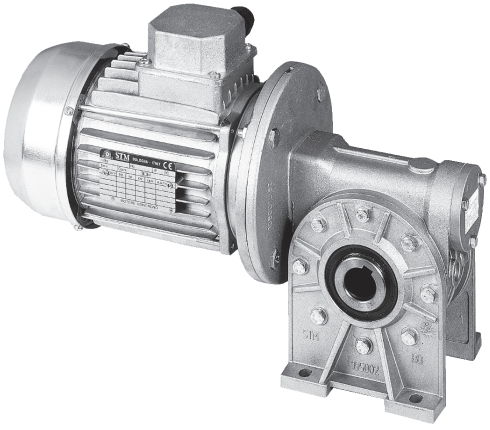
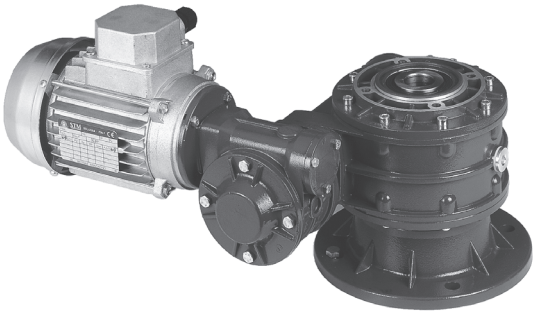
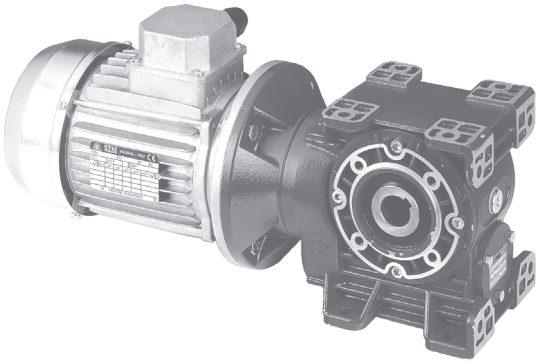
1.0 RIDUTTORI A VITE SENZA FINE
WORM GEARBOXES
SCHNECKENGETRIEBE

RI
RMI
RMI..G..







CR
CB

CRI
CRMI
CRMI..G..

1.1 Caratteristiche tecniche

I nostri riduttori a vite senza fine vengono realizzati seguendo il criterio della massima affidabilità nel tempo, risultato ottenuto utilizzando ottimi materiali e moderni criteri di progettazione.
Le viti senza fine sono realizzate in acciaio e vengono cementate, temprate e rettificate. La rettifica sul filetto, nei rapporti di riduzione per i quali il valore del modulo lo consente, viene eseguita con profilo ZI migliorando così i contatti tra le superfici dentate e, conseguentemente, il rendimento e la silenziosità di funzionamento.

Giunto:

1 - ACCIAIO:
- RMI - UMI 50 Ø19
- RMI - UMI 63 Ø24
- RMI - UMI 75 Ø19, Ø24, Ø28
- RMI - UMI 90 Ø19, Ø24, Ø28
- RMI - UMI 110 Ø24, Ø28, Ø38

2 - Tecnopolimero:
- RMI - UMI 40 Ø9, Ø11, Ø14
- RMI - UMI 50 Ø11, Ø14
- RMI - UMI 63 Ø14, Ø19

Sono utilizzati cuscinetti a rulli conici o radiali a sfere di qualità per garantire una lunga durata.
Il programma di fabbricazione prevede anche, l'applicazione di un limitatore di coppia con allarme di arresto e l'assemblaggio con variatore.

1.1 Technical characteristics

Our gearboxes are manufactured with high quality material and modern design in order to guarantee the maximum reliability and duration.
Wormshafts are made of steel and are casehardened, hardened and ground.
The thread grinding in the gear ratios that the module value permits is carried out with ZI-Profile. This improves the contact between the toothed surfaces and therefore performance and reduces operating noise.

Coupling:

1 - STEEL:
- *RMI - UMI 50 Ø19*
- *RMI - UMI 63 Ø24*
- *RMI - UMI 75 Ø19, Ø24, Ø28*
- *RMI - UMI 90 Ø19, Ø24, Ø28*
- *RMI - UMI 110 Ø24, Ø28, Ø38*

2 - Technopolymer*:*
- *RMI - UMI 40 Ø9, Ø11, Ø14*
- *RMI - UMI 50 Ø11, Ø14*
- *RMI - UMI 63 Ø14, Ø19*

To guarantee a long life, taper roller bearing or radial ball bearings are used.
Our range also provides possible application of torque limiters equipped with stop devices and assembly on to variators.

1.1 Technische Eigenschaften

Unsere Untersetzungsgetriebe werden unter Verwendung von besten Materialien und mit modernsten Herstellungsmethoden hergestellt, um eine maximale Zuverlässigkeit sowie eine lange Lebensdauer zu garantieren.
Die Schnecken sind aus einsatzgehärtetem, gehärtetem und geschliffenem Stahl.
Das Gewindeschleifen erfolgt in den vom Modulwert zulässigen Übersetzunsverhältnissen mit ZI-Profil, wodurch die Kontakte zwischen den verzahnten Oberflächen und folglich die Leistung und der geräuscharme Betrieb verbessert werden.

Kupplung:

1 - STAHL:
- RMI - UMI 50 Ø19
- RMI - UMI 63 Ø24
- RMI - UMI 75 Ø19, Ø24, Ø28
- RMI - UMI 90 Ø19, Ø24, Ø28
- RMI - UMI 110 Ø24, Ø28, Ø38

2 - Technischer Kunststoff:
- RMI - UMI 40 Ø9, Ø11, Ø14
- RMI - UMI 50 Ø11, Ø14
- RMI - UMI 63 Ø14, Ø19

Um eine lange Lebensdauer zu gewährleisten, werden Kegelrollenlager oder Radialkugellager von hoher Qualität verwendet.
Die Getriebe können mit einer Rutschkupplung, einem einstellbaren Drehmomentbegrenzer und mit einem Drehzahlregler ausgerüstet werden.

1.1 Caratteristiche tecniche

CARATTERISTICHE PECULIARI:
- 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:
Tecnopolimero;
Acciaio.

MANUTENZIONE:
-Facilità di Montaggio motore;
-Facilità di Smontaggio
MODULARITA':
-Possibilità di utilizzare il giunto sulle serie **"U"** - **"RMI...G..."** - **"CRMI...G"**- **"S"**.
TEMPI DI CONSEGNA:
-Maggiore modularità del prodotto;
-Stock a magazzino del prodotto assemblato.

1.1 Technical characteristics

SPECIAL FEATURES:
-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:
Technopolymer;
Steel.

MAINTEINANCE*:*
-Easy motor assembly;
-Easy disassembly.
MODULARITY:
*Possibility of coupling's using specially those of "**U**", **RMI…G**", - "**CRMI…G**" - "**S**" series.*
DELIVERY DATES
-Higher product's modularity
-Stock warehouse finished product.

1.1 Technische Eigenschaften

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

MATERIAL:
Technischer Kunststoff;
Stahl.

WARTUNG:
-Einfacher Motoreinbau;
-Einfacher Ausbau.
MODULARITÄT
Die Kupplung kann in den Serien „**U**" – „**RMI...G...**" – „**CRMI...G**" und „**S**" verwendet werden.
LIEFERZEITEN:
-Größere Modularität des Produktes;
-Montiertes Produkt imLaberbestand

1.2 Designazione — *1.2 Designation* — 1.2 Bezeichnung

	Grandezza *Size* Größe	Versione *Version* Ausführung	ir	Giunto *Coupling* Kupplung	(*) IEC	[*1]	[*2]	[*3]	[*4]	[*5]	[*6] Limitatore Coppia/*Torque Limiter* Rutschkupplung	[*7]	[*8]
RMI	28 40 50 63 70 85 110 130 150 180	S I D PP P FL (F1) (F2) (F3) (F4)	7 10 15 20 28 40 49 56 70 80 100	- **G** Grandezze *Sizes* Größe **40 50 63**	B28 **56(B5)** **...** **315(B5)** **T63....**	- B	- C			D1		- ∅ 25	— (standard) SIN
RI		B6			-								

Designazione Motori *Designation Motors* Bezeichnung Motoren **CT18IGBD1**

RMI 40 1/20 S 63(B5)

RMI 40 1/20 S T63A4B5

RMI 40 1/20 S B 63(B5)

	Grandezza *Size* Größe	Versione *Version* Ausführung	Vers. montaggio *Mounting vers.* Montageaus	ir	Giunto *Coupling* Kupplung	IEC	[*1]	[*2]	Flangia *Flange* Flasch	[*3]	[*4]	[*5]	[*6] Limitatore Coppia/*Torque Limiter* RutschKupplung	[*7]
CRMI	**28/28** **28/40** **28/50** **28/63** **40/70** **40/85** **50/110** **63/130** **85/150** **85/180** **.....**	**S** **I** **D** **A**	**1** **2** **....**	140 200 280 400 600 980 1372 1960 2800 4000 5600 7000 8000 10000	- **G** Grandezze *Sizes* Größe **40/...** **50/...** **63/...**	B28 **56(B5)** **...** **315(B5)** **T63...**	- B	- C	— (FL) F1 F2 F3 F4 P PP			D1		- ∅ 25
CRI		B7 B9	B7 B9		-	-								

Designazione Motori *Designation Motors* Bezeichnung Motoren **CT18IGBD1**

CRMI 40/85 S1 1/980 63(B5)

CRMI 40/85 S1 1/980 T63A4B5

CRI 40/85 S1 1/980

	Grandezza *Size* Größe	Versione *Version* Ausführung	ir	(*) IEC	[*1]	[*2]	[*3]	[*4]	[*5]	[*6] Limitatore Coppia/*Torque Limiter* RutschKupplung	[*7]	[*8]
CB	**—** **F** **/F** **P** **PP** **F1** **F2** **F3** **F4**	**40** **50** **70** **85** **110**	vedi tabelle *see tables* siehe Tabellen	B29 **56(B5)** **...** **315(B5)** **T63...**	- B	- C			D1		- ∅ 25	— (standard) SIN
CR		B10		-								

Designazione Motori *Designation Motors* Bezeichnung Motoren **CT18IGBD1**

CB 40 1/82.7 63(B5)

CB 40 1/82.7 T63A4B5

CR 40 1/82.7

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

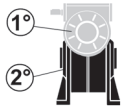
**** If not conform to IEC specifications please specify diameter of wormshaft's bore and flange (i.e. :14/200)***

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

- **[*1] Bisporgenza Vite**:
  1)RI-RMI CR-CB
  Nessuna indicazione = vite senza bisporgenza;
  B = vite con bisporgenza.

  2)CRI-CRMI
  Nessuna indicazione = vite senza bisporgenza;
  B:Ex-**CRI28/50..B**-Bisporgenza 2°
  ...B: Ex**-CRI28/50..28B**-Bisporgenza 1°

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



  N.B.
  Per le grandezze 40, 50, 63 sono possibili solo queste configurazioni:
  RMI: La bisporgenza è realizzata solo con giunto;
  CRMI: La bisporgenza sul 1° è realizzata solo con giunto**;**

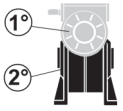
- **[*2]** Cuscinetti Conici Uscita:
  Nessuna indicazione = Cuscinetti Uscita del tipo radiale a una corona di sfere;
  C = Cuscinetti conici in uscita.
  N.B. Per Le versioni con limitatore di coppia questa opzione non è disponibile.

- **[*3] [*4][*5][*6]** :Limitatore di Coppia:
  Vedere Capitolo 4.0 del presente catalogo.

- **[*7]** Diametro albero:
  Nessuna indicazione = diametro foro standard;
  diametro foro opzionale = (vedi tabella).

- ***[*1] Double Extended Input Shaft***
  1)RI-RMI CR-CB
  No indications = input shaft without double extension;
  ***B** = double extended input shaft.*

  2)CRI-CRMI
  No indications = input shaft without doubleextension;
  ***B:**Ex-**CRI28/50..B**-Double Extension 2°*
  ***..B**:Ex-**CRI28/50.28B**-Double Extension 1°*
  ***B..B**:Ex-**CRI28/50..B28 B**-Double Extension 1° and 2°.*



  ***N.B**.*
  These are the only configurations possible for sizes 40, 50, 63:
  ***RMI**: The double extension is made by using a couplingt;*
  ***CRMI**: The double extension on 1° is made by using a coupling;*

- ***[*2]** Tapered Output Bearings:No indications = Output Radial Ball Bearing*
  ***C** = Tapered output bearings.*

  ***N.B.** For the versions using limiters*

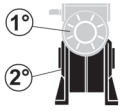
- ***[*3] [*4][*5][*6]** :Torque Limiters: See Chapter 4.0 in this catalog.*

- ***[*7]** Shaft Diameter:*
  No indications = standard hole diameter;

  ***optional hole diameter** = (see table).*

- **[*1] Doppelseitige Schneckenwelle**
  1)RI-RMI CR-CB
  Keine Angabe = Schnecken ohne doppeltes Wellenende
  B = Schnecke mit doppeltem Wellenende
  2)CRI-CRMI
  Keine Angabe = Schnecke ohne doppeltes Wellenende
  B: Ex- **CRI28/50..B** 2°
  ...B: Ex**-CRI28/50..28B** 1°

  B.. B: Ex**-CRI28/50..B28 B** 1° und 2°



  Hinweis
  Für die Größen 40, 50, 63 sind nur diese Konfigurationen möglich
  RMI: Das doppelte Wellenende wurde nur mit Kupplung hergestellt;
  CRMI: Das doppelte Wellenende auf 1° wurde nur mit Kupplung hergestellt**;**

- **[*2]** Abtriebskegellager:
  Keine Angabe = Abtriebslager vom Typ Radial-Kugellager;
  C = Ausgangskegellager.
  Hinweis: Für die Ausführung mit Drehzahlbegrenzer

- **[*3] [*4][*5][*6]** :Rutschkupplung:
  Siehe Kapitel 4 dieses Katalogs.

- **[*7]** Wellendurchmesser:
  Keine Angabe = Standard-Bohrungsdurchmesser
  Optionaler Bohrungsdurchmesser = (siehe Tabelle).

		Grandezza - *Size* - Größe									
RI - RMI		**28**	**40**	**50**	**63**	**70**	**85**	**110**	**130**	**150**	**180**
CRI - CRMI		**28/28**	**28/40 40/40**	**28/50 40/50**	**28/63 40/63**	**28/70 40/70 50/70 63/70**	**40/85 50/85 63/85 70/85**	**50/110 63/110 70/110 85/110**	**63/130 70/130 85/130**	**85/150 110/150**	**85/180 110/180 130/180**
CR - CB		—	**40**	**50**	—	**70**	**85**	**110**	—	—	**—**
D H7	Standard	14	19	24	25	28	32	42	48	55	65
	Optional	-	(18)	(25)	-	-	(35)	-	-	-	-

- **[*8] Lato flangia uscita**:
  Nessuna indicazione = flangia uscita con montaggio destro (flange dal lato come indicato nelle figure del catalogo);
  SIN = flange uscita con montaggio sinistro (flange dal lato opposto alle figure indicate a catalogo).

- ***[*8] Mounting position output side:***
  No indication (standard) = output flange on right side (like indicated in the figures);

  ***SIN** = output flange on left side (flanges on the opposite side like indicated in figures).*

- **[*8] Montageseite Abtriebsflansch:**
  Keine Angabe (Standard) = Abtriebsflansch rechts (wie in den Abbildungen dargestellt)
  SIN = Abtriebsflansch links (gegenüber der Position in den Katalogabbildungen).

ALTRE SPECIFICHE:

- posizione della morsettiera del motore se diversa da quella standard (1)
- lubrificante (non per i tipi 28,40,50,63, 70,85 già lubrificati a vita)
- elica della vite sinistra (esecuzione speciale)
- posizione di montaggio con indicazione tappi di livello e sfiato;se non specificato si considerano standard le posizioni M1

FURTHER SPECIFICATION:

- *terminal board box position if different from standard (1)*
- *lubrication (except for size 28,40,50,63, 70,85 lubricated for life)*
- *left helix (special version)*
- *mounting position. Indications must be given regarding level and breather plugs. If not specified positions 01 are considered standard*

WEITERE SPEZIFIKATIONEN:

- Stellung des Klemmenkastens des Motors, falls diese von der Standard- Ausführung abweicht (1)
- Schmiermittelfüllung (außer bei den wartungsfreien Typen 28,40,50,63,70,85)
- Linksgängige Schraubenlinie der Schnek- ke (Spezialausführung)
- Montagestellung mit Angabe der Ölpegel und Entlüfterstöpsel. Falls nicht anders angegeben, gelten die Pos. 01 als Standard.

ACCESSORI

- alberi lenti
- braccio di reazione

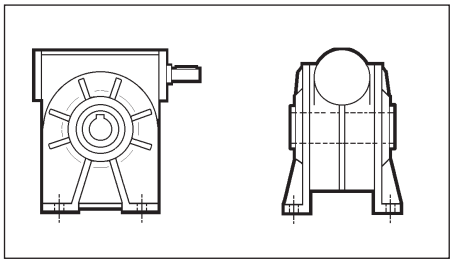
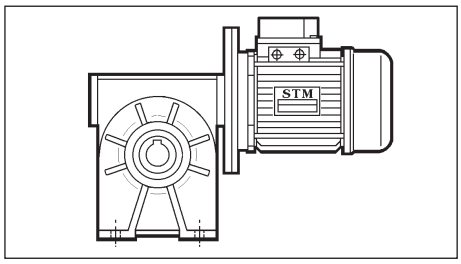
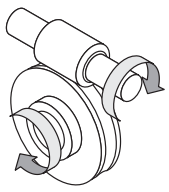
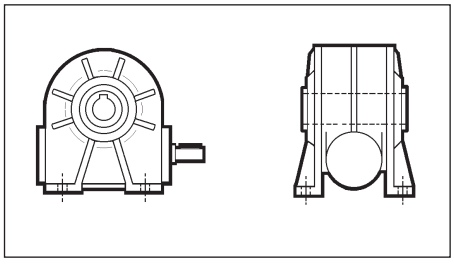
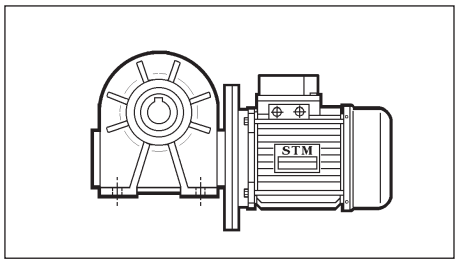
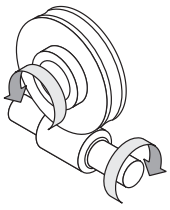
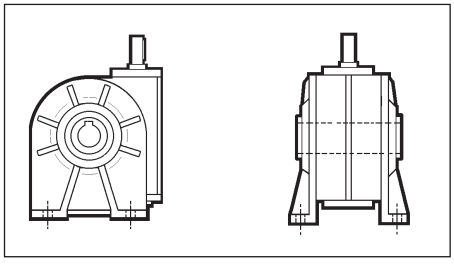
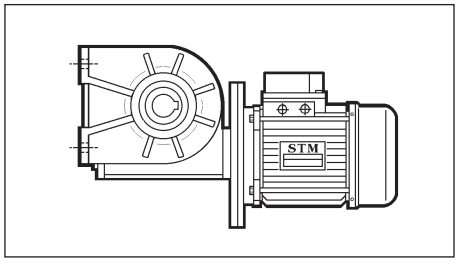
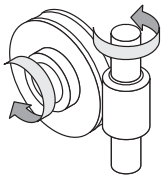
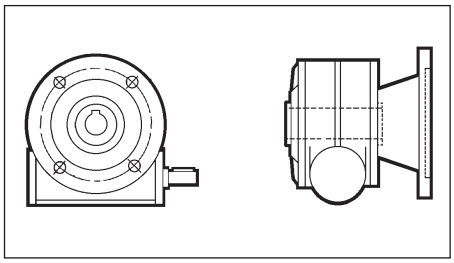
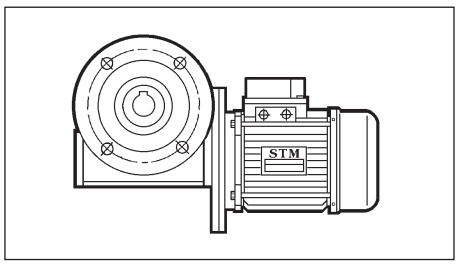
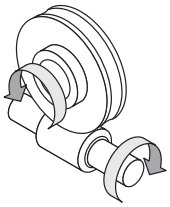
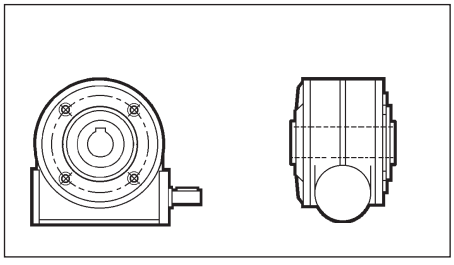
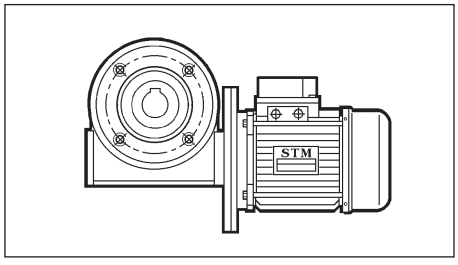
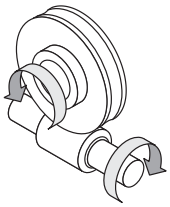
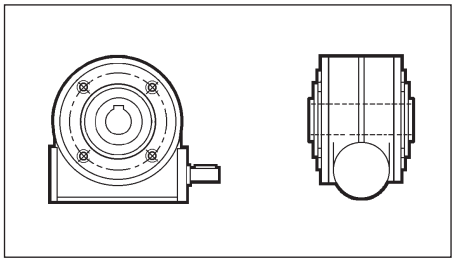
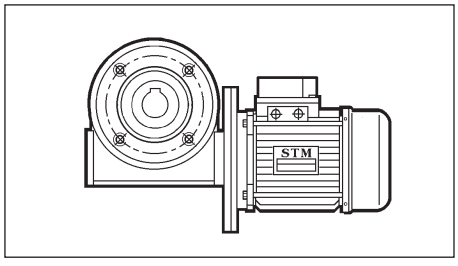
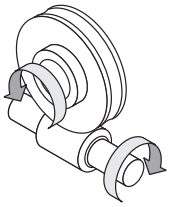
ACCESSORIES

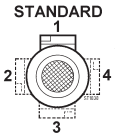
- *output shafts*
- *Torque arm*

ZUBEHOR

- Abtriebswellen
- Drehmomentstütze

1.3 Versioni — *1.3 Versions* — 1.3 Ausführungen

	RI	RMI	Senso di rotazione standard *Standard direction of rotation* Drehrichtung Standard
S **28 - 180**			
I **28 - 180**			
D **28 - 180**			
FL **(F1, F2, F3, F4)** **28 - 180**			
P **28, 85 - 180**			
PP **40 - 70**			



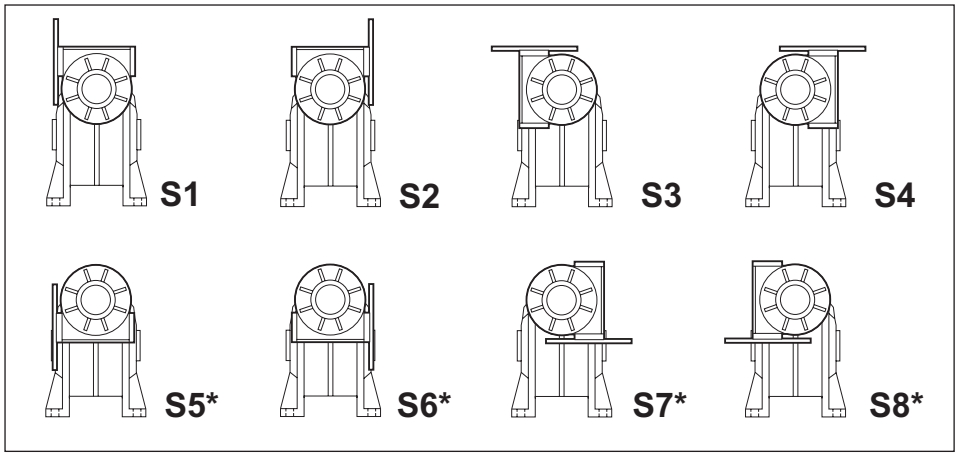
Posizione morsettiera
Terminal board position
Lage des Klemmenkastens

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

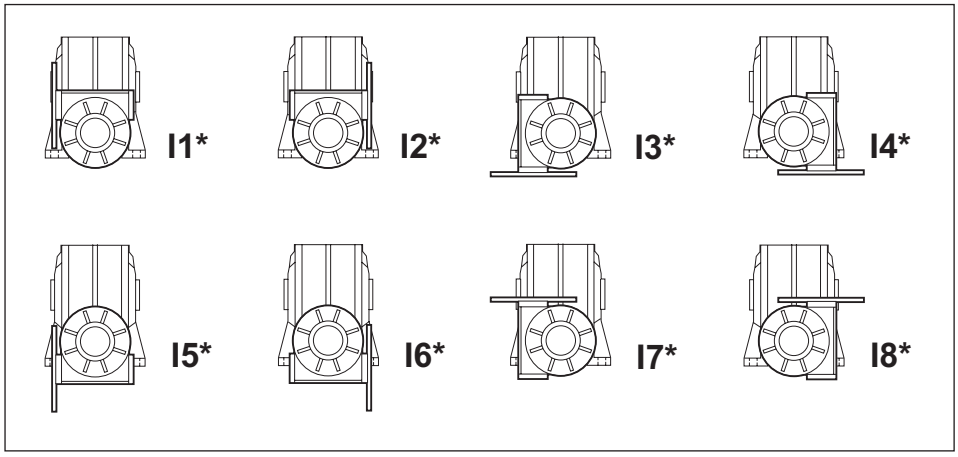
1.3 Versioni — *1.3 Versions* — 1.3 Ausführung

CRI - CRMI Versione di montaggio / *Mounting version* Montageausführungen

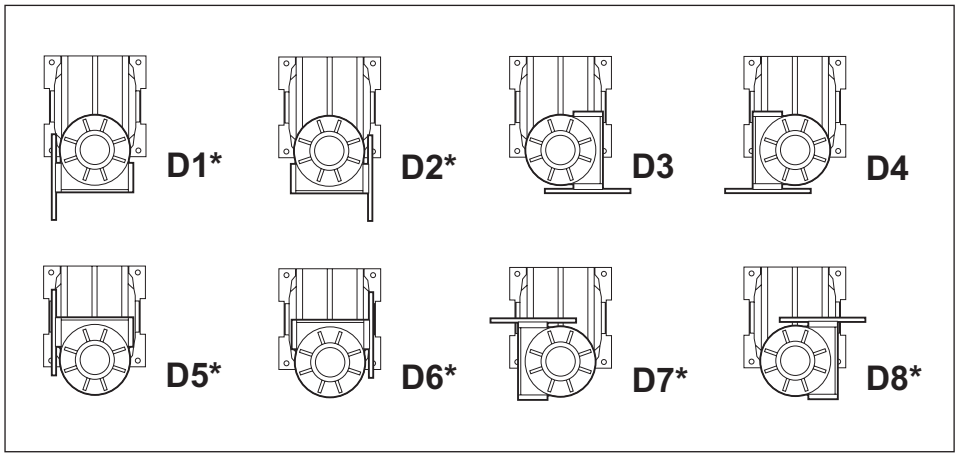
S
28 - 180



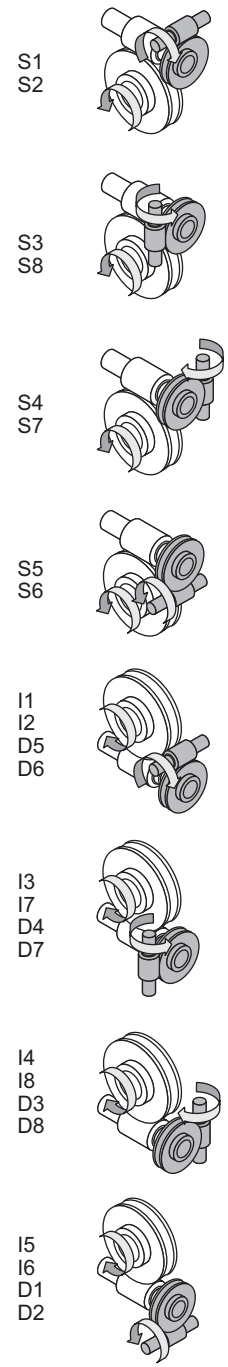
I
28 - 180



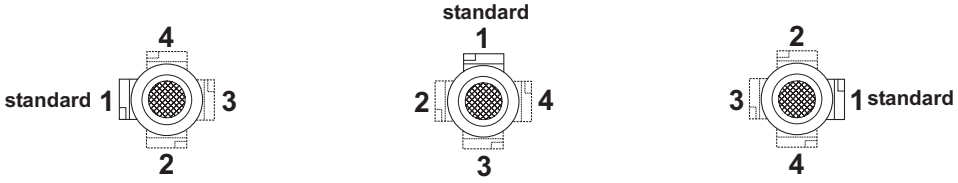
D
28 - 180



Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard



Posizione morsettiera / *Terminal board position* / Lage des Klemmenkastens



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

N.B.
Per l'utilizzo di riduttori PAM o motoriduttori, per le versioni contrassegnate con (*) chiedere l'applicabilità delle flange B5 e B14 al ns. Servizio tecnico.

NOTE:
When selecting motorised or PAM (motorflange pre-arranged) gearboxes please ask our technicians availability of B5 and B14 flanges on the version marked (*).

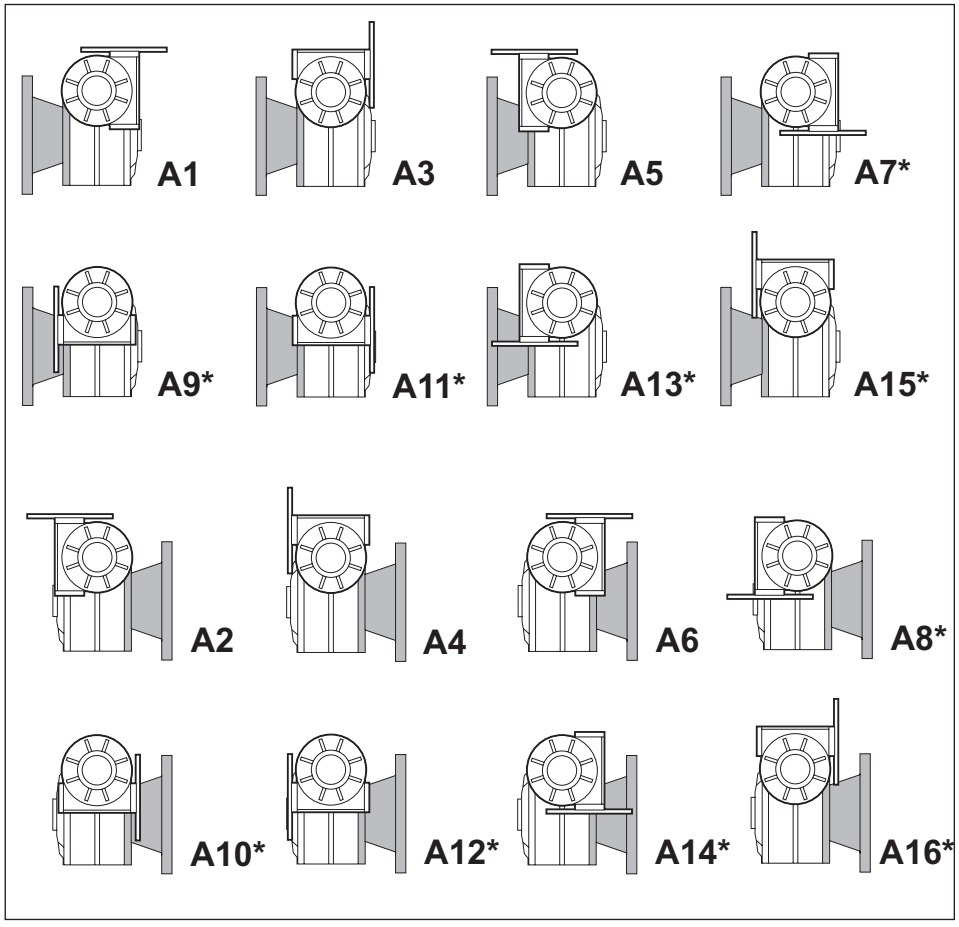
HINWEIS:
Während der Auswahl (der motorisierte oder PAM Getriebe – mit Motorflansch aufgebaut) bitte unsere Techniker die Möglichkeit B5/B14 Flansch auf der benötigte Ausführung befragen.

1.3 Versioni — *1.3 Versions* — 1.3 Ausführung

CRI - CRMI

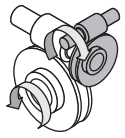
Versione di montaggio / *Mounting version* Montageausführungen

A
(FL, F1 F2, F3, F4)
28 - 180

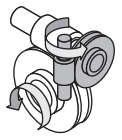


Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard

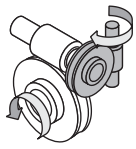
A3
A4
A15
A16



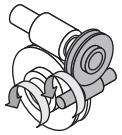
A2
A5
A8
A13



A1
A6
A7
A14

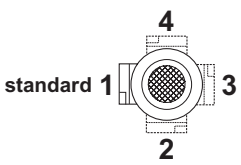


A9
A10
A11
A12

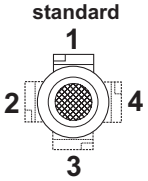


Il senso dell'elica è destro
The helix is right-handed
Die Schnecke ist rechtsgängig

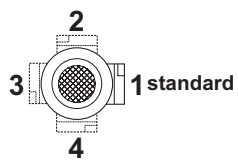
Posizione morsettiera / *Terminal board position* / Lage des Klemmenkastens



A2, A5, A8, A13



A3, A4, A9, A10
A11, A12, A15, A16



A1, A6, A7, A14

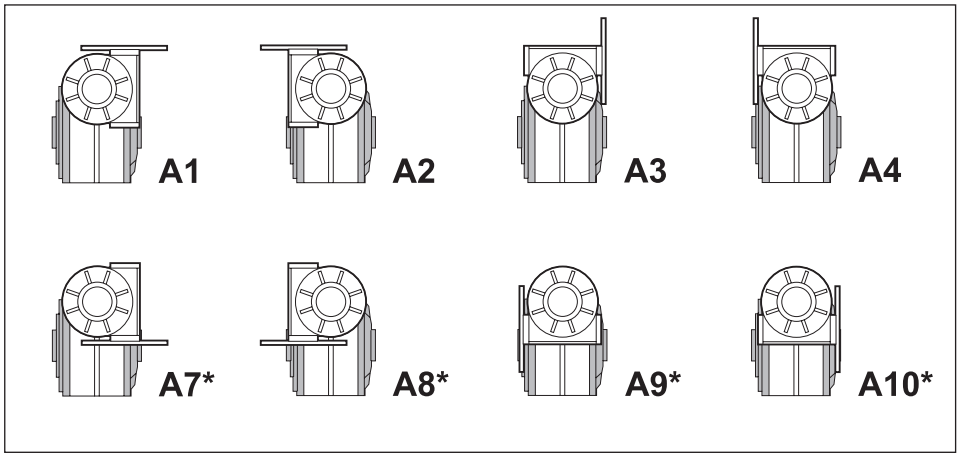
N.B.
Per l'utilizzo di riduttori PAM o motoriduttori, per le versioni contrassegnate con (*) chiedere l'applicabilità delle flange B5 e B14 al ns. Servizio tecnico.

NOTE:
When selecting motorised or PAM (motorflange pre-arranged) gearboxes please ask our technicians availability of B5 and B14 flanges on the version marked (*).

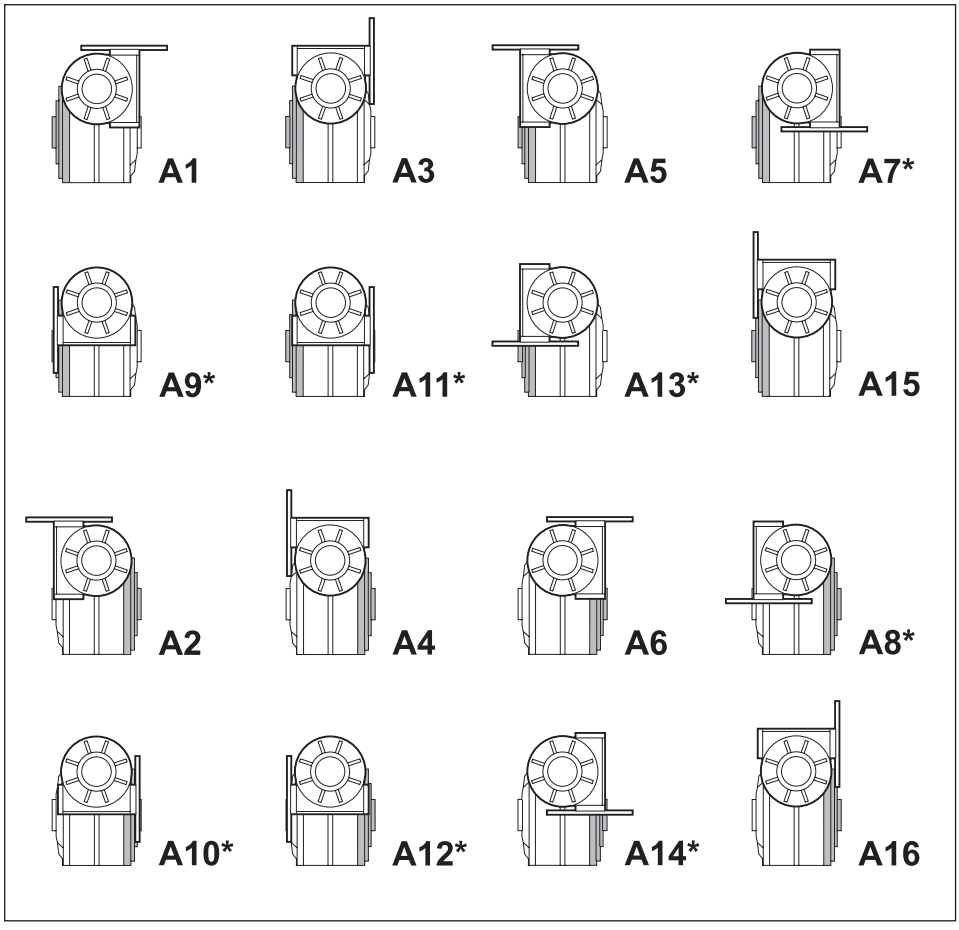
HINWEIS:
Während der Auswahl (der motorisierte oder PAM Getriebe – mit Motorflansch aufgebaut) bitte unsere Techniker die Möglichkeit B5/B14 Flansch auf der benötigte Ausführung befragen.

CRI - CRMI Versione di montaggio / *Mounting version* Montageausführungen

A
(PP)
40 - 70

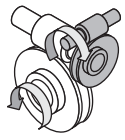


A
(P)
28,
85 - 180

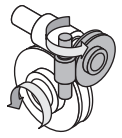


Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard

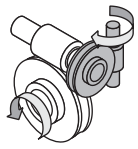
A3
A4
A15
A16



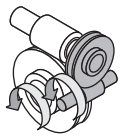
A2
A5
A8
A13



A1
A6
A7
A14

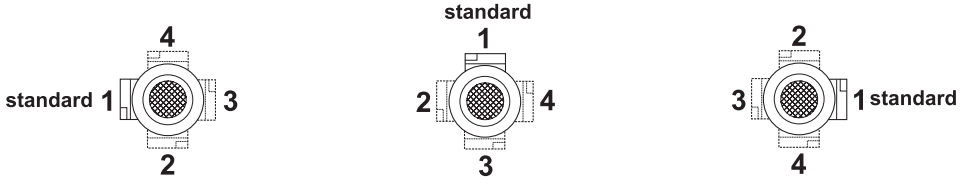


A9
A10
A11
A12



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

Posizione morsettiera / *Terminal board position* / Lage des Klemmenkastens

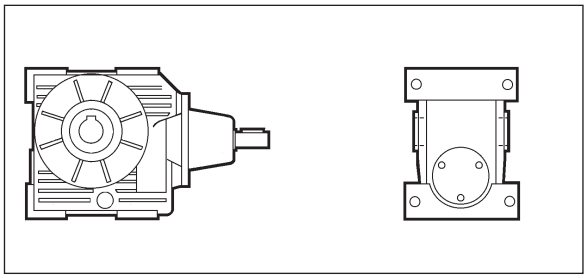
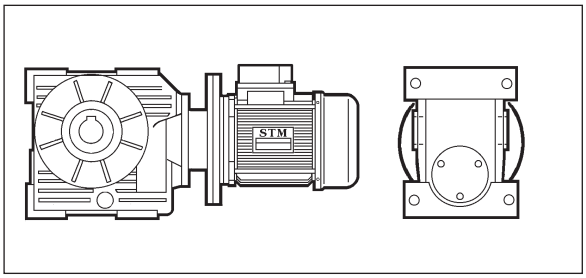
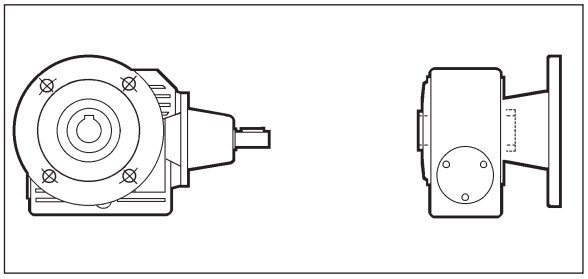
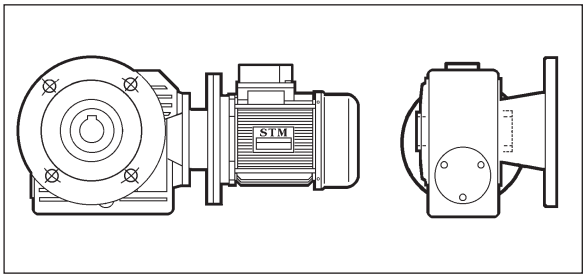
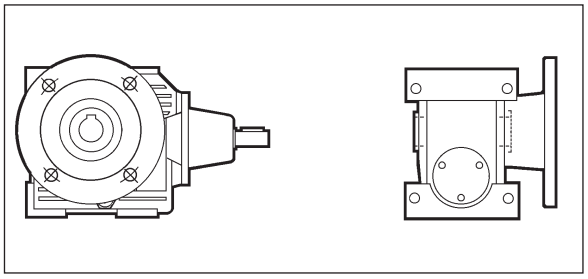
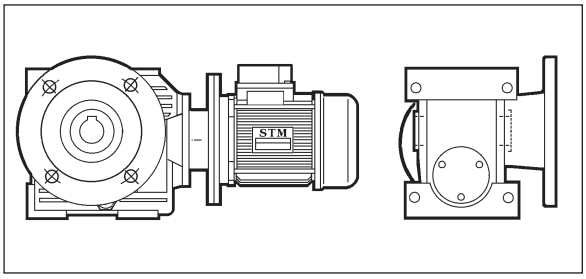
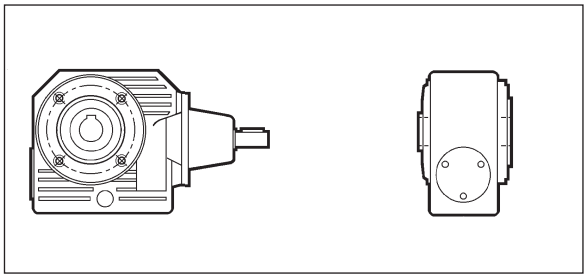
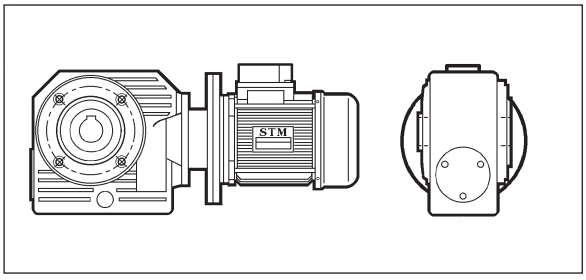


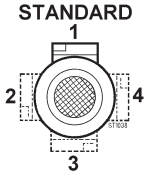
N.B.
Per l'utilizzo di riduttori PAM o motoriduttori, per le versioni contrassegnate con (*) chiedere l'applicabilità delle flange B5 e B14 al ns. Servizio tecnico.

NOTE:
When selecting motorised or PAM (motorflange pre-arranged) gearboxes please ask our technicians availability of B5 and B14 flanges on the version marked (*).

HINWEIS:
Während der Auswahl (der motorisierte oder PAM Getriebe – mit Motorflansch aufgebaut) bitte unsere Techniker die Möglichkeit B5/B14 Flansch auf der benötigte Ausführung befragen.

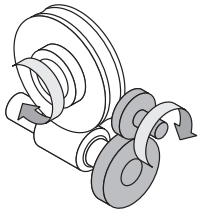
1.3 Versioni — *1.3 Versions* — 1.3 Ausführungen

	CR	CB
—		
F, F1, F2, F3, F4		
/F, /F1, /F2, /F3, /F4		
P		



Posizione morsettiera
Terminal board position
Lage des Klemmenkastens

Senso di rotazione standard
Standard direction of rotation
Drehrichtung Standard



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

1.4 Lubrificazione

1.4 Lubrication

1.4 Schmierung

Lubrificazione riduttori
Gearboxes lubrication
Schmierung Getriebes

RI - RMI

Generalità
Si consiglia l'uso di oli a base sintetica. Vedere a tale proposito le indicazioni riportate nel capitolo A, paragrafo1.6 e 1.2..
Nella tab. 2.2 sono riportati i quantitativi di olio necessari per il corretto funzionamento dei riduttori.

General information
The use of synthetic oil is recommended. (see details in Chapter A, paragraph 1.6 and 1.2). Tab. 2.2 shows the quantities of oil required for correct worm gearbox performance.

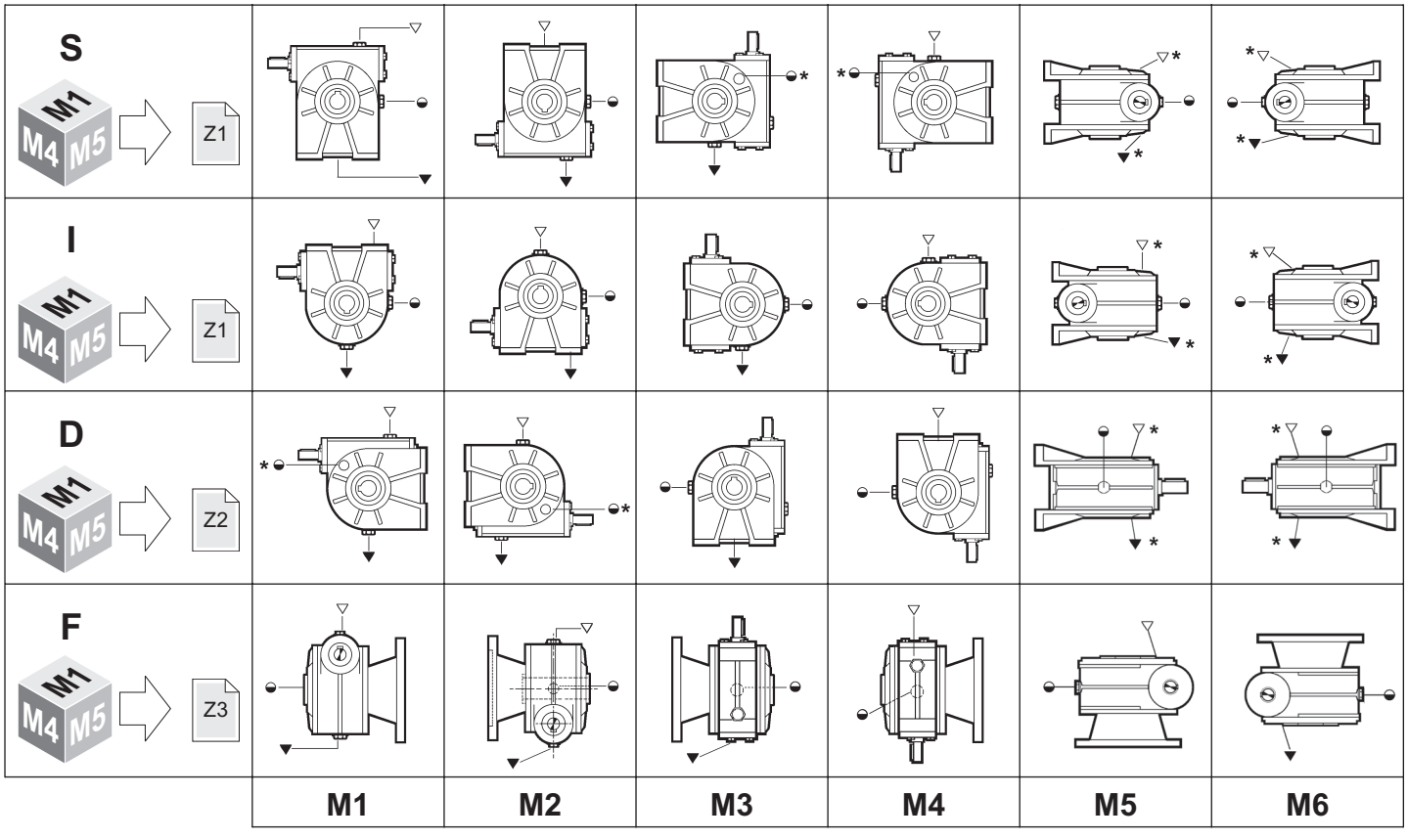
***A*llgemeines**
Der Einsatz von synthetischem Öl wird empfohlen. (Siehe diesbezüglich die Hinweise im Kapitel A, abschnitt 1.6 und 1.2.
In der Tabelle Tab. 2.2 werden die erforderlichen Ölfüllmengen für einen störungsfreien Betrieb der Getriebe aufgeführt.

Prescrizioni in fase di ordine e stato di fornitura
I riduttori delle grandezze 28, 40, 50, 63, 70, 85 sono forniti completi di olio sintetico di viscosità ISO 320. Per questi riduttori **non è necessario** specificare la posizione di montaggio.
I riduttori delle grandezze 110, 130, 150, 180 sono forniti predisposti per lubrificazione ad olio ma privi di lubrificante il quale potrà essere fornito a richiesta. Per questi riduttori **è necessario** specificare la posizione di montaggio.

Ordering phase requirements and state of supply
Worm gearboxes sizes 28, 40, 50, 63, 70, and 85 come supplied with ISO 320 viscosity synthetic oil.
***It is not necessary** to specify mounting positions with these worm gearboxes.*
*Size 110, 130, 150, 180 worm gearboxes require oil lubrication but are supplied without lubricant that can be requested separately**. It is necessary** to specify the mounting position for these worm gearboxes.*

Vorgaben für die bestellung und den lieferzustand
Die Getriebe in den Baugrößen 28, 40, 50, 63, 70 und 85 werden komplett mit Synthetiköl mit einer Viskosität ISO 320 geliefert. Für diese Getriebe **muss** die Einbaulage **nicht** angegeben werden. Die Getriebe in den Baugrößen 110, 130, 150, 180 sind bei der Lieferung für die Ölschmierung vorbereitet, enthalten jedoch kein Schmiermittel. Dieses kann auf Anfrage geliefert werden. Für diese Getriebe **muss** die Einbaulage verbindlich angegeben werden.

Posizioni di montaggio RI-RMI | ***Mounting positions RI-RMI*** | **Montagepositionen RI-RMI**



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

* Disponibile su richiesta / *Available on request* / Erbältheb auf Anfrage

Tab. 2.2

Quantità di lubrificante / *Lubricant Quantity* / Schmiermittelmenge (kg)									
RI - RMI	Posizioni di montaggio *Mounting Positions* Montagepositionen (S,I,D,F)						Stato di fornitura *State of supply* Lieferzustand	n°. tappi olio *No. of plugs* Anzahl Schrauben	Posizione di montaggio *Mounting position* Montageposition
	M1	**M2**	**M3**	**M4**	**M5**	**M6**			
28	0.045						Riduttori forniti completi di lubrificante sintetico *Gearboxes supplied with synthetic oil* Getriebe werden mit synthetischem Öl geliefert	1	**Non necessaria** ***Not necessary*** **Nicht erforderlich**
RI - 40	0.100							1	
RI - 50	0.190							1	
RI - 63	0.450							1	
70	0.600							1	
85	1.100							1	
110	2.6	2.1(1)					Riduttori predisposti per lubrificazione ad olio *Gearboxes supplied ready for oil lubrication* Getriebe sind für Ölschmierung vorgerüstet	3 (S,I,D) 4 (FL,F1,F2,F3)	**Necessaria** ***Necessary*** **Erforderlich**
130	4.1	2.9(1)						3 (S,I,D) 4 (FL)	
150	6.0	5.0(1)						3 (S,I,D) 4 (FL)	
180	11.0	9.0(1)						3 (S,I,D) 4 (FL,F1)	
RMI...G	Posizioni di montaggio *Mounting Positions* Montagepositionen (S,I,D,F)						Stato di fornitura *State of supply* Lieferzustand	n°. tappi olio *No. of plugs* Anzahl Schrauben	Posizione di montaggio *Mounting position* Montageposition
	M1	**M2**	**M3**	**M4**	**M5**	**M6**			
40	0.100						Riduttori forniti completi di lubrificante sintetico *Gearboxes supplied with synthetic oil* Getriebe werden mit synthetischem Öl geliefert	1	**Non necessaria** ***Not necessary*** **Nicht erforderlich**
50	0.150							1	
63	0.300							1	

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

(1) *Indicative quantities, check the oil sight glass during filling.*

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

A) Nei riduttori nelle grandezze 110, 130, 150,180 è necessario in fase d'ordine indicare la posizione di montaggio sia se i riduttori sono richiesti con olio sia privi di lubrificante. Particolare attenzione va posta per i riduttori montati nelle posizioni M3 e M4 che sono forniti con il cuscinetto schermato.

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

B) Per i riduttori delle grandezze 110, 130, 150, 180 nelle posizioni M1 non fare riferimento alla spia di livello ma attenersi ai quantitativi indicati.

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

D) Nei riduttori dove è necessario specificare la posizione di montaggio, la posizione richiesta è indicata nella targhetta del riduttore.

N.B.:
Per i riduttori RMI e CRMI che rientrano nelle condizioni indicate dalla nota 3 a pag. B28, si sconsigliano le posizioni di montaggio M3 e M4.

A) When ordering size 110, 130, 150, 180 worm gearboxes it is necessary to indicate the mounting position whether the worm gearbox is requested with oil or without lubricant. Particular attention should be paid to worm gearboxes with a shielded bearing mounted in positions M3 and M4.

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

B) For size 110, 130, 150, 180 worm gear- boxes in position M1 do not refer to the oil level sight glass during filling but keep to the quantities indicated by the manufacturer.

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

D) The gearboxes that need a specific assembling position have the indication of it on the label of the gearbox.

NOTE:
RMI and CRMI gearboxes as per definition 3 at page B28 should not be assembled in mounting positions M3 and M4.

A) Für die Getriebe in den Baugrößen 110, 130, 150 und 180 muss in der Auftragsphase die Einbaulage verbindlich angegeben werden. Dies gilt sowohl für die Bestellung von mit Öl gefüllten Getrieben als auch für Getriebe ohne Ölfüllung. Besondere Aufmerksamkeit sollte den Getrieben zukommen, die in den Einbaulagen M3 und M4 montiert werden und mit abgeschirmtem Lager geliefert werden.

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

B) Bei den Getrieben der Baugrößen 110, 130, 150, 180 in den Einbaulagen M1 ist nicht auf das Füllstand- Kontrollfenster, sondern auf die angegebenen Mengen Bezug zu nehmen.

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

D) In den Getrieben in dem man die Montage Position angeben soll, findet man die angefragte Position auf dem Typenschild des Getriebes.

HINWEIS:
RMI und CRMI Getriebe in der Seite B28 note 3 beschrieben müessen nicht gem. Einbaulage M3 und M4 gebaut werden.

Lubrificazione riduttori
Gearboxes lubrication
Schmierung Getriebes

CRI - CRMI

Generalità
Si consiglia l'uso di oli a base sintetica. (Vedere a tale proposito le indicazioni riportate nel capitolo A, paragrafo 1.6 e 1.2.)

General information
The use of synthetic oil is recommended *(see details in Chapter A, paragraph 1.6 and 1.2).*

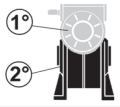
Allgemeines
Der Einsatz von synthetischem Öl wird empfohlen. (Siehe diesbezüglich die Hinweise im Kapitel A, Abschnitt 1.6 und 1.2.)

Prescrizioni in fase d'ordine e stato di fornitura
I riduttori delle grandezze 28/28, 28/40, 40/40, 28/50, 40/50, 28/63, 40/63, 28/70, 40/70, 63/70, 40/85, 50/85, 63/85, 70/85, 50/110, 63/110, 70/110, 63/130, 70/130 sono forniti completi di olio sintetico di viscosità ISO 320.
Per questi riduttori **non è necessario** indicare la posizione di montaggio
I riduttori nelle grandezze 85/110, 85/130, 85/150, 110/150, 85/180, 110/180, 130/180 sono forniti predisposti per lubrificazione ad olio ma privi di lubrificante.
Per i riduttori 85/110, 85/130, 85/150, 85/180 **non è necessario** specificare la posizione di montaggio.
Per i riduttori 110/150, 110/180, 130/180, **è necessario** specificare la posizione di montaggio dei riduttori 110 e 130 facendo riferimento allo schema dei riduttori RMI (pag. B11).

Ordering phase requirements and state of supply
Combined gearboxes sizes 28/28, 28/40, 40/40, 28/50, 40/50, 28/63, 40/63, 28/70, 40/70, 63/70, 40/85, 50/85, 63/85, 70/85, 50/110, 63/110, 70/110, 63/130, 70/130 come supplied with ISO It ***is not necessary*** *to specify mounting positions with these worm gearboxes.*
Combined gearboxes sizes 85/110, 85/130, 85/150, 110/150, 85/180, 110/180, 130/180 are pre-arranged for oil lubrication but supplied without lubricant.
For 85/110, 85/130, 85/150, 85/180 it ***is not necessary*** *to specify mounting positions.*
For 110/150, 110/180, 130/180, gearboxes ***it is necessary*** *to specify the mounting position of the gearboxes 110 and 130 referring to the RMI gearbox diagram (page B11).*

Vorgaben für die bestellung und den lieferzustand
Die Getriebe in den Baugrößen 28/28, 28/40, 40/40, 28/50, 40/50, 28/63, 40/63, 28/70, 40/70, 63/70, 40/85, 50/85, 63/85, 70/85, 50/110, 63/110, 70/110, 63/130, 70/130 werden komplett mit Synthetiköl mit einer Viskosität ISO 320 geliefert.
Für diese Getriebe muss die Einbaulage nicht angegeben werden.
Die Getriebe in den Baugrößen 85/110, 85/130, 85/150, 110/150, 85/180, 110/180, 130/180 sind bei der Lieferung für die Ölschmierung vorbereitet, enthalten jedoch kein Schmiermittel
Für die Getriebe 110/150, 110/180, 130/180, **muss** die Einbaulage des Getriebes 110 und 130 verbindlich angegeben werden.
Dabei ist auf den Anschlussplan der Getriebe RMI Bezug zu nehmen (Seite B11).

Tab. 2.3

CRI - CRMI	Stato di fornitura *State Of Supply* Lieferzustand	Posizione di montaggio *Mounting position* Montageposition	Quantità di lubrificante *Lubricant Quantity* Schmiermittelmenge (kg) 
28/28, 28/40, 40/40, 28/50, 40/50, 28/63, 40/63, 28/70, 40/70, 50/70, 63/70, 40/85, 50/85, 63/85, 70/85	Riduttori forniti completi di lubrificante sintetico *Gearboxes supplied with synthetic oil* Getriebe werden mit synthetischem Öl geliefert	Non necessaria *Not necessary* Nicht erforderlich	**1°** Riduttore e 2° Riduttore Tabella Tab. 2.2 a pag. B12. ***1°** Gearbox and 2° Gearbox Tab 2.2 to page B12* **1°** Getriebe und 2° Getriebe Siehe Tab. 2.2 seite B12
50/110, 63/110, 70/110, 63/130, 70/130		Non necessaria *Not necessary* Nicht erforderlich	**1°** Riduttore: Tabella Tab. 2.2 a pag. B12 **2°** Riduttore: quantitativo **M1**Tabella Tab. 2.2 a pag. B12
85/110, 85/130, 85/150, 85/180	Riduttori predisposti per lubrificazione ad olio *Gearboxes supplied ready for oil lubrication* Getriebe sind für Ölschmierung vorgesehen	Non necessaria *Not necessary* Nicht erforderlich	***1°** Gearbox: Tab. 2.2 to page B12* ***2°** Gearbox: Look at lubrificant quantity **M1** Tab. 2.2 . to page B12* **1°** Getriebe: Siehe Tab. 2.2 seite B12 **2°** Getriebe: Siehe Menge **M1** Tab. 2.2 seite B12
110/150, 110/180, 130/180		Necessaria *Necessary* Erforderlich	**1°** Riduttore: vedere posizione di montaggio indicata in targhetta e riempire con quantitativo secondo Tab.2.2 a pag. B12 **2°** Riduttore: quantitativo **M1** tabella Tab. 2.2 a pag. B12 ***1°** Gearbox: Look at Mounting Position on the label of the gearbox and filling keep with lubrificant quantity Tab. 2.2 to page B12* ***2°** Gearbox: Look at lubrificant quantity **M1** Tab. 2.2 to page B12* **1°** Getriebe: Siehe Aufbau auf dem typenschild gezeichnet und abfüllen gem menge Tab. 2.2 seite B12 **2°** Getriebe: Siehe Menge **M1** Tab. 2.2 seite B12

Lubrificazione riduttori
Gearboxes lubrication
Schmierung Getriebes

CR - CB

Generalita'
Questi riduttori sono composti da un cinematismo misto costituito da una precoppia ad ingranaggi anteposta ad una coppia vite senza fine - corona.
Si consiglia l'uso di oli a base sintetica. (Vedere a tale proposito le indicazioni riportate nel capitolo A, paragrafo 1.6 e 1.2).
Nella tabella Tab. 2.4 sono riportati i quantitativi di olio necessari per il corretto funzionamento dei riduttori.

General information
These gear units are composed of a mixed kinematic motion made up of a geared pre-torque unit placed before a dual-crown worm screw.
The use of synthetic oil is recommended (see details in Chapter A, paragraph 1.6 and 1.2).
Tab. 2.4 shows the quantities of oil required for correct gear unit performance.

Allgemeines
Diese Getriebe bestehen aus einem Hybridgetriebe, mit einem Vorstadium mit Zahnrädern vor einem Schnecken-Kranz-Stadium. Der Einsatz von synthetischem Öl wird empfohlen. (Siehe diesbezüglich die Hinweise im Kapitel A, Abschnitt 1.6 und 1.2).
In der Tabelle Tab 2.4 werden die erforderlichen Ölfüllmengen für einen störungsfreien Betrieb der Getriebe aufgeführt.

Prescrizioni in fase d'ordine e stato di fornitura

I riduttori delle grandezze 40,50,70 sono forniti completi di olio sintetico di viscosità ISO 320.

Per questi riduttori ad esclusione della grandezza 40 **è necessario** specificare la posizione di montaggio.

I riduttori nelle grandezze 85-110 sono forniti predisposti per lubrificazione ad olio ma privi di lubrificante il quale potrà essere fornito a richiesta.

Per questi riduttori **è necessario** specificare la posizione di montaggio.

Ordering phase requirements and state of supply

Gear unit sizes 40, 50, 70 come supplied with ISO 320 viscosity synthetic oil

***It is necessary** to specify mounting positions for these gear units with the exception of size 40.*

Size 85 and 110 gear units are supplied dry but pre-arranged to be oil-lubricated. The required lubricant can be separately requested.

***It is necessary** to specify the mounting position with these gear units.*

Vorgaben für die bestellung und den lieferzustand

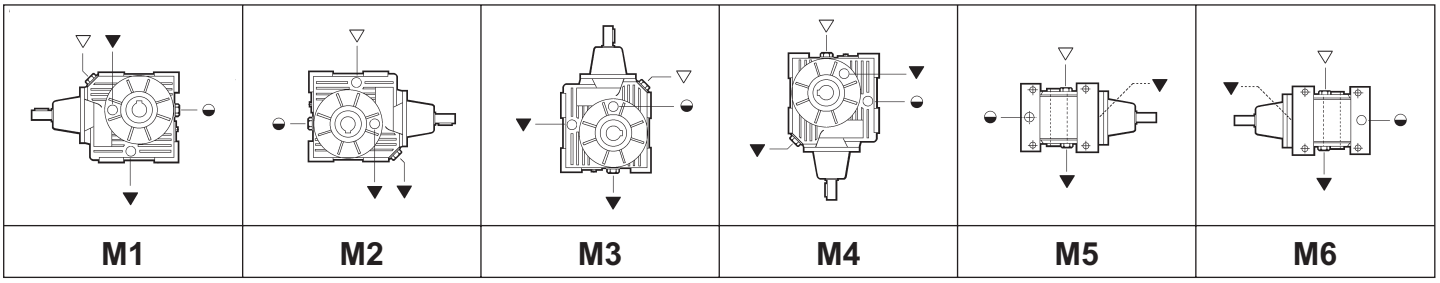
Die Getriebe in den Baugrößen 40, 50 und 70 werden komplett mit Synthetiköl mit einer Viskosität ISO 320 geliefert.

Für diese Getriebe **muss**, mit Ausnahme der Baugröße 40**,** die Einbaulage verbindlich angegeben werden.

Die Getriebe in den Baugrößen 85-110 sind bei der Lieferung für die Ölschmierung vorbereitet, enthalten jedoch kein Schmiermittel. Dieses kann auf Anfrage geliefert werden.

Für diese Getriebe **muss** die Einbaulage verbindlich angegeben werden.

***Posizioni di montaggio* CR-CB** | ***Mounting positions* CR-CB** | **Montagepositionen CR-CB**



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

Tab. 2.4

Quantità di lubrificante / *Lubricant Quantity* / Schmiermittelmenge (Kg)					
CR - CB	Posizioni di montaggio / *Mounting Positions* Montagepositionen		Stato di fornitura *State Of Supply* Lieferzustand	n°. tappi olio *No. of plugs* Anzahl Schrauben	Posizione di montaggio *Mounting position* Montageposition
	M1 - M5 - M6	**M2 - M3 - M4**			
40	0.260		Riduttori forniti completi di lubrificante sintetico *Gearboxes suplied with synthetic oil* Getriebe werden mit synthetischem Öl geliefert	1	**Non necessaria** ***Not necessary*** **Nicht erforderlich**
50	0.440	0.600		1	**Necessaria** ***Necessary*** **Erforderlich**
70	0.950	1.3		1	
85	1.55	2.8	Riduttori predisposti per lubrificazione ad olio *Gearboxes suplied ready for oil lubrication* Getriebe sind für Ölschmierung vorbereitet	4	**Necessaria** ***Necessary*** **Erforderlich**
110	3.6	6.0		4	

A) **E' necessario** indicare in fase d'ordine la posizione di montaggio. Se omessa, il riduttore verrà fornito con i tappi predisposti per la posizione M1.

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

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

D) Nei riduttori dove è necessario specificare la posizione di montaggio, la posizione richiesta è indicata nella targhetta del riduttore.

*A) **It is necessary** to specify the mounting position when ordering. If the mounting position is not specified in the ordering phase, the gear unit supplied will have plugs pre-arranged for position M1.*

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

C) A breather plug is enclosed only with gear units that have more than one oil plug.

D) The gearboxes that need a specific assembling position have the indication of it on the label of the gearbox.

A) In der Auftragsphase **muss** die Einbaulage verbindlich angegeben werden. Sollte dies nicht erfolgen, wird das Getriebe mit Stopfen für die Einbaulage M1.

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

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

D) In den Getrieben in dem man die Montage Position angeben soll, findet man die angefragte Position auf dem Typenschild des Getriebes.

1.5 Carichi radiali e assiali

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

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

$$Fa_1 = 0.2 \times Fr_1$$

1.5 Axial and overhung loads

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

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

$$Fa_1 = 0.2 \times Fr_1$$

1.5 Radiale und Axiale Belastungen

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

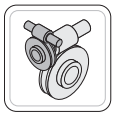
In Tabelle 2.5 - 2.6 sind die Werte der zulässigen Radialbelastungen für die Antriebswelle (Fr_1) angegeben. Die Axialbelastung beträgt dann:

$$Fa_1 = 0.2 \times Fr_1$$

B

Tab. 2.5

RI



CRI

n_1 min^{-1}	Fr_1 (N)									
	RI - CRI									
	28	**40**	**50**	**63**	**70**	**85**	**110**	**130**	**150**	**180**
2800	51	187	272	357	425	595	850	1360	1870	2125
1400	60	220	320	420	500	700	1000	1600	2200	2500
900	60	250	350	460	530	800	1200	1800	2350	2700
700	70	280	400	500	570	900	1300	2000	2500	3000
500	70	310	450	530	600	1000	1450	2200	2700	3200

Tab. 2.6

CR

n_1 min^{-1}	Fr_1 (N)				
	CR				
	40	**50**	**70**	**85**	**110**
2800	468	510	723	808	1275
1400	550	600	850	950	1500
900	605	660	935	1045	1650

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

$$Fa_2 = 0.2 \times F_{r2}$$

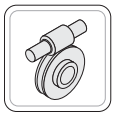
In Table 2.6 - 2.8 permissible radial loads for output shaft are listed (Fr_2). Permissible axial load is given by the following formula:

$$Fa_2 = 0.2 \times Fr_2$$

In Tabelle 2.6 - 2.8 sind die Werte der zulässigen Radialbelastungen für die Abtriebswelle angegeben. Als zulässige Axialbelas- tung gilt:

$$Fa_2 = 0.2 \times Fr_2$$

Tab. 2.7



RI
RMI

CRI
CRMI

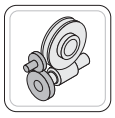
n_2 min^{-1}	Fr_2 (N)									
	RI - RMI - CRI - CRMI									
	28	**40**	**50**	**63**	**70**	**85**	**110**	**130**	**150**	**180**
400	506	686	925	946	1279	1626	2168	2890	4263	4516
280	595	808	1088	1114	1505	1913	2550	3400	5015	5313
200	700	950	1280	1310	1770	2250	3000	4000	5900	6250
140	750	1050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

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

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

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

Tab. 2.8



CR
CB

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

A richiesta possono essere fornite versioni rinforzate con cuscinetti a rulli conici sulla corona in grado di sopportare carichi superiori a quelli ammessi dalle versioni normali.
Si veda a tal proposito la tabella 2.9 - 2.10, in cui sono riportati i valori dei carichi radiali e assiali ammissibili sull'albero uscita nel caso di cuscinetti conici sulla corona. Si consiglia, in questi casi, di adottare versioni flangiate, verificando che il carico assiale venga interamente assorbito dal cuscinetto alloggiato nella flangia di fissaggio.
Si sconsiglia, invece (nei riduttori RI-RMI, CRI-CRMI) la versione a piede , in quanto la resistenza meccanica della struttura non è sufficiente a garantire la necessaria sicurezza sia statica sia dinamica (urti e sovraccarichi).
Tale soluzione non è prevista sulla grandezza 28.

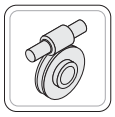
In order to increase the load capacity of the gearboxes it is possible to fit taper roller bearings on to the output shaft. Such reinforced versions are available upon request.
With regard to this reinforced version, let see output radial and axial load values shown on tab. 2.9 - 2.10. It's advisable to use flange mounted versions and to make sure that the axial load is absorbed by the bearing, housed in the fixing flange.
The foot mounted version is not recommended, because the structural safety is very reduced, with regard both to static and dynamic conditions.

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

Für größere Belastungen stehen auf Wunsch auch verstärkte Ausführungen mit Kegelrollenlagern für die Schneckenwelle zur Verfügung.
Tabelle 2.9 - 2.10 listet die zulässigen Radial- und Axiallasten bei Verwendung von Kegelrollenlagern auf. Es wird in diesen Fällen empfohlen, Flanschausführungen zu verwenden und sicherzustellen, daß die axiale Last vollständig vom Lager, das sich im Befestigungsflansch befindet, aufgenommen wird. Die Fuâversion empfiehlt sich in diesem Falle nicht, da deren Festigkeit nicht ausreicht, um die erforderliche Sicherheit gegen Stoße und Überlasten sowohl in statischer wie in dynamischer Hinsicht zu gewährleisten.
Hinweis:

Für die Baugröße 28 ist diese Lösung nicht vorgesehen.

Tab. 2.9



RI
RMI

CRI
CRMI

CARICHI RADIALI - ASSIALI CON CUSCINETTI CONICI SULLA CORONA
AXIAL AND OVERHUNG LOADS WITH TAPER ROLLER BEARINGS ON WORMWHEEL
RADIALE UND AXIALE BELASTUNGEN MIT KEGELROLLENLAGERN AUF DEM SCHNECKENRAD [N]

n_2 (rpm)	RI - RMI																	
	40		**50**		**63**		**70**		**85**		**110**		**130**		**150**		**180**	
	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2
400	2076	2708	4603	5325	4693	5415	5415	6588	5415	7220	7671	9837	7491	10559	14440	18772	17148	22382
280	2185	2850	4845	5605	4940	5700	5700	6935	5700	7600	8075	10355	7885	11115	15200	19760	18050	23560
200	2300	3000	5100	5900	5200	6000	6000	7300	6000	8000	8500	10900	8300	11700	16000	20800	19000	24800
140	2300	3000	5600	6500	5750	6650	6700	8200	6600	8800	9200	11800	8400	11850	17500	22700	20000	26000
93	2300	3000	6300	7300	6500	7550	7500	9150	7600	10100	9200	11800	9000	12700	18500	24000	21000	27400
70	2300	3000	6550	7600	6200	7200	7600	9300	6500	8650	9200	11800	9500	13400	19200	25000	22000	28700
50	2300	3000	6900	8000	6900	8000	8700	10600	7900	10500	10600	13600	10000	14100	20000	26000	23000	30000
35	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	13900	17800	12600	17750	20000	26000	23000	30000
29	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	14800	19000	13600	19200	20000	26000	23000	30000
25	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	14800	19000	14600	20600	20000	26000	23000	30000
20	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	14800	19000	15600	22000	20000	26000	23000	30000
18	2300	3000	6900	8000	6900	8000	9000	11000	9000	12000	14800	19000	15600	22000	20000	26000	23000	30000

Tab. 2.10

CR
CB

CARICHI RADIALI - ASSIALI CON CUSCINETTI CONICI SULLA CORONA *AXIAL AND OVERHUNG LOADS WITH TAPER ROLLER BEARINGS ON WORMWHEEL* RADIALE UND AXIALE BELASTUNGEN MIT KEGELROLLENLAGERN AUF DEM SCHNECKENRAD										[N]
n_2 (min^{-1})	CR - CB									
	40		50		70		85		110	
	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2
60	2300	3000	6900	8000	8600	10500	8600	11500	12200	15600
50	2300	3000	6900	8000	9000	11000	9000	12000	12800	16400
40	2300	3000	6900	8000	9000	11000	9000	12000	13700	17600
30	2300	3000	6900	8000	9000	11000	9000	12000	14400	18500
25	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000
20	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000
15	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000
10	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000
5	2300	3000	6900	8000	9000	11000	9000	12000	14800	19000

B

I carichi radiali indicati nelle tabelle si intendono applicati a metà della sporgenza dell'albero e sono riferiti ai riduttori operanti con fattore di servizio 1.
Valori intermedi relativi a velocità non riportate possono essere ottenuti per interpolazione considerando però che Fr_1 a 500 min^{-1} e Fr_2 a 14 min^{-1} rappresentano i carichi massimi consentiti.
Per i carichi non agenti sulla mezzeria dell'albero lento o veloce si ha:

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

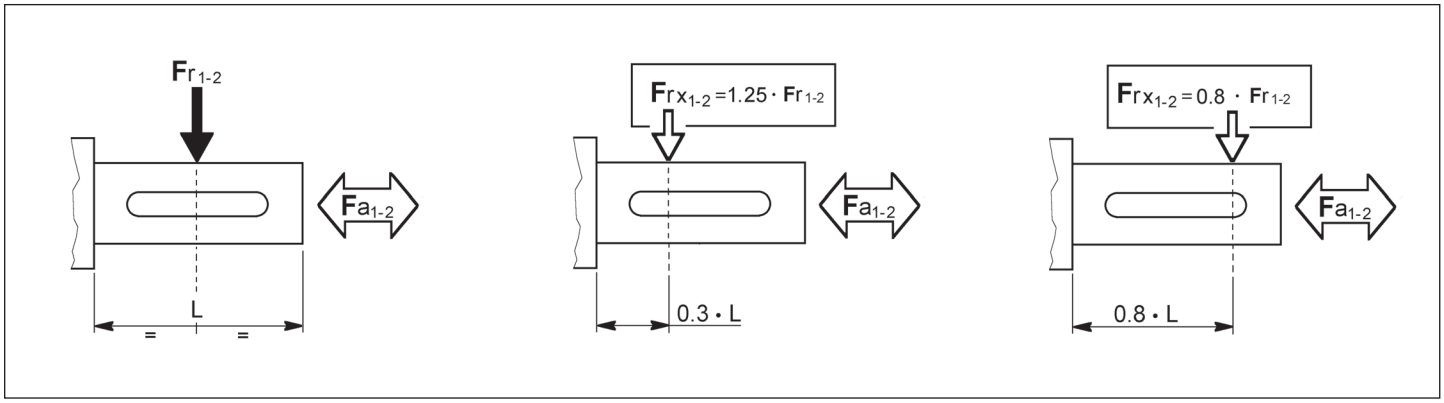
The radial loads shown in the tables are applied on the centre line of the shaft extension and are related to gearboxes working with service factor 1.
Intermediate values of speeds that are not listed can be obtained through interpolation but it must be considered that Fr_1 at 500 min^{-1} and Fr_2 at 14 min^{-1} represent the maximum allowable loads.
For loads which are not applied on the centre line of the output or input shaft, following values will be obtained:

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

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

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

Tab. 2.11



1.6 Prestazioni riduttori RI — *1.6 RI Gearboxes performances* — 1.6 Leistungen der RI-Getriebe

RI 28

1.4 Kg

ir	n_1 = 2800 min^{-1}				n_1 = 1400 min^{-1}				n_1 = 900 min^{-1}				n_1 = 500 min^{-1}				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	11	0.56	83	200	15	0.39	81	129	18	0.31	79	71	22	0.21	78	63-56	—
10	280	13	0.47	81	140	17	0.32	79	90	20	0.24	77	50	24	0.17	76		
15	187	14	0.35	78	93	18	0.23	75	60	20	0.17	73	33	24	0.12	71		
20	140	12	0.23	75	70	15	0.15	72	45	18	0.12	69	25	21	0.08	67		
28	100	15	0.23	69	50	19	0.16	64	32	21	0.12	61	17.9	25	0.08	58		
40	70	13	0.15	64	35	16	0.10	59	23	18	0.08	56	12.5	21	0.05	53		
49	57	12	0.12	61	29	15	0.08	56	18.4	17	0.06	52	10.2	20	0.04	49	56	
56	50	12	0.11	59	25	15	0.07	54	16.1	17	0.06	52	8.9	19	0.04	47		
70	40	11	0.08	55	20	13	0.06	49	12.9	15	0.04	46	7.1	17	0.03	43		
80	35	10	0.07	50	17.5	12	0.05	45	11.3	13	0.04	41	6.3	15	0.03	38		
100	28	9	0.06	47	14.0	10	0.04	41	9.0	10	0.02	38	5.0	11	0.02	35		

RI 40

2.1 Kg

ir	n_1 = 2800 min^{-1}				n_1 = 1400 min^{-1}				n_1 = 900 min^{-1}				n_1 = 500 min^{-1}				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	27	1.3	84	200	37	0.93	83	129	44	0.73	81	71	54	0.50	80	71-63-56	71-63-56
10	280	31	1.1	83	140	42	0.76	81	90	49	0.58	79	50	59	0.40	78		
15	187	32	0.78	80	93	42	0.53	77	60	49	0.41	75	33	59	0.28	73		
20	140	29	0.56	76	70	37	0.37	73	45	43	0.29	70	25	51	0.20	67		
28	100	34	0.50	71	50	43	0.34	67	32	50	0.26	64	17.9	59	0.18	61		
40	70	32	0.36	65	35	40	0.24	60	23	45	0.19	56	12.5	53	0.13	53		
49	57	30	0.29	62	29	38	0.20	57	18.4	43	0.16	53	10.2	50	0.11	49	63-56	
56	50	28	0.24	60	25	36	0.17	54	16.1	40	0.13	51	8.9	47	0.09	47		
70	40	23	0.18	53	20	28	0.12	47	12.9	32	0.10	44	7.1	37	0.07	39		
80	35	21	0.15	50	17.5	26	0.11	44	11.3	29	0.09	40	6.3	34	0.06	36		
100	28	23	0.13	51	14.0	28	0.09	45	9.0	30	0.07	41	5.0	31	0.04	38		

RI 50

3.8 Kg

ir	n_1 = 2800 min^{-1}				n_1 = 1400 min^{-1}				n_1 = 900 min^{-1}				n_1 = 500 min^{-1}				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	50	2.5	85	200	68	1.7	84	129	81	1.3	83	71	100	0.91	82	80-71	80-71-63
10	280	55	1.9	84	140	73	1.3	82	90	86	1.0	81	50	105	0.70	79		
15	187	58	1.4	82	93	76	0.93	80	60	89	0.71	79	33	106	0.48	77		
20	140	57	1.1	79	70	74	0.71	76	45	86	0.55	74	25	102	0.38	71		
28	100	62	0.88	74	50	80	0.60	70	32	92	0.46	67	17.9	109	0.32	64	80-71-63	
40	70	64	0.67	70	35	81	0.45	66	23	92	0.34	63	12.5	108	0.24	59		
49	57	57	0.51	67	29	72	0.34	63	18.4	82	0.27	59	10.2	96	0.19	55	71-63	
56	50	55	0.44	65	25	69	0.30	60	16.1	78	0.23	56	8.9	91	0.16	53		
70	40	52	0.36	61	20	64	0.24	56	12.9	72	0.19	52	7.1	84	0.13	48		
80	35	47	0.30	57	17.5	58	0.21	51	11.3	66	0.17	47	6.3	75	0.11	43		
100	28	42	0.23	54	14.0	52	0.16	48	9.0	59	0.13	44	5.0	60	0.08	40		

RI 63

6.0 Kg

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

RI 70

Kg 7.5

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

RI 85

Kg 14

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

RI 110

Kg 38

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

RI 130

Kg 48

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

1.6 Prestazioni riduttori RI — *1.6 RI Gearboxes performances* — 1.6 Leistungen der RI-Getriebe

RI 150

77 Kg

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

RI 180

130 Kg

ir	n_1 = 2800 min^{-1}				n_1 = 1400 min^{-1}				n_1 = 900 min^{-1}				n_1 = 500 min^{-1}				RMI	RMI...G
	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	n_2 min^{-1}	T_{2M} Nm	P kW	RD %	IEC	
7	400	1015	48	89	200	1510	36	89	129	1840	28	88	71	2320	20	86	180-160 132	—
10	280	1190	40	88	140	1650	27	88	90	1990	22	87	50	2470	15.2	85		
15	187	1315	30	86	93	1800	20	86	60	2140	15.8	85	33	2620	11.2	82		
20	140	1515	26	84	70	2037	17.8	84	45	2400	13.6	83	25	2910	9.5	80		
28	100	1400	18.3	80	50	1870	12.4	79	32	2200	9.6	77	17.9	2660	6.8	73		
40	70	1525	14.9	75	35	2000	9.8	75	23	2330	7.5	73	12.5	2790	5.3	69	160-132	
49	57	1600	12.9	74	29	2080	8.4	74	18.4	2415	6.5	72	10.2	2870	4.6	66		
56	50	1630	11.5	74	25	2103	7.5	73	16.1	2423	5.7	71	8.9	2864	4.1	66		
70	40	1482	8.6	72	20	1900	5.9	68	12.9	2182	4.5	66	7.1	2570	3.2	61		
80	35	1424	7.6	69	17.5	1816	5.0	67	11.3	2079	3.8	65	6.3	2440	2.7	59	132	
100	28	1281	5.8	65	14.0	1622	3.8	63	9.0	1850	2.9	61	5.0	2163	2.1	54		

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

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

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

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

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

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

⚠ ATTENZIONE!

Per situazioni con velocità di ingresso particolari attenersi alla tabella sotto riportata che evidenzia situazioni critiche per ogni riduttore.

⚠ WARNING!

If in presence of non standard input speed please attain to the chart below considering extreme usage conditions for each gearbox.

⚠ ACHTUNG!

Mit unstandardisierte Antriebsgeschwindigkeit bitte auf folgende Liste Bezug nehmen in Betrachtung der schwierigen Arbeitsbedingungen fuer jede Getriebe.

	UI - RI											
	28	**40**	**50**	**63**	**70**	**75**	**85**	**90**	**110**	**130**	**150**	**180**
1500 < n_1 < 3000	OK	**OK**	**OK**	⚠ **Contattare il ns. servizio tecnico** *Contact our technical dept* **Wenden Sie sich an unseren technischen Service**								
n_1 > 3000												

1.6 Prestazioni riduttori CRI — *1.6 CRI gearboxes performances* — 1.6 Leistungen der CRI-Getriebe

CRI 28/28

2.8 Kg

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	27	0.05	52	63 - 56	—
200	10x20	7.0	27	0.04	49		
280	10x28	5.0	27	0.03	42		
400	20x20	3.5	27	0.02	44		
600	15x40	2.3	27	0.02	35		
980	49x20	1.4	27	0.01	34	56	
1372	49x28	1.0	27	0.01	28		
1960	49x40	0.71	27	0.01	25		
2800	70x40	0.50	27	0.01	21		
4000	100x40	0.35	27	0.01	17		
5600	100x56	0.25	27	0.01	15		
7000	100x70	0.20	20	0.01	13		
8000	100x80	0.18	16	0.01	11		
10000	100x100	0.14	12	0.01	10		

CRI 28/40

3.5 Kg

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	64	0.13	51	63 - 56	—
200	10x20	7.0	70	0.10	49		
280	10x28	5.0	70	0.08	43		
400	20x20	3.5	70	0.06	43		
600	15x40	2.3	70	0.05	33		
980	49x20	1.4	70	0.03	32	56	
1372	49x28	1.0	70	0.03	29		
1960	49x40	0.71	70	0.02	24		
2800	70x40	0.50	70	0.02	20		
4000	100x40	0.35	70	0.02	16		
5600	100x56	0.25	65	0.01	14		
7000	100x70	0.20	50	0.01	11		
8000	100x80	0.18	45	0.01	10		
10000	100x100	0.14	35	0.01	11		

CRI 40/40

4.2 Kg

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	64	0.13	52	71-63-56	71-63-56
200	10x20	7.0	70	0.10	50		
280	10x28	5.0	70	0.08	45		
400	20x20	3.5	70	0.06	44		
600	15x40	2.3	70	0.05	34		
980	49x20	1.4	70	0.03	33	63-56	
1372	49x28	1.0	70	0.03	29		
1960	49x40	0.71	70	0.02	24		
2800	70x40	0.50	70	0.02	19		
4000	100x40	0.35	70	0.01	18		
5600	100x56	0.25	65	0.01	15		
7000	100x70	0.20	50	0.01	12		
8000	100x80	0.18	45	0.01	11		
10000	100x100	0.14	35	0.01	12		

CRI 28/50

5.2 Kg

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	110	0.21	54	63 - 56	—
200	10x20	7.0	110	0.15	52		
280	10x28	5.0	110	0.13	46		
400	20x20	3.5	110	0.09	46		
600	15x40	2.3	110	0.07	38		
980	49x20	1.4	110	0.05	35	56	
1372	49x28	1.0	110	0.04	30		
1960	49x40	0.71	110	0.03	27		
2800	70x40	0.50	110	0.02	24		
4000	100x40	0.35	110	0.02	19		
5600	100x56	0.25	110	0.02	16		
7000	100x70	0.20	110	0.02	15		
8000	100x80	0.18	75	0.01	12		
10000	100x100	0.14	60	0.01	11		

CRI 40/50

5.9 Kg

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	110	0.21	56	71-63-56	71-63-56
200	10x20	7.0	110	0.15	53		
280	10x28	5.0	110	0.12	47		
400	20x20	3.5	110	0.09	47		
600	15x40	2.3	110	0.07	39		
980	49x20	1.4	110	0.05	36	63 - 56	
1372	49x28	1.0	110	0.04	30		
1960	49x40	0.71	110	0.03	28		
2800	70x40	0.50	110	0.03	23		
4000	100x40	0.35	110	0.02	21		
5600	100x56	0.25	110	0.02	18		
7000	100x70	0.20	110	0.01	16		
8000	100x80	0.18	75	0.01	14		
10000	100x100	0.14	60	0.01	13		

CRI 28/63

7.4 Kg

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	207	0.34	56	63 - 56	—
200	10x20	7.0	228	0.31	53		
280	10x28	5.0	250	0.29	46		
400	20x20	3.5	192	0.20	46		
600	15x40	2.3	250	0.16	38		
980	49x20	1.4	189	0.11	35	56	
1372	49x28	1.0	223	0.07	30		
1960	49x40	0.71	223	0.06	27		
2800	70x40	0.50	244	0.06	23		
4000	100x40	0.35	188	0.04	19		
5600	100x56	0.25	230	0.04	16		
7000	100x70	0.20	220	0.03	15		
8000	100x80	0.18	200	0.03	14		
10000	100x100	0.14	140	0.02	12		

B

1.6 Prestazioni riduttori CRI — *1.6 CRI gearboxes performances* — 1.6 Leistungen der CRI-Getriebe

CRI 40/63

Kg 8.1

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	238	0.44	57	71 - 63 - 56	71 - 63 56
200	10x20	7.0	250	0.34	54		
280	10x28	5.0	250	0.28	47		
400	20x20	3.5	250	0.20	47		
600	15x40	2.3	250	0.16	39		
980	49x20	1.4	250	0.10	36	63 - 56	
1372	49x28	1.0	250	0.09	30		
1960	49x40	0.71	250	0.07	27		
2800	70x40	0.50	250	0.06	22		
4000	100x40	0.35	250	0.04	21		
5600	100x56	0.25	250	0.04	18		
7000	100x70	0.20	220	0.03	16		
8000	100x80	0.18	200	0.02	15		
10000	100x100	0.14	140	0.02	13		

CRI 28/70

Kg 14.4

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	207	0.34	55	63 - 56	—
200	10x20	7.0	228	0.30	53		
280	10x28	5.0	271	0.28	45		
400	20x20	3.5	192	0.20	46		
600	15x40	2.3	316	0.20	38		
980	49x20	1.4	189	0.11	35	56	
1372	49x28	1.0	223	0.08	29		
1960	49x40	0.71	288	0.08	27		
2800	70x40	0.50	244	0.04	25		
4000	100x40	0.35	188	0.04	18		
5600	100x56	0.25	230	0.05	16		
7000	100x70	0.20	245	0.03	14		
8000	100x80	0.18	256	0.04	13		
10000	100x100	0.14	190	0.02	12		

CRI 40/70

Kg 16.1

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	266	0.49	56	71 - 63 - 56	71 - 63 56
200	10x20	7.0	290	0.39	54		
280	10x28	5.0	290	0.33	46		
400	20x20	3.5	320	0.25	47		
600	15x40	2.3	316	0.20	39		
980	49x20	1.4	320	0.14	35	63 - 56	
1372	49x28	1.0	320	0.12	30		
1960	49x40	0.71	320	0.09	27		
2800	70x40	0.50	320	0.08	22		
4000	100x40	0.35	320	0.06	20		
5600	100x56	0.25	300	0.04	18		
7000	100x70	0.20	290	0.04	15		
8000	100x80	0.18	270	0.04	14		
10000	100x100	0.14	190	0.02	13		

CRI 50/70

Kg 16.8

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	266	0.49	57	80 - 71	80 - 71 63
200	10x20	7.0	290	0.39	55		
280	10x28	5.0	290	0.32	47		
400	20x20	3.5	320	0.24	49		
600	15x40	2.3	316	0.19	41		
980	49x20	1.4	320	0.12	39	71 - 63	
1372	49x28	1.0	320	0.10	33		
1960	49x40	0.71	320	0.08	30		
2800	70x40	0.50	320	0.06	26		
4000	100x40	0.35	320	0.05	22		
5600	100x56	0.25	300	0.04	19		
7000	100x70	0.20	290	0.04	16		
8000	100x80	0.18	270	0.03	15		
10000	100x100	0.14	190	0.02	14		

CRI 63/70

Kg 19.0

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	266	0.49	57	90 - 80 - 71	90 - 80 71
200	10x20	7.0	290	0.38	56		
280	10x28	5.0	290	0.32	47		
400	20x20	3.5	320	0.25	47		
600	15x40	2.3	316	0.19	41		
980	49x20	1.4	320	0.12	40	80 - 71	
1372	49x28	1.0	320	0.10	33		
1960	49x40	0.71	320	0.08	31		
2800	70x40	0.50	320	0.06	27		
4000	100x40	0.35	320	0.05	23		
5600	100x56	0.25	300	0.04	20		
7000	100x70	0.20	290	0.04	17		
8000	100x80	0.18	270	0.03	16		
10000	100x100	0.14	190	0.02	15		

CRI 40/85

Kg 20

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	500	0.89	59	71 - 63 - 56	71 - 63 56
200	10x20	7.0	500	0.66	56		
280	10x28	5.0	500	0.57	46		
400	20x20	3.5	500	0.37	49		
600	15x40	2.3	500	0.31	40		
980	49x20	1.4	500	0.20	37	63 - 56	
1372	49x28	1.0	500	0.18	29		
1960	49x40	0.71	500	0.14	27		
2800	70x40	0.50	500	0.12	22		
4000	100x40	0.35	500	0.09	21		
5600	100x56	0.25	500	0.07	19		
7000	100x70	0.20	460	0.06	17		
8000	100x80	0.18	460	0.05	16		
10000	100x100	0.14	350	0.04	14		

1.6 Prestazioni riduttori CRI — *1.6 CRI gearboxes performances* — 1.6 Leistungen der CRI-Getriebe

CRI 50/85

Kg 22

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	500	0.88	60	80 - 71	80 - 71 63
200	10x20	7.0	500	0.65	57		
280	10x28	5.0	500	0.56	47		
400	20x20	3.5	500	0.36	51		
600	15x40	2.3	500	0.29	42		
980	49x20	1.4	500	0.18	41	71 - 63	
1372	49x28	1.0	500	0.17	32		
1960	49x40	0.71	500	0.12	30		
2800	70x40	0.50	500	0.10	26		
4000	100x40	0.35	500	0.08	22		
5600	100x56	0.25	500	0.06	21		
7000	100x70	0.20	460	0.05	18		
8000	100x80	0.18	460	0.05	17		
10000	100x100	0.14	350	0.04	14		

CRI 63/85

Kg 24

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	500	0.88	60	90 - 80 - 71	90 - 80 71
200	10x20	7.0	500	0.64	57		
280	10x28	5.0	500	0.55	47		
400	20x20	3.5	500	0.35	52		
600	15x40	2.3	500	0.29	42		
980	49x20	1.4	500	0.18	42	71 - 80	
1372	49x28	1.0	500	0.16	33		
1960	49x40	0.71	500	0.12	31		
2800	70x40	0.50	500	0.10	27		
4000	100x40	0.35	500	0.08	23		
5600	100x56	0.25	500	0.06	22		
7000	100x70	0.20	460	0.05	19		
8000	100x80	0.18	460	0.05	18		
10000	100x100	0.14	350	0.03	15		

CRI 70/85

Kg 31

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	500	0.87	60	100-90-80	—
200	10x20	7.0	500	0.64	57		
280	10x28	5.0	500	0.55	47		
400	20x20	3.5	500	0.36	52	90 - 80	
600	15x40	2.3	500	0.29	42	100-90-80	
980	49x20	1.4	500	0.18	42	80 - 71	
1372	49x28	1.0	500	0.16	33		
1960	49x40	0.71	500	0.12	31		
2800	70x40	0.50	500	0.10	27		
4000	100x40	0.35	500	0.08	23		
5600	100x56	0.25	500	0.06	22		
7000	100x70	0.20	460	0.05	19		
8000	100x80	0.18	460	0.05	18		
10000	100x100	0.14	350	0.03	15		

CRI 50/110

Kg 42

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	1000	1.7	60	80 - 71	80 - 71 - 63
200	10x20	7.0	1000	1.3	58		
280	10x28	5.0	1000	1.0	50		
400	20x20	3.5	1000	0.71	52		
600	15x40	2.3	1000	0.56	44		
980	49x20	1.4	1000	0.37	41	71 - 63	
1372	49x28	1.0	1000	0.31	34		
1960	49x40	0.71	1000	0.24	32		
2800	70x40	0.50	1000	0.19	27		
4000	100x40	0.35	1000	0.16	23		
5600	100x56	0.25	1000	0.12	21		
7000	100x70	0.20	960	0.11	19		
8000	100x80	0.18	860	0.09	18		
10000	100x100	0.14	700	0.06	16		

CRI 63/110

Kg 44

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	1000	1.7	60	90 - 80 - 71	90 - 80 71
200	10x20	7.0	1000	1.2	59		
280	10x28	5.0	1000	1.0	51		
400	20x20	3.5	1000	0.70	52		
600	15x40	2.3	1000	0.56	44		
980	49x20	1.4	1000	0.36	42	80 - 71	
1372	49x28	1.0	1000	0.31	35		
1960	49x40	0.71	1000	0.23	32		
2800	70x40	0.50	1000	0.18	28		
4000	100x40	0.35	1000	0.15	24		
5600	100x56	0.25	1000	0.12	22		
7000	100x70	0.20	960	0.10	20		
8000	100x80	0.18	860	0.08	19		
10000	100x100	0.14	700	0.06	17		

CRI 70/110

Kg 51

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	1000	1.7	61	100-90-80	—
200	10x20	7.0	1000	1.2	59		
280	10x28	5.0	1000	1.0	51		
400	20x20	3.5	1000	0.70	52	90 - 80	
600	15x40	2.3	1000	0.56	44	100-90-80	
980	49x20	1.4	1000	0.36	42	80 - 71	
1372	49x28	1.0	1000	0.31	35		
1960	49x40	0.71	1000	0.23	32		
2800	70x40	0.50	1000	0.19	28		
4000	100x40	0.35	1000	0.15	24		
5600	100x56	0.25	1000	0.12	22		
7000	100x70	0.20	960	0.10	20		
8000	100x80	0.18	860	0.08	19		
10000	100x100	0.14	700	0.06	17		

1.6 Prestazioni riduttori CRI — *1.6 CRI gearboxes performances* — 1.6 Leistungen der CRI-Getriebe

CRI 85/110

Kg 56

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	1000	1.7	61	112-100 90	—
200	10x20	7.0	1000	1.2	60		
280	10x28	5.0	1000	1.0	51		
400	20x20	3.5	1000	0.68	54		
600	15x40	2.3	1000	0.55	45		
980	49x20	1.4	1000	0.35	42	90 - 80	
1372	49x28	1.0	1000	0.30	35		
1960	49x40	0.71	1000	0.23	33		
2800	70x40	0.50	1000	0.18	30		
4000	100x40	0.35	1000	0.14	25		
5600	100x56	0.25	1000	0.11	23		
7000	100x70	0.20	960	0.10	21		
8000	100x80	0.18	860	0.08	20		
10000	100x100	0.14	700	0.06	17		

CRI 63/130

Kg 54

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	1660	2.8	61	90 - 80 - 71	90 - 80 71
200	10x20	7.0	1800	2.2	59		
280	10x28	5.0	1600	1.7	51		
400	20x20	3.5	1800	1.3	51		
600	15x40	2.3	1800	1.0	43		
980	49x20	1.4	1800	0.64	42	80 - 71	
1372	49x28	1.0	1800	0.56	35		
1960	49x40	0.71	1800	0.42	32		
2800	70x40	0.50	1800	0.34	28		
4000	100x40	0.35	1800	0.28	24		
5600	100x56	0.25	1700	0.19	23		
7000	100x70	0.20	1700	0.17	20		
8000	100x80	0.18	1600	0.15	20		
10000	100x100	0.14	1250	0.11	17		

CRI 70/130

Kg 61

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	1660	2.8	62	100-90-80	—
200	10x20	7.0	1800	2.2	59		
280	10x28	5.0	1600	1.7	51		
400	20x20	3.5	1800	1.2	53	90 - 80	
600	15x40	2.3	1800	1.0	43	100-90-80	
980	49x20	1.4	1800	0.64	42	80 - 71	
1372	49x28	1.0	1800	0.56	35		
1960	49x40	0.71	1800	0.42	32		
2800	70x40	0.50	1800	0.34	27		
4000	100x40	0.35	1800	0.28	24		
5600	100x56	0.25	1700	0.19	23		
7000	100x70	0.20	1700	0.17	20		
8000	100x80	0.18	1600	0.15	20		
10000	100x100	0.14	1250	0.11	17		

CRI 85/130

Kg 66

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	1660	2.8	62	112-100 90	—
200	10x20	7.0	1800	2.2	60		
280	10x28	5.0	1600	1.6	51		
400	20x20	3.5	1800	1.2	55		
600	15x40	2.3	1800	1.0	44		
980	49x20	1.4	1800	0.63	43	90 - 80	
1372	49x28	1.0	1800	0.55	35		
1960	49x40	0.71	1800	0.41	33		
2800	70x40	0.50	1800	0.32	29		
4000	100x40	0.35	1800	0.26	25		
5600	100x56	0.25	1700	0.19	24		
7000	100x70	0.20	1700	0.17	21		
8000	100x80	0.18	1600	0.14	21		
10000	100x100	0.14	1250	0.10	18		

CRI 85/150

Kg 95

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	2620	4.3	64	112-100 90	—
200	10x20	7.0	2850	3.4	61		
280	10x28	5.0	2510	2.5	53		
400	20x20	3.5	2900	1.9	55		
600	15x40	2.3	2880	1.6	45		
980	49x20	1.4	2900	0.98	44	90 - 80	
1372	49x28	1.0	2900	0.84	37		
1960	49x40	0.71	2900	0.64	34		
2800	70x40	0.50	2900	0.50	31		
4000	100x40	0.35	2900	0.42	25		
5600	100x56	0.25	2900	0.30	25		
7000	100x70	0.20	2600	0.25	22		
8000	100x80	0.18	2600	0.23	21		
10000	100x100	0.14	1950	0.15	19		

CRI 110/150

Kg 115

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI G IEC
140	7x20	10.0	2620	4.3	65	132-112-100	—
200	10x20	7.0	2850	3.4	62		
280	10x28	5.0	2510	2.5	54		
400	20x20	3.5	2900	1.9	57	112-100	
600	15x40	2.3	2880	1.5	46	132-112-100	
980	49x20	1.4	2900	0.92	47	112-100-90	
1372	49x28	1.0	2900	0.79	39		
1960	49x40	0.71	2900	0.60	36		
2800	70x40	0.50	2900	0.47	32		
4000	100x40	0.35	2900	0.39	27		
5600	100x56	0.25	2900	0.28	27		
7000	100x70	0.20	2600	0.23	23		
8000	100x80	0.18	2600	0.21	22		
10000	100x100	0.14	1950	0.14	21		

1.6 Prestazioni riduttori CRI — *1.6 CRI gearboxes performances* — 1.6 Leistungen der CRI-Getriebe

CRI 85/180

Kg 148

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	3750	6.1	65	112-100 90	—
200	10x20	7.0	4095	4.8	62		
280	10x28	5.0	3700	3.5	55		
400	20x20	3.5	4400	3.0	56		
600	15x40	2.3	4160	2.2	46		
980	49x20	1.4	3850	1.6	44	90 - 80	
1372	49x28	1.0	4600	1.3	38		
1960	49x40	0.71	4600	1.0	34		
2800	70x40	0.50	4600	0.79	31		
4000	100x40	0.35	4250	0.62	26		
5600	100x56	0.25	4600	0.48	25		
7000	100x70	0.20	4600	0.44	22		
8000	100x80	0.18	4200	0.37	21		
10000	100x100	0.14	3300	0.26	19		

CRI 110/180

Kg 168

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	3750	6.0	65	132-112-100	—
200	10x20	7.0	4095	4.8	63		
280	10x28	5.0	3700	3.5	55		
400	20x20	3.5	4600	2.9	58	112-100	
600	15x40	2.3	4160	2.2	47	132-112-100	
980	49x20	1.4	4600	1.5	47	112-100-90	
1372	49x28	1.0	4600	1.2	40		
1960	49x40	0.71	4600	0.96	36		
2800	70x40	0.50	4600	0.75	32		
4000	100x40	0.35	4600	0.60	28		
5600	100x56	0.25	4600	0.45	27		
7000	100x70	0.20	4600	0.41	23		
8000	100x80	0.18	4200	0.35	22		
10000	100x100	0.14	3300	0.24	20		

CRI 130/180

Kg 178

ir	$i_1 x i_2$	n_1 = 1400 min^{-1} n_2 min^{-1}	T_{2M} Nm	P kW	RD %	CRMI IEC	CRMI...G IEC
140	7x20	10.0	3750	5.9	67	132-112-100	—
200	10x20	7.0	4095	4.7	64		
280	10x28	5.0	3700	3.4	57		
400	20x20	3.5	4600	2.9	59		
600	15x40	2.3	4160	2.1	48		
980	49x20	1.4	4600	1.4	48	112-100	
1372	49x28	1.0	4600	1.2	41		
1960	49x40	0.71	4600	0.95	36		
2800	70x40	0.50	4600	0.72	34		
4000	100x40	0.35	4600	0.58	29		
5600	100x56	0.25	4600	0.43	28		
7000	100x70	0.20	4600	0.40	24		
8000	100x80	0.18	4200	0.33	23		
10000	100x100	0.14	3300	0.23	21		

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

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

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

1.6 Prestazioni riduttori CR — *1.6 CR gearboxes performances* — 1.6 Leistungen der CR-Getriebe

CR 40

Kg 3.5

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

CR 50

Kg 5

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

CR 70

Kg 16

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

1.6 Prestazioni riduttori CR — *16 CR gearboxes performances* — 1.6 Leistungen der CR-Getriebe

CR 85

Kg 36

ir	$i_1 x i_2$	n_1 = 2800 min^{-1}				n_1 = 1400 min^{-1}				n_1 = 900 min^{-1}				n_1 = 500 min^{-1}				IEC
		n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
		min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
43.0	2.9x15	65	333	2.9	79	33	403	1.8	77	21	452	1.3	75	11.6	500	0.83	73	90-80-71-63
51.3	3.4X15	55	333	2.4	79	27	403	1.5	77	17.5	500	1.3	73	9.7	500	0.72	71	
59.1	3.9X15	47	354	2.2	79	24	452	1.5	75	15.2	500	1.1	73	8.5	500	0.62	71	
69.0	4.6X15	41	379	2.1	78	20	452	1.3	75	13.0	500	0.94	73	7.2	500	0.55	69	
80.2	2.9X28	35	319	1.7	69	17.5	381	1.1	65	11.2	431	0.82	62	6.2	480	0.53	59	
110.4	3.9X28	25	338	1.3	68	12.7	431	0.92	62	8.2	480	0.69	59	4.5	500	0.42	57	
128.8	4.6X28	22	360	1.2	67	10.9	431	0.79	62	7.0	480	0.60	59	3.9	500	0.37	55	
167.6	3.4X49	16.7	329	0.93	62	8.4	387	0.58	58	5.4	480	0.52	52	3.0	500	0.31	50	
225.4	4.6X49	12.4	347	0.69	60	6.2	434	0.51	55	4.0	480	0.39	52	2.2	500	0.24	48	
286.4	2.9X100	9.8	243	0.50	50	4.9	281	0.33	44	3.1	304	0.24	42	1.7	327	0.15	39	
342.1	3.4X100	8.2	243	0.42	50	4.1	281	0.27	44	2.6	327	0.23	39	1.5	337	0.14	37	
394.1	3.9X100	7.1	255	0.40	48	3.6	304	0.27	42	2.3	327	0.20	39	1.3	337	0.12	37	
460.0	4.6X100	6.1	268	0.37	46	3.0	304	0.23	42	2.0	327	0.17	39	1.1	350	0.11	35	

CR 110

Kg 50

ir	$i_1 x i_2$	n_1 = 2800 min^{-1}				n_1 = 1400 min^{-1}				n_1 = 900 min^{-1}				n_1 = 500 min^{-1}				IEC
		n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	n_2	T_{2M}	P	RD	
		min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	min^{-1}	Nm	kW	%	
43.0	2.9x15	65	632	5.4	80	33	769	3.4	78	21	880	2.5	76	11.6	990	1.6	74	112-100-90-80
51.3	3.4X15	55	632	4.5	80	27	769	2.8	78	17.5	990	2.5	74	9.7	1000	1.4	72	
59.1	3.9X15	47	674	4.2	80	24	880	2.9	76	15.2	990	2.1	74	8.5	1000	1.2	72	
69.0	4.6X15	41	722	3.9	79	20	880	2.5	76	13.0	990	1.8	74	7.2	1000	1.1	70	
80.2	2.9X28	35	665	3.4	72	17.5	796	2.1	69	11.2	898	1.6	66	6.2	1000	1.0	63	
110.4	3.9X28	25	705	2.6	72	12.7	898	1.8	66	8.2	1000	1.4	63	4.5	1000	0.78	61	
128.8	4.6X28	22	751	2.4	71	10.9	898	1.5	66	7.0	1000	1.2	63	3.9	1000	0.70	58	
167.6	3.4X49	16.7	667	1.8	66	8.4	786	1.1	62	5.4	976	0.98	56	3.0	1000	0.59	53	
225.4	4.6X49	12.4	745	1.5	64	6.2	881	0.97	59	4.0	976	0.73	56	2.2	1000	0.46	51	
286.4	2.9X100	9.8	503	0.97	53	4.9	583	0.61	49	3.1	617	0.42	48	1.7	650	0.28	42	
342.1	3.4X100	8.2	503	0.81	53	4.1	583	0.51	49	2.6	650	0.43	42	1.5	670	0.26	40	
394.1	3.9X100	7.1	528	0.76	52	3.6	617	0.48	48	2.3	650	0.37	42	1.3	670	0.22	40	
460.0	4.6X100	6.1	556	0.70	51	3.0	617	0.42	47	2.0	650	0.32	42	1.1	700	0.21	38	

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

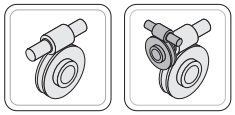
Listed weights are for reference only and can vary according to the gearbox version.

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

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

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

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



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

RMI - CRMI

Tab. 2.12

	IEC	ir										
		7	10	15	20	28	40	49	56	70	80	100
RMI 28	63	**11/90** (B14)										
CRMI 28..	56	**9/120** (B5) - **9/80•** (B14)										
RMI..G 40	71 *(4)*	**14/160** (B5) - **14/105** (B14) - 14/140 - 14/120 - 14/90•										
CRMI..G 40...	63	**11/140** (B5) - **11/90•** (B14) - 11/160 - 11/120 - 11/105										
	56	**9/120** (B5) - 9/160 - 9/140 - 9/105 - 9/90•										
RMI..G 50	80 *(4)*	**19/120** (B14) - **19/200** (B5) - 19/160 - 19/140 - 19/105• - 19/90•										
CRMI..G 50..	71	**14/160** (B5) - **14/105•** (B14) - 14/200 - 14/140 - 14/120 - 14/90•										
	63	11/140 (B5) - **11/90•** (B14) - 11/200 - 11/160 - 11/120 - 11/105•										
RMI..G 63	90 *(4)*	**24/200** (B5) - **24/140** (B14) - 24/160 - 24/120 - 24/105•										
CRMI..G 63..	80	**19/200** (B5) - **19/120** (B14) - 19/160 - 19/140 - 19/105•										
	71	**14/160** (B5) - **14/105•** (B14) - 14/200 - 14/140 - 14/120										
RMI 70	100 *(3)*	**28/160** (B14)										
	90	**24/200** (B5) - **24/140** (B14) 24/160 - 24/120 - 24/105•										
CRMI 70..	80	**19/200** (B5) - **19/120** (B14) 19/160 - 19/140 - 19/105•										
	71 *(1)*						**14/160** (B5) - **14/105•** (B14) 14/200 - 14/140 - 14/120					
RMI 85	100	**28/250** (B5) - **28/160** (B14) 28/200										
CRMI 85..	90	**24/200** (B5) - **24/140** (B14) 24/250 - 24/160 - 24/120										
	80 *(1)*						**19/200** (B5) - **19/120•** B14 19/250 - 19/160 - 19/140					
RMI 110	132 *(2)(4)*	**38/300** (B5)										
	112	**28/250** (B5) - **28/160** (B14) 28/200										
CRMI 110..	100	**28/250** (B5) - **28/160** (B14) 28/200										
	90 *(1)*						**24/200** (B5) 24/250 - 24/160					
RMI 130	132	**38/300** (B5)										
CRMI 130..	112	**28/250** (B5) 28/200										
	100	**28/250** (B5) 28/200										
RMI 150	160	**42/350** (B5)										
	132	**38/300** (B5) 38/350 - 38/250 - 38/200										
	112 *(1)*	**28/250** (B5) 28/350 - 28/300 - 28/200										
	100 *(1)*	**28/250** (B5) 28/350 - 28/300 - 28/200										
RMI 180	180	**48/350** (B5)										
	160	**42/350** (B5) 42/300 - 42/250										
	132	**38/300** (B5) 38/350 - 38/250										

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

N.B.
Per le grandezze 40, 50, 63 sono possibili solo queste configurazioni:
RMI: La bisporgenza è realizzata solo con giunto;
CRMI: La bisporgenza sul 1° è realizzata solo con giunto**;**
Per **IEC** Vedi pag. B29.

*(2)*Non disponibile in versione F2

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

*(4)***ATTENZIONE!**
(Vedere Paragrafo 1.11-A).

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

N.B.
These are the only configurations possible for sizes 40, 50, 63
RMI*: The double extension is made by using a coupling;*
CRMI*: The double extension on 1° is made by using a coupling;*
IEC *Look at pag. B29.*

(2)Version F2 not available.

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

*(4)**WARNING!***
(Look at chapter 1.11-A).

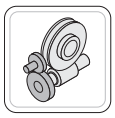
*(1)*RMI und CRMI-Getriebe mit beidseitiger Antriebswelle haben eine Stahl-Reduziermuffe (z.B. RMI 110 Muffe 28/24)

Hinweis:
Für die Größen 40, 50, 63 sind nur diese Konfigurationen möglich:
RMI: Das doppelte Wellenende wurde nur mit Kupplung hergestellt;
CRMI: Das doppelte Wellenende auf 1° wurde nur mit Kupplung hergestellt**;**
IEC seite B29.

*(2)*Nicht erhältlich in Ausuerung F2

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

*(4)***ACHTUNG!**
(s. S. 1.11-A).



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

CB

Tab. 2.13

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

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

Legenda:

11/140 (B5) 11/120

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

Key:

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

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

Legende:

11/140 (B5) 11/120

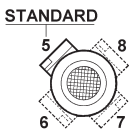
11/140 : Standardkombinationen Welle/Flansch
(B5) : Konstruktionsform IEC-Motor
11/120 : Sonderkombinationen Welle/Flansch

N.B.
La configurazione standard della flangia attacco motore prevede 4 fori a 45° (esempio x: vedi par. 1.3).
Per le flange contrassegnate con il simbolo (•) i fori per il fissaggio al motore sono disposti in croce (esempio +). Pertanto è opportuno valutare l'ingombro della morsettiera del motore che verrà installato in quanto essa verrà a trovarsi orientata a 45° rispetto agli assi. Per la scelta della posizione della morsettiera rispetto agli assi fare riferimento allo schema seguente (in cui la posizione 5 è quella standard):

Note.
The standard configuration for the 4 holes is 45° to the axles (like an x: see par. 1.3).

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

HINWEIS.
In der Standardkonfiguration sind die 4 Flanschbohrungen im 45°-Winkel zu den Achsen an- geordnet (wie ein x: siehe kapitel 1.3).
Bei B14-Flanschen, die mit (•) gekennzeichnet sind, sind die Bohrungen auf den Achsen angeordnet (wie ein +). Es sollte deshalb der Platzbedarf des Motorklemmenkastens beachtet werden, da er sich in 45°-Position zu den Achsen befinden wird. Die Lage des Klemmenkastens des Motors wählen Sie bitte anhand der folgenden Skizze (Pos.5 ist Standardposition):



1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

0.09 kW

n_1= 2740 min^{-1} — 56A 2
n_1= 1360 min^{-1} — 56B 4
n_1= 860 min^{-1} — 63B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
391	7	2	6.0	**RMI 28**	56A 2
274	10	3	5.1	**RMI 28**	56A 2
194	7	4	4.2	**RMI 28**	56B 4
136	10	5	3.4	**RMI 28**	56B 4
123	7	6	3.3	**RMI 28**	63B 6
91	15	7	2.5	**RMI 28**	56B 4
68	20	9	1.6	**RMI 28**	56B 4
57	15	11	1.8	**RMI 28**	63B 6
49	28	12	3.6	**RMI 40**	56B 4
49	28	11	1.7	**RMI 28**	56B 4
43	20	14	3.1	**RMI 40**	63B 6
43	20	14	1.3	**RMI 28**	63B 6
34	40	15	2.6	**RMI 40**	56B 4
34	40	15	1.1	**RMI 28**	56B 4
31	28	18	2.8	**RMI 40**	63B 6
31	28	17	1.2	**RMI 28**	63B 6
28	49	18	2.2	**RMI 40**	56B 4
28	49	17	0.9	**RMI 28**	56B 4
27	50.5	23	2.5	**CB 40**	56B 4
24	56	19	1.9	**RMI 40**	56B 4
23	58.2	26	2.5	**CB 40**	56B 4
22	40	22	0.8	**RMI 28**	63B 6
20	68.0	31	2.1	**CB 40**	56B 4
19.4	70	21	1.3	**RMI 40**	56B 4
17.0	80	22	1.2	**RMI 40**	56B 4
16.4	82.7	32	1.9	**CB 40**	56B 4
15.4	56	29	1.4	**RMI 40**	63B 6
14.8	58.2	40	1.7	**CB 40**	63B 6
13.6	100	28	1.0	**RMI 40**	56B 4
12.5	108.7	40	1.6	**CB 40**	56B 4
12.3	70	31	1.0	**RMI 40**	63B 6
11.9	113.9	44	2.5	**CB 50**	56B 4
10.7	126.9	47	1.4	**CB 40**	56B 4
9.7	140	48	2.3	**CRMI 28/50**	56B 4
9.7	140	45	1.4	**CRMI 28/40**	56B 4
8.2	165.1	51	1.0	**CB 40**	56B 4
8.0	170.1	56	1.8	**CB 50**	56B 4
6.8	200	66	1.7	**CRMI 28/50**	56B 4
6.8	200	62	1.1	**CRMI 28/40**	56B 4
6.1	222.1	65	0.9	**CB 40**	56B 4
5.1	170.1	85	1.3	**CB 50**	63B 6
4.9	280	81	1.4	**CRMI 28/50**	56B 4
4.9	280	77	0.9	**CRMI 28/40**	56B 4
3.4	400	116	2.1	**CRMI 28/63**	56B 4
3.4	400	116	0.9	**CRMI 28/50**	56B 4
2.3	600	149	2.1	**CRMI 40/70**	56B 4
2.3	600	145	1.7	**CRMI 28/63**	56B 4
1.4	980	219	1.5	**CRMI 40/70**	56B 4
1.4	980	219	1.1	**CRMI 28/63**	56B 4
0.99	1372	257	1.2	**CRMI 40/70**	56B 4
0.99	1372	252	0.9	**CRMI 28/70**	56B 4
0.69	1960	339	1.5	**CRMI 40/85**	56B 4
0.69	1960	333	0.9	**CRMI 28/70**	56B 4
0.49	2800	391	1.3	**CRMI 40/85**	56B 4

0.09 kW

n_1= 2740 min^{-1} — 56A 2
n_1= 1360 min^{-1} — 56B 4
n_1= 860 min^{-1} — 63B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
0.49	2800	391	0.8	**CRMI 40/70**	56B 4
0.34	4000	523	1.0	**CRMI 40/85**	56B 4
0.24	5600	500	—	**CRI40/85**	56B 4
0.19	7000	460	—	**CRI40/85**	56B 4
0.17	8000	460	—	**CRI40/85**	56B 4
0.14	10000	350	—	**CRI40/85**	56B 4

0.11 kW

n_1= 1360 min^{-1} — 56C 4

n_2 min^{-1}	ir	T2 Nm	FS'		
194	7	4	3.4	**RMI 28**	56C 4
136	10	6	2.8	**RMI 28**	56C 4
91	15	9	2.1	**RMI 28**	56C 4
68	20	11	3.3	**RMI 40**	56C 4
68	20	11	1.3	**RMI 28**	56C 4
49	28	14	3.0	**RMI 40**	56C 4
49	28	14	1.4	**RMI 28**	56C 4
34	40	19	2.2	**RMI 40**	56C 4
34	40	18	0.9	**RMI 28**	56C 4
28	49	22	1.8	**RMI 40**	56C 4
27	50.5	28	2.1	**CB 40**	56C 4
24	56	23	1.5	**RMI 40**	56C 4
23	58.2	32	2.0	**CB 40**	56C 4
20	68.0	37	1.7	**CB 40**	56C 4
19.4	70	25	1.1	**RMI 40**	56C 4
17.0	80	27	1.0	**RMI 40**	56C 4
16.4	82.7	39	1.5	**CB 40**	56C 4
13.6	100	35	0.8	**RMI 40**	56C 4
12.5	108.7	49	1.3	**CB 40**	56C 4
11.9	113.9	54	2.0	**CB 50**	56C 4
10.7	126.9	57	1.1	**CB 40**	56C 4
9.7	140	59	1.9	**CRMI 28/50**	56C 4
9.7	140	55	1.2	**CRMI 28/40**	56C 4
8.2	165.1	62	0.8	**CB 40**	56C 4
8.0	170.1	69	1.5	**CB 50**	56C 4
6.8	200	81	1.4	**CRMI 28/50**	56C 4
6.8	200	76	0.9	**CRMI 28/40**	56C 4
4.9	280	99	2.5	**CRMI 28/63**	56C 4
4.9	280	99	1.1	**CRMI 28/50**	56C 4
4.7	289.5	112	1.0	**CB 50**	56C 4
3.4	400	142	1.8	**CRMI 28/63**	56C 4
2.3	600	186	2.7	**CRMI 40/85**	56C 4
2.3	600	177	1.4	**CRMI 28/63**	56C 4
1.4	980	280	1.8	**CRMI 40/85**	56C 4
1.4	980	267	0.9	**CRMI 28/63**	56C 4
0.99	1372	308	1.6	**CRMI 40/85**	56C 4
0.69	1960	414	1.2	**CRMI 40/85**	56C 4
0.49	2800	478	1.0	**CRMI 40/85**	56C 4
0.24	5600	500	—	**CRMI 40/85**	56C 4
0.19	7000	460	—	**CRMI 40/85**	56C 4
0.17	8000	460	—	**CRMI 40/85**	56C 4
0.14	10000	350	—	**CRMI 40/85**	56C 4

0.13 kW

n_1= 2750 min^{-1} — 56B 2
n_1= 1360 min^{-1} — 63A 4
n_1= 860 min^{-1} — 63C 6

n_2 min^{-1}	ir	T2 Nm	FS'		
393	7	3	10.2	**RMI 40**	56B 2
393	7	3	9.8	**RMI 40**	56B 2
393	7	3	4.2	**RMI 28**	56B 2
393	7	3	4.0	**RMI 28**	56B 2
275	10	4	8.3	**RMI 40**	56B 2
275	10	4	8.0	**RMI 40**	56B 2
275	10	4	3.6	**RMI 28**	56B 2
275	10	4	3.4	**RMI 28**	56B 2
194	7	5	7.0	**RMI 40**	63A 4
194	7	5	2.9	**RMI 28**	63A 4
136	10	7	5.7	**RMI 40**	63A 4
136	10	7	2.4	**RMI 28**	63A 4
91	15	11	4.0	**RMI 40**	63A 4
91	15	10	1.8	**RMI 28**	63A 4
68	20	13	2.8	**RMI 40**	63A 4
68	20	13	1.1	**RMI 28**	63A 4
56	49	14	2.2	**RMI 40**	56B 2
56	49	14	2.1	**RMI 40**	56B 2
56	49	13	0.9	**RMI 28**	56B 2
56	49	14	0.9	**RMI 28**	56B 2
54	50.5	17	2.9	**CB 40**	56B 2
54	50.5	18	2.8	**CB 40**	56B 2
49	28	17	2.5	**RMI 40**	63A 4
49	28	16	1.2	**RMI 28**	63A 4
43	20	20	0.9	**RMI 28**	63C 6
34	40	24	3.4	**RMI 50**	63A 4
34	40	22	1.8	**RMI 40**	63A 4
31	28	25	0.9	**RMI 28**	63C 6
28	49	28	2.6	**RMI 50**	63A 4
28	49	25	1.5	**RMI 40**	63A 4
27	50.5	34	1.8	**CB 40**	63A 4
24	56	31	2.2	**RMI 50**	63A 4
24	56	28	1.3	**RMI 40**	63A 4
23	58.2	38	1.7	**CB 40**	63A 4
22	40	36	2.5	**RMI 50**	63C 6
22	40	32	1.4	**RMI 40**	63C 6
20	68.0	44	1.5	**CB 40**	63A 4
19.4	70	36	1.8	**RMI 50**	63A 4
19.4	70	30	0.9	**RMI 40**	63A 4
18.6	73.3	43	2.5	**CB 50**	63A 4
17.0	80	37	1.6	**RMI 50**	63A 4
17.0	80	32	0.8	**RMI 40**	63A 4
16.4	82.7	46	1.3	**CB 40**	63A 4
15.1	90.2	53	2.1	**CB 50**	63A 4
14.0	97.2	55	2.0	**CB 50**	63A 4
13.6	100	44	1.2	**RMI 50**	63A 4
12.5	108.7	58	1.1	**CB 40**	63A 4
12.3	70	53	1.4	**RMI 50**	63C 6
11.9	113.9	64	1.7	**CB 50**	63A 4
10.7	126.9	68	1.0	**CB 40**	63A 4
10.5	130.0	73	3.1	**CB 70**	63A 4
9.7	140	71	2.6	**CRMI 28/63**	63A 4
9.7	140	69	1.6	**CRMI 28/50**	63A 4
9.7	140	65	1.0	**CRMI 28/40**	63A 4

1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

0.13 kW

n_1= 2750 min^{-1} | 56B 2
n_1= 1360 min^{-1} | 63A 4
n_1= 860 min^{-1} | 63C 6

n_2 min^{-1}	ir	T2 Nm	FS'		
8.6	100	64	0.9	**RMI 50**	63C 6
8.0	170.1	82	1.3	**CB 50**	63A 4
7.9	108.7	88	0.8	**CB 40**	63C 6
7.8	110.3	94	2.7	**CB 70**	63C 6
6.8	199.3	96	1.1	**CB 50**	63A 4
6.8	200	97	2.3	**CRMI 28/70**	63A 4
6.8	200	95	1.2	**CRMI 28/50**	63A 4
6.0	227.5	110	2.3	**CB 70**	63A 4
4.9	280	117	2.1	**CRMI 28/63**	63A 4
4.9	280	117	0.9	**CRMI 28/50**	63A 4
4.7	289.5	132	0.8	**CB 50**	63A 4
4.5	302.9	138	2.0	**CB 70**	63A 4
3.5	393.8	144	1.2	**CB 70**	63A 4
3.4	400	171	1.9	**CRMI 40/70**	63A 4
3.4	400	168	1.5	**CRMI 28/63**	63A 4
3.0	446.3	163	1.1	**CB 70**	63A 4
3.0	460.0	174	1.7	**CB 85**	63A 4
2.3	600	215	1.5	**CRMI 40/70**	63A 4
2.3	600	210	1.2	**CRMI 28/63**	63A 4
2.2	618.2	209	0.9	**CB 70**	63A 4
1.4	980	366	2.7	**CRMI 50/110**	63A 4
1.4	980	331	1.5	**CRMI 40/85**	63A 4
0.99	1372	426	2.3	**CRMI 50/110**	63A 4
0.99	1372	364	1.4	**CRMI 40/85**	63A 4
0.99	1372	371	0.9	**CRMI 40/70**	63A 4
0.69	1960	564	1.8	**CRMI 50/110**	63A 4
0.69	1960	490	1.0	**CRMI 40/85**	63A 4
0.49	2800	701	1.4	**CRMI 50/110**	63A 4
0.49	2800	565	0.9	**CRMI 40/85**	63A 4
0.34	4000	841	1.2	**CRMI 50/110**	63A 4
0.24	5600	1080	0.9	**CRMI 50/110**	63A 4
0.19	7000	1196	0.8	**CRMI 50/110**	63A 4
0.17	8000	860	—	**CRMI 50/110**	63A 4
0.14	10000	700	—	**CRMI 50/110**	63A 4

0.18 kW

n_1= 2760 min^{-1} | 63A 2
n_1= 1370 min^{-1} | 63B 4
n_1= 870 min^{-1} | 71A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
394	7	4	7.4	**RMI 40**	63A 2
394	7	4	3.0	**RMI 28**	63A 2
276	10	5	6.0	**RMI 40**	63A 2
276	10	5	2.6	**RMI 28**	63A 2
196	7	7	5.1	**RMI 40**	63B 4
196	7	7	2.1	**RMI 28**	63B 4
137	10	10	4.1	**RMI 40**	63B 4
137	10	10	1.7	**RMI 28**	63B 4
124	7	11	3.9	**RMI 40**	71A 6
91	15	14	2.9	**RMI 40**	63B 4
91	15	14	1.3	**RMI 28**	63B 4
69	20	18	2.0	**RMI 40**	63B 4
69	20	18	0.8	**RMI 28**	63B 4
62	44.3	21	2.4	**CB 40**	63A 2

0.18 kW

n_1= 2760 min^{-1} | 63A 2
n_1= 1370 min^{-1} | 63B 4
n_1= 870 min^{-1} | 71A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
58	15	22	2.2	**RMI 40**	71A 6
49	28	25	3.3	**RMI 50**	63B 4
49	28	24	1.8	**RMI 40**	63B 4
49	28	22	0.8	**RMI 28**	63B 4
44	20	29	2.9	**RMI 50**	71A 6
44	20	28	1.6	**RMI 40**	71A 6
34	40	33	2.4	**RMI 50**	63B 4
34	40	30	1.3	**RMI 40**	63B 4
31	44.3	41	1.5	**CB 40**	63B 4
28	48.3	47	2.3	**CB 50**	63B 4
28	49	39	1.9	**RMI 50**	63B 4
28	49	35	1.1	**RMI 40**	63B 4
27	50.5	46	1.3	**CB 40**	63B 4
26	52.1	49	2.2	**CB 50**	63B 4
24	56	42	1.6	**RMI 50**	63B 4
24	56	38	0.9	**RMI 40**	63B 4
24	58.2	52	1.2	**CB 40**	63B 4
22	61.0	58	1.9	**CB 50**	63B 4
20	68.0	61	1.1	**CB 40**	63B 4
19.6	70	49	1.3	**RMI 50**	63B 4
18.7	73.3	59	1.9	**CB 50**	63B 4
17.1	80	51	1.1	**RMI 50**	63B 4
16.6	82.6	66	3.0	**CB 70**	63B 4
16.6	82.7	63	0.9	**CB 40**	63B 4
15.5	56	64	2.3	**RMI 63**	71A 6
15.5	56	62	1.3	**RMI 50**	71A 6
15.2	90.2	72	1.5	**CB 50**	63B 4
14.1	97.2	75	1.5	**CB 50**	63B 4
13.7	100	60	0.9	**RMI 50**	63B 4
12.6	108.7	80	0.8	**CB 40**	63B 4
12.4	70	75	1.8	**RMI 63**	71A 6
12.4	70	72	1.0	**RMI 50**	71A 6
12.4	110.3	85	2.7	**CB 70**	63B 4
12.0	113.9	88	1.2	**CB 50**	63B 4
10.9	80	81	1.5	**RMI 63**	71A 6
10.9	80	74	0.9	**RMI 50**	71A 6
10.5	130.0	100	2.3	**CB 70**	63B 4
9.8	140	101	2.4	**CRMI 40/63**	63B 4
9.8	140	98	1.9	**CRMI 28/63**	63B 4
9.8	140	95	1.2	**CRMI 28/50**	63B 4
9.6	90.2	110	1.0	**CB 50**	71A 6
9.0	97.2	113	1.0	**CB 50**	71A 6
8.7	100	93	1.6	**RMI 70**	71A 6
8.7	100	93	1.2	**RMI 63**	71A 6
8.1	170.1	112	0.9	**CB 50**	63B 4
7.9	110.3	129	2.0	**CB 70**	71A 6
6.9	199.3	131	0.78	**CB 50**	63B 4
6.9	200	136	1.8	**CRMI 40/63**	63B 4
6.9	200	133	1.7	**CRMI 28/63**	63B 4
6.9	200	131	0.8	**CRMI 28/50**	63B 4
6.1	225.4	156	2.8	**CB 85**	63B 4
6.0	227.5	151	1.6	**CB 70**	63B 4
4.9	280	162	3.1	**CRMI 40/85**	63B 4
4.9	280	161	1.6	**CRMI 28/63**	63B 4

0.18 kW

n_1= 2760 min^{-1} | 63A 2
n_1= 1370 min^{-1} | 63B 4
n_1= 870 min^{-1} | 71A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
4.5	302.9	190	1.5	**CB 70**	63B 4
4.0	338.9	183	0.9	**CB 70**	63B 4
4.0	342.1	189	1.5	**CB 85**	63B 4
3.5	393.8	198	0.9	**CB 70**	63B 4
3.4	400	245	2.0	**CRMI 40/85**	63B 4
3.4	400	234	1.4	**CRMI 40/70**	63B 4
3.4	400	231	1.1	**CRMI 28/63**	63B 4
3.0	460.0	240	1.3	**CB 85**	63B 4
2.9	302.9	287	1.0	**CB 70**	71A 6
2.3	600	301	1.7	**CRMI 40/85**	63B 4
2.3	600	288	0.9	**CRMI 28/63**	63B 4
2.2	394.1	304	1.1	**CB 85**	71A 6
1.4	980	504	2.0	**CRMI 50/110**	63B 4
1.4	980	456	1.1	**CRMI 40/85**	63B 4
1.0	1372	586	1.7	**CRMI 50/110**	63B 4
1.0	1372	500	1.0	**CRMI 40/85**	63B 4
0.70	1960	775	1.3	**CRMI 50/110**	63B 4
0.49	2800	964	1.0	**CRMI 50/110**	63B 4
0.34	4000	1156	0.9	**CRMI 50/110**	63B 4
0.24	5600	1000	—	**CRMI 50/110**	63B 4
0.20	7000	960	—	**CRMI 50/110**	63B 4
0.17	8000	860	—	**CRMI 50/110**	63B 4
0.14	10000	700	—	**CRMI 50/110**	63B 4

0.22 kW

n_1= 1400 min^{-1} | 63C 4

n_2 min^{-1}	ir	T2 Nm	FS'		
200	7	9	4.2	**RMI 40**	63C 4
200	7	9	1.8	**RMI 28**	63C 4
140	10	12	3.5	**RMI 40**	63C 4
140	10	12	1.4	**RMI 28**	63C 4
93	15	17	2.4	**RMI 40**	63C 4
93	15	17	1.1	**RMI 28**	63C 4
70	20	22	1.7	**RMI 40**	63C 4
50	28	29	2.7	**RMI 50**	63C 4
50	28	28	1.5	**RMI 40**	63C 4
35	40	40	2.0	**RMI 50**	63C 4
35	40	36	1.1	**RMI 40**	63C 4
32	44.3	49	1.2	**CB 40**	63C 4
29	49	46	1.6	**RMI 50**	63C 4
29	49	42	0.9	**RMI 40**	63C 4
28	50.5	55	1.1	**CB 40**	63C 4
25	56	50	1.4	**RMI 50**	63C 4
24	58.2	62	1.0	**CB 40**	63C 4
23	61.0	69	1.6	**CB 50**	63C 4
21	68.0	72	0.9	**CB 40**	63C 4
20	70	59	1.1	**RMI 50**	63C 4
19.1	73.3	70	1.5	**CB 50**	63C 4
17.5	80	61	0.9	**RMI 50**	63C 4
15.5	90.2	87	1.3	**CB 50**	63C 4
12.7	110.3	102	2.2	**CB 70**	63C 4

1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

0.22 kW

n_1= 1400 min^{-1} — 63C 4

n_2 min^{-1}	ir	T2 Nm	FS'		
12.3	113.9	105	1.0	**CB 50**	63C 4
10.8	130.0	120	1.9	**CB 70**	63C 4
10.0	140	117	1.6	**CRMI 28/63**	63C 4
10.0	140	114	1.0	**CRMI 28/50**	63C 4
8.4	166.1	140	1.6	**CB 70**	63C 4
7.0	200	163	1.8	**CRMI 40/70**	63C 4
7.0	200	159	1.4	**CRMI 28/63**	63C 4
6.2	225.4	186	2.3	**CB 85**	63C 4
6.2	227.5	181	1.4	**CB 70**	63C 4
5.0	280	194	1.5	**CRMI 40/70**	63C 4
5.0	280	193	1.3	**CRMI 28/63**	63C 4
4.9	286.4	189	1.5	**CB 85**	63C 4
3.5	400	280	1.1	**CRMI 40/70**	63C 4
3.0	460	286	1.1	**CB 85**	63C 4
2.3	600	361	1.4	**CRMI 40/85**	63C 4
1.4	980	602	1.7	**CRMI 50/110**	63C 4
1.4	980	545	0.9	**CRMI 40/85**	63C 4
1.0	1372	700	1.4	**CRMI 50/110**	63C 4
1.0	1372	599	0.8	**CRMI 40/85**	63C 4
0.71	1960	927	1.1	**CRMI 50/110**	63C 4
0.50	2800	1153	0.9	**CRMI 50/110**	63C 4
0.35	4000	1000	—	**CRMI 50/110**	63C 4
0.25	5600	1000	—	**CRMI 50/110**	63C 4
0.20	7000	960	—	**CRMI 50/110**	63C 4
0.18	8000	860	—	**CRMI 50/110**	63C 4
0.14	10000	700	—	**CRMI 50/110**	63C 4

0.25 kW

n_1= 2790 min^{-1} — 63B 2
n_1= 1370 min^{-1} — 71A 4
n_1= 870 min^{-1} — 71B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
399	7	5	5.4	**RMI 40**	63B 2
399	7	5	2.2	**RMI 28**	63B 2
279	10	7	4.4	**RMI 40**	63B 2
279	10	7	1.9	**RMI 28**	63B 2
196	7	10	6.6	**RMI 50**	71A 4
196	7	10	3.7	**RMI 40**	71A 4
137	10	14	5.1	**RMI 50**	71A 4
137	10	14	3.0	**RMI 40**	71A 4
124	7	16	5.1	**RMI 50**	71B 6
124	7	16	2.8	**RMI 40**	71B 6
91	15	21	3.6	**RMI 50**	71A 4
91	15	20	2.1	**RMI 40**	71A 4
69	20	26	2.8	**RMI 50**	71A 4
69	20	25	1.5	**RMI 40**	71A 4
58	15	33	2.7	**RMI 50**	71B 6
58	15	31	1.6	**RMI 40**	71B 6
49	28	34	2.3	**RMI 50**	71A 4
49	28	33	1.3	**RMI 40**	71A 4
44	20	41	2.1	**RMI 50**	71B 6
44	20	38	1.1	**RMI 40**	71B 6
34	40	47	3.1	**RMI 63**	71A 4
34	40	46	1.8	**RMI 50**	71A 4
31	28	52	3.0	**RMI 63**	71B 6

0.25 kW

n_1= 2790 min^{-1} — 63B 2
n_1= 1370 min^{-1} — 71A 4
n_1= 870 min^{-1} — 71B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
31	28	51	1.8	**RMI 50**	71B 6
31	28	49	1.0	**RMI 40**	71B 6
28	48.3	65	1.6	**CB 50**	71A 4
28	49	55	3.0	**RMI 70**	71A 4
28	49	55	2.3	**RMI 63**	71A 4
28	49	54	1.3	**RMI 50**	71A 4
26	52.1	69	1.6	**CB 50**	71A 4
24	56	61	2.8	**RMI 70**	71A 4
24	56	61	2.1	**RMI 63**	71A 4
24	56	59	1.2	**RMI 50**	71A 4
23	59.1	76	3.1	**CB 70**	71A 4
22	61.0	80	1.3	**CB 50**	71A 4
22	40	70	2.4	**RMI 63**	71B 6
22	40	69	1.3	**RMI 50**	71B 6
19.7	69.6	90	2.6	**CB 70**	71A 4
19.6	70	70	2.1	**RMI 70**	71A 4
19.6	70	71	1.7	**RMI 63**	71A 4
19.6	70	68	0.9	**RMI 50**	71A 4
18.7	73.3	82	1.3	**CB 50**	71A 4
17.1	80	75	1.9	**RMI 70**	71A 4
17.1	80	77	1.4	**RMI 63**	71A 4
17.1	80	71	0.8	**RMI 50**	71A 4
16.7	52.1	106	1.0	**CB 50**	71B 6
16.6	82.6	92	2.2	**CB 70**	71A 4
15.5	56	89	2.1	**RMI 70**	71B 6
15.5	56	89	1.6	**RMI 63**	71B 6
15.5	56	86	0.9	**RMI 50**	71B 6
15.2	90.2	101	1.1	**CB 50**	71A 4
14.1	97.2	104	1.1	**CB 50**	71A 4
13.7	100	89	1.4	**RMI 70**	71A 4
13.7	100	89	1.1	**RMI 63**	71A 4
12.4	70	104	1.6	**RMI 70**	71B 6
12.4	70	104	1.3	**RMI 63**	71B 6
12.4	110.3	118	1.9	**CB 70**	71A 4
12.0	113.9	122	0.9	**CB 50**	71A 4
10.9	80	110	1.5	**RMI 70**	71B 6
10.9	80	112	1.1	**RMI 63**	71B 6
10.5	130.0	139	1.6	**CB 70**	71A 4
9.8	140	144	3.5	**CRMI 40/85**	71A 4
9.8	140	140	1.7	**CRMI 40/63**	71A 4
9.8	140	136	0.8	**CRMI 40/50**	71A 4
8.2	166.1	162	1.4	**CB 70**	71A 4
8.2	167.6	169	2.3	**CB 85**	71A 4
6.9	200	195	2.6	**CRMI 40/85**	71A 4
6.9	200	189	1.3	**CRMI 40/63**	71A 4
6.1	225.4	216	2.0	**CB 85**	71A 4
6.0	227.5	210	1.2	**CB 70**	71A 4
4.9	280	225	2.2	**CRMI 40/85**	71A 4
4.9	280	229	1.1	**CRMI 40/63**	71A 4
4.8	286.4	220	1.3	**CB 85**	71A 4
4.5	302.9	264	1.0	**CB 70**	71A 4
4.0	342.1	262	1.1	**CB 85**	71A 4
3.4	400	360	2.8	**CRMI 50/110**	71A 4
3.4	400	341	1.5	**CRMI 40/85**	71A 4

0.25 kW

n_1= 2790 min^{-1} — 63B 2
n_1= 1370 min^{-1} — 71A 4
n_1= 870 min^{-1} — 71B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
3.0	286.4	326	0.9	**CB 85**	71B 6
2.3	600	460	2.2	**CRMI 50/110**	71A 4
2.3	600	419	1.2	**CRMI 40/85**	71A 4
1.4	980	721	2.5	**CRMI 63/130**	71A 4
1.4	980	699	1.4	**CRMI 50/110**	71A 4
1.0	1372	826	2.2	**CRMI 63/130**	71A 4
1.0	1372	813	1.2	**CRMI 50/110**	71A 4
0.70	1960	1093	1.6	**CRMI 63/130**	71A 4
0.70	1960	1076	0.9	**CRMI 50/110**	71A 4
0.49	2800	1358	1.3	**CRMI 63/130**	71A 4
0.34	4000	1671	1.1	**CRMI 63/130**	71A 4
0.20	7000	1700	—	**CRMI 63/130**	71A 4
0.17	8000	1600	—	**CRMI 63/130**	71A 4
0.14	10000	1250	—	**CRMI 63/130**	71A 4

0.37 kW

n_1= 2790 min^{-1} — 63C 2
n_1= 2790 min^{-1} — 71A 2
n_1= 1380 min^{-1} — 71B 4
n_1= 910 min^{-1} — 80A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
399	7	7	3.6	**RMI 40**	71A 2
399	7	7	3.6	**RMI 40**	63C 2
399	7	7	1.5	**RMI 28**	63C 2
279	10	11	2.9	**RMI 40**	71A 2
279	10	11	2.9	**RMI 40**	63C 2
279	10	10	1.3	**RMI 28**	63C 2
197	7	15	4.5	**RMI 50**	71B 4
197	7	15	2.5	**RMI 40**	71B 4
186	15	16	3.7	**RMI 50**	71A 2
186	15	15	2.1	**RMI 40**	71A 2
186	15	15	2.1	**RMI 40**	63C 2
140	20	20	2.8	**RMI 50**	71A 2
140	20	19	1.5	**RMI 40**	71A 2
140	20	19	1.5	**RMI 40**	63C 2
138	10	21	3.5	**RMI 50**	71B 4
138	10	21	2.0	**RMI 40**	71B 4
92	15	31	2.5	**RMI 50**	71B 4
92	15	30	1.4	**RMI 40**	71B 4
69	20	39	3.4	**RMI 63**	71B 4
69	20	39	1.9	**RMI 50**	71B 4
69	20	37	1.0	**RMI 40**	71B 4
49	28	51	2.7	**RMI 63**	71B 4
49	28	50	1.6	**RMI 50**	71B 4
49	28	48	0.9	**RMI 40**	71B 4
38	73.3	62	1.5	**CB 50**	71A 2
35	40	69	2.1	**RMI 63**	71B 4
35	40	68	1.2	**RMI 50**	71B 4
31	44.3	86	2.4	**CB 70**	71B 4
29	48.3	95	1.1	**CB 50**	71B 4
28	49	80	2.1	**RMI 70**	71B 4
28	49	80	1.6	**RMI 63**	71B 4
28	49	79	0.9	**RMI 50**	71B 4

1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

0.37 kW

n_1= 2790 min^{-1} — 63C 2
n_1= 2790 min^{-1} — 71A 2
n_1= 1380 min^{-1} — 71B 4
n_1= 910 min^{-1} — 80A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
27	50.8	99	2.1	**CB 70**	71B 4
26	52.1	101	1.1	**CB 50**	71B 4
25	56	89	1.9	**RMI 70**	71B 4
25	56	89	1.4	**RMI 63**	71B 4
25	56	86	0.8	**RMI 50**	71B 4
23	59.1	112	2.1	**CB 70**	71B 4
23	61.0	118	0.9	**CB 50**	71B 4
19.8	69.6	132	1.8	**CB 70**	71B 4
19.7	70	102	1.5	**RMI 70**	71B 4
19.7	70	104	1.1	**RMI 63**	71B 4
18.8	73.3	120	0.9	**CB 50**	71B 4
17.3	80	111	1.3	**RMI 70**	71B 4
17.3	80	113	1.0	**RMI 63**	71B 4
17.2	80.2	133	2.9	**CB 85**	71B 4
16.7	82.6	135	1.5	**CB 70**	71B 4
15.4	59.1	168	3.0	**CB 85**	80A 6
15.4	59.1	165	1.6	**CB 70**	80A 6
13.8	100	131	1.0	**RMI 70**	71B 4
12.5	110.3	174	1.3	**CB 70**	71B 4
12.5	110.4	175	2.5	**CB 85**	71B 4
11.4	80	168	1.6	**RMI 85**	80A 6
11.4	80	155	1.0	**RMI 70**	80A 6
10.7	128.8	204	2.1	**CB 85**	71B 4
10.6	130.0	205	1.1	**CB 70**	71B 4
9.9	140	211	2.4	**CRMI 40/85**	71B 4
9.9	140	205	1.2	**CRMI 40/63**	71B 4
9.1	100	194	1.3	**RMI 85**	80A 6
8.3	166.1	238	0.9	**CB 70**	71B 4
8.2	167.6	249	1.6	**CB 85**	71B 4
7.1	128.8	295	1.6	**CB 85**	80A 6
7.0	130.0	298	0.9	**CB 70**	80A 6
6.9	200	298	3.4	**CRMI 50/110**	71B 4
6.9	200	286	1.7	**CRMI 40/85**	71B 4
6.9	200	278	0.9	**CRMI 40/63**	71B 4
6.1	225.4	317	1.4	**CB 85**	71B 4
6.1	227.5	309	0.8	**CB 70**	71B 4
5.4	167.6	364	2.7	**CB 110**	80A 6
4.9	280	359	2.8	**CRMI 50/110**	71B 4
4.9	280	331	1.5	**CRMI 40/85**	71B 4
4.9	280	331	0.9	**CRMI 40/70**	71B 4
4.8	286.4	323	0.9	**CB 85**	71B 4
4.0	225.4	490	2.0	**CB 110**	80A 6
4.0	225.4	455	1.1	**CB 85**	80A 6
3.5	400	529	1.9	**CRMI 50/110**	71B 4
3.5	400	501	1.0	**CRMI 40/85**	71B 4
3.2	286.4	506	1.2	**CB 110**	80A 6
2.3	394.1	643	1.0	**CB 110**	80A 6
2.3	600	664	2.7	**CRMI 63/130**	71B 4
2.3	600	676	1.5	**CRMI 50/110**	71B 4
2.3	600	615	0.8	**CRMI 40/85**	71B 4
2.0	460.0	750	0.9	**CB 110**	80A 6
1.4	980	1060	1.7	**CRMI 63/130**	71B 4
1.4	980	1028	1.0	**CRMI 50/110**	71B 4
1.0	1372	1214	1.5	**CRMI 63/130**	71B 4

0.37 kW

n_1= 2790 min^{-1} — 63C 2
n_1= 2790 min^{-1} — 71A 2
n_1= 1380 min^{-1} — 71B 4
n_1= 910 min^{-1} — 80A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
1.0	1372	1195	0.8	**CRMI 50/110**	71B 4
0.70	1960	1606	1.1	**CRMI 63/130**	71B 4
0.49	2800	1996	0.9	**CRMI 63/130**	71B 4
0.35	4000	1800	—	**CRMI 63/130**	71B 4
0.25	5600	1700	—	**CRMI 63/130**	71B 4
0.20	7000	1700	—	**CRMI 63/130**	71B 4
0.17	8000	1600	—	**CRMI 63/130**	71B 4
0.14	10000	1250	—	**CRMI 63/130**	71B 4

0.55 kW

n_1= 2800 min^{-1} — 71B 2
n_1= 1380 min^{-1} — 71C 4
n_1= 1390 min^{-1} — 80A 4
n_1= 910 min^{-1} — 80B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
400	7	11	4.5	**RMI 50**	71B 2
400	7	11	2.4	**RMI 40**	71B 2
280	10	16	3.5	**RMI 50**	71B 2
280	10	16	2.0	**RMI 40**	71B 2
199	7	22	3.1	**RMI 50**	80A 4
197	7	22	3.0	**RMI 50**	71C 4
197	7	22	1.7	**RMI 40**	71C 4
187	15	23	1.4	**RMI 40**	71B 2
140	20	29	1.0	**RMI 40**	71B 2
139	10	31	2.4	**RMI 50**	80A 4
138	10	31	2.3	**RMI 50**	71C 4
138	10	31	1.4	**RMI 40**	71C 4
130	7	34	2.4	**RMI 50**	80B 6
100	28	39	2.7	**RMI 63**	71B 2
100	28	39	1.6	**RMI 50**	71B 2
93	15	45	3.2	**RMI 70**	80A 4
93	15	45	2.9	**RMI 63**	80A 4
93	15	45	1.7	**RMI 50**	80A 4
92	15	46	1.7	**RMI 50**	71C 4
92	15	44	1.0	**RMI 40**	71C 4
70	20	58	2.6	**RMI 70**	80A 4
70	20	58	2.3	**RMI 63**	80A 4
70	20	57	1.3	**RMI 50**	80A 4
69	20	58	1.3	**RMI 50**	71C 4
63	44.3	65	2.6	**CB 70**	71B 2
58	48.3	72	1.2	**CB 50**	71B 2
54	52.1	77	1.2	**CB 50**	71B 2
50	28	75	2.0	**RMI 70**	80A 4
50	28	75	1.8	**RMI 63**	80A 4
50	28	74	1.1	**RMI 50**	80A 4
49	28	76	1.8	**RMI 63**	71C 4
49	28	75	1.1	**RMI 50**	71C 4
46	61.0	90	1.0	**CB 50**	71B 2
46	20	87	2.0	**RMI 70**	80B 6
46	20	87	1.8	**RMI 63**	80B 6
46	20	85	1.0	**RMI 50**	80B 6
40	69.6	101	1.9	**CB 70**	71B 2
38	73.3	92	1.0	**CB 50**	71B 2
35	40	101	1.6	**RMI 70**	80A 4
35	40	101	1.4	**RMI 63**	80A 4

0.55 kW

n_1= 2800 min^{-1} — 71B 2
n_1= 1380 min^{-1} — 71C 4
n_1= 1390 min^{-1} — 80A 4
n_1= 910 min^{-1} — 80B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
35	40	102	1.4	**RMI 63**	71C 4
35	40	100	0.8	**RMI 50**	71C 4
31	44.3	127	1.6	**CB 70**	80A 4
31	44.3	128	1.6	**CB 70**	71C 4
31	90.2	113	0.8	**CB 50**	71B 2
28	49	120	2.4	**RMI 85**	80A 4
28	49	119	1.4	**RMI 70**	80A 4
28	49	119	1.1	**RMI 63**	80A 4
28	49	119	1.4	**RMI 70**	71C 4
28	49	119	1.0	**RMI 63**	71C 4
27	50.8	146	1.4	**CB 70**	80A 4
27	50.8	147	1.4	**CB 70**	71C 4
27	51.3	149	2.7	**CB 85**	80A 4
25	56	140	2.0	**RMI 85**	80A 4
25	56	131	1.3	**RMI 70**	80A 4
25	56	131	1.0	**RMI 63**	80A 4
25	56	132	1.3	**RMI 70**	71C 4
25	56	132	1.0	**RMI 63**	71C 4
24	59.1	167	2.7	**CB 85**	80A 4
24	59.1	165	1.4	**CB 70**	80A 4
23	59.1	169	2.7	**CB 85**	71C 4
23	59.1	166	1.4	**CB 70**	71C 4
20	69.0	196	2.3	**CB 85**	80A 4
20	69.0	197	2.3	**CB 85**	71C 4
20	69.6	195	1.2	**CB 70**	80A 4
19.9	70	161	1.6	**RMI 85**	80A 4
19.9	70	151	1.0	**RMI 70**	80A 4
19.8	69.6	196	1.2	**CB 70**	71C 4
19.7	70	152	1.0	**RMI 70**	71C 4
17.4	80	175	1.4	**RMI 85**	80A 4
17.4	80	163	0.9	**RMI 70**	80A 4
17.3	80.2	197	1.9	**CB 85**	80A 4
17.3	80	164	0.9	**RMI 70**	71C 4
17.2	80.2	198	1.9	**CB 85**	71C 4
16.8	82.6	200	1.0	**CB 70**	80A 4
16.7	82.6	201	1.0	**CB 70**	71C 4
16.3	56	187	1.0	**RMI 70**	80B 6
15.4	59.1	246	1.1	**CB 70**	80B 6
13.9	100	200	1.1	**RMI 85**	80A 4
13.0	70	230	1.3	**RMI 85**	80B 6
12.6	110.3	256	0.9	**CB 70**	80A 4
12.6	110.4	275	3.3	**CB 110**	80A 4
12.6	110.4	259	1.7	**CB 85**	80A 4
12.5	110.3	258	0.9	**CB 70**	71C 4
12.5	110.4	261	1.7	**CB 85**	71C 4
10.8	128.8	321	2.8	**CB 110**	80A 4
10.8	128.8	302	1.4	**CB 85**	80A 4
10.7	128.8	304	1.4	**CB 85**	71C 4
9.9	140	320	3.1	**CRMI 50/110**	80A 4
9.9	140	316	1.6	**CRMI 50/85**	80A 4
9.9	140	302	0.9	**CRMI 50/70**	80A 4
9.9	140	318	1.6	**CRMI 50/85**	71C 4
9.9	140	304	0.9	**CRMI 50/70**	71C 4
8.3	167.6	393	2.0	**CB 110**	80A 4

1.7 Prestazioni motoriduttori

n_2 min^{-1}	ir	T2 Nm	FS'		
0.55 kW			n_1= 2800 min^{-1} n_1= 1380 min^{-1} n_1= 1390 min^{-1} n_1= 910 min^{-1}		71B 2 71C 4 80A 4 80B 6
8.3	167.6	367	1.1	**CB 85**	80A 4
8.2	167.6	370	1.0	**CB 85**	71C 4
7.1	128.8	468	2.1	**CB 110**	80B 6
7.1	128.8	439	1.1	**CB 85**	80B 6
7.0	200	440	2.3	**CRMI 50/110**	80A 4
7.0	200	428	1.2	**CRMI 50/85**	80A 4
6.9	200	443	2.3	**CRMI 50/110**	71C 4
6.9	200	431	1.2	**CRMI 50/85**	71C 4
6.2	225.4	503	1.8	**CB 110**	80A 4
6.2	225.4	468	0.9	**CB 85**	80A 4
6.1	225.4	472	0.9	**CB 85**	71C 4
5.0	280	536	3.0	**CRMI 63/130**	80A 4
5.0	280	529	1.9	**CRMI 50/110**	80A 4
5.0	280	495	1.0	**CRMI 50/85**	80A 4
4.9	280	540	3.0	**CRMI 63/130**	71C 4
4.9	280	533	1.9	**CRMI 50/110**	71C 4
4.9	280	492	1.0	**CRMI 40/85**	71C 4
4.9	286.4	530	1.1	**CB 110**	80A 4
3.5	394.1	678	0.9	**CB 110**	80A 4
3.5	400	771	2.3	**CRMI 63/130**	80A 4
3.5	400	907	2.0	**CRMI 63/130**	80A 4
3.5	400	781	1.3	**CRMI 50/110**	80A 4
2.3	600	979	1.8	**CRMI 63/130**	80A 4
2.3	600	998	1.0	**CRMI 50/110**	80A 4
2.3	600	987	1.8	**CRMI 63/130**	71C 4
2.3	600	1005	1.0	**CRMI 50/110**	71C 4
1.4	980	1637	2.8	**CRMI 85/180**	80A 4
1.4	980	1637	1.8	**CRMI 85/150**	80A 4
1.4	980	1564	1.2	**CRMI 63/130**	80A 4
1.4	980	1576	1.1	**CRMI 63/130**	71C 4
1.0	1372	1955	2.4	**CRMI 85/180**	80A 4
1.0	1372	1921	1.5	**CRMI 85/150**	80A 4
1.0	1372	1792	1.0	**CRMI 63/130**	80A 4
1.0	1372	1805	1.0	**CRMI 63/130**	71C 4
0.71	1960	2503	1.8	**CRMI 85/180**	80A 4
0.71	1960	2503	1.2	**CRMI 85/150**	80A 4
0.50	2800	3227	1.2	**CRMI 85/180**	80A 4
0.50	2800	3227	0.9	**CRMI 85/150**	80A 4
0.35	4000	3925	1.1	**CRMI 85/180**	80A 4
0.25	5600	5271	0.9	**CRMI 85/180**	80A 4
0.20	7000	5748	0.8	**CRMI 85/180**	80A 4
0.17	8000	4200	—	**CRMI 85/180**	80A 4
0.14	10000	3300	—	**CRMI 85/180**	80A 4

1.7 Gearmotors performances

n_2 min^{-1}	ir	T2 Nm	FS'		
0.75 kW			n_1= 2820 min^{-1} n_1= 2820 min^{-1} n_1= 1390 min^{-1} n_1= 910 min^{-1} n_1= 920 min^{-1}		71C 2 80A 2 80B 4 80C 6 90S 6
403	7	15	3.3	**RMI 50**	80A 2
400	7	15	3.3	**RMI 50**	71C 2
282	10	21	2.6	**RMI 50**	80A 2
280	10	21	2.6	**RMI 50**	71C 2
199	7	30	3.8	**RMI 63**	80B 4
199	7	30	2.2	**RMI 50**	80B 4
139	10	43	3.3	**RMI 70**	80B 4
139	10	43	2.9	**RMI 63**	80B 4
139	10	42	1.7	**RMI 50**	80B 4
131	7	46	3.5	**RMI 70**	90S 6
131	7	46	3.0	**RMI 63**	90S 6
101	28	53	2.0	**RMI 63**	80A 2
101	28	53	1.2	**RMI 50**	80A 2
100	28	54	2.0	**RMI 63**	71C 2
100	28	53	1.2	**RMI 50**	71C 2
93	15	62	2.3	**RMI 70**	80B 4
93	15	62	2.1	**RMI 63**	80B 4
93	15	62	1.2	**RMI 50**	80B 4
70	20	79	1.9	**RMI 70**	80B 4
70	20	79	1.7	**RMI 63**	80B 4
70	20	78	0.9	**RMI 50**	80B 4
56	50.8	101	1.7	**CB 70**	80A 2
50	28	102	1.4	**RMI 70**	80B 4
50	28	102	1.3	**RMI 63**	80B 4
41	69.6	136	1.4	**CB 70**	80A 2
40	69.6	137	1.4	**CB 70**	71C 2
35	40	138	1.2	**RMI 70**	80B 4
35	40	138	1.0	**RMI 63**	80B 4
34	82.6	143	1.2	**CB 70**	80A 2
34	82.6	144	1.2	**CB 70**	71C 2
31	44.3	173	1.2	**CB 70**	80B 4
28	49	164	1.7	**RMI 85**	80B 4
28	49	162	1.0	**RMI 70**	80B 4
27	50.8	199	1.0	**CB 70**	80B 4
27	51.3	204	2.0	**CB 85**	80B 4
25	56	190	1.5	**RMI 85**	80B 4
25	56	179	0.9	**RMI 70**	80B 4
24	59.1	228	2.0	**CB 85**	80B 4
24	59.1	225	1.0	**CB 70**	80B 4
20	69.0	270	3.3	**CB 110**	80B 4
20	69.0	267	1.7	**CB 85**	80B 4
20	69.6	265	0.9	**CB 70**	80B 4
19.9	70	220	1.2	**RMI 85**	80B 4
17.4	80	239	1.0	RMI 85	80B 4
17.3	80.2	285	2.8	**CB 110**	80B 4
17.3	80.2	269	1.4	**CB 85**	80B 4
16.4	56	279	1.9	**RMI 110**	90S 6
16.4	56	270	1.2	**RMI 85**	90S 6
13.1	70	327	1.7	**RMI 110**	90S 6
13.1	70	311	1.0	**RMI 85**	90S 6
12.6	110.4	375	2.4	**CB 110**	80B 4
12.6	110.4	353	1.2	**CB 85**	80B 4
11.5	80	361	1.5	**RMI 110**	90S 6
11.5	80	336	0.8	**RMI 85**	90S 6

1.7 Leistungen der Getriebemotoren

n_2 min^{-1}	ir	T2 Nm	FS'		
0.75 kW			n_1= 2820 min^{-1} n_1= 2820 min^{-1} n_1= 1390 min^{-1} n_1= 910 min^{-1} n_1= 920 min^{-1}		71C 2 80A 2 80B 4 80C 6 90S 6
10.8	128.8	438	2.1	**CB 110**	80B 4
10.8	128.8	411	1.0	**CB 85**	80B 4
9.9	140	436	2.3	**CRMI 50/110**	80B 4
9.9	140	430	1.2	**CRMI 50/85**	80B 4
8.3	167.6	535	1.5	**CB 110**	80B 4
7.1	128.8	632	1.6	**CB 110**	90S 6
7.1	128.8	592	0.8	**CB 85**	90S 6
7.1	128.8	639	1.6	**CB 110**	80C 6
7.1	128.8	598	0.8	**CB 85**	80C 6
7.0	200	607	3.0	**CRMI 63/130**	80B 4
7.0	200	600	1.7	**CRMI 50/110**	80B 4
7.0	200	583	0.9	**CRMI 50/85**	80B 4
6.2	225.4	685	1.3	**CB 110**	80B 4
5.0	280	730	2.2	**CRMI 63/130**	80B 4
5.0	280	722	1.4	**CRMI 50/110**	80B 4
4.9	286.4	723	0.8	**CB 110**	80B 4
4.1	225.4	983	1.0	**CB 110**	90S 6
4.0	225.4	993	1.0	**CB 110**	80C 6
3.5	400	1051	1.7	**CRMI 63/130**	80B 4
3.5	400	1237	1.5	**CRMI 63/130**	80B 4
3.5	400	1065	0.9	**CRMI 50/110**	80B 4
2.3	600	1336	1.3	**CRMI 63/130**	80B 4
1.4	980	2232	2.1	**CRMI 85/180**	80B 4
1.4	980	2232	1.3	**CRMI 85/150**	80B 4
1.4	980	2133	0.8	**CRMI 63/130**	80B 4
1.0	1372	2665	1.7	**CRMI 85/180**	80B 4
1.0	1372	2619	1.1	**CRMI 85/150**	80B 4
0.71	1960	3414	1.3	**CRMI 85/180**	80B 4
0.71	1960	3414	0.8	**CRMI 85/150**	80B 4
0.50	2800	4401	0.9	**CRMI 85/180**	80B 4
0.35	4000	5353	0.8	**CRMI 85/180**	80B 4
0.25	5600	4600	—	**CRMI 85/180**	80B 4
0.20	7000	4600	—	**CRMI 85/180**	80B 4
0.17	8000	4200	—	**CRMI 85/180**	80B 4
0.14	10000	3300	—	**CRMI 85/180**	80B 4

0.88 kW			n_1= 1350 min^{-1}		80C 4
193	7	37	3.1	**RMI 63**	80C 4
193	7	37	1.9	**RMI 50**	80C 4
135	10	52	2.7	**RMI 70**	80C 4
135	10	52	2.4	**RMI 63**	80C 4
135	10	51	1.4	**RMI 50**	80C 4
90	15	75	1.9	**RMI 70**	80C 4
90	15	75	1.8	**RMI 63**	80C 4
90	15	75	1.0	**RMI 50**	80C 4
68	20	96	1.6	**RMI 70**	80C 4
68	20	96	1.4	**RMI 63**	80C 4
48	28	124	1.2	**RMI 70**	80C 4
48	28	124	1.1	**RMI 63**	80C 4

1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

n_2 min^{-1}	ir	T2 Nm	FS'		
0.88 kW		n_1= 1350 min^{-1}			80C 4
34	40	172	1.8	**RMI 85**	80C 4
34	40	167	1.0	**RMI 70**	80C 4
34	40	167	0.9	**RMI 63**	80C 4
31	43.0	206	2.0	**CB 85**	80C 4
30	44.3	210	1.0	**CB 70**	80C 4
28	49	198	1.4	**RMI 85**	80C 4
28	49	195	0.9	**RMI 70**	80C 4
27	50.8	240	0.9	**CB 70**	80C 4
26	51.3	246	1.6	**CB 85**	80C 4
24	56	230	1.2	**RMI 85**	80C 4
23	59.1	276	1.6	**CB 85**	80C 4
23	59.1	272	0.9	**CB 70**	80C 4
19.6	69.0	322	1.4	**CB 85**	80C 4
19.3	70	266	1.0	**RMI 85**	80C 4
16.9	80	289	0.8	**RMI 85**	80C 4
16.8	80.2	344	2.3	**CB 110**	80C 4
16.8	80.2	325	1.2	**CB 85**	80C 4
12.2	110.4	454	2.0	**CB 110**	80C 4
12.2	110.4	426	1.0	**CB 85**	80C 4
10.5	128.8	529	1.7	**CB 110**	80C 4
10.5	128.8	497	0.9	**CB 85**	80C 4
9.6	140	527	1.9	**CRMI 50/110**	80C 4
9.6	140	520	1.0	**CRMI 50/85**	80C 4
8.1	167.6	647	1.2	**CB 110**	80C 4
6.8	200	734	2.5	**CRMI 63/130**	80C 4
6.8	200	725	1.4	**CRMI 50/110**	80C 4
6.0	225.4	828	1.1	**CB 110**	80C 4
4.8	280	883	1.8	**CRMI 63/130**	80C 4
4.8	280	872	1.1	**CRMI 50/110**	80C 4
3.4	400	1270	1.4	**CRMI 63/130**	80C 4
2.3	600	1614	1.1	**CRMI 63/130**	80C 4
1.4	980	2697	1.7	**CRMI 85/180**	80C 4
1.4	980	2697	1.1	**CRMI 85/150**	80C 4
0.98	1372	3220	1.4	**CRMI 85/180**	80C 4
0.98	1372	3164	0.9	**CRMI 85/150**	80C 4
0.69	1960	4124	1.1	**CRMI 85/180**	80C 4
0.48	2800	3900	—	**CRMI 85/180**	80C 4
0.34	4000	4400	—	**CRMI 85/180**	80C 4
0.24	5600	4600	—	**CRMI 85/180**	80C 4
0.19	7000	4600	—	**CRMI 85/180**	80C 4
0.17	8000	4200	—	**CRMI 85/180**	80C 4
0.14	10000	3300	—	**CRMI 85/180**	80C 4
1.1 kW		n_1= 2830 min^{-1} n_1= 1390 min^{-1} n_1= 1400 min^{-1} n_1= 920 min^{-1}			80B 2 80D 4 90S 4 90L 6
404	7	22	3.8	**RMI 63**	80B 2
404	7	22	2.3	**RMI 50**	80B 2
283	10	31	3.0	**RMI 63**	80B 2
283	10	31	1.8	**RMI 50**	80B 2
200	7	45	3.0	**RMI 70**	90S 4
200	7	44	2.6	**RMI 63**	90S 4
199	7	45	2.9	**RMI 70**	80D 4

n_2 min^{-1}	ir	T2 Nm	FS'		
1.1 kW		n_1= 2830 min^{-1} n_1= 1390 min^{-1} n_1= 1400 min^{-1} n_1= 920 min^{-1}			80B 2 80D 4 90S 4 90L 6
199	7	44	2.6	**RMI 63**	80D 4
189	15	46	2.4	**RMI 70**	80B 2
189	15	46	2.1	**RMI 63**	80B 2
189	15	46	1.3	**RMI 50**	80B 2
142	20	59	1.0	**RMI 50***	80B 2
140	10	63	4.4	**RMI 85**	90S 4
140	10	62	2.3	**RMI 70**	90S 4
140	10	62	2.0	**RMI 63**	90S 4
139	10	63	2.3	**RMI 70**	80D 4
139	10	63	2.0	**RMI 63**	80D 4
139	10	62	1.2	**RMI 50**	80D 4
131	7	67	2.4	**RMI 70**	90L 6
131	7	67	2.0	**RMI 63**	90L 6
93	15	91	3.1	**RMI 85**	90S 4
93	15	90	1.6	**RMI 70**	90S 4
93	15	90	1.5	**RMI 63**	90S 4
93	15	91	1.6	**RMI 70**	80D 4
93	15	91	1.4	**RMI 63**	80D 4
93	15	91	0.8	**RMI 50**	80D 4
70	20	119	2.6	**RMI 85**	90S 4
70	20	116	1.3	**RMI 70**	90S 4
70	20	116	1.2	**RMI 63**	90S 4
70	20	116	1.3	**RMI 70**	80D 4
70	20	116	1.2	**RMI 63**	80D 4
64	44.3	128	1.3	**CB 70**	80B 2
61	15	135	2.5	**RMI 85**	90L 6
61	15	134	1.3	**RMI 70**	90L 6
61	15	134	1.1	**RMI 63**	90L 6
56	50.8	147	1.2	**CB 70**	80B 2
55	51.3	150	2.2	**CB 85**	80B 2
50	28	151	1.8	**RMI 85**	90S 4
50	28	149	1.0	**RMI 70**	90S 4
50	28	149	0.9	**RMI 63**	90S 4
50	28	150	1.0	**RMI 70**	80D 4
50	28	150	0.9	**RMI 63**	80D 4
46	20	176	2.1	**RMI 85**	90L 6
46	20	171	1.0	**RMI 70**	90L 6
46	20	171	0.9	**RMI 63**	90L 6
41	69.0	200	1.9	**CB 85**	80B 2
41	69.6	199	1.0	**CB 70**	80B 2
35	40	216	3.0	**RMI 110**	90S 4
35	40	207	1.5	**RMI 85**	90S 4
35	40	201	0.8	**RMI 70**	90S 4
35	40	209	1.5	**RMI 85**	80D 4
35	40	203	0.80	**RMI 70**	80D 4
34	82.6	208	0.8	**CB 70**	80B 2
33	43.0	252	3.1	**CB 110**	90S 4
33	43.0	248	1.6	**CB 85**	90S 4
32	43.0	253	3.0	**CB 110**	80D 4
32	43.0	250	1.6	**CB 85**	80D 4
32	44.3	253	0.8	**CB 70**	90S 4
31	44.3	254	0.8	**CB 70**	80D 4
29	49	254	2.3	**RMI 110**	90S 4
29	49	239	1.2	**RMI 85**	90S 4

n_2 min^{-1}	ir	T2 Nm	FS'		
1.1 kW		n_1= 2830 min^{-1} n_1= 1390 min^{-1} n_1= 1400 min^{-1} n_1= 920 min^{-1}			80B 2 80D 4 90S 4 90L 6
28	49	241	1.2	**RMI 85**	80D 4
27	51.3	300	2.6	**CB 110**	90S 4
27	51.3	296	1.4	**CB 85**	90S 4
27	51.3	302	2.5	**CB 110**	80D 4
27	51.3	299	1.3	**CB 85**	80D 4
25	56	290	1.6	**RMI 110**	90S 4
25	56	277	1.0	**RMI 85**	90S 4
25	56	279	1.0	**RMI 85**	80D 4
24	59.1	337	2.6	**CB 110**	90S 4
24	59.1	333	1.4	**CB 85**	90S 4
24	59.1	339	2.6	**CB 110**	80D 4
24	59.1	335	1.3	**CB 85**	80D 4
20	69.0	393	2.2	**CB 110**	90S 4
20	69.0	388	1.2	**CB 85**	90S 4
20	69.0	396	2.2	**CB 110**	80D 4
20	69.0	391	1.2	**CB 85**	80D 4
20	70	336	1.4	**RMI 110**	90S 4
20	70	320	0.8	**RMI 85**	90S 4
19.9	70	323	0.8	**RMI 85**	80D 4
17.5	80	372	1.3	**RMI 110**	90S 4
17.5	80.2	415	1.9	**CB 110**	90S 4
17.5	80.2	391	1.0	**CB 85**	90S 4
17.3	80.2	418	1.9	**CB 110**	80D 4
17.3	80.2	394	1.0	**CB 85**	80D 4
16.4	56	396	0.8	**RMI 85**	90L 6
15.6	59.1	499	2.0	**CB 110**	90L 6
15.6	59.1	493	1.0	**CB 85**	90L 6
14.0	100	428	1.0	**RMI 110**	90S 4
12.7	110.4	547	1.6	**CB 110**	90S 4
12.7	110.4	514	0.8	**CB 85**	90S 4
12.6	110.4	551	1.6	**CB 110**	80D 4
11.5	80	530	1.1	**RMI 110**	90L 6
10.9	128.8	638	1.4	**CB 110**	90S 4
10.8	128.8	642	1.4	**CB 110**	80D 4
10.0	140	644	2.6	**CRMI 63/130**	90S 4
10.0	140	635	1.6	**CRMI 63/110**	90S 4
10.0	140	627	0.80	**CRMI 63/85**	90S 4
9.9	140	649	2.6	**CRMI 63/130**	80D 4
9.9	140	640	1.6	**CRMI 63/110**	80D 4
9.2	100	605	0.8	**RMI 110**	90L 6
8.4	167.6	780	1.0	**CB 110**	90S 4
8.3	167.6	785	1.0	**CB 110**	80D 4
7.0	200	920	3.1	**CRMI 85/150**	90S 4
7.0	200	884	2.0	**CRMI 63/130**	90S 4
7.0	200	884	1.1	**CRMI 63/110**	90S 4
7.0	200	891	2.0	**CRMI 63/130**	80D 4
7.0	200	891	1.1	**CRMI 63/110**	80D 4
6.2	225.4	998	0.9	**CB 110**	90S 4
6.2	225.4	1005	0.9	**CB 110**	80D 4
5.0	280	1147	3.2	**CRMI 85/180**	90S 4
5.0	280	1112	2.3	**CRMI 85/150**	90S 4
5.0	280	1064	1.5	**CRMI 63/130**	90S 4
5.0	280	1064	0.9	**CRMI 63/110**	90S 4

1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

1.1 kW

n_1= 2830 min^{-1} — 80B 2
n_1= 1390 min^{-1} — 80D 4
n_1= 1400 min^{-1} — 90S 4
n_1= 920 min^{-1} — 90L 6

n_2 min^{-1}	ir	T2 Nm	FS'		
5.0	280	1071	1.5	**CRMI 63/130**	80D 4
5.0	280	1071	0.9	**CRMI 63/110**	80D 4
3.5	400	1684	2.7	**CRMI 85/180**	90S 4
3.5	400	1660	1.7	**CRMI 85/150**	90S 4
3.5	400	1531	1.2	**CRMI 63/130**	90S 4
3.5	400	1542	1.2	**CRMI 63/130**	80D 4
2.3	600	2079	2.0	**CRMI 85/180**	90S 4
2.3	600	2042	1.4	**CRMI 85/150**	90S 4
2.3	600	1945	0.9	**CRMI 63/130**	90S 4
2.3	600	1959	0.9	**CRMI 63/130**	80D 4
1.4	980	3250	1.4	**CRMI 85/180**	90S 4
1.4	980	3250	0.9	**CRMI 85/150**	90S 4
1.4	980	3274	1.4	**CRMI 85/180**	80D 4
1.4	980	3274	0.9	**CRMI 85/150**	80D 4
1.0	1372	3881	1.2	**CRMI 85/180**	90S 4
1.0	1372	3909	1.2	**CRMI 85/180**	80D 4
0.71	1960	4971	0.9	**CRMI 85/180**	90S 4
0.71	1960	5007	0.9	**CRMI 85/180**	80D 4
0.50	2800	3900	—	**CRMI 85/180**	90S 4
0.50	2800	3900	—	**CRMI 85/180**	80D 4
0.35	4000	4400	—	**CRMI 85/180**	90S 4
0.35	4000	4400	—	**CRMI 85/180**	80D 4
0.25	5600	4600	—	**CRMI 85/180**	90S 4
0.25	5600	4600	—	**CRMI 85/180**	80D 4
0.20	7000	4600	—	**CRMI 85/180**	90S 4
0.20	7000	4600	—	**CRMI 85/180**	80D 4
0.18	8000	4200	—	**CRMI 85/180**	90S 4
0.17	8000	4200	—	**CRMI 85/180**	80D 4
0.14	10000	3300	—	**CRMI 85/180**	90S 4
0.14	10000	3300	—	**CRMI 85/180**	80D 4

1.5 kW

n_1= 2830 min^{-1} — 80C 2
n_1= 2830 min^{-1} — 90S 2
n_1= 1400 min^{-1} — 90L 4
n_1= 925 min^{-1} — 90LB 6
n_1= 940 min^{-1} — 100A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
404	7	30	3.1	RMI 70	90S 2
404	7	30	3.1	RMI 70	80C 2
404	7	30	2.8	RMI 63	90S 2
404	7	30	2.8	RMI 63	80C 2
283	10	43	2.5	RMI 70	90S 2
283	10	43	2.5	RMI 70	80C 2
283	10	43	2.2	RMI 63	90S 2
283	10	43	2.2	RMI 63	80C 2
200	7	61	2.2	RMI 70	90L 4
200	7	60	1.9	RMI 63	90L 4
189	15	62	3.4	RMI 85	90S 2
189	15	62	1.8	RMI 70	90S 2
189	15	62	1.8	**RMI 70**	80C 2
189	15	62	1.6	**RMI 63**	90S 2
189	15	62	1.6	**RMI 63**	80C 2
140	10	86	3.3	**RMI 85**	90L 4
140	10	85	1.7	**RMI 70**	90L 4
140	10	85	1.5	**RMI 63**	90L 4

1.5 kW

n_1= 2830 min^{-1} — 80C 2
n_1= 2830 min^{-1} — 90S 2
n_1= 1400 min^{-1} — 90L 4
n_1= 925 min^{-1} — 90LB 6
n_1= 940 min^{-1} — 100A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
134	7	90	3.3	**RMI 85**	100A 6
134	7	90	1.8	**RMI 70**	100A 6
132	7	91	3.3	**RMI 85**	90LB 6
101	28	106	2.0	**RMI 85**	90S 2
93	15	124	2.3	**RMI 85**	90L 4
93	15	123	1.2	**RMI 70**	90L 4
93	15	123	1.1	**RMI 63**	90L 4
70	20	162	1.9	**RMI 85**	90L 4
70	20	158	1.0	**RMI 70**	90L 4
70	20	158	0.9	**RMI 63**	90L 4
63	15	183	3.5	**RMI 110**	100A 6
63	15	181	1.8	**RMI 85**	100A 6
63	15	178	1.0	**RMI 70**	100A 6
62	15	184	1.8	**RMI 85**	90LB 6
62	15	181	0.9	**RMI 70**	90LB 6
56	50.8	201	0.8	**CB 70**	90S 2
56	50.8	201	0.8	**CB 70**	80C 2
55	51.3	205	1.6	**CB 85**	90S 2
55	51.3	205	1.6	**CB 85**	80C 2
50	28	206	1.3	**RMI 85**	90L 4
48	59.1	236	1.5	**CB 85**	90S 2
48	59.1	236	1.5	**CB 85**	80C 2
47	20	241	3.0	**RMI 110**	100A 6
41	69.0	276	2.6	**CB 110**	90S 2
41	69.0	272	1.4	**CB 85**	90S 2
35	80.2	280	1.1	**CB 85**	90S 2
35	80.2	280	1.1	**CB 85**	80C 2
35	40	295	2.2	**RMI 110**	90L 4
35	40	282	1.1	**RMI 85**	90L 4
33	43.0	343	2.2	**CB 110**	90L 4
33	43.0	339	1.2	**CB 85**	90L 4
29	49	346	1.7	**RMI 110**	90L 4
29	49	326	0.9	**RMI 85***	90L 4
27	51.3	409	1.9	**CB 110**	90L 4
27	51.3	404	1.0	**CB 85**	90L 4
25	56	395	1.2	**RMI 110**	90L 4
24	59.1	460	1.9	**CB 110**	90L 4
24	59.1	454	1.0	**CB 85**	90L 4
23	40	409	0.9	**RMI 85**	90LB 6
20	69.0	537	1.6	**CB 110**	90L 4
20	69.0	530	0.9	**CB 85**	90L 4
20	70	458	1.1	**RMI 110**	90L 4
17.5	80	508	1.0	**RMI 110**	90L 4
17.5	80.2	566	1.4	**CB 110**	90L 4
16.8	56	580	1.6	**RMI 130**	100A 6
16.8	56	546	1.0	**RMI 110**	100A 6
16.5	56	555	1.0	**RMI 110**	90LB 6
15.9	59.1	666	1.5	**CB 110**	100A 6
15.7	59.1	677	1.5	**CB 110**	90LB 6
13.4	70	672	2.0	**RMI 150**	100A 6
13.4	70	661	1.4	**RMI 130**	100A 6
13.4	70	640	0.9	**RMI 110**	100A 6
13.2	70	650	0.8	**RMI 110**	90LB 6
12.7	110.4	746	1.2	**CB 110**	90L 4

1.5 kW

n_1= 2830 min^{-1} — 80C 2
n_1= 2830 min^{-1} — 90S 2
n_1= 1400 min^{-1} — 90L 4
n_1= 925 min^{-1} — 90LB 6
n_1= 940 min^{-1} — 100A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
11.8	80	756	1.7	**RMI 150**	100A 6
11.8	80	731	1.2	**RMI 130**	100A 6
10.9	128.8	870	1.0	**CB 110**	90L 4
10.0	140	913	2.9	**CRMI 85/150**	90L 4
10.0	140	878	1.9	**CRMI 63/130**	90L 4
10.0	140	866	1.2	**CRMI 63/110**	90L 4
9.4	100	884	1.3	**RMI 150**	100A 6
9.4	100	838	0.9	**RMI 130**	100A 6
8.5	110.4	1060	0.9	**CB 110**	100A 6
8.4	110.4	1077	0.9	**CB 110**	90LB 6
7.3	128.8	1237	0.8	**CB 110**	100A 6
7.2	128.8	1257	0.80	**CB 110**	90LB 6
7.0	200	1272	3.2	**CRMI 85/180**	90L 4
7.0	200	1255	2.3	**CRMI 85/150**	90L 4
7.0	200	1206	1.5	**CRMI 63/130**	90L 4
7.0	200	1206	0.8	**CRMI 63/110**	90L 4
5.0	280	1564	2.4	**CRMI 85/180**	90L 4
5.0	280	1516	1.7	**CRMI 85/150**	90L 4
5.0	280	1451	1.1	**CRMI 63/130**	90L 4
3.5	400	2296	2.0	**CRMI 85/180**	90L 4
3.5	400	2263	1.3	**CRMI 85/150**	90L 4
3.5	400	2087	0.9	**CRMI 63/130**	90L 4
2.3	600	2835	1.5	**CRMI 85/180**	90L 4
2.3	600	2785	1.0	**CRMI 85/150**	90L 4
1.4	980	4432	1.0	**CRMI 85/180**	90L 4
1.0	1372	5293	0.9	**CRMI 85/180**	90L 4
0.71	1960	4600	—	**CRMI 85/180**	90L 4
0.50	2800	3900	—	**CRMI 85/180**	90L 4
0.35	4000	4400	—	**CRMI 85/180**	90L 4
0.25	5600	4600	—	**CRMI 85/180**	90L 4
0.20	7000	4600	—	**CRMI 85/180**	90L 4
0.18	8000	4200	—	**CRMI 85/180**	90L 4
0.14	10000	3300	—	**CRMI 85/180**	90L 4

1.8 kW

n_1= 2770 min^{-1} — 80D 2
n_1= 1400 min^{-1} — 90LB 4
n_1= 940 min^{-1} — 100B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
396	7	37	2.5	**RMI 70**	80D 2
396	7	37	2.2	**RMI 63**	80D 2
396	7	37	1.4	**RMI 50***	80D 2
277	10	52	2.0	**RMI 70**	80D 2
277	10	52	1.8	**RMI 63**	80D 2
277	10	52	1.1	**RMI 50***	80D 2
200	7	73	3.4	**RMI 85**	90LB 4
200	7	73	1.8	**RMI 70**	90LB 4
200	7	72	1.6	**RMI 63**	90LB 4
185	15	76	1.4	**RMI 70**	80D 2
185	15	76	1.3	**RMI 63***	80D 2
140	10	103	2.7	**RMI 85**	90LB 4
140	10	102	1.4	**RMI 70**	90LB 4
140	10	102	1.2	**RMI 63**	90LB 4

1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

1.8 kW

n_1= 2770 min^{-1} — 80D 2
n_1= 1400 min^{-1} — 90LB 4
n_1= 940 min^{-1} — 100B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
134	7	108	2.8	**RMI 85**	100B 6
134	7	108	1.5	**RMI 70**	100B 6
93	15	149	1.9	**RMI 85**	90LB 4
93	15	147	1.0	**RMI 70**	90LB 4
93	15	147	0.9	**RMI 63***	90LB 4
70	20	194	1.6	**RMI 85**	90LB 4
70	20	189	0.80	**RMI 70***	90LB 4
64	43.0	211	1.6	**CB 85**	80D 2
63	15	219	2.9	**RMI 110**	100B 6
63	15	223	1.5	**RMI 85**	100B 6
54	51.3	252	1.3	**CB 85**	80D 2
50	28	248	1.1	**RMI 85**	90LB 4
47	20	289	2.5	**RMI 110**	100B 6
47	20	282	1.3	**RMI 85**	100B 6
47	59.1	293	2.3	**CB 110**	80D 2
47	59.1	290	1.2	**CB 85**	80D 2
40	69.0	338	2.1	**CB 110**	80D 2
40	69.0	334	1.1	**CB 85**	80D 2
35	40	354	1.8	**RMI 110**	90LB 4
35	40	339	0.9	**RMI 85***	90LB 4
35	80.2	358	1.9	**CB 110**	80D 2
35	80.2	343	0.9	**CB 85***	80D 2
33	43.0	412	1.9	**CB 110**	90LB 4
33	43.0	407	1.0	**CB 85**	90LB 4
29	49	415	1.4	**RMI 110**	90LB 4
27	51.3	491	1.6	**CB 110**	90LB 4
27	51.3	485	0.8	**CB 85**	90LB 4
25	56	474	1.0	**RMI 110**	90LB 4
24	59.1	552	1.6	**CB 110**	90LB 4
24	59.1	544	0.8	**CB 85**	90LB 4
20	69.0	644	1.4	**CB 110**	90LB 4
20	70	550	0.9	**RMI 110**	90LB 4
17.5	80	609	0.8	**RMI 110**	90LB 4
17.5	80.2	679	1.2	**CB 110**	90LB 4
15.9	59.1	800	1.2	**CB 110**	100B 6
13.4	70	806	1.7	**RMI 150**	100B 6
13.4	70	794	1.2	**RMI 130**	100B 6
12.7	110.4	895	1.0	**CB 110**	90LB 4
11.8	80	907	1.4	**RMI 150**	100B 6
11.8	80	878	1.0	**RMI 130**	100B 6
10.9	128.8	1044	0.9	**CB 110**	90LB 4
10.0	140	1110	3.4	**CRMI 85/180**	90LB 4
10.0	140	1096	2.4	**CRMI 85/150**	90LB 4
10.0	140	1054	1.6	**CRMI 63/130**	90LB 4
10.0	140	1040	1.0	**CRMI 63/110**	90LB 4
9.4	100	1061	1.1	**RMI 150**	100B 6
8.5	110.4	1272	0.8	**CB 110**	100B 6
7.0	200	1526	2.7	**CRMI 85/180**	90LB 4
7.0	200	1506	1.9	**CRMI 85/150**	90LB 4
7.0	200	1447	1.2	**CRMI 63/130**	90LB 4
5.0	280	1877	2.0	**CRMI 85/180**	90LB 4
5.0	280	1819	1.4	**CRMI 85/150**	90LB 4
5.0	280	1741	0.9	**CRMI 63/130**	90LB 4
3.5	400	2755	1.7	**CRMI 85/180**	90LB 4

1.8 kW

n_1= 2770 min^{-1} — 80D 2
n_1= 1400 min^{-1} — 90LB 4
n_1= 940 min^{-1} — 100B 6

n_2 min^{-1}	ir	T2 Nm	FS'		
3.5	400	2716	1.1	**CRMI 85/150**	90LB 4
2.3	600	3401	1.2	**CRMI 85/180**	90LB 4
2.3	600	3342	0.9	**CRMI 85/150**	90LB 4
1.4	980	5319	0.9	**CRMI 85/180**	90LB 4

2.2 kW

n_1= 2840 min^{-1} — 90L 2
n_1= 1410 min^{-1} — 100A 4
n_1= 950 min^{-1} — 112A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
406	7	45	2.1	**RMI 70**	90L 2
406	7	45	1.9	**RMI 63***	90L 2
284	10	62	1.7	**RMI 70**	90L 2
284	10	62	1.5	**RMI 63***	90L 2
201	7	89	2.8	**RMI 85**	100A 4
201	7	89	1.5	**RMI 70**	100A 4
189	15	91	2.3	**RMI 85**	90L 2
189	15	91	1.2	**RMI 70***	90L 2
189	15	91	1.1	**RMI 63***	90L 2
141	10	125	2.2	**RMI 85**	100A 4
141	10	124	1.1	**RMI 70**	100A 4
136	7	130	2.3	**RMI 85**	112A 6
94	15	183	2.9	**RMI 110**	100A 4
94	15	181	1.6	**RMI 85**	100A 4
94	15	179	0.8	**RMI 70***	100A 4
71	20	241	2.6	**RMI 110**	100A 4
71	20	235	1.3	**RMI 85**	100A 4
58	49	261	1.7	**RMI 110**	90L 2
55	51.3	304	2.1	**CB 110**	90L 2
55	51.3	300	1.1	**CB 85**	90L 2
50	28	317	2.5	**RMI 130**	100A 4
50	28	313	1.8	**RMI 110**	100A 4
50	28	300	0.9	**RMI 85***	100A 4
48	59.1	350	1.9	**CB 110**	90L 2
48	59.1	345	1.0	**CB 85**	90L 2
41	69.0	403	1.8	**CB 110**	90L 2
41	69.0	398	1.0	**CB 85**	90L 2
35	40	447	3.1	**RMI 150**	100A 4
35	40	435	2.1	**RMI 130**	100A 4
35	40	429	1.5	**RMI 110**	100A 4
33	43.0	500	1.5	**CB 110**	100A 4
29	49	518	2.5	**RMI 150**	100A 4
29	49	511	1.7	**RMI 130**	100A 4
29	49	504	1.2	**RMI 110**	100A 4
27	51.3	596	1.3	**CB 110**	100A 4
25	56	609	2.1	**RMI 150**	100A 4
25	56	576	1.4	**RMI 130**	100A 4
25	56	576	0.8	**RMI 110**	100A 4
24	59.1	669	1.3	**CB 110**	100A 4
20	69.0	781	1.1	**CB 110**	100A 4
20	70	699	1.7	**RMI 150**	100A 4
20	70	699	1.2	**RMI 130**	100A 4
17.6	80	787	1.4	**RMI 150**	100A 4
17.6	80	763	1.0	**RMI 130**	100A 4

2.2 kW

n_1= 2840 min^{-1} — 90L 2
n_1= 1410 min^{-1} — 100A 4
n_1= 950 min^{-1} — 112A 6

n_2 min^{-1}	ir	T2 Nm	FS'		
17.6	80.2	825	1.0	**CB 110**	100A 4
16.1	59.1	967	1.0	**CB 110**	112A 6
14.1	100	924	1.1	**RMI 150**	100A 4
14.1	100	879	0.79	**RMI 130**	100A 4
12.8	110.4	1086	0.8	**CB 110**	100A 4
11.9	80	1097	1.2	**RMI 150**	112A 6
11.9	80	1062	0.8	**RMI 130**	112A 6
10.1	140	1348	2.8	**CRMI 85/180**	100A 4
10.1	140	1330	2.0	**CRMI 85/150**	100A 4
10.1	140	1294	1.3	**CRMI 70/130**	100A 4
7.1	200	1852	2.2	**CRMI 85/180**	100A 4
7.1	200	1827	1.6	**CRMI 85/150**	100A 4
7.1	200	1756	1.0	**CRMI 70/130**	100A 4
5.0	280	2278	1.6	**CRMI 85/180**	100A 4
5.0	280	2208	1.1	**CRMI 85/150**	100A 4
3.5	400	3343	1.4	**CRMI 85/180**	100A 4
3.5	400	3296	0.9	**CRMI 85/150**	100A 4
2.4	600	4128	1.0	**CRMI 85/180**	100A 4

3 kW

n_1= 2840 min^{-1} — 90B 2
n_1= 2860 min^{-1} — 100A 2
n_1= 1420 min^{-1} — 100B 4
n_1= 940 min^{-1} — 112B 6
n_1= 950 min^{-1} — 132S 6

n_2 min^{-1}	ir	T2 Nm	FS'		
409	7	60	2.9	**RMI 85**	100A 2
409	7	60	1.6	**RMI 70***	100A 2
406	7	61	2.9	**RMI 85**	90LB 2
406	7	61	1.6	**RMI 70***	90LB 2
406	7	61	1.4	**RMI 63***	90LB 2
286	10	85	2.4	**RMI 85**	100A 2
286	10	84	1.2	**RMI 70***	100A 2
284	10	86	2.4	**RMI 85**	90LB 2
284	10	85	1.2	**RMI 70***	90LB 2
284	10	85	1.1	**RMI 63***	90LB 2
203	7	120	2.1	**RMI 85**	100B 4
203	7	120	1.1	**RMI 70***	100B 4
191	15	125	3.2	**RMI 110**	100A 2
191	15	123	1.7	**RMI 85***	100A 2
191	15	123	0.9	**RMI 70***	100A 2
189	15	124	1.7	**RMI 85***	90LB 2
189	15	124	0.9	**RMI 70***	90LB 2
189	15	124	0.8	**RMI 63***	90LB 2
142	10	171	3.1	**RMI 110**	100B 4
142	10	169	1.7	**RMI 85**	100B 4
142	10	167	0.8	**RMI 70***	100B 4
95	15	254	3.3	**RMI 130**	100B 4
95	15	248	2.2	**RMI 110**	100B 4
95	15	245	1.2	**RMI 85***	100B 4
71	20	335	2.7	**RMI 130**	100B 4
71	20	327	1.9	**RMI 110**	100B 4
71	20	319	1.0	**RMI 85***	100B 4
67	43.0	345	1.8	**CB 110**	100A 2
66	43.0	347	1.8	**CB 110**	90LB 2
63	15	375	2.6	**RMI 130**	132S 6

1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

3 kW

n_1= 2840 min^{-1} — 90B 2
n_1= 2860 min^{-1} — 100A 2
n_1= 1420 min^{-1} — 100B 4
n_1= 940 min^{-1} — 112B 6
n_1= 950 min^{-1} — 132S 6

n_2 min^{-1}	ir	T2 Nm	FS'		
63	15	362	1.7	**RMI 110**	132S 6
56	51.3	411	1.5	**CB 110**	100A 2
51	28	429	3.0	**RMI 150**	100B 4
51	28	429	1.9	**RMI 130**	100B 4
51	28	424	1.3	**RMI 110**	100B 4
48	20	495	3.4	**RMI 150**	132S 6
48	20	495	2.2	**RMI 130**	132S 6
47	20	500	3.4	**RMI 150**	112B 6
47	20	500	2.1	**RMI 130**	112B 6
47	20	482	1.5	**RMI 110**	112B 6
41	69.0	546	1.3	**CB 110**	100A 2
41	69.0	550	1.3	**CB 110**	90LB 2
36	80.2	578	1.1	**CB 110**	100A 2
36	40	605	2.3	**RMI 150**	100B 4
36	40	589	1.5	**RMI 130**	100B 4
36	40	581	1.1	**RMI 110**	100B 4
35	80.2	583	1.1	**CB 110**	90LB 2
33	43.0	677	1.1	**CB 110**	100B 4
29	49	702	1.9	**RMI 150**	100B 4
29	49	692	1.3	**RMI 130**	100B 4
29	49	682	0.9	**RMI 110***	100B 4
28	51.3	807	1.0	**CB 110**	100B 4
25	56	825	1.6	**RMI 150**	100B 4
25	56	780	1.0	**RMI 130**	100B 4
24	59.1	906	1.0	**CB 110**	100B 4
24	40	881	2.6	**RMI 180**	132S 6
21	69.0	1058	0.8	**CB 110**	100B 4
20	70	946	1.3	**RMI 150**	100B 4
20	70	946	0.9	**RMI 130**	100B 4
19.4	49	1064	2.3	**RMI 180**	132S 6
17.8	80	1065	1.1	**RMI 150**	100B 4
17.0	56	1199	2.0	**RMI 180**	132S 6
14.2	100	1251	0.8	**RMI 150**	100B 4
13.6	70	1393	1.6	**RMI 180**	132S 6
13.4	70	1344	1.0	**RMI 150**	112B 6
11.9	80	1568	1.3	**RMI 180**	132S 6
11.8	80	1512	0.9	**RMI 150**	112B 6
10.1	140	1825	2.1	**CRMI 85/180**	100B 4
10.1	140	1801	1.5	**CRMI 85/150**	100B 4
10.1	140	1753	0.9	**CRMI 70/130**	100B 4
9.5	100	1840	1.0	**RMI 180**	132S 6
7.1	200	2508	1.6	**CRMI 85/180**	100B 4
7.1	200	2474	1.2	**CRMI 85/150**	100B 4
5.1	280	3085	1.2	**CRMI 85/180**	100B 4
5.1	280	2990	0.8	**CRMI 85/150**	100B 4
3.6	400	4527	1.0	**CRMI 85/180**	100B 4

4 kW

n_1= 2860 min^{-1} — 100B 2
n_1= 2860 min^{-1} — 112A 2
n_1= 1410 min^{-1} — 100BL 4
n_1= 1425 min^{-1} — 112A 4
n_1= 950 min^{-1} — 132M 6

n_2 min^{-1}	ir	T2 Nm	FS'		
409	7	80	4.2	**RMI 110**	112A 2
409	7	80	4.2	**RMI 110**	100B 2
409	7	80	2.2	**RMI 85***	112A 2
409	7	80	2.2	**RMI 85***	100B 2
286	10	114	3.4	**RMI 110**	112A 2
286	10	114	3.4	**RMI 110**	100B 2
286	10	114	1.8	**RMI 85***	112A 2
286	10	114	1.8	**RMI 85***	100B 2
286	10	112	0.9	**RMI 70***	100B 2
204	7	161	3.0	**RMI 110**	112A 4
204	7	160	1.5	**RMI 85***	112A 4
201	7	161	0.8	**RMI 70***	100BL 4
191	15	166	2.4	**RMI 110**	112A 2
191	15	166	2.4	**RMI 110**	100B 2
191	15	164	1.3	**RMI 85***	112A 2
191	15	164	1.3	**RMI 85***	100B 2
143	10	233	3.4	**RMI 130**	112A 4
143	10	228	2.4	**RMI 110**	112A 4
143	10	225	1.2	**RMI 85***	112A 4
136	7	245	3.5	**RMI 130**	132M 6
136	7	239	2.4	**RMI 110**	132M 6
102	28	288	3.4	**RMI 150**	112A 2
102	28	288	3.4	**RMI 150**	100B 2
102	28	284	2.1	**RMI 130**	112A 2
102	28	284	2.1	**RMI 130**	100B 2
95	15	338	2.5	**RMI 130**	112A 4
95	15	330	1.6	**RMI 110**	112A 4
95	15	326	0.9	**RMI 85***	112A 4
71	20	450	3.2	**RMI 150**	112A 4
71	20	445	2.1	**RMI 130**	112A 4
71	20	434	1.4	**RMI 110**	112A 4
67	43.0	459	1.4	**CB 110**	112A 2
67	43.0	459	1.4	**CB 110**	100B 2
63	15	501	3.0	**RMI 150**	132M 6
63	15	501	2.0	**RMI 130**	132M 6
63	15	483	1.3	**RMI 110**	132M 6
56	51.3	548	1.2	**CB 110**	112A 2
56	51.3	548	1.2	**CB 110**	100B 2
51	28	570	2.2	**RMI 150**	112A 4
51	28	570	1.4	**RMI 130**	112A 4
51	28	563	1.0	**RMI 110***	112A 4
48	59.1	632	1.1	**CB 110**	112A 2
48	59.1	632	1.1	**CB 110**	100B 2
48	20	659	2.5	**RMI 150**	132M 6
48	20	659	1.6	**RMI 130**	132M 6
36	80.2	771	0.9	**CB 110***	112A 2
36	80.2	771	0.9	**CB 110***	100B 2
36	40	804	1.7	**RMI 150**	112A 4
36	40	783	1.2	**RMI 130**	112A 4
36	40	772	0.8	**RMI 110***	112A 4
34	28	867	2.5	**RMI 180**	132M 6
33	43.0	899	0.9	**CB 110***	112A 4
29	49	933	1.4	**RMI 150**	112A 4
29	49	919	1.0	**RMI 130***	112A 4

4 kW

n_1= 2860 min^{-1} — 100B 2
n_1= 2860 min^{-1} — 112A 2
n_1= 1410 min^{-1} — 100BL 4
n_1= 1425 min^{-1} — 112A 4
n_1= 950 min^{-1} — 132M 6

n_2 min^{-1}	ir	T2 Nm	FS'		
25	56	1096	1.2	**RMI 150**	112A 4
24	40	1174	2.0	**RMI 180**	132M 6
24	40	1142	0.9	**RMI 130***	132M 6
20	70	1257	0.9	**RMI 150**	112A 4
17.8	80	1415	0.8	**RMI 150**	112A 4
17.0	56	1599	1.5	**RMI 180**	132M 6
13.6	70	1858	1.2	**RMI 180**	132M 6
11.9	80	2091	1.0	**RMI 180**	132M 6
10.2	140	2424	1.5	**CRMI 85/180**	112A 4
10.2	140	2393	1.1	**CRMI 85/150**	112A 4
7.1	200	3333	1.2	**CRMI 85/180**	112A 4
7.1	200	3288	0.9	**CRMI 85/150**	112A 4
5.1	280	4098	0.9	**CRMI 85/180**	112A 4

5.5 kW

n_1= 2880 min^{-1} — 112B 2
n_1= 2870 min^{-1} — 132S 2
n_1= 1440 min^{-1} — 132S 4
n_1= 950 min^{-1} — 132ML 6

n_2 min^{-1}	ir	T2 Nm	FS'		
411	7	110	3.1	**RMI 110**	112B 2
410	7	110	3.1	**RMI 110**	132S 2
288	10	155	2.5	**RMI 110**	112B 2
287	10	156	2.5	**RMI 110**	132S 2
206	7	225	3.1	**RMI 130**	132S 4
206	7	220	2.2	**RMI 110**	132S 4
192	15	230	2.7	**RMI 130**	112B 2
192	15	227	1.7	**RMI 110***	112B 2
191	15	231	2.7	**RMI 130**	132S 2
191	15	228	1.7	**RMI 110***	132S 2
144	10	317	2.5	**RMI 130**	132S 4
144	10	310	1.7	**RMI 110**	132S 4
136	7	337	2.5	**RMI 130**	132ML 6
136	7	329	1.8	**RMI 110**	132ML 6
103	28	410	3.4	**RMI 180**	132S 2
96	15	465	2.7	**RMI 150**	132S 4
96	15	460	1.8	**RMI 130**	132S 4
96	15	449	1.2	**RMI 110***	132S 4
72	20	613	3.3	**RMI 180**	132S 4
72	20	613	2.3	**RMI 150**	132S 4
72	20	605	1.5	**RMI 130**	132S 4
63	15	705	3.0	**RMI 180**	132ML 6
63	15	688	2.2	**RMI 150**	132ML 6
63	15	688	1.4	**RMI 130**	132ML 6
63	15	663	1.0	**RMI 110***	132ML 6
51	28	807	2.3	**RMI 180**	132S 4
51	28	776	1.6	**RMI 150**	132S 4
51	28	776	1.0	**RMI 130***	132S 4
48	20	907	1.9	**RMI 150**	132ML 6
48	20	907	1.2	**RMI 130**	132ML 6
36	40	1094	1.8	**RMI 180**	132S 4
36	40	1094	1.3	**RMI 150**	132S 4
36	40	1065	0.8	**RMI 130***	132S 4
34	28	1161	0.8	**RMI 130***	132ML 6

1.7 Prestazioni motoriduttori

1.7 Gearmotors performances

1.7 Leistungen der Getriebemotoren

n_2 min^{-1}	ir	T2 Nm	FS'		
5.5 kW			n_1= 2880 min^{-1} n_1= 2870 min^{-1} n_1= 1440 min^{-1} n_1= 950 min^{-1}	112B 2 132S 2 132S 4 132ML 6
29	49	1323	1.6	**RMI 180**	132S 4
29	49	1269	1.0	**RMI 150**	132S 4
26	56	1491	1.4	**RMI 180**	132S 4
26	56	1491	0.9	**RMI 150**	132S 4
21	70	1736	1.1	**RMI 180**	132S 4
18.0	80	1955	0.9	**RMI 180**	132S 4
13.6	70	2554	0.9	**RMI 180**	132ML 6
7.5 kW			n_1= 2880 min^{-1} n_1= 2890 min^{-1} n_1= 1440 min^{-1} n_1= 960 min^{-1}	112BL 2 132SL 2 132M 4 160M 6
413	7	153	3.3	**RMI 130**	132SL 2
413	7	149	2.3	**RMI 110***	132SL 2
409	7	154	3.2	**RMI 130**	112BL 2
409	7	151	2.3	**RMI 110***	112BL 2
289	10	216	2.7	**RMI 130**	132SL 2
289	10	211	1.9	**RMI 110***	132SL 2
286	10	218	2.6	**RMI 130**	112BL 2
286	10	213	1.8	**RMI 110***	112BL 2
206	7	306	3.5	**RMI 150**	132M 4
206	7	306	2.3	**RMI 130**	132M 4
206	7	299	1.6	**RMI 110***	132M 4
193	15	316	3.0	**RMI 150**	132SL 2
193	15	312	2.0	**RMI 130***	132SL 2
193	15	309	1.3	**RMI 110***	132SL 2
191	15	316	2.0	**RMI 130***	112BL 2
191	15	312	1.3	**RMI 110***	112BL 2
144	10	433	2.7	**RMI 150**	132M 4
144	10	433	1.8	**RMI 130**	132M 4
144	10	423	1.3	**RMI 110***	132M 4
96	15	642	2.8	**RMI 180**	132M 4
96	15	634	2.0	**RMI 150**	132M 4
96	15	627	1.3	**RMI 130***	132M 4
96	15	612	0.9	**RMI 110***	132M 4
72	20	836	2.4	**RMI 180**	132M 4
72	20	836	1.7	**RMI 150**	132M 4
72	20	826	1.1	**RMI 130***	132M 4
51	28	1100	1.7	**RMI 180**	132M 4
51	28	1058	1.2	**RMI 150***	132M 4
36	40	1492	1.3	**RMI 180**	132M 4
36	40	1492	0.9	**RMI 150***	132M 4
29	49	1804	1.2	**RMI 180**	132M 4
26	56	2033	1.0	**RMI 180**	132M 4
21	70	2368	0.8	**RMI 180***	132M 4
17.1	56	2966	0.8	**RMI 180***	160M 6

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

I valori contrassegnati dal simbolo (—) indicano la coppia massima applicabile al riduttore con FS=1. In questi casi la potenza del motore applicato non dovrà mai essere utilizzata integralmente onde evitare danneggiamenti al riduttore.

n_2 min^{-1}	ir	T2 Nm	FS'		
9.2 kW			n_1= 1450 min^{-1}	132ML 4	
207	7	373	2.9	**RMI 150**	132ML 4
207	7	373	1.9	**RMI 130***	132ML 4
207	7	365	1.3	**RMI 110***	132ML 4
145	10	533	3.1	**RMI 180**	132ML 4
145	10	527	2.2	**RMI 150**	132ML 4
145	10	527	1.5	**RMI 130***	132ML 4
145	10	515	1.0	**RMI 110***	132ML 4
97	15	782	2.3	**RMI 180**	132ML 4
97	15	773	1.6	**RMI 150**	132ML 4
97	15	763	1.1	**RMI 130***	132ML 4
73	20	1018	2.0	**RMI 180**	132ML 4
73	20	1018	1.4	**RMI 150**	132ML 4
73	20	1006	0.9	**RMI 130***	132ML 4
52	28	1340	1.4	**RMI 180**	132ML 4
52	28	1289	1.0	**RMI 150***	132ML 4
36	40	1818	1.1	**RMI 180***	132ML 4
30	49	2197	0.9	**RMI 180***	132ML 4
26	56	2477	0.8	**RMI 180***	132ML 4
11 kW			n_1= 2940 min^{-1} n_1= 1455 min^{-1} n_1= 965 min^{-1}	132M 2 160M 4 160L 6	
420	7	220	2.3	**RMI 130***	132M 2
420	7	215	1.6	**RMI 110***	132M 2
294	10	311	1.8	**RMI 130***	132M 2
294	10	304	1.3	**RMI 110***	132M 2
208	7	445	2.4	**RMI 150**	160M 4
196	15	450	1.4	**RMI 130***	132M 2
147	20	600	1.8	**RMI 150***	132M 2
147	20	593	1.2	**RMI 130***	132M 2
146	10	635	2.6	**RMI 180**	160M 4
138	7	671	2.7	**RMI 180**	160L 6
138	7	663	2.0	**RMI 150**	160L 6
97	15	931	1.9	**RMI 180**	160M 4
97	15	921	1.4	**RMI 150***	160M 4
73	20	1213	1.7	**RMI 180**	160M 4
64	15	1388	1.5	**RMI 180**	160L 6
52	28	1597	1.2	**RMI 180***	160M 4
48	20	1807	1.3	**RMI 180**	160L 6
36	40	2166	0.9	**RMI 180***	160M 4

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

Values marked with (—) show the maximum torque that can be applied to the gearbox with FS=1. In these cases, the power of the motor applied shall never be used completely in order to avoid damages to the gearbox.

n_2 min^{-1}	ir	T2 Nm	FS'		
15 kW			n_1= 2900 min^{-1} n_1= 2930 min^{-1} n_1= 1455 min^{-1}	132ML 2 160MB 2 160L 4	
419	7	301	2.5	**RMI 150***	160MB 2
414	7	304	2.5	**RMI 150***	132ML 2
414	7	304	1.6	**RMI 130***	132ML 2
293	10	425	2.0	**RMI 150***	160MB 2
290	10	430	2.0	**RMI 150***	132ML 2
290	10	430	1.3	**RMI 130***	132ML 2
208	7	613	2.5	**RMI 180**	160L 4
208	7	606	1.8	**RMI 150***	160L 4
195	15	631	2.1	**RMI 180***	160MB 2
195	15	623	1.5	**RMI 150***	160MB 2
146	10	866	1.9	**RMI 180**	160L 4
97	15	1270	1.4	**RMI 180***	160L 4
73	20	1654	1.2	**RMI 180***	160L 4
52	28	2178	0.9	**RMI 180***	160L 4
64	15	1388	1.5	**RMI 180**	160L 6
52	28	1597	1.2	**RMI 180***	160M 4
18.5 kW			n_1= 2910 min^{-1} n_1= 1460 min^{-1}	160L 2 180M 4	
416	7	378	2.7	**RMI 180**	160L 2
416	7	374	2.0	**RMI 150***	160L 2
291	10	534	2.2	**RMI 180***	160L 2
291	10	528	1.6	**RMI 150***	160L 2
209	7	754	2.0	**RMI 180**	180M 4
194	15	783	1.7	**RMI 180***	160L 2
194	15	774	1.2	**RMI 150***	160L 2
146	10	1065	1.5	**RMI 180***	180M 4
22 kW			n_1= 2925 min^{-1} n_1= 1460 min^{-1}	180M 2 180L 4	
418	7	447	2.3	**RMI 180***	180M 2
293	10	632	1.9	**RMI 180***	180M 2
209	7	897	1.7	**RMI 180***	180L 4
146	10	1266	1.3	**RMI 180***	180L 4
97	15	1856	1.0	**RMI 180***	180L 4

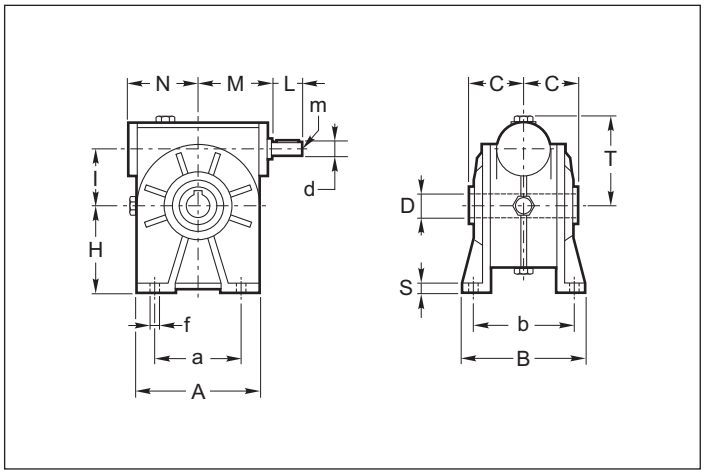
HINWEIS.
Die Leistungsangaben beziehen sich auf die mecanische Belasbarkeit der Getriebe.
Bei den mit (*) gekennzeichneten Getrieben ist außerdem die thermische Leistungsgrenze zu beachten (s. Kap. 1.7-A).

Die mit (—) gekennzeichneten Werte zeigen das für ein Getriebe bei FS=1 mögliche Maximaldrehmoment an. Um Schäden am Getriebe zu vermeiden, darf in diesen Fällen der Motor nicht mit voller Leistung gefahren werden.

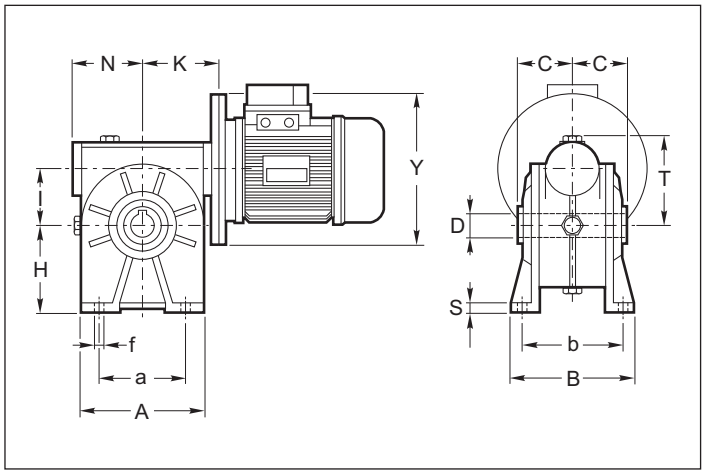
Dimensioni riduttori
Gearboxes dimensions
Abmessungen Getriebes

RI - RMI

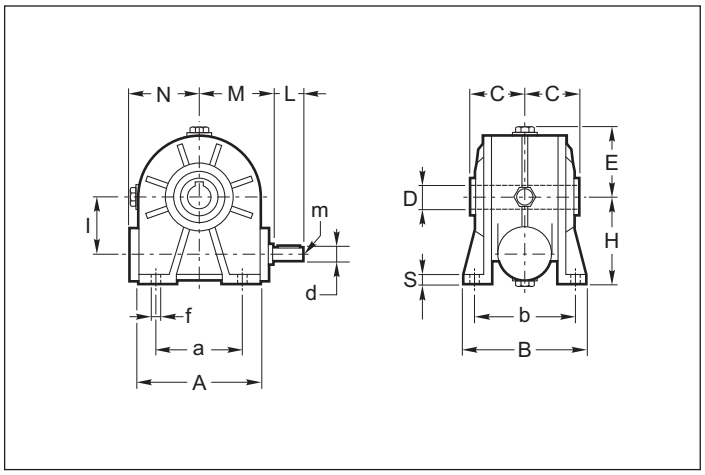
RI S



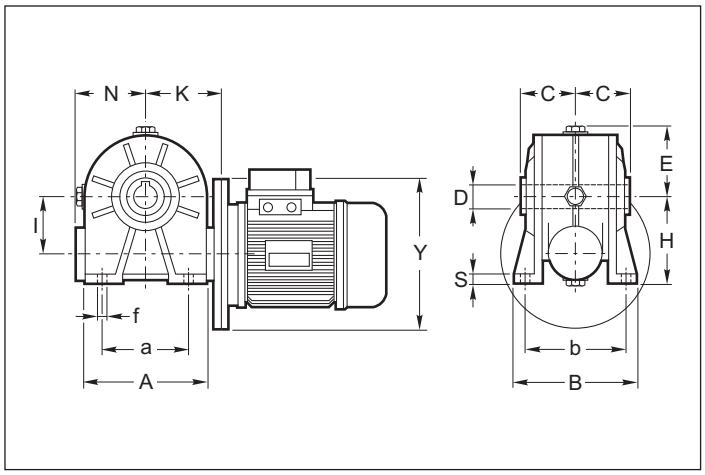
RMI S



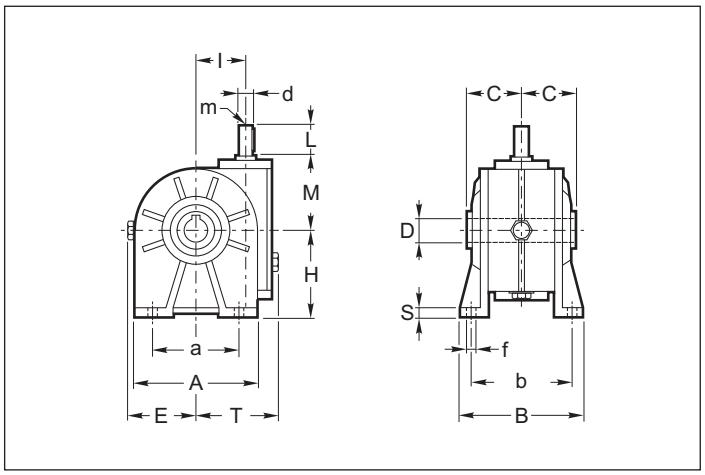
RI I



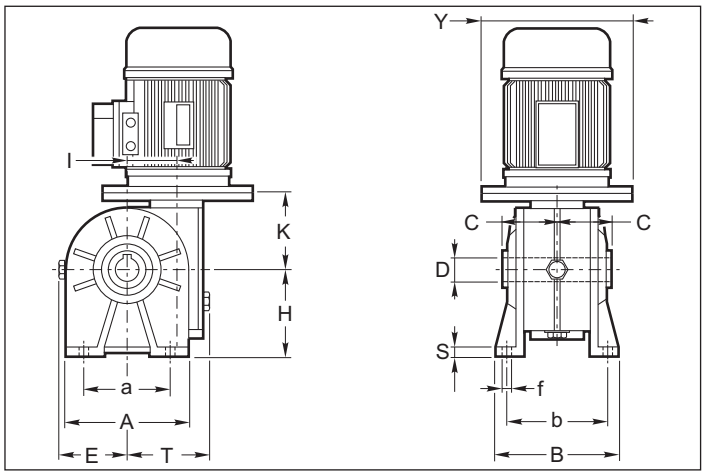
RMI I



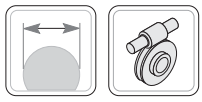
RI D



RMI D



DownLoad 2D/3D Z5



1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

RI RMI	A	a	B	b	C	D H7	d j6	E	f	H	I	L	M	m	N	S	T
28	67	52	78	66 $^{+2}_{-6}$	30	14	9	40	5.5	52	28	20	47	M4	44.5(46)*	6	49
40	100	70	102	84 ± 3	41	19 (18)	11	59	7	71	40	22	64	M5	61.5	8	66
50	120	85	119	99 ± 3	49	24 (25)	14	69	9	85	50	30	74	M6	72.5	10	80
63	140	95	136	111 $^{0}_{+5}$	60	25	18	81	11	100	63	45	96	M6	84	11	99
70	158	120	140	116 $^{+2}_{-8}$	60	28	19	87	11	115	70	40	97	M8	92	13	108
85	193	140	168	140	61	32 (35)	24	105	13	135	85	50	115	M8	111	15	135
110	250	200	200	162	77.5	42	28	135	14	172	110	60	146	M8	142	17	170
130	286	235	230	190	90	48	38	154	15	200	130	80	166	M10	161.5	19	195
150	336	260	250	210	105	55	42	178	19	230	150	100	195	M12	189	20	224
180	400	310	320	260	120	65	48	210	22	265	180	110	235	M14	232	22	265

***RI 28 - RMI 28 IEC56: N=44.5, RMI 28 IEC63: N=46**

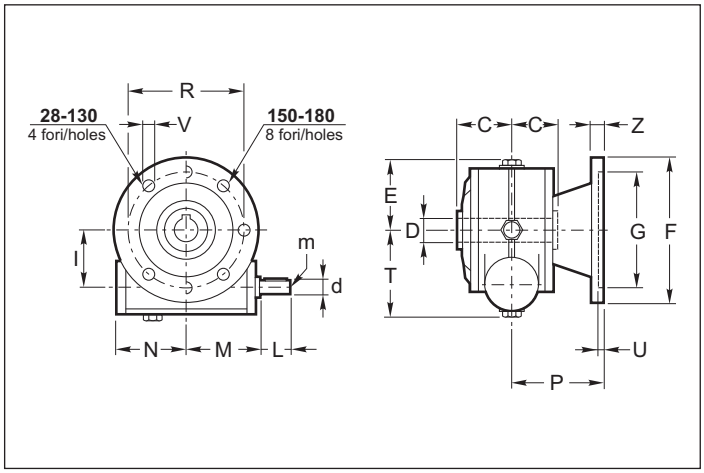
RMI	28		70		85		110		130		150		180	
	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	49	160	100	160	118	200	145	250	163	250	190	—	—
	—	—	200	100	200	118	250	145	300	163	300	190	300	234
	—	—	—	—	250	120	300	145.5	—	—	350	197	350	234
B14	80•	49	105	100	120•	118	160	145	—	—	—	—	—	—
	90	51	120	100	140	118	—	—	—	—	—	—	—	—
	—	—	140	100	160	120	—	—	—	—	—	—	—	—
	—	—	160	100	—	—	—	—	—	—	—	—	—	—

RMI...G	40		50		63	
	Y	K	Y	K	Y	K
B5	120	70.5	140	80.5	160	94.5
	140		160		200	
	160		200		—	—
B14	90•		90•		105•	94.5
	105		105•		120	
	—		120		140	

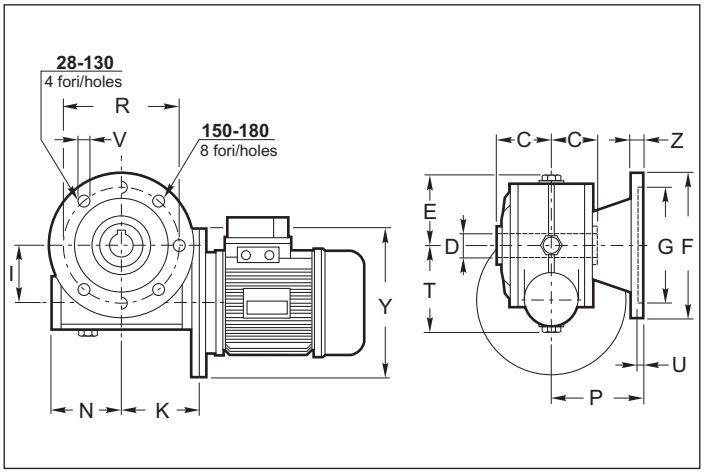
(•) Vedi nota in fondo a tabella 2.13 — *(•) See note at the bottom of table 2.13* — (•) Siehe Bemerkungen Tabelle 2.13 unten

1.8 Dimensioni | ***1.8 Dimensions*** | **1.8 Abmessungen**

RI FL



RMI FL

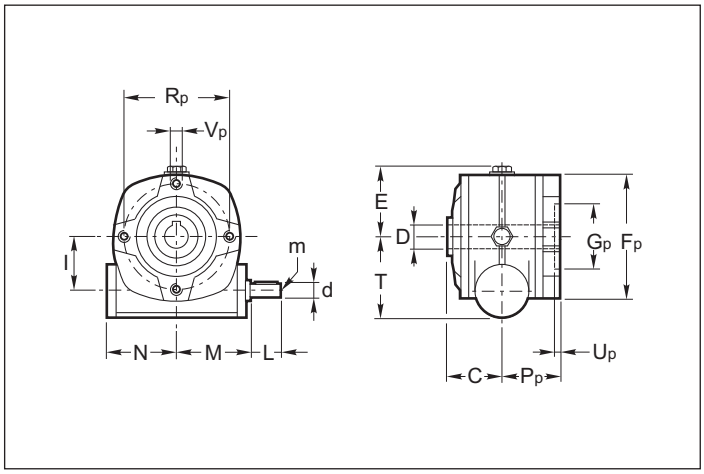


N.B.
Nelle grandezze 40, 50, 63, 70 la versione FL viene ottenuta applicando una flangia modulare sulla flangia pendolare della versione PP.

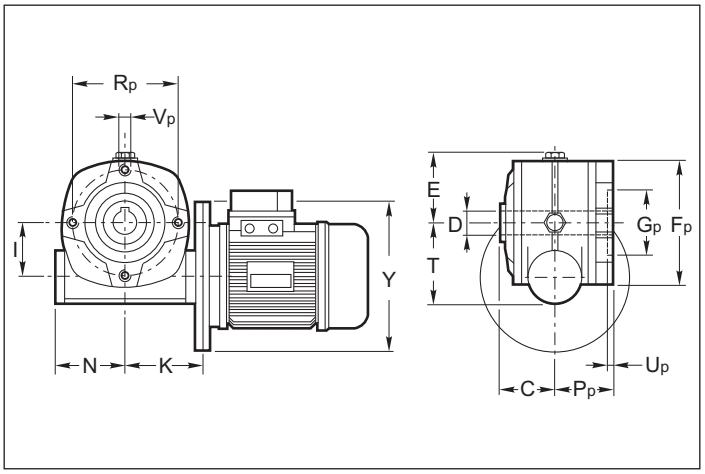
NOTE.
In sizes 40, 50, 63, 70, the FL version is obtained by applying a modular flange onto the shaft-mounted flange of the PP version.

HINWEIS.
Bei den Größen 40, 50, 63 und 70 erhält man die FL-Version, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

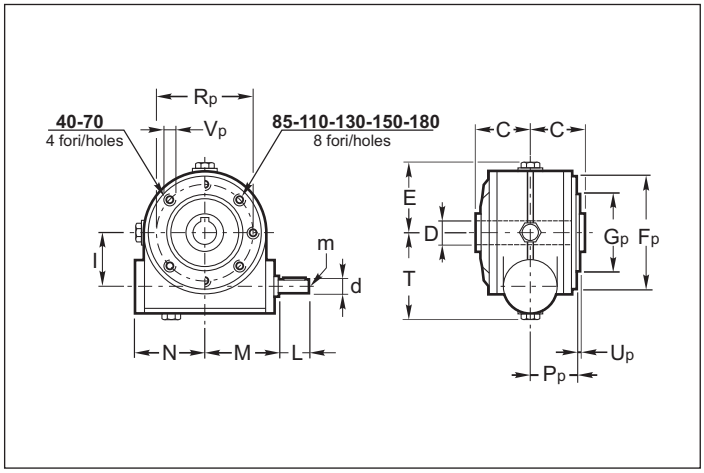
RI 28P



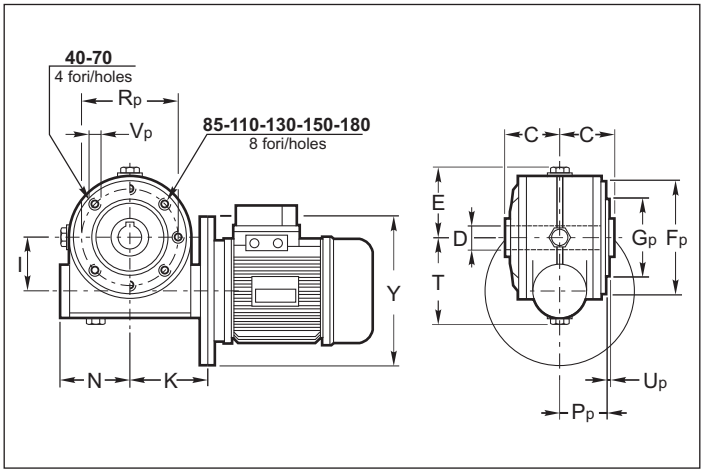
RMI 28P



RI 40PP - 70PP, 85P - 180P



RMI 40PP - 70PP, 85P - 180P



DownLoad 2D/3D 2D 3D Z5

1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

RI RMI	C	D H7	d j6	E	I	L	M	m	N	T
28	30	14	9	40	28	20	47	M4	44.5 (46)*	49
40	41	19 (18)	11	59	40	22	64	M5	61.5	66
50	49	24 (25)	14	69	50	30	74	M6	72.5	80
63	60	25	18	81	63	45	96	M6	84	99
70	60	28	19	87	70	40	97	M8	92	108
85	61	32 (35)	24	105	85	50	115	M8	111	135
110	77.5	42	28	135	110	60	146	M8	142	170
130	90	48	38	154	130	80	166	M10	161.5	195
150	105	55	42	178	150	100	195	M12	189	224
180	120	65	48	210	180	110	235	M14	232	265

***RI 28 - RMI 28 IEC56: N=44.5, RMI 28 IEC63: N=46**

RI RMI	F	G H8	P	R	U	V	Z	Fp	Gp e8	Pp	Rp	Up	Vp
28	70	40	49	56	5	6	5	67	42(H8)	36	56	7	M6
40	140°	95	82	115	5	8.5	9	95	60	38	83	2	M6
50	160°	110	91.5	130	5	10	10	105	70	49	85	2.5	M8
63	180°	115	116	150	5	11	11	105	70	57.5	85	3.5	M8
70	200°	130	111	165	5	13	11	120	80	57	100	5	M8
85	200	130	100	165^{0}_{+11}	5	13	12	144	110	56.5	130	3.5	M10
110	250	180	150	215	5	15	16	200	130	74	165	3	M12
130	300	230	150	265	5	15	18	242	180	87	215	5	M12
150	350	250	160	300	6	19	18	250	180	102	215	5	M14
180	400	300	180	350	6.5	22	22	300	230	117	265	5	M16

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

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

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

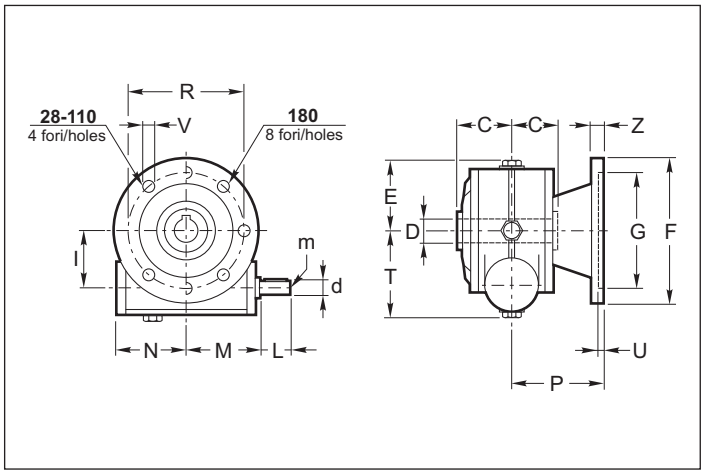
RMI	28		70		85		110		130		150		180	
	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	49	160	100	160	118	200	145	250	163	250	190	—	—
	—	—	200	100	200	118	250	145	300	163	300	190	300	234
	—	—	—	—	250	120	300	145.5	—	—	350	197	350	234
B14	80•	49	105	100	120•	118	160	145	—	—	—	—	—	—
	90	51	120	100	140	118	—	—	—	—	—	—	—	—
	—	—	140	100	160	120	—	—	—	—	—	—	—	—
	—	—	160	100	—	—	—	—	—	—	—	—	—	—

RMI...G	40		50		63	
	Y	K	Y	K	Y	K
B5	120	70.5	140	80.5	160	94.5
	140		160		200	
	160		200		—	—
B14	90•		90•		105•	94.5
	105		105•		120	
	—		120		140	

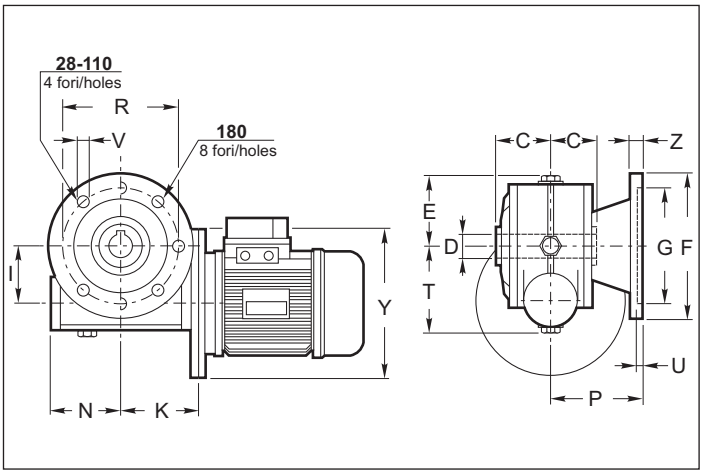
(•) Vedi nota in fondo a tabella 2.13 — *(•) See note at the bottom of table 2.13* — (•) Siehe Bemerkungen Tabelle 2.13 unten

1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

RI F1 - F2 - F3 - F4



RMI F1 - F2 - F3 - F4



N.B.
Le versioni F1, F2, F3 contrassegnate con il simbolo (°) sono ottenute applicando una flangia modulare sulla flangia pendolare della versione PP.

NOTE.
F1, F2 and F3 versions that are marked with (°) are obtained by applying a modular flange onto the shaft-mounted flange of the PP version.

HINWEIS.
Die mit (°) gekennzeichneten Versionen F1, F2 und F3 erhält man, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

RI / RMI		F	G H8	P	R	U	V	Z	C	D H7	d j6	E	I	L	M	m	N	T
28	**F1**	80	50	53	62^{0}_{+6}	4	6	7	30	14	9	40	28	20	47	M4	44.5(46)*	49
	F2	95	70	72	85	4	6.5	8										
40	**F1**	106	60	69	87	5	8.5	9	41	19 (18)	11	59	40	22	64	M5	61.5	66
	F2	120	80	62	100	5	9	9										
50	**F1**	125	70	93	90^{0}_{+9}	5	10.5	10	49	24 (25)	14	69	50	30	74	M6	72.5	80
	F2	125	70	73	100	4	9	9										
	F3	140	95	75	115	4	9	9										
	F4	125	70	85	$90^{0}_{+4.5}$	5	10.5	11										
63	**F1°**	175	115	86	150	5	11	11	60	25	18	81	63	45	96	M6	81	99
	F2°	200	130	102	165	5	13	11										
	F3°	160	110	82	130	5	10	11										
70	**F1°**	175	115	116	150	5	11	10	60	28	19	87	70	40	97	M8	92	108
	F2°	175	115	85	150	5	11	10										
	F3	160	110	101	130	6	11	11										
85	**F1**	200	130	141	165	6	13	12	61	32 (35)	24	105	85	50	115	M8	111	135
	F2	210	152	120	176	5	13	14										
	F3	160	110	91	130	5	11.5	10										
110	**F1**	200	130	115	165	5	13	12	77.5	42	28	135	110	60	146	M8	142	170
	F2	270	170	132	230	10	13.5	18										
	F3	270	170	178	230	10	13.5	18										
180	**F2**	400	300	150	350	6.5	22	22	120	65	48	210	180	110	235	M14	232	265

***RI 28 - RMI 28 IEC56: N=44.5, RMI 28 IEC63: N=46**

RMI	28		70		85		110		130		150		180	
	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	49	160	100	160	118	200	145	250	163	250	190	—	—
	—	—	200	100	200	118	250	145	300	163	300	190	300	234
	—	—	—	—	250	120	300	145.5	—	—	350	197	350	234
B14	80•	49	105	100	120•	118	160	145	—	—	—	—	—	—
	90	51	120	100	140	118	—	—	—	—	—	—	—	—
	—	—	140	100	160	120	—	—	—	—	—	—	—	—
	—	—	160	100	—	—	—	—	—	—	—	—	—	—

(•) Vedi nota in fondo a tabella 2.13
(* *) Non disponibile in versione F2

(•) See note at the bottom of table 2.13
(*) Version F2 not available*.

(•) Siehe Bemerkungen Tabelle 2.13 unten
(* *) Nicht erhältlich in Ausuerung F2

DownLoad 2D/3D 2D 3D Z5

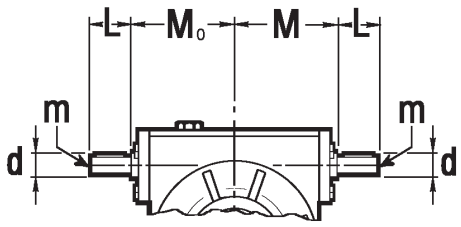
1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

RMI...G	40		50		63	
	Y	K	Y	K	Y	K
B5	120	70.5	140	80.5	160	94.5
	140		160		200	
	160		200		—	—
B14	90•		90•		105•	94.5
	105		105		120	
	—		120		140	

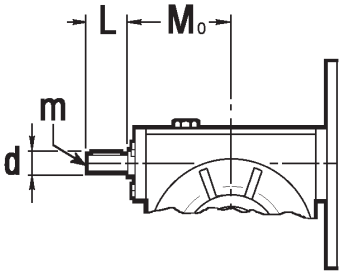
(•) Vedi nota in fondo a tabella 2.13 — *(•) See note at the bottom of table 2.13* — (•) Siehe Bemerkungen Tabelle 2.13 unten

Esecuzione con vite bisporgente — ***Double extended input shaft*** — **Ausführung mit beidseitiger Antriebswelle**

RI



RMI



RI RMI	d j6	L	m	M	M_0
28	9	20	M4	47	47
40	11	22	M5	64	64
50	14	30	M6	74	74
63	18	45	M6	96	85
70	19	40	M8	97	97
85	24	50	M8	115	115
110	28	60	M8	146	146
130	38	80	M10	166	166
150	42	100	M12	195	195
180	48	110	M14	235	235

Per i riduttori RMI con vite bisporgente vedi nota tab. 2.12.

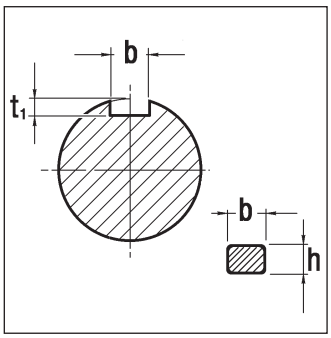
The RMI worm gearboxwith double extended input shaft see table 2.12.

Bei der Ausführung mit beidseitiger Antriebswelle bitte dieBemerkung auf Tab. 2.12 beachten.

DownLoad 2D/3D Z5

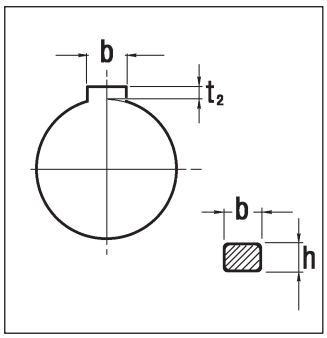
Linguette — ***Keys*** — **Federn**

Albero entrata
Input shaft
AntriebNswelle



d	b x h	t_1	
9	3 x 3	1.8	+ 0.1 0
11	4 x 4	2.5	
14	5 x 5	3.0	
18	6 x 6	3.5	
19	6 x 6	3.5	
24	8 x 7	4.0	+ 0.2 0
28	8 x 7	4.0	
38	10 x 8	5.0	
42	12 x 8	5.0	
48	14 x 9	5.5	

Albero uscita
Output shaft
Abtriebswelle

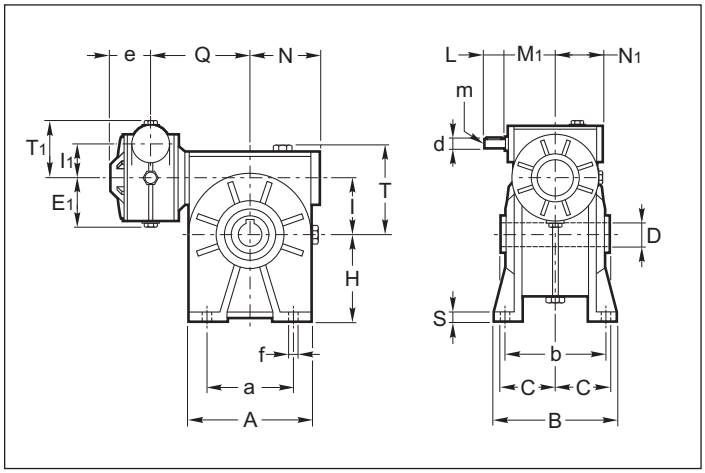


D	b x h	t_2	
14	5 x 5	2.3	+ 0.1 0
18	6 x 6	2.8	
19	6 x 6	2.8	
24	8 x 7	3.3	+ 0.2 0
25	8 x 7	3.3	
28	8 x 7	3.3	
32	10 x 8	3.3	
35	10 x 8	3.3	
42	12 x 8	3.3	
48	14 x 9	3.8	
55	16 x 10	4.3	
65	18 x 11	4.4	

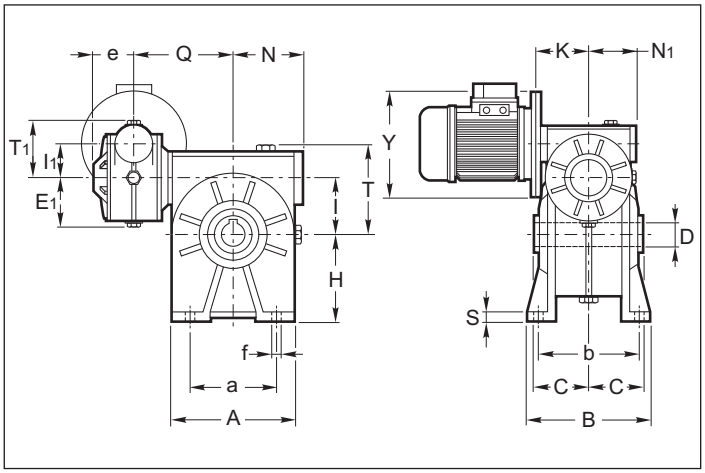
Dimensioni riduttori
Gearboxes dimensions
Abmessungen Getriebes

CRI - CRMI

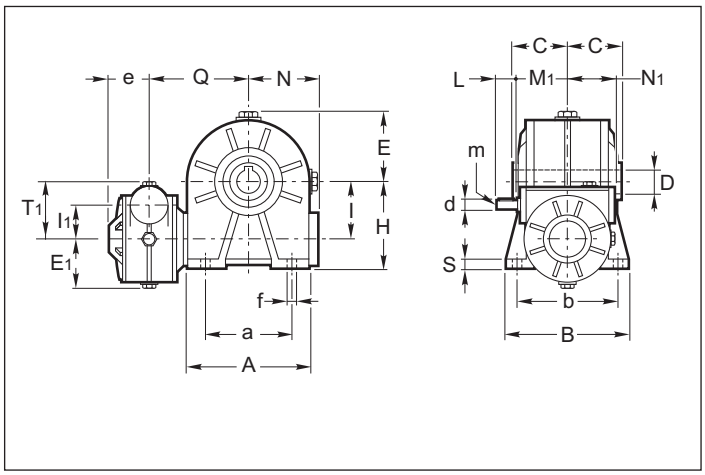
CRI S



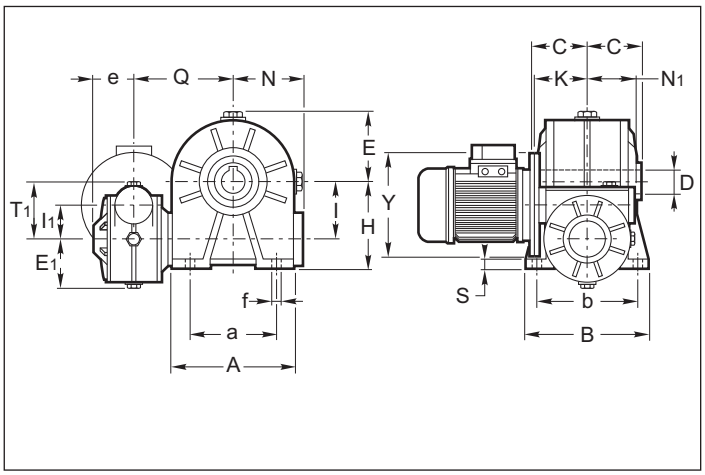
CRMI S



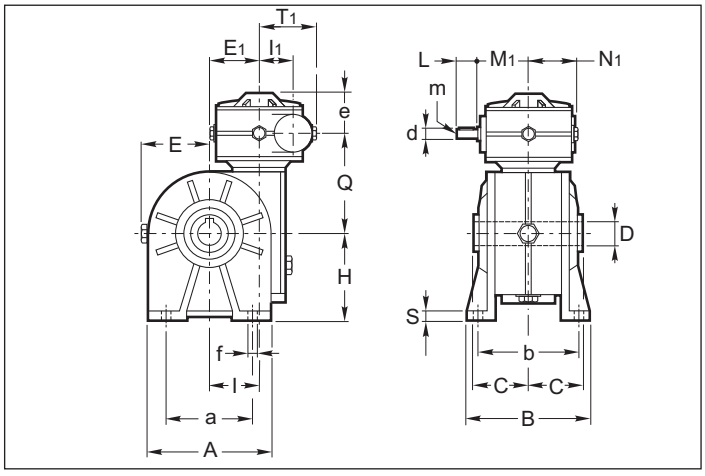
CRI I



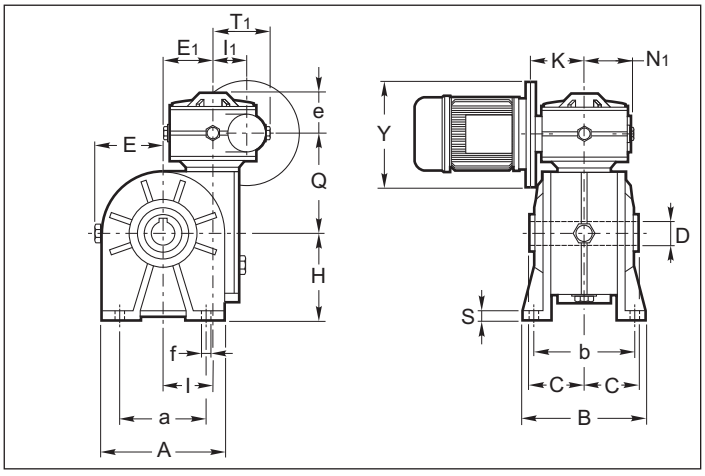
CRMI I



CRI D



CRMI D



1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

CRI CRMI	A	a	B	b	C	D H7	d j6	E	E_1	e	f	Q	H	I	I_1	L	m	M_1	N	N_1	S	T	T_1
28/28	67	52	78	66^{+2}_{-6}	30	14	9	40	40	35	5.5	90	52	28	28	20	M4	47	44.5	44.5*	6	49	49
28/40	100	70	102	$84^{\pm3}$	41	19(18)	9	59	40	35	7	104.5	71	40	28	20	M4	47	61.5	44.5*	8	66	49
40/40 **	100	70	102	$84^{\pm3}$	41	19(18)	11	59	59	49	7	145.5	71	40	40	22	M5	64	61.5	61.5	8	66	66
28/50	120	85	119	$99^{\pm3}_{\pm3}$	49	24(25)	9	69	40	35	9	115	85	50	28	20	M4	43	72.5	44.5*	10	80	49
40/50	120	85	119	99^{0}_{+5}	49	24(25)	11	69	59	49	9	106	85	50	40	22	M5	64	72.5	61.5	10	80	66
28/63	140	95	136	111^{0}_{+5}	60	25	9	81	40	35	11	135.5	100	63	28	20	M4	47	84	44.5*	11	99	49
40/63	140	95	136	111^{+2}_{-8}	60	25	11	81	59	49	11	146	100	63	40	22	M5	64	84	61.5	11	99	66
28/70	158	120	140	116^{+2}_{-8}	60	28	9	87	40	35	11	140.5	115	70	28	20	M4	47	92	44.5*	13	108	49
40/70	158	120	140	116^{+2}_{-8}	60	28	11	87	59	49	11	151	115	70	40	22	M5	64	92	61.5	13	108	66
50/70	158	120	140	116^{+2}_{-8}	60	28	14	87	69	59	11	149	115	70	50	30	M6	74	92	72.5	13	108	80
63/70 **	158	120	140	116	60	28	18	87	81	69	11	182	115	70	63	45	M6	96	92	81	13	108	99
40/85 **	193	140	168	140	61	32(35)	11	105	59	49	13	198	135	85	40	22	M5	64	111	61.5	15	135	66
50/85	193	140	168	140	61	32(35)	14	105	69	59	13	173	135	85	50	30	M6	74	111	72.5	15	135	80
63/85 **	193	140	168	140	61	32(35)	18	105	81	69	13	198	135	85	63	45	M6	96	111	81	15	135	99
70/85	193	140	168	140	61	32(35)	19	105	87	68	13	165	135	85	70	40	M8	97	111	92	15	135	108
50/110 **	250	200	200	162	77.5	42	14	135	69	59	14	236.5	172	110	50	30	M6	74	142	72.5	17	170	80
63/110 **	250	200	200	162	77.5	42	18	135	81	69	14	227	172	110	63	45	M6	96	142	81	17	170	99
70/110	250	200	200	162	77.5	42	19	135	87	68	14	191	172	110	70	40	M8	97	142	92	17	170	108
85/110	250	200	200	162	77.5	42	24	135	105	71	14	195	172	110	85	50	M8	115	142	111	17	170	135
63/130 **	286	235	230	190	90	48	18	154	81	69	15	265	200	130	63	45	M6	96	161.5	81	19	195	99
70/130	286	235	230	190	90	48	19	154	87	68	15	214	200	130	70	40	M8	97	161.5	92	19	195	108
85/130	286	235	230	190	90	48	24	154	105	71	15	213	200	130	85	50	M8	115	161.5	111	19	195	135
85/150	336	260	250	210	105	55	24	178	105	71	19	240	230	150	85	50	M8	115	189	111	20	224	135
110/150	336	260	250	210	105	55	28	178	135	92	19	254	230	150	110	60	M8	146	189	142	20	224	170
85/180	400	310	320	260	120	65	24	210	105	71	22	283	265	180	85	50	M8	115	232	111	22	265	135
110/180	400	310	320	260	120	65	28	210	135	92	22	296	265	180	110	60	M8	146	232	142	22	265	170
130/180	400	310	320	260	120	65	38	210	150	102	22	306	265	180	130	80	M10	166	232	159	22	265	200

* CRI 28/... - CRMI 28/... IEC56: n=44.5, CRMI 28/... IEC 63: n=46

	28/28 28/40 28/50 28/63 28/70		**40/40 ** 40/50 40/63 40/70 40/85 ****		**50/70 50/85 50/110 ****		**63/70 ** 63/85 ** 63/110 ** 63/130 ****		**70/85 70/110 70/130**		**85/110 85/130 85/150 85/180**		**110/150 110/180**		**130/180**	
				CRMI...G		CRMI...G		CRMI..G								
	Y	**K**	**Y**	**K**	**Y**	**K**	**Y**	**K**	**Y**	**K**	**Y**	**K**	**Y**	**K**	**Y**	**V**
B5	120	49	120		140		160	94.5	160	100	160	118	200	145	—	—
	—	—	140	70.5	160	80.5	200		200	100	200	118	250	145	250	163
	—	—	160		200		—	—	—	—	250	120	300	145.5	300	163
B14	80•	49	80	—	90	80.5•	105•		105	100	120•	118	160	145	—	—
	90	51	90	70.5•	105		120	94.5	120	100	140	118	—	—	—	—
	—	—	105	70.5	120	80.5	140		140	100	160	120	—	—	—	—
	—	—	—		—		—	—	160	100	—	—	—	—	—	—

(•) Vedi nota in fondo a tabella 2.13

(**) Riduttori con accoppiamento eseguito con kit di montaggio, vedi pag.B53.
N.B. Le dimensioni delle linguette sono riportate di seguito.

(•) See note at the bottom of table 2.13

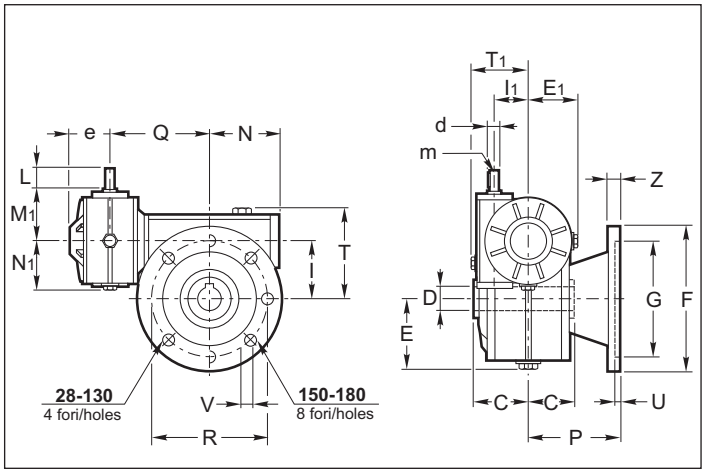
(**) Gearboxes assembled with combination kit, see also page B53.
NOTE. Sizes of feathers are shown below.

(•) Siehe Bemerkungen Tabelle 2.13 unten

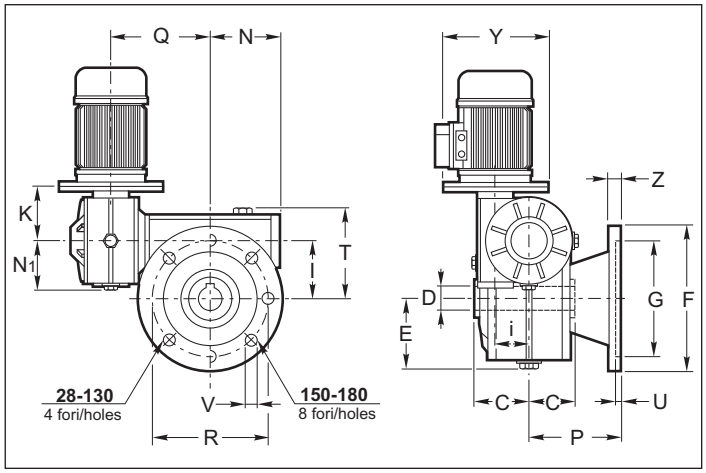
(**) Getriebe angebaut mit kombinationskit, siehe auch Seite B53.
HINWEIS. Die Abmessungen der Federn sind auf angegeben.

1.8 Dimensioni | ***1.8 Dimensions*** | **1.8 Abmessungen**

CRI A(FL)



CRMI A(FL)

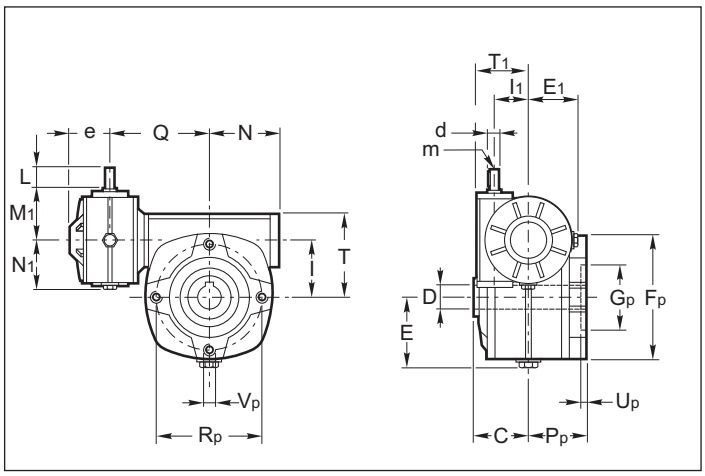


N.B.
(°) Nelle grandezze .../40, .../50, .../63, .../70 la versione A(FL) viene ottenuta applicando una flangia modulare sulla flangia pendolare della versione A(PP).

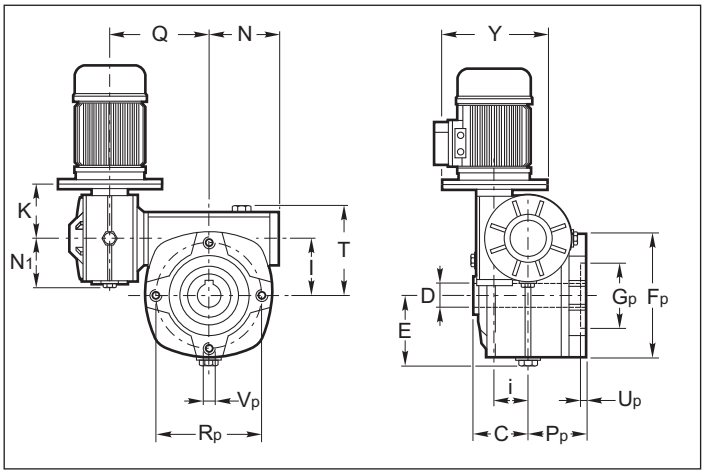
NOTE.
(°) In sizes .../40, .../50, .../63, .../70 the FL version is obtained by applying a modular flange onto the shaft-mounted flange of the A(PP) version.

HINWEIS.
(°) Bei den Größen .../40, .../50, .../63, .../70 erhält man die FL-Version, indem ein Modulflansch an den Flansch mit Drehmomentstütze der A(PP)-Version

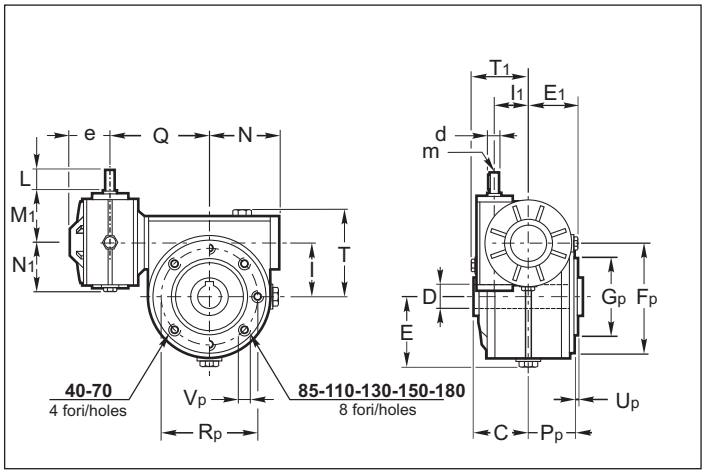
CRI .../28A(P)



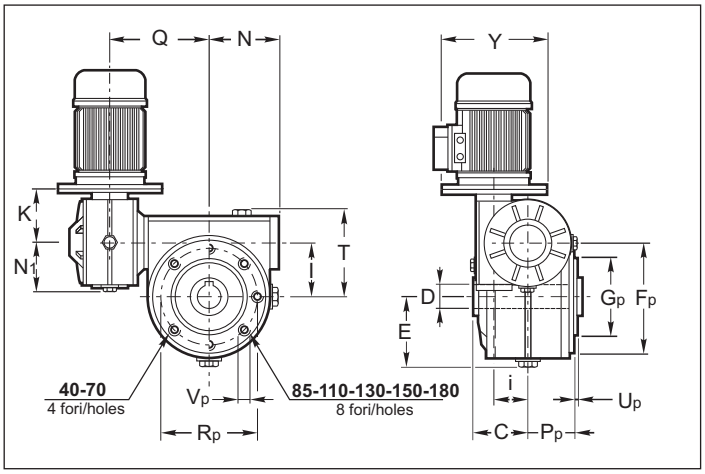
CRMI .../28A(P)



CRI .../40A(PP) - .../70A(PP)
CRI .../85A(P) - .../180A(P)



CRMI .../40A(PP) - .../70A(PP)
CRMI .../85A(P) - .../180A(P)



1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

CRI CRMI	C	D H7	d j6	E	E_1	e	Q	I	I_1	L	m	M_1	N	N_1	T	T_1
28/28	30	14	9	40	40	35	90	28	28	20	M4	47	44.5	44.5*	49	49
28/40	41	19 (18)	9	59	40	35	104.5	40	28	20	M4	47	61.5	44.5*	66	49
40/40 **	41	19 (18)	11	59	59	49	145.5	40	40	22	M5	64	61.5	61.5	66	66
28/50	49	24 (25)	9	69	40	35	115	50	28	20	M4	43	72.5	44.5*	80	49
40/50	49	24 (25)	11	69	59	49	106	50	40	22	M5	64	72.5	61.5	80	66
28/63	60	25	9	81	40	35	135.5	63	28	20	M4	47	84	44.5*	99	49
40/63	60	25	11	81	59	49	145.5	63	40	22	M5	64	84	61.5	99	66
28/70	60	28	9	87	40	35	140.5	70	28	20	M4	47	92	44.5*	108	49
40/70	60	28	11	87	59	49	151	70	40	22	M5	64	92	61.5	108	66
50/70	60	28	14	87	69	59	149	70	50	30	M6	74	92	72.5	108	80
63/70 **	60	28	18	87	81	69	182	70	63	45	M6	96	92	81	108	99
40/85 **	61	32 (35)	11	105	59	49	198	85	40	22	M5	64	111	61.5	135	66
50/85	61	32 (35)	14	105	69	59	173	85	50	30	M6	74	111	72.5	135	80
63/85 **	61	32 (35)	18	105	81	69	198	85	63	45	M6	96	111	81	135	99
70/85	61	32 (35)	19	105	87	68	165	85	70	40	M8	97	111	92	135	108
50/110 **	77.5	42	14	135	69	59	236.5	110	50	30	M6	74	142	72.5	170	80
63/110 **	77.5	42	18	135	81	69	227	110	63	45	M6	96	142	81	170	99
70/110	77.5	42	19	135	87	68	191	110	70	40	M8	97	142	92	170	108
85/110	77.5	42	24	135	105	71	195	110	85	50	M8	115	142	111	170	135
63/130 **	90	48	18	154	81	69	265	130	63	45	M6	96	161.5	81	195	99
70/130	90	48	19	154	87	68	214	130	70	40	M8	97	161.5	92	195	108
85/130	90	48	24	154	105	71	213	130	85	50	M8	115	161.5	111	195	135
85/150	105	55	24	178	105	71	240	150	85	50	M8	115	189	111	224	135
110/150	105	55	28	178	135	92	254	150	110	60	M8	146	189	142	224	170
85/180	120	65	24	210	105	71	283	180	85	50	M8	115	232	111	265	135
110/180	120	65	28	210	135	92	296	180	110	60	M8	146	232	142	265	170
130/180	120	65	38	210	150	102	306	180	130	80	M10	166	232	159	265	200

* CRI 28/... - CRMI 28/... IEC56: n=44.5, CRMI 28/... IEC 63: n=46

CRI CRMI	F	G H8	P	R	U	V	Z	Fp	Gp e8	Pp	Rp	Up	Vp
28/28	70	40	49	56	5	6	5	67	42(H8)	36	56	7	M6
28/40	140°	95	82	115	5	8.5	9	95	60	38	83	2	M6
40/40 **													
28/50	160°	110	91.5	130	5	10	10	105	70	49	85	2.5	M8
40/50													
28/63	180°	115	116	150	5	11	11	105	70	57.5	85	3.5	M8
40/63													
28/70	200°	130	111	165	5	13	11	120	80	57	100	5	M8
40/70													
50/70													
63/70 **													
40/85 **	200	130	100	$165\ ^{0}_{+11}$	5	13	12	144	110	56.5	130	3.5	M10
50/85													
63/85 **													
70/85													
50/110 **	250	180	150	215	5	15	16	200	130	74	165	3	M12
63/110 **													
70/110													
85/110													
63/130 **	300	230	150	265	5	15	18	242	180	87	215	5	M12
70/130													
85/130													
85/150	350	250	160	300	6	19	18	250	180	102	215	5	M14
110/150													
85/180	400	300	180	350	6.5	22	22	300	230	117	265	5	M16
110/180													
130/180													

	28/28 28/40 28/50 28/63 28/70		**40/40 ** 40/50 40/63 40/70 40/85 ****		**50/70 50/85 50/110 ****		**63/70 ** 63/85 ** 63/110 ** 63/130 ****		**70/85 70/110 70/130**		**85/110 85/130 85/150 85/180**		**110/150 110/180**		**130/180**	
	Y	**K**	**Y**	CRMI...G **K**	**Y**	CRMI...G **K**	**Y**	CRMI..G **K**	**Y**	**K**	**Y**	**K**	**Y**	**K**	**Y**	**V**
B5	120	49	120	70.5	140	80.5	160	94.5	160	100	160	118	200	145	—	—
	—	—	140		160		200		200	100	200	118	250	145	250	163
	—	—	160		200		—	—	—	—	250	120	300	145.5	300	163
B14	80•	49	80	—	90	80.5•	105•	94.5	105	100	120•	118	160	145	—	—
	90	51	90	70.5•	105		120		120	100	140	118	—	—	—	—
	—	—	105	70.5	120	80.5	140		140	100	160	120	—	—	—	—
	—	—	—		—		—	—	160	100	—	—	—	—	—	—

(•) Vedi nota in fondo a tabella 2.13

(**) Riduttori con accoppiamento eseguito con kit di montaggio, vedi pag.B53.
N.B. Le dimensioni delle linguette sono riportate di seguito.

(•) See note at the bottom of table 2.13

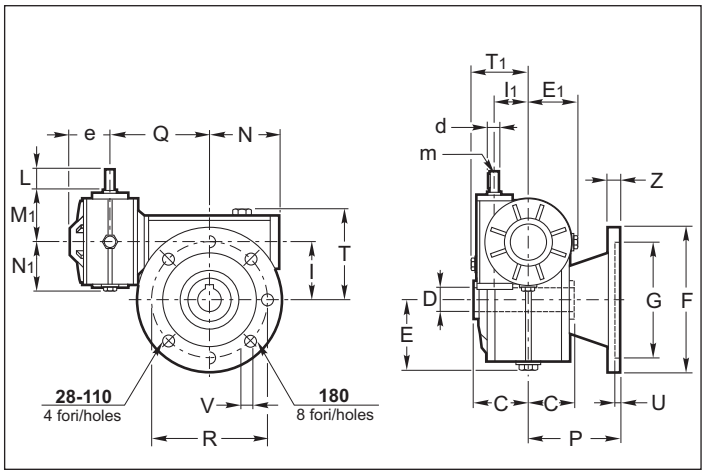
(**) Gearboxes assembled with combination kit, see also page B53.
NOTE. Sizes of feathers are shown below.

(•) Siehe Bemerkungen Tabelle 2.13 unten

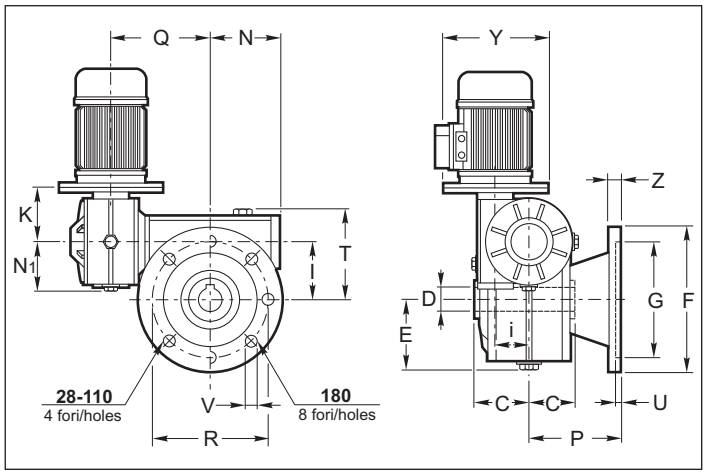
(**) Getriebe angebaut mit kombinationskit, siehe auch Seite B53.
HINWEIS. Die Abmessungen der Federn sind angegeben.

1.8 Dimensioni | ***1.8 Dimensions*** | **1.8 Abmessungen**

CRI A(F1 - F2 - F3 - F4)



CRMI A(F1 - F2 - F3 - F4)



	CRI - CRMI																				
	28/28		**28/40 40/40****		**28/50 40/50**				**28/63 40/63**			**28/70 40/70 50/70 63/70****			**40/85** 50/85 63/85** 70/85**			**50/110** 63/110** 70/110 85/110**			**85/180 110/180 130/180**
	F1	**F2**	**F1**	**F2**	**F1**	**F2**	**F3**	**F4**	**F1º**	**F2º**	**F3º**	**F1º**	**F2º**	**F3**	**F1**	**F2**	**F3**	**F1**	**F2**	**F3**	**F2**
F	80	95	106	120	125	125	140	125	175	200	160	175	175	160	200	210	160	200	270	270	400
G (H8)	50	70	60	80	70	70	95	70	115	130	110	115	115	110	130	152	110	130	170	170	300
P	53	72	69	62	93	73	75	85	86	102	82	116	85	101	141	120	91	115	132	178	150
R	62^{0}_{+6}	85	87	100	90^{0}_{+9}	100	115	$90^{0}_{+4.5}$	150	165	130	150	150	130	165	176	130	165	230	230	350
U	4	4	5	5	5	4	4	5	5	5	5	5	5	6	6	5	5	5	10	10	6.5
V	6	6.5	8.5	9	10.5	9	9	10.5	11	13	10	11	11	11	13	13	11.5	13	13.5	13.5	22
Z	7	8	9	9	10	9	9	11	11	11	11	10	10	11	12	14	10	12	18	18	22

Le versioni F1, F2, F3 contrassegnate con il simbolo (°) sono ottenute applicando una flangia modulare sulla flangia pendolare della versione PP.

F1, F2 and F3 versions that are marked with (°) are obtained by applying a modular flange onto the shaft-mounted flange of the PP version.

Die mit (°) gekennzeichneten Versionen F1, F2 und F3 erhält man, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

CRI CRMI	C	D H7	d j6	E	E_1	e	Q	I	I_1	L	m	M_1	N	N_1	T	T_1
28/28	30	14	9	40	40	35	90	28	28	20	M4	47	44.5	44.5*	49	49
28/40	41	19 (18)	9	59	40	35	104.5	40	28	20	M4	47	61.5	44.5*	66	49
40/40 **	41	19 (18)	11	59	59	49	145.5	40	40	22	M5	64	61.5	61.5	66	66
28/50	49	24 (25)	9	69	40	35	115	50	28	20	M4	43	72.5	44.5*	80	49
40/50	49	24 (25)	11	69	59	49	106	50	40	22	M5	64	72.5	61.5	80	66
28/63	60	25	9	81	40	35	135.5	63	28	20	M4	47	81	44.5*	99	49
40/63	60	25	11	81	59	49	146	63	40	22	M5	64	81	61.5	99	66
28/70	60	28	9	87	40	35	140.5	70	28	20	M4	47	92	44.5*	108	49
40/70	60	28	11	87	59	49	151	70	40	22	M5	64	92	61.5	108	66
50/70	60	28	14	87	69	59	149	70	50	30	M6	74	92	72.5	108	80
63/70 **	60	28	18	87	81	69	182	70	63	45	M6	96	92	81	108	99
40/85 **	61	32 (35)	11	105	59	49	198	85	40	22	M5	64	111	61.5	135	66
50/85	61	32 (35)	14	105	69	59	173	85	50	30	M6	74	111	72.5	135	80
63/85 **	61	32 (35)	18	105	81	69	198	85	63	45	M6	96	111	81	135	99
70/85	61	32 (35)	19	105	87	68	165	85	70	40	M8	97	111	92	135	108
50/110 **	77.5	42	14	135	69	59	236.5	110	50	30	M6	74	142	72.5	170	80
63/110 **	77.5	42	18	135	81	69	227	110	63	45	M6	96	142	81	170	99
70/110	77.5	42	19	135	87	68	191	110	70	40	M8	97	142	92	170	108
85/110	77.5	42	24	135	105	71	195	110	85	50	M8	115	142	111	170	135
85/180	120	65	24	210	105	71	283	180	85	50	M8	115	232	111	265	135
110/180	120	65	28	210	135	92	296	180	110	60	M8	146	232	142	265	170
130/180	120	65	38	210	150	102	306	180	130	80	M10	166	232	159	265	200

* CRI 28/... - CRMI 28/... IEC56: n=44.5, CRMI 28/... IEC 63: n=46

(**) Riduttori con accoppiamento eseguito con kit di montaggio, vedi pag.B53.
N.B. Le dimensioni delle linguette sono riportate di seguito.

(º) Gearboxes assembled with combination kit, see also page B53.
NOTE. Sizes of feathers are shown below.

(º) Getriebe angebaut mit kombinationskit, siehe auch Seite B53.
HINWEIS. Die Abmessungen der Federn sind auf angegeben.

1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

	28/28 28/40 28/50 28/63 28/70		40/40 ** 40/50 40/63 40/70 40/85 **		50/70 50/85 50/110 **		63/70 ** 63/85 ** 63/110 ** 63/130 **		70/85 70/110 70/130		85/110 85/130 85/150 85/180		110/150 110/180		130/180	
	Y	K	Y	CRMI...G K	Y	CRMI...G K	Y	CRMI..G K	Y	K	Y	K	Y	K	Y	V
B5	120	49	120	70.5	140	80.5	160	94.5	160	100	160	118	200	145	—	—
	—	—	140		160		200		200	100	200	118	250	145	250	163
	—	—	160		200		—	—	—	—	250	120	300	145.5	300	163
B14	80•	49	80	—	90	80.5•	105•	94.5	105	100	120•	118	160	145	—	—
	90	51	90	70.5•	105		120		120	100	140	118	—	—	—	—
	—	—	105	70.5	120	80.5	140		140	100	160	120	—	—	—	—
	—	—	—		—		—	—	160	100	—	—	—	—	—	—

(•) Vedi nota in fondo a tabella 2.13

(**) Riduttori con accoppiamento eseguito con kit di montaggio, vedi pag.B53.
N.B. Le dimensioni delle linguette sono riportate di seguito.

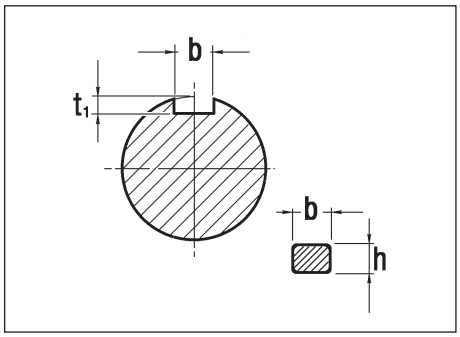
(•) See note at the bottom of table 2.13

(**) Gearboxes assembled with combination kit, see also page B53.
NOTE. Sizes of feathers are shown below.

(•) Siehe Bemerkungen Tabelle 2.13 unten

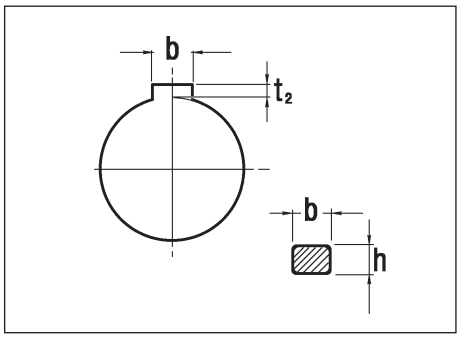
(**) Getriebe angebaut mit kombinationskit, siehe auch Seite B53.
HINWEIS. Die Abmessungen der Federn sind angegeben.

Linguette — *Keys* — Federn



Albero entrata
Input shaft
Antriebswelle

d	b x h	t_1	
9	3 x 3	1.8	$+0.1_{0}$
11	4 x 4	2.5	
14	5 x 5	3.0	
18	6 x 6	3.5	
19	6 x 6	3.5	
24	8 x 7	4.0	$+0.2_{0}$
28	8 x 7	4.0	
38	10 x 8	5.0	
42	12 x 8	5.0	
48	14 x 9	5.5	



Albero uscita
Output shaft
Abtriebswelle

D	b x h	t_2	
14	5 x 5	2.3	$+0.1_{0}$
18	6 x 6	2.8	
19	6 x 6	2.8	
24	8 x 7	3.3	$+0.2_{0}$
25	8 x 7	3.3	
28	8 x 7	3.3	
32	10 x 8	3.3	
35	10 x 8	3.3	
42	12 x 8	3.3	
48	14 x 9	3.8	
55	16 x 10	4.3	
65	18 x 11	4.4	

Esecuzione con vite bisporgente

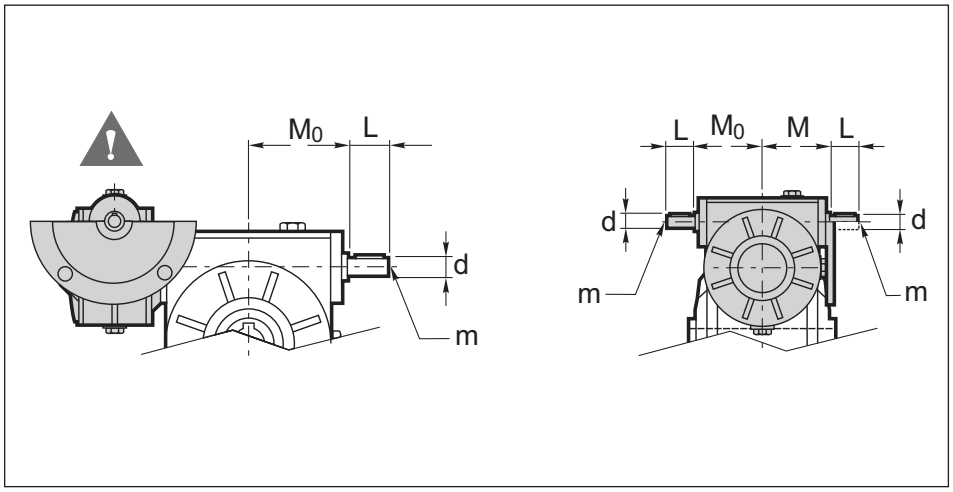
Nei riduttori combinati è necessario specificare se questa configurazione è riferita al primo riduttore (in entrata) o al secondo riduttore (in uscita).

Double extended input shaft

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

Ausführung mit Wellenzapfen auf beiden Seiten

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



Grandezza *Size* Größe	**d**	**L**	**m**	**M**	**M_0**
28	9	20	M4	47	47
40	11	22	M5	64	64
50	14	30	M6	74	74
63	18	45	M6	96	85
70	19	40	M8	97	97
85	24	50	M8	115	115
110	28	60	M8	146	146
130	38	80	M10	166	166
150	42	100	M12	195	195
180	48	110	M14	235	235

Per i riduttori CRMI con vite bisporgente vedi nota tab. 2.12.

The CRMI worm gearboxwith double extended input shaft see table 2.12.

Bei der Ausführung mit beidseitiger Antriebswelle bitte dieBemerkung auf Tab. 2.12

Accoppiamenti

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

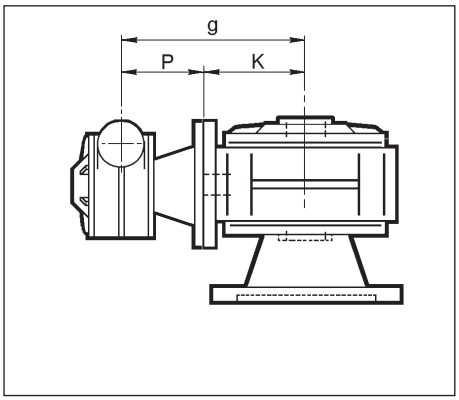
Coupling

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

Kupplung

Um bei der Kombination der Getrebe vorort flexibler zu sein, beiten wir einen Montage-Kit an, mit dessen Hilfe ein Standardgetriebe mit Abtriebsflansch in der ersten Übersetzungsstufe und ein Standardgetriebe mit IEC-Eingangsflansch in der zweiten Übersetzungsstufe kombiniert werden können.
Die Kombinationsmöglichkeiten sowie die zugehörigen Montage-Kits sind in der folgenden Tabelle aufgelistet.

Nei riduttori e motovariatori combinati 28/28 e 28/40 (accoppiati con kit di montaggio) l'asse della vite del 1° riduttore è sempre inclinata di 45° rispetto all'asse orizzontale o verticale. Specificare la posizione in fase di ordine.
In the combined worm gearboxes and motor-variators 28/28 and 28/40 (coupled with an assembly kit) the wormshaft axis of the first gearbox has always a tilt of 45° compared to the horizontal or vertical axis.
The position has to be specified in the order.
Wird das Kombinationsgetriebe 28/28 und 28/40 mit Hilfe des Montagekits gebildet, so befindet sich die Achse des ersten Getriebes immer in 45º bezüglich zur Horizontalen bzw. Vertikalen. Bei Auftragserteilung bitte die Montageposition angeben.



CRI CRMI	P	K	g	Riduttore in entrata *Input gearbox* Erstes Getriebe	Kit di montaggio *Assembling kit* Montage-kit	Riduttore uscita *Output gearbox* Zweites Getriebe
28/28	53	49	102	**28 F1**	KIT 28/28	**28 IEC56 B14**
40/40*	82	63.5	145.5	**40 FL**	*KIT 40/40G	**40 IEC63 B5**
40/50*	82	77	159	**40 FL**	*KIT 40/50G	**50 IEC140/14**
50/50*	91.5	77	168.5	**50 FL**	*KIT 50/50G	**50 IEC71 B5**
40/63*	82	95	177	**40 FL**	*KIT 40/63G	**63 IEC140/19**
50/63*	91.5	95	186.5	**50 FL**	*KIT 50/63G	**63 IEC160/19**
63/63*	82	95	177	**63 F3**	*KIT 63/63G	**63 IEC160/19**
40/70	8	100	182	**40 FL**	KIT 40/70	**70 IEC140/19**
50/70	91.5	100	191.5	**50 FL**	KIT 50/70	**70 IEC160/19**
63/70	82	100	182	**63 F3**	KIT 63/70	**70 IEC160/19**
70/70	111	100	211	**70 FL**	KIT 70/70	**70 IEC80 B5**
40/85	82	116	200	**40 FL**	KIT 40/85	**85 IEC90 B14**
50/85	91.5	116	209.5	**50 FL**	KIT 50/85	**85 IEC160/24**
63/85	82	116	200	**63 F3**	KIT 63/85	**85 IEC160/24**
70/85	111	116	229	**70 FL**	KIT 70/85	**85 IEC90 B5**
85/85	100	116	218	**85 FL**	KIT 85/85	**85 IEC90 B5**
50/110	91.5	145	236.5	**50 FL**	KIT 50/110	**110 IEC100 B14**
63/110	82	145	227	**63 F3**	KIT 63/110	**110 IEC100 B14**
70/110	111	145	256	**70 FL**	KIT 70/110	**110 IEC200/28**
85/110	100	145	245	**85 FL**	KIT 85/110	**110 IEC200/28**
63/130	102	163	265	**63 F2**	KIT 63/130	**130 IEC200/28**

* Per i riduttori tipo "G", sul riduttore in uscita è necessario ordinare il Kit di montaggio con giunto "G" in acciaio.

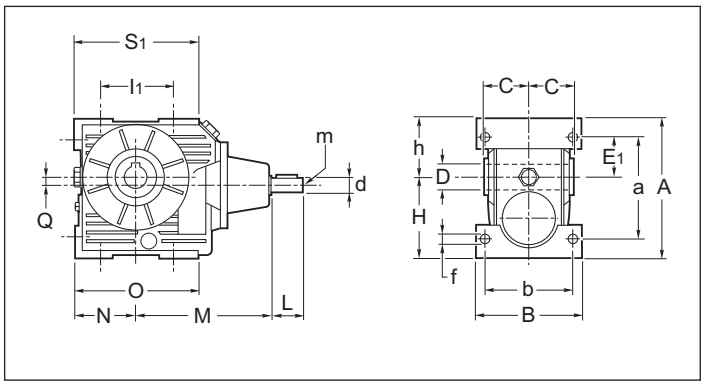
* For Gearboxes "G" type, output gearbox must be with stainless steel coupling G.

* Fuer die Getriebe Typ "G" ist bei dem Abtriebsgetriebe ein Montagekit mit Kuppung G in Stahl notwendig.

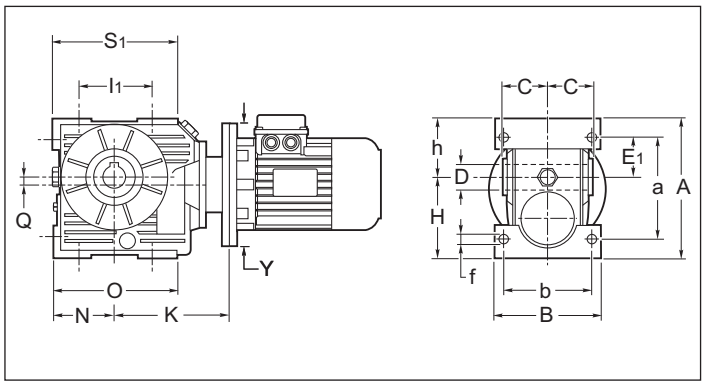
Dimensioni riduttori
Gearboxes dimensions
Abmessungen Getriebes

CR - CB

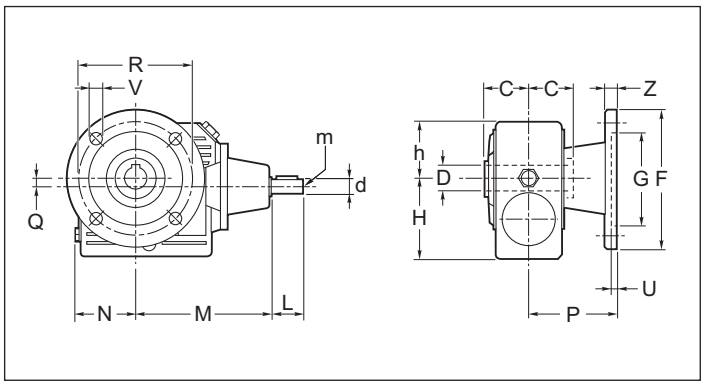
CR



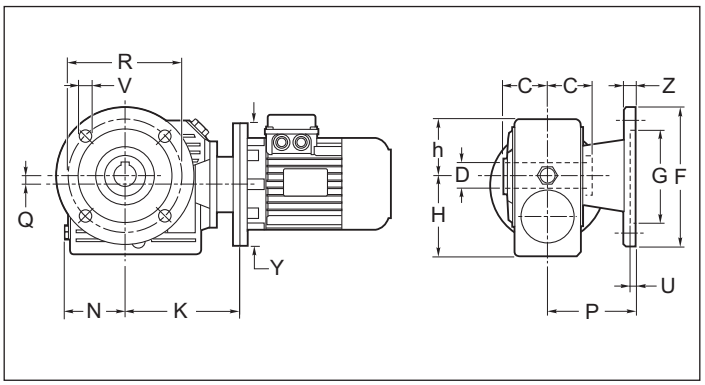
CB



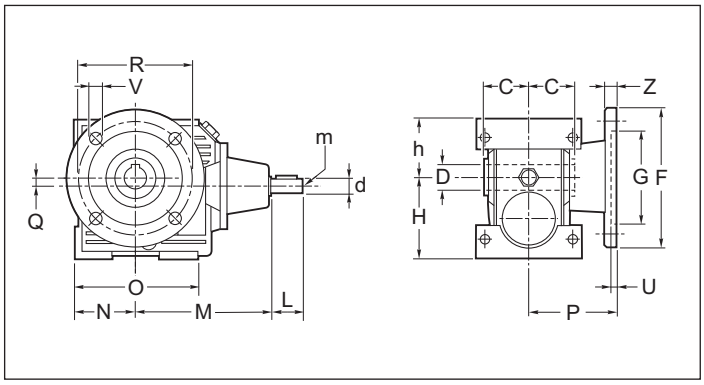
CRF



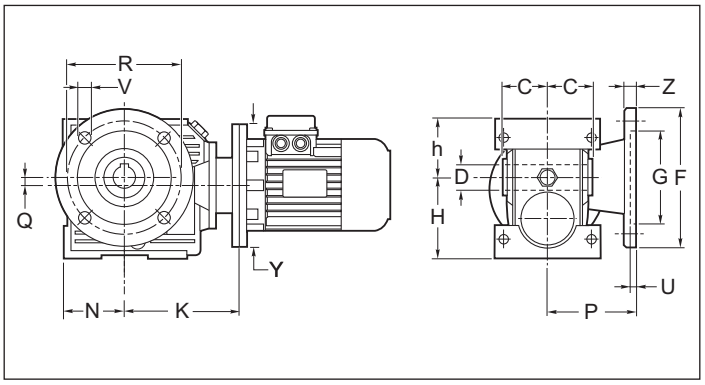
CBF



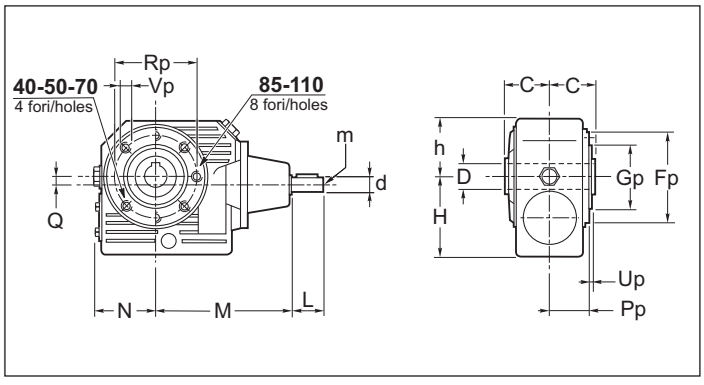
CR/F



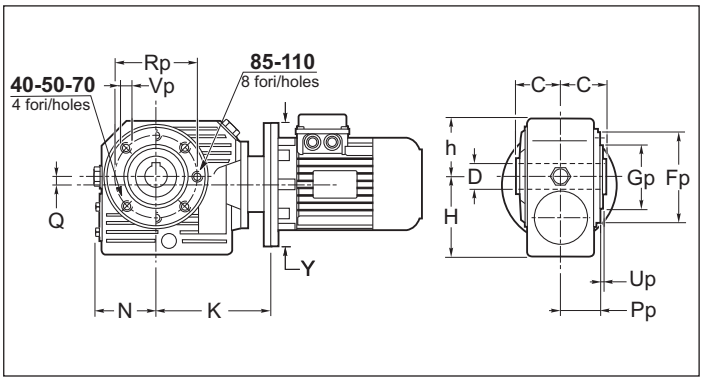
CB/F



CRP



CBP



DownLoad 2D/3D Z5

1.8 Dimensioni — *1.8 Dimensions* — 1.8 Abmessungen

CR CB	A	a	B	b	C	D H7	d J6	E1	f	H	h	l1	L	M	m	N	O	Q	S1
40	135	100	102	84	41	19 (18)	14	40	7	78	57	70	30	137	M6	59	117	7	117
50	166	120	120	99	49	24 (25)	19	46	9	97	69	85	40	143	M8	69	130	9	130
70	215	160	140	116	60	28	24	61	11	124	88	120	50	188	M8	93	193	17.5	186
85	252	188	170	140	61	32 (35)	28	74	13	145	107	140	60	212	M8	116	231	29	221
110	330	244	200	162	77.5	42	32	97	14	190	140	200	70	264.5	M10	142	282	43	277

CR CB	F	G H8	P	R	U	V	Z	Fp	Gp e8	Pp	Rp	Up	Vp
40	140°	95	82	115	5	8.5	9	95	60	38	83	2	M6
50	160°	110	91.5	130	5	10	10	105	70	49	85	2.5	M8
70	200°	130	111	165	5	13	11	120	80	57	100	5	M8
85	200	130	100	165 $^{0}_{+11}$	5	13	12	144	110	56.5	130	3.5	M10
110	250	180	150	215	5	15	16	200	130	74	165	3	M12

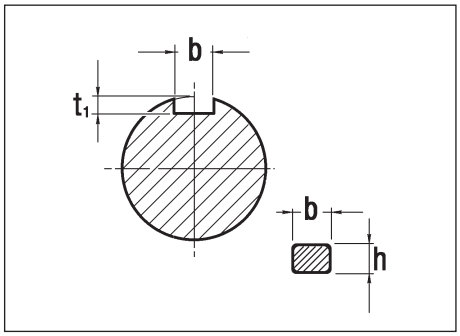
	CB									
	40		**50**		**70**		**85**		**110**	
	Y	**K**	**Y**	**K**	**Y**	**K**	**Y**	**K**	**Y**	**K**
B5	120	108	120	133	140	153	140	172.5	200	229
	140	108	140	133	160	153	160	172.5	250	239
	—	—	160	133	200	165	200	193	—	—
B14	80	108	80	133	—	—	—	—	—	—
	90	112	90	133						

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

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

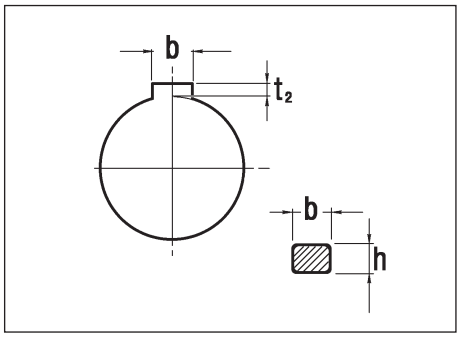
HINWEIS.
(°) Bei den Größen 40, 50, 70 erhält man die FL-Version, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

Linguette — *Keys* — Federn



Albero entrata
Input shaft
Antriebswelle

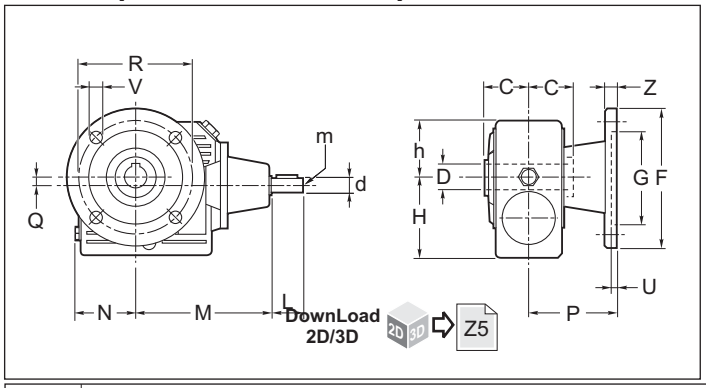
d	b x h	t_1	
14	5 x 5	3.0	$^{+0.1}_{0}$
19	6 x 6	3.5	
24	8 x 7	4.0	$^{+0.2}_{0}$
28	8 x 7	4.0	
32	10 x 8	5.0	



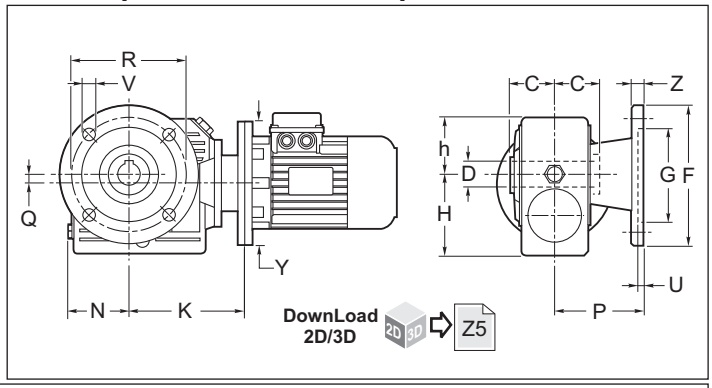
Albero uscita
Output shaft
Abtriebswelle

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

CRF (F1, F2, F3, F4)



CBF (F1, F2, F3, F4)



	CR - CB														
	40		50				70			85			110		
	F1	F2	F1	F2	F3	F4	F1°	F2°	F3	F1	F2	F3	F1	F2	F3
F	106	120	125	125	140	125	175	175	160	200	210	160	200	270	270
G (H8)	60	80	70	70	95	70	115	115	110	130	152	110	130	170	170
P	69	62	93	73	75	85	116	85	101	141	120	91	115	132	178
R	87	100	$90^{\ 0}_{+9}$	100	115	$90^{\ 0}_{+4.5}$	150	150	130	165	176	130	165	230	230
U	5	5	5	4	4	5	5	5	6	6	5	5	5	10	10
V	8.5	9	10.5	9	9	10.5	11	11	11	13	13	11.5	13	13.5	13.5
Z	9	9	10	9	9	11	10	10	11	12	14	10	12	18	18

N.B.
Le versioni F1, F2 contrassegnate con il simbolo (°) sono ottenute applicando una flangia modulare sulla flangia pendolare della versione PP.

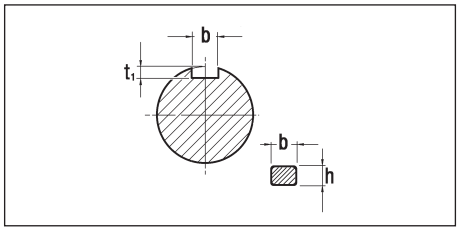
NOTE.
F1, F2 versions that are marked with (°) are obtained by applying a modular flange onto the shaft mounted flange on the PP version.

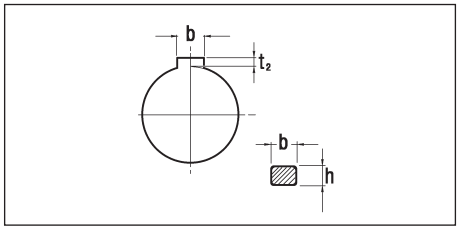
HINWEIS.
Die mit (°) gekennzeichneten Versionen F1, F2 erhält man, indem ein Modulflansch an den Flansch mit Drehmomentstütze der PP-Version befestigt wird.

CR CB	C	D H7	d J6	L	Q	H	h	M	m	N
40	41	19 (18)	14	30	7	78	57	137	M6	59
50	49	24 (25)	19	40	9	97	69	143	M8	69
70	60	28	24	50	17.5	127	88	188	M8	93
85	61	32 (35)	28	60	29	145	107	212	M8	116
110	77.5	42	32	70	43	190	140	264.5	M10	142

	CB									
	40		50		70		85		110	
	Y	K	Y	K	Y	K	Y	K	Y	K
B5	120	108	120	133	140	153	140	172.5	200	229
	140	108	140	133	160	153	160	172.5	250	239
	—	—	160	133	200	165	200	193	—	—
B14	80	108	80	133	—	—	—	—	—	—
	90	112	90	133						

Linguette





Keys

Albero entrata
Input shaft
Antriebswelle

d	b x h	t_1	
14	5 x 5	3.0	$+\,^{0.1}_{0}$
19	6 x 6	3.5	
24	8 x 7	4.0	$+\,^{0.2}_{0}$
28	8 x 7	4.0	
32	10 x 8	5.0	

Albero uscita
Output shaft
Abtriebswelle

D	b x h	t_2	
19	6 x 6	2.8	$+\,^{0.1}_{0}$
24	8 x 7	3.3	
28	8 x 7	3.3	$+\,^{0.2}_{0}$
32	10 x 8	3.3	
42	12 x 8	3.3	

Federn

1.9 Accessori Alberi lenti

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

1.9 Accessories Output shafts

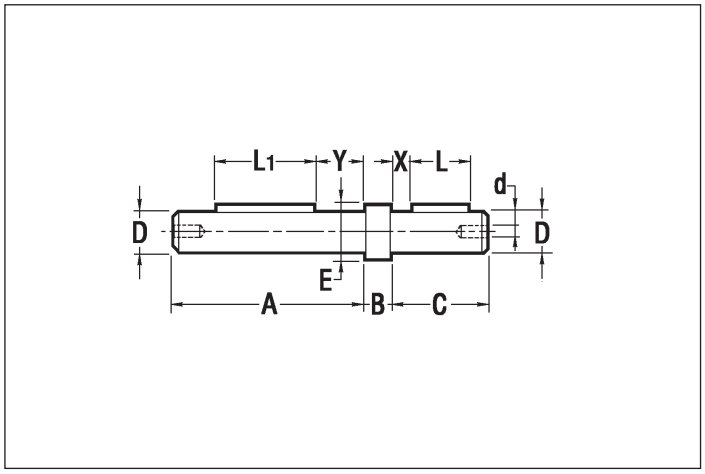
All worm gearboxes are supplied with hollow output shaft. Output shafts as shown in the size drawings can be supplied upon request.
Sizes of feathers comply with standards UNI 6604-69.

1.9 Zubehör Abtriebswellen

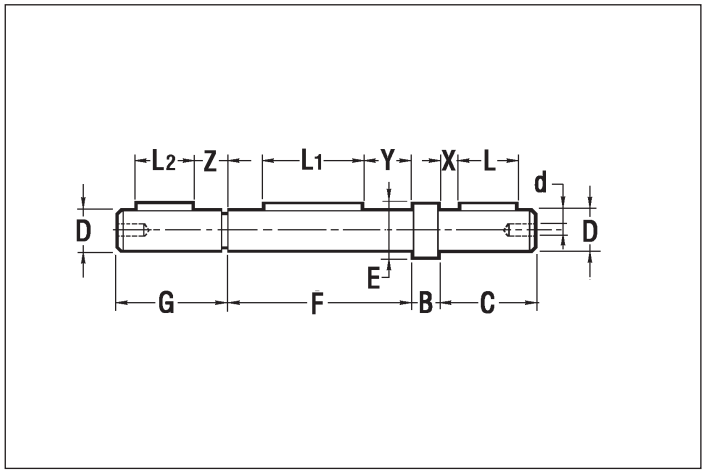
Alle Schneckengetriebe werden mit hohler Abtriebswelle geliefert. Auf Anfrage können Abtriebswellen gemäß den Maßzeichnungen geliefert werden.
Die Abmessungen der Federn entsprechen den Normen UNI 6604-69.

B

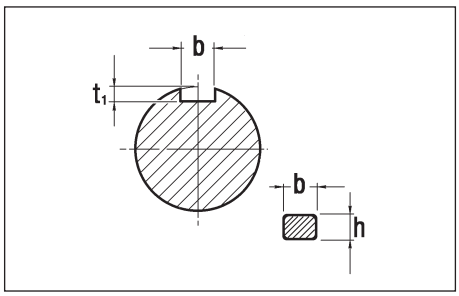
Albero lento
Single output shaft
Einseitige Abtriebswelle



Albero lento bisporgente
Double output shaft
Beidseitige Abtriebswelle



RI - RMI	28	40	50	63	70	85	110	130	150	180
CRI - CRMI	28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180
CR - CB	—	40	50	—	70	85	110	—	—	—
A	58	80	95	109	117	119	153	177	207	239
B	1.5	10	10	10	10	10	10	20	20	20
C	29.5	40	45	60	60	71	100	110	110	130
D_{g6}	14	19	24	25	28	32	42	48	55	65
d	M6	M8	M8	M8	M8	M10	M10	M10	M12	M14
E	17	22	28	34	34	38	50	58	63	78
F	60	82	98	120	120	122	155	180	210	240
G	31	50	55	70	70	81	110	130	130	150
L	20	25	30	40	40	50	80	90	90	100
L1	20	40	50	60	60	70	80	90	100	120
L2	20	25	30	40	40	50	80	90	90	100
X	4.5	8	7.5	10	10	10	10	10	10	15
Y	20	21	24	30	30	26	37	45	55	60
Z	6	18	18	20	20	20	20	30	30	35



D	b x h	t_1	
14	5 x 5	3.0	+ 0.1 0
19	6 x 6	3.5	
24	8 x 7	4.0	+ 0.2 0
25	8 x 7	4.0	
28	8 x 7	4.0	
32	10 x 8	5.0	
42	12 x 8	5.0	
48	14 x 9	5.5	
55	16 x 10	6.0	
65	18 x 11	7.0	

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).

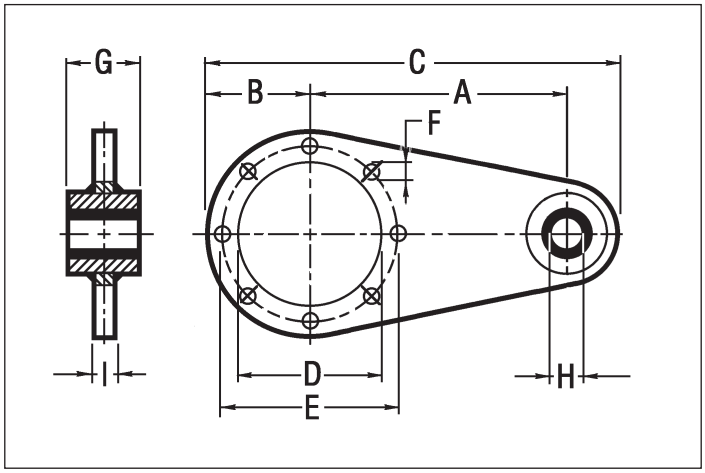
HINWEIS.
Alle Abtriebswellen werden als Bausätze komplett mit Federn, Scheiben und Schrauben geliefert (bei der beidseitigen Abtriebswelle auch die Seegerringe).

1.10 Accessori
Braccio di reazione

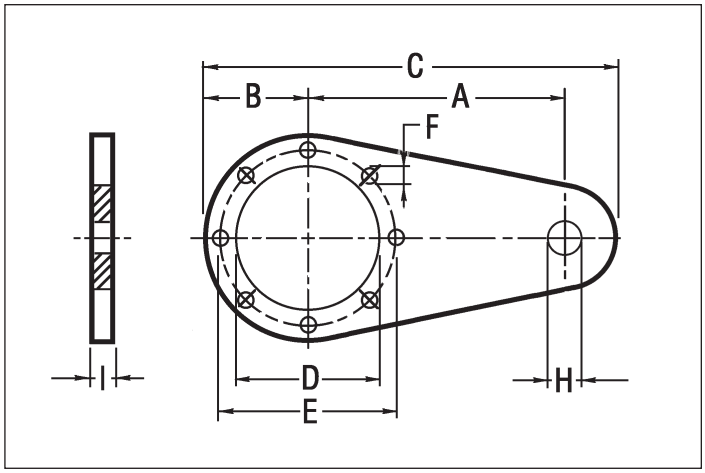
1.10 Accessories
Torque arm

1.10 Zubehör
Drehmomentstütze

Con boccola VKL
With VKL bushing
Mit VKL-Buchse



Standard



RI - RMI	28	40	50	63	70	85	110	130	150	180
CRI - CRMI	28/28	28/40 40/40	28/50 40/50	28/63 40/63	28/70 40/70 50/70 63/70	40/85 50/85 63/85 70/85	50/110 63/110 70/110 85/110	63/130 70/130 85/130	85/150 110/150	85/180 110/180 130/180
CR - CB	—	40	50	—	70	85	110	—	—	—
A	70	90	100	150	150	200	250	300	350	400
B	34.5	50	60	53	60	75	100	120	125	150
C	119.5	165	185	230	240	313	388	465	525	610
D	42.15	60	70	70	80	110	130	180	180	230
E	56	83	85	85	100	130	165	215	215	265
F	6.5	7	9	9	9	11	13	13	15	17
G	—	15	15	20	20	25	25	30	30	35
H	9	10	10	10	10	20	20	25	25	35
I	4	4	4	6	6	6	6	6	6	10