

RP Series

Inline Helical Gear Units

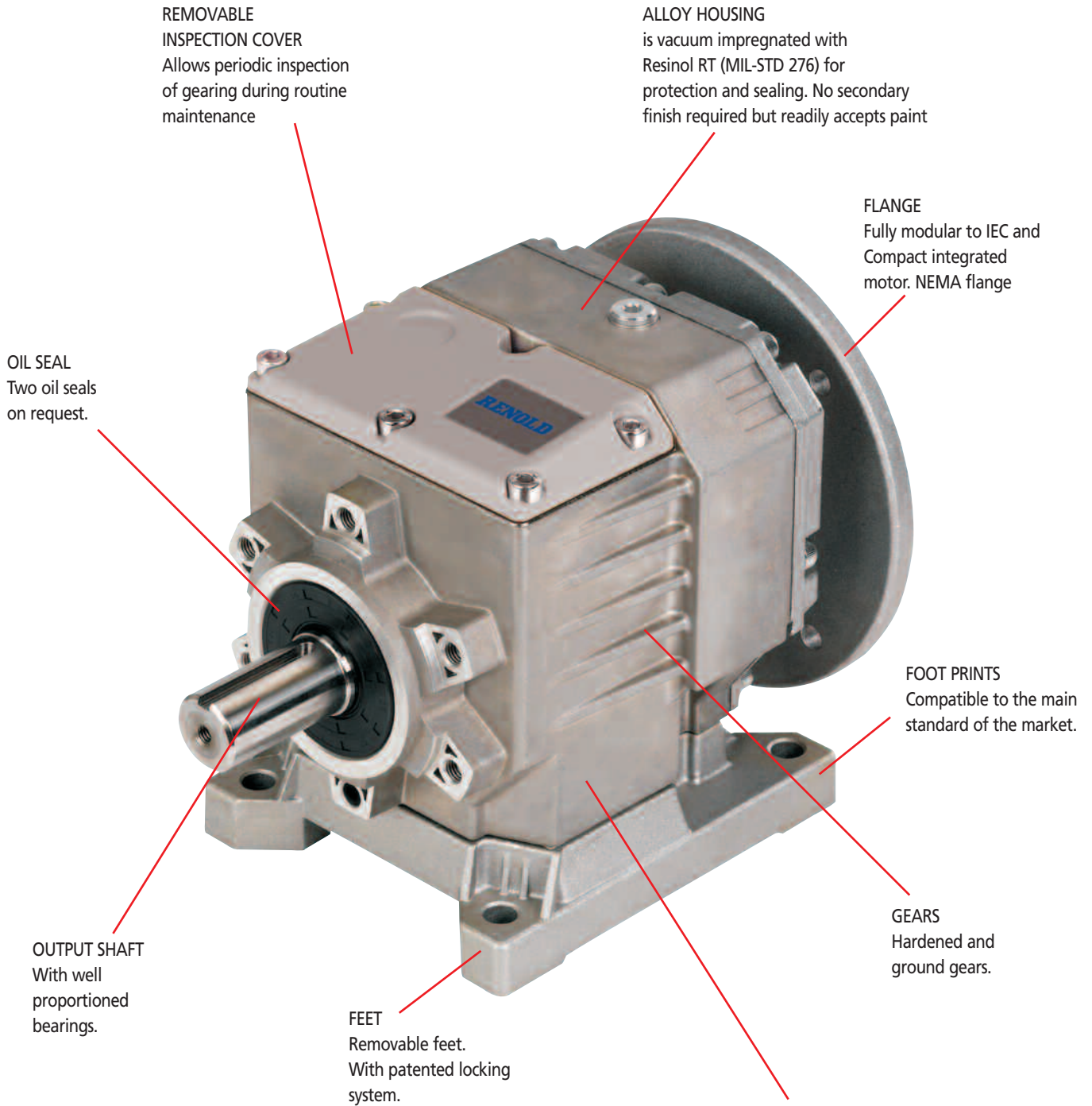


RENOLD

Superior Gear Technology

www.renold.com

RENOLD RP Inline Geared Motors - Gear Units



REMOVABLE INSPECTION COVER
Allows periodic inspection of gearing during routine maintenance

ALLOY HOUSING
is vacuum impregnated with Resinol RT (MIL-STD 276) for protection and sealing. No secondary finish required but readily accepts paint

FLANGE
Fully modular to IEC and Compact integrated motor. NEMA flange

OIL SEAL
Two oil seals on request.

FOOT PRINTS
Compatible to the main standard of the market.

OUTPUT SHAFT
With well proportioned bearings.

FEET
Removable feet. With patented locking system.

GEARS
Hardened and ground gears.

SINGLE-PIECE ALUMINUM ALLOY HOUSING
Combines light weight with high tensile strength. Precision machined for alignment of bearings and gearing.

Applications:

- Conveyor Drives
- Mixer Drives
- Packaging Machinery
- Food Industry
- Textiles Industry
- Water Treatment
- General Industrial Applications

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Per una corretta selezione del riduttore o motoriduttore è importante rispettare le seguenti indicazioni:

For the correct selection of the required gearbox it is essential to follow the guide below:

Fattore di servizio
Service factor
Betriebsfaktor
Facteur de service
Factor de servicio

1

Determinare tramite la seguente tabella il fattore di servizio **fs** relativo all'applicazione.

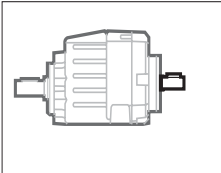
Find out the application service factor through the following table.

| Tipo di carico e avviamenti per ora Type of load and starts per hour | | fs | | | |
|--|------|--|------|------|------|
| | | Ore di funz. giorn. Oper. hours per day | | | |
| | | 3 h | 10 h | 24 h | |
| Applicazione cont. o interm. con n.ro operazioni/ora Continuous or intermittent appl. with start/hour | ≤ 10 | Uniforme / Uniform | 0.8 | 1 | 1.25 |
| | | Moderato / Moderate | 1 | 1.25 | 1.5 |
| | | Forte / Heavy | 1.25 | 1.5 | 1.75 |
| Applicazione intermittente con n.ro operazioni/ora Intermittent application with start/hour | > 10 | Uniforme / Uniform | 1 | 1.25 | 1.5 |
| | | Moderato / Moderate | 1.25 | 1.5 | 1.75 |
| | | Forte / Heavy | 1.5 | 1.75 | 2.15 |

N.B. Per azionamenti con motore a scoppio o per funzionamento alternato istantaneo, moltiplicare il valore del coefficiente di servizio per 1.15.

N.B. For applications with flameproof motors or instantaneous reversal, multiply the service coefficient by 1.15.

Scelta di un riduttore
Gearbox selection
Getriebeauswahl
Choix d'un réducteur
Selección del reductor


2

Un riduttore nella configurazione R dovrà essere ricercato nelle tabelle di selezione riduttori in base alla potenza richiesta P_{1r} (o alla coppia richiesta M_{2r}) e ai giri uscita n_2 riferiti a 1400 min^{-1} (o al rapporto di trasmissione i).

A gearbox version R should be searched for in the selection tables, considering the required P_{1r} power (or M_{2r} torque required) and output rpms n_2 referred to 1400 min^{-1} (or to reduction ratio).

Il riduttore selezionato in base alla potenza P_{1R} (indicata in tabella) e a n_1 dovrà soddisfare le seguenti condizioni:

Once the gearbox has been selected upon P_{1R} power (indicated in the table) and n_1 , it should comply with the following conditions:

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

$$P_{1R} \geq P_{1r} \times fs \quad (M_{2R} \geq M_{2r} \times fs)$$

$$n_1 = 2800 \text{ min}^{-1}$$

$$P_{1R} \times 1.6 \geq P_{1r} \times fs \quad (M_{2R} \times 0.8 \geq M_{2r} \times fs)$$

Per l'abbinamento a motori a 2800 min^{-1} , specificare sempre tale caratteristica in fase di ordine.

Where 2 pole motors are required, specify when placing order.

$$n_1 = 900 \text{ min}^{-1}$$

$$P_{1R} / 1.5 \geq P_{1r} \times fs \quad (M_{2R} \geq M_{2r} \times fs)$$

Alle tabelle di selezione dei riduttori è associata la seguente simbologia:

Following symbols will be found in the selection tables of the gearboxes:

| n_2 [min^{-1}] | i | P_{1M} [kW] | M_{2M} [Nm] | fs | P_{1R} [kW] | M_{2R} [Nm] | |
|--------------------------------|------|------------------|------------------|------|------------------|------------------|----|
| 398 | 3.52 | 1.8 | 41 | 1.8 | 3.3 | 75 | 20 |
| 320 | 4.36 | 1.8 | 51 | 1.6 | 2.8 | 80 | 20 |
| 252 | 5.55 | 1.8 | 65 | 1.2 | 2.2 | 80 | 20 |
| 220 | 6.36 | 1.8 | 75 | 1.0 | 1.8 | 75 | 20 |
| 191 | 7.33 | 1.5 | 72 | 1.1 | 1.7 | 80 | 20 |

n_2 [min^{-1}] giri in uscita ($n_1 = 1400 \text{ min}^{-1}$)

n_2 [min^{-1}] output speed ($n_1 = 1400 \text{ min}^{-1}$)

i — rapporto di riduzione

i — reduction ratio

P_{1M} [kW] potenza motore installata ($n_1 = 1400 \text{ min}^{-1}$)

P_{1M} [kW] motor input power ($n_1 = 1400 \text{ min}^{-1}$)

P_{1R} [kW] potenza in entrata riduttore ammissibile con $fs=1$ ($n_1 = 1400 \text{ min}^{-1}$)

P_{1R} [kW] transmitted power at input gearbox with $fs=1$ ($n_1 = 1400 \text{ min}^{-1}$)

M_{2M} [Nm] coppia in uscita riferita a P_{1M} ($n_1 = 1400 \text{ min}^{-1}$)

M_{2M} [Nm] output torque referred to P_{1M} ($n_1 = 1400 \text{ min}^{-1}$)

M_{2R} [Nm] coppia in uscita riferita a P_{1R} ($n_1 = 1400 \text{ min}^{-1}$)

M_{2R} [Nm] output torque referred to P_{1R} ($n_1 = 1400 \text{ min}^{-1}$)

fs — fattore di servizio (riferito a P_{1M})

fs — service factor (referred to P_{1M})

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D
F
E

Für eine exakte Auswahl der benötigten Getriebe werden folgende Angaben benötigt:

Pour une sélection correcte du réducteur ou du motoréducteur il est important de respecter les indications suivantes:

Para una correcta selección del reductor o moto-reductor es importante respetar las siguientes indicaciones:

Anhand der beigefügten Tabelle kann der Betriebsfaktor bestimmt werden:

Déterminer au moyen du tableau suivant le facteur de service **fs** correspondant à l'application.

Determinar a través de la tabla siguiente el factor de servicio **fs** correspondiente a la aplicación.

| Belastungsart und schaltungen/Stunde Type de charge et type de fonctionnement par heure Tipo de carga y arranques/hora | | fs | | | |
|---|------|--|------|------|------|
| | | Betriebsstunden bestiften pro tag Opérations heure par hour Horas de trabajo por día | | | |
| | | 3 h | 10 h | 24 h | |
| Daueranwendung oder unterbrochene Anwendung mit Anzahl Starts/Stunde Service continu ou intermittent avec démarrage/heure Aplicación continua o intermitente con numero de arranques/hora | ≤ 10 | Gleichmäßige Belastung Normal / Uniforme | 0.8 | 1 | 1.25 |
| | | Mittlere Belastung Légère / Moderado | 1 | 1.25 | 1.5 |
| | | Schwere Belastung Forte / Fuerte | 1.25 | 1.5 | 1.75 |
| Unterbrochene Anwendung mit Anzahl Starts/Stunde Service intermittent avec démarrage/heure Aplicación intermitente con numero de arranques/hora | > 10 | Gleichmäßige Belastung Normal / Uniforme | 1 | 1.25 | 1.5 |
| | | Mittlere Belastung Légère / Moderado | 1.25 | 1.5 | 1.75 |
| | | Schwere Belastung Forte / Fuerte | 1.5 | 1.75 | 2.15 |

Achtung: Bei Einsatz der Getriebe mit Verbrennungsmotoren bzw. anderen stark lastschwankenden Antrieben ist der Betriebsfaktor mit 1.15 zu multiplizieren.

N.B. Pour des actionnements avec moteur à explosion ou pour un fonctionnement alterné instantané, multiplier la valeur du coefficient de service par 1.15

Atención: Para accionamientos con motor de explosión o para funcionamiento con cargas alternas puntuales, multiplicar el valor del coeficiente de servicio por 1.15.

Auswahl eines Getriebetyps R (oder "B") aus den Auswahltabellen unter Berücksichtigung der Leistung bzw. des Drehmomentes, der Eintriebsdrehzahl 1400 1/min der Untersetzung i und des daraus resultierenden Abtriebsdrehmomentes. Sollte das Getriebe von der Leistung und der Eintriebsdrehzahl (1400 1/min) nicht nach der nebenstehenden Tabelle ausgewählt werden können, so ist folgendes zu beachten:

Un réducteur dans la configuration R (ou B) devra être recherché dans les tableaux de sélection réducteurs sur la base de la puissance demandée P_{1r} (ou du couple maximal M_{2r}) et une vitesse de sortie n_2 se référant à 1400 min (ou au rapport de transmission i). Le réducteur sélectionné sur la base de la puissance P_1 (indiquée sur le tableau) et de n_1 devra satisfaire les conditions suivantes:

Un reductor en la configuración R (o B) tendrá que buscarse en las tablas para la selección de los reductores en función de la potencia requerida P_{1r} (o del par máximo M_{2r}) y de las revoluciones salida n_2 referidas a 1400 min (o a la relación de transmisión i). El reductor elegido en función de la potencia P_1 (indicada en la tabla) y a n_1 deberá satisfacer las condiciones siguientes:

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

$$P_{1R} \geq P_{1r} \times fs \quad (M_{2R} \geq M_{2r} \times fs)$$

$$n_1 = 2800 \text{ min}^{-1}$$

$$P_{1R} \times 1.6 \geq P_{1r} \times fs \quad (M_{2R} \times 0.8 \geq M_{2r} \times fs)$$

Beim Anbau von zweipoligen Motoren bitte immer bei der Bestellung angeben.

Pour le montage de moteurs à 2800 min, toujours spécifier cette caractéristique en phase de commande.

Para el montaje con motores de 2800 min, especificar siempre esta característica al efectuar el pedido.

$$n_1 = 900 \text{ min}^{-1}$$

$$P_{1R} / 1.5 \geq P_{1r} \times fs \quad (M_{2R} \geq M_{2r} \times fs)$$

Folgende Zeichen sind in der Auswahltabelle für Getriebe zu finden

Aux tableaux de sélection des réducteurs est associée la symbologie suivante:

A las tablas para la selección de los reductores se ha asociado la simbología siguiente:

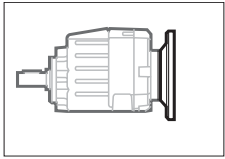
| | | |
|----------|-----------------------|---|
| n_2 | [min^{-1}] | Abtriebsdrehzahl ($n_1 = 1400$ 1/min) |
| i | — | Lieferbare Untersetzungen |
| P_{1M} | [kW] | Motoreingangsleistung ($n_1 = 1400$ min^{-1}) |
| P_{1R} | [kW] | Durchtriebsleistung am Getriebe eingang $fs=1$ ($n_1 = 1400$ min^{-1}) |
| M_{2M} | [Nm] | Ausgangsdrehmoment bezogen auf P_{1M} ($n_1 = 1400$ min^{-1}) |
| M_{2R} | [Nm] | Ausgangsdrehmoment bezogen auf P_{1R} ($n_1 = 1400$ min^{-1}) |
| fs | — | Betriebsfaktor (bezogen auf P_{1M}) |

| | | |
|----------|-----------------------|--|
| n_2 | [min^{-1}] | vitesse de sortie ($n_1 = 1400$ min^{-1}) |
| i | — | rapport de réduction |
| P_{1M} | [kW] | puissance du moteur ($n_1 = 1400$ min^{-1}) |
| P_{1R} | [kW] | puissance du réducteur en entrée $fs=1$ ($n_1 = 1400$ min^{-1}) |
| M_{2M} | [Nm] | couple de sortie rapportée a P_{1M} ($n_1 = 1400$ min^{-1}) |
| M_{2R} | [Nm] | couple de sortie rapportée a P_{1R} ($n_1 = 1400$ min^{-1}) |
| fs | — | facteur de service (rapportée a P_{1M}) |

| | | |
|----------|-----------------------|--|
| n_2 | [min^{-1}] | revoluciones de salida ($n_1 = 1400$ min^{-1}) |
| i | — | relación de reducción |
| P_{1M} | [kW] | potencia motor ($n_1 = 1400$ min^{-1}) |
| P_{1R} | [kW] | potencia transmitida en la entrada $fs=1$ ($n_1 = 1400$ min^{-1}) |
| M_{2M} | [Nm] | par de salida referida a P_{1M} ($n_1 = 1400$ min^{-1}) |
| M_{2R} | [Nm] | par de salida referida a P_{1R} ($n_1 = 1400$ min^{-1}) |
| fs | — | factor de servicio (referida a P_{1M}) |

I

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- 3** Le tabelle per la selezione riduttori possono essere utilizzate anche per i riduttori nella configurazione P (predisposti per attacco motore IEC B5 o B14).
Oltre alle verifiche precedentemente illustrate è necessario controllare, nelle colonne retinate, l'applicabilità della grandezza (63, 71, ecc.) del motore desiderato.
La simbologia aggiuntiva associata è la seguente:

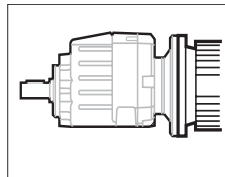
Selection tables can also be used for mounting version P (prearranged for motor attachment throughout IEC flange B5 or B14).
In this case, besides carrying out all previous checks, it is also important to verify the suitability of the required motorsizes (63, 71, etc.) in the shaded columns.
Associated symbols are the following:

| B5 | | | | | B14 | | | | | RD | |
|----|----|----|----|------------|-----|----|-----|----|----|------------|----|
| B | C | D | E | F | O | P | Q | R | T | | U |
| 63 | 71 | 80 | 90 | 100 112 | 56 | 63 | 71 | 80 | 90 | 100 112 | |
| B | B | | | | | | B-C | C | | | 96 |
| B | B | | | | | | B-C | C | | | 96 |
| B | B | | | | | | B-C | C | | | 96 |
| B | B | | | | | | B-C | C | | | 96 |
| B | B | | | | | | B-C | C | | | 96 |

- 63... — grandezze motore (IEC) applicabili
B5 — predisposizione flange B5
B14 — predisposizione flange B14
— grandezze motore accoppiabili
B — montaggio con boccola di riduzione
C — posizione fori flangia/basetta motore
RD — rendimento dinamico

- 63... — suitable motor sizes (IEC)
B5 — B5 motorflange
B14 — B14 motorflange
— available motor adaptors
B — assembling by means of reduction bushes
C — motor flange/terminal box position
RD — dynamic efficiency

Scelta di un motoriduttore
Selection of a motorized gearbox
Auswahl eines Getriebes mit Motor
Choix d'un moto-réducteur
Selección del moto-reductor



- 4** I motoriduttori (configurazione M) possono essere selezionati agevolmente tramite le tabelle di selezione motoriduttori.
Conoscendo P_{1M} , in corrispondenza del numero di giri in uscita n_2 desiderato, si sceglierà il motoriduttore il cui fattore di servizio f_s sia uguale o maggiore a quello definito al punto 1.
Oltre alle motorizzazioni con motori a 4 poli (1400 min^{-1}) è possibile selezionare (dove disponibili) motori a 2 poli (2800 min^{-1}) e a 6 poli (900 min^{-1}).

Motorised gearboxes (version M) can be easily selected throughout the appropriate selection tables.
Knowing P_1 value, in corresponding to the required output speed, the gearbox should be selected having a service factor equal or higher than the one shown in point 1.
In addition to 4 pole motors (1400 min^{-1}) it is also possible to select 2 pole (2800 min^{-1}) and 6 pole (900 min^{-1}) motors.

$P_{1M} = 0.75 \text{ kW}$

| n_2 [min^{-1}] | M_2 [Nm] | i | f_s | | | | | | | | | |
|--------------------------------|---------------|--------------|-------|-------|------------|-------------|-------------|-------------|---------------------------------|--|--|---|
| | | | | | | | | | B5 | B14 | | |
| 133 | 53 | 10.50 | 1.5 | 24/28 | 511 | | | 80B4 | 71 ^{B)} -80-90-100/112 | 80-90-100/112 | | |
| 139 | 49 | 10.06 | 3.0 | 24/25 | | 402A | | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90-100/112 | | ● |
| | 49 | 10.04 | 3.0 | 24/25 | | | 402C | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90-100/112 | | ● |
| | 48 | 9.85 | 2.0 | 20 | | 302A | | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | ● |
| | 42 | 5.45 | 1.2 | 20 | | 302A | | 90S6 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | ● |

Alle tabelle di selezione dei motoriduttori è associata la seguente simbologia:

Following symbols are associated to the selection tables of the geared motors:

- P_{1M} [kW] potenza in entrata
 n_2 [min^{-1}] giri in uscita
 M_2 [Nm] coppia trasmessa in uscita
i — rapporto di riduzione
 f_s — fattore di servizio
B5 — predisposizione flange B5
B14 — predisposizione flange B14
B) — montaggio con boccola di riduzione
C) — posizione fori flangia/basetta motore



- P_{1M} [kW] input power
 n_2 [min^{-1}] output speed
 M_2 [Nm] transmitted output torque
i — reduction ratio
 f_s — service factor
B5 — B5 motorflange
B14 — B14 motorflange
B) — coupling by means of reduction bushing
C) — motor flange/terminal box position

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

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F
E

Die Auswahltabellen werden auch für die Montage der P- Version (vorbereitet für Motorflansche nach IEC - B5 bzw. B14) verwendet. In diesem Fall sind die anbaubaren Motorgrößen (BG 63, 71 usw.) aus der unterlegten Tabelle zu entnehmen.



Folgende Symbole werden verwendet:

- 63,... — Mögliche Motorgrößen nach IEC
- B5 — Motorflansche B5
- B14 — Motorflansche B14
- Mögliche Motoradapter
- B — Zusammenbau unter Verwendung der Reduzierhülsen 
- C — Bohrungsposition am Motorflansch/-sockel 
- RD — Dynamischer Wirkungsgrad

Les tableaux pour la sélection des réducteurs peuvent aussi être utilisés pour les réducteurs dans la configuration P (prédisposés pour montage moteur IEC B5 ou B14). En plus des vérifications précédentes, il est nécessaire de contrôler dans les colonnes tramées l'application de la taille (63, 71, etc.) du moteur souhaité. La symbolique utilisée est la suivante:

- 63,... — taille moteur (IEC) applicables
- B5 — prédisposition brides B5
- B14 — prédisposition brides B14
- tailles moteurs pouvant être accouplées
- B — montage avec douille de réduction 
- C — position trous bride/barrette à bornes moteur 
- RD — rendement dynamique

Las tablas para la selección de los reductores pueden también utilizarse para los reductores en la configuración P (predispuestos para el montaje con el motor IEC B5 ó B14). Además de los controles anteriormente ilustrados, es necesario controlar, en las columnas reticuladas, la aplicación del tamaño (63, 71, etc.) del motor deseado. La simbología adicional asociada es la siguiente:








- 63,... — tamaño motor (IEC) aplicables
- B5 — predisposición bridas B5
- B14 — predisposición bridas B14
- tamaño motor acoplable
- B — montaje con casquillo de reducción 
- C — posición agujeros brida / base motor 
- RD — rendimiento dinámico

Getriebe mit Motoren (version M) werden einfach durch die Auswahltabellen ausgesucht. Ist die Leistung (P_1) und die Abtriebsdrehzahl bekannt so sollte das ausgesuchte Getriebe einen Betriebsfaktor >1 haben. Anstelle von 4-polige Motoren können auch 6- polige Motoren verwendet werden.- Drehzahlen beachten.

Les moto-réducteurs (configuration M) peuvent être sélectionnés aisément au moyen des tableaux de sélection moto-réducteurs. En connaissant P_1 , en correspondance de la vitesse de sortie n_2 souhaité, on choisira le moto-réducteur dont le facteur de service f_s soit égal ou supérieur à celui défini au point 1. En plus des motorisations avec moteurs à 4 pôles (1400 min^{-1}) il est possible de sélectionner (là où disponible) des moteurs à 6 pôles (900 min^{-1})

Los moto-reductores (configuración M) pueden seleccionarse fácilmente a través de las tablas de los moto-reductores. Conociendo P_1 , en correspondencia del número de revoluciones en salida n_2 deseado, se elegira el moto-reductor cuyo factor de servicio f_s sea igual o mayor al definido en el punto 1. Además de las motorizaciones con motores de 4 polos (1400 min^{-1}) es posible seleccionar (si está disponible) motores de 6 polos (900 min^{-1}).




$P_{1M} = 0.75 \text{ kW}$




| | n_2 [min ⁻¹] | M_2 [Nm] | i | f_s |  |  |  |  |  | |  |  |
|-----|-------------------------------|---------------|--------------|-------|---|---|---|---|---|--|---|---|
| | | | | | | | | | B5 | B14 | | |
| | 133 | 53 | 10.50 | 1.5 | 24/28 | 511 | | 80B4 | 71 ^{B)} -80-90-100/112 | 80-90-100/112 | | |
| 139 | 139 | 49 | 10.06 | 3.0 | 24/25 | | 402A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90-100/112 | | ● |
| | 139 | 49 | 10.04 | 3.0 | 24/25 | | | 402C | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90-100/112 | | ● |
| | 142 | 48 | 9.85 | 2.0 | 20 | | 302A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | ● |
| | 165 | 42 | 5.45 | 1.2 | 20 | | 302A | 90S6 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | ● |




Symbole der Auswahltabellen für Getriebe mit Motor

Aux tableaux de sélection des moto-réducteurs est associée la symbolique suivante:

A las tablas para la selección de los moto-reductores se ha asociado la simbología siguiente:

- P_{1M} [kW] Leistung Motor
- n_2 [min⁻¹] Abtriebsdrehzahl
- M_2 [Nm] Abtriebsdrehmoment
- i — Lieferbare Untersetzungen
- f_s — Betriebsfaktor
- B5 — Motorflansche B5
- B14 — Motorflansche B14
- B) — Reduzierhülsen 
- C) — Bohrungsposition am Motorflansch/-sockel 
-  Lieferbare Motorflansche nach IEC

- P_{1M} [kW] puissance en entrée
- n_2 [min⁻¹] vitesse de sortie
- M_2 [Nm] couple transmis en sortie
- i — rapport de réduction
- f_s — facteur de service
- B5 — prédisposition brides B5
- B14 — prédisposition brides B14
- B) — Montage avec douille de réduction 
- C) — position trous bride/barrette à bornes moteur 
-  bridas acoplamiento motor IEC disponibles

- P_{1M} [kW] potencia de entrada
- n_2 [min⁻¹] revoluciones de salida
- M_2 [Nm] Par transmitido de salida
- i — relación de reducción
- f_s — factor de servicio
- B5 — predisposición bridas B5
- B14 — predisposición bridas B14
- B) — montaje con casquillo de reducción 
- C) — posición agujeros brida / base motor 
-  bridas acoplamiento motor IEC disponibles

Una selezione semplificata del motoriduttore in base ad un unico fattore di servizio (il più prossimo a 1) può essere effettuata tramite le tabelle di selezione riduttori (punto 2).
In questo caso sono riportati solo motoriduttori con motori a 4 poli (1400 min⁻¹).

An easier selection of the motorised gearbox (as close as possible to sf 1) can be effected throughout gear selection table (Point 2).
In fact only 4 pole motors (1400 min⁻¹) are listed here .

Riduttore con variatore di velocità
Gearbox coupled to a speed variator
Getriebe mit Regelgetriebe kombiniert
Réducteur avec variateur de vitesse
Reductor con variador de velocidad

- 5** Qualora al riduttore venga abbinato un variatore idraulico o meccanico, è necessario considerare che a bassi giri, al diminuire della velocità d'ingresso, le coppie M_2 possono superare anche notevolmente il valore nominale. Tale effetto deve essere maggiormente tenuto in considerazione nei rapporti elevati.

Where a hydraulic or mechanic variator is coupled to a gearbox, it is necessary to take into consideration the fact that in the presence of low output speed, decreasing the input speed, M_2 torques can easily exceed their nominal values. In high reduction ratios this effect should be taken even more into consideration.

Riduttore con motore autofrenante
Gearbox equipped with a brake motor
Getriebebremmotor
Réducteur avec moteur frein
Reductor con motor freno

- 6** Nella selezione con motori autofrenanti, potendo essere considerevole l'effetto inerziale delle masse, è opportuno scegliere riduttori con $f_s \geq 1$.

For selection with brake motors, having considerable mass inertia values, it is advisable to select gearboxes with sf higher or equal to 1.

Selezioni fuori catalogo
Selections not listed in the catalogue
Auswahl von Nichtkatalog-Getrieben
Sélection hors catalogue
Selección fuera de catálogo

- 7** Nel caso vengano applicate potenze superiori a quelle indicate a catalogo, la nostra ditta non può garantire il corretto funzionamento del gruppo.

In those cases where higher powers than the ones given in this catalogue have to be used, our factory cannot guarantee the proper operation of the gearbox.

Note
Notes
Anmerkungen
Note
Notas

- 8** Occorre tenere nella giusta considerazione e valutare attentamente le segg. applicazioni consultando il ns. Servizio Tecnico.
- Utilizzo in servizi che potrebbero risultare pericolosi per l'uomo in caso di rottura del riduttore.
 - Applicazioni con inerzie particolarmente elevate.
 - Utilizzo come organo di sollevamento.
 - Applicazioni con elevate sollecitazioni dinamiche sulla cassa del riduttore.
 - Utilizzo in ambiente con T° inferiore a 5°C o superiore a 40°C.
 - Utilizzo in ambiente con presenza di aggressivi chimici.
 - Utilizzo in ambiente salmastro.
 - Posizioni di piazzamento non previste a catalogo.
 - Utilizzo in ambiente radioattivo.
 - Utilizzo in ambiente con pressione diversa da quella atmosferica.
 - Evitare applicazioni dove è prevista l'immersione, anche parziale, del riduttore.

For the following applications, please contact Renold.

- Dangerous applications in case of gearbox breakage.
- Particularly high inertia applications
- Lifting devices.
- High dynamic stress on gearbox housing.
- Particular environment conditions with temperatures lower than 5°C or higher than 40°C.
- Highly chemical aggressive environment.
- Salty environment.
- Applications not considered in the catalogue.
- Radioactive environment.
- Pressure different to atmospheric.
- Avoid those applications where total or partial immersion of the gearbox is required.

GUIDA ALLA SELEZIONE / SELECTION GUIDE / AUSWAHL GUIDE POUR LA SELECTION / GUÍA PARA LA SELECCION

D
F
E

Eine weitere Auswahl von Getriebemotoren kann durch Selektion der Verzahnungen getroffen werden. Dadurch kann der Betriebsfaktor näher an 1 gelegt werden. Es sind nur 4-polige Motoren (1400 1/min) aufgeführt.

Une sélection simplifiée du moto-réducteur sur la base d'un unique facteur de service (le plus proche de 1) peut être effectuée au moyen des tableaux de sélection réducteurs (point 2). Dans ce cas, sont reportés uniquement les moto-réducteurs. Avec moteurs à 4 pôles (1400 min⁻¹).

Una selección simplificada del moto-reductor en base de un único factor de servicio (el más próximo a 1) puede efectuarse a través de las tablas para la selección del reductor (punto 2). En este caso se incluyen exclusivamente los moto-reductores con motores de 4 polos (1400 min⁻¹).

Beim Anbau eines mechanischen oder hydraulischen Regelgetriebes muss darauf geachtet werden, daß sich bei niederen Eintriebsdrehzahlen in das Getriebe die Drehmomente deutlich erhöhen. Besonders bei höheren Untersetzungen muss dies gesondert beachtet werden.

Au cas où on assemblerait au réducteur un variateur hydraulique ou mécanique, il est nécessaire de considérer que lorsque la vitesse d'entrée diminue, les couples M₂ peuvent dépasser même considérablement la valeur nominale cet effet doit être encore plus tenu en considération dans les rapports élevés.

Si al reductor se le acopla un variador hidráulico o mecánico, es necesario considerar que a bajas revoluciones, al disminuir la velocidad de entrada, los pares M₂ podrían superar, el máximo del valor nominal. Este efecto debe tenerse todavía más en cuenta en las relaciones de reducción elevadas.

Bei der Auswahl der Getriebe mit Bremsmotor ist es wichtig, die Massenträgheit des Motors zu beachten. Die Getriebe immer mit einem Betriebsfaktor ≥ 1 auswählen.

Dans la sélection avec moteurs freins, puisque l'effet inertiel des masses peut être considérable, il est opportun de choisir des réducteurs avec fs ≥ 1 .

En la selección con motores freno, pudiendo ser considerable el efecto inercial de las masas, es conveniente elegir reductores con fs ≥ 1 .

Werden die Getriebe mit größeren Leistungen als im Katalog angegeben belastet, kann Hydromec keine Gewährleistung für sicheren Betrieb übernehmen.

Au cas où on appliquerait des puissances supérieures à celles indiquées sur le catalogue, notre société ne peut pas garantir le fonctionnement correct du groupe.

Si se aplican potencias superiores a las indicadas en el catálogo, nuestra empresa no puede garantizar el correcto funcionamiento del grupo.

Bei folgenden Einsatzfällen sollte mit unserer technischen Abteilung Rücksprache gehalten werden:

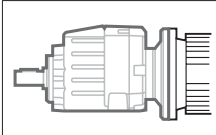


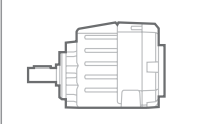
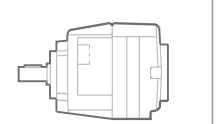
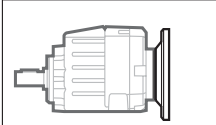
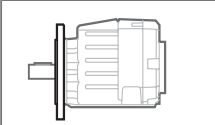
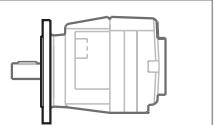
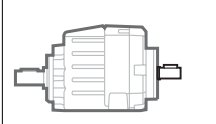
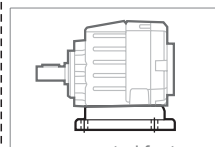
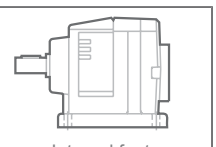
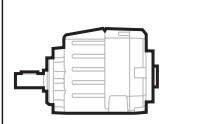
- Mechanische Beanspruchung, die zum Gehäusebruch führen kann.
- Einsatzfälle mit höheren Eintriebsleistungen als angegeben.
- Hubantriebe.
- Höchste dynamische Belastungen des Gehäuses.
- Umgebungstemperaturen höher + 50°C und kleiner + 5°C.
- Chemisch aggressive Umgebung.
- Salzhaltige Umgebungsluft.
- Umgebungsbedingungen und Einsatzfälle die nicht im Katalog aufgeführt sind.
- Radioaktive Umgebungsbedingungen
- Anderer Luftdruck als der Atmosphärendruck.
- Alle ungewöhnlichen Einsatzbedingungen, von denen unsere Getriebe teilweise oder im Ganzen betroffen sind.

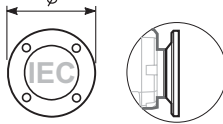
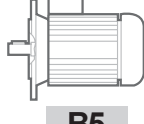
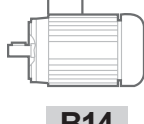


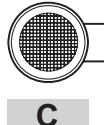

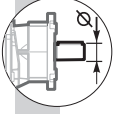
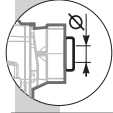

Il faut considérer et évaluer attentivement les applications suivantes par la consultation de notre Service Technique:

- Utilisation pour des services dangereux pour l'homme en cas de casse du réducteur.
- Applications avec des inerties particulièrement élevées.
- Utilisation comme organe de levage.
- Applications avec des sollicitations dynamiques élevées sur la caisse du réducteur.
- Utilisation avec une température ambiante inférieure à 5°C ou supérieure à 40°C.
- Utilisation en ambiance avec présence d'agents chimiques.
- Utilisation en ambiance saumâtres.
- Positions de montage non prévues dans le catalogue.
- Utilisation en ambiance radioactive.
- Utilisation avec une pression différente que celle atmosphérique.
- Eviter les applications avec une immersion, même partielle, du réducteur.

Las siguientes aplicaciones deben considerarse en modo adecuado y evaluarse atentamente consultando nuestro Servicio Técnico

- Utilización en servicios que podrían resultar peligrosos para la persona en caso de rotura del reductor.
- Aplicaciones con inercias particularmente elevadas.
- Utilización como órgano de elevación.
- Aplicaciones con elevadas exigencias dinámicas en la carcasa del reductor.
- Utilización en ambiente con temperatura inferior a 5°C o superior a 40°C.
- Utilización en ambiente con presencia de agentes químicos.
- Utilización en ambiente salobre.
- Posiciones de montaje no previstas en el catálogo.
- Utilización en ambiente radioactivo.
- Utilización en ambiente con presión distinta a la atmosférica.
- Evitar aplicaciones en las que se prevé la inmersión, incluso parcial, del reductor.

| Tipo - Type - Typ - Types - Tipo | Grandezza Size Grösse Taille Tamaño | | Montaggio - Mounting - Montage - Fixation - Tipo de montaje | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|--|--|------------------|------------|-----|---|---|---|---|-----|-------|-----|----|-----|-----|-----|-----|----|---------|-----|----|-----|-----|-------|-----|--|---------|-----|----|-----|-----|-----|-----|--|----|-----|----|-----|-----|-----|-----|----|--------|-----|----|-----|-----|--|--|--|------|-----|----|-----|---------|--|--|--|-----|-----|----|-----|-----|--|--|--|----------|-----|----|-----|--|--|--|--|
| P | 402.. | | S2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  with IEC motor M | <p>Alluminio Aluminium Aluminium Aluminio</p>  | <p>Ghisa Cast iron Grauguss Fonte Fundicion</p>  | <p>Alluminio Aluminium Aluminium Aluminio</p>  without flange / feet -N | <p>Ghisa Cast iron Grauguss Fonte Fundicion</p>  without flange / feet -N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  with motor flange P | <p>2 Riduzioni Stages Stufen Trains Etapas</p> | |  output flange mounted -F |  output flange mounted -F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  with male input shaft R | <p>202A M_{2R} = 70 Nm 302A M_{2R} = 120 Nm 402A M_{2R} = 150 Nm 452A M_{2R} = 300 Nm 502A M_{2R} = 320 Nm 602A M_{2R} = 460 Nm</p> | <p>402C M_{2R} = 195 Nm</p> |  mounted feet B.. S.. M.. L.. |  Integral feet SP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  modular base B | <p>3 Riduzioni Stages Stufen Trains Etapas</p> | | <p>Vedi codice piede nella tabella delle dimensioni You see feet code in the chart of the dimensions</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>403A M_{2R} = 150 Nm 503A M_{2R} = 320 Nm 603A M_{2R} = 460 Nm</p> | <p>403C M_{2R} = 195 Nm</p> | <p>603C M_{2R} = 460 Nm</p> | <table border="1" data-bbox="981 1422 1460 1691"> <thead> <tr> <th>Market reference</th> <th>Feet Code:</th> <th>G</th> <th>H</th> <th>R</th> <th>L</th> <th>S</th> <th>H 1</th> </tr> </thead> <tbody> <tr> <td>302/3</td> <td>B 3</td> <td>18</td> <td>110</td> <td>160</td> <td>130</td> <td>190</td> <td>1f</td> </tr> <tr> <td>30 / 35</td> <td>B 4</td> <td>20</td> <td>130</td> <td>180</td> <td>149.5</td> <td>216</td> <td></td> </tr> <tr> <td>47 - 57</td> <td>S 4</td> <td>30</td> <td>115</td> <td>135</td> <td>165</td> <td>170</td> <td></td> </tr> <tr> <td>06</td> <td>L 6</td> <td>19</td> <td>125</td> <td>160</td> <td>106</td> <td>192</td> <td>2"</td> </tr> <tr> <td>2202/3</td> <td>E 2</td> <td>13</td> <td>100</td> <td>135</td> <td></td> <td></td> <td></td> </tr> <tr> <td>52/3</td> <td>M 2</td> <td>30</td> <td>110</td> <td>135+150</td> <td></td> <td></td> <td></td> </tr> <tr> <td>142</td> <td>P 4</td> <td>35</td> <td>142</td> <td>130</td> <td></td> <td></td> <td></td> </tr> <tr> <td>4100-05G</td> <td>J 3</td> <td>25</td> <td>100</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | Market reference | Feet Code: | G | H | R | L | S | H 1 | 302/3 | B 3 | 18 | 110 | 160 | 130 | 190 | 1f | 30 / 35 | B 4 | 20 | 130 | 180 | 149.5 | 216 | | 47 - 57 | S 4 | 30 | 115 | 135 | 165 | 170 | | 06 | L 6 | 19 | 125 | 160 | 106 | 192 | 2" | 2202/3 | E 2 | 13 | 100 | 135 | | | | 52/3 | M 2 | 30 | 110 | 135+150 | | | | 142 | P 4 | 35 | 142 | 130 | | | | 4100-05G | J 3 | 25 | 100 | | | | |
| Market reference | Feet Code: | G | H | R | L | S | H 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302/3 | B 3 | 18 | 110 | 160 | 130 | 190 | 1f | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 / 35 | B 4 | 20 | 130 | 180 | 149.5 | 216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 - 57 | S 4 | 30 | 115 | 135 | 165 | 170 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 06 | L 6 | 19 | 125 | 160 | 106 | 192 | 2" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2202/3 | E 2 | 13 | 100 | 135 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52/3 | M 2 | 30 | 110 | 135+150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 142 | P 4 | 35 | 142 | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4100-05G | J 3 | 25 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rapporto Ratio Übersetzung Reduction Relación | Albero uscita Output shaft Abtriebswelle Arbre lent Eje de salida | Flangia uscita Output flange Ausgangsflansch Bride de sortie Brida de salida | Grandezza motore Motor size Motor Grösse Grandeur moteur Tamaño motor | Forma costrutt. motore Motor version Motor Bauform Forme constr. moteur Forma constr. motor | Posizione morsettiera Terminal box position Klemmkastenlage Pos. boîte à bornes Pos. caja de bornes | Posizione di montaggio Mounting position Einbaulage Position de montage Position de montaje | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|---|---|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|------|------|------|------|------|------|------|------|------|---|--|------|------|--|-----------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|--|---|
| 3.10 | V | 2 | C | B5 | A | B3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Vedi dati tecnici See technical data table STechnisches datenblatt beachten! Voir tableau données techniques Ver tabla datos técnicos/Ver tabla</p> | <p>→ STANDARD</p> <table border="1"> <tr><td>202A</td><td>302A</td></tr> </table> <p>S → ∅ 14 B → ∅ 16 C → ∅ 19 D → ∅ 20 E → ∅ 24 V → ∅ 25 G → ∅ 28</p> <table border="1"> <tr><td>402A</td><td>403A</td><td>402C</td><td>403C</td></tr> </table> <p>S → ∅ 14 B → ∅ 16 C → ∅ 19 D → ∅ 20 E → ∅ 24 V → ∅ 25</p> <table border="1"> <tr><td>452A</td><td>502A</td><td>503A</td></tr> </table> <p>3 → ∅ 160 4 → ∅ 200 5 → ∅ 250</p> <table border="1"> <tr><td>602A</td><td>603A</td><td>602C</td><td>603C</td></tr> </table> <p>3 → ∅ 160 4 → ∅ 200 5 → ∅ 250</p> <table border="1"> <tr><td>452A</td><td>502A</td><td>503A</td></tr> </table> <p>E → ∅ 24 V → ∅ 25 G → ∅ 28 H → ∅ 30 I → ∅ 35</p> <table border="1"> <tr><td>602A</td><td>603A</td><td>602C</td><td>603C</td></tr> </table> <p>H → ∅ 30 I → ∅ 35 L → ∅ 38 M → ∅ 40</p> | 202A | 302A | 402A | 403A | 402C | 403C | 452A | 502A | 503A | 602A | 603A | 602C | 603C | 452A | 502A | 503A | 602A | 603A | 602C | 603C | <p>N Senza flangia Without flange</p> <table border="1"> <tr><td>202A</td><td>302A</td><td>402A</td><td>403A</td><td>402C</td><td>403C</td></tr> </table> <p>1 → ∅ 120 2 → ∅ 140 3 → ∅ 160 4 → ∅ 200</p> <table border="1"> <tr><td>452A</td><td>502A</td><td>503A</td></tr> </table> <p>3 → ∅ 160 4 → ∅ 200 5 → ∅ 250</p> <table border="1"> <tr><td>602A</td><td>603A</td><td>602C</td><td>603C</td></tr> </table> <p>3 → ∅ 160 4 → ∅ 200 5 → ∅ 250</p> | 202A | 302A | 402A | 403A | 402C | 403C | 452A | 502A | 503A | 602A | 603A | 602C | 603C | <p>Flangia Standard Standard Flange</p>  <table border="1"> <tr><td>B5</td><td>B14</td></tr> </table> <p>A=56 (∅ 120) B=63 (∅ 140) C=71 (∅ 160) D=80 (∅ 200) E=90 (∅ 200) F=100-112 (∅ 250)</p> <p>O=56 (∅ 80) P=63 (∅ 90) Q=71 (∅ 105) R=80 (∅ 120) T=90 (∅ 140) U=100-112 (∅ 160) V=132 (∅ 200)</p> <p>Flangia ridotta Reduced Flange</p> <table border="1"> <tr><td>302A</td><td>402A</td><td>402C</td><td>403C</td><td>503A</td><td>603A</td><td>603C</td></tr> </table> <p>1 → ∅ 19 (71B5) 2 → ∅ 24 (80B5) 3 → ∅ 28 (90B5)</p> <table border="1"> <tr><td>202A</td><td>403A</td><td>452A</td><td>502A</td><td>502A</td><td>602A</td><td>602C</td></tr> </table> <p>5 → ∅ 11 (56B5) 6 → ∅ 14 (63B5) 7 → ∅ 19 (71B5)</p> <p>2 → ∅ 24 (80B5) 3 → ∅ 28 (90B5)</p> | B5 | B14 | 302A | 402A | 402C | 403C | 503A | 603A | 603C | 202A | 403A | 452A | 502A | 502A | 602A | 602C | <p>B5</p>  <p>B14</p>  | <p>→ A</p>  <p>→ B</p>  <p>STANDARD</p>  <p>→ C</p>  <p>→ D</p> | <p>Vedi tabella See tables Siehe Tabelle Voir tableau Ver tabla</p> |
| | 202A | 302A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 402A | 403A | 402C | 403C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 452A | 502A | 503A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 602A | 603A | 602C | 603C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 452A | 502A | 503A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 602A | 603A | 602C | 603C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 202A | 302A | 402A | 403A | 402C | 403C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 452A | 502A | 503A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 602A | 603A | 602C | 603C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B5 | B14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302A | 402A | 402C | 403C | 503A | 603A | 603C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202A | 403A | 452A | 502A | 502A | 602A | 602C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Tipo R T pe R</p>  <table border="1"> <tr><td>302A</td><td>402A</td><td>402C</td><td>403C</td><td>503A</td><td>603A</td><td>603C</td></tr> </table> <p>→ STANDARD</p> <table border="1"> <tr><td>202A</td><td>403A</td><td>452A</td><td>502A</td><td>602A</td><td>602C</td></tr> </table> <p>2 → ∅ 19 3 → ∅ 24</p> <p>1 → ∅ 14 3 → ∅ 24</p> <p>Senza flangia Without flange</p>  <table border="1"> <tr><td>202A</td><td>403A</td></tr> </table> <p>Z → ∅ 9 (56B5) 0 → ∅ 11 (63B5) 1 → ∅ 14 (71B5)</p> <table border="1"> <tr><td>302A</td><td>402A</td><td>402C</td><td>403C</td><td>503A</td><td>603A</td><td>603C</td></tr> </table> <p>1 → ∅ 14 (71B5) 2 → ∅ 19 (80B5) 3 → ∅ 24 (90B5)</p> <table border="1"> <tr><td>452A</td><td>502A</td><td>602A</td><td>602C</td></tr> </table> <p>2 → ∅ 19 (80B5) 3 → ∅ 24 (90B5) 4 → ∅ 28 (100B5)</p> | | | | | | 302A | 402A | 402C | 403C | 503A | 603A | 603C | 202A | 403A | 452A | 502A | 602A | 602C | 202A | 403A | 302A | 402A | 402C | 403C | 503A | 603A | 603C | 452A | 502A | 602A | 602C | <p>TUV NORD 0032</p> <p>Dossier according to 94/9/EG 8. b ii stored</p>  | <p>A richiesta possiamo consegnare i nostri prodotti secondo le normative ATEX. On request we can deliver our products according to the ATEX normative. Auf Anfrage können wir unsere Produkte den Richtlinien ATEX entsprechend liefern. Sur demande nos produits peuvent se conformer à la réglementation ATEX. A pedido, se pueden enviar nuestros productos de acuerdo con las normas ATEX.</p> <p>Prima di ordinare vedere selezione "check list" pag. 62-63. Before ordering see selection "check list" on pages 62-63 Vor einer Bestellung sollte die "check list" auf den Seiten 62-63 gelesen werden. Avant de commander, se reporter à la sélection "check list" pages 62-63. Antes de efectuar un pedido, consultar la selección "check list" en las páginas 62-63.</p> | | | | | | | | | | | | | | | | | | | | | | |
| 302A | 402A | 402C | 403C | 503A | 603A | 603C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202A | 403A | 452A | 502A | 602A | 602C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202A | 403A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302A | 402A | 402C | 403C | 503A | 603A | 603C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 452A | 502A | 602A | 602C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Tipo
Type
Typ
Types

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Size
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Taille

Montaggio
Mounting
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Fixation

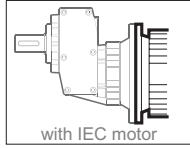
Rapporto
Ratio
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P

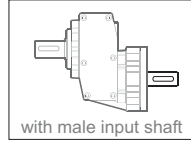
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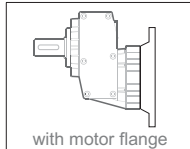
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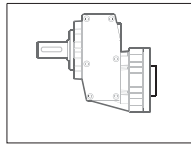
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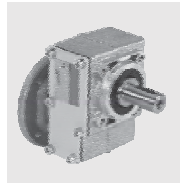
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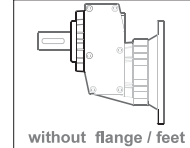
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Riduzioni
Stages
Stufen
Trains
Etapas

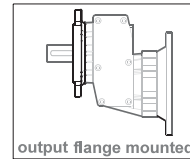


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411A $M_{2R} = 50 \text{ Nm}$
511A $M_{2R} = 118 \text{ Nm}$

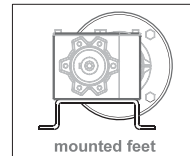
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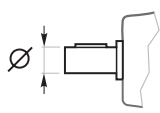
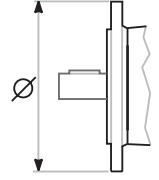
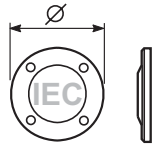
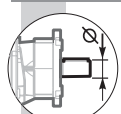
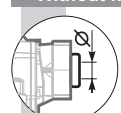
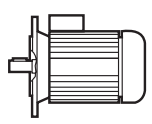
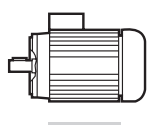
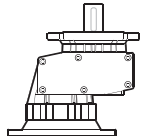
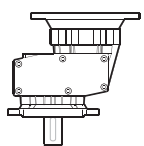


-F



H1

Vedi tabelle dati tecnici
See technical data table
Technisches Datenblatt
beachten!
Voir tableau données
techniques
Ver tabla datos técnicos

| Albero uscita Output shaft Abtriebswelle Arbre lent Eje de salida | Flangia uscita Output flange Ausgangsflansch Bride de sortie Brida de salida | Grandezza motore Motor Size Motor Grösse Grandeur moteur Tamaño motor | Forma costrutt. motore Motor version Motor bauform Forme constructive moteur Forma constructiva motor | Posizione di montaggio Mounting position Einbaulage Position de montage Position de montaje | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| S | 3 | C | B5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  → STANDARD <table border="1"> <tr><td colspan="2">311A</td></tr> <tr><td>S</td><td>→ ∅ 14</td></tr> <tr><td>C</td><td>→ ∅ 19</td></tr> <tr><td>E</td><td>→ ∅ 24</td></tr> <tr><td colspan="2">411A</td></tr> <tr><td>S</td><td>→ ∅ 14</td></tr> <tr><td>C</td><td>→ ∅ 19</td></tr> <tr><td>E</td><td>→ ∅ 24</td></tr> <tr><td colspan="2">511A</td></tr> <tr><td>C</td><td>→ ∅ 19</td></tr> <tr><td>E</td><td>→ ∅ 24</td></tr> <tr><td>G</td><td>→ ∅ 28</td></tr> </table> | 311A | | S | → ∅ 14 | C | → ∅ 19 | E | → ∅ 24 | 411A | | S | → ∅ 14 | C | → ∅ 19 | E | → ∅ 24 | 511A | | C | → ∅ 19 | E | → ∅ 24 | G | → ∅ 28 |  <table border="1"> <tr><td colspan="2">N Senza flangia Without flange Ohne Flansch Sans bride Sin brida</td></tr> <tr><td colspan="2">311A</td></tr> <tr><td>1</td><td>→ ∅ 120</td></tr> <tr><td>2</td><td>→ ∅ 140</td></tr> <tr><td>3</td><td>→ ∅ 160</td></tr> <tr><td>4</td><td>→ ∅ 200</td></tr> <tr><td colspan="2">411A</td></tr> <tr><td>1</td><td>→ ∅ 120</td></tr> <tr><td>2</td><td>→ ∅ 140</td></tr> <tr><td>3</td><td>→ ∅ 160</td></tr> <tr><td>4</td><td>→ ∅ 200</td></tr> <tr><td colspan="2">511A</td></tr> <tr><td>2</td><td>→ ∅ 140</td></tr> <tr><td>3</td><td>→ ∅ 160</td></tr> <tr><td>4</td><td>→ ∅ 200</td></tr> <tr><td>5</td><td>→ ∅ 250</td></tr> </table> | N Senza flangia Without flange Ohne Flansch Sans bride Sin brida | | 311A | | 1 | → ∅ 120 | 2 | → ∅ 140 | 3 | → ∅ 160 | 4 | → ∅ 200 | 411A | | 1 | → ∅ 120 | 2 | → ∅ 140 | 3 | → ∅ 160 | 4 | → ∅ 200 | 511A | | 2 | → ∅ 140 | 3 | → ∅ 160 | 4 | → ∅ 200 | 5 | → ∅ 250 | <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> M Senza flangia Without flange Ohne Flansch Sans bride Sin brida </div>  <table border="1"> <tr><td colspan="2">B5</td></tr> <tr><td>A=56</td><td>(∅ 120)</td></tr> <tr><td>B=63</td><td>(∅ 140)</td></tr> <tr><td>C=71</td><td>(∅ 160)</td></tr> <tr><td>D=80</td><td>(∅ 200)</td></tr> <tr><td>E=90</td><td>(∅ 200)</td></tr> <tr><td>F=100-112</td><td>(∅ 250)</td></tr> <tr><td colspan="2">B14</td></tr> <tr><td>O=56</td><td>(∅ 80)</td></tr> <tr><td>P=63</td><td>(∅ 90)</td></tr> <tr><td>Q=71</td><td>(∅ 105)</td></tr> <tr><td>R=80</td><td>(∅ 120)</td></tr> <tr><td>T=90</td><td>(∅ 140)</td></tr> <tr><td>U=100-112</td><td>(∅ 160)</td></tr> <tr><td>V=132</td><td>(∅ 200)</td></tr> </table> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> Flangia ridotta Reduced Flange </div> <table border="1"> <tr><td>302A 503A</td><td>402A 402C 403C</td><td>603A 603C</td></tr> <tr><td>1</td><td>→ ∅ 19 (71B5)</td><td>3</td><td>→ ∅ 28 (90B5)</td></tr> <tr><td>2</td><td>→ ∅ 24 (80B5)</td><td colspan="2"></td></tr> <tr><td>202A 403A</td><td>452A 502A</td><td>602A 602C</td><td></td></tr> <tr><td>5</td><td>→ ∅ 11 (56B5)</td><td>2</td><td>→ ∅ 24 (80B5)</td></tr> <tr><td>6</td><td>→ ∅ 14 (63B5)</td><td>3</td><td>→ ∅ 28 (90B5)</td></tr> <tr><td>7</td><td>→ ∅ 19 (71B5)</td><td colspan="2"></td></tr> </table> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> Tipo R Type R </div>  <table border="1"> <tr><td colspan="2">411A</td></tr> <tr><td>→ STANDARD</td><td>2</td><td>→ ∅ 19</td></tr> <tr><td>311A</td><td>511A</td><td></td></tr> <tr><td>1</td><td>→ ∅ 14</td><td>3</td><td>→ ∅ 24</td></tr> </table> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> Senza flangia Without flange </div>  <table border="1"> <tr><td colspan="2">411A</td></tr> <tr><td colspan="2">311A</td></tr> <tr><td>Z</td><td>→ ∅ 9 (56B5)</td></tr> <tr><td>0</td><td>→ ∅ 11 (63B5)</td></tr> <tr><td>1</td><td>→ ∅ 14 (71B5)</td></tr> <tr><td colspan="2">411A</td></tr> <tr><td>1</td><td>→ ∅ 14 (71B5)</td></tr> <tr><td>2</td><td>→ ∅ 19 (80B5)</td></tr> <tr><td>3</td><td>→ ∅ 24 (90B5)</td></tr> <tr><td colspan="2">511A</td></tr> <tr><td>2</td><td>→ ∅ 19 (80B5)</td></tr> <tr><td>3</td><td>→ ∅ 24 (90B5)</td></tr> <tr><td>4</td><td>→ ∅ 28 (100B5)</td></tr> </table> | B5 | | A=56 | (∅ 120) | B=63 | (∅ 140) | C=71 | (∅ 160) | D=80 | (∅ 200) | E=90 | (∅ 200) | F=100-112 | (∅ 250) | B14 | | O=56 | (∅ 80) | P=63 | (∅ 90) | Q=71 | (∅ 105) | R=80 | (∅ 120) | T=90 | (∅ 140) | U=100-112 | (∅ 160) | V=132 | (∅ 200) | 302A 503A | 402A 402C 403C | 603A 603C | 1 | → ∅ 19 (71B5) | 3 | → ∅ 28 (90B5) | 2 | → ∅ 24 (80B5) | | | 202A 403A | 452A 502A | 602A 602C | | 5 | → ∅ 11 (56B5) | 2 | → ∅ 24 (80B5) | 6 | → ∅ 14 (63B5) | 3 | → ∅ 28 (90B5) | 7 | → ∅ 19 (71B5) | | | 411A | | → STANDARD | 2 | → ∅ 19 | 311A | 511A | | 1 | → ∅ 14 | 3 | → ∅ 24 | 411A | | 311A | | Z | → ∅ 9 (56B5) | 0 | → ∅ 11 (63B5) | 1 | → ∅ 14 (71B5) | 411A | | 1 | → ∅ 14 (71B5) | 2 | → ∅ 19 (80B5) | 3 | → ∅ 24 (90B5) | 511A | | 2 | → ∅ 19 (80B5) | 3 | → ∅ 24 (90B5) | 4 | → ∅ 28 (100B5) |  B5  B14 | <p>Specificare solo per posiz. Verticale Specify only for Vertical positions</p>  V6  V5 |
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| S | → ∅ 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| G | → ∅ 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1 | → ∅ 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | → ∅ 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | → ∅ 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | → ∅ 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1 | → ∅ 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | → ∅ 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | → ∅ 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2 | → ∅ 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | → ∅ 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | → ∅ 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | → ∅ 250 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A=56 | (∅ 120) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B=63 | (∅ 140) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C=71 | (∅ 160) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D=80 | (∅ 200) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E=90 | (∅ 200) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F=100-112 | (∅ 250) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O=56 | (∅ 80) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P=63 | (∅ 90) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Q=71 | (∅ 105) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R=80 | (∅ 120) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T=90 | (∅ 140) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U=100-112 | (∅ 160) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| V=132 | (∅ 200) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 302A 503A | 402A 402C 403C | 603A 603C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | → ∅ 19 (71B5) | 3 | → ∅ 28 (90B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | → ∅ 24 (80B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202A 403A | 452A 502A | 602A 602C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | → ∅ 11 (56B5) | 2 | → ∅ 24 (80B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | → ∅ 14 (63B5) | 3 | → ∅ 28 (90B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | → ∅ 19 (71B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 411A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| → STANDARD | 2 | → ∅ 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 311A | 511A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | → ∅ 14 | 3 | → ∅ 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 411A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 311A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Z | → ∅ 9 (56B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | → ∅ 11 (63B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | → ∅ 14 (71B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 411A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | → ∅ 14 (71B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | → ∅ 19 (80B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | → ∅ 24 (90B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 511A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | → ∅ 19 (80B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | → ∅ 24 (90B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | → ∅ 28 (100B5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Tutti i riduttori sono forniti completi di olio sintetico per la lubrificazione permanente e non necessitano di alcuna manutenzione.

All the units are supplied with synthetic oil for lifetime lubrication, no maintenance is necessary.

Alle Getriebes sind mit synthetischem Öl gefüllt und sind lebensdauer-geschmiert.

Les reducteurs sont fournis avec une lubrification permanente à l'huile synthétique et ne demandent aucun entretien.

Los reductores se suministran con lubricación permanente por aceite sintético y no requieren mantenimiento alguna.

I riduttori sono forniti con una quantità d'olio adatta per le posizioni di montaggio B3 / B5.

The gearboxes are filled with one quantity of oil for the positions of assembly B3 / B5.

Die Getriebe werden standardmäßig mit der Ölfüllmenge für Einbaulage B3/B5 ausgeliefert.

Les réducteurs sont achalandés avec une quantité d'huile adaptée pour les positions d'assemblage B3 / B5.

Los reductores son dotados con una cantidad de aceite adapta por las posiciones de montaje B3 / B5.

Nel caso di utilizzo in altre posizioni tipo B6 / B56 / V5 / V1 / V6 / V3 / V8 / V58 è necessario specificare in fase d'ordine tale scelta.

Specify in the order, if mounting position is: B6 B56 V5 V1 V6 V3 V8 V58

Bei Montage in den Einbaulagen B6 / B56 / V5 / V1 / V6 / V3 / V8 / V58 ist die Einbaulage in der Bestellung anzugeben.

Dans le cas de jouissance en autres positions type B6 / B56 / V5 / V1 / V6 / V3 / V8 / V58 est nécessaire spécifier en phase d'ordre tel choix.

En el caso de empleo en otras posiciones tipo B6 / B56 / V5 / V1 / V6 / V3 / V8 / V58 es necesario precisar en fase de orden tal selección.

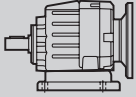
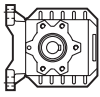

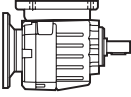
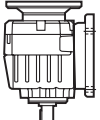
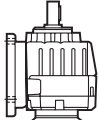
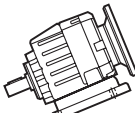
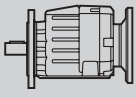
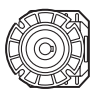

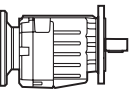
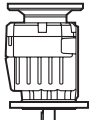
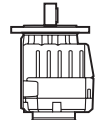
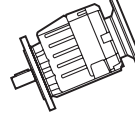
Nel caso i riduttori forniti con una quantità di lubrificante per posizioni di montaggio B3 / B5 vengano utilizzati in altre posizioni va effettuata un'aggiunta d'olio sintetico fino alla quantità totale riportata in tabella.

If gearboxes are ordered for B3 B5, but used in a different mounting position, just add oil if your position requires a higher quantity.

Werden die Getriebe welche für die Einbaulage B3/B5 geliefert wurden in anderen Einbaulagen verwendet ist die Ölfüllmenge entsprechend der Tabelle zu ändern.

Dans le cas les réducteurs achalandés avec une quantité de lubrifiant pour positions d'assemblage B3 / B5 ils soient utilisés en autres positions il va effectuée une addition d'huile synthétique jusqu'à la quantité totale reportée en tableau.

En el caso los reductores dotados con una cantidad de lubricante por posiciones de montaje B3 / B5 sean utilizados en otras posiciones va efectuada una añadidura de aceite sintético hasta la cantidad total reconducida en tablero.

| Standard | A richiesta / On request / Auf Anfrage / A la demande / A solicitud | | | | | |
|---|---|---|---|--|---|---|
|  B3 |  B6 |  B7 |  B8 |  V5 |  V6 |  V8 |
|  B5 |  B6 |  B7 |  B8 |  V1 |  V3 |  V8 |

Quantità di olio / Oil quantity / Ölmenge / Quantités d'huile / Cantidad de aceite [l]

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 202A | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| 302A | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| 402A | 0.25 | 0.30 | 0.40 | 0.40 | 0.40 | 0.50 | 0.40 |
| 403A | 0.30 | 0.35 | 0.45 | 0.45 | 0.45 | 0.55 | 0.45 |
| 452A | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| 502A | 0.45 | 0.55 | 1.00 | 1.10 | 1.10 | 1.15 | 1.10 |
| 503A | 0.75 | 0.75 | 1.05 | 1.15 | 1.20 | 1.20 | 1.20 |
| 602A | 0.55 | 0.85 | 1.10 | 1.20 | 1.20 | 1.25 | 1.20 |
| 603A | 0.75 | 0.90 | 1.15 | 1.25 | 1.30 | 1.35 | 1.30 |

Quantità di olio / Oil quantity / Ölmenge / Quantités d'huile / Cantidad de aceite [l]

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 402C | 0.50 | 0.50 | 0.50 | 0.50 | 0.65 | 0.85 | 0.65 |
| 403C | 0.55 | 0.55 | 0.55 | 0.55 | 0.70 | 0.90 | 0.70 |
| 602C | 1.00 | 1.50 | 1.50 | 1.50 | 2.00 | 2.00 | 2.00 |
| 603C | 1.30 | 1.50 | 1.50 | 1.50 | 2.10 | 2.00 | 2.10 |

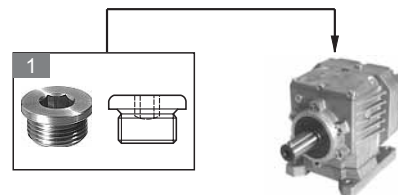
Tutti i riduttori sono forniti con un solo tappo di carico / scarico del tipo 1.

All the gearboxes are fitted with a type 1 plug.

Die Getriebe werden standardmäßig mit Verschlusschrauben ausgeliefert.

Tous les réducteurs sont fournis avec un bouchon seul de charge / déchargement du type 1.

Todos los reductores son provistos con un tapón de carga / descarga del tipo 1



LUBRIFICAZIONE / LUBRICATION / SCHMIERUNG / LUBRIFICATION / LUBRICACIÓN



Lubrificanti consigliati

Suggested lubricants

Vorgeschlagene
Schmierstoffe

Lubrifiants indiqués

Lubricante
recomendados

| STANDARD | | Olio sintetico / Synthetic oil Synthetisches Öl / Huile Synthétique Aceite sintético | | | A RICHIESTA ON REQUEST | Olio minerale / Mineral oil Mineralisches Öl / Huile minérale Aceite mineral | | |
|--|---------------|--|---------------------|---------------------|---|--|---------------------|---------------------|
| ISO VG | | 460 | 220 320 | 150 | 680 | 460 | 320 | 220 |
| Temperatura ambiente Ambient temperature Einsatztemperature Température ambiante Temperatura ambiente Tc (°C) | | - 15° - 100° | - 25° - 80° | - 30° - 70° | 5° - 50° | 5° - 45° | - 0° - 40° | - 0° - 35° |
| FORNITORE / MANUFACTURER HERSTELLER / FOURNISSEUR FABRICIANTE | AGIP | | Telium VSF 320 | Telium VSF 150 | Blasia 680 | Blasia 460 | Blasia 320 | Blasia 220 |
| | BP | Energol SGXP 460 | Energol SGXP 220 | Energol SGXP 150 | Energol GRXP 680 | Energol GRXP 460 | Energol GRXP 320 | Energol GRXP 220 |
| | ESSO | | | | Spartan EP 680 | Spartan EP 460 | Spartan EP 320 | Spartan EP 220 |
| | SHELL | Tivela OIL SD | Tivela OIL WB | | Omala OIL 680 | Omala OIL 460 | Omala OIL 320 | Omala OIL 220 |
| | KLÜBER | Syntheso D460 EP | Syntheso D220 EP | Syntheso D150 EP | Lamora 680 | Lamora 460 | Lamora 320 | Lamora 220 |
| | MOBIL | Glygoyle HE 460 | Glygoyle 30 | Glygoyle 22 | Mobilgear 636 | Mobilgear 636 | Mobilgear 632 | Mobilgear 630 |
| Tappi olio Oil plugs | |  Chiuso Closed | | |  Aperto Open | | | |



LUBRIFICAZIONE / LUBRICATION / SCHMIERUNG / LUBRIFICATION / LUBRICACIÓN

311 - 411 - 511



I riduttori tipo 311, 411, 511 sono forniti completi di olio sintetico per una lubrificazione permanente e non necessitano di alcuna manutenzione.

All the units 311, 411, 511 are supplied with synthetic oil for lifetime lubrication, no maintenance is necessary.

Die Getriebe 311, 411, 511 sind mit synthetischem Öl gefüllt und sind lebensdauer-geschmiert.

Les reducteurs 311, 411, 511 sont fournis avec une lubrification permanente à l'huile synthétique et ne demandent aucun entretien.

Los reductores 311, 411, 511 se suministran con lubricación permanente por aceite sintético y no requieren mantenimiento alguna.

I riduttori sono forniti con una quantità d'olio adatta per tutte le posizioni di montaggio.

The gearboxes are filled with one quantity of oil for the positions of assembly B3 / B5.

Die Getriebe werden standardmäßig mit der Ölfüllmenge für Einbaulage B3 / B5 ausgeliefert.

Les réducteurs sont achalandés avec une quantité d'huile adaptée pour les positions d'assemblage B3 / B5.

Los reductores son dotados con una cantidad de aceite que adapta por las posiciones de montaje B3 / B5.

| B3 | B5 | Quantità di olio / Oil quantity / Ölmenge Quantités d'huile / Cantidad de aceite [l] | | |
|----|----|---|------|------|
| | | 311 | 411 | 511 |
| | | 0.10 | 0.20 | 0.29 |

Nel caso di utilizzo in posizioni verticali quali V5 / V1 / V6 / V3 / V8 / V58 è necessario specificare in fase d'ordine tale scelta.

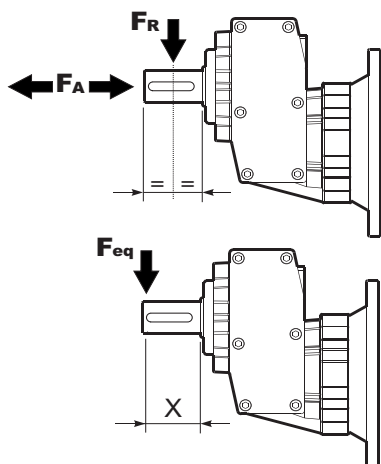
For vertical mounting V5 / V1 / V6 / V3 / V8 / V58 please specify in the order.

Bei Montage in den Einbaulagen V5 / V1 / V6 / V3 / V8 / V58 ist die Einbaulage in der Bestellung anzugeben.

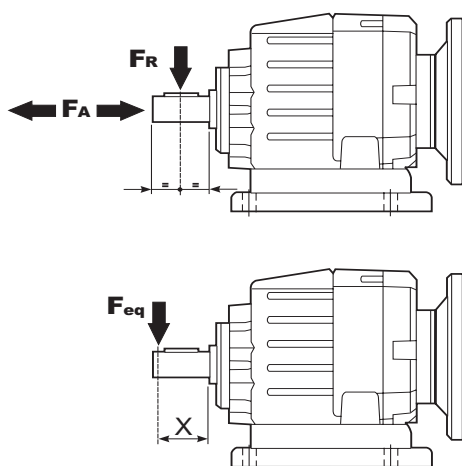
Pour fixation V5 / V1 / V6 / V3 / V8 / V58 S.V.P. nous contacter.

Para montaje V5 / V1 / V6 / V3 / V8 / V58 consultar nos.

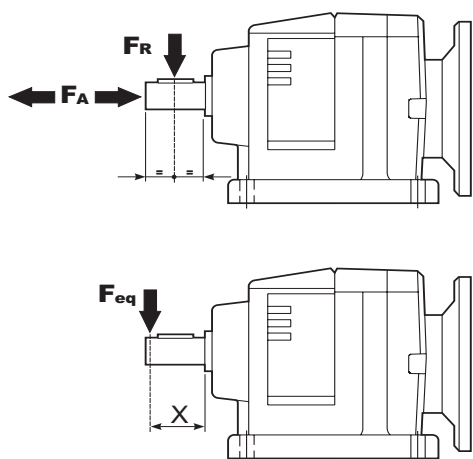
Albero uscita / Output shaft / Abtriebswelle / Arbre lent / Eje de salida



| n_2 [min ⁻¹] | 311 | | 411 | | 511 | |
|-------------------------------|---------------------------------|--------------|-----------------------------|--------------|---------------------------------|--------------|
| | F_A [N] | F_R [N] | F_A [N] | F_R [N] | F_A [N] | F_R [N] |
| 700 | 84 | 420 | 182 | 910 | 294 | 1470 |
| 600 | 100 | 500 | 200 | 1000 | 320 | 1600 |
| 400 | 115 | 580 | 230 | 1150 | 370 | 1850 |
| 300 | 126 | 630 | 250 | 1250 | 400 | 2000 |
| 200 | 146 | 730 | 290 | 1450 | 460 | 2300 |
| 140 | 160 | 800 | 320 | 1600 | 510 | 2550 |
| $F_{eq} =$ | $F_R \cdot \frac{38.5}{x+18.5}$ | | $F_R \cdot \frac{40}{x+20}$ | | $F_R \cdot \frac{52.5}{x+22.5}$ | |



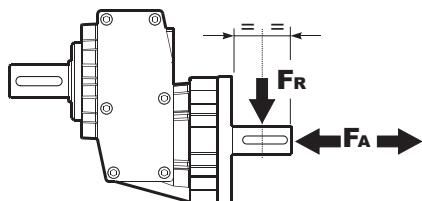
| n_2 [min ⁻¹] | 202A 302A | | 402A 403A | | 452A | | 502A 503A | | 602A 603A | |
|-------------------------------|---------------------------------|--------------|-----------------------------|--------------|-----------------------------|--------------|-----------------------------|--------------|---------------------------------|--------------|
| | F_A [N] | F_R [N] | F_A [N] | F_R [N] | F_A [N] | F_R [N] | F_A [N] | F_R [N] | F_A [N] | F_R [N] |
| 300 | 140 | 700 | 310 | 1550 | 415 | 2070 | 460 | 2300 | 560 | 2800 |
| 250 | 151 | 756 | 330 | 1650 | 430 | 2160 | 480 | 2400 | 600 | 3000 |
| 200 | 185 | 924 | 360 | 1800 | 470 | 2340 | 520 | 2600 | 640 | 3200 |
| 140 | 246 | 1320 | 406 | 2030 | 540 | 2700 | 600 | 3000 | 740 | 3700 |
| 120 | 270 | 1350 | 448 | 2240 | 560 | 2790 | 620 | 3100 | 760 | 3800 |
| 85 | 300 | 1500 | 480 | 2400 | 630 | 3150 | 700 | 3500 | 840 | 4000 |
| 70 | 340 | 1700 | 540 | 2700 | 700 | 3510 | 780 | 3900 | 890 | 4200 |
| 40 | 380 | 1900 | 600 | 3000 | 810 | 4050 | 900 | 4500 | 1160 | 5800 |
| 15 | | | 600 | 3000 | 900 | 4500 | 1000 | 5000 | 1300 | 6500 |
| $F_{eq} =$ | $F_R \cdot \frac{35.7}{x+20.7}$ | | $F_R \cdot \frac{46}{x+21}$ | | $F_R \cdot \frac{51}{x+21}$ | | $F_R \cdot \frac{54}{x+24}$ | | $F_R \cdot \frac{60.5}{x+25.5}$ | |



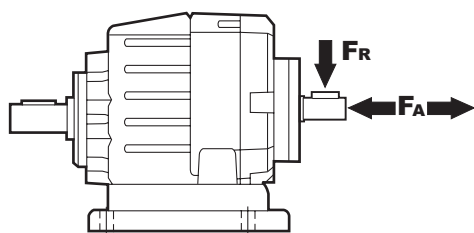
| n_2 [min ⁻¹] | 402C 403C | | 602C 603C | |
|-------------------------------|-----------------------------|--------------|---------------------------------|--------------|
| | F_A [N] | F_R [N] | F_A [N] | F_R [N] |
| 300 | 400 | 2000 | 580 | 2900 |
| 250 | 440 | 2200 | 620 | 3100 |
| 200 | 470 | 2350 | 660 | 3300 |
| 140 | 540 | 2700 | 760 | 3800 |
| 120 | 590 | 2900 | 800 | 4000 |
| 85 | 680 | 3400 | 960 | 4800 |
| 70 | 760 | 3800 | 1000 | 5000 |
| 40 | 860 | 4300 | 1200 | 6000 |
| 15 | 860 | 4300 | 1452 | 7260 |
| $F_{eq} =$ | $F_R \cdot \frac{46}{x+21}$ | | $F_R \cdot \frac{60.5}{x+25.5}$ | |

CARICHI RADIALI E ASSIALI / RADIAL AND AXIAL LOADS / RADIALE UND AXIALE BELASTUNG CHARGES RADIALES ET AXIALES / CARGA RADIAL Y AXIAL

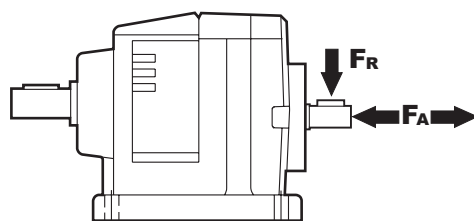
Albero entrata / Input shaft / Antriebswelle / Arbore rapide / Eje de entrada



| n ₁ [min ⁻¹] | 311 | | 411 | | 511 | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] |
| 1400 | 140 | 700 | 240 | 1200 | 400 | 2000 |
| 900 | 160 | 800 | 280 | 1400 | 440 | 2200 |



| n ₁ [min ⁻¹] | 202A | | 302A | | 402A | | 403A | | 452A 502A | | 503A | | 602A | | 603A | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] |
| 1400 | 140 | 700 | 226 | 1130 | 240 | 1200 | 140 | 700 | 400 | 2000 | 240 | 1200 | 450 | 2250 | 400 | 2000 |
| 900 | 160 | 800 | 264 | 1320 | 280 | 1400 | 160 | 800 | 440 | 2200 | 280 | 1400 | 500 | 2500 | 440 | 2200 |
| 500 | 190 | 950 | 322 | 1610 | 340 | 1700 | 190 | 950 | 440 | 2200 | 310 | 1700 | 600 | 3000 | 440 | 2200 |



| n ₁ [min ⁻¹] | 402C | | 403C | | 602C | | 603C | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] | F _A [N] | F _R [N] |
| 1400 | 240 | 1200 | 240 | 1200 | 450 | 2250 | 400 | 2000 |
| 900 | 280 | 1400 | 280 | 1400 | 500 | 2500 | 440 | 2200 |
| 500 | 340 | 1700 | 340 | 1700 | 600 | 3000 | 440 | 2200 |

$$F_R [N] = \frac{M \cdot 2000}{d} \cdot f_k$$

| | |
|------------------|---|
| M [Nm] | Momento torcente / Output torque / Drehmoment / Couple / Par torsor |
| d [mm] | Diametro primitivo / Diam. of driving element / Durchmesser / Diamètre / Diámetro primitivo |
| f _k = | Coeff. di trasmissione / Factor / Übertragungsfaktor / Coefficient / Coeficiente de transmisión |
| 1.15 | Ingranaggi / Gearwheels / Zahnrad / Engrenage / Engranaje |
| 1.25 | Catena / Chain sprockets / Antriebskette / Chaîne / Cadena |
| 1.75 | Cinghia trapezoidale / Narrow v-belt pulley / Keilriemen / Courroie trap. / Correa trapezoidal. |
| 2.5 | Cinghia piatta / Flat-belt pulley / Flachzahnriem. / Courroie crantée / Correa plana |

- Nel caso la vs. applicazione richieda carichi radiali o assiali superiori consultate il ns. ufficio tecnico; valori maggiori possono essere accettati.
- If your application requires higher radial loads contact Renold, it is in practice often possible to apply higher loads.
- Wenn Ihre Anwendung höhere Radialbelastungen erfordert, so wenden Sie sich bitte an unser technischen Büro.
- Si votre application demande des charges radiales supérieures, s'adresser à notre bureau technique.
- En ei caso en que una aplicación exija una carga radial superior a la especificada en el catálogo, consultara nuestras oficina tecnica.

Come selezionare un riduttore / How to select a gearbox / Wie wählt man ein Getriebe
Comment sélectionner un réducteur / Cómo seleccionar un reductor

| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] | Ø | B5 | | | | | B14 | | | | | RD | Ratios code | | | |
|--|-------------|-------------------------|-------------------------|-----|-------------------------|-------------------------|----|------------|---|---|---|---|-----|---|---|---|---|--|-------------|---|----|------|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U | | |
| | | | | | | | | 302 | | | | | | | | | | n₁ = 1400 min⁻¹ | | | | |
| 407 | 3.44 | 1.5 | 34 | 1.5 | 2.2 | 50 | 20 | B | | | | | | | | | | B-C | C | | 96 | 2821 |
| 327 | 4.28 | 1.5 | 42 | 1.2 | 1.8 | 50 | 20 | B | | | | | | | | | | B-C | C | | 96 | 2818 |
| 257 | 5.45 | 1.5 | 54 | 0.9 | 1.4 | 50 | 20 | B | | | | | | | | | | B-C | C | | 96 | 2815 |
| 225 | 6.23 | 1.5 | 61 | 1.1 | 1.7 | 70 | 20 | B | | | | | | | | | | B-C | C | | 96 | 1921 |
| 194 | 7.20 | 1.5 | 71 | 1.0 | 1.5 | 70 | 20 | B | | | | | | | | | | B-C | C | | 96 | 2812 |

B Velocità in uscita
Output speed
Abtriebsdrehzahl
Vitesse de sortie
Velocidad de salida

Potenza motore
Motor power
Motorleistung
Puissance moteur
Potencia motor

Fattore di servizio
Service factor
Betriebsfaktor
Facteur de service
Factor de servicio

Potenza nominale
Nominal power
Max. mögliche Leistung
Puissance nominale
Potencia nominal

A Momento torcente nominale
Nominal torque
Nenn-Drehmoment
Couple nominal
Par de torsión nominal

Codice flangia
Flange code
Flanschtype
Code bride
Código bridas

Rendimento dinamico
Dynamic efficiency
Dynamischer Wirkungsgrad
Rendement dynamique
Rendimiento dinámico

Note
Notes
Anmerkungen
Note
Notas

C Rapporto
Ratio
Untersetzung
Rapport de réduction
Relación

Diam. albero uscita
Output shaft diam.
Durchmesser Abtriebswelle
Diamètre arbre de sortie
Diametro eje de salida

Grandezza riduttore
Gear size
Getriebegröße
Taille réducteur
Tamaño reductor

Velocità in entrata
Input speed
Eintriebsdrehzahl
Vitesse d'entrée
Velocidad de entrada

Momento torcente trasmesso
Transmitted torque
Übertragenes Drehmoment
Couple de sortie
Par transmitido

D Flange disponibili
Motor flange available
Erhältliche Motorflansche
Brides disponibles
Bridas disponibles

Rapporto preferenziale
Preferential ratio
Untersetzung
Rapport de réduction conseillé
Relación preferente

B) Montaggio con boccola di riduzione
Coupling by means of reduction bushing
Reduzierhülsen
Montage avec douille de réduction
Montaje con casquillo de reducción

C) Posizione fori flangia/basetta motore
Motor flange/terminal box position
Bohrungsposition am Motorflansch/-sockel
Position trous bride/barrette à bornes moteur
Posición agujeros brida / base motor

| | Italian | English | German | French | Spanish |
|----------|--|--|--|---|--|
| A | Seleziona la coppia desiderata (comprensiva del fattore di servizio) | Select required torque (according to service factor) | Max. Drehmoment in Bezug zum Betriebsfaktor | Sélectionner le couple souhaité (comprenant le facteur de service) | Seleccionar el par deseado (incluyendo el factor de servicio) |
| B | Seleziona la velocità in uscita | Select output speed | Ausgewählte Abtriebsdrehzahl | Sélectionner la vitesse en sortie | Seleccionar la velocidad de salida |
| C | Sulla riga corrispondente alla motorizzazione prescelta si può rilevare il rapporto di riduzione | On the same line of selected motorization, you can find the gear ratio | Auf der gleichen Linie wie die ausgewählte Motorleistung steht auch die Getriebeuntersetzung | Sur la ligne correspondante à la motorisation pré-choisie on peut relever le rapport de réduction | En la línea correspondiente al motor preseleccionado es posible encontrar la relación de reducción |
| D | Scegli la flangia disponibile (se richiesta) | Select motor flange available (if requested) | Erhältliche Motorflansche (auf Anfrage) | Choisir la bride disponible (si elle est demandée) | Seleccionar la brida disponible (sobre pedido) |

30 Nm

ALUMINIUM

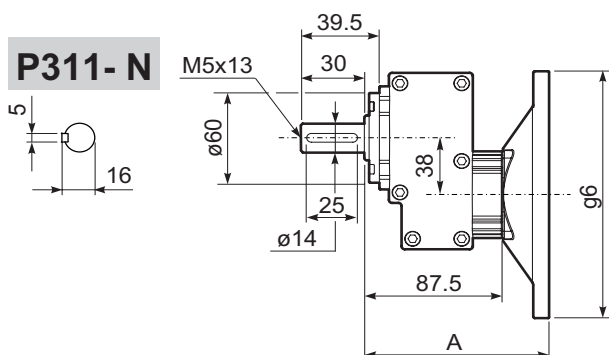
| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | f _s | P _{1R} [kW] | M _{2R} [Nm] | | B5 | | | | | B14 | | | | | RD | Ratios code | |
|--|---|-------------------------|-------------------------|----------------|-------------------------|-------------------------|--|----|----|----|----|------------|-----|----|----|----|----|------------|-----------------|---|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U |
| | | | | | | | | 63 | 71 | 80 | 90 | 100 112 | 56 | 63 | 71 | 80 | 90 | 100 112 | | |

311

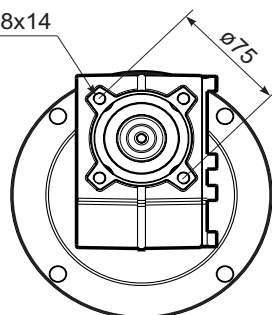
n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | | |
|-----|-------|------|------|------|------|----|----|--|--|--|--|--|--|-----|---|--|--|----|------|
| 892 | 1.57 | 0.37 | 3.9 | 10.5 | 3.9 | 41 | 14 | | | | | | | B-C | C | | | 98 | 2844 |
| 493 | 2.84 | 0.37 | 7.0 | 6.1 | 2.2 | 43 | 14 | | | | | | | B-C | C | | | 98 | 1954 |
| 426 | 3.29 | 0.37 | 8.1 | 6.1 | 2.2 | 49 | 14 | | | | | | | B-C | C | | | 98 | 1756 |
| 362 | 3.87 | 0.37 | 9.6 | 4.2 | 1.6 | 41 | 14 | | | | | | | B-C | C | | | 98 | 1558 |
| 303 | 4.62 | 0.37 | 11.4 | 4.2 | 1.6 | 49 | 14 | | | | | | | B-C | C | | | 98 | 1360 |
| 222 | 6.30 | 0.37 | 15.6 | 3.0 | 1.1 | 47 | 14 | | | | | | | B-C | C | | | 98 | 1063 |
| 170 | 8.22 | 0.37 | 20.3 | 1.9 | 0.70 | 39 | 14 | | | | | | | B-C | C | | | 98 | 974 |
| 130 | 10.86 | 0.37 | 26.9 | 1.0 | 0.39 | 28 | 14 | | | | | | | B-C | C | | | 98 | 776 |

P311-N



Nr⁴ - M8x14



Type 311 (Motor flange)

| Motor Flange | A | g6 | k1 |
|--------------|-------|-----|-------|
| 56 B14 | 107.5 | 78 | 111 |
| 63 B14 | 105.5 | 90 | 109 |
| 71 B14 | 103.0 | 105 | 106.5 |
| 63 B5 | 103.5 | 138 | 107 |
| 71 B5 | 101.5 | 160 | 105 |

Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|----|
| 120 | 80 | 100 | 11.5 | 3 | 9* |
| 140 | 95 | 115 | 11.5 | 3 | 9 |
| 160 | 110 | 130 | 11.5 | 3.5 | 9 |
| 200 | 130 | 165 | 11.5 | 3.5 | 11 |

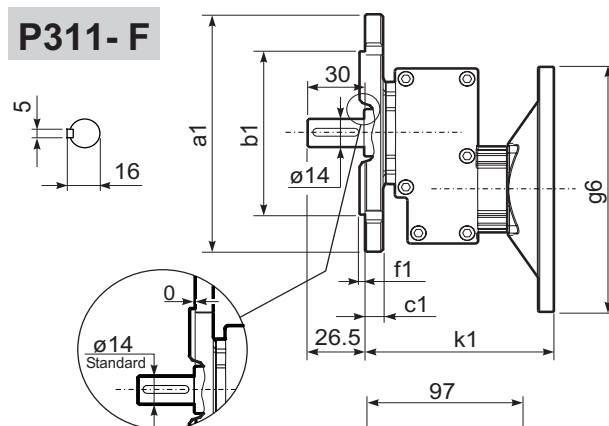
* Posizione fori / holes position

Ø Albero uscita / Ø Output uscita

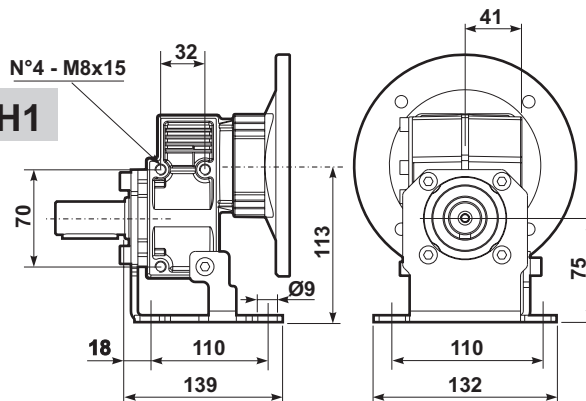
| | |
|------------|---------|
| Standard | Ø 14x30 |
| On request | Ø 19x40 |
| On request | Ø 24x40 |

| | |
|-------------|---------|
| Peso Weight | 2.50 Kg |
|-------------|---------|

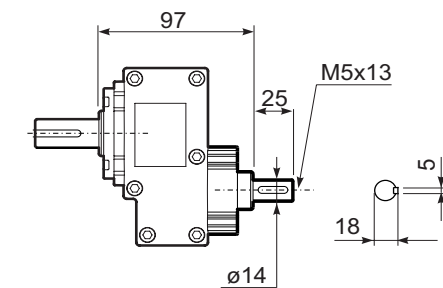
P311-F



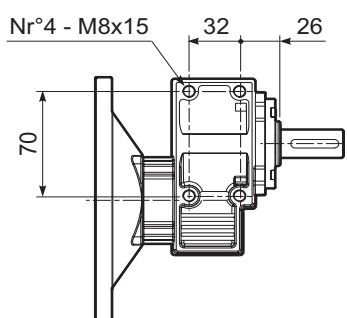
R311-H1



R311-N



P311-N



B) Montaggio con boccia di riduzione
Coupling by means of reduction bushing

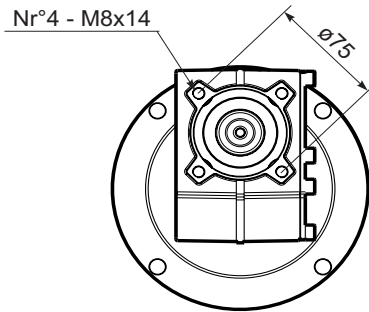
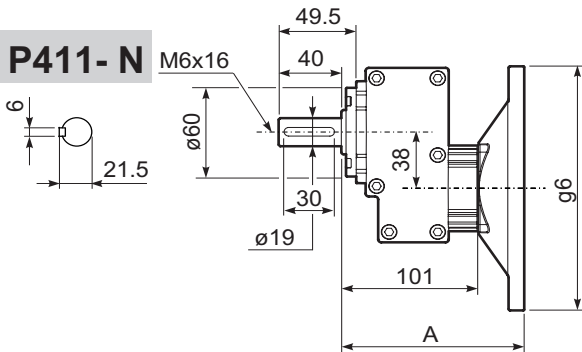
C) Posizione fori flangia/basetta motore
Motor flange/terminal box position

| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] | | B5 | | | | | B14 | | | | | RD | Ratios code |
|--|----|-------------------------|-------------------------|-----|-------------------------|-------------------------|----|----|----|----|-----|-----|-----|---|---|---|---|----|-----------------|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | |
| 63 | 71 | 80 | 90 | 100 | 112 | 56 | 63 | 71 | 80 | 90 | 100 | 112 | | | | | | | |

411

n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | |
|-----|-------|------|------|-----|------|----|-------|---|--|--|--|--|--|---|---|--|----|------|
| 892 | 1.57 | 1.5 | 15.5 | 2.6 | 3.9 | 41 | 19/24 | B | | | | | | C | C | | 98 | 2844 |
| 493 | 2.84 | 1.5 | 28.5 | 1.5 | 2.2 | 43 | 19/24 | B | | | | | | C | C | | 98 | 1954 |
| 426 | 3.29 | 1.5 | 33 | 1.5 | 2.2 | 49 | 19/24 | B | | | | | | C | C | | 98 | 1756 |
| 362 | 3.87 | 1.5 | 39 | 1.0 | 1.6 | 41 | 19/24 | B | | | | | | C | C | | 98 | 1558 |
| 303 | 4.62 | 1.5 | 46.3 | 1.0 | 1.6 | 49 | 19/24 | B | | | | | | C | C | | 98 | 1360 |
| 222 | 6.30 | 1.1 | 46.3 | 1.0 | 1.1 | 47 | 19/24 | B | | | | | | C | C | | 98 | 1063 |
| 170 | 8.22 | 0.55 | 30 | 1.3 | 0.70 | 39 | 19/24 | B | | | | | | C | C | | 98 | 974 |
| 130 | 10.86 | 0.37 | 27 | 1.1 | 0.39 | 28 | 19/24 | B | | | | | | C | C | | 98 | 776 |



Type 411 (Motor flange)

| Motor Flange | A | g6 | k1 |
|--------------|-------|-----|-----|
| 71 B14 | 119.5 | 105 | 123 |
| 80 B14 | 120.5 | 120 | 124 |
| 90 B14 | 121.5 | 140 | 125 |
| 100/112 B14 | 119.5 | 160 | 123 |
| 63 B5 | 121.5 | 140 | 125 |
| 71 B5 | 119.5 | 160 | 123 |
| 80/90 B5 | 121.5 | 200 | 125 |

Flange uscita / Output flange

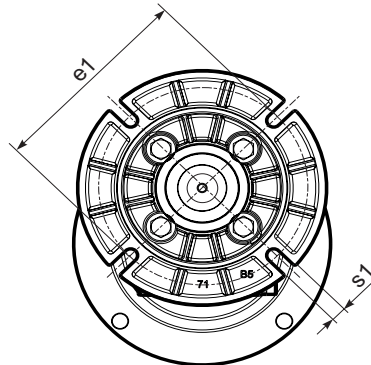
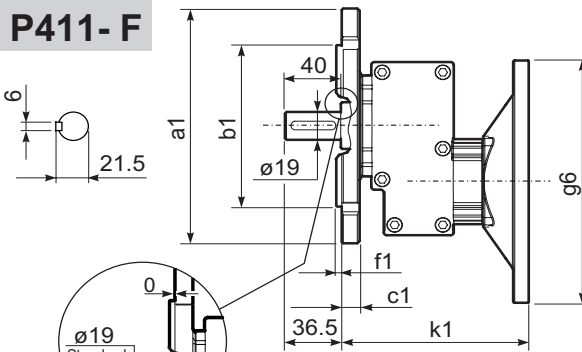
| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|----|
| 120 | 80 | 100 | 11.5 | 3 | 9* |
| 140 | 95 | 115 | 11.5 | 3 | 9 |
| 160 | 110 | 130 | 11.5 | 3.5 | 9 |
| 200 | 130 | 165 | 11.5 | 3.5 | 11 |

* Posizione fori / holes position

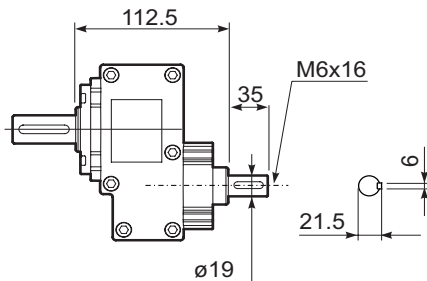
Ø Albero uscita / Ø Output shaft

| | |
|------------|---------|
| Standard | Ø 19x40 |
| On request | Ø 24x40 |
| On request | Ø 14x30 |

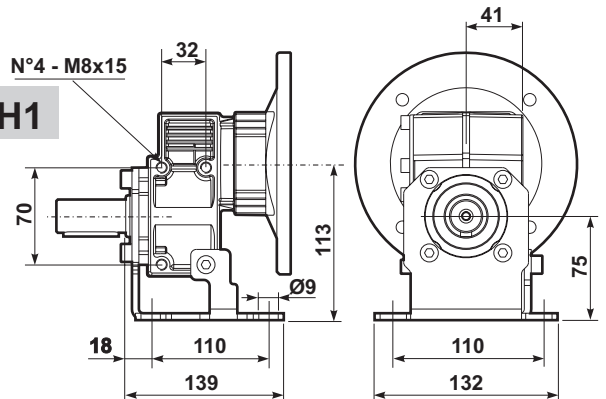
Peso Weight 3.20 Kg



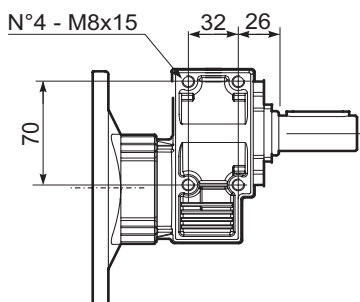
R411-N



R411-H1



P411-N



B) Montaggio con boccola di riduzione
Coupling by means of reduction bushing

C) Posizione fori flangia/basetta motore
Motor flange/terminal box position

118 Nm

ALUMINIUM

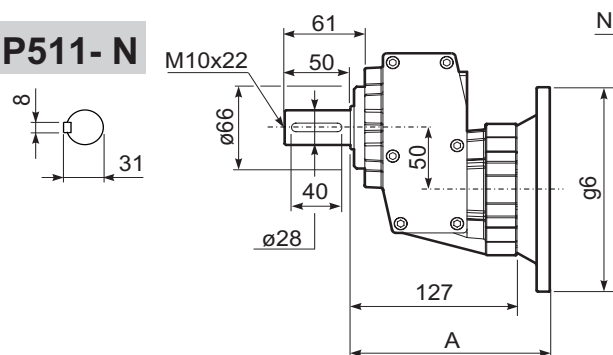
| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] | | B5 | | | | | B14 | | | | | RD | Ratios code | | |
|--|---|-------------------------|-------------------------|----|-------------------------|-------------------------|--|----|----|----|----|------------|-----|----|----|----|----|------------|-----------------|---|---|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U | V |
| | | | | | | | | 63 | 71 | 80 | 90 | 100 112 | 56 | 63 | 71 | 80 | 90 | 100 112 | 132 | | |

511

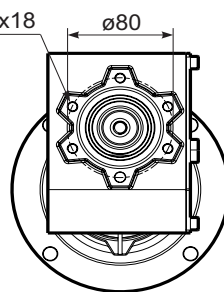
n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | | | |
|------|-------|-----|-----|-----|-----|-----|-------|---|--|--|--|--|--|--|--|--|--|--|----|------|
| 1077 | 1.30 | 4 | 35 | 1.9 | 7.7 | 67 | 24/28 | B | | | | | | | | | | | 98 | 3039 |
| 571 | 2.45 | 4 | 66 | 1.9 | 7.4 | 122 | 24/28 | B | | | | | | | | | | | 98 | 2049 |
| 423 | 3.31 | 4 | 89 | 1.4 | 5.5 | 122 | 24/28 | B | | | | | | | | | | | 98 | 1653 |
| 325 | 4.31 | 4 | 115 | 1.2 | 4.6 | 133 | 24/28 | B | | | | | | | | | | | 98 | 1356 |
| 266 | 5.27 | 3 | 106 | 1.3 | 3.8 | 133 | 24/28 | B | | | | | | | | | | | 98 | 1158 |
| 183 | 7.63 | 2.2 | 112 | 1.0 | 2.2 | 114 | 24/28 | B | | | | | | | | | | | 98 | 861 |
| 133 | 10.50 | 1.1 | 77 | 1.0 | 1.1 | 79 | 24/28 | B | | | | | | | | | | | 98 | 663 |

P511-N



Nr°5 - M8x18



Type 511 (Motor flange)

| Motor Flange | A | g6 | k1 |
|--------------|-----|------|-------|
| 84 B14 | 145 | 7120 | 149,5 |
| 90 B14 | 145 | 140 | 149,5 |
| 100/112 B14 | 145 | 160 | 149,5 |
| 132 B14 | 175 | 200 | 188 |
| 71 B5 | 145 | 160 | 149,5 |
| 80/90 B5 | 147 | 200 | 151,5 |
| 100/112 B5 | 153 | 250 | 157,5 |

Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|----|
| 140 | 95 | 115 | 10 | 3 | |
| 160 | 110 | 130 | 10 | 3,5 | |
| 200 | 130 | 165 | 11 | 3,5 | |
| 250 | 180 | 215 | 11,5 | 3,5 | |

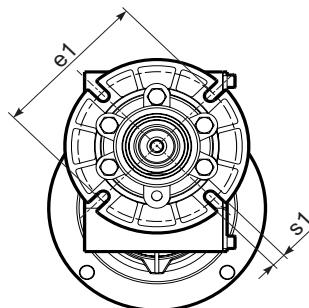
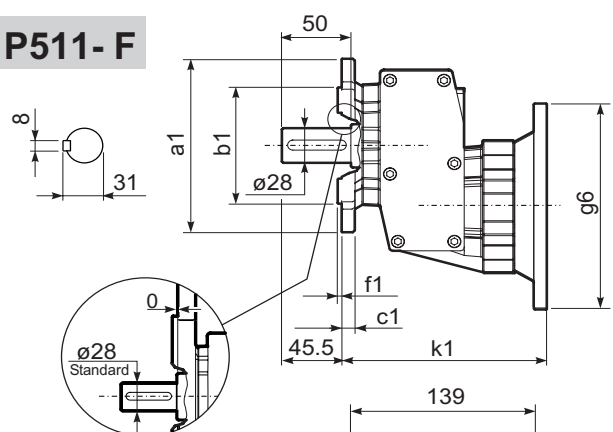
* Posizione fori / holes position

Ø Albero uscita / Ø Output uscita

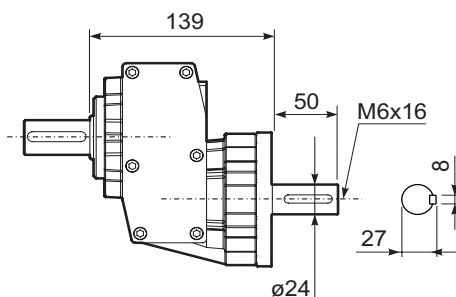
| | |
|------------|---------|
| Standard | Ø 28x50 |
| On request | Ø 24x50 |

| | |
|-------------|---------|
| Peso Weight | 5.00 Kg |
|-------------|---------|

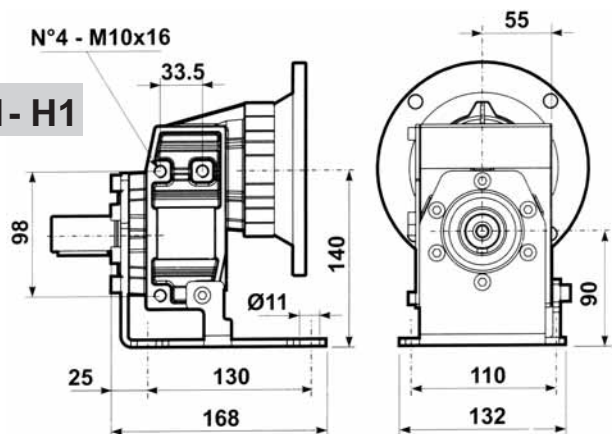
P511-F



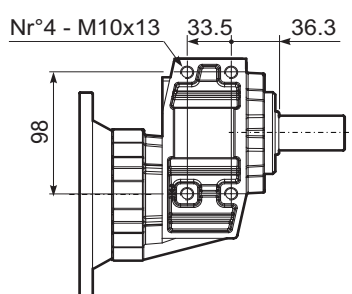
R511-N



R511-H1





P511-N



B) Montaggio con boccia di riduzione
Coupling by means of reduction bushing

C) Posizione fori flangia/basetta motore
Motor flange/terminal box position

| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] |  | B5 | | | | | B14 | | | | | RD |  Ratios code | |
|--|---|-------------------------|-------------------------|----|-------------------------|-------------------------|---|----|-----|----|----|------------|-----|----|----|----|----|----|---|------------|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U |
| | | | | | | | | 63 | 71* | 80 | 90 | 100 112 | 56 | 63 | 71 | 80 | 90 | | | 100 112 |

202A

n₁ = 1400 min⁻¹

| n ₂ | i | P _{1M} | M _{2M} | fs | P _{1R} | M _{2R} | Motor | B5 | B14 | RD | Ratio | Notes | |
|----------------|-------|-----------------|-----------------|-----|-----------------|-----------------|-------|----|-----|----|-------|-------|---|
| 407 | 3.44 | 0.55* | 12 | 4.0 | 2.2 | 50 | 14/16 | | B-C | C | 96 | 2821 | |
| 327 | 4.28 | 0.55* | 15 | 3.2 | 1.8 | 50 | 14/16 | | B-C | C | 96 | 2818 | |
| 257 | 5.45 | 0.55* | 20 | 2.5 | 1.4 | 50 | 14/16 | | B-C | C | 96 | 2815 | ● |
| 225 | 6.23 | 0.55* | 22 | 2.2 | 1.2 | 50 | 14/16 | | B-C | C | 96 | 1921 | |
| 194 | 7.20 | 0.55* | 26 | 1.9 | 1.1 | 50 | 14/16 | | B-C | C | 96 | 2812 | |
| 181 | 7.74 | 0.55* | 28 | 1.8 | 0.99 | 50 | 14/16 | | B-C | C | 96 | 1918 | |
| 142 | 9.85 | 0.55* | 35 | 1.7 | 0.93 | 60 | 14/16 | | B-C | C | 96 | 1915 | ● |
| 123 | 11.42 | 0.55* | 41 | 1.5 | 0.80 | 60 | 14/16 | | B-C | C | 96 | 1715 | |
| 107 | 13.03 | 0.37 | 32 | 1.9 | 0.70 | 60 | 14/16 | | B-C | C | 96 | 1912 | |
| 93 | 15.10 | 0.37 | 37 | 1.6 | 0.61 | 60 | 14/16 | | B-C | C | 96 | 1712 | ● |
| 86 | 16.20 | 0.37 | 39 | 1.5 | 0.57 | 60 | 14/16 | | B-C | C | 96 | 1910 | |
| 75 | 18.78 | 0.37 | 46 | 1.3 | 0.49 | 60 | 14/16 | | B-C | C | 96 | 1710 | |
| 66 | 21.15 | 0.37 | 51 | 1.2 | 0.43 | 60 | 14/16 | | B-C | C | 96 | 1312 | ● |
| 64 | 21.84 | 0.37 | 53 | 1.1 | 0.42 | 60 | 14/16 | | B-C | C | 96 | 1015 | |
| 53 | 26.31 | 0.37 | 64 | 0.9 | 0.35 | 60 | 14/16 | | B-C | C | 96 | 1310 | |
| 48.5 | 28.88 | 0.37 | 70 | 1.0 | 0.37 | 70 | 14/16 | | B-C | C | 96 | 1012 | ● |
| 39.0 | 35.91 | 0.37 | 87 | 0.8 | 0.30 | 70 | 14/16 | | B-C | C | 96 | 1010 | |
| 37.1 | 37.69 | 0.25 | 62 | 1.1 | 0.28 | 70 | 14/16 | | B-C | C | 96 | 912 | ● |
| 29.9 | 46.87 | 0.25 | 77 | 0.9 | 0.23 | 70 | 14/16 | | B-C | C | 96 | 910 | |
| 28.1 | 49.76 | 0.25 | 81 | 0.9 | 0.21 | 70 | 14/16 | | B-C | C | 96 | 712 | ● |
| 22.6 | 61.89 | 0.18 | 73 | 1.0 | 0.17 | 70 | 14/16 | | B-C | C | 96 | 710 | |



* Nel montaggio P la flangia può superare l'ingombro massimo dei piedi. Verificare nelle tabelle dimensionali ed eventualmente utilizzare la flangia B14.

In the P mounting the B5 motor flange can exceed the foot maximum dimensions. Check on the dimensions and possibly use the flange B14.

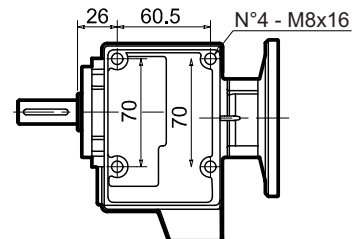
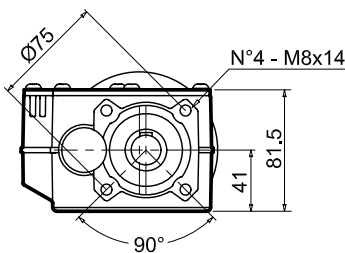
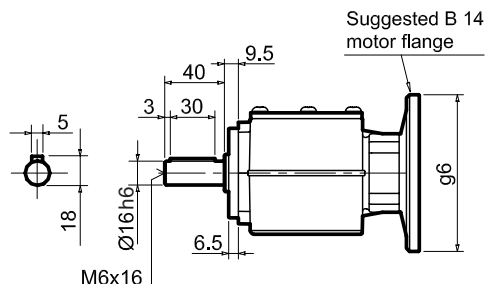
Der Motoreingangsflansch in B5 kann größer sein als die Getriebefüße. In diesem Falle sollte ein B-14 Flansch genommen werden.

Lors d'un montage en forme P la bride peut dépasser des pattes. Vérifier dans les tableaux des dimensions et utiliser si possible une bride B14.

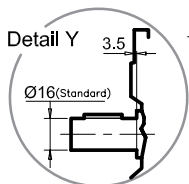
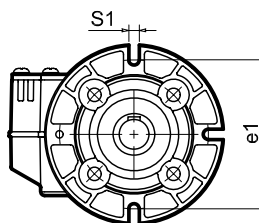
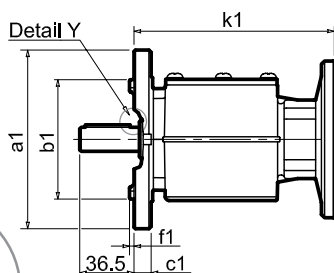
En el montaje P la brida puede exceder de las dimensiones máximas de las patas. Verificar en los esquemas dimensionales, así como la posibilidad de usar la brida B14.

| | | | | | | | |
|----------|--|---|---|--|---|---|---|
| B, C, .. | Flange disponibili Motor flange available | B | Montaggio con boccia di riduzione Coupling by means of reduction bushing |  | C | Posizione fori flangia/basetta motore Motor flange/terminal box position |  |
|----------|--|---|---|--|---|---|---|

P202A-N



P202A-F



Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|-----|
| 120 | 80 | 100 | 11.5 | 3 | 9 |
| 140 | 95 | 115 | 11.5 | 3 | 9* |
| 160 | 110 | 130 | 11.5 | 3.5 | 9* |
| 200 | 130 | 165 | 11.5 | 3.5 | 11* |

* Posizione fori / Holes position

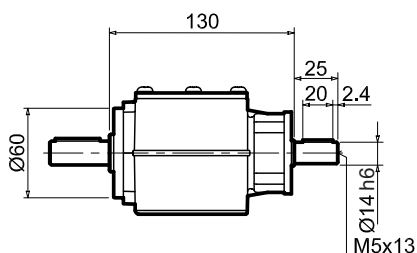


Ø Albero uscita / Output shaft

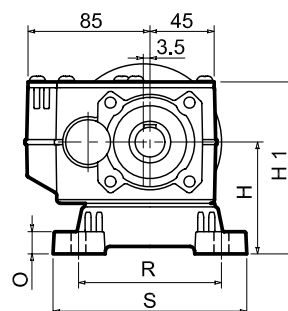
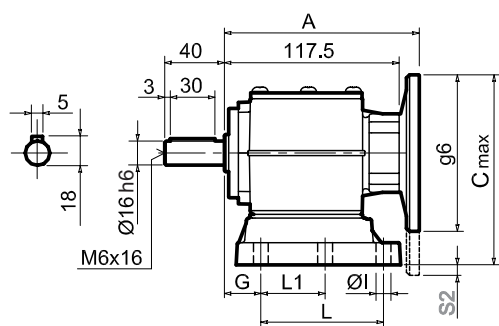
| | |
|------------|----------------------|
| Standard | Ø16x40 |
| On request | Ø14x30 Ø20x40 Ø25x50 |

Kg with flange 3.3
Kg with feet 3.7

R202A-N



P202A....



Type 202A (Motor flange)

| Motor Flange | A | C max | g6 | k1 |
|--------------|-------|-------|-----|-------|
| 56 B14 | 137.5 | 139 | 78 | 147.2 |
| 63 B14 | 133.5 | 146 | 90 | 143.2 |
| 71 B14 | 133 | 152.5 | 105 | 142.7 |
| 63 B5 | 133.5 | 170 | 140 | 143.2 |
| 71 B5 | 131.5 | 180 | 160 | 141.2 |



Piedi di fissaggio disponibili / Available feet dimensions

| Market reference | Feet Code: | G | H | R | L | L1 | S | H1 | O | ØI | S2 With motor flange | B5 max. flange |
|------------------|------------|------|-----|-----|-------|----|-----|-------|----|----|----------------------|----------------|
| 102 | B1 | 18 | 85 | 110 | 87 | 50 | 130 | 125 | 15 | 9 | 5 71 B5 | |
| Old 20 | B2 | 18 | 100 | 130 | 107.5 | 60 | 155 | 145 | 5 | 11 | | |
| 17 - 32 | S1 | 18 | 75 | 110 | 110 | 50 | 130 | 115.5 | 15 | 9 | | 63 B5 |
| 03 | L3 | 12.5 | 65 | 91 | 60 | | 105 | 149 | 5 | 9 | 11.5 71 B5 | |
| 04 | L4 | 13 | 80 | 105 | 76 | | 132 | 165 | 5 | 9 | | |

Controllare le misure principali (G - H - R - L) troverete i codici (B1 - S1 - ecc.) corrispondenti alle dimensioni di vostro utilizzo.

Checking the main dimensions (G - H - R - L) you will find the codes (S1 - B1 - etc.) of your need

Tipi più diffusi
Most popular types

| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] |  | B5 | | | | | B14 | | | | | RD |  Ratios code | |
|--|---|-------------------------|-------------------------|----|-------------------------|-------------------------|---|----|-----|-----|-----|------------|-----|----|----|----|----|----|---|------------|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U |
| | | | | | | | | 63 | 71* | 80* | 90* | 100 112 | 56 | 63 | 71 | 80 | 90 | | | 100 112 |

302A

n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | | | | | | |
|------|--------------|------|-----|-----|-------------|------------|----|---|--|--|--|--|--|--|--|--|--|---|---|---|----|------|--------|
| 407 | 3.44 | 1.5 | 34 | 1.5 | 2.2 | 50 | 20 | B | | | | | | | | | | C | C | | 96 | 2821 | |
| 327 | 4.28 | 1.5 | 42 | 1.2 | 1.8 | 50 | 20 | B | | | | | | | | | | | C | C | | 96 | 2818 |
| 257 | 5.45 | 1.5 | 54 | 0.9 | 1.4 | 50 | 20 | B | | | | | | | | | | | C | C | | 96 | 2815 ● |
| 225 | 6.23 | 1.5 | 61 | 1.1 | 1.7 | 70 | 20 | B | | | | | | | | | | | C | C | | 96 | 1921 |
| 194 | 7.20 | 1.5 | 71 | 1.0 | 1.5 | 70 | 20 | B | | | | | | | | | | | C | C | | 96 | 2812 |
| 181 | 7.74 | 1.5 | 76 | 1.1 | 1.6 | 80 | 20 | B | | | | | | | | | | | C | C | | 96 | 1918 |
| 142 | 9.85 | 1.5 | 97 | 1.0 | 1.5 | 95 | 20 | B | | | | | | | | | | | C | C | | 96 | 1915 ● |
| 123 | 11.42 | 1.5 | 112 | 1.0 | 1.5 | 115 | 20 | B | | | | | | | | | | | C | C | | 96 | 1715 |
| 107 | 13.03 | 1.1 | 94 | 1.2 | 1.3 | 114 | 20 | B | | | | | | | | | | | C | C | | 96 | 1912 |
| 93 | 15.10 | 1.1 | 109 | 1.0 | 1.2 | 114 | 20 | B | | | | | | | | | | | C | C | | 96 | 1712 ● |
| 86 | 16.20 | 0.75 | 80 | 1.3 | 1.0 | 107 | 20 | B | | | | | | | | | | | C | C | | 96 | 1910 |
| 75 | 18.78 | 0.75 | 92 | 1.2 | 0.87 | 107 | 20 | B | | | | | | | | | | | C | C | | 96 | 1710 |
| 66 | 21.15 | 0.75 | 104 | 1.1 | 0.82 | 114 | 20 | B | | | | | | | | | | | C | C | | 96 | 1312 ● |
| 64 | 21.84 | 0.75 | 107 | 1.1 | 0.83 | 119 | 20 | B | | | | | | | | | | | C | C | | 96 | 1015 |
| 53 | 26.31 | 0.55 | 95 | 1.1 | 0.62 | 107 | 20 | B | | | | | | | | | | | C | C | | 96 | 1310 |
| 48.5 | 28.88 | 0.55 | 104 | 1.1 | 0.60 | 114 | 20 | B | | | | | | | | | | | C | C | | 96 | 1012 ● |
| 39.0 | 35.91 | 0.37 | 87 | 1.2 | 0.46 | 107 | 20 | B | | | | | | | | | | | C | C | | 96 | 1010 |
| 37.1 | 37.69 | 0.37 | 91 | 1.1 | 0.41 | 102 | 20 | B | | | | | | | | | | | C | C | | 96 | 912 ● |
| 29.9 | 46.87 | 0.37 | 114 | 0.9 | 0.35 | 107 | 20 | B | | | | | | | | | | | C | C | | 96 | 910 |
| 28.1 | 49.76 | 0.25 | 81 | 1.2 | 0.31 | 101 | 20 | B | | | | | | | | | | | C | C | | 96 | 712 ● |
| 22.6 | 61.89 | 0.25 | 101 | 1.1 | 0.26 | 107 | 20 | B | | | | | | | | | | | C | C | | 96 | 710 |



* Nel montaggio P la flangia può superare l'ingombro massimo dei piedi. Verificare nelle tabelle dimensionali ed eventualmente utilizzare la flangia B14.

In the P mounting the B5 motor flange can exceed the foot maximum dimensions. Check on the dimensions and possibly use the flange B14.

Der Motoreingangsflansch in B5 kann größer sein als die Getriebefüße. In diesem Falle sollte ein B-14 Flansch genommen werden.

Lors d'un montage en forme P la bride peut dépasser des pattes. Vérifier dans les tableaux des dimensions et utiliser si possible une bride B14.

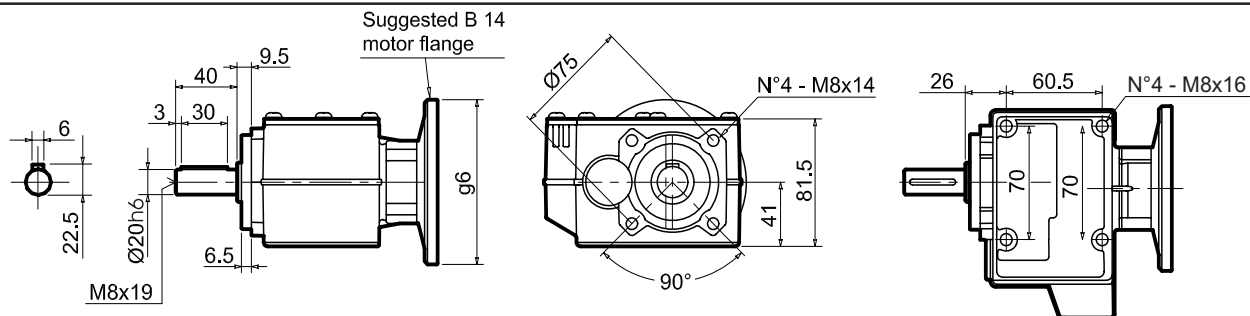
En el montaje P la brida puede exceder de las dimensiones máximas de las patas. Verificar en los esquemas dimensionales, así como la posibilidad de usar la brida B14.

| | | | | | | | |
|----------|--|---|--|--|---|---|---|
| B, C, .. | Flange disponibili Motor flange available | B | Montaggio con boccola di riduzione Coupling by means of reduction bushing |  | C | Posizione fori flangia/basetta motore Motor flange/terminal box position |  |
|----------|--|---|--|--|---|---|---|

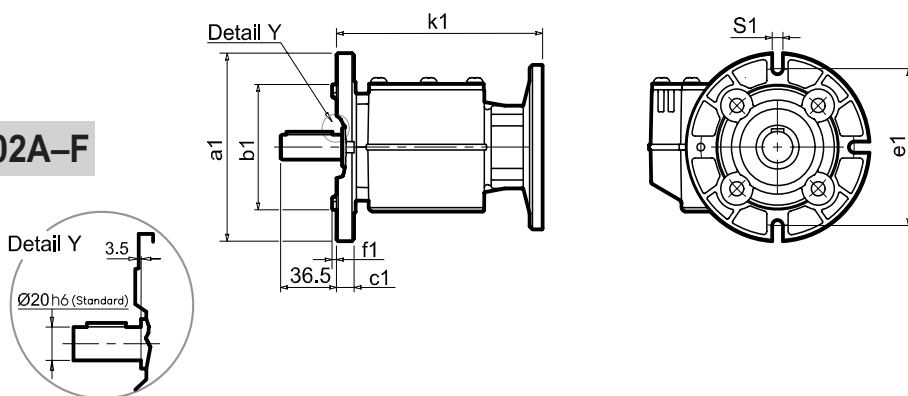
302A

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES

P302A-N



P302A-F



Flange uscita / Output flange

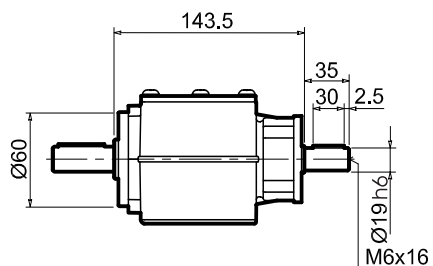
| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|-----|
| 120 | 80 | 100 | 11.5 | 3 | 9 |
| 140 | 95 | 115 | 11.5 | 3 | 9* |
| 160 | 110 | 130 | 11.5 | 3.5 | 9* |
| 200 | 130 | 165 | 11.5 | 3.5 | 11* |

* Posizione fori / Holes position

Ø Albero uscita / Output shaft

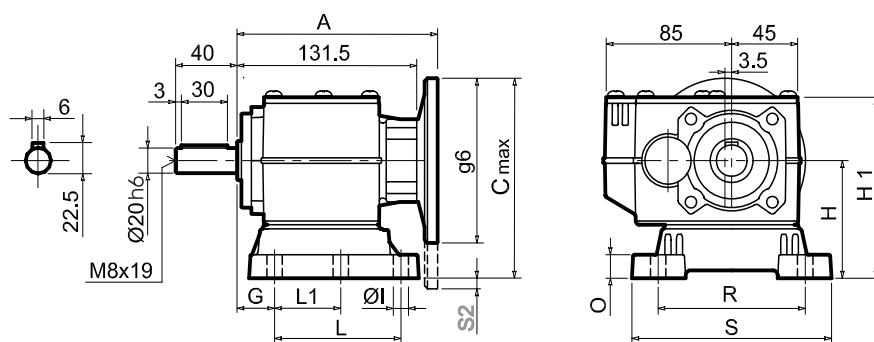
| | |
|--------------------------|----------------------------|
| Standard | Ø 20x40 |
| A richiesta / On request | Ø 14x30 Ø 16x40 Ø 25x50 |

R302A-N



Kg with flange 3.5
Kg with feet 4.0

P302A....



Type 302A (Motor flange)

| Motor Flange | A | C max | g6 | k1 |
|--------------|-------|-------|-----|-------|
| 71 B14 | 149.5 | 152.5 | 105 | 159.2 |
| 80 B14 | 150.5 | 160 | 120 | 160.2 |
| 90 B14 | 151.5 | 170 | 140 | 161.2 |
| 63 B5 | 151.5 | 170 | 140 | 161.2 |
| 71 B5 | 149.5 | 180 | 160 | 159.2 |
| 80/90 B5 | 151.5 | 200 | 200 | 161.2 |

Piedi di fissaggio disponibili / Available feet dimensions

| Market reference | Feet Code: | G | H | R | L | L1 | S | H1 | O | Ø1 | S2 With motor flange | B5 max. flange |
|------------------|------------|------|-----|-----|-------|----|-----|-------|----|----|----------------------|----------------|
| 102 | B1 | 18 | 85 | 110 | 87 | 50 | 130 | 125 | 15 | 9 | 15 80/90 B5 | |
| 202/3 | B2 | 18 | 100 | 130 | 107.5 | 60 | 155 | 145 | 5 | 11 | 3.5 80/90 B5 | |
| 17 - 32 | S1 | 18 | 75 | 110 | 110 | 50 | 130 | 115.5 | 15 | 9 | 5 71 B5 | 71 B5 |
| 27 | S2 | 25 | 90 | 110 | 130 | | 130 | | 5 | 9 | | |
| 03 | L 3 | 12.5 | 65 | 91 | 60 | | 105 | 149 | 5 | 9 | 31.5 80/90 B5 | |
| 04 | L 4 | 13 | 80 | 105 | 76 | | 132 | 165 | 5 | 9 | 16.5 80/90 B5 | |

Controllare le misure principali (G - H - R - L) troverete i codici (B1 - S1 - ecc.) corrispondenti alle dimensioni di vostro utilizzo.

Checking the main dimensions (G - H - R - L) you will find the codes (S1 - B1 - etc.) of your need.

Tipi più diffusi / Most popular types

**402A
403A**

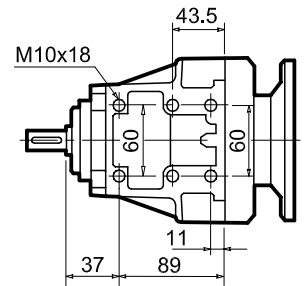
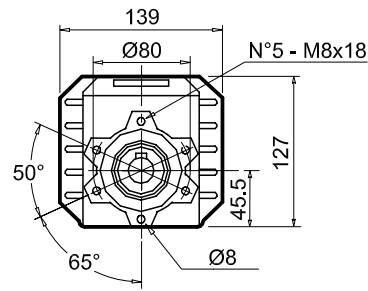
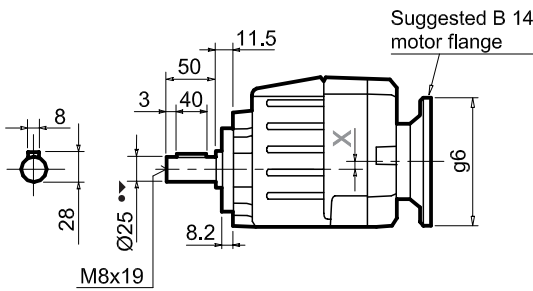
DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES

| | | |
|---|------|------|
| | 402A | 403A |
| X | 7 | 3.2 |

| | | |
|--|------|------|
| | 402A | 403A |
|--|------|------|

Kg with flange 5.7 6.1
Kg with feet 5.9 6.3

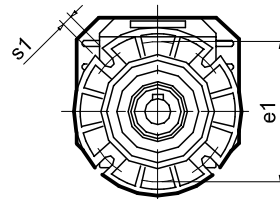
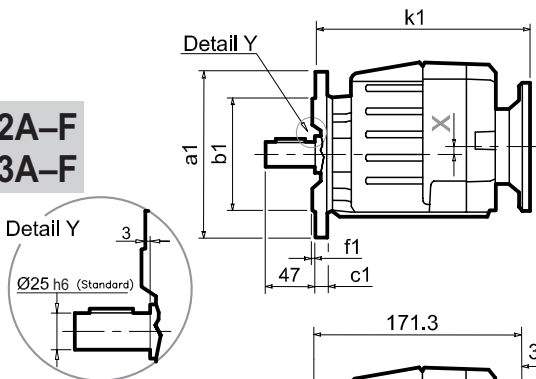
**P402A-N
P403A-N**



Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|----|
| 120 | 80 | 100 | 10 | 3 | 9 |
| 140 | 95 | 115 | 10 | 3 | 9 |
| 160 | 110 | 130 | 10 | 3 | 9 |
| 200 | 130 | 165 | 11 | 3.5 | 11 |
| 250 | 180 | 215 | 11.5 | | |

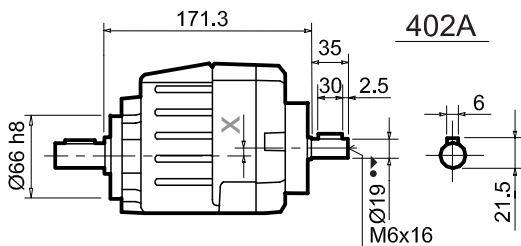
**P402A-F
P403A-F**



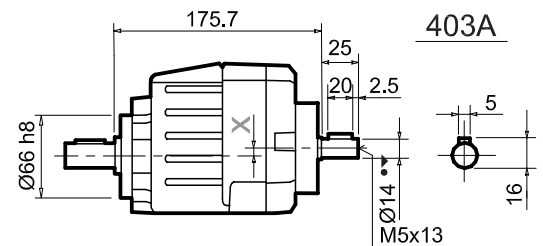
**Ø Albero uscita
Ø Output shaft**

| | |
|---------------------------|------------------------------------|
| Standard | Ø 25x50 |
| A richiesta On request | Ø 16x40 Ø 19x40 Ø 20x40 Ø 24x50 |

**R402A-N
R403A-N**

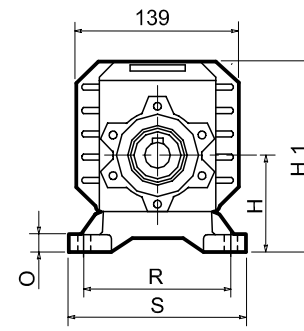
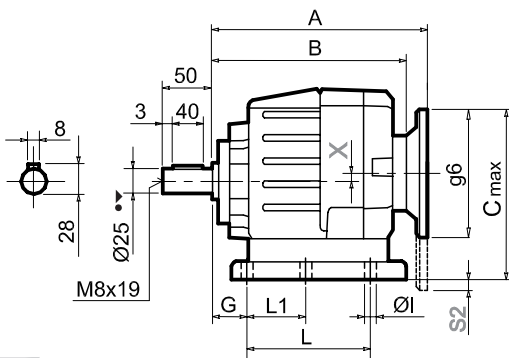


402A



403A

**P402A....
P403A....**



Type 402A (Motor flange)

| Motor Flange | A | B | C max | g6 | k1 |
|--------------|-------|-----|-------|-----|-------|
| 71 B14 | 178.5 | 160 | 142.5 | 105 | 181.5 |
| 80 B14 | 179.5 | | 150 | 120 | 182.5 |
| 90 B14 | 180.5 | | 160 | 140 | 183.5 |
| 63 B5 | 180.5 | 166 | 162 | 140 | 183.5 |
| 71 B5 | 178.5 | | 170 | 160 | 181.5 |
| 80/90 B5 | 180.5 | | 190 | 200 | 183.5 |
| 100/112B14 | 195.5 | | 170 | 160 | 199.5 |

Type 403A (Motor flange)

| Motor Flange | A | B | C max | g6 | k1 |
|--------------|-------|-----|-------|-----|-------|
| 56 B14 | 186.5 | 166 | 170.2 | 78 | 189.5 |
| 63 B14 | 181.5 | | 176.2 | 90 | 184.5 |
| 71 B14 | 182 | | 183.7 | 105 | 185 |
| 63 B5 | 182.5 | 166 | 201.2 | 140 | 185.5 |
| 71 B5 | 180.5 | | 211.2 | 160 | 183.5 |

Piedi di fissaggio disponibili / Available feet dimensions

| Market reference | Feet Code: | G | H | R | L | L1 | S | H 1 | O | Ø1 | S2 With motor flange | B5 max. flange |
|------------------|------------|---------|-----|---------|---------|----|-----|-----|----|----|----------------------|----------------|
| 102 | B1 | 18 | 85 | 110 | 87 | 50 | 130 | 167 | 15 | | 8 80/90 B5 | |
| 202/3 | B2 | 18 | 100 | 130 | 107.5 | 60 | 155 | 182 | 17 | 11 | | |
| 17 | S1 | 18 | 75 | 110 | 90 + 20 | 50 | 145 | 155 | 15 | 9 | 18 80/90 B5 | |
| 27 | S2 | 25 | 90 | 110 | 130 | | 145 | 172 | 20 | 9 | 3 80/90 B5 | |
| 020 - 021 | H 1 | 18 | 80 | 110 | 90 | | 135 | 162 | 14 | 9 | 13 80/90 B5 | |
| 022 - 223 | H 2 | 25 | 100 | 110 | 115 | | 145 | 182 | 20 | 9 | | |
| 04 | L 4 | 13 | 80 | 105 | 76 | | 132 | 162 | 5 | 10 | 13 80/90 B5 | |
| 05 | L 5 | 16 | 100 | 125 | 90 | | 150 | 182 | 6 | 12 | | |
| 2002/3 | E 0 | 18 | 75 | 110 | 85 | | 150 | 157 | 5 | 10 | 18 80/90 B5 | |
| 2102/3 | E 1 | 16 | 80 | 110 | 165 | | 165 | 162 | 6 | 12 | | 71 B5 |
| 42/3 | M1 | 25 | 80 | 110-120 | 85 | | 145 | 162 | 15 | 9 | 13 80/90 B5 | |
| 102 | P 0 | 20 | 102 | 100 | 106 | | 125 | 184 | 5 | 10 | | |
| 128 | P 2 | 24 | 128 | 118 | 126 | | 166 | 210 | 6 | 12 | | |
| 4075-85G | J 1 | 16 - 17 | 80 | 120 | 55 + 65 | | 160 | 162 | 6 | 10 | 13 80/90 B5 | |
| 4090-95G | J 2 | 25 | 100 | 150 | 90 | | 175 | 182 | 6 | 12 | | |

Controllare le misure principali (G - H - R - L) troverete i codici (B1 - S1 - ecc.) corrispondenti alle dimensioni di vostro utilizzo.

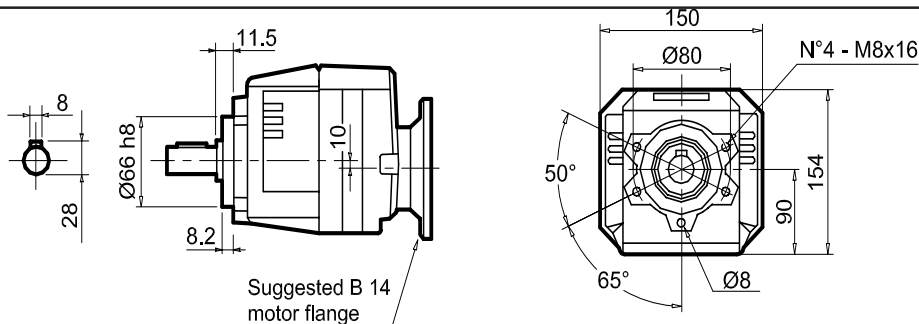
Checking the main dimensions (G - H - R - L) you will find the codes (S1 - B1 - etc.) of your need

**Tipi più diffusi
Most popular types**

402C
403C

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES

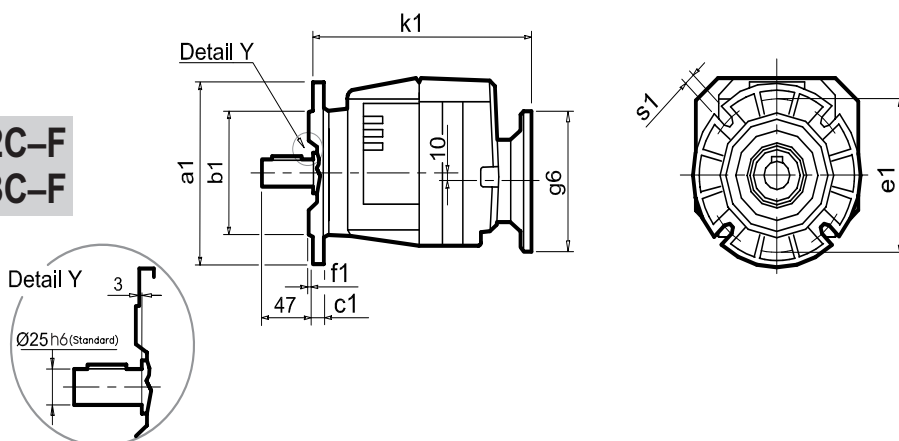
P402C-N
P403C-N



| | | |
|--|-------------|-------------|
| | 402C | 403C |
|--|-------------|-------------|

| | | |
|-----------------------|------------|------------|
| Kg with flange | 8.2 | 8.7 |
| Kg with feet | 9.5 | 10 |

P402C-F
P403C-F



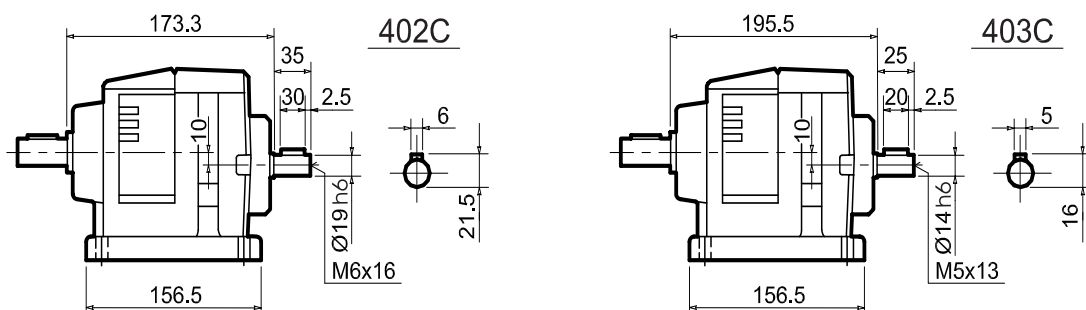
Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|----|-----|----|
| 120 | 80 | 100 | 10 | 3 | 9 |
| 140 | 95 | 115 | 10 | 3 | 9 |
| 160 | 110 | 130 | 10 | 3 | 9 |
| 200 | 130 | 165 | 11 | 3.5 | 11 |

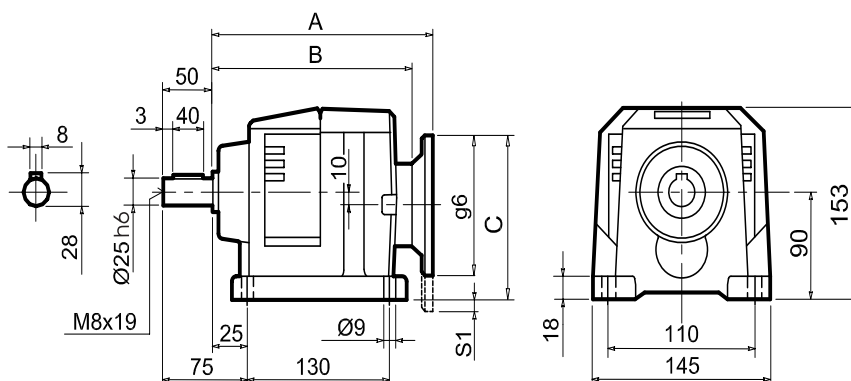
Ø Albero uscita
Ø Output shaft

| | |
|-------------|-----------------|
| Standard | Ø 25x50 |
| A richiesta | Ø 16x40 Ø 19x40 |
| On request | Ø 20x40 Ø 24x50 |

R402CSP
R403CSP



P402CSP
P403CSP





Type 402C (Motor flange)

| Motor Flange | A | B | C | g6 | S1 | k1 |
|--------------|-------|-------|-----|-----|----|-------|
| 71 B14 | 180.5 | 162 | 133 | 105 | | 183.5 |
| 80 B14 | 181.5 | | 140 | 120 | | 184.5 |
| 90 B14 | 182.5 | | 150 | 140 | | 185.5 |
| 63 B5 | 182.5 | 183.5 | 150 | 140 | | 185.5 |
| 71 B5 | 180.5 | | 160 | 160 | | 183.5 |
| 80/90 B5 | 182.5 | | 190 | 200 | 10 | 185.5 |

Type 403C (Motor flange)

| Motor Flange | A | B | C | g6 | S1 | k1 |
|--------------|-----|-------|-----|-----|----|-----|
| 71 B14 | 202 | 183.5 | 133 | 105 | | 205 |
| 80 B14 | 203 | | 140 | 120 | | 206 |
| 90 B14 | 204 | | 150 | 140 | | 207 |
| 63 B5 | 204 | 202 | 150 | 140 | | 207 |
| 71 B5 | 203 | | 160 | 160 | | 205 |
| 80/90 B5 | 202 | | 190 | 200 | 10 | 206 |



| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] |  | B5 | | | | | B14 | | | | | RD |  Ratios code | | |
|--|---|-------------------------|-------------------------|----|-------------------------|-------------------------|---|----|----|----|----|-------------|-----|----|----|----|----|----|---|------------|-----|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U | V |
| | | | | | | | | 63 | 71 | 80 | 90 | 100* 112 | 56 | 63 | 71 | 80 | 90 | | | 100 112 | 132 |

452A

n₁ = 1400 min⁻¹

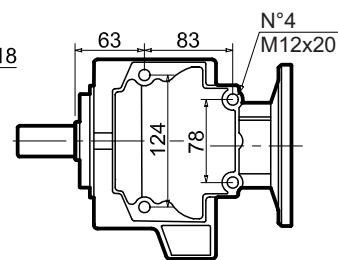
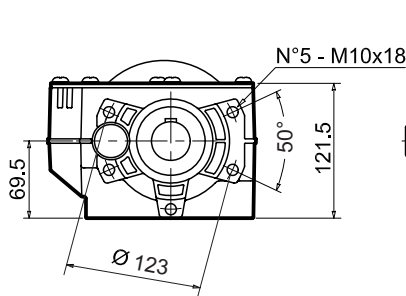
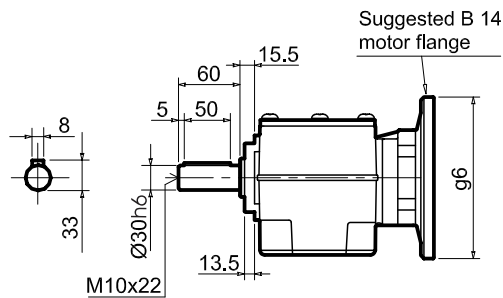
| n ₂ | i | P _{1M} | M _{2M} | fs | P _{1R} | M _{2R} | Mounting | B5 | B14 | RD | Ratio |
|----------------|-------|-----------------|-----------------|-----|-----------------|-----------------|----------|----|-----|----|--------|
| 388 | 3.61 | 4 | 95 | 1.6 | 6.3 | 150 | 28/30/35 | B | | 96 | 3018 |
| 331 | 4.23 | 4 | 111 | 1.5 | 6.1 | 170 | 28/30/35 | B | | 96 | 3016 |
| 279 | 5.01 | 4 | 131 | 1.5 | 6.1 | 200 | 28/30/35 | B | | 96 | 3014 ● |
| 231 | 6.07 | 4 | 159 | 1.6 | 6.3 | 250 | 28/30/35 | B | | 96 | 3012 |
| 206 | 6.81 | 4 | 178 | 1.6 | 6.2 | 277 | 28/30/35 | B | | 96 | 2018 |
| 176 | 7.96 | 4 | 209 | 1.4 | 5.8 | 300 | 28/30/35 | B | | 96 | 2016 |
| 148 | 9.45 | 4 | 248 | 1.2 | 4.9 | 304 | 28/30/35 | B | | 96 | 2014 ● |
| 122 | 11.43 | 4 | 299 | 1.0 | 4.0 | 300 | 28/30/35 | B | | 96 | 2012 |
| 99 | 14.21 | 3 | 279 | 0.9 | 2.8 | 265 | 28/30/35 | B | | 96 | 2010 |
| 84 | 16.62 | 3 | 327 | 0.9 | 2.8 | 304 | 28/30/35 | B | | 96 | 1314 ● |
| 70 | 20.10 | 2.2 | 290 | 1.0 | 2.3 | 300 | 28/30/35 | B | | 96 | 1312 ● |
| 56 | 24.98 | 1.85 | 303 | 0.9 | 1.6 | 265 | 28/30/35 | B | | 96 | 1310 ● |
| 47.6 | 29.41 | 1.5 | 289 | 1.1 | 1.6 | 304 | 28/30/35 | B | | 96 | 814 |
| 39.3 | 35.58 | 1.5 | 349 | 0.9 | 1.3 | 300 | 28/30/35 | B | | 96 | 812 |
| 34.6 | 40.50 | 1.1 | 292 | 1.0 | 1.1 | 290 | 28/30/35 | B | | 96 | 614 |
| 31.7 | 44.22 | 1.1 | 319 | 0.8 | 0.92 | 265 | 28/30/35 | B | | 96 | 810 |
| 28.6 | 49.00 | 0.75 | 241 | 1.2 | 0.93 | 300 | 28/30/35 | B | | 96 | 612 |
| 23.0 | 60.90 | 0.75 | 299 | 0.9 | 0.66 | 265 | 28/30/35 | B | | 96 | 610 |

* Nel montaggio P la flangia può superare l'ingombro massimo dei piedi. Verificare nelle tabelle dimensionali ed eventualmente utilizzare la flangia B14.
 In the P mounting the B5 motor flange can exceed the foot maximum dimensions. Check on the dimensions and possibly use the flange B14.
 Der Motoreingangsflansch in B5 kann größer sein als die Getriebefüße. In diesem Falle sollte ein B-14 Flansch genommen werden.
 Lors d'un montage en forme P la bride peut dépasser des pattes. Vérifier dans les tableaux des dimensions et utiliser si possible une bride B14.
 En el montaje P la brida puede exceder de las dimensiones máximas de las patas. Verificar en los esquemas dimensionales, así como la posibilidad de usar la brida B14.

| | | | | | | | |
|----------|--|---|---|--|---|---|---|
| B, C, .. | Flange disponibili Motor flange available | B | Montaggio con boccolla di riduzione Coupling by means of reduction bushing |  | C | Posizione fori flangia/basetta motore Motor flange/terminal box position |  |
|----------|--|---|---|--|---|---|---|

452A DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES

P452A-N

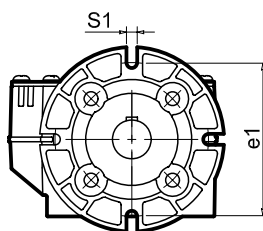
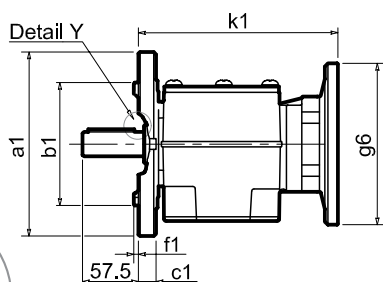


Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|------|
| 160 | 110 | 130 | 14 | 3.5 | 9 * |
| 200 | 130 | 165 | 13 | 3.5 | 11 * |
| 250 | 180 | 215 | 15.5 | 4 | 14 * |

* Posizione fori / Holes position

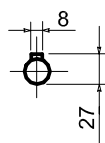
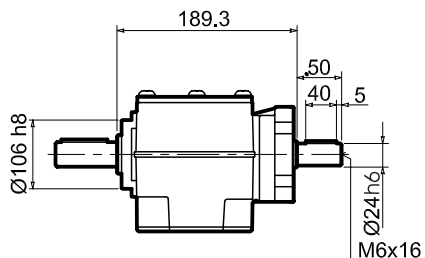
P452A-F



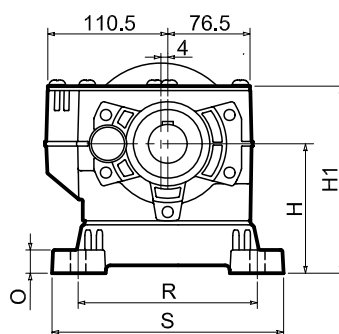
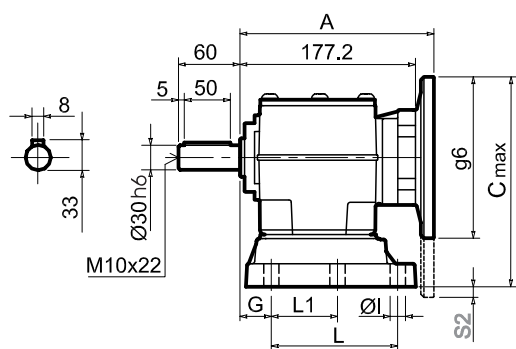
| | | |
|--------------------------------|------------|-----------------|
| Ø Albero uscita / Output shaft | Standard | Ø 30x60 |
| | On request | Ø 28x60 Ø 35x60 |

Kg with flange 8.7
Kg with feet 8.9

R452A-N



P452A....



Type 452A (Motor flange)

| Motor Flange | A | C max | g6 | k1 |
|--------------|-------|-------|-----|-------|
| 80 B14 | 195.7 | 202 | 120 | 198.2 |
| 90 B14 | 195.7 | 212 | 140 | 198.2 |
| 100 112 B14 | 206.7 | 222 | 160 | 209.2 |
| 71 B5 | 195.7 | 222 | 160 | 198.2 |
| 80/90 B5 | 197.7 | 242 | 200 | 200.2 |
| 100 112 B5 | 203.7 | 267 | 250 | 206.2 |



Piedi di fissaggio disponibili / Available feet dimensions

| Market reference | Feet Code: | G | H | R | L | S | H 1 | O | Ø1 | S2 with motor flange | B5 max. flange |
|------------------|------------|----|-----|---------|-------|-----|-------|----|------|----------------------|----------------|
| 302/3 | B3 | 18 | 110 | 160 | 130 | 190 | 162 | 20 | 11 | 15 100/112 B5 | |
| 30 / 35 | B4 | 20 | 130 | 180 | 149.5 | 216 | 182 | 18 | 14 | | |
| 47 - 57 | S4 | 30 | 115 | 135 | 165 | 170 | 167 | 24 | 13.5 | | 80/90 B5 |
| 023 - 233 | H 3 | 30 | 130 | 135 | 135 | 185 | 231.5 | 25 | 14 | | |
| 06 | L 6 | 19 | 125 | 160 | 106 | 205 | 177 | 8 | 14 | | |
| 2202/3 | E 2 | 13 | 100 | 135 | 192 | 164 | 152 | 6 | 14 | | 71 B5 |
| 52/3 | M2 | 30 | 110 | 135+150 | 100 | 190 | 162 | 18 | 11 | 15 100/112 B5 | |
| 142 | P 4 | 35 | 142 | 130 | 145 | 160 | 194 | 8 | 14 | | 80/90 B5 |
| 4100-05G | J 3 | 25 | 100 | 150 | 90 | 180 | 152 | 8 | 14 | 25 100/112 B5 | |

Controllare le misure principali (G - H - R - L) troverete i codici (B1 - S1 - ecc.) corrispondenti alle dimensioni di vostro utilizzo.

Checking the main dimensions (G - H - R - L) you will find the codes (S1 - B1 - etc.) of your need

Tipi più diffusi
Most popular types

| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] |  | B5 | | | | | B14 | | | | | RD |  Ratios code | | |
|--|---|-------------------------|-------------------------|----|-------------------------|-------------------------|---|----|----|----|----|-------------|-----|----|----|----|----|----|---|------------|-----|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U | V |
| | | | | | | | | 63 | 71 | 80 | 90 | 100* 112 | 56 | 63 | 71 | 80 | 90 | | | 100 112 | 132 |

502A

n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | | | |
|------|--------------|------|-----|-----|-------------|------------|----------|---|--|--|--|--|--|--|--|--|--|----|------|---|
| 388 | 3.61 | 5.5 | 130 | 1.2 | 6.3 | 150 | 28/30/35 | B | | | | | | | | | | 96 | 3018 | |
| 331 | 4.23 | 5.5 | 152 | 1.1 | 6.1 | 170 | 28/30/35 | B | | | | | | | | | | 96 | 3016 | |
| 279 | 5.01 | 5.5 | 180 | 1.1 | 6.1 | 200 | 28/30/35 | B | | | | | | | | | | 96 | 3014 | ● |
| 231 | 6.07 | 5.5 | 219 | 1.1 | 6.3 | 250 | 28/30/35 | B | | | | | | | | | | 96 | 3012 | |
| 206 | 6.81 | 5.5 | 245 | 1.2 | 6.7 | 300 | 28/30/35 | B | | | | | | | | | | 96 | 2018 | |
| 176 | 7.96 | 5.5 | 287 | 1.2 | 6.3 | 330 | 28/30/35 | B | | | | | | | | | | 96 | 2016 | |
| 148 | 9.45 | 5.5 | 340 | 1.0 | 5.7 | 354 | 28/30/35 | B | | | | | | | | | | 96 | 2014 | ● |
| 122 | 11.43 | 4 | 299 | 1.1 | 4.4 | 326 | 28/30/35 | B | | | | | | | | | | 96 | 2012 | |
| 99 | 14.21 | 3 | 279 | 0.9 | 2.7 | 250 | 28/30/35 | B | | | | | | | | | | 96 | 2010 | |
| 84 | 16.62 | 3 | 327 | 1.1 | 3.3 | 354 | 28/30/35 | B | | | | | | | | | | 96 | 1314 | ● |
| 70 | 20.10 | 2.2 | 290 | 1.1 | 2.5 | 326 | 28/30/35 | B | | | | | | | | | | 96 | 1312 | ● |
| 57 | 24.61 | 2.2 | 354 | 0.9 | 2.0 | 326 | 28/30/35 | B | | | | | | | | | | 96 | 1112 | |
| 56 | 24.98 | 1.5 | 245 | 1.0 | 1.5 | 250 | 28/30/35 | B | | | | | | | | | | 96 | 1310 | ● |
| 47.6 | 29.41 | 1.5 | 289 | 1.2 | 1.8 | 354 | 28/30/35 | B | | | | | | | | | | 96 | 814 | |
| 39.3 | 35.58 | 1.5 | 349 | 0.9 | 1.4 | 326 | 28/30/35 | B | | | | | | | | | | 96 | 812 | |
| 34.6 | 40.50 | 1.1 | 292 | 1.0 | 1.1 | 295 | 28/30/35 | B | | | | | | | | | | 96 | 614 | |
| 31.7 | 44.23 | 1.1 | 319 | 0.8 | 0.86 | 250 | 28/30/35 | B | | | | | | | | | | 96 | 810 | |
| 28.6 | 49.00 | 1.1 | 353 | 0.9 | 1.0 | 326 | 28/30/35 | B | | | | | | | | | | 96 | 612 | |
| 23.0 | 60.90 | 0.75 | 299 | 0.8 | 0.63 | 250 | 28/30/35 | B | | | | | | | | | | | 610 | |

503A

n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | | | |
|------|---------------|------|-----|-----|-------------|------------|----------|---|--|--|--|--|---|---|--|--|--|----|--------|---|
| 35.2 | 39.79 | 1.1 | 278 | 1.3 | 1.5 | 373 | 28/30/35 | B | | | | | C | C | | | | 93 | 191316 | |
| 29.6 | 47.22 | 1.1 | 330 | 1.1 | 1.2 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 191314 | |
| 25.6 | 54.73 | 1.1 | 382 | 0.9 | 1.0 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 171314 | ● |
| 21.1 | 66.22 | 0.75 | 315 | 1.0 | 0.78 | 326 | 28/30/35 | B | | | | | C | C | | | | 93 | 171312 | |
| 18.3 | 76.69 | 0.75 | 365 | 1.0 | 0.73 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 131314 | ● |
| 16.7 | 83.59 | 0.55 | 292 | 1.2 | 0.67 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 190814 | |
| 15.1 | 92.78 | 0.55 | 324 | 1.0 | 0.55 | 326 | 28/30/35 | B | | | | | C | C | | | | 93 | 131312 | |
| 13.4 | 104.67 | 0.55 | 365 | 1.0 | 0.53 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 101314 | ● |
| 11.9 | 117.22 | 0.37 | 275 | 1.2 | 0.44 | 326 | 28/30/35 | B | | | | | C | C | | | | 93 | 170812 | |
| 11.1 | 126.65 | 0.37 | 297 | 1.1 | 0.41 | 326 | 28/30/35 | B | | | | | C | C | | | | 93 | 101312 | |
| 10.2 | 136.62 | 0.37 | 321 | 1.1 | 0.41 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 91314 | ● |
| 8.5 | 165.29 | 0.25 | 262 | 1.2 | 0.31 | 326 | 28/30/35 | B | | | | | C | C | | | | 93 | 91312 | |
| 7.8 | 180.40 | 0.25 | 286 | 1.2 | 0.31 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 71314 | ● |
| 6.4 | 218.26 | 0.25 | 346 | 0.9 | 0.24 | 326 | 28/30/35 | B | | | | | C | C | | | | 93 | 71312 | |
| 5.8 | 241.82 | 0.25 | 384 | 0.9 | 0.23 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 90814 | ● |
| 4.8 | 292.57 | 0.18 | 334 | 1.0 | 0.18 | 326 | 28/30/35 | B | | | | | C | C | | | | 93 | 90812 | |
| 4.4 | 319.32 | 0.18 | 365 | 1.0 | 0.17 | 354 | 28/30/35 | B | | | | | C | C | | | | 93 | 70814 | |
| 3.6 | 386.33 | 0.18 | 441 | 0.7 | 0.13 | 326 | 28/30/35 | B | | | | | C | C | | | | 93 | 70812 | ● |
| 2.9 | 480.16 | 0.18 | 548 | 0.5 | 0.08 | 250 | 28/30/35 | B | | | | | C | C | | | | 93 | 70810 | |



* Nel montaggio P la flangia può superare l'ingombro massimo dei piedi. Verificare nelle tabelle dimensionali ed eventualmente utilizzare la flangia B14.

In the P mounting the B5 motor flange can exceed the foot maximum dimensions. Check on the dimensions and possibly use the flange B14.

Der Motoreingangsfansch in B5 kann größer sein als die Getriebefüße. In diesem Falle sollte ein B-14 Flansch genommen werden.

Lors d'un montage en forme P la bride peut dépasser des pattes. Vérifier dans les tableaux des dimensions et utiliser si possible une bride B14.

En el montaje P la brida puede exceder de las dimensiones máximas de las patas. Verificar en los esquemas dimensionales, así como la posibilidad de usar la brida B14.

| | | | | | | | |
|----------|--|---|---|--|---|---|---|
| B, C, .. | Flange disponibili Motor flange available | B | Montaggio con boccia di riduzione Coupling by means of reduction bushing |  | C | Posizione fori flangia/basetta motore Motor flange/terminal box position |  |
|----------|--|---|---|--|---|---|---|

**502A
503A**

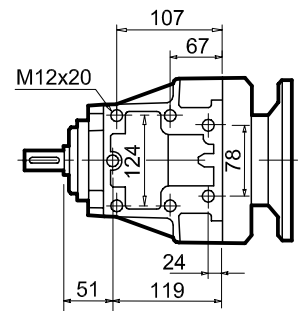
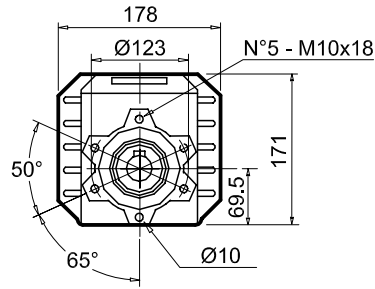
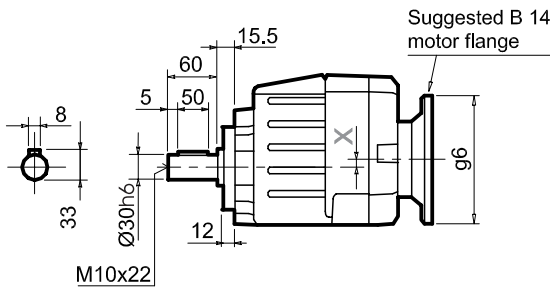
DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES

| | | |
|---|------|------|
| | 502A | 503A |
| X | 5.3 | 15 |

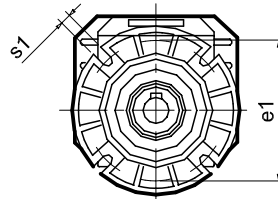
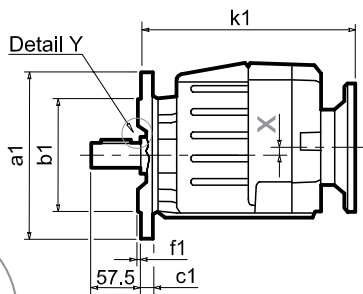
502A 503A

Kg with flange 11.7 11.9
Kg with feet 11.9 12.1

**P502A-N
P503A-N**



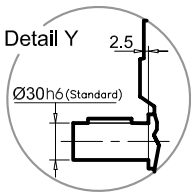
**P502A-F
P503A-F**



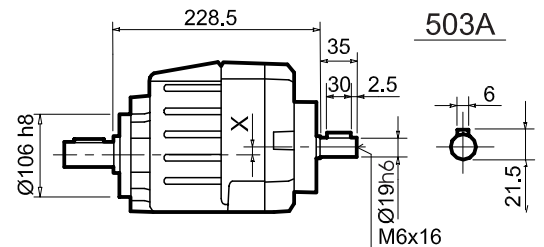
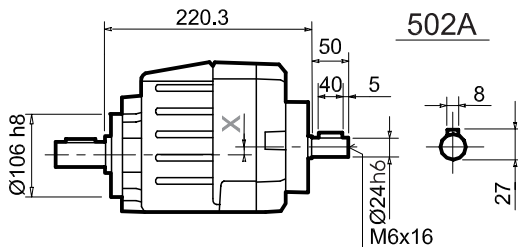
Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|----|
| 160 | 110 | 130 | 14 | 3.5 | 9 |
| 200 | 130 | 165 | 13 | 3.5 | 11 |
| 250 | 180 | 215 | 15.5 | 4 | 14 |

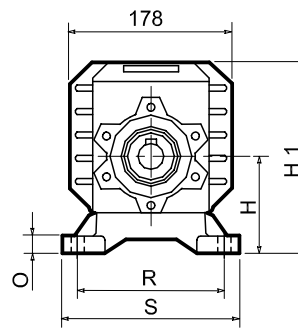
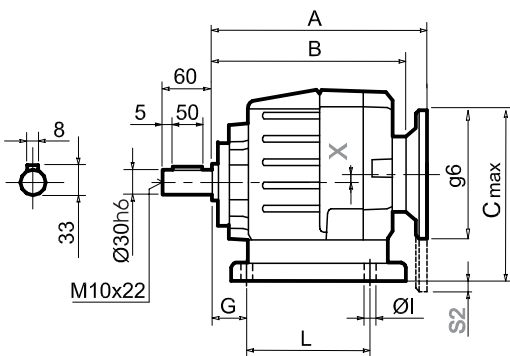
| | | |
|--------------------------------|------------|-----------------|
| Ø Albero uscita / Output shaft | Standard | Ø 30x60 |
| | On request | Ø 28x60 Ø 35x60 |



**R502A-N
R503A-N**



**P502A....
P503A....**



Type 502A (Motor flange)

| Motor Flange | A | B | C max | g6 | k1 |
|--------------|-------|-------|-------|-----|-------|
| 80 B14 | 226 | 207.5 | 207.3 | 120 | 228.5 |
| 90 B14 | 226 | | 217.3 | 140 | 228.5 |
| 100 112 B14 | 237 | | 227.3 | 160 | 243.2 |
| 71 B5 | 226 | | 227.3 | 160 | 228.5 |
| 80/90 B5 | 228 | 216 | 247.3 | 200 | 230.5 |
| 100 112 B5 | 234 | | 247.3 | 250 | 236.5 |
| 132 B14 | 255.5 | 216 | 272 | 200 | 264 |

Type 503A (Motor flange)

| Motor Flange | A | B | C max | g6 | k1 |
|--------------|-------|-----|-------|-----|-----|
| 71 B14 | 234.5 | 216 | 209.5 | 105 | 237 |
| 80 B14 | 235.5 | | 217 | 120 | 238 |
| 90 B14 | 236.5 | | 227 | 140 | 239 |
| 63 B5 | 236.5 | | 227 | 140 | 239 |
| 71 B5 | 234.5 | 216 | 237 | 160 | 237 |
| 80/90 B5 | 236.5 | | 257 | 200 | 239 |

Piedi di fissaggio disponibili / Available feet dimensions

| Market reference | Feet Code: | G | H | R | L | S | H 1 | O | Ø1 | Ø | S2 With motor flange | B5 max. flange |
|------------------|------------|----|-----|---------|-------|-----|-------|----|------|----|----------------------|----------------|
| 302/3 | B3 | 18 | 110 | 160 | 130 | 190 | 211.5 | 20 | 11 | 10 | 100/112 B5 | |
| 30 / 35 | B4 | 20 | 130 | 180 | 149.5 | 216 | 231.5 | 18 | 14 | | | |
| 47 - 57 | S4 | 30 | 115 | 135 | 165 | 170 | 216.5 | 24 | 13.5 | 5 | 100/112 B5 | |
| 023 - 233 | H 3 | 30 | 130 | 135 | 135 | 185 | 231.5 | 25 | 14 | | | |
| 06 | L 6 | 19 | 125 | 160 | 106 | 205 | 226.5 | 8 | 14 | | | 80/90 B5 |
| 2202/3 | E 2 | 13 | 100 | 135 | 192 | 164 | 201.5 | 6 | 14 | | | |
| 52/3 | M2 | 30 | 110 | 135-150 | 100 | 190 | 211.5 | 18 | 11 | 10 | 100/112 B5 | |
| 142 | P 4 | 35 | 142 | 130 | 145 | 160 | 243.5 | 8 | 14 | | | |
| 4100-05G | J 3 | 25 | 100 | 150 | 90 | 180 | 201.5 | 8 | 14 | 20 | 100/112 B5 | |

Controllare le misure principali (G - H - R - L) troverete i codici (B1 - S1 - ecc.) corrispondenti alle dimensioni di vostro utilizzo.

Checking the main dimensions (G - H - R - L) you will find the codes (S1 - B1 - etc.) of your need

Tipi più diffusi
Most popular types

| n ₂ [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] | | B5 | | | | | B14 | | | | | RD | Ratios code | | |
|--|---|-------------------------|-------------------------|----|-------------------------|-------------------------|--|----|----|----|----|------------|-----|----|----|----|----|----|--------------------|------------|-----|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U | V |
| | | | | | | | | 63 | 71 | 80 | 90 | 100 112 | 56 | 63 | 71 | 80 | 90 | | | 100 112 | 132 |

602A

n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | | | |
|------|--------------|------|-----|-----|------------|------------|----------|---|--|--|--|--|--|--|--|--|--|----|------|---|
| 388 | 3.61 | 7.5 | 177 | 0.9 | 7.0 | 165 | 30/35/40 | B | | | | | | | | | | 96 | 3018 | |
| 331 | 4.23 | 7.5 | 208 | 1.0 | 7.2 | 200 | 30/35/40 | B | | | | | | | | | | 96 | 3016 | |
| 279 | 5.01 | 7.5 | 246 | 1.0 | 7.3 | 240 | 30/35/40 | B | | | | | | | | | | 96 | 3014 | ● |
| 231 | 6.07 | 7.5 | 298 | 0.9 | 6.8 | 270 | 30/35/40 | B | | | | | | | | | | 96 | 3012 | |
| 206 | 6.81 | 5.5 | 245 | 1.4 | 7.6 | 340 | 30/35/40 | B | | | | | | | | | | 96 | 2018 | |
| 176 | 7.96 | 5.5 | 287 | 1.3 | 7.1 | 370 | 30/35/40 | B | | | | | | | | | | 96 | 2016 | |
| 148 | 9.45 | 5.5 | 340 | 1.2 | 6.5 | 400 | 30/35/40 | B | | | | | | | | | | 96 | 2014 | ● |
| 122 | 11.43 | 5.5 | 412 | 1.0 | 5.3 | 400 | 30/35/40 | B | | | | | | | | | | 96 | 2012 | |
| 99 | 14.21 | 4 | 372 | 1.1 | 4.3 | 400 | 30/35/40 | B | | | | | | | | | | 96 | 2010 | |
| 84 | 16.62 | 4 | 435 | 1.2 | 4.6 | 501 | 30/35/40 | B | | | | | | | | | | 96 | 1314 | ● |
| 70 | 20.10 | 4 | 527 | 0.9 | 3.8 | 499 | 30/35/40 | B | | | | | | | | | | 96 | 1112 | ● |
| 57 | 24.61 | 3 | 483 | 1.0 | 3.1 | 492 | 30/35/40 | B | | | | | | | | | | 96 | 1312 | ● |
| 56 | 24.98 | 3 | 491 | 0.8 | 2.4 | 400 | 30/35/40 | B | | | | | | | | | | 96 | 1310 | |
| 47.6 | 29.41 | 2.2 | 424 | 1.0 | 2.3 | 440 | 30/35/40 | B | | | | | | | | | | 96 | 814 | |
| 39.3 | 35.58 | 1.85 | 431 | 1.2 | 2.1 | 499 | 30/35/40 | B | | | | | | | | | | 96 | 812 | |
| 34.6 | 40.50 | 1.1 | 292 | 1.1 | 1.2 | 310 | 30/35/40 | B | | | | | | | | | | 96 | 614 | |
| 31.7 | 44.23 | 1.5 | 434 | 0.9 | 1.4 | 400 | 30/35/40 | B | | | | | | | | | | 96 | 810 | |
| 28.6 | 49.00 | 1.1 | 353 | 1.0 | 1.1 | 368 | 30/35/40 | B | | | | | | | | | | 96 | 612 | |
| 23.0 | 60.90 | 1.1 | 439 | 0.9 | 1.0 | 400 | 30/35/40 | B | | | | | | | | | | 96 | 610 | |

603A

n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | | | | | | | |
|------|---------------|------|-----|-----|-------------|------------|----------|---|--|--|--|--|--|--|--|--|--|---|---|---|----|--------|--------|---|
| 35.2 | 39.79 | 1.5 | 379 | 1.1 | 1.7 | 434 | 30/35/40 | B | | | | | | | | | | C | C | | 93 | 191316 | | |
| 29.6 | 47.22 | 1.5 | 449 | 1.1 | 1.7 | 501 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 191314 | |
| 25.6 | 54.73 | 1.5 | 521 | 1.0 | 1.4 | 501 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 171314 | ● |
| 24.5 | 57.13 | 1.1 | 399 | 1.3 | 1.4 | 500 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 191312 | |
| 21.1 | 66.22 | 1.1 | 462 | 1.1 | 1.2 | 500 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 171312 | |
| 19.7 | 71.01 | 1.1 | 496 | 0.9 | 0.97 | 435 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 191310 | |
| 18.3 | 76.69 | 1.1 | 535 | 0.9 | 1.0 | 501 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 131314 | ● |
| 17.0 | 82.30 | 0.75 | 392 | 1.1 | 0.83 | 435 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 171310 | |
| 16.7 | 83.59 | 0.75 | 398 | 1.1 | 0.83 | 441 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 190814 | |
| 15.1 | 92.78 | 0.75 | 441 | 1.1 | 0.85 | 500 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 131312 | |
| 13.4 | 104.68 | 0.75 | 498 | 1.0 | 0.75 | 501 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 101314 | ● |
| 11.9 | 117.22 | 0.55 | 409 | 1.2 | 0.67 | 500 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 170812 | |
| 11.1 | 126.65 | 0.55 | 442 | 1.1 | 0.62 | 500 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 101312 | ● |
| 10.3 | 135.74 | 0.37 | 319 | 1.4 | 0.51 | 441 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 130814 | |
| 9.6 | 145.68 | 0.37 | 342 | 1.3 | 0.47 | 435 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 170810 | |
| 8.9 | 157.40 | 0.37 | 369 | 1.2 | 0.44 | 435 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 101310 | |
| 8.5 | 165.29 | 0.37 | 388 | 1.3 | 0.48 | 500 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 91312 | ● |
| 7.6 | 185.29 | 0.37 | 435 | 1.0 | 0.38 | 441 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 100814 | |
| 6.8 | 205.43 | 0.37 | 482 | 0.9 | 0.33 | 435 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 91310 | |
| 6.2 | 224.18 | 0.37 | 526 | 1.0 | 0.35 | 500 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 100812 | |
| 5.8 | 241.82 | 0.25 | 384 | 1.1 | 0.29 | 441 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 90814 | ● |
| 5.0 | 278.62 | 0.25 | 442 | 1.0 | 0.25 | 435 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 100810 | |
| 4.8 | 292.57 | 0.25 | 464 | 1.1 | 0.27 | 500 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 90812 | ● |
| 3.9 | 363.63 | 0.18 | 415 | 1.0 | 0.19 | 435 | 30/35/40 | B | | | | | | | | | | | C | C | | 93 | 90810 | |

B, C, ... Flange disponibili
Motor flange available

B

Montaggio con boccia di riduzione
Coupling by means of reduction bushing



C

Posizione fori flangia/basetta motore
Motor flange/terminal box position



**602A
603A**

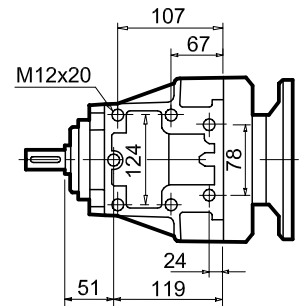
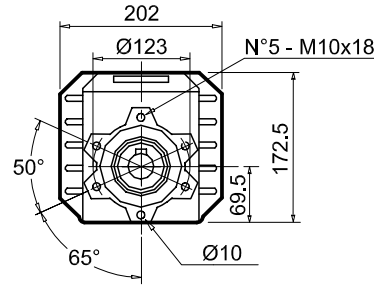
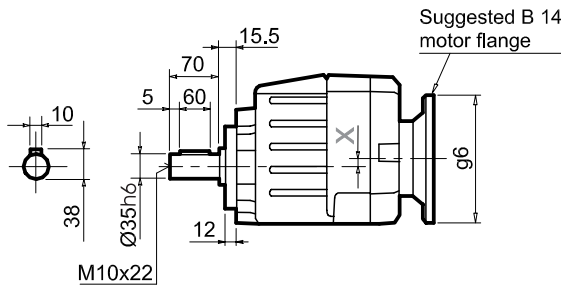
DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES

| | | |
|---|------|------|
| | 602A | 603A |
| X | 21.8 | 15.5 |

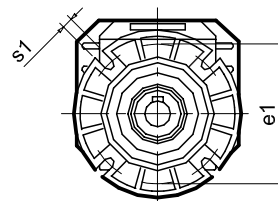
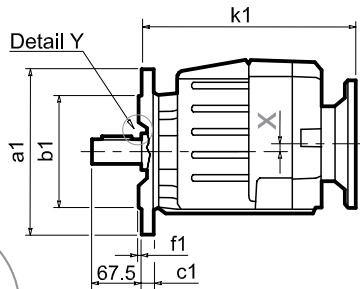
| | |
|------|------|
| 602A | 603A |
|------|------|

Kg with flange 14.1 14.3
Kg with feet 14.5 14.7

**P602A-N
P603A-N**

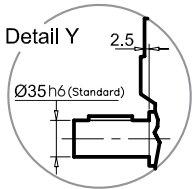


**P602A-F
P603A-F**



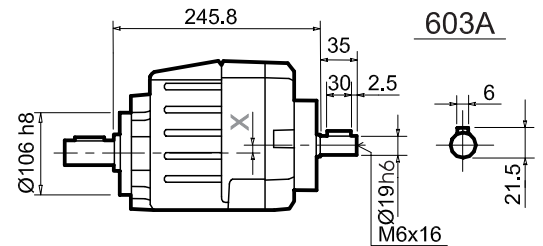
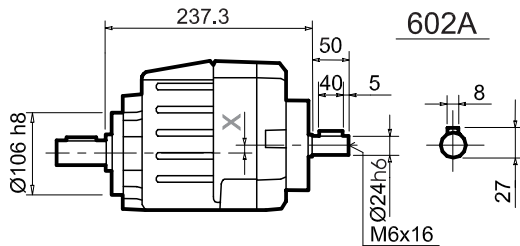
Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|----|
| 160 | 110 | 130 | 14 | 3.5 | 9 |
| 200 | 130 | 165 | 13 | 3.5 | 11 |
| 250 | 180 | 215 | 15.5 | 4 | 14 |

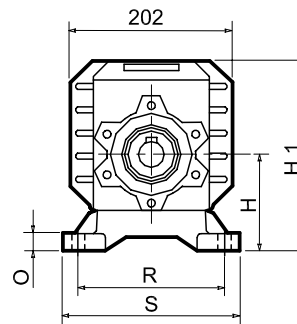
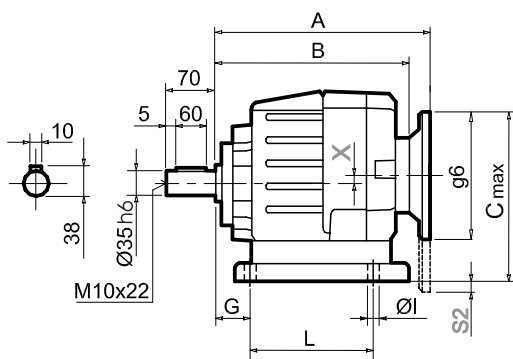


| | |
|-------------|-----------------|
| Standard | Ø 35x70 |
| A richiesta | Ø 30x60 Ø 38x70 |
| On request | Ø 40x80 |

**R602A-N
R603A-N**



**P602A....
P603A....**



Type 602A (Motor flange)

| Motor Flange | A | B | C max | g6 | k1 |
|--------------|-------|-------|-------|-----|-------|
| 80 B14 | 243.8 | 225.3 | 243.8 | 120 | 246.3 |
| 90 B14 | 243.8 | | 253.8 | 140 | 246.3 |
| 100 112 B14 | 254.8 | | 263.8 | 160 | 261 |
| 132 B14 | 273 | | 283.8 | 200 | 282 |
| 71 B5 | 243.8 | | 263.8 | 160 | 246.3 |
| 80/90 B5 | 245.8 | | 283.8 | 200 | 248.3 |
| 100 112 B5 | 251.8 | | 308.8 | 250 | 254.3 |

Type 603A (Motor flange)

| Motor Flange | A | B | C max | g6 | k1 |
|--------------|-----|-------|-------|-----|-------|
| 71 B14 | 253 | 234.5 | 230 | 105 | 255.5 |
| 80 B14 | 254 | | 237.5 | 120 | 256.5 |
| 90 B14 | 255 | | 247.5 | 140 | 257.5 |
| 63 B5 | 255 | | 247.5 | 140 | 257.5 |
| 71 B5 | 253 | | 257.5 | 160 | 255.5 |
| 80/90 B5 | 255 | | 277.5 | 200 | 257.5 |



Piedi di fissaggio disponibili / Available feet dimensions

| Market reference | Feet Code: | G | H | R | L | S | H 1 | O | Ø | S2 With motor flange | B5 max. flange |
|------------------|------------|------|-----|---------|-------|-----|-----|----|------|----------------------|----------------|
| 402/3 | B4 | 20 | 130 | 180 | 149.5 | 216 | 233 | 18 | 14 | - | 100 112 B5 |
| 47 - 57 | S4 | 30 | 115 | 135 | 165 | 170 | 218 | 24 | 13.5 | - | |
| 77 | S 7 | 35 | 140 | 170 | 205 | 204 | 243 | 8 | 14 | - | |
| 024 - 243 | H 4 | 35 | 155 | 170 | 150 | 225 | 258 | 30 | 14 | - | |
| 06 | L 6 | 19 | 125 | 160 | 106 | 205 | 228 | 8 | 14 | - | |
| 2302/3 | E 3 | 19.5 | 125 | 170 | 240 | 205 | 228 | 8 | 14 | - | |
| 62/3 | M3 | 35 | 120 | 170-185 | 110 | 230 | 223 | 20 | 14 | - | |
| 162 | P 6 | 40 | 162 | 160 | 205 | 200 | 265 | 8 | 14 | - | |
| 4110G | J 4 | 27 | 120 | 190 | 115 | 225 | 223 | 8 | 14 | - | |

Controllare le misure principali (G - H - R - L) troverete i codici (B1 - S1 - ecc.) corrispondenti alle dimensioni di vostro utilizzo.

Checking the main dimensions (G - H - R - L) you will find the codes (S1 - B1 - etc.) of your need.

Tipi più diffusi
Most popular types

| n_2 [min ⁻¹] | i | P _{1M} [kW] | M _{2M} [Nm] | fs | P _{1R} [kW] | M _{2R} [Nm] |  | B5 | | | | | B14 | | | | | RD |  Ratios code | | |
|-------------------------------|---|-------------------------|-------------------------|----|-------------------------|-------------------------|---|----|----|----|----|------------|-----|----|----|----|----|----|---|------------|-----|
| | | | | | | | | B | C | D | E | F | O | P | Q | R | T | | | U | V |
| | | | | | | | | 63 | 71 | 80 | 90 | 100 112 | 56 | 63 | 71 | 80 | 90 | | | 100 112 | 132 |

602C



n₁ = 1400 min⁻¹

| | | | | | | | | | | | | | | | | | | | | | |
|------|--------------|------|-----|-----|-----|-----|----------|---|--|--|--|--|--|--|--|--|--|----|------|------|---|
| 388 | 3.61 | 7.5 | 177 | 0.9 | 7.0 | 165 | 30/35/40 | B | | | | | | | | | | 96 | 3018 | | |
| 331 | 4.23 | 7.5 | 208 | 1.0 | 7.2 | 200 | 30/35/40 | B | | | | | | | | | | | 96 | 3016 | |
| 279 | 5.01 | 7.5 | 246 | 1.0 | 7.3 | 240 | 30/35/40 | B | | | | | | | | | | | 96 | 3014 | ● |
| 231 | 6.07 | 7.5 | 298 | 0.9 | 6.8 | 270 | 30/35/40 | B | | | | | | | | | | | 96 | 3012 | |
| 206 | 6.81 | 5.5 | 245 | 1.4 | 7.6 | 340 | 30/35/40 | B | | | | | | | | | | | 96 | 2018 | |
| 176 | 7.96 | 5.5 | 287 | 1.3 | 7.1 | 370 | 30/35/40 | B | | | | | | | | | | | 96 | 2016 | |
| 148 | 9.45 | 5.5 | 340 | 1.2 | 6.5 | 400 | 30/35/40 | B | | | | | | | | | | | 96 | 2014 | ● |
| 122 | 11.43 | 5.5 | 412 | 1.0 | 5.3 | 400 | 30/35/40 | B | | | | | | | | | | | 96 | 2012 | |
| 99 | 14.21 | 4 | 372 | 1.2 | 4.7 | 435 | 30/35/40 | B | | | | | | | | | | | 96 | 2010 | |
| 84 | 16.62 | 4 | 435 | 1.2 | 4.6 | 501 | 30/35/40 | B | | | | | | | | | | | 96 | 1314 | ● |
| 70 | 20.10 | 4 | 527 | 0.9 | 3.8 | 499 | 30/35/40 | B | | | | | | | | | | | 96 | 1312 | ● |
| 56 | 24.98 | 3 | 491 | 0.9 | 2.7 | 435 | 30/35/40 | B | | | | | | | | | | | 96 | 1310 | ● |
| 47.6 | 29.41 | 2.2 | 424 | 1.0 | 2.3 | 440 | 30/35/40 | B | | | | | | | | | | | 96 | 0814 | |
| 39.3 | 35.58 | 1.85 | 431 | 1.2 | 2.1 | 499 | 30/35/40 | B | | | | | | | | | | | 96 | 0812 | |
| 34.6 | 40.50 | 1.1 | 292 | 1.1 | 1.2 | 310 | 30/35/40 | B | | | | | | | | | | | 96 | 0614 | |
| 31.7 | 44.23 | 1.5 | 434 | 1.0 | 1.5 | 435 | 30/35/40 | B | | | | | | | | | | | 96 | 0810 | |
| 28.6 | 49.00 | 1.1 | 353 | 1.0 | 1.1 | 368 | 30/35/40 | B | | | | | | | | | | | 96 | 0612 | |
| 23.0 | 60.90 | 1.1 | 439 | 1.0 | 1.1 | 435 | 30/35/40 | B | | | | | | | | | | | 96 | 0610 | |

603C

n₁ = 1400 min⁻¹

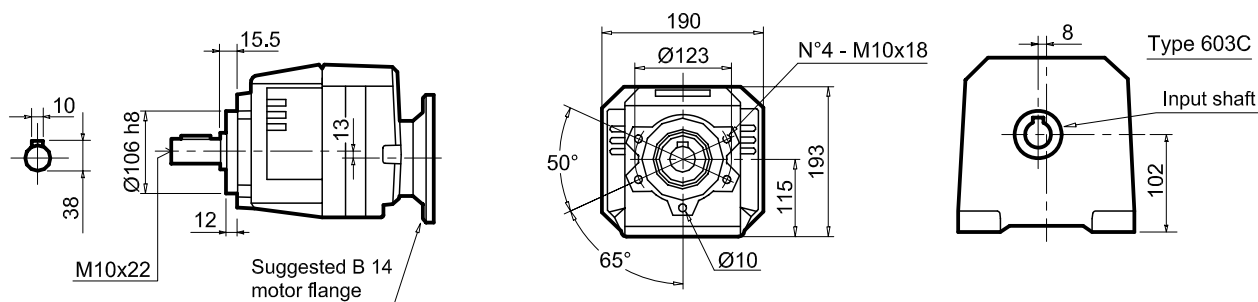
| | | | | | | | | | | | | | | | | | | | | | |
|------|---------------|------|-----|-----|------|-----|----------|---|--|--|--|--|--|--|--|--|--|----|--------|--------|---|
| 35.2 | 39.79 | 1.5 | 379 | 1.1 | 1.7 | 434 | 30/35/40 | B | | | | | | | | | | 93 | 191318 | | |
| 29.6 | 47.22 | 1.5 | 449 | 1.1 | 1.7 | 501 | 30/35/40 | B | | | | | | | | | | | 93 | 191316 | |
| 25.6 | 54.73 | 1.5 | 521 | 1.0 | 1.4 | 501 | 30/35/40 | B | | | | | | | | | | | 93 | 191314 | ● |
| 24.5 | 57.13 | 1.1 | 399 | 1.3 | 1.4 | 500 | 30/35/40 | B | | | | | | | | | | | 93 | 171314 | |
| 21.1 | 66.22 | 1.1 | 462 | 1.1 | 1.2 | 500 | 30/35/40 | B | | | | | | | | | | | 93 | 191312 | |
| 19.7 | 71.01 | 1.1 | 496 | 0.9 | 0.97 | 435 | 30/35/40 | B | | | | | | | | | | | 93 | 171312 | |
| 18.3 | 76.69 | 1.1 | 535 | 0.9 | 1.0 | 501 | 30/35/40 | B | | | | | | | | | | | 93 | 191310 | ● |
| 17.0 | 82.30 | 0.75 | 392 | 1.1 | 0.83 | 435 | 30/35/40 | B | | | | | | | | | | | 93 | 131314 | |
| 16.7 | 83.59 | 0.75 | 398 | 1.1 | 0.83 | 441 | 30/35/40 | B | | | | | | | | | | | 93 | 171310 | |
| 15.1 | 92.78 | 0.75 | 441 | 1.1 | 0.85 | 500 | 30/35/40 | B | | | | | | | | | | | 93 | 190814 | ● |
| 13.4 | 104.68 | 0.75 | 498 | 1.0 | 0.75 | 501 | 30/35/40 | B | | | | | | | | | | | 93 | 131312 | |
| 11.9 | 117.22 | 0.55 | 409 | 1.2 | 0.67 | 500 | 30/35/40 | B | | | | | | | | | | | 93 | 101314 | |
| 11.1 | 126.65 | 0.55 | 442 | 1.1 | 0.62 | 500 | 30/35/40 | B | | | | | | | | | | | 93 | 170812 | ● |
| 10.3 | 135.74 | 0.37 | 319 | 1.4 | 0.51 | 441 | 30/35/40 | B | | | | | | | | | | | 93 | 101312 | |
| 9.6 | 145.68 | 0.37 | 342 | 1.3 | 0.47 | 435 | 30/35/40 | B | | | | | | | | | | | 93 | 130814 | |
| 8.9 | 157.40 | 0.37 | 369 | 1.2 | 0.44 | 435 | 30/35/40 | B | | | | | | | | | | | 93 | 170810 | ● |
| 8.5 | 164.23 | 0.37 | 385 | 1.3 | 0.48 | 500 | 30/35/40 | B | | | | | | | | | | | 93 | 101310 | |
| 7.6 | 185.29 | 0.37 | 435 | 1.0 | 0.38 | 441 | 30/35/40 | B | | | | | | | | | | | 93 | 130812 | |
| 6.9 | 204.16 | 0.37 | 479 | 0.9 | 0.34 | 435 | 30/35/40 | B | | | | | | | | | | | 93 | 100814 | |
| 6.2 | 224.18 | 0.37 | 526 | 1.0 | 0.35 | 500 | 30/35/40 | B | | | | | | | | | | | 93 | 130810 | |
| 5.0 | 278.62 | 0.25 | 442 | 1.0 | 0.25 | 435 | 30/35/40 | B | | | | | | | | | | | 93 | 100812 | |

| | | | | | | | |
|-----------|--|---|---|--|---|---|---|
| B, C, ... | Flange disponibili Motor flange available | B | Montaggio con boccia di riduzione Coupling by means of reduction bushing |  | C | Posizione fori flangia/basetta motore Motor flange/terminal box position |  |
|-----------|--|---|---|--|---|---|---|

602C
603C

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES

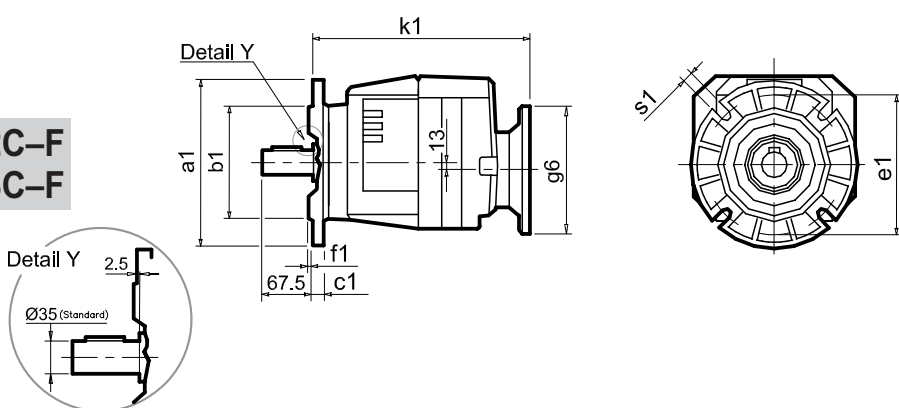
P602C-N
P603C-N



| | |
|------|------|
| 602C | 603C |
|------|------|

| | | |
|-----------------------|-------------|-------------|
| Kg with flange | 21.4 | 21.2 |
| Kg with feet | 21.3 | 21.1 |

P602C-F
P603C-F



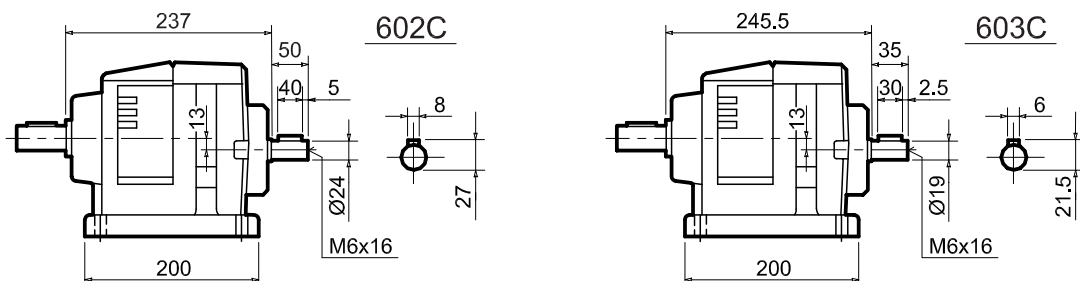
Flange uscita / Output flange

| a1 Ø | b1 | e1 | c1 | f1 | s1 |
|------|-----|-----|------|-----|----|
| 160 | 110 | 130 | 14 | 3.5 | 9 |
| 200 | 130 | 165 | 13 | 3.5 | 11 |
| 250 | 180 | 215 | 15.5 | 4 | 14 |

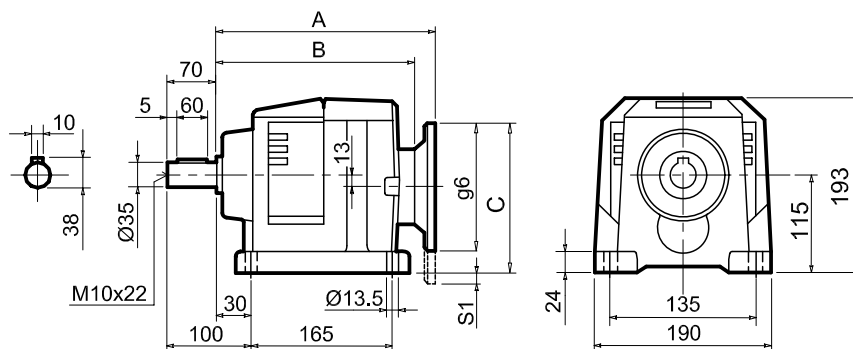
Ø **Albero uscita**
Ø **Output shaft**

| | |
|-------------|-----------------|
| Standard | Ø 35x70 |
| A richiesta | Ø 30x60 Ø 38x70 |
| On request | Ø 40x80 |

R602CSP
R603CSP



P602CSP
P603CSP










Type 602C (Motor flange)

| Motor Flange | A | B | C | g6 | S1 | k1 |
|--------------|-------|-------|-----|-----|-----|-------|
| 80 B14 | 243.8 | 225.3 | 162 | 120 | | 246 |
| 90 B14 | 243.8 | | 172 | 140 | | 246 |
| 100 B14 | 254.8 | | 182 | 160 | | 260.7 |
| 132 B14 | 273 | | 215 | 200 | | 282 |
| 71 B5 | 243.8 | | 182 | 160 | | 246 |
| 80/90 B5 | 245.8 | | 202 | 200 | | 248 |
| 100 B5 | 251.8 | 227 | 250 | 23 | 254 | |

Type 603C (Motor flange)

| Motor Flange | A | B | C | g6 | S1 | k1 |
|--------------|-------|-----|-----|-----|----|-------|
| 71 B14 | 252.5 | 234 | 156 | 105 | | 275.5 |
| 80 B14 | 253.5 | | 162 | 120 | | 276.5 |
| 90 B14 | 254.5 | | 172 | 140 | | 277.5 |
| 63 B5 | 254.5 | | 172 | 140 | | 277.5 |
| 71 B5 | 252.5 | | 182 | 160 | | 275.5 |
| 80/90 B5 | 254.5 | | 202 | 200 | | 277.5 |

Come selezionare un motoriduttore / How to select a motorised gearbox / Wie wählt man einen Getriebemotor
Comment sélectionner un moto-réducteur / Cómo seleccionar un moto-reductores

| B | | C | | A | | E | | Note | |
|---|------------------------------|--|-----------|---|---|---|---|--|---|
| Velocità di rotazione Rotation speed Abtriebsdrehzahl Vitesse de rotation Velocidad de salida | | Momento torcente Torque moment Drehmoment Moment de torsion Par torsion | | Potenza motore Power Leistung Puissance Potencia | | Flangia IEC IEC Flange IEC Flansch Bride CEI Bridas IEC | | Note Notes Anmerkungen Note Notas | |
| | | | | Fattore di servizio Service factor Betriebsfaktor Facteur de service Factor de servicio | | | | | |
| | | | | Diametro albero uscita Output shaft diam. Durchmesser Abtriebswelle Diamètre arbre de sortie Diametro eje de salida | | | | | |
| | | | | | | Giri motore Motor rpm Motordrehzahl Vitesse moteur Revoluciones motor | | | |
| P_{1M} = 0.37 kW | | | | | | | | | |
| 1400 min⁻¹ (71B4) | | | | | | | | | |
| n₂ [min ⁻¹] | M₂ [Nm] | i | fs |  |  |  |  |  |  |
| | | | | | | | B5 | B14 |  |
| 9.6 | 342 | 145.68 | 1.3 | 30/35/40 | 603A | 71B4 | 63 ^{B1} -71-80-90 | 71 ^{C1} -80 ^{C1} -90 | 35 |
| 9.6 | 342 | 145.68 | 1.3 | 30/35/40 | 603C | 71B4 | 63 ^{B1} -71-80-90 | 71 ^{C1} -80 ^{C1} -90 | 37 |
| 10.2 | 321 | 136.62 | 1.1 | 28/30/35 | 503A | 71B4 | 63 ^{B1} -71-80-90 | 71 ^{C1} -80 ^{C1} -90 | 33 |
| 10.3 | 319 | 135.74 | 1.4 | 30/35/40 | 603A | 71B4 | 63 ^{B1} -71-80-90 | 71 ^{C1} -80 ^{C1} -90 | 35 |
| 10.3 | 319 | 135.74 | 1.4 | 30/35/40 | 603C | 71B4 | 63 ^{B1} -71-80-90 | 71 ^{C1} -80 ^{C1} -90 | 37 |
| | | D | | D2 | | D1 | | | |
| Rapporto Ratio Untersetzung Rapport Relación | | Riduttore in alluminio Aluminium gearbox Aluminiumgetriebe Réducteur en aluminium Reductor en aluminio | | Codice motore IEC IEC motor code Motor code IEC Code moteur IEC Código motor IEC | | Riduttore in ghisa Cast iron gearbox Graugussgetriebe Réducteur en fonte Reductor en hierro fundido | | Rapporto preferenziale Preferential ratio Untersetzung Rapport de reduction conseillée Relación preferente | |
| n₁ = 1400 (2800, 900) min⁻¹ | | | | | | | | | |









| E | Flange disponibili Motor flange available Erhältliche Motorflansche Brides disponibles Bridas disponibles |
|-----------|---|
| 1) | Per verificare l'applicabilità di queste grandezze motori nella versione con piedi consultare la pagina delle dimensioni To verify the applicability of the B5 motors with the specific feet, check on dimensions page and use a B14 Motor Die Durchmesser der B5 Eingangsflansche hinsichtlich der Höhe der Getriebefüße sollte mittels Maßblatt geprüft werden. Gegebenenfalls ist ein B14 Flansch-Motor einzusetzen. Pour la faisabilité du montage de ces tailles moteurs, voir la page des dimensions et monter si possible un moteur B14 Para verificar la posibilidad de montaje de motores con estas dimensiones en la versión patas, comprobar en la página de dimensiones, así como la posibilidad de usar la brida B14 |
| B) | Montaggio con boccia di riduzione / Coupling by means of reduction bushing Reduzierhülsen / Montage avec douille de réduction / Montaje con casquillo de reducción |
| C) | Posizione fori flangia/basetta motore / Motor flange/terminal box position Bohrungsposition am Motorflansch-/sockel / Position trous bride/barrette à bornes moteur Posición agujeros brida / base motor |

| A | Seleziona la potenza | Select power | Ausgewählte Leistung | Sélectionne la puissance | Seleccionar la potencia |
|------|---|--|--|--|--|
| B | Seleziona la velocità in uscita | Select power speed | Ausgewählte Abtriebsdrehzahl | Sélectionne la vitesse en sortie | Seleccionar la velocidad de salida |
| C | Seleziona la coppia in base al fattore di servizio fs desiderato | Select required torque according to service factor | Ausgewähltes Drehmoment in Bezug zum Betriebsfaktor | Sélectionne le couple sur la base du facteur de service fs souhaité | Seleccionar el par de torsión en función del factor de servicio fs deseado |
| D,D1 | Scegli la motorizzazione desiderata (riduttore con cassa in alluminio o in ghisa) | Select the required motorization (gearbox with cast iron or aluminium housing) | Wählen Sie die gewünschte Motorisierung (Untersetzungsgetriebe mit Aluminium- oder Gußeisengehäuse) | Choisissez la motorisation que vous souhaitez (réducteur avec caisse en aluminium ou en fonte) | Seleccionar la motorización deseada (reductor con carcasa de aluminio o de hierro fundido) |
| D2 | Sulla riga corrispondente alla motorizzazione prescelta si può rilevare il tipo di motore (es. 63B6 dove 63 è la grandezza motore, 6 è la polarità 6 poli e 4 la polarità 4 poli) | On the same line of selected motorization, you can find relevant motor type (i.e. 63B6 where 63 correspond to motorsize, 6 is the poles number at 6 pole and 4 is the poles number at 4 pole (63A4)) | Auf der gleichen Linie wie der ausgewählte Getriebemotor ist die entsprechende Motorgröße zu finden. (z.B. 63B6 = BG 63, 6-polig oder 63A4 = BG 63, 4-polig) | Sur la ligne correspondante à la motorisation pré-choisie on peut relever le type de moteur (ex. 63B6 là où 63 est la grandeur moteur, 6 est la polarité 6 pôles et 4 est la polarité 4 pôles) | En la línea correspondiente al motor preseleccionado se puede encontrar el tipo de motor (ej. 63B6, donde 63 nos indica el tamaño del motor, 6 es la polaridad 6 polos ó 4 la polaridad 4 polos) |
| E | Scegli la flangia disponibile | See motor flange available | Erhältliche Motorflansche | Choisir la bride disponible | Seleccionar la brida disponible |

SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.09 kW

1400 min⁻¹ (56B4) - 900 min⁻¹ (63A6)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page |
|--|------------------------|---------------|-----|---|---|---|---|---|---|-----|---|--|
| | | | | | | | | | B5 | B14 | | |
| 2.5 | 323 | 363.63 | 1.3 | 30/35/40 | | | | | | | | 35 |
| 3.1 | 260 | 292.57 | 1.3 | 28/30/35 | | | | | | | | 33 |
| 5.1 | 157 | 177.09 | 1.0 | 24/25 | | | | | | | ● | 27 |
| 6.5 | 123 | 216.00 | 1.1 | 24/25 | | | | | | | ● | 27 |
| 6.6 | 121 | 135.69 | 1.3 | 24/25 | | | | | | | ● | 27 |
| 7.1 | 112 | 126.40 | 1.4 | 24/25 | | | | | | | ● | 27 |
| 7.9 | 101 | 177.09 | 1.6 | 24/25 | | | | | | | ● | 27 |
| 8.5 | 94 | 165.20 | 1.5 | 24/25 | | | | | | | ● | 27 |
| 10.3 | 77 | 135.69 | 2.1 | 24/25 | | | | | | | ● | 27 |
| 11.1 | 72 | 126.40 | 2.2 | 24/25 | | | | | | | ● | 27 |
| 14.5 | 55 | 96.85 | 2.9 | 24/25 | | | | | | | ● | 27 |
| 14.5 | 57 | 61.89 | 1.2 | 14/16 | | | | | | | ● | 23 |
| 16.2 | 50 | 86.66 | 2.8 | 24/25 | | | | | | | ● | 27 |
| 18.1 | 46 | 49.76 | 1.5 | 14/16 | | | | | | | ● | 23 |
| 22.6 | 36 | 61.89 | 1.9 | 14/16 | | | | | | | ● | 23 |
| 28.1 | 29 | 49.76 | 2.4 | 14/16 | | | | | | | ● | 23 |
| 29.9 | 28 | 46.87 | 2.5 | 14/16 | | | | | | | ● | 23 |
| 37.1 | 22 | 37.69 | 3.2 | 14/16 | | | | | | | ● | 23 |
| 39.0 | 21 | 35.91 | 3.3 | 14/16 | | | | | | | ● | 23 |
| 48.5 | 17 | 28.88 | 4.1 | 14/16 | | | | | | | ● | 23 |
| 53 | 16 | 26.31 | 3.9 | 14/16 | | | | | | | ● | 23 |
| 64 | 13 | 21.84 | 4.7 | 14/16 | | | | | | | ● | 23 |
| 66 | 12 | 21.15 | 4.8 | 14/16 | | | | | | | ● | 23 |
| 75 | 11 | 18.78 | 5.4 | 14/16 | | | | | | | ● | 23 |
| 86 | 10 | 16.20 | 6.3 | 14/16 | | | | | | | ● | 23 |
| 93 | 9 | 15.10 | 6.7 | 14/16 | | | | | | | ● | 23 |
| 107 | 8 | 13.03 | 7.8 | 14/16 | | | | | | | ● | 23 |
| 123 | 7 | 11.42 | 8.9 | 14/16 | | | | | | | ● | 23 |

P_{1M} = 0.13 kW

n₁ = 1400 min⁻¹ (63A4)

| | | | | | | | | | | | | |
|------|-----|---------------|-----|----------|--|--|--|--|--|--|---|----|
| 3.6 | 319 | 386.33 | 1.0 | 28/30/35 | | | | | | | | 33 |
| 3.9 | 300 | 363.63 | 1.5 | 30/35/40 | | | | | | | | 35 |
| 4.4 | 263 | 319.32 | 1.3 | 28/30/35 | | | | | | | ● | 33 |
| 4.8 | 241 | 292.57 | 1.4 | 28/30/35 | | | | | | | ● | 33 |
| 4.8 | 241 | 292.57 | 2.1 | 30/35/40 | | | | | | | ● | 35 |
| 5.0 | 230 | 278.62 | 1.9 | 30/35/40 | | | | | | | ● | 35 |
| 5.0 | 230 | 278.62 | 1.9 | 30/35/40 | | | | | | | ● | 37 |
| 5.8 | 199 | 241.82 | 1.8 | 28/30/35 | | | | | | | ● | 33 |
| 5.8 | 199 | 241.82 | 2.2 | 30/35/40 | | | | | | | ● | 35 |
| 6.2 | 185 | 224.18 | 2.7 | 30/35/40 | | | | | | | ● | 35 |
| 6.2 | 185 | 224.18 | 2.7 | 30/35/40 | | | | | | | ● | 37 |
| 6.4 | 180 | 218.26 | 1.8 | 28/30/35 | | | | | | | ● | 33 |
| 6.8 | 169 | 205.43 | 2.6 | 30/35/40 | | | | | | | ● | 35 |
| 6.9 | 168 | 204.16 | 2.6 | 30/35/40 | | | | | | | ● | 37 |
| 7.6 | 153 | 185.29 | 2.9 | 30/35/40 | | | | | | | ● | 35 |
| 7.6 | 153 | 185.29 | 2.9 | 30/35/40 | | | | | | | ● | 37 |
| 7.8 | 149 | 180.40 | 2.4 | 28/30/35 | | | | | | | ● | 33 |
| 7.9 | 146 | 177.09 | 1.1 | 24/25 | | | | | | | ● | 27 |
| 8.4 | 137 | 165.74 | 1.3 | 24/25 | | | | | | | ● | 29 |
| 8.5 | 136 | 165.20 | 1.0 | 24/25 | | | | | | | ● | 27 |
| 10.3 | 112 | 135.69 | 1.4 | 24/25 | | | | | | | ● | 27 |
| 10.3 | 112 | 135.69 | 1.7 | 24/25 | | | | | | | ● | 29 |
| 11.1 | 104 | 126.40 | 1.5 | 24/25 | | | | | | | ● | 27 |
| 11.8 | 98 | 118.29 | 1.8 | 24/25 | | | | | | | ● | 29 |

B

Montaggio con boccia di riduzione
Coupling by means of reduction bushing












C

Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

| $P_{1M} = 0.13 \text{ kW}$ | | | | | | | | | | $1400 \text{ min}^{-1} (63A4)$ | | |
|-------------------------------|---------------|--------|-----|---|---|---|---|---|---|---|---|---|
| n_2 [min ⁻¹] | M_2 [Nm] | i | fs |  |  |  |  |  |  |  |  |  |
| | | | | | | | | | B5 | B14 | | |
| 13.6 | 85 | 102.89 | 2.1 | 24/25 | | | 403A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 27 |
| 14.5 | 80 | 96.85 | 2.0 | 24/25 | | | 403A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | ● | 27 |
| 14.5 | 80 | 96.85 | 2.4 | 24/25 | | | | 403C | 63A4 | 63 ^B -71-80-90 | ● | 29 |
| 16.2 | 72 | 86.66 | 1.9 | 24/25 | | | 403A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 27 |
| 16.2 | 71 | 86.66 | 2.4 | 24/25 | | | | 403C | 63A4 | 63 ^B -71-80-90 | | 29 |
| 18.7 | 62 | 74.77 | 2.8 | 24/25 | | | | 403C | 63A4 | 63 ^B -71-80-90 | | 29 |
| 18.7 | 61 | 74.77 | 2.2 | 24/25 | | | 403A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 27 |
| 19.1 | 61 | 73.43 | 2.9 | 24/25 | | | 403A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 27 |
| 19.7 | 59 | 70.95 | 2.7 | 24/25 | | | 403A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | ● | 27 |
| 22.6 | 51 | 61.90 | 2.7 | 24/25 | | | 403A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 27 |
| 22.6 | 53 | 61.89 | 1.3 | 14/16 | | | 202A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 23 |
| 22.6 | 53 | 61.89 | 2.0 | 20 | | | 302A | 63A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 22.6 | 53 | 61.88 | 2.6 | 24/25 | | | 402A | 63A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 28.1 | 42 | 49.76 | 1.7 | 14/16 | | | 202A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | ● | 23 |
| 28.1 | 42 | 49.76 | 2.4 | 20 | | | 302A | 63A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 |
| 29.9 | 40 | 46.87 | 1.8 | 14/16 | | | 202A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 23 |
| 29.9 | 40 | 46.87 | 2.7 | 20 | | | 302A | 63A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 37.1 | 32 | 37.69 | 2.2 | 14/16 | | | 202A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | ● | 23 |
| 39.0 | 31 | 35.91 | 2.3 | 14/16 | | | 202A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 23 |
| 48.5 | 25 | 28.88 | 2.8 | 14/16 | | | 202A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | ● | 23 |
| 53 | 22 | 26.31 | 2.7 | 14/16 | | | 202A | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 23 |
| 129 | 9 | 10.86 | 3.0 | 14 | | 311 | | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 19 |
| 129 | 9 | 10.86 | 3.0 | 19/24 | | 411 | | 63A4 | 63 ^B -71 ^B -80-90 | 71 ^B C)-80 ^C -90 | | 20 |
| 170 | 7 | 8.22 | 5.4 | 14 | | 311 | | 63A4 | 63-71 | 56 ^B C)-63 ^C -71 | | 19 |









| $P_{1M} = 0.18 \text{ kW}$ | | | | | | | | | | $n_1 = 1400 \text{ min}^{-1} (63B4) - 900 \text{ min}^{-1} (71A6)$ | | | |
|----------------------------|-----|--------|-----|----------|--|--|------|------|---------------------------|--|--------------------------------------|----|----|
| 3.9 | 415 | 363.63 | 1.0 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 4.4 | 365 | 319.32 | 1.0 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 | |
| 4.8 | 334 | 292.57 | 1.0 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 | |
| 4.8 | 334 | 292.57 | 1.5 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 | |
| 5.0 | 318 | 278.62 | 1.4 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 5.0 | 318 | 278.62 | 1.4 | 30/35/40 | | | | 603C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 5.8 | 276 | 241.82 | 1.3 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 | |
| 5.8 | 276 | 241.82 | 1.6 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 | |
| 6.2 | 256 | 224.18 | 2.0 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 6.2 | 256 | 224.18 | 2.0 | 30/35/40 | | | | 603C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 6.4 | 249 | 218.26 | 1.3 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 | |
| 6.8 | 235 | 205.43 | 1.9 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 6.9 | 233 | 204.16 | 1.9 | 30/35/40 | | | | 603C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 7.6 | 212 | 185.29 | 2.1 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 7.6 | 212 | 185.29 | 2.1 | 30/35/40 | | | | 603C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 7.8 | 206 | 180.40 | 1.7 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 | |
| 8.4 | 189 | 165.74 | 0.9 | 24/25 | | | | 403C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 8.5 | 189 | 165.29 | 1.7 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 | |
| 8.5 | 189 | 165.29 | 2.6 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 | |
| 8.5 | 188 | 164.23 | 2.7 | 30/35/40 | | | | 603C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 8.9 | 180 | 157.40 | 2.4 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 8.9 | 180 | 157.40 | 2.4 | 30/35/40 | | | | 603C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 9.6 | 166 | 145.68 | 2.6 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 9.6 | 166 | 145.68 | 2.6 | 30/35/40 | | | | 603C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 10.2 | 156 | 136.62 | 2.3 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 | |
| 10.3 | 155 | 135.74 | 2.8 | 30/35/40 | | | 603A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 10.3 | 155 | 135.74 | 2.8 | 30/35/40 | | | | 603C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |

| | | | | | |
|---|---|---|---|---|--|
| B | Montaggio con boccia di riduzione Coupling by means of reduction bushing |  | C | Posizione fori flangia/basetta motore Motor flange/terminal box position |  |
|---|---|---|---|---|--|

SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.18 kW

n₁ = 1400 min⁻¹ (63B4) - 900 min⁻¹ (71A6)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page | |
|--|------------------------|--------|-----|---|---|---|---|---|---|---|---|--|----|
| | | | | | | | | | B5 | B14 | | | |
| 10.3 | 155 | 135.69 | 1.0 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 27 | |
| 10.3 | 155 | 135.69 | 1.3 | 24/25 | | | 403C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 | |
| 11.1 | 145 | 126.65 | 2.3 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 | |
| 11.1 | 144 | 126.40 | 1.1 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 27 | |
| 11.8 | 135 | 118.29 | 1.3 | 24/25 | | | | 403C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 11.9 | 134 | 117.22 | 2.4 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 | |
| 13.4 | 120 | 104.67 | 3.0 | 28/30/35 | | | 503A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 | |
| 13.6 | 117 | 102.89 | 1.5 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 27 | |
| 14.5 | 111 | 96.85 | 1.4 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 27 | |
| 14.5 | 111 | 96.85 | 1.8 | 24/25 | | | | 403C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 16.2 | 99 | 86.66 | 1.4 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 27 | |
| 16.2 | 99 | 86.66 | 1.8 | 24/25 | | | | 403C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 19.1 | 84 | 73.43 | 2.1 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 27 | |
| 19.7 | 81 | 70.95 | 2.0 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 27 | |
| 19.7 | 81 | 70.95 | 2.4 | 24/25 | | | | 403C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 22.6 | 73 | 61.89 | 1.0 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 23 | |
| 22.6 | 73 | 61.89 | 1.5 | 20 | | | 302A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 22.6 | 73 | 61.89 | 2.3 | 24/25 | | | | 402C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 22.6 | 73 | 61.88 | 1.9 | 24/25 | | | 402A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 | |
| 22.9 | 70 | 61.22 | 2.3 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 27 | |
| 26.2 | 61 | 53.36 | 2.3 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 27 | |
| 27.6 | 60 | 50.67 | 2.2 | 24/25 | | | 402A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 | |
| 27.6 | 60 | 50.67 | 2.5 | 24/25 | | | | 402C | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 27.6 | 58 | 50.64 | 2.8 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 27 | |
| 28.1 | 59 | 49.76 | 1.2 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 23 | |
| 28.1 | 59 | 49.76 | 1.7 | 20 | | | 302A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 | |
| 29.9 | 55 | 46.87 | 1.3 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 23 | |
| 29.9 | 55 | 46.87 | 1.9 | 20 | | | 302A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 29.9 | 55 | 46.86 | 2.5 | 24/25 | | | 402A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 | |
| 32.0 | 50 | 43.69 | 3.0 | 24/25 | | | 403A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 27 | |
| 37.1 | 44 | 37.69 | 1.6 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 23 | |
| 37.1 | 44 | 37.69 | 2.3 | 20 | | | 302A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 | |
| 39.0 | 42 | 35.91 | 1.7 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^C -63 ^C -71 | | 23 | |
| 39.0 | 42 | 35.91 | 2.5 | 20 | | | 302A | 63B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 48.5 | 34 | 28.88 | 2.1 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 23 | |
| 53 | 31 | 26.31 | 1.9 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 23 | |
| 64 | 26 | 21.84 | 2.3 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 23 | |
| 66 | 25 | 21.15 | 2.4 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 23 | |
| 75 | 22 | 18.78 | 2.7 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 23 | |
| 83 | 20 | 10.86 | 1.4 | 14 | 311 | | | 71A6 | 63-71 | 56 ^B (C)-63 ^C -71 | | 19 | |
| 86 | 19 | 16.20 | 3.1 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 23 | |
| 93 | 18 | 15.10 | 3.4 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | ● | 23 | |
| 123 | 13 | 11.42 | 4.5 | 14/16 | | | 202A | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 23 | |
| 129 | 13 | 10.86 | 2.2 | 14 | 311 | | | 63B4 | 63-71 | 56 ^B (C)-63 ^C -71 | | 19 | |

P_{1M} = 0.25 kW

1400 min⁻¹ (71A4) - 900 min⁻¹ (71B6)

| | | | | | | | | | | | | | |
|-----|-----|--------|-----|----------|--|--|------|------|---------------------------|--------------------------------------|--------------------------------------|----|----|
| 4.8 | 464 | 292.57 | 1.1 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 | |
| 5.0 | 442 | 278.62 | 1.0 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 5.0 | 442 | 278.62 | 1.0 | 30/35/40 | | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 5.8 | 384 | 241.82 | 0.9 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 | |
| 5.8 | 384 | 241.82 | 1.1 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 | |
| 6.2 | 356 | 224.18 | 1.4 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 6.2 | 356 | 224.18 | 1.4 | 30/35/40 | | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 6.4 | 346 | 218.26 | 0.9 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 | |

B

Montaggio con boccia di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.25 kW









1400 min⁻¹ (71A4) - 900 min⁻¹ (71B6)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page |
|--|------------------------|--------|-----|---|---|---|---|---|---|---|---|--|
| | | | | | | | | | B5 | B14 | | |
| 6.8 | 326 | 205.43 | 1.3 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 6.9 | 324 | 204.16 | 1.3 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 7.6 | 294 | 185.29 | 1.5 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 7.6 | 294 | 185.29 | 1.5 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 7.8 | 286 | 180.40 | 1.2 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 |
| 8.5 | 262 | 165.29 | 1.2 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 8.5 | 262 | 165.29 | 1.9 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 8.5 | 260 | 164.23 | 1.9 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 8.9 | 250 | 157.40 | 1.7 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 8.9 | 250 | 157.40 | 1.7 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 9.6 | 231 | 145.68 | 1.9 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 9.6 | 231 | 145.68 | 1.9 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 10.2 | 217 | 136.62 | 1.6 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 |
| 10.3 | 215 | 135.74 | 2.0 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 10.3 | 215 | 135.74 | 2.0 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 10.3 | 215 | 135.69 | 0.9 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 11.1 | 201 | 126.65 | 1.6 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 11.1 | 201 | 126.65 | 2.5 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 11.1 | 201 | 126.65 | 2.5 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 11.8 | 188 | 118.29 | 0.9 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 11.9 | 186 | 117.22 | 1.8 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 11.9 | 186 | 117.22 | 2.7 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 11.9 | 186 | 117.22 | 2.7 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 13.4 | 166 | 104.68 | 3.0 | 30/35/40 | | | 603A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 13.4 | 166 | 104.68 | 3.0 | 30/35/40 | | | 603C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 13.4 | 166 | 104.67 | 2.1 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 |
| 13.6 | 163 | 102.89 | 1.1 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 27 |
| 14.5 | 154 | 96.85 | 1.0 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 27 |
| 14.5 | 154 | 96.85 | 1.3 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 15.1 | 147 | 92.78 | 2.2 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 16.2 | 138 | 86.66 | 1.0 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 27 |
| 16.2 | 137 | 86.66 | 1.3 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 16.7 | 133 | 83.59 | 2.7 | 28/30/35 | | | 503A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 18.7 | 119 | 74.77 | 1.5 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 18.7 | 118 | 74.77 | 1.2 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 27 |
| 19.1 | 116 | 73.43 | 1.5 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 27 |
| 19.7 | 113 | 70.95 | 1.4 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 27 |
| 19.7 | 113 | 70.95 | 1.7 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 22.5 | 99 | 62.22 | 2.0 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 22.6 | 98 | 61.90 | 1.4 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 27 |
| 22.6 | 101 | 61.89 | 1.1 | 20 | | | 302A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 22.6 | 101 | 61.89 | 1.7 | 24/25 | | | 402C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 22.6 | 101 | 61.88 | 1.4 | 24/25 | | | 402A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 22.9 | 97 | 61.22 | 1.6 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 27 |
| 23.0 | 100 | 60.90 | 2.5 | 28/30/35 | | | 502A | 71A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 23.0 | 100 | 60.90 | 2.7 | 28/30/35 | | | 452A | 71A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 26.2 | 85 | 53.36 | 1.6 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 27 |
| 27.6 | 83 | 50.67 | 1.6 | 24/25 | | | 402A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 27.6 | 83 | 50.67 | 1.8 | 24/25 | | | 402C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 27.6 | 80 | 50.64 | 2.0 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 27 |
| 27.6 | 80 | 50.64 | 2.4 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 28.1 | 81 | 49.76 | 0.9 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 23 |
| 28.1 | 81 | 49.76 | 1.2 | 20 | | | 302A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 |
| 29.9 | 77 | 46.87 | 0.9 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 29.9 | 77 | 46.87 | 1.4 | 20 | | | 302A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 29.9 | 77 | 46.87 | 2.2 | 24/25 | | | 402C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 29.9 | 77 | 46.86 | 1.8 | 24/25 | | | 402A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 32.0 | 69 | 43.69 | 2.2 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 27 |
| 32.0 | 69 | 43.69 | 2.8 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 36.5 | 61 | 38.40 | 2.9 | 24/25 | | | 403A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 27 |

SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.25 kW

1400 min⁻¹ (71A4) - 900 min⁻¹ (71B6)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page |
|--|------------------------|-------|-----|---|---|---|---|---|---|---|---|--|
| | | | | | | | | | B5 | B14 | | |
| 36.5 | 63 | 38.37 | 2.5 | 24/25 | | | 402A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 36.5 | 63 | 38.37 | 2.9 | 24/25 | | | 402C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 36.5 | 61 | 38.34 | 2.9 | 24/25 | | | 403C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 37.1 | 62 | 37.69 | 1.1 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 23 |
| 37.1 | 62 | 37.69 | 1.7 | 20 | | | 302A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 |
| 39.0 | 59 | 35.91 | 1.2 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 39.0 | 59 | 35.91 | 1.8 | 20 | | | 302A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 39.0 | 59 | 35.91 | 2.3 | 24/25 | | | 402A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 27 |
| 39.0 | 59 | 35.91 | 2.9 | 24/25 | | | 402C | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 42.6 | 54 | 21.15 | 1.1 | 14/16 | | | 202A | 71B6 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 23 |
| 48.5 | 47 | 28.88 | 1.5 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 23 |
| 48.5 | 47 | 28.88 | 2.4 | 20 | | | 302A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 |
| 53 | 43 | 26.31 | 1.4 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 53 | 43 | 26.31 | 2.5 | 20 | | | 302A | 71A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 64 | 36 | 21.84 | 1.7 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 66 | 35 | 21.15 | 1.7 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 23 |
| 75 | 31 | 18.78 | 2.0 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 86 | 27 | 16.20 | 2.3 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 93 | 25 | 15.10 | 2.4 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 23 |
| 107 | 21 | 13.03 | 2.8 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 123 | 19 | 11.42 | 3.2 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 129 | 18 | 10.86 | 1.6 | 14 | 311 | | | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 19 |
| 142 | 16 | 9.85 | 3.7 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 23 |
| 170 | 14 | 8.22 | 2.8 | 14 | 311 | | | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 19 |
| 170 | 14 | 8.22 | 2.8 | 19/24 | 411 | | | 71A4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |
| 181 | 13 | 7.74 | 3.9 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 194 | 12 | 7.20 | 4.2 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 23 |
| 222 | 11 | 6.30 | 4.5 | 14 | 311 | | | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 19 |
| 257 | 9 | 5.45 | 5.6 | 14/16 | | | 202A | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | ● | 23 |
| 303 | 8 | 4.62 | 6.3 | 14 | 311 | | | 71A4 | 63-71 | 56 ^B ^C -63 ^C -71 | | 19 |

P_{1M} = 0.37 kW

1400 min⁻¹ (71B4)

| | | | | | | | | | | | | |
|------|-----|--------|-----|----------|--|--|------|------|---------------------------|--------------------------------------|---|----|
| 6.2 | 526 | 224.18 | 1.0 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 6.2 | 526 | 224.18 | 1.0 | 30/35/40 | | | 603C | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 6.8 | 482 | 205.43 | 0.9 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 6.9 | 479 | 204.16 | 0.9 | 30/35/40 | | | 603C | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 7.6 | 435 | 185.29 | 1.0 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 7.6 | 435 | 185.29 | 1.0 | 30/35/40 | | | 603C | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 7.8 | 423 | 180.40 | 0.8 | 28/30/35 | | | 503A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 |
| 8.5 | 388 | 165.29 | 0.8 | 28/30/35 | | | 503A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 8.5 | 388 | 165.29 | 1.3 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 8.5 | 385 | 164.23 | 1.3 | 30/35/40 | | | 603C | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 8.9 | 369 | 157.40 | 1.2 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 8.9 | 369 | 157.40 | 1.2 | 30/35/40 | | | 603C | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 9.6 | 342 | 145.68 | 1.3 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 9.6 | 342 | 145.68 | 1.3 | 30/35/40 | | | 603C | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 10.2 | 321 | 136.62 | 1.1 | 28/30/35 | | | 503A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 |
| 10.3 | 319 | 135.74 | 1.4 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 10.3 | 319 | 135.74 | 1.4 | 30/35/40 | | | 603C | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 11.1 | 297 | 126.65 | 1.1 | 28/30/35 | | | 503A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 11.1 | 297 | 126.65 | 1.7 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 11.1 | 297 | 126.65 | 1.7 | 30/35/40 | | | 603C | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 11.9 | 275 | 117.22 | 1.2 | 28/30/35 | | | 503A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 11.9 | 275 | 117.22 | 1.8 | 30/35/40 | | | 603A | 71B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.37 kW

1400 min⁻¹ (71B4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page |
|--|------------------------|--------|-----|---|---|---|---|---|---|-----|---|--|
| | | | | | | | | | B5 | B14 | | |
| 11.9 | 275 | 117.22 | 1.8 | 30/35/40 | | | | | | | | 37 |
| 13.4 | 246 | 104.68 | 2.0 | 30/35/40 | | | 603A | | | | | 35 |
| 13.4 | 246 | 104.68 | 2.0 | 30/35/40 | | | 603C | | | | | 37 |
| 13.4 | 246 | 104.67 | 1.4 | 28/30/35 | | | 503A | | | | | 33 |
| 14.5 | 227 | 96.85 | 0.9 | 24/25 | | | 403C | | | | | 29 |
| 15.1 | 218 | 92.78 | 1.5 | 28/30/35 | | | 503A | | | | | 33 |
| 15.1 | 218 | 92.78 | 2.3 | 30/35/40 | | | 603A | | | | | 35 |
| 15.1 | 218 | 92.78 | 2.3 | 30/35/40 | | | 603C | | | | | 37 |
| 16.2 | 203 | 86.66 | 0.9 | 24/25 | | | 403C | | | | | 29 |
| 16.7 | 196 | 83.59 | 1.8 | 28/30/35 | | | 503A | | | | | 33 |
| 16.7 | 196 | 83.59 | 2.2 | 30/35/40 | | | 603A | | | | | 35 |
| 16.7 | 196 | 83.59 | 2.2 | 30/35/40 | | | 603C | | | | | 37 |
| 17.0 | 193 | 82.30 | 2.3 | 30/35/40 | | | 603A | | | | | 35 |
| 17.0 | 193 | 82.30 | 2.3 | 30/35/40 | | | 603C | | | | | 37 |
| 18.3 | 180 | 76.69 | 2.0 | 28/30/35 | | | 503A | | | | | 33 |
| 18.3 | 180 | 76.69 | 2.8 | 30/35/40 | | | 603A | | | | | 35 |
| 18.3 | 180 | 76.69 | 2.8 | 30/35/40 | | | 603C | | | | | 37 |
| 18.7 | 176 | 74.77 | 1.0 | 24/25 | | | 403C | | | | | 29 |
| 19.1 | 172 | 73.43 | 1.0 | 24/25 | | | 403A | | | | | 27 |
| 19.7 | 167 | 71.01 | 2.6 | 30/35/40 | | | 603A | | | | | 35 |
| 19.7 | 167 | 71.01 | 2.6 | 30/35/40 | | | 603C | | | | | 37 |
| 19.7 | 167 | 70.95 | 1.0 | 24/25 | | | 403A | | | | | 27 |
| 19.7 | 167 | 70.95 | 1.2 | 24/25 | | | 403C | | | | | 29 |
| 21.1 | 155 | 66.22 | 2.1 | 28/30/35 | | | 503A | | | | | 33 |
| 22.5 | 146 | 62.22 | 1.3 | 24/25 | | | 403C | | | | | 29 |
| 22.6 | 146 | 61.90 | 0.9 | 24/25 | | | 403A | | | | | 27 |
| 22.6 | 150 | 61.89 | 1.1 | 24/25 | | | 402C | | | | | 29 |
| 22.6 | 150 | 61.88 | 0.9 | 24/25 | | | 402A | | | | | 27 |
| 22.9 | 144 | 61.22 | 1.1 | 24/25 | | | 403A | | | | | 27 |
| 23.0 | 148 | 60.90 | 1.7 | 28/30/35 | | | 502A | | | | | 33 |
| 23.0 | 148 | 60.90 | 1.8 | 28/30/35 | | | 452A | | | | | 31 |
| 23.0 | 148 | 60.90 | 2.7 | 30/35/40 | | | 602A | | | | | 35 |
| 23.0 | 148 | 60.90 | 2.9 | 30/35/40 | | | 602C | | | | | 37 |
| 25.6 | 128 | 54.73 | 2.8 | 28/30/35 | | | 503A | | | | | 33 |
| 26.2 | 125 | 53.36 | 1.1 | 24/25 | | | 403A | | | | | 27 |
| 27.6 | 123 | 50.67 | 1.1 | 24/25 | | | 402A | | | | | 27 |
| 27.6 | 123 | 50.67 | 1.2 | 24/25 | | | 402C | | | | | 29 |
| 27.6 | 119 | 50.64 | 1.3 | 24/25 | | | 403A | | | | | 27 |
| 27.6 | 119 | 50.64 | 1.6 | 24/25 | | | 403C | | | | | 29 |
| 28.1 | 121 | 49.76 | 0.8 | 20 | | | 302A | | | | | 25 |
| 28.6 | 119 | 49.00 | 2.5 | 28/30/35 | | | 452A | | | | | 31 |
| 28.6 | 119 | 49.00 | 2.7 | 28/30/35 | | | 502A | | | | | 33 |
| 29.9 | 114 | 46.87 | 0.9 | 20 | | | 302A | | | | | 25 |
| 29.9 | 114 | 46.87 | 1.5 | 24/25 | | | 402C | | | | | 29 |
| 29.9 | 114 | 46.86 | 1.2 | 24/25 | | | 402A | | | | | 27 |
| 31.7 | 107 | 44.23 | 2.3 | 28/30/35 | | | 502A | | | | | 33 |
| 31.7 | 107 | 44.22 | 2.5 | 28/30/35 | | | 452A | | | | | 31 |
| 32.0 | 103 | 43.69 | 1.5 | 24/25 | | | 403A | | | | | 27 |
| 32.0 | 103 | 43.69 | 1.9 | 24/25 | | | 403C | | | | | 29 |
| 34.6 | 98 | 40.50 | 3.0 | 28/30/35 | | | 452A | | | | | 31 |
| 34.6 | 98 | 40.50 | 3.0 | 28/30/35 | | | 502A | | | | | 33 |
| 36.5 | 90 | 38.40 | 1.9 | 24/25 | | | 403A | | | | | 27 |
| 36.5 | 93 | 38.37 | 1.7 | 24/25 | | | 402A | | | | | 27 |
| 36.5 | 93 | 38.37 | 1.9 | 24/25 | | | 402C | | | | | 29 |
| 36.5 | 90 | 38.34 | 1.9 | 24/25 | | | 403C | | | | | 29 |
| 37.1 | 91 | 37.69 | 1.1 | 20 | | | 302A | | | | | 25 |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C








Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.37 kW

1400 min⁻¹ (71B4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  | 1400 min ⁻¹ (71B4) | |  |  Dimensions on page |
|--|------------------------|-------|-----|---|---|---|---|---|-------------------------------|-----|---|--|
| | | | | | | | | | B5 | B14 | | |
| 39.0 | 87 | 35.91 | 0.8 | 14/16 | | | | | | | | 23 |
| 39.0 | 87 | 35.91 | 1.2 | 20 | | | | | | | | 25 |
| 39.0 | 87 | 35.91 | 1.6 | 24/25 | | | | | | | ● | 27 |
| 39.0 | 87 | 35.91 | 2.0 | 24/25 | | | 402C | | | | ● | 29 |
| 47.6 | 71 | 29.40 | 2.2 | 24/25 | | | 402A | | | | | 27 |
| 47.6 | 71 | 29.40 | 2.8 | 24/25 | | | | 402C | | | | 29 |
| 48.5 | 70 | 28.88 | 1.0 | 14/16 | | | 202A | | | | ● | 23 |
| 48.5 | 70 | 28.88 | 1.6 | 20 | | | 302A | | | | ● | 25 |
| 53 | 64 | 26.31 | 0.9 | 14/16 | | | 202A | | | | | 23 |
| 53 | 64 | 26.31 | 1.7 | 20 | | | 302A | | | | | 25 |
| 53 | 64 | 26.31 | 2.7 | 24/25 | | | | 402C | | | ● | 29 |
| 53 | 64 | 26.30 | 2.2 | 24/25 | | | 402A | | | | ● | 27 |
| 63 | 54 | 22.26 | 2.9 | 24/25 | | | | 402C | | | | 29 |
| 64 | 53 | 21.84 | 1.1 | 14/16 | | | 202A | | | | | 23 |
| 64 | 53 | 21.84 | 2.2 | 20 | | | 302A | | | | | 25 |
| 66 | 51 | 21.15 | 1.2 | 14/16 | | | 202A | | | | ● | 23 |
| 66 | 51 | 21.15 | 2.2 | 20 | | | 302A | | | | ● | 25 |
| 74 | 46 | 18.80 | 3.0 | 24/25 | | | 402A | | | | | 27 |
| 75 | 46 | 18.78 | 1.3 | 14/16 | | | 202A | | | | | 23 |
| 75 | 46 | 18.78 | 2.4 | 20 | | | 302A | | | | | 25 |
| 86 | 39 | 16.20 | 1.5 | 14/16 | | | 202A | | | | | 23 |
| 86 | 39 | 16.20 | 2.7 | 20 | | | 302A | | | | | 25 |
| 93 | 37 | 15.10 | 1.6 | 14/16 | | | 202A | | | | ● | 23 |
| 107 | 32 | 13.03 | 1.9 | 14/16 | | | 202A | | | | | 23 |
| 123 | 28 | 11.42 | 2.2 | 14/16 | | | 202A | | | | | 23 |
| 129 | 27 | 10.86 | 1.0 | 14 | 311 | | | | | | | 19 |
| 129 | 27 | 10.86 | 1.1 | 19/24 | 411 | | | | | | | 20 |
| 133 | 26 | 10.50 | 3.0 | 24/28 | 511 | | | | | | | 21 |
| 142 | 24 | 9.85 | 2.5 | 14/16 | | | 202A | | | | ● | 23 |
| 170 | 20 | 8.22 | 1.9 | 14 | 311 | | | | | | | 19 |
| 170 | 20 | 8.22 | 1.9 | 19/24 | 411 | | | | | | | 20 |
| 181 | 19 | 7.74 | 2.7 | 14/16 | | | 202A | | | | | 23 |
| 194 | 17 | 7.20 | 2.9 | 14/16 | | | 202A | | | | | 23 |
| 222 | 16 | 6.30 | 3.0 | 14 | 311 | | | | | | | 19 |
| 222 | 16 | 6.30 | 3.0 | 19/24 | 411 | | | | | | | 20 |
| 303 | 11 | 4.62 | 4.2 | 14 | 311 | | | | | | | 19 |
| 362 | 10 | 3.87 | 4.2 | 14 | 311 | | | | | | | 19 |
| 426 | 8 | 3.29 | 6.1 | 14 | 311 | | | | | | | 19 |
| 493 | 7 | 2.84 | 6.1 | 14 | 311 | | | | | | | 19 |

P_{1M} = 0.55 kW

1400 min⁻¹ (80A4)

| | | | | | | | | | | | | | |
|------|-----|--------|-----|----------|--|--|------|------|------|---------------------------|--------------------------------------|---|----|
| 8.5 | 577 | 165.29 | 0.9 | 30/35/40 | | | 603A | | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 8.5 | 573 | 164.23 | 0.9 | 30/35/40 | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 9.6 | 508 | 145.68 | 0.9 | 30/35/40 | | | 603A | | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 9.6 | 508 | 145.68 | 0.9 | 30/35/40 | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 10.3 | 474 | 135.74 | 0.9 | 30/35/40 | | | 603A | | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 10.3 | 474 | 135.74 | 0.9 | 30/35/40 | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 11.1 | 442 | 126.65 | 1.1 | 30/35/40 | | | 603A | | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 11.1 | 442 | 126.65 | 1.1 | 30/35/40 | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 11.9 | 409 | 117.22 | 1.2 | 30/35/40 | | | 603A | | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 11.9 | 409 | 117.22 | 1.2 | 30/35/40 | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 13.4 | 365 | 104.68 | 1.4 | 30/35/40 | | | 603A | | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 13.4 | 365 | 104.68 | 1.4 | 30/35/40 | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.55 kW

1400 min⁻¹ (80A4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page | |
|--|------------------------|--------|-----|---|---|---|---|---|---|--------------------------------------|---|--|----|
| | | | | | | | | | B5 | B14 | | | |
| 13.4 | 365 | 104.67 | 1.0 | 28/30/35 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 | |
| 15.1 | 324 | 92.78 | 1.0 | 28/30/35 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 | |
| 15.1 | 324 | 92.78 | 1.5 | 30/35/40 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 15.1 | 324 | 92.78 | 1.5 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 16.7 | 292 | 83.59 | 1.2 | 28/30/35 | | | | | 503A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 33 |
| 16.7 | 292 | 83.59 | 1.5 | 30/35/40 | | | | | 603A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 35 |
| 16.7 | 292 | 83.59 | 1.5 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 17.0 | 287 | 82.30 | 1.5 | 30/35/40 | | | | | 603A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 35 |
| 17.0 | 287 | 82.30 | 1.5 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 18.3 | 268 | 76.69 | 1.3 | 28/30/35 | | | | | 503A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 33 |
| 18.3 | 268 | 76.69 | 1.9 | 30/35/40 | | | | | 603A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 35 |
| 18.3 | 268 | 76.69 | 1.9 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 19.7 | 248 | 71.01 | 1.8 | 30/35/40 | | | | | 603A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 35 |
| 19.7 | 248 | 71.01 | 1.8 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 21.1 | 231 | 66.22 | 1.4 | 28/30/35 | | | | | 503A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 33 |
| 21.1 | 231 | 66.22 | 2.2 | 30/35/40 | | | | | 603A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 35 |
| 21.1 | 231 | 66.22 | 2.2 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 22.5 | 217 | 62.22 | 0.9 | 24/25 | | | | | 403C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 29 |
| 23.0 | 219 | 60.90 | 1.1 | 28/30/35 | | | | | 502A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |
| 23.0 | 219 | 60.90 | 1.2 | 28/30/35 | | | | | 452A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 31 |
| 23.0 | 219 | 60.90 | 1.8 | 30/35/40 | | | | | 602A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 35 |
| 23.0 | 219 | 60.90 | 2.0 | 30/35/40 | | | | | 602C | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 37 |
| 24.5 | 199 | 57.13 | 2.5 | 30/35/40 | | | | | 603A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 35 |
| 24.5 | 199 | 57.13 | 2.5 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 25.6 | 191 | 54.73 | 1.9 | 28/30/35 | | | | | 503A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 33 |
| 25.6 | 191 | 54.73 | 2.6 | 30/35/40 | | | | | 603A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 35 |
| 25.6 | 191 | 54.73 | 2.6 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 27.6 | 182 | 50.67 | 0.8 | 24/25 | | | | | 402C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 29 |
| 27.6 | 177 | 50.64 | 1.1 | 24/25 | | | | | 403C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 29 |
| 28.6 | 176 | 49.00 | 1.7 | 28/30/35 | | | | | 452A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 31 |
| 28.6 | 176 | 49.00 | 1.8 | 28/30/35 | | | | | 502A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |
| 28.6 | 176 | 49.00 | 2.1 | 30/35/40 | | | | | 602A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 35 |
| 28.6 | 176 | 49.00 | 2.1 | 30/35/40 | | | | | 602C | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 37 |
| 29.6 | 165 | 47.22 | 2.1 | 28/30/35 | | | | | 503A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 33 |
| 29.6 | 165 | 47.22 | 3.0 | 30/35/40 | | | | | 603A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 35 |
| 29.6 | 165 | 47.22 | 3.0 | 30/35/40 | | | | | 603C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 37 |
| 29.9 | 169 | 46.87 | 1.0 | 24/25 | | | | | 402C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 29 |
| 29.9 | 169 | 46.86 | 0.8 | 24/25 | | | | | 402A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 27 |
| 31.7 | 159 | 44.23 | 1.6 | 28/30/35 | | | | | 502A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |
| 31.7 | 159 | 44.23 | 2.5 | 30/35/40 | | | | | 602A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 35 |
| 31.7 | 159 | 44.23 | 2.7 | 30/35/40 | | | | | 602C | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 37 |
| 31.7 | 159 | 44.22 | 1.7 | 28/30/35 | | | | | 452A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 31 |
| 32.0 | 152 | 43.69 | 1.3 | 24/25 | | | | | 403C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 29 |
| 34.6 | 146 | 40.50 | 2.0 | 28/30/35 | | | | | 452A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 31 |
| 34.6 | 146 | 40.50 | 2.0 | 28/30/35 | | | | | 502A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |
| 34.6 | 146 | 40.50 | 2.1 | 30/35/40 | | | | | 602A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 35 |
| 34.6 | 146 | 40.50 | 2.1 | 30/35/40 | | | | | 602C | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 37 |
| 35.2 | 139 | 39.79 | 2.7 | 28/30/35 | | | | | 503A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 33 |
| 36.5 | 138 | 38.37 | 1.2 | 24/25 | | | | | 402A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 27 |
| 36.5 | 138 | 38.37 | 1.3 | 24/25 | | | | | 402C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 29 |
| 36.5 | 134 | 38.34 | 1.3 | 24/25 | | | | | 403C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 29 |
| 39.0 | 129 | 35.91 | 0.8 | 20 | | | | | 302A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 25 |
| 39.0 | 129 | 35.91 | 1.1 | 24/25 | | | | | 402A | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 27 |
| 39.0 | 129 | 35.91 | 1.3 | 24/25 | | | | | 402C | 80A4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 29 |
| 39.3 | 128 | 35.58 | 2.3 | 28/30/35 | | | | | 452A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 31 |
| 39.3 | 128 | 35.58 | 2.5 | 28/30/35 | | | | | 502A | 80A4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.55 kW

1400 min⁻¹ (80A4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page | |
|--|------------------------|-------|-----|---|---|---|---|---|---|--|---|--|----|
| | | | | | | | | | B5 | B14 | | | |
| 47.6 | 106 | 29.41 | 2.9 | 28/30/35 | | 452A | 80A4 | 71 ^{B)} -80-90-100/112 | 80-90-100/112 | | | 31 | |
| 47.6 | 106 | 29.40 | 1.5 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 27 | |
| 47.6 | 106 | 29.40 | 1.9 | 24/25 | | | 402C | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 29 |
| 48.5 | 104 | 28.88 | 1.1 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 25 | |
| 53 | 95 | 26.31 | 1.1 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 25 | |
| 53 | 95 | 26.31 | 1.8 | 24/25 | | | 402C | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 29 |
| 53 | 95 | 26.30 | 1.5 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 27 | |
| 56 | 90 | 24.98 | 2.8 | 28/30/35 | | 502A | 80A4 | 71 ^{B)} -80-90-100/112 | 80-90-100/112 | ● | | 33 | |
| 56 | 90 | 24.98 | 2.9 | 28/30/35 | | 452A | 80A4 | 71 ^{B)} -80-90-100/112 | 80-90-100/112 | ● | | 31 | |
| 63 | 80 | 22.29 | 2.1 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 27 | |
| 63 | 80 | 22.26 | 1.9 | 24/25 | | | 402C | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 29 |
| 64 | 79 | 21.84 | 1.5 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 25 | |
| 65 | 78 | 21.54 | 2.1 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 27 | |
| 65 | 78 | 21.54 | 2.5 | 24/25 | | | 402C | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 29 |
| 66 | 76 | 21.15 | 1.5 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 25 | |
| 74 | 68 | 18.80 | 2.0 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 27 | |
| 75 | 68 | 18.78 | 1.6 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 25 | |
| 75 | 68 | 18.78 | 2.5 | 24/25 | | | 402C | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 29 |
| 78 | 65 | 18.04 | 2.5 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 27 | |
| 86 | 58 | 16.20 | 1.8 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 25 | |
| 86 | 58 | 16.20 | 2.4 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 27 | |
| 86 | 58 | 16.20 | 2.9 | 24/25 | | | 402C | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 29 |
| 91 | 55 | 15.37 | 2.9 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 27 | |
| 93 | 54 | 15.10 | 2.1 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 25 | |
| 102 | 49 | 13.68 | 2.9 | 24/25 | | 402A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 27 | |
| 107 | 47 | 13.03 | 2.4 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 25 | |
| 123 | 41 | 11.42 | 2.8 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 25 | |
| 133 | 39 | 10.50 | 2.0 | 24/28 | 511 | | 80A4 | 71 ^{B)} -80-90-100/112 | 80-90-100/112 | | | 21 | |
| 142 | 35 | 9.85 | 2.7 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 25 | |
| 170 | 30 | 8.22 | 1.3 | 19/24 | 411 | | 80A4 | 63 ^{B)} -71 ^{B)} -80-90 | 71 ^{B)} -80 ^{C)} -90 | | | 20 | |
| 181 | 28 | 7.74 | 2.9 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 25 | |
| 222 | 23 | 6.30 | 2.0 | 19/24 | 411 | | 80A4 | 63 ^{B)} -71 ^{B)} -80-90 | 71 ^{B)} -80 ^{C)} -90 | | | 20 | |
| 257 | 20 | 5.45 | 2.5 | 20 | | 302A | 80A4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 25 | |
| 303 | 17 | 4.62 | 2.9 | 19/24 | 411 | | 80A4 | 63 ^{B)} -71 ^{B)} -80-90 | 71 ^{B)} -80 ^{C)} -90 | | | 20 | |
| 362 | 14 | 3.87 | 2.9 | 19/24 | 411 | | 80A4 | 63 ^{B)} -71 ^{B)} -80-90 | 71 ^{B)} -80 ^{C)} -90 | | | 20 | |
| 426 | 12 | 3.29 | 4.1 | 19/24 | 411 | | 80A4 | 63 ^{B)} -71 ^{B)} -80-90 | 71 ^{B)} -80 ^{C)} -90 | | | 20 | |
| 493 | 10 | 2.84 | 4.1 | 19/24 | 411 | | 80A4 | 63 ^{B)} -71 ^{B)} -80-90 | 71 ^{B)} -80 ^{C)} -90 | | | 20 | |

P_{1M} = 0.75 kW

1400 min⁻¹ (80B4) - 900 min⁻¹ (90S6)

| | | | | | | | | | | | | | |
|------|-----|--------|-----|----------|--|------|------|----------------------------|--|--|---|----|----|
| 11.1 | 603 | 126.65 | 0.8 | 30/35/40 | | 603A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 35 | |
| 11.1 | 603 | 126.65 | 0.8 | 30/35/40 | | | 603C | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 37 |
| 11.9 | 558 | 117.22 | 0.9 | 30/35/40 | | 603A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 35 | |
| 11.9 | 558 | 117.22 | 0.9 | 30/35/40 | | | 603C | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 37 |
| 13.4 | 498 | 104.68 | 1.0 | 30/35/40 | | 603A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 35 | |
| 13.4 | 498 | 104.68 | 1.0 | 30/35/40 | | | 603C | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 37 |
| 15.1 | 441 | 92.78 | 1.1 | 30/35/40 | | 603A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 35 | |
| 15.1 | 441 | 92.78 | 1.1 | 30/35/40 | | | 603C | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 37 |
| 16.7 | 398 | 83.59 | 0.9 | 28/30/35 | | 503A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 33 | |
| 16.7 | 398 | 83.59 | 1.1 | 30/35/40 | | 603A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 35 | |
| 16.7 | 398 | 83.59 | 1.1 | 30/35/40 | | | 603C | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 37 |
| 17.0 | 392 | 82.30 | 1.1 | 30/35/40 | | 603A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 35 | |
| 17.0 | 392 | 82.30 | 1.1 | 30/35/40 | | | 603C | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | | | 37 |
| 18.3 | 365 | 76.69 | 1.0 | 28/30/35 | | 503A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 33 | |
| 18.3 | 365 | 76.69 | 1.4 | 30/35/40 | | 603A | 80B4 | 63 ^{B)} -71-80-90 | 71 ^{C)} -80 ^{C)} -90 | ● | | 35 | |

B

Montaggio con boccia di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.75 kW

1400 min⁻¹ (80B4) - 900 min⁻¹ (90S6)









| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  | |
|--|------------------------|-------|-----|---|---|---|---|---|---|--------------------------------|---|---|----|
| | | | | | | | | | B5 | B14 | | | |
| 18.3 | 365 | 76.69 | 1.4 | 30/35/40 | | | | 603C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 19.7 | 338 | 71.01 | 1.3 | 30/35/40 | | | | 603A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 19.7 | 338 | 71.01 | 1.3 | 30/35/40 | | | | 603C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 21.1 | 315 | 66.22 | 1.0 | 28/30/35 | | | | 503A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 21.1 | 315 | 66.22 | 1.6 | 30/35/40 | | | | 603A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 21.1 | 315 | 66.22 | 1.6 | 30/35/40 | | | | 603C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 23.0 | 299 | 60.90 | 0.8 | 28/30/35 | | | | 502A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 23.0 | 299 | 60.90 | 0.9 | 28/30/35 | | | | 452A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 23.0 | 299 | 60.90 | 1.3 | 30/35/40 | | | | 602A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 23.0 | 299 | 60.90 | 1.5 | 30/35/40 | | | | 602C | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 24.5 | 272 | 57.13 | 1.8 | 30/35/40 | | | | 603A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 24.5 | 272 | 57.13 | 1.8 | 30/35/40 | | | | 603C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 25.6 | 260 | 54.73 | 1.4 | 28/30/35 | | | | 503A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 |
| 25.6 | 260 | 54.73 | 1.9 | 30/35/40 | | | | 603A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 25.6 | 260 | 54.73 | 1.9 | 30/35/40 | | | | 603C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 27.6 | 241 | 50.64 | 0.8 | 24/25 | | | | 403C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 28.6 | 241 | 49.00 | 1.2 | 28/30/35 | | | | 452A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 28.6 | 241 | 49.00 | 1.4 | 28/30/35 | | | | 502A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 28.6 | 241 | 49.00 | 1.5 | 30/35/40 | | | | 602A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 28.6 | 241 | 49.00 | 1.5 | 30/35/40 | | | | 602C | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 29.6 | 225 | 47.22 | 1.6 | 28/30/35 | | | | 503A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 29.6 | 225 | 47.22 | 2.2 | 30/35/40 | | | | 603A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 29.6 | 225 | 47.22 | 2.2 | 30/35/40 | | | | 603C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 31.7 | 217 | 44.23 | 1.2 | 28/30/35 | | | | 502A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 31.7 | 217 | 44.23 | 1.8 | 30/35/40 | | | | 602A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 31.7 | 217 | 44.23 | 2.0 | 30/35/40 | | | | 602C | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 31.7 | 217 | 44.22 | 1.2 | 28/30/35 | | | | 452A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 32.0 | 208 | 43.69 | 0.9 | 24/25 | | | | 403C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 34.6 | 199 | 40.50 | 1.5 | 28/30/35 | | | | 452A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 34.6 | 199 | 40.50 | 1.5 | 28/30/35 | | | | 502A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 34.6 | 199 | 40.50 | 1.6 | 30/35/40 | | | | 602A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 34.6 | 199 | 40.50 | 1.6 | 30/35/40 | | | | 602C | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 35.2 | 189 | 39.79 | 2.0 | 28/30/35 | | | | 503A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 35.2 | 189 | 39.79 | 2.3 | 30/35/40 | | | | 603A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 35.2 | 189 | 39.79 | 2.3 | 30/35/40 | | | | 603C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 36.5 | 188 | 38.37 | 0.8 | 24/25 | | | | 402A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 36.5 | 188 | 38.37 | 1.0 | 24/25 | | | | 402C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 36.5 | 182 | 38.34 | 1.0 | 24/25 | | | | 403C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 39.0 | 176 | 35.91 | 1.0 | 24/25 | | | | 402C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 39.3 | 175 | 35.58 | 1.7 | 28/30/35 | | | | 452A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 39.3 | 175 | 35.58 | 1.9 | 28/30/35 | | | | 502A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 39.3 | 175 | 35.58 | 2.9 | 30/35/40 | | | | 602A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 39.3 | 175 | 35.58 | 2.9 | 30/35/40 | | | | 602C | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 47.6 | 144 | 29.41 | 2.1 | 28/30/35 | | | | 452A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 47.6 | 144 | 29.41 | 2.5 | 28/30/35 | | | | 502A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 47.6 | 144 | 29.41 | 3.0 | 30/35/40 | | | | 602A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 47.6 | 144 | 29.41 | 3.0 | 30/35/40 | | | | 602C | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 47.6 | 144 | 29.40 | 1.1 | 24/25 | | | | 402A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 47.6 | 144 | 29.40 | 1.4 | 24/25 | | | | 402C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 48.5 | 142 | 28.88 | 0.8 | 20 | | | | 302A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 |
| 53 | 129 | 26.31 | 0.8 | 20 | | | | 302A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 53 | 129 | 26.31 | 1.3 | 24/25 | | | | 402C | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 53 | 129 | 26.30 | 1.1 | 24/25 | | | | 402A | 80B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 27 |
| 56 | 123 | 24.98 | 2.0 | 28/30/35 | | | | 502A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 56 | 123 | 24.98 | 2.2 | 28/30/35 | | | | 452A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 |
| 57 | 121 | 24.61 | 2.7 | 28/30/35 | | | | 502A | 80B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |

| | | | | | |
|----------|--|---|----------|---|--|
| B | Montaggio con boccola di riduzione Coupling by means of reduction bushing |  | C | Posizione fori flangia/basetta motore Motor flange/terminal box position |  |
|----------|--|---|----------|---|--|

SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 0.75 kW

1400 min⁻¹ (80B4) - 900 min⁻¹ (90S6)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page |
|--|------------------------|-------|-----|---|---|---|---|---|---|-----|---|--|
| | | | | | | | | | B5 | B14 | | |
| 63 | 109 | 22.29 | 1.5 | 24/25 | | | | | | | | 27 |
| 63 | 109 | 22.26 | 1.4 | 24/25 | | | | | | | | 29 |
| 64 | 107 | 21.84 | 1.1 | 20 | | | | | | | | 25 |
| 65 | 106 | 21.54 | 1.5 | 24/25 | | | | | | | | 27 |
| 65 | 106 | 21.54 | 1.9 | 24/25 | | | | | | | ● | 29 |
| 66 | 104 | 21.15 | 1.1 | 20 | | | | | | | ● | 25 |
| 70 | 99 | 20.10 | 3.0 | 28/30/35 | | | | | | | ● | 31 |
| 74 | 92 | 18.80 | 1.5 | 24/25 | | | | | | | | 27 |
| 75 | 92 | 18.78 | 1.2 | 20 | | | | | | | | 25 |
| 75 | 92 | 18.78 | 1.8 | 24/25 | | | | | | | | 29 |
| 78 | 89 | 18.04 | 1.8 | 24/25 | | | | | | | | 27 |
| 86 | 80 | 16.20 | 1.3 | 20 | | | | | | | | 25 |
| 86 | 80 | 16.20 | 1.7 | 24/25 | | | | | | | | 27 |
| 86 | 80 | 16.20 | 2.1 | 24/25 | | | | | | | | 29 |
| 91 | 75 | 15.37 | 2.1 | 24/25 | | | | | | | ● | 27 |
| 91 | 75 | 15.37 | 2.6 | 24/25 | | | | | | | ● | 29 |
| 93 | 74 | 15.10 | 1.5 | 20 | | | | | | | ● | 25 |
| 102 | 67 | 13.68 | 2.1 | 24/25 | | | | | | | | 27 |
| 106 | 65 | 13.26 | 2.5 | 24/25 | | | | | | | | 27 |
| 106 | 65 | 13.26 | 2.8 | 24/25 | | | | | | | | 29 |
| 107 | 64 | 13.03 | 1.8 | 20 | | | | | | | | 25 |
| 120 | 57 | 11.66 | 3.0 | 24/25 | | | | | | | | 27 |
| 120 | 57 | 11.64 | 2.8 | 24/25 | | | | | | | | 29 |
| 133 | 53 | 10.50 | 1.5 | 24/28 | 511 | | | | | | | 21 |
| 139 | 49 | 10.06 | 3.0 | 24/25 | | | | | | | ● | 27 |
| 139 | 49 | 10.04 | 3.0 | 24/25 | | | | | | | ● | 29 |
| 142 | 48 | 9.85 | 2.0 | 20 | | | | | | | ● | 25 |
| 165 | 42 | 5.45 | 1.2 | 20 | | | | | | | ● | 25 |
| 170 | 41 | 8.22 | 0.9 | 19/24 | 411 | | | | | | | 20 |
| 181 | 38 | 7.74 | 2.1 | 20 | | | | | | | | 25 |
| 184 | 38 | 7.63 | 3.0 | 24/28 | 511 | | | | | | | 21 |
| 194 | 35 | 7.20 | 2.0 | 20 | | | | | | | | 25 |
| 220 | 31 | 6.36 | 3.0 | 24/25 | | | | | | | | 27 |
| 222 | 32 | 6.30 | 1.5 | 19/24 | 411 | | | | | | | 20 |
| 225 | 31 | 6.23 | 2.3 | 20 | | | | | | | | 25 |
| 257 | 27 | 5.45 | 1.9 | 20 | | | | | | | ● | 25 |
| 303 | 23 | 4.62 | 2.1 | 19/24 | 411 | | | | | | | 20 |
| 327 | 21 | 4.28 | 2.4 | 20 | | | | | | | | 25 |
| 362 | 19 | 3.87 | 2.1 | 19/24 | 411 | | | | | | | 20 |
| 407 | 17 | 3.44 | 3.0 | 20 | | | | | | | | 25 |
| 426 | 16 | 3.29 | 3.0 | 19/24 | 411 | | | | | | | 20 |
| 493 | 14 | 2.84 | 3.0 | 19/24 | 411 | | | | | | | 20 |

P_{1M} = 1.1 kW

1400 min⁻¹ (90S4)

| | | | | | | | | | | | | |
|------|-----|-------|-----|----------|--|--|--|--|--|--|---|----|
| 18.3 | 535 | 76.69 | 0.9 | 30/35/40 | | | | | | | ● | 35 |
| 18.3 | 535 | 76.69 | 0.9 | 30/35/40 | | | | | | | | 37 |
| 19.7 | 496 | 71.01 | 0.9 | 30/35/40 | | | | | | | | 35 |
| 19.7 | 496 | 71.01 | 0.9 | 30/35/40 | | | | | | | ● | 37 |
| 21.1 | 462 | 66.22 | 1.1 | 30/35/40 | | | | | | | | 35 |
| 21.1 | 462 | 66.22 | 1.1 | 30/35/40 | | | | | | | | 37 |
| 23.0 | 439 | 60.90 | 0.9 | 30/35/40 | | | | | | | | 35 |
| 23.0 | 439 | 60.90 | 1.0 | 30/35/40 | | | | | | | | 37 |
| 24.5 | 399 | 57.13 | 1.3 | 30/35/40 | | | | | | | | 35 |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C








Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 1.1 kW

1400 min⁻¹ (90S4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  | IEC | |  |  Dimensions on page | |
|--|------------------------|-------|-----|---|---|---|---|---|------|--------------------------------|---|--|----|
| | | | | | | | | | B5 | B14 | | | |
| 24.5 | 399 | 57.13 | 1.3 | 30/35/40 | | | | 603C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 25.6 | 382 | 54.73 | 0.9 | 28/30/35 | | | | 503A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 33 |
| 25.6 | 382 | 54.73 | 1.3 | 30/35/40 | | | | 603A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 35 |
| 25.6 | 382 | 54.73 | 1.3 | 30/35/40 | | | | 603C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 28.6 | 353 | 49.00 | 0.8 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 28.6 | 353 | 49.00 | 0.9 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 28.6 | 353 | 49.00 | 1.0 | 30/35/40 | | | | 602A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 28.6 | 353 | 49.00 | 1.0 | 30/35/40 | | | | 602C | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 29.6 | 330 | 47.22 | 1.1 | 28/30/35 | | | | 503A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 29.6 | 330 | 47.22 | 1.5 | 30/35/40 | | | | 603A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 29.6 | 330 | 47.22 | 1.5 | 30/35/40 | | | | 603C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 31.7 | 319 | 44.23 | 1.3 | 30/35/40 | | | | 602A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 31.7 | 319 | 44.23 | 1.4 | 30/35/40 | | | | 602C | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 31.7 | 319 | 44.22 | 0.8 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 34.6 | 292 | 40.50 | 1.0 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 34.6 | 292 | 40.50 | 1.0 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 34.6 | 292 | 40.50 | 1.1 | 30/35/40 | | | | 602A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 34.6 | 292 | 40.50 | 1.1 | 30/35/40 | | | | 602C | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 35.2 | 278 | 39.79 | 1.3 | 28/30/35 | | | | 503A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 |
| 35.2 | 278 | 39.79 | 1.6 | 30/35/40 | | | | 603A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 35.2 | 278 | 39.79 | 1.6 | 30/35/40 | | | | 603C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 39.3 | 256 | 35.58 | 1.2 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 39.3 | 256 | 35.58 | 1.3 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 39.3 | 256 | 35.58 | 1.9 | 30/35/40 | | | | 602A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 39.3 | 256 | 35.58 | 1.9 | 30/35/40 | | | | 602C | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 47.6 | 212 | 29.41 | 1.4 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 47.6 | 212 | 29.41 | 1.7 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 47.6 | 212 | 29.41 | 2.1 | 30/35/40 | | | | 602A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 47.6 | 212 | 29.41 | 2.1 | 30/35/40 | | | | 602C | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 47.6 | 212 | 29.40 | 0.9 | 24/25 | | | | 402C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 53 | 190 | 26.31 | 0.9 | 24/25 | | | | 402C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 56 | 180 | 24.98 | 2.2 | 30/35/40 | | | | 602A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 |
| 56 | 180 | 24.98 | 1.4 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 56 | 180 | 24.98 | 1.5 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 |
| 56 | 180 | 24.98 | 2.4 | 30/35/40 | | | | 602C | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 37 |
| 57 | 177 | 24.61 | 2.8 | 30/35/40 | | | | 602A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 |
| 57 | 177 | 24.61 | 1.8 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 63 | 161 | 22.29 | 1.0 | 24/25 | | | | 402A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 63 | 160 | 22.26 | 1.0 | 24/25 | | | | 402C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 65 | 155 | 21.54 | 1.0 | 24/25 | | | | 402A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 27 |
| 65 | 155 | 21.54 | 1.3 | 24/25 | | | | 402C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 70 | 145 | 20.10 | 2.1 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 |
| 70 | 145 | 20.10 | 2.3 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 74 | 135 | 18.80 | 1.0 | 24/25 | | | | 402A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 75 | 135 | 18.78 | 1.3 | 24/25 | | | | 402C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 78 | 130 | 18.04 | 1.2 | 24/25 | | | | 402A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 84 | 120 | 16.62 | 2.5 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 |
| 84 | 120 | 16.62 | 3.0 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 86 | 117 | 16.20 | 0.9 | 20 | | | | 302A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 86 | 117 | 16.20 | 1.2 | 24/25 | | | | 402A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 86 | 117 | 16.20 | 1.5 | 24/25 | | | | 402C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 91 | 111 | 15.37 | 1.4 | 24/25 | | | | 402A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 27 |
| 91 | 111 | 15.37 | 1.8 | 24/25 | | | | 402C | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 93 | 109 | 15.10 | 1.0 | 20 | | | | 302A | 90S4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 |
| 99 | 102 | 14.21 | 2.4 | 28/30/35 | | | | 502A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 99 | 102 | 14.21 | 2.6 | 28/30/35 | | | | 452A | 90S4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 1.1 kW

1400 min⁻¹ (90S4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page |
|--|------------------------|-------|-----|---|---|---|---|---|---|---|---|--|
| | | | | | | | | | B5 | B14 | | |
| 102 | 99 | 13.68 | 1.5 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 106 | 96 | 13.26 | 1.7 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 106 | 96 | 13.26 | 1.9 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 107 | 94 | 13.03 | 1.2 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 120 | 84 | 11.66 | 2.1 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 120 | 84 | 11.64 | 1.9 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 123 | 82 | 11.42 | 1.4 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 133 | 77 | 10.50 | 1.0 | 24/28 | 511 | | | | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 |
| 139 | 72 | 10.06 | 2.1 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 27 |
| 139 | 72 | 10.04 | 2.1 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 29 |
| 142 | 71 | 9.85 | 1.3 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 |
| 156 | 65 | 8.96 | 2.5 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 181 | 56 | 7.74 | 1.4 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 184 | 56 | 7.63 | 2.0 | 24/28 | 511 | | | | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 |
| 191 | 53 | 7.33 | 2.3 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 191 | 53 | 7.33 | 2.8 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 194 | 52 | 7.20 | 1.3 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 220 | 46 | 6.36 | 2.1 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 222 | 46 | 6.30 | 1.0 | 19/24 | 411 | | | | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |
| 225 | 45 | 6.23 | 1.6 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 252 | 40 | 5.55 | 2.5 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 27 |
| 252 | 40 | 5.55 | 3.0 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 29 |
| 257 | 39 | 5.45 | 1.3 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 |
| 303 | 34 | 4.62 | 1.4 | 19/24 | 411 | | | | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |
| 320 | 31 | 4.37 | 2.9 | 24/25 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 327 | 31 | 4.28 | 1.6 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 362 | 28 | 3.87 | 1.4 | 19/24 | 411 | | | | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |
| 407 | 25 | 3.44 | 2.0 | 20 | | | | | 63 ^B -71-80-90 | 71 ^C -80-90 | | 25 |
| 426 | 24 | 3.29 | 2.0 | 19/24 | 411 | | | | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |
| 493 | 21 | 2.84 | 2.0 | 19/24 | 411 | | | | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |

P_{1M} = 1.5 kW

1400 min⁻¹ (90LA4)

| | | | | | | | | | | | | | | | |
|------|-----|-------|-----|----------|--|--|--|--|------|-------|--------------------------------|--------------------------------------|--------------------------------------|----|----|
| 24.5 | 544 | 57.13 | 0.9 | 30/35/40 | | | | | 603A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 24.5 | 544 | 57.13 | 0.9 | 30/35/40 | | | | | 603A | 603C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 25.6 | 521 | 54.73 | 1.0 | 30/35/40 | | | | | 603A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 25.6 | 521 | 54.73 | 1.0 | 30/35/40 | | | | | 603A | 603C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 29.6 | 449 | 47.22 | 1.1 | 30/35/40 | | | | | 603A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 29.6 | 449 | 47.22 | 1.1 | 30/35/40 | | | | | 603A | 603C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 31.7 | 434 | 44.23 | 0.9 | 30/35/40 | | | | | 602A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 | |
| 31.7 | 434 | 44.23 | 1.0 | 30/35/40 | | | | | 602A | 602C | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 35.2 | 379 | 39.79 | 1.0 | 28/30/35 | | | | | 503A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 33 | |
| 35.2 | 379 | 39.79 | 1.1 | 30/35/40 | | | | | 603A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 | |
| 35.2 | 379 | 39.79 | 1.1 | 30/35/40 | | | | | 603A | 603C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 39.3 | 349 | 35.58 | 0.9 | 28/30/35 | | | | | 452A | 90LA4 | 71-80-90-100/112 | 80-90-100/112 | | 31 | |
| 39.3 | 349 | 35.58 | 0.9 | 28/30/35 | | | | | 502A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 | |
| 39.3 | 349 | 35.58 | 1.4 | 30/35/40 | | | | | 602A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 | |
| 39.3 | 349 | 35.58 | 1.4 | 30/35/40 | | | | | 602A | 602C | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 47.6 | 289 | 29.41 | 1.1 | 28/30/35 | | | | | 452A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 | |
| 47.6 | 289 | 29.41 | 1.2 | 28/30/35 | | | | | 502A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 | |
| 47.6 | 289 | 29.41 | 1.5 | 30/35/40 | | | | | 602A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 | |
| 47.6 | 289 | 29.41 | 1.5 | 30/35/40 | | | | | 602A | 602C | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 56 | 245 | 24.98 | 1.6 | 30/35/40 | | | | | 602A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 | |
| 56 | 245 | 24.98 | 1.0 | 28/30/35 | | | | | 502A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 | |
| 56 | 245 | 24.98 | 1.1 | 28/30/35 | | | | | 452A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 | |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 1.5 kW

1400 min⁻¹ (90LA4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page | |
|--|------------------------|-------|-----|---|---|---|---|---|---|---|---|--|----|
| | | | | | | | | | B5 | B14 | | | |
| 56 | 245 | 24.98 | 1.8 | 30/35/40 | | | | | | | ● | 37 | |
| 57 | 242 | 24.61 | 2.0 | 30/35/40 | | | 602A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 | |
| 57 | 242 | 24.61 | 1.3 | 28/30/35 | | | 502A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 | |
| 65 | 212 | 21.54 | 0.9 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 70 | 197 | 20.10 | 1.5 | 28/30/35 | | | 452A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 | |
| 70 | 197 | 20.10 | 1.7 | 28/30/35 | | | 502A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 | |
| 70 | 197 | 20.10 | 2.5 | 30/35/40 | | | 602A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 | |
| 70 | 197 | 20.10 | 2.5 | 30/35/40 | | | | 602C | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 37 |
| 75 | 184 | 18.78 | 0.9 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 78 | 177 | 18.04 | 0.9 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 | |
| 84 | 163 | 16.62 | 1.9 | 28/30/35 | | | 452A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 | |
| 84 | 163 | 16.62 | 2.2 | 28/30/35 | | | 502A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 | |
| 86 | 159 | 16.20 | 0.9 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 | |
| 86 | 159 | 16.20 | 1.1 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 91 | 151 | 15.37 | 1.1 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 27 | |
| 91 | 151 | 15.37 | 1.3 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 99 | 140 | 14.21 | 1.8 | 28/30/35 | | | 502A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 | |
| 99 | 140 | 14.21 | 1.9 | 28/30/35 | | | 452A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 | |
| 99 | 140 | 14.21 | 2.9 | 30/35/40 | | | 602A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 | |
| 102 | 134 | 13.68 | 1.1 | 24/25 | | | 402A | 90LA4 | 63-71-80-90 | 71 ^C -80 ^C -90 | | 27 | |
| 106 | 130 | 13.26 | 1.2 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 | |
| 106 | 130 | 13.26 | 1.4 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 107 | 128 | 13.03 | 0.9 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 120 | 114 | 11.66 | 1.5 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 | |
| 120 | 114 | 11.64 | 1.4 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 122 | 112 | 11.43 | 2.7 | 28/30/35 | | | 452A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 | |
| 122 | 112 | 11.43 | 2.9 | 28/30/35 | | | 502A | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 | |
| 123 | 112 | 11.42 | 1.0 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 139 | 99 | 10.06 | 1.5 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 27 | |
| 139 | 99 | 10.04 | 1.5 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 29 |
| 142 | 97 | 9.85 | 1.0 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 | |
| 156 | 88 | 8.96 | 1.8 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 177 | 78 | 7.89 | 1.5 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 | |
| 181 | 76 | 7.74 | 1.1 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 184 | 76 | 7.63 | 1.5 | 24/28 | 511 | | | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 | |
| 191 | 72 | 7.33 | 1.7 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 | |
| 191 | 72 | 7.33 | 2.1 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 194 | 71 | 7.20 | 1.0 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 220 | 62 | 6.36 | 1.5 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 | |
| 225 | 61 | 6.23 | 1.1 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 252 | 55 | 5.55 | 1.8 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 27 | |
| 252 | 55 | 5.55 | 2.2 | 24/25 | | | | 402C | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 29 |
| 257 | 54 | 5.45 | 0.9 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 25 | |
| 266 | 53 | 5.27 | 2.5 | 24/28 | 511 | | | 90LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 | |
| 303 | 46 | 4.62 | 1.0 | 19/24 | 411 | | | 90LA4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 | |
| 320 | 43 | 4.37 | 2.1 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 | |
| 327 | 42 | 4.28 | 1.2 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 362 | 39 | 3.87 | 1.0 | 19/24 | 411 | | | 90LA4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 | |
| 398 | 35 | 3.52 | 2.3 | 24/25 | | | 402A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 | |
| 407 | 34 | 3.44 | 1.5 | 20 | | | 302A | 90LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 | |
| 426 | 33 | 3.29 | 1.5 | 19/24 | 411 | | | 90LA4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 | |
| 493 | 28 | 2.84 | 1.5 | 19/24 | 411 | | | 90LA4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 | |
| 892 | 16 | 1.57 | 2.6 | 19/24 | 411 | | | 90LA4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 | |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C








Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 1.8 kW

1400 min⁻¹ (90LB4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  | 1400 min ⁻¹ (90LB4) | |  |  Dimensions on page | | |
|--|------------------------|-------|-----|---|---|---|---|---|--------------------------------|-------|---|--|---|----|
| | | | | | | | | | B5 | B14 | | | | |
| 29.6 | 554 | 47.22 | 0.9 | 30/35/40 | | | | | 603A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 29.6 | 554 | 47.22 | 0.9 | 30/35/40 | | | | | 603C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 37 |
| 31.7 | 536 | 44.23 | 0.8 | 30/35/40 | | | | | 602C | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 35.2 | 467 | 39.79 | 0.9 | 30/35/40 | | | | | 603A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 35 |
| 35.2 | 467 | 39.79 | 0.9 | 30/35/40 | | | | | 603C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 37 |
| 39.3 | 431 | 35.58 | 1.2 | 30/35/40 | | | | | 602A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 39.3 | 431 | 35.58 | 1.2 | 30/35/40 | | | | | 602C | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 47.6 | 356 | 29.41 | 0.9 | 28/30/35 | | | | | 452A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 47.6 | 356 | 29.41 | 1.0 | 28/30/35 | | | | | 502A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 47.6 | 356 | 29.41 | 1.2 | 30/35/40 | | | | | 602A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 47.6 | 356 | 29.41 | 1.2 | 30/35/40 | | | | | 602C | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 56 | 303 | 24.98 | 1.3 | 30/35/40 | | | | | 602A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 |
| 56 | 303 | 24.98 | 0.8 | 28/30/35 | | | | | 502A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 56 | 303 | 24.98 | 0.9 | 28/30/35 | | | | | 452A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 |
| 56 | 303 | 24.98 | 1.4 | 30/35/40 | | | | | 602C | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 37 |
| 57 | 298 | 24.61 | 1.7 | 30/35/40 | | | | | 602A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 |
| 57 | 298 | 24.61 | 1.1 | 28/30/35 | | | | | 502A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 70 | 244 | 20.10 | 1.2 | 28/30/35 | | | | | 452A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 |
| 70 | 244 | 20.10 | 1.3 | 28/30/35 | | | | | 502A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 70 | 244 | 20.10 | 2.0 | 30/35/40 | | | | | 602A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 70 | 244 | 20.10 | 2.0 | 30/35/40 | | | | | 602C | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 37 |
| 84 | 201 | 16.62 | 1.5 | 28/30/35 | | | | | 452A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 |
| 84 | 201 | 16.62 | 1.8 | 28/30/35 | | | | | 502A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 84 | 201 | 16.62 | 2.5 | 30/35/40 | | | | | 602A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 |
| 84 | 201 | 16.62 | 2.5 | 30/35/40 | | | | | 602C | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 37 |
| 86 | 196 | 16.20 | 0.9 | 24/25 | | | | | 402C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 29 |
| 91 | 186 | 15.37 | 0.9 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 27 |
| 91 | 186 | 15.37 | 1.1 | 24/25 | | | | | 402C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | ● | 29 |
| 99 | 172 | 14.21 | 1.5 | 28/30/35 | | | | | 502A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 99 | 172 | 14.21 | 1.5 | 28/30/35 | | | | | 452A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 99 | 172 | 14.21 | 2.3 | 30/35/40 | | | | | 602A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 99 | 172 | 14.21 | 2.5 | 30/35/40 | | | | | 602C | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 102 | 166 | 13.68 | 0.9 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 27 |
| 106 | 161 | 13.26 | 1.0 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 106 | 161 | 13.26 | 1.1 | 24/25 | | | | | 402C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 120 | 141 | 11.66 | 1.2 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 120 | 141 | 11.64 | 1.1 | 24/25 | | | | | 402C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 122 | 138 | 11.43 | 2.2 | 28/30/35 | | | | | 452A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 122 | 138 | 11.43 | 2.4 | 28/30/35 | | | | | 502A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 122 | 138 | 11.43 | 2.9 | 30/35/40 | | | | | 602A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 122 | 138 | 11.43 | 2.9 | 30/35/40 | | | | | 602C | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 123 | 138 | 11.42 | 0.8 | 20 | | | | | 302A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 139 | 122 | 10.06 | 1.2 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 27 |
| 139 | 122 | 10.04 | 1.2 | 24/25 | | | | | 402C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 29 |
| 148 | 114 | 9.45 | 2.7 | 28/30/35 | | | | | 452A | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 31 |
| 156 | 109 | 8.96 | 1.5 | 24/25 | | | | | 402C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 177 | 96 | 7.89 | 1.3 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 181 | 94 | 7.74 | 0.9 | 20 | | | | | 302A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 184 | 94 | 7.63 | 1.2 | 24/28 | 511 | | | | | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 |
| 191 | 89 | 7.33 | 1.4 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 191 | 89 | 7.33 | 1.7 | 24/25 | | | | | 402C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 194 | 87 | 7.20 | 0.8 | 20 | | | | | 302A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 220 | 77 | 6.36 | 1.2 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 225 | 75 | 6.23 | 0.9 | 20 | | | | | 302A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | | 25 |
| 252 | 67 | 5.55 | 1.5 | 24/25 | | | | | 402A | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 27 |
| 252 | 67 | 5.55 | 1.8 | 24/25 | | | | | 402C | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 29 |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C








Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 1.8 kW

1400 min⁻¹ (90LB4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  | 1400 min ⁻¹ (90LB4) | |  |  Dimensions on page |
|--|------------------------|------|-----|---|---|---|---|---|--------------------------------|---|---|--|
| | | | | | | | | | B5 | B14 | | |
| 266 | 65 | 5.27 | 2.0 | 24/28 | 511 | | | | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 21 |
| 303 | 57 | 4.62 | 0.8 | 19/24 | 411 | | | | 90LB4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | 20 |
| 320 | 53 | 4.37 | 1.7 | 24/25 | | 402A | | | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | 27 |
| 325 | 53 | 4.31 | 2.5 | 24/28 | 511 | | | | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 21 |
| 327 | 52 | 4.28 | 1.0 | 20 | | 302A | | | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 25 |
| 362 | 48 | 3.87 | 0.8 | 19/24 | 411 | | | | 90LB4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | 20 |
| 398 | 43 | 3.52 | 1.9 | 24/25 | | 402A | | | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | 27 |
| 407 | 42 | 3.44 | 1.2 | 20 | | 302A | | | 90LB4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90 | 25 |
| 423 | 41 | 3.31 | 3.0 | 24/28 | 511 | | | | 90LB4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 21 |
| 426 | 41 | 3.29 | 1.2 | 19/24 | 411 | | | | 90LB4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | 20 |
| 493 | 35 | 2.84 | 1.2 | 19/24 | 411 | | | | 90LB4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | 20 |
| 892 | 19 | 1.57 | 2.1 | 19/24 | 411 | | | | 90LB4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | 20 |

P_{1M} = 2.2 kW

1400 min⁻¹ (100LA4)

| | | | | | | | | | | | | |
|------|-----|-------|-----|----------|--|------|------|--|--------|--------------------------------|--|------|
| 39.3 | 513 | 35.58 | 1.0 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 35 |
| 39.3 | 513 | 35.58 | 1.0 | 30/35/40 | | | 602C | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 37 |
| 47.6 | 424 | 29.41 | 0.8 | 28/30/35 | | 502A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |
| 47.6 | 424 | 29.41 | 1.0 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 35 |
| 47.6 | 424 | 29.41 | 1.0 | 30/35/40 | | | 602C | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 37 |
| 56 | 360 | 24.98 | 1.1 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 35 |
| 56 | 360 | 24.98 | 1.2 | 30/35/40 | | | 602C | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 37 |
| 57 | 354 | 24.61 | 1.4 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 35 |
| 57 | 354 | 24.61 | 0.9 | 28/30/35 | | 502A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |
| 70 | 290 | 20.10 | 1.0 | 28/30/35 | | 452A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 31 |
| 70 | 290 | 20.10 | 1.1 | 28/30/35 | | 502A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 33 |
| 70 | 290 | 20.10 | 1.7 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 35 |
| 70 | 290 | 20.10 | 1.7 | 30/35/40 | | | 602C | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 37 |
| 84 | 239 | 16.62 | 1.3 | 28/30/35 | | 452A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 31 |
| 84 | 239 | 16.62 | 1.5 | 28/30/35 | | 502A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 33 |
| 84 | 239 | 16.62 | 2.1 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 35 |
| 84 | 239 | 16.62 | 2.1 | 30/35/40 | | | 602C | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● 37 |
| 99 | 205 | 14.21 | 1.2 | 28/30/35 | | 502A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |
| 99 | 205 | 14.21 | 1.3 | 28/30/35 | | 452A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 31 |
| 99 | 205 | 14.21 | 2.0 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 35 |
| 99 | 205 | 14.21 | 2.1 | 30/35/40 | | | 602C | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 37 |
| 106 | 191 | 13.26 | 0.8 | 24/25 | | 402A | | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | 27 |
| 106 | 191 | 13.26 | 0.9 | 24/25 | | | 402C | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | 29 |
| 120 | 168 | 11.66 | 1.0 | 24/25 | | 402A | | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | 27 |
| 120 | 168 | 11.64 | 1.0 | 24/25 | | | 402C | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | 29 |
| 122 | 165 | 11.43 | 1.8 | 28/30/35 | | 452A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | 31 |
| 122 | 165 | 11.43 | 2.0 | 28/30/35 | | 502A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | 33 |
| 122 | 165 | 11.43 | 2.4 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | 35 |
| 122 | 165 | 11.43 | 2.4 | 30/35/40 | | | 602C | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | 37 |
| 139 | 145 | 10.06 | 1.0 | 24/25 | | 402A | | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● 27 |
| 139 | 145 | 10.04 | 1.0 | 24/25 | | | 402C | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● 29 |
| 148 | 136 | 9.45 | 2.2 | 28/30/35 | | 452A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● 31 |
| 148 | 136 | 9.45 | 2.6 | 28/30/35 | | 502A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● 33 |
| 148 | 136 | 9.45 | 2.9 | 30/35/40 | | 602A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● 35 |
| 148 | 136 | 9.45 | 2.9 | 30/35/40 | | | 602C | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● 37 |
| 156 | 129 | 8.96 | 1.2 | 24/25 | | | 402C | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | 29 |
| 176 | 115 | 7.96 | 2.6 | 28/30/35 | | 452A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | 31 |
| 176 | 115 | 7.96 | 2.9 | 28/30/35 | | 502A | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | 33 |
| 177 | 114 | 7.89 | 1.1 | 24/25 | | 402A | | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | 27 |

B

Montaggio con boccia di riduzione
Coupling by means of reduction bushing



C







Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 2.2 kW

1400 min⁻¹ (100LA4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  | IEC | |  |  | |
|--|------------------------|------|-----|---|---|---|---|--------|---|---|---|----|
| | | | | | | | | B5 | B14 | | | |
| 184 | 112 | 7.63 | 1.0 | 24/28 | 511 | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 |
| 191 | 106 | 7.33 | 1.1 | 24/25 | | 402A | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 191 | 106 | 7.33 | 1.4 | 24/25 | | | 402C | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 206 | 98 | 6.81 | 2.8 | 28/30/35 | | 452A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 220 | 92 | 6.36 | 1.0 | 24/25 | | 402A | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 231 | 87 | 6.07 | 2.9 | 28/30/35 | | 502A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 231 | 87 | 6.07 | 2.9 | 28/30/35 | | 452A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 252 | 80 | 5.55 | 1.3 | 24/25 | | 402A | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 27 |
| 252 | 80 | 5.55 | 1.5 | 24/25 | | | 402C | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | ● | 29 |
| 266 | 78 | 5.27 | 1.7 | 24/28 | 511 | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 |
| 279 | 72 | 5.01 | 2.8 | 28/30/35 | | 452A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 31 |
| 279 | 72 | 5.01 | 2.8 | 28/30/35 | | 502A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 33 |
| 320 | 63 | 4.37 | 1.4 | 24/25 | | 402A | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 325 | 63 | 4.31 | 2.1 | 24/28 | 511 | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 |
| 331 | 61 | 4.23 | 2.8 | 28/30/35 | | 452A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 331 | 61 | 4.23 | 2.8 | 28/30/35 | | 502A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 388 | 52 | 3.61 | 2.9 | 28/30/35 | | 452A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 388 | 52 | 3.61 | 2.9 | 28/30/35 | | 502A | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 398 | 51 | 3.52 | 1.6 | 24/25 | | 402A | | 100LA4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 27 |
| 423 | 49 | 3.31 | 2.5 | 24/28 | 511 | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 |
| 426 | 48 | 3.29 | 1.0 | 19/24 | 411 | | | 100LA4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |
| 493 | 42 | 2.84 | 1.0 | 19/24 | 411 | | | 100LA4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |
| 571 | 36 | 2.45 | 3.4 | 24/28 | 511 | | | 100LA4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 21 |
| 892 | 23 | 1.57 | 1.8 | 19/24 | 411 | | | 100LA4 | 63 ^B -71 ^B -80-90 | 71 ^B ^C -80 ^C -90 | | 20 |

P_{1M} = 3.0 kW

1400 min⁻¹ (100B4)

| | | | | | | | | | | | | |
|-----|-----|-------|-----|----------|--|------|------|-------|--------------------------------|--|---|----|
| 56 | 491 | 24.98 | 0.8 | 30/35/40 | | 602A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 |
| 56 | 491 | 24.98 | 0.9 | 30/35/40 | | | 602C | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 37 |
| 57 | 483 | 24.61 | 1.0 | 30/35/40 | | 602A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 |
| 70 | 395 | 20.10 | 0.8 | 28/30/35 | | 502A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 70 | 395 | 20.10 | 1.3 | 30/35/40 | | 602A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 70 | 395 | 20.10 | 1.3 | 30/35/40 | | | 602C | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 37 |
| 84 | 327 | 16.62 | 0.9 | 28/30/35 | | 452A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 31 |
| 84 | 327 | 16.62 | 1.1 | 28/30/35 | | 502A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 33 |
| 84 | 327 | 16.62 | 1.5 | 30/35/40 | | 602A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 35 |
| 84 | 327 | 16.62 | 1.5 | 30/35/40 | | | 602C | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | ● | 37 |
| 99 | 279 | 14.21 | 0.9 | 28/30/35 | | 502A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 99 | 279 | 14.21 | 0.9 | 28/30/35 | | 452A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 31 |
| 99 | 279 | 14.21 | 1.4 | 30/35/40 | | 602A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 35 |
| 99 | 279 | 14.21 | 1.6 | 30/35/40 | | | 602C | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 37 |
| 122 | 225 | 11.43 | 1.3 | 28/30/35 | | 452A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 122 | 225 | 11.43 | 1.5 | 28/30/35 | | 502A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112 | | 33 |
| 122 | 225 | 11.43 | 1.8 | 30/35/40 | | 602A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 122 | 225 | 11.43 | 1.8 | 30/35/40 | | | 602C | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 148 | 186 | 9.45 | 1.6 | 28/30/35 | | 452A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 31 |
| 148 | 186 | 9.45 | 1.9 | 28/30/35 | | 502A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 33 |
| 148 | 186 | 9.45 | 2.2 | 30/35/40 | | 602A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 35 |
| 148 | 186 | 9.45 | 2.2 | 30/35/40 | | | 602C | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 37 |
| 156 | 176 | 8.96 | 0.9 | 24/25 | | | 402C | 100B4 | 63 ^B -71-80-90 | 71 ^C -80 ^C -90-100/112 | | 29 |
| 176 | 156 | 7.96 | 1.9 | 28/30/35 | | 452A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 176 | 156 | 7.96 | 2.1 | 28/30/35 | | 502A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 176 | 156 | 7.96 | 2.4 | 30/35/40 | | 602A | | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 176 | 156 | 7.96 | 2.4 | 30/35/40 | | | 602C | 100B4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |

B

Montaggio con boccola di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 3 kW

1400 min⁻¹ (100B4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  |
|--|------------------------|------|-----|---|---|---|---|---|---|-----|---|---|
| | | | | | | | | | B5 | B14 | | |
| 191 | 144 | 7.33 | 0.8 | 24/25 | | | | | | | | 27 |
| 191 | 144 | 7.33 | 1.0 | 24/25 | | | | | | | | 29 |
| 206 | 134 | 6.81 | 2.1 | 28/30/35 | | | | | | | | 31 |
| 206 | 134 | 6.81 | 2.2 | 28/30/35 | | | | | | | | 33 |
| 206 | 134 | 6.81 | 2.5 | 30/35/40 | | | | | | | | 35 |
| 206 | 134 | 6.81 | 2.5 | 30/35/40 | | | | | | | | 37 |
| 231 | 119 | 6.07 | 2.1 | 28/30/35 | | | | | | | | 33 |
| 231 | 119 | 6.07 | 2.3 | 30/35/40 | | | | | | | | 35 |
| 231 | 119 | 6.07 | 2.3 | 30/35/40 | | | | | | | | 37 |
| 231 | 119 | 6.07 | 2.1 | 28/30/35 | | | | | | | | 31 |
| 252 | 109 | 5.55 | 0.9 | 24/25 | | | | | | | ● | 27 |
| 252 | 109 | 5.55 | 1.1 | 24/25 | | | | | | | ● | 29 |
| 266 | 106 | 5.27 | 1.3 | 24/28 | 511 | | | | | | | 21 |
| 279 | 98 | 5.01 | 2.0 | 28/30/35 | | | | | | | ● | 31 |
| 279 | 98 | 5.01 | 2.0 | 28/30/35 | | | | | | | ● | 33 |
| 279 | 98 | 5.01 | 2.4 | 30/35/40 | | | | | | | ● | 35 |
| 279 | 98 | 5.01 | 2.4 | 30/35/40 | | | | | | | ● | 37 |
| 320 | 86 | 4.37 | 1.0 | 24/25 | | | | | | | | 27 |
| 325 | 86 | 4.31 | 1.5 | 24/28 | 511 | | | | | | | 21 |
| 331 | 83 | 4.23 | 2.0 | 28/30/35 | | | | | | | | 31 |
| 331 | 83 | 4.23 | 2.0 | 28/30/35 | | | | | | | | 33 |
| 331 | 83 | 4.23 | 2.4 | 30/35/40 | | | | | | | | 35 |
| 331 | 83 | 4.23 | 2.4 | 30/35/40 | | | | | | | | 37 |
| 388 | 71 | 3.61 | 2.1 | 28/30/35 | | | | | | | | 31 |
| 388 | 71 | 3.61 | 2.1 | 28/30/35 | | | | | | | | 33 |
| 388 | 71 | 3.61 | 2.3 | 30/35/40 | | | | | | | | 35 |
| 388 | 71 | 3.61 | 2.3 | 30/35/40 | | | | | | | | 37 |
| 398 | 69 | 3.52 | 1.2 | 24/25 | | | | | | | | 27 |
| 423 | 66 | 3.31 | 1.8 | 24/28 | 511 | | | | | | | 21 |
| 571 | 49 | 2.45 | 2.5 | 24/28 | 511 | | | | | | | 21 |
| 1077 | 26 | 1.30 | 2.6 | 24/28 | 511 | | | | | | | 21 |

P_{1M} = 4.0 kW

1400 min⁻¹ (112M4)

| | | | | | | | | | | | | |
|-----|-----|-------|-----|----------|--|--|--|--|--|--|---|----|
| 70 | 527 | 20.10 | 0.9 | 30/35/40 | | | | | | | | 35 |
| 70 | 527 | 20.10 | 0.9 | 30/35/40 | | | | | | | ● | 37 |
| 84 | 435 | 16.62 | 0.8 | 28/30/35 | | | | | | | ● | 33 |
| 84 | 435 | 16.62 | 1.2 | 30/35/40 | | | | | | | ● | 35 |
| 84 | 435 | 16.62 | 1.2 | 30/35/40 | | | | | | | ● | 37 |
| 99 | 372 | 14.21 | 1.1 | 30/35/40 | | | | | | | | 35 |
| 99 | 372 | 14.21 | 1.2 | 30/35/40 | | | | | | | | 37 |
| 122 | 299 | 11.43 | 1.0 | 28/30/35 | | | | | | | | 31 |
| 122 | 299 | 11.43 | 1.1 | 28/30/35 | | | | | | | | 33 |
| 122 | 299 | 11.43 | 1.3 | 30/35/40 | | | | | | | | 35 |
| 122 | 299 | 11.43 | 1.3 | 30/35/40 | | | | | | | | 37 |
| 148 | 248 | 9.45 | 1.2 | 28/30/35 | | | | | | | ● | 31 |
| 148 | 248 | 9.45 | 1.4 | 28/30/35 | | | | | | | ● | 33 |
| 148 | 248 | 9.45 | 1.6 | 30/35/40 | | | | | | | ● | 35 |
| 148 | 248 | 9.45 | 1.6 | 30/35/40 | | | | | | | ● | 37 |
| 176 | 209 | 7.96 | 1.4 | 28/30/35 | | | | | | | | 31 |
| 176 | 209 | 7.96 | 1.6 | 28/30/35 | | | | | | | | 33 |
| 176 | 209 | 7.96 | 1.8 | 30/35/40 | | | | | | | | 35 |
| 176 | 209 | 7.96 | 1.8 | 30/35/40 | | | | | | | | 37 |
| 206 | 178 | 6.81 | 1.6 | 28/30/35 | | | | | | | | 31 |

B

Montaggio con boccia di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 4 kW

1400 min⁻¹ (112M4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page |
|--|------------------------|------|-----|---|---|---|---|---|---|-----|---|--|
| | | | | | | | | | B5 | B14 | | |
| 206 | 178 | 6.81 | 1.7 | 28/30/35 | | | | | | | | 33 |
| 206 | 178 | 6.81 | 1.9 | 30/35/40 | | | | | | | | 35 |
| 206 | 178 | 6.81 | 1.9 | 30/35/40 | | | | | | | | 37 |
| 231 | 159 | 6.07 | 1.6 | 28/30/35 | | | | | | | | 33 |
| 231 | 159 | 6.07 | 1.7 | 30/35/40 | | | | | | | | 35 |
| 231 | 159 | 6.07 | 1.7 | 30/35/40 | | | | | | | | 37 |
| 231 | 159 | 6.07 | 1.6 | 28/30/35 | | | | | | | | 31 |
| 252 | 145 | 5.55 | 0.8 | 24/25 | | | | | | | ● | 29 |
| 266 | 141 | 5.27 | 0.9 | 24/28 | 511 | | | | | | | 21 |
| 279 | 131 | 5.01 | 1.5 | 28/30/35 | | | | | | | ● | 31 |
| 279 | 131 | 5.01 | 1.5 | 28/30/35 | | | | | | | ● | 33 |
| 279 | 131 | 5.01 | 1.8 | 30/35/40 | | | | | | | ● | 35 |
| 279 | 131 | 5.01 | 1.8 | 30/35/40 | | | | | | | ● | 37 |
| 325 | 115 | 4.31 | 1.2 | 24/28 | 511 | | | | | | | 21 |
| 331 | 111 | 4.23 | 1.5 | 28/30/35 | | | | | | | | 31 |
| 331 | 111 | 4.23 | 1.5 | 28/30/35 | | | | | | | | 33 |
| 331 | 111 | 4.23 | 1.8 | 30/35/40 | | | | | | | | 35 |
| 331 | 111 | 4.23 | 1.8 | 30/35/40 | | | | | | | | 37 |
| 388 | 95 | 3.61 | 1.6 | 28/30/35 | | | | | | | | 31 |
| 388 | 95 | 3.61 | 1.6 | 28/30/35 | | | | | | | | 33 |
| 388 | 95 | 3.61 | 1.7 | 30/35/40 | | | | | | | | 35 |
| 388 | 95 | 3.61 | 1.7 | 30/35/40 | | | | | | | | 37 |
| 398 | 92 | 3.52 | 0.9 | 24/25 | | | | | | | | 27 |
| 423 | 89 | 3.31 | 1.4 | 24/28 | 511 | | | | | | | 21 |
| 571 | 66 | 2.45 | 1.9 | 24/28 | 511 | | | | | | | 21 |
| 1077 | 35 | 1.30 | 1.9 | 24/28 | 511 | | | | | | | 21 |

P_{1M} = 5.5 kW

1400 min⁻¹ (132S4)

| | | | | | | | | | | | | |
|-----|-----|-------|-----|----------|--|--|--|--|--|--|---|----|
| 122 | 412 | 11.43 | 1.0 | 30/35/40 | | | | | | | | 35 |
| 122 | 412 | 11.43 | 1.0 | 30/35/40 | | | | | | | | 37 |
| 148 | 340 | 9.45 | 0.9 | 28/30/35 | | | | | | | ● | 31 |
| 148 | 340 | 9.45 | 1.0 | 28/30/35 | | | | | | | ● | 33 |
| 148 | 340 | 9.45 | 1.2 | 30/35/40 | | | | | | | ● | 35 |
| 148 | 340 | 9.45 | 1.2 | 30/35/40 | | | | | | | ● | 37 |
| 176 | 287 | 7.96 | 1.0 | 28/30/35 | | | | | | | | 31 |
| 176 | 287 | 7.96 | 1.2 | 28/30/35 | | | | | | | | 33 |
| 176 | 287 | 7.96 | 1.3 | 30/35/40 | | | | | | | | 35 |
| 176 | 287 | 7.96 | 1.3 | 30/35/40 | | | | | | | | 37 |
| 206 | 245 | 6.81 | 1.1 | 28/30/35 | | | | | | | | 31 |
| 206 | 245 | 6.81 | 1.2 | 28/30/35 | | | | | | | | 33 |
| 206 | 245 | 6.81 | 1.4 | 30/35/40 | | | | | | | | 35 |
| 206 | 245 | 6.81 | 1.4 | 30/35/40 | | | | | | | | 37 |
| 231 | 219 | 6.07 | 1.1 | 28/30/35 | | | | | | | | 33 |
| 231 | 219 | 6.07 | 1.2 | 30/35/40 | | | | | | | | 35 |
| 231 | 219 | 6.07 | 1.2 | 30/35/40 | | | | | | | | 37 |
| 231 | 219 | 6.07 | 1.1 | 28/30/35 | | | | | | | | 31 |
| 279 | 180 | 5.01 | 1.1 | 28/30/35 | | | | | | | ● | 31 |
| 279 | 180 | 5.01 | 1.1 | 28/30/35 | | | | | | | ● | 33 |
| 279 | 180 | 5.01 | 1.3 | 30/35/40 | | | | | | | ● | 35 |
| 279 | 180 | 5.01 | 1.3 | 30/35/40 | | | | | | | ● | 37 |
| 331 | 152 | 4.23 | 1.1 | 28/30/35 | | | | | | | | 31 |
| 331 | 152 | 4.23 | 1.1 | 28/30/35 | | | | | | | | 33 |
| 331 | 152 | 4.23 | 1.3 | 30/35/40 | | | | | | | | 35 |

B

Montaggio con boccolla di riduzione
Coupling by means of reduction bushing



C









Posizione fori flangia/basetta motore
Motor flange/terminal box position



SELEZIONE MOTORIDUTTORI / GEARMOTORS SELECTION / WAHL DES GETRIEBEMOTORS SELECTION DES MOTO-REDUCTEURS / SELECCIÓN MOTO-REDUCTORES

P_{1M} = 5.5 kW

2800 min⁻¹ (132SA2) - 1400 min⁻¹ (132S4)

| n ₂ [min ⁻¹] | M ₂ [Nm] | i | fs |  |  |  |  |  |  | |  |  Dimensions on page | |
|--|------------------------|------|-----|---|---|---|---|---|---|--------------------------------|---|--|----|
| | | | | | | | | | B5 | B14 | | | |
| 331 | 152 | 4.23 | 1.3 | 30/35/40 | | | | 602C | 132S4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 388 | 130 | 3.61 | 1.2 | 28/30/35 | | | 452A | | 132S4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 388 | 130 | 3.61 | 1.2 | 28/30/35 | | | 502A | | 132S4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 388 | 130 | 3.61 | 1.3 | 30/35/40 | | | 602A | | 132S4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 388 | 130 | 3.61 | 1.3 | 30/35/40 | | | | 602C | 132S4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 411 | 123 | 6.81 | 2.3 | 28/30/35 | | | 452A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 411 | 123 | 6.81 | 2.4 | 28/30/35 | | | 502A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 462 | 109 | 6.07 | 2.3 | 28/30/35 | | | 452A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 559 | 90 | 5.01 | 2.2 | 28/30/35 | | | 502A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 33 |
| 559 | 90 | 5.01 | 2.2 | 28/30/35 | | | 452A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 31 |
| 662 | 76 | 4.23 | 2.2 | 28/30/35 | | | 502A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 662 | 76 | 4.23 | 2.2 | 28/30/35 | | | 452A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 776 | 65 | 3.61 | 2.3 | 28/30/35 | | | 502A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 776 | 65 | 3.61 | 2.3 | 28/30/35 | | | 452A | | 132SA2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |

P_{1M} = 7.5 kW

n₁ = 2800 min⁻¹ (132SB2) - 1400 min⁻¹ (132MA4)

| | | | | | | | | | | | | | |
|-----|-----|------|-----|----------|--|--|------|------|--------|--------------------------------|-------------------|---|----|
| 148 | 464 | 9.45 | 0.9 | 30/35/40 | | | 602A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 35 |
| 148 | 464 | 9.45 | 0.9 | 30/35/40 | | | | 602C | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 37 |
| 176 | 391 | 7.96 | 0.8 | 28/30/35 | | | 502A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 176 | 391 | 7.96 | 0.9 | 30/35/40 | | | 602A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 176 | 391 | 7.96 | 0.9 | 30/35/40 | | | | 602C | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 206 | 334 | 6.81 | 0.8 | 28/30/35 | | | 452A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 206 | 334 | 6.81 | 0.9 | 28/30/35 | | | 502A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 206 | 334 | 6.81 | 1.0 | 30/35/40 | | | 602A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 206 | 334 | 6.81 | 1.0 | 30/35/40 | | | | 602C | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 231 | 298 | 6.07 | 0.8 | 28/30/35 | | | 502A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 231 | 298 | 6.07 | 0.9 | 30/35/40 | | | 602A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 231 | 298 | 6.07 | 0.9 | 30/35/40 | | | | 602C | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 231 | 298 | 6.07 | 0.8 | 28/30/35 | | | 452A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 279 | 246 | 5.01 | 0.8 | 28/30/35 | | | 452A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 31 |
| 279 | 246 | 5.01 | 0.8 | 28/30/35 | | | 502A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 33 |
| 279 | 246 | 5.01 | 1.0 | 30/35/40 | | | 602A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 35 |
| 279 | 246 | 5.01 | 1.0 | 30/35/40 | | | | 602C | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | ● | 37 |
| 331 | 208 | 4.23 | 0.8 | 28/30/35 | | | 452A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 331 | 208 | 4.23 | 0.8 | 28/30/35 | | | 502A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 331 | 208 | 4.23 | 1.0 | 30/35/40 | | | 602A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 331 | 208 | 4.23 | 1.0 | 30/35/40 | | | | 602C | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 388 | 177 | 3.61 | 0.8 | 28/30/35 | | | 452A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 388 | 177 | 3.61 | 0.8 | 28/30/35 | | | 502A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 388 | 177 | 3.61 | 0.9 | 30/35/40 | | | 602A | | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 35 |
| 388 | 177 | 3.61 | 0.9 | 30/35/40 | | | | 602C | 132MA4 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 37 |
| 411 | 167 | 6.81 | 1.7 | 28/30/35 | | | 452A | | 132SB2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 411 | 167 | 6.81 | 1.8 | 28/30/35 | | | 502A | | 132SB2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 461 | 149 | 6.07 | 1.7 | 28/30/35 | | | 502A | | 132SB2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 462 | 149 | 6.07 | 1.7 | 28/30/35 | | | 452A | | 132SB2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 662 | 104 | 4.23 | 1.6 | 28/30/35 | | | 502A | | 132SB2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 662 | 104 | 4.23 | 1.6 | 28/30/35 | | | 452A | | 132SB2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |
| 776 | 89 | 3.61 | 1.7 | 28/30/35 | | | 502A | | 132SB2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 33 |
| 776 | 89 | 3.61 | 1.7 | 28/30/35 | | | 452A | | 132SB2 | 71 ^B -80-90-100/112 | 80-90-100/112-132 | | 31 |

B

Montaggio con boccolla di riduzione
Coupling by means of reduction bushing



A richiesta / On request / Auf Anfrage / A la demande / A solicitud

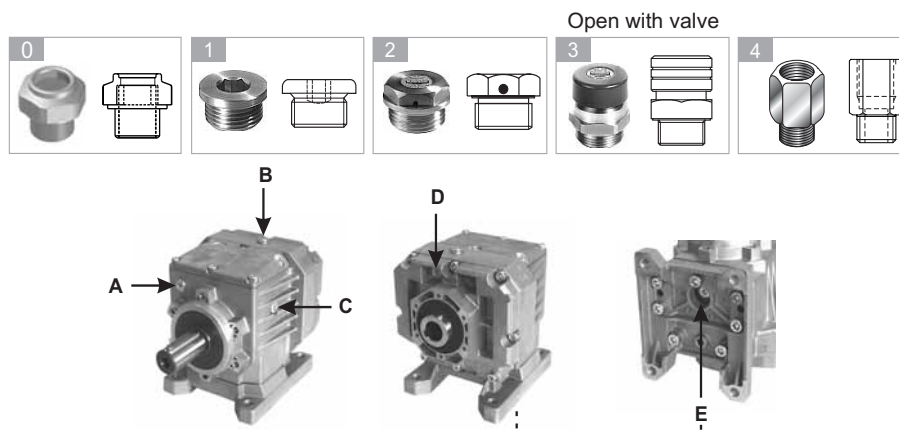
Per i riduttori 402A, 403A, 502A, 503A, 602A, 603A nel caso in cui siano richiesti predisposti per lubrificazione con olio minerale possiamo, a richiesta, fornire la cassa completa di quattro tappi (livello e sfiato) come rappresentato in figura.

For applications requiring mineral oils, gearboxes can be delivered with oil plugs (level and leak) as represented in the illustration below.

Getriebe mit mineralischem Öl müssen mit einer Entlüftungsschraube versehen werden. Die Position der Entlüftungs-, Ölstandskontroll- und Verschlusssschraube sind in der folgenden Aufstellung ersichtlich.

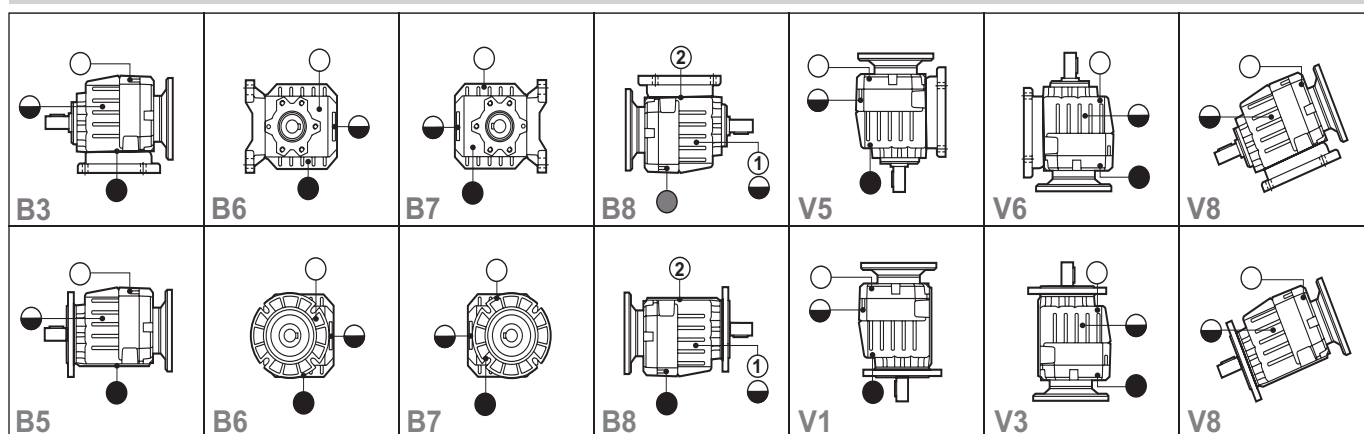
Dans le cas dans lequel soit demandé un réducteur lubrifié avec huile minérale nous pouvons à la demande fournir la caisse complète de quatre bouchons (niveau et essoufflé) comme représentée en illustration.

En el caso en que sea requerido un reductor lubricado con aceite mineral podemos a solicitud proveer la caja completa de cuatro tapones (nivel y respirador) como representada en figura.



| Positions | B3 - B5 | B6 | B7 | B8 | V5 - V1 | V6 - V3 |
|-----------|---------|-------|---------|---------|---------|---------|
| A | 1 | 2 (3) | 1 | 1 | 1 | 2 (3) |
| B | 2 (3) | 0 | 0 | 1 | 0 | 1 |
| C | 0 | 1 | 4+1 (3) | 5+0 (3) | 1 | 0 |
| D | 1 | 1 | 1 | 1 | 4+2 (3) | 1 |
| E | 1 | 1 | 1 | 2 (3) | 1 | 1 |

A richiesta / On request / Auf Anfrage / A la demande / A solicitud

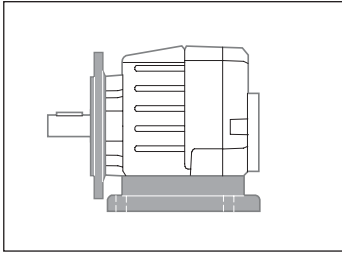


① 402A - 403A ② 502A - 503A - 602A - 603A

Quantità di olio / Oil quantity / Ölmenge / Quantités d'huile / Cantidad de aceite [l]

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 202A | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| 302A | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| 402A | 0.25 | 0.30 | 0.40 | 0.40 | 0.40 | 0.50 | 0.40 |
| 403A | 0.30 | 0.35 | 0.45 | 0.45 | 0.45 | 0.55 | 0.45 |
| 452A | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| 502A | 0.45 | 0.55 | 1.00 | 1.10 | 1.10 | 1.15 | 1.10 |
| 503A | 0.75 | 0.75 | 1.05 | 1.15 | 1.20 | 1.20 | 1.20 |
| 602A | 0.55 | 0.85 | 1.10 | 1.20 | 1.20 | 1.25 | 1.20 |
| 603A | 0.75 | 0.90 | 1.15 | 1.25 | 1.30 | 1.35 | 1.30 |

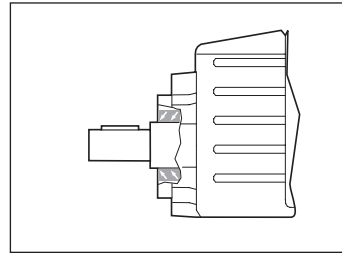
AA



| |
|--------|
| 202A |
| 302A |
| 402/3A |
| 452A |
| 502/3A |
| 602/3A |

Montaggio con piedini e flangia di uscita
 Mounting with feet and output flange
 Montage mit Füßen und Ausgangsflansch
 Fixation avec des pieds et bride de sortie
 Tipo de montaje con pies y brida de salida

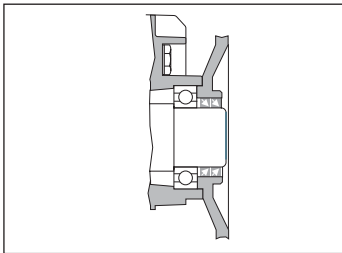
AB



| | |
|--------|---------|
| 402/3A | 25x47x7 |
| 502/3A | 40x52x7 |
| 602/3A | 50x62x7 |
| 402/3C | 25x47x7 |
| 602/3C | 50x68x8 |

Doppio anello di tenuta uscita
 Output shaft double oilseal
 Abtriebswelle mit 2 Dichtungen
 Double joint à l'arbre de sortie
 Dos retenes en el eje de salida

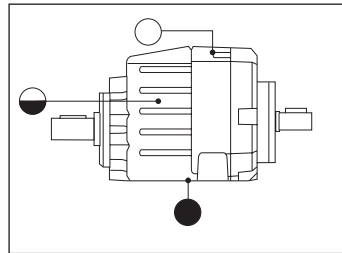
AC



| | |
|------|---------|
| 311 | 25x40x7 |
| 411 | 35x47x7 |
| 202A | 28x40x7 |
| 302A | 35x47x7 |
| 402A | 35x47x7 |
| 452A | 50x75x8 |
| 503A | 35x47x7 |
| 603A | 35x47x7 |
| 402C | 35x47x7 |
| 403C | 35x47x7 |
| 603C | 35x47x7 |

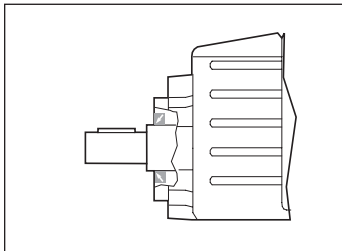
Doppio anello di tenuta entrata
 Input double oilseal
 Doppelte Dichtung am Eintrieb
 Double joint à l'entrée
 Dos retenes en la entrada

AD



Riduttore lubrificato con olio minerale e tappo di sfiato
 Gearbox lubricated with mineral oil and breather plug
 Getriebe mit mineralöl und Überdruckventil schmiere
 Réducteur lubrifié avec huile minerale et bouchon d'évent
 Reductor lubricado con aceite mineral y tapón de respiradero

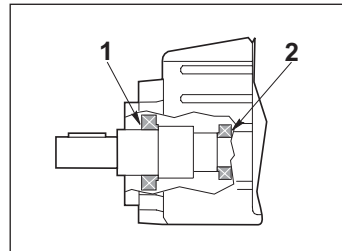
AE



| | |
|--------|---------|
| 311 | 20x40x7 |
| 411 | 25x47x7 |
| 511 | 35x72x7 |
| 202A | 30x47x7 |
| 302A | 30x47x7 |
| 402/3A | 30x52x7 |
| 452A | 40x62x7 |
| 502/3A | 35x72x7 |
| 602/3A | 45x85x8 |
| 402/3C | 30x52x7 |
| 602/3C | 45x85x8 |

Anelli di tenuta uscita in Viton
 Output shaft Viton oilseals
 Dichtring aus Viton auf der Abtriebswelle
 Bague d'étanchéité en Viton à l'arbre de sortie
 Reten de Viton en el eje de salida

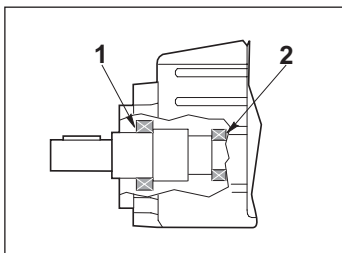
AF



| | 1 | 2 |
|------|-------|-------|
| 502A | 30207 | 30205 |
| 503A | | |
| 602A | 30209 | 30206 |
| 603A | | |
| 602C | 30209 | 30206 |
| 603C | | |

Cuscinetti conici sull' albero di uscita
 Taper roller bearings on the output shaft
 Schwere Kugellager an Antriebsseite
 Roulements coniques sur l' arbre de sortie
 Rodamientos cónicos en el arbol de salida

AG

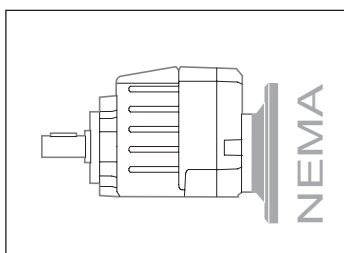


| | 1 | 2 |
|------|-------|-------|
| 202A | NJ204 | NJ202 |
| 302A | NJ204 | NJ202 |
| 452A | NJ206 | NJ205 |

Cuscinetti a rulli cilindrici sull' albero di uscita
 Cylindrical roller bearings on the output shaft
 Abtriebswelle mit Zylinderrollenlager
 Roulements à rouleaux cylindriques sur l'axe de sortie
 Rodamientos de rodillos cilíndricos en el eje de salida

ACCESSORI E VARIANTI / ACCESSORIES AND OPTIONALS / ZUBEHÖR UND OPTIONEN ACCESSOIRES ET VARIANTES / ACCESORIOS Y VARIANTES

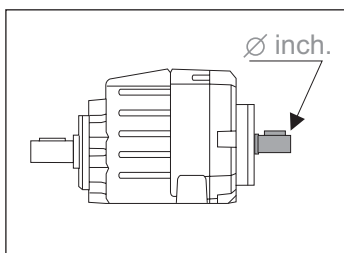
AM



Flangia entrata NEMA
NEMA input flange
NEMA-Eintriebsflansch
Flasque d'entrée NEMA
Brida de entrada NEMA

| | | | |
|-------------|-------------|-----------------|-----------------|
| 202A | 56C - 0.625 | | |
| 302A | 56C - 0.625 | 143/5TC - 0.875 | |
| 402A | 56C - 0.625 | 143/5TC - 0.875 | |
| 403A | 56C - 0.625 | | |
| 452A | 56C - 0.625 | 143/5TC - 0.875 | 182/4TC - 1.125 |
| 502A | 56C - 0.625 | 143/5TC - 0.875 | 182/4TC - 1.125 |
| 503A | 56C - 0.625 | 143/5TC - 0.875 | |
| 602A | 56C - 0.625 | 143/5TC - 0.875 | 182/4TC - 1.125 |
| 603A | 56C - 0.625 | 143/5TC - 0.875 | |
| 402C | 56C - 0.625 | 143/5TC - 0.875 | |
| 403C | 56C - 0.625 | 143/5TC - 0.875 | |
| 602C | 56C - 0.625 | 143/5TC - 0.875 | 182/4TC - 1.125 |
| 603C | 56C - 0.625 | 143/5TC - 0.875 | |

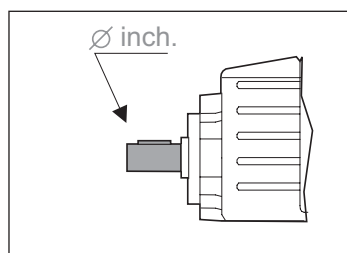
AN



Albero entrata maschio in pollici
Input shaft in inches
Eintriebswelle in Zoll
Arbre d'entrée mâle en pouces
Eje de entrada en pulgadas

| | inch. | mm |
|--------------------|-------|--------|
| 202A | 0.625 | 15.875 |
| 302A | 0.625 | 15.875 |
| 402A | 0.750 | 19.05 |
| 402c | 0.750 | 19.05 |
| 403A | 0.625 | 15.875 |
| 403C | 0.625 | 15.875 |
| 403C | 0.750 | 19.05 |
| 452A | 0.750 | 19.05 |
| 502A - 602A | 0.750 | 19.05 |
| 503A - 603A | 1.750 | 19.05 |
| 602C | 0.750 | 19.05 |
| 603C | 0.750 | 19.05 |

AO



Albero uscita in pollici
Output shaft in inches
Ausgangswelle in Zoll
Arbre de sortie en pouces
Eje de salida en pulgadas

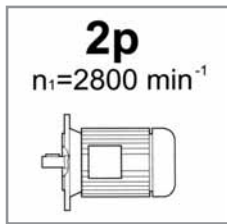
| | inch. | mm |
|---------------|-------|--------|
| 202A | 0.625 | 15.875 |
| 202A | 0.750 | 19.05 |
| 302A | 0.750 | 19.05 |
| 402/3A | 0.750 | 19.05 |
| 402/3A | 1.000 | 25.40 |
| 452A | 1.250 | 31.75 |
| 502/3A | 1.250 | 31.75 |
| 602/3A | 1.250 | 31.75 |
| 602/3A | 1.375 | 34.93 |
| 402/3C | 0.750 | 19.05 |
| 402/3C | 1.000 | 25.40 |
| 602/3C | 1.250 | 31.75 |
| 602/3C | 1.375 | 34.93 |

SELECTION CHECK LIST

Please Check

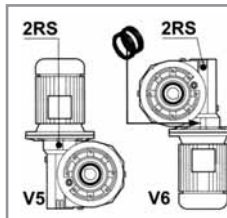
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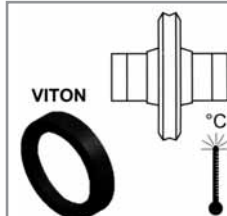
Specificare in fase d'ordine se in fase di utilizzo si applica un motore 2 poli. Segnalare in fase d'ordine se sono richiesti particolari livelli di rumorosità.

2 poles can be used only for very intermittent applications. Specify it in the order to select the most suitable ratios.



Specificare in fase d'ordine se i riduttori richiesti vengono utilizzati per posizioni di montaggio verticali V5+V6. Per queste posizioni va previsto un cuscinetto schermato 2RS come in figura. Per montaggio V6 suggeriamo l'uso di 2 anelli di tenuta in entrata. V6 (Posizione sconsigliata con motori 2 Poli).

Do not change mounting positions without contacting Renold. Altering the mounting position may require special lubrication provisions which must be factory installed. When reducers are mounted in positions V5 or V6 and used in continuous duty applications, replace the upper bearing with a self lubricated style bearing, and we suggest double input seal for V6.

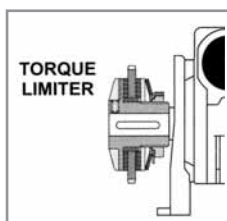


In caso di temperature elevate consigliamo di montare anelli di tenuta in VITON sull'albero uscita.

In case of high temperatures we advise to mount oil seal in VITON on the hub.

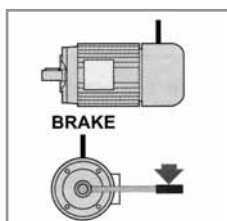
In applicazioni con un carico radiale molto elevato si consiglia di prevedere un supporto supplementare sull'albero per impedire l'usura prematura del cuscinetto o la rottura dell'albero.

For very heavy radial load, additional output shaft support may be required to prevent premature bearing failure or shaft breakage from bending fatigue.



Se nell'applicazione si prevedono sovraccarichi prolungati, urti o bloccaggi improvvisi, installare sistemi meccanici o elettronici di limitazione della coppia.

If the application subjects the reducer to shock loads and sudden stops it is advisable to use mechanical or electronic torque limiting devices.



Segnalare se l'utilizzo è con motore autofrenante con elevati numeri di manovra. Nelle installazioni accertarsi che la coppia generata dall'inerzia del carico in fase di frenatura non superi i limiti del riduttore; verificare (con chiave dinamometrica) che la coppia di taratura del freno corrisponda ai dati convalidati dal progetto.

Reducers are not to be considered fail safe or self-locking devices. If these features are required, a properly sized, independent holding device should be utilised. Reducers should not be used as a brake. Any brakes that are used in conjunction with a reducer must be sized or positioned in such a way so as to not subject the reducer to loads beyond the catalogue rating.

E' obbligatorio richiedere in fase d'ordine la autorizzazione scritta per usare i nostri riduttori in applicazioni che possono coinvolgere delle persone.

Written authorisation from Renold is required to operate or use reducers in lifts or people moving devices.

SELECTION CHECK LIST

D

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E

Ist für den Einsatz ein 2-poliger Motor vorgesehen, muss dies in der Bestellung spezifiziert werden.
In der Auftragsphase muss angegeben werden, ob besondere Geräuschpegelwerte gefordert werden.

In der Bestellung muss darüber hinaus angegeben werden, ob die angeforderten Getriebe für senkrechte Einbaulagen V5÷V6 vorgesehen sind. Für diese Positionen muss ein abgeschirmtes Lager 2RS gemäß Abbildung vorgesehen werden. Für die Einbaulage V6 empfehlen wir, die Montage von 2 Dichtringen im Antrieb. V6 (Einbaulage, von der bei 2-poligen Motoren abgeraten wird).

Bei erhöhten Temperaturen empfehlen wir an der Nabe die Montage von Dichtringen aus VITON.

Bei Applikationen mit einer besonders hohen Radialkraft wird empfohlen, eine zusätzliche Abstützung an der Welle vorzusehen, um den vorzeitigen Verschleiß des Lagers oder den Bruch der Welle zu verhindern.

Sollten in der jeweiligen Applikation die Möglichkeit länger anliegender Überlastungen, von Stößen oder plötzlichen Blockierungen bestehen, sind mechanische oder elektronische Drehmomentbegrenzungsvorrichtungen zu installieren.

Darüber hinaus muss angegeben werden, ob der Einsatz einen selbstbremsenden Motor mit hoher Schaltfrequenz vorsieht. Bei den Installationen muss man sich darüber vergewissern, dass das von der Lasttragheit erzeugte Drehmoment die Grenzwerte des Getriebes nicht überschreitet. Überprüfen (mit einem Drehmomentenschlüssel), dass der Eichmoment der Bremse den vom Projekt vorgesehenen Daten entspricht.

Bei der Bestellung muss eine schriftliche Befugnis angefordert werden, die den Einsatz unserer Getriebe in Applikationen autorisiert, von dem bzw. bei dem Personen betroffen sind.

Préciser sur la commande si en cours d'utilisation il faut appliquer un moteur à 2 pôles. Préciser sur la commande si l'on exige des niveaux sonores particuliers.

Préciser si les réducteurs commandés doivent s'utiliser dans des positions de montage verticales V5÷V6. Pour pareilles positions il faut prévoir un roulement blindé 2RS (voir figure). Pour un montage V6 on suggère l'utilisation de 2 bagues d'étanchéité en entrée. La V6 est une position déconseillée pour les moteurs à 2 pôles

En cas de températures élevées il est conseillé d'utiliser des bagues d'étanchéité en VITON sur le moyeu.

Dans des applications ayant une charge radiale élevée, il est conseillé de prévoir un support supplémentaire sur l'arbre pour empêcher l'usure prématurée du roulement ou la casse de l'arbre.

Si l'application prévoit des surcharges prolongées, chocs ou arrêt intempestifs, installer des systèmes mécaniques ou électroniques limitant le couple.

Signaler si l'utilisation est avec moteur auto-freiné avec un nombre élevé de manœuvres. Dans les installations s'assurer que le couple engendré par l'inertie de la charge en cours de freinage ne dépasse pas les limites du réducteur ; vérifier (avec une clé dynamométrique) que le couple de réglage du frein correspond aux données autorisées par le projet.

Pour pouvoir utiliser nos réducteurs dans des applications impliquant des personnes, il faut nous en demander l'autorisation par écrit lors de la commande.

Especificar en el pedido la utilización de motores de 2 Polos para lubricar el reductor con aceite sintético.
Remarcar con el pedido si se requieren niveles reducidos de rumorosidad.

Especificar en el pedido si los reductores serán utilizados en posición de montaje vertical V5-V6. Para estas posiciones van montados rodamientos cerrados 2RS, como se indica en la figura.
En el montaje V6 sugerimos el uso de dos retenes en la entrada. Desaconsejamos el montaje en posición V6 con motor de 2 Polos.

En caso de elevada temperatura ambiente aconsejamos montar retenes en viton en el eje de salida.

En aplicaciones con elevadas cargas radiales, aconsejamos el montaje de un soporte suplementario sobre el eje, para evitar el desgaste prematuro del rodamiento, o la rotura del eje.

Si en la aplicación se prevén sobrecargas prolongadas, golpes o bloqueos imprevistos, instalar sistemas mecánicos o electrónicos de limitadores de par.

Remarcar el uso de motor freno con alto número de maniobras.
En las instalaciones con motores autofrenantes cerciorarse de que el par generado por la inercia de la carga en fase de frenado no supere los límites del reductor; comprobar (con llave dinamométrica) que el par de reglaje del freno corresponda con los datos reflejados por el proyecto.

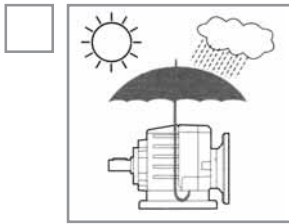
Es obligatorio pedir nuestra autorización , para el uso de nuestros reductores en aplicaciones donde se transporten personas.

INSTALLATION CHECK LIST

Please Check

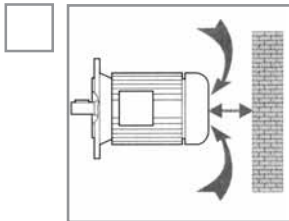
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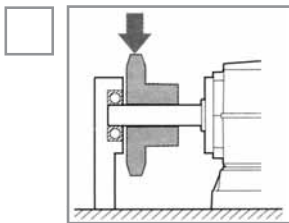
Per riduttori installati all'esterno prevedere opportune protezioni contro gli agenti atmosferici e l'irraggiamento diretto. Per installazioni in ambienti umidi adottare adeguate protezioni sulle superfici lavorate del riduttore.

When installed outdoors, make sure protection is provided from atmospheric elements.



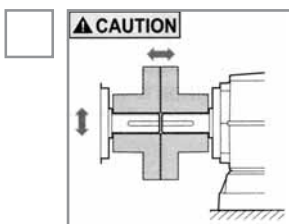
Lasciare fra il copriventola del motore e l'eventuale parete uno spazio sufficiente a garantire il passaggio dell'aria di raffreddamento.

Make sure there is sufficient space between any obstructions and the motor's air intake area to provide adequate cooling for the motor.



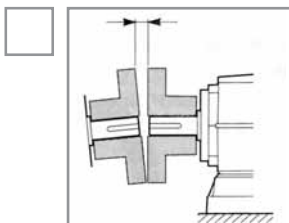
In applicazioni con un carico radiale molto elevato si consiglia di prevedere un supporto supplementare sull'albero.

For very heavy radial load, additional output shaft support may be required to prevent premature bearing failure or shaft breakage from bending fatigue.



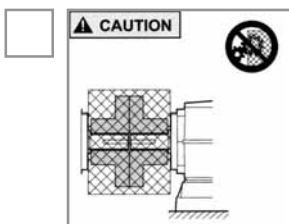
Il collegamento delle parti in rotazione deve essere esente da qualsiasi tipo di torsione o di vibrazione dovuta alla velocità.

The system of connected rotating parts must be free from critical speed, torsional or other type vibration, no matter how induced. The responsibility for this system analysis lies with the purchaser of the speed reducer.



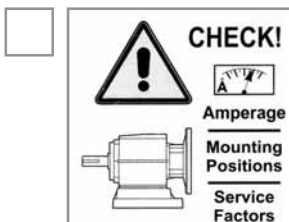
Si consiglia di controllare l'allineamento delle parti in rotazione (collegamenti, alberi etc.) prima della messa in funzione del riduttore e periodicamente controllare il fissaggio dei bulloni di collegamento.

Check shaft and coupling alignment.



Per la sicurezza, il compratore o l'utente dovrebbero prevedere delle protezioni sopra tutti gli alberi e tutti gli apparecchi messi in rotazione montati sul riduttore.

For safety, Buyer or User should provide protective guards over all shaft extensions and any moving apparatus mounted thereon. The User is responsible for checking all applicable safety codes in his area and providing suitable guards. Failure to do so may result in bodily injury and/or damage to equipment.



Si consiglia di eseguire un check-up di prova prima della messa in funzione per assicurare un funzionamento adeguato, controllando la Potenza Assorbita.

Test run the first unit to verify proper operation.

INSTALLATION CHECK LIST**D****F****E**

Bei im Freien installierten Getrieben sind angemessene Schutzvorrichtungen gegen Wettereinflüsse und direkte Bestrahlungen vorzusehen. Für die Installation in feuchten Umgebungen müssen an den bearbeiteten Flächen des Getriebes angemessene Schutzmaßnahmen getroffen werden.

Pour les réducteurs installés à l'extérieur, prévoir les protections qui se conviennent contre les éléments atmosphériques et le rayonnement solaire direct. Pour l'installation dans des endroits humides adopter des protections adéquates sur les surfaces usinées

Para reductores instalados al aire libre prever protecciones adecuadas contra los agentes atmosféricos y la irradiación directa. Para la instalación en ambientes húmedos, adoptense protectores adecuados en las superficies mecanizadas del reductor.

Zwischen der Lüfterradabdeckung des Motors und der eventuellen Wand ausreichend Freiraum belassen, der einen Luftfluß für die Kühlung gewährleistet.

Entre le cache-pale de ventilation et toute paroi laisser un dégagement suffisant à garantir le passage de l'air de refroidissement.

Dejar entre la tapa del ventilador del motor y la eventual pared, un espacio suficiente que garantice el paso del aire de refrigeración.

Bei Applikationen mit einer sehr hohen Radialkraft wird empfohlen, eine zusätzliche Abstützung an der Welle vorzusehen.

Dans les applications impliquant une charge radiale très élevée, il est conseillé de prévoir un support supplémentaire sur l'arbre.

En aplicaciones con elevadas cargas radiales, aconsejamos el montaje de un soporte suplementario sobre el eje, para evitar el desgaste prematuro del rodamiento, o la rotura del eje.

Die Verbindung der rotierenden Teile darf keinerlei durch die Geschwindigkeit erzeugte Verwindung oder Schwingung aufweisen.

Le raccordement des pièces en rotation doit être libre de tout type de torsion ou vibration dues à la vitesse.

La unión entre las partes en rotación, debe estar exenta de cualquier tipo de cargas o vibraciones debidas a la velocidad.

Es wird empfohlen, vor der Inbetriebsetzung des Getriebes die Fluchtung der rotierenden Teile (Verbindungen, Wellen, usw.) zu kontrollieren und darüber hinaus regelmäßig die Befestigung der Verbindungsbolzen zu überprüfen.

Il est conseillé de contrôler l'alignement des pièces en rotation (raccordements, arbres, etc.) avant la mise en service du réducteur et de vérifier périodiquement la fixation des boulons de raccordement.

Aconsejamos controlar la alineación de los elementos en rotación, antes de la puesta en marcha del reductor, asimismo, recomendamos controlar periódicamente la fijación de los bulones de unión.

Im Sinne der Sicherheit sollte der Käufer oder Benutzer über allen am Getriebe montierten Wellen und allen in Umdrehung gebrachten Geräte Schutzvorrichtungen vorsehen.

A des fins de sécurité l'acheteur ou l'utilisateur devrait prévoir des protections pour tous les arbres et les appareils mis en rotation qui se trouvent montés sur les réducteurs.

Por seguridad, el comprador o usuario, deben prever protecciones sobre todos los elementos en rotación montados sobre el reductor.

Es wird empfohlen, vor der Inbetriebsetzung einen Check-up mit Kontrolle der aufgenommenen Leistung vorzunehmen, um einen angemessenen Betrieb gewährleisten zu können.

Il est conseillé de réaliser un essai de vérification avant mise en service, pour s'assurer que le fonctionnement est approprié d'après le contrôle de la puissance absorbée.

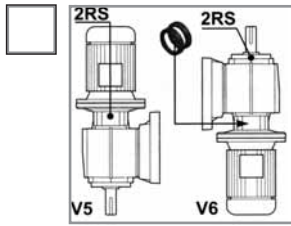
Aconsejamos efectuar un arranque en pruebas, antes de la puesta en funcionamiento, controlando la potencia absorbida y garantizando el uso correcto del reductor.

INSTALLATION CHECK LIST

✓ Please Check

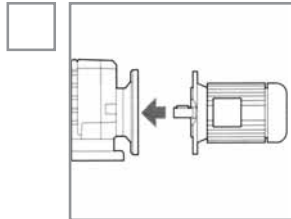
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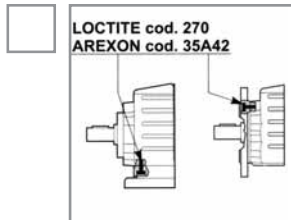
Specificare in fase d'ordine se i riduttori devono essere forniti per posizioni di montaggio V5÷V6 per prevedere eventuali cuscinetti 2RS (schermati), ed eventuali anelli di tenuta aggiuntivi. Per la posizione V6 è consigliato usare 2 anelli di tenuta.

Do not change mounting positions without contacting factory. Altering the mounting position may require special lubrication provisions which must be factory installed. When reducers are mounted in positions V5 or V6 and used in continuous duty applications, replace the upper bearing with a self lubricated style bearing, and we suggest double input seal for V6.



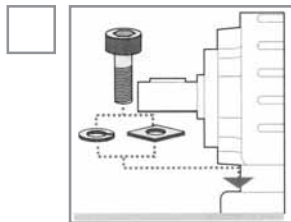
L'accoppiamento al motore deve essere libero e scorrevole. Il serraggio delle viti di fissaggio deve essere effettuato solo quando le due flange saranno a contatto. Ad assemblaggio avvenuto controllare che il motore ruoti liberamente agendo manualmente sulla ventola.

When mounting a motor to reducers, the fastening bolts should not be tightened until both the reducer flange and motor face are in contact. When mounting is complete check by manually rotating the motor's shaft to be sure the assembly turns freely.



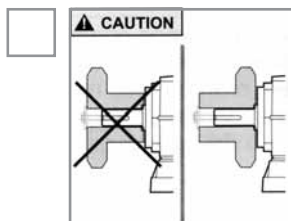
In applicazioni caratterizzate da numerosi avviamenti/arresti o inversioni, è consigliabile bloccare le viti di fissaggio delle flange con Loctite cod. 270 oppure Arexons cod. 35A42.

In applications where multiple starts, stops or reverses occur, it is advisable to use Loctite Code 270 or similar compounds on the fastening bolts of the output flange and feet.



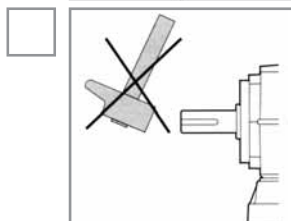
Assicurarsi che il fissaggio del riduttore sia effettuato su un basamento rigido, in piano e non soggetto a vibrazioni. Se si prevedono elevate sollecitazioni utilizzare rosette spaccate sotto la testa delle viti di fissaggio al basamento.

Mount the reducer on a flat surface free of vibration. If high overhung loads are expected, it is advisable to reinforce bolt heads with washers as shown in picture.



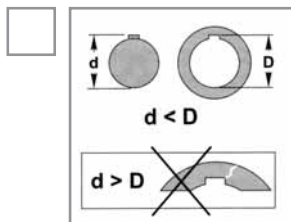
Accertarsi che l'eventuale montaggio di pignoni o pulegge a sbalzo sugli alberi sia stato convalidato da precedenti verifiche di ammissibilità dei carichi risultanti.

Make sure that mounting of pulleys or pinions does not create overhung loads exceeding the capacity of the reducer.



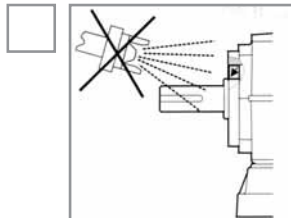
Nel montaggio di pignoni, giunti o plegge sugli alberi del riduttore evitare urti facendo uso di appropriati estrattori ancorati nei fori filettati presenti all'estremità degli alberi stessi.

When mounting anything on the reducer's shaft, protect the bearings from impact by using the appropriate pullers and threaded holes in the end of the reducer shaft.



In tutti gli accoppiamenti albero/mozzo spalmare le superfici a contatto con adeguati protettivi antiossidazione e verificare che le linguette non siano forzate onde evitare la rottura del mozzo.

When mounting items to the reducer shaft, appropriate anti-seize and oxidizer compounds should be used.



Durante l'eventuale verniciatura proteggere gli anelli di tenuta e i piani lavorati.

If the reducer is to be painted, protect machined surfaces and oil seals from over-spray.

INSTALLATION CHECK LIST

D

F

E

In der Bestellung muss spezifiziert werden, ob die Getriebe für die Einbaulagen V5+V6 vorgesehen sind, so dass ggf. Lager 2RS (abgeschirmte) und eventuell zusätzliche Dichtringe vorgesehen werden können. Für die Einbaulage V6 empfehlen wir die Montage von 2 Dichtringen (Einbaulage, von der bei 2-poligen Motoren abgeraten wird).

Die Passung an den Motor muss frei und gleitend erfolgen. Der Anzug der Befestigungsschrauben darf erst dann erfolgen, wenn die beiden Flanschen auf Kontakt liegen. Nach erfolgtem Zusammenbau muss durch ein manuelles Einwirken auf das Lüfterrad kontrolliert werden, ob der Motor sich frei drehen kann.

Bei Applikationen, die durch häufige Starts/Stopps oder Inversionen charakterisiert werden, sollten die Befestigungsschrauben der Flanschen mit Loctite Art. 270 oder Arexons Art. 35A42 blockiert werden.

Sicherstellen, dass die Befestigung des Getriebes auf einer festen, ebenen und schwingungsfreien Unterlage erfolgt. Sollten erhöhte Belastungen vorgesehen sein, sollten aufgebogene Zwischenlegscheiben unter dem Kopf der Schrauben für die Befestigung am Gestell verwendet werden.

Sich darüber vergewissern, dass die eventuelle Montage von überstehenden Ritzeln oder Riemenscheiben an den Wellen durch vorausgehende Überprüfungen der Zulässigkeit der daraus resultierenden Lasten bestätigt wird.

Bei der Montage von Ritzeln, Kupplungen oder Riemenscheiben an den Getriebe-Wellen sind durch die Anwendung angemessener Abzieher, die in den Gewindebohrungen an den Wellenenden verankert werden müssen, Stöße zu vermeiden.

In allen Passungen zwischen Welle/Nabe die Kontaktflächen mit angemessenen Antioxydationsmitteln einstreichen und überprüfen, dass die Federkeile nicht zu stark beansprucht werden, so dass ein Bruch der Nabe verhindert werden kann.

Während der eventuellen Lackierung die Dichtringe und die bearbeiteten Flächen schützen.

Préciser sur la commande si les réducteurs doivent être livrés pour des positions de montage V5+V6 pour pouvoir en prévoir les roulements correspondants 2RS (blindés) et les bagues d'étanchéité complémentaires. Pour la position V6 il est conseillé d'utiliser 2 bagues d'étanchéité (position non adaptée aux moteurs à 2 pôles).

L'accouplement au moteur doit s'avérer librement et sans points durs. Le serrage des vis de fixation ne doit s'effectuer que lorsque les deux flasques-bridés seront en contact. Assemblage terminé, contrôler que le moteur tourne librement en intervenant manuellement sur la pale de ventilation.

Dans les applications caractérisées par de nombreux démarrages/arrêts ou inversions, il est conseillé de bloquer les vis fixant les flasques-bridés avec du Loctite code 270 ou bien de l'Arexons code 35A42.

S'assurer que la fixation du réducteur s'avère sur une base rigide, plane et sans vibrations. Si l'on envisage de fortes contraintes, utiliser des rondelles fendues en dessous de la tête des vis de fixation à la base.

S'assurer que tout montage en porte-à-faux de pignons ou poulies sur les arbres est bien validé par des vérifications, au préalable, sur l'admissibilité des charges qui en dérivent.

Lors de la pose de pignons, joints de raccordement ou poulies sur les arbres du réducteur, éviter tous chocs en utilisant des extracteurs appropriés, ancrés aux taraudages existant en tête des arbres.

Dans tous les accouplements arbre / moyeu enduire les surfaces de contact avec des produits de protection anti-oxydation et vérifier l'absence de forçage sur les clavettes afin d'empêcher la casse du moyeu.

En cours de peinture protéger les bagues d'étanchéité et les surfaces usinées.

Especificar en el pedido si los reductores serán utilizados en posición de montaje vertical V5-V6. Para estas posiciones van montados rodamientos cerrados 2RS, como se indica en la figura. En el montaje V6 sugerimos el uso de dos retenes en la entrada. Desaconsejamos el montaje en posición V6 con motor de 2 Polos.

El acoplamiento al motor debe ser libre y deslizante. El apriete de los tornillos de fijación, solo se llevara a cabo, cuando las dos bridas estén en contacto. Una vez finalizado el montaje, controlar que el motor gira libremente, actuando manualmente sobre el ventilador.

En aplicaciones que se caractericen por numerosas arrancadas y paradas o inversiones, es aconsejable bloquear los tornillos de fijación de las bridas con Loctite cod. 270 ó bien Arexons cód.35A42

Comprobar que la fijación del reductor haya sido efectuada sobre la base rígida, plana y no expuesta a vibraciones. Si se prevén elevadas exigencias utilizar arandelas de presión bajo la cabeza de los tornillos de fijación a la base.

En montajes de piñones o poleas sobre el eje de salida en voladizo, asegurarse de la admisibilidad de los valores de carga radial resultante.

Al montar piñones, juntas o poleas en los ejes del reductor evitar los golpes y usando extractores apropiados fijados en los orificios con rosca que hay en los extremos de los mismos ejes.

En los acoplamientos eje/cubo, utilizar protectores antioxidantes, y verificar que las chavetas no están forzadas, para evitar la rotura del cubo.

Durante el pintado proteger los retenes y las superficies mecanizadas.

Manutenzione
Maintenance
Wartung
Entretien
Mantenimiento

I riduttori lubrificati a vita non necessitano di manutenzione.

Per gli altri è necessario effettuare **una verifica periodica del livello dell'olio** eventualmente ripristinandolo con un tipo compatibile.

Evitare di mescolare olii sintetici con olii minerali.

Effettuare **il primo cambio dell'olio** dopo 150 ore e i successivi dopo 4000 ore di funzionamento.

Gearboxes that are lubricated for life do not require any maintenance.

For others, the lubricant **needs to be periodically refilled** and eventually changed with a suitable grade.

Avoid mixing synthetic and mineral lubricants.

It is advisable to carry out **the first oil change** after 150 operating hours and the subsequent ones every 4000 operating hours.

Verificare che la griglia posteriore del motore non sia ostruita da polvere, filamenti o altro.

From time to time check that the fan cowl is not clogged with dust or fibres.

Nei motori autofrenanti controllare periodicamente il valore del traferro effettuando la sostituzione del ferodo se i valori sono superiori a quelli ammessi.

Verificare la coppia frenante con chiave dinamometrica.

For brake motors it is also necessary to periodically check the air gap and replace the brake lining if the values exceed permissible ones.

Also check the brake torque using a torque meter.

Stoccaggio
Stocking
Lagerhaltung
Stockage
Almacenamiento

Per garantire l'efficienza dei riduttori ricevuti, è necessario osservare le seguenti indicazioni:

- **conservarli in ambienti riparati** con un basso livello di umidità
- **disporli su scaffali o pianali**
- per periodi di stoccaggio prolungati, **lubrificare con grasso** le parti esterne che potrebbero essere soggette ad ossidazione (alberi e piani lavorati).

Per i riduttori forniti privi di lubrificante è consigliabile riempirli completamente di olio ripristinandone ovviamente il livello corretto durante l'installazione.

In order to safeguard the efficiency of the gearboxes, please observe the following:

- **stock the gearboxes in appropriate environments with a low humidity level**
- **Place the same possibly onto shelves**
- In case of prolonged stocking periods, **lubricate the external parts** which could be subject to oxidation (shafts and machined parts).

The non lubricated gearboxes should be completely filled up with oil. Oil level should then be reset to required levels during installation.

Condizioni di fornitura
Supply terms
Lieferbedingungen
Conditions de fourniture
Condiciones de suministro

I riduttori vengono forniti come segue:

- già predisposti per essere installati nella posizione di montaggio come definito in fase di ordine
- collaudati secondo specifiche interne
- appositamente imballati
- le superfici di accoppiamento non sono verniciate
- sprovvisti di dadi e bulloni per montaggio motori per la versione IEC
- già provvisti di lubrificante (dove previsto)
- già verniciati (dove previsto)
- già provvisti di golfare di sollevamento (dove previsto)

Gearboxes are supplied as follows:

- prearranged to be installed in the ordered mounting position
- tested as per internal specifications
- with appropriate packing
- coupling surfaces not painted
- without nuts and bolts for motor mounting as per IEC version
- already filled with lubricant where specified
- already painted where specified
- already equipped with lifting eyebolts

D

Getriebe mit Lebendauerschmierung benötigen keine Wartung.

Bei allen anderen Getrieben ist es notwendig, regelmäßig den Ölstand zu prüfen und ggf. nachzufüllen.

ACHTUNG:

Niemals mineralisches und synthetisches Öl vermischen!

Der erste Ölwechsel muss nach 150 Betriebsstunden, jeder weitere nach 4000 Betriebsstunden erfolgen.

Von Zeit zu Zeit ist zu prüfen:

- a) die Lüfterhaube des Motors nach Verschmutzung oder Verfüllung.
- b) bei Bremsmotoren die Bremse auf ordnungsgemäße Funktion und Wirkung.

Für sichere und effiziente Lagerhaltung sollten folgende Punkte beachtet werden:

- **Getriebe in geschützter Umgebung mit wenig Personenverkehr**
- **Bei längerer Lagerhaltung sollten die bearbeiteten Stahlflächen mittels Fett vor Rost geschützt werden.**
- Getriebe ohne Ölfüllung sollten vor Lagerung zuerst mit Öl werden.

Die Ölmenge muss beim Einbau korrigiert werden.

Die Getriebe werden folgendemmaßen geliefert:

- vorbereitet für die bestellte Einbaulage
- geprüft nach den internen Vorschriften
- mit beigefügtem Zubehör
- ohne Schrauben und Muttern bei Lieferung ohne Motor
- Bereits mit Schmiermittel ausgestattet (sofern vorgesehen)
- Bereits lackiert (sofern vorgesehen).
- Bereits mit Transportöse ausgestattet (sofern vorgesehen)

F

Les réducteurs lubrifiés à vie ne nécessitent pas d'entretien.

Pour les autres il est nécessaire **d'effectuer une vérification périodique du niveau de l'huile** éventuellement en le remplaçant avec un type compatible.

éviter de mélanger les huiles synthétiques avec les huiles minérales.

Effectuer **le premier changement de l'huile** après 150 heures et les changements successifs après 4000 heures de fonctionnement.

Vérifier que le capot ventilateur du moteur ne soit pas bouchée par de la poussière, des filaments ou d'autres corps.

Pour les moteurs auto-freinants contrôler périodiquement la valeur de l'entrefer en effectuant le remplacement du ferodo si les valeurs sont supérieures à celles admises. Vérifier le couple de freinage avec une clé dynamométrique.

Pour garantir l'efficacité des réducteurs stockés il est nécessaire d'observer les indications suivantes:

- **les conserver dans des endroits avec un bas niveau d'humidité**
- **les disposer sur des étagères ou des plates-formes**
- pour des périodes de stockage prolongées, **lubrifier avec de la graisse** les parties extérieures qui pourraient être sujettes à oxydation (arbres et surfaces travaillées).

Pour les réducteurs fournis sans lubrifiant nous conseillons de les remplir complètement d'huile. Lors de l'installation, ajuster le niveau.

Les réducteurs sont fournis comme décrit ci-après:

- prédisposés pour être installés dans la position de montage définie lors de la commande
- testés selon les spécifications internes
- avec un emballage approprié
- les surfaces d'accouplement non peintes
- dépourvus d'écrous et de boulons pour montage moteurs pour la version IEC
- déjà pourvus de lubrifiant (là où prévu)
- déjà vernis (là où prévu)
- déjà pourvus de oeillet de soulèvement (là où prévu)

E

Los reductores con lubricación permanente no precisan mantenimiento.

Para los demás es necesario **controlar periódicamente el nivel del aceite** y, eventualmente, rellenar con uno de tipo compatible.

Evitar la mezcla de aceites sintéticos con aceites minerales.

Effectuar **el primer cambio de aceite** después de 150 horas. Efectuar el primer cambio de aceite después de 4000 horas de funcionamiento.

Comprobar que la rejilla trasera del motor no esté obstruida por polvo, hilos u otras cosas.

En los motores autofrenantes controlar periódicamente el valor del entrehierro efectuando la sustitución del ferodo si los valores superan los admitidos.

Verificar el par del freno con llave dinamo-métrica.

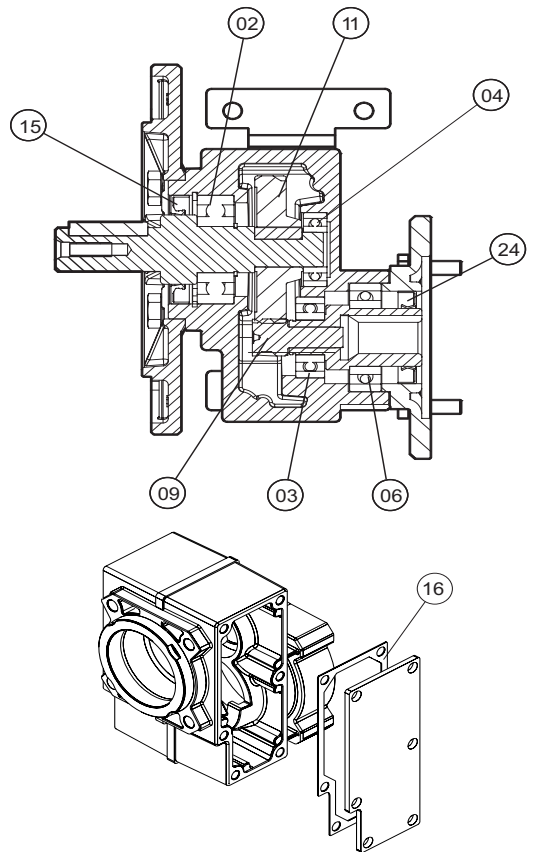
Para garantizar el buen estado de los reductores recibidos, deben cumplirse las siguientes indicaciones:

- **conservarlos en locales resguardados** con un bajo nivel de humedad
- **disponerlos sobre estanterías o plataformas**
- para largos periodos de almacenamiento, **lubricar con grasa** las partes exteriores que podrían oxidarse (ejes y superficies mecanizadas).

Para los reductores suministrados sin lubricante, se aconseja llenarlos totalmente de aceite, restableciendo, obviamente, su correcto nivel durante la instalación.

Los reductores se suministran del siguiente modo:

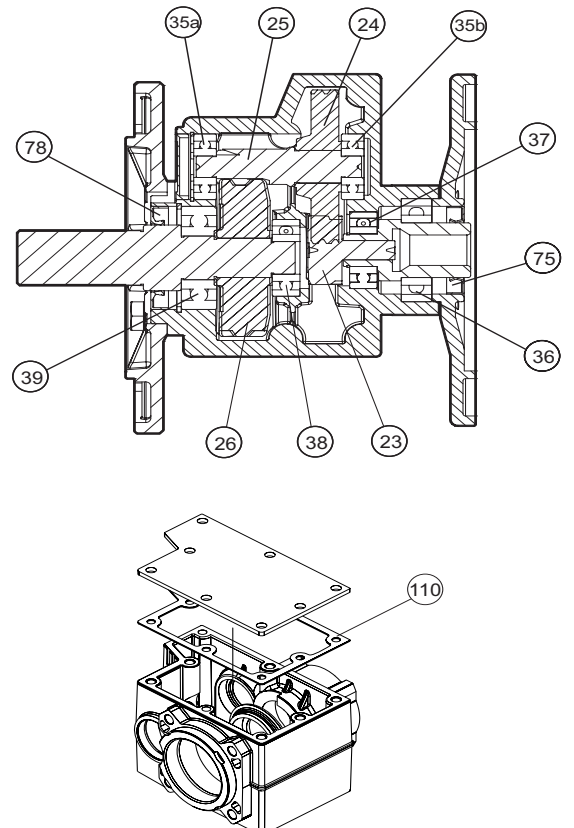
- ya listos para su instalación en la posición de montaje como se ha solicitado en el pedido
- rodados según las normas internas
- específicamente embalados
- las superficies de acoplamiento no están pintadas
- desprovistos de tuercas y tornillos para el montaje motores para la versión IEC
- Provistos de lubricante (donde este previsto)
- Pintados (donde este previsto)
- Provistos de argolla de elevación (donde este previsto)



| | | | | |
|-------------------------------|-----------------|------------|------------|------------|
| Anelli di tenuta Oil seals | Position Number | 311 | 411 | 511 |
| | 15 | TC 30x47x7 | TC 30x47x7 | TC 35x52x7 |
| | 24 | SC 25x40x7 | SC 35x47x7 | SC 45x62x7 |

| | | | | |
|------------------------|-----------------|------------|------------|------------|
| Cuscinetti Bearings | Position Number | 311 | 411 | 511 |
| | 02 | 6204 | 6204 | 6205 |
| | 03 | 6202 | 6004 | 6205 |
| | 04 | 6002 | 6002 | 6004 |
| | 06 | 6005 | 6007 | 6009 |

| | | | | |
|------------------------|-----------------|------------|------------|------------|
| Guarnizioni Gaskets | Position Number | 311 | 411 | 511 |
| | 07 | C30.0.302 | C30.0.302B | 23.00.302 |
| | 16 | 311.0.301 | 311.0.301 | 511.0.301 |



| | | | | |
|-------------------------------|-----------------|------------|------------|------------|
| Anelli di tenuta Oil seals | Position Number | 202 | 302 | 452 |
| | 75 | SC 25x40x7 | SC 35x47x7 | SC 40x62x7 |
| | 78 | TC 30x47x7 | TC 30x47x7 | TC 45x62x7 |

| | | | | |
|------------------------|-----------------|------------|------------|------------|
| Cuscinetti Bearings | Position Number | 202 | 302 | 452 |
| | 35a | 6200 | 6202 | 6202 |
| | 35b | 6200 | 6202 | 6202 |
| | 36 | 6005 | 6007 | 6009 |
| | 37 | 6202 | 6004 | 6205 |
| | 38 | 6202 | 6202 | 6205 |
| | 39 | 6204 | 6204 | 6206 |

| | | | | |
|------------------------|-----------------|------------|------------|------------|
| Guarnizioni Gaskets | Position Number | 202 | 302 | 452 |
| | 07 | C30.0.301 | C30.0.301 | C45.0.301 |
| | 16 | 050.0.301 | 022.0.302 | 23.00.302 |

LISTE PARTI DI RICAMBIO / SPARE PARTS LISTS / ERSATZTEILLISTE LISTES PIÈCES DE RECHANGE / LISTA DE REPUESTO

2 stadi / 2 steps

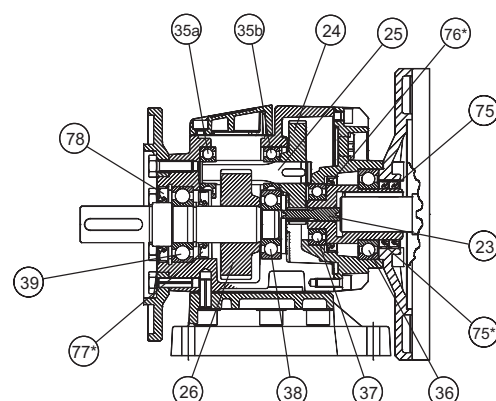


| Anelli di tenuta Oil seals | Position Number | 402 | 502 | 602 |
|-------------------------------|-----------------|------------|------------|------------|
| | 75 | SC 35x47x7 | SC 45x62x7 | SC 45x62x7 |
| 75* | SC 35x47x7 | — | — | |
| 76* | SC 40x52x7 | SC 50x75x7 | SC 50x75x7 | |
| 77* | SC 25x47x7 | SC 40x52x7 | SC 50x62x7 | |
| 78 | TC 30x52x7 | TC 35x72x7 | TC 45x85x7 | |

| Cuscinetti Bearings | 35a | 6202 (6300**) | 6302 | 6204 |
|------------------------|-----|---------------|------|-------|
| | 35b | 6202 | 6204 | 6304 |
| | 36 | 6007 | 6009 | 6009 |
| | 37 | 6004 | 6205 | 6205* |
| | 38 | 6204 | 6205 | 6206 |
| | 39 | 6205 | 6207 | 6209 |

| Guarniz. Gaskets | 110 | C40.0.301 | C50.0.301B | C60.0.301 |
|---------------------|-----|-----------|------------|-----------|
| | 111 | 022.0.302 | 23.00.302 | 23.00.302 |
| | 114 | C40.0.300 | C50.0.300 | C60.0.300 |

* A richiesta / On request / Auf Wunsch / Sur demande / Sobre pedido
** In alcuni rapporti / On some ratios / In folgenden Untersezungen / Dans quelques rapports

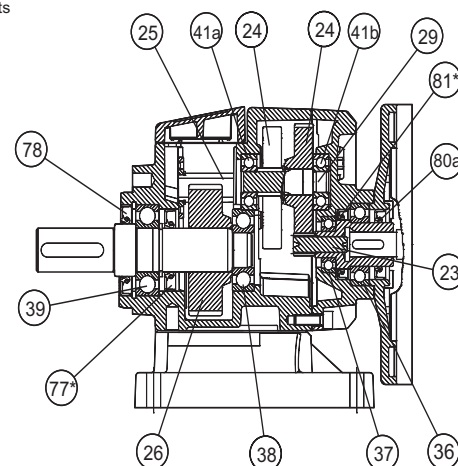


3 stadi / 3 steps

| Anelli di tenuta Oil seals | Position Number | 403 | 503 | 603 |
|-------------------------------|-----------------|------------|------------|------------|
| | 77* | SC 25x47x7 | SC 40x52x7 | SC 50x62x7 |
| | 78 | TC 30x52x7 | TC 30x72x7 | TC 45x85x7 |
| | 80a | SC 25x40x7 | SC 35x47x7 | SC 35x47x7 |
| | 81* | SC 28x40x7 | SC 40x52x7 | SC 40x52x7 |

| Cuscinetti Bearings | 35a | 6202 (6300**) | 6302 | 6204 |
|------------------------|-----|---------------|------|------|
| | 35b | 6202 | 6204 | 6304 |
| | 36 | 6005 | 6007 | 6007 |
| | 37 | 6202 | 6004 | 6004 |
| | 38 | 6204 | 6205 | 6206 |
| | 39 | 6205 | 6207 | 6209 |
| | 41a | 6201 | 6201 | 6301 |
| | 41b | 6201 | 6301 | 6201 |

| Guarniz. Gaskets | 110 | C40.0.301 | C50.0.301 | C60.0.301 |
|---------------------|-----|-----------|-----------|-----------|
| | 112 | 050.0.301 | 022.0.302 | 022.0.302 |
| | 114 | C40.0.300 | C50.0.300 | C60.0.300 |



2 stadi / 2 steps

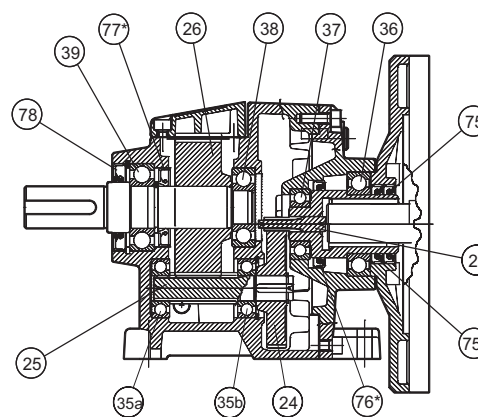


| Anelli di tenuta Oil seals | Position Number | 402C | 602C |
|-------------------------------|-----------------|------------|------------|
| | 75 | SC 35x47x7 | SC 45x62x7 |
| | 75* | SC 35x47x7 | — |
| | 76* | SC 40x52x7 | SC 50x75x7 |
| | 77* | SC 25x47x7 | SC 50x62x7 |
| | 78 | TC 30x52x7 | TC 45x85x7 |

| Cuscinetti Bearings | 35a | 6202 | 6204 |
|------------------------|-----|------|------|
| | 35b | 6202 | 6304 |
| | 36 | 6007 | 6009 |
| | 37 | 6004 | 6205 |
| | 38 | 6204 | 6206 |
| | 39 | 6205 | 6209 |

| Guarniz. Gaskets | 110 | C40.0.301 | C50.0.301 |
|---------------------|-----|------------|------------|
| | 111 | 022.0.302 | 023.0.302 |
| | 114 | C40.0.300C | C60.0.300C |

* A richiesta / On request / Auf Wunsch / Sur demande / Sobre pedido

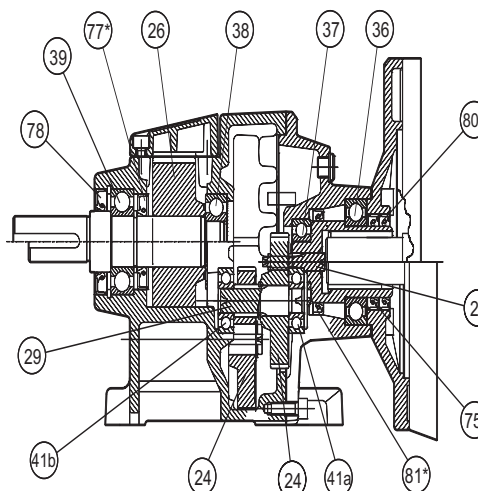


3 stadi / 3 steps

| Anelli di tenuta Oil seals | Position Number | 403C | 603C |
|-------------------------------|-----------------|------------|------------|
| | 75 | SC 35x47x7 | SC 35x47x7 |
| | 75* | SC 35x47x7 | SC 35x47x7 |
| | 77* | SC 25x47x7 | SC 50x68x7 |
| | 78 | TC 30x52x7 | TC 45x85x7 |
| | 81* | SC 40x52x7 | SC 40x52x7 |

| Cuscinetti Bearings | 35a | 6202 | 6204 |
|------------------------|------|------|------|
| | 35b | 6202 | 6304 |
| | 36 | 6007 | 6007 |
| | 37 | 6004 | 6004 |
| | 38 | 6204 | 6206 |
| | 39 | 6205 | 6209 |
| | 41a | 6201 | 6301 |
| 41b | 6201 | 6201 | |

| Guarniz. Gaskets | 110 | C40.0.301 | C50.0.301 |
|---------------------|-----|------------|------------|
| | 111 | 022.0.302 | 022.0.302 |
| | 114 | C40.0.300C | C60.0.300C |



Dimensioni e dati
tecnic

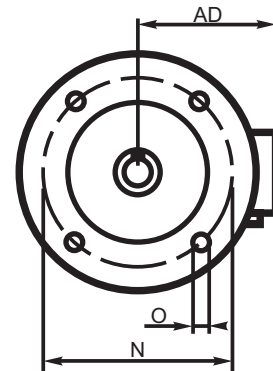
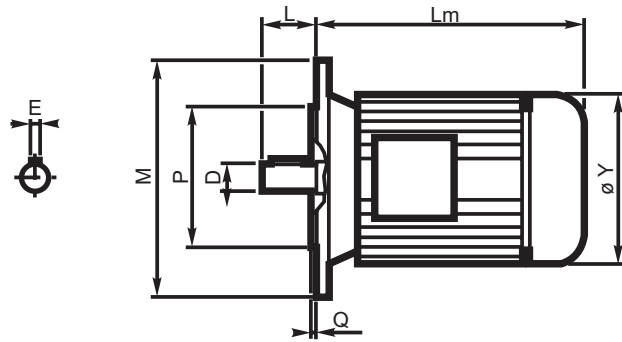
Dimensions and
technical data

Abmessungen und
Auswahltabellen

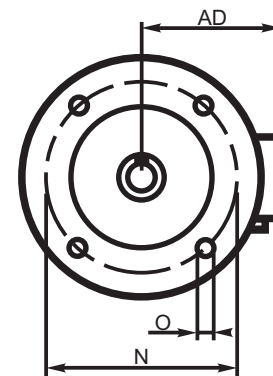
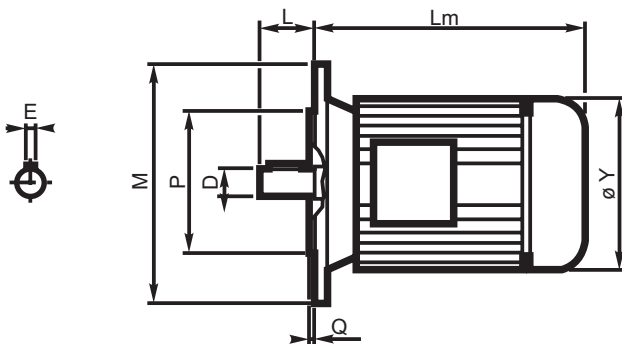
Dimensions et caractéristiques
techniques

Dimensiones y datos
tecnicos

B5



B14



Le dimensioni esterne sono indicative e possono variare tra i vari costruttori.
Outer dimensions may be different according to manufacturers.
Den jeweiligen Herstellern gemäß können die Außenmaße unterschiedlich ausfallen.
Les dimensions extérieures peuvent changer en fonction des différents fabricants.

| | 2 poli / poles | | | 4 poli / poles | | | 6 poli / poles | | | B5-B14 | | | | | B5 | | | | | B14 | | | | | Kg | |
|--------|----------------|------|-------------|----------------|------|-------------|----------------|------|-------------|--------|----|----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|------|
| | kW | Nm | A (400V) | kW | Nm | A (400V) | kW | Nm | A (400V) | D | E | L | Lm | Y | AD | P | N | M | O | Q | P | N | M | O | | Q |
| 56 A | 0.09 | 0.32 | 0.38 | 0.06 | 0.44 | 0.27 | — | — | — | 9 | 3 | 20 | 179 | 108 | 96 | 80 | 100 | 120 | 9 | 2.5 | 50 | 65 | 80 | M5 | 2.5 | 2.7 |
| 56 B | 0.12 | 0.42 | 0.46 | 0.09 | 0.67 | 0.37 | — | — | — | 9 | 3 | 20 | 179 | 108 | 96 | 80 | 100 | 120 | 9 | 2.5 | 50 | 65 | 80 | M5 | 2.5 | 2.9 |
| 63 A | 0.18 | 0.63 | 0.60 | 0.12 | 0.84 | 0.50 | 0.09 | 0.99 | 0.57 | 11 | 4 | 23 | 185 | 120 | 99 | 95 | 115 | 140 | 9.5 | 3 | 60 | 75 | 90 | M5 | 2.5 | 3.8 |
| 63 B | 0.25 | 0.87 | 0.76 | 0.18 | 1.30 | 0.69 | 0.12 | 1.32 | 0.74 | 11 | 4 | 23 | 185 | 120 | 99 | 95 | 115 | 140 | 9.5 | 3 | 60 | 75 | 90 | M5 | 2.5 | 4.2 |
| 71 A | 0.37 | 1.30 | 1.00 | 0.25 | 1.70 | 0.91 | 0.18 | 1.90 | 0.80 | 14 | 5 | 30 | 206 | 130 | 104 | 110 | 130 | 160 | 9.5 | 3.5 | 70 | 85 | 105 | M6 | 2.5 | 5.9 |
| 71 B | 0.55 | 1.90 | 1.54 | 0.37 | 2.52 | 1.14 | 0.25 | 2.72 | 1.10 | 14 | 5 | 30 | 225 | 141 | 107 | 110 | 130 | 160 | 9.5 | 3.5 | 70 | 85 | 105 | M6 | 2.5 | 6.5 |
| 80 A | 0.75 | 2.60 | 1.85 | 0.55 | 3.77 | 1.51 | 0.37 | 3.84 | 1.18 | 19 | 6 | 40 | 256 | 159 | 127 | 130 | 165 | 200 | 11.5 | 3.5 | 80 | 100 | 120 | M6 | 3 | 8.5 |
| 80 B | 1.1 | 3.90 | 2.64 | 0.75 | 5.11 | 2.57 | 0.55 | 5.84 | 1.80 | 19 | 6 | 40 | 256 | 159 | 127 | 130 | 165 | 200 | 11.5 | 3.5 | 80 | 100 | 120 | M6 | 3 | 10 |
| 90 S | 1.5 | 5.00 | 3.31 | 1.1 | 7.45 | 2.78 | 0.75 | 7.92 | 2.32 | 24 | 8 | 50 | 255 | 170 | 135 | 130 | 165 | 200 | 11.5 | 3.5 | 95 | 115 | 140 | M8 | 3 | 12.5 |
| 90 L | 2.2 | 7.50 | 4.46 | 1.5 | 10.2 | 3.61 | 1.1 | 11.6 | 3.45 | 24 | 8 | 50 | 280 | 170 | 135 | 130 | 165 | 200 | 11.5 | 3.5 | 95 | 115 | 140 | M8 | 3 | 15 |
| 100 LA | 3.0 | 10.0 | 6.28 | 2.2 | 14.8 | 5.07 | 1.5 | 15.4 | 3.88 | 28 | 8 | 60 | 299 | 190 | 148 | 180 | 215 | 250 | 13 | 4 | 110 | 130 | 160 | M8 | 3.5 | 20 |
| 100 LB | — | — | — | 3.0 | 20.1 | 6.66 | — | — | — | 28 | 8 | 60 | 299 | 190 | 148 | 180 | 215 | 250 | 13 | 4 | 110 | 130 | 160 | M8 | 3.5 | 22 |
| 112 M | 4.0 | 13.4 | 8.10 | 4.0 | 26.7 | 8.55 | 2.2 | 22.6 | 5.30 | 28 | 8 | 60 | 321 | 210 | 164 | 180 | 215 | 250 | 13 | 4 | 110 | 130 | 160 | M8 | 3.5 | 35 |
| 132 S | 5.5 | 18.3 | 11.2 | 5.5 | 36.5 | 11.4 | 3.0 | 30.2 | 7.20 | 38 | 10 | 80 | 365 | 244 | 180 | 230 | 265 | 300 | 14 | 4 | 130 | 165 | 200 | M10 | 4 | 41 |
| 132 S | 7.5 | 24.9 | 15.3 | 7.5 | 49.4 | 15.0 | 4.0 | 40.0 | 9.13 | 38 | 10 | 80 | 365 | 244 | 180 | 230 | 265 | 300 | 14 | 4 | 130 | 165 | 200 | M10 | 4 | 51 |
| 132 M | — | — | — | 7.5 | 49.4 | 15.0 | 4.0 | 40.0 | 9.13 | 38 | 10 | 80 | 403 | 244 | 180 | 230 | 265 | 300 | 14 | 4 | 130 | 165 | 200 | M10 | 4 | 51 |

MOTORI ELETTRICI / ELECTRIC MOTORS / ELEKTROMOTOREN MOTEURS ÉLECTRIQUES / MOTORES ELÉCTRICOS

Grado di protezione
IP54 Standard
Specificare in sede di ordinazione per IP55 o superiore.

Protection
Standard IP54
To be specified upon placing the order if IP55 or higher protection is required

Schutzart
IP54 Standard.
IP55 oder höher im Auftrag angeben.

Degré de protection
IP54 standard.
Au moment de la commande, spécifiez si vous souhaitez l'IP55 ou supérieur.

Grado de protección
IP54 standard.
Especificar al efectuar el pedido el IP55 ó superior.

Isolamento
Cl. F Standard
Specificare in sede di ordinazione classe di isolamento diversa.

Insulation
Standard Cl.F
To be specified upon placing the order if different insulation is required.

Isolierung
Cl.F Standard.
Davon abweichende Isolierungsklasse im Auftrag angeben

Isolement
Cl.F standard.
Au moment de la commande, spécifiez si vous souhaitez une classe d'isolement différente.

Aislamiento
Cl.F standard.
Especificar al efectuar el pedido la clase diferente de aislamiento.

| Isolamento / Insulation Isolierung / Isolement / Aislamiento | | E | B | F | H |
|---|----|------|------|------|------|
| Max. temp. | C° | 120° | 130° | 155° | 175° |
| | F* | 248° | 266° | 311° | 347° |

Collegamenti

Connections

Verbindungselemente

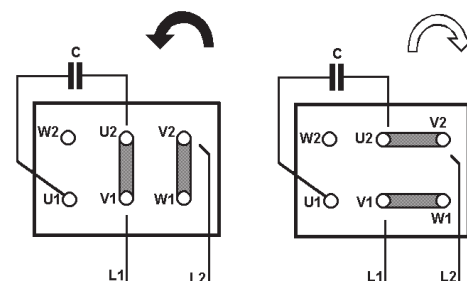
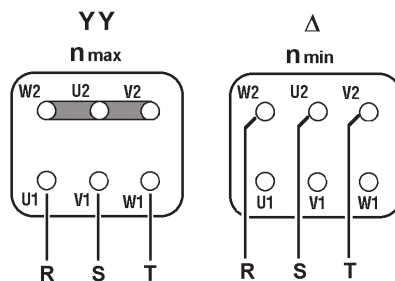
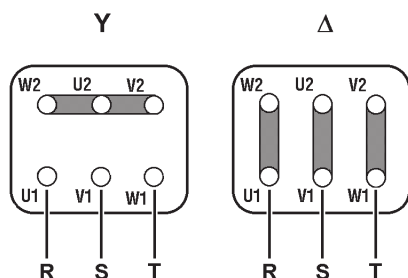
Branchements

Conexiones

Asincrono trifase singola polarità
Threephase asynchronous single polarity
Asynchronmotor 3-ph eine Drehzahl
Moteur triphasé à une vitesse
Asincrono trifasico de una velocidad

Asincrono trifase doppia polarità
Threephase asynchronous single polarity
Asynchronmotor 3-ph doppelte Drehzahl
Moteur triphasé à deux vitesses
Asincrono trifasico de dos velocidades

Asincrono monofase
Single phase asynchronous
Einphasen-Asynchronmotor
Moteur monophasé
Asincrono monofasico



Leggere attentamente

Le seguenti raccomandazioni sono fondamentali per la vostra protezione e per garantirvi molti anni di sicuro funzionamento del vostro prodotto senza alcun problema.

Leggere attentamente tutte le istruzioni prima di azionare il riduttore. L'inappropriata installazione, manutenzione o funzionamento del riduttore può causare incidenti al personale addetto e danni al riduttore stesso.

ATTENZIONE!

- E' richiesta autorizzazione scritta per azionare riduttori in ascensori o dispositivi per il movimento delle persone.
- Controllare che alcune applicazioni non eccedano la massima capacità di carico ammessa pubblicata in questo catalogo.
- L'acquirente è l'unico responsabile per la determinazione dell'adeguatezza del prodotto per qualcuna o tutte le utilizzazioni che l'acquirente stesso farà del riduttore. L'applicazione dell'acquirente non potrà essere soggetta ad alcuna implicita garanzia di montaggio per uno scopo particolare.
- Per ragioni di sicurezza l'acquirente dovrà provvedere a porre protezioni adeguate su tutta la lunghezza dell'albero a tutti gli organi in movimento. L'utilizzatore è responsabile del controllo di tutti i codici di sicurezza e la predisposizione di protezioni adeguate. In assenza di tali precauzioni si possono verificare incidenti alle persone e danni agli apparati.
- Olio e riduttori bollenti possono causare gravi ustioni. Usare estrema cautela nella rimozione dei tappi e delle ventole.
- Assicurarsi che la corrente di alimentazione sia scollegata prima di riparare o rimuovere alcun componente. Chiudere l'alimentazione e contrassegnare tale operazione per evitare accensioni accidentali.
- I riduttori non devono essere considerati esenti da guasti o a bloccaggio automatico. Se sono indispensabili queste caratteristiche, deve essere utilizzato un dispositivo indipendente della dimensione adatta. I riduttori non devono essere utilizzati come freni.
- Qualsiasi freno sia utilizzato insieme al riduttore deve essere della giusta grandezza e posizionato in modo da non causare carichi eccessivi non previsti dai dati forniti nel catalogo.
- I dispositivi di sollevamento come le golfare devono essere usati solo per sollevare verticalmente il riduttore e non altri dispositivi associati o motori.
- L'utilizzo di un olio con un additivo EP su gruppi provvisti di dispositivo di arresto possono inficiare l'uso corretto del freno e provocare danni alle persone, alle cose ed al riduttore stesso nonché ad altri apparecchi.
- I carichi sospesi assoggettano i cuscinetti dell'albero a sollecitazioni che possono causare, se non adeguatamente dimensionati, l'usura prematura dei cuscinetti e/o la rottura dell'albero a causa della resistenza alla flessione.

La nostra ditta non si ritiene responsabile per eventuali danni diretti o indiretti derivanti da un uso improprio dei prodotti e dalla mancata osservanza delle indicazioni riportate a catalogo.

Please Read Carefully

The following WARNING and CAUTION information is supplied to you for your protection and to provide you with many years of trouble free and safe operation of your product.

Read ALL instructions prior to operating reducer. Injury to personnel or reducer failure may be caused by improper installation, maintenance or operation.

WARNING:

- Written authorisation is required to operate or use reducers in lifts or people moving devices.
- Check to make certain application does not exceed the allowable load capacities published in the current catalogue.
- Buyer shall be solely responsible for determining the adequacy of the product for any and all uses to which Buyer shall apply the product. The application by Buyer shall not be subject to any implied warranty of fitness for a particular purpose.
- For safety, Buyer or User should provide protective guards over all shaft extensions and any moving apparatus mounted thereon. The User is responsible for checking all applicable safety codes in his area and providing suitable guards. Failure to do so may result in bodily injury and/or damage to equipment.
- Hot oil and reducers can cause severe burns. Use extreme care when removing lubrication plugs and vents.
- Make certain that the power supply is disconnected before attempting to service or remove any components. Lock out the power supply and tag it to prevent unexpected application power.
- Reducers are not to be considered fail safe or self-locking devices. If these features are required, a properly sized, independent holding device should be utilised. Reducers should not be used as a brake.
- Any brakes that are used in conjunction with a reducer must be sized or positioned in such a way so as to not subject the reducer to loads beyond the catalogue rating.
- Lifting supports including eyebolts are to be used for vertically lifting the gearbox only and not other associated attachments or motors.
- Use of an oil with an EP additive on units with backstops may prevent proper operation of the backstop. Injury to personnel, damage to the reducer or other equipment may result.
- Overhung loads subject shaft bearings and shafts to stress which may cause premature bearing failure and or shaft breakage from bending fatigue, if not sized properly.

Our company will not be responsible for any direct or indirect damages, caused by a wrong use of the products or for not observing the catalogue indication

NOTE / NOTES / AUFZEICHNUNG / NOTES / NOTAS

NOTE / NOTES / AUFZEICHNUNG / NOTES / NOTAS

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