

| Stadi Steps Stufenzahl | 1 | | | | 2 | | | | | | | | 3 | | | | | | | |
|------------------------------|---|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|
| i | 3 | 4 | 5 | 7 | 9 | 12 | 16 | 20 | 28 | 35 | 49 | 36 | 48 | 64 | 80 | 100 | 140 | 196 | 245 | 343 |
| n _{1 nom} | 3000 | | | | 3500 | | | | | | | | 4000 | | | | | | | |
| n _{1 max} | 5000 | | | | | | | | | | | | | | | | | | | |
| T _{2N} | 220 | 230 | 200 | 160 | 250 | 260 | 260 | 260 | 260 | 230 | 180 | 280 | 280 | 280 | 280 | 280 | 280 | 280 | 250 | 200 |
| T _{2A} | 350 | 370 | 320 | 300 | 400 | 420 | 420 | 420 | 420 | 370 | 350 | 450 | 450 | 450 | 450 | 450 | 450 | 450 | 400 | 370 |
| T _{2S} | 700 | 750 | 650 | 600 | 800 | 850 | 850 | 850 | 850 | 750 | 700 | 900 | 900 | 900 | 900 | 900 | 900 | 900 | 800 | 750 |
| J | Vedi pag. 15 / See page 15 / Siehe auf Seite 15 | | | | | | | | | | | | | | | | | | | |
| LpA | < 70 | | | | | | | | | | | | | | | | | | | |
| R _d | 0.96 | | | | 0.93 | | | | | | | | 0.91 | | | | | | | |
| L _h | 20000 | | | | | | | | | | | | | | | | | | | |
| F _{R2} | 3700 | | | | | | | | | | | | | | | | | | | |
| F _{A2} | 1850 | | | | | | | | | | | | | | | | | | | |
| R _t | 32 | | | | | | | | | | | | | | | | | | | |
| α _{max} | 4' | | | | 6' | | | | | | | | 8' | | | | | | | |
| Kg | 7.2 | | | | 9.3 | | | | | | | | 11.4 | | | | | | | |

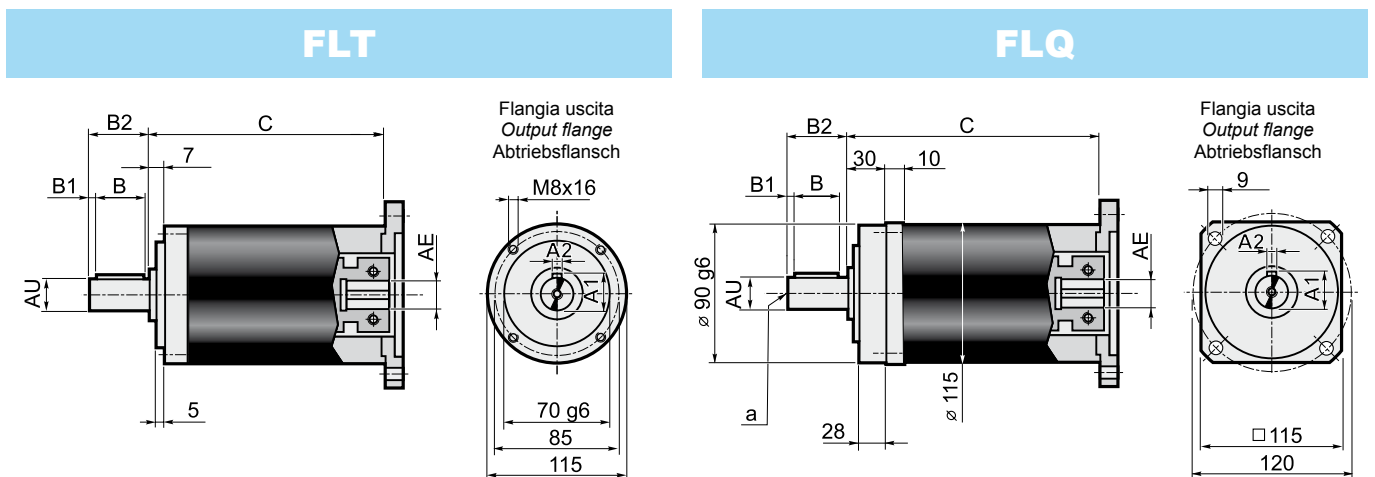
| | | | |
|--------------------|--|--|---|
| i | Rapporto di riduzione nominale | Nominal ratio | Nenn-Untersetzungsverhältnis |
| n _{1 nom} | Velocità nominale in entrata [min ⁻¹] | Nominal input speed [min ⁻¹] | Nenn-Eingangsdrehzahl [min ⁻¹] |
| n _{1 max} | Velocità massima in entrata [min ⁻¹] | Maximum input speed [min ⁻¹] | Maximale Eingangsdrehzahl [min ⁻¹] |
| T _{2N} | Coppia nominale intermittente in uscita [Nm] | Rated intermittent output torque [Nm] | Nenn-Abtriebsmoment (im Aussetzbetrieb)[Nm] |
| T _{2A} | Coppia massima di accelerazione in uscita [Nm] | Maximum acceleration output torque [Nm] | Maximales Beschleunigungsmoment am Abtrieb [Nm] |
| T _{2S} | Coppia massima di emergenza in uscita [Nm] | Maximum emergency output torque [Nm] | Maximale Überlast am Abtrieb [Nm] |
| LpA | Livello di rumorosità dB(A) a 3000 min ⁻¹ | Noise level dB(A) at 3000 min ⁻¹ | Geräuschpegel dB(A) bei 3000 min ⁻¹ |
| R _d | Rendimento dinamico | Dynamic efficiency | Dynamischer Wirkungsgrad |
| L _h | Durata cuscinetti [h] | Bearing life [h] | Lebensdauer der Lager [h] |
| F _{R2} | Carico radiale nominale in uscita [N] a 300min ⁻¹ | Rated output radial load [N] at 300min ⁻¹ | Nenn-Radiallast an der Abtriebswelle bei 300min ⁻¹ |
| F _{A2} | Carico assiale in uscita [N] a 300min ⁻¹ | Output axial load [N] at 300min ⁻¹ | Axiallast an der Abtriebswelle bei 300min ⁻¹ |
| R _t | Rigidità torsionale [Nm / arcmin] | Torsional rigidity [Nm / arcmin] | Drehfestigkeit [Nm / arcmin] |
| α _{max} | Gioco angolare massimo [arcmin] | Maximum backlash [arcmin] | Maximale Winkelspiel [arcmin] |
| J | Momento d'inerzia [kg.cm ²] | Moment of inertia [kg.cm ²] | Trägheitsmoment [kg.cm ²] |

1.10 Dimensioni

1.10 Dimensions

1.10 Abmessungen

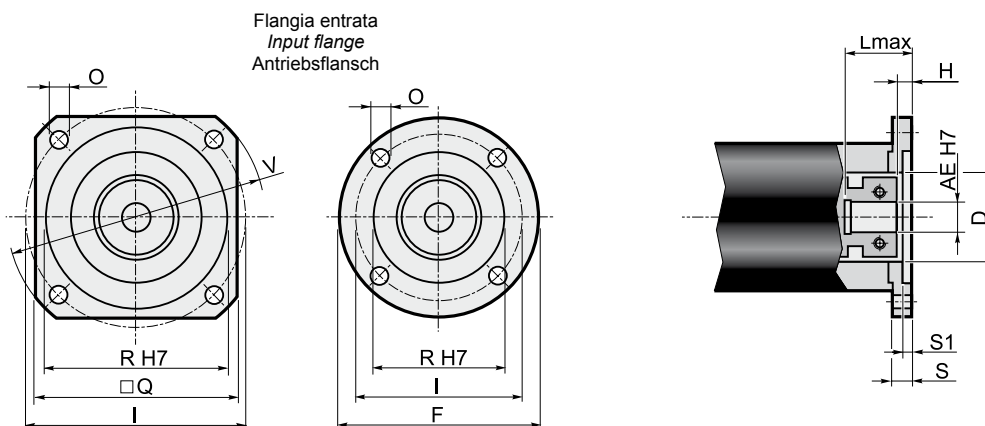
Dimensioni generali e uscite / General and output dimensions / General-und Abtriebsabmessungen



| Stadi / Steps / Stufenzahl | 1 | 2 | 3 | |
|----------------------------|-----|-------|-----|-------------------------|
| C | 126 | 158.4 | 191 | AE= 12.7-14-15.87-16-19 |
| | 145 | 177 | 210 | AE= 22-24-25-28 |

| | Albero uscita - Output shaft - Abtriebswelle | | | | | | |
|------|--|----|----|----|----|----|--------|
| | AU j6 | A1 | A2 | B | B1 | B2 | a |
| AU25 | 25 | 28 | 8 | 40 | 5 | 50 | M8x20 |
| AU32 | 32 | 35 | 10 | 50 | 4 | 58 | M10x25 |

Dimensioni entrate / Input dimensions / Antriebsabmessungen



| Flange entrata / Input flange / Antriebsflansch | | Albero entrata / Input shaft / Antriebswelle | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----|--|-----|--------|-------|-------|------|-----|------------------|------|------------------|------|------------------|------|------------------|------|------------------|------|------------------|------|------------------|------|------------------|------|------|------|------|
| | | AE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 12.7 | | 14 | | 15.87 | | 16 | | 19 | | 22 | | 24 | | 25 | | 28 | | | | | | | | | |
| F | Q | V | I | R (H7) | O | S | S1 | D | L _{max} | H | L _{max} | H | L _{max} | H | L _{max} | H | L _{max} | H | L _{max} | H | L _{max} | H | L _{max} | H | | | |
| P01* | = | 115 | 140 | 125.72 | 55.52 | 6.5 | 13 | 3 | 55.52 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P02* | 115 | = | = | 75 | 60 | 5.5 | 13 | 3.5 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P03* | 115 | = | = | 85 | 70 | 6.5 | 13 | 3.5 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P04* | 115 | = | = | 98.42 | 73.02 | 6.5 | 13 | 3 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P05* | 120 | = | = | 100 | 80 | 6.5 | 13 | 4 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P06* | = | 115 | 140 | 115 | 95 | 9 | 13 | 4.5 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P07 | = | 115 | 160 | 130 | 110 | 8.5 | 13 | 4.5 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P08 | = | 142 | 190 | 165 | 130 | 11 | 13 | 4.5 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P09 | = | 192 | 250 | 215 | 180 | 13 | 14 | 4.5 | 60 | 44 | 7 | 36 | 7 | 44 | 7 | 44 | 7 | 44 | 7 | 63 | 7 | 63 | 7 | 63 | 7 | 63 | 7 |
| P10* | 115 | = | = | 65 | 50 | 6.5 | 13 | 3.5 | 50 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P11 | = | 130 | 170 | 145 | 110 | M 8 | 31 | 7 | 60 | 61 | 24 | 53 | 24 | 61 | 24 | 61 | 24 | 61 | 24 | 80 | 24 | 80 | 24 | 80 | 24 | 80 | 24 |
| P12 | = | 130 | 170 | 145 | 110 | M 8 | 17 | 7 | 60 | 47 | 10 | 39 | 10 | 47 | 10 | 47 | 10 | 47 | 10 | 66 | 10 | 66 | 10 | 66 | 10 | 66 | 10 |
| P13 | = | 115 | 160 | 130 | 110 | M 8 | 13 | 4.5 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P14* | 115 | = | = | 70 | 50 | 6.5 | 13 | 3.5 | 50 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P15 | 115 | = | = | 90 | 70 | M5 | 11 | 3.5 | 60 | 41 | 4 | 33 | 4 | 41 | 4 | 41 | 4 | 41 | 4 | 60 | 4 | 60 | 4 | 60 | 4 | 60 | 4 |
| P17* | 115 | = | = | 90 | 70 | 6.5 | 13 | 3.5 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P18 | = | 115 | 155 | 130 | 95 | 8.5 | 13 | 4.5 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P19* | 115 | = | = | 95 | 50 | 6.5 | 13 | 3.5 | 50 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P20 | 115 | = | = | 99 | 60 | M6 | 13 | 4 | 60 | 43 | 6 | 35 | 6 | 43 | 6 | 43 | 6 | 43 | 6 | 62 | 6 | 62 | 6 | 62 | 6 | 62 | 6 |
| P21* | 130 | = | = | 106 | 82.5 | 12.5 | 26.5 | 15 | 60 | 56.5 | 19.5 | 48.5 | 17.5 | 56.5 | 19.5 | 56.5 | 19.5 | 56.5 | 19.5 | 75.5 | 19.5 | 75.5 | 19.5 | 75.5 | 19.5 | 75.5 | 19.5 |
| P22 | = | 144 | 190 | 165 | 110 | 11 | 15 | 4.5 | 60 | 45 | 8 | 37 | 8 | 45 | 8 | 45 | 8 | 45 | 8 | 64 | 8 | 64 | 8 | 64 | 8 | 64 | 8 |
| P23* | 115 | = | = | 63 | 40 | 5.5 | 11 | 3.5 | 40 | 41 | 4 | 33 | 4 | 41 | 4 | 41 | 4 | 41 | 4 | 60 | 4 | 60 | 4 | 60 | 4 | 60 | 4 |
| P24 | 120 | = | = | 100 | 80 | M6 | 18 | 7 | 60 | 48 | 11 | 40 | 11 | 48 | 11 | 48 | 11 | 48 | 11 | 67 | 11 | 67 | 11 | 67 | 11 | 67 | 11 |
| P25 | = | 115 | 155 | 115 | 95 | M8 | 27 | 4.5 | 60 | 57 | 20 | 49 | 20 | 57 | 20 | 57 | 20 | 57 | 20 | 76 | 20 | 76 | 20 | 76 | 20 | 76 | 20 |
| P26 | = | 115 | 155 | 131.95 | 55.52 | M8 | 27 | 4.5 | 60 | 57 | 20 | 49 | 20 | 57 | 20 | 57 | 20 | 57 | 20 | 76 | 20 | 76 | 20 | 76 | 20 | 76 | 20 |

* Per assemblare il motore è necessario smontare la flangia dal riduttore (vedere schema di montaggio 2 a pag. 25).

* Before the mounting of the motor it is necessary to remove the flange from the gearbox (see structural arrangement 2 at the top of the page 25).

* Vor dem Einbauen des Motors soll die Getriebeflang abmontiert werden (siehe Bauanleitung 2 auf Seite 25).