

Angletech

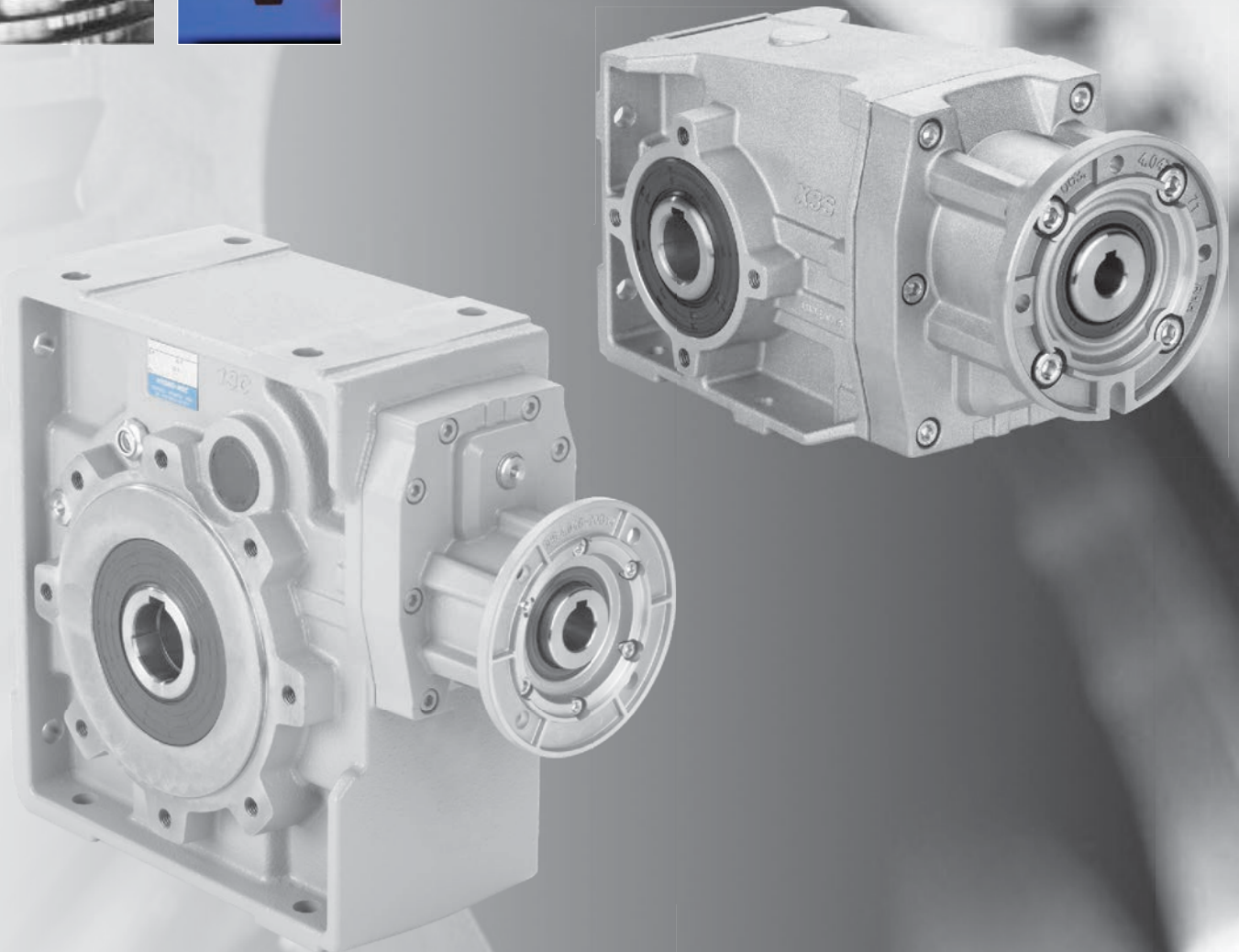
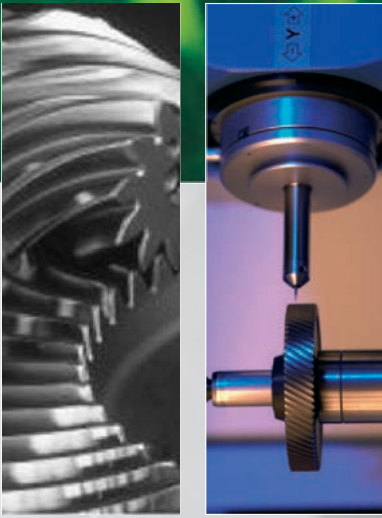
Gears

Cat.: CT-BVM-X-HM015

Helical-bevel gearboxes

Riduttori ortogonali
0.06 ÷ 45kW

**Hypoid and grounded helical gears.
Recover energy, with an high
efficiency drive**



Made in Italy



Dossier according
to 94/9/EG 8. b ii
stored



Aluminum and cast iron helical bevel gearboxes

A modular and compact product
Very energy efficient drive

Removable inspection cover

Allows periodic inspection of gearing during routine maintenance

Gears

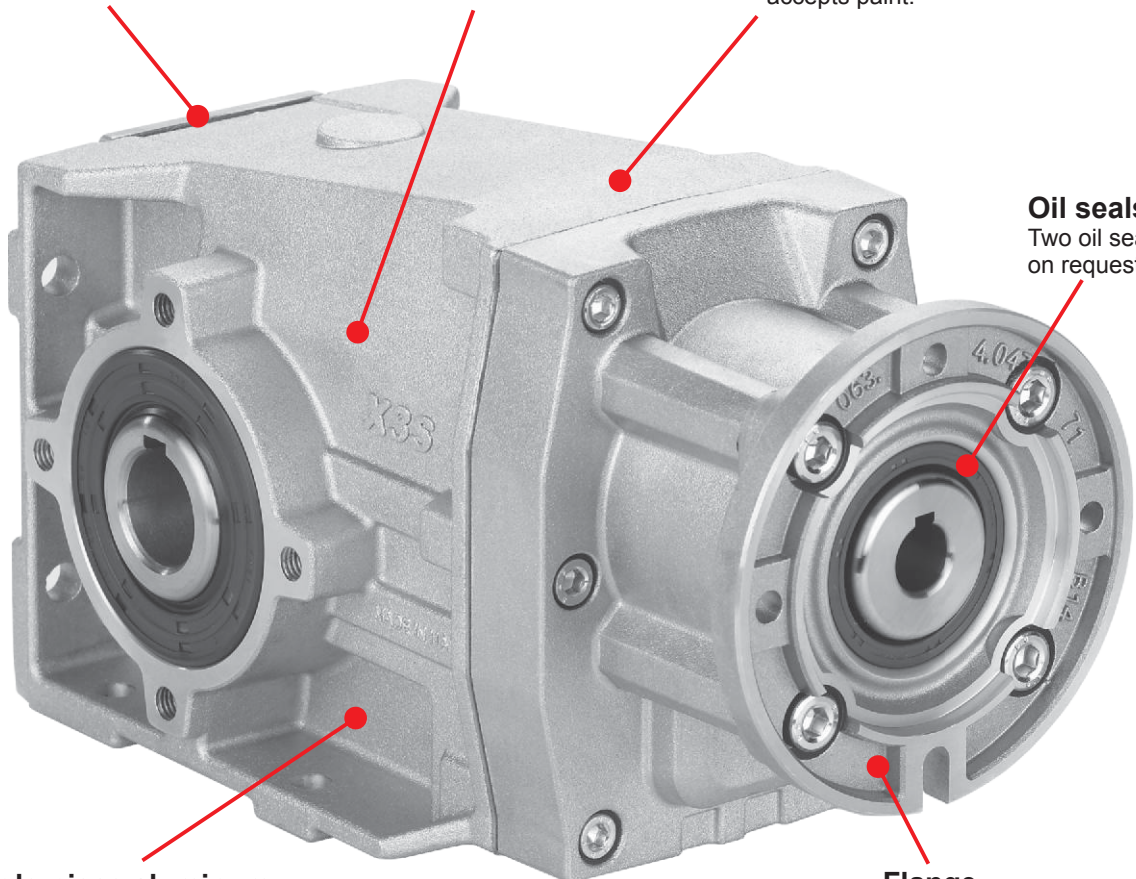
Hardened and ground gears

Alloy housing

Is vacuum impregnated (MIL-STD 276) for protection and sealing. No secondary finish required but readily accepts paint.

Oil seals

Two oil seals on request



Single-piece aluminum

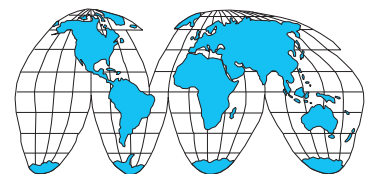
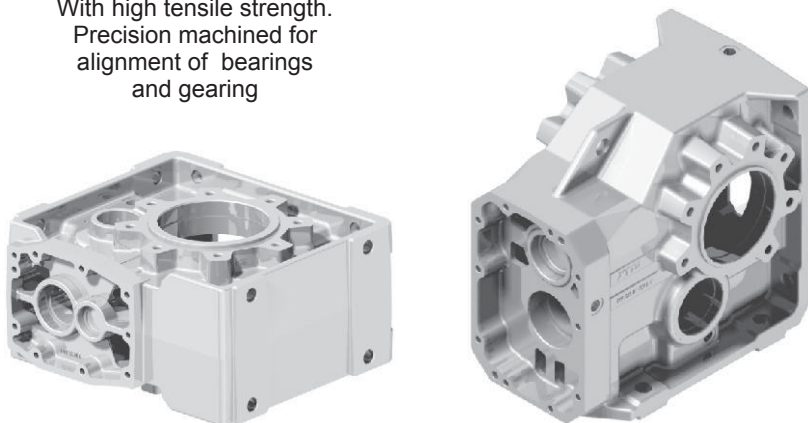
Combines light weight with high tensile strength. Precision machined for alignment of bearings and gearing

Flange

Fully modular to IEC and Compact integrated motor. NEMA C flange

Cast Iron housing

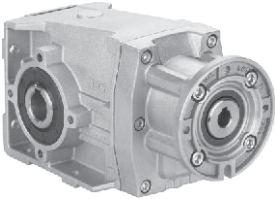








With high tensile strength. Precision machined for alignment of bearings and gearing



World wide sales network.

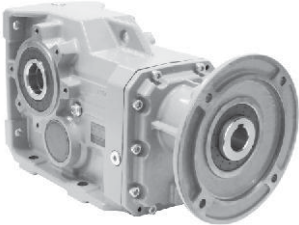


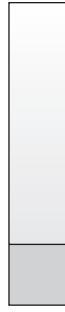






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| X22S 50Nm | X32S 90Nm | X33S 100Nm | X42A 150Nm | X43A 160Nm | X52A 250Nm | X53A 250Nm | X62A 410Nm | X63A 410Nm |

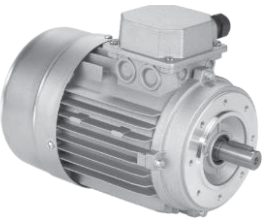









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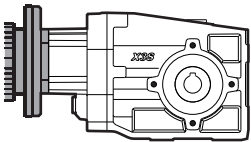
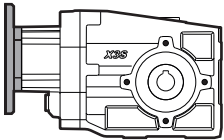
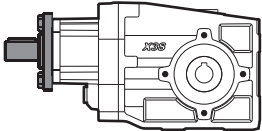
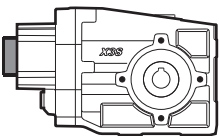
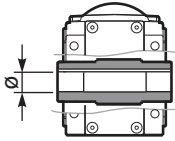
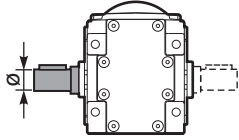
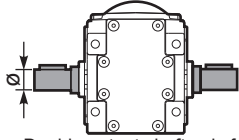
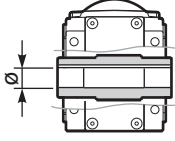
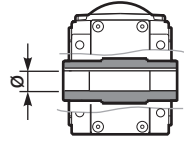
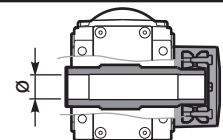
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|  |  |  |  |  |  |  |  |  |  |
| 113C 675Nm | 114C 675Nm | 133C 1000Nm | 134C 1000Nm | X93C 1600Nm | X94C 1650Nm | X103 3000Nm | X104 3000Nm | X113 4500Nm | X114 4600Nm |

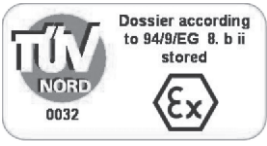
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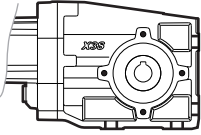
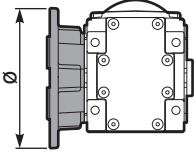



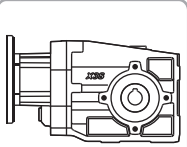
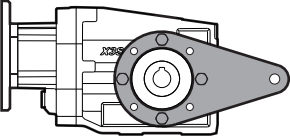

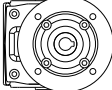
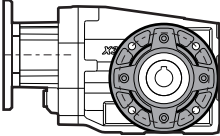
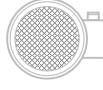
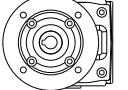

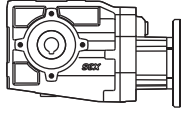

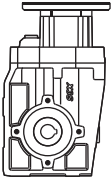
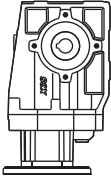
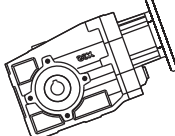
| M-1 | | | | | | | | | |
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|  |  |  |  |  |  |  |  |  |  |
| 56A 56B | 63A 63B | 71A 71B | 80A 80B | 90S 90L | 100LA 100LB | 112M | 132S 132M | 160M 160L | 180M 180L |

Types / Tipi
Typen / Types
Tipos

| Type - Tipo - Typ Type - Tipo | Size - Grandezza - Größe Taille - Tomarño | Mounting - Montaggio Montage - Fixation Tipo de montaje | Rapporto - Ratio Untersetzung Reduction Relacion | Output shaft - Albero uscita Ausgangsflansch Arbre de sortie Brida en solida | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| M | X22S | C | 4.83 | -A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Helical-bevel gear Riduttori ortogonali</p>  <p>With IEC motor M</p>  <p>With motor flange P</p>  <p>With male input shaft R</p>  <p>Modular base B</p> <p>Not available for: X93C, X103, X104, X113, X114.</p> | <p>2 Stages Riduzioni Stufen Trains Etapas</p> <p>3 Stages Riduzioni Stufen Trains Etapas</p> <p>Aluminum Alluminio Aluminium Aluminio</p> <p>X22S X32S X42A X52A X62A</p> <p>3 Stages Riduzioni Stufen Trains Etapas</p> <p>4 Stages Riduzioni Stufen Trains Etapas</p> <p>Cast Iron Ghisa Grauguss Fonte Fundicion</p> <p>113C 133C X93C X103 X113</p> <p>114C 134C X94C X104 X114</p> | <p>Hollow output shaft C</p>  <p>Single output shaft A</p>  <p>Double output shaft only for 113/4C, 133/4C, X93/4C X103/4 and X113/4 B</p>  <p>Shrink Disk (only on the DX side) D</p> <p>Only on request for Q.ty A richiesta per quantità</p> <p>Stainless steel hub I</p>  <p>Stainless steel hub Mozzo in acciaio Inox Edelstahlhohlwelle Moyeu en acier Inox Nucleo corona de acero Inox</p> <p>Only on request for Q.ty A richiesta per quantità</p> | <p>See technical data table</p> <p>Vedi tabella dati tecnici.</p> <p>Technisches Datenblatt beachten</p> <p>Voir Tableau données techniques</p> <p>Ver tabla datos técnicos</p> |  <p>→ STANDARD</p> <p>Hollow output shaft</p> <table border="1"> <tr> <td>X22S</td> <td>113C 114C</td> </tr> <tr> <td>-A ⇒ $\varnothing 18$</td> <td>-F ⇒ $\varnothing 40$</td> </tr> <tr> <td>-B ⇒ $\varnothing 20$</td> <td>-G ⇒ $\varnothing 42$</td> </tr> <tr> <td>X32S X33S</td> <td>133C 134C</td> </tr> <tr> <td>-B ⇒ $\varnothing 20$</td> <td>-F ⇒ $\varnothing 40$</td> </tr> <tr> <td>-C ⇒ $\varnothing 25$</td> <td>-H ⇒ $\varnothing 45$</td> </tr> <tr> <td>X42A X43A</td> <td>X93C X94C</td> </tr> <tr> <td>-C ⇒ $\varnothing 25$</td> <td>-H ⇒ $\varnothing 45$</td> </tr> <tr> <td>-D ⇒ $\varnothing 30$</td> <td>-J ⇒ $\varnothing 50$</td> </tr> <tr> <td>X52A X53A</td> <td>X103 X104</td> </tr> <tr> <td>-D ⇒ $\varnothing 30$</td> <td>-K ⇒ $\varnothing 60$</td> </tr> <tr> <td>-E ⇒ $\varnothing 35$</td> <td>X113 X114</td> </tr> <tr> <td>X62A X63A</td> <td>-T ⇒ $\varnothing 70$</td> </tr> <tr> <td>-E ⇒ $\varnothing 35$</td> <td></td> </tr> <tr> <td>-F ⇒ $\varnothing 40$</td> <td></td> </tr> </table> <p>Single and double output shaft</p> <table border="1"> <tr> <td>-I</td> <td>X22S X32/3S</td> <td>⇒ $\varnothing 20$</td> </tr> <tr> <td>-L</td> <td>X32/3S X42/3A</td> <td>⇒ $\varnothing 25$</td> </tr> <tr> <td>-M</td> <td>X52/3A</td> <td>⇒ $\varnothing 30$</td> </tr> <tr> <td>-N</td> <td>X52/3A X62/3A</td> <td>⇒ $\varnothing 35$</td> </tr> <tr> <td>-V</td> <td>113/4C</td> <td>⇒ $\varnothing 40^*$</td> </tr> <tr> <td>-O</td> <td>113/4C</td> <td>⇒ $\varnothing 42^*$</td> </tr> <tr> <td>-P</td> <td>133/4C</td> <td>⇒ $\varnothing 45^*$</td> </tr> <tr> <td>-1</td> <td>X93/4C</td> <td>⇒ $\varnothing 50^*$</td> </tr> <tr> <td>-3</td> <td>X103/4</td> <td>⇒ $\varnothing 60^*$</td> </tr> <tr> <td>-5</td> <td>X113/4</td> <td>⇒ $\varnothing 70^*$</td> </tr> </table> <p>* Also available double output shaft</p>  <p>Shrink Disk</p> <table border="1"> <tr> <td>-U</td> <td>X22S X32/3S</td> <td>⇒ $\varnothing 20$</td> </tr> <tr> <td>-Q</td> <td>X42/3A</td> <td>⇒ $\varnothing 30$</td> </tr> <tr> <td>-R</td> <td>X52/3A</td> <td>⇒ $\varnothing 35$</td> </tr> <tr> <td>-S</td> <td>X62/3A 113/4C</td> <td>⇒ $\varnothing 40$</td> </tr> <tr> <td>-6</td> <td>133/4C</td> <td>⇒ $\varnothing 45$</td> </tr> <tr> <td>-7</td> <td>X93/4C</td> <td>⇒ $\varnothing 50$</td> </tr> <tr> <td>-8</td> <td>X103/4</td> <td>⇒ $\varnothing 65$</td> </tr> <tr> <td>-9</td> <td>X113/4</td> <td>⇒ $\varnothing 75$</td> </tr> </table> | X22S | 113C 114C | -A ⇒ $\varnothing 18$ | -F ⇒ $\varnothing 40$ | -B ⇒ $\varnothing 20$ | -G ⇒ $\varnothing 42$ | X32S X33S | 133C 134C | -B ⇒ $\varnothing 20$ | -F ⇒ $\varnothing 40$ | -C ⇒ $\varnothing 25$ | -H ⇒ $\varnothing 45$ | X42A X43A | X93C X94C | -C ⇒ $\varnothing 25$ | -H ⇒ $\varnothing 45$ | -D ⇒ $\varnothing 30$ | -J ⇒ $\varnothing 50$ | X52A X53A | X103 X104 | -D ⇒ $\varnothing 30$ | -K ⇒ $\varnothing 60$ | -E ⇒ $\varnothing 35$ | X113 X114 | X62A X63A | -T ⇒ $\varnothing 70$ | -E ⇒ $\varnothing 35$ | | -F ⇒ $\varnothing 40$ | | -I | X22S X32/3S | ⇒ $\varnothing 20$ | -L | X32/3S X42/3A | ⇒ $\varnothing 25$ | -M | X52/3A | ⇒ $\varnothing 30$ | -N | X52/3A X62/3A | ⇒ $\varnothing 35$ | -V | 113/4C | ⇒ $\varnothing 40^*$ | -O | 113/4C | ⇒ $\varnothing 42^*$ | -P | 133/4C | ⇒ $\varnothing 45^*$ | -1 | X93/4C | ⇒ $\varnothing 50^*$ | -3 | X103/4 | ⇒ $\varnothing 60^*$ | -5 | X113/4 | ⇒ $\varnothing 70^*$ | -U | X22S X32/3S | ⇒ $\varnothing 20$ | -Q | X42/3A | ⇒ $\varnothing 30$ | -R | X52/3A | ⇒ $\varnothing 35$ | -S | X62/3A 113/4C | ⇒ $\varnothing 40$ | -6 | 133/4C | ⇒ $\varnothing 45$ | -7 | X93/4C | ⇒ $\varnothing 50$ | -8 | X103/4 | ⇒ $\varnothing 65$ | -9 | X113/4 | ⇒ $\varnothing 75$ |
| X22S | 113C 114C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -A ⇒ $\varnothing 18$ | -F ⇒ $\varnothing 40$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -B ⇒ $\varnothing 20$ | -G ⇒ $\varnothing 42$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X32S X33S | 133C 134C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -B ⇒ $\varnothing 20$ | -F ⇒ $\varnothing 40$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -C ⇒ $\varnothing 25$ | -H ⇒ $\varnothing 45$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X42A X43A | X93C X94C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -C ⇒ $\varnothing 25$ | -H ⇒ $\varnothing 45$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -D ⇒ $\varnothing 30$ | -J ⇒ $\varnothing 50$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X52A X53A | X103 X104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -D ⇒ $\varnothing 30$ | -K ⇒ $\varnothing 60$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -E ⇒ $\varnothing 35$ | X113 X114 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X62A X63A | -T ⇒ $\varnothing 70$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -E ⇒ $\varnothing 35$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -F ⇒ $\varnothing 40$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -I | X22S X32/3S | ⇒ $\varnothing 20$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L | X32/3S X42/3A | ⇒ $\varnothing 25$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -M | X52/3A | ⇒ $\varnothing 30$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -N | X52/3A X62/3A | ⇒ $\varnothing 35$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -V | 113/4C | ⇒ $\varnothing 40^*$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -O | 113/4C | ⇒ $\varnothing 42^*$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -P | 133/4C | ⇒ $\varnothing 45^*$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -1 | X93/4C | ⇒ $\varnothing 50^*$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -3 | X103/4 | ⇒ $\varnothing 60^*$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -5 | X113/4 | ⇒ $\varnothing 70^*$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -U | X22S X32/3S | ⇒ $\varnothing 20$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -Q | X42/3A | ⇒ $\varnothing 30$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -R | X52/3A | ⇒ $\varnothing 35$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -S | X62/3A 113/4C | ⇒ $\varnothing 40$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -6 | 133/4C | ⇒ $\varnothing 45$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -7 | X93/4C | ⇒ $\varnothing 50$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -8 | X103/4 | ⇒ $\varnothing 65$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -9 | X113/4 | ⇒ $\varnothing 75$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



On request we can deliver our products according to the ATEX
 A richiesta possiamo fornire i nostri prodotti secondo le normative ATEX
 Auf Anfrage können wir unsere Produkte den Richtlinien ATEX entsprechend liefern
 Sur demande nos produits peuvent se conformer à la réglementation ATEX
 A pedido, se pueden enviar nuestros productos de acuerdo con las normas ATEX.

| Type - Tipo - Typ Type - Tipo | Output flange Flangia di uscita Ausgangs Flansch Bride de sortie Brida en salida | Motor size - Grandezza motore Motor Grösse Grandeur moteur - Tamaño motor | Terminal box position Posizione morsettieria Klemmkastenlage Position boîte à bornes Posición caja de bornes | Mounting position Posizione montaggio Einbaulage Position de montage Posición de montaje |
|---|--|---|--|--|
| BR | N | -O | B | B3 |
|  <p>FB Forma base Universal</p> |  <p>N Senza flangia Without flange</p> | <p>Flange Flangia </p> <p>B5</p> <p>-A=56 (ø120) -B=63 (ø140) -C=71 (ø160) -D=80 (ø200) -E=90 (ø200) -F=100÷112 (ø250) -G=132 (ø300) -H=160 (ø350) -I=180 (ø350) -L=200 (ø400) CA=225 (ø450)</p> <p>Without flange Senza flangia </p> <p>X22S X33S X43A</p> <p>-Z ⇨ ø9 (56B5) -0 ⇨ ø11 (63B5) -1 ⇨ ø14 (71B5)</p> <p>X32S X42A X53A X63A 114C 134C</p> <p>-1 ⇨ ø14 (71B5) -2 ⇨ ø19 (80B5) -3 ⇨ ø24 (90B5)</p> <p>X52A X62A 113C 133C X94C</p> <p>-2 ⇨ ø19 (80B5) -3 ⇨ ø24 (90B5) -4 ⇨ ø28 (100B5)</p> |  <p>A</p> |  <p>B3 STANDARD</p> |
|  <p>BR Braccio d reazione Reaction arm</p> | <p>X22S</p> <p>0 ⇨ ø110 1 ⇨ ø120</p> <p>X32S X33S</p> <p>1 ⇨ ø120 2 ⇨ ø160</p> | |  <p>B STANDARD</p> |  <p>B6</p> |
|  <p>-F Flangia uscita output flange</p> | <p>X42-3A X52-3A X62-3A</p> <p>2 ⇨ ø160 3 ⇨ ø200 4 ⇨ ø250</p> <p>113C 114C X93C X94C</p> <p>C ⇨ ø280 L ⇨ ø280</p> <p>133C 134C</p> <p>C ⇨ ø320</p> | <p>B14</p> <p>-O=56 (ø80) -P=63 (ø90) -Q=71 (ø105) -R=80 (ø120) -T=90 (ø140) -U=100÷112 (ø160) -V=132 (ø200)</p> |  <p>C</p> |  <p>B7</p> |
| | <p>X103 X104</p> <p>6 ⇨ ø350</p> <p>X113 X114</p> <p>7 ⇨ ø450</p> | |  <p>D</p> |  <p>B8</p> |
| | | <p>Type R Tipo R </p> <p>X22S X33S X43A</p> <p>-1 ⇨ ø14</p> <p>X32S X42A X53A X63A 114C 134C</p> <p>-2 ⇨ ø19</p> <p>X52A X62A 113C 133C X94C</p> <p>-3 ⇨ ø24</p> <p>X93C X104 X114</p> <p>-4 ⇨ ø28</p> <p>X103 X113</p> <p>-6 ⇨ ø42</p> | |  <p>V5</p> |
| | | | |  <p>V6</p> |
| | | | |  <p>V8</p> <p>Specify only for vertical positions Specificare solo per posizione verticale</p> |

POTENZA RICHIESTA / REQUIRED POWER / ERFORDERLICHE LEISTUNG / PUISSANCE NECESSAIRE / POTENCIA NECESARIA

Lifting / sollevamento / hubantriebe / levage / elevación

$$P [KW] = \frac{M [Kg] \cdot g [9.81] \cdot v [m / s]}{1000}$$

Rotation / rotazione / drehung / rotation / rotacion

$$P [KW] = \frac{M [Nm] \cdot n [rpm]}{9550}$$

Linear movement / traslazione / linearbewegung / translation / translacion

$$P [KW] = \frac{F [N] \cdot v [m / s]}{1000}$$

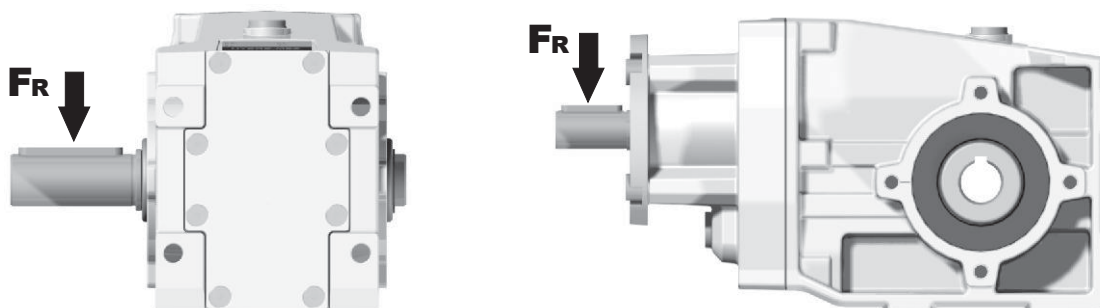
TORQUE / COPPIA / DREHMOMENT / COUPLE / PAR

$$M [Nm] = \frac{9550 \cdot P[KW]}{n [rpm]}$$

$$M [lb in] = \frac{63030 \cdot P[HP]}{n [rpm]}$$

RADIAL LOADS / CARICHI RADIALI / RADIALE - UND AXIALLASTEN / CHARGES RADIALES / CARGA RADIAL Y AXIAL

- Radial load generated by external transmissions keyed onto input and/or output shafts.
- Forza radiale generata da organi di trasmissione calettati sugli alberi di ingresso e/o uscita.
- Belastungen der Antriebs- bzw. Abtriebswellen durch von aussen eingebrachte Radiallasten.
- Charge radiale générée par la transmissions calés sur les entrées et / ou des arbres de sortie
- Cargas radiales, generada por transmisiones externas, aplicadas sobre los ejes de entrada y/o salida



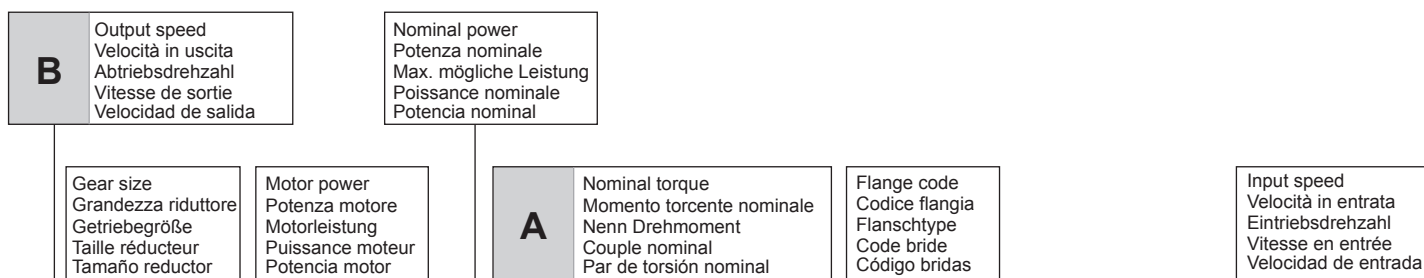
$$F_R [N] = \frac{M [Nm] \cdot 2000}{d [mm]} \cdot f_k$$

$$F_R [N] = \frac{M [lb in] \cdot 8.9}{d [in]} \cdot f_k$$

| | |
|----------------------|--|
| M | Momento torcente / Output torque / Abtriebsdrehmoment / Couple / Par torsion |
| d | Diametro primitivo / Diam. of driving element / Durchmesser der Abtriebseinheit / Diamètre primitif / Diámetro primitivo |
| f_k | Coefficiente di trasformazione / Factor / Faktor / Coefficient de transmission / Coeficiente de transmisión 1.15 Ingranaggi / Gearwheels / Zahnrad / Engrenage / Engranaje 1.25 Catena / Chain sprockets / Antriebskette / Chaîne / Cadena 1.75 Cinghia Trapezoidale / Narrow v-belt pulley / Keilriemen / Courroie trap. / Correa trapezoidal 2.50 Cinghia piatta / Flat-belt pulley / Flachzahnriem. / Courroie crantée / Correa plana |

- If your application requires higher radial loads, contact our technical office. Higher load may be possible.
- Nel caso la vostra applicazione richieda carichi radiali superiori consultare il nostro ufficio tecnico, valori maggiori possono essere accettati.
- Wenn Ihre Anwendung höhere Radialbelastungen erfordert, so wenden Sie sich bitte an unser technischen Büro.
- Si votre application demande des charges radiales supérieures, s'adresser à notre bureau technique.
- En el caso en que una aplicación exija una carga radial superior a la especificada en el catálogo, consultar a nuestra oficinas técnica.

How to select a gearbox / Come selezionare un riduttore / Wie wählt man ein Getriebe
Comment sélectionner un réducteur / Cómo seleccionar un reductor



X22S Angletech Gear **50Nm** Rating - Aluminum HELICAL-BEVEL GEARBOXES

QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.96** for all ratios **input speed (n₁) = 1400 min⁻¹**

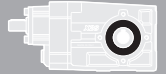
| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|--|--------------|--|--|------------------------|--|---|----------------------------|----|-----------------------------|----|----|------------------|-----------------|
| | | | | | | | -B | -C | -O | -P | -Q | | |
| 289.7 | 4.83 | 0.37 | 11.7 | 2.6 | 0.95 | 30 | 63 | 71 | C | C | | 289 | 01 |
| 189.2 | 7.40 | 0.37 | 17.9 | 1.7 | 0.62 | 30 | | | C | C | | 287 | 02 |
| 146.2 | 9.58 | 0.37 | 23.2 | 1.7 | 0.64 | 40 | | | C | C | | 199 | 03 |
| 127.5 | 10.98 | 0.37 | 26.6 | 1.7 | 0.63 | 45 | | | C | C | | 179 | 04 |



| Type of load and starts per hour Tipo di carico e avviamenti per ora | | Oper. hours per day Ore di funz. giorn. | | |
|--|---------------------|--|------|------|
| | | 3 h | 10 h | 24 h |
| Continuous or intermittent appl. with start / hour Applicazione cont. o interm. con n.ro operazioni/ora | Uniform / Uniforme | 0.8 | 1 | 1.25 |
| | Moderate / Moderato | 1 | 1.25 | 1.5 |
| | Heavy / Forte | 1.25 | 1.5 | 1.75 |
| Intermittent application with start / hour Applicazione intermittente con n.ro operazioni/ora | Uniform / Uniforme | 1 | 1.25 | 1.5 |
| | Moderate / Moderato | 1.25 | 1.5 | 1.75 |
| | Heavy / Forte | 1.5 | 1.75 | 2.15 |

| | | |
|-----------|--|--|
| D | Motor flange available Flange disponibili Erhältliche Motorflansche Brides disponibles Bridas disponibles | |
| B) | Mounting with reduction ring Montaggio con boccia di riduzione Reduzierhülsen Montage avec douille de réduction Montaje con casquillo de reducción | |
| C) | Motor flangeholes position/terminal box position Posizione fori flangia/basetta motore Bohrungsposition am Motorflansch/-socket Position trous bride/barrette à bornes moteur Posición agujeros brida / base motor | |
| B) | Available without reduction bushes Disponibile anche senza boccia Auch ohne Reduzierbuchse verfügbar Disponible aussi sans douille de réduction Disponible también sin casquillo | |

| | | | | | |
|----------|--|--|--|---|--|
| A | Select required torque (according to service factor) | Seleziona la coppia desiderata (comprensiva del fattore di servizio) | Max. Drehmoment in Bezug zum Betriebsfaktor | Sélectionner le couple souhaité (comprenant le facteur de service) | Seleccionar el par deseado (incluyendo el factor de servicio) |
| B | Select output speed | Seleziona la velocità in uscita | Ausgewählte Abtriebsdrehzahl | Sélectionner la vitesse de sortie | Seleccionar la velocidad de salida |
| C | On the same line of selected geared motor, you can find the gear ratio | Sulla riga corrispondente alla motorizzazione prescelta si può rilevare il rapporto di riduzione | Auf der gleichen Linie wie die ausgewählte Motorleistung steht auch die Getriebeuntersetzung | Sur la ligne correspondante à la motorisation pré-choisie on peut relever le rapport de réduction | En la línea correspondiente al motor preseleccionado es posible encontrar la relación de reducción |
| D | Select motor flange available (if requested) | Scegli la flangia disponibile (se richiesta) | Erhältliche Motorflansche (auf Anfrage) | Choisir la bride disponible (si elle est demandée) | Seleccionar la brida disponible (sobre pedido) |



QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.96** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|--|--------------|--|--|------------------------|--|---|----------------------------|----|-----------------------------|----|----|------------------|-------------|
| | | | | | | | -B | -C | -O | -P | -Q | | |
| 290 | 4.83 | 0.37 | 12 | 2.6 | 0.95 | 30 | | | C | C | | 289 | 01 |
| 189 | 7.40 | 0.37 | 18 | 1.7 | 0.62 | 30 | | | C | C | | 287 | 02 |
| 146 | 9.58 | 0.37 | 23 | 1.7 | 0.64 | 40 | | | C | C | | 199 | 03 |
| 128 | 10.98 | 0.37 | 27 | 1.7 | 0.63 | 45 | | | C | C | | 179 | 04 |
| 107 | 13.07 | 0.37 | 32 | 1.4 | 0.53 | 45 | | | C | C | | 159 | 05 |
| 95 | 14.66 | 0.37 | 35 | 1.3 | 0.47 | 45 | | | C | C | | 197 | 06 |
| 89 | 15.79 | 0.37 | 38 | 1.2 | 0.44 | 45 | | | C | C | | 139 | 07 |
| 83 | 16.81 | 0.37 | 41 | 1.1 | 0.41 | 45 | | | C | C | | 177 | 08 |
| 70 | 20.00 | 0.37 | 48 | 1.0 | 0.37 | 48 | | | C | C | | 157 | 09 |
| 64 | 21.93 | 0.37 | 53 | 0.9 | 0.35 | 50 | | | C | C | | 109 | 10 |
| 58 | 24.18 | 0.25 | 39 | 1.3 | 0.32 | 50 | | | C | C | | 137 | 11 |
| 48.2 | 29.04 | 0.25 | 47 | 1.1 | 0.26 | 50 | | | C | C | | 99 | 12 |
| 41.7 | 33.57 | 0.18 | 42 | 1.2 | 0.23 | 50 | | | C | C | | 107 | 13 |
| 36.2 | 38.67 | 0.18 | 48 | 1.0 | 0.20 | 50 | | | C | C | | 79 | 14 |
| 31.5 | 44.44 | 0.18 | 55 | 0.9 | 0.17 | 50 | | | C | C | | 97 | 15 |
| 23.7 | 59.18 | 0.12 | 48 | 1.0 | 0.13 | 50 | | | C | C | | 77 | 16 |
| 19.9 | 70.24 | 0.09 | 45 | 1.1 | 0.11 | 50 | | | C | C | | 67 | 17 |

Motor Flanges Available Flange Motore Disponibili B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione C) Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit **X22S** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X22S** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X22S** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **X22S** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X22S** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|---------------------|--|---------|-----------------------|---------|---------|-----|
| | | | | | | |
| 0.25 LT | 0.25 LT | 0.25 LT | 0.25 LT | 0.43 LT | 0.31 LT | Ask |
| AGIP Telium VSF 320 | | | SHELL Omala S4 WE 320 | | | |

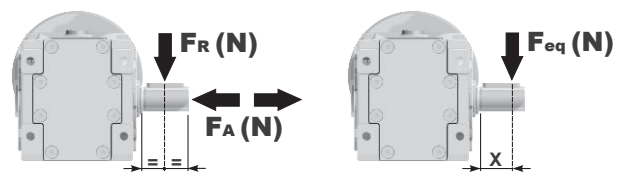
For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft

Albero di uscita

$$F_{eq} = F_R \cdot \frac{42}{X+23}$$

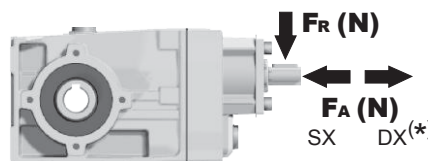


| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|--|-----|------|--|-----|------|--|-----|------|
| 400 | 360 | 1800 | 100 | 440 | 2200 | 25 | 440 | 2200 |
| 250 | 380 | 1900 | 75 | 440 | 2200 | 15 | 440 | 2200 |
| 150 | 420 | 2100 | 50 | 440 | 2200 | | | |

FR On request taper roller bearings to increase radial loads.
A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.

Input shaft

albero in entrata



| n ₁ [min ⁻¹] | FA | FR |
|--|-----|-----|
| 1400 | 140 | 700 |
| 900 | 160 | 800 |
| 500 | 190 | 950 |

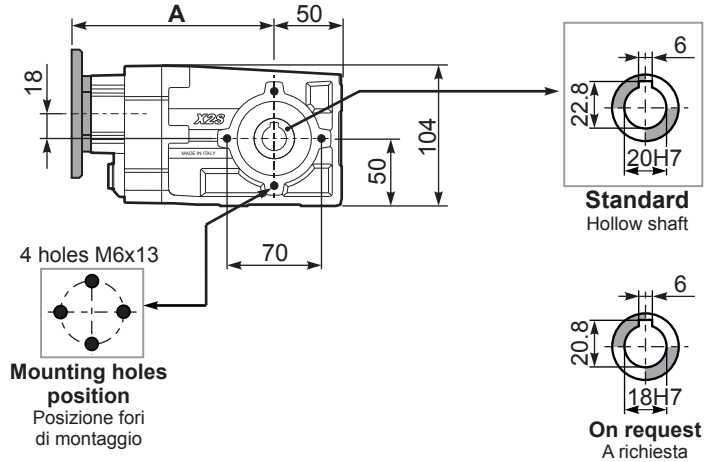
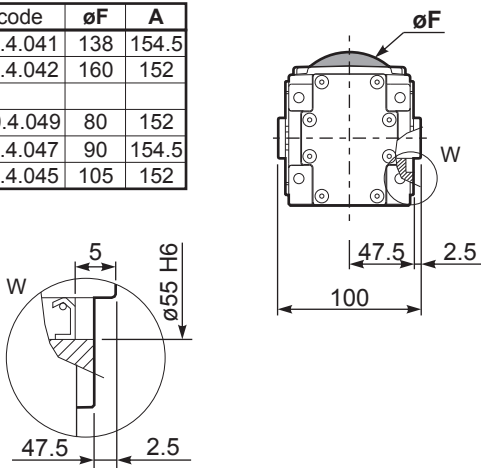
*Strong axial loads in the DX direction are not allowed.
Non sono consentiti forti carichi assiali con direzione DX

tab. 2

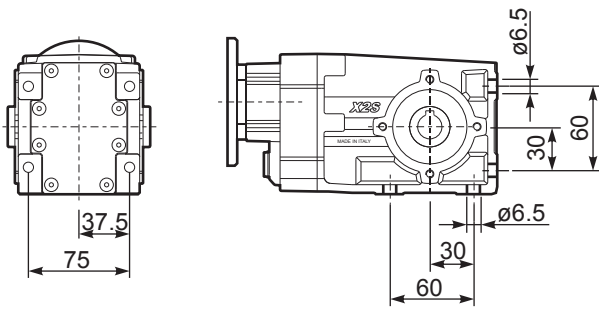
PX22SC... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **3.70 kg**

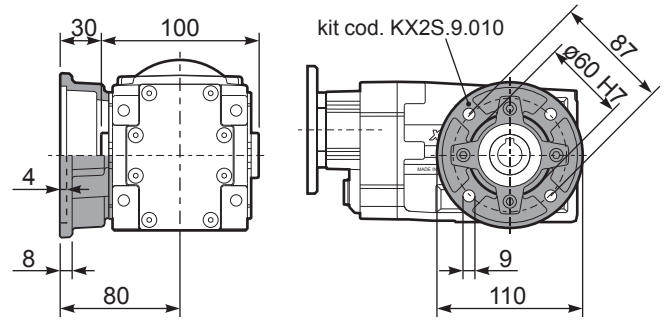
| M. flanges | Kit code | øF | A |
|--------------|------------|-----|-------|
| 63B5 | K050.4.041 | 138 | 154.5 |
| 71B5 | K050.4.042 | 160 | 152 |
| 56B14 | KC40.4.049 | 80 | 152 |
| 63B14 | K050.4.047 | 90 | 154.5 |
| 71B14 | K050.4.045 | 105 | 152 |



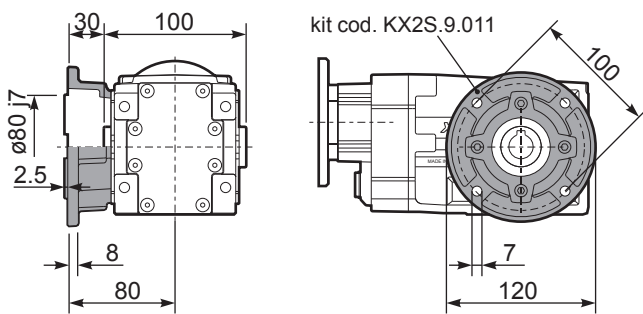
PX22S..-N.. Feet
Piedini



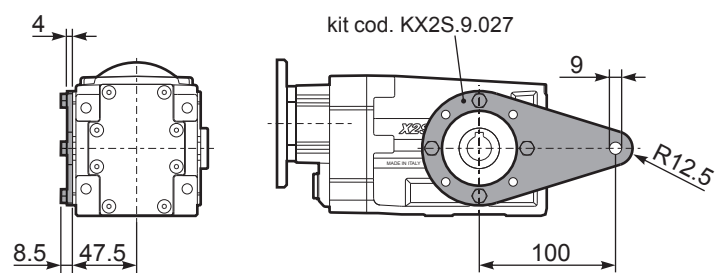
PX22S-F0.. Output flange
Flangia uscita



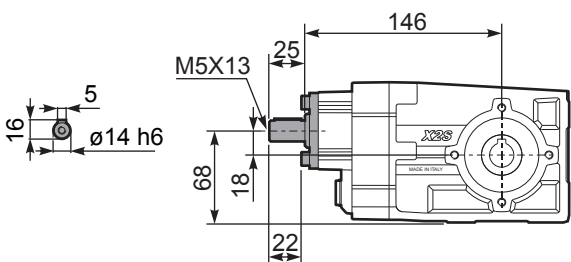
PX22S-F1.. Output flange
Flangia uscita



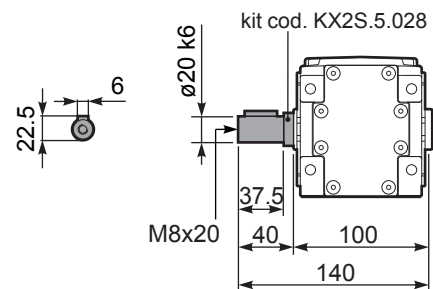
PX22SBR.. Reaction Arm
Braccio di reazione

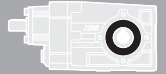


RX22S.. Input shaft
Albero in entrata



PX22S..A.. Single output shaft
Albero semplice in uscita





QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.96** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|--|------------|--|--|------------------------|--|---|----------------------------|----|----|----|-----------------------------|----|----|------------------|-------------|
| | | | | | | | -B | -C | -D | -E | -Q | -R | -T | | |
| | | | | | | | 63 | 71 | 80 | 90 | 71 | 80 | 90 | | |
| 191 | 7.33 | 1.5 | 72 | 1.0 | 1.5 | 70 | B | | | | C | C | | 289 | 01 |
| 125 | 11.22 | 1.1 | 80 | 1.1 | 1.2 | 85 | B | | | | C | C | | 287 | 02 |
| 106 | 13.26 | 1.1 | 95 | 0.9 | 0.98 | 85 | B | | | | C | C | | 199 | 03 |
| 91 | 15.37 | 1.1 | 110 | 0.8 | 0.89 | 90 | B | | | | C | C | | 179 | 04 |
| 78 | 18.04 | 0.75 | 89 | 1.0 | 0.76 | 90 | B | | | | C | C | | 159 | 05 |
| 69 | 20.30 | 0.75 | 100 | 0.9 | 0.68 | 90 | B | | | | C | C | | 197 | 06 |
| 65 | 21.54 | 0.75 | 106 | 0.9 | 0.64 | 90 | B | | | | C | C | | 139 | 07 |
| 59 | 23.53 | 0.55 | 85 | 1.1 | 0.58 | 90 | B | | | | C | C | | 177 | 08 |
| 51 | 27.62 | 0.55 | 100 | 0.9 | 0.50 | 90 | B | | | | C | C | | 157 | 09 |
| 47.6 | 29.40 | 0.55 | 106 | 0.8 | 0.47 | 90 | B | | | | C | C | | 109 | 10 |
| 42.5 | 32.97 | 0.37 | 80 | 1.1 | 0.42 | 90 | B | | | | C | C | | 137 | 11 |
| 36.5 | 38.37 | 0.37 | 93 | 1.0 | 0.36 | 90 | B | | | | C | C | | 99 | 12 |
| 31.1 | 45.00 | 0.25 | 73 | 1.2 | 0.31 | 90 | B | | | | C | C | | 107 | 13 |
| 27.6 | 50.67 | 0.25 | 83 | 1.1 | 0.27 | 90 | B | | | | C | C | | 79 | 14 |
| 23.8 | 58.73 | 0.18 | 73 | 1.2 | 0.23 | 90 | B | | | | C | C | | 97 | 15 |
| 18.1 | 77.55 | 0.18 | 97 | 0.9 | 0.18 | 90 | B | | | | C | C | | 77 | 16 |

Motor Flanges Available Flange Motore Disponibili
 B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione
 B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
 C) Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit **X32S** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X32S** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X32S** ist mit synthetischem Öl gefüllt und ist lebensdauer geschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial- und Axialbelastungen des Getriebes aufgeführt.

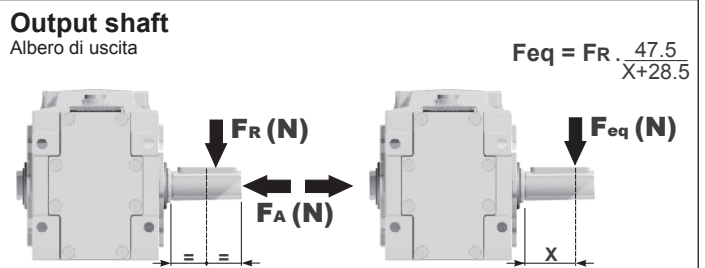
F Le réducteur **X32S** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X32S** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | | |
|---------------------|--|---------|---------|-----------------------|---------|-----|--|
| | | | | | | | |
| 0.40 LT | 0.60 LT | 0.40 LT | 0.60 LT | 0.85 LT | 0.60 LT | Ask | |
| AGIP Telium VSF 320 | | | | SHELL Omala S4 WE 320 | | | |

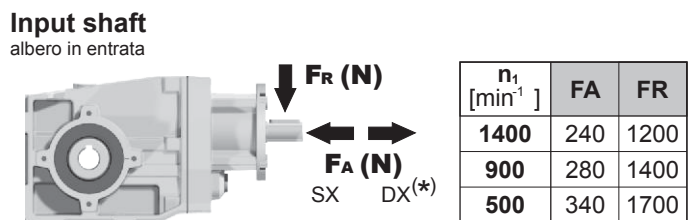
For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS



| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|--|-----|------|--|-----|------|--|-----|------|
| 250 | 400 | 2000 | 75 | 560 | 2800 | 15 | 560 | 2800 |
| 150 | 450 | 2250 | 50 | 560 | 2800 | | | |
| 100 | 500 | 2500 | 25 | 560 | 2800 | | | |

FR On request taper roller bearings to increase radial loads.
A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.



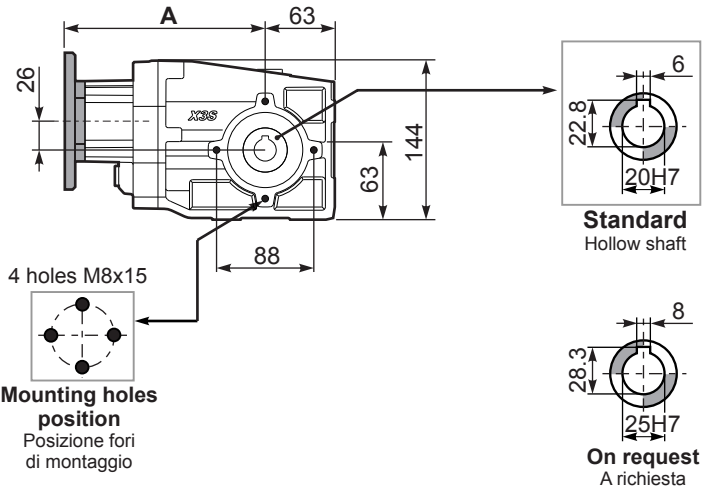
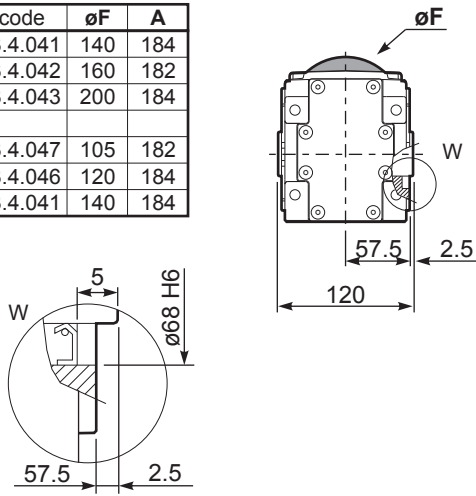
***Strong axial loads in the DX direction are not allowed.**
Non sono consentiti forti carichi assiali con direzione DX

tab. 2

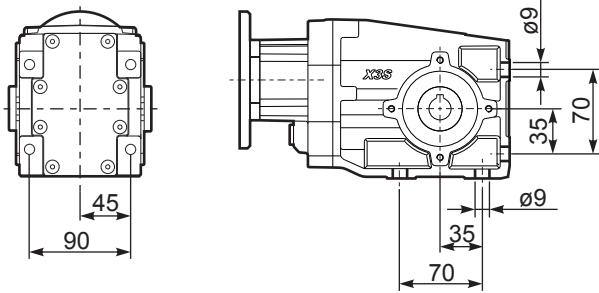
PX32SC... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **6.30 kg**

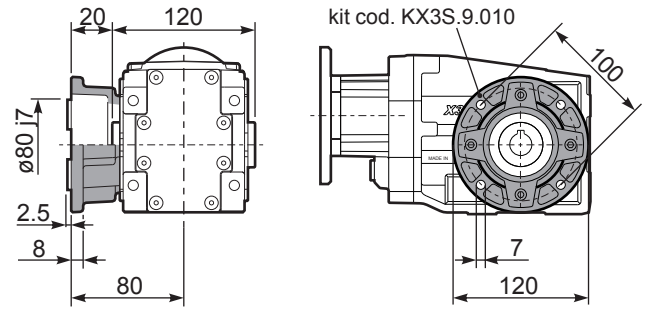
| M. flanges | Kit code | øF | A |
|------------|------------|-----|-----|
| 63B5 | K063.4.041 | 140 | 184 |
| 71B5 | K063.4.042 | 160 | 182 |
| 80/90B5 | K063.4.043 | 200 | 184 |
| 71B14 | K063.4.047 | 105 | 182 |
| 80B14 | K063.4.046 | 120 | 184 |
| 90B14 | K063.4.041 | 140 | 184 |



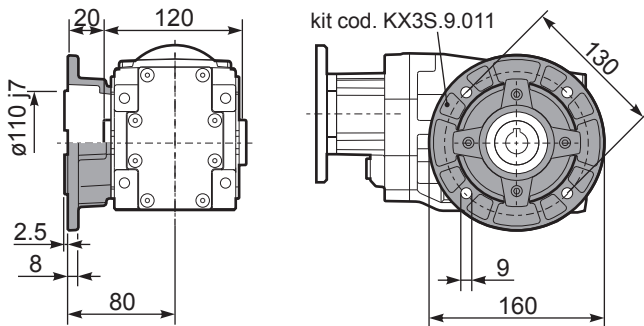
PX32S..-N.. Feet
Piedini



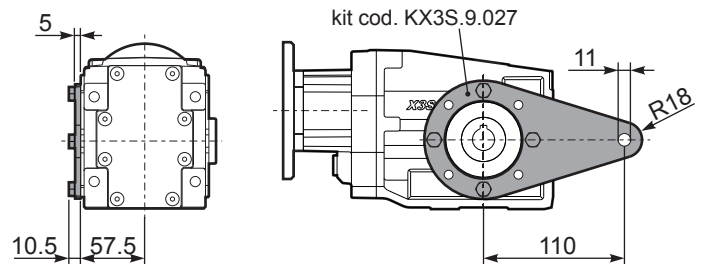
PX32S..-F1.. Output flange
Flangia uscita



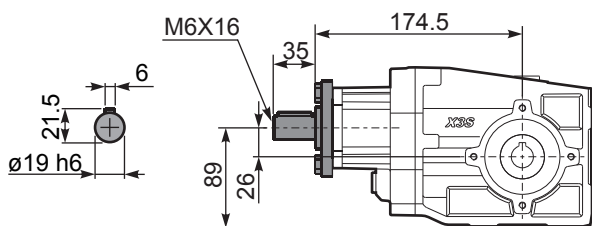
PX32S..-F2.. Output flange
Flangia uscita



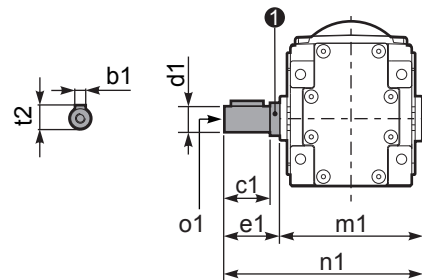
PX32SBR.. Reaction Arm
Braccio di reazione



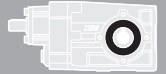
RX32S... Input shaft
Albero in entrata



PX32S..A.. Single output shaft
Albero semplice in uscita



| d1 | b1 | c1 | e1 | m1 | n1 | t2 | o1 | 1 kit code |
|---|----|------|------|-------|-----|------|-------|------------|
| ø20 ^{-0.005} _{-0.020} | 6 | 37.5 | 40 | 120 | 140 | 22.5 | M8x20 | KX2S.5.028 |
| ø25 ^{-0.005} _{-0.020} | 8 | 60 | 63.2 | 126.8 | 190 | 28 | M8x20 | K063.5.028 |



QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.94** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|--|---------------|--|--|------------------------|--|---|----------------------------|----|-----------------------------|----|-----------------|------------------|-----------------|
| | | | | | | | -B | -C | -O | -P | -Q | | |
| | | | | | | | 63 | 71 | 56 | 63 | 71 | | |
| 38.7 | 36.17 | 0.37 | 86 | 1.2 | 0.43 | 100 | | | C | C | | 17179 | 02 |
| 31.7 | 44.21 | 0.37 | 105 | 1.0 | 0.35 | 100 | | | C | C | | 19139 | 03 |
| 27.6 | 50.68 | 0.25 | 81 | 1.2 | 0.31 | 100 | | | C | C | | 17139 | 04 |
| 25.3 | 55.36 | 0.25 | 89 | 1.1 | 0.28 | 100 | | | C | C | | 17177 | 05 |
| 23.2 | 60.31 | 0.25 | 96 | 1.0 | 0.26 | 100 | | | C | C | | 15139 | 06 |
| 21.2 | 65.88 | 0.25 | 105 | 0.9 | 0.24 | 100 | | | C | C | | 15177 | 07 |
| 19.4 | 72.25 | 0.18 | 88 | 1.1 | 0.22 | 100 | | | C | C | | 10179 | 08 |
| 17.6 | 79.64 | 0.18 | 97 | 1.0 | 0.20 | 100 | | | C | C | standard ø20 | 13177 | 09 |
| 15.2 | 92.31 | 0.18 | 113 | 0.9 | 0.17 | 100 | | | C | C | | 15137 | 10 |
| 14.6 | 95.65 | 0.18 | 117 | 0.9 | 0.16 | 100 | | | C | C | | 9179 | 11 |
| 13.8 | 101.23 | 0.12 | 80 | 1.2 | 0.15 | 100 | | | C | C | ø25 | 10139 | 12 |
| 11.0 | 127.37 | 0.12 | 101 | 1.0 | 0.12 | 100 | | | C | C | On request | 7179 | 13 |
| 9.3 | 151.16 | 0.09 | 95 | 1.0 | 0.10 | 100 | | | C | C | | 6179 | 14 |
| 7.8 | 178.46 | 0.09 | 113 | 0.9 | 0.09 | 100 | | | C | C | | 7139 | 15 |
| 6.6 | 211.79 | 0.06 | 88 | 1.1 | 0.07 | 100 | | | C | C | | 6139 | 16 |
| 6.1 | 231.37 | 0.06 | 96 | 1.0 | 0.07 | 100 | | | C | C | | 6177 | 17 |
| 5.1 | 273.16 | 0.06 | 113 | 0.9 | 0.06 | 100 | | | C | C | | 7137 | 18 |
| 4.3 | 324.18 | 0.06 | 134 | 0.7 | 0.05 | 100 | | | C | C | | 6137 | 19 |

Motor Flanges Available Flange Motore Disponibili
B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione
B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
C) Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit **X33S** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X33S** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X33S** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **X33S** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X33S** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

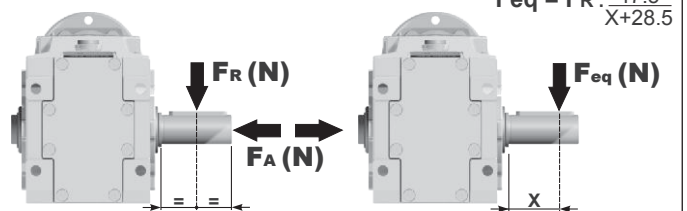
| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|---------------------|--|---------|-----------------------|---------|---------|-----|
| | | | | | | |
| 0.70 LT | 0.65 LT | 0.40 LT | 0.65 LT | 0.95 LT | 0.65 LT | Ask |
| AGIP Telium VSF 320 | | | SHELL Omala S4 WE 320 | | | |

For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft

Albero di uscita

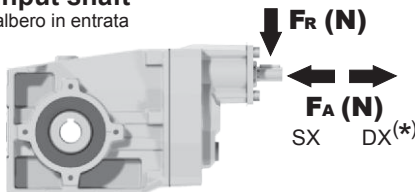


| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|--|-----|------|--|-----|------|--|-----|------|
| 250 | 400 | 2000 | 75 | 560 | 2800 | 15 | 560 | 2800 |
| 150 | 450 | 2250 | 50 | 560 | 2800 | | | |
| 100 | 500 | 2500 | 25 | 560 | 2800 | | | |

FR On request taper roller bearings to increase radial loads.
A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.

Input shaft

albero in entrata



| n ₁ [min ⁻¹] | FA | FR |
|--|-----|-----|
| 1400 | 140 | 700 |
| 900 | 160 | 800 |
| 500 | 190 | 950 |

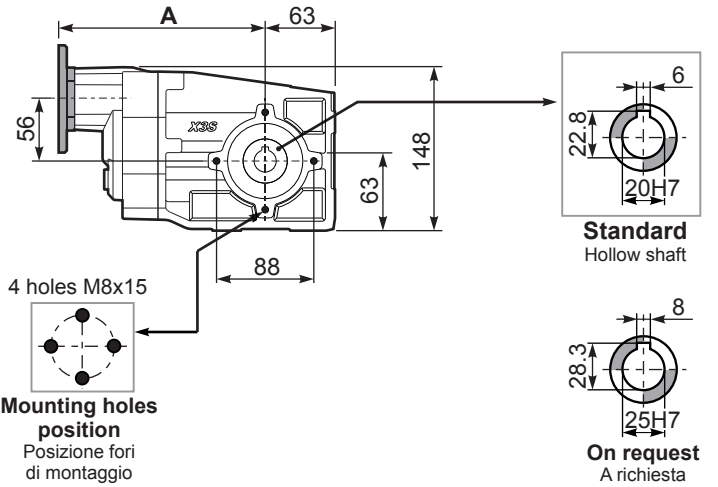
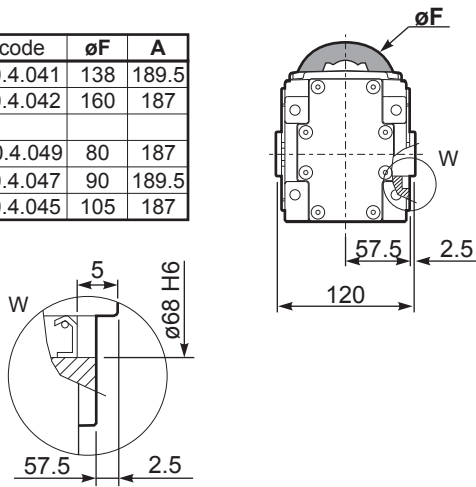
*Strong axial loads in the DX direction are not allowed.
Non sono consentiti forti carichi assiali con direzione DX

tab. 2

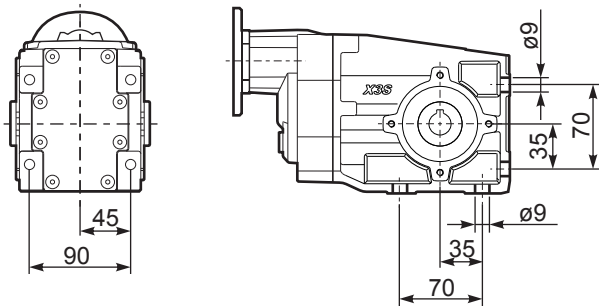
PX33SC... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **6.55 kg**

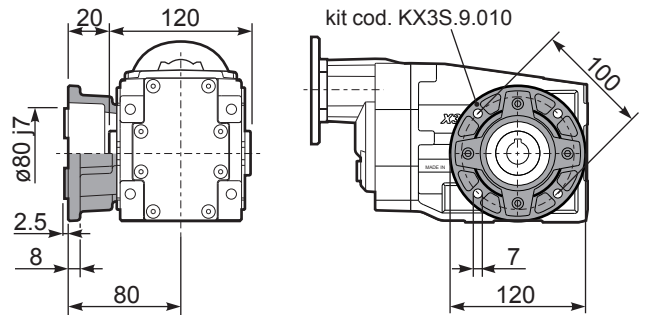
| M. flanges | Kit code | øF | A |
|--------------|------------|-----|-------|
| 63B5 | K050.4.041 | 138 | 189.5 |
| 71B5 | K050.4.042 | 160 | 187 |
| 56B14 | KC40.4.049 | 80 | 187 |
| 63B14 | K050.4.047 | 90 | 189.5 |
| 71B14 | K050.4.045 | 105 | 187 |



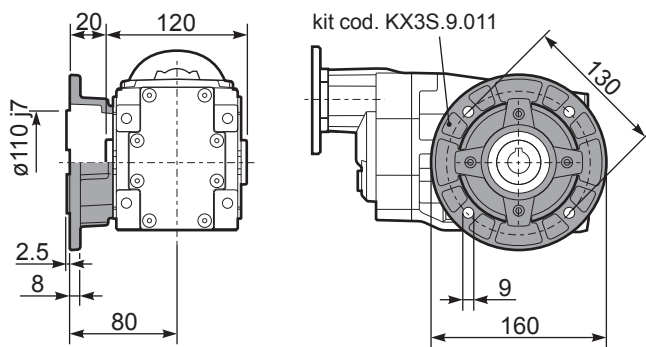
PX33S-N.. Feet
Piedi



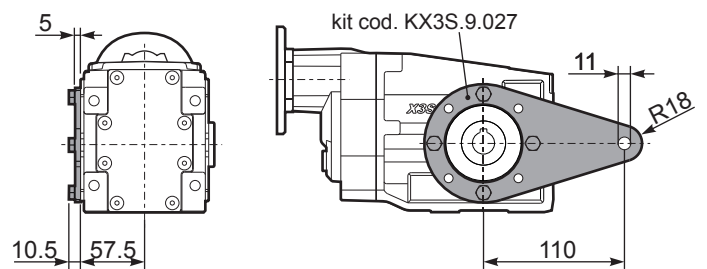
PX33S-F1.. Output flange
Flangia uscita



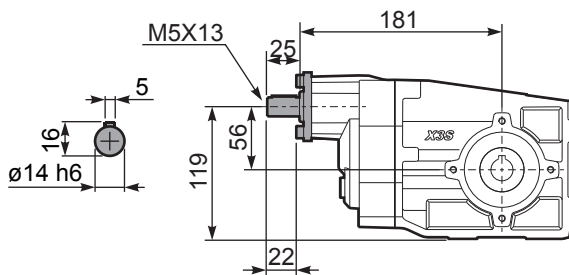
PX33S-F2.. Output flange
Flangia uscita



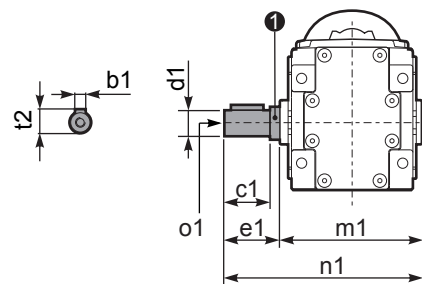
PX33SBR.. Reaction Arm
Braccio di reazione



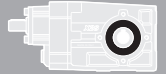
RX33S... Input shaft
Albero in entrata



PX33S..A.. Single output shaft
Albero semplice in uscita



| d1 | b1 | c1 | e1 | m1 | n1 | t2 | o1 | ① kit code |
|------------------------------|----|------|------|-------|-----|------|-------|------------|
| ø20 ^{-0.005/-0.020} | 6 | 37.5 | 40 | 120 | 140 | 22.5 | M8x20 | KX2S.5.028 |
| ø25 ^{-0.005/-0.020} | 8 | 60 | 63.2 | 126.8 | 190 | 28 | M8x20 | K063.5.028 |



QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.96** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | | | | Available B14 motor flanges | | | | Output Shaft | Ratios code |
|--|--------------|--|--|------------------------|--|---|----------------------------|----|----|----|-----|-----------------------------|----|----|----|------------------|-------------|
| | | | | | | | -B | -C | -D | -E | -F | -Q | -R | -T | -U | | |
| | | | | | | | 63 | 71 | 80 | 90 | 100 | 112 | 71 | 80 | 90 | | |
| 192 | 7.29 | 2.2 | 104 | 0.9 | 2.0 | 95 | B | | | | | C | C | | | 2811 | 01 |
| 125 | 11.20 | 2.2 | 159 | 0.9 | 2.0 | 150 | B | | | | | C | C | | | 288 | 02 |
| 106 | 13.18 | 1.5 | 129 | 1.2 | 1.7 | 150 | B | | | | | C | C | | | 1911 | 03 |
| 92 | 15.27 | 1.1 | 109 | 1.4 | 1.5 | 150 | B | | | | | C | C | | | 1711 | 04 |
| 78 | 17.93 | 1.1 | 128 | 1.2 | 1.3 | 150 | B | | | | | C | C | | | 1511 | 05 |
| 69 | 20.25 | 1.1 | 145 | 1.0 | 1.1 | 150 | B | | | | | C | C | | | 198 | 06 |
| 65 | 21.40 | 1.1 | 153 | 1.0 | 1.1 | 150 | B | | | | | C | C | | | 1311 | 07 |
| 60 | 23.47 | 0.75 | 115 | 1.3 | 0.98 | 150 | B | | | | | C | C | | | 178 | 08 |
| 51 | 27.55 | 0.75 | 135 | 1.1 | 0.83 | 150 | B | | | | | C | C | | | 158 | 09 |
| 47.9 | 29.21 | 0.75 | 143 | 1.0 | 0.78 | 150 | B | | | | | C | C | | | 1011 | 10 |
| 42.6 | 32.88 | 0.75 | 161 | 0.9 | 0.70 | 150 | B | | | | | C | C | | | 138 | 11 |
| 36.7 | 38.12 | 0.55 | 138 | 1.1 | 0.60 | 150 | B | | | | | C | C | | | 911 | 12 |
| 31.2 | 44.89 | 0.55 | 163 | 0.9 | 0.51 | 150 | B | | | | | C | C | | | 108 | 13 |
| 27.8 | 50.34 | 0.37 | 122 | 1.1 | 0.40 | 131 | B | | | | | C | C | | | 711 | 14 |
| 23.9 | 58.58 | 0.37 | 142 | 1.1 | 0.39 | 150 | B | | | | | C | C | | | 98 | 15 |
| 18.1 | 77.36 | 0.25 | 126 | 1.2 | 0.30 | 150 | B | | | | | C | C | | | 78 | 16 |

Motor Flanges Available Flange Motore Disponibili
 B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione
 B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
 C) Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit **X42A** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X42A** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X42A** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial- und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **X42A** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X42A** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|---------------------|--|---------|-----------------------|---------|---------|-----|
| | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
| 0.60 LT | 0.75 LT | 0.50 LT | 0.70 LT | 1.10 LT | 0.60 LT | Ask |
| AGIP Telium VSF 320 | | | SHELL Omala S4 WE 320 | | | |

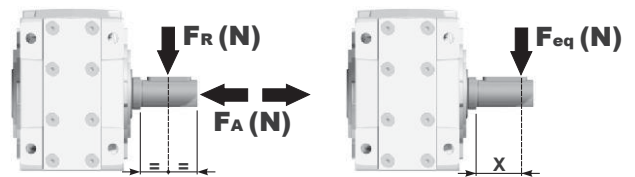
For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft

Albero di uscita

$$F_{eq} = F_R \cdot \frac{54}{X+28}$$



| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|--|-----|------|--|-----|------|--|-----|------|
| 250 | 500 | 2500 | 75 | 800 | 4000 | 15 | 960 | 4800 |
| 150 | 600 | 3000 | 50 | 960 | 4800 | | | |
| 100 | 700 | 3500 | 25 | 960 | 4800 | | | |

FR On request taper roller bearings to increase radial loads.
A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.

Input shaft

albero in entrata

| n ₁ [min ⁻¹] | FA | FR |
|--|-----|------|
| 1400 | 240 | 1200 |
| 900 | 280 | 1400 |
| 500 | 340 | 1700 |

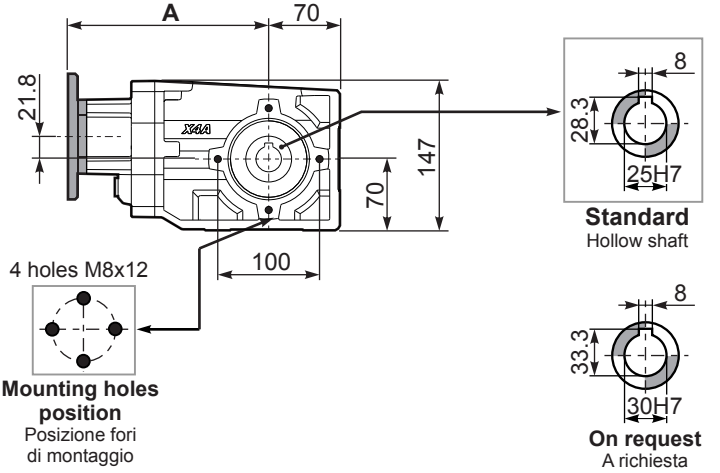
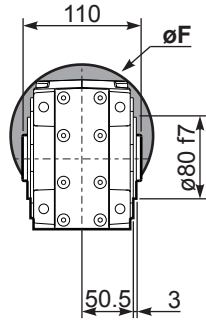
***Strong axial loads in the DX direction are not allowed.**
Non sono consentiti forti carichi assiali con direzione DX

tab. 2

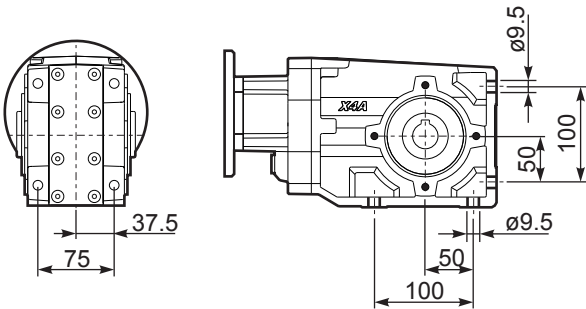
PX42AC... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **7.82 kg**

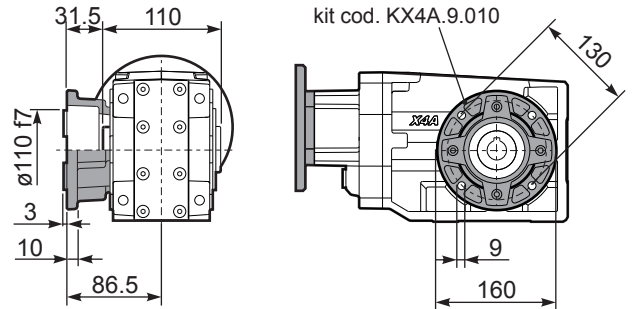
| M. flanges | Kit code | øF | A |
|------------|------------|-----|-------|
| 63B5 | K063.4.041 | 140 | 199.5 |
| 71B5 | K063.4.042 | 160 | 197.5 |
| 80/90B5 | K063.4.043 | 200 | 199.5 |
| 100/112B5 | KC40.4.043 | 250 | 214.3 |
| 71B14 | K063.4.047 | 105 | 197.5 |
| 80B14 | K063.4.046 | 120 | 199.5 |
| 90B14 | K063.4.041 | 140 | 199.5 |
| 100/112B14 | KC40.4.041 | 160 | 214.3 |



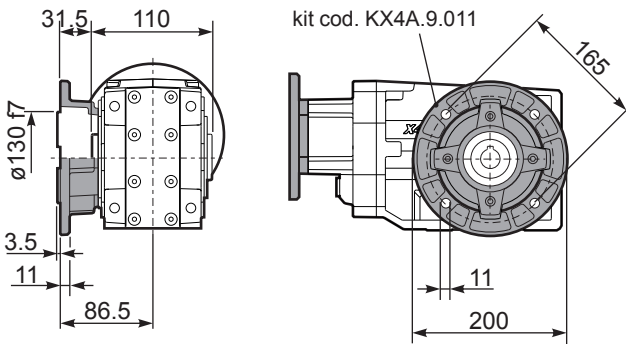
PX42A-N.. Feet
Piedini



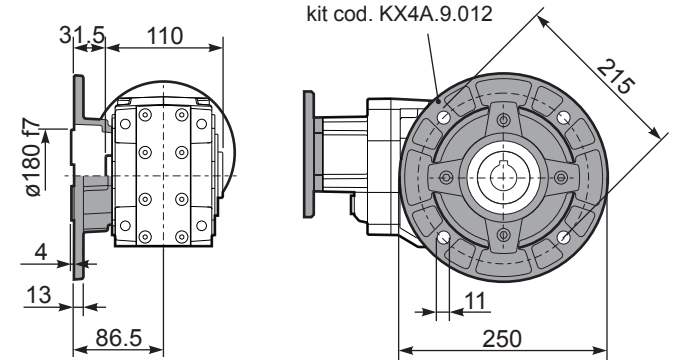
PX42A-F2.. Output flange
Flangia uscita



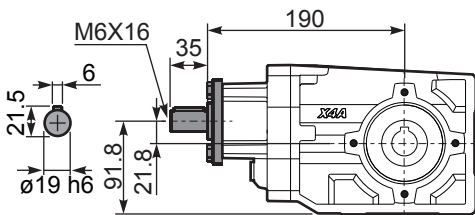
PX42A-F3.. Output flange
Flangia uscita



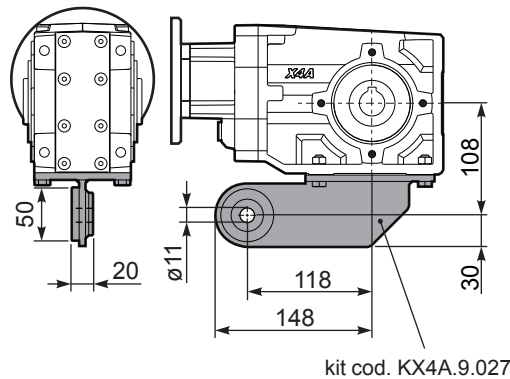
PX42A-F4.. Output flange
Flangia uscita



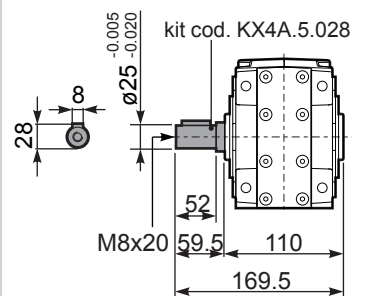
RX42A... Input shaft
Albero in entrata

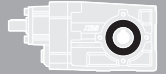


PX42ABR.. Reaction Arm
Braccio di reazione



PX42A..A.. Single output shaft
Albero semplice in uscita





QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.94** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|--|---------------|--|--|------------------------|--|---|----------------------------|----|-----------------------------|----|----|------------------|-------------|
| | | | | | | | -B | -C | -O | -P | -Q | | |
| | | | | | | | 63 | 71 | 56 | 63 | 71 | | |
| 27.8 | 50.35 | 0.37 | 119 | 1.3 | 0.46 | 150 | | | C | C | | 171311 | 01 |
| 25.4 | 55.22 | 0.37 | 131 | 1.1 | 0.42 | 150 | | | C | C | | 17178 | 02 |
| 23.4 | 59.92 | 0.37 | 142 | 1.1 | 0.39 | 150 | | | C | C | | 151311 | 03 |
| 21.3 | 65.72 | 0.37 | 156 | 1.0 | 0.36 | 150 | | | C | C | | 15178 | 04 |
| 19.5 | 71.78 | 0.25 | 115 | 1.3 | 0.33 | 150 | | | C | C | | 101711 | 05 |
| 17.6 | 79.44 | 0.25 | 127 | 1.2 | 0.29 | 150 | | | C | C | | 13178 | 06 |
| 15.2 | 92.08 | 0.25 | 147 | 1.0 | 0.25 | 150 | | | C | C | | 15138 | 07 |
| 14.7 | 95.03 | 0.25 | 152 | 1.0 | 0.25 | 150 | | | C | C | | 91711 | 08 |
| 11.1 | 126.55 | 0.18 | 155 | 1.0 | 0.20 | 160 | | | C | C | | 71711 | 09 |
| 10.5 | 133.15 | 0.18 | 163 | 1.0 | 0.19 | 160 | | | C | C | | 91311 | 10 |
| 9.3 | 150.18 | 0.12 | 119 | 1.3 | 0.17 | 160 | | | C | C | | 61711 | 11 |
| 7.9 | 177.30 | 0.12 | 140 | 1.1 | 0.14 | 160 | | | C | C | | 71311 | 12 |
| 6.7 | 210.42 | 0.09 | 133 | 1.2 | 0.12 | 160 | | | C | C | | 61311 | 13 |
| 6.1 | 230.79 | 0.09 | 146 | 1.1 | 0.11 | 160 | | | C | C | | 6178 | 14 |
| 5.1 | 272.47 | 0.06 | 113 | 1.4 | 0.09 | 160 | | | C | C | | 7138 | 15 |
| 4.3 | 323.37 | 0.06 | 134 | 1.2 | 0.08 | 160 | | | C | C | | 6138 | 16 |

Motor Flanges Available Flange Motore Disponibili
 B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione
 B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
 C) Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit **X43A** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X43A** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X43A** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial- und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **X43A** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X43A** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

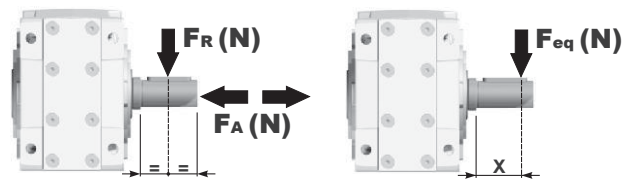
| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|---------------------|--|---------|-----------------------|---------|---------|-----|
| | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
| 0.80 LT | 0.80 LT | 0.60 LT | 0.80 LT | 1.20 LT | 0.70 LT | Ask |
| AGIP Telium VSF 320 | | | SHELL Omala S4 WE 320 | | | |

For all details on lubrication and plugs check our website [tab. 1](#)
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

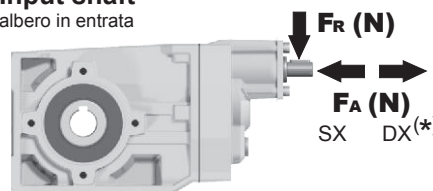
$$F_{eq} = F_R \cdot \frac{54}{X+28}$$



| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|--|-----|------|--|-----|------|--|-----|------|
| 250 | 500 | 2500 | 75 | 800 | 4000 | 15 | 960 | 4800 |
| 150 | 600 | 3000 | 50 | 960 | 4800 | | | |
| 100 | 700 | 3500 | 25 | 960 | 4800 | | | |

FR On request taper roller bearings to increase radial loads.
A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.

Input shaft
albero in entrata



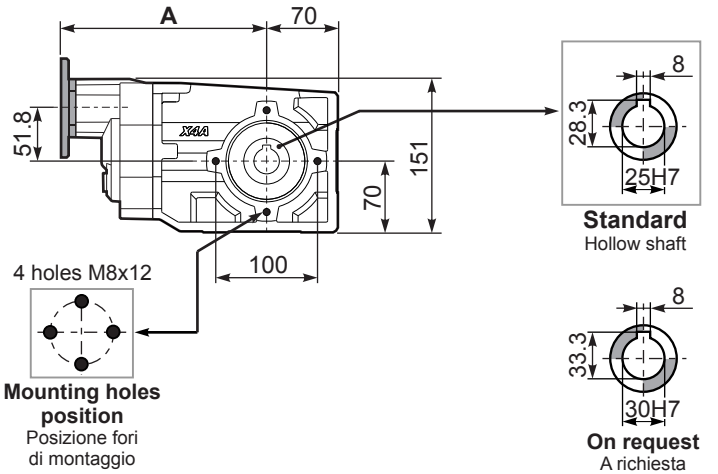
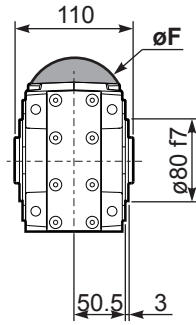
| n ₁ [min ⁻¹] | FA [N] | FR [N] |
|--|-----------|-----------|
| 1400 | 140 | 700 |
| 900 | 160 | 800 |
| 500 | 190 | 950 |

***Strong axial loads in the DX direction are not allowed.**
Non sono consentiti forti carichi assiali con direzione DX

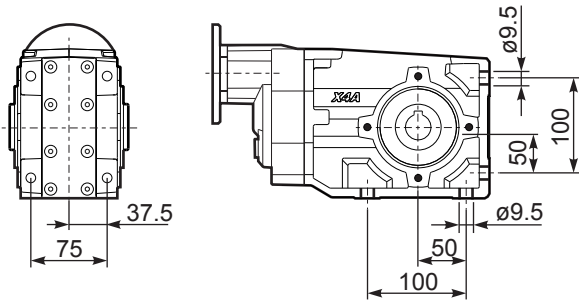
PX43AC... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **7.93 kg**

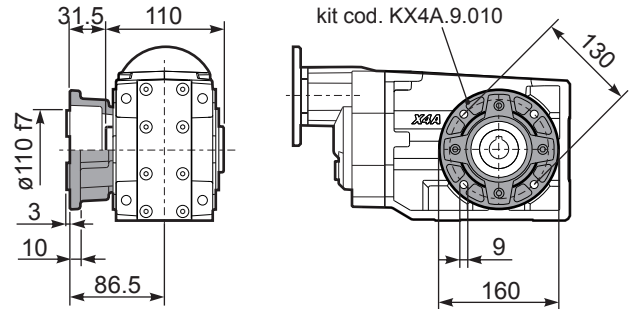
| M. flanges | Kit code | øF | A |
|------------|------------|-----|-------|
| 63B5 | K050.4.041 | 138 | 205 |
| 71B5 | K050.4.042 | 160 | 202.5 |
| 56B14 | KC40.4.049 | 80 | 202.5 |
| 63B14 | K050.4.047 | 90 | 205 |
| 71B14 | K050.4.045 | 105 | 202.5 |



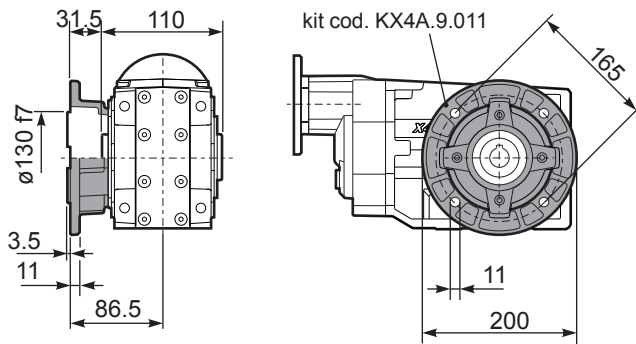
PX43A-N.. Feet
Piedini



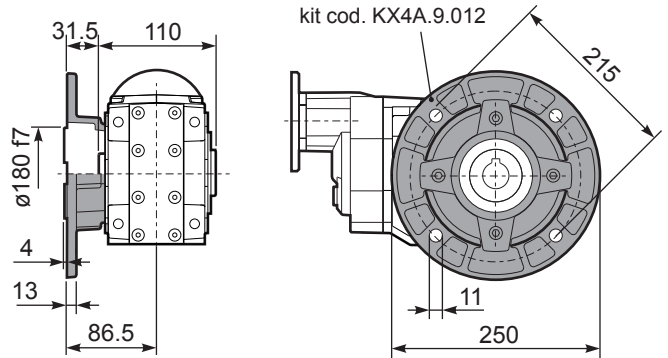
PX43A-F2.. Output flange
Flangia uscita



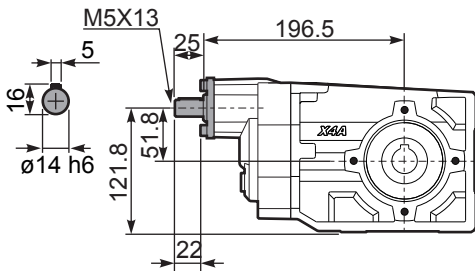
PX43A-F3.. Output flange
Flangia uscita



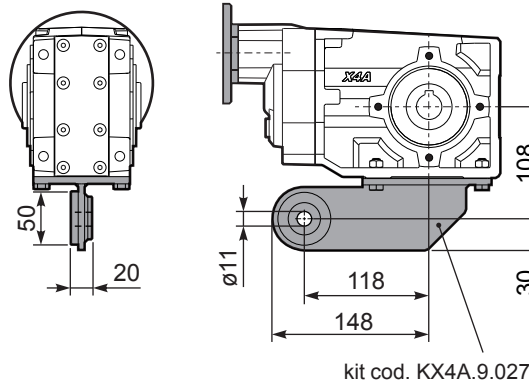
PX43A-F4.. Output flange
Flangia uscita



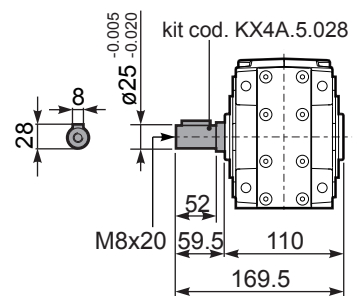
RX43A... Input shaft
Albero in entrata

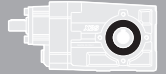


PX43ABR.. Reaction Arm
Braccio di reazione



PX43A..A.. Single output shaft
Albero semplice in uscita





QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.96** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|--|--------------|--|--|------------------------|--|---|----------------------------|----|----|------------|-----------------------------|----|------------|------------------|-------------|
| | | | | | | | -C | -D | -E | -F | -R | -T | -U | | |
| | | | | | | | 71 | 80 | 90 | 100 112 | 80 | 90 | 100 112 | | |
| 232 | 6.03 | 3 | 116 | 1.2 | 3.4 | 135 | B | | | | | | | 3011 | 01 |
| 151 | 9.26 | 3 | 179 | 0.9 | 2.6 | 155 | B | | | | | | | 308 | 02 |
| 123 | 11.36 | 3 | 219 | 1.0 | 3.1 | 230 | B | | | | | | | 2011 | 03 |
| 91 | 15.36 | 2.2 | 218 | 1.1 | 2.5 | 250 | B | | | | | | | 1611 | 04 |
| 80 | 17.46 | 2.2 | 248 | 1.0 | 2.2 | 250 | B | | | | | | | 208 | 05 |
| 70 | 19.97 | 2.2 | 284 | 0.9 | 1.9 | 250 | B | | | | | | | 1311 | 06 |
| 59 | 23.60 | 1.5 | 231 | 1.1 | 1.6 | 250 | B | | | | | | | 168 | 07 |
| 57 | 24.45 | 1.5 | 239 | 1.0 | 1.6 | 250 | B | | | | | | | 1111 | 08 |
| 45.6 | 30.69 | 1.1 | 220 | 1.1 | 1.2 | 250 | B | | | | | | | 138 | 09 |
| 39.6 | 35.35 | 1.1 | 253 | 1.0 | 1.1 | 250 | B | | | | | | | 811 | 10 |
| 37.3 | 37.57 | 1.1 | 269 | 0.9 | 1.0 | 250 | B | | | | | | | 118 | 11 |
| 28.8 | 48.68 | 0.75 | 239 | 1.0 | 0.78 | 250 | B | | | | | | | 611 | 12 |
| 25.8 | 54.33 | 0.75 | 267 | 0.9 | 0.70 | 250 | B | | | | | | | 88 | 13 |
| 18.7 | 74.81 | 0.37 | 181 | 1.2 | 0.43 | 210 | B | | | | | | | 68 | 14 |

A) Motor Flanges Available
Flange Motore Disponibili

B) Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

B) Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione

C) Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit **X52A** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X52A** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X52A** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **X52A** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X52A** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

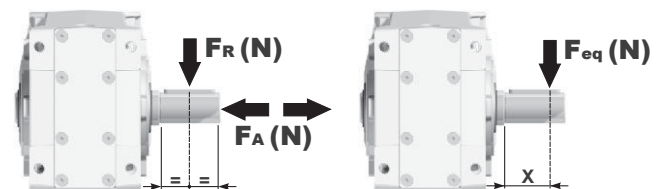
| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | | |
|---------------------|--|---------|---------|-----------------------|---------|-----|-----|
| | | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 | V8 |
| 0.90 LT | 1.50LT | 0.75 LT | 1.40 LT | 1.95 LT | 1.15 LT | Ask | Ask |
| AGIP Telium VSF 320 | | | | SHELL Omala S4 WE 320 | | | |

For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

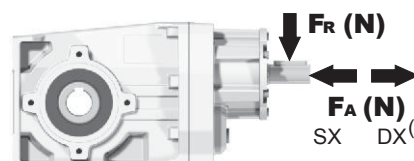
$$F_{eq} = F_R \cdot \frac{61.5}{X+31}$$



| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|--|-----|------|--|------|------|--|------|------|
| 250 | 600 | 3000 | 75 | 820 | 4100 | 15 | 1660 | 8300 |
| 150 | 700 | 3500 | 50 | 960 | 4800 | | | |
| 100 | 800 | 4000 | 25 | 1350 | 6750 | | | |

F_R On request taper roller bearings to increase radial loads.
A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.

Input shaft
albero in entrata



| n ₁ [min ⁻¹] | FA | FR |
|--|-----|------|
| 1400 | 450 | 2250 |
| 900 | 500 | 2500 |
| 500 | 600 | 3000 |

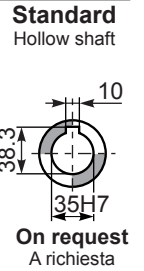
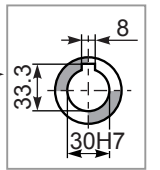
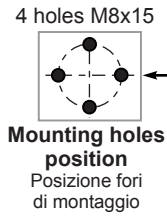
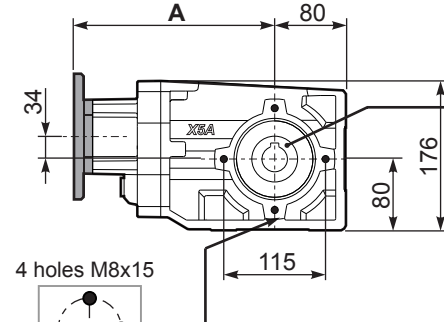
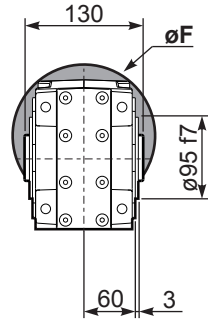
***Strong axial loads in the DX direction are not allowed.**
Non sono consentiti forti carichi assiali con direzione DX

tab. 2

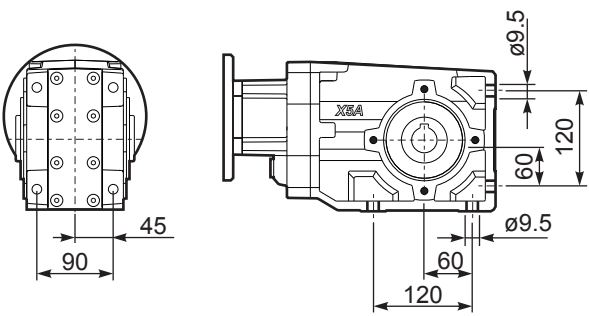
PX52AC... Basic Gearbox
Riduttore base

Gearbox weight **12.80 kg**
peso riduttore

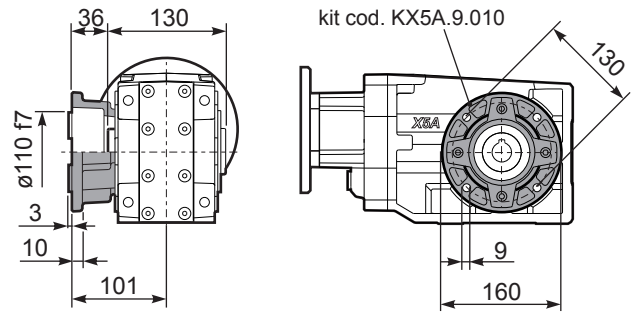
| M. flanges | Kit code | øF | A |
|------------|-------------|-----|-----|
| 71B5 | KC023.4.041 | 160 | 234 |
| 80/90B5 | KC023.4.042 | 200 | 236 |
| 100/112B5 | KC023.4.043 | 250 | 245 |
| 80B14 | KC085.4.046 | 120 | 236 |
| 90B14 | KC085.4.045 | 140 | 236 |
| 100/112B14 | KC085.4.047 | 160 | 245 |



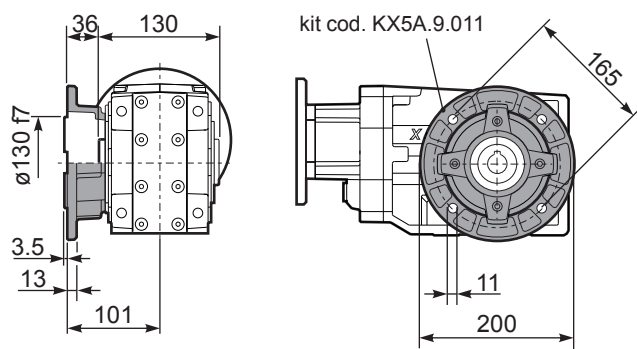
PX52A-N.. Feet
Piedini



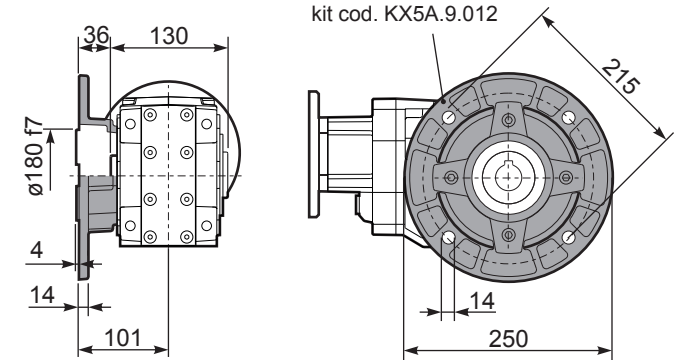
PX52A-F2.. Output flange
Flangia uscita



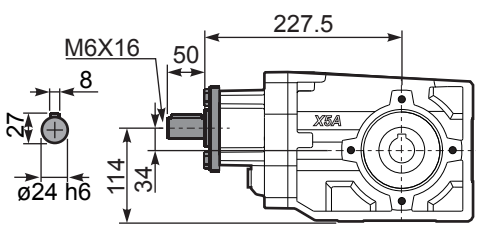
PX52A-F3.. Output flange
Flangia uscita



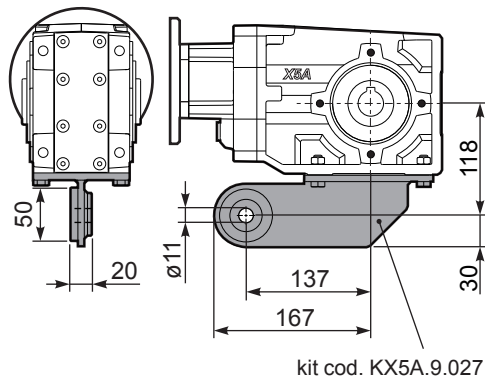
PX52A-F4.. Output flange
Flangia uscita



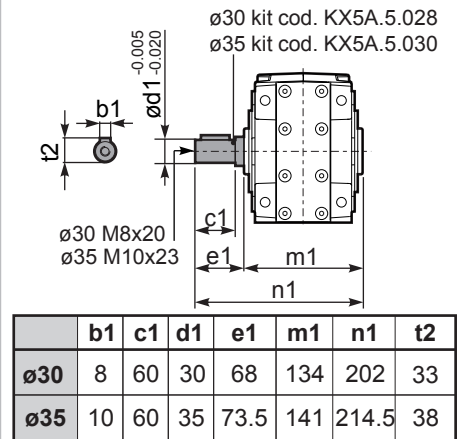
RX52A... Input shaft
Albero in entrata

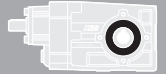


PX52ABR.. Reaction Arm
Braccio di reazione



PX52A..A.. Single output shaft
Albero semplice in uscita





QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.94** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|--|---------------|--|--|------------------------|--|---|----------------------------|----|----|----|-----------------------------|----|----|------------------|-------------|
| | | | | | | | -B | -C | -D | -E | -Q | -R | -T | | |
| | | | | | | | 63 | 71 | 80 | 90 | 71 | 80 | 90 | | |
| 24.7 | 56.76 | 0.55 | 201 | 1.2 | 0.69 | 250 | B | | | | C | C | | 191311 | 01 |
| 21.3 | 65.79 | 0.55 | 233 | 1.1 | 0.59 | 250 | B | | | | C | C | | 171311 | 02 |
| 18.1 | 77.23 | 0.55 | 274 | 0.9 | 0.50 | 250 | B | | | | C | C | | 151311 | 03 |
| 16.0 | 87.23 | 0.37 | 207 | 1.2 | 0.45 | 250 | B | | | | C | C | | 19138 | 04 |
| 15.2 | 92.18 | 0.37 | 219 | 1.1 | 0.42 | 250 | B | | | | C | C | | 131311 | 05 |
| 13.9 | 100.47 | 0.37 | 238 | 1.0 | 0.39 | 250 | B | | | | C | C | | 19811 | 06 |
| 12.0 | 116.45 | 0.37 | 276 | 0.9 | 0.33 | 250 | B | | | | C | C | | 17811 | 07 |
| 11.1 | 125.82 | 0.25 | 201 | 1.2 | 0.31 | 250 | B | | | | C | C | | 101311 | 08 |
| 9.9 | 141.66 | 0.25 | 227 | 1.1 | 0.28 | 250 | B | | | | C | C | | 13138 | 09 |
| 8.6 | 163.16 | 0.25 | 261 | 1.0 | 0.24 | 250 | B | | | | C | C | | 13811 | 10 |
| 7.8 | 178.96 | 0.18 | 219 | 1.1 | 0.22 | 250 | B | | | | C | C | | 1788 | 11 |
| 7.2 | 193.36 | 0.18 | 237 | 1.1 | 0.20 | 250 | B | | | | C | C | | 10138 | 12 |
| 6.5 | 216.84 | 0.18 | 265 | 0.9 | 0.18 | 250 | B | | | | C | C | | 71311 | 13 |
| 5.5 | 252.36 | 0.12 | 200 | 1.3 | 0.15 | 250 | B | | | | C | C | | 9138 | 14 |
| 4.8 | 290.67 | 0.12 | 230 | 1.1 | 0.13 | 250 | B | | | | C | C | | 9811 | 15 |
| 4.2 | 333.23 | 0.12 | 263 | 0.9 | 0.12 | 250 | B | | | | C | C | | 7138 | 16 |
| 3.6 | 383.82 | 0.12 | 303 | 0.8 | 0.10 | 250 | B | | | | C | C | | 7811 | 17 |
| 3.1 | 446.70 | 0.12* | 353 | 0.7 | 0.09 | 250 | B | | | | C | C | | 988 | 18 |
| 2.4 | 589.85 | 0.12* | 466 | 0.5 | 0.07 | 250 | B | | | | C | C | | 788 | 19 |

Motor Flanges Available Flange Motore Disponibili
B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione
B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
C) Motor Flange Holes Position Posizione Fori Flangia Motore

* Power higher than the maximum one which can be supported by the gearbox. Select according to the torque M_{2R}
 Potenza superiore a quella massima sopportabile dal riduttore. Selezionare in base al momento torcente M_{2R}

EN Unit **X53A** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X53A** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X53A** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial- und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **X53A** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X53A** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

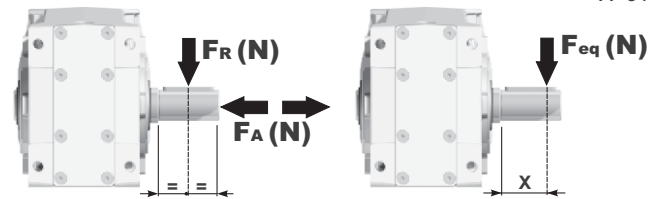
| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|---------------------|--|---------|-----------------------|---------|---------|-----|
| | | | | | | |
| 1.30 LT | 1.55 LT | 0.85 LT | 1.45 LT | 2.10 LT | 1.25 LT | Ask |
| AGIP Telium VSF 320 | | | SHELL Omala S4 WE 320 | | | |

For all details on lubrication and plugs check our website **tab. 1**
 Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft
 Albero di uscita

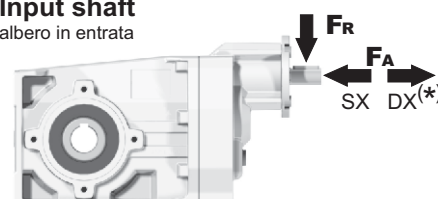
$$F_{eq} = F_R \cdot \frac{61.5}{X+31}$$



| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|-------------------------------------|-----|------|-------------------------------------|------|------|-------------------------------------|------|------|
| 250 | 600 | 3000 | 75 | 820 | 4100 | 15 | 1660 | 8300 |
| 150 | 700 | 3500 | 50 | 960 | 4800 | | | |
| 100 | 800 | 4000 | 25 | 1350 | 6750 | | | |

F_R On request taper roller bearings to increase radial loads.
 A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.

Input shaft
 albero in entrata



| n ₁ [min ⁻¹] | FA [N] | FR [N] |
|-------------------------------------|--------|--------|
| 1400 | 400 | 2000 |
| 900 | 440 | 2200 |
| 500 | 440 | 2200 |

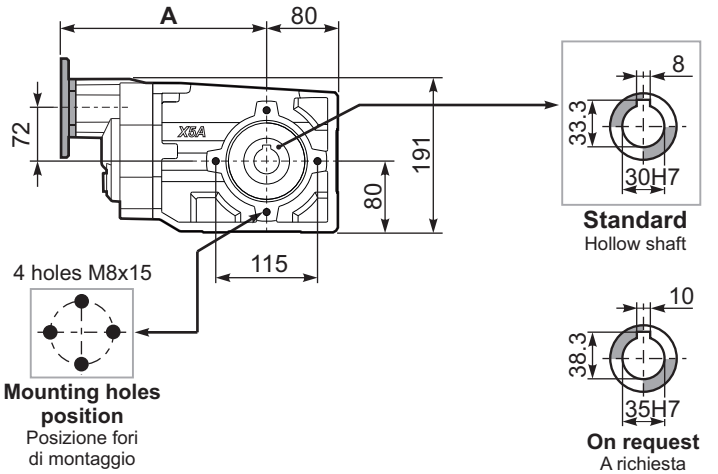
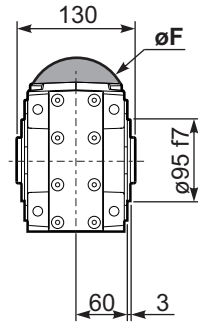
*Strong axial loads in the DX direction are not allowed.
 Non sono consentiti forti carichi assiali con direzione DX

tab. 2

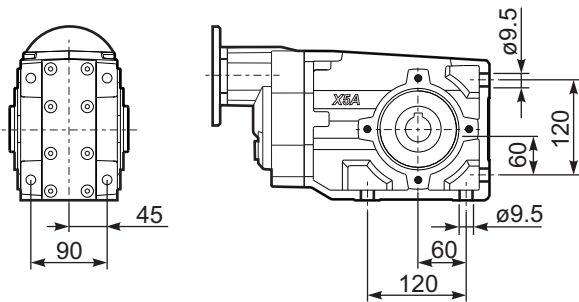
PX53AC... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **12.65 kg**

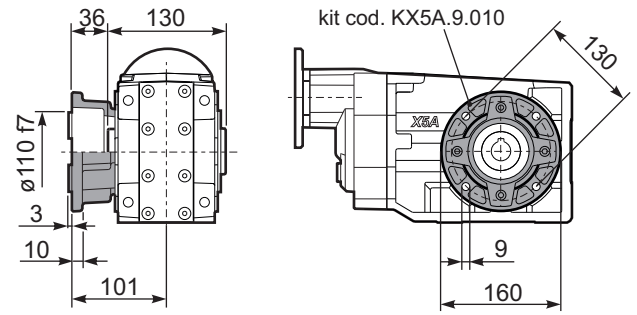
| M. flanges | Kit code | øF | A |
|------------|------------|-----|-----|
| 63B5 | K063.4.041 | 140 | 246 |
| 71B5 | K063.4.042 | 160 | 244 |
| 80/90B5 | K063.4.043 | 200 | 246 |
| 71B14 | K063.4.047 | 105 | 244 |
| 80B14 | K063.4.046 | 120 | 246 |
| 90B14 | K063.4.041 | 140 | 246 |



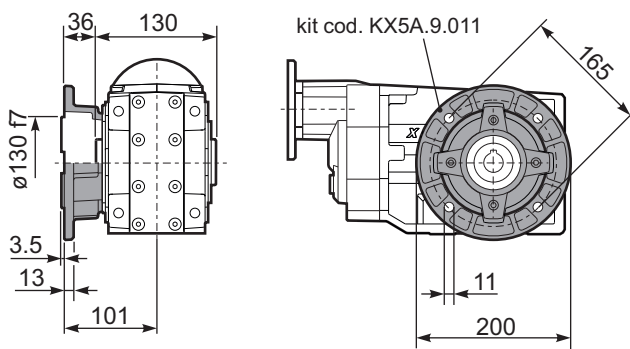
PX53A-N.. Feet
Piedini



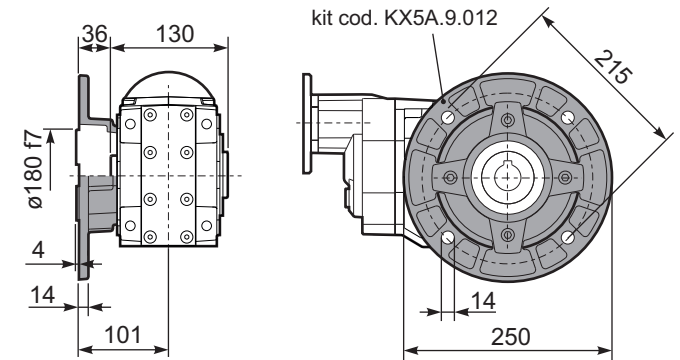
PX53A-F2.. Output flange
Flangia uscita



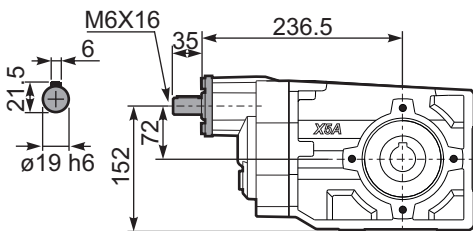
PX53A-F3.. Output flange
Flangia uscita



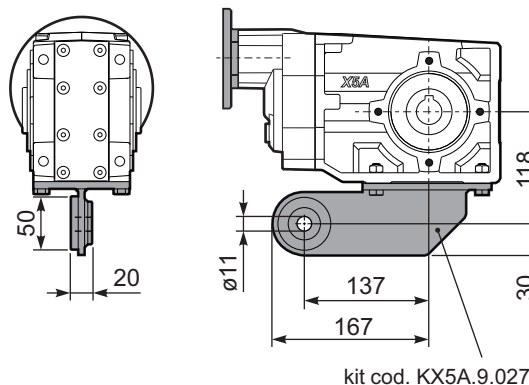
PX53A-F4.. Output flange
Flangia uscita



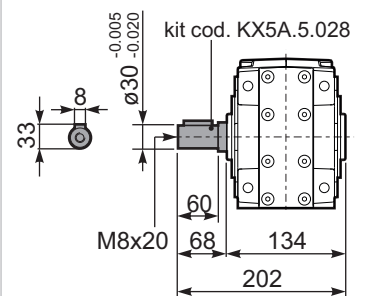
RX53A... Input shaft
Albero in entrata

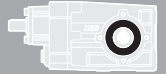


PX53ABR.. Reaction Arm
Braccio di reazione



PX53A..A.. Single output shaft
Albero semplice in uscita





QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.96** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | | | | Available B14 motor flanges | | | | Output Shaft | Ratios code |
|--|--------------|--|--|------------------------|--|---|----------------------------|----|----|------------|-----|-----------------------------|----|------------|-----|------------------|-------------|
| | | | | | | | -C | -D | -E | -F | -G | -R | -T | -U | -V | | |
| | | | | | | | 71 | 80 | 90 | 100 112 | 132 | 80 | 90 | 100 112 | 132 | | |
| 232 | 6.03 | 5.5 | 211 | 1.1 | 6.1 | 240 | B | | | | | | | | | 3011 | 01 |
| 151 | 9.26 | 4 | 238 | 1.1 | 4.5 | 270 | B | | | | | | | | | 308 | 02 |
| 123 | 11.36 | 4 | 291 | 1.2 | 4.7 | 350 | B | | | | | | | | | 2011 | 03 |
| 91 | 15.36 | 4 | 394 | 1.0 | 3.8 | 385 | B | | | | | | | | | 1611 | 04 |
| 80 | 17.46 | 4 | 448 | 0.9 | 3.5 | 400 | B | | | | | | | | | 208 | 05 |
| 70 | 19.97 | 3 | 386 | 1.1 | 3.1 | 410 | B | | | | | | | | | 1311 | 06 |
| 59 | 23.60 | 3 | 456 | 0.9 | 2.7 | 410 | B | | | | | | | | | 168 | 07 |
| 57 | 24.45 | 3 | 472 | 0.9 | 2.6 | 410 | B | | | | | | | | | 1111 | 08 |
| 45.6 | 30.69 | 2.2 | 436 | 0.9 | 2.0 | 410 | B | | | | | | | | | 138 | 09 |
| 39.6 | 35.35 | 1.5 | 346 | 1.2 | 1.8 | 410 | B | | | | | | | | | 811 | 10 |
| 37.3 | 37.57 | 1.5 | 368 | 1.1 | 1.7 | 410 | B | | | | | | | | | 118 | 11 |
| 28.8 | 48.68 | 1.1 | 348 | 1.0 | 1.1 | 365 | B | | | | | | | | | 611 | 12 |
| 25.8 | 54.33 | 1.1 | 389 | 1.1 | 1.2 | 410 | B | | | | | | | | | 88 | 13 |
| 18.7 | 74.81 | 0.75 | 367 | 1.0 | 0.73 | 360 | B | | | | | | | | | 68 | 14 |

Motor Flanges Available Flange Motore Disponibili
B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione
B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
C) Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit **X62A** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X62A** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X62A** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **X62A** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X62A** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

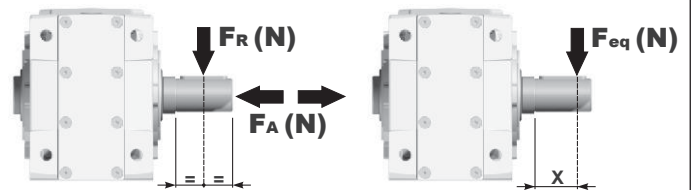
| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | | |
|---------------------|--|---------|---------|-----------------------|---------|-----|-----|
| | | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 | V8 |
| 1.25 LT | 1.70 LT | 0.95 LT | 1.60 LT | 2.45 LT | 1.50 LT | Ask | Ask |
| AGIP Telium VSF 320 | | | | SHELL Omala S4 WE 320 | | | |

For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

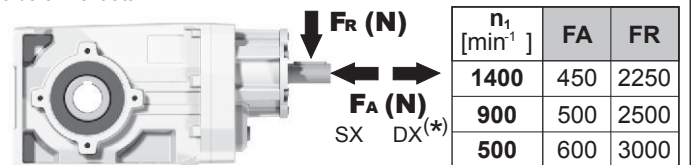
$$F_{eq} = F_R \cdot \frac{69}{X+39}$$



| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|--|-----|------|--|------|------|--|------|------|
| 250 | 600 | 3000 | 75 | 890 | 4450 | 15 | 1660 | 8300 |
| 150 | 700 | 3500 | 50 | 1140 | 5700 | | | |
| 100 | 780 | 3900 | 25 | 1330 | 6650 | | | |

FR On request taper roller bearings to increase radial loads.
A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.

Input shaft
albero in entrata



| n ₁ [min ⁻¹] | FA | FR |
|--|-----|------|
| 1400 | 450 | 2250 |
| 900 | 500 | 2500 |
| 500 | 600 | 3000 |

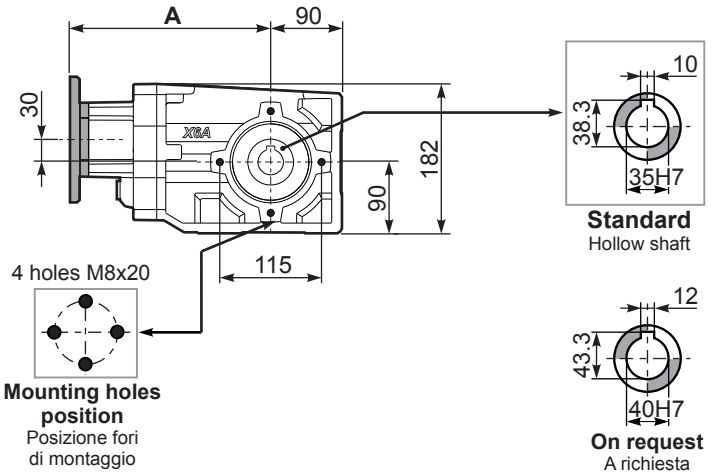
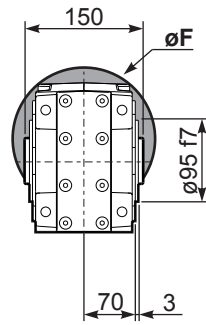
***Strong axial loads in the DX direction are not allowed.**
Non sono consentiti forti carichi assiali con direzione DX

tab. 2

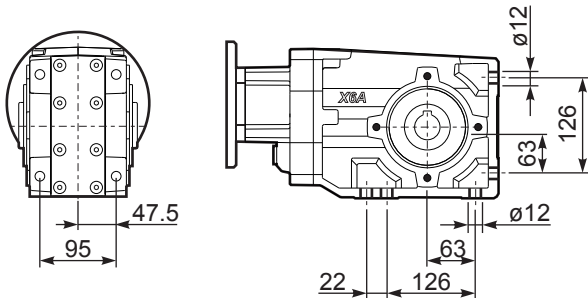
PX62AC... Basic Gearbox
Riduttore base

Gearbox weight **15.80 kg**
peso riduttore

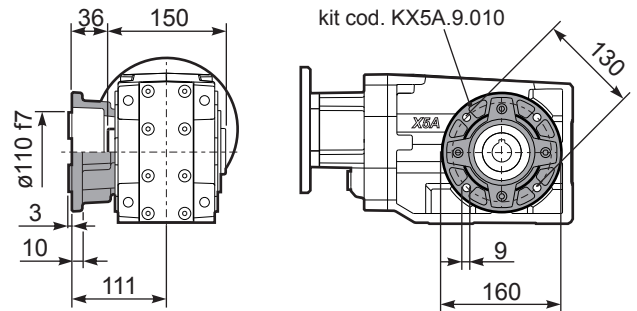
| M. flanges | Kit code | øF | A |
|------------|-------------|-----|-----|
| 71B5 | KC023.4.041 | 160 | 253 |
| 80/90B5 | KC023.4.042 | 200 | 255 |
| 100/112B5 | KC023.4.043 | 250 | 264 |
| 132B5 | KC50.4.043 | 300 | 282 |
| 80B14 | KC085.4.046 | 120 | 255 |
| 90B14 | KC085.4.045 | 140 | 255 |
| 100/112B14 | KC085.4.047 | 160 | 264 |
| 132B14 | KC50.4.041 | 200 | 282 |



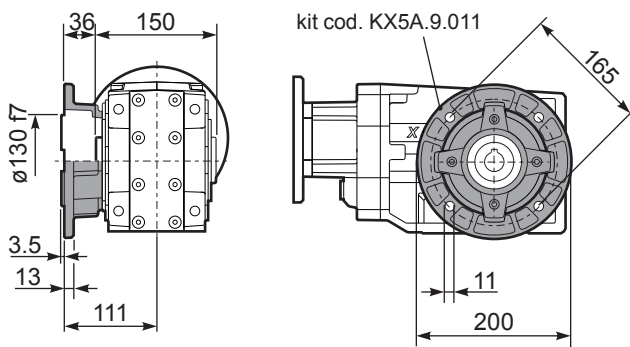
PX62A-N.. Feet
Piedini



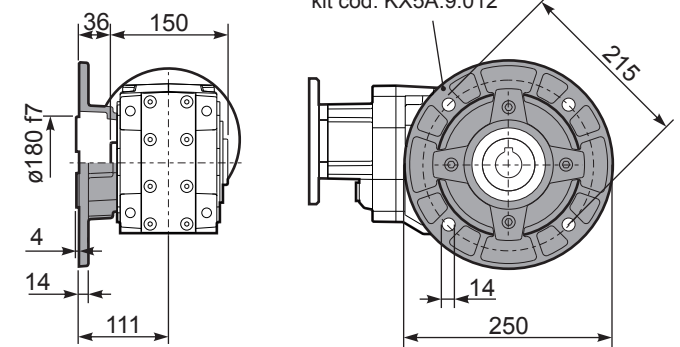
PX62A-F2.. Output flange
Flangia uscita



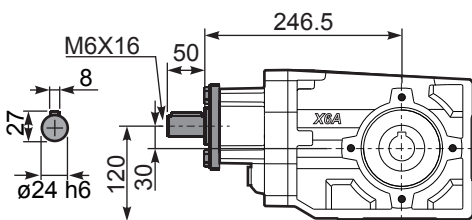
PX62A-F3.. Output flange
Flangia uscita



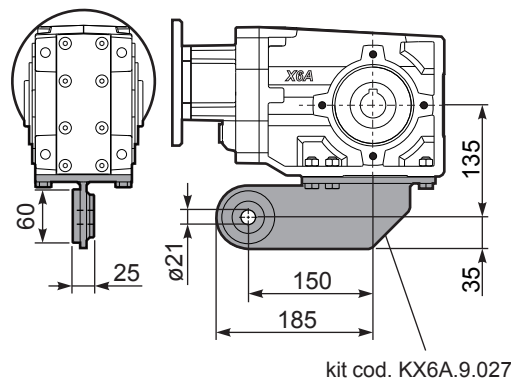
PX62A-F4.. Output flange
Flangia uscita



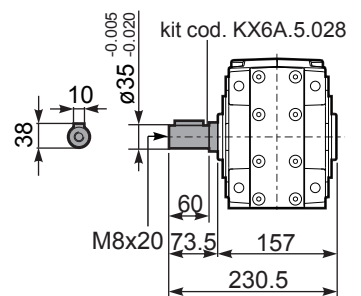
RX62A... Input shaft
Albero in entrata

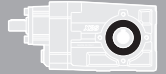


PX62ABR.. Reaction Arm
Braccio di reazione



PX62A..A.. Single output shaft
Albero semplice in uscita





QUICK SELECTION / Selezione veloce The dynamic efficiency is **0.94** for all ratios **input speed (n₁) = 1400 min⁻¹**

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | Available B5 motor flanges | | | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|--|---------------|--|--|------------------------|--|---|----------------------------|----|----|----|-----------------------------|----|----|------------------|-------------|
| | | | | | | | -B | -C | -D | -E | -Q | -R | -T | | |
| | | | | | | | 63 | 71 | 80 | 90 | 71 | 80 | 90 | | |
| 24.7 | 56.76 | 1.1 | 398 | 1.0 | 1.1 | 410 | B | | | | C | C | | 191311 | 01 |
| 21.3 | 65.79 | 0.75 | 316 | 1.3 | 0.97 | 410 | B | | | | C | C | | 171311 | 02 |
| 18.1 | 77.23 | 0.75 | 371 | 1.1 | 0.83 | 410 | B | | | | C | C | | 151311 | 03 |
| 16.0 | 87.23 | 0.75 | 420 | 1.0 | 0.73 | 410 | B | | | | C | C | | 19138 | 04 |
| 15.2 | 92.18 | 0.75 | 443 | 0.9 | 0.69 | 410 | B | | | | C | C | | 131311 | 05 |
| 13.9 | 100.47 | 0.55 | 357 | 1.2 | 0.64 | 410 | B | | | | C | C | | 19811 | 06 |
| 12.0 | 116.45 | 0.55 | 413 | 1.0 | 0.55 | 410 | B | | | | C | C | | 17811 | 07 |
| 11.1 | 125.82 | 0.55 | 446 | 0.9 | 0.51 | 410 | B | | | | C | C | | 101311 | 08 |
| 9.9 | 141.66 | 0.37 | 336 | 1.2 | 0.45 | 410 | B | | | | C | C | | 13138 | 09 |
| 8.6 | 163.16 | 0.37 | 387 | 1.1 | 0.39 | 410 | B | | | | C | C | | 13811 | 10 |
| 7.8 | 178.96 | 0.37 | 424 | 1.0 | 0.36 | 410 | B | | | | C | C | | 1788 | 11 |
| 7.2 | 193.36 | 0.37 | 459 | 0.9 | 0.33 | 410 | B | | | | C | C | | 10138 | 12 |
| 6.5 | 216.84 | 0.25 | 347 | 1.2 | 0.29 | 410 | B | | | | C | C | | 71311 | 13 |
| 5.5 | 252.36 | 0.25 | 404 | 1.0 | 0.25 | 410 | B | | | | C | C | | 9138 | 14 |
| 4.8 | 290.67 | 0.25 | 465 | 0.9 | 0.22 | 410 | B | | | | C | C | | 9811 | 15 |
| 4.2 | 333.23 | 0.18 | 408 | 1.0 | 0.19 | 410 | B | | | | C | C | | 7138 | 16 |
| 3.6 | 383.82 | 0.18 | 470 | 0.9 | 0.17 | 410 | B | | | | C | C | | 7811 | 17 |
| 3.1 | 446.70 | 0.12 | 353 | 1.2 | 0.14 | 410 | B | | | | C | C | | 988 | 18 |
| 2.4 | 589.85 | 0.12 | 466 | 0.9 | 0.11 | 410 | B | | | | C | C | | 788 | 19 |

Motor Flanges Available Flange Motore Disponibili
 B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione
 B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
 C) Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit **X63A** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **X63A** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **X63A** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **X63A** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **X63A** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

Standard supplied For these mounting position specify in the order or add oil
Per queste posizioni specificare in fase d'ordine o aggiungere olio

| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
|---------------------|---------|---------|---------|-----------------------|---------|-----|
| | | | | | | |
| 1.80 LT | 1.80 LT | 1.05 LT | 1.70 LT | 2.60 LT | 1.65 LT | Ask |
| AGIP Telium VSF 320 | | | | SHELL Omala S4 WE 320 | | |

For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

$F_{eq} = F_R \cdot \frac{69}{X+39}$

| n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR | n ₂ [min ⁻¹] | FA | FR |
|--|-----|------|--|------|------|--|------|------|
| 250 | 600 | 3000 | 75 | 890 | 4450 | 15 | 1660 | 8300 |
| 150 | 700 | 3500 | 50 | 1140 | 5700 | | | |
| 100 | 780 | 3900 | 25 | 1330 | 6650 | | | |

FR On request taper roller bearings to increase radial loads.
A richiesta cuscinetti a rulli conici per aumentare i carichi radiali.

Input shaft
albero in entrata

| n ₁ [min ⁻¹] | FA [N] | FR [N] |
|--|-----------|-----------|
| 1400 | 400 | 2000 |
| 900 | 440 | 2200 |
| 500 | 440 | 2200 |

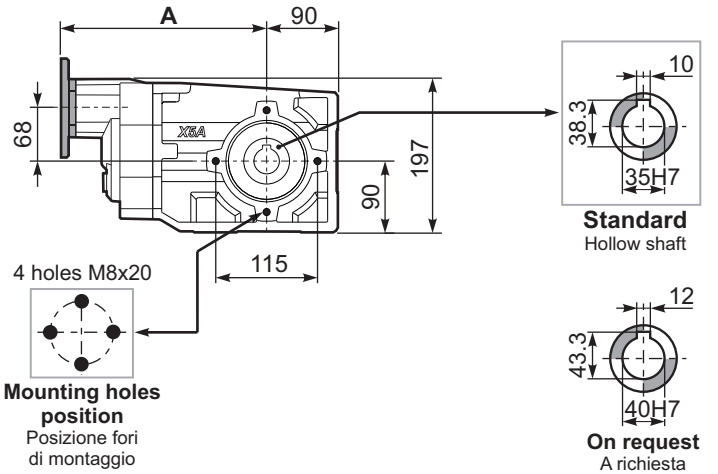
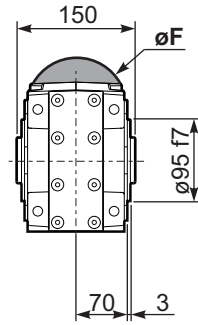
*Strong axial loads in the DX direction are not allowed.
Non sono consentiti forti carichi assiali con direzione DX

tab. 2

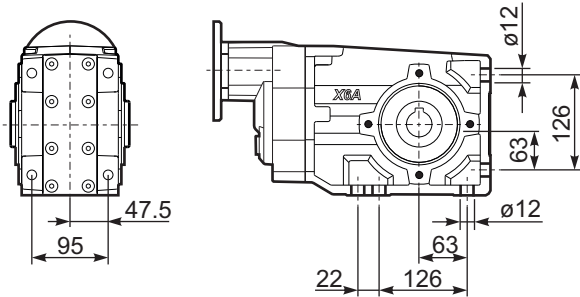
PX63AC... Basic Gearbox
Riduttore base

Gearbox weight **15.98 kg**
peso riduttore

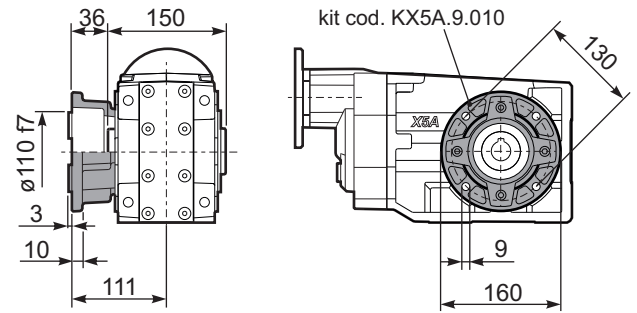
| M. flanges | Kit code | øF | A |
|------------|------------|-----|-----|
| 63B5 | K063.4.041 | 140 | 265 |
| 71B5 | K063.4.042 | 160 | 263 |
| 80/90B5 | K063.4.043 | 200 | 265 |
| 71B14 | K063.4.047 | 105 | 263 |
| 80B14 | K063.4.046 | 120 | 265 |
| 90B14 | K063.4.041 | 140 | 265 |



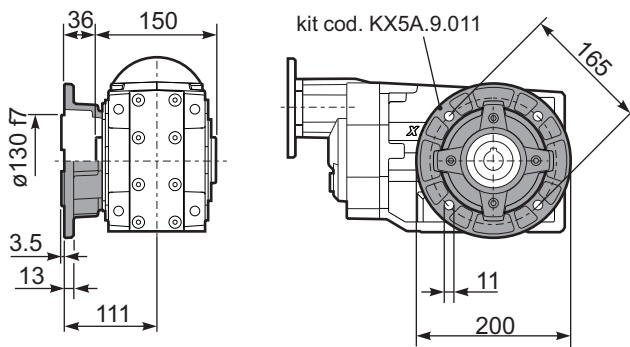
PX63A-N.. Feet
Piedini



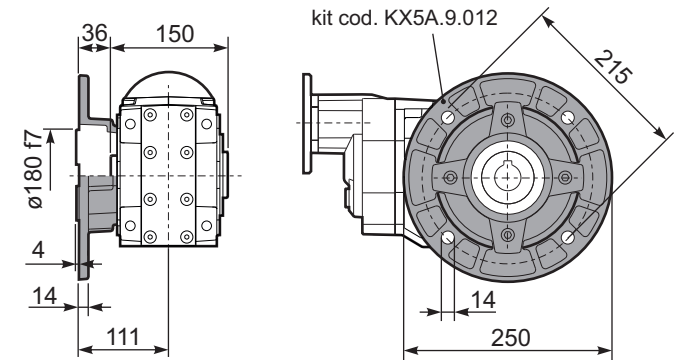
PX63A-F2.. Output flange
Flangia uscita



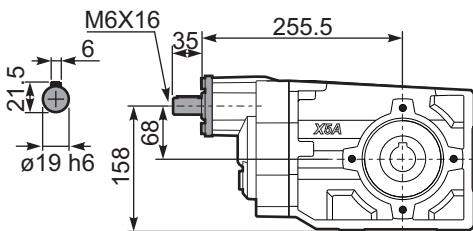
PX63A-F3.. Output flange
Flangia uscita



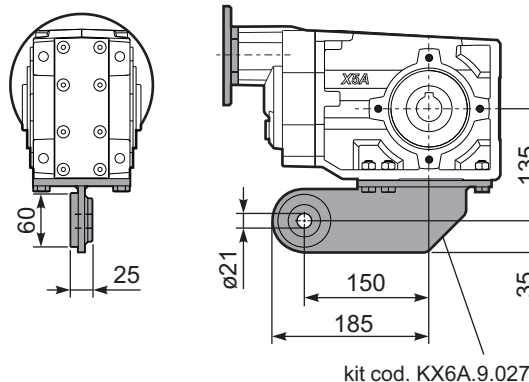
PX63A-F4.. Output flange
Flangia uscita



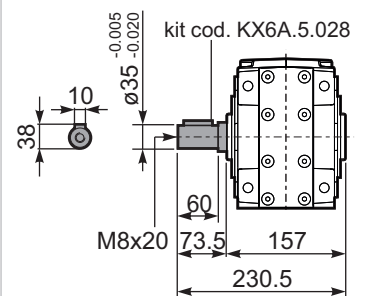
RX63A... Input shaft
Albero in entrata

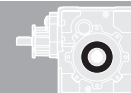


PX63ABR.. Reaction Arm
Braccio di reazione



PX63A..A.. Single output shaft
Albero semplice in uscita





QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor f.s. | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | Available B5 motor flanges | | | | | Available B14 motor flanges | | | | Output Shaft | Ratios code |
|---|--------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|----------------------------|----|----|------------|-----|-----------------------------|----|------------|-----|------------------|-------------|
| | | | | | | | -C | -D | -E | -F | -G | -R | -T | -U | -V | | |
| | | | | | | | 71 | 80 | 90 | 100 112 | 132 | 80 | 90 | 100 112 | 132 | | |
| 176 | 7.94 | 7.5 | 369 | 1.0 | 7.5 | 380 | B | | | | | | | | | 302418 | 01 |
| 153 | 9.13 | 7.5 | 425 | 0.9 | 6.7 | 390 | B | | | | | | | | | 302416 | 02 |
| 131 | 10.66 | 5.5 | 366 | 1.1 | 6.0 | 410 | B | | | | | | | | | 302414 | 03 |
| 94 | 14.97 | 5.5 | 514 | 1.1 | 6.0 | 580 | B | | | | | | | | | 202418 | 04 |
| 81 | 17.21 | 5.5 | 591 | 1.0 | 5.4 | 600 | B | | | | | | | | | 202416 | 05 |
| 69 | 20.24 | 5.5 | 695 | 1.0 | 5.2 | 675 | B | | | | | | | | | 162418 | 06 |
| 60 | 23.27 | 4 | 585 | 1.2 | 4.5 | 675 | B | | | | | | | | | 162416 | 07 |
| 53 | 26.31 | 4 | 661 | 1.0 | 4.0 | 675 | B | | | | | | | | | 132418 | 08 |
| 46.3 | 30.25 | 4 | 760 | 0.9 | 3.5 | 675 | B | | | | | | | | | 132416 | 09 |
| 39.6 | 35.32 | 3 | 668 | 1.0 | 3.0 | 675 | B | | | | | | | | | 132414 | 10 |
| 37.8 | 37.03 | 3 | 701 | 1.0 | 2.8 | 675 | B | | | | | | | | | 112416 | 11 |
| 32.4 | 43.23 | 2.2 | 602 | 1.1 | 2.4 | 675 | B | | | | | | | | | 112414 | 12 |
| 30.1 | 46.58 | 2.2 | 649 | 1.0 | 2.3 | 675 | B | | | | | | | | | 82418 | 13 |
| 26.1 | 53.55 | 2.2 | 746 | 0.9 | 2.0 | 675 | B | | | | | | | | | 82416 | 14 |
| 22.4 | 62.52 | 1.5 | 600 | 1.1 | 1.7 | 675 | B | | | | | | | | | 82414 | 15 |
| 19.0 | 73.75 | 1.1 | 517 | 1.1 | 1.2 | 580 | B | | | | | | | | | 62416 | 16 |
| 16.3 | 86.09 | 1.1 | 604 | 1.1 | 1.2 | 675 | B | | | | | | | | | 62414 | 17 |

The dynamic efficiency is **0.94** for all ratios

Motor Flanges Available Flange Motore Disponibili
B) Supplied with Reduction Bushing Fornito con Bussola di Riduzione
B) Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
C) Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit **113C** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **113C** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **113C** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **113C** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **113C** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|---------------------|--|---------|---------|-----------------------|---------|-----|
| | | | | | | |
| 4.00 LT | 2.60 LT | 2.60 LT | 2.60 LT | 5.15 LT | 2.20 LT | Ask |
| AGIP Telium VSF 320 | | | | SHELL Omala S4 WE 320 | | |

For all details on lubrication and plugs check our website [tab. 1](#)
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

| RADIAL AND AXIAL LOADS | | | | | | | | |
|--|-----|------|--|------|------|-------|------|------|
| Output shaft Albero di uscita | | | $F_{eq} = F_R \cdot \frac{171}{X+131}$ | | | | | |
| | | | | | | | | |
| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
| 300 | 640 | 3200 | 140 | 860 | 4300 | 70 | 1080 | 5400 |
| 250 | 700 | 3500 | 120 | 900 | 4500 | 40 | 1300 | 6500 |
| 200 | 740 | 3700 | 85 | 1000 | 5000 | 15 | 1840 | 9200 |
| On request reinforced bearings to increase loads. A richiesta cuscinetti rinforzati per aumentare i carichi. | | | | | | | | |
| Input shaft Albero in entrata | | | | | | | | |
| n_1 | FA | FR | n_1 | FA | FR | n_1 | FA | FR |
| 1400 | 400 | 2000 | 900 | 440 | 2200 | 500 | 440 | 2200 |

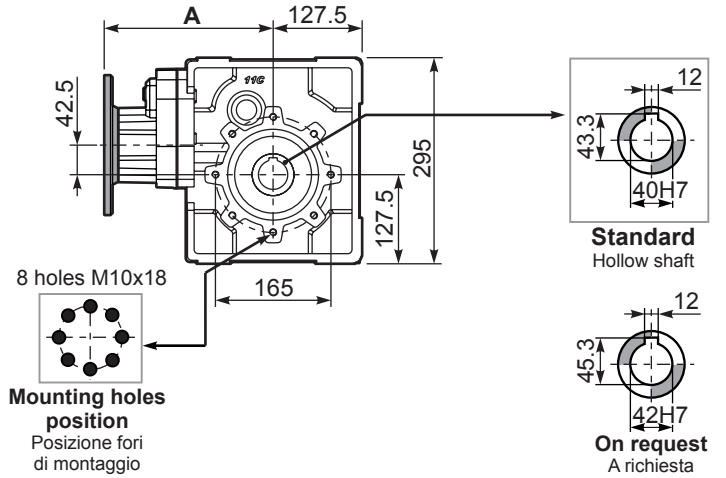
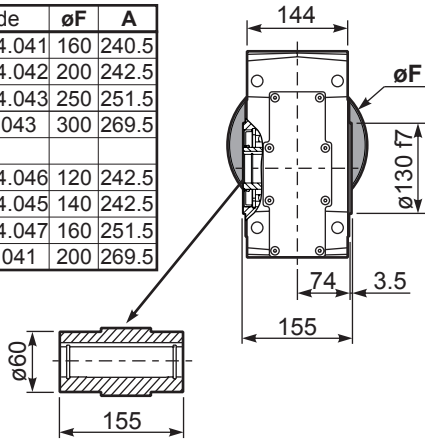
tab. 2

P113CC...

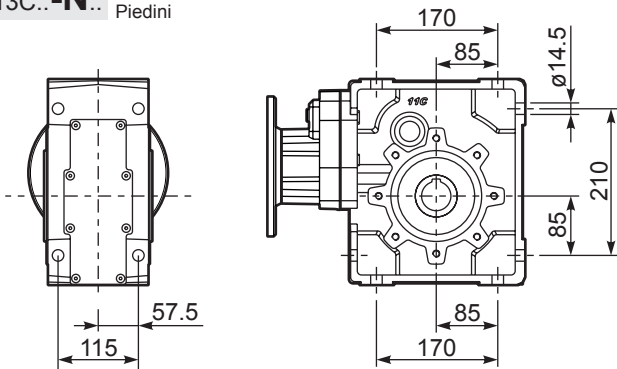
Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **38.0 kg**

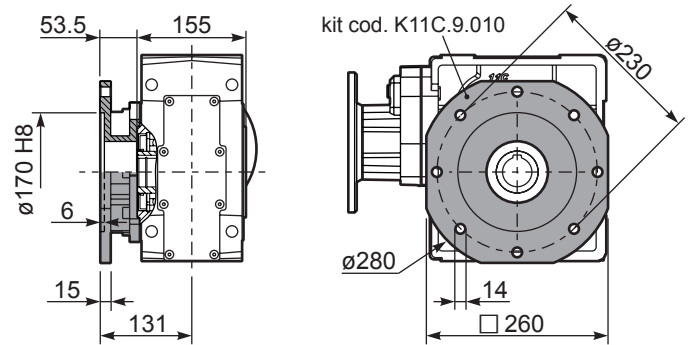
| M. flanges | Kit code | øF | A |
|------------|-------------|-----|-------|
| 71B5 | KC023.4.041 | 160 | 240.5 |
| 80/90B5 | KC023.4.042 | 200 | 242.5 |
| 100/112B5 | KC023.4.043 | 250 | 251.5 |
| 132B5 | KC50.4.043 | 300 | 269.5 |
| 80B14 | KC085.4.046 | 120 | 242.5 |
| 90B14 | KC085.4.045 | 140 | 242.5 |
| 100/112B14 | KC085.4.047 | 160 | 251.5 |
| 132B14 | KC50.4.041 | 200 | 269.5 |



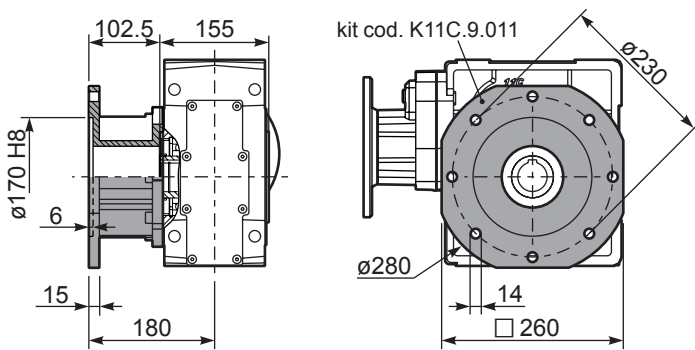
P113C..-N.. Feet
Piedini



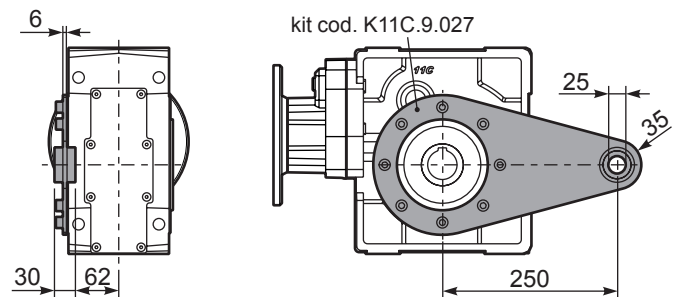
P113C-FC.. Output flange
Flangia uscita



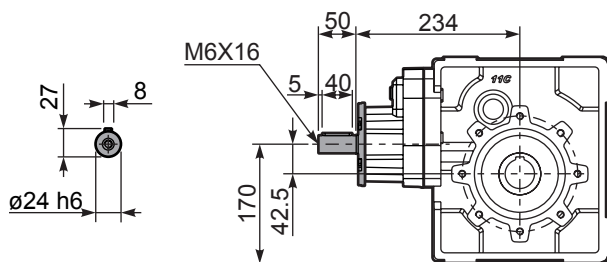
P113C-FL.. Output flange
Flangia uscita



P113CBR.. Reaction Arm
Braccio di reazione

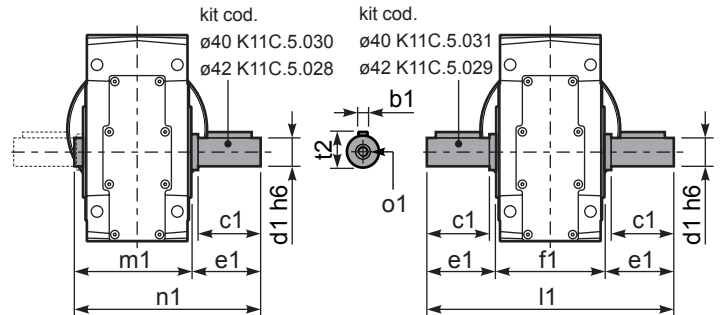


R113C... Input shaft
Albero in entrata

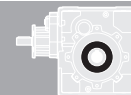


P113C..A.. Single shaft
Albero lento semplice

P113C..B.. Double shaft
Albero lento bisp.



| | b1 | c1 | d1 | e1 | f1 | l1 | m1 | n1 | t2 | o1 |
|----------------|----|----|----|------|-----|-----|-------|-----|----|-----|
| ø40 Standard | 12 | 80 | 40 | 84.5 | 155 | 324 | 164.5 | 249 | 43 | M12 |
| ø42 On request | 12 | 80 | 42 | 84.5 | 155 | 324 | 164.5 | 249 | 45 | M16 |



QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor f.s. | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | Available B5 motor flanges | | | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|---|---------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|----------------------------|----|----|----|-----------------------------|----|------------|------------------|-------------|
| | | | | | | | -B | -C | -D | -E | -Q | -R | -T | | |
| | | | | | | | 63 | 71 | 80 | 90 | 71 | 80 | 90 | | |
| 18.7 | 74.79 | 1.5 | 704 | 1.0 | 1.4 | 675 | B | | | | C | C | | 19132418 | 01 |
| 16.3 | 85.99 | 1.1 | 591 | 1.1 | 1.3 | 675 | B | | | | C | C | | 19132416 | 02 |
| 14.0 | 99.66 | 1.1 | 685 | 1.0 | 1.1 | 675 | B | | | | C | C | | 17132416 | 03 |
| 12.0 | 116.35 | 0.75 | 548 | 1.2 | 0.92 | 675 | B | | | | C | C | | 17132414 | 04 |
| 11.5 | 121.45 | 0.75 | 572 | 1.2 | 0.89 | 675 | B | | | | C | C | | 13132418 | 05 |
| 10.0 | 139.64 | 0.75 | 658 | 1.0 | 0.77 | 675 | B | | | | C | C | | 13132416 | 06 |
| 9.2 | 152.21 | 0.75 | 717 | 0.9 | 0.71 | 675 | B | | | | C | C | | 19082416 | 07 |
| 8.6 | 163.02 | 0.55 | 567 | 1.2 | 0.66 | 675 | B | | | | C | C | | 13132414 | 08 |
| 7.9 | 177.69 | 0.55 | 618 | 1.1 | 0.61 | 675 | B | | | | C | C | | 19082414 | 09 |
| 6.8 | 205.95 | 0.55 | 716 | 0.9 | 0.52 | 675 | B | | | | C | C | | 17082414 | 10 |
| 6.3 | 222.52 | 0.55 | 774 | 0.9 | 0.48 | 675 | B | | | | C | C | On request | 10132414 | 11 |
| 5.6 | 248.76 | 0.37 | 578 | 1.2 | 0.43 | 675 | B | | | | C | C | | 9132416 | 12 |
| 4.8 | 290.41 | 0.37 | 675 | 1.0 | 0.37 | 675 | B | | | | C | C | | 9132414 | 13 |
| 4.1 | 337.39 | 0.37 | 784 | 0.9 | 0.32 | 675 | B | | | | C | C | | 10082416 | 14 |
| 3.6 | 393.88 | 0.25 | 618 | 1.1 | 0.27 | 675 | B | | | | C | C | | 10082414 | 15 |
| 3.2 | 440.33 | 0.25 | 690 | 1.0 | 0.24 | 675 | B | | | | C | C | | 9082416 | 16 |
| 2.7 | 514.06 | 0.18 | 616 | 1.1 | 0.21 | 675 | B | | | | C | C | | 9082414 | 17 |
| 2.4 | 581.44 | 0.18 | 697 | 1.0 | 0.18 | 675 | B | | | | C | C | | 7082416 | 18 |
| 2.1 | 678.79 | 0.12 | 526 | 1.3 | 0.16 | 675 | B | | | | C | C | | 7082414 | 19 |

The dynamic efficiency is **0.92** for all ratios

A Motor Flanges Available
Flange Motore Disponibili

B Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

B Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione



C Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit **114C** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore **114C** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Das Getriebe **114C** ist mit synthetischem Öl gefüllt und ist lebensdauer geschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur **114C** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

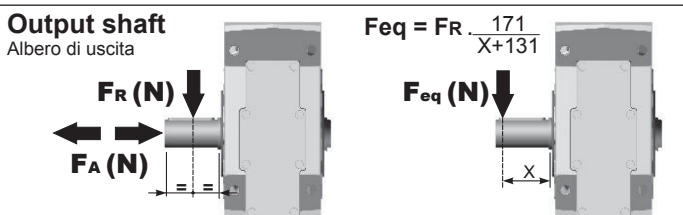
E El reductor tamaño **114C** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|---------------------|--|---------|---------|-----------------------|---------|-----|
| | | | | | | |
| 4.10 LT | 2.70 LT | 2.70 LT | 2.70 LT | 5.30 LT | 2.35 LT | Ask |
| AGIP Telium VSF 320 | | | | SHELL Omala S4 WE 320 | | |

For all details on lubrication and plugs check our website [www.angletech.com](#)
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

tab. 1

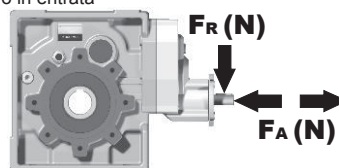
RADIAL AND AXIAL LOADS



| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
|-------|-----|------|-------|------|------|-------|------|------|
| 300 | 640 | 3200 | 140 | 860 | 4300 | 70 | 1080 | 5400 |
| 250 | 700 | 3500 | 120 | 900 | 4500 | 40 | 1300 | 6500 |
| 200 | 740 | 3700 | 85 | 1000 | 5000 | 15 | 1840 | 9200 |

On request reinforced bearings to increase loads.
A richiesta cuscinetti rinforzati per aumentare i carichi.

Input shaft
Albero in entrata



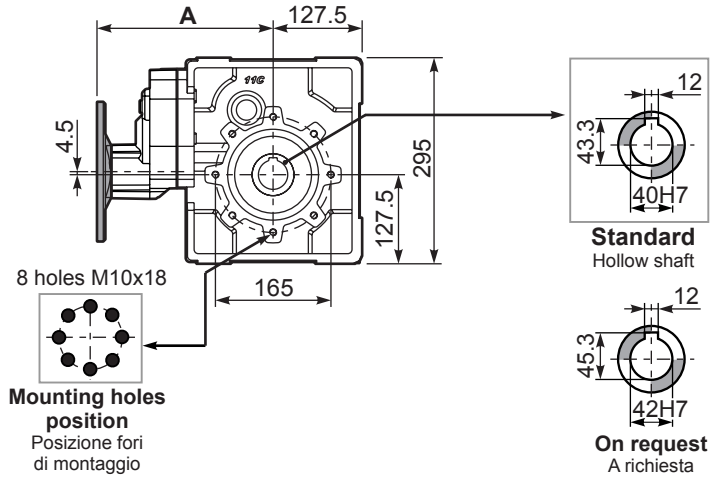
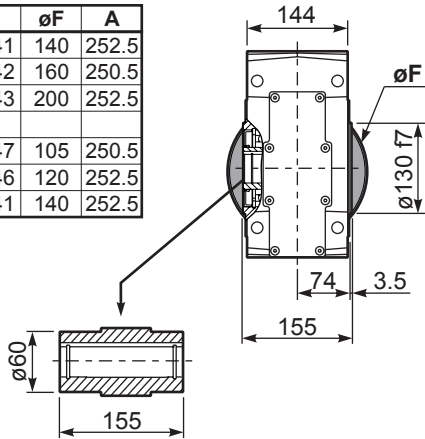
| n_1 | FA | FR |
|-------|-----|------|
| 1400 | 240 | 1200 |
| 900 | 280 | 1400 |
| 500 | 310 | 1700 |

tab. 2

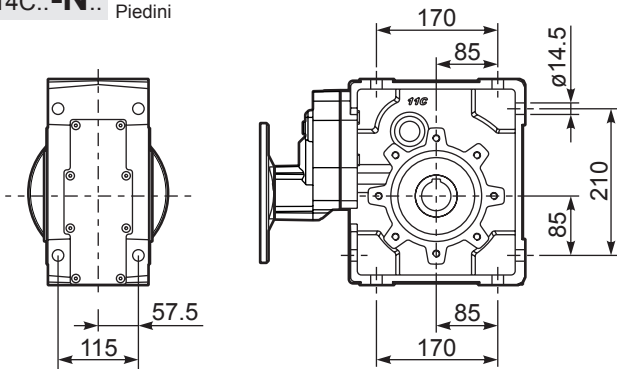
P114CC... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **38.0 kg**

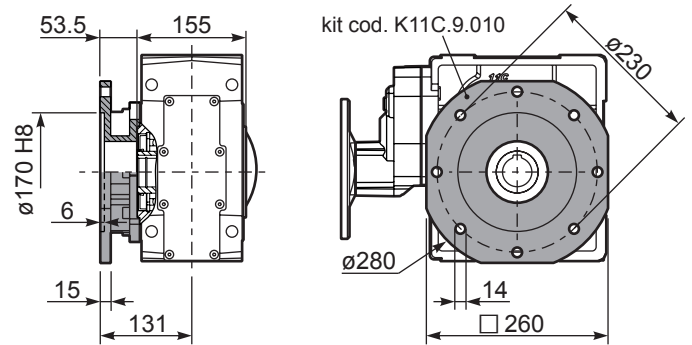
| M. flanges | Kit code | øF | A |
|------------|------------|-----|-------|
| 63B5 | K063.4.041 | 140 | 252.5 |
| 71B5 | K063.4.042 | 160 | 250.5 |
| 80/90B5 | K063.4.043 | 200 | 252.5 |
| 71B14 | K063.4.047 | 105 | 250.5 |
| 80B14 | K063.4.046 | 120 | 252.5 |
| 90B14 | K063.4.041 | 140 | 252.5 |



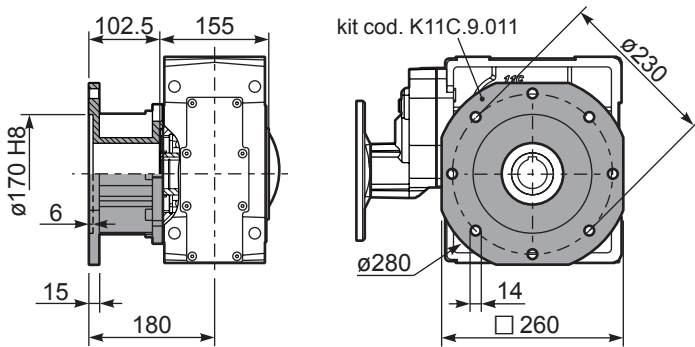
P114C..-N.. Feet
Piedini



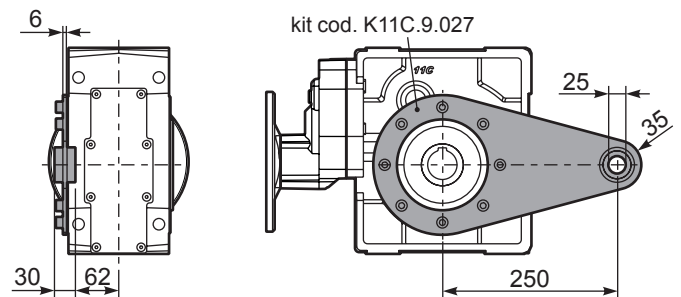
P114C-FC.. Output flange
Flangia uscita



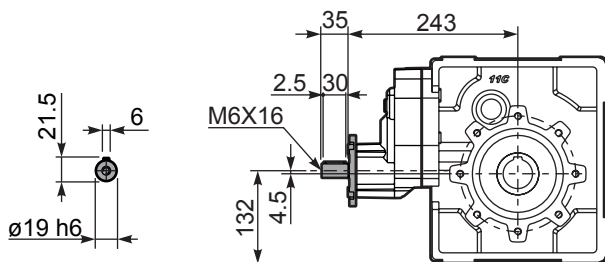
P114C-FL.. Output flange
Flangia uscita



P114CBR.. Reaction Arm
Braccio di reazione

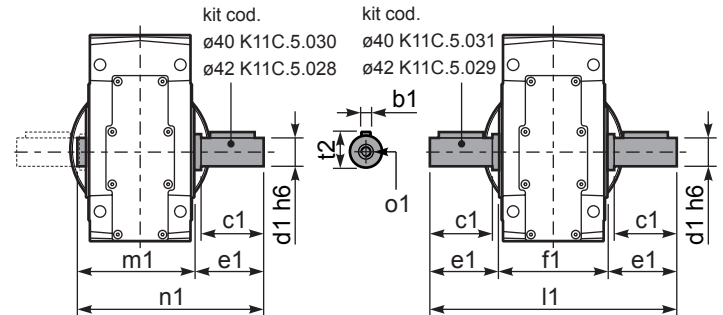


R114C... Input shaft
Albero in entrata

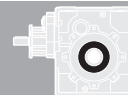


P114C..A.. Single shaft
Albero lento semplice

P114C..B.. Double shaft
Albero lento bisp.



| | b1 | c1 | d1 | e1 | f1 | l1 | m1 | n1 | t2 | o1 |
|----------------|----|----|----|------|-----|-----|-------|-----|----|-----|
| ø40 Standard | 12 | 80 | 40 | 84.5 | 155 | 324 | 164.5 | 249 | 43 | M12 |
| ø42 On request | 12 | 80 | 42 | 84.5 | 155 | 324 | 164.5 | 249 | 45 | M16 |



QUICK SELECTION / Selezione veloce input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor $f.s.$ | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | Available B5 motor flanges | | | | | Available B14 motor flanges | | | | Output Shaft \varnothing | Ratios code |
|---|---------------|---------------------------------|-----------------------------------|--------------------------|-----------------------------------|------------------------------------|----------------------------|----|----|------------|-----|-----------------------------|----|------------|-----|-----------------------------------|-----------------|
| | | | | | | | -C | -D | -E | -F | -G | -R | -T | -U | -V | | |
| | | | | | | | 71 | 80 | 90 | 100 112 | 132 | 80 | 90 | 100 112 | 132 | | |
| 145 | 9.69 | 9 | 560 | 1.3 | 12.2 | 755 | B | | | | | | | | | 302418 | 01 |
| 126 | 11.09 | 9 | 641 | 1.1 | 9.6 | 680 | B | | | | | | | | | 302416 | 02 |
| 108 | 12.90 | 9 | 746 | 1.1 | 9.6 | 790 | B | | | | | | | | | 302414 | 03 |
| 77 | 18.26 | 7.5 | 849 | 1.1 | 8.0 | 935 | B | | | | | | | | | 202418 | 04 |
| 67 | 20.91 | 7.5 | 972 | 1.0 | 7.5 | 1000 | B | | | | | | | | | 202416 | 05 |
| 58 | 24.32 | 5.5 | 835 | 1.2 | 6.4 | 1000 | B | | | | | | | | | 202414 | 06 |
| 49.5 | 28.27 | 5.5 | 971 | 1.0 | 5.5 | 1000 | B | | | | | | | | | 162416 | 07 |
| 42.6 | 32.88 | 4 | 826 | 1.2 | 4.7 | 1000 | B | | | | | | | | | 162414 | 08 |
| 38.1 | 36.76 | 4 | 924 | 1.1 | 4.2 | 1000 | B | | | | | | | | | 132416 | 09 |
| 32.7 | 42.76 | 3 | 809 | 1.2 | 3.6 | 1000 | B | | | | | | | | | 132414 | 10 |
| 31.1 | 45.00 | 3 | 851 | 1.2 | 3.5 | 1000 | B | | | | | | | | | 112416 | 11 |
| 26.8 | 52.33 | 3 | 990 | 1.0 | 3.0 | 1000 | B | | | | | | | | | 112414 | 12 |
| 24.6 | 56.82 | 2.2 | 791 | 1.1 | 2.3 | 850 | B | | | | | | | | | 82418 | 13 |
| 21.5 | 65.07 | 2.2 | 906 | 1.1 | 2.3 | 975 | B | | | | | | | | | 82416 | 14 |
| 18.5 | 75.68 | 2.2 | 1054 | 0.9 | 2.1 | 1000 | B | | | | | | | | | 82414 | 15 |
| 15.6 | 89.61 | 1.1 | 628 | 1.1 | 1.2 | 710 | B | | | | | | | | | 62416 | 16 |
| 13.4 | 104.22 | 1.1 | 731 | 1.1 | 1.2 | 820 | B | | | | | | | | | 62414 | 17 |

The dynamic efficiency is **0.94** for all ratios

Motor Flanges Available Flange Motore Disponibili
Supplied with Reduction Bushing Fornito con Bussola di Riduzione
Available on Request without reduction bushing Disponibile a Richiesta senza Bussola di Riduzione
Motor Flange Holes Position Posizione Fori Flangia Motore

EN Unit 133C is supplied without lubricant and equipped with a breather, level and drain plugs. User can add mineral oil keeping existing plugs. Should the user wish to fill it with synthetic oil, it is recommended to replace the existing plugs with a closed plug. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

| | | | | | | |
|------------------|---------|---------|---------|---------|---------|-----|
| | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
| 6.00 LT | 4.30 LT | 4.30 LT | 3.30 LT | 7.40 LT | 3.10 LT | Ask |
| AGIP Blasias 460 | | | | | | |

For all details on lubrication and plugs check our website [Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web](#) **tab. 1**

I Il riduttore tipo 133C è fornito privo di lubrificazione con tappi di sfiato, livello e scarico olio. L'utente può immettere olio minerale mantenendo i tappi esistenti. Se immetterà olio sintetico, dovrà sostituire i tappi esistenti con altri tipo chiuso. Tab.1 per oli e quantità consigliati. Tab.2 carichi radiali e assiali applicabili al riduttore.

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

F_R (N)
 F_A (N)

F_{eq} (N)

$F_{eq} = F_R \cdot \frac{184.5}{X+144.5}$

| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
|-------|-----|------|-------|------|------|-------|------|-------|
| 300 | 800 | 4000 | 140 | 1120 | 5600 | 70 | 1400 | 7000 |
| 250 | 900 | 4500 | 120 | 1200 | 6000 | 40 | 1700 | 8500 |
| 200 | 960 | 4800 | 85 | 1300 | 6500 | 15 | 2400 | 12000 |

On request reinforced bearings to increase loads.
A richiesta cuscinetti rinforzati per aumentare i carichi.

Input shaft
Albero in entrata

| n_1 | FA | FR |
|-------|-----|------|
| 1400 | 450 | 2250 |
| 900 | 500 | 2500 |
| 500 | 600 | 3000 |

tab. 2

D Das Getriebe der Baugröße 133C wird ohne Schmiermittel geliefert. Es ist jedoch mit Einfüllschraube, Überdruckventil und Ablassschraube ausgerüstet. Das benötigte mineralische Öl kann über die Einfüllschraube eingefüllt werden. Sollte synthetisches Öl bevorzugt werden, so ist sind das eingebaute Überdruckventil durch eine geschlossenen Schraube zu ersetzen. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

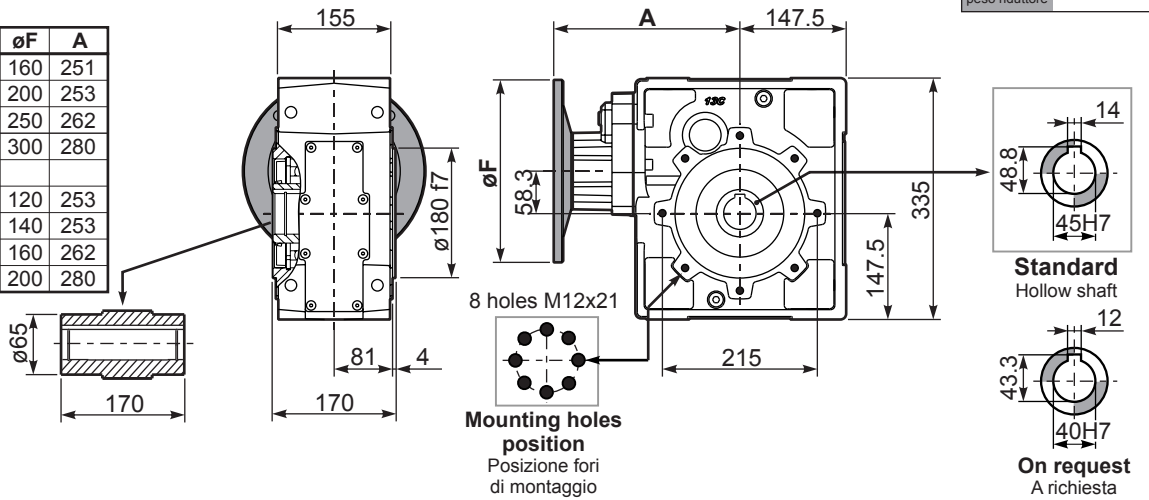
F Le réducteur de type 133C est fourni sans lubrification et avec un bouchon de remplissage, de niveau et d'évacuation de l'huile. L'utilisateur peut y verser de l'huile minérale en conservant les bouchons existants. S'il y versera de l'huile synthétique, il devra substituer les bouchons existants avec d'autres bouchons de type fermé. Voir tableau 1 concernant les huiles et les quantités conseillées. Voir tableau 2 concernant les charges radiales et axiales applicables au réducteur.

E El reductor tamaño 133C se suministra sin lubricante, provisto de tapones de respiración, nivel y descarga de aceite. El usuario puede utilizar aceite mineral, manteniendo los tapones existentes. Si prefiere utilizar aceite sintético deberá sustituir los tapones existentes por tapones ciegos. La prerreducción se suministra con tapones ciegos, lubricado de por vida con aceite sintético. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

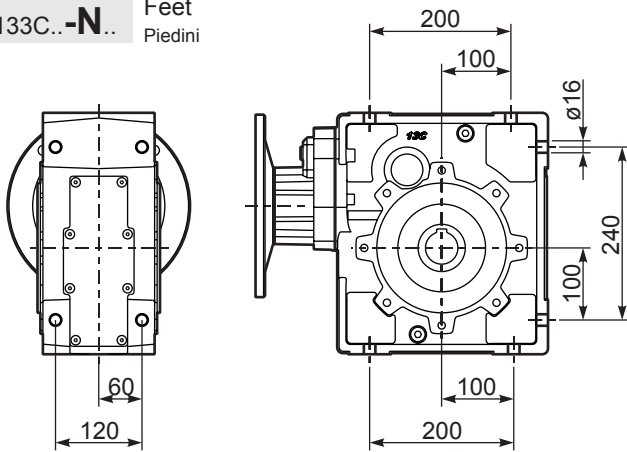
P133CC... Basic gearbox
Riduttore base

Gearbox weight
peso riduttore **53.5 kg**

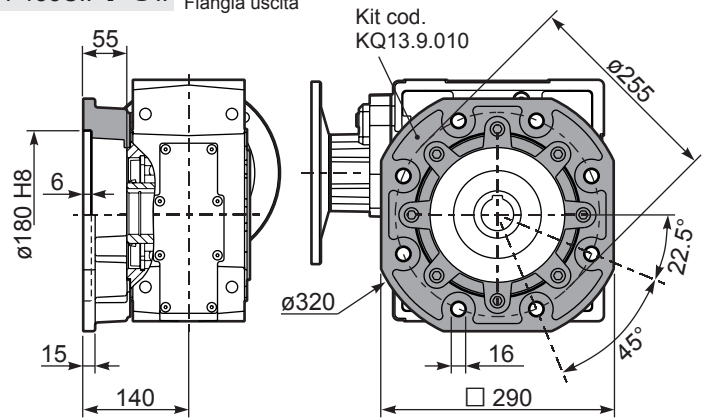
| M. flanges | Kit code | øF | A |
|------------|-------------|-----|-----|
| 71B5 | KC023.4.041 | 160 | 251 |
| 80/90B5 | KC023.4.042 | 200 | 253 |
| 100/112B5 | KC023.4.043 | 250 | 262 |
| 132B5 | KC50.4.043 | 300 | 280 |
| 80B14 | KC085.4.046 | 120 | 253 |
| 90B14 | KC085.4.045 | 140 | 253 |
| 100/112B14 | KC085.4.047 | 160 | 262 |
| 132B14 | KC50.4.041 | 200 | 280 |



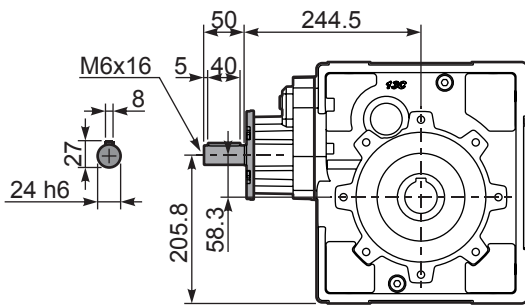
P133C..-N.. Feet
Piedini



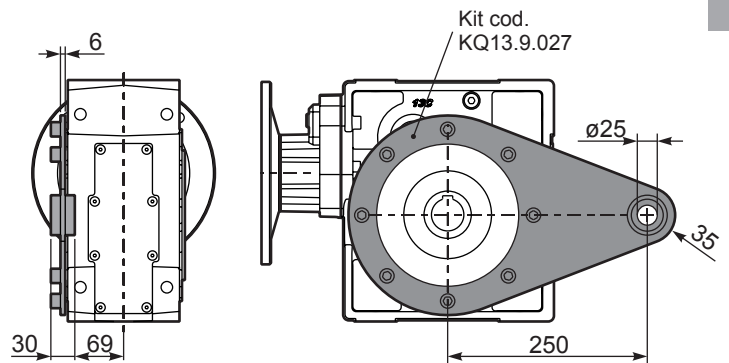
P133C..-FC.. Output flange
Flangia uscita



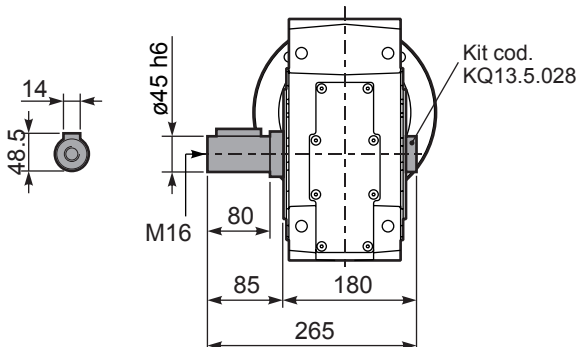
R133C... Input Shaft
Albero in entrata



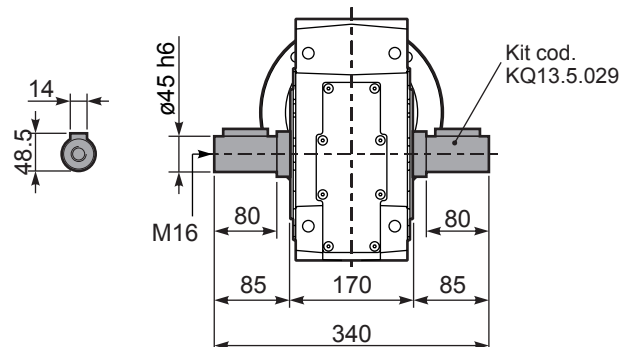
P133CBR.. Reaction arm
Braccio di reazione

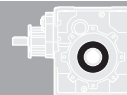


P133C..A.. Single output Shaft
Albero lento semplice



P133C..B.. Double Input Shaft
Albero lento bisporgente





QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor f.s. | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | Available B5 motor flanges | | | | Available B14 motor flanges | | | Output Shaft | Ratios code |
|---|---------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|----------------------------|----|----|----|-----------------------------|----|----|------------------|-------------|
| | | | | | | | -B | -C | -D | -E | -Q | -R | -T | | |
| | | | | | | | 63 | 71 | 80 | 90 | 71 | 80 | 90 | | |
| 15.3 | 91.23 | 1.5 | 858 | 1.2 | 1.7 | 1000 | B | | | | C | C | | 19132418 | 01 |
| 13.4 | 104.48 | 1.5 | 983 | 1.0 | 1.5 | 1000 | B | | | | C | C | | 19132416 | 02 |
| 11.6 | 121.10 | 1.5 | 1139 | 0.9 | 1.3 | 1000 | B | | | | C | C | | 17132416 | 03 |
| 9.9 | 140.84 | 1.1 | 968 | 1.0 | 1.1 | 1000 | B | | | | C | C | | 17132414 | 04 |
| 8.5 | 165.32 | 1.1 | 1136 | 0.9 | 0.96 | 1000 | B | | | | C | C | | 15132414 | 05 |
| 7.6 | 184.94 | 0.75 | 872 | 1.1 | 0.86 | 1000 | B | | | | C | C | | 19082416 | 06 |
| 7.1 | 197.34 | 0.75 | 930 | 1.1 | 0.81 | 1000 | B | | | | C | C | | 13132414 | 07 |
| 6.5 | 215.10 | 0.75 | 1014 | 1.0 | 0.74 | 1000 | B | | | | C | C | | 19082414 | 08 |
| 6.0 | 231.60 | 0.55 | 805 | 1.2 | 0.69 | 1000 | B | | | | C | C | | 10132416 | 09 |
| 5.6 | 249.31 | 0.55 | 867 | 1.2 | 0.64 | 1000 | B | | | | C | C | | 17082414 | 10 |
| 5.2 | 269.37 | 0.55 | 937 | 1.1 | 0.59 | 1000 | B | | | | C | C | | 10132414 | 11 |
| 4.8 | 292.64 | 0.55 | 1018 | 1.0 | 0.54 | 1000 | B | | | | C | C | | 15082414 | 12 |
| 4.6 | 302.26 | 0.55 | 1051 | 1.0 | 0.53 | 1000 | B | | | | C | C | | 9132416 | 13 |
| 4.0 | 349.30 | 0.37 | 812 | 1.2 | 0.46 | 1000 | B | | | | C | C | | 13082414 | 14 |
| 3.5 | 399.12 | 0.37 | 928 | 1.1 | 0.40 | 1000 | B | | | | C | C | | 7132416 | 15 |
| 2.9 | 476.80 | 0.37 | 1108 | 0.9 | 0.33 | 1000 | B | | | | C | C | | 10082414 | 16 |
| 2.2 | 622.28 | 0.25 | 976 | 1.0 | 0.26 | 1000 | B | | | | C | C | | 9082414 | 17 |
| 1.7 | 821.70 | 0.18 | 985 | 1.0 | 0.19 | 1000 | B | | | | C | C | | 7082414 | 18 |

The dynamic efficiency is **0.92** for all ratios

Motor Flanges Available
Flange Motore Disponibili

B) Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

B) Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione

C) Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit **134C** is supplied without lubricant and equipped with a breather, level and drain plugs. User can add mineral oil keeping existing plugs. Should the user wish to fill it with synthetic oil, it is recommended to replace the existing plugs with a closed plug.
See table 1 for lubrication and recommended quantity.
In table 2 please see possible radial loads and axial loads on the gearbox.

| | | | | | | |
|---------|---------|---------|---------|---------|---------|-----|
| | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
| 6.10 LT | 4.40 LT | 4.40 LT | 3.40 LT | 7.50 LT | 3.20 LT | Ask |

AGIP Blasias 460

For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

I Il riduttore tipo **134C** è fornito privo di lubrificazione con tappi di sfiato, livello e scarico olio. L'utente può immettere olio minerale mantenendo i tappi esistenti. Se immetterà olio sintetico, dovrà sostituire i tappi esistenti con altri tipo chiuso.
Tab.1 per oli e quantità consigliati.
Tab.2 carichi radiali e assiali applicabili al riduttore.

D Das Getriebe der Baugröße **134C** wird ohne Schmiermittel geliefert. Es ist jedoch mit Einfüllschraube, Überdruckventil und Ablassschraube ausgerüstet. Das benötigte mineralische Öl kann über die Einfüllschraube eingefüllt werden. Sollte synthetisches Öl bevorzugt werden, so ist sind das eingebaute Überdruckventil durch eine geschlossenen Schraube zu ersetzen.
In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben
In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur de type **134C** est fourni sans lubrification et avec un bouchon de remplissage, de niveau et d'évacuation de l'huile. L'utilisateur peut y verser de l'huile minérale en conservant les bouchons existants.
S'il y versera de l'huile synthétique, il devra substituer les bouchons existants avec d'autres bouchons de type fermé.
Voir tableau 1 concernant les huiles et les quantités conseillées.
Voir tableau 2 concernant les charges radiales et axiales applicables au réducteur

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

$F_{eq} = FR \cdot \frac{184.5}{X + 144.5}$

| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
|-------|-----|------|-------|------|------|-------|------|-------|
| 300 | 800 | 4000 | 140 | 1120 | 5600 | 70 | 1400 | 7000 |
| 250 | 900 | 4500 | 120 | 1200 | 6000 | 40 | 1700 | 8500 |
| 200 | 960 | 4800 | 85 | 1300 | 6500 | 15 | 2400 | 12000 |

On request reinforced bearings to increase loads.
A richiesta cuscinetti rinforzati per aumentare i carichi.

Input shaft
Albero in entrata

| n_1 | FA | FR |
|-------|-----|------|
| 1400 | 400 | 2000 |
| 900 | 440 | 2200 |
| 500 | 440 | 2200 |

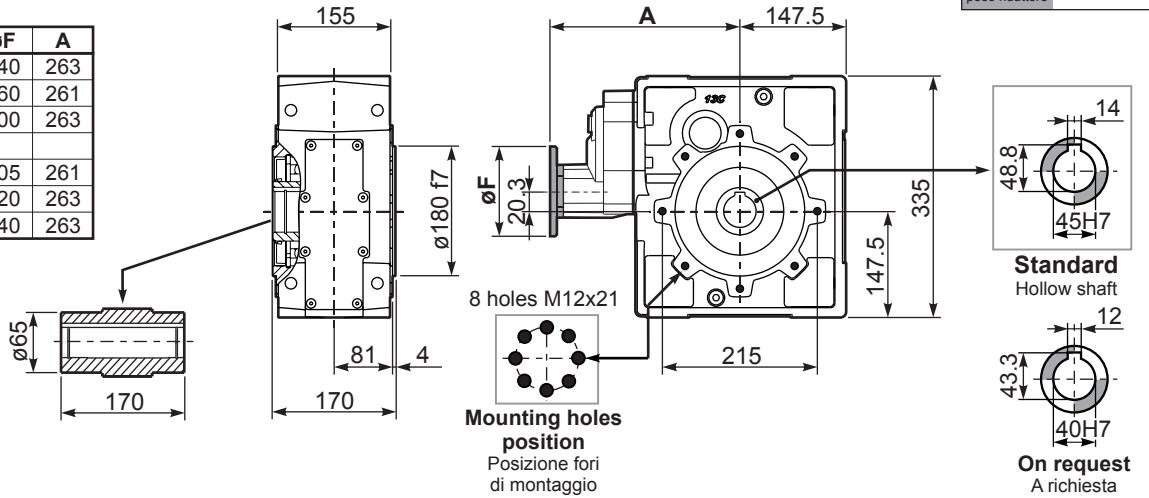
tab. 2

E El reductor tamaño **134C** se suministra sin lubricante, provisto de tapones de respiración, nivel y descarga de aceite. El usuario puede utilizar aceite mineral, manteniendo los tapones existentes. Si prefiere utilizar aceite sintético deberá sustituir los tapones existentes por tapones ciegos. La prerreducción se suministra con tapones ciegos, lubricado de por vida con aceite sintético.
Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

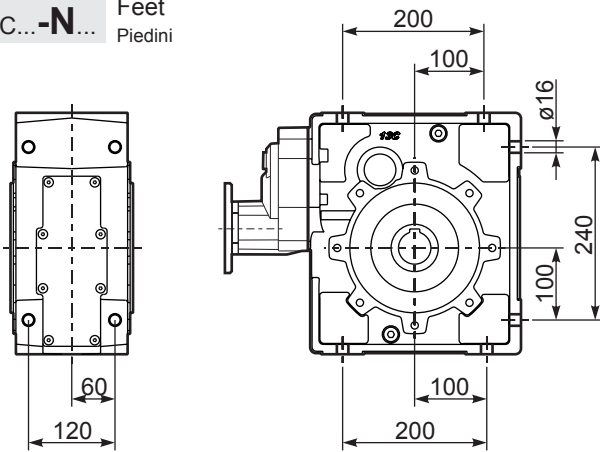
P134CC... Basic gearbox
Riduttore base

Gearbox weight
peso riduttore **53.5 kg**

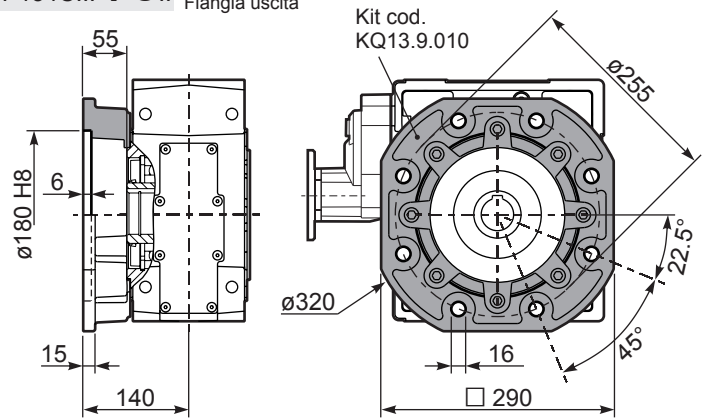
| M. flanges | Kit code | øF | A |
|----------------|------------|-----|-----|
| 63B5 | K063.4.041 | 140 | 263 |
| 71B5 | K063.4.042 | 160 | 261 |
| 80/90B5 | K063.4.043 | 200 | 263 |
| 71B14 | K063.4.047 | 105 | 261 |
| 80B14 | K063.4.046 | 120 | 263 |
| 90B14 | K063.4.041 | 140 | 263 |



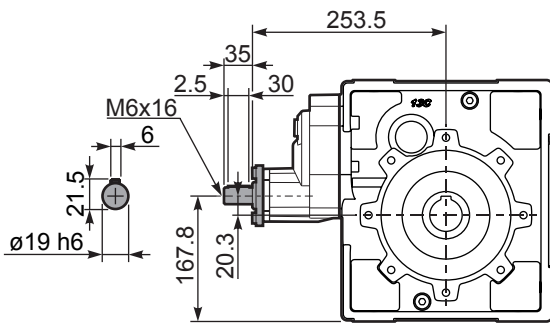
P134C...-N... Feet
Piedini



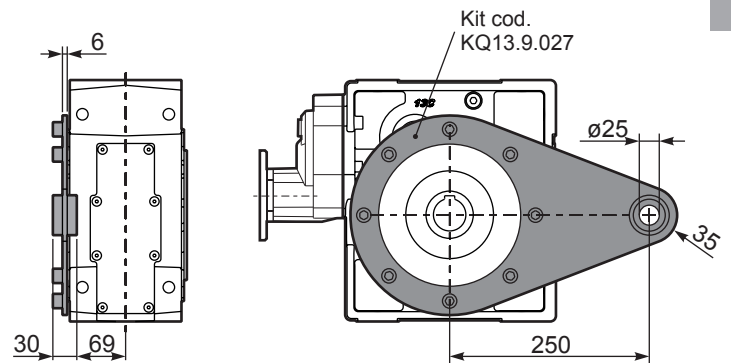
P134C...-FC.. Output flange
Flangia uscita



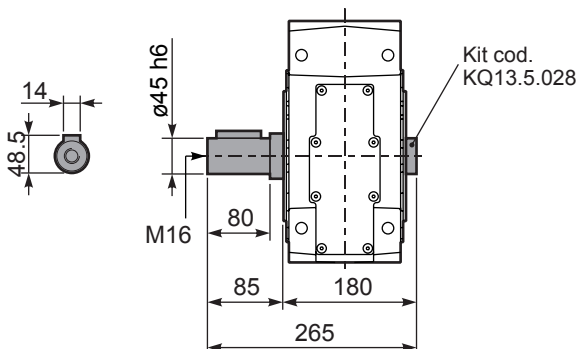
R134C... Input Shaft
Albero in entrata



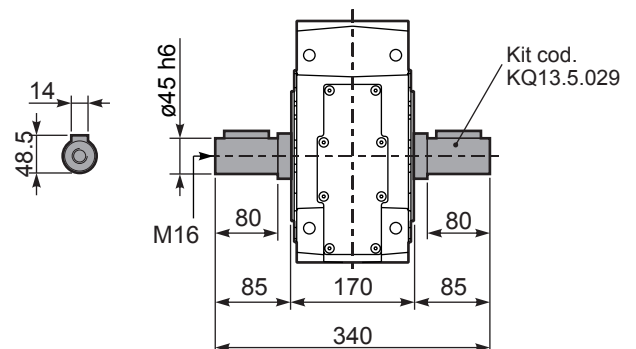
P134CBR.. Reaction arm
Braccio di reazione

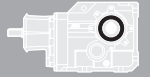


P134C..A... Single output Shaft
Albero lento semplice



P134C..B.. Double Input Shaft
Albero lento bisporgente





QUICK SELECTION / Selezione veloce

input speed (n₁) = 1400 min⁻¹

| Output Speed n ₂ [min ⁻¹] | Ratio i | Motor power P _{1M} [kW] | Output torque M _{2M} [Nm] | Service factor f.s. | Nominal power P _{1R} [kW] | Nominal torque M _{2R} [Nm] | B5 motor flanges | | | | B14 motor flanges | | | | Output Shaft | Ratios code |
|--|--------------|--|--|------------------------|--|---|---------------------|-----|-----|-----|----------------------|---|---|--------|-------------------|-----------------|
| | | | | | | | -F | -G | -H | -I | - | - | - | - | | |
| | | | | | | | 100 112 | 132 | 160 | 180 | - | - | - | - | | |
| 236 | 5.94 | 22 | 806 | 1.0 | 21.0 | 800 | B | | | | | | | 302915 | | 01 |
| 196 | 7.13 | 18.5 | 812 | 1.0 | 17.9 | 820 | B | | | | | | | 302913 | | 02 |
| 163 | 8.58 | 18.5 | 977 | 1.0 | 17.3 | 950 | B | | | | | | | 302911 | | 03 |
| 125 | 11.20 | 15 | 1033 | 1.0 | 13.9 | 1000 | B | | | | | | | 202915 | | 04 |
| 104 | 13.43 | 15 | 1239 | 1.1 | 15.7 | 1350 | B | | | | | | | 202913 | | 05 |
| 92 | 15.15 | 15 | 1397 | 1.0 | 14.4 | 1400 | B | | | | | | | 162915 | standard ø50 | 06 |
| 87 | 16.17 | 15 | 1492 | 1.0 | 14.0 | 1450 | B | | | | | | | 202911 | | |
| 77 | 18.16 | 15 | 1675 | 0.9 | 13.3 | 1550 | B | | | | | | | 162913 | | 08 |
| 71 | 19.70 | 11 | 1335 | 1.2 | 12.3 | 1550 | B | | | | | | | 132915 | On request ø45 | 09 |
| 64 | 21.87 | 11 | 1482 | 1.1 | 11.4 | 1600 | B | | | | | | | 162911 | | |
| 59 | 23.62 | 11 | 1600 | 1.0 | 10.6 | 1600 | B | | | | | | | 132913 | | 11 |
| 48.4 | 28.91 | 9 | 1671 | 1.0 | 8.6 | 1600 | B | | | | | | | 112913 | | 12 |
| 40.2 | 34.81 | 7.5 | 1618 | 1.0 | 7.2 | 1600 | B | | | | | | | 112911 | | 13 |
| 33.5 | 41.81 | 5.5 | 1436 | 1.1 | 6.0 | 1600 | B | | | | | | | 82913 | | 14 |
| 27.8 | 50.34 | 5.5 | 1729 | 0.9 | 5.0 | 1600 | B | | | | | | | 82911 | | 15 |

The dynamic efficiency is **0.94** for all ratios

- Motor Flanges Available** Flange Motore Disponibili
- Supplied with Reduction Bushing** Fornito con Bussola di Riduzione
- Available on Request without reduction bushing** Disponibile a Richiesta senza Bussola di Riduzione
- Motor Flange Holes Position** Posizione Fori Flangia Motore

EN Unit **X93C** is supplied without lubricant and equipped with a breather, level and drain plugs. User can add mineral oil keeping existing plugs. Should the user wish to fill it with synthetic oil, it is recommended to replace the existing plugs with a closed plug. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore tipo **X93C** è fornito privo di lubrificazione con tappi di sfiato, livello e scarico olio. L'utente può immettere olio minerale mantenendo i tappi esistenti. Se immetterà olio sintetico, dovrà sostituire i tappi esistenti con altri tipo chiuso. Tab.1 per oli e quantità consigliati. Tab.2 carichi radiali e assiali applicabili al riduttore.

D Das Getriebe der Baugröße **X93C** wird ohne Schmiermittel geliefert. Es ist jedoch mit Einfüllschraube, Überdruckventil und Ablassschraube ausgerüstet. Das benötigte mineralische Öl kann über die Einfüllschraube eingefüllt werden. Sollte synthetisches Öl bevorzugt werden, so ist sind das eingebaute Überdruckventil durch eine geschlossenen Schraube zu ersetzen. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur de type **X93C** est fourni sans lubrification et avec un bouchon de remplissage, de niveau et d'évacuation de l'huile. L'utilisateur peut y verser de l'huile minérale en conservant les bouchons existants. S'il y versera de l'huile synthétique, il devra substituer les bouchons existants avec d'autres bouchons de type fermé. Voir tableau 1 concernant les huiles et les quantités conseillées. Voir tableau 2 concernant les charges radiales et axiales applicables au réducteur.

E El reductor tamaño **X93C** se suministra sin lubricante, provisto de tapones de respiración, nivel y descarga de aceite. El usuario puede utilizar aceite mineral, manteniendo los tapones existentes. Si prefiere utilizar aceite sintético deberá sustituir los tapones existentes por tapones ciegos. La prerreducción se suministra con tapones ciegos, lubricado de por vida con aceite sintético. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|-------------------|--|---------|---------|---------|---------|-----|
| | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
| 4.20 LT | 3.60 LT | 4.40 LT | 5.10 LT | 7.10 LT | 5.00 LT | Ask |
| AGIP Blasias 460 | | | | | | |

For all details on lubrication and plugs check our website [Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web](#) **tab. 1**

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

$F_{eq} = FR \cdot \frac{218}{X+168}$

| n ₂ | FA | FR | n ₂ | FA | FR | n ₂ | FA | FR |
|----------------|------|-------|----------------|------|-------|----------------|------|-------|
| 300 | 1800 | 9000 | 140 | 2700 | 13500 | 70 | 3020 | 15100 |
| 250 | 2400 | 12000 | 120 | 2800 | 14000 | 40 | 3200 | 16000 |
| 200 | 2600 | 13000 | 85 | 2900 | 14500 | 15 | 3500 | 17500 |

Input shaft
Albero in entrata

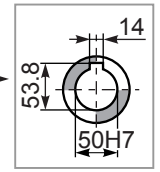
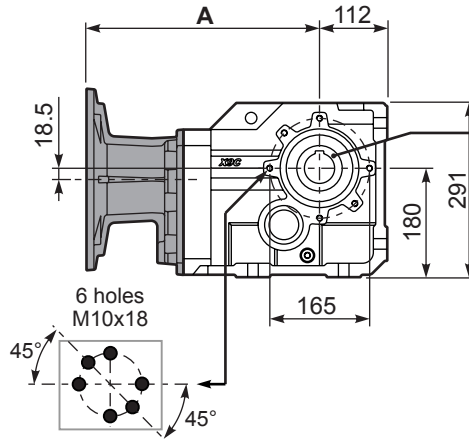
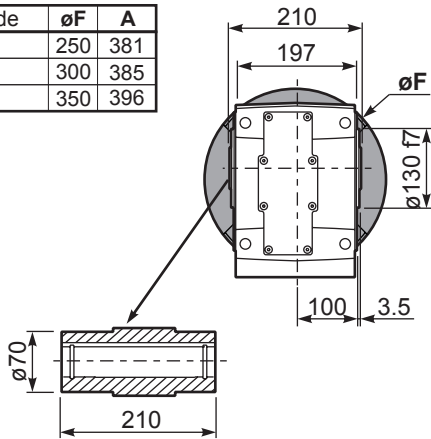
| n ₁ | FA | FR |
|----------------|-----|------|
| 1400 | 700 | 3500 |
| 900 | 840 | 4200 |
| 500 | 900 | 4500 |

tab. 2

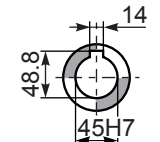
PX93CC... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **75.0 kg**

| M. flanges | Kit code | øF | A |
|------------|----------|-----|-----|
| 100/112B5 | - | 250 | 381 |
| 132B5 | - | 300 | 385 |
| 160/180B5 | - | 350 | 396 |



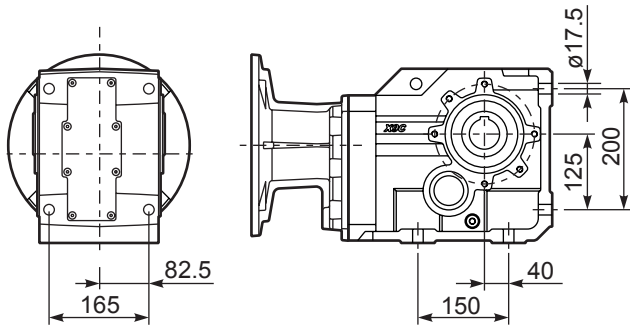
Standard
Hollow shaft



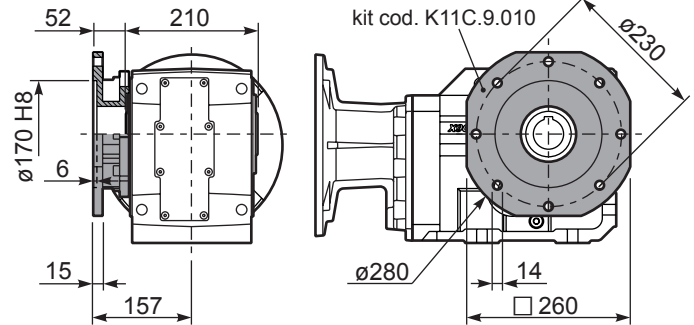
On request
A richiesta

Mounting holes position
Posizione fori di montaggio

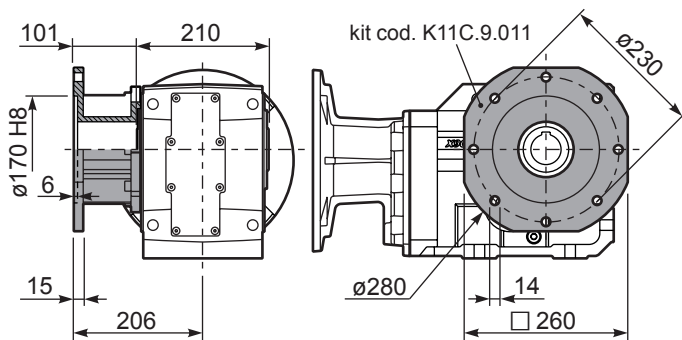
PX93C...FB.. Feet
Piedini



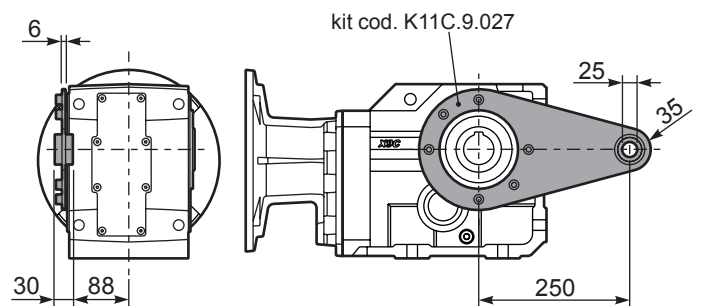
PX93C...-FC.. Output flange
Flangia uscita



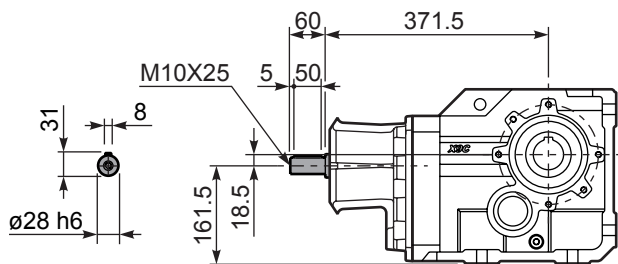
PX93C...-FL.. Output flange
Flangia uscita



PX93C...BR.. Reaction Arm
Braccio di reazione

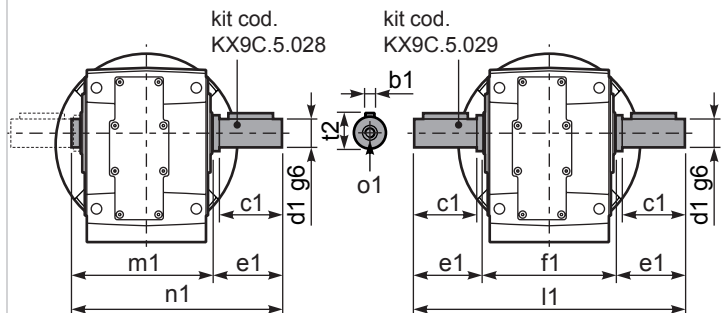


RX93C... Input shaft
Albero in entrata



PX93CA... Single shaft
Albero lento semplice

PX93CB... Double shaft
Albero lento bisp.



| | b1 | c1 | d1 | e1 | f1 | l1 | m1 | n1 | t2 | o1 |
|----------|----|-----|----|-----|-----|-----|-----|-----|------|-----|
| Standard | 14 | 100 | 50 | 105 | 210 | 420 | 218 | 323 | 53.5 | M16 |
| - | - | - | - | - | - | - | - | - | - | - |



QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor f.s. | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | Available B5 motor flanges | | | | | Available B14 motor flanges | | | | Output Shaft | Ratios code |
|---|---------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|----------------------------|----|----|------------|-----|-----------------------------|----|------------|-----|------------------|-------------|
| | | | | | | | -C | -D | -E | -F | -G | -R | -T | -U | -V | | |
| | | | | | | | 71 | 80 | 90 | 100 112 | 132 | 80 | 90 | 100 112 | 132 | | |
| 45.6 | 30.70 | 7.5 | 1399 | 1.1 | 8.3 | 1600 | B | | | | | | | | | 30132913 | 01 |
| 37.9 | 36.97 | 7.5 | 1685 | 0.9 | 6.9 | 1600 | B | | | | | | | | | 30132911 | 02 |
| 29.0 | 48.26 | 5.5 | 1625 | 1.0 | 5.3 | 1600 | B | | | | | | | | | 20132915 | 03 |
| 24.2 | 57.86 | 4 | 1425 | 1.1 | 4.4 | 1600 | B | | | | | | | | | 20132913 | 04 |
| 21.5 | 65.24 | 4 | 1607 | 1.0 | 3.9 | 1600 | B | | | | | | | | | 16132915 | 05 |
| 20.1 | 69.68 | 4 | 1716 | 1.0 | 3.8 | 1650 | B | | | | | | | | | 20132911 | 06 |
| 17.9 | 78.23 | 3 | 1450 | 1.1 | 3.4 | 1650 | B | | | | | | | | | 16132913 | 07 |
| 16.5 | 84.85 | 3 | 1573 | 1.0 | 3.0 | 1600 | B | | | | | | | | | 13132915 | 08 |
| 14.9 | 94.20 | 3 | 1747 | 0.9 | 2.8 | 1650 | B | | | | | | | | | 16132911 | 09 |
| 13.8 | 101.74 | 3 | 1886 | 0.9 | 2.6 | 1650 | B | | | | | | | | | 13132913 | 10 |
| 11.4 | 122.51 | 2.2 | 1672 | 1.0 | 2.1 | 1650 | B | | | | | | | | | 13132911 | 11 |
| 9.3 | 149.95 | 1.5 | 1411 | 1.2 | 1.8 | 1650 | B | | | | | | | | | 11132911 | 12 |
| 7.8 | 180.09 | 1.5 | 1694 | 1.0 | 1.5 | 1650 | B | | | | | | | | | 8132913 | 13 |
| 6.8 | 206.81 | 1.1 | 1421 | 1.1 | 1.2 | 1600 | B | | | | | | | | | 6132915 | 14 |
| 6.5 | 216.85 | 1.1 | 1490 | 1.1 | 1.2 | 1650 | B | | | | | | | | | 8132911 | 15 |
| 5.6 | 247.99 | 1.1 | 1704 | 1.0 | 1.1 | 1650 | B | | | | | | | | | 6132913 | 16 |
| 4.7 | 298.61 | 0.75 | 1407 | 1.2 | 0.88 | 1650 | B | | | | | | | | | 6132911 | 17 |

The dynamic efficiency is **0.92** for all ratios

Motor Flanges Available
Flange Motore Disponibili

B) Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

B) Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione

C) Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit **X94C** is supplied without lubricant and equipped with a breather, level and drain plugs. User can add mineral oil keeping existing plugs. Should the user wish to fill it with synthetic oil, it is recommended to replace the existing plugs with a closed plug. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore tipo **X94C** è fornito privo di lubrificazione con tappi di sfiato, livello e scarico olio. L'utente può immettere olio minerale mantenendo i tappi esistenti. Se immetterà olio sintetico, dovrà sostituire i tappi esistenti con altri tipo chiuso. Tab.1 per oli e quantità consigliati. Tab.2 carichi radiali e assiali applicabili al riduttore.

D Das Getriebe der Baugröße **X94C** wird ohne Schmiermittel geliefert. Es ist jedoch mit Einfüllschraube, Überdruckventil und Ablassschraube ausgerüstet. Das benötigte mineralische Öl kann über die Einfüllschraube eingefüllt werden. Sollte synthetisches Öl bevorzugt werden, so ist sind das eingebaute Überdruckventil durch eine geschlossenen Schraube zu ersetzen. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur de type **X94C** est fourni sans lubrification et avec un bouchon de remplissage, de niveau et d'évacuation de l'huile. L'utilisateur peut y verser de l'huile minérale en conservant les bouchons existants. S'il y versera de l'huile synthétique, il devra substituer les bouchons existants avec d'autres bouchons de type fermé. Voir tableau 1 concernant les huiles et les quantités conseillées. Voir tableau 2 concernant les charges radiales et axiales applicables au réducteur

E El reductor tamaño **X94C** se suministra sin lubricante, provisto de tapones de respiración, nivel y descarga de aceite. El usuario puede utilizar aceite mineral, manteniendo los tapones existentes. Si prefiere utilizar aceite sintético deberá sustituir los tapones existentes por tapones ciegos. La prerreducción se suministra con tapones ciegos, lubricado de por vida con aceite sintético. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|-------------------|--|---------|---------|---------|---------|-----|
| | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
| 4.50 LT | 3.80 LT | 4.50 LT | 5.30 LT | 7.60 LT | 5.30 LT | Ask |
| AGIP Blasias 460 | | | | | | |

For all details on lubrication and plugs check our website [tab. 1](#)
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

$$F_{eq} = FR \cdot \frac{218}{X+168}$$

| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
|-------|------|-------|-------|------|-------|-------|------|-------|
| 300 | 1800 | 9000 | 140 | 2700 | 13500 | 70 | 3020 | 15100 |
| 250 | 2400 | 12000 | 120 | 2800 | 14000 | 40 | 3200 | 16000 |
| 200 | 2600 | 13000 | 85 | 2900 | 14500 | 15 | 3500 | 17500 |

Input shaft
Albero di entrata

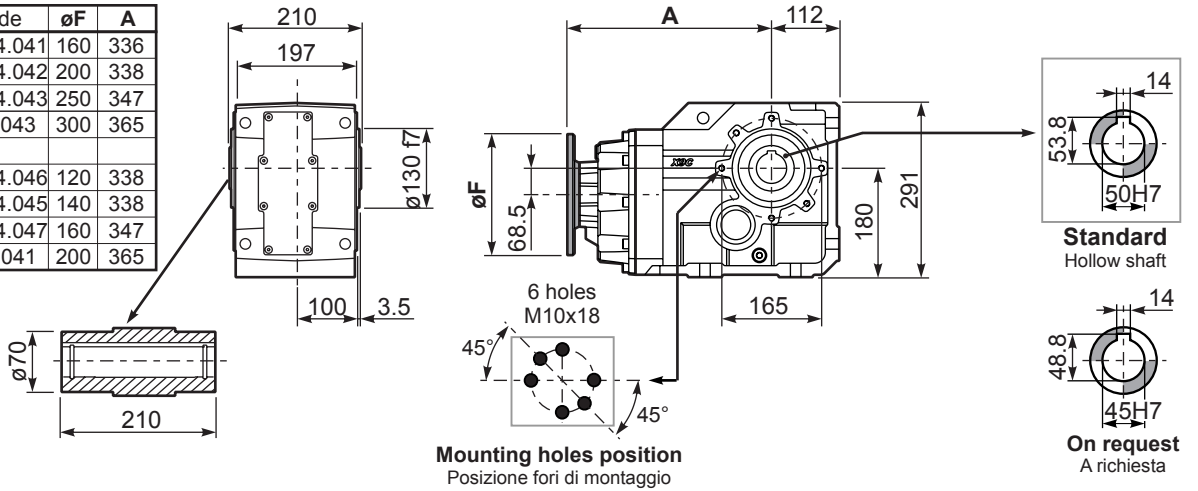
| n_1 | FA | FR |
|-------|-----|------|
| 1400 | 450 | 2250 |
| 900 | 500 | 2500 |
| 500 | 600 | 3000 |

tab. 2

PX94CC... Basic Gearbox
Riduttore base

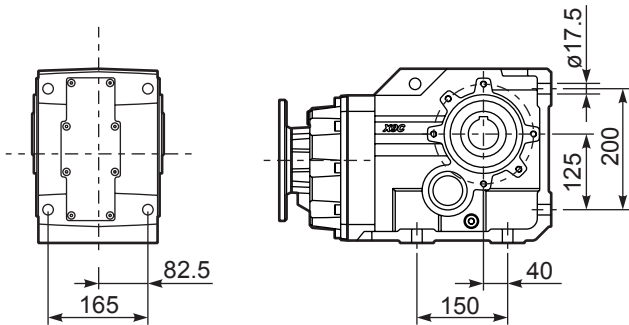
Gearbox weight
peso riduttore **68.5 kg**

| M. flanges | Kit code | øF | A |
|------------|-------------|-----|-----|
| 71B5 | KC023.4.041 | 160 | 336 |
| 80/90B5 | KC023.4.042 | 200 | 338 |
| 100/112B5 | KC023.4.043 | 250 | 347 |
| 132B5 | KC50.4.043 | 300 | 365 |
| 80B14 | KC085.4.046 | 120 | 338 |
| 90B14 | KC085.4.045 | 140 | 338 |
| 100/112B14 | KC085.4.047 | 160 | 347 |
| 132B14 | KC50.4.041 | 200 | 365 |

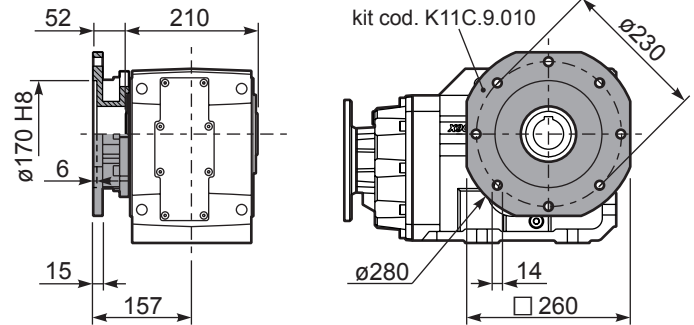


Mounting holes position
Posizione fori di montaggio

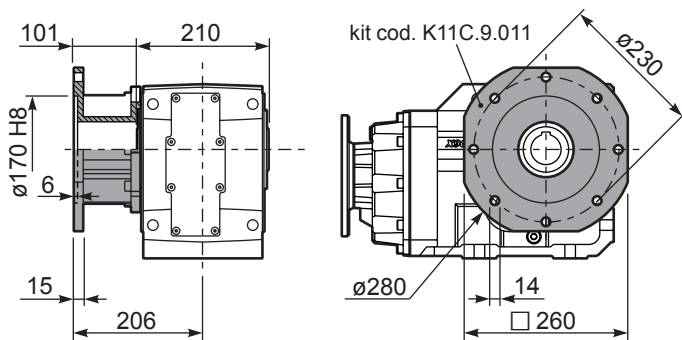
PX94C...FB.. Feet
Piedini



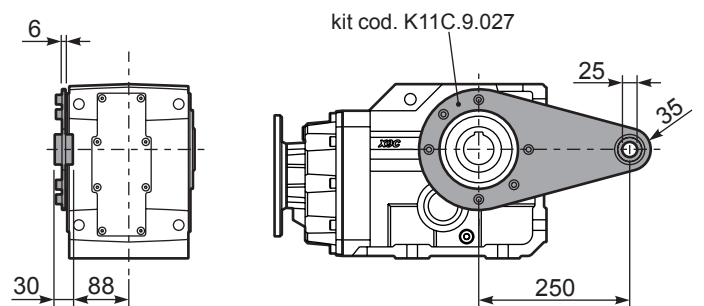
PX94C...-FC.. Output flange
Flangia uscita



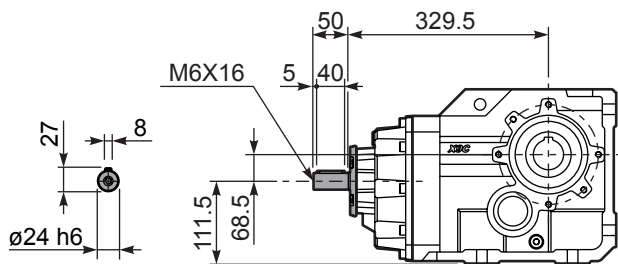
PX94C...-FL.. Output flange
Flangia uscita



PX94C...BR.. Reaction Arm
Braccio di reazione

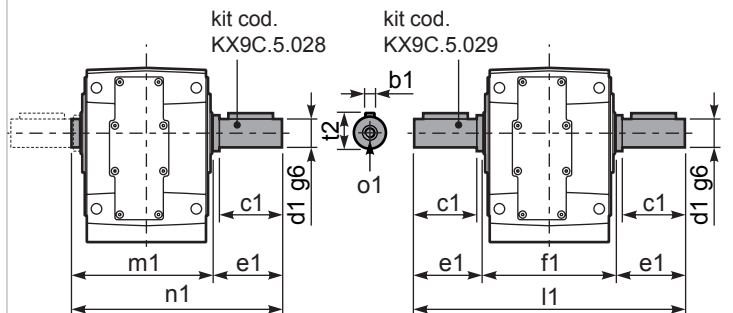


RX94C... Input shaft
Albero in entrata

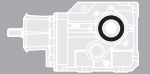


PX94CA... Single shaft
Albero lento semplice

PX94CB... Double shaft
Albero lento bisp.



| | b1 | c1 | d1 | e1 | f1 | l1 | m1 | n1 | t2 | o1 |
|----------|----|-----|----|-----|-----|-----|-----|-----|------|-----|
| Standard | 14 | 100 | 50 | 105 | 210 | 420 | 218 | 323 | 53.5 | M16 |
| - | - | - | - | - | - | - | - | - | - | - |



QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor f.s. | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | B5 motor flanges | | | | B14 motor flanges | | | | Output Shaft | Ratios code |
|---|--------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|---------------------|-----|-----|-----|----------------------|---|---|--------|------------------|-------------|
| | | | | | | | -G | -H | -I | -L | - | - | - | - | | |
| | | | | | | | 132 | 160 | 180 | 200 | - | - | - | - | | |
| 219 | 6.39 | 30 | 1180 | 1.1 | 31.7 | 1300 | | | | | | | | 392914 | 01 | |
| 200 | 7.00 | 30 | 1292 | 1.1 | 31.2 | 1400 | | | | | | | | 392913 | 02 | |
| 164 | 8.55 | 30 | 1578 | 1.0 | 27.4 | 1500 | | | | | | | | 392911 | 03 | |
| 140 | 10.01 | 22 | 1357 | 1.2 | 24.9 | 1600 | | | | | | | | 302914 | 04 | |
| 128 | 10.97 | 22 | 1486 | 1.1 | 24.2 | 1700 | | | | | | | | 302913 | 05 | |
| 105 | 13.39 | 22 | 1815 | 1.2 | 24.5 | 2100 | | | | | | | | 302911 | 06 | |
| 89 | 15.71 | 22 | 2130 | 1.0 | 21.8 | 2200 | | | | | | | | 222914 | 07 | |
| 81 | 17.21 | 22 | 2333 | 1.0 | 20.8 | 2300 | | | | | | | | 222913 | 08 | |
| 67 | 21.02 | 18.5 | 2394 | 1.0 | 17.8 | 2400 | | | | | | | | 222911 | 09 | |
| 59 | 23.73 | 18.5 | 2703 | 1.0 | 17.1 | 2600 | | | | | | | | 162914 | 10 | |
| 54 | 25.99 | 18.5 | 2960 | 0.9 | 16.8 | 2800 | | | | | | | | 162913 | 11 | |
| 50 | 27.93 | 15 | 2576 | 1.1 | 16.2 | 2900 | | | | | | | | 142914 | 12 | |
| 45.8 | 30.59 | 15 | 2822 | 1.0 | 14.8 | 2900 | | | | | | | | 142913 | 13 | |
| 44.1 | 31.74 | 15 | 2928 | 1.0 | 14.2 | 2900 | | | | | | | | 162911 | 14 | |
| 37.5 | 37.36 | 11 | 2532 | 1.1 | 12.1 | 2900 | | | | | | | | 142911 | 15 | |
| 33.8 | 41.37 | 11 | 2804 | 1.0 | 10.9 | 2900 | | | | | | | | 102914 | 16 | |
| 30.9 | 45.31 | 9 | 2618 | 1.1 | 10.0 | 2900 | | | | | | | | 102913 | 17 | |
| 25.3 | 55.33 | 7.5 | 2573 | 1.2 | 8.5 | 3000 | | | | | | | | 102911 | 18 | |

The dynamic efficiency is 0.94 for all ratios

Motor Flanges Available
Flange Motore Disponibili

B) Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

B) Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione

C) Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit X103 is supplied without lubricant and equipped with a breather, level and drain plugs. User can add mineral oil keeping existing plugs. Should the user wish to fill it with synthetic oil, it is recommended to replace the existing plugs with a closed plug. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore tipo X103 è fornito privo di lubrificazione con tappi di sfio, livello e scarico olio. L'utente può immettere olio minerale mantenendo i tappi esistenti. Se immetterà olio sintetico, dovrà sostituire i tappi esistenti con altri tipo chiuso. Tab.1 per oli e quantità consigliati. Tab.2 carichi radiali e assiali applicabili al riduttore.

D Das Getriebe der Baugröße X103 wird ohne Schmiermittel geliefert. Es ist jedoch mit Einfüllschraube, Überdruckventil und Ablassschraube ausgerüstet. Das benötigte mineralische Öl kann über die Einfüllschraube eingefüllt werden. Sollte synthetisches Öl bevorzugt werden, so ist sind das eingebaute Überdruckventil durch eine geschlossenen Schraube zu ersetzen. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur de type X103 est fourni sans lubrification et avec un bouchon de remplissage, de niveau et d'évacuation de l'huile. L'utilisateur peut y verser de l'huile minérale en conservant les bouchons existants. S'il y versera de l'huile synthétique, il devra substituer les bouchons existants avec d'autres bouchons de type fermé. Voir tableau 1 concernant les huiles et les quantités conseillées. Voir tableau 2 concernant les charges radiales et axiales applicables au réducteur.

E El reductor tamaño X103 se suministra sin lubricante, provisto de tapones de respiración, nivel y descarga de aceite. El usuario puede utilizar aceite mineral, manteniendo los tapones existentes. Si prefiere utilizar aceite sintético deberá sustituir los tapones existentes por tapones ciegos. La prerreducción se suministra con tapones ciegos, lubricado de por vida con aceite sintético. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|-------------------|--|----------|---------|----------|---------|-----|
| | | | | | | |
| 11.50 LT | 5.50 LT | 10.50 LT | 7.50 LT | 13.50 LT | 9.50 LT | Ask |
| AGIP Blasias 460 | | | | | | |

For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

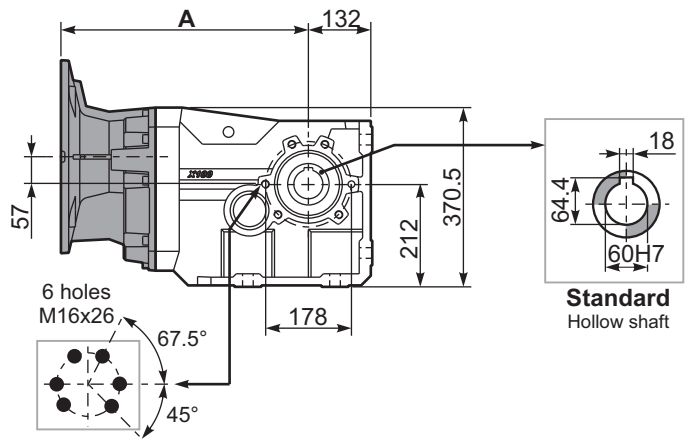
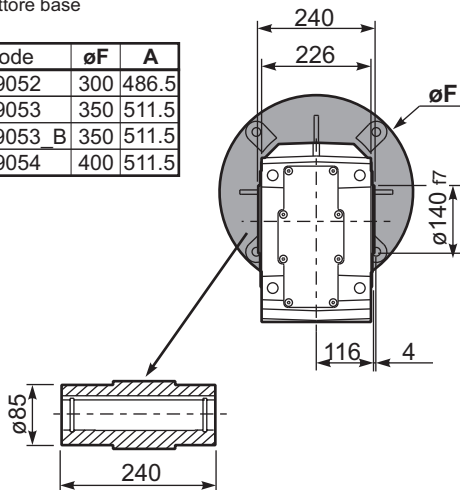
| RADIAL AND AXIAL LOADS | | | | | | | | |
|---|------|-------|---------------------------------------|------|-------|-------|------|-------|
| Output shaft Albero di uscita | | | $F_{eq} = FR \cdot \frac{253}{X+193}$ | | | | | |
| | | | | | | | | |
| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
| 300 | 2000 | 10000 | 140 | 2800 | 14000 | 70 | 3500 | 17500 |
| 250 | 2500 | 12500 | 120 | 3000 | 15000 | 40 | 4200 | 21000 |
| 200 | 2700 | 13500 | 85 | 3200 | 16000 | 15 | 5400 | 27000 |
| Input shaft Albero in entrata | | | | | | | | |
| n_1 | FA | FR | | | | | | |
| 1400 | 1120 | 5600 | | | | | | |
| 900 | 1220 | 6100 | | | | | | |
| 500 | 1300 | 6500 | | | | | | |

tab. 2

PX103C... Basic Gearbox
Riduttore base

Gearbox weight
peso riduttore **125 kg**

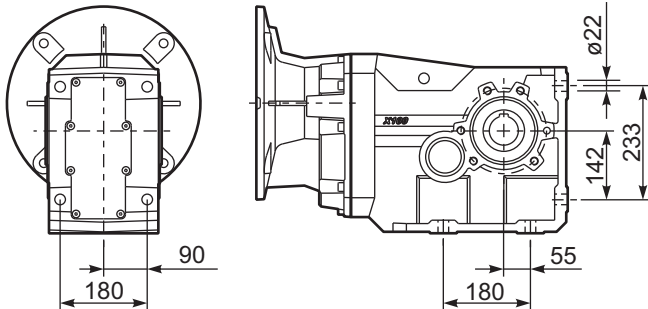
| M. flanges | Kit code | øF | A |
|--------------|-------------|-----|-------|
| 132B5 | KC1109052 | 300 | 486.5 |
| 160B5 | KC1109053 | 350 | 511.5 |
| 180B5 | KC1109053_B | 350 | 511.5 |
| 200B5 | KC1109054 | 400 | 511.5 |



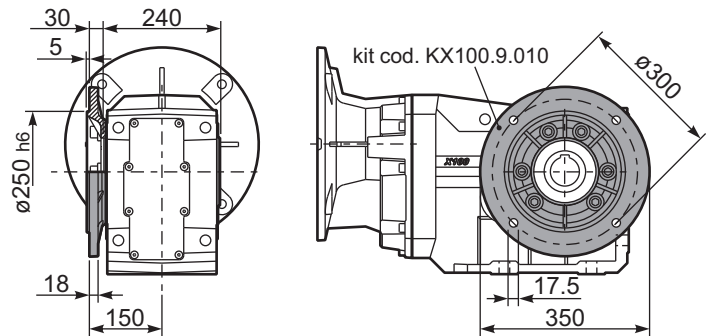
Mounting holes position
Posizione fori di montaggio

Standard
Hollow shaft

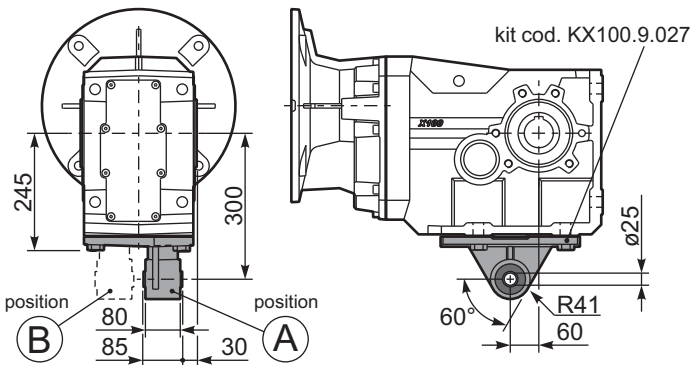
PX103...FB.. Feet
Piedini



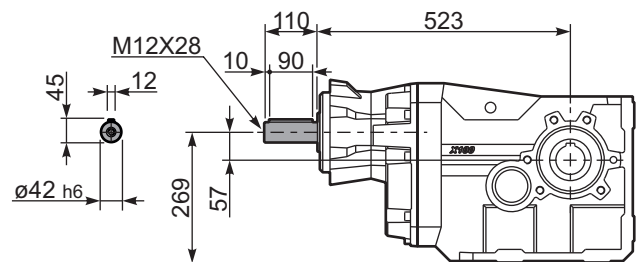
PX103...-F6.. Output flange
Flangia uscita



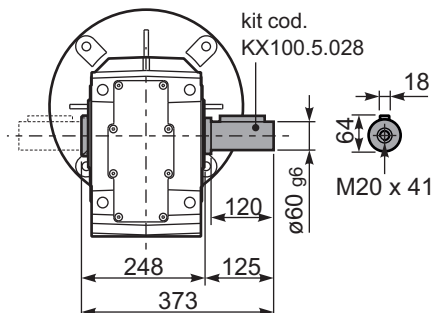
PX103...BR.. Reaction Arm
Braccio di reazione



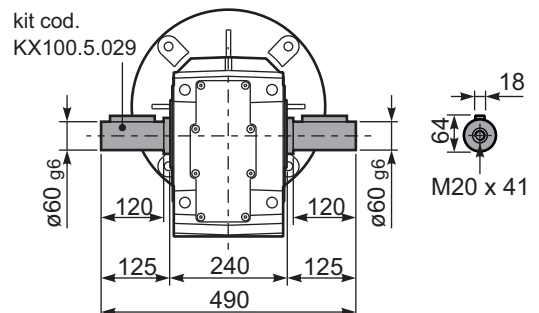
RX103... Input shaft
Albero in entrata

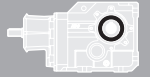


PX103A... Single shaft
Albero lento semplice



PX103B... Double shaft
Albero lento bisp.





QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor f.s. | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | Available B5 motor flanges | | B14 motor flanges | | | | Output Shaft | Ratios code |
|---|---------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|----------------------------|-----|----------------------|---|---|----------|------------------|-----------------|
| | | | | | | | -F | -G | - | - | - | | | |
| | | | | | | | 100 | 132 | - | - | - | | | |
| 28.8 | 48.57 | 9 | 2750 | 1.1 | 9.5 | 2900 | B | | not available | | | 30142911 | 01 | |
| 20.5 | 68.43 | 7.5 | 3118 | 1.0 | 7.0 | 3000 | B | | | | | 20142914 | 02 | |
| 18.7 | 74.95 | 5.5 | 2523 | 1.2 | 6.4 | 3000 | B | | | | | 20142913 | 03 | |
| 15.1 | 92.53 | 5.5 | 3115 | 1.0 | 5.2 | 3000 | B | | | | | 16142914 | 04 | |
| 13.8 | 101.33 | 4 | 2496 | 1.2 | 4.7 | 3000 | B | | | | | 16142913 | 05 | |
| 11.6 | 120.33 | 4 | 2963 | 1.0 | 4.0 | 3000 | B | | | | | 13142914 | 06 | |
| 11.3 | 123.75 | 4 | 3048 | 1.0 | 3.9 | 3000 | B | | | | | 16142911 | 07 | |
| 10.6 | 131.78 | 4 | 3245 | 0.9 | 3.6 | 3000 | B | | | | | 13142913 | 08 | |
| 9.5 | 147.28 | 3 | 2731 | 1.1 | 3.2 | 3000 | B | | | | | 11142914 | 09 | |
| 8.7 | 161.30 | 3 | 2990 | 1.0 | 3.0 | 3000 | B | | | | | 11142913 | 10 | |
| 7.1 | 196.98 | 2.2 | 2689 | 1.1 | 2.4 | 3000 | B | | | | | 11142911 | 11 | |
| 6.6 | 212.99 | 2.2 | 2907 | 1.0 | 2.2 | 3000 | B | | | | | 8142914 | 12 | |
| 6.0 | 233.26 | 2.2 | 3184 | 0.9 | 2.0 | 3000 | B | | | | | 8142913 | 13 | |
| 4.9 | 284.86 | 2.2 | 3889 | 0.8 | 1.7 | 3000 | B | | | | | 8142911 | 14 | |

The dynamic efficiency is **0.92** for all ratios

Motor Flanges Available
Flange Motore Disponibili

B) Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

B) Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione

C) Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit **X104** is supplied without lubricant and equipped with a breather, level and drain plugs. User can add mineral oil keeping existing plugs. Should the user wish to fill it with synthetic oil, it is recommended to replace the existing plugs with a closed plug. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore tipo **X104** è fornito privo di lubrificazione con tappi di sfiato, livello e scarico olio. L'utente può immettere olio minerale mantenendo i tappi esistenti. Se immetterà olio sintetico, dovrà sostituire i tappi esistenti con altri tipo chiuso. Tab.1 per oli e quantità consigliati. Tab.2 carichi radiali e assiali applicabili al riduttore.

D Das Getriebe der Baugröße **X104** wird ohne Schmiermittel geliefert. Es ist jedoch mit Einfüllschraube, Überdruckventil und Ablassschraube ausgerüstet. Das benötigte mineralische Öl kann über die Einfüllschraube eingefüllt werden. Sollte synthetisches Öl bevorzugt werden, so ist sind das eingebaute Überdruckventil durch eine geschlossenen Schraube zu ersetzen. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur de type **X104** est fourni sans lubrification et avec un bouchon de remplissage, de niveau et d'évacuation de l'huile. L'utilisateur peut y verser de l'huile minérale en conservant les bouchons existants. S'il y versera de l'huile synthétique, il devra substituer les bouchons existants avec d'autres bouchons de type fermé. Voir tableau 1 concernant les huiles et les quantités conseillées. Voir tableau 2 concernant les charges radiales et axiales applicables au réducteur.

E El reductor tamaño **X104** se suministra sin lubricante, provisto de tapones de respiración, nivel y descarga de aceite. El usuario puede utilizar aceite mineral, manteniendo los tapones existentes. Si prefiere utilizar aceite sintético deberá sustituir los tapones existentes por tapones ciegos. La prerreducción se suministra con tapones ciegos, lubricado de por vida con aceite sintético. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|-------------------|--|----------|---------|----------|----------|-----|
| | | | | | | |
| 12.00 LT | 6.00 LT | 11.50 LT | 8.00 LT | 14.50 LT | 11.00 LT | Ask |

AGIP Blasias 460

For all details on lubrication and plugs check our website
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

tab. 1

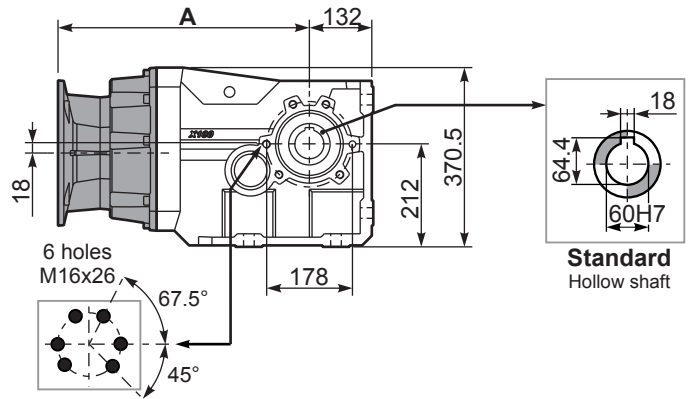
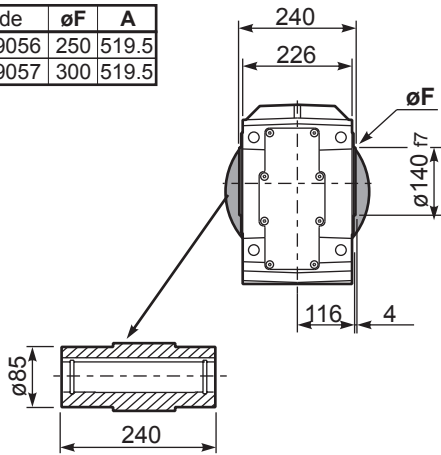
| RADIAL AND AXIAL LOADS | | | | | | | | |
|---|------|-------|---------------------------------------|------|-------|-------|------|-------|
| Output shaft Albero di uscita | | | $F_{eq} = FR \cdot \frac{253}{X+193}$ | | | | | |
| | | | | | | | | |
| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
| 300 | 2000 | 10000 | 140 | 2800 | 14000 | 70 | 3500 | 17500 |
| 250 | 2500 | 12500 | 120 | 3000 | 15000 | 40 | 4200 | 21000 |
| 200 | 2700 | 13500 | 85 | 3200 | 16000 | 15 | 5400 | 27000 |
| Input shaft Albero in entrata | | | | | | | | |
| n_1 | FA | FR | | | | | | |
| 1400 | 700 | 3500 | | | | | | |
| 900 | 840 | 4200 | | | | | | |
| 500 | 900 | 4500 | | | | | | |

tab. 2

PX104C... Basic Gearbox
Riduttore base

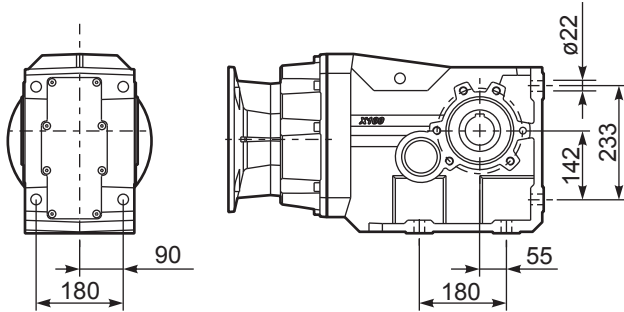
Gearbox weight **118 kg**
peso riduttore

| M. flanges | Kit code | øF | A |
|------------|-----------|-----|-------|
| 100/112B5 | KC1109056 | 250 | 519.5 |
| 132B5 | KC1109057 | 300 | 519.5 |

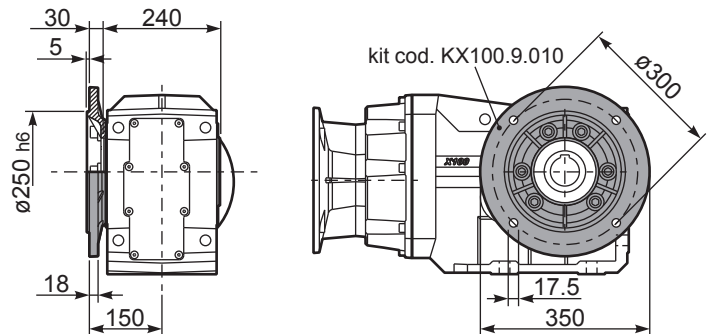


Mounting holes position
Posizione fori di montaggio

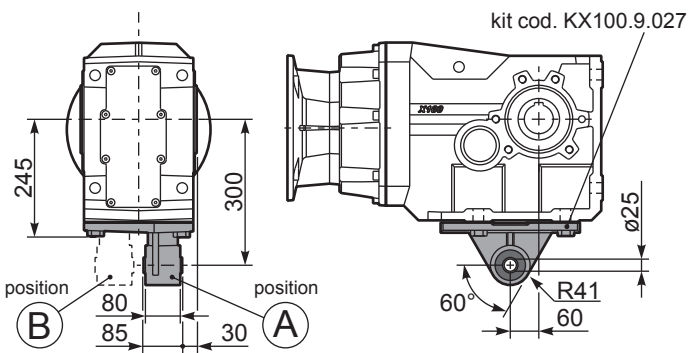
PX104...FB.. Feet
Piedini



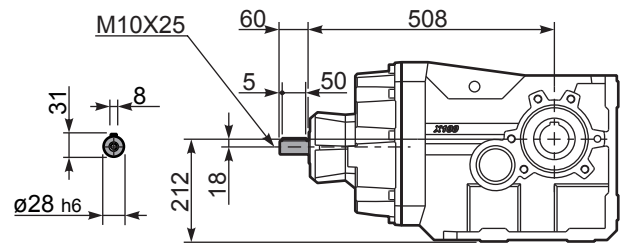
PX104...-F6.. Output flange
Flangia uscita



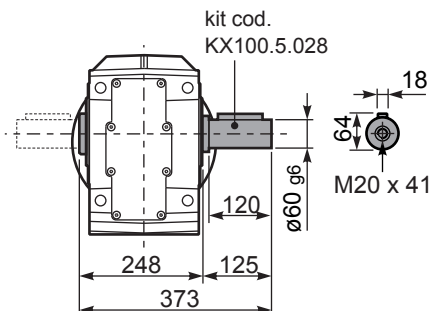
PX104...BR.. Reaction Arm
Braccio di reazione



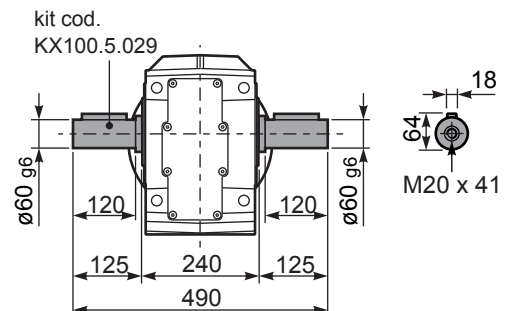
RX104... Input shaft
Albero in entrata

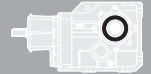


PX104A... Single shaft
Albero lento semplice



PX104B... Double shaft
Albero lento bisp.





QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor $f.s.$ | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | B5 motor flanges | | | | | B14 motor flanges | | | Output Shaft | Ratios code |
|---|--------------|---------------------------------|-----------------------------------|--------------------------|-----------------------------------|------------------------------------|---------------------|-----|-----|-----|-----|----------------------|---|--------|------------------|-----------------|
| | | | | | | | -G | -H | -I | -L | CA | - | - | - | | |
| | | | | | | | 132 | 160 | 180 | 200 | 225 | - | - | - | | |
| 219 | 6.39 | 45 | 1757 | 1.4 | 61.0 | 2500 | | | | | | | | 392914 | 01 | |
| 200 | 7.00 | 45 | 1925 | 1.4 | 59.0 | 2650 | | | | | | | | 392913 | 02 | |
| 164 | 8.55 | 45 | 2350 | 1.2 | 51.1 | 2800 | | | | | | | | 392911 | 03 | |
| 140 | 10.01 | 45 | 2752 | 1.2 | 49.8 | 3200 | | | | | | | | 302914 | 04 | |
| 128 | 10.97 | 45 | 3014 | 1.1 | 45.5 | 3200 | | | | | | | | 302913 | 05 | |
| 105 | 13.39 | 37 | 3025 | 1.1 | 39.6 | 3400 | | | | | | | | 302911 | 06 | |
| 89 | 15.71 | 37 | 3550 | 1.0 | 34.7 | 3500 | | | | | | | | 222914 | 07 | |
| 81 | 17.21 | 37 | 3888 | 1.0 | 33.5 | 3700 | | | | | | | | 222913 | 08 | |
| 67 | 21.02 | 30 | 3877 | 1.0 | 29.7 | 4000 | | | | | | | | 222911 | 09 | |
| 59 | 23.73 | 30 | 4378 | 0.9 | 26.9 | 4100 | | | | | | | | 162914 | 10 | |
| 54 | 25.99 | 22 | 3523 | 1.2 | 25.8 | 4300 | | | | | | | | 162913 | 11 | |
| 50 | 27.93 | 22 | 3786 | 1.1 | 24.0 | 4300 | | | | | | | | 142914 | 12 | |
| 45.8 | 30.59 | 22 | 4146 | 1.1 | 22.9 | 4500 | | | | | | | | 142913 | 13 | |
| 44.1 | 31.74 | 22 | 4302 | 1.0 | 22.1 | 4500 | | | | | | | | 162911 | 14 | |
| 37.5 | 37.36 | 18.5 | 4255 | 1.1 | 18.8 | 4500 | | | | | | | | 142911 | 15 | |
| 33.8 | 41.37 | 18.5 | 4712 | 1.0 | 17.0 | 4500 | | | | | | | | 102914 | 16 | |
| 30.9 | 45.31 | 15 | 4179 | 1.1 | 15.5 | 4500 | | | | | | | | 102913 | 17 | |
| 25.3 | 55.33 | 11 | 3750 | 1.2 | 12.7 | 4500 | | | | | | | | 102911 | 18 | |

The dynamic efficiency is **0.94** for all ratios

Motor Flanges Available
Flange Motore Disponibili

B) Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

B) Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione

C) Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit **X113** is supplied without lubricant and equipped with a breather, level and drain plugs. User can add mineral oil keeping existing plugs. Should the user wish to fill it with synthetic oil, it is recommended to replace the existing plugs with a closed plug. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore tipo **X113** è fornito privo di lubrificazione con tappi di sfio, livello e scarico olio. L'utente può immettere olio minerale mantenendo i tappi esistenti. Se immetterà olio sintetico, dovrà sostituire i tappi esistenti con altri tipo chiuso. Tab.1 per oli e quantità consigliati. Tab.2 carichi radiali e assiali applicabili al riduttore.

D Das Getriebe der Baugröße **X113** wird ohne Schmiermittel geliefert. Es ist jedoch mit Einfüllschraube, Überdruckventil und Ablassschraube ausgerüstet. Das benötigte mineralische Öl kann über die Einfüllschraube eingefüllt werden. Sollte synthetisches Öl bevorzugt werden, so ist sind das eingebaute Überdruckventil durch eine geschlossenen Schraube zu ersetzen. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur de type **X113** est fourni sans lubrification et avec un bouchon de remplissage, de niveau et d'évacuation de l'huile. L'utilisateur peut y verser de l'huile minérale en conservant les bouchons existants. S'il y versera de l'huile synthétique, il devra substituer les bouchons existants avec d'autres bouchons de type fermé. Voir tableau 1 concernant les huiles et les quantités conseillées. Voir tableau 2 concernant les charges radiales et axiales applicables au réducteur.

E El reductor tamaño **X113** se suministra sin lubricante, provisto de tapones de respiración, nivel y descarga de aceite. El usuario puede utilizar aceite mineral, manteniendo los tapones existentes. Si prefiere utilizar aceite sintético deberá sustituir los tapones existentes por tapones ciegos. La prerreducción se suministra con tapones ciegos, lubricado de por vida con aceite sintético. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|-------------------|--|----------|----------|----------|----------|-----|
| | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
| 13.50 LT | 8.00 LT | 15.50 LT | 14.50 LT | 22.00 LT | 13.00 LT | Ask |
| AGIP Blasias 460 | | | | | | |

For all details on lubrication and plugs check our website **tab. 1**
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita

$F_{eq} = FR \cdot \frac{325.5}{X+255.5}$

| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
|-------|------|-------|-------|------|-------|-------|------|-------|
| 300 | 2100 | 10500 | 140 | 3100 | 15500 | 70 | 4200 | 21000 |
| 250 | 2600 | 13000 | 120 | 3240 | 16200 | 40 | 5600 | 28000 |
| 200 | 3000 | 15000 | 85 | 3600 | 18000 | 15 | 8000 | 40000 |

Input shaft
Albero in entrata

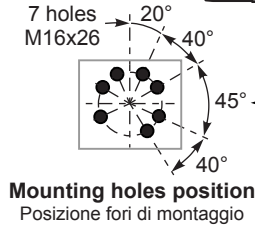
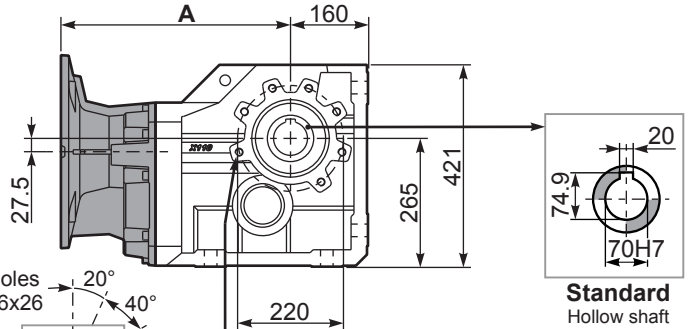
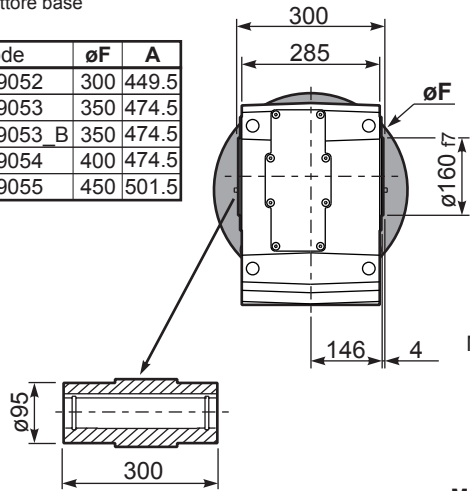
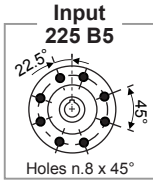
| n_1 | FA | FR |
|-------|------|------|
| 1400 | 1120 | 5600 |
| 900 | 1220 | 6100 |
| 500 | 1300 | 6500 |

tab. 2

PX113C... Basic Gearbox
Riduttore base

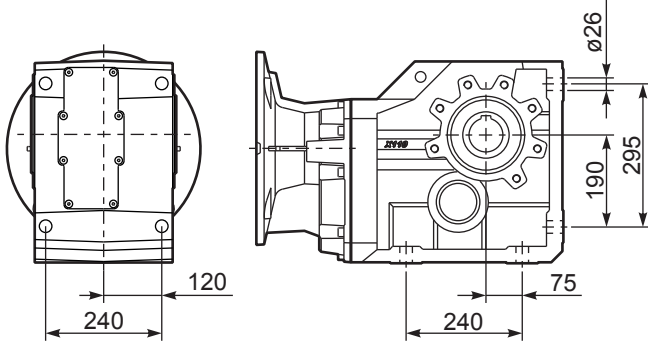
Gearbox weight **170 kg**
peso riduttore

| M. flanges | Kit code | øF | A |
|--------------|-------------|-----|-------|
| 132B5 | KC1109052 | 300 | 449.5 |
| 160B5 | KC1109053 | 350 | 474.5 |
| 180B5 | KC1109053_B | 350 | 474.5 |
| 200B5 | KC1109054 | 400 | 474.5 |
| 225B5 | KC1109055 | 450 | 501.5 |

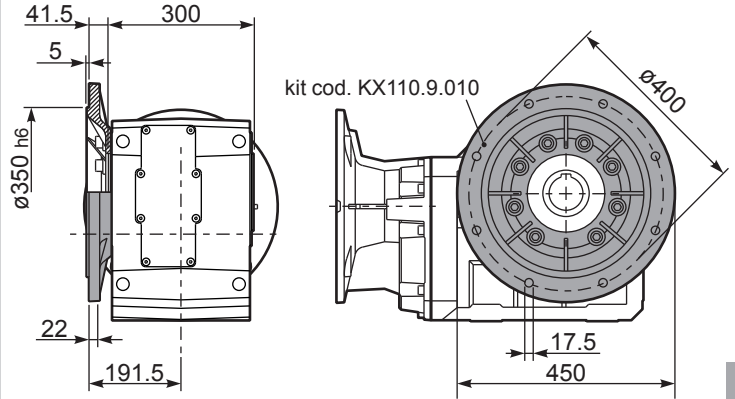


Standard
Hollow shaft

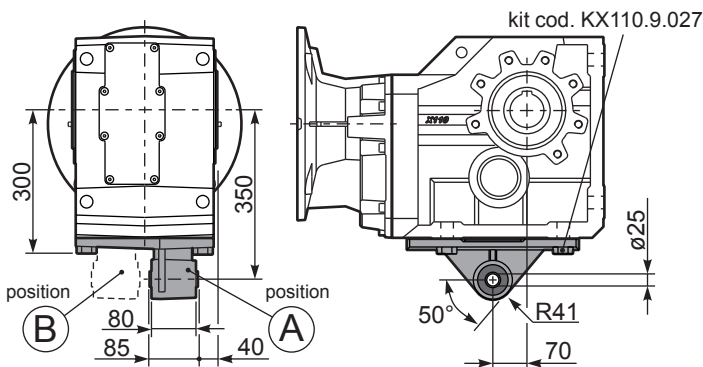
PX113...FB.. Feet
Piedini



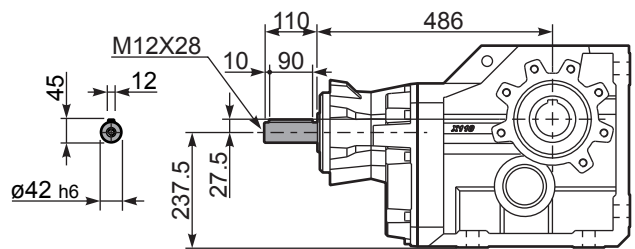
PX113...-F7.. Output flange
Flangia uscita



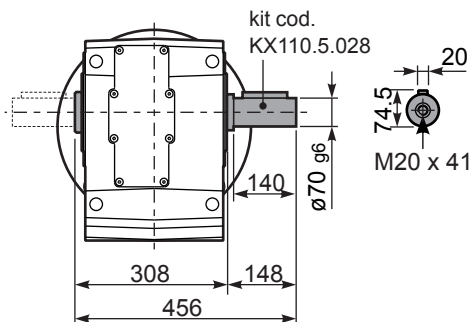
PX113...BR... Reaction Arm
Braccio di reazione



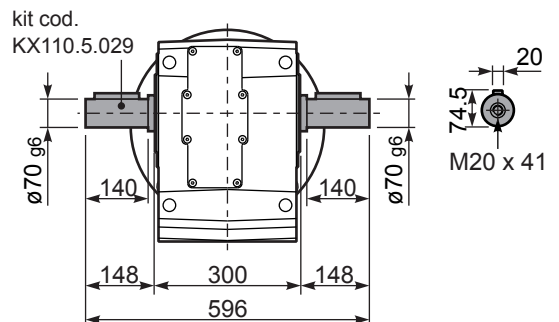
RX113... Input shaft
Albero in entrata

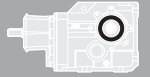


PX113A... Single shaft
Albero lento semplice



PX113B... Double shaft
Albero lento bisp.





QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor f.s. | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | B5 motor flanges | | | B14 motor flanges | | | | Output Shaft | Ratios code |
|---|---------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|---------------------|-----|-----|----------------------|---|---|----------|------------------|----------------|
| | | | | | | | -F | -G | -H | - | - | - | | | |
| | | | | | | | 100 112 | 132 | 160 | - | - | - | | | |
| 28.8 | 48.57 | 15 | 4390 | 1.0 | 14.8 | 4500 | B | | | | | | 30142911 | 01 | |
| 20.5 | 68.43 | 11 | 4545 | 1.0 | 10.7 | 4600 | B | | | | | | 20142914 | 02 | |
| 18.7 | 74.95 | 11 | 4977 | 0.9 | 9.8 | 4600 | B | | | | | | 20142913 | 03 | |
| 15.1 | 92.53 | 7.5 | 4216 | 1.1 | 7.9 | 4600 | B | | | | | | 16142914 | 04 | |
| 13.8 | 101.33 | 7.5 | 4617 | 1.0 | 7.2 | 4600 | B | | | | | | 16142913 | 05 | |
| 11.6 | 120.33 | 5.5 | 4051 | 1.1 | 6.1 | 4600 | B | | | | | | 13142914 | 06 | |
| 11.3 | 123.75 | 5.5 | 4166 | 1.1 | 5.8 | 4500 | B | | | | | | 16142911 | 07 | |
| 10.6 | 131.78 | 5.5 | 4436 | 1.0 | 5.6 | 4600 | B | | | | | | 13142913 | 08 | |
| 9.5 | 147.28 | 5.5 | 4958 | 0.9 | 5.0 | 4600 | B | | | | | | 11142914 | 09 | |
| 8.7 | 161.30 | 4 | 3972 | 1.2 | 4.5 | 4600 | B | | | | | | 11142913 | 10 | |
| 7.1 | 196.98 | 3 | 3652 | 1.2 | 3.6 | 4500 | B | | | | | | 11142911 | 11 | |
| 6.6 | 212.99 | 3 | 3949 | 1.2 | 3.4 | 4600 | B | | | | | | 8142914 | 12 | |
| 6.0 | 233.26 | 3 | 4324 | 1.1 | 3.1 | 4600 | B | | | | | | 8142913 | 13 | |
| 4.9 | 284.86 | 2.2 | 3889 | 1.2 | 2.5 | 4500 | B | | | | | | 8142911 | 14 | |

The dynamic efficiency is **0.92** for all ratios

Motor Flanges Available
Flange Motore Disponibili

Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione

Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit **X114** is supplied without lubricant and equipped with a breather, level and drain plugs. User can add mineral oil keeping existing plugs. Should the user wish to fill it with synthetic oil, it is recommended to replace the existing plugs with a closed plug.
See table 1 for lubrication and recommended quantity.
In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore tipo **X114** è fornito privo di lubrificazione con tappi di sfiato, livello e scarico olio. L'utente può immettere olio minerale mantenendo i tappi esistenti. Se immetterà olio sintetico, dovrà sostituire i tappi esistenti con altri tipo chiuso.
Tab.1 per oli e quantità consigliati.
Tab.2 carichi radiali e assiali applicabili al riduttore.

D Das Getriebe der Baugröße **X114** wird ohne Schmiermittel geliefert. Es ist jedoch mit Einfüllschraube, Überdruckventil und Ablassschraube ausgerüstet. Das benötigte mineralische Öl kann über die Einfüllschraube eingefüllt werden. Sollte synthetisches Öl bevorzugt werden, so ist sind das eingebaute Überdruckventil durch eine geschlossenen Schraube zu ersetzen.
In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben
In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur de type **X114** est fourni sans lubrification et avec un bouchon de remplissage, de niveau et d'évacuation de l'huile. L'utilisateur peut y verser de l'huile minérale en conservant les bouchons existants. S'il y versera de l'huile synthétique, il devra substituer les bouchons existants avec d'autres bouchons de type fermé.
Voir tableau 1 concernant les huiles et les quantités conseillées.
Voir tableau 2 concernant les charges radiales et axiales applicables au réducteur

E El reductor tamaño **X114** se suministra sin lubricante, provisto de tapones de respiración, nivel y descarga de aceite. El usuario puede utilizar aceite mineral, manteniendo los tapones existentes. Si prefiere utilizar aceite sintético deberá sustituir los tapones existentes por tapones ciegos. La prerreducción se suministra con tapones ciegos, lubricado de por vida con aceite sintético.
Ver tabla 1, para cantidades y aceites recomendados.
En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied | For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio | | | | | |
|-------------------|--|----------|----------|----------|----------|-----|
| | | | | | | |
| B3 | B6 | B7 | B8 | V5 | V6 | V8 |
| 14.50 LT | 8.50 LT | 16.50 LT | 16.00 LT | 23.00 LT | 14.50 LT | Ask |

AGIP Blasias 460

For all details on lubrication and plugs check our website
Per maggiori dettagli su lubrificazione e tappi olio vedi il nostro sito web

tab. 1

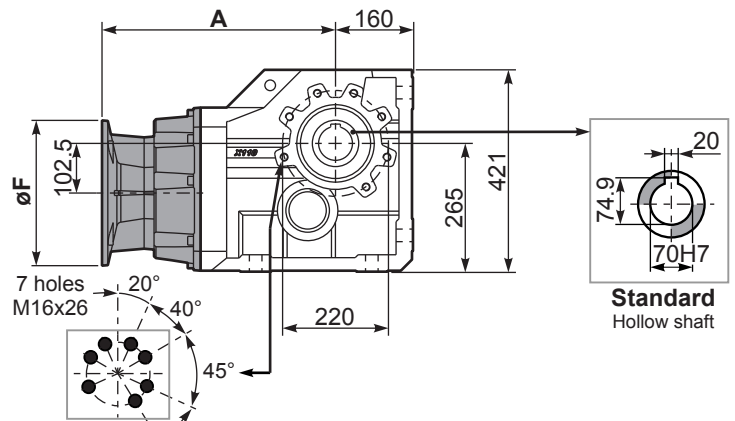
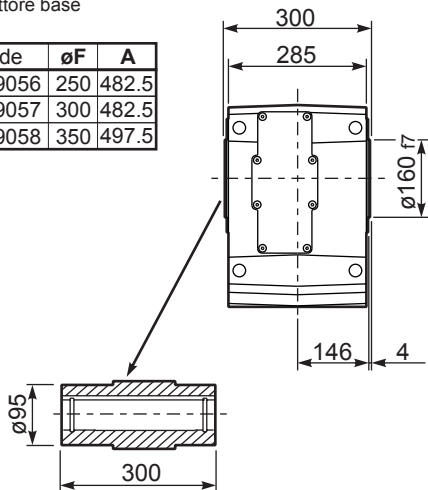
| RADIAL AND AXIAL LOADS | | | | | | | | |
|---|------|-------|---|------|-------|-------|------|-------|
| Output shaft Albero di uscita | | | $F_{eq} = FR \cdot \frac{325.5}{X+255.5}$ | | | | | |
| | | | | | | | | |
| n_2 | FA | FR | n_2 | FA | FR | n_2 | FA | FR |
| 300 | 2100 | 10500 | 140 | 3100 | 15500 | 70 | 4200 | 21000 |
| 250 | 2600 | 13000 | 120 | 3240 | 16200 | 40 | 5600 | 28000 |
| 200 | 3000 | 15000 | 85 | 3600 | 18000 | 15 | 8000 | 40000 |
| Input shaft Albero in entrata | | | | | | | | |
| n_1 | FA | FR | | | | | | |
| 1400 | 700 | 3500 | | | | | | |
| 900 | 840 | 4200 | | | | | | |
| 500 | 900 | 4500 | | | | | | |

tab. 2

PX114C... Basic Gearbox
Riduttore base

Gearbox weight **161 kg**
peso riduttore

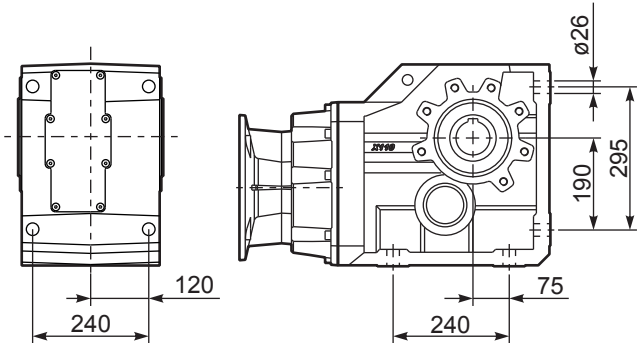
| M. flanges | Kit code | øF | A |
|------------------|-----------|-----|-------|
| 100/112B5 | KC1109056 | 250 | 482.5 |
| 132B5 | KC1109057 | 300 | 482.5 |
| 160B5 | KC1109058 | 350 | 497.5 |



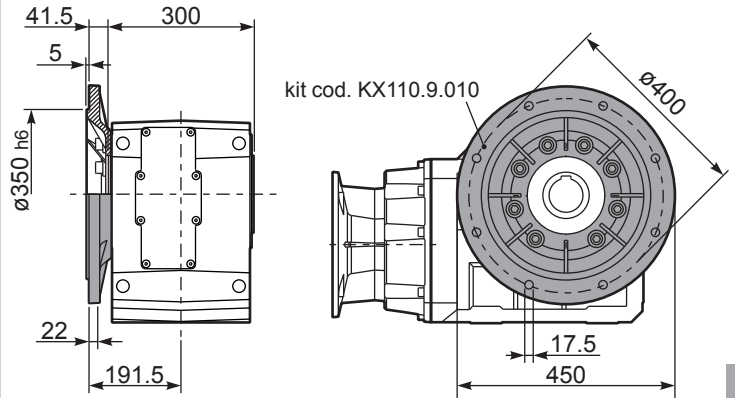
Mounting holes position
Posizione fori di montaggio

Standard
Hollow shaft

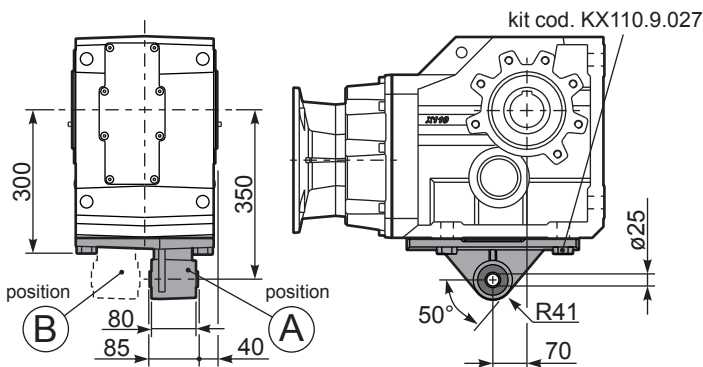
PX114...FB.. Feet
Piedini



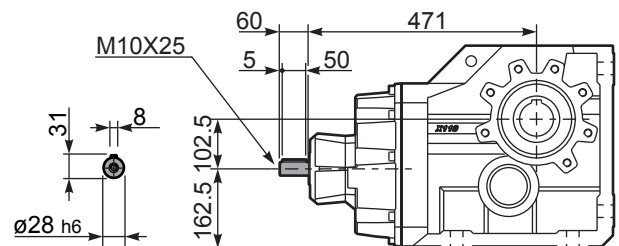
PX114...-F7.. Output flange
Flangia uscita



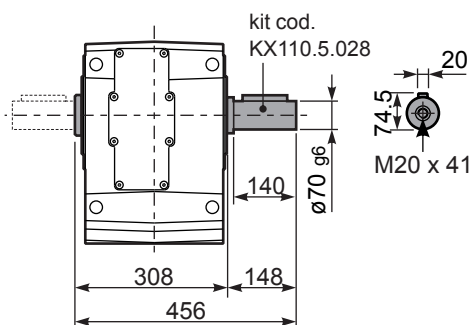
PX114...BR.. Reaction Arm
Braccio di reazione



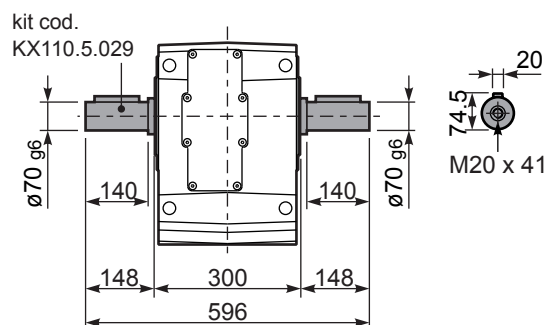
RX114... Input shaft
Albero in entrata

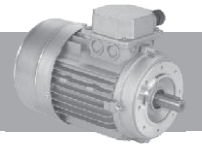


PX114A... Single shaft
Albero lento semplice



PX114B... Double shaft
Albero lento bisp.





Protection

Standard IP55
Please specify on purchase orders if you need a higher IP protection class.

Grado di protezione

IP55 Standard
Specificare in sede di ordinazione per IP superiore.

Schutzart

IP55 Standard.
Höheren IP Grad bitte im Auftrag angeben.

Degré de protection

IP55 standard.
Au moment de la commande, spécifiez si vous souhaitez IP supérieur.

Grado de protección
IP55 standard.
Especificar en el pedido cuando necesiten protección IP superior.

Insulation

Standard CI.F
To be specified upon placing the order if different insulation is required.

Isolamento

CI.F Standard
Specificare in sede di ordinazione classe di isolamento diversa.

Isolierung

CI.F Standard.
Davon abweichende Isolierungsklasse im Auftrag angeben.

Isolement

CI.F Standard.
Au moment de la commande, spécifiez si vous souhaitez une classe d'isolement différente.

Aislamiento

CI.F standard.
Especificar al efectuar el pedido la clase diferente de aislamiento.

| Insulation / Isolamento Isolierung /Aislamiento | | E | B | F | H |
|--|----|------|------|------|------|
| Max. temp. | C° | 120° | 130° | 155° | 175° |
| | F* | 248° | 266° | 311° | 347° |

Connections

Collegamenti

Verbindungselemente

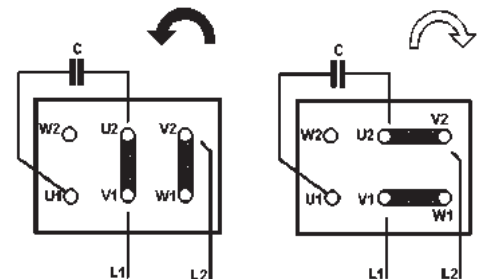
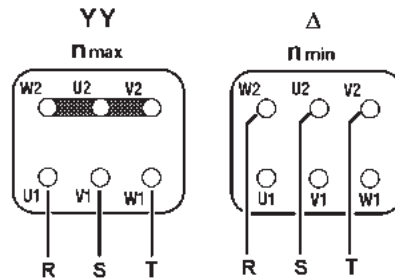
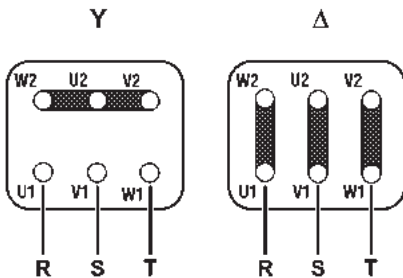
Branchements

Conexiones

Threephase asynchronous single polarity
Asincrono trifase singola polarità
Asynchronmotor 3-ph eine Drehzahl
Moteur triphasé à une vitesse
Asincrono trifasico de una velocidad

Threephase asynchronous double polarity
Asincrono trifase doppia polarità
Asynchronmotor 3-ph doppelte Drehzahl
Moteur triphasé à deux vitesses
Asincrono trifasico de dos velocidades

Single phase asynchronous
Asincrono monofase
Einphasen-Asynchronmotor
Moteur monophasé
Asincrono monofasico



Please Read Carefully

The following WARNING and CAUTION information is supplied to you for your protection and to provide you with many years of trouble free and safe operation of your product.

Read ALL instructions prior to operating reducer. Injury to personnel or reducer failure may be caused by improper installation, maintenance or operation.

WARNING:

- Written authorization is required to operate or use reducers in man lift or people moving devices.
- Check to make sure that certain applications do not exceed the allowable load capacities published in the current catalog.
- Buyer shall be solely responsible for determining the adequacy of the product for any and all uses to which Buyer shall apply the product. The application by Buyer shall not be subject to any implied warranty of fitness for a particular purpose.
- For safety, Buyer or User should provide protective guards over all shaft extensions and any moving apparatus mounted thereon. The User is responsible for checking all applicable safety codes in his area and providing suitable guards. Failure to do so may result in bodily injury and/or damage to equipment.
- Gearboxes operating in high position should have a protective shield for any possible parts falling down for casual accidents where people are moving under them.
- Hot oil and reducers can cause severe burns. Use extreme care when removing lubrication plugs and vents.
- Make certain that the power supply is disconnected before attempting to service or remove any components. Lock out the power supply and tag it to prevent unexpected application power.
- Reducers are not to be considered fail safe or self-locking devices. If these features are required, a properly sized, independent holding device should be utilized. Reducers should not be used as a brake.
- Any brakes that are used in conjunction with a reducer must be sized or positioned in such a way so as to not subject the reducer to loads beyond the catalog rating.
- Lifting supports including eyebolts are to be used for vertically lifting the gearbox only and not other associated attachments or motors.
- Use of an oil with an EP additive on units with backstops may prevent proper operation of the backstop. Injury to personnel, damage to the reducer or other equipment may result.
- Overhung loads subject shaft bearings and shafts to stress which may cause premature bearing failure and or shaft breakage from bending fatigue, if not sized properly.

SELLING CONDITIONS

Warranty for manufacturing defects will expire one-year the invoicing date. Hydro-Mec will replace or repair defective parts but will not accept any further changes for direct or indirect damages of any kind. The warranty will become null and void if repairs or changes are carried out without our prior written authorization.

Our company will not be responsible for any direct or indirect damages, caused by a wrong use of the products or for not observing the catalogue/web indication

Leggere attentamente

Le seguenti raccomandazioni sono fondamentali per la vostra protezione e per garantirvi molti anni di sicuro funzionamento del vostro prodotto senza alcun problema.

Leggere attentamente tutte le istruzioni prima di azionare il riduttore. L'inappropriata installazione, manutenzione o funzionamento del riduttore può causare incidenti al personale addetto e danni al riduttore stesso.

ATTENZIONE:

- E' richiesta autorizzazione scritta per azionare riduttori in ascensori o dispositivi per il movimento delle persone.
- Controllare che alcune applicazioni non eccedano la massima capacità di carico ammessa pubblicata in questo catalogo.
- L'acquirente è l'unico responsabile per la determinazione dell'adeguatezza del prodotto per qualcuna o tutte le utilizzazioni che l'acquirente stesso farà del riduttore. L'applicazione dell'acquirente non potrà essere soggetta ad alcuna implicita garanzia di montaggio per uno scopo particolare.
- Per ragioni di sicurezza l'acquirente dovrà provvedere a porre protezioni adeguate su tutta la lunghezza dell'albero a tutti gli organi in movimento. L'utilizzatore è responsabile del controllo di tutti i codici di sicurezza e la predisposizione di protezioni adeguate. In assenza di tali precauzioni si possono verificare incidenti alle persone e danni agli apparati.
- Su riduttori installati in posizioni elevate utilizzare protezioni adeguate per qualsiasi distacco accidentale di parti nel caso di passaggio di persone al di sotto.
- Olio e riduttori bollenti possono causare gravi ustioni. Usare estrema cautela nella rimozione dei tappi e delle ventole.
- Assicurarsi che la corrente di alimentazione sia scollegata prima di riparare o rimuovere alcun componente. Chiudere l'alimentazione e contrassegnare tale operazione per evitare accensioni accidentali.
- I riduttori non devono essere considerati esenti da guasti o a bloccaggio automatico. Se sono indispensabili queste caratteristiche, deve essere utilizzato un dispositivo indipendente della dimensione adatta. I riduttori non devono essere utilizzati come freni.
- Qualsiasi freno sia utilizzato insieme al riduttore deve essere della giusta grandezza e posizionato in modo da non causare carichi eccessivi non previsti dai dati forniti nel catalogo.
- I dispositivi di sollevamento come le golfare devono essere usati solo per sollevare verticalmente il riduttore e non altri dispositivi associati o motori.
- L'utilizzo di un olio con un additivo EP su gruppi provvisti di dispositivo di arresto possono inficiare l'uso corretto del freno e provocare danni alle persone, alle cose ed al riduttore stesso nonché ad altri apparecchi.
- I Carichi sospesi assoggettano i cuscinetti della vite e la vite stessa a sollecitazioni che possono causare, se non adeguatamente dimensionati, l'usura prematura dei cuscinetti e/o la rottura della vite a causa della resistenza alla flessione.

CONDIZIONI DI VENDITA

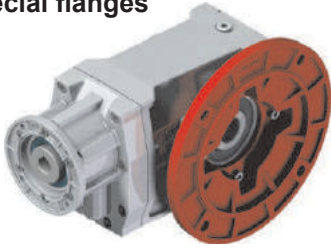
La garanzia relativa a difetti di costruzione ha la durata di un anno dalla data di fatturazione della merce. Tale garanzia comporta per Hydro-mec l'onere della sostituzione o riparazione delle parti difettose ma non ammette ulteriori addebiti per eventuali danni diretti o indiretti di qualsiasi natura.

La garanzia decade nel caso in cui siano state eseguite riparazioni o apportate modifiche senza nostro consenso scritto.

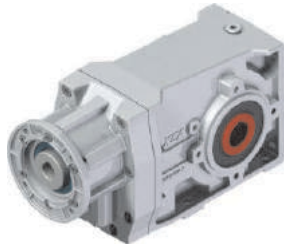
La nostra ditta non si ritiene responsabile per eventuali danni diretti o indiretti derivanti da un uso improprio dei prodotti e dalla mancata osservanza delle indicazioni riportate a catalogo o web..

New options available

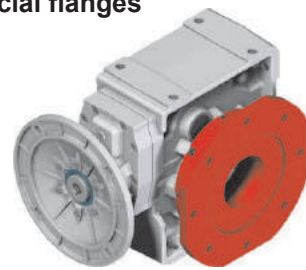
Special flanges



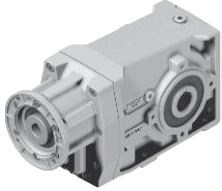
Stainless steel output shafts



Special flanges



| Color | RAL |
|------------|------|
| light grey | 7035 |

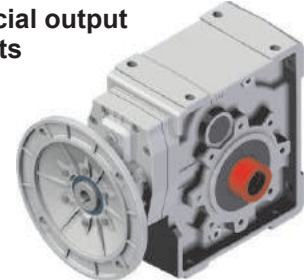


Special paint - Anticorrosive paint

Special output shafts



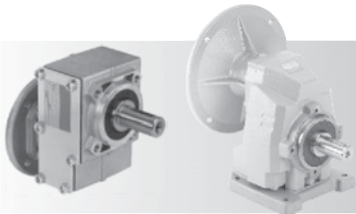
Special output shafts



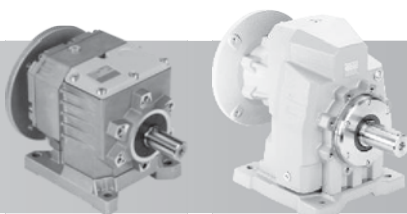
Worm gearboxes
Rid. a vite senza fine



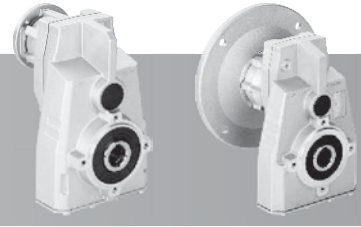
Square worm gearboxes
Rid. a vite senza fine quadro



One step gearboxes
Riduttori ad uno stadio



Coaxial gearboxes
Riduttori coassiali



Shaft mounted gearboxes
Riduttori pendolari



Stainless steel worm gearboxes
Rid. a vite senza fine Inox



Stainless steel one step gearbox
Riduttore uno stadio Inox

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