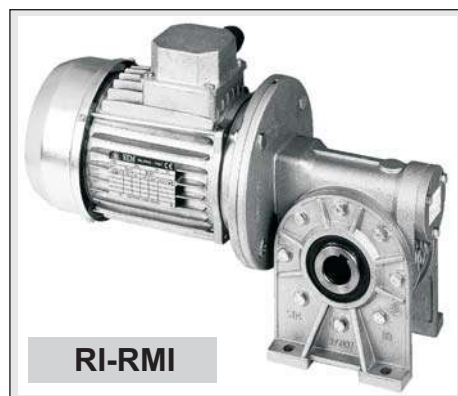
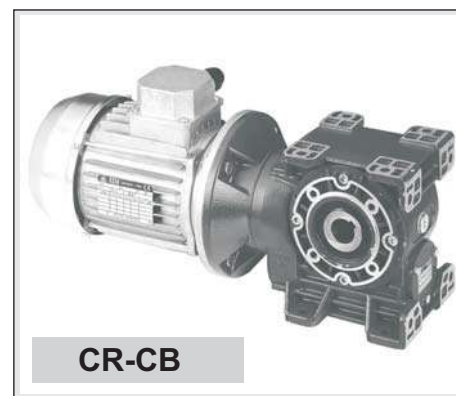




1.0 RIDUTTORI A VITE SENZA FINE R - CR - C
1.0 WORM GEARBOXES R - CR - C
1.0 SCHNECKENGETRIEBE R - CR - C

R-CR-C

1.1	Caratteristiche tecniche	<i>Technical characteristics</i>	Technische Eigenschaften	B1
1.2	Designazione	<i>Designation</i>	Bezeichnungen	B4
1.2	Versioni	<i>Versions</i>	Ausführungen	B5
1.4	Lubrificazione	<i>Lubrication</i>	Schmierung	B16
1.5	Carichi radiali e assiali	<i>Axial and overhung loads</i>	Radiale und Axiale Belastungen	B24
1.6	Prestazioni riduttori	<i>Gearboxes performances</i>	Leistungen der Getriebe	B27
1.7	Prestazioni motoriduttori	<i>Gearmotors performances</i>	Leistungen der Getriebemotoren	B42
1.8	Dimensioni	<i>Dimensions</i>	Abmessungen	B80
1.9	Accessori	<i>Accessories</i>	Zubehör	B98

B**RI-RMI****CRI-CRMI****CR-CB****1.1 Caratteristiche tecniche**

RI-RMI - Il rinnovamento del prodotto principale dell'azienda, prevede sostanzialmente tre innovazioni: due tecnologiche e una commerciale. E' stata utilizzata la pressofusione per tutti i particolari in alluminio (dalla grandezza 28 alla 85) per migliorare la resistenza flessotorsionale viene da anni adottato il profilo ZI per la dentatura (sezione ad evolvente) per migliorare il rendimento e la silenziosità ed infine è stata introdotta la flangiatura modulare in uscita (FL) per aumentarne la flessibilità.



Nuove idee per crescere insieme: per primi dal 1987 con il brevetto del limitatore di coppia integrato all'interno del riduttore standard.

1.1 Technical characteristics

RI-RMI - The company has decided to update main product by adding three innovative principles : two technical and one commercial.

All components in aluminium are die casted (from size 28 to size 85) to increase resistance to torsional and structure flexibility.

ZI teething profile (section and involute) has been adopted to increase efficiency and silentness.

Finally, a modular attachable output flange (FL) has been adopted to increase flexibility.



New ideas to approach a bigger market together: first since 1987 the patent of the torque limiter built inside our standard gearbox.

1.1 Technische Eigenschaften

RI-RMI - Die Erneuerung des Kernprodukt des Unternehmens bietet drei wesentliche Innovationen: zwei technische und eine wirtschaftliche.

Es wurde für alle Aluminium-Teile (ab Größe 28 bis 85) das Druckgießverfahren angewendet, um den Biege-Widerstand zu verbessern. Für die Evolventenverzahnung wurde das Profil ZI verwendet, um die Leistung und Geräuschlosigkeit zu verbessern, und letztendlich wurde der modulare Ausgangsflansch (FL) eingeführt, um die Flexibilität zu erhöhen.



Neue Ideen für gemeinsames Wachstum: Seit 1987 nennen wir den Einbau des Drehmomentbegrenzers im Inneren unserer Standardgetriebe unser Patent.

CRI-CRMI - Semplicemente unendo due unità a vite senza fine, otteniamo questa serie di riduttori per applicazioni con rapporti molto lenti: basso rendimento ma alta competitività e silenziosità. Ovviamente sono disponibili tutti gli accessori della serie R, quali le viti bisporgenti in entrata, i conici sulla corona uscita, il limitatore di coppia, albero lento e il braccio di reazione.

CRI-CRMI - Simply to connect two worm gear, we obtain this gearboxes series for applications with low ratios: less efficiency but high competitiveness and silentness.

All accessories of the series R are available, such as double extension input, output taper bearing, torque limiter, output solid shaft and torque arm.

CR-CB - Durch die einfache Kombination von zwei Schneckeneinheiten erhalten wir diese Getriebereihe für sehr langsame Anwendungsverhältnisse: niedrige Leistung, aber hohe Wettbewerbsfähigkeit.

Selbstverständlich stehen alle Zubehörteile der Baureihen R zur Verfügung.

CR-CB - Nella realizzazione di questi riduttori, ha dominato la scelta tecnica di realizzare un unico carter che contenesse tutti gli ingranaggi. Questa soluzione consente un efficiente smaltimento del calore unitamente ad una elevata rigidità e semplicità di applicazione.

Gli effetti più positivi si riflettono sul rendimento, sulla durata e sulla coppia trasmissibile che la logica del compromesso costo/prestazioni ne esalta la convenienza tra i rapporti intermedi.

CR-CB - When designing this range of gearbox, STM technicians decided to project one single body to include all gears.

This solution allows an efficient heat dissipation as well as a high housing rigidity and application easiness.

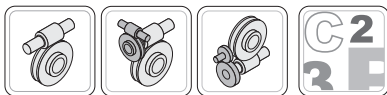
Efficiency will then be positively improved but also longevity and highest transmittable torque.

The compromise cost/performance is particularly centered in the middle range reduction ratios.

CR-CB - Bei der Herstellung dieser Getriebe lag der technische Schwerpunkt auf der Konstruktion eines einzigen Gehäuses, das alle Zahnräder beinhaltet.

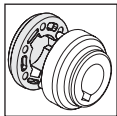
Diese Lösung ermöglicht eine effiziente Wärmeableitung sowie eine hohe Steifigkeit und eine einfache Handhabung.

Die positiven Auswirkungen spiegeln sich bei der Leistungsfähigkeit, der Dauer und der Drehmomentübertragung wider. Der notwendige Kompromiss zwischen Preis / Leistung erweist sich als äußerst vorteilhaft für mittlere Übersetzungsverhältnisse.



1.1 Caratteristiche tecniche

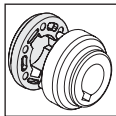
Caratteristiche giunto STM



- Ingombri **Ridotti**;
- Semplicità di connessione;
- **NO** Fretting;
- **NO** Vibrazioni;
- Progettato per garantire efficienza e affidabilità con servizi gravosi in presenza di urti e con numerosi avviamenti.

1.1 Technical characteristics

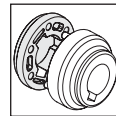
STM Special features - Coupling



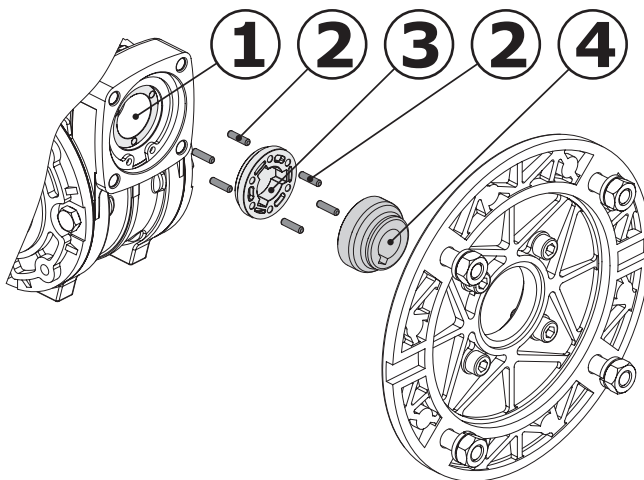
- **Reduced Sizes**
- **Simplified connections**
- **No fretting**
- **No vibrations**
- *Designed in order to warrant efficiency and reliability with heavy duty in case of bumps and frequent start-ups*

1.1 Technische Eigenschaften

Die STM Sondermerkmale - Kupplung:



- Verringerter Platzbedarf;
- Einfacher Anschluss;
- Keine Abnutzung;
- Keine Vibrationen;
- Gewährleistet Effizienz und Zuverlässigkeit bei hoher Belastung, Stossbeeinträchtigung und zahlreichen Maschinen-Starts.



MATERIALE:

- 1 - Vite senza fine
Acciaio Cementazione;
2 - Pioli - - Acciaio per cuscinetti
3 - Giunto - Tecnopolimero PA 46
4 - Semigiunto - Acciaio da bonifica.

MATERIAL:

- 1 - Worm gear – cementation steel
2 – Pin – bearing steel
3 - Coupling – techno polymer PA 46
4 – Coupling half - tempered steel

MATERIAL:

- 1 – Schneckenwelle - Einsatzstahl
2 – Stifte – Lagerstahl
3 – Kupplung – Technopolymer PA 46
4 – Kupplungshälfte – Stahl wärmebehandelt

MANUTENZIONE:

- Facilità di Montaggio motore;
- Facilità di Smontaggio

MAINTENANCE:

- Easy motor assembly;
- Easy disassembly.

WARTUNG:

- Einfacher Motoreinbau;
- Einfacher Ausbau.

MODULARITA':

- Possibilità di utilizzare il giunto sulle serie "RMI" - "CRMI".

MODULARITY:

- Possibility of coupling's using specially those of "RMI" - "CRMI" series.*

MODULARITÄT

- Die Kupplung kann in den Serien „RMI“ - „CRMI...G“ verwendet werden.

TEMPI DI CONSEGNA:

- Maggiore modularità del prodotto;
- Stock a magazzino del prodotto assemblato.

DELIVERY DATES

- Higher product's modularity
- Stock warehouse finished product.

LIEFERZEITEN:

- Größere Modularität des Produktes;
- Montiertes Produkt im Lagerbestand

1.1 Caratteristiche tecniche

Limitatore di coppia STM



ATTENZIONE !

Il limitatore di coppia non può essere considerato in alcun caso un dispositivo per la sicurezza dell'operatore ma solo un sistema di protezione della macchina.

Il limitatore di coppia STM è utile in tutti i casi nei quali si voglia proteggere una trasmissione da sovraccarichi, urti e qualunque irregolarità della coppia assorbita dall'utilizzatore.

La scelta ottimale dei materiali della corona (bronzo GCuSn12 UNI 7013) e dell'albero e della bussola (acciaio temprato e rettificato) consente di garantire delle durate molto elevate anche in presenza di frequenti slittamenti.

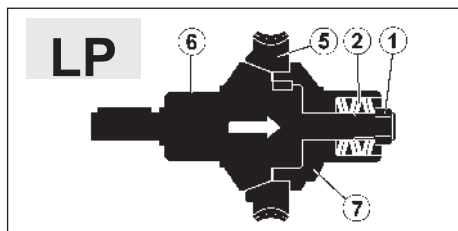
Nei confronti delle frizioni tradizionali presenta numerosi vantaggi:

- è incorporato, senza variazioni dimensionali, nei riduttori a vite senza fine semplici RI/RMI, combinati CRI/CRMI e con precoppia CR/CB nella gamma delle grandezze 28,40,50,63,70,85, 110,130,150.
- è protetto da qualunque contaminante (acqua, polvere, olio, grasso), ecc.
- è concepito per lavorare a bagno d'olio, cosa che lo rende affidabile nel tempo ed esente da usura.
- è facilmente regolabile dall'esterno tra mite il serraggio di un dado esagonale.
- può slittare anche per diversi minuti senza danneggiarsi.

Il limitatore di coppia è montato nel riduttore utilizzando cuscinetti radiali **ed escludendo l'applicazione di cuscinetti conici** in quanto i carichi assiali generati da questi ultimi provocherebbero alterazioni nella taratura del limitatore stesso.

Nel par. 1.6 sono riportati i valori della coppia di slittamento del limitatore in funzione del numero di giri del dado di regolazione o della ghiera. Ricordiamo inoltre che su specifica richiesta, nei riduttori combinati, è possibile montare il limitatore di coppia sul primo riduttore (più piccolo) con la possibilità di mantenere l'irreversibilità del gruppo, qualora la scelta dei rapporti la preveda, e con un costo più contenuto del dispositivo.

Configurazioni:



Facendo riferimento alle figure, la trasmissione del moto avviene per attrito fra le superfici dell'albero (6) della corona dentata (5) e della bussola (7) che vengono sottoposte ad una determinata compressione (regolabile) per mezzo dell'azione esercitata sulle molle a tazza (2) dal dado di regolazione o dalla ghiera (1).

1.1 Technical characteristics

STM torque limiter



ATTENTION !

The torque limiter can not be considered as a security device for the operator but as a protection system for the machine.

STM torque limiter is useful in all those cases where it is necessary to protect a transmission from overloads, shocks and any other torque irregularities.

The perfect choice of the wormwheel material (bronze GCuSn12 UNI 7013) together with the shaft and bushings which are made out of ground and hardened steel, enable the manufacturer to guarantee long life even with frequent slippings.

Several are the advantages that it offers when compared with traditional clutches:

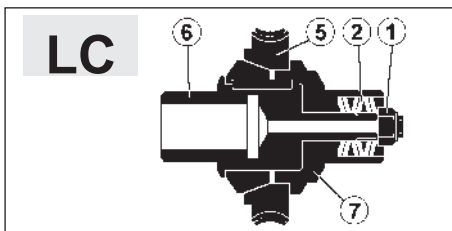
- it is built-in in the wormgearboxes type RI/RMI, in the combined units type CRI/CRMI and with primary reduction type CR/CB in sizes 28,40,50, 63,70,85,110,130,150 without any design modifications.
- it is protected from any possible polluting agents (water, dust, oil, grease) etc.
- it has been designed for oil-bath operation therefore reliable and wearfree.
- it is easily adjustable from outside by turning a standard hexagonal nut.
- it can slip for several minutes at a time without damage.

The torque limiter is assembled on to the gearbox by means of radial bearings **and not taper roller bearings** since the axial loads created by them could alter the calibration of the torque limiter itself.

On chapter 1.6 are listed the values of the slipping torque of the torque limiter in operation and of the nut's number of turns.

It is important to draw the attention on the fact that, upon request, it is possible to assemble the torque limiter on to the first gearbox (the smaller one) in the combined units and this will not affect the reversibility of the unit depending on the ratios of the gearboxes. As a result the unit will certainly be less expensive.

Versions:



With reference to pictures shown below, transmission of movement takes place by means of friction between the shaft, the wormwheel and the bushing. They are in fact subject of a determined compression (which can be adjusted) created by the effect of the nut on the washers.

1.1 Technische Eigenschaften

Die STM Rutschkupplung



ACHTUNG !

Bei der Rutschkupplung handelt es sich nicht um eine Sicherheitsvorrichtung für das Bedienpersonal, sondern um ein Schutzsystem für die Anlage.

Ist ein Schutz vor Überlastungen, stoßartigen Belastungen etc. erforderlich, so ist die integrierte Rutschkupplung von STM eine unentbehrliche Zusatzausstattung.

Eine optimale Werkstoffkombination - beim Schneckenrad Bronze GCuSn 12 Uni 7013 und bei der Welle gehärteter und geschliffener Stahlgarantieren auch bei häufigem Schlupf eine hohe Lebensdauer.

Sie bietet immer dann Vorteile, wenn die normale Belastung eines Antriebes überschritten wird.

- Integriert in die Standardschneckengetriebe RI/RMI, Doppelschneckengetriebe CRI/CRMI und Stirnrad-schneckengetriebe CR/CB; alle Ausführungen in den Größen 28, 40, 50, 63, 70, 85, 110, 130 und 150.
- durch die integrierte Bauweise geschützt gegen äußere Einflüsse wie Staub, Wasser, Öl, Fett, etc.
- im Ölbad laufend, dadurch zuverlässig und wartungsfrei.
- einfache Drehmomenteinstellung durch eine von außen zugängliche Einstellmutter.
- Schlupf über einen längeren Zeitraum hinweg fügt der Kupplung keinen Schaden zu, allerdings ist die erhöhte Erwärmung bei Dauerschlupf zu beachten.

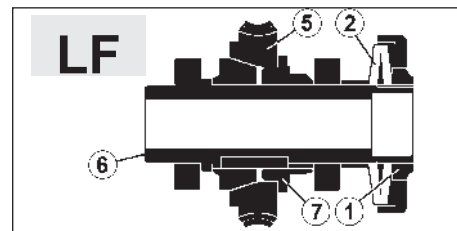
Schneckengetriebe mit Rutschkupplung können nur mit Radiallagern ausgestattet werden. Zur Einstellung des Schlupfmomentes ist eine Axialverschiebung des Druckringes erforderlich, was den Einsatz von Kegelrollenlagern verhindert.

Das gewünschte Schlupfmoment kann mit Hilfe der Einstellmutter auf Basis der Werte Kapitel 1.6 eingestellt werden.

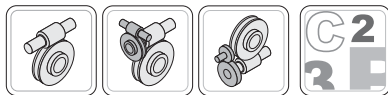
Bei Doppelschneckengetrieben ist es auf Wunsch möglich, die Rutschkupplung in die erste Stufe zu integrieren. Dadurch wird die mögliche Selbsthemmung des Getriebes erhalten und die Rutschkupplung kann kleiner dimensioniert werden.

Dies ist jedoch nur bei geeigneten Untersetzungsverhältnissen möglich.

Ausgangswellenausführungen:



Die Drehmomentübertragung findet durch Reibschluß zwischen dem Konus der Abtriebswelle und dem Schneckenrad statt. Die (einstellbare) Reibkraft wird durch die auf den Druckring wirkende Kraft der Tellerfedern erzeugt.



1.2 Designazione

1.2 Designation

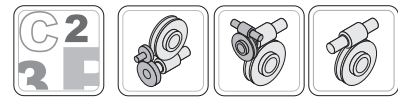
1.2 Bezeichnung

WEB: Reference Designation

Maschine	Typ Connection	Size	Output Version	Mounting Version	Output Flange	Reduction ratio	IEC type and Input Shaft	Input Version	Input Shaft	Designazione Motori Designation Motors Bezeichnung Motoren	Double Extended Input Shaft	Tapered Output Bearings	Limiter Output Version	Limiter Output Motion	Limiter HEAVY Calibration	Limiter Scope of Supply	Type Shaft Diameter	Shaft Diameter	Mounting Position Output Flange	Mounting positions	Position Terminal Box
00 M	01 Tyc on	02 SIZE	03 OV	03a MV	03b OF	04 IR	05 IECT	06 IV	07 IS		08 BE	09 TOB E	10 LOV	11 LOM	12 LHC	13 LSO S	14 TYP SD	15 SD	16 MPO F	17 MP	19 PMT

CODE: Example of order: "RMI 40 S 1/7 71B5 LCB TM"

R	MI	28	S I D	—	—	Vedi tabelle prestazi oni	—	—	80B5 ... 80B14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—</
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1.2 Designazione

1.2 Designation

1.2 Bezeichnung

01 TYPCON - Tipo connessione

TYPCON - Type Connection

TYPCON - Typ Verbindung

RI	RMI		CRI	CRMI		CR	CB		CR	CB

02 SIZE - Grandezza

SIZE - Size

SIZE - Größe

RI RMI		28	40	50	63	70	85	110	130	150	180	215	250
CRI CRMI		28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180	110/215	130/250
CR CB		—	40	50	—	70	85	110	130	150	180	215	250

03
03a
03b

RI
RMI

OV - Versione Uscita

MV - Versione Montaggio

OF - Flangia Uscita

OV - Output Version

MV - Mounting Version

OF - Output Flange

OV - Abtriebsausführung

MV - Bauversion

OF - Flansche am Abtrieb



S **Foot - "upper worm"**

I **Foot - "lower worm"**

D **Foot - "lateral worm"**

FL F. **Flange mounted**

P **Flange mounted**

PP F.F. **Flange mounted - "Two"**

Foot - "upper worm"

Foot - "lower worm"

Foot - "lateral worm"

Left - side Standard Flange mounted

Left - side Standard Flange mounted

Flange mounted - "Two"

1-5 standard

1-5 standard

1-5 standard

1-5 standard

1-5 standard

1-5 standard

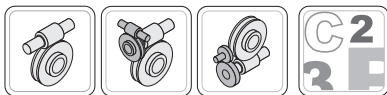
S
I
D
FL F.
P
PP F.F.

Elenco versioni
Versions
Ausführungen

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

Lato uscita moto limitatore
Limiter Output Motion
Rutschkupplung-Abtriebsseite

Posizioni della Morsettiara
Position Terminal Box
Montagposition
Klemmenkasten

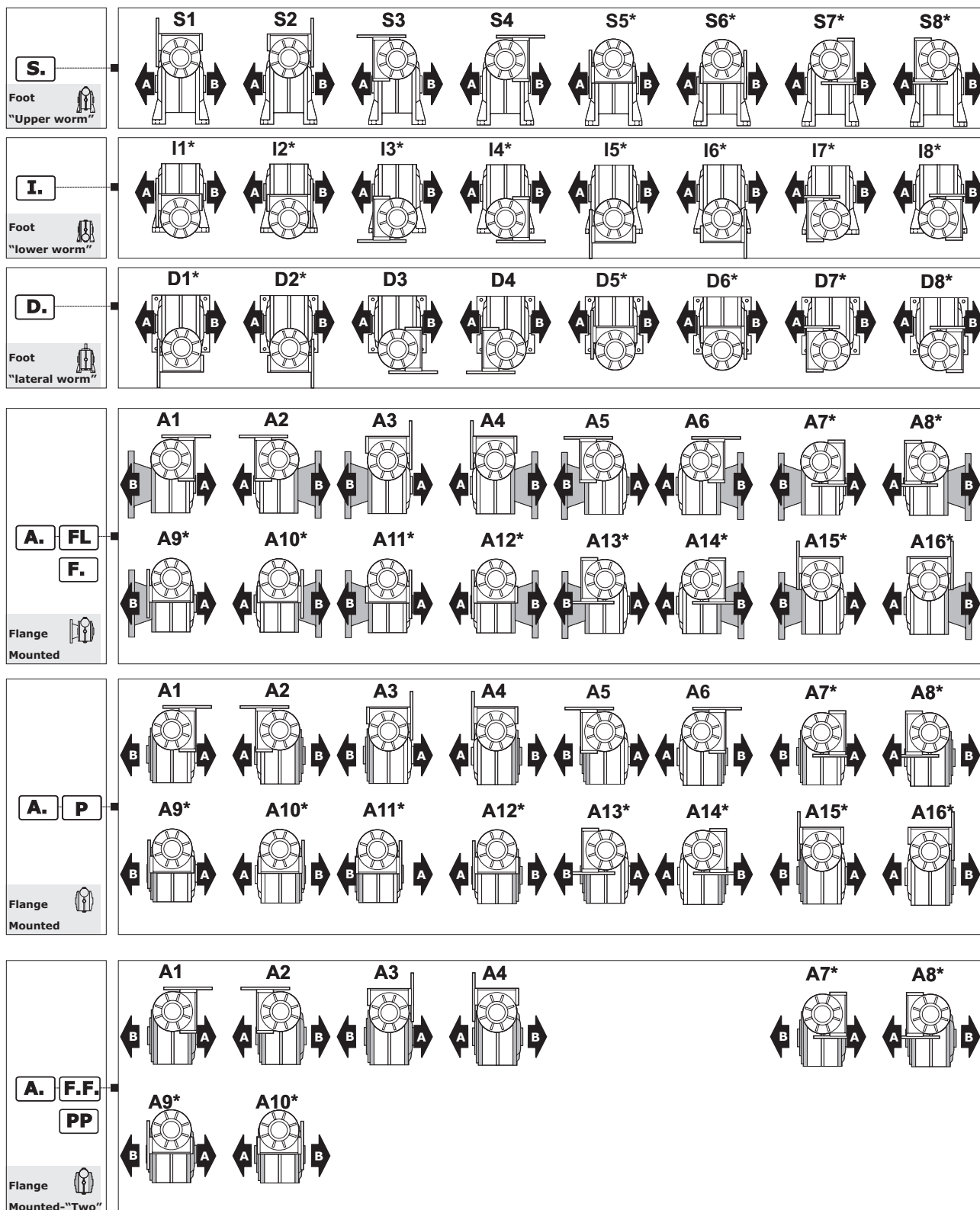


1.2 Designazione

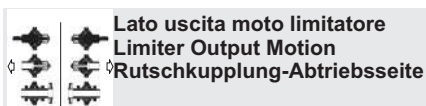
1.2 Designation

1.2 Bezeichnung

03 03a 03b	CR CRMI	OV - Versione Uscita	OV - Output Version	OV - Abtriebsausführung	
		MV - Versione Montaggio	MV - Mounting Version	MV - Bauversion	
		OF - Flangia Uscita	OF - Output Flange	OF - Flansche am Abtrieb	



B	Elenco versioni Versions Ausführungen
L	
B	
A FL F.	
A P	
A F.F. PP	



(*) Per le versioni contrassegnate chiedere l'applicabilità delle flange B5 e B14 al ns. Servizio tecnico.
 (*) When selecting gearboxes please ask our technicians availability of B5 and B14 flanges on the version marked.
 (*) Während der Auswahl des Getriebe mit Motorflansch aufgebaut bitte unsere Techniker die Möglichkeit B5/B14 Flansch auf der benötigte Ausführung befragen.

1.2 Designazione

1.2 Designation

1.2 Bezeichnung

03
03a
03b

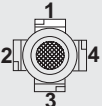
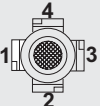
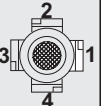
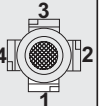
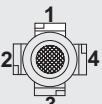
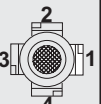
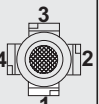
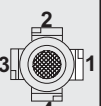
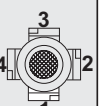
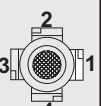
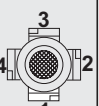
CRI
CRMI

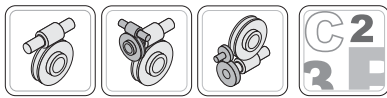
OV - Versione Uscita
MV - Versione Montaggio
OF - Flangia Uscita

OV - Output Version
MV - Mounting Version
OF - Output Flange

OV - Abtriebausführung
MV - Bauversion
OF - Flansche am Abtrieb



S. Foot "Upper worm"	S1-S2 	S3-S8 	S4-S7 	S5-S6 
I. Foot "lower worm"	I1-I2 	I3-I7 	I4-I8 	I5-I6 
D. Foot "lateral worm"	D5-D6 	D4-D7 	D3-D8 	D1-D2 
	 1-5 standard	 1-5 standard	 1-5 standard	 1-5 standard
A. FL F. Flange Mounted	A3-A4 A15-A16 	A2-A5 A8-A13 	A1-A6 A7-A14 	A9-A10 A11-A12 
	 1-5 standard	 1-5 standard	 1-5 standard	 1-5 standard
A. P Flange Mounted	A3-A4 A15-A16 	A2-A5 A8-A13 	A1-A6 A7-A14 	A9-A10 A11-A12 
	 1-5 standard	 1-5 standard	 1-5 standard	 1-5 standard
A. F.F. PP Flange Mounted-"Two"	A3-A4 A15-A16 	A2-A5 A8-A13 	A1-A6 A7-A14 	A9-A10 A11-A12 
	 1-5 standard	 1-5 standard	 1-5 standard	 1-5 standard
 Il senso dell'elica è destro The helix is right-hande Die Schnecke ist rechtsgängig	 Posizioni della Morsetteria Position Terminal Box Montagposition Klemmenkasten			



1.2 Designazione

1.2 Designation

1.2 Bezeichnung

05	RMI CRMI	IENT - Tipo IEC e Albero Entrata	IENT - IEC type and Input Shaft	OV - IEC Typ und Antriebswelle
06		IV - Versione Entrata	IV - Input Version	IV - Antriebsausführung
07		IS - Albero Entrata	IS - Input shaft	IS - Antriebswelle



Possibili accoppiamenti con motori IEC - Possible couplings with IEC motors - Mögliche Verbindungen mit IEC-Motoren																	
		IECT	IV	IS	ir - (Rapporto di riduzione / Reduction ratio / Übersetzungsverhältnis)												
					5	7	10	15	20	28	40	49	56	70	80	100	
					—	140	200 280	600	400	—	—	980 1372 1960	—	2800	—	4000 5600 7000 8000 10000	
28	28/28-28/40-28/50 -28/63-28/70	—	—	63	—	11/90 (B14)											
				56	—	9/120 (B5) - 9/80• (B14)											
40	40/40-40/50-40/63 -40/70-40/85	G	—	71	14/160 (B5) - 14/105 (B14) - 14/140 - 14/120 - 14/90•												
				63	11/140 (B5) - 11/90• (B14) - 11/160 - 11/120 - 11/105												
				56	9/120 (B5) - 9/160 - 9/140 - 9/105 - 9/90•												
50	50/70-50/85 50/110	G	—	80	19/120 (B14) - 19/200 (B5) - 19/160 - 19/140 - 19/105• - 19/90•												
				71	14/160 (B5) - 14/105• (B14) - 14/200 - 14/140 - 14/120 - 14/90•												
				63	11/140 (B5) - 11/90• (B14) - 11/200 - 11/160 - 11/120 - 11/105•												
63	63/70-63/85 63/110-63/130	G	—	90	24/200 (B5) - 24/140 (B14) - 24/160 - 24/120 - 24/105•												
				80	19/200 (B5) - 19/120 (B14) - 19/160 - 19/140 - 19/105•												
				71	14/160 (B5) - 14/105• (B14) - 14/200 - 14/140 - 14/120												
70	70/85-70/110 70/130	—	—	100 ⁽³⁾	—	28/160 (B14)											
				90	—	24/200 (B5) -24/140 (B14)				24/160-24/120 -24/105•							
				80	—	19/200 (B5) - 19/120 (B14)				19/160 - 19/140 - 19/105•							
				71 ⁽¹⁾	—					14/160 (B5)-14/105• (B14)				14/200-14/140-14/120			
85	85/110-85/130 85/150-85/180	—	—	100	—	28/250 (B5) - 28/160 (B14)				28/200 - 28/140							
				90	—	24/200 (B5) - 24/140 (B14)				24/250 - 24/160 - 24/120•							
				80 ⁽¹⁾	—					19/200 (B5)-19/120• B14				19/250-19/160-19/140			
110	110/150-110/180 110/215	—	—	132 ⁽²⁾⁽⁴⁾	—	38/300 (B5)											
				112	—	28/250 (B5) - 28/160 (B14)				28/200 - 24/140							
				100	—	28/250 (B5) - 28/160 (B14)				28/200 - 24/140							
				90 ⁽¹⁾	—					24/200 (B5) - 24/140 (B14)				24/250 - 24/160			
130	130/180-130/250	—	—	132	—	38/300 (B5)											
				112	—	28/250 (B5)				28/200							
				100	—	28/250 (B5)				28/200							
150	—	—	—	160	—	42/350 (B5)											
				132	—	38/300 (B5)				38/350 - 38/250 - 38/200							
				112 ⁽¹⁾	—	28/250 (B5)				28/350 - 28/300 - 28/200							
				100 ⁽¹⁾	—	28/250 (B5)				28/350 - 28/300 - 28/200							
180	—	—	—	180	—	48/350 (B5)											
				160	—	42/350 (B5)				42/300 - 42/250							
				132	—	38/300 (B5)				38/350 - 38/250							
215 250	—	—	—	225	—	60/450 (B5)											
				200	—	55/400 (B5)											
				180	—	48/350 (B5)											
				160	—	42/350 (B5)											
				132	—	38/300 (B5)											

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

N.B.

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

La bisporgenza è realizzata solo con giunto;

⁽²⁾ Versione F2 - Non disponibile

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

⁽⁴⁾ ATTENZIONE!

(Vedere Paragrafo 1.12).

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

N.B.

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

The double extension is made by using a coupling;

⁽²⁾ Version F2 not available.

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

⁽⁴⁾ WARNING!

(Look at chapter 1.12).

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

Hinweis:

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

Das doppelte Wellenende wurde nur mit Kupplung hergestellt;

⁽²⁾ Ausführung F2 - Nicht erhältlich

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

⁽⁴⁾ ACHTUNG!

(s. S. 1.12).

1.2 Designazione

1.2 Designation

1.2 Bezeichnung

05	CB	IECT - Tipo IEC e Albero Entrata	IECT - IEC type and Input Shaft	OV - IEC Typ und Antriebswelle
06		IV - Versione Entrata	IV - Input Version	IV - Antriebsausführung
07		IS - Albero Entrata	IS - Input shaft	IS - Antriebswelle



40 - 50 - 70 - 85 - 110



130 - 150 - 180 - 215 - 250

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

Size	IECT	IV	IS	ir	
				Tutti / All / Alle	
40	—	—	63	11/140 (B5) - 11/90 • (B14)	11/120 - 11/80
			56	9/120 (B5) - 9/80 (B14)	9/140
50	—	—	71	14/160 (B5)	14/140
			63	11/140 (B5) - 11/90 • (B14)	11/160
			56	9/120 (B5) - 9/80 • (B14)	9/160 - 9/140
70	—	—	90	24/200 (B5)	
			80	19/200 (B5)	19/160
			71	14/160 (B5)	14/140
			63	11/140 (B5)	11/160
85	—	—	90	24/200 (B5)	24/160
			80	19/200 (B5)	19/160
			71	14/160 (B5)	14/140
			63	11/140 (B5)	11/160
110	—	—	112	28/250 (B5)	
			100	28/250 (B5)	
			90	24/200 (B5)	
			80	19/200 (B5)	

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

Legenda:

11/140 (B5): combinazioni albero/flangia standard

11/120 : combinazioni albero/flangia a richiesta

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

Key:

11/140 : standard shaft/flange combination

11/120 : shaft/flange combinations upon request

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

Legende:

11/140 : Standardkombinationen Welle/Flansch

11/120 : Sonderkombinationen Welle/Flansch

Size	IECT	IV	IS	ir	
				Tutti / All / Alle	
130 150	—	—	180	48/350 (B5)	
			160	42/350 (B5)	
			132	38/300 (B5)	
			112	28/250 (B5)	
			100	28/250 (B5)	
			90	24/200 (B5)	
			80	19/200 (B5)	
			71	14/160 (B5)	
180 215	—	—	63	11/140 (B5)	
			225	60/450 (B5)	
			200	55/400 (B5)	
			180	48/350 (B5)	
			160	42/350 (B5)	
			132	38/300 (B5)	
			112	28/250 (B5)	
			100	28/250 (B5)	
250	—	—	90	24/200 (B5)	
			80	14/160 (B5)	
			71	11/140 (B5)	
			63	9/120 (B5)	
			280	75/550 (B5)	
			250	65/550 (B5)	
			225	60/450 (B5)	
			200	55/400 (B5)	
250	—	—	180	48/350 (B5)	
			160	42/350 (B5)	
			132	38/300 (B5)	
			112	28/250 (B5)	
			100	28/250 (B5)	
			90	24/200 (B5)	
			80	19/200 (B5)	
			71	14/160 (B5)	
250	—	—	63	11/140 (B5)	

B



IECT	—	Accoppiamento diretto / Direct coupling / Direkte Passung
	G	Accoppiamento con Giunto / Direct with coupling / Direkte mit Kupplung
IV	—	Predisposto per accoppiamento con Unità Motrice IEC / pre arrangement motor IEC / geeignet für die Kombination mit Antriebseinheit IEC
	N	A richiesta / on Request / Auf Anfrage Predisposto per accoppiamento con Unità Motrice NEMA/ pre arrangement motor NEMA / geeignet für die Kombination mit Antriebseinheit NEMA - CT 36 US GB
IS	...	Grandezza IEC / Size IEC /



Posizione morsettiera - Vedere - 19 - PMT - Pagina B15

Terminal board position - Look - 19 - PMT - Page B15

Lage des Klemmenkastens - Siehe - 19 - PMT - Auf Seite B15

Designazione motore elettrico

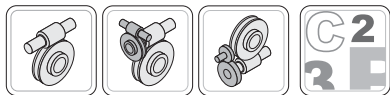
Se è richiesto un motoriduttore completo di motore è necessario riportare la designazione di quest'ultimo. A tale proposito consultare il ns. catalogo dei motori elettrici Electronic Line.

Electric motor designation

For applications requiring a gearmotor, motor designation must be specified. To this end, please refer to our Electronic Line electric motor catalogue.

Bezeichnung des Elektromotors

Wird ein Getriebemotor komplett mit Elektromotor angefordert, müssen dessen Daten angegeben werden. Diesbezüglich verweisen wir auf unseren Katalog der Elektromotoren "Electronic Line".



1.2 Designazione

1.2 Designation

1.2 Bezeichnung

05 06 07	RI	IECT - Tipo IEC e Albero Entrata	IECT - IEC type and Input Shaft	OV - IEC Typ und Antriebswelle
	CRI	IV - Versione Entrata	IV - Input Version	IV - Antriebsausführung
	CR	IS - Albero Entrata	IS - Input shaft	IS - Antriebswelle



— Nessuna indicazione = diametro standard;

— No indications = standard diameter;

— Keine Angabe = Standard-durchmesser

RI		28 (Ø 9)	40 (Ø 11)	50 (Ø 14)	63 (Ø 18)	70 (Ø 19)	85 (Ø 24)	110 (Ø 28)	130 (Ø 38)	150 (Ø 42)	180 (Ø 48)	215 (Ø 48)	250 (Ø 55)
CRI		28/28 28/40 28/50 28/63 28/70	40/40 40/50 40/63 40/70 40/85	50/70 50/85 50/110	63/70 63/85 63/110 63/130	70/85 70/110 70/130	85/110 85/130 85/150 85/180	110/150 110/180 110/215	130/180 130/250	—	—	—	—
CR		—	40 (Ø 14)	50 (Ø 19)	—	70 (Ø 24)	85 (Ø 28)	110 (Ø 32)	130 (Ø 38)	150 (Ø 38)	180 (Ø 48)	215 (Ø 48)	250 (Ø 65)

08 BE - Bisporgenza Entrata

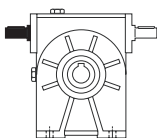
BE - Input double extension

BE - Doppelte vorstehende Antriebswelle

1)RI-RMI - CR-CB

— Nessuna indicazione = vite senza bisporgenza;

B = vite con bisporgenza.



1)RI-RMI - CR CB

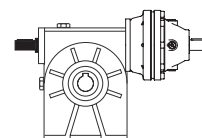
— No indications = input shaft without double extension;

B = double extended input shaft.

1)RI-RMI - CR-CB

— Keine Angabe = Schnecken ohne doppeltes Wellenende

B = Schnecke mit doppeltem Wellenende



2)CRI-CRMI

— Nessuna indicazione = vite senza bisporgenza;

2.1 - B

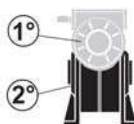
CRI28/50..B - Bisporgenza 2°

2.2 - ...B

CRI28/50..28B-Bisporgenza 1°

2.3 - B...B

CRI28/50..B28 B - Bisporgenza 1° e 2°.



2)CRI-CRMI

— No indications = input shaft without double extension;

2.1 - B

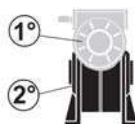
CRI28/50..B-Double Extension 2°

2.2 - ...B:

CRI28/50.28B-Double Extension 1°

2.3 - B...B:

CRI28/50..B28 B-Double Extension 1° and 2°.



2)CRI-CRMI

— Keine Angabe = Schnecke ohne doppeltes Wellenende

2.1 - B

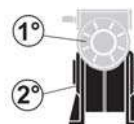
CRI28/50..B 2°

2.2 - ...B

CRI28/50..28B 1°

2.3 - B.. B

CRI28/50..B28 B 1° und 2°



N.B.
Vedere note pagina B10.

N.B.
Please see notes page B10

Zu beachten sind bitte die Hinweise auf Seite B10.

09 TOBE - Cuscinetti Conici Uscita

TOBE - Tapered Output Bearings

TOBE - Abtriebskegellager



— Nessuna indicazione = Cuscinetti Uscita del tipo radiale a una corona di sfere;



C = Cuscinetti conici in uscita.

— No indications = Output Radial Ball Bearing

C = Tapered output bearings.

— Keine Angabe = Abtriebslager vom Typ Radial-Kugellager;

C = Ausgangskegellager.

N.B. Per Le versioni con limitatore di coppia questa opzione non è disponibile

N.B. For the versions using limiters

Hinweis: Für die Ausführung mit Drehzahlbegrenzer

1.2 Designazione**10 LOV - Versione Limitatore**

Alla designazione del riduttore, determinata reperendo i dati necessari nei rispettivi cataloghi, deve seguire la lettera **L** che contraddistingue il limitatore incorporato, unitamente alla versione desiderata:

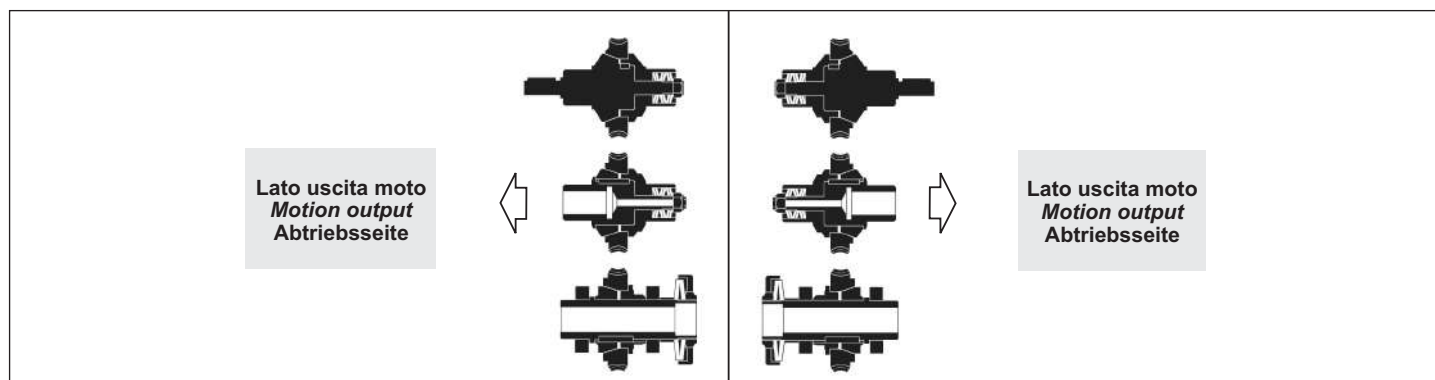
1.2 Designation**LOV - Limiter Output Version**

Once the right designation of the gearbox has been selected following the indications reported in the respective catalogues, letter **L** must be added to indicate the built-in limiter together with the required version:

1.2 Bezeichnung**LOV - Rutschkupplung-Ausführung**

Nach der Wahl des Getriebetyps (basierend auf den im jeweiligen Katalogabschnitt zu findenden Angaben) wird der Getriebespezifikation bei Bedarf einer Rutschkupplung der Buchstabe **L** hinzugefügt. Der Typ der Rutschkupplung muß folgendermaßen gekennzeichnet werden:

LP		albero sporgente	double extended shaft	Vollwelle
LC		albero cavo non passante	hollow shaft	einseitig Hohlwelle
LF		albero cavo passante	through hollow shaft	durchgehend Hohlwelle

11 LOM - Lato uscita moto limitatore**LOM - Limiter Output Motion****LOM - Rutschkupplung-Abtriebsseite**

E' molto importante precisare anche il lato dove si desidera l'uscita del moto **A, B**, avvalendosi degli schemi riportati nelle pagine **A 5-6-7-8-9**, ricordando che, ovviamente, dalla parte opposta dell'uscita sarà possibile effettuare la taratura del limitatore agendo sull'apposito dado o ghiera.

Per la determinazione della posizione dell'albero di uscita nelle versioni a piedi o PP, è sufficiente osservare il riduttore dalla parte entrata moto o (per la versione di montaggio **D**) lato vite; se l'albero è desiderato sul lato sinistro, la posizione di montaggio del limitatore sarà in esecuzione **A**, viceversa, se l'albero è a destra si dovrà richiedere l'esecuzione **B**.

Nelle versioni FL o P, l'esecuzione **A** è considerata quella che prevede l'uscita-moto dal lato del coperchio chiuso o coperchio F0 (lato opposto alla flangia); l'esecuzione **B** è invece quella in cui l'uscita-moto è dalla stessa parte della flangia FL o P.

A tale proposito si desidera evidenziare che nelle versioni FL è stata riportata l'esecuzione dell'albero di uscita tipo "A". Anche se tecnicamente fattibile, la ghiera o il dado si trovano all'interno della flangia stessa, pertanto difficilmente accessibili.

It is also essential to specify where the output of motion **A** and **B** is required according to the diagram shown in the page **A 5-6-7-8-9**, reminding that on the opposite side of the output it is possible to carry out the limiter calibration by acting on the appropriate nut or ring nut.

In order to determine the position of the output shaft in foot or PP version, it is enough to look at the gearbox from the input side or wormshaft side (mounting position **D**), if shaft is required on to the left hand side, mounting position of limiter will be **A**, on the contrary, if shaft is required on to the right hand side, version **B** should be required.

In the FL or P versions, execution **A** is the one that provides the output of motion from the closed cover or F0 cover (on the opposite side of the flange); execution **B**, instead, is the one that provides the output of motion from FL or P side.

In this context please note that in the version FL the output shaft is executed with type "A". Even if technically possible, washers or nuts are in the flange itself and these are hard to reach.

Außerdem muß die Abtriebsseite **A, B** mit Hilfe der anschließend aufgeführten Skizzen **A 5-6-7-8-9** angegeben werden - unter Berücksichtigung, daß die Einstellmutter sich auf der dem Abtrieb gegenüberliegenden Seite befindet.

Zur Bestimmung der Lage der Abtriebswelle wird ein Getriebe in Fußversion oder Version PP von der Eingangsseite oder (bei der Montageversion **D**) von der Schraubenseite betrachtet: befindet sich die Welle auf der linken Seite, ist die Montagestellung des Drehmomentbegrenzers Ausführung **A**, andernfalls - wenn die Welle sich auf der rechten Seite befindet - handelt es sich um Ausführung **B**.

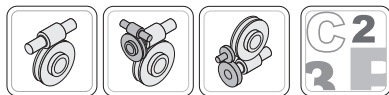
Bei den Versionen in einfacher P- oder Flanschausführung ist zu beachten, daß bei der Ausführung **A** der Abtrieb auf der Seite des geschlossenen oder F0-Deckels (gegenüber dem Flansch), liegt folglich befindet sich die Einstellmutter dann im Flansch.

In diesem Zusammenhang wird darauf hingewiesen, dass in der Version FL die Ausgangswelle mit Typ "A" ausgeführt wird. Auch wenn technisch möglich, sind Unterlegscheiben oder Muttern im Flansch selbst zu finden und daher schwer zu erreichen.

N.B. La scelta della posiz. A e B dell'albero uscita è dipendente dalla versione di montaggio del riduttore.

NOTE. Choice of shaft positions **A** and **B** are related to mounting position of gearbox.

HINWEIS. Die Wahl der Abtriebsposition **A** oder **B** ist abhängig von der Montageposition des Getriebes.



1.2 Designazione

12 LHC - Taratura maggiorata limitatore

— Nessuna indicazione = Senza taratura maggiorata;
Disponibile - RI-RMI;

TM = Taratura maggiorata
Disponibile - RI-RMI - CRI-CRMI - CR-CB

13 LSOS - Stato fornitura limitatore

— Nessuna indicazione = Se non specificato il limitatore è fornito NON TARATO.

... = A richiesta è possibile fornire il limitatore tarato con un valore specifico della coppia di slittamento M_{2S} .

Nelle tabelle delle prestazioni sono riportate le coppie di slittamento M_{2S} in funzione del numero dei giri del dado, o della ghiera di regolazione ottenibili con la disposizione standard delle molle.

Altrimenti è possibile accordarsi con nostro Ufficio Commerciale per un valore di taratura specifico.

14 TYPSED - Tipo Albero uscita

— Nessuna indicazione = le dimensioni dell'albero sono secondo il sistema di misura SI (mm);

US = a richiesta
è possibile richiedere alberi con le dimensioni secondo il sistema di misura US (inch).

CT 36 US GB

15 SD - Diametro Albero



Diametro albero:

— Nessuna indicazione = diametro foro standard;

diametro foro opzionale = (vedi tabella).

1.2 Designation

LHC - Limiter HEAVY Calibration

— No indications = Without HEAVY Calibration;
Available - RI-RMI

TM = HEAVY Calibration
Available - RI-RMI - CRI-CRMI - CR-CB

LSOS - Limiter-Scope of the supply

— No indications = If not specified in detail, the limiter is supplied without calibration.

On request it is possible to provide the limiter with a calibrated slipping torque M_{2S} :

In the following tables the slipping torques M_{2S} are listed according to number of turns of nut or ring nut obtainable with a standard arrangement of the springs.

Otherwise is possible to agree specific setting value with our Sales Dept. .

TYPSED - Typ output shaft

— No indications = The shaft dimensions are subject to the system of units SI (mm).

US = On request
It's possible to request shafts dimensions according US measurement system (inch).

CT 36 US GB

SD - Shaft diameter

Shaft Diameter:

— No indications = standard hole diameter;

optional hole diameter = (see table).

1.2 Bezeichnung

LHC - Rutschkupplung-Erhöhtes Ansprechmoment

— Keine Angabe = Ohne Erhöhtes Ansprechmoment;
Verfügbar - RI-RMI;

TM = Erhöhtes Ansprechmoment
Verfügbar - RI-RMI - CRI-CRMI - CR-CB

LSOS - Rutschkupplung-Lieferzustand

— Keine Angabe = Wenn nicht detailliert angegeben, wird der Begrenzer ohne Kalibrierung geliefert

Auf Anfrage ist es möglich, den Begrenzer mit einem kalibrierten Rutschmoment M_{2S} zu liefern.

In der folgenden Tabelle sind die Rutschmomente M_{2S} dargestellt, wie sie je nach Stellung der Sechskant- oder Nutmutter mit der Standardanordnung der Tellerfedern erreicht werden.

Es ist außerdem möglich mit unserer Verkaufsabteilung einen bestimmten Eichwert festzusetzen.

TYPSED - Typ Abtriebswelle

— Keine Angabe = Die Wellendimensionen unterliegen dem Einheitensystem SI (mm)

US = Auf Anfrage
es ist möglich Wellen anzufordern, die den amerikanischen Abmessungen (inch) entsprechen.

CT 36 US GB

SD - Durchmesser Abtriebswelle

Wellendurchmesser:

— Keine Angabe = Standard-Bohrungsdurchmesser

Optionaler Bohrungsdurchmesser = (siehe Tabelle).

RI - RMI	28	40	50	63	70	85	110	130	150	180	215	250
CRI - CRMI	28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180	110/215	130/250
CR - CB	—	40	50	—	70	85	110	130	150	180	215	250
Standard (mm)	14	19	24	25	28	32	42	48	55	65	90	110
Optional (mm)	—	(18)	(25)	—	—	(35)	—	—	—	—	—	—

1.2 Designazione**16 MPOF - Lato Flangia Uscita**

— Nessuna indicazione = flangia uscita con montaggio destro;

SIN = flange uscita con montaggio sinistro.

1.2 Designation**MPOF - Mounting Position Output**

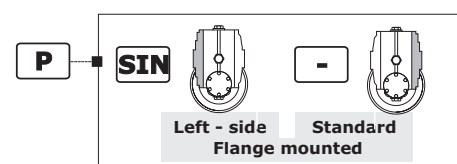
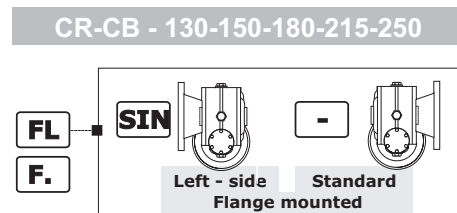
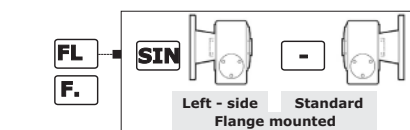
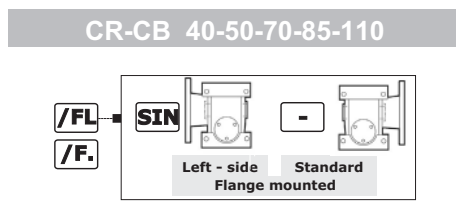
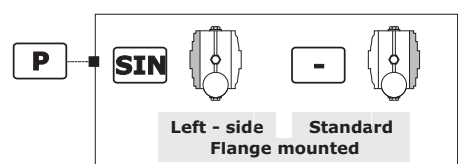
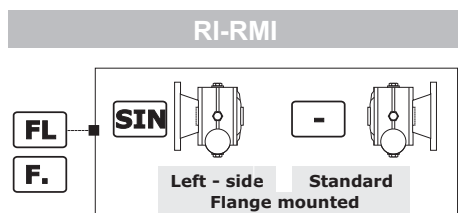
— No indication (standard) = output flange on right side;

SIN = output flange on left side.

1.2 Bezeichnung**MPOF - Montageseite Abtriebsflansch**

— Keine Angabe (Standard) = Abtriebsflansch rechts;

SIN = Abtriebsflansch links.

**CRI-CRMI**

- Fare riferimento ai campi 3 - 3a - 3b
- Reference fields 3 - 3a - 3b
- Referenzfelder 3 - 3a - 3b

17 MP - Posizioni di montaggio

[M2, M3, M4, M5, M6] Posizioni di montaggio con indicazione dei tappi di livello, carico e scarico; se non specificato si considera standard la posizione **M1** (vedi par. 1.4)

MP - Mounting positions

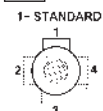
[M2, M3, M4, M5, M6] Mounting position with indication of breather level and drain plugs; if not specified, standard position is **M1** (see par. 1.4).

MP - Einbaulagen

Montageposition **[M2, M3, M4, M5, M6]** mit Angabe von . Entlüftung, Schaugläsern und Ablassschraube. Wenn nicht näher spezifiziert, wird die Standard - position **M1** zugrunde gelegt (s. Abschnitt 1.4).

18 OPT-ACC. - Opzioni**OPT-ACC - Options****OPT-ACC. - Optionen**

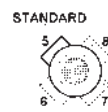
vedi par. 1.9 see pa. 1.9 s. Abschnitt 1.9	ACC1	AL	Alberi lenti - AL	Output shafts - AL	Abtriebswellen - AL
		AL_BU	Alberi lenti Bisporgenti - AL_BU	Double Output shafts - AL_BU	Beidseitige Abtriebswellen - AL_BU
		PROT.	Coperchio di protezione	Protection cover	Schutzzvorrichtungdeckel
	ACC3	BRS	Braccio Reazione Semplice	Torque arm - Single	Drehmomentstütze - Normal
		BRS_VKL	Braccio Reazione Semplice_con boccola_VKL	Torque arm - Single_with VKL_bushing	Drehmomentstütze - Normal_mit VKL - Buchse
	ACC9	ELSX	Vite senza fine - Elica Sinistra	Worm Geraboxe - Left helix	Linksgängige Schraubenlinie der Schnecke
vedi Sezione A-1.12 see Section A-1.12 s. Abschnitt A-1.12	OPT.	OPT	Materiale degli anelli di tenuta	Materials of Seals	Dichtungsstoffe
		OPT1	Stato fornitura olio	Scope of the supply - Options - OIL	Optionen - Lieferzustand - Optionen - Öl
		OPT2	Verniciatura	Painting and surface protection	Lackierung und Oberflächenschutz

19 PMT - Posizioni della Morsettiera**PMT - Position Terminal Box****PMT - Montagposition Klemmenkasten**

[2, 3, 4] Posizione della morsettiera del motore se diversa da quella standard (1).

N.B.

La configurazione standard della flangia at-tacco motore prevede 4 fori a 45°.



Per le flange contrassegnate con il simbolo (+) (vedi pagina B10) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettiera del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettiera rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

[2, 3, 4] Position of the motor terminal box if different from the standard one (1).

Note.

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

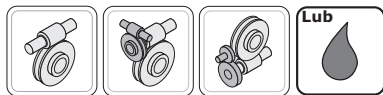
For the flanges marked with (+) (see page B10) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please choose the terminal board position referring to the following sketch (in which n° 5 is the standard position):

Montageposition Klemmenkasten **[2, 3, 4]**, wenn abweichend von Standardposition **[1]** (für Motorgetriebe).

HINWEIS.

In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen angeordnet

Bei Flanschen, die mit (+) (Siehe auf Seite B10) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos. 5 ist Standardposition):



1.4 Lubrificazione

1.4 Lubrication

1.4 Schmierung



Posizioni di montaggio
Mounting positions
Montagepositionen

RI - RMI

S							
I							
D							
F. P							
		M1	M2	M3	M4	M5	M6

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

Posizioni di montaggio - Mounting positions - Montagepositionen		
RI RMI		Posizioni Positions Positionen
	28	M1-M2 M3-M4 M5-M6
	40	
	50	
	63	
	70	
	85	M1-M2 M3-M4 M5-M6
	110	
	130	
	150	
	180	
	215	
	250	

M3-M4

Particolare attenzione va posta per i riduttori montati nelle posizioni M3 e M4 che sono forniti con il cuscinetto schermato.

M3-M4

Particular attention should be paid to worm gearboxes with a shielded bearing mounted in positions M3 and M4.

M3-M4

Besondere Aufmerksamkeit sollte den Getrieben zukommen, die in den Einbaulagen M3 und M4 montiert werden und mit abgeschirmtem Lager geliefert werden.

TARGHETTA - RIDUTTORE

NON NECESSARIA

Indicata sempre nella targhetta del riduttore la posizione di montaggio "M1".

NECESSARIA

La posizione richiesta è indicata nella targhetta del riduttore

Identification Plate - Gearbox

NOT NECESSARY

The mounting position is always indicated on the nameplate "M1".

NECESSARY

The indication it on the label of the gearbox

Typeschild - Getriebe

NICHT ERFORDERLICH

Die Einbaulage ist immer auf dem Typenschild angegeben "M1".

ERFORDERLICH

Findet man die angefragte Position auf dem Typenschild des Getriebe



1.4 Lubrificazione

1.4 Lubrication

1.4 Schmierung

Lub  RI RMI	Quantità di lubrificante - Lubricant Quantity - Schmiermittelmenge - [Kg]								OPT1	Tappi-Plug-Stopf			
			M1	M2	M3	M4	M5	M6	INOIL_STD	N°	Diameter	Type	
	RI-RMI	28	0.030							1	1/8"	▽ 	
		40	0.070							1	1/4"		
	RI	50	0.170							1	1/4"		▽ 
			0.130							1			
	RI	63	0.350							1			
	RMI		0.240							1			
	RI		0.430							1			
	RMI	70	0.350							1			
	RI-RMI	85	0.800 0.550 (LP-LC-LF)	0.550						1			
	RI-RMI	110	2.600	2.100					OUTOIL	3	1/2"	▽  δ 	
		130	4.100	2.900									
		150	6.000	5.000									
		180	11.00	9.000						4	1"		
		215	20.00	13.00									
		250	29.00	20.00									



RI-RMI 85-110-130-150-180-215-250

M1 - Durante il riempimento attenersi ai quantitativi poiché in alcuni casi il livello del lubrificante oltrepassa la spia di livello.

M2-M3-M4-M5-M6 - Quantità indicative; durante il riempimento attenersi alla spia di livello.

Attenzione !:

Il tappo di sfiato è allegato solo nei riduttori che hanno più di un tappo olio

Nota: Se in fase d'ordine la posizione di montaggio è omessa, il riduttore verrà fornito con i tappi predisposti per la posizione M1.

Eventuali forniture con predisposizioni tappi diverse da quella indicata in tabella, dovranno essere concordate.

RI-RMI 85-110-130-150-180-215-250

M1 - During filling keep to the required quantities as in some cases the level of the lubricant exceeds the level shown by the indicator:

M2-M3-M4-M5-M6 - Indicative quantities, check the oil sight glass during filling.

Warning!:

A breather plug is supplied only with worm gearboxes that have more than one oil plug

Note: If the mounting position is not specified in the order, the worm gearbox supplied will have plugs pre-arranged for position M1.

The supply of gearboxes with different plug pre-arrangements has to be agreed with the manufacturer.

RI-RMI 85-110-130-150-180-215-250

M1 - Für die Auffüllung sind die angegebenen Mengen zu beachten, da in einigen Fällen der Füllstand des Schmiermittels das Füllstands-Kontrollfenster übersteigt.

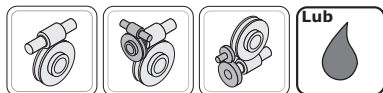
M2-M3-M4-M5-M6-Richtungsweisende Mengen, bei der Auffüllung auf das Füllstand-Kontrollfenster Bezug nehmen.

Achtung!:

Der Entlüftungstopfen ist lediglich bei den Getrieben vorhanden, die über mehr als einen Ölfüllstopfen verfügen

Anmerkung: Sollte in der Auftragsphase die Einbaulage nicht angegeben werden, wird das Getriebe mit Stopfen für die Einbaulage M1.

Lieferungen, die eine Auslegung hinsichtlich der Stopfen aufweisen, die von den Angaben in der Tabelle abweichen, müssen vorab vereinbart werden..



1.4 Lubrificazione

1.4 Lubrication

1.4 Schmierung



Posizioni di montaggio
Mounting positions
Montagepositionen

CRI - CRMI

Posizioni di montaggio - Mounting positions - Montagepositionen			
	 1° 2°	Posizioni Positions Positionen	Prescrizioni da indicare in fase d'ordine Ordering requirements Anforderungen bei der Bestellung
			SIZE 1
			SIZE 2
CRI CRMI	 1° 2°	M1-M2 M3-M4 M5-M6	Non necessaria Not necessary Nicht erforderlich
		M1-M2 M3-M4 M5-M6	Necessaria Necessary Erforderlich
		M1-M2 M3-M4 M5-M6	Non necessaria Not necessary Nicht erforderlich

SIZE1
Per i riduttori 85/...; 110/..., 130/... è **necessario** specificare la posizione di montaggio dei riduttori "SIZE 1" - 85, 110 e 130 facendo riferimento allo schema dei riduttori RI-RMI.

SIZE1
For 85/...; 110/..., 130/... , gearboxes **it is necessary** to specify the mounting position of the gearboxes "SIZE 1" - 85, 110 and 130 referring to the RI-RMI gearbox diagram.

SIZE1
Für die Getriebe 85/...; 110/..., 130/... , **muss** die Einbaulage des Getriebes "SIZE 1" - 85, 110 und 130 verbindlich angegeben werden. Dabei ist auf den Anschlussplan der Getriebe RI-RMI Bezug zu nehmen.

M3-M4
Particolare attenzione va posta per i riduttori montati nelle posizioni M3 e M4 che sono forniti con il cuscinetto schermato.

M3-M4
Particular attention should be paid to worm gearboxes with a shielded bearing mounted in positions M3 and M4.

M3-M4
Besondere Aufmerksamkeit sollte den Getrieben zukommen, die in den Einbaulagen M3 und M4 montiert werden und mit abgeschirmtem Lager geliefert werden.

TARGHETTA - RIDUTTORE

NON NECESSARIA
Indicata sempre nella targhetta del riduttore la posizione di montaggio "M1".

NECESSARIA
La posizione richiesta è indicata nella targhetta del riduttore

Identification Plate - Gearbox

NOT NECESSARY
The mounting position is always indicated on the nameplate "M1".

NECESSARY
The indication it on the label of the gearbox

Typeschild - Getriebe

NICHT ERFORDERLICH
Die Einbaulage ist immer auf dem Typenschild angegeben "M1".

ERFORDERLICH
Findet man die angefragte Position auf dem Typenschild des Getriebe



1.4 Lubrificazione

1.4 Lubrication

1.4 Schmierung

Lub 	Quantità di lubrificante - Lubricant Quantity - Schmiermittelmenge - [Kg]										OPT1	Tappi-Plug-Stopf				
		Size 1	M1	M2	M3	M4	M5	M6	Size 2	M1-M2-M3 M4-M5-M6		N°	Diameter	Type		
CRI CRMI	28/28	28	0.030						28	0.030	INOIL_STD	Vedere corrispettiva SIZE1 e SIZE2 facendo riferimento ai riduttori della serie R See corresponding SIZE1 and SIZE2 with reference to gear series R Siehe entsprechend SIZE 1 und SIZE 2 mit Bezug auf die Getriebe der Serie R				
	28/40	28							40	0.070						
	28/50	28							50	0.130						
	28/63	28							63	0.240						
	28/70	28							70	0.350						
	40/40	40	0.070						40	0.070						
	40/50	40							50	0.130						
	40/63	40							63	0.240						
	40/70	40							70	0.350						
	40/85	40							85	0.800 0.550*						
	50/70	50	CRI - 0.170 CRMI - 0.130						70	0.350						
	50/85	50							85	0.800 0.550*						
	50/110	50	110	2.600												
	63/70	63	CRI - 0.350 CRMI - 0.240						70	0.350						
	63/85	63							85	0.800 0.550*						
	63/110	63							110	2.600						
	63/130	63							130	4.100						
	70/85	70	CRI - 0.430 CRMI - 0.350						85	0.800 0.550*						
	70/110	70							110	2.600						
	70/130	70							130	4.100						
	85/110	85	0.800 0.550*	0.550						110					2.600	OUTOIL
	85/130	85								130					4.100	
	85/150	85								150					6.000	
	85/180	85								180					11.00	
	110/150	110	2.600	2.100						150					6.000	
	110/180	110								180					11.00	
	110/215	110								215					20.00	
	130/180	130	4.100	2.900						180					11.00	
	130/250	130								250					29.00	


SIZE 1
RI-RMI 85-110-130

M1 - Durante il riempimento attenersi ai quantitativi poiché in alcuni casi il livello del lubrificante oltrepassa la spia di livello.

M2-M3-M4-M5-M6 - Quantità indicative; durante il riempimento attenersi alla spia di livello.

SIZE 2

Durante il riempimento attenersi ai quantitativi poiché in alcuni casi il livello del lubrificante oltrepassa la spia di livello.

SIZE 1-SIZE2

* **RI-RMI 85** - Versioni LC-LP-LF.

SIZE 1
RI-RMI 85-110-130

M1 - During filling keep to the required quantities as in some cases the level of the lubricant exceeds the level shown by the indicator.

M2-M3-M4-M5-M6 - Indicative quantities, check the oil sight glass during filling.

SIZE 2

During filling keep to the required quantities as in some cases the level of the lubricant exceeds the level shown by the indicator.

SIZE1-SIZE2

* **RI-RMI 85** - Versions LC-LP-LF.

SIZE 1
RI-RMI 85-110-130

M1 - Für die Auffüllung sind die angegebenen Mengen zu beachten, da in einigen Fällen der Füllstand des Schmiermittels das Füllstands-Kontrollfenster übersteigt.

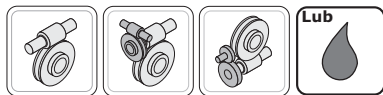
M2-M3-M4-M5-M6 - Richtungsweisende Mengen, bei der Auffüllung auf das Füllstand-Kontrollfenster Bezug nehmen.

SIZE 2

Für die Auffüllung sind die angegebenen Mengen zu beachten, da in einigen Fällen der Füllstand des Schmiermittels das Füllstands-Kontrollfenster übersteigt.

SIZE1-SIZE2

* **RI-RMI 85** - Ausführungen LC-LP-LF.



Posizioni di montaggio
 Mounting positions
 Montagepositionen

CR - CB

40 - 50 - 70 - 85 - 110

	M1	M2	M3	M4	M5	M6

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

Posizioni di montaggio - Mounting positions - Montagepositionen			
CR CB		Posizioni Positions Positionen	Prescrizioni da indicare in fase d'ordine Ordering requirements Anforderungen bei der Bestellung
	40	M1-M2 M3-M4 M5-M6	Non necessaria Not necessary Nicht erforderlich
	50		Necessaria Necessary Erforderlich
	70		
	85		
	110		

TARGHETTA - RIDUTTORE

NON NECESSARIA
Indicata sempre nella targhetta del riduttore la posizione di montaggio "M1".

NECESSARIA
La posizione richiesta è indicata nella targhetta del riduttore

Identification Plate - Gearbox

NOT NECESSARY
The mounting position is always indicated on the nameplate "M1".

NECESSARY
The indication it on the label of the gearbox

Typeschild - Getriebe

NICHT ERFORDERLICH
Die Einbaulage ist immer auf dem Typenschild angegeben "M1".

ERFORDERLICH
Findet man die angefragte Position auf dem Typenschild des Getriebe



1.4 Lubrificazione

1.4 Lubrication

1.4 Schmierung

 CR CB	Quantità di lubrificante - Lubricant Quantity - Schmiermittelmenge - [Kg]							OPT1	Tappi-Plug-Stopf		
		M1	M2	M3	M4	M5	M6		N°	Diameter	Type
	40	0.260	0.260	0.260	0.260	0.260	0.260	INOIL_STD	1	1/4"	
	50	0.440	0.600	0.600	0.600	0.440	0.440		1	1/4"	
	70	0.950	1.300	1.300	1.300	0.950	0.950		1	3/8"	
	85	1.550	2.800	2.800	2.800	1.550	1.550	OUTOIL	4	3/8"	
	110	3.600	6.000	6.000	6.000	3.600	3.600		4	1/2"	



Durante il riempimento attenersi ai quantitativi poiché in alcuni casi il livello del lubrificante oltrepassa la spia di livello.

During filling keep to the required quantities as in some cases the level of the lubricant exceeds the level shown by the indicator.

Für die Auffüllung sind die angegebenen Mengen zu beachten, da in einigen Fällen der Füllstand des Schmiermittels das Füllstands-Kontrollfenster übersteigt.



Attenzione !:

Il tappo di sfiato è allegato solo nei riduttori che hanno più di un tappo olio

Warning!:

A breather plug is supplied only with worm gearboxes that have more than one oil plug

Achtung!:

Der Entlüftungsstopfen ist lediglich bei den Getrieben vorhanden, die über mehr als einen Ölfüllstopfen verfügen

Nota: Se in fase d'ordine la posizione di montaggio è omessa, il riduttore verrà fornito con i tappi predisposti per la posizione M1.

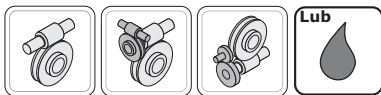
Note: If the mounting position is not specified in the order, the worm gearbox supplied will have plugs pre-arranged for position M1.

Anmerkung: Sollte in der Auftragsphase die Einbaulage nicht angegeben werden, wird das Getriebe mit Stopfen für die Einbaulage M1.

Eventuali forniture con predisposizioni tappi diverse da quella indicata in tabella, dovranno essere concordate.

The supply of gearboxes with different plug pre-arrangements has to be agreed with the manufacturer.

Lieferungen, die eine Auslegung hinsichtlich der Stopfen aufweisen, die von den Angaben in der Tabelle abweichen, müssen vorab vereinbart werden..



Posizioni di montaggio
Mounting positions
Montagepositionen

CR - CB

130 - 150 - 180 - 215 - 250

S Z2							
↑ M4 M5		M1	M2	M3	M4	M5	M6

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

Posizioni di montaggio - Mounting positions - Montagepositionen			
CR CB		Posizioni Positions Positionen	Prescrizioni da indicare in fase d'ordine Ordering requirements Anforderungen bei der Bestellung
	130	M1-M2 M3-M4 M5-M6	Necessaria Necessary Erforderlich
	150		
	180		
	215		
	250		

TARGHETTA - RIDUTTORE

NON NECESSARIA
Indicata sempre nella targhetta del riduttore la posizione di montaggio "M1".

NECESSARIA
La posizione richiesta è indicata nella targhetta del riduttore

Identification Plate - Gearbox

NOT NECESSARY
The mounting position is always indicated on the nameplate "M1".

NECESSARY
The indication it on the label of the gearbox

Typeschild - Getriebe

NICHT ERFORDERLICH
Die Einbaulage ist immer auf dem Typenschild angegeben "M1".

ERFORDERLICH
Findet man die angefragte Position auf dem Typenschild des Getriebe



1.4 Lubrificazione

1.4 Lubrication

1.4 Schmierung

Lub  CR CB	Quantità di lubrificante - Lubricant Quantity - Schmiermittelmenge - [Kg]							OPT1	Tappi-Plug-Stopf			
			M1	M2	M3	M4	M5	M6		N°	Diameter	Type
		130	5.100	3.900	5.750	3.900	3.400	3.400	OUTOIL	5-CB 7-CR	1/2" - 1/4"	  
		150	7.900	6.200	9.300	6.200	5.600	5.600				
		180	13.20	10.70	15.85	10.70	9.850	9.850				
		215	23.45	14.90	27.55	14.90	13.95	13.95				
	250	34.45	22.90	40.95	22.90	21.45	21.45					



Quantità indicative; durante il riempimento attenersi alla spia di livello.

Indicative quantities, check the oil sight glass during filling.

Richtungsweisende Mengen, bei der Auffüllung auf das Füllstand-Kontrollfenster Bezug nehmen.



Attenzione !:
Il tappo di sfiato è allegato solo nei riduttori che hanno più di un tappo olio

Warning!:
A breather plug is supplied only with worm gearboxes that have more than one oil plug

Achtung!:
Der Entlüftungstopfen ist lediglich bei den Getrieben vorhanden, die über mehr als einen Ölfüllstopfen verfügen

Nota: Se in fase d'ordine la posizione di montaggio è omessa, il riduttore verrà fornito con i tappi predisposti per la posizione M1.

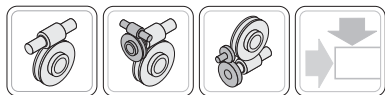
Note: If the mounting position is not specified in the order, the worm gearbox supplied will have plugs pre-arranged for position M1.

Anmerkung: Sollte in der Auftragsphase die Einbaulage nicht angegeben werden, wird das Getriebe mit Stopfen für die Einbaulage M1.

Eventuali forniture con predisposizioni tappi diverse da quella indicata in tabella, dovranno essere concordate.

The supply of gearboxes with different plug pre-arrangements has to be agreed with the manufacturer.

Lieferungen, die eine Auslegung hinsichtlich der Stopfen aufweisen, die von den Angaben in der Tabelle abweichen, müssen vorab vereinbart werden..



1.5 Carichi radiali e assiali

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

Nella Tab. 2.5 - 2.6 sono riportati i valori dei carichi radiali ammissibili per l'albero veloce (Fr_1). Come carico assiale ammissibile contemporaneo si ha:

$$Fa_1 = 0.2 \times Fr_1$$

Tab. 2.5



RI



CRI

n_1 min ⁻¹	Fr_1 (N)											
	RI - CRI											
	28	40	50	63	70	85	110	130	150	180	215	250
2800	51	187	272	357	425	595	850	1360	1870	2125	2593	3370
1400	60	220	320	420	500	700	1000	1600	2200	2500	3250	4225
900	60	250	350	460	530	800	1200	1800	2350	2700	3500	4600
700	70	280	400	500	570	900	1300	2000	2500	3000	3800	4800
500	70	310	450	530	600	1000	1450	2200	2700	3200	4000	5300

Tab. 2.6



CR

n_1 min ⁻¹	Fr_1 (N)									
	CR									
	40	50	70	85	110	130	150	180	215	250
2800	468	510	723	808	1275	900	900	4000	4000	7000
1400	550	600	850	950	1500	1000	1000	5000	5000	8000
900	605	660	935	1045	1650	1200	1200	6000	6000	10000

In Tab. 2.7 - 2.8 sono riportati i valori dei carichi radiali ammissibili per l'albero lento (Fr_2). Come carico assiale ammissibile contemporaneo si ha:

$$Fa_2 = 0.2 \times Fr_2$$

Tab. 2.7



**RI
RMI**



**CRI
CRMI**

n_2 min ⁻¹	Fr_2 (N)									
	RI - RMI - CRI - CRMI									
	28	40	50	63	70	85	110	130	150	180
400	506	686	925	946	1279	1626	2168	2890	4263	4516
280	595	808	1088	1114	1505	1913	2550	3400	5015	5313
200	700	950	1280	1310	1770	2250	3000	4000	5900	6250
140	750	1050	1450	1680	2350	2400	3150	4250	6700	6900
93	800	1200	1620	1740	2700	2500	3600	4800	7500	7500
70	900	1350	1850	1930	3100	2650	4150	5300	8400	8500
50	950	1500	2100	2150	3300	3560	4850	6600	9400	10300
35	1000	1600	2230	2300	3700	3850	5700	7500	10100	11500
29	1070	1700	2400	2500	3900	4400	6200	8200	11100	12500
25	1130	1800	2580	2700	4100	4620	6600	8750	12000	13400
20	1200	1950	2700	2900	4300	5150	7200	9600	12700	15200
18	1280	2100	2850	3100	4450	5500	7800	10300	14000	16300
14	1430	2300	3200	3300	4700	5800	8250	10700	15000	17000

Nei riduttori CRI-CRMI utilizzare i carichi a 14 min⁻¹ (ovviamente i valori indicati in tabella si riferiscono al secondo riduttore).

1.5 Axial and overhung loads

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

In Table 2.5 - 2.6 permissible radial load for input shaft are listed (Fr_1). Contemporary permissible axial load is given by the following formula:

$$Fa_1 = 0.2 \times Fr_1$$

1.5 Radiale und Axiale Belastungen

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

In Tabelle 2.5 - 2.6 sind die Werte der zulässigen Radialbelastungen für die Antriebswelle (Fr_1) angegeben. Die Axialbelastung beträgt dann:

$$Fa_1 = 0.2 \times Fr_1$$

In Table 2.6 - 2.8 permissible radial loads for output shaft are listed (Fr_2). Permissible axial load is given by the following formula:

$$Fa_2 = 0.2 \times Fr_2$$

In Tabelle 2.6 - 2.8 sind die Werte der zulässigen Radialbelastungen für die Abtriebswelle angegeben.

Als zulässige Axialbelastung gilt:

$$Fa_2 = 0.2 \times Fr_2$$

Use 14 min⁻¹ loads in the CRI-CRMI gearboxes (obviously the values in the table refer to the second gearbox).

Bei den Getrieben CRI-CRMI sind Lasten mit 14 min⁻¹ zu verwenden (die in der Tabelle angegebenen Werte beziehen sich natürlich auf das zweite Getriebe).



1.5 Carichi radiali e assiali

1.5 Axial and overhung loads

1.5 Radiale und Axiale Belastungen

Tab. 2.8



**CR
CB**

n_2 min ⁻¹	Fr_2 (N)							
	CR - CB							
	40	50	70	85	110	130	150	180
30	1700	2400	3900	4400	6200	8200	11100	12500
27	1800	2580	4100	4620	6600	8750	12000	13400
23	1850	2600	4200	4800	6800	8900	12500	14000
20	1950	2700	4300	5150	7200	9600	12700	15200
16	2100	2850	4450	5500	7800	10300	14000	16300
13	2300	3200	4700	5800	8250	10700	15000	17000
10	2300	3200	4700	5800	8250	10700	15000	17000
5	2300	3350	4700	5800	8250	10700	15000	17000

A richiesta possono essere fornite versioni rinforzate con cuscinetti a rulli conici sulla corona in grado di sopportare carichi superiori a quelli ammessi dalle versioni normali.

Si veda a tal proposito la tabella 2.9 - 2.10, in cui sono riportati i valori dei carichi radiali e assiali ammissibili sull'albero uscita nel caso di cuscinetti conici sulla corona. Si consiglia, in questi casi, di adottare versioni flangiate, verificando che il carico assiale venga interamente assorbito dal cuscinetto alloggiato nella flangia di fissaggio.

Si sconsiglia, invece (nei riduttori RI-RMI, CRI-CRMI) la versione a piede, in quanto la resistenza meccanica della struttura non è sufficiente a garantire la necessaria sicurezza sia statica sia dinamica (urti e sovraccarichi).

Tale soluzione non è prevista sulla grandezza 28.

In order to increase the load capacity of the gearboxes it is possible to fit taper roller bearings on to the output shaft. Such reinforced versions are available upon request.

With regard to this reinforced version, let see output radial and axial load values shown on tab. 2.9 - 2.10. It's advisable to use flange mounted versions and to make sure that the axial load is absorbed by the bearing, housed in the fixing flange.

The foot mounted version is not recommended, because the structural safety is very reduced, with regard both to static and dynamic conditions.

Please note that this solution is not available for size 28.

Für größere Belastungen stehen auf Wunsch auch verstärkte Ausführungen mit Kegelrollenlagern für die Schneckenwelle zur Verfügung.

Tabelle 2.9 - 2.10 listet die zulässigen Radial- und Axiallasten bei Verwendung von Kegelrollenlagern auf. Es wird in diesen Fällen empfohlen, Flanschausführungen zu verwenden und sicherzustellen, daß die axiale Last vollständig vom Lager, das sich im Befestigungsflansch befindet, aufgenommen wird. Die Fußversion empfiehlt sich in diesem Falle nicht, da deren Festigkeit nicht ausreicht, um die erforderliche Sicherheit gegen Stöße und Überlasten sowohl in statischer wie in dynamischer Hinsicht zu gewährleisten. Hinweis:

Für die Baugröße 28 ist diese Lösung nicht vorgesehen.

Tab. 2.9

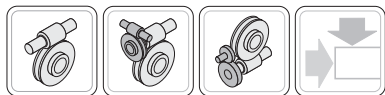


**RI
RMI**



**CRI
CRMI**

CARICHI RADIALI - ASSIALI CON CUSCINETTI CONICI SULLA CORONA AXIAL AND OVERHUNG LOADS WITH TAPER ROLLER BEARINGS ON WORMWHEEL RADIALE UND AXIALE BELASTUNGEN MIT KEGELROLLENLAGERN AUF DEM SCHNECKENRAD [N]																						
n ₂ (rpm)	RI - RMI																					
	40		50		63		70		85		110		130		150		180		215		250	
	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂
400	2076	2708	4603	5325	4693	5415	5415	6588	5415	7220	7671	9837	7491	10559	14440	18772	17148	22382	20921	27306	25105	32767
280	2185	2850	4845	5605	4940	5700	5700	6935	5700	7600	8075	10355	7885	11115	15200	19760	18050	23560	22021	28743	26425	34492
200	2300	3000	5100	5900	5200	6000	6000	7300	6000	8000	8500	10900	8300	11700	16000	20800	19000	24800	23180	30256	27816	36307
140	2300	3000	5600	6500	5750	6650	6700	8200	6600	8800	9200	11800	8400	11850	17500	22700	20000	26000	24400	31720	29280	38064
93	2300	3000	6300	7300	6500	7550	7500	9150	7600	10100	9200	11800	9000	12700	18500	24000	21000	27400	25620	33428	30744	40114
70	2300	3000	6550	7600	6200	7200	7600	9300	6500	8650	9200	11800	9500	13400	19200	25000	22000	28700	26840	35014	32208	42017
50	2300	3000	6900	8000	6900	8000	8700	10600	7900	10500	10600	13600	10000	14100	20000	26000	23000	30000	28060	36600	33672	43920
35	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	13900	17800	12600	17750	20000	26000	23000	30000	28060	36600	33672	43920
29	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	14800	19000	13600	19200	20000	26000	23000	30000	28060	36600	33672	43920
25	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	14800	19000	14600	20600	20000	26000	23000	30000	28060	36600	33672	43920
20	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	14800	19000	15600	22000	20000	26000	23000	30000	28060	36600	33672	43920
18	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	14800	19000	15600	22000	20000	26000	23000	30000	28060	36600	33672	43920



1.5 Carichi radiali e assiali

1.5 Axial and overhung loads

1.5 Radiale und Axiale Belastungen

Tab. 2.10



CR
CB

CARICHI RADIALI - ASSIALI CON CUSCINETTI CONICI SULLA CORONA AXIAL AND OVERHUNG LOADS WITH TAPER ROLLER BEARINGS ON WORMWHEEL RADIALE UND AXIALE BELASTUNGEN MIT KEGELROLLENLAGERN AUF DEM SCHNECKENRAD [N]																				
n ₂ (rpm)	CR - CB																			
	40		50		70		85		110		130		150		180		215		250	
	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂
60	2300	3000	6550	7600	7600	9300	6500	8650	9200	11800	9500	13400	19200	25000	22000	28700	26840	35014	32208	42017
50	2300	3000	6900	8000	8700	10600	7900	10500	10600	13600	10000	14100	20000	26000	23000	30000	28060	36600	33672	43920
40	2300	3000	6900	8000	9000	11000	9000	12000	13900	17800	12600	17750	20000	26000	23000	30000	28060	36600	33672	43920
30	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000	13600	19200	20000	26000	23000	30000	28060	36600	33672	43920
25	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000	14600	20600	20000	26000	23000	30000	28060	36600	33672	43920
20	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000	15600	22000	20000	26000	23000	30000	28060	36600	33672	43920
15	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000	15600	22000	20000	26000	23000	30000	28060	36600	33672	43920
10	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000	15600	22000	20000	26000	23000	30000	28060	36600	33672	43920
5	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000	15600	22000	20000	26000	23000	30000	28060	36600	33672	43920

I carichi radiali indicati nelle tabelle si intendono applicati a metà della sporgenza dell'albero e sono riferiti ai riduttori operanti con fattore di servizio 1.

Valori intermedi relativi a velocità non riportate possono essere ottenuti per interpolazione considerando però che Fr_1 a 500 min^{-1} e Fr_2 a 14 min^{-1} rappresentano i carichi massimi consentiti.

Per i carichi non agenti sulla mezzeria dell'albero lento o veloce si ha:

The radial loads shown in the tables are applied on the centre line of the shaft extension and are related to gearboxes working with service factor 1.

Intermediate values of speeds that are not listed can be obtained through interpolation but it must be considered that Fr_1 at 500 min^{-1} and Fr_2 at 14 min^{-1} represent the maximum allowable loads.

For loads which are not applied on the centre line of the output or input shaft, following values will be obtained:

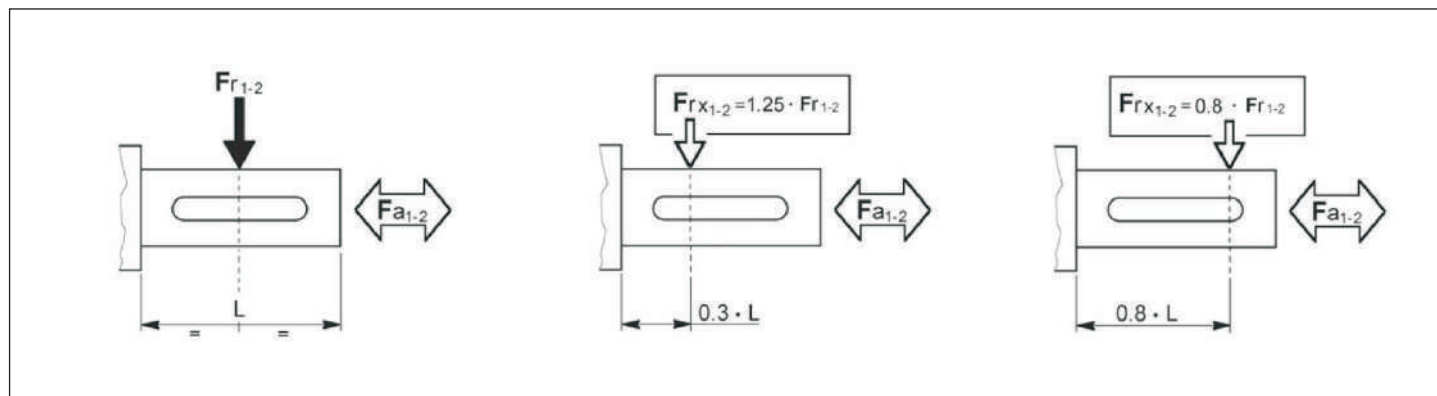
Bei den in der Tabelle angegebenen Radialbelastungen wird eine Krafterwirkung auf die Mitte des Wellenendes zugrunde gelegt; außerdem arbeiten die Getriebe mit Betriebsfaktor 1. Zwischenwerte für nicht aufgeführte Drehzahlen können durch Interpolation ermittelt werden. Hierbei ist jedoch zu berücksichtigen, daß die Werte von Fr_1 bei 500 min^{-1} und von Fr_2 bei 14 min^{-1} die Maximalbelastungen repräsentieren. Bei Lasten, die nicht auf die Mitte der Ab- bzw. Antriebswellen wirken, legt man folgende Werte zugrunde:

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

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

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

Tab. 2.11





1.6 Prestazioni riduttori RI

1.6 RI Gearboxes performances

1.6 Leistungen der RI-Getriebe

RI 28



1.4

ir	n ₁ = 2800 min ⁻¹ ⚠				n ₁ = 1400 min ⁻¹				n ₁ = 900 min ⁻¹				n ₁ = 500 min ⁻¹				RMI	RMI...G	
	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC		
7	400	11	0.56	83	200	15	0.39	81	129	18	0.31	79	71	22	0.21	78	63-56	—	
10	280	13	0.47	81	140	17	0.32	79	90	20	0.24	77	50	24	0.17	76			
15	187	14	0.35	78	93	18	0.23	75	60	20	0.17	73	33	24	0.12	71			
20	140	12	0.23	75	70	15	0.15	72	45	18	0.12	69	25	21	0.08	67			
28	100	15	0.23	69	50	19	0.16	64	32	21	0.12	61	17.9	25	0.08	58			
40	70	13	0.15	64	35	16	0.10	59	23	18	0.08	56	12.5	21	0.05	53	56		
49	57	12	0.12	61	29	15	0.08	56	18.4	17	0.06	52	10.2	20	0.04	49			
56	50	12	0.11	59	25	15	0.07	54	16.1	17	0.06	52	8.9	19	0.04	47			
70	40	11	0.08	55	20	13	0.06	49	12.9	15	0.04	46	7.1	17	0.03	43			
80	35	10	0.07	50	17.5	12	0.05	45	11.3	13	0.04	41	6.3	15	0.03	38			
100	28	9	0.06	47	14.0	10	0.04	41	9.0	10	0.02	38	5.0	11	0.02	35			

RI 40



2.1

ir	n ₁ = 2800 min ⁻¹ ⚠				n ₁ = 1400 min ⁻¹				n ₁ = 900 min ⁻¹				n ₁ = 500 min ⁻¹				RMI	RMI...G	
	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC		
5	560	27	1.8	86	280	37	1.28	85	180	44	1.00	83	100	54	0.69	82	71-63-56	71-63-56	
7	400	27	1.3	84	200	37	0.93	83	129	44	0.73	81	71	54	0.50	80			
10	280	31	1.1	83	140	42	0.76	81	90	49	0.58	79	50	59	0.40	78			
15	187	32	0.78	80	93	42	0.53	77	60	49	0.41	75	33	59	0.28	73			
20	140	29	0.56	76	70	37	0.37	73	45	43	0.29	70	25	51	0.20	67			
28	100	34	0.50	71	50	43	0.34	67	32	50	0.26	64	17.9	59	0.18	61	63-56		
40	70	32	0.36	65	35	40	0.24	60	23	45	0.19	56	12.5	53	0.13	53			
49	57	30	0.29	62	29	38	0.20	57	18.4	43	0.16	53	10.2	50	0.11	49			
56	50	28	0.24	60	25	36	0.17	54	16.1	40	0.13	51	8.9	47	0.09	47			
70	40	23	0.18	53	20	28	0.12	47	12.9	32	0.10	44	7.1	37	0.07	39			
80	35	21	0.15	50	17.5	26	0.11	44	11.3	29	0.09	40	6.3	34	0.06	36			
100	28	23	0.13	51	14.0	28	0.09	45	9.0	30	0.07	41	5.0	31	0.04	38			

RI 50



3.8

ir	n ₁ = 2800 min ⁻¹ ⚠				n ₁ = 1400 min ⁻¹				n ₁ = 900 min ⁻¹				n ₁ = 500 min ⁻¹				RMI	RMI...G
	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
5	560	45	3.0	87	280	65	2.2	86	180	75	1.7	85	100	95	1.18	84	80-71	80-71-63
7	400	50	2.5	85	200	68	1.7	84	129	81	1.3	83	71	100	0.91	82		
10	280	55	1.9	84	140	73	1.3	82	90	86	1.0	81	50	105	0.70	79		
15	187	58	1.4	82	93	76	0.93	80	60	89	0.71	79	33	106	0.48	77		
20	140	57	1.1	79	70	74	0.71	76	45	86	0.55	74	25	102	0.38	71		
28	100	62	0.88	74	50	80	0.60	70	32	92	0.46	67	17.9	109	0.32	64	80-71-63	
40	70	64	0.67	70	35	81	0.45	66	23	92	0.34	63	12.5	108	0.24	59		
49	57	57	0.51	67	29	72	0.34	63	18.4	82	0.27	59	10.2	96	0.19	55		
56	50	55	0.44	65	25	69	0.30	60	16.1	78	0.23	56	8.9	91	0.16	53		
70	40	52	0.36	61	20	64	0.24	56	12.9	72	0.19	52	7.1	84	0.13	48	71-63	
80	35	47	0.30	57	17.5	58	0.21	51	11.3	66	0.17	47	6.3	75	0.11	43		
100	28	42	0.23	54	14.0	52	0.16	48	9.0	59	0.13	44	5.0	60	0.08	40		

⚠ ATTENZIONE!

Per situazioni con velocità di ingresso particolari attenersi alla tabella pagina A2.

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

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come nel par. 1.7-A). Per maggiori informazioni contattare l'ufficio tecnico STM.

⚠ WARNING!

If in presence of non standard input speed please attain to the page A2.

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

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. chapter 1.7-A). For details please contact our technical department.

⚠ ACHTUNG!

Mit unstandardisierte Antriebsgeschwindigkeit bitte auf Seite A2.

Die angegebenen Gewichte sind Richtwerte und können je nach Getriebeversion etwas variieren.

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. S. 1.7-A). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni riduttori RI

1.6 RI Gearboxes performances

1.6 Leistungen der RI-Getriebe

RI 63



6.0

ir	$n_1 = 2800 \text{ min}^{-1}$ ⚠				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
5	560	79	5.3	88	280	110	3.8	86	180	132	2.9	86	100	164	2.0	85	90-80-71	90-80-71
7	400	84	4.1	86	200	115	2.9	84	129	137	2.2	84	71	169	1.5	83		
10	280	93	3.2	84	140	126	2.2	83	90	149	1.7	81	50	182	1.2	80		
15	187	98	2.3	82	93	131	1.6	80	60	153	1.2	78	33	184	0.85	76		
20	140	104	1.9	80	70	136	1.3	77	45	158	0.99	75	25	189	0.69	72		
28	100	105	1.5	75	50	135	1.0	71	32	156	0.77	68	17.9	186	0.54	65		
40	70	113	1.2	71	35	145	0.79	67	23	166	0.61	64	12.5	195	0.43	60		
49	57	98	0.85	69	29	125	0.58	64	18.4	142	0.45	61	10.2	166	0.31	57		
56	50	101	0.79	67	25	127	0.54	62	16.1	145	0.42	58	8.9	169	0.29	54		
70	40	94	0.62	63	20	117	0.42	58	12.9	133	0.33	54	7.1	154	0.23	50	80-71	80-71
80	35	88	0.53	61	17.5	110	0.37	55	11.3	124	0.29	51	6.3	144	0.20	47		
100	28	80	0.41	57	14.0	99	0.28	51	9.0	112	0.22	47	5.0	125	0.15	43		

RI 70



7.5

ir	$n_1 = 2800 \text{ min}^{-1}$ ⚠				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	95	4.6	86	200	132	3.3	85	129	158	2.5	84	71	195	1.8	83	112-100 90-80	
10	280	105	3.7	84	140	142	2.5	83	90	168	1.9	82	50	205	1.3	80		
15	187	109	2.6	82	93	145	1.8	80	60	170	1.4	78	33	205	0.94	76	90-80	—
20	140	115	2.1	80	70	151	1.4	77	45	175	1.1	75	25	210	0.76	72		
28	100	113	1.6	74	50	147	1.1	71	32	170	0.84	68	17.9	202	0.59	64	90-80-71	—
40	70	126	1.3	71	35	162	0.89	67	23	186	0.68	64	12.5	219	0.48	60		
49	57	131	1.2	68	29	166	0.78	64	18.4	190	0.61	60	10.2	223	0.43	56	80-71	—
56	50	132	1.0	67	25	167	0.71	62	16.1	191	0.55	58	8.9	223	0.39	54		
70	40	120	0.81	62	20	149	0.55	57	12.9	169	0.42	54	7.1	197	0.30	49		
80	35	113	0.69	60	17.5	141	0.48	54	11.3	160	0.38	50	6.3	185	0.26	46		
100	28	103	0.52	58	14.0	128	0.37	51	9.0	144	0.29	47	5.0	166	0.20	43		

RI 85



14

ir	$n_1 = 2800 \text{ min}^{-1}$ ⚠				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	177	8.6	86	200	247	6.1	85	129	297	4.8	84	71	369	3.3	83	112-100 90	—
10	280	205	7.1	85	140	280	4.9	84	90	332	3.8	83	50	407	2.6	81		
15	187	211	5.0	82	93	283	3.4	81	60	333	2.6	79	33	403	1.8	77		
20	140	236	4.3	81	70	310	2.9	79	45	362	2.2	77	25	434	1.5	74		
28	100	210	2.9	75	50	275	2.0	72	32	319	1.6	69	17.9	381	1.1	65	100-90-80	—
40	70	242	2.5	72	35	312	1.7	69	23	359	1.3	66	12.5	424	0.90	62		
49	57	225	1.9	70	29	287	1.3	65	18.4	329	1.0	62	10.2	387	0.71	58	90-80	—
56	50	223	1.7	70	25	283	1.1	66	16.1	322	0.87	62	8.9	377	0.61	58		
70	40	208	1.3	66	20	261	0.90	61	12.9	297	0.70	57	7.1	346	0.49	53		
80	35	194	1.1	63	17.5	243	0.77	58	11.3	276	0.60	54	6.3	320	0.42	50		
100	28	172	0.85	59	14.0	217	0.60	53	9.0	243	0.46	50	5.0	281	0.33	44		

⚠ ATTENZIONE!

Per situazioni con velocità di ingresso particolari attenersi alla tabella pagina A2.

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

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come nel par. 1.7-A). Per maggiori informazioni contattare l'ufficio tecnico STM.

⚠ WARNING!

If in presence of non standard input speed please attain to the page A2.

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

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. chapter 1.7-A). For details please contact our technical department.

⚠ ACHTUNG!

Mit unstandardisierte Antriebsgeschwindigkeit bitte auf Seite A2.

Die angegebenen Gewichte sind Richtwerte und können je nach Getriebeversion etwas variieren.

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. S. 1.7-A). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni riduttori RI

1.6 RI Gearboxes performances

1.6 Leistungen der RI-Getriebe

RI 110



38

ir	$n_1 = 2800 \text{ min}^{-1}$ ⚠				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	341	16.6	86	200	478	11.6	86	129	577	9.1	85	71	720	6.4	84	132-112 100	—
10	280	391	13.5	85	140	537	9.3	85	90	640	7.2	84	50	788	5.0	82		
15	187	396	9.3	83	93	535	6.4	82	60	632	5.0	80	33	769	3.4	78	112-100	—
20	140	465	8.3	82	70	617	5.6	81	45	722	4.3	79	25	869	3.0	76		
28	100	433	5.9	77	50	570	4.0	75	32	665	3.1	72	17.9	796	2.2	69	112-100 90	—
40	70	493	4.9	74	35	638	3.2	72	23	737	2.6	68	12.5	873	1.8	65		
49	57	452	3.8	72	29	581	2.5	69	18.4	667	1.9	66	10.2	786	1.4	62		
56	50	364	2.7	71	25	465	1.8	69	16.1	532	1.4	64	8.9	624	0.97	60		
70	40	381	2.3	68	20	483	1.6	64	12.9	551	1.2	60	7.1	644	0.88	55		
80	35	390	2.2	66	17.5	491	1.5	62	11.3	559	1.1	58	6.3	651	0.80	53		
100	28	355	1.7	62	14.0	444	1.1	57	9.0	503	0.89	53	5.0	583	0.62	49		



RI 130



48

ir	$n_1 = 2800 \text{ min}^{-1}$ ⚠				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	501	24	88	200	706	16.8	88	129	855	13.2	87	71	1070	9.5	84	132-112 100	—
10	280	574	19.3	87	140	791	13.3	87	90	946	10.5	85	50	1167	7.4	83		
15	187	622	14.5	84	93	840	9.8	84	60	993	7.5	83	33	1210	5.3	80	112-100	—
20	140	686	12.1	83	70	915	8.1	83	45	1073	6.2	82	25	1296	4.4	77		
28	100	607	8.4	76	50	805	5.5	76	32	941	4.2	75	17.9	1131	3.1	69	112-100	—
40	70	693	6.9	74	35	903	4.5	73	23	1045	3.5	71	12.5	1243	2.5	65		
49	57	681	5.7	72	29	880	3.8	70	18.4	1014	2.8	69	10.2	1200	2.0	63		
56	50	636	4.6	72	25	814	3.1	69	16.1	935	2.3	68	8.9	1100	1.7	62		
70	40	639	3.9	69	20	812	2.5	67	12.9	928	2.0	62	7.1	1086	1.4	58		
80	35	616	3.3	68	17.5	778	2.2	64	11.3	886	1.7	60	6.3	1034	1.2	56		
100	28	551	2.5	64	14.0	691	1.7	59	9.0	785	1.3	55	5.0	913	0.94	51		

RI 150



77

ir	$n_1 = 2800 \text{ min}^{-1}$ ⚠				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	754	36	88	200	1070	25	88	129	1300	20	87	71	1630	14.2	86	160-132 112-100	—
10	280	850	29	87	140	1180	19.9	87	90	1420	15.6	86	50	1755	10.9	84		
15	187	935	22	85	93	1270	14.6	85	60	1500	11.4	83	33	1830	7.9	81	132-112 100	—
20	140	1070	18.7	84	70	1430	12.5	84	45	1680	9.7	82	25	2040	6.8	79		
28	100	965	13.1	77	50	1280	8.8	76	32	1500	6.8	74	17.9	1810	4.8	71	132-112 100	—
40	70	1070	10.3	76	35	1400	6.8	75	23	1630	5.3	73	12.5	1950	3.8	67		
49	57	1020	8.2	74	29	1320	5.6	71	18.4	1530	4.3	69	10.2	1800	3.0	65		
56	50	1018	7.2	74	25	1306	4.7	73	16.1	1500	3.7	68	8.9	1768	2.6	64		
70	40	927	5.5	70	20	1183	3.7	67	12.9	1355	2.9	63	7.1	1591	2.0	59		
80	35	896	4.8	69	17.5	1136	3.2	66	11.3	1297	2.5	62	6.3	1518	1.7	57		
100	28	818	3.6	66	14.0	1029	2.4	62	9.0	1169	1.9	58	5.0	1361	1.3	54		

⚠ ATTENZIONE!

Per situazioni con velocità di ingresso particolari attenersi alla tabella pagina A2.

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

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come nel par. 1.7-A). Per maggiori informazioni contattare l'ufficio tecnico STM.

⚠ WARNING!

If in presence of non standard input speed please attain to the page A2.

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

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. chapter 1.7-A). For details please contact our technical department.

⚠ ACHTUNG!

Mit unstandardisierte Antriebsgeschwindigkeit bitte auf Seite A2.

Die angegebenen Gewichte sind Richtwerte und können je nach Getriebeversion etwas variieren.

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. S. 1.7-A). Für weitere Informationen wenden Sie sich bitte und unser technisches Büro.



1.6 Prestazioni riduttori RI

1.6 RI Gearboxes performances

1.6 Leistungen der RI-Getriebe

RI 180



130

ir	n ₁ = 2800 min ⁻¹ ⚠				n ₁ = 1400 min ⁻¹				n ₁ = 900 min ⁻¹				n ₁ = 500 min ⁻¹				RMI	RMI...G
	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
7	400	1015	48	89	200	1510	36	89	129	1840	28	88	71	2320	20	86	180-160 132	—
10	280	1190	40	88	140	1650	27	88	90	1990	22	87	50	2470	15.2	85		
15	187	1315	30	86	93	1800	20	86	60	2140	15.8	85	33	2620	11.2	82		
20	140	1515	26	84	70	2037	17.8	84	45	2400	13.6	83	25	2910	9.5	80	160-132	
28	100	1400	18.3	80	50	1870	12.4	79	32	2200	9.6	77	17.9	2660	6.8	73		
40	70	1525	14.9	75	35	2000	9.8	75	23	2330	7.5	73	12.5	2790	5.3	69		
49	57	1600	12.9	74	29	2080	8.4	74	18.4	2415	6.5	72	10.2	2870	4.6	66		
56	50	1630	11.5	74	25	2103	7.5	73	16.1	2423	5.7	71	8.9	2864	4.1	66		
70	40	1482	8.6	72	20	1900	5.9	68	12.9	2182	4.5	66	7.1	2570	3.2	61		
80	35	1424	7.6	69	17.5	1816	5.0	67	11.3	2079	3.8	65	6.3	2440	2.7	59		
100	28	1281	5.8	65	14.0	1622	3.8	63	9.0	1850	2.9	61	5.0	2163	2.1	54		

RI 215



260

ir	n ₁ = 2800 min ⁻¹ ⚠				n ₁ = 1400 min ⁻¹				n ₁ = 900 min ⁻¹				n ₁ = 500 min ⁻¹				RMI	RMI...G
	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
7*	400	1660	77	90	200	2400	56	90	129	2900	44	89	71	3700	32	86	225-200	—
10*	280	2170	71	89	140	3041	50	89	90	3670	39	88	50	4600	28	85		
15*	187	2400	53	88	93	3300	37	88	60	3900	28	87	33	4800	20	83		
19,5	144	2500	43	87	72	3300	29	86	46	3900	22	85	26	4700	16	81	180-160 132	
28*	100	2400	29	86	50	3200	20	85	32	3200	12,8	84	17,9	4500	11	78		
40*	70	2400	22	81	35	3100	14,4	79	23	3600	11,0	77	12,5	4300	7,9	71		
50*	56	2400	18	78	28	3150	12,2	76	18,0	3650	9,3	74	10,0	4300	6,4	70		
57*	49	2284	15	76	25	2970	10,3	74	15,8	3465	8,1	71	8,8	4125	6,0	63		
69*	41	2400	13	76	20	3100	8,9	74	13,0	3600	6,9	71	7,2	4200	5,1	63		
80*	35	2200	12	70	17,5	2800	7,5	68	11,3	3200	5,9	64	6,3	3800	4,4	57		
100*	28	2150	9,0	70	14,0	2700	5,8	68	9,0	3100	4,6	64	5,0	3600	3,3	57		

RI 250



460

ir	n ₁ = 2800 min ⁻¹ ⚠				n ₁ = 1400 min ⁻¹				n ₁ = 900 min ⁻¹				n ₁ = 500 min ⁻¹				RMI	RMI...G
	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
7*	400	2200	102	90	200	3200	74	90	129	4000	61	89	71	5000	43	86	225-200	—
11*	255	3050	91	89	127	4270	64	89	82	5150	50	89	45	6400	36	85		
15*	187	3600	79	89	93	5000	55	89	60	6000	43	88	33	7300	30	84		
20*	140	3500	60	86	70	4800	41	86	45	5700	32	85	25	7000	23	80	180-160 132	
29,5*	95	3600	42	85	47	4800	28	84	31	5700	22	83	16,9	6850	15,6	78		
40*	70	3800	35	80	35	5000	23	79	23	5800	17,7	77	12,5	7000	12,9	71		
49*	57	3800	29	78	29	5000	19,4	77	18,4	5800	14,9	75	10,2	7000	10,8	69		
60*	47	3600	23	77	23	4700	15,1	76	15,0	5500	11,7	74	8,3	6500	8,5	67		
70*	40	3400	20	72	20	4400	13,0	71	12,9	5000	9,9	68	7,1	6000	7,4	61		
79*	35	3000	15,9	70	17,7	3900	10,5	69	11,4	4500	8,0	67	6,3	5300	5,9	60		
98*	29	3000	12,8	70	14,3	3900	8,5	69	9,2	4500	6,5	67	5,1	5300	4,7	60		

* A richiesta / On request / Auf Anfrage

⚠ ATTENZIONE!

Per situazioni con velocità di ingresso particolari attenersi alla tabella pagina A2.

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

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come nel par. 1.7-A). Per maggiori informazioni contattare l'ufficio tecnico STM.

⚠ WARNING!

If in presence of non standard input speed please attain to the page A2.

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

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. chapter 1.7-A). For details please contact our technical department.

⚠ ACHTUNG!

Mit unstandardisierte Antriebsgeschwindigkeit bitte auf Seite A2.

Die angegebenen Gewichte sind Richtwerte und können je nach Getriebeversion etwas variieren.

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. S. 1.7-A). Für weitere Informationen wenden Sie sich bitte und unser technisches Büro.



1.6 Prestazioni riduttori CRI

1.6 CRI gearboxes performances

1.6 Leistungen der CRI-Getriebe

CRI 28/28



2.8

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	27	0.05	52	63 - 56	—
200	10x20	7.0	27	0.04	49		
280	10x28	5.0	27	0.03	42		
400	20x20	3.5	27	0.02	44		
600	15x40	2.3	27	0.02	35		
980	49x20	1.4	27	0.01	34		
1372	49x28	1.0	27	0.01	28	56	
1960	49x40	0.71	27	0.01	25		
2800	70x40	0.50	27	0.01	21		
4000	100x40	0.35	27	0.01	17		
5600	100x56	0.25	27	0.01	15		
7000	100x70	0.20	20	0.01	13		
8000	100x80	0.18	16	0.01	11		
10000	100x100	0.14	12	0.01	10		

CRI 28/40



3.5

ir	i ₁ x _i ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	64	0.13	51	63 - 56	—
200	10x20	7.0	70	0.10	49		
280	10x28	5.0	70	0.08	43		
400	20x20	3.5	70	0.06	43		
600	15x40	2.3	70	0.05	33		
980	49x20	1.4	70	0.03	32		
1372	49x28	1.0	70	0.03	29	56	
1960	49x40	0.71	70	0.02	24		
2800	70x40	0.50	70	0.02	20		
4000	100x40	0.35	70	0.02	16		
5600	100x56	0.25	65	0.01	14		
7000	100x70	0.20	50	0.01	11		
8000	100x80	0.18	45	0.01	10		
10000	100x100	0.14	35	0.01	11		

CRI 40/40



4.2

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	64	0.13	52	71-63-56	71-63-56
200	10x20	7.0	70	0.10	50		
280	10x28	5.0	70	0.08	45		
400	20x20	3.5	70	0.06	44		
600	15x40	2.3	70	0.05	34		
980	49x20	1.4	70	0.03	33		
1372	49x28	1.0	70	0.03	29	63-56	
1960	49x40	0.71	70	0.02	24		
2800	70x40	0.50	70	0.02	19		
4000	100x40	0.35	70	0.01	18		
5600	100x56	0.25	65	0.01	15		
7000	100x70	0.20	50	0.01	12		
8000	100x80	0.18	45	0.01	11		
10000	100x100	0.14	35	0.01	12		

CRI 28/50



5.2

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	110	0.21	54	63 - 56	—
200	10x20	7.0	110	0.15	52		
280	10x28	5.0	110	0.13	46		
400	20x20	3.5	110	0.09	46		
600	15x40	2.3	110	0.07	38		
980	49x20	1.4	110	0.05	35	56	
1372	49x28	1.0	110	0.04	30		
1960	49x40	0.71	110	0.03	27		
2800	70x40	0.50	110	0.02	24		
4000	100x40	0.35	110	0.02	19		
5600	100x56	0.25	110	0.02	16		
7000	100x70	0.20	110	0.02	15		
8000	100x80	0.18	75	0.01	12		
10000	100x100	0.14	60	0.01	11		

CRI 40/50



5.9

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	110	0.21	56	71-63-56	71-63-56
200	10x20	7.0	110	0.15	53		
280	10x28	5.0	110	0.12	47		
400	20x20	3.5	110	0.09	47		
600	15x40	2.3	110	0.07	39		
980	49x20	1.4	110	0.05	36		
1372	49x28	1.0	110	0.04	30	63 - 56	
1960	49x40	0.71	110	0.03	28		
2800	70x40	0.50	110	0.03	23		
4000	100x40	0.35	110	0.02	21		
5600	100x56	0.25	110	0.02	18		
7000	100x70	0.20	110	0.01	16		
8000	100x80	0.18	75	0.01	14		
10000	100x100	0.14	60	0.01	13		

CRI 28/63



7.4

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	207	0.34	56	63 - 56	—
200	10x20	7.0	228	0.31	53		
280	10x28	5.0	250	0.29	46		
400	20x20	3.5	192	0.20	46		
600	15x40	2.3	250	0.16	38		
980	49x20	1.4	189	0.11	35	56	
1372	49x28	1.0	223	0.07	30		
1960	49x40	0.71	223	0.06	27		
2800	70x40	0.50	244	0.06	23		
4000	100x40	0.35	188	0.04	19		
5600	100x56	0.25	230	0.04	16		
7000	100x70	0.20	220	0.03	15		
8000	100x80	0.18	200	0.03	14		
10000	100x100	0.14	140	0.02	12		

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

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

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



1.6 Prestazioni riduttori CRI

1.6 CRI gearboxes performances

1.6 Leistungen der CRI-Getriebe

CRI 40/63



8.1

ir	i ₁ i ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	238	0.44	57	71 - 63 - 56	
200	10x20	7.0	250	0.34	54		
280	10x28	5.0	250	0.28	47		
400	20x20	3.5	250	0.20	47		
600	15x40	2.3	250	0.16	39		
980	49x20	1.4	250	0.10	36	63 - 56	71 - 63 56
1372	49x28	1.0	250	0.09	30		
1960	49x40	0.71	250	0.07	27		
2800	70x40	0.50	250	0.06	22		
4000	100x40	0.35	250	0.04	21		
5600	100x56	0.25	250	0.04	18		
7000	100x70	0.20	220	0.03	16		
8000	100x80	0.18	200	0.02	15		
10000	100x100	0.14	140	0.02	13		

CRI 28/70



14.4

ir	i ₁ x <i>i</i> ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	207	0.34	55	63 - 56	—
200	10x20	7.0	228	0.30	53		
280	10x28	5.0	271	0.28	45		
400	20x20	3.5	192	0.20	46		
600	15x40	2.3	316	0.20	38		
980	49x20	1.4	189	0.11	35	56	
1372	49x28	1.0	223	0.08	29		
1960	49x40	0.71	288	0.08	27		
2800	70x40	0.50	244	0.04	25		
4000	100x40	0.35	188	0.04	18		
5600	100x56	0.25	230	0.05	16		
7000	100x70	0.20	245	0.03	14		
8000	100x80	0.18	256	0.04	13		
10000	100x100	0.14	190	0.02	12		

CRI 40/70



16.1

ir	i ₁ x _i ₂	n ₁ = 1400 min ⁻¹				CRMI		CRMI...G	
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC			
140	7x20	10.0	266	0.49	56	71 - 63 - 56			
200	10x20	7.0	290	0.39	54				
280	10x28	5.0	290	0.33	46				
400	20x20	3.5	320	0.25	47				
600	15x40	2.3	316	0.20	39				
980	49x20	1.4	320	0.14	35	63 - 56			71 - 63 56
1372	49x28	1.0	320	0.12	30				
1960	49x40	0.71	320	0.09	27				
2800	70x40	0.50	320	0.08	22				
4000	100x40	0.35	320	0.06	20				
5600	100x56	0.25	300	0.04	18				
7000	100x70	0.20	290	0.04	15				
8000	100x80	0.18	270	0.04	14				
10000	100x100	0.14	190	0.02	13				

CRI 50/70



16.8

ir	i ₁ x _i ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	266	0.49	57	80 - 71	80 - 71 63
200	10x20	7.0	290	0.39	55		
280	10x28	5.0	290	0.32	47		
400	20x20	3.5	320	0.24	49		
600	15x40	2.3	316	0.19	41		
980	49x20	1.4	320	0.12	39	71 - 63	
1372	49x28	1.0	320	0.10	33		
1960	49x40	0.71	320	0.08	30		
2800	70x40	0.50	320	0.06	26		
4000	100x40	0.35	320	0.05	22		
5600	100x56	0.25	300	0.04	19		
7000	100x70	0.20	290	0.04	16		
8000	100x80	0.18	270	0.03	15		
10000	100x100	0.14	190	0.02	14		

CRI 63/70



19.0

ir	i ₁ x _i 2	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	266	0.49	57	90 - 80 - 71	90 - 80 71
200	10x20	7.0	290	0.38	56		
280	10x28	5.0	290	0.32	47		
400	20x20	3.5	320	0.25	47		
600	15x40	2.3	316	0.19	41		
980	49x20	1.4	320	0.12	40	80 - 71	
1372	49x28	1.0	320	0.10	33		
1960	49x40	0.71	320	0.08	31		
2800	70x40	0.50	320	0.06	27		
4000	100x40	0.35	320	0.05	23		
5600	100x56	0.25	300	0.04	20		
7000	100x70	0.20	290	0.04	17		
8000	100x80	0.18	270	0.03	16		
10000	100x100	0.14	190	0.02	15		

CRI 40/85



20

ir	i ₁ x <i>i</i> ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	500	0.89	59	71 - 63 - 56	71 - 63 56
200	10x20	7.0	500	0.66	56		
280	10x28	5.0	500	0.57	46		
400	20x20	3.5	500	0.37	49		
600	15x40	2.3	500	0.31	40		
980	49x20	1.4	500	0.20	37	63 - 56	
1372	49x28	1.0	500	0.18	29		
1960	49x40	0.71	500	0.14	27		
2800	70x40	0.50	500	0.12	22		
4000	100x40	0.35	500	0.09	21		
5600	100x56	0.25	500	0.07	19		
7000	100x70	0.20	460	0.06	17		
8000	100x80	0.18	460	0.05	16		
10000	100x100	0.14	350	0.04	14		

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

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

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



1.6 Prestazioni riduttori CRI

1.6 CRI gearboxes performances

1.6 Leistungen der CRI-Getriebe

CRI 50/85



22

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %		
140	7x20	10.0	500	0.88	60	80 - 71	80 - 71 63
200	10x20	7.0	500	0.65	57		
280	10x28	5.0	500	0.56	47		
400	20x20	3.5	500	0.36	51		
600	15x40	2.3	500	0.29	42		
980	49x20	1.4	500	0.18	41	71 - 63	80 - 71 63
1372	49x28	1.0	500	0.17	32		
1960	49x40	0.71	500	0.12	30		
2800	70x40	0.50	500	0.10	26		
4000	100x40	0.35	500	0.08	22		
5600	100x56	0.25	500	0.06	21	71 - 63	80 - 71 63
7000	100x70	0.20	460	0.05	18		
8000	100x80	0.18	460	0.05	17		
10000	100x100	0.14	350	0.04	14	71 - 63	80 - 71 63

CRI 63/85



24

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %		
140	7x20	10.0	500	0.88	60	80 - 71	80 - 71 63
200	10x20	7.0	500	0.64	57		
280	10x28	5.0	500	0.55	47		
400	20x20	3.5	500	0.35	52		
600	15x40	2.3	500	0.29	42		
980	49x20	1.4	500	0.18	42	71 - 80	90 - 80 71
1372	49x28	1.0	500	0.16	33		
1960	49x40	0.71	500	0.12	31		
2800	70x40	0.50	500	0.10	27		
4000	100x40	0.35	500	0.08	23		
5600	100x56	0.25	500	0.06	22	71 - 80	90 - 80 71
7000	100x70	0.20	460	0.05	19		
8000	100x80	0.18	460	0.05	18		
10000	100x100	0.14	350	0.03	15	71 - 80	90 - 80 71

CRI 70/85



31

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %		
140	7x20	10.0	500	0.87	60	100-90-80	—
200	10x20	7.0	500	0.64	57		
280	10x28	5.0	500	0.55	47		
400	20x20	3.5	500	0.36	52		
600	15x40	2.3	500	0.29	42		
980	49x20	1.4	500	0.18	42	80 - 71	—
1372	49x28	1.0	500	0.16	33		
1960	49x40	0.71	500	0.12	31		
2800	70x40	0.50	500	0.10	27		
4000	100x40	0.35	500	0.08	23		
5600	100x56	0.25	500	0.06	22	80 - 71	—
7000	100x70	0.20	460	0.05	19		
8000	100x80	0.18	460	0.05	18		
10000	100x100	0.14	350	0.03	15	80 - 71	—

CRI 50/110



42

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %		
140	7x20	10.0	1000	1.7	60	80 - 71	80 - 71 - 63
200	10x20	7.0	1000	1.3	58		
280	10x28	5.0	1000	1.0	50		
400	20x20	3.5	1000	0.71	52		
600	15x40	2.3	1000	0.56	44		
980	49x20	1.4	1000	0.37	41	71 - 63	80 - 71 - 63
1372	49x28	1.0	1000	0.31	34		
1960	49x40	0.71	1000	0.24	32		
2800	70x40	0.50	1000	0.19	27		
4000	100x40	0.35	1000	0.16	23		
5600	100x56	0.25	1000	0.12	21	71 - 63	80 - 71 - 63
7000	100x70	0.20	960	0.11	19		
8000	100x80	0.18	860	0.09	18		
10000	100x100	0.14	700	0.06	16	71 - 63	80 - 71 - 63

CRI 63/110



44

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %		
140	7x20	10.0	1000	1.7	60	90 - 80 - 71	90 - 80 71
200	10x20	7.0	1000	1.2	59		
280	10x28	5.0	1000	1.0	51		
400	20x20	3.5	1000	0.70	52		
600	15x40	2.3	1000	0.56	44		
980	49x20	1.4	1000	0.36	42	80 - 71	90 - 80 71
1372	49x28	1.0	1000	0.31	35		
1960	49x40	0.71	1000	0.23	32		
2800	70x40	0.50	1000	0.18	28		
4000	100x40	0.35	1000	0.15	24		
5600	100x56	0.25	1000	0.12	22	80 - 71	90 - 80 71
7000	100x70	0.20	960	0.10	20		
8000	100x80	0.18	860	0.08	19		
10000	100x100	0.14	700	0.06	17	80 - 71	90 - 80 71

CRI 70/110



51

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %		
140	7x20	10.0	1000	1.7	61	100-90-80	—
200	10x20	7.0	1000	1.2	59		
280	10x28	5.0	1000	1.0	51		
400	20x20	3.5	1000	0.70	52		
600	15x40	2.3	1000	0.56	44		
980	49x20	1.4	1000	0.36	42	80 - 71	—
1372	49x28	1.0	1000	0.31	35		
1960	49x40	0.71	1000	0.23	32		
2800	70x40	0.50	1000	0.19	28		
4000	100x40	0.35	1000	0.15	24		
5600	100x56	0.25	1000	0.12	22	80 - 71	—
7000	100x70	0.20	960	0.10	20		
8000	100x80	0.18	860	0.08	19		
10000	100x100	0.14	700	0.06	17	80 - 71	—

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

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

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



1.6 Prestazioni riduttori CRI

1.6 CRI gearboxes performances

1.6 Leistungen der CRI-Getriebe

CRI 85/110



56

ir	i ₁ x <i>i</i> ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	1000	1.7	61	112-100 90	—
200	10x20	7.0	1000	1.2	60		
280	10x28	5.0	1000	1.0	51		
400	20x20	3.5	1000	0.68	54		
600	15x40	2.3	1000	0.55	45		
980	49x20	1.4	1000	0.35	42	90 - 80	
1372	49x28	1.0	1000	0.30	35		
1960	49x40	0.71	1000	0.23	33		
2800	70x40	0.50	1000	0.18	30		
4000	100x40	0.35	1000	0.14	25		
5600	100x56	0.25	1000	0.11	23		
7000	100x70	0.20	960	0.10	21		
8000	100x80	0.18	860	0.08	20		
10000	100x100	0.14	700	0.06	17		

CRI 63/130



54

ir	i ₁ x <i>i</i> ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	1660	2.8	61	90 - 80 - 71	90 - 80 71
200	10x20	7.0	1800	2.2	59		
280	10x28	5.0	1600	1.7	51		
400	20x20	3.5	1800	1.3	51		
600	15x40	2.3	1800	1.0	43		
980	49x20	1.4	1800	0.64	42	80 - 71	
1372	49x28	1.0	1800	0.56	35		
1960	49x40	0.71	1800	0.42	32		
2800	70x40	0.50	1800	0.34	28		
4000	100x40	0.35	1800	0.28	24		
5600	100x56	0.25	1700	0.19	23		
7000	100x70	0.20	1700	0.17	20		
8000	100x80	0.18	1600	0.15	20		
10000	100x100	0.14	1250	0.11	17		

CRI 70/130



61

ir	i ₁ x _i ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	1660	2.8	62	100-90-80	—
200	10x20	7.0	1800	2.2	59		
280	10x28	5.0	1600	1.7	51		
400	20x20	3.5	1800	1.2	53		
600	15x40	2.3	1800	1.0	43		
980	49x20	1.4	1800	0.64	42	100-90-80	
1372	49x28	1.0	1800	0.56	35	80 - 71	
1960	49x40	0.71	1800	0.42	32		
2800	70x40	0.50	1800	0.34	27		
4000	100x40	0.35	1800	0.28	24		
5600	100x56	0.25	1700	0.19	23		
7000	100x70	0.20	1700	0.17	20		
8000	100x80	0.18	1600	0.15	20		
10000	100x100	0.14	1250	0.11	17		

CRI 85/130



66

ir	i ₁ x <i>i</i> ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	1660	2.8	62	112-100 90	—
200	10x20	7.0	1800	2.2	60		
280	10x28	5.0	1600	1.6	51		
400	20x20	3.5	1800	1.2	55		
600	15x40	2.3	1800	1.0	44		
980	49x20	1.4	1800	0.63	43	90 - 80	
1372	49x28	1.0	1800	0.55	35		
1960	49x40	0.71	1800	0.41	33		
2800	70x40	0.50	1800	0.32	29		
4000	100x40	0.35	1800	0.26	25		
5600	100x56	0.25	1700	0.19	24		
7000	100x70	0.20	1700	0.17	21		
8000	100x80	0.18	1600	0.14	21		
10000	100x100	0.14	1250	0.10	18		

CRI 85/150



95

ir	i ₁ x _i ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	2620	4.3	64	112-100 90	—
200	10x20	7.0	2850	3.4	61		
280	10x28	5.0	2510	2.5	53		
400	20x20	3.5	2900	1.9	55		
600	15x40	2.3	2880	1.6	45		
980	49x20	1.4	2900	0.98	44	90 - 80	
1372	49x28	1.0	2900	0.84	37		
1960	49x40	0.71	2900	0.64	34		
2800	70x40	0.50	2900	0.50	31		
4000	100x40	0.35	2900	0.42	25		
5600	100x56	0.25	2900	0.30	25		
7000	100x70	0.20	2600	0.25	22		
8000	100x80	0.18	2600	0.23	21		
10000	100x100	0.14	1950	0.15	19		

CRI 110/150



115

ir	i ₁ x _i ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI..C
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %		
140	7x20	10.0	2620	4.3	65	132-112-100	—
200	10x20	7.0	2850	3.4	62		
280	10x28	5.0	2510	2.5	54		
400	20x20	3.5	2900	1.9	57		
600	15x40	2.3	2880	1.5	46		
980	49x20	1.4	2900	0.92	47	132-112-100	
1372	49x28	1.0	2900	0.79	39	112-100-90	
1960	49x40	0.71	2900	0.60	36		
2800	70x40	0.50	2900	0.47	32		
4000	100x40	0.35	2900	0.39	27		
5600	100x56	0.25	2900	0.28	27		
7000	100x70	0.20	2600	0.23	23		
8000	100x80	0.18	2600	0.21	22		
10000	100x100	0.14	1950	0.14	21		

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

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

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



1.6 Prestazioni riduttori CRI

1.6 CRI gearboxes performances

1.6 Leistungen der CRI-Getriebe

CRI 85/180



148

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	3750	6.1	65	112-100 90	—
200	10x20	7.0	4095	4.8	62		
280	10x28	5.0	3700	3.5	55		
400	20x20	3.5	4400	3.0	56		
600	15x40	2.3	4160	2.2	46		
980	49x20	1.4	3850	1.6	44	90 - 80	
1372	49x28	1.0	4600	1.3	38		
1960	49x40	0.71	4600	1.0	34		
2800	70x40	0.50	4600	0.79	31		
4000	100x40	0.35	4250	0.62	26		
5600	100x56	0.25	4600	0.48	25		
7000	100x70	0.20	4600	0.44	22		
8000	100x80	0.18	4200	0.37	21		
10000	100x100	0.14	3300	0.26	19		

CRI 110/180



168

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	3750	6.0	65	132-112-100	—
200	10x20	7.0	4095	4.8	63		
280	10x28	5.0	3700	3.5	55		
400	20x20	3.5	4600	2.9	58		
600	15x40	2.3	4160	2.2	47		
980	49x20	1.4	4600	1.5	47	132-112-100	
1372	49x28	1.0	4600	1.2	40	112-100-90	
1960	49x40	0.71	4600	0.96	36		
2800	70x40	0.50	4600	0.75	32		
4000	100x40	0.35	4600	0.60	28		
5600	100x56	0.25	4600	0.45	27		
7000	100x70	0.20	4600	0.41	23		
8000	100x80	0.18	4200	0.35	22		
10000	100x100	0.14	3300	0.24	20		

CRI 130/180



178

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140	7x20	10.0	3750	5.9	67	132-112-100	—
200	10x20	7.0	4095	4.7	64		
280	10x28	5.0	3700	3.4	57		
400	20x20	3.5	4600	2.9	59		
600	15x40	2.3	4160	2.1	48		
980	49x20	1.4	4600	1.4	48	112-100	
1372	49x28	1.0	4600	1.2	41		
1960	49x40	0.71	4600	0.95	36		
2800	70x40	0.50	4600	0.72	34		
4000	100x40	0.35	4600	0.58	29		
5600	100x56	0.25	4600	0.43	28		
7000	100x70	0.20	4600	0.40	24		
8000	100x80	0.18	4200	0.33	23		
10000	100x100	0.14	3300	0.23	21		

CRI 110/215



298

ir	i ₁ x _{i2}	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
136,5*	7X19,5	10,3	6115	9,8	67	132-112-100	—
195*	10X19,5	7,2	6624	7,7	65		
293*	15X19,5	4,8	7203	5,9	61		
390*	20X19,5	3,6	7200	4,5	60		
600*	15X40	2,3	6346	3,0	51		
956*	49X19,5	1,5	7200	2,3	48	132-112-100	
1372*	49X28	1,0	7200	1,7	47	112-100-90	
1960*	49X40	0,71	7200	1,4	39		
2800*	70X40	0,50	7200	1,1	35		
4000*	100X40	0,35	7200	0,86	31		
5700*	100X57	0,25	7200	0,69	27		
6900*	100X69	0,20	7200	0,57	27		
8000*	100X80	0,18	6800	0,58	22		
10000*	100X100	0,14	5700	0,37	23		

CRI 130/250



508

ir	i ₁ Xi ₂	n ₁ = 1400 min ⁻¹				CRMI	CRMI...G
		n ₂ min ⁻¹	T _{2M} Nm	P kW	RD %	IEC	
140*	7X20	10,0	9008	14,5	65	132-112-100	—
200*	10X20	7,0	9773	12,0	60		
300*	15X20	4,7	10500	8,4	61		
400*	20X20	3,5	10500	7,2	53		
600*	15X40	2,3	10322	5,5	46		
980*	49X20	1,4	10500	3,3	48	112-100	
1446*	49X29,5	1,0	10500	2,6	41		
1960*	49X40	0,71	10500	2,0	39		
2800*	70X40	0,50	10500	1,4	38		
4000*	100X40	0,35	10500	1,2	31		
6000*	100X60	0,23	10500	1,1	23		
7000*	100X70	0,20	10500	0,88	25		
7900*	100X79	0,18	9000	0,67	25		
9800*	100X98	0,14	9000	0,59	23		

* A richiesta / On request / Auf Anfrage

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

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1.6 Prestazioni riduttori CR

1.6 CR gearboxes performances

1.6 Leistungen der CR-Getriebe

CR 40



3.5

ir	$i_1 x i_2$	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
		n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	
44.3	2.9x15	63	49	0.43	75	32	59	0.27	73	20	65	0.19	71	11.3	70	0.12	69	63 56
50.5	3.4X15	55	49	0.38	75	28	59	0.23	73	17.8	65	0.17	71	9.9	70	0.11	68	
58.2	3.9X15	48	52	0.35	75	24	65	0.23	71	15.5	70	0.16	69	8.6	70	0.09	68	
68.0	4.5X15	41	56	0.32	74	21	65	0.20	71	13.2	70	0.14	69	7.4	70	0.08	66	
82.7	3.0X28	34	50	0.28	64	16.9	59	0.17	61	10.9	65	0.13	59	6.0	70	0.08	56	
108.7	3.9X28	26	52	0.22	63	12.9	65	0.15	59	8.3	70	0.11	56	4.6	70	0.06	55	
126.9	4.5X28	22	56	0.21	62	11.0	65	0.13	59	7.1	70	0.09	56	3.9	70	0.06	52	
165.1	3.4X49	17.0	43	0.14	53	8.5	50	0.09	49	5.5	56	0.07	45	3.0	65	0.05	43	
222.1	4.5X49	12.6	48	0.12	51	6.3	56	0.08	47	4.1	61	0.06	44	2.3	70	0.04	41	
295.2	3.0X100	9.5	30	0.07	41	4.7	31	0.04	38	3.0	33	0.03	36	1.7	34	0.02	34	
336.8	3.4X100	8.3	30	0.06	41	4.2	31	0.04	38	2.7	33	0.03	35	1.5	35	0.02	33	
388.2	3.9X100	7.2	30	0.06	41	3.6	33	0.03	36	2.3	34	0.02	34	1.3	35	0.01	33	
453.0	4.5X100	6.2	31	0.05	40	3.1	33	0.03	36	2.0	34	0.02	33	1.1	35	0.01	31	

CR 50



5

ir	$i_1 x i_2$	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
		n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	
48.3	3.2x15	58	89	0.68	79	29	106	0.42	77	18.6	108	0.28	75	10.4	110	0.16	73	71 63 56
52.1	3.5X15	54	94	0.67	79	27	108	0.40	76	17.3	110	0.27	74	9.6	110	0.15	73	
61.0	4.1X15	46	94	0.57	79	23	108	0.34	76	14.8	110	0.23	74	8.2	110	0.13	73	
73.3	2.6X28	38	92	0.55	67	19.1	109	0.34	64	12.3	110	0.23	62	6.8	110	0.13	59	
90.2	3.2X28	31	92	0.45	67	15.5	109	0.28	64	10.0	110	0.19	59	5.5	110	0.11	58	
97.2	3.5X28	29	97	0.44	66	14.4	110	0.27	62	9.3	110	0.18	59	5.1	110	0.10	58	
113.9	4.1X28	25	97	0.38	66	12.3	110	0.23	62	7.9	110	0.15	59	4.4	110	0.09	58	
170.1	3.5X49	16.5	86	0.26	58	8.2	103	0.17	53	5.3	110	0.12	50	2.9	110	0.07	49	
199.3	4.1X49	14.0	86	0.22	58	7.0	103	0.14	53	4.5	110	0.10	50	2.5	110	0.06	49	
261.9	2.6X100	10.7	59	0.15	44	5.3	60	0.08	40	3.4	60	0.06	38	1.9	60	0.03	35	
289.5	5.9x49	9.7	96	0.21	47	4.8	110	0.11	50	3.1	110	0.07	49	1.7	110	0.04	47	
347.0	3.5X100	8.1	60	0.12	43	4.0	60	0.07	38	2.6	60	0.05	35	1.4	60	0.03	34	
406.7	4.1X100	6.9	60	0.10	43	3.4	60	0.06	38	2.2	60	0.04	35	1.2	60	0.02	34	
590.9	5.9x100	4.7	60	0.07	40	2.4	60	0.04	35	1.5	60	0.03	34	0.8	60	0.02	32	

CR 70



16

ir	$i_1 x i_2$	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
		n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	
44.3	2.95x15	63	170	1.4	78	32	205	0.89	76	20	234	0.67	74	11.3	263	0.43	72	90 80 71 63
50.8	3.4X15	55	170	1.3	78	28	205	0.78	76	17.7	234	0.59	73	9.8	290	0.43	70	
59.1	3.9X15	47	181	1.2	78	24	234	0.78	74	15.2	263	0.58	72	8.5	290	0.37	70	
69.6	4.6X15	40	193	1.1	77	20	234	0.67	74	12.9	263	0.49	72	7.2	312	0.34	69	
82.6	2.95X28	34	170	0.89	68	16.9	202	0.56	64	10.9	228	0.42	62	6.1	254	0.27	59	
110.3	3.9X28	25	180	0.71	67	12.7	228	0.49	62	8.2	254	0.37	59	4.5	290	0.24	57	
130.0	4.6X28	22	191	0.66	66	10.8	228	0.42	62	6.9	254	0.31	59	3.8	298	0.22	55	
166.1	3.4X49	16.9	190	0.56	60	8.4	223	0.35	56	5.4	250	0.28	51	3.0	290	0.19	48	
227.5	4.6X49	12.3	212	0.48	57	6.2	250	0.30	53	4.0	276	0.23	50	2.2	320	0.16	46	
295.0	2.95x100	9.5	144	0.30	47	4.7	166	0.19	43	3.1	175	0.14	40	1.7	183	0.09	37	
302.9	6.2X49	9.2	223	0.42	51	4.6	276	0.27	49	3.0	290	0.19	47	1.7	320	0.12	46	
338.9	3.4X100	8.3	144	0.27	47	4.1	166	0.17	43	2.7	175	0.13	38	1.5	188	0.08	36	
393.8	3.9X100	7.1	151	0.24	46	3.6	175	0.16	40	2.3	183	0.12	37	1.3	188	0.07	36	
464.3	4.6X100	6.3	159	0.23	45	3.1	175	0.14	40	2.0	183	0.10	37	1.1	190	0.07	34	
618.2	6.2x100	4.5	166	0.18	43	2.3	183	0.12	36	1.5	188	0.08	35	0.8	190	0.05	34	

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

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

Die angegebenen Gewichte sind Richtwerte und können je nach Getriebe-



1.6 Prestazioni riduttori CR

16 CR gearboxes performances

1.6 Leistungen der CR-Getriebe

CR 85



36

ir	$i_1 X_{i2}$	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
		n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	
43.0	2.9x15	65	333	2.9	79	33	403	1.8	77	21	452	1.3	75	11.6	500	0.83	73	90
51.3	3.4X15	55	333	2.4	79	27	403	1.5	77	17.5	500	1.3	73	9.7	500	0.72	71	
59.1	3.9X15	47	354	2.2	79	24	452	1.5	75	15.2	500	1.1	73	8.5	500	0.62	71	
69.0	4.6X15	41	379	2.1	78	20	452	1.3	75	13.0	500	0.94	73	7.2	500	0.55	69	
80.2	2.9X28	35	319	1.7	69	17.5	381	1.1	65	11.2	431	0.82	62	6.2	480	0.53	59	
110.4	3.9X28	25	338	1.3	68	12.7	431	0.92	62	8.2	480	0.69	59	4.5	500	0.42	57	
128.8	4.6X28	22	360	1.2	67	10.9	431	0.79	62	7.0	480	0.60	59	3.9	500	0.37	55	
167.6	3.4X49	16.7	329	0.93	62	8.4	387	0.58	58	5.4	480	0.52	52	3.0	500	0.31	50	
225.4	4.6X49	12.4	347	0.69	60	6.2	434	0.51	55	4.0	480	0.39	52	2.2	500	0.24	48	
286.4	2.9X100	9.8	243	0.50	50	4.9	281	0.33	44	3.1	304	0.24	42	1.7	327	0.15	39	
342.1	3.4X100	8.2	243	0.42	50	4.1	281	0.27	44	2.6	327	0.23	39	1.5	337	0.14	37	
394.1	3.9X100	7.1	255	0.40	48	3.6	304	0.27	42	2.3	327	0.20	39	1.3	337	0.12	37	
460.0	4.6X100	6.1	268	0.37	46	3.0	304	0.23	42	2.0	327	0.17	39	1.1	350	0.11	35	



CR 110



50

ir	$i_1 X_{i2}$	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
		n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	
43.0	2.9x15	65	632	5.4	80	33	769	3.4	78	21	880	2.5	76	11.6	990	1.6	74	112
51.3	3.4X15	55	632	4.5	80	27	769	2.8	78	17.5	990	2.5	74	9.7	1000	1.4	72	
59.1	3.9X15	47	674	4.2	80	24	880	2.9	76	15.2	990	2.1	74	8.5	1000	1.2	72	
69.0	4.6X15	41	722	3.9	79	20	880	2.5	76	13.0	990	1.8	74	7.2	1000	1.1	70	
80.2	2.9X28	35	665	3.4	72	17.5	796	2.1	69	11.2	898	1.6	66	6.2	1000	1.0	63	
110.4	3.9X28	25	705	2.6	72	12.7	898	1.8	66	8.2	1000	1.4	63	4.5	1000	0.78	61	
128.8	4.6X28	22	751	2.4	71	10.9	898	1.5	66	7.0	1000	1.2	63	3.9	1000	0.70	58	
167.6	3.4X49	16.7	667	1.8	66	8.4	786	1.1	62	5.4	976	0.98	56	3.0	1000	0.59	53	
225.4	4.6X49	12.4	745	1.5	64	6.2	881	0.97	59	4.0	976	0.73	56	2.2	1000	0.46	51	
286.4	2.9X100	9.8	503	0.97	53	4.9	583	0.61	49	3.1	617	0.42	48	1.7	650	0.28	42	
342.1	3.4X100	8.2	503	0.81	53	4.1	583	0.51	49	2.6	650	0.43	42	1.5	670	0.26	40	
394.1	3.9X100	7.1	528	0.76	52	3.6	617	0.48	48	2.3	650	0.37	42	1.3	670	0.22	40	
460.0	4.6X100	6.1	556	0.70	51	3.0	617	0.42	47	2.0	650	0.32	42	1.1	700	0.21	38	

CR 130



67

ir	$i_1 X_{i2}$	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
		n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	n_2 min ⁻¹	T_{2M} Nm	P kW	RD %	
40.4	5.77x7	69	1110	10.1	80	35	1372	6.4	78	22	1540	4.7	77	12.4	1800	3.1	76	180
50.4	7.2x7	56	1194	8.7	79	28	1456	5.5	78	17.9	1624	4.0	77	9.9	1800	2.5	75	
57.7	5.77x10	49	1196	7.7	79	24	1455	4.8	77	15.6	1621	3.5	76	8.7	1800	2.2	74	
72.0	7.2x10	39	1279	6.7	78	19.4	1538	4.1	76	12.5	1704	3.0	75	6.9	1800	1.8	73	
85.3	4.26x20	33	1200	5.6	74	16.4	1445	3.5	72	10.6	1602	2.5	70	5.9	1810	1.6	68	
115.4	5.77x20	24	1307	4.5	73	12.1	1553	2.8	71	7.8	1709	2.0	69	4.3	1800	1.2	67	
144.0	7.2x20	19.4	1386	3.9	72	9.7	1631	2.4	70	6.3	1788	1.7	68	3.5	1800	1.0	66	
161.5	5.77x28	17.3	1158	3.2	65	8.7	1387	2.0	62	5.6	1534	1.5	59	3.1	1800	1.0	57	
201.6	7.2x28	13.9	1231	2.8	64	6.9	1461	1.8	61	4.5	1607	1.3	58	2.5	1800	0.84	56	
230.8	5.77x40	12.1	1262	2.6	62	6.1	1493	1.6	58	3.9	1641	1.2	56	2.2	1800	0.77	53	
288.0	7.2x40	9.7	1336	2.2	61	4.9	1567	1.4	57	3.1	1715	1.0	55	1.7	1800	0.63	52	
323.1	5.77x56	8.7	1100	1.7	59	4.3	1299	1.1	56	2.8	1426	0.78	53	1.5	1700	0.55	50	
403.2	7.2x56	6.9	1163	1.5	58	3.5	1363	0.91	54	2.2	1490	0.67	52	1.2	1700	0.45	49	
504.0	7.2x70	5.6	1161	1.3	54	2.8	1347	0.78	50	1.8	1465	0.57	48	1.0	1700	0.39	45	63
576.0	7.2x80	4.9	1105	1.1	52	2.4	1281	0.67	49	1.6	1393	0.49	47	0.87	1600	0.33	44	
720.0	7.2x100	3.9	967	0.83	48	1.9	1113	0.51	44	1.3	1206	0.38	42	0.69	1250	0.23	39	

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

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

Die angegebenen Gewichte sind Richtwerte und können je nach Getriebe-



1.6 Prestazioni riduttori CR

16 CR gearboxes performances

1.6 Leistungen der CR-Getriebe

CR 150



98

ir	$i_1 \times i_2$	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
		n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
		min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
40,4	5,77x7	69	1689	15,2	81	35	2091	9,6	79	22	2348	7,0	78	12,4	2900	4,9	76	180 160 132 112 100 90 80 71 63
50,4	7,2x7	56	1818	13,2	80	28	2220	8,2	78	17,9	2476	6,0	77	9,9	2900	4,0	76	
57,7	5,77x10	49	1807	11,6	79	24	2212	7,3	77	15,6	2471	5,3	76	8,7	2900	3,5	74	
72,0	7,2x10	39	1936	10,0	79	19,4	2342	6,2	77	12,5	2600	4,5	75	6,9	2900	2,9	74	
85,3	4,26x20	33	1888	8,6	76	16,4	2287	5,4	73	10,6	2541	3,9	72	5,9	2879	2,5	69	
115,4	5,77x20	24	2062	7,0	75	12,1	2461	4,3	72	7,8	2715	3,1	70	4,3	2900	1,9	68	
144,0	7,2x20	19,4	2190	6,0	74	9,7	2589	3,7	71	6,3	2843	2,7	70	3,5	2900	1,6	68	
161,5	5,77x28	17,3	1848	5,0	67	8,7	2214	3,2	63	5,6	2448	2,3	61	3,1	2900	1,6	59	
201,6	7,2x28	13,9	1965	4,4	66	6,9	2332	2,7	62	4,5	2565	2,0	60	2,5	2900	1,3	58	
230,8	5,77x40	12,1	1980	4,0	64	6,1	2353	2,5	60	3,9	2591	1,8	58	2,2	2900	1,2	55	
288,0	7,2x40	9,7	2099	3,4	62	4,9	2472	2,1	59	3,1	2710	1,6	57	1,7	2900	0,98	54	
323,1	5,77x56	8,7	1797	2,7	61	4,3	2116	1,7	58	2,8	2320	1,2	55	1,5	2591	0,80	53	
403,2	7,2x56	6,9	1899	2,3	60	3,5	2218	1,4	56	2,2	2422	1,0	54	1,2	2900	0,73	51	
504,0	7,2x70	5,6	1705	1,8	55	2,8	1986	1,1	51	1,8	2165	0,83	49	1,0	2600	0,59	46	
576,0	7,2x80	4,9	1620	1,5	53	2,4	1877	0,96	50	1,6	2041	0,70	47	0,87	2259	0,46	44	
720,0	7,2x100	3,9	1451	1,2	50	1,9	1679	0,74	46	1,3	1823	0,54	44	0,69	1950	0,34	41	

CR 180



163

ir	$i_1 \times i_2$	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
		n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
		min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
37,3	5,33x7	75	2349	22,7	81	38	2958	14,6	80	24	3347	10,8	78	13,4	3864	7,0	77	225 200 180 160 132 112 100 90 80 71 63
52,5	7,5x7	53	2648	18,4	81	27	3258	11,6	79	17,1	3647	8,4	78	9,5	4164	5,5	76	
62,0	6,2x10	45	2607	15,4	80	23	3187	9,7	78	14,5	3557	7,1	77	8,1	4049	4,6	75	
75,0	7,5x10	37	2766	13,6	79	18,7	3346	8,5	77	12,0	3716	6,1	76	6,7	4208	3,9	74	
85,0	4,25x20	33	2707	12,2	76	16,5	3312	7,7	74	10,6	3698	5,7	72	5,9	4211	3,7	70	
106,7	5,33x20	26	2905	10,6	75	13,1	3510	6,6	73	8,4	3896	4,8	71	4,7	4409	3,1	69	
124,0	6,2x20	23	3036	9,6	75	11,3	3642	6,0	72	7,3	4027	4,3	71	4,0	4541	2,8	69	
150,0	7,5x20	18,7	3203	8,4	74	9,3	3808	5,2	72	6,0	4194	3,8	70	3,3	4600	2,4	68	
173,6	6,2x28	16,1	2771	6,8	68	8,1	3318	4,3	65	5,2	3666	3,2	63	2,9	4130	2,1	60	
213,3	5,33x40	13,1	2782	5,9	65	6,6	3330	3,7	61	4,2	3679	2,8	59	2,3	4143	1,8	56	
248,0	6,2x40	11,3	2901	5,4	64	5,6	3448	3,4	60	3,6	3798	2,5	58	2,0	4262	1,6	55	
261,3	5,33x49	10,7	2857	5,1	63	5,4	3399	3,2	59	3,4	3745	2,4	57	1,9	4204	1,6	54	
303,8	6,2x49	9,2	2975	4,6	62	4,6	3517	2,9	58	3,0	3863	2,1	56	1,6	4322	1,4	53	
367,5	7,5x49	7,6	3124	4,1	61	3,8	3666	2,6	57	2,4	4011	1,9	55	1,4	4471	1,2	52	
420,0	7,5x56	6,7	3113	3,6	61	3,3	3641	2,2	57	2,1	3977	1,6	55	1,2	4424	1,1	52	
434,0	6,2x70	6,5	2663	3,1	57	3,2	3131	2,0	53	2,1	3429	1,5	51	1,2	3826	1,0	48	
525,0	7,5x70	5,3	2792	2,8	56	2,7	3260	1,7	52	1,7	3558	1,3	50	1,0	3955	0,85	47	
600,0	7,5x80	4,7	2629	2,4	54	2,3	3044	1,5	51	1,5	3308	1,1	48	0,83	3660	0,71	45	
750,0	7,5x100	3,7	2333	1,8	50	1,9	2704	1,1	46	1,2	2941	0,85	44	0,67	3300	0,57	40	

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

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

Die angegebenen Gewichte sind Richtwerte und können je nach Getriebe-

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come nel par. 1.7-A). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. chapter 1.7-A). For details please contact our technical department.

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. S. 1.7-A). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni riduttori CR

16 CR gearboxes performances

1.6 Leistungen der CR-Getriebe

CR 215



303

ir	i ₁ Xi ₂	n ₁ = 2800 min ⁻¹				n ₁ = 1400 min ⁻¹				n ₁ = 900 min ⁻¹				n ₁ = 500 min ⁻¹				IEC
		n ₂	T _{2M}	P	RD	n ₂	T _{2M}	P	RD	n ₂	T _{2M}	P	RD	n ₂	T _{2M}	P	RD	
		min ⁻¹	Nm	kW	%	min ⁻¹	Nm	kW	%	min ⁻¹	Nm	kW	%	min ⁻¹	Nm	kW	%	
42,5*	4,25x10	66	4223	36	81	33	5282	23	79	21,2	5957	16,9	78	11,8	6855	11,1	76	225
53,3*	5,33x10	53	4570	31	81	26	5629	19,7	79	16,9	6304	14,4	77	9,4	7202	9,3	76	
62,0*	6,2x10	45	4800	28	80	23	5859	17,7	78	14,5	6534	12,9	77	8,1	7200	8,1	75	
75,0*	7,5x10	37	5090	25	80	18,7	6150	15,5	78	12,0	6825	11,2	76	6,7	7200	6,7	75	
80,0*	5,33x15	35	4794	22	79	17,5	5828	14,0	76	11,3	6487	10,2	75	6,3	7200	6,5	73	
112,5*	7,5x15	25	5303	17,8	78	12,4	6336	11,0	75	8,0	7200	8,2	74	4,4	7200	4,7	71	
120,9*	6,2x19,5	23	4953	15,7	76	11,6	5942	9,8	74	7,4	6573	7,1	72	4,1	7200	4,5	70	
146,3*	7,5x19,5	19,1	5225	13,9	76	9,6	6214	8,5	73	6,2	6844	6,2	71	3,4	7200	3,7	69	
173,6*	6,2x28	16,1	4649	12,4	63	8,1	5584	7,4	63	5,2	6181	5,3	63	2,9	6974	3,3	63	
213,3*	5,33x40	13,1	4279	8,7	68	6,6	5108	5,5	64	4,2	5637	4,0	62	2,3	6341	2,6	59	
248,0*	6,2x40	11,3	4459	7,9	67	5,6	5289	4,9	63	3,6	5818	3,6	61	2,0	6521	2,4	58	
266,7*	5,33x50	10,5	4286	7,3	65	5,3	5108	4,6	61	3,4	5631	3,4	58	1,9	6328	2,2	55	
300,0*	7,5x40	9,3	4687	6,9	66	4,7	5516	4,3	62	3,0	6045	3,2	60	1,7	6749	2,1	57	
375,0*	7,5x50	7,5	4690	5,8	63	3,7	5512	3,7	59	2,4	6035	2,7	57	1,3	6732	1,8	53	
427,8*	6,2x69	6,5	4337	4,9	61	3,3	5087	3,1	57	2,1	5565	2,3	54	1,2	6201	1,5	51	
517,5*	7,5x69	5,4	4543	4,3	60	2,7	5293	2,7	56	1,7	5771	2,0	53	1,0	6407	1,3	50	
600,0*	7,5x80	4,7	4136	3,8	53	2,3	4814	2,4	49	1,5	5246	1,8	47	0,83	5820	1,2	43	
750,0*	7,5x100	3,7	3909	2,9	53	1,9	4523	1,8	49	1,2	4914	1,3	47	0,67	5434	0,87	44	



CR 250



527

ir	i ₁ Xi ₂	n ₁ = 2800 min ⁻¹				n ₁ = 1400 min ⁻¹				n ₁ = 900 min ⁻¹				n ₁ = 500 min ⁻¹				IEC
		n ₂	T _{2M}	P	RD	n ₂	T _{2M}	P	RD	n ₂	T _{2M}	P	RD	n ₂	T _{2M}	P	RD	
		min ⁻¹	Nm	kW	%	min ⁻¹	Nm	kW	%	min ⁻¹	Nm	kW	%	min ⁻¹	Nm	kW	%	
38,5*	3,5x11	73	5508	51,3	82	36	7052	33	80	23	8036	25	79	13	9346	16,3	78	280
52,5*	3,5x15	53	6328	43,7	81	27	7925	28	79	17,1	8942	21	78	9,5	10296	13,3	77	
61,9*	4,13x15	45	6707	39,5	81	23	8303	25	79	14,5	9321	18,2	78	8,1	10500	11,6	77	225
77,5*	5,17x15	36	7225	34,2	80	18,1	8822	21	78	11,6	9839	15,4	77	6,5	10500	9,3	76	
90,0*	6x15	31	7570	31	80	15,6	9166	19,1	78	10	10184	13,8	77	5,6	10500	8,1	76	200
108,8*	7,25x15	26	8005	27,2	79	12,9	9602	16,7	78	8,3	10500	11,9	77	4,6	10500	6,7	75	
120,0*	6x20	23	7190	23,1	76	11,7	8677	14,3	74	7,5	9625	10,4	73	4,2	10500	6,4	71	180
145,0*	7,25x20	19,3	7596	20,3	76	9,7	9083	12,5	74	6,2	10031	9	72	3,4	10500	5,4	71	
177,0*	6x29,5	15,8	7068	15,9	74	7,9	8463	9,8	72	5,1	9353	7,1	70	2,8	10500	4,6	68	160
206,7*	5,17x40	13,5	6876	14,4	68	6,8	8234	9	65	4,4	9099	6,6	63	2,4	10251	4,3	61	
240,0*	6x40	11,7	7169	13	67	5,8	8527	8,1	64	3,8	9392	5,9	63	2,1	10500	3,8	60	132
290,0*	7,25x40	9,5	7169	11	65	4,8	8527	6,9	62	3,1	9392	5	60	1,7	10500	3,2	58	
360,0*	6x60	7,9	7539	9,7	64	3,9	8897	6	61	2,5	9763	4,4	59	1,4	10500	2,7	57	112
435,0*	7,25x60	6,4	6954	7,5	63	3,2	8156	4,6	59	2,1	8922	3,4	57	1,1	10500	2,3	55	
507,5*	7,25x70	5,5	5210	5,3	57	2,8	6175	3,4	53	1,8	6789	2,5	51	1,0	7607	1,7	47	100
572,8*	7,25x79	4,9	5682	5,3	55	2,4	6646	3,3	51	1,6	7260	2,5	49	0,87	8078	1,6	45	
710,5*	7,25x98	3,9	5682	4,2	55	2,0	6646	2,7	51	1,3	7260	2,1	47	0,70	8078	1,3	45	90
																		80
																		71
																		63

* A richiesta / On request / Auf Anfrage

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

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

Die angegebenen Gewichte sind Richtwerte und können je nach Getriebe-

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come nel par. 1.7-A). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. chapter 1.7-A). For details please contact our technical department.

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. S. 1.7-A). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.



1.6 Prestazioni Limitatore

Nelle tabelle seguenti sono riportate le coppie di slittamento M_{2S} in funzione del numero dei giri del dado, o della ghiera di regolazione ottenibili con la disposizione standard delle molle (par. 1.6.1).

Tali valori prescindono dalle prestazioni delle dentature.

Valori più elevati di M_{2S} si possono ottenere, a richiesta, con una diversa disposizione delle molle.

I valori di taratura si riferiscono ad una condizione statica (durante lo slittamento la coppia trasmessa decade considerevolmente) ed hanno un significato indicativo in quanto ottenuti per via teorica.

E' opportuno verificare periodicamente la coppia di taratura soprattutto durante la prima fase di funzionamento.

16 Performances limiter

In the following tables the slipping torques M_{2S} are listed according to number of turns of nut or ring nut obtainable with a standard arrangement of the springs (chapter 1.6.1).

Such data prescind from tothing performances.

M_{2S} higher values can eventually be obtained with a different arrangement of the springs.

Calibration values refer to a static condition (during slippage torque reports a considerable decrease) and are approximate being calculated on a theoretic basis. It is important therefore to check the calibration torque periodically especially during first phase of running.

1.6 Leistungen der Rutschkupplung

In der folgenden Tabelle sind die Rutschmomente M_{2S} dargestellt, wie sie je nach Stellung der Sechskant- oder Nutmutter mit der Standardanordnung der Tellerfedern erreicht werden (siehe Kapitel 1.6.1).

Diese Werte lassen die maximal übertragbare Leistung der Getriebe in Abhängigkeit von der Untersetzung jedoch außer acht.

Mit einer anderen Anordnung der Tellerfedern können auch größere Rutschmomente M_{2S} erreicht werden.

Die angegebenen Werte sind statische Momente (das Rutschmoment nimmt während des Schlupfvorganges ab) und sind nur als Näherungswerte zu betrachten.

Das eingestellte Rutschmoment sollte in der Einlaufphase in periodischen Abständen überprüft und gegebenenfalls korrigiert werden.

Senza Taratura maggiorata Without Heavy calibration Ohne Erhöhtes Ansprechmoment		LP LC												LF															
RI RMI	ir	N° GIRI DEL DADO DI REGOLAZIONE N° OF TURNS OF ADJUSTEMENT RING NUT DREHUNGEN DER EINSTELLMUTTER														N° GIRI DEL DADO DI REGOLAZIONE N° OF TURNS OF ADJUSTEMENT RING NUT DREHUNGEN DER EINSTELLMUTTE													
		1/2	2/3	1	1 1/3	1 2/3	2	2 1/3	2 2/3	3	3 1/3	3 2/3	1/4	1/2	2/3	1	1 1/3	1 2/3	2	2 1/3	2 2/3	3	3 1/3	3 2/3	4				
		M _{2s} (Nm)														M _{2s} (Nm)													
28	tutti i rapporti all ratios alle Untersetzungen	4	5.5	7.5	10	13									15	28	36	51	64	75	86	97							
40		12	16	24	31	38	46								21	40	52	74	93	110	126	141	154	167					
50		16	20	29	39	47	55	63							27	51	66	93	120	140	160	175	195	210					
63		21	27	41	55	65	79	89	101	112	124				24	45	58	81	100	115	125	135	145	151	155	160			
70		21	27	41	55	65	79	89	101	112	124				50	85	115	160	200	240	280	310	340	370	395	420			
85	7-10-15-28	60	79	113.5	148	175	210	236	265	298	323	345			60	95	120	170	220	265	300	340	370	400	430	460			
	20-40-49	66	87	125	163	192.5	231	260	292	328	356	380			80	100	130	190	240	290	330	370	400	440	470	500			
	56 - 100	72	95	136	178	210	253	284	319	358	388	415			140	260	340	490	630	750	860	960	1060	1150	1230	1310	1390		
110	7-10-15-28	106	141	207	271	334	392	454	516	572	630			150	285	370	530	670	800	930	1040	1140	1230	1330	1410	1500			
	20-40-49	114	152	224	293	361	423	490	557	618	680			170	330	430	600	770	930	1060	1190	1300	1415	1520	1620	1720			
	56 - 100	131	174	257	336	414	486	640	709	781				244	476	625	910	1180	1438	1686	1920	2160	2390						
130	tutti / all / alle	240	310	450	590	720	850	950						550	860	1130	1660	2170	2660	3140	3600	4050	4500	4930	5370				
150	tutti / all / alle	550	730	1070	1390	1700	1990	2200																					

TM				LP		LC		LF																				
Taratura maggiorata Heavy calibration Erhöhtes Ansprechmoment																												
RI	CRI	ir	CR	ir	N° GIRI DEL DADO DI REGOLAZIONE N° OF TURNS OF ADJUSTEMENT RING NUT DREHUNGEN DER EINSTELLMUTTER										N° GIRI DEL DADO DI REGOLAZIONE N° OF TURNS OF ADJUSTEMENT RING NUT DREHUNGEN DER EINSTELLMUTTER													
RMI	CRM		CB		1/2	2/3	1	1 1/3	1 2/3	2	2 1/3	1/4	1/2	2/3	1	1 1/3	1 2/3	2	2 1/3	2 2/3	3	3 1/3	3 2/3	4				
M _{2s} (Nm)										M _{2s} (Nm)																		
28	28	tutti / all / alle	—		12.5	17	24																					
40	40		40	tutti/all/alle	40	53	77	91					15	28	36	51	64	75	86	97								
50	50		50		50	65	93	128					21	40	52	74	93	110	126	141	154	167						
63	63		—		96	125	178	231	288				51	100	130	190	245	295	345	385	440	480						
70	70	7-10-15-28	70	tutti/all/alle	96	125	178	231	288			38	74	96	135	175	210	240	270	300	320	350						
85	85		43.0 - 128.8	146	185	263	350	414	471	542	100	125	160	230	300	360	410	460	510	560	600	640	680					
			20-40-49	161	204	289	385	456	518	596	110	135	180	255	330	390	450	510	560	610	650	700	750					
		56 - 100	286.4 - 460.0	176	223	316	420	497	566	651	120	150	195	280	350	425	490	550	610	665	715	765	815					
110	110	7-10-15-28	43.0 - 128.8	261	342	501	653	805	945	190	380	500	740	930	1150	1350	1500	1700	1850	2020	2180	—						
		20-40-49	167.6 - 225.4	282	369	541	705	869	1021	200	400	540	780	1000	1230	1430	1620	1800	2000	2170	2360	—						
		56 - 100	286.4 - 460.0	323	424	621	810	998	1172	220	450	600	900	1150	1380	1620	1840	2070	2300	2500	2700	—						
130	130	tutti / all / alle	130	tutti/all/alle	470	620	910	1180	1450	1700	1900	244	476	625	910	1180	1438	1686	1920	2160	2390							
150	150	tutti / all / alle	150	tutti/all/alle	830	110	1600	2050	2500	3000	3350	550	860	1130	1660	2170	2660	3140	3600	4050	4500	4930	5370					

ATTENZIONE !

Quando è richiesto il minimo errore di taratura è opportuno verificare in pratica, staticamente, che la frizione slitti effettivamente al valore desiderato è comunque consigliabile testare la coppia trasmissibile direttamente sulla macchina utilizzatrice.

ATTENTION !

When minimum calibration error is required it is always advisable to actually verify, statically, that clutch slips at the required value. We suggest, however, to test the torque directly on to the machine.

ACHTUNG !

Um Abweichungen zu vermeiden, müssen die eingestellten Momente im eingebauten Zustand kontrolliert und eventuell korrigiert werden.

1.6 Prestazioni Limitatore

16 Performances limiter

1.6 Leistungen der Rutschkupplung

1.6.1 Disposizione delle molle

1.6.1 Springs arrangement

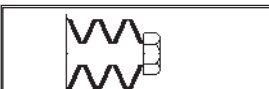
1.6.1 Anordnung der Tellerfedern

La disposizione standard delle molle garantisce una buona sensibilità di regolazione e consente di trasmettere la massima coppia nominale del riduttore.

Standard arrangement of springs guarantees an acceptable setting and enables the gearbox to transmit the maximum nominal torque

Die Standardanordnung der Tellerfedern erlaubt eine feinfühlige Einstellung des Rutschmomentes bis zum maximalen Nennmoment des Getriebes.

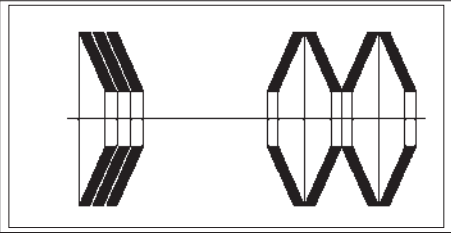
	LP LC							LF					
		RI- RMI		CRI - CRMI	CR - CB					RI- RMI	RI - RMI	CRI - CRMI	CR - CB
		—	TM							—	TM		
28		5 molle/springs 20/10.2/1.1	6 molle/springs 20/10.2/1.1							—			
40		5 molle/springs 23/12.2/1.5	6 molle/springs 23/12.2/1.5							2 molle/springs 63/31/2.5			
50		5 molle/springs 31.5/16.3/1.75	6 molle/springs 31.5/16.3/1.75							2 molle/springs 80/41/3			
63		7 molle/springs 31.5/16.3/2	6 molle/springs 31.5/16.3/2			—				2 molle/springs 80/41/3	2 molle/springs 80/41/4	—	
70		7 molle/springs 34/16.3/2	6 molle/springs 34/16.3/2							2 molle/springs 90/46/2.5	2 molle/springs 90/46/3.5		
85		10 molle/springs 40/18.3/2	9 molle/springs 40/18.3/2							2 molle/springs 100/51/3.5	2 molle/springs 100/51/4		
110		10 molle/springs 45/22.4/2.5	9 molle/springs 45/22.4/2.5							2 molle/springs 125/61/5	2 molle/springs 125/61/6		
130		3 molle/springs 60/30.5/3.5	6 molle/springs 60/30.5/3.5			—				2 molle/springs 125/75.5/6			
150		6 molle/springs 60/30.5/3.5	9 molle/springs 60/30.5/3.5			—				2 molle/springs 150/81/8			

2	
3	
5	
6	
7	
9	
10	

Per problemi specifici è opportuno consultarci, ma a livello indicativo si può affermare che accoppiando più molle con lo stesso verso (in parallelo) si incrementa la coppia massima di slittamento raggiungibile; viceversa alternandone il posizionamento in serie si aumenta la sensibilità di taratura.

Should the user require any specific information, we suggest to contact our technical department. On a general basis, however, if the springs are arranged in the same direction, a higher maximum torque of slippage can be reached; on the contrary by alternating their arrangement the calibration sensitivity is increased.

IN PARALLELO max. coppia min. sensibilità PARALLEL max. torque min. sensitivity PARALLEL max. Moment min. Empfindlichkeit	IN SERIE min. coppia max. sensibilità SERIES min. torque max. sensitivity SERIE min. Moment max. Empfindlichkeit
--	---



Das Rutschmoment ist umso größer, je mehr Tellerfedern parallel angeordnet sind (progressive Federkennlinie). Wird ein niedrigeres Moment oder eine erhöhte Justiergenauigkeit gewünscht, so können die Federn auch gegensinnig angeordnet werden (degressive Federkennlinie). Sollten spezifische Fragen bestehen, so empfehlen wir, unser technisches Büro zu Rate zu ziehen.



1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n_2 min ⁻¹	ir	T2 Nm	FS'		3.0 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		3.0 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		3.0 kW	 Ptn kW
64	15	371.5	2.7	R130	T112B6	6.4	29	49	697.1	1.9	R150	T100B4	5.5	18.1	53	1218	5.2	CB215	T112B6	11
64	15	358.1	1.8	R110	T112B6	4.2	29	49	687.3	1.3	R130	T100B4	3.6	18.0	162	1069	1.7	CB150	T100A2	4.5
64	15	353.6	0.9	R85	T112B6	2.4	29	49	677.4	0.9	R110	T100B4	2.7	18.0	162	1037	1.1	CB130	T100A2	3.2
59	49	357.0	2.9	R150	T100A2	5.5	29	100	649.7	1.3	R150	T100A2	3.9	17.9	80	1218	4.8	CB215	T100B4	10
59	49	347.3	2.0	R130	T100A2	3.6	29	100	630.2	0.9	R130	T100A2	2.7	17.9	80	1057	1.1	R150	T100B4	4.4
59	49	347.3	1.3	R110	T100A2	2.7	29	50	781.3	2.8	CB150	T100B4	6.7	17.9	80	1026	0.8	R130	T100B4	3.0
59	49	350.9	1.3	R110	T90LB2	2.7	29	50	781.4	1.9	CB130	T100B4	5.1	17.9	80	1106	0.7	CB110	T100B4	2.9
59	49	341.3	0.7	R85	T90LB2	1.6	28	51	796.9	1.0	CB110	T100B4	3.8	17.8	162	1080	1.7	CB150	T90LB2	4.5
58	50	393.8	4.6	CB150	T100A2	7.4	28	52	823.0	4.0	CB180	T100B4	9.7	17.8	162	1047	1.1	CB130	T90LB2	3.2
58	50	388.9	3.1	CB130	T100A2	5.3	27	107	790.0	3.7	CB180	T100A2	8.2	17.3	56	1175	2.1	R180	T132S6	7.2
58	50	397.9	4.6	CB150	T90LB2	7.4	27	107	798.2	3.6	CB180	T90LB2	8.2	17.3	56	1125	1.3	R150	T132S6	4.7
58	50	392.9	3.0	CB130	T90LB2	5.3	26	110	779.9	0.9	CB110	T100A2	3.2	17.3	168	1092	0.6	CB110	T100A2	2.6
57	51	401.7	1.6	CB110	T100A2	4.2	26	37	852.3	3.9	CB180	T132S6	9.3	17.1	56	1137	1.3	R150	T112B6	4.7
56	51	405.9	1.6	CB110	T90LB2	4.2	26	110	788.0	0.9	CB110	T90LB2	3.2	17.1	56	1137	0.8	R130	T112B6	3.4
56	51	400.9	0.8	CB85	T90LB2	2.4	26	112	860.2	6.2	CB215	T100A2	11	17.1	168	1103	0.6	CB110	T90LB2	2.6
56	52	414.7	6.4	CB180	T100A2	11	26	37	861.1	3.9	CB180	T112B6	9.3	17.0	57	1195	2.9	R215	T132S6	8.8
55	52	419.0	6.3	CB180	T90LB2	11	26	112	869.2	6.1	CB215	T90LB2	11	16.8	85	1260	2.6	CB180	T100B4	7.9
52	56	408.0	2.5	R150	T100A2	5.5	26	56	818.8	1.6	R150	T100B4	5.5	16.8	85	1243	1.8	CB150	T100B4	5.5
52	56	397.0	1.6	R130	T100A2	3.5	26	56	774.0	1.1	R130	T100B4	3.5	16.8	85	1226	1.2	CB130	T100B4	4.0
52	56	391.5	0.9	R110	T100A2	2.7	26	56	774.1	0.6	R110	T100B4	2.7	16.7	174	1080	4.3	CB215	T100A2	6.8
51	56	395.5	0.9	R110	T90LB2	2.7	25	115	849.3	2.4	CB150	T100A2	5.9	16.7	174	1165	2.4	CB180	T100A2	6.4
51	28	426.3	3.0	R150	T100B4	6.2	25	115	826.7	1.6	CB130	T100A2	4.2	16.7	58	1302	1.9	CB150	T132S6	6.2
51	28	426.4	1.9	R130	T100B4	4.5	25	115	858.1	2.4	CB150	T90LB2	5.9	16.7	58	1302	1.2	CB130	T132S6	4.3
51	28	420.8	1.4	R110	T100B4	3.3	25	115	835.3	1.6	CB130	T90LB2	4.2	16.6	174	1091	4.3	CB215	T90LB2	6.8
51	28	403.8	0.7	R85	T100B4	1.8	25	58	894.6	2.5	CB150	T100B4	6.4	16.6	174	1177	2.4	CB180	T90LB2	6.4
50	58	451.1	4.0	CB150	T100A2	7.1	25	58	894.7	1.6	CB130	T100B4	4.9	16.6	58	1316	1.9	CB150	T112B6	6.2
50	58	451.2	2.7	CB130	T100A2	5.3	24	40	909.7	6.4	R250	T132S6	17	16.6	58	1316	1.2	CB130	T112B6	4.3
50	58	455.8	4.0	CB150	T90LB2	7.1	24	40	909.7	4.0	R215	T132S6	11	16.4	177	1290	5.5	CB250	T100A2	15
50	58	455.8	2.6	CB130	T90LB2	5.3	24	40	862.4	2.7	R180	T132S6	7.7	16.3	177	1303	5.4	CB250	T90LB2	15
49	59	464.7	1.5	CB110	T100A2	4.2	24	40	921.5	2.5	CB150	T132S6	6.7	16.3	59	1303	0.8	CB110	T112B6	3.4
49	59	469.6	1.4	CB110	T90LB2	4.2	24	40	862.4	1.9	R150	T132S6	5.5	16.2	60	1311	4.2	R250	T132S6	15
49	59	463.8	0.8	CB85	T90LB2	2.4	24	40	909.6	1.7	CB130	T132S6	4.7	15.9	90	1406	6.5	CB250	T100B4	17
49	20	490.3	4.9	R180	T132S6	12	24	40	838.9	1.2	R130	T132S6	3.7	15.7	62	1428	6.5	CB250	T132S6	17
49	20	484.4	3.5	R150	T132S6	8.3	24	59	898.3	1.0	CB110	T100B4	3.8	15.7	62	1410	4.6	CB215	T132S6	11
49	20	484.4	2.2	R130	T132S6	6.0	24	121	905.4	5.5	CB215	T100A2	10	15.7	62	1410	2.5	CB180	T132S6	8.9
48	20	489.4	3.4	R150	T112B6	8.3	24	40	931.1	2.5	CB150	T112B6	6.7	15.5	62	1444	6.5	CB250	T112B6	17
48	20	489.4	2.2	R130	T112B6	6.0	24	40	871.5	1.9	R150	T112B6	5.5	15.5	62	1425	4.6	CB215	T112B6	11
48	20	471.5	1.5	R110	T112B6	4.0	24	40	919.2	1.7	CB130	T112B6	4.7	15.5	62	1425	2.5	CB180	T112B6	8.9
48	20	459.6	0.8	R85	T112B6	2.2	24	40	847.5	1.2	R130	T112B6	3.7	14.4	202	1312	1.5	CB150	T100A2	4.4
47	62	488.3	5.3	CB180	T100A2	10	24	40	811.7	0.9	R110	T112B6	2.6	14.4	202	1273	1.0	CB130	T100A2	3.1
46	62	493.4	5.3	CB180	T90LB2	10	24	121	914.9	5.4	CB215	T90LB2	10	14.3	100	1242	0.8	R150	T100B4	3.9
42	69	536.7	1.3	CB110	T100A2	4.2	23	124	915.6	3.3	CB180	T100A2	8.2	14.3	202	1326	1.5	CB150	T90LB2	4.4
42	69	542.3	1.3	CB110	T90LB2	4.2	23	124	925.0	3.3	CB180	T90LB2	8.2	14.3	202	1286	1.0	CB130	T90LB2	3.1
42	69	535.3	0.7	CB85	T90LB2	2.4	23	42	967.4	6.2	CB215	T132S6	11	14.1	207	1386	5.0	CB250	T100A2	12
42	70	482.5	1.9	R150	T100A2	4.5	23	62	969.1	6.0	CB215	T100B4	11	14.1	69	1447	2.5	R215	T132S6	8.8
42	70	475.6	1.3	R130	T100A2	3.3	23	62	969.1	3.3	CB180	T100B4	9.3	13.9	207	1401	4.9	CB250	T90LB2	12
42	70	468.6	0.8	R110	T100A2	2.3	23	42	977.6	6.1	CB215	T112B6	11	13.9	69	1524	0.7	CB110	T112B6	3.4
41	70	473.5	0.8	R110	T90LB2	2.3	23	129	901.6	0.8	CB110	T100A2	3.2	13.9	70	1406	3.6	R250	T132S6	12
40	72	560.0	3.5	CB150	T100A2	7.1	22	43	975.2	0.9	CB110	T112B6	3.8	13.9	70	1364	1.6	R180	T132S6	6.1
40	72	552.9	2.3	CB130	T100A2	5.1	22	129	911.0	0.8	CB110	T90LB2	3.2	13.9	70	1303	1.0	R150	T132S6	4.0
40	72	565.9	3.4	CB150	T90LB2	7.1	21	69	1051	0.8	CB110	T100B4	3.8	13.7	70	1316	1.0	R150	T112B6	4.0
40	72	558.7	2.3	CB130	T90LB2	5.1	20	70	940	1.3	R150	T100B4	4.5	13.7	70	1296	0.7	R130	T11	

STANDARD *line* Basic

1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren									
n_2 min ⁻¹	ir	T2 Nm	FS'		3.0 kW		Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		3.0 kW		Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		3.0 kW		Ptn kW
12.1	80	1537	1.4	R180	T132S6	5.9		7.8	375	2326	2.0	CB215	T100A2	6.8		4.6	213	3715	1.0	CB180	T132S6	5.0	
12.1	80	1466	0.9	R150	T132S6	3.9		7.7	124	2628	1.5	CB180	T112B6	7.0		4.5	213	3938	1.4	CB215	T112B6	6.6	
12.0	240	1600	4.5	CB250	T90LB2	11		7.7	375	2350	2.0	CB215	T90LB2	6.8		4.5	213	3748	1.0	CB180	T112B6	5.0	
12.0	80	1791	3.6	CB215	T112B6	10		7.3	195	2541	2.6	110/215	T100B4	5.6		4.2	231	3956	0.7	CB150	T132S6	3.5	
12.0	80	1480	0.9	R150	T112B6	3.9		7.2	403	2381	0.8	CB150	T100A2	3.7		4.2	231	3994	0.6	CB150	T112B6	3.5	
12.0	80	1433	0.6	R130	T112B6	2.7		7.2	200	2404	4.1	130/250	T100B4	8.4		4.1	710	3844	1.5	CB250	T100A2	8.4	
11.9	120	1779	4.9	CB250	T100B4	15		7.2	200	2484	1.6	85/180	T100B4	3.2		4.1	710	3881	1.5	CB250	T90LB2	8.4	
11.8	121	1794	3.3	CB215	T100B4	9.6		7.2	200	2525	1.6	110/180	T100B4	5.6		4.0	240	4467	2.1	CB250	T132S6	10	
11.7	248	1637	2.7	CB215	T100A2	7.6		7.2	200	2565	1.6	130/180	T100B4	8.4		4.0	240	4513	2.1	CB250	T112B6	10	
11.7	248	1563	1.9	CB180	T100A2	5.7		7.2	200	2444	1.2	85/150	T100B4	3.2		4.0	360	4402	2.0	CB250	T100B4	9.7	
11.6	248	1653	2.7	CB215	T90LB2	7.6		7.2	200	2484	1.1	110/150	T100B4	5.6		3.9	248	4470	1.3	CB215	T132S6	6.4	
11.6	248	1579	1.8	CB180	T90LB2	5.7		7.2	403	2404	0.8	CB150	T90LB2	3.7		3.9	248	4250	0.9	CB180	T132S6	4.9	
11.5	124	1789	2.0	CB180	T100B4	7.3		7.2	200	2364	0.8	70/130	T100B4	2.2		3.9	368	4198	0.9	CB180	T100B4	4.7	
11.4	85	1808	2.0	CB180	T132S6	7.3		7.2	200	2404	0.7	85/130	T100B4	3.2		3.9	750	3913	1.0	CB215	T100A2	5.3	
11.4	85	1808	1.4	CB150	T132S6	5.3		7.1	202	2509	0.9	CB150	T100B4	3.9		3.9	750	3692	0.6	CB180	T100A2	4.1	
11.4	85	1758	0.9	CB130	T132S6	3.5		6.9	420	2522	1.2	CB180	T100A2	5.2		3.9	248	4516	1.3	CB215	T112B6	6.4	
11.3	85	1827	2.0	CB180	T112B6	7.3		6.9	207	2695	3.1	CB250	T100B4	11		3.9	248	4293	0.9	CB180	T112B6	4.9	
11.3	85	1827	1.4	CB150	T112B6	5.3		6.9	420	2548	1.2	CB180	T90LB2	5.2		3.8	750	3954	1.0	CB215	T90LB2	5.3	
11.3	85	1776	0.9	CB130	T112B6	3.5		6.8	428	2570	1.7	CB215	T100A2	6.4		3.8	750	3731	0.6	CB180	T90LB2	4.1	
11.2	261	1619	1.8	CB180	T100A2	5.5		6.7	144	2976	1.0	CB150	T132S6	4.9		3.8	375	4437	1.2	CB215	T100B4	6.1	
11.0	261	1636	1.7	CB180	T90LB2	5.5		6.7	144	2890	0.6	CB130	T132S6	3.3		3.7	261	4390	0.9	CB180	T132S6	4.7	
10.9	267	1709	2.5	CB215	T100A2	7.2		6.7	428	2597	1.7	CB215	T90LB2	6.4		3.7	261	4437	0.8	CB180	T112B6	4.7	
10.8	267	1726	2.5	CB215	T90LB2	7.2		6.7	213	2733	1.9	CB215	T100B4	7.0		3.7	390	4683	1.5	110/215	T100B4	4.4	
10.8	90	2047	5.0	CB250	T132S6	16		6.7	213	2604	1.3	CB180	T100B4	5.2		3.6	267	4578	1.2	CB215	T132S6	6.0	
10.7	90	2068	4.9	CB250	T112B6	16		6.7	434	2433	1.1	CB180	T100A2	4.7		3.6	267	4616	1.2	CB215	T112B6	6.0	
10.5	136	1827	3.3	110/215	T100B4	6.0		6.7	145	3083	3.3	CB250	T132S6	14		3.6	400	4241	2.5	130/250	T100B4	6.4	
10.2	140	1824	4.9	130/250	T100B4	9.1		6.7	435	2698	2.6	CB250	T100A2	10		3.6	400	4642	1.0	110/180	T100B4	4.4	
10.2	140	1824	2.1	110/180	T100B4	6.0		6.7	144	3006	0.9	CB150	T112B6	4.9		3.6	400	4482	1.0	85/180	T100B4	2.4	
10.2	140	1824	2.1	85/180	T100B4	3.4		6.7	144	2922	0.6	CB130	T112B6	3.3		3.6	400	4721	1.0	130/180	T100B4	6.4	
10.2	140	1880	2.0	130/180	T100B4	9.1		6.6	146	3064	2.2	CB215	T132S6	8.6		3.6	400	4401	0.7	85/150	T100B4	2.4	
10.2	140	1796	1.5	85/150	T100B4	3.4		6.6	434	2460	1.1	CB180	T90LB2	4.7		3.6	400	4562	0.6	110/150	T100B4	4.4	
10.2	140	1824	1.4	110/150	T100B4	6.0		6.6	145	3116	3.2	CB250	T112B6	14		3.4	420	4803	0.8	CB180	T100B4	4.7	
10.2	140	1740	1.0	70/130	T100B4	2.5		6.6	435	2726	2.6	CB250	T90LB2	10		3.3	290	5146	1.8	CB250	T132S6	10	
10.2	140	1740	1.0	85/130	T100B4	3.4		6.6	146	3091	2.2	CB215	T112B6	8.6		3.3	428	4890	1.0	CB215	T100B4	5.8	
10.1	288	1759	1.2	CB150	T100A2	3.9		6.5	150	3100	1.4	CB180	T132S6	6.8		3.3	290	5194	1.8	CB250	T112B6	10	
10.1	288	1731	0.8	CB130	T100A2	2.9		6.4	150	3134	1.3	CB180	T112B6	6.8		3.3	435	5138	1.6	CB250	T100B4	9.2	
10.0	290	1857	3.9	CB250	T100A2	11		6.2	231	2777	0.8	CB150	T100B4	3.7		3.3	434	4616	0.7	CB180	T100B4	4.3	
10.0	288	1776	1.2	CB150	T90LB2	3.9		6.0	162	2918	0.8	CB150	T132S6	3.8		3.2	300	5321	1.1	CB215	T132S6	6.3	
10.0	288	1748	0.8	CB130	T90LB2	2.9		6.0	240	3077	2.8	CB250	T100B4	11		3.2	300	5372	1.1	CB215	T112B6	6.3	
9.9	290	1875	3.8	CB250	T90LB2	11		5.9	162	2947	0.8	CB150	T112B6	3.8		3.2	304	5030	0.8	CB180	T132S6	4.6	
9.9	144	2048	1.3	CB150	T100B4	5.1		5.8	248	3128	1.7	CB215	T100B4	6.8		3.2	304	5076	0.8	CB180	T112B6	4.6	
9.9	144	2019	0.8	CB130	T100B4	3.7		5.8	248	2979	1.2	CB180	T100B4	5.1		2.8	508	5404	1.1	CB250	T100B4	8.1	
9.9	98	1939	2.3	R250	T132S6	12		5.8	504	2731	0.6	CB150	T100A2	3.3		2.8	518	5812	0.9	CB215	T100B4	5.7	
9.9	145	2150	4.2	CB250	T100B4	15		5.7	508	2850	1.8	CB250	T100A2	8.8		2.7	360	6284	1.6	CB250	T132S6	9.2	
9.8	146	2136	2.9	CB215	T100B4	9.3		5.7	504	2759	0.6	CB150	T90LB2	3.3		2.7	360	6331	1.5	CB250	T112B6	9.2	
9.7	300	1949	2.4	CB215	T100A2	7.4		5.7	508	2880	1.8	CB250	T90LB2	8.8		2.6	368	5969	0.7	CB180	T132S6	4.5	
9.7	100	1890	1.6	R215	T132S6	7.1		5.6	518	3059	1.5	CB215	T100A2	6.3		2.6	368	6038	0.7	CB180	T112B6	4.5	
9.7																							



1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n_2 min ⁻¹	ir	T2 Nm	FS'		4.0 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		4.0 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		4.0 kW	 Ptn kW
419	7	80.3	6.2	R130	T112A2	9.1	73	40	396.3	2.7	R150	T112A2	6.0	39	37	790.7	3.7	CB180	T100BL4	10
419	7	78.5	4.3	R110	T112A2	6.0	73	40	417.2	2.7	CB130	T112A2	5.6	37	80	824.1	5.8	CB215	T112A2	12
419	7	78.5	2.3	R85	T112A2	3.4	73	40	385.9	1.8	R130	T112A2	4.0	37	80	719.8	1.2	R150	T112A2	4.4
419	7	78.5	1.2	R70	T112A2	2.5	73	40	385.9	1.3	R110	T112A2	3.0	37	80	751.0	0.9	CB110	T112A2	3.2
417	7	80.6	6.2	R130	T100B2	9.1	73	40	375.5	0.6	R85	T112A2	1.6	37	80	709.3	0.9	R130	T112A2	3.0
417	7	78.8	4.3	R110	T100B2	6.0	73	40	423.9	4.0	CB150	T100B2	7.8	37	80	826.8	5.8	CB215	T100B2	12
417	7	78.8	2.2	R85	T100B2	3.4	73	40	397.7	2.7	R150	T100B2	6.0	37	80	722.1	1.2	R150	T100B2	4.4
417	7	78.8	1.2	R70	T100B2	2.5	73	40	418.6	2.7	CB130	T100B2	5.6	37	80	753.5	0.9	CB110	T100B2	3.2
293	10	113.4	5.1	R130	T112A2	8.4	73	40	387.3	1.8	R130	T100B2	4.0	37	80	711.7	0.9	R130	T100B2	3.0
293	10	110.8	3.5	R110	T112A2	5.6	73	40	387.2	1.3	R110	T100B2	3.0	36	40	838.2	2.5	CB150	T112A4	7.1
293	10	110.8	1.9	R85	T112A2	3.2	73	40	376.8	0.6	R85	T100B2	1.6	36	40	795.8	1.8	R150	T112A4	6.0
293	10	109.5	1.0	R70	T112A2	2.2	72	20	445.7	3.2	R150	T112A4	9.3	36	40	827.6	1.7	CB130	T112A4	5.1
292	10	113.8	5.0	R130	T100B2	8.4	72	20	440.4	2.1	R130	T112A4	6.4	36	40	774.6	1.2	R130	T112A4	4.0
292	10	111.2	3.5	R110	T100B2	5.6	72	20	429.7	1.4	R110	T112A4	4.4	36	40	764.1	0.8	R110	T112A4	3.0
292	10	111.2	1.8	R85	T100B2	3.2	72	20	419.2	0.7	R85	T112A4	2.4	36	40	844.2	2.5	CB150	T100BL4	7.1
292	10	109.9	1.0	R70	T100B2	2.2	72	20	448.8	3.2	R150	T100BL4	9.3	36	40	801.4	1.7	R150	T100BL4	6.0
206	7	163.4	6.5	R150	T112A4	12	72	20	443.4	2.1	R130	T100BL4	6.4	36	40	833.4	1.6	CB130	T100BL4	5.1
206	7	163.4	4.3	R130	T112A4	9.1	72	20	432.8	1.4	R110	T100BL4	4.4	36	40	780.0	1.2	R130	T100BL4	4.0
206	7	159.7	3.0	R110	T112A4	6.0	72	20	422.1	0.7	R85	T100BL4	2.4	36	40	769.4	0.8	R110	T100BL4	3.0
206	7	157.9	1.6	R85	T112A4	3.4	68	43	448.5	1.4	CB110	T112A2	4.2	35	28	926.3	3.5	R215	T132M6	16
206	7	157.8	0.8	R70	T112A4	2.5	68	43	450.0	1.4	CB110	T100B2	4.2	35	28	849.1	2.6	R180	T132M6	9.0
204	7	164.6	6.5	R150	T100BL4	12	65	15	502.1	4.3	R180	T132M6	14	35	28	816.1	1.8	R150	T132M6	5.7
204	7	164.5	4.3	R130	T100BL4	9.1	65	15	490.3	3.1	R150	T132M6	8.8	35	28	827.1	1.1	R130	T132M6	4.3
204	7	160.8	3.0	R110	T100BL4	6.0	65	15	490.2	2.0	R130	T132M6	6.4	34	85	842.3	3.2	CB180	T112A2	8.5
204	7	158.9	1.6	R85	T100BL4	3.4	65	15	472.5	1.3	R110	T132M6	4.2	34	85	842.2	2.2	CB150	T112A2	6.2
204	7	158.9	0.8	R70	T100BL4	2.5	60	49	472.7	2.2	R150	T112A2	5.5	34	85	820.1	1.5	CB130	T112A2	4.3
195	15	166.2	5.6	R150	T112A2	9.9	60	49	459.9	1.5	R130	T112A2	3.6	34	85	845.2	3.2	CB180	T100B2	8.5
195	15	164.3	3.8	R130	T112A2	6.8	60	49	459.9	1.0	R110	T112A2	2.7	34	85	845.2	2.2	CB150	T100B2	6.2
195	15	162.3	2.4	R110	T112A2	4.6	60	49	474.4	2.2	R150	T100B2	5.5	34	85	822.9	1.5	CB130	T100B2	4.3
195	15	160.4	1.3	R85	T112A2	2.7	60	49	461.5	1.5	R130	T100B2	3.6	34	42	880.1	6.0	CB215	T112A4	12
195	15	160.4	0.7	R70	T112A2	1.9	60	49	461.6	1.0	R110	T100B2	2.7	34	42	886.3	6.0	CB215	T100BL4	12
195	15	166.8	5.6	R150	T100B2	9.9	59	50	521.5	3.5	CB150	T112A2	7.4	33	43	889.8	0.9	CB110	T112A4	3.8
195	15	164.8	3.8	R130	T100B2	6.8	59	50	515.0	2.3	CB130	T112A2	5.3	33	43	895.7	0.9	CB110	T100BL4	3.8
195	15	162.9	2.4	R110	T100B2	4.6	58	50	523.3	3.5	CB150	T100B2	7.4	32	30	980.7	5.8	R250	T132M6	23
195	15	160.9	1.3	R85	T100B2	2.7	58	50	516.8	2.3	CB130	T100B2	5.3	29	49	922.8	1.4	R150	T112A4	5.5
195	15	160.9	0.7	R70	T100B2	1.9	57	51	532.0	1.2	CB110	T112A2	4.2	29	49	909.8	1.0	R130	T112A4	3.6
147	20	219.0	4.9	R150	T112A2	9.3	57	51	533.8	1.2	CB110	T100B2	4.2	29	49	897.0	0.6	R110	T112A4	2.7
147	20	216.4	3.2	R130	T112A2	6.4	56	52	549.1	4.8	CB180	T112A2	11	29	100	860.4	1.0	R150	T112A2	3.9
147	20	213.8	2.2	R110	T112A2	4.4	56	52	551.1	4.8	CB180	T100B2	11	29	100	834.5	0.7	R130	T112A2	2.7
147	20	211.2	1.1	R85	T112A2	2.4	52	56	540.3	1.9	R150	T112A2	5.5	29	100	863.3	0.9	R150	T100B2	3.9
146	20	219.8	4.9	R150	T100B2	9.3	52	56	525.7	1.2	R130	T112A2	3.5	29	100	837.4	0.7	R130	T100B2	2.7
146	20	217.2	3.2	R130	T100B2	6.4	52	56	518.3	0.7	R110	T112A2	2.7	29	49	929.4	1.4	R150	T100BL4	5.5
146	20	214.6	2.2	R110	T100B2	4.4	52	56	542.1	1.9	R150	T100B2	5.5	29	49	916.4	1.0	R130	T100BL4	3.6
146	20	211.9	1.1	R85	T100B2	2.4	52	56	527.5	1.2	R130	T100B2	3.5	29	49	903.2	0.6	R110	T100BL4	2.7
144	10	230.8	5.1	R150	T112A4	11	52	56	520.2	0.7	R110	T100B2	2.7	29	50	1035	2.1	CB150	T112A4	6.7
144	10	230.8	3.4	R130	T112A4	8.4	51	28	564.5	2.3	R150	T112A4	6.2	29	50	1035	1.4	CB130	T112A4	5.1
144	10	225.5	2.4	R110	T112A4	5.6	51	28	564.5	1.4	R130	T112A4	4.5	29	50	1042	2.1	CB150	T100BL4	6.7
144	10	222.8	1.3	R85	T112A4	3.2	51	28	557.0	1.0	R110	T112A4	3.3	29	50	1042	1.4	CB130	T100BL4	5.1
144	10	220.2	0.6	R70	T112A4	2.2	51	28	568.4	2.3	R150	T100BL4	6.2	28	51	1055	0.7	CB110	T112A4	3.8
143	10	232.4	5.1	R150	T100BL4	11	51	28	568.5	1.4	R130	T100BL4	4.5	28	51	1063	0.7	CB110	T100BL4	3.8
143	10	232.4	3.4	R130	T100BL4	8.4	51	28	561.0	1.0	R110	T100BL4	3.3	28	52	1090	3.0	CB180	T112A4	9.7
143	10	227.1	2.4	R110	T100BL4	5.6	51	58	597.4	3.0	CB150	T112A2	7.1	28	52	1097	3.0	CB180	T100BL4	9.7
143	10	224.4	1.2	R85	T100BL4	3.2	51	58												

**4.0
kW****STANDARD line Basic**

1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n_2 min ⁻¹	ir	T2 Nm	FS'		4.0 kW	Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		4.0 kW	Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		4.0 kW	Ptn kW
24	40	1150	1.4	R150	T132M6	5.5	15.7	62	1904	4.9	CB250	T132M6	17	10.2	140	2320	0.7	85/130	T100BL4	3.4
24	40	1213	1.3	CB130	T132M6	4.7	15.7	62	1880	3.5	CB215	T132M6	11	10.2	288	2329	0.9	CB150	T112A2	3.9
24	40	1119	0.9	R130	T132M6	3.7	15.7	62	1880	1.9	CB180	T132M6	8.9	10.1	288	2336	0.9	CB150	T100B2	3.9
24	59	1198	0.7	CB110	T100BL4	3.8	14.5	202	1739	1.1	CB150	T112A2	4.4	10.1	290	2459	2.9	CB250	T112A2	11
24	121	1199	4.1	CB215	T112A2	10	14.5	202	1686	0.7	CB130	T112A2	3.1	10.1	290	2466	2.9	CB250	T100B2	11
24	121	1203	4.1	CB215	T100B2	10	14.5	202	1744	1.1	CB150	T100B2	4.4	10.0	144	2712	1.0	CB150	T112A4	5.1
24	124	1213	2.5	CB180	T112A2	8.2	14.5	202	1691	0.7	CB130	T100B2	3.1	10.0	144	2674	0.6	CB130	T112A4	3.7
24	124	1217	2.5	CB180	T100B2	8.2	14.4	100	1644	0.6	R150	T112A4	3.9	9.9	145	2847	3.2	CB250	T112A4	15
23	62	1299	6.4	CB250	T112A4	18	14.3	100	1656	0.6	R150	T100BL4	3.9	9.9	144	2731	0.9	CB150	T100BL4	5.1
23	62	1283	4.6	CB215	T112A4	11	14.2	207	1836	3.7	CB250	T112A2	12	9.9	144	2693	0.6	CB130	T100BL4	3.7
23	62	1283	2.5	CB180	T112A4	9.3	14.1	207	1841	3.7	CB250	T100B2	12	9.9	98	2585	1.7	R250	T132M6	12
23	42	1290	4.6	CB215	T132M6	11	14.1	69	1929	1.9	R215	T132M6	8.8	9.9	145	2867	3.2	CB250	T100BL4	15
23	62	1309	6.3	CB250	T100BL4	18	13.9	70	1874	2.7	R250	T132M6	12	9.9	146	2828	2.2	CB215	T112A4	9.3
23	62	1292	4.5	CB215	T100BL4	11	13.9	70	1819	1.2	R180	T132M6	6.1	9.8	146	2849	2.2	CB215	T100BL4	9.3
23	62	1292	2.5	CB180	T100BL4	9.3	13.9	70	1737	0.8	R150	T132M6	4.0	9.8	300	2581	1.8	CB215	T112A2	7.4
23	129	1194	0.6	CB110	T112A2	3.2	13.8	213	1888	2.3	CB215	T112A2	7.8	9.7	300	2591	1.8	CB215	T100B2	7.4
23	129	1198	0.6	CB110	T100B2	3.2	13.8	213	1804	1.5	CB180	T112A2	5.8	9.7	100	2520	1.2	R215	T132M6	7.1
21	69	1391	0.6	CB110	T112A4	3.8	13.7	213	1895	2.3	CB215	T100B2	7.8	9.7	100	2403	0.8	R180	T132M6	5.3
21	69	1401	0.6	CB110	T100BL4	3.8	13.7	213	1811	1.5	CB180	T100B2	5.8	9.6	304	2457	1.2	CB180	T112A2	5.4
21	70	1244	1.0	R150	T112A4	4.5	13.5	72	2127	1.2	CB150	T132M6	5.9	9.6	304	2464	1.2	CB180	T100B2	5.4
21	70	1244	0.7	R130	T112A4	3.3	13.5	72	2127	0.8	CB130	T132M6	4.2	9.6	150	2865	1.3	CB180	T112A4	7.3
20	70	1253	0.9	R150	T100BL4	4.5	13.5	107	2072	1.7	CB180	T112A4	7.6	9.5	150	2886	1.3	CB180	T100BL4	7.3
20	70	1253	0.6	R130	T100BL4	3.3	13.4	107	2087	1.7	CB180	T100BL4	7.6	9.1	107	2990	1.3	CB180	T132M6	7.0
20	144	1389	1.6	CB150	T112A2	5.7	13.2	109	2256	4.3	CB250	T112A4	17	9.1	323	2569	0.7	CB150	T112A2	3.8
20	144	1352	1.0	CB130	T112A2	4.0	13.1	109	2271	4.2	CB250	T100BL4	17	9.0	323	2577	0.7	CB150	T100B2	3.8
20	144	1394	1.6	CB150	T100B2	5.7	12.9	75	2245	3.0	CB215	T132M6	10	8.9	109	3305	3.2	CB250	T132M6	16
20	144	1356	1.0	CB130	T100B2	4.0	12.9	75	2245	1.7	CB180	T132M6	8.5	8.9	162	2707	0.8	CB150	T112A4	4.0
20	145	1437	5.3	CB250	T112A2	16	12.9	112	2228	2.8	CB215	T112A4	10	8.8	162	2726	0.8	CB150	T100BL4	4.0
20	145	1442	5.3	CB250	T100B2	16	12.8	112	2244	2.8	CB215	T100BL4	10	8.7	112	3264	2.2	CB215	T132M6	9.6
20	146	1447	3.6	CB215	T112A2	10	12.7	231	1928	1.0	CB150	T112A2	4.1	8.4	115	3172	0.9	CB150	T132M6	4.9
20	146	1452	3.6	CB215	T100B2	10	12.7	231	1868	0.7	CB130	T112A2	3.0	8.3	174	2906	1.9	CB215	T112A4	6.8
20	72	1471	1.6	CB150	T112A4	6.4	12.6	231	1934	1.0	CB150	T100B2	4.1	8.3	174	2999	1.1	CB180	T112A4	5.8
20	72	1452	1.1	CB130	T112A4	4.7	12.6	231	1874	0.7	CB130	T100B2	3.0	8.2	174	2928	1.9	CB215	T100BL4	6.8
19.9	72	1481	1.6	CB150	T100BL4	6.4	12.5	115	2197	1.1	CB150	T112A4	5.3	8.2	174	3021	1.1	CB180	T100BL4	5.8
19.9	72	1462	1.1	CB130	T100BL4	4.7	12.5	115	2166	0.7	CB130	T112A4	3.9	8.1	360	3004	2.5	CB250	T112A2	11
19.8	49	1447	4.0	R250	T132M6	16	12.4	78	2364	4.2	CB250	T132M6	16	8.1	177	3379	2.5	CB250	T112A4	14
19.8	49	1389	1.7	R180	T132M6	7.4	12.4	115	2213	1.1	CB150	T100BL4	5.3	8.1	360	3015	2.5	CB250	T100B2	11
19.8	49	1331	1.1	R150	T132M6	4.8	12.4	115	2182	0.7	CB130	T100BL4	3.9	8.1	120	3451	2.8	CB250	T132M6	14
19.5	150	1447	2.2	CB180	T112A2	7.9	12.3	79	2084	2.2	R250	T132M6	12	8.1	177	3404	2.5	CB250	T100BL4	14
19.5	150	1452	2.2	CB180	T100B2	7.9	12.2	240	2096	3.4	CB250	T112A2	11	8.0	121	3429	1.9	CB215	T132M6	8.9
19.4	50	1457	2.5	R215	T132M6	9.9	12.2	240	2103	3.4	CB250	T100B2	11	8.0	368	2927	1.1	CB180	T112A2	5.2
19.4	50	1516	1.6	CB150	T132M6	6.4	12.1	80	2364	2.7	CB215	T132M6	10	7.9	368	2938	1.1	CB180	T100B2	5.2
19.4	50	1516	1.1	CB130	T132M6	4.5	12.1	80	2017	1.6	R215	T132M6	7.1	7.8	124	3469	1.2	CB180	T132M6	7.0
19.2	75	1552	4.0	CB215	T112A4	11	12.1	80	2049	1.0	R180	T132M6	5.9	7.8	375	3082	1.5	CB215	T112A2	6.8
19.2	75	1532	2.2	CB180	T112A4	8.9	12.1	80	1954	0.7	R150	T132M6	3.9	7.8	375	3090	1.5	CB215	T100B2	6.8
19.1	75	1563	3.9	CB215	T100BL4	11	12.0	120	2356	3.7	CB250	T112A4	15	7.4	195	3365	2.0	110/215	T112A4	5.6
19.1	75	1543	2.2	CB180	T100BL4	8.9	11.9	120	2371	3.7	CB250	T100BL4	15	7.3	195	3387	2.0	110/215	T100BL4	5.6
18.7	52	1598	5.6	CB250	T132M6	17	11.9	121	2375	2.5	CB215	T112A4	9.6	7.3	403	3153	0.6	CB150	T112A2	3.7
18.7	52	1598	2.3	CB180	T132M6	9.3	11.8	121	2392	2.5	CB215	T100BL4	9.6	7.3	403	3161	0.6	CB150	T100B2	3.7
18.5	78	1614	5.5	CB250	T112A4	17	11.8	248	2167	2.1	CB215	T112A2	7.6	7.2	200	3183	3.1	130/250	T112A4	8.4
18.3	78	1626	5.4	CB250	T100BL4	17	11.8	248	2070	1.4	CB180	T112A2	5.7	7.2	200	3289	1.2	85/180	T112A4	3.2
18.3	53	1607	3.9	CB215	T132M6	11	11.8	248	2175	2										



1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n ₂ min ⁻¹	ir	T2 Nm	FS'		4.0 kW	 Ptn kW	n ₂ min ⁻¹	ir	T2 Nm	FS'		4.0 kW	 Ptn kW	n ₂ min ⁻¹	ir	T2 Nm	FS'		5.5 kW	 Ptn kW
6.5	150	4133	1.0	CB180	T132M6	6.8	3.3	435	6809	1.2	CB250	T112A4	9.2	419	7	110.4	4.5	R130	T132S2	9.1
6.2	231	3679	0.6	CB150	T112A4	3.7	3.3	435	6851	1.2	CB250	T100BL4	9.2	419	7	107.9	3.2	R110	T132S2	6.0
6.2	231	3703	0.6	CB150	T100BL4	3.7	3.2	300	7095	0.9	CB215	T132M6	6.3	417	7	110.8	4.5	R130	T112B2	9.1
6.0	240	4075	2.1	CB250	T112A4	11	2.8	508	7153	0.9	CB250	T112A4	8.1	417	7	108.3	3.1	R110	T112B2	6.0
6.0	162	3890	0.6	CB150	T132M6	3.8	2.8	508	7205	0.9	CB250	T100BL4	8.1	417	7	108.3	1.6	R85	T112B2	3.4
6.0	240	4102	2.1	CB250	T100BL4	11	2.8	518	7696	0.7	CB215	T112A4	5.7	417	7	108.3	0.9	R70	T112B2	2.5
5.8	248	4143	1.3	CB215	T112A4	6.8	2.8	518	7750	0.7	CB215	T100BL4	5.7	293	10	156.0	5.5	R150	T132S2	11
5.8	248	3945	0.9	CB180	T112A4	5.1	2.7	360	8379	1.2	CB250	T132M6	9.2	293	10	156.0	3.7	R130	T132S2	8.4
5.8	508	3774	1.4	CB250	T112A2	8.8	2.6	375	8408	0.7	CB215	T132M6	5.8	293	10	152.4	2.6	R110	T132S2	5.6
5.8	248	4171	1.3	CB215	T100BL4	6.8	2.5	573	7762	0.9	CB250	T112A4	7.7	292	10	156.5	5.4	R150	T112B2	1
5.8	248	3972	0.9	CB180	T100BL4	5.1	2.5	573	7794	0.9	CB250	T100BL4	7.7	292	10	156.5	3.7	R130	T112B2	8
5.8	508	3787	1.4	CB250	T100B2	8.8	2.4	600	7322	1.4	130/250	T112A4	6.8	292	10	152.9	2.6	R110	T112B2	5.6
5.7	518	4049	1.1	CB215	T112A2	6.3	2.4	600	8118	0.8	110/215	T112A4	4.6	292	10	152.9	1.3	R85	T112B2	3.2
5.6	518	4064	1.1	CB215	T100B2	6.3	2.4	600	7799	0.6	CB215	T112A4	4.9	292	10	151.1	0.7	R70	T112B2	2.2
5.6	525	3834	0.7	CB180	T112A2	4.6	2.4	600	7383	1.4	130/250	T100BL4	6.8	209	7	221.6	4.8	R150	T132S4	12
5.6	174	4321	1.4	CB215	T132M6	6.8	2.4	600	8186	0.8	110/215	T100BL4	4.6	209	7	221.6	3.2	R130	T132S4	9.1
5.6	174	4321	0.8	CB180	T132M6	5.5	2.4	600	7866	0.6	CB215	T100BL4	4.9	209	7	216.6	2.2	R110	T132S4	6.0
5.6	525	3847	0.7	CB180	T100B2	4.6	2.3	428	9086	0.6	CB215	T132M6	5.4	206	7	224.7	4.8	R150	T112BL4	12
5.5	261	4083	0.8	CB180	T112A4	5.0	2.2	435	9764	0.9	CB250	T132M6	8.8	206	7	224.7	3.1	R130	T112BL4	9.1
5.5	177	4880	1.9	CB250	T132M6	13	2.0	710	9597	0.7	CB250	T112A4	7.7	206	7	219.6	2.2	R110	T112BL4	6.0
5.5	261	4113	0.8	CB180	T100BL4	5.0	2.0	710	9692	0.7	CB250	T100BL4	7.7	206	7	217.0	1.1	R85	T112BL4	3.4
5.4	267	4323	1.2	CB215	T112A4	6.4	1.9	508	10201	0.7	CB250	T132M6	7.7	206	7	217.0	0.6	R70	T112BL4	2.5
5.4	267	4347	1.2	CB215	T100BL4	6.4	1.7	573	11076	0.7	CB250	T132M6	7.4	195	15	231.3	5.7	R180	T132S2	15
5.1	280	4087	0.9	85/180	T112A4	3.2	1.5	980	12474	0.8	130/250	T112A4	3.6	195	15	228.6	4.1	R150	T132S2	9.9
5.1	280	4087	0.9	110/180	T112A4	5.6	1.5	980	12560	0.8	130/250	T100BL4	3.6	195	15	225.9	2.8	R130	T132S2	6.8
5.1	280	4236	0.9	130/180	T112A4	8.4	1.0	1446	15660	0.7	130/250	T112A4	3.6	195	15	223.2	1.8	R110	T132S2	4.6
5.1	280	3939	0.6	85/150	T112A4	3.2	0.99	1446	15819	0.7	130/250	T100BL4	3.6	195	15	229.3	4.1	R150	T112B2	9.9
5.1	280	4013	0.6	110/150	T112A4	5.6								195	15	226.6	2.7	R130	T112B2	6.8
5.1	573	4111	1.4	CB250	T112A2	8.4								195	15	223.9	1.8	R110	T112B2	4.6
5.1	280	4111	0.9	85/180	T100BL4	3.2								195	15	221.3	1.0	R85	T112B2	2.7
5.1	280	4111	0.9	110/180	T100BL4	5.6								147	20	301.2	5.0	R180	T132S2	13
5.1	280	4261	0.9	130/180	T100BL4	8.4								147	20	301.2	3.6	R150	T132S2	9.3
5.1	280	3962	0.6	85/150	T100BL4	3.2								147	20	297.6	2.3	R130	T132S2	6.4
5.1	280	4037	0.6	110/150	T100BL4	5.6								146	10	316.6	5.2	R180	T132S4	17
5.1	573	4120	1.4	CB250	T100B2	8.4								146	10	313.0	3.8	R150	T132S4	11
5.0	290	4766	1.8	CB250	T112A4	11								146	20	302.2	3.5	R150	T112B2	9.3
4.9	290	4804	1.8	CB250	T100BL4	11								146	10	313.0	2.5	R130	T132S4	8.4
4.9	293	4746	1.5	110/215	T112A4	5.6								146	20	298.6	2.3	R130	T112B2	6.4
4.9	293	4775	1.5	110/215	T100BL4	5.6								146	10	305.8	1.8	R110	T132S4	5.6
4.9	600	4148	1.0	CB215	T112A2	5.3								146	20	295.0	1.6	R110	T112B2	4.4
4.9	600	4227	0.6	CB180	T112A2	4.4								146	20	291.4	0.8	R85	T112B2	2.4
4.9	600	4157	1.0	CB215	T100B2	5.3								144	10	317.3	3.7	R150	T112BL4	11
4.9	600	4235	0.6	CB180	T100B2	4.4								144	10	317.3	2.5	R130	T112BL4	8.4
4.8	300	4854	2.2	130/250	T112A4	8.4								144	10	310.0	1.7	R110	T112BL4	5.6
4.8	300	4934	1.1	CB215	T112A4	6.6								144	10	306.4	0.9	R85	T112BL4	3.2
4.8	300	4885	2.2	130/250	T100BL4	8.4								139	7	333.6	5.5	R180	T132ML6	17
4.8	300	4965	1.1	CB215	T100BL4	6.6								139	7	329.8	3.9	R150	T132ML6	11
4.7	304	4674	0.8	CB180	T112A4	4.9								139	7	329.8	2.6	R130	T132ML6	8.4
4.7	304	4715	0.7	CB180	T100BL4	4.9								139	7	322.2	1.8	R110	T132ML6	5.6
4.7	207	5131	1.8	CB250	T132M6	10								105	28	431.7	5.6	R215	T132S2	18
4.6	213	5205	1.1	CB215	T132M6	6.6								105	28	401.6	3.5	R180	T132S2	9.9
4.6	213	4953	0.7	CB180	T132M6	5.0								105	28	386.5	2.5	R150	T132S2	6.2
4.1	710	5087	1.1	CB250	T112A2	8.4								105	28	381.5	1.6	R130	T132S2	4.5
4.1	710	5112	1.1	CB250	T100B2	8.4								104	28	387.8	2.5	R150	T112B2	6.2
4.0	240	5957	1.6	CB250	T132M6	10								104	28	382.8	1.6	R130	T112B2	4.5
4.0	360	5826	1.5	CB250	T112A4	9.7								104	28	387.8	1.1	R110	T112B2	3.3
4.0	360	5870	1.5	CB250	T100															

**5.5
kW****STANDARD line Basic**

1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n_2 min ⁻¹	ir	T2 Nm	FS'		5.5 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		5.5 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		5.5 kW	 Ptn kW
73	40	546.8	2.0	R150	T112B2	6.0	37	80	1133	4.2	CB215	T132S2	12	24	40	1668	3.5	R250	T132ML6	17
73	40	575.6	1.9	CB130	T112B2	5.6	37	80	1004	2.2	R215	T132S2	8.5	24	40	1668	2.2	R215	T132ML6	11
73	20	597.2	1.5	R130	T132S4	6.4	37	80	990	1.4	R180	T132S2	6.3	24	40	1581	1.5	R180	T132ML6	7.7
73	40	532.5	1.3	R130	T112B2	4.0	37	80	990	0.9	R150	T132S2	4.4	24	40	1689	1.4	CB150	T132ML6	6.7
73	40	532.4	0.9	R110	T112B2	3.0	37	40	1137	4.4	R250	T132S4	19	24	40	1581	1.0	R150	T132ML6	5.5
72	20	612.8	2.3	R150	T112BL4	9.3	37	80	1137	4.2	CB215	T112B2	12	24	40	1668	0.9	CB130	T132ML6	4.7
72	20	605.5	1.5	R130	T112BL4	6.4	37	40	1137	2.7	R215	T132S4	12	24	40	1538	0.7	R130	T132ML6	3.7
72	20	590.9	1.0	R110	T112BL4	4.4	37	40	1079	1.9	R180	T132S4	8.3	24	121	1649	3.0	CB215	T132S2	10
68	43	618.7	1.0	CB110	T112B2	4.2	37	40	1137	1.8	CB150	T132S4	7.1	24	121	1654	3.0	CB215	T112B2	10
65	15	706.6	5.5	R215	T132ML6	20	37	40	1079	1.3	R150	T132S4	6.0	24	124	1667	1.8	CB180	T132S2	8.2
65	15	690.4	3.1	R180	T132ML6	14	37	40	1122	1.2	CB130	T132S4	5.1	24	62	1762	4.7	CB250	T132S4	18
65	15	674.1	2.2	R150	T132ML6	8.8	37	80	993	0.9	R150	T112B2	4.4	24	62	1740	3.4	CB215	T132S4	11
65	15	674.1	1.5	R130	T132ML6	6.4	37	40	1050	0.9	R130	T132S4	4.0	24	62	1740	1.8	CB180	T132S4	9.3
65	15	649.7	1.0	R110	T132ML6	4.2	37	80	1036	0.6	CB110	T112B2	3.2	24	124	1673	1.8	CB180	T112B2	8.2
60	49	685.1	5.5	R250	T132S2	18	37	80	979	0.6	R130	T112B2	3.0	23	62	1786	4.6	CB250	T112BL4	18
60	49	650.0	2.5	R180	T132S2	8.0	36	40	1153	1.8	CB150	T112BL4	7.1	23	62	1764	3.3	CB215	T112BL4	11
60	49	650.0	1.6	R150	T132S2	5.5	36	40	1094	1.3	R150	T112BL4	6.0	23	62	1764	1.8	CB180	T112BL4	9.3
60	49	652.2	1.6	R150	T112B2	5.5	36	40	1138	1.2	CB130	T112BL4	5.1	23	42	1774	3.4	CB215	T132ML6	11
60	49	634.6	1.1	R130	T112B2	3.6	36	40	1065	0.8	R130	T112BL4	4.0	21	69	1837	1.7	R215	T132S4	9.9
60	49	634.7	0.7	R110	T112B2	2.7	36	40	1051	0.6	R110	T112BL4	3.0	21	70	1788	2.5	R250	T132S4	14
59	50	699.2	3.4	R215	T132S2	12	35	42	1194	4.4	CB215	T132S4	12	21	70	1712	1.1	R180	T132S4	6.5
59	50	717.1	2.5	CB150	T132S2	7.4	35	28	1274	2.5	R215	T132ML6	16	21	70	1687	0.7	R150	T132S4	4.5
59	50	708.1	1.7	CB130	T132S2	5.3	35	28	1168	1.9	R180	T132ML6	9.0	21	70	1711	0.7	R150	T112BL4	4.5
58	50	719.5	2.5	CB150	T112B2	7.4	35	28	1122	1.3	R150	T132ML6	5.7	20	144	1910	1.1	CB150	T132S2	5.7
58	50	710.6	1.7	CB130	T112B2	5.3	35	28	1137	0.8	R130	T132ML6	4.3	20	144	1858	0.7	CB130	T132S2	4.0
57	51	734.0	0.9	CB110	T112B2	4.2	34	85	1158	2.3	CB180	T132S2	8.5	20	72	1994	1.2	CB150	T132S4	6.4
56	52	755.0	3.5	CB180	T132S2	11	34	85	1158	1.6	CB150	T132S2	6.2	20	144	1917	1.1	CB150	T112B2	5.7
56	52	757.7	3.5	CB180	T112B2	11	34	85	1128	1.1	CB130	T132S2	4.3	20	72	1969	0.8	CB130	T132S4	4.7
55	53	769.6	5.9	CB215	T132S2	13	34	85	1162	2.3	CB180	T112B2	8.5	20	144	1865	0.7	CB130	T112B2	4.0
55	53	772.3	5.9	CB215	T112B2	13	34	85	1162	1.6	CB150	T112B2	6.2	20	145	1975	3.8	CB250	T132S2	16
52	56	742.9	2.2	R180	T132S2	7.7	34	85	1132	1.1	CB130	T112B2	4.3	20	145	1982	3.8	CB250	T112B2	16
52	56	742.9	1.4	R150	T132S2	5.5	34	42	1210	4.4	CB215	T112BL4	12	20	146	1989	2.6	CB215	T132S2	10
52	28	856.3	3.7	R215	T132S4	17	33	43	1224	0.6	CB110	T112BL4	3.8	20	146	1996	2.6	CB215	T112B2	10
52	28	795.8	2.4	R180	T132S4	9.9	33	90	1291	5.9	CB250	T132S2	19	20	72	2022	1.2	CB150	T112BL4	6.4
52	28	765.6	1.7	R150	T132S4	6.2	32	90	1295	5.8	CB250	T112B2	19	20	72	1996	0.8	CB130	T112BL4	4.7
52	56	745.4	1.4	R150	T112B2	5.5	32	30	1348	4.2	R250	T132ML6	23	19.8	49	1990	2.9	R250	T132ML6	16
52	28	765.6	1.1	R130	T132S4	4.5	30	98	1230	2.4	R250	T132S2	13	19.8	49	1910	1.3	R180	T132ML6	7.4
52	56	725.3	0.9	R130	T112B2	3.5	30	49	1357	3.7	R250	T132S4	17	19.8	49	1831	0.8	R150	T132ML6	4.8
51	28	776.2	1.6	R150	T112BL4	6.2	30	49	1304	1.6	R180	T132S4	8.0	19.5	150	1990	1.6	CB180	T132S2	7.9
51	28	776.2	1.0	R130	T112BL4	4.5	30	49	1252	1.1	R150	T132S4	5.5	19.5	75	2104	2.9	CB215	T132S4	11
51	28	765.9	0.7	R110	T112BL4	3.3	29	49	1269	1.0	R150	T112BL4	5.5	19.5	75	2077	1.6	CB180	T132S4	8.9
51	57	776.6	2.9	R215	T132S2	11	29	49	1251	0.7	R130	T112BL4	3.6	19.5	150	1996	1.6	CB180	T112B2	7.9
51	58	821.4	2.2	CB150	T132S2	7.1	29	100	1255	1.7	R215	T132S2	8.5	19.4	50	2004	1.8	R215	T132ML6	9.9
51	58	821.3	1.5	CB130	T132S2	5.3	29	100	1165	1.1	R180	T132S2	5.6	19.4	50	2085	1.2	CB150	T132ML6	6.4
50	58	824.3	2.2	CB150	T112B2	7.1	29	100	1183	0.7	R150	T132S2	3.9	19.4	50	2085	0.8	CB130	T132ML6	4.5
50	58	824.3	1.5	CB130	T112B2	5.3	29	50	1367	2.3	R215	T132S4	11	19.2	75	2134	2.9	CB215	T112BL4	11
49	59	849.1	0.8	CB110	T112B2	4.2	29	50	1403	1.6	CB150	T132S4	6.7	19.2	75	2107	1.6	CB180	T112BL4	8.9
49	60	828.3	4.3	R250	T132S2	17	29	50	1403	1.0	CB130	T132S4	5.1	18.7	78	2189	4.0	CB250	T132S4	17
49	30	906.5	5.3	R250	T132S4	25	29	100	1187	0.7	R150	T112B2	3.9	18.7	52	2197	4.1	CB250	T132ML6	17
49	20	920.5	6.2	R250	T132ML6	26	29	50	1423	1.6	CB150	T112BL4	6.7	18.7	52	2197	1.7	CB180	T132ML6	9.3
49	20	920.5	4.2	R215	T132ML6	17	29	50	1423	1.0	CB130	T112BL4	5.1	18.5	79	1961	2.0	R250	T132S4	13
49	20	898.9	2.7	R180	T132ML6	12	28	52	1478	5.4	CB250	T132S4	18	18.5	78	2219	4.0	CB250	T112BL4	17
49	20	888.0																		



1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n_2 min ⁻¹	ir	T2 Nm	FS'		5.5 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		5.5 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		5.5 kW	 Ptn kW
16.0	90	2561	3.6	CB250	T112BL4	17	9.7	150	3886	1.0	CB180	T132S4	7.3	4.9	293	6526	1.1	110/215	T112BL4	5.6
15.7	62	2618	3.6	CB250	T132ML6	17	9.7	100	3465	0.9	R215	T132ML6	7.1	4.9	600	5704	0.7	CB215	T132S2	5.3
15.7	62	2584	2.5	CB215	T132ML6	11	9.6	304	3378	0.9	CB180	T132S2	5.4	4.9	300	6579	1.6	130/250	T132S4	8.4
15.7	62	2584	1.4	CB180	T132ML6	8.9	9.6	304	3388	0.9	CB180	T112B2	5.4	4.9	300	6687	0.8	CB215	T132S4	6.6
14.9	98	2432	1.6	R250	T132S4	13	9.6	150	3939	1.0	CB180	T112BL4	7.3	4.9	600	5716	0.7	CB215	T112B2	5.3
14.6	100	2447	1.1	R215	T132S4	8.0	9.1	107	4111	0.9	CB180	T132ML6	7.0	4.8	300	6675	1.6	130/250	T112BL4	8.4
14.6	100	2267	0.7	R180	T132S4	5.6	9.0	162	3672	0.6	CB150	T132S4	4.0	4.8	300	6784	0.8	CB215	T112BL4	6.6
14.5	202	2391	0.8	CB150	T132S2	4.4	8.9	109	4544	2.3	CB250	T132ML6	16	4.7	207	7056	1.3	CB250	T132ML6	10
14.5	202	2397	0.8	CB150	T112B2	4.4	8.7	112	4488	1.6	CB215	T132ML6	9.6	4.6	213	7157	0.8	CB215	T132ML6	6.6
14.2	207	2524	2.7	CB250	T132S2	12	8.4	115	4361	0.6	CB150	T132ML6	4.9	4.1	710	6994	0.8	CB250	T132S2	8.4
14.1	207	2531	2.7	CB250	T112B2	12	8.4	174	3944	1.4	CB215	T132S4	6.8	4.1	710	7029	0.8	CB250	T112B2	8.4
14.1	69	2652	1.4	R215	T132ML6	8.8	8.4	174	4069	0.8	CB180	T132S4	5.8	4.1	360	7891	1.1	CB250	T132S4	9.7
13.9	70	2577	1.9	R250	T132ML6	12	8.3	174	3996	1.4	CB215	T112BL4	6.8	4.0	240	8190	1.1	CB250	T132ML6	10
13.9	70	2501	0.9	R180	T132ML6	6.1	8.3	174	4123	0.8	CB180	T112BL4	5.8	4.0	360	8010	1.1	CB250	T112BL4	9.7
13.8	213	2596	1.6	CB215	T132S2	7.8	8.3	177	4584	1.8	CB250	T132S4	14	3.9	248	8194	0.7	CB215	T132ML6	6.4
13.8	213	2481	1.1	CB180	T132S2	5.8	8.1	360	4130	1.8	CB250	T132S2	11	3.9	375	7967	0.7	CB215	T132S4	6.1
13.7	213	2605	1.6	CB215	T112B2	7.8	8.1	177	4646	1.8	CB250	T112BL4	14	3.8	375	8069	0.7	CB215	T112BL4	6.1
13.7	213	2490	1.1	CB180	T112B2	5.8	8.1	360	4145	1.8	CB250	T112B2	11	3.7	390	8540	0.8	110/215	T112BL4	4.4
13.6	107	2811	1.2	CB180	T132S4	7.6	8.1	120	4746	2.0	CB250	T132ML6	14	3.7	400	7627	1.4	130/250	T132S4	6.4
13.5	72	2924	0.9	CB150	T132ML6	5.9	8.0	121	4715	1.4	CB215	T132ML6	8.9	3.6	267	8393	0.7	CB215	T132ML6	6.0
13.5	107	2849	1.2	CB180	T112BL4	7.6	8.0	368	4025	0.8	CB180	T132S2	5.2	3.6	400	7733	1.4	130/250	T112BL4	6.4
13.4	109	3060	3.1	CB250	T132S4	17	7.9	368	4040	0.8	CB180	T112B2	5.2	3.4	435	9223	0.9	CB250	T132S4	9.2
13.2	109	3101	3.1	CB250	T112BL4	17	7.8	124	4769	0.8	CB180	T132ML6	7.0	3.3	290	9435	1.0	CB250	T132ML6	10
13.0	112	3021	2.1	CB215	T132S4	10	7.8	375	4237	1.1	CB215	T132S2	6.8	3.3	435	9363	0.9	CB250	T112BL4	9.2
12.9	75	3087	2.2	CB215	T132ML6	10	7.8	375	4248	1.1	CB215	T112B2	6.8	3.2	300	9756	0.6	CB215	T132ML6	6.3
12.9	75	3087	1.2	CB180	T132ML6	8.5	7.5	195	4558	1.5	110/215	T132S4	5.6	2.9	508	9701	0.6	CB250	T132S4	8.1
12.9	112	3063	2.1	CB215	T112BL4	10	7.4	195	4626	1.4	110/215	T112BL4	5.6	2.8	508	9836	0.6	CB250	T112BL4	8.1
12.7	115	2978	0.8	CB150	T132S4	5.3	7.3	200	4317	2.3	130/250	T132S4	8.4	2.7	360	11520	0.8	CB250	T132ML6	9.2
12.7	231	2651	0.7	CB150	T132S2	4.1	7.3	200	4533	0.9	110/180	T132S4	5.6	2.6	573	10504	0.6	CB250	T132S4	7.7
12.6	231	2659	0.7	CB150	T112B2	4.1	7.3	200	4605	0.9	130/180	T132S4	8.4	2.5	573	10672	0.6	CB250	T112BL4	7.7
12.5	115	3021	0.8	CB150	T112BL4	5.3	7.3	200	4461	0.6	110/150	T132S4	5.6	2.4	600	9942	1.0	130/250	T132S4	6.8
12.4	78	3251	3.0	CB250	T132ML6	16	7.2	200	4377	2.2	130/250	T112BL4	8.4	2.4	600	10068	1.0	130/250	T112BL4	6.8
12.3	79	2866	1.6	R250	T132ML6	12	7.2	200	4523	0.9	85/180	T112BL4	3.2	2.2	435	13426	0.7	CB250	T132ML6	8.8
12.2	240	2882	2.5	CB250	T132S2	11	7.2	200	4596	0.9	110/180	T112BL4	5.6	1.5	980	17152	0.6	130/250	T112BL4	3.6
12.2	120	3194	2.7	CB250	T132S4	15	7.2	200	4669	0.9	130/180	T112BL4	8.4							
12.2	240	2892	2.5	CB250	T112B2	11	7.2	200	4451	0.6	85/150	T112BL4	3.2							
12.1	80	3250	2.0	CB215	T132ML6	10	7.2	200	4523	0.6	110/150	T112BL4	5.6							
12.1	80	2773	1.2	R215	T132ML6	7.1	7.1	207	4843	1.7	CB250	T132S4	11							
12.1	80	2817	0.7	R180	T132ML6	5.9	7.0	420	4590	0.7	CB180	T132S2	5.2							
12.1	121	3220	1.8	CB215	T132S4	9.6	7.0	207	4905	1.7	CB250	T112BL4	11							
12.0	120	3239	2.7	CB250	T112BL4	15	7.0	420	4610	0.7	CB180	T112B2	5.2							
11.9	121	3266	1.8	CB215	T112BL4	9.6	6.9	213	4907	1.0	CB215	T132S4	7.0							
11.8	248	2980	1.5	CB215	T132S2	7.6	6.9	428	4677	0.9	CB215	T132S2	6.4							
11.8	248	2847	1.0	CB180	T132S2	5.7	6.9	213	4677	0.7	CB180	T132S4	5.2							
11.8	248	2990	1.5	CB215	T112B2	7.6	6.8	428	4698	0.9	CB215	T112B2	6.4							
11.8	124	3213	1.1	CB180	T132S4	7.3	6.8	213	4972	1.0	CB215	T112BL4	7.0							
11.8	248	2856	1.0	CB180	T112B2	5.7	6.8	213	4740	0.7	CB180	T112BL4	5.2							
11.6	124	3258	1.1	CB180	T112BL4	7.3	6.8	434	4436	0.6	CB180	T132S2	4.7							
11.4	85	3315	1.1	CB180	T132ML6	7.3	6.7	435	4910	1.4	CB250	T132S2	10							
11.4	85	3314	0.8	CB150	T132ML6	5.3	6.7	435	4931	1.4	CB250	T112B2	10							
11.2	261	2947	1.0	CB180	T132S2	5.5	6.7	145	5653	1.8	CB250	T132ML6	14							
11.2	261	2957	1.0	CB180	T112B2	5.5	6.6	146	5617	1.2	CB215	T132ML6	8.6							
11.0	267	3112	1.4	CB215	T132S2	7.2	6.5	150	5683	0.7	CB180	T132ML6	6.8							
10.9	267	3121	1.4	CB215	T112B2	7.2	6.1	240	5529	1.5	CB250	T132S4	11							</

STANDARD *line* Basic

1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n_2 min ⁻¹	ir	T2 Nm	FS'		7.5 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		7.5 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		7.5 kW	 Ptn kW
419	7	150.6	5.0	R150	T112BL2	12	64	15	984.8	6.1	R250	T160M6	33	34	85	1585	1.7	CB180	T132SL2	8.5
419	7	150.6	3.3	R130	T112BL2	9.1	64	15	973.6	4.0	R215	T160M6	20	34	85	1585	1.2	CB150	T132SL2	6.2
419	7	147.2	2.3	R110	T112BL2	6.0	64	15	951.3	2.3	R180	T160M6	14	34	85	1543	0.8	CB130	T132SL2	4.3
419	7	147.2	1.2	R85	T112BL2	3.4	64	15	928.9	1.6	R150	T160M6	8.8	34	28	1755	1.8	R215	T160M6	16
419	7	147.1	0.6	R70	T112BL2	2.5	60	49	886.3	1.2	R150	T112BL2	5.5	34	28	1608	1.4	R180	T160M6	9.0
417	7	151.1	5.0	R150	T132SL2	12	60	49	862.3	0.8	R130	T112BL2	3.6	33	90	1760	4.3	CB250	T112BL2	19
417	7	151.1	3.3	R130	T132SL2	9.1	60	49	937.5	4.1	R250	T132SL2	18	32	90	1766	4.3	CB250	T132SL2	19
417	7	147.7	2.3	R110	T132SL2	6.0	60	49	889.5	1.8	R180	T132SL2	8.0	32	30	1858	3.1	R250	T160M6	23
293	10	212.7	4.0	R150	T112BL2	11	60	49	889.4	1.1	R150	T132SL2	5.5	30	49	1851	2.7	R250	T132M4	17
293	10	212.7	2.7	R130	T112BL2	8.4	59	50	977.8	1.9	CB150	T112BL2	7.4	30	98	1683	1.8	R250	T132SL2	13
293	10	207.8	1.9	R110	T112BL2	5.6	59	50	965.6	1.2	CB130	T112BL2	5.3	30	49	1779	1.2	R180	T132M4	8.0
293	10	207.8	1.0	R85	T112BL2	3.2	58	50	956.6	2.5	R215	T132SL2	12	30	49	1707	0.8	R150	T132M4	5.5
292	10	215.9	5.5	R180	T132SL2	17	58	50	981.1	1.9	CB150	T132SL2	7.4	29	50	1864	1.7	R215	T132M4	11
292	10	213.4	4.0	R150	T132SL2	11	58	50	968.9	1.2	CB130	T132SL2	5.3	29	100	1717	1.3	R215	T132SL2	8.5
292	10	213.4	2.7	R130	T132SL2	8.4	57	51	997.5	0.6	CB110	T112BL2	4.2	29	50	1913	1.2	CB150	T132M4	6.7
292	10	208.5	1.9	R110	T132SL2	5.6	56	52	1030	6.1	CB250	T112BL2	20	29	100	1594	0.8	R180	T132SL2	5.6
209	7	305.6	4.9	R180	T132M4	19	56	52	1030	2.6	CB180	T112BL2	11	29	50	1913	0.8	CB130	T132M4	5.1
209	7	302.2	3.5	R150	T132M4	12	56	52	1033	6.1	CB250	T132SL2	20	28	52	2015	3.9	CB250	T132M4	18
209	7	302.2	2.3	R130	T132M4	9.1	56	52	1033	2.6	CB180	T132SL2	11	28	52	2015	1.6	CB180	T132M4	9.7
209	7	295.3	1.6	R110	T132M4	6.0	55	53	1050	4.4	CB215	T112BL2	13	28	53	2054	2.7	CB215	T132M4	12
195	15	311.7	3.0	R150	T112BL2	9.9	55	53	1053	4.3	CB215	T132SL2	13	27	107	1962	1.5	CB180	T112BL2	8.2
195	15	308.0	2.0	R130	T112BL2	6.8	52	56	1013	1.0	R150	T112BL2	5.5	27	107	1969	1.5	CB180	T132SL2	8.2
195	15	304.4	1.3	R110	T112BL2	4.6	52	56	986	0.6	R130	T112BL2	3.5	27	109	2105	3.8	CB250	T112BL2	18
195	15	300.7	0.7	R85	T112BL2	2.7	52	28	1168	2.7	R215	T132M4	17	27	109	2112	3.8	CB250	T132SL2	18
195	15	316.4	4.2	R180	T132SL2	15	52	28	1085	1.7	R180	T132M4	9.9	26	112	2136	2.5	CB215	T112BL2	11
195	15	312.7	3.0	R150	T132SL2	9.9	52	56	1017	1.6	R180	T132SL2	7.7	26	112	2143	2.5	CB215	T132SL2	11
195	15	309.1	2.0	R130	T132SL2	6.8	52	28	1044	1.2	R150	T132M4	6.2	26	56	2006	1.0	R180	T132M4	7.7
195	15	305.4	1.3	R110	T132SL2	4.6	52	56	1017	1.0	R150	T132SL2	5.5	26	56	2006	0.7	R150	T132M4	5.5
147	20	410.7	2.6	R150	T112BL2	9.3	52	28	1044	0.8	R130	T132M4	4.5	26	37	2153	1.6	CB180	T160M6	9.3
147	20	405.8	1.7	R130	T112BL2	6.4	51	57	1063	2.1	R215	T132SL2	11	26	57	2070	1.4	R215	T132M4	9.9
147	20	400.9	1.2	R110	T112BL2	4.4	51	58	1120	1.6	CB150	T112BL2	7.1	25	115	2108	1.0	CB150	T112BL2	5.9
146	20	426.8	5.9	R215	T132SL2	20	51	58	1120	1.1	CB130	T112BL2	5.3	25	115	2052	0.6	CB130	T112BL2	4.2
146	10	431.7	3.8	R180	T132M4	17	50	58	1124	1.6	CB150	T132SL2	7.1	25	115	2116	1.0	CB150	T132SL2	5.9
146	20	412.1	3.7	R180	T132SL2	13	50	58	1124	1.1	CB130	T132SL2	5.3	25	115	2059	0.6	CB130	T132SL2	4.2
146	10	426.8	2.8	R150	T132M4	11	49	30	1236	3.9	R250	T132M4	25	25	38	2240	3.6	CB250	T160M6	18
146	20	412.1	2.6	R150	T132SL2	9.3	49	60	1133	3.2	R250	T132SL2	17	25	58	2191	1.0	CB150	T132M4	6.4
146	10	426.8	1.9	R130	T132M4	8.4	48	20	1268	4.5	R250	T160M6	26	25	58	2191	0.7	CB130	T132M4	4.9
146	20	407.2	1.7	R130	T132SL2	6.4	48	20	1268	3.1	R215	T160M6	17	24	120	2229	3.2	CB250	T112BL2	16
146	10	417.0	1.3	R110	T132M4	5.6	48	20	1239	1.9	R180	T160M6	12	24	120	2237	3.2	CB250	T132SL2	16
137	7	464.8	6.2	R215	T160M6	23	47	62	1228	5.5	CB250	T112BL2	20	24	60	2237	2.1	R250	T132M4	17
137	7	459.6	4.0	R180	T160M6	17	47	62	1212	4.0	CB215	T112BL2	13	24	121	2249	2.2	CB215	T112BL2	10
137	7	454.4	2.9	R150	T160M6	11	47	62	1212	2.2	CB180	T112BL2	10	24	121	2256	2.2	CB215	T132SL2	10
105	28	527.1	1.8	R150	T112BL2	6.2	47	62	1232	5.4	CB250	T132SL2	20	24	40	2298	2.5	R250	T160M6	17
105	28	520.2	1.2	R130	T112BL2	4.5	47	62	1217	3.9	CB215	T132SL2	13	24	40	2298	1.6	R215	T160M6	11
105	28	527.0	0.8	R110	T112BL2	3.3	47	62	1217	2.1	CB180	T132SL2	10	24	40	2179	1.1	R180	T160M6	7.7
104	28	590.6	4.1	R215	T132SL2	18	42	69	1286	1.9	R215	T132SL2	11	24	40	2328	1.0	CB150	T160M6	6.7
104	28	549.4	2.5	R180	T132SL2	9.9	42	70	1198	0.8	R150	T112BL2	4.5	24	40	2298	0.7	CB130	T160M6	4.7
104	28	528.8	1.8	R150	T132SL2	6.2	42	70	1236	2.8	R250	T132SL2	14	24	124	2273	1.3	CB180	T112BL2	8.2
104	28	522.0	1.2	R130	T132SL2	4.5	42	70	1236	1.2	R180	T132SL2	6.5	24	62	2403	3.5	CB250	T132M4	18
97	30	625.5	5.8	R250	T132SL2	26	42	70	1202	0.8	R150	T132SL2	4.5	24	62	2372	2.5	CB215	T132M4	11
97	15	647.6	5.1	R215	T132M4	21	41	72	1391	1.4	CB150	T112BL2	7.1	24	62	2372	1.3	CB180	T132M4	9.3
97	15	632.9	2.8	R180	T132M4	15	41	72	1373	0.9	CB130	T112BL2	5.1	24	124	2281	1.3	CB180	T132SL2	8.2
97	15	625.5	2.0	R150	T132M4															



1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n ₂ min ⁻¹	ir	T2 Nm	FS'		7.5 kW	 Ptn kW	n ₂ min ⁻¹	ir	T2 Nm	FS'		7.5 kW	 Ptn kW	n ₂ min ⁻¹	ir	T2 Nm	FS'		9.2 kW	 Ptn kW
18.0	162	2663	0.7	CB150	T132SL2	4.5	7.8	375	5778	0.8	CB215	T112BL2	6.8	209	7	379.1	6.3	R215	T132ML4	26
17.2	85	3085	1.1	CB180	T132M4	7.9	7.8	375	5793	0.8	CB215	T132SL2	6.8	209	7	374.9	4.0	R180	T132ML4	19
17.2	85	3043	0.8	CB150	T132M4	5.5	7.7	124	6570	0.6	CB180	T160M6	7.0	209	7	370.7	2.9	R150	T132ML4	12
17.1	56	2967	0.8	R180	T160M6	7.2	7.5	195	6215	1.1	110/215	T132M4	5.6	209	7	370.7	1.9	R130	T132ML4	9.1
16.8	174	2680	1.7	CB215	T112BL2	6.8	7.3	200	5887	1.7	130/250	T132M4	8.4	209	7	362.3	1.3	R110	T132ML4	6.0
16.8	57	3020	1.1	R215	T160M6	8.8	7.3	200	6181	0.7	110/180	T132M4	5.6	146	10	535.6	5.7	R215	T132ML4	23
16.8	174	2892	1.0	CB180	T112BL2	6.4	7.3	200	6279	0.7	130/180	T132M4	8.4	146	10	529.6	3.1	R180	T132ML4	17
16.8	174	2689	1.7	CB215	T132SL2	6.8	7.1	207	6603	1.2	CB250	T132M4	11	146	10	523.6	2.3	R150	T132ML4	11
16.8	174	2903	1.0	CB180	T132SL2	6.4	6.9	213	6692	0.8	CB215	T132M4	7.0	146	10	523.5	1.5	R130	T132ML4	8.4
16.6	177	3203	2.2	CB250	T112BL2	15	6.9	428	6378	0.7	CB215	T112BL2	6.4	146	10	511.5	1.1	R110	T132ML4	5.5
16.6	58	3289	0.8	CB150	T160M6	6.2	6.8	428	6407	0.7	CB215	T132SL2	6.4	97	15	803.4	6.2	R250	T132ML4	36
16.5	177	3212	2.2	CB250	T132SL2	15	6.7	435	6695	1.0	CB250	T112BL2	10	97	15	794.4	4.2	R215	T132ML4	21
16.2	90	3444	2.7	CB250	T132M4	17	6.7	435	6725	1.0	CB250	T132SL2	10	97	15	776.3	2.3	R180	T132ML4	15
16.0	60	3313	1.7	R250	T160M6	15	6.6	145	7790	1.3	CB250	T160M6	14	97	15	767.3	1.7	R150	T132ML4	10
15.5	62	3609	2.6	CB250	T160M6	17	6.6	146	7728	0.9	CB215	T160M6	8.6	97	15	758.2	1.1	R130	T132ML4	6.8
15.5	62	3563	1.8	CB215	T160M6	11	6.1	240	7540	1.1	CB250	T132M4	11	97	15	740.3	0.7	R110	T132ML4	4.6
15.5	62	3563	1.0	CB180	T160M6	8.9	5.9	248	7661	0.7	CB215	T132M4	6.8	73	20	1035	4.6	R250	T132ML4	28
14.9	98	3317	1.2	R250	T132M4	13	5.8	508	7076	0.7	CB250	T112BL2	8.8	73	20	1035	3.2	R215	T132ML4	18
14.6	100	3336	0.8	R215	T132M4	8.0	5.8	508	7101	0.7	CB250	T132SL2	8.8	73	20	1011	2.0	R180	T132ML4	13
14.5	202	3261	0.6	CB150	T112BL2	4.4	5.5	174	8175	0.8	CB215	T160M6	6.8	73	20	1011	1.4	R150	T132ML4	9.3
14.5	202	3269	0.6	CB150	T132SL2	4.4	5.5	267	7988	0.6	CB215	T132M4	6.4	73	20	999	0.9	R130	T132ML4	6.4
14.2	207	3442	2.0	CB250	T112BL2	12	5.4	177	9251	1.0	CB250	T160M6	13	52	28	1432	2.2	R215	T132ML4	17
14.1	207	3452	2.0	CB250	T132SL2	12	5.1	573	7709	0.7	CB250	T112BL2	8.4	52	28	1331	1.4	R180	T132ML4	10
13.9	69	3656	1.0	R215	T160M6	8.8	5.1	573	7724	0.7	CB250	T132SL2	8.4	52	28	1281	1.0	R150	T132ML4	6.2
13.8	213	3540	1.2	CB215	T112BL2	7.8	5.0	290	8828	1.0	CB250	T132M4	11	52	28	1281	0.6	R130	T132ML4	4.5
13.8	213	3383	0.8	CB180	T112BL2	5.8	5.0	293	8773	0.8	110/215	T132M4	5.6	49	30	1516	3.2	R250	T132ML4	25
13.7	70	3553	1.4	R250	T160M6	12	4.9	300	8971	1.2	130/250	T132M4	8.4	39	37	1781	1.7	CB180	T132ML4	10
13.7	213	3552	1.2	CB215	T132SL2	7.8	4.9	300	9118	0.6	CB215	T132M4	6.6	38	38	1830	3.9	CB250	T132ML4	19
13.7	213	3396	0.8	CB180	T132SL2	5.8	4.6	207	9725	0.9	CB250	T160M6	10	37	40	1902	2.6	R250	T132ML4	19
13.7	70	3448	0.6	R180	T160M6	6.1	4.1	360	10761	0.8	CB250	T132M4	9.7	37	40	1902	1.6	R215	T132ML4	12
13.6	107	3834	0.9	CB180	T132M4	7.6	4.0	240	11281	0.8	CB250	T160M6	10	37	40	1805	1.1	R180	T132ML4	8.3
13.4	109	4172	2.3	CB250	T132M4	17	3.7	400	10400	1.0	130/250	T132M4	6.4	37	40	1902	1.1	CB150	T132ML4	7.1
13.3	72	4030	0.6	CB150	T160M6	5.9	3.4	435	12576	0.6	CB250	T132M4	9.2	37	40	1805	0.8	R150	T132ML4	6.0
13.0	112	4120	1.5	CB215	T132M4	10	3.3	290	12984	0.7	CB250	T160M6	10	37	40	1878	0.7	CB130	T132ML4	5.1
12.8	75	4253	1.6	CB215	T160M6	10	2.7	360	15829	0.6	CB250	T160M6	9.2	35	42	1997	2.6	CB215	T132ML4	12
12.8	75	4253	0.9	CB180	T160M6	8.5	2.4	600	13558	0.8	130/250	T132M4	6.8	30	49	2270	2.2	R250	T132ML4	17
12.7	115	4061	0.6	CB150	T132M4	5.3							30	49	2182	1.0	R180	T132ML4	8.0	
12.3	78	4480	2.2	CB250	T160M6	16							30	49	2093	0.6	R150	T132ML4	5.5	
12.2	240	3930	1.8	CB250	T112BL2	11							29	50	2287	1.4	R215	T132ML4	11	
12.2	120	4355	2.0	CB250	T132M4	15							29	50	2347	0.9	CB150	T132ML4	6.7	
12.2	240	3943	1.8	CB250	T132SL2	11							29	50	2347	0.6	CB130	T132ML4	5.1	
12.2	79	3950	1.1	R250	T160M6	12							28	52	2472	3.2	CB250	T132ML4	18	
12.1	121	4391	1.4	CB215	T132M4	9.6							28	52	2472	1.3	CB180	T132ML4	10	
12.0	80	4477	1.4	CB215	T160M6	10							28	53	2519	2.2	CB215	T132ML4	12	
12.0	80	3820	0.8	R215	T160M6	7.1							26	56	2460	0.9	R180	T132ML4	7.7	
11.8	248	4064	1.1	CB215	T112BL2	7.6							26	57	2539	1.2	R215	T132ML4	10	
11.8	248	3882	0.7	CB180	T112BL2	5.7							25	58	2688	0.8	CB150	T132ML4	6.4	
11.8	248	4077	1.1	CB215	T132SL2	7.6							24	60	2745	1.7	R250	T132ML4	17	
11.8	124	4382	0.8	CB180	T132M4	7.3							24	62	2947	2.8	CB250	T132ML4	18	
11.8	248	3894	0.7	CB180	T132SL2	5.7							24	62	2910	2.0	CB215	T132ML4	11	
11.3	85	4568	0.8	CB180	T160M6	7.3							24	62	2910	1.1	CB180	T132ML4	9.3	
11.2	261	4018	0.7	CB180	T112BL2	5.5							21	69	3073	1.0	R215	T132ML4	10	
11.2	261	4032	0.7	CB180	T132SL2	5.5							21	70	2991	1.5	R250	T132ML4	14	
11.0	267	4244	1.0	CB215	T112BL2	7.2							21	70	2864	0.7	R180	T132ML4	6.5	
10.9	267	4255	1.0	CB215	T132SL2	7.2							20	72	3336	0.7	CB150	T132ML4	6.4	
10.7	136	4468	1.4	110/215	T132M4	6.0														

**9.2
kW****11.0
kW****STANDARD line Basic**

1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n ₂ min ⁻¹	ir	T2 Nm	FS'		9.2 kW	Ptn kW	n ₂ min ⁻¹	ir	T2 Nm	FS'		11.0 kW	Ptn kW	n ₂ min ⁻¹	ir	T2 Nm	FS'		11.0 kW	Ptn kW
7.5	195	7624	0.9	110/215	T132ML4	5.6	424	7	220.4	4.6	R180	T160MA2	19	61	49	1352	2.8	R250	T160MA2	18
7.3	200	7221	1.4	130/250	T132ML4	8.4	424	7	217.9	3.5	R150	T160MA2	12	61	49	1283	1.2	R180	T160MA2	8
7.1	207	8100	1.0	CB250	T132ML4	11	420	7	222.6	4.6	R180	T132M2	19	60	49	1366	2.8	R250	T132M2	18
6.9	213	8209	0.6	CB215	T132ML4	7.0	420	7	220.1	3.4	R150	T132M2	12	60	49	1296	1.2	R180	T132M2	8
6.1	240	9249	0.9	CB250	T132ML4	11	420	7	220.1	2.3	R130	T132M2	9	60	49	1296	0.8	R150	T132M2	6
5.0	290	10829	0.8	CB250	T132ML4	11	420	7	215.1	1.6	R110	T132M2	6	59	50	1380	1.7	R215	T160MA2	12
5.0	293	10761	0.7	110/215	T132ML4	5.6	297	10	311.3	3.8	R180	T160MA2	17	59	50	1415	1.3	CB150	T160MA2	7
4.9	300	11005	1.0	130/250	T132ML4	8.4	297	10	307.7	2.8	R150	T160MA2	11	59	50	1397	0.9	CB130	T160MA2	5
4.1	360	13200	0.7	CB250	T132ML4	10	294	10	314.4	3.8	R180	T132M2	17	59	50	1394	1.7	R215	T132M2	12
3.7	400	12758	0.8	130/250	T132ML4	6.4	294	10	310.9	2.7	R150	T132M2	11	59	50	1429	1.3	CB150	T132M2	7
2.4	600	16631	0.6	130/250	T132ML4	6.8	294	10	310.9	1.8	R130	T132M2	8	59	50	1411	0.8	CB130	T132M2	5
							294	10	303.7	1.3	R110	T132M2	6	57	52	1490	4.2	CB250	T160MA2	20
							210	7	450.2	5.3	R215	T160M4	26	57	52	1490	1.8	CB180	T160MA2	11
							210	7	445.2	3.4	R180	T160M4	19	57	52	1505	4.2	CB250	T132M2	20
							210	7	440.2	2.4	R150	T160M4	12	57	52	1505	1.8	CB180	T132M2	11
							198	15	466.9	5.1	R215	T160MA2	21	56	53	1518	3.0	CB215	T160MA2	13
							198	15	456.3	2.9	R180	T160MA2	15	55	53	1534	3.0	CB215	T132M2	13
							198	15	451.0	2.1	R150	T160MA2	10	53	56	1466	1.1	R180	T160MA2	8
							196	15	471.7	5.1	R215	T132M2	21	53	28	1701	1.9	R215	T160M4	17
							196	15	460.9	2.9	R180	T132M2	15	53	28	1581	1.2	R180	T160M4	10
							196	15	455.6	2.1	R150	T132M2	10	53	56	1481	1.1	R180	T132M2	8
							196	15	450.2	1.4	R130	T132M2	7	53	56	1481	0.7	R150	T132M2	6
							196	15	444.9	0.9	R110	T132M2	5	52	57	1532	1.5	R215	T160MA2	11
							149	20	608.4	5.8	R250	T160MA2	28	52	57	1548	1.5	R215	T132M2	11
							149	20	615.4	4.1	R215	T160MA2	20	51	58	1621	1.1	CB150	T160MA2	7
							149	20	594.2	2.6	R180	T160MA2	13	51	58	1621	0.7	CB130	T160MA2	5
							147	20	614.6	5.7	R250	T132M2	28	51	58	1637	1.1	CB150	T132M2	7
							147	10	636.0	4.8	R215	T160M4	23	51	58	1637	0.7	CB130	T132M2	5
							147	20	621.7	4.0	R215	T132M2	20	50	60	1634	2.2	R250	T160MA2	17
							147	10	628.9	2.6	R180	T160M4	17	49	30	1801	2.7	R250	T160M4	25
							147	20	600.3	2.5	R180	T132M2	13	49	60	1651	2.2	R250	T132M2	17
							147	10	621.7	1.9	R150	T160M4	11	48	20	1860	3.1	R250	T160L6	26
							147	20	600.3	1.8	R150	T132M2	9	48	20	1860	2.1	R215	T160L6	17
							147	20	593.1	1.2	R130	T132M2	6	48	20	1816	1.3	R180	T160L6	12
							137	7	681.7	5.9	R250	T160L6	36	48	62	1776	3.8	CB250	T160MA2	20
							137	7	681.7	4.3	R215	T160L6	23	48	62	1755	2.7	CB215	T160MA2	13
							137	7	674.1	2.7	R180	T160L6	17	48	62	1755	1.5	CB180	T160MA2	10
							137	7	666.4	2.0	R150	T160L6	11	47	62	1794	3.7	CB250	T132M2	20
							134	11	699.6	6.1	R250	T160M4	36	47	62	1772	2.7	CB215	T132M2	13
							106	28	851.7	2.8	R215	T160MA2	18	47	62	1772	1.5	CB180	T132M2	10
							106	28	792.3	1.8	R180	T160MA2	10	43	69	1855	1.3	R215	T160MA2	11
							105	28	860.4	2.8	R215	T132M2	18	43	69	1874	1.3	R215	T132M2	11
							105	28	800.4	1.7	R180	T132M2	10	42	70	1783	1.9	R250	T160MA2	14
							105	28	770.4	1.3	R150	T132M2	6	42	70	1783	0.8	R180	T160MA2	6
							105	28	760.4	0.8	R130	T132M2	5	42	70	1801	1.9	R250	T132M2	14
							99	30	901.9	4.0	R250	T160MA2	26	42	70	1801	0.8	R180	T132M2	6
							98	15	954.0	5.2	R250	T160M4	36	41	72	2012	1.0	CB150	T160MA2	7
							98	30	911.1	4.0	R250	T132M2	26	41	72	1986	0.6	CB130	T160MA2	5
							98	15	943.3	3.5	R215	T160M4	21	41	72	2033	1.0	CB150	T132M2	7
							98	15	921.9	2.0	R180	T160M4	15	41	72	2007	0.6	CB130	T132M2	5
							98	15	911.2	1.4	R150	T160M4	10	40	37	2115	1.4	CB180	T160M4	10
							96	10	963.0	3.8	R215	T160L6	21	40	75	2122	2.4	CB215	T160MA2	13
							96	10	952.0	2.1	R180	T160L6	16	40	75	2096	1.3	CB180	T160MA2	10
							96	10	941.1	1.5	R150	T160L6	11	39	75	2144	2.4	CB215	T132M2	13
							87	11	1071	4.8	R250	T160L6	36	39	75	2117	1.3	CB180	T132M2	10
							80	37	1060	2.2	CB180	T160MA2	11	39	38	2173	3.2	CB250	T160M4	19
							79	37	1071	2.2	CB180	T132M2	11	38	78	2207	3.3	CB250	T160MA2	19
							78	38	1102	5.0	CB250	T160MA2	21	38	78	2230	3.2	CB250	T132M2	19
							77	38	1113	4.9	CB250	T132M2	21	38	79	1956	1.5	R250	T160MA2	13
							74	40	1132	3.4	R250	T160MA2	20	37	79	1976	1.5	R250	T132M2	13
							74	40	1146	2.1	R215	T160MA2	13	37	80	2236	2.1	CB215	T160MA2	12
							74	40	1146	1.5	CB150	T160MA2	8	37	80	1981	1.1	R2		



1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n ₂ min ⁻¹	ir	T2 Nm	FS'		11.0 kW	Ptn kW	n ₂ min ⁻¹	ir	T2 Nm	FS'		11.0 kW	Ptn kW	n ₂ min ⁻¹	ir	T2 Nm	FS'		15.0 kW	Ptn kW
30	98	2426	1.2	R250	T160MA2	13	13.5	109	6074	1.6	CB250	T160M4	17	423	7	304.9	5.4	R215	T160MB2	26
30	49	2696	1.9	R250	T160M4	17	13.1	112	6005	1.1	CB215	T160M4	10	423	7	301.5	3.4	R180	T160MB2	19
30	98	2451	1.2	R250	T132M2	13	12.8	75	6238	1.1	CB215	T160L6	10	423	7	298.1	2.5	R150	T160MB2	12
30	49	2591	0.8	R180	T160M4	8	12.4	240	5685	1.3	CB250	T160MA2	11	420	7	307.0	5.4	R215	T132ML2	26
30	100	2476	0.9	R215	T160MA2	9	12.3	78	6571	1.5	CB250	T160L6	16	420	7	303.6	3.3	R180	T132ML2	19
29	50	2716	1.2	R215	T160M4	11	12.3	120	6346	1.4	CB250	T160M4	15	420	7	300.1	2.5	R150	T132ML2	12
29	100	2501	0.9	R215	T132M2	9	12.3	240	5746	1.2	CB250	T132M2	11	420	7	300.1	1.7	R130	T132ML2	9
29	50	2787	0.8	CB150	T160M4	7	12.2	121	6398	0.9	CB215	T160M4	10	420	7	293.3	1.2	R110	T132ML2	6
28	52	2936	2.7	CB250	T160M4	18	12.2	79	5793	0.8	R250	T160L6	12	296	10	430.7	5.0	R215	T160MB2	23
28	52	2936	1.1	CB180	T160M4	10	12.0	80	6566	1.0	CB215	T160L6	10	296	10	425.9	2.8	R180	T160MB2	17
28	107	2838	1.0	CB180	T160MA2	8	12.0	248	5875	0.8	CB215	T160MA2	8	296	10	421.0	2.0	R150	T160MB2	11
28	53	2992	1.9	CB215	T160M4	12	11.9	248	5940	0.8	CB215	T132M2	8	294	10	433.6	5.0	R215	T132ML2	23
27	107	2867	1.0	CB180	T132M2	8	11.1	267	6140	0.7	CB215	T160MA2	7	294	10	428.8	2.8	R180	T132ML2	17
27	109	3046	2.6	CB250	T160MA2	18	11.0	267	6202	0.7	CB215	T132M2	7	294	10	423.9	2.0	R150	T132ML2	11
27	109	3077	2.6	CB250	T132M2	18	10.7	90	7581	1.3	CB250	T160L6	16	294	10	423.9	1.4	R130	T132ML2	8
27	112	3090	1.7	CB215	T160MA2	11	10.2	290	6668	1.1	CB250	T160MA2	11	294	10	414.2	0.9	R110	T132ML2	6
26	112	3121	1.7	CB215	T132M2	11	10.1	145	7666	1.2	CB250	T160M4	15	269	11	473.8	6.4	R250	T160MB2	36
26	56	2922	0.7	R180	T160M4	8	10.1	290	6734	1.1	CB250	T132M2	11	267	11	477.0	6.4	R250	T132ML2	36
26	37	3158	1.1	CB180	T160L6	9	10.1	146	7615	0.8	CB215	T160M4	9	211	7	609.8	5.2	R250	T160L4	40
26	115	3050	0.7	CB150	T160MA2	6	9.9	300	7003	0.7	CB215	T160MA2	7	211	7	609.8	3.9	R215	T160L4	26
26	57	3014	1.0	R215	T160M4	10	9.8	300	7075	0.7	CB215	T132M2	7	211	7	603.0	2.5	R180	T160L4	19
26	115	3081	0.7	CB150	T132M2	6	9.8	98	7182	0.6	R250	T160L6	12	211	7	596.2	1.8	R150	T160L4	12
25	58	3192	0.7	CB150	T160M4	6	8.8	109	9181	1.1	CB250	T160L6	16	197	15	646.1	5.6	R250	T160MB2	36
25	38	3285	2.4	CB250	T160L6	18	8.6	112	9071	0.8	CB215	T160L6	10	197	15	638.8	3.8	R215	T160MB2	21
25	120	3226	2.2	CB250	T160MA2	16	8.5	174	7832	0.7	CB215	T160M4	7	197	15	624.3	2.1	R180	T160MB2	15
25	121	3252	1.5	CB215	T160MA2	10	8.3	177	9102	0.9	CB250	T160M4	14	197	15	617.1	1.5	R150	T160MB2	10
25	120	3259	2.2	CB250	T132M2	16	8.3	360	8150	0.9	CB250	T160MA2	11	196	15	650.5	5.5	R250	T132ML2	36
25	60	3259	1.4	R250	T160M4	17	8.2	360	8230	0.9	CB250	T132M2	11	196	15	643.2	3.7	R215	T132ML2	21
24	121	3286	1.5	CB215	T132M2	10	8.0	120	9586	1.0	CB250	T160L6	14	196	15	628.5	2.1	R180	T132ML2	15
24	40	3370	1.7	R250	T160L6	17	7.9	121	9537	0.7	CB215	T160L6	9	196	15	621.2	1.5	R150	T132ML2	10
24	40	3370	1.1	R215	T160L6	11	7.1	207	9617	0.9	CB250	T160M4	11	196	15	613.9	1.0	R130	T132ML2	7
24	40	3195	0.7	R180	T160L6	8	6.8	435	9690	0.7	CB250	T160MA2	10	196	15	606.6	0.7	R110	T132ML2	5
24	40	3414	0.7	CB150	T160L6	7	6.8	435	9791	0.7	CB250	T132M2	10	148	20	832.4	4.2	R250	T160MB2	28
24	124	3290	0.9	CB180	T160MA2	8	6.6	145	11425	0.9	CB250	T160L6	14	148	10	861.4	3.5	R215	T160L4	23
24	62	3500	2.4	CB250	T160M4	18	6.6	146	11335	0.6	CB215	T160L6	9	148	20	842.1	3.0	R215	T160MB2	20
24	62	3456	1.7	CB215	T160M4	11	6.1	240	10986	0.8	CB250	T160M4	11	148	10	851.7	1.9	R180	T160L4	17
24	62	3456	0.9	CB180	T160M4	9	5.4	177	13568	0.7	CB250	T160L6	13	148	20	813.0	1.9	R180	T160MB2	13
24	124	3323	0.9	CB180	T132M2	8	5.1	290	12847	0.7	CB250	T160M4	11	148	10	842.1	1.4	R150	T160L4	11
23	42	3584	1.7	CB215	T160L6	11	4.6	207	14264	0.6	CB250	T160L6	10	147	20	838.1	4.2	R250	T132ML2	28
21	69	3650	0.8	R215	T160M4	10								147	20	847.8	2.9	R215	T132ML2	20
21	70	3552	1.2	R250	T160M4	14								147	20	818.6	1.9	R180	T132ML2	13
20	145	3898	1.9	CB250	T160MA2	16								147	20	818.6	1.3	R150	T132ML2	9
20	146	3925	1.3	CB215	T160MA2	10								147	20	808.8	0.8	R130	T132ML2	6
20	145	3937	1.9	CB250	T132M2	16								139	7	920.1	4.3	R250	T180L6	36
20	146	3964	1.3	CB215	T132M2	10								139	7	920.1	3.2	R215	T180L6	23
20	150	3926	0.8	CB180	T160MA2	8								139	7	909.7	2.0	R180	T180L6	17
20	75	4181	1.5	CB215	T160M4	11								135	11	947.5	4.5	R250	T160L4	36
20	75	4127	0.8	CB180	T160M4	9								106	28	1165	2.1	R215	T160MB2	18
20	150	3966	0.8	CB180	T132M2	8								106	28	1084	1.3	R180	T160MB2	10
20	49	4022	1.4	R250	T160L6	16								105	28	1173	2.0	R215	T132ML2	18
20	49	3861	0.6	R180	T160L6	7								105	28	1091	1.3	R180	T132ML2	10
19.2	50	4049	0.9	R215	T160L6	10								105	28	1051	0.9	R150	T132ML2	6
18.9	78	4347	2.0	CB250	T160M4	17								99	15	1292	3.9	R250	T160L4	36
18.6	79	3895	1.0	R250	T160M4	13								99	30	1234	2.9	R250	T160MB2	26
18.5	52	4439	2.0	CB250	T160L6	17								99	15	1278	2.6	R215	T160L4	21
18.5	52	4439	0.8	CB180	T160L6	9								99	15	1249	1.4	R180	T160L4	15
18.4	80	4344	1.3	CB215	T160M4	10														



15.0
kW

18.5
kW

STANDARD *line* Basic

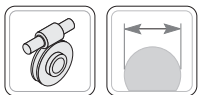
1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n_2 min ⁻¹	ir	T2 Nm	FS'		15.0 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		15.0 kW	 Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		18.5 kW	 Ptn kW
70	42	1658	2.5	CB215	T132ML2	13	28	52	3976	2.0	CB250	T160L4	18	423	7	376.0	5.9	R250	T160L2	40
65	15	1949	3.1	R250	T180L6	33	28	52	3976	0.8	CB180	T160L4	10	423	7	376.0	4.4	R215	T160L2	26
65	15	1927	2.0	R215	T180L6	20	28	53	4053	1.4	CB215	T160L4	12	423	7	371.9	2.7	R180	T160L2	19
65	15	1883	1.1	R180	T180L6	14	28	107	3884	0.7	CB180	T160MB2	8	423	7	367.7	2.1	R150	T160L2	12
60	49	1850	2.1	R250	T160MB2	18	27	107	3910	0.7	CB180	T132ML2	8	296	10	531.2	4.1	R215	T160L2	23
60	49	1755	0.9	R180	T160MB2	8	27	109	4167	1.9	CB250	T160MB2	18	296	10	525.3	2.3	R180	T160L2	17
60	49	1862	2.0	R250	T132ML2	18	27	109	4196	1.9	CB250	T132ML2	18	296	10	519.3	1.6	R150	T160L2	11
60	49	1767	0.9	R180	T132ML2	8	26	112	4228	1.3	CB215	T160MB2	11	269	11	584.3	5.2	R250	T160L2	36
59	50	1887	1.3	R215	T160MB2	12	26	112	4257	1.2	CB215	T132ML2	11	210	7	757.2	4.2	R250	T180M4	40
59	50	1936	0.9	CB150	T160MB2	7	26	37	4262	0.8	CB180	T180L6	9	210	7	757.2	3.2	R215	T180M4	26
59	50	1912	0.6	CB130	T160MB2	5	26	57	4083	0.7	R215	T160L4	10	210	7	748.8	2.0	R180	T180M4	19
59	50	1900	1.3	R215	T132ML2	12	26	38	4433	1.8	CB250	T180L6	18	197	15	796.8	4.5	R250	T160L2	36
59	50	1949	0.9	CB150	T132ML2	7	25	120	4413	1.6	CB250	T160MB2	16	197	15	787.9	3.0	R215	T160L2	21
59	50	1925	0.6	CB130	T132ML2	5	25	60	4413	1.1	R250	T160L4	17	197	15	770.0	1.7	R180	T160L2	15
57	52	2039	3.1	CB250	T160MB2	20	25	120	4444	1.6	CB250	T132ML2	16	197	15	761.0	1.2	R150	T160L2	10
57	52	2039	1.3	CB180	T160MB2	11	24	121	4451	1.1	CB215	T160MB2	10	148	20	1027	3.4	R250	T160L2	28
57	52	2052	3.1	CB250	T132ML2	20	24	121	4480	1.1	CB215	T132ML2	10	148	20	1039	2.4	R215	T160L2	20
57	52	2052	1.3	CB180	T132ML2	11	24	40	4549	1.3	R250	T180L6	17	148	20	1003	1.5	R180	T160L2	13
56	53	2078	2.2	CB215	T160MB2	13	24	40	4549	0.8	R215	T180L6	11	147	10	1070	2.8	R215	T180M4	23
55	53	2092	2.2	CB215	T132ML2	13	24	62	4741	1.8	CB250	T160L4	18	147	10	1058	1.6	R180	T180M4	17
53	28	2304	1.4	R215	T160L4	17	24	62	4681	1.3	CB215	T160L4	11	139	7	1129	3.5	R250	T200LA6	36
53	28	2141	0.9	R180	T160L4	10	24	62	4681	0.7	CB180	T160L4	9	139	7	1129	2.6	R215	T200LA6	23
53	56	2005	0.8	R180	T160MB2	8	24	124	4501	0.7	CB180	T160MB2	8	134	11	1177	3.6	R250	T180M4	36
53	56	2019	0.8	R180	T132ML2	8	24	124	4531	0.7	CB180	T132ML2	8	106	28	1437	1.7	R215	T160L2	18
52	57	2097	1.1	R215	T160MB2	11	23	42	4837	1.2	CB215	T180L6	11	106	28	1337	1.0	R180	T160L2	10
52	57	2111	1.1	R215	T132ML2	11	21	69	4942	0.6	R215	T160L4	10	99	30	1522	2.4	R250	T160L2	26
51	58	2218	0.8	CB150	T160MB2	7	21	70	4811	0.9	R250	T160L4	14	98	15	1605	3.1	R250	T180M4	36
51	58	2233	0.8	CB150	T132ML2	7	20	145	5334	1.4	CB250	T160MB2	16	98	15	1587	2.1	R215	T180M4	21
49	30	2439	2.0	R250	T160L4	25	20	145	5369	1.4	CB250	T132ML2	16	98	15	1550	1.2	R180	T180M4	15
49	60	2236	1.6	R250	T160MB2	17	20	146	5371	1.0	CB215	T160MB2	10	98	10	1595	2.3	R215	T200LA6	21
49	60	2251	1.6	R250	T132ML2	17	20	146	5406	1.0	CB215	T132ML2	10	89	11	1774	2.9	R250	T200LA6	36
49	20	2511	2.3	R250	T180L6	26	20	49	5426	1.1	R250	T180L6	16	80	37	1789	1.3	CB180	T160L2	11
49	20	2511	1.6	R215	T180L6	17	20	75	5663	1.1	CB215	T160L4	11	78	38	1860	3.0	CB250	T160L2	21
48	62	2431	2.8	CB250	T160MB2	20	19.4	50	5464	0.7	R215	T180L6	10	74	40	1910	2.0	R250	T160L2	20
48	62	2401	2.0	CB215	T160MB2	13	19.0	78	5890	1.5	CB250	T160L4	17	74	40	1934	1.2	R215	T160L2	13
48	62	2401	1.1	CB180	T160MB2	10	18.7	79	5277	0.7	R250	T160L4	13	74	40	1934	0.9	CB150	T160L2	8
47	62	2447	2.7	CB250	T132ML2	20	18.7	52	5991	1.5	CB250	T180L6	17	74	40	1791	0.9	R180	T160L2	8
47	62	2417	2.0	CB215	T132ML2	13	18.7	52	5991	0.6	CB180	T180L6	9	74	20	2067	2.3	R250	T180M4	28
47	62	2417	1.1	CB180	T132ML2	10	18.5	80	5885	1.0	CB215	T160L4	10	74	20	2067	1.6	R215	T180M4	18
43	69	2538	0.9	R215	T160MB2	11	18.3	53	6028	1.0	CB215	T180L6	11	70	42	2030	2.1	CB215	T160L2	13
43	69	2555	0.9	R215	T132ML2	11	17.0	174	5306	0.9	CB215	T160MB2	7	65	15	2392	2.5	R250	T200LA6	33
42	70	2439	1.4	R250	T160MB2	14	16.9	174	5340	0.9	CB215	T132ML2	7	65	15	2365	1.6	R215	T200LA6	20
42	70	2439	0.6	R180	T160MB2	6	16.7	177	6340	1.1	CB250	T160MB2	15	60	49	2281	1.7	R250	T160L2	18
42	70	2456	1.4	R250	T132ML2	14	16.6	177	6382	1.1	CB250	T132ML2	15	60	49	2164	0.7	R180	T160L2	8
42	70	2456	0.6	R180	T132ML2	6	16.4	90	6797	1.3	CB250	T160L4	17	59	50	2328	1.0	R215	T160L2	12
41	72	2753	0.7	CB150	T160MB2	7	16.2	60	6555	0.8	R250	T180L6	15	59	50	2388	0.8	CB150	T160L2	7
41	72	2772	0.7	CB150	T132ML2	7	15.7	62	7140	1.3	CB250	T180L6	17	57	52	2514	2.5	CB250	T160L2	20
40	37	2865	1.0	CB180	T160L4	10	15.7	62	7048	0.9	CB215	T180L6	11	57	52	2514	1.1	CB180	T160L2	11
39	75	2904	1.8	CB215	T160MB2	13	14.3	207	6812	1.0	CB250	T160MB2	12	56	53	2562	1.8	CB215	T160L2	13
39	75	2867	1.0	CB180	T160MB2	10	14.2	207	6860	1.0	CB250	T132ML2	12	53	56	2473	0.7	R180	T160L2	8
39	75	2924	1.7	CB215	T132ML2	13	13.9	213	7008	0.6	CB215	T160MB2	8	53	28	2861	1.1	R215	T180M4	17
39	75	2887	1.0	CB180	T132ML2	10	13.9	70	7028	0.7	R250	T180L6	12	52	57	2586	0.9	R215	T160L2	11
39	38	2942	2.4	CB250	T160L4	19	13.8	213	7059	0.6	CB215	T132ML2	8	51	58	2735	0.7	CB150	T160L2	7
38	78	3020	2.4	CB250	T160MB2	19	13.6	109	8228	1.2	CB250</									



1.7 - Motoriduttori							1.7 - Gearmotors							1.7 - Getriebemotoren						
n_2 min ⁻¹	ir	T2 Nm	FS'		18.5 kW	Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		22.0 kW	Ptn kW	n_2 min ⁻¹	ir	T2 Nm	FS'		22.0 kW	Ptn kW
27	109	5139	1.6	CB250	T160L2	18	420	7	450.2	4.9	R250	T180M2	40	18.8	52	8740	1.0	CB250	T200LB6	17
26	112	5214	1.0	CB215	T160L2	11	420	7	450.2	3.7	R215	T180M2	26	18.5	80	8631	0.7	CB215	T180L4	10
26	37	5230	0.6	CB180	T200LA6	9	420	7	445.2	2.3	R180	T180M2	19	18.4	53	8792	0.7	CB215	T200LB6	11
26	38	5439	1.4	CB250	T200LA6	18	294	10	636.0	3.4	R215	T180M2	23	16.6	177	9361	0.8	CB250	T180M2	15
25	120	5443	1.3	CB250	T160L2	16	294	10	628.9	1.9	R180	T180M2	17	16.4	90	9969	0.9	CB250	T180L4	17
25	60	5481	0.9	R250	T180M4	17	267	11	699.6	4.4	R250	T180M2	36	15.7	62	10418	0.9	CB250	T200LB6	17
24	121	5490	0.9	CB215	T160L2	10	211	7	894.3	3.6	R250	T180L4	26	15.7	62	10285	0.6	CB215	T200LB6	11
24	62	5887	1.4	CB250	T180M4	18	211	7	894.3	2.7	R215	T180L4	19	14.2	207	10061	0.7	CB250	T180M2	12
24	62	5812	1.0	CB215	T180M4	11	211	7	884.4	1.7	R180	T180L4	40	13.6	109	12068	0.8	CB250	T180L4	17
23	42	5937	1.0	CB215	T200LA6	11	196	15	954.0	3.8	R250	T180M2	36	12.5	78	12942	0.8	CB250	T200LB6	16
21	70	5973	0.7	R250	T180M4	14	196	15	943.3	2.5	R215	T180M2	15	12.3	120	12609	0.7	CB250	T180L4	15
20	145	6579	1.2	CB250	T160L2	16	196	15	921.9	1.4	R180	T180M2	21	12.3	240	11491	0.6	CB250	T180M2	11
20	146	6624	0.8	CB215	T160L2	10	148	10	1263	2.4	R215	T180L4	23	10.8	90	14938	0.7	CB250	T200LB6	16
20	75	7031	0.9	CB215	T180M4	11	148	10	1249	1.3	R180	T180L4	17							
18.9	78	7311	1.2	CB250	T180M4	17	147	20	1229	2.8	R250	T180M2	28							
18.8	52	7350	1.2	CB250	T200LA6	17	147	20	1243	2.0	R215	T180M2	20							
18.4	53	7393	0.9	CB215	T200LA6	11	139	7	1342	3.0	R250	T200LB6	23							
18.4	80	7305	0.8	CB215	T180M4	10	139	7	1343	2.2	R215	T200LB6	36							
17.0	174	6543	0.7	CB215	T160L2	7	135	11	1390	3.1	R250	T180L4	36							
16.7	177	7820	0.9	CB250	T160L2	15	105	28	1721	1.4	R215	T180M2	18							
16.3	90	8439	1.1	CB250	T180M4	17	99	15	1895	2.6	R250	T180L4	36							
15.7	62	8761	1.1	CB250	T200LA6	17	99	15	1874	1.8	R215	T180L4	15							
15.7	62	8648	0.8	CB215	T200LA6	11	99	15	1831	1.0	R180	T180L4	21							
14.3	207	8401	0.8	CB250	T160L2	12	98	30	1822	2.0	R250	T180M2	26							
13.5	109	10216	0.9	CB250	T180M4	17	98	10	1896	1.9	R215	T200LB6	21							
13.1	112	10100	0.6	CB215	T180M4	10	89	11	2110	2.4	R250	T200LB6	36							
13.0	75	10329	0.7	CB215	T200LA6	10	79	37	2142	1.1	CB180	T180M2	11							
12.5	78	10883	0.9	CB250	T200LA6	16	77	38	2227	2.5	CB250	T180M2	21							
12.3	240	9600	0.7	CB250	T160L2	11	74	20	2442	2.0	R250	T180L4	18							
12.3	120	10673	0.8	CB250	T180M4	15	74	20	2442	1.4	R215	T180L4	28							
10.8	90	12561	0.8	CB250	T200LA6	16	74	40	2287	1.7	R250	T180M2	8							
10.2	290	11248	0.6	CB250	T160L2	11	74	40	2315	1.0	R215	T180M2	20							
10.1	145	12893	0.7	CB250	T180M4	15	74	40	2315	0.7	CB150	T180M2	13							
8.9	109	15217	0.7	CB250	T200LA6	16	70	42	2431	1.7	CB215	T180M2	13							
8.1	120	15883	0.6	CB250	T200LA6	14	65	15	2845	2.1	R250	T200LB6	20							
							65	15	2812	1.4	R215	T200LB6	33							
							60	49	2731	1.4	R250	T180M2	18							
							59	50	2787	0.9	R215	T180M2	7							
							59	50	2859	0.6	CB150	T180M2	12							
							57	52	3010	2.1	CB250	T180M2	20							
							57	52	3010	0.9	CB180	T180M2	11							
							55	53	3068	1.5	CB215	T180M2	13							
							53	28	3378	0.9	R215	T180L4	17							
							52	57	3096	0.7	R215	T180M2	11							
							49	30	3578	1.3	R250	T180L4	25							
							49	60	3302	1.1	R250	T180M2	17							
							47	62	3589	1.9	CB250	T180M2	13							
							47	62	3545	1.4	CB215	T180M2	20							
							47	62	3545	0.7	CB180	T180M2	10							
							43	69	3747	0.6	R215	T180M2	11							
							42	70	3602	0.9	R250	T180M2	14							
							40	37	4202	0.7	CB180	T180L4	10							
							39	75	4288	1.2	CB215	T180M2	13							
							39	75	4234	0.7	CB180	T180M2	10							
							39	38	4315	1.6	CB250	T180L4	19							
							38	78	4460	1.6	CB250	T180M2	19							
							37	79	3951	0.8	R250	T180M2	13							
							37	40	4486	1.1	R250	T180L4	19							
							37	40	4486	0.7	R215	T180L4	12							
							37	80	4516	1.1	CB215	T180M2	12							
							35	42	4710	1.1	CB215	T180L4	12							
							33	90	5145	1.5	CB250	T180M2	19							
							30	49	5357	0.9	R250	T180L4	17							
							30	98	4902	0.6	R250	T180M2	13							
							28	52	5832	1.4	CB250	T180L4	18							
							28	53	5945	0.9	CB215	T180L4	12							
							27	109	6154	1.3	CB250	T180M2	18							
							26	112	6243	0.8	CB215	T180M2	11							
							26	38	6468	1.2	CB250	T200LB6	18							
							25	60	6473	0.7	R250	T180L4	17							
							25	120	6518	1.1	CB250	T180M2	16							
							24	121	6571	0.8	CB215	T180M2	10							
							24	62	6953	1.2	CB250	T180L4	11							
							24	62	6865	0.9	CB215	T180L4	18							
							23	42	7061	0.8	CB215	T200LB6	11							
							21	70	7056	0.6	R250	T180L4	14							
							20	145	7874	1.0	CB250	T180M2	16							
							20	146	7928	0.7	CB215	T180M2	10							
							20	75	8306	0.7	CB215	T180L4	11							
							19.0	78	8639	1.0	CB250	T180L4	17							



Basic



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

S	RI		RMI	
I	RI		RMI	
D	RI		RMI	

Dimensioni generali / Dimensions / Allgemeine Abmessungen												
Dimensions	28	40	50	63	70	85	110	130	150	180	215	250
C	30	41	49	60	60	61	77,5	90	105	120	140	160
	14	19	24	25	28	32	42	48	55	65	90	110
D	-	18	25	-	-	35	-	-	-	-	-	-
tolerance D	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7
I	28	40	50	63	70	85	110	130	150	180	215	250
N	41	52	59,5	71,5	92	111	142	161,5	189	232	275	329
E	40	59	69	81	87	105	135	154	178	210	249	289
T	49	66	80	99	108	135	170	195	224	265	332	383

S - I - D - Versioni / Versions / Ausführungen												
Versions S - I - D	28	40	50	63	70	85	110	130	150	180	215	250
A	67	100	120	140	158	193	250	286	336	400	440	500
a	52	70	85	95	120	140	200	235	260	310	340	400
B	78	102	119	136	140	168	200	230	250	320	380	439
b	66 $\pm 0,6$	84 ± 3	99 ± 3	111 $\pm 0,8$	116 $\pm 0,8$	140	162	190	210	260	320	385
f	5,5	7	9	11	11	13	14	15	19	22	26	33
H	52	71	85	100	115	135	172	200	230	265	335	430
H1	-	-	-	-	-	-	-	-	-	-	260	300
S	6	8	10	11	13	15	17	19	20	22	25	30



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

RMI - Versione Entrata / Input version / Antriebsausführung													
RMI		28	40	50	63	70	85	110	130	150	180	215	250
IEC	Y	K	K	K	K	K	K	K	K	K	K	K	K
56 B5	120	49	70.5	-	-	-	-	-	-	-	-	-	-
56 B14	80	49●	-	-	-	-	-	-	-	-	-	-	-
63 B5	140	-	70.5	80.5	-	-	-	-	-	-	-	-	-
63B14	90	49	70.5●	80.5●	-	-	-	-	-	-	-	-	-
71 B5	160	-	70.5	80.5	94.5	100	-	-	-	-	-	-	-
71B14	105	-	70.5	80.5●	94.5●	100●	-	-	-	-	-	-	-
80 B5	200	-	-	80.5	94.5	100	118	-	-	-	-	-	-
80 B14	120	-	-	80.5	94.5	100	118●	-	-	-	-	-	-
90 B5	200	-	-	-	94.5	100	118	145	-	-	-	-	-
90 B14	140	-	-	-	94.5	100	120	146	-	-	-	-	-
100-112 B5	250	-	-	-	-	-	120	145	163	189	-	-	-
100-112 B14	160	-	-	-	-	100	120	146	-	-	-	-	-
132 B5	300	-	-	-	-	-	-	145.5	163	189	234	285	335
132 B14	200	-	-	-	-	-	-	-	-	-	-	-	-
160 B5	350	-	-	-	-	-	-	-	-	196	234	285	335
180 B5	350	-	-	-	-	-	-	-	-	-	234	285	335
200 B5	400	-	-	-	-	-	-	-	-	-	-	*	*
225 B5	450	-	-	-	-	-	-	-	-	-	-	*	*

(●) Vedi designazione 19 - PMT

(●) See designation 19 - PMT

(●) Siehe Beschreibung 19 - PMT

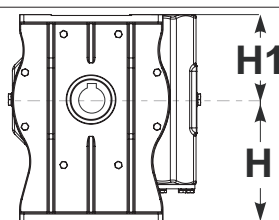
* A richiesta / On request / Auf Anfrage

RI - Versione Entrata / <i>Input version</i> / Antriebsausführung												
RI	28	40	50	63	70	85	110	130	150	180	215	250
d	9	11	14	18	19	24	28	38	42	48	48	55
tolerance d	j6	j6	j6	j6	j6	j6	j6	j6	j6	j6	m6	m6
L	20	22	30	45	40	50	60	80	100	110	110	110
m	M4	M5	M6	M6	M8	M8	M8	M10	M12	M14	M16	M16
M	47	64	74	96	97	115	146	166	193	235	289.5	334

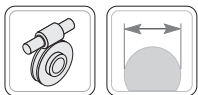
PARTICOLARE CORPO - 215 - 250

DETAIL OF THE GEARCASE - 215 - 250

DETAIL DES GEHÄUSES - 215 - 250



215
250



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

P	RI 28		RMI 28	
P PP	RI 40...250		RMI 40...250	
	40-70 4 fori/holes 85-110-130 150-180-215-250 8 fori/holes		40-70 4 fori/holes 85-110-130 150-180-215-250 8 fori/holes	
FL F.	RI		RMI	

Dimensioni generali / Dimensions / Allgemeine Abmessungen												
Dimensions	28	40	50	63	70	85	110	130	150	180	215	250
D	C	30	41	49	60	60	77,5	90	105	120	140	160
	Standard	14	19	24	25	28	32	42	48	55	65	90
	Optional	-	18	25	-	35	-	-	-	-	-	-
tolerance D	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7
I	28	40	50	63	70	85	110	130	150	180	215	250
N	41	52	59,5	71,5	92	111	142	161,5	189	232	275	329
E	40	59	69	81	87	105	135	154	178	210	249	289
T	49	66	80	99	108	135	170	195	224	265	332	383

P - PP - Versioni / Versions / Ausführungen												
Versions - P - PP	28	40	50	63	70	85	110	130	150	180	215	250
Fp	67	95	105	105	120	144	200	242	250	300	348	450
Gp	42	60	70	70	80	110	130	180	180	230	250	350
tolerance Gp	H8	e8	e8	e8	e8	e8	e8	e8	e8	e8	e8	e8
Pp	36	38	49	57,5	57	56,5	74	87	102	117	135	155
Rp	56	83	85	85	100	130	165	215	215	265	300	400
Up	7	2	2,5	3,5	5	3,5	3	5	5	5	5	5
Vp	M6	M6	M8	M8	M8	M10	M12	M12	M14	M16	M16	M16



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

FL - Versioni / Versions / Ausführungen												
Versions FL	28	40	50	63	70	85	110	130	150	180	215	250
FL	FL	FL°	FL°	FL°	FL°	FL	FL	FL	FL	FL	FL	FL
F	70	140	160	180	200	200	250	300	350	400	550	550
G	40	95	110	115	130	130	180	230	250	300	450	450
tolerance G	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8
P	49	82	91,5	116	111	100	150	150	160	180	240	245
R	56	115	130	150	165	165 ⁰ ₊₁₁	215	265	300	350	500	500
U	5	5	5	5	5	5	5	5	6	6,5	7	6
V	6	8,5	10	11	13	13	15	15	19	22	18	22
Z	5	9	10	11	11	12	16	18	18	22	25	25

F1-F2-F3-F4 - Versioni / Versions / Ausführungen																					
Versions F1-F2-F3-F4	28		40		50				63			70			85			110			180
	F1	F2	F1	F2	F1	F2	F3	F4	F1°	F2°	F3°	F1°	F2°	F3	F1	F2	F3	F1	F2	F3	F2
F	80	95	106	120	125	125	140	125	175	200	160	175	175	160	200	210	160	200	270	270	400
G	50	70	60	80	70	70	95	70	115	130	110	115	115	110	130	152	110	130	170	170	300
tolerance G	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8
P	53	72	69	62	93	73	75	85	86	102	82	116	85	101	141	119,5	91	115	131,5	178	150
R	62 ⁺⁰ ₋₆	85	87	100	90 ⁺⁰ ₋₉	100	115	90 ⁺⁰ _{-4,5}	150	165	130	150	150	130	165	176	130	165	230	230	350
U	4	4	5	5	5	4	4	5	5	5	5	5	5	6	6	5	5	5	10	10	6,5
V	6	6,5	8,5	9	10,5	9	9	10,5	11	13	10	11	11	11	13	13	11,5	13	13,5	13,5	22
Z	7	8	9	9	10	9	9	11	11	11	11	10	10	11	12	14	10	12	18	18	22

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

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

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

RMI - Versione Entrata / Input version / Antriebsausführung													
RMI		28	40	50	63	70	85	110	130	150	180	215	250
IEC	Y	K	K	K	K	K	K	K	K	K	K	K	K
56 B5	120	49	70.5	-	-	-	-	-	-	-	-	-	-
56 B14	80	49●	-	-	-	-	-	-	-	-	-	-	-
63 B5	140	-	70.5	80.5	-	-	-	-	-	-	-	-	-
63B14	90	49	70.5●	80.5●	-	-	-	-	-	-	-	-	-
71 B5	160	-	70.5	80.5	94.5	100	-	-	-	-	-	-	-
71B14	105	-	70.5	80.5●	94.5●	100●	-	-	-	-	-	-	-
80 B5	200	-	-	80.5	94.5	100	118	-	-	-	-	-	-
80 B14	120	-	-	80.5	94.5	100	118●	-	-	-	-	-	-
90 B5	200	-	-	-	94.5	100	118	145	-	-	-	-	-
90 B14	140	-	-	-	94.5	100	120	146	-	-	-	-	-
100-112 B5	250	-	-	-	-	-	120	145	163	189	-	-	-
100-112 B14	160	-	-	-	-	100	120	146	-	-	-	-	-
132 B5	300	-	-	-	-	-	-	145.5	163	189	234	285	335
132 B14	200	-	-	-	-	-	-	-	-	-	-	-	-
160 B5	350	-	-	-	-	-	-	-	-	196	234	285	335
180 B5	350	-	-	-	-	-	-	-	-	-	234	285	335
200 B5	400	-	-	-	-	-	-	-	-	-	-	*	*
225 B5	450	-	-	-	-	-	-	-	-	-	-	*	*

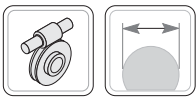
(•) Vedi designazione 19 - PMT

(•) See designation 19 - PMT

(•) Siehe Beschreibung 19 - PMT

* A richiesta / On request / Auf Anfrage

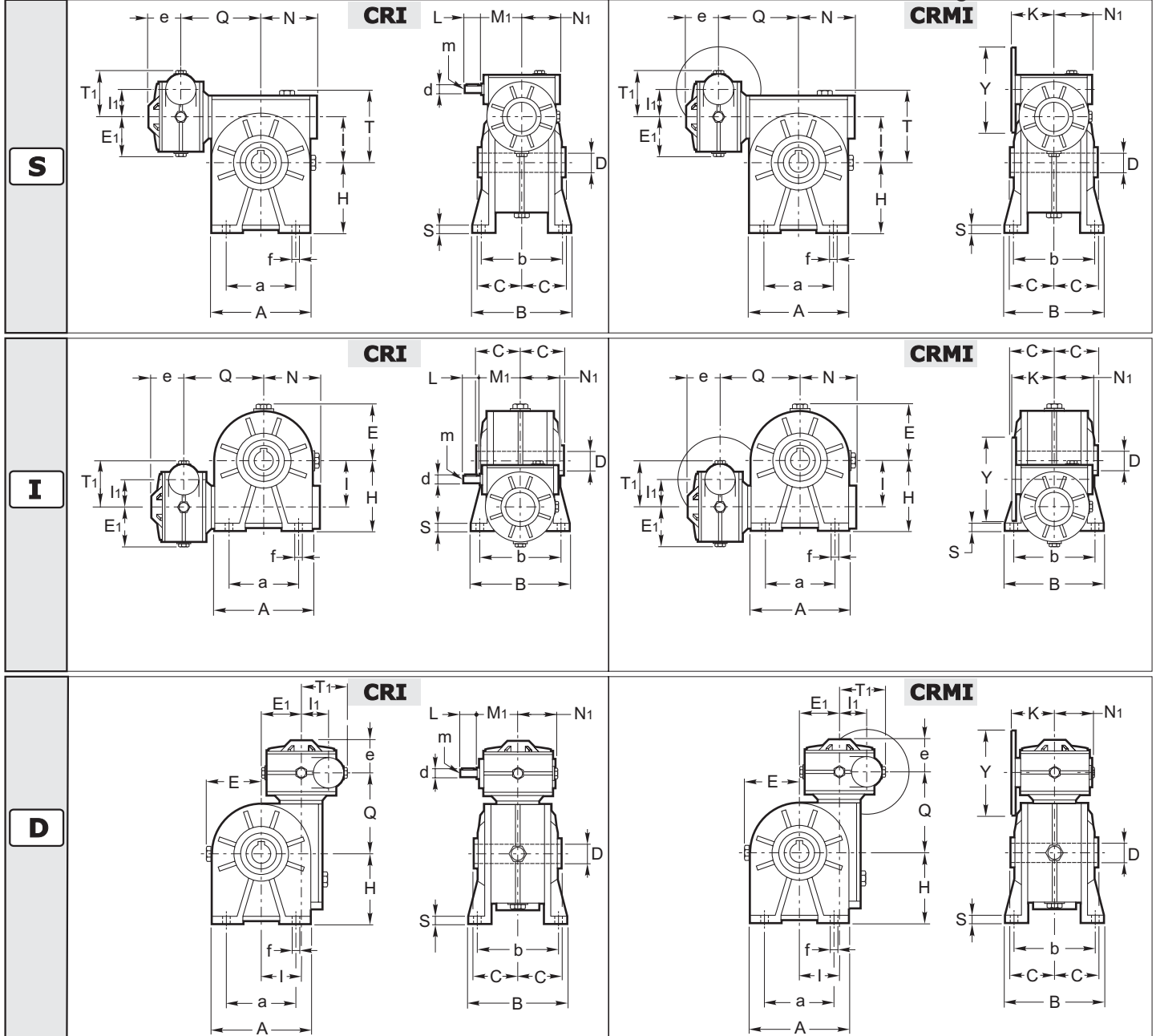
RI - Versione Entrata / Input version / Antriebsausführung												
RI	28	40	50	63	70	85	110	130	150	180	215	250
d	9	11	14	18	19	24	28	38	42	48	48	55
tolerance d	j6	j6	j6	j6	j6	j6	j6	j6	j6	j6	m6	m6
L	20	22	30	45	40	50	60	80	100	110	110	110
m	M4	M5	M6	M6	M8	M8	M8	M10	M12	M14	M16	M16
M	47	64	74	96	97	115	146	166	193	235	289,5	334



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen



Dimensioni generali / Dimensions / Allgemeine Abmessungen																													
Dimensions	28 28	28 40	40 40	28 50	40 50	28 63	40 63	28 70	40 70	50 70	63 70	40 85	50 85	63 85	70 85	50 110	63 110	70 110	85 110	63 130	70 130	85 130	85 150	110 150	85 180	110 180	130 180	110 215	130 250
C	30	41	41	49	49	60	60	60	60	60	60	61	61	61	61	77,5	77,5	77,5	77,5	90	90	90	105	105	120	120	120	140	160
D (standard)	14	19	19	24	24	25	25	28	28	28	28	32	32	32	32	42	42	42	42	48	48	48	55	55	65	65	65	90	110
D (Optional)	-	18	18	25	25	-	-	-	-	-	-	35	35	35	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-
tolerance D	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7
I1	28	28	40	28	40	28	40	28	40	50	63	40	50	63	70	50	63	70	85	63	70	85	85	110	85	110	130	110	130
I	28	40	40	50	50	63	63	70	70	70	70	85	85	85	85	110	110	110	110	130	130	130	150	150	180	180	180	215	250
N1	41	41	52	41	52	41	52	41	52	59,5	71,5	52	59,5	71,5	92	59,5	71,5	92	111	71,5	92	111	111	142	111	142	159	142	159
N	44,5	61,5	61,5	72,5	72,5	84	84	92	92	92	92	111	111	111	111	142	142	142	142	161,5	161,5	161,5	189	189	232	232	232	275	329
E1	40	40	59	40	59	40	59	40	59	69	81	59	69	81	87	69	81	87	105	81	87	105	105	135	105	135	150	135	150
E	40	59	59	69	69	81	81	87	87	87	105	105	105	105	135	135	135	135	154	154	154	178	178	210	210	210	249	289	
e	35	35	49	35	49	35	49	35	49	59	69	49	59	69	68	59	69	68	71	69	68	71	71	92	71	92	102	92	102
Q	90	109	153	115,5	163	135,5	146	140,5	151	149	182	202	173	198	165	237,5	228	191	195	265	214	213	240	254	283	296	306	435	485
T1	49	49	66	49	66	49	66	49	66	80	99	66	80	99	108	80	99	108	135	99	108	135	135	170	135	170	200	170	200
T	49	66	66	80	80	99	99	108	108	108	108	135	135	135	135	170	170	170	170	195	195	195	224	224	265	265	265	332	383

Riduttori con accoppiamento eseguito con kit di montaggio, vedi pag.B95.

Gearboxes assembled with combination kit, see also page B95.

Getriebe angebaut mit kombinationskit, siehe auch Seite B95.



1.8 Dimensioni

1.8 Dimensions

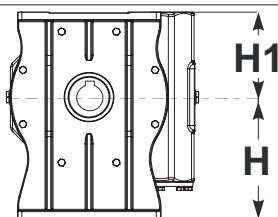
1.8 Abmessungen

Dimensioni generali / Dimensions / Allgemeine Abmessungen																													
Versions S - I - D	28 28	28 40	40 40	28 50	40 50	28 63	40 63	28 70	40 70	50 70	63 70	40 85	50 85	63 85	70 85	50 110	63 110	70 110	85 110	63 130	70 130	85 130	85 150	110 150	85 180	110 180	130 180	110 215	130 250
A	67	100	100	120	120	140	140	158	158	158	158	193	193	193	193	250	250	250	250	286	286	286	336	336	400	400	400	440	500
a	52	70	70	85	85	95	95	120	120	120	120	140	140	140	140	200	200	200	200	235	235	235	260	260	310	310	310	340	400
B	78	102	102	119	119	136	136	140	140	140	140	168	168	168	168	200	200	200	200	230	230	230	250	250	320	320	320	380	439
b	66	84	84	99	99	111	111	116	116	116	116	140	140	140	140	162	162	162	162	190	190	190	210	210	260	260	260	320	385
	+2 -6	±3		±3		0 +5		+2 -8					—																
f	5,5	7	7	9	9	11	11	11	11	11	11	13	13	13	13	14	14	14	14	15	15	15	19	19	22	22	22	26	33
H	52	71	71	85	85	100	100	115	115	115	115	135	135	135	135	172	172	172	172	200	200	200	230	230	265	265	265	335	430
H1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	260	300
S	6	8	8	10	10	11	11	13	13	13	13	15	15	15	15	17	17	17	17	19	19	19	20	20	22	22	22	25	30

PARTICOLARE CORPO - 215 - 250

DETAIL OF THE GEARCASE - 215 - 250

DETAIL DES GEHÄUSES - 215 - 250



215
250

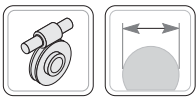
CRMI - Versione Entrata / Input version / Antriebsausführung									
CRMI		28/...	40/...	50/...	63/...	70/...	85/...	110/...	130/...
IEC	Y	K	K	K	K	K	K	K	K
56 B5	120	49	70.5	-	-	-	-	-	-
56 B14	80	49•	-	-	-	-	-	-	-
63 B5	140	-	70.5	80.5	-	-	-	-	-
63 B14	90	49	70.5•	80.5•	-	-	-	-	-
71 B5	160	-	70.5	80.5	94.5	100	-	-	-
71 B14	105	-	70.5	80.5•	94.5•	100•	-	-	-
80 B5	200	-	-	80.5	94.5	100	118	-	-
80 B14	120	-	-	80.5	94.5	100	118•	-	-
90 B5	200	-	-	-	94.5	100	118	145	-
90 B14	140	-	-	-	94.5	100	120	146	-
100-112 B5	250	-	-	-	-	-	120	145	163
100-112 B14	160	-	-	-	-	100	120	146	-
132 B5	300	-	-	-	-	-	-	145.5	163
132 B14	200	-	-	-	-	-	-	-	-
160 B5	350	-	-	-	-	-	-	-	-
180 B5	350	-	-	-	-	-	-	-	-
200 B5	400	-	-	-	-	-	-	-	-
225 B5	450	-	-	-	-	-	-	-	-

(•) Vedi designazione 19 - PMT

(•) See designation 19 - PMT

(•) Siehe Beschreibung 19 - PMT

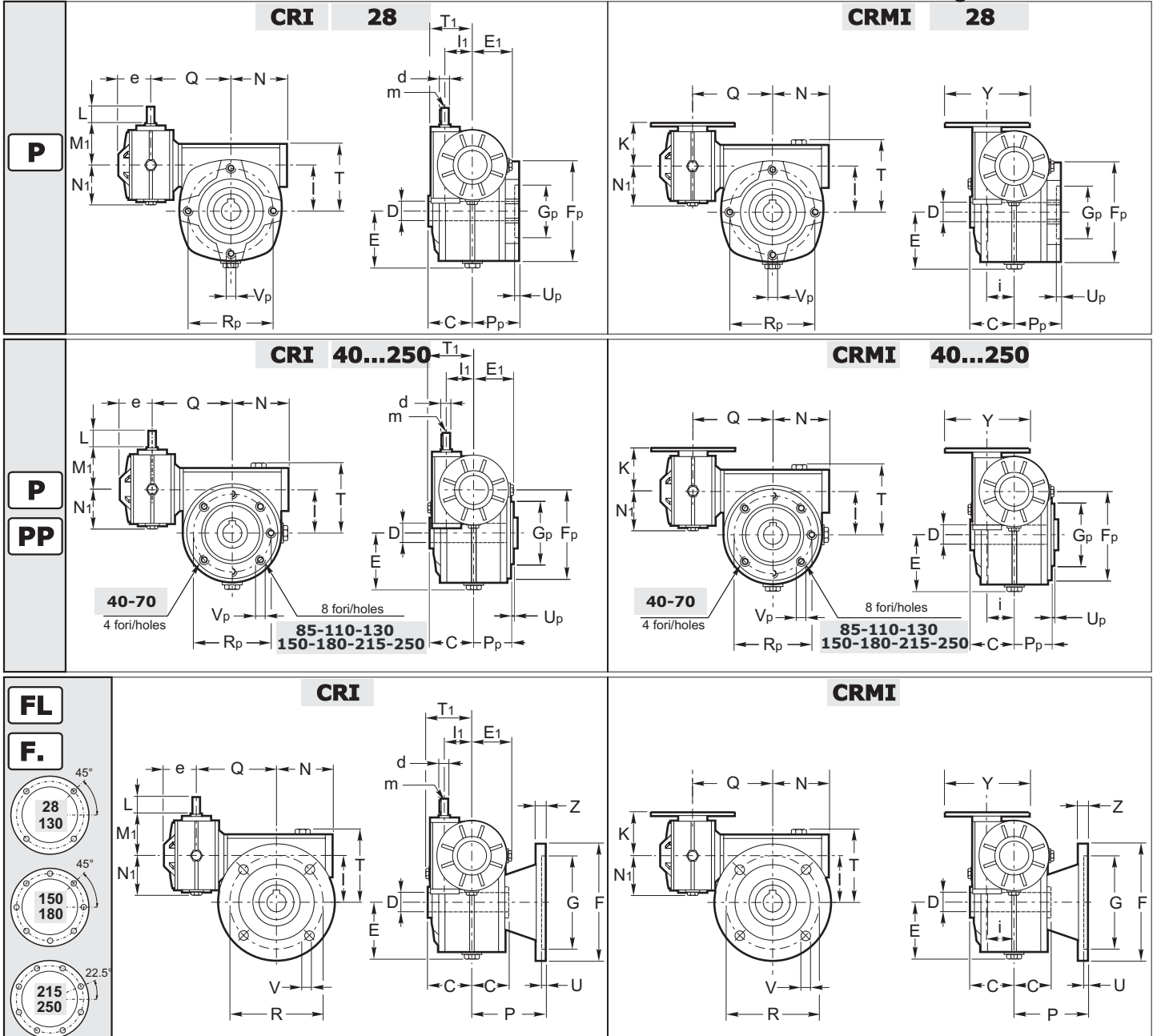
CRI - Versione Entrata / Input version / Antriebsausführung								
CRI	28/...	40/...	50/...	63/...	70/...	85/...	110/...	130/...
d	9	11	14	18	19	24	28	38
tolerance d	j6	j6	j6	j6	j6	j6	j6	j6
L	20	22	30	45	40	50	60	80
m	M4	M5	M6	M6	M8	M8	M8	M10
M1	47	64	74	96	97	115	146	166



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen



Dimensioni generali / Dimensions / Allgemeine Abmessungen																													
Dimensions	28 28	28 40	40 40	28 50	40 50	28 63	40 63	28 70	40 70	50 70	63 70	40 85	50 85	63 85	70 85	50 110	63 110	70 110	85 110	63 130	70 130	85 130	85 150	110 150	85 180	110 180	130 180	110 215	130 250
C	30	41	41	49	49	60	60	60	60	60	60	61	61	61	61	77,5	77,5	77,5	77,5	90	90	90	105	105	120	120	120	140	160
D (standard)	14	19	19	24	24	25	25	28	28	28	28	32	32	32	32	42	42	42	42	48	48	48	55	55	65	65	65	90	110
D (Optional)	-	18	18	25	25	-	-	-	-	-	-	35	35	35	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-
tolerance D	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7
I1	28	28	40	28	40	28	40	28	40	50	63	40	50	63	70	50	63	70	85	63	70	85	85	110	85	110	130	110	130
I	28	40	40	50	50	63	63	70	70	70	70	85	85	85	85	110	110	110	110	130	130	130	150	150	180	180	180	215	250
N1	41	41	52	41	52	41	52	41	52	59,5	71,5	52	59,5	71,5	92	59,5	71,5	92	111	71,5	92	111	111	142	111	142	159	142	159
N	44,5	61,5	61,5	72,5	72,5	84	84	92	92	92	92	111	111	111	111	142	142	142	142	161,5	161,5	161,5	189	189	232	232	232	275	329
E1	40	40	59	40	59	40	59	40	59	69	81	59	69	81	87	69	81	87	105	81	87	105	105	135	105	135	150	135	150
E	40	59	59	69	69	81	81	87	87	87	105	105	105	105	135	135	135	135	154	154	154	178	178	210	210	210	249	289	
e	35	35	49	35	49	35	49	35	49	59	69	49	59	69	68	59	69	68	71	69	68	71	71	92	71	92	102	92	102
Q	90	109	153	115,5	163	135,5	146	140,5	151	149	182	202	173	198	165	237,5	228	191	195	265	214	213	240	254	283	296	306	435	485
T1	49	49	66	49	66	49	66	49	66	80	99	66	80	99	108	80	99	108	135	99	108	135	135	170	135	170	200	170	200
T	49	66	66	80	80	99	99	108	108	108	108	135	135	135	135	170	170	170	170	195	195	195	224	224	265	265	265	332	383

Riduttori con accoppiamento eseguito con kit di montaggio, vedi pag.B95.

Gearboxes assembled with combination kit, see also page B95.

Getriebe angebaut mit kombinationskit, siehe auch Seite B95.



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

P - PP - Versioni / Versions / Ausführungen												
Versions - P - PP	.../28	.../40	.../50	.../63	.../70	.../85	.../110	.../130	.../150	.../180	.../215	.../250
Fp	67	95	105	105	120	144	200	242	250	300	348	450
Gp	42	60	70	70	80	110	130	180	180	230	250	350
tolerance Gp	H8	e8	e8	e8	e8	e8	e8	e8	e8	e8	e8	e8
Pp	36	38	49	57,5	57	56,5	74	87	102	117	135	155
Rp	56	83	85	85	100	130	165	215	215	265	300	400
Up	7	2	2,5	3,5	5	3,5	3	5	5	5	5	5
Vp	M6	M6	M8	M8	M8	M10	M12	M12	M14	M16	M16	M16

FL - Versioni / Versions / Ausführungen												
Versions FL	.../28	.../40	.../50	.../63	.../70	.../85	.../110	.../130	.../150	.../180	.../215	.../250
F	70	140	160	180	200	200	250	300	350	400	550	550
G	40	95	110	115	130	130	180	230	250	300	450	450
tolerance G	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8
P	49	82	91,5	116	111	100	150	150	160	180	240	245
R	56	115	130	150	165	165 ⁰ ₊₁₁	215	265	300	350	500	500
U	5	5	5	5	5	5	5	5	6	6,5	7	6
V	6	8,5	10	11	13	13	15	15	19	22	18	22
Z	5	9	10	11	11	12	16	18	18	22	25	25

F1-F2-F3-F4 - Versioni / Versions / Ausführungen																				
Versions F1-F2-F3-F4	.../28		.../40		.../50				.../63			.../70		.../85			.../110		.../180	
	F1	F2	F1	F2	F1	F2	F3	F4	F1°	F2°	F3°	F1°	F2°	F3	F1	F2	F3	F1	F2	F3
F	80	95	106	120	125	125	140	125	175	200	160	175	175	160	200	210	160	200	270	270
G	50	70	60	80	70	70	95	70	115	130	110	115	115	110	130	152	110	130	170	170
tolerance G	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8
P	53	72	69	62	93	73	75	85	86	102	82	116	85	101	141	119,5	91	115	131,5	178
R	62 ⁺⁰ ₋₆	85	87	100	90 ⁺⁰ ₋₆	100	115	90 ⁺⁰ _{-4,5}	150	165	130	150	150	130	165	176	130	165	230	230
U	4	4	5	5	5	4	4	5	5	5	5	5	5	6	6	5	5	5	10	10
V	6	6,5	8,5	9	10,5	9	9	10,5	11	13	10	11	11	11	13	13	11,5	13	13,5	13,5
Z	7	8	9	9	10	9	9	11	11	11	11	10	10	11	12	14	10	12	18	18

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

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

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

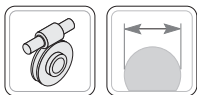
CRMI - Versione Entrata / Input version / Antriebsausführung									
CRMI		28/...	40/...	50/...	63/...	70/...	85/...	110/...	130/...
IEC	Y	K	K	K	K	K	K	K	K
56 B5	120	49	70.5	-	-	-	-	-	-
56 B14	80	49•	-	-	-	-	-	-	-
63 B5	140	-	70.5	80.5	-	-	-	-	-
63B14	90	49	70.5•	80.5•	-	-	-	-	-
71 B5	160	-	70.5	80.5	94.5	100	-	-	-
71B14	105	-	70.5	80.5•	94.5•	100•	-	-	-
80 B5	200	-	-	80.5	94.5	100	118	-	-
80 B14	120	-	-	80.5	94.5	100	118•	-	-
90 B5	200	-	-	-	94.5	100	118	145	-
90 B14	140	-	-	-	94.5	100	120	146	-
100-112 B5	250	-	-	-	-	-	120	145	163
100-112 B14	160	-	-	-	-	100	120	146	-
132 B5	300	-	-	-	-	-	-	145.5	163
132 B14	200	-	-	-	-	-	-	-	-
160 B5	350	-	-	-	-	-	-	-	-
180 B5	350	-	-	-	-	-	-	-	-
200 B5	400	-	-	-	-	-	-	-	-
225 B5	450	-	-	-	-	-	-	-	-

(•) Vedi designazione 19 - PMT

(•) See designation 19 - PMT

(•) Siehe Beschreibung 19 - PMT

CRI - Versione Entrata / Input version / Antriebsausführung								
CRI	28/...	40/...	50/...	63/...	70/...	85/...	110/...	130/...
d	9	11	14	18	19	24	28	38
tolerance d	j6	j6	j6	j6	j6	j6	j6	j6
L	20	22	30	45	40	50	60	80
m	M4	M5	M6	M6	M8	M8	M8	M10
M1	47	64	74	96	97	115	146	166



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

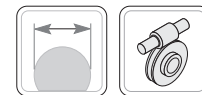
-	CR		CB	
/F /F.	CR		CB	
P PP	CR		CB	
F F.	CR		CB	

Foot 40-50-70-110

Flanged 40-50-70-110

Dimensioni generali / Dimensions / Allgemeine Abmessungen						
Dimensions		40	50	70	85	110
C		41	49	60	61	77,5
D	Standard	19	24	28	32	42
	Optional	18	25	-	35	-
tolerance D		H7	H7	H7	H7	H7
N		59	69	93	116	142
Q		7	9	17,5	29	43

Foot - Versioni / Versions / Ausführungen					
Versions Foot	40	50	70	85	110
A	135	166	215	252	330
a	100	120	160	188	244
B	102	120	140	170	200
b	84	99	116	140	162
E1	40	46	61	74	97
f	7	9	11	13	14
H	78	97	127	145	190
h	57	69	88	107	140
l1	70	85	120	140	200
O	117	130	193	231	282
S1	117	130	186	221	277



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

P - PP - Versioni / Versions / Ausführungen					
Versions - P - PP	40	50	70	85	110
Fp	95	105	120	144	200
Gp	60	70	80	110	130
tolerance Gp	e8	e8	e8	e8	e8
Pp	38	49	57	56,5	74
Rp	83	85	100	130	165
Up	2	2,5	5	3,5	3
Vp	M6	M8	M8	M10	M12

FL - Versioni / Versions / Ausführungen					
Versions FL	40	50	70	85	110
FL°	FL°	FL°	FL°	FL	FL
F	140	160	200	200	250
G	95	110	130	130	180
tolerance G	H8	H8	H8	H8	H8
P	82	91,5	111	100	150
R	115	130	165 ⁰ ₊₁₁	165	215
U	5	5	5	5	5
V	8,5	10	13	13	15
Z	9	10	11	12	16

F1-F2-F3-F4 - Versioni / Versions / Ausführungen															
Versions F1-F2-F3-F4	40		50				70			85			110		
	F1	F2	F1	F2	F3	F4	F1°	F2°	F3	F1	F2	F3	F1	F2	F3
F	106	120	125	125	140	125	175	175	160	200	210	160	200	270	270
G	60	80	70	70	95	70	115	115	110	130	152	110	130	170	170
tolerance G	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8
P	69	62	93	73	75	85	116	85	101	141	119,5	91	115	131,5	178
R	87	100	90 ⁰ ₊₉	100	115	90 ⁰ _{+4,5}	150	150	130	165	176	130	165	230	230
U	5	5	5	4	4	5	5	5	6	6	5	5	5	10	10
V	8,5	9	10,5	9	9	10,5	11	11	11	13	13	11,5	13	13,5	13,5
Z	9	9	10	9	9	11	10	10	11	12	14	10	12	18	18

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

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

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

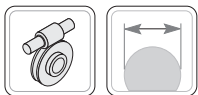
CB - Versione Entrata / Input version / Antriebsausführung						
CB		40	50	70	85	110
IEC	Y	K	K	K	K	K
56 B5	120	108	133	-	-	-
56 B14	80	109	133	-	-	-
63 B5	140	108	133	153	172,5	-
63 B14	90	112•	133•	-	-	-
71 B5	160	-	133	153	172,5	-
71 B14	105	-	-	-	-	-
80 B5	200	-	-	165	193	229
80 B14	120	-	-	-	-	-
90 B5	200	-	-	171	193	229
90 B14	140	-	-	-	-	-
100-112 B5	250	-	-	-	-	239
100-112 B14	160	-	-	-	-	-
132 B5	300	-	-	-	-	-
132 B14	200	-	-	-	-	-
160 B5	350	-	-	-	-	-
180 B5	350	-	-	-	-	-
200 B5	400	-	-	-	-	-
225 B5	450	-	-	-	-	-
250 B5	550	-	-	-	-	-
280 B5	550	-	-	-	-	-

(•) Vedi designazione 19 - PMT

(•) See designation 19 - PMT

(•) Siehe Beschreibung 19 - PMT

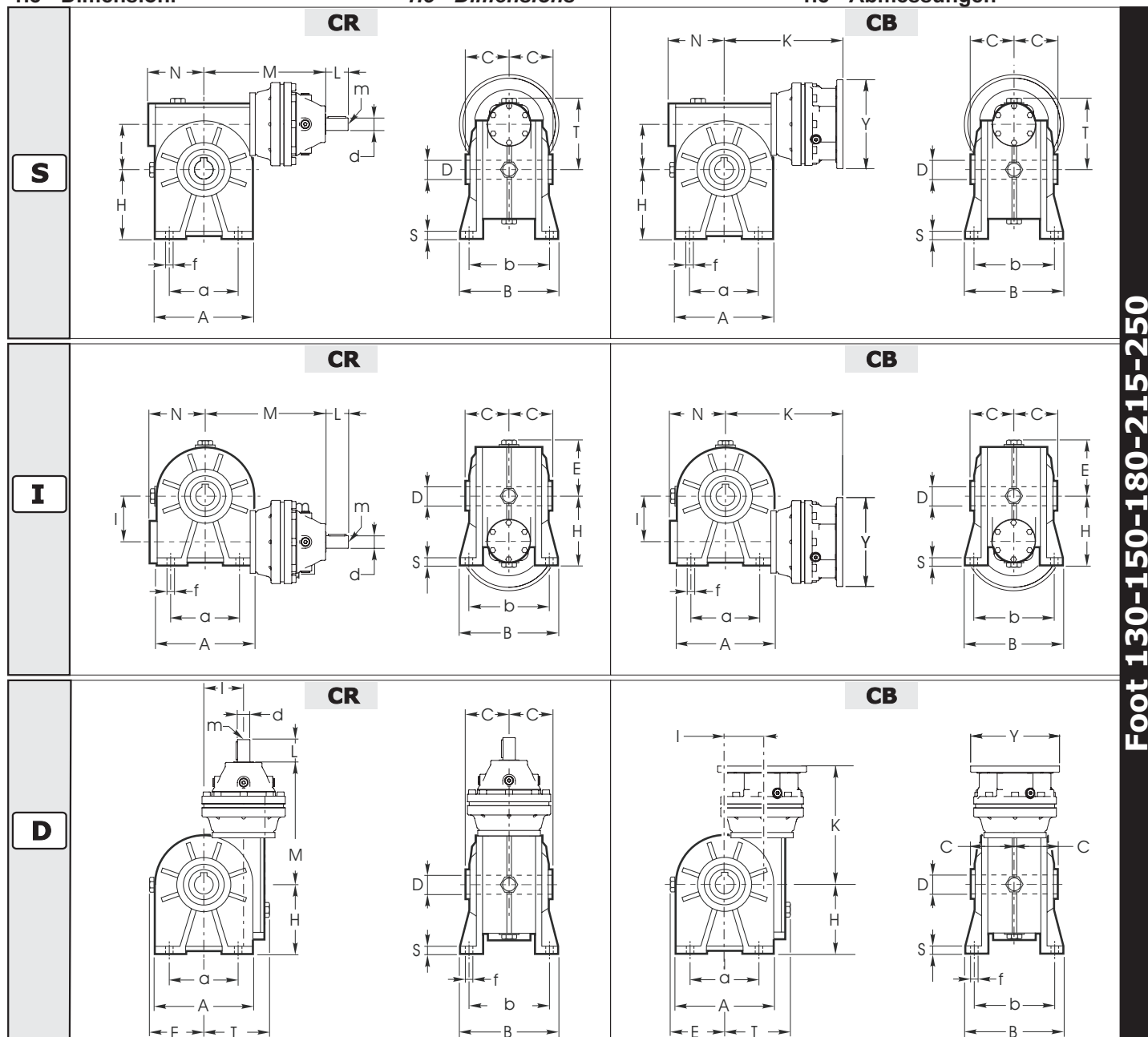
CR - Versione Entrata / Input version / Antriebsausführung					
CR	40	50	70	85	110
d	14	19	24	28	32
tolerance d	j6	j6	j6	j6	j6
L	30	40	50	60	70
m	M6	M8	M8	M8	M10
M	137	143	188	212	264,5



1.8 Dimensioni

1.8 Dimensions

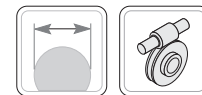
1.8 Abmessungen



Foot 130-150-180-215-250

Dimensioni generali / Dimensions / Allgemeine Abmessungen					
Dimensions	130	150	180	215	250
C	90	105	120	140	160
D	Standard	48	55	65	90
	Optional	-	-	-	110
tolerance D	H7	H7	H7	H7	H7
I	130	150	180	215	250
N	161,5	189	232	275	329
E	154	178	210	249	289
T	195	224	265	332	383

S - I - D - Versioni / Versions / Ausführungen					
Versions S - I - D	130	150	180	215	250
A	286	336	400	440	500
a	235	260	310	340	400
B	230	250	320	380	439
b	190	210	260	320	385
f	15	19	22	26	33
H	200	230	265	335	430
H1	-	-	-	260	300
S	19	20	22	25	30



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

CB - Versione Entrata / Input version / Antriebsausführung						
CB		130	150	180	215	250
IEC	Y	K	K	K	K	K
56 B5	120	-	-	-	-	-
56 B14	80	-	-	-	-	-
63 B5	140	295	333.5	386	463	523
63B14	90	-	-	-	-	-
71 B5	160	295	333.5	386	463	523
71B14	105	-	-	-	-	-
80 B5	200	295	333.5	386	463	523
80 B14	120	-	-	-	-	-
90 B5	200	295	333.5	386	463	523
90 B14	140	-	-	-	-	-
100-112 B5	250	303	341.5	394	471	531
100-112 B14	160	-	-	-	-	-
132 B5	300	324	362.5	415	492	552
132 B14	200	-	-	-	-	-
160 B5	350	358	396.5	465	542	591
180 B5	350	358	396.5	465	542	591
200 B5	400	-	-	449	526	589
225 B5	450	-	-	484	561	612.5
250 B5	550	-	-	-	-	612.5
280 B5	550	-	-	-	-	612.5

(•) Vedi designazione 19 - PMT

(•) See designation 19 - PMT

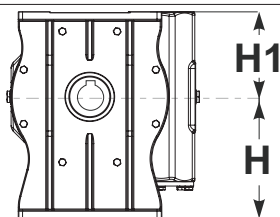
(•) Siehe Beschreibung 19 - PMT

CR - Versione Entrata / Input version / Antriebsausführung					
CR	130	150	180	215	250
d	38	38	48	48	65
tollerance d	h7	h7	h7	h7	h7
L	58	58	82	82	105
m	M12	M12	M16	M16	M20
M	303	341,5	412	489	624,5

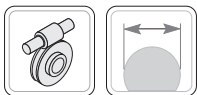
PARTICOLARE CORPO - 215 - 250

DETAIL OF THE GEARCASE - 215 - 250

DETAIL DES GEHÄUSES - 215 - 250



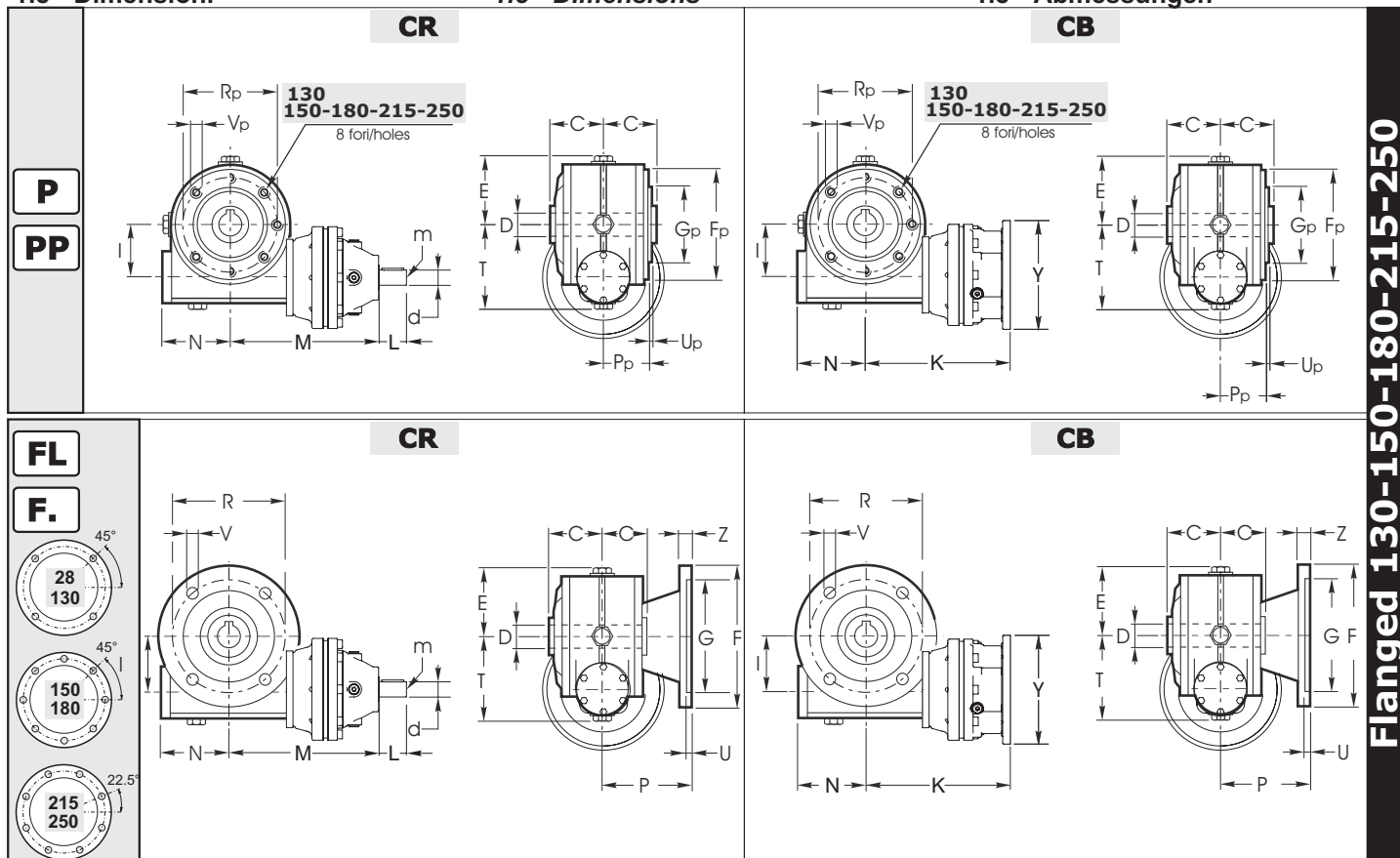
215
250



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen



Flanged 130-150-180-215-250

Dimensioni generali / Dimensions / Allgemeine Abmessungen					
Dimensions	130	150	180	215	250
C	90	105	120	140	160
D	Standard	48	55	65	90
	Optional	-	-	-	-
tolerance D	H7	H7	H7	H7	H7
I	130	150	180	215	250
N	161,5	189	232	275	329
E	154	178	210	249	289
T	195	224	265	332	383

P - PP - Versioni / Versions / Ausführungen					
Versions - P - PP	130	150	180	215	250
F _p	242	250	300	348	450
G _p	180	180	230	250	350
tolerance G _p	e8	e8	e8	e8	e8
P _p	87	102	117	135	155
R _p	215	215	265	300	400
U _p	5	5	5	5	5
V _p	M12	M14	M16	M16	M16



1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

FL - Versioni / Versions / Ausführungen					
Versions FL	130 FL	150 FL	180 FL	215 FL	250 FL
F	300	350	400	550	550
G	230	250	300	450	450
tollerance G	H8	H8	H8	H8	H8
P	150	160	180	240	245
R	265	300	350	500	500
U	5	6	6,5	7	6
V	15	19	22	18	22
Z	18	18	22	25	25

F1-F2-F3-F4 - Versioni / Versions / Ausführungen	
Versions F1-F2-F3-F4	180 F2
F	400
G	300
tollerance G	H8
P	150
R	350
U	6,5
V	22
Z	22

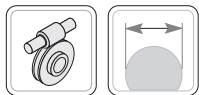
CB - Versione Entrata / Input version / Antriebsausführung							
CB		110	130	150	180	215	250
IEC	Y	K	K	K	K	K	K
56 B5	120	-	-	-	-	-	-
56 B14	80	-	-	-	-	-	-
63 B5	140	-	295	333.5	386	463	523
63 B14	90	-	-	-	-	-	-
71 B5	160	-	295	333.5	386	463	523
71 B14	105	-	-	-	-	-	-
80 B5	200	229	295	333.5	386	463	523
80 B14	120	-	-	-	-	-	-
90 B5	200	229	295	333.5	386	463	523
90 B14	140	-	-	-	-	-	-
100-112 B5	250	239	303	341.5	394	471	531
100-112 B14	160	-	-	-	-	-	-
132 B5	300	-	324	362.5	415	492	552
132 B14	200	-	-	-	-	-	-
160 B5	350	-	358	396.5	465	542	591
180 B5	350	-	358	396.5	465	542	591
200 B5	400	-	-	-	449	526	589
225 B5	450	-	-	-	484	561	612.5
250 B5	550	-	-	-	-	-	612.5
280 B5	550	-	-	-	-	-	612.5

(•) Vedi designazione 19 - PMT

(•) See designation 19 - PMT

(•) Siehe Beschreibung 19 - PMT

CR - Versione Entrata / Input version / Antriebsausführung					
CR	130	150	180	215	250
d	38	38	48	48	65
tollerance d	h7	h7	h7	h7	h7
L	58	58	82	82	105
m	M12	M12	M16	M16	M20
M	303	341,5	412	489	624,5



1.8 Dimensioni

1.8 Dimensions

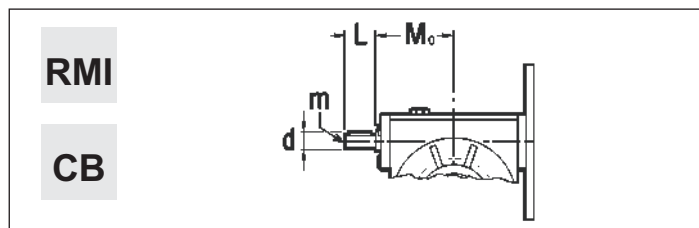
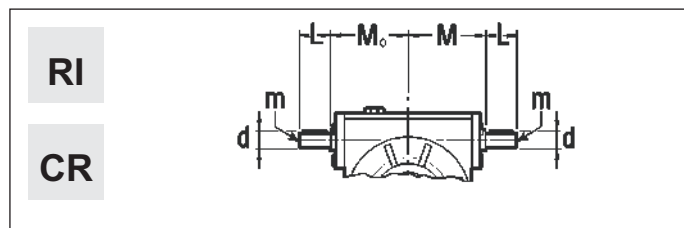
1.8 Abmessungen

Esecuzione con vite bisporgente

Double extended input shaft

Ausführung mit Wellenzapfen auf beiden Seiten

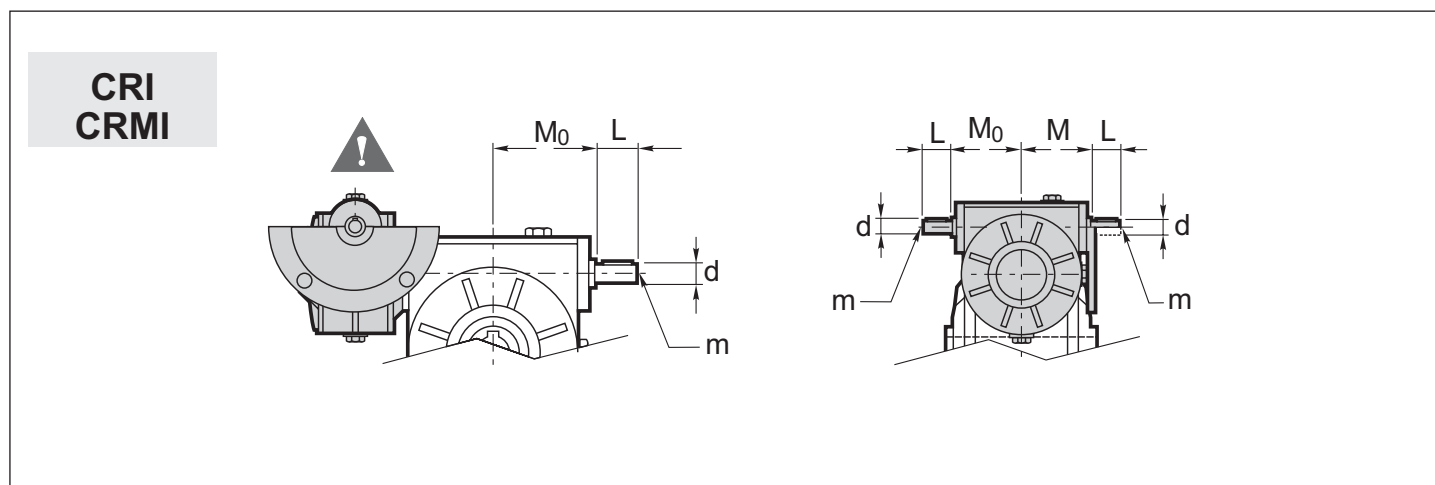
RI - CR - CRI	28	40	50	63	70	85	110	130	150	180	215	250
d	9	11	14	18	19	24	28	38	42	48	48	55
tollerance d	j6	j6	j6	j6	j6	j6	j6	j6	j6	j6	m6	m6
L	20	22	30	45	40	50	60	80	100	110	110	110
m	M4	M5	M6	M6	M8	M8	M8	M10	M12	M14	M16	M16
M	47	64	74	96	97	115	146	166	193	235	289,5	334
M0	47	64	74	85	97	115	146	166	193	235	289,5	334



Nei riduttori combinati è necessario specificare se questa configurazione è riferita al primo riduttore (in entrata) o al secondo riduttore (in uscita).

In combined gearboxes, it is necessary to specify if such configuration refers to the first gearbox (input gearbox) or to the second one (output gearbox).

Bei den Kombinationsgetrieben muß angegeben werden, ob sich die Konfiguration auf das erste Getriebe (Eingang) oder auf das zweite (Ausgang) bezieht.





1.8 Dimensioni

1.8 Dimensions

1.8 Abmessungen

Accoppiamenti

E' inoltre disponibile un kit che permette di combinare modularmente i riduttori, utilizzando un riduttore in entrata in versione flangiata e il riduttore in uscita predisposto con flangia attacco motore IEC.

La tabella seguente indica le possibili combinazioni.

Coupling

To make you more flexible it is also possible to supply the gearboxes separately and to combine them with an assembling kit. For this we deliver the input gearbox in the flanged version and the output gearbox with IEC motor connecting flange.

The possible combinations and the assembling kits are listed below.

Kupplung

Um bei der Kombination der Getriebe vorort flexibler zu sein, bieten wir einen Montage-Kit an, mit dessen Hilfe ein Standardgetriebe mit Abtriebsflansch in der ersten Übersetzungsstufe und ein Standardgetriebe mit IEC-Eingangsflansch in der zweiten Übersetzungsstufe kombiniert werden können.

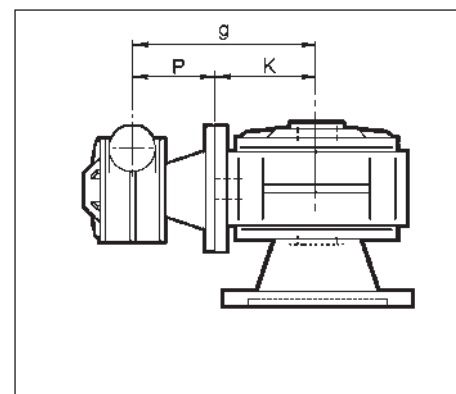
Die Kombinationsmöglichkeiten sowie die zugehörigen Montage-Kits sind in der folgenden Tabelle aufgelistet.

Nei riduttori e motorvariatori combinati 28/28 e 28/40 (accoppiati con kit di montaggio) l'asse della vite del 1° riduttore è sempre inclinata di 45° rispetto all'asse orizzontale o verticale. Specificare la posizione in fase di ordine.

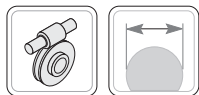
In the combined worm gearboxes and motor-variators 28/28 and 28/40 (coupled with an assembly kit) the wormshaft axis of the first gearbox has always a tilt of 45° compared to the horizontal or vertical axis.

The position has to be specified in the order.

Wird das Kombinationsgetriebe 28/28 und 28/40 mit Hilfe des Montagekits gebildet, so befindet sich die Achse des ersten Getriebes immer in 45° bezüglich zur Horizontalen bzw. Vertikalen. Bei Auftragserteilung bitte die Montageposition angeben.



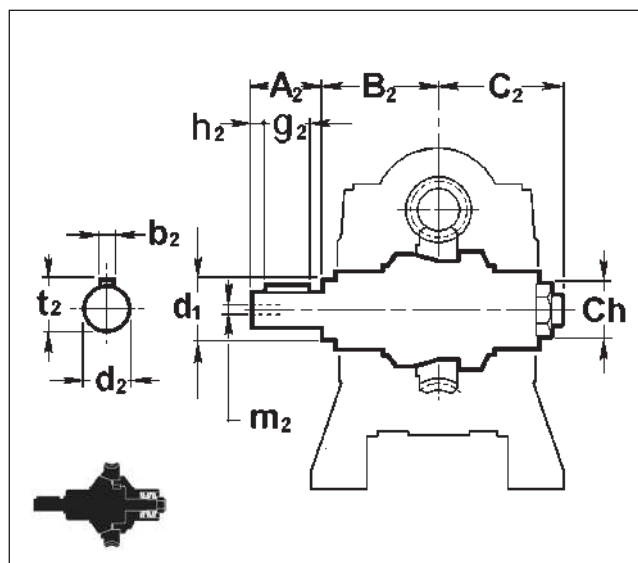
CRI CRMI	P	K	g	Riduttore in entrata Input gearbox Erstes Getriebe	Kit di montaggio Assembling kit Montage-kit	Riduttore uscita Output gearbox Zweites Getriebe
28/28	53	49	102	28 F1	KIT 28/28	28 IEC56 B14
40/40	82	71	153	40 FL	KIT 40/40G	40 IEC63 B5
40/50	82	81	163	40 FL	KIT 40/50G	50 IEC140/14
50/50	91.5	77	168.5	50 FL	KIT 50/50G	50 IEC71 B5
40/63	82	95	177	40 FL	KIT 40/63G	63 IEC140/19
50/63	91.5	95	186.5	50 FL	KIT 50/63G	63 IEC160/19
63/63	82	95	177	63 F3	KIT 63/63G	63 IEC160/19
40/70	8	100	182	40 FL	KIT 40/70	70 IEC140/19
50/70	91.5	100	191.5	50 FL	KIT 50/70	70 IEC160/19
63/70	82	100	182	63 F3	KIT 63/70	70 IEC160/19
70/70	111	100	211	70 FL	KIT 70/70	70 IEC80 B5
40/85	82	120	202	40 FL	KIT 40/85	85 IEC90 B14
50/85	91.5	116	209.5	50 FL	KIT 50/85	85 IEC160/24
63/85	82	116	200	63 F3	KIT 63/85	85 IEC160/24
70/85	111	116	229	70 FL	KIT 70/85	85 IEC90 B5
85/85	100	116	218	85 FL	KIT 85/85	85 IEC90 B5
50/110	91.5	146	237.5	50 FL	KIT 50/110	110 IEC100 B14
63/110	82	146	228	63 F3	KIT 63/110	110 IEC100 B14
70/110	111	145	256	70 FL	KIT 70/110	110 IEC200/28
85/110	100	145	245	85 FL	KIT 85/110	110 IEC200/28
63/130	102	163	265	63 F2	KIT 63/130	130 IEC200/28
110/215	150	285	435	110 FL	KIT 110/215	215 IEC250/42
130/250	150	335	485	130 FL	KIT 130/250	250 IEC300/48



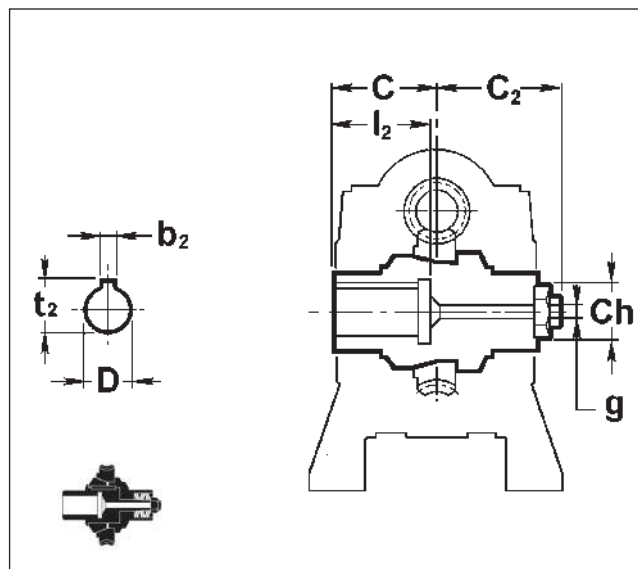
1.8 Dimensioni

1.8 Dimensions

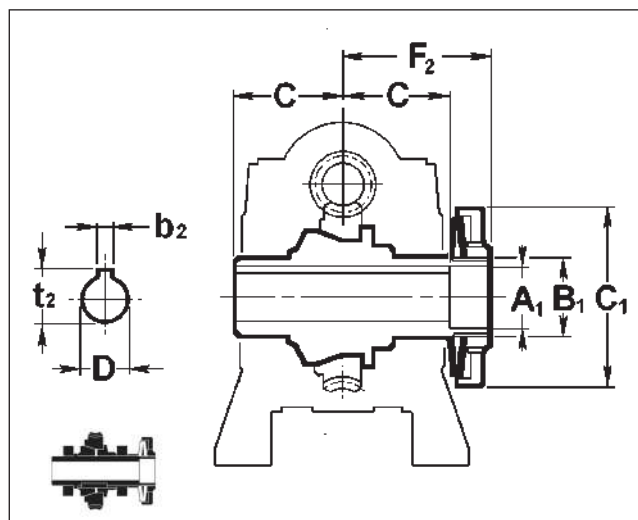
1.8 Abmessungen



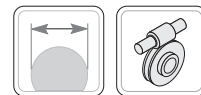
		RI - RMI - CRI - CRMI								
		28	40	50	63	70	85	110	130	150
LP	Ch	17	19	22	24	24	27	32	46	46
	b ₂	5	6	8	8	8	10	12	14	16
	d ₁	17	22	28	32	34	38	50	60	63
	d ₂ k6	14	19	24	25	28	32	42	48	55
	t ₂	16	21.5	27	28	31	35	45	51.5	59
	A ₂	29.5	40	45	60	60	71	100	110	110
	B ₂	31.5	51	59	65	70	71	87.5	110	125
	C ₂	41	49	60	70	66	75	94.5	118	110
	h ₂	5	7	7.5	8	10	10	10	10	10
	g ₂	20	25	30	40	40	50	80	90	90
	m ₂	M6	M8	M8	M8	M8	M10	M10	M10	M12
			40	50		70	85	110		
			CR-CB							



		RI - RMI - CRI - CRMI								
		28	40	50	63	70	85	110	130	150
LC	Ch	17	19	22	24	24	27	32	46	46
	b ₂	5	6	8	8	8	10	12	14	16
	D _{H7}	14	19	24	25	28	32	42	48	55
	t ₂	16.3	21.8	27.3	28.3	31.3	35.3	45.3	51.8	59.3
	C	30	41	49	60	60	61	77.5	90	105
	C ₂	41	49	60	70	66	75	94.5	118	110
	l ₂	27	38	46	53	56	60	90	97	110
	g	4.5	5.5	7	7	9	9	11	11	11
			40	50		70	85	110		
			CR - CB							



		RI - RMI - CRI - CRMI							
		40	50	63	70	85	110	130	150
LF	D _{H7}	19	24	25	28	32	42	48	55
	b ₂	6	8	8	8	10	12	14	16
	t ₂	21.8	27.3	28.3	31.3	35.3	45.3	51.8	59.3
	A ₁	25	31	32	36	40	51	59	66
	B ₁	M30	M40	M40	M45	M50	M60	M75	M80
	C ₁	70	90	90	100	110	135	140	165
	C	41	49	60	60	61	77.5	90	105
	F ₂	60	74	85	85	84	110.5	130	155
		40	50		70	85	110		
		CR - CB							

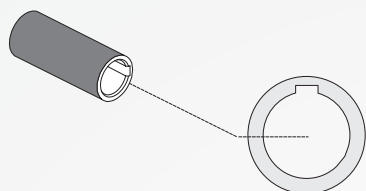


B





STM
team



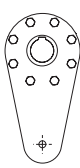
B99



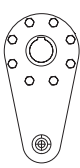
AL



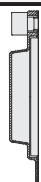
AL
BU



BRS



BRS
VKL



PROT



ELSX

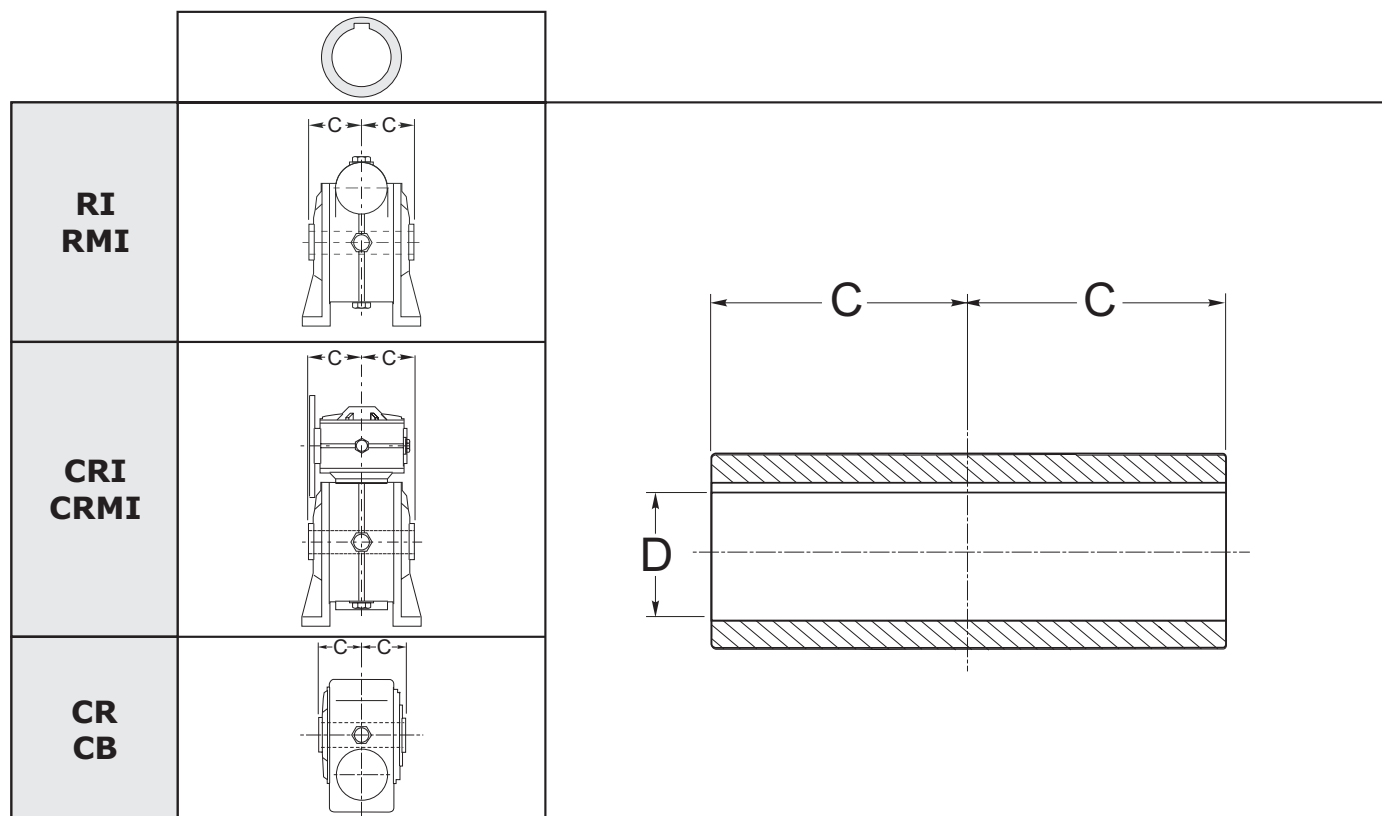
B100



1.8.1 - ALBERI LENTI

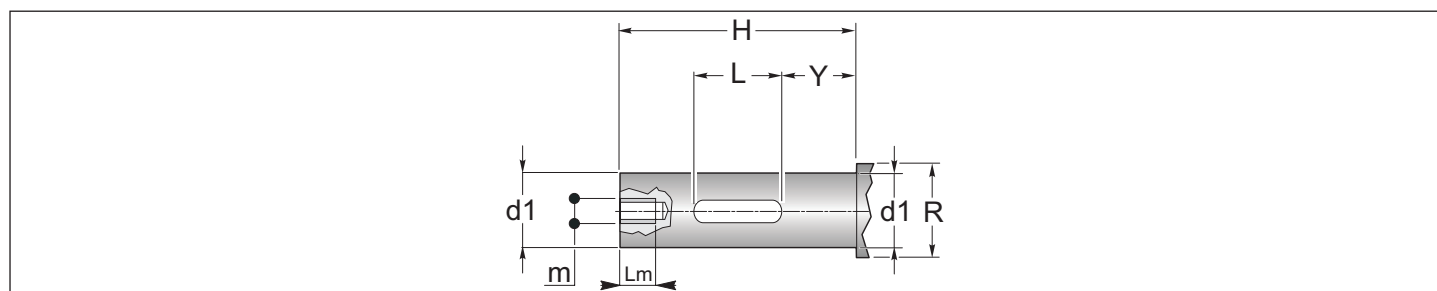
1.8.1 - OUTPUT SHAFT

1.8.1 - ABTRIEBSWELLEN

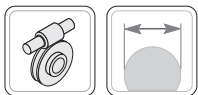


RI - RMI		28	40	50	63	70	85	110	130	150	180	215	250
CRI - CRMI		28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180	110/215	13/250
CR - CB		—	40	50	—	70	85	110	130	150	180	215	250
D	Standard	14	19	24	25	28	32	42	48	55	65	90	110
	Optional	-	18	25	-	-	35	-	-	-	-	-	-
tolerance D		H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7	H7
C		30	41	49	60	60	61	77,5	90	105	120	140	160

Perno macchina / Customer shaft / Maschinachse



RI - RMI		28	40	50	63	70	85	110	130	150	180	215	250
CRI - CRMI		28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180	110/215	130/250
CR - CB		—	40	50	—	70	85	110	130	150	180	215	250
d1	Standard	14	19	24	25	28	32	42	48	55	65	90	110
	Optional	-	18	25	-	-	35	-	-	-	-	-	-
tolerance d1		g6	g6	g6	g6	g6	g6	g6	g6	g6	g6	g6	g6
H		58	80	95	109	117	119	153	177	207	239	275	315
L		20	40	50	60	60	70	80	90	100	120	160	200
m		M6	M8	M8	M8	M8	M10	M10	M10	M12	M14	M16	M20
Lm		16	16	20	20	20	25	25	25	32	35	40	50
R	Standard	17	22	28	34	34	38	50	58	63	78	109	125
	Optional	-	22	30	-	-	40	-	-	-	-	-	-
Y		20	21	24	30	30	26	37	45	55	60	60	60



1.9 OPT - ACC. - Accessori - Opzioni

1.9 OPT - ACC. - Accessories - Options

1.9 OPT - ACC. Zubehör - Optionen

AL AL - ALBERO LENTO SPORGENTE AL - SINGLE OUTPUT SHAFTS AL - EINSEITIGE ABTRIEBSWELLEN

Tutti i riduttori a vite senza fine sono forniti con albero lento cavo.

A richiesta, possono essere forniti alberi lenti come indicato nei disegni dimensionali.

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

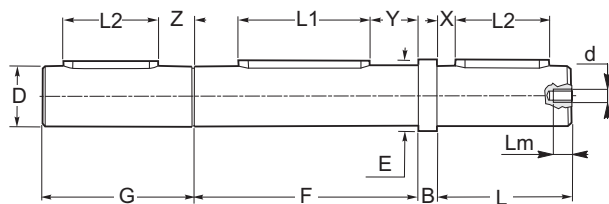
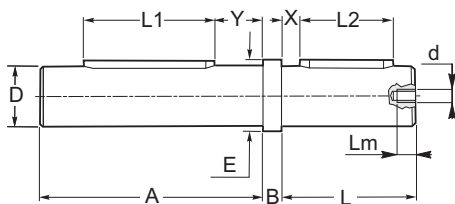
All worm gearboxes are supplied with hollow output shaft. Output shafts as shown in the size drawings can be supplied upon request.

Sizes of feathers comply with standards UNI 6604-69.

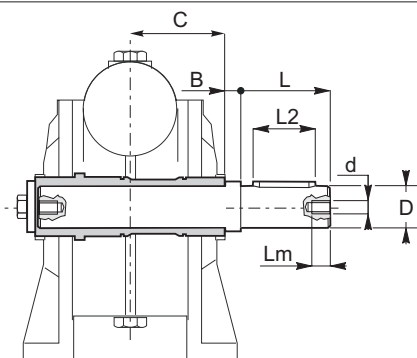
AL_BU AL_BU - ALBERO LENTO BISPORGENTE AL_BU - DOUBLE OUTPUT SHAFTS AL_BU - BEIDSEITIGE ABTRIEBSWELLEN

Alle Schneckengetriebe werden mit hohler Abtriebswelle geliefert. Auf Anfrage können Abtriebswellen gemäß den Maßzeichnungen geliefert werden.

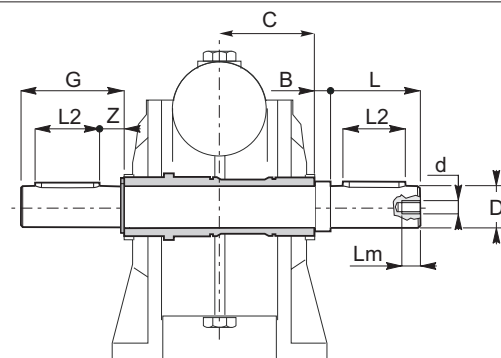
Die Abmessungen der Federn entsprechen den Normen UNI 6604-69.



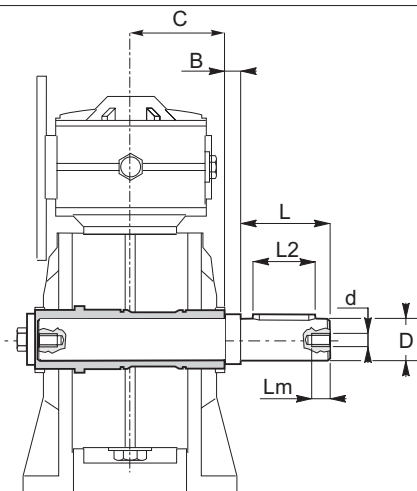
**RI
RMI**



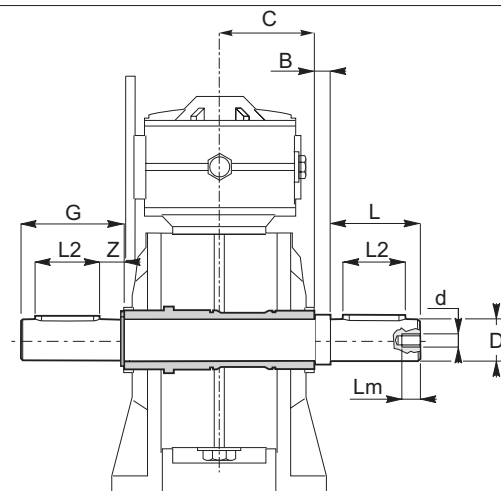
**RI
RMI**



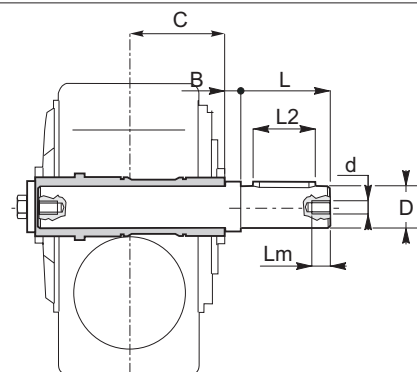
**CRI
CRMI**



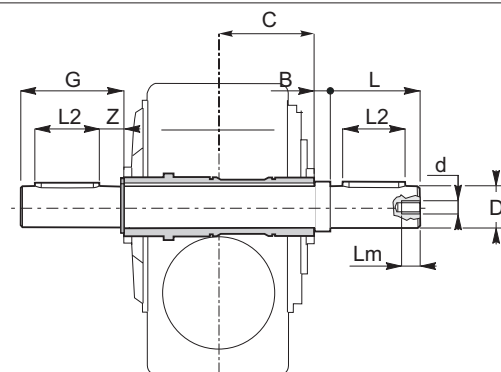
**CRI
CRMI**



**CR
CB**



**CR
CB**





1.9 OPT - ACC. - Accessori - Opzioni 1.9 OPT - ACC. - Accessories - Options 1.9 OPT - ACC. Zubehör - Optionen

AL AL - ALBERO LENTO SPORGENTE
AL - SINGLE OUTPUT SHAFTS
AL - EINSEITIGE ABTRIEBSWELLEN

AL BU AL_BU - ALBERO LENTO BISPORGENTE
AL_BU - DOUBLE OUTPUT SHAFTS
AL_BU - BEIDSEITIGE ABTRIEBSWELLEN

RI - RMI	28	40	50	63	70	85	110	130	150	180	215*	250*
CRI - CRMI	28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180	110/215 *	130/250 *
CR - CB	—	40	50	—	70	85	110	130	150	180	215*	250*
A	58	80	95	109	117	119	153	177	207	239	-	-
B	1,5	10	10	10	10	10	10	20	20	20	10	10
C	30	41	49	60	60	61	77,5	90	105	120	140	160
D	14	19	24	25	28	32	42	48	55	65	90	110
tolerance D	g6	g6	g6	g6	g6	g6	g6	g6	g6	g6	m6	m6
d	M6	M8	M8	M8	M8	M10	M10	M10	M12	M14	M16	M20
E	17	22	28	34	34	38	50	58	63	78	109	125
F	60	82	98	120	120	122	155	180	210	240	-	-
G	31	50	55	70	70	81	110	130	130	150	-	-
L	29,5	40	45	60	60	71	100	110	110	130	130	165
L1	20	40	50	60	60	70	80	90	100	120	-	-
L2	20	25	30	40	40	50	80	90	90	100	110	140
Lm	16	16	20	20	20	25	25	25	32	35	40	50
X	4,5	8	7,5	10	10	10	10	10	10	15	10	12,5
Y	20	21	24	30	30	26	37	15	55	60	-	-
Z	6	18	18	20	20	20	20	30	30	35	-	-

* A richiesta / On request / Auf Anfrage

Grandezza / Size / Größe **215 - 250**

AL - AL_BU - Albero integrale / integral output shaft / Integralwelle

ATTENZIONE

L'albero lento sporgente è fornito per essere installato sulla versione del riduttore con albero **CAVO** con diametro **STANDARD**.

N.B.

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

ATTENTION

The output shaft is available only for standard hollow shaft diameter.

NOTE

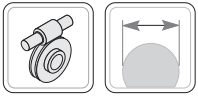
All output shafts are supplied in kit complete with feathers, washers and screws (as well as snap rings for the double extended shaft).

Achtung:

Die Einseitige Abtriebswelle wird fuer die Montage bei Getrieben mit Standart Hohlwelle geliefert.

HINWEIS

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



1.9 OPT - ACC. - Accessori - Opzioni

1.9 OPT - ACC. - Accessories - Options

1.9 OPT - ACC. Zubehör - Optionen

BRS

BRS - Braccio Reazione Semplice
BRS - Torque arm - Single
BRS - Drehmomentstütze - Normal

Standard

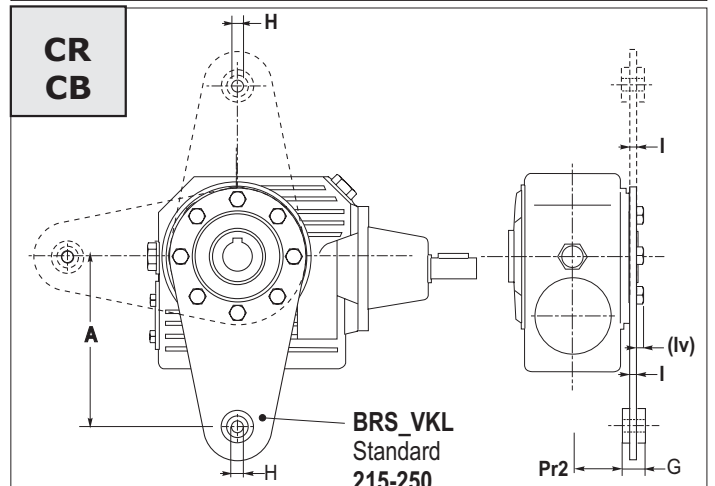
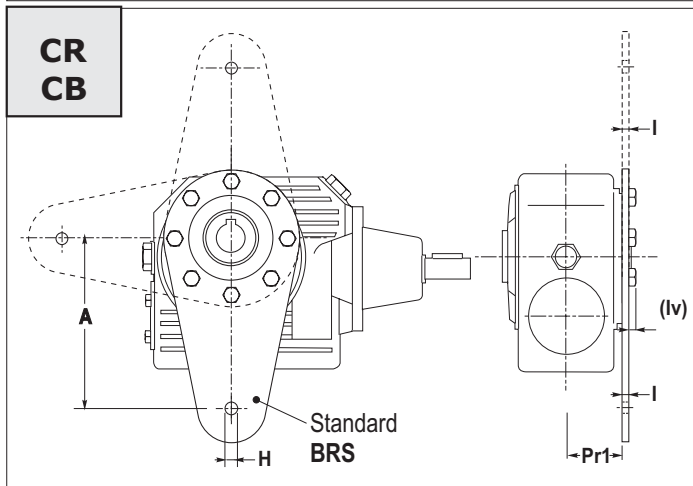
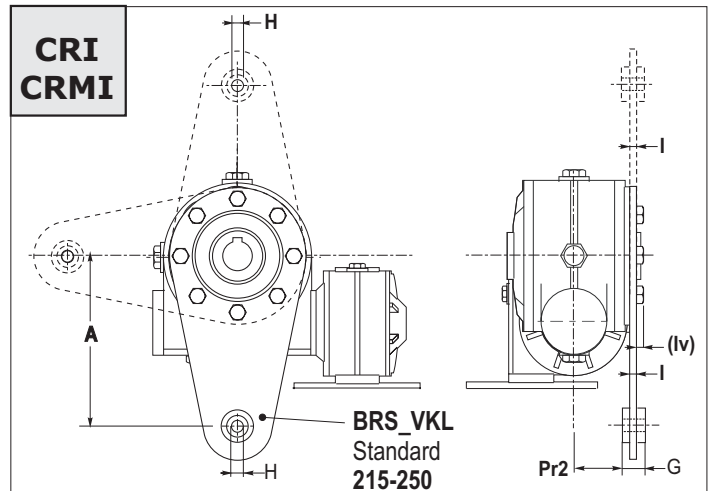
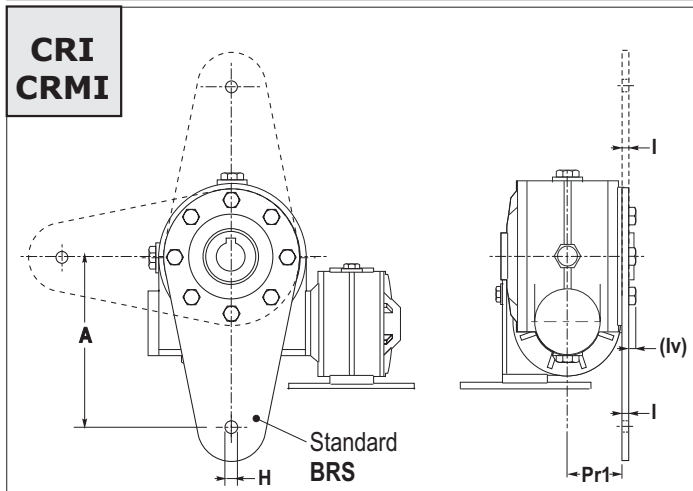
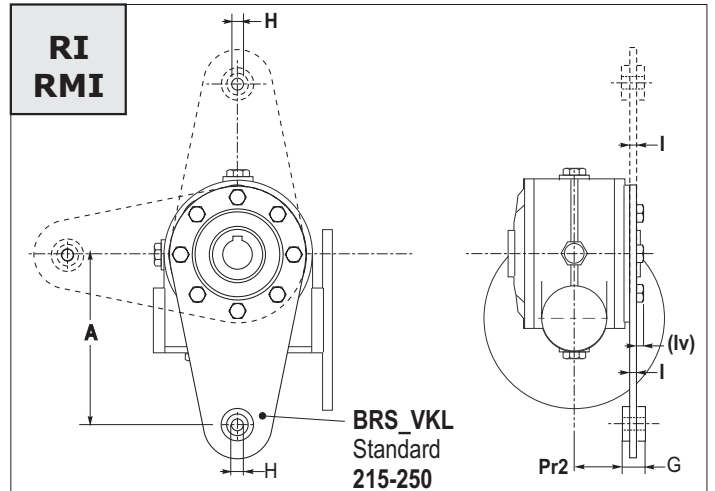
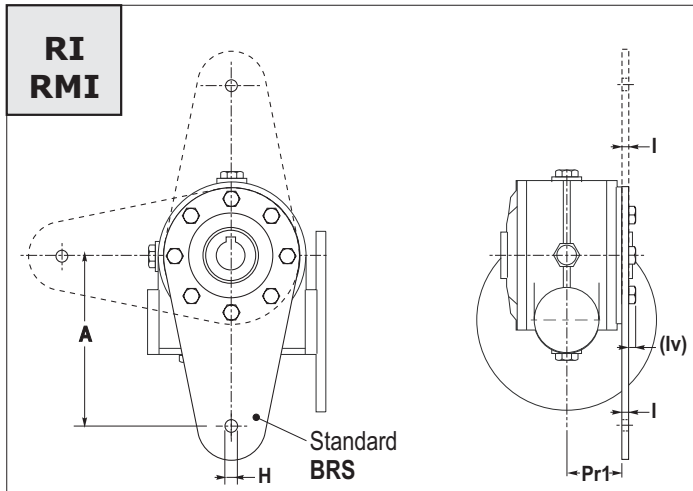
BRS_VKL

BRS_VKL - Braccio Reazione Semplice_con boccola_VKL
BRS_VKL - Torque arm - Single_with VKL_bushing
BRS_VKL - Drehmomentstütze - Normal_mit VKL - Buchse

Per il fissaggio del riduttore mediante tirante, viene fornito in allegato l'apposito braccio di reazione.

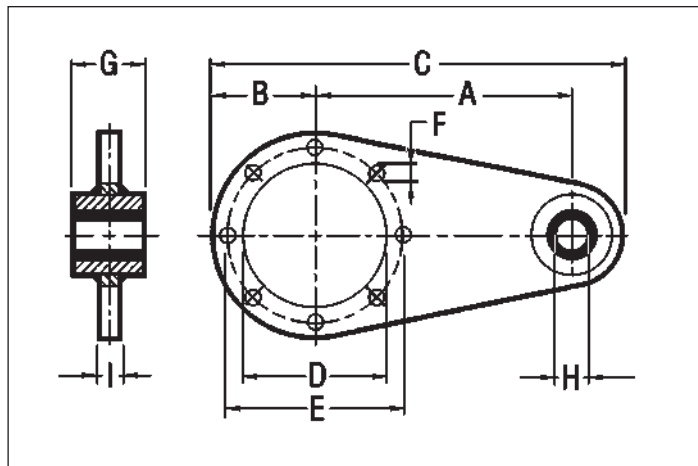
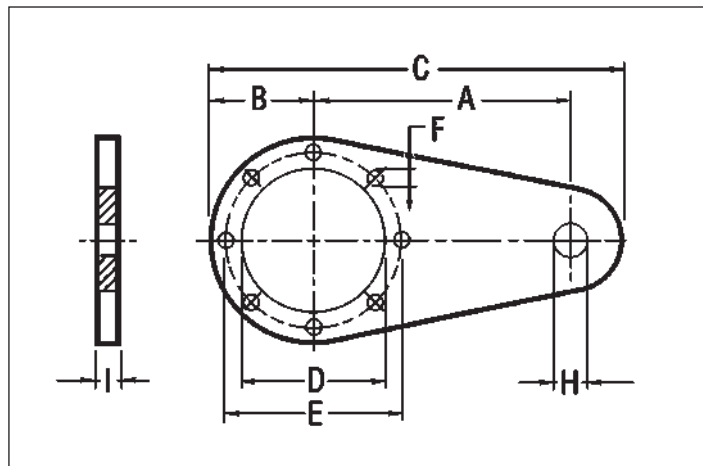
If the gearbox shall be shaft mounted as an extra part there is also available a torque arm.

Soll das Getriebe pendelnd gelagert werden, so ist als Zubehörteil auch eine Drehmomentstütze.

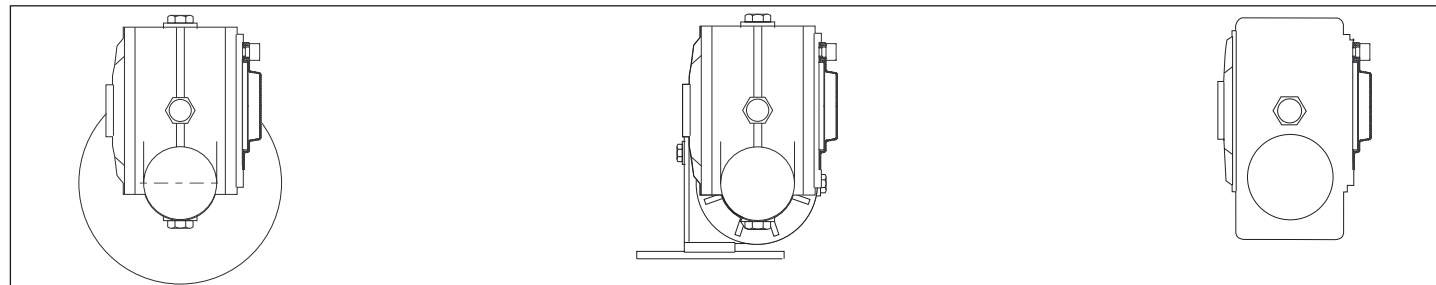


**1.9 OPT - ACC. - Accessori - Opzioni****1.9 OPT - ACC. - Accessories - Options****1.9 OPT - ACC. Zubehör - Optionen****BRS****BRS** - Braccio Reazione Semplice
BRS- Torque arm – Single
BRS- Drehmomentstütze – Normal

Standard

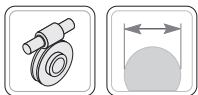
**BRS
VKL****BRS_VKL** - Braccio Reazione Semplice_con boccola_VKL
BRS_VKL - Torque arm - Single_with VKL_bushing
BRS_VKL - Drehmomentstütze - Normal_mit VKL - Buchse**B**

RI - RMI	28	40	50	63	70	85	110	130	150	180	215	250
CRI - CRMI	28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180	110/215	130/250
CR - CB	—	40	50	—	70	85	110	130	150	180	215	250
A	70	90	100	150	150	200	250	300	350	400	350	400
B	34,5	50	52,5	53	60	75	100	120	125	150	175	225
C	119,5	165	177,5	230	240	313	388	465	525	610	625	725
D	42,15	60	70	70	80	110	130	180	180	230	250	350
E	56	83	85	85	100	130	165	215	215	265	300	400
F	6,5	7	9	9	9	11	13	13	15	17	17	19
G	—	15	15	20	20	25	25	30	30	35	60	60
H	9	10	10	10	10	20	20	25	25	35	50	50
I	4	4	4	6	6	6	6	6	6	10	8	10
Pr1	36	38	49	57,5	57	56,5	74	87	102	117	—	—
Pr2	—	32,5	43,5	50,5	50	47	64,5	75	90	104,5	109	130

PROT**PROT.** - Coperchio di protezione**PROT.** - Protection cover**PROT** - Schutzeinrichtungdeckel**ELSX****ELSX** - Vite senza fine - Elica Sinistra**ELSX** - Worm Geraboxe - Left helix**ELSX** - Linksgängige Schraubenlinie der Schnecke

Standard

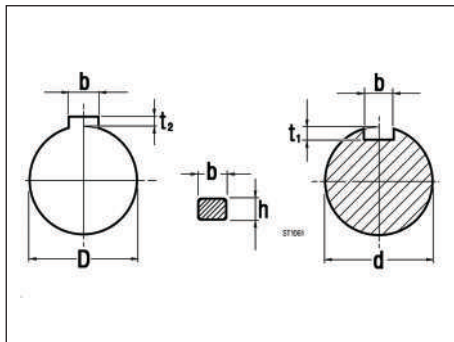




1.10 Linguetta

1.10 Keys

1.10 Paßfedern



Albero entrata
Input shaft
Antriebswelle

d	b x h	t ₁	
9	3 x 3	1.8	+0.1 0
11	4 x 4	2.5	
14	5 x 5	3.0	
18	6 x 6	3.5	
19	6 x 6	3.5	
24	8 x 7	4.0	+0.2 0
28	8 x 7	4.0	
30	8 x 7	4.0	
35	10 x 8	5.0	
38	10 x 8	5.0	
42	12 x 8	5.0	
48	14 x 9	5.5	
55	16 x 10	6.0	
65	18 x 11	7.0	

Albero uscita
Output shaft
Abtriebswelle

D	b x h	t ₂	
11	4 x 4	1.8	+0.1 0
14	5 x 5	2.3	
18	6 x 6	2.8	
19	6 x 6	2.8	
24	8 x 7	3.3	
25	8 x 7	3.3	+0.2 0
28	8 x 7	3.3	
30	8 x 7	3.3	
32	10 x 8	3.3	
35	10 x 8	3.3	
40	10 x 8	3.3	
42	12 x 8	3.3	
48	14 x 9	3.8	
50	14 x 9	3.8	
55	16 x 10	4.3	
60	18 x 11	4.3	
65	18 x 11	4.4	
70	20 x 12	4.9	
80	22 x 14	5.4	
90	25 x 14	5.4	
100	28 x 16	6.4	
110	28 x 16	6.4	