

RCV..1
CV..1

RCV..2/3
CV..2/3

Riduttori coassiali ad ingranaggi
Helical gear reducer
Stirnradgetriebe
Motoreducteurs coaxiaux
Reductores de engranajes cilindricos
Ridutor coassial

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Simb. Symb.	U.M.	Descrizione	Description	Beschreibung
C	—	Fattore di sollecitazione a carico radiale	<i>Radial load stress factor</i>	Belastungsfaktor Radialkraft
fa	—	Fattore di ventilazione	<i>Ventilation factor</i>	Kühlungsfaktor
fl	—	Fattore di lubrificazione	<i>Lubrication factor</i>	Schmierungsfaktor
fs	—	Fattore di servizio	<i>Service factor</i>	Betriebsfaktor
fu	—	Fattore di utilizzo	<i>Usage factor</i>	Nutzungsfaktor
Fa ₁	[N]	Carico assiale massimo ammissibile sull'albero veloce	<i>Maximum permissible thrust load on input shaft</i>	Max. zul. Axialkraft an Eintriebswelle
Fa ₂	[N]	Carico assiale massimo ammissibile sull'albero lento	<i>Maximum permissible thrust load on output shaft</i>	Max. zul. Axialkraft an Abtriebswelle
Fr ₁	[N]	Carico radiale massimo ammissibile sull'albero veloce	<i>Maximum permissible radial load on input shaft</i>	Max. zul. Radialkraft an Eintriebswelle
Fr ₂	[N]	Carico radiale massimo ammissibile sull'albero lento	<i>Maximum permissible radial load on output shaft</i>	Max. zul. Radialkraft an Abtriebswelle
Fr _c	[N]	Carico radiale di calcolo	<i>Calculated radial load</i>	Geschätzte Radiallast
Fr _{x1}	[N]	Carico radiale massimo ammissibile sull'albero veloce ricalcolato rispetto ad una distanza x dalla battuta dell'albero	<i>Maximum permissible radial load on input shaft recalculated with respect to different load application points</i>	Max. zul. Radialkraft an Eintriebswelle unter Berücksichtigung verschiedener Belastungen der Eintriebswelle
Fr _{x2}	[N]	Carico radiale massimo ammissibile sull'albero lento ricalcolato rispetto ad una distanza x dalla battuta dell'albero	<i>Maximum permissible radial load on output shaft recalculated with respect to different load application points</i>	Max. zul. Radialkraft an Abtriebswelle unter Berücksichtigung verschiedener Belastungen der Abtriebswelle
i	—	Rapporto di riduzione	<i>Reduction ratio</i>	Untersetzung
Jm	[Kg·m ²]	Momento d'inerzia del motore elettrico	<i>Motor moment of inertia</i>	Massenträgheitsmoment Elektromotor
Jr	[Kg·m ²]	Momento d'inerzia Riduttore	<i>Gear reducer moment of inertia</i>	Trägheitsmoment / Getriebe
Ju	[Kg·m ²]	Momento d'inerzia delle masse esterne	<i>Moment of inertia of external masses</i>	Massenträgheitsmoment der angetriebenen Massen
K	—	Fattore di accelerazione delle masse	<i>Acceleration factor of masses</i>	Belastungsfaktor
M ₁	[Nm]	Momento torcente in entrata riduttore	<i>Transmitted torque at gear reducer entrance</i>	Effektives Eintriebsdrehmoment
M ₂	[Nm]	Momento torcente in uscita riduttore	<i>Transmitted torque at gear reducer exit</i>	Effektives Abtriebsdrehmoment
Mn ₂	[Nm]	Momento torcente nominale in uscita riduttore	<i>Gear reducer rated output torque</i>	Max. Abtriebsdrehmoment
Mr ₂	[Nm]	Momento torcente richiesto in uscita riduttore	<i>Required torque at gear reducer output</i>	Benötigtes Abtriebsdrehmoment
Mc ₂	[Nm]	Momento torcente di calcolo in uscita riduttore	<i>Calculated torque at gear reducer output</i>	Berechnetes Abtriebsdrehmoment
n ₁	[min ⁻¹]	Velocità angolare in entrata riduttore	<i>Angular speed at gear reducer input</i>	Eintriebsdrehzahl
n ₂	[min ⁻¹]	Velocità angolare in uscita riduttore	<i>Angular speed at gear reducer output</i>	Abtriebsdrehzahl
P ₁	[kW]	Potenza in entrata riduttore	<i>Transmitted power at gear reducer input</i>	Eintriebsleistung
P ₂	[kW]	Potenza in uscita riduttore	<i>Transmitted power at gear reducer output</i>	Abtriebsleistung
Pm	[kW]	Potenza nominale motore elettrico	<i>Motor rated power</i>	Motorleistung
Pn ₁	[kW]	Potenza nominale in entrata riduttore	<i>Gear reducer rated input power</i>	Max. Eintriebsleistung
Pn ₂	[kW]	Potenza nominale in uscita riduttore	<i>Gear reducer rated output power</i>	Max. Abtriebsleistung
Pr ₁	[kW]	Potenza richiesta in entrata riduttore	<i>Required input power</i>	Benötigte Eintriebsleistung
Pt	[kW]	Potenza termica	<i>Thermic power</i>	Thermische Leistung
Rd		Rendimento dinamico	<i>Dynamic efficiency</i>	Dynamischer Wirkungsgrad
ta	[°C]	Temperatura ambiente	<i>Ambient temperature</i>	Umgebungstemperatur

Simb. Symb.	U.M.	Description	Descripción	Descrição
C	—	Facteur d'application de la charge radiale	<i>Factor de solicitación a carga radial</i>	Fatore de silitação a carga radial
fa	—	Facteur de ventilation	<i>Factor de vntilació</i>	Fatore de ventilação
fl	—	Facteur de lubrification	<i>Factor de lubricación</i>	Fatore de lubrificação
fs	—	Facteur de service	<i>Factor de servicio</i>	Fatore de serviço
fu	—	Facteur d' utilisation	<i>Factor de utilización</i>	Fatore de uso
Fa ₁	[N]	Charge axiale maxi admissible sur l'arbre d'entrée	<i>Carga axial máxima admisible en el eje de entrada</i>	Carga empuxo maximo a colocar sobre eixo veloz
Fa ₂	[N]	Charge axiale maxi admissible sur l'arbre de sortie	<i>Carga axial máxima admisible en el eje de salida</i>	Carga empuxo maximo a colocar sobre eixo lento
Fr ₁	[N]	Charge radiale maxi admissible sur l'arbre d'entrée	<i>Carga radial máxima admisible en el eje de entrada</i>	Carga radial maximo a colocar sobre eixo veloz
Fr ₂	[N]	Charge radiale maxi admissible sur l'arbre de sortie	<i>Carga radial máxima admisible en el eje de salida</i>	Carga radial maximo a colocar sobre eixo lento
Fr _c	[N]	Charge radiale calculée	<i>Carga radial calculada</i>	Carga radial de cálculo
Fr _{x1}	[N]	Charge radiale maxi admissible sur l'arbre d'entrée après application de facteurs de correction	<i>Carga radial máxima admisible sobre el eje de entrada recalculado respecto a otra distancia del punto de aplicación de la carga del rebaje del eje.</i>	carga radial maximo a colocar sobre o' eixo veloz calculado respeto a uma distancia da batida do eixo
Fr _{x2}	[N]	Charge radiale maxi admissible sur l'arbre de sortie après application de facteurs de correction	<i>Carga radial máxima admisible sobre el eje de salida recalculado respecto a otra distancia del punto de aplicación de la carga del rebaje del eje.</i>	Carga radial máximo a colocar sobre eixo lento calculado respeto a uma distancia da batida do eixo
i	—	Rapport de réduction	<i>Relación de reducción</i>	Razão de redução
Jm	[Kg·m ²]	Moment d'inertie du moteur électrique	<i>Momento de inercia del motor eléctrico</i>	Momento de inercia do motor eletrico
Jr	[Kg·m ²]	Moment d'inertie du réducteur	<i>Momento de inercia del reductor</i>	Momento de inercia redução
Ju	[Kg·m ²]	Moment d'inertie des masses extérieures	<i>Momento de inercia de las masas externas</i>	Momento de inercia da massa externa
K	—	Facteur d'accélération des masses	<i>Factor de aceleración de las masas</i>	Fatore de aceleração da massa
M ₁	[Nm]	Couple applicable à l'entrée du réducteur	<i>Momento tursor de entrada del reductor</i>	Momento de torção em entrada redução
M ₂	[Nm]	Couple transmissible en sortie	<i>Momento tursorde salida del reductor</i>	Momento de torção em saída redução
Mn ₂	[Nm]	Couple nominal en sortie réducteur	<i>Momento tursor nominal de salida</i>	Momento de torção nominal em saída redução
Mr ₂	[Nm]	Couple nécessaire en sortie réducteur	<i>Momento tursor de la salida</i>	Momento de torção repedir em saída redução
Mc ₂	[Nm]	Couple calculé en sortie réducteur	<i>Momento tursor de de calculo de salida</i>	Momento de torção de calculo em saída redução
n ₁	[min ⁻¹]	Vitesse d'entrée réducteur	<i>Velocidad angular a la entrada reductor</i>	Velocidade angolare em entrada redução
n ₂	[min ⁻¹]	Vitesse de sortie réducteur	<i>Velocidad angular a la salida reductor</i>	Velocidade angolare em saída redução
P ₁	[kW]	Puissance en entrée réducteur	<i>Potencia de entrada reductor</i>	Potência em entrada redução
P ₂	[kW]	Puissance disponible en sortie réducteur	<i>Potencia de salida reductor</i>	Potência em saída redução
Pm	[kW]	Puissance nominale du moteur électrique	<i>Potencia nominal del motor eléctrico</i>	Potência nominal motor eletrico
Pn ₁	[kW]	Puissance nominale en entrée réducteur	<i>Potencia nominal de entrada</i>	Potência nominal em entrada redução
Pn ₂	[kW]	Puissance nominale en sortie réducteur	<i>Potencia nominal de salida</i>	Potência nominal em saída redução
Pr ₁	[kW]	Puissance nécessaire en entrée réducteur	<i>Potencia de entrada requerida</i>	Potência repedir em entrada redução
Pt	[kW]	Puissance thermique	<i>Potencia térmica</i>	Potência termica
Rd		Rendement dynamique	<i>Rendimiento dinámico</i>	Rendimento dinámico
ta	[°C]	Température ambiante	<i>Temperatura ambiente</i>	Temperatura ambiente

2 INFORMAZIONI GENERALI

Potenza nominale in entrata P_{n1} [kW]

Potenza applicabile in entrata al riduttore, riferita alla velocità n_1 e ad un fattore di servizio $FS=1$. Per i motorriduttori vale:

$$P_{n1} = P_m \cdot FS$$

Potenza nominale in uscita P_{n2} [kW]

Potenza trasmessa all'uscita del riduttore. Si può calcolare con le seguenti formule:

$$P_{n2} = P_{n1} \cdot Rd$$

$$P_{n2} = \frac{M_{n2} \cdot n_2}{9550}$$

Momento torcente nominale in uscita M_{n2} [Nm]

Coppia trasmissibile in uscita al riduttore, riferita alla velocità n_1 e a quella corrispondente n_2 , e calcolata in base a un fattore di servizio $FS=1$.

$$M_{n2} = M_2 \cdot FS$$

Momento torcente richiesto in uscita Mr_2 [Nm]

Coppia richiesta dall'applicazione. Dovrà essere sempre soddisfatta la seguente condizione:

$$Mr_2 \leq M_{n2}$$

$$Mr_2 = \frac{Pr_1 \cdot 9550 \cdot Rd}{n_2}$$

Momento torcente di calcolo in uscita M_{c2} [Nm]

Coppia di calcolo da utilizzare per la selezione del riduttore.

$$M_{c2} = Mr_2 \cdot FS \leq M_{n2}$$

Rapporto di riduzione i

$$i = \frac{n_1}{n_2}$$

Rendimento dinamico Rd

Nel calcolo della Coppia M_{n2} indicata a catalogo, si è considerato il rendimento dei gruppi funzionanti a pieno carico dopo il rodaggio. I valori Rd dei riduttori sono i seguenti:

CV..1 - RCV..1

0.98

CV..2 - RCV..2

0.95

CV..3 - RCV..3

0.93

Velocità angolare n_1-n_2 [min⁻¹]

È la velocità determinata dal tipo di motorizzazione (n_1) e dal conseguente rapporto di riduzione del riduttore (n_2).

È sempre consigliabile, dove la trasmissione lo permette, entrare con velocità inferiori a 1400 min⁻¹ al fine di garantire condizioni ottimali di funzionamento. Sono comunque ammesse velocità di ingresso fino a 2800 min⁻¹ senza incorrere in particolari controindicazioni.

Dynamic efficiency Rd

Torque calculations M_{n2} indicated in the charts was calculated having units operating at mamimum load after initial runing-in. The gear reducer's Rd values are as follows

:

Angular speed n_1-n_2 [min⁻¹]

This is the speed that is determined by the type of motorisation (n_1) and the consequent reduction ratio (n_2).

$$n_2 = \frac{n_1}{i}$$

It is always advisable – where transmission allows it – to enter with speeds lower than 1400 min⁻¹ in order to ensure optimum running conditions. However, input speeds of up to 2800 min⁻¹ may be used without incurring any particular problems.

GRUNDLEGENDE INFORMATIONEN

Max. Eintriebsleistung P_{n1} [kW]

Dies ist die max. zulässige Eintriebsleistung bei der Drehzahl n_1 und einem Sicherheitsfaktor $FS = 1$. Für Getriebemotoren gilt:

Max. Abtriebsleistung P_{n2} [kW]

Diese kann berechnet werden durch:

Maximale Abtriebsdrehmoment M_{n2} [Nm]

Übertragbares Abtriebsdrehmoment, abhängig von den Drehzahlen n_1 und n_2 . Berechnet auf Grundlage des Betriebsfaktors $FS=1$.

Benötigtes Abtriebsdrehmoment Mr_2 [Nm]

Folgende Bedingungen müssen immer gegeben sein:

Berechnetes Abtriebsdrehmoment M_{c2} [Nm]

Wird für die Auswahl des Getriebes benötigt.

Untersetzung i

Dynamischer Wirkungsgrad Rd

Die Drehmomentangaben M_{n2} in den Tabellen sind mit dynamischem Wirkungsgrad und max. Motorleistung nach der Einlaufzeit angegeben. Die Rd -Werte sind folgenden:

Drehzahlen n_1 und n_2 [min⁻¹]

Die Drehzahl ist abhängig vom Motortyp (n_1) und dem daraus folgenden Umsetzungsverhältnis (n_2).

Eine Eingangsdrehzahl von ca. 1400 min⁻¹ ist empfehlenswert, um einen optimalen Betrieb zu gewährleisten. Eintriebsdrehzahlen bis zu 2800 min⁻¹ sind ebenfalls möglich.

INFORMATIONS GENERALES**Puissance nominale en entrée réducteur P_{n1} [kW]**

Puissance admissible en entrée par rapport à la vitesse n_1 et avec un facteur de service $FS=1$. Pour le moto-réducteur:

Puissance nominale en sortie réducteur P_{n2} [kW]

Puissance transmise en sortie réducteur qui peut être calculée avec les formules suivantes:

Couple nominal de sortie réducteur M_{n2} [Nm]

Couple transmissible en sortie réducteur par rapport à la vitesse n_1 et à la correspondant n_2 , calculée sur la base d'un facteur de service $FS=1$.

Couple nécessaire en sortie réducteur Mr_2 [Nm]

Couple nécessaire à l'application. Respecter toujours la condition suivante:

Calcul du couple en sortie réducteur Mc_2 [Nm]

Valeur du couple utilisée pour la sélection du réducteur.

Rapport de réduction i **Rendement dynamique Rd**

Les couples nominaux de sortie réducteur M_{n2} mentionnés dans les tableaux, ont été calculés avec un rendement Rd obtenu en fonctionnement à pleine charge après rodage:

CV..1 - RCV..1	0.98	CV..2 - RCV..2	0.95	CV..3 - RCV..3	0.93
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Vitesse angulaire n_1-n_2 [min⁻¹]

C'est la vitesse relative au moteur sélectionné (n_1) et la vitesse consécutive (n_2) au rapport de réduction i choisi.

Il est toujours préférable, quand la transmission le permet, d'utiliser une vitesse inférieure à 1400 min⁻¹, afin de garantir des conditions de fonctionnement optimales. Cependant une vitesse d'entrée de 2800 min⁻¹ peut être utilisée sans contre-indications particulières.

INFORMACIÓN GENERAL**Potencia nominal de entrada P_{n1} [kW]**

Potencia aplicable en la entrada del reductor, la cual hace referencia a la velocidad n_1 y a un factor de servicio $FS=1$. Para motorreductores es valida la siguiente formula:

$$P_{n1} = P_m \cdot FS$$

Potencia nominal de salida P_{n2} [kW]

Potencia transmitida a la salida del reductor. Se puede calcular con las siguientes formulas:

$$P_{n2} = P_{n1} \cdot Rd$$

$$P_{n2} = \frac{M_{n2} \cdot n_2}{9550}$$

Momento torsor nominal en la salida M_{n2} [Nm]

Par motor transmissible a la salida del reductor, referida a la velocidad n_1 y a la correspondiente n_2 , y calculada en base a un factor de servicio $FS=1$.

$$M_{n2} = M_2 \cdot FS$$

Momento torsor requerido en la salida Mr_2 [Nm]

Par motor requerido de la aplicación. Deberá ser siempre respetada la siguiente condición:

$$Mr_2 \leq M_{n2}$$

$$Mr_2 = \frac{Pr_1 \cdot 9550 \cdot Rd}{n_2}$$

Momento torsor de cálculo en la salida Mc_2 [Nm]

Par motor de cálculo de utilizar para la selección del reductor.

$$Mc_2 = Mr_2 \cdot FS \leq M_{n2}$$

Relación de reducción i

$$i = \frac{n_1}{n_2}$$

Rendimiento dinámico Rd

En el cálculo del par motor M_{n2} indicado en el catálogo, se ha considerado el rendimiento de los grupos funcionantes a plena carga después del rodaje. Los valores Rd de los reductores son los siguientes:

Velocidad angular n_1-n_2 [min⁻¹]

Es la velocidad que viene determinada por el tipo de motorización utilizada (n_1) y de la consiguiente relación de reducción del reductor (n_2).

$$n_2 = \frac{n_1}{i}$$

Es aconsejable, siempre que la transmisión lo permita, entrar con velocidades inferiores a 1400 min⁻¹ con el fin de garantizar las condiciones optimas de funcionamiento. También son admitidas velocidades de entrada de hasta 2800 min⁻¹ sin incurrir en ninguna contraindicación.

INFORMAÇÃO GENERAL**Potência nominal em entrada P_{n1} [kW]**

Potência apropriado em entrada a redução referida a velocidade n_1 e a um fator de serviço $FS=1$. Para o motorreductor vale:

Potência nominal em saída P_{n2} [kW]

Potência transmitida a saída do reductor se pode colocar com a seguinte formula:

Momento torção nominal em saída M_{n2} [Nm]

Cópia transmissão em saída a redução, referida a velocidade n_1 e a quella correspondente n_2 e calculada em base a um fator de serviço $FS=1$.

Momento torção repedir em saída Mr_2 [Nm]

Cópia repedir da aplicação, deverá ser sempre satisfeito a seguinte condição:

Momento torção de calculo em saída Mc_2 [Nm]

Cópia de calculo da utilizar para a seleção de redução.

Razão de redução i **Rendimento dinámico Rd**

No calculo da cópia M_{n2} indicada a catalogo, é considerado o rendimento do grupo funciona a tanta carga depois a primeira prova. O valor Rd da redução são o seguinte:

Velocidade angular n_1-n_2 [min⁻¹]

É a velocidade determinada do tipo de motorização (n_1) e da consequente razão de redução de reductor (n_2).

É sempre aconselhavel onde a transmissão o permite, entrar com velocidade inferior a 1400 min⁻¹ a fim de garanti condição ótima de funcionamento. São amissivel velocidade de ingresso fim a 2800 min⁻¹ sem incorrer em particular contra indicação.

3 FATTORE DI SERVIZIO FS

Il fattore di servizio FS è il parametro che traduce in un valore numerico la gravosità del servizio che il riduttore è chiamato a svolgere, tenendo in considerazione, con sufficiente approssimazione della variabilità del carico e degli eventuali urti cui è sottoposto il riduttore per un determinato tipo di servizio.

Il grafico della tabella, permette di scegliere il fattore di servizio FS una volta stabilito i seguenti parametri:

- natura del carico in funzione del fattore di accelerazione delle masse K: A-B-C
- durata di funzionamento giornaliero: ore/giorno (h/d)
- frequenza di avviamento: avviamenti/ora
- classe di carico:
 - A** - $K \leq 0.30$ (carico uniforme)
 - B** - $0.30 < K \leq 3.0$ (carico con urti moderati)
 - C** - $3 < K \leq 10$ (carico con forti urti)

Eventuali valori intermedi di FS potranno essere ottenuti per interpolazione.

SERVICE FACTOR FS

The service factor FS is a parameter that translates the operational burden of the gear reducer when running into a numerical value, at the same time taking into consideration (with sufficient approximation) any load variations or eventual shocks that the gear reducer might incur for a certain type of duty.

The graph below will allow you to choose the service factor FS once you have established the following facts:

- type of load based on the acceleration factor of the masses K: A-B-C
- operational running times in hours per day: h/d
- number of starts and stops per hour
- type of load:
 - A** - $K \leq 0.30$ (uniform load)
 - B** - $0.30 < K \leq 3.0$ (moderate shock load)
 - C** - $3 < K \leq 10$ (heavy shock load)

Any eventual FS intermediate values can be obtained by interpolation.

BETRIEBSFAKTOR FS

Der Betriebsfaktor fs gibt die Betriebsbelastung durch einen numerischen Wert wieder.

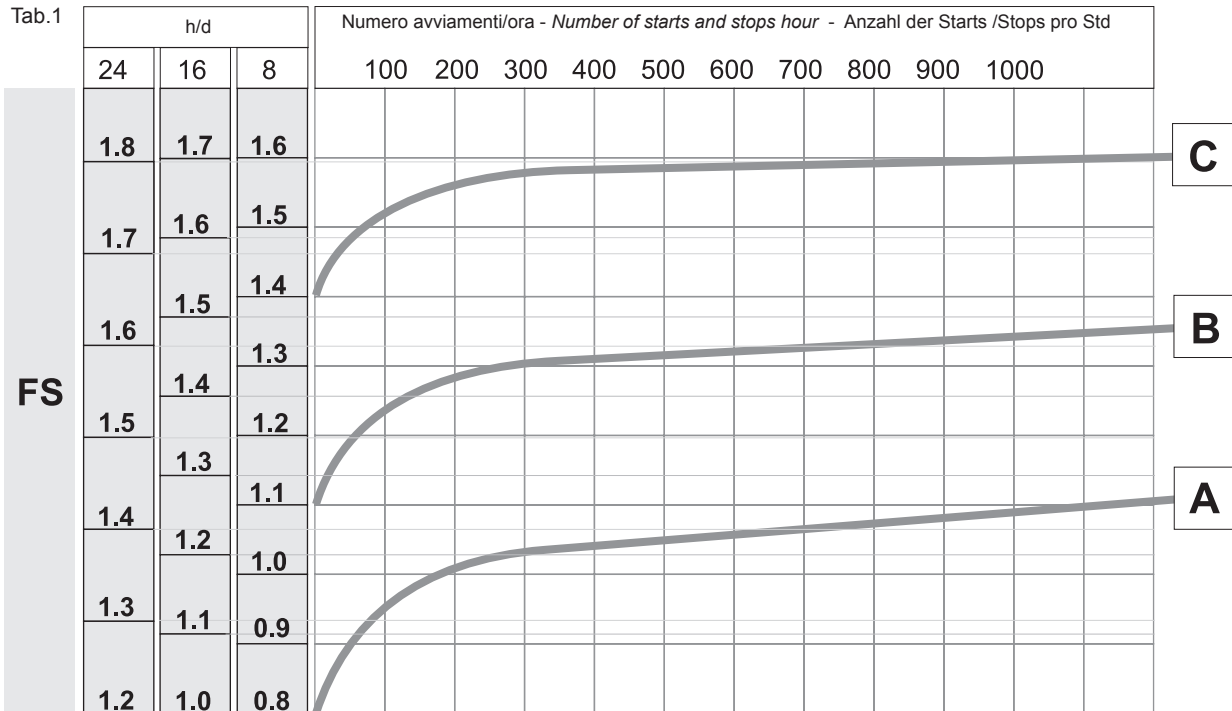
Diesen Wert sollte das Getriebe unter Beachtung der Belastungsvariabilität und den möglichen auftretenden Stößen erfüllen.

Die Tabelle ermöglicht die Auswahl des Betriebsfaktors (FS), nachdem folgende Parameter einmal festgesetzt worden sind:

- Die Belastungsart ist abhängig von den Massenbeschleunigungsfaktoren K: A-B-C
- Tägliche Getriebelaufzeit (h/d)
- Starthäufigkeit. Starts/Std
- Belastungstypen:
 - A** - $K \leq 0.30$ (gleichmäßige Belastung)
 - B** - $0.30 < K \leq 3.0$ (leichte Stoßbelastung)
 - C** - $3 < K \leq 10$ (starke Stoßbelastung)

Dazwischen liegende Werte können interpoliert werden.

Tab.1



Fattore di accelerazione delle masse K

Serve per la determinazione del tipo di carico, e si ricava dalla relazione:

dove:
 Ju [Kgm²]: momento d'inerzia dinamico delle masse esterne
 Jm [Kgm²]: momento d'inerzia del motore elettrico

Acceleration factor of masses K

Used to determine the type of load, it can be obtained from the following equation:

$$K = \frac{J_u}{J_m}$$

where:
 Ju [Kgm²]: dynamic moment of inertia of the external masses
 Jm [Kgm²]: electric motor moment of inertia

Massenbeschleunigungsfaktor K

K dient dazu, den Belastungstyp zu bestimmen. Er lässt sich aus folgender Gleichung ableiten:

Hier gilt:
 Ju [Kgm²]: Dynamischer Massenträgheitsmoment der angetriebenen Massen
 Jm [Kgm²]: Massenträgheitsmoment des Elektromotors

FACTEUR DE SERVICE FS

Ce facteur prend en considération, avec suffisamment d'approximation, les variations de charges et des éventuels à-coups que le réducteur peut supporter pour un type spécifique de service.

Le graphique du tableau indique le Facteur de Service FS pour un usage avec les paramètres suivants:

- types de charges basés sur le facteur d'accélération des masses K: A-B-C
- temps de fonctionnement par jour (h/d)
- nombre de démarrage par heure
- type de charge:
 - A** - $K \leq 0.30$ (charge uniforme)
 - B** - $0.30 < K \leq 3.0$ (variation de charge et chocs modérés)
 - C** - $3 < K \leq 10$ (fortes variations de charge et chocs importants)

Les valeurs intermédiaires peuvent être obtenues par interpolation.

FACTOR DE SERVICIO FS

El factor de servicio FS es el parámetro que traduce en un valor numérico el esfuerzo del servicio, que el reductor realiza teniendo en consideración la variación de la carga y de los eventuales choques a los cuales se expone el reductor para un determinado tipo de servicio.

El gráfico de la siguiente tabla permite elegir el factor de servicio FS una vez establecidos los siguientes parámetros:

- naturaleza de la carga en función del factor de aceleración de las masas K: A-B-C
- duración del funcionamiento diario horas/día (h/d)
- frecuencia de arranque: arranques/hora
- tipo de carga:
 - A** - $K \leq 0.30$ (carga uniforme)
 - B** - $0.30 < K \leq 3.0$ (carga con choques moderados)
 - C** - $3 < K \leq 10$ (carga con choques fuertes)

Eventuales valores intermedios de FS podrán ser obtenidos por interpolación.

FATORE DE SERVIÇO FS

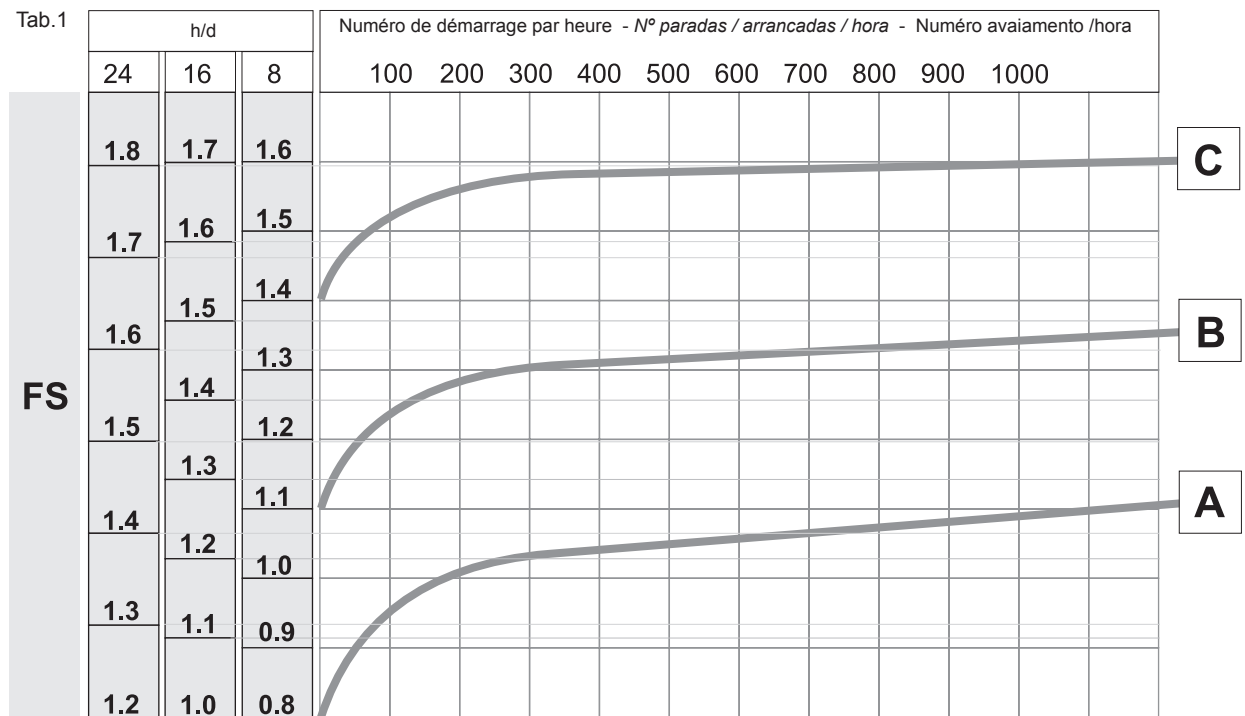
O fatore de serviço FS é o parâmetro que traduz em um valor numeral a gravidade do serviço que o reductor é chamado praticar, tendo a consideração, com suficiente aproximação da distância da carga de eventual choque preparado mesmo posto o reductor para um determinado tipo de serviço.

O desenho da tabela, permite de escolher o fatore de serviço FS uma vez estabelecido o seguinte parâmetro:

- natura da carga em função do fatore de aceleração da massa K: A-B-C
- tempo de funcionamento diária (hora/dia) (h/d)
- frequência de aviação/hora
- carga com forte choque:
 - A** - $K \leq 0.30$ (carga forma perfeita)
 - B** - $0.30 < K \leq 3.0$ (carga com choque moderada)
 - C** - $3 < K \leq 10$ (carga com forte choque)

Eventual valor intermédio de FS podem ser recebido por interpolação.

Tab.1

**Facteur d'accélération des masses K**

Utilisé pour déterminer le type de charge et peut être obtenu par l'équation suivante:

ou:

Ju [Kgm²]: moment d'inertie dynamique des masses extérieures

Jm [Kgm²]: moment d'inertie moteur électrique

Factor de aceleración de las masas K

Sirve para determinar el tipo de carga y se obtiene mediante la siguiente formula:

$$K = \frac{J_u}{J_m}$$

donde:

Ju [Kgm²]: Momento de inercia dinámico de las masas externas

Jm [Kgm²]: Momento de inercia del motor eléctrico

Fatore aceleração da massa K

Serve para a determinação do tipo de carga e se recebe da relação:

Onde:

Ju [Kgm²]: momento de inercia dinámico da massa externa

Jm [Kgm²]: momento de inercia do motor elétrico

4 POTENZA TERMICA

La potenza termica Pt è un valore che indica il limite termico del riduttore oltre il quale si producono danneggiamenti alle parti interne e un degrado del lubrificante.

I valori indicati nella seguente tabella, rappresentano la massima potenza trasmissibile dal riduttore in servizio continuo e alla temperatura ambiente ta (°C).

THERMIC POWER

Thermic power Pt is a value that indicates the gear reducer's thermic limit, anything above this causes damage to internal components and will degrade the lubricant.

The values given in the following table represent the gear reducer's maximum transmissible power during a continuous run at a certain ambient temperature ta (°C).

THERMISCHE LEISTUNG

Die thermische Leistung Pt gibt den thermischen Grenzwert an. Wird dieser überschritten, so kann dies zu einer Beschädigung der Bauteile und zu einer Verschlechterung der Schmierung führen.

Die in der Tabelle angegebenen Werte geben die maximale Leistung, bei ständiger Nutzung und in der Abhängigkeit der Umgebungstemperatur, wieder.

Tab.2

Pt Potenza termica / Thermic power / Thermische Leistung [kW]											
CV RCV	Temperatura ambiente / ambient temperature / Umgebungstemperatur (°C)										
	0°	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°
141	4.3	4.1	3.9	3.6	3.4	3.2	3.0	2.7	2.5	2.3	2.1
191	4.8	4.6	4.3	4.1	3.8	3.6	3.3	3.1	2.8	2.6	2.3
241	6.6	6.3	5.9	5.6	5.2	4.9	4.5	4.2	3.8	3.5	3.1
281	9.3	8.8	8.3	7.8	7.3	6.8	6.3	5.9	5.4	4.9	4.4
381	13.2	12.5	11.8	11.1	10.4	9.7	9.0	8.3	7.6	6.9	6.2
162	5.1	4.9	4.6	4.3	4.1	3.8	3.5	3.2	3.0	2.7	2.4
202A	5.7	5.4	5.1	4.8	4.5	4.2	3.9	3.6	3.3	3.0	2.7
202	5.9	5.6	5.3	5.0	4.7	4.4	4.1	3.8	3.4	3.1	2.8
252A	6.8	6.5	6.1	5.8	5.4	5.0	4.7	4.3	4.0	3.6	3.2
252	7.1	6.7	6.3	6.0	5.6	5.2	4.8	4.5	4.1	3.7	3.3
302A	9.7	9.2	8.7	8.2	7.6	7.1	6.6	6.1	5.6	5.1	4.6
302	10.5	10.0	9.4	8.9	8.3	7.7	7.2	6.6	6.1	5.5	5.0
352	10.5	10.0	9.4	8.9	8.3	7.7	7.2	6.6	6.1	5.5	5.0
452	15.2	14.4	13.6	12.8	12.0	11.2	10.4	9.6	8.8	8.0	7.2
552	22.2	21.0	19.9	18.7	17.5	16.4	15.2	14.0	12.9	11.7	10.5
582	28.5	27.0	25.5	24.0	22.5	21.0	19.5	18.0	16.5	15.0	13.5
602	35.3	33.4	31.6	29.7	27.8	26.0	24.1	22.3	20.4	18.6	16.7

Se il funzionamento del riduttore è intermittente, il valore di Pt deve essere corretto tramite i fattori moltiplicativi indicati nella seguente tabella.

Per i riduttori con tre stadi di riduzione la verifica della potenza termica non è necessaria, perchè quest'ultima è superiore alla potenza trasmissibile Pn1.

If the running of the gear reducer is intermittent and not continuous, the Pt value must be corrected using the multiplying factors given in the following table.

Gear reducer's with three reduction stages do not necessitate a correction of the thermic power because it is higher than the transmissible power Pn1.

Im Falle, daß das Getriebe nicht gleichmäßig arbeiten sollte, muß der Pt-Wert korrigiert werden. Die Korrektur erfolgt durch Anwendung der Multiplikationsfaktoren, welche in der folgenden Tabelle angegeben sind.

Für dreistufige Getriebeuntersetzungen ist die Kontrolle der thermischen Leistung erforderlich. Hier ist die thermische Leistung größer als die übertragbare Leistung Pn1.

Tab.3

fu	Fattore di utilizzo Usage factor Nutzungsfaktor	tf: tempo di funzionamento in minuti tf: running time in minutes tf: Betriebszeit in Minuten					
		10	20	30	40	50	60
		1.7	1.4	1.25	1.15	1.08	1
fa	Fattore di aerazione Ventilation factor Belüftungsfaktor	1 Riduttore senza ventilazione forzata Reducer without forced ventilation Getriebe ohne Druckentlüftung					
		1.4 Riduttore con ventilazione forzata Reducer with forced ventilation Getriebe mit Druckentlüftung					
fl	Fattore di lubrificazione Lubrication factor Schmierfaktor	0.9 Olio minerale / Mineral oil / Mineralöl					
		1 Olio sintetico / Synthetic oil / Synthetisches Öl					

La condizione da verificare è la seguente:

Please check that the following condition applies:

Dies gilt unter der Voraussetzung, dass:

$$P_{r1} \leq P_t \cdot f_u \cdot f_a \cdot f_l$$

PUISSANCE THERMIQUE

La puissance thermique Pt est une valeur qui indique la limite thermique du réducteur après laquelle les parties intérieures pourraient subir des dommages et le lubrifiant pourrait se dégrader.

Les valeurs indiquées ci-dessous représentent la puissance maximale transmissible par le réducteur en service continu à la température ambiante ta (°C).

POTENCIA TÉRMICA

La Potencia térmica Pt es un valor que indica el límite térmico del reductor, superado el cual se producen daños a las partes internas y un degrado del lubricante.

Los valores indicados en la siguiente tabla representan la máxima potencia transmisible del reductor en servicio continuo a temperatura ambiente ta (°C).

POTÊNCIA TÉRMICA

A potência termica Pt é um valor que indica o limite termico do ridutor. Outra e qual se produz dano a parte externa e um consumo de lubrificante.

O valor indicado na seguinte tabela, representando a máxima potência transmissível do ridutor em serviço continua e a temperatura ambiente ta (°C).

Tab.2

CV RCV	Pt Puisseance thermique / Potencia Térmica / Potência termica [kW]										
	Température ambiante / Temperatura ambiente / Temperatura ambiente ta (°C)										
	0°	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°
141	4.3	4.1	3.9	3.6	3.4	3.2	3.0	2.7	2.5	2.3	2.1
191	4.8	4.6	4.3	4.1	3.8	3.6	3.3	3.1	2.8	2.6	2.3
241	6.6	6.3	5.9	5.6	5.2	4.9	4.5	4.2	3.8	3.5	3.1
281	9.3	8.8	8.3	7.8	7.3	6.8	6.3	5.9	5.4	4.9	4.4
381	13.2	12.5	11.8	11.1	10.4	9.7	9.0	8.3	7.6	6.9	6.2
162	5.1	4.9	4.6	4.3	4.1	3.8	3.5	3.2	3.0	2.7	2.4
202A	5.7	5.4	5.1	4.8	4.5	4.2	3.9	3.6	3.3	3.0	2.7
202	5.9	5.6	5.3	5.0	4.7	4.4	4.1	3.8	3.4	3.1	2.8
252A	6.8	6.5	6.1	5.8	5.4	5.0	4.7	4.3	4.0	3.6	3.2
252	7.1	6.7	6.3	6.0	5.6	5.2	4.8	4.5	4.1	3.7	3.3
302A	9.7	9.2	8.7	8.2	7.6	7.1	6.6	6.1	5.6	5.1	4.6
302	10.5	10.0	9.4	8.9	8.3	7.7	7.2	6.6	6.1	5.5	5.0
352	10.5	10.0	9.4	8.9	8.3	7.7	7.2	6.6	6.1	5.5	5.0
452	15.2	14.4	13.6	12.8	12.0	11.2	10.4	9.6	8.8	8.0	7.2
552	22.2	21.0	19.9	18.7	17.5	16.4	15.2	14.0	12.9	11.7	10.5
582	28.5	27.0	25.5	24.0	22.5	21.0	19.5	18.0	16.5	15.0	13.5
602	35.3	33.4	31.6	29.7	27.8	26.0	24.1	22.3	20.4	18.6	16.7

Si le fonctionnement du réducteur est intermittent, la valeur Pt doit être corrigée avec les facteurs multiplicatifs suivants. Pour les réducteurs avec trois étages de réduction, le contrôle de la puissance thermique ne nécessite pas, puisque celle-ci est supérieure à la puissance transmissible Pn₁.

Si el funcionamiento del reductor es intermitente el valor de Pt debe ser corregido mediante los factores multiplicativos indicados en las siguientes tablas.

Para los reductores con tres estados de reducción la verificación de la potencia térmica no es necesaria porque esta última es superior a la potencia transmissible Pn₁.

Se o funcionamento do ridutore é intermitente, o valor de Pt ser correto com o fator multiplicativo indica na seguinte tabela.

Para o ridutor com três parti de redução a verificar da potência termica não é necessária, por que esta última e superior a potência transmissível Pn₁.

Tab.3

fu	Facteur d'utilisation Factor de utilización Fatore de utilizzo	tf: temps de fonctionnement en minutes tf: tiempo de funcionamiento en minutos tf: tempo de funcionamento em minuto					
		10	20	30	40	50	60
		1.7	1.4	1.25	1.15	1.08	1
fa	Facteur d'aération Factor de Aereación Fatore de ventilação	1	Réducteur sans ventilation forcée Reductor sin ventilación forzada Redutor sem ventilação forçada				
		1.4	Réducteur avec ventilation forcée Reductor con ventilación forzada Redutor com ventilação forçada				
fl	Facteur de lubrification Factor de Lubricación Fatore de lubrificação	0.9	Huile minérale / Aceite mineral / Olio mineral				
		1	Huile synthétique / Aceite sintético / olio sintetico				

La condition à vérifier est la suivante:

La condición de verificar es la siguiente:

A condição de verificar é seguinte:

5 SCELTA

Per selezionare correttamente un riduttore o un motoriduttore, si consiglia di operare come segue:

Scelta motoriduttori RCV

- a) Determinare il fattore di servizio FS in funzione del tipo di carico, del numero di avviamenti/ora e del numero di ore di funzionamento giornaliero (tab.1).
- b) Dalla coppia Mr_2 conoscendo n_2 e il rendimento dinamico (Rd), ricavare la potenza di entrata richiesta dall'applicazione:

Il valore Rd del riduttore è riportato nella tabella a pag. 6.

- c) Ricercare fra le tabelle dei dati tecnici dei motoriduttori quella corrispondente ad una potenza motore:

Scegliere poi, in base alla velocità di uscita n_2 , il motoriduttore con un fattore di servizio FS calcolato maggiore o uguale al fattore di servizio FS della tabella 1.

Scelta dei riduttori CV e dei riduttori predisposti per motori IEC

- a) Determinare il fattore di servizio Fs.
- b) Conoscendo la coppia di uscita richiesta dalla applicazione Mr_2 , si procede alla definizione della coppia di calcolo:
- c) Disponendo della coppia di calcolo Mc_2 e del rapporto di riduzione [i], si ricercherà nelle tabelle il riduttore che, in funzione del rapporto [i] prossimo a quello calcolato, proponga una coppia nominale in uscita:

Se al riduttore scelto dovrà essere applicato un motore elettrico forma B5 verificare l'applicabilità consultando le predisposizioni possibili (IEC B5, o IEC B14) riportate nelle tabelle dei dati tecnici.

SELECTION

To correctly select a gear reducer or motor reducer, please follow these suggestions:

Choosing a motor reducer RCV

- a) Determine the service factor FS according to the type of load, the number of starts and stops per hour and the daily running hours (tab.1).
- b) Providing that torque Mr_2 , speed n_2 and dynamic efficiency Rd are known you can obtain the input power required by the application using the following equation:

$$Pr_1 = \frac{Mr_2 \cdot n_2}{9550 \cdot Rd} \text{ [kW]}$$

The Rd value of the gear reducer is shown on page 6.

- c) Consult the motor reducer technical data sheets and find the one corresponding to motor power:

$$P_m \geq Pr_1$$

Next, according to output speed n_2 , select a motor reducer having a calculated service factor FS higher than or equal to the service factor FS given in table 1.

Selecting CV gear reducers and reducers for IEC motors

- a) Determine the service factor Fs.
- b) Once you know the application required output torque, the calculation of the torque can be defined:
- c) Now that you have calculated the torque Mc_2 and you also have the reduction ratio [i], consult the tables to find the gear reducer that has a ratio closest to your calculated ratio and gives a rated output torque of:

$$Mn_2 \geq Mc_2$$

If an electric motor shape B5 has to be fitted to your chosen gear reducer, please verify just how feasible this is by checking the possible predispositions (IEC B5 or IEC B14) given in the technical data charts.

GETRIEBEAUSWAHL

Zur richtigen Getriebeauswahl sollte folgendes beachtet werden:

Auswahl des RCV – Getriebes

- a) Festlegung des Betriebsfaktors FS in Abhängigkeit von der Belastung, der Starthäufigkeit pro Stunde und der täglichen Betriebsdauer (Tabelle 1).
- b) Ist das benötigte Abtriebsdrehmoment Mr_2 , die Abtriebsdrehzahl n_2 und der Wirkungsgrad μ_d bekannt, kann die Benötigte Leistung berechnet werden:

Der Wirkungsgrad Rd kann aus der Tabelle auf Seite 6 abgelesen werden.

- c) Wählen Sie aus der Tabelle mit den technischen Daten das Getriebe aus, das die gewünschte Motorleistung angibt:

Dann wird, auf der Basis der Abtriebsdrehzahl n_2 , derjenige Getriebemotor ausgewählt, der einen Betriebsfaktor FS aufweist, welcher größer oder gleich dem Betriebsfaktor FS aus der Tabelle 1 ist.

Auswahl der CV-Getriebe und der Getriebe für IEC-Motoren

- a) Festlegung des Betriebsfaktors fs.
- b) Ist das benötigte Abtriebsdrehmoment Mr_2 bekannt, kann das effektive Drehmoment berechnet werden:
- c) Nachdem Mc_2 berechnet wurde und das Untersetzungsverhältnis [i] bekannt ist, kann aus den Auswahltabellen jenes Getriebe ausgewählt werden, das dem berechneten in Untersetzung und Abtriebsdrehmoment am nächsten kommt:

Sollte das ausgewählte Getriebe mit einem Drehstrommotor angetrieben werden, muss die Anbaumöglichkeit des Motors anhand der entsprechenden Auswahltabellen (IEC B5 oder IEC B14) geprüft werden.

SELECTION

Pour choisir correctement un réducteur ou un moto-réducteur utiliser la procédure suivante:

Sélection moto-réducteur RCV

- a) Déterminer le facteur de service FS en fonction du type de charge, du numero de démarrages et du temps de fonctionnement par jour. (tab.1).
- b) Du couple Mr_2 , connaissant n_2 et le rendement dynamique (Rd) du réducteur, déterminer la puissance d'entrée nécessaire à l'application:

Le valeur Rd du réducteur est indiquée dans le tableau à pag. 7.

- c) Rechercher parmi les tableaux des données techniques des moto-réducteurs celle qui Correspond à une puissance moteur:

Choisir, sur la base de la vitesse de sortie n_2 , le moto-réducteur avec facteur de service FS calculé supérieur ou égal au facteur de service FS du tableau 1.

Sélection des réducteurs CV et des réducteurs prévus pour moteur IEC

- a) Déterminer le facteur de service FS.
- b) Connaissant le couple de sortie nécessaire à l'application Mr_2 , le calcul du couple se fait comme suit:

- c) Connaissant Mc_2 et $[i]$, consulter la table de sélection des réducteurs en fonction de la vitesse n_1 et choisir le réducteur qui suivant le rapport de réduction $[i]$ le plus proche de celui calculé, fournira le couple nominal correspondant à:

Si le réducteur sélectionné doit être connecté à un moteur électrique B5, contrôler cette possibilité en consultant les prédispositions possibles (IEC B5, ou IEC B 14) indiquées dans les tableaux des données techniques.

SELECCION

Para la correcta selección de un reductor o motorreductor se aconseja seguir los siguientes pasos:

Selección del motorreductor RCV

- a) *Determinar el factor de servicio FS en función del tipo de carga , del número de arranques/hora y del número de horas de funcionamiento diario (tab.1).*
- b) *Del par motor Mr_2 , conociendo n_2 y el rendimiento dinámico (Rd) recalcular la potencia de entrada requerida de la aplicación:*

$$Pr_1 = \frac{Mr_2 \cdot n_2}{9550 \cdot Rd} \text{ [kW]}$$

El valor Rd reductor esta representado en la tabla a pag. 7.

- c) *Consultar entre las tablas de los datos técnicos de los motorreductores la que corresponde a una potencia del motor:*

$$Pm \geq Pr_1$$

Después, en base a la velocidad de salida n_2 seleccionar un motorreductor con un factor de servicio FS calculado, mayor o igual al factor de servicio FS de la tabla 1.

Selección de los reductores CV y de los motores predisuestos para motores IEC

- a) *Determinar el factor de servicio FS.*
- b) *Conociendo el par motor de salida para la aplicación Mr_2 , se procede a la definición del par motor calculado:*

$$Mc_2 = Mr_2 \cdot FS$$

- c) *Disponiendo del par motor de cálculo Mc_2 y de la relación de reducción $[i]$, buscar en las tablas el reductor que en función de la relación $[i]$ próximo al calculado proponga un motor nominal en salida:*

$$Mn_2 \geq Mc_2$$

Si al reductor seleccionado se le debe acoplar un motor eléctrico en forma B5 verificar su compatibilidad consultando las predisposiciones posibles (IEC B5 - IEC B14) presentadas en las tablas de los datos técnicos.

ESCOLHA

Para seleccionar corretamente um ridutor ou um motoridutor se aconselha de operar como segue:

E s -

Colha motoridutor RCV

- a) Determinar o fatore de serviço FS em função o tipo de carga do número de aviamento/hora e do número de hora de funcionamento diária (tab.1).
- b) Da cópia Mr_2 conhecendo n_2 e o rendimento dinâmico (Rd) recebe a potência da aplicação:

O valor Rd ridutor é reportado na tabela a pag. 7.

- c) Procura fazer a tabela do calculo tecnico do motoridutor aquela correspondente a uma potência motor:

Escolhendo depois, em base a velocidade de saída n_2 o motoridutor com un fatore de serviço FS calculado maior ou igual ao fatore de serviço FS da tabela 1.

Escolha do ridutor CV e do ridutor predisposição para motor IEC

- a) Determinar o fatore de serviço FS.
- b) Conhecendo a cópia de saída da aplicação Mr_2 , segue a definição da cópia de cálculo:

- c) Disposição da cópia de cálculo Mc_2 e da razão de redução $[i]$ se procurar na tabela o ridutor que em função da razão $[i]$ proximo aquele calculo, propondo uma cópia nominal em saída:

Se o ridutor escolhido deve ser aplicado um motor elétrico forma B5 verificar aplicação consultando a predisposição possível (IEC, B5 o IEC B14) riportar na tabela do cálculo tecnico.

6 VERIFICHE

Effettuata la corretta selezione del riduttore o motoriduttore, si consiglia di procedere alle seguenti verifiche:

Momento torcente massimo

I sovraccarichi istantanei previsti dall'applicazione non devono essere superiori al doppio dei valori di momento torcente del riduttore riportati a catalogo.

Potenza termica

La potenza termica del riduttore deve avere un valore uguale o maggiore della potenza richiesta dall'applicazione (pag. 10).

Carichi radiali e assiali

I carichi radiali e assiali agenti sugli alberi lenti e veloci devono rientrare nei valori di catalogo ammessi.

CHECK POINTS

Once you have correctly chosen the type of gear reducer or gearmotor, it is then advisable to check that the following apply:

Maximum torque

The maximum torque at instantaneous peak overloads of the application must not be higher than the double of the torque values of the gear reducer given in this catalogue.

Thermic power

A gear reducer's thermic power value must be equal to or higher than the power needed by the appliance. (See pg. 10).

Radial and thrust loads

Radial and thrust loads on the input and output shafts must be within the permissible loads given in this catalogue.

NACHKONTROLLEN

Nachdem das richtige Getriebe bzw. der richtige Getriebemotor ausgewählt wurde, empfehlen wir folgende Überprüfungen durchzuführen:

Maximales Drehmoment

Die unmittelbaren Überbelastungen, welche von der Anwendung vorgesehen sind, dürfen nicht mehr als das Doppelte der im Katalog angegebenen Drehmomentwerte sein.

Thermische Leistung

Die thermische Leistung des Getriebes sollte einen Wert größer oder gleich dem Wert haben, der der benötigten Leistung der Anwendung entspricht (s.S.10).

Radial und Axialbelastung

Die Radial- und Axialbelastungen, welche auf die Ein- und Abtriebswellen wirken, sollten innerhalb der zugelassenen Katalogwerte liegen.

CONTROLES

Après avoir correctement sélectionné le réducteur ou moto-réducteur, il est recommandé de vérifier ce qui suit:

Couple maximum

Les surcharges instantanées prévues par l'application ne doivent pas excéder le double des valeurs du couple du réducteur indiquées dans le catalogue.

Puissance thermique

La puissance thermique du réducteur doit avoir une valeur supérieure ou égale à la puissance nécessaire à l'application (pag. 11).

Charges radiales et axiales

Les charges radiales et axiales sur l'arbre d'entrée et de sortie doivent être dans les valeurs données.

VERIFICACIONES

Efectuada la correcta selección del reductor o motoreductor, se aconseja de proceder a las siguientes verificaciones:

Momento Torsor máximo

Las sobrecargas instantáneas previstas en la aplicación no tienen que ser superiores al doble de los valores del momento torsor del reductor presentados en el catálogo.

Potencia Térmica

La Potencia térmica del reductor debe tener un valor igual o mayor a la Potencia requerida de la aplicación pag.11.

Cargas radiales y axiales

Las cargas radiales y axiales que actúan en los ejes lentos (salida) y rápidos (entrada) deben entrar en los valores admitidos en el catálogo.

VERIFIQUE

Efetuada a correta seleção do ridutor ou motoridutor se aconselha de seguir a seguinte verificação:

Momento de torção máximo

Mais carga instantane previsto da aplicação não deve ser superior a dobro do valor do momento torção do ridutor riporta a catalogo.

Potência termica

A potência termica do ridutor deve ter um valor igual ou maior da potência da aplicação (pag. 11).

Cargue radial e empuxo

A cargue radial e empuxo em função ao eixo lento e veloz devem rientrare no valor do catalogo metido.

7 CARATTERISTICHE COSTRUTTIVE

I riduttori e i motorriduttori VARMEC sono stati progettati interamente con l'ausilio di programmi tecnici su computer.

Ogni singolo componente è stato verificato e progettato tenendo conto del massimo carico applicabile al riduttore secondo normativa AGMA 2001-B88.

Casse e flange in alluminio non verniciato nelle grandezze 141 - 191 - 162 - 202A - 252A - 253A - 302A - 303A, casse e flange in ghisa ad alta resistenza verniciate nelle altre grandezze. La forma arrotondata delle carcasse conferisce ai riduttori un'ottima rigidità ed una elevata compattezza e ne permette l'utilizzo in tutte le posizioni di montaggio possibili. Le lavorazioni dei vari componenti avvengono su moderni centri di lavoro a controllo numerico che permettono di ottenere la massima precisione costruttiva.

Tutti gli ingranaggi sono costruiti con acciaio legato, cementati e temprati con successiva lavorazione di rettifica sui fianchi dei denti per migliorarne il rendimento e la silenziosità di funzionamento anche sotto carico.

L'albero ingresso è realizzato con acciaio legato, cementato e temprato; quello in uscita con acciaio bonificato.

I riduttori vengono verniciati con una polvere termoindurente a base di resine poliesteri, modificate con resina epossidica, colore Blu Bucciato RAL5010.

Maggiori informazioni sulle specifiche della vernice potranno essere richieste al nostro Ufficio Tecnico.

DESIGN CHARACTERISTICS

VARMEC gear reducers and motor-reducers have been entirely designed using leading edge technical computer software. Each single component has been designed and tested in consideration of the maximum loads applicable to the reducer in compliance with AGMA 2001-B88.

Casings and flanges made from non varnished aluminium in sizes 141 - 191 - 162 - 202A - 252A - 253A - 302A - 303A. Casings and flanges of all other sizes are made from varnished, highly resistant cast iron. The rounded shape of the casings gives the gear reducers an optimum rigidity and solidity allowing for use in all possible assembly positions.

The manufacturing process of the various components is done by modern CNC machinery that gives maximum precision construction.

All gears are made from hardened and tempered alloy steel with successive corrections to better the performance and reduce noise levels even whilst running with a load.

The input shaft is made from hardened and tempered alloy steel; the output shaft from high strength steel.

Gear reducers are varnished with a thermosetting powder based on polyester resins modified with an epoxy resin : colour Burnt Blue RAL5010.

Further information on varnish specifics can be had by contacting our technical office

CHARAKTERISTISCHE MERKMALE

VARMEC- Getriebe werden mit Hilfe führender Berechnungsverfahren ausgelegt, optimal berechnet und konstruiert. Jedes einzelne Bauteil ist so ausgewählt und optimiert, dass der Standard AGMA 2001-B88 erfüllt bzw. übertroffen wird.

Die Getriebegehäuse der Größen 141 - 191 - 162 - 202A - 252A - 253A - 302A - 303A sind aus nicht lackiertem, blankem Aluminium.

Die Getriebegehäuse ab der Größe 202 mit den zugehörigen schraubbaren Flanschen sind aus Grauguss.

Die besondere, runde Form des Gehäuses ermöglicht sehr hohe Stabilität und erlaubt den Einbau in allen Lagen.

Die Herstellung der Teile erfolgt auf modernsten Bearbeitungszentren mit zahlreichen Kontrollen, so dass alle Teile eine gleichbleibend hohe Qualität aufweisen.

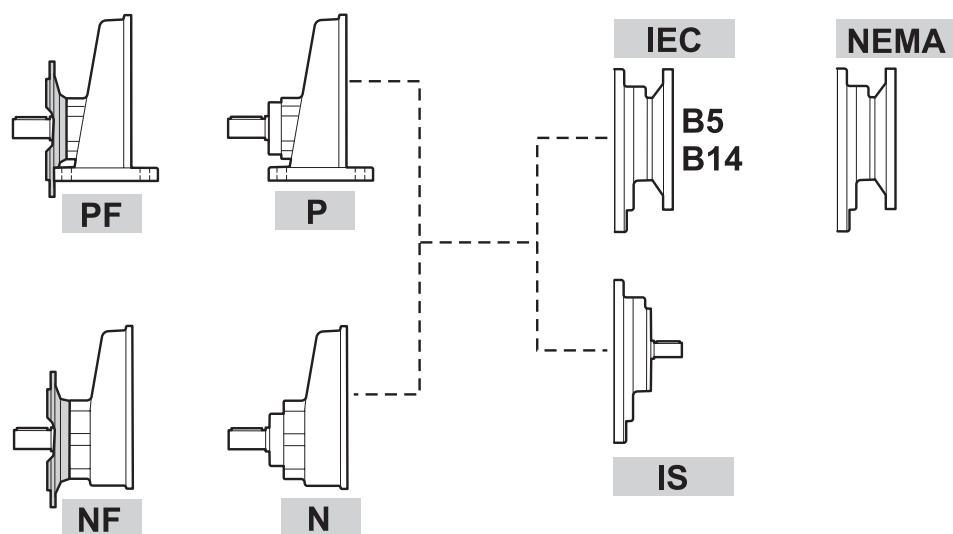
Alle Zahnräder sind aus legiertem, gehärtetem und geschliffenem Stahl.

Diese Verarbeitung garantiert eine hohe Leistungsfähigkeit und absolute Geräuschlosigkeit, auch unter hohen Belastungen.

Die Antriebswellen sind aus legiertem und gehärtetem Stahl; die Abtriebswellen aus hochlegiertem Stahl.

Die Getriebe ab der Größe 202 sind mit Duroplastpulver beschichtet auf der Basis von Polyesterharz in der Standardfarbe RAL 5010 (Blau).

Weitere Informationen über spezifische Lackierungen können in unserer technischen Abteilung nachgefragt werden

CV.1 - RCV.1

CARACTERISTIQUE DE FABRICATION

Les réducteurs et les moto-réducteurs VARMEC ont été conçus avec des technologies de pointe. Chaque élément a été vérifié et conçu tenant compte de la charge maximale applicable au réducteur selon la normative industrielle AGMA 2001-B88.

Carters et brides en aluminium non vernis dans les tailles 141 - 191 - 162 - 202A - 252A - 253A - 302A - 303A, carters et brides en fonte à haute résistance vernis dans toutes les autres tailles.

La forme arrondie des carcasses confère aux réducteurs une très bonne rigidité et compacité et permet leur utilisation dans toutes les positions de montage possibles. La fabrication des différents composants est effectuée à l'aide de machines à commande numérique pour garantir à ces composants la plus haute des qualités. Tous les engrenages sont fabriqués en acier lié, cémentés et trempés avec rectification sur les flancs des dents pour augmenter le rendement et réduire le niveau de bruit pendant le fonctionnement sous charge.

L'arbre d'entrée est en acier lié, cimenté et trempé; celui de sortie en acier hyper-trempé.

Les réducteurs sont peints avec une poudre thermo-durcissable à base de résines de polyester, modifiées avec résine époxydique de couleur Bleu Bucciato RAL5010.

Pour informations sur le vernis, s'adresser à notre Bureau Technique.

CARACTERÍSTICAS CONSTRUCTIVAS

Los reductores y motorreductores VARMEC han sido proyectados completamente con el apoyo de programas técnicos computarizados. Cada uno de los componentes ha sido proyectado y verificado teniendo en cuenta la máxima carga aplicable al reductor según la normativa AGMA 2001-B88.

Carcasas y bridas en aluminio no barnizado de medidas 141 - 191 - 162 - 202A - 252A - 253A - 302A - 303A, carcasas y bridas en fundición de alta resistencia barnizadas en las otras medidas.

La forma redondeada de las carcacas confieren al reductor una óptima rigidez y una elevada compatibilidad que permite su utilización en todas las posiciones de montaje posibles.

La producción de cada uno de los componentes que integran el reductor se realiza mediante centros de mecanizados de control numérico que permiten obtener la máxima precisión constructiva.

Todos los engranajes son construidos en acero 18NiCrMo5 UNI 7846 tratados térmicamente, cementados y cada diente esta rectificado para mejorar su rendimiento y reducir su nivel de sonoridad bajo condiciones de carga.

El eje de entrada esta fabricado con acero 16CrNi4 UNI 7846 cementado y templado, y el eje de salida en acero 39NiCrMo3 UNI7845 bonificado.

Los reductores estan barnizados con polvo termo-endureciente a base de resinas de poliéster, modificadas con resinas epoxi de color azul RAL5010.

Informaciones especificas del barniz se pueden pedir en la oficina técnica.

CARACTÉRISTICA CONSTRUTIVA

O ridutor e o motoridutor Varmec são estado projetado interamente com programa técnico no computador.

Cada tipo de componente è estado verificado e projetado tendo conta de máximo carga aplicavel ao ridutor segundo a norma (agma 2001-B88).

Caixa e flange em aluminio não vernizado na grandeza 141 - 191 - 162 - 202A - 252A - 253A - 302A - 303A.

Caixa e flange em ferro fundido a alta resistência vernizada na outra grandeza.

A forma arredondada de involucro confere ao ridutor uma ótima rigidez e uma elevada compacto e permite utilizo em toda a posição de montagem possível.

O trabalho de vários componente vem moderno, centro de trabalho a controlo numérico que permite de receber a máxima precisão construtiva.

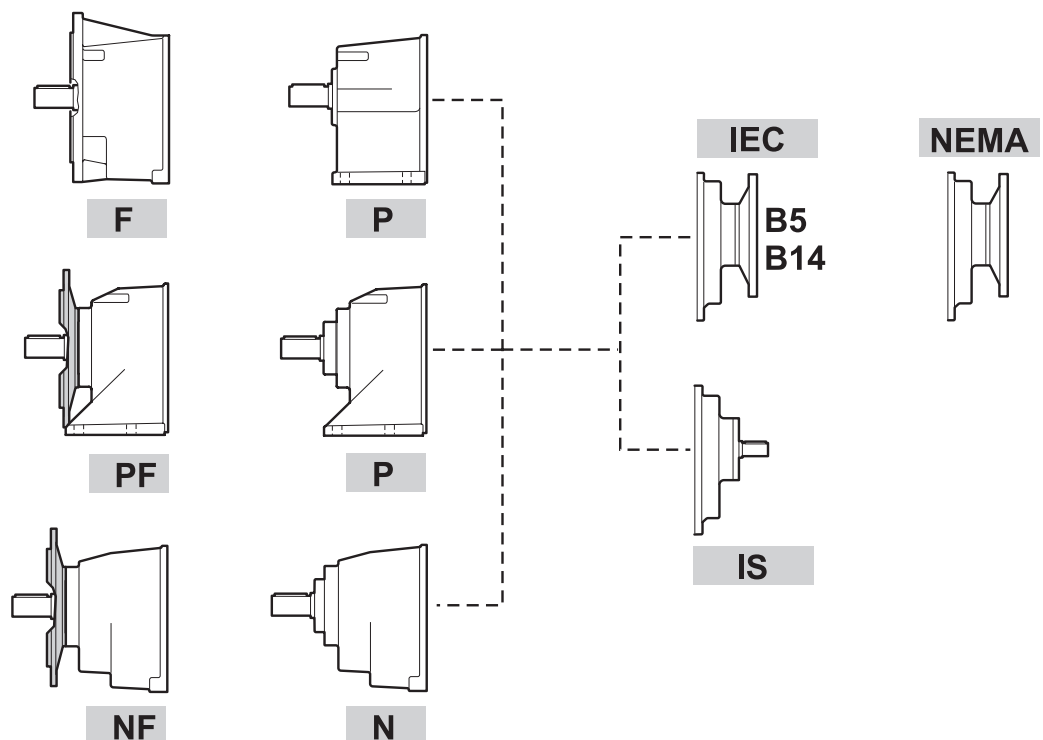
Toda a engrenagem são construida com aço legato, cementate e temprato.

Com sucessiva trabalhção de retificar ponta do dente para melhorar o rendimento e a silencioso de funcionamento também soto carga

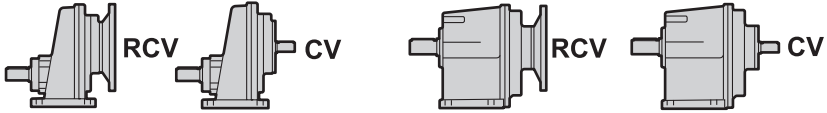
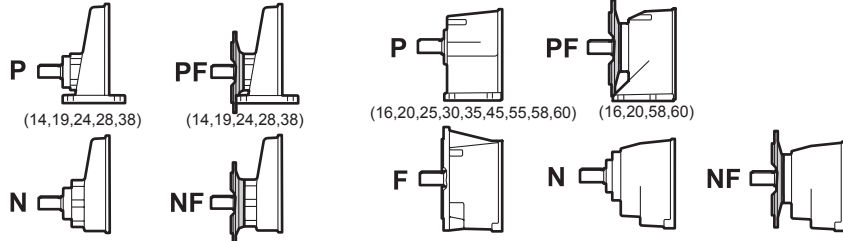
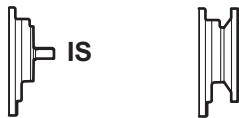
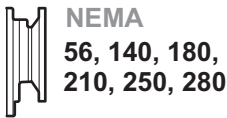
O eixo ingresso è realizado com aço legato, cementate, temprato aquele em saida com aço bonificado

O ridutor vem vernizada com uma polvera termodurente a base de resine poliestere, modificata com resina epossidica cor azul escuro RAL5010.

Maior informação sobre espécie da vernice pode ser perguntada a nosso uficio técnico.

CV..2-3 - RCV..2-3

RCV 20 2 P 5.49 80B5 B3

RCV	TIPO DI RIDUTTORE TYPE OF GEAR REDUCER GETRIEBETYPEN TYPE DE REDUCTEUR TIPO DE REDUCTOR TIPO DE RIDUTOR	
20	GRANDEZZA SIZE GETRIEBEGRÖSSEN TAILLE TAMANO DEL REDUCTOR GRANDEZA	14, 19, 24, 28, 38 16, 20, 25, 30, 35, 45, 55, 58, 60
2	N° STADI DI RIDUZIONE N. OF STAGES OF REDUCTION ANZAHL DER UNTERSETZUNGEN N.° STADES DE REDUCTION N° ESTADOS DE REDUCCION N° DE PARTE DE REDUÇÃO	1 2, 3
A	VERSIONE IN ALLUMINIO ALUMINIUM VERSION ALUMINIUM AUSFÜHRUNG VERSION EN ALUMINIUM VERSÓN DE ALUMINIO VERSÃO DE ALUMÍNIO	202, 252, 253 302, 303
P	FORMA COSTRUTTIVA STRUCTURAL SHAPE BAUFORM FORME CONSTRUCTIVE FORMA CONSTRUCTIVA FORMA CONSTRUTIVA	 <p>(14,19,24,28,38) (14,19,24,28,38) (16,20,25,30,35,45,55,58,60) (16,20,58,60)</p> <p>(14,19,24,28,38) (14,19,24,28,38) (25,30,35,45,55) (16,20,25,30,35,58,60) (16,20,25,30,35,58,60)</p> <p>F = Flangia integrale F = Flange mount F = Integriertem Flansch F = Bride monobloc F = Brida integral F = Brida integral</p>
5.49	RAPPORTO DI RIDUZIONE REDUCTION RATIO UNTERSETZUNGSVERHÄLTNIS RAPPORT DE REDUCTION RELACION DE REDUCCION RAZÃO DE REDUÇÃO	42
80B5	TIPO DI ENTRATA TYPE OF INPUT EINTRIEBSARTEN TYPE D'ENTREE TIPO DE ENTRADA TIPO DE ENTRADA	 <p>IS</p> <p>IEC 56, 63, 71, 80, 90, 100, 112, 132, 160, 180, 200 (B5,B14)</p>  <p>NEMA 56, 140, 180, 210, 250, 280</p>
B3	POSIZIONE DI MONTAGGIO ASSEMBLY POSITION EINBAUPOSITION POSITION DE MONTAGE POSICION DE MONTAJE POSIÇÃO DE MONTAGEM	22
....	OPZIONI OPTIONS SONDERAUSFÜHRUNGEN OPTIONS OPCIONES OPÇÃO	

Opzioni riduttori

- AV** Anelli di tenuta in entrata e uscita in Viton.
- EV** Anelli di tenuta in entrata in Viton (pag. 93-99).
- EX** Riduttore in versione Atex.
- OA** I riduttori sono forniti con olio lubrificante alimentare.
- OS** I riduttori della serie CV-RCV 45-55-58-60 solitamente sprovvisti di lubrificante, vengono forniti con olio sintetico.
- AU** Dimensione dell'albero lento diverso dallo standard (specificare le dimensioni).
- AR** Cuscinetti rinforzati sull'albero lento.
- ME** Riduttore con motore elettrico (specificare le caratteristiche del motore elettrico).

Gear reducer options

- AV** Viton input and output oil seals.
- EV** Viton input oil seals (pages 93-99).
- EX** Atex gear reducer version
- OA** Gear reducers are supplied with alimentary lubricant oil.
- OS** Gear reducers from series CV-RCV 45-55-58-60 usually without lubricant, will come supplied with synthetic oil.
- AU** The dimensions of the output shaft differ from standard (please specify dimensions)
- AR** Output shaft with reinforced bearings.
- ME** Gear reducers with an electric motor (please specify the characteristics of the electric motor)

Sonderausführungen

- AV** Dichtungsringe in Eintrieb und Abtrieb in Viton.
- EV** Dichtungsringe in Eintrieb in Viton (Seite 93-99).
- EX** Getriebe in Atex—Version.
- OA** Die Getriebe werden mit mineralischem Öl geliefert.
- OS** Die Getriebe der Größe CV-RCV 45-55-58-60 werden mit synthetischem Öl geliefert.
- AU** Die Abmessung der Abtriebswelle entspricht nicht der Standardversion (die Abmessungen sind zu spezifizieren).
- AR** Abtriebswelle mit verstärkten Lagern.
- ME** Getriebe mit elektrischem Motor (die Eigenschaften des Motors sind zu spezifizieren)

Options réducteurs

- AV** Bagues d'étanchéité en entrée et sortie en Viton.
- EV** Bagues d'étanchéité en entrée en Viton (page 93-99).
- EX** Réducteur en version Atex.
- OA** Les réducteurs sont fournis avec huile lubrifiant alimentaire.
- OS** Les réducteurs de la serie CV-RCV 45-55-58-60 normalement dépourvus de lubrifiant, sont fournis avec huile synthétique.
- AU** de l'arbre de sortie différents du standard (spécifier les dimensions).
- AR** Arbre de sortie avec roulements renforcés.
- ME** Réducteur avec moteur électrique (spécifier les caractéristiques du moteur électrique).

Opciones reductores

- AV** Anillos herméticos en entrada y salida en Viton.
- EV** Anillos herméticos en entrada en viton (pag. 93-99).
- EX** Reductor en versión Atex.
- OA** Los reductores están provistos de aceite lubricante alimenticio.
- OS** Los reductores de la serie CV-RCV 45-55-58-60 que no son provistos de lubricante, se abastecen con aceite sintético.
- AU** Dimensiones del eje lento (salida) diferente del estándar (especificar las dimensiones).
- AR** Eje de salida con rodamientos reforzados.
- ME** Reductor con motor eléctrico (especificar las características del motor eléctrico).

Opção ridutor

- AV** Anel de segurança em entrada e saída em Viton.
- EV** Anel de segurança em entrada em viton (pag. 93-99).
- EX** Ridutor em versão atex.
- OA** O ridutor são fornido com óleo lubrificante alimentar.
- OS** O ridutor da série CV-RCV 45-55-58-60 não tem lubrificante vem fornido com óleo sintético.
- AU** Dimensão do eixo lento diferente da standart (especificar a dimensão).
- AR** Veio de saída com rolamentos reforçados.
- ME** Ridutor com motor elétrico (specificar a característica do motor elétrico).

MOTORE / MOTOR / MOTOREN / MOTEUR / MOTOR / MOTOR

T 80A 4 230/400 50 CLF A

T	TIPO MOTORE / TYPE OF MOTOR / MOTORTYP TYPE MOTEUR / TIPO DE MOTOR / TIPO DE MOTOR	T trifase TF trifase autofrenante M monofase MF monofase autofrenante T tri-phase TF self-locking tri-phase M monophasé MF self-locking monophasé T Drehstrommotor TF Drehstrom-Bremsmotor M Einphasenmotor MF Einphasen-Bremsmotor
80A	GRANDEZZA / SIZE / GRÖSSE TAILLE / TAMANO / GRANDEZA	T triphasé TF triphasé auto M monophasé MF monophasé auto T trifásico - TF trifásico autofrenante - M monofásico - MF monofásico autofrenante T motor eléctrico trifásico TF motor eléctrico trifásico autofrenante M motor monofásico MF motor monofásico autofrenante
4	N° POLI / N. OF POLES / ANZAHL DER POLE N.° POLES / N° POLOS / N° PÓLO	
230/400	TENSIONE / VOLTAGE / SPANNUNG TENSION / TENSION / TENSÃO	
50	FREQUENZA / FREQUENCY / FREQUENZ FREQUENCE / FRECUENCIA / FREQUÊNCIA	
CLF	CLASSE ISOLAMENTO / INSULATION CLASS / ISOLATIONSKLASSE CLASSE ISOLEMENT / CLASE DE AISLAMIENTO / CLASSE ISOLAMENTO	
IP55	PROTEZIONE / PROTECTION / SCHUTZ PROTECTION / PROTECCION / PROTEÇÃO	
A	POSIZIONE MORSETTIERA / POSITION OF TERMINAL BOX / POSITION DER KLEMMLEISTE POSITION BARRETTE DE CONNECTION / POSICION DE LA CAJA DE BORNES / POSIÇÃO	
....	OPZIONI / OPTIONS / SONDERAUSFÜHRUNGEN OPTIONS / OPCIONES / OPÇÃO	

9 LUBRIFICAZIONE

Tutti i riduttori di produzione VARMEC sono previsti con lubrificazione ad olio sintetico.

- I riduttori della grandezza RCV-CV 14-19-24-28-16-20-25-30-35 sono forniti con lubrificazione permanente. Questi riduttori non necessitano di alcuna manutenzione.

- I riduttori della serie RCV-CV 38-45-55-58-60 vengono normalmente forniti sprovvisti di lubrificante, se non specificato nell'ordine, e sarà cura del cliente immettere, prima della messa in opera, la giusta quantità di olio facendo sempre riferimento alla mezz'aria del tappo di livello.

A tal proposito i riduttori sono muniti dei tappi di carico, scarico e livello olio; per i riduttori forniti completi di lubrificante si raccomanda, effettuata l'installazione, di sostituire il tappo chiuso, utilizzato per il trasporto, con il tappo di sfiato fornito a corredo.

Al fine di predisporre il corretto orientamento dei tappi, per una adeguata lubrificazione consigliamo di precisare sempre la posizione di montaggio desiderata. Nelle posizioni di montaggio che prevedono i riduttori con un asse verticale, dove lo sbattimento dell'olio durante il funzionamento non sarebbe sufficiente a garantire la corretta lubrificazione dei cuscinetti superiori, vengono montati dei cuscinetti autolubrificanti del tipo 2RS.

LUBRICATION

All VARMEC gear reducers come lubricated with a synthetic oil.

- Gear reducers size RCV-CV 14-19-24-28-16-20-25-30-35 are supplied with life lubrication.

- Gear reducers size RCV-CV 38-45-55-58-60 are usually supplied without lubricant, unless specifically stated otherwise on the order form. Users must therefore add the correct quantity of oil using the oil gauge level before any initial start-up. For this purpose gear reducers are fitted with an oil filling cap, an oil gauge and a drain plug.

For gear reducers supplied with lubricant, we recommend that once installation is complete customers should substitute the closed plug used only during transport with the oil breather supplied.

We ask that all customers specify their required mounting position so that we at Varmec can fit plugs in the best position for adequate lubrication

Gear reducers are fitted with self-lubricating bearings type 2RS wherever a mounting position requires a gear reducer with a vertical axle and consequently where the shaking of the oil during running times wouldn't be enough to guarantee a correct lubrication to the upper bearings.

SCHMIERUNG

VARMEC – Getriebe bis zur Größe 35 sind mit langlebigem, synthetischen Öl gefüllt.

- Die Getriebe der Größe RCV-CV 14-19-24-28-16-20-25-30-35 benötigen keinerlei Wartung.

- Die Getriebe der Serie RCV-CV38-45-55-58-60 werden normalerweise mit mineralischer Schmierung für die Einbaulage B3 geliefert, wenn es nicht ausdrücklich in der Bestellung anders angegeben ist. Es ist somit die Aufgabe des Kunden, vor der ersten Inbetriebnahme, die richtige Ölmenge zu kontrollieren bzw. einzufüllen. Hierbei ist darauf zu achten, dass die richtige Ölmenge für die gewünschte Einbaulage eingefüllt wird und sich die Ölverschlusschraube auf der Mittellinie befindet. Deshalb sind die Getriebe mit Ölverschlusschrauben, Ölablasschraube und Ölstandsschraube ausgestattet. Bei diesen Getrieben muss nach dem Getriebeeinbau die Ölverschlusschraube, welche nur für den Transport benötigt wurde, mit dem Entlüftungsventil zu ersetzen. Dieses Ventil liegt der Lieferung bei, ansonsten ist es beim Getriebelieferanten anzufordern. Nachdem die Verschlüsse richtig eingebaut worden sind, wir empfohlen, die benötigte Ölmenge für die Einbaulage nochmals zu überprüfen. In den Einbaulagen, die Getriebe mit einer vertikalen Achse vorsehen, können selbstschmierende Lager des Typs 2 RS eingebaut werden, falls die Ölschmierung nicht ausreicht, um eine korrekte Schmierung der oberen Lager zu garantieren.

Lubrificanti consigliati

Recommended lubricants

Empfohlene Schmieröle

Produttore Manufacturer Hersteller	Oli Minerali Mineral oils Mineralöle			Oli Sintetici Polialfaolefine (PAO) Poly-Alpha-Olefin synthetic oils (PAO) Synthetische Poly-Alpha-Olefin-Öle (PAO)			Oli Sintetici Poliglicoli (PG) Polyglycol synthetic oils (PG) Synthetische Polyglykolöle (PG)		
	ISO VG 150	ISO VG 220	ISO VG 320	ISO VG 150	ISO VG 220	ISO VG 320	ISO VG 150	ISO VG 220	ISO VG 320
AGIP	Blasia 150	Blasia 220	Blasia 320	-	Blasia SX 220	Blasia SX 320	Blasia S 150	Blasia S 220	Blasia S 320
BP	Energol GR-XP 150	Energol GR-XP 220	Energol GR-XP 320	Enersyn EPX 150	Enersyn EPX 220	Enersyn EPX 320	Enersyn SG 150	Enersyn SG-XP 220	Enersyn SG-XP 320
CASTROL	Alpha SP 150	Alpha SP 220	Alpha SP 320	Alphasyn EP 150	Alphasyn EP 220	Alphasyn EP 320	Alphasyn PG 150	Alphasyn PG 220	Alphasyn PG 320
CHEVRON	Ultra Gear 150	Ultra Gear 220	Ultra Gear 320	Tegra Synthetic Gear 150	Tegra Synthetic Gear 220	Tegra Synthetic Gear 320	HiPerSYN 150	HiPerSYN 220	HiPerSYN 320
ESSO	Spartan EP 150	Spartan EP 220	Spartan EP 320	Spartan S EP 150	Spartan S EP 220	Spartan S EP 320	Glycolube 150	Glycolube 220	Glycolube 320
KLÜBER	Klüberoil GEM 1-150	Klüberoil GEM 1-220	Klüberoil GEM 1-320	Klübersynth EG 4-150	Klübersynth EG 4-220	Klübersynth EG 4-320	Klübersynth GH 6-150	Klübersynth GH 6-220	Klübersynth GH 6-320
MOBIL	Mobilgear XMP 150	Mobilgear XMP 220	Mobilgear XMP 320	Mobilgear SHC XMP 150	Mobilgear SHC XMP 220	Mobilgear SHC XMP 320	Glygoyle 22	Glygoyle 30	Glygoyle HE320
OPTIMOL	Optigear BM 150	Optigear BM 220	Optigear BM 320	Optigear Synthetic A 150	Optigear Synthetic A 220	Optigear Synthetic A 320	Optiflex A 150	Optiflex A 220	Optiflex A 320
SHELL	Omala S2 G 150	Omala S2 G 220	Omala S2 G 320	Omala S4 GX 150	Omala S4 GX 220	Omala S4 GX 320	Omala S4 WE 150	Omala S4 WE 220	Omala S4 WE 320
TEXACO	Meropa 150	Meropa 220	Meropa 320	Pinnacle EP 150	Pinnacle EP 220	Pinnacle EP 320	-	Synlube CLP 220	Synlube CLP 320
TOTAL	Carter EP 150	Carter EP 220	Carter EP 320	Carter SH 150	Carter SH 220	Carter SH 320	Carter SY 150	Carter SY 220	Carter SY 320
TRIBOL	1100/150	1100/220	1100/320	1510/150	1510/220	1510/320	800/150	800/220	800/320

LUBRIFICATION

Tous les réducteurs Varmec sont prévus avec lubrification à huile synthétique.

• Les réducteurs de la taille RCV-CV 14-19-24-28-16-20-25-30-35 sont fournis avec lubrification permanente.

• Les réducteurs de la taille RCV-CV 38-45-55-58-60 sont fournis sans lubrifiant, sauf si c'est indiqué autrement dans la commande. L'utilisateur devra introduire la quantité d'huile nécessaire avant le démarrage, toujours tenant compte de la ligne médiane du bouchon de niveau. Pour les réducteurs fournis avec lubrifiant, il est recommandé, après installation, de remplacer le bouchon utilisé pour le transport par le bouchon d'évent fourni.

A fin de préparer l'orientation correcte des bouchons, pour une lubrification convenable, nous vous suggérons de préciser la position de montage désirée. Dans des positions de montage qui prévoient les réducteurs avec axe vertical, où le battage de l'huile pendant le fonctionnement ne garantirait pas la correcte lubrification des roulements supérieurs, des roulements auto-lubrifiants du type 2RS devront être montés.

LUBRICACIÓN

Todos los reductores de producción VARMEC son provistos de lubricación a aceite sintético.

• *Los reductores de los tamaños RCV-CV 14-19-24-28-16-20-25-30-35 son equipados con lubricación permanente.*

• *Los reductores de la serie RCV-CV 38-45-55-58-60 se suministran normalmente sin lubricante, sino está especificado en el pedido, y será el cliente a proporcionar antes*

de la puesta en marcha pondrá la cantidad necesaria de aceite refiriéndose a la línea mediana del tapón.

Los reductores llevan tapones de carga, descarga y nivel de aceite, para los reductores completos de lubricante se recomienda, después de la instalación de sustituir el tapón utilizado para el transporte con el tapón respiradero incluido.

Para preparar la correcta orientación de los tapones para una adecuada lubricación aconsejamos especificar siempre la posición de montaje deseada. En las posiciones de montaje de reductores con eje vertical, donde el batimiento del aceite durante el funcionamiento no es suficiente para garantizar la correcta lubricación de los cojinetes superiores, se instalan cojinetes lubricantes tipo 2RS.

LUBRIFICAÇÃO

Todo o ridutor de produção Varmec, são previsto com lubrificação a óleo sintético.

• O ridutor da grandeza RCV-CV14-19-24-28-16-20-25-30-35 são fornido com lubrificação permanente.

• O ridutor da série RCV-CV 38-45-55-58-60 vem normalmente fato, que não tem lubrificante, se o cliente quiser tem que pedi-lo. O cliente tem que colocar antes do funcionamento a quantidade certa de óleo. Colocando óleo na metade da tampão da linha.

O ridutor tem tampão de carga escariga e linha de óleo; para o ridutor forniti completo de lubrificante te recomendo efetuar instalação de deivar a tampa fechada utilizando para o transporte, com a tampa de respração juntos.

A fim de fazer o correto orientamento da tampa para uma adequada lubrificação, aconselhando de entender sempre a posição de montagem desejada. Na posição de montagem que prever o ridutor com uma asse verticale onde o esbatimento do óleo, durante o funcionamento será suficiente a garantir a correta lubrificação do cuscineti superior, vem montada do cuscineti auto-lubrificante do tipo 2RS.

Lubrifiants recommandés**Lubricantes aconsejados****Lubrificantes aconselhados**

Producteur Productor Productor	Huiles Minérales Aceites minerales Óleos minerais			Huiles Synthétiques Polyalphaoléfine (PAO) Aceites sintéticos (PAO) Óleos sintéticos (PAO)			Huiles Synthétiques Polyglycols (PG) Aceites sintéticos (PG) Óleos sintéticos à base de poliglicóis		
	ISO VG 150	ISO VG 220	ISO VG 320	ISO VG 150	ISO VG 220	ISO VG 320	ISO VG 150	ISO VG 220	ISO VG 320
AGIP	Blasia 150	Blasia 220	Blasia 320	-	Blasia SX 220	Blasia SX 320	Blasia S 150	Blasia S 220	Blasia S 320
BP	Energol GR-XP 150	Energol GR-XP 220	Energol GR-XP 320	Enersyn EPX 150	Enersyn EPX 220	Enersyn EPX 320	Enersyn SG 150	Enersyn SG-XP 220	Enersyn SG-XP 320
CASTROL	Alpha SP 150	Alpha SP 220	Alpha SP 320	Alphasyn EP 150	Alphasyn EP 220	Alphasyn EP 320	Alphasyn PG 150	Alphasyn PG 220	Alphasyn PG 320
CHEVRON	Ultra Gear 150	Ultra Gear 220	Ultra Gear 320	Tegra Synthetic Gear 150	Tegra Synthetic Gear 220	Tegra Synthetic Gear 320	HiPerSYN 150	HiPerSYN 220	HiPerSYN 320
ESSO	Spartan EP 150	Spartan EP 220	Spartan EP 320	Spartan S EP 150	Spartan S EP 220	Spartan S EP 320	Glycolube 150	Glycolube 220	Glycolube 320
KLÜBER	Klüberoil GEM 1-150	Klüberoil GEM 1-220	Klüberoil GEM 1-320	Klübersynth EG 4-150	Klübersynth EG 4-220	Klübersynth EG 4-320	Klübersynth GH 6-150	Klübersynth GH 6-220	Klübersynth GH 6-320
MOBIL	Mobilgear XMP 150	Mobilgear XMP 220	Mobilgear XMP 320	Mobilgear SHC XMP 150	Mobilgear SHC XMP 220	Mobilgear SHC XMP 320	Glygoyle 22	Glygoyle 30	Glygoyle HE320
OPTIMOL	Optigear BM 150	Optigear BM 220	Optigear BM 320	Optigear Synthetic A 150	Optigear Synthetic A 220	Optigear Synthetic A 320	Optiflex A 150	Optiflex A 220	Optiflex A 320
SHELL	Omala S2 G 150	Omala S2 G 220	Omala S2 G 320	Omala S4 GX 150	Omala S4 GX 220	Omala S4 GX 320	Omala S4 WE 150	Omala S4 WE 220	Omala S4 WE 320
TEXACO	Meropa 150	Meropa 220	Meropa 320	Pinnacle EP 150	Pinnacle EP 220	Pinnacle EP 320	-	Synlube CLP 220	Synlube CLP 320
TOTAL	Carter EP 150	Carter EP 220	Carter EP 320	Carter SH 150	Carter SH 220	Carter SH 320	Carter SY 150	Carter SY 220	Carter SY 320
TRIBOL	1100/150	1100/220	1100/320	1510/150	1510/220	1510/320	800/150	800/220	800/320

Tab.4

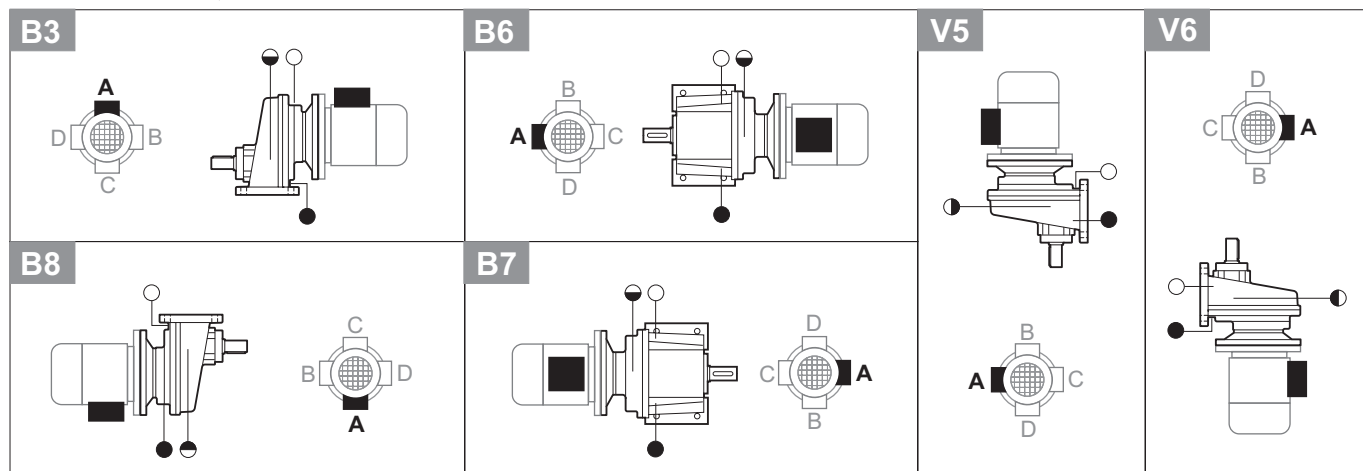
RCV	Posizioni di montaggio / Assembly position / Einbaulage								
	B3	B5	B6	B7	B8	V1	V3	V5	V6
141	0.16					0.19	0.15	0.19	0.15
191	0.28								
241	0.4								
281	0.7					0.4	1.0	0.7	
381	0.8	0.8	1.5	1.5	2.0	0.4	2.0	1.0	2.0
162	0.17					0.27	0.25	0.27	0.25
202A	0.2					0.33	0.28	0.33	0.28
202-203	0.55								
252A-253A	0.55					0.55	0.6	0.55	0.6
252-253	0.7								
302A	1.0					1.15	1.10	1.15	1.10
303A	1.0					1.35	1.30	1.35	1.30
302-303	1.3					1.5	1.3	1.5	1.3
352-353	1.3					1.5	1.3	1.5	1.3
452-453	2.5	2.3	2.3	2.3	2	2.9	3.4	3	3.4
552-553	3.8	3.5	3.5	3.5	3	4.5	5.8	5	5.5
582-583	4.9	4.9	4.9	4.9	5.6	7.3	8.5	7.3	8.5
602-603	8.5	8.5	8.0	8.0	8.5	12.5	12	12.5	12

Posizioni di montaggio e orientamento morsettiera

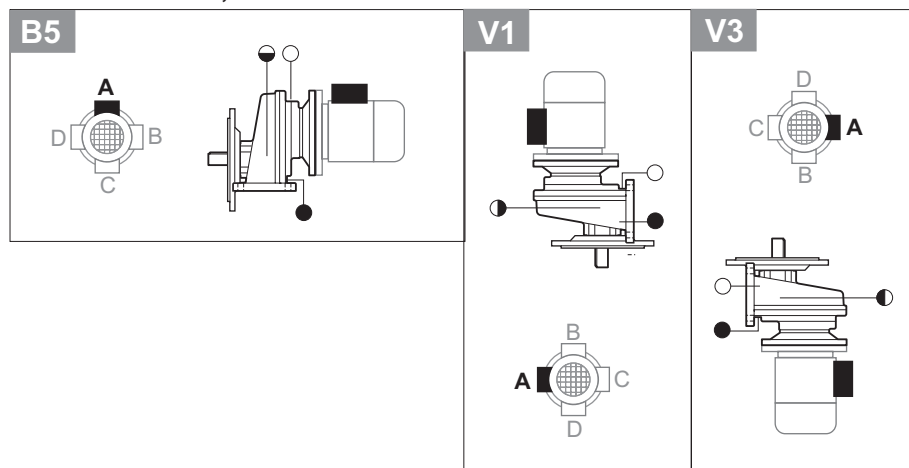
Assembly position and orientation of terminal box

Einbaulage und Einbau der Wartungsanschlüsse

CV..1 - RCV..1 / P, PF



CV..1 - RCV..1 / N, NF



- Carico olio / Breather plug / Öleinfüllung
- Livello olio / Level plug / Ölstand
- Scarico olio / Drain plug / Ölablass

Tab.4

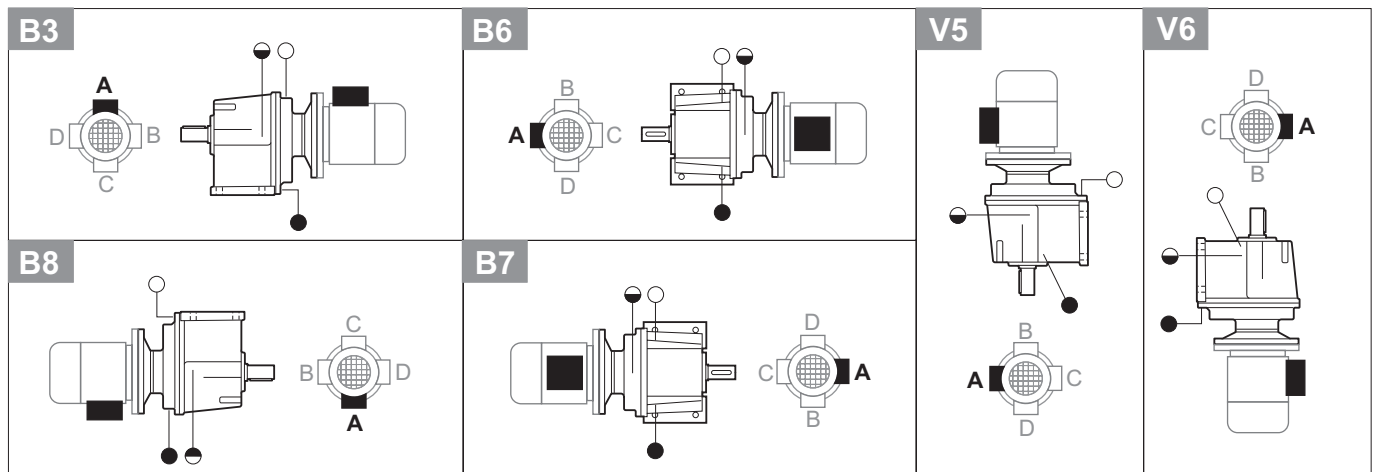
RCV	Posizioni di montaggio / Assembly position / Einbaulage								
	B3	B5	B6	B7	B8	V1	V3	V5	V6
141	0.16					0.19	0.15	0.19	0.15
191	0.28								
241	0.4								
281	0.7					0.4	1.0	0.7	
381	0.8	0.8	1.5	1.5	2.0	0.4	2.0	1.0	2.0
162	0.17					0.27	0.25	0.27	0.25
202A	0.2					0.33	0.28	0.33	0.28
202-203	0.55								
252A-253A	0.55					0.55	0.6	0.55	0.6
252-253	0.7								
302A	1.0					1.15	1.10	1.15	1.10
303A	1.0					1.35	1.30	1.35	1.30
302-303	1.3					1.5	1.3	1.5	1.3
352-353	1.3					1.5	1.3	1.5	1.3
452-453	2.5	2.3	2.3	2.3	2	2.9	3.4	3	3.4
552-553	3.8	3.5	3.5	3.5	3	4.5	5.8	5	5.5
582-583	4.9	4.9	4.9	4.9	5.6	7.3	8.5	7.3	8.5
602-603	8.5	8.5	8.0	8.0	8.5	12.5	12	12.5	12

Position de montage et orientation
barrette de connection

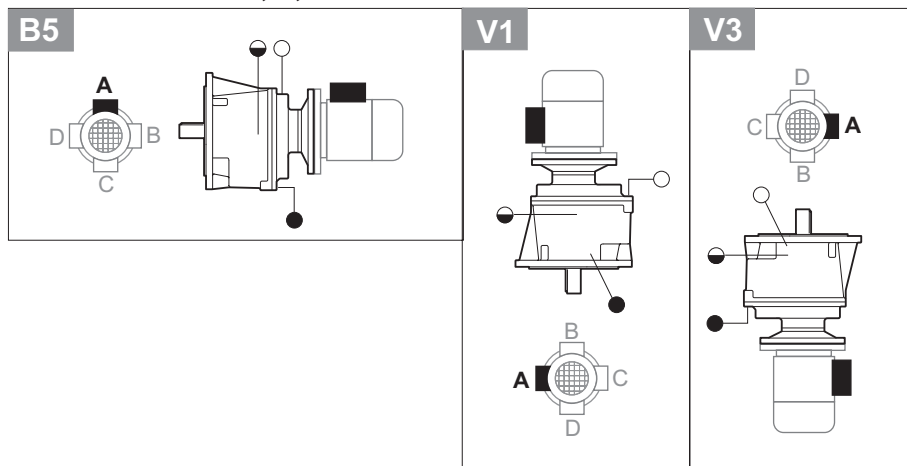
Posición de montaje y orientación de
la caja de bornes

Posição de montagem e orientação
de caixas de bornes

CV..2-3 - RCV..2-3 / P, PF



CV..2-3 - RCV..2-3 / F, N, NF



- Remplissage / Carga aceite / Bujão de enchimento de óleo
- ◐ Niveau d'huile / Nivel aceite / Nivel de óleo
- Vis de vidange / Descarga aceite / Escoamento de óleo

10 CARICHI RADIALI E ASSIALI

Gli alberi di entrata e uscita dei riduttori possono essere soggetti a carichi radiali, la cui entità può essere calcolata, in base al tipo di trasmissione realizzata, con la seguente formula:

F_{rc}	Carico radiale di calcolo sull'albero lento o veloce
M_{1-2}	Momento torcente sull'albero lento o veloce
D	Diametro primitivo della ruota per catena, ingranaggio, puleggia, ecc.
$C = 1$	per trasmissioni a catena
$C = 1.25$	per trasmissioni a ingranaggi
$C = 1.5$	per trasmissioni a cinghie dentate
$C = 2.5$	per trasmissioni a cinghie trapezoidali
$C = 3.5$	per trasmissioni a ruote di frizione

I valori riportati nella tab. 5 (pag. 28), rappresentano i carichi radiali massimi F_{r1-2} , sopportabili dal riduttore, pertanto dovrà essere rispettata la seguente condizione:

- I carichi indicati sono riferiti alla mezzzeria della sporgenza dell'albero lento e veloce del riduttore (pag. 26) e valgono per qualunque direzione di applicazione e senso di rotazione.
- I carichi che si riferiscono a giri che non compaiono nelle tab. 5 si possono ottenere per interpolazione, senza superare i valori relativi a $n_1=300 \text{ min}^{-1}$ (albero entrata) e $n_2=20 \text{ min}^{-1}$ (albero uscita) che sono i massimi consentiti.
- Contemporaneamente al carico radiale F_r può agire un carico assiale F_a pari a:

- Nel caso in cui il valore del carico radiale sia nullo, si può considerare il carico assiale ammissibile pari al 50% del valore del carico radiale massimo sull'albero.
- Se il carico è applicato a una distanza x dalla battuta dell'albero lento o veloce (pag. 26), è necessario convertire il nuovo valore di carico radiale ammissibile F_{rx} con la seguente relazione:

$$\text{valida per } x > \frac{U}{2}$$

RADIAL AND AXIAL LOADS

Input and output shafts of gear reducers can be subject to radial loads, the value of which can be calculated – based on the type of transmission carried out – using the following formula:

$$F_{rc} = \frac{2000 \cdot M_{1-2} \cdot C}{D}$$

F_{rc}	<i>Calculated radial load on input or output shafts</i>
M_{1-2}	<i>Transmitted torque at input or output shafts</i>
D	<i>Diameter of chain wheel, gear pulley etc.</i>
$C = 1$	<i>for chain transmission</i>
$C = 1.25$	<i>for gear transmission</i>
$C = 1.5$	<i>for timing belt transmission</i>
$C = 2.5$	<i>for V-belt transmission</i>
$C = 3.5$	<i>for clutch wheel transmission</i>

The values given in table 5 (page 28) represent the maximum radial loads that the reducer can withstand and therefore the following condition must always apply:

$$F_{rc} \leq F_{r1-2}$$

- *The given loads refer to the centre of the input and output shaft (page 26) and are valid for any applicational direction and sense of rotation.*
- *Any loads relating to speeds that are not given in table 5 can be obtained by interpolation without exceeding the values for $n_1=300 \text{ min}^{-1}$ (input shaft) and $n_2=20 \text{ min}^{-1}$ (output shaft) which are the maximum allowed.*
- *An axial load F_a can act simultaneously with a radial load equal to:*

$$F_{a1} = 0.2 \cdot F_{r1}$$

$$F_{a2} = 0.2 \cdot F_{r2}$$

- *If the value of the radial load happens to be zero, the permitted axial load can be regarded as being 50% of the max radial load on the shaft.*
- *If the load is applied at x distance from the middle of the input or output shaft (page 26) it becomes necessary to convert the new max radial load value F_{rx} using the following equation:*

$$F_{rx1-2} = F_{r1-2} \cdot \frac{a}{b+x}$$

$$\text{Valid for } x > \frac{U}{2}$$

RADIAL UND AXIALLASTEN

An Eintriebs- bzw. Abtriebswellen können sowohl Radial-als auch Axiallasten auftreten. Diese Belastungen können mit der folgenden Formel berechnet werden:

F_{rc}	Berechnete Radiallast an Eintriebs- bzw. Abtriebswelle
M_{1-2}	Übertragenes Drehmoment an Eintriebs- bzw. Abtriebswelle
D	Durchmesser von Kettenrad, Zahnrad, Riemenscheibe
$C = 1$	für Kettenrad
$C = 1.25$	für Zahnrad
$C = 1.5$	für Zahnriemen
$C = 2.5$	für Keilriemen
$C = 3.5$	für Kupplungsrad

Die Werte in den Tabellen 5 sind die max. zulässigen Radiallasten F_{r1-2} der Getriebe. Dazu müssen die folgenden Bedingungen gegeben sein:

- Der Wert der Radiallasten in der Tabelle ist der Nominalwert, dessen Angriffspunkt in der Mitte der Welle angesetzt ist und für jede Umdrehungsrichtung gilt.
- Belastungen für Drehzahlen, die nicht in den Tabellen 5 aufgeführt sind, müssen interpoliert werden. Der Wert für $n_1 = 300 \text{ min}^{-1}$ (Eintriebswelle) und der Wert $n_2 = 20 \text{ min}^{-1}$ (Abtriebswelle) sind Maximalwerte.
- Der Wert für die max. Axiallasten ist 1/5 der zulässigen Radiallasten aus der Tabelle, d.h.:

- Ist die Radiallast = Null, kann man die zulässige Axiallast auf 50% der maximalen Radiallast auf die Welle annehmen.
- Wenn die Last auf eine Distanz x der Eintriebs- oder Abtriebswelle (siehe Seite 26) angewendet wird, ist es notwendig den neuen zulässigen Wert der Radiallast F_{rx} mit der folgenden Gleichungen umzurechnen:

$$\text{Gültig für } x > \frac{U}{2}$$

CHARGES RADIALES ET AXIALES

Les arbres d'entrée et de sortie des réducteurs subissent des charges radiales. Ces charges peuvent être calculées avec la formule suivante:

Frc	Charge radiale calculée sur l'arbre d'entrée ou de sortie
M ₁₋₂	Couple transmis sur l'arbre d'entrée ou de sortie
D	Diamètre de l'élément transmetteur (poulie, roue, pignon,...)
C = 1	pour transmission par chaîne
C = 1.25	pour transmission par engrenage
C = 1.5	pour transmission par courroie dentée
C = 2.5	pour transmission par courroie trapézoïdale
C = 3.5	pour transmission par embrayage

Les valeurs mentionnées dans le tableau 5, représentent les charges radiales maximales Fr₁₋₂, pour le réducteur, donc la condition suivante devra être respectée:

- Les charges indiquées se réfèrent à la ligne médiane de la saillie de l'arbre de sortie et d'entrée du réducteur (page 27), et sont valables pour toutes les directions d'application et sens de rotation.
- Les charges à des vitesses qui n'apparaissent pas dans les tableaux, peuvent être obtenues par interpolation, sans excéder les valeurs relatives à n₁=300 min⁻¹ (arbre d'entrée) et n₂=20 min⁻¹ (arbre de sortie), celles-ci étant le maximum applicables.
- Simultanément à la charge radiale Fr, une charge axiale Fa peut agir:

- Au cas où la valeur de la charge radiale est nulle, on peut considérer la charge axiale admissible égale au 50% de la valeur de la charge radiale maximale sur l'arbre.
- Si la charge est appliquée à une distance X du battement de l'arbre de sortie ou d'entrée (page 27), il faut transformer la nouvelle valeur de charge radiale admissible Fr_x avec la relation suivante:

$$\text{valable pour } x > \frac{U}{2}$$

CARGAS RADIALES Y AXIALES

Los ejes de entrada y salida de los reductores pueden estar expuestos a cargas radiales, las cuales se pueden calcular en base al tipo de la transmisión realizada mediante la siguiente fórmula:

$$Frc = \frac{2000 \cdot M_{1-2} \cdot C}{D}$$

Frc	Carga radial de cálculo sobre el eje de salida o de entrada
M ₁₋₂	Momento tórsor sobre el eje de salida o entrada
D	Diámetro primitivo del piñón, engranaje, polea, etc
C = 1	Para transmisiones a cadena
C = 1.25	Para transmisiones a engranajes
C = 1.5	Para transmisiones a correa dentada
C = 2.5	Para transmisiones a correa trapecial
C = 3.5	Para transmisiones a discos de fricción

Los valores indicados en la tab. 5 (pag. 28) representan las cargas radiales máximas permitidas Fr₁₋₂ admitidas por el reductor, por lo tanto deberá respetarse la siguiente condición:

$$Frc \leq Fr_{1-2}$$

- Los valores de las cargas radiales mostradas en las tablas son válidas para cargas aplicadas a la mitad del eje de salida y de entrada del reductor y son válidas para cualquier posición de montaje y sentido de rotación.
- Las cargas que no aparecen en la tab. 5 se pueden obtener por interpolación sin superar los valores relativos a n₁=300 min⁻¹ (eje de entrada) y n₂=20 min⁻¹ (eje de salida) que son los mayores permitidos:
- Simultáneamente a la carga radial Fr puede actuar una carga axial Fa igual a:

$$Fa_1 = 0.2 \cdot Fr_1$$

$$Fa_2 = 0.2 \cdot Fr_2$$

- En el caso que el cual el valor de la carga radial sea nulo, se puede considerar la carga axial admisible igual al 50% del valor de la carga radial máxima sobre el eje.
- Si la carga se aplica a una distancia X del rebaje del eje lento (salida) o rápido (entrada, pag.27) es necesario convertir el nuevo valor de carga radial admisible Fr_x con la siguiente fórmula:

$$Fr_{x1-2} = Fr_{1-2} \cdot \frac{a}{b+x}$$

$$\text{Vale para } x > \frac{U}{2}$$

CARGUE RADIAL E EMPUXO

Eixo de entrada e saída do ridutor pode ser sujeito a carga radial, a identificação pode ser calculada, em base a tipo de transmissão realizada com a seguinte fórmula:

Frc	Carga radial de cálculo sobre eixo lento ou veloz
M ₁₋₂	Momento de torção sobre eixo lento ou veloz
D	Diámetro primitivo da roda para correntes, engrenagem, pólia, etc
C = 1	Para transmissões com correntes
C = 1.25	Para transmissões a engrenagem
C = 1.5	Para transmissões com correntes dentadas
C = 2.5	Para transmissões com correias trapeczoidais
C = 3.5	Para transmissões a roda de frizão

O valor escrito na tab. 5 (pag. 28) representando a carga radial máxima Fr₁₋₂ do ridutor. Por tanto deve ser respeitada a seguinte condições:

- A carga indicada são referida a metade do comprimento do eixo lento e veloz do ridutor (pag. 27) e vale para cada direção de aplicação e senso de rotação.
- A carga que se refiro a dizer –lo que não aparece na tab. 5 se pode ter para interpolação, sem superar o valor relativo a n₁=300 min⁻¹ (eixo de entrada) e n₂=20 min⁻¹ (eixo saída) que são o máximo consetivo.
- Contemporaneamente a carga radial Fr, pode agir uma carga empuxo Fa para a:

- No caso do valor da carga radial seja nulo, se pode considerar a carga empuxo amissível para 50% do valor da carga radial máxima sobre eixo.
- Se a carga è aplicado uma distância y da extremidade do eixo lento ou veloz (pag. 27) é necessario converter o novo valor de carga radial amissível Fr_x com a seguinte relação:

$$\text{Valida para } x > \frac{U}{2}$$

Fr_{1-2} = Carico radiale ammissibile sulla mezzeria dell'albero veloce o lento

a = Costante del riduttore

b = Costante del riduttore

x = Distanza del carico dalla battuta dell'albero lento o veloce (mm)

Fr_{1-2} = Maximum allowable radial load at centre of input / output shaft

a = Constant of the gear reducer

b = Constant of the gear reducer

x = Distance of the load from the shoulder of the shaft

Fr_{1-2} = Max. zulässige Radiallast in Wellenmitte

a = Getriebekonstante

b = Getriebekonstante

x = Abstand des Angriffspunktes ab Wellenschulter

Anche in questo caso, la condizione da verificare sarà la seguente:

In this case also please check that the following applies:

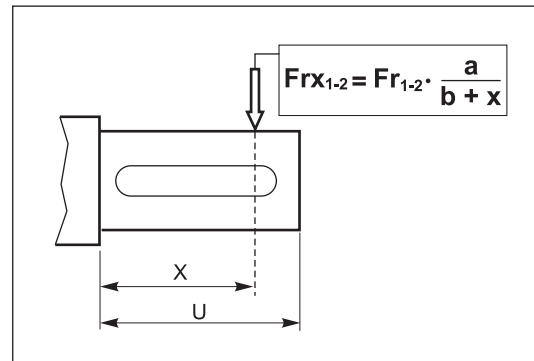
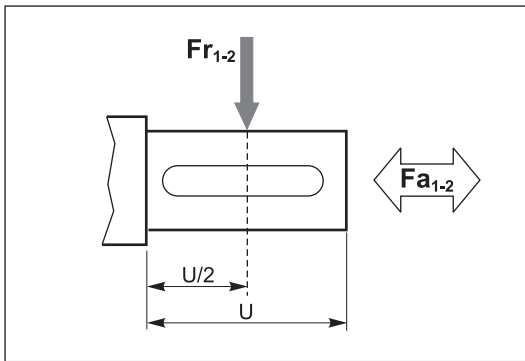
Auch hier muß folgende Bedingung gegeben sein:

$$Frc \leq Frx_{1-2}$$

- Se i valori di carico radiale e assiale ammissibili risultassero inferiori a quelli desiderati, vi preghiamo di consultare il nostro servizio tecnico.

- *If the values of admissible radial and axial loads are lower than desired, please consult our technical service department.*

- Sollte dies nicht der Fall sein, dann nehmen Sie bitte Rücksprache mit unserem technischen Büro.



Fr_{1-2} = Charge radiale admissible au milieu de l'arbre d'entrée ou sortie

a = Constante du réducteur

b = Constante du réducteur

x = Distance de la charge du battement de l'arbre de sortie ou d'entrée (mm)

Dans ces cas-là aussi, vérifier la condition suivante:

Fr_{1-2} = Carga radial admisible en la mitad del eje rápido (entrada) o lento (salida)

a = Constante del reductor

b = Constante del reductor

x = Distancia de la carga del rebaje del eje lento (salida) o rápido (entrada)

Aunque en este caso la condición de verificar será la siguiente:

$$Frc \leq Frx_{1-2}$$

Fr_{1-2} = Radial amissível sobre a metade do comprimento útil do eixo veloz ou lento

a = Constante do ridutor

b = Constante do ridutor

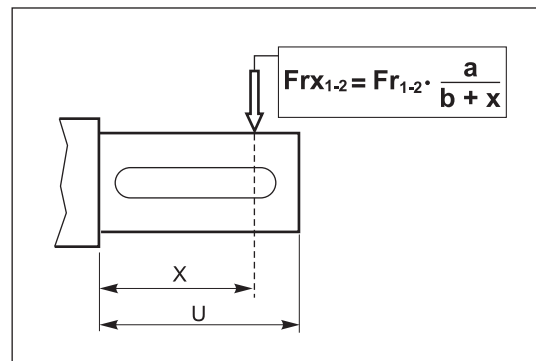
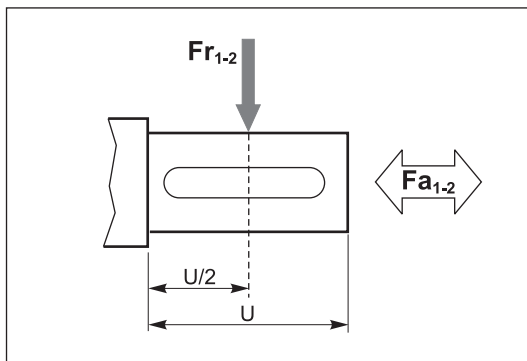
x = Distância da carga da extremidade do eixo lento ou veloz (mm)

Também neste caso, a condição de verificar será a seguinte:

• Si les valeurs de charge radiales et axiales applicables sont inférieures à celle désirées, veuillez nous consulter.

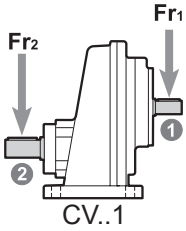
• Si los valores de la carga radial y axial admisibles resultan inferiores a los deseados consultar nuestro servicio técnico.

• Se o valor de carga radial e empuxo amissível resultará inferior a quele deseado te pedimo de consulta o nosso serviço técnico.

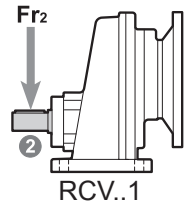


10 CARICHI RADIALI E ASSIALI / *RADIAL AND AXIAL LOADS* / RADIAL UND AXIALLASTEN
 CHARGES RADIALES ET AXIALES / *CARGAS RADIALES Y AXIALES* / CARGUE RADIAL E EMPUXO

Tab.5



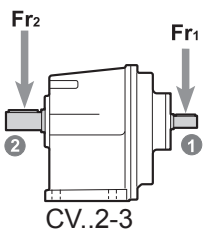
CV..1



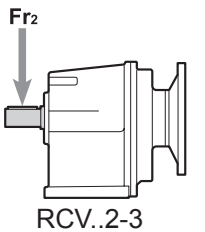
RCV..1

n_1 [min ⁻¹]	Fr_1 [N]				
	CV				
	141	191	241	281	381
2800	200	300	300	400	700
1400	300	500	500	600	1050
900	350	580	580	700	1220
700	380	630	630	760	1320
500	430	700	700	850	1480
300	500	830	830	1000	1750
a	61.3	75.8	75.8	99	119.6
b	41.3	55.8	55.8	74	89.6

n_2 [min ⁻¹]	Fr_2 [N]				
	RCV-CV				
	141	191	241	281	381
900	700	700	700	1450	2050
600	800	1000	1000	1600	2400
450	950	1100	1100	1750	2650
400	950	1150	1150	1850	2750
350	1050	1200	1200	1900	2850
300	1100	1250	1250	2000	3000
250	1150	1350	1350	2150	3200
200	1200	1450	1450	2300	3500
150	1250	1600	1600	2550	3800
100	1250	1800	1800	2900	4350
50	1300	2300	2300	3700	5500
a	88	100	78.5	98.5	117.5
b	73	80	53.5	68.5	77.5



CV..2-3









RCV..2-3




n_1 [min ⁻¹]	Fr_1 [N]														
	CV														
	162	202 202A	203	252 252A	253 253A	302 302A	303 303A	352	353	452	453	552 552	553 553	602	603
2800	200	300	200	300	200	400	300	450	300	700	400	1350	600	1350	1350
1400	300	500	300	500	300	600	500	700	500	1050	600	2000	950	2000	2000
900	350	580	350	580	350	700	580	810	580	1220	700	2320	1100	2320	2320
700	380	630	380	630	380	760	630	880	630	1320	760	2520	1200	2520	2520
500	430	700	430	700	430	850	700	980	700	1480	850	2830	1350	2830	2830
300	500	830	500	830	500	1000	830	1160	830	1750	1000	3350	1600	3350	3350
a	61.3	75.8	61.3	75.8	61.3	99	75.8	99	75.8	119.6	99	161	119.6	161	161
b	41.3	55.8	41.3	55.8	41.3	74	55.8	74	55.8	89.6	74	121	89.6	121	121

n_2 [min ⁻¹]	Fr_2 [N]									
	RCV-CV									
	162	202-203 202A	252-253 252A-253A	302-303	302A-303A	352-353	452-453	552-553	582-583	602-603
400	700	950	1070	1950	2200	3100	4110	4850	7100	11000
300	800	1040	1180	2030	2450	3200	4220	5950	8650	11300
250	800	1210	1380	2370	2570	3380	4460	6000	9250	11900
200	850	1300	1490	2560	2850	3620	4770	6500	10000	12000
150	1000	1430	1640	2810	3100	3940	5190	7500	10300	12200
100	1100	1730	1870	3220	3500	4450	5860	8500	13150	14500
80	1200	1950	2010	3460	3900	4740	6250	9500	13500	15800
60	1400	2200	2220	3820	4100	5180	6830	11000	17000	18600
40	1700	2400	2540	4370	5000	5850	7720	14000	19800	21700
20	2000	3000	3200	5500	5500	7200	9500	16000	25000	27000
a	84.5	98	90	94.5	148.5	127	136	180	219	250.5
b	64.5	78	65	64.5	118.5	87	91	125	159	190.5




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P ₁ = 0.09 kW 63A6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
2.4	331	1.0		RCV 303A	372.35	63A6
3.0	267	1.4		RCV 303A	300.74	63A6
3.1	256	1.4		RCV 303	287.90	63A6
3.1	256	1.7		RCV 353	287.90	63A6
3.5	228	1.5		RCV 303	256.50	63A6
3.5	228	1.9		RCV 353	256.50	63A6
3.6	222	1.7		RCV 303A	249.59	63A6
3.9	205	1.6		RCV 303	230.30	63A6
3.9	205	2		RCV 353	230.30	63A6
4.3	185	2.0		RCV 303A	208.12	63A6
4.7	171	1.2		RCV 253	192.10	63A6
4.8	168	1.8		RCV 303	189.20	63A6
4.8	168	2.3		RCV 353	189.20	63A6
5.0	161	2.1		RCV 303A	181.40	63A6
5.2	153	2.3		RCV 303A	172.72	63A6
5.7	140	1.4		RCV 253	157.90	63A6
6	134	2.4		RCV 303	151.10	63A6
6.2	130	2.7		RCV 303A	146.18	63A6
6.2	128	1.6		RCV 253	144.40	63A6
6.4	126	0.9		RCV 203	141.30	63A6
6.7	120	2.6		RCV 303	134.70	63A6
6.8	118	2.7		RCV 303A	133.23	63A6
7.2	111	3.2		RCV 303A	125.53	63A6
7.3	109	1.9		RCV 253	122.50	63A6
7.4	107	2.9		RCV 303	120.90	63A6
7.5	107	1		RCV 203	120.10	63A6
8.3	96	1.1		RCV 203	108.10	63A6
8.3	97	2		RCV 253	109.10	63A6
8.4	96	3.8		RCV 303A	107.61	63A6
9.2	87	1.2		RCV 203	97.70	63A6
10	80	2.5		RCV 253	89.70	63A6
11	73	2.8		RCV 253	82.00	63A6
11	72	1.5		RCV 203	81.40	63A6
13	62	1.8		RCV 203	69.20	63A6
14	57	1.8		RCV 203	64.30	63A6
16	52	2.1		RCV 203	58.10	63A6
17	48.1	1.5		RCV 162	52.48	63A6
18	45.4	2.3		RCV 202	49.52	63A6
20	41	2.6		RCV 202	44.77	63A6
21	39.1	1.8		RCV 162	42.67	63A6
26	32.2	2.1		RCV 162	35.14	63A6
32	26.2	2.9		RCV 162	28.57	63A6
35	23.4	3.1		RCV 162	25.51	63A6
37	22.5	3.4		RCV 162	24.59	63A6
43	19	3.8		RCV 162	20.74	63A6
55	15.1	4.7		RCV 162	16.47	63A6
62	13.4	5.1		RCV 162	14.63	63A6
75	11	6		RCV 162	11.95	63A6
92	9	6.6		RCV 162	9.80	63A6
118	7	7.4		RCV 162	7.62	63A6
121	7	5		RCV 141	7.46	63A6
127	6.5	8.3		RCV 162	7.11	63A6
165	5.1	6.6		RCV 141	5.47	63A6
176	4.7	9.8		RCV 162	5.10	63A6




P ₁ = 0.09 kW 63A6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
188	4.5	7.1		RCV 141	4.79	63A6
212	4	8.3		RCV 141	4.24	63A6
243	3.4	12.1		RCV 162	3.70	63A6
265	3.2	9.4		RCV 141	3.40	63A6
323	2.6	11.5		RCV 141	2.79	63A6
386	2.2	12.4		RCV 141	2.33	63A6
698	1.2	14.1		RCV 141	1.29	63A6

P ₁ = 0.12 kW 63A4 n ₁ = 1400 min ⁻¹ 63B6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
3.0	356	1.1		RCV 303A	300.74	63B6
3.1	341	1		RCV 303	287.90	63B6
3.1	341	1.3		RCV 353	287.90	63B6
3.5	304	1.1		RCV 303	256.50	63B6
3.5	304	1.4		RCV 353	256.50	63B6
3.8	283	1.2		RCV 303A	372.35	63A4
3.9	273	1.2		RCV 303	230.30	63B6
3.9	273	1.5		RCV 353	230.30	63B6
4.7	229	1.7		RCV 303A	300.74	63A4
4.7	228	0.9		RCV 253	192.10	63B6
4.9	219	1.6		RCV 303	287.90	63A4
4.9	219	2		RCV 353	287.90	63A4
5.0	215	1.6		RCV 303A	181.40	63B6
5.5	195	1.7		RCV 303	256.50	63A4
5.5	195	2.2		RCV 353	256.50	63A4
5.6	190	2.0		RCV 303A	249.59	63A4
6.1	175	1.8		RCV 303	230.30	63A4
6.1	175	2.3		RCV 353	230.30	63A4
6.7	158	2.3		RCV 303A	208.12	63A4
6.8	158	1.2		RCV 253A	207.26	63A4
7.2	149	2.4		RCV 303A	125.53	63B6
7.3	146	1.3		RCV 253	192.10	63A4
7.4	143	1.3		RCV 253A	188.42	63A4
7.4	144	2.1		RCV 303	189.20	63A4
7.4	144	2.7		RCV 353	189.20	63A4
7.7	138	2.5		RCV 303A	181.40	63A4
8.1	131	2.7		RCV 303A	172.72	63A4
8.9	120	1.7		RCV 253	157.90	63A4
9	118	1.7		RCV 253A	154.81	63A4
9.3	115	2.8		RCV 303	151.10	63A4
9.6	111	3.2		RCV 303A	146.18	63A4
9.7	110	1.9		RCV 253	144.40	63A4
9.9	108	1		RCV 203	141.30	63A4
9.9	108	2		RCV 253A	141.61	63A4
11	101	3.2		RCV 303A	133.23	63A4
11	96	3.7		RCV 303A	125.53	63A4
11	93	2.2		RCV 253	122.50	63A4
12	91	1.2		RCV 203	120.10	63A4
12	91	2.2		RCV 253A	120.15	63A4
13	83	2.3		RCV 253	109.10	63A4
13	83	2.3		RCV 253A	108.83	63A4
13	82	1.3		RCV 203	108.10	63A4
14	75	2.6		RCV 253A	98.94	63A4




11 SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR

P1 = 0.12 kW					
63A4 n _i = 1400 min ⁻¹ 63B6 n _i = 900 min ⁻¹					
n ₂ min ⁻¹	Mn ₂ Nm	fs			
14	74	1.4		RCV 203	97.70 63A4
16	68	2.9		RCV 253	89.70 63A4
17	62	1.7		RCV 203	81.40 63A4
17	62	3.1		RCV 253A	81.29 63A4
19	57	3.3		RCV 253A	74.36 63A4
20	53	2.1		RCV 203	69.20 63A4
21	53	3.3		RCV 252A	67.47 63A4
21	53	3.3		RCV 252	67.47 63A4
22	49	2.1		RCV 203	64.30 63A4
22	48	3.7		RCV 253A	63.09 63A4
23	48.2	3.7		RCV 252A	61.33 63A4
23	48.2	3.7		RCV 252	61.33 63A4
23	47.5	1.9		RCV 202A	60.43 63A4
23	47.5	1.9		RCV 202	60.43 63A4
24	44.2	2.4		RCV 203	58.10 63A4
26	42.6	2.4		RCV 202A	54.20 63A4
26	42.6	2.4		RCV 202	54.20 63A4
26	42.4	4.1		RCV 252A	53.95 63A4
26	42.4	4.1		RCV 252	53.95 63A4
27	41.2	1.7		RCV 162	52.48 63A4
28	38.9	2.7		RCV 202A	49.52 63A4
28	38.9	2.7		RCV 202	49.52 63A4
29	38.5	5		RCV 252A	49.04 63A4
31	35.2	3		RCV 202A	44.77 63A4
31	35.2	3		RCV 202	44.77 63A4
33	33.5	2.1		RCV 162	42.67 63A4
35	31.7	6.3		RCV 252A	40.29 63A4
38	29.3	3.6		RCV 202A	37.31 63A4
40	27.6	2.4		RCV 162	35.14 63A4
44	24.9	4.3		RCV 202A	31.71 63A4
49	22.5	3		RCV 162	28.57 63A4
50	22.1	4.7		RCV 202A	28.13 63A4
55	20	3.3		RCV 162	25.51 63A4
55	20	5.3		RCV 202A	25.43 63A4
57	19.3	3.6		RCV 162	24.59 63A4
66	16.7	5.8		RCV 202A	21.19 63A4
68	16.3	4.1		RCV 162	20.74 63A4
78	14.2	6.9		RCV 202A	18.01 63A4
85	12.9	4.9		RCV 162	16.47 63A4
90	12.2	6.4		RCV 202A	15.48 63A4
92	12.2	4.1	RCV 241		9.78 63B6
96	11.5	5.4		RCV 162	14.63 63A4
110	10.2	3.4	RCV 141		8.17 63B6
117	9.4	6.4		RCV 162	11.95 63A4
143	7.8	6.4	RCV 191		9.78 63A4
143	7.8	6.4	RCV 241		9.78 63A4
143	7.7	7		RCV 162	9.80 63A4
171	6.6	4.6	RCV 141		8.17 63A4
184	6	7.9		RCV 162	7.62 63A4
188	6	5	RCV 141		7.46 63A4
197	5.6	8.6		RCV 162	7.11 63A4
256	4.4	6.6	RCV 141		5.47 63A4
275	4	10.2		RCV 162	5.10 63A4
292	3.8	7.5	RCV 141		4.79 63A4




P1 = 0.12 kW					
63A4 n _i = 1400 min ⁻¹ 63B6 n _i = 900 min ⁻¹					
n ₂ min ⁻¹	Mn ₂ Nm	fs			
330	3.4	8.2		RCV 141	4.24 63A4
412	2.7	9.9		RCV 141	3.40 63A4
502	2.2	12.1		RCV 141	2.79 63A4
601	1.9	12.8		RCV 141	2.33 63A4
1085	1	14.5		RCV 141	1.29 63A4

P1 = 0.18 kW					
63A2 n _i = 2800 min ⁻¹ 63B4 n _i = 1400 min ⁻¹ 71A6 n _i = 900 min ⁻¹					
n ₂ min ⁻¹	Mn ₂ Nm	fs			
3.1	511	0.9		RCV 353	287.90 71A6
3.5	456	0.9		RCV 353	256.50 71A6
3.9	409	1		RCV 353	230.30 71A6
4.7	343	1.1		RCV 303A	300.74 63B4
4.8	336	0.9		RCV 303	189.20 71A6
4.8	336	1.1		RCV 353	189.20 71A6
4.9	329	1.1		RCV 303	287.90 63B4
4.9	329	1.3		RCV 353	287.90 63B4
5.0	322	1.1		RCV 303A	181.40 71A6
5.5	293	1.1		RCV 303	256.50 63B4
5.5	293	1.5		RCV 353	256.50 63B4
5.6	285	1.3		RCV 303A	249.59 63B4
6.1	263	1.2		RCV 303	230.30 63B4
6.1	263	1.6		RCV 353	230.30 63B4
6.7	238	1.5		RCV 303A	208.12 63B4
6.8	237	0.8		RCV 253A	207.26 63B4
7.2	223	1.6		RCV 303A	125.53 71A6
7.3	219	0.9		RCV 253	192.10 63B4
7.4	215	0.9		RCV 253A	188.42 63B4
7.4	216	1.4		RCV 303	189.20 63B4
7.4	216	1.8		RCV 353	189.20 63B4
7.7	207	1.7		RCV 303A	181.40 63B4
8.1	197	1.8		RCV 303A	172.72 63B4
8.9	180	1.1		RCV 253	157.90 63B4
9	177	1.2		RCV 253A	154.81 63B4
9.3	173	1.9		RCV 303	151.10 63B4
9.3	173	2.4		RCV 353	151.10 63B4
9.6	167	2.1		RCV 303A	146.18 63B4
9.7	165	1.3		RCV 253	144.40 63B4
9.9	162	1.3		RCV 253A	141.61 63B4
10	154	2		RCV 303	134.70 63B4
10	154	2.6		RCV 353	134.70 63B4
11	152	2.1		RCV 303A	133.23 63B4
11	144	1.3		RCV 253A	81.29 71A6
11	143	2.5		RCV 303A	125.53 63B4
11	140	1.5		RCV 253	122.50 63B4
12	138	2.2		RCV 303	120.90 63B4
12	138	2.8		RCV 353	120.90 63B4
12	137	1.5		RCV 253A	120.15 63B4
13	124	1.6		RCV 253A	108.83 63B4
13	123	2.9		RCV 303A	107.61 63B4
13	124	1.4		RCV 252A	67.47 71A6
13	124	1.4		RCV 252	67.47 71A6
14	115	3.2		RCV 303A	64.91 71A6
14	113	1.7		RCV 253A	98.94 63B4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
 SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**

P1 = 0.18 kW						
n_2 min ⁻¹	Mn ₂ Nm	fs			i	
63A2 $n_1=2800$ min ⁻¹ 63B4 $n_1=1400$ min ⁻¹ 71A6 $n_1=900$ min ⁻¹						

14	113	2.6	RCV 303	99.30	63B4
14	112	1	RCV 203	97.70	63B4
15	104	2.8	RCV 303A	181.40	63A2
16	102	2	RCV 253	89.70	63B4
16	102	3.6	RCV 303A	89.31	63B4
17	99	1	RCV 202A	54.20	71A6
17	99	1	RCV 202	54.20	71A6
17	99	1.8	RCV 252A	53.95	71A6
17	99	1.8	RCV 252	53.95	71A6
17	97	3.5	RCV 302A	53.08	71A6
17	94	2.2	RCV 253	82.00	63B4
17	93	1.2	RCV 203	81.40	63B4
17	93	2	RCV 253A	81.29	63B4
19	85	2.2	RCV 253A	74.36	63B4
19	85	3.7	RCV 302A	46.59	71A6
20	80	2.6	RCV 253	69.60	63B4
20	79	1.4	RCV 203	69.20	63B4
21	80	2.2	RCV 252A	67.47	63B4
21	80	2.2	RCV 252	67.47	63B4
22	73	1.4	RCV 203	64.30	63B4
22	72	2.5	RCV 253A	63.09	63B4
23	72	2.5	RCV 252A	61.33	63B4
23	72	2.5	RCV 252	61.33	63B4
23	71	1.3	RCV 202A	60.43	63B4
23	71	1.3	RCV 202	60.43	63B4
23	69	2.8	RCV 253	60.10	63B4
24	66	1.6	RCV 203	58.10	63B4
26	64	1.6	RCV 202A	54.20	63B4
26	64	1.6	RCV 202	54.20	63B4
26	64	2.8	RCV 252A	53.95	63B4
26	64	2.8	RCV 252	53.95	63B4
27	62	1.1	RCV 162	52.48	63B4
28	58	1.8	RCV 202A	49.52	63B4
28	58	1.8	RCV 202	49.52	63B4
28	58	1.8	RCV 202A	31.71	71A6
29	58	3.3	RCV 252A	49.04	63B4
31	53	2	RCV 202A	44.77	63B4
31	53	2	RCV 202	44.77	63B4
32	52	2	RCV 202A	28.13	71A6
33	50	1.4	RCV 162	42.67	63B4
35	47.5	4.2	RCV 252A	40.29	63B4
38	44	2.4	RCV 202	37.31	63B4
38	44	2.4	RCV 202A	37.31	63B4
40	41.4	1.6	RCV 162	35.14	63B4
44	37.4	2.9	RCV 202A	31.71	63B4
44	37.4	2.9	RCV 202	31.71	63B4
49	33.7	2	RCV 162	28.57	63B4
49.8	33.2	3.1	RCV 202A	28.13	63B4
55	30.1	2.2	RCV 162	25.51	63B4
55	30	3.5	RCV 202A	25.43	63B4
57	29	2.4	RCV 162	24.59	63B4
66	25	3.8	RCV 202A	21.19	63B4
68	24.4	2.7	RCV 162	20.74	63B4
85	19.4	3.3	RCV 162	16.47	63B4




P1 = 0.18 kW						
n_2 min ⁻¹	Mn ₂ Nm	fs			i	
63A2 $n_1=2800$ min ⁻¹ 63B4 $n_1=1400$ min ⁻¹ 71A6 $n_1=900$ min ⁻¹						




92	18.3	2.7	RCV 191	9.78	71A6
92	18.3	2.7	RCV 241	9.78	71A6
96	17.2	3.6	RCV 162	14.63	63B4
110	15.3	2.3	RCV 141	8.17	71A6
117	14.1	4.3	RCV 162	11.95	63B4
127	13	4.1	RCV 162	7.11	71A6
143	11.8	4.2	RCV 191	9.78	63B4
143	11.8	4.2	RCV 241	9.78	63B4
143	11.6	4.7	RCV 162	9.80	63B4
171	9.8	3.1	RCV 141	8.17	63B4
184	9	5.2	RCV 162	7.62	63B4
188	9	3.3	RCV 141	7.46	63B4
197	8.4	5.7	RCV 162	7.11	63B4
256	6.6	4.4	RCV 141	5.47	63B4
275	6	6.8	RCV 162	5.10	63B4
292	5.8	5	RCV 141	4.79	63B4
330	5.1	5.5	RCV 141	4.24	63B4
412	4.1	6.6	RCV 141	3.40	63B4
502	3.4	8	RCV 141	2.79	63B4
601	2.8	8.6	RCV 141	2.33	63B4
824	2	11.2	RCV 141	3.40	63A2
1085	1.6	9.7	RCV 141	1.29	63B4

P1 = 0.25 kW						
n_2 min ⁻¹	Mn ₂ Nm	fs			i	
63B2 $n_1=2800$ min ⁻¹ 71A4 $n_1=1400$ min ⁻¹ 71B6 $n_1=900$ min ⁻¹						




4	562	1.3	RCV 453	227.70	71B6
4.9	457	1	RCV 353	287.90	71A4
5.5	407	1.1	RCV 353	256.50	71A4
5.6	396	1.0	RCV 303A	249.59	71A4
6.1	365	0.9	RCV 303	230.30	71A4
6.1	365	1.1	RCV 353	230.30	71A4
6.1	361	2.1	RCV 453	227.70	71A4
6.7	330	1.1	RCV 303A	208.12	71A4
6.9	321	2.2	RCV 453	202.10	71A4
7.2	310	1.2	RCV 303A	125.53	71B6
7.4	300	1	RCV 303	189.20	71A4
7.4	300	1.3	RCV 353	189.20	71A4
7.7	287	2.5	RCV 453	180.70	71A4
7.7	288	1.2	RCV 303A	181.40	71A4
8.1	274	1.3	RCV 303A	172.72	71A4
8.6	258	2.6	RCV 453	162.70	71A4
9	246	0.8	RCV 253A	154.81	71A4
9.3	240	1.3	RCV 303	151.10	71A4
9.3	240	1.7	RCV 353	151.10	71A4
9.5	234	2.8	RCV 453	147.20	71A4
9.6	232	1.5	RCV 303A	146.18	71A4
9.7	229	0.9	RCV 253	144.40	71A4
9.9	225	1	RCV 253A	141.61	71A4
10	214	1.5	RCV 303	134.70	71A4
10	214	1.9	RCV 353	134.70	71A4
11	211	1.5	RCV 303A	133.23	71A4
11	199	1.8	RCV 303A	125.53	71A4
11	194	1.1	RCV 253	122.50	71A4

**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 0.25 kW						
63B2 n ₁ = 2800 min ⁻¹ 71A4 n ₁ = 1400 min ⁻¹ 71B6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
12	192	1.6		RCV 303	120.90	71A4
12	192	2.1		RCV 353	120.90	71A4
12	191	1.1		RCV 253A	120.15	71A4
13	173	1.1		RCV 253	109.10	71A4
13	173	1.1		RCV 253A	108.83	71A4
13	171	2.1		RCV 303A	107.61	71A4
13	172	1		RCV 252A	67.47	71B6
13	172	1		RCV 252	67.47	71B6
14	160	2.3		RCV 303A	64.91	71B6
14	157	1.2		RCV 253A	98.94	71A4
14	158	1.9		RCV 303	99.30	71A4
14	158	2.4		RCV 353	99.30	71A4
16	142	1.4		RCV 253	89.70	71A4
16	142	2.6		RCV 303A	89.31	71A4
17	137	1.3		RCV 252A	53.95	71B6
17	137	1.3		RCV 252	53.95	71B6
17	135	2.5		RCV 302A	53.08	71B6
17	130	2.4		RCV 303	82.20	71A4
17	130	1.6		RCV 253	82.00	71A4
17	129	1.5		RCV 253A	81.29	71A4
19	120	3.1		RCV 303A	75.58	71A4
19	118	1.6		RCV 253A	74.36	71A4
19	117	2.7		RCV 303	73.30	71A4
19	119	2.7		RCV 302A	46.59	71B6
20	110	1.9		RCV 253	69.60	71A4
20	110	1		RCV 203	69.20	71A4
21	110	1.6		RCV 252A	67.47	71A4
21	110	1.6		RCV 252	67.47	71A4
21	104	2.9		RCV 303	65.80	71A4
21	108	2.8		RCV 302A	65.72	71A4
22	103	3.6		RCV 303A	64.91	71A4
22	102	1		RCV 203	64.30	71A4
22	100	1.8		RCV 253A	63.09	71A4
22	102	2.9		RCV 302A	40.18	71B6
23	100	1.8		RCV 252A	61.33	71A4
23	100	1.8		RCV 252	61.33	71A4
23	99	0.9		RCV 202A	60.43	71A4
23	99	0.9		RCV 202	60.43	71A4
23	95	2		RCV 253	60.10	71A4
24	92	1.2		RCV 203	58.10	71A4
24	94	3.2		RCV 302A	57.69	71A4
26	89	1.2		RCV 202A	54.20	71A4
26	89	1.2		RCV 202	54.20	71A4
26	88	2		RCV 252A	53.95	71A4
26	88	2		RCV 252	53.95	71A4
28	81	1.3		RCV 202A	49.52	71A4
28	81	1.3		RCV 202	49.52	71A4
29	80	2.4		RCV 252	49.04	71A4
29	80	2.4		RCV 252A	49.04	71A4
31	73	1.5		RCV 202A	44.77	71A4
31	73	1.5		RCV 202	44.77	71A4
33	70	1		RCV 162	42.67	71A4
35	66	3		RCV 252	40.29	71A4
35	66	3		RCV 252A	40.29	71A4

P1 = 0.25 kW						
63B2 n ₁ = 2800 min ⁻¹ 71A4 n ₁ = 1400 min ⁻¹ 71B6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
38	61	1.8		RCV 202	37.31	71A4
38	61	1.8		RCV 202A	37.31	71A4
38	60	3.4		RCV 252A	36.86	71A4
40	58	1.1		RCV 162	35.14	71A4
43	54	3.6		RCV 252A	21.16	71B6
44	52	2.1		RCV 202A	31.71	71A4
44	52	2.1		RCV 202	31.71	71A4
49	46.8	1.4		RCV 162	28.57	71A4
50	46.1	2.2		RCV 202A	28.13	71A4
50	46.1	2.2		RCV 202	28.13	71A4
54	42.2	4.5		RCV 252A	25.75	71A4
55	41.8	1.6		RCV 162	25.51	71A4
55	41.6	2.5		RCV 202	25.43	71A4
55	41.6	2.5		RCV 202A	25.43	71A4
57	40.3	1.7		RCV 162	24.59	71A4
66	34.7	2.8		RCV 202	21.19	71A4
66	34.7	2.8		RCV 202A	21.19	71A4
68	34	1.9		RCV 162	20.74	71A4
77	29.7	2.6		RCV 202A	11.67	71B6
78	29.5	3.3		RCV 202A	18.01	71A4
85	27	2.4		RCV 162	16.47	71A4
90	25.3	3.1		RCV 202A	15.48	71A4
92	25.4	2		RCV 191	9.78	71B6
92	25.4	2		RCV 241	9.78	71B6
96	24	2.6		RCV 162	14.63	71A4
100	22.9	3.4		RCV 202A	14.00	71A4
100	22.9	6.7		RCV 252A	14.01	71A4
110	21.2	1.6		RCV 141	8.17	71B6
110	20.9	2.6		RCV 162	25.51	63B2
117	19.6	3.1		RCV 162	11.95	71A4
121	19.4	1.8		RCV 141	7.46	71B6
127	18.1	3		RCV 162	7.11	71B6
143	16.3	3.1		RCV 191	9.78	71A4
143	16.3	3.1		RCV 241	9.78	71A4
143	16	3.4		RCV 162	9.80	71A4
163	14	5.2		RCV 202A	8.57	71A4
165	14.2	2.4		RCV 141	5.47	71B6
171	13.7	2.2		RCV 141	8.17	71A4
184	12.5	3.8		RCV 162	7.62	71A4
188	12.5	2.4		RCV 141	7.46	71A4
197	11.6	4.1		RCV 162	7.11	71A4
212	11	3		RCV 141	4.24	71B6
256	9.1	3.2		RCV 141	5.47	71A4
275	8.4	4.9		RCV 162	5.10	71A4
292	8	3.6		RCV 141	4.79	71A4
330	7.1	4		RCV 141	4.24	71A4
378	6.1	6.1		RCV 162	3.70	71A4
412	5.7	4.8		RCV 141	3.40	71A4
502	4.7	5.8		RCV 141	2.79	71A4
601	3.9	6.2		RCV 141	2.33	71A4
698	3.4	5.1		RCV 141	1.29	71B6
824	2.8	8.1		RCV 141	3.40	63B2
1085	2.2	7		RCV 141	1.29	71A4

**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
 SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 0.37 kW						
71A2 n ₁ = 2800 min ⁻¹ 71B4 n ₁ = 1400 min ⁻¹ 80A6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	

2.8	1160	1			RCV 553	317.67	80A6
3	1107	2.9			RCV 603	303.10	80A6
3.5	947	1.2			RCV 553	259.37	80A6
4	831	0.9			RCV 453	227.70	80A6
4	821	1.4			RCV 553	224.93	80A6
4.5	738	1			RCV 453	202.10	80A6
4.9	671	1.7			RCV 553	183.64	80A6
5	660	1.1			RCV 453	180.70	80A6
5.5	594	1.1			RCV 453	162.70	80A6
6.1	538	1.2			RCV 453	147.20	80A6
6.1	535	1.4			RCV 453	227.70	71B4
6.2	530	2.1			RCV 553	145.09	80A6
6.9	474	1.5			RCV 453	202.10	71B4
7.4	444	0.9			RCV 353	189.20	71B4
7.4	441	0.9			RCV 353	120.90	80A6
7.6	433	2.8			RCV 553	118.46	80A6
7.7	424	1.7			RCV 453	180.70	71B4
8.3	398	2.8			RCV 553	108.86	80A6
8.5	385	1.8			RCV 453	105.50	80A6
8.6	382	1.8			RCV 453	162.70	71B4
9.1	363	1			RCV 353	99.30	80A6
9.3	355	0.9			RCV 303	151.10	71B4
9.3	355	1.2			RCV 353	151.10	71B4
9.5	346	1.9			RCV 453	147.20	71B4
9.5	344	2			RCV 453	94.30	80A6
9.6	343	1.0			RCV 303A	146.18	71B4
9.7	338	0.9			RCV 303	287.90	71A2
9.7	338	1.1			RCV 353	287.90	71A2
10	316	1			RCV 303	134.70	71B4
10	316	1.3			RCV 353	134.70	71B4
11	313	1.0			RCV 303A	133.23	71B4
11	295	1.2			RCV 303A	125.53	71B4
12	284	1.1			RCV 303	120.90	71B4
12	284	1.4			RCV 353	120.90	71B4
13	255	0.8			RCV 253A	108.83	71B4
13	253	1.4			RCV 303A	107.61	71B4
13	248	2.8			RCV 453	105.50	71B4
14	248	1.2			RCV 302A	65.72	80A6
14	232	0.8			RCV 253A	98.94	71B4
14	233	1.3			RCV 303	99.30	71B4
14	233	1.6			RCV 353	99.30	71B4
15	213	1.3			RCV 303A	181.40	71A2
16	212	2.8			RCV 453	180.70	71A2
16	211	1			RCV 253	89.70	71B4
16	210	1.8			RCV 303A	89.31	71B4
17	193	1.6			RCV 303	82.20	71B4
17	193	2.1			RCV 353	82.20	71B4
17	193	1.1			RCV 253	82.00	71B4
17	191	1			RCV 253A	81.29	71B4
19	177	2.1			RCV 303A	75.58	71B4
19	175	1.1			RCV 253A	74.36	71B4
19	173	1.8			RCV 303	73.30	71B4
19	173	2.3			RCV 353	73.30	71B4
19	176	1.8			RCV 302A	46.59	80A6




P1 = 0.37 kW						
71A2 n ₁ = 2800 min ⁻¹ 71B4 n ₁ = 1400 min ⁻¹ 80A6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	

20	163	1.3			RCV 253	69.60	71B4
21	163	1.1			RCV 252A	67.47	71B4
21	163	1.1			RCV 252	67.47	71B4
21	155	2			RCV 303	65.80	71B4
21	155	2.5			RCV 353	65.80	71B4
21	159	1.9			RCV 302A	65.72	71B4
22	152	2.4			RCV 303A	64.91	71B4
22	148	1.2			RCV 253A	63.09	71B4
22	151	2.0			RCV 302A	40.18	80A6
23	149	1.2			RCV 252A	61.33	71B4
23	149	1.2			RCV 252	61.33	71B4
23	141	1.4			RCV 253	60.10	71B4
24	140	2.1			RCV 302A	57.69	71B4
26	131	0.8			RCV 202A	54.20	71B4
26	131	0.8			RCV 202	54.20	71B4
26	131	1.3			RCV 252A	53.95	71B4
26	131	1.3			RCV 252	53.95	71B4
26	127	2.3			RCV 303	54.00	71B4
26	127	2.9			RCV 353	54.00	71B4
26	129	2.7			RCV 302A	53.08	71B4
28	120	0.9			RCV 202A	49.52	71B4
28	120	0.9			RCV 202	49.52	71B4
29	119	1.6			RCV 252	49.04	71B4
29	119	1.6			RCV 252A	49.04	71B4
30	113	2.8			RCV 302A	46.59	71B4
30	108	2.9			RCV 303	46.20	71B4
31	108	1			RCV 202A	44.77	71B4
31	109	1			RCV 202	44.77	71B4
32	107	2.9			RCV 302A	44.06	71B4
35	98	2			RCV 252	40.29	71B4
35	98	2			RCV 252A	40.29	71B4
35	97	3.1			RCV 302A	40.18	71B4
38	90	1.2			RCV 202	37.31	71B4
38	90	1.2			RCV 202A	37.31	71B4
38	89	2.3			RCV 252A	36.86	71B4
38	89	2.3			RCV 252	36.86	71B4
43	80	3.1			RCV 302A	65.72	71A2
44	77	1.4			RCV 202A	31.71	71B4
44	77	1.4			RCV 202	31.71	71B4
45	76	2.7			RCV 252A	31.27	71B4
49	69	1			RCV 162	28.57	71B4
49.8	68	1.5			RCV 202A	28.13	71B4
49.8	68	1.5			RCV 202	28.13	71B4
54	62	3			RCV 252	25.75	71B4
54	62	3			RCV 252A	25.75	71B4
55	62	1.1			RCV 162	25.51	71B4
55	62	1.7			RCV 202	25.43	71B4
55	62	1.7			RCV 202A	25.43	71B4
57	60	1.2			RCV 162	24.59	71B4
66	51	1.9			RCV 202	21.19	71B4
66	51	1.9			RCV 202A	21.19	71B4
66	51	3.8			RCV 252A	21.16	71B4
68	50	1.3			RCV 162	20.74	71B4
78	43.6	2.2			RCV 202A	18.01	71B4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 0.37 kW						
71A2 n ₁ = 2800 min ⁻¹ 71B4 n ₁ = 1400 min ⁻¹ 80A6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
78	43.6	2.2		RCV 202	18.01	71B4
85	39.9	1.6		RCV 162	16.47	71B4
90	37.5	2.1		RCV 202	15.48	71B4
90	37.5	2.1		RCV 202A	15.48	71B4
100	33.9	2.3		RCV 202A	14.00	71B4
100	33.9	2.3		RCV 202	14.00	71B4
117	29	2.1		RCV 162	11.95	71B4
120	28.3	2.8		RCV 202A	11.67	71B4
120	28.3	2.8		RCV 202	11.67	71B4
121	28.7	1.2	RCV 141		7.46	80A6
143	23.7	2.3		RCV 162	9.80	71B4
163	20.8	3.5		RCV 202A	8.57	71B4
163	20.8	3.5		RCV 202	8.57	71B4
171	20.2	1.5	RCV 141		8.17	71B4
179	19.3	2.4	RCV 191		7.82	71B4
179	19.3	2.4	RCV 241		7.82	71B4
181	18.8	3.8		RCV 202A	7.75	71B4
184	18.5	2.5		RCV 162	7.62	71B4
188	18.5	1.6	RCV 141		7.46	71B4
197	17.2	2.8		RCV 162	7.11	71B4
256	13.5	2.1	RCV 141		5.47	71B4
275	12.4	3.3		RCV 162	5.10	71B4
292	11.8	2.4	RCV 141		4.79	71B4
330	10.5	2.7	RCV 141		4.24	71B4
378	9	4.1		RCV 162	3.70	71B4
412	8.4	3.2	RCV 141		3.40	71B4
502	6.9	3.9	RCV 141		2.79	71B4
601	5.8	4.2	RCV 141		2.33	71B4
698	5	3.4	RCV 141		1.29	80A6
824	4.2	5.5	RCV 141		3.40	71A2
1004	3.5	6.7	RCV 141		2.79	71A2
1085	3.2	4.7	RCV 141		1.29	71B4
1085	2.2	7	RCV 141		1.29	71A4
1202	2.9	7.3	RCV 141		2.33	71A2
2171	1.6	8.1	RCV 141		1.29	71A2




P1 = 0.55 kW						
71B2 n ₁ = 2800 min ⁻¹ 80A4 n ₁ = 1400 min ⁻¹ 80B6 n ₁ = 900 min ⁻¹						
3	1645	2		RCV 603	303.10	80B6
3.6	1344	2.6		RCV 603	247.60	80B6
4	1221	0.9	RCV 553		224.93	80B6
4.1	1179	2.7	RCV 603		217.20	80B6
4.4	1108	1.1	RCV 553		317.67	80A4
4.5	1093	2.0		RCV 583	313.35	80A4
5.4	905	1.3	RCV 553		259.37	80A4
5.5	893	2.6	RCV 583		256	80A4
6.1	795	0.9	RCV 453		227.70	80A4
6.2	785	1.5		RCV 553	224.93	80A4
6.3	774	2.8		RCV 583	221.87	80A4
6.5	746	3.1		RCV 583	213.94	80A4
6.9	705	1	RCV 453		202.10	80A4
7.1	687	3.3		RCV 583	196.86	80A4
7.6	641	1.8		RCV 553	183.64	80A4

P1 = 0.55 kW						
71B2 n ₁ = 2800 min ⁻¹ 80A4 n ₁ = 1400 min ⁻¹ 80B6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
7.7	631	1.1		RCV 453	180.70	80A4
7.7	632	3.6		RCV 583	181.26	80A4
8.2	594	2	RCV 553		170.18	80A4
8.6	568	1.2	RCV 453		162.70	80A4
9.5	514	1.3	RCV 453		147.20	80A4
10	470	0.9		RCV 353	134.70	80A4
11	438	2.5	RCV 553		125.58	80A4
12	413	2.9	RCV 553		118.46	80A4
13	380	2.9	RCV 553		108.86	80A4
13	375	1.0		RCV 303A	107.61	80A4
13	368	1.9		RCV 453	105.50	80A4
14	352	1.0	RCV 303A		64.91	80B6
14	347	1.1	RCV 353		99.30	80A4
15	329	2.1	RCV 453		94.30	80A4
16	312	1.2		RCV 303A	89.31	80A4
17	296	2.3		RCV 453	84.90	80A4
17	287	1.1		RCV 303	82.20	80A4
17	287	1.4	RCV 353		82.20	80A4
18	268	2.5	RCV 453		76.80	80A4
19	264	1.4	RCV 303A		75.58	80A4
19	257	1.2	RCV 303		73.30	80A4
19	257	1.6		RCV 353	73.30	80A4
20	247	1.2	RCV 302A		44.06	80B6
21	230	1.3	RCV 303		65.80	80A4
21	230	1.7		RCV 353	65.80	80A4
21	237	1.3	RCV 302A		65.72	80A4
22	226	1.6	RCV 303A		64.91	80A4
23	221	0.8	RCV 252A		61.33	80A4
23	221	0.8	RCV 252		61.33	80A4
24	208	1.4	RCV 302A		57.69	80A4
26	194	0.9		RCV 252A	53.95	80A4
26	194	0.9		RCV 252	53.95	80A4
26	188	1.5		RCV 303	54.00	80A4
26	188	2		RCV 353	54.00	80A4
26	191	1.8		RCV 302A	53.08	80A4
29	177	1.1		RCV 252	49.04	80A4
29	177	1.1		RCV 252A	49.04	80A4
30	168	1.9		RCV 302A	46.59	80A4
30	161	2		RCV 303	46.20	80A4
30	161	2.5		RCV 353	46.20	80A4
32	159	1.9		RCV 302A	44.06	80A4
34	144	2.2		RCV 303	41.20	80A4
34	144	2.8		RCV 353	41.20	80A4
34.7	145	1.4		RCV 252	40.29	80A4
34.7	145	1.4		RCV 252A	40.29	80A4
35	145	2.1		RCV 302A	40.18	80A4
37.5	134	0.8		RCV 202A	37.31	80A4
38	133	1.6		RCV 252A	36.86	80A4
38	133	1.6		RCV 252	36.86	80A4
38	133	2.4		RCV 302	36.82	80A4
38	133	3		RCV 352	36.82	80A4
43	118	2.6		RCV 302	32.80	80A4
43	117	2.9		RCV 302A	32.45	80A4
44	114	0.9		RCV 202A	31.71	80A4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 0.55 kW						
71B2 n ₁ = 2800 min ⁻¹ 80A4 n ₁ = 1400 min ⁻¹ 80B6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
44	114	0.9		RCV 202	31.71	80A4
45	113	1.8		RCV 252A	31.27	80A4
45	113	1.8		RCV 252	31.27	80A4
46	110	2.8		RCV 302A	19.58	80B6
48	106	2.8		RCV 302	29.45	80A4
50	101	1		RCV 202A	28.13	80A4
50	101	1		RCV 202	28.13	80A4
52	97	3.6		RCV 302A	26.94	80A4
54	93	2		RCV 252	25.75	80A4
54	93	2		RCV 252A	25.75	80A4
55	92	1.2		RCV 202A	25.43	80A4
60	84	3.1		RCV 302A	46.59	71B2
62	81	3.5		RCV 302A	14.50	80B6
64	79	3.2		RCV 302A	44.06	71B2
66	76	1.3		RCV 202	21.19	80A4
66	76	1.3		RCV 202A	21.19	80A4
66	76	2.6		RCV 252	21.16	80A4
66	76	2.6		RCV 252A	21.16	80A4
68	75	0.9		RCV 162	20.74	80A4
70	72	3.5		RCV 302A	40.18	71B2
72	70	2.9		RCV 252	19.35	80A4
72	70	2.9		RCV 252A	19.35	80A4
78	65	1.5		RCV 202A	18.01	80A4
78	65	1.5		RCV 202	18.01	80A4
85	59	1.1		RCV 162	16.47	80A4
85	59	3.2		RCV 252A	16.42	80A4
90	56	1.4		RCV 202A	15.48	80A4
96	53	1.2		RCV 162	14.63	80A4
100	50	1.5		RCV 202A	14.00	80A4
100	51	1.5		RCV 202	14.00	80A4
100	50	3		RCV 252A	14.01	80A4
100	51	3		RCV 252	14.01	80A4
117	43	1.4		RCV 162	11.95	80A4
120	42	1.9		RCV 202A	11.67	80A4
120	42	1.9		RCV 202	11.67	80A4
122	41.5	3.7		RCV 252A	11.51	80A4
141	35.7	2.2		RCV 202	9.92	80A4
141	35.7	2.2		RCV 202A	9.92	80A4
143	36	1.4		RCV 191	9.78	80A4
143	36	1.4		RCV 241	9.78	80A4
143	35.3	1.5		RCV 162	9.80	80A4
162	31.9	2.6		RCV 281	5.57	80B6
163	30.9	2.4		RCV 202A	8.57	80A4
171	30	1		RCV 141	8.17	80A4
179	28.8	1.6		RCV 191	7.82	80A4
179	28.8	1.6		RCV 241	7.82	80A4
181	27.9	2.6		RCV 202A	7.75	80A4
181	27.9	2.6		RCV 202	7.75	80A4
184	27.4	1.7		RCV 162	7.62	80A4
188	27.4	1.1		RCV 141	7.46	80A4
197	25.6	1.9		RCV 162	7.11	80A4
217	23.3	3		RCV 202A	6.46	80A4
217	23.3	3		RCV 202	6.46	80A4
255	19.8	3.7		RCV 202A	5.49	80A4

P1 = 0.55 kW						
71B2 n ₁ = 2800 min ⁻¹ 80A4 n ₁ = 1400 min ⁻¹ 80B6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
256	20.1	1.4		RCV 141	5.47	80A4
256	20.1	2.2		RCV 191	5.47	80A4
256	20.1	2.2		RCV 241	5.47	80A4
275	18.4	2.2		RCV 162	5.10	80A4
292	17.6	1.6		RCV 141	4.79	80A4
297	17.3	2.5		RCV 191	4.71	80A4
297	17.3	2.5		RCV 241	4.71	80A4
300	16.8	3.6		RCV 202A	4.66	80A4
300	16.8	3.6		RCV 202	4.66	80A4
330	15.6	1.8		RCV 141	4.24	80A4
341	15.1	2.7		RCV 191	4.11	80A4
341	15.1	2.7		RCV 241	4.11	80A4
367	13.7	3.8		RCV 202A	3.81	80A4
367	13.7	3.8		RCV 202	3.81	80A4
378	13.3	2.8		RCV 162	3.70	80A4
412	12.5	2.2		RCV 141	3.40	80A4
435	11.8	2.7		RCV 191	3.22	80A4
435	11.8	2.7		RCV 241	3.22	80A4
502	10.3	2.6		RCV 141	2.79	80A4
549	9.2	3.7		RCV 162	5.10	71B2
601	8.6	2.8		RCV 141	2.33	80A4
698	7.4	2.3		RCV 141	1.29	80B6
757	6.7	4.7		RCV 162	3.70	71B2
824	6.3	3.7		RCV 141	3.40	71B2
1004	5.1	4.5		RCV 141	2.79	71B2
1085	4.7	3.2		RCV 141	1.29	80A4
1202	4.3	4.9		RCV 141	2.33	71B2
2171	2.4	5.5		RCV 141	1.29	71B2




P1 = 0.75 kW						
80A2 n ₁ = 2800 min ⁻¹ 80B4 n ₁ = 1400 min ⁻¹ 90S6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
3	2243	1.4		RCV 603	303.10	90S6
3.6	1833	1.9		RCV 603	247.60	90S6
4.1	1608	2		RCV 603	217.20	90S6
4.3	1532	2.3		RCV 603	207.00	90S6
4.5	1491	1.5		RCV 583	313.35	80B4
4.6	1442	2.3		RCV 603	303.10	80B4
5.4	1234	0.9		RCV 553	259.37	80B4
5.5	1218	1.9		RCV 583	256	80B4
5.7	1178	2.9		RCV 603	247.60	80B4
6.2	1070	1.1		RCV 553	224.93	80B4
6.3	1056	2.1		RCV 583	221.87	80B4
6.5	1018	2.3		RCV 583	213.94	80B4
7.1	937	2.4		RCV 583	196.86	80B4
7.6	874	1.3		RCV 553	183.64	80B4
7.7	862	2.6		RCV 583	181.26	80B4
8.2	810	1.5		RCV 553	170.18	80B4
8.6	774	0.9		RCV 453	162.70	80B4
9.2	721	3.1		RCV 583	151.48	80B4
9.5	700	0.9		RCV 453	147.20	80B4
9.7	690	1.6		RCV 553	145.09	80B4
9.8	681	3.1		RCV 583	143.12	80B4
10	663	3.4		RCV 583	139.38	80B4

**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 0.75 kW						
80A2 n ₁ = 2800 min ⁻¹ 80B4 n ₁ = 1400 min ⁻¹ 90S6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
11	598	1.9		RCV 553	125.58	80B4
12	564	2.1		RCV 553	118.46	80B4
13	528	3.4		RCV 583	221.87	80A2
13	518	2.1		RCV 553	108.86	80B4
13	509	3.8		RCV 583	213.94	80A2
13	502	1.4		RCV 453	105.50	80B4
15	449	1.6		RCV 453	94.30	80B4
16	423	2.8		RCV 553	88.88	80B4
17	404	1.7		RCV 453	84.90	80B4
17	391	1		RCV 353	82.20	80B4
18	365	1.8		RCV 453	76.80	80B4
19	350	0.9		RCV 303	73.30	80B4
19	350	1.1		RCV 353	73.30	80B4
21	313	1		RCV 303	65.80	80B4
21	313	1.2		RCV 353	65.80	80B4
24	283	1.1		RCV 302A	57.69	80B4
26	257	1.1		RCV 303	54.00	80B4
26	257	1.4		RCV 353	54.00	80B4
26	261	1.3		RCV 302A	53.08	80B4
28	240	2.8		RCV 453	50.50	80B4
28	248	1.4		RCV 302A	32.45	90S6
29	241	0.8		RCV 252A	49.04	80B4
30	229	1.4		RCV 302A	46.59	80B4
30	220	1.4		RCV 303	46.20	80B4
30	220	1.8		RCV 353	46.20	80B4
31	217	3		RCV 453	45.70	80B4
32	216	1.4		RCV 302A	44.06	80B4
34	196	1.6		RCV 303	41.20	80B4
34	196	2		RCV 353	41.20	80B4
35	198	1		RCV 252	40.29	80B4
35	198	1		RCV 252A	40.29	80B4
35	197	1.5		RCV 302A	40.18	80B4
36	190	2.9		RCV 452	38.76	80B4
38	181	1.1		RCV 252A	36.86	80B4
38	181	1.1		RCV 252	36.86	80B4
38	181	1.7		RCV 302	36.82	80B4
38	181	2.2		RCV 352	36.82	80B4
39	174	1.9		RCV 302A	22.80	90S6
43	161	1.9		RCV 302	32.80	80B4
43	161	2.5		RCV 352	32.80	80B4
43	159	2.1		RCV 302A	32.45	80B4
45	154	1.3		RCV 252A	31.27	80B4
45	154	1.3		RCV 252	31.27	80B4
46	150	2.1		RCV 302A	19.58	90S6
47	148	1.4		RCV 252	19.35	90S6
47	147	2.1		RCV 302	19.21	90S6
47	147	2.7		RCV 352	19.21	90S6
48	145	2.1		RCV 302	29.45	80B4
48	145	2.7		RCV 352	29.45	80B4
52	132	2.6		RCV 302A	26.94	80B4
54	127	1.5		RCV 252	25.75	80B4
54	126	1.5		RCV 252A	25.75	80B4
55	125	0.8		RCV 202A	25.43	80B4
58	119	2.4		RCV 302	24.19	80B4

P1 = 0.75 kW						
80A2 n ₁ = 2800 min ⁻¹ 80B4 n ₁ = 1400 min ⁻¹ 90S6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
61	112	3.0		RCV 302A	22.80	80B4
64	108	2.4		RCV 302A	44.06	80A2
66	104	0.9		RCV 202	21.19	80B4
66	104	0.9		RCV 202A	21.19	80B4
66	104	1.9		RCV 252	21.16	80B4
66	104	1.9		RCV 252A	21.16	80B4
72	96	3.2		RCV 302A	19.58	80B4
72	95	2.1		RCV 252	19.35	80B4
72	95	2.1		RCV 252A	19.35	80B4
75	92	2.9		RCV 302A	12.03	90S6
78	88	3.3		RCV 302A	17.95	80B4
78	88	1.1		RCV 202A	18.01	80B4
78	89	1.1		RCV 202	18.01	80B4
85	81	2.4		RCV 252	16.42	80B4
85	81	2.4		RCV 252A	16.42	80B4
88	78	3.3		RCV 302A	10.18	90S6
90	76	1		RCV 202	15.48	80B4
90	76	1		RCV 202A	15.48	80B4
96	72	0.9		RCV 162	14.63	80B4
97	71	4.0		RCV 302A	14.50	80B4
100	69	1.1		RCV 202A	14.00	80B4
100	69	1.1		RCV 202	14.00	80B4
100	69	2.2		RCV 252A	14.01	80B4
100	69	2.2		RCV 252	14.01	80B4
103	67	3.6		RCV 302A	8.75	90S6
117	59	1		RCV 162	11.95	80B4
120	57	1.4		RCV 202A	11.67	80B4
120	57	1.4		RCV 202	11.67	80B4
122	57	2.7		RCV 252A	11.51	80B4
122	57	2.7		RCV 252	11.51	80B4
133	52	3		RCV 252A	10.53	80B4
133	52	3		RCV 252	10.53	80B4
135	52	2.6		RCV 381	10.40	80B4
141	48.7	1.6		RCV 202	9.92	80B4
141	48.7	1.6		RCV 202A	9.92	80B4
143	49	1		RCV 191	9.78	80B4
143	49	1		RCV 241	9.78	80B4
143	48.1	1.1		RCV 162	9.80	80B4
149	46.2	3.3		RCV 252A	9.41	80B4
149	46.2	3.3		RCV 252	9.41	80B4
157	43.9	3.5		RCV 252A	8.93	80B4
163	42.1	1.7		RCV 202	8.57	80B4
163	42.1	1.7		RCV 202A	8.57	80B4
178	38.7	3.8		RCV 252A	7.88	80B4
179	39.2	1.2		RCV 191	7.82	80B4
179	39.2	1.2		RCV 241	7.82	80B4
181	38.1	1.9		RCV 202A	7.75	80B4
181	38.1	1.9		RCV 202	7.75	80B4
184	37.4	1.3		RCV 162	7.62	80B4
190	36.9	2.9		RCV 281	7.36	80B4
197	34.9	1.4		RCV 162	7.11	80B4
217	31.7	2.2		RCV 202A	6.46	80B4
217	31.7	2.2		RCV 202	6.46	80B4
251	27.9	2.9		RCV 281	5.57	80B4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
 SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**

P1 = 0.75 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
80A2 $n_1=2800$ min ⁻¹ 80B4 $n_1=1400$ min ⁻¹ 90S6 $n_1=900$ min ⁻¹					

255	27	2.7		RCV 202	5.49	80B4
255	27	2.7		RCV 202A	5.49	80B4
256	27.4	1.1		RCV 141	5.47	80B4
256	27.4	1.6		RCV 191	5.47	80B4
256	27.4	1.6		RCV 241	5.47	80B4
275	25	1.6		RCV 162	5.10	80B4
292	24	1.2		RCV 141	4.79	80B4
297	23.6	1.9		RCV 191	4.71	80B4
297	23.6	1.9		RCV 241	4.71	80B4
300	22.9	2.7		RCV 202A	4.66	80B4
300	22.9	2.7		RCV 202	4.66	80B4
330	21.3	1.3		RCV 141	4.24	80B4
341	20.6	2		RCV 191	4.11	80B4
341	20.6	2		RCV 241	4.11	80B4
367	18.7	2.8		RCV 202A	3.81	80B4
367	18.7	2.8		RCV 202	3.81	80B4
378	18.2	2		RCV 162	3.70	80B4
378	18.2	5.3		RCV 252A	3.70	80B4
378	18.2	5.3		RCV 252	3.70	80B4
412	17	1.6		RCV 141	3.40	80B4
435	16.1	2		RCV 191	3.22	80B4
435	16.1	2		RCV 241	3.22	80B4
502	14	1.9		RCV 141	2.79	80B4
513	13.7	2.3		RCV 191	2.73	80B4
513	13.7	2.3		RCV 241	2.73	80B4
601	11.7	2.1		RCV 141	2.33	80B4
628	11.2	2.7		RCV 191	2.23	80B4
628	11.2	2.7		RCV 241	2.23	80B4
714	9.8	2		RCV 191	1.26	90S6
714	9.8	2		RCV 241	1.26	90S6
824	8.5	2.7		RCV 141	3.40	80A2
1004	7	3.3		RCV 141	2.79	80A2
1085	6.5	2.3		RCV 141	1.29	80B4
1202	5.8	3.6		RCV 141	2.33	80A2
2171	3.2	4		RCV 141	1.29	80A2




P1 = 1.1 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
80B2 $n_1=2800$ min ⁻¹ 90S4 $n_1=1400$ min ⁻¹ 90L6 $n_1=900$ min ⁻¹					




3	3290	1		RCV 603	303.10	90L6
3.6	2688	1.3		RCV 603	247.60	90L6
4.1	2358	1.4		RCV 603	217.20	90L6
4.3	2247	1.5		RCV 603	207.00	90L6
4.5	2187	1.0		RCV 583	313.35	90S4
4.6	2115	1.5		RCV 603	303.10	90S4
5.5	1786	1.3		RCV 583	256	90S4
5.7	1728	2		RCV 603	247.60	90S4
6.3	1548	1.4		RCV 583	221.87	90S4
6.4	1516	2.1		RCV 603	217.20	90S4
6.5	1493	1.6		RCV 583	213.94	90S4
6.8	1445	2.4		RCV 603	207.00	90S4
7.1	1374	1.7		RCV 583	196.86	90S4
7.4	1329	2.5		RCV 603	190.40	90S4
7.6	1282	0.9		RCV 553	183.64	90S4




P1 = 1.1 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
80B2 $n_1=2800$ min ⁻¹ 90S4 $n_1=1400$ min ⁻¹ 90L6 $n_1=900$ min ⁻¹					

7.7	1265	1.8		RCV 583	181.26	90S4
7.9	1239	2.7		RCV 603	177.50	90S4
8.2	1188	1		RCV 553	170.18	90S4
9.2	1057	2.1		RCV 583	151.48	90S4
9.7	1013	1.1		RCV 553	145.09	90S4
9.8	999	2.1		RCV 583	143.12	90S4
10	973	2.3		RCV 583	139.38	90S4
11	876	1.3		RCV 553	125.58	90S4
12	827	1.5		RCV 553	118.46	90S4
12	816	2.7		RCV 583	116.92	90S4
13	774	2.4		RCV 583	221.87	80B2
13	760	1.5		RCV 553	108.86	90S4
14	682	3.3		RCV 583	97.71	90S4
15	631	3.4		RCV 583	90.39	90S4
16	620	1.9		RCV 553	88.88	90S4
17	593	1.1		RCV 453	84.90	90S4
18	536	1.2		RCV 453	76.80	90S4
20	499	3.6		RCV 583	143.12	80B2
21	459	0.9		RCV 353	65.80	90S4
21	472	2		RCV 552	65.48	90S4
22	438	1.6		RCV 453	62.70	90S4
25	392	1.8		RCV 453	56.10	90S4
26	377	1		RCV 353	54.00	90S4
26	385	2.6		RCV 552	53.46	90S4
28	352	1.9		RCV 453	50.50	90S4
30	322	1		RCV 303	46.20	90S4
30	322	1.3		RCV 353	46.20	90S4
31	319	2.1		RCV 453	45.70	90S4
32	317	1.0		RCV 302A	44.06	90S4
32	315	2		RCV 452	43.68	90S4
34	288	1.1		RCV 303	41.20	90S4
34	288	1.4		RCV 353	41.20	90S4
35	289	1.0		RCV 302A	40.18	90S4
36	279	2		RCV 452	38.76	90S4
37	267	2.6		RCV 453	38.20	90S4
38	266	0.8		RCV 252A	36.86	90S4
38	265	1.2		RCV 302	36.82	90S4
38	265	1.5		RCV 352	36.82	90S4
39	255	1.3		RCV 302A	22.80	90L6
40	250	2.7		RCV 452	34.67	90S4
41	240	2.8		RCV 453	34.40	90S4
43	236	1.3		RCV 302	32.80	90S4
43	236	1.7		RCV 352	32.80	90S4
43	234	1.4		RCV 302A	32.45	90S4
45	225	0.9		RCV 252A	31.27	90S4
45	225	0.9		RCV 252	31.27	90S4
45	225	2.7		RCV 452	31.20	90S4
45	217	3		RCV 453	31.10	90S4
48	212	1.4		RCV 302	29.45	90S4
48	212	1.8		RCV 352	29.45	90S4
52	194	1.8		RCV 302A	26.94	90S4
54	186	1		RCV 252	25.75	90S4
54	185	1		RCV 252A	25.75	90S4
58	174	1.6		RCV 302	24.19	90S4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 1.1 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
					80B2 $n_1=2800$ min ⁻¹ 90S4 $n_1=1400$ min ⁻¹ 90L6 $n_1=900$ min ⁻¹
58	174	2.1		RCV 352	24.19 90S4
61	164	2.0		RCV 302A	22.80 90S4
64	159	1.6		RCV 302A	44.06 80B2
66	152	1.3		RCV 252	21.16 90S4
66	152	1.3		RCV 252A	21.16 90S4
70	145	1.7		RCV 302A	40.18 80B2
72	141	2.2		RCV 302A	19.58 90S4
72	139	1.4		RCV 252A	19.35 90S4
72	139	1.5		RCV 252	19.35 90S4
73	138	2.2		RCV 302	19.21 90S4
73	138	2.9		RCV 352	19.21 90S4
75	135	2.0		RCV 302A	12.03 90L6
78	129	2.3		RCV 302A	17.95 90S4
85	118	1.6		RCV 252	16.42 90S4
85	118	1.6		RCV 252A	16.42 90S4
88	114	2.2		RCV 302A	10.18 90L6
91	111	2.7		RCV 302	15.37 90S4
97	104	2.7		RCV 302A	14.50 90S4
100	101	0.8		RCV 202A	14.00 90S4
100	101	1.5		RCV 252A	14.01 90S4
100	101	1.5		RCV 252	14.01 90S4
103	98	2.5		RCV 302A	8.75 90L6
116	87	3.1		RCV 302A	12.03 90S4
120	84	0.9		RCV 202A	11.67 90S4
120	84	0.9		RCV 202	11.67 90S4
122	83	1.8		RCV 252A	11.51 90S4
122	83	1.8		RCV 252	11.51 90S4
133	76	2.1		RCV 252A	10.53 90S4
133	76	2.1		RCV 252	10.53 90S4
135	77	1.8		RCV 381	10.40 90S4
137	73	3.5		RCV 302A	10.18 90S4
141	72	1.1		RCV 202	9.92 90S4
141	71	1.1		RCV 202A	9.92 90S4
144	70	3.0		RCV 302A	6.27 90L6
149	68	2.2		RCV 252A	9.41 90S4
149	68	2.2		RCV 252	9.41 90S4
157	64	2.4		RCV 252A	8.93 90S4
160	63	3.8		RCV 302A	8.75 90S4
163	62	1.2		RCV 202	8.57 90S4
163	62	1.2		RCV 202A	8.57 90S4
173	58	3.4		RCV 302A	5.20 90L6
178	57	2.6		RCV 252A	7.88 90S4
178	57	2.6		RCV 252	7.88 90S4
181	56	1.3		RCV 202A	7.75 90S4
181	56	1.3		RCV 202	7.75 90S4
190	54	2		RCV 281	7.36 90S4
190	54	2.4		RCV 381	7.36 90S4
204	49	3.6		RCV 302A	4.40 90L6
216	46.6	3.1		RCV 252A	6.47 90S4
217	46.5	1.5		RCV 202A	6.46 90S4
219	47	0.9		RCV 191	4.11 90L6
219	47	0.9		RCV 241	4.11 90L6
236	42.6	3.4		RCV 252A	5.92 90S4
238	42	3.7		RCV 302A	3.78 90L6

P1 = 1.1 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
					80B2 $n_1=2800$ min ⁻¹ 90S4 $n_1=1400$ min ⁻¹ 90L6 $n_1=900$ min ⁻¹
251	41	2		RCV 281	5.57 90S4
255	39.5	1.8		RCV 202	5.49 90S4
255	39.5	1.8		RCV 202A	5.49 90S4
256	40.2	1.1		RCV 191	5.47 90S4
256	40.2	1.1		RCV 241	5.47 90S4
279	36.2	3.7		RCV 252A	5.02 90S4
297	34.6	1.3		RCV 191	4.71 90S4
297	34.6	1.3		RCV 241	4.71 90S4
300	33.6	1.8		RCV 202A	4.66 90S4
300	33.6	1.8		RCV 202	4.66 90S4
317	32.4	2.3		RCV 281	4.41 90S4
323	31.2	3.6		RCV 252A	4.33 90S4
323	31.2	3.6		RCV 252	4.33 90S4
341	30.2	1.4		RCV 191	4.11 90S4
341	30.2	1.4		RCV 241	4.11 90S4
365	28.2	2.6		RCV 281	3.84 90S4
367	27.4	1.9		RCV 202A	3.81 90S4
367	27.4	1.9		RCV 202	3.81 90S4
378	26.7	3.6		RCV 252A	3.70 90S4
378	26.7	3.6		RCV 252	3.70 90S4
435	23.7	1.4		RCV 191	3.22 90S4
435	23.7	1.4		RCV 241	3.22 90S4
513	20.1	1.5		RCV 191	2.73 90S4
513	20.1	1.5		RCV 241	2.73 90S4
628	16.4	1.8		RCV 191	2.23 90S4
628	16.4	1.8		RCV 241	2.23 90S4
714	14.4	1.4		RCV 191	1.26 90L6
714	14.4	1.4		RCV 241	1.26 90L6
824	12.5	1.8		RCV 141	3.40 80B2
1111	9.3	2.2		RCV 191	1.26 90S4
1111	9.3	2.2		RCV 241	1.26 90S4
1256	8.2	3.1		RCV 191	2.23 80B2
1256	8.2	3.1		RCV 241	2.23 80B2
2171	4.7	2.7		RCV 141	1.29 80B2




P1 = 1.5 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
					90SA2 $n_1=2800$ min ⁻¹ 90LA4 $n_1=1400$ min ⁻¹ 100LA6 $n_1=900$ min ⁻¹
3.6	3665	0.9		RCV 603	247.60 100LA6
4.1	3215	1		RCV 603	217.20 100LA6
4.3	3064	1.1		RCV 603	207.00 100LA6
4.6	2884	1.1		RCV 603	303.10 90LA4
5.5	2436	1.0		RCV 583	256 90LA4
5.7	2356	1.5		RCV 603	247.60 90LA4
6.3	2111	1.0		RCV 583	221.87 90LA4
6.4	2067	1.5		RCV 603	217.20 90LA4
6.5	2036	1.1		RCV 583	213.94 90LA4
6.8	1970	1.8		RCV 603	207.00 90LA4
7.1	1873	1.2		RCV 583	196.86 90LA4
7.4	1812	1.9		RCV 603	190.40 90LA4
7.7	1725	1.3		RCV 583	181.26 90LA4
7.9	1689	2		RCV 603	177.50 90LA4
9.2	1441	1.6		RCV 583	151.48 90LA4
9.4	1411	2.4		RCV 603	148.30 90LA4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
 SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**

P1 = 1.5 kW			90SA2 n ₁ = 2800 min ⁻¹ 90LA4 n ₁ = 1400 min ⁻¹ 100LA6 n ₁ = 900 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
9.8	1362	1.6		RCV 583	143.12	90LA4
10	1326	1.7		RCV 583	139.38	90LA4
10	1299	2.6		RCV 603	136.50	90LA4
11	1195	0.9		RCV 553	125.58	90LA4
12	1127	1.1		RCV 553	118.46	90LA4
12	1113	2.0		RCV 583	116.92	90LA4
12	1096	3		RCV 603	115.20	90LA4
13	1056	1.7		RCV 583	221.87	90SA2
13	1036	1.1		RCV 553	108.86	90LA4
14	930	2.4		RCV 583	97.71	90LA4
15	860	2.5		RCV 583	90.39	90LA4
16	846	1.4		RCV 553	88.88	90LA4
18	731	0.9		RCV 453	76.80	90LA4
19	703	3.1		RCV 583	73.85	90LA4
20	668	1.7		RCV 553	70.22	90LA4
21	643	1.5		RCV 552	65.48	90LA4
22	597	1.2		RCV 453	62.70	90LA4
23	587	3.7		RCV 583	61.71	90LA4
25	534	1.3		RCV 453	56.10	90LA4
26	525	1.9		RCV 552	53.46	90LA4
28	481	1.4		RCV 453	50.50	90LA4
30	462	2.4		RCV 552	47.03	90LA4
30	440	0.9		RCV 353	46.20	90LA4
31	435	1.5		RCV 453	45.70	90LA4
32	429	1.5		RCV 452	43.68	90LA4
33	406	1.7		RCV 453	42.70	90LA4
34	392	1		RCV 353	41.20	90LA4
37	364	1.9		RCV 453	38.20	90LA4
38	362	0.9		RCV 302	36.82	90LA4
38	362	1.1		RCV 352	36.82	90LA4
39	348	1.0		RCV 302A	22.80	100LA6
40	344	3.5		RCV 552	35.01	90LA4
40	341	2		RCV 452	34.67	90LA4
41	327	2		RCV 453	34.40	90LA4
43	322	1		RCV 302	32.80	90LA4
43	322	1.2		RCV 352	32.80	90LA4
43	319	1.1		RCV 302A	32.45	90LA4
45	307	2		RCV 452	31.20	90LA4
45	296	2.2		RCV 453	31.10	90LA4
45	304	2.3		RCV 452	30.93	90LA4
46	299	1.0		RCV 302A	19.58	100LA6
48	289	1		RCV 302	29.45	90LA4
48	289	1.3		RCV 352	29.45	90LA4
50	274	1.1		RCV 302A	17.95	100LA6
51	270	2.5		RCV 452	27.45	90LA4
52	265	1.3		RCV 302A	26.94	90LA4
57	241	2.8		RCV 452	24.55	90LA4
58	238	1.2		RCV 302	24.19	90LA4
58	238	1.6		RCV 352	24.19	90LA4
61	224	1.5		RCV 302A	22.80	90LA4
62	223	5.3		RCV 552	22.74	90LA4
64	216	1.2		RCV 302A	44.06	90SA2
66	208	0.9		RCV 252	21.16	90LA4
66	208	0.9		RCV 252A	21.16	90LA4




P1 = 1.5 kW			90SA2 n ₁ = 2800 min ⁻¹ 90LA4 n ₁ = 1400 min ⁻¹ 100LA6 n ₁ = 900 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
70	197	1.3		RCV 302A	40.18	90SA2
72	192	1.6		RCV 302A	19.58	90LA4
72	190	1.1		RCV 252	19.35	90LA4
72	190	1.1		RCV 252A	19.35	90LA4
73	189	1.6		RCV 302	19.21	90LA4
73	189	2.1		RCV 352	19.21	90LA4
75	184	1.4		RCV 302A	12.03	100LA6
78	176	1.7		RCV 302A	17.95	90LA4
82	168	1.8		RCV 302	17.11	90LA4
82	168	2.3		RCV 352	17.11	90LA4
85	161	1.2		RCV 252	16.42	90LA4
85	161	1.2		RCV 252A	16.42	90LA4
86	159	1.8		RCV 302A	32.45	90SA2
88	156	1.6		RCV 302A	10.18	100LA6
91	151	2		RCV 302	15.37	90LA4
91	151	2.5		RCV 352	15.37	90LA4
97	142	2.0		RCV 302A	14.50	90LA4
100	138	1.1		RCV 252A	14.01	90LA4
100	138	1.1		RCV 252	14.01	90LA4
104	132	2.2		RCV 302A	26.94	90SA2
111	124	2.3		RCV 302	12.62	90LA4
111	124	2.9		RCV 352	12.62	90LA4
116	118	2.2		RCV 302A	12.03	90LA4
122	113	1.3		RCV 252A	11.51	90LA4
122	112	2.7		RCV 302	11.43	90LA4
123	112	2.5		RCV 302A	22.80	90SA2
133	103	1.5		RCV 252A	10.53	90LA4
133	103	1.5		RCV 252	10.53	90LA4
135	104	1.3		RCV 381	10.40	90LA4
137	100	2.5		RCV 302A	10.18	90LA4
138	100	3		RCV 302	10.18	90LA4
141	97	0.8		RCV 202A	9.92	90LA4
143	96	2.7		RCV 302A	19.58	90SA2
149	92	1.6		RCV 252A	9.41	90LA4
149	92	1.6		RCV 252	9.41	90LA4
157	88	1.7		RCV 252A	8.93	90LA4
160	86	2.8		RCV 302A	8.75	90LA4
163	84	0.9		RCV 202	8.57	90LA4
163	84	0.9		RCV 202A	8.57	90LA4
173	80	2.5		RCV 302A	5.20	100LA6
178	77	1.9		RCV 252A	7.88	90LA4
178	77	1.9		RCV 252	7.88	90LA4
180	76	3.0		RCV 302A	7.76	90LA4
181	76	0.9		RCV 202A	7.75	90LA4
181	76	0.9		RCV 202	7.75	90LA4
190	74	1.5		RCV 281	7.36	90LA4
190	74	1.8		RCV 381	7.36	90LA4
204	67	2.6		RCV 302A	4.40	100LA6
216	64	2.3		RCV 252	6.47	90LA4
216	64	2.3		RCV 252A	6.47	90LA4
217	63	1.1		RCV 202A	6.46	90LA4
217	64	1.1		RCV 202	6.46	90LA4
223	62	3.4		RCV 302A	6.27	90LA4
236	58	2.5		RCV 252	5.92	90LA4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
 SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 1.5 kW			90SA2 n ₁ = 2800 min ⁻¹ 90LA4 n ₁ = 1400 min ⁻¹ 100LA6 n ₁ = 900 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
236	58	2.5		RCV 252A	5.92	90LA4
251	56	1.5		RCV 281	5.57	90LA4
251	56	2.3		RCV 381	5.57	90LA4
255	54	1.4		RCV 202	5.49	90LA4
255	54	1.4		RCV 202A	5.49	90LA4
269	51	3.9		RCV 302A	5.20	90LA4
279	49.3	2.7		RCV 252A	5.02	90LA4
279	49.3	2.7		RCV 252	5.02	90LA4
282	48.7	1.3		RCV 202A	9.92	90SA2
286	49	0.9		RCV 191	9.78	90SA2
295	47.6	2.6		RCV 381	4.75	90LA4
297	47.2	0.9		RCV 191	4.71	90LA4
297	47.2	0.9		RCV 241	4.71	90LA4
300	45.8	1.3		RCV 202A	4.66	90LA4
300	45.8	1.3		RCV 202	4.66	90LA4
317	44.2	1.7		RCV 281	4.41	90LA4
323	42.5	2.6		RCV 252A	4.33	90LA4
323	42.5	2.6		RCV 252	4.33	90LA4
327	42.1	1.4		RCV 202A	8.57	90SA2
341	41.2	1		RCV 191	4.11	90LA4
341	41.2	1		RCV 241	4.11	90LA4
341	41.2	2.8		RCV 381	4.11	90LA4
361	38.1	1.6		RCV 202A	7.75	90SA2
365	38.5	1.9		RCV 281	3.84	90LA4
367	37.4	1.4		RCV 202A	3.81	90LA4
367	37.4	1.4		RCV 202	3.81	90LA4
378	36.3	2.6		RCV 252A	3.70	90LA4
378	36.3	2.6		RCV 252	3.70	90LA4
414	33.9	2.1		RCV 281	3.38	90LA4
433	31.7	1.9		RCV 202A	6.46	90SA2
435	32.3	1		RCV 191	3.22	90LA4
435	32.3	1		RCV 241	3.22	90LA4
495	28.4	2.5		RCV 281	2.83	90LA4
510	27	2.3		RCV 202A	5.49	90SA2
513	27.4	1.1		RCV 191	2.73	90LA4
513	27.4	1.1		RCV 241	2.73	90LA4
601	22.9	2.2		RCV 202A	4.66	90SA2
601	22.9	2.2		RCV 202	4.66	90SA2
611	23	2.7		RCV 281	2.29	90LA4
628	22.4	1.3		RCV 191	2.23	90LA4
628	22.4	1.3		RCV 241	2.23	90LA4
714	19.7	1		RCV 191	1.26	100LA6
714	19.7	1		RCV 241	1.26	100LA6
735	18.7	2.4		RCV 202A	3.81	90SA2
735	18.7	2.4		RCV 202	3.81	90SA2
870	16.1	1.7		RCV 191	3.22	90SA2
870	16.1	1.7		RCV 241	3.22	90SA2
897	15.6	3		RCV 281	1.56	90LA4
1111	12.6	1.6		RCV 191	1.26	90LA4
1111	12.6	1.6		RCV 241	1.26	90LA4
1256	11.2	2.2		RCV 191	2.23	90SA2
1256	11.2	2.2		RCV 241	2.23	90SA2
2222	6.3	2.7		RCV 191	1.26	90SA2
2222	6.3	2.7		RCV 241	1.26	90SA2

P1 = 1.85 kW			90SB2 n ₁ = 2800 min ⁻¹ 90LB4 n ₁ = 1400 min ⁻¹ 100LB6 n ₁ = 900 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
4.6	3557	0.9		RCV 603	303.10	90LB4
5.7	2906	1.2		RCV 603	247.60	90LB4
6.4	2549	1.3		RCV 603	217.20	90LB4
6.8	2429	1.4		RCV 603	207.00	90LB4
7.1	2310	1.0		RCV 583	196.86	90LB4
7.4	2235	1.5		RCV 603	190.40	90LB4
7.7	2127	1.1		RCV 583	181.26	90LB4
7.9	2083	1.6		RCV 603	177.50	90LB4
9.2	1778	1.3		RCV 583	151.48	90LB4
9.4	1741	1.9		RCV 603	148.30	90LB4
9.8	1680	1.3		RCV 583	143.12	90LB4
10	1636	1.4		RCV 583	139.38	90LB4
10	1602	2.1		RCV 603	136.50	90LB4
11	1474	0.8		RCV 553	125.58	90LB4
12	1390	0.9		RCV 553	118.46	90LB4
12	1372	1.6		RCV 583	116.92	90LB4
12	1352	2.4		RCV 603	115.20	90LB4
13	1278	0.9		RCV 553	108.86	90LB4
14	1147	1.9		RCV 583	97.71	90LB4
15	1130	3		RCV 603	96.30	90LB4
15	1061	2.0		RCV 583	90.39	90LB4
16	1043	1.1		RCV 553	88.88	90LB4
16	1033	3		RCV 603	88.00	90LB4
19	867	2.6		RCV 583	73.85	90LB4
20	824	1.3		RCV 553	70.22	90LB4
20	818	2.3		RCV 583	139.38	90SB2
21	793	1.2		RCV 552	65.48	90LB4
22	736	0.9		RCV 453	62.70	90LB4
23	724	3.0		RCV 583	61.71	90LB4
25	660	3.3		RCV 583	56.26	90LB4
25	658	1.1		RCV 453	56.10	90LB4
26	648	1.6		RCV 552	53.46	90LB4
28	593	1.1		RCV 453	50.50	90LB4
30	552	3.7		RCV 583	47.02	90LB4
30	570	2		RCV 552	47.03	90LB4
31	536	1.2		RCV 453	45.70	90LB4
32	537	3.8		RCV 582	44.29	90LB4
32	529	1.2		RCV 452	43.68	90LB4
33	501	1.4		RCV 453	42.70	90LB4
36	470	1.2		RCV 452	38.76	90LB4
37	465	2.6		RCV 552	38.40	90LB4
37	448	1.5		RCV 453	38.20	90LB4
38	446	0.9		RCV 352	36.82	90LB4
40	424	2.8		RCV 552	35.01	90LB4
40	420	1.6		RCV 452	34.67	90LB4
41	404	1.7		RCV 453	34.40	90LB4
43	397	1		RCV 352	32.80	90LB4
45	378	1.6		RCV 452	31.20	90LB4
45	365	1.8		RCV 453	31.10	90LB4
45	375	1.9		RCV 452	30.93	90LB4
48	357	1.1		RCV 352	29.45	90LB4
51	333	2.1		RCV 452	27.45	90LB4
52	326	1.1		RCV 302A	26.94	90LB4
57	297	2.3		RCV 452	24.55	90LB4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 1.85 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
58	293	1		RCV 302	24.19 90LB4
58	293	1.3		RCV 352	24.19 90LB4
61	276	1.2		RCV 302A	22.80 90LB4
62	275	4.3		RCV 552	22.74 90LB4
63	268	2.5		RCV 452	22.09 90LB4
66	256	0.8		RCV 252A	21.16 90LB4
70	242	2.7		RCV 452	19.99 90LB4
72	237	1.3		RCV 302A	19.58 90LB4
72	234	0.9		RCV 252	19.35 90LB4
72	234	0.9		RCV 252A	19.35 90LB4
73	233	1.3		RCV 302	19.21 90LB4
73	233	1.7		RCV 352	19.21 90LB4
78	217	1.3		RCV 302A	17.95 90LB4
82	207	1.5		RCV 302	17.11 90LB4
82	207	1.9		RCV 352	17.11 90LB4
85	199	1		RCV 252	16.42 90LB4
85	199	1		RCV 252A	16.42 90LB4
88	192	1.3		RCV 302A	10.18 100LB6
91	186	1.6		RCV 302	15.37 90LB4
91	186	2		RCV 352	15.37 90LB4
97	176	1.6		RCV 302A	14.50 90LB4
99	172	6.7		RCV 552	14.19 90LB4
100	170	0.9		RCV 252A	14.01 90LB4
100	170	0.9		RCV 252	14.01 90LB4
103	165	1.5		RCV 302A	8.75 100LB6
111	153	1.8		RCV 302	12.62 90LB4
111	153	2.4		RCV 352	12.62 90LB4
116	146	1.8		RCV 302A	12.03 90LB4
122	139	1.1		RCV 252A	11.51 90LB4
122	139	1.1		RCV 252	11.51 90LB4
122	139	2.2		RCV 302	11.43 90LB4
122	139	2.8		RCV 352	11.43 90LB4
133	128	1.2		RCV 252A	10.53 90LB4
133	128	1.2		RCV 252	10.53 90LB4
135	129	1.1		RCV 381	10.40 90LB4
137	123	2.1		RCV 302A	10.18 90LB4
138	123	2.4		RCV 302	10.18 90LB4
144	118	1.8		RCV 302A	6.27 100LB6
149	114	1.3		RCV 252A	9.41 90LB4
149	114	1.3		RCV 252	9.41 90LB4
153	111	2.6		RCV 302	9.14 90LB4
157	108	1.4		RCV 252A	8.93 90LB4
157	108	1.4		RCV 252	8.93 90LB4
160	106	2.3		RCV 302A	8.75 90LB4
173	98	2.0		RCV 302A	5.20 100LB6
178	95	1.5		RCV 252A	7.88 90LB4
180	94	2.8		RCV 302	7.78 90LB4
180	94	2.4		RCV 302A	7.76 90LB4
181	94	0.8		RCV 202A	7.75 90LB4
186	91	2.7		RCV 302	7.51 90LB4
190	91	1.2		RCV 281	7.36 90LB4
190	91	1.5		RCV 381	7.36 90LB4
202	84	3		RCV 302	6.93 90LB4
204	83	2.1		RCV 302A	4.40 100LB6

P1 = 1.85 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
216	78	1.9		RCV 252	6.47 90LB4
216	78	1.9		RCV 252A	6.47 90LB4
217	78	0.9		RCV 202A	6.46 90LB4
217	78	0.9		RCV 202	6.46 90LB4
223	76	2.8		RCV 302A	6.27 90LB4
236	72	2		RCV 252	5.92 90LB4
236	72	2		RCV 252A	5.92 90LB4
238	71	2.2		RCV 302A	3.78 100LB6
251	69	1.2		RCV 281	5.57 90LB4
251	69	1.9		RCV 381	5.57 90LB4
255	67	1.1		RCV 202	5.49 90LB4
255	67	1.1		RCV 202A	5.49 90LB4
269	63	3.2		RCV 302A	5.20 90LB4
279	61	2.2		RCV 252A	5.02 90LB4
279	61	2.2		RCV 252	5.02 90LB4
295	59	2.1		RCV 381	4.75 90LB4
300	56	1.1		RCV 202A	4.66 90LB4
300	56	1.1		RCV 202	4.66 90LB4
317	55	1.3		RCV 281	4.41 90LB4
318	53	3.3		RCV 302A	4.40 90LB4
323	52	2.1		RCV 252A	4.33 90LB4
323	52	2.1		RCV 252	4.33 90LB4
341	51	2.3		RCV 381	4.11 90LB4
365	47.5	1.5		RCV 281	3.84 90LB4
367	46.2	1.1		RCV 202A	3.81 90LB4
367	46.2	1.1		RCV 202	3.81 90LB4
370	46	3.4		RCV 302A	3.78 90LB4
378	44.8	2.1		RCV 252A	3.70 90LB4
378	44.8	2.1		RCV 252	3.70 90LB4
414	41.8	1.7		RCV 281	3.38 90LB4
414	41.8	2.6		RCV 381	3.38 90LB4
467	37.1	3		RCV 381	3.00 90LB4
495	35	2.1		RCV 281	2.83 90LB4
513	33.8	0.9		RCV 191	2.73 90LB4
513	33.8	0.9		RCV 241	2.73 90LB4
611	28.3	2.2		RCV 281	2.29 90LB4
628	27.6	1.1		RCV 191	2.23 90LB4
628	27.6	1.1		RCV 241	2.23 90LB4
789	21.9	1.8		RCV 281	1.14 100LB6
897	19.3	2.4		RCV 281	1.56 90LB4
1111	15.6	1.3		RCV 191	1.26 90LB4
1111	15.6	1.3		RCV 241	1.26 90LB4
1228	14.1	2.8		RCV 281	1.14 90LB4
1256	13.8	1.8		RCV 191	2.23 90SB2
1256	13.8	1.8		RCV 241	2.23 90SB2
2222	7.8	2.2		RCV 191	1.26 90SB2
2222	7.8	2.2		RCV 241	1.26 90SB2




P1 = 2.2 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
5.7	3456	1		RCV 603	247.60 100LA4
6.4	3031	1.1		RCV 603	217.20 100LA4
6.8	2889	1.2		RCV 603	207.00 100LA4

**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**

P1 = 2.2 kW			90L2 n ₁ = 2800 min ⁻¹ 100LA4 n ₁ = 1400 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
7.4	2657	1.3		RCV 603	190.40	100LA4
7.9	2477	1.3		RCV 603	177.50	100LA4
9.2	2114	1.1		RCV 583	151.48	100LA4
9.4	2070	1.6		RCV 603	148.30	100LA4
9.8	1997	1.1		RCV 583	143.12	100LA4
10	1945	1.1		RCV 583	139.38	100LA4
10	1905	1.8		RCV 603	136.50	100LA4
11	1786	1.1		RCV 583	256	90L2
12	1632	1.4		RCV 583	116.92	100LA4
12	1608	2		RCV 603	115.20	100LA4
13	1493	1.3		RCV 583	213.94	90L2
14	1364	1.6		RCV 583	97.71	100LA4
15	1344	2.5		RCV 603	96.30	100LA4
15	1262	1.7		RCV 583	90.39	100LA4
16	1241	1		RCV 553	88.88	100LA4
16	1228	2.5		RCV 603	88.00	100LA4
18	1057	1.8		RCV 583	151.48	90L2
19	1031	2.1		RCV 583	73.85	100LA4
20	1004	3.2		RCV 603	71.90	100LA4
20	980	1.1		RCV 553	70.22	100LA4
20	973	1.9		RCV 583	139.38	90L2
21	943	1		RCV 552	65.48	100LA4
23	861	2.5		RCV 583	61.71	100LA4
25	785	2.8		RCV 583	56.26	100LA4
25	783	0.9		RCV 453	56.10	100LA4
26	770	1.3		RCV 552	53.46	100LA4
28	705	1		RCV 453	50.50	100LA4
30	656	3.1		RCV 583	47.02	100LA4
30	678	1.7		RCV 552	47.03	100LA4
31	638	1		RCV 453	45.70	100LA4
32	638	3.2		RCV 582	44.29	100LA4
32	629	1		RCV 452	43.68	100LA4
35	573	3.5		RCV 582	39.79	100LA4
36	558	1		RCV 452	38.76	100LA4
37	553	2.2		RCV 552	38.40	100LA4
37	533	1.3		RCV 453	38.20	100LA4
38	515	3.6		RCV 583	73.85	90L2
40	504	2.4		RCV 552	35.01	100LA4
40	500	1.4		RCV 452	34.67	100LA4
41	480	1.4		RCV 453	34.40	100LA4
45	450	1.4		RCV 452	31.20	100LA4
45	434	1.5		RCV 453	31.10	100LA4
45	446	1.6		RCV 452	30.93	100LA4
46	440	2.7		RCV 552	30.55	100LA4
48	424	0.9		RCV 352	29.45	100LA4
51	396	1.7		RCV 452	27.45	100LA4
57	354	1.9		RCV 452	24.55	100LA4
58	349	1.1		RCV 352	24.19	100LA4
61	328	1.0		RCV 302A	22.80	100LA4
62	328	3.6		RCV 552	22.74	100LA4
63	318	2.1		RCV 452	22.09	100LA4
70	288	2.2		RCV 452	19.99	100LA4
72	282	1.1		RCV 302A	19.58	100LA4
73	277	1.1		RCV 302	19.21	100LA4

P1 = 2.2 kW			90L2 n ₁ = 2800 min ⁻¹ 100LA4 n ₁ = 1400 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
73	277	1.4		RCV 352	19.21	100LA4
78	259	1.1		RCV 302A	17.95	100LA4
79	255	2.6		RCV 452	17.70	100LA4
82	247	1.2		RCV 302	17.11	100LA4
82	247	1.6		RCV 352	17.11	100LA4
86	234	1.2		RCV 302A	32.45	90L2
88	228	2.9		RCV 452	15.83	100LA4
91	221	1.3		RCV 302	15.37	100LA4
91	221	1.7		RCV 352	15.37	100LA4
97	209	1.3		RCV 302A	14.50	100LA4
104	194	1.5		RCV 302A	26.94	90L2
111	182	1.5		RCV 302	12.62	100LA4
111	182	2		RCV 352	12.62	100LA4
116	173	1.5		RCV 302A	12.03	100LA4
122	166	0.9		RCV 252	11.51	100LA4
122	165	1.9		RCV 302	11.43	100LA4
122	165	2.4		RCV 352	11.43	100LA4
127	158	6.8		RCV 552	11.00	100LA4
133	152	1		RCV 252	10.53	100LA4
135	153	0.9		RCV 381	10.40	100LA4
137	147	1.7		RCV 302A	10.18	100LA4
138	147	2		RCV 302	10.18	100LA4
138	147	2.6		RCV 352	10.18	100LA4
143	141	1.8		RCV 302A	19.58	90L2
149	136	1.1		RCV 252	9.41	100LA4
153	132	2.2		RCV 302	9.14	100LA4
153	132	2.8		RCV 352	9.14	100LA4
157	129	1.2		RCV 252	8.93	100LA4
160	126	1.9		RCV 302A	8.75	100LA4
180	112	2.3		RCV 302	7.78	100LA4
180	112	2.0		RCV 302A	7.76	100LA4
186	108	2.3		RCV 302	7.51	100LA4
190	108	1		RCV 281	7.36	100LA4
190	108	1.2		RCV 381	7.36	100LA4
193	104	2.2		RCV 302A	14.50	90L2
200	101	1.3		RCV 252A	14.01	90L2
202	100	2.5		RCV 302	6.93	100LA4
223	90	2.3		RCV 302A	6.27	100LA4
225	90	2.8		RCV 302	6.22	100LA4
233	87	2.5		RCV 302A	12.03	90L2
236	85	1.7		RCV 252	5.92	100LA4
251	82	1		RCV 281	5.57	100LA4
251	82	1.6		RCV 381	5.57	100LA4
266	76	1.7		RCV 252A	10.53	90L2
269	75	2.7		RCV 302A	5.20	100LA4
275	73	2.9		RCV 302A	10.18	90L2
279	72	1.8		RCV 252	5.02	100LA4
282	71	0.9		RCV 202A	9.92	90L2
295	70	1.8		RCV 381	4.75	100LA4
298	68	1.9		RCV 252A	9.41	90L2
298	68	1.9		RCV 252	9.41	90L2
314	64	2		RCV 252A	8.93	90L2
317	65	1.1		RCV 281	4.41	100LA4
318	63	2.8		RCV 302A	4.40	100LA4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
 SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**

P1 = 2.2 kW						
90L2 n ₁ = 2800 min ⁻¹ 100LA4 n ₁ = 1400 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	

323	62	1.8		RCV 252	4.33	100LA4
327	62	1		RCV 202A	8.57	90L2
341	60	1.9		RCV 381	4.11	100LA4
355	57	2.2		RCV 252A	7.88	90L2
361	56	3.4		RCV 302A	7.76	90L2
361	56	1.1		RCV 202A	7.75	90L2
365	57	1.3		RCV 281	3.84	100LA4
370	54	2.8		RCV 302A	3.78	100LA4
378	53	1.8		RCV 252	3.70	100LA4
414	50	1.4		RCV 281	3.38	100LA4
414	50	2.2		RCV 381	3.38	100LA4
433	46.5	1.3		RCV 202A	6.46	90L2
433	46.6	2.6		RCV 252A	6.47	90L2
447	45	3.9		RCV 302A	6.27	90L2
467	44.1	2.5		RCV 381	3.00	100LA4
473	42.6	2.8		RCV 252A	5.92	90L2
495	41.6	1.7		RCV 281	2.83	100LA4
510	39.5	1.5		RCV 202A	5.49	90L2
558	36.2	3.1		RCV 252A	5.02	90L2
601	33.6	1.5		RCV 202A	4.66	90L2
601	33.6	1.5		RCV 202	4.66	90L2
611	33.7	1.8		RCV 281	2.29	100LA4
611	33.7	2.8		RCV 381	2.29	100LA4
628	32.8	0.9		RCV 191	2.23	100LA4
628	32.8	0.9		RCV 241	2.23	100LA4
647	31.2	3		RCV 252A	4.33	90L2
647	31.2	3		RCV 252	4.33	90L2
681	30.2	1.1		RCV 191	4.11	90L2
681	30.2	1.1		RCV 241	4.11	90L2
729	28.2	2.1		RCV 281	3.84	90L2
735	27.4	1.6		RCV 202A	3.81	90L2
735	27.4	1.6		RCV 202	3.81	90L2
757	26.7	3		RCV 252A	3.70	90L2
757	26.7	3		RCV 252	3.70	90L2
870	23.7	1.1		RCV 191	3.22	90L2
870	23.7	1.1		RCV 241	3.22	90L2
897	22.9	2		RCV 281	1.56	100LA4
1111	18.5	1.1		RCV 191	1.26	100LA4
1111	18.5	1.1		RCV 241	1.26	100LA4
1228	16.8	2.4		RCV 281	1.14	100LA4
1256	16.4	1.5		RCV 191	2.23	90L2
1256	16.4	1.5		RCV 241	2.23	90L2
2222	9.3	1.8		RCV 191	1.26	90L2
2222	9.3	1.8		RCV 241	1.26	90L2




P1 = 3.0 kW					
100L2 n ₁ = 2800 min ⁻¹ 100LB4 n ₁ = 1400 min ⁻¹ 132S6 n ₁ = 900 min ⁻¹					

6.8	3940	0.9		RCV 603	207.00	100LB4
7.4	3624	0.9		RCV 603	190.40	100LB4
7.9	3378	1		RCV 603	177.50	100LB4
9.4	2822	1.2		RCV 603	148.30	100LB4
10	2598	1.3		RCV 603	136.50	100LB4
12	2225	1.0		RCV 583	116.92	100LB4




P1 = 3.0 kW						
100L2 n ₁ = 2800 min ⁻¹ 100LB4 n ₁ = 1400 min ⁻¹ 132S6 n ₁ = 900 min ⁻¹						
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	

12	2193	1.5		RCV 603	115.20	100LB4
14	1860	1.2		RCV 583	97.71	100LB4
15	1833	1.8		RCV 603	96.30	100LB4
15	1720	1.3		RCV 583	90.39	100LB4
16	1675	1.8		RCV 603	88.00	100LB4
19	1405	1.6		RCV 583	73.85	100LB4
20	1368	2.4		RCV 603	71.90	100LB4
23	1174	1.8		RCV 583	61.71	100LB4
23	1144	2.9		RCV 603	60.10	100LB4
25	1071	2.1		RCV 583	56.26	100LB4
26	1050	1		RCV 552	53.46	100LB4
30	895	2.3		RCV 583	47.02	100LB4
30	924	1.2		RCV 552	47.03	100LB4
32	870	2.3		RCV 582	44.29	100LB4
35	782	2.6		RCV 582	39.79	100LB4
37	754	1.6		RCV 552	38.40	100LB4
37	727	0.9		RCV 453	38.20	100LB4
39	711	3.0		RCV 582	36.18	100LB4
40	688	1.7		RCV 552	35.01	100LB4
40	681	1		RCV 452	34.67	100LB4
41	655	1		RCV 453	34.40	100LB4
43	638	3.4		RCV 582	32.50	100LB4
45	613	1		RCV 452	31.20	100LB4
45	592	1.1		RCV 453	31.10	100LB4
45	608	1.2		RCV 452	30.93	100LB4
46	600	2		RCV 552	30.55	100LB4
46	594	3.8		RCV 582	30.24	100LB4
50	535	3.4		RCV 583	56.26	100L2
51	539	1.3		RCV 452	27.45	100LB4
56	490	2.4		RCV 552	24.94	100LB4
57	482	1.4		RCV 452	24.55	100LB4
60	447	3.8		RCV 583	47.02	100L2
62	447	2.6		RCV 552	22.74	100LB4
63	434	1.5		RCV 452	22.09	100LB4
63	435	3.9		RCV 582	44.29	100L2
70	393	1.6		RCV 452	19.99	100LB4
73	377	1.1		RCV 352	19.21	100LB4
79	348	1.9		RCV 452	17.70	100LB4
82	336	0.9		RCV 302	17.11	100LB4
82	336	1.2		RCV 352	17.11	100LB4
88	311	2.2		RCV 452	15.83	100LB4
91	302	1		RCV 302	15.37	100LB4
91	302	1.3		RCV 352	15.37	100LB4
97	285	1.0		RCV 302A	14.50	100LB4
98	280	2.3		RCV 452	14.25	100LB4
99	279	4.1		RCV 552	14.19	100LB4
104	265	1.1		RCV 302A	26.94	100L2
109	253	2.5		RCV 452	12.89	100LB4
111	248	1.1		RCV 302	12.62	100LB4
111	248	1.5		RCV 352	12.62	100LB4
116	236	1.1		RCV 302A	12.03	100LB4
122	225	1.4		RCV 302	11.43	100LB4
122	225	1.7		RCV 352	11.43	100LB4
123	224	1.2		RCV 302A	22.80	100L2

**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**

P1 = 3.0 kW			100L2 n ₁ = 2800 min ⁻¹ 100LB4 n ₁ = 1400 min ⁻¹ 132S6 n ₁ = 900 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	

125	220	3		RCV 452	11.18	100LB4
137	200	1.3		RCV 302A	10.18	100LB4
138	200	1.5		RCV 302	10.18	100LB4
138	200	1.9		RCV 352	10.18	100LB4
143	192	1.3		RCV 302A	19.58	100L2
149	185	0.8		RCV 252	9.41	100LB4
153	180	1.6		RCV 302	9.14	100LB4
153	180	2.1		RCV 352	9.14	100LB4
156	176	1.4		RCV 302A	17.95	100L2
157	175	0.9		RCV 252	8.93	100LB4
160	172	1.4		RCV 302A	8.75	100LB4
178	155	1		RCV 252	7.88	100LB4
180	153	1.7		RCV 302	7.78	100LB4
180	153	2.5		RCV 352	7.78	100LB4
180	153	1.5		RCV 302A	7.76	100LB4
186	148	1.7		RCV 302	7.51	100LB4
186	148	2.4		RCV 352	7.51	100LB4
190	148	0.9	RCV 381		7.36	100LB4
193	142	1.6		RCV 302A	14.50	100L2
202	136	1.9		RCV 302	6.93	100LB4
202	136	2.7		RCV 352	6.93	100LB4
216	127	1.1		RCV 252	6.47	100LB4
223	123	1.7		RCV 302A	6.27	100LB4
225	122	2.1		RCV 302	6.22	100LB4
225	122	3		RCV 352	6.22	100LB4
233	118	1.9		RCV 302A	12.03	100L2
236	116	1.2		RCV 252	5.92	100LB4
251	112	1.2	RCV 381		5.57	100LB4
269	102	1.9		RCV 302A	5.20	100LB4
274	100	2.5		RCV 302	5.11	100LB4
275	100	2.1		RCV 302A	10.18	100L2
279	99	1.3		RCV 252	5.02	100LB4
295	95	1.3	RCV 381		4.75	100LB4
307	90	2.9		RCV 302	4.56	100LB4
318	87	2.0		RCV 302A	4.40	100LB4
320	86	2.3		RCV 302A	8.75	100L2
323	85	1.3		RCV 252	4.33	100LB4
341	82	1.4	RCV 381		4.11	100LB4
361	76	2.5		RCV 302A	7.76	100L2
365	77	0.9	RCV 281		3.84	100LB4
370	74	2.1		RCV 302A	3.78	100LB4
378	73	1.3		RCV 252	3.70	100LB4
414	68	1.1	RCV 281		3.38	100LB4
414	68	1.6	RCV 381		3.38	100LB4
447	62	2.9		RCV 302A	6.27	100L2
467	60	1.8	RCV 381		3.00	100LB4
538	51	3.2		RCV 302A	5.20	100L2
611	45.9	1.3	RCV 281		2.29	100LB4
611	45.9	2	RCV 381		2.29	100LB4
636	43	3.4		RCV 302A	4.40	100L2
729	38.5	1.6	RCV 281		3.84	100L2
740	37	3.5		RCV 302A	3.78	100L2
789	35.6	1.1	RCV 281		1.14	132S6
859	32.7	2.8	RCV 381		1.63	100LB4




P1 = 3.0 kW			100L2 n ₁ = 2800 min ⁻¹ 100LB4 n ₁ = 1400 min ⁻¹ 132S6 n ₁ = 900 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	




897	31.3	1.5	RCV 281		1.56	100LB4
989	28.4	2.1	RCV 281		2.83	100L2
1026	27.4	1	RCV 191		2.73	100L2
1026	27.4	1	RCV 241		2.73	100L2
1223	23	2.2	RCV 281		2.29	100L2
1228	22.9	1.8	RCV 281		1.14	100LB4
1256	22.4	1.1	RCV 191		2.23	100L2
1256	22.4	1.1	RCV 241		2.23	100L2
1795	15.6	2.5	RCV 281		1.56	100L2
2222	12.6	1.3	RCV 191		1.26	100L2
2222	12.6	1.3	RCV 241		1.26	100L2
2456	11.4	2.9	RCV 281		1.14	100L2

P1 = 4.0 kW			112M2 n ₁ = 2800 min ⁻¹ 112M4 n ₁ = 1400 min ⁻¹			
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9.4	3763	0.9	RCV 603	148.30		112M4
10	3464	1	RCV 603	136.50		112M4
12	2923	1.1	RCV 603	115.20		112M4
15	2444	1.4	RCV 603	96.30		112M4
16	2233	1.4	RCV 603	88.00		112M4
19	1874	1.2	RCV 583	73.85		112M4
20	1825	1.8	RCV 603	71.90		112M4
23	1566	1.4	RCV 583	61.71		112M4
23	1525	2.2	RCV 603	60.10		112M4
25	1428	1.5	RCV 583	56.26		112M4
25	1416	2.3	RCV 603	55.80		112M4
30	1193	1.7	RCV 583	47.02		112M4
30	1232	0.9	RCV 552	47.03		112M4
30	1183	2.8	RCV 603	46.60		112M4
31	1147	1.6	RCV 583	90.39		112M2
32	1160	2.5	RCV 602	44.29		112M4
32	1160	1.8	RCV 582	44.29		112M4
35	1042	1.9	RCV 582	39.79		112M4
35	1042	2.8	RCV 602	39.79		112M4
37	1006	1.2	RCV 552	38.40		112M4
38	937	2.0	RCV 583	73.85		112M2
39	948	2.3	RCV 582	36.18		112M4
40	917	1.3	RCV 552	35.01		112M4
43	851	2.6	RCV 582	32.50		112M4
45	810	0.9	RCV 452	30.93		112M4
46	800	1.5	RCV 552	30.55		112M4
46	792	2.8	RCV 582	30.24		112M4
51	719	1	RCV 452	27.45		112M4
52	711	3.1	RCV 582	27.16		112M4
56	653	1.8	RCV 552	24.94		112M4
56	655	3.2	RCV 582	24.99		112M4
57	643	1.1	RCV 452	24.55		112M4
59	627	3.2	RCV 582	23.93		112M4
62	596	2	RCV 552	22.74		112M4
63	579	1.2	RCV 452	22.09		112M4
70	524	1.2	RCV 452	19.99		112M4
73	499	2.3	RCV 552	19.06		112M4
77	474	3.8	RCV 582	36.18		112M2





**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**





P1 = 4.0 kW			112M2 n ₁ = 2800 min ⁻¹ 112M4 n ₁ = 1400 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
79	464	1.5			RCV 452	17.70 112M4
82	448	0.9			RCV 352	17.11 112M4
88	415	1.6			RCV 452	15.83 112M4
90	408	2.7			RCV 552	15.56 112M4
91	403	0.9			RCV 352	15.37 112M4
98	373	1.7			RCV 452	14.25 112M4
99	372	3.1			RCV 552	14.19 112M4
109	338	1.9			RCV 452	12.89 112M4
111	331	1.1			RCV 352	12.62 112M4
122	299	1			RCV 302	11.43 112M4
122	299	1.3			RCV 352	11.43 112M4
125	293	2.3			RCV 452	11.18 112M4
127	288	3.7			RCV 552	11.00 112M4
137	267	1.0			RCV 302A	10.18 112M4
138	267	1.1			RCV 302	10.18 112M4
138	267	1.4			RCV 352	10.18 112M4
140	262	2.5			RCV 452	10.00 112M4
143	256	1.0			RCV 302A	19.58 112M2
153	239	1.2			RCV 302	9.14 112M4
153	239	1.5			RCV 352	9.14 112M4
156	236	2.7			RCV 452	9.00 112M4
160	229	1.1			RCV 302A	8.75 112M4
172	213	2.9			RCV 452	8.14 112M4
180	204	1.3			RCV 302	7.78 112M4
180	204	1.9			RCV 352	7.78 112M4
180	203	1.1			RCV 302A	7.76 112M4
186	197	1.3			RCV 302	7.51 112M4
186	197	1.8			RCV 352	7.51 112M4
193	190	1.2			RCV 302A	14.50 112M2
202	182	1.4			RCV 302	6.93 112M4
202	182	2.1			RCV 352	6.93 112M4
223	164	1.3			RCV 302A	6.27 112M4
225	163	1.6			RCV 302	6.22 112M4
225	163	2.2			RCV 352	6.22 112M4
233	158	1.4			RCV 302A	12.03 112M2
236	155	0.9			RCV 252	5.92 112M4
251	149	0.9			RCV 381	5.57 112M4
269	136	1.5			RCV 302A	5.20 112M4
274	134	1.9			RCV 302	5.11 112M4
274	134	2.6			RCV 352	5.11 112M4
275	133	1.6			RCV 302A	10.18 112M2
279	132	1			RCV 252	5.02 112M4
295	127	1			RCV 381	4.75 112M4
307	119	2.2			RCV 302	4.56 112M4
307	119	2.8			RCV 352	4.56 112M4
318	115	1.5			RCV 302A	4.40 112M4
323	113	1			RCV 252	4.33 112M4
341	110	1			RCV 381	4.11 112M4
361	102	1.9			RCV 302A	7.76 112M2
370	99	1.6			RCV 302A	3.78 112M4
374	98	2.5			RCV 302	3.74 112M4
378	97	1			RCV 252	3.70 112M4
414	90	1.2			RCV 381	3.38 112M4
447	82	2.1			RCV 302A	6.27 112M2





P1 = 4.0 kW			112M2 n ₁ = 2800 min ⁻¹ 112M4 n ₁ = 1400 min ⁻¹			
n ₂ min ⁻¹	Mn ₂ Nm	fs			i	
467	80	1.4			RCV 381	3.00 112M4
495	76	1			RCV 281	2.83 112M4
538	68	2.4			RCV 302A	5.20 112M2
611	61	1			RCV 281	2.29 112M4
611	61	1.5			RCV 381	2.29 112M4
636	58	2.6			RCV 302A	4.40 112M2
647	57	1.7			RCV 252	4.33 112M2
681	55	1.7			RCV 381	4.11 112M2
729	51	1.2			RCV 281	3.84 112M2
740	50	2.6			RCV 302A	3.78 112M2
757	48.5	1.7			RCV 252	3.70 112M2
828	45.2	1.3			RCV 281	3.38 112M2
859	43.6	2.1			RCV 381	1.63 112M4
897	41.7	1.1			RCV 281	1.56 112M4
933	40.1	2.3			RCV 381	3.00 112M2
989	37.8	1.6			RCV 281	2.83 112M2
1223	30.6	1.7			RCV 281	2.29 112M2
1223	30.6	2.6			RCV 381	2.29 112M2
1228	30.5	1.3			RCV 281	1.14 112M4
1795	20.9	1.9			RCV 281	1.56 112M2
2222	16.8	1			RCV 191	1.26 112M2
2222	16.8	1			RCV 241	1.26 112M2
2456	15.2	2.2			RCV 281	1.14 112M2

P1 = 5.5 kW			132SA2 n ₁ = 2800 min ⁻¹ 132S4 n ₁ = 1400 min ⁻¹ 132MB6 n ₁ = 900 min ⁻¹			
14.5	3360	1			RCV 603	96.30 132S4
15.9	3071	1			RCV 603	88.00 132S4
19.5	2509	1.3			RCV 603	71.90 132S4
23	2153	1.0			RCV 583	61.71 132S4
23.3	2097	1.6			RCV 603	60.10 132S4
25	1963	1.1			RCV 583	56.26 132S4
25.1	1947	1.7			RCV 603	55.80 132S4
30	1641	1.2			RCV 583	47.02 132S4
30	1626	2.1			RCV 603	46.60 132S4
32	1595	1.8			RCV 602	44.29 132S4
32	1595	1.3			RCV 582	44.29 132S4
35	1433	1.4			RCV 582	39.79 132S4
35	1433	2			RCV 602	39.79 132S4
37	1383	0.9			RCV 552	38.40 132S4
39	1303	1.6			RCV 582	36.18 132S4
39	1303	2.3			RCV 602	36.18 132S4
40	1261	1			RCV 552	35.01 132S4
43	1171	1.9			RCV 582	32.50 132S4
43	1171	2.6			RCV 602	32.50 132S4
46	1100	1.1			RCV 552	30.55 132S4
46	1089	2.1			RCV 582	30.24 132S4
46	1089	2.3			RCV 602	30.24 132S4
50	982	1.9			RCV 583	56.26 132SA2
52	978	2.3			RCV 582	27.16 132S4
52	978	2.6			RCV 602	27.16 132S4
56	898	1.3			RCV 552	24.94 132S4
56	900	2.6			RCV 602	24.99 132S4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 5.5 kW			132SA2 $n_1=2800 \text{ min}^{-1}$ 132S4 $n_1=1400 \text{ min}^{-1}$ 132MB6 $n_1=900 \text{ min}^{-1}$			
n_2 min^{-1}	Mn_2 Nm	fs			i	
56	900	2.3		RCV 582	24.99	132SA4
59	862	2.3		RCV 582	23.93	132SA4
62	819	1.4		RCV 552	22.74	132SA4
63	798	2.1		RCV 582	44.29	132SA2
70	720	0.9		RCV 452	19.99	132SA4
72	704	3.0		RCV 582	19.55	132SA4
73	687	1.7		RCV 552	19.06	132SA4
77	652	2.7		RCV 582	36.18	132SA2
79	638	1.1		RCV 452	17.70	132SA4
86	589	3.6		RCV 582	16.34	132SA4
88	570	1.2		RCV 452	15.83	132SA4
90	560	1.9		RCV 552	15.56	132SA4
93	541	3.8		RCV 582	15.03	132SA4
98	513	1.3		RCV 452	14.25	132SA4
99	511	2.3		RCV 552	14.19	132SA4
102	494	3.9		RCV 582	13.71	132SA4
109	464	1.4		RCV 452	12.89	132SA4
112	450	3.9		RCV 582	24.99	132SA2
116	435	2.3		RCV 552	12.07	132SA4
122	412	1		RCV 352	11.43	132SA4
125	403	1.6		RCV 452	11.18	132SA4
127	396	2.7		RCV 552	11.00	132SA4
138	367	1		RCV 352	10.18	132SA4
140	360	1.8		RCV 452	10.00	132SA4
148	342	2.8		RCV 552	9.49	132SA4
153	329	0.9		RCV 302	9.14	132SA4
153	329	1.1		RCV 352	9.14	132SA4
156	324	2		RCV 452	9.00	132SA4
172	293	2.1		RCV 452	8.14	132SA4
180	280	0.9		RCV 302	7.78	132SA4
180	280	1.4		RCV 352	7.78	132SA4
186	271	0.9		RCV 302	7.51	132SA4
186	271	1.3		RCV 352	7.51	132SA4
202	250	1		RCV 302	6.93	132SA4
202	250	1.5		RCV 352	6.93	132SA4
225	224	1.1		RCV 302	6.22	132SA4
225	224	1.6		RCV 352	6.22	132SA4
231	219	2.6		RCV 452	6.07	132SA4
258	196	2.9		RCV 452	5.43	132SA4
274	184	1.4		RCV 302	5.11	132SA4
274	184	1.9		RCV 352	5.11	132SA4
307	164	1.6		RCV 302	4.56	132SA4
307	164	2		RCV 352	4.56	132SA4
337	150	4.4		RCV 552	4.16	132SA4
374	135	1.8		RCV 302	3.74	132SA4
374	135	2.3		RCV 352	3.74	132SA4
414	124	0.9	RCV 381		3.38	132SA4
442	114	4.9		RCV 552	3.17	132SA4
467	110	1	RCV 381		3.00	132SA4
548	92	2.3		RCV 302	5.11	132SA2
552	93	1	RCV 381		1.63	132MB6
611	84	1.1	RCV 381		2.29	132SA4
614	82	2.6		RCV 302	4.56	132SA2
681	76	1.3	RCV 381		4.11	132SA2




P1 = 5.5 kW			100L2 $n_1=2800 \text{ min}^{-1}$ 100LB4 $n_1=1400 \text{ min}^{-1}$ 132S6 $n_1=900 \text{ min}^{-1}$			
n_2 min^{-1}	Mn_2 Nm	fs			i	
749	67	3		RCV 302	3.74	132SA2
828	62	1.5	RCV 381		3.38	132SA2
859	60	1.5	RCV 381		1.63	132SA4
933	55	1.7	RCV 381		3.00	132SA2
1223	42	1.9	RCV 381		2.29	132SA2
1228	42	1	RCV 281		1.14	132SA4
1718	30	2.6	RCV 381		1.63	132SA2
1795	29	1.4	RCV 281		1.56	132SA2
2456	21	1.6	RCV 281		1.14	132SA2

P1 = 7.5 kW			132SB2 $n_1=2800 \text{ min}^{-1}$ 132MA4 $n_1=1400 \text{ min}^{-1}$			
n_2 min^{-1}	Mn_2 Nm	fs			i	
20	3421	1		RCV 603	71.90	132MA4
23	2860	1.2		RCV 603	60.10	132MA4
25	2655	1.2		RCV 603	55.80	132MA4
30	2217	1.5		RCV 603	46.60	132MA4
32	2175	1.4		RCV 602	44.29	132MA4
35	1954	1.0		RCV 582	39.79	132MA4
35	1954	1.5		RCV 602	39.79	132MA4
39	1777	1.2		RCV 582	36.18	132MA4
39	1777	1.7		RCV 602	36.18	132MA4
43	1596	1.4		RCV 582	32.50	132MA4
43	1596	1.9		RCV 602	32.50	132MA4
46	1485	1.5		RCV 582	30.24	132MA4
46	1485	1.7		RCV 602	30.24	132MA4
50	1338	1.4		RCV 583	56.26	132SM2
52	1334	1.7		RCV 582	27.16	132MA4
52	1334	1.9		RCV 602	27.16	132MA4
56	1225	1		RCV 552	24.94	132MA4
56	1227	1.9		RCV 602	24.99	132MA4
56	1227	1.7		RCV 582	24.99	132MA4
59	1175	1.7		RCV 582	23.93	132MA4
59	1175	2.4		RCV 602	23.93	132MA4
60	1119	1.5		RCV 583	47.02	132SM2
62	1117	1.1		RCV 552	22.74	132MA4
70	977	1.7		RCV 582	39.79	132SM2
72	960	2.2		RCV 582	19.55	132MA4
73	936	1.2		RCV 552	19.06	132MA4
77	888	2.0		RCV 582	36.18	132SM2
86	803	2.6		RCV 582	16.34	132MA4
88	778	0.9		RCV 452	15.83	132MA4
90	764	1.4		RCV 552	15.56	132MA4
93	738	2.8		RCV 582	15.03	132MA4
98	700	0.9		RCV 452	14.25	132MA4
99	697	1.7		RCV 552	14.19	132MA4
102	673	2.8		RCV 582	13.71	132MA4
109	633	1		RCV 452	12.89	132MA4
112	614	2.9		RCV 582	24.99	132SM2
116	593	1.7		RCV 552	12.07	132MA4
117	588	2.9		RCV 582	23.93	132SM2
125	549	1.2		RCV 452	11.18	132MA4
125	550	3.4		RCV 582	11.20	132MA4
127	540	2		RCV 552	11.00	132MA4




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
 SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 7.5 kW						
132SB2 $n_1=2800\text{ min}^{-1}$ 132MA4 $n_1=1400\text{ min}^{-1}$						
n_2 min ⁻¹	Mn ₂ Nm	fs			i	
143	480	3.6		RCV 582	19.55	132SM2
148	466	2		RCV 552	9.49	132MA4
156	442	1.4		RCV 452	9.00	132MA4
172	400	1.6		RCV 452	8.14	132MA4
180	382	1		RCV 352	7.78	132MA4
186	369	1		RCV 352	7.51	132MA4
189	363	2.4		RCV 552	7.39	132MA4
202	340	1.1		RCV 352	6.93	132MA4
225	306	1.2		RCV 352	6.22	132MA4
231	298	1.9		RCV 452	6.07	132MA4
232	296	2.7		RCV 552	6.03	132MA4
258	267	2.1		RCV 452	5.43	132MA4
274	251	1		RCV 302	5.11	132MA4
274	251	1.4		RCV 352	5.11	132MA4
286	240	2.4		RCV 452	4.89	132MA4
307	224	1.2		RCV 302	4.56	132MA4
307	224	1.5		RCV 352	4.56	132MA4
317	217	2.6		RCV 452	4.42	132MA4
337	204	3.2		RCV 552	4.16	132MA4
374	184	1.3		RCV 302	3.74	132MA4
374	184	1.7		RCV 352	3.74	132MA4
404	170	1.2		RCV 302	6.93	132SB2
404	170	1.8		RCV 352	6.93	132SB2
442	156	3.6		RCV 552	3.17	132MA4
450	153	1.4		RCV 302	6.22	132SB2
450	153	2		RCV 352	6.22	132SB2
548	126	1.7		RCV 302	5.11	132SB2
548	126	2.3		RCV 352	5.11	132SB2
589	119	0.9	RCV 381		4.75	132SB2
614	112	1.9		RCV 302	4.56	132SB2
614	112	2.5		RCV 352	4.56	132SB2
673	102	5.4		RCV 552	4.16	132SB2
681	103	0.9	RCV 381		4.11	132SB2
749	92	2.2		RCV 302	3.74	132SB2
749	92	2.9		RCV 352	3.74	132SB2
859	82	1.1	RCV 381		1.63	132MA4
883	78	6		RCV 552	3.17	132SB2
933	75	1.2	RCV 381		3.00	132SB2
1223	57	1.4	RCV 381		2.29	132SB2
1718	41	1.9	RCV 381		1.63	132SB2
1795	39	1	RCV 281		1.56	132SB2
2456	29	1.2	RCV 281		1.14	132SB2




P1 = 9.2 kW						
132SM2 $n_1=2800\text{ min}^{-1}$ 132MB4 $n_1=1400\text{ min}^{-1}$						
n_2 min ⁻¹	Mn ₂ Nm	fs			i	
23	3508	1		RCV 603	60.10	132MB4
25	3257	1		RCV 603	55.80	132MB4
30	2720	1.2		RCV 603	46.60	132MB4
32	2668	1.1		RCV 602	44.29	132MB4
35	2397	1.2		RCV 602	39.79	132MB4
39	2180	1.0		RCV 582	36.18	132MB4
39	2180	1.4		RCV 602	36.18	132MB4
43	1958	1.1		RCV 582	32.50	132MB4

P1 = 9.2 kW						
132SM2 $n_1=2800\text{ min}^{-1}$ 132MB4 $n_1=1400\text{ min}^{-1}$						
n_2 min ⁻¹	Mn ₂ Nm	fs			i	
43	1958	1.6		RCV 602	32.50	132MB4
46	1822	1.2		RCV 582	30.24	132MB4
46	1822	1.4		RCV 602	30.24	132MB4
52	1636	1.3		RCV 582	27.16	132MB4
52	1636	1.6		RCV 602	27.16	132MB4
56	1506	1.6		RCV 602	24.99	132MB4
56	1506	1.4		RCV 582	24.99	132MB4
59	1442	1.4		RCV 582	23.93	132MB4
59	1442	2		RCV 602	23.93	132MB4
60	1372	1.2		RCV 583	47.02	132SM2
62	1370	0.9		RCV 552	22.74	132MB4
70	1199	1.4		RCV 582	39.79	132SM2
72	1178	1.8		RCV 582	19.55	132MB4
72	1178	2.6		RCV 602	19.55	132MB4
73	1148	1		RCV 552	19.06	132MB4
77	1090	1.6		RCV 582	36.18	132SM2
86	984	2.2		RCV 582	16.34	132MB4
90	937	1.2		RCV 552	15.56	132MB4
93	906	2.3		RCV 582	15.03	132MB4
99	855	1.3		RCV 552	14.19	132MB4
102	826	2.3		RCV 582	13.71	132MB4
112	753	2.3		RCV 582	24.99	132SM2
116	727	1.4		RCV 552	12.07	132MB4
125	674	1		RCV 452	11.18	132MB4
125	675	2.8		RCV 582	11.20	132MB4
127	663	1.6		RCV 552	11.00	132MB4
140	603	1.1		RCV 452	10.00	132MB4
143	589	3.0		RCV 582	19.55	132SM2
148	572	1.6		RCV 552	9.49	132MB4
150	564	3.2		RCV 582	9.36	132MB4
156	542	1.2		RCV 452	9.00	132MB4
163	519	3.3		RCV 582	8.61	132MB4
172	490	1.3		RCV 452	8.14	132MB4
186	453	3.8		RCV 582	15.03	132SM2
189	445	2		RCV 552	7.39	132MB4
190	445	3.6		RCV 582	7.38	132MB4
202	418	0.9		RCV 352	6.93	132MB4
204	413	3.9		RCV 582	13.71	132SM2
225	375	1		RCV 352	6.22	132MB4
231	366	1.6		RCV 452	6.07	132MB4
232	363	2.2		RCV 552	6.03	132MB4
258	327	1.8		RCV 452	5.43	132MB4
274	308	1.1		RCV 352	5.11	132MB4
286	295	1.9		RCV 452	4.89	132MB4
306	275	2.7		RCV 552	4.57	132MB4
307	275	0.9		RCV 302	4.56	132MB4
307	275	1.2		RCV 352	4.56	132MB4
317	266	2.2		RCV 452	4.42	132MB4
337	251	2.6		RCV 552	4.16	132MB4
374	225	1.1		RCV 302	3.74	132MB4
374	225	1.4		RCV 352	3.74	132MB4
380	222	2.7		RCV 552	3.68	132MB4
404	209	1		RCV 302	6.93	132M2
404	209	1.5		RCV 352	6.93	132M2




**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 9.2 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
			132SM2 $n_1=2800$ min ⁻¹	132MB4 $n_1=1400$ min ⁻¹	
442	191	2.9		RCV 552	3.17 132MB4
450	187	1.1		RCV 302	6.22 132M2
450	187	1.6		RCV 352	6.22 132M2
461	183	2.6		RCV 452	6.07 132M2
516	164	2.9		RCV 452	5.43 132M2
548	154	1.4		RCV 302	5.11 132M2
548	154	1.9		RCV 352	5.11 132M2
614	137	1.6		RCV 302	4.56 132M2
614	137	2		RCV 352	4.56 132M2
673	125	4.4		RCV 552	4.16 132M2
749	113	1.8		RCV 302	3.74 132M2
749	113	2.3		RCV 352	3.74 132M2
828	104	0.9	RCV 381		3.38 132M2
859	100	0.9	RCV 381		1.63 132MB4
883	95	4.9		RCV 552	3.17 132M2
933	92	1	RCV 381		3.00 132M2
1223	70	1.1	RCV 381		2.29 132M2
1718	50	1.5	RCV 381		1.63 132M2
2456	35.1	0.9	RCV 281		1.14 132M2

P1 = 11 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
			160MR2 $n_1=2800$ min ⁻¹	160MR4 $n_1=1400$ min ⁻¹	160L6 $n_1=900$ min ⁻¹
30	3252	1		RCV 603	46.60 160MR4
32	3190	0.9		RCV 602	44.29 160MR4
35	2866	1		RCV 602	39.79 160MR4
39	2606	1.1		RCV 602	36.18 160MR4
43	2341	1.3		RCV 602	32.50 160MR4
46	2178	1.0		RCV 582	30.24 160MR4
46	2178	1.1		RCV 602	30.24 160MR4
52	1956	1.1		RCV 582	27.16 160MR4
52	1957	1.3		RCV 602	27.16 160MR4
56	1800	1.3		RCV 602	24.99 160MR4
56	1800	1.2		RCV 582	24.99 160MR4
59	1724	1.2		RCV 582	23.93 160MR4
59	1724	1.6		RCV 602	23.93 160MR4
63	1595	1.1		RCV 582	44.29 160MR2
70	1433	1.2		RCV 582	39.79 160MR2
72	1408	1.5		RCV 582	19.55 160MR4
72	1408	2.2		RCV 602	19.55 160MR4
77	1303	1.4		RCV 582	36.18 160MR2
86	1177	1.8		RCV 582	16.34 160MR4
86	1177	2.7		RCV 602	16.34 160MR4
90	1121	1		RCV 552	15.56 160MR4
93	1089	1.7		RCV 582	30.24 160MR2
93	1083	2.8		RCV 602	15.03 160MR4
93	1083	1.9		RCV 582	15.03 160MR4
99	1022	1.1		RCV 552	14.19 160MA4
102	988	2.8		RCV 602	13.71 160MR4
102	988	1.9		RCV 582	13.71 160MR4
112	900	2.0		RCV 582	24.99 160MR2
116	870	1.2		RCV 552	12.07 160MR4
117	862	2.7		RCV 602	23.93 160MR2
117	862	2.0		RCV 582	23.93 160MR2




P1 = 11 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
			160MR2 $n_1=2800$ min ⁻¹	160MR4 $n_1=1400$ min ⁻¹	160L6 $n_1=900$ min ⁻¹
125	807	2.3		RCV 582	11.20 160MR4
127	792	1.4		RCV 552	11.00 160MA4
143	704	2.5		RCV 582	19.55 160MR2
148	684	1.4		RCV 552	9.49 160MR4
149	676	2.9		RCV 602	6.03 160L6
150	674	2.7		RCV 582	9.36 160MR4
163	620	2.8		RCV 582	8.61 160MR4
171	589	3.0		RCV 582	16.34 160MR2
179	565	3		RCV 602	5.04 160L6
186	541	3.2		RCV 582	15.03 160MR2
189	532	1.6		RCV 552	7.39 160MR4
190	532	3.0		RCV 582	7.38 160MR4
197	512	1.4		RCV 552	4.57 160L6
204	494	3.2		RCV 582	13.71 160MR2
232	434	1.9		RCV 552	6.03 160MR4
232	434	3.5		RCV 582	6.03 160MR4
245	412	1.5		RCV 552	3.68 160L6
250	403	3.9		RCV 582	11.20 160MR2
295	342	2.3		RCV 552	9.49 160MR2
306	329	2.2		RCV 552	4.57 160MR4
324	312	1.8		RCV 552	2.78 160L6
337	300	2.2		RCV 552	4.16 160MA4
379	266	2.7		RCV 552	7.39 160MR2
380	265	2.3		RCV 552	3.68 160MR4
442	228	2.5		RCV 552	3.17 160MA4
504	200	2.7		RCV 552	2.78 160MR4

**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**




P1 = 15 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
			160MB2 160L4 180L6	$n_1=2800\text{ min}^{-1}$ $n_1=1400\text{ min}^{-1}$ $n_1=900\text{ min}^{-1}$	
43	3192	1		RCV 602	32.50 160L4
52	2668	1		RCV 602	27.16 160L4
56	2455	1		RCV 602	24.99 160L4
59	2351	1.2		RCV 602	23.93 160L4
72	1920	1.1		RCV 582	19.55 160L4
72	1920	1.6		RCV 602	19.55 160L4
77	1777	1.0		RCV 582	36.18 160MB2
86	1605	1.3		RCV 582	16.34 160L4
86	1605	2		RCV 602	16.34 160L4
93	1476	2		RCV 602	15.03 160L4
93	1476	1.4		RCV 582	15.03 160L4
99	1394	0.8		RCV 552	14.19 160L4
102	1347	2		RCV 602	13.71 160L4
102	1347	1.4		RCV 582	13.71 160L4
112	1227	1.4		RCV 582	24.99 160MB2
117	1175	1.4		RCV 582	23.93 160MB2
125	1100	2.7		RCV 602	11.20 160L4
125	1100	1.7		RCV 582	11.20 160L4
127	1081	1		RCV 552	11.00 160L4
143	960	1.8		RCV 582	19.55 160MB2
148	932	1		RCV 552	9.49 160L4
150	919	2.0		RCV 582	9.36 160L4
150	919	2.8		RCV 602	9.36 160L4
163	846	2.0		RCV 582	8.61 160L4
163	846	3		RCV 602	8.61 160L4
171	803	2.2		RCV 582	16.34 160MB2
186	738	2.3		RCV 582	15.03 160MB2
189	726	1.2		RCV 552	7.39 160L4
190	725	2.2		RCV 582	7.38 160L4
204	673	2.4		RCV 582	13.71 160MB2
232	592	1.4		RCV 552	6.03 160L4
232	592	2.6		RCV 582	6.03 160L4
250	550	2.9		RCV 582	11.20 160MB2
278	495	3.0		RCV 582	5.04 160L4
302	456	3.1		RCV 582	4.64 160L4
306	449	1.6		RCV 552	4.57 160L4
324	425	1.3		RCV 552	2.78 180L6
337	409	1.6		RCV 552	4.16 160L4
379	363	2		RCV 552	7.39 160MB2
380	362	1.7		RCV 552	3.68 160L4
442	311	1.8		RCV 552	3.17 160L4
464	296	2.3		RCV 552	6.03 160MB2
504	273	2		RCV 552	2.78 160L4
613	225	2.7		RCV 552	4.57 160MB2
673	204	2.7		RCV 552	4.16 160MB2
761	181	2.8		RCV 552	3.68 160MB2
883	156	3		RCV 552	3.17 160MB2

P1 = 18.5 kW					
n_2 min ⁻¹	Mn ₂ Nm	fs			
			160L2 180M4	$n_1=2800\text{ min}^{-1}$ $n_1=1400\text{ min}^{-1}$	
59	2899	1		RCV 602	23.93 180M4
72	2369	1.3		RCV 602	19.55 180M4
86	1980	1.1		RCV 582	16.34 180M4
86	1980	1.6		RCV 602	16.34 180M4
93	1821	1.7		RCV 602	15.03 180M4
93	1821	1.1		RCV 582	15.03 180M4
102	1661	1.7		RCV 602	13.71 180M4
102	1661	1.2		RCV 582	13.71 180M4
112	1514	1.2		RCV 582	24.99 160L2
117	1450	1.2		RCV 582	23.93 160L2
125	1357	2.2		RCV 602	11.20 180M4
125	1357	1.4		RCV 582	11.20 180M4
127	1333	0.8		RCV 552	11.00 180M4
143	1184	1.5		RCV 582	19.55 160L2
150	1134	1.6		RCV 582	9.36 180M4
150	1134	2.3		RCV 602	9.36 180M4
163	1043	1.7		RCV 582	8.61 180M4
163	1043	2.5		RCV 602	8.61 180M4
171	990	1.8		RCV 582	16.34 160L2
186	910	1.9		RCV 582	15.03 160L2
189	895	1		RCV 552	7.39 180M4
190	894	1.8		RCV 582	7.38 180M4
190	894	2.6		RCV 602	7.38 180M4
204	830	1.9		RCV 582	13.71 160L2
232	731	1.1		RCV 552	6.03 180M4
232	731	2.7		RCV 602	6.03 180M4
232	731	2.1		RCV 582	6.03 180M4
250	678	2.3		RCV 582	11.20 160L2
278	611	2.4		RCV 582	5.04 180M4
278	611	2.8		RCV 602	5.04 180M4
302	562	2.5		RCV 582	4.64 180M4
302	562	2.9		RCV 602	4.64 180M4
306	554	1.3		RCV 552	4.57 180M4
325	522	2.8		RCV 582	8.61 160L2
337	504	1.3		RCV 552	4.16 180M4
380	446	1.4		RCV 552	3.68 180M4
442	384	1.5		RCV 552	3.17 180M4
464	365	1.8		RCV 552	6.03 160L2
464	365	3.5		RCV 582	6.03 160L2
504	337	1.6		RCV 552	2.78 180M4
613	277	2.2		RCV 552	4.57 160L2
673	252	2.2		RCV 552	4.16 160L2
761	223	2.3		RCV 552	3.68 160L2
883	192	2.4		RCV 552	3.17 160L2
1007	168	2.7		RCV 552	2.78 160L2

**SELEZIONE MOTORIDUTTORI / MOTOR REDUCER SELECTION / AUSWAHL DER GETRIEBEMOTOREN
SELECTION MOTO-REDUCTEURS / SELECCION MOTORREDUCTORES / SELEÇÃO MOTORIDUTOR**


P1 = 22 kW		180M2 n ₁ = 2800 min ⁻¹ 180L4 n ₁ = 1400 min ⁻¹					
n ₂ min ⁻¹	Mn ₂ Nm	fs			i		

72	2817	1.1	RCV 602	19.55	180L4
86	2354	1.3	RCV 602	16.34	180L4
93	2165	1.4	RCV 602	15.03	180L4
102	1975	1.4	RCV 602	13.71	180L4
102	1975	1.0	RCV 582	13.71	180L4
112	1800	1.0	RCV 582	24.99	180M2
117	1724	1.0	RCV 582	23.93	180M2
125	1614	1.8	RCV 602	11.20	180L4
125	1614	1.2	RCV 582	11.20	180L4
143	1408	1.2	RCV 582	19.55	180M2
150	1348	1.4	RCV 582	9.36	180L4
150	1349	1.9	RCV 602	9.36	180L4
163	1240	1.4	RCV 582	8.61	180L4
163	1240	2.1	RCV 602	8.61	180L4
171	1177	1.5	RCV 582	16.34	180M2
186	1083	1.6	RCV 582	15.03	180M2
190	1063	1.5	RCV 582	7.38	180L4
190	1063	2.2	RCV 602	7.38	180L4
204	988	1.6	RCV 582	13.71	180M2
232	869	0.9	RCV 552	6.03	180L4
232	869	2.3	RCV 602	6.03	180L4
232	869	1.8	RCV 582	6.03	180L4
250	807	2.0	RCV 582	11.20	180M2
278	726	2.0	RCV 582	5.04	180L4
278	7261	2.3	RCV 602	5.04	180L4
299	674	2.3	RCV 582	9.36	180M2
302	668	2.1	RCV 582	4.64	180L4
302	669	2.5	RCV 602	4.64	180L4
306	658	1.1	RCV 552	4.57	180L4
325	620	2.3	RCV 582	8.61	180M2
337	599	1.1	RCV 552	4.16	180L4
379	532	2.5	RCV 582	7.38	180M2
380	530	1.1	RCV 552	3.68	180L4
442	457	1.2	RCV 552	3.17	180L4
464	434	1.6	RCV 552	6.03	180M2
464	434	2.9	RCV 582	6.03	180M2
504	401	1.4	RCV 552	2.78	180L4
556	363	3.4	RCV 582	5.04	180M2
603	334	3.5	RCV 582	4.64	180M2
613	329	1.9	RCV 552	4.57	180M2
673	300	1.8	RCV 552	4.16	180M2
761	265	1.9	RCV 552	3.68	180M2
883	228	2	RCV 552	3.17	180M2
1007	200	2.3	RCV 552	2.78	180M2

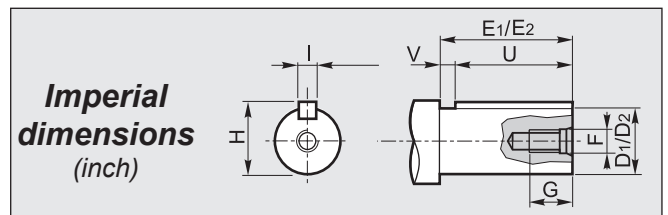
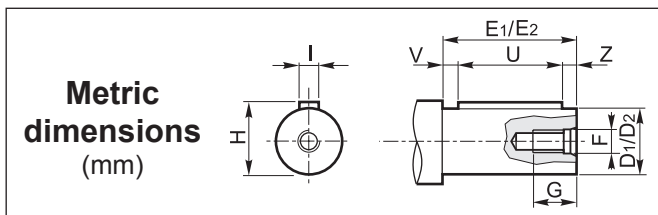
P1 = 30 kW		200LA2 n ₁ = 2800 min ⁻¹ 200L4 n ₁ = 1400 min ⁻¹					
n ₂ min ⁻¹	Mn ₂ Nm	fs			i		

102	2693	1	RCV 602	13.71	200L4
125	2200	1.3	RCV 602	11.20	200L4
150	1839	1.4	RCV 602	9.36	200L4
163	1692	1.5	RCV 602	8.61	200L4
190	1450	1.6	RCV 602	7.38	200L4
232	1185	1.7	RCV 602	6.03	200L4
278	990	1.7	RCV 602	5.04	200L4
302	912	1.8	RCV 602	4.64	200L4
325	846	2.5	RCV 602	8.61	200LA2
379	725	2.7	RCV 602	7.38	200LA2
464	592	2.8	RCV 602	6.03	200LA2
556	495	2.9	RCV 602	5.04	200LA2
603	456	3	RCV 602	4.64	200LA2

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
141	1.29	2171	13	3.0	1085	15	1.7	698	17	1.3	56-63-71-80	56-63-71-80	56
	2.33	1202	21	2.7	601	24	1.5	386	27	1.1	56-63-71-80	56-63-71-80	56
	2.79	1004	23	2.5	502	27	1.4	323	30	1.03	56-63-71-80	56-63-71-80	56
	3.40	824	23	2.0	412	27	1.2	265	30	0.85	56-63-71-80	56-63-71-80	56
	4.24	660	24	1.7	330	28	0.99	212	33	0.75	56-63-71-80	56-63-71-80	56
	4.79	585	25	1.6	292	29	0.91	188	32	0.64	56-63-71-80	56-63-71-80	56
	5.47	512	25	1.4	256	29	0.79	165	34	0.60	56-63-71-80	56-63-71-80	56
	7.46	375	25	1	188	30	0.6	121	35	0.45	56-63-71-80	56-63-71-80	56
8.17	343	25	0.9	171	30	0.5	110	35	0.4	56-63-71-80	56-63-71-80	56	

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



1 **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

D ₁ h6	E ₁	F	G	H	I	U	V	Z
16	40	M6	15	18	5	25	10	5

1 **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

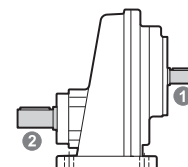
D ₁	E ₁	F	G	H	I	U	V
0.625	1.575	1/4-20	0.630	0.704	0.187	1.000	0.575

2 **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

D ₂ h6	E ₂	F	G	H	I	U	V	Z
11	23	M4	10	12.5	4	16	3.5	3.5
14	30	M5	12	16	5	20	5	5
16	40	M6	16	18	5	30	5	5
19	40	M6	15	21.5	6	30	5	5
20	40	M8	19	22.5	6	30	5	5

2 **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

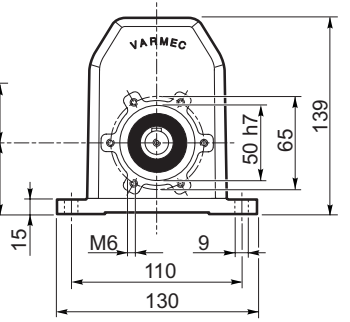
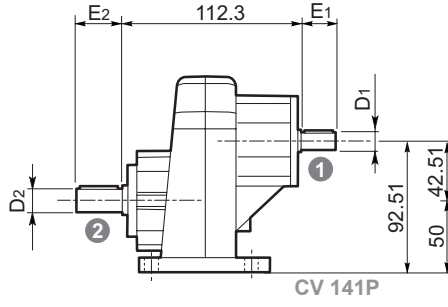
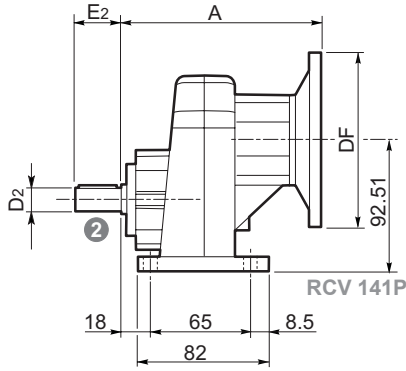
D ₂	E ₂	F	G	H	I	U	V
0.625	1.575	1/4-20	0.630	0.704	0.187	1.000	0.575



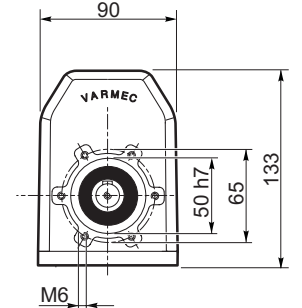
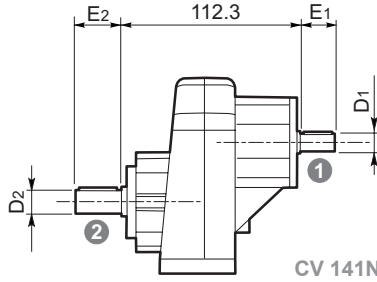
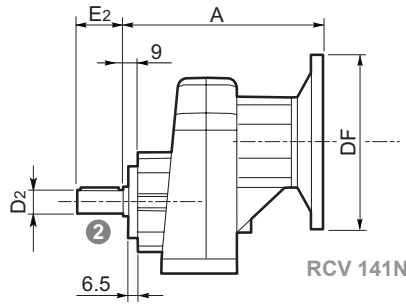
A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



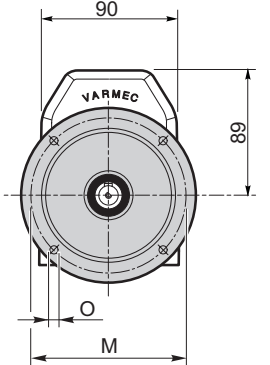
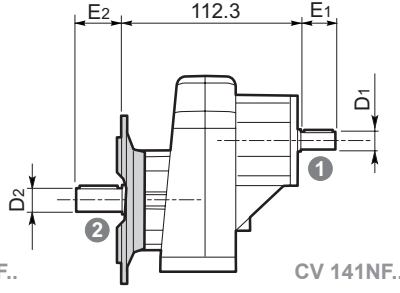
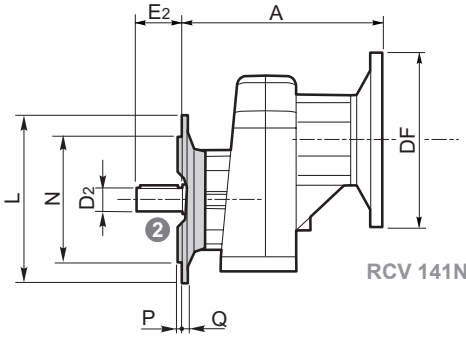
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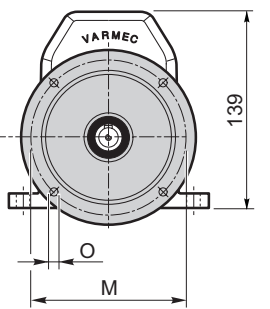
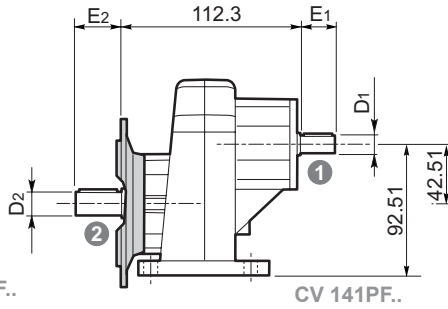
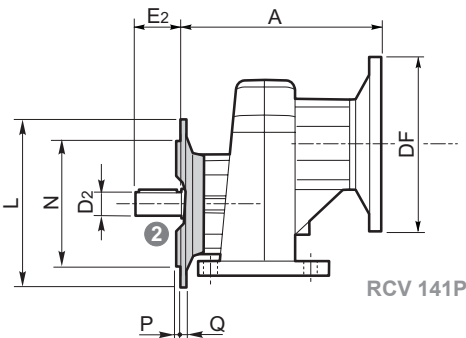
N



NF..




PF..



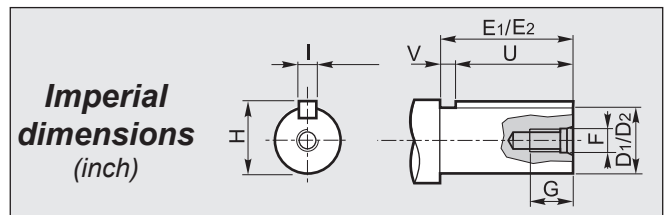
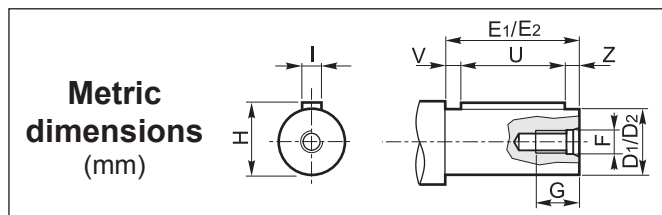
RCV CV	RCV						
	IEC	DF		A	NEMA	DF	A
		(B5)	(B14)				
141	56	120	80	115.5	56	165.1	134.5
	63	140	90				
	71	160	105				
	80	200	120				

	L	M	N h8	O	P	Q
NF120 - PF120	120	100	80	9	3	9
NF140 - PF140	140	115	95	9.5	3	9
NF160 - PF160	160	130	110	9.5	3.5	9

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
191	1.26	2222	17	4.0	1111	20	2.4	714	20	1.5	56-63-71-80-90	56-63-71-80-90	56-140
	2.23	1256	25	3.4	628	30	2.0	404	30	1.3	56-63-71-80-90	56-63-71-80-90	56-140
	2.73	1026	26	2.8	513	31	1.7	330	31	1.1	56-63-71-80-90	56-63-71-80-90	56-140
	3.22	870	27	2.5	435	32	1.5	280	32	1.0	56-63-71-80-90	56-63-71-80-90	56-140
	4.11	681	34	2.5	341	41	1.5	219	41	1.0	56-63-71-80-90	56-63-71-80-90	56-140
	4.71	594	37	2.4	297	44	1.4	191	44	0.9	56-63-71-80-90	56-63-71-80-90	56-140
	5.47	512	36	2.0	256	44	1.2	165	44	0.8	56-63-71-80-90	56-63-71-80-90	56-140
	7.82	358	39	1.5	179	47	0.9	115	47	0.6	56-63-71-80-90	56-63-71-80-90	56-140
	9.78	286	42	1.3	143	50	0.8	92	50	0.5	56-63-71-80-90	56-63-71-80-90	56-140

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



① **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

D ₁ h6	E ₁	F	G	H	I	U	V	Z
(16)*	40	M6	15	18	5	25	10	5
19	40	M6	15	21.5	6	30	5	5

① **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

D ₁	E ₁	F	G	H	I	U	V
0.75	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575

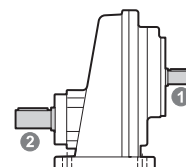
(* Consultare il nostro servizio tecnico / Please consult our technical service department / Sie bitte Rücksprache mit unserem technischen Büro / Veuillez nous consulter / Consultar nuestro servicio técnico / Consulta o nosso serviço técnico

② **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

D ₂ h6	E ₂	F	G	H	I	U	V	Z
14	30	M5	12	16	5	20	5	5
19	40	M6	16	21.5	6	30	5	5
20	40	M8	18	22.5	6	30	5	5
24	50	M8	18	27	8	40	5	5
25	50	M8	18	28	8	40	5	5

② **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

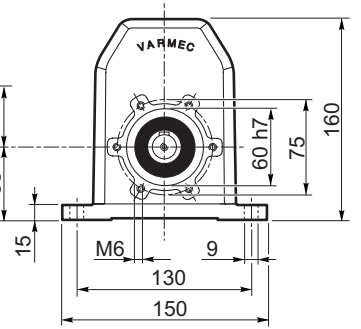
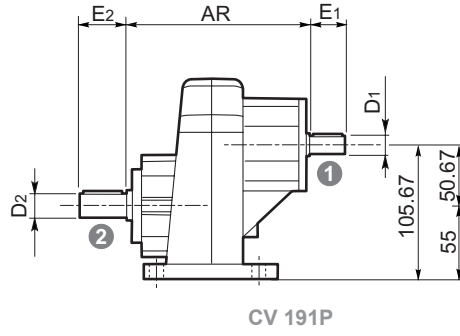
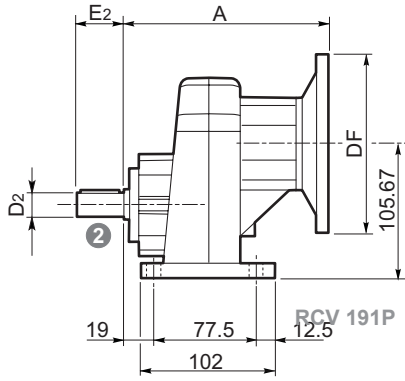
D ₂	E ₂	F	G	H	I	U	V
0.75	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575



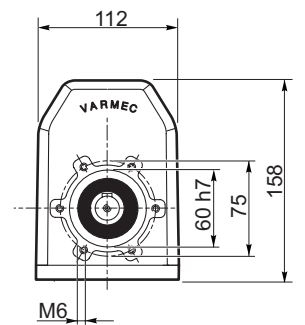
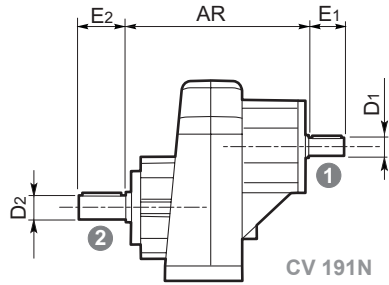
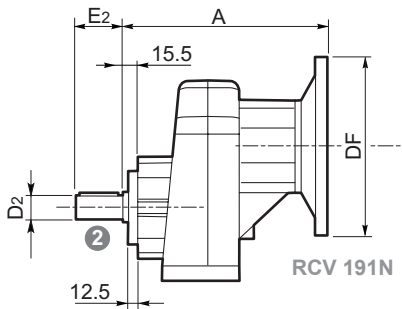
A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



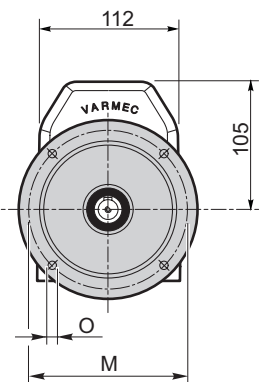
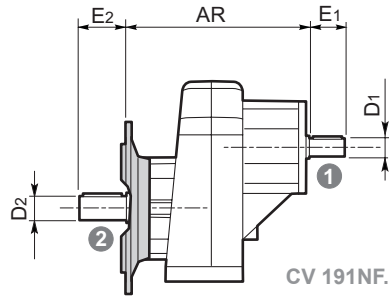
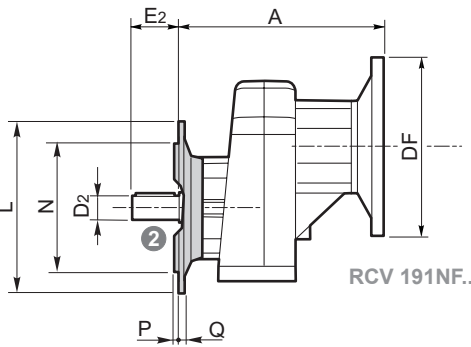
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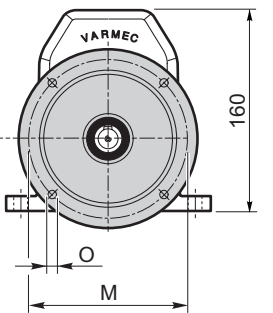
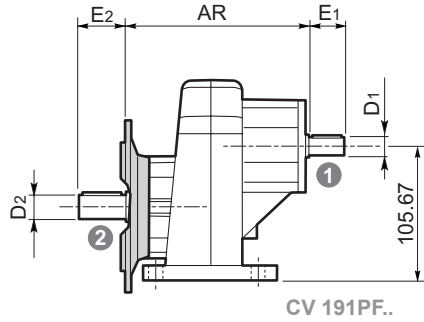
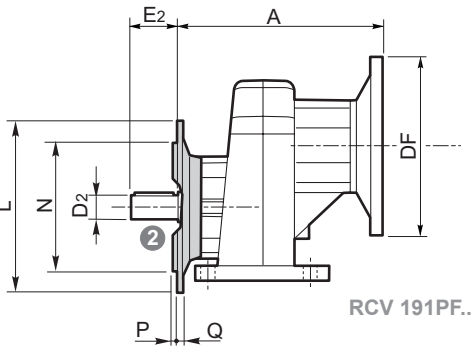
N



NF..



PF..




RCV CV	RCV						CV
	IEC	DF		A	NEMA	DF	A
		(B5)	(B14)				
191	56	120	80	122.5	56	165.1	150
	63	140	90		140	165.1	150
	71	160	105	142			
	80	200	120				
	90	200	140				
							136 (119.3)*

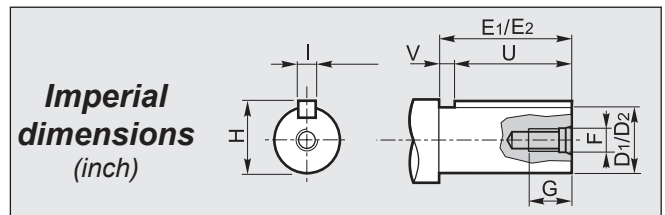
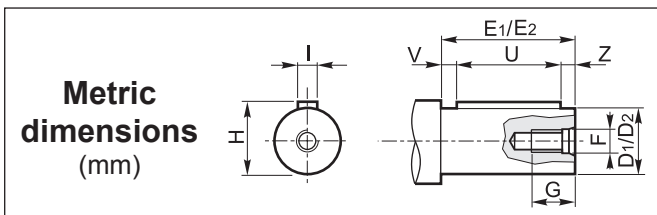
	L	M	N h8	O	P	Q
NF120 - PF120	120	100	80	9	3	12
NF140 - PF140	140	115	95	9.5	3	12
NF160	160	130	110	9.5	3	12
NF200	200	165	130	11.5	3.5	12

(*) Consultare il nostro servizio tecnico / Please consult our technical service department / Sie bitte Rücksprache mit unserem technischen Büro / Veuillez nous consulter / Consultar nuestro servicio técnico / Consulta o nosso serviço técnico

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
241	1.26	2222	17	4	1111	20	2.4	714	20	1.5	63-71-80-90-100-112	90-100-112	56-140
	2.23	1256	25	3.4	628	30	2	404	30	1.3	63-71-80-90-100-112	90-100-112	56-140
	2.73	1026	26	2.9	513	31	1.7	330	31	1.1	63-71-80-90-100-112	90-100-112	56-140
	3.22	870	27	2.5	435	32	1.5	280	32	0.96	63-71-80-90	90	56-140
	4.11	681	34	2.5	341	41	1.5	219	41	0.96	63-71-80-90	90	56-140
	4.71	594	37	2.4	297	44	1.4	191	44	0.90	63-71-80-90	90	56-140
	5.47	512	36	2	256	44	1.2	165	44	0.77	63-71-80-90	90	56-140
	7.82	358	39	1.5	179	47	0.9	115	47	0.58	63-71-80-90	90	56-140
	9.78	286	42	1.3	143	50	0.8	92	50	0.49	63-71-80-90	90	56-140

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



1 **Albero entrata / Input shaft / Antriebswelle**
 Arbre d'entrée / Eje de entrada / Eixo de entrada

D ₁ h6	E ₁	F	G	H	I	U	V	Z
19	40	M6	15	21.5	6	30	5	5

1 **Albero entrata / Input shaft / Antriebswelle**
 Arbre d'entrée / Eje de entrada / Eixo de entrada

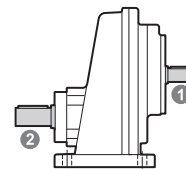
D ₁	E ₁	F	G	H	I	U	V
0.75	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575

2 **Albero uscita / Output shaft / Abtriebswelle**
 Arbre de sortie / Eje de salida / Eixo de saída

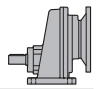
D ₂ h6	E ₂	F	G	H	I	U	V	Z
14	30	M5	12	16	5	20	5	5
19	40	M6	16	21.5	6	30	5	5
20	40	M8	18	22.5	6	30	5	5
24	50	M8	18	27	8	40	5	5
25	50	M8	18	28	8	40	5	5

2 **Albero uscita / Output shaft / Abtriebswelle**
 Arbre de sortie / Eje de salida / Eixo de saída

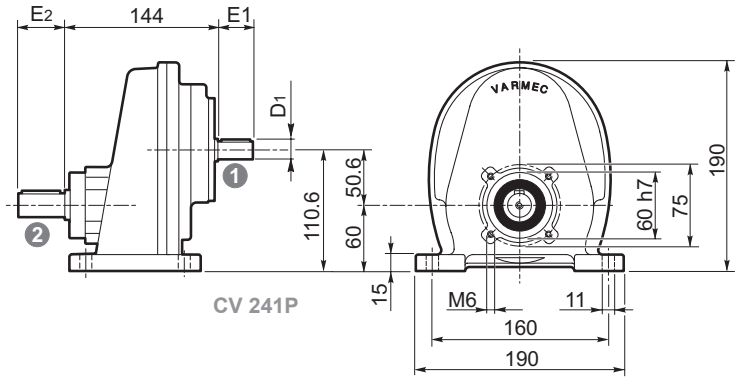
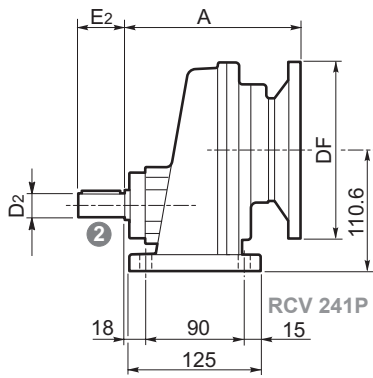
D ₂	E ₂	F	G	H	I	U	V
0.75	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575
1.000	1.969	5/16-18	0.709	1.109	0.25	1.500	0.469



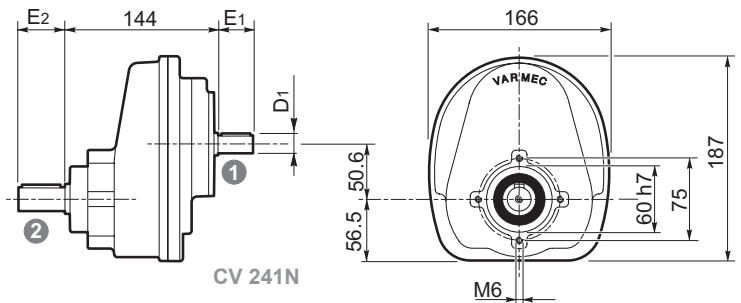
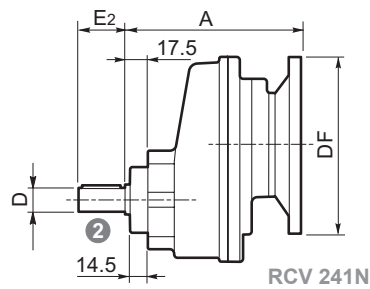
A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



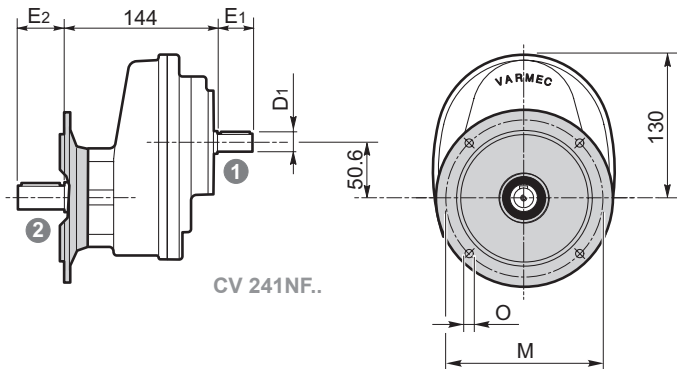
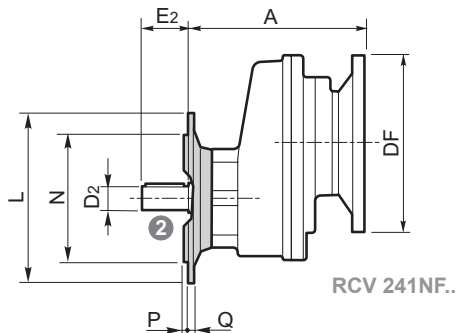
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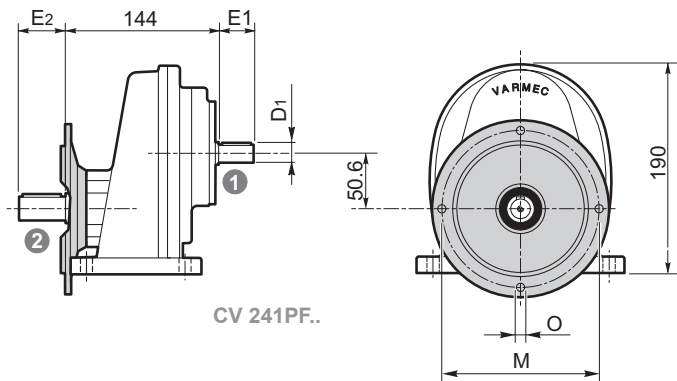
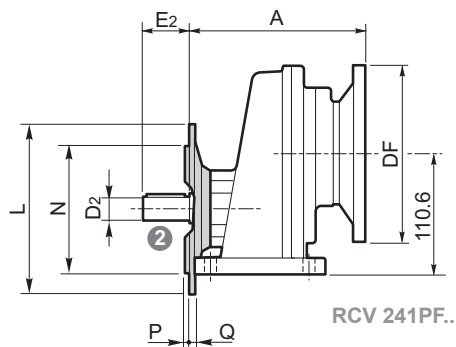
N



NF..




PF..



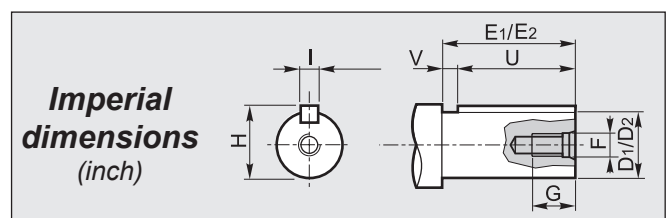
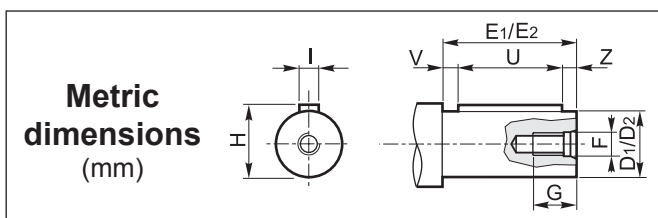
RCV CV	RCV						
	DF			A	NEMA	DF	A
	IEC	(B5)	(B14)				
241	63	140		150	56	165.1	158
	71	160			140	165.1	158
	80	200					
	90	200	140				
	100	250	160	167.5			
	112	250	160				

	L	M	N h8	O	P	Q
NF120 - PF120	120	100	80	7	2.5	10
NF140 - PF140	140	115	95	9	3	10
NF160	160	130	110	11	3	10
NF200	200	165	130	11	3	10

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
281	1.14	2456	33	8.7	1228	40	5.2	789	40	3.4	71-80-90-100-112-132	100-112-132	140-180
	1.56	1795	39	7.5	897	47	4.5	577	47	2.9	71-80-90-100-112-132	100-112-132	140-180
	2.29	1223	51	6.7	611	61	4.0	393	61	2.6	71-80-90-100-112	100-112	140-180
	2.83	989	60	6.3	495	72	3.8	318	72	2.4	71-80-90-100-112	100-112	140-180
	3.38	828	60	5.3	414	72	3.2	266	72	2.0	71-80-90-100-112	100-112	140-180
	3.84	729	60	4.7	365	72	2.8	234	72	1.8	71-80-90-100-112	100-112	140-180
	4.41	635	61	4.1	317	73	2.5	204	73	1.6	71-80-90-100-112	100-112	140-180
	5.57	503	68	3.7	251	82	2.2	162	82	1.4	71-80-90-100-112	100-112	140-180
	7.36	380	90	3.7	190	108	2.2	122	108	1.4	71-80-90-100-112	100-112	140-180

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



1 **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

D ₁ h6	E ₁	F	G	H	I	U	V	Z
24	50	M8	18	27	8	40	5	5

1 **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

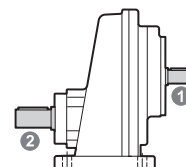
D ₁	E ₁	F	G	H	I	U	V
1.000	1.969	5/16-16	0.709	1.109	0.250	1.500	0.469

2 **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

D ₂ h6	E ₂	F	G	H	I	U	V	Z
24	50	M8	18	27	8	40	5	5
25	50	M8	18	28	8	40	5	5
28	60	M8	18	31	8	50	5	5
30	60	M10	22	33	8	50	5	5
32	80	M10	22	35	10	70	5	5

2 **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

D ₂	E ₂	F	G	H	I	U	V
1.125	2.362	3/8-16	0.906	1.236	0.25	1.750	0.612

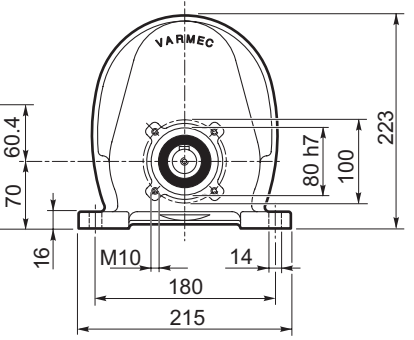
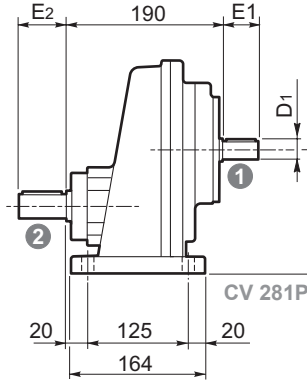
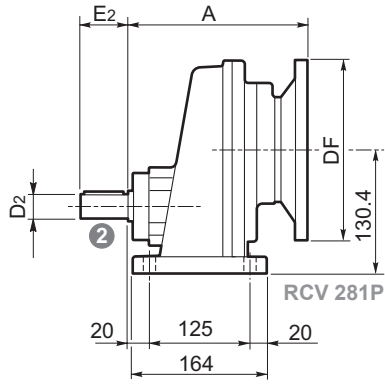


A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta

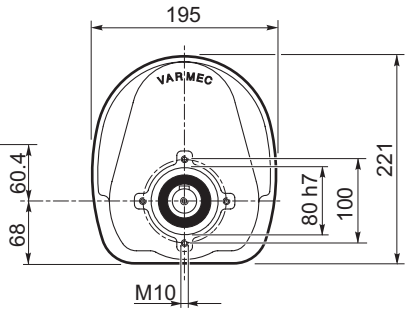
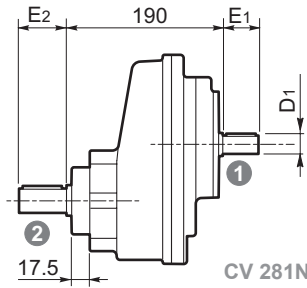
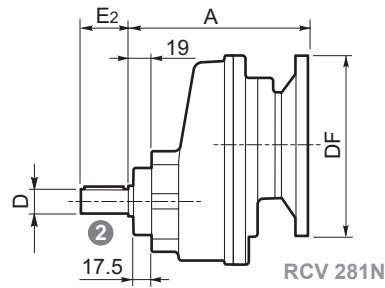


DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

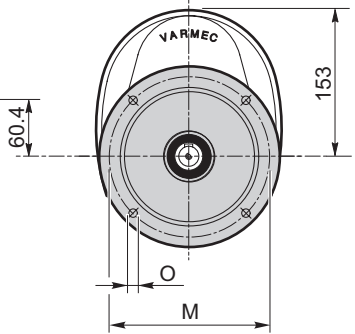
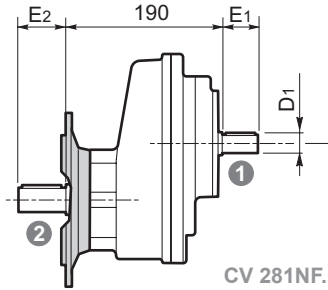
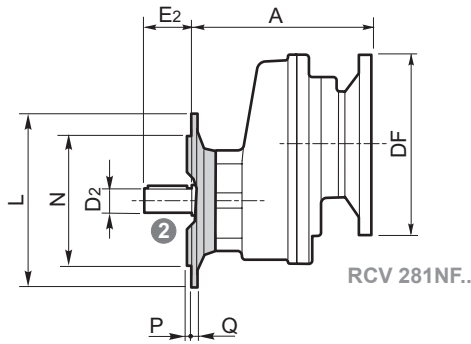
P



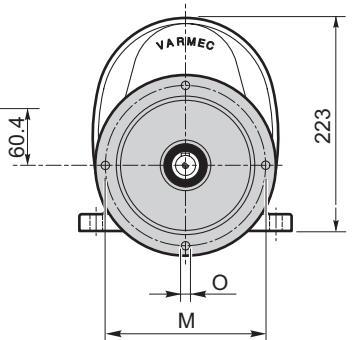
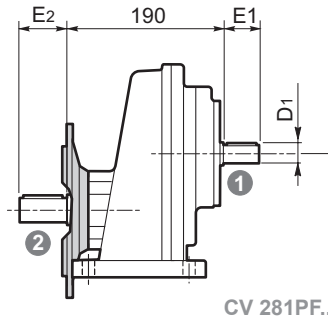
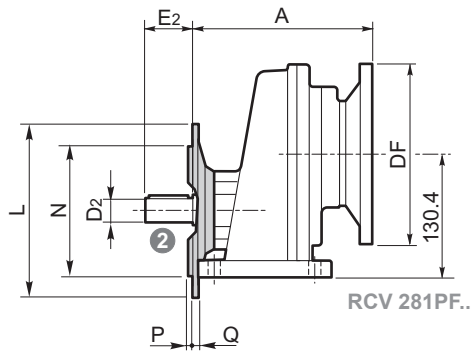
N



NF




PF



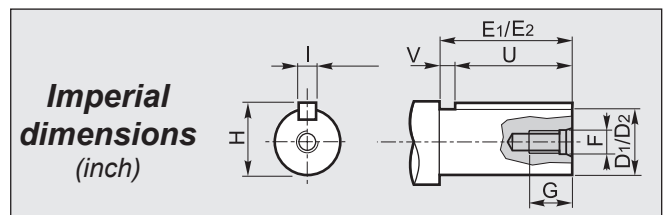
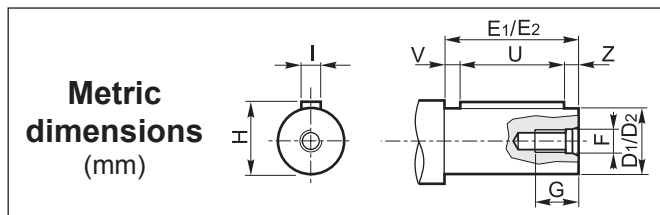
RCV CV	RCV						
	IEC	DF		A	NEMA	DF	A
		(B5)	(B14)				
281	71	160		195	140	165.1	205
	80	200			180	228.6	211
	90	200					
	100	250	160				
	132	300	200	224			

	L	M	N h8	O	P	Q
NF160 - PF160	160	130	110	11	3.5	11
NF200	200	165	130	13	3.5	11
NF250	250	215	180	14	4	13

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
		381	1.63	1718	77	14.1	859	92	8.4	552	92	5.4	80-90-100/112-132
2.29	1223		79	10.3	611	94	6.1	393	95	4.0	80-90-100/112-132	132	140-180-210
3.00	933		92	9.2	467	110	5.5	300	110	3.5	80-90-100/112-132	132	140-180-210
3.38	828		92	8.1	414	110	4.9	266	111	3.2	80-90-100/112-132	132	140-180-210
4.11	681		96	7.0	341	115	4.2	219	115	2.7	80-90-100/112-132	132	140-180-210
4.75	589		106	6.7	295	126	4.0	189	127	2.6	80-90-100/112-132	132	140-180-210
5.57	503		108	5.8	251	130	3.5	162	130	2.2	80-90-100/112-132	132	140-180-210
7.36	380		110	4.5	190	132	2.7	122	133	1.7	80-90-100/112-132	132	140-180-210
10.40	269		116	3.3	135	138	2.0	87	139	1.3	80-90-100/112	132	140-180-210

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



1 Albergo entrata / Input shaft / Antriebswelle
 Arbtre d'entrée / Eje de entrada / Eixo de entrada

D ₁ h6	E ₁	F	G	H	I	U	V	Z
28	60	M10	20	31	8	50	5	5

1 Albergo entrata / Input shaft / Antriebswelle
 Arbtre d'entrée / Eje de entrada / Eixo de entrada

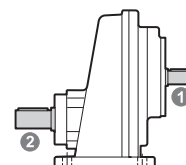
D ₁	E ₁	F	G	H	I	U	V
1.125	2.362	5/16-18	0.709	1.236	0.250	1.750	0.612

2 Albergo uscita / Output shaft / Abtriebswelle
 Arbtre de sortie / Eje de salida / Eixo de saída

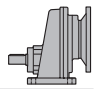
D ₂ h6	E ₂	F	G	H	I	U	V	Z
28	60	M8	18	31	8	50	5	5
30	60	M10	22	33	8	50	5	5
32	80	M10	22	35	10	70	5	5
38	80	M12	28	41	10	70	5	5
40	80	M12	28	43	12	70	5	5

2 Albergo uscita / Output shaft / Abtriebswelle
 Arbtre de sortie / Eje de salida / Eixo de saída

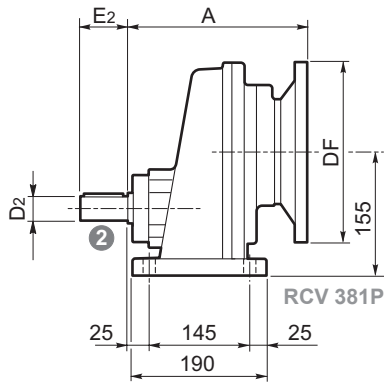
D ₂	E ₂	F	G	H	I	U	V
1.625	3.150	1/2-13	1.299	1.792	0.375	2.500	0.650



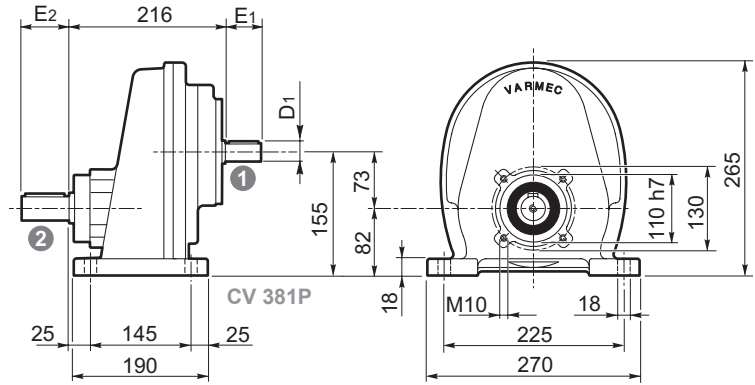
A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



P

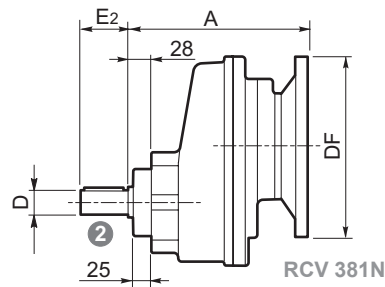


RCV 381P

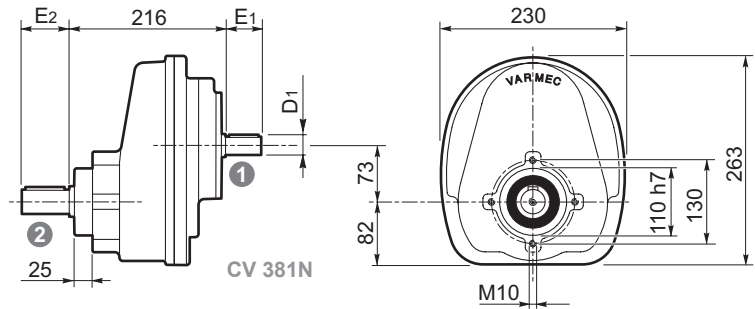


CV 381P

N

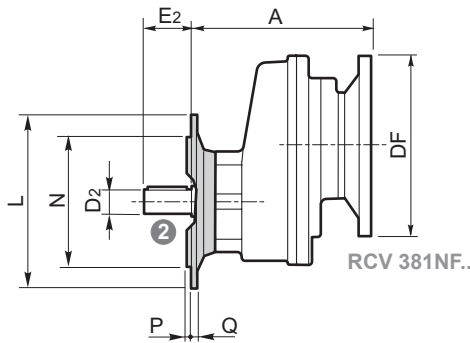


RCV 381N

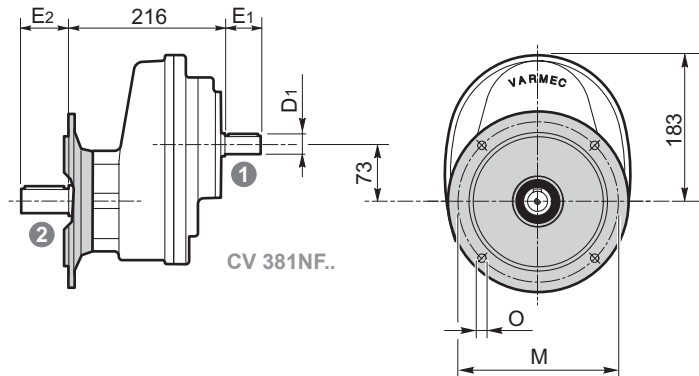


CV 381N

NF

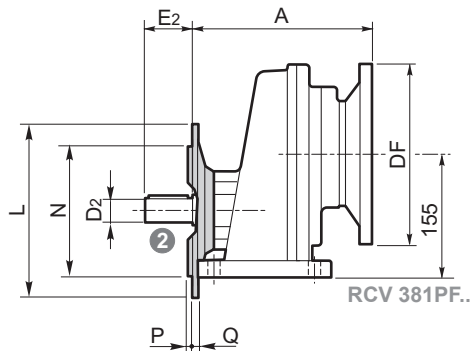


RCV 381NF..

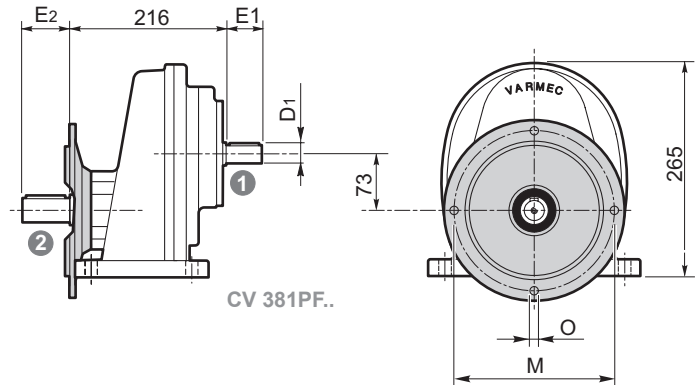


CV 381NF..

PF



RCV 381PF..




CV 381PF..

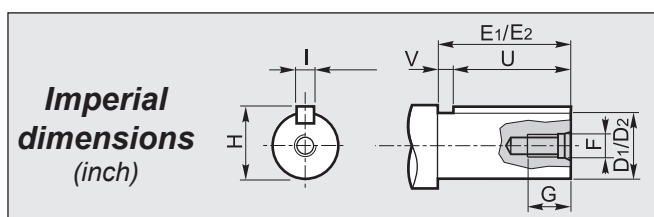
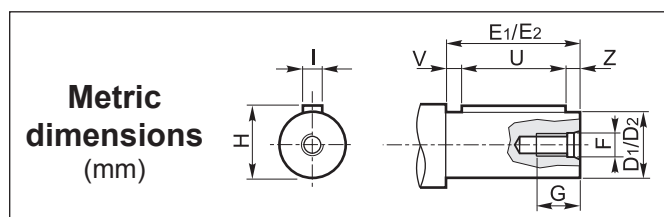
RCV CV	RCV						
	IEC	DF		A	NEMA	DF	A
		(B5)	(B14)				
381	80	200		221	140	165.1	237
	90	200			180	228.6	243
	100	250			210	228.6	243
	112	250					
	132	300	200	236			

	L	M	N h8	O	P	Q
NF200 - PF200	200	165	130	14	4	14
NF250	250	215	180	14	4	14
NF300	300	265	230	14	4	14

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
162	3.70	757	31	2.6	378	37	1.5	243	41	1.1	56-63-71-80	56-63-71-80	56
	5.10	549	34	2.0	275	41	1.2	176	46	0.89	56-63-71-80	56-63-71-80	56
	7.11	394	40	1.7	197	48	1.0	127	54	0.75	56-63-71-80	56-63-71-80	56
	7.62	367	39	1.6	184	47	0.94	118	52	0.67	56-63-71-80	56-63-71-80	56
	9.80	286	45	1.4	143	54	0.84	92	59	0.59	56-63-71-80	56-63-71-80	56
	11.95	234	50	1.3	117	60	0.77	75	66	0.54	56-63-71-80	56-63-71-80	56
	14.63	191	51	1.1	96	62	0.65	62	68	0.46	56-63-71-80	56-63-71-80	56
	16.47	170	53	0.98	85	64	0.59	55	71	0.42	56-63-71-80	56-63-71-80	56
	20.74	135	54	0.80	68	66	0.49	43.4	73	0.35	56-63-71-80	56-63-71-80	56
	24.59	114	57	0.71	57	69	0.43	36.6	77	0.31	56-63-71-80	56-63-71-80	56
	25.51	110	55	0.66	55	66	0.40	35.3	72	0.28	56-63-71-80	56-63-71-80	56
	28.57	98	56	0.60	49.0	67	0.36	31.5	75	0.26	56-63-71-80	56-63-71-80	56
	35.14	80	55	0.48	39.8	66	0.29	25.6	67	0.19	56-63-71-80	56-63-71-80	56
	42.67	66	58	0.42	32.8	69	0.25	21.1	69	0.16	56-63-71-80	56-63-71-80	56
	52.48	53	68	0.40	26.7	71	0.21	17.2	74	0.14	56-63-71-80	56-63-71-80	56

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



1 **Albero entrata / Input shaft / Antriebswelle**
 Arbre d'entrée / Eje de entrada / Eixo de entrada

D ₁ h6	E ₁	F	G	H	I	U	V	Z
16	40	M6	15	18	5	25	10	5

1 **Albero entrata / Input shaft / Antriebswelle**
 Arbre d'entrée / Eje de entrada / Eixo de entrada

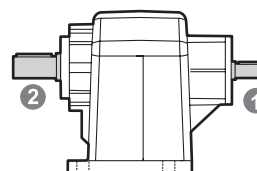
D ₁	E ₁	F	G	H	I	U	V
0.625	1.575	1/4-20	0.630	0.704	0.187	1.000	0.575

2 **Albero uscita / Output shaft / Abtriebswelle**
 Arbre de sortie / Eje de salida / Eixo de saída

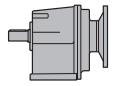
D ₂ h6	E ₂	F	G	H	I	U	V	Z
11	23	M4	10	12.5	4	16	3.5	3.5
14	30	M5	12	16	5	20	5	5
16	40	M6	16	18	5	30	5	5
19	40	M6	16	21.5	6	30	5	5
20	40	M8	19	22.5	6	30	5	5

2 **Albero uscita / Output shaft / Abtriebswelle**
 Arbre de sortie / Eje de salida / Eixo de saída

D ₂	E ₂	F	G	H	I	U	V
0.625	1.575	1/4-20	0.630	0.704	0.187	1.000	0.575

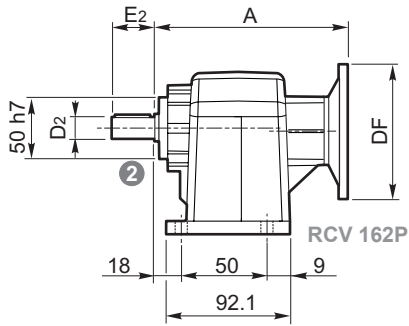


A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta

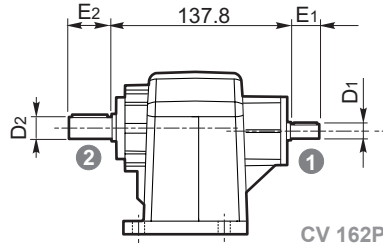


DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

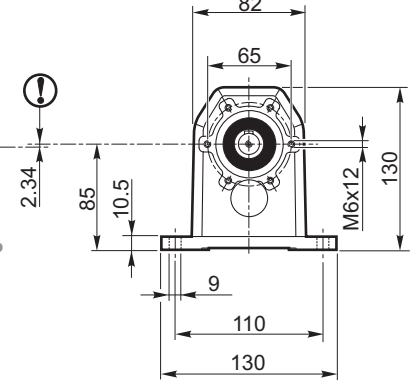
P



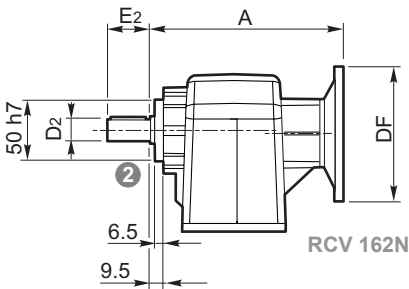
RCV 162P



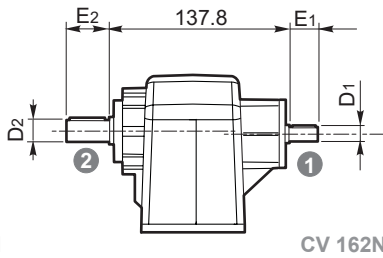
CV 162P



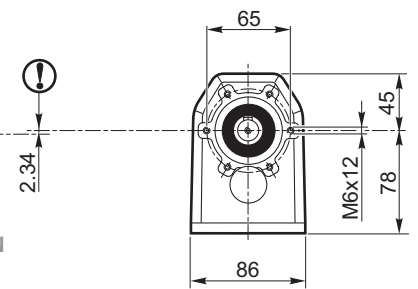
N



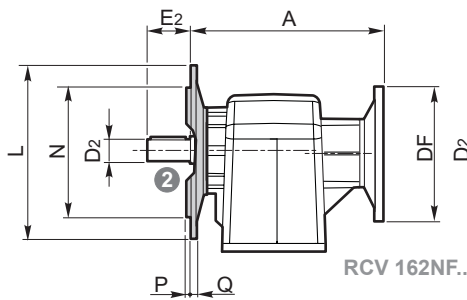
RCV 162N



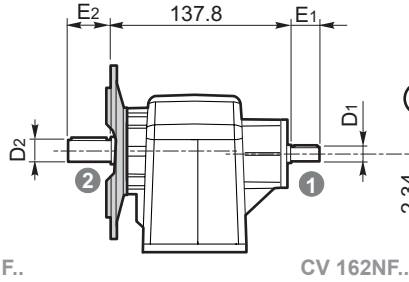
CV 162N



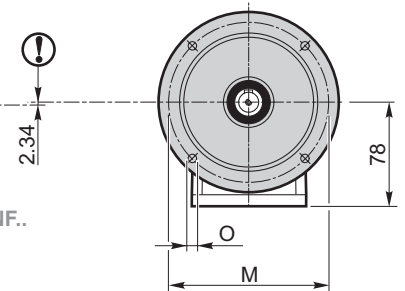
NF



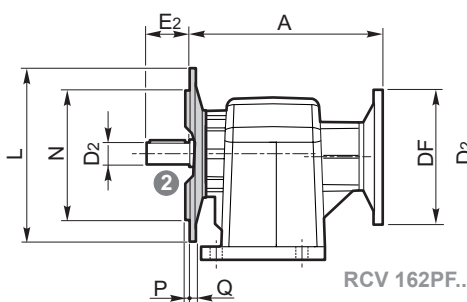
RCV 162NF..



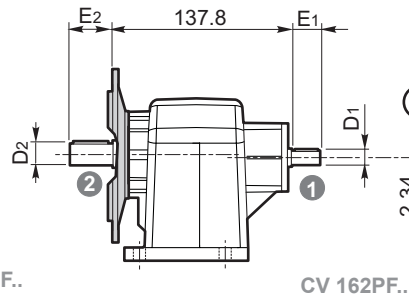
CV 162NF..



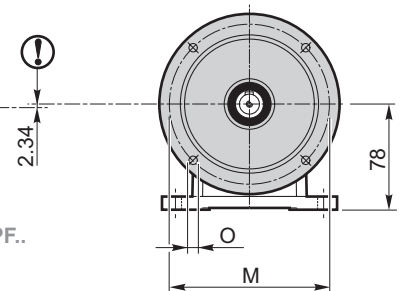
PF



RCV 162PF..




CV 162PF..



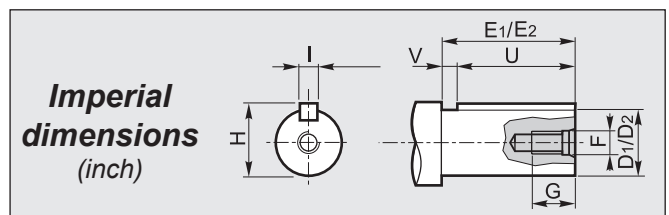
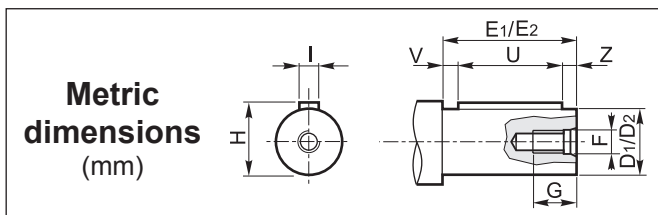
RCV CV	RCV						
	IEC	DF		A	NEMA	DF	A
		(B5)	(B14)				
162	56	120	80	141	56	165.1	160
	63	140	90				
	71	160	105				
	80	200	120				

	L	M	N h8	O	P	Q
NF120 - PF120	120	100	80	9	3	9
NF140 - PF140	140	115	95	9.5	3	9
NF160 - PF160	160	130	110	9.5	3.5	9

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
202A	3.81	735	44	3.5	367	52	2.1	236	52	1.3	56-63-71-80-90	56-63-71-80-90	56-140
	4.66	601	51	3.3	300	61	2.0	193	61	1.3	56-63-71-80-90	56-63-71-80-90	56-140
	5.49	510	61	3.4	255	73	2	164	73	1.3	56-63-71-80-90	56-63-71-80-90	56-140
	6.46	433	59	2.8	217	70	1.7	139	70	1.1	56-63-71-80-90	56-63-71-80-90	56-140
	7.75	361	60	2.4	181	72	1.4	116	73	0.92	56-63-71-80-90	56-63-71-80-90	56-140
	8.57	327	61	2.2	163	73	1.3	105	73	0.84	56-63-71-80-90	56-63-71-80-90	56-140
	9.92	282	64	2	141	77	1.2	91	77	0.76	56-63-71-80-90	56-63-71-80-90	56-140
	11.67	240	65	1.7	120	78	1	77	78	0.66	56-63-71-80-90	56-63-71-80-90	56-140
	14	200	65	1.4	100	78	0.85	64	78	0.55	56-63-71-80-90	56-63-71-80-90	56-140
	15.48	181	65	1.3	90	78	0.77	58	78	0.49	56-63-71-80-90	56-63-71-80-90	56-140
	18.01	155	81	1.4	78	97	0.82	50	97	0.53	56-63-71-80-90	56-63-71-80-90	56-140
	21.19	132	80	1.2	66	96	0.69	42.5	96	0.44	56-63-71-80-90	56-63-71-80-90	56-140
	25.43	110	88	1.1	55	106	0.64	35.4	106	0.41	56-63-71-80-90	56-63-71-80-90	56-140
	28.13	100	86	0.93	50	103	0.56	32	103	0.36	56-63-71-80-90	56-63-71-80-90	56-140
	31.71	88	89	0.86	44.2	108	0.52	28.4	107	0.33	56-63-71-80-90	56-63-71-80-90	56-140
	37.31	75	90	0.74	37.5	107	0.44	24.1	107	0.28	56-63-71-80-90	56-63-71-80-90	56-140
	44.77	63	89	0.61	31.3	107	0.36	20.1	107	0.23	56-63-71-80-90	56-63-71-80-90	56-140
	49.52	57	87	0.54	28.3	104	0.32	18.2	104	0.21	56-63-71-80-90	56-63-71-80-90	56-140
	54.2	52	86	0.48	25.8	103	0.29	16.6	103	0.19	56-63-71-80-90	56-63-71-80-90	56-140
	60.43	46.3	75	0.38	23.2	90	0.23	14.9	90	0.15	56-63-71-80-90	56-63-71-80-90	56-140

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



① **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

D ₁ h6	E ₁	F	G	H	I	U	V	Z
(16)*	40	M6	15	18	5	25	10	5
19	40	M6	15	21.5	6	30	5	5

① **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

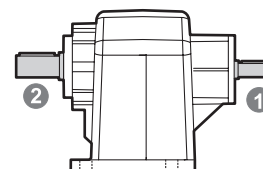
D ₁	E ₁	F	G	H	I	U	V
0.750	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575

② **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

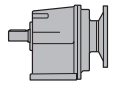
D ₂ h6	E ₂	F	G	H	I	U	V	Z
14	30	M5	12	16	5	20	5	5
16	40	M6	16	18	5	30	5	5
19	40	M6	16	21.5	6	30	5	5
20	40	M8	18	22.5	6	30	5	5
24	40	M8	18	27	8	30	5	5
25	50	M8	18	28	8	40	5	5
28	60	M8	18	31	8	50	5	5
30	60	M10	22	33	8	50	5	5

② **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

D ₂	E ₂	F	G	H	I	U	V
0.750	1.575	5/16-18	0.708	0.832	0.187	1.000	0.575

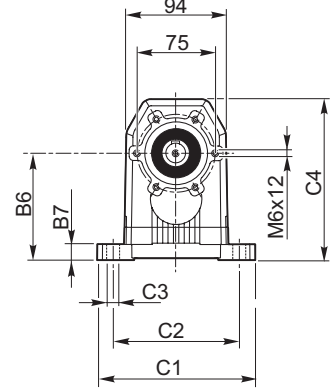
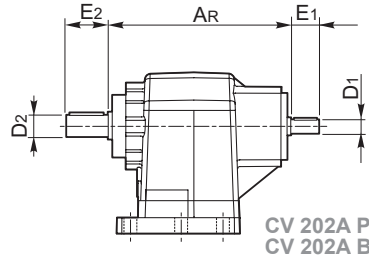
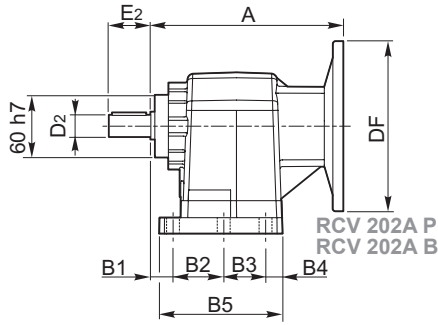


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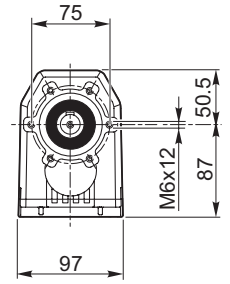
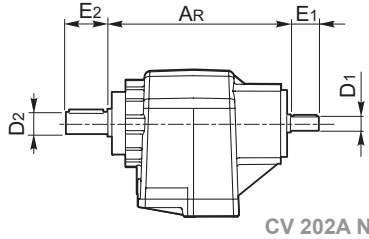
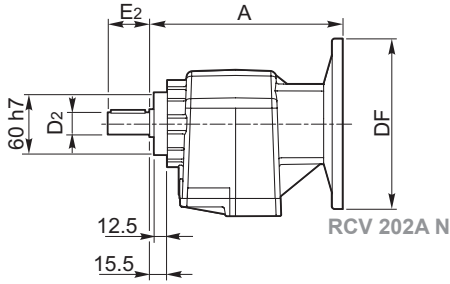


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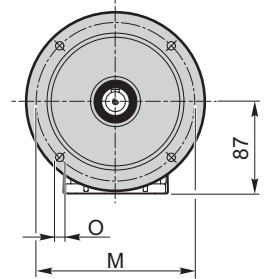
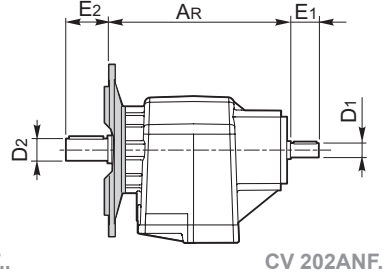
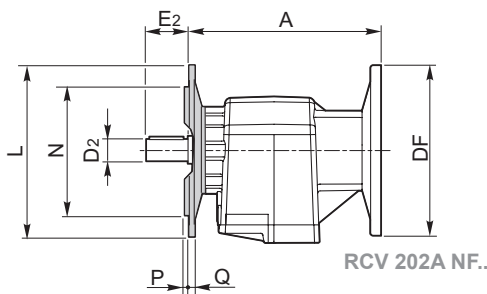
P - B



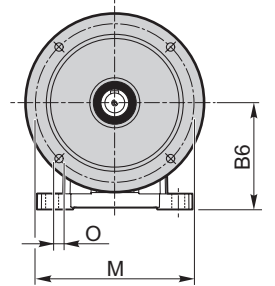
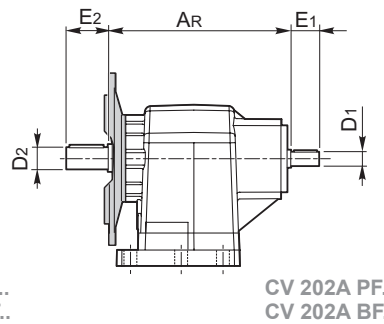
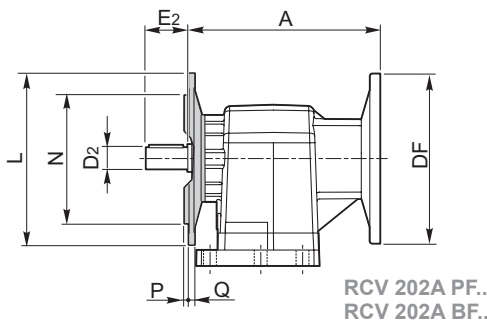
N



NF



PF
BF




RCV - CV	B1	B2	B3	B4	B5	B6	B7	C1	C2	C3	C4	
202A	P	18	60	30	14.5	116.5	100	15	150	130	11	150.5
	B	18	50	37	16	113.5	85	15	130	110	9	135.5

RCV CV	RCV						CV	
	IEC	DF		A	NEMA	DF	A	AR
		(B5)	(B14)					
202A	56	120	80	160	56	165.1	188	173 (156.8)*
	63	140	90		140	165.1	188	
	71	160	105	179.5				
	80	200	120					
	90	200	140					

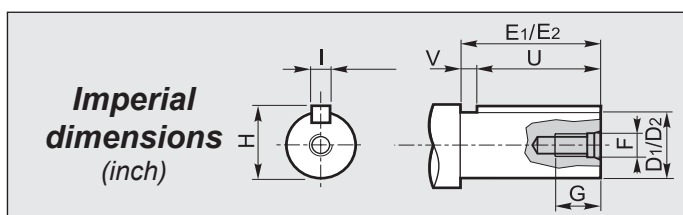
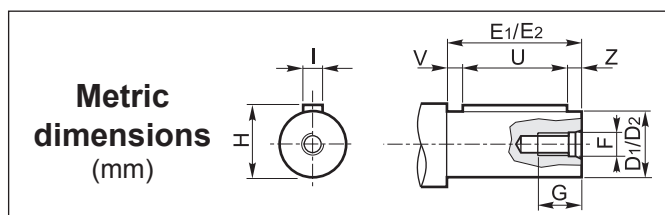
	L	M	N h8	O	P	Q
NF200- PF200	200	165	130	11.5	3.5	12
NF160- PF160 - BF160	160	130	110	9.5	3	12
NF140- PF140 - BF140	140	115	95	9.5	3	12
NF120- PF120 - BF120	120	100	80	9	3	12

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DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹			 IEC B5 IEC B14 NEMA		
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW			
202	3.81	735	44	3.5	367	52	2.1	236	52	1.3	63-71-80-90	90	56-140
	4.66	601	51	3.3	300	61	2.0	193	61	1.3	63-71-80-90	90	56-140
	5.49	510	61	3.4	255	73	2.0	164	73	1.3	63-71-80-90	90	56-140
	6.46	433	59	2.8	217	70	1.7	139	70	1.1	63-71-80-90	90	56-140
	7.75	361	60	2.4	181	72	1.4	116	73	0.92	63-71-80-90	90	56-140
	8.57	327	61	2.2	163	73	1.3	105	73	0.84	63-71-80-90	90	56-140
	9.92	282	64	2.0	141	77	1.2	91	77	0.76	63-71-80-90	90	56-140
	11.67	240	65	1.7	120	78	1.0	77	78	0.66	63-71-80-90	90	56-140
	14.00	200	65	1.4	100	78	0.85	64	78	0.55	63-71-80-90	90	56-140
	15.48	181	65	1.3	90	78	0.77	58	78	0.49	63-71-80-90	90	56-140
	18.01	155	81	1.4	78	97	0.82	50	97	0.53	63-71-80-90	90	56-140
	21.19	132	80	1.2	66	96	0.69	42.5	96	0.44	63-71-80-90	90	56-140
	25.43	110	88	1.1	55	106	0.64	35.4	106	0.41	63-71-80-90	90	56-140
	28.13	100	86	0.93	50	103	0.56	32.0	103	0.36	63-71-80-90	90	56-140
	31.71	88	89	0.86	44.2	108	0.52	28.4	107	0.33	63-71-80-90	90	56-140
	37.31	75	90	0.74	37.5	107	0.44	24.1	107	0.28	63-71-80-90	90	56-140
	44.77	63	89	0.61	31.3	107	0.37	20.1	107	0.23	63-71-80-90	90	56-140
	49.52	57	87	0.54	28.3	104	0.32	18.2	104	0.21	63-71-80-90	90	56-140
54.20	52	86	0.48	25.8	103	0.29	16.6	103	0.19	63-71-80-90	90	56-140	
60.43	46	75	0.38	23.2	90	0.23	14.9	90	0.15	63-71-80-90	90	56-140	
203	58.10	48.2	89	0.48	24.1	107	0.29	15.5	107	0.19	56-63-71	56-63-71	56
	64.30	43.5	87	0.43	21.8	104	0.26	14.0	104	0.16	56-63-71	56-63-71	56
	69.20	40.5	91	0.41	20.2	109	0.25	13.0	108	0.16	56-63-71	56-63-71	56
	81.40	34.4	90	0.35	17.2	108	0.21	11.1	108	0.13	56-63-71	56-63-71	56
	97.70	28.7	90	0.29	14.3	107	0.17	9.2	108	0.11	56-63-71	56-63-71	56
	108.10	25.9	87	0.25	13.0	105	0.15	8.3	104	0.10	56-63-71	56-63-71	56
	120.10	23.3	91	0.24	11.7	109	0.14	7.5	109	0.09	56-63-71	56-63-71	56
	141.30	19.8	91	0.20	9.9	108	0.12	6.4	108	0.08	56-63-71	56-63-71	56
	169.50	16.5	91	0.17	8.3	108	0.10	5.3	108	0.06	56-63-71	56-63-71	56
	187.50	14.9	89	0.15	7.5	107	0.09	4.8	107	0.06	56-63-71	56-63-71	56

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① **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

cv	D ₁ h6	E ₁	F	G	H	I	U	V	Z
202	19	40	M6	15	21.5	6	30	5	5
203	16	40	M6	15	18	5	25	10	5

① **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

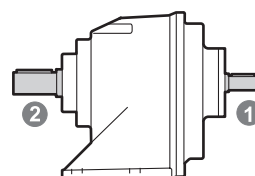
cv	D ₁	E ₁	F	G	H	I	U	V
202	0.750	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575
203	0.625	1.575	1/4-20	0.630	0.704	0.187	1.000	0.575

② **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

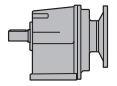
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
202 203	14	30	M5	12	16	5	20	5	5
	16	40	M6	16	18	5	30	5	5
	19	40	M6	16	21.5	6	30	5	5
	20	40	M8	18	22.5	6	30	5	5
	24	40	M8	18	27	8	30	5	5
	25	50	M8	18	28	8	40	5	5
28	60	M8	18	31	8	50	5	5	
30	60	M10	22	33	8	50	5	5	

② **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

CV RCV	D ₂	E ₂	F	G	H	I	U	V
202 203	0.750	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575

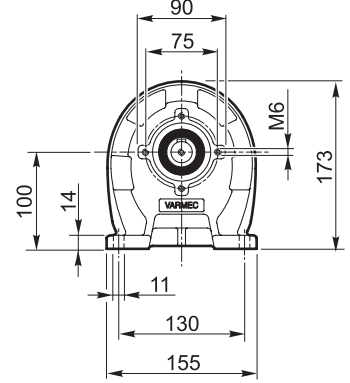
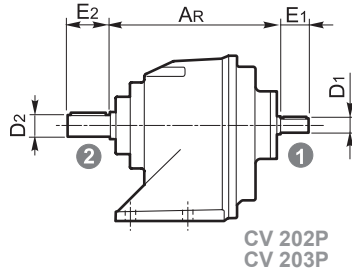
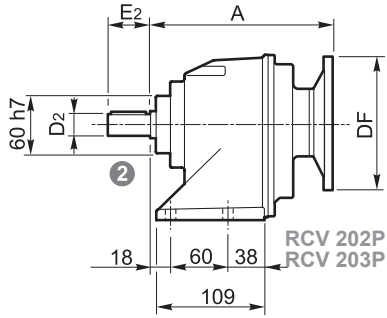


A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta

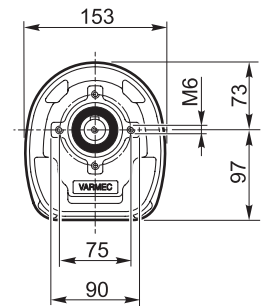
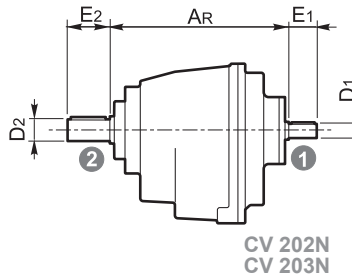
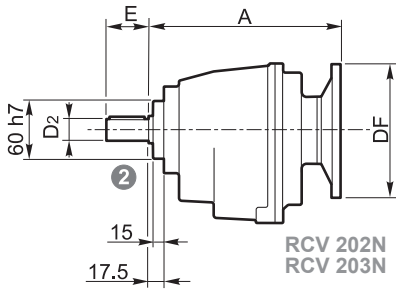


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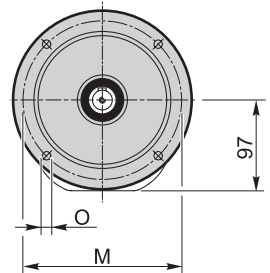
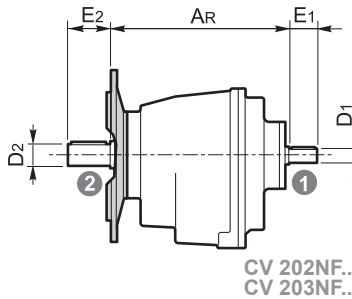
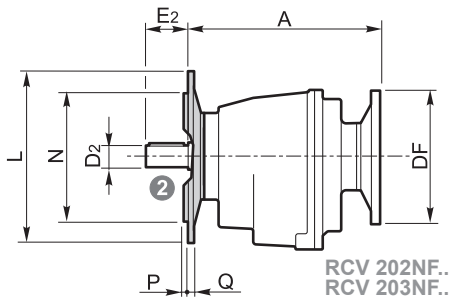
P



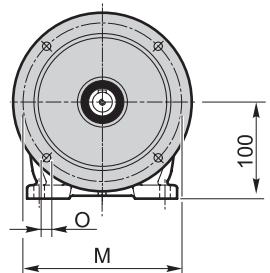
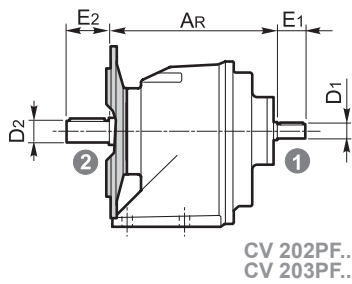
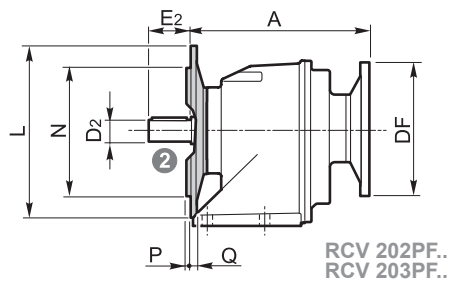
N



NF




PF



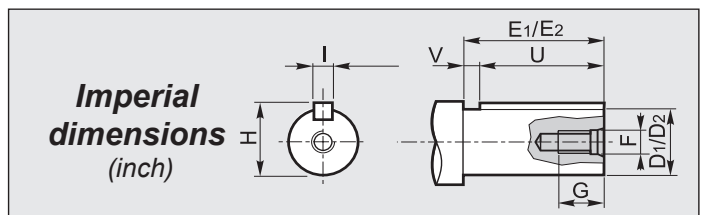
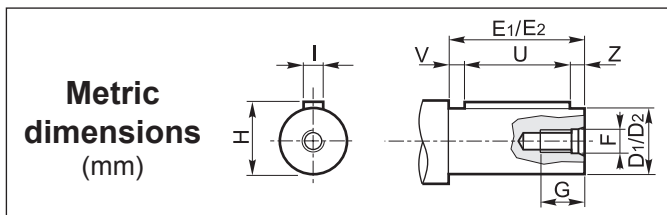
RCV CV	RCV						CV	
	IEC	DF		A	NEMA	DF	A	AR
(B5)		(B14)						
202	63	140		180	56	165.1	188	173
	71	160			140	165.1	188	
	80	200						
	90	200	140					
203	56	120	80	173.2	56	165.1	192.2	170
	63	140	90					
	71	160	105					

	L	M	N h8	O	P	Q
NF120 - PF120	120	100	80	7	2.5	10
NF140 - PF140	140	115	95	9	3	10
NF160 - PF160	160	130	110	11	3	10
NF200	200	165	130	11	3	10

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 CARACTÉRISTQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
252A	3.70	757	80	6.6	378	96	4.0	243	96	2.5	63-71-80-90	71-80-90	56-140
	4.33	647	94	6.6	323	112	3.9	208	112	2.5	63-71-80-90	71-80-90	56-140
	5.02	558	111	6.8	279	132	4.0	179	133	2.6	63-71-80-90	71-80-90	56-140
	5.92	473	119	6.1	236	143	3.7	152	143	2.4	63-71-80-90	71-80-90	56-140
	6.47	433	122	5.8	216	146	3.4	139	146	2.2	63-71-80-90	71-80-90	56-140
	7.88	355	123	4.8	178	147	2.8	114	147	1.8	63-71-80-90	71-80-90	56-140
	8.93	314	128	4.4	157	153	2.6	101	153	1.7	63-71-80-90	71-80-90	56-140
	9.41	298	127	4.1	149	152	2.5	96	152	1.6	63-71-80-90	71-80-90	56-140
	10.53	266	130	3.8	133	156	2.3	85	156	1.5	63-71-80-90	71-80-90	56-140
	11.51	243	127	3.4	122	152	2.0	78	152	1.3	63-71-80-90	71-80-90	56-140
	14.01	200	127	2.8	100	153	1.7	64	153	1.1	63-71-80-90	71-80-90	56-140
	16.42	171	160	3.0	85	192	1.8	55	192	1.1	63-71-80-90	71-80-90	56-140
	19.35	145	169	2.7	72	202	1.6	46.5	203	1.0	63-71-80-90	71-80-90	56-140
	21.16	132	164	2.4	66	196	1.4	42.5	196	0.91	63-71-80-90	71-80-90	56-140
	25.75	109	158	1.9	54	189	1.1	35.0	190	0.72	63-71-80-90	71-80-90	56-140
	31.27	90	170	1.7	44.8	203	1.0	28.8	204	0.64	63-71-80-90	71-80-90	56-140
	36.86	76	171	1.4	38.0	206	0.85	24.4	204	0.54	63-71-80-90	71-80-90	56-140
	40.29	69	166	1.3	34.7	199	0.75	22.3	199	0.48	63-71-80-90	71-80-90	56-140
	49.04	57	160	1.0	28.5	191	0.59	18.4	191	0.38	63-71-80-90	71-80-90	56-140
	53.95	52	146	0.83	26.0	175	0.50	16.7	175	0.32	63-71-80-90	71-80-90	56-140
61.33	45.7	150	0.75	22.8	179	0.45	14.7	179	0.29	63-71-80-90	71-80-90	56-140	
67.47	41.5	146	0.66	20.8	175	0.40	13.3	175	0.25	63-71-80-90	71-80-90	56-140	
253A	63.09	44.4	150	0.75	22.2	179	0.45	14.3	179	0.29	56-63-71	56-63-71	56
	74.36	37.7	157	0.66	18.8	188	0.40	12.1	188	0.26	56-63-71	56-63-71	56
	81.29	34.4	158	0.61	17.2	190	0.37	11.1	190	0.24	56-63-71	56-63-71	56
	98.94	28.3	162	0.51	14.2	194	0.31	9.1	194	0.20	56-63-71	56-63-71	56
	108.83	25.7	161	0.47	12.9	193	0.28	8.3	193	0.18	56-63-71	56-63-71	56
	120.15	23.3	171	0.45	11.7	205	0.27	7.5	205	0.17	56-63-71	56-63-71	56
	141.61	19.8	179	0.40	9.9	215	0.24	6.4	215	0.15	56-63-71	56-63-71	56
	154.81	18.1	171	0.35	9.0	206	0.21	5.8	206	0.13	56-63-71	56-63-71	56
	188.42	14.9	159	0.27	7.4	191	0.16	4.8	191	0.10	56-63-71	56-63-71	56
	207.26	13.5	153	0.23	6.8	183	0.14	4.3	183	0.09	56-63-71	56-63-71	56

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

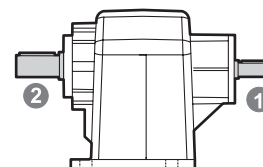


① Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV	D ₁ h6	E ₁	F	G	H	I	U	V	Z
252A	19	40	M6	15	21.5	6	30	5	5
253A	16	40	M6	15	18	5	25	10	5

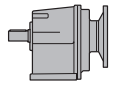
① Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada								
CV	D ₁	E ₁	F	G	H	I	U	V
252A	0.750	1.575	5/16-18	0.709	0.832	0.184	1.000	0.575
253A	0.625	1.575	1/4-20	0.630	0.704	0.187	1.000	0.575

② Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
252A 253A	19	40	M6	16	21.5	6	30	5	5
	24	50	M8	18	27	8	40	5	5
	25	50	M8	18	28	8	40	5	5
	28	60	M8	18	31	8	50	5	5
	30	60	M10	22	33	8	50	5	5

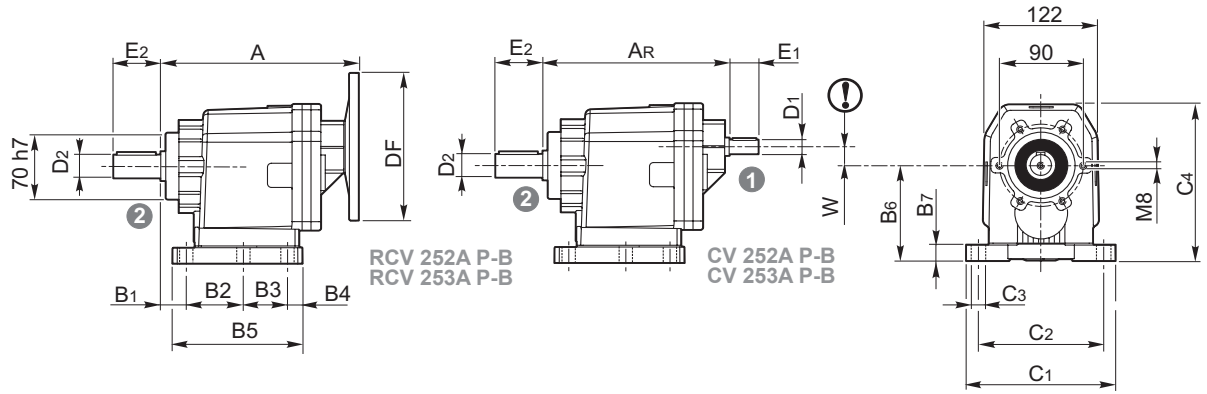
② Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída								
CV RCV	D ₂	E ₂	F	G	H	I	U	V
252A 253A	1.000	1.969	5/16-18	0.709	1.109	0.250	1.500	0.469



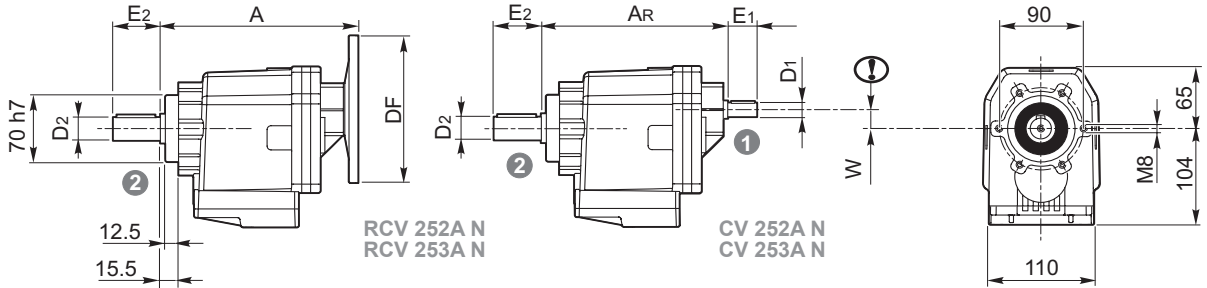
A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



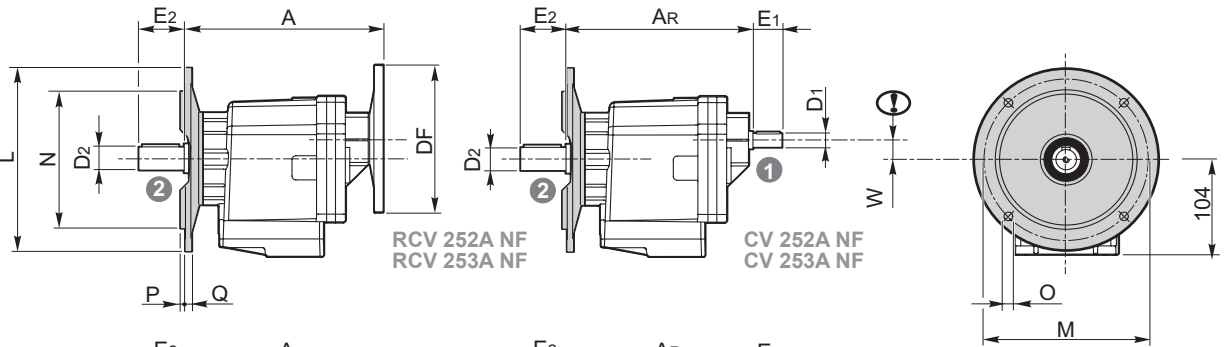
P - B



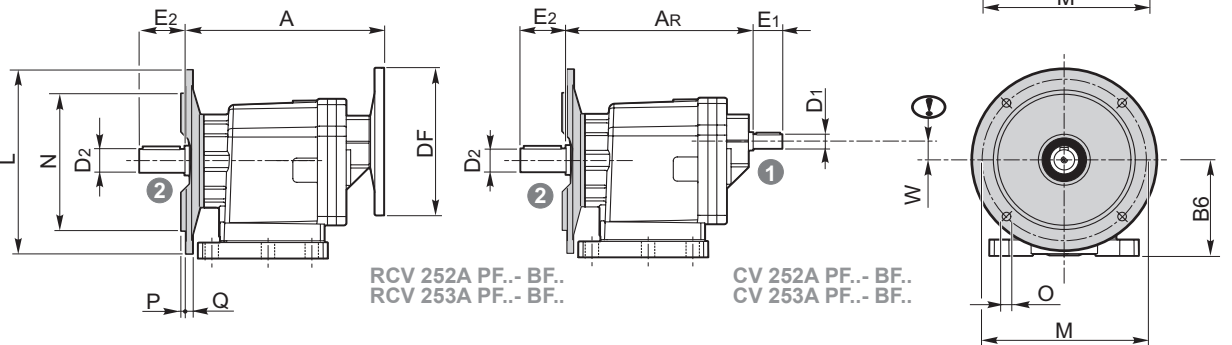
N



NF



**PF
BF**




RCV - CV	B1	B2	B3	B4	B5	B6	B7	C1	C2	C3	C4	W
252A P	18	70	40	14	136	110	17	185	160	11	175	0
253A B	18	60	47.5	15	135	100	17	155	130	11	165	20

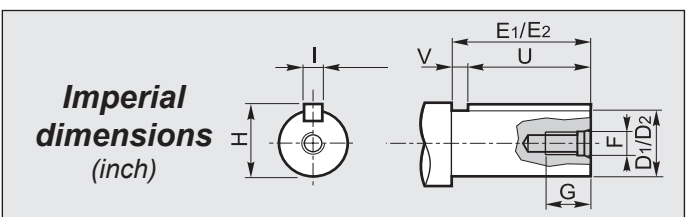
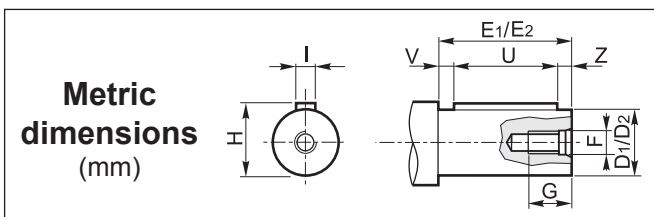
RCV CV	RCV						CV	
	IEC	DF		A	NEMA	DF	A	AR
		(B5)	(B14)					
252A	56	120	—	195	56	165.1	202.5	188
	63	140	—		140	165.1	202.5	
	71	160	105					
	80	200	120					
253A	90	200	140					
	56	120	80	190	56	165.1	209	157
	63	140	90					
71	160	105						

	L	M	N h8	O	P	Q
NF200- PF200	200	165	130	11.5	3.5	12
NF160- PF160 - BF160	160	130	110	9.5	3	12
NF140- PF140 - BF140	140	115	95	9.5	3	12

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
252	3.70	757	80	6.6	378	96	4.0	243	96	2.5	63-71-80-90-100-112	90-100-112	56-140
	4.33	647	94	6.6	323	112	3.9	208	112	2.5	63-71-80-90-100-112	90-100-112	56-140
	5.02	558	111	6.8	279	132	4.0	179	133	2.6	63-71-80-90-100-112	90-100-112	56-140
	5.92	473	119	6.1	236	143	3.7	152	143	2.4	63-71-80-90-100-112	90-100-112	56-140
	6.47	433	122	5.8	216	146	3.4	139	146	2.2	63-71-80-90-100-112	90-100-112	56-140
	7.88	355	123	4.8	178	147	2.8	114	147	1.8	63-71-80-90-100-112	90-100-112	56-140
	8.93	314	128	4.4	157	153	2.6	101	153	1.7	63-71-80-90-100-112	90-100-112	56-140
	9.41	298	127	4.1	149	152	2.5	96	152	1.6	63-71-80-90-100-112	90-100-112	56-140
	10.53	266	130	3.8	133	156	2.3	85	156	1.5	63-71-80-90-100-112	90-100-112	56-140
	11.51	243	127	3.4	122	152	2.0	78	152	1.3	63-71-80-90-100-112	90-100-112	56-140
	14.01	200	127	2.8	100	153	1.7	64	153	1.1	63-71-80-90-100-112	90-100-112	56-140
	16.42	171	160	3	85	192	1.8	55	192	1.1	63-71-80-90	90	56-140
	19.35	145	169	2.7	72	202	1.6	46.5	203	1.0	63-71-80-90	90	56-140
	21.16	132	164	2.4	66	196	1.4	42.5	196	0.91	63-71-80-90	90	56-140
	25.75	109	158	1.9	54	189	1.1	35.0	190	0.72	63-71-80-90	90	56-140
	31.27	90	170	1.7	44.8	203	0.99	28.8	204	0.64	63-71-80-90	90	56-140
	36.86	76	171	1.4	38.0	206	0.85	24.4	204	0.54	63-71-80-90	90	56-140
	40.29	69	166	1.3	34.7	199	0.75	22.3	199	0.48	63-71-80-90	90	56-140
	49.04	57	160	1.0	28.5	191	0.59	18.4	191	0.38	63-71-80-90	90	56-140
	53.95	52	146	0.83	25.9	175	0.50	16.7	175	0.32	63-71-80-90	90	56-140
61.33	45.7	150	0.75	22.8	179	0.45	14.7	179	0.29	63-71-80-90	90	56-140	
67.47	41.5	146	0.66	20.7	175	0.40	13.3	175	0.25	63-71-80-90	90	56-140	
253	60.10	46.6	160	0.84	23.3	191	0.50	15.0	191	0.32	56-63-71	56-63-71	56
	69.60	40.2	172	0.78	20.1	205	0.46	12.9	205	0.30	56-63-71	56-63-71	56
	82.00	34.1	174	0.67	17.1	207	0.40	11.0	207	0.26	56-63-71	56-63-71	56
	89.70	31.2	167	0.59	15.6	201	0.35	10.0	201	0.23	56-63-71	56-63-71	56
	109.10	25.7	161	0.47	12.8	193	0.28	8.3	192	0.18	56-63-71	56-63-71	56
	122.50	22.9	172	0.44	11.4	206	0.27	7.3	206	0.17	56-63-71	56-63-71	56
	144.40	19.4	173	0.38	9.7	208	0.23	6.2	207	0.15	56-63-71	56-63-71	56
	157.90	17.7	168	0.34	8.9	202	0.20	5.7	202	0.13	56-63-71	56-63-71	56
	192.10	14.6	164	0.27	7.3	197	0.16	4.7	197	0.10	56-63-71	56-63-71	56

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

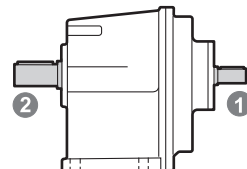


1 Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV	D ₁ h6	E ₁	F	G	H	I	U	V	Z
252	19	40	M6	15	21.5	6	30	5	5
253	16	40	M6	15	18	5	25	10	5

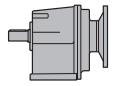
1 Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV	D ₁	E ₁	F	G	H	I	U	V	Z
252	0.750	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575	
253	0.625	1.575	1/4-20	0.630	0.704	0.187	1.000	0.575	

2 Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
252 253	19	40	M6	16	21.5	6	30	5	5
	24	50	M8	18	27	8	40	5	5
	25	50	M8	18	28	8	40	5	5
	28	60	M8	18	31	8	50	5	5
	30	60	M10	22	33	8	50	5	5

2 Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂	E ₂	F	G	H	I	U	V	Z
252 253	1.000	1.969	5/16-18	0.709	1.109	0.250	1.500	0.469	

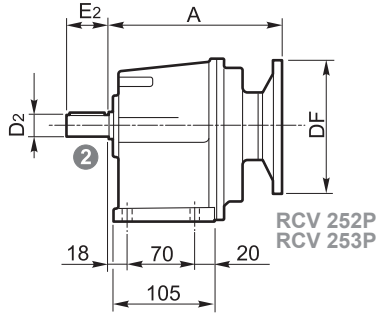


A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta

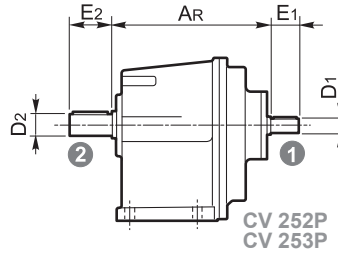


DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

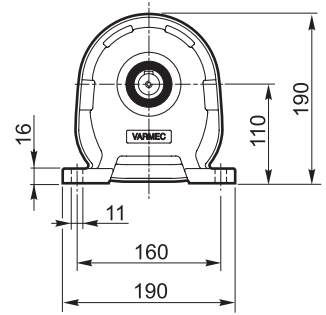
P



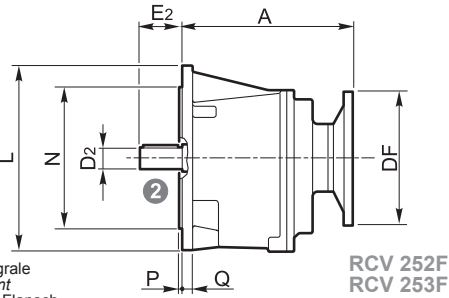
RCV 252P
RCV 253P



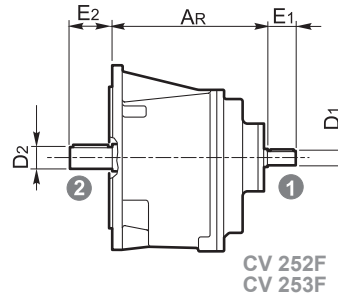
CV 252P
CV 253P



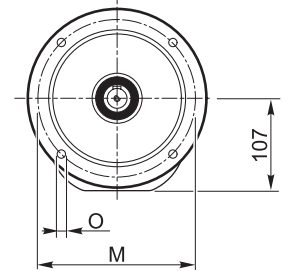
F



RCV 252F
RCV 253F

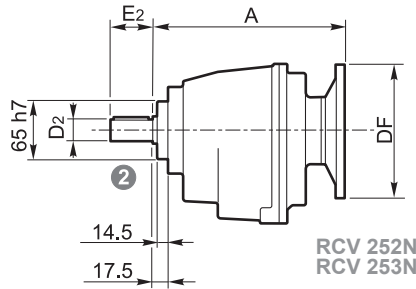


CV 252F
CV 253F

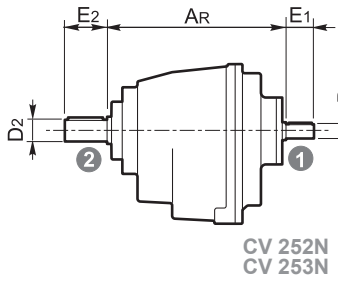


N.B.
F = Flangia integrale
F = Flange mount
F = Integriertem Flansch
F = Bride monobloc
F = Brida integral
F = Brida integral

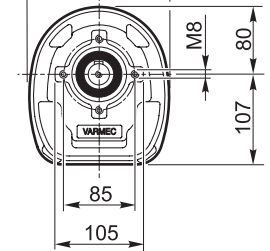
N



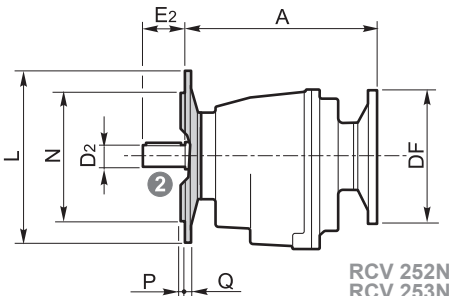
RCV 252N
RCV 253N



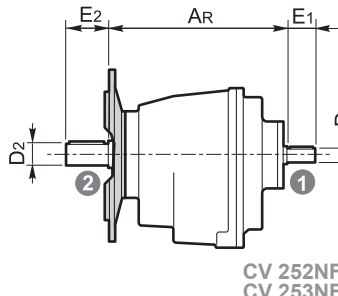
CV 252N
CV 253N



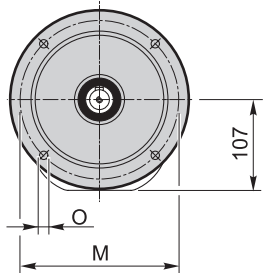
NF



RCV 252NF..
RCV 253NF..



CV 252NF..
CV 253NF..



	L	M	N h8	O	P	Q
NF140	140	115	95	9	3	10
NF160	160	130	110	11	3	10
NF200	200	165	130	11.5	3.5	10
F200	200	165	130	11.5	3.5	10


P - F

RCV CV	RCV						CV	
	IEC	DF		A	NEMA	DF	A	AR
		(B5)	(B14)					
252	63	140		169	56	165.1	177	162
	71	160			140	165.1	177	
	80	200		186.5				
	90	200	140					
	100	250	160					
	112	250	160					
253	56	120	80		56	165.1	181.7	159.6
	63	140	90	162.7				
	71	160	105					

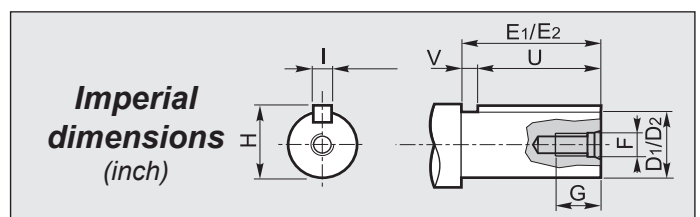
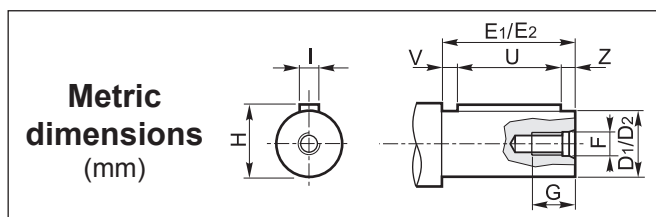
N - NF

RCV CV	RCV						CV	
	IEC	DF		A	NEMA	DF	A	AR
		(B5)	(B14)					
252	63	140		194	56	165.1	202	187
	71	160			140	165.1	202	
	80	200		211.5				
	90	200	140					
	100	250	160					
	112	250	160					
253	63	140	90	187.7	56	165.1	206.7	184.6
	71	160	105					

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
302	3.74	749	203	16.6	374	243	9.9	241	243	6.4	71-80-90-100/112-132	100-112-132	140-180
	4.56	614	215	14.4	307	258	8.6	197	258	5.6	71-80-90-100/112-132	100-112-132	140-180
	5.11	548	210	12.6	274	251	7.5	176	252	4.8	71-80-90-100/112-132	100-112-132	140-180
	6.22	450	211	10.4	225	253	6.2	145	253	4.0	71-80-90-100/112-132	100-112-132	140-180
	6.93	404	211	9.3	202	252	5.6	130	252	3.6	71-80-90-100/112-132	100-112-132	140-180
	7.51	373	206	8.4	186	246	5.0	120	246	3.2	71-80-90-100/112-132	100-112-132	140-180
	7.78	360	218	8.6	180	261	5.1	116	261	3.3	71-80-90-100/112-132	100-112-132	140-180
	9.14	306	241	8.1	153	288	4.8	98	289	3.1	71-80-90-100/112-132	100-112-132	140-180
	10.18	275	247	7.4	138	296	4.4	88	297	2.9	71-80-90-100/112-132	100-112-132	140-180
	11.43	245	254	6.8	122	305	4.1	79	304	2.6	71-80-90-100/112-132	100-112-132	140-180
	12.62	222	233	5.6	111	279	3.4	71	279	2.2	71-80-90-100/112	100-112	140-180
	15.37	182	246	4.9	91	295	2.9	59	295	1.9	71-80-90-100/112	100-112	140-180
	17.11	164	253	4.5	82	303	2.7	53	302	1.7	71-80-90-100/112	100-112	140-180
	19.21	146	259	4.1	73	310	2.5	46.9	310	1.6	71-80-90-100/112	100-112	140-180
	24.19	116	239	3.0	58	285	1.8	37.2	285	1.2	71-80-90-100/112	100-112	140-180
29.45	95	251	2.6	47.5	300	1.6	30.6	300	1.0	71-80-90-100/112	100-112	140-180	
32.80	85	257	2.4	42.7	308	1.4	27.4	308	0.92	71-80-90-100/112	100-112	140-180	
36.82	76	263	2.2	38.0	315	1.3	24.4	316	0.84	71-80-90-100/112	100-112	140-180	
303	41.20	68	258	2.0	34.0	310	1.2	21.8	308	0.76	63-71-80-90	90	56-140
	46.20	61	264	1.8	30.3	316	1.1	19.5	316	0.69	63-71-80-90	90	56-140
	54.00	52	242	1.4	25.9	290	0.85	16.7	290	0.54	63-71-80-90	90	56-140
	65.80	42.6	253	1.2	21.3	304	0.73	13.7	304	0.47	63-71-80-90	90	56-140
	73.60	38.2	260	1.1	19.1	310	0.67	12.3	310	0.43	63-71-80-90	90	56-140
	82.20	34.1	265	1.0	17.0	317	0.61	10.9	318	0.39	63-71-80-90	90	56-140
	99.30	28.2	243	0.77	14.1	292	0.46	9.1	291	0.30	63-71-80-90	90	56-140
	120.90	23.2	256	0.67	11.6	306	0.40	7.4	306	0.26	63-71-80-90	90	56-140
	134.70	20.8	261	0.61	10.4	314	0.37	6.7	313	0.24	63-71-80-90	90	56-140
	151.10	18.5	268	0.56	9.3	320	0.33	6.0	320	0.21	63-71-80-90	90	56-140
	189.20	14.8	249	0.42	7.4	299	0.25	4.8	298	0.16	63-71-80-90	90	56-140
	230.30	12.2	267	0.37	6.1	320	0.22	3.9	319	0.14	63-71-80-90	90	56-140
	256.50	10.9	279	0.34	5.5	334	0.21	3.5	335	0.13	63-71-80-90	90	56-140
	287.90	9.7	288	0.32	4.9	346	0.19	3.1	345	0.12	63-71-80-90	90	56-140

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

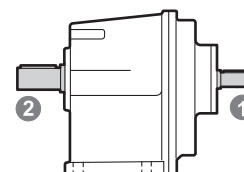


① Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV	D ₁ h6	E ₁	F	G	H	I	U	V	Z
302	24	50	M8	18	27	8	40	5	5
303	19	40	M6	15	21.5	6	30	5	5

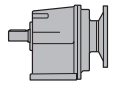
① Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada								
CV	D ₁	E ₁	F	G	H	I	U	V
302	1.000	1.969	5/16-18	0.709	1.109	0.250	1.500	0.469
303	0.750	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575

② Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
302 303	25	50	M8	18	28	8	40	5	5
	28	60	M8	18	31	8	50	5	5
	30	60	M10	22	33	8	50	5	5
	32	80	M10	22	35	10	70	5	5
	35	80	M10	22	38	10	70	5	5
	38	80	M10	22	41	10	70	5	5
40	80	M12	28	43	12	70	5	5	

② Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída								
CV RCV	D ₂	E ₂	F	G	H	I	U	V
302 303	1.187	2.362	3/8-16	0.906	1.299	0.250	1.750	0.612

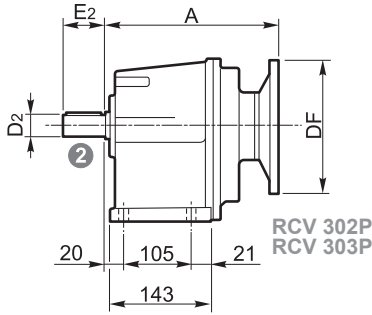


A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta

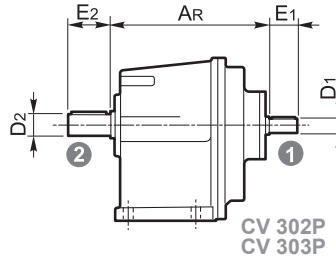


DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

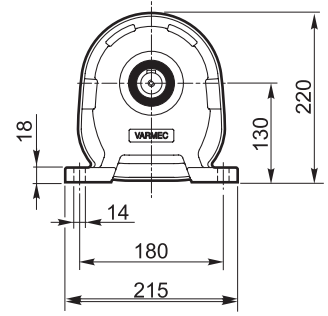
P



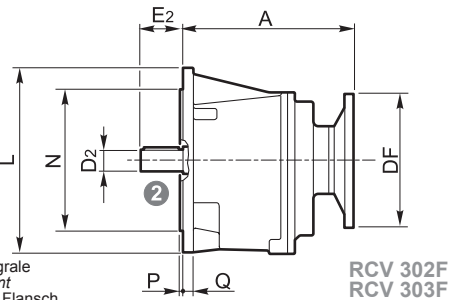
RCV 302P
RCV 303P



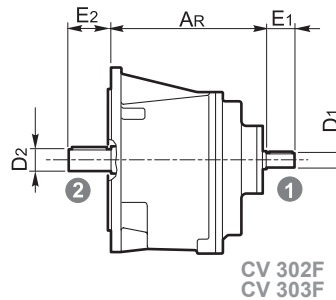
CV 302P
CV 303P



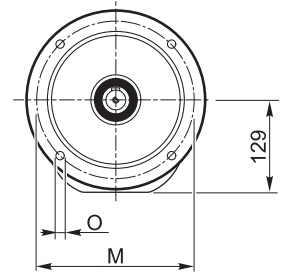
F



RCV 302F
RCV 303F

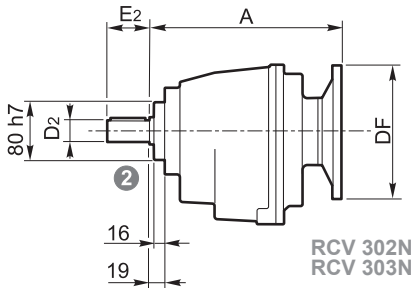


CV 302F
CV 303F

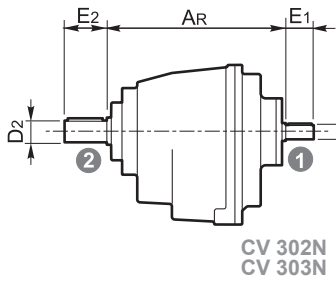


N.B.
F = Flangia integrale
F = Flange mount
F = Integriertem Flansch
F = Bride monobloc
F = Brida integral
F = Brida integral

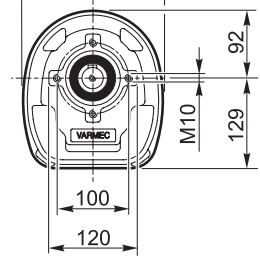
N



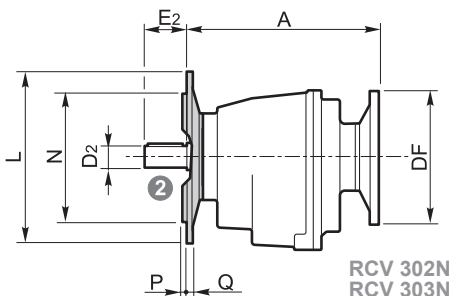
RCV 302N
RCV 303N



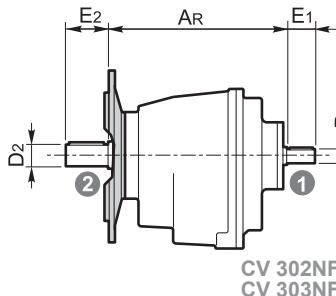
CV 302N
CV 303N



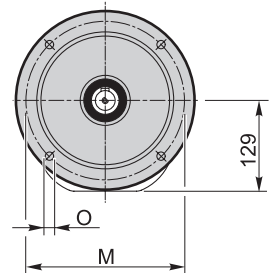
NF



RCV 302NF.
RCV 303NF.



CV 302NF.
CV 303NF.



	L	M	N h8	O	P	Q
NF160	160	130	110	11	3.5	11
NF200	200	165	130	13	3.5	11
NF250	250	215	180	14	4	11
F250	250	215	180	14	4	13

P - F

RCV CV	RCV							CV
	IEC	DF		A	NEMA	DF	A	
		(B5)	(B14)					
302	71	160		224	140	165.1	234	219
	80	200			180	228.6	240	
	90	200						
	100	250	160					
	112	250	160					
	132	300	200		253			
303	63	140		221	56	165.1	229	214
	71	160			140	165.1	229	
	80	200						
	90	200	140					

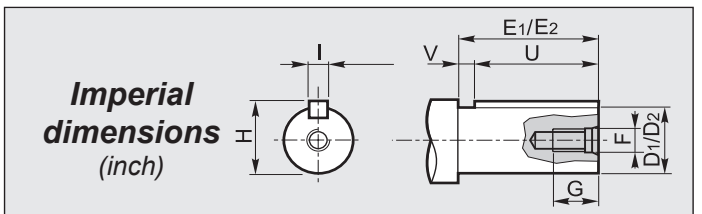
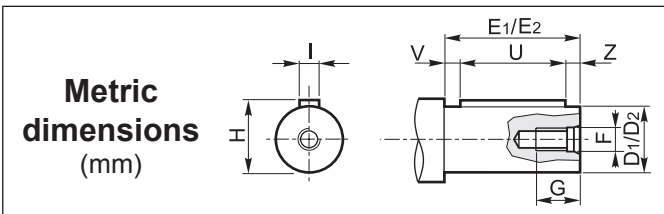
N - NF

RCV CV	RCV							CV
	IEC	DF		A	NEMA	DF	A	
		(B5)	(B14)					
302	71	160		249	140	165.1	259	244
	80	200			180	228.6	265	
	90	200						
	100	250	160					
	112	250	160					
	132	300	200		278			
303	63	140		246	56	165.1	254	239
	71	160			140	165.1	254	
	80	200						
	90	200	140					

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹			IEC B5	IEC B14	NEMA
		n ₂	Mn ₂	P ₁	n ₂	Mn ₂	P ₁	n ₂	Mn ₂	P ₁			
		min ⁻¹	Nm	kW	min ⁻¹	Nm	kW	min ⁻¹	Nm	kW			
302A	3.78	740.3	129	10.43	370.1	155	6.26	237.9	155	4.02	71-80-90-100/112	71-80-90-100/112	56-140-180
	4.40	635.7	148	10.23	317.9	177	6.14	204.3	177	3.94	71-80-90-100/112	71-80-90-100/112	56-140-180
	5.20	538.0	166	9.73	269.0	199	5.84	172.9	199	3.75	71-80-90-100/112	71-80-90-100/112	56-140-180
	6.27	446.5	176	8.56	223.3	211	5.14	143.5	211	3.30	71-80-90-100/112	71-80-90-100/112	56-140-180
	7.76	360.6	189	7.44	180.3	227	4.46	115.9	227	2.87	71-80-90-100/112	71-80-90-100/112	56-140-180
	8.75	320.1	201	7.01	160.1	241	4.21	102.9	241	2.71	71-80-90-100/112	71-80-90-100/112	56-140-180
	10.18	274.9	212	6.35	137.5	254	3.81	88.4	254	2.45	71-80-90-100/112	71-80-90-100/112	56-140-180
	12.03	232.7	221	5.60	116.3	265	3.36	74.8	265	2.16	71-80-90-100/112	71-80-90-100/112	56-140-180
	14.50	193.1	235	4.95	96.6	282	2.97	62.1	282	1.91	71-80-90-100/112	71-80-90-100/112	56-140-180
	17.95	156.0	243	4.13	78.0	291	2.48	50.1	291	1.59	71-80-90-100/112	71-80-90-100/112	56-140-180
	19.58	143.0	259	4.04	71.5	311	2.43	46.0	311	1.56	71-80-90-100/112	71-80-90-100/112	56-140-180
	22.80	122.8	278	3.72	61.4	333	2.23	39.5	333	1.43	71-80-90-100/112	71-80-90-100/112	56-140-180
	26.94	104.0	291	3.30	52.0	349	1.98	33.4	349	1.27	71-80-90-100/112	71-80-90-100/112	56-140-180
	32.45	86.3	281	2.64	43.1	337	1.59	27.7	337	1.02	71-80-90-100/112	71-80-90-100/112	56-140-180
	40.18	69.7	250	1.90	34.8	300	1.14	22.4	300	0.73	71-80-90-100/112	71-80-90-100/112	56-140-180
	44.06	63.6	255	1.77	31.8	306	1.06	20.4	306	0.68	63-71-80-90-100/112	71-80-90-100/112	56-140-180
	46.59	60.1	264	1.73	30.0	317	1.04	19.3	317	0.67	63-71-80-90-100/112	71-80-90-100/112	56-140-180
	53.08	52.7	287	1.65	26.4	344	0.99	17.0	344	0.64	63-71-80-90-100/112	71-80-90-100/112	56-140-180
	57.69	48.5	249	1.32	24.3	299	0.79	15.6	299	0.51	63-71-80-90-100/112	71-80-90-100/112	56-140-180
	65.72	42.6	248	1.15	21.3	298	0.69	13.7	298	0.45	63-71-80-90-100/112	71-80-90-100/112	56-140-180
303A	64.91	43.1	308	1.49	21.6	369	0.90	13.9	369	0.58	63-71-80-90	71-80-90	56-140
	75.58	37.0	311	1.30	18.5	373	0.78	11.9	373	0.50	63-71-80-90	71-80-90	56-140
	89.31	31.4	306	1.08	15.7	367	0.65	10.1	367	0.42	63-71-80-90	71-80-90	56-140
	107.61	26.0	301	0.88	13.0	361	0.53	8.4	361	0.34	63-71-80-90	71-80-90	56-140
	125.53	22.3	298	0.75	11.2	357	0.45	7.2	357	0.29	63-71-80-90	71-80-90	56-140
	133.23	21.0	267	0.63	10.5	320	0.38	6.8	320	0.24	63-71-80-90	71-80-90	56-140
	146.18	19.2	293	0.63	9.6	351	0.38	6.2	351	0.24	63-71-80-90	71-80-90	56-140
	172.72	16.2	291	0.53	8.1	349	0.32	5.2	349	0.20	63-71-80-90	71-80-90	56-140
	181.40	15.4	287	0.50	7.7	344	0.30	5.0	344	0.19	63-71-80-90	71-80-90	56-140
	208.12	13.5	307	0.46	6.7	368	0.28	4.3	368	0.18	63-71-80-90	71-80-90	56-140
	249.59	11.2	316	0.40	5.6	379	0.24	3.6	379	0.15	63-71-80-90	71-80-90	56-140
	300.74	9.3	317	0.33	4.7	380	0.20	3.0	380	0.13	63-71-80-90	71-80-90	56-140
	372.35	7.5	275	0.23	3.8	330	0.14	2.4	330	0.09	63-71-80-90	71-80-90	56-140

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



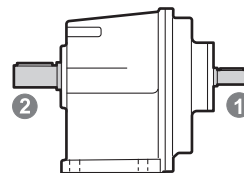
1	Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV	D ₁ h6	E ₁	F	G	H	I	U	V	Z	
302A	24 (19)*	50 (40)*	M8 (M6)	18 (15)	27 (21.5)	8 (6)	40 (30)	5 (5)	5 (5)	
303A	19	40	M6	15	21,5	6	30	5	5	

1	Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV	D ₁	E ₁	F	G	H	I	U	V	Z	
302A	1.000	1.969	5/16-18	0.709	1.109	0.250	1.500	0.469		
303A	0.750	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575		

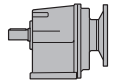
2	Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z	
302A 303A	25	50	M8	18	28	8	40	5	5	
	28	60	M8	18	31	8	50	5	5	
	30	60	M10	22	33	8	50	5	5	
	32	80	M10	22	35	10	70	5	5	
	35	80	M10	22	38	10	70	5	5	

2	Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂	E ₂	F	G	H	I	U	V	Z	
302A 303A	1.187	2.362	3/8-16	0.906	1.299	0.250	1.750	0.612		

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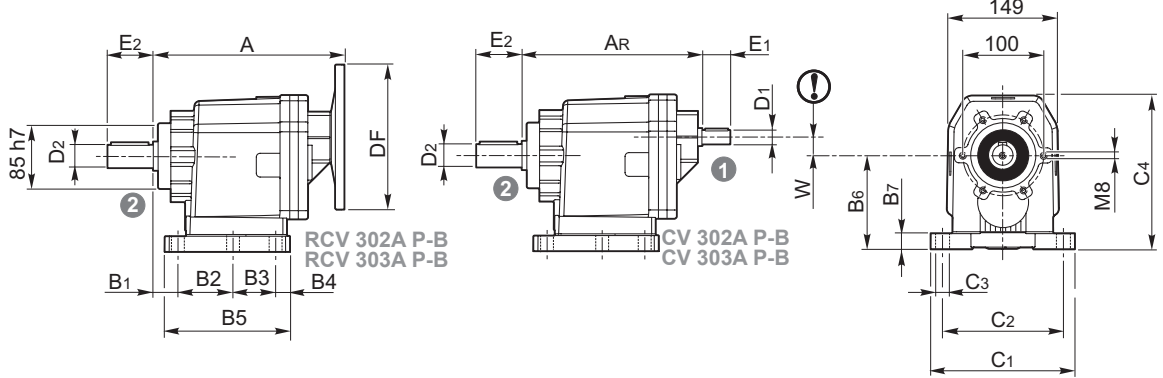


A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta

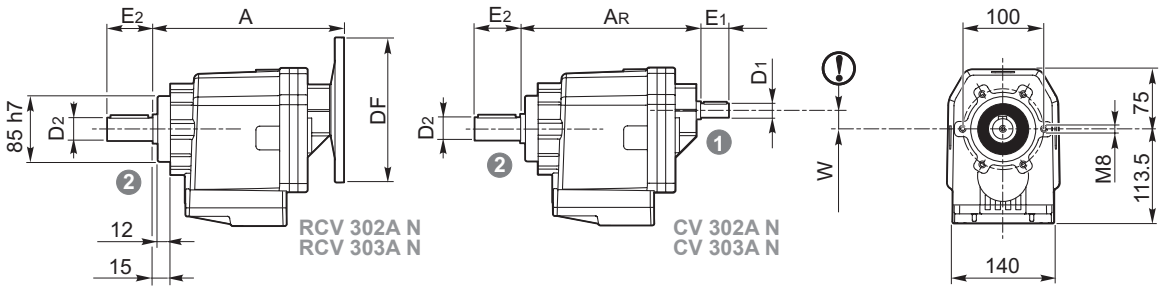


DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

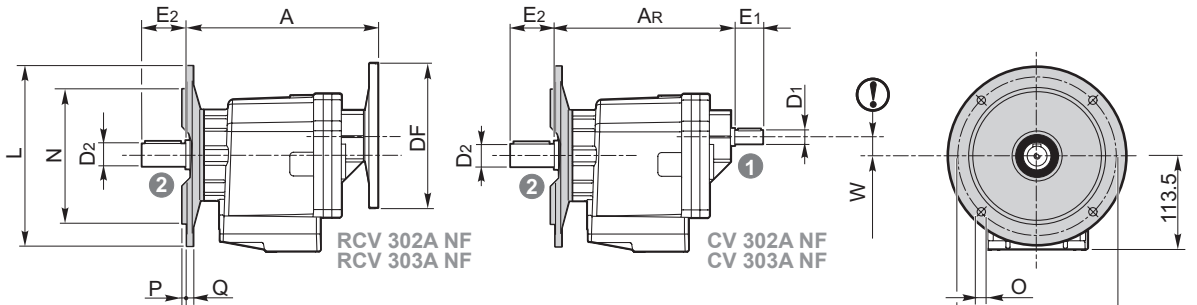
P - B



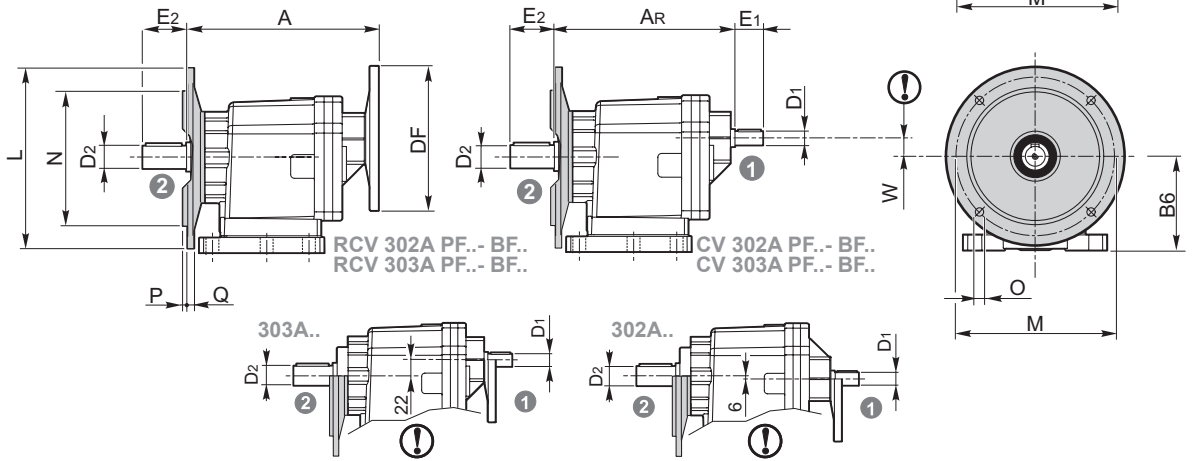
N



NF



PF
BF




RCV - CV	B1	B2	B3	B4	B5	B6	B7	C1	C2	C3	C4	W
302A P	20	105	44,5	17	184	130	20	210	180	14	205	6
303A B	18	70	60	39	183	110	20	186	160	11	185	22

RCV CV	RCV						CV		
	IEC	DF		A	NEMA	DF	A	AR	
		(B5)	(B14)						
302A	63	140	—	235	56	165.1	242	247.5 (228)*	
	71	160	105	235	140	165.1	242		
	80	200	120	235	180	228.6	268		
	90	200	140	235.3					
	100-112	250	160	252.5					
303A	63	140	—	247	56	165.1	254	242.5	
	71	160	105		140	165.1	254		
	80	200	120						
	90	200	120						
	90	200	140						

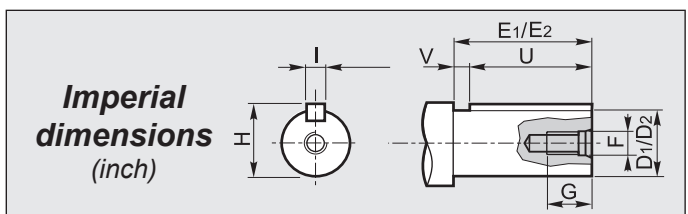
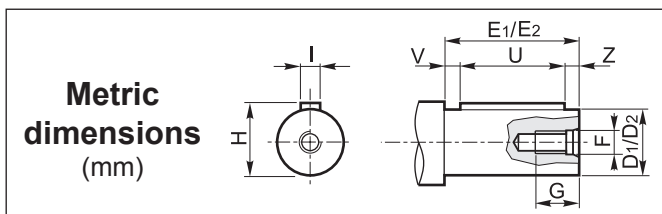
	L	M	N h8	O	P	Q
NF250-PF250	250	215	180	14	4	14
NF200-PF200-BF200	200	165	130	11,5	3,5	12
NF160-PF160-BF160	160	130	110	9,5	3	12

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DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹			 IEC B5 IEC B14 NEMA		
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
352	3.74	749	262	21	374	314	12.8	241	313	8.2	71-80-90-100-112-132	100-112-132	140-180
	4.56	614	277	18.6	307	332	11.1	197	332	7.1	71-80-90-100-112-132	100-112-132	140-180
	5.11	548	289	17.3	274	346	10.3	176	345	6.6	71-80-90-100-112-132	100-112-132	140-180
	6.22	450	304	14.9	225	364	8.9	145	364	5.7	71-80-90-100-112-132	100-112-132	140-180
	6.93	404	312	13.8	202	374	8.2	130	374	5.3	71-80-90-100-112-132	100-112-132	140-180
	7.51	373	294	12.0	186	352	7.2	120	352	4.6	71-80-90-100-112-132	100-112-132	140-180
	7.78	360	321	12.6	180	384	7.5	116	384	4.8	71-80-90-100-112-132	100-112-132	140-180
	9.14	306	310	10.4	153	370	6.2	98	371	4.0	71-80-90-100-112-132	100-112-132	140-180
	10.18	275	318	9.5	138	381	5.7	88	381	3.7	71-80-90-100-112-132	100-112-132	140-180
	11.43	245	326	8.7	122	391	5.2	79	391	3.4	71-80-90-100-112-132	100-112-132	140-180
	12.62	222	300	7.3	111	360	4.4	71	360	2.8	71-80-90-100-112	100-112	140-180
	15.37	182	316	6.3	91	379	3.8	59	378	2.4	71-80-90-100-112	100-112	140-180
	17.11	164	324	5.8	82	388	3.5	53	388	2.2	71-80-90-100-112	100-112	140-180
	19.21	146	333	5.3	73	399	3.2	46.9	399	2.0	71-80-90-100-112	100-112	140-180
	24.19	116	308	3.9	58	369	2.3	37.2	368	1.5	71-80-90-100-112	100-112	140-180
29.45	95	325	3.4	47.5	390	2.0	30.6	389	1.3	71-80-90-100-112	100-112	140-180	
32.80	85	330	3.1	42.7	396	1.8	27.4	397	1.2	71-80-90-100-112	100-112	140-180	
36.82	76	338	2.8	38.0	403	1.7	24.4	405	1.1	71-80-90-100-112	100-112	140-180	
353	41.20	68	332	2.5	34.0	396	1.5	21.8	397	0.98	63-71-80-90	90	56-140
	46.20	61	339	2.3	30.3	406	1.4	19.5	405	0.89	63-71-80-90	90	56-140
	54.00	52	311	1.8	25.9	372	1.1	16.7	372	0.70	63-71-80-90	90	56-140
	65.80	42.6	326	1.6	21.3	391	0.94	13.7	391	0.60	63-71-80-90	90	56-140
	73.60	38.2	333	1.4	19.1	398	0.86	12.3	400	0.55	63-71-80-90	90	56-140
	82.20	34.1	341	1.3	17.0	408	0.78	10.9	408	0.50	63-71-80-90	90	56-140
	99.30	28.2	314	1.0	14.1	377	0.60	9.1	375	0.38	63-71-80-90	90	56-140
	120.90	23.2	329	0.86	11.6	393	0.51	7.4	392	0.33	63-71-80-90	90	56-140
	134.70	20.8	336	0.79	10.4	400	0.47	6.7	401	0.30	63-71-80-90	90	56-140
	151.10	18.5	344	0.72	9.3	411	0.43	6.0	410	0.28	63-71-80-90	90	56-140
	189.20	14.8	317	0.53	7.4	383	0.32	4.8	381	0.20	63-71-80-90	90	56-140
	230.30	12.2	342	0.47	6.1	408	0.28	3.9	408	0.18	63-71-80-90	90	56-140
	256.50	10.9	357	0.44	5.5	428	0.26	3.5	429	0.17	63-71-80-90	90	56-140
	287.90	9.7	369	0.40	4.9	440	0.24	3.1	442	0.16	63-71-80-90	90	56-140

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

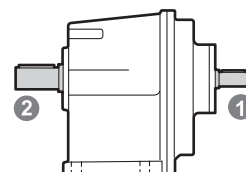


① Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV RCV	D ₁ h6	E ₁	F	G	H	I	U	V	Z
352	24	50	M8	18	27	8	40	5	5
353	19	40	M6	15	21.5	6	30	5	5

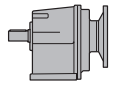
① Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada								
CV	D ₁	E ₁	F	G	H	I	U	V
352	1.000	1.969	5/16-18	0.709	1.109	0.250	1.500	0.469
353	0.750	1.575	5/16-18	0.709	0.832	0.187	1.000	0.575

② Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
352 353	28	60	M8	18	31	8	50	5	5
	30	60	M10	22	33	8	50	5	5
	32	80	M10	22	35	10	70	5	5
	38	80	M10	22	41	10	70	5	5
	40	80	M12	28	43	12	70	5	5

② Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída								
CV RCV	D ₂	E ₂	F	G	H	I	U	V
352 353	1.375	3.150	3/8-16	0.906	1.513	0.312	2.500	0.650

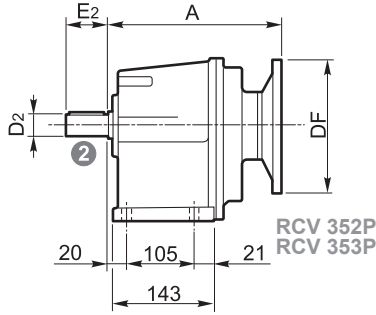


A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta

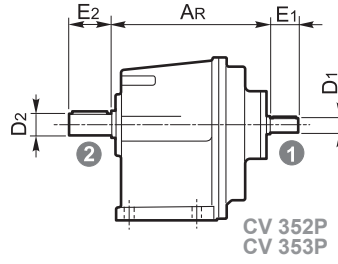


DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

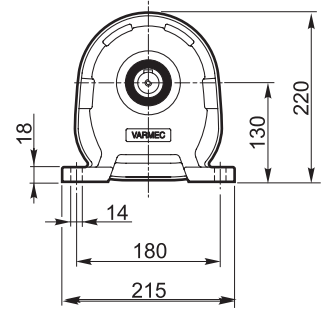
P



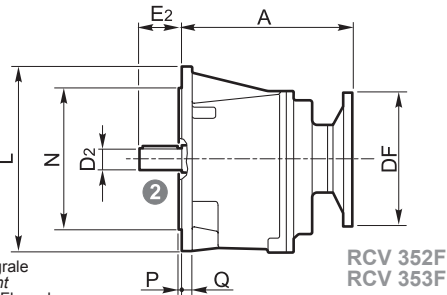
RCV 352P
RCV 353P



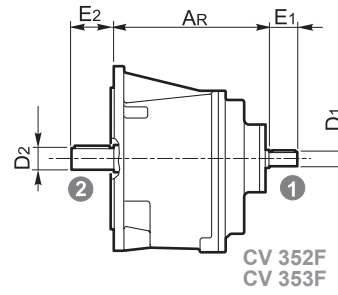
CV 352P
CV 353P



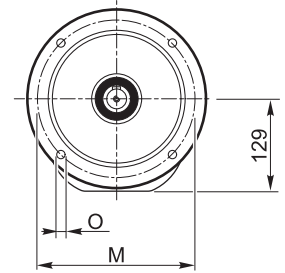
F



RCV 352F
RCV 353F

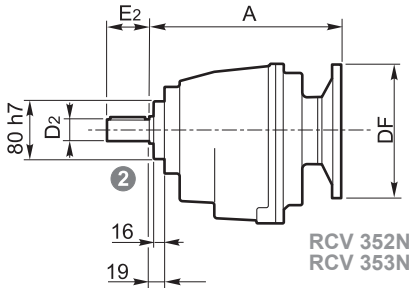


CV 352F
CV 353F

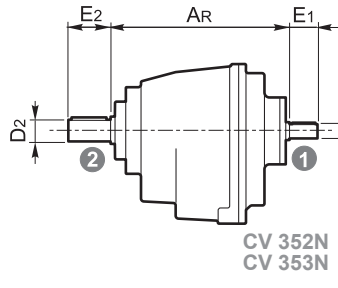


N.B.
F = Flangia integrale
F = Flange mount
F = Integriertem Flansch
F = Brida monobloc
F = Brida integral
F = Brida integral

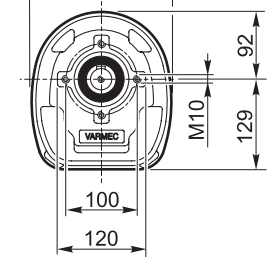
N



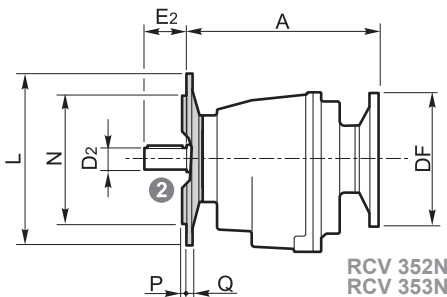
RCV 352N
RCV 353N



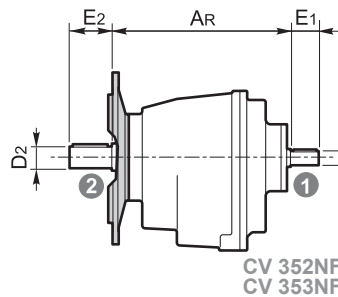
CV 352N
CV 353N



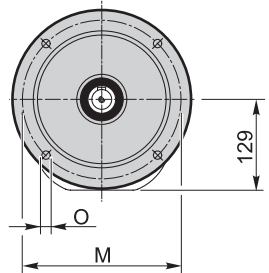
NF



RCV 352NF..
RCV 353NF..



CV 352NF..
CV 353NF..



	L	M	N h8	O	P	Q
NF160	160	130	110	11	3.5	11
NF200	200	165	130	13	3.5	11
NF250	250	215	180	14	4	11
F250	250	215	180	14	4	13


P - F

RCV CV	RCV							CV
	IEC	DF		A	NEMA	DF	A	
		(B5)	(B14)					
352	71	160		224	140	165.1	234	219
	80	200			180	228.6	240	
	90	200						
	100	250	160					
	112	250	160					
	132	300	200		253			
353	63	140		221	56	165.1	229	214
	71	160			140	165.1	229	
	80	200						
	90	200	140					

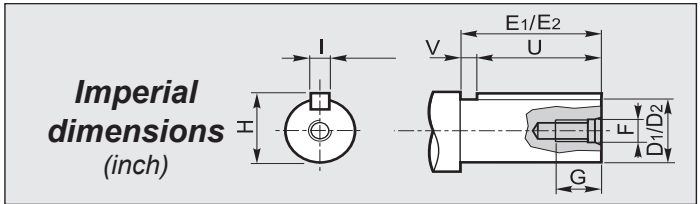
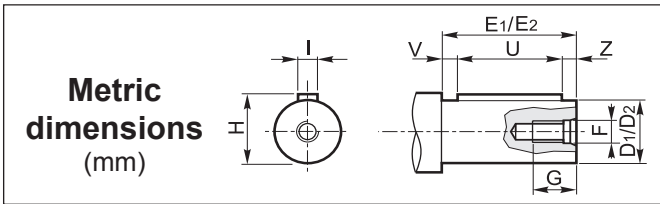
N - NF

RCV CV	RCV							CV
	IEC	DF		A	NEMA	DF	A	
		(B5)	(B14)					
352	71	160		249	140	165.1	259	244
	80	200			180	228.6	265	
	90	200						
	100	250	160					
	112	250	160					
	132	300	200		278			
353	63	140		246	56	165.1	254	239
	71	160			140	165.1	254	
	80	200						
	90	200	140					

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹			 IEC B5 IEC B14 NEMA		
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW			
452	4.42	633	479	33	317	574	19.8	204	574	12.7	80-90-100-112-132	132	140-180-210
	4.89	573	478	30	286	572	17.9	184	572	11.5	80-90-100-112-132	132	140-180-210
	5.43	516	479	27	258	573	16.1	166	573	10.4	80-90-100-112-132	132	140-180-210
	6.07	461	477	24	231	571	14.4	148	571	9.2	80-90-100-112-132	132	140-180-210
	8.14	344	519	19.5	172	621	11.7	111	622	7.5	80-90-100-112-132	132	140-180-210
	9.00	311	534	18.1	156	640	10.9	100	640	7.0	80-90-100-112-132	132	140-180-210
	10.00	280	550	16.8	140	659	10.1	90	659	6.5	80-90-100-112-132	132	140-180-210
	11.18	250	552	15.1	125	662	9.0	81	662	5.8	80-90-100-112-132	132	140-180-210
	12.89	217	529	12.5	109	634	7.5	70	633	4.8	80-90-100-112-132	132	140-180-210
	14.25	196	545	11.7	98	652	7.0	63	653	4.5	80-90-100-112-132	132	140-180-210
	15.83	177	560	10.8	88	671	6.5	57	671	4.2	80-90-100-112-132	132	140-180-210
	17.70	158	563	9.7	79	674	5.8	51	673	3.7	80-90-100-112-132	132	140-180-210
	19.99	140	539	8.2	70	646	4.9	45.0	645	3.2	80-90-100-112-132	132	140-180-210
	22.09	127	557	7.7	63	667	4.6	40.7	666	3.0	80-90-100-112-132	132	140-180-210
	24.55	114	570	7.1	57	683	4.2	36.7	683	2.7	80-90-100-112-132	132	140-180-210
	27.45	102	571	6.4	51	683	3.8	32.8	684	2.4	80-90-100-112-132	132	140-180-210
	30.93	91	587	5.8	45.3	702	3.5	29.1	702	2.2	80-90-100-112-132	132	140-180-210
	31.20	90	507	5.0	44.9	607	3.0	28.8	607	1.9	80-90-100-112	—	140-180-210
	34.67	81	563	5.0	40.4	674	3.0	26.0	675	1.9	80-90-100-112	—	140-180-210
38.76	72	461	3.6	36.1	553	2.2	23.2	551	1.4	80-90-100-112	—	140-180-210	
43.68	64	520	3.6	32.1	623	2.2	20.6	621	1.4	80-90-100-112	—	140-180-210	
453	31.10	90	544	5.5	45.0	653	3.3	28.9	651	2.1	71-80-90-100-112	100-112	140-180
	34.40	81	559	5.1	40.7	669	3.1	26.2	669	2.0	71-80-90-100-112	100-112	140-180
	38.20	73	575	4.7	36.7	688	2.8	23.6	687	1.8	71-80-90-100-112	100-112	140-180
	42.70	66	575	4.2	32.8	688	2.5	21.1	689	1.6	71-80-90-100-112	100-112	140-180
	45.70	61	547	3.8	30.6	656	2.3	19.7	656	1.5	71-80-90-100-112	100-112	140-180
	50.50	55	562	3.5	27.7	674	2.1	17.8	675	1.4	71-80-90-100-112	100-112	140-180
	56.10	49.9	576	3.2	25.0	692	1.9	16.0	690	1.2	71-80-90-100-112	100-112	140-180
	62.70	44.7	577	2.9	22.3	694	1.7	14.4	691	1.1	71-80-90-100-112	100-112	140-180
	76.80	36.5	551	2.3	18.2	660	1.4	11.7	657	0.87	71-80-90-100-112	100-112	140-180
	84.90	33.0	566	2.1	16.5	676	1.3	10.6	676	0.81	71-80-90-100-112	100-112	140-180
	94.30	29.7	581	1.9	14.8	698	1.2	9.5	696	0.75	71-80-90-100-112	100-112	140-180
	105.50	26.5	580	1.7	13.3	693	1.0	8.5	695	0.67	71-80-90-100-112	100-112	140-180
	123.81	22.6	610	1.5	11.3	730	0.90	7.3	730	0.58	71-80-90-100-112	100-112	140-180
	147.20	19.0	554	1.2	9.5	661	0.71	6.1	666	0.46	71-80-90-100-112	100-112	140-180
	162.70	17.2	571	1.1	8.6	679	0.66	5.5	681	0.42	71-80-90-100-112	100-112	140-180
	180.70	15.5	594	1.0	7.7	708	0.62	5.0	711	0.40	71-80-90-100-112	100-112	140-180
202.10	13.9	601	0.94	6.9	716	0.56	4.5	716	0.36	71-80-90-100-112	100-112	140-180	
227.70	12.3	626	0.87	6.1	749	0.52	4.0	750	0.33	71-80-90-100-112	100-112	140-180	

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

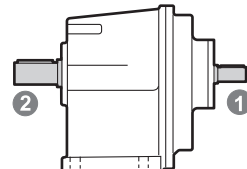


① Albera entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV RCV	D ₁ h6	E ₁	F	G	H	I	U	V	Z
452	28	60	M10	20	31	8	50	5	5
453	24	50	M8	18	27	8	40	5	5

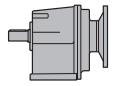
① Albera entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV RCV	D ₁	E ₁	F	G	H	I	U	V	
452	1.125	2.362	5/16-18	0.709	1.236	0.250	1.750	0.612	
453	1.000	1.969	5/16-18	0.709	1.109	0.250	1.500	0.469	

② Albera uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
452 453	38	80	M10	22	41	10	70	5	5
	40	90	M12	33	43	12	80	5	5
	42	90	M12	33	45	12	80	5	5
	45	90	M12	33	48.5	14	70	10	10
	48	90	M12	33	51.5	14	70	10	10
	50	100	M16	45	53.5	14	90	5	5

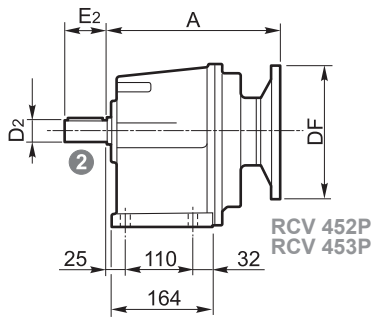
② Albera uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂	E ₂	F	G	H	I	U	V	
452 453	1.750	3.543	1/2-13	1.299	1.917	0.375	3.000	0.543	



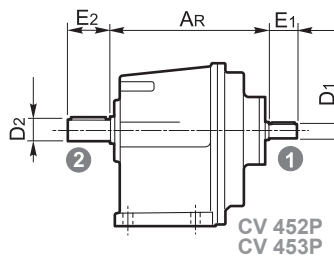
A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



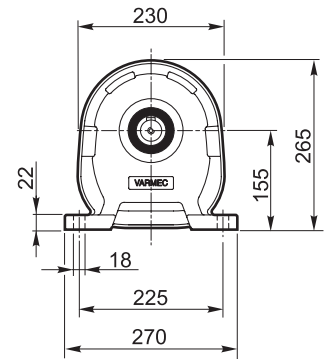
P



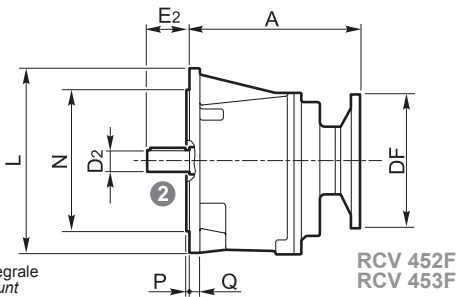
RCV 452P
RCV 453P



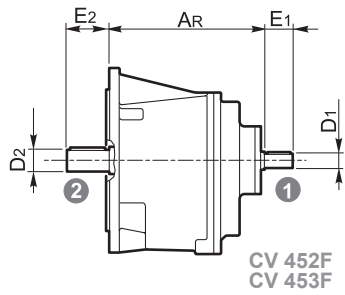
CV 452P
CV 453P



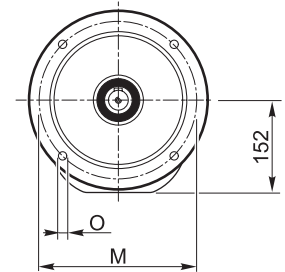
F



RCV 452F
RCV 453F



CV 452F
CV 453F




N.B.
F = Flangia integrale
F = Flange mount
F = Integriertem Flansch
F = Bride monobloc
F = Brida integral
F = Brida integral

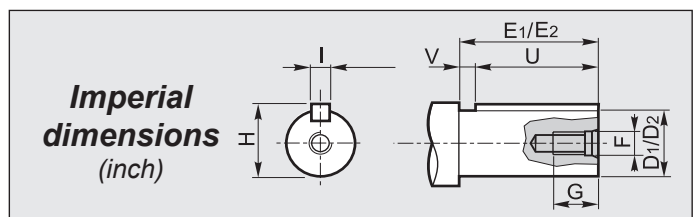
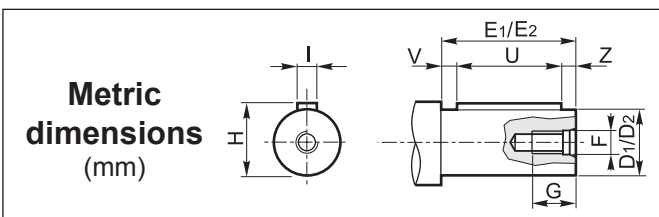
RCV CV	RCV						CV	
	IEC	DF		A	NEMA	DF	A	AR
		(B5)	(B14)					
452	80	200		250	140	165.1	266	245
	90	200			180	228.6	272	
	100	250			210	228.6	272	
	112	250						
	132	300	200	265				
453	71	160		260	140	165.1	270	255
	80	200			180	228.6	276	
	90	200						
	100	250	160					
	112	250	160					

F300	L	M	N h8	O	P	Q
	300	265	230	14	5	17

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
552	2.78	1007	459	50	504	550	30.2	324	550	19.4	90-100-112-132-160-180	132	180-210-250-280
	3.17	883	467	45	442	560	27.0	284	560	17.3	90-100-112-132-160-180	132	180-210-250-280
	3.68	761	508	42	380	608	25.2	245	608	16.2	90-100-112-132-160-180	132	180-210-250-280
	4.16	673	550	40	337	660	24.2	216	660	15.6	90-100-112-132-160-180	132	180-210-250-280
	4.57	613	611	41	306	732	24	197	732	15.7	90-100-112-132-160-180	132	180-210-250-280
	5.50	509	660	37	255	790	22	164	790	14.1	90-100-112-132-160-180	132	180-210-250-280
	6.03	464	673	34	232	805	20	149	805	13.1	90-100-112-132-160-180	132	180-210-250-280
	7.39	379	728	30	189	872	18	122	872	11.6	90-100-112-132-160-180	132	180-210-250-280
	8.39	334	766	28	167	917	16.7	107	917	10.7	90-100-112-132-160-180	132	180-210-250
	9.49	295	786	25	148	941	15.1	95	942	9.7	90-100-112-132-160-180	132	180-210-250
	11.00	255	892	25	127	1070	14.9	82	1070	9.5	90-100-112-132-160-180	132	180-210-250
	12.07	232	837	21	116	1002	12.7	75	1002	8.2	90-100-112-132-160-180	132	180-210-250
	14.19	197	959	21	99	1150	12.4	63	1150	8.0	90-100-112-132-160-180	132	180-210-250
	15.56	180	901	17.7	90	1080	10.6	58	1080	6.8	90-100-112-132-160-180	132	180-210-250
	19.06	147	960	15.4	73	1149	9.2	47.2	1150	5.9	90-100-112-132-160-180	132	180-210-250
	22.74	123	984	13.2	62	1180	7.9	39.6	1180	5.1	90-100-112-132-160	132	180-210
	24.94	112	999	12.2	56	1197	7.3	36.1	1197	4.7	90-100-112-132-160	132	180-210
	30.55	92	1009	10.1	45.8	1208	6	29.5	1208	3.9	90-100-112-132-160	132	180-210
	35.01	80	1003	8.7	40.0	1203	5.2	25.7	1203	3.4	90-100-112-132-160	132	180-210
	38.40	73	998	7.9	36.5	1195	4.8	23.4	1197	3.1	90-100-112-132-160	132	180-210
47.03	60	942	6.2	29.8	1128	3.7	19.1	1129	2.4	90-100-112-132-160	132	180-210	
53.46	52	839	4.8	26.2	1005	2.9	16.8	1003	1.8	90-100-112	—	180-210	
65.48	42.8	779	3.6	21.4	934	2.2	13.7	931	1.4	90-100-112	—	180-210	
553	70.22	39.9	926	4.2	19.9	1110	2.5	12.8	1112	1.6	80-90-100-112-132	132	140-180-210
	88.88	31.5	986	3.5	15.8	1180	2.1	10.1	1180	1.3	80-90-100-112-132	132	140-180-210
	108.86	25.7	919	2.7	12.9	1101	1.6	8.3	1103	1.0	80-90-100-112-132	132	140-180-210
	118.46	23.6	1000	2.7	11.8	1198	1.6	7.6	1200	1.0	80-90-100-112-132	132	140-180-210
	125.58	42.8	927	4.5	11.1	1112	1.4	7.2	1112	0.90	80-90-100-112-132	132	140-180-210
	145.09	19.3	917	2.0	9.7	1101	1.2	6.2	1099	0.77	80-90-100-112-132	132	140-180-210
	170.18	42.8	987	4.8	8.2	1184	1.1	5.3	1184	0.71	80-90-100-112-132	132	140-180-210
	183.64	15.2	969	1.7	7.6	1161	1	4.9	1156	0.64	80-90-100-112-132	132	140-180-210
	224.93	12.4	953	1.3	6.2	1138	0.8	4	1139	0.51	80-90-100-112-132	132	140-180-210
	259.37	10.8	959	1.2	5.4	1148	0.7	3.5	1148	0.45	80-90-100-112	—	140-180-210
	317.70	8.8	1004	1.0	4.4	1205	0.6	2.8	1203	0.38	80-90-100-112	—	140-180-210

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

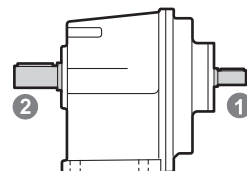


① Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV RCV	D ₁ h6	E ₁	F	G	H	I	U	V	Z
552	38	80	M12	25	41	10	70	5	5
553	28	60	M10	20	31	8	50	5	5

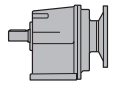
① Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV RCV	D ₁	E ₁	F	G	H	I	U	V	Z
552	1.500	3.150	3/8-16	0.906	1.664	0.375	2.750	0.400	
553	1.125	2.362	5/16-18	0.709	1.236	0.250	1.750	0.612	

② Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
552 553	40	80	M12	33	43	12	70	5	5
	45	90	M12	33	48.5	14	70	10	10
	48	100	M12	33	51.5	14	90	5	5
	50	100	M16	45	53.5	14	90	5	5
	55	110	M16	45	59	16	90	10	10
	60	120	M20	50	64	18	100	10	10

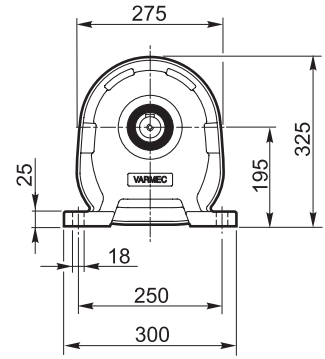
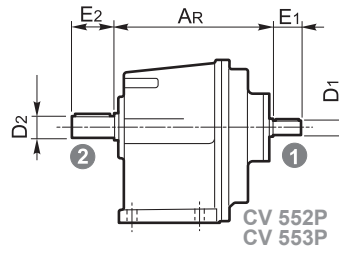
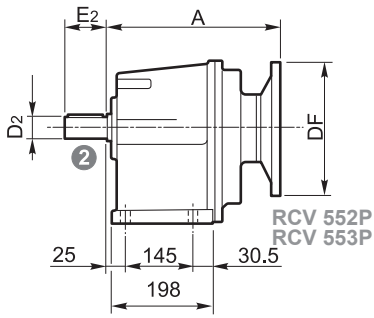
② Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂	E ₂	F	G	H	I	U	V	Z
552 553	2.187	4.330	5/8-11	1.772	2.409	0.500	3.250	1.081	



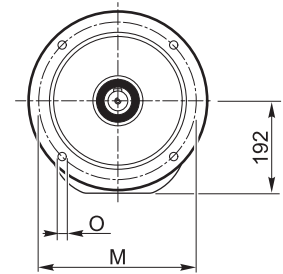
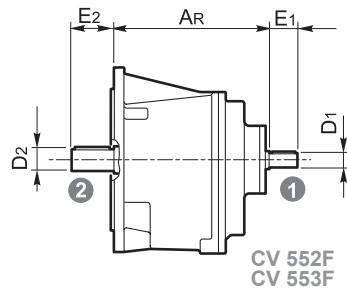
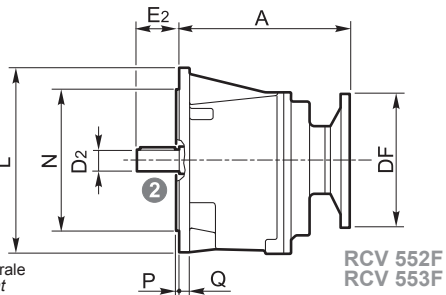
A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



P



F




N.B.
F = Flangia integrale
F = Flange mount
F = Integriertem Flansch
F = Bride monobloc
F = Brida integral
F = Brida integral

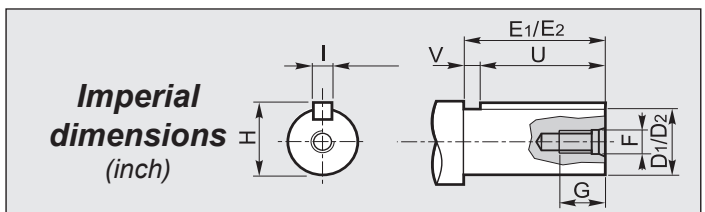
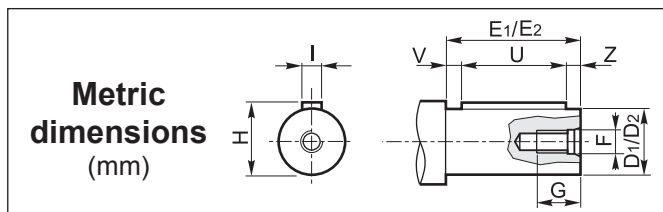
RCV CV	RCV						CV	
	IEC	DF		A	NEMA	DF	A	AR
		(B5)	(B14)					
552	90	200			180	228.6	305	315
	100	250		283	210	228.6	305	
	112	250			250	228.6	331	
	132	300	200	298	280	285.8	347	
	160	350		340				
	180	350						
553	80	200			140	165.1	325	305
	90	200		309	180	228.6	331	
	100	250			210	228.6	331	
	112	250						
	132	300	200	324				

	L	M	N h8	O	P	Q
F300	300	265	230	14	5	18

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIKES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	IEC B14	NEMA
582	4.64	603	1178	78	302	1413	47	194	1413	30	90-100-112-132-160-180	132	180-210-250-280
	5.04	556	1226	74	278	1471	45	179	1471	29	90-100-112-132-160-180	132	180-210-250-280
	6.03	464	1271	64	232	1525	39	149	1525	25	90-100-112-132-160-180	132	180-210-250-280
	7.38	379	1336	55	190	1603	33	122	1603	21	90-100-112-132-160-180	132	180-210-250-280
	8.61	325	1443	51	163	1731	31	105	1731	20	90-100-112-132-160-180	132	180-210-250-280
	9.36	299	1518	50	150	1821	30	96	1821	19	90-100-112-132-160-180	132	180-210-250-280
	11.20	250	1573	43	125	1888	26	80	1888	17	90-100-112-132-160-180	132	180-210-250-280
	13.71	204	1593	35	102	1911	21	66	1911	14	90-100-112-132-160-180	132	180-210-250-280
	15.03	186	1706	35	93	2047	21	60	2047	13	90-100-112-132-160-180	132	180-210-250-280
	16.34	171	1766	33	86	2119	20	55	2119	13	90-100-112-132-160-180	132	180-210-250-280
	19.55	143	1743	27	72	2092	16	46	2092	11	90-100-112-132-160-180	132	180-210-250-280
	23.93	117	1681	21	59	2017	13	38	2017	8	90-100-112-132-160-180	132	180-210-250-280
	24.99	112	1756	21	56	2107	13	36	2107	8	90-100-112-132-160	132	180-210-250
	27.16	103	1835	21	52	2202	12	33	2202	8	90-100-112-132-160	132	180-210-250
	30.24	93	1879	19	46	2255	11	30	2255	7	90-100-112-132-160	132	180-210-250
	32.50	86	1809	17	43	2171	10	28	2171	7	90-100-112-132-160	132	180-210-250
	36.18	77	1788	15	39	2146	9	25	2146	6	90-100-112-132-160	132	180-210-250
	39.79	70	1677	13	35	2012	8	23	2012	5	90-100-112-132-160	132	180-210-250
44.29	63	1699	12	32	2039	7	20	2039	5	90-100-112-132-160	132	180-210-250	
583	47.02	60	1684	11	30	2021	7	19	2021	4	80-90-100-112-132	132	140-180-210
	56.26	50	1838	10	25	2205	6	16	2205	4	80-90-100-112-132	132	140-180-210
	61.71	45	1788	9	23	2146	5	15	2146	4	80-90-100-112-132	132	140-180-210
	73.85	38	1844	8	19	2213	5	12	2213	3	80-90-100-112-132	132	140-180-210
	90.39	31	1809	6	15	2171	4	10	2171	2	80-90-100-112-132	132	140-180-210
	97.71	29	1858	6	14	2229	4	9.2	2229	2	80-90-100-112-132	132	140-180-210
	116.92	24	1852	5	12	2222	3	7.7	2222	2	80-90-100-112-132	132	140-180-210
	139.38	20	1863	4	10	2235	3	6.5	2235	2	80-90-100-112-132	132	140-180-210
	143.12	20	1783	4	9.8	2139	2	6.3	2139	2	80-90-100-112-132	132	140-180-210
	151.48	18	1866	4	9.2	2239	2	5.9	2239	1	80-90-100-112-132	132	140-180-210
	181.26	15	1883	3	7.7	2260	2	5.0	2260	1	80-90-100-112	—	140-180-210
	196.86	14	1906	3	7.1	2287	2	4.6	2287	1	80-90-100-112	—	140-180-210
	213.94	13	1931	3	6.5	2317	2	4.2	2317	1	80-90-100-112	—	140-180-210
	221.87	13	1821	3	6.3	2185	2	4.1	2185	1	80-90-100-112	—	140-180-210
	256.00	11	1963	2	5.5	2356	1	3.5	2356	1	80-90-100-112	—	140-180-210
313.35	8.9	1851	2	4.5	2221	1	2.9	2221	1	80-90-100-112	—	140-180-210	

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



① **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

CV RCV	D ₁ h6	E ₁	F	G	H	I	U	V	Z
582	38	80	M12	25	41	10	70	5	5
583	28	60	M10	20	31	8	50	5	5

① **Albero entrata / Input shaft / Antriebswelle**
Arbre d'entrée / Eje de entrada / Eixo de entrada

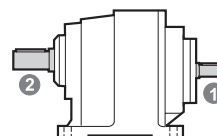
CV RCV	D ₁	E ₁	F	G	H	I	U	V
582	1.500	3.150	3/8-16	0.906	1.664	0.375	2.750	0.400
583	1.125	2.362	5/16-18	0.709	1.236	0.250	1.750	0.612

② **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

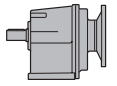
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
582	50	100	M16	45	53.5	14	90	5	5
583	55	110	M16	45	59	16	90	10	10
	60	120	M20	50	64	18	100	10	10

② **Albero uscita / Output shaft / Abtriebswelle**
Arbre de sortie / Eje de salida / Eixo de saída

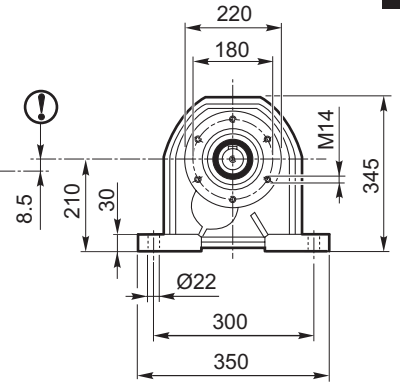
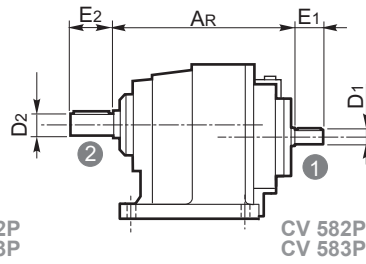
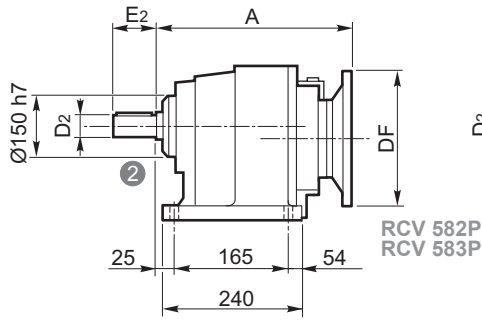
CV RCV	D ₂	E ₂	F	G	H	I	U	V
582	2.375	4.724	3/4-10	1.969	2.646	0.625	3.500	1.224
583								



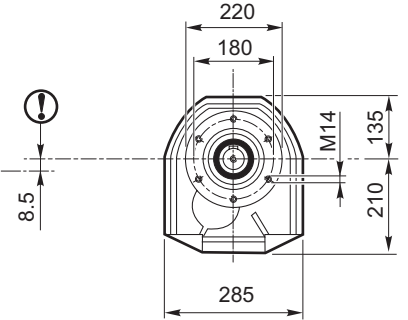
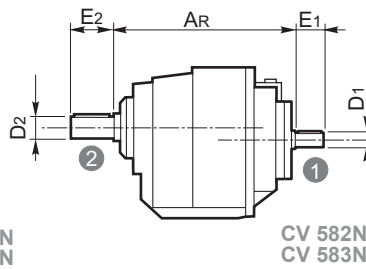
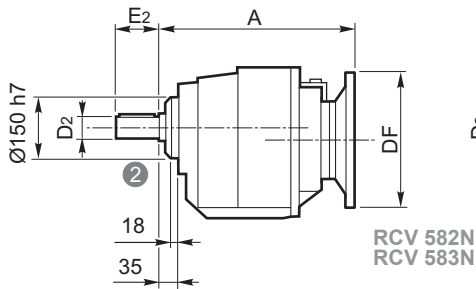
A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



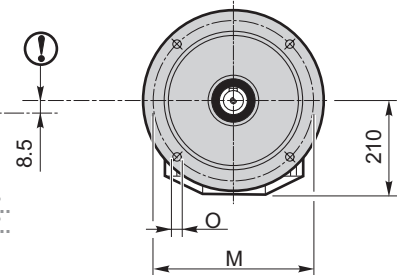
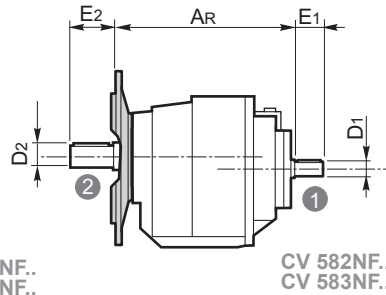
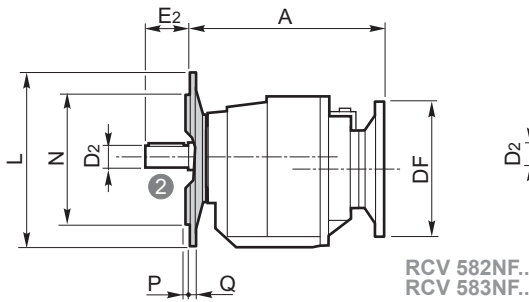
P



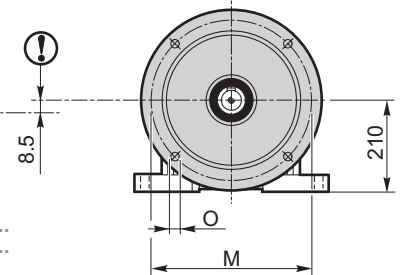
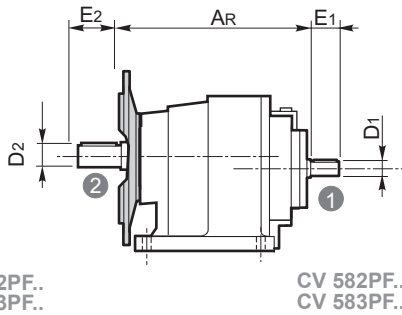
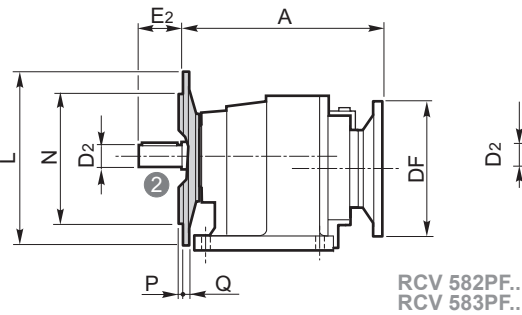
N



NF




PF



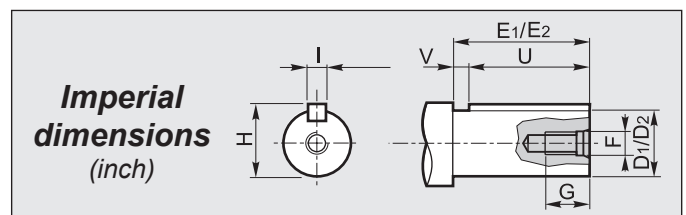
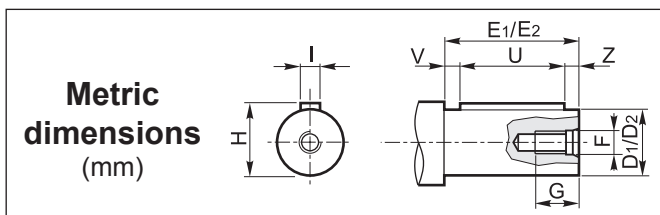
RCV CV	RCV						CV	
	IEC	DF		A	NEMA	DF	A	AR
		(B5)	(B14)					
582	90	200		336	180	228.6	358	368
	100	250			210	228.6	358	
	112	250			250	228.6	384	
	132	300	200	351	280	285.8	400	
	160	350		393				
583	80	200		360	140	165.1	376	355
	90	200			180	228.6	382	
	100	250			210	228.6	382	
	112	250						
	132	300	200	375				

	L	M	N h8	O	P	Q
NF300-PF300	300	265	230	14	5	17
NF350-PF350	350	300	250	18	5	17

DATI TECNICI / TECHNICAL DATA / TECHNISCHE DATEN
 CARACTÉRISTIQUES TECHNIQUES / DATOS TÉCNICOS / CARACTERÍSTICAS TÉCNICAS

CV RCV	i	n ₁ = 2800 min ⁻¹			n ₁ = 1400 min ⁻¹			n ₁ = 900 min ⁻¹					
		n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	n ₂ min ⁻¹	Mn ₂ Nm	P ₁ kW	IEC B5	NEMA	
602	4.64	603	1382	91	302	1654	54	194	1654	35	90-100-112-132-160-180-200	180-210-250-280	
	5.04	556	1418	86	278	1699	51	179	1699	33	90-100-112-132-160-180-200	180-210-250-280	
	6.03	464	1633	83	232	1955	50	149	1955	32	90-100-112-132-160-180-200	180-210-250-280	
	7.38	379	1958	81	190	2345	49	122	2345	31	90-100-112-132-160-180-200	180-210-250-280	
	8.61	325	2144	76	163	2569	46	105	2569	29	90-100-112-132-160-180-200	180-210-250-280	
	9.36	299	2179	71	150	2610	43	96	2609	27	90-100-112-132-160-180-200	180-210-250-280	
	11.20	250	2447	67	125	2933	40	80	2933	26	90-100-112-132-160-180-200	180-210-250-280	
	13.71	204	2289	51	102	2742	31	66	2742	19.6	90-100-112-132-160-180-200	180-210-250-280	
	15.03	186	2510	51	93	3005	31	60	3005	19.6	90-100-112-132-160-180	180-210-250-280	
	16.34	171	2617	49	86	3135	29	55	3134	18.8	90-100-112-132-160-180	180-210-250-280	
	19.55	143	2535	40	72	3037	24	46.0	3037	15.3	90-100-112-132-160-180	180-210-250-280	
	23.93	117	2366	30	59	2836	18.1	37.6	2836	11.6	90-100-112-132-160-180	180-210-250-280	
	24.99	112	1985	24	56	2381	14.6	36.0	2380	9.4	90-100-112-132-160	180-210-250	
	27.16	103	2158	24	52	2587	14.5	33.1	2586	9.3	90-100-112-132-160	180-210-250	
	30.24	93	2059	21	46.3	2463	12.4	29.8	2461	8.0	90-100-112-132-160	180-210-250	
	32.50	86	2582	24	43.1	3096	14.5	27.7	3095	9.3	90-100-112-132-160	180-210-250	
	36.18	77	2464	21	38.7	2947	12.4	24.9	2945	8.0	90-100-112-132-160	180-210-250	
	39.79	70	2438	18.7	35.2	2920	11.2	22.6	2921	7.2	90-100-112-132-160	180-210-250	
44.29	63	2455	16.9	31.6	2941	10.1	20.3	2944	6.5	90-100-112-132-160	180-210-250		
603	46.60	60	2785	18.8	30.0	3333	11.3	19.3	3333	7.2	80-90-100-112-132-160	180-210-250	
	55.80	50	2715	15.3	25.1	3244	9.2	16.1	3247	5.9	80-90-100-112-132-160	180-210-250	
	60.10	46.6	2793	14.7	23.3	3340	8.8	15.0	3340	5.6	80-90-100-112-132-160	180-210-250	
	71.90	38.9	2705	11.9	19.5	3251	7.1	12.5	3253	4.6	80-90-100-112-132-160	180-210-250	
	88.00	31.8	2560	9.2	15.9	3055	5.5	10.2	3056	3.5	80-90-100-112-132-160	180-210-250	
	96.30	29.1	2801	9.2	14.5	3355	5.5	9.3	3353	3.5	80-90-100-112-132-160	180-210-250	
	115.20	24.3	2732	7.5	12.2	3264	4.5	7.8	3264	2.9	80-90-100-112-132-160	180-210-250	
	136.50	20.5	2787	6.4	10.3	3339	3.9	6.6	3342	2.5	80-90-100-112-132-160	180-210-250	
	148.30	18.9	2813	6.0	9.4	3366	3.6	6.1	3369	2.3	80-90-100-112-132-160	180-210-250	
	177.50	15.8	2760	4.9	7.9	3310	2.9	5.1	3316	1.9	80-90-100-112-132-160	180-210-250	
	190.40	14.7	2805	4.6	7.4	3359	2.8	4.7	3371	1.8	80-90-100-112	180	
	207.00	13.5	2898	4.4	6.8	3467	2.6	4.3	3460	1.7	80-90-100-112	180	
	217.20	12.9	2678	3.9	6.4	3200	2.3	4.1	3204	1.5	80-90-100-112	180	
	247.60	11.3	2881	3.7	5.7	3444	2.2	3.6	3458	1.4	80-90-100-112	180	
	303.10	9.2	2721	2.8	4.6	3258	1.7	3.0	3249	1.1	80-90-100-112	180	

DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES

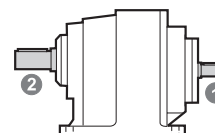


1 Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV RCV	D ₁ h6	E ₁	F	G	H	I	U	V	Z
602 603	38	80	M12	25	41	10	70	5	5

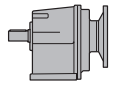
1 Albero entrata / Input shaft / Antriebswelle Arbre d'entrée / Eje de entrada / Eixo de entrada									
CV RCV	D ₁	E ₁	F	G	H	I	U	V	Z
602 603	1.500	3.150	3/8-16	0.906	1.664	0.375	2.750	0.400	0.400

2 Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂ h6	E ₂	F	G	H	I	U	V	Z
602 603	60	120	M20	50	64	18	100	10	10
	65	120	M20	50	69	18	100	10	10
	70	140	M20	50	74.5	20	120	10	10

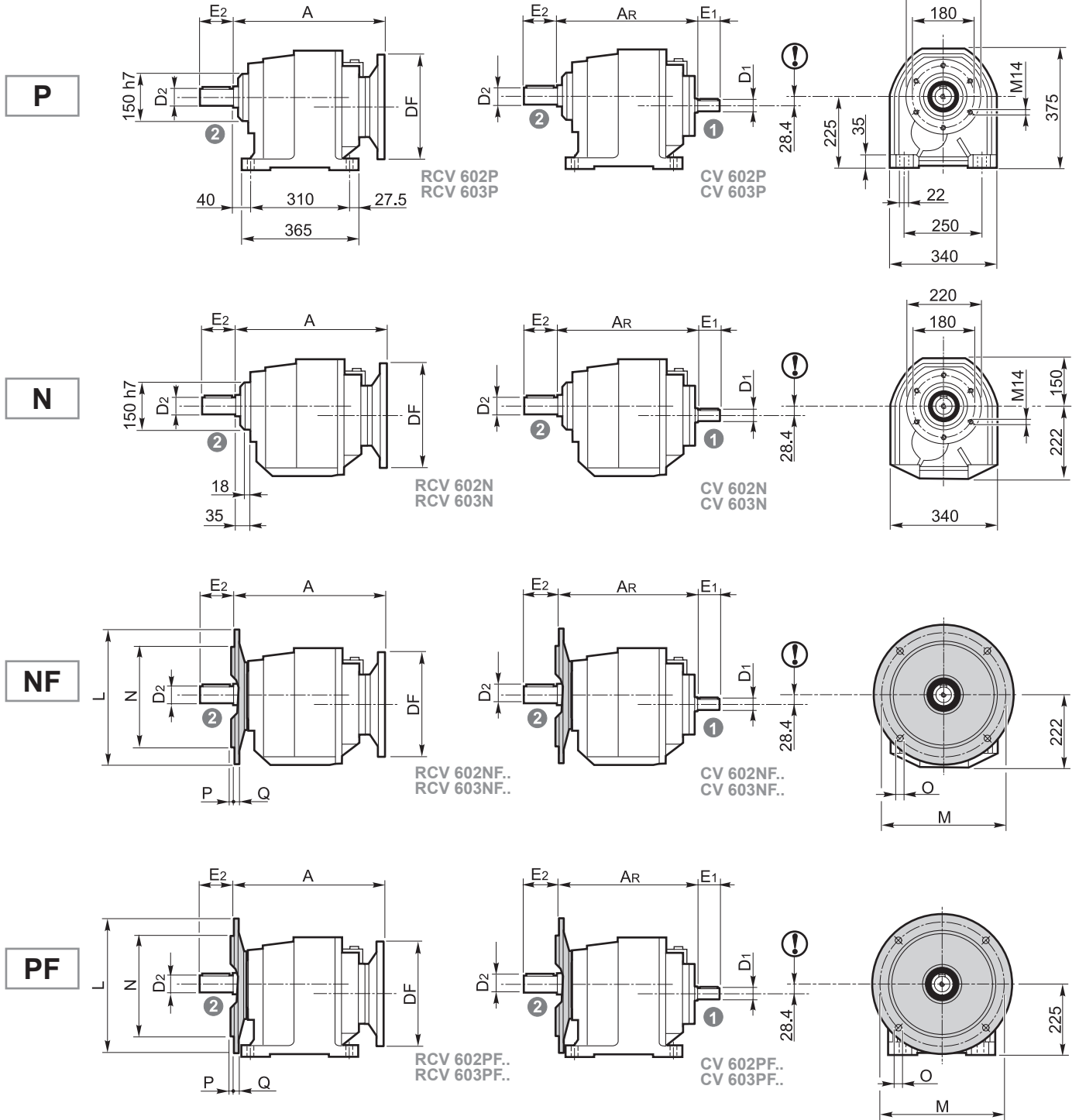
2 Albero uscita / Output shaft / Abtriebswelle Arbre de sortie / Eje de salida / Eixo de saída									
CV RCV	D ₂	E ₂	F	G	H	I	U	V	Z
602 603	2.375	4.724	3/4-10	1.966	2.646	0.625	3.500	1.224	



A richiesta / On request / Auf Anfrage / Sur demande / Bajo demanda / Sob consulta



DIMENSIONI / DIMENSIONS / ABMESSUNGEN / DIMENSIONS / DIMENSIONES / DIMENSÕES



RCV CV	RCV							CV
	IEC	DF		A	NEMA	DF	A	
		(B5)	(B14)					
602	90	200		410	180	228.6	421	405
	100	250			210	228.6	421	
	112	250			250	228.6	421	
	132	300	200	430	280	285.8	437	
	160	350						
	180	350						
603	200	400		445				425
	80	200		430	180	228.6	441	
	90	200			210	228.6	441	
	100	250			250	228.6	441	
	112	250		450				
	132	300	200					
160	350							

	L	M	N h8	O	P	Q
NF300 - PF300	300	265	230	14	5	17
NF350 - PF350	350	300	250	18	5	17

**MOMENTI D'INERZIA / MOMENTS OF INERTIA / TRÄGHEITSMOMENT
MOMENTS D'INERTIE / MOMENTOS DE INERCIA / MOMENTO DE INERCIA**

Il momento d'inerzia J_r [Kgcm²] indicato nelle tabelle è riferito all'albero veloce del riduttore.

The moment of inertia J_r [Kgcm²] shown in these tables refers to the gear reducer's input shaft.

Das in den Tabellen angegebene Trägheitsmoment J_r [Kgcm²] ist abhängig von der Antriebswelle.

Le moment d'inertie J_r [Kgcm²] indiquée dans les tableaux se réfère à l'arbre d'entrée du réducteur.

El momento de inercia J_r [Kgcm²] indicado en las tablas se refiere al eje rápido (entrada) del reductor.

O momento de inercia J_r [Kgcm²] indicada na tabela é referido ao eixo veloz do ridutor.

J_r [Kgcm²]



RCV



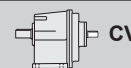
CV

141	i	IEC 56	IEC 63	IEC 71	IEC 80		
	1.29	0.837	0.834	0.824	0.990		0.865
	2.33	0.476	0.473	0.463	0.629		0.504
	2.79	0.402	0.399	0.389	0.555		0.429
	3.40	0.342	0.339	0.330	0.496		0.369
	4.24	0.292	0.290	0.280	0.446		0.319
	4.79	0.266	0.264	0.254	0.420		0.293
	5.47	0.243	0.240	0.231	0.396		0.270
	7.46	0.208	0.206	0.196	0.362		0.235
	8.17	0.199	0.196	0.186	0.352		0.226
191	i	IEC 56	IEC 63	IEC 71	IEC 80	IEC 90	
	1.26	1.417	1.414	1.404	1.964	2.052	2.075
	2.23	0.783	0.780	0.770	1.330	1.838	1.441
	2.73	0.637	0.634	0.624	1.184	1.784	1.295
	3.22	0.509	0.506	0.497	1.050	1.634	1.165
	4.11	0.432	0.429	0.419	0.972	1.651	1.078
	4.71	0.377	0.374	0.365	0.917	1.591	1.032
	5.47	0.331	0.328	0.318	0.871	1.525	0.986
	7.82	0.252	0.249	0.240	0.793	1.360	0.908
	9.78	0.214	0.212	0.202	0.755	1.204	0.870
241	i	IEC 63	IEC 71	IEC 80	IEC 90	IEC 100-112	
	1.26	2.064	2.018	1.964	1.834	3.399	2.075
	2.23	1.430	1.384	1.330	1.200	2.765	1.441
	2.73	1.284	1.238	1.184	1.054	2.619	1.295
	3.22	1.115	1.107	1.050	0.927		1.165
	4.11	1.038	1.029	0.972	0.849		1.078
	4.71	0.983	0.975	0.917	0.794		1.032
	5.47	0.937	0.928	0.871	0.748		0.986
	7.82	0.858	0.850	0.793	0.670		0.908
	9.78	0.821	0.812	0.755	0.632		0.870
281	i	IEC 71	IEC 80	IEC 90	IEC 100-112	IEC 132	
	1.14	8.251	8.220	8.066	7.829	11.825	7.538
	1.56	6.308	6.276	6.122	5.886	9.881	5.594
	2.29	4.823	4.792	4.638	4.401	8.397	4.110
	2.83	4.173	4.122	3.960	3.759		3.483
	3.38	3.829	3.778	3.617	3.416		3.102
	3.84	3.625	3.574	3.412	3.211		2.897
	4.41	3.439	3.388	3.226	3.025		2.711
	5.57	3.193	3.142	2.980	2.779		2.465
	7.36	2.987	2.936	2.775	2.574		2.260
381	i	IEC 80	IEC 90	IEC 100-112	IEC 132		
	1.63	17.530	18.297	17.306	17.216		13.890
	2.29	14.171	14.973	13.950	13.935		10.512
	3.00	12.398	13.200	12.176	12.161		8.738
	3.38	11.795	12.596	11.573	11.558		8.135
	4.11	10.989	11.791	10.767	10.752		7.329
	4.75	10.688	10.671	10.467	10.451		7.038
	5.57	10.084	10.068	9.863	9.848		6.434
	7.36	9.531	9.514	9.310	9.294		5.881
	10.40	9.116	9.089	8.894		5.459	

Jr [Kgcm²]



RCV



CV

162	i	IEC 56	IEC 63	IEC 71	IEC 80		
	3.70	0.595	0.592	0.582	0.748		0.623
	5.10	0.536	0.533	0.523	0.688		0.564
	7.11	0.306	0.301	0.292	0.458		0.331
	7.62	0.489	0.486	0.476	0.641		0.516
	9.80	0.290	0.285	0.276	0.442		0.315
	11.95	0.222	0.218	0.209	0.374		0.247
	14.63	0.277	0.273	0.263	0.429		0.302
	16.47	0.216	0.213	0.203	0.368		0.241
	20.74	0.179	0.176	0.167	0.331		0.204
	24.59	0.212	0.208	0.199	0.364		0.236
	25.51	0.172	0.169	0.160	0.324		0.197
	28.57	0.178	0.174	0.165	0.330		0.202
	35.14	0.171	0.168	0.158	0.323		0.196
42.67	0.176	0.173	0.163	0.328		0.201	
52.48	0.170	0.167	0.157	0.322		0.195	

202	i	IEC 63	IEC 71	IEC 80	IEC 90		
	3.81	1.647	1.601	1.547	1.417		1.658
	4.66	1.605	1.559	1.505	1.375		1.616
	5.49	1.554	1.508	1.454	1.324		1.565
	6.46	1.523	1.477	1.423	1.293		1.534
	7.75	1.495	1.449	1.395	1.265		1.506
	8.57	1.482	1.436	1.382	1.252		1.493
	9.92	1.145	1.099	1.045	0.915		1.156
	11.67	1.135	1.089	1.035	0.905		1.146
	14.00	1.127	1.081	1.027	0.897		1.137
	15.48	1.123	1.077	1.023	0.893		1.134
	18.01	0.905	0.896	0.839	0.716		0.954
	21.19	0.902	0.894	0.837	0.714		0.952
	25.43	0.899	0.891	0.834	0.711		0.949
	28.13	0.898	0.890	0.833	0.710		0.948
	31.71	0.816	0.808	0.751	0.628		0.866
	37.31	0.815	0.807	0.750	0.627		0.865
44.77	0.815	0.806	0.749	0.626		0.864	
49.52	0.814	0.806	0.749	0.626		0.864	
54.20	0.805	0.796	0.739	0.616		0.854	
60.43	0.804	0.796	0.739	0.616		0.854	

202A	i	IEC 56	IEC 63	IEC 71	IEC 80	IEC 90	
	3.81	1.000	0.997	0.987	1.547	1.417	1.658
	4.66	0.958	0.955	0.945	1.505	1.375	1.616
	5.49	0.907	0.904	0.894	1.454	1.324	1.565
	6.46	0.876	0.873	0.863	1.423	1.293	1.534
	7.75	0.848	0.845	0.835	1.395	1.265	1.506
	8.57	0.835	0.832	0.822	1.382	1.252	1.493
	9.92	0.498	0.495	0.485	1.045	0.915	1.156
	11.67	0.488	0.485	0.475	1.035	0.905	1.146
	14.00	0.480	0.477	0.467	1.027	0.897	1.137
	15.48	0.476	0.473	0.463	1.023	0.893	1.134
	18.01	0.299	0.296	0.287	0.839	0.716	0.954
	21.19	0.296	0.293	0.284	0.837	0.714	0.952
	25.43	0.293	0.291	0.281	0.834	0.711	0.949
	28.13	0.292	0.289	0.280	0.833	0.710	0.948
	31.71	0.210	0.208	0.198	0.751	0.628	0.866
	37.31	0.209	0.207	0.197	0.750	0.627	0.865
44.77	0.209	0.206	0.196	0.749	0.626	0.864	
49.52	0.208	0.206	0.196	0.749	0.626	0.864	
54.20	0.199	0.196	0.186	0.739	0.616	0.854	
60.43	0.198	0.196	0.186	0.739	0.616	0.854	

MOMENTI D'INERZIA / MOMENTS OF INERTIA / TRÄGHEITSMOMENT
MOMENTS D'INERTIE / MOMENTOS DE INERCIA / MOMENTO DE INERCIA

Jr [Kgc^m²]



RCV



CV

203	i	IEC 56	IEC 63	IEC 71			
	58.1	0.291	0.286	0.277			0.308
	64.3	0.290	0.286	0.277			0.307
	69.2	0.217	0.213	0.204			0.232
	81.4	0.217	0.213	0.204			0.231
	97.7	0.216	0.213	0.204			0.231
	108.1	0.216	0.213	0.203			0.231
	120.1	0.178	0.174	0.165			0.193
	141.3	0.178	0.174	0.165			0.192
	169.5	0.178	0.174	0.165			0.192
187.5	0.178	0.174	0.165			0.192	

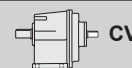
252	i	IEC 63	IEC 71	IEC 80	IEC 90	IEC 100-112	
	3.70	2.472	2.426	2.372	2.242	3.806	2.482
	4.33	2.344	2.298	2.244	2.114	3.678	2.354
	5.02	2.223	2.177	2.123	1.993	3.558	2.234
	5.92	2.150	2.104	2.050	1.920	3.485	2.161
	6.47	2.110	2.064	2.010	1.880	3.445	2.121
	7.88	2.044	1.998	1.944	1.814	3.378	2.054
	8.93	1.480	1.434	1.380	1.250	2.815	1.491
	9.41	1.301	1.255	1.201	1.071	2.636	1.312
	10.53	1.457	1.411	1.357	1.227	2.792	1.468
	11.51	1.445	1.399	1.345	1.215	2.779	1.455
	14.01	1.424	1.378	1.324	1.194	2.758	1.434
	16.42	1.053	1.044	0.987	0.863		1.093
	19.35	1.046	1.038	0.980	0.856		1.086
	21.16	1.042	1.034	0.977	0.852		1.082
	25.75	1.036	1.028	0.970	0.846		1.076
	31.27	0.862	0.854	0.797	0.674		0.912
	36.86	0.860	0.852	0.795	0.672		0.910
	40.29	0.859	0.851	0.794	0.671		0.909
49.04	0.858	0.849	0.792	0.669		0.907	
53.95	0.857	0.848	0.791	0.668		0.906	
61.33	0.820	0.812	0.755	0.632		0.870	
67.47	0.820	0.811	0.754	0.631		0.869	

252A	i	IEC 63	IEC 71	IEC 80	IEC 90		
	3.70	2.472	2.426	2.372	2.242		2.482
	4.33	2.344	2.298	2.244	2.114		2.354
	5.02	2.223	2.177	2.123	1.993		2.234
	5.92	2.150	2.104	2.050	1.920		2.161
	6.47	2.110	2.064	2.010	1.880		2.121
	7.88	2.044	1.998	1.944	1.814		2.054
	8.93	1.480	1.434	1.380	1.250		1.491
	9.41	1.301	1.255	1.201	1.071		1.312
	10.53	1.457	1.411	1.357	1.227		1.468
	11.51	1.445	1.399	1.345	1.215		1.455
	14.01	1.424	1.378	1.324	1.194		1.434
	16.42	1.053	1.044	0.987	0.863		1.093
	19.35	1.046	1.038	0.980	0.856		1.086
	21.16	1.042	1.034	0.977	0.852		1.082
	25.75	1.036	1.028	0.970	0.846		1.076
	31.27	0.862	0.854	0.797	0.674		0.912
	36.86	0.860	0.852	0.795	0.672		0.910
	40.29	0.859	0.851	0.794	0.671		0.909
49.04	0.858	0.849	0.792	0.669		0.907	
53.95	0.857	0.848	0.791	0.668		0.906	
61.33	0.820	0.812	0.755	0.632		0.870	
67.47	0.820	0.811	0.754	0.631		0.869	

Jr [Kgcm²]



RCV



CV

253	i	IEC 56	IEC 63	IEC 71				
	60.1	0.503	0.500	0.490				0.518
	69.6	0.296	0.294	0.284				0.313
	82.0	0.296	0.293	0.284				0.313
	89.7	0.296	0.293	0.284				0.312
	109.1	0.296	0.293	0.283				0.312
	122.5	0.209	0.206	0.197				0.226
	144.4	0.209	0.206	0.197				0.225
	157.9	0.209	0.206	0.197				0.225
192.1	0.209	0.206	0.197				0.225	

253A	i	IEC 56	IEC 63	IEC 71				
	63.09	0.232	0.229	0.219				0.248
	74.36	0.225	0.222	0.213				0.241
	81.29	0.225	0.222	0.213				0.241
	98.94	0.224	0.222	0.212				0.241
	108.83	0.224	0.222	0.212				0.241
	120.15	0.213	0.211	0.201				0.230
	141.61	0.213	0.210	0.201				0.230
	154.81	0.213	0.210	0.201				0.229
188.42	0.213	0.210	0.201				0.229	
207.26	0.213	0.210	0.201				0.229	

302	i	IEC 71	IEC 80	IEC 90	IEC 100-112	IEC 132		
	3.74	8.242	8.210	8.056	7.820	11.816		7.528
	4.56	7.868	7.837	7.683	7.447	11.442		7.155
	5.11	6.303	6.271	6.117	5.881	9.876		5.589
	6.22	6.102	6.071	5.917	5.681	9.676		5.389
	6.93	6.013	5.981	5.827	5.591	9.586		5.299
	7.78	5.930	5.899	5.745	5.509	9.504		5.217
	7.51	4.821	4.789	4.635	4.399	8.394		4.107
	9.14	4.728	4.696	4.542	4.306	8.302		4.014
	10.18	4.686	4.655	4.501	4.265	8.260		3.973
	11.43	4.648	4.617	4.463	4.227	8.222		3.935
	12.62	3.636	3.585	3.423	3.222			2.908
	15.37	3.603	3.552	3.390	3.189			2.875
	17.11	3.588	3.537	3.375	3.175			2.861
	19.21	3.575	3.524	3.362	3.161			2.847
	24.19	2.987	2.936	2.774	2.574			2.260
29.45	2.978	2.927	2.765	2.565			2.251	
32.80	2.974	2.923	2.761	2.561			2.247	
36.82	2.971	2.920	2.758	2.557			2.243	

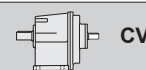
302A	i	IEC 63	IEC 71	IEC 80	IEC 90	IEC 100-112		
	3.78		4,584	4,530	4,411	6,020		5,743
	4.40		4,300	4,247	4,128	5,736		5,460
	5.20		4,046	3,992	3,873	5,482		5,205
	6.27		3,818	3,764	3,645	5,254		4,977
	7.76		3,616	3,563	3,444	5,052		4,776
	8.75		1,853	1,799	1,680	3,323		2,999
	10.18		1,800	1,746	1,627	3,270		2,946
	12.03		1,752	1,699	1,580	3,222		2,899
	14.50		1,710	1,656	1,537	3,179		2,856
	17.95		1,672	1,618	1,499	3,142		2,818
	19.58		1,062	1,009	0,890	2,532		2,209
	22.80		1,052	0,998	0,879	2,521		2,198
	26.94		1,042	0,989	0,869	2,512		2,188
	32.45		1,034	0,980	0,861	2,503		2,180
	40.18		1,026	0,973	0,853	2,496		2,172
	44.06	0,844	0,836	0,779	0,656	2,298		1,974
	46.59	0,913	0,905	0,848	0,725	2,367		2,043
	53.08	0,841	0,832	0,776	0,653	2,294		1,971
	57.69	0,909	0,901	0,845	0,722	2,363		2,040
65.72	0,838	0,830	0,773	0,650	2,292		1,968	

MOMENTI D'INERZIA / MOMENTS OF INERTIA / TRÄGHEITSMOMENT
MOMENTS D'INERTIE / MOMENTOS DE INERCIA / MOMENTO DE INERCIA

Jr [Kgcm²]



RCV



CV

303	i	IEC 63	IEC 71	IEC 80	IEC 90		
	41.2	2.074	2.028	1.974	1.844		
46.2	2.072	2.026	1.972	1.842			2.083
54.0	1.487	1.441	1.387	1.257			1.497
65.8	1.485	1.439	1.385	1.255			1.495
73.3	1.484	1.438	1.384	1.254			1.495
82.2	1.483	1.437	1.383	1.253			1.494
99.3	1.039	1.031	0.974	0.851			1.079
120.9	1.039	1.031	0.973	0.850			1.079
134.7	1.039	1.030	0.973	0.850			1.079
151.1	1.038	1.030	0.973	0.850			1.078
189.2	0.859	0.850	0.793	0.670			0.908
230.3	0.858	0.850	0.793	0.670			0.908
256.5	0.858	0.850	0.793	0.670			0.908
287.9	0.858	0.850	0.793	0.670			0.908

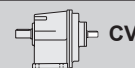
303A	i	IEC 63	IEC 71	IEC 80	IEC 90		
	64.91	0.985	0.977	0.921	0.797		
75.58	0.984	0.976	0.920	0.796			1.034
89.31	0.984	0.975	0.919	0.795			1.033
107.61	0.983	0.975	0.918	0.794			1.032
125.53	0.896	0.887	0.831	0.708			0.945
133.23	0.982	0.973	0.917	0.794			1.031
146.18	0.895	0.887	0.831	0.708			0.945
172.72	0.895	0.887	0.830	0.707			0.945
181.40	0.834	0.826	0.770	0.647			0.884
208.12	0.895	0.887	0.830	0.707			0.945
249.59	0.834	0.826	0.769	0.647			0.884
300.74	0.834	0.826	0.769	0.646			0.884
372.35	0.834	0.826	0.769	0.646			0.884

352	i	IEC 71	IEC 80	IEC 90	IEC 100-112	IEC 132	
	3.74	8.601	8.569	8.415	8.179	12.174	
4.56	8.149	8.118	7.964	7.727	11.723		7.436
5.11	6.495	6.464	6.310	6.074	10.069		5.782
6.22	6.253	6.222	6.068	5.831	9.827		5.540
6.93	6.143	6.112	5.958	5.722	9.717		5.430
7.78	6.042	6.010	5.856	5.620	9.616		5.328
7.51	4.910	4.878	4.724	4.488	8.484		4.196
9.14	4.798	4.766	4.612	4.376	8.371		4.084
10.18	4.747	4.715	4.561	4.325	8.321		4.033
11.43	4.700	4.668	4.514	4.278	8.274		3.986
12.62	3.667	3.616	3.454	3.254			2.940
15.37	3.627	3.576	3.415	3.214			2.900
17.11	3.610	3.559	3.397	3.196			2.882
19.21	3.593	3.542	3.380	3.179			2.866
24.19	2.996	2.945	2.783	2.582			2.268
29.45	2.985	2.934	2.772	2.571			2.258
32.80	2.980	2.929	2.767	2.567			2.253
36.82	2.975	2.924	2.763	2.562			2.248

353	i	IEC 63	IEC 71	IEC 80	IEC 90		
	41.2	2.078	2.032	1.978	1.848		
46.2	2.075	2.029	1.975	1.845			2.086
54.0	1.488	1.442	1.388	1.258			1.499
65.8	1.486	1.440	1.386	1.256			1.497
73.3	1.485	1.439	1.385	1.255			1.496
82.2	1.484	1.438	1.384	1.254			1.495
99.3	1.040	1.032	0.975	0.852			1.080
120.9	1.039	1.031	0.974	0.851			1.079
134.7	1.039	1.031	0.974	0.851			1.079
151.1	1.039	1.031	0.973	0.850			1.079
189.2	0.859	0.850	0.793	0.670			0.908
230.3	0.858	0.850	0.793	0.670			0.908
256.5	0.858	0.850	0.793	0.670			0.908
287.9	0.858	0.850	0.793	0.670			0.908

Jr [Kgc^m²]

RCV



CV

452	i	IEC 80	IEC 90	IEC 100-112	IEC 132		
	4.42	17.880	18.647	17.656	17.566		
4.89	17.523	18.291	17.299	17.210			13.883
5.43	17.193	17.961	16.969	16.880			13.554
6.07	16.872	17.640	16.648	16.559			13.233
6.84	10.292	10.202	10.292	10.202			6.876
8.14	12.501	13.303	12.279	12.264			8.841
9.00	12.396	13.198	12.174	12.159			8.736
10.00	12.299	13.100	12.077	12.062			8.639
11.18	12.204	13.006	11.983	11.967			8.544
12.89	10.729	10.713	10.508	10.492			7.079
14.25	10.687	10.671	10.466	10.451			7.037
15.83	10.648	10.632	10.427	10.412			6.998
17.70	10.611	10.594	10.389	10.374			6.960
19.99	9.548	9.531	9.327	9.311			5.898
22.09	9.531	9.514	9.309	9.294			5.880
24.55	9.514	9.498	9.293	9.278			5.864
27.45	9.499	9.482	9.277	9.262			5.848
30.93	9.485	9.468	9.264	9.248			5.835
31.20	9.115	9.089	8.894				5.458
34.67	9.107	9.080	8.886				5.450
38.76	9.099	9.073	8.878				5.442
43.68	9.093	9.066	8.871				5.436

453	i	IEC 71	IEC 80	IEC 90	IEC 100-112		
	31.10	6.529	6.635	6.490	6.263		
34.40	6.522	6.628	6.483	6.256			5.113
38.20	6.515	6.621	6.477	6.249			5.107
42.70	6.509	6.614	6.470	6.243			5.100
45.70	5.299	5.404	5.260	5.033			3.890
50.50	5.296	5.401	5.257	5.029			3.887
56.10	5.293	5.398	5.254	5.026			3.884
62.70	5.290	5.395	5.251	5.023			3.881
76.80	4.249	4.327	4.174	3.982			2.820
84.90	4.248	4.326	4.173	3.981			2.819
94.30	4.247	4.324	4.172	3.980			2.817
105.50	4.245	4.323	4.171	3.979			2.816
123.81	3.386	3.464	3.311	3.119			1.957
147.20	3.668	3.746	3.594	3.402			2.239
162.70	3.668	3.746	3.593	3.401			2.239
180.70	3.667	3.745	3.593	3.401			2.238
202.10	3.667	3.745	3.593	3.401			2.238
227.70	3.667	3.745	3.592	3.400			2.238

MOMENTI D'INERZIA / MOMENTS OF INERTIA / TRÄGHEITSMOMENT
MOMENTS D'INERTIE / MOMENTOS DE INERCIA / MOMENTO DE INERCIA

Jr [Kgcm²]



RCV



CV

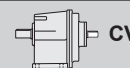
552	i	IEC 90	IEC 100-112	IEC 132	IEC 160	IEC 180	
	2.78	46.178	43.304	43.288	67.026	64.949	
3.17	41.727	38.853	38.837	62.575	60.499		48.568
3.68	33.412	30.537	30.521	54.260	52.183		40.253
4.16	38.568	35.694	35.678	59.416	57.339		45.409
4.57	36.987	34.112	34.096	57.835	55.758		43.827
5.50	29.052	26.177	26.161	49.900	47.823		35.892
6.03	28.145	25.271	25.255	48.993	46.916		34.986
7.39	26.865	23.991	23.975	47.713	45.636		33.706
8.39	17.357	16.335	16.320	38.205	36.102		24.132
9.49	15.281	14.259	14.244	36.129	34.025		22.056
11.00	16.905	15.883	15.868	37.753	35.650		23.680
12.07	16.678	15.657	15.641	37.526	35.423		23.454
14.19	14.626	13.604	13.589	35.474	33.370		21.401
15.56	14.489	13.468	13.452	35.337	33.234		21.265
19.06	14.297	13.275	13.260	35.145	33.042		21.072
22.74	11.125	10.920	10.904	32.807			18.750
24.94	11.072	10.867	10.851	32.754			18.697
30.55	10.997	10.792	10.777	32.679			18.622
35.01	9.815	9.610	9.594	31.497			17.440
38.40	9.792	9.587	9.572	31.475			17.417
47.04	9.761	9.556	9.540	31.443			17.386
53.46	9.254	9.060					16.895
65.48	9.238	9.043					16.879

553	i	IEC 80	IEC 90	IEC 100-112	IEC 132		
	70.22	10.693	10.677	10.472	10.457		
88.88	9.539	9.523	9.318	9.302			5.889
108.86	9.533	9.517	9.312	9.297			5.883
118.46	10.482	10.466	10.261	10.246			6.832
125.58	10.781	10.765	10.560	10.545			7.131
145.09	10.479	10.463	10.258	10.242			6.829
170.18	9.932	9.916	9.711	9.696			6.282
183.64	9.445	9.429	9.224	9.209			5.795
224.93	9.444	9.428	9.223	9.207			5.794
259.37	9.073	9.046	8.851				5.416
317.67	9.072	9.045	8.851				5.415

582	i	IEC 90	IEC 100-112	IEC 132	IEC 160	IEC 180	
	4.64	68.914	68.929	68.914	91.232	89.272	
5.04	66.635	66.650	66.635	88.953	86.993		74.946
6.03	178.890	178.905	178.890	201.208	199.248		187.200
7.38	58.590	58.604	58.590	80.908	78.948		66.900
8.61	33.297	33.311	33.297	55.614	53.654		41.607
9.36	32.636	32.650	32.636	54.954	52.994		40.946
11.20	31.409	31.424	31.409	53.727	51.767		39.719
13.71	30.303	30.318	30.303	52.621	50.661		38.614
15.03	19.450	19.465	19.450	41.768	39.232		27.263
16.34	19.233	19.248	19.233	41.551	39.015		27.046
19.55	18.831	18.845	18.831	41.148	38.612		26.643
23.93	18.468	18.482	18.468	40.785	38.249		26.280
24.99	13.387	13.182	13.167	35.070			21.012
27.16	13.309	13.104	13.089	34.992			20.934
30.24	12.620	12.415	12.400	34.303			20.245
32.50	13.163	12.958	12.943	34.846			20.788
36.18	12.502	12.297	12.282	34.185			20.127
39.79	13.032	12.827	12.812	34.715			20.657
44.29	12.396	12.191	12.176	34.079			20.021

Jr [Kgc^m²]

RCV



CV

583	i	IEC 80	IEC 90	IEC 100-112	IEC 132		
	47.02	14.685	14.671	14.685	14.671		
56.26	14.637	14.622	14.637	14.622			11.199
61.71	12.520	12.505	12.520	12.505			9.082
73.85	12.492	12.477	12.492	12.477			9.054
90.39	12.466	12.452	12.466	12.452			9.029
97.71	10.482	10.687	10.482	10.467			7.053
116.92	10.471	10.675	10.471	10.455			7.042
139.38	9.398	9.602	9.398	9.382			5.969
143.12	10.460	10.665	10.460	10.445			7.031
151.48	9.395	9.600	9.395	9.380			5.966
181.26	9.390	9.595	9.390				5.961
196.86	8.935	9.130	8.935				5.500
213.94	8.934	9.128	8.934				5.498
221.87	9.386	9.591	9.386				5.957
256.00	8.932	9.126	8.932				5.496
313.35	8.930	9.124	8.930				5.494

602	i	IEC 90	IEC 100-112	IEC 132	IEC 160	IEC 180	IEC 200	
	4.64	102.371	102.448	101.344	103.666	101.563	142.551	
5.04	98.440	98.517	97.413	99.735	97.632	138.619		85.698
6.03	91.161	91.238	90.134	92.456	90.353	131.340		78.419
7.38	84.890	84.967	83.863	86.185	84.082	125.069		72.148
8.61	57.397	57.474	56.370	58.692	56.588	97.576		44.655
9.36	56.257	56.334	55.230	57.552	55.449	96.436		43.515
11.20	54.147	54.224	53.120	55.442	53.338	94.326		41.404
13.71	52.329	52.406	51.302	53.623	51.520	92.508		39.586
15.03	40.909	40.986	39.851	42.203	40.100			28.131
16.34	40.535	40.612	39.477	41.829	39.726			27.757
19.55	39.842	39.919	38.784	41.137	39.033			27.064
23.93	39.245	39.322	38.187	40.540	38.437			26.467
24.99	34.156	34.233	33.098	35.451				21.393
27.16	34.021	34.098	32.963	35.316				21.258
30.24	33.172	33.249	32.114	34.466				20.409
32.50	33.770	33.847	32.712	35.065				21.007
36.18	32.969	33.046	31.911	34.264				20.207
39.79	33.554	33.631	32.496	34.849				20.792
44.29	32.795	32.872	31.737	34.090				20.032

603	i	IEC 80	IEC 90	IEC 100-112	IEC 132	IEC 160		
	46.6	36.737	36.437	36.513	35.379	37.731		
55.8	36.652	36.351	36.428	35.293	37.646			23.573
60.1	34.467	34.166	34.243	33.108	35.461			21.388
71.9	34.416	34.115	34.192	33.057	35.409			21.337
88.0	34.372	34.071	34.148	33.013	35.365			21.293
96.3	31.808	31.508	31.585	30.450	32.802			18.745
115.2	31.789	31.488	31.565	30.430	32.782			18.725
136.5	30.506	30.205	30.282	29.147	31.500			17.442
148.3	30.501	30.200	30.277	29.142	31.495			17.438
177.5	30.493	30.192	30.269	29.134	31.487			17.429
190.4	29.905	29.981	29.681					16.904
207.0	29.903	29.979	29.679					16.902
217.2	30.486	30.185	30.262					17.422
247.6	29.899	29.974	29.675					16.898
303.1	29.895	29.971	29.671					16.894

15 ATEX

I riduttori coassiali Varmec possono essere forniti per consentire l'utilizzo in zone con atmosfere potenzialmente esplosive, conformi alla direttiva europea ATEX 94/9/CE e, secondo i criteri di classificazione forniti dalla direttiva stessa, sono dichiarati come di categoria 2G e 2D.

In conseguenza della loro classificazione nelle categorie II2G e II2D, ed in conformità a quanto specificato dalla direttiva, i riduttori sono installabili rispettivamente nelle aree con presenza di miscele gassose esplosive - zone 1 e 2, e nelle aree con presenza di polveri combustibili - zone 21 e 22, con temperatura superficiale del riduttore di 140°C (T3).

Le specifiche tecniche adottate per i riduttori in esecuzione ATEX sono:

- Anelli di tenuta in Viton
- Tappo di sfiato con valvola anti-intrusione
- Dotazione di tappi d'ispezione olio per tutti i riduttori
- Assenza di particolari in plastica
- Targa di identificazione con marcatura ATEX e dati dei limiti applicativi
- Massima velocità in entrata n_1 1500 min⁻¹

Il manuale di installazione uso e manutenzione è parte integrante della fornitura di ogni riduttore ATEX; ogni indicazione in esso contenuta deve essere scrupolosamente applicata. Per la determinazione della grandezza riduttore procedere come indicato nel paragrafo relativo alla Scelta (vedi pag. 12), e selezionare il riduttore con fattore di servizio \geq dei valori indicati nella tabella 6.

Tab. 6

CV-RCV	241	281	381	202	252	302	352	452	552	582	602
FS	1.1	1.2	1.2	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.3

Per i riduttori con tre stadi di riduzione il fattore di servizio FS \geq 1.

Verificare che la Potenza richiesta sia \leq della potenza termica (vedi pag. 10). Per maggiori indicazioni sulle normative ATEX, consultare il manuale di installazione uso e manutenzione, scaricabile dal nostro sito internet oppure interpellatici.

Riduttori coassiali Varmec disponibili e conformi a norma ATEX 94/9/CE, v. tab. 7

ATEX

In compliance with the European Directive ATEX 94/9/EC, Varmec helical gear units can be supplied to permit usage in areas with a potentially explosive atmosphere. Based on the classification criteria of this same directive they have been declared as belonging to category 2G and 2D.

In conformity to the directive specifications and following their classification in categories II2G and II2D, the gear reducers can be respectively installed in areas with a presence of mixed explosive gasses – zones 1 and 2 and also in areas with a presence of combustible dust/powder – zones 21 and 22, with a gear reducer surface temperature of 140 °C (T3).

The technical specifications used in manufacturing ATEX gear reducers are as follows:

- Viton oil seals
- Breather plug with an anti-intrusion valve
- Oil inspection plugs on all gear reducers
- No plastic components
- Identification plate stamped with the ATEX mark and data on applicable limits
- Max entrance speed n_1 1500 min⁻¹

The installation, operation and maintenance manual is an integral part of each ATEX gear reducer and each indication given in said manual must be scrupulously followed. In order to determine the size of the gear reducer proceed as indicated in the selection chapter (see pg. 12) and choose a gear reducer with a service factor fs \geq the values given in the following table 6.

The service factor fs for gear reducers with three reduction stages is FS \geq 1.

Please check that the required power is \leq than the thermic power (see pg. 10). For more information on ATEX norms consult the installation, operation and maintenance manual that can be downloaded from our Internet site or contact us directly.

Varmec helical gear units available and compliant with the European Directive ATEX 94/9/EC, see tab.7

ATEX

VARMEC Stirnradgetriebe für explosionsgefährdete Bereiche sind gemäß den Vorschriften der europäischen Richtlinie ATEX 94/9/CE lieferbar.

Entsprechend der Klassifikation sind die Getriebe den Kategorien 2G und 2D zugeordnet. Danach sind die Getriebe sowohl in Zonen mit explosiven Gasgemischen (Zone 1 und 2) als auch in Zonen mit brennbarem Staub (Zone 21 und 22) einer Getriebeoberflächentemperatur von 140°C (T3) einsetzbar. Die technischen Besonderheiten der Getriebe gemäß ATEX- Richtlinie sind folgende:

- Dichtungsringe in Viton
- Druckventil mit Anti-Intrusionsventil
- Ausstattung mit Ölkontrollschrauben für alle Getriebe
- Keinerlei Verwendung von Plastikteilen
- Auszeichnung mit dem ATEX-Kennzeichen und den Daten der Anwendungsgrenzen
- Die Geschwindigkeit des mit dem Getriebe verbundenen Motors darf nicht über n_1 1500 min⁻¹ liegen.

Das Installations- und Wartungshandbuch ist im Lieferumfang von jedem ATEX-Getriebe enthalten, die Anleitung muß jedoch genauestens befolgt werden.

Die Auswahl der Getriebegröße ist im Abschnitt zur Getriebeauswahl beschrieben (s. Seite.12) und sollte beachtet werden. Es ist das Getriebe mit dem Betriebsfaktor auszuwählen, welcher \geq dem in der Tabelle 6 angegebenen Wert ist.

Für Getriebe mit drei Untersetzungen ist der Betriebsfaktor FS \geq 1.

Es ist zu überprüfen, dass die benötigte Leistung \leq der thermischen Leistung ist (siehe Seite.10). Weitere Details zur ATEX- Norm können Sie im Installations- und Wartungshandbuch nachschlagen. Dieses finden im Internet, auch zum herunterladen, unter www.varmec.de. Für weitere Informationen wenden Sie sich bitte direkt an uns.

Varmec Stirnradgetriebe verfügbar und kompatibel mit der europäischen Richtlinie ATEX 94/9/EG, siehe tab.7.

Tab. 7

RCV-CV	141	191	241	281	381	162	202A	202 203	252A 253A	252 253	302A 303A	302 303	352 353	452 453	552 553	582 583	602 603
ATEX II 2GD			•	•	•			•		•		•	•	•	•	•	•
ATEX II 3GD	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

ATEX

Les réducteurs coaxiaux Varmec peuvent être fournis pour l'utilisation dans des lieux avec atmosphères potentiellement explosives, conformes à la directive européenne ATEX 94/9/CE et, conformément aux critères de classification donnés par la directive même, ils sont déclarés de catégorie 2G e 2D.

Par leur classification dans les catégories II2G et II2D, et en conformité avec la directive, les réducteurs peuvent être installés dans des lieux avec une présence de mélanges gazeux explosifs - zones 1 et 2, et dans des lieux avec une présence de poudres combustibles - zones 21 et 22, avec température superficielle du réducteur de 140 °C (T3).

Les spécifications technique adoptées pour les réducteurs en execution ATEX, sont:

- Bagues d'étanchéité en Viton
- Bouchon d'évent avec soupape anti-intrusion
- Dotation de bouchon d'inspection huile pour tous les réducteurs
- Absence de pièce en plastique
- Plaque d'identification avec marquage ATEX données des limites d'application
- Vitesse maximale en entrée n_1 1500 min⁻¹

Le manuel d'installation, d'utilisation et de maintenance fait partie intégrante de la fourniture de chaque réducteur ATEX ; chaque indication doit être scrupuleusement appliquée.

Pour déterminer la taille du réducteur procéder comme indiqué dans le paragraphe relatif à la sélection (pag.13), et sélectionner le réducteur avec facteur de service \geq des valeurs indiquées dans le tableau 6.

Tab. 6

CV-RCV	241	281	381	202	252	302	352	452	552	582	602
FS	1.1	1.2	1.2	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.3

Pour les réducteurs avec 3 stades de réduction le facteur de service $fs \geq 1$.

Vérifier que la puissance demandée soit \leq de la puissance thermique (pag. 11).

Pour plus d'indications sur les normes ATEX, consulter le manuel d'installation, utilisation et maintenance disponible sur notre site web

Varmec engrenages hélicoïdaux disponibles et conformes à la directive européenne ATEX 94/9/CE, voir tab. 7.

ATEX

Los reductores coaxiales VARMEC pueden ser provistos para permitir el uso en zonas con atmósferas potencialmente explosivas conforme a la directiva europea ATEX 94/9/CE y según los criterios de clasificación previstos de la misma directiva son declarados como de categoría 2G y 2D.

Los reductores son establecidos respectivamente en las áreas con presencias de mezclas gaseosas explosivas en zonas 1 y 2, y en las áreas con presencias de polvos combustibles zonas 21 y 22 con temperaturas superficiales del reductor de 140° C (T3) en consecuencia de su clasificación en las categorías II2G y II2D y conforme a lo especificado en la directiva.

La especificación de requisitos técnicos adoptados para los reductores en ejecución ATEX son:

- Retenes herméticos en VITON
- Tapón respiradero con válvula hermética
- Provisión de tapones para control del aceite en todos los reductores
- Ausencia de detalles plásticos
- Placa de identificación marcada ATEX y datos de los límites aplicables
- Máxima velocidad de entrada n_1 1500 min⁻¹

El manual de instalación, uso y mantenimiento forma parte de los accesorios de cada reductor ATEX, las indicaciones en este contenidas deben ser respetadas rigurosamente en su aplicación. Para la determinación de la grandezza de la reducción proceder como indica el párrafo relativo a la selección y elegir el reductor con el factor de servicio \geq de los valores indicados en la tabla 6.

A los reductores con tres estados de reducción, corresponde el factor de servicio $fs \geq 1$.

Verificar que la potencia requerida sea $<$ de la potencia térmica /ver pag.11).

Para mayor información sobre la norma ATEX, consultar el manual de instalación, uso y mantenimiento o visitar nuestro sitio en Internet.

Engranajes helicoidales Varmec disponibles y cumple con la Directiva Europea ATEX 94/9/CE, ver tab.7

ATEX

O ridutor coaxial Varmec pode ser fornido para consentire o utilizo em zona com atmosfera potencialmente explosiva, conforme a lei europea ATEX 94/9/66 CE e, segundo o critério de classificação fornido da mesma lei europea, são declarado como categoria 2G e 2D.

Em consequência da sua classificação na categoria II2G e II2D, em conforme a quanto especificado da lei, o ridutor são instalavel respetivamente na área com presença de gasolina, bomba explosiva-zona1e 2, e na área com presença de polvera combustivel- zona 21e 22, com temperatura superficial do ridutor de 140 c° (t3).

A especifica técnico adotado para o ridutor em execução ATEX são:

- Anel de segurança em viton
- Tampão de respração com válvula anti-instrução
- Dotação de tampa de olio para todo o ridutor
- Assensa de particular em plástica
- Etiqueta de identificação com marcatura ATEX e dados do limite aplicavel
- Máxima velocidade em entrada n_1 1500 min⁻¹

O manual de instalação uso e manutenção é parte integrante da forniture de cada ridutor ATEX. Cada indicação que contém deve ser escrupolosamente aplicada

Para a determinação da grandezza ridutor continua como indicado no paragrafo relativo a escolha (ver pag. 13), e seleccionar o ridutor com fatore de serviço \geq do valor indicado na tabela 6.

Para os reductores com três estágios de redução, o fator de serviço $fs \geq 1$.

verifique se a potência exigida é $<$ do que a potência térmica (veja a página 11).

Para maiores indicações sobre as normas ATEX, consulte o manual de instalação, uso e manutenção, que pode ser descarregado do nosso site internet, ou entre em contato conosco.

Varmec helicoidais reductores disponíveis e em conformidade com a Directiva Europeia ATEX 94/9/CE, consulte tab.7

Tab. 7

RCV-CV	141	191	241	281	381	162	202A	202 203	252A 253A	252 253	302A 303A	302 303	352 353	452 453	552 553	582 583	602 603
ATEX II 2GD			•	•	•			•		•		•	•	•	•	•	•
ATEX II 3GD	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

16 CONDIZIONI DI FORNITURA

I riduttori Varmec vengono forniti come segue:

Già predisposti per essere installati nella posizione di montaggio come definito in fase di ordine

Collaudati secondo specifiche interne

Le superfici di accoppiamento non sono verniciate

Sprovvisi di dadi e bulloni per il montaggio motori per la versione IEC

Provvisi di golfare di sollevamento per i tipi RCV-CV 55-58-60

Appositamente imballati per la spedizione

17 INSTALLAZIONE

Per l'installazione del riduttore è consigliabile attenersi alle seguenti indicazioni:

- Verificare che non vi siano stati danni durante lo stoccaggio o il trasporto
- Pulire accuratamente il riduttore dai residui dell'imballaggio e da eventuali prodotti protettivi
- Verificare che i dati riportati nella targhetta di identificazione corrispondano a quelli specificati in fase di ordinativo
- Verificare che la struttura della macchina sulla quale si installa il riduttore abbia caratteristiche di rigidità e di robustezza sufficienti a supportarne il peso proprio e le forze generate nel funzionamento; accertarsi che la macchina sia spenta e che ne sia impedito il riavvio accidentale
- Il fissaggio sulla macchina deve essere stabile per evitare qualsiasi vibrazione; verificare che le superfici di accoppiamento siano piane e ben pulite. Prima del montaggio lubrificare le superfici di contatto onde evitare grippaggi o ossidazioni
- Assicurare l'allineamento tra motore - riduttore e tra riduttore - macchina operatrice
- Gli organi che vanno calettati sugli alberi di uscita del riduttore devono essere lavorati con tolleranza ISO H7 per evitare accoppiamenti troppo bloccati che potrebbero danneggiare il riduttore stesso. Per il montaggio e lo smontaggio di tali organi si consiglia l'utilizzo di adeguati tiranti ed estrattori usufruendo dell'apposito foro filettato posto in testa alle estremità degli alberi d'uscita. Non servirsi di martelli o altri strumenti impropri per non danneggiare gli alberi o i supporti dei riduttori
- L'accoppiamento dell'albero di entrata cavo del riduttore, viene normalmente eseguito con perni aventi tolleranze ISO h6; in ogni caso il montaggio deve avvenire senza forzature

SUPPLIED TERMS

All Varmec gear reducers are supplied as follows:

Ready made to be installed in the assembly position previously stated during ordering

Tried and tested to our internal specifications

Coupling surfaces are not varnished

Nuts and bolts are not supplied for the assembly of motors for IEC versions

Types RCV-CV 55-58-60 come supplied with lifting eye-bolt.

Appropriately and adequately packaged for transport

INSTALLATION

Please read this chapter carefully and follow all instructions before installing the gear reducer:

- *Check that nothing has been damaged during transport or storage*
- *Make sure that the gear reducer is free from all packaging and any eventual protective products*
- *Check that the information printed on the identification plate correspond to those specified on the order*
- *After making sure that the machine on which the gear reducer is to be installed is completely switched off and cannot be accidentally turned on, check that it is sturdy and rigid enough to withstand the weight and the forces generated by the gear reducer when running*
- *Make sure that the gear reducer is correctly secured to avoid any kind of vibrations and that the coupling parts are flat and clean. Before assembly lubricate the contact parts to avoid seizures or oxidation*
- *Check that the alignment between the motor and the gear reducer and between the gear reducer and operational machine is perfect*
- *Parts that connect to the gear reducer's output shaft must be machined to ISO H7 tolerance to avoid any tightly blocked couplings that could damage the gear reducer. For the assembly and removal of these parts use suitable pullers or extractors using the specifically designed threaded hole at the end of the output shaft. Do not use hammers or other improper tools that may damage the shafts or the supporting stand*
- *Coupling the gear reducer's input hollow shaft is normally done with shafts with ISO h6 tolerance In all cases assembly must never be forced*

LIEFERBEDINGUNGEN

Die Varmec Getriebe werden wie folgt ausgeliefert:

Vorbereitet zum Einbau in die bestellte Einbaulage (die beigefügten Ventile und Entlüftungen müssen ggf. noch eingebaut werden)

Nach internen Vorgaben überprüft

Keine Lackierung der Oberflächenverbindungen

Die Version IEC enthält keine Schrauben und Muttern für die Montage des Motors

Die Typen RCV-CV-55-58-60 sind mit Hebevorrichtungen (Ösen) ausgestattet

INSTALLATION

Die folgenden Einbauanleitungen sollten beachtet werden:

- Stellen Sie sicher, daß während des Transports keinerlei Schäden verursacht wurden
- Entfernen Sie sorgfältig alle Reste der (Schutz-)Verpackung
- Stellen Sie sicher, daß die Angaben auf dem Typenschild mit Ihren Angaben in der Bestellung übereinstimmen
- Stellen Sie sicher, daß die Maschine, in die das Getriebe eingebaut werden soll, ausreichend robust und stabil ist, um dem Eigengewicht des Getriebes und den während der Inbetriebnahme auftretenden Kräften standzuhalten
- Stellen Sie sicher, daß das Getriebe gegen dauerhafte Vibrationseinflüsse geschützt ist
- Stellen Sie sicher, daß die Oberflächenverbindungen gereinigt und eben sind. Vor der Montage müssen die Oberflächenkontakte geschmiert werden, um Oxidation und ein Heißlaufen zu vermeiden
- Stellen Sie sicher, daß Motor und Getriebe miteinander verbunden sind und ebenso Maschine und Getriebe
- Alle Anbauteile, die an die Abtriebswellen angebaut werden, müssen mit der Passung nach ISO H7 gefertigt sein, da es sonst durch Schwingungen zu einem frühzeitigen Getriebeausfall kommen kann. Für Montage und Demontage der Anbauteile wird der Gebrauch von geeigneten Zugstangen und Ausziehern empfohlen. Benutzen Sie hierfür die eigens dafür bestimmte Gewindebohrung an den Enden der Abtriebswellen. Gebrauchen Sie keine Hämmer oder andere ungeeignete Werkzeuge, da sonst die Wellen oder die Halter der Getriebe beschädigt werden könnten
- Die Verbindung der Getriebeantriebswelle wird normalerweise mit Stiften der Toleranz ISO h6 hergestellt. Eine Montage unter erhöhter Kraftaufwendung sollte auf jeden Fall vermieden werden

CONDITION DE FOURNITURE

Les réducteurs Varmec sont fournis comme suit:

Déjà prêts à l'installation dans la position de montage comme indiqué dans la commande

Eprouvés suivant spécifications internes
Les surfaces d'accouplement ne sont pas vernies

Dépourvus d'écrous et boulons pour le montage moteurs pour la version IEC

Pourvus de crochets pour le soulèvement pour le types RCV-CV 55-58-60

Emballage express pour la livraison

INSTALLATION

Observer la procédure d'installation suivante:

- Vérifier l'absence de dommages éventuellement subis pendant le stockage ou le transport
- Nettoyer le réducteur des résidus de l'emballage et d'autres produits de protection
- Vérifier que les données sur la plaque d'identification correspondent à celles de la commande
- Vérifier que la structure de la machine sur laquelle on installe le réducteur ait les caractéristiques de rigidité et robustesse aptes à en supporter le poids et les forces générées par son fonctionnement; la machine doit être éteinte
- L'ancrage sur la machine doit être stable pour éviter des vibrations; vérifier que les surfaces d'accouplement soient plat et propres. Avant le montage, lubrifier les surfaces de contact afin d'éviter grippages et oxydation
- Vérifier que l'alignement entre le moteur et le réducteur ainsi qu'entre le réducteur et le système qu'il commande, soit correct
- Les éléments devant être montés sur l'arbre de sortie du réducteur doivent être usinés avec une tolérance ISO H7, afin d'éviter de provoquer des altérations des éléments du réducteur. Pour monter ou démonter les éléments employer des systèmes de poussée ou d'extraction utilisant le trou taraudé situé en bout d'arbre de sortie ne pas utiliser de marteaux ou d'autres instruments impropres pour ne pas endommager les arbres ou les supports des réducteurs
- La tolérance d'usinage d'un arbre devant être inséré dans l'arbre d'entrée creux du réducteur, est ISO h6; en aucun cas un arbre ne doit être inséré sans être vérifié

CONDICIONES DE EQUIPAMIENTO

Los reductores VARMEC vienen equipados de la siguiente manera:

Listos para ser instalados en la posición de montaje descrita en el pedido

Aprobados según normas internas

La superficie de los acoples no son barnizadas

Desprovistos de tuercas y tornillos para el montaje del motor IEC

Provistos de canchamo de elevación para los tipos RCV-CV 55-58-60

Adecuadamente embalados para la expedición

INSTALACIÓN

Para la instalación del reductor se aconseja seguir las siguientes indicaciones:

- Verificar que no se hayan producidos daños durante el almacenamiento y el transporte
- Limpiar el reductor de los residuos del embalaje y de eventuales productos protectores
- Verificar que los datos reportados en la placa de identificación correspondan a los especificados en la orden
- Verificar que la estructura de la máquina sobre la cual se instala el reductor sea rígida y robusta para soportar el propio peso y la fuerza generada del funcionamiento; asegurarse que la máquina este apagada y que no se produzca un encendido accidental
- La fijación de la máquina debe ser estable para evitar cualquier vibración
- Verificar que las superficies del acoplamiento sean planas y estén limpias. Antes del montaje lubricar las superficies de contacto para evitar grippaje y oxidación
- Asegurar el alineamiento entre motor-reductor y entre reductor-máquina operadora. Los órganos que van sobre el eje de salida del reductor deben ser trabajados con tolerancia ISO H7 para evitar acoplamientos demasiado bloqueados que puedan dañar el reductor. Para el montaje y desmontaje de tales órganos se aconseja la utilización de adecuados tirantes y extractores aprovechando el correspondiente orificio roscado dispuesto en las cabezas de las extremidades de los ejes de salida. No usar martillos u otros instrumentos inadecuados para no dañar los ejes o los soportes del reductor
- El acoplamiento del eje de entrada con cavidad del reductor, es normalmente seguido con pernos a juego mínimo ISO H6. En cada caso el montaje no tiene que ser forzado

CONDIÇÃO DE FORNITURA

O ridutor Varmec vem fornido com o seguinte:

É predisposto para ser instalado

Laudo segundo especificado interno

A superfície de acoplamento não são vernizado

Não tem parafuso e porca para a montagem do motor, para a versão IEC

Tem de golfare de levantamento para o tipo RCV-CV 55-58-60

Apositamente embalado para a expedição

INSTALAÇÃO

Para a instalação do ridutor e conselho ter as seguintes indicações:

- Verificar que não tene parte danificada durante a armazenagem e o transporte
- Limpar perfeitamente o ridutor do resto da embalagem e da eventuale produto protetivo
- Verificar que os dados reportados na etiqueta de identificação corresponde aquele especificado em fase de ordem
- Verificar que a estrutura da máquina sobre qual se instala o ridutor hájá característica de rigidez e de segurança suficiente a suportar o proprio peso, e a força geral no funcionamento: observar se a máquina seja desligada e que seja impedida de perigo accidental
- A fixagem sobre a máquina deve ser estavel, para evitar qualquer vibração Verificar que a superfície de acoplamento são direitas e bem limpos. Antes da montagem lubrificar a superfície de contato onde evitar estraga e envelhencer
- Segurança no aliamento no motor- ridutor pra ridutor- máquina de operação
- Os órgãos que vão caletati sobre eixo de saída do ridutor devem ser trabalhada com tolerância ISO H7 para evitar acoplamento muito bloqueado que pode quebrar o ridutor para a montagem e desmontagem de tal organi se aconselha o utilizo de adequado tirante e estrator usufruindo do buraco filetado posicionado em cabeça a extremitar eixo saída
- Não usar martelo ou outro tipo de instrumento para não quebrar o eixo ou suporte do ridutor
- O acoplamento do eixo de entrada, cavo do ridutor, vem normalmente fato. Com pemi avendo tolerância ISO h6; em cada caso a montagem deve chegar sem esforço

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- Accertarsi che il montaggio di pignoni o pulegge a sbalzo sugli alberi dei riduttori, sia conforme alle verifiche di ammissibilità dei carichi risultanti
- Accertarsi, per i riduttori con indicatore di livello olio, che la posizione di quest'ultimo sia conforme alla posizione di montaggio del riduttore; per i riduttori forniti completi di lubrificante si raccomanda, effettuata l'installazione, di sostituire il tappo chiuso utilizzato per il trasporto, con il tappo di sfiato fornito a corredo
- Eseguire il primo riempimento, o l'eventuale rabbocco dell'olio facendo sempre riferimento alla mezzera del tappo del livello
- I riduttori forniti con lubrificazione permanente non necessitano di questa procedura
- Verificare che il valore della tensione di alimentazione stampigliata sulla targhetta del motore elettrico coincida con la tensione di rete
- La verniciatura non deve assolutamente interessare i piani lavorati, il bordo esterno degli anelli di tenuta, fori esistenti sui tappi di sfiato, quando presenti e la targhetta di identificazione
- Se il funzionamento prevede urti o sovraccarichi, si devono adottare salvamotori, limitatori di coppia, giunti di sicurezza, ecc.
- Per i riduttori installati all'esterno prevedere opportune protezioni contro l'esposizione diretta agli agenti atmosferici e alla radiazione solare. Per installazioni in ambienti umidi, adottare adeguati protettivi sulle superfici lavorate del riduttore
- L'utilizzo dei motori a 2 poli è consigliato per servizi intermittenti, a causa dell'elevata temperatura che si può registrare durante il funzionamento
- Nel caso di temperature ambiente non comprese tra -15°C e +50°C contattare il nostro servizio tecnico.
- *Make sure that the assembly of any pinions or jump pulleys on the shafts conforms to the admissibility checks of the resulting loads*
- *If the gear reducer has an oil level indicator make sure that it conforms with the mounting position of the gear reducer. For gear reducers supplied with lubricant, we recommend that once installation is complete customers should substitute the closed plug used only during transport with the oil breather supplied*
- *Always use the middle mark of the oil level as a reference when filling the reducer for the first time or for any topping up*
- *Gear reducers supplied with life-long oil do not require this procedure*
- *Check that the voltage printed on the information plate coincides with the mains power supply*
- *Varnishing should not in any way touch worked parts: the edges of oil seals, existent holes on the breather plug (if present) and also the identification plate*
- *If when running, shocks or overloads are expected then safety motors, clutches and coupling limitators must be installed*
- *If gear reducers are installed externally there must be suitable protection against the exposure to atmospheric agents and solar radiation. If installed in humid areas use adequate protective on the reducer's working surfaces.*
- *It is advisable to use motors with 2 poles for intermittent running due to the elevated temperature that can register during running times*
- *In the case of ambient temperatures not within -15°C and + 50°C please contact our technical service department.*
- Versichern Sie sich, daß die Getriebewelle durch Schläge und Stöße bei der Montage von Kettenrädern und anderen Abtriebelementen nicht beschädigt wird
- Versichern Sie sich, daß die Ölstandanzeige richtig eingestellt ist (falls das Getriebe mit einer solchen Anzeige ausgestattet ist); Bei Getrieben, die bereits mit einer vollständigen Schmierung versehen sind, muss wir nach dem Einbau der Dichtungs-verschluss durch das im Lieferumfang enthaltene Entlüftungsventil ersetzt werden
- Sollte vorausszusehen sein, dass am Antrieb Schläge, längere Überlastungen oder Blockierungen auftreten können, dann Drehmomentbegrenzer, usw. einbauen
- Bei der ersten Füllung bzw. einer eventuellen Nachfüllung sollte sich der Meßpegel immer auf der Mittellinie bewegen
- Bei Getrieben mit permanenter Schmierung sind die oben beschriebenen Maßnahmen nicht notwendig
- Versichern Sie sich, daß die Amperewerte, die auf dem Typenschild des Motors angegeben sind, nicht über denen Ihres Stromnetzes liegen
- Es darf auf keinen Fall Lack auf die Arbeitsflächen, die Außenseiten der Dichtungsringe, die Öffnung der Entlüftungskappe oder auf das Typenschild gelangen
- Bei Getrieben die im Freien verwendet werden, muß darauf geachtet werden, daß sie weder direkter Sonnenstrahlung noch zu starken Witterungseinflüssen ausgesetzt werden. Bei einem Gebrauch in feuchter Umgebung sollten sie angemessene Schutzmaßnahmen für die Arbeitsoberflächen treffen
- Beim Einsatz von 2-poligen Motoren ($n^1=2800 \text{ min}^{-1}$) wird intermittierender Betrieb empfohlen, da während des Gebrauchs eine erhöhte Temperatur auftreten kann
- Bei einer Durchschnittstemperatur unter -15C bzw. über +50C kontaktieren Sie bitte unser technisches Büro

18 MANUTENZIONE

I riduttori forniti con lubrificazione permanente non necessitano di alcuna manutenzione.

Per gli altri tipi si consiglia di effettuare una prima sostituzione del lubrificante dopo le prime 300-500 ore di funzionamento, provvedendo ad un lavaggio interno prima del ripristino.

Evitare di miscelare oli sintetici con oli a base minerale.

Controllare periodicamente il livello del lubrificante effettuando la sostituzione indicativamente agli intervalli riportati nella tabella.

MAINTENANCE

Gear reducers supplied with life long lubrication do not require any maintenance.

For other types of gear reducers the first oil change must take place after 300 to 500 hours of operation. Make sure that the inside has been thoroughly washed out before filling up with fresh oil.

Do not mix synthetic oils with mineral oils.

Check the oil level regularly and change oil at the intervals shown in the table.

WARTUNG

Die Getriebe bis zu Größe 35 sind mit langlebigem synthetischem Öl gefüllt. Eine Wartung ist normalerweise nicht erforderlich.

Für die größeren Getriebe empfehlen wir eine erste Überprüfung des Ölstandes und die Überprüfung der Ölbeschaffenheit nach ca. 300-500 Stunden, um eventuelle Einlaufrückstände durch einen Ölwechsel zu beseitigen.

Niemals sind synthetisches und Mineralöl zu mischen!

Der Ölstand sollte regelmäßig überprüft werden. Ein Ölwechsel ist auf jeden Fall bei folgenden, in der Tabelle angegebenen, Messwerten notwendig.

Temperatura olio Oil temperature Temperatur [C°]	Intervallo di lubrificazione / Oil change intervals / Ölwechsel nach Betriebsstunden [h]	
	Olio minerale / Mineral oil / Mineralöl	Olio sintetico / Sintetic oil / synthetisches Öl
< 60	8000	25000
60 - 80	4000	15000
80 - 95	2000	12500

- Vérifier que le montage des pignons ou poulies en saillie des arbres des réducteurs soit conforme aux vérifications d'admissibilité des charges résultantes
- Vérifier, pour les réducteurs avec indicateur de niveau d'huile, que la position de celui-ci soit conforme à la position de montage du réducteur; pour les réducteurs fournis avec lubrifiant, il est recommandé, une fois installés, de remplacer le bouchon utilisé pour le transport avec le bouchon d'évent
- Effectuer le premier remplissage, ou la mise à niveau, toujours tenant compte de la ligne médiane du bouchon de niveau
- Les réducteurs fournis avec lubrification permanente, sont exemptés de cette procédure
- Vérifier que le positionnement de l'alimentation électrique sur le moteur correspond bien au voltage de l'alimentation générale, avant que celui-ci ne soit connecté
- Les surfaces usinées, le bord extérieur des bagues d'étanchéité, les trous sur le bouchon d'évent et la plaque d'identification, ne doivent absolument pas être vernis
- Si des chocs ou surcharges sont prévus, prévoir des disjoncteurs, des limiteurs de couple, des joints de sécurité, etc...
- Pour les réducteurs installés à l'extérieur, prévoir des protections contre l'exposition directe aux agents atmosphériques et le soleil. Pour l'installations dans des milieux humides, protéger les surfaces usinées du réducteur
- L'utilisation des moteurs à deux pôles est conseillée pour des services intermittents, à cause de la température élevée pendant le fonctionnement
- Dans le cas d'utilisation avec des températures ambiantes inférieures à -15°C ou supérieures à $+50^{\circ}\text{C}$, consulter nos services techniques.
- *Asegurarse que el montaje de piñones o poleas acopladas en los ejes de los reductores esté conforme a las verificaciones de admisibilidad de las cargas resultantes*
- *Asegurarse, para los reductores con indicador de nivel de aceite que la posición del indicador sea conforme a la posición de montaje del reductor, para los reductores provistos con lubricante se recomienda, después de la instalación, sustituir el tapón cerrado utilizado para el transporte, con el tapón respiradero en conjunto*
- *Seguir el primer llenado y la recarga del aceite teniendo siempre como referencia la línea medianera del tapón de nivel*
- *Los reductores equipados con lubricante permanente no necesitan de este procedimiento*
- *Verificar que el valor de la tensión marcada sobre la placa del motor eléctrico sea la misma que la tensión de la red*
- *El barnizado no debe absolutamente tapar las superficies laboradas, la faldilla exterior de los retenes de retención, foros existentes sobre los tapones respiraderos cuando estos sean presentes y la placa de identificación*
- *Si la utilización prevee choques o sobrecargas, se tienen que adoptar salvamotores, limitadores de par motor, uniones de seguridad. etc...*
- *Para los reductores instalados al exterior preveer adecuadas protecciones contra la exposición directa a los agentes atmosféricos y a la radiación solar. Para instalaciones en ambientes húmedos adoptar adecuadas protecciones sobre las superficies del reductor*
- *La utilización de motores a de 2 polos es aconsejada para servicios intermitentes, a causa de las elevadas temperaturas que se pueden lograr durante el funcionamiento.*
- *En el caso de temperaturas ambientes no comprendidas entre -15°C y $+50^{\circ}\text{C}$, contactar con nuestro servicio técnico.*
- Acerta se que a montagem de pignone, pólia, esbalso sobre o eixo do ridutor, seja conforme a verificação de admissibilidade da carga resultante.
- Acerta se para o ridutor com indicatore de linha olio, que a posição de este último seja conforme a posição de montagem do ridutor; para o ridutor fornito completo de lubrificante recomendada, efetuada instalação de subistruir o tampão fechado utilizado para o trasporto com o tampão de respração fornido juntos
- Seguir o primeiro riempedimento, o eventua cheio de olio, fazendo sempre riferimento a metade do comprimento da válvula da linha
- O ridutor fornido com lubrificação permanente não necessita desta procedura
- Verificar que o valor da tensão de alimentação estampada sobre etiqueta do motor elétrico conhecida com a tensão de corente
- A vernizatura não deve absolutamente interessare a parte trabalhada, o bordo externo do anel de segurança, fora esistente sobre válvula de alívio, quando apresenta etiqueta de identificação
- Se o funcionamento preve de choque ou tanta carga, se deve adotar salva-motor, limite de cópia, pegas de segurança etc.....
- Para o ridutor instalado ao externo preve oportune proteção contra a exposição direta ao agente atmosférico e a radiação solare. Para a instanção em ambiente umido, adotare adequado protetivo sobre a superfície trabalhada do ridutor
- O utilido do motor a 2 pólo è aconselhado para serviço intermitente, a causa da elevada temperatura que se pode registrar durante o funcionamento
- No caso de temperatura ambiental não metê-lo da -15°C e $+50^{\circ}\text{C}$ confira o nosso serviço tecnico.

ENTRETIEN

Les réducteurs fournis avec lubrification permanente, ne nécessitent pas aucun entretien.

Pour les autres séries de réducteurs, la première vidange doit être effectuée après 300 à 500 heures de service, complètement nettoyer l'intérieur du réducteur avec un détergent approprié avant de procéder à un nouveau remplissage. Ne pas mélanger d'huile minérale et synthétique.

Vérifier régulièrement le niveau d'huile et effectuer les vidanges à la périodicité indiquée dans le tableau.

MANTENIMIENTO

Los reductores provistos con lubricación permanente no necesitan de ningún mantenimiento.

Para los otros tipos aconsejamos efectuar una primera sustitución del lubricante después de 300-500 horas de funcionamiento, y proveendo a un lavado interno antes del restablecimiento.

Evitar de mezclar aceites sintéticos con aceites minerales controlar periódicamente el nivel de lubricante efectuando la sustitución indicada en los intervalos reportados en la tabla.

MANUTENÇÃO

O ridutor fornido com lubrificação permanente não necessita de alguma manutenção; para um outro tipo se aconselha de afetuar uma primeira substituição do lubrificante depois a primeira 300-500 hora de funcionamento precisa lava-lo interno antes do outro funcionamento. Evitar de misturar olio sintético com olio a base mineral. Controla periodicamente a marca do lubrificante efetuado a substituição indicativamente ao intervalo reportado na tabela.

Température de l'huile Aceite Temperatura olio [C°]	Intervalle de lubrification / Intervalo de lubricación / Intervalo de lubrificação [h]	
	Huile mineral / Aceite mineral / Olio minerale	Huile synthétique / Aceite sintético / Olio sintético
< 60	8000	25000
60 - 80	4000	15000
80 - 95	2000	12500

19 STOCCAGGIO

Per un corretto stoccaggio dei riduttori ricevuti consigliamo di eseguire le seguenti raccomandazioni:

- Escludere aree all'aperto, zone esposte alle intemperie o con eccessiva umidità.
- L'ambiente deve essere sufficientemente pulito, esente da vibrazioni eccessive per non danneggiare i cuscinetti (tale necessità di contenere le vibrazioni deve essere soddisfatta anche durante il trasporto)
- Interporre sempre tra il pavimento e il riduttore, uno strato di isolante che impedisca il diretto contatto
- Disporre il riduttore in modo che abbia una base d'appoggio stabile ed accertarsi che non sussistano rischi di spostamenti imprevisti
- Ruotare semestralmente gli alberi di qualche giro per prevenire danneggiamenti a cuscinetti e anelli di tenuta
- Per periodi di stoccaggio superiori ai 60 giorni, le superfici interessate agli accoppiamenti devono essere protette con prodotti antiossidanti
- Per periodi di stoccaggio superiori ai 6 mesi, i riduttori dovranno avere le parti lavorate esterne e quelle di accoppiamento ricoperte di grasso per evitare ossidazioni, inoltre per i riduttori forniti privi di lubrificante dovranno essere riempiti di olio, posizionando il tappo di sfiato nella posizione più alta, e prima dell'utilizzo, riempiti con la corretta quantità e tipo di lubrificante previsto.

STORAGE

To ensure correct storage of the received gear reducer(s), please take note of the following recommendations:

- *Do not store outside, in areas exposed to bad weather or with excessive humidity.*
- *The ambient must be sufficiently clean and absent of any excessive vibrations that could damage the bearings – this is also true for transportation*
- *Always place some kind of isolating material between the floor and the gear reducer so that there is no direct contact.*
- *Make sure that the gear reducer is on a stable base and cannot be accidentally knocked or moved*
- *Give the shafts a few turns every six months to prevent damage to bearings and oil seals*
- *For storage periods of over 60 days coupling surfaces must be protected with an anti-oxidant*
- *For storage periods of longer than 6 months all external working parts and coupling parts must be greased to avoid oxidation. Take note that reducers supplied without lubricant should be filled up with oil and the breather plug should be in its highest position. Before first use the gear reducer must be filled with the correct type and quantity of required lubricant.*

LAGERUNG

Beachten Sie bitte folgendes, um die gelieferten Getriebe richtig zu lagern:

- Nicht im Freien lagern.
- Die Umgebung muß ausreichend sauber sein
- Keine zu starken Vibrationen, damit die Lager nicht beschädigt werden (dies gilt auch für den Transport)
- Um direkten Bodenkontakt zu vermeiden, sollte die Lagerung immer auf einer isolierenden Unterlage erfolgen
- Stellen Sie sicher, daß das Getriebe auf einer stabilen und sicheren Unterlage gelagert ist und keinen unvorhergesehenen Stößen bzw. Bewegungen ausgesetzt ist
- Mindestens alle 6 Wochen sollten die Wellen bewegt werden, damit die Lager und die Dichtungsringe nicht einrostet
- Bei Lagerzeiten über 60 Tagen sollten alle bearbeiteten Flächen mit einem Rostschutzmittel behandelt werden
- Bei Lagerzeiten über 6 Monaten sollten alle bearbeiteten Flächen eingefettet werden, um Rostbildung zu vermeiden
- Zudem muß bei den Getrieben, die ohne Schmieröl geliefert werden, das Öl wieder aufgefüllt werden. Hierzu wird das Entlüftungsventil auf die höchste Position eingestellt. Vor dem ersten Gebrauch sollte das Schmieröl nochmals auf die korrekte Menge und die richtige Typenart überprüft werden

STOCKAGE

Observer les instructions suivantes afin de conserver en l'état la livraison des matériels:

- Ne pas stocker à l'extérieur, des locaux exposés au mauvais temps ou avec une humidité excessive
- Le milieu doit être suffisamment propre, sans vibrations excessive pour ne pas endommager les roulements (la nécessité de limiter les vibrations doit être satisfaite pendant le transport aussi)
- Interposer toujours entre le sol et le réducteur une couche isolante
- Le réducteur doit avoir une base d'appui stable et vérifier l'absence de risques de déplacement inprevus
- Tourner tous les 6 mois les arbres pour prévenir des dommages aux roulements et aux bagues d'étanchéité
- Pour un stockage d'une période supérieure à 60 jours, toutes les surfaces d'accouplement doivent être protégées avec un produit anti-oxydation
- Pour un stockage d'une période supérieure à 6 mois, toutes les parties externes et les surfaces d'accouplement doivent être graissées afin d'éviter l'oxydation. De plus, les réducteurs fournis sans lubrifiant doivent être entièrement remplis, et le bouchon d'évent positionné en haut. Lors de la mise en utilisation des réducteurs, vider ceux-ci jusqu'à la quantité recommandée.

ALMACENAMIENTO

Para un correcto almacenamiento de los reductores aconsejamos seguir las siguientes recomendaciones:

- *Excluir áreas abiertas, zonas expuestas a la interperie o con excesiva humedad*
- *El ambiente debe ser suficientemente limpio, ausente de vibraciones excesivas para no dañar los cojinetes (tal necesidad de contener las vibraciones debe ser presente durante el transporte)*
- *Interponer siempre entre el piso y el reductor un estrato de pintura aislante que impida el contacto directo*
- *Disponer el reductor de manera que tenga una base de apoyo estable y asegurarse que no existan riesgos de imprevistos imprevistos*
- *Rotar semestralmente los ejes de cualquier giro para prevenir daños a cojinetes y retenes herméticos*
- *Para periodos de almacenamiento superiores a los 60 días, las superficies interesadas en los acoplamientos deben ser protegidas con productos antioxidantes*
- *Para periodos de almacenamiento superiores a 6 meses , los reductores tendrán que tener las partes laboradas externas y las de acoplamiento cubiertas de grasa para prevenir oxidaciones y los reductores sin lubricante tendrán que ser llenados de aceite poniendo el tapón respiradero en la posición más alta, y antes de la utilización deben ser llenados con la correcta cantidad y tipo de lubricante previsto*

STOCCAGGIO

Para uma correta armazenagem de redução recebida, aconselhamo de seguir a seguinte recomendação:

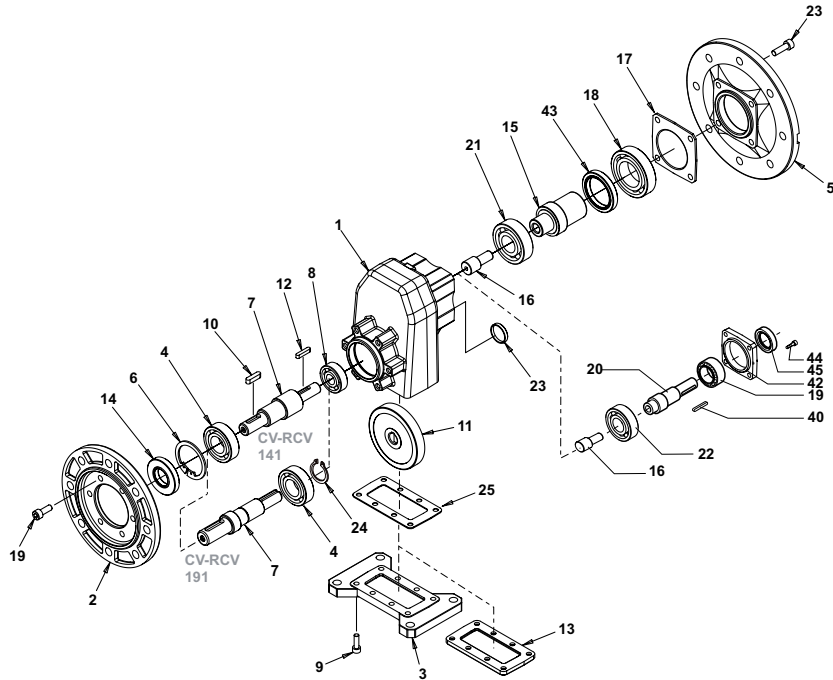
- Não estar em área aberta, e nem em lugar úmido.
- O ambiente deve ser suficientemente limpo. Não deve ter vibração para não quebrar o custinete (tal necessidade de conter a vibração deve ser satisfeita também durante o transporte)
- Colocar sempre no chão o ridutor, uma estrato de isolante que impedi o direto contato.
- Coloque a redução em modo que haja uma base de apoio estavel e tenha certeza que não aconteça risco de afastamento imprevisto
- Girando semestralmente o eixo de qualquer giro para prevenir estragos no parafusos e anel de segurança
- Para o período de armazenagem superior ao 60 dia, a superficie interessado ao acoplamento devem ser protegido com produto anti-ossidante
- Para período de armazenagem superior a 6 meses o ridutor devem ter a parte trabalhada externa e aquele de acoplamento coberto de graxa para evitar ossidação, o ridutor não contém óleo lubrificante e deve ser cheio de óleo. Posicionando o tampão de respração na posição mais alta, e antes do utilizo encher com a correta quantidade e tipo de lubrificante previsto.

PESI / WEIGHTS / GEWICHT [Kg]
POIDS / PESOS / PESOS [Kg]

	IEC	Forma costruttiva / Structural shape / Bauform / Forme constructive / Forma constructiva / Forma construtiva				
		P-B	NF	N	PF-BF	F
RCV-CV 141	63-71-80	2.6	2.8	2.2	2.4	
RCV-CV 191	56-63-71-80-90	3.9	4.4	3.8	4.5	
RCV-CV 241	63-71-80-90	9.4	9.8	7.8	10.3	
RCV 241	100	11.0	11.3	9.3	13	
RCV-CV 281	71-80-90-100-112	16.0	16.8	14	18.2	
RCV 281	132	22.0	24.0	20.2	25.9	
RCV-CV 381	80-90-100-112-132	29.5	33.3	24.9	32.4	
RCV-CV 162	63-71-80	3.2	3.3	3.0	3.5	
RCV-CV 202A	56-63-71-80-90	4.7	4.8	4.4	5.1	
RCV-CV 202	63-71-80-90	9.0	9.8	8.5	10.6	
RCV-CV 203	63-71	8.5	8.9	7.7	9.5	
RCV-CV 252A	63-71-80-90	6.9	7.2	6.6	7.5	
RCV-CV 252	63-71-80-90	13.0	14.0	11.8		13.4
RCV 252	100	14.4	15.2	13.2		14.8
RCV-CV 253A	56-63-71	6.8	7	6.4	7.4	
RCV-CV 253	56-63-71	12.2	13.2	11.2		12.6
RCV-CV 302A	71-80-90-100-112	12.5	12.5	11.5	13.5	
RCV-CV 302	71-80-90-100-112	24.0	25.7	21.4		25.7
RCV 302	132	30.8	31.0	27.2		32.5
RCV-CV 303A	63-71-80-90	12.5	12.5	11.5	13.5	
RCV-CV 303	63-71-80-90	22.5	24.3	20.5		24.2
RCV-CV 352	71-80-90-100-112	24.5	26.0	22.2		26.2
RCV 352	132	30.0	31.3	27.5		31.7
RCV-CV 353	63-71-80-90	23.4	25.0	21.2		25.1
RCV-CV 452	80-90-100-112-132	40.0				41.0
RCV-CV 453	71-80-90-100-112	36.5				37.5
RCV 552	90-100-112-132	65.5				62.8
RCV-CV 552	160-180	75.5				72.8
RCV-CV 553	80-90-100-112-132	70.0				67.3
RCV-CV 582	160-180	102	103	93	112	
RCV 582	90-100-112-132	93	94	84	103	
RCV-CV 583	80-90-100-112-132	97	98	88	107	
RCV 602	90-100-112-132	114	123	113	124	
RCV-CV 602	160-180	119	127	118	128	
RCV 602	200	137	146	137	146	
RCV 603	80-90-100-112-132	127	130	120	131	
RCV-CV 603	160	126	134	125	135	

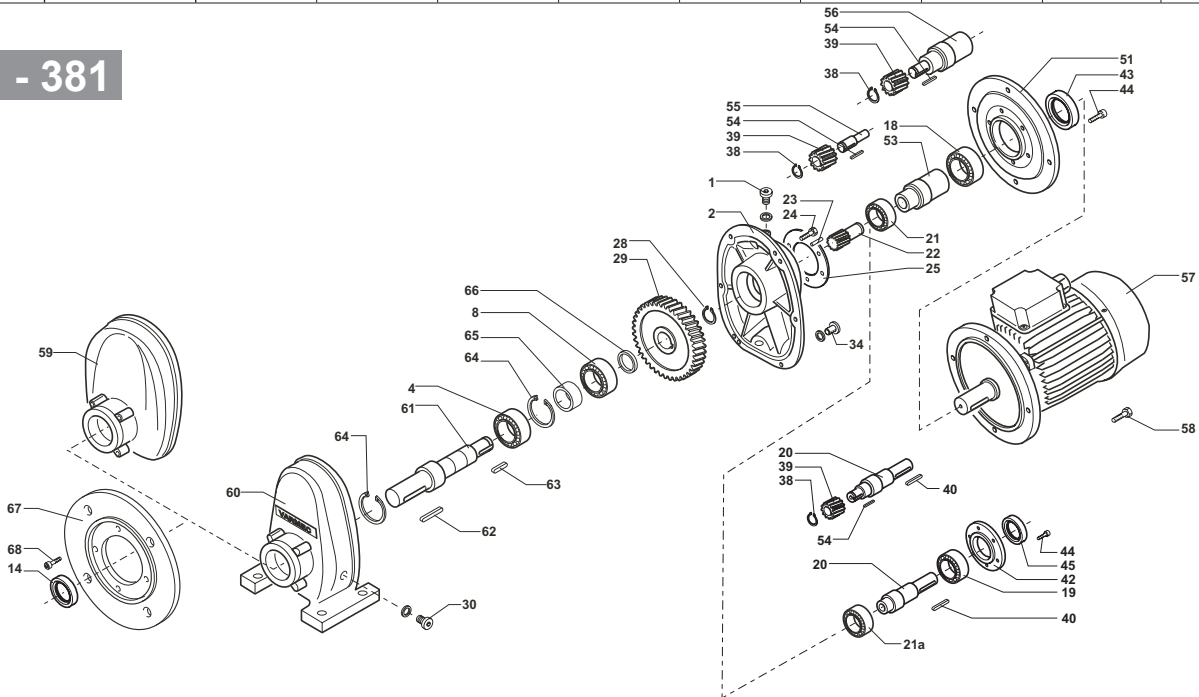
PARTI DI RICAMBIO / SPARE PARTS LIST / ERSATZTEILLISTE
 LISTE DES PIÈCES DÉTACHÉES / LISTA DE RECAMBIOS / PEÇAS SOBRESSALENTES

141-191



CV - RCV		Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos					Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores			
		4	8	18	19	21	22	14	43	45
141	IEC 80	6004	6201	6006 ZZ	6204	6204	6004	20/42/7	35/47/7	20/35/7
	IEC 63/71			6005		6004			25/40/7	
191	IEC 80-90	6204	6202	6007	6204	6205	6004	25/47/7	35/52/7	30/47/7
	IEC 56/63/71			6005		6004			25/40/7	

241 - 381

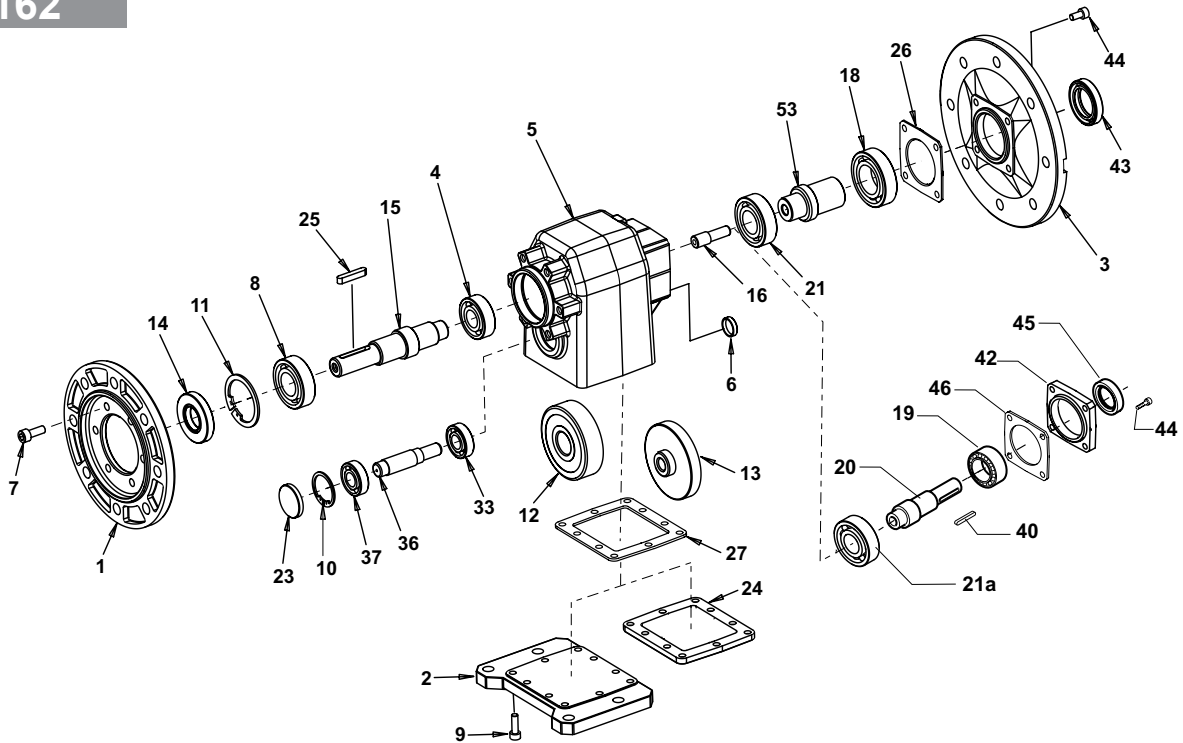


CV - RCV		Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos							Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
		4	8	18	19	21	21a	14	43	45	
241	IEC 63/71/80/90	NF	6304	6304	6007	6206	6205	6205	30/52/7	35/52/7	30/47/7
		P							30/47/7		
281	IEC 100	NF	6304	6304	6009	6206	6205	6205	30/52/7	45/62/7	30/47/7
		P							30/47/7		
381	IEC 71/80/90/100/112	IEC 132	6306	6306	6009	6207	6206	6206	40/62/7	45/62/7	35/52/7
			6306	6306	6011	6207	6206	6206	40/62/7	55/80/8*	35/52/7
381			6308	6308	6011	6308	6207	NJ207	50/90/10	55/80/8*	40/52/7

* Anelli di tenuta in Viton / Viton oilseals / Viton Öldichtungen / Bagues d'étanchéité / Viton retenes / Viton Retentores

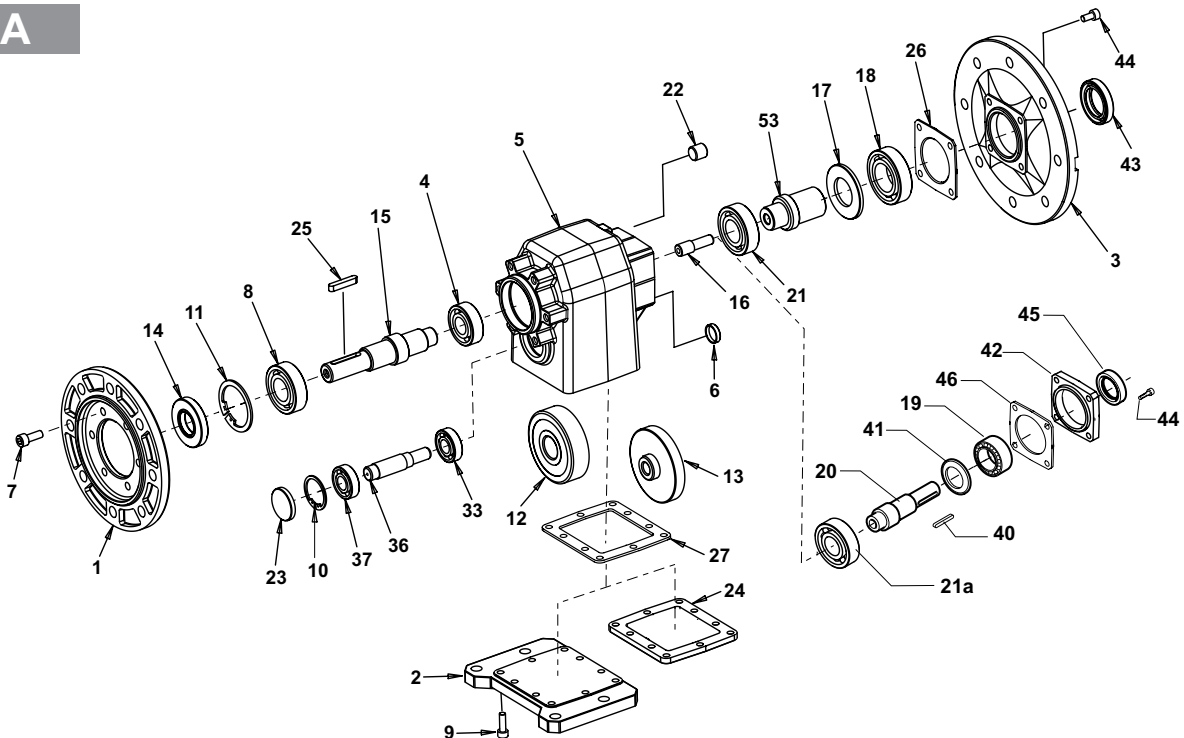
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162



CV - RCV		Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos								Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
		4	8	18	19	21	21a	33	37	14	43	45
162	IEC 80	6202	6004	6006 ZZ	6204	6204	6004	6001	6001	20/42/7	35/47/7	20/35/7
	IEC 63/71			6005		6004					25/40/7	

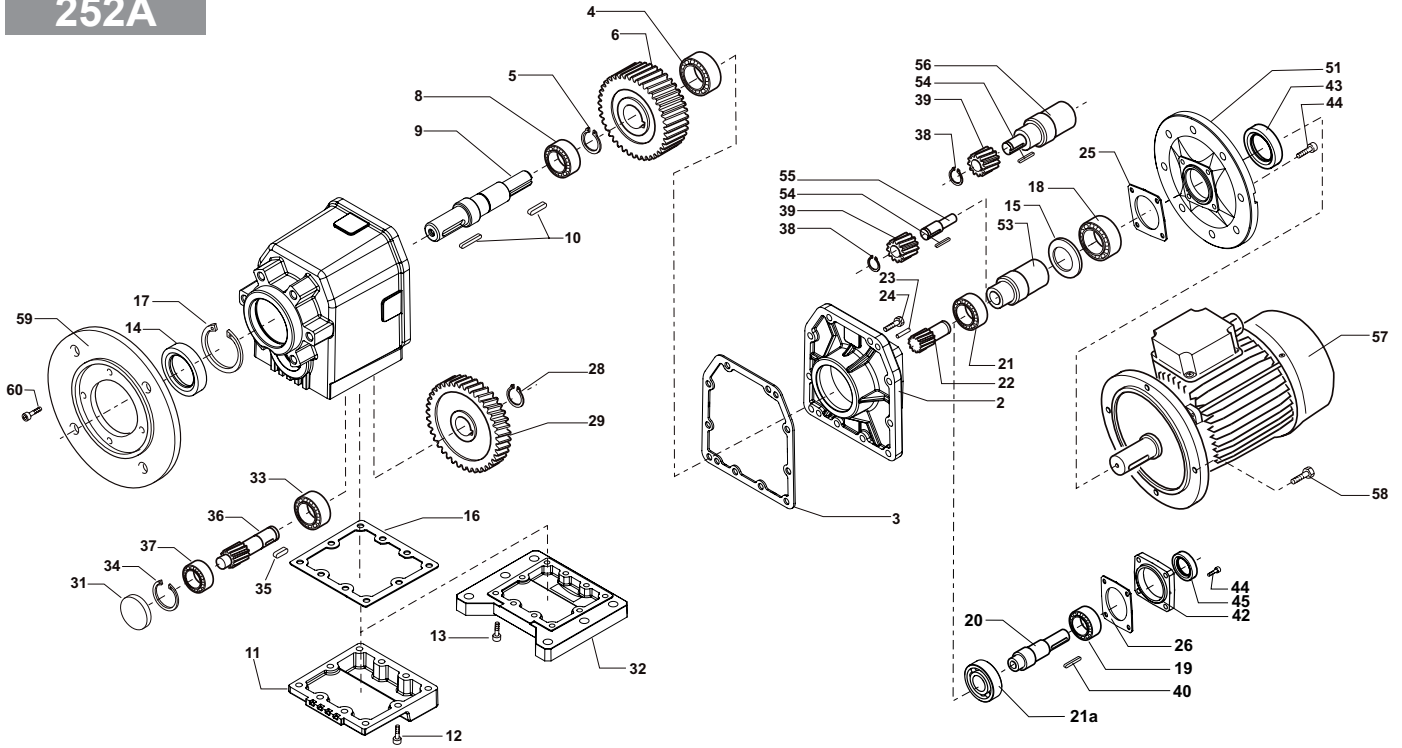
202A



CV - RCV		Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos								Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
		4	8	18	19	21	21a	33	37	14	43	45
202A	IEC 80-90	6203	6204	6007	6206	6205	6205	6301	6201	25/47/7	35/56/8	30/47/7
	IEC 56-63-71			6005		6004					25/40/7	

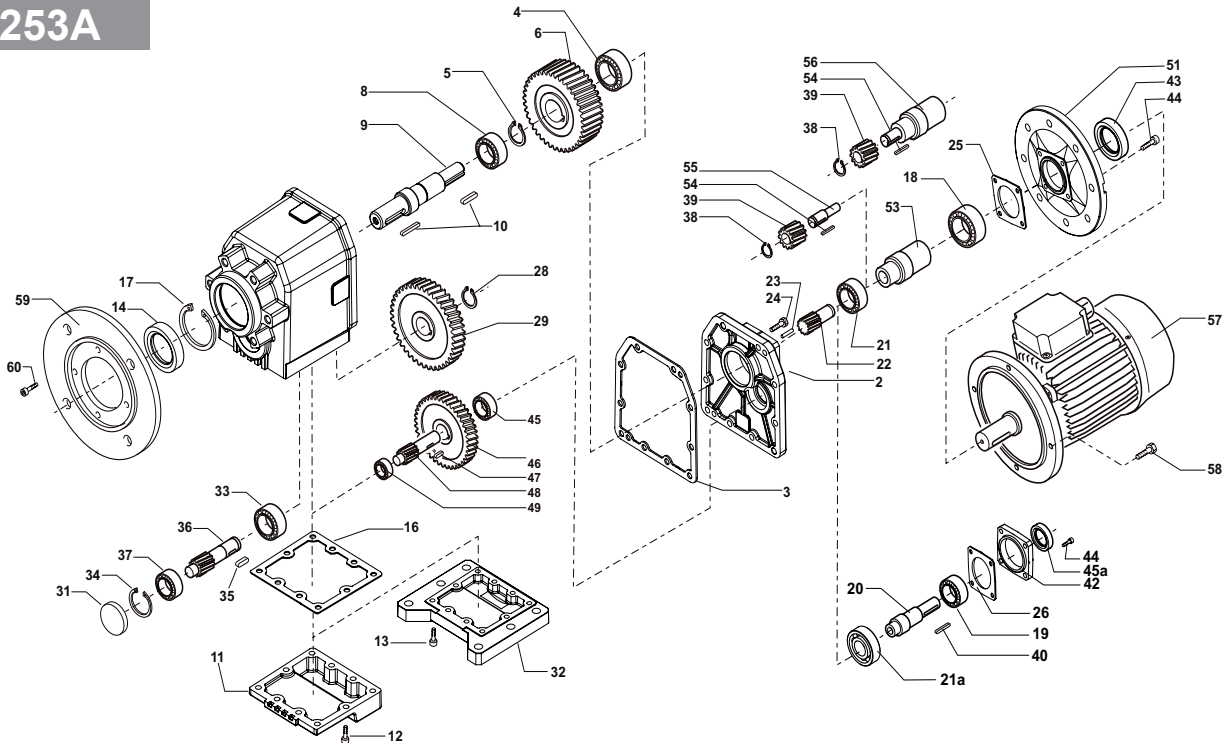
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 LISTE DES PIÈCES DÉTACHÉES / LISTA DE RECAMBIOS / PEÇAS SOBRESSALENTES

252A



CV - RCV	Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos								Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retenores		
	4	8	18	19	21	21a	33	37	14	43	45
252A	6204	6205	6007	6206	6205	6205	6302	6301	30/52/7	35/56/8	30/47/7

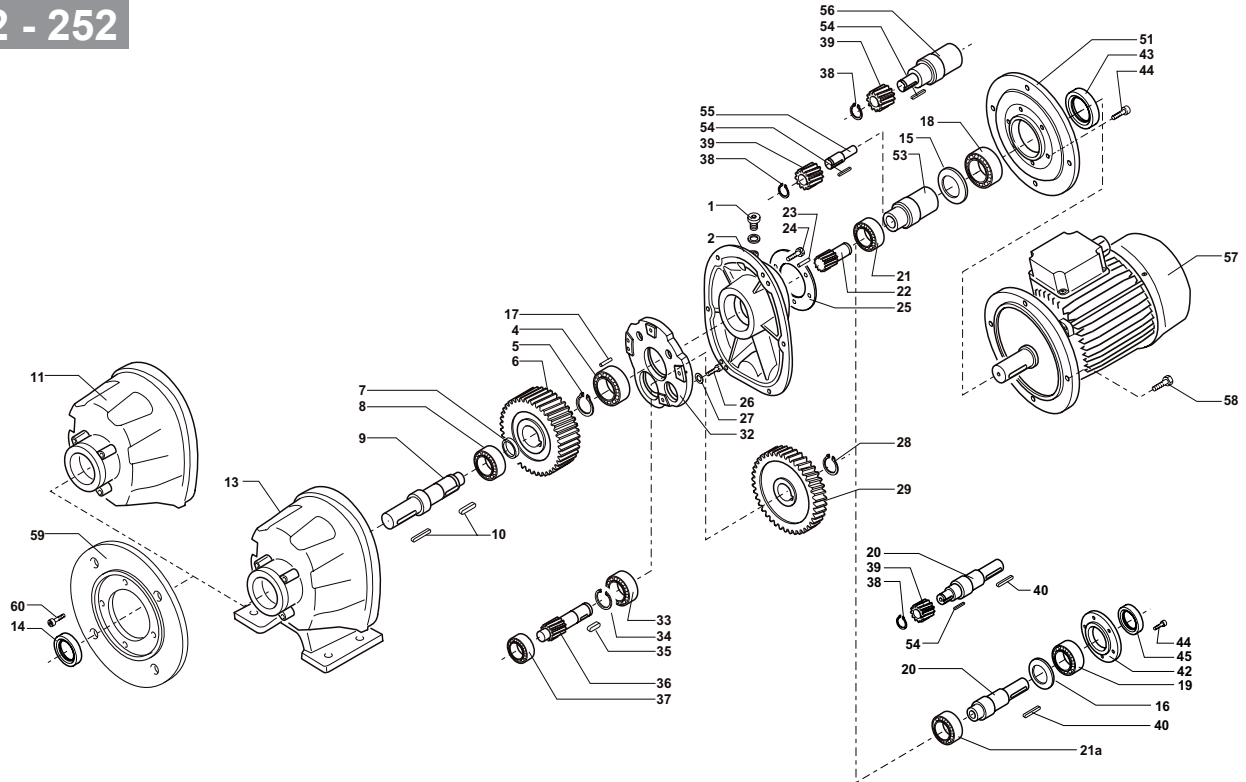
253A



CV - RCV	Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos										Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retenores		
	4	8	18	19	21	21a	33	37	45	49	14	43	45a
253	6204	6205	6005	6204	6004	6004	6302	6301	6001	6001	30/52/7	25/40/7	20/35/7

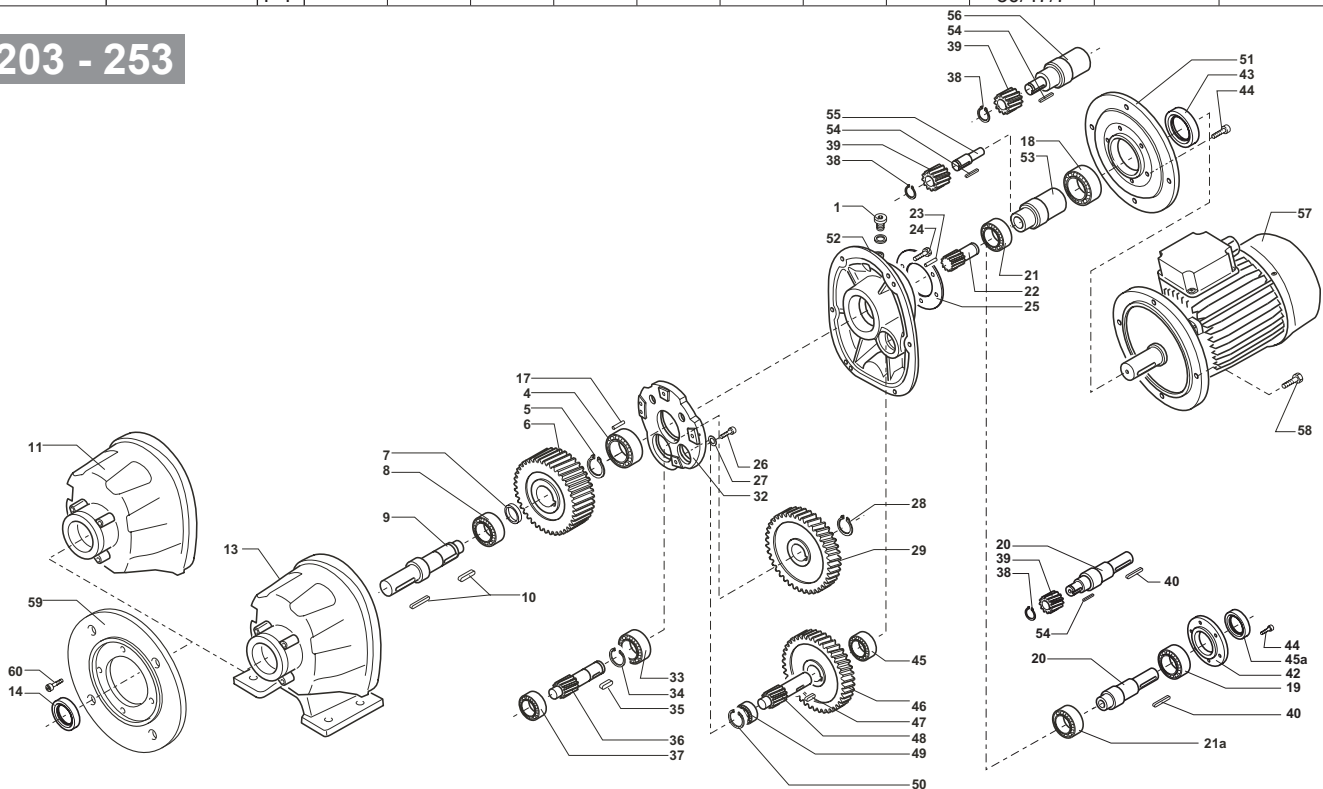
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 LISTE DES PIÈCES DÉTACHÉES / LISTA DE RECAMBIOS / PEÇAS SOBRESSALENTES

202 - 252



CV - RCV			Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos								Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
			4	8	18	19	21	21a	33	37	14	43	45
202			6203	6204	6007	6206	6205	6205	6301	6201	25/47/7	35/52/7	30/47/7
252	IEC 63/71/80/90	NF	6204	6205	6007	6206	6205	6205	6302	6301	30/52/7	35/52/7	30/47/7
		P-F	6204	6205	6009	6206	6205	6205	6302	6301	30/47/7	45/62/7	30/47/7
	IEC 100	NF	6204	6205	6009	6206	6205	6205	6302	6301	30/52/7	45/62/7	30/47/7
		P-F	6204	6205	6009	6206	6205	6205	6302	6301	30/47/7	45/62/7	30/47/7

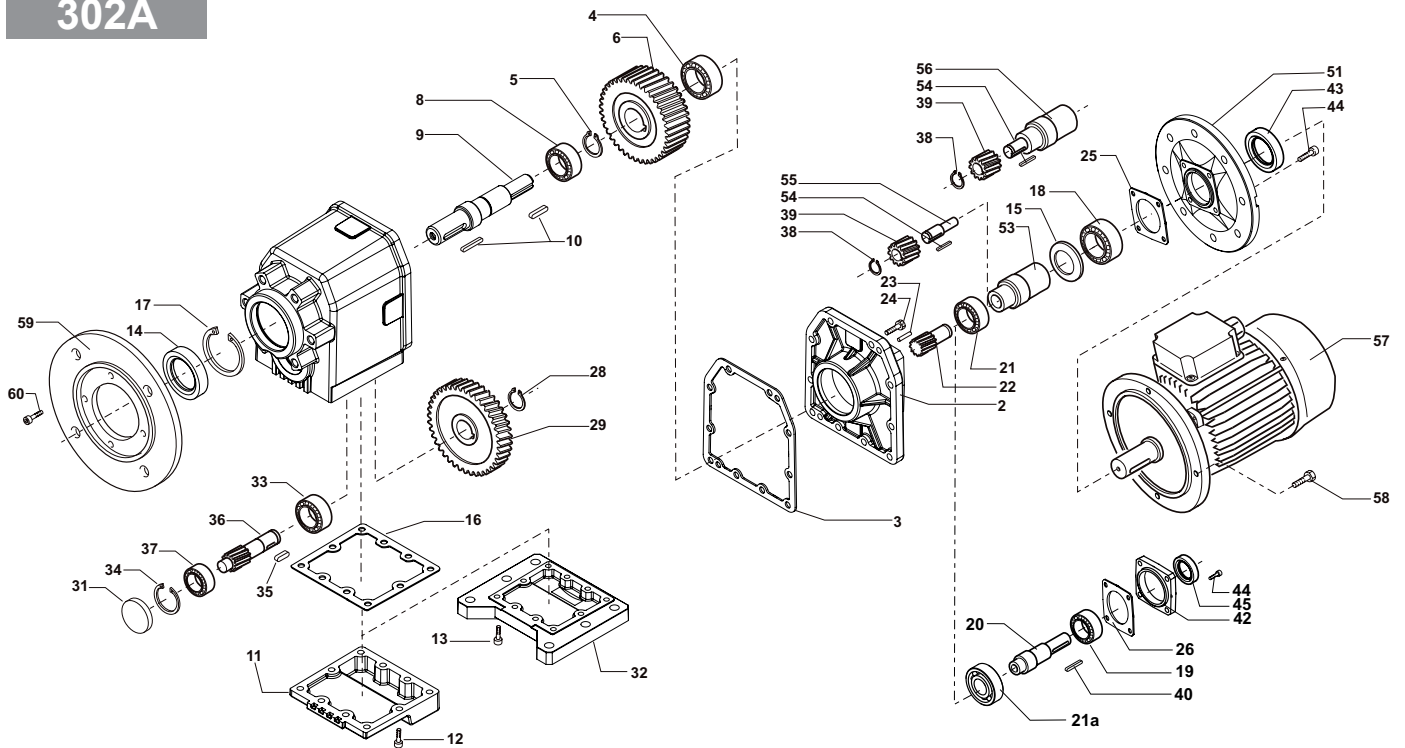
203 - 253



CV - RCV			Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos								Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores				
			4	8	18	19	21	21a	33	37	45	49	14	43	45a
203			6203	6204	6005	6204	6004	6004	6301	6201	6000	6001	25/47/7	25/40/7	20/35/7
253	NF P-F	NF	6204	6205	6005	6204	6004	6004	6302	6301	6201	6001	30/52/7	25/40/7	20/35/7
		P-F	6204	6205	6005	6204	6004	6004	6302	6301	6201	6001	30/47/7	25/40/7	20/35/7

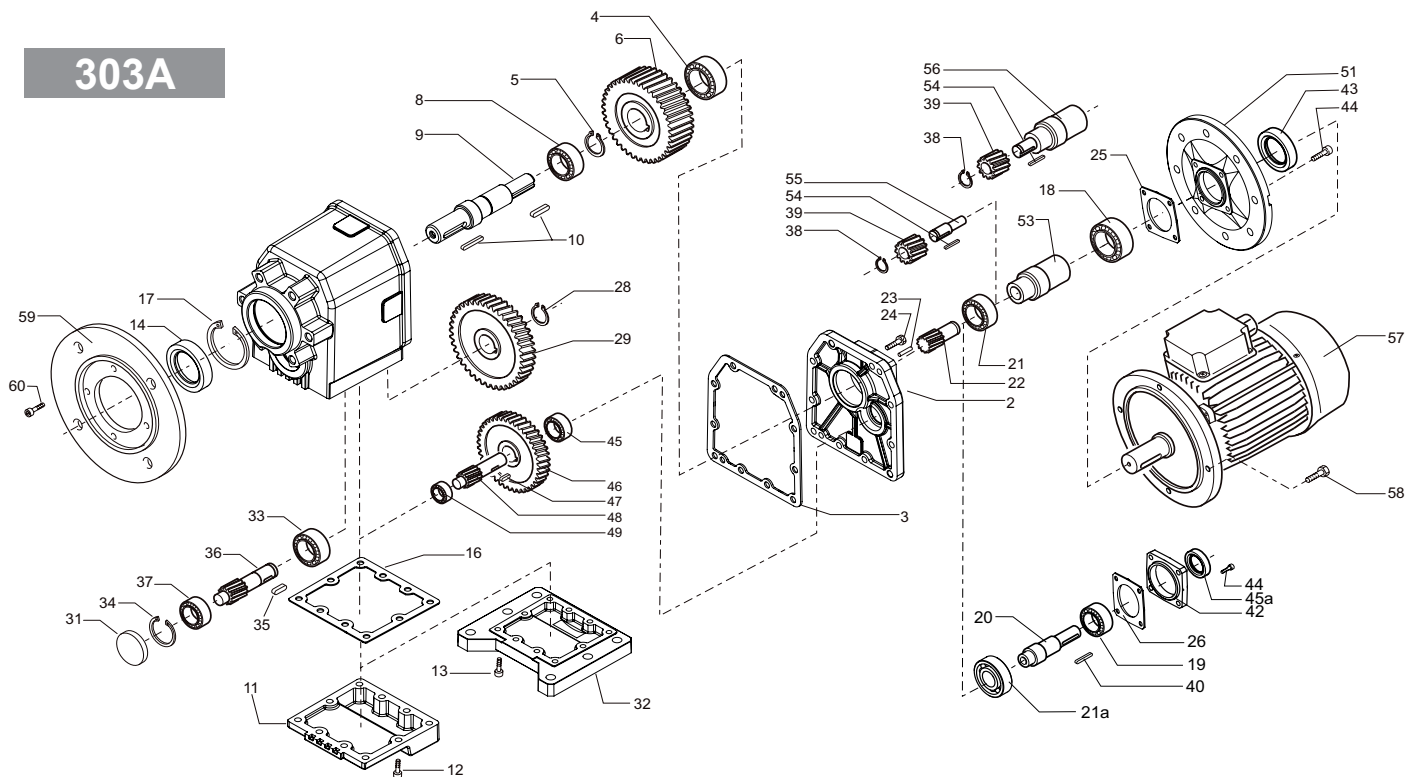
PARTI DI RICAMBIO / SPARE PARTS LIST / ERSATZTEILLISTE
 LISTE DES PIÈCES DÉTACHÉES / LISTA DE RECAMBIOS / PEÇAS SOBRESSALENTES

302A



CV - RCV		Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos							Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retenores			
		4	8	18	19	21	21a	33	37	14	43	45
302A	IEC 100/112	6305	6207	6009	6207	6206	6206	6303	NJ202	40/72/7	45/62/7	35/52/7
	IEC 63-71-80-90			6007		6305					45/62/7	

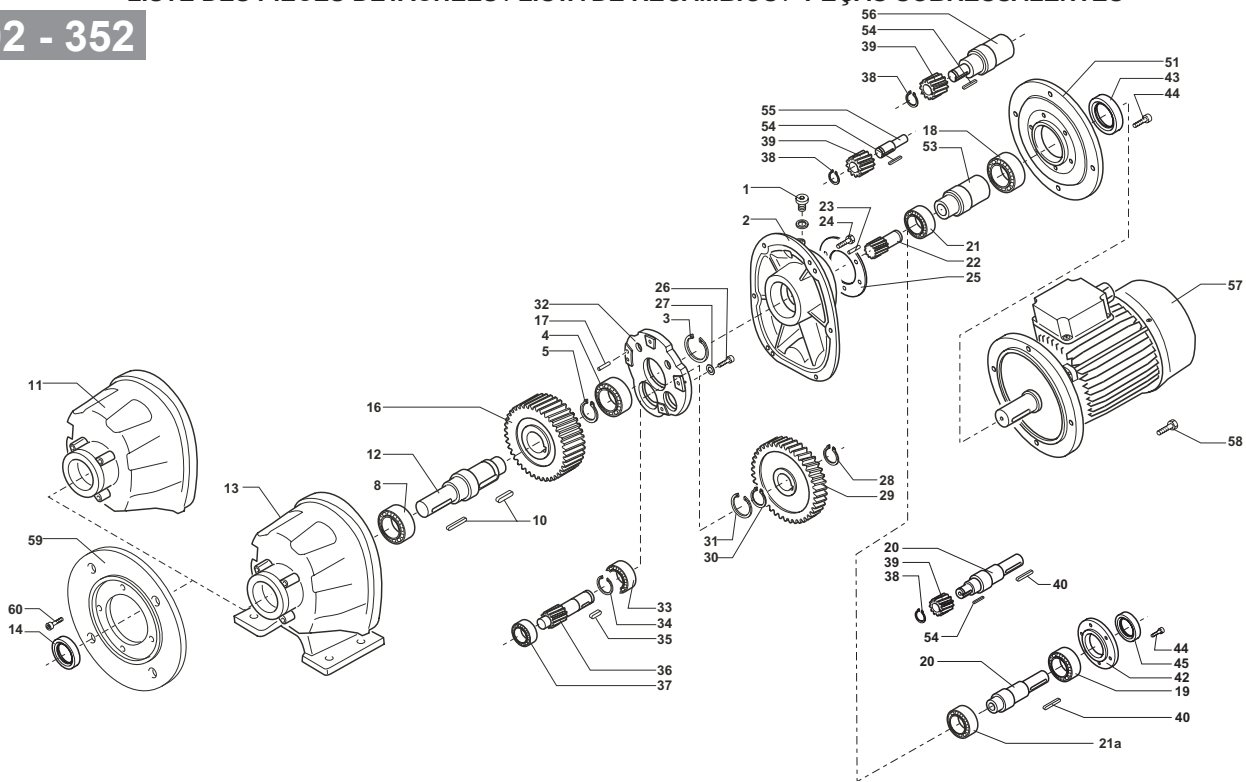
303A



CV - RCV		Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos									Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retenores			
		4	8	18	19	21	21a	33	37	45	49	14	43	45a
303A		6305	6207	6007	6206	6205	6205	6303	NJ202	6201	6301	40/72/7	35/56/8	30/47/7

PARTI DI RICAMBIO / SPARE PARTS LIST / ERSATZTEILLISTE
 LISTE DES PIÈCES DÉTACHÉES / LISTA DE RECAMBIOS / PEÇAS SOBRESSALENTES

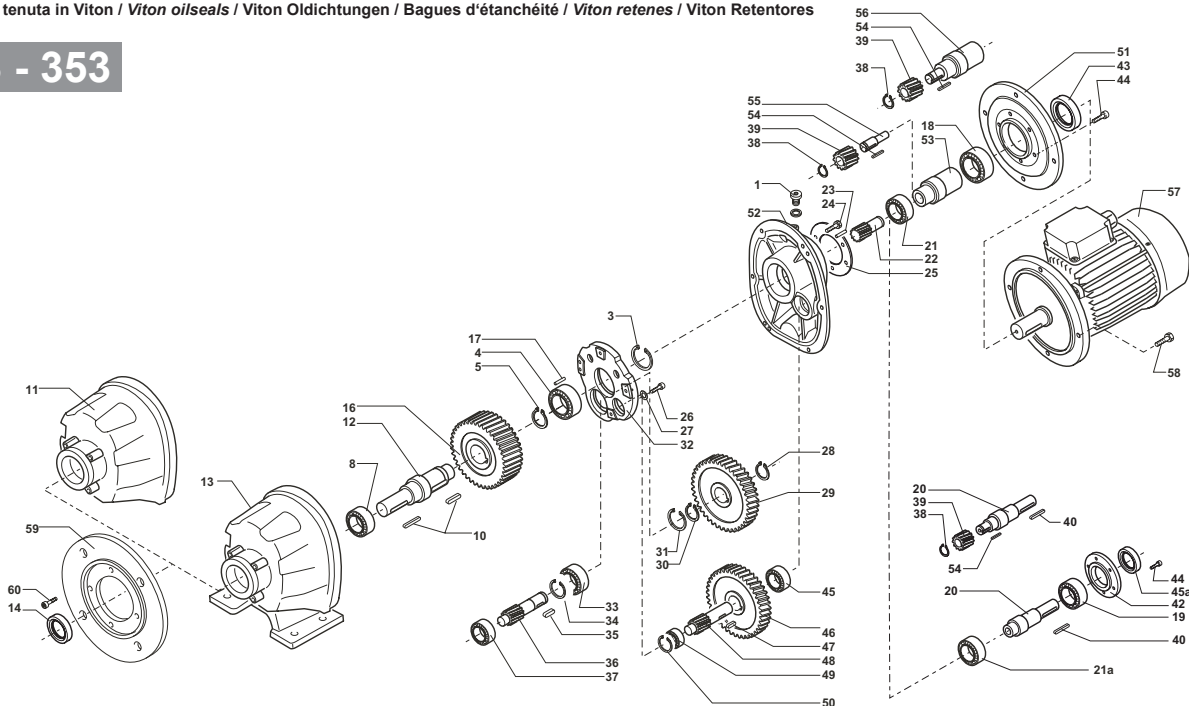
302 - 352



CV - RCV			Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos								Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
			4	8	18	19	21	21a	33	37	14	43	45
302	IEC 71/80/90/100/112	NF P-F	6006	6008	6009	6207	6206	6206	6205	6204	40/68/8 40/52/7	45/62/7	35/52/7
	IEC 132	NF P-F	6006	6008	6011	6207	6206	6206	6205	6204	40/68/8 40/52/7	55/80/8*	35/52/7
352	IEC 71/80/90/100/112	NF P-F	32006	32008	6009	6207	6206	NJ 206	30205	30204	40/68/8 40/52/7	45/62/7	35/52/7
	IEC 132	NF P-F	32006	32008	6011	6207	6206	NJ 206	30205	30204	40/68/8 40/52/7	55/80/8*	35/52/7

* Anelli di tenuta in Viton / Viton oilseals / Viton Oldichtungen / Bagues d'étanchéité / Viton retenes / Viton Retentores

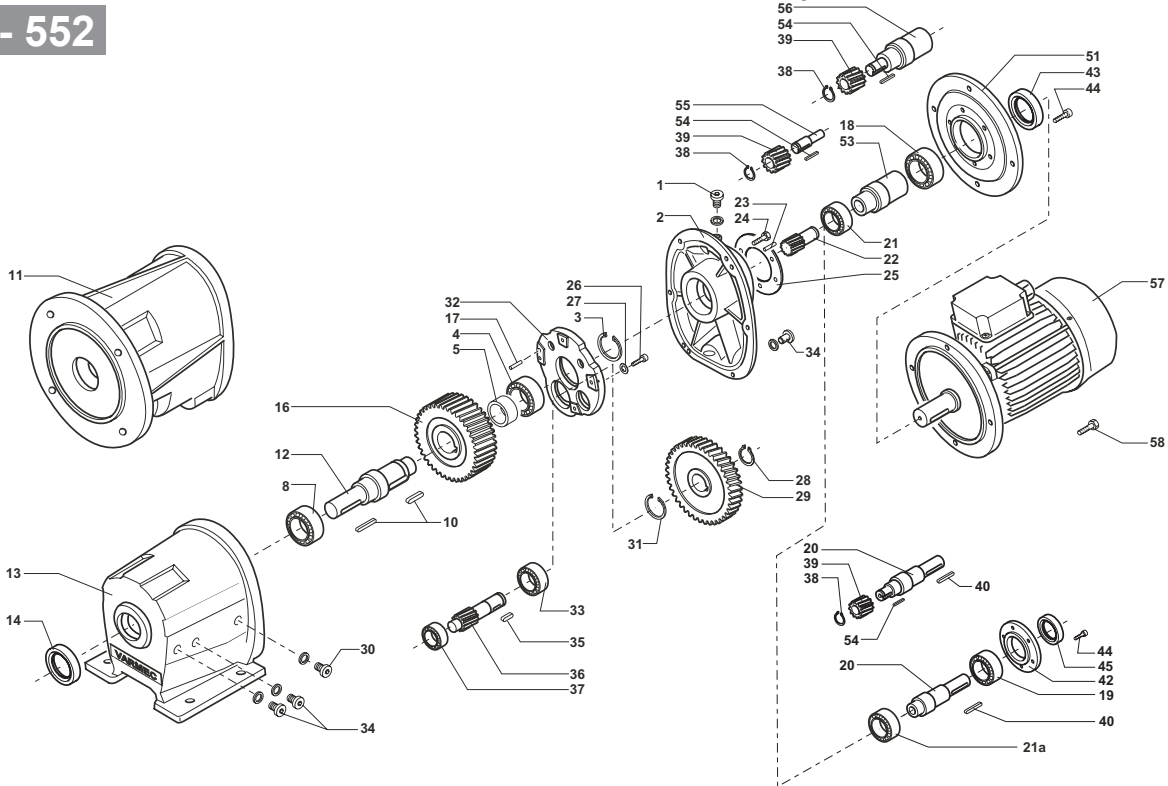
303 - 353



CV - RCV			Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos								Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores				
			4	8	18	19	21	21a	33	37	45	49	14	43	45a
303	NF P-F		6006	6008	6007	6206	6205	6205	6205	6204	6202	6202	40/68/8 40/52/7	35/52/7	30/47/7
	NF P-F		32006	32008	6007	6206	6205	6205	30205	30204	6202	6202	40/68/8 40/52/7	35/52/7	30/47/7

PARTI DI RICAMBIO / SPARE PARTS LIST / ERSATZTEILLISTE
 LISTE DES PIÉCES DÉTACHÉES / LISTA DE RECAMBIOS / PEÇAS SOBRESSALENTES

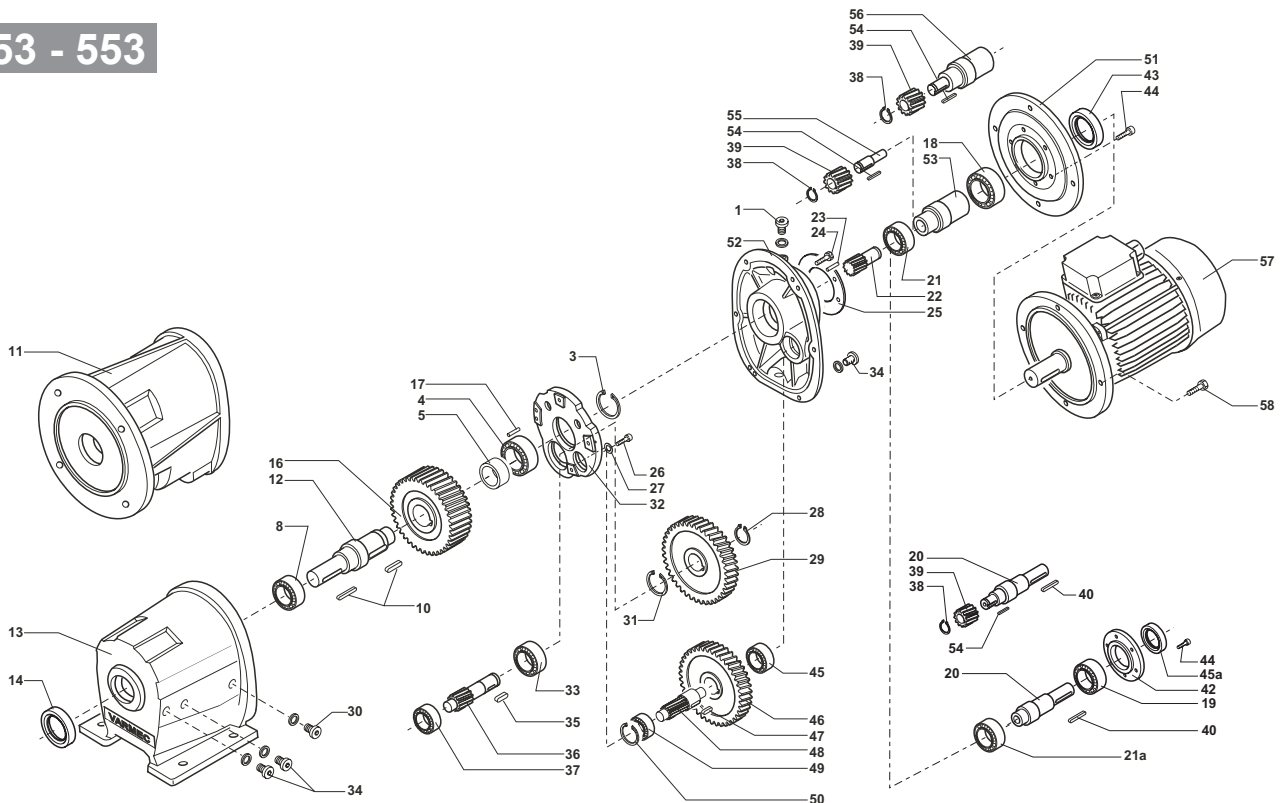
452 - 552



CV - RCV	Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos									Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
	4	8	18	19	21	21a	33	37		14	43	45
452		32008	32010	6011	6308	6207	NJ 207	32006	32006	50/72/8	55/80/8*	40/52/7
552	IEC 160-180	32011	32012	6014	6310	6309	NJ 309	32206	32206	60/85/8	70/90/10*	50/90/10
	IEC 90/100/112/132			6011		6207					55/80/8*	

* Anelli di tenuta in Viton / Viton oilseals / Viton Oldichtungen / Bagues d'étanchéité / Viton retenes / Viton Retentores

453 - 553

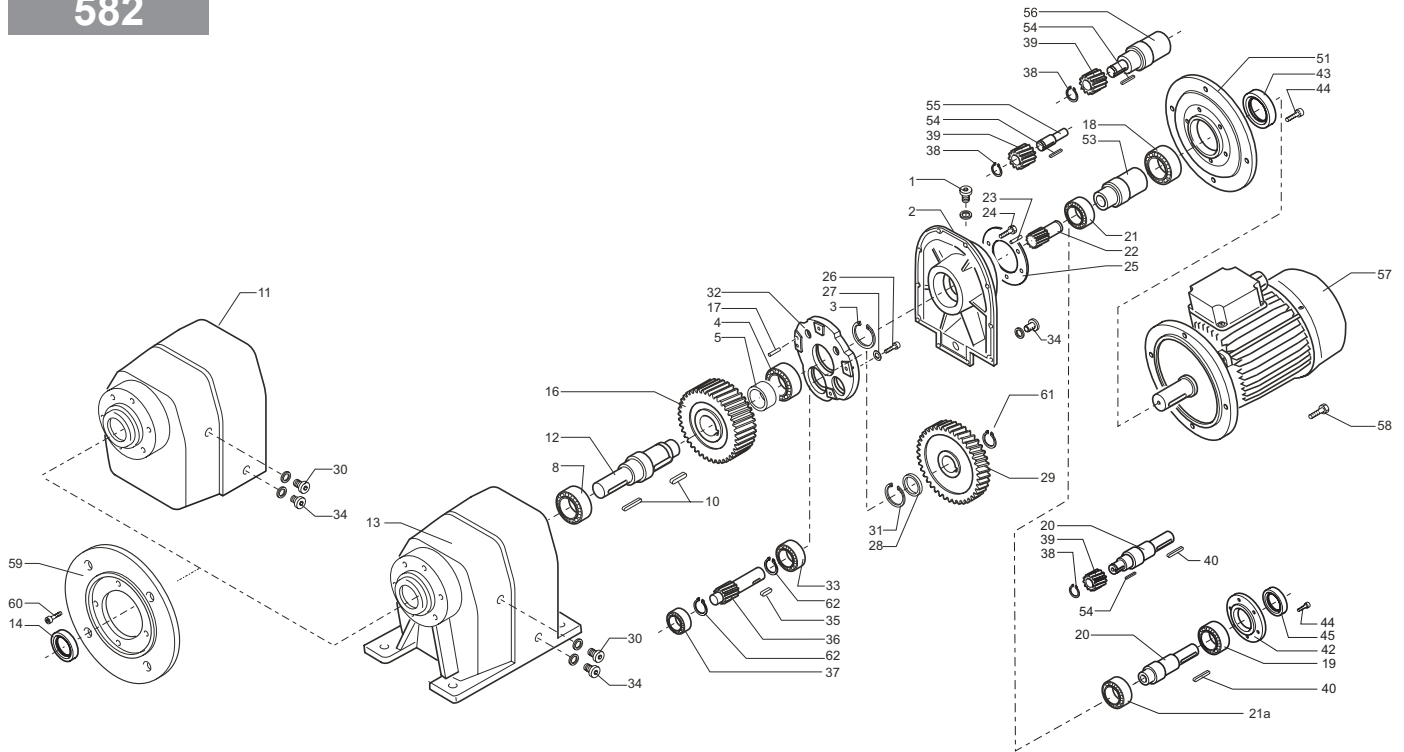


CV - RCV	Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos										Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
	4	8	18	19	21	21a	33	37	45	49	14	43	45a
453	32008	32010	6009	6207	6206	6206	32006	32006	6303	6303	50/72/8	45/62/7	35/52/7
553	32011	32012	6011	6308	6207	6207	32206	32206	6304	6304	60/85/8	55/80/8*	40/52/7

* Anelli di tenuta in Viton / Viton oilseals / Viton Oldichtungen / Bagues d'étanchéité / Viton retenes / Viton Retentores

PARTI DI RICAMBIO / SPARE PARTS LIST / ERSATZTEILLISTE
 LISTE DES PIÈCES DÉTACHÉES / LISTA DE RECAMBIOS / PEÇAS SOBRESSALENTES

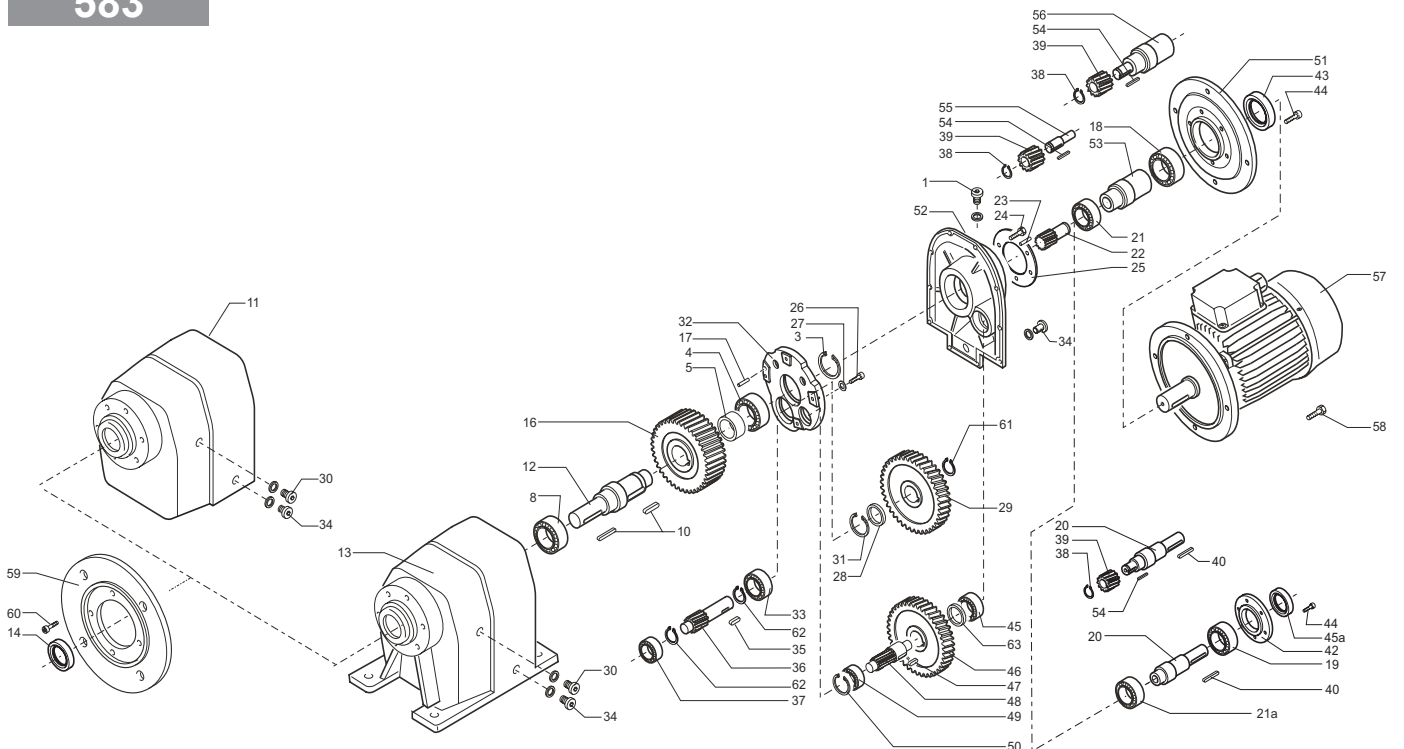
582



CV - RCV	Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos									Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
	4	8	18	19	21	21a	33	37	14	43	45	
582	IEC 160-180 IEC 90/100/112/132	32211	30213	6014 6011	6310	6309 6207	NJ309	30308	30308	65/90/10	70/90/10* 55/80/8*	50/90/10

* Anelli di tenuta in Viton / Viton oilseals / Viton Oldichtungen / Bagues d'étanchéité / Viton retenes / Viton Retentores

583

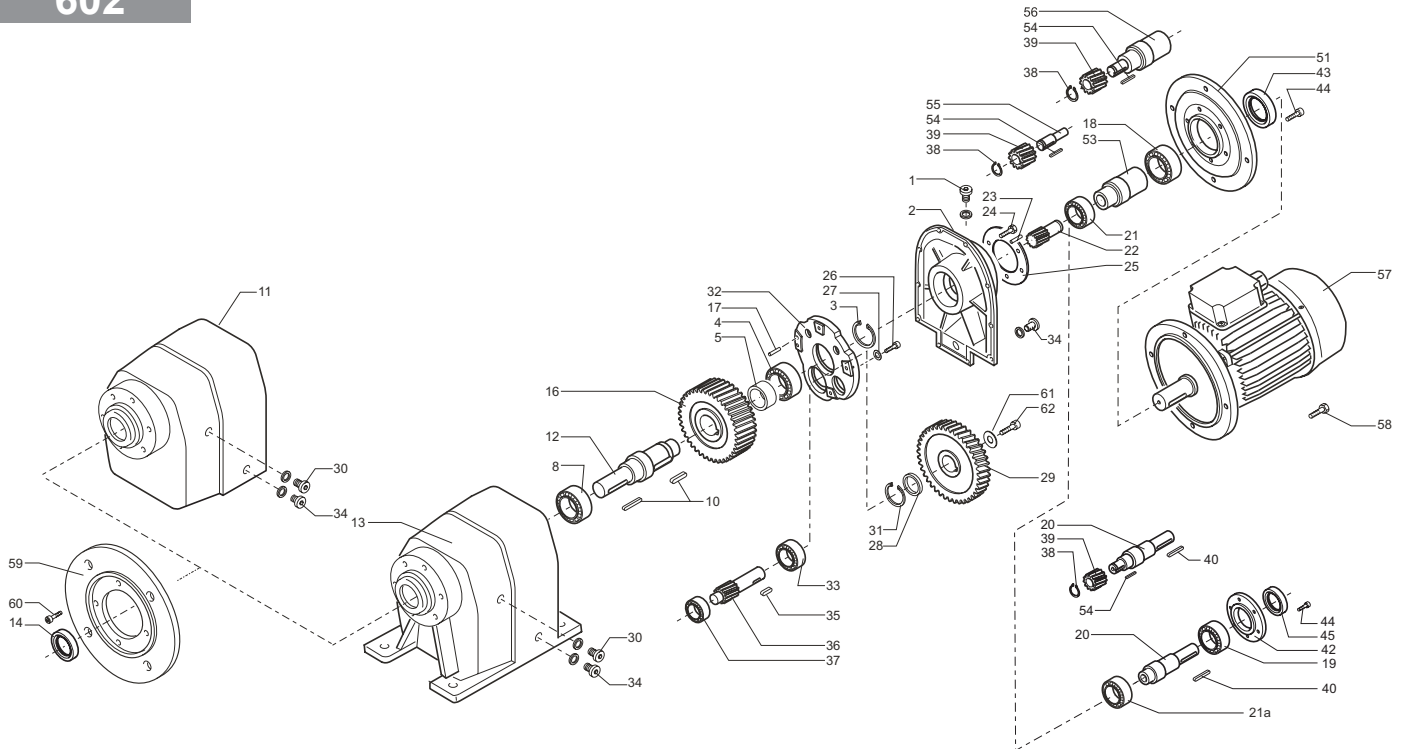


CV - RCV	Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos										Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
	4	8	18	19	21	21a	33	37	45	49	14	43	45a
583	32211	30213	6011	6308	6207	6207	30308	30308	32205	32205	65/90/10	55/80/8*	40/52/7

* Anelli di tenuta in Viton / Viton oilseals / Viton Oldichtungen / Bagues d'étanchéité / Viton retenes / Viton Retentores

PARTI DI RICAMBIO / SPARE PARTS LIST / ERSATZTEILLISTE
 LISTE DES PIÈCES DÉTACHÉES / LISTA DE RECAMBIOS / PEÇAS SOBRESSALENTES

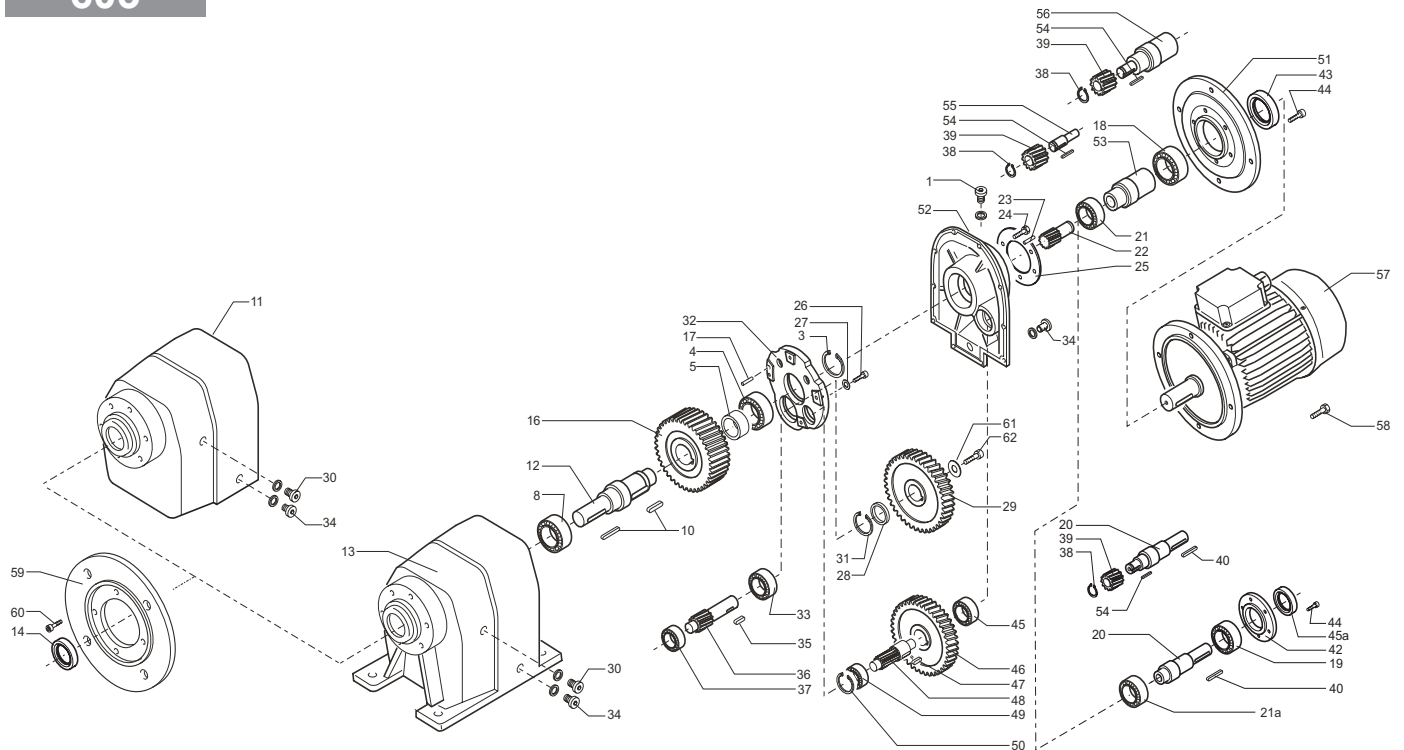
602



CV - RCV	Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos							Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores				
	4	8	18	19	21	21a	33	37	14	43	45	
602	IEC 200											
	IEC 160-180	32212	32214	6216	6310	NJ 211	NJ 309	30308	32308	70/100/10	80/100/8*	50/90/10
	IEC 90/100/112/132			6014		6309					70/90/10*	

* Anelli di tenuta in Viton / Viton oilseals / Viton Oldichtungen / Bagues d'étanchéité / Viton retenes / Viton Retentores

603



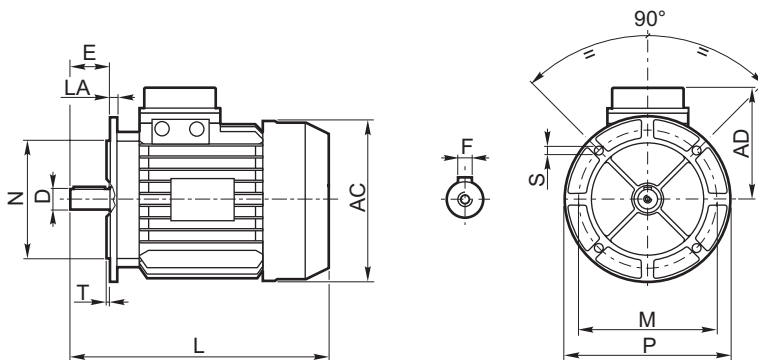
CV - RCV	Cuscinetti / Bearings / Lager Roulements / Rodamientos / Rolamentos										Anelli di tenuta / Oilseals / Öldichtungen Bagues d'étanchéité / Retenes / Retentores		
	4	8	18	19	21	21a	33	37	45	49	14	43	45a
603	32212	32214	6014	6310	6309	NJ 309	30308	32308	32206	32206	70/100/10	70/90/10*	50/90/10

* Anelli di tenuta in Viton / Viton oilseals / Viton Oldichtungen / Bagues d'étanchéité / Viton retenes / Viton Retentores

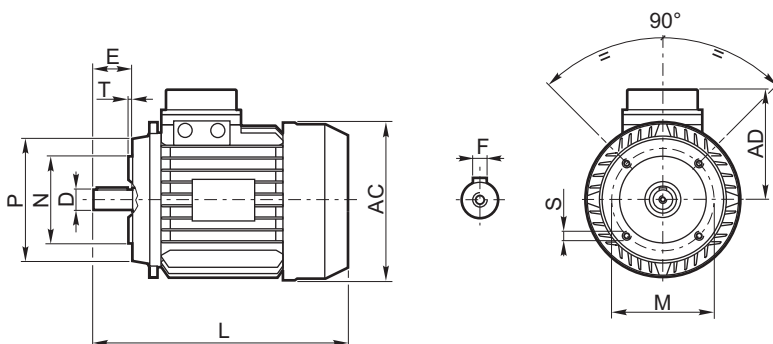
MOTORI ELETTRICI / ELECTRIC MOTORS / ELEKTROMOTOREN
 MOTEURS ELECTRIQUES / MOTORES ELECTRICOS / MOTORES ELETRICOS

Motore elettrico trifase / Threephase electric motor / Drehstrommotor
 Moteur électrique triphasé / Motor eléctrico trifásico / Motor elétrico trifásico

B5



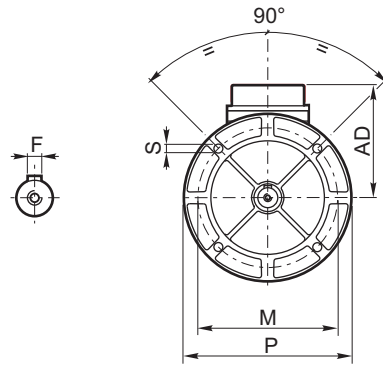
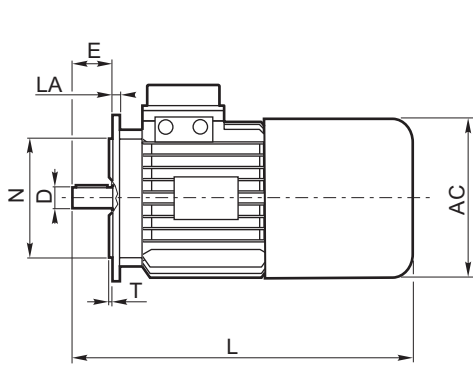
B14



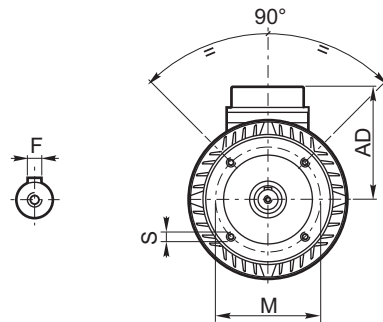
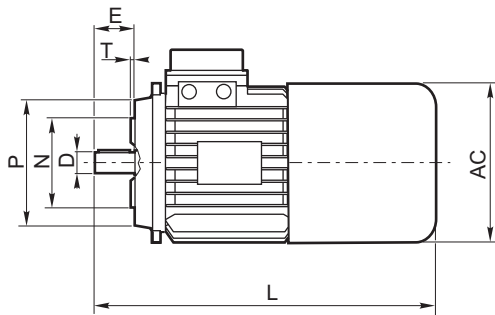
n°poli / poles n.						Grandezza Size	B5 - B14						B5					B14					
2		4		6			D	E	F	L	AD	AC	P	N	M	T	S	LA	P	N	M	T	S
kW	Kg	kW	Kg	kW	Kg																		
0.09	2.6	0.06	2.5	—	—	56	9	20	3	188	108	110	120	80	100	2.5	7	7	80	50	65	2.5	M5
0.13	3.2	0.09	2.6	0.06	2.6																		
0.185	4.1	0.135	4	—	—	63	11	23	4	208	113	123	140	95	115	3	10	10	90	60	75	2.5	M5
0.25	4.4	0.185	4.6	0.12	5																		
0.37	5.8	0.25	6	0.185	6.6	71	14	30	5	242	125	147	160	110	130	3	9	9.5	105	70	85	2.5	M6
0.55	6.5	0.37	6.6	0.25	7.7																		
0.75	8.4	0.55	8	0.37	8.3	80	19	40	6	279	133	165	200	130	165	3.5	12	10.5	120	80	100	3	M6
1.1	9.5	0.75	9.5	0.55	10																		
1.5	12.3	1.1	12.4	0.75	12	90S				305													
1.85	12.8	—	—	—	—			24	50	8	148	181	200	130	165	3	11.5	11	140	95	115	3	M8
2.2	15	1.5	14.5	1.1	14.3	90L				330													
—	—	1.85	16.5	—	—																		
3	19.7	2.2	18.5	1.5	19	100	28	60	8	370	156	198	250	180	215	2.5	14	15	160	110	130	3.5	M8
4	24	3	21.4	—	—																		
5.5	31.6	4	31.3	2.2	30	112	28	60	8	388	173	222	250	180	215	2.5	14	11.5	160	110	130	3.5	M8
7.5	34.5	5.5	42	3	40						460												
—	—	7.5	52.5	4	46.4	132S	38	80	10	189	264	300	230	265	4	14	15	200	130	165	4	M10	
—	—	9.2	56.5	5.5	52.5						500												
11	52.5	11	79.2	7.5	78	160				610													
15	59	—	—	—	—			42	110	12	235	317	350	250	300	5	18	15	250	180	215	5	M12
18.5	98	15	97.5	11	110	160L				654													
22	109	—	—	—	—																		
—	—	18.5	154	15	140	180	48	110	14	710	248	320	350	250	300	5	19	17					
—	—	22	160	—	—																		

Motore elettrico trifase autofrenante / *Threephase electric motor with brake* / Drehstrommotor
 Moteur électrique triphasé frein / Motor eléctrico trifásico autofrenante / motor elétrico trifásico autofrenante

B5



B14



n°poli / poles n.						Grandezza Size	B5 - B14						B5					B14					
2		4		6			D	E	F	L	AD	AC	P	N	M	T	S	LA	P	N	M	T	S
kW	Kg	kW	Kg	kW	Kg																		
0.09	4.0	0.06	4.0	—	—	56	9	20	3	220	108	110	120	80	100	2.5	7	7	80	50	65	2.5	M5
0.13	5.0	0.09	5.0	0.06	3.0		11	23	4	256	113	123	140	95	115	3	10	10	90	60	75	2.5	M5
0.185	5.1	0.135	5	—	—	63	14	30	5	286	125	147	160	110	130	3	9	9.5	105	70	85	2.5	M6
0.25	5.4	0.185	5.7	0.12	6.5		19	40	6	332	133	165	200	130	165	3.5	12	10.5	120	80	100	3	M6
0.37	7.1	0.25	7.5	0.185	7.7	71	24	50	8	357	148	181	200	130	165	3	11.5	11	140	95	115	3	M8
0.55	7.8	0.37	8	0.25	9.2		28	60	8	442	156	198	250	180	215	2.5	14	15	160	110	130	3.5	M8
0.75	10.6	0.55	10.5	0.37	10.5	80	38	80	10	534	191	264	300	230	265	4	14	15	200	130	165	4	M10
1.1	11.7	0.75	12	0.55	12.2		42	110	12	770	235	317	350	250	300	5	18	15	250	180	215	5	M12
1.5	14.5	1.1	14.5	0.75	14	90S	48	110	14	870	235	352	350	250	300	5	19	17					
1.85	15	—	—	—	—		90L	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2.2	17.3	1.5	16.9	1.1	16.7	100		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	1.85	18.5	—	—		112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3	23	2.2	21.5	1.5	22.5	132S		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4	27.5	3	24.9	—	—		132	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5.5	35.5	4	34.6	2.2	33.7	160		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7.5	50	5.5	49.5	3	44.5		160L	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	7.5	60	4	54.2	180		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	9.2	63.9	5.5	60																		
11	79	11	86.2	7.5	85																		
15	93	—	—	—	—																		
—	—	15	104.5	11	117																		
22	120	—	—	—	—																		
—	—	18.5	154	15	140																		
—	—	22	160	—	—																		