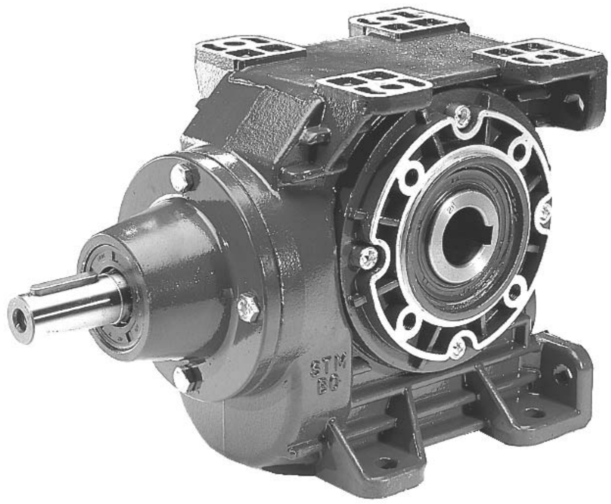
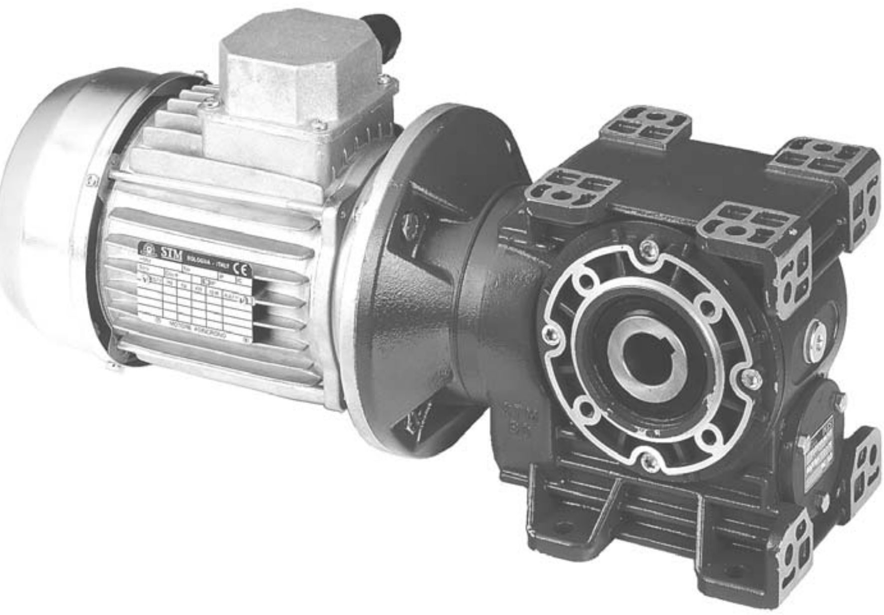
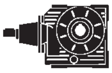
4.0 RIDUTTORI A VITE SENZA FINE CON PRECOPPIA
HELICAL WORM GEARBOXES
STIRNRAD-SCHNECKENGETRIEBE

CR
CB







4.1 Caratteristiche tecniche

I nostri riduttori a vite senza fine con precoppia vengono realizzati seguendo il criterio della massima affidabilità nel tempo, risultato ottenuto utilizzando ottimi materiali e moderni criteri di progetta zione.
Le carcasse sono realizzate in ghisa meccanica G20 UNI 5007 ad esclusione dei modelli di bassa potenza (40-50) per i quali è utilizzato l'alluminio SG-AlSi UNI 1706.
Le viti senza fine sono realizzate in acciaio e vengono cementate, temprate e rettificate. La rettifica sul filetto, nei rapporti di riduzione per i quali il valore del modulo lo consente, viene eseguita con profilo ZI migliorando così i contatti tra le superfici dentate e, conseguentemente, il rendimento e la silenziosità di funzionamento.
La corona ha il mozzo in ghisa G20 sul quale viene riportata una fusione in bronzo GCuSn12 UNI7013.
Sono utilizzati cuscinetti a rulli conici o radiali a sfere di qualità per garantire una lunga durata.
Il programma di fabbricazione prevede anche l'applicazione di un limitatore di coppia con allarme di arresto e l'assemblaggio con variatore.

4.1 Technical characteristics

Our gearboxes are manufactured with high quality material and modern design in order to guarantee the maximum reliability and duration.
Housings are made out of engineering cast iron G20 UNI 5007 excluding the smaller sized models (40-50) for which aluminium SG-AlSi UNI 1706 is utilized.
Wormshafts are made of steel and are casehardened, hardened and ground.
The thread grinding in the gear ratios that the module value permits is carried out with ZI-Profile. This improves the contact between the toothed surfaces and therefore performance and reduces operating noise.
The wormwheel has a G20 cast iron hub onto which a casting in GCsSn12 UNI7013 bronze is fitted.
To guarantee a long life, taper roller bearing or radial ball bearings are used.
Our range also provides possible application of torque limiters equipped with stop devices and assembly on to variators.

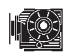
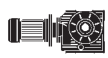
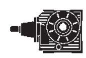
4.1 Technische Eigenschaften

Unsere Untersetzungsgetriebe werden unter Verwendung von besten Materialien und mit modernsten Produktionsmethoden hergestellt, um eine maximale Zuverlässigkeit sowie eine lange Lebensdauer zu garantieren. Außer bei den Modellen mit niedriger Leistung (40-50), bei welchen Aluminium SG-AlSi UNI 1706 verwendet wird, werden alle Gehäuse aus Maschinenguß G20 UNI 5007 gefertigt.
Die Schneckenwellen sind aus einsatzgehärtetem, gehärtetem und geschliffenem Stahl.
Das Gewindeschleifen erfolgt in den vom Modulwert zulässigen Übersetzunsverhältnissen mit ZI-Profil, wodurch die Kontakte zwischen den verzahnten Oberflächen und damit Leistung und geräuscharmer Betrieb verbessert werden.
Das Schneckenrad hat eine Nabe aus Gußeisen G20, auf die ein Guß aus Bronze GcuSn12 UNI7013 aufgetragen wird. Um eine lange Lebensdauer zu gewährleisten, werden Kegelrollenlager oder Radialkugellager hoher Qualität verwendet. Die Getriebe können mit einer Rutschkupplung einem einstellbaren Drehmomentbegrenzer und mit einem Drehzahlregler ausgerüstet werden.

4.2 Designazione

4.2 Designation

4.2 Bezeichnung

	Versione *Version* Ausführung	Grandezza *Size* Größe	ir	IEC*	kW	N°Poli *Poles* Polig		Esempio / *Example* / Beispiel	
CB	**—** **F** **/F** **P** **F1, F2, F3**	40 50 70 85 110	vedi tabelle *see tables* siehe Tabellen	63 (B5)				**CB 40 1:82.7 PAM 63 (B5)**	
					0.13 0.18	2 4	63 (B5) 63 (B5)	**CB 40 1:82.7 kW 0.18 4 63 (B5)**	
CR								**CR 40 1:82.7**	

*** Se non conforme alle specifiche dimensionali IEC precisare diametro foro entrata e flangia motore (es. 14/120)**

**** If not conform to IEC specifications please specify diameter of input bore and flange (i.e. :14/200)***

*** Falls nicht nach IEC, bitte Durchmesser der Eingangswellenbohrung und des Flansches angeben (z.B.: 14/200)**

Altre specifiche:

- Versione flangiata con montaggio sinistro (opposto a catalogo)
- posizione della morsettiera del motore se diversa da quella standard (1)
- lubrificante (non per i tipi 40,50 già lubrificati a vita)
- elica della vite sinistra (esecuzione speciale)
- posizione di montaggio con indicazione tappi di livello e sfiato;se non specificato si considera standard la posizione B3
- albero lento bisporgente
- limitatore di coppia
- limitatore di coppia RDB

Further specification:

- *flanged version left mounting opposite to catalogue*
- *terminal board box position if different from standard (1)*
- *lubrication filling (except for size 40,50 lubricated for life)*
- *left helix (special version)*
- *mounting position. Indications must be given regarding level and breather plugs. If not specified position B3 is considered standard*
- *double output shaft*
- *torque limiter*
- *torque limiter RDB*

Weitere Spezifikationen:

- Flanschausführung mit Montage links (nicht wie im Katalog)
- Stellung des Klemmenkastens des Motors, falls diese von der Standard-Ausführung abweicht (1)
- Schmiermittelfüllung (außer bei den wartungsfreien Typen 40,50)
- Linksgängige Schraubenlinie der Schnekke (Spezialausführung)
- Montagestellung mit Angabe der Ölpegel und Entlüfterstöpsel. Falls nichts an deres angegeben, gelten die Pos. B3 als Standard.
- Beidseitige Abtriebswelle
- Rutschkupplung
- Rutschkupplung RDB

4.3 Versioni

4.3 Versions

4.3 Ausführungen

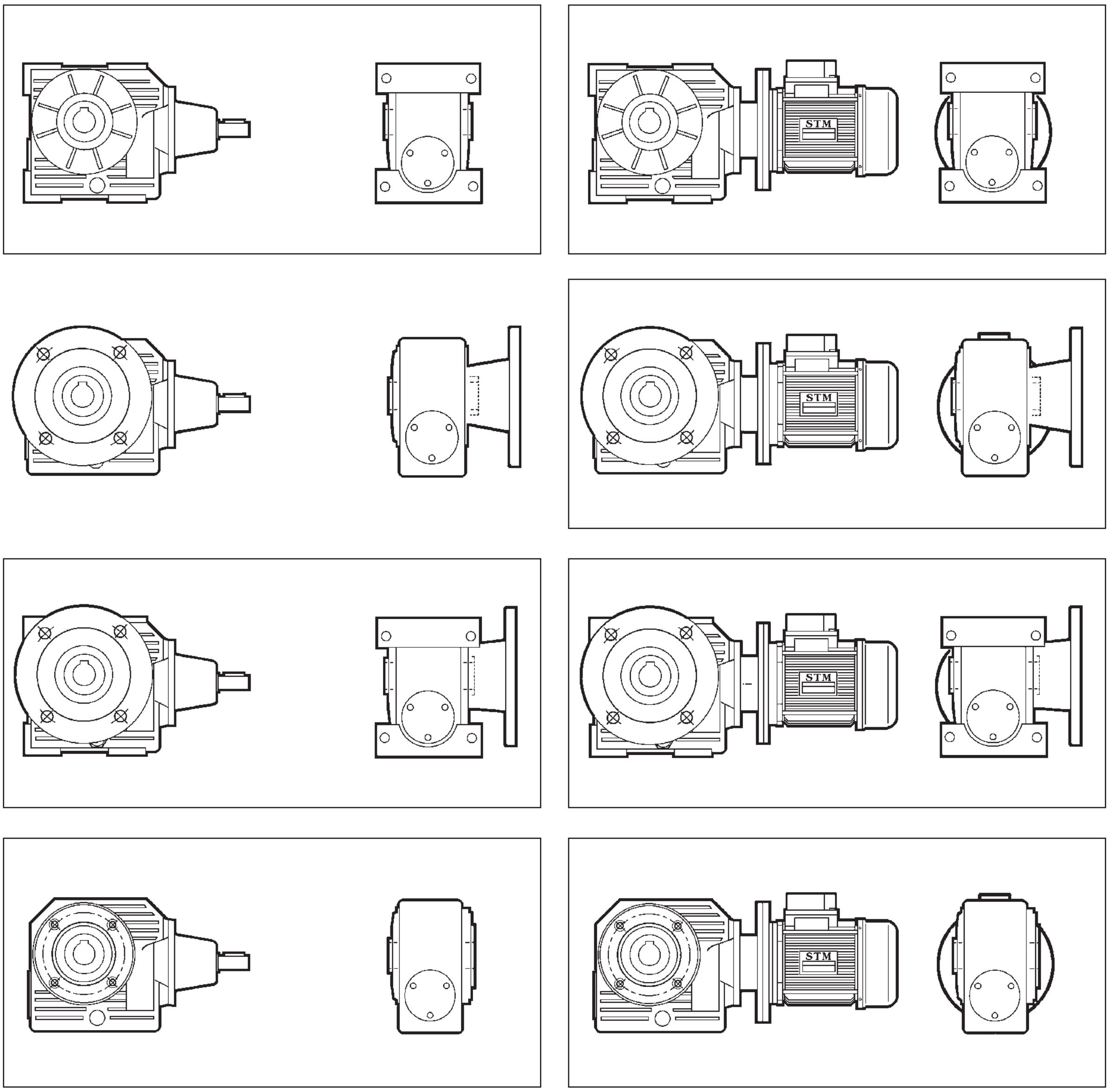
CR **CB**

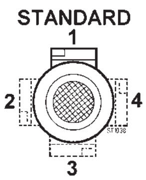
—

F

/F

P





Posizione morsettiera
Terminal board position
Lage des Klemmenkastens

4.4 Lubrificazione

Questi riduttori sono composti da un cinematismo misto costituito da una precoppia ad ingranaggi anteposta ad una coppia vite senza fine - corona. Si consiglia l'uso di oli a base sintetica. Vedere a tale proposito le indicazioni riportate nel capitolo 1, paragrafo 1.6. La viscosità consigliata è 320 cSt.

Se si prevedono basse velocità in ingresso è necessario aumentare la viscosità del lubrificante e/o aumentarne la quantità.
In tutte le grandezze i cuscinetti esterni dell'albero entrata vengono forniti di serie già schermati per garantirne la corretta lubrificazione anche nelle posizioni di montaggio più sfavorevoli come la V1.
Le quantità di lubrificante riportate nella Tab. 4.1 sono indicative. In fase di installazione immettere l'esatta quantità di lubrificante riferendosi alla spia di livello (dove prevista).
In fase di ordine specificare sempre la posizione di montaggio desiderata. Se omessa, il riduttore verrà fornito con i tappi predisposti per la posizione B3.

4.4 Lubrication

These gearboxes are made of a mixed kinematic motion which consists of a pre-stage gearbox located before a wormshaft / wormwheel unit. We suggest to use synthetic based oil. Take a look about it to the advice written on chapter 1, paragraph 1.6. Recommended ISO VG viscosity is 320 cSt.

If low input speeds are expected, it is necessary to increase the lubricant viscosity or quantity.
Imput shaft outer bearings of all sizes are supplied already lubricated in order to guarantee the correct lubrication even with unfavorable mounting positions such as V1.
The lubricant quantities listed in table 4.1 are for reference only. During assembly, pour the exact lubricant quantity referring to the oil window.
When ordering, the desired mounting position must be always specified. Otherwise, the gearbox will be supplied with the plug suitable for position B3.

4.4 Schmierung

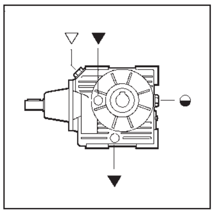
Bei dieser Getriebekombination ist dem Schneckengetriebe ein Stirnradsatz vorgelagert. Wir empfehlen den Einsatz von synthetischem Öl (siehe Kapitel 1.6). Die empfohlene ISO-Viskosität beträgt 320.

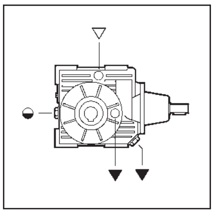
Sind niedrige Antriebsdrehzahlen vorgesehen, muß die Viskosität und/oder die Menge des Schmiermittels erhöht werden.
Damit auch bei ungünstigen Montagestellungen wie z. B. V1 eine korrekte Schmierung gewährleistet werden kann, sind bei allen Größen die Außenlager der Antriebswelle geschmiert und geschlossen.
Die in Tabelle 4.1 angegebenen Schmiermittelmengen sind Richtwerte. Bei der Montage anhand der Standanzeige die exakte Schmiermittelmenge einfüllen.
Bei der Bestellung bitte immer die gewünschte Montageposition angeben.
Bei fehlenden Angaben wird das Getriebe mit einer Schraubenanordnung für Position B3 geliefert.

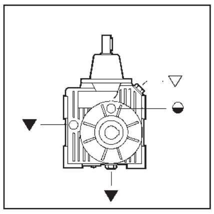
4.5 Posizioni di montaggio

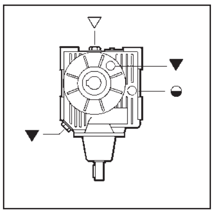
4.5 Mounting positions

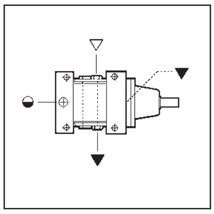
4.5 Montagepositionen

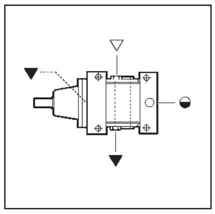

B3


B8


V1


V3


V5


V6

Tab. 4.1

Quantità di lubrificante / *Lubricant Quantity* / Schmiermittelmenge (Kg)								
CR - CB	Posizioni di montaggio /*Mounting Positions* / Montagepositionen							* n°. tappi olio * *No. of plugs* * Anzahl Schrauben
	B3	**B8**	**V1**	**V3**	**V5**	**V6**		
40	0.260	0.260	0.260	0.260	0.260	0.260	Riduttori forniti completi di lubrificante sintetico *Gearboxes suplied with synthetic oil* Getriebe werden mit synthetischem Öl geliefert	1
50	0.440	0.440	0.600	0.440	0.440	0.440		1
70	0.950	1.050	1.300	1.300	0.950	0.950		1
85	1.550	1.800	1.950	1.950	1.550	1.550	Riduttori predisposti per lubrificazione ad olio *Gearboxes suplied ready for oil lubrication* Getriebe sind für Ölschmierung vorbereitet	4
110	3.600	4.200	4.900	5.100	3.600	3.600		4

I riduttori nelle grandezze 85, 110 sono forniti predisposti per lubrificazione ad olio ma privi di lubrificante il quale potrà essere fornito a richiesta.
Il tappo di sfiato è allegato solo nei riduttori che hanno più di un tappo olio.
*Eventuali forniture con predisposizioni tappi diverse da quella indicata in tabella, dovranno essere concordate.

The gearboxes size 85, 110 are oil lubricated but are supplied without lubricant which can be delivered upon request.
The drain plug is annexed only in the gearbox with more than one oil plug.
** Supplies with oil plugs different from those listed in the table are to be agreed upon.*

Die Getriebe in den Größen 85, 110 sind für Ölschmierung vorgesehen, werden aber ohne Öl geliefert. Dieses ist auf Anfrage erhältlich.
Eine Entlüftungsschraube gibt es nur bei Getrieben mit mehr als einer Ölschrauibe.
* Lieferungen mit Betriebsschrauben, die von denen in der Tabelle abweichen, müssen mit uns vereinbart werden.

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

4.6 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 eccedano quelli indicati nelle tabelle.

Nella Tab. 4.2 sono riportati i valori dei carichi radiali ammissibili per l'albero veloce (F_{r1}). Come carico assiale ammissibile contemporaneo si ha:

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

In Tab. 4.3 sono riportati i valori dei carichi radiali ammissibili per l'albero lento (F_{r2}) . Come carico assiale ammissibile contemporaneo si ha:

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

4.6 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 4.2 permissible radial load for input shaft are listed (Fr_1). Contemporary permissible axial load is given by the following formula:

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

In Table 4.3 permissible radial loads for output shaft are listed (F_{r2}). Permissible axial load is given by the following formula:

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

4.6 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 4.2 sind die Werte der zulässigen Radialbelastungen für die Antriebswelle (F_{r1}) angegeben. Die Axialbelastung beträgt:

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

In Tabelle 4.3 sind die Werte der zulässigen Radialbelastungen für die Abtriebswelle (F_{r2}) angegeben. Als zulässige Axialbelastung gilt:

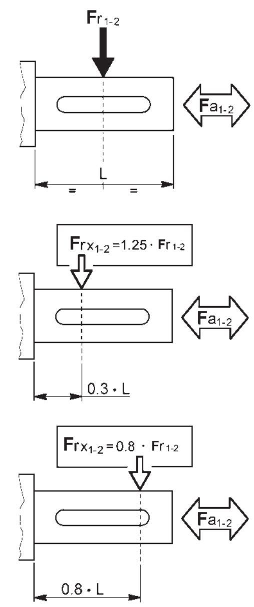
$$F_{a2} = 0.2 \times F_{r2}$$

Tab. 4.2

n_1 min^{-1}	Fr_1 (N) CR - CB				
	40	50	70	85	110
1400	550	600	850	950	1500

Tab. 4.3

n_2 min^{-1}	Fr_2 (N) CR - CB				
	40	50	70	85	110
30	1800	2160	3030	3390	4020
27	1880	2290	3140	3590	4170
23	1970	2400	3340	3690	4560
20	1970	2890	3580	3890	4800
16	2010	2930	3960	4490	6000
13	2010	2930	3960	4620	6230
10	2010	2930	3960	4620	6230
8	2180	3110	4350	5800	7460



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 1400 min^{-1} e Fr_2 a 8 min^{-1} rappresentano i carichi massimi consentiti.
Per i carichi non agenti sulla mezzeria dell'albero lento o veloce si ha:

a 0.3 della sporgenza:

$$F_{rx} = 1.25 \times F_{r1-2}$$

a 0.8 dalla sporgenza:

$$F_{rx} = 0.8 \times F_{r1-2}$$

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 F_{r1} at 1400 min^{-1} and Fr_2 at 8 min^{-1} represent the maximum allowable loads.
For loads which are not applied on the centre line of the output or input shaft, following values will be obtained:

at 0.3 from extension:

$$F_{rx} = 1.25 \times F_{r1-2}$$

at 0.8 from extension:

$$F_{rx} = 0.8 \times F_{r1-2}$$

Bei den in der Tabelle angegebenen Radialbelastungen wird eine Krafteinwirkung auf die Mitte des Wellenendes zugrunde gelegt; die Getriebe arbeiten mit Betriebsfaktor 1.
Zwischenwerte für nicht aufgeführte Drehzahlen können durch Interpolation erhalten werden, wobei jedoch die angegebenen Belastungen für F_{r1} bei 1400 min^{-1} und für F_{r2} bei 8 min^{-1} nicht überschritten werden dürfen.
Für Lasten, die nicht auf die Mitte der Ab- bzw. Antriebswellen wirken, legt man folgende Werte zugrunde:

0.3 vom Wellenabsatz:

$$F_{rx} = 1.25 \times F_{r1-2}$$

0.8 vom Wellenabsatz:

$$F_{rx} = 0.8 \times F_{r1-2}$$

4.6 Carichi radiali e assiali

A richiesta possono essere fornite versioni rinforzate con cuscinetti a rulli conici sulla corona in grado di sopportare carichi ruperiori a quelli ammessi dalle versioni normali.
Si veda a tal proposito la tabella 4.4, 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.

4.6 Axial and overhung loads

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. 4.4. 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.

4.6 Radiale und Axiale Belastungen

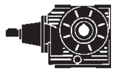
Für größere Belastungen stehen auf Wunsch auch verstärkte Ausführungen mit Kegelrollenlagern für die Schneckenwelle zur Verfügung.

Tabelle 4.4 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.

Tab. 4.4

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 (min^{-1})	**CR - CB**									
	40		**50**		**70**		**85**		**110**	
	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2
60	2300	3000	6900	8000	8600	10500	8600	11500	12200	15600
50	2300	3000	6900	8000	9000	11000	9000	12000	12800	16400
40	2300	3000	6900	8000	9000	11000	9000	12000	13700	17600
30	2300	3000	6900	8000	9000	11000	9000	12000	14400	18500
25	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000
20	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000
15	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000
10	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000
5	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000



4.7 Prestazioni riduttori CR

4.7 CR gearboxes performances

4.7 Leistungen der CR-Getriebe

CR 40

Kg 3.5

ir	i_1xi_2	$n_1 = 2800$ min^{-1}				$n_1 = 1400$ min^{-1}				$n_1 = 900$ 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 %	
44.3	2.9x15	63	49	0.44	74	32	59	0.27	72	20	59	0.17	72	
50.5	3.4X15	55	49	0.39	74	28	59	0.24	72	18	60	0.17	68	
58.2	3.9X15	48	52	0.36	74	24	59	0.20	72	15	60	0.14	68	
68.0	4.5X15	41	52	0.31	74	21	59	0.17	72	13	60	0.12	68	
82.7	3.0X28	34	50	0.28	63	17	59	0.17	60	11	59	0.11	60	
108.7	3.9X28	26	52	0.23	62	13	59	0.13	60	8	60	0.09	55	
126.9	4.5X28	22	52	0.19	62	11	59	0.11	60	7	60	0.08	55	63 - 56
165.1	3.4X49	17	43	0.15	52	8	50	0.09	48	5	60	0.08	43	
222.1	4.5X49	13	45	0.12	51	6	50	0.07	48	4	60	0.06	43	
295.2	3.0X100	9	30	0.07	40	5	31	0.04	37	3	34	0.03	37	
336.8	3.4X100	8	30	0.06	40	4	31	0.04	37	3	34	0.03	33	
388.2	3.9X100	7	30	0.06	40	4	31	0.03	37	2	34	0.02	33	
453	4.5X100	6	30	0.05	40	3	31	0.03	37	2	34	0.02	33	

CR 50

Kg 5

ir	i_1xi_2	$n_1 = 2800$ min^{-1}				$n_1 = 1400$ min^{-1}				$n_1 = 900$ 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 %	
48.3	3.2x15	58	89	0.69	77	29	100	0.40	75	19	100	0.27	73	
52.1	3.5X15	54	89	0.64	77	27	100	0.38	75	17	100	0.25	73	
61.0	4.1X15	46	94	0.58	77	23	100	0.32	75	15	100	0.21	73	
73.3	2.6X28	38	92	0.56	66	19	100	0.32	63	12	100	0.20	63	
90.2	3.2X28	31	92	0.46	66	16	100	0.26	63	10	100	0.18	58	
97.2	3.5X28	29	92	0.42	66	14	100	0.24	63	9	100	0.17	58	
113.9	4.1X28	25	97	0.39	65	12	100	0.20	63	8	100	0.14	58	71 - 63 - 56
170.1	3.5X49	16	82	0.24	58	8	96	0.15	54	5	100	0.11	49	
199.3	4.1X49	14	86	0.22	57	7	96	0.13	54	5	100	0.10	49	
261.9	2.8X100	11	59	0.15	43	5	60	0.09	39	3	60	0.05	39	
347.0	3.5X100	8	59	0.11	43	4	60	0.06	39	3	60	0.05	34	
406.7	4.1X100	7	60	0.10	42	3	60	0.06	39	2	60	0.04	34	

CR 70

Kg 16

ir	i_1xi_2	$n_1 = 2800$ min^{-1}				$n_1 = 1400$ min^{-1}				$n_1 = 900$ 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 %	
44.3	3.0x15	63	170	1.5	76	32	205	0.91	74	20	205	0.59	74	
50.8	3.4X15	55	170	1.3	76	28	205	0.79	74	18	263	0.69	71	
59.1	3.9X15	47	181	1.3	76	24	205	0.68	74	15	263	0.59	71	
69.6	4.6X15	40	181	0.99	76	20	205	0.58	74	13	263	0.50	71	
82.6	3.0X28	34	170	0.90	67	17	202	0.57	63	11	254	0.46	63	
110.3	3.9X28	25	180	0.72	66	13	202	0.43	63	8	254	0.37	58	
130.0	4.6X28	22	180	0.61	66	11	202	0.36	63	7	254	0.32	58	90 - 80 71 - 63
166.1	3.4X49	17	190	0.57	59	8	223	0.36	55	5	276	0.32	49	
227.5	4.6X49	12	200	0.45	57	6	223	0.26	55	4	276	0.23	49	
295.0	3.0X100	9	144	0.31	46	5	166	0.20	42	3	183	0.14	42	
338.9	3.4X100	8	144	0.27	46	4	166	0.17	42	3	183	0.14	36	
393.8	3.9X100	7	151	0.25	45	4	166	0.15	42	2	183	0.12	36	
446.3	4.6X100	6	151	0.21	45	3	166	0.12	42	2	183	0.10	36	

4.7 Prestazioni riduttori CR

4.7 CR gearboxes performances

4.7 Leistungen der CR-Getriebe

CR 85

Kg 36

ir	i_1xi_2	n_1 = 2800 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_1 = 900 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC
43.0	2.9x15	65	333	2.9	77	33	403	1.83	75	21	403	1.2	75	90 - 80 71 - 63
51.3	3.4X15	55	333	2.5	77	27	403	1.54	75	18	460	1.2	72	
59.1	3.9X15	47	354	2.3	77	24	403	1.33	75	15	460	1.0	72	
69.0	4.6X15	41	354	1.9	77	20	403	1.14	75	13	460	0.88	72	
80.2	2.9X28	35	338	1.8	68	17	381	1.09	64	11	460	0.84	64	
110.4	3.9X28	25	338	1.3	67	13	381	0.79	64	8	460	0.68	58	
128.8	4.6X28	22	338	1.2	67	11	381	0.68	64	7	460	0.58	58	
167.6	3.4X49	17	329	0.95	61	8	387	0.59	57	5	460	0.51	51	
225.4	4.6X49	12	347	0.76	60	6	387	0.44	57	4	460	0.38	51	
286.4	2.9X100	10	243	0.51	49	5	281	0.33	43	3	327	0.25	43	
342.1	3.4X100	8	243	0.43	49	4	281	0.28	43	3	327	0.24	38	
394.1	3.9X100	7	255	0.40	47	4	281	0.24	43	2	327	0.20	38	
460.0	4.6X100	6	255	0.35	47	3	281	0.21	43	2	327	0.18	38	

CR 110

Kg 50

ir	i_1xi_2	n_1 = 2800 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_1 = 900 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC
43.0	2.9x15	65	632	5.5	78	33	769	3.4	76	21	769	2.2	76	112 - 100 90 - 80
51.3	3.4X15	55	632	4.6	78	27	769	2.9	76	18	960	2.4	73	
59.1	3.9X15	47	674	4.3	78	24	769	2.5	76	15	960	2.1	73	
69.0	4.6X15	41	665	3.7	78	20	769	2.1	76	13	960	1.8	73	
80.2	2.9X28	35	705	3.4	71	17	796	2.2	68	11	960	1.7	68	
110.4	3.9X28	25	705	2.7	71	13	796	1.6	68	8	960	1.3	62	
128.8	4.6X28	22	667	2.3	71	11	796	1.3	68	7	960	1.1	62	
167.6	3.4X49	17	704	1.8	65	8	786	1.1	61	5	976	1.0	55	
225.4	4.6X49	12	503	1.4	64	6	786	0.84	61	4	976	0.74	55	
286.4	2.9X100	10	503	0.99	52	5	583	0.62	48	3	650	0.45	48	
342.1	3.4X100	8	515	0.83	52	4	583	0.52	48	3	650	0.44	41	
394.1	3.9X100	7	528	0.77	51	4	583	0.45	48	2	650	0.38	41	
460.0	4.6X100	6	528	0.66	51	3	583	0.39	48	2	650	0.32	41	

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

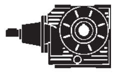
Listed weights are for reference only and can vary according to the gearbox version.

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

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). 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). 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).
Für weitere Informationen wenden Sie sich bitte and unser technisches Büro.



Nella tab. 4.4 sono riportate le grandezze motore accopiabili (IEC) unitamente alle dimensioni albero/flangia motore standard.

IEC motor dimensions that can be coupled are listed in table 4.4 as well as the dimensions of the standard motor shaft/flange.

In Tabelle 4.4 sind die kombinierbaren Motorgrößen (IEC) zisammen mit den Abmessungen Welle/Flansch Standardmotor aufgelistet

Tab. 4.4

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

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

Legenda:

11/140 (B5) 11/120

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

Key:

***11/140** (B5) 11/120*

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

Legende:

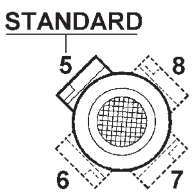
11/140 (B5) 11/120

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

N.B.
La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 4.3).
Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettiera del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettiera rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

Note.
The standard configuration for the 4 holes is 45° to the axles (like an x: see par. 4.3).
For the B14 flanges marked with (•) the holes to fit the motor are on the axles (like a +). Therefore we suggest to check the dimensions of the terminal board of the motor as it will be at 45° to the axles. Please, choose the terminal board position refering to the following sketch (in which N° 5 is the standard position):

HINWEIS.
In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen an- geordnet (wie ein x: siehe kapitel 4.3).
Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):



4.8 Prestazioni motoriduttori CB

4.8 CB Gearmotors performances

4.8 Leistungen der CB Getriebemotoren

0.09 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 2800 min^{-1}				
63	44.3	10.1	4.9	**CB40**
55	50.5	11.5	4.3	**CB40**
48	58.2	13.2	3.9	**CB40**
41	68.0	15.4	3.4	**CB40**
34	82.7	16.0	3.1	**CB40**
26	108.7	20.7	2.5	**CB40**
25	113.9	22.7	4.3	**CB50**
22	126.9	24.2	2.2	**CB40**
17	165.1	26.4	1.6	**CB40**
16	170.1	30.3	2.7	**CB50**
14	199.3	34.9	2.5	**CB50**
13	222.1	34.8	1.3	**CB40**
11	261.9	34.6	1.7	**CB50**
9	295.2	36.2	0.8	**CB40**
n_1 = 1400 min^{-1}				
32	44.3	19.6	3.0	**CB40**
28	50.5	22.3	2.6	**CB40**
27	52.1	24.0	4.2	**CB50**
24	58.2	25.7	2.3	**CB40**
23	61.0	28.1	3.6	**CB50**
21	68.0	30.1	2.0	**CB40**
19	73.3	28.4	3.5	**CB50**
17	82.7	30.5	1.9	**CB40**
16	90.2	34.9	2.9	**CB50**
14	97.2	37.6	2.7	**CB50**
13	108.7	40.0	1.5	**CB40**
12	113.9	44.1	2.3	**CB50**
11	126.9	46.7	1.3	**CB40**
8	165.1	48.7	1.0	**CB40**
8	170.1	56.4	1.7	**CB50**
n_1 = 900 min^{-1}				
20	44.3	30.5	1.9	**CB40**
19	48.3	33.7	3.0	**CB50**
18	50.5	32.8	1.8	**CB40**
17	52.1	36.3	2.8	**CB50**
15	58.2	37.8	1.6	**CB40**
15	61.0	42.5	2.4	**CB50**
13	68.0	44.2	1.4	**CB40**
12	73.3	44.1	2.3	**CB50**
11	82.7	47.4	1.2	**CB40**
10	90.2	50.0	2.0	**CB50**
9	97.2	53.8	1.9	**CB50**
8	108.7	57.1	1.1	**CB40**

0.09 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 900 min^{-1}				
8	110.3	61.1	4.2	**CB70**
8	113.9	63.1	1.6	**CB50**
7	126.9	66.7	0.9	**CB40**
7	130	72.0	3.5	**CB70**
5	165.1	67.8	0.9	**CB40**
5	166.1	77.7	3.6	**CB70**
5	170.1	79.6	1.3	**CB50**
5	199.3	93.3	1.1	**CB50**
4	225.4	109.8	4.2	**CB85**
4	227.5	106.5	2.6	**CB70**
3	286.4	117.6	2.8	**CB85**
3	295	118.3	1.5	**CB70**
3	338.9	116.5	1.6	**CB70**
3	342.1	124.1	2.6	**CB85**
2	393.8	135.4	1.4	**CB70**
2	394.1	143.0	2.3	**CB85**

0.13 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 2800 min^{-1}				
63	44.3	14.5	3.4	**CB40**
55	50.5	16.6	3.0	**CB40**
48	58.2	19.1	2.7	**CB40**
46	61.0	20.8	4.5	**CB50**
41	68.0	22.3	2.3	**CB40**
38	73.3	21.5	4.3	**CB50**
34	82.7	23.1	2.2	**CB40**
31	90.2	26.4	3.5	**CB50**
29	97.2	28.4	3.2	**CB50**
26	108.7	29.9	1.7	**CB40**
25	113.9	32.8	3.0	**CB50**
22	126.9	34.9	1.5	**CB40**
17	165.1	38.1	1.1	**CB40**
16	170.1	43.7	1.9	**CB50**
14	199.3	50.4	1.7	**CB50**
13	222.1	50.2	0.9	**CB40**
11	261.9	49.9	1.2	**CB50**
8	347	66.2	0.9	**CB50**
7	406.7	75.7	0.8	**CB50**
n_1 = 1400 min^{-1}				
32	44.3	28.3	2.1	**CB40**
29	48.3	32.1	3.1	**CB50**
28	50.5	32.2	1.8	**CB40**
27	52.1	34.7	2.9	**CB50**

0.13 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 1400 min^{-1}				
24	58.2	37.2	1.6	**CB40**
23	61.0	40.6	2.5	**CB50**
21	68.0	43.4	1.4	**CB40**
20	69.6	45.7	4.5	**CB70**
19	73.3	41.0	2.4	**CB50**
17	82.6	46.1	4.4	**CB70**
17	82.7	44.0	1.3	**CB40**
16	90.2	50.4	2.0	**CB50**
14	97.2	54.3	1.8	**CB50**
13	108.7	57.8	1.0	**CB40**
13	110.3	61.6	3.3	**CB70**
12	113.9	63.6	1.6	**CB50**
11	126.9	67.5	0.9	**CB40**
11	130	72.6	2.8	**CB70**
8	166.1	81.0	2.8	**CB70**
8	170.1	81.5	1.2	**CB50**
7	199.3	95.4	1.0	**CB50**
6	225.4	113.9	3.4	**CB85**
6	227.5	111.0	2.0	**CB70**
5	286.4	109.2	2.6	**CB85**
5	295	109.9	1.5	**CB70**
4	338.9	126.2	1.3	**CB70**
4	342.1	130.4	2.2	**CB85**
4	393.8	146.7	1.1	**CB70**
4	394.1	150.3	1.9	**CB85**
3	460	175.4	1.6	**CB85**
3	464.3	172.9	1.0	**CB70**
n_1 = 900 min^{-1}				
20	44.3	44.0	1.3	**CB40**
19	48.3	48.6	2.1	**CB50**
18	50.5	47.4	1.3	**CB40**
17	52.1	52.5	1.9	**CB50**
15	58.2	54.6	1.1	**CB40**
15	59.1	57.9	4.5	**CB70**
15	61.0	61.4	1.6	**CB50**
13	68.0	63.8	0.9	**CB40**
13	69.6	68.2	3.9	**CB70**
12	73.3	63.7	1.6	**CB50**
11	82.6	71.8	3.5	**CB70**
11	82.7	68.4	0.9	**CB40**
10	90.2	72.2	1.4	**CB50**
9	97.2	77.8	1.3	**CB50**
8	110.3	88.2	2.9	**CB70**
8	113.9	91.1	1.1	**CB50**
7	128.8	103.1	4.5	**CB85**

4.8 Prestazioni motoriduttori CB

4.8 CB Gearmotors performances

4.8 Leistungen der CB Getriebemotoren

0.13 kW

n_1 = 900 min^{-1}

n_2 min^{-1}	ir	T2 Nm	FS'	CB
7	130	104.0	2.4	**CB70**
5	166.1	112.3	2.5	**CB70**
5	167.6	117.9	3.9	**CB85**
5	170.1	115.0	0.9	**CB50**
4	225.4	158.6	2.9	**CB85**
4	227.5	153.8	1.8	**CB70**
3	286.4	169.9	1.9	**CB85**
3	295	170.9	1.1	**CB70**
3	338.9	168.3	1.1	**CB70**
3	342.1	179.3	1.8	**CB85**
2	393.8	195.6	0.9	**CB70**
2	394.1	206.6	1.6	**CB85**
2	460	241.1	1.4	**CB85**
2	464.3	230.6	0.8	**CB70**

0.18 kW

n_1 = 2800 min^{-1}

n_2 min^{-1}	ir	T2 Nm	FS'	CB
63	44.3	20.1	2.4	**CB40**
58	48.3	22.8	3.9	**CB50**
55	50.5	22.9	2.1	**CB40**
54	52.1	24.6	3.6	**CB50**
48	58.2	26.4	2.0	**CB40**
46	61.0	28.8	3.3	**CB50**
41	68.0	30.9	1.7	**CB40**
38	73.3	29.7	3.1	**CB50**
34	82.7	32.0	1.6	**CB40**
31	90.2	36.5	2.5	**CB50**
29	97.2	39.4	2.3	**CB50**
26	108.7	41.4	1.3	**CB40**
25	110.3	44.7	4.0	**CB70**
25	113.9	45.5	2.1	**CB50**
22	126.9	48.3	1.1	**CB40**
22	130	52.7	3.4	**CB70**
17	165.1	52.7	0.8	**CB40**
17	166.1	60.2	3.2	**CB70**
16	170.1	60.6	1.4	**CB50**
14	199.3	69.7	1.2	**CB50**
12	225.4	83.0	4.2	**CB85**
12	227.5	79.6	2.5	**CB70**
11	261.9	69.1	0.9	**CB50**
10	286.4	86.2	2.8	**CB85**
9	295	83.3	1.7	**CB70**
8	338.9	95.7	1.5	**CB70**

0.18 kW

n_1 = 2800 min^{-1}

n_2 min^{-1}	ir	T2 Nm	FS'	CB
8	342.1	102.9	2.4	**CB85**
7	393.8	108.8	1.4	**CB70**
7	394.1	113.7	2.2	**CB85**
6	460	132.7	1.9	**CB85**
6	464.3	128.3	1.2	**CB70**

n_1 = 1400 min^{-1}

n_2 min^{-1}	ir	T2 Nm	FS'	CB
32	44.3	39.2	1.5	**CB40**
29	48.3	44.5	2.2	**CB50**
28	50.5	44.6	1.3	**CB40**
28	50.8	46.2	4.4	**CB70**
27	52.1	48.0	2.1	**CB50**
24	58.2	51.5	1.1	**CB40**
24	59.1	53.7	3.8	**CB70**
23	61.0	56.2	1.8	**CB50**
21	68.0	60.1	1.0	**CB40**
20	69.6	63.2	3.2	**CB70**
19	73.3	56.7	1.8	**CB50**
17	82.6	63.9	3.2	**CB70**
17	82.7	60.9	1.0	**CB40**
16	90.2	69.8	1.4	**CB50**
14	97.2	75.2	1.3	**CB50**
13	110.3	85.3	2.4	**CB70**
12	113.9	88.1	1.1	**CB50**
11	128.8	101.2	3.8	**CB85**
11	130.0	100.6	2.0	**CB70**
8	166.1	112.2	2.0	**CB70**
8	167.6	117.3	3.3	**CB85**
8	170.1	112.8	0.9	**CB50**
6	225.4	157.8	2.5	**CB85**
6	227.5	153.6	1.5	**CB70**
5	286.4	151.2	1.9	**CB85**
5	295.0	152.1	1.1	**CB70**
4	338.9	174.8	0.9	**CB70**
4	342.1	180.6	1.6	**CB85**
4	393.8	203.1	0.8	**CB70**
4	394.1	208.1	1.4	**CB85**
3	460	242.9	1.2	**CB85**

n_1 = 900 min^{-1}

n_2 min^{-1}	ir	T2 Nm	FS'	CB
21	43.0	61.6	6.5	**CB85**
20	44.3	62.6	3.3	**CB70**
19	48.3	67.3	1.5	**CB50**
18	50.8	68.9	3.8	**CB70**

0.18 kW

n_1 = 900 min^{-1}

n_2 min^{-1}	ir	T2 Nm	FS'	CB
17	52.1	72.6	1.4	**CB50**
15	59.1	80.1	3.3	**CB70**
15	61.0	85.1	1.2	**CB50**
13	69.6	94.4	2.8	**CB70**
12	73.3	88.2	1.1	**CB50**
11	82.6	99.4	2.6	**CB70**
10	90.2	99.9	1.0	**CB50**
9	97.2	107.7	0.9	**CB50**
8	110.3	122.2	2.1	**CB70**
8	110.4	122.3	3.8	**CB85**
8	113.9	126.2	0.8	**CB50**
7	128.8	142.7	3.2	**CB85**
7	130.0	144.0	1.8	**CB70**
5	166.1	155.5	1.8	**CB70**
5	167.6	163.3	2.8	**CB85**
4	225.4	219.6	2.1	**CB85**
4	227.5	212.9	1.3	**CB70**
3	286.4	235.2	1.4	**CB85**
3	295.0	236.6	0.8	**CB70**
3	338.9	233.0	0.8	**CB70**
3	342.1	248.3	1.3	**CB85**

0.25 kW

n_1 = 2800 min^{-1}

n_2 min^{-1}	ir	T2 Nm	FS'	CB
63	44.3	28.0	1.8	**CB40**
58	48.3	31.7	2.8	**CB50**
55	50.5	31.9	1.5	**CB40**
54	52.1	34.2	2.6	**CB50**
48	58.2	36.7	1.4	**CB40**
47	59.1	38.3	4.7	**CB70**
46	61.0	40.1	2.3	**CB50**
41	68.0	42.9	1.2	**CB40**
40	69.6	45.1	4.0	**CB70**
38	73.3	41.3	2.2	**CB50**
34	82.6	47.2	3.6	**CB70**
34	82.7	44.4	1.1	**CB40**
31	90.2	50.8	1.8	**CB50**
29	97.2	54.7	1.7	**CB50**
26	108.7	57.5	0.9	**CB40**
25	110.3	62.1	2.9	**CB70**
25	113.9	63.1	1.5	**CB50**
22	126.9	67.1	0.8	**CB40**

4.8 Prestazioni motoriduttori CB

4.8 CB Gearmotors performances

4.8 Leistungen der CB Getriebemotoren

0.25 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 2800 min-1				
22	130.0	73.2	2.5	CB70
17	166.1	83.6	2.3	CB70
17	167.6	87.2	3.8	CB85
16	170.1	84.1	1.0	CB50
14	199.3	96.9	0.9	CB50
12	225.4	115.3	3.0	CB85
12	227.5	110.6	1.8	CB70
10	286.4	119.7	2.0	CB85
9	295	115.7	1.2	CB70
8	338.9	132.9	1.1	CB70
8	342.1	142.9	1.7	CB85
7	393.8	151.1	1.0	CB70
7	394.1	157.9	1.6	CB85
6	460.0	184.3	1.4	CB85
6	464.3	178.2	0.8	CB70
n_1 = 1400 min-1				
32	44.3	55.9	3.7	CB70
29	48.3	61.8	1.6	CB50
28	50.8	64.1	3.2	CB70
27	52.1	66.6	1.5	CB50
24	59.1	74.6	2.7	CB70
23	61.0	78.0	1.3	CB50
20	69.0	88.3	4.6	CB85
20	69.6	87.8	2.3	CB70
19	73.3	78.8	1.3	CB50
17	80.2	87.5	4.4	CB85
17	82.6	88.7	2.3	CB70
16	90.2	96.9	1.0	CB50
14	97.2	104.4	1.0	CB50
13	110.3	118.5	1.7	CB70
13	110.4	120.5	3.2	CB85
12	113.9	122.4	0.8	CB50
11	128.8	140.6	2.7	CB85
11	130	139.7	1.4	CB70
8	166.1	155.8	1.4	CB70
8	167.6	162.9	2.4	CB85
6	225.4	219.1	1.8	CB85
6	227.5	213.4	1.0	CB70
5	286.4	210.0	1.3	CB85
5	295	211.3	0.8	CB70
4	342.1	250.9	1.1	CB85
4	394.1	289.0	1.0	CB85
3	460	337.3	0.8	CB85

0.25 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 900 min-1				
21	43.0	85.6	4.7	CB85
20	44.3	87.0	2.4	CB70
19	48.3	93.5	1.1	CB50
18	50.8	95.7	2.7	CB70
17	52.1	100.9	1.0	CB50
15	59.1	111.3	2.4	CB70
15	59.1	112.9	4.1	CB85
15	61.0	118.1	0.8	CB50
13	69.0	131.8	3.5	CB85
13	69.6	131.1	2.0	CB70
12	73.3	122.5	0.8	CB50
11	80.2	136.2	3.4	CB85
11	82.6	138.0	1.8	CB70
8	110.3	169.7	1.5	CB70
8	110.4	169.9	2.7	CB85
7	128.8	198.2	2.3	CB85
7	130.0	200.0	1.3	CB70
5	166.1	215.9	1.3	CB70
5	167.6	226.7	2.0	CB85
4	225.4	304.9	1.5	CB85
4	227.5	295.7	0.9	CB70
3	286.4	326.7	1.0	CB85
3	342.1	344.9	0.9	CB85
2	394.1	397.3	0.8	CB85

0.37 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 2800 min-1				
63	44.3	42.5	4.0	CB70
58	48.3	46.9	1.9	CB50
55	50.8	48.7	3.5	CB70
54	52.1	50.6	1.8	CB50
47	59.1	56.7	3.2	CB70
46	61.0	59.3	1.6	CB50
40	69.6	66.8	2.7	CB70
38	73.3	61.1	1.5	CB50
34	82.6	69.8	2.4	CB70
31	90.2	75.1	1.2	CB50
29	97.2	81.0	1.1	CB50
25	110.3	91.9	2.0	CB70
25	110.4	93.3	3.6	CB85
25	113.9	93.4	1.0	CB50
22	128.8	108.9	3.1	CB85
22	130	108.3	1.7	CB70

0.37 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 2800 min-1				
17	166.1	123.7	1.5	CB70
17	167.6	129.0	2.6	CB85
12	225.4	170.7	2.0	CB85
12	227.5	163.6	1.2	CB70
10	286.4	177.1	1.4	CB85
9	295	171.2	0.8	CB70
8	342.1	211.5	1.1	CB85
7	394.1	233.7	1.1	CB85
6	460	272.8	0.9	CB85
n_1 = 1400 min-1				
33	43.0	81.4	5.0	CB85
32	44.3	82.7	2.5	CB70
29	48.3	91.4	1.1	CB50
28	50.8	94.9	2.2	CB70
27	51.3	97.1	4.2	CB85
27	52.1	98.6	1.0	CB50
24	59.1	110.4	1.9	CB70
24	59.1	111.9	3.6	CB85
23	61.0	115.5	0.9	CB50
20	69.0	130.6	3.1	CB85
20	69.6	130.0	1.6	CB70
19	73.3	116.6	0.9	CB50
17	80.2	129.5	2.9	CB85
17	82.6	131.3	1.5	CB70
13	110.3	175.4	1.2	CB70
13	110.4	178.3	2.1	CB85
11	128.8	208.1	1.8	CB85
11	130	206.7	1.0	CB70
8	166.1	230.6	1.0	CB70
8	167.6	241.1	1.6	CB85
6	225.4	324.3	1.2	CB85
5	286.4	310.8	0.9	CB85
4	342.1	371.3	0.8	CB85
n_1 = 900 min-1				
21	43.0	126.6	3.2	CB85
20	44.3	128.7	1.6	CB70
18	50.8	141.6	1.9	CB70
18	51.3	145.0	3.2	CB85
15	59.1	164.7	1.6	CB70
15	59.1	167.1	2.8	CB85
13	69.0	195.0	2.4	CB85
13	69.6	194.0	1.4	CB70

4.8 Prestazioni motoriduttori CB

4.8 CB Gearmotors performances

4.8 Leistungen der CB Getriebemotoren

0.37 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 900 min-1				
11	80.2	201.5	2.3	**CB85**
11	80.2	214.1	4.5	**CB110**
11	82.6	204.3	1.2	**CB70**
8	110.3	251.2	1.0	**CB70**
8	110.4	251.4	1.8	**CB85**
8	110.4	268.7	3.6	**CB110**
7	128.8	293.3	1.6	**CB85**
7	128.8	313.5	3.1	**CB110**
7	130.0	296.0	0.9	**CB70**
5	166.1	319.5	0.9	**CB70**
5	167.6	335.6	1.4	**CB85**
5	167.6	361.9	2.7	**CB110**
4	225.4	451.3	1.0	**CB85**
4	225.4	486.7	2.0	**CB110**
3	286.4	539.7	1.2	**CB110**
3	342.1	550.7	1.2	**CB110**
2	394.1	634.4	1.0	**CB110**
2	460	740.5	0.9	**CB110**

0.55 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 2800 min-1				
63	44.3	63.2	2.7	**CB70**
58	48.3	69.8	1.3	**CB50**
55	50.8	72.4	2.3	**CB70**
55	51.3	74.1	4.5	**CB85**
54	52.1	75.3	1.2	**CB50**
47	59.1	84.3	2.1	**CB70**
47	59.1	85.4	4.1	**CB85**
46	61.0	88.1	1.1	**CB50**
41	69.0	99.7	3.6	**CB85**
40	69.6	99.2	1.8	**CB70**
38	73.3	90.8	1.0	**CB50**
35	80.2	102.3	3.3	**CB85**
34	82.6	103.8	1.6	**CB70**
31	90.2	111.7	0.8	**CB50**
29	97.2	120.3	0.8	**CB50**
25	110.3	136.6	1.3	**CB70**
25	110.4	138.8	2.4	**CB85**
22	128.8	161.9	2.1	**CB85**
22	130.0	161.0	1.1	**CB70**
17	166.1	183.8	1.0	**CB70**
17	167.6	191.8	1.7	**CB85**

0.55 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 2800 min-1				
12	225.4	253.7	1.4	**CB85**
12	227.5	243.3	0.8	**CB70**
10	286.4	263.3	0.9	**CB85**
8	342.1	314.5	0.8	**CB85**
n_1 = 1400 min-1				
33	43.0	121.0	3.3	**CB85**
32	44.3	123.0	1.7	**CB70**
28	50.8	141.0	1.5	**CB70**
27	51.3	144.3	2.8	**CB85**
24	59.1	164.1	1.2	**CB70**
24	59.1	166.3	2.4	**CB85**
20	69.0	194.2	2.1	**CB85**
20	69.0	196.7	3.9	**CB110**
20	69.6	193.2	1.1	**CB70**
17	80.2	192.6	2.0	**CB85**
17	80.2	204.6	3.9	**CB110**
17	82.6	195.2	1.0	**CB70**
13	110.3	260.7	0.8	**CB70**
13	110.4	265.1	1.4	**CB85**
13	110.4	281.7	2.8	**CB110**
11	128.8	309.3	1.2	**CB85**
11	128.8	328.6	2.4	**CB110**
8	167.6	358.4	1.1	**CB85**
8	167.6	383.6	2.0	**CB110**
6	225.4	482.0	0.8	**CB85**
6	225.4	515.8	1.5	**CB110**
5	286.4	515.8	1.1	**CB110**
4	342.1	616.1	0.9	**CB110**
4	394.1	709.7	0.8	**CB110**
n_1 = 900 min-1				
21	43.0	188.2	2.1	**CB85**
21	43.0	190.7	4.0	**CB110**
20	44.3	191.3	1.1	**CB70**
18	50.8	210.5	1.2	**CB70**
18	51.3	215.6	2.1	**CB85**
18	51.3	218.6	4.4	**CB110**
15	59.1	244.9	1.1	**CB70**
15	59.1	248.3	1.9	**CB85**
15	59.1	251.8	3.8	**CB110**
13	69.0	289.9	1.6	**CB85**
13	69.0	294.0	3.3	**CB110**
13	69.6	288.4	0.9	**CB70**
11	80.2	299.6	1.5	**CB85**

0.55 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 900 min-1				
11	80.2	318.3	3.0	**CB110**
11	82.6	303.7	0.8	**CB70**
8	110.4	373.7	1.2	**CB85**
8	110.4	399.5	2.4	**CB110**
7	128.8	436.0	1.1	**CB85**
7	128.8	466.0	2.1	**CB110**
5	167.6	498.8	0.9	**CB85**
5	167.6	538.0	1.8	**CB110**
4	225.4	723.5	1.3	**CB110**
3	286.4	802.3	0.8	**CB110**
3	342.1	818.6	0.8	**CB110**

0.75 kW

n2 min-1	ir	T2 Nm	FS'	CB
n_1 = 2800 min-1				
65	43.0	84.7	3.9	**CB85**
63	44.3	86.1	2.0	**CB70**
58	48.3	95.1	0.9	**CB50**
55	50.8	98.8	1.7	**CB70**
55	51.3	101.0	3.3	**CB85**
54	52.1	102.6	0.9	**CB50**
47	59.1	114.9	1.6	**CB70**
47	59.1	116.4	3.0	**CB85**
46	61.0	120.2	0.8	**CB50**
41	69.0	135.9	2.6	**CB85**
40	69.6	135.3	1.3	**CB70**
35	80.2	139.5	2.4	**CB85**
34	82.6	141.6	1.2	**CB70**
25	110.3	186.2	1.0	**CB70**
25	110.4	189.2	1.8	**CB85**
25	110.4	200.5	3.5	**CB110**
22	128.8	220.7	1.5	**CB85**
22	128.8	233.9	2.9	**CB110**
22	130.0	219.5	0.8	**CB70**
17	166.1	250.7	0.8	**CB70**
17	167.6	261.5	1.3	**CB85**
17	167.6	278.7	2.5	**CB110**
12	225.4	345.9	1.0	**CB85**
12	225.4	369.0	1.4	**CB110**
10	286.4	381.0	1.3	**CB110**
8	342.1	455.1	1.1	**CB110**
7	394.1	514.1	1.0	**CB110**
6	460.0	600.1	0.9	**CB110**

4.8 Prestazioni motoriduttori CB

4.8 CB Gearmotors performances

4.8 Leistungen der CB Getriebemotoren

0.75 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 1400 min^{-1}				
33	43.0	165.0	2.4	CB85
32	44.3	167.7	1.2	CB70
28	50.8	192.3	1.1	CB70
27	51.3	196.8	2.0	CB85
27	51.3	199.5	3.9	CB110
24	59.1	223.7	0.9	CB70
24	59.1	226.8	1.8	CB85
24	59.1	229.8	3.3	CB110
20	69.0	264.8	1.5	CB85
20	69.0	268.3	2.9	CB110
20	69.6	263.5	0.8	CB70
17	80.2	262.6	1.5	CB85
17	80.2	279.0	2.9	CB110
17	82.6	266.2	0.8	CB70
13	110.4	361.5	1.1	CB85
13	110.4	384.1	2.1	CB110
11	128.8	421.7	0.9	CB85
11	128.8	448.1	1.8	CB110
8	167.6	488.7	0.8	CB85
8	167.6	523.0	1.5	CB110
6	225.4	703.4	1.1	CB110
5	286.4	703.3	0.8	CB110
n_1 = 900 min^{-1}				
21	43.0	256.7	1.6	CB85
21	43.0	260.1	3.0	CB110
20	44.3	260.9	0.8	CB70
18	50.8	287.0	0.9	CB70
18	51.3	293.9	1.6	CB85
18	51.3	298.0	3.2	CB110
15	59.1	333.9	0.8	CB70
15	59.1	338.6	1.4	CB85
15	59.1	343.3	2.8	CB110
13	69.0	395.4	1.2	CB85
13	69.0	400.9	2.4	CB110
11	80.2	408.5	1.1	CB85
11	80.2	434.0	2.2	CB110
8	110.4	509.6	0.9	CB85
8	110.4	544.7	1.8	CB110
7	128.8	594.5	0.8	CB85
7	128.8	635.5	1.5	CB110
5	167.6	733.6	1.3	CB110
4	225.4	986.6	1.0	CB110

0.95 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 2800 min^{-1}				
65	43.0	107.3	3.1	CB85
63	44.3	109.1	1.6	CB70
55	50.8	125.1	1.4	CB70
55	51.3	128.0	2.6	CB85
47	59.1	145.5	1.2	CB70
47	59.1	147.5	2.4	CB85
41	69.0	172.2	2.1	CB85
41	69.0	174.4	3.8	CB110
40	69.6	171.4	1.1	CB70
35	80.2	176.7	1.9	CB85
35	80.2	184.5	3.8	CB110
34	82.6	179.3	0.9	CB70
25	110.3	235.9	0.8	CB70
25	110.4	239.7	1.4	CB85
25	110.4	254.0	2.8	CB110
22	128.8	279.6	1.2	CB85
22	128.8	296.3	2.3	CB110
17	167.6	331.3	1.0	CB85
17	167.6	353.0	2.0	CB110
12	225.4	438.2	0.8	CB85
12	225.4	467.4	1.1	CB110
10	286.4	482.6	1.0	CB110
8	342.1	576.4	0.9	CB110
7	394.1	651.2	0.8	CB110
n_1 = 1400 min^{-1}				
33	43.0	209.0	1.9	CB85
33	43.0	211.8	3.6	CB110
32	44.3	212.4	1.0	CB70
28	50.8	243.6	0.8	CB70
27	51.3	249.3	1.6	CB85
27	51.3	252.7	3.0	CB110
24	59.1	287.2	1.4	CB85
24	59.1	291.1	2.6	CB110
20	69.0	335.4	1.2	CB85
20	69.0	339.8	2.3	CB110
17	80.2	332.6	1.1	CB85
17	80.2	353.4	2.3	CB110
13	110.4	457.9	0.8	CB85
13	110.4	486.5	1.6	CB110
11	128.8	567.6	1.4	CB110
8	167.6	662.5	1.2	CB110
6	225.4	891.0	0.9	CB110

0.95 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 900 min^{-1}				
21	43.0	325.1	1.2	CB85
21	43.0	329.4	2.3	CB110
18	51.3	372.3	1.2	CB85
18	51.3	377.5	2.5	CB110
15	59.1	428.9	1.1	CB85
15	59.1	434.9	2.2	CB110
13	69.0	500.8	0.9	CB85
13	69.0	507.8	1.9	CB110
11	80.2	517.4	0.9	CB85
11	80.2	549.8	1.7	CB110
8	110.4	690.0	1.4	CB110
7	128.8	805.0	1.2	CB110
5	167.6	929.2	1.1	CB110
4	225.4	1249.7	0.8	CB110

1.1 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 2800 min^{-1}				
65	43.0	124.2	2.7	CB85
63	44.3	126.3	1.3	CB70
55	50.8	144.8	1.2	CB70
55	51.3	148.2	2.2	CB85
55	51.3	150.1	4.2	CB110
47	59.1	168.5	1.1	CB70
47	59.1	170.7	2.1	CB85
47	59.1	172.9	3.9	CB110
41	69.0	199.3	1.8	CB85
41	69.0	201.9	3.3	CB110
40	69.6	198.5	0.9	CB70
35	80.2	204.6	1.7	CB85
35	80.2	213.6	3.3	CB110
34	82.6	207.6	0.8	CB70
25	110.4	277.5	1.2	CB85
25	110.4	294.1	2.4	CB110
22	128.8	323.8	1.0	CB85
22	128.8	343.1	1.9	CB110
17	167.6	383.6	0.9	CB85
17	167.6	408.7	1.7	CB110
12	225.4	541.2	0.9	CB110
10	286.4	558.7	0.9	CB110
8	342.1	667.4	0.8	CB110

4.8 Prestazioni motoriduttori CB

4.8 CB Gearmotors performances

4.8 Leistungen der CB Getriebemotoren

1.1 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 1400 min^{-1}				
33	43.0	242.0	1.7	CB85
33	43.0	245.2	3.1	CB110
32	44.3	246.0	0.8	CB70
27	51.3	288.7	1.4	CB85
27	51.3	292.5	2.6	CB110
24	59.1	332.6	1.2	CB85
24	59.1	337.0	2.3	CB110
20	69.0	388.3	1.0	CB85
20	69.0	393.5	2.0	CB110
17	80.2	385.1	1.0	CB85
17	80.2	409.2	1.9	CB110
13	110.4	563.3	1.4	CB110
11	128.8	657.2	1.2	CB110
8	167.6	767.1	1.0	CB110
6	225.4	1031.7	0.8	CB110
n_1 = 900 min^{-1}				
21	43.0	376.4	1.1	CB85
21	43.0	381.4	2.0	CB110
18	51.3	431.1	1.1	CB85
18	51.3	437.1	2.2	CB110
15	59.1	496.7	0.9	CB85
15	59.1	503.6	1.9	CB110
13	69.0	579.9	0.8	CB85
13	69.0	587.9	1.6	CB110
11	80.2	599.1	0.8	CB85
11	80.2	636.6	1.5	CB110
8	110.4	798.9	1.2	CB110
7	128.8	932.1	1.0	CB110
5	167.6	1075.9	0.9	CB110

1.5 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 2800 min^{-1}				
65	43.0	169.4	2.0	CB85
65	43.0	171.6	3.7	CB110
63	44.3	172.2	1.0	CB70
55	50.8	197.5	0.9	CB70
55	51.3	202.1	1.6	CB85
55	51.3	204.7	3.1	CB110
47	59.1	229.8	0.8	CB70
47	59.1	232.8	1.5	CB85
47	59.1	235.8	2.9	CB110
35	80.2	409.2	0.8	CB85 *
65	43.0	251.7	2.5	CB110
55	51.3	300.2	2.1	CB110
47	59.1	345.9	1.9	CB110
41	69.0	403.8	1.6	CB110
35	80.2	427.3	1.7	CB110
25	110.4	588.2	1.2	CB110
22	128.8	686.2	1.0	CB110
17	167.6	817.4	0.9	CB110
n_1 = 1400 min^{-1}				
33	43.0	330.0	1.2	CB85
33	43.0	334.4	2.3	CB110
27	51.3	393.7	1.0	CB85
27	51.3	398.9	1.9	CB110
24	59.1	453.5	0.9	CB85
24	59.1	459.6	1.7	CB110
20	69.0	529.5	0.8	CB85
20	69.0	536.6	1.4	CB110
17	80.2	558.0	1.4	CB110
13	110.4	768.1	1.0	CB110
11	128.8	896.2	0.9	CB110
8	167.6	1046.1	0.8	CB110
n_1 = 900 min^{-1}				
21	43.0	520.2	1.5	CB110
18	51.3	596.1	1.6	CB110
15	59.1	686.7	1.4	CB110
13	69.0	801.7	1.2	CB110
11	80.2	868.0	1.1	CB110
8	110.4	1089.5	0.9	CB110
7	128.8	1271.0	0.8	CB110

1.8 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 1400 min^{-1}				
33	43.0	396.0	1.0	CB85
33	43.0	401.3	1.9	CB110
27	51.3	472.4	0.9	CB85
27	51.3	478.7	1.6	CB110
24	59.1	551.5	1.4	CB110
20	69.0	643.9	1.2	CB110
17	80.2	669.6	1.2	CB110
13	110.4	921.8	0.9	CB110

2.2 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 2800 min^{-1}				
65	43.0	248.4	1.3	CB85
55	51.3	296.4	1.1	CB85
47	59.1	341.5	1.0	CB85
41	69.0	398.7	0.9	CB85
n_1 = 1400 min^{-1}				
33	43.0	490.4	1.6	CB110
27	51.3	585.1	1.3	CB110
24	59.1	674.1	1.1	CB110
20	69.0	787.0	1.0	CB110
17	80.2	818.4	1.0	CB110
n_1 = 900 min^{-1}				
21	43.0	762.9	1.0	CB110
18	51.3	874.2	1.1	CB110
15	59.1	1007.1	1.0	CB110
13	69.0	1175.9	0.8	CB110
11	80.2	1273.1	0.8	CB110

3 kW

n_2 min^{-1}	ir	T2 Nm	FS'	CB
n_1 = 2800 min^{-1}				
65	43.0	343.2	1.8	CB110
55	51.3	409.4	1.5	CB110
47	59.1	471.7	1.4	CB110
41	69.0	550.7	1.2	CB110
35	80.2	582.6	1.2	CB110
25	110.4	802.0	0.9	CB110
n_1 = 1400 min^{-1}				
33	43.0	668.8	1.1	CB110
27	51.3	797.9	1.0	CB110
24	59.1	919.2	0.8	CB110

4.8 Prestazioni motoriduttori CB

4.8 CB Gearmotors performances

4.8 Leistungen der CB Getriebemotoren

n_2 min^{-1}	ir	T2 Nm	FS'	CB
4 kW				
n_1 = **2800** min^{-1}				
65	43.0	457.6	1.4	**CB110**
55	51.3	545.9	1.2	**CB110**
47	59.1	628.9	1.1	**CB110**
41	69.0	734.3	0.9	**CB110**
35	80.2	776.9	0.9	**CB110 ***
n_1 = **1400** min^{-1}				
33	43.0	891.7	0.9	**CB110 ***

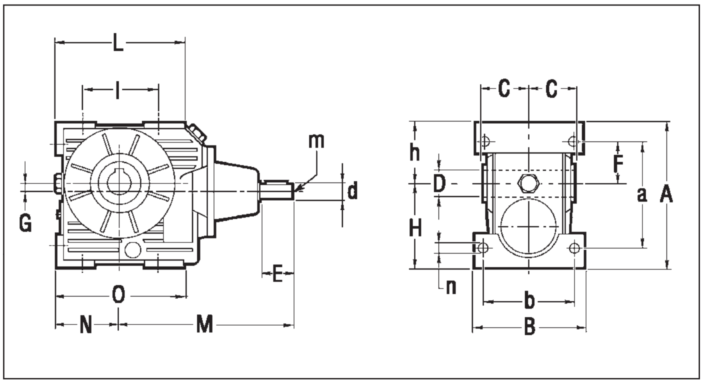
N.B.:
Tutte le potenze indicate si riferiscono alla potenza meccanica dei riduttori.
Per i riduttori contrassegnati con **(*)** è opportuno effettuare la verifica della potenza limite termico secondo le indicazioni riportate nel par. 1.7

NOTE.
The indicated power is based on the mechanical capacities of the gearboxes.
For the gearboxes marked with (*) it is aslo necessary to obey the therminal capacity like shown on chapter 1.7.

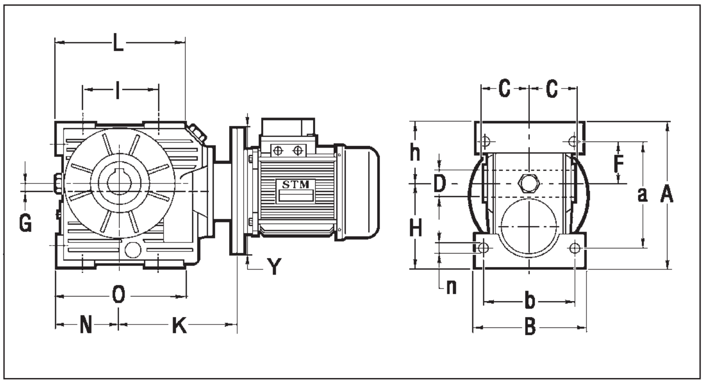
HINWEIS.
Die Leistungsangaben beziehen sich auf die mecanische Belasbarkeit der Getriebe.
Bei den mit (*) gekennzeichneten Getrieben ist außerdem die thermische Leistungsgrenze zu beachten (s. Kap. 1.7).

4.9 Dimensioni — *4.9 Dimensions* — 4.9 Abmessungen

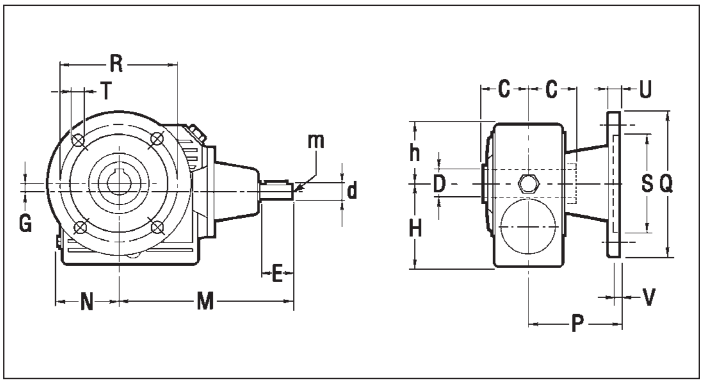
CR



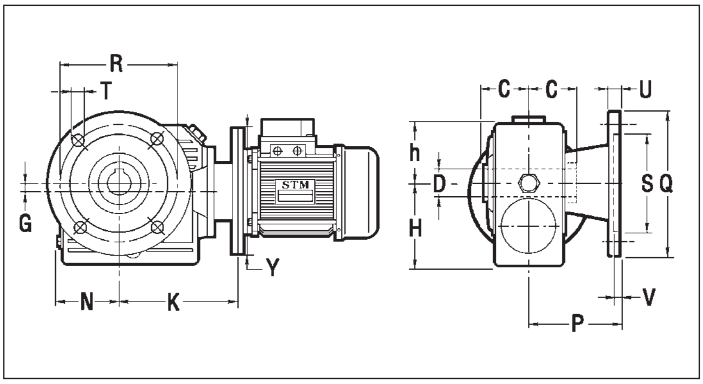
CB



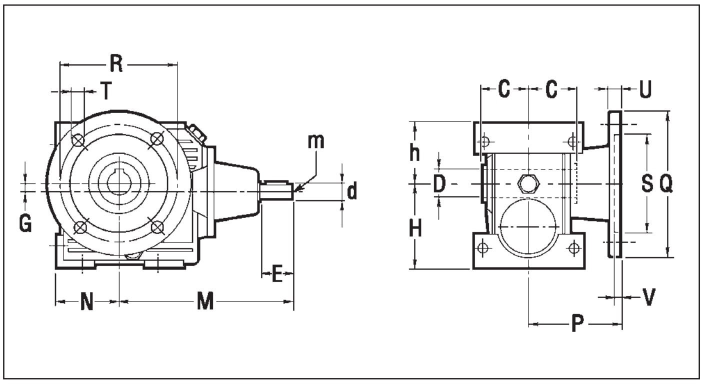
CRF



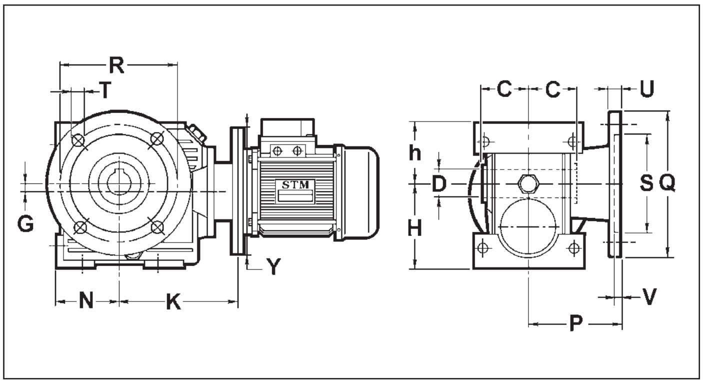
CBF



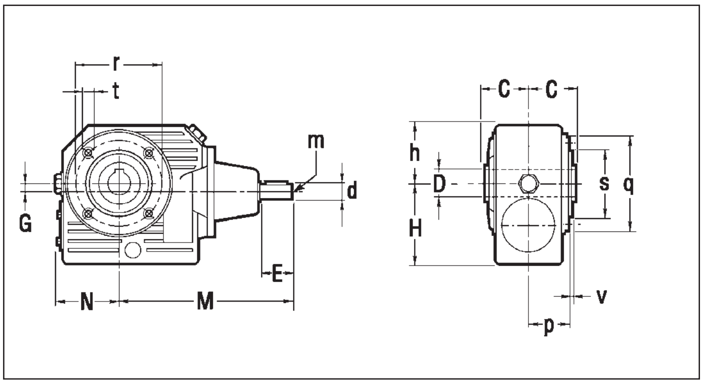
CR/F



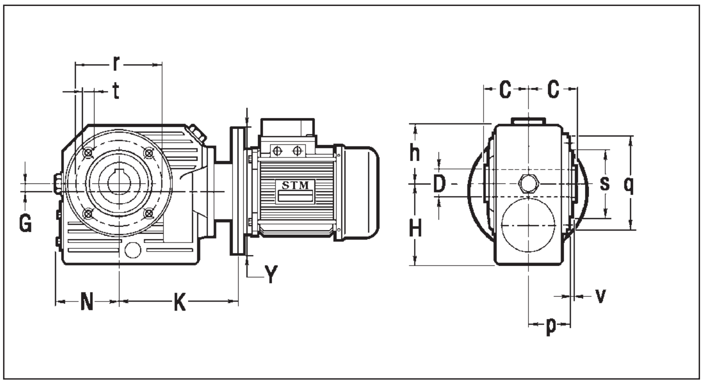
CB/F



CRP



CBP



4.9 Dimensioni

4.9 Dimensions

4.9 Abmessungen

CR CB	A	a	B	b	C	D H7	d J6	E	F	G	H	h	I	L	M	m	N	n	O
40	135	100	102	84	41	19 (18)	14	30	40	7	78	57	70	117	160	M6	59	7	117
50	166	120	120	99	49	24 (25)	19	40	46	9	97	69	85	130	183	M8	69	9	130
70	215	160	140	116	60	28	24	50	61	17.5	127	88	120	186	238	M8	93	11	193
85	252	188	170	140	61	32 (35)	28	60	74	29	145	107	140	221	273	M8	116	13	231
110	330	244	200	162	77.5	42	32	70	97	43	190	140	200	277	336	M10	142	14	282

CR CB	P	Q	R	S H8	T	U	V	p	q	r	s h8	t	v
40	82	140	115	95	8.5	9	5	38	95	83	60	M6	2
50	91.5	160	130	110	10	10	5	49	105	85	70	M8	2.5
70	111	200	165^{0}_{+11}	130	13	11	5	57	120	100	80	M8	5
85	100	200	165	130	13	12	5	56.5	144	130	110	M10	3.5
110	150	250	215	180	15	16	5	74	200	165	130	M12	3

	CB									
	40		**50**		**70**		**85**		**110**	
	Y	**K**	**Y**	**K**	**Y**	**K**	**Y**	**K**	**Y**	**K**
B5	120	108	120	133	140	153	140	173	200	229
	140	108	140	133	160	153	160	173	250	239
	—	—	160	133	200	165	200	193	—	—

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

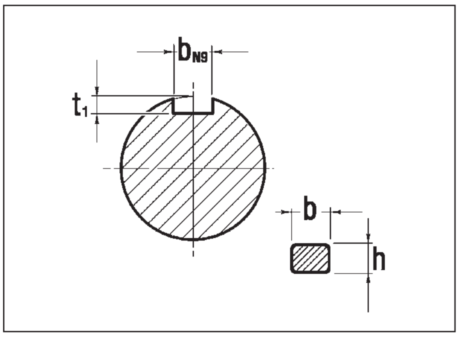
NOTE.
In sizes 40, 50, 70 the FL version is obtained by applying a modular flange onto the shaft mounted flange on the PP version.

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

Linguette

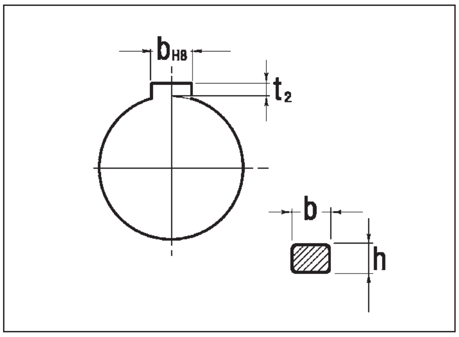
Keys

Federn



Albero entrata
Input shaft
Antriebswelle

d	b x h	t_1	
14	5 x 5	3.0	+ 0.1 0
19	6 x 6	3.5	
24	8 x 7	4.0	+ 0.2 0
28	8 x 7	4.0	
32	10 x 8	5.0	

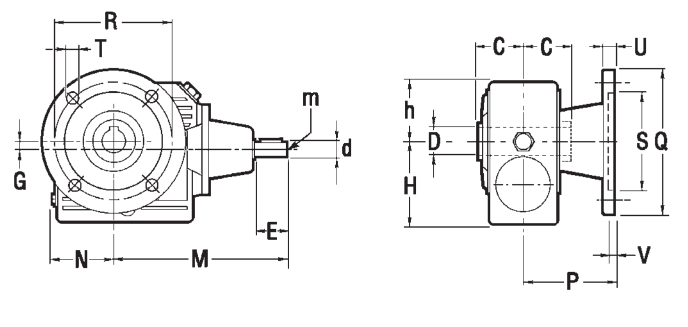


Albero uscita
Output shaft
Abtriebswelle

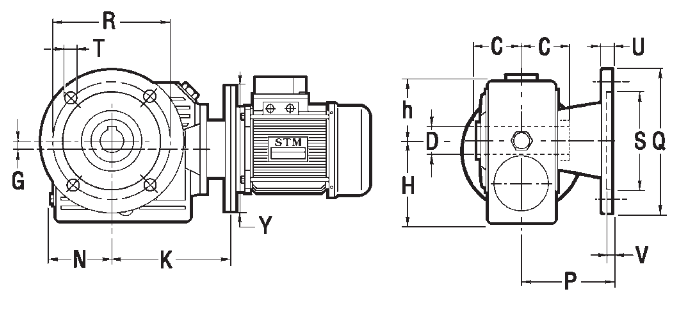
D	b x h	t_2	
19	6 x 6	2.8	+ 0.1 0
24	8 x 7	3.3	+0.2 0
28	8 x 7	3.3	
32	10 x 8	3.3	
42	12 x 8	3.3	

4.9 Dimensioni — *4.9 Dimensions* — 4.9 Abmessungen

CRF (F1, F2, F3)



CBF (F1, F2, F3)



	CR - CB													
	40		50			70			85			110		
	F1	F2	F1	F2	F3	F1°	F2°	F3	F1	F2	F3	F1	F2	F3
P	69	62	93	73	81	116	85	101	141	120	91	115	132	178
Q	106	120	125	125	140	175	175	160	200	210	160	200	270	270
R	87	100	90	100	115	150	150	130	165	176	130	165	230	230
S (H8)	60	80	70^{0}_{+9}	70	95	115	115	110	130	152	110	130	170	170
T	8.5	9	10.5	9	9	11	11	11	13	13	11.5	13	13.5	13.5
U	9	9	10	9	9	10	10	11	12	14	10	12	18	18
V	5	5	5	4	4	5	5	6	6	5	5	5	10	10

N.B.
Le versioni F1, F2contrassegnate con il simbolo (°) sono ottenute applicando una flangia modulare sulla flangia pendolare della versione PP.

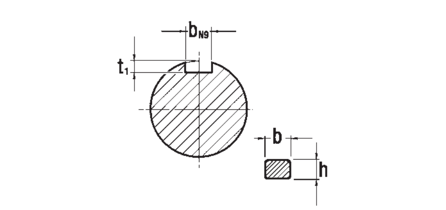
NOTE.
F1, F2 versions that are marked with (°) are obtained by applying a modular flange onto the shaft mounted flange on the PP version.

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

CR CB	C	D H7	d J6	E	G	H	h	M	m	N
40	41	19 (18)	14	30	7	78	57	160	M6	59
50	49	24 (25)	19	40	9	97	69	183	M8	69
70	60	28	24	50	17.5	127	88	238	M8	93
85	61	32 (35)	28	60	29	145	107	273	M8	116
110	77.5	42	32	70	43	190	140	336	M10	142

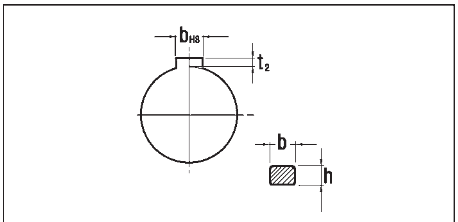
	CB									
	40		50		70		85		110	
	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	108	120	134	140	153	140	173	200	229
	140	108	140	134	160	153	160	173	250	239
	—	—	160	134	200	165	200	193	—	—

Linguette — *Keys* — Federn



Albero entrata
Input shaft
Antriebswelle

d	b x h	t_1	
14	5 x 5	3.0	+ 0.1 / 0
19	6 x 6	3.5	
24	8 x 7	4.0	+ 0.2 / 0
28	8 x 7	4.0	
32	10 x 8	5.0	



Albero uscita
Output shaft
Abtriebswelle

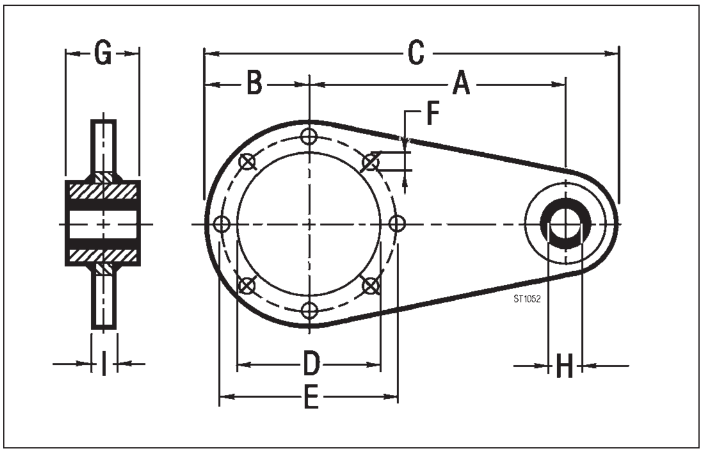
D	b x h	t_2	
19	6 x 6	2.8	+ 0.1 / 0
24	8 x 7	3.3	+0.2 / 0
28	8 x 7	3.3	
32	10 x 8	3.3	
42	12 x 8	3.3	

4.10 Accessori
Braccio di reazione

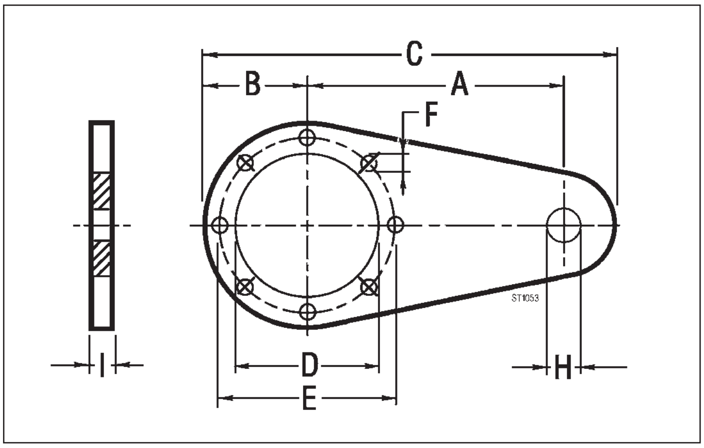
4.10 Accessories
Torque arm

4.10 Zubehör
Drehmomentstütze

Con boccola VKL
With VKL bushing
Mit VKL-Buchse



Standard



	CR - CB				
	40	**50**	**70**	**85**	**110**
A	90	100	150	200	250
B	50	60	60	75	100
C	165	185	240	313	388
D	60	70	80	110	130
E	83	85	100	130	165
F	7	9	9	11	13
G	15	15	20	25	25
H	10	10	10	20	20
I	4	4	6	6	6

4.10 Accessori Alberi lenti

Tutti i riduttori a vite senza fine sono forniti con albero lento cavo.
A richiesta, possono essere forniti alberi lenti come indicato nei disegni dimensionali.
Le dimensioni delle linguette sono conformi alle norme UNI 6604-69 (vedi par. 2.11).

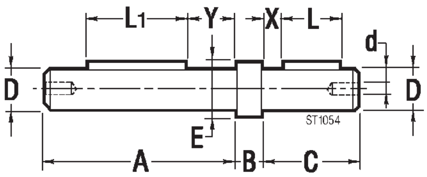
4.10 Accessories Output shafts

All worm gearboxes are supplied with hollow output shaft.
Output shafts as shown in the size drawings can be supplied upon request.
Sizes of feathers comply with standards UNI 6604-69 (see chapter 2.11).

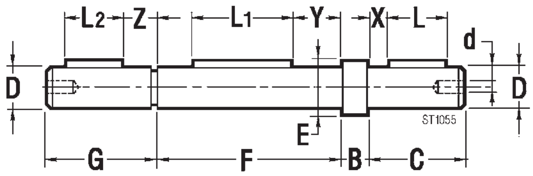
4.10 Zubehör Abtriebswellen

Alle Schneckengetriebe werden mit hohler Abtriebswelle geliefert.
Auf Anfrage können Abtriebswellen gemäß den Maßzeich-nungen geliefert werden.
Die Abmessungen der Federn entsprechen den Normen UNI 6604-69 (Kapitel 2.11).

Albero lento normale
Single output shaft
Einseitige Abtriebswelle



Albero lento bisporgente
Double output shaft
Beidseitige Abtriebswelle



	CR - CB				
	40	**50**	**70**	**85**	**110**
A	80	95	117	119	153
B	10	10	10	10	10
C	40	45	60	71	100
Dg6	19	24	28	32	42
d	M8	M8	M8	M10	M10
E	22	28	34	38	50
F	82	98	120	122	155
G	50	55	70	81	110
L	25	30	40	50	80
L1	40	50	60	70	80
L2	25	30	40	50	80
X	8	7.5	10	10	10
Y	21	24	30	26	37
Z	18	18	20	20	20