



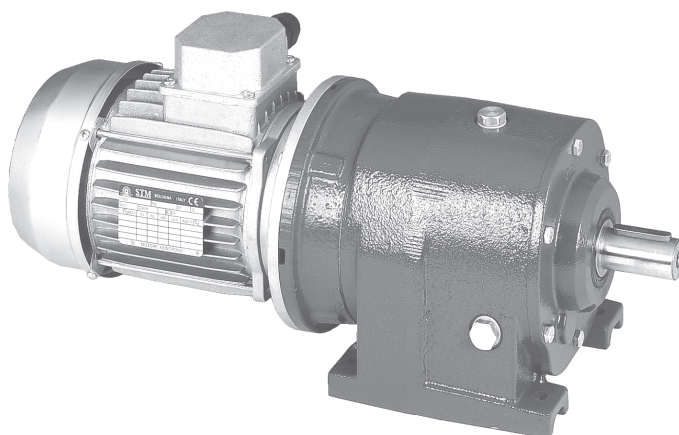
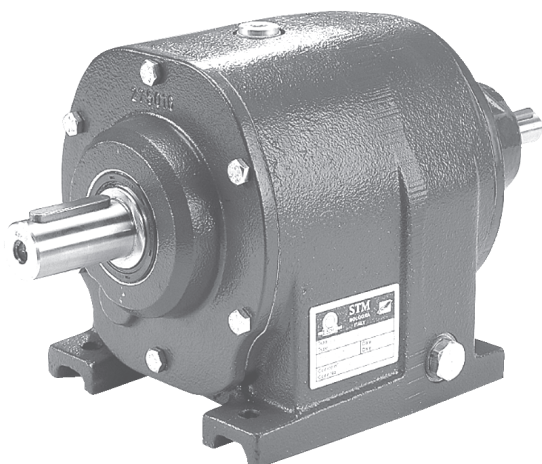
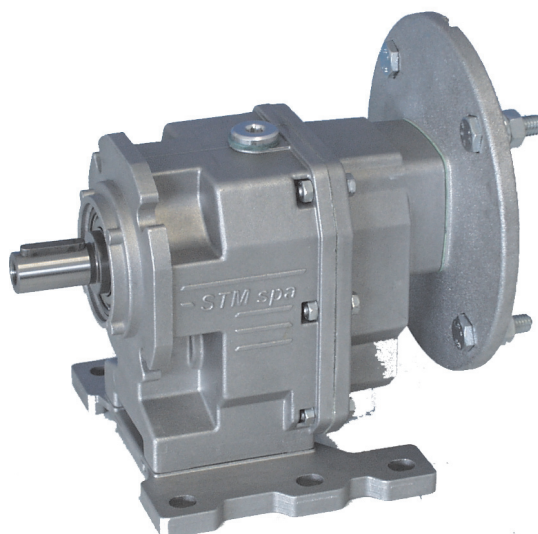
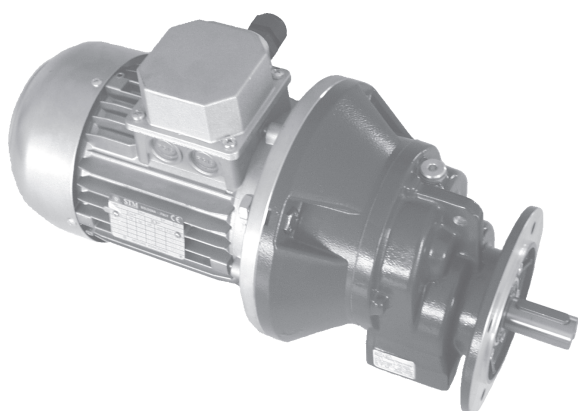
1.0 RIDUTTORI COASSIALI IN-LINE GEARBOXES STIRNRADGETRIEBE

AR AM, AC

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**1.1 Caratteristiche tecniche**

La progettazione di questi riduttori è stata impostata su una struttura monolitica particolarmente rigida che permette l'applicazione di elevati carichi.

1.1 Technical characteristics

The design of this series of gearboxes has been based on a particularly rigid monolithic structure enabling the application of heavy loads.

1.1 Technische Eigenschaften

Der Entwicklung dieser Getriebeserie wurde eine kompakte Bauweise sowie eine besonders hohe Stabilität zugrunde gelegt, um auch hohe Belastungen zu ermöglichen.

1.2 Designazione**1.2 Designation****1.2 Bezeichnung**

	Versione Version Ausführung	Grandezza Size Größe	ir	IEC	Tipo Type Typ	Grandezza Size Größe	Lunghezza Length Länge	Designazione Motori Designation Motors Bezeichnung Motoren
								CT18IGBD1
								Esempio / Example / Beispiel
AM	—	25	vedi tabelle prestazioni See performance tables Siehe Leistungstabellen	80 (B5) 80 (B14)				AMP 50/2 1:20 80B5
	P	32			T	56	A	
	P1	35			TA			AMP 50/2 1:20 T 56 A 4 B5
	P2	41			H	315	ML	
	F1	45	/1					
	F2	50	/2					
	F3	60	/3					
**AR	P/F	80						ARP 50/2 1:20
	P/F1	100						
	P/F2	120						
*AC	B3				T	56	A	ACP 50/2 1:20 T 56 A 4
					TA			
					H	315	ML	

Altre specifiche:

Posizione della morsettiera del motore se diversa da quella standard (1).
Lubrificante (non per i tipi già lubrificati a vita).
Posizione di montaggio con indicazione tappi di livello e carico; se non specificato si considera standard la posizione M1.

N.B.

* Non sono previste le versioni AC 35, 41, 45, 100, 120

** Non è prevista la versione AR 25, 35, 41, 45.

Further specifications:

Terminal board box position if different from standard (1).

With lubricant (except for size lubricated for life).

Mounting position. Indications must be given regarding level and breather plugs. If not specified positions, M1 is considered standard.

NOTE.

* We don't supply the following type:

AC 35, 41, 45, 100, 120

** We don't supply the type AR 25, 35, 41, 45.

Weitere Spezifikationen:

Stellung des Klemmenkastens des Motors, falls diese von der Standard-Ausführung abweicht (1).

Schmiermittel füllung (gilt nicht für Type denn diese haben eine wartungs- freie Schmierung).

Montagestellung mit Angabe der Ölpegel und Entlüfterstöpsel. Falls nichts anderes angegeben wird, gilt die Pos. M1 als Standard.

HINWEIS.

* Die Getriebetypen AC 35, 100 und AC120 sind nicht erhältlich.

** Die Getriebetypen AR 25, 35, 41, 45 sind nicht erhältlich.



1.3 Versioni

1.3 Versions

1.3 Ausführung



Versioni riduttori
Gearboxes versions
Ausführung Getriebes

AM/1 - AR/1 - AC/1

32 - 40 - 50 - 60 - 80 - 100



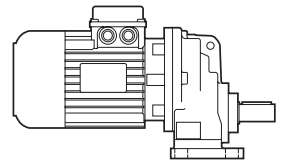
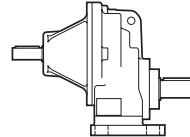
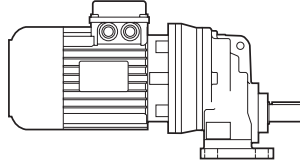
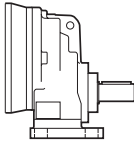
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AM...

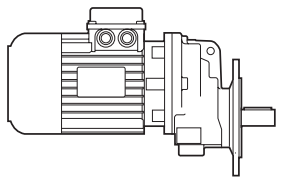
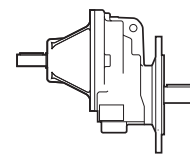
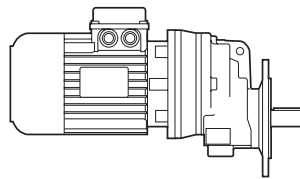
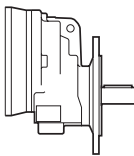
AR...

AC...

P



F1
F2
F3



Versioni riduttori
Gearboxes versions
Ausführung Getriebes

AM/2-3 - AC/2-3

25 - 35 - 41 - 45

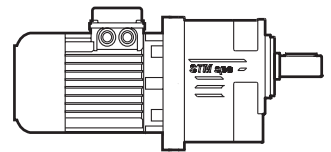
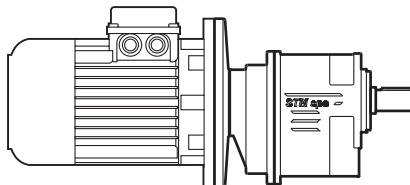
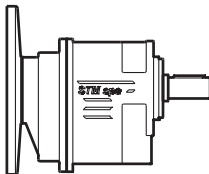
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AM...

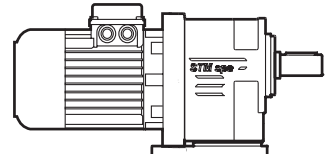
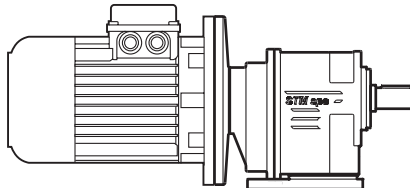
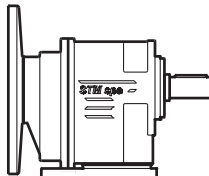
** AR...

* AC...

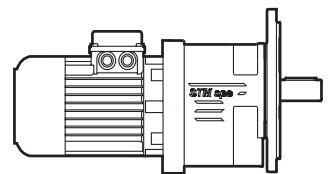
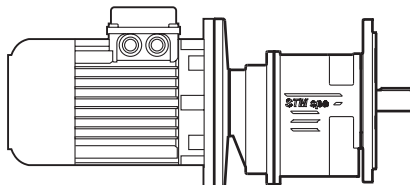
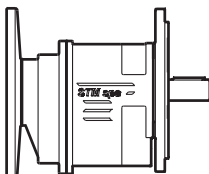
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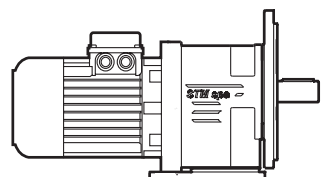
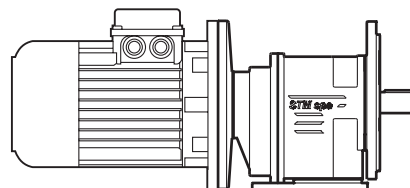
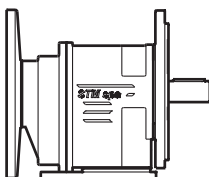
P (25-35-45)
P1 (41)
P2 (41)



F...



P/F. (25-35-45)
P1/F. (41)
P2/F. (41)





1.3 Versioni

1.3 Versions

1.3 Ausführung



Versioni riduttori
Gearboxes versions
Ausführung Getriebes

AM/2-3 - AR/2-3 - AC/2-3

50 - 60 - 80 - 100 - 120

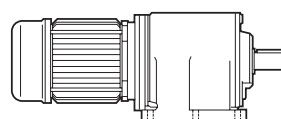
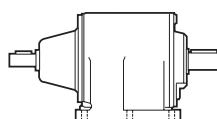
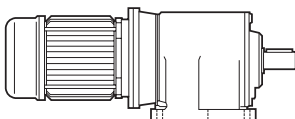
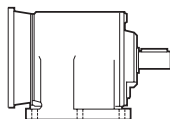
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AM...

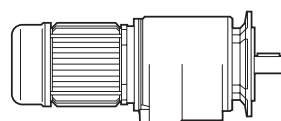
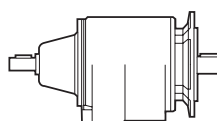
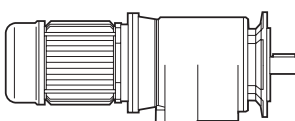
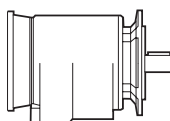
AR...

* AC...

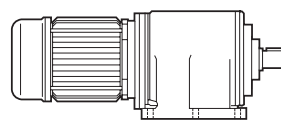
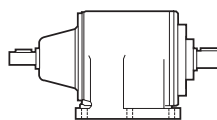
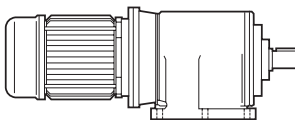
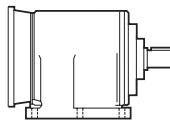
P
50 - 120



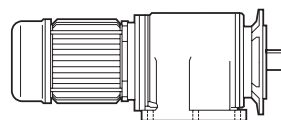
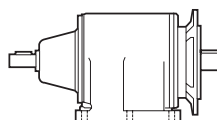
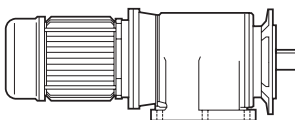
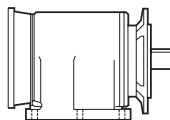
**F1
F2
F3**
50 - 120



P/F
50 - 60 - 80 - 120

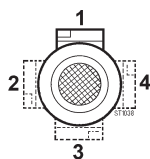


**P/F1
P/F2
P/F3**
50 - 120

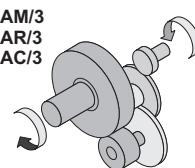
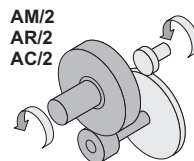
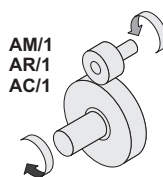


Posizione morsettiera
Terminal board position
Lage des Klemmenkastens

1- STANDARD



Senso di rotazione / Direction of rotation / Drehrichtung





1.4 Lubrificazione

1.4 Lubrication

1.4 Schmierung

Lubrificazione riduttori
Gearboxes lubrication
Schmierung Getriebes

AM/1 - AR/1 - AC/1

Generalità

Si consiglia l'uso di oli a base sintetica. (Vedere a tale proposito le indicazioni riportate nel capitolo A, paragrafo 1.4)

Nella tabella Tab. 2.1 sono riportati i quantitativi di olio necessari per il corretto funzionamento dei riduttori.

Prescrizioni in fase d'ordine e stato di fornitura

I riduttori delle grandezze 32,40,50,60 sono forniti completi di olio sintetico di viscosità ISO 320. Per questi riduttori è **necessario** specificare la posizione di montaggio.

I riduttori nelle grandezze 80,100 sono forniti predisposti per lubrificazione ad olio ma privi di lubrificante il quale potrà essere fornito a richiesta.

Per questi riduttori è **necessario** specificare la posizione di montaggio.

General information

The use of synthetic oil is recommended (see details in Chapter A, paragraph 1.4).

Tab. 2.1 shows the quantities of oil required for correct in-line gearbox performance.

Ordering phase requirements and state of supply

In-line gearbox sizes 32,40,50,60 are supplied with ISO 320 viscosity synthetic oil. It is **necessary** to specify mounting position with these in-line gearboxes.

Size 80,100 in-line gearboxes require oil lubrication but are supplied without lubricant that can be requested separately.

It is **necessary** to specify the mounting position with these gearboxes.

Allgemeines

Der Einsatz von synthetischem Öl wird empfohlen. (Siehe diesbezüglich die Hinweise im Kapitel A, Abschnitt 1.4.)

In der Tab. 2.1 werden die erforderlichen Ölfüllmengen für einen störungsfreien Betrieb der Getriebe aufgeführt.

Vorgaben für die bestellung und den lieferzustand

Die Getriebe in den Baugrößen 32, 40, 50 und 60 werden komplett mit Synthetiköl mit einer Viskosität ISO 320 geliefert.

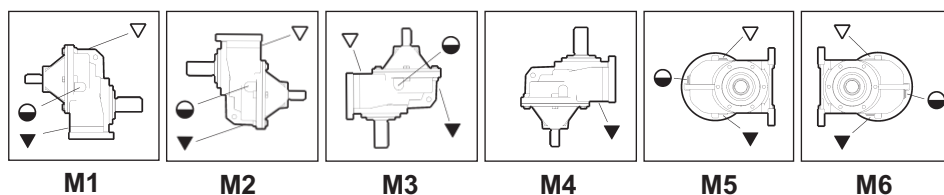
Für diese Getriebe **muss** die Einbaulage verbindlich angegeben werden.

Die Getriebe in den Baugrößen 80 und 100 sind bei der Lieferung für die Ölschmierung vorbereitet, enthalten jedoch kein Schmiermittel. Dieses kann auf Anfrage geliefert werden.

Für diese Getriebe **muss** die Einbaulage verbindlich angegeben werden.

Posizioni di montaggio

Mounting positions



- ▽ Carico / Breather plug / Nachfüllen - Entlüftung
● Livello / Level plug / Pegel
▼ Scarico / Drain plug / Auslauf



Tab. 2.1

Quantità di lubrificante / Lubricant Quantity / Schmiermittelmenge (kg)									
AR AM - AC	Posizioni di montaggio / Mounting Positions / Montagepositionen						Stato di fornitura State of supply Lieferzustand	* n° tappi olio * No. of plugs Anzahl Betriebschraube	Pos. montaggio Mounting position Montageposition
	M1	M2	M3	M4	M5	M6			
32	0.100						Riduttori forniti completi di olio sintetico Gearboxes supplied with synthetic oil Getriebe werden mit synthetischem Öl geliefert	1	Non Necessaria Not Necessary Nicht Erforderlich
40	0.160	0.270	0.180	0.270	0.160	0.160		1	Necessaria Necessary Erforderlich
50	0.300	0.300	0.200	0.300	0.200	0.200		1	
60	0.470	0.640	0.570	0.750	0.570	0.570		1	
80	1.05	1.05	1.35	1.65	1.4	1.4	Riduttori predisposti per lubrificazione ad olio Gearboxes supplied ready for oil lubrication Getriebe sind für Ölschmierung vorgesehen	4	Necessaria Necessary Erforderlich
100	2.50	3.00	3.00	3.30	3.00	3.00		4	

ATTENZIONE

- A) Se in fase d'ordine la posizione di montaggio è omessa, il riduttore verrà fornito con i tappi predisposti per la posizione M1.
- B) Il tappo di sfiato è allegato solo nei riduttori che hanno più di un tappo olio.
- D) Eventuali forniture con predisposizioni tappi diverse da quella indicata in tabella, dovranno essere concordate.
- E) Nei riduttori dove è necessario specificare la posizione di montaggio, la posizione richiesta è indicata nella targhetta del riduttore.

WARNING

- A) It is necessary to specify the mounting position when ordering. If the mounting position is not specified in the ordering phase, the gearbox supplied will have plugs pre-arranged for position M1.
- B) A breather plug is supplied only with gearboxes that have more than one oil plug.
- C) The supply of gearboxes with different plug pre-arrangements has to be agreed with the manufacturer.
- D) The gearboxes that need a specific assembling position have the indication of it on the label of the gearbox.

ACHTUNG

- A) In der Auftragsphase muss die Einbaulage verbindlich angegeben werden. Sollte dies nicht erfolgen, wird das Getriebe mit Stopfen für die Einbaulage M1.
- B) Der Entlüftungstopfen ist lediglich bei den Getrieben vorhanden, die über mehr als einen Ölfüllstopfen verfügen.
- C) Lieferungen, die eine Auslegung hinsichtlich der Stopfen aufweisen, die von den Angaben in der Tabelle abweichen, müssen vorab vereinbart werden.
- D) In den Getrieben in dem man die Montage Position angeben soll, findet man die angefragte Position auf dem Typenschild des Getriebes.

**Lubrificazione riduttori**
Gearboxes lubrication
Schmierung Getriebes**AM/2-3 - AR/2-3 - AC/2-3****Generalità**

Si consiglia l'uso di oli a base sintetica. (Vedere a tale proposito le indicazioni riportate nel capitolo A, paragrafo 1.4.). Nella tabella 2.2 sono riportati i quantitativi di olio necessari per il corretto funzionamento dei riduttori.

Prescrizioni in fase d'ordine e stato di fornitura

I riduttori delle grandezze 25,35,40,50 sono forniti completi di olio sintetico di viscosità ISO 320. Per questi riduttori è **necessario** specificare la posizione di montaggio.

I riduttori nelle grandezze 60,80,100,120 sono forniti predisposti per lubrificazione ad olio ma privi di lubrificante il quale potrà essere fornito a richiesta.

Per questi riduttori è **necessario** specificare la posizione di montaggio.

General information

The use of synthetic oil is recommended (see details in Chapter A, paragraph 1.4). Table 2.2 shows the quantities of oil required for correct in-line gearbox performance.

Ordering phase requirements and state of supply

Gearbox sizes 25,35,40,50 are supplied with ISO 320 viscosity synthetic oil.

It is **necessary** to specify the mounting position with these gearboxes

Size 60,80,100,120 gearboxes require oil lubrication but are supplied without lubricant that can be requested separately.

It is **necessary** to specify the mounting position with these gearboxes.

Allgemeines

Der Einsatz von synthetischem Öl wird empfohlen. (Siehe diesbezüglich die Hinweise im Kapitel A, Abschnitt 1.4.)

In der Tabelle 2.2 werden die erforderlichen Ölfüllmengen für einen störungsfreien Betrieb der Getriebe aufgeführt.

Vorgaben für die Bestellung und den Lieferzustand

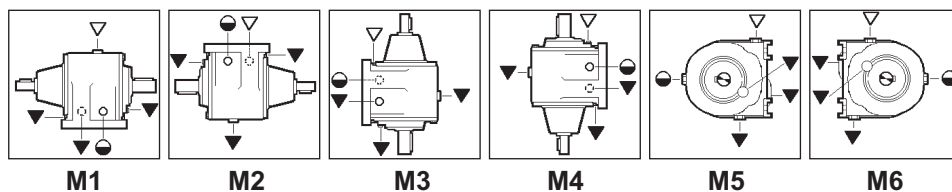
Die Getriebe in den Baugrößen 25,35,40 und 50 werden komplett mit Synthetiköl mit einer Viskosität ISO 320 geliefert.

Für diese Getriebe **muss** die Einbaulage verbindlich angegeben werden.

Die Getriebe in den Baugrößen 60,80,100 und 120 sind bei der Lieferung für die Ölschmierung vorbereitet, enthalten jedoch kein Schmiermittel.

Dieses kann auf Anfrage geliefert werden.

Für diese Getriebe **muss** die Einbaulage verbindlich angegeben werden.

Posizioni di montaggio**Montagepositionen**

- ▽ Carico / Breather plug / Nachfüllen - Entlüftung
● Livello / Level plug / Pegel
▼ Scarico / Drain plug / Auslauf



Tab. 2.2

Quantità di lubrificante / Lubricant Quantity / Schmiermittelmenge (kg)									
AR AM - AC	Posizioni di montaggio / Mounting Positions / Montagepositionen						Stato di fornitura State of supply Lieferzustand	* n°. tappi olio * No. of plugs Anzahl Betriebschraube	Posizione di montaggio Mounting position Montageposition
	M1	M2	M3	M4	M5	M6			
25	0.120						Riduttori forniti completi di olio sintetico Gearboxes supplied with synthetic oil Getriebe werden mit synthetischem Öl geliefert	1	Non Necessaria Not Necessary Nicht Erforderlich
35/2	0.150	0.200			0.150			1	Necessaria Necessary Erforderlich
35/3	0.250		0.325	0.250	0.200			1	
41/2	0.290		0.240	0.300	0.200			1	
41/3	0.300		0.350		0.260			1	
45/2	0.350		0.400		0.350			1	
45/3	0.400		0.630	0.600	0.400			1	
50	0.950		1.35	1.35	0.950		1	Necessaria Necessary Erforderlich	
60	1.550		2.61	2.15	1.55		4 (AMF, ACF, ARF) 5 (AMP, ACP, ARP) 4 (AMF, ACF, ARF) 5 (AMP, ACP, ARP) 4 (AMF, ACF, ARF) 5 (AMP, ACP, ARP) 4 (AMF, ACF, ARF) 5 (AMP, ACP, ARP)		
80	2.600		4.85	4.44	2.60				
100	5.550		9.60	9.60	5.55				
120	10.0		16.5	16.5	10.0				
							Riduttori predisposti per lubrificazione ad olio Gearboxes supplied ready for oil lubrication Getriebe sind für Ölschmierung vorgesehen		

ATTENZIONE

- A) Se in fase d'ordine la posizione di montaggio è omessa, il riduttore verrà fornito con i tappi predisposti per la posizione M1.
B) Il tappo di sfiato è allegato solo nei riduttori che hanno più di un tappo olio.
C) Eventuali forniture con predisposizioni tappi diverse da quella indicata in tabella, dovranno essere concordate.
D) Nei riduttori dove è necessario specificare la posizione di montaggio, la posizione richiesta è indicata nella targhetta del riduttore.

WARNING

- A) It is necessary to specify the mounting position when ordering. If the mounting position is not specified in the ordering phase, the gearbox supplied will have plugs pre-arranged for position M1.
B) A breather plug is supplied only with gearboxes that have more than one oil plug.
C) The supply of gearboxes with different plug pre-arrangements has to be agreed with the manufacturer.
E) The gearboxes that need a specific assembling position have the indication of it on the label of the gearbox.

ACHTUNG

- A) In der Auftragsphase muss die Einbaulage verbindlich angegeben werden. Sollte dies nicht erfolgen, wird das Getriebe mit Stopfen für die Einbaulage M1.
C) Der Entlüftungsstopfen ist lediglich bei den Getriebe vorhanden, die über mehr als einen Ölfüllstopfen verfügen.
D) Lieferungen, die eine Auslegung hinsichtlich der Stopfen aufweisen, die von den Angaben in der Tabelle abweichen, müssen vorab vereinbart werden.
E) In den Getrieben in dem man die Montage Position angeben soll, findet man die angefragte Position auf dem Typenschild des Getriebes.



1.5 Carichi radiali e assiali

Quando la trasmissione del moto avviene tramite meccanismi che generano carichi radiali sull'estremità dell'albero, è necessario verificare che i valori risultanti non eccedono quelli indicati nelle tabelle.

Nella Tab. 2.3 sono riportati i valori dei carichi radiali ammissibili per l'albero veloce (Fr_1). Come carico assiale ammissibile contemporaneo si ha:

$$Fa_1 = 0.2 \times Fr_1$$

1.5 Axial and overhung loads

Should transmission movement determine radial loads on the angular shaft end, it is necessary to make sure that resulting values do not exceed the ones indicated in the tables.

In Table 2.3 permissible radial load for input shaft are listed (Fr_1). Contemporary permissible axial load is given by the following formula:

$$Fa_1 = 0.2 \times Fr_1$$

1.5 Radiale und Axiale Belastungen

Wird das Wellenende auch durch Radialkräfte belastet, so muß sichergestellt werden, daß die resultierenden Werte die in der Tabelle angegebenen nicht überschreiten.

In Tabelle 2.3 sind die Werte der zulässigen Radialbelastungen für die Antriebswelle (Fr_1) angegeben. Die Axialbelastung beträgt dann:

$$Fa_1 = 0.2 \times Fr_1$$



AR/1

Tab. 2.3

n_1 min ⁻¹	Fr_1 (N)					
	AR..1					
	32	40	50	60	80	100
2800	170	320	430	520	600	1000
1400	220	400	550	700	800	1200
900	250	450	600	800	920	1300
500	300	500	850	1100	1300	1500



**AR/2
AR/3**

n_1 min ⁻¹	Fr_1 (N)									
	AR									
	25	35	41	45	40	50	60	80	100	120
2800	—	—	—	—	320	430	520	600	1000	1250
1400	—	—	—	—	400	550	700	800	1200	1500
900	—	—	—	—	450	600	800	920	1300	1600
500	—	—	—	—	500	850	1100	1300	1500	1800

In Tab. 2.4 sono riportati i valori dei carichi radiali ammissibili per l'albero lento (Fr_2). Come carico assiale ammissibile contemporaneo si ha:

$$Fa_2 = 0.2 \times Fr_2$$

In Table 2.4 permissible radial loads for output shaft are listed (Fr_2). Permissible axial load is given by the following formula:

$$Fa_2 = 0.2 \times Fr_2$$

In Tabelle 2.4 sind die Werte der zulässigen Radialbelastungen für die Abtriebswelle (Fr_2) angegeben. Als zulässige Axialbelastung gilt:

$$Fa_2 = 0.2 \times Fr_2$$

Tab. 2.4



AR/1

n_2 min ⁻¹	Fr_2 (N)					
	AR - AM - AC					
	32	40	50	60	80	100
2400	-	600	1250	1350	1900	2500
1850	-	650	1250	1450	2100	2800
1250	530	700	1500	1650	2450	3000
1100	570	720	1500	2000	2450	3500
830	630	750	1500	2300	2600	3600
630	700	850	1800	2400	2900	3700
500	700	950	2000	2600	3400	3800
400	740	1000	2200	2900	3800	3900
300	880	1150	2300	3000	4200	4200
250	970	1250	2500	3400	4500	4500
200	1020	1370	2500	3800	5000	5500
160	1070	1500	2500	3800	5500	6500
130	1200	1500	2500	3800	6000	7500
100	1260	1500	2500	3800	6000	8500
80	1320	1500	2500	3800	6000	8500
> 70	1420	1500	2500	3800	6000	8500



AR/2
AR/3
AM/2
AM/3
AC/2
AC/3

Tab. 2.5

n_2 min^{-1}	Fr_2 (N)								
	AR - AM - AC								
	25	35	41	45	50	60	80	100	120
1000	420	450	580	665	750	1100	2000	3800	4500
700	540	580	750	875	1000	1500	2500	5000	5800
500	650	700	900	1050	1200	1800	3000	6000	7000
350	650	740	1100	1250	1400	2300	3700	7000	8200
250	650	800	1300	1550	1800	2600	4500	8200	9500
200	650	850	1500	1850	2200	3300	6000	9000	10000
150	650	930	1600	2300	3000	4000	7500	10000	11500
100	650	1000	1700	2550	3400	4500	8300	11500	12500
80	650	1050	1850	2775	3700	5000	9000	12000	13500
60	650	1100	1900	2900	3900	5400	9600	13000	15000
30	650	1400	2300	3200	4100	6000	10000	14000	21000
> 15	650	1800	2700	3500	4300	6500	11000	15000	25000

I carichi radiali indicati nelle tabelle si intendono applicati a metà della sporgenza dell'albero standard e sono riferiti ai riduttori operanti con fattore di servizio 1. Per le sporgenze fornite in alternativa, fare riferimento alla sporgenza standard. Valori intermedi relativi a velocità non riportate possono essere ottenuti per interpolazione considerando però che Fr_1 a 500 min^{-1} e Fr_2 a 15 min^{-1} rappresentano i carichi massimi consentiti. Per i carichi non agenti sulla mezzzeria dell'albero lento o veloce si ha:

a 0.3 della sporgenza:
 $Fr_x = 1.25 \times Fr_{1-2}$
a 0.8 dalla sporgenza:
 $Fr_x = 0.8 \times Fr_{1-2}$

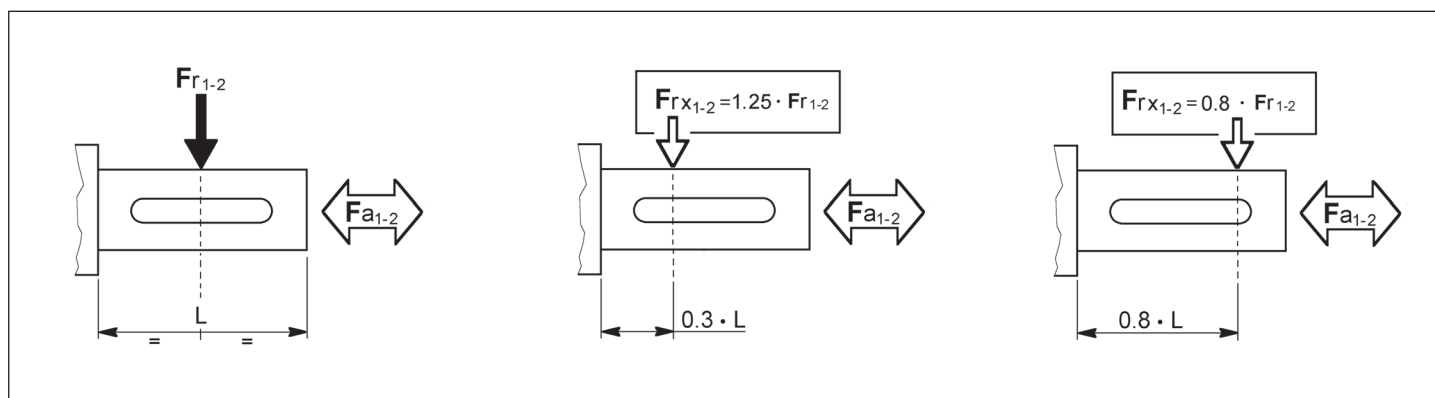
The radial loads shown in the tables are applied on the centre line of the standard shaft extension and are related to gearboxes working with service factor 1. With reference to alternative values of shaft extension, refer to standard shaft extension. Intermediate values of speeds that are not listed can be obtained through interpolation but it must be considered that Fr_1 at 500 min^{-1} and Fr_2 at 15 min^{-1} represent the maximum allowable loads. For loads which are not applied on the centre line of the output or input shaft, following values will be obtained:

at 0.3 from extension:
 $Fr_x = 1.25 \times Fr_{1-2}$
at 0.8 from extension:
 $Fr_x = 0.8 \times Fr_{1-2}$

Bei den in der Tabelle angegebenen Radialbelastungen wird eine Krafteinwirkung auf die Mitte des Wellenendes zugrunde gelegt; außerdem arbeiten die Getriebe mit Betriebsfaktor 1. Bei Einsatz von Sonderabtriebswellen beziehen Sie sich bitte auf die oben aufgeführten Abstände der Standardabtriebswellen. Zwischenwerte für nicht aufgeführte Drehzahlen können durch Interpolation ermittelt werden. Hierbei ist jedoch zu berücksichtigen, daß der maximale Wert für Fr_1 bei 500 min^{-1} und für $Fr_{2\text{max}}$ bei 15 min^{-1} gilt. Bei Lasten, die nicht auf die Mitte der Ab- und Antriebswellen wirken, legt man folgende Werte zugrunde:

0.3 vom Wellenabsatz entfernt:
 $Fr_x = 1.25 \times Fr_{1-2}$
0.8 vom Wellenabsatz entfernt:
 $Fr_x = 0.8 \times Fr_{1-2}$

Tab. 2.6





1.6 Prestazioni riduttori AR

1.6 AR gearboxes performances

1.6 Leistungen der AR-Getriebe

AR 25/2



1.8

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
3.4	819	12	1.1	95	409	12	0.55	95	263	13	0.38	95	146	16	0.26	95	56 (B5 - B14)
3.9	716	12	0.96	95	358	12	0.48	95	230	13	0.33	95	128	16	0.23	95	
4.8	579	12	0.78	95	289	12	0.39	95	186	13	0.27	95	103	16	0.18	95	
5.6	498	12	0.67	95	249	12	0.33	95	160	13	0.23	95	89	16	0.16	95	
7.2	389	12	0.52	95	194	12	0.26	95	125	13	0.18	95	69	16	0.12	95	
8.7	324	12	0.44	95	162	12	0.22	95	104	13	0.15	95	58	16	0.10	95	
9.0	310	12	0.42	95	155	14	0.24	95	100	14	0.15	95	55	14	0.09	95	
10.5	267	13	0.38	95	133	14	0.21	95	86	14	0.13	95	48	14	0.07	95	
13.4	208	13	0.30	95	104	15	0.17	95	67	15	0.11	95	37	15	0.06	95	
16.2	173	13	0.25	95	87	15	0.14	95	56	15	0.09	95	31	15	0.05	95	
17.9	157	14	0.24	95	78	15	0.13	95	50	15	0.08	95	28	15	0.05	95	63 (B5 - B14)



AR 25/3



1.8

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
18.9	148	15	0.25	93	74	19	0.16	93	48	22	0.12	93	26	22	0.07	93	56 (B5 - B14)
23.4	120	15	0.20	93	60	19	0.13	93	38	22	0.10	93	21	22	0.05	93	
27.2	103	15	0.17	93	51	20	0.12	93	33	22	0.08	93	18	22	0.05	93	
31.9	88	18	0.18	93	44	17	0.08	93	28	17	0.05	93	16	17	0.03	93	
35.3	79	15	0.13	93	40	17	0.08	93	25	17	0.05	93	14	17	0.03	93	
41.8	67	18	0.14	93	33	22	0.08	93	22	22	0.05	93	12	22	0.03	93	
50.7	55	16	0.10	93	28	18	0.06	93	18	18	0.04	93	10	18	0.02	93	
59.6	47	17	0.09	93	23	19	0.05	93	15	19	0.03	93	8	19	0.02	93	
64.9	43	17	0.08	93	22	19	0.05	93	14	19	0.03	93	8	19	0.02	93	
78.0	36	17	0.07	93	18	20	0.04	93	12	20	0.03	93	6	20	0.01	93	
86.2	32	18	0.07	93	16	20	0.04	93	10	20	0.02	93	6	20	0.01	93	63 (B5 - B14)

N.B. Il riduttore grandezza 25 viene fornito esclusivamente nella configurazione motoriduttore o riduttore predisposto IEC.

NOTE. The gearbox size 25 is supplied only in the configuration gearmotor or gearbox arranged for the IEC motor connection.

HINWEIS. Das Getriebe der Größe 25 wird ausschließlich in der Konfiguration Getriebe-motor oder Getriebe mit IEC-Motoranschluß geliefert.



1.6 Prestazioni riduttori AR

1.6 AR gearboxes performances

1.6 Leistungen der AR-Getriebe

AR 32/1



2.1

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
1.8	1585	14.5	2.5	97	792	21.7	1.9	97	509	21.8	1.2	97	283	21.8	0.7	97	80 * (B5 - B14)
2.1	1350	14.9	2.2	97	675	22.6	1.7	97	434	22.7	1.1	97	241	22.8	0.6	97	
2.5	1139	16.1	2.0	97	569	23.7	1.5	97	366	23.8	0.9	97	203	23.8	0.5	97	
3.0	948	17.4	1.8	97	474	25.0	1.3	97	305	25.1	0.8	97	169	25.1	0.5	97	71 (B5 - B14)
3.4	831	17.6	1.6	97	416	25.9	1.2	97	267	25.9	0.7	97	148	25.9	0.4	97	
3.9	721	17.8	1.4	97	361	25.8	1.0	97	232	26.0	0.7	97	129	26.0	0.4	97	63 (B5 - B14)
4.5	618	17.8	1.2	97	309	26.5	0.9	97	199	26.5	0.6	97	110	26.5	0.3	97	
5.3	528	19.1	1.1	97	264	26.8	0.8	97	170	26.8	0.5	97	94	26.9	0.3	97	56 (B5)
6.5	434	16.9	0.8	97	217	20.9	0.5	97	139	22.3	0.3	97	77	24.3	0.2	97	

AR 35/2



2.6

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
3.4	822	32	2.85	95	411	35	1.58	95	264	39	1.12	95	147	42	0.68	95	80 (B5 - B14)
4.0	696	34	2.62	95	348	38	1.45	95	224	42	1.03	95	124	46	0.63	95	
4.7	596	36	2.36	95	298	40	1.31	95	192	44	0.93	95	106	48	0.57	95	
5.4	517	36	2.05	95	259	40	1.14	95	166	44	0.80	95	92	48	0.49	95	71 (B5 - B14)
6.3	443	36	1.75	95	221	40	0.97	95	142	44	0.69	95	79	48	0.42	95	
7.3	381	41	1.70	95	191	45	0.94	95	123	50	0.67	95	68	54	0.41	95	
8.7	323	45	1.60	95	162	50	0.89	95	104	52	0.59	95	58	60	0.38	95	63 (B5 - B14)
10.1	277	45	1.37	95	138	50	0.76	95	89	53	0.52	95	49	60	0.33	95	
11.7	240	45	1.19	95	120	50	0.66	95	77	54	0.46	95	43	60	0.28	95	
13.6	205	45	1.02	95	103	50	0.56	95	66	55	0.40	95	37	60	0.24	95	
15.7	178	50	0.97	95	89	55	0.54	95	57	55	0.35	95	32	60	0.21	95	
18.1	154	50	0.84	95	77	55	0.47	95	50	55	0.30	95	28	60	0.18	95	
21.3	131	50	0.71	95	66	55	0.40	95	42	60	0.28	95	23	60	0.15	95	
25.2	111	51	0.63	95	56	57	0.35	95	36	60	0.24	95	20	60	0.13	95	
28.7	98	54	0.58	95	49	60	0.32	95	31	60	0.21	95	17	60	0.11	95	
33.4	84	45	0.42	95	42	50	0.23	95	27	50	0.15	95	15	50	0.08	95	
38.0	74	45	0.36	95	37	50	0.20	95	24	50	0.13	95	13	50	0.07	95	
45.1	62	45	0.31	95	31	50	0.17	95	20	50	0.11	95	11	50	0.06	95	

AR 35/3



3.3

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
43.9	64	54	0.39	93	31.9	60	0.22	93	20.5	60	0.14	93	11.4	60	0.08	93	63 (B5 - B14)
50.6	55	54	0.34	93	27.7	60	0.19	93	17.8	60	0.12	93	9.9	60	0.07	93	
59.1	47	54	0.29	93	23.7	60	0.16	93	15.2	60	0.10	93	8.5	60	0.06	93	
68.1	41	54	0.25	93	20.5	60	0.14	93	13.2	60	0.09	93	7.3	60	0.05	93	56 (B5 - B14)
78.6	36	60	0.24	93	17.8	60	0.12	93	11.4	60	0.08	93	6.4	60	0.04	93	
92.4	30	60	0.20	93	15.1	60	0.10	93	9.7	60	0.07	93	5.4	60	0.04	93	
109.1	26	60	0.17	93	12.8	60	0.09	93	8.2	60	0.06	93	4.6	60	0.03	93	
124.3	23	60	0.15	93	11.3	60	0.08	93	7.2	60	0.05	93	4.0	60	0.03	93	
147.7	19	60	0.13	93	9.5	60	0.06	93	6.1	60	0.04	93	3.4	60	0.02	93	
164.7	17	50	0.10	93	8.5	50	0.05	93	5.5	50	0.03	93	3.0	50	0.02	93	
195.6	14	50	0.08	93	7.2	50	0.04	93	4.6	50	0.03	93	2.6	50	0.01	93	

* Il PAM 80 B5 è disponibile solo con corpo flangiato

*The PAM 80 B5 is only available on housings with output flanges

*Der PAM 80 B5 ist nur auf Gehäusen mit Abtriebsflansch verfügbar



1.6 Prestazioni riduttori AR

1.6 AR gearboxes performances

1.6 Leistungen der AR-Getriebe

AR 40/1



3.1

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
1.2	2400	30	7.8	97	1200	30	3.9	97	771	30	2.5	97	429	30	1.4	97	100-112 (B5 - B14)
1.5	1847	35	7.0	97	923	35	3.5	97	594	35	2.2	97	330	35	1.2	97	
1.7	1655	40	7.1	97	827	40	3.6	97	532	40	2.3	97	295	40	1.3	97	
2.0	1430	45	6.9	97	715	45	3.5	97	460	45	2.2	97	255	45	1.2	97	
2.2	1257	50	6.8	97	629	50	3.4	97	404	50	2.2	97	224	50	1.2	97	90 (B5 - B14)
2.6	1098	50	5.9	97	549	50	3.0	97	353	50	1.9	97	196	50	1.1	97	
3.2	881	50	4.8	97	441	50	2.4	97	283	50	1.5	97	157	50	0.8	97	80 (B5 - B14)
3.7	750	50	4.0	97	375	50	2.0	97	241	50	1.3	97	134	50	0.7	97	
4.9	569	45	2.8	97	285	45	1.4	97	183	45	0.9	97	102	50	0.5	97	71 (B5)
5.7	494	40	2.1	97	247	40	1.1	97	159	42	0.7	97	88	45	0.4	97	
7.0	400	38	1.6	97	200	38	0.8	97	129	39	0.5	97	71	43	0.3	97	63 (B5)



AR 41/2



3.1

7.5	372	72	3.0	95	186	80	1.6	95	120	87	1.1	95	66	87	0.64	95	90 (B5 - B14)
8.5	328	77	2.8	95	164	85	1.5	95	105	93	1.1	95	59	93	0.60	95	
10.5	268	81	2.4	95	134	90	1.3	95	86	98	0.93	95	48	98	0.52	95	
12.1	232	86	2.2	95	116	95	1.2	95	74	103	0.85	95	41	103	0.47	95	
13.0	215	92	2.2	95	107	102	1.2	95	69	111	0.85	95	38	111	0.47	95	80 (B5 - B14)
15.3	183	95	1.9	95	91	105	1.1	95	59	114	0.74	95	33	114	0.41	95	
18.3	153	95	1.6	95	76	105	0.88	95	49	114	0.62	95	27	114	0.34	95	71 (B5-B14)
20.2	139	95	1.4	95	69	105	0.80	95	45	114	0.56	95	25	114	0.31	95	
23.9	117	95	1.2	95	59	105	0.68	95	38	114	0.47	95	21	114	0.26	95	63 (B5-B14)
28.6	98	95	1.0	95	49	105	0.57	95	31	114	0.40	95	17	114	0.22	95	
37.2	75	95	0.78	95	38	105	0.44	95	24	114	0.30	95	13	114	0.17	95	
49.6	56	95	0.59	95	28	105	0.33	95	18	114	0.23	95	10	114	0.13	95	

AR 41/3



3.5

54.4	52	99	0.57	93	26	110	0.32	93	17	120	0.22	93	9,2	120	0.12	93	71 (B5-B14) 63 (B5-B14)
61.3	46	99	0.51	93	23	110	0.28	93	15	120	0.20	93	8,2	120	0.11	93	
70.8	40	99	0.44	93	20	110	0.24	93	13	120	0.17	93	7,1	120	0.10	93	
82.5	34	99	0.38	93	17	110	0.21	93	11	120	0.15	93	6,1	120	0.08	93	
91.0	31	99	0.34	93	15	110	0.19	93	10	120	0.13	93	5,5	120	0.07	93	
107.4	26	99	0.29	93	13	110	0.16	93	8,4	120	0.11	93	4,7	120	0.06	93	
118.4	24	99	0.26	93	12	110	0.15	93	7,6	120	0.10	93	4,2	120	0.06	93	
128.6	22	99	0.24	93	11	110	0.13	93	7,0	120	0.09	93	3,9	120	0.05	93	
140.0	20	99	0.22	93	10	110	0.12	93	6,4	120	0.09	93	3,6	120	0.05	93	
167.4	17	99	0.19	93	8,4	110	0.10	93	5,4	120	0.07	93	3,0	120	0.04	93	
223.2	13	99	0.14	93	6,3	110	0.08	93	4,0	120	0.05	93	2,2	120	0.03	93	

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (A-1.5). Per maggiori informazioni contattare il nostro uff. tecnico.

NOTE. Pay attention please to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (A-1.5). For details please contact our technical office.

HINWEIS. Für den Fall, daß die in den Tabellen angegebenen Nennleistungen eingerahmt sind, ist die thermische Leistungsgrenze der Getriebe zu beachten. (A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni riduttori AR

1.6 AR gearboxes performances

1.6 Leistungen der AR-Getriebe

AR 45/2



4.1

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n2	T2M	P	RD	n2	T2M	P	RD	n2	T2M	P	RD	n2	T2M	P	RD	
	min-1	Nm	kW	%	min-1	Nm	kW	%	min-1	Nm	kW	%	min-1	Nm	kW	%	
5.8	486	104	5.5	95	243	115	3.1	95	156	125	2.2	95	87	125	1.2	95	100 (B5 - B14)
6.4	435	108	5.2	95	218	120	2.9	95	140	131	2.0	95	78	131	1.1	95	
7.4	376	117	4.9	95	188	130	2.7	95	121	142	1.9	95	67	142	1.0	95	
8.5	331	126	4.6	95	165	140	2.6	95	106	152	1.8	95	59	152	0.99	95	
9.7	289	135	4.3	95	144	150	2.4	95	93	163	1.7	95	52	163	0.93	95	
12.1	232	144	3.7	95	116	160	2.0	95	75	174	1.4	95	41	174	0.80	95	
14.2	197	153	3.3	95	99	170	1.8	95	63	185	1.3	95	35	185	0.72	95	
16.9	165	144	2.6	95	83	160	1.5	95	53	174	1.0	95	30	174	0.57	95	
18.7	150	158	2.6	95	75	175	1.4	95	48	191	1.0	95	27	191	0.56	95	
21.5	130	162	2.3	95	65	180	1.3	95	42	196	0.90	95	23	196	0.50	95	
26.6	105	144	1.7	95	53	160	0.90	95	34	174	0.65	95	19	174	0.36	95	80 (B5 - B14)
30.2	93	144	1.5	95	46	160	0.82	95	30	174	0.57	95	17	174	0.32	95	
37.3	75	153	1.3	95	38	170	0.70	95	24	185	0.49	95	13	185	0.27	95	
45.9	61	153	1.0	95	31	170	0.57	95	20	185	0.40	95	11	185	0.22	95	

AR 45/3



4.6

41.4	68	180	1.4	93	34	200	0.76	93	22	218	0.53	93	12	218	0.30	93	80 (B5-B14)
44.6	63	162	1.1	93	31	180	0.64	93	20	196	0.45	93	11	196	0.25	93	
51.6	54	180	1.1	93	27	200	0.61	93	17	218	0.43	93	10	218	0.24	93	
60.6	46	180	0.9	93	23	200	0.52	93	15	218	0.36	93	8.2	218	0.20	93	
72.4	39	162	0.71	93	19	180	0.39	93	12	196	0.27	93	6.9	196	0.15	93	
79.8	35	180	0.71	93	18	200	0.39	93	11	218	0.28	93	6.3	218	0.15	93	
92.0	30	180	0.62	93	15	200	0.34	93	10	218	0.24	93	5.4	218	0.13	93	
113.7	25	162	0.45	93	12	180	0.25	93	7.9	196	0.17	93	4.4	196	0.10	93	
129.1	22	162	0.40	93	11	180	0.22	93	7.0	196	0.15	93	3.9	196	0.09	93	
159.5	18	162	0.32	93	8.8	180	0.18	93	5.6	196	0.12	93	3.1	196	0.07	93	71 (B5-B14)
196.0	14	162	0.26	93	7.1	180	0.14	93	4.6	196	0.10	93	2.6	196	0.06	93	

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (A-1.5). Per maggiori informazioni contattare il nostro uff. tecnico.

NOTE. Pay attention please to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (A-1.5). For details please contact our technical office.

HINWEIS. Für den Fall, daß die in den Tabellen angegebenen Nennleistungen eingerahmt sind, ist die thermische Leistungsgrenze der Getriebe zu beachten. (A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni riduttori AR

1.6 AR gearboxes performances

1.6 Leistungen der AR-Getriebe

AR 50/1



5.2

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
1.3	2240	55	13.3	97	1120	55	6.6	97	720	55	4.3	97	400	55	2.4	97	112 (B5 - B14)
1.5	1830	63	12.4	97	915	63	6.2	97	588	63	4.0	97	327	63	2.2	97	
1.8	1547	80	13.4	97	773	80	6.7	97	497	80	4.3	97	276	80	2.4	97	100 (B5 - B14)
2.0	1373	80	11.8	97	686	80	5.9	97	441	80	3.8	97	245	80	2.1	97	
2.5	1129	80	9.8	97	565	80	4.9	97	363	80	3.1	97	202	80	1.7	97	90 (B5 - B14)
2.8	986	85	9.0	97	493	85	4.5	97	317	85	2.9	97	176	85	1.6	97	
3.1	915	90	8.9	97	458	90	4.5	97	294	90	2.9	97	163	90	1.6	97	80 (B5 - B14)
3.3	851	90	8.3	97	426	90	4.1	97	274	90	2.7	97	152	90	1.5	97	
3.6	787	90	7.6	97	393	90	3.8	97	253	90	2.5	97	140	90	1.4	97	71 (B5)
3.9	724	90	7.0	97	362	90	3.5	97	233	90	2.3	97	129	90	1.3	97	
5.1	551	72	4.3	97	276	75	2.2	97	177	75	1.4	97	98	80	0.8	97	63 (B5)
5.8	480	63	3.3	97	240	65	1.7	97	154	65	1.1	97	86	73	0.7	97	
6.6	426	60	2.8	97	213	60	1.4	97	137	60	0.9	97	76	70	0.6	97	



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13

6.3	448	124	6.1	95	224	147	3.6	95	144	164	2.6	95	80	200	1.8	95	112 (B5 - B14)
7.4	379	128	5.4	95	190	153	3.2	95	122	171	2.3	95	68	200	1.5	95	
8.3	336	133	4.9	95	168	158	2.9	95	108	176	2.1	95	60	20	1.3	95	100 (B5 - B14)
9.2	304	137	4.6	95	152	163	2.7	95	98	182	2.0	95	54	200	1.2	95	
10.4	269	144	4.3	95	134	171	2.5	95	86	191	1.8	95	48	200	1.1	95	90 (B5 - B14)
12.5	224	147	3.6	95	112	175	2.2	95	72	195	1.6	95	40	210	0.93	95	
14.6	192	153	3.2	95	96	182	1.9	95	62	203	1.4	95	34	210	0.80	95	80 (B5 - B14)
16.8	167	158	2.9	95	83	188	1.7	95	54	210	1.2	95	30	210	0.69	95	
18.2	154	156	2.6	95	77	184	1.6	95	50	200	1.1	95	28	200	0.61	95	71 (B5)
20.8	135	159	2.4	95	67	189	1.4	95	43	200	0.96	95	24	200	0.63	95	
23.8	118	171	2.2	95	59	203	1.3	95	38	210	0.87	95	21	210	0.49	95	63 (B5)
25.9	108	168	2.0	95	54	200	1.2	95	35	200	0.77	95	19	200	0.43	95	
29.8	94	168	1.7	95	47	200	1.0	95	30	200	0.67	95	17	200	0.37	95	

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13

28.5	98	182	2.0	93	49	216	1.2	93	32	216	0.77	93	18	216	0.43	93	90 (B5 - B14)
32.4	86	188	1.8	93	43	216	1.1	93	28	216	0.68	93	15	216	0.38	93	
35.6	79	186	1.6	93	39	208	0.92	93	25	208	0.59	93	14	208	0.33	93	80 (B5 - B14)
40.5	69	191	1.5	93	35	208	0.81	93	22	208	0.52	93	12	208	0.29	93	
46.2	61	205	1.4	93	30	216	0.74	93	19	216	0.47	93	11	216	0.26	93	71 (B5)
50.8	55	210	1.3	93	28	216	0.67	93	18	216	0.43	93	9.8	216	0.24	93	
54.3	52	216	1.3	93	26	216	0.63	93	17	216	0.40	93	9.2	216	0.22	93	63 (B5)
65.9	42	208	1.0	93	21	208	0.50	93	14	208	0.32	93	7.6	208	0.18	93	
71.5	39	216	0.95	93	20	216	0.48	93	13	216	0.31	93	7.0	216	0.17	93	
77.5	36	216	0.88	93	18	216	0.44	93	12	216	0.28	93	6.5	216	0.16	93	
89.3	31	216	0.76	93	16	216	0.38	93	10	216	0.25	93	5.6	216	0.14	93	
102.1	27	208	0.64	93	14	208	0.32	93	8.8	208	0.21	93	4.9	208	0.11	93	
117.6	24	216	0.58	93	12	216	0.29	93	7.7	216	0.19	93	4.3	216	0.10	93	
127.5	22	216	0.53	93	11	216	0.27	93	7.1	216	0.17	93	3.9	216	0.10	93	
146.9	19	208	0.45	93	9.5	208	0.22	93	6.1	208	0.14	93	3.4	208	0.08	93	
181.5	15	205	0.35	93	7.7	205	0.18	93	4.9	205	0.11	93	2.7	205	0.06	93	

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (A-1.5). Per maggiori informazioni contattare il nostro uff. tecnico.

NOTE. Pay attention please to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (A-1.5). For details please contact our technical office.

HINWEIS. Für den Fall, daß die in den Tabellen angegebenen Nennleistungen eingerahmt sind, ist die thermische Leistungsgrenze der Getriebe zu beachten. (A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni riduttori AR

1.6 AR gearboxes performances

1.6 Leistungen der AR-Getriebe

AR 60/1



16

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
1.3	2133	130	29.9	97	1067	130	15.0	97	686	130	9.6	97	381	130	5.3	97	132 (B5 - B14)
1.6	1704	140	25.8	97	852	140	12.9	97	548	140	8.3	97	304	140	4.6	97	
1.8	1517	145	23.7	97	758	145	11.9	97	488	145	7.6	97	271	145	4.2	97	112 (B5 - B14)
2.1	1344	160	23.2	97	672	160	11.6	97	432	160	7.5	97	240	160	4.1	97	
2.4	1185	170	21.7	97	592	170	10.9	97	381	170	7.0	97	212	170	3.9	97	100 (B5 - B14)
2.7	1037	170	19.0	97	519	170	9.5	97	333	170	6.1	97	185	170	3.4	97	
2.9	967	170	17.8	97	484	170	8.9	97	311	170	5.7	97	173	170	3.2	97	90(B5 - B14)
3.4	835	170	15.3	97	418	170	7.7	97	268	170	4.9	97	149	170	2.7	97	
3.6	772	170	14.2	97	386	170	7.1	97	248	170	4.6	97	138	170	2.5	97	80 (B5 - B14)
4.7	597	170	11.0	97	298	170	5.5	97	192	170	3.5	97	107	170	2.0	97	
5.2	542	158	9.2	97	271	164	4.8	97	174	164	3.1	97	97	164	1.7	97	71 (B5)
5.9	473	142	7.2	97	236	146	3.7	97	152	155	2.5	97	84	160	1.5	97	
6.8	410	125	5.5	97	205	125	2.8	97	132	132	1.9	97	73	142	1.1	97	

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20

7.9	355	285	11.1	95	177	338	6.6	95	114	378	4.8	95	63	410	2.9	95	132 (B5 - B14)
8.9	315	293	10.2	95	157	349	6.1	95	101	389	4.3	95	56	410	2.5	95	
10.1	279	301	9.2	95	139	359	5.5	95	90	400	3.9	95	50	410	2.2	95	112 (B5 - B14)
11.3	247	308	8.4	95	123	367	5.0	95	79	409	3.6	95	44	410	2.0	95	
12.4	226	315	7.9	95	113	375	4.7	95	73	418	3.4	95	40	450	2.0	95	100 (B5 - B14)
14.3	195	327	7.0	95	98	389	4.2	95	63	435	3.0	95	35	450	1.7	95	
15.5	181	338	6.7	95	90	402	4.0	95	58	449	2.9	95	32	450	1.6	95	90 (B5 - B14)
18.3	153	318	5.4	95	77	378	3.2	95	49	410	2.2	95	27	410	1.2	95	
19.7	142	326	5.1	95	71	388	3.0	95	46	410	2.1	95	25	410	1.1	95	80 (B5 - B14)
22.1	127	367	5.1	95	63	436	3.0	95	41	450	2.0	95	23	450	1.1	95	
25.3	111	378	4.6	95	55	450	2.7	95	36	450	1.8	95	20	450	0.98	95	71 (B5)
28.1	100	345	3.8	95	50	410	2.2	95	32	410	1.4	95	18	410	0.80	95	
32.3	87	345	3.3	95	43	410	2.0	95	28	410	1.3	95	16	410	0.70	95	

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20

28.0	100	387	4.4	93	50	460	2.6	93	32	460	1.7	93	18	460	0.92	93	100 (B5 - B14)
31.6	89	400	4.0	93	44	460	2.3	93	28	460	1.5	93	16	460	0.82	93	
35.7	78	376	3.3	93	39	420	1.9	93	25	420	1.2	93	14	420	0.66	93	90 (B5 - B14)
40.3	69	386	3.0	93	35	420	1.6	93	22	420	1.1	93	12	420	0.59	93	
45.1	62	436	3.0	93	31	460	1.6	93	20	460	1.0	93	11	460	0.57	93	80 (B5 - B14)
51.0	55	447	2.8	93	27	460	1.4	93	18	460	0.91	93	9.8	460	0.51	93	
55.2	51	460	2.6	93	25	460	1.3	93	16	460	0.84	93	9.1	460	0.47	93	71 (B5)
60.3	46	420	2.2	93	23	420	1.1	93	15	420	0.71	93	8.3	420	0.39	93	
72.7	39	460	2.0	93	19	460	1.0	93	12	460	0.64	93	6.9	460	0.36	93	
78.6	36	460	1.8	93	18	460	0.92	93	11	460	0.59	93	6.4	460	0.33	93	
90.4	31	460	1.6	93	15	460	0.80	93	10	460	0.52	93	5.5	460	0.29	93	
100.2	28	420	1.3	93	14	420	0.66	93	9.0	420	0.42	93	5.0	420	0.24	93	
112.2	25	460	1.3	93	12	460	0.65	93	8.0	460	0.42	93	4.5	460	0.23	93	
128.8	22	460	1.1	93	11	460	0.56	93	7.0	460	0.36	93	3.9	460	0.20	93	
143.0	20	420	0.93	93	9.8	420	0.46	93	6.3	420	0.30	93	3.5	420	0.17	93	
164.1	17	420	0.81	93	8.5	420	0.40	93	5.5	420	0.26	93	3.0	420	0.14	93	
185.2	15	420	0.71	93	7.5	420	0.36	93	4.8	420	0.23	93	2.7	420	0.13	93	

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (A-1.5). Per maggiori informazioni contattare il nostro uff. tecnico.

NOTE. Pay attention please to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (A-1.5). For details please contact our technical office.

HINWEIS. Für den Fall, daß die in den Tabellen angegebenen Nennleistungen eingerahmt sind, ist die thermische Leistungsgrenze der Getriebe zu beachten. (A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni riduttori AR

1.6 AR gearboxes performances

1.6 Leistungen der AR-Getriebe

AR 80/1



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ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
1.2	2355	260	66.1	97	1177	260	33.0	97	757	260	21.2	97	420	260	11.8	97	160 (B5) 132 (B5) 112 (B5) 100 (B5) 90 (B5) 80 (B5)
1.4	2026	270	59.0	97	1013	270	29.5	97	651	270	19.0	97	362	270	10.5	97	
1.8	1532	280	46.3	97	766	280	23.2	97	492	280	14.9	97	274	280	8.3	97	
2.0	1375	305	45.3	97	687	305	22.6	97	442	305	14.5	97	245	305	8.1	97	
2.4	1179	330	42.0	97	589	330	21.0	97	379	330	13.5	97	211	330	7.5	97	
2.7	1044	330	37.2	97	522	330	18.6	97	336	330	12.0	97	186	330	6.6	97	
2.9	964	330	34.3	97	482	330	17.2	97	310	330	11.0	97	172	330	6.1	97	
3.3	844	330	30.1	97	422	330	15.0	97	271	330	9.7	97	151	330	5.4	97	
3.6	788	330	28.1	97	394	330	14.0	97	253	330	9.0	97	141	330	5.0	97	
4.8	585	330	20.8	97	293	330	10.4	97	188	330	6.7	97	104	330	3.7	97	
5.3	528	330	18.8	97	264	330	9.4	97	170	330	6.0	97	94	330	3.4	97	
5.8	480	330	17.1	97	240	330	8.5	97	154	330	5.5	97	86	330	3.1	97	
6.4	439	330	15.6	97	219	330	7.8	97	141	330	5.0	97	78	330	2.8	97	

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7.8	359	595	24	95	179	707	14.0	95	115	790	10.0	95	64	940	6.6	95	160 (B5) 132 (B5) 112 (B5) 100 (B5) 90 (B5) 80 (B5)
8.7	322	612	22	95	161	728	12.9	95	103	813	9.3	95	57	940	6.0	95	
10.0	281	629	19.5	95	141	748	11.6	95	90	835	8.3	95	50	940	5.2	95	
11.1	252	644	17.9	95	126	766	10.7	95	81	855	7.6	95	45	940	4.7	95	
12.4	226	658	16.4	95	113	782	9.7	95	73	874	7.0	95	40	940	4.2	95	
14.2	198	684	14.9	95	99	813	8.9	95	64	908	6.4	95	35	940	3.7	95	
15.2	184	707	14.4	95	92	841	8.5	95	59	939	6.1	95	33	940	3.4	95	
18.1	155	728	12.4	95	78	866	7.4	95	50	940	5.2	95	28	940	2.9	95	
19.4	145	748	11.9	95	72	889	7.1	95	46	940	4.8	95	26	940	2.7	95	
22.7	123	766	10.4	95	62	910	6.2	95	40	940	4.1	95	22	940	2.3	95	
24.9	112	790	9.8	95	56	940	5.8	95	36	940	3.7	95	20	940	2.1	95	
28.9	97	790	8.4	95	48	940	5.0	95	31	940	3.2	95	17	940	1.8	95	
31.8	88	790	7.7	95	44	940	4.6	95	28	940	2.9	95	16	940	1.6	95	

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28.1	100	813	9.1	93	50	967	5.4	93	32	967	3.5	93	18	967	1.9	93	112 (B5) 100 (B5) 90 (B5) 80 (B5)
31.7	88	841	8.4	93	44	967	4.8	93	28	967	3.1	93	16	967	1.7	93	
35.7	78	866	7.6	93	39	967	4.3	93	25	967	2.7	93	14	967	1.5	93	
40.3	69	889	6.9	93	35	967	3.8	93	22	967	2.4	93	12	967	1.3	93	
44.0	64	916	6.6	93	32	967	3.5	93	20	967	2.2	93	11	V	1.2	93	
50.9	55	940	5.8	93	27	967	3.0	93	18	967	1.9	93	9.8	967	1.1	93	
55.1	51	967	5.5	93	25	967	2.8	93	16	967	1.8	93	9.1	967	0.99	93	
65.7	43	967	4.6	93	21	967	2.3	93	14	967	1.5	93	7.6	967	0.83	93	
76.0	37	967	4.0	93	18	967	2.0	93	12	967	1.3	93	6.6	967	0.72	93	
82.2	34	967	3.7	93	17	967	1.9	93	11	967	1.2	93	6.1	967	0.66	93	
90.0	31	967	3.4	93	16	967	1.7	93	10	967	1.1	93	5.6	967	0.61	93	112 (B5) 100 (B5) 90 (B5) 80 (B5)
104.8	27	967	2.9	93	13	967	1.6	93	8.6	967	0.94	93	4.8	967	0.52	93	
117.2	24	967	2.6	93	12	967	1.3	93	7.7	967	0.84	93	4.3	967	0.46	93	
134.3	21	967	2.3	93	10	967	1.1	93	6.7	967	0.73	93	3.7	967	0.41	93	
149.3	19	967	2.0	93	9.4	967	1.0	93	6.0	967	0.66	93	3.3	967	0.36	93	
171.2	16	967	1.8	93	8.2	967	0.89	93	5.3	967	0.57	93	2.9	967	0.32	93	
197.5	14	967	1.5	93	7.1	967	0.77	93	4.5	967	0.50	93	2.5	967	0.27	93	

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (A-1.5). Per maggiori informazioni contattare il nostro uff. tecnico.

NOTE Pay attention please to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (A-1.5). For details please contact our technical office.

HINWEIS. Für den Fall, daß die in den Tabellen angegebenen Nennleistungen eingerahmt sind, ist die thermische Leistungsgrenze der Getriebe zu beachten. (A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni riduttori AR

1.6 AR gearboxes performances

1.6 Leistungen der AR-Getriebe

AR 100/1



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ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	
1.3	2178	480	112.8	97	1089	480	56.4	97	700	480	36.3	97	389	480	20.2	97	200 (B5) 180 (B5) 160 (B5) 132 (B5-B14) 112 (B5) 100 (B5)
1.9	1447	490	76.5	97	723	490	38.3	97	465	490	24.6	97	258	490	13.7	97	
2.2	1289	600	83.5	97	644	600	41.7	97	414	600	26.8	97	230	600	14.9	97	
3.0	947	600	61.3	97	474	600	30.7	97	304	600	19.7	97	169	600	11.0	97	
3.5	812	600	52.6	97	406	600	26.3	97	261	600	16.9	97	145	600	9.4	97	
3.9	717	600	46.4	97	359	600	23.2	97	230	600	14.9	97	128	600	8.3	97	
5.4	515	530	29.5	97	257	530	14.7	97	166	550	9.8	97	92	550	5.5	97	
5.9	472	530	27.0	97	236	530	13.5	97	152	550	9.0	97	84	550	5.0	97	
6.9	404	460	20.1	97	202	480	10.5	97	130	500	7.0	97	72	550	4.3	97	
7.5	373	450	18.1	97	187	470	9.5	97	120	500	6.5	97	67	500	3.6	97	

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2.4	1148	913	115	95	574	1085	69	95	369	1212	49	95	205	1670	38	95	200 (B5) 180 (B5) 160 (B5) 132 (B5-B14) 112 (B5) 100 (B5)
2.7	1026	956	108	95	513	1136	64	95	330	1269	46	95	183	1747	35	95	
3.7	753	1026	85	95	376	1221	51	95	242	1363	36	95	134	1878	28	95	
4.9	569	1085	68	95	285	1291	40	95	183	1441	29	95	102	1930	22	95	
6.9	409	1136	51	95	204	1351	30	95	131	1509	22	95	73	1930	15.5	95	
7.5	375	1181	49	95	187	1404	29	95	120	1568	21	95	67	1930	14.2	95	
7.9	354	1221	48	95	177	1452	28	95	114	1621	20	95	63	1930	13.5	95	
8.9	316	1257	44	95	158	1495	26	95	101	1670	18.7	95	56	1930	12.0	95	
9.9	284	1291	40	95	142	1535	24	95	91	1714	17.2	95	51	1930	10.8	95	
11.1	253	1322	37	95	126	1572	22	95	81	1755	15.7	95	45	1930	9.6	95	
12.1	232	1351	35	95	116	1606	21	95	75	1794	14.7	95	41	1930	8.8	95	
14.1	199	1404	31	95	99	1670	18.3	95	64	1865	13.1	95	35	1930	7.5	95	
15.9	176	1352	28	95	88	1726	16.7	95	56	1928	12.0	95	31	1930	6.7	95	
17.6	159	1395	26	95	80	1778	15.6	95	51	1930	10.9	95	28	1930	6.0	95	
19.9	141	1535	24	95	70	1825	14.1	95	45	1930	9.6	95	25	1930	5.3	95	
22.2	126	1572	22	95	63	1869	13.0	95	41	1930	8.6	95	23	1930	4.8	95	
24.2	116	1623	21	95	58	1930	12.3	95	37	1930	7.9	95	21	1930	4.4	95	
28.3	99	1623	17.7	95	50	1930	10.5	95	32	1930	6.8	95	18	1930	3.8	95	
30.3	93	1623	16.6	95	46	1930	9.8	95	30	1930	6.3	95	17	1930	3.5	95	
35.3	79	1623	14.2	95	40	1930	8.4	95	25	1930	5.4	95	14	1930	3.0	95	
38.3	73	1623	13.1	95	37	1930	7.8	95	24	1930	5.0	95	13	1930	2.8	95	

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29.1	96	1669	18.1	93	48	1985	10.7	93	31	1985	6.9	93	17	1985	3.8	93	132 (B5) 112 (B5) 100 (B5) 90 (B5)
32.5	86	1726	16.8	93	43	1985	9.6	93	28	1985	6.2	93	15	1985	3.4	93	
36.4	77	1777	15.4	93	38	1985	8.6	93	25	1985	5.5	93	14	1985	3.1	93	
40.6	69	1825	14.2	93	35	1985	7.7	93	22	1985	5.0	93	12	1985	2.8	93	
45.2	62	1879	13.1	93	31	1985	6.9	93	20	1985	4.4	93	11	1985	2.5	93	
52.8	53	1930	11.5	93	26	1985	5.9	93	17	1985	3.8	93	9.5	1985	2.1	93	
56.7	49	1985	11.0	93	25	1985	5.5	93	16	1985	3.5	93	8.8	1985	2.0	93	
64.5	43	1985	9.7	93	22	1985	4.9	93	14	1985	3.1	93	7.8	1985	1.7	93	
73.6	38	1985	8.5	93	19	1985	4.3	93	12	1985	2.7	93	6.8	1985	1.5	93	
78.9	35	1985	7.9	93	18	1985	4.0	93	11	1985	2.5	93	6.3	1985	1.4	93	
91.9	30	1985	6.7	93	15	1985	3.4	93	9.7	1985	2.2	93	5.4	1985	1.2	93	
98.6	28	1985	6.3	93	14	1985	3.2	93	9.1	1985	2.0	93	5.1	1985	1.1	93	
117.8	24	1985	5.3	93	12	1985	2.7	93	7.6	1985	1.7	93	4.2	1985	0.95	93	
129.5	22	1985	4.8	93	11	1985	2.4	93	7.0	1985	1.6	93	3.9	1985	0.86	93	
147.2	19	1985	4.3	93	9.5	1985	2.1	93	6.1	1985	1.4	93	3.4	1985	0.76	93	
161.8	17	1985	3.9	93	8.7	1985	1.9	93	5.6	1985	1.2	93	3.1	1985	0.69	93	
177.1	16	1985	3.5	93	7.9	1985	1.8	93	5.1	1985	1.1	93	2.8	1985	0.63	93	

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (A-1.5). Per maggiori informazioni contattare il nostro uff. tecnico.

NOTE. Pay attention please to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (A-1.5). For details please contact our technical office.

HINWEIS. Für den Fall, daß die in den Tabellen angegebenen Nennleistungen eingerahmt sind, ist die thermische Leistungsgrenze der Getriebe zu beachten. (A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

* Contattare il ns. servizio tecnico

* Contact our technical dept

* Wenden Sie sich an unseren technischen Service



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ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
2.8	1005	1380	152	95	503	1700	94	95	323	1700	60	95	179	1700	34	95	225 (B5) 200 (B5) 180 (B5) 160 (B5) 132 (B5)
3.9	726	1380	110	95	363	1700	68	95	233	1700	44	95	130	1700	24	95	
5.2	537	1460	86	95	268	1800	53	95	172	1800	34	95	96	1800	19	95	
6.1	457	1620	81	95	229	2000	50	95	147	2280	37	95	82	2720	24	95	
7.7	366	1780	72	95	183	2200	44	95	118	2500	32	95	65	3000	22	95	
8.5	330	2030	74	95	165	2500	45	95	106	2850	33	95	59	3000	21	95	
10.6	264	2270	66	95	132	2280	41	95	85	3000	29	95	47	3000	17	95	
11.5	244	2430	65	95	122	3000	40	95	78	3000	28	95	44	3000	16	95	
14.1	199	2430	53	95	100	3000	33	95	64	3000	23	95	36	3000	13	95	
17.7	158	2430	42	95	79	3000	26	95	51	3000	18	95	28	3000	10	95	
19.3	145	2430	39	95	73	3000	24	95	47	3000	17	95	26	3000	9.4	95	
21.0	133	2430	36	95	67	3000	22	95	43	3000	16	95	24	3000	8.6	95	
22.1	127	2430	34	95	63	3000	21	95	41	3000	15	95	23	3000	8.2	95	
23.1	121	2430	32	95	61	3000	20	95	39	3000	14	95	22	3000	7.8	95	
24.0	116	2430	31	95	58	3000	19	95	37	3000	14	95	21	3000	7.5	95	
27.0	104	2430	28	95	52	3000	17	95	33	3000	12	95	19	3000	6.7	95	
28.9	97	2430	26	95	48	3000	16	95	31	3000	11	95	17	3000	6.3	95	
29.6	95	2430	25	95	47	3000	16	95	30	3000	11	95	17	3000	6.1	95	
33.7	83	2430	22	95	41	3000	14	95	27	3000	10	95	15	3000	5.4	95	
37.0	76	2430	20	95	38	3000	12	95	24	3000	8.8	95	14	3000	4.9	95	

B



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40.7	69	2550	20	93	34	3300	13	93	22	3300	8.2	93	12	3300	4.6	93	132 (B5) 112 (B5) 100 (B5) 90 (B5)
45.7	61	2640	18	93	31	3300	11	93	20	3300	7.3	93	11	3300	4.1	93	
50.9	55	2700	17	93	28	3300	10	93	18	3300	6.6	93	10	3300	3.7	93	
57.1	49	2760	15	93	25	3300	9.1	93	16	3300	5.9	93	8.8	3300	3.3	93	
62.2	45	2840	14	93	23	3300	8.4	93	14	3300	5.4	93	8.0	3300	3.0	93	
72.6	39	2900	13	93	19	3300	7.2	93	12	3300	4.6	93	6.9	3300	2.6	93	
77.7	36	2960	12	93	18	3300	6.7	93	12	3300	4.3	93	6.4	3300	2.4	93	
82.2	34	3040	12	93	17	3300	6.3	93	11	3300	4.1	93	6.1	3300	2.3	93	
90.7	31	3100	11	93	15	3300	5.7	93	10	3300	3.7	93	5.5	3300	2.0	93	
102.6	27	3180	10	93	14	3300	5.1	93	8.8	3300	3.3	93	4.9	3300	1.8	93	
114.4	24	3250	9.0	93	12	3300	4.5	93	7.9	3300	2.9	93	4.4	3300	1.6	93	
124.9	22	3300	8.3	93	11	3300	4.2	93	7.2	3300	2.7	93	4.0	3300	1.5	93	
142.9	20	3300	7.3	93	10	3300	3.6	93	6.3	3300	2.3	93	3.5	3300	1.3	93	
156.0	18	3300	6.7	93	9.0	3300	3.3	93	5.8	3300	2.1	93	3.2	3300	1.2	93	
175.7	16	3300	5.9	93	8.0	3300	3.0	93	5.1	3300	1.9	93	2.8	3300	1.1	93	
182.0	15	3300	5.7	93	7.7	3300	2.9	93	4.9	3300	1.8	93	2.7	3300	1.0	93	
197.1	14	3300	5.3	93	7.1	3300	2.6	93	4.6	3300	1.7	93	2.5	3300	0.9	93	
205.0	14	3300	5.1	93	6.8	3300	2.5	93	4.4	3300	1.6	93	2.4	3300	0.9	93	
222.0	13	3300	4.7	93	6.3	3300	2.3	93	4.1	3300	1.5	93	2.3	3300	0.8	93	
256.0	11	3300	4.1	93	5.5	3300	2.0	93	3.5	3300	1.3	93	2.0	3300	0.7	93	
277.3	10	3300	3.8	93	5.0	3300	1.9	93	3.2	3300	1.2	93	1.8	3300	0.7	93	

N.B.

I pesi riportati sono indicativi e possono variare in funzione della versione del riduttore.

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (A-1.5). Per maggiori informazioni contattare il nostro uff. tecnico.

NOTE

Listed weights are for reference only and can vary according to the gearbox version.

NOTE. Pay attention please to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (A-1.5). For details please contact our technical office.

HINWEIS.

Die angegebenen Gewichtsmaße sind Richtwerte und können sich je nach Getriebeversion ändern.

HINWEIS. Für den Fall, daß die in den Tabellen angegebenen Nennleistungen eingerahmt sind, ist die thermische Leistungsgrenze der Getriebe zu beachten. (A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



Nella tab. 2.7 sono riportate le grandezze motore accoppiabili (IEC) unitamente alle dimensioni albero/flangia motore standard.

In table 2.7 the possible shaft/flange dimensions IEC standard are listed.

In Tabelle 2.7 sind die möglichen Welle/Flansch Abmessungen IEC-Standard aufgelistet.

Tab. 2.7 Possibili accoppiamenti con motori IEC - Possible couplings with IEC motors - Mögliche Verbindungen mit IEC-Motoren

	IEC	ir (Tutti / All / Alle)		IEC	ir (Tutti / All / Alle)
AM 25/2	56	9/120 (B5) - 9/80 • (B14) 9/140 - 9/90	AM 60/1	132	38/300 (B5) - 38/200 (B14) - 38/250
AM 25/3	63	11/140 (B5) - 11/90 • (B14) 11/120 - 11/80 •	AM 60/2	112	28/250 (B5) - 28/160 (B14) - 28/200 - 28/300
AM 32/1	80 ¹	19/200 (B5) - 19/120 (B14) 19/160 - 19/140 - 19/105 •		100	28/250 (B5) - 28/160 (B14) - 28/200 - 28/300
	71	14/160 (B5) - 14/105 (B14) 14/140 - 14/120 - 14/90 •		90	24/200 (B5) - 24/140 (B14) - 24/300 - 24/250 - 24/160 24/120
	63	11/140 (B5) - 11/90 • (B14) 11/160 - 11/120 - 11/105		80	19/200 (B5) - 19/120 (B14) - 19/160 - 19/140
	56	9/120 (B5) 9/160 - 9/140 - 9/90 •		71	14/160 (B5)
AM 35/2	80	19/200 (B5) - 19/120 (B14) 19/160 - 19/140 - 19/105 • - 19/90 •	AM 60/3	100	28/250 (B5) - 28/160 (B14)
	71	14/160 (B5) - 14/105 (B14) 14/140 - 14/120 - 14/90 •		90	24/200 (B5) - 24/140 (B14) - 24/160 - 24/120
	63	11/140 (B5) - 11/90 • (B14) 11/160 - 11/120 - 11/105		80	19/200 (B5) - 19/120 (B14) - 19/160 - 19/140
AM 35/3	63	11/140 (B5) - 11/90 (B14) 11/120 - 11/80 •		71	14/160 (B5) - 14/200 - 14/140 - 14/120
	56	9/120 (B5) - 9/80 • (B14) 9/140 - 9/90	AM 80/1	160	42/350 (B5) - 42/300 - 42/250
AM 40/1	100	28/250 (B5) - 28/160 (B14)	AM 80/2	132	38/300 (B5) - 38/350 - 38/250
	90	24/200 (B5) - 24/140 (B14) 24/160 - 24/120		112	28/250 (B5) - 28/350 - 28/300
	80	19/200 (B5) - 19/120 (B14) 19/160 - 19/140		100	28/250 (B5) - 28/350 - 28/300
	71	14/160 (B5)		90	24/200 (B5)
	63	11/140 (B5)		80	19/200 (B5)
AM 41/2	90 ⁽¹⁾	24/200 (B5) - 24/140 (B14) - 24/160 - 24/120 - 24/105 •	AM 80/3	112	28/250 (B5)
	80	19/200 (B5) - 19/120 (B14) - 19/160 - 19/140 - 19/105 •		100	28/250 (B5)
	71	14/160 (B5) - 14/105 • (B14) - 14/200 - 14/140 - 14/120 - 14/90 •		90	24/200 (B5)
	63	11/140 (B5) - 11/90 • (B14) - 11/200 - 11/160 - 11/120 - 11/105 •		80	19/200 (B5)
AM 41/3	71	14/160 (B5) - 14/105 (B14) - 14/140 - 14/120 - 14/90 •	AM 100/1	200 ²	55/400 (B5)
	63	11/140 (B5) - 11/90 • (B14) - 11/160 - 11/120 - 11/105	AM 100/2	180 ²	48/350 (B5)
AM 45/2	100 ⁽¹⁾	28/250 (B5) - 28/160 (B14) 28/140		160 ²	42/350 (B5)
	90	24/200 (B5) - 24/140 (B14) - 24/250 - 24/160 - 24/120		132	38/300 (B5) - 38/200 (B14) - 38/250
	80	19/200 (B5) - 19/120 (B14) - 19/160 - 19/140 - 19/105 •		112	28/250 (B5) - 28/200 - 28/300
	71	14/160 (B5) - 14/105 • (B14) - 14/200 - 14/140 - 14/120		100	28/250 (B5) - 28/200 - 28/300
	63	11/140 (B5)	AM 100/3	132	38/300 (B5) - 28/300
AM 45/3	80	19/200 (B5) - 19/120 (B14) - 19/160 - 19/140 - 19/105 • - 19/90 •		112	28/250 (B5) - 38/250
	71	14/160 (B5) - 14/105 • (B14) - 14/200 - 14/140 - 14/120 - 14/90 •		100	28/250 (B5) - 38/250
AM 50/1	112	28/250 (B5) - 28/160 (B14)		90	24/200 (B5)
	100	28/250 (B5) - 28/160 (B14)	AM 120/2	225 ³	60/450 (B5)
	90	24/200 (B5) - 24/140 (B14) 24/160 - 24/120		200 ³	55/400 (B5) - 55/450
	80	19/200 (B5) - 19/120 (B14) 19/160 - 19/140		180 ³	48/350 (B5) - 48/450 - 48/400
	71	14/160 (B5) 14/200 - 14/140 - 14/120		160 ³	42/350 (B5) - 42/450 - 42/400
AM 50/2	63	11/140 (B5)		132 ³	38/300 (B5) - 38/450 - 38/400 - 38/350 - 38-250
	90	24/200 (B5) - 24/140 (B14) 24/160 - 24/120	AM 120/3	132	38/300 (B5)
	80	19/200 (B5) - 19/120 (B14) 19/160 - 19/140		112	28/250 (B5)
	71	14/160 (B5)		100	28/250 (B5)
	63	11/140 (B5)		90	24/200 (B5)
AM 50/3	90	24/200 (B5) - 24/140 (B14) 24/160 - 24/120			
	80	19/200 (B5) - 19/120 (B14) 19/160 - 19/140			
	71	14/160 (B5)			
	63	11/140 (B5)			

⁽¹⁾ **ATTENZIONE! / WARNING! / ACHTUNG!**

(Vedere paragrafo 1.11-A) / (Look at chapter 1.11-A) / (s. S. 1.1-A).

¹ Il PAM 80 B5 nel AM 32/1 è disponibile solo con corpo flangiato

² Da PAM 160 a PAM 200 forniti con giunto tipo Rotex (per prescrizione di montaggio vedere sezione A paragrafo "installazione")

³ Da PAM 132 a PAM 225 forniti con giunto tipo Rotex (per prescrizione di montaggio vedere sezione A paragrafo "installazione").

Legenda:

11/140 (B5) 11/120

11/140 : combinazioni albero/flangia standard

(B5) : forma costruttiva motore IEC

11/120 : combinazioni albero/flangia a richiesta

N.B.

La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par 2.3).

Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsetteria del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsetteria rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

¹ PAM 80 B5 on AM 32/1 only available in flanged configuration

² PAM 160 through PAM 200 come with Rotex coupling (for mounting directions, see section A, paragraph "Installation")

³ PAM 132 through PAM 225 come with Rotex coupling (for mounting directions, see section A, paragraph "Installation")

Key:

11/140 (B5) 11/120

11/140 : standard shaft/flange combination

(B5) : IEC motor constructive shape

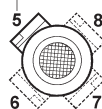
11/120 : shaft/flange combinations upon request

Note.

The standard configuration for the 4 holes is 45° to the axles (like an x: see par 2.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



¹ Das PAM 80 B5 im AM 32/1 ist nur mit Flanschgehäuse lieferbar.

² Ab PAM 160 bis PAM 200 werden sie mit Kupplung Typ Rotex geliefert (hinsichtlich Montagegenauigkeit siehe Abschnitt A im Paragraph „Einbau“).

³ Ab PAM 132 bis PAM 225 werden sie mit Kupplung Typ Rotex geliefert (hinsichtlich Montagegenauigkeit siehe Abschnitt A im Paragraph „Einbau“).

Legende:

11/140 (B5) 11/120

11/140 : Standardkombinationen Welle/Flansch

(B5) : Konstruktionsform IEC-Motor

11/120 : Sonderkombinationen Welle/Flansch

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe kapitel 2.3). Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos. 5 ist Standardposition):



1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'	AM AC	
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0.09 kW	$n_1 = 2740 \text{ min}^{-1}$ $n_1 = 1360 \text{ min}^{-1}$ $n_1 = 860 \text{ min}^{-1}$	56A 2 56B 4 63B 6
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806	3.4	1.0	11.8	25/2	56A 2
703	3.9	1.2	10.5	25/2	56A 2
571	4.8	1.4	8.5	25/2	56A 2
453	3.0	1.8	13.6	32/1	56B 4
400	3.4	2.0	5.9	25/2	56B 4
349	3.9	2.3	5.2	25/2	56B 4
302	4.5	2.8	9.6	32/1	56B 4
283	4.8	2.9	4.2	25/2	56B 4
257	5.3	3.2	8.2	32/1	56B 4
243	5.6	3.4	3.6	25/2	56B 4
209	6.5	4.0	5.2	32/1	56B 4
189	7.2	4.3	2.8	25/2	56B 4
156	8.7	5.2	2.3	25/2	56B 4
151	9.0	5.4	2.6	25/2	56B 4
130	10.5	6.3	2.2	25/2	56B 4
101	13.4	8.0	1.9	25/2	56B 4
84	16.2	10	1.5	25/2	56B 4
76	17.9	11	1.4	25/2	56B 4
72	18.9	11	1.7	25/3	56B 4
58	23.4	14	1.4	25/3	56B 4
50	27.2	16	1.3	25/3	56B 4
47	18.1	17.2	3.2	35/2	63B 6
46	59.1	17.6	3.1	35/3	56A 2
43	31.9	19	0.9	25/3	56B 4
40	21.3	20.3	3.0	35/2	63B 6
40	68.1	20.3	2.7	35/3	56A 2
39	35.3	21	0.8	25/3	56B 4
33	41.8	25	0.9	25/3	56B 4
31	43.9	25.8	2.3	35/3	56B 4
27	50.6	29.7	2.0	35/3	56B 4
23	37.2	35.3	3.2	41/2	63B 6
23	59.1	34.7	1.7	35/3	56B 4
20	68.1	40.1	1.5	35/3	56B 4
17.3	49.6	47.1	2.4	41/2	63B 6
17.3	78.6	46.2	1.3	35/3	56B 4
15.8	54.4	50.6	2.4	41/3	63B 6
14.7	92.4	54.3	1.1	35/3	56B 4
14.0	61.3	57.0	2.1	41/3	63B 6
12.5	109.1	64.1	0.9	35/3	56B 4
12.1	70.8	65.8	1.8	41/3	63B 6
10.9	124.3	73.1	0.8	35/3	56B 4
10.4	82.5	76.7	1.6	41/3	63B 6
9.6	89.3	83	2.6	50/3	63B 6
9.5	91.0	84.6	1.4	41/3	63B 6
8.0	107.4	99.8	1.2	41/3	63B 6
7.3	117.6	109	2.0	50/3	63B 6
7.3	118.4	110.0	1.1	41/3	63B 6
6.7	127.5	119	1.8	50/3	63B 6
6.7	128.6	119.5	1.0	41/3	63B 6
6.1	140.0	130.1	0.9	41/3	63B 6
5.9	146.9	137	1.5	50/3	63B 6

n_2 min ⁻¹	ir	T2 Nm	FS'	AM AC	
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0.11 kW	$n_1 = 1360 \text{ min}^{-1}$	56C 4
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756	1.8	1.3	16.1	32/1	56C 4
648	2.1	1.6	14.4	32/1	56C 4
544	2.5	1.9	12.7	32/1	56C 4
400	3.4	2.5	4.8	25/2	56C 4
349	3.9	2.9	4.3	25/2	56C 4
283	4.8	3.5	3.5	25/2	56C 4
243	5.6	4.1	3.0	25/2	56C 4
189	7.2	5.3	2.3	25/2	56C 4
156	8.7	6.4	1.9	25/2	56C 4
151	9.0	6.6	2.1	25/2	56C 4
130	10.5	7.7	1.8	25/2	56C 4
101	13.4	10	1.5	25/2	56C 4
84	16.2	12	1.3	25/2	56C 4
76	17.9	13	1.1	25/2	56C 4
72	18.9	14	1.4	25/3	56C 4
58	23.4	17	1.1	25/3	56C 4
50	27.2	20	1.0	25/3	56C 4
31.0	43.9	32	1.9	35/3	56C 4
26.9	50.6	36	1.7	35/3	56C 4
23.0	59.1	42	1.4	35/3	56C 4
20.0	68.1	49	1.2	35/3	56C 4
17.3	78.6	56	1.1	35/3	56C 4
14.7	92.4	66	0.9	35/3	56C 4
12.5	109.1	78	0.8	35/3	56C 4
10.9	124.3	89	0.7	35/3	56C 4

0.13 kW	$n_1 = 2750 \text{ min}^{-1}$ $n_1 = 1360 \text{ min}^{-1}$ $n_1 = 860 \text{ min}^{-1}$	56B 2 63A 4 63C 6
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1100	2.5	1.1	14.7	32/1	56B 2
917	3.0	1.3	13.2	32/1	56B 2
809	3.4	1.5	11.8	32/1	56B 2
809	3.4	1.5	8.2	25/2	56B 2
756	1.8	1.6	13.6	32/1	63A 4
705	3.9	1.7	7.3	25/2	56B 2
648	2.1	1.9	12.2	32/1	63A 4
573	4.8	2.1	5.9	25/2	56B 2
544	2.5	2.2	10.7	32/1	63A 4
491	5.6	2.4	5.1	25/2	56B 2
453	3.0	2.7	9.4	32/1	63A 4
425	3.2	2.8	17.6	40/1	63A 4
400	3.4	2.9	4.1	25/2	63A 4
349	3.9	3.5	7.5	32/1	63A 4
349	3.9	3.4	3.6	25/2	63A 4
338	4.0	3.5	10.9	35/2	63A 4
316	8.7	3.7	3.3	25/2	56B 2
302	4.5	4.0	6.7	32/1	63A 4
283	4.8	4.2	2.9	25/2	63A 4
262	10.5	4.5	2.9	25/2	56B 2

n_2 min ⁻¹	ir	T2 Nm	FS'	AM AC	
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0.13 kW	$n_1 = 2750 \text{ min}^{-1}$ $n_1 = 1360 \text{ min}^{-1}$ $n_1 = 860 \text{ min}^{-1}$	56B 2 63A 4 63C 6
----------------	--	-------------------------

257	5.3	4.7	5.7	32/1	63A 4
243	5.6	4.9	2.5	25/2	63A 4
221	3.9	5.3	2.4	25/2	63C 6
205	13.4	5.7	2.3	25/2	56B 2
189	7.2	6.2	2.0	25/2	63A 4
170	16.2	6.9	1.9	25/2	56B 2
156	8.7	7.5	1.6	25/2	63A 4
151	9.0	7.8	1.8	25/2	63A 4
132	6.5	9.1	2.5	32/1	63C 6
130	10.5	9.1	1.5	25/2	63A 4
119	7.2	9.9	1.3	25/2	63C 6
101	13.4	12	1.3	25/2	63A 4
86	15.7	14	4.0	35/2	63A 4
84	16.2	14	1.1	25/2	63A 4
76	17.9	16	1.0	25/2	63A 4
75	18.1	16	3.5	35/2	63A 4
58	23.4	20	1.0	25/3	63A 4
54	25.2	22	2.6	35/2	63A 4
50	27.2	23	0.9	25/3	63A 4
47	28.7	25	2.4	35/2	63A 4
41	33.4	29	1.7	35/2	63A 4
36	38.0	33	1.5	35/2	63A 4
30	45.1	39	1.3	35/2	63A 4
27	49.6	43.0	2.4	41/2	63A 4
27	50.6	44	1.4	35/3	63A 4
25	54.4	46.2	2.4	41/3	63A 4
23	59.1	51	1.2	35/3	63A 4
22	61.3	52.0	2.1	41/3	63A 4
20	68.1	59	1.0	35/3	63A 4
19.2	70.8	60.1	1.8	41/3	63A 4
17.5	77.5	66	3.3	50/3	63A 4
17.3	78.6	68	0.9	35/3	63A 4
15.2	89.3	76	2.8	50/3	63A 4
14.9	91.0	77.3	1.4	41/3	63A 4
14.7	92.4	80	0.7	35/3	63A 4
14.0	61.3	82.3	1.5	41/3	63C 6
13.3	102.1	87	2.4	50/3	63A 4
12.7	107.4	91.2	1.2	41/3	63A 4
11.6	117.6	100	2.2	50/3	63A 4
11.5	118.4	100.5	1.1	41/3	63A 4
10.7	127.5	108	2.0	50/3	63A 4
10.6	128.6	109.2	1.0	41/3	63A 4
9.7	140.0	118.9	0.9	41/3	63A 4
9.3	146.9	125	1.7	50/3	63A 4
8.4	102.1	137	1.5	50/3	63C 6
8.0	107.4	144.2	0.8	41/3	63C 6
7.3	117.6	158	1.4	50/3	63C 6
6.7	127.5	171	1.3	50/3	63C 6
5.9	146.9	197	1.1	50/3	63C 6

B





1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.18 kW $n_1 = 2760 \text{ min}^{-1}$
 $n_1 = 1370 \text{ min}^{-1}$
 $n_1 = 870 \text{ min}^{-1}$ 63A 2
63B 4
71A 6

1533	1.8	1.1	13.3	32/1	63A 2
1314	2.1	1.3	11.7	32/1	63A 2
1104	2.5	1.5	10.7	32/1	63A 2
920	3.0	1.8	9.6	32/1	63A 2
913	1.5	1.8	19.2	40/1	63B 4
812	3.4	2.1	8.6	32/1	63A 2
761	1.8	2.2	9.9	32/1	63B 4
708	3.9	2.4	7.6	32/1	63A 2
708	3.9	2.3	5.3	25/2	63A 2
652	2.1	2.6	8.8	32/1	63B 4
613	4.5	2.7	6.5	32/1	63A 2
575	4.8	2.8	4.3	25/2	63A 2
548	2.5	3.0	7.8	32/1	63B 4
493	5.6	3.3	3.7	25/2	63A 2
483	1.8	3.4	6.3	32/1	71A 6
457	3.0	3.7	6.8	32/1	63B 4
425	6.5	3.9	4.3	32/1	63A 2
403	3.4	4.1	3.0	25/2	63B 4
383	7.2	4.3	2.9	25/2	63A 2
351	3.9	4.7	5.4	32/1	63B 4
351	3.9	4.6	2.6	25/2	63B 4
317	8.7	5.1	2.4	25/2	63A 2
307	9.0	5.3	2.3	25/2	63A 2
285	4.8	5.7	2.1	25/2	63B 4
263	10.5	6.2	2.1	25/2	63A 2
245	5.6	6.7	1.8	25/2	63B 4
211	6.5	7.9	2.6	32/1	63B 4
190	7.2	8.6	1.4	25/2	63B 4
187	7.3	8.8	5.1	25/2	63B 4
170	16.2	10	1.4	25/2	63A 2
164	5.3	10	2.6	32/1	71A 6
157	8.7	10	1.2	25/2	63B 4
153	5.7	11	3.8	40/1	71A 6
152	9.0	11	1.3	25/2	63B 4
146	18.9	11	1.4	25/3	63A 2
135	10.1	12	4.1	25/2	63B 4
134	6.5	12	1.8	32/1	71A 6
130	10.5	13	1.1	25/2	63B 4
124	7.0	13	2.9	40/1	71A 6
118	23.4	14	1.1	25/3	63A 2
117	11.7	14	3.6	35/2	63B 4
102	13.4	16	0.9	25/2	63B 4
101	13.6	16	3.1	35/2	63B 4
87	15.7	19	2.9	35/2	63B 4
75	18.1	22	2.5	35/2	63B 4
64	21.3	25	2.2	35/2	63B 4
54	25.2	30	1.9	35/2	63B 4
48	28.7	34	1.8	35/2	63B 4
48	28.6	34.1	3.1	41/2	63B 4
43	20.2	37.9	3.0	41/2	71A 6
41	33.4	40	1.3	35/2	63B 4
37	37.2	44.3	2.4	41/2	63B 4
36	38.0	45	1.1	35/2	63B 4
31	43.9	52	1.1	35/3	63B 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.18 kW $n_1 = 2760 \text{ min}^{-1}$
 $n_1 = 1370 \text{ min}^{-1}$
 $n_1 = 870 \text{ min}^{-1}$ 63A 2
63B 4
71A 6

30	28.6	53.7	2.1	41/2	71A 6
30	45.1	54	0.9	35/2	63B 4
29	30.2	56.7	3.1	45/2	71A 6
28	49.6	59.1	1.8	41/2	63B 4
27	50.6	60	1.0	35/3	63B 4
25	54.4	63.5	1.7	41/3	63B 4
25	54.3	63	3.4	50/3	63B 4
23	59.1	70	0.9	35/3	63B 4
22	61.3	71.5	1.5	41/3	63B 4
21	65.9	77	2.7	50/3	63B 4
19.5	44.6	82.0	2.4	45/3	71A 6
19.4	70.8	82.6	1.3	41/3	63B 4
19.2	71.5	83	2.6	50/3	63B 4
19.0	45.9	86.2	2.1	45/2	71A 6
17.7	77.5	90	2.4	50/3	63B 4
17.5	49.6	93.1	1.2	41/2	71A 6
16.9	51.6	94.8	2.3	45/3	71A 6
16.6	82.5	96.3	1.1	41/3	63B 4
15.3	89.3	104	2.1	50/3	63B 4
15.1	91.0	106.2	1.0	41/3	63B 4
14.4	60.6	111.4	2.0	45/3	71A 6
13.4	102.1	119	1.7	50/3	63B 4
12.8	107.4	125.3	0.9	41/3	63B 4
12.0	72.4	133.0	1.5	45/3	71A 6
12.0	72.7	134	3.4	60/3	71A 6
11.6	117.6	137	1.6	50/3	63B 4
11.6	118.4	138.2	0.8	41/3	63B 4
11.1	78.6	144	3.2	60/3	71A 6
10.9	79.8	146.6	1.5	45/3	71A 6
10.7	127.5	149	1.5	50/3	63B 4
9.6	90.4	166	2.8	60/3	71A 6
9.5	92.0	169.1	1.3	45/3	71A 6
9.3	146.9	171	1.2	50/3	63B 4
8.7	100.2	184	2.3	60/3	71A 6
8.5	102.1	188	1.1	50/3	71A 6
7.7	113.7	208.9	0.9	45/3	71A 6
7.4	117.6	216	1.0	50/3	71A 6
6.8	128.8	237	1.9	60/3	71A 6
6.8	127.5	234	0.9	50/3	71A 6
6.7	129.1	237.2	0.8	45/3	71A 6
6.1	143.0	263	1.6	60/3	71A 6
5.3	164.1	302	1.4	60/3	71A 6

0.22 kW $n_1 = 1400 \text{ min}^{-1}$

63C 4

1167	1.2	1.7	17.2	40/1	63C 4
933	1.5	2.2	16.0	40/1	63C 4
824	1.7	2.5	16.2	40/1	63C 4
778	1.8	2.6	8.3	32/1	63C 4
667	2.1	3.1	7.4	32/1	63C 4
560	2.5	3.6	6.5	32/1	63C 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.22 kW $n_1 = 1400 \text{ min}^{-1}$

63C 4

467	3.0	4.4	5.7	32/1	63C 4
412	3.4	4.9	5.2	32/1	63C 4
412	3.4	4.8	2.5	25/2	63C 4
359	3.9	5.7	4.5	32/1	63C 4
359	3.9	5.6	2.2	25/2	63C 4
311	4.5	6.6	4.0	32/1	63C 4
292	4.8	6.8	1.8	25/2	63C 4
264	5.3	7.7	3.5	32/1	63C 4
250	5.6	8.0	1.5	25/2	63C 4
215	6.5	9.5	2.2	32/1	63C 4
194	7.2	10	1.2	25/2	63C 4
161	8.7	12	1.0	25/2	63C 4
156	9.0	13	1.1	25/2	63C 4
138	10.1	14.4	3.5	25/2	63C 4
133	10.5	15	0.9	25/2	63C 4
120	11.7	16.6	3.0	35/2	63C 4
103	13.6	19.4	2.6	35/2	63C 4
89	15.7	22.4	2.5	35/2	63C 4
77	18.1	25.9	2.1	35/2	63C 4
69	20.2	28.8	3.6	41/2	63C 4
66	21.3	30.4	1.8	35/2	63C 4
59	23.9	34.1	3.1	41/2	63C 4
56	25.2	35.9	1.6	35/2	63C 4
49	28.7	40.9	1.5	35/2	63C 4
49	28.6	40.8	2.6	41/2	63C 4
42	33.4	47.6	1.1	35/2	63C 4
38	37.2	53.0	2.0	41/2	63C 4
37	38.0	54.2	0.9	35/2	63C 4
31	45.1	64.4	0.8	35/2	63C 4
30	46.2	64	3.3	50/3	63C 4
29	48.9	68	0.9	35/3	63C 4
28	49.6	70.7	1.5	41/2	63C 4
28	50.8	71	3.0	50/3	63C 4
26	54.3	76	2.9	50/3	63C 4
26	54.4	75.9	1.4	41/3	63C 4
23	61.3	85.6	1.3	41/3	63C 4
21	65.9	92	2.3	50/3	63C 4
19.8	70.8	98.8	1.1	41/3	63C 4
19.6	71.5	100	2.2	50/3	63C 4
18.1	77.5	108	2.0	50/3	63C 4
17.0	82.5	115.1	1.0	41/3	63C 4
15.7	89.3	125	1.7	50/3	63C 4
15.4	91.0	127.0	0.9	41/3	63C 4
13.7	102.1	142	1.5	50/3	63C 4
11.9	117.6	164	1.3	50/3	63C 4
11.0	127.5	178	1.2	50/3	63C 4
9.5	146.9	205	1.0	50/3	63C 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.25 kW	$n_1 = 2790 \text{ min}^{-1}$ $n_1 = 1370 \text{ min}^{-1}$ $n_1 = 870 \text{ min}^{-1}$	63B 2 71A 4 71B 6
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1550	1.8	1.5	9.7	32/1	63B 2
1329	2.1	1.7	8.5	32/1	63B 2
1116	2.5	2.1	7.8	32/1	63B 2
930	3.0	2.5	7.0	32/1	63B 2
821	3.4	2.8	6.2	32/1	63B 2
821	3.4	2.8	4.3	25/2	63B 2
761	1.8	3.0	7.1	32/1	71A 4
715	3.9	3.2	3.8	25/2	63B 2
652	2.1	3.5	6.4	32/1	71A 4
620	4.5	3.7	4.8	32/1	63B 2
581	4.8	3.9	3.1	25/2	63B 2
548	2.5	4.2	5.6	32/1	71A 4
457	3.0	5.1	4.9	32/1	71A 4
429	6.5	5.4	3.1	32/1	63B 2
388	7.2	5.9	2.1	25/2	63B 2
351	3.9	6.6	3.9	32/1	71A 4
348	2.5	6.7	3.6	32/1	71B 6
304	4.5	7.6	3.5	32/1	71A 4
266	10.5	8.5	1.5	25/2	63B 2
258	5.3	9.0	3.0	32/1	71A 4
211	6.5	11	1.9	32/1	71A 4
196	7.0	12	3.2	40/1	71A 4
187	7.3	12	3.7	35/2	71A 4
172	16.2	13	1.0	25/2	63B 2
158	8.7	14	3.5	35/2	71A 4
156	17.9	15	1.0	25/2	63B 2
148	18.9	15	1.0	25/3	63B 2
135	10.1	17	3.0	35/2	71A 4
117	11.7	19	2.6	35/2	71A 4
101	13.6	23	2.2	35/2	71A 4
87	15.7	26	2.1	35/2	71A 4
75	18.1	30	1.8	35/2	71A 4
75	18.3	30.3	3.5	41/2	71A 4
68	20.2	33.4	3.1	41/2	71A 4
64	21.3	35	1.6	35/2	71A 4
57	23.9	39.6	2.7	41/2	71A 4
54	25.2	42	1.4	35/2	71A 4
52	26.6	44.0	3.6	45/2	71A 4
51	27.0	44	1.4	35/3	71A 4
48	28.7	47	1.3	35/2	71A 4
48	28.6	47.3	2.2	41/2	71A 4
45	30.2	50.0	3.2	45/2	71A 4
41	33.4	55	0.9	35/2	71A 4
40	21.5	56.1	3.5	45/2	71B 6
37	37.2	61.6	1.7	41/2	71A 4
37	37.3	61.8	2.8	45/2	71A 4
36	38.0	63	0.8	35/2	71A 4
34	40.5	66	3.2	50/3	71A 4
33	41.4	67.1	3.0	45/3	71A 4
31	44.6	72.3	2.5	45/3	71A 4
30	46.2	75	2.9	50/3	71A 4
30	45.9	76.0	2.2	45/2	71A 4
28	49.6	82.1	1.3	41/2	71A 4
27	50.8	82	2.6	50/3	71A 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.25 kW	$n_1 = 2790 \text{ min}^{-1}$ $n_1 = 1370 \text{ min}^{-1}$ $n_1 = 870 \text{ min}^{-1}$	63B 2 71A 4 71B 6
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27	51.6	83.6	2.4	45/3	71A 4
25	54.4	88.2	1.2	41/3	71A 4
25	54.3	88	2.5	50/3	71A 4
23	60.6	98.2	2.0	45/3	71A 4
22	61.3	99.3	1.1	41/3	71A 4
21	41.4	105.7	2.1	45/3	71B 6
21	65.9	107	1.9	50/3	71A 4
19.4	70.8	114.7	1.0	41/3	71A 4
19.2	71.5	116	1.9	50/3	71A 4
18.9	72.4	117.3	1.5	45/3	71A 4
17.7	77.5	126	1.7	50/3	71A 4
17.2	79.8	129.3	1.5	45/3	71A 4
16.6	82.5	133.7	0.8	41/3	71A 4
15.3	89.3	145	1.5	50/3	71A 4
15.2	90.4	147	3.1	60/3	71A 4
14.9	92.0	149.1	1.3	45/3	71A 4
13.7	100.2	162	2.6	60/3	71A 4
13.4	102.1	165	1.3	50/3	71A 4
12.2	112.2	182	2.5	60/3	71A 4
12.0	113.7	184.3	1.0	45/3	71A 4
11.6	117.6	191	1.1	50/3	71A 4
10.7	127.5	207	1.0	50/3	71A 4
10.6	129.1	209.2	0.9	45/3	71A 4
10.6	128.8	209	2.2	60/3	71A 4
9.6	143.0	232	1.8	60/3	71A 4
9.5	92.0	234.8	0.9	45/3	71B 6
9.3	146.9	238	0.9	50/3	71A 4
8.3	164.1	266	1.6	60/3	71A 4
6.8	128.8	329	1.4	60/3	71B 6
5.3	164.1	419	1.0	60/3	71B 6

0.37 kW	$n_1 = 2790 \text{ min}^{-1}$ $n_1 = 1380 \text{ min}^{-1}$ $n_1 = 910 \text{ min}^{-1}$ $n_1 = 880 \text{ min}^{-1}$	63C 2 71B 4 80A 6 71C 6
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1860	1.5	1.8	19.0	40/1	63C 2
1641	1.7	2.1	19.2	40/1	63C 2
1550	1.8	2.2	6.6	32/1	63C 2
1329	2.1	2.6	5.8	32/1	63C 2
1116	2.5	3.1	5.2	32/1	63C 2
930	3.0	3.7	4.7	32/1	63C 2
821	3.4	4.2	4.2	32/1	63C 2
821	3.4	4.1	2.9	25/2	63C 2
767	1.8	4.5	4.9	32/1	71B 4
715	3.9	4.8	3.7	32/1	63C 2
715	3.9	4.7	2.6	25/2	63C 2
657	2.1	5.2	4.3	32/1	71B 4
620	4.5	5.5	3.2	32/1	63C 2
581	4.8	5.8	2.1	25/2	63C 2
552	2.5	6.2	3.8	32/1	71B 4
526	5.3	6.5	2.9	32/1	63C 2
498	5.6	6.7	1.8	25/2	63C 2
460	3.0	7.5	3.4	32/1	71B 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.37 kW	$n_1 = 2790 \text{ min}^{-1}$ $n_1 = 1380 \text{ min}^{-1}$ $n_1 = 910 \text{ min}^{-1}$ $n_1 = 880 \text{ min}^{-1}$	63C 2 71B 4 80A 6 71C 6
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419	2.1	8.2	2.8	32/1	71C 6
406	3.4	8.4	3.1	32/1	71B 4
388	7.2	8.7	1.4	25/2	63C 2
354	3.9	9.7	2.7	32/1	71B 4
343	4.0	10	3.9	35/2	71B 4
321	8.7	10	1.2	25/2	63C 2
310	9.0	11	1.1	25/2	63C 2
307	4.5	11	2.4	32/1	71B 4
294	4.7	11	3.5	35/2	71B 4
260	5.3	13	2.0	32/1	71B 4
259	3.4	13	2.0	32/1	71C 6
255	5.4	13	3.0	35/2	71B 4
242	5.7	14	2.8	40/1	71B 4
218	6.3	15	2.6	35/2	71B 4
212	6.5	16	1.3	32/1	71B 4
197	7.0	17	2.2	40/1	71B 4
188	7.3	18	2.5	35/2	71B 4
159	8.7	21	2.4	35/2	71B 4
136	10.1	25	2.0	35/2	71B 4
131	10.5	25.5	3.5	41/2	71B 4
118	11.7	28	1.8	35/2	71B 4
114	12.1	29.4	3.2	41/2	71B 4
106	13.0	31.6	3.2	41/2	71B 4
101	13.6	33	1.5	35/2	71B 4
90	15.3	37.2	2.8	41/2	71B 4
88	15.7	38	1.4	35/2	71B 4
82	16.9	41.1	3.9	45/2	71B 4
76	18.1	44	1.2	35/2	71B 4
75	18.3	44.5	2.4	41/2	71B 4
74	18.7	45.5	3.8	45/2	71B 4
68	20.2	49.1	2.1	41/2	71B 4
65	21.3	52	1.1	35/2	71B 4
64	21.5	52.3	3.4	45/2	71B 4
58	23.8	58	3.5	50/2	71B 4
58	23.9	58.1	1.8	41/2	71B 4
55	25.2	61	0.9	35/2	71B 4
53	25.9	63	3.2	50/2	71B 4
52	26.6	64.7	2.5	45/2	71B 4
48	28.6	69.6	1.5	41/2	71B 4
48	28.5	68	3.2	50/3	71B 4
48	28.7	70	0.9	35/2	71B 4
46	29.8	72	2.8	50/2	71B 4
46	30.2	73.5	2.2	45/2	71B 4
43	32.4	77	2.8	50/3	71B 4
39	35.6	85	2.5	50/3	71B 4
37	37.2	90.5	1.2	41/2	71B 4
37	37.3	90.7	1.9	45/2	71B 4
34	40.5	96	2.2	50/3	71B 4
33	41.4	98.6	2.0	45/3	71B 4
31	44.6	106.2	1.7	45/3	71B 4
30	45.9	111.7	1.5	45/2	71B 4
30	46.2	110	2.0	50/3	71B 4
28	49.6	120.7	0.9	41/2	71B 4
27	50.8	121	1.8	50/3	71B 4

B





1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.37 kW	$n_1 = 2790 \text{ min}^{-1}$	63C 2
	$n_1 = 1380 \text{ min}^{-1}$	71B 4
	$n_1 = 910 \text{ min}^{-1}$	80A 6
	$n_1 = 880 \text{ min}^{-1}$	71C 6

27	51.6	122.9	1.6	45/3	71B 4
25	54.4	129.5	0.8	41/3	71B 4
25	55.2	131	3.5	60/3	71B 4
25	54.3	129	1.7	50/3	71B 4
23	60.3	144	2.9	60/3	71B 4
23	60.6	144.3	1.4	45/3	71B 4
21	65.9	157	1.3	50/3	71B 4
19.3	71.5	170	1.3	50/3	71B 4
19.1	72.4	172.4	1.0	45/3	71B 4
19.0	72.7	173	2.7	60/3	71B 4
17.8	77.5	185	1.2	50/3	71B 4
17.6	78.6	187	2.5	60/3	71B 4
17.3	79.8	190.0	1.1	45/3	71B 4
15.5	89.3	213	1.0	50/3	71B 4
15.3	90.4	215	2.1	60/3	71B 4
15.0	92.0	219.1	0.9	45/3	71B 4
13.8	100.2	239	1.8	60/3	71B 4
13.5	102.1	243	0.9	50/3	71B 4
12.3	112.2	267	1.7	60/3	71B 4
12.3	71.5	267	0.8	50/3	71C 6
10.7	128.8	307	1.5	60/3	71B 4
10.1	90.0	325	3.0	80/3	80A 6
9.7	143.0	341	1.2	60/3	71B 4
8.7	104.8	378	2.6	80/3	80A 6
8.4	164.1	391	1.1	60/3	71B 4
7.8	117.2	423	2.3	80/3	80A 6
7.8	112.2	419	1.1	60/3	71C 6
6.8	134.3	485	2.0	80/3	80A 6
6.8	128.8	481	1.0	60/3	71C 6
6.1	149.3	539	1.8	80/3	80A 6
5.3	171.2	618	1.6	80/3	80A 6

0.55 kW	$n_1 = 2800 \text{ min}^{-1}$	71B 2
	$n_1 = 1380 \text{ min}^{-1}$	71C 4
	$n_1 = 1390 \text{ min}^{-1}$	80A 4
	$n_1 = 910 \text{ min}^{-1}$	80B 6

2333	1.2	2.2	13.7	40/1	71B 2
1867	1.5	2.7	12.8	40/1	71B 2
1647	1.7	3.1	12.9	40/1	71B 2
1556	1.8	3.3	4.4	32/1	71B 2
1333	2.1	3.8	3.9	32/1	71B 2
1150	1.2	4.4	6.8	40/1	71C 4
1120	2.5	4.5	3.5	32/1	71B 2
933	3.0	5.5	3.2	32/1	71B 2
920	1.5	5.5	6.3	40/1	71C 4
812	1.7	6.3	6.4	40/1	71C 4
767	1.8	6.6	3.3	32/1	71C 4
718	3.9	7.1	2.5	32/1	71B 2
657	2.1	7.8	2.9	32/1	71C 4
622	4.5	8.2	2.2	32/1	71B 2
552	2.5	9.2	2.6	32/1	71C 4
528	5.3	10	2.0	32/1	71B 2

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.55 kW	$n_1 = 2800 \text{ min}^{-1}$	71B 2
	$n_1 = 1380 \text{ min}^{-1}$	71C 4
	$n_1 = 1390 \text{ min}^{-1}$	80A 4
	$n_1 = 910 \text{ min}^{-1}$	80B 6

460	3.0	11	2.3	32/1	71C 4
443	6.3	11	3.2	35/2	71B 2
406	3.4	13	2.1	32/1	71C 4
405	3.4	12	2.8	35/2	71C 4
354	3.9	14	1.8	32/1	71C 4
343	4.0	15	2.6	35/2	71C 4
307	4.5	17	1.6	32/1	71C 4
294	4.7	17	2.4	35/2	71C 4
282	4.9	18	2.5	40/1	71C 4
260	5.3	20	1.4	32/1	71C 4
255	5.4	20	2.0	35/2	71C 4
242	5.7	21	1.9	40/1	71C 4
238	5.8	21	3.0	50/1	71C 4
218	6.3	23	1.7	35/2	71C 4
212	6.5	24	0.9	32/1	71C 4
209	6.6	24	2.5	50/1	71C 4
197	7.0	26	1.5	40/1	71C 4
188	7.3	27	1.7	35/2	71C 4
185	7.5	26.9	3.0	41/2	80A 4
184	7.5	27.1	2.9	41/2	71C 4
164	8.5	30.5	2.8	41/2	80A 4
162	8.5	30.7	2.8	41/2	71C 4
159	8.7	31	1.6	35/2	71C 4
136	10.1	37	1.4	35/2	71C 4
131	10.5	38.0	2.4	41/2	71C 4
118	11.7	42	1.2	35/2	71C 4
114	12.1	43.8	3.7	45/2	71C 4
114	12.1	43.8	2.2	41/2	71C 4
106	13.0	47.0	2.2	41/2	71C 4
101	13.6	49	1.0	35/2	71C 4
97	14.2	51.3	3.3	45/2	71C 4
95	14.6	53	3.4	50/2	71C 4
90	15.3	55.3	1.9	41/2	71C 4
88	15.7	57	1.0	35/2	71C 4
82	16.8	61	3.1	50/2	71C 4
82	16.9	61.1	2.6	45/2	71C 4
76	18.2	66	2.8	50/2	71C 4
76	18.1	66	0.8	35/2	71C 4
75	18.3	66.2	1.6	41/2	71C 4
74	18.7	67.6	2.6	45/2	71C 4
68	20.2	73.0	1.4	41/2	71C 4
66	20.8	75	2.5	50/2	71C 4
64	21.5	77.7	2.3	45/2	71C 4
58	23.8	86	2.4	50/2	71C 4
58	23.9	86.4	1.2	41/2	71C 4
54	51.6	90.0	2.0	45/3	71B 2
53	25.9	94	2.1	50/2	71C 4
52	26.6	96.2	1.7	45/2	71C 4
48	28.6	103.4	1.0	41/2	71C 4
48	28.5	101	2.1	50/3	71C 4
46	29.8	108	1.9	50/2	71C 4
46	30.2	109.2	1.5	45/2	71C 4
43	32.3	117	3.5	60/2	71C 4
43	32.4	115	1.9	50/3	71C 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.55 kW	$n_1 = 2800 \text{ min}^{-1}$	71B 2
	$n_1 = 1380 \text{ min}^{-1}$	71C 4
	$n_1 = 1390 \text{ min}^{-1}$	80A 4
	$n_1 = 910 \text{ min}^{-1}$	80B 6

39	35.7	126	3.3	60/3	71C 4
39	35.6	126	1.7	50/3	71C 4
37	37.3	134.9	1.3	45/2	71C 4
34	40.3	143	2.9	60/3	71C 4
34	40.5	143	1.5	50/3	71C 4
33	41.4	146.5	1.4	45/3	71C 4
31	45.1	160	2.9	60/3	71C 4
31	44.6	157.9	1.1	45/3	71C 4
30	45.9	166.0	1.0	45/2	71C 4
30	46.2	164	1.3	50/3	71C 4
27	51.0	181	2.5	60/3	71C 4
27	50.8	180	1.2	50/3	71C 4
27	51.6	182.6	1.1	45/3	71C 4
25	55.2	195	2.4	60/3	71C 4
25	54.3	192	1.1	50/3	71C 4
23	60.3	213	2.0	60/3	71C 4
23	60.6	214.5	0.9	45/3	71C 4
21	65.9	233	0.9	50/3	71C 4
19.3	71.5	253	0.9	50/3	71C 4
19.0	72.7	257	1.8	60/3	71C 4
17.6	78.6	278	1.7	60/3	71C 4
16.9	82.2	289	3.3	80/3	80A 4
15.3	90.4	320	1.4	60/3	71C 4
13.8	100.2	355	1.2	60/3	71C 4
13.3	104.8	368	2.6	80/3	80A 4
12.3	112.2	397	1.2	60/3	71C 4
11.9	117.2	412	2.3	80/3	80A 4
10.7	128.8	456	1.0	60/3	71C 4
10.3	134.3	472	2.0	80/3	80A 4
9.7	143.0	506	0.8	60/3	71C 4
9.3	149.3	525	1.8	80/3	80A 4
8.1	171.2	602	1.6	80/3	80A 4
6.8	134.3	721	1.3	80/3	80B 6
5.3	171.2	919	1.1	80/3	80B 6

0.75 kW	$n_1 = 2800 \text{ min}^{-1}$	71C 2
	$n_1 = 1390 \text{ min}^{-1}$	80B 4
	$n_1 = 920 \text{ min}^{-1}$	90S 6
	$n_1 = 910 \text{ min}^{-1}$	80C 6

2333	1.2	3.0	10.1	40/1	71C 2
1867	1.5	3.7	9.4	40/1	71C 2
1647	1.7	4.2	9.5	40/1	71C 2
1556	1.8	4.5	3.2	32/1	71C 2
1400	2.0	5.0	9.1	40/1	71C 2
1333	2.1	5.2	2.9	32/1	71C 2
1158	1.2	6.0	5.0	40/1	80B 4
1120	2.5	6.2	2.6	32/1	71C 2
933	3.0	7.4	2.3	32/1	71C 2
927	1.5	7.5	4.7	40/1	80B 4
824	3.4	8.4	2.1	32/1	71C 2
772	1.8	9.0	2.4	32/1	80B 4
662	2.1	10	2.2	32/1	80B 4
556	2.5	12	1.9	32/1	80B 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.75 kW		$n_1 = 2800 \text{ min}^{-1}$ $n_1 = 1390 \text{ min}^{-1}$ $n_1 = 920 \text{ min}^{-1}$ $n_1 = 910 \text{ min}^{-1}$	71C 2 80B 4 90S 6 80C 6
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535	1.7	13	3.1	40/1	80C 6
463	3.0	15	1.7	32/1	80B 4
455	2.0	15	2.9	40/1	80C 6
434	3.2	16	3.1	40/1	80B 4
409	3.4	17	1.5	32/1	80B 4
408	3.4	17	2.1	35/2	80B 4
376	3.7	18	2.7	40/1	80B 4
356	3.9	19	1.3	32/1	80B 4
350	2.6	20	2.5	40/1	80C 6
346	4.0	20	1.9	35/2	80B 4
309	4.5	22	1.2	32/1	80B 4
296	4.7	23	1.7	35/2	80B 4
284	4.9	24	1.8	40/1	80B 4
273	5.1	25	2.9	50/1	80B 4
262	5.3	26	1.0	32/1	80B 4
257	5.4	27	1.5	35/2	80B 4
244	5.7	28	1.4	40/1	80B 4
240	5.8	29	2.2	50/1	80B 4
220	6.3	31	1.3	35/2	80B 4
211	6.6	33	1.8	50/1	80B 4
199	7.0	35	1.1	40/1	80B 4
189	7.3	36	1.3	35/2	80B 4
188	7.4	36.2	3.6	45/2	80B 4
185	7.5	36.7	2.2	41/2	80B 4
178	5.1	39	1.9	50/1	80C 6
164	8.5	41.6	3.4	45/2	80B 4
164	8.5	41.6	2.0	41/2	80B 4
160	8.7	42	1.2	35/2	80B 4
143	9.7	47.5	3.2	45/2	80B 4
137	10.1	50	1.0	35/2	80B 4
134	10.4	51	3.4	50/2	80B 4
132	10.5	51.4	1.8	41/2	80B 4
119	11.7	57	0.9	35/2	80B 4
115	12.1	59.2	2.7	45/2	80B 4
115	12.1	59.2	1.6	41/2	80B 4
111	12.5	61	2.9	50/2	80B 4
107	13.0	63.6	1.6	41/2	80B 4
98	14.2	69.5	2.4	45/2	80B 4
95	14.6	71	2.5	50/2	80B 4
91	15.3	74.9	1.4	41/2	80B 4
83	16.8	82	2.3	50/2	80B 4
82	16.9	82.7	1.9	45/2	80B 4
76	18.2	89	2.1	50/2	80B 4
76	18.3	89.6	1.2	41/2	80B 4
74	18.7	91.5	1.9	45/2	80B 4
69	20.2	98.9	1.1	41/2	80B 4
67	20.8	102	1.9	50/2	80B 4
65	21.5	105.2	1.7	45/2	80B 4
58	23.9	117.0	0.9	41/2	80B 4
58	23.8	117	1.7	50/2	80B 4
54	25.9	127	1.6	50/2	80B 4
52	26.6	130.2	1.2	45/2	80B 4
49	28.1	138	3.0	60/2	80B 4
49	28.5	137	1.6	50/3	80B 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.75 kW		$n_1 = 2800 \text{ min}^{-1}$ $n_1 = 1390 \text{ min}^{-1}$ $n_1 = 920 \text{ min}^{-1}$ $n_1 = 910 \text{ min}^{-1}$	71C 2 80B 4 90S 6 80C 6
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47	29.8	146	1.4	50/2	80B 4
46	30.2	147.8	1.1	45/2	80B 4
44	31.6	151	3.0	60/3	80B 4
43	32.3	158	2.6	60/2	80B 4
43	32.4	155	1.4	50/3	80B 4
39	35.7	171	2.5	60/3	80B 4
39	35.6	171	1.2	50/3	80B 4
37	37.3	182.6	0.9	45/2	80B 4
34	40.3	193	2.2	60/3	80B 4
34	40.5	194	1.1	50/3	80B 4
34	41.4	198.4	1.0	45/3	80B 4
31	44.6	213.7	0.8	45/3	80B 4
31	45.1	216	2.1	60/3	80B 4
30	46.2	221	1.0	50/3	80B 4
27	51.0	244	1.9	60/3	80B 4
27	50.8	243	0.9	50/3	80B 4
27	51.6	247.3	0.8	45/3	80B 4
26	54.3	260	0.8	50/3	80B 4
25	55.2	265	1.7	60/3	80B 4
23	60.3	289	1.5	60/3	80B 4
21	65.7	315	3.1	80/3	80B 4
19.1	72.7	348	1.3	60/3	80B 4
18.3	76.0	364	2.7	80/3	80B 4
17.7	78.6	377	1.2	60/3	80B 4
16.9	82.2	394	2.5	80/3	80B 4
15.4	90.0	431	2.2	80/3	80B 4
15.4	90.4	433	1.1	60/3	80B 4
13.9	100.2	480	0.9	60/3	80B 4
13.3	104.8	502	1.9	80/3	80B 4
12.4	112.2	538	0.9	60/3	80B 4
11.9	117.2	562	1.7	80/3	80B 4
10.3	134.3	644	1.5	80/3	80B 4
9.3	149.3	715	1.4	80/3	80B 4
8.1	171.2	820	1.2	80/3	80B 4
7.8	117.2	858	1.1	80/3	80C 6
6.8	134.3	983	1.0	80/3	80C 6
6.1	149.3	1093	0.9	80/3	80C 6
5.1	182.0	1318	2.5	120/3	90S 6
4.1	222.0	1607	2.1	120/3	90S 6
3.3	277.3	2008	1.6	120/3	90S 6

0.88 kW		$n_1 = 1350 \text{ min}^{-1}$	80C 4
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1125	1.2	7.2	4.1	40/1	80C 4
900	1.5	9.1	3.9	40/1	80C 4
794	1.7	10	3.9	40/1	80C 4
750	1.8	11	2.0	32/1	80C 4
675	2.0	12	3.7	40/1	80C 4
643	2.1	13	1.8	32/1	80C 4
540	2.5	15	1.6	32/1	80C 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.88 kW		$n_1 = 1350 \text{ min}^{-1}$	80C 4
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519	2.6	16	3.2	40/1	80C 4
450	3.0	18	1.4	32/1	80C 4
422	3.2	19	2.6	40/1	80C 4
397	3.4	21	1.3	32/1	80C 4
396	3.4	20.2	1.7	35/2	80C 4
365	3.7	22	2.2	40/1	80C 4
346	3.9	24	1.1	32/1	80C 4
336	4.0	23.8	1.6	35/2	80C 4
300	4.5	27	1.0	32/1	80C 4
287	4.7	27.8	1.4	35/2	80C 4
276	4.9	30	1.5	40/1	80C 4
265	5.1	31	2.4	50/1	80C 4
255	5.3	32	0.8	32/1	80C 4
249	5.4	32	1.2	35/2	80C 4
237	5.7	34	1.2	40/1	80C 4
233	5.8	35	1.9	50/1	80C 4
233	5.8	34.3	3.4	45/2	80C 4
213	6.3	37.4	1.1	35/2	80C 4
211	6.4	37.8	3.2	45/2	80C 4
205	6.6	40	1.5	50/1	80C 4
199	6.8	41	3.0	60/1	80C 4
193	7.0	42	0.9	40/1	80C 4
184	7.3	43.4	1.0	35/2	80C 4
182	7.4	43.8	3.0	45/2	80C 4
180	7.5	44.4	1.8	41/2	80C 4
163	8.3	49	3.2	50/2	80C 4
159	8.5	50.3	2.8	45/2	80C 4
159	8.5	50.3	1.7	41/2	80C 4
156	8.7	51.3	1.0	35/2	80C 4
147	9.2	54	3.0	50/2	80C 4
139	9.7	57.4	2.6	45/2	80C 4
133	10.1	59.9	0.8	35/2	80C 4
130	10.4	62	2.8	50/2	80C 4
129	10.5	62.1	1.4	41/2	80C 4
112	12.1	71.6	2.2	45/2	80C 4
112	12.1	71.6	1.3	41/2	80C 4
108	12.5	74	2.4	50/2	80C 4
104	13.0	76.9	1.3	41/2	80C 4
95	14.2	84.0	2.0	45/2	80C 4
92	14.6	86	2.1	50/2	80C 4
88	15.3	90.5	1.2	41/2	80C 4
80	16.8	99	1.9	50/2	80C 4
80	16.9	99.9	1.6	45/2	80C 4
74	18.3	108	3.5	60/2	80C 4
74	18.2	108	1.7	50/2	80C 4
74	18.3	108.2	1.0	41/2	80C 4
72	18.7	110.6	1.6	45/2	80C 4
69	19.7	117	3.3	60/2	80C 4
67	20.2	119.5	0.9	41/2	80C 4
65	20.8	123	1.5	50/2	80C 4
63	21.5	127.1	1.4	45/2	80C 4
61	22.1	131	3.3	60/2	80C 4
57	23.8	141	1.4	50/2	80C 4
53	25.3	150	3.0	60/2	80C 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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0.88 kW	$n_1 = 1350 \text{ min}^{-1}$	80C 4
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52	25.9	153	1.3	50/2	80C 4
51	26.6	157.3	1.0	45/2	80C 4
48	28.0	162	2.8	60/3	80C 4
48	28.1	166	2.5	60/2	80C 4
47	28.5	165	1.3	50/3	80C 4
45	29.8	176	1.1	50/2	80C 4
45	30.2	178.6	0.9	45/2	80C 4
43	31.6	183	2.5	60/3	80C 4
42	32.3	191	2.1	60/2	80C 4
42	32.4	188	1.2	50/3	80C 4
38	35.7	207	2.0	60/3	80C 4
38	35.6	206	1.0	50/3	80C 4
33	40.3	233	1.8	60/3	80C 4
33	40.5	234	0.9	50/3	80C 4
33	41.4	239.7	0.8	45/3	80C 4
30	45.1	261	1.8	60/3	80C 4
29	46.2	267	0.8	50/3	80C 4
27	50.9	295	3.3	80/3	80C 4
26	51.0	295	1.6	60/3	80C 4
25	55.1	319	3.0	80/3	80C 4
24	55.2	320	1.4	60/3	80C 4
22	60.3	349	1.2	60/3	80C 4
21	65.7	380	2.5	80/3	80C 4
18.6	72.7	421	1.1	60/3	80C 4
17.8	76.0	440	2.2	80/3	80C 4
17.2	78.6	455	1.0	60/3	80C 4
16.4	82.2	476	2.0	80/3	80C 4
15.0	90.0	521	1.9	80/3	80C 4
14.9	90.4	523	0.9	60/3	80C 4
12.9	104.8	607	1.6	80/3	80C 4
11.5	117.2	679	1.4	80/3	80C 4
10.1	134.3	778	1.2	80/3	80C 4
9.0	149.3	864	1.1	80/3	80C 4
7.9	171.2	991	1.0	80/3	80C 4

1.1 kW	$n_1 = 2830 \text{ min}^{-1}$ $n_1 = 1390 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$ $n_1 = 920 \text{ min}^{-1}$	80B 2 80D 4 90S 4 90L 6
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2358	1.2	4.3	6.9	40/1	80B 2
1887	1.5	5.4	6.5	40/1	80B 2
1665	1.7	6.1	6.5	40/1	80B 2
1572	1.8	6.5	2.2	32/1	80B 2
1415	2.0	7.2	6.2	40/1	80B 2
1348	2.1	7.6	2.0	32/1	80B 2
1286	2.2	7.9	6.3	40/1	80B 2
1158	1.2	8.8	3.4	40/1	80D 4
943	3.0	11	1.6	32/1	80B 2
927	1.5	11	3.2	40/1	80D 4
818	1.7	12	3.2	40/1	80D 4
772	1.8	13	1.6	32/1	80D 4
767	1.2	13	2.3	40/1	90L 6
726	3.9	14	1.3	32/1	80B 2

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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1.1 kW	$n_1 = 2830 \text{ min}^{-1}$ $n_1 = 1390 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$ $n_1 = 920 \text{ min}^{-1}$	80B 2 80D 4 90S 4 90L 6
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695	2.0	15	3.1	40/1	80D 4
662	2.1	15	1.5	32/1	80D 4
632	2.2	16	3.1	40/1	80D 4
556	2.5	18	1.3	32/1	80D 4
535	2.6	19	2.6	40/1	80D 4
463	3.0	22	1.1	32/1	80D 4
460	2.0	22	2.0	40/1	90L 6
434	3.2	23	2.1	40/1	80D 4
418	2.2	24	2.1	40/1	90L 6
409	3.4	25	1.0	32/1	80D 4
408	3.4	24	1.4	35/2	80D 4
386	3.6	26	3.4	50/1	80D 4
376	3.7	27	1.8	40/1	80D 4
356	3.9	29	3.1	50/1	80D 4
356	3.9	29	0.9	32/1	80D 4
346	4.0	29	1.3	35/2	80D 4
309	4.5	33	0.8	32/1	80D 4
296	4.7	34	1.2	35/2	80D 4
284	4.9	36	1.3	40/1	80D 4
273	5.1	37	2.0	50/1	80D 4
257	5.4	39	1.0	35/2	80D 4
244	5.7	42	1.0	40/1	80D 4
240	5.8	43	1.5	50/1	80D 4
240	5.8	41.6	2.8	45/2	80D 4
236	5.9	43	3.4	60/1	80D 4
221	6.3	45	3.2	50/2	80D 4
220	6.3	45	0.9	35/2	80D 4
217	6.4	45.9	2.6	45/2	80D 4
211	6.6	48	1.2	50/1	80D 4
189	7.3	53	0.9	35/2	80D 4
188	7.4	53	2.9	50/2	80D 4
188	7.4	53.1	2.4	45/2	80D 4
185	7.5	53.8	1.5	41/2	80D 4
167	8.3	60	2.7	50/2	80D 4
164	8.5	61.0	2.3	45/2	80D 4
164	8.5	61.0	1.4	41/2	80D 4
160	8.7	62	0.8	35/2	80D 4
151	9.2	66	2.5	50/2	80D 4
134	10.4	75	2.3	50/2	80D 4
132	10.5	75.4	1.2	41/2	80D 4
115	12.1	86.9	1.8	45/2	80D 4
115	12.1	86.9	1.1	41/2	80D 4
111	12.5	90	1.9	50/2	80D 4
107	13.0	93.3	1.1	41/2	80D 4
98	14.2	102.0	1.7	45/2	80D 4
95	14.6	105	1.7	50/2	80D 4
91	15.3	109.8	1.0	41/2	80D 4
83	16.8	121	1.6	50/2	80D 4
82	16.9	121.3	1.3	45/2	80D 4
76	18.3	131	2.9	60/2	80D 4
76	18.2	131	1.4	50/2	80D 4
76	18.3	131.4	0.8	41/2	80D 4
74	18.7	134.3	1.3	45/2	80D 4
71	19.7	141	2.7	60/2	80D 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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1.1 kW	$n_1 = 2830 \text{ min}^{-1}$ $n_1 = 1390 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$ $n_1 = 920 \text{ min}^{-1}$	80B 2 80D 4 90S 4 90L 6
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67	20.8	149	1.3	50/2	80D 4
65	21.5	154.4	1.2	45/2	80D 4
63	22.1	159	2.7	60/2	80D 4
58	23.8	171	1.2	50/2	80D 4
55	25.3	182	2.5	60/2	80D 4
54	25.9	186	1.1	50/2	80D 4
49	28.1	202	2.0	60/2	80D 4
47	29.8	214	0.9	50/2	80D 4
43	32.3	232	1.8	60/2	80D 4
43	32.4	228	0.9	50/3	80D 4
39	35.7	251	1.7	60/3	80D 4
39	35.6	250	0.8	50/3	80D 4
39	23.8	258	0.8	50/2	90L 6
34	40.3	283	3.4	80/3	80D 4
34	40.3	283	1.5	60/3	80D 4
33	28.1	305	1.3	60/2	90L 6
32	44.0	309	3.1	80/3	80D 4
31	45.1	317	1.5	60/3	80D 4
27	50.9	358	2.7	80/3	80D 4
27	51.0	358	1.3	60/3	80D 4
25	55.1	387	2.5	80/3	80D 4
25	55.2	388	1.2	60/3	80D 4
23	60.3	424	1.0	60/3	80D 4
21	65.7	462	2.1	80/3	80D 4
19.1	72.7	511	0.9	60/3	80D 4
18.3	76.0	534	1.8	80/3	80D 4
17.7	78.6	552	0.8	60/3	80D 4
16.9	82.2	578	1.7	80/3	80D 4
15.4	90.0	633	1.5	80/3	80D 4
15.2	91.9	641	3.1	100/3	90S 4
13.3	104.8	737	1.3	80/3	80D 4
11.9	117.8	822	2.4	100/3	90S 4
11.9	117.2	824	1.2	80/3	80D 4
10.8	129.5	904	2.2	100/3	90S 4
10.3	134.3	944	1.0	80/3	80D 4
9.8	142.9	997	3.3	120/3	90S 4
9.5	147.2	1027	1.9	100/3	90S 4
9.4	149.3	1042	0.9	80/3	90S 4
9.3	149.3	1049	0.9	80/3	80D 4
8.7	161.8	1129	1.8	100/3	90S 4
8.1	171.2	1203	0.8	80/3	80D 4
8.0	175.7	1226	2.7	120/3	90S 4
7.1	197.1	1375	2.4	120/3	90S 4
7.1	129.5	1375	1.4	100/3	90L 6
6.3	222.0	1549	2.1	120/3	90S 4
6.3	147.2	1563	1.3	100/3	90L 6
5.0	277.3	1935	1.7	120/3	90S 4
4.1	222.0	2357	1.4	120/3	90L 6
3.3	277.3	2945	1.1	120/3	90L 6



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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1.5 kW		$n_1 = 2830 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$ $n_1 = 940 \text{ min}^{-1}$ $n_1 = 925 \text{ min}^{-1}$	80C 2 90L 4 100A 6 90LB 6
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2358	1.2	6.0	5.1	40/1	80C 2
1887	1.5	7.0	4.8	40/1	80C 2
1665	1.7	8.0	4.8	40/1	80C 2
1572	1.8	9.0	1.6	32/1	80C 2
1167	1.2	12	2.5	40/1	90L 4
1132	2.5	12	1.3	32/1	80C 2
943	3.0	15	1.2	32/1	80C 2
933	1.5	15	2.4	40/1	90L 4
884	3.2	16	3.2	40/1	80C 2
824	1.7	17	2.4	40/1	90L 4
783	1.2	18	1.7	40/1	100A 6
765	3.7	18	2.8	40/1	80C 2
700	2.0	20	2.3	40/1	90L 4
636	2.2	22	2.3	40/1	90L 4
578	4.9	24	1.9	40/1	80C 2
560	2.5	25	3.2	50/1	90L 4
538	2.6	26	1.9	40/1	90L 4
500	2.8	28	3.1	50/1	90L 4
452	3.1	31	2.9	50/1	90L 4
438	3.2	32	1.6	40/1	90L 4
424	3.3	33	2.7	50/1	90L 4
389	3.6	36	2.5	50/1	90L 4
378	3.7	37	1.4	40/1	90L 4
359	3.9	39	2.3	50/1	90L 4
286	4.9	49	0.9	40/1	90L 4
275	5.1	51	1.5	50/1	90L 4
269	5.2	52	3.2	60/1	90L 4
241	5.8	56.4	2.0	45/2	90L 4
241	5.8	58	1.1	50/1	90L 4
237	5.9	59	2.5	60/1	90L 4
222	6.3	61	2.4	50/2	90L 4
219	6.4	62.2	1.9	45/2	90L 4
212	6.6	66	0.9	50/1	90L 4
206	6.8	67	1.9	60/1	90L 4
189	7.4	71.9	1.8	45/2	90L 4
189	7.4	72	2.1	50/2	90L 4
187	7.5	72.9	1.1	41/2	90L 4
169	8.3	81	2.0	50/2	90L 4
165	8.5	82.6	1.7	45/2	90L 4
165	8.5	82.6	1.0	41/2	90L 4
152	9.2	89	1.8	50/2	90L 4
144	9.7	94.3	1.6	45/2	90L 4
135	10.4	101	1.7	50/2	90L 4
133	10.5	102.1	0.9	41/2	90L 4
124	11.3	110	3.3	60/2	90L 4
116	12.1	117.6	1.4	45/2	90L 4
116	12.1	117.6	0.8	41/2	90L 4
113	12.4	121	3.1	60/2	90L 4
112	12.5	122	1.4	50/2	90L 4
108	13.0	126.4	0.8	41/2	90L 4
99	14.2	138.0	1.2	45/2	90L 4
98	14.3	139	2.8	60/2	90L 4
96	14.6	142	1.3	50/2	90L 4
90	15.5	151	2.7	60/2	90L 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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1.5 kW		$n_1 = 2830 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$ $n_1 = 940 \text{ min}^{-1}$ $n_1 = 925 \text{ min}^{-1}$	80C 2 90L 4 100A 6 90LB 6
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83	16.8	163	1.2	50/2	90L 4
83	16.9	164.3	1.0	45/2	90L 4
77	18.3	178	2.1	60/2	90L 4
77	18.2	177	1.0	50/2	90L 4
75	18.7	181.8	1.0	45/2	90L 4
71	19.7	191	2.0	60/2	90L 4
67	20.8	202	0.9	50/2	90L 4
65	21.5	209.0	0.9	45/2	90L 4
63	22.1	215	2.0	60/2	90L 4
59	23.8	231	0.9	50/2	90L 4
55	25.3	246	1.8	60/2	90L 4
50	28.1	273	1.5	60/2	90L 4
48	28.9	281	3.3	80/2	90L 4
44	31.8	309	3.0	80/2	90L 4
43	32.3	314	1.3	60/2	90L 4
39	35.7	340	2.8	80/3	90L 4
39	35.7	340	1.2	60/3	90L 4
35	40.3	383	2.5	80/3	90L 4
35	40.3	383	1.1	60/3	90L 4
32	44.0	419	2.3	80/3	90L 4
31	45.1	429	1.1	60/3	90L 4
28	50.9	484	2.0	80/3	90L 4
27	51.0	485	0.9	60/3	90L 4
25	55.1	524	1.8	80/3	90L 4
25	55.2	525	0.9	60/3	90L 4
22	64.5	614	3.2	100/3	90L 4
21	65.7	625	1.5	80/3	90L 4
19.0	73.6	700	2.8	100/3	90L 4
18.4	76.0	723	1.3	80/3	90L 4
17.7	78.9	751	2.6	100/3	90L 4
17.0	82.2	782	1.2	80/3	90L 4
15.6	90.0	856	1.1	80/3	90L 4
15.2	91.9	875	2.3	100/3	90L 4
14.2	98.6	938	2.1	100/3	90L 4
13.6	102.6	976	3.4	120/3	90L 4
13.4	104.8	997	1.0	80/3	90L 4
12.2	114.4	1089	3.0	120/3	90L 4
11.9	117.8	1121	1.8	100/3	90L 4
11.9	117.2	1115	0.9	80/3	90L 4
11.2	124.9	1189	2.8	120/3	90L 4
10.8	129.5	1232	1.6	100/3	90L 4
9.8	142.9	1360	2.4	120/3	90L 4
9.5	147.2	1401	1.4	100/3	90L 4
9.4	98.6	1420	1.4	100/3	90LB 6
9.0	156.0	1484	2.2	120/3	90L 4
8.7	161.8	1540	1.3	100/3	90L 4
8.0	175.7	1672	2.0	120/3	90L 4
7.9	117.8	1697	1.2	100/3	90LB 6
7.7	182.0	1732	1.9	120/3	90L 4
7.1	197.1	1876	1.8	120/3	90L 4
7.1	129.5	1865	1.1	100/3	90LB 6
6.8	205.0	1951	1.7	120/3	90L 4
6.4	147.2	2086	1.0	100/3	100A 6
6.3	222.0	2113	1.6	120/3	90L 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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1.5 kW		$n_1 = 2830 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$ $n_1 = 940 \text{ min}^{-1}$ $n_1 = 925 \text{ min}^{-1}$	80C 2 90L 4 100A 6 90LB 6
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5.7	161.8	2330	0.9	100/3	90LB 6
5.0	277.3	2639	1.3	120/3	90L 4
4.2	222.0	3197	1.0	120/3	90LB 6
3.3	277.3	3994	0.8	120/3	90LB 6

1.8 kW		$n_1 = 2770 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$ $n_1 = 940 \text{ min}^{-1}$	80D 2 90LB 4 100B 6
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2308	1.2	7.0	4.2	40/1	80D 2
1847	1.5	9.0	3.9	40/1	80D 2
1629	1.7	10	3.9	40/1	80D 2
1539	1.8	11	1.3	32/1	80D 2
1167	1.2	14	2.1	40/1	90LB 4
1077	1.3	15	3.6	50/1	90LB 4
933	1.5	18	3.5	50/1	90LB 4
933	1.5	18	2.0	40/1	90LB 4
824	1.7	20	2.0	40/1	90LB 4
749	3.7	22	2.2	40/1	80D 2
700	2.0	24	3.4	50/1	90LB 4
700	2.0	24	1.9	40/1	90LB 4
636	2.2	26	1.9	40/1	90LB 4
627	1.5	27	2.4	50/1	100B 6
560	2.5	30	2.7	50/1	90LB 4
538	2.6	31	1.6	40/1	90LB 4
500	2.8	33	2.5	50/1	90LB 4
452	3.1	37	2.4	50/1	90LB 4
438	3.2	38	1.3	40/1	90LB 4
424	3.3	39	2.3	50/1	90LB 4
389	3.6	43	2.1	50/1	90LB 4
378	3.7	44	1.1	40/1	90LB 4
359	3.9	46	1.9	50/1	90LB 4
298	4.7	56	3.0	60/1	90LB 4
275	5.1	61	1.2	50/1	90LB 4
269	5.2	62	2.6	60/1	90LB 4
241	5.8	67.7	1.7	45/2	90LB 4
241	5.8	69	0.9	50/1	90LB 4
237	5.9	70	2.1	60/1	90LB 4
222	6.3	73	2.0	50/2	90LB 4
219	6.4	74.7	1.6	45/2	90LB 4
206	6.8	81	1.5	60/1	90LB 4
189	7.4	86.3	1.5	45/2	90LB 4
189	7.4	86	1.8	50/2	90LB 4
187	7.5	87.5	0.9	41/2	90LB 4
169	8.3	97	1.6	50/2	90LB 4
165	8.5	99.1	1.4	45/2	90LB 4
165	8.5	99.1	0.9	41/2	90LB 4
157	8.9	104	3.4	60/2	90LB 4
144	9.7	113.1	1.3	45/2	90LB 4
139	10.1	118	3.0	60/2	90LB 4
135	10.4	121	1.4	50/2	90LB 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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1.8 kW

 $n_1 = 2770 \text{ min}^{-1}$
 $n_1 = 1400 \text{ min}^{-1}$
 $n_1 = 940 \text{ min}^{-1}$ 80D 2
90LB 4
100B 6

124	11.3	132	2.8	60/2	90LB 4
116	12.1	141.1	1.1	45/2	90LB 4
113	12.4	145	2.6	60/2	90LB 4
112	12.5	146	1.2	50/2	90LB 4
99	14.2	165.6	1.0	45/2	90LB 4
96	14.6	170	1.1	50/2	90LB 4
90	15.5	181	2.2	60/2	90LB 4
83	16.8	196	1.0	50/2	90LB 4
83	16.9	197.1	0.8	45/2	90LB 4
77	18.3	213	1.8	60/2	90LB 4
77	18.2	212	0.9	50/2	90LB 4
75	18.7	218.1	0.8	45/2	90LB 4
71	19.7	230	1.7	60/2	90LB 4
63	22.1	258	1.7	60/2	90LB 4
62	22.7	265	3.4	80/2	90LB 4
56	24.9	290	3.2	80/2	90LB 4
55	25.3	295	1.5	60/2	90LB 4
50	28.1	328	1.3	60/2	90LB 4
48	28.9	337	2.8	80/2	90LB 4
44	31.8	371	2.5	80/2	90LB 4
43	32.3	377	1.1	60/2	90LB 4
39	35.7	408	2.4	80/3	90LB 4
39	35.7	408	1.0	60/3	90LB 4
35	40.3	460	2.1	80/3	90LB 4
35	40.3	460	0.9	60/3	90LB 4
32	44.0	502	1.9	80/3	90LB 4
31	45.1	515	0.9	60/3	90LB 4
28	50.9	581	1.7	80/3	90LB 4
27	52.8	603	3.3	100/3	90LB 4
25	56.7	647	3.1	100/3	90LB 4
25	55.1	629	1.5	80/3	90LB 4
22	64.5	737	2.7	100/3	90LB 4
21	65.7	750	1.3	80/3	90LB 4
19.0	73.6	840	2.4	100/3	90LB 4
18.4	76.0	868	1.1	80/3	90LB 4
17.7	78.9	901	2.2	100/3	90LB 4
17.0	82.2	939	3.5	120/3	90LB 4
17.0	82.2	939	1.0	80/3	90LB 4
15.6	90.0	1028	0.9	80/3	90LB 4
15.4	90.7	1036	3.2	120/3	90LB 4
15.2	91.9	1049	1.9	100/3	90LB 4
14.2	98.6	1126	1.8	100/3	90LB 4
13.6	102.6	1172	2.8	120/3	90LB 4
13.4	104.8	1197	0.8	80/3	90LB 4
12.2	114.4	1306	2.5	120/3	90LB 4
11.9	117.8	1345	1.5	100/3	90LB 4
11.2	124.9	1426	2.3	120/3	90LB 4
10.8	129.5	1479	1.3	100/3	90LB 4
9.8	142.9	1632	2.0	120/3	90LB 4
9.5	147.2	1681	1.2	100/3	90LB 4
9.0	156.0	1781	1.9	120/3	90LB 4
8.7	161.8	1848	1.1	100/3	90LB 4
8.0	175.7	2006	1.6	120/3	90LB 4
7.7	182.0	2078	1.6	120/3	90LB 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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1.8 kW

 $n_1 = 2770 \text{ min}^{-1}$
 $n_1 = 1400 \text{ min}^{-1}$
 $n_1 = 940 \text{ min}^{-1}$ 80D 2
90LB 4
100B 6

7.1	197.1	2251	1.5	120/3	90LB 4
6.8	205.0	2341	1.4	120/3	90LB 4
6.3	222.0	2535	1.3	120/3	90LB 4
5.5	256.0	2923	1.1	120/3	90LB 4
5.0	277.3	3167	1.0	120/3	90LB 4
4.2	222.0	3776	0.9	120/3	100B 6

2.2 kW

 $n_1 = 2840 \text{ min}^{-1}$
 $n_1 = 1410 \text{ min}^{-1}$ 90L 2
100A 4

2367	1.2	9.0	3.5	40/1	90L 2
1893	1.5	11	3.3	40/1	90L 2
1671	1.7	12	3.3	40/1	90L 2
1420	2.0	14	3.1	40/1	90L 2
1291	2.2	16	3.2	40/1	90L 2
1175	1.2	17	1.7	40/1	100A 4
1085	1.3	19	2.9	50/1	100A 4
940	1.5	22	2.9	50/1	100A 4
940	1.5	22	1.6	40/1	100A 4
829	1.7	25	1.6	40/1	100A 4
783	1.8	26	3.1	50/1	100A 4
705	2.0	29	2.8	50/1	100A 4
705	2.0	29	1.6	40/1	100A 4
641	2.2	32	1.6	40/1	100A 4
564	2.5	36	2.2	50/1	100A 4
542	2.6	38	1.3	40/1	100A 4
504	2.8	40	2.1	50/1	100A 4
455	3.1	45	2.0	50/1	100A 4
441	3.2	46	1.1	40/1	100A 4
427	3.3	48	1.9	50/1	100A 4
415	3.4	49	3.5	60/1	100A 4
392	3.6	52	3.3	60/1	100A 4
392	3.6	52	1.7	50/1	100A 4
381	3.7	53	0.9	40/1	100A 4
362	3.9	56	1.6	50/1	100A 4
300	4.7	68	2.5	60/1	100A 4
276	5.1	74	1.0	50/1	100A 4
271	5.2	75	2.2	60/1	100A 4
243	5.8	82.1	1.4	45/2	100A 4
239	5.9	85	1.7	60/1	100A 4
224	6.3	89	1.6	50/2	100A 4
220	6.4	90.6	1.3	45/2	100A 4
220	6.4	93	3.6	80/1	100A 4
207	6.8	98	1.3	60/1	100A 4
191	7.4	104.8	1.2	45/2	100A 4
178	7.9	112	3.0	60/2	100A 4
170	8.3	117	1.3	50/2	100A 4
166	8.5	120.3	1.2	45/2	100A 4
158	8.9	126	2.8	60/2	100A 4
153	9.2	130	1.3	50/2	100A 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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2.2 kW

 $n_1 = 2840 \text{ min}^{-1}$
 $n_1 = 1410 \text{ min}^{-1}$ 90L 2
100A 4

145	9.7	137.3	1.1	45/2	100A 4
140	10.1	143	2.5	60/2	100A 4
136	10.4	147	1.2	50/2	100A 4
125	11.3	160	2.3	60/2	100A 4
117	12.1	171.3	0.9	45/2	100A 4
114	12.4	176	2.1	60/2	100A 4
113	12.5	177	1.0	50/2	100A 4
99	14.2	201.0	0.8	45/2	100A 4
99	14.3	202	1.9	60/2	100A 4
97	14.6	207	0.9	50/2	100A 4
91	15.5	219	1.8	60/2	100A 4
78	18.1	256	3.4	80/2	100A 4
77	18.3	259	1.5	60/2	100A 4
73	19.4	275	3.2	80/2	100A 4
72	19.7	279	1.4	60/2	100A 4
64	22.1	313	1.4	60/2	100A 4
62	22.7	321	2.8	80/2	100A 4
57	24.9	352	2.7	80/2	100A 4
56	25.3	358	1.3	60/2	100A 4
50	28.1	398	1.0	60/2	100A 4
49	28.9	409	2.3	80/2	100A 4
44	31.8	450	2.1	80/2	100A 4
44	32.3	457	0.9	60/2	100A 4
39	35.7	495	2.0	80/3	100A 4
39	35.7	495	0.8	60/3	100A 4
35	40.6	563	3.5	100/3	100A 4
35	40.3	558	1.7	80/3	100A 4
32	44.0	610	1.6	80/3	100A 4
31	45.2	626	3.2	100/3	100A 4
28	50.9	705	1.4	80/3	100A 4
27	52.8	732	2.7	100/3	100A 4
26	55.1	764	1.3	80/3	100A 4
25	56.7	786	2.5	100/3	100A 4
22	64.5	894	2.2	100/3	100A 4
21	65.7	910	1.1	80/3	100A 4
19.4	72.6	1006	3.3	120/3	100A 4
19.2	73.6	1020	1.9	100/3	100A 4
18.6	76.0	1053	0.9	80/3	100A 4
18.1	77.7	1077	3.1	120/3	100A 4
17.9	78.9	1093	1.8	100/3	100A 4
17.2	82.2	1139	2.9	120/3	100A 4
17.2	82.2	1139	0.8	80/3	100A 4
15.5	90.7	1257	2.6	120/3	100A 4
15.3	91.9	1274	1.6	100/3	100A 4
14.3	98.6	1366	1.5	100/3	100A 4
13.7	102.6	1422	2.3	120/3	100A 4
12.3	114.4	1585	2.1	120/3	100A 4
12.0	117.8	1632	1.2	100/3	100A 4
11.3	124.9	1731	1.9	120/3	100A 4
10.9	129.5	1795	1.1	100/3	100A 4
9.9	142.9	1980	1.7	120/3	100A 4
9.6	147.2	2040	1.0	100/3	100A 4
9.0	156.0	2162	1.5	120/3	100A 4
8.7	161.8	2242	0.9	100/3	100A 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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2.2 kW		$n_1 = 2840 \text{ min}^{-1}$ $n_1 = 1410 \text{ min}^{-1}$		90L 2 100A 4	
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8.0	175.7	2435	1.4	120/3	100A 4
7.7	182.0	2522	1.3	120/3	100A 4
7.2	197.1	2731	1.2	120/3	100A 4
6.9	205.0	2841	1.2	120/3	100A 4
6.4	222.0	3076	1.1	120/3	100A 4
5.5	256.0	3548	0.9	120/3	100A 4
5.1	277.3	3843	0.9	120/3	100A 4

3 kW		$n_1 = 2840 \text{ min}^{-1}$ $n_1 = 1420 \text{ min}^{-1}$		90LB 2 100B 4	
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2367	1.2	12	2.6	40/1	90LB 2
1893	1.5	15	2.4	40/1	90LB 2
1671	1.7	17	2.4	40/1	90LB 2
1420	2.0	20	2.3	40/1	90LB 2
1291	2.2	22	2.3	40/1	90LB 2
1183	1.2	23	1.3	40/1	100B 4
1092	1.3	25	2.2	50/1	100B 4
947	1.5	29	2.1	50/1	100B 4
947	1.5	29	1.2	40/1	100B 4
835	1.7	33	1.2	40/1	100B 4
789	1.8	35	2.3	50/1	100B 4
710	2.0	39	2.0	50/1	100B 4
710	2.0	39	1.1	40/1	100B 4
645	2.2	43	1.2	40/1	100B 4
568	2.5	49	1.6	50/1	100B 4
546	2.6	51	1.0	40/1	100B 4
526	2.7	53	3.2	60/1	100B 4
507	2.8	55	1.6	50/1	100B 4
490	2.9	57	3.0	60/1	100B 4
458	3.1	61	1.5	50/1	100B 4
430	3.3	65	1.4	50/1	100B 4
418	3.4	67	2.6	60/1	100B 4
394	3.6	70	2.4	60/1	100B 4
394	3.6	70	1.3	50/1	100B 4
364	3.9	76	1.2	50/1	100B 4
302	4.7	92	1.8	60/1	100B 4
296	4.8	94	3.5	80/1	100B 4
273	5.2	102	1.6	60/1	100B 4
268	5.3	104	3.2	80/1	100B 4
245	5.8	114	2.9	80/1	100B 4
245	5.8	111.2	1.0	45/2	100B 4
241	5.9	115	1.3	60/1	100B 4
225	6.3	121	1.2	50/2	100B 4
222	6.4	125	2.6	80/1	100B 4
222	6.4	122.7	1.0	45/2	100B 4
209	6.8	133	0.9	60/1	100B 4
192	7.4	142	1.1	50/2	100B 4
192	7.4	141.8	0.9	45/2	100B 4
180	7.9	151	2.2	60/2	100B 4
171	8.3	159	1.0	50/2	100B 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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3 kW		$n_1 = 2840 \text{ min}^{-1}$ $n_1 = 1420 \text{ min}^{-1}$		90LB 2 100B 4	
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167	8.5	162.9	0.9	45/2	100B 4
154	9.2	176	0.9	50/2	100B 4
146	9.7	185.9	0.8	45/2	100B 4
141	10.1	194	1.9	60/2	100B 4
137	10.4	199	0.9	50/2	100B 4
126	11.3	217	1.7	60/2	100B 4
115	12.4	238	3.3	80/2	100B 4
115	12.4	238	1.6	60/2	100B 4
100	14.2	272	3.0	80/2	100B 4
99	14.3	274	1.4	60/2	100B 4
93	15.2	291	2.9	80/2	100B 4
92	15.5	297	1.4	60/2	100B 4
78	18.1	347	2.5	80/2	100B 4
78	18.3	351	1.1	60/2	100B 4
73	19.4	372	2.4	80/2	100B 4
72	19.7	378	1.0	60/2	100B 4
64	22.1	424	1.0	60/2	100B 4
63	22.7	435	2.1	80/2	100B 4
57	24.9	477	2.0	80/2	100B 4
56	25.3	485	0.9	60/2	100B 4
51	28.0	525	0.9	60/3	100B 4
49	28.9	554	1.7	80/2	100B 4
45	31.8	610	1.5	80/2	100B 4
44	32.5	610	3.3	100/3	100B 4
40	35.7	670	1.4	80/3	100B 4
39	36.4	683	2.9	100/3	100B 4
35	40.6	762	2.6	100/3	100B 4
35	40.3	756	1.3	80/3	100B 4
32	44.0	826	1.2	80/3	100B 4
31	45.2	848	2.3	100/3	100B 4
28	50.9	955	1.0	80/3	100B 4
27	52.8	991	2.0	100/3	100B 4
26	55.1	1034	0.9	80/3	100B 4
25	57.1	1071	3.1	120/3	100B 4
25	56.7	1064	1.9	100/3	100B 4
23	62.2	1167	2.8	120/3	100B 4
22	64.5	1210	1.6	100/3	100B 4
19.6	72.6	1362	2.4	120/3	100B 4
19.3	73.6	1381	1.4	100/3	100B 4
18.3	77.7	1458	2.3	120/3	100B 4
18.0	78.9	1480	1.3	100/3	100B 4
17.3	82.2	1542	2.1	120/3	100B 4
15.7	90.7	1702	1.9	120/3	100B 4
15.5	91.9	1724	1.2	100/3	100B 4
14.4	98.6	1850	1.1	100/3	100B 4
13.8	102.6	1925	1.7	120/3	100B 4
12.4	114.4	2147	1.5	120/3	100B 4
12.1	117.8	2210	0.9	100/3	100B 4
11.4	124.9	2344	1.4	120/3	100B 4
11.0	129.5	2430	0.8	100/3	100B 4
9.9	142.9	2681	1.2	120/3	100B 4
9.1	156.0	2927	1.1	120/3	100B 4
8.1	175.7	3297	1.0	120/3	100B 4
7.8	182.0	3415	1.0	120/3	100B 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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3 kW		$n_1 = 2840 \text{ min}^{-1}$ $n_1 = 1420 \text{ min}^{-1}$		90LB 2 100B 4	
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7.2	197.1	3698	0.9	120/3	100B 4
6.9	205.0	3847	0.9	120/3	100B 4

4 kW		$n_1 = 2860 \text{ min}^{-1}$ $n_1 = 1410 \text{ min}^{-1}$		100B 2 100BL 4	
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2383	1.2	16	1.9	40/1	100B 2
2200	1.3	17	3.3	50/1	100B 2
1907	1.5	19	3.2	50/1	100B 2
1907	1.5	19	1.8	40/1	100B 2
1682	1.7	22	1.8	40/1	100B 2
1589	1.8	23	3.4	50/1	100B 2
1430	2.0	26	3.1	50/1	100B 2
1430	2.0	26	1.7	40/1	100B 2
1300	2.2	29	1.8	40/1	100B 2
1175	1.2	32	1.0	40/1	100BL 4
1085	1.3	34	1.6	50/1	100BL 4
940	1.5	39	1.6	50/1	100BL 4
940	1.5	39	0.9	40/1	100BL 4
881	1.6	42	3.3	60/1	100BL 4
829	1.7	45	0.9	40/1	100BL 4
783	1.8	47	3.1	60/1	100BL 4
783	1.8	47	1.7	50/1	100BL 4
705	2.0	53	1.5	50/1	100BL 4
705	2.0	53	0.9	40/1	100BL 4
671	2.1	55	2.9	60/1	100BL 4
641	2.2	58	0.9	40/1	100BL 4
588	2.4	63	2.7	60/1	100BL 4
564	2.5	66	1.2	50/1	100BL 4
522	2.7	71	2.4	60/1	100BL 4
504	2.8	74	1.2	50/1	100BL 4
486	2.9	76	2.2	60/1	100BL 4
455	3.1	81	1.1	50/1	100BL 4
427	3.3	87	1.0	50/1	100BL 4
415	3.4	89	1.9	60/1	100BL 4
392	3.6	95	3.5	80/1	100BL 4
392	3.6	95	1.8	60/1	100BL 4
392	3.6	95	1.0	50/1	100BL 4
362	3.9	102	0.9	50/1	100BL 4
300	4.7	124	1.4	60/1	100BL 4
294	4.8	126	2.6	80/1	100BL 4
271	5.2	137	1.2	60/1	100BL 4
266	5.3	139	2.4	80/1	100BL 4
243	5.8	152	2.2	80/1	100BL 4
239	5.9	155	0.9	60/1	100BL 4
224	6.3	162	0.9	50/2	100BL 4
220	6.4	168	2.0	80/1	100BL 4
191	7.4	190	0.8	50/2	100BL 4
181	7.8	201	3.5	80/2	100BL 4
178	7.9	203	1.7	60/2	100BL 4
162	8.7	224	3.3	80/2	100BL 4
158	8.9	229	1.5	60/2	100BL 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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4 kW		$n_1 = 2860 \text{ min}^{-1}$ $n_1 = 1410 \text{ min}^{-1}$	100B 2 100BL 4
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141	10.0	257	2.9	80/2	100BL 4
140	10.1	260	1.4	60/2	100BL 4
127	11.1	286	2.7	80/2	100BL 4
125	11.3	291	1.3	60/2	100BL 4
114	12.4	319	2.5	80/2	100BL 4
114	12.4	319	1.2	60/2	100BL 4
99	14.2	365	2.2	80/2	100BL 4
93	15.2	391	2.1	80/2	100BL 4
91	15.5	399	1.0	60/2	100BL 4
78	18.1	466	1.9	80/2	100BL 4
77	18.3	471	0.8	60/2	100BL 4
73	19.4	499	1.8	80/2	100BL 4
62	22.7	584	1.6	80/2	100BL 4
57	24.9	641	1.5	80/2	100BL 4
49	28.9	744	1.3	80/2	100BL 4
48	29.1	733	2.7	100/3	100BL 4
44	31.8	818	1.1	80/2	100BL 4
43	32.5	819	2.4	100/3	100BL 4
39	36.4	917	2.2	100/3	100BL 4
39	35.7	899	1.1	80/3	100BL 4
35	40.7	1025	3.2	120/3	100BL 4
35	40.6	1023	1.9	100/3	100BL 4
35	40.3	1015	1.0	80/3	100BL 4
32	44.0	1109	0.9	80/3	100BL 4
31	45.7	1151	2.9	120/3	100BL 4
31	45.2	1139	1.7	100/3	100BL 4
28	50.9	1282	2.6	120/3	100BL 4
27	52.8	1330	1.5	100/3	100BL 4
25	57.1	1439	2.3	120/3	100BL 4
25	56.7	1429	1.4	100/3	100BL 4
23	62.2	1567	2.1	120/3	100BL 4
22	64.5	1625	1.2	100/3	100BL 4
19.4	72.6	1829	1.8	120/3	100BL 4
19.2	73.6	1854	1.1	100/3	100BL 4
18.1	77.7	1958	1.7	120/3	100BL 4
17.9	78.9	1988	1.0	100/3	100BL 4
17.2	82.2	2071	1.6	120/3	100BL 4
15.5	90.7	2285	1.4	120/3	100BL 4
15.3	91.9	2315	0.9	100/3	100BL 4
13.7	102.6	2585	1.3	120/3	100BL 4
12.3	114.4	2882	1.1	120/3	100BL 4
11.3	124.9	3147	1.0	120/3	100BL 4
9.9	142.9	3600	0.9	120/3	100BL 4
9.0	156.0	3931	0.8	120/3	100BL 4

5.5 kW		$n_1 = 2880 \text{ min}^{-1}$ $n_1 = 1440 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$	112B 2 132S 4 112BL 4
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2400	1.2	21	1.4	40/1*	112B 2
2215	1.3	23	2.4	50/1	112B 2
1920	1.5	27	2.4	50/1	112B 2
1920	1.5	27	1.3	40/1*	112B 2

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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5.5 kW		$n_1 = 2880 \text{ min}^{-1}$ $n_1 = 1440 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$	112B 2 132S 4 112BL 4
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1694	1.7	30	1.3	40/1*	112B 2
1600	1.8	32	2.5	50/1	112B 2
1440	2.0	35	2.3	50/1	112B 2
1440	2.0	35	1.3	40/1*	112B 2
1309	2.2	39	1.3	40/1*	112B 2
1077	1.3	47	2.7	60/1	112BL 4
1077	1.3	47	1.2	50/1	112BL 4
933	1.5	55	1.2	50/1	112BL 4
875	1.6	58	2.4	60/1	112BL 4
778	1.8	66	2.2	60/1	112BL 4
778	1.8	66	1.2	50/1	112BL 4
700	2.0	73	1.1	50/1	112BL 4
667	2.1	76	2.1	60/1	112BL 4
583	2.4	87	1.9	60/1	112BL 4
560	2.5	91	0.9	50/1	112BL 4
519	2.7	98	3.4	80/1	112BL 4
519	2.7	98	1.7	60/1	112BL 4
500	2.8	102	0.8	50/1	112BL 4
483	2.9	106	3.1	80/1	112BL 4
483	2.9	106	1.6	60/1	112BL 4
424	3.3	120	2.7	80/1	112BL 4
412	3.4	124	1.4	60/1	112BL 4
389	3.6	131	2.5	80/1	112BL 4
389	3.6	131	1.3	60/1	112BL 4
298	4.7	171	1.0	60/1	112BL 4
292	4.8	175	1.9	80/1	112BL 4
269	5.2	189	0.9	60/1	112BL 4
264	5.3	193	1.7	80/1	112BL 4
241	5.8	211	1.6	80/1	112BL 4
219	6.4	233	1.4	80/1	112BL 4
209	6.9	244	2.0	100/1	132S 4
192	7.5	265	1.8	100/1	132S 4
179	7.8	278	2.5	80/2	112BL 4
177	7.9	282	1.2	60/2	112BL 4
161	8.7	310	2.3	80/2	112BL 4
157	8.9	317	1.1	60/2	112BL 4
140	10.0	356	2.1	80/2	112BL 4
139	10.1	360	1.0	60/2	112BL 4
126	11.1	396	1.9	80/2	112BL 4
113	12.4	442	1.8	80/2	112BL 4
113	12.4	442	0.8	60/2	112BL 4
99	14.2	506	1.6	80/2	112BL 4
92	15.2	542	1.6	80/2	112BL 4
91	15.9	551	3.1	100/2	132S 4
82	17.6	610	2.9	100/2	132S 4
77	18.1	645	1.3	80/2	112BL 4
72	19.9	690	2.6	100/2	132S 4
72	19.4	691	1.3	80/2	112BL 4
65	22.2	769	2.4	100/2	132S 4
62	22.7	809	1.1	80/2	112BL 4
60	24.2	839	2.3	100/2	132S 4
56	24.9	887	1.1	80/2	112BL 4
48	28.9	1030	0.9	80/2	112BL 4
44	31.8	1133	0.8	80/2	112BL 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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5.5 kW		$n_1 = 2880 \text{ min}^{-1}$ $n_1 = 1440 \text{ min}^{-1}$ $n_1 = 1400 \text{ min}^{-1}$	112B 2 132S 4 112BL 4
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43	32.5	1134	1.8	100/3	112BL 4
41	35.3	1223	1.6	100/2	132S 4
39	37.0	1282	2.3	120/2	132S 4
38	38.3	1327	1.5	100/2	132S 4
34	40.6	1417	1.4	100/3	112BL 4
34	40.7	1420	2.3	120/3	112BL 4
31	45.2	1577	1.3	100/3	112BL 4
31	45.7	1595	2.1	120/3	112BL 4
28	50.9	1776	1.9	120/3	112BL 4
27	52.8	1842	1.1	100/3	112BL 4
25	56.7	1978	1.0	100/3	112BL 4
25	57.1	1992	1.7	120/3	112BL 4
23	62.2	2170	1.5	120/3	112BL 4
22	64.5	2251	0.9	100/3	112BL 4
19.3	72.6	2533	1.3	120/3	112BL 4
18.0	77.7	2711	1.2	120/3	112BL 4
15.4	90.7	3165	1.0	120/3	112BL 4
13.6	102.6	3580	0.9	120/3	112BL 4
12.2	114.4	3992	0.8	120/3	112BL 4

7.5 kW		$n_1 = 2890 \text{ min}^{-1}$ $n_1 = 2860 \text{ min}^{-1}$ $n_1 = 1440 \text{ min}^{-1}$	132SL 2 112BL 2 132M 4
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2383	1.2	29	1.0	40/1*	112BL 2
2200	1.3	32	1.7	50/1*	112BL 2
1907	1.5	36	1.7	50/1*	112BL 2
1907	1.5	36	1.0	40/1*	112BL 2
1682	1.7	41	1.0	40/1*	112BL 2
1606	1.8	43	3.4	60/1	132SL 2
1589	1.8	44	3.3	60/1	112BL 2
1589	1.8	44	1.8	50/1*	112BL 2
1430	2.0	49	1.6	50/1*	112BL 2
1430	2.0	49	0.9	40/1*	112BL 2
1362	2.1	51	3.1	60/1	112BL 2
1300	2.2	53	0.9	40/1*	112BL 2
1204	2.4	58	2.9	60/1	132SL 2
1144	2.5	61	1.3	50/1*	112BL 2
1108	1.3	63	2.1	60/1	132M 4
1059	2.7	66	2.6	60/1	112BL 2
1021	2.8	68	1.2	50/1*	112BL 2
986	2.9	70	2.4	60/1	112BL 2
923	3.1	75	1.2	50/1*	112BL 2
800	1.8	87	3.2	80/1	132M 4
800	1.8	87	1.7	60/1	132M 4
794	3.6	87	1.0	50/1*	112BL 2
733	3.9	95	0.9	50/1*	112BL 2
720	2.0	96	3.2	80/1	132M 4
686	2.1	101	1.6	60/1	132M 4
600	2.4	116	2.8	80/1	132M 4
600	2.4	116	1.5	60/1	132M 4
533	2.7	130	2.5	80/1	132M 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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7.5 kW

 $n_1 = 2890 \text{ min}^{-1}$
 $n_1 = 2860 \text{ min}^{-1}$
 $n_1 = 1440 \text{ min}^{-1}$ 132SL 2
112BL 2
132M 4

533	2.7	130	1.3	60/1	132M 4
497	2.9	140	2.4	80/1	132M 4
497	2.9	140	1.2	60/1	132M 4
436	3.3	159	2.1	80/1	132M 4
424	3.4	164	1.0	60/1	132M 4
400	3.6	174	1.9	80/1	132M 4
400	3.6	174	1.0	60/1	132M 4
369	3.9	188	3.2	100/1	132M 4
362	7.9	188	1.5	60/2	112BL 2
321	8.9	212	1.4	60/2	112BL 2
300	4.8	232	1.4	80/1	132M 4
272	5.3	256	1.3	80/1	132M 4
267	5.4	261	2.0	100/1	132M 4
253	11.3	269	1.1	60/2	112BL 2
248	5.8	280	1.2	80/1	132M 4
244	5.9	285	1.9	100/1	132M 4
231	12.4	295	1.1	60/2	112BL 2
225	6.4	309	1.1	80/1	132M 4
209	6.9	333	1.4	100/1	132M 4
200	14.3	340	1.0	60/2	112BL 2
192	7.5	362	1.3	100/1	132M 4
185	7.8	369	1.9	80/2	132M 4
182	7.9	373	0.9	60/2	132M 4
166	8.7	411	1.8	80/2	132M 4
162	8.9	421	3.6	100/2	132M 4
162	8.9	421	0.8	60/2	132M 4
145	9.9	468	3.3	100/2	132M 4
144	10.0	473	1.6	80/2	132M 4
130	11.1	525	3.0	100/2	132M 4
130	11.1	525	1.5	80/2	132M 4
119	12.1	572	2.8	100/2	132M 4
116	12.4	586	1.3	80/2	132M 4
102	14.1	666	2.5	100/2	132M 4
101	14.2	671	1.2	80/2	132M 4
95	15.2	718	1.2	80/2	132M 4
91	15.9	751	2.3	100/2	132M 4
82	17.6	832	2.1	100/2	132M 4
80	18.1	855	1.0	80/2	132M 4
75	19.3	912	3.3	120/2	132M 4
74	19.4	917	1.0	80/2	132M 4
72	19.9	940	1.9	100/2	132M 4
69	21.0	992	3.0	120/2	132M 4
65	22.1	1044	2.9	120/2	132M 4
65	22.2	1049	1.8	100/2	132M 4
63	22.7	1073	0.8	80/2	132M 4
62	23.1	1092	2.7	120/2	132M 4
60	24.0	1134	2.6	120/2	132M 4
60	24.2	1144	1.7	100/2	132M 4
53	27.0	1276	2.4	120/2	132M 4
51	28.3	1337	1.4	100/2	132M 4
50	28.9	1366	2.2	120/2	132M 4
49	29.1	1346	1.5	100/3	132M 4
49	29.6	1399	2.1	120/2	132M 4
48	30.3	1432	1.3	100/2	132M 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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7.5 kW

 $n_1 = 2890 \text{ min}^{-1}$
 $n_1 = 2860 \text{ min}^{-1}$
 $n_1 = 1440 \text{ min}^{-1}$ 132SL 2
112BL 2
132M 4

44	32.5	1503	1.3	100/3	132M 4
43	33.7	1592	1.9	120/2	132M 4
41	35.3	1668	1.2	100/2	132M 4
40	36.4	1684	1.2	100/3	132M 4
39	37.0	1748	1.7	120/2	132M 4
38	38.3	1810	1.1	100/2	132M 4
35	40.6	1878	1.1	100/3	132M 4
35	40.7	1883	1.8	120/3	132M 4
32	45.2	2091	0.9	100/3	132M 4
32	45.7	2114	1.6	120/3	132M 4
28	50.9	2355	1.4	120/3	132M 4
27	52.8	2442	0.8	100/3	132M 4
25	57.1	2641	1.2	120/3	132M 4
23	62.2	2877	1.1	120/3	132M 4
19.8	72.6	3358	1.0	120/3	132M 4
18.5	77.7	3594	0.9	120/3	132M 4
17.5	82.2	3802	0.9	120/3	132M 4

9.2 kW

 $n_1 = 1450 \text{ min}^{-1}$

132ML 4

1115	1.3	76	1.7	60/1*	132ML 4
1036	1.4	82	3.3	80/1	132ML 4
906	1.6	94	1.5	60/1*	132ML 4
806	1.8	106	2.6	80/1	132ML 4
806	1.8	106	1.4	60/1*	132ML 4
725	2.0	118	2.6	80/1	132ML 4
690	2.1	123	1.3	60/1*	132ML 4
604	2.4	141	2.3	80/1	132ML 4
604	2.4	141	1.2	60/1*	132ML 4
537	2.7	159	2.1	80/1	132ML 4
537	2.7	159	1.1	60/1*	132ML 4
500	2.9	170	1.9	80/1	132ML 4
500	2.9	170	1.0	60/1*	132ML 4
439	3.3	194	1.7	80/1	132ML 4
426	3.4	200	0.9	60/1*	132ML 4
403	3.6	212	1.6	80/1	132ML 4
403	3.6	212	0.8	60/1*	132ML 4
372	3.9	229	2.6	100/1	132ML 4
302	4.8	282	1.2	80/1	132ML 4
250	5.8	341	1.0	80/1	132ML 4
246	5.9	347	1.5	100/1	132ML 4
227	6.4	376	0.9	80/1	132ML 4
210	6.9	406	1.2	100/1	132ML 4
186	7.8	449	1.6	80/2	132ML 4
184	7.9	455	3.2	100/2	132ML 4
167	8.7	501	1.5	80/2	132ML 4
163	8.9	512	2.9	100/2	132ML 4
146	9.9	570	2.7	100/2	132ML 4
145	10.0	576	1.3	80/2	132ML 4
131	11.1	639	2.5	100/2	132ML 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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9.2 kW

 $n_1 = 1450 \text{ min}^{-1}$

132ML 4

131	11.1	639	1.2	80/2	132ML 4
120	12.1	697	2.3	100/2	132ML 4
117	12.4	714	1.1	80/2	132ML 4
103	14.1	812	2.1	100/2	132ML 4
102	14.2	817	1.0	80/2	132ML 4
95	15.2	875	1.0	80/2	132ML 4
91	15.9	915	1.9	100/2	132ML 4
82	17.6	1013	1.8	100/2	132ML 4
82	17.7	1019	2.9	120/2	132ML 4
80	18.1	1042	0.8	80/2	132ML 4
73	19.9	1146	1.6	100/2	132ML 4
65	22.2	1278	1.5	100/2	132ML 4
63	23.1	1330	2.3	120/2	132ML 4
51	28.3	1629	1.2	100/2	132ML 4
50	28.9	1664	1.8	120/2	132ML 4
43	33.7	1940	1.5	120/2	132ML 4
41	35.3	2032	0.9	100/2	132ML 4
36	40.6	2288	0.9	100/3	132ML 4
36	40.7	2294	1.4	120/3	132ML 4
28	50.9	2868	1.2	120/3	132ML 4
23	62.2	3505	0.9	120/3	132ML 4

11 kW

 $n_1 = 2940 \text{ min}^{-1}$
 $n_1 = 1455 \text{ min}^{-1}$ 132M 2
160M 4

2450	1.2	42	6.3	80/1	132M 2
2262	1.3	45	2.9	60/1*	132M 2
1838	1.6	55	2.5	60/1*	132M 2
1633	1.8	62	2.3	60/1*	132M 2
1400	2.1	73	2.2	60/1*	132M 2
1225	2.4	83	2.0	60/1*	132M 2
1213	1.2	84	3.1	80/1	160M 4
1089	2.7	94	3.5	80/1	132M 2
1089	2.7	94	1.8	60/1*	132M 2
1039	1.4	98	2.8	80/1	160M 4
1014	2.9	101	1.7	60/1*	132M 2
891	3.3	114	2.9	80/1	132M 2
865	3.4	118	1.4	60/1*	132M 2
808	1.8	126	2.2	80/1	160M 4
728	2.0	140	2.2	80/1	160M 4
626	4.7	163	1.0	60/1*	132M 2
606	2.4	168	2.0	80/1	160M 4
565	5.2	180	0.9	60/1*	132M 2
539	2.7	189	1.7	80/1	160M 4
502	2.9	203	1.6	80/1	160M 4
485	3.0	210	2.9	100/1	160M 4
441	3.3	231	1.4	80/1	160M 4
416	3.5	245	2.4	100/1	160M 4
404	3.6	252	1.3	80/1	160M 4
373	3.9	273	2.2	100/1	160M 4
372	7.9	268	1.1	60/2*	132M 2



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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11 kW

 $n_1 = 2940 \text{ min}^{-1}$
 $n_1 = 1455 \text{ min}^{-1}$ 132M 2
160M 4

338	8.7	295	2.1	80/2	132M 2
330	8.9	302	1.0	60/2*	132M 2
303	4.8	336	1.0	80/1	160M 4
275	5.3	371	0.9	80/1	160M 4
269	5.4	378	1.4	100/1	160M 4
265	11.1	377	1.7	80/2	132M 2
251	5.8	406	0.8	80/1	160M 4
247	5.9	413	1.3	100/1	160M 4
211	6.9	473	2.9	100/2	160M 4
211	6.9	483	1.0	100/1	160M 4
194	7.5	514	2.7	100/2	160M 4
194	7.5	525	0.9	100/1	160M 4
187	7.8	535	1.3	80/2	160M 4
184	7.9	542	2.7	100/2	160M 4
167	8.7	597	1.2	80/2	160M 4
163	8.9	610	2.4	100/2	160M 4
147	9.9	679	2.3	100/2	160M 4
146	10.0	686	1.1	80/2	160M 4
137	10.6	727	3.1	120/2	160M 4
131	11.1	761	2.1	100/2	160M 4
131	11.1	761	1.0	80/2	160M 4
120	12.1	830	1.9	100/2	160M 4
117	12.4	851	0.9	80/2	160M 4
103	14.1	967	3.1	120/2	160M 4
103	14.1	967	1.7	100/2	160M 4
102	14.2	974	0.8	80/2	160M 4
96	15.2	1043	0.8	80/2	160M 4
92	15.9	1091	1.6	100/2	160M 4
83	17.6	1207	1.5	100/2	160M 4
82	17.7	1214	2.5	120/2	160M 4
75	19.3	1324	2.3	120/2	160M 4
73	19.9	1365	1.3	100/2	160M 4
66	22.1	1516	2.0	120/2	160M 4
66	22.2	1523	1.2	100/2	160M 4
61	24.0	1646	1.8	120/2	160M 4
60	24.2	1660	1.2	100/2	160M 4
51	28.3	1941	1.0	100/2	160M 4
50	28.9	1982	1.5	120/2	160M 4
43	33.7	2311	1.3	120/2	160M 4
39	37.0	2538	1.2	120/2	160M 4
32	90.7	3014	1.0	120/3	132M 2

15 kW

 $n_1 = 2930 \text{ min}^{-1}$
 $n_1 = 2900 \text{ min}^{-1}$
 $n_1 = 1455 \text{ min}^{-1}$ 160MB 2
132ML 2
160L 4

2442	1.2	57	4.6	80/1*	160MB 2
2231	1.3	62	2.1	60/1*	132ML 2
1813	1.6	77	1.8	60/1*	132ML 2
1611	1.8	86	3.2	80/1*	132ML 2
1611	1.8	86	1.7	60/1*	132ML 2
1450	2.0	96	3.2	80/1*	132ML 2

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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15 kW

 $n_1 = 2930 \text{ min}^{-1}$
 $n_1 = 2900 \text{ min}^{-1}$
 $n_1 = 1455 \text{ min}^{-1}$ 160MB 2
132ML 2
160L 4

1381	2.1	101	1.6	60/1*	132ML 2
1213	1.2	115	2.3	80/1*	160L 4
1208	2.4	115	1.5	60/1*	132ML 2
1074	2.7	129	1.3	60/1*	132ML 2
1039	1.4	134	2.0	80/1*	160L 4
879	3.3	158	2.1	80/1*	132ML 2
853	3.4	163	1.0	60/1*	132ML 2
808	1.8	172	1.6	80/1*	160L 4
806	3.6	172	1.0	60/1*	132ML 2
766	1.9	181	2.7	100/1	160L 4
728	2.0	191	1.6	80/1*	160L 4
661	2.2	210	2.9	100/1	160L 4
606	2.4	229	1.4	80/1*	160L 4
539	2.7	258	1.3	80/1*	160L 4
502	2.9	277	1.2	80/1*	160L 4
485	3.0	287	2.1	100/1	160L 4
441	3.3	315	1.0	80/1*	160L 4
416	3.5	334	1.8	100/1	160L 4
404	3.6	344	1.0	80/1*	160L 4
393	3.7	346	3.5	100/2	160L 4
373	3.9	372	1.6	100/1	160L 4
372	7.8	366	1.6	80/2*	132ML 2
333	8.7	408	1.5	80/2*	132ML 2
297	4.9	458	2.8	100/2	160L 4
290	10.0	469	1.3	80/2*	132ML 2
269	5.4	516	1.0	100/1	160L 4
261	11.1	521	2.5	100/2	132ML 2
261	11.1	521	1.2	80/2*	132ML 2
247	5.9	563	0.9	100/1	160L 4
239	6.1	571	3.5	120/2	160L 4
234	12.4	582	1.1	80/2*	132ML 2
211	6.9	645	2.1	100/2	160L 4
194	7.5	701	2.0	100/2	160L 4
189	7.7	720	3.1	120/2	160L 4
187	7.8	730	1.0	80/2*	160L 4
171	8.5	795	3.1	120/2	160L 4
167	8.7	814	0.9	80/2*	160L 4
163	8.9	832	1.8	100/2	160L 4
147	9.9	926	1.7	100/2	160L 4
137	10.6	991	2.3	120/2	160L 4
131	11.1	1038	1.5	100/2	160L 4
127	11.5	1076	2.8	120/2	160L 4
120	12.1	1132	1.4	100/2	160L 4
103	14.1	1319	2.3	120/2	160L 4
103	14.1	1319	1.3	100/2	160L 4
92	15.9	1487	1.2	100/2	160L 4
83	17.6	1646	1.1	100/2	160L 4
82	17.7	1655	1.8	120/2	160L 4
75	19.3	1805	1.7	120/2	160L 4
73	19.9	1861	1.0	100/2	160L 4
69	21.0	1964	1.5	120/2	160L 4
66	22.1	2067	1.5	120/2	160L 4
66	22.2	2076	0.9	100/2	160L 4
63	23.1	2161	1.4	120/2	160L 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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15 kW

 $n_1 = 2930 \text{ min}^{-1}$
 $n_1 = 2900 \text{ min}^{-1}$
 $n_1 = 1455 \text{ min}^{-1}$ 160MB 2
132ML 2
160L 4

61	24.0	2245	1.3	120/2	160L 4
60	24.2	2263	0.9	100/2	160L 4
54	27.0	2525	1.2	120/2	160L 4
50	28.9	2703	1.1	120/2	160L 4
49	29.6	2769	1.1	120/2	160L 4
43	33.7	3152	1.0	120/2	160L 4
39	37.0	3461	0.9	120/2	160L 4

18.5 kW

 $n_1 = 2910 \text{ min}^{-1}$
 $n_1 = 1460 \text{ min}^{-1}$
 $n_1 = 970 \text{ min}^{-1}$ 160L 2
180M 4
200L 6

2425	1.2	71	3.7	80/1*	160L 2
2079	1.4	82	3.3	80/1*	160L 2
1617	1.8	106	2.6	80/1*	160L 2
1455	2.0	118	2.6	80/1*	160L 2
1213	2.4	141	2.3	80/1*	160L 2
1123	1.3	153	3.1	100/1	180M 4
882	3.3	194	1.7	80/1*	160L 2
808	3.6	212	1.6	80/1*	160L 2
768	1.9	223	2.2	100/1	180M 4
664	2.2	258	2.3	100/1	180M 4
606	4.8	283	1.2	80/1*	160L 2
549	5.3	312	1.1	80/1*	160L 2
539	5.4	318	1.7	100/1	160L 2
502	5.8	342	1.0	80/1*	160L 2
487	3.0	352	1.7	100/1	180M 4
455	6.4	377	0.9	80/1*	160L 2
417	3.5	411	1.5	100/1	180M 4
395	3.7	425	2.9	100/2	180M 4
374	3.9	458	1.3	100/1	180M 4
373	7.8	450	1.3	80/2*	160L 2
334	8.7	502	1.2	80/2*	160L 2
298	4.9	563	2.3	100/2	180M 4
291	10.0	577	1.1	80/2*	160L 2
281	5.2	598	3.0	120/2	180M 4
270	5.4	634	0.8	100/1	180M 4
262	11.1	640	1.0	80/2*	160L 2
239	6.1	701	2.9	120/2	180M 4
212	6.9	793	1.7	100/2	180M 4
195	7.5	862	1.6	100/2	180M 4
190	7.7	885	2.5	120/2	180M 4
185	7.9	908	1.6	100/2	180M 4
172	8.5	977	2.6	120/2	180M 4
164	8.9	1023	1.5	100/2	180M 4
147	9.9	1138	1.3	100/2	180M 4
138	10.6	1219	1.9	120/2	180M 4
132	11.1	1276	1.2	100/2	180M 4
127	11.5	1322	2.3	120/2	180M 4
121	12.1	1391	1.2	100/2	180M 4
104	14.1	1621	1.9	120/2	180M 4
104	14.1	1621	1.0	100/2	180M 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
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18.5 kW	$n_1 = 2910 \text{ min}^{-1}$ $n_1 = 1460 \text{ min}^{-1}$ $n_1 = 970 \text{ min}^{-1}$	160L 2 180M 4 200L 6
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92	15.9	1828	0.9	100/2	180M 4
83	17.6	2023	0.9	100/2	180M 4
82	17.7	2035	1.5	120/2	180M 4
70	21.0	2414	1.2	120/2	180M 4
61	24.0	2759	1.1	120/2	180M 4
51	28.9	3322	0.9	120/2	180M 4
46	21.0	3634	0.8	120/2	200L 6

22 kW	$n_1 = 2925 \text{ min}^{-1}$ $n_1 = 1460 \text{ min}^{-1}$ $n_1 = 975 \text{ min}^{-1}$	180M 2 180L 4 200L 6
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2250	1.3	91	5.3	100/1*	180M 2
1539	1.9	132	3.7	100/1*	180M 2
1330	2.2	153	3.9	100/1*	180M 2
1219	2.4	164	5.6	100/2	180M 2
1123	1.3	181	2.6	100/1*	180L 4
1083	2.7	184	5.2	100/2	180M 2
975	3.0	209	2.9	100/1*	180M 2
836	3.5	244	2.5	100/1*	180M 2
768	1.9	265	1.8	100/1*	180L 4
664	2.2	307	2.0	100/1*	180L 4
608	2.4	328	3.3	100/2	180L 4
541	2.7	369	3.1	100/2	180L 4
487	3.0	419	1.4	100/1*	180L 4
417	3.5	489	1.2	100/1*	180L 4
395	3.7	506	2.4	100/2	180L 4
374	3.9	533	3.2	120/2	180L 4
374	3.9	544	1.1	100/1*	180L 4
298	4.9	670	1.9	100/2	180L 4
281	5.2	711	2.5	120/2	180L 4
239	6.1	834	2.4	120/2	180L 4
212	6.9	943	1.4	100/2	180L 4
195	7.5	1025	1.4	100/2	180L 4
190	7.7	1053	2.1	120/2	180L 4
185	7.9	1080	1.3	100/2	180L 4
172	8.5	1162	2.2	120/2	180L 4
164	8.9	1217	1.2	100/2	180L 4
147	9.9	1353	1.1	100/2	180L 4
138	10.6	1449	1.6	120/2	180L 4
132	11.1	1517	1.0	100/2	180L 4
127	11.5	1572	1.9	120/2	180L 4
121	12.1	1654	1.0	100/2	180L 4
104	14.1	1928	1.6	120/2	180L 4
104	14.1	1928	0.9	100/2	180L 4
92	10.6	2170	1.4	120/2	200L 6
82	17.7	2420	1.2	120/2	180L 4
76	19.3	2638	1.1	120/2	180L 4
70	21.0	2871	1.0	120/2	180L 4
66	22.1	3021	1.0	120/2	180L 4
61	24.0	3281	0.9	120/2	180L 4
54	27.0	3691	0.8	120/2	180L 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
----------------------------	----	----------	-----------------	----------	--

30 kW	$n_1 = 2945 \text{ min}^{-1}$ $n_1 = 1465 \text{ min}^{-1}$	200L 2 200L 4
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2265	1.3	123	3.9	100/1*	200L 2
1550	1.9	179	2.7	100/1*	200L 2
1339	2.2	208	2.9	100/1*	200L 2
1227	2.4	222	4.1	100/2*	200L 2
1127	1.3	247	1.9	100/1*	200L 4
1091	2.7	250	3.8	100/2*	200L 2
982	3.0	283	2.1	100/1*	200L 2
841	3.5	330	1.8	100/1*	200L 2
796	3.7	342	3.0	100/2*	200L 2
771	1.9	360	1.4	100/1*	200L 4
666	2.2	417	1.4	100/1*	200L 4
610	2.4	446	2.4	100/2*	200L 4
543	2.7	502	2.3	100/2*	200L 4
523	2.8	520	3.3	120/2	200L 4
488	3.0	569	1.1	100/1*	200L 4
419	3.5	664	0.9	100/1*	200L 4
396	3.7	687	1.8	100/2*	200L 4
376	3.9	725	2.3	120/2	200L 4
376	3.9	740	0.8	100/1*	200L 4
299	4.9	910	1.4	100/2*	200L 4
282	5.2	966	1.9	120/2	200L 4
240	6.1	1133	1.8	120/2	200L 4
212	6.9	1282	1.1	100/2*	200L 4
195	7.5	1393	1.0	100/2*	200L 4
190	7.7	1431	1.5	120/2	200L 4
185	7.9	1468	1.0	100/2*	200L 4
172	8.5	1579	1.6	120/2	200L 4
165	8.9	1653	0.9	100/2*	200L 4
148	9.9	1839	0.8	100/2*	200L 4
138	10.6	1969	1.2	120/2	200L 4
127	11.5	2137	1.4	120/2	200L 4
104	14.1	2620	1.1	120/2	200L 4
83	17.7	3288	0.9	120/2	200L 4

37 kW	$n_1 = 2950 \text{ min}^{-1}$ $n_1 = 1475 \text{ min}^{-1}$	200L 2 225S 4
--------------	--	------------------

2269	1.3	151	3.2	100/1*	200L 2
1553	1.9	221	2.2	100/1*	200L 2
1341	2.2	256	2.3	100/1*	200L 2
1229	2.4	273	3.3	100/2*	200L 2
1093	2.7	307	3.1	100/2*	200L 2
983	3.0	349	1.7	100/1*	200L 2
843	3.5	407	1.5	100/1*	200L 2
797	3.7	421	2.4	100/2*	200L 2
756	3.9	453	1.3	100/1*	200L 2
602	4.9	558	1.9	100/2*	200L 2
567	5.2	592	2.5	120/2*	200L 2
546	5.4	627	0.8	100/1*	200L 2
527	2.8	637	2.7	120/2*	225S 4
484	6.1	694	2.3	120/2*	200L 2

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS ¹	AM AC	
----------------------------	----	----------	-----------------	----------	---

37 kW	$n_1 = 2950 \text{ min}^{-1}$ $n_1 = 1475 \text{ min}^{-1}$	200L 2 225S 4
--------------	--	------------------

428	6.9	785	1.4	100/2*	200L 2
393	7.5	853	1.4	100/2*	200L 2
378	3.9	888	1.9	120/2*	225S 4
331	8.9	1013	1.2	100/2*	200L 2
284	5.2	1183	1.5	120/2*	225S 4
244	12.1	1377	1.0	100/2*	200L 2
242	6.1	1388	1.4	120/2*	225S 4
192	7.7	1752	1.3	120/2*	225S 4
174	8.5	1934	1.3	120/2*	225S 4
139	10.6	2412	0.9	120/2*	225S 4
128	11.5	2617	1.1	120/2*	225S 4
105	14.1	3209	0.9	120/2*	225S 4

45 kW	$n_1 = 2945 \text{ min}^{-1}$ $n_1 = 1475 \text{ min}^{-1}$	225M 2 225M 4
--------------	--	------------------

1052	2.8	388	3.6	120/2*	225M 2
755	3.9	541	2.6	120/2*	225M 2
566	5.2	721	2.0	120/2*	225M 2
527	2.8	775	2.2	120/2*	225M 4
483	6.1	846	1.9	120/2*	225M 2
382	7.7	1067	1.7	120/2*	225M 2
378	3.9	1079	1.6	120/2*	225M 4
346	8.5	1178	1.7	120/2*	225M 2
284	5.2	1439	1.3	120/2*	225M 4
278	10.6	1469	1.5	120/2*	225M 2
256	11.5	1594	1.5	120/2*	225M 2
242	6.1	1688	1.2	120/2*	225M 4
209	14.1	1955	1.2	120/2*	225M 2
192	7.7	2131	1.0	120/2*	225M 4
174	8.5	2353	1.1	120/2*	225M 4
153	19.3	2676	0.9	120/2*	225M 2
140	21.0	2911	0.8	120/2*	225M 2

N.B.

Tutte le potenze indicate si riferiscono alla potenza meccanica dei riduttori.

Per i riduttori contrassegnati con (*) è opportuno effettuare la verifica della potenza limite termico secondo le indicazioni riportate nel par. A-1.5.

NOTE.

The power indicated is based on the mechanical capacities of the gearboxes. For the gearboxes marked with (*) it is also necessary to obey the thermal capacity like shown on chapter A-1.5.

HINWEIS.

Die Leistungsangaben beziehen sich auf die mechanische Belasbarkeit der Getriebe. Bei den mit (*) gekennzeichneten Getrieben ist außerdem die thermische Leistungsgrenze zu beachten (A-1.5).



1.8 Dimensioni

1.8 Dimensions

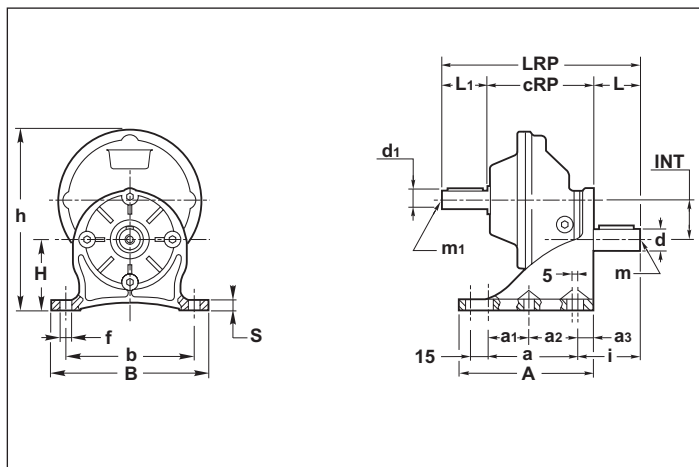
1.8 Abmessungen



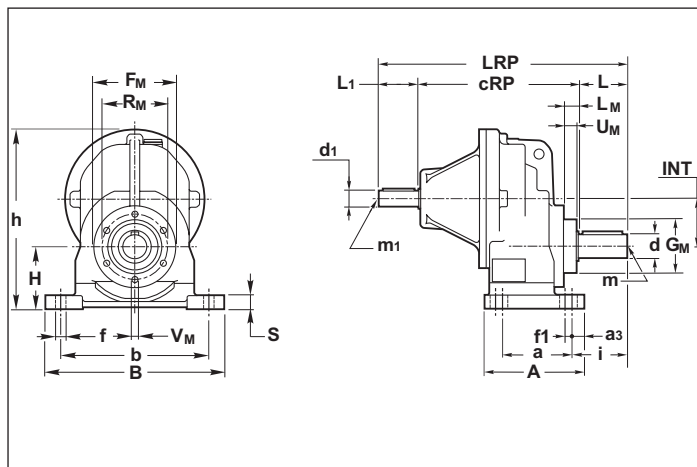
Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/1 - AR/1 - AC/1

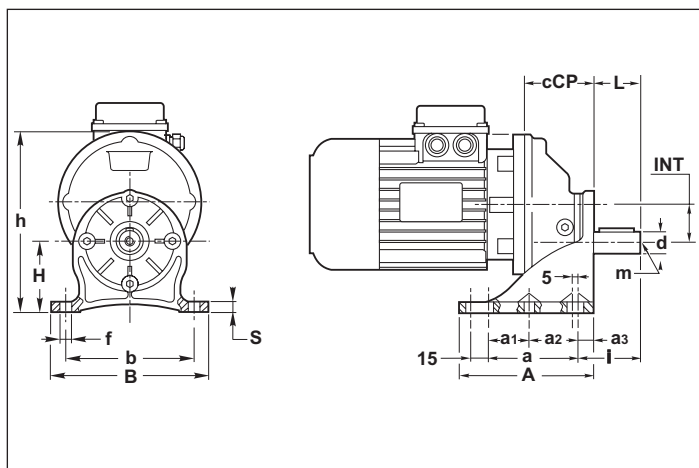
ARP (32)



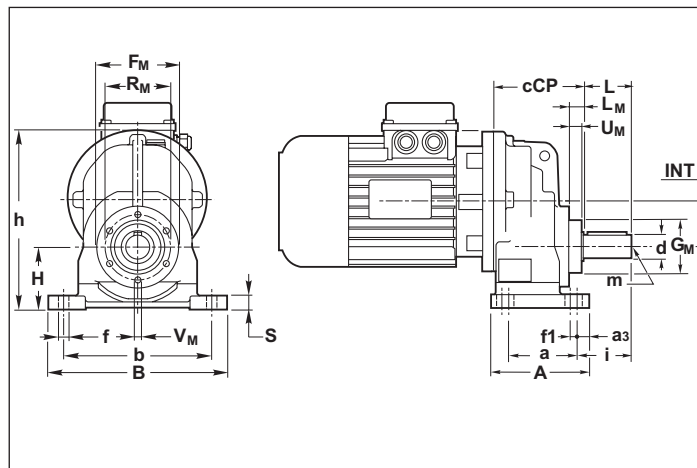
ARP (40 - 100)



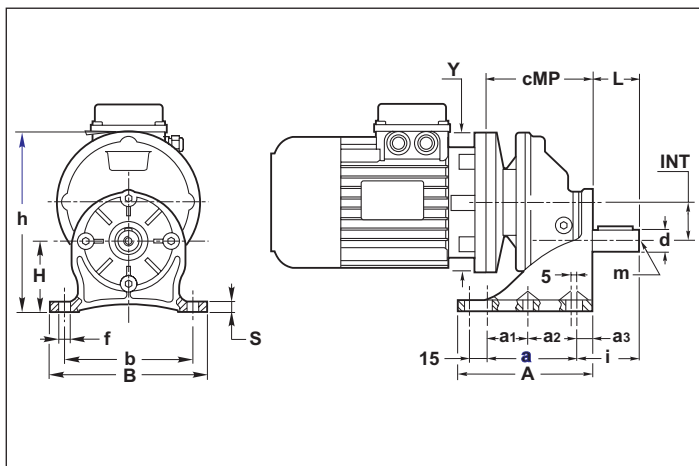
ACP (32)



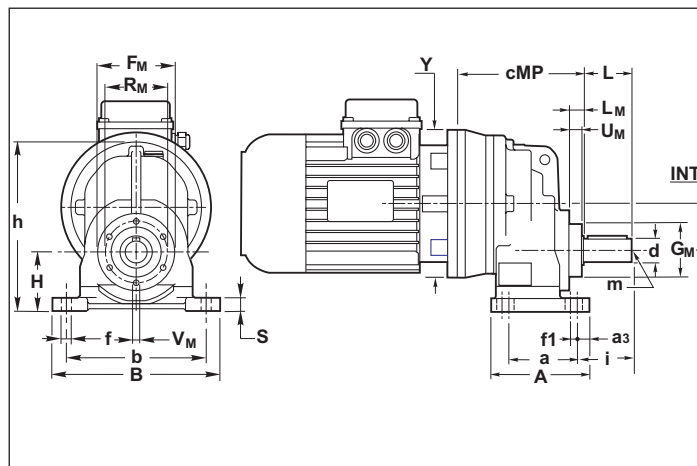
ACP (40 - 100)



AMP (32)



AMP (40 - 100)





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC AR	a	a ₁	a ₂	a ₃	A	b	B	cRP	d h6	d ₁ j6	F _M	f	f ₁	G _M	h	H	i	L	L ₁	L _M	LRP	m	m ₁	R _M	S	U _M	V _M	INT
32	77	35	42	13	115	110	135	92	19 (14)	16	—	9	5	—	153	60	53 (43)	40 (30)	40	—	172 (162)	M6 (M6)	M6	—	9	—	—	33
40	45	—	—	12	85	105	130	141	19 (20)	16	82	8.5	2	54	162	50	53 (53)	40 (40)	40	14	221 (221)	M6 (M6)	M6	66	12	13	6	42
50	70	—	—	12	100	150	180	161	24 (25)	16	82	11	7	54	181	63	56 (56)	50 (50)	40	14	251 (251)	M8 (M8)	M6	66	14	13	6	48
60	70	—	—	16	120	165	195	193	28 (30)	19	110	11	8.5	74	221	80	67.5 (67.5)	60 (60)	40	17	293 (293)	M10 (M10)	M6	94	15	15	8	61
80	85	—	—	21	135	185	230	218	38 (40)	24	156	14	—	114	276	100	105	80	50	20	348	M10 (M10)	M8	136	20	18	10	76
100	130	—	—	17	173	240	295	284.5	48 (50)	28	156	18	—	114	345	125	129	110	60	20	454	M12 (M12)	M8	136	22	17	10	95

B



	AMP../1													ACP../1					
IEC	32		40		50		60		80		100			32	40	50	60	80	100
	Y	cMP	Y	cMP	Y	cMP	Y	cMP	Y	cMP	Y	cMP		cCP					
B5	120	92	140	125	140	132	160	159	200	199	250	236		59	86	93	115	142	189
	140	92	160	125	160	132	200	174	250	209.5	300	236							
	160	92	200	145	200	152	250	184	300	230	350	300.5							
	200	102	250	155	250	162	300	208	350	260	400	305.5							
B14	90●	92	120	145	120	152	120	174.5	—	—	—	—	59	86	93	115	142	189	
	105●	92	140	145	140	152	140	174.5	—	—	—	—							
	120	102	160	155	160	162	160	184	—	—	—	—							
	—	—	—	—	—	—	200	208	—	—	—	—							

N.B.

La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3).

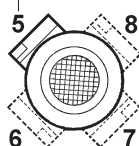
Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettieria del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettieria rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

Note.

The standard configuration for the holes is 45° to the axles (like an x: see par. 1.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



Le dimensioni cMP si riferiscono alle combinazioni albero/flangia B5 e B14, standard.

Per le dimensioni relative a combinazioni albero/flangia archiesta, contattare il ns. servizio tecnico.

The cMP dimensions refer to the standard B5 and B14 shaft/flange combinations.

As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

Die Maße cMP beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



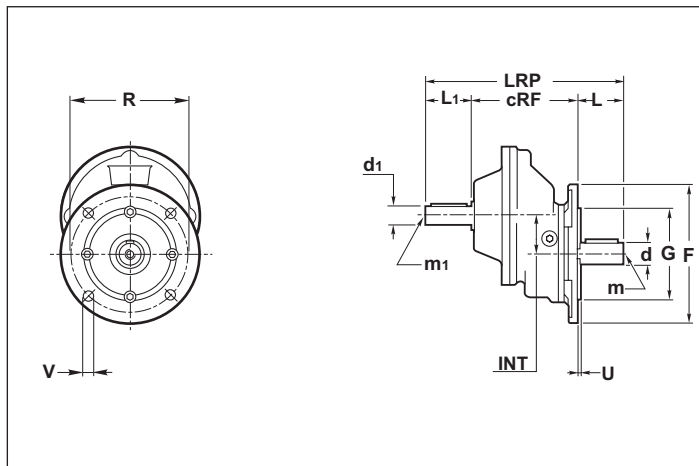
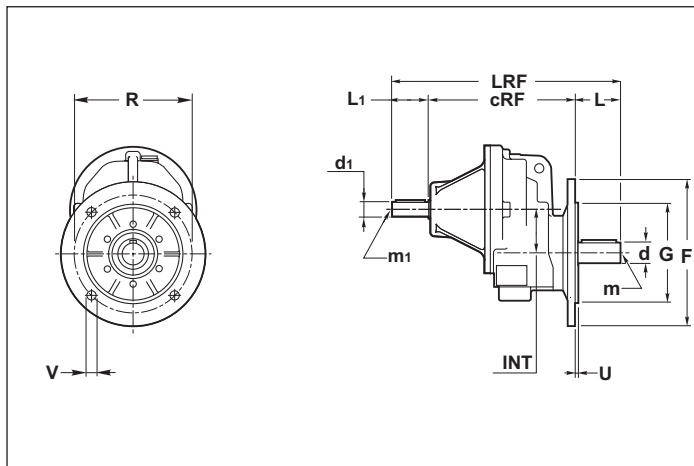
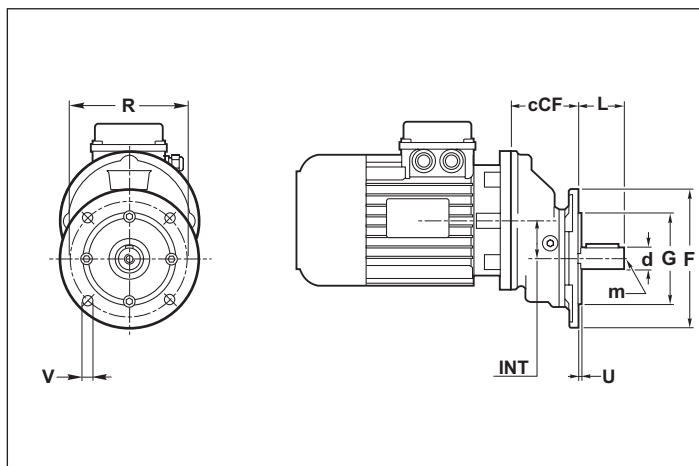
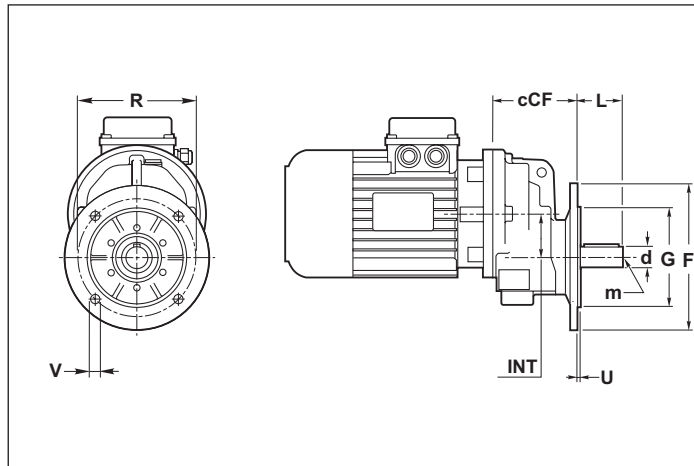
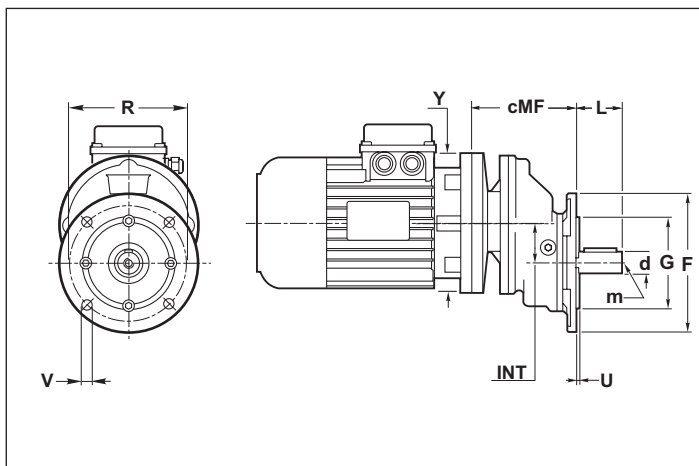
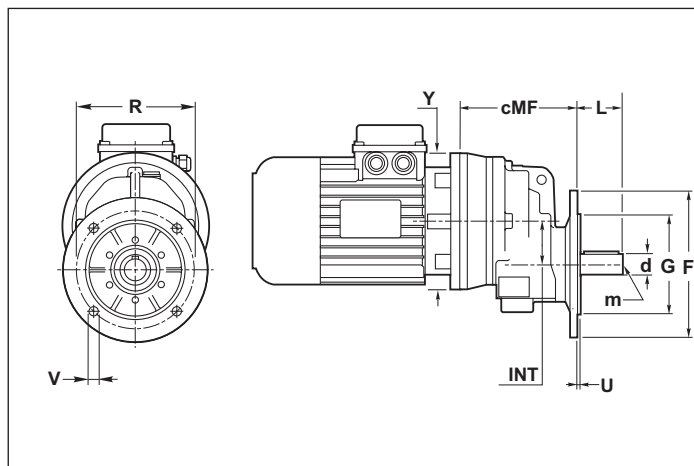
1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen



Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/1 - AR/1 - AC/1**ARF (32)****ARF (40 - 100)****ACF (32)****ACF (40 - 100)****AMF (32)****AMF (40 - 100)**

Download
2D/3D



Z4



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC AR	cRF	d h6	d ₁ j6	L	L ₁	LRF	m	m ₁	INT
32	92	19 (14)	16	30 (40)	40	172 (162)	M6 (M6)	M6	33
40	141	19 (20)	16	40 (40)	40	221 (221)	M6 (M6)	M6	42
50	161	24 (25)	16	50 (50)	40	251 (251)	M8 (M8)	M6	48
60	193	28 (30)	19	60 (60)	40	293 (193)	M10 (M10)	M6	61
80	218	38 (40)	24	80	50	248	M10 (M10)	M8	76
100	284.5	48 (50)	28	110	60	454	M12 (M12)	M8	95

B



	32			40				50				60			80		100	
	F1	F2	F3	F1	F2	F3	F4	F1	F2	F3	F4	F1	F2	F3	F1	F2	F1	F2
F	120	140	160	120	140	160	200	120	140	160	200	160	200	250	250	300	250	300
G (g6)	80	95	110	80	95	110	130	80	95	110	130	110	130	180	180	230	180	230
R	100	115	130	100	115	130	165	100	115	130	165	130	165	215	215	265	215	265
V	9	9	10	9	9	10	13	9	9	10	13	10	13	15	15	15	15	15
U	3	3.5	3.5	3	3.5	3.5	3.5	3	3.5	3.5	3.5	3	3.5	3.5	4	4	4	4

IEC	AMF../1												ACF../1					
	32		40		50		60		80		100		32	40	50	60	80	100
	Y	cMF	Y	cMF	Y	cMF	Y	cMF	Y	cMF	Y	cMF	cCF					
B5	120	92	140	125	140	132	160	159	200	199	250	236	59	86	93	115	142	189
	140	92	160	125	160	132	200	174	250	209.5	300	236						
	160	92	200	145	200	152	250	184	300	230.5	350	300.5						
	200	102	250	155	250	162	300	208	350	260	400	305.5						
B14	90•	92	120	145	120	152	120	174.5	—	—	—	—						
	105•	92	140	145	140	152	140	174.5	—	—	—	—						
	120	102	160	155	160	162	160	184	—	—	—	—						
	—	—	—	—	—	—	200	208	—	—	—	—						

N.B.

La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3).

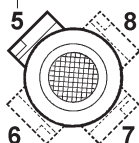
Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettieria del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettieria rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

Note.

The standard configuration for the holes is 45° to the axles (like an x: see par. 1.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



Le dimensioni cMF si riferiscono alle combinazioni albero/flangia B5 e B14, standard.

Per le dimensioni relative a combinazioni albero/flangia arichiesta, contattare il ns. servizio tecnico.

The cMF dimensions refer to the standard B5 and B14 shaft/flange combinations.

As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

Die Maße cMF beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



1.8 Dimensioni

1.8 Dimensions

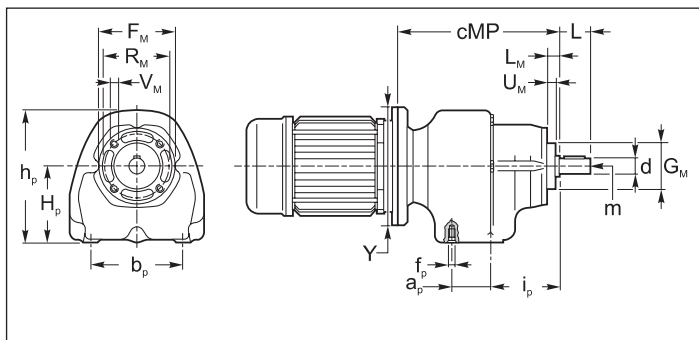
1.8 Abmessungen



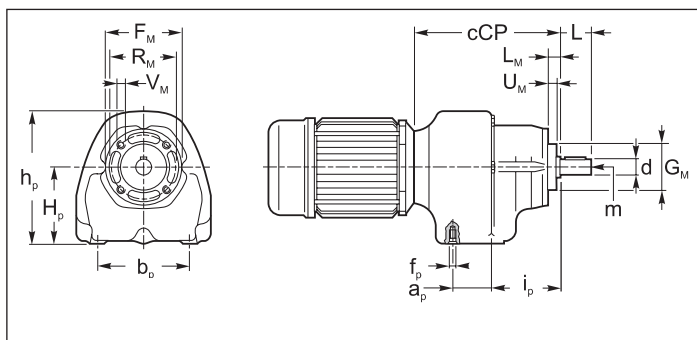
Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/2-3 - AR/2-3 - AC/2-3

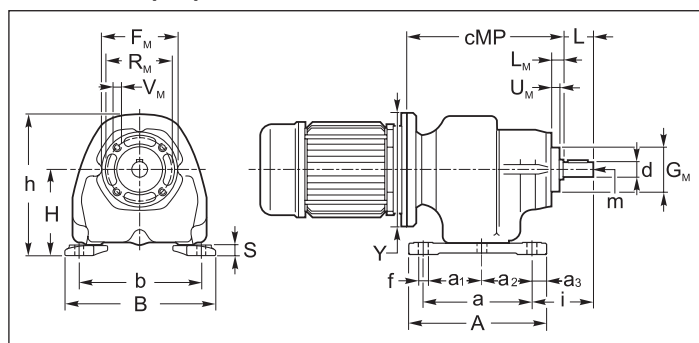
AM (25)



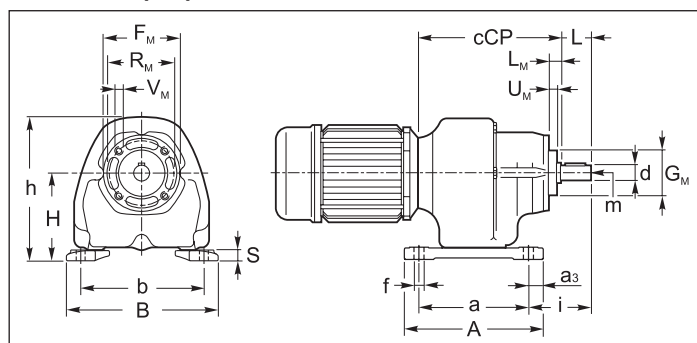
AC (25)



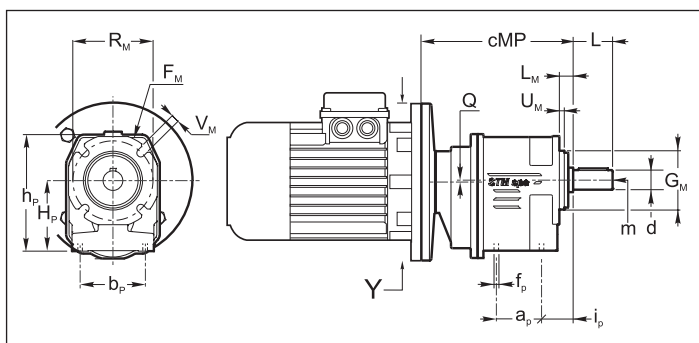
AMP (25)



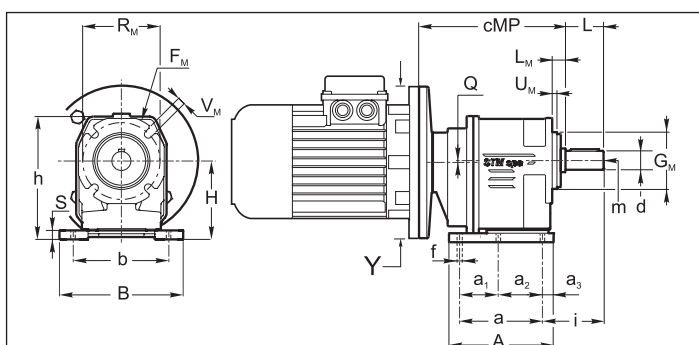
ACP (25)



AM (35 - 41 - 45)



AMP (35 - 45) - AMP1 - AMP2 (41)





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC		a	a ₁	a ₂	a ₃	A	b	B	d j6(A25)-h6	f	h	H	i	L	m	Q	S
25	P	71	—	—	9.5	90	90±1	111	11 (14)	6.5	103	63	47 (50)	22 (25)	M5	-	8
35		87 ±2	37 ±2	50 ±2	11.5 ±1	110	110	130	16 (19) (20)	8.5	132	85	48±1 (58) (58)	30 (40) (40)	M6 (M6) (M6)	-	9
41	P1	87 ±2	37 ±2	50 ±2	11.5 ±1	110	110	130	20 (19) (25)	8.5	135	85	59±1 (59) (69)	40 (40) (50)	M6 (M6) (M8)	/2-2 /3-8	9
	P2	85	—	—	10	105	110	130		9.5	130	80	58 (58) (68)				10
45	P	107.5 ±2	47.5 ±2	60 ±2	13.5 ±1	135	130	155	25 (24) (30)	11	154	100	69±1 (69) (79)	50 (50) (60)	M8 (M8) (M10)	/2-3 /3-9.5	11

	a _p	b _p	f _p	i _p	h _p	H _p	F _M	G _M (g6)	L _M	R _M	V _M	U _M
25	23	66	M6	49	95	55	55	33	9	46	M6	6
35	50	55	M8	20.5	122	75	95	60	11	80	8	5
41	50	67	M8	20.5	122	72	95	60	11	80	8	5
45	60	75	M8	22.5	142	88	111	70	12	85	8	5

	IEC	25		35		41		45			25	35	41	45
		Y	cMP	Y	cMP	Y	cMP	Y	cMP					
AMP../2	B5	120	116	—	—	140	151.5	160	171.5	93.5	—	—	—	
		140	116	140	126.5	160	151.5	200 (IEC 80)	171.5					
				160	126.5	200	160	200 (IEC 90)	182.0					
				200	136.0	—	—	250	184.0					
	B14	80●	116	90●	126.5	90●	151.5	105●	171.5					
		90	116	105	126.5	105●	151.5	120	171.5					
				120	136.0	120	160	140	182.0					
						140	160	160	184.0					
AMP../3	B5	120	116	120	144.0	140	168	160	188					
		140	116	140	144.0	160	168	200	188					
				—	—									
				—	—									
	B14	80●	116	80●	144.0	90	168	105	188					
		90	116	90	144.0	105	168	120	188					
				—	—									

N.B.

La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3).

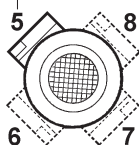
Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettiera del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettiera rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

+Note.

The standard configuration for the holes is 45° to the axes (like an x: see par. 1.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axes (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axes. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



Le dimensioni cMP si riferiscono alle combinazioni albero/flangia B5 e B14, standard.

Per le dimensioni relative a combinazioni albero/flangia arichiesta, contattare il ns. servizio tecnico.

The cMP dimensions refer to the standard B5 and B14 shaft/flange combinations.

As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

Die Maße cMP beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



1.8 Dimensioni

1.8 Dimensions

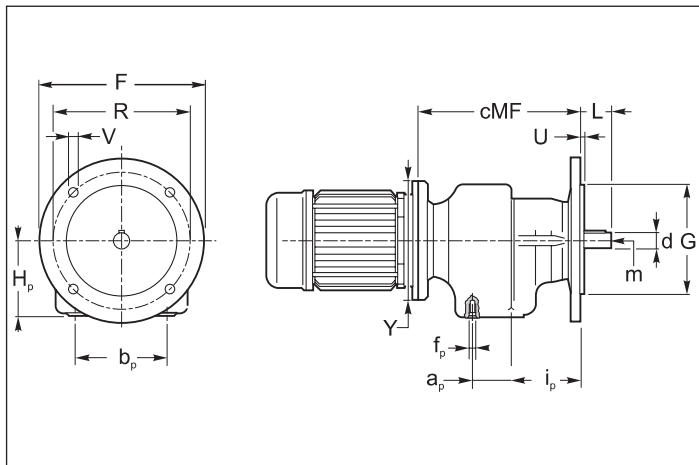
1.8 Abmessungen



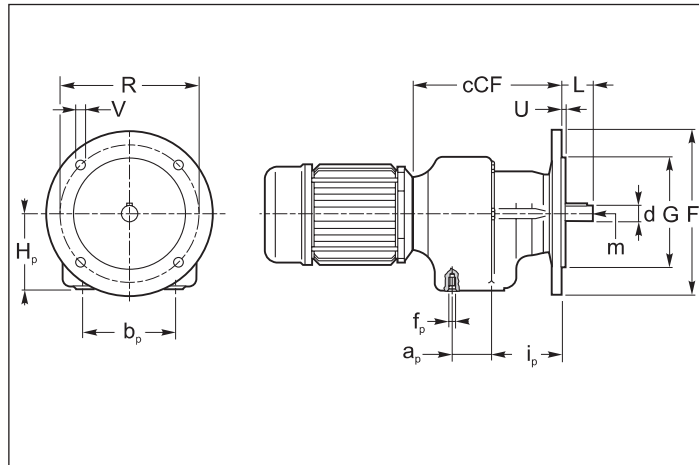
Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/2-3 - AR/2-3 - AC/2-3

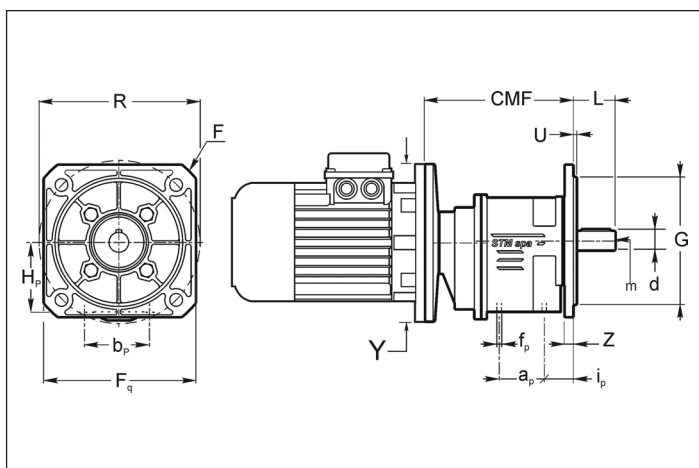
AMF (25)



ACF (25)



AMF (35 - 41 - 45)



Download
2D/3D





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC	ap	bp	fp	ip	Hp	d j6(A25)-h6	f	L	m	Q	S
25	23	66	M6	49	55	11 (14)	6.5	22 (25)	M5	-	8
35	50	55	M8	20.5	75	16 (19) (20)	8.5	30 (40) (40)	M6 (M6) (M6)	-	9
41	50	67	M8	20.5	72	20 (19) (25)	9.5	40 (40) (50)	M6 (M6) (M8)	/2-2 /3-8	10
45	60	75	M8	22.5	88	25 (24) (30)	11	50 (50) (60)	M8 (M8) (M10)	/2-3 /3-9.5	11

	AMF - ACF									
	25		35			41			45	
	F1	F2	F1	F2	F3	F1	F2	F3	F1	F2
F	105	120	140	160	200	140	160	200	160	200
F _Q	—	—	110	120	150	110	120	150	120	160
G(g6)	70	80	95	110	130	95	110	130	110	130
R	85	100	115	130	165	115	130	165	130	165
V	7	7	9	9	13	9	9	13	9	13
U	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5

	IEC	25		35		41		45			25	35	41	45
		Y	cMF	Y	cMF	Y	cMF	Y	cMF		cCP			
AMF../2	B5	120	116	—	—	140	151.5	160	171.5	93.5	—	—	—	
		140	116	140	126.5	160	151.5	200 (IEC 80)	171.5					
				160	126.5	200	160	200 (IEC 90)	182.0					
				200	136.0	—	—	250	184.0					
	B14	80●	116	90●	126.5	90●	151.5	105●	171.5					
		90	116	105	126.5	105●	151.5	120	171.5					
				120	136.0	120	160	140	182.0					
						140	160	160	184.0					
AMF../3	B5	120	116	120	144.0	140	168	160	188.0					
		140	116	140	144.0	160	168	200	188.0					
				—	—									
				—	—									
	B14	80●	116	80●	144.0	90	168	105	188.0					
		90	116	90	144.0	105	168	120	188.0					
				—	—									

N.B.

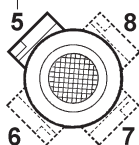
La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3). Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettiere del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettiere rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

NOTE:

The standard configuration for the holes is 45° to the axles (like an x: see par. 1.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



Le dimensioni cMF si riferiscono alle combinazioni albero/flangia B5 e B14, standard. Per le dimensioni relative a combinazioni albero/flangia archiata, contattare il ns. servizio tecnico.

The cMF dimensions refer to the standard B5 and B14 shaft/flange combinations. As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

Die Maße cMF beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



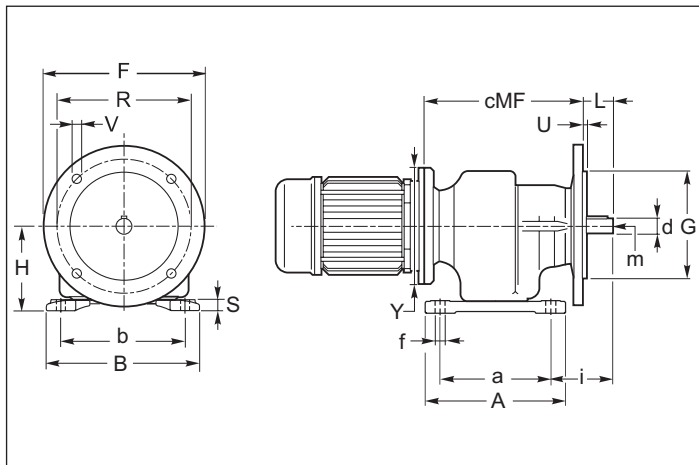
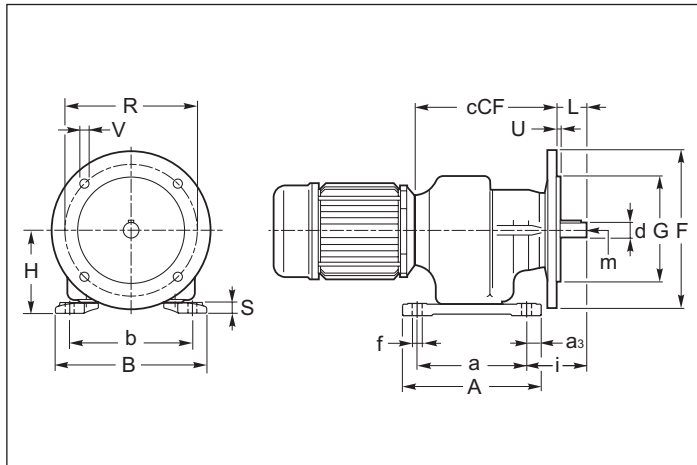
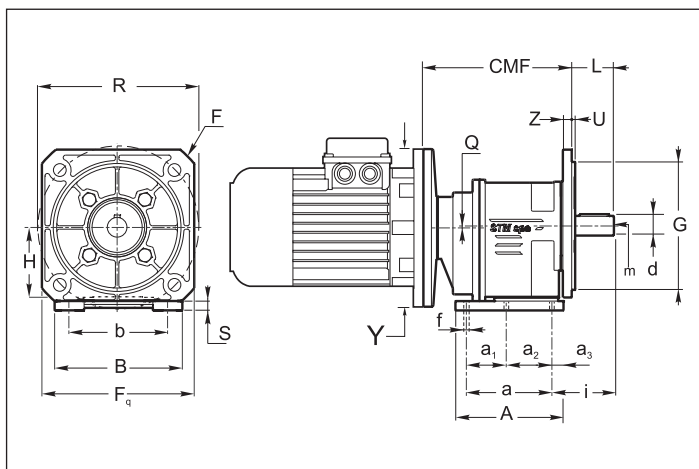
1.8 Dimensioni

1.8 Dimensions

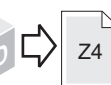
1.8 Abmessungen



Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/2-3 - AR/2-3 - AC/2-3**AMP/F.. (25)****ACP/F.. (25)****AMP/F. (35-45)****AMP1/F.-AMP2/F. (41)**

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2D/3D





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC		a	a ₁	a ₂	a ₃	A	b	B	d j6(A25)-h6	f	h	H	i	L	m	Q	S
25	P	71	—	—	9.5	90	90±1	111	11 (14)	6.5	103	63	47 (50)	22 (25)	M5	-	8
35		87 ±2	37 ±2	50 ±2	11.5 ±1	110	110	130	16 (19) (20)	8.5	132	85	48±1 (58) (58)	30 (40) (40)	M6 (M6) (M6)	-	9
41	P1	87 ±2	37 ±2	50 ±2	11.5 ±1	110	110	130	20 (19) (25)	8.5	135	85	59±1 (59) (69)	40 (40) (50)	M6 (M6) (M8)	/2-2 /3-8	9
	P2	85	—	—	10	105	110	130		9.5	130	80	58 (58) (68)				10
45	P	107.5 ±2	47.5 ±2	60 ±2	13.5 ±1	135	130	155	25 (24) (30)	11	154	100	69±1 (69) (79)	50 (50) (60)	M8 (M8) (M10)	/2-3 /3-9.5	11

	AMP/F. - ACP/F.									
	25		35			41			45	
	F1	F2	F1	F2	F3	F1	F2	F3	F1	F2
F	105	120	140	160	200	140	160	200	160	200
F _Q	—	—	110	120	150	110	120	150	120	160
G(g6)	70	80	95	110	130	95	110	130	110	130
R	85	100	115	130	165	115	130	165	130	165
V	7	7	9	9	13	9	9	13	9	13
U	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5

	IEC	25		35		41		45			25	35	41	45
		Y	cMF	Y	cMF	Y	cMF	Y	cMF					
AMP/F../2	B5	120	116	—	—	140	151.5	160	171.5	93.5	—	—	—	
		140	116	140	126.5	160	151.5	200 (IEC 80)	171.5					
				160	126.5	200	160	200 (IEC 90)	182.0					
				200	136.0	—	—	250	184.0					
	B14	80●	116	90●	126.5	90●	151.5	105●	171.5					
		90	116	105	126.5	105●	151.5	120	171.5					
				120	136.0	120	160	140	182.0					
							140	160	160					184.0
AMP/F../3	B5	120	116	120	144.0	140	168	160	188.0					
		140	116	140	144.0	160	168	200	188.0					
				—	—									
				—	—									
	B14	80●	116	80●	144.0	90	168	105	188.0					
		90	116	90	144.0	105	168	120	188.0					
		—	—											

N.B.

La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3).

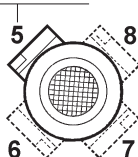
Per le flange contrassegnate con il simbolo (●) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsetteria del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsetteria rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

NOTE:

The standard configuration for the holes is 45° to the axles (like an x: see par. 1.3).

For the B14 flanges marked with (●) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



Le dimensioni cMF si riferiscono alle combinazioni albero/flangia B5 e B14, standard. Per le dimensioni relative a combinazioni albero/flangia arricchita, contattare il ns. servizio tecnico.

The cMF dimensions refer to the standard B5 and B14 shaft/flange combinations. As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (●) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

Die Maße cMF beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



1.8 Dimensioni

1.8 Dimensions

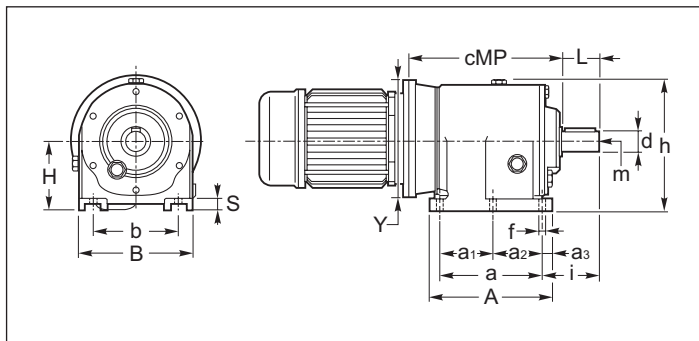
1.8 Abmessungen



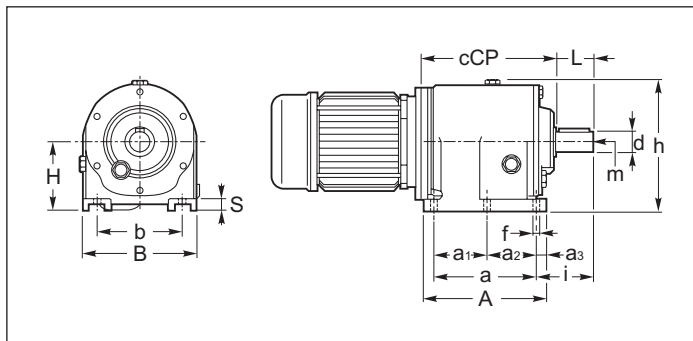
Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/2-3 - AR/2-3 - AC/2-3

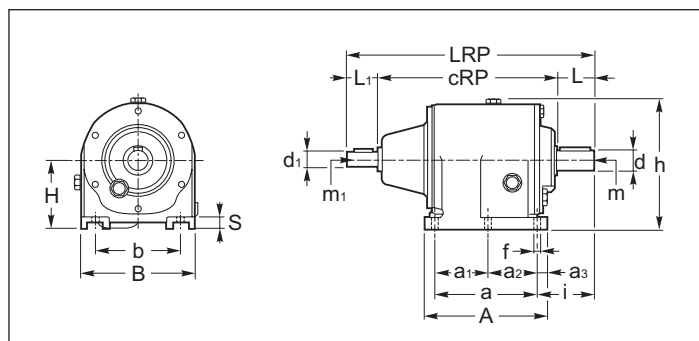
AMP (50 - 120)



ACP (50 - 80)



ARP (50 - 120)



Download
2D/3D





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC AR	a	a ₁	a ₂	a ₃	A	b	B	cRP	d h6	d ₁ j6	f	h	H	i	L	L ₁	LRP	m	m ₁	S
50	130	—	—	12.5	155	110 ₊₁	145	227	25 (24) (30)	16	9.5	170	90	75 (75) (85)	50 (50) (60)	40	317 (317) (327)	M8 (M8) (M10)	M6	15
60	165	—	—	15	195	135	185	269	30 (28) (35)	19	14	210	115	90 (90) (100)	60 (60) (70)	40	369 (369) (379)	M10 (M10) (M10)	M6	20
80	205	—	—	20	245	170	230	309.5	40 (38)	24	20	265	140	115 (115)	80 (80)	50	440 (440)	M10 (M10)	M8	25
100	260	—	—	21	306	215	290	395	50 (48)	28	20	322	180	140 (140)	100 (100)	60	555 (555)	M12 (M12)	M8	35
120	310	—	—	27.5	365	250	350	460	60	38	23	415	225	160	120	80	660	M12	M10	45

B



	IEC	50		60		80		100		120			50	60	80
		Y	cMP	Y	cMP	Y	cMP	Y	cMP	Y	cMP		cCP		
AMP../2 ACP../2	B5	140	198	160	235	200	291	250	347.4	300	442.5	159	191	234	
		160	198	200	250	250	303	300	347.4	350	456.5				
		200	218	250	260	300	322	350	411.4	400	456.5				
		250	228	300	284	350	352	400	416.4	450	465.5				
	B14	120	218	120	250										
		140	218	140	250										
		160	228	160	260										
				200	284										
AMP../3 ACP../3	B5	140	198	160	235	200	291	200	340.4	200	392				
		160	198	200	250	250	301	250	350.4	250	410				
		200	218	250	260			300	370.4	300	421				
	B14	120	218	120	250										
		140	218	140	250										
				160	260										

N.B.

La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3).

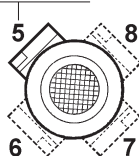
Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettiera del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettiera rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

NOTE:

The standard configuration for the holes is 45° to the axles (like an x: see par. 1.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

Le dimensioni cMP si riferiscono alle combinazioni albero/flangia B5 e B14, standard.

Per le dimensioni relative a combinazioni albero/flangia arichiesta, contattare il ns. servizio tecnico.

The cMP dimensions refer to the standard B5 and B14 shaft/flange combinations.

As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

Die Maße cMP beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



1.8 Dimensioni

1.8 Dimensions

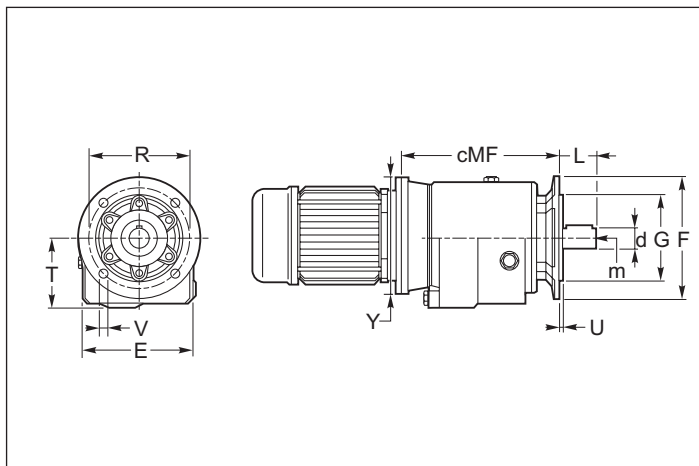
1.8 Abmessungen



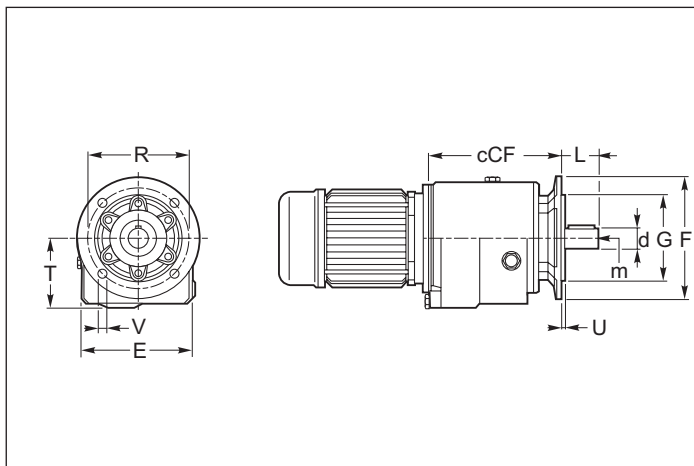
Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/2-3 - AR/2-3 - AC/2-3

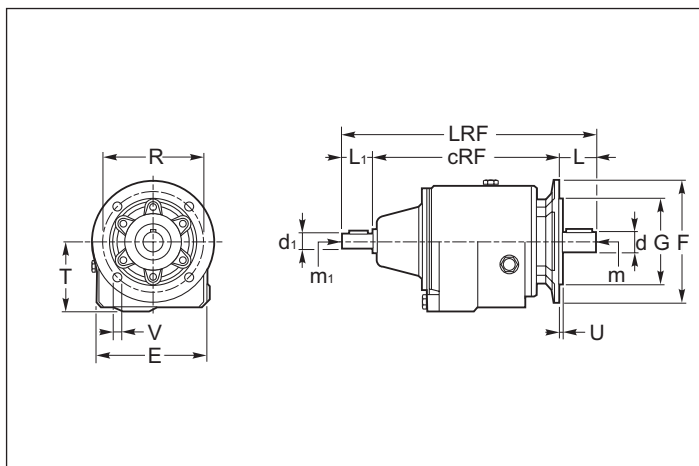
AMF (50 - 120)



ACF (50 - 80)



ARF (50 - 120)



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1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC AR	cRF	d h6	d ₁ j6	E	L	L ₁	LRF	m	m ₁	T
50	235	25 (24) (30)	16	145	50 (50) (60)	40	325 (325) (335)	M8 (M8) (M10)	M6	89.5
60	280	30 (28) (35)	19	185	60 (60) (70)	40	380 (380) (390)	M10 (M10) (M10)	M6	114
80	317	40 (38)	24	230	80 (80)	50	447 (447)	M10 (M10)	M8	139
100	395	50 (48)	28	290	100 (100)	60	555 (555)	M12 (M12)	M8	178
120	491	60	38	350	120	80	691	M12	M10	225

B



	AMF.. - ACF..												
	50				60			80		100		120	
	F1	F2	F3	F4	F1	F2	F3	F1	F2	F1	F2	F1	F2
F	120	160	200	250	160	200	250	250	300	300	350	350	450
F _q	—	—	—	—	—	—	—	—	—	—	—	—	—
G _(g6)	80	110	130	180	110	130	180	180	230	230	250	250	350
R	100	130	165	215	130	165	215	215	265	265	300	300	400
V	9	10	13	15	10	13	15	15	15	15	19	19	19*
U	3	3.5	3.5	4	3	3.5	3.5	4	4	4	5	5	5

* 8 fori / holes

	IEC	50		60		80		100		120			50	60	80
		Y	cMF	Y	cMF	Y	cMF	Y	cMF	Y	cMF		cCF		
AMF../2 ACF../2	B5	140	206	160	246	200	298	250	347.4	300	473.5	167	202	241	
		160	206	200	261	250	308	300	347.4	350	482.5				
		200	226	250	271	300	329	350	411.4	400	487.5				
		250	236	300	295	350	359	400	416.4	450	496.5				
	B14	120	226	120	261										
		140	226	140	261										
		160	236	160	271										
				200	295										
AMF../3 ACF../3	B5	140	206	160	246	200	298	200	340.4	200	423				
		160	206	200	261	250	308	250	350.4	250	445				
		200	226	250	271			300	370.4	300	452				
	B14	120	226	120	261										
		140	226	140	261										
				160	271										

N.B.

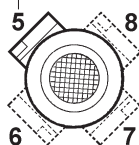
La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3). Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettiere del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettiere rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

NOTE:

The standard configuration for the holes is 45° to the axles (like an x: see par. 1.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

Le dimensioni cMF si riferiscono alle combinazioni albero/flangia B5 e B14, standard. Per le dimensioni relative a combinazioni albero/flangia arricchita, contattare il ns. servizio tecnico.

The cMF dimensions refer to the standard B5 and B14 shaft/flange combinations. As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

Die Maße cMF beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



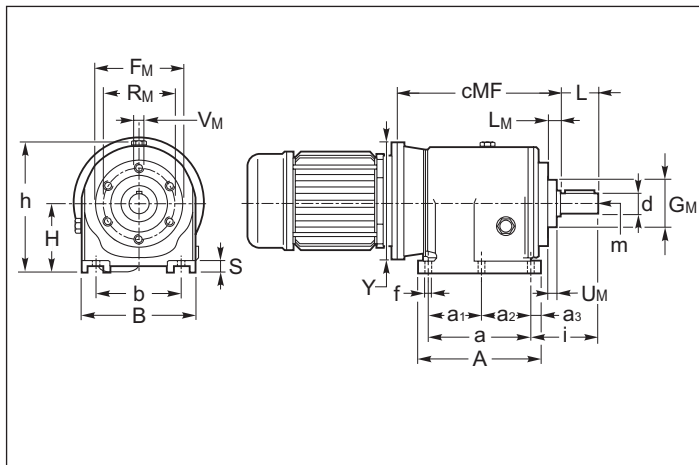
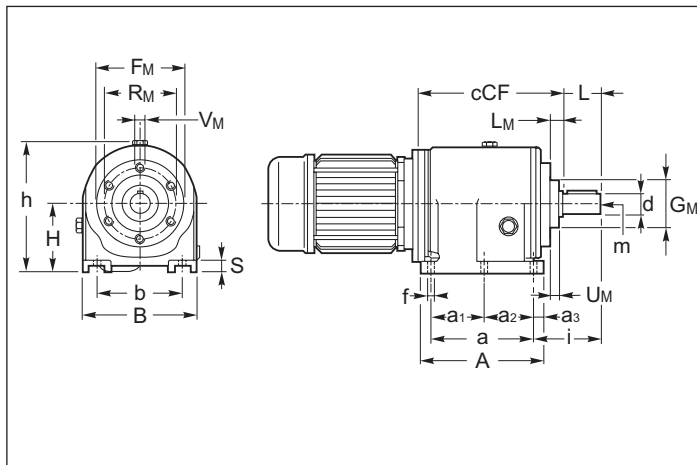
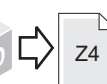
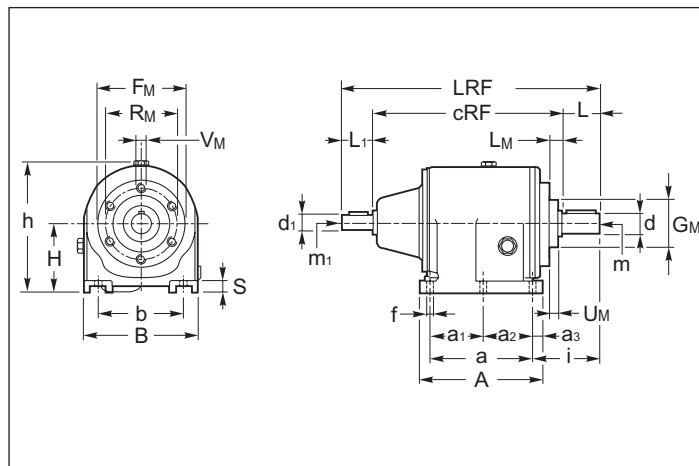
1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen



Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/2-3 - AR/2-3 - AC/2-3**AMP/F (50 - 60 - 80 - 120)****ACP/F (50 - 80)****ARP/F (50 - 60 - 80 - 120)**



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC AR	a	a ₁	a ₂	a ₃	A	b	B	cRF	d h6	d ₁ j6	f	h	H	i	L	L ₁	LRF	m	m ₁	S
50	130	—	—	12.5	155	110	145	235	25 (24) (30)	16	9.5	170	90	83 (83) (93)	50 (50) (60)	40	325 (325) (335)	M8 (M8) (M10)	M6	15
60	165	—	—	15	195	135	185	280	30 (28) (35)	19	14	210	115	101 (101) (111)	60 (60) (70)	40	380 (380) (390)	M10 (M10) (M10)	M6	20
80	205	—	—	20	245	170	230	317	40 (38)	24	20	265	140	123 (123)	80 (80)	50	447 (447)	M10 (M10)	M8	25
120	310	—	—	27.5	365	250	350	491	60	38	23	415	225	191	120	80	691	M12	M10	45

B



	AMP/F. - ACP/F.			
	50	60	80	120
F _M	110	110	156.9	230
G _M (g6)	74	74	114	170
L _M	16	16	20	26.5
R _M	94	94	136	200
V _M	M8	M8	M10	M12
U _M	7	6	13	18

	IEC	50		60		80		120		50	60	80
		Y	cMF	Y	cMF	Y	cMF	Y	cMF			
AMP/F./2 ACP/F./2	B5	140	206	160	246	200	298	300	473.5	167	202	241
		160	206	200	261	250	308	350	482.5			
		200	226	250	271	300	329	400	487.5			
		250	236	300	295	350	359	450	496.5			
	B14	120	226	120	261							
		140	226	140	261							
		160	236	160	271							
				200	295							
AMP/F./3 ACP/F./3	B5	140	206	160	246	200	298	200	423			
		160	206	200	261	250	308	250	445			
		200	226	250	271			300	452			
	B14											
		120	226	120	261							
		140	226	140	261							
		160	271									

N.B.

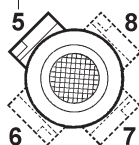
La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3). Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettiere del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettiere rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

NOTE:

The standard configuration for the holes is 45° to the axles (like an x: see par. 1.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



Le dimensioni cMF si riferiscono alle combinazioni albero/flangia B5 e B14, standard. Per le dimensioni relative a combinazioni albero/flangia arichiesta, contattare il ns. servizio tecnico.

The cMF dimensions refer to the standard B5 and B14 shaft/flange combinations. As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

Die Maße cMF beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



1.8 Dimensioni

1.8 Dimensions

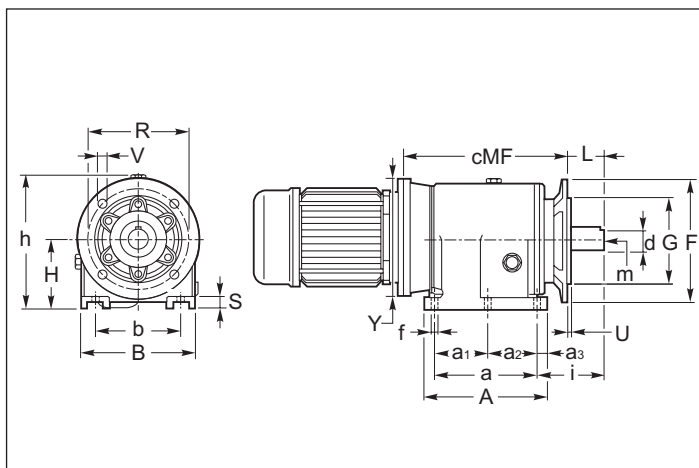
1.8 Abmessungen



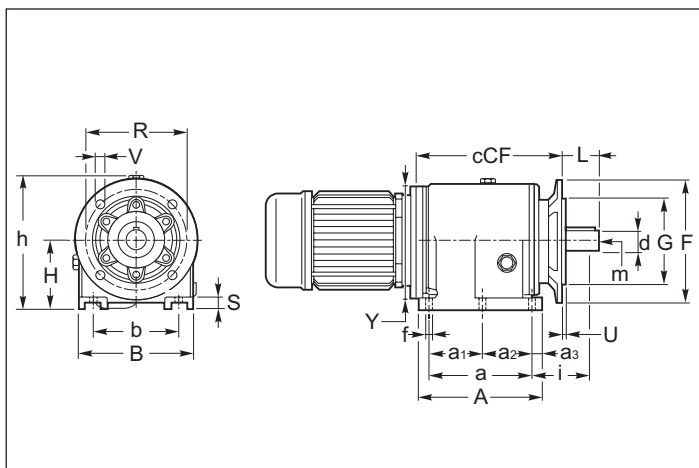
Dimensioni riduttori
Dimensions gearboxes
Abmessungen Getriebes

AM/2-3 - AR/2-3 - AC/2-3

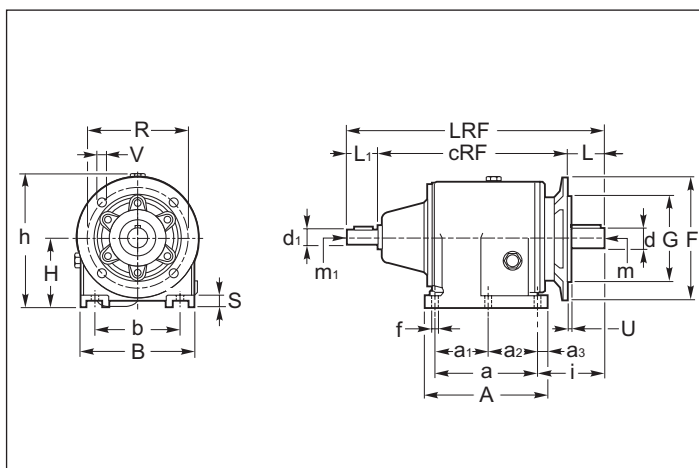
AMP/F1.. (50 - 120)



ACP/F1.. (50 - 80)



ARP/F1.. (50 - 120)



Download
2D/3D





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

AM AC AR	a	a ₁	a ₂	a ₃	A	b	B	cRF	d h6	d ₁ j6	f	h	H	i	L	L ₁	LRF	m	m ₁	S
50	130	—	—	12.5	155	110	145	235	25 (24) (30)	16	9.5	170	90	83 (83) (93)	50 (50) (60)	40	325 (325) (335)	M8 (M8) (M10)	M6	15
60	165	—	—	15	195	135	185	280	30 (28) (35)	19	14	210	115	101 (101) (111)	60 (60) (70)	40	380 (380) (390)	M10 (M10) (M10)	M6	20
80	205	—	—	20	245	170	230	317	40 (38)	24	20	265	140	123 (123)	80 (80)	50	447 (447)	M10 (M10)	M8	25
100	260	—	—	21	306	215	290	395	50 (48)	28	20	322	180	140 (140)	100 (100)	60	555 (555)	M12 (M12)	M8	35
120	310	—	—	27.5	365	250	350	491	60	38	23	415	225	191	120	80	691	M12	M10	45

B



	AMP/F1.. - ACP/F1..												
	50				60			80		100		120	
	F1	F2	F3	F4	F1	F2	F3	F1	F2	F1	F2	F1	F2
F	120	160	200	250	160	200	250	250	300	300	350	350	450
F _Q	—	—	—	—	—	—	—	—	—	—	—	—	—
G(g6)	80	110	130	180	110	130	180	180	230	230	250	250	350
R	100	130	165	215	130	165	215	215	265	265	300	300	400
V	9	10	13	15	10	13	15	15	15	15	19	19	19*
U	3	3.5	3.5	4	3	3.5	3.5	4	4	4	5	5	5

* 8 fori / holes

	IEC	50		60		80		100		120			50	60	80
		Y	cMF	Y	cMF	Y	cMF	Y	cMF	Y	cMF		cCF		
AMP/F1../2 ACP/F1../2	B5	140	206	160	246	200	298	250	347.5	300	473.5		167	202	241
		160	206	200	261	250	308	300	347.4	350	482.5				
		200	226	250	271	300	329	350	411.4	400	487.5				
		250	236	300	295	350	359	400	416.4	450	496.5				
	B14	120	226	120	261										
		140	226	140	261										
		160	236	160	271										
				200	295										
AMP/F1../3 ACP/F1../3	B5	140	206	160	246	200	298	200	340.4	200	423				
		160	206	200	261	250	308	250	350.4	250	445				
		200	226	250	271			300	370.4	300	452				
	B14	120	226	120	261										
		140	226	140	261										
				160	271										

N.B.

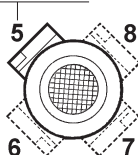
La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3). Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsetteria del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsetteria rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

NOTE:

The standard configuration for the holes is 45° to the axles (like an x: see par. 1.3).

For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

STANDARD



Le dimensioni cMF si riferiscono alle combinazioni albero/flangia B5 e B14, standard. Per le dimensioni relative a combinazioni albero/flangia arichiesta, contattare il ns. servizio tecnico.

The cMF dimensions refer to the standard B5 and B14 shaft/flange combinations. As far as the dimensions of shaft/flange combinations on request are concerned, please contact our technical department.

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet (wie ein x: siehe Kapitel 1.3).

Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):

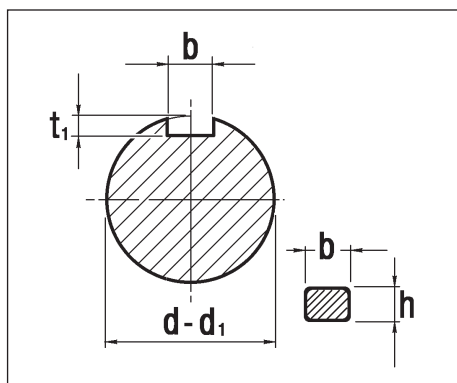
Die Maße cMF beziehen sich auf die Kombinationen Welle/Flansch B5 und B14 Standard. Hinsichtlich der Maße von Kombinationen Welle/Flansch auf Anfrage wenden Sie sich bitte an unseren technischen Kundendienst.



1.9 Linguette

1.9 Keys

1.9 Federn



Albero entrata
Input shaft
Antriebswelle

Albero uscita
Output shaft
Abtriebswelle

d_1	$b \times h$	t_1
16	5 x 5	3.0
19	6 x 6	3.5
24	8 x 7	4.0
28	8 x 7	4.0

$+0.1$
 0

$+0.2$
 0

d	$b \times h$	t_1
11	4 x 4	2.5
14	5 x 5	3.0
16	5 x 5	3.0
19	6 x 6	3.5
20	6 x 6	3.5
24	8 x 7	4.0
25	8 x 7	4.0
28	8 x 7	4.0
30	8 x 7	4.0
35	10 x 8	5.0
38	10 x 8	5.0
40	12 x 8	5.0
48	14 x 9	5.5
50	14 x 9	5.5
60	18 x 11	7.0

$+0.1$
 0

$+0.2$
 0