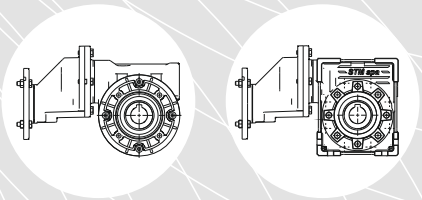
STANDARD
Basic



CATALOGO TECNICO
TECHNICAL CATALOGUE

CT46 IGDB 2.0 | **ITA - ENG - DEU**

RIDUTTORI A VITE SENZA FINE CBR - CBU
WORM GEARBOXES CBR - CBU
SCHNECKENGETRIEBE CBR - CBU

CBR
CBU

CBR - Semplicemente montando a un riduttore vite senza fine della serie R un riduttore a una coppia di ingranaggi della serie CAM, otteniamo questa serie di riduttori denominata CBR.
Questa è la scelta ideale per applicazioni che necessitano di una maggior coppia di uscita, un più elevato rendimento e rapporti di riduzione più lenti di quelli ottenibili con gli equivalenti riduttori della serie R.

Ovviamente sono disponibili tutti gli accessori della serie R, quali, i conici sulla corona uscita, il limitatore di coppia, albero lento e il braccio di reazione.

CBR - By assembling a worm gearbox of the R series to a CAM series gearbox, we obtain this series of gearboxes named CBR.
This is the ideal choice for applications that require higher output torque and slower reduction ratios than those achievable with the equivalent gearboxes of the R series.

All of the accessories from the R series are available, such as the high output load bearings, torque limiter, output shafts and torque arms

CBR - Durch Montage eines Schneckengetriebes der R-Serie mit einem Stirnradgetriebe der CAM-Serie erhalten wir die Getriebeserie mit der Bezeichnung CBR.
Dies ist die ideale Wahl für Anwendungen, die ein höheres Abtriebsdrehmoment, einen höheren Wirkungsgrad und langsamere Untersetzungsverhältnisse erfordern, als sie mit äquivalenten Getrieben der Baureihe R erreichbar sind.

Selbstverständlich ist das gesamte Zubehör der R-Serie erhältlich, Kegelrollenlager an der Abtriebswelle, Drehmomentbegrenzer, Abtriebswellen und Drehmomentstützen.

CBU - Semplicemente montando a un riduttore vite senza fine della serie U un riduttore a una coppia di ingranaggi della serie CAM, otteniamo questa serie di riduttori denominata CBU.
Questa è la scelta ideale per applicazioni che necessitano di una maggior coppia di uscita, un più elevato rendimento e rapporti di riduzione più lenti di quelli ottenibili con gli equivalenti riduttori della serie U.

Ovviamente sono disponibili tutti gli accessori della serie U, quali, albero lento e il braccio di reazione.

CBU -By assembling a worm gearbox of the U series to a CAM series gearbox, we obtain this series of gearboxes named CBU.
This is the ideal choice for applications that require higher output torque and slower reduction ratios than those achievable with the equivalent gearboxes of the U-series.

All of the accessories of the U series are available such as output shafts and torque arms

CBU - Durch den einfachen Anbau eines Schneckengetriebes der U-Serie mit einem Stirnradgetriebe der CAM-Serie erhalten wir die Getriebeserie mit der Bezeichnung CBU.
Dies ist die ideale Wahl für Anwendungen, die ein höheres Abtriebsdrehmoment, einen höheren Wirkungsgrad und langsamere Untersetzungsverhältnisse erfordern, als die mit entsprechenden Getrieben der U-Serie erreichbar sind.

Selbstverständlich sind alle Zubehörteile der U-Serie erhältlich, wie z.B. Abtriebswellen und Drehmomentstützen.

GRANDEZZE	CBR - N° 10 CBR - N° 09
COPPIE D'INGRANAGGI	2
RANGE POTENZA - 1400 rpm	0.02 kW - 1.9 kW
GIOCO ANGOLARE	10'-15'
RANGE RAPPORTI DI RIDUZIONE	da 21.3:1 a 810:1
COPPIA MASSIMA IN USCITA	da 32 a 1000 Nm

1.1 Caratteristiche tecniche

GENERALITA'

I riduttori a vite senza fine della Serie CBR-CBU sono caratterizzati dalla combinazione di un riduttore della Serie R-U con una precoppia della Serie CAM, così da raggiungere rapporti di riduzione più elevati rispetto a quelli raggiungibili da un singolo vite senza fine.

Informazioni Aggiuntive - Componenti principali

• Anelli di tenuta in ingresso in VITON e in NBR in uscita
• Carcassa e coperchi in alluminio pressofuso
• Corona dentata in bronzo
• Cuscinetti a sfera.
Rulli conici solo CBR
• Flange ingresso in alluminio pressofuso
• Giunto a pioli per motore ad eccezione delle size 40/63 e 50/63
• Ingranaggi in acciaio legato, cementato e temprato
• Mozzo di supporto in ghisa
• Vite senza fine in acciaio legato
• Olio sintetico per lubrificazione a vita degli ingranaggi
• Le grandezze 40/63, 40/71, 50/63, 50/71 sono fornite non verniciate, le grandezze 63/71, 63/90, 70/71, 70/90,75/90, 85/90, 90/90, 110/90 con verniciatura TypStm.

Plus

• Bassi costi di manutenzione e gestione
• Concezione modulare
• Elevata vita utile e affidabilità
• Facilità di montaggio e manutenzione
• Lubrificazione di lunga durata
• Versatilità d'impiego.

1.1 Technical characteristics

GENERAL INFORMATION

Worm gearboxes CBR-CBU series are characterised by the combination of gearbox R-U series with a pre-stage CAM series, offering higher gear ratios than those achievable by a single worm.

Additional Information - Main Components

Input seals in VITON and
NBR on the output
• Die-cast Aluminum case and cap
• Bronze toothed wormwheel
• Ball rolle bearing.
Taper roller bearings for CBR
• Die-cast Aluminum input flanges
• Coupling connection for motor except size 40/63 and 50/63
• Gears in alloy steel, ground and hardened
• Cast iron support hub
• Stainless steel worm screw
• Synthetic oil for lifetime lubrication of the gears
• Sizes 40/63, 40/71, 50/63, 50/71 are supplied unpainted, the sizes 63/71, 63/90, 70/71, 70/90, 75/90 85/90, 90/90, 110/90 with TypStm painting.

Plus

Low maintenance costs
• Modular concept
• Long life and reliability
• Easy assembly and maintenance
• Long lasting lubrication
• Highly versitile

1.1 Technische Eigenschaften

ALLGEMEINE ANGABEN

Schneckengetriebe CBR Serie zeichnen sich durch die Kombination eines Schneckengetriebes der R Serie mit einer Vorstufe der CAM Serie aus, sodass höhere Untersetzungsverhältnisse, als mit einem einzelnen Schneckengetriebe erzielt werden können.

Zusätzliche Informationen – Hauptbestandteile

-VITON Eingangs- und NBR- Abtriebs Dichtringe
-Aluminiumdruckgussgehäuse
-Schneckenrad mit Bronzener Verzahnung
-Kugellager
Kegelrollenlager für die CBR Serie
-Eingangsflansch aus Aluminiumdruckguss
-Bolzenkupplungen für Motor mit Ausnahme der Größen 40/63 und 50/63
-Zahnräder aus legiertem, einsatzgehärtem, geschliffen Stahl
-Gusseiserne Nabe zur Stabilisierung
-Schneckenwelle aus legiertem Stahl
-synthetisches Schmiermittel für lebenslange Schmierung der Verzahnung
Die Größen 40/63, 40/71, 50/63, 50/71 werden unlackiert geliefert, die Größen 63/71, 63/90, 70/71, 70/90, 75/90, 85/90, 90/90. 110/90 mit TypStm Lackierung

Vorteile

-niedrige Wartungs- und Verwaltungskosten
-modulare Bauweise
-einfache Montage und Wartung
-Langlebige Schmierung
-Vielseitige Einsatzmöglichkeiten

1.1 Caratteristiche tecniche

Opzioni - a richiesta

OPT - Anelli di tenuta in silicone, viton o con prestazioni specifiche per alte/basse temperature e per settore alimentare (VT2-SL1-SL-SL).
OPT1 - Lubrificanti speciali per alte/basse temperature e per settore alimentare
OPT2 - Verniciature speciali per settore chimico, marittimo e alimentare
ATEX - Versione ATEX per l'utilizzo in ambienti potenzialmente esplosivi.

Accessori - CBR

• IECT - Giunto in entrata (G)
• BE - Vite bisporgente (B) - a richiesta
• TOBE - Cuscinetti uscita conici (C)
• LOV - Limitatori di coppia (LC – LP - LF)
• ACC1 - Alberi uscita (semplice AL, doppio AL_BU)
• ACC1 - Coperchio di sicurezza (PROT_C)
• ACC3 - Bracci di reazione (standard BRS e BRS_VKL).

Accessori - CBU

• IECT - Giunto in entrata (G)
• ACC1 - Alberi uscita (semplice AL, doppio AL_BU)
• ACC1 - Coperchio di sicurezza (PROT_C)
• ACC3 - Bracci di reazione (BRS_VKL).

1.1 Technical characteristics

Options - on request

OPT – Silicone oilseals viton or with specific performance for high / low temperatures and for food sector (VT2-SL1-SL-SL).
OPT1 - Special lubricants for high / low temperatures and for food sector
OPT2 - Special paintings for chemical, marine and food sector
ATEX - ATEX version for use in potentially explosive environments.

Accessories - CBR

IECT - Input coupling(G)
• BE – Double input shaft (B) - on request
• TOBE - Tapered output bearings (C)
• LOV - Torque limiters (LC - LP - LF)
• ACC1 - Output shafts (single AL, double AL_BU)
• ACC1 - Safety cover (PROT_C)
• ACC3 - Torque arms (standard BRS and BRS_VKL)

Accessories - CBU

• IECT – Input coupling (G)
• ACC1 - Output shafts (single AL, double AL_BU)
• ACC1 - Safety cover (PROT_C)
• ACC3 - Torque arms (BRS_VKL).

1.1 Technische Eigenschaften

Optionen auf Anfrage

OPT – Dichtringe aus Silikon, Viton oder mit auf speziellen Eigenschaften für hohe/niedrige Temperaturbereiche und für den Lebensmittelsektor (VT2-SL1-SL-SL)
OPT1 – Schmiermittel für hohe/niedrige Temperaturen oder den Lebensmittelsektor
OPT2 – Spezialbeschichtungen/Lackierungen für den Chemie-, See- und Lebensmittelsektor
ATEX – zur Verwendung in explosionsgefährdeter Umgebung.

Zubehör - CBR

- IECT – Eingangsflansch (G)
- BE – Schneckenwelle mit beidseitigem Ausgang (auf Anfrage)
- TOBE – Kegellager am Abtrieb (C)
- LOV – Rutschkupplungen (LC- LP- LF)
- ACC1 - Abtriebswellen (einfach AL, doppelte AL_BU)
- ACC1 o ACC2 – Sicherheitsabdeckung (PROT_C)
ACC3 – Drehmomentstütze (Standard BRS und BRS_VKL)

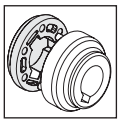
Zubehör - CBU

- IECT – Kupplung am Eingang (G)
- ACC1 - Abtriebswellen (einfach AL, doppelte AL_BU)
- ACC1 o ACC2 – Sicherheitsabdeckung (PROT_C)
- ACC3 – Drehmomentstütze (Standard BRS und BRS_VKL).

A

1.1 Caratteristiche tecniche

Carattestiche 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.

MATERIALE:
1 - Albero entrata CAM
Acciaio Cementazione;
2 - Pioli - - Acciaio per cuscinetti
3 - Giunto - Tecnopolimero PA 46
4 -Semigiunto - Acciaio da bonifica.

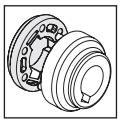
MANUTENZIONE:
-Facilità di Montaggio motore;
-Facilità di Smontaggio

MODULARITA':
-Possibilità di utilizzare il giunto sulle serie "**RMI**" - "**CRMI".**

TEMPI DI CONSEGNA:
-Maggiore modularità del prodotto;
-Stock a magazzino del prodottoassemblato.

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-upsSimplified connections

MATERIAL:
1 - Input shaft CAM – cementation steel
2 – Pin – bearing steel
3 - Coupling – techno polymer PA 46
4 – Coupling half - tempered steel

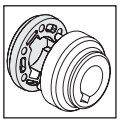
MAINTEINANCE*:*
-Easy motor assembly;
-Easy disassembly.

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

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

1.1 Technische Eigenschaften

Die STM Sondernmerkmale - Kupplung:



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

MATERIAL:
1 – Antriebewelle CAM - Einsatzstahl
2 – Stifte – Lagerstahl
3 – Kupplung – Technopolymer PA 46
4 – Kupplungshälfte – Stahl wärmebehandelt

WARTUNG:
-Einfacher Motoreinbau;
-Einfacher Ausbau.

MODULARITÄT
Die Kupplung kann in den Serien „**RMI**" - „**CRMI...G**" verwendet werden.

LIEFERZEITEN:
-Größere Modularität des Produktes;
-Montiertes Produkt imLaberbestand

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 pre- senta numerosi vantaggi:

- è incorporato, senza variazioni dimen- sionali, nei riduttori a vite senza fine semplici.
- 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.

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 wormheel mate- rial (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 without any design modification*s.
- *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.*

1.1 Technische Eigenschaften

Die STM Rutschkupplung

ACHTUNG !
Bei der Rutschkupplung handelt es sich nicht um eine Sicherheits- vorrichtung 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 Stahl - garantieren auch bei häufigem Schlupf eine hohe Lebensdauer
Sie bietet immer dann Vorteile, wenn die normale Belastung eines Antriebes über- schritten wird.

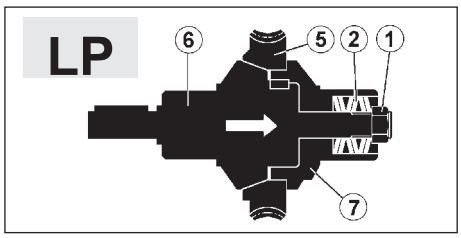
- Integriert in die Standardschnecken getriebe.
- durch die integrierte Bauweise geschützt gegen äußere Einflüsse wie Staub, Wasser, Öl, Fett, etc.
- im Ölbad laufend, dadurch zuverlässig und wartungsfrei.
- einfache Drehmomenteinstellung durch eine von außen zugängliche Einstellmutter.
- Schlupf über einen längeren Zeitraum hinweg fügt der Kupplung keinen Schaden zu, allerdings ist die erhöhte Erwärmung bei Dauerschlupf zu beachten.

Il limitatore di coppia è montato nel riduttore utilizzando cuscinetti radiali **ed esclu- dendo 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 richie- sta, 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.

*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 irreversibility of the unit depending on the ratios of the gearboxes. As a result the unit will certainly be less expensive.

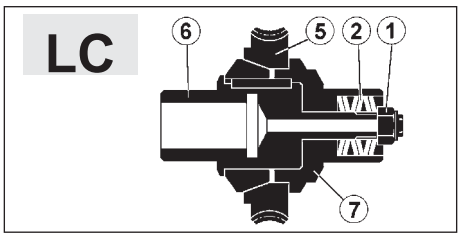
Schneckengetriebe mit Rutschkupplung können nur mit Radiallagern ausgestattet werden. Zur Einstellung des Schlupf- momentes ist eine Axialverschiebung des Druckringes erforderlich, was den Einsatz von Kegelrollenlagern verhindert.
Das gewünschte Schlupfmoment kann mit Hilfe der Einstellmutter auf Basis 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.

Configurazioni:



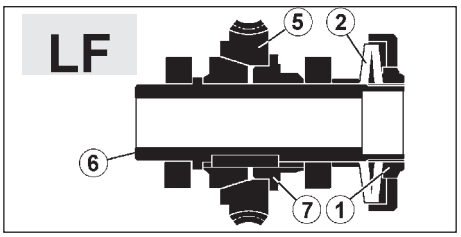
Facendo riferimento alle figure, la trasmis- sione del moto avviene per attrito fra le su- perfici dell'albero (6) della corona dentata (5) e della bussola (7) che vengono sotto- poste ad una determinata compressione (regolabile) per mezzo dell'azione eserci- tata sulle molle a tazza (2) dal dado di rego- lazione o dalla ghiera (1).

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 infact subject of a determined compression (which can be adjusted) created by the effect of the nut on the washers.

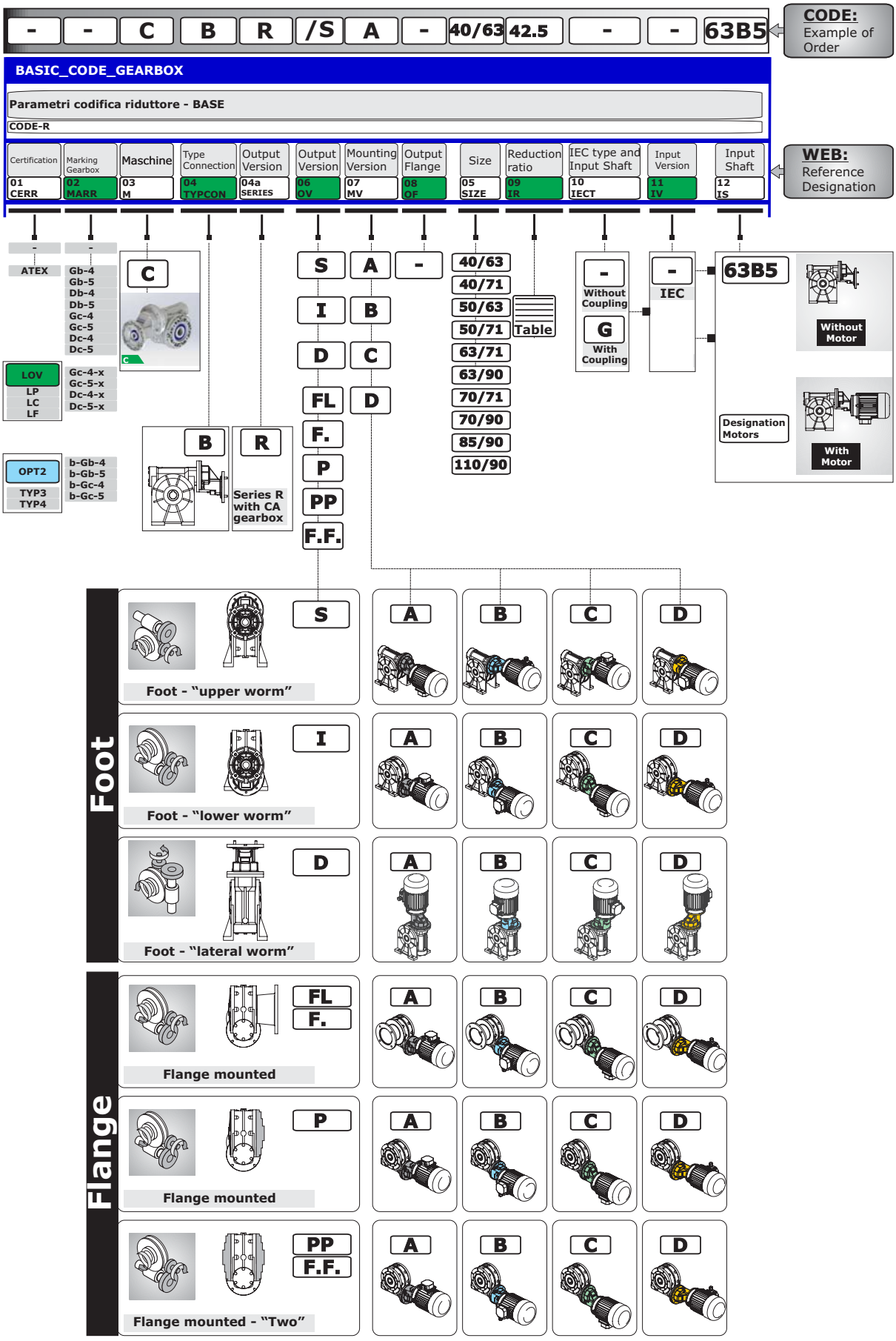
Ausgangswellenausführungen:



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

CBR - Series



1.2 Designazione — *1.2 Designation* — 1.2 Bezeichnung

CBR - Series

-	-	LC	B	TM	-	-	-	-	M1

BASIC_CODE_GEARBOX

Parametri codifica riduttore - BASE

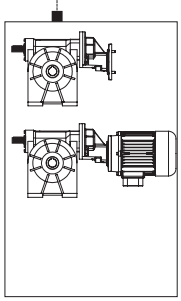
CODE-R

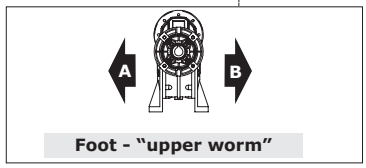
Double Extended Input Shaft	Tapered Output Bearings	Limiter Output Version	Limiter Output Motion	Limiter HEAVY Calibration	Limiter Scope of Supply	Type Shaft Diameter	Shaft Diameter	Mounting position output Flange	Mounting Position
13 BE	14 TOBE	15 LOV	16 LOM	17 LHC	18 LSOS	19 TYPSD	20 SD	21 MPOF	22 MP

- **13 BE**: - Without; B With
- **14 TOBE**: - Standard; C Taper Roller
- **15 LOV**: - Standard; LP Extended shaft; LC Hollow shaft; LF Through hollow shaft
- **16 LOM**: - Without Limiter; A; B
- **17 LHC**: - Without; TM HEAVY Calibration
- **18 LSOS**: - Without Calibration; 10 Value of Calibration
- **19 TYPSD**: - SI (mm)
- **20 SD**:

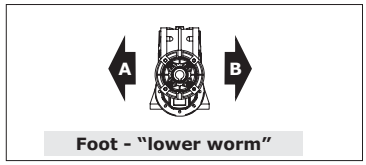
Standard	Option	Size
-(Ø19)	Ø18	40/63 40/71
-(Ø24)	Ø25	50/63 50/71
-(Ø25)	-	63/71 63/90
-(Ø28)	-	70/71 70/90
-(Ø32)	Ø35	85/90
-(Ø42)	-	110/90

- **21 MPOF**: - ; SIN
- **22 MP**: M1; M2; M3; M4; M5; M6

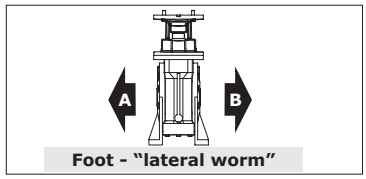




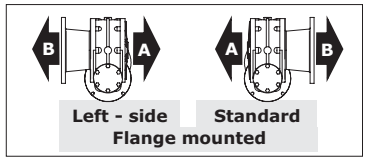
Foot - "upper worm"



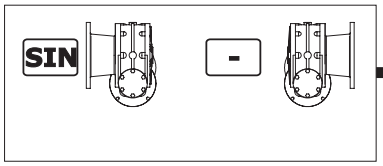
Foot - "lower worm"

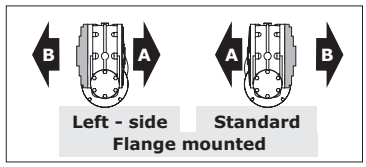


Foot - "lateral worm"

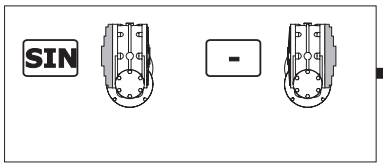


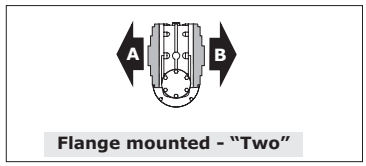
Left - side Standard
Flange mounted





Left - side Standard
Flange mounted





Flange mounted - "Two"

1.2 Designazione — *1.2 Designation* — 1.2 Bezeichnung

CBU - Series

-	-	C	B	U	/	A	-	40/63	42.5	-	-	63B5

CODE: Example of Order

BASIC_CODE_GEARBOX

Parametri codifica riduttore - BASE

CODE-R

Certification	Marking Gearbox	Maschine	Type Connection	Output Version	Output Version	Mounting Version	Output Flange	Size	Reduction ratio	IEC type and Input Shaft	Input Version	Input Shaft
01 CERR	02 MARR	03 M	04 TYPCON	04a SERIES	06 OV	07 MV	08 OF	05 SIZE	09 IR	10 IECT	11 IV	12 IS

WEB: Reference Designation

- Certification: - ATEX; LOV, LP, LC, LF; OPT2, TYP3, TYP4
- Marking Gearbox: - ; Gb-4, Gb-5, Db-4, Db-5, Gc-4, Gc-5, Dc-4, Dc-5; Gc-4-x, Gc-5-x, Dc-4-x, Dc-5-x; b-Gb-4, b-Gb-5, b-Gc-4, b-Gc-5
- Maschine: C
- Type Connection: B
- Output Version: U — Series U with CA gearbox
- Output Version: - ; FA; FB; F.F.
- Mounting Version: A; B; C; D
- Output Flange: -
- Size: 40/63; 40/71; 50/63; 50/71; 63/71; 63/90; 75/90; 90/90; 110/90
- Reduction ratio: Table
- IEC type and Input Shaft: - Without Coupling; G With Coupling
- Input Version: - IEC
- Input Shaft: 63B5 — Without Motor; Designation Motors — With Motor

Foot

- \- — Foot - "upper worm"
- A
- B
- C
- D

Flange

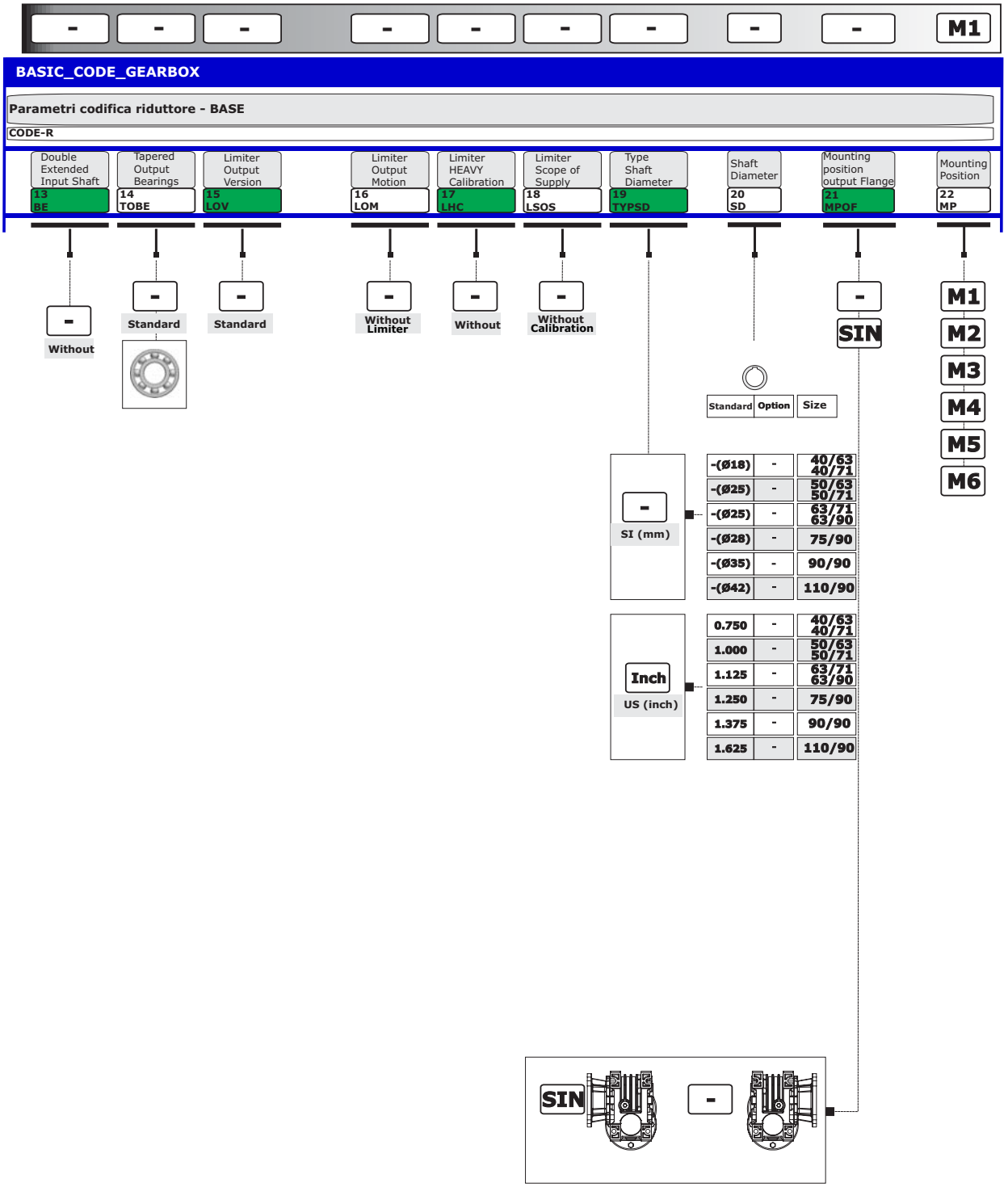
- FA / FB — Flange mounted
- A
- B
- C
- D

Flange

- F.F. — Flange mounted - "Two"
- A
- B
- C
- D

1.2 Designazione — *1.2 Designation* — 1.2 Bezeichnung

CBU - Series



1.2 Designazione — *1.2 Designation* — 1.2 Bezeichnung

10	IECT - Tipo IEC e Albero Entrata	*IECT - IEC type and Input Shaft*	OV - IEC Typ und Antriebswelle
11	IV - Versione Entrata	*IV - Input Version*	IV - Antriebausführung
12	IS - Albero Entrata	*IS - Input shaft*	IS - Antriebswelle

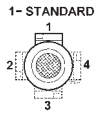
Possibili accoppiamenti con motori IEC - *Possible couplings with IEC motors* - Mögliche Verbindungen mit IEC-Motoren

SIZE	IR	IECT	IV	IS	
40/63-50/63	not available values: 31.1-43.6-62.2-93.3-124.4-174.2-248.9 304.9-348.4-435.6-497.8-622.2	—	—	63	**11/140** (B5) **- 11/90** (B14)
	all			56	**9/120** (B5) **- 9/80•** (B14)
40/71-50/71 63/71-70/71	not available values: 38.3-53.7-76.7-115.0-153.3-214.7-306.7 375.7-429.3-536.7-613.3-766.7	—	—	71	**14/160** (B5) **- 14/105** (B14)
	all			63	**11/140** (B5) **- 11/90•** (B14)
	all	G	—	71	**14/160** (B5) **- 14/105** (B14)
	all			63	**11/140** (B5) **- 11/90•** (B14)
63/90-70/90 75/90-90/90 85/90-110/90	not available values: 40.5-56.7-81.0-121.5-162.0-226.8-324.0 396.9-453.6-567.0-648.0-810.0	—	—	90	**24/200** (B5) **- 24/140** (B14)
	all			80	**19/200** (B5) - **19/120** (B14)
	all	G	—	90	**24/200** (B5) **- 24/140** (B14)
	all			80	**19/200** (B5) - **19/120** (B14)

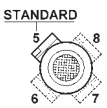
IECT	—	Accoppiamento diretto / *Direct coupling* / Direkte Passung
	G	Accoppiamento con Giunto / *Direct with coupling* / Direkte mit Kupplung
IV	—	Predisposto per accoppiamento con Unità Motrice IEC / *pre arrangement motor IEC* / geeignet für die Kombination mit Antriebseinheit IEC
	N	A richiesta /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

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".

-- PMT - Posizioni della Morsettiera



[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 (•) 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):

PMT - Position Terminal Box

[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 (•) 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):

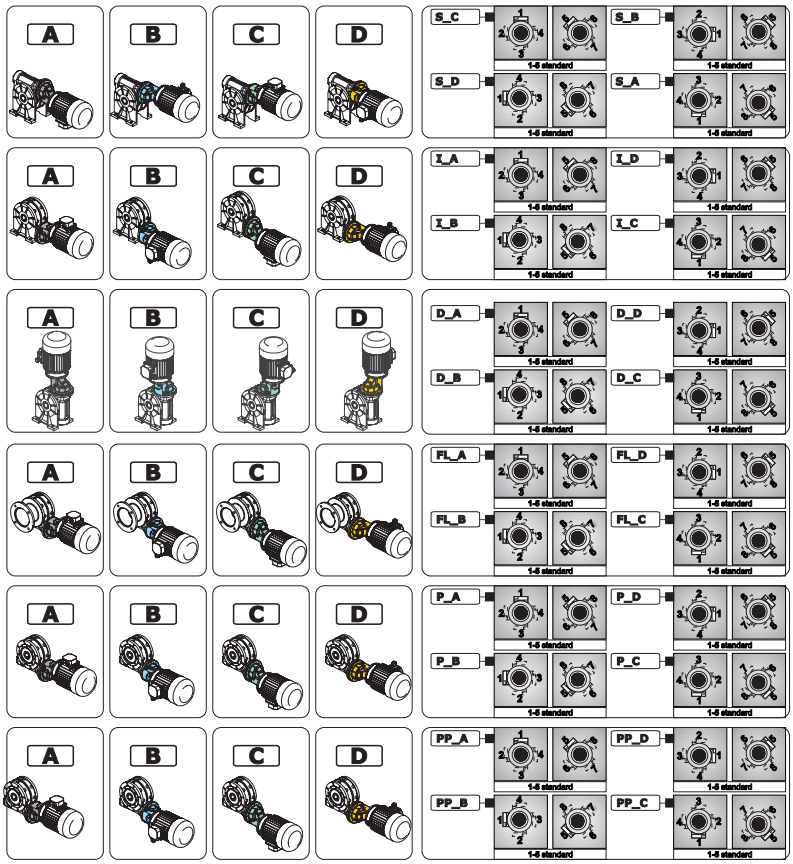
PMT - Montagposition Klemmenkasten

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

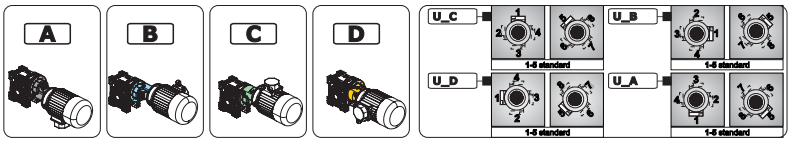
HINWEIS.
In der Standardkonfiguration sind die 4 Flansch- bohrungen im 45°-Winkel zu den Achsen angeordnet
Bei Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in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

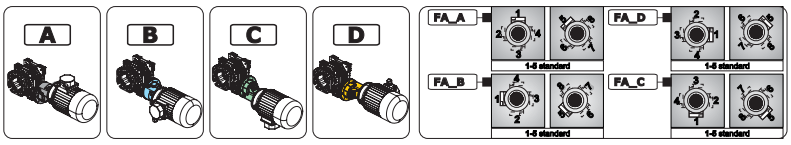
1.2 Designazione *1.2 Designation* 1.2 Bezeichnung

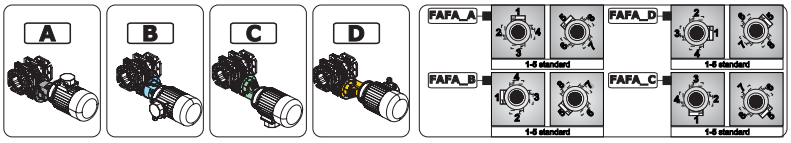
PMT-CBR - Series



PMT-CBU - Series







1.2 Designazione

15 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

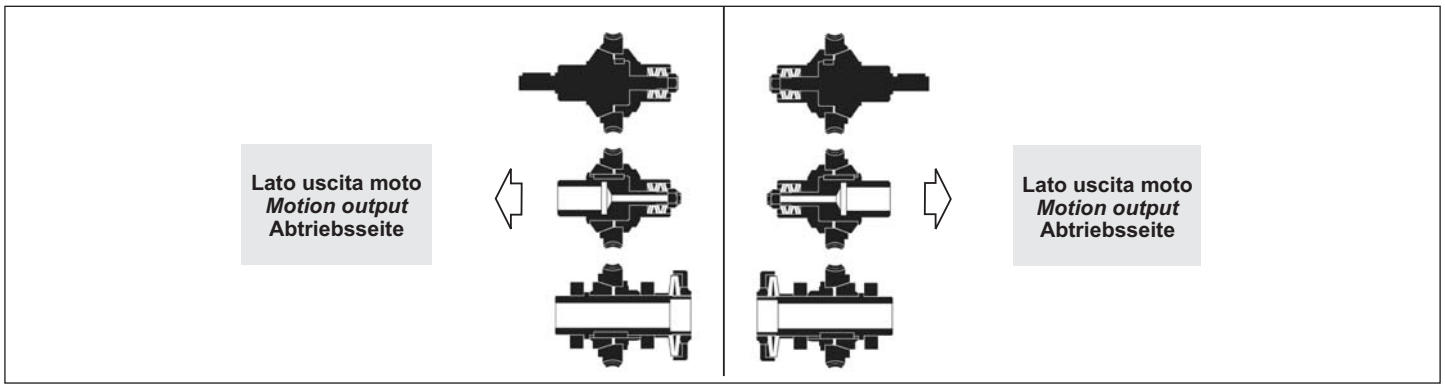
Nach der Wahl des Getriebetyps (basie- rend auf den im jeweiligen Katalogab- schnitt zu findenden Angaben) wird der Getriebespezifikation bei Bedarf einer Rutschkupplung der Buchstabe **L** hinzugefügt. Der Typ der Rutschkupplung muß folgen- dermaßen gekennzeichnet werden:

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, ovviamen te, dalla parte opposta dell'uscita sarà possibile effettuare la taratura del limitatore agendo sull'apposito dado o ghiera.

Per la determinazione della posizione dell' al bero 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.

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

*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 to 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.

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

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 gegenüberlie- genden Seite befindet .

Zur Bestimmung der Lage der Abtrieb- swelle 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 Flanschausfuhrung ist zu beachten, daß bei der Ausführung A der Abtrieb auf der Seite des geschlossenen oder F0-Deckels (gegen- über 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.

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

1.2 Designazione

16 LHC - Taratura maggiorata limitatore

TM = Taratura maggiorata

17 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.

1.2 Designation

LHC - Limiter HEAVY Calibration

TM = HEAVY Calibration

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 M2S:

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. .

1.2 Bezeichnung

LHC - Rutschkupplung-Erhöhtes Ansprechmoment

TM = Erhöhtes Ansprechmoment

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 M2S 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.

A

22 MP - Posizioni di montaggio

MP - Mounting positions

MP - Einbaulagen

[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)

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

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).

23 OPT-ACC. - Opzioni

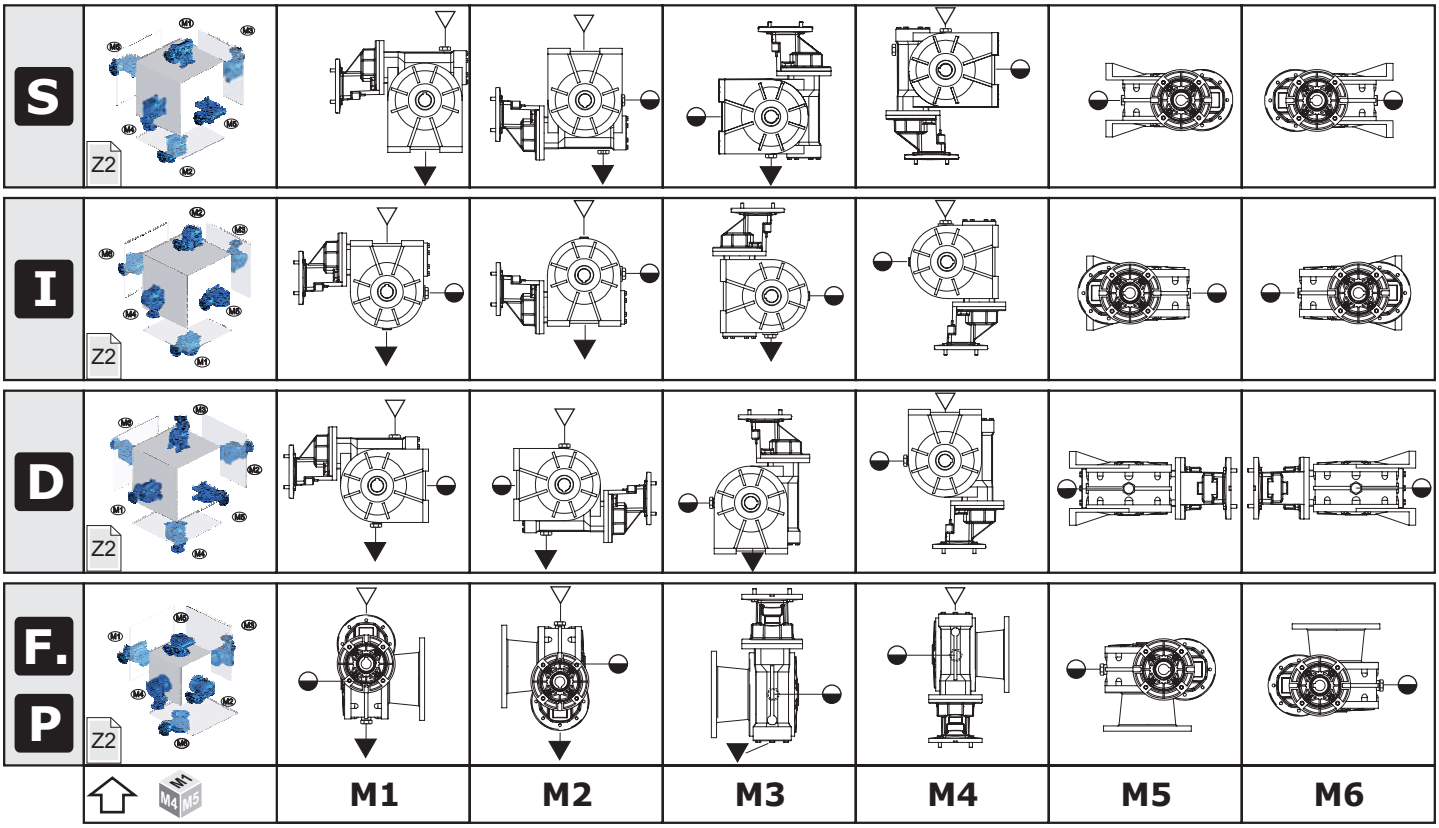
OPT-ACC - Options

OPT-ACC. - Optionen

	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	Schultzvorrichtungdeckel
	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 Schneke
	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 Oberflächenschutzl

Posizioni di montaggio
Mounting positions
Montagepositionen

CBR



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

	Posizioni di montaggio - Mounting positions - Montagepositionen		
		Posizioni Positions Positionen	Prescrizioni da indicare in fase d'ordine Ordering requirements Anforderungen bei der Bestellung
CBR	40/63 - 40/71		**Non necessaria** ***Not necessary*** **Nicht erforderlich**
	50/63 - 50/71		
	63/71 - 63/90		
	70/71 - 70/90		
	85/90	**M1-M2** **M3-M4** **M5-M6**	**Necessaria** **Necessary** **Erforderlich**
	110/90		

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		
	OUT / IN	Size IN	M1	M2	M3	M4	M5	M6	Size OUT	M1-M2-M3 M4-M5-M6		N°	Diameter	Type
CBR	40/63	63	0.030						40	0.060	INOIL_STD	1	1/4"	
	50/63	63							50	0.105		1	1/4"	
	40/71	71	0.040						40	0.060		1	1/4"	
	50/71	71							50	0.105		1	1/4"	
	63/71	71							63	0.240		1	3/8"	
	70/71	71							70	0.350		1	3/8"	
	63/90	90	0.080						63	0.240		1	3/8"	
	70/90	90							70	0.350		1	3/8"	
	85/90	90							85	0.800 0.550*		1	3/8"	
	110/90	90							110	1.800 1.400*		3	1/2"	

SIZE OUT
110
Durante il riempimento attenersi ai quantitativi poiché in alcuni casi il livello del lubrificante oltrepassa la spia di livello.

SIZE OUT
* **85 - 110** Versioni LC-LP-LF.

Attentione !:
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.

SIZE OUT
110
During filling keep to the required quantities as in some cases the level of the lubricant exceeds the level shown by the indicator.

SIZE OUT
***85 - 110** Versions LC-LP-LF.

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.

SIZE OUT
110
Für die Auffüllung sind die angegebenen Mengen zu beachten, da in einigen Fällen der Füllstand des Schmiermittels das Füllstands-Kontrollfenster übersteigt.

SIZE OUT
* **85 - 110** Ausführungen LC-LP-LF.

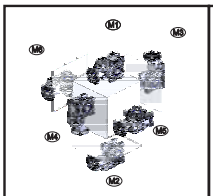
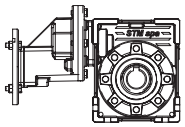
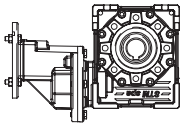
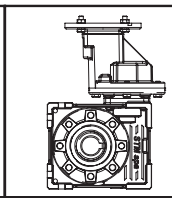
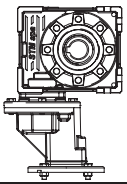
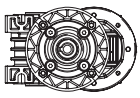
Achtung!:
Der Entlüftungsstopfen ist lediglich bei den Getrieben vorhanden, die über mehr als einen Ölfüllstopfen verfügen

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..

Posizioni di montaggio
Mounting positions
Montagepositionen

CBU

						
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		
		Posizioni Positions Positionen	Prescrizioni da indicare in fase d'ordine Ordering requirements Anforderungen bei der Bestellung
CBU	40/63 - 40/71 50/63 - 50/71 63/71 - 63/90 75/90	M1-M2 M3-M4 M5-M6	Non necessaria *Not necessary* Nicht erforderlich
	90/90 110/90	M1-M2 M3-M4 M5-M6	Necessaria Necessary Erforderlich

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 IN	M1	M2	M3	M4	M5	M6	Size OUT	M1-M2-M3 M4-M5-M6		N°	Diameter	Type
CBU	40/63	63	0.030						40	0.060	INOIL_STD	1	1/4"	
	50/63	63							50	0.105		1	1/4"	
	40/71	71	0.040						40	0.060		1	1/4"	
	50/71	71							50	0.105		1	1/4"	
	63/71	71							63	0.240		1	1/4"	
	63/90	90	0.080						63	0.240		1	1/4"	
	75/90	90							75	0.450		1	1/4"	
	90/90	90							90	1.000		1	1/4"	
	110/90	90							110	1.600		1	3/8"	

A

Attentione !:
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..

1.6 Prestazioni riduttori — *1.6 earboxes performances* — 1.6 Leistungen der Getriebe

CBR 40/63 - CBU 40/63 — 70 Nm

CBR - 3.1
CBU - 3.1

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1}							IEC
			n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	F_{R2-OUT} Radial Load Std bearing	F_{a2-OUT} Axial Load Std bearing	P_{tn}	
			min^{-1}	Nm	kW	%	N	N	kW	
21.3	4.25	5	65.9	44.9	0.39	79	1419	284	0.80	page A10
29.8	4.25	7	47.1	61.3	0.39	77	1571	314	0.73	
31.1	6.22	5	45.0	31.7	0.19	79	1589	318	0.78	
42.5	4.25	10	32.9	65.3	0.30	75	1731	346	0.68	
43.6	6.22	7	32.1	43.2	0.19	77	1741	348	0.71	
62.2	6.22	10	22.5	60.2	0.19	75	1902	380	0.66	
63.8	4.25	15	22.0	65.3	0.22	69	1914	383	0.54	
85.0	4.25	20	16.5	58.4	0.16	63	2044	409	0.46	
93.3	6.22	15	15.0	69.1	0.16	68	2085	417	0.52	
119.0	4.25	28	11.8	65.3	0.14	57	2300	460	0.39	
124.4	6.22	20	11.3	62.9	0.12	62	2300	460	0.44	
170.0	4.25	40	8.2	59.8	0.10	49	2300	460	0.33	
174.2	6.22	28	8.0	69.1	0.11	55	2300	460	0.37	
208.3	4.25	49	6.7	56.3	0.09	45	2300	460	0.30	
238.0	4.25	56	5.9	52.7	0.07	43	2300	460	0.29	
248.9	6.22	40	5.6	64.0	0.08	47	2300	460	0.32	
297.5	4.25	70	4.7	41.5	0.06	35	2300	460	0.26	
304.9	6.22	49	4.6	60.1	0.07	44	2300	460	0.30	
340.0	4.25	80	4.1	38.0	0.05	35	2300	460	0.26	
348.4	6.22	56	4.0	56.1	0.06	42	2300	460	0.29	
425.0	4.25	100	3.3	32.7	0.03	35	2300	460	0.26	
435.6	6.22	70	3.2	44.3	0.04	34	2300	460	0.25	
497.8	6.22	80	2.8	40.4	0.03	35	2300	460	0.26	
622.2	6.22	100	2.3	33.7	0.02	34	2300	460	0.25	

CBR 40/71 - CBU 40/71 — 70 Nm

CBR - 3.7
CBU - 3.7

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1}							IEC
			n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	F_{R2-OUT} Radial Load Std bearing	F_{a2-OUT} Axial Load Std bearing	P_{tn}	
			min^{-1}	Nm	kW	%	N	N	kW	
24.0	4.80	5	58.3	65.1	0.50	79	1474	295	0.79	page A10
33.6	4.80	7	41.7	65.1	0.37	77	1625	325	0.73	
38.3	7.67	5	36.4	70.0	0.34	79	1687	337	0.79	
48.0	4.80	10	29.2	66.6	0.27	75	1786	357	0.67	
53.7	7.67	7	26.0	70.0	0.25	77	1839	368	0.73	
72.0	4.80	15	19.4	66.6	0.20	69	1969	394	0.54	
76.7	7.67	10	18.2	70.0	0.18	75	1999	400	0.67	
96.0	4.80	20	14.6	60.0	0.15	63	2099	420	0.45	
115.0	7.67	15	12.1	70.0	0.13	69	2300	460	0.54	
134.4	4.80	28	10.4	66.6	0.13	56	2300	460	0.38	
153.3	7.67	20	9.1	65.8	0.10	63	2300	460	0.45	
192.0	4.80	40	7.3	61.3	0.10	49	2300	460	0.32	
214.7	7.67	28	6.5	70.0	0.08	56	2300	460	0.38	
235.2	4.80	49	6.0	57.6	0.08	45	2300	460	0.30	
268.8	4.80	56	5.2	53.9	0.07	43	2300	460	0.29	
306.7	7.67	40	4.5	66.5	0.07	49	2300	460	0.32	
336.0	4.80	70	4.2	42.6	0.05	35	2300	460	0.26	
375.7	7.67	49	3.7	62.2	0.05	45	2300	460	0.30	
384.0	4.80	80	3.6	38.9	0.04	35	2300	460	0.26	
429.3	7.67	56	3.2	57.9	0.05	43	2300	460	0.29	
480.0	4.80	100	2.9	33.1	0.03	35	2300	460	0.25	
536.7	7.67	70	2.6	45.9	0.04	35	2300	460	0.26	
613.3	7.67	80	2.3	42.2	0.03	35	2300	460	0.26	
766.7	7.67	100	1.8	34.3	0.02	35	2300	460	0.25	

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 — *1.6 earboxes performances* — 1.6 Leistungen der Getriebe

CBR 50/63 - CBU 50/63 — 110 Nm

CBR - 4.8
CBU - 4.5

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1} n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	F_{R2-OUT} Radial Load Std bearing	F_{a2-OUT} Axial Load Std bearing	P_{tn}	IEC
			min^{-1}	Nm	kW	%	N	N	kW	
21.3	4.25	5	65.9	45.5	0.39	80	1832	366	1.24	page A10
29.8	4.25	7	47.1	62.2	0.39	78	2062	412	1.13	
31.1	6.22	5	45.0	32.0	0.19	79	2092	418	1.18	
42.5	4.25	10	32.9	85.5	0.19	75	2337	467	0.99	
43.6	6.22	7	32.1	43.7	0.39	77	2354	471	1.08	
62.2	6.22	10	22.5	60.0	0.39	74	2668	534	0.95	
63.8	4.25	15	22.0	108.0	0.33	74	2694	539	0.92	
85.0	4.25	20	16.5	107.0	0.19	68	2980	596	0.75	
93.3	6.22	15	15.0	87.7	0.19	73	3076	615	0.88	
119.0	4.25	28	11.8	110.0	0.18	60	3200	640	0.60	
124.4	6.22	20	11.3	105.9	0.25	66	3200	640	0.71	
170.0	4.25	40	8.2	109.0	0.13	55	3200	640	0.54	
174.2	6.22	28	8.0	110.0	0.19	58	3200	640	0.58	
208.3	4.25	49	6.7	104.0	0.11	51	3200	640	0.50	
238.0	4.25	56	5.9	102.0	0.09	49	3200	640	0.48	
248.9	6.22	40	5.6	110.0	0.11	53	3200	640	0.52	
297.5	4.25	70	4.7	94.0	0.09	45	3200	640	0.44	
304.9	6.22	49	4.6	109.0	0.11	49	3200	640	0.48	
340.0	4.25	80	4.1	75.0	0.07	39	3200	640	0.40	
348.4	6.22	56	4.0	108.0	0.07	47	3200	640	0.46	
425.0	4.25	100	3.3	60.0	0.07	36	3200	640	0.38	
435.6	6.22	70	3.2	100.0	0.08	43	3200	640	0.43	
497.8	6.22	80	2.8	75.0	0.06	37	3200	640	0.39	
622.2	6.22	100	2.3	60.0	0.04	34	3200	640	0.37	

CBR 50/71 - CBU 50/71 — 110 Nm

CBR - 5.4
CBU - 5.1

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1} n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	F_{R2-OUT} Radial Load Std bearing	F_{a2-OUT} Axial Load Std bearing	P_{tn}	IEC
			min^{-1}	Nm	kW	%	N	N	kW	
24.0	4.80	5	58.3	81.2	0.62	80	1912	382	1.24	page A10
33.6	4.80	7	41.7	107.0	0.60	78	2152	430	1.13	
38.3	7.67	5	36.5	75.7	0.36	79	2257	451	1.18	
48.0	4.80	10	29.2	108.0	0.44	75	2439	488	0.99	
53.7	7.67	7	26.1	103.4	0.36	77	2540	508	1.08	
72.0	4.80	15	19.4	109.0	0.30	74	2812	562	0.92	
76.7	7.67	10	18.3	110.0	0.28	74	2879	576	0.95	
96.0	4.80	20	14.6	108.0	0.25	67	3110	622	0.73	
115.0	7.67	15	12.2	110.0	0.19	73	3200	640	0.88	
134.4	4.80	28	10.4	110.0	0.20	60	3200	640	0.60	
153.3	7.67	20	9.1	110.0	0.16	66	3200	640	0.71	
192.0	4.80	40	7.3	109.0	0.15	55	3200	640	0.54	
214.7	7.67	28	6.5	110.0	0.13	58	3200	640	0.58	
235.2	4.80	49	6.0	106.0	0.13	51	3200	640	0.50	
268.8	4.80	56	5.2	104.0	0.12	49	3200	640	0.48	
306.7	7.67	40	4.6	110.0	0.10	53	3200	640	0.52	
336.0	4.80	70	4.2	96.0	0.09	44	3200	640	0.43	
375.7	7.67	49	3.7	110.0	0.09	49	3200	640	0.48	
384.0	4.80	80	3.6	75.0	0.07	39	3200	640	0.40	
429.3	7.67	56	3.3	110.0	0.08	46	3200	640	0.45	
480.0	4.80	100	2.9	60.0	0.05	36	3200	640	0.38	
536.7	7.67	70	2.6	103.0	0.07	42	3200	640	0.42	
613.3	7.67	80	2.3	75.0	0.05	37	3200	640	0.39	
766.7	7.67	100	1.8	60.0	0.03	34	3200	640	0.37	

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 — *1.6 earboxes performances* — 1.6 Leistungen der Getriebe

CBR 63/71 - CBU 63/71 — 245 Nm

CBR - 7.6
CBU - 7.6

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1}							IEC
			n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	$F_{R2\text{-}OUT}$ Radial Load Std bearing	$F_{a2\text{-}OUT}$ Axial Load Std bearing	P_{tn}	
			min^{-1}	Nm	kW	%	N	N	kW	
24.0	4.80	5	58.3	82.2	0.62	81	2012	402	1.85	page A10
33.6	4.80	7	41.7	112.3	0.62	79	2267	453	1.67	
38.3	7.67	5	36.5	76.4	0.36	80	2379	476	1.73	
48.0	4.80	10	29.2	154.4	0.62	76	2572	514	1.47	
53.7	7.67	7	26.1	104.3	0.36	78	2679	536	1.58	
72.0	4.80	15	19.4	216.8	0.62	72	2969	594	1.21	
76.7	7.67	10	18.3	143.4	0.36	75	3040	608	1.39	
96.0	4.80	20	14.6	223.0	0.50	69	3287	657	1.10	
115.0	7.67	15	12.2	200.3	0.36	70	3300	660	1.15	
134.4	4.80	28	10.4	218.0	0.39	61	3300	660	0.88	
153.3	7.67	20	9.1	241.6	0.34	67	3300	660	1.05	
192.0	4.80	40	7.3	227.0	0.31	56	3300	660	0.78	
214.7	7.67	28	6.5	237.5	0.28	58	3300	660	0.83	
235.2	4.80	49	6.0	192.0	0.23	52	3300	660	0.72	
268.8	4.80	56	5.2	195.0	0.21	50	3300	660	0.69	
306.7	7.67	40	4.6	243.7	0.22	53	3300	660	0.74	
336.0	4.80	70	4.2	178.0	0.17	46	3300	660	0.64	
375.7	7.67	49	3.7	208.5	0.16	50	3300	660	0.69	
384.0	4.80	80	3.6	166.0	0.15	43	3300	660	0.61	
429.3	7.67	56	3.3	211.5	0.15	47	3300	660	0.66	
480.0	4.80	100	2.9	132.0	0.11	38	3300	660	0.56	
536.7	7.67	70	2.6	191.9	0.12	44	3300	660	0.61	
613.3	7.67	80	2.3	178.6	0.11	41	3300	660	0.58	
766.7	7.67	100	1.8	136.2	0.07	36	3300	660	0.54	

CBR 63/90 - CBU 63/90 — 245 Nm

CBR - 9.6
CBU - 9.6

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1}							IEC
			n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	$F_{R2\text{-}OUT}$ Radial Load Std bearing	$F_{a2\text{-}OUT}$ Axial Load Std bearing	P_{tn}	
			min^{-1}	Nm	kW	%	N	N	kW	
25.4	5.08	5	55.1	209.8	1.49	81	2056	411	1.83	page A10
35.6	5.08	7	39.3	214.8	1.12	79	2316	463	1.65	
40.5	8.10	5	34.6	233.6	1.06	80	2422	484	1.72	
50.8	5.08	10	27.5	221.8	0.84	76	2627	525	1.45	
56.7	8.10	7	24.7	236.3	0.78	78	2728	546	1.57	
76.3	5.08	15	18.4	222.3	0.60	72	3033	607	1.21	
81.0	8.10	10	17.3	241.8	0.58	75	3095	619	1.38	
101.7	5.08	20	13.8	225.8	0.48	68	3300	660	1.09	
121.5	8.10	15	11.5	241.8	0.42	70	3300	660	1.14	
142.3	5.08	28	9.8	220.6	0.38	60	3300	660	0.86	
162.0	8.10	20	8.6	243.4	0.33	67	3300	660	1.04	
203.3	5.08	40	6.9	229.6	0.30	55	3300	660	0.77	
226.8	8.10	28	6.2	240.1	0.27	58	3300	660	0.82	
249.1	5.08	49	5.6	194.6	0.22	51	3300	660	0.71	
284.7	5.08	56	4.9	197.6	0.21	49	3300	660	0.68	
324.0	8.10	40	4.3	245.1	0.21	53	3300	660	0.73	
355.8	5.08	70	3.9	179.6	0.16	45	3300	660	0.63	
396.9	8.10	49	3.5	210.8	0.16	50	3300	660	0.68	
406.7	5.08	80	3.4	167.3	0.14	42	3300	660	0.60	
453.6	8.10	56	3.1	213.8	0.15	47	3300	660	0.65	
508.3	5.08	100	2.8	132.5	0.10	38	3300	660	0.55	
567.0	8.10	70	2.5	193.9	0.12	43	3300	660	0.61	
648.0	8.10	80	2.2	180.4	0.10	40	3300	660	0.58	
810.0	8.10	100	1.7	136.8	0.07	36	3300	660	0.54	

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-

CBR 70/71

280 Nm

CBR - 9.1

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1}							IEC
			n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	$F_{R2\text{-}OUT}$ Radial Load Std bearing	$F_{a2\text{-}OUT}$ Axial Load Std bearing	P_{tn}	
			min^{-1}	Nm	kW	%	N	N	kW	
33.6	**4.80**	**7**	41.7	112.2	0.62	79	3375	675	1.84	
48.0	**4.80**	**10**	29.2	154.3	0.62	76	3872	774	1.61	
53.7	**7.67**	**7**	26.1	104.3	0.36	78	4049	810	1.74	
72.0	**4.80**	**15**	19.4	217.5	0.62	72	4527	905	1.35	
76.7	**7.67**	**10**	18.3	143.4	0.36	75	4645	929	1.53	
96.0	**4.80**	**20**	14.6	248.9	0.56	68	5057	1011	1.18	
115.0	**7.67**	**15**	12.2	200.3	0.36	70	4700	940	1.27	
134.4	**4.80**	**28**	10.4	238.1	0.44	59	4700	940	0.93	
153.3	**7.67**	**20**	9.1	253.2	0.36	66	4700	940	1.13	
192.0	**4.80**	**40**	7.3	255.8	0.36	55	4700	940	0.84	
214.7	**7.67**	**28**	6.5	264.9	0.32	57	4700	940	0.89	
235.2	**4.80**	**49**	6.0	259.8	0.32	51	4700	940	0.77	
268.8	**4.80**	**56**	5.2	258.4	0.29	49	4700	940	0.74	
306.7	**7.67**	**40**	4.6	277.5	0.25	53	4700	940	0.80	
336.0	**4.80**	**70**	4.2	227.6	0.23	44	4700	940	0.68	
375.7	**7.67**	**49**	3.7	280.2	0.23	48	4700	940	0.74	
384.0	**4.80**	**80**	3.6	213.5	0.20	41	4700	940	0.64	
429.3	**7.67**	**56**	3.3	278.8	0.20	46	4700	940	0.71	
480.0	**4.80**	**100**	2.9	177.8	0.14	38	4700	940	0.61	
536.7	**7.67**	**70**	2.6	246.2	0.16	42	4700	940	0.65	
613.3	**7.67**	**80**	2.3	230.8	0.14	39	4700	940	0.62	
766.7	**7.67**	**100**	1.8	184.5	0.10	36	4700	940	0.59	

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CBR 70/90

280 Nm

CBR - 11.1

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1}							IEC
			n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	$F_{R2\text{-}OUT}$ Radial Load Std bearing	$F_{a2\text{-}OUT}$ Axial Load Std bearing	P_{tn}	
			min^{-1}	Nm	kW	%	N	N	kW	
35.6	**5.08**	**7**	39.3	242.4	1.26	79	3455	691	1.82	
50.8	**5.08**	**10**	27.5	251.6	0.95	76	3964	793	1.60	
56.7	**8.10**	**7**	24.7	272.5	0.90	78	4129	826	1.73	
76.3	**5.08**	**15**	18.4	248.6	0.67	72	4633	927	1.34	
81.0	**8.10**	**10**	17.3	277.4	0.67	75	4737	947	1.52	
101.7	**5.08**	**20**	13.8	252.1	0.54	68	4700	940	1.17	
121.5	**8.10**	**15**	11.5	275.2	0.48	70	4700	940	1.25	
142.3	**5.08**	**28**	9.8	241.1	0.42	59	4700	940	0.93	
162.0	**8.10**	**20**	8.6	276.9	0.38	66	4700	940	1.13	
203.3	**5.08**	**40**	6.9	258.8	0.34	54	4700	940	0.83	
226.8	**8.10**	**28**	6.2	270.3	0.31	57	4700	940	0.88	
249.1	**5.08**	**49**	5.6	262.8	0.31	50	4700	940	0.77	
284.7	**5.08**	**56**	4.9	261.3	0.28	49	4700	940	0.74	
324.0	**8.10**	**40**	4.3	280.1	0.24	52	4700	940	0.80	
355.8	**5.08**	**70**	3.9	230.1	0.22	44	4700	940	0.67	
396.9	**8.10**	**49**	3.5	282.3	0.22	48	4700	940	0.73	
406.7	**5.08**	**80**	3.4	215.8	0.19	41	4700	940	0.64	
453.6	**8.10**	**56**	3.1	281.2	0.20	46	4700	940	0.71	
508.3	**5.08**	**100**	2.8	178.8	0.14	38	4700	940	0.61	
567.0	**8.10**	**70**	2.5	248.7	0.16	41	4700	940	0.65	
648.0	**8.10**	**80**	2.2	233.2	0.14	38	4700	940	0.62	
810.0	**8.10**	**100**	1.7	185.3	0.09	36	4700	940	0.59	

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

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Die angegebenen Gewichte sind Richtwerte und können je nach Getriebe-

1.6 Prestazioni riduttori — *1.6 earboxes performances* — 1.6 Leistungen der Getriebe

CBU 75/90 — 435 Nm

CBU - 12.6

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1}							IEC
			n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	F_{R2-OUT} Radial Load Std bearing	F_{a2-OUT} Axial Load Std bearing	P_{tn}	
			min^{-1}	Nm	kW	%	N	N	kW	
35.6	5.08	7	39.3	354.7	1.84	79	3617	723	1.91	page A10
50.8	5.08	10	27.5	384.7	1.45	77	4148	830	1.71	
56.7	8.10	7	24.7	331.3	1.10	78	4320	864	1.81	
76.3	5.08	15	18.4	388.7	1.04	72	4846	969	1.42	
81.0	8.10	10	17.3	431.2	1.03	76	4954	991	1.62	
101.7	5.08	20	13.8	347.2	0.73	69	5200	1040	1.28	
121.5	8.10	15	11.5	433.3	0.75	70	5200	1040	1.33	
142.3	5.08	28	9.8	406.2	0.71	59	5200	1040	0.97	
162.0	8.10	20	8.6	385.0	0.52	67	5200	1040	1.22	
203.3	5.08	40	6.9	353.6	0.46	55	5200	1040	0.89	
226.8	8.10	28	6.2	448.8	0.51	57	5200	1040	0.92	
249.1	5.08	49	5.6	333.6	0.38	51	5200	1040	0.82	
284.7	5.08	56	4.9	296.6	0.30	50	5200	1040	0.80	
324.0	8.10	40	4.3	389.1	0.33	53	5200	1040	0.85	
355.8	5.08	70	3.9	291.1	0.26	46	5200	1040	0.73	
396.9	8.10	49	3.5	366.2	0.28	49	5200	1040	0.78	
406.7	5.08	80	3.4	265.6	0.22	43	5200	1040	0.69	
453.6	8.10	56	3.1	324.4	0.22	48	5200	1040	0.76	
508.3	5.08	100	2.8	218.5	0.16	39	5200	1040	0.65	
567.0	8.10	70	2.5	312.1	0.19	43	5200	1040	0.70	
648.0	8.10	80	2.2	278.1	0.16	40	5200	1040	0.67	
810.0	8.10	100	1.7	226.7	0.11	37	5200	1040	0.63	

CBR 85/90 — 500 Nm

CBR - 17.6

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1}							IEC
			n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	F_{R2-OUT} Radial Load Std bearing	F_{a2-OUT} Axial Load Std bearing	P_{tn}	
			min^{-1}	Nm	kW	%	N	N	kW	
35.6	5.08	7	39.3	354.7	1.84	79	3859	772	2.43	page A10
50.8	5.08	10	27.5	476.9	1.78	77	4418	884	2.22	
56.7	8.10	7	24.7	331.3	1.10	78	4599	920	2.30	
76.3	5.08	15	18.4	475.9	1.26	73	5152	1030	1.85	
81.0	8.10	10	17.3	461.4	1.10	76	5264	1053	2.11	
101.7	5.08	20	13.8	483.6	0.99	70	5800	1160	1.71	
121.5	8.10	15	11.5	500.0	0.85	71	5800	1160	1.73	
142.3	5.08	28	9.8	455.4	0.79	59	5800	1160	1.25	
162.0	8.10	20	8.6	500.0	0.66	69	5800	1160	1.62	
203.3	5.08	40	6.9	481.1	0.62	56	5800	1160	1.16	
226.8	8.10	28	6.2	489.1	0.56	57	5800	1160	1.18	
249.1	5.08	49	5.6	456.9	0.51	52	5800	1160	1.07	
284.7	5.08	56	4.9	439.4	0.43	52	5800	1160	1.07	
324.0	8.10	40	4.3	500.0	0.42	54	5800	1160	1.10	
355.8	5.08	70	3.9	404.6	0.35	48	5800	1160	0.97	
396.9	8.10	49	3.5	489.1	0.36	50	5800	1160	1.02	
406.7	5.08	80	3.4	373.4	0.30	45	5800	1160	0.92	
453.6	8.10	56	3.1	478.1	0.31	50	5800	1160	1.01	
508.3	5.08	100	2.8	315.6	0.23	39	5800	1160	0.84	
567.0	8.10	70	2.5	440.3	0.25	45	5800	1160	0.93	
648.0	8.10	80	2.2	403.7	0.22	42	5800	1160	0.88	
810.0	8.10	100	1.7	331.5	0.16	37	5800	1160	0.81	

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1.6 Prestazioni riduttori — *1.6 earboxes performances* — 1.6 Leistungen der Getriebe

CBU 90/90 — 750 Nm

CBU - 17.6

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1} n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	$F_{R2\text{-}OUT}$ Radial Load Std bearing	$F_{a2\text{-}OUT}$ Axial Load Std bearing	P_{tn}	IEC
			min^{-1}	Nm	kW	%	N	N	kW	
35.6	5.08	7	39.3	358.6	1.84	80	4664	933	2.93	page A10
50.8	5.08	10	27.5	499.7	1.84	78	5364	1073	2.67	
56.7	8.10	7	24.7	334.5	1.10	79	5591	1118	2.75	
76.3	5.08	15	18.4	629.3	1.66	73	6288	1258	2.17	
81.0	8.10	10	17.3	466.0	1.10	77	6430	1286	2.52	
101.7	5.08	20	13.8	630.3	1.28	71	7025	1405	2.02	
121.5	8.10	15	11.5	647.9	1.10	71	7025	1405	2.03	
142.3	5.08	28	9.8	674.8	1.13	61	7025	1405	1.51	
162.0	8.10	20	8.6	699.8	0.91	69	7025	1405	1.92	
203.3	5.08	40	6.9	642.3	0.80	58	7025	1405	1.39	
226.8	8.10	28	6.2	746.3	0.82	59	7025	1405	1.43	
249.1	5.08	49	5.6	574.7	0.62	54	7025	1405	1.28	
284.7	5.08	56	4.9	531.7	0.51	53	7025	1405	1.26	
324.0	8.10	40	4.3	706.5	0.58	55	7025	1405	1.32	
355.8	5.08	70	3.9	470.7	0.40	49	7025	1405	1.14	
396.9	8.10	49	3.5	630.8	0.45	52	7025	1405	1.22	
406.7	5.08	80	3.4	421.6	0.33	46	7025	1405	1.09	
453.6	8.10	56	3.1	582.6	0.37	51	7025	1405	1.19	
508.3	5.08	100	2.8	331.6	0.23	41	7025	1405	1.00	
567.0	8.10	70	2.5	514.3	0.29	46	7025	1405	1.09	
648.0	8.10	80	2.2	438.3	0.23	44	7025	1405	1.04	
810.0	8.10	100	1.7	344.5	0.16	39	7025	1405	0.96	

CBR 110/90 - CBU 110/90 — 1000 Nm

CBR - 34.0
CBU - 25.6

ir	IR INPUT	IR OUTPUT	n_1 = 1400 min^{-1} n_2 Output speed	T_{2M} Ouput torque	P Input Power	RD Efficiency	$F_{R2\text{-}OUT}$ Radial Load Std bearing	$F_{a2\text{-}OUT}$ Axial Load Std bearing	P_{tn}	IEC
			min^{-1}	Nm	kW	%	N	N	kW	
35.6	5.08	7	39.3	362.4	1.84	81	5457	1091	4.35	page A10
50.8	5.08	10	27.5	505.2	1.84	79	6298	1260	3.95	
56.7	8.10	7	24.7	337.8	1.10	79	6572	1314	4.06	
76.3	5.08	15	18.4	706.0	1.84	73	7413	1483	3.14	
81.0	8.10	10	17.3	470.6	1.10	78	7586	1517	3.71	
101.7	5.08	20	13.8	916.2	1.84	72	8250	1650	2.93	
121.5	8.10	15	11.5	652.4	1.10	72	8250	1650	2.94	
142.3	5.08	28	9.8	949.3	1.55	63	8250	1650	2.26	
162.0	8.10	20	8.6	851.4	1.10	70	8250	1650	2.79	
203.3	5.08	40	6.9	968.5	1.18	59	8250	1650	2.05	
226.8	8.10	28	6.2	1000.0	1.06	61	8250	1650	2.13	
249.1	5.08	49	5.6	928.8	0.97	56	8250	1650	1.91	
284.7	5.08	56	4.9	735.2	0.70	54	8250	1650	1.83	
324.0	8.10	40	4.3	1000.0	0.79	57	8250	1650	1.94	
355.8	5.08	70	3.9	756.0	0.63	49	8250	1650	1.65	
396.9	8.10	49	3.5	986.9	0.68	54	8250	1650	1.79	
406.7	5.08	80	3.4	755.5	0.57	48	8250	1650	1.59	
453.6	8.10	56	3.1	798.7	0.50	52	8250	1650	1.74	
508.3	5.08	100	2.8	633.4	0.43	43	8250	1650	1.46	
567.0	8.10	70	2.5	819.3	0.45	47	8250	1650	1.58	
648.0	8.10	80	2.2	800.9	0.40	45	8250	1650	1.52	
810.0	8.10	100	1.7	659.1	0.30	40	8250	1650	1.40	

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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 otte- nere, a richiesta, con una diversa disposi- zione delle molle.
I
valori di taratura si riferiscono ad una condizione statica(durante lo slittamento la coppia trasmessa decade considerevol- mente) 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 perfor- mances.

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 con- siderable decrease) and are approximate being calculated on a theoric 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 Rutsch- momente 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 übertrag- bare Leistung der Getriebe in Abhängigkeit von der Untersetzung jedoch außer acht.
Mit einer anderen Anordnung der Teller- federn können auch größere Rutschmo- mente M_{2S} erreicht werden.
Die angegebenen Werte sind statische Momente (das Rutschmoment nimmt wäh- rend 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.

TM
Taratura maggiorata
Heavy calibration
Erhöhtes Ansprechmoment

LP
LC

LF

	CBR	ir OUTPUT	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											
			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)											
	40/63 40/71		40	53	77	91				15	28	36	51	64	75	86	97				
	50/63 50/71		50	65	93	128				21	40	52	74	93	110	126	141	154	167		
	63/71 63/90		96	125	178	231	288			51	100	130	190	245	295	345	385	440	480		
	70/71 70/90		96	125	178	231	288			38	74	96	135	175	210	240	270	300	320	350	
	85/90	7-10-15-28	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	176	223	316	420	497	566	651	120	150	195	280	350	425	490	550	610	665	715	765	815
	110/90	7-10-15-28	261	342	501	653	805	945		190	380	500	740	930	1150	1350	1500	1700	1850	2020	2180	—
		20-40-49	282	369	541	705	869	1021		200	400	540	780	1000	1230	1430	1620	1800	2000	2170	2360	—
		56 - 100	323	424	621	810	998	1172		220	450	600	900	1150	1380	1620	1840	2070	2300	2500	2700	—

ATTENZIONE !

Quando è richiesto il minimo errore di taratura è opportuno verificare in pratica, staticamente, che la frizione slitti effettiva- mente 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

1.6.1 Disposizione delle molle

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

16 Performances limiter

1.6.1 Springs arrangement

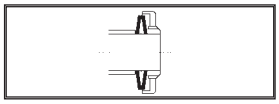
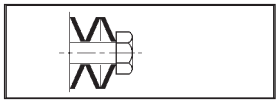
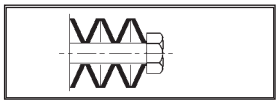
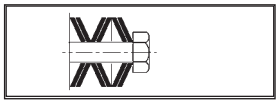
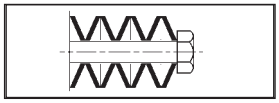
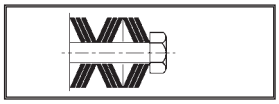
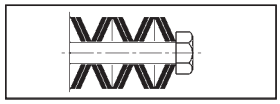
Standard arrangement of springs guarantees an acceptable setting and enables the gearbox to transmit the maximum nominal torque

1.6 Leistungen der Rutschkupplung

1.6.1 Anordnung der Tellerfedern

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

CBR	LP LC 		LF 
	TM		TM
40/63 40/71	6 molle/*springs* 23/12.2/1.5		2 molle/*springs* 63/31/2.5
50/63 50/71	6 molle/*springs* 31.5/16.3/1.75		2 molle/*springs* 80/41/3
63/71 63/90	6 molle/*springs* 31.5/16.3/2		2 molle/*springs* 80/41/4
70/71 70/90	6 molle/*springs* 34/16.3/2		2 molle/*springs* 90/46/3.5
85/90	9 molle/*springs* 40/18.3/2		2 molle/*springs* 100/51/4
110/10	9 molle/*springs* 45/22.4/2.5		2 molle/*springs* 125/61/6

2	
3	
5	
6	
7	
9	
10	

IN PARALLELO
max. coppia
min. sensibilita'

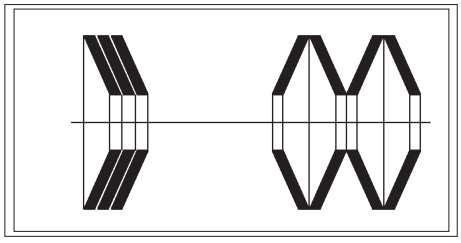
PARALLEL
max. torque
min. sensitivity

PARALLEL
max. Moment
min. Empfindlichkeit

IN SERIE
min. coppia
max. sensibilita'

SERIES
min. torque
max. sensitivity

SERIE
min. Moment
max. Empfindlichkeit



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, how- ever, 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.

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 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,06	66.4	21.3	7.0	6.5	-	C_R/U_50/63_21.3	T56A4
	66.4	21.3	6.9	6.5	-	C_R/U_40/63_21.3	T56A4
	47.4	29.8	9.4	6.5	-	C_R/U_40/63_29.8	T56A4
	47.4	29.8	9.5	6.5	-	C_R/U_50/63_29.8	T56A4
	45.3	31.1	10.1	3.2	-	C_R/U_50/63_31.1	T56A4
	45.3	31.1	10.0	3.2	-	C_R/U_40/63_31.1	T56A4
	33.2	42.5	13.1	5.0	-	C_R/U_40/63_42.5	T56A4
	33.2	42.5	13.1	6.5	-	C_R/U_50/63_42.5	T56A4
	32.4	43.6	13.7	3.2	-	C_R/U_40/63_43.6	T56A4
	32.4	43.6	13.8	3.2	-	C_R/U_50/63_43.6	T56A4
	22.7	62.2	19.0	3.2	-	C_R/U_40/63_62.2	T56A4
	22.7	62.2	19.0	3.2	-	C_R/U_50/63_62.2	T56A4
	22.1	63.8	18.1	3.6	-	C_R/U_40/63_63.8	T56A4
	22.1	63.8	19.2	5.6	-	C_R/U_50/63_63.8	T56A4
	16.6	85.0	22.1	2.6	-	C_R/U_40/63_85	T56A4
	16.6	85.0	23.5	4.5	-	C_R/U_50/63_85	T56A4
	15.1	93.3	26.0	2.7	-	C_R/U_40/63_93.3	T56A4
	15.1	93.3	27.7	3.2	-	C_R/U_50/63_93.3	T56A4
	11.8	119.0	27.8	2.4	-	C_R/U_40/63_119	T56A4
	11.8	119.0	29.1	3.8	-	C_R/U_50/63_119	T56A4
	11.3	124.4	31.6	2.0	-	C_R/U_40/63_124.4	T56A4
	11.3	124.4	33.4	3.2	-	C_R/U_50/63_124.4	T56A4
	8.3	170.0	34.2	1.7	-	C_R/U_40/63_170	T56A4
	8.3	170.0	38.2	2.9	-	C_R/U_50/63_170	T56A4
	8.1	174.2	39.4	1.8	-	C_R/U_40/63_174.2	T56A4
	8.1	174.2	41.2	2.7	-	C_R/U_50/63_174.2	T56A4
	6.8	208.3	38.6	1.5	-	C_R/U_40/63_208.3	T56A4
	6.8	208.3	43.4	2.4	-	C_R/U_50/63_208.3	T56A4
	5.9	238.0	42.2	1.2	-	C_R/U_40/63_238	T56A4
	5.9	238.0	47.7	2.1	-	C_R/U_50/63_238	T56A4
	5.7	248.9	48.3	1.3	-	C_R/U_40/63_248.9	T56A4
	5.7	248.9	53.9	2.0	-	C_R/U_50/63_248.9	T56A4
	4.7	297.5	43.1	1.0	-	C_R/U_40/63_297.5	T56A4
	4.7	297.5	54.9	1.7	-	C_R/U_50/63_297.5	T56A4
	4.6	304.9	54.3	1.1	-	C_R/U_40/63_304.9	T56A4
	4.6	304.9	61.1	1.8	-	C_R/U_50/63_304.9	T56A4
	4.1	340.0	49.1	0.8	-	C_R/U_40/63_340	T56A4
	4.1	340.0	54.5	1.4	-	C_R/U_50/63_340	T56A4
	4.0	348.4	59.3	0.9	-	C_R/U_40/63_348.4	T56A4
	4.0	348.4	67.1	1.6	-	C_R/U_50/63_348.4	T56A4
	3.3	425.0	63.1	1.0	-	C_R/U_50/63_425	T56A4
	3.2	435.6	60.1	0.7	-	C_R/U_40/63_435.6	T56A4
	3.2	435.6	76.9	1.3	-	C_R/U_50/63_435.6	T56A4
	2.8	497.8	75.9	1.0	-	C_R/U_50/63_497.8	T56A4
	2.3	622.2	87.4	0.7	-	C_R/U_50/63_622.2	T56A4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,09	63.3	21.3	10.5	4.3	-	C_R/U_50/63_21.3	T56B4
	63.3	21.3	10.3	4.3	-	C_R/U_40/63_21.3	T56B4
	45.2	29.8	14.1	4.3	-	C_R/U_40/63_29.8	T56B4
	45.2	29.8	14.3	4.3	-	C_R/U_50/63_29.8	T56B4
	43.3	31.1	15.0	2.1	-	C_R/U_40/63_31.1	T56B4
	43.3	31.1	15.2	2.1	-	C_R/U_50/63_31.1	T56B4
	31.7	42.5	19.7	3.3	-	C_R/U_40/63_42.5	T56B4
	31.7	42.5	19.7	4.3	-	C_R/U_50/63_42.5	T56B4
	30.9	43.6	20.5	2.1	-	C_R/U_40/63_43.6	T56B4
	30.9	43.6	20.7	2.1	-	C_R/U_50/63_43.6	T56B4
	21.6	62.2	28.5	2.1	-	C_R/U_40/63_62.2	T56B4
	21.6	62.2	28.5	2.1	-	C_R/U_50/63_62.2	T56B4
	21.1	63.8	27.1	2.4	-	C_R/U_40/63_63.8	T56B4
	21.1	63.8	28.8	3.8	-	C_R/U_50/63_63.8	T56B4
	15.8	85.0	33.1	1.8	-	C_R/U_40/63_85	T56B4
	15.8	85.0	35.3	3.0	-	C_R/U_50/63_85	T56B4
	14.4	93.3	38.9	1.8	-	C_R/U_40/63_93.3	T56B4
	14.4	93.3	41.6	2.1	-	C_R/U_50/63_93.3	T56B4
	11.3	119.0	41.6	1.6	-	C_R/U_40/63_119	T56B4
	11.3	119.0	43.7	2.5	-	C_R/U_50/63_119	T56B4
	10.8	124.4	47.4	1.3	-	C_R/U_40/63_124.4	T56B4
	10.8	124.4	50.2	2.1	-	C_R/U_50/63_124.4	T56B4
	7.9	170.0	51.3	1.2	-	C_R/U_40/63_170	T56B4
	7.9	170.0	57.3	1.9	-	C_R/U_50/63_170	T56B4
	7.7	174.2	59.2	1.2	-	C_R/U_40/63_174.2	T56B4
	7.7	174.2	61.8	1.8	-	C_R/U_50/63_174.2	T56B4
	6.5	208.3	57.8	1.0	-	C_R/U_40/63_208.3	T56B4
	6.5	208.3	65.2	1.6	-	C_R/U_50/63_208.3	T56B4
	5.7	238.0	63.2	0.8	-	C_R/U_40/63_238	T56B4
	5.7	238.0	71.6	1.4	-	C_R/U_50/63_238	T56B4
	5.4	248.9	72.5	0.9	-	C_R/U_40/63_248.9	T56B4
	5.4	248.9	80.9	1.4	-	C_R/U_50/63_248.9	T56B4
	4.5	297.5	64.7	0.6	-	C_R/U_40/63_297.5	T56B4
	4.5	297.5	82.3	1.1	-	C_R/U_50/63_297.5	T56B4
	4.4	304.9	81.5	0.7	-	C_R/U_40/63_304.9	T56B4
	4.4	304.9	91.7	1.2	-	C_R/U_50/63_304.9	T56B4
	4.0	340.0	81.8	0.9	-	C_R/U_50/63_340	T56B4
	3.9	348.4	89.0	0.6	-	C_R/U_40/63_348.4	T56B4
	3.9	348.4	100.6	1.1	-	C_R/U_50/63_348.4	T56B4
	3.2	425.0	94.6	0.6	-	C_R/U_50/63_425	T56B4
	3.1	435.6	115.3	0.9	-	C_R/U_50/63_435.6	T56B4
	2.7	497.8	113.8	0.7	-	C_R/U_50/63_497.8	T56B4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,11	61.6	21.3	12.8	3.6	-	C_R/U_50/63_21.3	T56C4
	61.6	21.3	12.6	3.6	-	C_R/U_40/63_21.3	T56C4
	44.0	29.8	17.3	3.6	-	C_R/U_40/63_29.8	T56C4
	44.0	29.8	17.5	3.6	-	C_R/U_50/63_29.8	T56C4
	42.1	31.1	18.5	1.7	-	C_R/U_50/63_31.1	T56C4
	42.1	31.1	18.3	1.7	-	C_R/U_40/63_31.1	T56C4
	30.8	42.5	24.0	2.7	-	C_R/U_40/63_42.5	T56C4
	30.8	42.5	24.1	3.6	-	C_R/U_50/63_42.5	T56C4
	30.1	43.6	25.0	1.7	-	C_R/U_40/63_43.6	T56C4
	30.1	43.6	25.3	1.7	-	C_R/U_50/63_43.6	T56C4
	21.1	62.2	34.9	1.7	-	C_R/U_40/63_62.2	T56C4
	21.1	62.2	34.8	1.7	-	C_R/U_50/63_62.2	T56C4
	20.5	63.8	33.2	2.0	-	C_R/U_40/63_63.8	T56C4
	20.5	63.8	35.2	3.1	-	C_R/U_50/63_63.8	T56C4
	15.4	85.0	40.5	1.4	-	C_R/U_40/63_85	T56C4
	15.4	85.0	43.1	2.5	-	C_R/U_50/63_85	T56C4
	14.0	93.3	47.6	1.5	-	C_R/U_40/63_93.3	T56C4
	14.0	93.3	50.8	1.7	-	C_R/U_50/63_93.3	T56C4
	11.0	119.0	50.9	1.3	-	C_R/U_40/63_119	T56C4
	11.0	119.0	53.4	2.1	-	C_R/U_50/63_119	T56C4
	10.5	124.4	58.0	1.1	-	C_R/U_40/63_124.4	T56C4
	10.5	124.4	61.3	1.7	-	C_R/U_50/63_124.4	T56C4
	7.7	170.0	62.7	1.0	-	C_R/U_40/63_170	T56C4
	7.7	170.0	70.0	1.6	-	C_R/U_50/63_170	T56C4
	7.5	174.2	72.3	1.0	-	C_R/U_40/63_174.2	T56C4
	7.5	174.2	75.6	1.5	-	C_R/U_50/63_174.2	T56C4
	6.3	208.3	70.7	0.8	-	C_R/U_40/63_208.3	T56C4
	6.3	208.3	79.6	1.3	-	C_R/U_50/63_208.3	T56C4
	5.5	238.0	77.3	0.7	-	C_R/U_40/63_238	T56C4
	5.5	238.0	87.5	1.2	-	C_R/U_50/63_238	T56C4
	5.3	248.9	88.6	0.7	-	C_R/U_40/63_248.9	T56C4
	5.3	248.9	98.8	1.1	-	C_R/U_50/63_248.9	T56C4
	4.4	297.5	100.6	0.9	-	C_R/U_50/63_297.5	T56C4
	4.3	304.9	99.6	0.6	-	C_R/U_40/63_304.9	T56C4
	4.3	304.9	112.1	1.0	-	C_R/U_50/63_304.9	T56C4
	3.9	340.0	100.0	0.7	-	C_R/U_50/63_340	T56C4
	3.8	348.4	123.0	0.9	-	C_R/U_50/63_348.4	T56C4
	3.0	435.6	140.9	0.7	-	C_R/U_50/63_435.6	T56C4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,13	63.1	21.3	15.1	3.0	-	C_R/U_50/63_21.3	T63A4
	63.1	21.3	14.9	3.0	-	C_R/U_40/63_21.3	T63A4
	55.8	24.0	16.8	3.9	- & G	C_R/U_40/71_24	T63A4
	55.8	24.0	17.3	4.7	- & G	C_R/U_63/71_24	T63A4
	55.8	24.0	17.1	4.7	- & G	C_R/U_50/71_24	T63A4
	45.0	29.8	20.4	3.0	-	C_R/U_40/63_29.8	T63A4
	45.0	29.8	20.7	3.0	-	C_R/U_50/63_29.8	T63A4
	39.9	33.6	23.0	2.8	- & G	C_R/U_40/71_33.6	T63A4
	39.9	33.6	23.4	4.6	- & G	C_R/U_50/71_33.6	T63A4
	39.9	33.6	23.6	4.7	- & G	C_R_70/71_33.6	T63A4
	39.9	33.6	23.7	4.7	- & G	C_R/U_63/71_33.6	T63A4
	35.0	38.3	26.9	2.6	- & G	C_R/U_40/71_38.3	T63A4
	35.0	38.3	27.0	2.8	- & G	C_R/U_50/71_38.3	T63A4
	35.0	38.3	27.2	2.8	- & G	C_R/U_63/71_38.3	T63A4
	31.5	42.5	28.4	2.3	-	C_R/U_40/63_42.5	T63A4
	31.5	42.5	28.4	3.0	-	C_R/U_50/63_42.5	T63A4
	27.9	48.0	32.0	2.1	- & G	C_R/U_40/71_48	T63A4
	27.9	48.0	32.1	3.4	- & G	C_R/U_50/71_48	T63A4
	27.9	48.0	32.5	4.7	- & G	C_R/U_63/71_48	T63A4
	27.9	48.0	32.5	4.7	- & G	C_R_70/71_48	T63A4
	25.0	53.7	36.7	1.9	- & G	C_R/U_40/71_53.7	T63A4
	25.0	53.7	36.8	2.8	- & G	C_R/U_50/71_53.7	T63A4
	25.0	53.7	37.2	2.8	- & G	C_R_70/71_53.7	T63A4
	25.0	53.7	37.2	2.8	- & G	C_R/U_63/71_53.7	T63A4
	21.0	63.8	39.2	1.7	-	C_R/U_40/63_63.8	T63A4
	21.0	63.8	41.6	2.6	-	C_R/U_50/63_63.8	T63A4
	18.6	72.0	43.9	1.5	- & G	C_R/U_40/71_72	T63A4
	18.6	72.0	46.9	2.3	- & G	C_R/U_50/71_72	T63A4
	18.6	72.0	45.8	4.7	- & G	C_R_70/71_72	T63A4
	18.6	72.0	45.7	4.7	- & G	C_R/U_63/71_72	T63A4
	17.5	76.7	51.0	1.4	- & G	C_R/U_40/71_76.7	T63A4
	17.5	76.7	50.6	2.2	- & G	C_R/U_50/71_76.7	T63A4
	17.5	76.7	51.1	2.8	- & G	C_R_70/71_76.7	T63A4
	17.5	76.7	51.1	2.8	- & G	C_R/U_63/71_76.7	T63A4
	15.8	85.0	47.8	1.2	-	C_R/U_40/63_85	T63A4
	15.8	85.0	51.0	2.1	-	C_R/U_50/63_85	T63A4
	14.0	96.0	53.6	1.1	- & G	C_R/U_40/71_96	T63A4
	14.0	96.0	56.7	1.9	- & G	C_R/U_50/71_96	T63A4
	14.0	96.0	58.4	3.8	- & G	C_R/U_63/71_96	T63A4
	14.0	96.0	57.8	4.3	- & G	C_R_70/71_96	T63A4
	11.7	115.0	70.2	1.0	- & G	C_R/U_40/71_115	T63A4
	11.7	115.0	74.0	1.5	- & G	C_R/U_50/71_115	T63A4
	11.7	115.0	71.4	2.8	- & G	C_R_70/71_115	T63A4
	11.7	115.0	71.4	2.8	- & G	C_R/U_63/71_115	T63A4
	11.3	119.0	60.1	1.1	-	C_R/U_40/63_119	T63A4
	11.3	119.0	63.1	1.7	-	C_R/U_50/63_119	T63A4
	10.0	134.4	67.2	1.0	- & G	C_R/U_40/71_134.4	T63A4
	10.0	134.4	71.2	1.5	- & G	C_R/U_50/71_134.4	T63A4
	10.0	134.4	72.4	3.0	- & G	C_R/U_63/71_134.4	T63A4
	10.0	134.4	70.7	3.4	- & G	C_R_70/71_134.4	T63A4
	8.7	153.3	89.3	1.2	- & G	C_R/U_50/71_153.3	T63A4
	8.7	153.3	91.1	2.7	- & G	C_R/U_63/71_153.3	T63A4
	8.7	153.3	90.2	2.8	- & G	C_R_70/71_153.3	T63A4
	7.9	170.0	74.1	0.8	-	C_R/U_40/63_170	T63A4
	7.9	170.0	82.7	1.3	-	C_R/U_50/63_170	T63A4
	7.0	192.0	93.4	1.2	- & G	C_R/U_50/71_192	T63A4
	7.0	192.0	95.1	2.4	- & G	C_R/U_63/71_192	T63A4
	7.0	192.0	93.2	2.7	- & G	C_R_70/71_192	T63A4
	6.4	208.3	94.1	1.1	-	C_R/U_50/63_208.3	T63A4
	6.2	214.7	110.1	1.0	- & G	C_R/U_50/71_214.7	T63A4
	6.2	214.7	110.8	2.1	- & G	C_R/U_63/71_214.7	T63A4
	6.2	214.7	108.9	2.4	- & G	C_R_70/71_214.7	T63A4
	5.7	235.2	106.3	1.0	- & G	C_R/U_50/71_235.2	T63A4
	5.7	235.2	108.3	1.8	- & G	C_R/U_63/71_235.2	T63A4
	5.7	235.2	105.9	2.5	- & G	C_R_70/71_235.2	T63A4
	5.6	238.0	103.4	1.0	-	C_R/U_50/63_238	T63A4
	5.0	268.8	116.8	0.9	- & G	C_R/U_50/71_268.8	T63A4
	5.0	268.8	119.1	1.6	- & G	C_R/U_63/71_268.8	T63A4
	5.0	268.8	116.4	2.2	- & G	C_R_70/71_268.8	T63A4
	4.4	306.7	145.0	1.7	- & G	C_R/U_63/71_306.7	T63A4
	4.4	306.7	143.1	1.9	- & G	C_R_70/71_306.7	T63A4
	4.0	336.0	137.2	1.3	- & G	C_R/U_63/71_336	T63A4
	4.0	336.0	130.9	1.7	- & G	C_R_70/71_336	T63A4
	3.6	375.7	165.5	1.3	- & G	C_R/U_63/71_375.7	T63A4
	3.6	375.7	161.3	1.7	- & G	C_R_70/71_375.7	T63A4
	3.5	384.0	146.8	1.1	- & G	C_R/U_63/71_384	T63A4
	3.5	384.0	139.6	1.5	- & G	C_R_70/71_384	T63A4

1.7 Prestazioni motoriduttori *1.7 gearboxes performances* 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,13	3.1	429.3	180.6	1.2	- & G	C_R/U_63/71_429.3	T63A4
	3.1	429.3	176.8	1.6	- & G	C_R_70/71_429.3	T63A4
	2.8	480.0	162.7	0.8	- & G	C_R/U_63/71_480	T63A4
	2.8	480.0	162.0	1.1	- & G	C_R_70/71_480	T63A4
	2.5	536.7	207.0	0.9	- & G	C_R/U_63/71_536.7	T63A4
	2.5	536.7	197.7	1.2	- & G	C_R_70/71_536.7	T63A4
	2.2	613.3	220.6	0.8	- & G	C_R/U_63/71_613.3	T63A4
	2.2	613.3	210.0	1.1	- & G	C_R_70/71_613.3	T63A4
0,18	64.0	21.3	21.0	2.2	-	C_R/U_50/63_21.3	T63B4
	64.0	21.3	20.7	2.2	-	C_R/U_40/63_21.3	T63B4
	56.7	24.0	23.3	2.8	- & G	C_R/U_40/71_24	T63B4
	56.7	24.0	24.0	3.4	- & G	C_R/U_63/71_24	T63B4
	56.7	24.0	23.7	3.4	- & G	C_R/U_50/71_24	T63B4
	45.7	29.8	28.2	2.2	-	C_R/U_40/63_29.8	T63B4
	45.7	29.8	28.6	2.2	-	C_R/U_50/63_29.8	T63B4
	40.5	33.6	31.8	2.0	- & G	C_R/U_40/71_33.6	T63B4
	40.5	33.6	32.3	3.3	- & G	C_R/U_50/71_33.6	T63B4
	40.5	33.6	32.7	3.4	- & G	C_R_70/71_33.6	T63B4
	40.5	33.6	32.7	3.4	- & G	C_R/U_63/71_33.6	T63B4
	35.5	38.3	37.2	1.9	- & G	C_R/U_40/71_38.3	T63B4
	35.5	38.3	37.4	2.0	- & G	C_R/U_50/71_38.3	T63B4
	35.5	38.3	37.7	2.0	- & G	C_R/U_63/71_38.3	T63B4
	32.0	42.5	39.3	1.7	-	C_R/U_40/63_42.5	T63B4
	32.0	42.5	39.4	2.2	-	C_R/U_50/63_42.5	T63B4
	28.3	48.0	44.2	1.5	- & G	C_R/U_40/71_48	T63B4
	28.3	48.0	44.5	2.4	- & G	C_R/U_50/71_48	T63B4
	28.3	48.0	45.1	3.4	- & G	C_R/U_63/71_48	T63B4
	28.3	48.0	45.0	3.4	- & G	C_R_70/71_48	T63B4
	25.3	53.7	50.8	1.4	- & G	C_R/U_40/71_53.7	T63B4
	25.3	53.7	51.0	2.0	- & G	C_R/U_50/71_53.7	T63B4
	25.3	53.7	51.5	2.0	- & G	C_R/U_63/71_53.7	T63B4
	25.3	53.7	51.5	2.0	- & G	C_R_70/71_53.7	T63B4
	21.3	63.8	54.3	1.2	-	C_R/U_40/63_63.8	T63B4
	21.3	63.8	57.5	1.9	-	C_R/U_50/63_63.8	T63B4
	18.9	72.0	60.8	1.1	- & G	C_R/U_40/71_72	T63B4
	18.9	72.0	65.0	1.7	- & G	C_R/U_50/71_72	T63B4
	18.9	72.0	63.4	3.4	- & G	C_R_70/71_72	T63B4
	18.9	72.0	63.2	3.4	- & G	C_R/U_63/71_72	T63B4
	17.7	76.7	70.7	1.0	- & G	C_R/U_40/71_76.7	T63B4
	17.7	76.7	70.1	1.6	- & G	C_R/U_50/71_76.7	T63B4
	17.7	76.7	70.8	2.0	- & G	C_R_70/71_76.7	T63B4
	17.7	76.7	70.8	2.0	- & G	C_R/U_63/71_76.7	T63B4
	16.0	85.0	66.2	0.9	-	C_R/U_40/63_85	T63B4
	16.0	85.0	70.6	1.5	-	C_R/U_50/63_85	T63B4
	14.2	96.0	74.2	0.8	- & G	C_R/U_40/71_96	T63B4
	14.2	96.0	78.6	1.4	- & G	C_R/U_50/71_96	T63B4
	14.2	96.0	80.9	2.8	- & G	C_R/U_63/71_96	T63B4
	14.2	96.0	80.0	3.1	- & G	C_R_70/71_96	T63B4
	11.8	115.0	102.4	1.1	- & G	C_R/U_50/71_115	T63B4
	11.8	115.0	98.8	2.0	- & G	C_R_70/71_115	T63B4
	11.8	115.0	98.8	2.0	- & G	C_R/U_63/71_115	T63B4
	11.4	119.0	87.3	1.3	-	C_R/U_50/63_119	T63B4
	10.1	134.4	98.7	1.1	- & G	C_R/U_50/71_134.4	T63B4
	10.1	134.4	100.3	2.2	- & G	C_R/U_63/71_134.4	T63B4
	10.1	134.4	97.9	2.4	- & G	C_R_70/71_134.4	T63B4
	8.9	153.3	123.6	0.9	- & G	C_R/U_50/71_153.3	T63B4
	8.9	153.3	126.2	1.9	- & G	C_R/U_63/71_153.3	T63B4
	8.9	153.3	124.9	2.0	- & G	C_R_70/71_153.3	T63B4
	8.0	170.0	114.6	1.0	-	C_R/U_50/63_170	T63B4
	7.1	192.0	129.4	0.8	- & G	C_R/U_50/71_192	T63B4
	7.1	192.0	131.7	1.7	- & G	C_R/U_63/71_192	T63B4
	7.1	192.0	129.0	2.0	- & G	C_R_70/71_192	T63B4
	6.3	214.7	153.4	1.5	- & G	C_R/U_63/71_214.7	T63B4
	6.3	214.7	150.8	1.8	- & G	C_R_70/71_214.7	T63B4
	5.8	235.2	150.0	1.3	- & G	C_R/U_63/71_235.2	T63B4
	5.8	235.2	146.7	1.8	- & G	C_R_70/71_235.2	T63B4
	5.1	268.8	165.0	1.2	- & G	C_R/U_63/71_268.8	T63B4
	5.1	268.8	161.2	1.6	- & G	C_R_70/71_268.8	T63B4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,18	4.4	306.7	200.7	1.2	- & G	C_R/U_63/71_306.7	T63B4
	4.4	306.7	198.1	1.4	- & G	C_R_70/71_306.7	T63B4
	4.0	336.0	190.0	0.9	- & G	C_R/U_63/71_336	T63B4
	4.0	336.0	181.3	1.3	- & G	C_R_70/71_336	T63B4
	3.6	375.7	229.2	0.9	- & G	C_R/U_63/71_375.7	T63B4
	3.6	375.7	223.3	1.3	- & G	C_R_70/71_375.7	T63B4
	3.5	384.0	203.3	0.8	- & G	C_R/U_63/71_384	T63B4
	3.5	384.0	193.3	1.1	- & G	C_R_70/71_384	T63B4
	3.2	429.3	250.0	0.8	- & G	C_R/U_63/71_429.3	T63B4
	3.2	429.3	244.8	1.1	- & G	C_R_70/71_429.3	T63B4
	2.5	536.7	273.8	0.9	- & G	C_R_70/71_536.7	T63B4
0,22	64.0	21.3	25.6	1.8	-	C_R/U_50/63_21.3	T63C4
	64.0	21.3	25.3	1.8	-	C_R/U_40/63_21.3	T63C4
	56.7	24.0	28.5	2.3	- & G	C_R/U_40/71_24	T63C4
	56.7	24.0	29.3	2.8	- & G	C_R/U_63/71_24	T63C4
	56.7	24.0	28.9	2.8	- & G	C_R/U_50/71_24	T63C4
	45.7	29.8	34.5	1.8	-	C_R/U_40/63_29.8	T63C4
	45.7	29.8	35.0	1.8	-	C_R/U_50/63_29.8	T63C4
	40.5	33.6	38.8	1.7	- & G	C_R/U_40/71_33.6	T63C4
	40.5	33.6	39.5	2.7	- & G	C_R/U_50/71_33.6	T63C4
	40.5	33.6	40.0	2.8	- & G	C_R_70/71_33.6	T63C4
	40.5	33.6	40.0	2.8	- & G	C_R/U_63/71_33.6	T63C4
	35.5	38.3	45.4	1.5	- & G	C_R/U_40/71_38.3	T63C4
	35.5	38.3	45.7	1.7	- & G	C_R/U_50/71_38.3	T63C4
	35.5	38.3	46.1	1.7	- & G	C_R/U_63/71_38.3	T63C4
	32.0	42.5	48.0	1.4	-	C_R/U_40/63_42.5	T63C4
	32.0	42.5	48.1	1.8	-	C_R/U_50/63_42.5	T63C4
	28.3	48.0	54.1	1.2	- & G	C_R/U_40/71_48	T63C4
	28.3	48.0	54.4	2.0	- & G	C_R/U_50/71_48	T63C4
	28.3	48.0	55.1	2.8	- & G	C_R/U_63/71_48	T63C4
	28.3	48.0	55.0	2.8	- & G	C_R_70/71_48	T63C4
	25.3	53.7	62.0	1.1	- & G	C_R/U_40/71_53.7	T63C4
	25.3	53.7	62.4	1.7	- & G	C_R/U_50/71_53.7	T63C4
	25.3	53.7	62.9	1.7	- & G	C_R_70/71_53.7	T63C4
	25.3	53.7	62.9	1.7	- & G	C_R/U_63/71_53.7	T63C4
	21.3	63.8	66.3	1.0	-	C_R/U_40/63_63.8	T63C4
	21.3	63.8	70.3	1.5	-	C_R/U_50/63_63.8	T63C4
	18.9	72.0	74.4	0.9	- & G	C_R/U_40/71_72	T63C4
	18.9	72.0	79.4	1.4	- & G	C_R/U_50/71_72	T63C4
	18.9	72.0	77.3	2.8	- & G	C_R/U_63/71_72	T63C4
	18.9	72.0	77.5	2.8	- & G	C_R_70/71_72	T63C4
	17.7	76.7	86.4	0.8	- & G	C_R/U_40/71_76.7	T63C4
	17.7	76.7	85.7	1.3	- & G	C_R/U_50/71_76.7	T63C4
	17.7	76.7	86.5	1.7	- & G	C_R_70/71_76.7	T63C4
	17.7	76.7	86.5	1.7	- & G	C_R/U_63/71_76.7	T63C4
	16.0	85.0	86.3	1.2	-	C_R/U_50/63_85	T63C4
	14.2	96.0	96.0	1.1	- & G	C_R/U_50/71_96	T63C4
	14.2	96.0	98.8	2.3	- & G	C_R/U_63/71_96	T63C4
	14.2	96.0	97.7	2.5	- & G	C_R_70/71_96	T63C4
	11.8	115.0	125.2	0.9	- & G	C_R/U_50/71_115	T63C4
	11.8	115.0	120.7	1.7	- & G	C_R_70/71_115	T63C4
	11.8	115.0	120.7	1.7	- & G	C_R/U_63/71_115	T63C4
	11.4	119.0	106.8	1.0	-	C_R/U_50/63_119	T63C4
	10.1	134.4	120.6	0.9	- & G	C_R/U_50/71_134.4	T63C4
	10.1	134.4	122.6	1.8	- & G	C_R/U_63/71_134.4	T63C4
	10.1	134.4	119.6	2.0	- & G	C_R_70/71_134.4	T63C4
	8.9	153.3	154.2	1.6	- & G	C_R/U_63/71_153.3	T63C4
	8.9	153.3	152.7	1.7	- & G	C_R_70/71_153.3	T63C4
	7.1	192.0	161.0	1.4	- & G	C_R/U_63/71_192	T63C4
	7.1	192.0	157.7	1.6	- & G	C_R_70/71_192	T63C4
	6.3	214.7	187.5	1.3	- & G	C_R/U_63/71_214.7	T63C4
	6.3	214.7	184.4	1.4	- & G	C_R_70/71_214.7	T63C4
	5.8	235.2	183.3	1.0	- & G	C_R/U_63/71_235.2	T63C4
	5.8	235.2	179.3	1.4	- & G	C_R_70/71_235.2	T63C4
	5.1	268.8	201.6	1.0	- & G	C_R/U_63/71_268.8	T63C4
	5.1	268.8	197.0	1.3	- & G	C_R_70/71_268.8	T63C4
	4.4	306.7	245.3	1.0	- & G	C_R/U_63/71_306.7	T63C4
	4.4	306.7	242.2	1.1	- & G	C_R_70/71_306.7	T63C4
	4.0	336.0	221.5	1.0	- & G	C_R_70/71_336	T63C4
	3.6	375.7	272.9	1.0	- & G	C_R_70/71_375.7	T63C4
	3.5	384.0	236.3	0.9	- & G	C_R_70/71_384	T63C4
	3.2	429.3	299.3	0.9	- & G	C_R_70/71_429.3	T63C4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,25	58.8	24.0	32.3	2.0	- & G	C_R/U_40/71_24	T71A4
	58.8	24.0	33.3	2.5	- & G	C_R/U_63/71_24	T71A4
	58.8	24.0	32.9	2.5	- & G	C_R/U_50/71_24	T71A4
	42.0	33.6	44.1	1.5	- & G	C_R/U_40/71_33.6	T71A4
	42.0	33.6	44.9	2.4	- & G	C_R/U_50/71_33.6	T71A4
	42.0	33.6	45.4	2.5	- & G	C_R_70/71_33.6	T71A4
	42.0	33.6	45.5	2.5	- & G	C_R/U_63/71_33.6	T71A4
	36.8	38.3	51.6	1.4	G	C_R/U_40/71_38.3	T71A4
	36.8	38.3	51.9	1.5	G	C_R/U_50/71_38.3	T71A4
	36.8	38.3	52.3	1.5	G	C_R/U_63/71_38.3	T71A4
	29.4	48.0	61.5	1.1	- & G	C_R/U_40/71_48	T71A4
	29.4	48.0	61.8	1.7	- & G	C_R/U_50/71_48	T71A4
	29.4	48.0	62.6	2.5	- & G	C_R/U_63/71_48	T71A4
	29.4	48.0	62.5	2.5	- & G	C_R_70/71_48	T71A4
	26.3	53.7	70.5	1.0	G	C_R/U_40/71_53.7	T71A4
	26.3	53.7	70.9	1.5	G	C_R/U_50/71_53.7	T71A4
	26.3	53.7	71.5	1.5	G	C_R_70/71_53.7	T71A4
	26.3	53.7	71.5	1.5	G	C_R/U_63/71_53.7	T71A4
	19.6	72.0	90.2	1.2	- & G	C_R/U_50/71_72	T71A4
	19.6	72.0	87.8	2.5	- & G	C_R/U_63/71_72	T71A4
	19.6	72.0	88.1	2.5	- & G	C_R_70/71_72	T71A4
	18.4	76.7	97.4	1.1	G	C_R/U_50/71_76.7	T71A4
	18.4	76.7	98.3	1.5	G	C_R_70/71_76.7	T71A4
	18.4	76.7	98.3	1.5	G	C_R/U_63/71_76.7	T71A4
	14.7	96.0	109.1	1.0	- & G	C_R/U_50/71_96	T71A4
	14.7	96.0	112.3	2.0	- & G	C_R/U_63/71_96	T71A4
	14.7	96.0	111.1	2.2	- & G	C_R_70/71_96	T71A4
	12.3	115.0	137.2	1.5	G	C_R_70/71_115	T71A4
	12.3	115.0	137.2	1.5	G	C_R/U_63/71_115	T71A4
	10.5	134.4	139.3	1.6	- & G	C_R/U_63/71_134.4	T71A4
	10.5	134.4	136.0	1.8	- & G	C_R_70/71_134.4	T71A4
	9.2	153.3	175.3	1.4	G	C_R/U_63/71_153.3	T71A4
	9.2	153.3	173.5	1.5	G	C_R_70/71_153.3	T71A4
	7.3	192.0	182.9	1.2	- & G	C_R/U_63/71_192	T71A4
	7.3	192.0	179.2	1.4	- & G	C_R_70/71_192	T71A4
	6.6	214.7	213.1	1.1	G	C_R/U_63/71_214.7	T71A4
	6.6	214.7	209.5	1.3	G	C_R_70/71_214.7	T71A4
	6.0	235.2	208.3	0.9	- & G	C_R/U_63/71_235.2	T71A4
	6.0	235.2	203.7	1.3	- & G	C_R_70/71_235.2	T71A4
	5.2	268.8	229.1	0.9	- & G	C_R/U_63/71_268.8	T71A4
	5.2	268.8	223.9	1.2	- & G	C_R_70/71_268.8	T71A4
	4.6	306.7	278.8	0.9	G	C_R/U_63/71_306.7	T71A4
	4.6	306.7	275.2	1.0	G	C_R_70/71_306.7	T71A4
	4.2	336.0	251.8	0.9	- & G	C_R_70/71_336	T71A4
	3.8	375.7	310.1	0.9	G	C_R_70/71_375.7	T71A4
0,37	57.1	24.0	47.9	1.4	- & G	C_R/U_40/71_24	T71B4
	57.1	24.0	49.3	1.7	- & G	C_R/U_63/71_24	T71B4
	57.1	24.0	48.7	1.7	- & G	C_R/U_50/71_24	T71B4
	40.8	33.6	65.3	1.0	- & G	C_R/U_40/71_33.6	T71B4
	40.8	33.6	66.5	1.6	- & G	C_R/U_50/71_33.6	T71B4
	40.8	33.6	67.2	1.7	- & G	C_R_70/71_33.6	T71B4
	40.8	33.6	67.3	1.7	- & G	C_R/U_63/71_33.6	T71B4
	35.7	38.3	76.4	0.9	G	C_R/U_40/71_38.3	T71B4
	35.7	38.3	76.8	1.0	G	C_R/U_50/71_38.3	T71B4
	35.7	38.3	77.5	1.0	G	C_R/U_63/71_38.3	T71B4
	28.5	48.0	91.4	1.2	- & G	C_R/U_50/71_48	T71B4
	28.5	48.0	92.6	1.7	- & G	C_R/U_63/71_48	T71B4
	28.5	48.0	92.5	1.7	- & G	C_R_70/71_48	T71B4
	25.5	53.7	104.9	1.0	G	C_R/U_50/71_53.7	T71B4
	25.5	53.7	105.8	1.0	G	C_R_70/71_53.7	T71B4
	25.5	53.7	105.8	1.0	G	C_R/U_63/71_53.7	T71B4
	19.0	72.0	133.6	0.8	- & G	C_R/U_50/71_72	T71B4
	19.0	72.0	130.0	1.7	- & G	C_R/U_63/71_72	T71B4
	19.0	72.0	130.4	1.7	- & G	C_R_70/71_72	T71B4
	17.9	76.7	145.4	1.0	G	C_R_70/71_76.7	T71B4
	17.9	76.7	145.4	1.0	G	C_R/U_63/71_76.7	T71B4
	14.3	96.0	166.2	1.3	- & G	C_R/U_63/71_96	T71B4
	14.3	96.0	164.4	1.5	- & G	C_R_70/71_96	T71B4
	11.9	115.0	203.1	1.0	G	C_R_70/71_115	T71B4
	11.9	115.0	203.1	1.0	G	C_R/U_63/71_115	T71B4
	10.2	134.4	206.1	1.1	- & G	C_R/U_63/71_134.4	T71B4
	10.2	134.4	201.2	1.2	- & G	C_R_70/71_134.4	T71B4
	8.9	153.3	259.4	0.9	G	C_R/U_63/71_153.3	T71B4
	8.9	153.3	256.7	1.0	G	C_R_70/71_153.3	T71B4
	7.1	192.0	270.7	0.8	- & G	C_R/U_63/71_192	T71B4
	7.1	192.0	265.2	1.0	- & G	C_R_70/71_192	T71B4
	6.4	214.7	310.1	0.9	G	C_R_70/71_214.7	T71B4
	5.8	235.2	301.5	0.9	- & G	C_R_70/71_235.2	T71B4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
	58.3	24.0	71.1	0.9	- & G	C_R/U_40/71_24	T71C4
	58.3	24.0	73.2	1.1	- & G	C_R/U_63/71_24	T71C4
	58.3	24.0	72.4	1.1	- & G	C_R/U_50/71_24	T71C4
	56.3	25.4	77.3	2.7	- & G	C_R/U_63/90_25.4	T80A4
	41.7	33.6	98.8	1.1	- & G	C_R/U_50/71_33.6	T71C4
	41.7	33.6	100.0	1.1	- & G	C_R_70/71_33.6	T71C4
	41.7	33.6	100.1	1.1	- & G	C_R/U_63/71_33.6	T71C4
	40.2	35.6	105.6	2.0	- & G	C_R/U_63/90_35.6	T80A4
	40.2	35.6	105.6	2.3	- & G	C_R_70/90_35.6	T80A4
	40.2	35.6	105.6	3.4	- & G	C_U_75/90_35.6	T80A4
	40.2	35.6	105.6	3.4	- & G	C_R_85/90_35.6	T80A4
	40.2	35.6	106.8	3.4	- & G	C_U_90/90_35.6	T80A4
	40.2	35.6	107.9	3.4	- & G	C_R/U_110/90_35.6	T80A4
	35.3	40.5	121.4	1.9	- & G	C_R/U_63/90_40.5	T80A4
	29.2	48.0	137.7	1.1	- & G	C_R/U_63/71_48	T71C4
	29.2	48.0	137.5	1.1	- & G	C_R_70/71_48	T71C4
	28.1	50.8	145.3	1.5	- & G	C_R/U_63/90_50.8	T80A4
	28.1	50.8	145.3	1.7	- & G	C_R_70/90_50.8	T80A4
	28.1	50.8	146.2	2.6	- & G	C_U_75/90_50.8	T80A4
	28.1	50.8	147.2	3.2	- & G	C_R_85/90_50.8	T80A4
	28.1	50.8	148.8	3.4	- & G	C_U_90/90_50.8	T80A4
	28.1	50.8	150.4	3.4	- & G	C_R/U_110/90_50.8	T80A4
	25.2	56.7	165.8	1.4	- & G	C_R/U_63/90_56.7	T80A4
	25.2	56.7	165.8	1.6	- & G	C_R_70/90_56.7	T80A4
	25.2	56.7	167.4	2.0	- & G	C_U_90/90_56.7	T80A4
	25.2	56.7	165.8	2.0	- & G	C_U_75/90_56.7	T80A4
	25.2	56.7	165.8	2.0	- & G	C_R_85/90_56.7	T80A4
	25.2	56.7	169.1	2.0	- & G	C_R/U_110/90_56.7	T80A4
	19.4	72.0	193.2	1.1	- & G	C_R/U_63/71_72	T71C4
	19.4	72.0	193.8	1.1	- & G	C_R_70/71_72	T71C4
	18.8	76.3	204.6	1.1	- & G	C_R/U_63/90_76.3	T80A4
	18.8	76.3	204.6	1.2	- & G	C_R_70/90_76.3	T80A4
	18.8	76.3	206.0	1.9	- & G	C_U_75/90_76.3	T80A4
	18.8	76.3	207.4	2.3	- & G	C_R_85/90_76.3	T80A4
	18.8	76.3	208.8	3.0	- & G	C_U_90/90_76.3	T80A4
	18.8	76.3	210.2	3.4	- & G	C_R/U_110/90_76.3	T80A4
	17.7	81.0	228.0	1.1	- & G	C_R/U_63/90_81	T80A4
	17.7	81.0	228.0	1.2	- & G	C_R_70/90_81	T80A4
	17.7	81.0	229.5	1.9	- & G	C_U_75/90_81	T80A4
0,55	17.7	81.0	230.9	2.0	- & G	C_R_85/90_81	T80A4
	17.7	81.0	233.3	2.0	- & G	C_U_90/90_81	T80A4
	17.7	81.0	235.6	2.0	- & G	C_R/U_110/90_81	T80A4
	14.6	96.0	247.1	0.9	- & G	C_R/U_63/71_96	T71C4
	14.6	96.0	244.3	1.0	- & G	C_R_70/71_96	T71C4
	14.1	101.7	257.9	1.0	- & G	C_R_70/90_101.7	T80A4
	14.1	101.7	263.0	1.3	- & G	C_U_75/90_101.7	T80A4
	14.1	101.7	268.2	1.8	- & G	C_R_85/90_101.7	T80A4
	14.1	101.7	270.5	2.3	- & G	C_U_90/90_101.7	T80A4
	14.1	101.7	272.9	3.4	- & G	C_R/U_110/90_101.7	T80A4
	11.8	121.5	319.8	1.4	- & G	C_U_75/90_121.5	T80A4
	11.8	121.5	322.1	1.6	- & G	C_R_85/90_121.5	T80A4
	11.8	121.5	324.3	2.0	- & G	C_U_90/90_121.5	T80A4
	11.8	121.5	326.5	2.0	- & G	C_R/U_110/90_121.5	T80A4
	10.0	142.3	315.9	1.3	- & G	C_U_75/90_142.3	T80A4
	10.0	142.3	316.6	1.4	- & G	C_R_85/90_142.3	T80A4
	10.0	142.3	327.0	2.1	- & G	C_U_90/90_142.3	T80A4
	10.0	142.3	337.5	2.8	- & G	C_R/U_110/90_142.3	T80A4
	8.8	162.0	409.9	0.9	- & G	C_U_75/90_162	T80A4
	8.8	162.0	417.5	1.2	- & G	C_R_85/90_162	T80A4
	8.8	162.0	421.8	1.7	- & G	C_U_90/90_162	T80A4
	8.8	162.0	426.2	2.0	- & G	C_R/U_110/90_162	T80A4
	7.0	203.3	429.8	1.1	- & G	C_R_85/90_203.3	T80A4
	7.0	203.3	441.0	1.5	- & G	C_U_90/90_203.3	T80A4
	7.0	203.3	452.2	2.1	- & G	C_R/U_110/90_203.3	T80A4
	6.3	226.8	484.4	0.9	- & G	C_U_75/90_226.8	T80A4
	6.3	226.8	484.4	1.0	- & G	C_R_85/90_226.8	T80A4
	6.3	226.8	501.1	1.5	- & G	C_U_90/90_226.8	T80A4
	6.3	226.8	517.8	1.9	- & G	C_R/U_110/90_226.8	T80A4
	5.7	249.1	489.9	0.9	- & G	C_R_85/90_249.1	T80A4
	5.7	249.1	508.2	1.1	- & G	C_U_90/90_249.1	T80A4
	5.7	249.1	526.5	1.8	- & G	C_R/U_110/90_249.1	T80A4
	5.0	284.7	570.3	0.9	- & G	C_U_90/90_284.7	T80A4
	5.0	284.7	580.8	1.3	- & G	C_R/U_110/90_284.7	T80A4
	4.4	324.0	674.2	1.0	- & G	C_U_90/90_324	T80A4
	4.4	324.0	692.1	1.4	- & G	C_R/U_110/90_324	T80A4
	4.0	355.8	660.6	1.1	- & G	C_R/U_110/90_355.8	T80A4
	3.6	396.9	797.4	1.2	- & G	C_R/U_110/90_396.9	T80A4
	3.5	406.7	725.0	1.0	- & G	C_R/U_110/90_406.7	T80A4
	3.2	453.6	885.5	0.9	- & G	C_R/U_110/90_453.6	T80A4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,75	40.2	35.6	144.1	1.5	- & G	C_R/U_63/90_35.6	T80B4
	40.2	35.6	144.1	1.7	- & G	C_R_70/90_35.6	T80B4
	40.2	35.6	144.1	2.5	- & G	C_U_75/90_35.6	T80B4
	40.2	35.6	144.1	2.5	- & G	C_R_85/90_35.6	T80B4
	40.2	35.6	145.6	2.5	- & G	C_U_90/90_35.6	T80B4
	40.2	35.6	147.2	2.5	- & G	C_R/U_110/90_35.6	T80B4
	35.3	40.5	165.6	1.4	- & G	C_R/U_63/90_40.5	T80B4
	28.1	50.8	198.1	1.1	- & G	C_R/U_63/90_50.8	T80B4
	28.1	50.8	198.1	1.3	- & G	C_R_70/90_50.8	T80B4
	28.1	50.8	199.4	1.9	- & G	C_U_75/90_50.8	T80B4
	28.1	50.8	200.7	2.4	- & G	C_R_85/90_50.8	T80B4
	28.1	50.8	202.9	2.5	- & G	C_U_90/90_50.8	T80B4
	28.1	50.8	205.2	2.5	- & G	C_R/U_110/90_50.8	T80B4
	25.2	56.7	226.1	1.0	- & G	C_R/U_63/90_56.7	T80B4
	25.2	56.7	226.1	1.2	- & G	C_R_70/90_56.7	T80B4
	25.2	56.7	228.3	1.5	- & G	C_U_90/90_56.7	T80B4
	25.2	56.7	226.1	1.5	- & G	C_U_75/90_56.7	T80B4
	25.2	56.7	226.1	1.5	- & G	C_R_85/90_56.7	T80B4
	25.2	56.7	230.5	1.5	- & G	C_R/U_110/90_56.7	T80B4
	18.8	76.3	281.0	1.4	- & G	C_U_75/90_76.3	T80B4
	18.8	76.3	282.9	1.7	- & G	C_R_85/90_76.3	T80B4
	18.8	76.3	284.8	2.2	- & G	C_U_90/90_76.3	T80B4
	18.8	76.3	286.7	2.5	- & G	C_R/U_110/90_76.3	T80B4
	17.7	81.0	312.9	1.4	- & G	C_U_75/90_81	T80B4
	17.7	81.0	314.9	1.5	- & G	C_R_85/90_81	T80B4
	17.7	81.0	318.1	1.5	- & G	C_U_90/90_81	T80B4
	17.7	81.0	321.2	1.5	- & G	C_R/U_110/90_81	T80B4
	14.1	101.7	358.7	1.0	- & G	C_U_75/90_101.7	T80B4
	14.1	101.7	365.7	1.3	- & G	C_R_85/90_101.7	T80B4
	14.1	101.7	368.9	1.7	- & G	C_U_90/90_101.7	T80B4
	14.1	101.7	372.1	2.5	- & G	C_R/U_110/90_101.7	T80B4
	11.8	121.5	436.1	1.0	- & G	C_U_75/90_121.5	T80B4
	11.8	121.5	439.2	1.1	- & G	C_R_85/90_121.5	T80B4
	11.8	121.5	442.2	1.5	- & G	C_U_90/90_121.5	T80B4
	11.8	121.5	445.3	1.5	- & G	C_R/U_110/90_121.5	T80B4
	10.0	142.3	430.8	0.9	- & G	C_U_75/90_142.3	T80B4
	10.0	142.3	431.7	1.1	- & G	C_R_85/90_142.3	T80B4
	10.0	142.3	445.9	1.5	- & G	C_U_90/90_142.3	T80B4
	10.0	142.3	460.2	2.1	- & G	C_R/U_110/90_142.3	T80B4
	8.8	162.0	575.2	1.2	- & G	C_U_90/90_162	T80B4
	8.8	162.0	581.1	1.5	- & G	C_R/U_110/90_162	T80B4
	7.0	203.3	601.4	1.1	- & G	C_U_90/90_203.3	T80B4
	7.0	203.3	616.7	1.6	- & G	C_R/U_110/90_203.3	T80B4
	6.3	226.8	683.3	1.1	- & G	C_U_90/90_226.8	T80B4
	6.3	226.8	706.1	1.4	- & G	C_R/U_110/90_226.8	T80B4
	5.7	249.1	718.0	1.3	- & G	C_R/U_110/90_249.1	T80B4
	5.0	284.7	792.0	0.9	- & G	C_R/U_110/90_284.7	T80B4
	4.4	324.0	943.7	1.1	- & G	C_R/U_110/90_324	T80B4
	3.6	396.9	1087.4	0.9	- & G	C_R/U_110/90_396.9	T80B4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
0,88	55.5	25.4	123.7	1.7	- & G	C_R/U_63/90_25.4	T80C4
	39.6	35.6	169.0	1.3	- & G	C_R/U_63/90_35.6	T80C4
	39.6	35.6	169.0	1.4	- & G	C_R_70/90_35.6	T80C4
	39.6	35.6	169.0	2.1	- & G	C_U_75/90_35.6	T80C4
	39.6	35.6	169.0	2.1	- & G	C_R_85/90_35.6	T80C4
	39.6	35.6	170.9	2.1	- & G	C_U_90/90_35.6	T80C4
	39.6	35.6	172.7	2.1	- & G	C_R/U_110/90_35.6	T80C4
	34.8	40.5	194.3	1.2	- & G	C_R/U_63/90_40.5	T80C4
	27.7	50.8	232.5	1.0	- & G	C_R/U_63/90_50.8	T80C4
	27.7	50.8	232.5	1.1	- & G	C_R_70/90_50.8	T80C4
	27.7	50.8	234.0	1.6	- & G	C_U_75/90_50.8	T80C4
	27.7	50.8	235.5	2.0	- & G	C_R_85/90_50.8	T80C4
	27.7	50.8	238.1	2.1	- & G	C_U_90/90_50.8	T80C4
	27.7	50.8	240.7	2.1	- & G	C_R/U_110/90_50.8	T80C4
	24.9	56.7	265.3	0.9	- & G	C_R/U_63/90_56.7	T80C4
	24.9	56.7	265.3	1.0	- & G	C_R_70/90_56.7	T80C4
	24.9	56.7	267.9	1.2	- & G	C_U_90/90_56.7	T80C4
	24.9	56.7	270.5	1.2	- & G	C_R/U_110/90_56.7	T80C4
	24.9	56.7	265.3	1.2	- & G	C_U_75/90_56.7	T80C4
	24.9	56.7	265.3	1.2	- & G	C_R_85/90_56.7	T80C4
	18.5	76.3	329.7	1.2	- & G	C_U_75/90_76.3	T80C4
	18.5	76.3	331.9	1.4	- & G	C_R_85/90_76.3	T80C4
	18.5	76.3	334.2	1.9	- & G	C_U_90/90_76.3	T80C4
	18.5	76.3	336.4	2.1	- & G	C_R/U_110/90_76.3	T80C4
	17.4	81.0	367.1	1.2	- & G	C_U_75/90_81	T80C4
	17.4	81.0	369.5	1.2	- & G	C_R_85/90_81	T80C4
	17.4	81.0	376.9	1.2	- & G	C_R/U_110/90_81	T80C4
	17.4	81.0	373.2	1.2	- & G	C_U_90/90_81	T80C4
	13.9	101.7	420.9	0.8	- & G	C_U_75/90_101.7	T80C4
	13.9	101.7	429.1	1.1	- & G	C_R_85/90_101.7	T80C4
	13.9	101.7	432.8	1.5	- & G	C_U_90/90_101.7	T80C4
	13.9	101.7	436.6	2.1	- & G	C_R/U_110/90_101.7	T80C4
	11.6	121.5	511.7	0.8	- & G	C_U_75/90_121.5	T80C4
	11.6	121.5	515.3	1.0	- & G	C_R_85/90_121.5	T80C4
	11.6	121.5	518.9	1.2	- & G	C_U_90/90_121.5	T80C4
	11.6	121.5	522.5	1.2	- & G	C_R/U_110/90_121.5	T80C4
	9.9	142.3	505.5	0.8	- & G	C_U_75/90_142.3	T80C4
	9.9	142.3	506.5	0.9	- & G	C_R_85/90_142.3	T80C4
	9.9	142.3	523.2	1.3	- & G	C_U_90/90_142.3	T80C4
	9.9	142.3	540.0	1.8	- & G	C_R/U_110/90_142.3	T80C4
	8.7	162.0	674.9	1.0	- & G	C_U_90/90_162	T80C4
	8.7	162.0	681.9	1.2	- & G	C_R/U_110/90_162	T80C4
	6.9	203.3	705.6	0.9	- & G	C_U_90/90_203.3	T80C4
	6.9	203.3	723.6	1.3	- & G	C_R/U_110/90_203.3	T80C4
	6.2	226.8	801.8	0.9	- & G	C_U_90/90_226.8	T80C4
	6.2	226.8	828.5	1.2	- & G	C_R/U_110/90_226.8	T80C4
	5.7	249.1	842.4	1.1	- & G	C_R/U_110/90_249.1	T80C4
	4.4	324.0	1107.3	0.9	- & G	C_R/U_110/90_324	T80C4

1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
	56.3	25.4	154.7	1.4	- & G	C_R/U_63/90_25.4	T90S4
	40.2	35.6	211.3	1.0	- & G	C_R/U_63/90_35.6	T90S4
	40.2	35.6	211.3	1.1	- & G	C_R_70/90_35.6	T90S4
	40.2	35.6	211.3	1.7	- & G	C_U_75/90_35.6	T90S4
	40.2	35.6	211.3	1.7	- & G	C_R_85/90_35.6	T90S4
	40.2	35.6	213.6	1.7	- & G	C_U_90/90_35.6	T90S4
	40.2	35.6	215.9	1.7	- & G	C_R/U_110/90_35.6	T90S4
	35.3	40.5	242.9	1.0	G	C_R/U_63/90_40.5	T90S4
	28.1	50.8	290.6	0.9	- & G	C_R_70/90_50.8	T90S4
	28.1	50.8	292.5	1.3	- & G	C_U_75/90_50.8	T90S4
	28.1	50.8	294.4	1.6	- & G	C_R_85/90_50.8	T90S4
	28.1	50.8	297.6	1.7	- & G	C_U_90/90_50.8	T90S4
	28.1	50.8	300.9	1.7	- & G	C_R/U_110/90_50.8	T90S4
	25.2	56.7	331.7	0.8	G	C_R_70/90_56.7	T90S4
	25.2	56.7	334.9	1.0	G	C_U_90/90_56.7	T90S4
	25.2	56.7	331.7	1.0	G	C_U_75/90_56.7	T90S4
	25.2	56.7	331.7	1.0	G	C_R_85/90_56.7	T90S4
	25.2	56.7	338.1	1.0	G	C_R/U_110/90_56.7	T90S4
	18.8	76.3	412.1	0.9	- & G	C_U_75/90_76.3	T90S4
	18.8	76.3	414.9	1.1	- & G	C_R_85/90_76.3	T90S4
	18.8	76.3	417.7	1.5	- & G	C_U_90/90_76.3	T90S4
	18.8	76.3	420.5	1.7	- & G	C_R/U_110/90_76.3	T90S4
	17.7	81.0	458.9	0.9	G	C_U_75/90_81	T90S4
	17.7	81.0	461.9	1.0	G	C_R_85/90_81	T90S4
	17.7	81.0	466.5	1.0	G	C_U_90/90_81	T90S4
	17.7	81.0	471.1	1.0	G	C_R/U_110/90_81	T90S4
	14.1	101.7	536.4	0.9	- & G	C_R_85/90_101.7	T90S4
	14.1	101.7	541.0	1.2	- & G	C_U_90/90_101.7	T90S4
	14.1	101.7	545.7	1.7	- & G	C_R/U_110/90_101.7	T90S4
	11.8	121.5	648.6	1.0	G	C_U_90/90_121.5	T90S4
	11.8	121.5	653.1	1.0	G	C_R/U_110/90_121.5	T90S4
	10.0	142.3	654.1	1.0	- & G	C_U_90/90_142.3	T90S4
	10.0	142.3	675.0	1.4	- & G	C_R/U_110/90_142.3	T90S4
	8.8	162.0	843.7	0.8	G	C_U_90/90_162	T90S4
	8.8	162.0	852.3	1.0	G	C_R/U_110/90_162	T90S4
	7.0	203.3	904.5	1.1	- & G	C_R/U_110/90_203.3	T90S4
	6.3	226.8	1035.6	1.0	G	C_R/U_110/90_226.8	T90S4
1,1	5.7	249.1	1053.0	0.9	- & G	C_R/U_110/90_249.1	T90S4

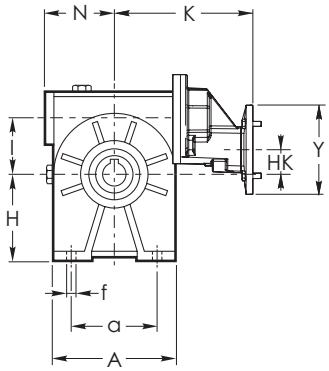
1.7 Prestazioni motoriduttori — *1.7 gearboxes performances* — 1.7 Leistungen der Getriebe

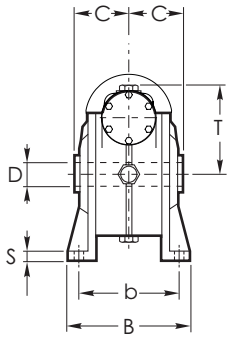
P_1 Input Power kW	n_2 Output speed min^{-1}	IR ratio -	T2 Ouput torque Nm	FS' Service Factor -	IECT	GEAR	EU
1,5	56.3	25.4	210.9	1.0	- & G	C_R/U_63/90_25.4	T90L4
	40.2	35.6	288.1	0.8	- & G	C_R_70/90_35.6	T90L4
	40.2	35.6	288.1	1.2	- & G	C_U_75/90_35.6	T90L4
	40.2	35.6	288.1	1.2	- & G	C_R_85/90_35.6	T90L4
	40.2	35.6	291.2	1.2	- & G	C_U_90/90_35.6	T90L4
	40.2	35.6	294.4	1.2	- & G	C_R/U_110/90_35.6	T90L4
	28.1	50.8	398.8	1.0	- & G	C_U_75/90_50.8	T90L4
	28.1	50.8	401.4	1.2	- & G	C_R_85/90_50.8	T90L4
	28.1	50.8	405.9	1.2	- & G	C_U_90/90_50.8	T90L4
	28.1	50.8	410.3	1.2	- & G	C_R/U_110/90_50.8	T90L4
	18.8	76.3	565.8	0.8	- & G	C_R_85/90_76.3	T90L4
	18.8	76.3	569.6	1.1	- & G	C_U_90/90_76.3	T90L4
	18.8	76.3	573.4	1.2	- & G	C_R/U_110/90_76.3	T90L4
	14.1	101.7	737.8	0.9	- & G	C_U_90/90_101.7	T90L4
	14.1	101.7	744.1	1.2	- & G	C_R/U_110/90_101.7	T90L4
	10.0	142.3	920.4	1.0	- & G	C_R/U_110/90_142.3	T90L4
1,8	56.3	25.4	253.1	0.8	- & G	C_R/U_63/90_25.4	T90LB4
	40.2	35.6	345.7	1.0	- & G	C_U_75/90_35.6	T90LB4
	40.2	35.6	345.7	1.0	- & G	C_R_85/90_35.6	T90LB4
	40.2	35.6	349.5	1.0	- & G	C_U_90/90_35.6	T90LB4
	40.2	35.6	353.2	1.0	- & G	C_R/U_110/90_35.6	T90LB4
	28.1	50.8	478.6	0.8	- & G	C_U_75/90_50.8	T90LB4
	28.1	50.8	481.7	1.0	- & G	C_R_85/90_50.8	T90LB4
	28.1	50.8	487.0	1.0	- & G	C_U_90/90_50.8	T90LB4
	28.1	50.8	492.4	1.0	- & G	C_R/U_110/90_50.8	T90LB4
	18.8	76.3	683.5	0.9	- & G	C_U_90/90_76.3	T90LB4
	18.8	76.3	688.1	1.0	- & G	C_R/U_110/90_76.3	T90LB4
	14.1	101.7	893.0	1.0	- & G	C_R/U_110/90_101.7	T90LB4
	10.0	142.3	1104.5	0.9	- & G	C_R/U_110/90_142.3	T90LB4

A

1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

S





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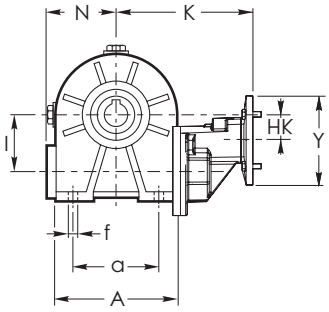

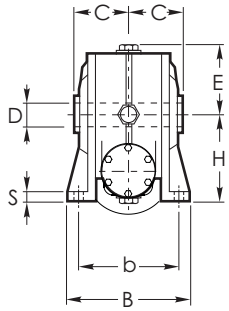

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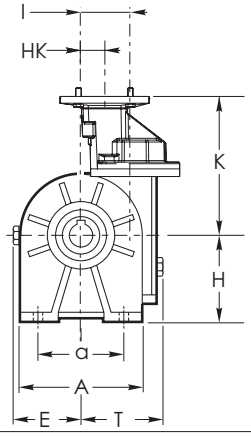
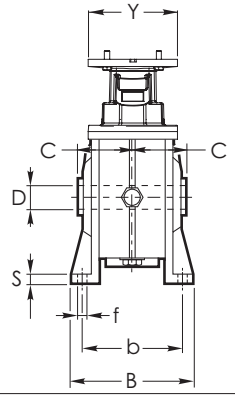




Dimensioni generali / *Dimensions* / Allgemeine Abmessungen							
Dimensions		**40/63 - 40/71**	**50/63 - 50/71**	**63/71 - 63/90**	**70/71 - 70/90**	**85/90**	**110/90**
C		41	49	60	60	61	77,5
D	Standard	19	24	25	28	32	42
	Optional	18	25	-	-	35	-
tollerance D		H7	H7	H7	H7	H7	H7
I		40	50	63	70	85	110
N		52	59,5	71,5	92	111	142
E		59	69	81	87	105	135
T		66	80	99	108	135	170

S - I - D - Versioni / *Versions* / Ausführungen						
Versions S - I - D	**40/63 - 40/71**	**50/63 - 50/71**	**63/71 - 63/90**	**70/71 - 70/90**	**85/90**	**110/90**
A	100	120	140	158	193	250
a	70	85	95	120	140	200
B	102	119	136	140	168	200
b	84 ±3	99 ±3	111 $^{0}_{+5}$	116 $^{+2}_{-8}$	140	162
f	7	9	11	11	13	14
H	71	85	100	115	135	172
H1	-	-	-	-	-	-
S	8	10	11	13	15	17



1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

CBR - Versione Entrata / *Input version* / Antriebausführung													
CBR		**40/63**		**40/71**		**50/63**		**50/71**		**63/71**		**63/90**	
IEC	**Y**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**
56 B5	120	141.1	14	-	-	151.1	-	-	-	-	-	-	-
56 B14	80	141.1•	14	-	-	151.1•	-	-	-	-	-	-	-
63 B5	140	141.1	14	160.6	7	151.1	24	170.6	17	184.6	30	-	-
63B14	90	141.1	14	160.6•	7	151.1	24	170.6•	17	184.6•	30	-	-
71 B5	160	-	-	160.6	7	-	24	170.6	17	184.6	30	-	-
71B14	105	-	-	160.6	7	-	24	170.6	17	184.6	30	-	-
80 B5	200	-	-	-	-	-	-	-	-	-	-	208.4	15
80 B14	120	-	-	-	-	-	-	-	-	-	-	208.4	15
90 B5	200	-	-	-	-	-	-	-	-	-	-	208.4	15
90 B14	140	-	-	-	-	-	-	-	-	-	-	208.4	15

CBR - Versione Entrata / *Input version* / Antriebausführung													
CBR		**70/71**		**70/90**		**85/90**		**110/90**					
IEC	**Y**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**				
56 B5	120	-	-	-	-	-	-	-	-				
56 B14	80	-	-	-	-	-	-	-	-				
63 B5	140	190.1	37	-	-	-	-	-	-				
63B14	90	190.1•	37	-	-	-	-	-	-				
71 B5	160	190.1	37	-	-	-	-	-	-				
71B14	105	190.1	37	-	-	-	-	-	-				
80 B5	200	-		213.9	22	233.9	37	259.9	62				
80 B14	120	-		213.9	22	233.9	37	259.9	62				
90 B5	200	-		213.9	22	233.9	37	259.9	62				
90 B14	140	-		213.9	22	233.9	37	259.9	62				

(•) Vedi designazione - PMT

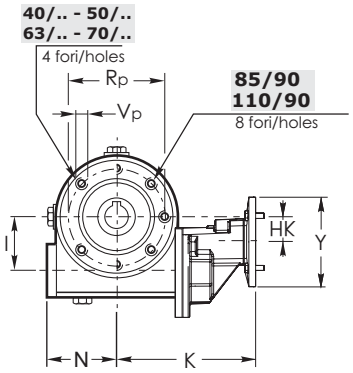
(•) See designation - PMT

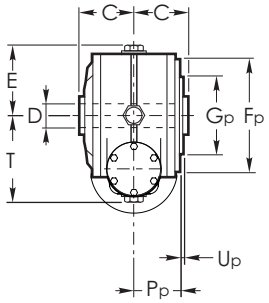
(•) Siehe Beschreibung - PMT

A

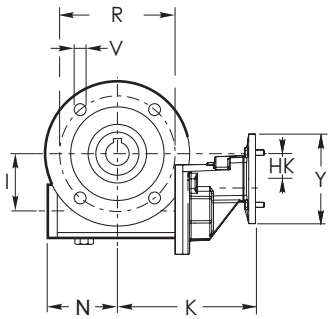
1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

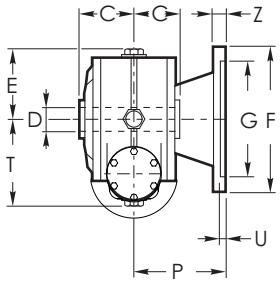
P
PP





FL
F.





Dimensioni generali / *Dimensions* / Allgemeine Abmessungen							
Dimensions		**40/63 - 40/71**	**50/63 - 50/71**	**63/71 - 63/90**	**70/71 - 70/90**	**85/90**	**110/90**
C		41	49	60	60	61	77,5
D	Standard	19	24	25	28	32	42
	Optional	18	25	-	-	35	-
tollerance D		H7	H7	H7	H7	H7	H7
I		40	50	63	70	85	110
N		52	59,5	71,5	92	111	142
E		59	69	81	87	105	135
T		66	80	99	108	135	170

P - PP - Versioni / *Versions* / Ausführungen						
Versions - P - PP	**40/63 - 40/71**	**50/63 - 50/71**	**63/71 - 63/90**	**70/71 - 70/90**	**85/90**	**110/90**
Fp	95	105	105	120	144	200
Gp	60	70	70	80	110	130
tollerance Gp	e8	e8	e8	e8	e8	e8
Pp	38	49	57,5	57	56,5	74
Rp	83	85	85	100	130	165
Up	2	2,5	3,5	5	3,5	3
Vp	M6	M8	M8	M8	M10	M12



1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

FL - Versioni / *Versions* / Ausführungen						
Versions FL	**40/63 - 40/71**	**50/63 - 50/71**	**63/71 - 63/90**	**70/71 - 70/90**	**85/90**	**110/90**
	FL°	**FL°**	**FL°**	**FL°**	**FL**	**FL**
F	140	160	180	200	200	250
G	95	110	115	130	130	180
tollerance G	H8	H8	H8	H8	H8	H8
P	82	91,5	116	111	100	150
R	115	130	150	165	165 $^{0}_{+11}$	215
U	5	5	5	5	5	5
V	8,5	10	11	13	13	15
Z	9	10	11	11	12	16

F1-F2-F3-F4 - Versioni / *Versions* / Ausführungen																		
Versions F1-F2-F3-F4	**40/63 40/71**		**50/63 50/71**				**63/71 63/90**			**70/71 70/90**			**85/90**			**110/90**		
	F1	**F2**	**F1**	**F2**	**F3**	**F4**	**F1°**	**F2°**	**F3°**	**F1°**	**F2°**	**F3**	**F1**	**F2**	**F3**	**F1**	**F2**	**F3**
F	106	120	125	125	140	125	175	200	160	175	175	160	200	210	160	200	270	270
G	60	80	70	70	95	70	115	130	110	115	115	110	130	152	110	130	170	170
tollerance G	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8	H8
P	69	62	93	73	75	85	86	102	82	116	85	101	141	119,5	91	115	131,5	178
R	87	100	90 $^{0}_{+9}$	100	115	90 $^{0}_{+9}$	150	165	130	150	150	130	165	176	130	165	230	230
U	5	5	5	4	4	5	5	5	5	5	5	6	6	5	5	5	10	10
V	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	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.

CBR - Versione Entrata / *Input version* / Antriebausführung													
CBR		**40/63**		**40/71**		**50/63**		**50/71**		**63/71**		**63/90**	
IEC	**Y**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**
56 B5	120	141.1	14	-	-	151.1	-	-	-	-	-	-	-
56 B14	80	141.1•	14	-	-	151.1•	-	-	-	-	-	-	-
63 B5	140	141.1	14	160.6	7	151.1	24	170.6	17	184.6	30	-	-
63B14	90	141.1	14	160.6•	7	151.1	24	170.6•	17	184.6•	30	-	-
71 B5	160	-	-	160.6	7	-	24	170.6	17	184.6	30	-	-
71B14	105	-	-	160.6	7	-	24	170.6	17	184.6	30	-	-
80 B5	200	-	-	-	-	-	-	-	-	-	-	208.4	15
80 B14	120	-	-	-	-	-	-	-	-	-	-	208.4	15
90 B5	200	-	-	-	-	-	-	-	-	-	-	208.4	15
90 B14	140	-	-	-	-	-	-	-	-	-	-	208.4	15

CBR - Versione Entrata / *Input version* / Antriebausführung													
CBR		**70/71**		**70/90**		**85/90**		**110/90**					
IEC	**Y**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**				
56 B5	120	-	-	-	-	-	-	-	-				
56 B14	80	-	-	-	-	-	-	-	-				
63 B5	140	190.1	37	-	-	-	-	-	-				
63B14	90	190.1•	37	-	-	-	-	-	-				
71 B5	160	190.1	37	-	-	-	-	-	-				
71B14	105	190.1	37	-	-	-	-	-	-				
80 B5	200	-		213.9	22	233.9	37	259.9	62				
80 B14	120	-		213.9	22	233.9	37	259.9	62				
90 B5	200	-		213.9	22	233.9	37	259.9	62				
90 B14	140	-		213.9	22	233.9	37	259.9	62				

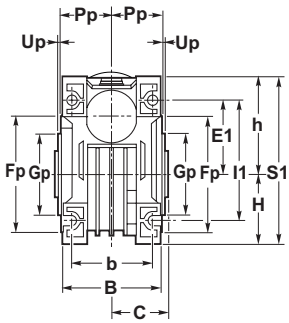
(•) Vedi designazione - PMT

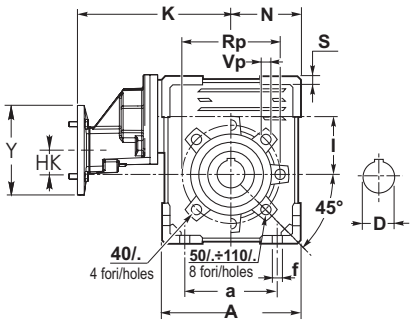
(•) See designation - PMT

(•) Siehe Beschreibung - PMT

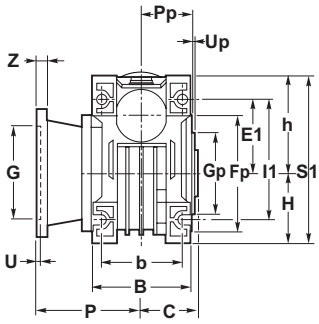
1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

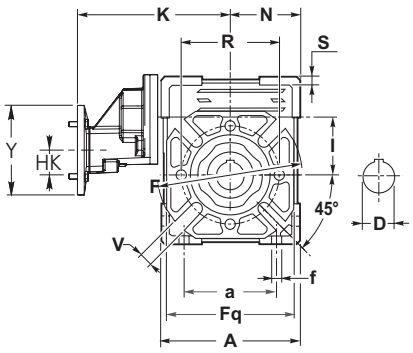
-





FA
FB





	A	a	B	b	C	D H7	d j6	E1	f	h	H	l	l1	L	M	m	N	S	S1
40/63 40/71	100	70	71	60	39	18	11	55	6.5	71.5	50	40	90	22	64	M5	50	6	121.5
50/63 50/71	120	80	85	70	46	25	14	64	8.5	84	60	50	104	30	74	M6	60	7	144
63/71 63/90	144	100	103	85	56	25	18	80	8.5	102	72	63	130	45	96	M6	72	8	174
75/90	172	120	112	90	60	28 (30)	24	93	11.5	119	86	75	153	50	105	M8	86	10	205
90/90	206	140	130	100	70	35	24	102	13	135	103	90	172	50	125	M8	103	11	238
110/90	255	170	144	115	77.5	42	28	125	14	167.5	127.5	110	207 $^{0}_{+3}$	60	142	M8	127.5	14.5	295

1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

	Fp	Gp (e8)	Pp	Rp	Up	Vp
40/63 40/71	87	60	36.5	75	2.5	M6
50/63 50/71	100	70	43.5	85	2.5	M8
63/71 63/90	110	80	53	95	3	M8
75/90	140	95	57	115	3	M8
90/90	160	110	67	130	3	M10
110/90	200	130	74	165	3.5	M10

A

		F	Fq	G (F8)	P	R	U	V	Z
40/63 40/71	FA	110	95	60	67	75	4	9	7
	FB		95		97				
50/63 50/71	FA	125	110	70	90	85	5	11	9
	FB		110		120				
63/71 63/90	FA	180	142	115	82	150	6	11	10
	FB		142		112				
75/90	FA	200	170	130	111	165	6	14	13
	FB	160	160	110	90	130	5	11	12
90/90	FA	210	200	152	111	175	6	14	13
	FB	250	210	180	122	215	6	14	16
110/90	FA	280	260	170	131	230	6	14	16

CBU - Versione Entrata / *Input version* / Antriebausführung

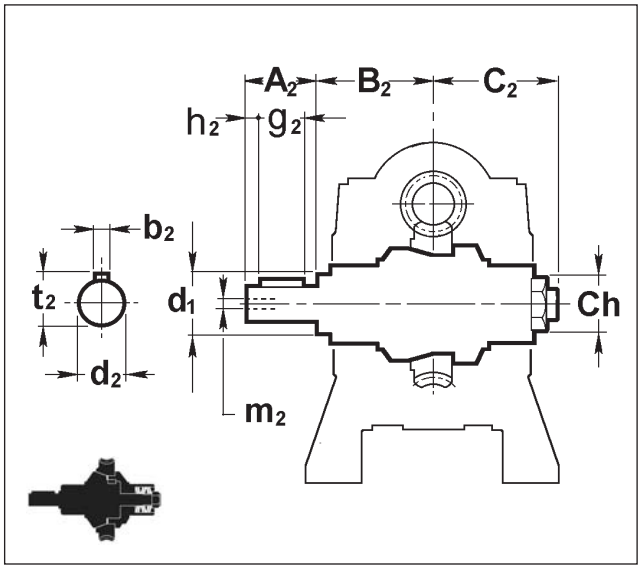
CBU		**40/63**		**40/71**		**50/63**		**50/71**		**63/71**		**63/90**	
IEC	**Y**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**	**K**	**HK**
56 B5	120	141.1	14	-	-	151.1	-	-	-	-	-	-	-
56 B14	80	141.1•	14	-	-	151.1•	-	-	-	-	-	-	-
63 B5	140	141.1	14	160.6	7	151.1	24	170.6	17	185.1	30	-	-
63B14	90	141.1	14	160.6•	7	151.1	24	170.6•	17	185.1•	30	-	-
71 B5	160	-	-	160.6	7	-	24	170.6	17	185.1	30	-	-
71B14	105	-	-	160.6	7	-	24	170.6	17	185.1	30	-	-
80 B5	200	-	-	-	-	-	-	-	-	-	-	208.9	15
80 B14	120	-	-	-	-	-	-	-	-	-	-	208.9	15
90 B5	200	-	-	-	-	-	-	-	-	-	-	208.9	15
90 B14	140	-	-	-	-	-	-	-	-	-	-	208.9	15

CBU - Versione Entrata / *Input version* / Antriebausführung

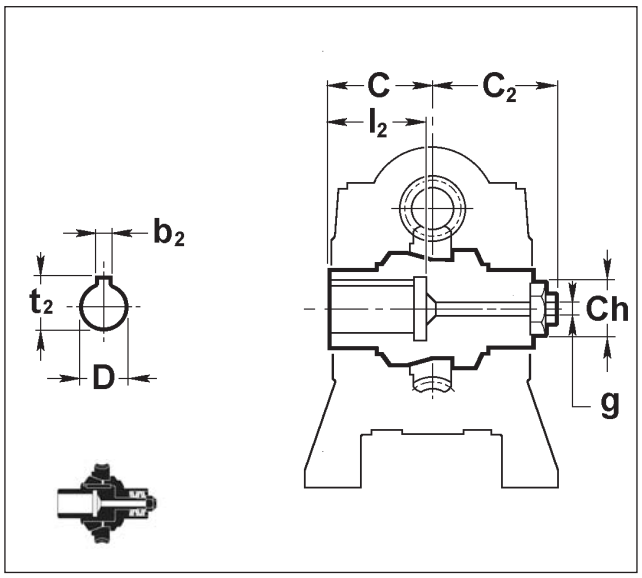
CBU		**75/90**		**90/90**		**110/90**							
IEC	**Y**	**K**	**HK**	**K**	**HK**	**K**	**HK**						
56 B5	120	-	-	-	-	-	-						
56 B14	80	-	-	-	-	-	-						
63 B5	140	-	-	-	-	-	-						
63B14	90	-	-	-	-	-	-						
71 B5	160	-	-	-	-	-	-						
71B14	105	-	-	-	-	-	-						
80 B5	200	233.9	27	241.9	42	266.9	62						
80 B14	120	233.9	27	241.9	42	266.9	62						
90 B5	200	233.9	27	241.9	42	266.9	62						
90 B14	140	233.9	27	241.9	42	266.9	62						

(•) Vedi designazione - PMT — *(•) See designation - PMT* — (•) Siehe Beschreibung - PMT

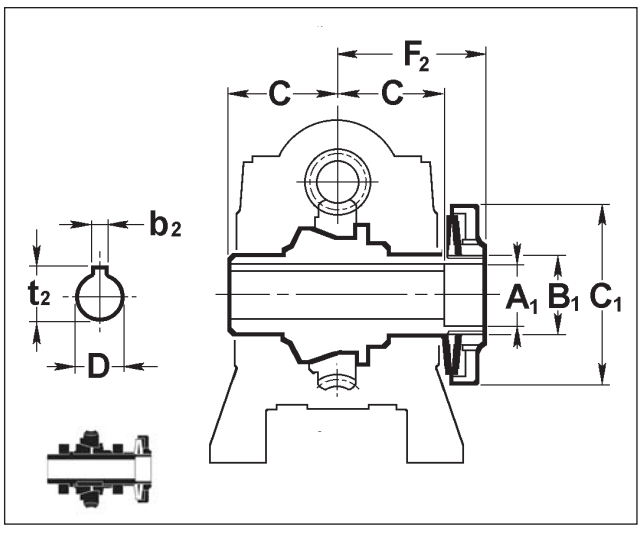
1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen



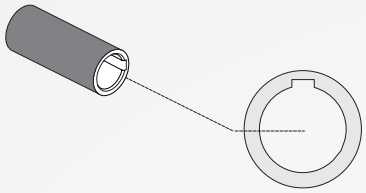
CBR		40/63 40/71	50/63 50/71	63/71 63/90	70/71 70/90	85/90	110/90
LP	Ch	19	22	24	24	27	32
	b_2	6	8	8	8	10	12
	d_1	22	28	32	34	38	50
	d_2 k6	19	24	25	28	32	42
	t_2	21.5	27	28	31	35	45
	A_2	40	45	60	60	71	100
	B_2	51	59	65	70	71	87.5
	C_2	49	60	70	66	75	94.5
	h_2	7	7.5	8	10	10	10
	g_2	25	30	40	40	50	80
	m_2	M8	M8	M8	M8	M10	M10



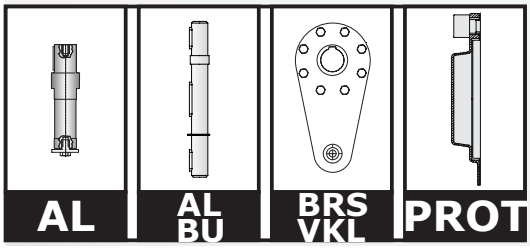
CBR		40/63 40/71	50/63 50/71	63/71 63/90	70/71 70/90	85/90	110/90
LC	Ch	19	22	24	24	27	32
	b_2	6	8	8	8	10	12
	D_{H7}	19	24	25	28	32	42
	t_2	21.8	27.3	28.3	31.3	35.3	45.3
	C	41	49	60	60	61	77.5
	C_2	49	60	70	66	75	94.5
	l_2	38	46	53	56	60	90
	g	5.5	7	7	9	9	11



CBR		40/63 40/71	50/63 50/71	63/71 63/90	70/71 70/90	85/90	110/90
LF	D_{H7}	19	24	25	28	32	42
	b_2	6	8	8	8	10	12
	t_2	21.8	27.3	28.3	31.3	35.3	45.3
	A_1	25	31	32	36	40	51
	B_1	M30	M40	M40	M45	M50	M60
	C_1	70	90	90	100	110	135
	C	41	49	60	60	61	77.5
	F_2	60	74	85	85	84	110.5

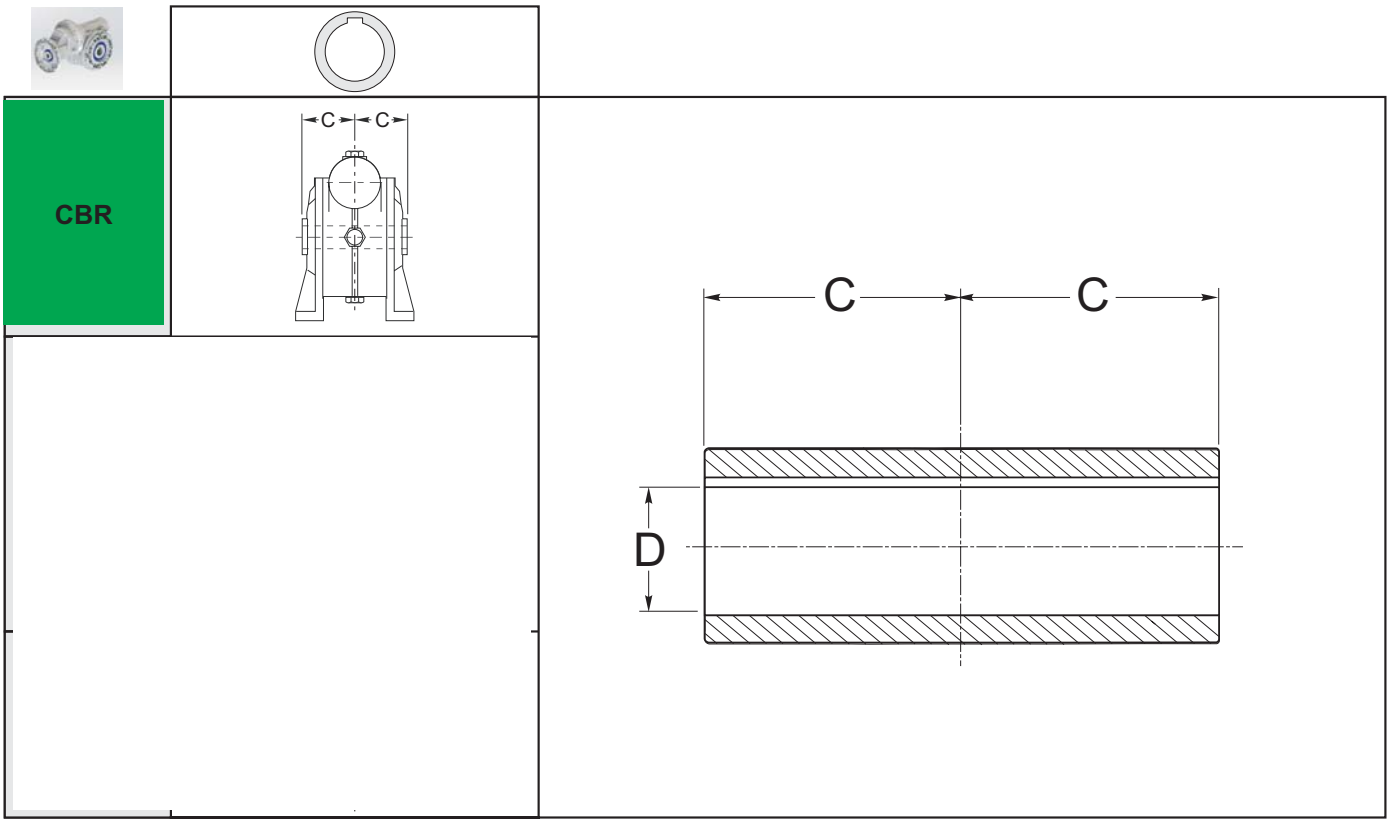


Hollow shaft with keyway — A46



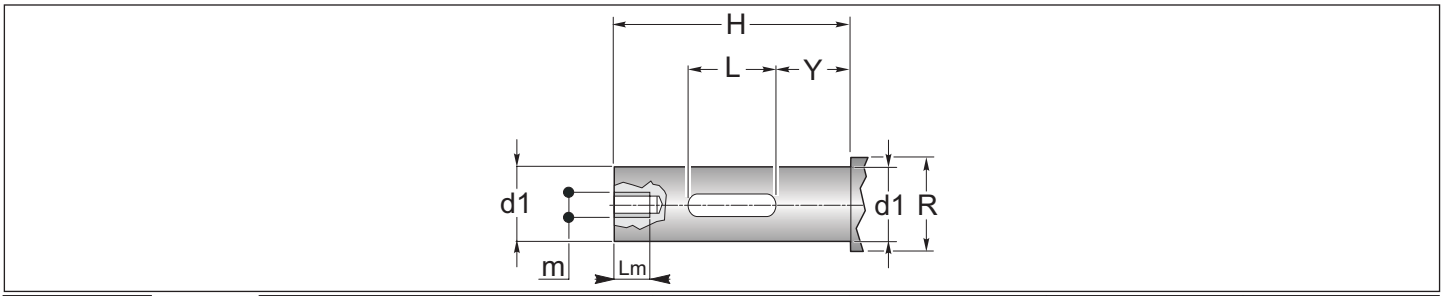
A47

1.8.1 - ALBERI LENTI / *1.8.1 - OUTPUT SHAFT* / 1.8.1 - ABTRIEBSWELLEN



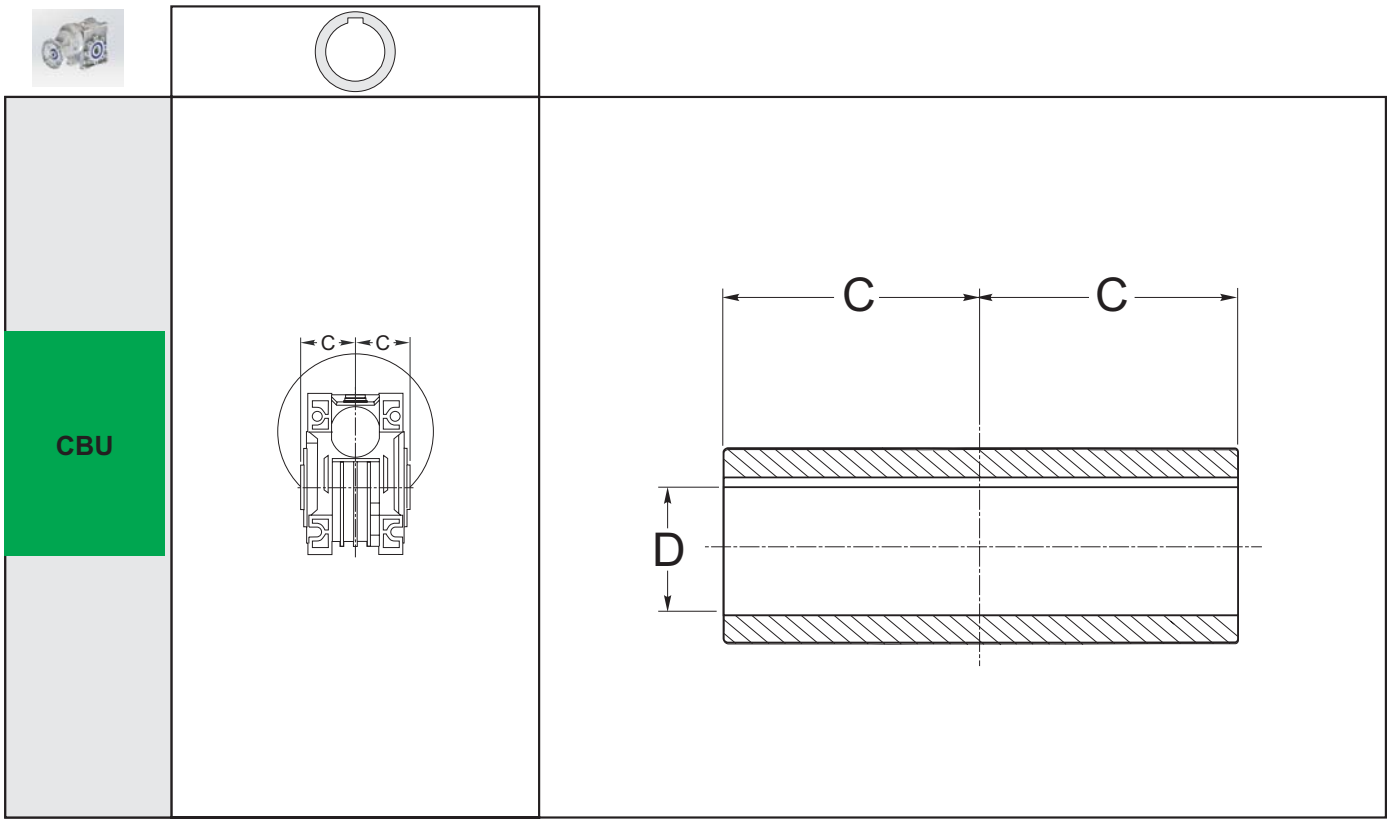
CBR		40/63 40/71	50/63 50/71	63/71 63/90	70/71 70/90	85/90	110/90
D	Standard	19	24	25	28	32	42
	Optional	18	25	-	-	35	-
tollerance D		H7	H7	H7	H7	H7	H7
C		41	49	60	60	61	77,5

Perno macchina / *Customer shaft* / Maschinachse



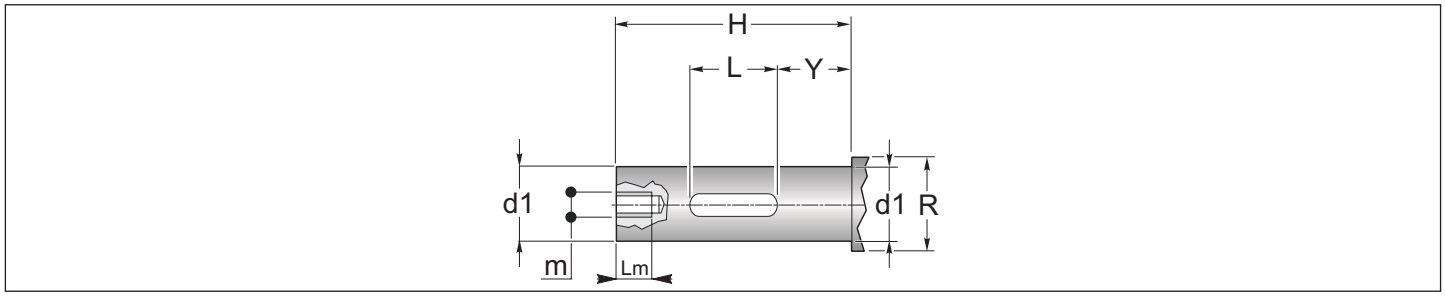
CBR		40/63 40/71	50/63 50/71	63/71 63/90	70/71 70/90	85/90	110/90
d1	Standard	19	24	25	28	32	42
	Optional	18	25	-	-	35	-
tollerance d1		g6	g6	g6	g6	g6	g6
H		80	95	109	117	119	153
L		40	50	60	60	70	80
m		M8	M8	M8	M8	M10	M10
Lm		16	20	20	20	25	25
R	Standard	22	28	34	34	38	50
	Optional	22	30	-	-	40	-
Y		21	24	30	30	26	37

1.8.1 - ALBERI LENTI / *1.8.1 - OUTPUT SHAFT* / 1.8.1 - ABTRIEBSWELLEN



CBU	40/63 40/71	50/63 50/71	63/71 63/90	75/90	90/90	110/90
D	18	25	25	28	35	42
tollerance D	H7	H7	H7	H7	H7	H7
C	39	46	56	60	70	77,5

Perno macchina / *Customer shaft* / Maschinachse



CBU	40/63 40/71	50/63 50/71	63/71 63/90	75/90	90/90	110/90
d1	18	25	25	28	35	42
tollerance d1	g6	g6	g6	g6	g6	g6
H	76	89	109	117	137	153
L	40	50	60	60	70	80
m	M8	M8	M8	M8	M10	M10
Lm	16	16	16	16	25	25
R	22	28	34	34	38	50
Y	21	24	30	30	37	37

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

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.

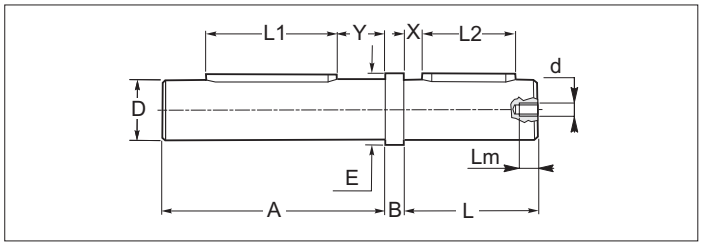
All worm gearboxes are supplied with hollow output shaft. Output shafts as shown in the size drawings can be supplied upon request.

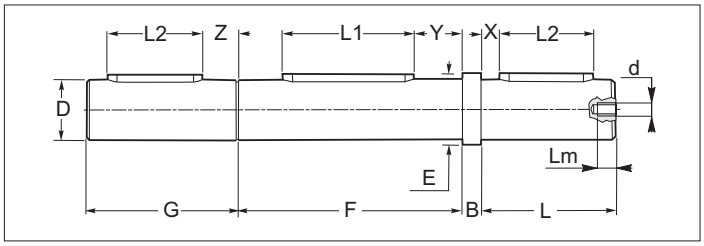
Sizes of feathers comply with standards UNI 6604-69.

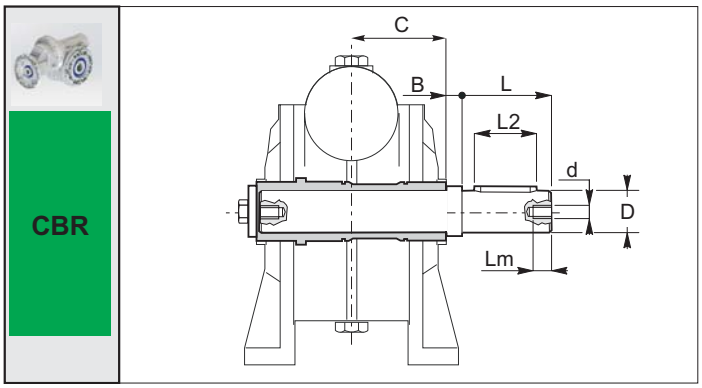
Alle Schneckengetriebe werden mit hohler Abtriebswelle geliefert. Auf Anfrage können Abtriebswellen gemäß den Maßzeichnungen geliefert werden.

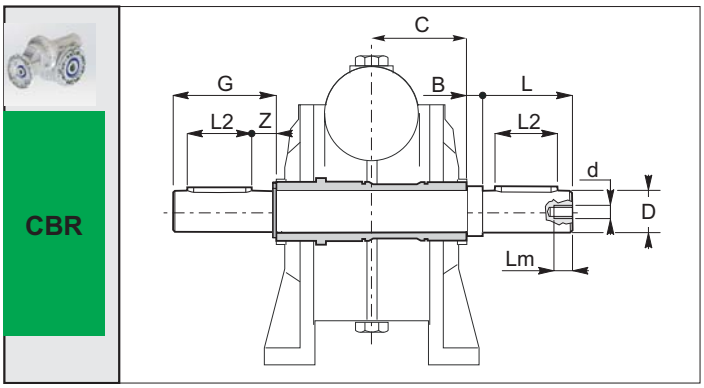
Die Abmessungen der Federn entsprechen den Normen UNI 6604-69.

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









CBR	40/63 40/71	50/63 50/71	63/71 63/90	70/71 70/90	85/90	110/90
A	76	89	109	117	119	153
B	10	10	10	10	10	10
C	41	49	60	60	61	77,5
D	19	24	25	28	32	42
tollerance D	g6	g6	g6	g6	g6	g6
d	M8	M8	M8	M8	M10	M10
E	22	28	34	34	38	50
F	82	98	120	120	122	155
G	50	55	70	70	81	110
L	40	45	60	60	71	100
L1	40	50	60	60	70	80
L2	25	30	40	40	50	80
Lm	16	20	20	20	25	25
X	8	7,5	10	10	10	10
Y	21	24	30	30	26	37
Z	18	18	20	20	20	20

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

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

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

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)

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

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

AL
AL - ALBERO LENTO SPORGENTE
AL - SINGLE OUTPUT SHAFTS

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

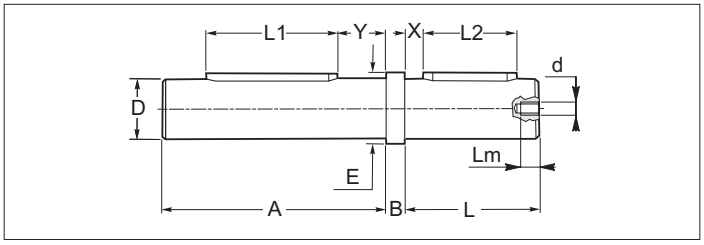
All worm gearboxes are supplied with hollow output shaft. Output shafts as shown in the size drawings can be supplied upon request.

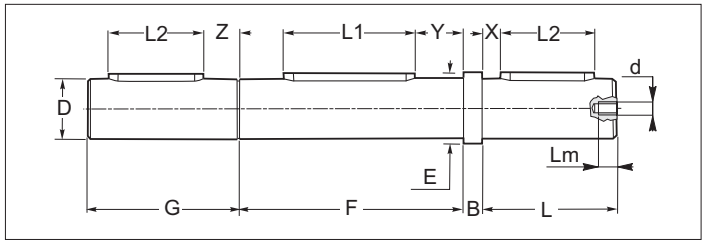
Sizes of feathers comply with standards

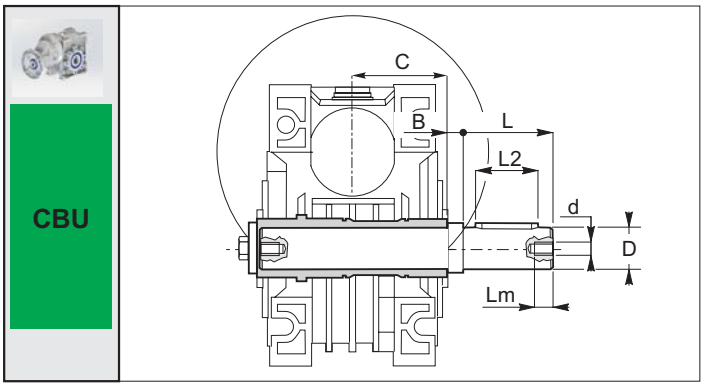
AL BU
AL_BU - ALBERO LENTO BISPORGENTE
AL_BU - DOUBLE OUTPUT SHAFTS

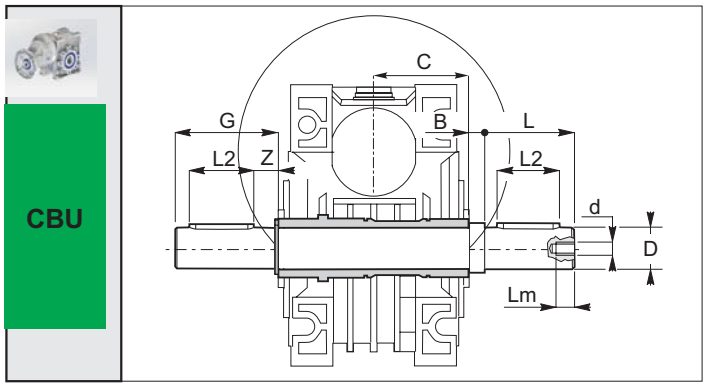
Alle Schneckengetriebe werden mit hohler Abtriebswelle geliefert. Auf Anfrage können Abtriebswellen gemäß den Maßzeichnungen geliefert werden.

Die Abmessungen der Federn entsprechen









CBU	40/63 40/71	50/63 50/71	63/71 63/90	75/90	90/90	110/90
A	76	89	109	117	137	153
B	10	10	10	10	10	10
C	39	46	56	60	70	77,5
D	18	25	25	28	35	42
tollerance D	g6	g6	g6	g6	g6	g6
d	M8	M8	M8	M8	M10	M10
E	22	28	34	34	38	50
F	78	92	112	120	140	155
G	50	55	70	70	90	110
L	40	45	60	60	80	100
L1	40	50	60	60	70	80
L2	25	30	40	40	50	80
Lm	16	16	16	16	25	25
X	8	7.5	10	10	15	10
Y	21	24	30	30	37	37
Z	18	18	20	20	25	20

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

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

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

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)

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

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

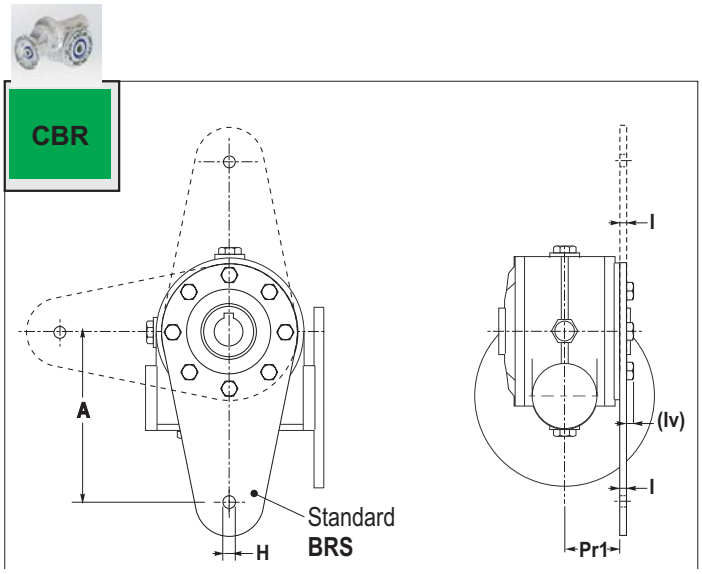
BRS — BRS - Braccio Reazione Semplice / BRS- Torque arm – Single — Standard

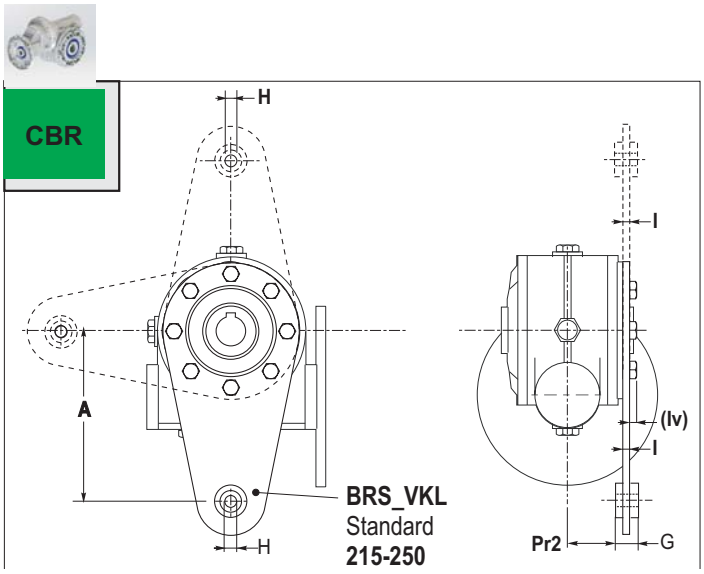
BRS VKL — BRS_VKL - Braccio Reazione Semplice_con boccola_VKL / BRS_VKL - Torque arm - Single_with VKL_bushing

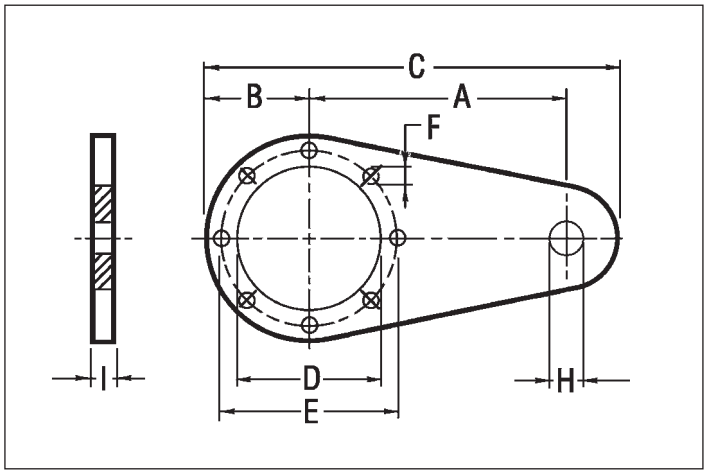
Per il fissaggio del riduttore mediante tirante, viene fornito in allegato l'apposito

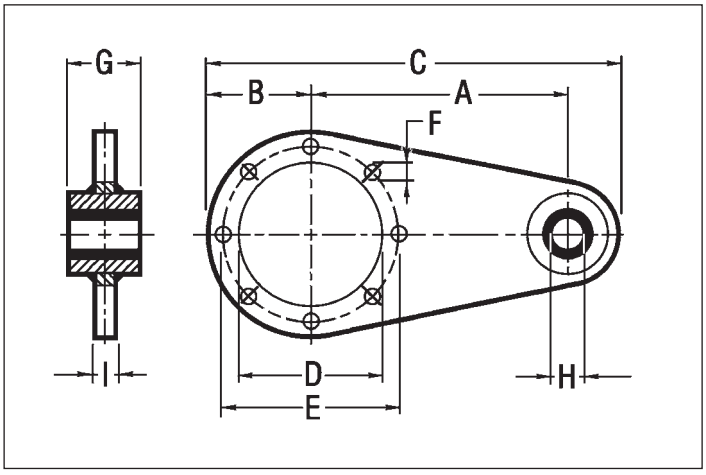
If the gearbox shall be shaft mounted as an extra part there is also available a torque

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









CBR	40/63 40/71	50/63 50/71	63/71 63/90	70/71 70/90	85/90	110/90
A	90	100	150	150	200	250
B	50	52.5	53	60	75	100
C	165	177.5	230	240	313	388
D	60	70	70	80	110	130
E	83	85	85	100	130	165
F	7	9	9	9	11	13
G	15	15	20	20	25	25
H	10	10	10	10	20	20
I	4	4	6	6	6	6
Pr1	38	49	57,5	57	56,5	74
Pr2	32,5	43,5	50,5	50	47	64,5

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

BRS VKL

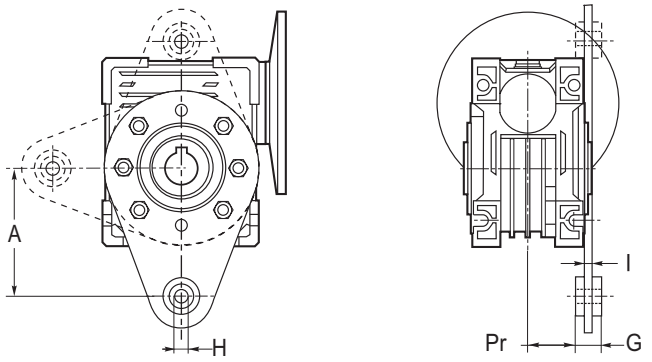
BRS_VKL - Braccio Reazione Semplice_con boccola_VKL
BRS_VKL - Torque arm - Single_with VKL_bushing

Per il fissaggio del riduttore mediante tirante, viene fornito in allegato l'apposito

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

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

CBU



CBU	40/63 40/71	50/63 50/71	63/71 63/90	75/90	90/90	110/90
A	100	100	150	200	200	250
G	15	15	20	25	25	25
H	10	10	10	20	20	20
I	4	4	6	6	6	6
Pr	31	38	46	47.5	57.5	64.5

1.9 OPT - ACC. - Accessori - Opzioni

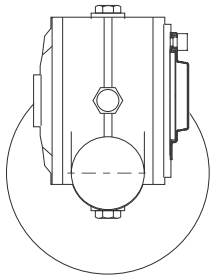
1.9 OPT - ACC. - Accessories - Options

1.9 OPT - ACC. Zubehör - Optionen

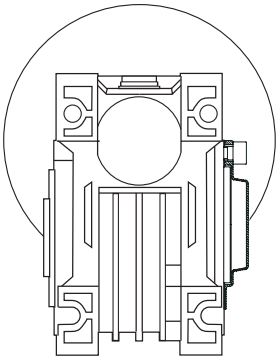
PROT PROT. - Coperchio di protezione

PROT. - Protection cover

PROT - Schultzvorrichtungdeckel



CBR



CBU

ELSX ELSX - Vite senza fine - Elica Sinistra

ELSX - Worm Geraboxe - Left helix

ELSX - Linksgängige Schraubenlinie der Schneke

Standard

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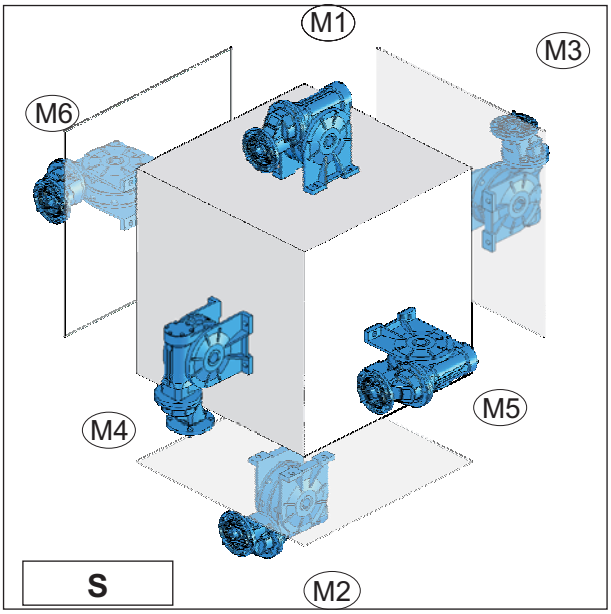
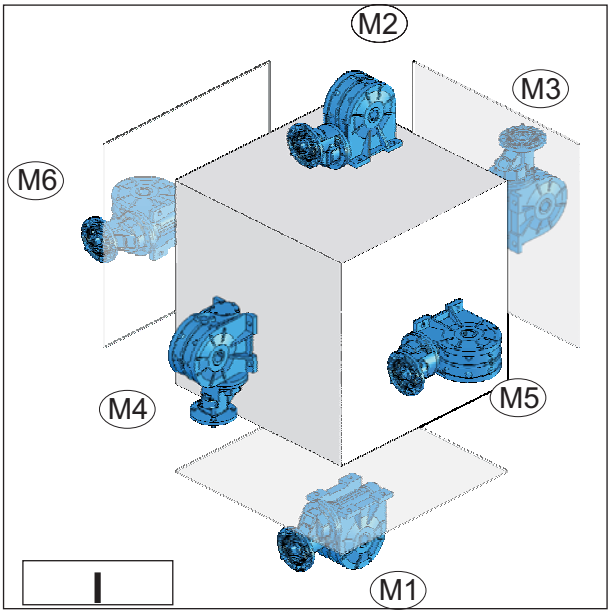
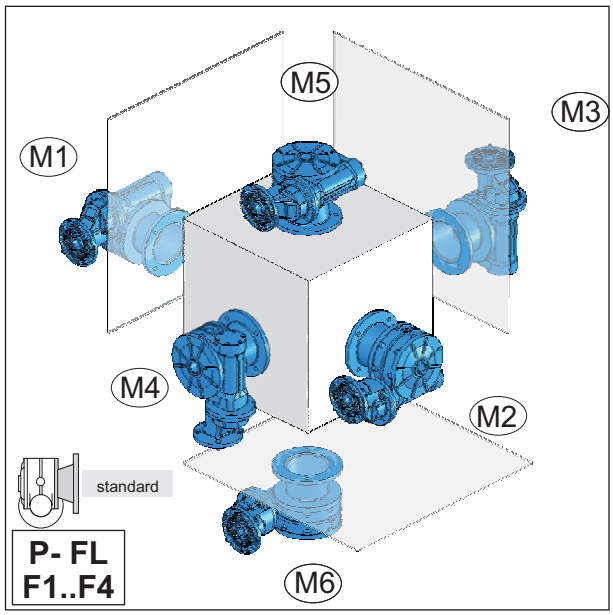
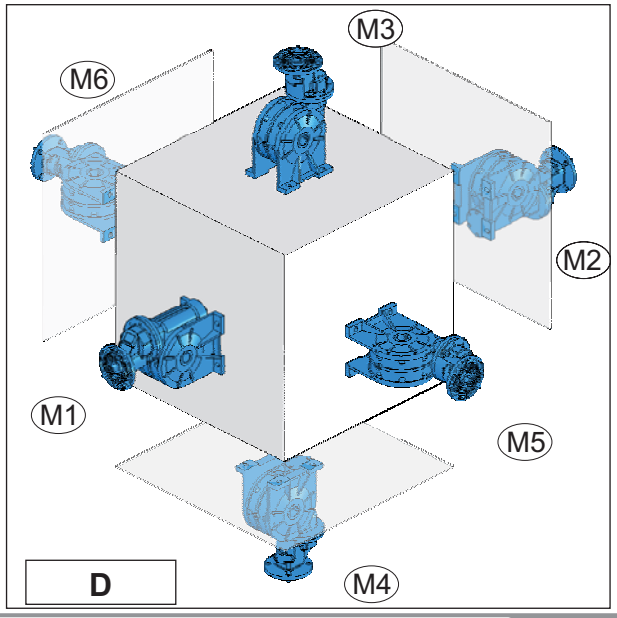
Posizioni di montaggio
Mounting positions
Montagepositionen

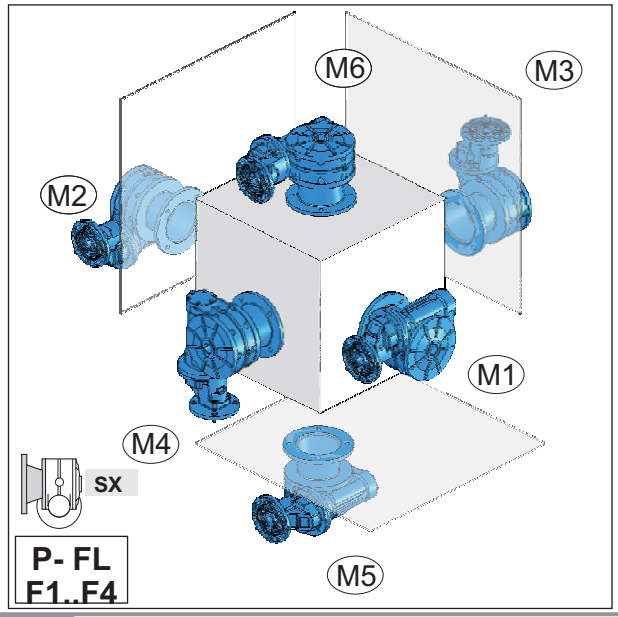
CBR





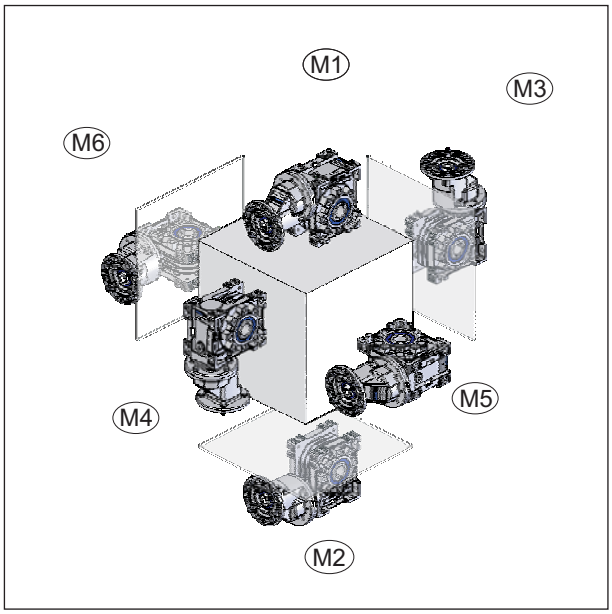






Posizioni di montaggio
Mounting positions
Montagepositionen

CBU



Gestione Revisioni Cataloghi STM | ***Managing STM Catalog Revisions*** | **Management Wiederholt Kataloge STM**

Codice Catalogo | ***Catalog Code*** | **KatalogcCode**

	CT46	I	GB	D	1.0	
	N° Identificativo *Identification Number* Kennummer	Identificativo Lingua - *Language* - Sprache **I** - Italiano – *Italian* - Italienisch **GB** – Inglese – *English* - Englisch **D** – Tedesco – *German* - Deutsch			Indice di Revisione *Review* Bericht	

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1) Each STM catalogue is identified by a code printed on the last page and reported in the page footer.The last digit in the catalogue code identifies catalogue revision:

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In questa colonna sarà inserito un simbolo che determina una classificazione delle modifiche apportate.
Questo consente di identificare con estrema rapidità l'importanza della modifica apportata;

3) Pay attention to the symbol in the "Change Classification" column.
This symbol signifies the category and significance of any changes

3) Besonders auf das in die Spalte „Änderungsklasse" eingefügte Symbol achten.In dieser Spalte wird das Symbol eingefügt, das für die Klasse der applizierten Änderungen steht.

Classificazione ***Classification*** **Klasse**	**Definizione Specificante gli elementi di modifica** ***Definition Change identifier*** **Erklärende Definition der Änderungselemente**	**Simbolo Identificativo** ***Symbol*** **Identifikationssymbol**
Chiave *Key* Schlüssel	Uscita e immissione di un prodotto *Product issuance and marketing* Ausgabe und Einführung eines Produkts	⇄
Importante *Major* Wichtig	Modifica che influenza gli ingombri/stato fornitura/installazione del prodotto *Change affecting overall dimensions/delivery condition/product installation* Änderung, die sich auf die Abmessungen/Lieferzustand/Produktinstallation auswirkt	▼
Secondaria *Minor* Sekundär	Modifica che riguarda traduzioni/impaginazioni/inserimento descrizioni *Change to translations/layout/captions* Änderung, die Übersetzungen/den Umbruch/eingefügte Beschreibungen betrifft	—

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Warning
Check your catalogue revision status against the latest updates table.

Achtung
Überprüfen Sie die Revision, die sich in Ihren Händen befindet, und die Tabelle der in der neuen Revision eingefügten Aktualisierung.

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CT 46 IGBD1.0
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