

1.3 Versioni

1.3 Versions

1.3 Ausführungen

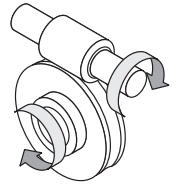
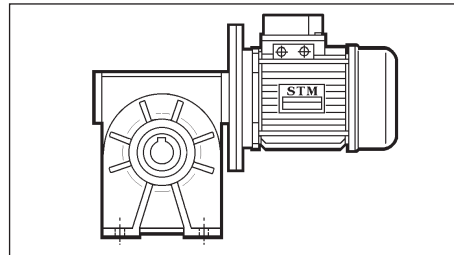
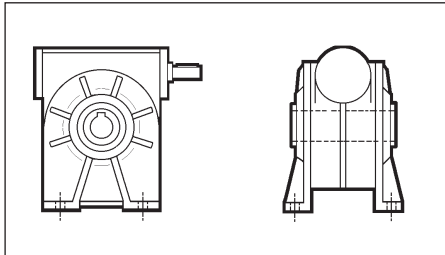
RI

RMI

Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard

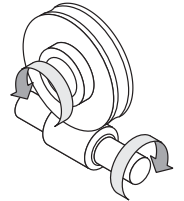
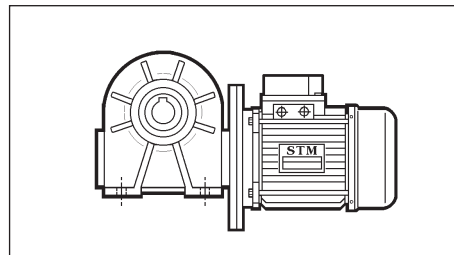
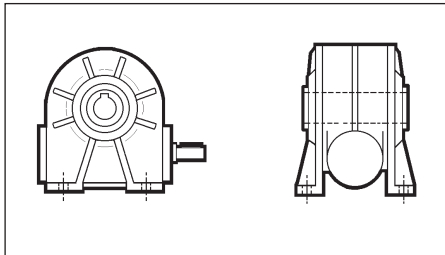
S

28 - 180



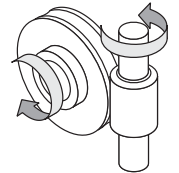
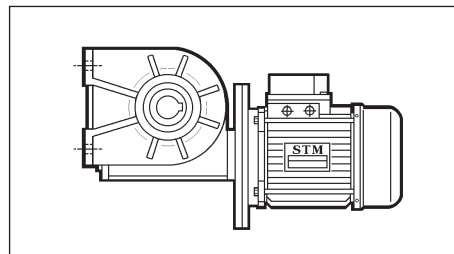
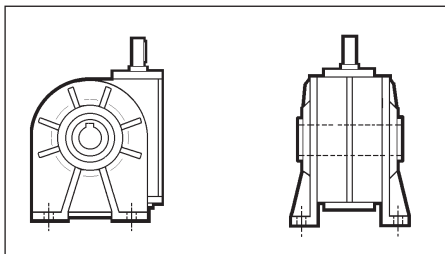
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28 - 180



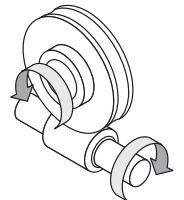
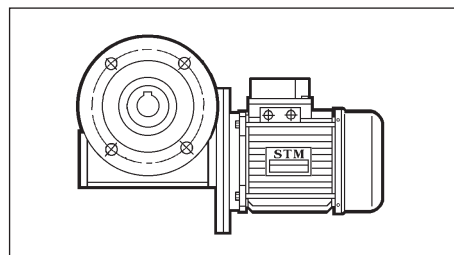
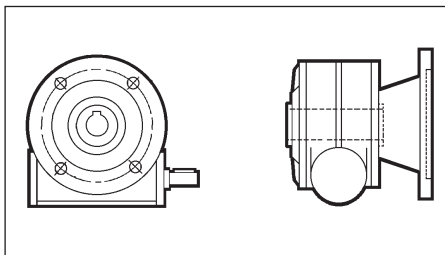
D

28 - 180



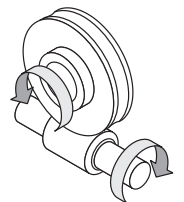
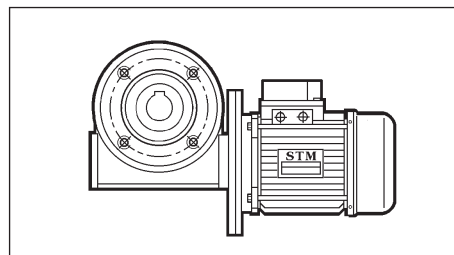
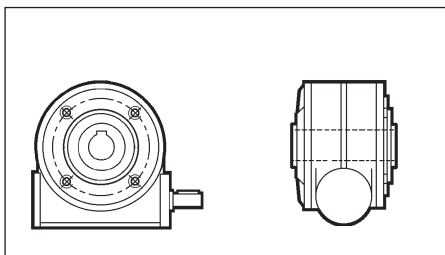
FL

(F1, F2, F3, F4)
28 - 180



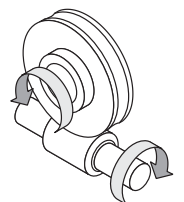
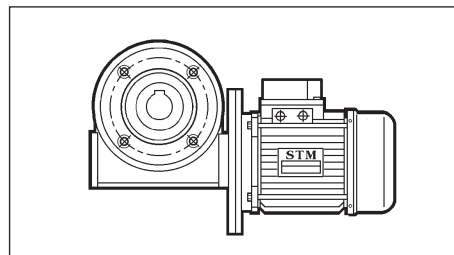
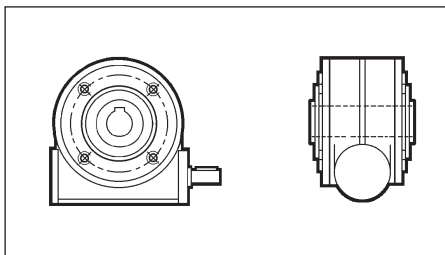
P

28, 85 - 180

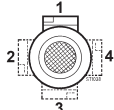


PP

40 - 70



STANDARD



Posizione morsetti
Terminal board position
Lage des Klemmenkastens

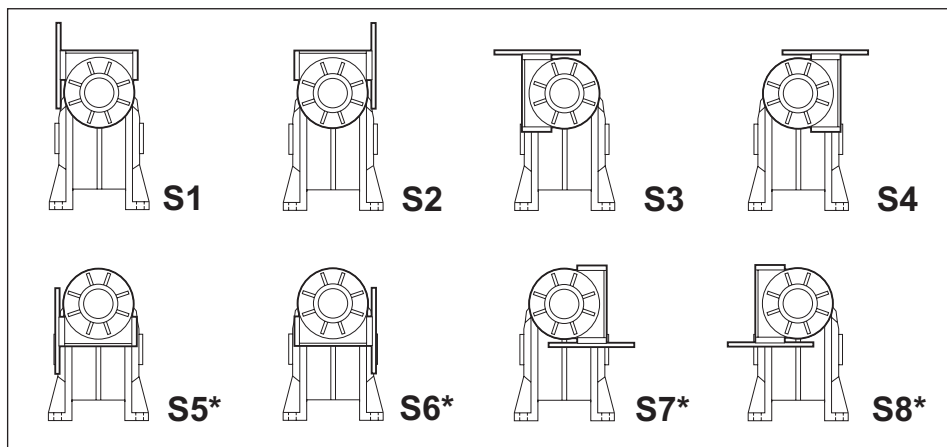
Il senso dell'elica è destro
The helix is right-handed
Die Schnecke ist rechtsgängig

CRI - CRMI

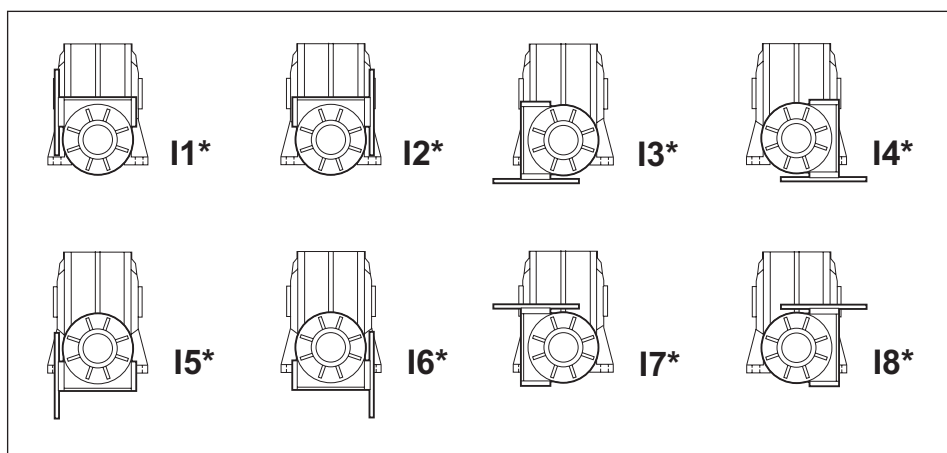
Versione di montaggio / Mounting version Montageausführungen

Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard

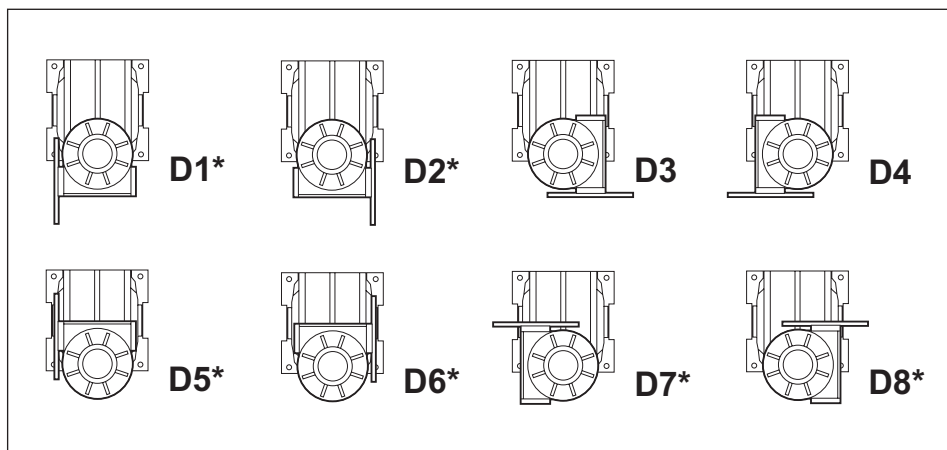
S
28 - 180



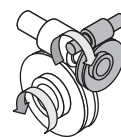
I
28 - 180



D
28 - 180



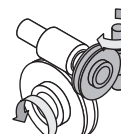
S1
S2



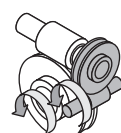
S3
S8



S4
S7



S5
S6



I1
I2
D5
D6



I3
I7
D4
D7



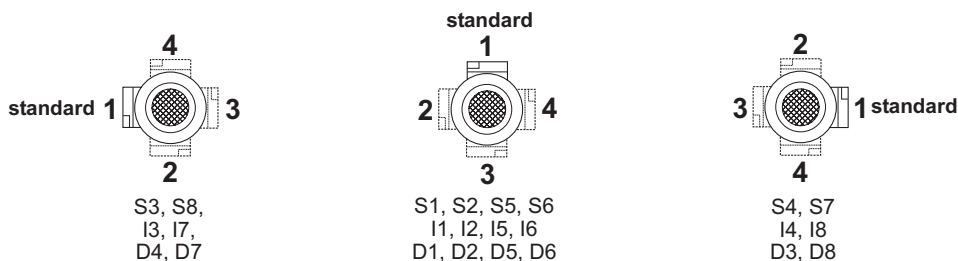
I4
I8
D3
D8



I5
I6
D1
D2



Posizione morsettiera / Terminal board position / Lage des Klemmenkastens



Il senso dell'elica è destro
The helix is right-handed
Die Schnecke ist rechtsgängig

N.B.
Per l'utilizzo di riduttori PAM o motoriduttori, per le versioni contrassegnate con (*) chiedere l'applicabilità delle flange B5 e B14 al ns. Servizio tecnico.

NOTE:
When selecting motorised or PAM (motorflange pre-arranged) gearboxes please ask our technicians availability of B5 and B14 flanges on the version marked (*).

HINWEIS:
Während der Auswahl (der motorisierte oder PAM Getriebe – mit Motorflansch aufgebaut) bitte unsere Techniker die Möglichkeit B5/B14 Flansch auf der benötigte Ausführung befragen.



STANDARD

line

1.3 Versioni

1.3 Versions

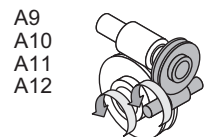
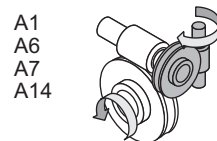
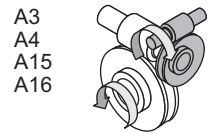
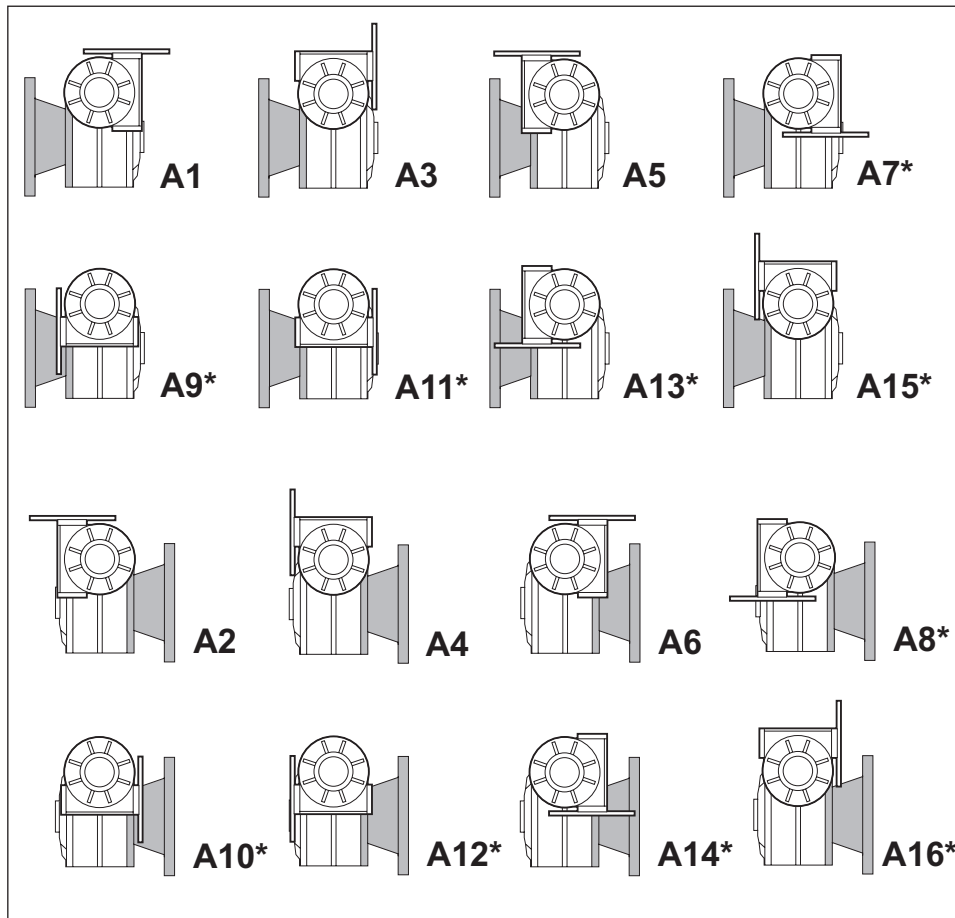
1.3 Ausführung

CRI - CRMI

Versione di montaggio / Mounting version Montageausführungen

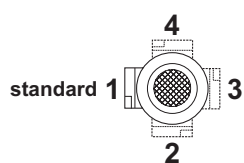
Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard

A
(FL, F1
F2, F3, F4)
28 - 180



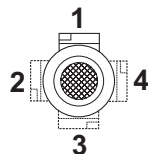
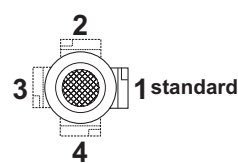
Il senso dell'elica è destro
The helix is right-handed
Die Schnecke ist rechtsgängig

Posizione morsetteria / Terminal board position / Lage des Klemmenkastens



A2, A5, A8, A13

standard

A3, A4, A9, A10
A11, A12, A15, A16

A1, A6, A7, A14

N.B.
Per l'utilizzo di riduttori PAM o motoriduttori, per le versioni contrassegnate con (*) chiedere l'applicabilità delle flange B5 e B14 al ns. Servizio tecnico.

NOTE:
When selecting motorised or PAM (motorflange pre-arranged) gearboxes please ask our technicians availability of B5 and B14 flanges on the version marked (*).

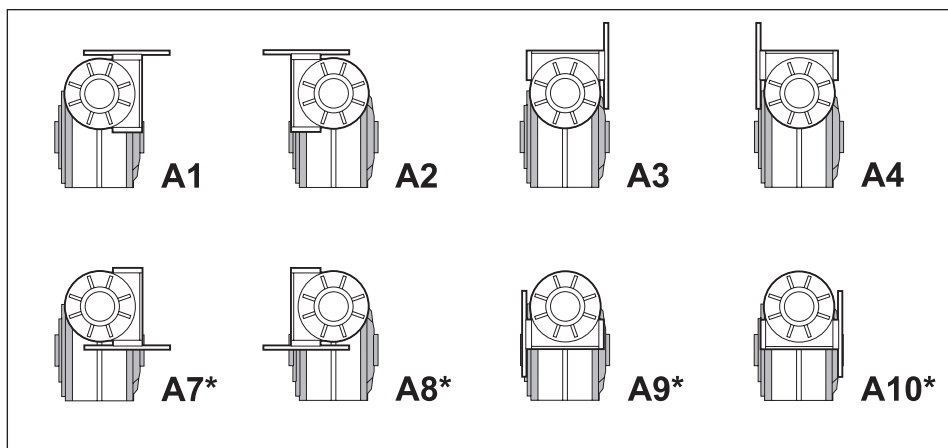
HINWEIS:
Während der Auswahl (der motorisierte oder PAM Getriebe – mit Motorflansch aufgebaut) bitte unsere Techniker die Möglichkeit B5/B14 Flansch auf der benötigte Ausführung befragen.

CRI - CRM

Versione di montaggio / Mounting version Montageausführungen

Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard

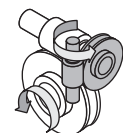
A
(PP)
40 - 70



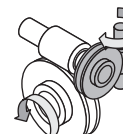
A3
A4
A15
A16



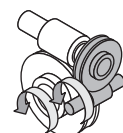
A2
A5
A8
A13



A1
A6
A7
A14



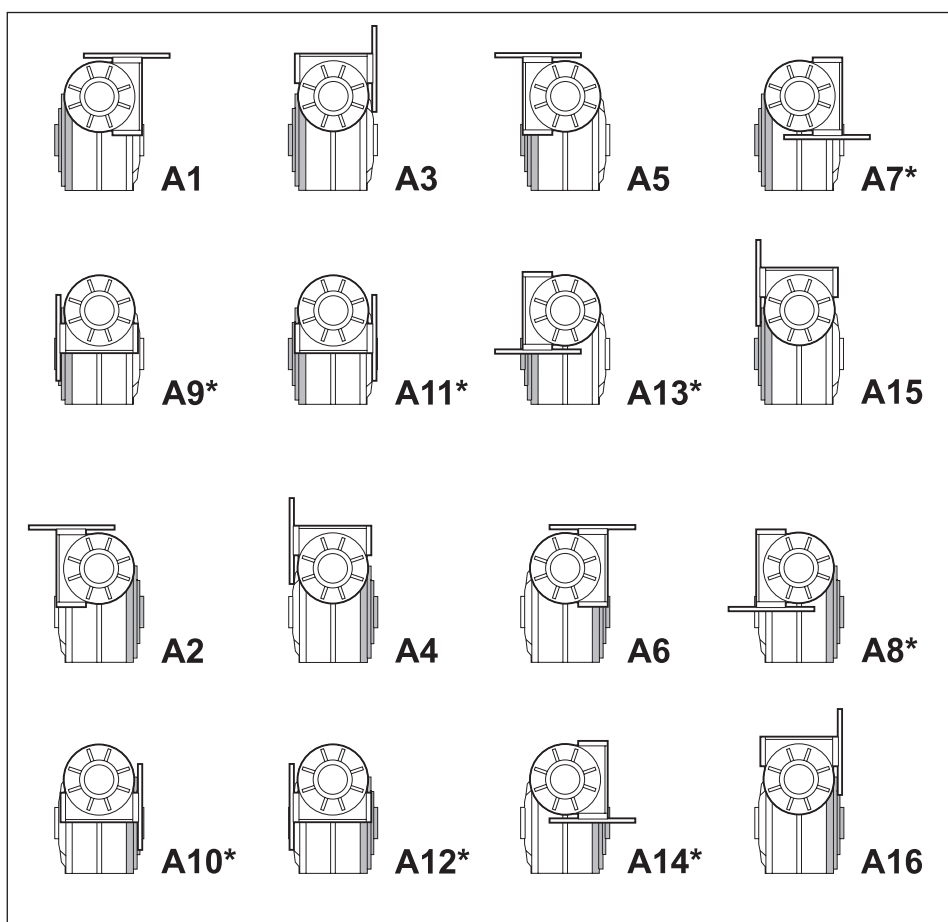
A9
A10
A11
A12



B

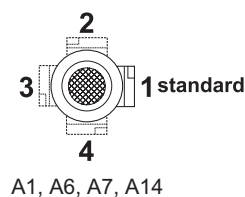
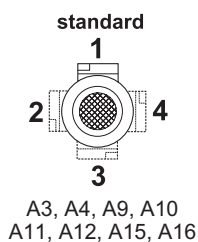
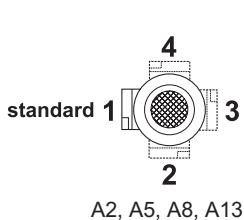


A
(P)
28,
85 - 180



Il senso dell'elica è destro
The helix is right-handed
Die Schnecke ist rechtsgängig

Posizione morsettiera / Terminal board position / Lage des Klemmenkastens



N.B.
Per l'utilizzo di riduttori PAM o motoriduttori, per le versioni contrassegnate con (*) chiedere l'applicabilità delle flange B5 e B14 al ns. Servizio tecnico.

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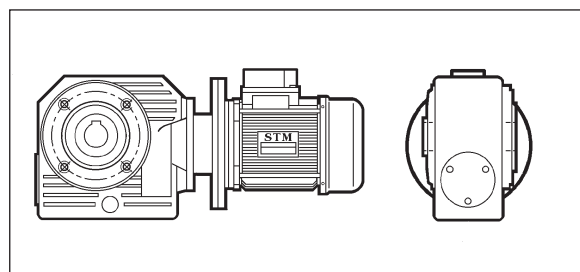
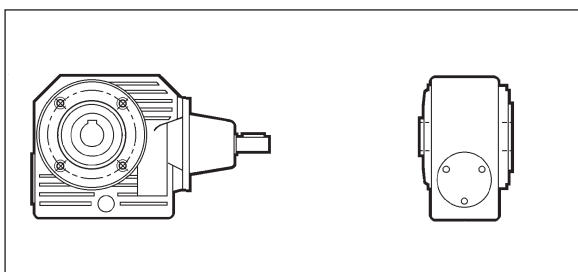
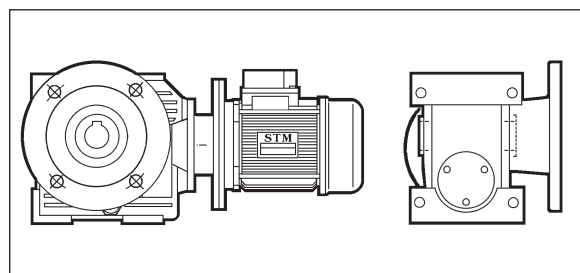
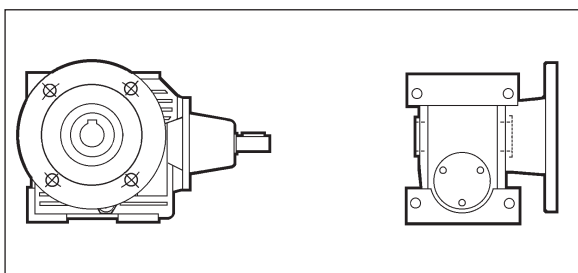
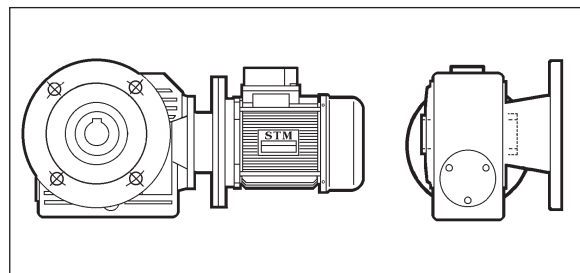
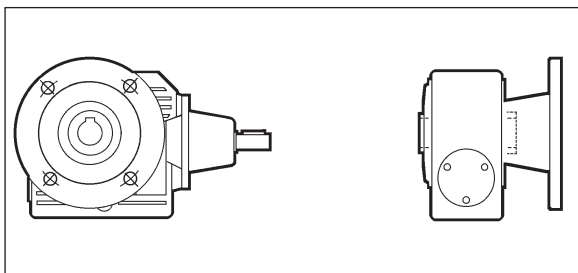
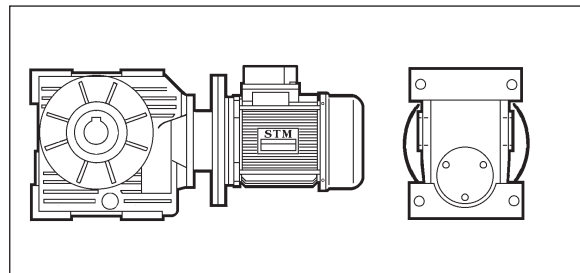
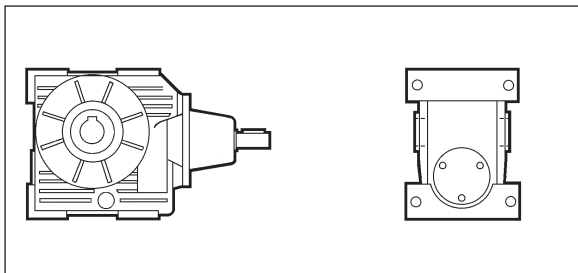
1.3 Versioni
1.3 Versions
1.3 Ausführungen
CR
CB

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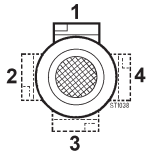
**F, F1,
F2, F3, F4**

**/F, /F1,
/F2, /F3, /F4**

P

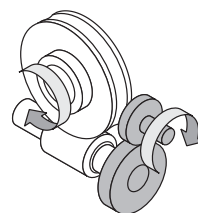


STANDARD



Posizione morsettiera
Terminal board position
Lage des Klemmenkastens

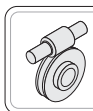
Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard



Il senso dell'elica è destro
The helix is right-handed
Die Schnecke ist rechtsgängig



STANDARD



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

RMI - CRMI

Tab. 2.12

	IEC	ir										
		7	10	15	20	28	40	49	56	70	80	100
RMI 28 CRMI 28..	63	11/90 (B14)										
	56	9/120 (B5) - 9/80• (B14)										
RMI 40 CRMI 40...	71	14/160 (B5) - 14/105 (B14) - 14/140 - 14/120 - 14/90•										
	63	11/140 (B5) - 11/90 (B14)					11/120 - 11/80•					
	56	9/120 (B5) - 9/80• (B14)					9/140 - 9/90					
RMI 50 CRMI 50..	80	19/120 (B14) - 19/200 (B5) - 19/160 - 19/140 - 19/105• - 19/90•										
	71	14/160 (B5) - 14/105 (B14)					14/140 - 14/120 - 14/90•					
	63					11/140 (B5) - 11/90• B14			11/160 - 11/120 - 11/105			
RMI 63 CRMI 63..	90	24/200 (B5) - 24/140 (B14)					24/160 - 24/120 - 24/105•					
	80	19/200 (B5) - 19/120 (B14)					19/160 - 19/140 - 19/105•					
	71	14/160 (B5) - 14/105• (B14)					14/200 - 14/140 - 14/120					
RMI 70 CRMI 70..	100 ⁽³⁾	28/160 (B14)										
	90	24/200 (B5) - 24/140 (B14)					24/160 - 24/120 - 24/105•					
	80	19/200 (B5) - 19/120 (B14)					19/160 - 19/140 - 19/105•					
	71 ⁽⁷⁾						14/160 (B5) - 14/105• (B14)			14/200 - 14/140 - 14/120		
RMI 85 CRMI 85..	100	28/250 (B5) - 28/160 (B14)					28/200					
	90	24/200 (B5) - 24/140 (B14)					24/250 - 24/160 - 24/120					
	80 ⁽⁷⁾						19/200 (B5) - 19/120 B14			19/250 - 19/160 - 19/140		
RMI 110 CRMI 110..	132 ^(2/4)	38/300 (B5)										
	112	28/250 (B5) - 28/160 (B14)					28/200					
	100	28/250 (B5) - 28/160 (B14)					28/200					
	90 ⁽⁷⁾						24/200 (B5)		24/250 - 24/160			
RMI 130 CRMI 130..	132	38/300 (B5)										
	112	28/250 (B5)					28/200					
	100	28/250 (B5)					28/200					
RMI 150	160	42/350 (B5)										
	132	38/300 (B5)					38/350 - 38/250 - 38/200					
	112 ⁽⁷⁾	28/250 (B5)					28/350 - 28/300 - 28/200					
	100 ⁽⁷⁾	28/250 (B5)					28/350 - 28/300 - 28/200					
RMI 180	180	48/350 (B5)										
	160	42/350 (B5)					42/300 - 42/250					
	132	38/300 (B5)					38/350 - 38/250					

⁽¹⁾I riduttori RMI e CRMI con vite bisporgente vengono realizzati con boccia di riduzione in acciaio (es. per RMI 110 boccia riduzione ø 28/24).

N.B.

Per le grandezze 40, 50, 63 sono possibili solo queste configurazioni:

RMI: La bisporgenza è realizzata solo con giunto;

CRMI: La bisporgenza sul 1° è realizzata solo con giunto;

Per IEC Vedi pag. B29.

⁽²⁾Non disponibile in versione F2

⁽³⁾Si sconsiglia di montare i riduttori nelle posizioni di montaggio 03 e 04.

⁽⁴⁾ATTENZIONE!

(Vedere Paragrafo 1.11-A).

⁽¹⁾The RMI and CRMI worm gearboxes with double extended input shaft have a steel axle box (e.g. for RMI 110 axle box ø 28/24).

N.B.

These are the only configurations possible for sizes 40, 50, 63

RMI: The double extension is made by using a coupling;

CRMI: The double extension on 1° is made by using a coupling;

IEC Look at pag. B29.

⁽²⁾Version F2 not available.

⁽³⁾We advise you to mount the speed reducer in the positions 03 or 04.

⁽⁴⁾WARNING!

(Look at chapter 1.11-A).

⁽¹⁾RMI und CRMI-Getriebe mit beidseitiger Antriebswelle haben eine Stahl-Reduziermuffe (z.B. RMI 110 Muffe 28/24)

Hinweis:

Für die Größen 40, 50, 63 sind nur diese Konfigurationen möglich:

RMI: Das doppelte Wellenende wurde nur mit Kupplung hergestellt;

CRMI: Das doppelte Wellenende auf 1° wurde nur mit Kupplung hergestellt;

IEC siehe B29.

⁽²⁾Nicht erhältlich in Ausuerung F2

⁽³⁾Wir abraten die Getriebe in position Nummer 03 oder 04 zu montieren.

⁽⁴⁾ACHTUNG!

(s. S. 1.11-A).



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

RMI...G - CRMI...G

	IEC	ir										
		7	10	15	20	28	40	49	56	70	80	100
RMI 40 CRMI 40...	71 ⁽¹⁾	14/160 (B5) - 14/105 (B14) - 14/140 - 14/120 - 14/90•										
	63	11/140 (B5) - 11/90• (B14) - 11/160 - 11/120 - 11/105										
	56	9/120 (B5) - 9/160 - 9/140 - 9/105 - 9/90•										
RMI 50 CRMI 50...	80 ⁽¹⁾	19/120 (B14) - 19/200 (B5) - 19/160 - 19/140 - 19/105• - 19/90•										
	71	14/160 (B5) - 14/105• (B14) - 14/200 - 14/140 - 14/120 - 14/90•										
	63	11/140 (B5) - 11/90• (B14) - 11/200 - 11/160 - 11/120 - 11/105•										
RMI 63 CRMI 63...	90 ⁽¹⁾	24/200 (B5) - 24/140 (B14) - 24/160 - 24/120 - 24/105•										
	80	19/200 (B5) - 19/120 (B14) - 19/160 - 19/140 - 19/105•										
	71	14/160 (B5) - 14/105• (B14) - 14/200 - 14/140 - 14/120										

⁽¹⁾ **ATTENZIONE!**

Linguette a disegno STM.
(Vedere Paragrafo 1.11-A).

⁽¹⁾ **WARNING!**

(Look at chapter 1.11-A).

⁽¹⁾ **ACHTUNG!**

(s. S. 1.11-A).



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

CB

Tab. 2.13

	Possibili accoppiamenti con motori IEC Possible couplings with IEC motor Mögliche Verbindungen mit IEC-Motoren		
	IEC	ir	
		Tutti / All / Alle	
CB 40	63	11/140 (B5)	11/120 - 11/80
	56	9/120 (B5) - 9/80 (B14)	9/140
CB 50	71	14/160 (B5)	14/140
	63	11/140 (B5)	11/160
CB 70	56	9/120 (B5) - 9/80 • (B14)	9/160 - 9/140
	90	24/200 (B5)	
	80	19/200 (B5)	19/160
	71	14/160 (B5)	14/140
	63	11/140 (B5)	11/160

	Possibili accoppiamenti con motori IEC Possible couplings with IEC motor Mögliche Verbindungen mit IEC-Motoren		
	IEC	ir	
		Tutti / All / Alle	
CB 85	90	24/200 (B5)	24/160
	80	19/200 (B5)	19/160
	71	14/160 (B5)	14/140
	63	11/160 (B5)	11/160
CB 110	112	28/250 (B5)	
	100	28/250 (B5)	
	90	24/200 (B5)	
	80	19/200 (B5)	

Legenda:

11/140 (B5)

11/120

11/140 : combinazioni albero/flangia standard
(B5) : forma costruttiva motore IEC
11/120 : combinazioni albero/flangia a richiesta

Key:

11/140 (B5)

11/120

11/140 : standard shaft/flange combination
(B5) : IEC motor constructive shape
11/120 : shaft/flange combinations upon request

Legende:

11/140 (B5)

11/120

11/140 : Standardkombinationen Welle/Flansch
(B5) : Konstruktionsform IEC-Motor
11/120 : Sonderkombinationen Welle/Flansch

N.B.

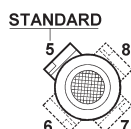
La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3).

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 4 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):



HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen an-geordnet (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):



STANDARD

line

1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS'		
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

391	7	2	6.0	RMI 28	56A 2
274	10	3	5.1	RMI 28	56A 2
194	7	4	4.2	RMI 28	56B 4
136	10	5	3.4	RMI 28	56B 4
123	7	6	3.3	RMI 28	63B 6
91	15	7	2.5	RMI 28	56B 4
68	20	9	1.6	RMI 28	56B 4
57	15	11	1.8	RMI 28	63B 6
49	28	12	3.6	RMI 40	56B 4
49	28	11	1.7	RMI 28	56B 4
43	20	14	3.1	RMI 40	63B 6
43	20	14	1.3	RMI 28	63B 6
34	40	15	2.6	RMI 40	56B 4
34	40	15	1.1	RMI 28	56B 4
31	28	18	2.8	RMI 40	63B 6
31	28	17	1.2	RMI 28	63B 6
28	49	18	2.2	RMI 40	56B 4
28	49	17	0.9	RMI 28	56B 4
27	50.5	23	2.5	CB 40	56B 4
24	56	19	1.9	RMI 40	56B 4
23	58.2	26	2.5	CB 40	56B 4
22	40	22	0.8	RMI 28	63B 6
20	68.0	31	2.1	CB 40	56B 4
19.4	70	21	1.3	RMI 40	56B 4
17.0	80	22	1.2	RMI 40	56B 4
16.4	82.7	32	1.9	CB 40	56B 4
15.4	56	29	1.4	RMI 40	63B 6
14.8	58.2	40	1.7	CB 40	63B 6
13.6	100	28	1.0	RMI 40	56B 4
12.5	108.7	40	1.6	CB 40	56B 4
12.3	70	31	1.0	RMI 40	63B 6
11.9	113.9	44	2.5	CB 50	56B 4
10.7	126.9	47	1.4	CB 40	56B 4
9.7	140	48	2.3	CRMI 28/50	56B 4
9.7	140	45	1.4	CRMI 28/40	56B 4
8.2	165.1	51	1.0	CB 40	56B 4
8.0	170.1	56	1.8	CB 50	56B 4
6.8	200	66	1.7	CRMI 28/50	56B 4
6.8	200	62	1.1	CRMI 28/40	56B 4
6.1	222.1	65	0.9	CB 40	56B 4
5.1	170.1	85	1.3	CB 50	63B 6
4.9	280	81	1.4	CRMI 28/50	56B 4
4.9	280	77	0.9	CRMI 28/40	56B 4
3.4	400	116	2.1	CRMI 28/63	56B 4
3.4	400	116	0.9	CRMI 28/50	56B 4
2.3	600	149	2.1	CRMI 40/70	56B 4
2.3	600	145	1.7	CRMI 28/63	56B 4
1.4	980	219	1.5	CRMI 40/70	56B 4
1.4	980	219	1.1	CRMI 28/63	56B 4
0.99	1372	257	1.2	CRMI 40/70	56B 4
0.99	1372	252	0.9	CRMI 28/70	56B 4
0.69	1960	339	1.5	CRMI 40/85	56B 4
0.69	1960	333	0.9	CRMI 28/70	56B 4
0.49	2800	391	1.3	CRMI 40/85	56B 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
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

0.49	2800	391	0.8	CRMI 40/70	56B 4
0.34	4000	523	1.0	CRMI 40/85	56B 4
0.24	5600	500	—	CRI40/85	56B 4
0.19	7000	460	—	CRI40/85	56B 4
0.17	8000	460	—	CRI40/85	56B 4
0.14	10000	350	—	CRI40/85	56B 4

0.11 kW		$n_1 = 1360 \text{ min}^{-1}$			56C 4
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194	7	4	3.4	RMI 28	56C 4
136	10	6	2.8	RMI 28	56C 4
91	15	9	2.1	RMI 28	56C 4
68	20	11	3.3	RMI 40	56C 4
68	20	11	1.3	RMI 28	56C 4
49	28	14	3.0	RMI 40	56C 4
49	28	14	1.4	RMI 28	56C 4
34	40	19	2.2	RMI 40	56C 4
34	40	18	0.9	RMI 28	56C 4
28	49	22	1.8	RMI 40	56C 4
27	50.5	28	2.1	CB 40	56C 4
24	56	23	1.5	RMI 40	56C 4
23	58.2	32	2.0	CB 40	56C 4
20	68.0	37	1.7	CB 40	56C 4
19.4	70	25	1.1	RMI 40	56C 4
17.0	80	27	1.0	RMI 40	56C 4
16.4	82.7	39	1.5	CB 40	56C 4
13.6	100	35	0.8	RMI 40	56C 4
12.5	108.7	49	1.3	CB 40	56C 4
11.9	113.9	54	2.0	CB 50	56C 4
10.7	126.9	57	1.1	CB 40	56C 4
9.7	140	59	1.9	CRMI 28/50	56C 4
9.7	140	55	1.2	CRMI 28/40	56C 4
8.2	165.1	62	0.8	CB 40	56C 4
8.0	170.1	69	1.5	CB 50	56C 4
6.8	200	81	1.4	CRMI 28/50	56C 4
6.8	200	76	0.9	CRMI 28/40	56C 4
4.9	280	99	2.5	CRMI 28/63	56C 4
4.9	280	99	1.1	CRMI 28/50	56C 4
4.7	289.5	112	1.0	CB 50	56C 4
3.4	400	142	1.8	CRMI 28/63	56C 4
2.3	600	186	2.7	CRMI 40/85	56C 4
2.3	600	177	1.4	CRMI 28/63	56C 4
1.4	980	280	1.8	CRMI 40/85	56C 4
1.4	980	267	0.9	CRMI 28/63	56C 4
0.99	1372	308	1.6	CRMI 40/85	56C 4
0.49	2800	478	1.0	CRMI 40/85	56C 4
0.24	5600	500	—	CRMI 40/85	56C 4
0.19	7000	460	—	CRMI 40/85	56C 4
0.17	8000	460	—	CRMI 40/85	56C 4
0.14	10000	350	—	CRMI 40/85	56C 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
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

393	7	3	10.2	RMI 40	56B 2
393	7	3	9.8	RMI 40	56B 2
393	7	3	4.2	RMI 28	56B 2
393	7	3	4.0	RMI 28	56B 2
275	10	4	8.3	RMI 40	56B 2
275	10	4	8.0	RMI 40	56B 2
275	10	4	3.6	RMI 28	56B 2
275	10	4	3.4	RMI 28	56B 2
194	7	5	7.0	RMI 40	63A 4
194	7	5	2.9	RMI 28	63A 4
136	10	7	5.7	RMI 40	63A 4
136	10	7	2.4	RMI 28	63A 4
91	15	11	4.0	RMI 40	63A 4
91	15	10	1.8	RMI 28	63A 4
68	20	13	2.8	RMI 40	63A 4
68	20	13	1.1	RMI 28	63A 4
56	49	14	2.2	RMI 40	56B 2
56	49	14	2.1	RMI 40	56B 2
56	49	13	0.9	RMI 28	56B 2
56	49	14	0.9	RMI 28	56B 2
54	50.5	17	2.9	CB 40	56B 2
54	50.5	18	2.8	CB 40	56B 2
49	28	17	2.5	RMI 40	63A 4
49	28	16	1.2	RMI 28	63A 4
43	20	20	0.9	RMI 28	63C 6
34	40	24	3.4	RMI 50	63A 4
34	40	22	1.8	RMI 40	63A 4
31	28	25	0.9	RMI 28	63C 6
28	49	28	2.6	RMI 50	63A 4
28	49	25	1.5	RMI 40	63A 4
27	50.5	34	1.8	CB 40	63A 4
24	56	31	2.2	RMI 50	63A 4
24	56	28	1.3	RMI 40	63A 4
23	58.2	38	1.7	CB 40	63A 4
22	40	36	2.5	RMI 50	63C 6
22	40	32	1.4	RMI 40	63C 6
20	68.0	44	1.5	CB 40	63A 4
19.4	70	36	1.8	RMI 50	63A 4
19.4	70	30	0.9	RMI 40	63A 4
18.6	73.3	43	2.5	CB 50	63A 4
17.0	80	37	1.6	RMI 50	63A 4
17.0	80	32	0.8	RMI 40	63A 4
16.4	82.7	46	1.3	CB 40	63A 4
15.1	90.2	53	2.1	CB 50	63A 4
14.0	97.2	55	2.0	CB 50	63A 4
13.6	100	44	1.2	RMI 50	63A 4
12.5	108.7	58	1.1	CB 40	63A 4
12.3	70	53	1.4	RMI 50	63C 6
11.9	113.9	64	1.7	CB 50	63A 4
10.7	126.9	68	1.0	CB 40	63A 4
10.5	130.0	73	3.1	CB 70	63A 4
9.7	140	71	2.6	CRMI 28/63	63A 4
9.7	140	69	1.6	CRMI 28/50	63A 4
9.7	140	65	1.0	CRMI 28/40	63A 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS'		
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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

8.6	100	64	0.9	RMI 50	63C 6
8.0	170.1	82	1.3	CB 50	63A 4
7.9	108.7	88	0.8	CB 40	63C 6
7.8	110.3	94	2.7	CB 70	63C 6
6.8	199.3	96	1.1	CB 50	63A 4
6.8	200	97	2.3	CRMI 28/70	63A 4
6.8	200	95	1.2	CRMI 28/50	63A 4
6.0	227.5	110	2.3	CB 70	63A 4
4.9	280	117	2.1	CRMI 28/63	63A 4
4.9	280	117	0.9	CRMI 28/50	63A 4
4.7	289.5	132	0.8	CB 50	63A 4
4.5	302.9	138	2.0	CB 70	63A 4
3.5	393.8	144	1.2	CB 70	63A 4
3.4	400	171	1.9	CRMI 40/70	63A 4
3.4	400	168	1.5	CRMI 28/63	63A 4
3.0	446.3	163	1.1	CB 70	63A 4
3.0	460.0	174	1.7	CB 85	63A 4
2.3	600	215	1.5	CRMI 40/70	63A 4
2.3	600	210	1.2	CRMI 28/63	63A 4
2.2	618.2	209	0.9	CB 70	63A 4
1.4	980	366	2.7	CRMI 50/110	63A 4
1.4	980	331	1.5	CRMI 40/85	63A 4
0.99	1372	426	2.3	CRMI 50/110	63A 4
0.99	1372	364	1.4	CRMI 40/85	63A 4
0.99	1372	371	0.9	CRMI 40/70	63A 4
0.69	1960	564	1.8	CRMI 50/110	63A 4
0.69	1960	490	1.0	CRMI 40/85	63A 4
0.49	2800	701	1.4	CRMI 50/110	63A 4
0.49	2800	565	0.9	CRMI 40/85	63A 4
0.34	4000	841	1.2	CRMI 50/110	63A 4
0.24	5600	1080	0.9	CRMI 50/110	63A 4
0.19	7000	1196	0.8	CRMI 50/110	63A 4
0.17	8000	860	—	CRMI 50/110	63A 4
0.14	10000	700	—	CRMI 50/110	63A 4

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

394	7	4	7.4	RMI 40	63A 2
394	7	4	3.0	RMI 28	63A 2
276	10	5	6.0	RMI 40	63A 2
276	10	5	2.6	RMI 28	63A 2
196	7	7	5.1	RMI 40	63B 4
196	7	7	2.1	RMI 28	63B 4
137	10	10	4.1	RMI 40	63B 4
137	10	10	1.7	RMI 28	63B 4
124	7	11	3.9	RMI 40	71A 6
91	15	14	2.9	RMI 40	63B 4
91	15	14	1.3	RMI 28	63B 4
69	20	18	2.0	RMI 40	63B 4
69	20	18	0.8	RMI 28	63B 4
62	44.3	21	2.4	CB 40	63A 2

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
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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

58	15	22	2.2	RMI 40	71A 6
49	28	25	3.3	RMI 50	63B 4
49	28	24	1.8	RMI 40	63B 4
49	28	22	0.8	RMI 28	63B 4
44	20	29	2.9	RMI 50	71A 6
44	20	28	1.6	RMI 40	71A 6
34	40	33	2.4	RMI 50	63B 4
34	40	30	1.3	RMI 40	63B 4
31	44.3	41	1.5	CB 40	63B 4
28	48.3	47	2.3	CB 50	63B 4
28	49	39	1.9	RMI 50	63B 4
28	49	35	1.1	RMI 40	63B 4
27	50.5	46	1.3	CB 40	63B 4
26	52.1	49	2.2	CB 50	63B 4
24	56	42	1.6	RMI 50	63B 4
24	56	38	0.9	RMI 40	63B 4
24	58.2	52	1.2	CB 40	63B 4
22	61.0	58	1.9	CB 50	63B 4
20	68.0	61	1.1	CB 40	63B 4
19.6	70	49	1.3	RMI 50	63B 4
18.7	73.3	59	1.9	CB 50	63B 4
17.1	80	51	1.1	RMI 50	63B 4
16.6	82.6	66	3.0	CB 70	63B 4
16.6	82.7	63	0.9	CB 40	63B 4
15.5	56	64	2.3	RMI 63	71A 6
15.5	56	62	1.3	RMI 50	71A 6
15.2	90.2	72	1.5	CB 50	63B 4
14.1	97.2	75	1.5	CB 50	63B 4
13.7	100	60	0.9	RMI 50	63B 4
12.6	108.7	80	0.8	CB 40	63B 4
12.4	70	75	1.8	RMI 63	71A 6
12.4	70	72	1.0	RMI 50	71A 6
12.4	110.3	85	2.7	CB 70	63B 4
12.0	113.9	88	1.2	CB 50	63B 4
10.9	80	81	1.5	RMI 63	71A 6
10.9	80	74	0.9	RMI 50	71A 6
10.5	130.0	100	2.3	CB 70	63B 4
9.8	140	101	2.4	CRMI 40/63	63B 4
9.8	140	98	1.9	CRMI 28/63	63B 4
9.8	140	95	1.2	CRMI 28/50	63B 4
9.6	90.2	110	1.0	CB 50	71A 6
9.0	97.2	113	1.0	CB 50	71A 6
8.7	100	93	1.6	RMI 70	71A 6
8.7	100	93	1.2	RMI 63	71A 6
8.1	170.1	112	0.9	CB 50	63B 4
7.9	110.3	129	2.0	CB 70	71A 6
6.9	199.3	131	0.78	CB 50	63B 4
6.9	200	136	1.8	CRMI 40/63	63B 4
6.9	200	133	1.7	CRMI 28/63	63B 4
6.9	200	131	0.8	CRMI 28/50	63B 4
6.1	225.4	156	2.8	CB 85	63B 4
6.0	227.5	151	1.6	CB 70	63B 4
4.9	280	162	3.1	CRMI 40/85	63B 4
4.9	280	161	1.6	CRMI 28/63	63B 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
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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

4.5	302.9	190	1.5	CB 70	63B 4
4.0	338.9	183	0.9	CB 70	63B 4
4.0	342.1	189	1.5	CB 85	63B 4
3.5	393.8	198	0.9	CB 70	63B 4
3.4	400	245	2.0	CRMI 40/85	63B 4
3.4	400	234	1.4	CRMI 40/70	63B 4
3.4	400	231	1.1	CRMI 28/63	63B 4
3.0	460.0	240	1.3	CB 85	63B 4
2.9	302.9	287	1.0	CB 70	71A 6
2.3	600	301	1.7	CRMI 40/85	63B 4
2.3	600	288	0.9	CRMI 28/63	63B 4
2.2	394.1	304	1.1	CB 85	71A 6
1.4	980	504	2.0	CRMI 50/110	63B 4
1.4	980	456	1.1	CRMI 40/85	63B 4
1.0	1372	586	1.7	CRMI 50/110	63B 4
1.0	1372	500	1.0	CRMI 40/85	63B 4
0.70	1960	775	1.3	CRMI 50/110	63B 4
0.49	2800	964	1.0	CRMI 50/110	63B 4
0.34	4000	1156	0.9	CRMI 50/110	63B 4
0.24	5600	1000	—	CRMI 50/110	63B 4
0.20	7000	960	—	CRMI 50/110	63B 4
0.17	8000	860	—	CRMI 50/110	63B 4
0.14	10000	700	—	CRMI 50/110	63B 4

0.22 kW

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

63C 4

200	7	9	4.2	RMI 40	63C 4
200	7	9	1.8	RMI 28	63C 4
140	10	12	3.5	RMI 40	63C 4
140	10	12	1.4	RMI 28	63C 4
93	15	17	2.4	RMI 40	63C 4
93	15	17	1.1	RMI 28	63C 4
70	20	22	1.7	RMI 40	63C 4
50	28	29	2.7	RMI 50	63C 4
50	28	28	1.5	RMI 40	63C 4
35	40	40	2.0	RMI 50	63C 4
35	40	36	1.1	RMI 40	63C 4
32	44.3	49	1.2	CB 40	63C 4
29	49	46	1.6	RMI 50	63C 4
29	49	42	0.9	RMI 40	63C 4
28	50.5	55	1.1	CB 40	63C 4
25	56	50	1.4	RMI 50	63C 4
24	58.2	62	1.0	CB 40	63C 4
23	61.0	69	1.6	CB 50	63C 4
21	68.0	72	0.9	CB 40	63C 4
20	70	59	1.1	RMI 50	63C 4
19.1	73.3	70	1.5	CB 50	63C 4
17.5	80	61	0.9	RMI 50	63C 4
15.5	90.2	87	1.3	CB 50	63C 4
12.7	110.3	102	2.2	CB 70	63C 4



STANDARD

line

1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS'		
0.22 kW					
$n_1 = 1400 \text{ min}^{-1}$ 63C 4					

12.3	113.9	105	1.0	CB 50	63C 4
10.8	130.0	120	1.9	CB 70	63C 4
10.0	140	117	1.6	CRMI 28/63	63C 4
10.0	140	114	1.0	CRMI 28/50	63C 4
8.4	166.1	140	1.6	CB 70	63C 4
7.0	200	163	1.8	CRMI 40/70	63C 4
7.0	200	159	1.4	CRMI 28/63	63C 4
6.2	225.4	186	2.3	CB 85	63C 4
6.2	227.5	181	1.4	CB 70	63C 4
5.0	280	194	1.5	CRMI 40/70	63C 4
5.0	280	193	1.3	CRMI 28/63	63C 4
4.9	286.4	189	1.5	CB 85	63C 4
3.5	400	280	1.1	CRMI 40/70	63C 4
3.0	460	286	1.1	CB 85	63C 4
2.3	600	361	1.4	CRMI 40/85	63C 4
1.4	980	602	1.7	CRMI 50/110	63C 4
1.4	980	545	0.9	CRMI 40/85	63C 4
1.0	1372	700	1.4	CRMI 50/110	63C 4
1.0	1372	599	0.8	CRMI 40/85	63C 4
0.71	1960	927	1.1	CRMI 50/110	63C 4
0.50	2800	1153	0.9	CRMI 50/110	63C 4
0.35	4000	1000	—	CRMI 50/110	63C 4
0.25	5600	1000	—	CRMI 50/110	63C 4
0.20	7000	960	—	CRMI 50/110	63C 4
0.18	8000	860	—	CRMI 50/110	63C 4
0.14	10000	700	—	CRMI 50/110	63C 4

0.25 kW					
$n_1 = 2790 \text{ min}^{-1}$ 63B 2 $n_1 = 1370 \text{ min}^{-1}$ 71A 4 $n_1 = 870 \text{ min}^{-1}$ 71B 6					

399	7	5	5.4	RMI 40	63B 2
399	7	5	2.2	RMI 28	63B 2
279	10	7	4.4	RMI 40	63B 2
279	10	7	1.9	RMI 28	63B 2
196	7	10	6.6	RMI 50	71A 4
196	7	10	3.7	RMI 40	71A 4
137	10	14	5.1	RMI 50	71A 4
137	10	14	3.0	RMI 40	71A 4
124	7	16	5.1	RMI 50	71B 6
124	7	16	2.8	RMI 40	71B 6
91	15	21	3.6	RMI 50	71A 4
91	15	20	2.1	RMI 40	71A 4
69	20	26	2.8	RMI 50	71A 4
69	20	25	1.5	RMI 40	71A 4
58	15	33	2.7	RMI 50	71B 6
58	15	31	1.6	RMI 40	71B 6
49	28	34	2.3	RMI 50	71A 4
49	28	33	1.3	RMI 40	71A 4
44	20	41	2.1	RMI 50	71B 6
44	20	38	1.1	RMI 40	71B 6
34	40	47	3.1	RMI 63	71A 4
34	40	46	1.8	RMI 50	71A 4
31	28	52	3.0	RMI 63	71B 6

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
0.25 kW					
$n_1 = 2790 \text{ min}^{-1}$ 63B 2 $n_1 = 1370 \text{ min}^{-1}$ 71A 4 $n_1 = 870 \text{ min}^{-1}$ 71B 6					

31	28	51	1.8	RMI 50	71B 6
31	28	49	1.0	RMI 40	71B 6
28	48.3	65	1.6	CB 50	71A 4
28	49	55	3.0	RMI 70	71A 4
28	49	55	2.3	RMI 63	71A 4
28	49	54	1.3	RMI 50	71A 4
26	52.1	69	1.6	CB 50	71A 4
24	56	61	2.8	RMI 70	71A 4
24	56	61	2.1	RMI 63	71A 4
24	56	59	1.2	RMI 50	71A 4
23	59.1	76	3.1	CB 70	71A 4
22	61.0	80	1.3	CB 50	71A 4
22	40	70	2.4	RMI 63	71B 6
22	40	69	1.3	RMI 50	71B 6
19.7	69.6	90	2.6	CB 70	71A 4
19.6	70	70	2.1	RMI 70	71A 4
19.6	70	71	1.7	RMI 63	71A 4
19.6	70	68	0.9	RMI 50	71A 4
18.7	73.3	82	1.3	CB 50	71A 4
17.1	80	75	1.9	RMI 70	71A 4
17.1	80	77	1.4	RMI 63	71A 4
17.1	80	71	0.8	RMI 50	71A 4
16.7	52.1	106	1.0	CB 50	71B 6
16.6	82.6	92	2.2	CB 70	71A 4
15.5	56	89	2.1	RMI 70	71B 6
15.5	56	89	1.6	RMI 63	71B 6
15.5	56	86	0.9	RMI 50	71B 6
15.2	90.2	101	1.1	CB 50	71A 4
14.1	97.2	104	1.1	CB 50	71A 4
13.7	100	89	1.4	RMI 70	71A 4
13.7	100	89	1.1	RMI 63	71A 4
12.4	70	104	1.6	RMI 70	71B 6
12.4	70	104	1.3	RMI 63	71B 6
12.4	110.3	118	1.9	CB 70	71A 4
12.0	113.9	122	0.9	CB 50	71A 4
10.9	80	110	1.5	RMI 70	71B 6
10.9	80	112	1.1	RMI 63	71B 6
10.5	130.0	139	1.6	CB 70	71A 4
9.8	140	144	3.5	CRMI 40/85	71A 4
9.8	140	140	1.7	CRMI 40/63	71A 4
9.8	140	136	0.8	CRMI 40/50	71A 4
8.2	166.1	162	1.4	CB 70	71A 4
8.2	167.6	169	2.3	CB 85	71A 4
6.9	200	195	2.6	CRMI 40/85	71A 4
6.9	200	189	1.3	CRMI 40/63	71A 4
6.1	225.4	216	2.0	CB 85	71A 4
6.0	227.5	210	1.2	CB 70	71A 4
4.9	280	225	2.2	CRMI 40/85	71A 4
4.9	280	229	1.1	CRMI 40/63	71A 4
4.8	286.4	220	1.3	CB 85	71A 4
4.5	302.9	264	1.0	CB 70	71A 4
4.0	342.1	262	1.1	CB 85	71A 4
3.4	400	360	2.8	CRMI 50/110	71A 4
3.4	400	341	1.5	CRMI 40/85	71A 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
0.25 kW					
$n_1 = 2790 \text{ min}^{-1}$ 63B 2 $n_1 = 1370 \text{ min}^{-1}$ 71A 4 $n_1 = 870 \text{ min}^{-1}$ 71B 6					

3.0	286.4	326	0.9	CB 85	71B 6
2.3	600	460	2.2	CRMI 50/110	71A 4
2.3	600	419	1.2	CRMI 40/85	71A 4
1.4	980	721	2.5	CRMI 63/130	71A 4
1.4	980	699	1.4	CRMI 50/110	71A 4
1.0	1372	826	2.2	CRMI 63/130	71A 4
1.0	1372	813	1.2	CRMI 50/110	71A 4
0.70	1960	1093	1.6	CRMI 63/130	71A 4
0.70	1960	1076	0.9	CRMI 50/110	71A 4
0.49	2800	1358	1.3	CRMI 63/130	71A 4
0.34	4000	1671	1.1	CRMI 63/130	71A 4
0.20	7000	1700	—	CRMI 63/130	71A 4
0.17	8000	1600	—	CRMI 63/130	71A 4
0.14	10000	1250	—	CRMI 63/130	71A 4

0.37 kW					
$n_1 = 2790 \text{ min}^{-1}$ 63C 2 $n_1 = 2790 \text{ min}^{-1}$ 71A 2 $n_1 = 1380 \text{ min}^{-1}$ 71B 4 $n_1 = 910 \text{ min}^{-1}$ 80A 6					

399	7	7	3.6	RMI 40	71A 2
399	7	7	3.6	RMI 40	63C 2
399	7	7	1.5	RMI 28	63C 2
279	10	11	2.9	RMI 40	71A 2
279	10	11	2.9	RMI 40	63C 2
279	10	10	1.3	RMI 28	63C 2
197	7	15	4.5	RMI 50	71B 4
197	7	15	2.5	RMI 40	71B 4
186	15	16	3.7	RMI 50	71A 2
186	15	15	2.1	RMI 40	71A 2
186	15	15	2.1	RMI 40	63C 2
140	20	20	2.8	RMI 50	71A 2
140	20	19	1.5	RMI 40	71A 2
140	20	19	1.5	RMI 40	63C 2
138	10	21	3.5	RMI 50	71B 4
138	10	21	2.0	RMI 40	71B 4
92	15	31	2.5	RMI 50	71B 4
92	15	30	1.4	RMI 40	71B 4
69	20	39	3.4	RMI 63	71B 4
69	20	39	1.9	RMI 50	71B 4
69	20	37	1.0	RMI 40	71B 4
49	28	51	2.7	RMI 63	71B 4
49	28	50	1.6	RMI 50	71B 4
49	28	48	0.9	RMI 40	71B 4
38	73.3	62	1.5	CB 50	71A 2
35	40	69	2.1	RMI 63	71B 4
35	40	68	1.2	RMI 50	71B 4
31	44.3	86	2.4	CB 70	71B 4
29	48.3	95	1.1	CB 50	71B 4
28	49	80	2.1	RMI 70	71B 4
28	49	80	1.6	RMI 63	71B 4
28	49	79	0.9	RMI 50	71B 4



STANDARD

line

1.7 Prestazioni motoriduttori

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

27	50.8	99	2.1	CB 70	71B 4
26	52.1	101	1.1	CB 50	71B 4
25	56	89	1.9	RMI 70	71B 4
25	56	89	1.4	RMI 63	71B 4
25	56	86	0.8	RMI 50	71B 4
23	59.1	112	2.1	CB 70	71B 4
23	61.0	118	0.9	CB 50	71B 4
19.8	69.6	132	1.8	CB 70	71B 4
19.7	70	102	1.5	RMI 70	71B 4
19.7	70	104	1.1	RMI 63	71B 4
18.8	73.3	120	0.9	CB 50	71B 4
17.3	80	111	1.3	RMI 70	71B 4
17.3	80	113	1.0	RMI 63	71B 4
17.2	80.2	133	2.9	CB 85	71B 4
16.7	82.6	135	1.5	CB 70	71B 4
15.4	59.1	168	3.0	CB 85	80A 6
15.4	59.1	165	1.6	CB 70	80A 6
13.8	100	131	1.0	RMI 70	71B 4
12.5	110.3	174	1.3	CB 70	71B 4
12.5	110.4	175	2.5	CB 85	71B 4
11.4	80	168	1.6	RMI 85	80A 6
11.4	80	155	1.0	RMI 70	80A 6
10.7	128.8	204	2.1	CB 85	71B 4
10.6	130.0	205	1.1	CB 70	71B 4
9.9	140	211	2.4	CRMI 40/85	71B 4
9.9	140	205	1.2	CRMI 40/63	71B 4
9.1	100	194	1.3	RMI 85	80A 6
8.3	166.1	238	0.9	CB 70	71B 4
8.2	167.6	249	1.6	CB 85	71B 4
7.1	128.8	295	1.6	CB 85	80A 6
7.0	130.0	298	0.9	CB 70	80A 6
6.9	200	298	3.4	CRMI 50/110	71B 4
6.9	200	286	1.7	CRMI 40/85	71B 4
6.9	200	278	0.9	CRMI 40/63	71B 4
6.1	225.4	317	1.4	CB 85	71B 4
6.1	227.5	309	0.8	CB 70	71B 4
5.4	167.6	364	2.7	CB 110	80A 6
4.9	280	359	2.8	CRMI 50/110	71B 4
4.9	280	331	1.5	CRMI 40/85	71B 4
4.9	280	331	0.9	CRMI 40/70	71B 4
4.8	286.4	323	0.9	CB 85	71B 4
4.0	225.4	490	2.0	CB 110	80A 6
4.0	225.4	455	1.1	CB 85	80A 6
3.5	400	529	1.9	CRMI 50/110	71B 4
3.5	400	501	1.0	CRMI 40/85	71B 4
3.2	286.4	506	1.2	CB 110	80A 6
2.3	394.1	643	1.0	CB 110	80A 6
2.3	600	664	2.7	CRMI 63/130	71B 4
2.3	600	676	1.5	CRMI 50/110	71B 4
2.3	600	615	0.8	CRMI 40/85	71B 4
2.0	460.0	750	0.9	CB 110	80A 6
1.4	980	1060	1.7	CRMI 63/130	71B 4
1.4	980	1028	1.0	CRMI 50/110	71B 4
1.0	1372	1214	1.5	CRMI 63/130	71B 4

1.7 Gearmotors performances

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

1.0	1372	1195	0.8	CRMI 50/110	71B 4
0.70	1960	1606	1.1	CRMI 63/130	71B 4
0.49	2800	1996	0.9	CRMI 63/130	71B 4
0.35	4000	1800	—	CRMI 63/130	71B 4
0.25	5600	1700	—	CRMI 63/130	71B 4
0.20	7000	1700	—	CRMI 63/130	71B 4
0.17	8000	1600	—	CRMI 63/130	71B 4
0.14	10000	1250	—	CRMI 63/130	71B 4

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					

400	7	11	4.5	RMI 50	71B 2
400	7	11	2.4	RMI 40	71B 2
280	10	16	3.5	RMI 50	71B 2
280	10	16	2.0	RMI 40	71B 2
199	7	22	3.1	RMI 50	80A 4
197	7	22	3.0	RMI 50	71C 4
197	7	22	1.7	RMI 40	71C 4
187	15	23	1.4	RMI 40	71B 2
140	20	29	1.0	RMI 40	71B 2
139	10	31	2.4	RMI 50	80A 4
138	10	31	2.3	RMI 50	71C 4
138	10	31	1.4	RMI 40	71C 4
130	7	34	2.4	RMI 50	80B 6
100	28	39	2.7	RMI 63	71B 2
100	28	39	1.6	RMI 50	71B 2
93	15	45	3.2	RMI 70	80A 4
93	15	45	2.9	RMI 63	80A 4
93	15	45	1.7	RMI 50	80A 4
92	15	46	1.7	RMI 50	71C 4
92	15	44	1.0	RMI 40	71C 4
70	20	58	2.6	RMI 70	80A 4
70	20	58	2.3	RMI 63	80A 4
70	20	57	1.3	RMI 50	80A 4
69	20	58	1.3	RMI 50	71C 4
63	44.3	65	2.6	CB 70	71B 2
58	48.3	72	1.2	CB 50	71B 2
54	52.1	77	1.2	CB 50	71B 2
50	28	75	2.0	RMI 70	80A 4
50	28	75	1.8	RMI 63	80A 4
50	28	74	1.1	RMI 50	80A 4
49	28	76	1.8	RMI 63	71C 4
49	28	75	1.1	RMI 50	71C 4
46	61.0	90	1.0	CB 50	71B 2
46	20	87	2.0	RMI 70	80B 6
46	20	87	1.8	RMI 63	80B 6
46	20	85	1.0	RMI 50	80B 6
40	69.6	101	1.9	CB 70	71B 2
38	73.3	92	1.0	CB 50	71B 2
35	40	101	1.6	RMI 70	80A 4
35	40	101	1.4	RMI 63	80A 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
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					

35	40	102	1.4	RMI 63	71C 4
35	40	100	0.8	RMI 50	71C 4
31	44.3	127	1.6	CB 70	80A 4
31	44.3	128	1.6	CB 70	71C 4
31	90.2	113	0.8	CB 50	71B 2
28	49	120	2.4	RMI 85	80A 4
28	49	119	1.4	RMI 70	80A 4
28	49	119	1.1	RMI 63	80A 4
28	49	119	1.4	RMI 70	71C 4
28	49	119	1.0	RMI 63	71C 4
27	50.8	146	1.4	CB 70	80A 4
27	50.8	147	1.4	CB 70	71C 4
27	51.3	149	2.7	CB 85	80A 4
25	56	140	2.0	RMI 85	80A 4
25	56	131	1.3	RMI 70	80A 4
25	56	131	1.0	RMI 63	80A 4
25	56	132	1.3	RMI 70	71C 4
25	56	132	1.0	RMI 63	71C 4
24	59.1	167	2.7	CB 85	80A 4
24	59.1	165	1.4	CB 70	80A 4
23	59.1	169	2.7	CB 85	71C 4
23	59.1	166	1.4	CB 70	71C 4
20	69.0	196	2.3	CB 85	80A 4
20	69.0	197	2.3	CB 85	71C 4
20	69.6	195	1.2	CB 70	80A 4
19.9	70	161	1.6	RMI 85	80A 4
19.9	70	151	1.0	RMI 70	80A 4
19.8	69.6	196	1.2	CB 70	71C 4
19.7	70	152	1.0	RMI 70	71C 4
17.4	80	175	1.4	RMI 85	80A 4
17.4	80	163	0.9	RMI 70	80A 4
17.3	80.2	197	1.9	CB 85	80A 4
17.3	80	164	0.9	RMI 70	71C 4
17.2	80.2	198	1.9	CB 85	71C 4
16.8	82.6	200	1.0	CB 70	80A 4
16.7	82.6	201	1.0	CB 70	71C 4
16.3	56	187	1.0	RMI 70	80B 6
15.4	59.1	246	1.1	CB 70	80B 6
13.9	100	200	1.1	RMI 85	80A 4
13.0	70	230	1.3	RMI 85	80B 6
12.6	110.3	256	0.9	CB 70	80A 4
12.6	110.4	275	3.3	CB 110	80A 4
12.6	110.4	259	1.7	CB 85	80A 4
12.5	110.3	258	0.9	CB 70	71C 4
12.5	110.4	261	1.7	CB 85	71C 4
10.8	128.8	321	2.8	CB 110	80A 4
10.8	128.8	302	1.4	CB 85	80A 4
10.7	128.8	304	1.4	CB 85	71C 4
9.9	140	320	3.1	CRMI 50/110	80A 4
9.9	140	316	1.6	CRMI 50/85	80A 4
9.9	140	302	0.9	CRMI 50/70	80A 4
9.9	140	318	1.6	CRMI 50/85	71C 4
9.9	140	304	0.9	CRMI 50/70	71C 4
8.3	167.6	393	2.0	CB 110	80A 4



1.7 Prestazioni motoriduttori

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

8.3	167.6	367	1.1	CB 85	80A 4
8.2	167.6	370	1.0	CB 85	71C 4
7.1	128.8	468	2.1	CB 110	80B 6
7.1	128.8	439	1.1	CB 85	80B 6
7.0	200	440	2.3	CRMI 50/110	80A 4
7.0	200	428	1.2	CRMI 50/85	80A 4
6.9	200	443	2.3	CRMI 50/110	71C 4
6.9	200	431	1.2	CRMI 50/85	71C 4
6.2	225.4	503	1.8	CB 110	80A 4
6.2	225.4	468	0.9	CB 85	80A 4
6.1	225.4	472	0.9	CB 85	71C 4
5.0	280	536	3.0	CRMI 63/130	80A 4
5.0	280	529	1.9	CRMI 50/110	80A 4
5.0	280	495	1.0	CRMI 50/85	80A 4
4.9	280	540	3.0	CRMI 63/130	71C 4
4.9	280	533	1.9	CRMI 50/110	71C 4
4.9	280	492	1.0	CRMI 40/85	71C 4
4.9	286.4	530	1.1	CB 110	80A 4
3.5	394.1	678	0.9	CB 110	80A 4
3.5	400	771	2.3	CRMI 63/130	80A 4
3.5	400	907	2.0	CRMI 63/130	80A 4
3.5	400	781	1.3	CRMI 50/110	80A 4
2.3	600	979	1.8	CRMI 63/130	80A 4
2.3	600	998	1.0	CRMI 50/110	80A 4
2.3	600	987	1.8	CRMI 63/130	71C 4
2.3	600	1005	1.0	CRMI 50/110	71C 4
1.4	980	1637	2.8	CRMI 85/180	80A 4
1.4	980	1637	1.8	CRMI 85/150	80A 4
1.4	980	1564	1.2	CRMI 63/130	80A 4
1.4	980	1576	1.1	CRMI 63/130	71C 4
1.0	1372	1955	2.4	CRMI 85/180	80A 4
1.0	1372	1921	1.5	CRMI 85/150	80A 4
1.0	1372	1792	1.0	CRMI 63/130	80A 4
1.0	1372	1805	1.0	CRMI 63/130	71C 4
0.71	1960	2503	1.8	CRMI 85/180	80A 4
0.71	1960	2503	1.2	CRMI 85/150	80A 4
0.50	2800	3227	1.2	CRMI 85/180	80A 4
0.50	2800	3227	0.9	CRMI 85/150	80A 4
0.35	4000	3925	1.1	CRMI 85/180	80A 4
0.25	5600	5271	0.9	CRMI 85/180	80A 4
0.20	7000	5748	0.8	CRMI 85/180	80A 4
0.17	8000	4200	—	CRMI 85/180	80A 4
0.14	10000	3300	—	CRMI 85/180	80A 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
0.75 kW				$n_1 = 2820 \text{ min}^{-1}$ $n_1 = 2820 \text{ min}^{-1}$ $n_1 = 1390 \text{ min}^{-1}$ $n_1 = 910 \text{ min}^{-1}$ $n_1 = 920 \text{ min}^{-1}$	71C 2 80A 2 80B 4 80C 6 90S 6

403	7	15	3.3	RMI 50	80A 2
400	7	15	3.3	RMI 50	71C 2
282	10	21	2.6	RMI 50	80A 2
280	10	21	2.6	RMI 50	71C 2
199	7	30	3.8	RMI 63	80B 4
199	7	30	2.2	RMI 50	80B 4
139	10	43	3.3	RMI 70	80B 4
139	10	43	2.9	RMI 63	80B 4
139	10	42	1.7	RMI 50	80B 4
131	7	46	3.5	RMI 70	90S 6
131	7	46	3.0	RMI 63	90S 6
101	28	53	2.0	RMI 63	80A 2
101	28	53	1.2	RMI 50	80A 2
100	28	54	2.0	RMI 63	71C 2
100	28	53	1.2	RMI 50	71C 2
93	15	62	2.3	RMI 70	80B 4
93	15	62	2.1	RMI 63	80B 4
93	15	62	1.2	RMI 50	80B 4
70	20	79	1.9	RMI 70	80B 4
70	20	79	1.7	RMI 63	80B 4
70	20	78	0.9	RMI 50	80B 4
56	50.8	101	1.7	CB 70	80A 2
50	28	102	1.4	RMI 70	80B 4
50	28	102	1.3	RMI 63	80B 4
41	69.6	136	1.4	CB 70	80A 2
40	69.6	137	1.4	CB 70	71C 2
35	40	138	1.2	RMI 70	80B 4
35	40	138	1.0	RMI 63	80B 4
34	82.6	143	1.2	CB 70	80A 2
34	82.6	144	1.2	CB 70	71C 2
31	44.3	173	1.2	CB 70	80B 4
28	49	164	1.7	RMI 85	80B 4
28	49	162	1.0	RMI 70	80B 4
27	50.8	199	1.0	CB 70	80B 4
27	51.3	204	2.0	CB 85	80B 4
25	56	190	1.5	RMI 85	80B 4
25	56	179	0.9	RMI 70	80B 4
24	59.1	228	2.0	CB 85	80B 4
24	59.1	225	1.0	CB 70	80B 4
20	69.0	270	3.3	CB 110	80B 4
20	69.0	267	1.7	CB 85	80B 4
20	69.6	265	0.9	CB 70	80B 4
19.9	70	220	1.2	RMI 85	80B 4
17.4	80	239	1.0	RMI 85	80B 4
17.3	80.2	285	2.8	CB 110	80B 4
17.3	80.2	269	1.4	CB 85	80B 4
16.4	56	279	1.9	RMI 110	90S 6
16.4	56	270	1.2	RMI 85	90S 6
13.1	70	327	1.7	RMI 110	90S 6
13.1	70	311	1.0	RMI 85	90S 6
12.6	110.4	375	2.4	CB 110	80B 4
12.6	110.4	353	1.2	CB 85	80B 4
11.5	80	361	1.5	RMI 110	90S 6
11.5	80	336	0.8	RMI 85	90S 6

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
0.75 kW				$n_1 = 2820 \text{ min}^{-1}$ $n_1 = 2820 \text{ min}^{-1}$ $n_1 = 1390 \text{ min}^{-1}$ $n_1 = 910 \text{ min}^{-1}$ $n_1 = 920 \text{ min}^{-1}$	71C 2 80A 2 80B 4 80C 6 90S 6

10.8	128.8	438	2.1	CB 110	80B 4
10.8	128.8	411	1.0	CB 85	80B 4
9.9	140	436	2.3	CRMI 50/110	80B 4
9.9	140	430	1.2	CRMI 50/85	80B 4
8.3	167.6	535	1.5	CB 110	80B 4
7.1	128.8	632	1.6	CB 110	90S 6
7.1	128.8	592	0.8	CB 85	90S 6
7.1	128.8	639	1.6	CB 110	80C 6
7.1	128.8	598	0.8	CB 85	80C 6
7.0	200	607	3.0	CRMI 63/130	80B 4
7.0	200	600	1.7	CRMI 50/110	80B 4
6.2	225.4	685	1.3	CB 110	80B 4
5.0	280	730	2.2	CRMI 63/130	80B 4
5.0	280	722	1.4	CRMI 50/110	80B 4
4.9	286.4	723	0.8	CB 110	80B 4
4.1	225.4	983	1.0	CB 110	90S 6
4.0	225.4	993	1.0	CB 110	80C 6
3.5	400	1051	1.7	CRMI 63/130	80B 4
3.5	400	1237	1.5	CRMI 63/130	80B 4
3.5	400	1065	0.9	CRMI 50/110	80B 4
2.3	600	1336	1.3	CRMI 63/130	80B 4
1.4	980	2232	2.1	CRMI 85/180	80B 4
1.4	980	2232	1.3	CRMI 85/150	80B 4
1.4	980	2133	0.8	CRMI 63/130	80B 4
1.0	1372	2665	1.7	CRMI 85/180	80B 4
1.0	1372	2619	1.1	CRMI 85/150	80B 4
0.71	1960	3414	1.3	CRMI 85/180	80B 4
0.71	1960	3414	0.8	CRMI 85/150	80B 4
0.50	2800	4401	0.9	CRMI 85/180	80B 4
0.35	4000	5353	0.8	CRMI 85/180	80B 4
0.25	5600	4600	—	CRMI 85/180	80B 4
0.20	7000	4600	—	CRMI 85/180	80B 4
0.17	8000	4200	—	CRMI 85/180	80B 4
0.14	10000	3300	—	CRMI 85/180	80B 4

0.88 kW $n_1 = 1350 \text{ min}^{-1}$ 80C 4

193	7	37	3.1	RMI 63	80C 4
193	7	37	1.9	RMI 50	80C 4
135	10	52	2.7	RMI 70	80C 4
135	10	52	2.4	RMI 63	80C 4
135	10	51	1.4	RMI 50	80C 4
90	15	75	1.9	RMI 70	80C 4
90	15	75	1.8	RMI 63	80C 4
90	15	75	1.0	RMI 50	80C 4
68	20	96	1.6	RMI 70	80C 4
68	20	96	1.4	RMI 63	80C 4
48	28	124	1.2	RMI 70	80C 4
48	28	124	1.1	RMI 63	80C 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS'		
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0.88 kW

 $n_1 = 1350 \text{ min}^{-1}$

80C 4

34	40	172	1.8	RMI 85	80C 4
34	40	167	1.0	RMI 70	80C 4
34	40	167	0.9	RMI 63	80C 4
31	43.0	206	2.0	CB 85	80C 4
30	44.3	210	1.0	CB 70	80C 4
28	49	198	1.4	RMI 85	80C 4
28	49	195	0.9	RMI 70	80C 4
27	50.8	240	0.9	CB 70	80C 4
26	51.3	246	1.6	CB 85	80C 4
24	56	230	1.2	RMI 85	80C 4
23	59.1	276	1.6	CB 85	80C 4
23	59.1	272	0.9	CB 70	80C 4
19.6	69.0	322	1.4	CB 85	80C 4
19.3	70	266	1.0	RMI 85	80C 4
16.9	80	289	0.8	RMI 85	80C 4
16.8	80.2	344	2.3	CB 110	80C 4
16.8	80.2	325	1.2	CB 85	80C 4
12.2	110.4	454	2.0	CB 110	80C 4
12.2	110.4	426	1.0	CB 85	80C 4
10.5	128.8	529	1.7	CB 110	80C 4
10.5	128.8	497	0.9	CB 85	80C 4
9.6	140	527	1.9	CRMI 50/110	80C 4
9.6	140	520	1.0	CRMI 50/85	80C 4
8.1	167.6	647	1.2	CB 110	80C 4
6.8	200	734	2.5	CRMI 63/130	80C 4
6.8	200	725	1.4	CRMI 50/110	80C 4
6.0	225.4	828	1.1	CB 110	80C 4
4.8	280	883	1.8	CRMI 63/130	80C 4
4.8	280	872	1.1	CRMI 50/110	80C 4
3.4	400	1270	1.4	CRMI 63/130	80C 4
2.3	600	1614	1.1	CRMI 63/130	80C 4
1.4	980	2697	1.7	CRMI 85/180	80C 4
1.4	980	2697	1.1	CRMI 85/150	80C 4
0.98	1372	3220	1.4	CRMI 85/180	80C 4
0.98	1372	3164	0.9	CRMI 85/150	80C 4
0.69	1960	4124	1.1	CRMI 85/180	80C 4
0.48	2800	3900	—	CRMI 85/180	80C 4
0.34	4000	4400	—	CRMI 85/180	80C 4
0.24	5600	4600	—	CRMI 85/180	80C 4
0.19	7000	4600	—	CRMI 85/180	80C 4
0.17	8000	4200	—	CRMI 85/180	80C 4
0.14	10000	3300	—	CRMI 85/180	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

404	7	22	3.8	RMI 63	80B 2
404	7	22	2.3	RMI 50	80B 2
283	10	31	3.0	RMI 63	80B 2
283	10	31	1.8	RMI 50	80B 2
200	7	45	3.0	RMI 70	90S 4
200	7	44	2.6	RMI 63	90S 4
199	7	45	2.9	RMI 70	80D 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
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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

199	7	44	2.6	RMI 63	80D 4
189	15	46	2.4	RMI 70	80B 2
189	15	46	2.1	RMI 63	80B 2
189	15	46	1.3	RMI 50	80B 2
142	20	59	1.0	RMI 50*	80B 2
140	10	63	4.4	RMI 85	90S 4
140	10	62	2.3	RMI 70	90S 4
140	10	62	2.0	RMI 63	90S 4
139	10	63	2.3	RMI 70	80D 4
139	10	63	2.0	RMI 63	80D 4
139	10	62	1.2	RMI 50	80D 4
131	7	67	2.4	RMI 70	90L 6
131	7	67	2.0	RMI 63	90L 6
93	15	91	3.1	RMI 85	90S 4
93	15	90	1.6	RMI 70	90S 4
93	15	90	1.5	RMI 63	90S 4
93	15	91	1.6	RMI 70	80D 4
93	15	91	1.4	RMI 63	80D 4
93	15	91	0.8	RMI 50	80D 4
70	20	119	2.6	RMI 85	90S 4
70	20	116	1.3	RMI 70	90S 4
70	20	116	1.2	RMI 63	90S 4
70	20	116	1.3	RMI 70	80D 4
70	20	116	1.2	RMI 63	80D 4
64	44.3	128	1.3	CB 70	80B 2
61	15	135	2.5	RMI 85	90L 6
61	15	134	1.3	RMI 70	90L 6
61	15	134	1.1	RMI 63	90L 6
56	50.8	147	1.2	CB 70	80B 2
55	51.3	150	2.2	CB 85	80B 2
50	28	151	1.8	RMI 85	90S 4
50	28	149	1.0	RMI 70	90S 4
50	28	149	0.9	RMI 63	90S 4
50	28	150	1.0	RMI 70	80D 4
50	28	150	0.9	RMI 63	80D 4
46	20	176	2.1	RMI 85	90L 6
46	20	171	1.0	RMI 70	90L 6
46	20	171	0.9	RMI 63	90L 6
41	69.0	200	1.9	CB 85	80B 2
41	69.6	199	1.0	CB 70	80B 2
35	40	216	3.0	RMI 110	90S 4
35	40	207	1.5	RMI 85	90S 4
35	40	201	0.8	RMI 70	90S 4
35	40	209	1.5	RMI 85	80D 4
35	40	203	0.80	RMI 70	80D 4
34	82.6	208	0.8	CB 70	80B 2
33	43.0	252	3.1	CB 110	90S 4
33	43.0	248	1.6	CB 85	90S 4
32	43.0	253	3.0	CB 110	80D 4
32	43.0	250	1.6	CB 85	80D 4
32	44.3	253	0.8	CB 70	90S 4
31	44.3	254	0.8	CB 70	80D 4
29	49	254	2.3	RMI 110	90S 4
29	49	239	1.2	RMI 85	90S 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
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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

28	49	241	1.2	RMI 85	80D 4
27	51.3	300	2.6	CB 110	90S 4
27	51.3	296	1.4	CB 85	90S 4
27	51.3	302	2.5	CB 110	80D 4
27	51.3	299	1.3	CB 85	80D 4
25	56	290	1.6	RMI 110	90S 4
25	56	277	1.0	RMI 85	90S 4
25	56	279	1.0	RMI 85	80D 4
24	59.1	337	2.6	CB 110	90S 4
24	59.1	333	1.4	CB 85	90S 4
24	59.1	339	2.6	CB 110	80D 4
24	59.1	335	1.3	CB 85	80D 4
20	69.0	393	2.2	CB 110	90S 4
20	69.0	388	1.2	CB 85	90S 4
20	69.0	396	2.2	CB 110	80D 4
20	69.0	391	1.2	CB 85	80D 4
20	70	336	1.4	RMI 110	90S 4
20	70	320	0.8	RMI 85	90S 4
19.9	70	323	0.8	RMI 85	80D 4
17.5	80	372	1.3	RMI 110	90S 4
17.5	80.2	415	1.9	CB 110	90S 4
17.5	80.2	391	1.0	CB 85	90S 4
17.3	80.2	418	1.9	CB 110	80D 4
17.3	80.2	394	1.0	CB 85	80D 4
16.4	56	396	0.8	RMI 85	90L 6
15.6	59.1	499	2.0	CB 110	90L 6
15.6	59.1	493	1.0	CB 85	90L 6
14.0	100	428	1.0	RMI 110	90S 4
12.7	110.4	547	1.6	CB 110	90S 4
12.7	110.4	514	0.8	CB 85	90S 4
12.6	110.4	551	1.6	CB 110	80D 4
11.5	80	530	1.1	RMI 110	90L 6
10.9	128.8	638	1.4	CB 110	90S 4
10.8	128.8	642	1.4	CB 110	80D 4
10.0	140	644	2.6	CRMI 63/130	90S 4
10.0	140	635	1.6	CRMI 63/110	90S 4
10.0	140	627	0.80	CRMI 63/85	90S 4
9.9	140	649	2.6	CRMI 63/130	80D 4
9.9	140	640	1.6	CRMI 63/110	80D 4
9.2	100	605	0.8	RMI 110	90L 6
8.4	167.6	780	1.0	CB 110	90S 4
8.3	167.6	785	1.0	CB 110	80D 4
7.0	200	920	3.1	CRMI 85/150	90S 4
7.0	200	884	2.0	CRMI 63/130	90S 4
7.0	200	884	1.1	CRMI 63/110	90S 4
7.0	200	891	2.0	CRMI 63/130	80D 4
7.0	200	891	1.1	CRMI 63/110	80D 4
6.2	225.4	998	0.9	CB 110	90S 4
6.2	225.4	1005	0.9	CB 110	80D 4
5.0	280	1147	3.2	CRMI 85/180	90S 4
5.0	280	1112	2.3	CRMI 85/150	90S 4
5.0	280	1064	1.5	CRMI 63/130	90S 4
5.0	280	1064	0.9	CRMI 63/110	90S 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS'		
1.1 kW					
$n_1 = 2830 \text{ min}^{-1}$					80B 2
$n_1 = 1390 \text{ min}^{-1}$					80D 4
$n_1 = 1400 \text{ min}^{-1}$					90S 4
$n_1 = 920 \text{ min}^{-1}$					90L 6

5.0	280	1071	1.5	CRMI 63/130	80D 4
5.0	280	1071	0.9	CRMI 63/110	80D 4
3.5	400	1684	2.7	CRMI 85/180	90S 4
3.5	400	1660	1.7	CRMI 85/150	90S 4
3.5	400	1531	1.2	CRMI 63/130	90S 4
3.5	400	1542	1.2	CRMI 63/130	80D 4
2.3	600	2079	2.0	CRMI 85/180	90S 4
2.3	600	2042	1.4	CRMI 85/150	90S 4
2.3	600	1945	0.9	CRMI 63/130	90S 4
2.3	600	1959	0.9	CRMI 63/130	80D 4
1.4	980	3250	1.4	CRMI 85/180	90S 4
1.4	980	3250	0.9	CRMI 85/150	90S 4
1.4	980	3274	1.4	CRMI 85/180	80D 4
1.4	980	3274	0.9	CRMI 85/150	80D 4
1.0	1372	3881	1.2	CRMI 85/180	90S 4
1.0	1372	3909	1.2	CRMI 85/180	80D 4
0.71	1960	4971	0.9	CRMI 85/180	90S 4
0.71	1960	5007	0.9	CRMI 85/180	80D 4
0.50	2800	3900	—	CRMI 85/180	90S 4
0.50	2800	3900	—	CRMI 85/180	80D 4
0.35	4000	4400	—	CRMI 85/180	90S 4
0.35	4000	4400	—	CRMI 85/180	80D 4
0.25	5600	4600	—	CRMI 85/180	90S 4
0.25	5600	4600	—	CRMI 85/180	80D 4
0.20	7000	4600	—	CRMI 85/180	90S 4
0.20	7000	4600	—	CRMI 85/180	80D 4
0.18	8000	4200	—	CRMI 85/180	90S 4
0.17	8000	4200	—	CRMI 85/180	80D 4
0.14	10000	3300	—	CRMI 85/180	90S 4
0.14	10000	3300	—	CRMI 85/180	80D 4

1.5 kW					
$n_1 = 2830 \text{ min}^{-1}$					80C 2
$n_1 = 2830 \text{ min}^{-1}$					90S 2
$n_1 = 1400 \text{ min}^{-1}$					90L 4
$n_1 = 925 \text{ min}^{-1}$					90LB 6
$n_1 = 940 \text{ min}^{-1}$					100A 6

404	7	30	3.1	RMI 70	90S 2
404	7	30	3.1	RMI 70	80C 2
404	7	30	2.8	RMI 63	90S 2
404	7	30	2.8	RMI 63	80C 2
283	10	43	2.5	RMI 70	90S 2
283	10	43	2.5	RMI 70	80C 2
283	10	43	2.2	RMI 63	90S 2
283	10	43	2.2	RMI 63	80C 2
200	7	61	2.2	RMI 70	90L 4
200	7	60	1.9	RMI 63	90L 4
189	15	62	3.4	RMI 85	90S 2
189	15	62	1.8	RMI 70	90S 2
189	15	62	1.8	RMI 70	80C 2
189	15	62	1.6	RMI 63	90S 2
189	15	62	1.6	RMI 63	80C 2
140	10	86	3.3	RMI 85	90L 4
140	10	85	1.7	RMI 70	90L 4
140	10	85	1.5	RMI 63	90L 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
1.5 kW					
$n_1 = 2830 \text{ min}^{-1}$					80C 2
$n_1 = 2830 \text{ min}^{-1}$					90S 2
$n_1 = 1400 \text{ min}^{-1}$					90L 4
$n_1 = 925 \text{ min}^{-1}$					90LB 6
$n_1 = 940 \text{ min}^{-1}$					100A 6

134	7	90	3.3	RMI 85	100A 6
134	7	90	1.8	RMI 70	100A 6
132	7	91	3.3	RMI 85	90LB 6
101	28	106	2.0	RMI 85	90S 2
93	15	124	2.3	RMI 85	90L 4
93	15	123	1.2	RMI 70	90L 4
93	15	123	1.1	RMI 63	90L 4
70	20	162	1.9	RMI 85	90L 4
70	20	158	1.0	RMI 70	90L 4
70	20	158	0.9	RMI 63	90L 4
63	15	183	3.5	RMI 110	100A 6
63	15	181	1.8	RMI 85	100A 6
63	15	178	1.0	RMI 70	100A 6
62	15	184	1.8	RMI 85	90LB 6
62	15	181	0.9	RMI 70	90LB 6
56	50.8	201	0.8	CB 70	90S 2
56	50.8	201	0.8	CB 70	80C 2
55	51.3	205	1.6	CB 85	90S 2
55	51.3	205	1.6	CB 85	80C 2
50	28	206	1.3	RMI 85	90L 4
48	59.1	236	1.5	CB 85	90S 2
48	59.1	236	1.5	CB 85	80C 2
47	20	241	3.0	RMI 110	100A 6
41	69.0	276	2.6	CB 110	90S 2
41	69.0	272	1.4	CB 85	90S 2
35	80.2	280	1.1	CB 85	90S 2
35	80.2	280	1.1	CB 85	80C 2
35	40	295	2.2	RMI 110	90L 4
35	40	282	1.1	RMI 85	90L 4
33	43.0	343	2.2	CB 110	90L 4
33	43.0	339	1.2	CB 85	90L 4
29	49	346	1.7	RMI 110	90L 4
29	49	326	0.9	RMI 85*	90L 4
27	51.3	409	1.9	CB 110	90L 4
27	51.3	404	1.0	CB 85	90L 4
25	56	395	1.2	RMI 110	90L 4
24	59.1	460	1.9	CB 110	90L 4
24	59.1	454	1.0	CB 85	90L 4
23	40	409	0.9	RMI 85	90LB 6
20	69.0	537	1.6	CB 110	90L 4
20	69.0	530	0.9	CB 85	90L 4
20	70	458	1.1	RMI 110	90L 4
17.5	80	508	1.0	RMI 110	90L 4
17.5	80.2	566	1.4	CB 110	90L 4
16.8	56	580	1.6	RMI 130	100A 6
16.8	56	546	1.0	RMI 110	100A 6
16.5	56	555	1.0	RMI 110	90LB 6
15.9	59.1	666	1.5	CB 110	100A 6
15.7	59.1	677	1.5	CB 110	90LB 6
13.4	70	672	2.0	RMI 150	100A 6
13.4	70	661	1.4	RMI 130	100A 6
13.4	70	640	0.9	RMI 110	100A 6
13.2	70	650	0.8	RMI 110	90LB 6
12.7	110.4	746	1.2	CB 110	90L 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
1.5 kW					
$n_1 = 2830 \text{ min}^{-1}$					80C 2
$n_1 = 2830 \text{ min}^{-1}$					90S 2
$n_1 = 1400 \text{ min}^{-1}$					90L 4
$n_1 = 925 \text{ min}^{-1}$					90LB 6
$n_1 = 940 \text{ min}^{-1}$					100A 6

11.8	80	756	1.7	RMI 150	100A 6
11.8	80	731	1.2	RMI 130	100A 6
10.9	128.8	870	1.0	CB 110	90L 4
10.0	140	913	2.9	CRMI 85/150	90L 4
10.0	140	878	1.9	CRMI 63/130	90L 4
10.0	140	866	1.2	CRMI 63/110	90L 4
9.4	100	884	1.3	RMI 150	100A 6
9.4	100	838	0.9	RMI 130	100A 6
8.5	110.4	1060	0.9	CB 110	100A 6
8.4	110.4	1077	0.9	CB 110	90LB 6
7.3	128.8	1237	0.8	CB 110	100A 6
7.2	128.8	1257	0.80	CB 110	90LB 6
7.0	200	1272	3.2	CRMI 85/180	90L 4
7.0	200	1255	2.3	CRMI 85/150	90L 4
7.0	200	1206	1.5	CRMI 63/130	90L 4
7.0	200	1206	0.8	CRMI 63/110	90L 4
5.0	280	1564	2.4	CRMI 85/180	90L 4
5.0	280	1516	1.7	CRMI 85/150	90L 4
5.0	280	1451	1.1	CRMI 63/130	90L 4
3.5	400	2296	2.0	CRMI 85/180	90L 4
3.5	400	2263	1.3	CRMI 85/150	90L 4
3.5	400	2087	0.9	CRMI 63/130	90L 4
2.3	600	2835	1.5	CRMI 85/180	90L 4
2.3	600	2785	1.0	CRMI 85/150	90L 4
1.4	980	4432	1.0	CRMI 85/180	90L 4
1.0	1372	5293	0.9	CRMI 85/180	90L 4
0.71	1960	4600	—	CRMI 85/180	90L 4
0.50	2800	3900	—	CRMI 85/180	90L 4
0.35	4000	4400	—	CRMI 85/180	90L 4
0.25	5600	4600	—	CRMI 85/180	90L 4
0.20	7000	4600	—	CRMI 85/180	90L 4
0.18	8000	4200	—	CRMI 85/180	90L 4
0.14	10000	3300	—	CRMI 85/180	90L 4

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

396	7	37	2.5	RMI 70	80D 2
396	7	37	2.2	RMI 63	80D 2
396	7	37	1.4	RMI 50*	80D 2
277	10	52	2.0	RMI 70	80D 2
277	10	52	1.8	RMI 63	80D 2
277	10	52	1.1	RMI 50*	80D 2
200	7	73	3.4	RMI 85	90LB 4
200	7	73	1.8	RMI 70	90LB 4
200	7	72	1.6	RMI 63	90LB 4
185	15	76	1.4	RMI 70	80D 2
185	15	76	1.3	RMI 63*	80D 2
140	10	103	2.7	RMI 85	90LB 4
140	10	102	1.4	RMI 70	90LB 4
140	10	102	1.2	RMI 63	90LB 4



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS'		
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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

134	7	108	2.8	RMI 85	100B 6
134	7	108	1.5	RMI 70	100B 6
93	15	149	1.9	RMI 85	90LB 4
93	15	147	1.0	RMI 70	90LB 4
93	15	147	0.9	RMI 63*	90LB 4
70	20	194	1.6	RMI 85	90LB 4
70	20	189	0.80	RMI 70*	90LB 4
64	43.0	211	1.6	CB 85	80D 2
63	15	219	2.9	RMI 110	100B 6
63	15	223	1.5	RMI 85	100B 6
54	51.3	252	1.3	CB 85	80D 2
50	28	248	1.1	RMI 85	90LB 4
47	20	289	2.5	RMI 110	100B 6
47	20	282	1.3	RMI 85	100B 6
47	59.1	293	2.3	CB 110	80D 2
47	59.1	290	1.2	CB 85	80D 2
40	69.0	338	2.1	CB 110	80D 2
40	69.0	334	1.1	CB 85	80D 2
35	40	354	1.8	RMI 110	90LB 4
35	40	339	0.9	RMI 85*	90LB 4
35	80.2	358	1.9	CB 110	80D 2
35	80.2	343	0.9	CB 85*	80D 2
33	43.0	412	1.9	CB 110	90LB 4
33	43.0	407	1.0	CB 85	90LB 4
29	49	415	1.4	RMI 110	90LB 4
27	51.3	491	1.6	CB 110	90LB 4
27	51.3	485	0.8	CB 85	90LB 4
25	56	474	1.0	RMI 110	90LB 4
24	59.1	552	1.6	CB 110	90LB 4
24	59.1	544	0.8	CB 85	90LB 4
20	69.0	644	1.4	CB 110	90LB 4
20	70	550	0.9	RMI 110	90LB 4
17.5	80	609	0.8	RMI 110	90LB 4
17.5	80.2	679	1.2	CB 110	90LB 4
15.9	59.1	800	1.2	CB 110	100B 6
13.4	70	806	1.7	RMI 150	100B 6
13.4	70	794	1.2	RMI 130	100B 6
12.7	110.4	895	1.0	CB 110	90LB 4
11.8	80	907	1.4	RMI 150	100B 6
11.8	80	878	1.0	RMI 130	100B 6
10.9	128.8	1044	0.9	CB 110	90LB 4
10.0	140	1110	3.4	CRMI 85/180	90LB 4
10.0	140	1096	2.4	CRMI 85/150	90LB 4
10.0	140	1054	1.6	CRMI 63/130	90LB 4
10.0	140	1040	1.0	CRMI 63/110	90LB 4
9.4	100	1061	1.1	RMI 150	100B 6
8.5	110.4	1272	0.8	CB 110	100B 6
7.0	200	1526	2.7	CRMI 85/180	90LB 4
7.0	200	1506	1.9	CRMI 85/150	90LB 4
7.0	200	1447	1.2	CRMI 63/130	90LB 4
5.0	280	1877	2.0	CRMI 85/180	90LB 4
5.0	280	1819	1.4	CRMI 85/150	90LB 4
5.0	280	1741	0.9	CRMI 63/130	90LB 4
3.5	400	2755	1.7	CRMI 85/180	90LB 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
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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

3.5	400	2716	1.1	CRMI 85/150	90LB 4
2.3	600	3401	1.2	CRMI 85/180	90LB 4
2.3	600	3342	0.9	CRMI 85/150	90LB 4
1.4	980	5319	0.9	CRMI 85/180	90LB 4

2.2 kW

 $n_1 = 2840 \text{ min}^{-1}$
 $n_1 = 1410 \text{ min}^{-1}$
 $n_1 = 950 \text{ min}^{-1}$

 90L 2
 100A 4
 112A 6

406	7	45	2.1	RMI 70	90L 2
406	7	45	1.9	RMI 63*	90L 2
284	10	62	1.7	RMI 70	90L 2
284	10	62	1.5	RMI 63*	90L 2
201	7	89	2.8	RMI 85	100A 4
201	7	89	1.5	RMI 70	100A 4
189	15	91	2.3	RMI 85	90L 2
189	15	91	1.2	RMI 70*	90L 2
189	15	91	1.1	RMI 63*	90L 2
141	10	125	2.2	RMI 85	100A 4
141	10	124	1.1	RMI 70	100A 4
136	7	130	2.3	RMI 85	112A 6
94	15	183	2.9	RMI 110	100A 4
94	15	181	1.6	RMI 85	100A 4
94	15	179	0.8	RMI 70*	100A 4
71	20	241	2.6	RMI 110	100A 4
71	20	235	1.3	RMI 85	100A 4
58	49	261	1.7	RMI 110	90L 2
55	51.3	304	2.1	CB 110	90L 2
55	51.3	300	1.1	CB 85	90L 2
50	28	317	2.5	RMI 130	100A 4
50	28	313	1.8	RMI 110	100A 4
50	28	300	0.9	RMI 85*	100A 4
48	59.1	350	1.9	CB 110	90L 2
48	59.1	345	1.0	CB 85	90L 2
41	69.0	403	1.8	CB 110	90L 2
41	69.0	398	1.0	CB 85	90L 2
35	40	447	3.1	RMI 150	100A 4
35	40	435	2.1	RMI 130	100A 4
35	40	429	1.5	RMI 110	100A 4
33	43.0	500	1.5	CB 110	100A 4
29	49	518	2.5	RMI 150	100A 4
29	49	511	1.7	RMI 130	100A 4
29	49	504	1.2	RMI 110	100A 4
27	51.3	596	1.3	CB 110	100A 4
25	56	609	2.1	RMI 150	100A 4
25	56	576	1.4	RMI 130	100A 4
25	56	576	0.8	RMI 110	100A 4
24	59.1	669	1.3	CB 110	100A 4
20	69.0	781	1.1	CB 110	100A 4
20	70	699	1.7	RMI 150	100A 4
20	70	699	1.2	RMI 130	100A 4
17.6	80	787	1.4	RMI 150	100A 4
17.6	80	763	1.0	RMI 130	100A 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
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2.2 kW

 $n_1 = 2840 \text{ min}^{-1}$
 $n_1 = 1410 \text{ min}^{-1}$
 $n_1 = 950 \text{ min}^{-1}$

 90L 2
 100A 4
 112A 6

17.6	80.2	825	1.0	CB 110	100A 4
16.1	59.1	967	1.0	CB 110	112A 6
14.1	100	924	1.1	RMI 150	100A 4
14.1	100	879	0.79	RMI 130	100A 4
12.8	110.4	1086	0.8	CB 110	100A 4
11.9	80	1097	1.2	RMI 150	112A 6
11.9	80	1062	0.8	RMI 130	112A 6
10.1	140	1348	2.8	CRMI 85/180	100A 4
10.1	140	1330	2.0	CRMI 85/150	100A 4
10.1	140	1294	1.3	CRMI 70/130	100A 4
7.1	200	1852	2.2	CRMI 85/180	100A 4
7.1	200	1827	1.6	CRMI 85/150	100A 4
7.1	200	1756	1.0	CRMI 70/130	100A 4
5.0	280	2278	1.6	CRMI 85/180	100A 4
5.0	280	2208	1.1	CRMI 85/150	100A 4
3.5	400	3343	1.4	CRMI 85/180	100A 4
3.5	400	3296	0.9	CRMI 85/150	100A 4
2.4	600	4128	1.0	CRMI 85/180	100A 4

3 kW

 $n_1 = 2840 \text{ min}^{-1}$
 $n_1 = 2860 \text{ min}^{-1}$
 $n_1 = 1420 \text{ min}^{-1}$
 $n_1 = 940 \text{ min}^{-1}$
 $n_1 = 950 \text{ min}^{-1}$

 90B 2
 100A 2
 100B 4
 112B 6
 132S 6

409	7	60	2.9	RMI 85	100A 2
409	7	60	1.6	RMI 70*	100A 2
406	7	61	2.9	RMI 85	90LB 2
406	7	61	1.6	RMI 70*	90LB 2
406	7	61	1.4	RMI 63*	90LB 2
286	10	85	2.4	RMI 85	100A 2
286	10	84	1.2	RMI 70*	100A 2
284	10	86	2.4	RMI 85	90LB 2
284	10	85	1.2	RMI 70*	90LB 2
284	10	85	1.1	RMI 63*	90LB 2
203	7	120	2.1	RMI 85	100B 4
203	7	120	1.1	RMI 70*	100B 4
191	15	125	3.2	RMI 110	100A 2
191	15	123	1.7	RMI 85*	100A 2
191	15	123	0.9	RMI 70*	100A 2
189	15	124	1.7	RMI 85*	90LB 2
189	15	124	0.9	RMI 70*	90LB 2
189	15	124	0.8	RMI 63*	90LB 2
142	10	171	3.1	RMI 110	100B 4
142	10	169	1.7	RMI 85	100B 4
142	10	167	0.8	RMI 70*	100B 4
95	15	254	3.3	RMI 130	100B 4
95	15	248	2.2	RMI 110	100B 4
95	15	245	1.2	RMI 85*	100B 4
71	20	335	2.7	RMI 130	100B 4
71	20	327	1.9	RMI 110	100B 4
71	20	319	1.0	RMI 85*	100B 4
67	43.0	345	1.8	CB 110	100A 2
66	43.0	347	1.8	CB 110	90LB 2
63	15	375	2.6	RMI 130	132S 6



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS'		
3 kW				$n_1 = 2840 \text{ min}^{-1}$ $n_1 = 2860 \text{ min}^{-1}$ $n_1 = 1420 \text{ min}^{-1}$ $n_1 = 940 \text{ min}^{-1}$ $n_1 = 950 \text{ min}^{-1}$	90B 2 100A 2 100B 4 112B 6 132S 6

63	15	362	1.7	RM1 110	132S 6
56	51.3	411	1.5	CB 110	100A 2
51	28	429	3.0	RM1 150	100B 4
51	28	429	1.9	RM1 130	100B 4
51	28	424	1.3	RM1 110	100B 4
48	20	495	3.4	RM1 150	132S 6
48	20	495	2.2	RM1 130	132S 6
47	20	500	3.4	RM1 150	112B 6
47	20	500	2.1	RM1 130	112B 6
47	20	482	1.5	RM1 110	112B 6
41	69.0	546	1.3	CB 110	100A 2
41	69.0	550	1.3	CB 110	90LB 2
36	80.2	578	1.1	CB 110	100A 2
36	40	605	2.3	RM1 150	100B 4
36	40	589	1.5	RM1 130	100B 4
36	40	581	1.1	RM1 110	100B 4
35	80.2	583	1.1	CB 110	90LB 2
33	43.0	677	1.1	CB 110	100B 4
29	49	702	1.9	RM1 150	100B 4
29	49	692	1.3	RM1 130	100B 4
29	49	682	0.9	RM1 110*	100B 4
28	51.3	807	1.0	CB 110	100B 4
25	56	825	1.6	RM1 150	100B 4
25	56	780	1.0	RM1 130	100B 4
24	59.1	906	1.0	CB 110	100B 4
24	40	881	2.6	RM1 180	132S 6
21	69.0	1058	0.8	CB 110	100B 4
20	70	946	1.3	RM1 150	100B 4
20	70	946	0.9	RM1 130	100B 4
19.4	49	1064	2.3	RM1 180	132S 6
17.8	80	1065	1.1	RM1 150	100B 4
17.0	56	1199	2.0	RM1 180	132S 6
14.2	100	1251	0.8	RM1 150	100B 4
13.6	70	1393	1.6	RM1 180	132S 6
13.4	70	1344	1.0	RM1 150	112B 6
11.9	80	1568	1.3	RM1 180	132S 6
11.8	80	1512	0.9	RM1 150	112B 6
10.1	140	1825	2.1	CRMI 85/180	100B 4
10.1	140	1801	1.5	CRMI 85/150	100B 4
10.1	140	1753	0.9	CRMI 70/130	100B 4
9.5	100	1840	1.0	RM1 180	132S 6
7.1	200	2508	1.6	CRMI 85/180	100B 4
7.1	200	2474	1.2	CRMI 85/150	100B 4
5.1	280	3085	1.2	CRMI 85/180	100B 4
5.1	280	2990	0.8	CRMI 85/150	100B 4
3.6	400	4527	1.0	CRMI 85/180	100B 4

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
4 kW				$n_1 = 2860 \text{ min}^{-1}$ $n_1 = 2860 \text{ min}^{-1}$ $n_1 = 1410 \text{ min}^{-1}$ $n_1 = 1425 \text{ min}^{-1}$ $n_1 = 950 \text{ min}^{-1}$	100B 2 112A 2 100BL 4 112A 4 132M 6

409	7	80	4.2	RM1 110	112A 2
409	7	80	4.2	RM1 110	100B 2
409	7	80	2.2	RM1 85*	112A 2
409	7	80	2.2	RM1 85*	100B 2
286	10	114	3.4	RM1 110	112A 2
286	10	114	3.4	RM1 110	100B 2
286	10	114	1.8	RM1 85*	112A 2
286	10	114	1.8	RM1 85*	100B 2
286	10	112	0.9	RM1 70*	100B 2
204	7	161	3.0	RM1 110	112A 4
204	7	160	1.5	RM1 85*	112A 4
201	7	161	0.8	RM1 70*	100BL 4
191	15	166	2.4	RM1 110	112A 2
191	15	166	2.4	RM1 110	100B 2
191	15	164	1.3	RM1 85*	112A 2
191	15	164	1.3	RM1 85*	100B 2
143	10	233	3.4	RM1 130	112A 4
143	10	228	2.4	RM1 110	112A 4
143	10	225	1.2	RM1 85*	112A 4
136	7	245	3.5	RM1 130	132M 6
136	7	239	2.4	RM1 110	132M 6
102	28	288	3.4	RM1 150	112A 2
102	28	288	3.4	RM1 150	100B 2
102	28	284	2.1	RM1 130	112A 2
102	28	284	2.1	RM1 130	100B 2
95	15	338	2.5	RM1 130	112A 4
95	15	330	1.6	RM1 110	112A 4
95	15	326	0.9	RM1 85*	112A 4
71	20	450	3.2	RM1 150	112A 4
71	20	445	2.1	RM1 130	112A 4
71	20	434	1.4	RM1 110	112A 4
67	43.0	459	1.4	CB 110	112A 2
67	43.0	459	1.4	CB 110	100B 2
63	15	501	3.0	RM1 150	132M 6
63	15	501	2.0	RM1 130	132M 6
63	15	483	1.3	RM1 110	132M 6
56	51.3	548	1.2	CB 110	112A 2
56	51.3	548	1.2	CB 110	100B 2
51	28	570	2.2	RM1 150	112A 4
51	28	570	1.4	RM1 130	112A 4
51	28	563	1.0	RM1 110*	112A 4
48	59.1	632	1.1	CB 110	112A 2
48	59.1	632	1.1	CB 110	100B 2
48	20	659	2.5	RM1 150	132M 6
48	20	659	1.6	RM1 130	132M 6
36	80.2	771	0.9	CB 110*	112A 2
36	80.2	771	0.9	CB 110*	100B 2
36	40	804	1.7	RM1 150	112A 4
36	40	783	1.2	RM1 130	112A 4
36	40	772	0.8	RM1 110*	112A 4
34	28	867	2.5	RM1 180	132M 6
33	43.0	899	0.9	CB 110*	112A 4
29	49	933	1.4	RM1 150	112A 4
29	49	919	1.0	RM1 130*	112A 4

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
4 kW				$n_1 = 2860 \text{ min}^{-1}$ $n_1 = 2860 \text{ min}^{-1}$ $n_1 = 1410 \text{ min}^{-1}$ $n_1 = 1425 \text{ min}^{-1}$ $n_1 = 950 \text{ min}^{-1}$	100B 2 112A 2 100BL 4 112A 4 132M 6

25	56	1096	1.2	RM1 150	112A 4
24	40	1174	2.0	RM1 180	132M 6
24	40	1142	0.9	RM1 130*	132M 6
20	70	1257	0.9	RM1 150	112A 4
17.8	80	1415	0.8	RM1 150	112A 4
17.0	56	1599	1.5	RM1 180	132M 6
13.6	70	1858	1.2	RM1 180	132M 6
11.9	80	2091	1.0	RM1 180	132M 6
10.2	140	2424	1.5	CRMI 85/180	112A 4
10.2	140	2393	1.1	CRMI 85/150	112A 4
7.1	200	3333	1.2	CRMI 85/180	112A 4
7.1	200	3288	0.9	CRMI 85/150	112A 4
5.1	280	4098	0.9	CRMI 85/180	112A 4

5.5 kW				$n_1 = 2880 \text{ min}^{-1}$ $n_1 = 2870 \text{ min}^{-1}$ $n_1 = 1440 \text{ min}^{-1}$ $n_1 = 950 \text{ min}^{-1}$	112B 2 132S 2 132S 4 132ML 6
---------------	--	--	--	---	---------------------------------------

411	7	110	3.1	RM1 110	112B 2
410	7	110	3.1	RM1 110	132S 2
288	10	155	2.5	RM1 110	112B 2
287	10	156	2.5	RM1 110	132S 2
206	7	225	3.1	RM1 130	132S 4
206	7	220	2.2	RM1 110	132S 4
192	15	230	2.7	RM1 130	112B 2
192	15	227	1.7	RM1 110*	112B 2
191	15	231	2.7	RM1 130	132S 2
191	15	228	1.7	RM1 110*	132S 2
144	10	317	2.5	RM1 130	132S 4
144	10	310	1.7	RM1 110	132S 4
136	7	337	2.5	RM1 130	132ML 6
136	7	329	1.8	RM1 110	132ML 6
103	28	410	3.4	RM1 180	132S 2
96	15	465	2.7	RM1 150	132S 4
96	15	460	1.8	RM1 130	132S 4
96	15	449	1.2	RM1 110*	132S 4
72	20	613	3.3	RM1 180	132S 4
72	20	613	2.3	RM1 150	132S 4
72	20	605	1.5	RM1 130	132S 4
63	15	705	3.0	RM1 180	132ML 6
63	15	688	2.2	RM1 150	132ML 6
63	15	688	1.4	RM1 130	132ML 6
63	15	663	1.0	RM1 110*	132ML 6
51	28	807	2.3	RM1 180	132S 4
51	28	776	1.6	RM1 150	132S 4
51	28	776	1.0	RM1 130*	132S 4
48	20	907	1.9	RM1 150	132ML 6
48	20	907	1.2	RM1 130	132ML 6
36	40	1094	1.8	RM1 180	132S 4
36	40	1094	1.3	RM1 150	132S 4
36	40	1065	0.8	RM1 130*	132S 4
34	28	1161	0.8	RM1 130*	132ML 6



1.7 Prestazioni motoriduttori

n_2 min ⁻¹	ir	T2 Nm	FS'		
5.5 kW					
$n_1 = 2880 \text{ min}^{-1}$ 112B 2 $n_1 = 2870 \text{ min}^{-1}$ 132S 2 $n_1 = 1440 \text{ min}^{-1}$ 132S 4 $n_1 = 950 \text{ min}^{-1}$ 132ML 6					

29	49	1323	1.6	RMI 180	132S 4
29	49	1269	1.0	RMI 150	132S 4
26	56	1491	1.4	RMI 180	132S 4
26	56	1491	0.9	RMI 150	132S 4
21	70	1736	1.1	RMI 180	132S 4
18.0	80	1955	0.9	RMI 180	132S 4
13.6	70	2554	0.9	RMI 180	132ML 6

7.5 kW					
$n_1 = 2880 \text{ min}^{-1}$ 112BL 2 $n_1 = 2890 \text{ min}^{-1}$ 132SL 2 $n_1 = 1440 \text{ min}^{-1}$ 132M 4 $n_1 = 960 \text{ min}^{-1}$ 160M 6					

413	7	153	3.3	RMI 130	132SL 2
413	7	149	2.3	RMI 110*	132SL 2
409	7	154	3.2	RMI 130	112BL 2
409	7	151	2.3	RMI 110*	112BL 2
289	10	216	2.7	RMI 130	132SL 2
289	10	211	1.9	RMI 110*	132SL 2
286	10	218	2.6	RMI 130	112BL 2
286	10	213	1.8	RMI 110*	112BL 2
206	7	306	3.5	RMI 150	132M 4
206	7	306	2.3	RMI 130	132M 4
206	7	299	1.6	RMI 110*	132M 4
193	15	316	3.0	RMI 150	132SL 2
193	15	312	2.0	RMI 130*	132SL 2
193	15	309	1.3	RMI 110*	132SL 2
191	15	316	2.0	RMI 130*	112BL 2
191	15	312	1.3	RMI 110*	112BL 2
144	10	433	2.7	RMI 150	132M 4
144	10	433	1.8	RMI 130	132M 4
144	10	423	1.3	RMI 110*	132M 4
96	15	642	2.8	RMI 180	132M 4
96	15	634	2.0	RMI 150	132M 4
96	15	627	1.3	RMI 130*	132M 4
96	15	612	0.9	RMI 110*	132M 4
72	20	836	2.4	RMI 180	132M 4
72	20	836	1.7	RMI 150	132M 4
72	20	826	1.1	RMI 130*	132M 4
51	28	1100	1.7	RMI 180	132M 4
51	28	1058	1.2	RMI 150*	132M 4
36	40	1492	1.3	RMI 180	132M 4
36	40	1492	0.9	RMI 150*	132M 4
29	49	1804	1.2	RMI 180	132M 4
26	56	2033	1.0	RMI 180	132M 4
21	70	2368	0.8	RMI 180*	132M 4
17.1	56	2966	0.8	RMI 180*	160M 6

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. 1.7-A

I valori contrassegnati dal simbolo (—) indicano la coppia massima applicabile al riduttore con FS=1. In questi casi la potenza del motore applicato non dovrà mai essere utilizzata integralmente onde evitare danneggiamenti al riduttore.

1.7 Gearmotors performances

n_2 min ⁻¹	ir	T2 Nm	FS'		
9.2 kW					
$n_1 = 1450 \text{ min}^{-1}$ 132ML 4					

207	7	373	2.9	RMI 150	132ML 4
207	7	373	1.9	RMI 130*	132ML 4
207	7	365	1.3	RMI 110*	132ML 4
145	10	533	3.1	RMI 180	132ML 4
145	10	527	2.2	RMI 150	132ML 4
145	10	527	1.5	RMI 130*	132ML 4
145	10	515	1.0	RMI 110*	132ML 4
97	15	782	2.3	RMI 180	132ML 4
97	15	773	1.6	RMI 150	132ML 4
97	15	763	1.1	RMI 130*	132ML 4
73	20	1018	2.0	RMI 180	132ML 4
73	20	1018	1.4	RMI 150	132ML 4
73	20	1006	0.9	RMI 130*	132ML 4
52	28	1340	1.4	RMI 180	132ML 4
52	28	1289	1.0	RMI 150*	132ML 4
36	40	1818	1.1	RMI 180*	132ML 4
30	49	2197	0.9	RMI 180*	132ML 4
26	56	2477	0.8	RMI 180*	132ML 4

11 kW					
$n_1 = 2940 \text{ min}^{-1}$ 132M 2 $n_1 = 1455 \text{ min}^{-1}$ 160M 4 $n_1 = 965 \text{ min}^{-1}$ 160L 6					

420	7	220	2.3	RMI 130*	132M 2
420	7	215	1.6	RMI 110*	132M 2
294	10	311	1.8	RMI 130*	132M 2
294	10	304	1.3	RMI 110*	132M 2
208	7	445	2.4	RMI 150	160M 4
196	15	450	1.4	RMI 130*	132M 2
147	20	600	1.8	RMI 150*	132M 2
147	20	593	1.2	RMI 130*	132M 2
146	10	635	2.6	RMI 180	160M 4
138	7	671	2.7	RMI 180	160L 6
138	7	663	2.0	RMI 150	160L 6
97	15	931	1.9	RMI 180	160M 4
97	15	921	1.4	RMI 150*	160M 4
73	20	1213	1.7	RMI 180	160M 4
64	15	1388	1.5	RMI 180	160L 6
52	28	1597	1.2	RMI 180*	160M 4
48	20	1807	1.3	RMI 180	160L 6
36	40	2166	0.9	RMI 180*	160M 4

NOTE.

The indicated power 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 1.7-A.

Values marked with (—) show the maximum torque that can be applied to the gearbox with FS=1. In these cases, the power of the motor applied shall never be used completely in order to avoid damages to the gearbox.

1.7 Leistungen der Getriebemotoren

n_2 min ⁻¹	ir	T2 Nm	FS'		
15 kW					
$n_1 = 2900 \text{ min}^{-1}$ 132ML 2 $n_1 = 2930 \text{ min}^{-1}$ 160MB 2 $n_1 = 1455 \text{ min}^{-1}$ 160L 4					

419	7	301	2.5	RMI 150*	160MB 2
414	7	304	2.5	RMI 150*	132ML 2
414	7	304	1.6	RMI 130*	132ML 2
293	10	425	2.0	RMI 150*	160MB 2
290	10	430	2.0	RMI 150*	132ML 2
290	10	430	1.3	RMI 130*	132ML 2
208	7	613	2.5	RMI 180	160L 4
208	7	606	1.8	RMI 150*	160L 4
195	15	631	2.1	RMI 180*	160MB 2
195	15	623	1.5	RMI 150*	160MB 2
146	10	866	1.9	RMI 180	160L 4
97	15	1270	1.4	RMI 180*	160L 4
73	20	1654	1.2	RMI 180*	160L 4
52	28	2178	0.9	RMI 180*	160L 4
64	15	1388	1.5	RMI 180	160L 6
52	28	1597	1.2	RMI 180*	160M 4

18.5 kW					
$n_1 = 2910 \text{ min}^{-1}$ 160L 2 $n_1 = 1460 \text{ min}^{-1}$ 180M 4					

416	7	378	2.7	RMI 180	160L 2
416	7	374	2.0	RMI 150*	160L 2
291	10	534	2.2	RMI 180*	160L 2
291	10	528	1.6	RMI 150*	160L 2
209	7	754	2.0	RMI 180	180M 4
194	15	783	1.7	RMI 180*	160L 2
194	15	774	1.2	RMI 150*	160L 2
146	10	1065	1.5	RMI 180*	180M 4

22 kW					
$n_1 = 2925 \text{ min}^{-1}$ 180M 2 $n_1 = 1460 \text{ min}^{-1}$ 180L 4					

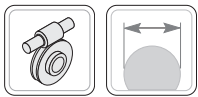
418	7	447	2.3	RMI 180*	180M 2
293	10	632	1.9	RMI 180*	180M 2
209	7	897	1.7	RMI 180*	180L 4
146	10	1266	1.3	RMI 180*	180L 4
97	15	1856	1.0	RMI 180*	180L 4

HINWEIS.

Die Leistungsangaben beziehen sich auf die mechanische Belasbarkeit der Getriebe.

Bei den mit (*) gekennzeichneten Getrieben ist außerdem die thermische Leistungsgrenze zu beachten (s. Kap. 1.7-A).

Die mit (—) gekennzeichneten Werte zeigen das für ein Getriebe bei FS=1 mögliche Maximaldrehmoment an. Um Schäden am Getriebe zu vermeiden, darf in diesen Fällen der Motor nicht mit voller Leistung gefahren werden.



STANDARD

line

1.8 Dimensioni

1.8 Dimensions

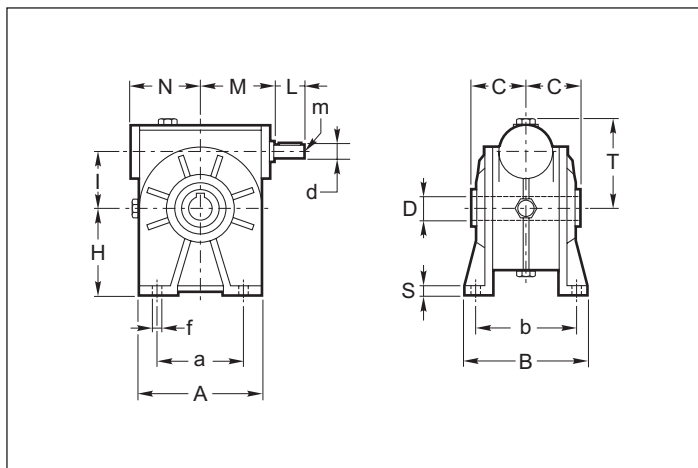
1.8 Abmessungen



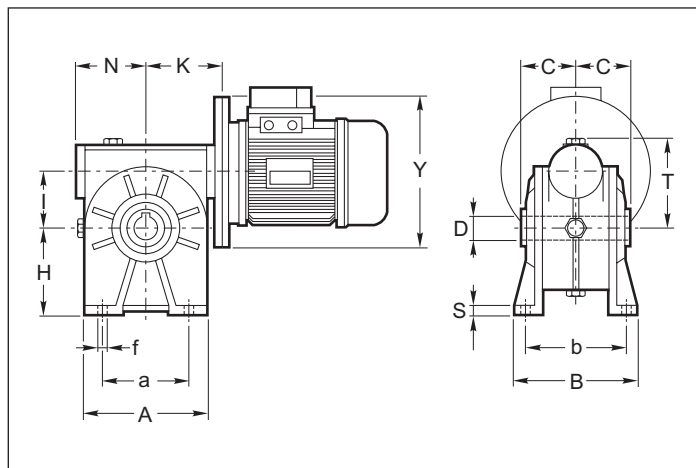
Dimensioni riduttori
Gearboxes dimensions
Abmessungen Getriebes

RI - RMI

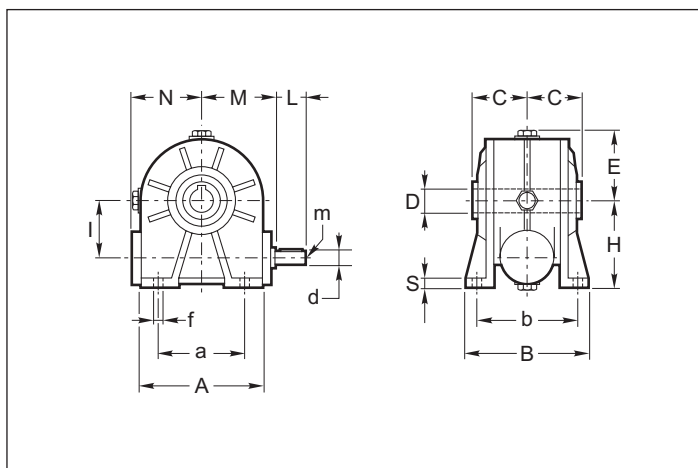
RI S



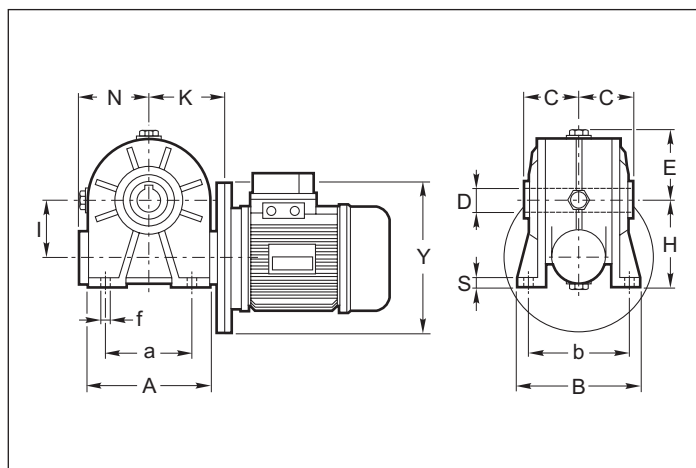
RMI S



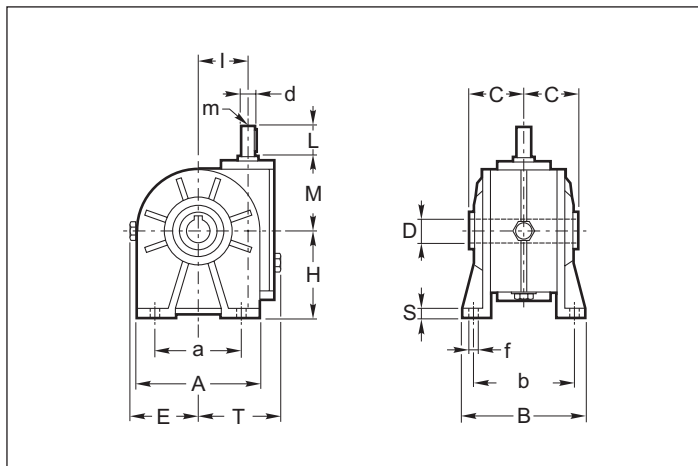
RI I



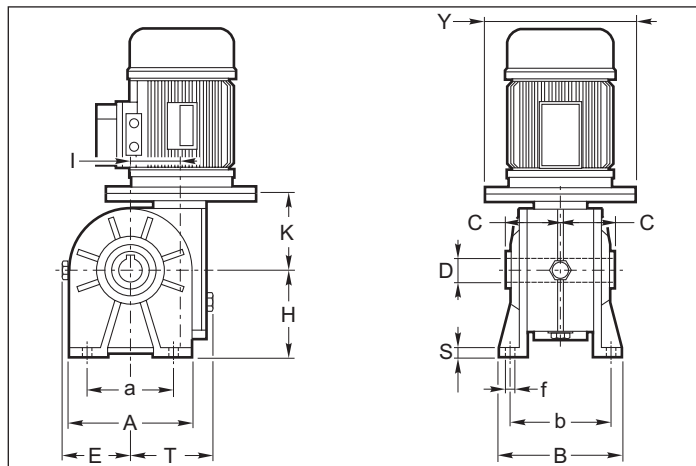
RMI I



RI D



RMI D



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Z5



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

RI RMI	A	a	B	b	C	D H7	d j6	E	f	H	I	L	M	m	N	S	T
28	67	52	78	66 $^{+2}_{-6}$	30	14	9	40	5.5	52	28	20	47	M4	44.5(46)*	6	49
40	100	70	102	84 $^{+3}_{-3}$	41	19 (18)	11	59	7	71	40	22	64	M5	61.5	8	66
50	120	85	119	99 $^{+3}_{-3}$	49	24 (25)	14	69	9	85	50	30	74	M6	72.5	10	80
63	140	95	136	111 $^{+0}_{-5}$	60	25	18	81	11	100	63	45	96	M6	84	11	99
70	158	120	140	116 $^{+2}_{-8}$	60	28	19	87	11	115	70	40	97	M8	92	13	108
85	193	140	168	140	61	32 (35)	24	105	13	135	85	50	115	M8	111	15	135
110	250	200	200	162	77.5	42	28	135	14	172	110	60	146	M8	142	17	170
130	286	235	230	190	90	48	38	154	15	200	130	80	166	M10	161.5	19	195
150	336	260	250	210	105	55	42	178	19	230	150	100	195	M12	189	20	224
180	400	310	320	260	120	65	48	210	22	265	180	110	235	M14	232	22	265

*RI 28 - RMI 28 IEC56: N=44.5, RMI 28 IEC63: N=46

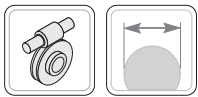
RMI	28		40		50		63		70		85		110		130		150		180	
	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	49	120	63.5	140	77	160	95	160	100	160	118	200	145	250	163	250	190	—	—
	—	—	140	63.5	160	77	200	95	200	100	200	118	250	145	300	163	300	190	300	234
	—	—	160	71	200	81	—	—	—	—	250	120	300	145.5	—	—	350	197	350	234
B14	80•	49	80•	63.5	90•	77	105•	95	105	100	120	118	160	145	—	—	—	—	—	—
	90	51	90	63.5	105	77	120	95	120	100	140	118	—	—	—	—	—	—	—	—
	—	—	105	71	120	81	140	95	140	100	160	120	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	160	100	—	—	—	—	—	—	—	—	—	—

RMI...G	40		50		63	
	Y	K	Y	K	Y	K
B5	120	70.5	140	80.5	160	94.5
	140		160		200	
	160		200		—	
B14	90•	70.5	90•	80.5	105•	94.5
	105		105•		120	
	—		120		140	

(•) Vedi nota in fondo a tabella 2.13

(•) See note at the bottom of table 2.13

(•) Siehe Bemerkungen Tabelle 2.13 unten



STANDARD

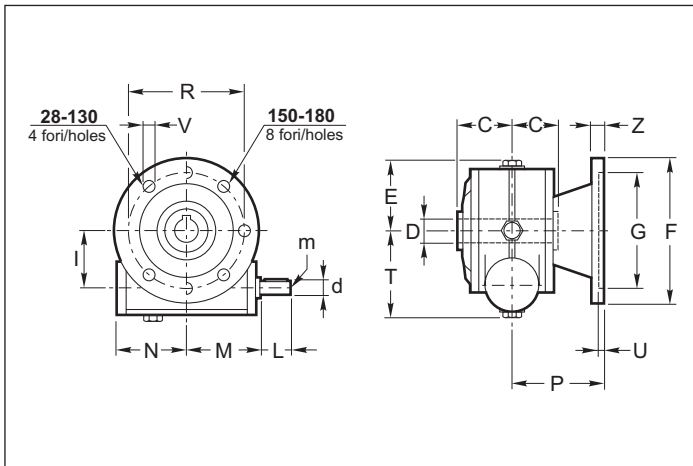
line

1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

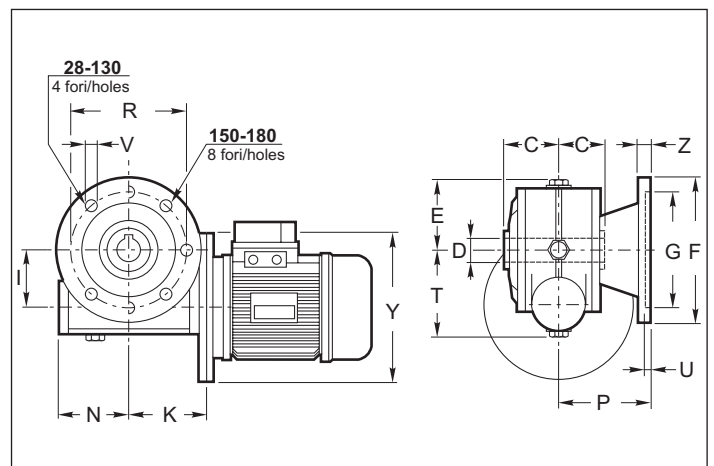
RI FL



N.B.
Nelle grandezze 40, 50, 63, 70 la versione FL viene ottenuta applicando una flangia modulare sulla flangia pendolare della versione PP.

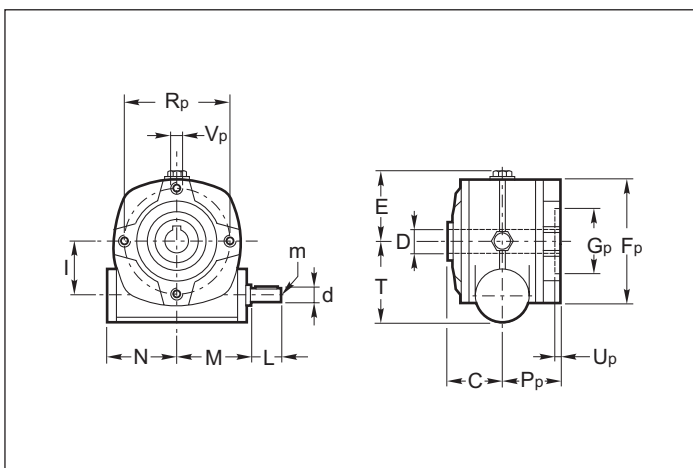
NOTE.
In sizes 40, 50, 63, 70, the FL version is obtained by applying a modular flange onto the shaft-mounted flange of the PP version.

RMI FL

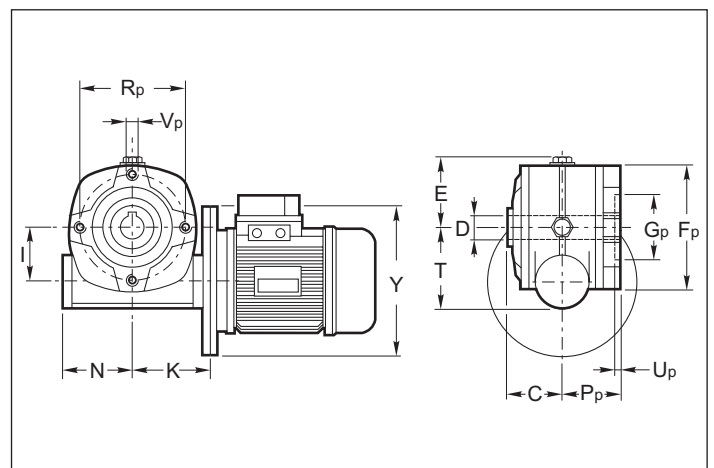


HINWEIS.
Bei den Größen 40, 50, 63 und 70 erhält man die FL-Version, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

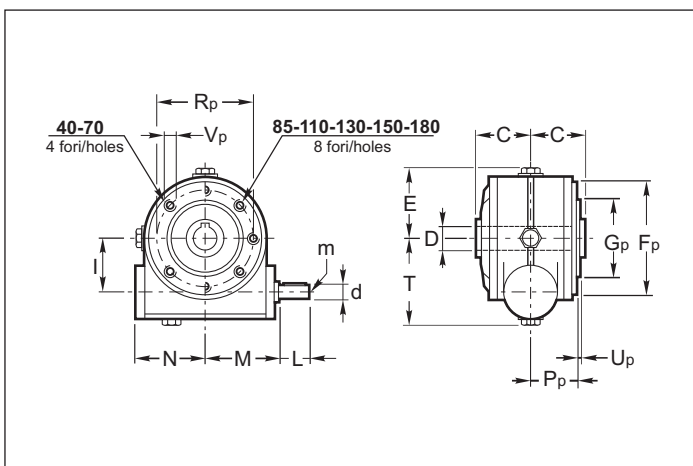
RI 28P



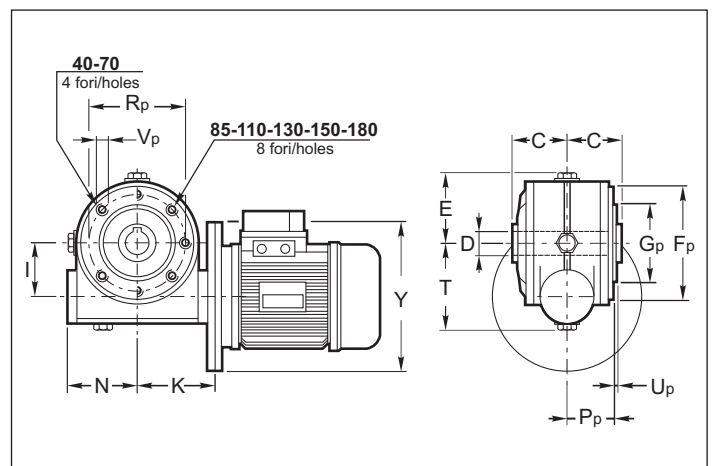
RMI 28P



RI 40PP - 70PP, 85P - 180P



RMI 40PP - 70PP, 85P - 180P



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1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

RI RMI	C	D H7	d j6	E	I	L	M	m	N	T
28	30	14	9	40	28	20	47	M4	44.5 (46)*	49
40	41	19 (18)	11	59	40	22	64	M5	61.5	66
50	49	24 (25)	14	69	50	30	74	M6	72.5	80
63	60	25	18	81	63	45	96	M6	84	99
70	60	28	19	87	70	40	97	M8	92	108
85	61	32 (35)	24	105	85	50	115	M8	111	135
110	77.5	42	28	135	110	60	146	M8	142	170
130	90	48	38	154	130	80	166	M10	161.5	195
150	105	55	42	178	150	100	195	M12	189	224
180	120	65	48	210	180	110	235	M14	232	265

*RI 28 - RMI 28 IEC56: N=44.5, RMI 28 IEC63: N=46

RI RMI	F	G H8	P	R	U	V	Z	Fp	Gp h8	Pp	Rp	Up	Vp
28	70	40	49	56	5	6	5	67	42(H8)	36	56	7	M6
40	140°	95	82	115	5	8.5	9	95	60	38	83	2	M6
50	160°	110	91.5	130	5	10	10	105	70	49	85	2.5	M8
63	180°	115	116	150	5	11	11	105	70	57.5	85	3.5	M8
70	200°	130	111	165	5	13	11	120	80	57	100	5	M8
85	200	130	100	165 ⁰ ₊₁₁	5	13	12	144	110	56.5	130	3.5	M10
110	250	180	150	215	5	15	16	200	130	74	165	3	M12
130	300	230	150	265	5	15	18	242	180	87	215	5	M12
150	350	250	160	300	6	19	18	250	180	102	215	5	M14
180	400	300	180	350	6.5	22	22	300	230	117	265	5	M16

N.B.

La versione FL contrassegnata con il simbolo (°) è ottenuta applicando una flangia modulare sulla flangia pendolare della versione PP.

NOTE.

FL version that is marked with (°) is obtained by applying a modular flange onto the shaft-mounted flange of the PP version.

HINWEIS.

Die mit (°) gekennzeichneten Version FL erhält man, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

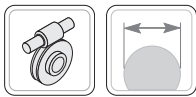
RMI	28		40		50		63		70		85		110		130		150		180	
	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	49	120	63.5	140	77	160	95	160	100	160	118	200	145	250	163	250	190	—	—
	—	—	140	63.5	160	77	200	95	200	100	200	118	250	145	300	163	300	190	300	234
	—	—	160	71	200	81	—	—	—	—	250	120	300	145.5	—	—	350	197	350	234
B14	80•	49	80•	63.5	90•	77	105•	95	105	100	120	118	160	145	—	—	—	—	—	—
	90	51	90	63.5	105	77	120	95	120	100	140	118	—	—	—	—	—	—	—	—
	—	—	105	71	120	81	140	95	140	100	160	120	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	160	100	—	—	—	—	—	—	—	—	—	—

RMI...G 	40		50		63	
	Y	K	Y	K	Y	K
B5	120	70.5	140	80.5	160	94.5
	140		160		200	
	160		200		—	—
B14	90●		90●		105●	94.5
	105		105●		120	
	—		120		140	

(•) Vedi nota in fondo a tabella 2.13

(•) See note at the bottom of table 2.13

(•) Siehe Bemerkungen Tabelle 2.13 unten

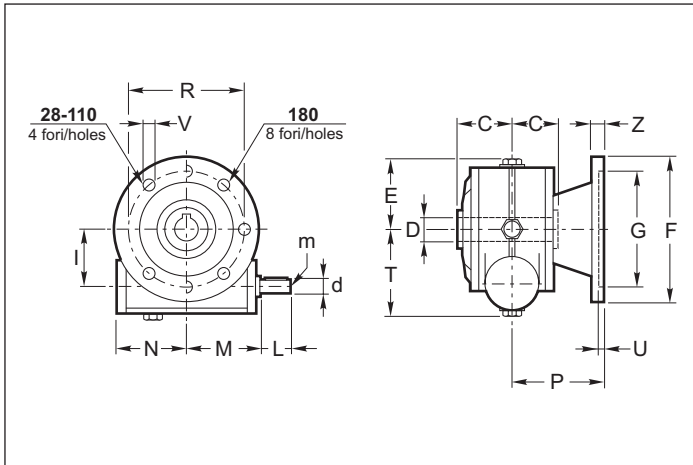


1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

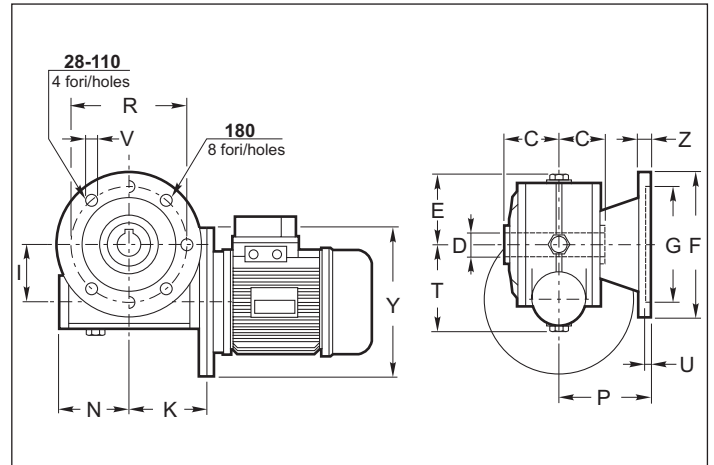
RI F1 - F2 - F3 - F4



N.B.
Le versioni F1, F2, F3 contrassegnate con il simbolo (°) sono ottenute applicando una flangia modulare sulla flangia pendolare della versione PP.

NOTE.
F1, F2 and F3 versions that are marked with (°) are obtained by applying a modular flange onto the shaft-mounted flange of the PP version.

RMI F1 - F2 - F3 - F4



HINWEIS.
Die mit (°) gekennzeichneten Versionen F1, F2 und F3 erhält man, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

RI RMI		F	G H8	P	R	U	V	Z	C	D H7	d j6	E	I	L	M	m	N	T
28	F1 F2	80 95	50 70	53 72	62+ ⁰ ₈₅	4 4	6 6.5	7 8	30	14	9	40	28	20	47	M4	44.5(46)*	49
40	F1 F2	106 120	60 80	69 62	87 100	5 5	8.5 9	9 9	41	19 (18)	11	59	40	22	64	M5	61.5	66
50	F1	125	70	93	90+ ⁰ ₁₀₀	5	10.5	10	49	24 (25)	14	69	50	30	74	M6	72.5	80
	F2	125	70	73	100	4	9	9										
	F3	140	95	75	115	4	9	9										
	F4	125	70	85	90+ ⁰ _{4.5}	5	10.5	11										
63	F1°	175	115	86	150	5	11	11	60	25	18	81	63	45	96	M6	81	99
	F2°	200	130	102	165	5	13	11										
	F3°	160	110	82	130	5	10	11										
70	F1°	175	115	116	150	5	11	10	60	28	19	87	70	40	97	M8	92	108
	F2°	175	115	85	150	5	11	10										
	F3	160	110	101	130	6	11	11										
85	F1	200	130	141	165	6	13	12	61	32 (35)	24	105	85	50	115	M8	111	135
	F2	210	152	120	176	5	13	14										
	F3	160	110	91	130	5	11.5	10										
110	F1	200	130	115	165	5	13	12	77.5	42	28	135	110	60	146	M8	142	170
	F2	270	170	132	230	10	13.5	18										
	F3	270	170	178	230	10	13.5	18										
180	F2	400	300	150	350	6.5	22	22	120	65	48	210	180	110	235	M14	232	265

*RI 28 - RMI 28 IEC56: N=44.5, RMI 28 IEC63: N=46

RMI	28		40		50		63		70		85		110		130		150		180	
	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	49	120	63.5	140	77	160	95	160	100	160	118	200	145	250	163	250	190	—	—
	—	—	140	63.5	160	77	200	95	200	100	200	118	250	145	300	163	300	190	300	234
	—	—	160	71	200	81	—	—	—	—	250	120	300	145.5	—	—	350	197	350	234
B14	80•	49	80•	63.5	90•	77	105•	95	105	100	120	118	160	145	—	—	—	—	—	—
	90	51	90	63.5	105	77	120	95	120	100	140	118	—	—	—	—	—	—	—	—
	—	—	105	71	120	81	140	95	140	100	160	120	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	160	100	—	—	—	—	—	—	—	—	—	—

(•) Vedi nota in fondo a tabella 2.13

(•) See note at the bottom of table 2.13

(•) Siehe Bemerkungen Tabelle 2.13 unten

(* *) Non disponibile in versione F2

(* *) Version F2 not available.

(* *) Nicht erhältlich in Ausuerung F2

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2D/3D





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

RMI...G	40		50		63	
	Y	K	Y	K	Y	K
B5	120	70.5	140	80.5	160	94.5
	140		160		200	
	160		200		—	—
B14	90•	70.5	90•	80.5	105•	94.5
	105		105		120	
	—		120		140	

(•) Vedi nota in fondo a tabella 2.13

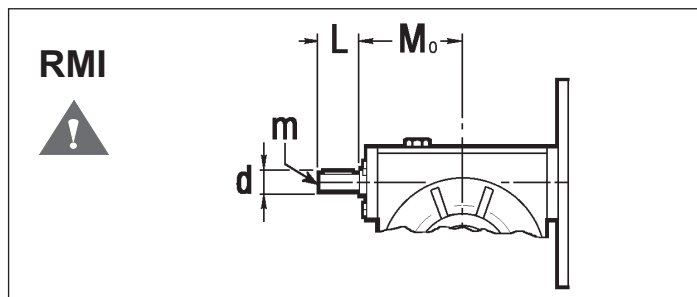
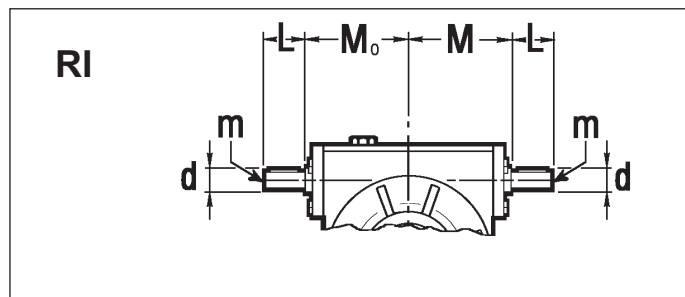
(•) See note at the bottom of table 2.13

(•) Siehe Bemerkungen Tabelle 2.13 unten

Esecuzione con vite bisporgente

Double extended input shaft

Ausführung mit beidseitiger Antriebswelle



RI RMI	d j6	L	m	M	M ₀
28	9	20	M4	47	47
40	11	22	M5	64	64
50	14	30	M6	74	74
63	18	45	M6	96	85
70	19	40	M8	97	97
85	24	50	M8	115	115
110	28	60	M8	146	146
130	38	80	M10	166	166
150	42	100	M12	195	195
180	48	110	M14	235	235



Per i riduttori RMI con vite bisporgente vedi nota tab. 2.12.



The RMI worm gearbox with double extended input shaft see table 2.12.



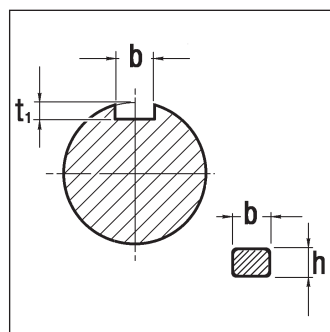
Bei der Ausführung mit beidseitiger Antriebswelle bitte die Bemerkung auf Tab. 2.12 beachten.

Download
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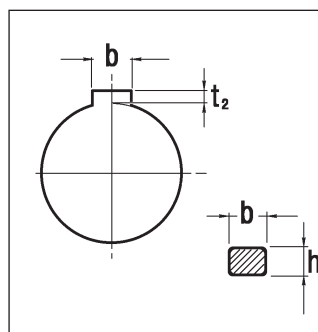
Linguette

Keys

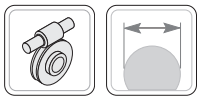
Federn

Albero entrata
Input shaft
Antriebswelle

d	b x h	t ₁
9	3 x 3	1.8
11	4 x 4	2.5
14	5 x 5	3.0
18	6 x 6	3.5
19	6 x 6	3.5
24	8 x 7	4.0
28	8 x 7	4.0
38	10 x 8	5.0
42	12 x 8	5.0
48	14 x 9	5.5

Albero uscita
Output shaft
Abtriebswelle

D	b x h	t ₂
14	5 x 5	2.3
18	6 x 6	2.8
19	6 x 6	2.8
24	8 x 7	3.3
25	8 x 7	3.3
28	8 x 7	3.3
32	10 x 8	3.3
35	10 x 8	3.3
42	12 x 8	3.3
48	14 x 9	3.8
55	16 x 10	4.3
65	18 x 11	4.4



STANDARD

line

1.8 Dimensioni

1.8 Dimensions

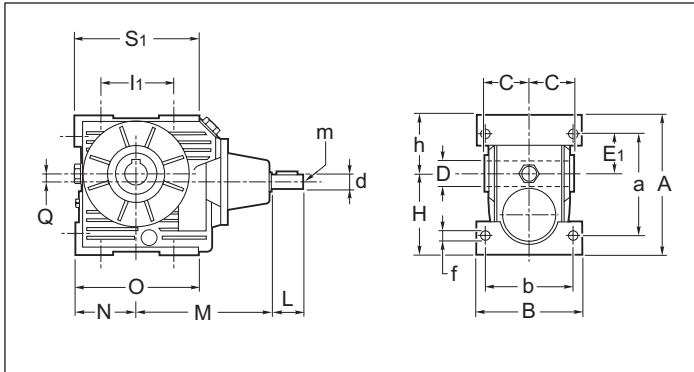
1.8 Abmessungen



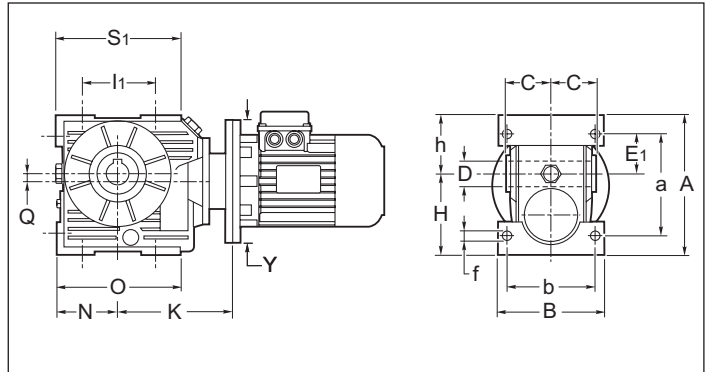
Dimensioni riduttori
Gearboxes dimensions
Abmessungen Getriebes

CR - CB

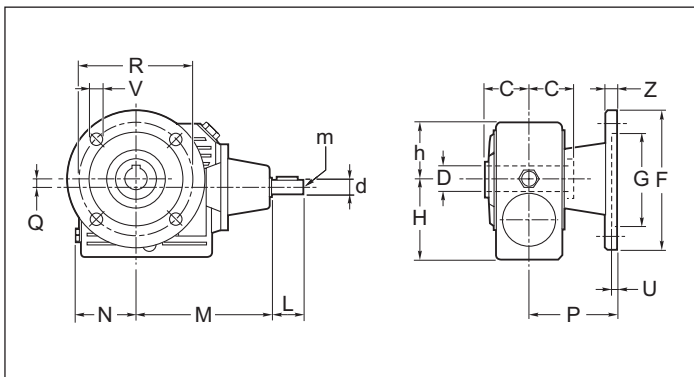
CR



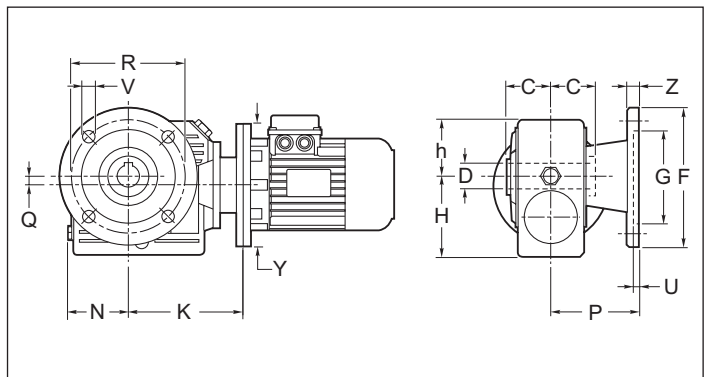
CB



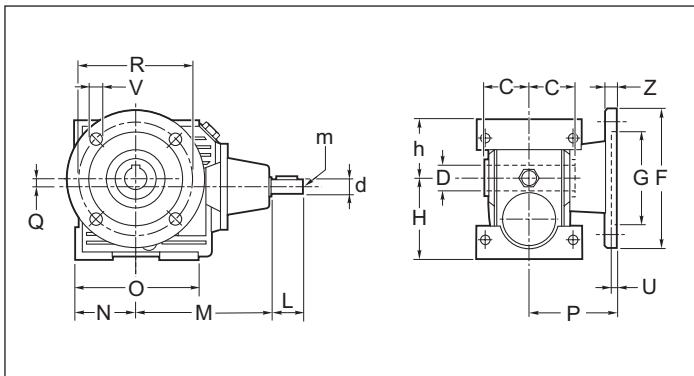
CRF



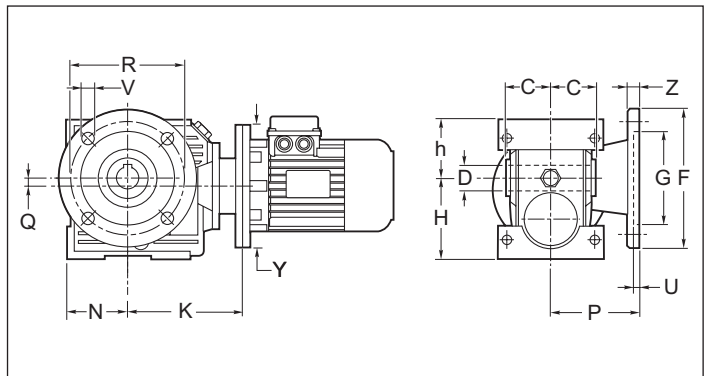
CBF



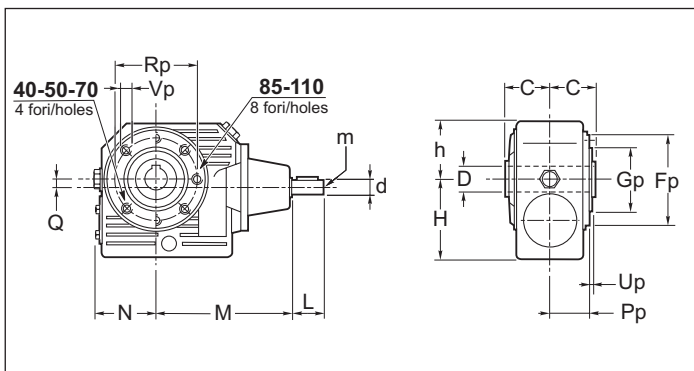
CR/F



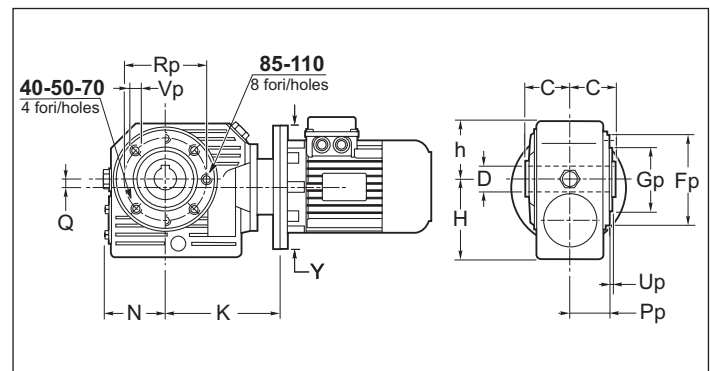
CB/F



CRP

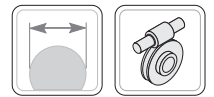


CBP



Download
2D/3D





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

CR CB	A	a	B	b	C	D H7	d J6	E1	f	H	h	I1	L	M	m	N	O	Q	S1
40	135	100	102	84	41	19 (18)	14	40	7	78	57	70	30	137	M6	59	117	7	117
50	166	120	120	99	49	24 (25)	19	46	9	97	69	85	40	143	M8	69	130	9	130
70	215	160	140	116	60	28	24	61	11	124	88	120	50	188	M8	93	193	17.5	186
85	252	188	170	140	61	32 (35)	28	74	13	145	107	140	60	212	M8	116	231	29	221
110	330	244	200	162	77.5	42	32	97	14	190	140	200	70	264.5	M10	142	282	43	277

CR CB	F	G H8	P	R	U	V	Z	Fp	Gp h8	Pp	Rp	Up	Vp
40	140°	95	82	115	5	8.5	9	95	60	38	83	2	M6
50	160°	110	91.5	130	5	10	10	105	70	49	85	2.5	M8
70	200°	130	111	165	5	13	11	120	80	57	100	5	M8
85	200	130	100	165 ⁺⁰ ₊₁₁	5	13	12	144	110	56.5	130	3.5	M10
110	250	180	150	215	5	15	16	200	130	74	165	3	M12

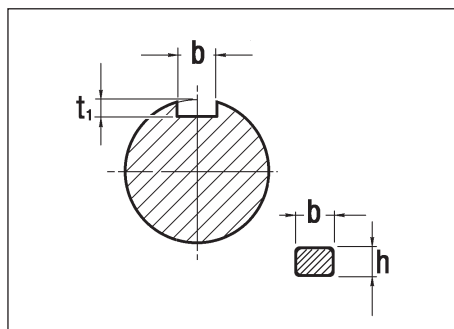
	CB									
	40		50		70		85		110	
	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	108	120	133	140	153	140	172.5	200	229
	140	108	140	133	160	153	160	172.5	250	239
	—	—	160	133	200	165	200	193	—	—
B14	80	108	80	133	—	—	—	—	—	—

N.B.
(°) Nelle grandezze 40, 50, 70 la versione FL viene ottenuta applicando una flangia modulare sulla flangia pendolare della versione PP.

NOTE.
(°) In sizes 40, 50, 70 the FL version is obtained by applying a modular flange onto the shaft mounted flange on the PP version.

HINWEIS.
(°) Bei den Größen 40, 50, 70 erhält man die FL-Version, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

Linguette

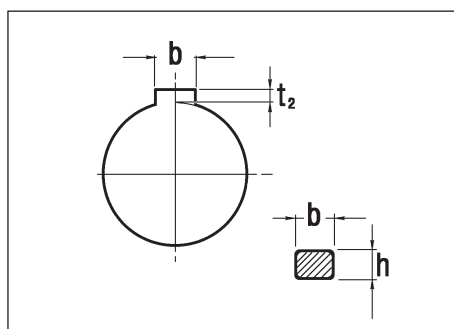


Keys

Albero entrata
Input shaft
Antriebswelle

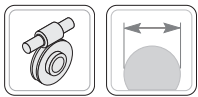
Federn

d	b x h	t ₁
14	5 x 5	3.0 ^{+0.1} ₀
19	6 x 6	3.5
24	8 x 7	4.0
28	8 x 7	4.0 ^{+0.2} ₀
32	10 x 8	5.0



Albero uscita
Output shaft
Abtriebswelle

D	b x h	t ₂
19	6 x 6	2.8 ^{+0.1} ₀
24	8 x 7	3.3
28	8 x 7	3.3 ^{+0.2} ₀
32	10 x 8	3.3
42	12 x 8	3.3

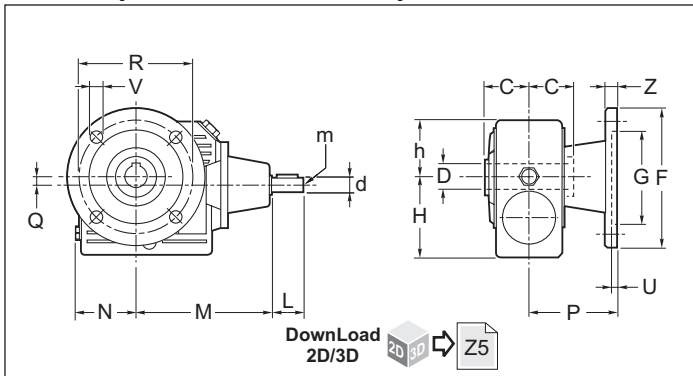


1.8 Dimensioni

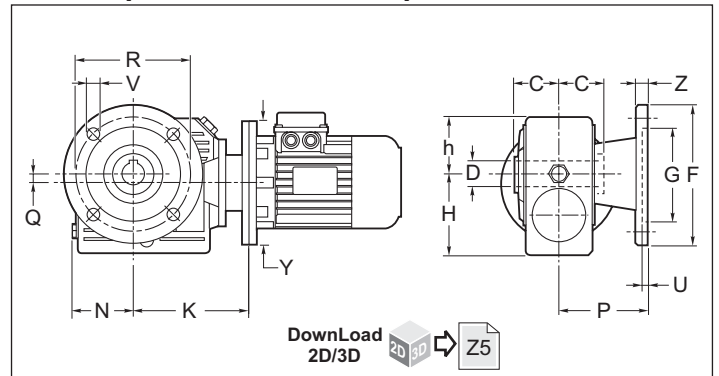
1.8 Dimensions

1.8 Abmessungen

CRF (F1, F2, F3, F4)



CBF (F1, F2, F3, F4)



	CR - CB														
	40		50				70			85			110		
	F1	F2	F1	F2	F3	F4	F1°	F2°	F3	F1	F2	F3	F1	F2	F3
F	106	120	125	125	140	125	175	175	160	200	210	160	200	270	270
G (H8)	60	80	70	70	95	70	115	115	110	130	152	110	130	170	170
P	69	62	93	73	75	85	116	85	101	141	120	91	115	132	178
R	87	100	90 + ⁰ / ₀	100	115	90 + ⁰ / _{4.5}	150	150	130	165	176	130	165	230	230
U	5	5	5	4	4	5	5	5	6	6	5	5	5	10	10
V	8.5	9	10.5	9	9	10.5	11	11	11	13	13	11.5	13	13.5	13.5
Z	9	9	10	9	9	11	10	10	11	12	14	10	12	18	18

N.B.

Le versioni F1, F2 contrassegnate con il simbolo (°) sono ottenute applicando una flangia modulare sulla flangia pendolare della versione PP.

NOTE.

F1, F2 versions that are marked with (°) are obtained by applying a modular flange onto the shaft mounted flange on the PP version.

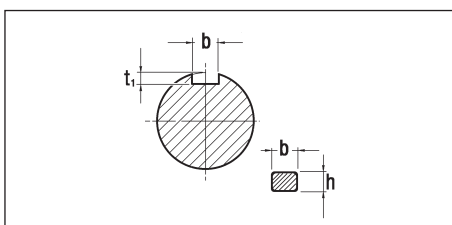
HINWEIS.

Die mit (°) gekennzeichneten Versionen F1, F2 erhält man, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

CR CB	C	D H7	d J6	L	Q	H	h	M	m	N
40	41	19 (18)	14	30	7	78	57	137	M6	59
50	49	24 (25)	19	40	9	97	69	143	M8	69
70	60	28	24	50	17.5	127	88	188	M8	93
85	61	32 (35)	28	60	29	145	107	212	M8	116
110	77.5	42	32	70	43	190	140	264.5	M10	142

	CB									
	40		50		70		85		110	
	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	108	120	134	140	153	140	172.5	200	229
	140	108	140	134	160	153	160	172.5	250	239
	—	—	160	134	200	165	200	193	—	—
B14	80	108	80	134	—	—	—	—	—	—

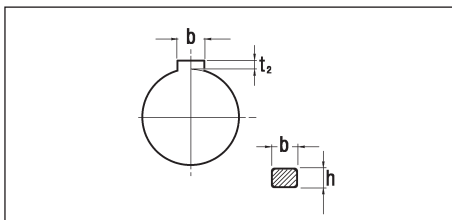
Linguette



Keys

Albero entrata
Input shaft
Antriebswelle

Albero uscita
Output shaft
Abtriebswelle



Federn

d	b x h	t ₁
14	5 x 5	3.0 + ^{0.1} / ₀
19	6 x 6	3.5
24	8 x 7	4.0
28	8 x 7	4.0 + ^{0.2} / ₀
32	10 x 8	5.0

D	b x h	t ₂
19	6 x 6	2.8 + ^{0.1} / ₀
24	8 x 7	3.3
28	8 x 7	3.3
32	10 x 8	3.3 + ^{0.2} / ₀
42	12 x 8	3.3

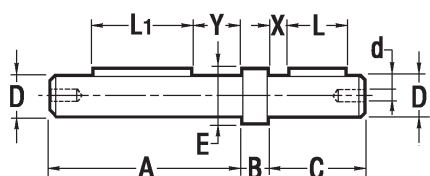


1.9 Accessori Alberi lenti

Tutti i riduttori a vite senza fine sono forniti con albero lento cavo. A richiesta, possono essere forniti alberi lenti come indicato nei disegni dimensionali.

Le dimensioni delle linguette sono conformi alle norme UNI 6604-69.

Albero lento
Single output shaft
Einseitige Abtriebswelle

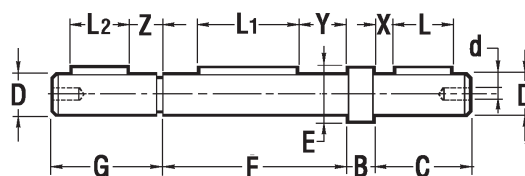


1.9 Accessories Output shafts

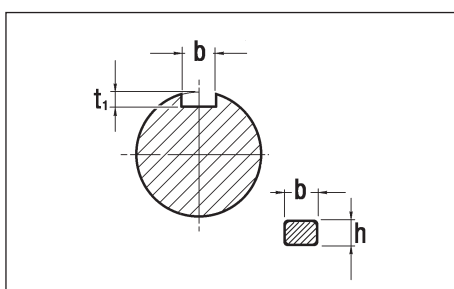
All worm gearboxes are supplied with hollow output shaft. Output shafts as shown in the size drawings can be supplied upon request.

Sizes of feathers comply with standards UNI 6604-69.

Albero lento bisporgente
Double output shaft
Beidseitige Abtriebswelle



RI - RMI	28	40	50	63	70	85	110	130	150	180
CRI - CRMI	28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180
CR - CB	—	40	50	—	70	85	110	—	—	—
A	58	80	95	109	117	119	153	177	207	239
B	1.5	10	10	10	10	10	10	20	20	20
C	29.5	40	45	60	60	71	100	110	110	130
D _{g6}	14	19	24	25	28	32	42	48	55	65
d	M6	M8	M8	M8	M8	M10	M10	M10	M12	M14
E	17	22	28	34	34	38	50	58	63	78
F	60	82	98	120	120	122	155	180	210	240
G	31	50	55	70	70	81	110	130	130	150
L	20	25	30	40	40	50	80	90	90	100
L1	20	40	50	60	60	70	80	90	100	120
L2	20	25	30	40	40	50	80	90	90	100
X	4.5	8	7.5	10	10	10	10	10	10	15
Y	20	21	24	30	30	26	37	45	55	60
Z	6	18	18	20	20	20	20	30	30	35

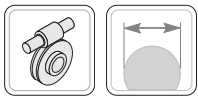


D	b x h	t ₁
14	5 x 5	3.0 + 0.1
19	6 x 6	3.5 0
24	8 x 7	4.0
25	8 x 7	4.0
28	8 x 7	4.0
32	10 x 8	5.0
42	12 x 8	5.0 + 0.2
48	14 x 9	5.5 0
55	16 x 10	6.0
65	18 x 11	7.0

N.B.
Tutti gli alberi lenti vengono forniti in kit di montaggio completi di linguette, rondelle, viti (e anelli elastici seeger per l'albero bisporgente).

NOTE.
All output shafts are supplied in kit complete with feathers, washers and screws (as well as snap rings for the double extended shaft).

HINWEIS.
Alle Abtriebswellen werden als Bausätze komplett mit Federn, Scheiben und Schrauben geliefert (bei der beidseitigen Abtriebswelle auch die Seegerringe).

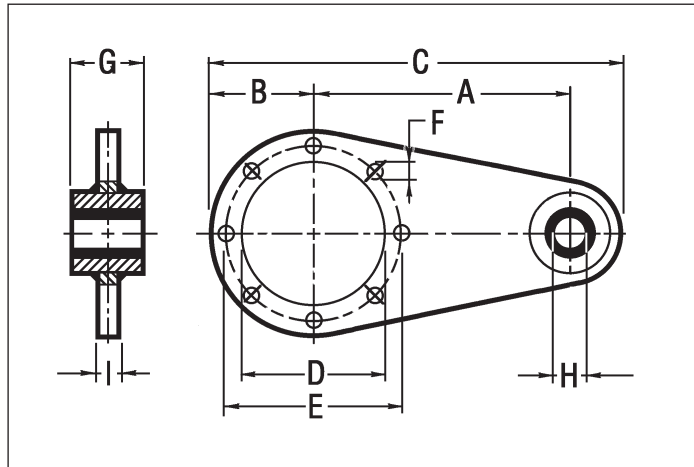


1.10 Accessori
Braccio di reazione

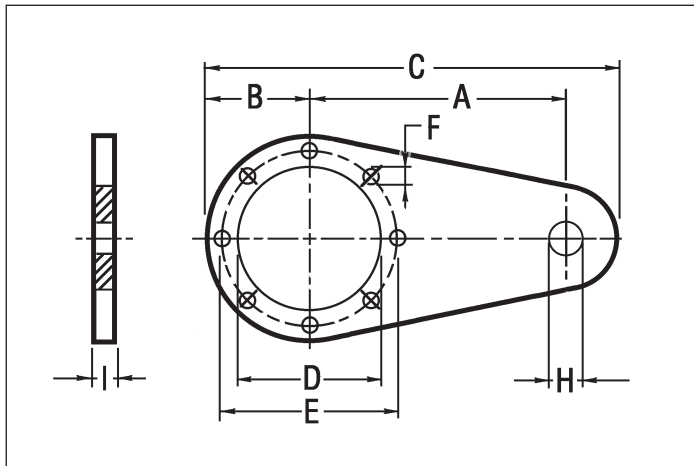
1.10 Accessories
Torque arm

1.10 Zubehör
Drehmomentstütze

Con boccola VKL
With VKL bushing
Mit VKL-Buchse



Standard



RI - RMI	28	40	50	63	70	85	110	130	150	180
CRI - CRMI	28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180
CR - CB	—	40	50	—	70	85	110	—	—	—
A	70	90	100	150	150	200	250	300	350	400
B	34.5	50	60	53	60	75	100	120	125	150
C	119.5	165	185	230	240	313	388	465	525	610
D	42.15	60	70	70	80	110	130	180	180	230
E	56	83	85	85	100	130	165	215	215	265
F	6.5	7	9	9	9	11	13	13	15	17
G	—	15	15	20	20	25	25	30	30	35
H	9	10	10	10	10	20	20	25	25	35
I	4	4	4	6	6	6	6	6	6	10