUE [Nm]	MAX INPUT SPEED [rpm]	OIL QUANTITY [L-t]	MOTOR SIZE [CC]	OPENING BRAKE PRESSURE [bar]		WEIGHT [kg]
							MIN	MAX	
D260	254,5	178000	260000	3000	18,5	250	15÷18	150	950
	207,1								
	182,3								
	148,4								
	117,8								
95,8									
D330	239	212000	330000	3000	24,5	250	15÷18	150	1215
	197,5								
	167								
	137,9								
	113,7								
93,8									

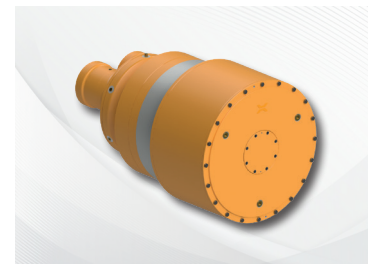


TYPE	L1	L2	L3	L4	L5	L6 ⁽¹⁾	L7	L8	R1	R2
D260	170	33	48,5	60	40	600	64	168	10	6
D330	130	80	100	45	42	674	64	212	10	10

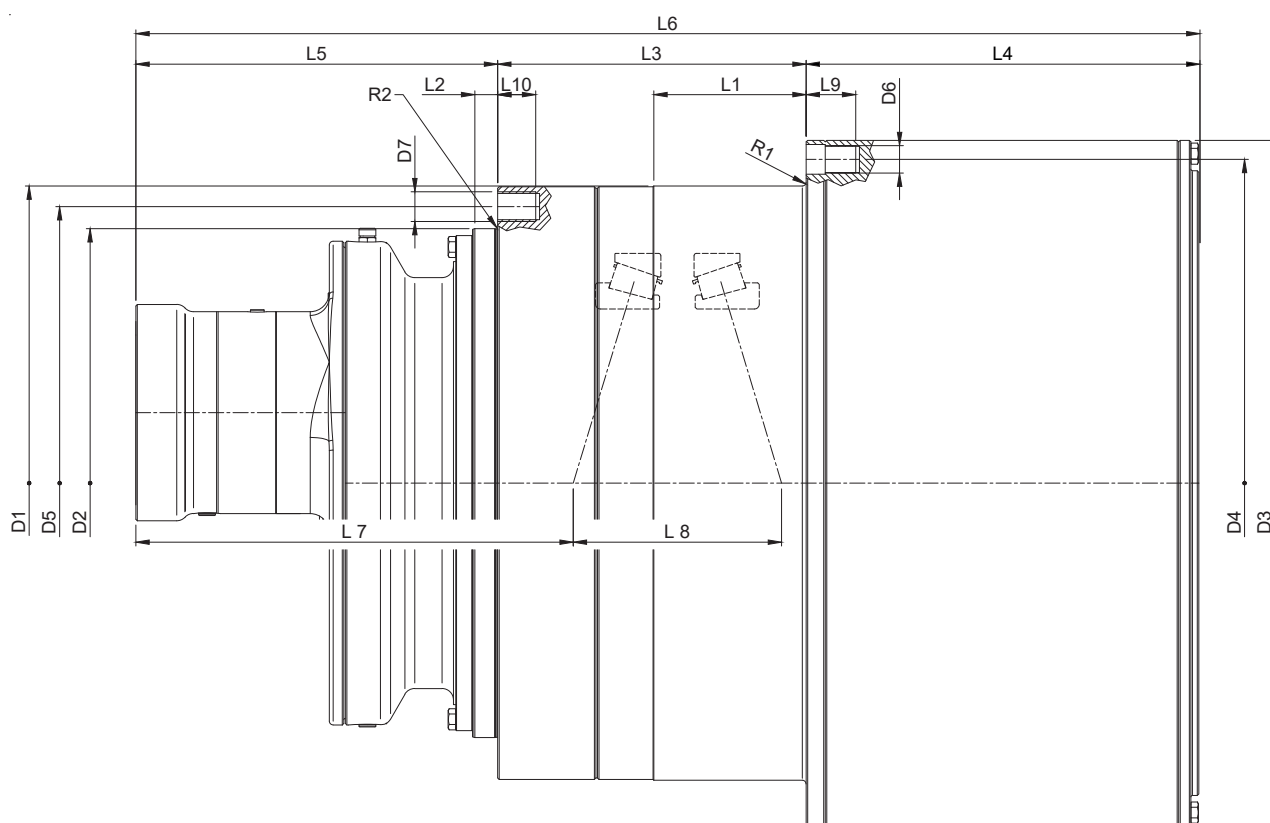
TYPE	D1	D2	D3	D4	D5	D6	D7	D8
D260	610	460	735	650	680	600	M30 (24x)	M30 (30x)
D330	650	580	775	735	720	680	M30 (30x)	M30 (30x)

⁽¹⁾ Some of the dimensions have to be considered preliminary and may vary with different ratios. Please request a detailed dimensional drawing to OMNI Engineering Department

HIGH



TYPE	RATIO .../1 [i]	TORQUE L2-T5 @ 25 [Nm]	PEAK TORQUE [Nm]	MAX INPUT SPEED [rpm]	OIL QUANTITY [Lt]	MOTOR SIZE [CC]	OPENING BRAKE PRESSURE [bar]		WEIGHT [kg]
							MIN	MAX	
D440	416,2 348,7	309000	440000	2500	30	250	15÷18	150	1387
D550	738,7	412000	550000	2500	36	160 (250)	15÷18	150	1690
D700	649,4	765000	1000000	2500	76	160 (2x) (250 (2x))	15÷18	150	3541



TYPE	L1	L2	L3	L4	L5	L6 ⁽¹⁾	L7	L8	L9	L10
D440	146	43	255	520	-	848	86	206	65	45
D550	100	43	255	548,5	-	852	108	205	70	45
D700	200	33	405	517	475	1390	574,2	273,5	65	50

TYPE	R1	R2	D1	D2	D3	D4	D5	D6	D7
D440	5	5	570	450	670	620	515	M30 (42x)	M36x1,5 (29x)
D550	5	5	570	450	763	620	515	M30x1,5 (42x)	M36x1,5 (29x)
D700	5	-	780	668	900	850	726	M36x1,5 (45x)	M36x1,5 (30x)

⁽¹⁾ Some of the dimensions have to be considered preliminary and may vary with different ratios, Please request a detailed dimensional drawing to OMNI Engineering Department

NOTES

SHIFTING THE BALANCE OF POWER

INNOVATORS AND GLOBAL MANUFACTURERS OF POWERTRAIN SOLUTIONS

OMNI Powertrain Solutions has created the most compact, powerful, light-weight axial flux electric motor powertrain systems on earth. Innovation is our core value, and whether we are manufacturing mechanical drivelines for agricultural equipment, hydrostatic powertrain systems for off-highway equipment or state-of-the-art electric powertrain systems for commercial vehicles and motorsports, we strive to exceed the power and quality demanded by our clients no matter their industry.



Our diverse family of manufacturing firms ensure that **OMNI** always provides unparalleled service, distribution and support. From conception through development we have a single objective: to provide the highest performance electric, hydrostatic and mechanical powertrain systems that meet the objectives of our clients.



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