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1.0 Generalità

TRAMEC si presenta oggi sul mercato con la nuova gamma di riduttori a vite senza fine con le seguenti serie:

1.0 General information

TRAMEC has introduced on the market a new range of worm gearboxes available in series:

1.0 Allgemeines

TRAMEC hat auf dem Markt eine neue Auswahl an Schneckengetrieben in Serie herausgebracht:

Serie SFK, BFK

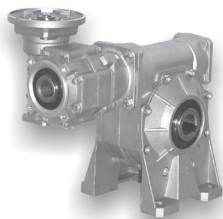
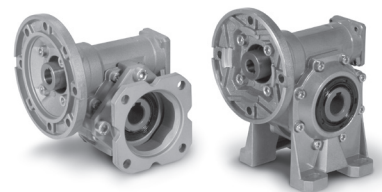
Riduttori a vite senza fine con forma rotonda, realizzati in alluminio pressofuso, che consente ingombri e pesi inferiori. Svariate possibilità di versioni sono facilmente ottenibili anche grazie ai suoi particolari di collegamento (piedi e flange) che sono separati.

SFK, BFK Series

Worm gearboxes with round shape, made cast aluminum, are light in weight and require reduced space. The coupling parts (feet and flanges) are separated and therefore offer the possibility to obtain countless versions.

Serie SFK, BFK

Schneckengetriebe in rundem Gehäuse aus Aluminiumguss, weisen ein geringes Gewicht auf und benötigen wenig Platz. Die Anbauteile (Fuesse und Flansche) sind modular aufgebaut, wodurch viele unterschiedliche Versionen möglich sind.



Serie SCFK, BCFK

Riduttore combinato a doppia vite senza fine caratterizzato da elevate riduzioni di velocità.

SCFK, BCFK Series

Worm gearbox with cylindrical pre-stage Combined worm gearbox with double worm shaft, it offers high speed reductions.

Serie SCFK, BCFK

Kombinierte Doppelschneckengetriebe ermöglichen eine hohe Anzahl an Unterzungungsmöglichkeiten.

1.1 Unità di misura

1.1 Measurement units

1.1 Masseinheiten

Simbolo Symbol Symbol	Unità di misura Measurement unit Maßeinheit	Definizione	Definition	Beschreibung
FS'		Fattore di servizio riduttore	<i>Gearbox service factor</i>	Betriebsfaktor des Getriebes
FS		Fattore di servizio dell'applicazione	<i>Application service factor</i>	Betriebsfaktor der Anwendung
i_1		Rapporto di riduzione del 1° riduttore	<i>Ratio of 1st gearbox</i>	Untersetzungsverhältnis des 1. Getriebes
i_2		Rapporto di riduzione del 2° riduttore	<i>Ratio of 2nd gearbox</i>	Untersetzungsverhältnis des 2. Getriebes
i_n		Rapporto di riduzione	<i>Reduction ratio</i>	Untersetzungsverhältnis
IEC		Grandezza motore	<i>Motor size</i>	Motorgröße
M_{2S}	[Nm]	Coppia di slittamento	<i>Slipping torque</i>	Rutschmoment
n_1	[min ⁻¹]	Giri in entrata	<i>Input rpm</i>	Antriebsdrehzahl
n_2	[min ⁻¹]	Giri in uscita	<i>Output rpm</i>	Abtriebsdrehzahl
P	[kW]	Potenza riduttore	<i>Gearbox capacity</i>	Getriebeleistung
P'	[kW]	Potenza richiesta in entrata	<i>Power required at input</i>	Am Antrieb erforderliche Leistung
P_1	[kW]	Potenza motoriduttore	<i>Gear motor power</i>	Getriebemotor Leistung
P_2	[kW]	Potenza in uscita	<i>Output power</i>	Abtriebsleistung
P_{1c}	[kW]	Potenza termica corretta	<i>Corrected thermal power</i>	verbesserte thermische Leistung
P_{10}	[kW]	Potenza termica nominale	<i>Thermal power</i>	Thermische Nennleistung
F_{r1}	[N]	Carico radiale albero entrata	<i>Input shaft radial load</i>	Radiallast an Antriebswelle
F_{r2}	[N]	Carico radiale albero uscita	<i>Output shaft radial load</i>	Radiallast an Abtriebswelle
F_{a1}	[N]	Carico assiale albero entrata	<i>Input shaft axial load</i>	Axiallast an Antriebswelle
F_{a2}	[N]	Carico assiale albero uscita	<i>Output shaft axial load</i>	Axiallast an Abtriebswelle
Rd		Rendimento dinamico	<i>Dynamic efficiency</i>	dynamischer Wirkungsgrad
Rs		Rendimento statico	<i>Static efficiency</i>	statischer Wirkungsgrad
Ta	[°C]	Temperatura ambiente	<i>Ambient temperature</i>	Umgebungstemperatur
T_{2M}	[Nm]	Momento torcente riduttore	<i>Gearbox torque</i>	Getriebe Drehmoment
T_2	[Nm]	Momento torcente motoriduttore	<i>Gear motor torque</i>	Getriebemotor Drehmoment
T_C	[Nm]	Momento torcente da utilizzare per la scelta del riduttore	<i>Torque to be used for the selection of the gearbox</i>	Drehmoment, das zur Wahl des Getriebe zu benutzen ist
T_2'	[Nm]	Momento torcente richiesto	<i>Required Torque</i>	benötigtes Drehmoment

1.2 Potenza

1.2 Power

1.2 Leistung

P = Potenza massima applicabile in entrata con vite ad albero maschio riferita alla velocità n_1 con un fattore di servizio FS = 1 e a un servizio continuo S1.

P_1 = Potenza motore consigliata riferita alla velocità n_1 con il fattore di servizio FS riportato in tabella a pag. 4 e a servizio continuo S1.

E' possibile determinare la potenza necessaria in entrata P' in base alla coppia T_2' richiesta all'applicazione secondo la seguente formula:

P = max. power applicable at input with male worm shaft, referred to n_1 speed, service factor FS=1, on S1 continuous

P_1 = recommended motor power, referred to n_1 speed, service factor FS as reported in the table on page 4, on S1 continuous duty.

The power necessary at input on the basis of T_2 torque required by the application can be calculated with the following formula:

$$P' = \frac{T_2' \cdot n_2}{9550 \cdot Rd} \quad [kW]$$

P = am Antrieb max. anwendbare Leistung, mit Schneckenwellenzapfen bez. n_1 Antriebsdrehzahl, Betriebsfaktor FS=1 und S1 Dauerbetrieb.

P_1 = empfohlene Motorleistung bez. n_1 Drehzahl, FS Betriebsfaktor (wie es in der Tabelle auf Seite 4 angegeben wird) und S1 Dauerbetrieb.

Die am Antrieb erforderliche Leistung P' (auf Grund des von der Anwendung verlangten T_2 Drehmoments) kann wie folgt kalkuliert werden:

1.3 Rapporto di riduzione

1.3 Reduction Ratio

1.3 Untersetzungsverhältnis

i_n = È il rapporto di riduzione della velocità, definito come:

i_n = speed reduction ratio, defined as follows:

i_n = Drehzahluntersetzungsverhältnis, wird wie folgt definiert:

$$i_n = \frac{n_1}{n_2}$$

1.4 Momento torcente

1.4 Torque

1.4 Drehmoment

T_{2M} = È la massima coppia trasmissibile in uscita del riduttore con carico uniforme riferito alla velocità n_1 con un fattore di servizio FS = 1 e a servizio continuo S1.
 T_2 = È la coppia in uscita del motoriduttore riferita alla velocità n_1 alla potenza P_1 , con il fattore di servizio FS riportato in tabella e a servizio continuo S1.

*T_{2M} = max. torque transmissible at gearbox output with uniform load, referred to n_1 speed, service factor FS = 1, on S1 continuous duty.
 T_2 = output torque transmissible to the geared motor, referred to n_1 speed, P_1 power, FS service factor as reported in the table, on S1 continuous duty.*

T_{2M} = am Getriebeabtrieb max. übertragbaren Drehmoment, bei gleichmäßiger Last bez. n_1 Drehzahl, Betriebsfaktor FS = 1 und S1 Dauerbetrieb.
 T_2 = übertragbares Abtriebsdrehmoment, bezogen auf die Antriebsdrehzahl n_1 , die Leistung P_1 und dem in der Tabelle angegebenen Betriebsfaktor FS bei Dauerbetrieb S1.

$$T_{2M} = \frac{9550 \cdot P_1 \cdot Rd}{n_2} \quad [Nm]$$

1.5 Fattore di servizio FS

È il valore che tiene in considerazione le varie condizioni di funzionamento:

- tipologia di applicazione ovvero natura del carico (A-B-C)
- durata di funzionamento (ore giornaliere h/gg)
- numero di avviamenti/ora

Il coefficiente così trovato (FS) dovrà essere uguale o inferiore al fattore di servizio del riduttore da adottare FS' dato dal rapporto tra la coppia T_{2M} indicata a catalogo e la coppia T_2 richiesta dall'applicazione.

1.5 FS Service factor

Value which takes the different operating conditions into consideration:

- type of application or type of load (A-B-C)
- length of operation (hours per day h/d)
- number of start-ups/hour

This coefficient (FS) will have to be equal or lower than the FS of selected gearbox FS' given by the ratio between T_{2M} torque mentioned in the catalogue and the T_2 torque required by the application.

1.5 Betriebsfaktor FS

Wert, der die verschiedenen Betriebsbedingungen in Betracht zieht:

- Art der Anwendung oder Art der Last (A-B-C)
- Betriebsdauer (Stunden pro Tag)
- Anzahl der Starts pro Stunde

Der so berechnete Koeffizient (FS) muss kleiner oder gleich dem Betriebsfaktor FS' des Getriebes sein, welcher sich aus dem Verhältnis zwischen dem im Katalog angegebenen maximalen Drehmoment T_{2M} und dem von der Anwendung benötigten Drehmoment T_2 ergibt.

$$FS' = \frac{T_{2M}}{T_2} > FS$$

I valori di FS indicati in tabella sono relativi all'azionamento del motore elettrico; se utilizzato un motore a scoppio, si dovrà tenere conto di un fattore di moltiplicazione 1.3 se a più cilindri e 1.5 se monocilindro. Se il motore elettrico applicato è autofrenante occorre considerare un numero di avviamenti doppio di quello effettivamente richiesto.

FS values reported in the table refer to employment of an electric motor; should a combustion motor be used, consider a multiplication factor of 1.3 for a multicylinder motor, of 1.5 for a single-cylinder one. If an electric brake motor is used, consider a number of start-ups which is twice as much the number actually required.

Die in der Tabelle angegebenen FS Werte beziehen sich auf die Anwendung eines Elektromotors. falls ein Verbrennungsmotor verwendet wird, sollte ein Multiplikationsfaktor von 1.3 für Mehrzylindermotor oder von 1.5 für Einzylindermotor in Betracht gezogen werden. Falls es sich um einen Elektro-Bremsmotor handelt, dann ist die Anzahl der Starts doppelt zu zählen.

Classe di carico Load class Lastklasse	h/gg h/d St./Tag	N. AVVIAMENTI/ORA / N. START-UP/HOUR / ANZAHL DER STARTVORGÄNGE PRO STUNDE								
		2	4	8	16	32	63	125	250	500
A	4	0.8	0.8	0.9	0.9	1.0	1.1	1.1	1.2	1.2
	8	1.0	1.0	1.1	1.1	1.3	1.3	1.3	1.3	1.3
	16	1.3	1.3	1.3	1.3	1.5	1.5	1.5	1.5	1.5
	24	1.5	1.5	1.5	1.5	1.8	1.8	1.8	1.8	1.8
	APPLICAZIONI / APPLICATIONS / ANWENDUNGEN									
Carico uniforme Uniform load Gleichmäßig verteilte Last		Agitatori per liquidi puri Alimentatori per forni Alimentatori a disco Filtri di lavaggio con aria Generatori Pompe centrifughe Trasportatori con carico uniforme			Pure liquid agitators Furnace feeders Disc feeders Air laundry filters Generators Centrifugal pumps Uniform load conveyors			Rührwerke für reine Flüssigkeiten Beschickungsvorrichtungen für Brennöfen Telleraufgeber Spülluftfilter Generatoren Kreiselpumpen Förderer mit gleichmäßig verteilter Last		

Classe di carico Load class Lastklasse	h/gg h/d St./Tag	N. AVVIAMENTI/ORA / N. START-UP/HOUR / ANZAHL DER STARTVORGÄNGE PRO STUNDE								
		2	4	8	16	32	63	125	250	500
B	4	1.0	1.0	1.0	1.0	1.3	1.3	1.3	1.3	1.3
	8	1.3	1.3	1.3	1.3	1.5	1.5	1.5	1.5	1.5
	16	1.5	1.5	1.5	1.5	1.8	1.8	1.8	1.8	1.8
	24	1.8	1.8	1.8	1.8	2.2	2.2	2.2	2.2	2.2
	APPLICAZIONI / APPLICATIONS / ANWENDUNGEN									
Carico con urti moderati Moderate shock load Last mit mäßigen Stößen		Agitatori per liquidi e solidi Alimentatori a nastro Argani con medio servizio Filtri con pietre e ghiaia Viti per espulsione acqua Flocculatori Filtri a vuoto Elevatori a tazze Gru			Liquid and solid agitators Belt conveyors Medium service winches Stone and gravel filters Dewatering screws Flocculator Vacuum filters Bucket elevators Cranes			Rührwerke für Flüssigkeiten und Feststoffe Bandförderer Mittlere Winden Filter mit Steinen/Kies Abwasserschnecken Flockvorrichtungen Vakuumfilter Becherwerke Kräne		

Classe di carico Load class Lastklasse	h/gg h/d St./Tag	N. AVVIAMENTI/ORA / N. START-UP/HOUR / ANZAHL DER STARTVORGÄNGE PRO STUNDE								
		2	4	8	16	32	63	125	250	500
C	4	1.3	1.3	1.3	1.3	1.5	1.5	1.5	1.5	1.5
	8	1.5	1.5	1.5	1.5	1.8	1.8	1.8	1.8	1.8
	16	1.8	1.8	1.8	1.8	2.2	2.2	2.2	2.2	2.2
	24	2.2	2.2	2.2	2.2	2.5	2.5	2.5	2.5	2.5
	APPLICAZIONI / APPLICATIONS / ANWENDUNGEN									
Carico con urti forti Heavy shock load Last mit starken Stößen		Argani per servizio pesante Estrusori Calandre per gomma Pressa per mattoni Piallatrici Mulini a sfera			Heavy duty hoists Extruders Crusher rubber calenders Brick presses Planing machine Ball mills			Winden für schwere Lasten Extruder Gummikalander Ziegelpressen Hobelmaschinen Kugelmühle		

1.6 Rendimento

Rd - È il rendimento dinamico, definito come rapporto tra la potenza in uscita P_2 e quella in entrata P_1 . Questo dipende principalmente dalla velocità di strisciamento, dal tipo di lubrificante e dall'angolo d'elica; durante la fase di rodaggio il suo valore risulta essere sensibilmente inferiore rispetto a quello riportato nelle tabelle delle prestazioni.

Rs - È il rendimento statico che si ha al momento dell'avviamento del riduttore e varia in base al rapporto di riduzione. Risulta importante, per una corretta valutazione del riduttore da impiegare, nelle applicazioni in cui non si raggiungono mai le condizioni di regime come nei funzionamenti intermittenti.

Analogamente al caso dinamico, anche il rendimento statico tende ad aumentare durante la fase di rodaggio e tiene conto della resistenza al moto sviluppata nell'ingranamento vite / corona, nei paraoli e nei cuscinetti.

1.6 Efficiency

Rd - dynamic efficiency, defined as the ratio between P_2 output power and P_1 input power. It mainly depends on the slipping speed, the type of lubricant and the lead angle. During the running-in period its value is sensibly inferior compared to that reported in the table of performance.

Rs - static efficiency at gearbox start-up; it changes depending on the reduction ratio. Rs value is important for selecting the right gearbox for applications where a steady state is never achieved, as for intermittent duty applications.

Same as dynamic efficiency, static efficiency too tends to grow during the running-in period; it is influenced by the resistance to motion developed in the mesh worm shaft / wheel, in the oil seals and in the bearings.

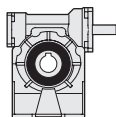
1.6 Wirkungsgrad

Rd - dynamischer Wirkungsgrad, ist das Verhältnis zwischen P_2 Abtriebsleistung und P_1 Antriebsleistung. Der Wert Rd wird durch die Gleit, Art des Schmiermittels und den Steigu beeinflusst. Während der Einlaufzeit ist dieser Wert erheblich niedriger als der in der Leistungstabelle angegebenen Wert.

Rs - statischer Wirkungsgrad bei Getriebebestillstand.

Der Wert Rs ist wichtig für Anwendungen ohne stetigem Betrieb, z.B. im Aussetzbetrieb.

Der statische Wirkungsgrad neigt zur Steigerung während der Einlaufzeit. Er wird durch den Bewegungswiderstand, resultierend aus der Haftreibung der Schnecke und des Zahnrades, der Dichtungen und der Lager beeinflusst.



SFK BFK	Rs											
	5	7.5	10	15	20	25	30	40	50	65	80	100
30	0.70	0.67	0.62	0.55	0.47	0.43	0.39	0.30	0.27	0.25	0.22	0.21
40	0.69	0.67	0.63	0.55	0.52	0.45	0.40	0.35	0.29	0.26	0.25	0.23
50	0.69	0.68	0.65	0.58	0.53	0.47	0.41	0.37	0.32	0.28	0.25	0.23
63	0.70	0.68	0.65	0.57	0.55	0.50	0.47	0.38	0.33	0.29	0.28	0.23
75	/	0.68	0.65	0.58	0.55	0.51	0.43	0.39	0.35	0.31	0.28	0.24

Stabilito il rapporto di riduzione necessario all'applicazione, dove è possibile, è consigliabile utilizzare i diversi tipi di riduttori che offrono, a parità di rapporto, un migliore rendimento dinamico.

Once the reduction ratio required by the application has been established, it is advisable to select a type of gearbox which, ratio being equal, offers better dynamic efficiency.

Nachdem das für die Anwendung erforderliche Untersetzungsverhältnis festgelegt ist, wählen Sie bei gleichem Untersetzungsverhältnis einen Getriebetyp, der einen besseren dynamischen Wirkungsgrad aufweist.

1.7 Irreversibilità

Nelle applicazioni dove è necessario evitare la trasmissione del moto retrogrado o sostenere il carico, in assenza di alimentazione elettrica, è consigliabile adottare freni esterni.

Nei riduttori a vite senza fine emerge questa caratteristica naturale, denominata grado di irreversibilità, che cresce con l'aumentare del rapporto di riduzione in quanto strettamente legata al relativo rendimento.

Per ottenere alti gradi di irreversibilità occorre quindi adottare i rapporti di riduzione più elevati, senza dimenticare che, il rendimento, tende a crescere durante le prime 500 ore di funzionamento per poi stabilizzarsi sui valori riportati a catalogo.

Irreversibilità statica

Condizione di impedimento alla rotazione comandata dall'albero lento senza escludere possibili ritorni lenti nel caso in cui il carico sia sottoposto a vibrazioni.

$R_s < 0.45$ si ha irreversibilità
 $R_s = 0.45 \div 0.55$ irreversibilità incerta
 $R_s > 0.55$ si ha reversibilità

Irreversibilità dinamica

Condizione di arresto e quindi di sostegno del carico nel momento in cui cessa l'azione di comando. La condizione è più difficile da ottenere in quanto viene influenzata dal rendimento dinamico, dalla velocità di rotazione, da eventuali vibrazioni che il carico può generare e dalla direzione del movimento rispetto al carico.

Quest'ultima condizione è molto evidente nei sollevamenti:

un carico in salita, cessando l'azione di comando, deve arrestarsi e quindi assumere velocità zero (rendimento statico) prima di invertire il moto e cadere per gravità.

Un carico in discesa tende invece a proseguire nel suo moto ostacolato, nella caduta, dal solo rendimento dinamico.

$R_d < 0.45$ si ha irreversibilità
 $R_d = 0.45 \div 0.55$ irreversibilità incerta
 $R_d > 0.55$ si ha reversibilità

1.7 Irreversibility

The use of external brakes is advised in case of applications where backwards motion must be hindered and the load must be held should the feed be cut off.

Some worm gearboxes feature natural irreversibility. The higher the ratio, the higher is the irreversibility, since it is strictly dependent on the relative efficiency.

In order to achieve high irreversibility it is therefore necessary to select higher efficiency reduction ratios not to forget that the efficiency is growing during the first 500 hours life until it stabilizes to the values mentioned in the catalogue.

Static irreversibility

Static irreversibility occurs when the rotation controlled by the output shaft is hindered; possible slow returns cannot be excluded should the load be subject to vibrations.

$R_s < 0.45$ provides irreversibility
 $R_s = 0.45 \div 0.55$ irreversibility is uncertain
 $R_s > 0.55$ reversibility is possible

Dynamic irreversibility

Dynamic irreversibility is characterized by stillstand and hold of the load when the drive stops.

It is more difficult to achieve this condition because it is influenced by dynamic efficiency, speed of rotation and possible vibrations generated by the motion direction with regard to the load.

This last condition is much more evident during the lifting: if the drive stops during the lifting of the load this has to come to a speed equals to zero (static irreversibility) before the reversal of motion rotation and its drop for gravity.

On the contrary the load during its descent gets its motion obstructed by its dynamic efficiency.

$R_d < 0.45$ provides irreversibility
 $R_d = 0.45 \div 0.55$ irreversibility is uncertain
 $R_d > 0.55$ reversibility is possible

1.7 Selbsthemmung

Aussenbremsen sind bei Anwendungen zu benutzen, bei denen die Rückbewegung der Last nicht gewünscht ist und auch im Falle eines fehlenden Antriebsmomentes der Stillstand des Getriebes gefordert ist.

Einige Schneckengetriebe sind selbsthemmend. Je höher die Untersetzung ist, desto höher ist die Selbsthemmung, da diese stark vom jeweiligen Wirkungsgrad abhängig ist. Um eine höhere Selbsthemmung zu erreichen, wählen Sie bitte höhere Untersetzungsverhältnisse.

Bitte beachten Sie, dass der Wirkungsgrad der Getriebe in den ersten 500 Betriebsstunden ansteigt und sich erst anschließend auf die im Katalog angegebenen Werte stabilisiert.

Statische Selbsthemmung

Statische Selbsthemmung liegt vor, wenn ein durch die Last auf die Abtriebswelle wirkendes Drehmoment keine Drehung erzeugt. Langsamer Rücklauf ist möglich, falls die Last Schwingungen ausgesetzt ist.

$R_s < 0.45$ es liegt Selbsthemmung vor
 $R_s = 0.45 \div 0.55$ ungewisse Selbsthemmung
 $R_s > 0.55$ es liegt Reversibilität vor

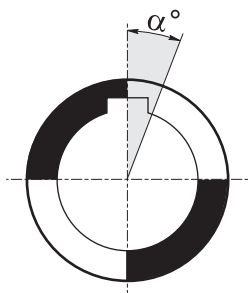
Dynamische Selbsthemmung

Dynamische Selbsthemmung ist durch den Stillstand und das Halten der Abtriebswelle trotz Vibrationen der Anwendung charakterisiert.

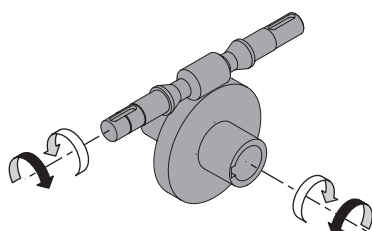
Diese Bedingung ist schwieriger zu erreichen, da sie vom dynamischen Wirkungsgrad, der Drehzahl und von der Last verursachten möglichen Vibrationen abhängig ist.

Dieser letzte Fall kommt bei Hubanwendungen stark zu tragen. Wenn der Antrieb während dem Hub stoppt, muss die Last eine Geschwindigkeit von annähernd 0 erreichen (statische Irreversibilität), bevor die Rotation sich umkehrt und die Last durch die Gravitation nach unten fährt. Dem entgegengesetzt bekommt die Last durch die Abwärtsbewegung ihre dynamische Effizienz.

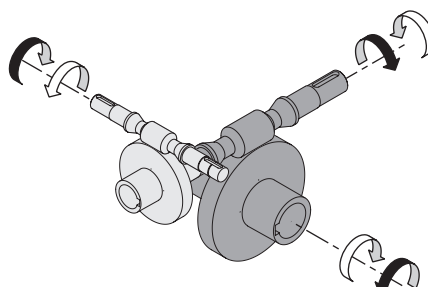
$R_d < 0.45$ es liegt Selbsthemmung vor
 $R_d = 0.45 \div 0.55$ ungewisse Selbsthemmung
 $R_d > 0.55$ es liegt Reversibilität vor



SFK, SRK, BFK, BRK										
i _n	30		40		50		63		75	
	min	max	min	max	min	max	min	max	min	max
5	10'	16'	9'	13.5'	7.5'	10.5'	7'	10'	/	
7.5	10'	16'	9'	13.5'	7.5'	10.5'	7'	10'	7'	10'
10	10'	16'	9'	13.5'	7'	10.5'	7'	10'	7'	10'
15	10'	16'	9'	13.5'	7.5'	10.5'	7'	10'	7'	10'
20	9'	14.5'	7.5'	12'	6.5'	9.5'	6.5'	8.5'	6.5'	8.5'
25	9'	14.5'	7.5'	12'	6'	9.5'	6'	8.5'	6'	8.5'
30	9'	14.5'	7.5'	12'	6'	8.5'	6'	8.5'	6'	8.5'
40	9'	14.5'	7.5'	12'	6'	9.5'	6'	8.5'	6'	8.5'
50	8.5'	14'	7.5'	12'	6'	9.5'	6'	8.5'	6'	8.5'
65	8.5'	14'	7.5'	12'	6'	9'	6'	8'	6'	8'
80	8'	13.5'	7'	11.5'	6'	9'	5.5'	7.5'	5.5'	7.5'
100	8'	13'	7'	11'	6'	9'	5.5'	7.5'	5.5'	7.5'



**SFK
BFK**



**SCFK
BCFK**

1.10 Carichi radiali

Ogni tipo di organo di trasmissione che viene collegato o sull'albero in entrata o in quello di uscita determina carichi radiali rispettivamente Fr_1 e Fr_2 .

I valori riportati in tabella in funzione delle varie velocità in entrata e in uscita (consultabili nelle sezioni dedicate) sono da considerarsi applicabili come forza agente a metà della sporgenza; per un posizionamento a 1/3 della lunghezza occorre aumentare i valori di tabella del 25% mentre per un posizionamento a 2/3 della lunghezza occorre diminuire gli stessi valori del 25%.

I valori dei carichi assiali applicabili in entrata Fa_1 e in uscita Fa_2 sono indicati nelle tabelle.

Negli alberi bisporgenti, ogni estremità può sopportare un carico radiale pari ai 3/5 dei valori riportati in tabella purché agiscano nello stesso senso e siano di pari intensità.

1.10 Radial load

Any transmission device coupled to either the input or the output shaft generates radial loads, Fr_1 and Fr_2 respectively.

The load values reported in the table, depending on input and output speed, available in sections, are to be considered as acting at the half-way point of the projection; if the load is applied at 1/3 of the projection, increase the values in the table by 25%; if the load is applied at 2/3 of the projection, reduce the values by 25%.

Axial loads applicable at input Fa_1 and at output Fa_2 are reported in the tables.

With regard to double projecting shafts, each end can sustain a radial load which equals 3/5 of the values listed in the table, on condition that they act in the same direction and have the same intensity.

1.10 Radial load

Antriebsorgane, die mit der Antriebs- oder Abtriebswelle verbunden werden, bewirken Radialbelastungen (Fr_1 und Fr_2 beziehungsweise).

Die in der Tabelle nach Antriebs- und Abtriebsdrehzahl angegebenen Werte beziehen sich auf Belastungen, die in der Mitte der herausragenden Welle wirken; falls die Belastung auf 1/3 der Länge wirkt, sollten die in der Tabelle angegebenen Werte um 25% erhöht werden; falls sie auf 2/3 der Länge wirkt, sollten die Werte der Tabelle um 25% reduziert werden.

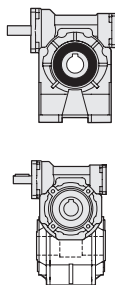
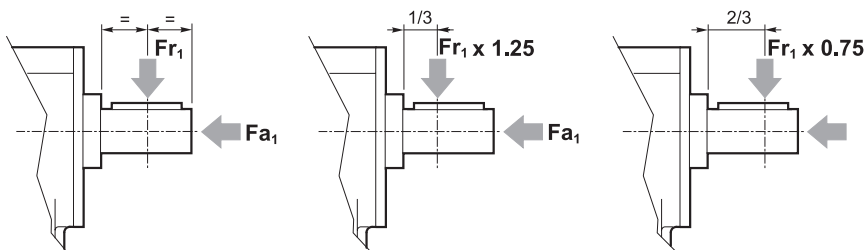
Die Werte der anwendbaren Axialbelastungen (Fa_1 am Antrieb und Fa_2 am Abtrieb) werden in den Tabellen angegeben.

Bei doppelseitig herausragenden Wellen darf die Radialbelastung auf jedes Ende 3/5 der nachstehenden Werte betragen, unter der Bedingung dass Stärke und Richtung gleich sind.

Carichi radiali Fr_1 e assiali Fa_1 sull'albero entrata [N]

Fr_1 radial loads and Fa_1 axial loads on the input shaft [N]

Fr_1 Radialbelastungen und Fa_1 Axialbelastungen auf die Antriebswelle [N]

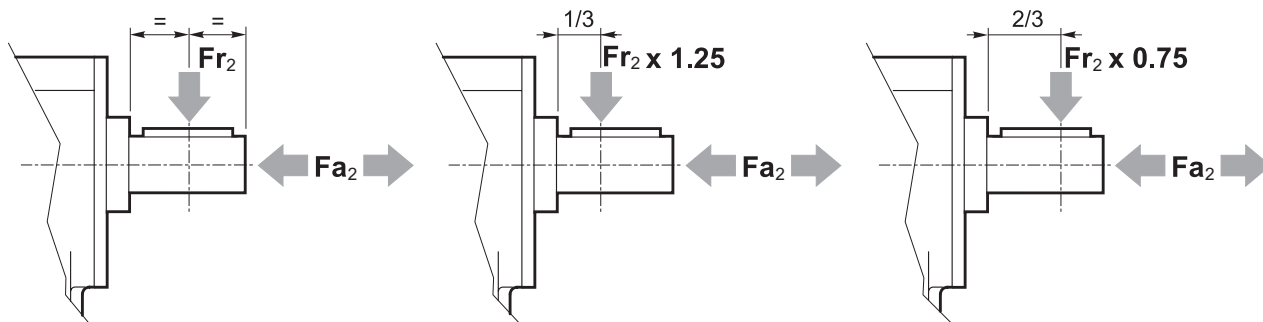


n ₁ [min ⁻¹]	30		40		50		63		75	
	Fr ₁	Fa ₁	Fr ₁	Fa ₁	Fr ₁	Fa ₁	Fr ₁	Fa ₁	Fr ₁	Fa ₁
1400	100	20	220	44	400	80	480	96	750	150
n ₁ [min ⁻¹]	30/30 30/40 30/50 30/63		40/63 40/75		50/75					
	Fr ₁	Fa ₁	Fr ₁	Fa ₁	Fr ₁	Fa ₁				
	1400	100	20	220	44	400	80			

Carichi radiali Fr_2 e assiali Fa_2
sull'albero uscita [N]

Fr_2 radial loads and Fa_2 axial loads on the
output shaft [N]

Fr_2 Radialbelastungen und Fa_2
Axialbelastungen auf die Abtriebswelle [N]



CUSCINETTI RADIALI A SFERE / RADIAL BALL BEARINGS / SCHRÄGKUGELLAGER												
n_1 [min ⁻¹]	i_n	n_2 [min ⁻¹]	30		40		50		63		75	
			30/30		30/40		30/50		30/63 40/63		40/75 50/75	
			Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2	Fr_2	Fa_2
1400	5	280	700	140	900	180	1150	230	1300	240	/	
	7.5	187	750	150	1000	200	1300	260	1500	300	2000	400
	10	140	800	160	1100	220	1450	290	1700	340	2250	450
	15	93	850	170	1200	240	1600	320	1900	380	2500	500
	20	70	900	180	1300	260	1750	350	2100	420	2750	550
	25	56	950	190	1400	280	1900	380	2300	460	3000	600
	30	47	1000	200	1500	300	2050	410	2500	500	3250	650
	40	35	1050	210	1600	320	2200	440	2700	540	3500	700
	50	28	1100	220	1700	340	2350	470	2900	580	3750	750
	60	23	1150	230	1800	360	2500	500	3100	620	4000	800
	65	22	1200	240	1900	380	2650	530	3300	660	4250	850
	80	18	1250	250	2000	400	2800	560	3500	700	4500	900
	100	14	1300	260	2100	420	2950	590	3700	740	4750	950
	120	12	1350	270	2200	440	3100	620	3900	780	5000	1000
	150	9.3	1400	280	2300	460	3250	650	4100	820	5250	1050
	160	8.8	1450	290	2400	480	3400	680	4300	860	5500	1100
	≥ 200	≤ 7.0	1500	300	2500	500	3550	710	4500	900	5750	1150

Versioni rinforzate

A richiesta vengono fornite versioni rinforzate con cuscinetti a rulli conici sulla corona in grado di sopportare carichi superiori rispetto a quelli ammessi nelle versioni normali con cuscinetti radiali a sfere. Essendo tali valori calcolati in funzione della durata dei cuscinetti, occorre valutare attentamente il tipo di versione più idoneo in modo da evitare problemi di tipo strutturale. In particolare, il carico assiale deve agire in modo da comprimere la flangia uscita.

I carichi assiali e radiali riportati in tabella non possono agire contemporaneamente nei loro valori massimi.

Nel caso di eventuale concorrenza delle due forze, queste devono essere limitate in rapporto al tipo di carico prevalente:

1. condizione di prevalenza del carico radiale:

Fr_2 = come a tabella
 $Fa_2 = Fr_2 \cdot 0.37$

Reinforced versions

The versions reinforced with tapered roller bearings on the worm wheel are available on request. They can bear higher loads compared to standard versions with radial ball bearings. These values are calculated in relation of the life of bearings therefore it is necessary to select the most suitable version in order to avoid any structural problem. In particular the axial load must compress the output flange.

The axial and radial loads shown in the table do not have to act simultaneously according to the max. values.

In case of concurrency of both forces these have to be reduced with regard to the prevailing type of load:

1. prevalence of radial load:

Fr_2 = as per table
 $Fa_2 = Fr_2 \cdot 0.37$

Versionen mit Kegelrollenlager

Auf Wunsch können Versionen mit Kegelrollenlager auf dem Schneckenrad geliefert werden. Sie erlauben höhere Lasten in Vergleich zu den Standardprodukten mit Schrägkugellagern. Diese Werte sind entsprechend der Lebensdauer der Lager berechnet. Daher ist es erforderlich, die am besten passende Ausführung zu wählen, um Probleme zu vermeiden. Bei Verwendung eines Abtriebsflansches muß die Axialkraft diesen auf das Getriebegehäuse pressen.

Die in der Tabelle angegebenen Maximalwerte der Axial- und Radialbelastung sollten nicht gleichzeitig auftreten.

Falls Axial- und Radialbelastungen auftreten, sollte jene Belastungsrichtung zur Auswahl herangezogen werden, die vom Anteil überwiegt:

1. Radialbelastungen überwiegen:

Fr_2 = siehe Tabelle
 $Fa_2 = Fr_2 \cdot 0.37$

2. condizione di prevalenza del carico assiale: **2. prevalence of axial load:**

2. Axialbelastungen überwiegen

$$Fa_2' = Fa_2 \cdot 0.6$$

$$Fr_2' = Fa_2 \cdot 0.4$$

$$Fa_2' = Fa_2 \cdot 0.6$$

$$Fr_2' = Fa_2 \cdot 0.4$$

$$Fa_2' = Fa_2 \cdot 0.6$$

$$Fr_2' = Fa_2 \cdot 0.4$$

CUSCINETTI A RULLI CONICI / TAPERED ROLLER BEARINGS / KEGELROLLENLAGER														
n ₁ [min ⁻¹]	i _n	n ₂ [min ⁻¹]	30		40		50		63		75			
			30/30		30/40		30/50		30/63 40/63		40/75 50/75			
			Solo serie S-SC / Only S-SC series / Nur S-SC Serien											
			Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂	Fr ₂	Fa ₂
1400	5	280	800	1100	1800	2300	4000	5000	4000	5000	/			
	7.5	187	900	1200	1900	2400	4500	5500	4500	5500	5300	6500		
	10	140	1000	1300	2000	2500	5000	6000	5000	6000	5500	6700		
	15	93	1100	1400	2100	2600	5800	7000	5800	7000	5700	6900		
	20	70	1250	1650	2300	2800	6000	7200	6100	7300	6400	7600		
	25	56	1450	1900	2500	3000	6200	7500	6500	7700	7400	9400		
	30	47	1700	2200	2800	3300	6500	7800	6800	8000	8000	10000		
	40	35	1800	2300	3000	3500	6600	8000	7000	8200	8500	10500		
	50	28	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000		
	60	23	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000		
	65	22	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000		
	80	18	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000		
	100	14	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000		
	120	12	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000		
	150	9.3	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000		
160	8.8	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000			
≥ 200	≤ 7.0	1900	2400	3200	3700	6800	8200	7100	8400	9000	11000			
Cuscinetto Bearing Lager			32005 25x47x15		32006 30x55x17		32008 40x68x19		32008 40x68x19		32010 50x80x20			

Cuscinetti a rulli conici non disponibili su BFK 30 e 40.

Tapered roller bearings not available for BFK 30 and 40.

Kegelrollenlager für nicht verfügbar BFK 30 und 40.

1.11 Potenza termica

1.11 Thermal power

1.11 Thermische Leistung

Nelle tabelle riportate nelle sezioni relative ad ogni tipologia di riduttore sono indicati i valori della potenza termica nominale P_{t0} [kW]. Tale valore rappresenta la potenza massima applicabile all'entrata del riduttore, in servizio continuo a temperatura massima ambiente di 30°C, così che la temperatura dell'olio non oltrepassi il valore di 95°C.

The sections dedicated to each type of gearbox contain tables reporting the values of P_{t0} rated thermal power (kW). Listed values represent the max. power applicable at gearbox input, on continuous duty and at an ambient temperature of max. 30°C, so that oil temperature does not exceed 95°C.

Für jeden Getriebetyp werden in den technischen Daten die Nennwerte der thermischen Leistung P_{t0} angegeben [kW]. Diese Werte entsprechen der max. übertragbaren Antriebsleistung des Getriebes in Dauerbetrieb mit einer max. von 30°C, sodass die Öltemperatur unter 95°C bleibt.

Il valore di P_{t0} non deve essere preso in considerazione se il funzionamento è continuo per un massimo di 1.5 ore seguito da pause di durata sufficiente (circa 1 - 2 ore) a ristabilire nel riduttore la temperatura ambiente. I valori di P_{t0} devono essere corretti tramite i seguenti coefficienti, così da considerare le reali condizioni di funzionamento, ottenendo i valori di potenza termica corretta P_{tc} .

P_{t0} value is not to be taken into account if duty is continuous for max. 1.5 hours and followed by breaks which are long enough to bring the gearbox back to ambient temperature (roughly 1 - 2 hours). In order to take the actual operating conditions into account, P_{t0} values have to be corrected with the following coefficients, thus obtaining the values of P_{tc} corrected thermal power.

Der P_{t0} ist nicht kritisch, falls der Dauerbetrieb max. 1,5 Stunden dauert und von Unterbrechungen gefolgt wird, die lang genug sind, dass Getriebe auf Umgebungstemperatur abkühlen zu lassen (ungefähr 1 - 2 Stunden). Die P_{t0} Werte sollen durch die folgenden Koeffizienten verbessert werden, damit die realen Betriebsbedingungen wirklich in Betracht gezogen werden. Mit der folgenden Formel erhält man die Werte der korrigierten thermischen Leistung P_{tc} .

$$P_{tc} = P_{t0} \cdot ft \cdot fv \cdot fu \quad [\text{kW}]$$

Dove:
ft = coefficiente di temperatura
fv = coefficiente di ventilazione
fu = coefficiente di utilizzo

Where:
ft = temperature coefficient
fv = ventilation coefficient
fu = utilization coefficient

Dabei ist:
ft = Temperaturkoeffizient
fv = Luftkühlungskoeffizient
fu = Anwendungskoeffizient

I coefficienti di correzione sono ricavabili dalle seguenti tabelle:

Corrective coefficients are shown in the following tables:

Die Verbesserungskoeffizienten sind aus der nachstehenden Tabelle zu entnehmen:

Ta (°C)	0	5	10	15	20	25	30	35	40	45	50
ft	1.46	1.38	1.31	1.23	1.15	1.1	1.0	0.92	0.85	0.77	0.69

Ta = Temperatura ambiente (°C)

Ta = ambient temperature (°C)

Ta = Umgebungstemperatur (°C)

fv = 1.45 con ventilazione forzata efficace con ventola dedicata

fv = 1.25 con ventilazione forzata secondaria ad altri dispositivi (pulegge, ventole, motore, ecc.)

fv = 1 refrigerazione naturale (situazione standard)

fv = 0.5 in ambiente chiuso e ristretto (carter)

fv = 1.45 for forced ventilation with specific fan

fv = 1.25 for forced ventilation secondary to other devices (pulleys, fans, motor, etc.)

fv = 1 for natural cooling (standard situation)

fv = 0.5 in a close and narrow environment (case)

fv = 1.45 bei Drucklüftung mit spezifischem Lüfterrad

fv = 1.25 bei Drucklüftung nebensächlich anderen Vorrichtungen (Scheiben, Lüfterräder, Motor, usw.)

fv = 1 natürliche Belüftung (Standard)

fv = 0.5 in engem und geschlossenem Raum (gehäuse)

Dt (min)	10	20	30	40	50	60
fu	1.6	1.35	1.2	1.1	1.05	1

Dt = minuti di funzionamento in un'ora

Dt = minutes of operation per hour

Dt = Betriebsminuten pro Stunde

1.12 Selezione

Scelta del riduttore

A) $n_1 = 1400, 2800, 900, 500 \text{ min}^{-1}$

Si sceglierà nelle tabelle delle prestazioni dei riduttori un gruppo che in corrispondenza di un rapporto prossimo a quello calcolato ammetta una potenza:

1.12 Selection

Selecting a gearbox

A) $n_1 = 1400, 2800, 900, 500 \text{ min}^{-1}$

Consult the gearbox unit efficiency table; select a group whose ratio is close to the calculated ratio and which permits power:

1.12 Wahl

Wahl des Getriebes

A) $n_1 = 1400, 2800, 900, 500 \text{ min}^{-1}$

Aus der Leistungstabellen ist eine Gruppe von Getrieben zu wählen, deren Untersetzungsverhältnis nahe zu dem berechneten Wert ist und die die folgende Leistung erlaubt:

$$P \geq P' \cdot FS'$$

Scelta del motoriduttore

B) FS = 1

Si cercherà nelle tabelle delle prestazioni dei motoriduttori un gruppo la cui potenza P1 corrisponda alla P' calcolata.

C) FS ≠ 1

La scelta dovrà essere effettuata come al punto **A)** verificando che la grandezza del motore da installare sia compatibile con quelle ammesse dal riduttore (IEC); ovviamente la potenza installata dovrà corrispondere al valore P' richiesto.

Selecting a gearmotor

B) FS = 1

Consult the gear motor efficiency table and select a group having power P1 corresponding to calculated P'.

C) FS ≠ 1

Follow the instructions at point **A)**, checking that the size of the motor to be installed is compatible with the gearbox unit (IEC); obviously, installed power must correspond to the required P' value.

Wahl des Getriebemotors

B) FS = 1

Wählen Sie aus der Leistungstabelle der motoren eine Gruppe, deren Leistung P1 der berechneten Leistung P' entspricht.

C) FS ≠ 1

Folgen Sie den Weisungen unter **A)**. Es ist zu prüfen, ob die Größe des zu installierenden Motor mit dem Getriebe kompatibel ist (IEC); die installierte Leistung sollte dem erforderlichen P' Wert entsprechen.

Determinato il riduttore idoneo è necessario verificare che anche gli eventuali carichi aggiuntivi (radiali ed assiali) agenti sugli alberi in uscita e/o entrata rientrino nei valori ammissibili dati a catalogo. In determinate condizioni applicative può diventare necessario verificare che la potenza assorbita dal riduttore non superi quella del limite termico riportata a catalogo, secondo quanto riportato al punto 1.10 relativamente alla potenza termica.

After having selected the proper gearbox, it is necessary to check out that possible additional loads (radial or axial) on the input and/or output shafts fall within the values reported in the catalogue. Depending on the application, it might be necessary to check that the power absorbed by the gearbox does not exceed the thermal power limit reported in the catalogue as per paragraph 1.10.

Nachdem das geeignete Getriebe gewählt worden ist, muss sichergestellt werden, dass zusätzliche Radial-oder Axialbelastungen auf die Antriebs-oder Abtriebswelle unter denen im Katalog gegebenen Werten liegen. Abhängig von der Art der Anwendung ist es manchmal zu prüfen, dass die vom Getriebe absorbierte Leistung unter dem Wert der thermischen Leistung liegt, wie im Katalog im Abschnitt 1.10 beschrieben.

1.13 Lubrificazione

Tutti i riduttori sono forniti completi di lubrificante sintetico a base PAG con indice di viscosità ISO VG320.

I cuscinetti dell'albero veloce vengono sempre lubrificati con grasso a base sintetica; altri cuscinetti vengono lubrificati solo se la posizione di montaggio non ne garantisce la corretta lubrificazione.

Una scelta oculata del tipo di lubrificante, in funzione delle condizioni operative e ambientali, consente ai riduttori di raggiungere le prestazioni ottimali.

Le prestazioni dei riduttori indicate nelle tabelle dei dati tecnici sono state calcolate considerando l'impiego di olio sintetico.

VISCOSITÀ

E' uno dei parametri più importanti da considerare nella scelta di un olio ed è influenzabile da diversi parametri quali velocità, temperatura. Riportiamo sinteticamente le valutazioni generali per la scelta della giusta viscosità:

Viscosità alta

Usare per basse velocità di rotazione e/o temperature alte.
(Una viscosità troppo bassa in queste condizioni operative causa una usura precoce).

Viscosità bassa

Usare per alte velocità di rotazione e/o temperature basse.
(Una viscosità troppo elevata provoca diminuzione del rendimento e surriscaldamento).

ADDITIVI

In tutti gli oli minerali sono contenuti degli additivi antiusura, EP (più o meno energici), antiossidanti ed antischiuma. E' opportuno assicurarsi che essi siano blandi e non aggressivi nei confronti delle guarnizioni.

BASE DELL'OLIO

Può essere minerale o sintetica.
L'olio sintetico, compensa il costo più elevato con una serie di vantaggi:

- a) minor coefficiente d'attrito (quindi migliore rendimento)
- b) migliore stabilità nel tempo (possibile lubrificazione a vita)
- c) migliore indice di viscosità (migliore adattabilità alle varie temperature).

L'olio a base minerale come vantaggi ha il minore costo e un migliore comportamento in rodaggio.

1.13 Lubrication

All worm gearboxes are supplied with synthetic lubricant, PAG base, viscosity index ISO VG 320.

The bearings mounted on the input shaft are supplied with grease, synthetic base; the other bearings are lubricated only if the mounting position does not assure a correct lubrication.

Choose the lubricant according to operating and ambient conditions in order to ensure high gear unit performance.

Performance data, as shown in the specifications tables, refer to utilization of synthetic oil.

VISCOSITY

It is one of the most important parameters to be considered when selecting an oil; it depends on various factors such as speed and temperature. Following are general guidelines for choosing the correct viscosity:

High viscosity

*To be used for low rotation speed and/or high temperatures.
(Under these operating conditions a low viscosity causes premature wear).*

Low viscosity

*To be used for high rotation speed and/or low temperatures.
(High viscosity reduces efficiency and causes overheating).*

ADDITIVES

All mineral oils contain additives to protect against wear, EP (more or less strong), anti-oxidizing and anti-frothing. It is advisable to make sure that the action of such additives is bland and not too aggressive on the seals.

OIL BASE

*May be mineral or synthetic.
Synthetic oil compensates for the higher cost with a series of advantages:*

- a) *lower friction coefficient (consequently improved efficiency)*
- b) *better stability over time (possible life lubrication)*
- c) *better viscosity index (more adaptable to various temperatures).*

Mineral-base oils offer the advantages of costing less and performing better during the running-in period.

1.13 Schmierung

Alle Schneckenradgetriebe, werden mit synthetischem Schmiermittel auf PAG Basis und Viskosität Index ISO VG 320 geliefert.

Die Kugellager auf der Eingangswelle werden immer mit synthetischem Fett geliefert. Falls durch die Einbaulage keine korrekte Schmierung der restlichen Kugellager gewährleistet ist, werden auch diese mit Fett versehen.

Das Untersetzungsgetriebe wird optimal arbeiten, wenn das richtige Schmiermittel je nach Betriebs- und Umgebungsbedingungen sorgfältig ausgewählt wird.

Die Daten über die Getriebeleistung in den Tabellen „Technische Daten“, beziehen sich auf Schmierung mit synthetischem Öl.

VISKOSITÄT

Die Viskosität ist eins der wichtigsten Merkmale, die bei der Auswahl des richtigen Öls zu beachten sind; sie wird von verschiedenen Parametern wie Geschwindigkeit und Temperatur beeinflusst. Im folgenden fassen wir die wichtigsten allgemeinen Hinweise für die Wahl der richtigen Viskosität zusammen:

Hohe Viskosität

Geeignet für niedrige Drehzahlen bzw. hohe Temperaturen. (Eine zu geringe Viskosität verursacht unter diesen Betriebsbedingungen frühzeitigen Verschleiß).

Geringe Viskosität

Geeignet für hohe Drehzahlen bzw. niedrige Temperaturen.
(Eine zu geringe Viskosität führt in diesem Fall zu einer Verringerung des Wirkungsgrades und zur Überhitzung).

ZUSÄTZE

Alle Mineralöle enthalten Antiverschleißzusätze, EP (mehr oder weniger stark), Oxydationsschutzmittel und Wirkstoffe zur Schaumverhinderung. Es sollte sichergestellt werden, daß diese Zusätze schwach sind und die Dichtungen nicht angreifen.

ÖLGRUNDLAGE

Es kann sich dabei um Mineralöl oder synthetisches Öl handeln.
Synthetisches Öl ist zwar teurer, bietet jedoch eine Reihe von Vorteilen:

- a) geringerer Reibungskoeffizient (demnach besserer Wirkungsgrad)
- b) bessere Stabilität über lange Zeit (lebenslange Schmierung möglich)
- c) besserer Viskositätsindex (paßt sich besser an verschiedene Temperaturen an).

Die Vorteile von Mineralöl sind die geringeren Kosten und das bessere Einfahrverhalten.

ISO VG		OLIO MINERALE / MINERAL OIL MINERALÖL			OLIO SINTETICO / SYNTHETIC OIL SYNTETISCHES ÖL			
		460	320	220	460	320	220	150
Temperatura ambiente Amb. Temp. Tc (°C) Umgebungstemperatur		5° a 45°	0° a 40°	-5° a 35°	-15° a 100°	-20 a 90°	-25° a 80°	-30° a 70°
FORNITORE / MANUFACTURER / HERSTELLER	MINERALE / MINERAL / MINERAL	MINERALE / MINERAL / MINERAL						
		SHELL		Omala S2 G 460	Omala S2 G 320	Omala S2 G 220		
		BP		Energol GRXP 460	Energol GRXP 320	Energol GRXP 220		
		TEXACO		Meropa 460	Meropa 320	Meropa 220		
		CASTROL		Alpha SP 460	Alpha SP 320	Alpha SP 220		
		KLUBER		Lamora 460	Lamora 320	Lamora 220		
		MOBIL		Mobilgear 634	Mobilgear 632	Mobilgear 630		
	PAG	Tecnologia PAG (polialcoliglicoli) / PAG Tecnologia (polyalkyleneglycol) / PAG (Polyalkylglykole)						
		SHELL					Omala S4 WE 460	Omala S4 WE 320
		BP					Energol SGXP460	Energol SGXP320
		TEXACO					Synlube CLP 460	Synlube CLP 320
	PAO	Tecnologia PAO (polialcoliolefini) / PAO Tecnologia (polyalphaolefin) / PAO (Polyalphaolefine)						
		SHELL					Omala S4 GX 460	Omala S4 GX 320
		CASTROL					Alpha Synt 460	Alpha Synt 320
		KLUBER					Synteso D460 EP	Synteso D320 EP
		MOBIL					SHC 634	SHC 632
								SHC 630
								SHC 629

1.14 Installazione

Fissare il riduttore in modo tale da evitare qualsiasi vibrazione e curare l'allineamento del riduttore con il motore e l'utenza utilizzando, quando è possibile, giunti di accoppiamento.

Assicurarsi che gli organi da montare sui riduttori abbiano le tolleranze ISO h6 per gli alberi e ISO H7 per i fori.

Tutti i riduttori e motoriduttori citati nel presente manuale sono destinati ad un impiego industriale con temperatura ambiente da -20°C a +40°C ad una altitudine max di 1000 m slm.

Per tutte le altre avvertenze consultare il manuale di "uso e manutenzione" scaricabile dal sito www.tramec.it

1.14 Installation

Mount the gearbox in such a way that any vibrations are prevented. Check carefully the alignment gearbox / motor / machine and use couplings whenever possible. Check that devices to be mounted on the gearbox feature ISO h6 tolerance for the shafts and ISO H7 for the holes.

All reducers and gear motors mentioned in this catalog are intended for industrial use and operation at a ambient temperature between -20°C and +40°C, at an altitude of max. 1000 m above sea level.

For all other instructions check the "Use and Maintenance Manual" which can be downloaded from our web site www.tramec.it

1.14 Installation

Das Getriebe ist so zu installieren, dass allerart Schwingungen vorbeugt wird. Besonders auf die Fluchtung von Getriebe, Motor und Maschine ist zu achten - falls möglich sollten Kupplungen eingesetzt werden. Die auf dem Getriebe montierten Elemente sollen die folgende Toleranz aufweisen: ISO h6 für die Wellen und ISO h7 für die Bohrungen.

Alle im vorliegenden Katalog angegebenen Getriebe und Getriebemotoren sind für industriellen Einsatz in einer Umgebungstemperatur von -20°C bis +40°C und in einer max. Höhe von 1000 m über dem Meeresspiegel vorgesehen.

Für weitere Anweisungen laden Sie die "Betriebs- und Instandhaltungsanweisung" aus unsere Webseite www.tramec.it herunter.

1.15 Manutenzione

Tutti i riduttori a vite senza fine sono lubrificati a vita con olio sintetico tipo SHELL OMALA S4 WE 320.

Non necessitano quindi di particolari manutenzioni se non il mantenimento della pulizia esterna, evitando l'uso di solventi per non danneggiare guarnizioni o anelli di tenuta, ed il rispetto di tutte le indicazioni e della eventuale sostituzione dell'olio negli intervalli programmati e riportati nel manuale di "uso e manutenzione" scaricabile dal sito www.tramec.it.

1.15 Maintenance

All worm gearboxes are lubricated for life with synthetic oil SHELL OMALA S4 WE 320.

For this reason they do not require any particular maintenance, except for external cleaning (avoid the use of solvents which might damage gaskets and oil seals) and observance of the schedules for oil change as reported in the "Use and Maintenance Manual" which can be downloaded from our web site www.tramec.it.

1.15 Wartung

Alle Schneckengetriebe sind mit synthetischem Öl „SHELL OMALA S4 WE 320“ „lebenslang“ geschmiert, deshalb brauchen sie kein besonderes Instandhalten außer Aussenreinigung und Befolgung der Zeitabstände für Ölwechsel, wie es in der "Betriebs- und Instandhaltungsanweisung" auf unsere Webseite www.tramec.it angegeben wird. Bei der Aussenreinigung benutzen Sie keine Lösemittel, weil sie die Dichtungen beschädigen.



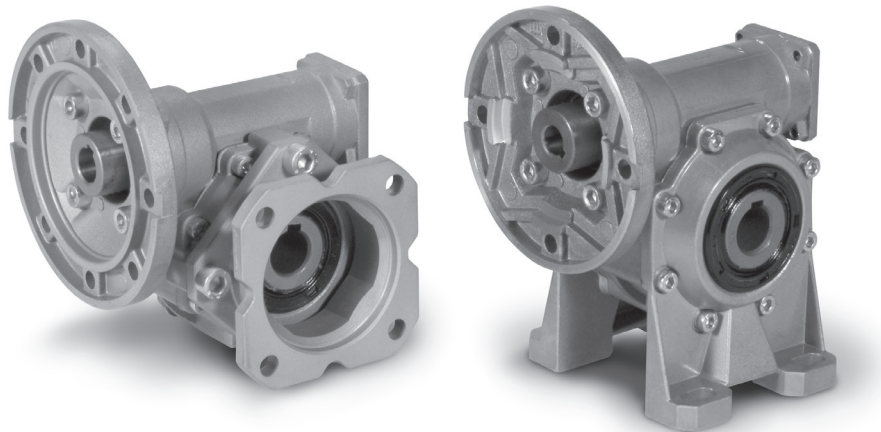
2

RIDUTTORI A VITE SENZA FINE SFK-SRK

SFK-SRK WORM GEARBOXES

SCHNECKENGETRIEBE SFK-SRK

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2.1 Caratteristiche

I riduttori della serie a vite senza fine SFK - SRK si presentano estremamente leggeri grazie alla forma compatta e la carcassa realizzata in alluminio pressofuso. La serie presenta una svariata possibilità di versioni, con e senza piedi e con numerosi accessori che la rendono più versatile nell'impiego delle più svariate tipologie di applicazioni. La vite senza fine è in acciaio legato cementato-temprato ed è rettificata. La corona ha mozzo in ghisa con riporto di fusione in bronzo.

2.1 Characteristics

The SFK - SRK worm gearboxes are extremely light thanks to the compact shape of the housing made of cast aluminium. This series features a wide range of versions, with and without feet, with numerous accessories which make it extremely versatile for utilization in various applications. The worm shaft is ground and is made of hardened-casehardened compound steel. The worm wheel features a cast iron hub with bronze casting.

2.1 Merkmale

Die Schneckengetriebe der SFK - SRK Serie sind äußerst leicht dank der kompakten Form des Gehäuses aus Aluminiumguss. Die Serie bietet verschiedene Versionen mit und ohne Füße sowie zahlreiche Zubehörteile an, was zur vielseitigen Anwendbarkeit der Getriebe in vielerlei Applikationen dient. Die Schneckenwelle ist aus legierten gehärteten Einsatzstahl und ist geschliffen. Der Zahnkranz verfügt über eine Nabe aus Gusseisen mit Schmelzeinsatz aus Bronze.

2.2 Designazione

2.2 Designation

2.2 Bezeichnung

Riduttore Gearbox Getriebe	Grandezza Size Größe	Versione Version Ausführung	Rapporto rid. Ratio Untersetzung	Predispos.att. mot. Motor coupling Motoranschluss	Posizione di mont. Mounting position Einbaulage	Limitatore di coppia. Torque limiter Drehmomentbegrenzer	Seconda entrata Additional input Zusatzantrieb	Albero uscita Output shaft Abtriebswelle	Braccio di reazione Torque arm Drehmomentstütze
SFK	50	FS	10	80 B14	B3	LD	SeA	H	BR2
 SFK SRK	30 40 50 63 75	A B V P F...S F...D	5 7.5 10 15 20 25 30 40 50 65 80 100	56 ÷ 112 B5 56 ÷ 112 B14	B3 B6 B7 B8 V5 V6	 LS LD	 SeA	 H SD SS DD	 BR1 BR2

Versioni

Versions

Ausführungen

SFK..A
SRK..A

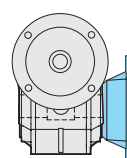
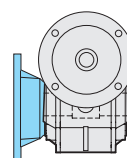
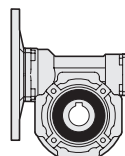
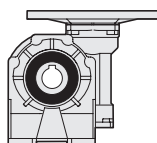
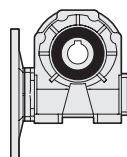
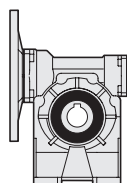
SFK..B
SRK..B

SFK..V
SRK..V

SFK..P
SRK..P

SFK..F_S
SRK..F_S

SFK..F_D
SRK..F_D



Specificare sempre in fase di ordinazione la versione.

Specify the version when ordering.

Bei der Bestellung immer die Bauform angeben.



2.3 Lubrificazione

Riduttori a vite senza fine SFK - SRK sono forniti tutti e sempre completi di lubrificante sintetico a base PAG con classe di viscosità ISO 320. Nei corpi in alluminio 30, 40, 50, 63, 75 è presente un solo tappo di riempimento olio.

Quantità di lubrificante (litri)

2.3 Lubrication

SFK - SRK worm gearboxes are supplied with PAG synthetic lubricant featuring an ISO 320 viscosity class. Aluminium housings size 30, 40, 50, 63 and 75 have one filling plug only.

Lubricant quantity (liters)

SFK SRK	B3	B6-B7	B8	V5-V6
30	0.015	0.030	0.015	
40	0.040	0.060	0.040	
50	0.080	0.120	0.080	
63	0.160	0.220	0.160	
75	0.260	0.340	0.260	

2.3 Schmierung

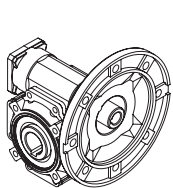
SFK - SRK Schneckengetriebe werden mit PAG synthetischen Schmierstoff Viskositätsklasse ISO 320 geliefert. Gehäuse aus Aluminium Größe 30, 40, 50, 63 und 75 verfügen nur über eine Einfüllschraube.

Schmiermittelmenge (Liter)

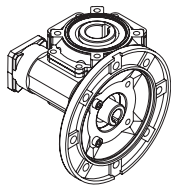
Posizioni di montaggio

Mounting positions

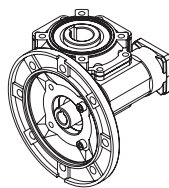
Bezeichnung



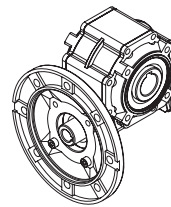
B3



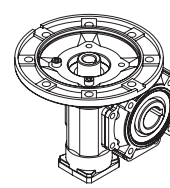
B6



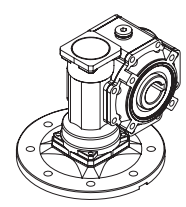
B7



B8



V5

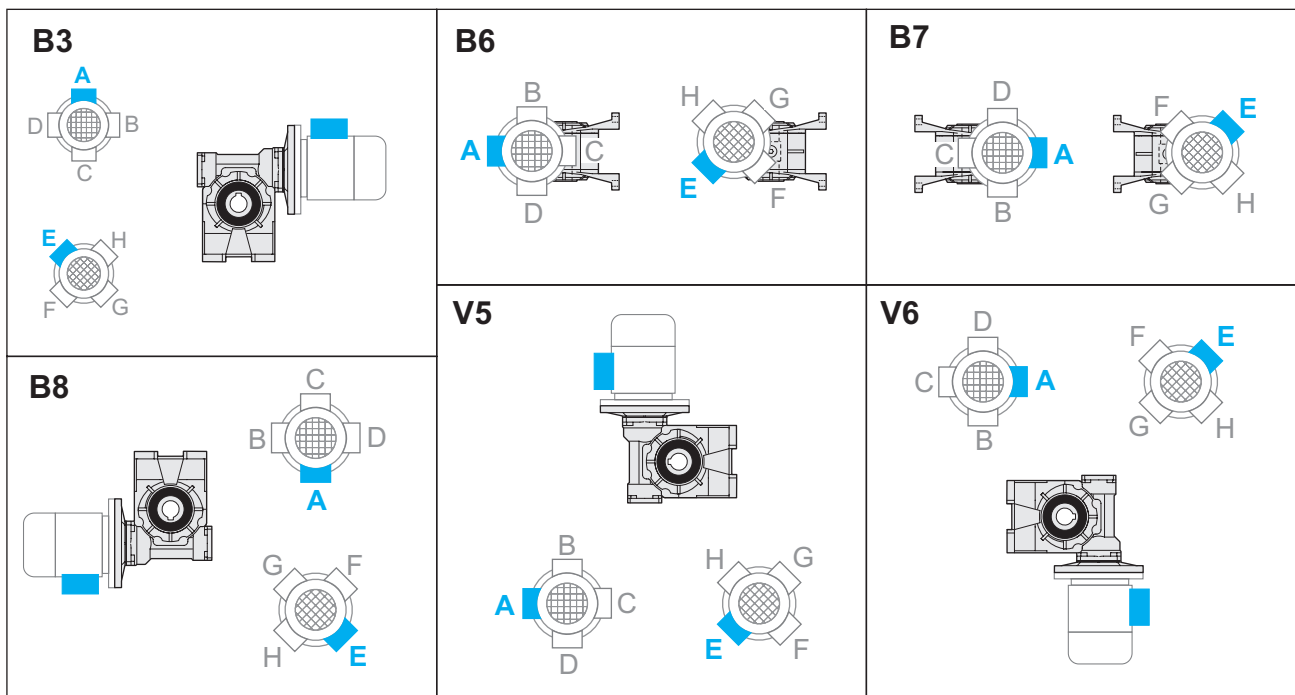


V6

2.4 Posizione morsettiera

2.4 Terminal board position

2.4 Lage des Klemmkasten



2.5 Dati tecnici

2.5 Technical data

2.5 Technische Daten

30	n ₁ = 2800		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
	5	560	5.6	0.37	2.5	63 56		14	0.92	0.89	—
	7.5	373	8	0.37	2.0			16	0.72	0.86	—
	10	280	11	0.37	1.5			16	0.56	0.84	—
	15	187	15	0.37	1.1			17	0.41	0.81	—
	20	140	13	0.25	1.2			15	0.29	0.76	—
	25	112	16	0.25	1.0			16	0.25	0.74	—
	30	93	13	0.18	1.0	56		13	0.18	0.71	—
	40	70	16	0.18	1.0			16	0.18	0.65	—
50	56	14	0.13	1.1	15			0.14	0.62	—	
65	43	17	0.13	1.0	17			0.13	0.57	—	
80	35	13	0.09	1.0	13			0.09	0.54	—	
100	28	16	0.09	0.8	12			0.07	0.52	—	

30	n ₁ = 1400		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
	5	280	6.5	0.22	2.9	63 56		19	0.64	0.87	0.40
	7.5	187	9	0.22	2.2			21	0.49	0.84	0.40
	10	140	12	0.22	1.8			22	0.40	0.82	0.40
	15	93	17	0.22	1.3			22	0.28	0.77	0.30
	20	70	18	0.18	1.1			19	0.19	0.72	0.20
	25	56	15	0.13	1.1			21	0.18	0.69	0.20
	30	47	18	0.13	1.4	56		20	0.15	0.66	0.20
	40	35	14	0.09	1.4			21	0.13	0.59	0.20
	50	28	17	0.09	1.1			19	0.10	0.55	0.20
	65	22	14	0.06	1.3			20	0.09	0.51	0.10
80	18	16	0.06	1.1	17			0.06	0.48	0.10	
100	14	18	0.06	0.8	14			0.05	0.45	0.10	

30	n ₁ = 900		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
	5	180	5.9	0.13	3.9	63 56		23	0.51	0.85	—
	7.5	120	9	0.13	2.9			25	0.38	0.82	—
	10	90	11	0.13	2.3			25	0.30	0.80	—
	15	60	15	0.13	1.6			25	0.21	0.75	—
	20	45	19	0.13	1.2			22	0.15	0.69	—
	25	36	23	0.13	1.1			24	0.14	0.66	—
	30	30	18	0.09	1.2	56		21	0.10	0.63	—
	40	23	21	0.09	1.1			24	0.10	0.55	—
	50	18	16	0.06	1.3			21	0.08	0.52	—
	65	14	20	0.06	1.1			22	0.07	0.48	—
80	11	11	0.03	1.7	19			0.05	0.44	—	
100	9	13	0.03	1.1	15			0.03	0.42	—	

30	n ₁ = 500		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
	5	100	—	—	—	63 56		29	0.36	0.83	—
	7.5	67	—	—	—			31	0.27	0.80	—
	10	50	—	—	—			31	0.21	0.77	—
	15	33	—	—	—			31	0.15	0.72	—
	20	25	—	—	—			26	0.10	0.66	—
	25	20	—	—	—			27	0.09	0.62	—
	30	17	—	—	—	56		25	0.07	0.59	—
	40	13	—	—	—			28	0.07	0.51	—
50	10	—	—	—			25	0.06	0.48	—	
65	8	—	—	—			25	0.05	0.43	—	
80	6	—	—	—			20	0.03	0.40	—	
100	5	—	—	—			16	0.02	0.38	—	


1.2

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$



2.5 Dati tecnici

2.5 Technical data

2.5 Technische Daten

40	n ₁ = 2800		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	5	560	11.3	0.75	2.2	71 63		25	1.67	0.88	—
	7.5	373	17	0.75	1.8			30	1.3	0.87	—
	10	280	22	0.75	1.4			31	1.1	0.86	—
	15	187	32	0.75	1.0			32	0.76	0.82	—
	20	140	30	0.55	1.0			31	0.57	0.80	—
	25	112	24	0.37	1.1			27	0.41	0.76	—
	30	93	28	0.37	1.3			35	0.47	0.73	—
40	70	24	0.25	1.4	63 56		33	0.35	0.70	—	
50	56	28	0.25	1.1			30	0.27	0.65	—	
65	43	24	0.18	1.2			28	0.21	0.61	—	
80	35	21	0.13	1.3			26	0.16	0.58	—	
100	28	24	0.13	1.0			25	0.13	0.55	—	

40	n ₁ = 1400		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
	5	280	16.3	0.55	2.1	71 63		34	1.14	0.87	0.80
	7.5	187	24	0.55	1.7			40	0.92	0.85	0.80
	10	140	31	0.55	1.3			41	0.73	0.83	0.70
	15	93	30	0.37	1.4			42	0.52	0.79	0.50
	20	70	38	0.37	1.0			40	0.39	0.76	0.50
	25	56	31	0.25	1.1			35	0.29	0.72	0.40
	30	47	35	0.25	1.3	63 56		41	0.29	0.68	0.40
	40	35	38	0.22	1.1			38	0.22	0.64	0.30
50	28	36	0.18	1.0	38			0.19	0.59	0.30	
65	22	31	0.13	1.1	35			0.15	0.54	0.20	
80	18	31	0.11	1.1	33			0.12	0.52	0.20	
100	14	30	0.09	0.9	28			0.08	0.49	0.20	

40	n ₁ = 900		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
	5	180	16.7	0.37	2.5	71 63		42	0.93	0.85	—
	7.5	120	25	0.37	2.0			48	0.72	0.83	—
	10	90	32	0.37	1.5			48	0.56	0.81	—
	15	60	45	0.37	1.1			49	0.40	0.76	—
	20	45	39	0.25	1.2			46	0.29	0.74	—
	25	36	33	0.18	1.3			42	0.23	0.69	—
	30	30	37	0.18	1.3	63 56		48	0.23	0.65	—
	40	23	33	0.13	1.3			42	0.16	0.61	—
50	18	38	0.13	1.1	42			0.14	0.55	—	
65	14	32	0.09	1.2	39			0.11	0.51	—	
80	11	37	0.09	1.0	37			0.09	0.48	—	
100	9	29	0.06	1.0	30			0.06	0.45	—	

40	n ₁ = 500		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	5	100	7.1	0.09	7.1	71 63		51	0.64	0.83	—
	7.5	67	10	0.09	5.5			58	0.50	0.81	—
	10	50	14	0.09	4.4			59	0.39	0.79	—
	15	33	19	0.09	3.1			59	0.28	0.73	—
	20	25	24	0.09	2.3			55	0.20	0.70	—
	25	20	28	0.09	1.7			48	0.15	0.65	—
	30	17	31	0.09	1.8	63 56		58	0.17	0.61	—
40	13	39	0.09	1.3			52	0.12	0.57	—	
50	10	44	0.09	1.2			51	0.11	0.51	—	
65	8	52	0.09	0.9			45	0.08	0.46	—	
80	6	61*	0.09	0.7*			42	0.06	0.44	—	
100	5	71*	0.09	0.4*			32	0.04	0.41	—	

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$

2.5 Dati tecnici

2.5 Technical data

2.5 Technische Daten

50	n ₁ = 2800		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	5	560	22.8	1.5	1.9	80 71		44	2.9	0.89	—
	7.5	373	34	1.5	1.5			51	2.3	0.88	—
	10	280	44	1.5	1.2			54	1.8	0.86	—
	15	187	47	1.1	1.2			57	1.3	0.84	—
	20	140	42	0.75	1.4			58	1.0	0.81	—
	25	112	50	0.75	1.0			50	0.75	0.78	—
	30	93	42	0.55	1.3			55	0.71	0.75	—
	40	70	54	0.55	1.0	80-71-63		54	0.63	0.72	—
	50	56	43	0.37	1.3	71 63		56	0.48	0.68	—
65	43	53	0.37	1.0	53			0.37	0.64	—	
80	35	41	0.25	1.2	48			0.29	0.61	—	
100	28	35	0.18	1.3	45			0.23	0.58	—	

50	n ₁ = 1400		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	5	280	26.7	0.9	2.3	80 71		62	2.1	0.87	1.2
	7.5	187	40	0.9	1.8		70	1.6	0.86	1.2	
	10	140	52	0.9	1.4		73	1.3	0.84	1.0	
	15	93	61	0.75	1.2		74	0.90	0.80	0.80	
	20	70	59	0.55	1.3		75	0.71	0.78	0.70	
	25	56	47	0.37	1.4		65	0.51	0.74	0.60	
	30	47	54	0.37	1.5		66	0.46	0.71	0.60	
40	35	68	0.37	1.2	80-71-63		69	0.38	0.67	0.50	
50	28	53	0.25	1.3	71 63		70	0.33	0.62	0.40	
65	22	64	0.25	1.0		64	0.25	0.58	0.40		
80	18	53	0.18	1.1		60	0.20	0.54	0.40		
100	14	45	0.13	1.2		55	0.16	0.51	0.30		

50	n ₁ = 900		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
	5	180	33.8	0.75	2.2	80 71		75	1.66	0.85	—
	7.5	120	50	0.75	1.6			83	1.23	0.84	—
	10	90	66	0.75	1.3			86	0.98	0.82	—
	15	60	68	0.55	1.3			88	0.71	0.78	—
	20	45	59	0.37	1.5			87	0.54	0.75	—
	25	36	70	0.37	1.1			75	0.40	0.71	—
	30	30	79	0.37	1.0			79	0.37	0.67	—
	40	23	67	0.25	1.1	80-71-63		75	0.28	0.63	—
50	18	78	0.25	1.0	71 63		80	0.26	0.59	—	
65	14	67	0.18	1.1			74	0.20	0.54	—	
80	11	56	0.13	1.2			67	0.16	0.51	—	
100	9	45	0.09	1.3			58	0.12	0.47	—	


3.4

50	n ₁ = 500		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	5	100	14.3	0.18	6.4	80 71		92	1.15	0.84	—
	7.5	67	21	0.18	4.7		100	0.85	0.82	—	
	10	50	28	0.18	3.8		104	0.68	0.80	—	
	15	33	39	0.18	2.7		106	0.49	0.75	—	
	20	25	50	0.18	2.1		104	0.38	0.72	—	
	25	20	58	0.18	1.5		88	0.27	0.68	—	
	30	17	65	0.18	1.5		98	0.27	0.63	—	
	40	13	81	0.18	1.2	80-71-63	95	0.21	0.59	—	
	50	10	93	0.18	1.0	71 63	94	0.18	0.54	—	
65	8	56	0.09	1.5	86		0.14	0.50	—		
80	6	63	0.09	1.2	77		0.11	0.46	—		
100	5	74	0.09	0.8	61		0.07	0.43	—		


3.4

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$



2.5 Dati tecnici

2.5 Technical data

2.5 Technische Daten

63	n ₁ = 2800		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	5	560	45.5	3	1.7	80 90		79	5.2	0.89	—
	7.5	373	68	3	1.3			88	3.9	0.88	—
	10	280	89	3	1.1			94	3.2	0.87	—
	15	187	95	2.2	1.0			98	2.3	0.84	—
	20	140	85	1.5	1.3			110	1.9	0.83	—
	25	112	76	1.1	1.2			93	1.4	0.81	—
	30	93	87	1.1	1.3			110	1.4	0.77	—
40	70	111	1.1	1.1	71 80		117	1.2	0.74	—	
50	56	90	0.75	1.1			97	0.81	0.70	—	
65	43	81	0.55	1.2			98	0.66	0.67	—	
80	35	65	0.37	1.4			91	0.52	0.64	—	
100	28	75	0.37	1.1			83	0.41	0.60	—	

63	n ₁ = 1400		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
	5	280	54	1.8	2.0	80 90		111	3.7	0.88	1.8
	7.5	187	80	1.8	1.5			120	2.7	0.87	1.8
	10	140	105	1.8	1.2			127	2.2	0.85	1.6
	15	93	125	1.5	1.1			130	1.6	0.81	1.2
	20	70	120	1.1	1.2			144	1.3	0.80	1.2
	25	56	118	0.9	1.0			118	0.90	0.77	1.0
	30	47	134	0.9	1.1			142	0.95	0.73	0.90
	40	35	142	0.75	1.1	71 80		150	0.79	0.69	0.80
50	28	122	0.55	1.0			122	0.55	0.65	0.70	
65	22	100	0.37	1.2			122	0.45	0.61	0.60	
80	18	79	0.25	1.4			113	0.36	0.58	0.60	
100	14	91	0.25	1.1			102	0.28	0.53	0.50	

63	n ₁ = 900		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
	5	180	69	1.5	1.9	80 90		135	2.9	0.87	—
	7.5	120	102	1.5	1.4			144	2.1	0.85	—
	10	90	133	1.5	1.1			150	1.7	0.83	—
	15	60	139	1.1	1.1			152	1.2	0.79	—
	20	45	123	0.75	1.4			167	1.0	0.77	—
	25	36	109	0.55	1.3			140	0.71	0.74	—
	30	30	122	0.55	1.3			164	0.74	0.70	—
	40	23	154	0.55	1.1	71 80		171	0.61	0.66	—
50	18	120	0.37	1.2	141			0.44	0.61	—	
65	14	98	0.25	1.4	139			0.35	0.57	—	
80	11	115	0.25	1.1	128			0.28	0.54	—	
100	9	95	0.18	1.2	115			0.22	0.50	—	

63	n ₁ = 500		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
	5	100	20	0.25	8.3	80 90		169	2.08	0.85	—
	7.5	67	30	0.25	5.9			177	1.5	0.83	—
	10	50	39	0.25	4.7			182	1.2	0.81	—
	15	33	55	0.25	3.4			184	0.84	0.76	—
	20	25	71	0.25	2.8			200	0.70	0.74	—
	25	20	85	0.25	1.9			165	0.49	0.71	—
	30	17	94	0.25	2.1	71 80		195	0.52	0.65	—
	40	13	118	0.25	1.7			201	0.43	0.62	—
50	10	135	0.25	1.2			165	0.31	0.56	—	
65	8	163	0.25	1.0			161	0.25	0.52	—	
80	6	137	0.18	1.1			148	0.19	0.50	—	
100	5	77	0.09	1.6			122	0.14	0.45	—	


6.3

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$

2.5 Dati tecnici

2.5 Technical data

2.5 Technische Daten

75	n ₁ = 2800		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	7.5	373	125	5.5	1.0	90 100 112		131	5.8	0.89	—
	10	280	120	4	1.2			143	4.8	0.88	—
	15	187	131	3	1.2			152	3.5	0.85	—
	20	140	171	3	1.0			172	3.0	0.84	—
	25	112	154	2.2	1.0			155	2.2	0.82	—
	30	93	120	1.5	1.4	71(B5)-80-90-100-112		170	2.1	0.78	—
	40	70	154	1.5	1.2	80 90		183	1.8	0.75	—
	50	56	136	1.1	1.2			166	1.3	0.73	—
	65	43	114	0.75	1.4	71	80 90	155	1.0	0.69	—
	80	35	135	0.75	1.1	80		145	0.80	0.66	—
100	28	159	0.75	0.8	90	131		0.62	0.62	—	


7.6



7.6

75	n ₁ = 1400		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
	7.5	187	178	4	1.0	90 100 112		180	4.0	0.87	2.5
	10	140	176	3	1.1			193	3.3	0.86	2.3
	15	93	187	2.2	1.1			202	2.4	0.83	1.9
	20	70	199	1.8	1.1			226	2.0	0.81	1.7
	25	56	200	1.5	1.0			202	1.5	0.78	1.5
	30	47	167	1.1	1.3	71(B5)-80-90-100-112		220	1.5	0.74	1.2
	40	35	213	1.1	1.1	80 90		235	1.2	0.71	1.1
	50	28	206	0.9	1.0			211	0.92	0.67	1.0
	65	22	154	0.55	1.3	71	80 90	195	0.70	0.63	0.90
	80	18	180	0.55	1.0	80		182	0.55	0.60	0.80
	100	14	210	0.55	0.8	90		182	0.43	0.56	0.70


7.6



7.6

75	n ₁ = 900		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	7.5	120	205	3	1.0	90 100 112		215	3.1	0.86	—
	10	90	197	2.2	1.2			229	2.6	0.84	—
	15	60	231	1.8	1.0			237	1.9	0.81	—
	20	45	250	1.5	1.1			263	1.6	0.78	—
	25	36	221	1.1	1.1			233	1.2	0.76	—
	30	30	249	1.1	1.0	71(B5)-80-90-100-112		254	1.1	0.71	—
	40	23	214	0.75	1.3	80 90		270	0.94	0.67	—
	50	18	186	0.55	1.3			241	0.71	0.64	—
	65	14	151	0.37	1.5	71	80 90	221	0.54	0.59	—
	80	11	177	0.37	1.2	80		205	0.43	0.56	—
100	9	203	0.37	0.9	90	184		0.34	0.52	—	


7.6



7.6

75	n ₁ = 500		SFK				SRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	7.5	67	90	0.75	2.9	90 100 112		265	2.2	0.84	—
	10	50	118	0.75	2.4			279	1.8	0.82	—
	15	33	167	0.75	1.7			286	1.3	0.78	—
	20	25	216	0.75	1.5			315	1.1	0.75	—
	25	20	260	0.75	1.1			278	0.80	0.72	—
	30	17	288	0.75	1.1	71(B5)-80-90-100-112		302	0.79	0.67	—
	40	13	265	0.55	1.2	80 90		317	0.66	0.63	—
	50	10	210	0.37	1.3			282	0.50	0.59	—
	65	8	251	0.37	1.0	71	80 90	257	0.38	0.55	—
	80	6	197	0.25	1.2	80		238	0.30	0.52	—
100	5	161	0.18	1.3	90	206		0.23	0.47	—	


7.6



7.6

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$



2 SFK - SRK

2.6 **Momenti d'inerzia** [Kg·cm²]
(riferiti all'albero veloce in entrata)

2.6 **Moments of inertia** [Kg·cm²]
(referred to input shaft)

2.6 **Trägheitsmoment** [Kg·cm²]
(bez. Antriebswelle)

30

i _n	SRK	SFK	
		B5 - B14	
		IEC 56	IEC 63
5	0.077	0.130	0.127
7.5	0.058	0.112	0.109
10	0.049	0.103	0.100
15	0.042	0.097	0.094
20	0.039	0.095	0.092
25	0.038	0.094	0.091
30	0.038	0.093	0.090
40	0.037	0.093	0.090
50	0.037	0.092	0.089
65	0.024	0.079	-
80	0.024	0.079	-
100	0.024	0.078	-

40

i _n	SRK	SFK		
		B5 - B14		
		IEC 56	IEC 63	IEC 71
5	0.242	-	0.391	0.463
7.5	0.170	-	0.321	0.356
10	0.144	-	0.272	0.347
15	0.125	-	0.266	0.340
20	0.094	-	0.263	0.338
25	0.091	-	0.262	0.337
30	0.113	-	0.262	0.337
40	0.087	-	0.261	0.337
50	0.087	0.182	0.261	-
65	0.069	0.182	0.261	-
80	0.069	0.182	0.261	-
100	0.068	0.182	0.261	-

50

i _n	SRK	SFK		
		B5 - B14		
		IEC 63	IEC 71	IEC 80
5	0.744	-	0.922	1.046
7.5	0.499	-	0.684	0.935
10	0.417	-	0.602	0.853
15	0.358	-	0.543	0.794
20	0.281	-	0.523	0.774
25	0.272	-	0.513	0.764
30	0.323	-	0.508	0.759
40	0.262	0.311	0.503	0.755
50	0.183	0.311	0.501	-
65	0.136	0.311	0.499	-
80	0.136	0.310	0.498	-
100	0.135	0.309	0.498	-

63

i _n	SRK	SFK		
		B5 - B14		
		IEC 71	IEC 80	IEC 90
5	1.853	-	2.431	2.671
7.5	1.363	-	1.949	2.269
10	1.158	-	1.744	2.063
15	1.011	-	1.597	1.916
20	0.710	-	1.545	1.864
25	0.679	-	1.514	1.833
30	0.922	-	1.508	1.828
40	0.660	0.958	1.495	-
50	0.653	0.958	1.488	-
65	0.552	0.955	1.484	-
80	0.550	0.953	1.482	-
100	0.549	0.952	1.481	-

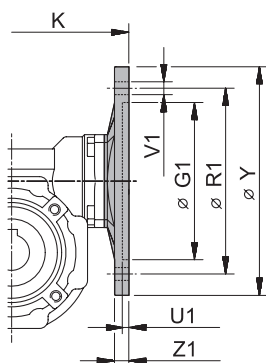
75

i _n	SRK	SFK			
		B5 - B14			
		IEC 71	IEC 80	IEC 90	IEC 100-112
7.5	2.970	-	-	3.712	4.462
10	2.492	-	-	3.234	3.984
15	2.151	-	-	2.893	3.643
20	1.567	-	-	2.774	3.523
25	1.501	-	-	2.709	3.458
30	1.946	1.615	1.575	2.689	3.438
40	1.451	-	1.573	2.659	-
50	1.435	-	1.570	2.642	-
65	1.158	1.609	1.569	2.633	-
80	1.153	1.605	1.565	2.629	-
100	1.150	1.602	1.562	2.626	-

2.7 Predisposizioni possibili

2.7 Possible set-ups

2.7 Mögliche Vorrichtungen

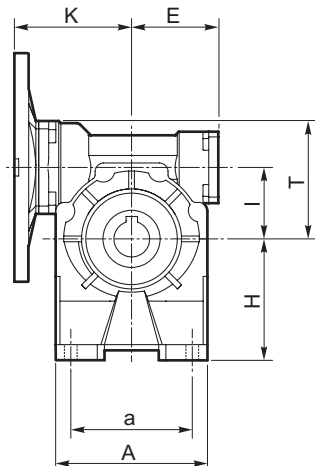
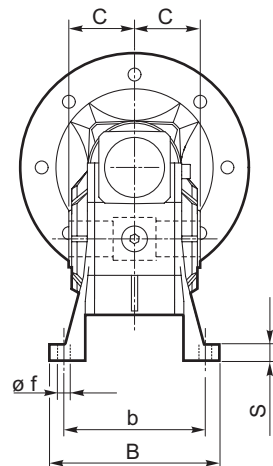


SFK	PAM IEC	G ₁	K	R ₁	U ₁	V1			Y	Z ₁	Diametro fori PAM / Holes diameter IEC-Input Bohrungsdurchmesser IEC-Antrieb											
						Ø					5	7.5	10	15	20	25	30	40	50	65	80	100
30	56 B5	80	57	100	4	7	n° 8		120	8	9	9	9	9	9	9	9	9	9	9	9	9
	56 B14	50		65	3.5	6	n° 8		80	8	9	9	9	9	9	9	9	9	9	9	9	9
	63 B5	95		115	4	9	n° 8		140	8	11	11	11	11	11	11	11	11	11	/	/	/
	63 B14	60		75	4	6	n° 8		90	8	11	11	11	11	11	11	11	11	11	/	/	/
40	56 B5	80	75	100	4	7	n° 8		120	9	/	/	/	/	/	/	/	/	9	9	9	9
	56 B14	50		65	3.5	6		n° 4	80	8	/	/	/	/	/	/	/	/	9	9	9	9
	63 B5	95		115	4	9	n° 8		140	9	11	11	11	11	11	11	11	11	11	11	11	11
	63 B14	60		75	3.5	6		n° 4	90	8	11	11	11	11	11	11	11	11	11	11	11	11
	71 B5	110		130	4.5	9	n° 8		160	10	14	14	14	14	14	14	14	14	/	/	/	/
	71 B14	70		85	3.5	7	n° 8		105	8	14	14	14	14	14	14	14	14	/	/	/	/
50	63 B5	95	82	115	4	9	n° 8		140	9	/	/	/	/	/	/	/	11	11	11	11	11
	63 B14	60		75	3.5	6		n° 4	90	8	/	/	/	/	/	/	/	11	11	11	11	11
	71 B5	110		130	4.5	9	n° 8		160	10	14	14	14	14	14	14	14	14	14	14	14	14
	71 B14	70		85	3.5	7	(n° 8)*	n° 4	105	8	14	14	14	14	14	14	14	14	14	14	14	14
	80 B5	130		165	4.5	11	n° 8		200	10	19	19	19	19	19	19	19	19	/	/	/	/
	80 B14	80		100	4	7	n° 8		120	10	19	19	19	19	19	19	19	19	/	/	/	/
63	71 B5	110	97	130	4.5	9	n° 8		160	10	/	/	/	/	/	/	/	14	14	14	14	14
	71 B14	70		85	3.5	7		n° 4	105	10	/	/	/	/	/	/	/	14	14	14	14	14
	80 B5	130		165	4.5	11	n° 8		200	10	19	19	19	19	19	19	19	19	19	19	19	19
	80 B14	80		100	4	7		n° 4	120	10	19	19	19	19	19	19	19	19	19	19	19	19
	90 B5	130		165	4.5	11	n° 8		200	10	24	24	24	24	24	24	24	24	/	/	/	/
	90 B14	95		115	4	8.5	n° 8		140	10	24	24	24	24	24	24	24	24	/	/	/	/
75	71 B5	110	114	130	4.5	9	n° 8		160	10	/	/	/	/	/	/	14	/	/	14	14	14
	80 B5	130		165	4.5	11	n° 8		200	10	/	/	/	/	/	/	19	19	19	19	19	19
	80 B14	80		100	4	7		n° 4	120	11	/	/	/	/	/	/	19	19	19	19	19	19
	90 B5	130		165	4.5	11	n° 8		200	10	/	24	24	24	24	24	24	24	24	24	24	24
	90 B14	95		115	4	9		n° 4	140	11	/	24	24	24	24	24	24	24	24	24	24	24
	100/112 B5	180		215	5	14	n° 8		250	13	/	28	28	28	28	28	28	28	/	/	/	/
	100 B14	110		130	4.5	9	n° 8		160	11	/	28	28	28	28	28	28	28	/	/	/	/

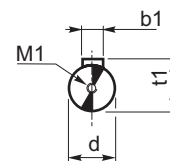
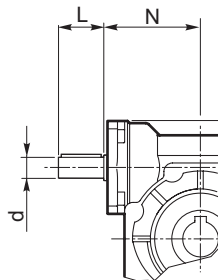
* A richiesta, solo con corpo speciale / Upon request, only with special body / Auf Wunsch nur mit speziellen Körper



SFK.../A

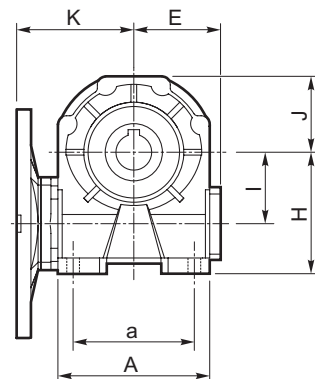
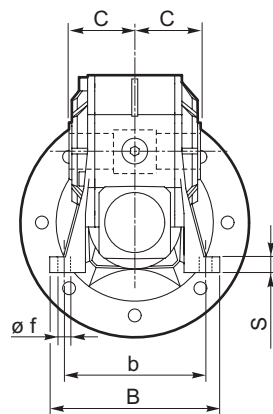


SRK.../A

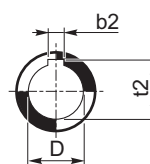
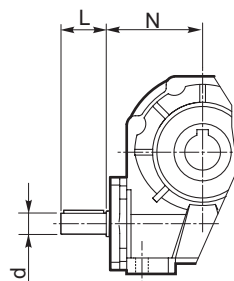


SRK	Albero entrata Input shaft Eingangswelle			
	d (j6)	b1	t1	M1
30	9	3	10.2	M4x10
40	11	4	12.5	M4x10
50	14	5	16	M5x13
63	18	6	20.5	M6x16
75	19	6	21.5	M6x16

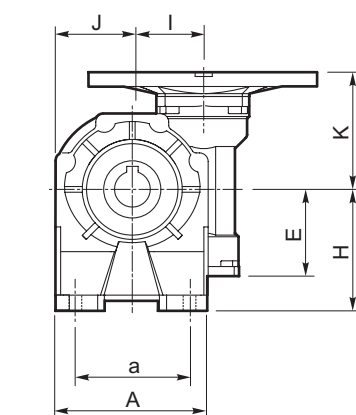
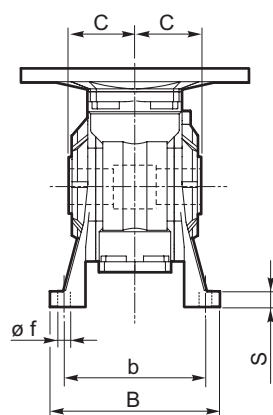
SFK.../B



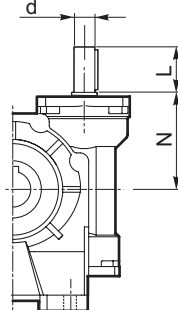
SRK.../B



SFK.../V



SRK.../V



SFK SRK	Albero lento cavo Hollow output shaft Ausgangshohlwelle		
	D H8	b2	t2
30	14	5	16.3
40	19	6	21.8
50	24	8	27.3
63	25	8	28.3
75	28 (30)	8 (8)	31.3 (33.3)

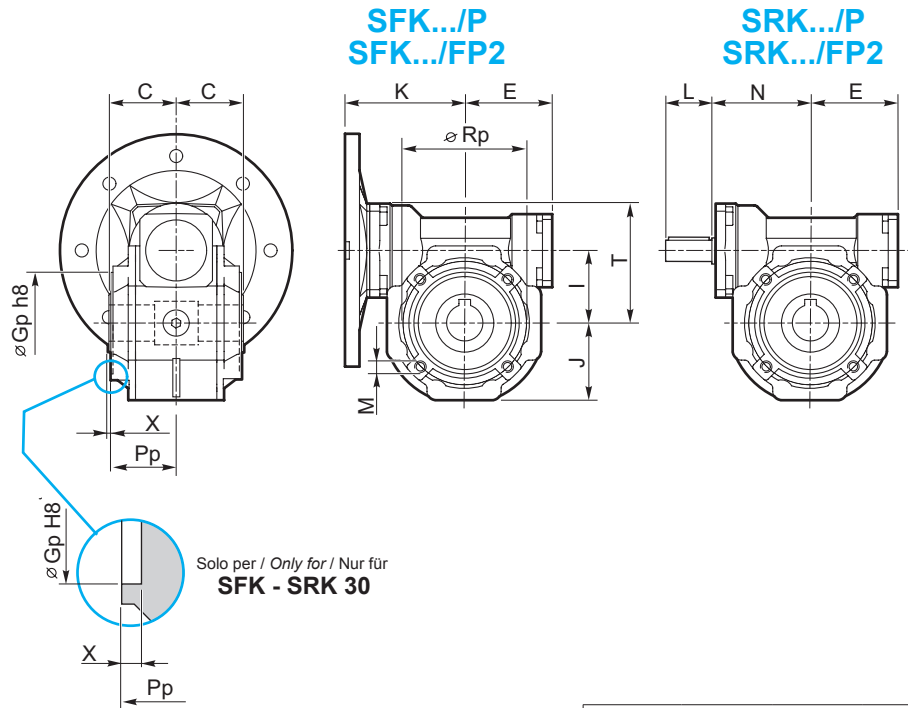
A, B, V

SFK SRK	A	a	B	b	C	E	f	H	I	J	K	L	N	s	T
30	67	52 ÷ 40	78	66	31.5	41	6.5	52	31.5	37.5	57	20	47	5	52.5
40	87	70	100	80 ÷ 88	41	51	7	71	40	43.5	75	22	64	9	68.5
50	115	85	119	96 ÷ 102	49	60	9	85	50	53.5	82	30	74	11	82.5
63	127.5	95	136	111	60	71	11	100	63	64	97	45	80	12	100.5
75	155.5	120	140	112 ÷ 120	60	85	11	115	75	78	114	40	98	12	116.5

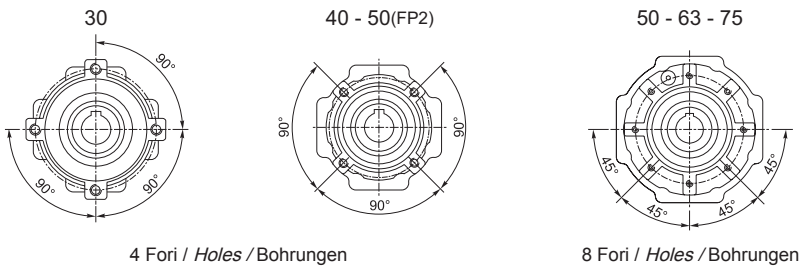
2.8 Dimensioni

2.8 Dimensions

2.8 Abmessungen



Flangia pendolare / Side cover for shaft mounting / Flansch für Drehmomentstütze



4 Fori / Holes / Bohrungen

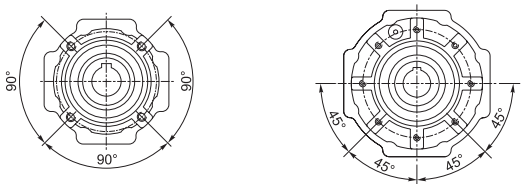
8 Fori / Holes / Bohrungen

P					
SFK SRK	30	40	50	63	75
G _p	42° H8	60 h8	70 h8	70 h8	80 h8
M	M6x8	M6X10	M8x10	M8x14	M8x14
P _p	36	38	46	57.5	57
R _p	56	83	85	85	100
X	5.5	2	2	3.5	2

* Vedere dettaglio (SFK - SRK 30/P)
Pls refer to above detail (SFK - SRK 30/P)
Siehe o.g. Einzelheit (SFK - SRK 30/P)

FP2					
SFK SRK	30	40	50	63	75
G _p h8	—	50 h8	60 h8	—	—
M	—	M6X8.5	M6X9	—	—
P _p	—	38	46	—	—
R _p	—	65	75	—	—
X	—	2	2	—	—

Flangia pendolare speciale / Side special cover for shaft mounting / Flansch für Drehmomentstütze nötig.

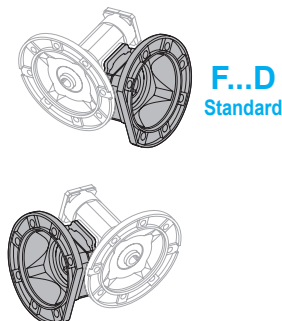
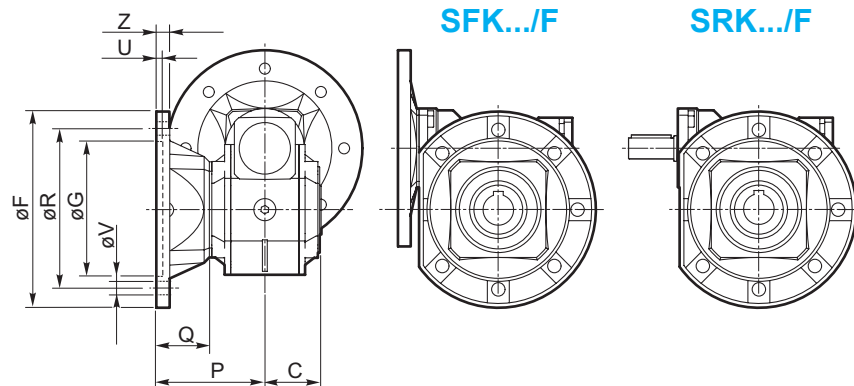


4 Fori / Holes / Bohrungen
Solo per / Only for / Nur für
SFK - SRK 40 / F1
SFK - SRK 40 / F2

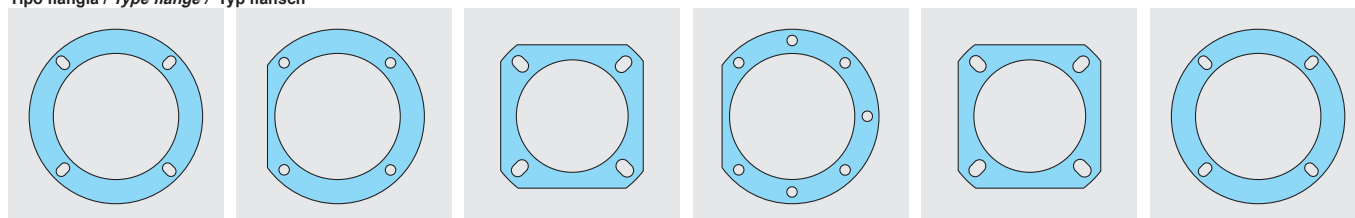
8 Fori / Holes / Bohrungen
Solo per / Only for / Nur für
SFK - SRK 63 / F..
SFK - SRK 75 / F..

SFK SRK	40	63	75
G _p h8	50 h8	75	90
M	M6X8.5	M8x14	M8x14
P _p	38	45	46
R _p	65	90	110
X	2	10	13

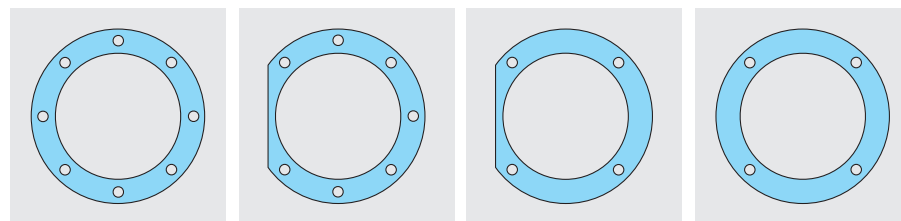
Flangia uscita / Output flange / Abtriebsflansch



Tipo flangia / Type flange / Typ flansch



30	40			50	
F	F	F1* - F2*	F	F1	F2 - F3



63	63	75	63	75	75
F*	F1*	F* - F1*	F2*	F2* - F3* F3A*	F4*

N.B.

La flangia uscita può essere montata solo sul riduttore in versione P.
Le flangie indicate con (*) necessitano di un coperchio speciale.

The output flange is to be mounted to the gearbox P version only.
A special cover is required for the flanges marked by (*).

Der Abtriebsflansch darf nur auf das Getriebe Version P montiert werden.
Für die Flansche mit (*) ausgezeichnet ist einen Sonderdeckel nötig.

SFK SRK	Tipo flangia Type flange Typ flansch	C	F		G (H8)	P	Q	R	U	V			Z
												Ø	
30	F	31.5	71		40	50.5	19	56 ÷ 60	3	n° 4		6.5	6
40	F	41	140		95	82	41	115	5	n° 4		9	9
	F1*			85	60	68.5	27.5	75 ÷ 90	4	n° 4		9	8
	F2*			85	60	98.5	57.5	75 ÷ 90	4	n° 4		9	8
50	F	49	160		110	92	43	130	5		n° 7	11	11
	F1			94	70	92.5	43.5	85 ÷ 100	5	n° 4		11	10
	F2		125		70	73	24	90 ÷ 100	5	n° 4		10.5	10
	F3		125		70	85	36	90	5	n° 4		10.5	10
63	F*	60	180		115	116	56	150	7		n° 8	11	12
	F1*		180		115	86	26	150	5		n° 7	11	11
	F2*		200		130	102	42	165	6	n° 4		11	11
75	F*	60	200		130	111	51	165	6		n° 7	13	13
	F1*		200		130	85	25	165	6		n° 7	13	13
	F2*		175		115	116	56	150	6	n° 4		11	12
	F3*		175		115	85	25	150	5	n° 4		11	12
	F3A*		160		110	85	25	130	5	n° 4		11	12
	F4*		160		110	101	41	130	6	n° 4		11	12

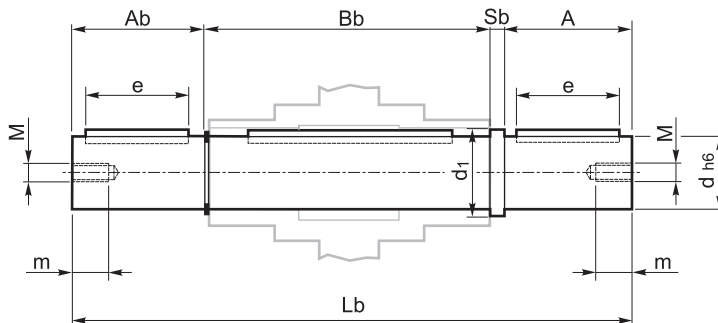
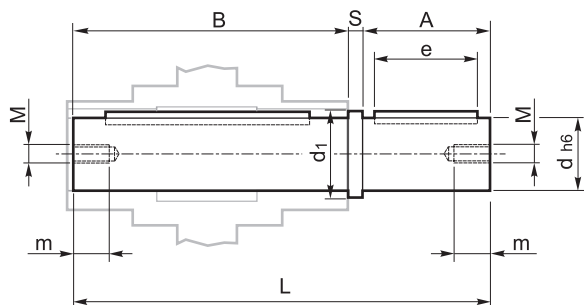
2.9 Accessori

2.10 Accessories

2.9 Zubehör

Albero lento semplice / *Single output shaft* / Standard Abtriebswelle

Albero lento doppio / *Double output shaft* / Doppelte Abtriebswelle



SFK SRK	A	Ab	B	Bb	d (h6)	d1	e	L	Lb	M	m	S	Sb
30	30	29	62	64	14	18.5	20	94.5	126	M6	16	2.5	2.5
40	40	39	77	83.2	19	24.5	30	120	165.2	M6	16	3	3
50	50	49	90	99.2	24	29.5	40	143.5	201.7	M8	22	3.5	3.5
63	60	59	119	121.2	25	29.5	50	183	244.2	M8	22	4	4
75	60	59	119	121.5	28	34.5	50	183	244.5	M8	22	4	4

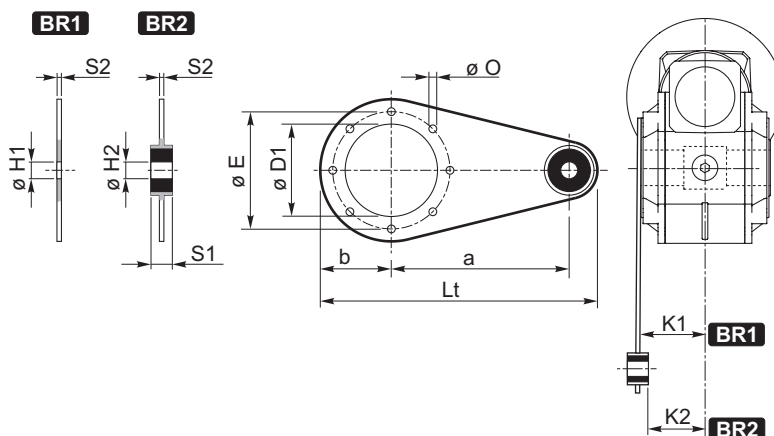
BR1 Senza boccola / *Without bush* / Ohne Büchse

SFK SRK	a	b	D1	E	H1	K1	Lt	O	S1	S2
30	70	34.5	42	56	9	36	119.5	7	—	4
40	90	50	60	83	10	38	165	7	—	4
50	100	55	70	85	10	46	180	9	—	4
63	150	53	70	85	10	57.5	230	9	—	6
75	—	—	—	—	—	—	—	—	—	—

BR2 Con boccola / *With bush* / Mit Büchse

SFK SRK	a	b	D1	E	H2	K2	Lt	O	S1	S2
30	—	—	—	—	—	—	—	—	—	—
40	90	50	60	83	8	33	165	7	14	4
50	100	50	70	85	10	40.5	180	9	14	4
63	150	53	70	85	10	50.5	230	9	20	6
75	150	62	80	100	10	50	240	9	20	6

Braccio di reazione / *Torque arm* / Drehmomentstütze

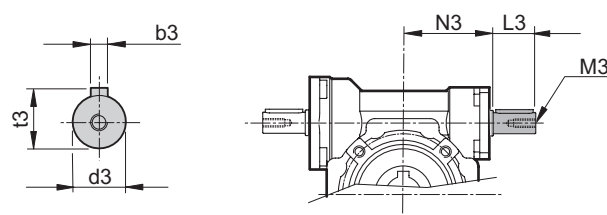
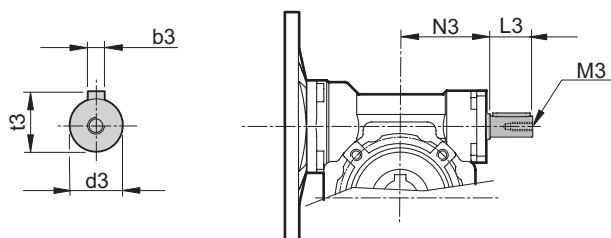


Entrata supplementare
(vite bisporgente)

Additional input
(double extended input shaft)

S.e.A.

Zusatzantrieb
(beidseitige Welle)



SFK	d3 (j6)	L3	M3	N3	b3	t3
30	9	15	M4x10	42.5	3	10.2
40	11	20	M4x12	52.5	4	12.5
50	14	25	M5x13	62.5	5	16
63	19	30	M8x20	72.5	6	21.5
75	24	40	M8x20	89	8	27

SRK	d3 (j6)	L3	M3	N3	b3	t3
30	9	20	M4x10	42.5	3	10.2
40	11	22	M4x10	52.5	4	12.5
50	14	30	M5x13	62.5	5	16
63	18	45	M6x16	72.5	6	20.5
75	19	40	M6x16	89	6	21.5

Opzioni disponibili:

Cuscinetti a rulli conici corona

Available options:

Tapered roller bearing for worm wheel

Auf Anfrage ist folgendes Zubehör
erhältlich:

Kegelrollenlager für Schneckenrad



2.10 Limitatore di coppia cavo passante

Il limitatore di coppia viene consigliato in tutte quelle applicazioni che richiedono una limitazione sulla coppia trasmissibile per proteggere l'impianto e/o preservare il riduttore evitando sovraccarichi o urti indesiderati quanto inaspettati.

È un dispositivo con albero dotato di cavo passante, con funzionamento a frizione, ed è integrato al riduttore, presentando un ingombro limitato.

Concepito per lavorare a bagno d'olio, il dispositivo risulta affidabile nel tempo ed è esente da usura se non viene mantenuto in condizioni prolungate di slittamento (condizione che si verifica quando la coppia presenta valori superiori a quelli di taratura).

La taratura è facilmente regolabile dall'esterno attraverso il serraggio di una ghiera autobloccante che porta a compressione le 4 molle a tazza disposte tra loro in serie.

Il dispositivo non consente:

- l'impiego di cuscinetti a rulli conici in uscita
- funzionamento prolungato in condizioni di slittamento.

Nella tabella seguente vengono riportati i valori delle coppie di slittamento M_{2S} in funzione del n° di giri della ghiera.

I valori di taratura presentano una tolleranza del $\pm 10\%$ e si riferiscono ad una condizione statica.

In condizioni dinamiche è da notare che la coppia di slittamento assume valori diversi a seconda del tipo e/o modalità in cui si verifica il sovraccarico: con valori maggiori in caso di carico uniformemente crescente rispetto a valori più contenuti in seguito al verificarsi di picchi improvvisi di carico.

NOTA: quando si supera il valore di taratura si ha slittamento. Il coefficiente di attrito tra le superfici di contatto da statico diventa dinamico e la coppia trasmessa cala del 30% circa.

E' quindi opportuno prevedere uno stop per poter ripartire al valore di taratura iniziale.

E' importante notare che la coppia di slittamento non resta sempre la medesima durante tutta la vita del limitatore.

Tende infatti a diminuire in rapporto al numero e alla durata degli slittamenti che, rodando le superfici di contatto, ne aumentano il rendimento.

È quindi opportuno verificare periodicamente, soprattutto durante la fase di rodaggio, la taratura del dispositivo.

Là dove sia richiesto un errore più contenuto nella taratura, è necessario testare la coppia trasmissibile sull'impianto.

Il dispositivo viene consegnato tarato alla coppia riportata a catalogo T_{2M} salvo diversa indicazione espressa in fase di ordinazione.

2.10 Torque limiter with through hollow shaft

The use of a torque limiter is advisable when the application requires the limitation of the transmissible torque to safeguard the plant and/or the gearbox from unexpected or undesired overloads.

The torque limiter is equipped with a through hollow shaft and a friction clutch. It is integrated in the gearbox, therefore space requirement is limited.

Designed to be working in oil bath, the device is reliable over time and is not subject to wear unless in case of operation with prolonged slipping (it occurs when the torque values are higher than the calibration values).

Calibration can be easily adjusted from outside by tightening of the self-locking ring nut, which causes the compression of the 4 Belleville washers arranged in series.

The device does not go together with:

- the use of tapered roller bearings at output
- prolonged operation under slipping conditions

The following table shows the values of M_{2S} slipping torques depending on the number of revolutions of the ring nut.

Calibration values feature a $\pm 10\%$ tolerance and refer to static conditions.

Under dynamic conditions the values of the slipping torque will change according to the type of overload: the values are higher if the load increase is uniform; the values are lower if sudden load peaks occur.

NOTE: *Slipping occurs when the setting values are exceeded.*

The friction coefficient between the contact surfaces from static becomes dynamic and the transmitted torque is approx. 30% lower.

It is advisable to have a stop first in order to have a restart based on the initial setting value.

It is important to note that the slipping torque is not the same for the whole life of the torque limiter.

It usually decreases in connection with the numbers and the duration of the slipping which because of the surfaces' lapping will increase the efficiency.

For this reason it is advisable to check the calibration of the device at regular intervals, specially during the running-in period.

Should a smaller calibration error be required, it is necessary to test the transmissible torque on the plant.

The device is supplied already calibrated at the torque reported in the catalogue T_{2M} , unless otherwise specified in the order.

2.10 Drehmomentenbegrenzer mit durchgehender Hohlwelle

Die Anwendung eines Drehmomentbegrenzers wird empfohlen, um die Anlage und/oder das Getriebe gegen ungewünschte und unerwartete Überbelastungen zu schützen.

Es handelt sich um eine Vorrichtung mit einer durchgehenden Hohlwelle.

Er ist in dem Getriebe integriert, d.h. der Raumbedarf ist klein. Der Begrenzer wurde für Betrieb in einem Ölbad entworfen.

Er ist zuverlässig und verschleißfrei (nur im Falle eines dauerhaften Rutschens entsteht Verschleiß, hier ist das Drehmoment größer als der eingestellte Eichwert).

Die Eichung kann mühelos von aussen durch das Anziehen einer selbstsperrenden Mutter ausgeführt werden, dadurch wird der Druck auf die 4 wechselseitig angeordneten Tellerfedern erhöht.

Die Vorrichtung sieht das folgende nicht vor:

- die Verwendung von Kegelrollenlager am Abtrieb
- Längerer Rutschbetrieb

Die nachstehende Tabelle zeigt die Werte der Rutschmomente M_{2S} abhängig von der Anzahl der Umdrehungen der Mutter.

Die Eichwerte weisen $\pm 10\%$ Toleranz auf und beziehen sich auf statische Bedingungen.

Unter dynamischen Bedingungen hat das Rutschmoment verschiedene Werte je nach Art der Überbelastung. Die Werte sind höher, wenn die Belastung gleichmäßig zunimmt; sie sind niedriger im Falle von plötzlichen Belastungsspitzen.

BEMERKUNG: Rutschen tritt auf, wenn die eingestellten Werte überschritten werden. Der Reibungskoeffizient zwischen den Berührungsflächen wird dynamisch anstatt statisch und das übertragene Drehmoment sinkt um ca. 30%.

Es ist daher ratsam, vor dem erneuten Anfahren anzuhalten, um die ursprünglichen Drehmomentwerte zu erreichen.

Es ist wichtig zu beachten, dass das Rutschmoment über die gesamte Lebensdauer der Rutschkupplung nicht konstant bleibt, sondern üblicherweise in Verbindung mit längeren Rutschzyklen aufgrund der eingelaufenen Berührungsflächen abnimmt.

Deswegen ist es ratsam, die Eichung der Vorrichtung besonders während der Einlaufzeit zu prüfen.

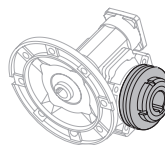
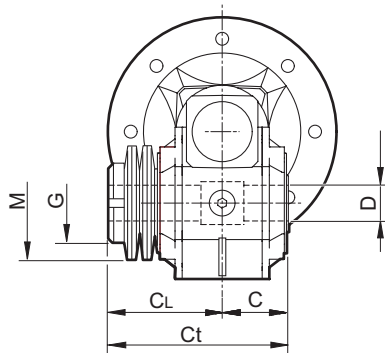
Falls ein niedrigerer Eichfehler gewünscht ist, sollte das übertragbare Drehmoment auf der Anlage getestet werden.

Wenn die Vorrichtung geliefert wird, ist sie schon auf das im Katalog T_{2M} angegebenen Drehmoment geeicht, ausser wenn es in der Bestellung anders angegebene wird.

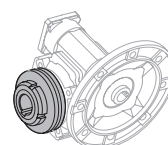
2.10 Limitatore di coppia cavo passante

2.10 Torque limiter with through hollow shaft

2.10 Drehmomentenbegrenzer mit durchgehender Hohlwelle



LD



LS

SFK SRK	C	CL	Ct	D (H8)	M	G
30	31.5	55.5	87	14	50x25.4x1.25	M25X1.5
40	41	67	108	19	56x30.5x1.5	M30X1.5
50	49	79	128	24	45x40.5x2	M40X1.5
63	60	97	157	25	71x40.5x2	M40X1.5
75	60	100	160	28 (30)	90x51x2.7	M50X1.5

() A richiesta / On request / Auf Anfrage

Nella versione con limitatore non è prevista la fornitura degli alberi lenti.

Il dispositivo viene consegnato tarato alla coppia riportata a catalogo T_{2M} salvo diversa indicazione espressa in fase di ordinazione.

The version with torque limiter is supplied without output shafts.

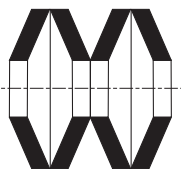
The device is supplied already calibrated at the torque reported in the catalogue T_{2M} , unless otherwise specified in the order.

Die Version mit Drehmomentbegrenzer wird ohne Abtriebswellen geliefert.

Wenn die Vorrichtung geliefert wird, ist sie schon auf das im Katalog mit T_{2M} angegebene Drehmoment geeicht, ausser wenn es in der Bestellung anders angegeben wird.

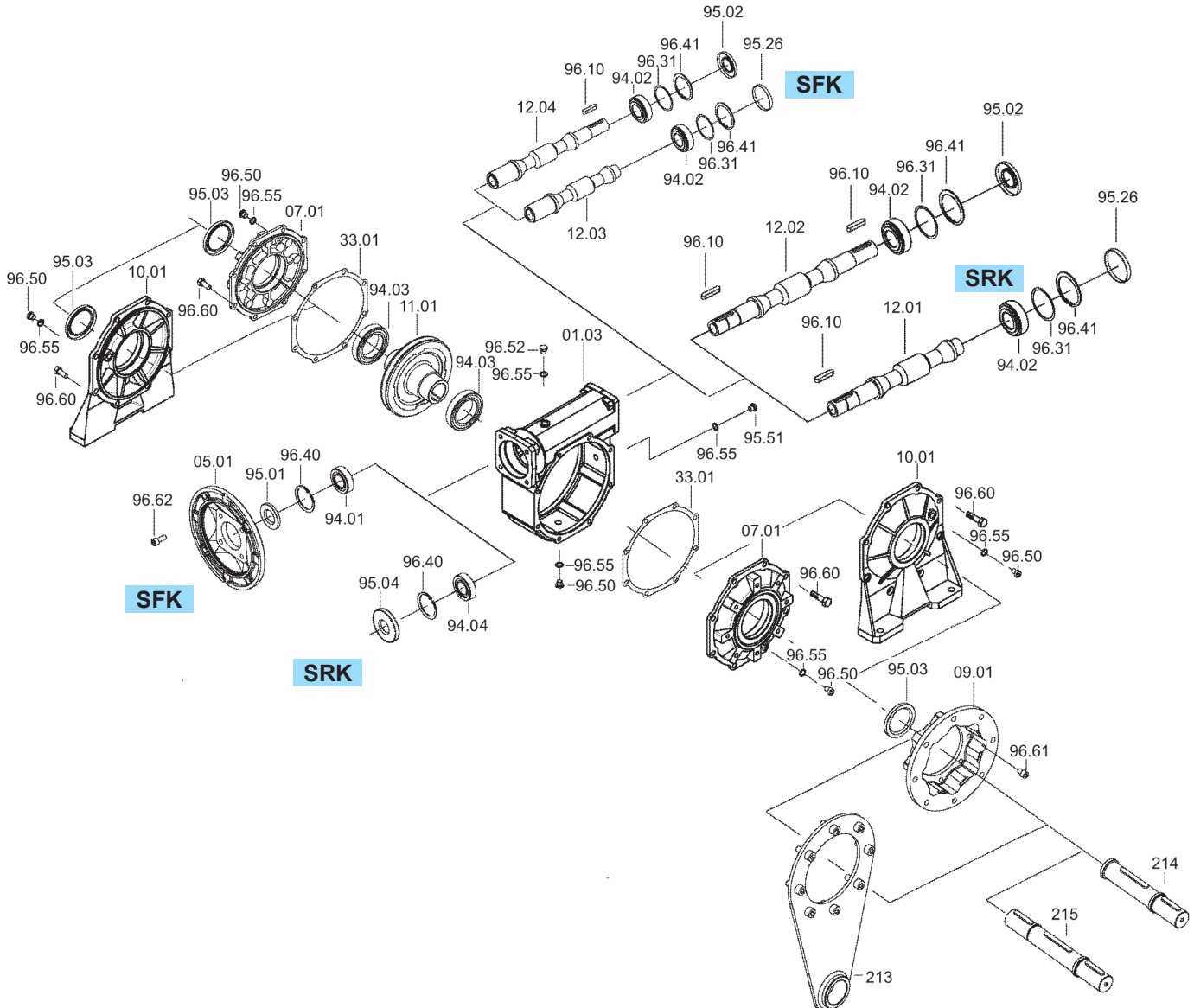
SFK SRK	N°. giri della ghiera di regolazione / N°. revolutions of ring nut / Nr. Umdrehungen der Mutter															
	3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	3	3 1/4	3 1/2	3 3/4	4	4 1/4	4 1/2
	M_{2S} [Nm]															
30		15	18	22	27	32										
40	23	30	35	40	45	50	60									
50		45	60	70	80	90	100	110								
63			80	90	100	110	120	130	140	150	160	170	180	190	200	
75		140	160	180	200	220	240	260	280	300						

Disposizione delle molle
Washers' arrangement
Lage der Feder



IN SERIE (min. coppia, max. sensibilità)
SERIES (min. torque, max sensitivity)
SERIE (min. Moment, max. Empfindlichkeit)

SFK - SRK



SFK SRK	IEC	Cuscinetti / Bearings / Lager				Anelli di tenuta / Oilseals Öldichtungen				Cappellotto Closed oil seal Geschlossene Öldichtung	
		94.01	94.02	94.03	94.04	95.01	95.02	95.03	95.04	95.26	
30	56	61804 (20x32x7)	6000 10x26x8	6005 25x47x12	*32005 25x47x15	6201 12x32x10	20/32/7	10/26/7	25/40/7	12/32/7	ø 26x7
	63	61804 (20x32x7)					20/32/7				
40	56	6303 (17x47x14)	6201 12x32x10	6006 30x55x13	*32006 30x55x17	6303 17x47x14	17/47/7	12/32/7	30/47/7 (30/45/8)	17/47/7	ø 32x7
	63	6204 (20x47x14)					20/47/7				
	71	6005 (25x47x12)					25/47/7				
50	63	6204 (20x47x14)	6203 17x40x12	6008 40x68x15	*32008 40x68x19	6204 20x47x14	20/47/7	17/40/7	40/62/8 (40/56/8)	20/47/7	ø 40x7
	71	6005 (25x47x12)					25/47/7				
	80	6006 (30x55x13)					30/55/7				
63	71	30305 (25x62x18.25)	30204 20x47x15.25	6008 40x68x15	*32008 40x68x19	30305 25x62x18.25	25/62/7	20/47/7	40/62/8	25/62/7	ø 47x7
	80	30206 (30x62x17.25)					30/62/7				
	90	32007 (35x62x18)					35/62/7				
75	71	30206 (30x62x17.25)	30205 25x52x16.25	6010 50x80x16	*32010 50x80x20	30305 25x62x18.25	30/62/7	25/52/7	50/72/8	25/62/7	ø 52x7
	80	30206 (30x62x17.25)					30/62/7				
	90	32007 (35x62x18)					35/62/7				
	100/112	32008 (40x68x19)					40/68/10				

1 : solo con flangia FP2 / only with flange FP2 / Nur mit Flansch für Drehmomentstutze FP2

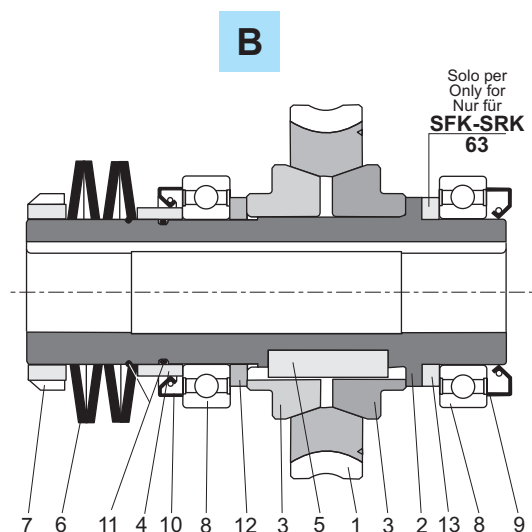
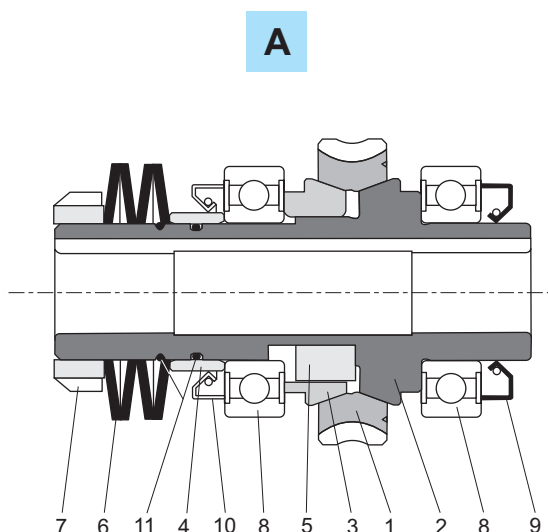
* Cuscinetti a rulli conici a richiesta - Tapered roller bearings on request - Auf Wunsch Kegelrollenlager

SFK - SRK

Limitatore di coppia cavo passante

Torque limiter with through hollow shaft

Drehmomentbegrenzer mit durchgehende Hohlwelle



	A			B	
SFK - SRK					
	30 (LD-LS)	40 (LD - LS)	50 (LD - LS)	63 (LD - LS)	75 (LD - LS)
1	Corona in bronzo / <i>Bronze wheel</i> / Bronzerad				
2	Albero cavo limitatore / <i>Hollow shaft torque limiter</i> / Rutschkupplungs-Hohlwelle				
3	Anello di frizione / <i>Friction ring</i> / Reibring				
4	Distanziale molle / <i>Washers' distance ring</i> / Federdistanzring				
5	Linguetta / <i>Key</i> / Passfeder				
	8x7x10AB	10x8x13AB	12x8x18AB	12x8x40A	16x10x40A
6	Molle a tazza / <i>Belleville washers</i> / Tellerfeder				
7	Ghiera / <i>Metal ring</i> / Metall Ring				
	Cuscinetti / <i>Bearings</i> / Lager				
8	6005 25x47x12	6006 30x55x13	6008 40x68x15	6008 40x68x15	6010 50x80x16
9	Anelli di tenuta / <i>Oilseals</i> / Öldichtungen				
	25x40x7	30x47x7	40x62x8	40x62x8	50x72x8
10	Anelli di tenuta / <i>Oilseals</i> / Öldichtungen				
	30x40x5	35x47x7	48x62x8	48x62x8	58x72x8
11	O-rings in gomma / <i>Rubber O-rings</i> / Gummi-O-ringe				
	OR2087 21.95x1.78	OR2106 26.7x1.78	OR 36.27x1.78	OR 36.27x1.78	OR2187 47.37x1.78
12	-			Distanziale / <i>Spacer</i> / Abstandshülse	
13	-			Distanziale / <i>Spacer</i> / Abstandshülse	-



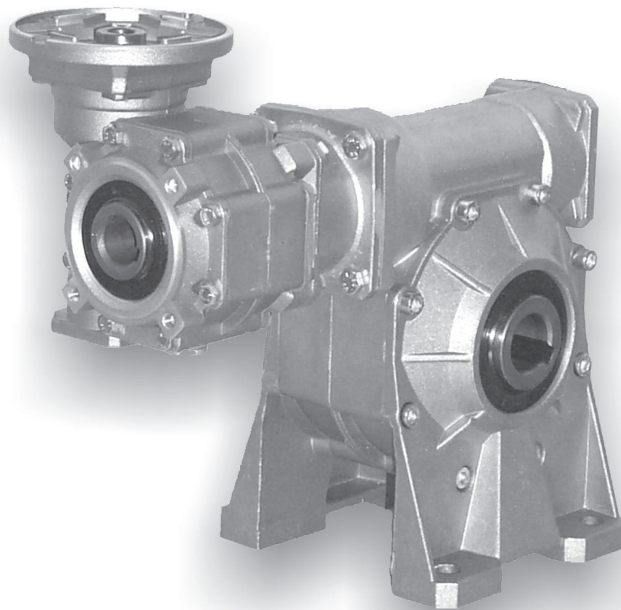
3

RIDUTTORI A VITE SENZA FINE COMBINATI SCFK-SCRK

SCFK-SCRK COMBINED WORM GEARBOXES

KOMBINIERTE- SCHNECKENGETRIEBE SCFK-SCRK

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3.1 Caratteristiche

La combinazione di due riduttori a vite senza fine comporta rendimenti molto bassi, ma l'elevata riduzione di velocità ottenuta in uno spazio ridottissimo rende comunque interessante, e a volte insostituibile, questa soluzione.

Sono forniti con albero cavo di serie ed esiste un'ampia gamma di accessori: seconda entrata, cuscinetti conici sulla corona, flangia uscita, albero lento con 1 o 2 sporgenze, limitatore di coppia con cavo passante, braccio di reazione.

3.1 Characteristics

The combination of two worm gearboxes provides very low efficiency, however the fact that substantial reduction in speed can be obtained in an extremely reduced space makes this solution very interesting and sometimes irreplaceable.

The hollow shaft is supplied as standard. A broad range of accessories is available: second input, tapered roller bearings on the worm wheel, output flange, single or double extended output shaft, torque limiter with through hollow shaft, torque arm.

3.1 Merkmale

Die Kombination zweier Schneckengetriebe bringt sehr niedrigen Wirkungsgrad mit sich, es handelt sich jedoch um eine interessante und manchmal unersetzbare Lösung, weil eine hohe Drehzahlverringern in einem beträchtlich reduzierten Raum erzielt werden kann.

Die Hohlwelle gehört zur serienmäßigen Ausstattung. Eine breite Auswahl an Zubehör ist erhältlich: zweiter Antrieb, Kegelrollenlager auf Schneckenrad, Abtriebsflansch, standard oder doppelseitig herausragende Abtriebswelle, Drehmomentbegrenzer mit durchgehender Hohlwelle, Drehmomentstütze.

3.2 Designazione

3.2 Designation

3.2 Bezeichnung

Riduttore Gearbox Getriebe	Grandezza Size Größe	Rapporto rid. Ratio Untersetzung	Predispos.att. mot. Motor coupling Motoranschluss	Versione Version Version	Forma costruttiva Execution Bauform	Posizione di mont. Mounting position Einbaulage	Limitatore di coppia. Torque limiter Drehmomentbegrenzer	Seconda entrata Additional input Zusatzantrieb	Albero uscita Output shaft Abtriebswelle	Braccio di reazione Torque arm Drehmomentstütze
SCFK	50/75	1200	P.A.M.	FS	a	B3	LD	SeA1	H	BR
		150 200 300 450 600 900 1200 1500 1950 2500 3250 4000 5000 10000	56 63 71 80 90	A B V P F...S F...D	ab cd ef gh ik im no pq	B3 B6 B7 B8 V5 V6	 LD LS	 SeA1 SeA2	 H SD SS DD	 BR1 BR2

Versioni

Versions

Ausführungen

SCFK..A
SCRK..A

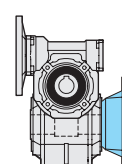
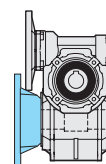
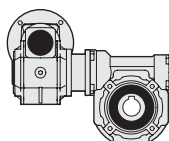
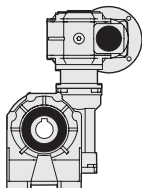
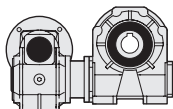
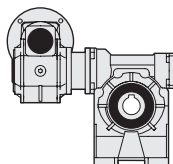
SCFK..B
SCRK..B

SCFK..V
SCRK..V

SCFK..P
SCRK..P

SCFK..F_S
SCRK..F_S

SCFK..F_D
SCRK..F_D



Specificare sempre in fase di ordinazione la versione.

Specify the version when ordering.

Bei der Bestellung immer die Bauform angeben.

3 SCFK - SCRK

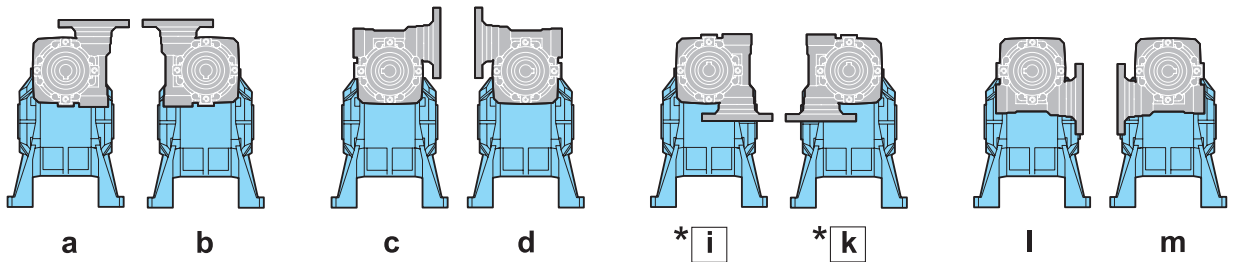
3.2 Designazione

3.2 Designation

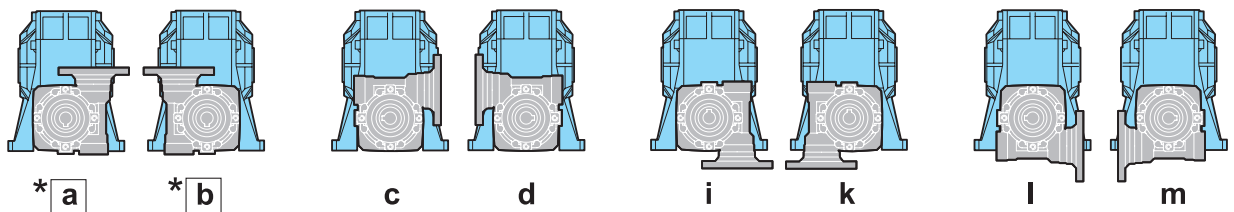
3.2 Bezeichnung

Forma costruttiva / version / Bauform

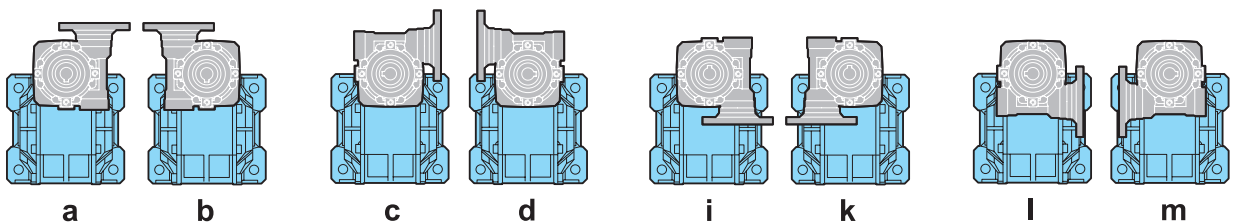
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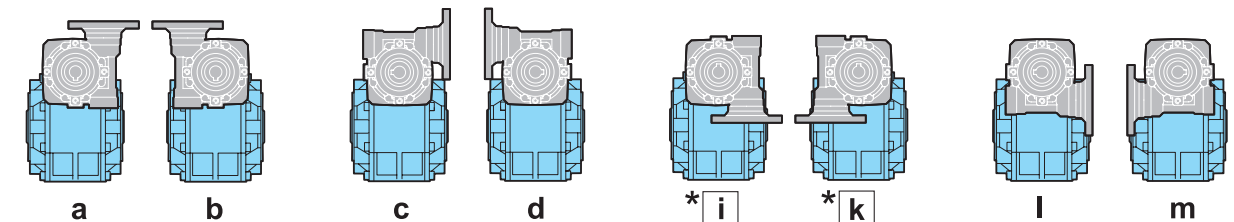
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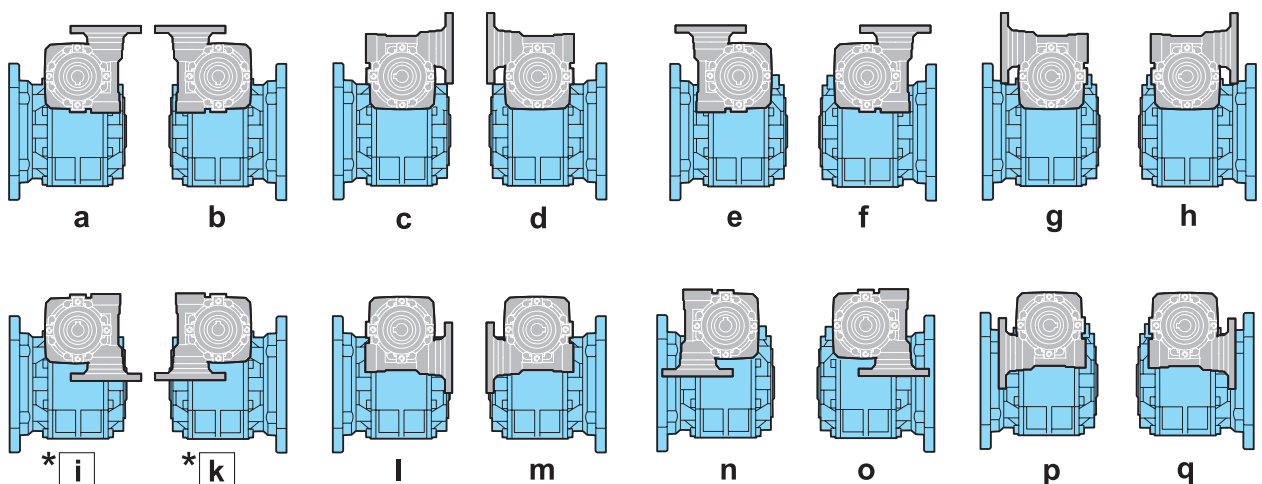
V



P



F



*  Forma costruttiva non realizzabile su: / Version not feasible on: / Bauform nicht ausführbar für:
30/30, 30/40, 30/50 PAM 63B5 (ø 140), 40/63 PAM 71B5 (ø 160)

3.3 Lubrificazione

I riduttori a vite senza fine SCFK - SCRK sono forniti tutti e sempre completi di lubrificante sintetico a base PAG con classe di viscosità ISO 320.

Nei corpi in alluminio è presente un solo tappo di riempimento olio.

Si raccomanda di precisare sempre in fase di ordine la forma costruttiva e la posizione di lavoro desiderata.

3.3 Lubrication

SCFK - SCRK worm gearboxes are supplied with PAG synthetic lubricant featuring an ISO 320 viscosity class.

Aluminium housings have one filling plug only.

Always specify the version and the mounting position when ordering.

3.3 Schmierung

SCFK - SCRK Schneckengetriebe werden mit PAG synthetischen Schmierstoff Viskositätsklasse ISO 320 geliefert.

Gehäuse aus Aluminium verfügen über nur eine Einfüllschraube.

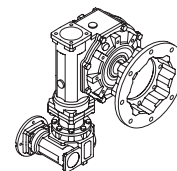
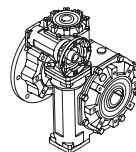
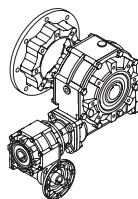
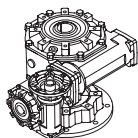
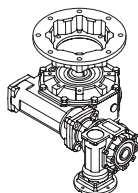
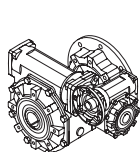
Im Auftrag sind immer Einbaulage und Bauform anzugeben.

Posizioni di montaggio

Mounting positions

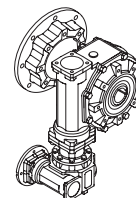
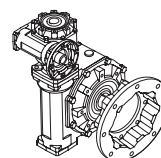
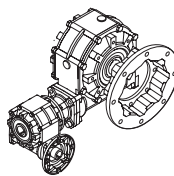
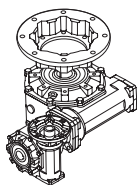
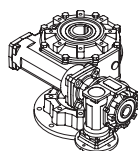
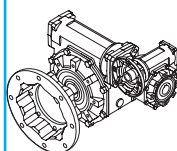
Bezeichnung

F,P



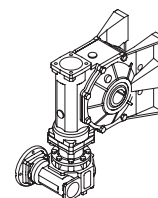
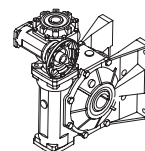
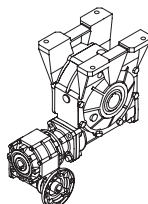
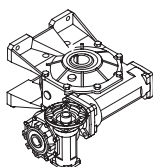
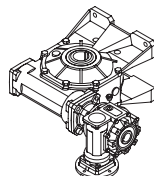
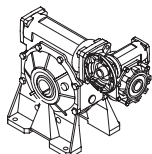
F (b, d, f, h, k, m, o, q)

P (a, b, c, d, i, k, l, m)

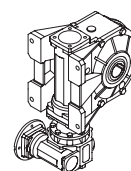
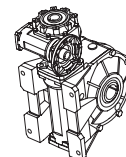
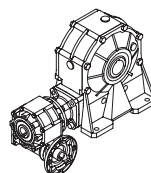
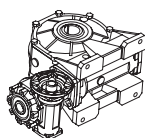
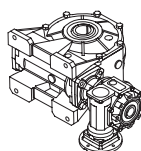
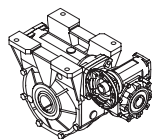


F (a, c, e, g, i, l, n, p)

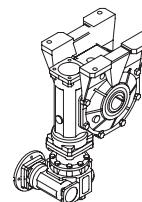
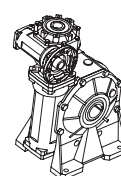
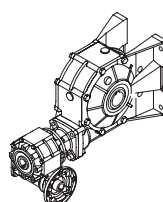
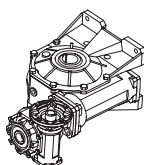
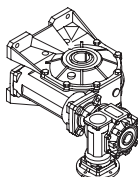
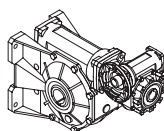
A



B



V



B3

B6

B7

B8

V5

V6

Quantità di lubrificante

Lubricant quantity

Schmiermittelmenge

			Q.tà olio / Oil quantity / Schmiermittelmenge [lt]						
			SCFK - SCRK						
			30/30	30/40	30/50	30/63	40/63	40/75	50/75
Posizioni di montaggio Mounting positions Einbaulage	B3	IN	0.015				0.04		0.08
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26
	B6	IN	0.015				0.04		0.08
		OUT	0.030	0.060	0.120	0.220	0.220	0.34	0.26
	B7	IN	0.015				0.04		0.08
		OUT	0.030	0.060	0.120	0.220	0.220	0.34	0.26
	B8	IN	0.015				0.04		0.08
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26
	V5	IN	0.030				0.06		0.120
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26
	V6	IN	0.030				0.06		0.120
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26

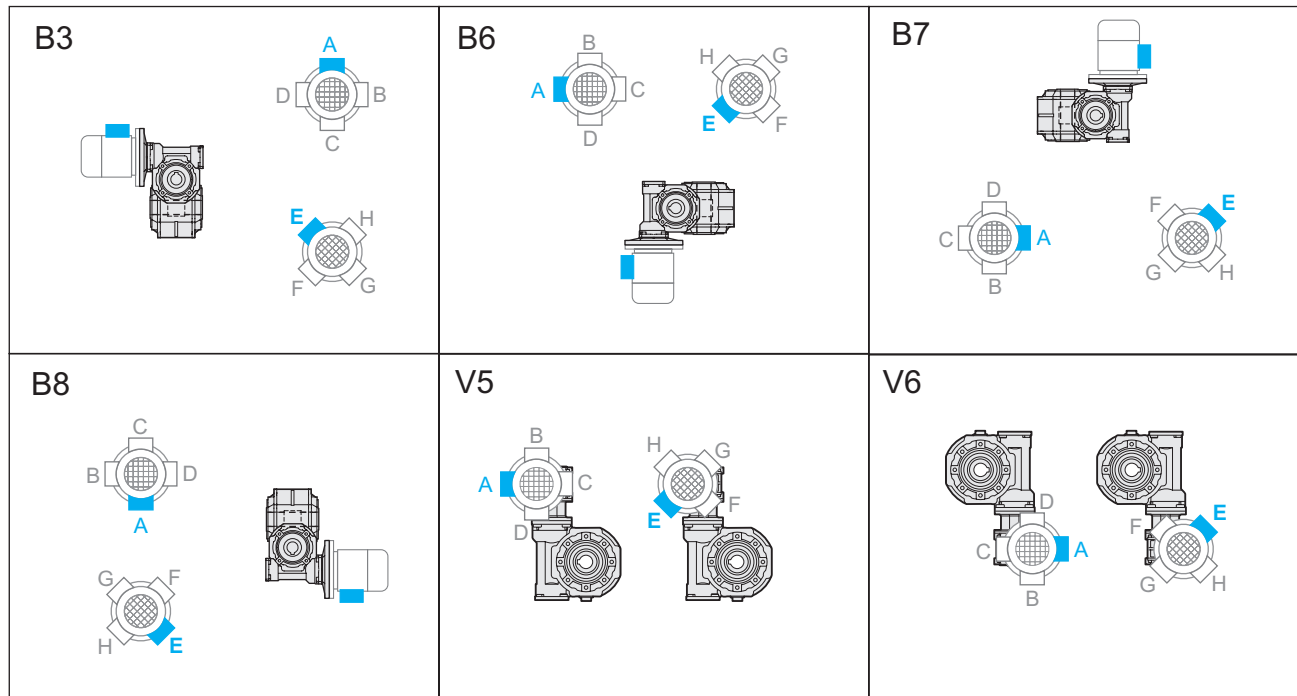
IN = Riduttore entrata / Gearbox at input / Getriebe am Antrieb

OUT = Riduttore uscita / Gearbox at output / Getriebe am Abtrieb

3.4 Posizione morsetteria

3.4 Terminal board position

3.4 Lage der Klemmenkaste



3.5 Dati tecnici

3.5 Technical data

3.5 Technische Daten

30/30	n ₁ = 1400				SCFK				SCRK			
	i _n	30 i ₁	30 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	32	0.06	1.2	56-63		37	0.070	0.51
	200		20	7.0	39	0.06	0.8			32	0.050	0.47
	300			4.7	52*	0.06	0.8*			39	0.045	0.42
	450	15	30	3.1	73*	0.06	0.5*			39	0.032	0.40
	600	20		2.3	91*	0.06	0.4*			39	0.026	0.37
	900	30		1.6	125*	0.06	0.3*			39	0.019	0.34
	1200	40		1.2	149*	0.06	0.3*			39	0.016	0.30
	1500	50		0.9	173*	0.06	0.2*			39	0.014	0.28
1950	65	0.7		209*	0.06	0.2*	56	39	0.011	0.26		
2500	50	50	0.6	235*	0.06	0.1*	56-63	30	0.008	0.23		
3250	65		0.4	283*	0.06	0.11*	56	30	0.006	0.21		
4000	80		0.4	328*	0.06	0.09*		30	0.005	0.20		
5000	100		0.3	385*	0.06	0.08*		30	0.005	0.19		
10000	100	100	0.1	609*	0.06	0.03*		17	0.002	0.15		

30/40	n ₁ = 1400				SCFK					SCRK		
	i _n	30 i ₁	40 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	72	0.13	1.1	56-63		82	0.148	0.54
	200		20	7.0	76	0.11	1.0			76	0.110	0.51
	300		30	4.7	79	0.09	1.0			82	0.094	0.43
	450	15		3.1	74	0.06	1.1			82	0.067	0.40
	600	20		2.3	92	0.06	0.9			82	0.054	0.37
	900	30		1.6	126*	0.06	0.6*			82	0.039	0.34
	1200	40		1.2	151*	0.06	0.5*			82	0.033	0.31
	1500	50		0.9	176*	0.06	0.5*			82	0.028	0.29
1950	65	0.7	212*	0.06	0.4*	56	82	0.023	0.27			
2500	50	50	0.6	236*	0.06	0.3*	56-63	68	0.017	0.23		
3250	65		0.4	285*	0.06	0.24*	56	68	0.014	0.21		
4000	80		0.4	330*	0.06	0.21*		68	0.012	0.20		
5000	100		0.3	387*	0.06	0.18*		68	0.011	0.19		
10000		100	0.1	626*	0.06	0.06*		35	0.003	0.15		

30/50	n ₁ = 1400				SCFK				SCRK			
	i _n	30 i ₁	50 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd
								B5	B14			
	150	10	15	9.3	124	0.22	1.2	56-63		149	0.265	0.55
	200		20	7.0	129	0.18	1.1			144	0.201	0.52
	300			4.7	118	0.13	1.3			150	0.166	0.44
	450	15	30	3.1	140	0.11	1.1			150	0.118	0.42
	600	20		2.3	143	0.09	1.0			150	0.094	0.39
	900	30		1.6	131	0.06	1.1			150	0.069	0.36
	1200	40		1.2	156	0.06	1.0			150	0.058	0.32
1500	50	0.9		182	0.06	0.8			150	0.049	0.30	
1950	65	0.7		220*	0.06	0.7*	56	150	0.041	0.28		
2500	50	50	0.6	253*	0.06	0.5*	56-63	125	0.030	0.25		
3250	65		0.4	305*	0.06	0.41*	56	125	0.025	0.23		
4000	80		0.4	354*	0.06	0.35*		125	0.021	0.22		
5000	100		0.3	414*	0.06	0.30*		125	0.018	0.20		
10000	100	0.1	645*	0.06	0.11*	69		0.006	0.16			

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$

30/63	n ₁ = 1400				SCFK					SCRK		
	i _n	30 i ₁	63 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	126	0.22	1.8	56-63		228	0.400	0.56
	200		20	7.0	162	0.22	1.7			279	0.378	0.54
	300		30	4.7	207	0.22	1.3			268	0.285	0.46
	450	15		3.1	238	0.18	1.1			268	0.202	0.43
	600	20		2.3	215	0.13	1.2			268	0.162	0.40
	900	30		1.6	250	0.11	1.1			268	0.118	0.37
	1200	40		1.2	243	0.09	1.1			268	0.099	0.33
	1500	50		0.9	189	0.06	1.4			268	0.085	0.31
1950	65	0.7		228	0.06	1.2	56	268	0.071	0.29		
2500	50	50	0.6	265	0.06	0.8	56-63		222	0.050	0.26	
3250	65		0.4	319*	0.06	0.70*	56	222	0.042	0.24		
4000	80		0.4	369*	0.06	0.60*		222	0.036	0.23		
5000	100		0.3	433*	0.06	0.51*		222	0.031	0.21		
10000		100	0.1	663*	0.06	0.21*		138	0.012	0.16		


8.5

40/63	n ₁ = 1400				SCFK				SCRK			
	i _n	40 i ₁	63 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	214	0.37	1.2	63-71	261	0.452	0.56	
	200		20	7.0	277	0.37	1.0		279	0.373	0.55	
	300		30	4.7	238	0.25	1.1		268	0.282	0.46	
	450	15		3.1	244	0.18	1.1		268	0.197	0.44	
	600	20		2.3	226	0.13	1.2		268	0.154	0.43	
	900	30		1.6	257	0.11	1.0		268	0.115	0.38	
	1200	40		1.2	264	0.09	1.0		268	0.091	0.36	
	1500	50		0.9	203	0.06	1.3	63	268	0.079	0.33	
1950	65	0.7		241	0.06	1.1	56-63	268	0.067	0.30		
2500	50	50	0.6	284	0.06	0.8		222	0.047	0.28		
3250	65		0.4	338*	0.06	0.66*		222	0.039	0.25		
4000	80		0.4	400*	0.06	0.55*		222	0.033	0.24		
5000	100		0.3	471*	0.06	0.47*		222	0.028	0.23		
10000	100	100	0.1	722*	0.06	0.19*		138	0.011	0.18		

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$

3.5 Dati tecnici

3.5 Technical data

3.5 Technische Daten

40/75	n ₁ = 1400				SCFK				SCRK			
	i _n	40 i ₁	75 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd
								B5	B14			
	150	10	15	9.3	322	0.55	1.3	63-71		409	0.698	0.57
	200		20	7.0	417	0.55	1.1			442	0.593	0.56
	300		30	4.7	358	0.37	1.2			418	0.432	0.47
	450	15		3.1	346	0.25	1.2			418	0.302	0.45
	600	20		2.3	390	0.22	1.1			418	0.236	0.43
	900	30		1.6	309	0.13	1.4			418	0.176	0.39
	1200	40		1.2	388	0.13	1.1			418	0.140	0.36
1500	50	0.9		379	0.11	1.1	63		418	0.121	0.34	
1950	65	50	0.7	368	0.09	1.1	56-63		418	0.102	0.31	
2500	50		0.6	296	0.06	1.3			381	0.077	0.29	
3250	65		0.4	352	0.06	1.08			381	0.065	0.26	
4000	80		0.4	417	0.06	0.91			381	0.055	0.25	
5000	100		0.3	491*	0.06	0.78*			381	0.047	0.24	
10000		100	0.1	762*	0.06	0.30*			232	0.018	0.19	

50/75	n ₁ = 1400				SCFK				SCRK			
	i _n	50 i ₁	75 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd
								B5	B14			
	150	10	15	9.3	409	0.75	1.0	71-80		409	0.750	0.57
	200		20	7.0	422	0.55	1.0			442	0.576	0.56
	300		30	4.7	363	0.37	1.2			418	0.427	0.48
	450	15		3.1	350	0.25	1.2			418	0.299	0.46
	600	20		2.3	418	0.25	1.0			418	0.250	0.42
	900	30		1.6	418	0.18	1.0			418	0.180	0.40
	1200	40		1.2	406	0.13	1.0			418	0.134	0.38
1500	50	0.9		470	0.13	0.9	71	418	0.116	0.35		
1950	65	0.7	572*	0.13	0.7*	63-71		418	0.095	0.33		
2500	50	0.6	674*	0.13	0.6*			381	0.074	0.30		
3250	65	0.4	819*	0.13	0.47*			381	0.060	0.28		
4000	80	0.4	939*	0.13	0.41*			381	0.053	0.26		
5000	100	0.3	1108*	0.13	0.34*			381	0.045	0.25		
10000		100	0.1	1719*	0.13			0.13*	232	0.018	0.19	

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

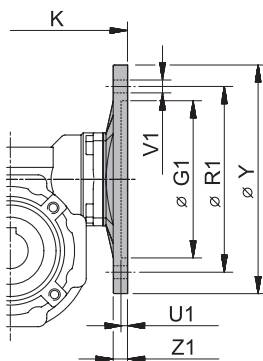
* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$

3.6 Predisposizioni possibili

3.6 Possible set-ups

3.6 Mögliche Vorrichtungen



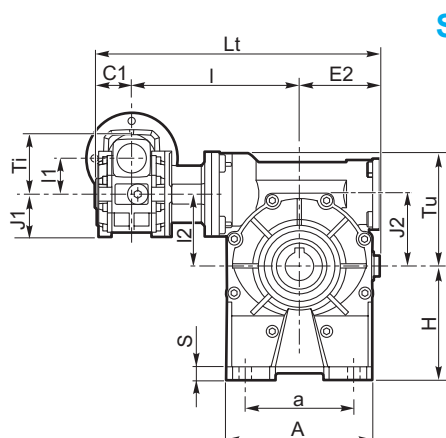
SCFK	PAM IEC	G ₁	K	R ₁	U ₁	V1			Y	Z ₁	Diametro fori PAM / Holes diameter IEC-Input Bohrungsdurchmesser IEC-Antrieb								
											150 200 300	450	600	900	1200	1500 2500	1950 3250	4000	5000 10000
30/30 30/40 30/50 30/63	56 B5	80	57	100	4	7	n° 8		120	8	9	9	9	9	9	9	9	9	9
	56 B14	50		65	3.5	6	n° 8		80	8	9	9	9	9	9	9	9	9	9
	63 B5	95		115	4	9	n° 8		140	8	11	11	11	11	11	11	11	11	/
	63 B14	60		75	4	6	n° 8		90	8	11	11	11	11	11	11	11	11	/
40/63 40/75	56 B5	80	75	100	4	7	n° 8		120	9	/	/	/	/	/	/	/	9	9
	56 B14	50		65	3.5	6		n° 4	80	8	/	/	/	/	/	/	/	9	9
	63 B5	95		115	4	9	n° 8		140	9	11	11	11	11	11	11	11	11	11
	63 B14	60		75	3.5	6		n° 4	90	8	11	11	11	11	11	11	11	11	11
	71 B5	110		130	4.5	9	n° 8		160	10	14	14	14	14	14	14	14	/	/
	71 B14	70		85	3.5	7	n° 8		105	8	14	14	14	14	14	14	14	/	/
50/75	63 B5	95	82	115	4	9	n° 8		140	9	/	/	/	/	/	/	11	11	11
	63 B14	60		75	3.5	6		n° 4	90	8	/	/	/	/	/	/	11	11	11
	71 B5	110		130	4.5	9	n° 8		160	10	14	14	14	14	14	14	14	14	14
	71 B14	70		85	3.5	7	(n° 8)*	n° 4	105	8	14	14	14	14	14	14	14	14	14
	80 B5	130		165	4.5	11	n° 8		200	10	19	19	19	19	19	19	19	/	/
	80 B14	80		100	4	7	n° 8		120	10	19	19	19	19	19	19	19	/	/

* A richiesta, solo con corpo speciale / Upon request, only with special body / Auf Wunsch nur mit speziellen Körper

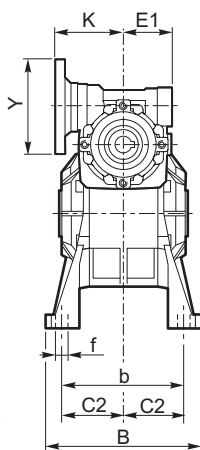
3.7 Dimensioni

3.7 Dimensions

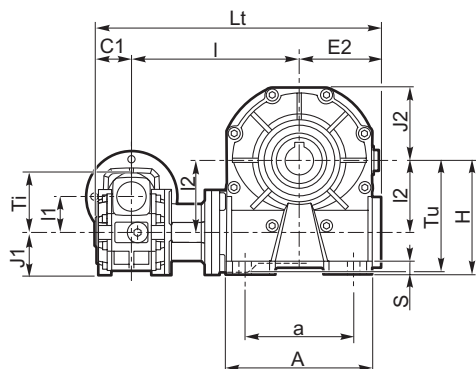
3.7 Abmessungen



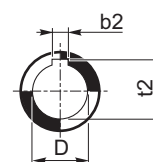
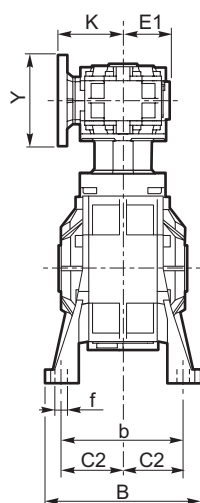
SCFK.../A



SCFK.../B



SCFK.../V

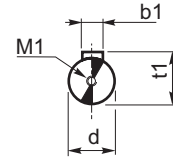
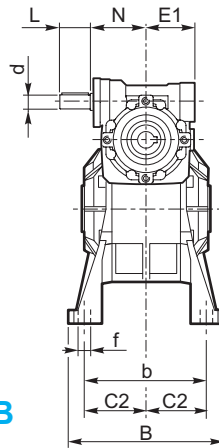
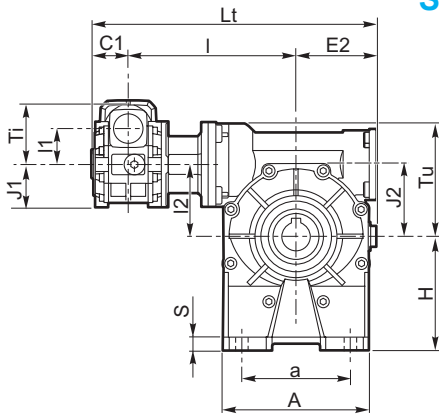


SCFK	Albero lento cavo Hollow output shaft Ausgangshohlwelle		
	D H8	b2	t2
30/30	14	5	16.3
30/40	19	6	21.8
30/50	24	8	27.3
30/63 40/63	25	8	28.3
40/75 50/75	28 (30)	8 (8)	31.3 (33.3)

A, B, V

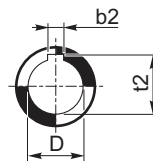
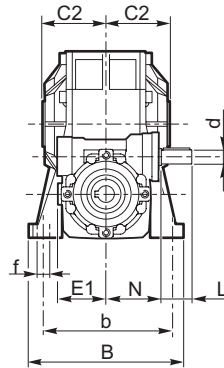
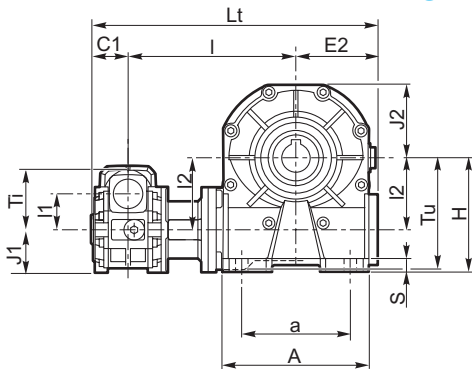
SCFK	A	a	B	b	C1	C2	E1	E2	f	H	I	I1	I2	J1	J2	Kc	Lt	S	Ti	Tu
30/30	67	52 ÷ 40	78	66	31.5	31.5	41	41	6.5	52	100	31.5	31.5	37.5	37.5	57	171.5	5	52.5	52.5
30/40	87	70	100	80 ÷ 88		41		51	7	71	122		40		43.5	57	203.5	9		68.5
30/50	115	85	119	96 ÷ 102		49		60	9	85	132		50		53.5	57	223.5	11		82.5
30/63	127.5	95	136	111		60		71	11	100	147		63		64	57	248.5	12		100.5
40/63	127.5	95	136	111	39	60	51	71	11	100	152	40	63	43.5	64	75	261	12	68.5	100.5
40/75	155.5	120	140	112+120		60		85	11	115	176.5		75		78	75	301.5	12		116.5
50/75	155.5	120	140	112+120		46	60	85	11	115	192	50	75	53.5	78	82	324	12	82.5	116.5

SCRK.../A

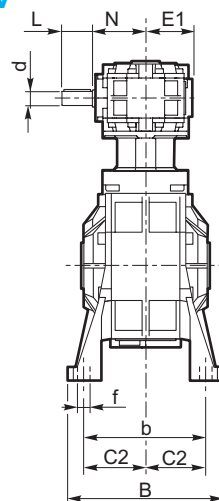
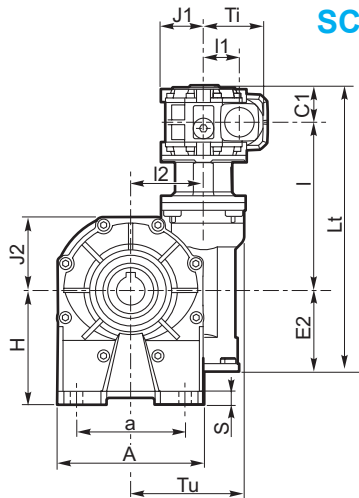


SCRK	Albero entrata Input shaft Eingangswelle			
	d (j6)	b1	t1	M1
30/30 30/40 30/50 30/63	9	3	10.2	M4x10
40/63 40/75	11	4	12.5	M4x10
50/75	14	5	16	M5x13

SCRK.../B



SCRK.../V



SCRK	Albero lento cavo Hollow output shaft Ausgangshohlwelle		
	D H8	b2	t2
3030	14	5	16.3
30/40	19	6	21.8
30/50	24	8	27.3
30/63 40/63	25	8	28.3
40/75 50/75	28 (30)	8 (8)	31.3 (33.3)

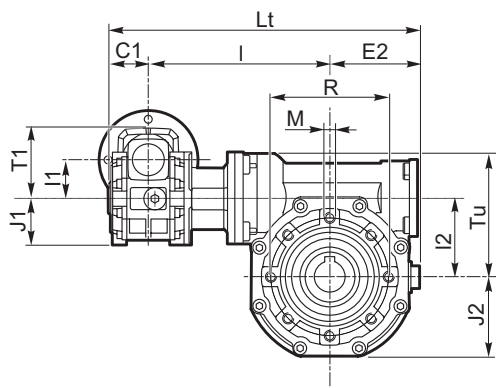
A, B, V

SCRK	A	a	B	b	C1	C2	E1	E2	f	H	I	I1	I2	J1	J2	Lt	L	N	S	Ti	Tu
30/30	67	52 ÷ 40	78	66	31.5	31.5	41	41	6.5	52	100	31.5	31.5	37.5	37.5	171.5	20	47	5	52.5	52.5
30/40	87	70	100	80 ÷ 88		41		51	7	71	122		40		43.5	203.5			9		68.5
30/50	115	85	119	96 ÷ 102		49		60	9	85	132		50		53.5	223.5			11		82.5
30/63	127.5	95	136	111		60		71	11	100	147		63		64	248.5			12		100.5
40/63	127.5	95	136	111	39	60	51	71	11	100	152	40	63	43.5	64	261	22	64	12	68.5	100.5
40/75	155.5	120	140	112 ÷ 120		60		85	11	115	176.5		75		78	301.5			12		116.5
50/75	155.5	120	140	112 ÷ 120		46		85	11	115	192		75		53.5	324			12		116.5

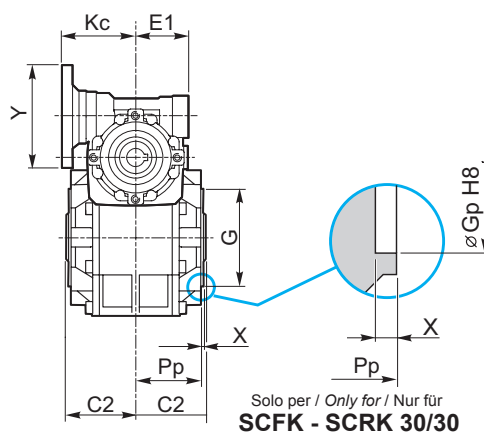
3.7 Dimensioni

3.7 Dimensions

3.7 Abmessungen



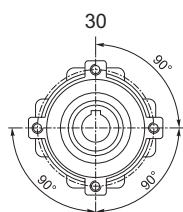
SCFK.../P
SCFK.../FP2



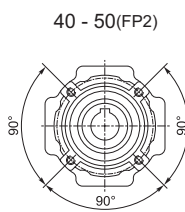
SCRK.../P
SCRK.../FP2

Solo per / Only for / Nur für
SCFK - SCRK 30/30

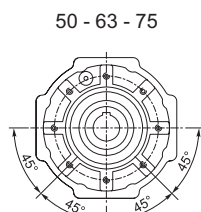
Flangia pendolare / Side cover for shaft mounting / Flansch für Drehmomentstütze



4 Fori / Holes / Bohrungen



40 - 50(FP2)

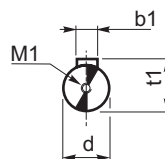


50 - 63 - 75

8 Fori / Holes / Bohrungen

P

SCFK SCRK	30/30	30/40	30/50	30/63 40/63	40/75 50/75
G_p	42* H8	60 h8	70 h8	70 h8	80 h8
M	M6x8	M6x10	M8x10	M8x14	M8x14
P_p	36	38	46	57.5	57
R_p	56	83	85	85	100
X	5.5	2	2	3.5	2



SCRK	Albero entrata Input shaft Eingangswelle			
	d (j6)	b1	t1	M1
30/30 30/40 30/50 30/63	9	3	10.2	M4x10
40/63 40/75	11	4	12.5	M4x10
50/75	14	5	16	M5x13

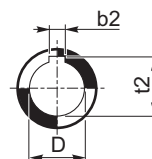
* Vedere dettaglio (SCFK - SCRK 30/P)

Pls refer to above detail (SCFK - SCRK 30/P)

Siehe o.g. Einzelheit (SCFK - SCRK 30/P)

FP2

SCFK SCRK	30/30	30/40	30/50	30/63 40/63	40/75 50/75
G_p h8	—	50 h8	60 h8	—	—
M	—	M6x8.5	M6x9	—	—
P_p	—	38	46	—	—
R_p	—	65	75	—	—
X	—	2	2	—	—



SCFK SCRK	Albero lento cavo Hollow output shaft Ausgangshohlwelle		
	D H8	b2	t2
30/30	14	5	16.3
30/40	19 (18)	6 (6)	21.8 (20.8)
30/50	24 (25)	8 (8)	27.3 (28.3)
30/63 40/63	25	8	28.3
40/75 50/75	28 (30)	8 (8)	31.3 (33.3)

P - FP2

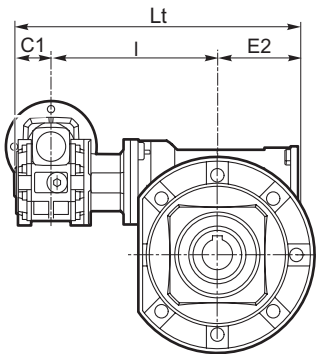
SCFK SCRK	C1	C2	E1	E2	I	I1	I2	J1	J2	Kc	L	Lt	N	Ti	Tu
30/30	31.5	31.5	41	41	100	31.5	31.5	37.5	37.5	57	20	171.5	47	52.5	52.5
30/40		41		51	122		40		43.5	57		203.5			68.5
30/50		49		60	132		50		53.5	57		223.5			82.5
30/63		60		71	147		63		64	57		248.5			100.5
40/63	39	60	51	71	152	40	63	43.5	64	75	22	261	64	68.5	100.5
40/75				85	176.6		75		78	75		301.5			116.5
50/75	46		60	85	192	50	75	53.5	78	82	30	324	74	82.5	116.5

3.7 Dimensioni

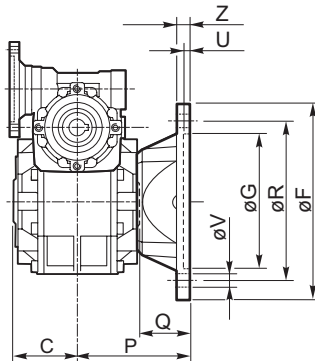
3.7 Dimensions

3.7 Abmessungen

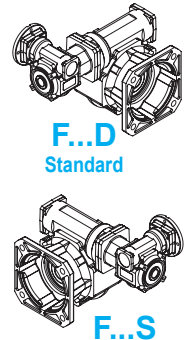
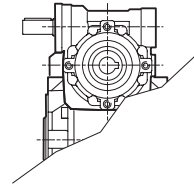
Flangia uscita / Output flange / Abtriebsflansch



SCFK.../F



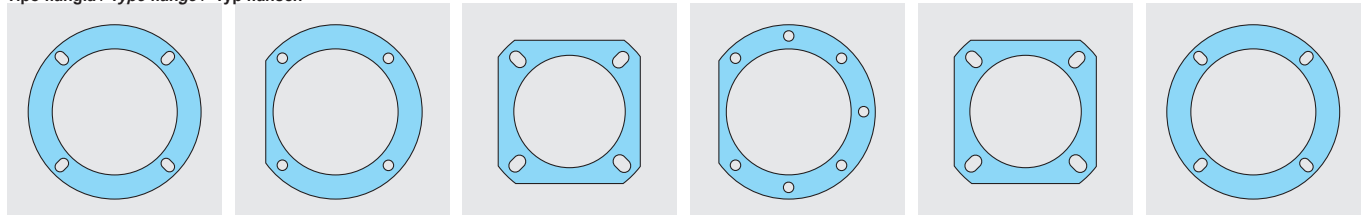
SCRK.../F



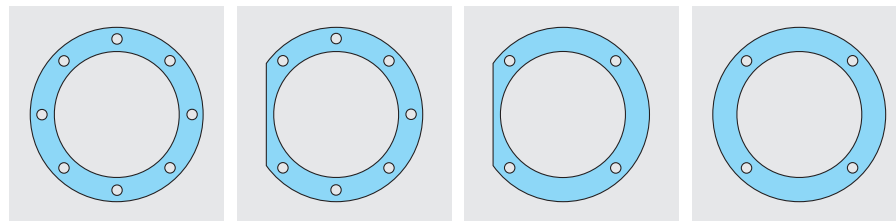
F...D
Standard

F...S

Tipo flangia / Type flange / Typ flansch



30/30	30/40			30/50	
F	F	F1* - F2*	F	F1	F2 - F3



N.B.

La flangia uscita può essere montata solo sul riduttore in versione P.
Le flangie indicate con (*) necessitano di un coperchio speciale.

The output flange is to be mounted to the gearbox P version only.
A special cover is required for the flanges marked by (*).

Der Abtriebsflansch darf nur auf das Getriebe Version P montiert werden.
Für die Flansche mit (*) ausgezeichnet ist einen Sonderdeckel nötig.

30/63 40/63	63	40/75 50/75	30/63 40/63	40/75 50/75	40/75 50/75
F*	F1*	F* - F1*	F2*	F2* - F3* F3A*	F4*

SCFK SCRK	Tipo flangia Type flange Typ flansch	C	F		G (H8)	P	Q	R	U	V			Z
												Ø	
30/30	F	31.5	71		40	50.5	19	56 ÷ 60	3	n° 4		6.5	6
30/40	F	41	140		95	82	41	115	5	n° 4		9	9
	F1*			85	60	68.5	27.5	75 ÷ 90	4	n° 4		9	8
	F2*			85	60	98.5	57.5	75 ÷ 90	4	n° 4		9	8
30/50	F	49	160		110	92	43	130	5		n° 7	11	11
	F1			94	70	92.5	43.5	85 ÷ 100	5	n° 4		11	10
	F2		125		70	73	24	90 ÷ 100	5	n° 4		10.5	10
	F3		125		70	85	36	90	5	n° 4		10.5	10
30/63 40/63	F*	60	180		115	116	56	150	7		n° 8	11	12
	F1*		180		115	86	26	150	5		n° 7	11	11
	F2*		200		130	102	42	165	6	n° 4		11	11
40/75 50/75	F*	60	200		130	111	51	165	6		n° 7	13	13
	F1*		200		130	85	25	165	6		n° 7	13	13
	F2*		175		115	116	56	150	6	n° 4		11	12
	F3*		175		115	85	25	150	5	n° 4		11	12
	F3A*		160		110	85	25	130	5	n° 4		11	12
	F4*		160		110	101	41	130	6	n° 4		11	12

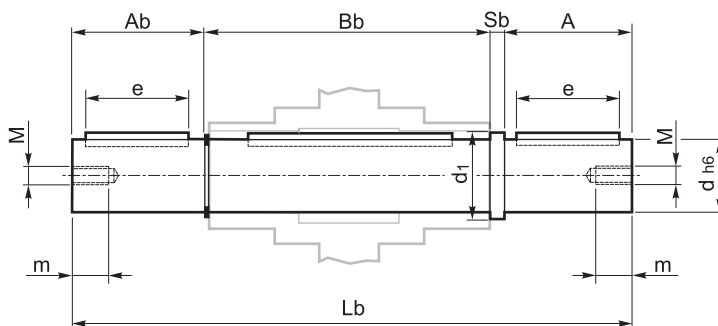
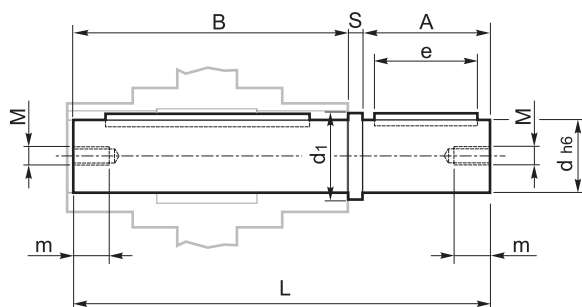
3.8 Accessori

3.8 Accessories

3.8 Zubehör

Albero lento semplice / *Single output shaft* / Standard Abtriebswelle

Albero lento doppio / *Double output shaft* / Doppelte Abtriebswelle



SCFK SCRK	A	Ab	B	Bb	d (h6)	d1	e	L	Lb	M	m	S	Sb
30/30	30	29	62	64	14	18.5	20	94.5	126	M6	16	2.5	2.5
30/40	40	39	77	83.2	19	24.5	30	120	165.2	M6	16	3	3
30/50	50	49	90	99.2	24	29.5	40	143.5	201.2	M8	22	3.5	3.5
30/63 40/63	60	59	119	121.2	25	29.5	50	183	244.2	M8	22	4	4
40/75 50/75	60	59	119	121.5	28	34.5	50	183	244.5	M8	22	4	4

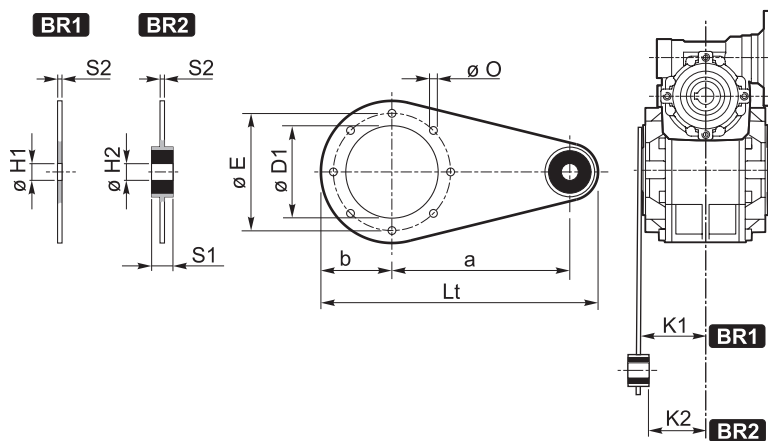
BR1 Senza boccola / *Without bush* / Ohne Büchse

SCFK SCRK	a	b	D1	E	H1	K1	Lt	O	S1	S2
30/30	70	34.5	42	56	9	36	119.5	7	—	4
30/40	90	50	60	83	10	38	165	7	—	4
30/50	100	55	70	85	10	46	180	9	—	4
30/63 40/63	150	53	70	85	10	57.5	230	9	—	6

BR2 Con boccola / *With bush* / Mit Büchse

SCFK SCRK	a	b	D1	E	H2	K2	Lt	O	S1	S2
30/40	90	50	60	83	8	33	165	7	14	4
30/50	100	50	70	85	10	40.5	180	9	14	4
30/63 40/63	150	53	70	85	10	50.5	230	9	20	6
40/75 50/75	150	62	80	100	10	50	240	9	20	6

Braccio di reazione / *Torque arm* / Drehmomentstütze



Opzioni disponibili:

Cuscinetti a rulli conici corona

Available options:

Tapered roller bearing for worm wheel

Auf Anfrage ist folgendes Zubehör erhältlich:

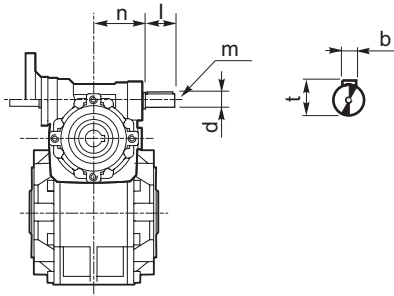
Kegelrollenlager für Schneckenrad

3.9 Esecuzione con vite bisporgente

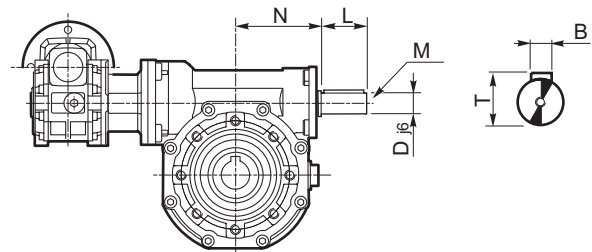
3.9 Double extended worm shaft design

3.9 Versionen mit Doppelseitig Herausragender Schneckenwelle

SeA1



SeA2



SCFK	SeA1					
	b	d j6	l	m	n	t
30/30 30/40 30/50 30/63	3	9	15	M4x10	42.5	10.2
40/63 40/75	4	11	20	M4x12	52.5	12.5
50/75	5	14	25	M5x13	62.5	16

SCFK SCRK	SeA2					
	B	D j6	L	M	N	T
30/30	3	9	15	M4x10	42.5	10.2
30/40	4	11	20	M4x12	52.5	12.5
30/50	5	14	25	M5x13	62.5	16
30/63 40/63	6	19	30	M8x20	72.5	21.5
40/75 50/75	8	24	40	M8x20	93	27

SCRK	SeA1					
	b	d j6	l	m	n	t
30/30 30/40 30/50 30/63	3	9	20	M4x10	42.5	10.2
40/63 40/75	4	11	22	M4x10	52.5	12.5
50/75	5	14	30	M5x13	62.5	16

L'entrata supplementare del riduttore in uscita (SeA2) non può essere utilizzata come comando in quanto il relativo movimento risulta impedito dalla irreversibilità del primo riduttore.

Utilizzato come asse condotta, avrà velocità corrispondente a quella di ingresso ridotta del rapporto del primo riduttore.

The second input shaft of the output gearbox (SeA2) can not be utilized as a drive because its motion will be stopped by the reversibility of the first gearbox.

If utilized as a drive shaft its speed will be equal to the input speed decreased by the ratio of the first gearbox.

Die verlängerte Schneckenwelle des zweiten Getriebes (SeA2) kann nicht als Antrieb verwendet werden, da die Selbsthemmung des ersten Getriebes entgegengewirkt.

Wird sie als Abtriebswelle verwendet, besitzt sie eine um die Untersetzung des ersten Getriebes entsprechend reduzierte Drehzahl und Drehmoment.

3.10 Limitatore di coppia cavo passante

Il limitatore di coppia viene consigliato in tutte quelle applicazioni che richiedono una limitazione sulla coppia trasmissibile per proteggere l'impianto e/o preservare il riduttore evitando sovraccarichi o urti indesiderati quanto inaspettati.

È un dispositivo con albero dotato di cavo passante, con funzionamento a frizione, ed è integrato al riduttore, presentando un ingombro limitato.

Concepito per lavorare a bagno d'olio, il dispositivo risulta affidabile nel tempo ed è esente da usura se non viene mantenuto in condizioni prolungate di slittamento (condizione che si verifica quando la coppia presenta valori superiori a quelli di taratura).

La taratura è facilmente regolabile dall'esterno attraverso il serraggio di una ghiera autobloccante che porta a compressione le 4 molle a tazza disposte tra loro in serie.

Il dispositivo non consente:

- l'impiego di cuscinetti a rulli conici in uscita
- funzionamento prolungato in condizioni di slittamento.

Nella tabella seguente vengono riportati i valori delle coppie di slittamento M_{2S} in funzione del n° di giri della ghiera.

3.10 Torque limiter with through hollow shaft

The use of a torque limiter is advisable when the application requires the limitation of the transmissible torque to safeguard the plant and/or the gearbox from unexpected or undesired overloads.

The torque limiter is equipped with a through hollow shaft and a friction clutch. It is integrated in the gearbox, therefore space requirement is limited.

Designed to be working in oil bath, the device is reliable over time and is not subject to wear unless in case of operation with prolonged slipping (it occurs when the torque values are higher than the calibration values).

Calibration can be easily adjusted from outside by tightening of the self-locking ring nut, which causes the compression of the 4 Belleville washers arranged in series.

The device does not go together with:

- the use of tapered roller bearings at output
- prolonged operation under slipping conditions

The following table shows the values of M_{2S} slipping torques depending on the number of revolutions of the ring nut.

3.10 Drehmomentenbegrenzer mit durchgehender Hohlwelle

Die Anwendung eines Drehmomentbegrenzers wird empfohlen, um die Anlage und/oder das Getriebe gegen ungewünschte und unerwartete Überbelastungen zu schützen.

Es handelt sich um eine Vorrichtung mit einer durchgehenden Hohlwelle.

Er ist in dem Getriebe integriert, d.h. der Raumbedarf ist klein. Der Begrenzer wurde für Betrieb in einem Ölbad entworfen.

Er ist zuverlässig und verschleißfrei (nur im Falle eines dauerhaften Rutschens entsteht Verschleiß, hier ist das Drehmoment größer als der eingestellte Eichwert).

Die Eichung kann mühelos von aussen durch das Anziehen einer selbstsperrenden Mutter ausgeführt werden, dadurch wird der Druck auf die 4 wechselseitig angeordneten Tellerfedern erhöht.

Die Vorrichtung sieht das folgende nicht vor:

- die Verwendung von Kegelrollenlager am Abtrieb
- Längerer Rutschbetrieb

Die nachstehende Tabelle zeigt die Werte der Rutschmomente M_{2S} abhängig von der Anzahl der Umdrehungen der Mutter. Die Eichwerte weisen $\pm 10\%$ Toleranz

SCFK SCRK	N°. giri della ghiera di regolazione N°. revolutions of ring nut / Nr. Umdrehungen der Mutter												
	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	3	3 1/4	3 1/2	3 3/4	4
30/30	20	25	30	35	40								
30/40	50	60	70	80	90								
30/50	75	95	115	135	155								
30/63		110	125	145	160	180	200	220	230	245	255	265	285
40/63													
40/75			220	245	275	310	350	375	410	450			
50/75													

Disposizione delle molle
Washers' arrangement
Lage der Feder

IN SERIE (min. coppia, max. sensibilità)
SERIES (min. torque, max sensitivity)
SERIE (min. Moment, max. Empfindlichkeit)



I valori di taratura presentano una tolleranza del $\pm 10\%$ e si riferiscono ad una condizione statica.

In condizioni dinamiche è da notare che la coppia di slittamento assume valori diversi a seconda del tipo e/o modalità in cui si verifica il sovraccarico: con valori maggiori in caso di carico uniformemente crescente rispetto a valori più contenuti in seguito al verificarsi di picchi improvvisi di carico.

NOTA: quando si supera il valore di taratura si ha slittamento. Il coefficiente di attrito tra le superfici di contatto da statico diventa dinamico e la coppia trasmessa cala del 30% circa.

E' quindi opportuno prevedere uno stop per poter ripartire al valore di taratura iniziale.

Calibration values feature a $\pm 10\%$ tolerance and refer to static conditions.

Under dynamic conditions the values of the slipping torque will change according to the type of overload: the values are higher if the load increase is uniform; the values are lower if sudden load peaks occur.

NOTE: Slipping occurs when the setting values are exceeded.

The friction coefficient between the contact surfaces from static becomes dynamic and the transmitted torque is approx. 30% lower.

It is advisable to have a stop first in order to have a restart based on the initial setting value.

auf und beziehen sich auf statische Bedingungen.

Unter dynamischen Bedingungen hat das Rutschmoment verschiedene Werte je nach Art der Überbelastung. Die Werte sind höher, wenn die Belastung gleichmäßig zunimmt; sie sind niedriger im Falle von plötzlichen Belastungsspitzen.

BEMERKUNG: Rutschen tritt auf, wenn die eingestellten Werte überschritten werden. Der Reibungskoeffizient zwischen den Berührungsflächen wird dynamisch anstatt statisch und das übertragene Drehmoment sinkt um ca. 30%.

Es ist daher ratsam, vor dem erneuten Anfahren anzuhalten, um die ursprünglichen Drehmomentwerte zu erreichen.

3.10 Limitatore di coppia cavo passante

E' importante notare che la coppia di slittamento non resta sempre la medesima durante tutta la vita del limitatore. Tende infatti a diminuire in rapporto al numero e alla durata degli slittamenti che, rodando le superfici di contatto, ne aumentano il rendimento. È quindi opportuno verificare periodicamente, soprattutto durante la fase di rodaggio, la taratura del dispositivo. Là dove sia richiesto un errore più contenuto nella taratura, è necessario testare la coppia trasmissibile sull'impianto.

Il dispositivo viene consegnato tarato alla coppia riportata a catalogo T_{2M} salvo diversa indicazione espressa in fase di ordinazione.

3.10 Torque limiter with through hollow shaft

It is important to note that the slipping torque is not the same for the whole life of the torque limiter.

It usually decreases in connection with the numbers and the duration of the slipping which because of the surfaces' lap-ping will increase the efficiency.

For this reason it is advisable to check the calibration of the device at regular intervals, specially during the running-in period.

Should a smaller calibration error be required, it is necessary to test the transmissible torque on the plant.

The device is supplied already calibrated at the torque reported in the catalogue T_{2M} , unless otherwise specified in the order.

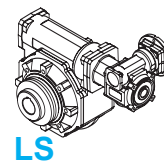
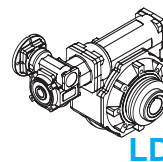
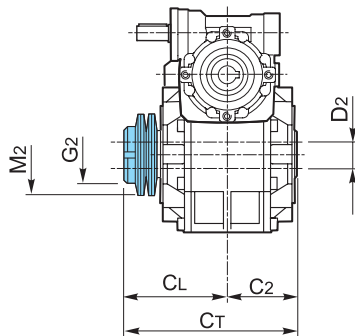
3.10 Drehmomentenbegrenzer mit durchgehender Hohlwelle

Es ist wichtig zu beachten, dass das Rutschmoment über die gesamte Lebensdauer der Rutschkupplung nicht konstant bleibt, sondern üblicherweise in Verbindung mit längeren Rutschzyklen aufgrund der eingelaufenen Berührungsflächen abnimmt.

Deswegen ist es ratsam, die Eichung der Vorrichtung besonders während der Einlaufzeit zu prüfen.

Falls ein niedrigerer Eichfehler gewünscht ist, sollte das übertragbare Drehmoment auf der Anlage getestet werden.

Wenn die Vorrichtung geliefert wird, ist sie schon auf das im Katalog T_{2M} angegebenen Drehmoment geeicht, ausser wenn es in der Bestellung anders angegebene wird.



SCFK SCRK LD - LS	C ₂	C _L	C _t	D ₂ H8	M ₂	G ₂
30/30	31.5	61.5	93	14	50x25.4x1.5	M25X1.5
30/40	41	67	108	19	56x30.5x2	M30X1.5
30/50	49	79	128	24	63x40.5x2.5	M40X1.5
30/63 40/63	60	97	157	25	71x40.5x2.5	M40X1.5
40/75 50/75	60	100	160	28 (30)	90x50.5x3.5	M50X1.5

() A richiesta / On request / Auf Anfrage

Nella versione con limitatore non è prevista la fornitura degli alberi lenti.

Il dispositivo viene consegnato tarato alla coppia riportata a catalogo T_{2M} salvo diversa indicazione espressa in fase di ordinazione.

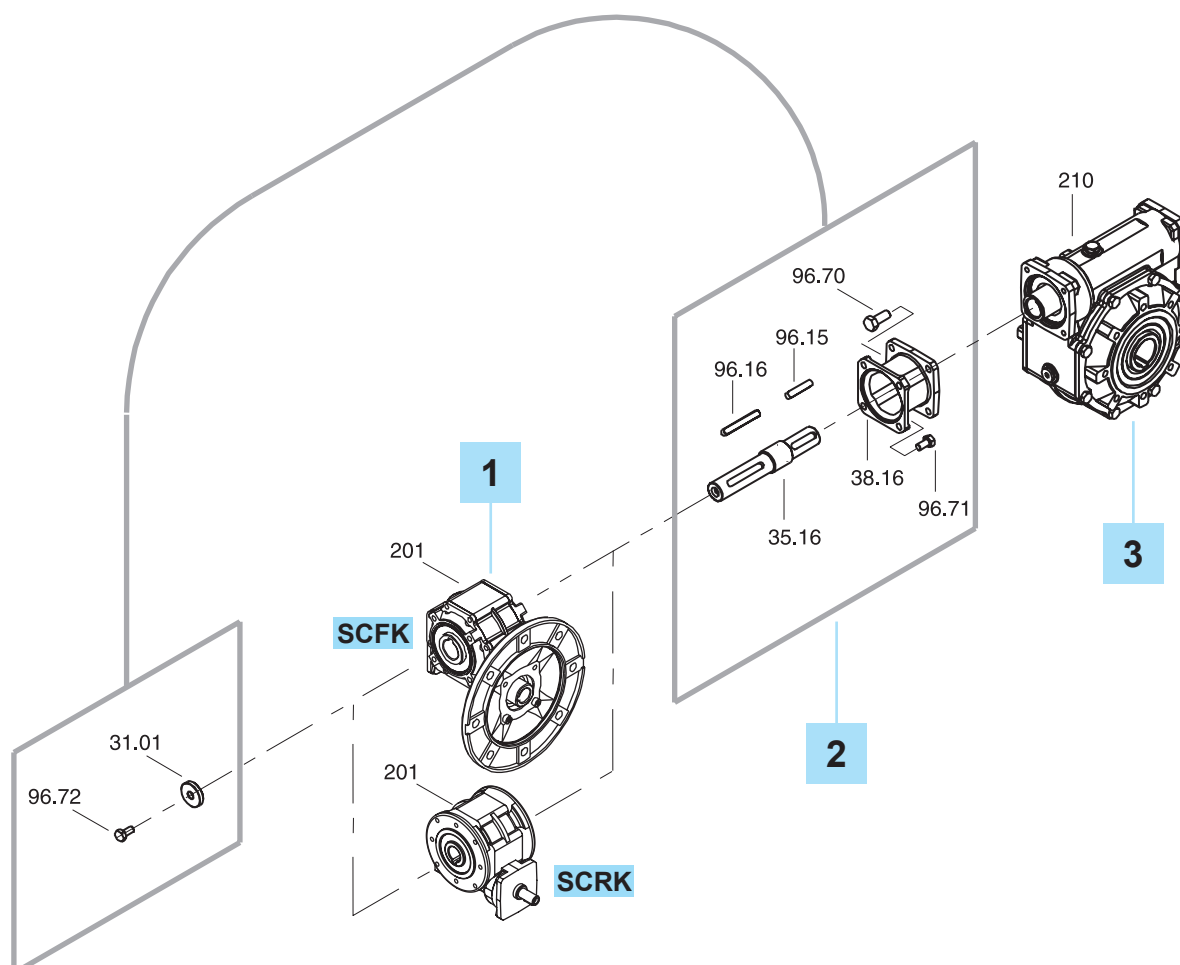
The version with torque limiter is supplied without output shafts.

The device is supplied already calibrated at the torque reported in the catalogue T_{2M} , unless otherwise specified in the order.

Die Version mit Drehmomentbegrenzer wird ohne Abtriebswellen geliefert.

Wenn die Vorrichtung geliefert wird, ist sie schon auf dem im Katalog T_{2M} angegebenen Drehmoment geeicht, ausser wenn es in der Bestellung anders angegeben wird.

SCFK - SCRK


1

IN (SCFK)	IN (SCRK)
KC30	KA30
KC40	KA40
KC50	KA50

30/30
30/40
30/50
30/63
40/63
40/75
50/75

2

KIT
KIT 30/30 (2850002010)
KIT 30/40 (2850002013)
KIT 30/50 (2850002016)
KIT 30/63 (2850002019)
KIT 40/63 (2850002028)
KIT 40/75 (2850002031)
KIT 50/75 (2850002034)

3

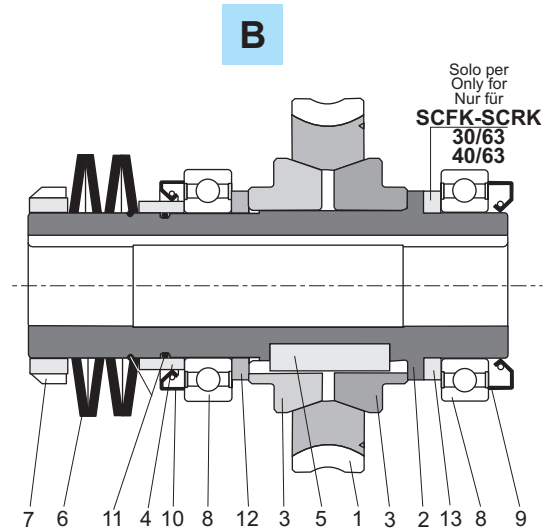
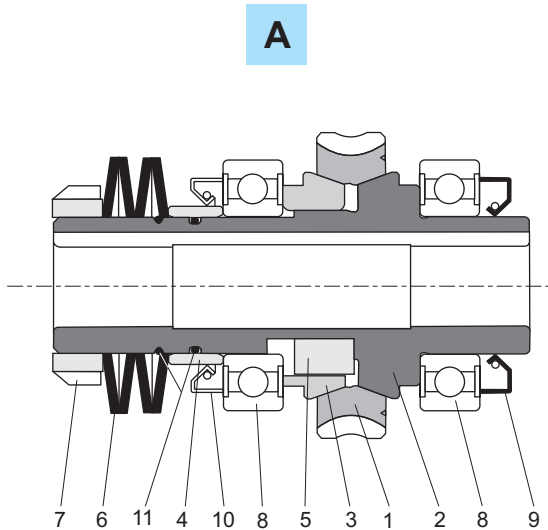
OUT
30/9
40/11
50/14
63/19
63/19
75/24
75/24

SCFK - SCRK

Limitatore di coppia cavo passante

Torque limiter with through hollow shaft

Drehmomentbegrenzer mit durchgehende Hohlwelle



A			B	
SCFK - SCRK				
30/30 (L1-LD-LS) 30/40 (L1) 30/50 (L1) 30/63 (L1)	30/40 (LD - LS) 40/63 (L1) 40/75 (L1)	30/50 (LD - LS) 50/75 (L1)	30/63 (LD - LS) 40/63 (LD - LS)	40/75 (LD - LS) 50/75 (LD - LS)
1	Corona in bronzo / <i>Bronze wheel</i> / Bronzerad			
2	Albero cavo limitatore / <i>Hollow shaft torque limiter</i> / Rutschkupplungs-Hohlwelle			
3	Anello di frizione / <i>Friction ring</i> / Reibring			
4	Distanziale molle / <i>Washers' distance ring</i> / Federdistanzring			
5	Linguetta / <i>Key</i> / Passfeder			
	8x7x10AB	10x8x13AB	12x8x18AB	12x8x40A
	16x10x40A			
6	Molle a tazza / <i>Belleville washers</i> / Tellerfeder			
7	Ghiera / <i>Metal ring</i> / Metall Ring			
	Cuscinetti / <i>Bearings</i> / Lager			
8	6005 25x47x12	6006 30x55x13	6008 40x68x15	6008 40x68x15
	6010 50x80x16			
9	Anelli di tenuta / <i>Oilseals</i> / Öldichtungen			
	25x40x7	30x47x7	40x62x8	40x62x8
	50x72x8			
10	Anelli di tenuta / <i>Oilseals</i> / Öldichtungen			
	30x40x5	35x47x7	48x62x8	48x62x8
	58x72x8			
11	O-rings in gomma / <i>Rubber O-rings</i> / Gummi-O-ringe			
	OR2087 21.95x1.78	OR2106 26.7x1.78	OR 36.27x1.78	OR 36.27x1.78
	OR2187 47.37x1.78			
12	-		Distanziale / <i>Spacer</i> / Abstandshülse	
13	-		Distanziale / <i>Spacer</i> / Abstandshülse	-



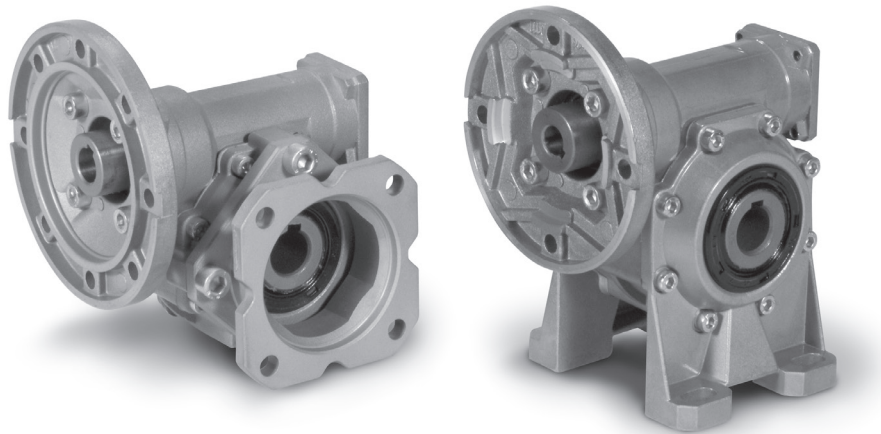
4

RIDUTTORI A VITE SENZA FINE BFK-BRK

BFK-BRK WORM GEARBOXES

SCHNECKENGETRIEBE BFK-BRK

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4.1 Caratteristiche

I riduttori della serie a vite senza fine BFK - BRK si presentano estremamente leggeri grazie alla forma compatta e la carcassa realizzata in alluminio pressofuso. La serie presenta una svariata possibilità di versioni, con e senza piedi e con numerosi accessori che la rendono più versatile nell'impiego delle più svariate tipologie di applicazioni. La vite senza fine è in acciaio legato cementato-temprato ed è rettificata. La corona ha mozzo in ghisa con riporto di fusione in bronzo.

4.1 Characteristics

The BFK - BRK worm gearboxes are extremely light thanks to the compact shape of the housing made of cast aluminium. This series features a wide range of versions, with and without feet, with numerous accessories which make it extremely versatile for utilization in various applications. The worm shaft is ground and is made of hardened-casehardened compound steel. The worm wheel features a cast iron hub with bronze casting.

4.1 Merkmale

Die Schneckengetriebe der BFK - BRK Serie sind äußerst leicht dank der kompakten Form des Gehäuses aus Aluminiumguss. Die Serie bietet verschiedene Versionen mit und ohne Füße sowie zahlreiche Zubehörteile an, was zur vielseitigen Anwendbarkeit der Getriebe in vielerlei Applikationen dient. Die Schneckenwelle ist aus legierten gehärteten Einsatzstahl und ist geschliffen. Die Zahnkranz verfügt über eine Nabe aus Gusseisen mit Schmelzeinsatz aus Bronze.

4.2 Designazione

4.2 Designation

4.2 Bezeichnung

Riduttore Gearbox Getriebe	Grandezza Size Größe	Versione Version Ausführung	Rapporto rid. Ratio Untersetzung	Predispos.att. mot. Motor coupling Motoranschluss	Posizione di mont. Mounting position Einbaulage	Limitatore di coppia. Torque limiter Drehmomentbegrenzer	Seconda entrata Additional input Zusatzantrieb	Albero uscita Output shaft Abtriebswelle	Braccio di reazione Torque arm Drehmomentstütze
BFK	50	FS	10	80 B14	B3	LD	SeA	H	BR2
 BFK BRK	30 40 50 63 75	A B V P F...S F...D	5 7.5 10 15 20 25 30 40 50 65 80 100	56 ÷ 112 B5 56 ÷ 112 B14	B3 B6 B7 B8 V5 V6	 LS LD	 SeA	 H SD SS DD	 BR2

Versioni

Versions

Ausführungen

BFK..A_
BRK..A_

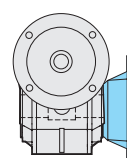
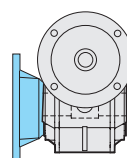
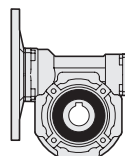
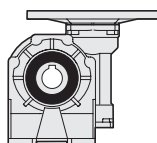
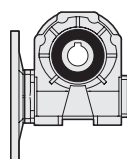
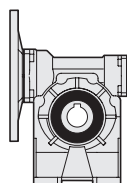
BFK..B_
BRK..B_

BFK..V_
BRK..V_

BFK..P_
BRK..P_

BFK..F_S
BRK..F_S

BFK..F_D
BRK..F_D



Specificare sempre in fase di ordinazione la versione.

Specify the version when ordering.

Bei der Bestellung immer die Bauform angeben.



4 BFK - BRK

4.3 Lubrificazione

Riduttori a vite senza fine BFK - BRK sono forniti tutti e sempre completi di lubrificante sintetico a base PAG con classe di viscosità ISO 320. Nei corpi in alluminio 30, 40, 50, 63, 75 è presente un solo tappo di riempimento olio.

4.3 Lubrication

BFK - BRK worm gearboxes are supplied with PAG synthetic lubricant featuring an ISO 320 viscosity class. Aluminium housings size 30, 40, 50, 63 and 75 have one filling plug only.

4.3 Schmierung

BFK - BRK Schneckengetriebe werden mit PAG synthetischen Schmierstoff Viskositätsklasse ISO 320 geliefert. Gehäuse aus Aluminium Größe 30, 40, 50, 63 und 75 verfügen über nur eine Einfüllschraube.

Quantità di lubrificante (litri)

Lubricant quantity (liters)

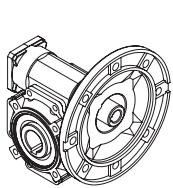
Schmiermittelmenge (Liter)

BFK BRK	B3	B6-B7	B8	V5-V6
30	0.015	0.025	0.015	
40	0.040	0.055	0.040	
50	0.080	0.110	0.080	
63	0.160			
75	0.260			

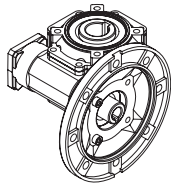
Posizioni di montaggio

Mounting positions

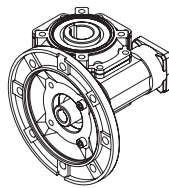
Bezeichnung



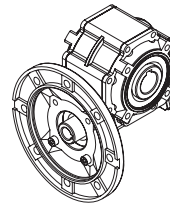
B3



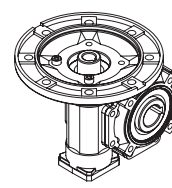
B6



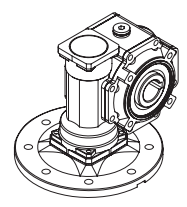
B7



B8



V5



V6

4.4 Posizione morsettiera

4.4 Terminal board position

4.4 Lage der Klemmenkaste

B3	B6	B7
B8	V5	V6

4.5 Dati tecnici

4.5 Technical data

4.5 Technische Daten

30	$n_1 = 2800$		BFK				BRK			
	i_n	n_2 [min ⁻¹]	T_2 [Nm]	P_1 [kW]	FS'	input IEC B5 B14	T_{2M} [Nm]	P [kW]	R_d	P_{10}
	5	560	5.6	0.37	2.5	63 56	14	0.92	0.89	—
	7.5	373	8	0.37	2.0		16	0.72	0.86	—
	10	280	11	0.37	1.5		16	0.56	0.84	—
	15	187	15	0.37	1.1		17	0.41	0.81	—
	20	140	13	0.25	1.2		15	0.29	0.76	—
	25	112	16	0.25	1.0		16	0.25	0.74	—
	30	93	13	0.18	1.0		13	0.18	0.71	—
	40	70	16	0.18	1.0		16	0.18	0.65	—
	50	56	14	0.13	1.1	56	15	0.14	0.62	—
	65	43	17	0.13	1.0		17	0.13	0.57	—
Kg 1.2	80	35	13	0.09	1.0		13	0.09	0.54	—
	100	28	16	0.09	0.8		12	0.07	0.52	—

30	$n_1 = 1400$		BFK				BRK			
	i_n	n_2 [min ⁻¹]	T_2 [Nm]	P_1 [kW]	FS'	input IEC B5 B14	T_{2M} [Nm]	P [kW]	R_d	P_{10}
	5	280	6.5	0.22	2.9	63 56	19	0.64	0.87	0.40
	7.5	187	9	0.22	2.2		21	0.49	0.84	0.40
	10	140	12	0.22	1.8		22	0.40	0.82	0.40
	15	93	17	0.22	1.3		22	0.28	0.77	0.30
	20	70	18	0.18	1.1		19	0.19	0.72	0.20
	25	56	15	0.13	1.1		21	0.18	0.69	0.20
	30	47	18	0.13	1.4		20	0.15	0.66	0.20
	40	35	14	0.09	1.4		21	0.13	0.59	0.20
	50	28	17	0.09	1.1	56	19	0.10	0.55	0.20
	65	22	14	0.06	1.3		20	0.09	0.51	0.10
Kg 1.2	80	18	16	0.06	1.1		17	0.06	0.48	0.10
	100	14	18	0.06	0.8		14	0.05	0.45	0.10

30	$n_1 = 900$		BFK				BRK			
	i_n	n_2 [min ⁻¹]	T_2 [Nm]	P_1 [kW]	FS'	input IEC B5 B14	T_{2M} [Nm]	P [kW]	R_d	P_{10}
	5	180	5.9	0.13	3.9	63 56	23	0.51	0.85	—
	7.5	120	9	0.13	2.9		25	0.38	0.82	—
	10	90	11	0.13	2.3		25	0.30	0.80	—
	15	60	15	0.13	1.6		25	0.21	0.75	—
	20	45	19	0.13	1.2		22	0.15	0.69	—
	25	36	23	0.13	1.1		24	0.14	0.66	—
	30	30	18	0.09	1.2		21	0.10	0.63	—
	40	23	21	0.09	1.1		24	0.10	0.55	—
	50	18	16	0.06	1.3	56	21	0.08	0.52	—
	65	14	20	0.06	1.1		22	0.07	0.48	—
Kg 1.2	80	11	11	0.03	1.7		19	0.05	0.44	—
	100	9	13	0.03	1.1		15	0.03	0.42	—

30	$n_1 = 500$		BFK				BRK			
	i_n	n_2 [min ⁻¹]	T_2 [Nm]	P_1 [kW]	FS'	input IEC B5 B14	T_{2M} [Nm]	P [kW]	R_d	P_{10}
	5	100	—	—	—	63 56	29	0.36	0.83	—
	7.5	67	—	—	—		31	0.27	0.80	—
	10	50	—	—	—		31	0.21	0.77	—
	15	33	—	—	—		31	0.15	0.72	—
	20	25	—	—	—		26	0.10	0.66	—
	25	20	—	—	—		27	0.09	0.62	—
	30	17	—	—	—		25	0.07	0.59	—
	40	13	—	—	—		28	0.07	0.51	—
	50	10	—	—	—	56	25	0.06	0.48	—
	65	8	—	—	—		25	0.05	0.43	—
Kg 1.2	80	6	—	—	—		20	0.03	0.40	—
	100	5	—	—	—		16	0.02	0.38	—

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$



4 BFK - BRK

4.5 Dati tecnici

4.5 Technical data

4.5 Technische Daten

40	n ₁ = 2800		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	5	560	11.3	0.75	2.2	71 63		25	1.67	0.88	—
	7.5	373	17	0.75	1.8			30	1.3	0.87	—
	10	280	22	0.75	1.4			31	1.1	0.86	—
	15	187	32	0.75	1.0			32	0.76	0.82	—
	20	140	30	0.55	1.0			31	0.57	0.80	—
	25	112	24	0.37	1.1			27	0.41	0.76	—
	30	93	28	0.37	1.3			35	0.47	0.73	—
40	70	24	0.25	1.4	63 56		33	0.35	0.70	—	
50	56	28	0.25	1.1			30	0.27	0.65	—	
65	43	24	0.18	1.2			28	0.21	0.61	—	
80	35	21	0.13	1.3			26	0.16	0.58	—	
100	28	24	0.13	1.0			25	0.13	0.55	—	


2.0

40	n ₁ = 1400		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
						B5	B14				
	5	280	16.3	0.55	2.1	71 63		34	1.14	0.87	0.80
	7.5	187	24	0.55	1.7			40	0.92	0.85	0.80
	10	140	31	0.55	1.3			41	0.73	0.83	0.70
	15	93	30	0.37	1.4			42	0.52	0.79	0.50
	20	70	38	0.37	1.0			40	0.39	0.76	0.50
	25	56	31	0.25	1.1			35	0.29	0.72	0.40
	30	47	35	0.25	1.3	63 56		41	0.29	0.68	0.40
40	35	38	0.22	1.1	38			0.22	0.64	0.30	
50	28	36	0.18	1.0	38			0.19	0.59	0.30	
65	22	31	0.13	1.1	35			0.15	0.54	0.20	
80	18	31	0.11	1.1	33			0.12	0.52	0.20	
100	14	30	0.09	0.9	28			0.08	0.49	0.20	

40	n ₁ = 900		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
	5	180	16.7	0.37	2.5	71 63		42	0.93	0.85	—
	7.5	120	25	0.37	2.0			48	0.72	0.83	—
	10	90	32	0.37	1.5			48	0.56	0.81	—
	15	60	45	0.37	1.1			49	0.40	0.76	—
	20	45	39	0.25	1.2			46	0.29	0.74	—
	25	36	33	0.18	1.3			42	0.23	0.69	—
	30	30	37	0.18	1.3	63 56		48	0.23	0.65	—
	40	23	33	0.13	1.3			42	0.16	0.61	—
50	18	38	0.13	1.1	42			0.14	0.55	—	
65	14	32	0.09	1.2	39			0.11	0.51	—	
80	11	37	0.09	1.0	37			0.09	0.48	—	
100	9	29	0.06	1.0	30			0.06	0.45	—	

40	n ₁ = 500		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
	5	100	7.1	0.09	7.1	71 63		51	0.64	0.83	—
	7.5	67	10	0.09	5.5			58	0.50	0.81	—
	10	50	14	0.09	4.4			59	0.39	0.79	—
	15	33	19	0.09	3.1			59	0.28	0.73	—
	20	25	24	0.09	2.3			55	0.20	0.70	—
	25	20	28	0.09	1.7			48	0.15	0.65	—
	30	17	31	0.09	1.8	63 56		58	0.17	0.61	—
	40	13	39	0.09	1.3			52	0.12	0.57	—
50	10	44	0.09	1.2			51	0.11	0.51	—	
65	8	52	0.09	0.9			45	0.08	0.46	—	
80	6	61*	0.09	0.7*			42	0.06	0.44	—	
100	5	71*	0.09	0.4*			32	0.04	0.41	—	

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$

4.5 Dati tecnici

4.5 Technical data

4.5 Technische Daten

50	$n_1 = 2800$		BFK				BRK			
	i_n	n_2 [min ⁻¹]	T_2 [Nm]	P_1 [kW]	FS'	input IEC B5 B14	T_{2M} [Nm]	P [kW]	R_d	P_{10}
	5	560	22.8	1.5	1.9	80 71	44	2.9	0.89	—
	7.5	373	34	1.5	1.5		51	2.3	0.88	—
	10	280	44	1.5	1.2		54	1.8	0.86	—
	15	187	47	1.1	1.2		57	1.3	0.84	—
	20	140	42	0.75	1.4		58	1.0	0.81	—
	25	112	50	0.75	1.0		50	0.75	0.78	—
	30	93	42	0.55	1.3	80-71-63	55	0.71	0.75	—
	40	70	54	0.55	1.0		54	0.63	0.72	—
	50	56	43	0.37	1.3	71 63	56	0.48	0.68	—
	65	43	53	0.37	1.0		53	0.37	0.64	—
	80	35	41	0.25	1.2		48	0.29	0.61	—
	100	28	35	0.18	1.3		45	0.23	0.58	—

3.4

50	$n_1 = 1400$		BFK				BRK			
	i_n	n_2 [min ⁻¹]	T_2 [Nm]	P_1 [kW]	FS'	input IEC B5 B14	T_{2M} [Nm]	P [kW]	R_d	P_{10}
	5	280	26.7	0.9	2.3	80 71	62	2.1	0.87	1.2
	7.5	187	40	0.9	1.8		70	1.6	0.86	1.2
	10	140	52	0.9	1.4		73	1.3	0.84	1.0
	15	93	61	0.75	1.2		74	0.90	0.80	0.80
	20	70	59	0.55	1.3		75	0.71	0.78	0.70
	25	56	47	0.37	1.4		65	0.51	0.74	0.60
	30	47	54	0.37	1.5	80-71-63	66	0.46	0.71	0.60
	40	35	68	0.37	1.2		69	0.38	0.67	0.50
	50	28	53	0.25	1.3	71 63	70	0.33	0.62	0.40
	65	22	64	0.25	1.0		64	0.25	0.58	0.40
	80	18	53	0.18	1.1		60	0.20	0.54	0.40
	100	14	45	0.13	1.2		55	0.16	0.51	0.30

3.4

50	$n_1 = 900$		BFK				BRK			
	i_n	n_2 [min ⁻¹]	T_2 [Nm]	P_1 [kW]	FS'	input IEC B5 B14	T_{2M} [Nm]	P [kW]	R_d	P_{10}
	5	180	33.8	0.75	2.2	80 71	75	1.66	0.85	—
	7.5	120	50	0.75	1.6		83	1.23	0.84	—
	10	90	66	0.75	1.3		86	0.98	0.82	—
	15	60	68	0.55	1.3		88	0.71	0.78	—
	20	45	59	0.37	1.5		87	0.54	0.75	—
	25	36	70	0.37	1.1		75	0.40	0.71	—
	30	30	79	0.37	1.0	80-71-63	79	0.37	0.67	—
	40	23	67	0.25	1.1		75	0.28	0.63	—
	50	18	78	0.25	1.0	71 63	80	0.26	0.59	—
	65	14	67	0.18	1.1		74	0.20	0.54	—
	80	11	56	0.13	1.2		67	0.16	0.51	—
	100	9	45	0.09	1.3		58	0.12	0.47	—

3.4

50	$n_1 = 500$		BFK				BRK			
	i_n	n_2 [min ⁻¹]	T_2 [Nm]	P_1 [kW]	FS'	input IEC B5 B14	T_{2M} [Nm]	P [kW]	R_d	P_{10}
	5	100	14.3	0.18	6.4	80 71	92	1.15	0.84	—
	7.5	67	21	0.18	4.7		100	0.85	0.82	—
	10	50	28	0.18	3.8		104	0.68	0.80	—
	15	33	39	0.18	2.7		106	0.49	0.75	—
	20	25	50	0.18	2.1		104	0.38	0.72	—
	25	20	58	0.18	1.5		88	0.27	0.68	—
	30	17	65	0.18	1.5	80-71-63	98	0.27	0.63	—
	40	13	81	0.18	1.2		95	0.21	0.59	—
	50	10	93	0.18	1.0	71 63	94	0.18	0.54	—
	65	8	56	0.09	1.5		86	0.14	0.50	—
	80	6	63	0.09	1.2		77	0.11	0.46	—
	100	5	74	0.09	0.8		61	0.07	0.43	—

3.4

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$



4.5 Dati tecnici

4.5 Technical data

4.5 Technische Daten

63	n ₁ = 2800		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	5	560	45.5	3	1.7	80 90		79	5.2	0.89	—
	7.5	373	68	3	1.3			88	3.9	0.88	—
	10	280	89	3	1.1			94	3.2	0.87	—
	15	187	95	2.2	1.0			98	2.3	0.84	—
	20	140	85	1.5	1.3			110	1.9	0.83	—
	25	112	76	1.1	1.2			93	1.4	0.81	—
	30	93	87	1.1	1.3			110	1.4	0.77	—
40	70	111	1.1	1.1	71 80		117	1.2	0.74	—	
50	56	90	0.75	1.1			97	0.81	0.70	—	
65	43	81	0.55	1.2			98	0.66	0.67	—	
80	35	65	0.37	1.4			91	0.52	0.64	—	
100	28	75	0.37	1.1			83	0.41	0.60	—	

63	n ₁ = 1400		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
	5	280	54	1.8	2.0	80 90	111	3.7	0.88	1.8	
	7.5	187	80	1.8	1.5		120	2.7	0.87	1.8	
	10	140	105	1.8	1.2		127	2.2	0.85	1.6	
	15	93	125	1.5	1.1		130	1.6	0.81	1.2	
	20	70	120	1.1	1.2		144	1.3	0.80	1.2	
	25	56	118	0.9	1.0		118	0.90	0.77	1.0	
	30	47	134	0.9	1.1	71 80	142	0.95	0.73	0.90	
	40	35	142	0.75	1.1		150	0.79	0.69	0.80	
50	28	122	0.55	1.0	122		0.55	0.65	0.70		
65	22	100	0.37	1.2	122		0.45	0.61	0.60		
80	18	79	0.25	1.4	113		0.36	0.58	0.60		
100	14	91	0.25	1.1	102		0.28	0.53	0.50		

63	n ₁ = 900		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC B5 B14		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
	5	180	69	1.5	1.9	80 90		135	2.9	0.87	—
	7.5	120	102	1.5	1.4			144	2.1	0.85	—
	10	90	133	1.5	1.1			150	1.7	0.83	—
	15	60	139	1.1	1.1			152	1.2	0.79	—
	20	45	123	0.75	1.4			167	1.0	0.77	—
	25	36	109	0.55	1.3			140	0.71	0.74	—
	30	30	122	0.55	1.3	71 80		164	0.74	0.70	—
	40	23	154	0.55	1.1			171	0.61	0.66	—
50	18	120	0.37	1.2			141	0.44	0.61	—	
65	14	98	0.25	1.4			139	0.35	0.57	—	
80	11	115	0.25	1.1			128	0.28	0.54	—	
100	9	95	0.18	1.2			115	0.22	0.50	—	

63	n ₁ = 500		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P ₁₀
						B5	B14				
	5	100	20	0.25	8.3	80 90		169	2.08	0.85	—
	7.5	67	30	0.25	5.9			177	1.5	0.83	—
	10	50	39	0.25	4.7			182	1.2	0.81	—
	15	33	55	0.25	3.4			184	0.84	0.76	—
	20	25	71	0.25	2.8			200	0.70	0.74	—
	25	20	85	0.25	1.9			165	0.49	0.71	—
	30	17	94	0.25	2.1	71 80		195	0.52	0.65	—
40	13	118	0.25	1.7			201	0.43	0.62	—	
50	10	135	0.25	1.2			165	0.31	0.56	—	
65	8	163	0.25	1.0			161	0.25	0.52	—	
80	6	137	0.18	1.1			148	0.19	0.50	—	
100	5	77	0.09	1.6			122	0.14	0.45	—	

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$

4.5 Dati tecnici

4.5 Technical data

4.5 Technische Daten

75	n ₁ = 2800		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	7.5	373	125	5.5	1.0	90 100 112 71(B5)-80-90-100-112		131	5.8	0.89	—
	10	280	120	4	1.2			143	4.8	0.88	—
	15	187	131	3	1.2			152	3.5	0.85	—
	20	140	171	3	1.0			172	3.0	0.84	—
	25	112	154	2.2	1.0			155	2.2	0.82	—
	30	93	120	1.5	1.4	80 90		170	2.1	0.78	—
	40	70	154	1.5	1.2			183	1.8	0.75	—
50	56	136	1.1	1.2	166			1.3	0.73	—	
65	43	114	0.75	1.4	71	80 90	155	1.0	0.69	—	
80	35	135	0.75	1.1	80		145	0.80	0.66	—	
100	28	159	0.75	0.8	90		131	0.62	0.62	—	


7.6

75	n ₁ = 1400		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	7.5	187	178	4	1.0	90 100 112 71(B5)-80-90-100-112		180	4.0	0.87	2.5
	10	140	176	3	1.1			193	3.3	0.86	2.3
	15	93	187	2.2	1.1			202	2.4	0.83	1.9
	20	70	199	1.8	1.1			226	2.0	0.81	1.7
	25	56	200	1.5	1.0			202	1.5	0.78	1.5
	30	47	167	1.1	1.3	80 90 71 80 90		220	1.5	0.74	1.2
	40	35	213	1.1	1.1			235	1.2	0.71	1.1
50	28	206	0.9	1.0	211			0.92	0.67	1.0	
65	22	154	0.55	1.3	195			0.70	0.63	0.90	
80	18	180	0.55	1.0	182			0.55	0.60	0.80	
100	14	210	0.55	0.8			182	0.43	0.56	0.70	



7.6

75	n ₁ = 900		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	7.5	120	205	3	1.0	90 100 112 71(B5)-80-90-100-112		215	3.1	0.86	—
	10	90	197	2.2	1.2			229	2.6	0.84	—
	15	60	231	1.8	1.0			237	1.9	0.81	—
	20	45	250	1.5	1.1			263	1.6	0.78	—
	25	36	221	1.1	1.1			233	1.2	0.76	—
	30	30	249	1.1	1.0	80 90 71 80 90		254	1.1	0.71	—
	40	23	214	0.75	1.3			270	0.94	0.67	—
50	18	186	0.55	1.3	241			0.71	0.64	—	
65	14	151	0.37	1.5	221			0.54	0.59	—	
80	11	177	0.37	1.2	205			0.43	0.56	—	
100	9	203	0.37	0.9			184	0.34	0.52	—	


7.6

75	n ₁ = 500		BFK				BRK				
	i _n	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	input IEC		T _{2M} [Nm]	P [kW]	Rd	P _{t0}
						B5	B14				
	7.5	67	90	0.75	2.9	90 100 112		265	2.2	0.84	—
	10	50	118	0.75	2.4			279	1.8	0.82	—
	15	33	167	0.75	1.7			286	1.3	0.78	—
	20	25	216	0.75	1.5			315	1.1	0.75	—
	25	20	260	0.75	1.1			278	0.80	0.72	—
	30	17	288	0.75	1.1	71(B5)-80-90-100-112		302	0.79	0.67	—
	40	13	265	0.55	1.2	80 90		317	0.66	0.63	—
50	10	210	0.37	1.3	282			0.50	0.59	—	
65	8	251	0.37	1.0	71	80 90	257	0.38	0.55	—	
80	6	197	0.25	1.2	80		238	0.30	0.52	—	
100	5	161	0.18	1.3	90		206	0.23	0.47	—	


7.6

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$



4 BFK - BRK

4.6 **Momenti d' inerzia** [Kg·cm²]
(riferiti all'albero veloce in entrata)

4.6 **Moments of inertia** [Kg·cm²]
(referred to input shaft)

4.6 **Trägheitsmoment** [Kg·cm²]
(bez. Antriebswelle)

30

i _n	BRK	BFK	
		B5 - B14	
		IEC 56	IEC 63
5	0.077	0.130	0.127
7.5	0.058	0.112	0.109
10	0.049	0.103	0.100
15	0.042	0.097	0.094
20	0.039	0.095	0.092
25	0.038	0.094	0.091
30	0.038	0.093	0.090
40	0.037	0.093	0.090
50	0.037	0.092	0.089
65	0.024	0.079	-
80	0.024	0.079	-
100	0.024	0.078	-

40

i _n	BRK	BFK		
		B5 - B14		
		IEC 56	IEC 63	IEC 71
5	0.242	-	0.391	0.463
7.5	0.170	-	0.321	0.356
10	0.144	-	0.272	0.347
15	0.125	-	0.266	0.340
20	0.094	-	0.263	0.338
25	0.091	-	0.262	0.337
30	0.113	-	0.262	0.337
40	0.087	-	0.261	0.337
50	0.087	0.182	0.261	-
65	0.069	0.182	0.261	-
80	0.069	0.182	0.261	-
100	0.068	0.182	0.261	-

50

i _n	BRK	BFK		
		B5 - B14		
		IEC 63	IEC 71	IEC 80
5	0.744	-	0.922	1.046
7.5	0.499	-	0.684	0.935
10	0.417	-	0.602	0.853
15	0.358	-	0.543	0.794
20	0.281	-	0.523	0.774
25	0.272	-	0.513	0.764
30	0.323	-	0.508	0.759
40	0.262	0.311	0.503	0.755
50	0.183	0.311	0.501	-
65	0.136	0.311	0.499	-
80	0.136	0.310	0.498	-
100	0.135	0.309	0.498	-

63

i _n	BRK	BFK		
		B5 - B14		
		IEC 71	IEC 80	IEC 90
5	1.853	-	2.431	2.671
7.5	1.363	-	1.949	2.269
10	1.158	-	1.744	2.063
15	1.011	-	1.597	1.916
20	0.710	-	1.545	1.864
25	0.679	-	1.514	1.833
30	0.922	-	1.508	1.828
40	0.660	0.958	1.495	-
50	0.653	0.958	1.488	-
65	0.552	0.955	1.484	-
80	0.550	0.953	1.482	-
100	0.549	0.952	1.481	-

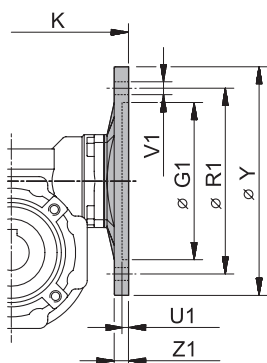
75

i _n	BRK	BFK			
		B5 - B14			
		IEC 71	IEC 80	IEC 90	IEC 100-112
7.5	2.970	-	-	3.712	4.462
10	2.492	-	-	3.234	3.984
15	2.151	-	-	2.893	3.643
20	1.567	-	-	2.774	3.523
25	1.501	-	-	2.709	3.458
30	1.946	1.615	1.575	2.689	3.438
40	1.451	-	1.573	2.659	-
50	1.435	-	1.570	2.642	-
65	1.158	1.609	1.569	2.633	-
80	1.153	1.605	1.565	2.629	-
100	1.150	1.602	1.562	2.626	-

4.7 Predisposizioni possibili

4.7 Possible set-ups

4.7 Mögliche Vorrichtungen



BFK	PAM IEC	G ₁	K	R ₁	U ₁	V1			Y	Z ₁	Diametro fori PAM / Holes diameter IEC-Input Bohrungsdurchmesser IEC-Antrieb											
						Ø					5	7.5	10	15	20	25	30	40	50	65	80	100
30	56 B5	80	57	100	4	7	n° 8		120	8	9	9	9	9	9	9	9	9	9	9	9	9
	56 B14	50		65	3.5	6	n° 8		80	8	9	9	9	9	9	9	9	9	9	9	9	9
	63 B5	95		115	4	9	n° 8		140	8	11	11	11	11	11	11	11	11	11	/	/	/
	63 B14	60		75	4	6	n° 8		90	8	11	11	11	11	11	11	11	11	11	/	/	/
40	56 B5	80	75	100	4	7	n° 8		120	9	/	/	/	/	/	/	/	/	9	9	9	9
	56 B14	50		65	3.5	6		n° 4	80	8	/	/	/	/	/	/	/	/	9	9	9	9
	63 B5	95		115	4	9	n° 8		140	9	11	11	11	11	11	11	11	11	11	11	11	11
	63 B14	60		75	3.5	6		n° 4	90	8	11	11	11	11	11	11	11	11	11	11	11	11
	71 B5	110		130	4.5	9	n° 8		160	10	14	14	14	14	14	14	14	14	/	/	/	/
	71 B14	70		85	3.5	7	n° 8		105	8	14	14	14	14	14	14	14	14	/	/	/	/
50	63 B5	95	82	115	4	9	n° 8		140	9	/	/	/	/	/	/	/	11	11	11	11	11
	63 B14	60		75	3.5	6		n° 4	90	8	/	/	/	/	/	/	/	11	11	11	11	11
	71 B5	110		130	4.5	9	n° 8		160	10	14	14	14	14	14	14	14	14	14	14	14	14
	71 B14	70		85	3.5	7	(n° 8)*	n° 4	105	8	14	14	14	14	14	14	14	14	14	14	14	14
	80 B5	130		165	4.5	11	n° 8		200	10	19	19	19	19	19	19	19	19	/	/	/	/
	80 B14	80		100	4	7	n° 8		120	10	19	19	19	19	19	19	19	19	/	/	/	/
63	71 B5	110	97	130	4.5	9	n° 8		160	10	/	/	/	/	/	/	/	14	14	14	14	14
	71 B14	70		85	3.5	7		n° 4	105	10	/	/	/	/	/	/	/	14	14	14	14	14
	80 B5	130		165	4.5	11	n° 8		200	10	19	19	19	19	19	19	19	19	19	19	19	19
	80 B14	80		100	4	7		n° 4	120	10	19	19	19	19	19	19	19	19	19	19	19	19
	90 B5	130		165	4.5	11	n° 8		200	10	24	24	24	24	24	24	24	24	/	/	/	/
	90 B14	95		115	4	8.5	n° 8		140	10	24	24	24	24	24	24	24	24	/	/	/	/
75	71 B5	110	114	130	4.5	9	n° 8		160	10	/	/	/	/	/	/	14	/	/	14	14	14
	80 B5	130		165	4.5	11	n° 8		200	10	/	/	/	/	/	/	19	19	19	19	19	19
	80 B14	80		100	4	7		n° 4	120	11	/	/	/	/	/	/	19	19	19	19	19	19
	90 B5	130		165	4.5	11	n° 8		200	10	/	24	24	24	24	24	24	24	24	24	24	24
	90 B14	95		115	4	9		n° 4	140	11	/	24	24	24	24	24	24	24	24	24	24	24
	100/112 B5	180		215	5	14	n° 8		250	13	/	28	28	28	28	28	28	/	/	/	/	/
	100 B14	110		130	4.5	9	n° 8		160	11	/	28	28	28	28	28	28	/	/	/	/	/

* A richiesta, solo con corpo speciale / Upon request, only with special body / Auf Wunsch nur mit speziellen Körper

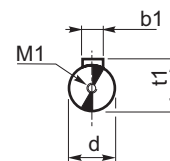
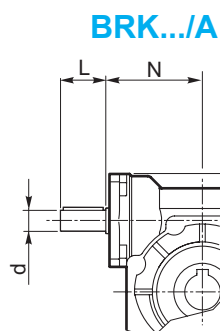
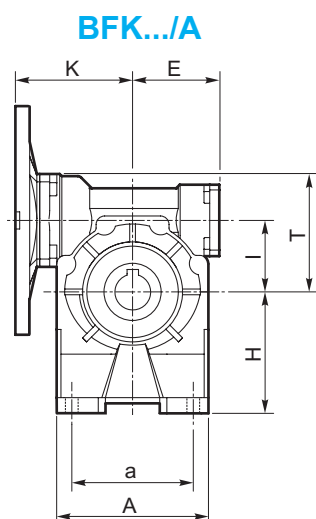
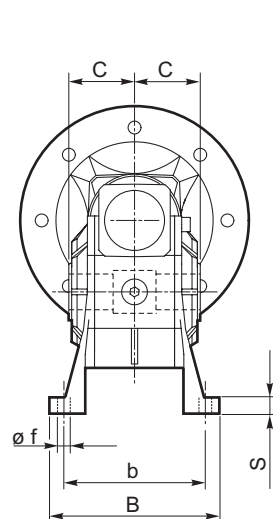


4 BFK - BRK

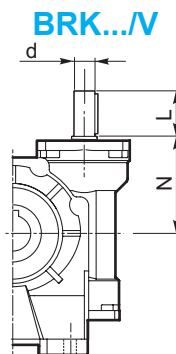
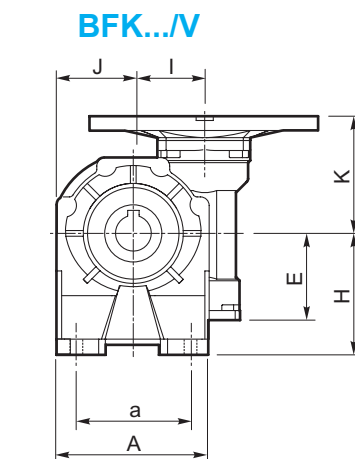
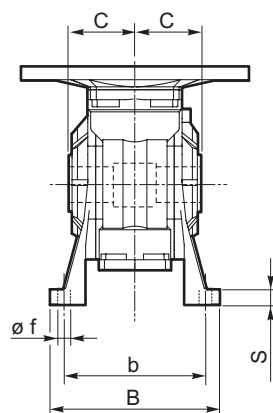
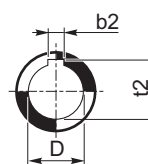
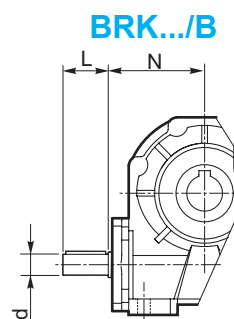
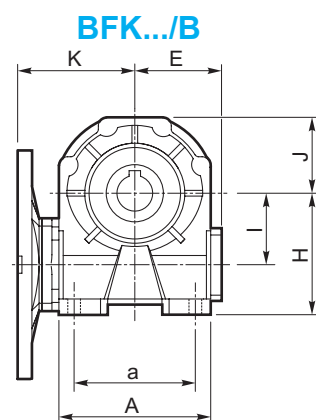
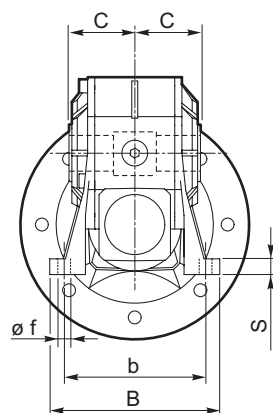
4.8 Dimensioni

4.8 Dimensions

4.8 Abmessungen



BRK	Albero entrata Input shaft Eingangswelle			
	d (j6)	b1	t1	M1
30	9	3	10.2	M4x10
40	11	4	12.5	M4x10
50	14	5	16	M5x13
63	18	6	20.5	M6x16
75	19	6	21.5	M6x16



BFK BRK	Albero lento cavo Hollow output shaft Ausgangshohlwelle		
	D H8	b2	t2
30	14	5	16.3
40	18	6	20.8
50	25	8	28.3
63	25	8	28.3
75	28 (30)	8 (8)	31.3 (33.3)

A, B, V

BFK BRK	A	a	B	b	C	E	f	H	I	J	K	L	N	s	T
30	67	52 ÷ 40	78	66	27.5	41	6.5	55	31.5	37.5	57	20	47	8	52.5
40	86.5	52	98	81	32	51	8.5	72	40	43.5	75	22	64	10	68.5
50	107	63	118	98.5	41	60	9	82	50	53.5	82	30	74	10	82.5
63	127.5	95	136	111	60	71	11	100	63	64	97	45	80	12	100.5
75	155.5	120	140	112 ÷ 120	60	85	11	115	75	78	114	40	98	12	116.5

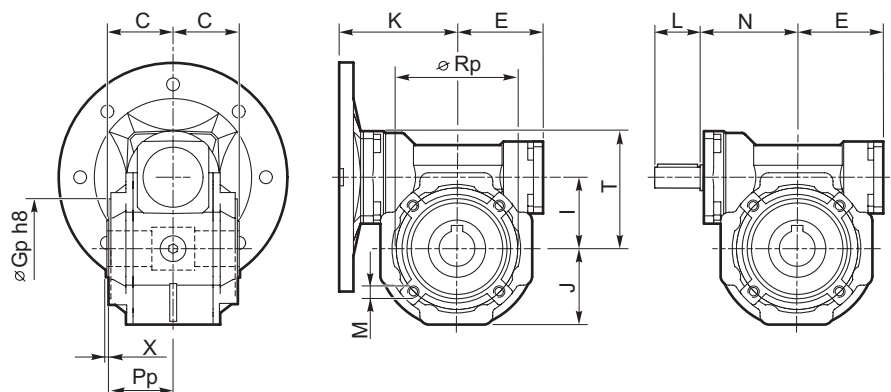
4.8 Dimensioni

4.8 Dimensions

4.8 Abmessungen

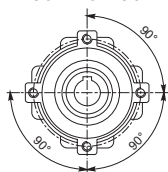
BFK.../P

BRK.../P



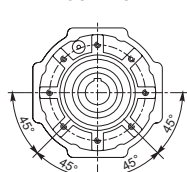
Flangia pendolare / Side cover for shaft mounting / Flansch für Drehmomentstutze

30 - 40 - 50



4 Fori / Holes / Bohrungen

63 - 75



8 Fori / Holes / Bohrungen

P

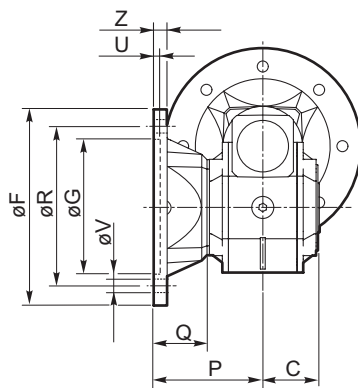
BFK BRK	30	40	50	63	75
G _p h8	50	50	68	75	90
M	M6x8	M6X10	M6x8	M8x14	M8x14
P _p	30	38	44	45	46
R _p	65	65	94	90	110
X	1.5	1.5	2	10	13

P

BFK BRK	C	E	I	J	K	L	N	T
30	27.5	41	31.5	37.5	57	20	47	52.5
40	32	51	40	43.5	75	22	64	68.5
50	41	60	50	53.5	82	30	74	82.5
63	60	71	63	64	97	45	80	100.5
75	60	85	75	78	114	40	98	116.5

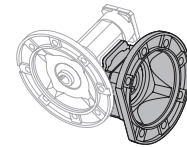
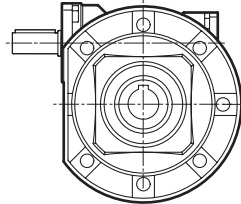
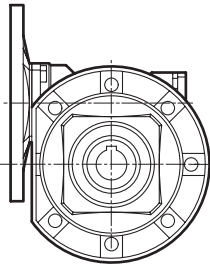


Flangia uscita / Output flange / Abtriebsflansch



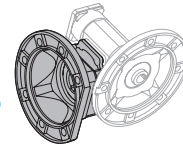
BFK.../F

BRK.../F

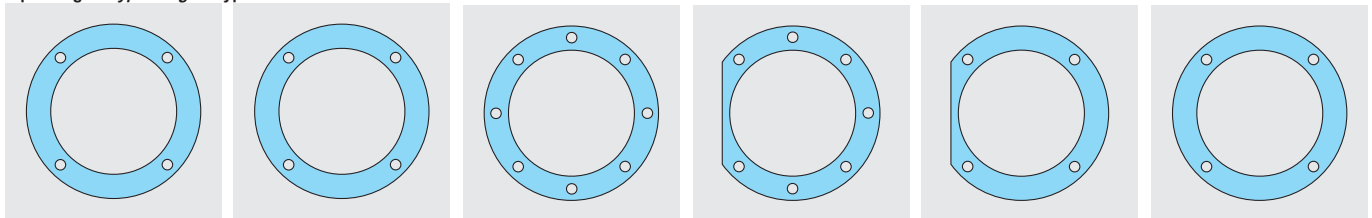


F...D
Standard

F...S



Tipo flangia / Type flange / Typ Flansch



30	40	50	63	63	75	63	75	75
F	F	F - F1	F	F1	F - F1	F2	F2 - F3 F3A	F4

BFK BRK	Tipo flangia Type flange Typ flansch	C	F		G (H8)	P	Q	R	U	V			Z
												Ø	
30	F	27.5	82		50	50.5	23	68	3.5	n° 4		6.0	6
40	F	32	110		60	60	28	87	5	n° 4		9	8
50	F	41	125		70	85	44	90	5	n° 4		10.5	10
	F1		125		70	115	74	90	5	n° 4		10.5	10
63	F	60	180		115	116	56	150	7		n° 8	11	12
	F1		180		115	86	26	150	5		n° 7	11	11
	F2		200		130	102	42	165	6	n° 4		11	11
75	F	60	200		130	111	51	165	6		n° 7	13	13
	F1		200		130	85	25	165	6		n° 7	13	13
	F2		175		115	116	56	150	6	n° 4		11	12
	F3		175		115	85	25	150	5	n° 4		11	12
	F3A		160		110	85	25	130	5	n° 4		11	12
	F4		160		110	101	41	130	6	n° 4		11	12

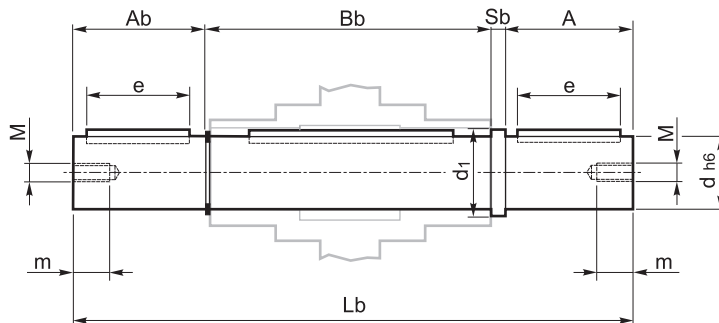
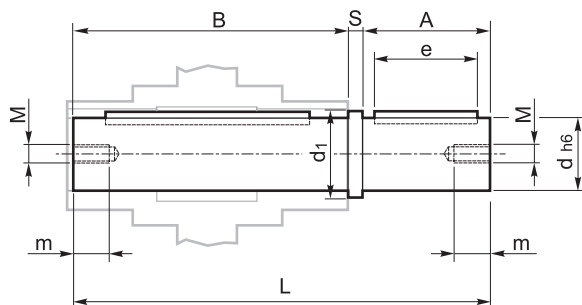
4.9 Accessori

4.9 Accessories

4.9 Zubehör

Albero lento semplice / *Single output shaft* / Standard Abtriebswelle

Albero lento doppio / *Double output shaft* / Doppelte Abtriebswelle

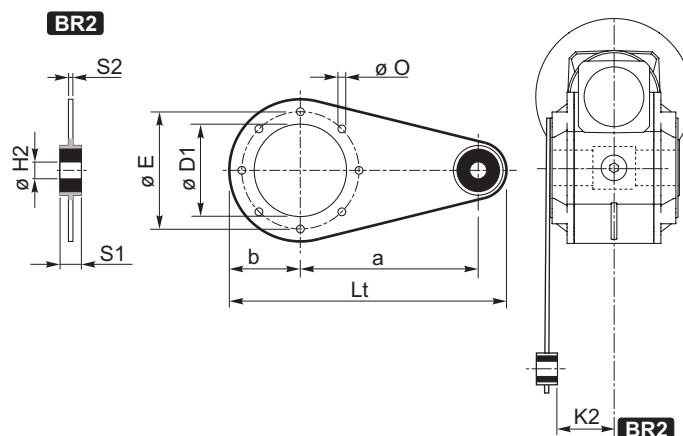


BFK BRK	A	Ab	B	Bb	d (h6)	d1	e	L	Lb	M	m	S	Sb
30	30	29	52	56	14	18.5	20	84.5	117.5	M6	16	2.5	2.5
40	40	39	62	65.2	18	24.5	30	105	147.2	M6	16	3	3
50	60	59	80	83.2	25	29.5	50	143.5	205.7	M8	22	3.5	3.5
63	60	59	119	121.2	25	29.5	50	183	244.2	M8	22	4	4
75	60	59	119	121.5	28	34.5	50	183	244.5	M8	22	4	4

Braccio di reazione / *Torque arm* / Drehmomentstütze

BR2 Con boccola / *With bush* / Mit Büchse

BFK BRK	a	b	D1	E	H2	K2	Lt	O	S1	S2
30	100	40	50	65	8	24.5	157.5	7	15	4
40	100	40	50	65	8	32.5	157.5	7	15	4
50	100	55	68	94	8	38.5	175	7	15	4
63	150	55	75	90	10	38	233	9	20	6
75	200	63	90	110	10	36.5	300	9	25	6

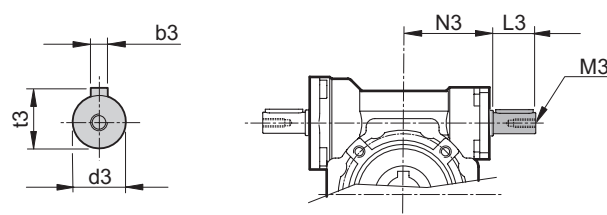
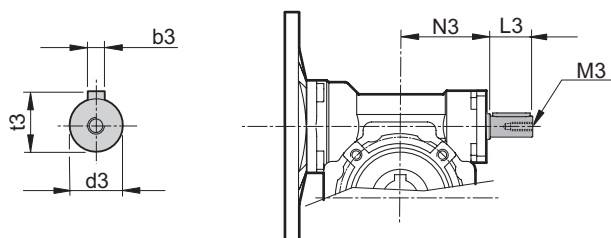


Entrata supplementare
(vite bisorgente)

Additional input
(double extended input shaft)

S.e.A.

Zusatzantrieb
(beidseitige Welle)



BFK	d3 (j6)	L3	M3	N3	b3	t3
30	9	15	M4x10	42.5	3	10.2
40	11	20	M4x12	52.5	4	12.5
50	14	25	M5x13	62.5	5	16
63	19	30	M8x20	72.5	6	21.5
75	24	40	M8x20	89	8	27

BRK	d3 (j6)	L3	M3	N3	b3	t3
30	9	20	M4x10	42.5	3	10.2
40	11	22	M4x10	52.5	4	12.5
50	14	30	M5x13	62.5	5	16
63	18	45	M6x16	72.5	6	20.5
75	19	40	M6x16	89	6	21.5

Opzioni disponibili:

Cuscinetti a rulli conici corona

Available options:

Tapered roller bearing for worm wheel

Auf Anfrage ist folgendes Zubehör
erhältlich:

Kegelrollenlager für Schneckenrad



4.10 Limitatore di coppia cavo passante

Il limitatore di coppia viene consigliato in tutte quelle applicazioni che richiedono una limitazione sulla coppia trasmissibile per proteggere l'impianto e/o preservare il riduttore evitando sovraccarichi o urti indesiderati quanto inaspettati.

È un dispositivo con albero dotato di cavo passante, con funzionamento a frizione, ed è integrato al riduttore, presentando un ingombro limitato.

Concepito per lavorare a bagno d'olio, il dispositivo risulta affidabile nel tempo ed è esente da usura se non viene mantenuto in condizioni prolungate di slittamento (condizione che si verifica quando la coppia presenta valori superiori a quelli di taratura).

La taratura è facilmente regolabile dall'esterno attraverso il serraggio di una ghiera autobloccante che porta a compressione le 4 molle a tazza disposte tra loro in serie.

Il dispositivo non consente:

- l'impiego di cuscinetti a rulli conici in uscita
- funzionamento prolungato in condizioni di slittamento.

Nella tabella seguente vengono riportati i valori delle coppie di slittamento M_{2S} in funzione del n° di giri della ghiera.

I valori di taratura presentano una tolleranza del $\pm 10\%$ e si riferiscono ad una condizione statica.

In condizioni dinamiche è da notare che la coppia di slittamento assume valori diversi a seconda del tipo e/o modalità in cui si verifica il sovraccarico: con valori maggiori in caso di carico uniformemente crescente rispetto a valori più contenuti in seguito al verificarsi di picchi improvvisi di carico.

NOTA: quando si supera il valore di taratura si ha slittamento. Il coefficiente di attrito tra le superfici di contatto da statico diventa dinamico e la coppia trasmessa cala del 30% circa.

E' quindi opportuno prevedere uno stop per poter ripartire al valore di taratura iniziale.

E' importante notare che la coppia di slittamento non resta sempre la medesima durante tutta la vita del limitatore.

Tende infatti a diminuire in rapporto al numero e alla durata degli slittamenti che, rodando le superfici di contatto, ne aumentano il rendimento.

È quindi opportuno verificare periodicamente, soprattutto durante la fase di rodaggio, la taratura del dispositivo.

Là dove sia richiesto un errore più contenuto nella taratura, è necessario testare la coppia trasmissibile sull'impianto.

Il dispositivo viene consegnato tarato alla coppia riportata a catalogo T_{2M} salvo diversa indicazione espressa in fase di ordinazione.

4.10 Torque limiter with through hollow shaft

The use of a torque limiter is advisable when the application requires the limitation of the transmissible torque to safeguard the plant and/or the gearbox from unexpected or undesired overloads.

The torque limiter is equipped with a through hollow shaft and a friction clutch. It is integrated in the gearbox, therefore space requirement is limited.

Designed to be working in oil bath, the device is reliable over time and is not subject to wear unless in case of operation with prolonged slipping (it occurs when the torque values are higher than the calibration values).

Calibration can be easily adjusted from outside by tightening of the self-locking ring nut, which causes the compression of the 4 Belleville washers arranged in series.

The device does not go together with:

- the use of tapered roller bearings at output
- prolonged operation under slipping conditions

The following table shows the values of M_{2S} slipping torques depending on the number of revolutions of the ring nut.

Calibration values feature a $\pm 10\%$ tolerance and refer to static conditions.

Under dynamic conditions the values of the slipping torque will change according to the type of overload: the values are higher if the load increase is uniform; the values are lower if sudden load peaks occur.

NOTE: *Slipping occurs when the setting values are exceeded.*

The friction coefficient between the contact surfaces from static becomes dynamic and the transmitted torque is approx. 30% lower.

It is advisable to have a stop first in order to have a restart based on the initial setting value.

It is important to note that the slipping torque is not the same for the whole life of the torque limiter.

It usually decreases in connection with the numbers and the duration of the slipping which because of the surfaces' lap- ping will increase the efficiency.

For this reason it is advisable to check the calibration of the device at regular intervals, specially during the running-in period.

Should a smaller calibration error be required, it is necessary to test the transmissible torque on the plant.

The device is supplied already calibrated at the torque reported in the catalogue T_{2M} , unless otherwise specified in the order.

4.10 Drehmomentenbegrenzer mit durchgehender Hohlwelle

Die Anwendung eines Drehmoment- Die Anwendung eines Drehmoment- begrenz- zers wird empfohlen, um die Anlage und/ oder das Getriebe gegen ungewünschte und unerwartete Überbe- lastungen zu schützen.

Es handelt sich um eine Vorrichtung mit einer durchgehenden Hohlwelle.

Er ist in dem Getriebe integriert, d.h. der Raumbedarf ist klein. Der Begrenzer wurde für Betrieb in einem Ölbad entworfen. Er ist zuverlässig und verschleißfrei (nur im Falle eines dauerhaften Rutschens entsteht Verschleiß, hier ist das Drehmoment größer als der eingestellte Eichwert).

Die Eichung kann mühelos von aussen durch das Anziehen einer selbstsperrenden Mutter ausgeführt werden, dadurch wird der Druck auf die 4 wechselseitig angeordneten Tellerfedern erhöht.

Die Vorrichtung sieht das folgende nicht vor:

- die Verwendung von Kegelrollenlager am Abtrieb
- Längerer Rutschbetrieb

Die nachstehende Tabelle zeigt die Werte der Rutschmomente M_{2S} abhängig von der Anzahl der Umdrehungen der Mutter. Die Eichwerte weisen $\pm 10\%$ Toleranz auf und beziehen sich auf statische Bedingungen.

Unter dynamischen Bedingungen hat das Rutschmoment verschiedene Werte je nach Art der Überbelastung. Die Werte sind höher, wenn die Belastung gleichmäßig zunimmt; sie sind niedriger im Falle von plötzlichen Belastungsspitzen.

BEMERKUNG: Rutschen tritt auf, wenn die eingestellten Werte überschritten werden. Der Reibungskoeffizient zwischen den Berührungsflächen wird dynamisch anstatt statisch und das übertragene Drehmoment sinkt um ca. 30%.

Es ist daher ratsam, vor dem erneuten Anfahren anzuhalten, um die ursprünglichen Drehmomentwerte zu erreichen.

Es ist wichtig zu beachten, dass das Rutschmoment über die gesamte Lebensdauer der Rutschkupplung nicht konstant bleibt, sondern üblicherweise in Verbindung mit längeren Rutschzyklen aufgrund der eingelaufenen Berührungsflächen abnimmt.

Deswegen ist es ratsam, die Eichung der Vorrichtung besonders während der Einlaufzeit zu prüfen.

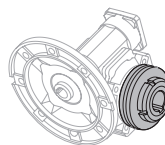
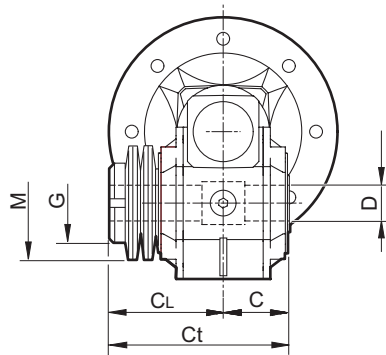
Falls ein niedrigerer Eichfehler gewünscht ist, sollte das übertragbare Drehmoment auf der Anlage getestet werden.

Wenn die Vorrichtung geliefert wird, ist sie schon auf das im Katalog T_{2M} angegebenen Drehmoment geeicht, ausser wenn es in der Bestellung anders angegebene wird.

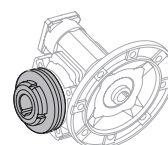
4.10 Limitatore di coppia cavo passante

4.10 Torque limiter with through hollow shaft

4.10 Drehmomentenbegrenzer mit durchgehender Hohlwelle



LD



LS

BFK BRK	C	CL	Ct	D (H8)	M	G
63	60	97	157	25	71x40.5x2	M40X1.5
75	60	100	160	28 (30)	90x51x2.7	M50X1.5

() A richiesta / On request / Auf Anfrage

Nella versione con limitatore non è prevista la fornitura degli alberi lenti.

Il dispositivo viene consegnato tarato alla coppia riportata a catalogo T2M salvo diversa indicazione espressa in fase di ordinazione.

The version with torque limiter is supplied without output shafts.

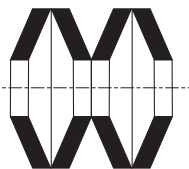
The device is supplied already calibrated at the torque reported in the catalogue T2M, unless otherwise specified in the order.

Die Version mit Drehmomentbegrenzer wird ohne Abtriebswellen geliefert.

Wenn die Vorrichtung geliefert wird, ist sie schon auf dem im Katalog T2M angegebenen Drehmoment geeicht, ausser wenn es in der Bestellung anders angegeben wird.

BFK BRK	N°. giri della ghiera di regolazione / N°. revolutions of ring nut / Nr. Umdrehungen der Mutter													
	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	3	3 1/4	3 1/2	3 3/4	4	4 1/4
63		80	90	100	110	120	130	140	150	160	170	180	190	200
75	140	160	180	200	220	240	260	280	300					

Disposizione delle molle
Washers' arrangement
Lage der Feder



IN SERIE (min. coppia, max. sensibilità)
SERIES (min. torque, max sensitivity)
SERIE (min. Moment, max. Empfindlichkeit)

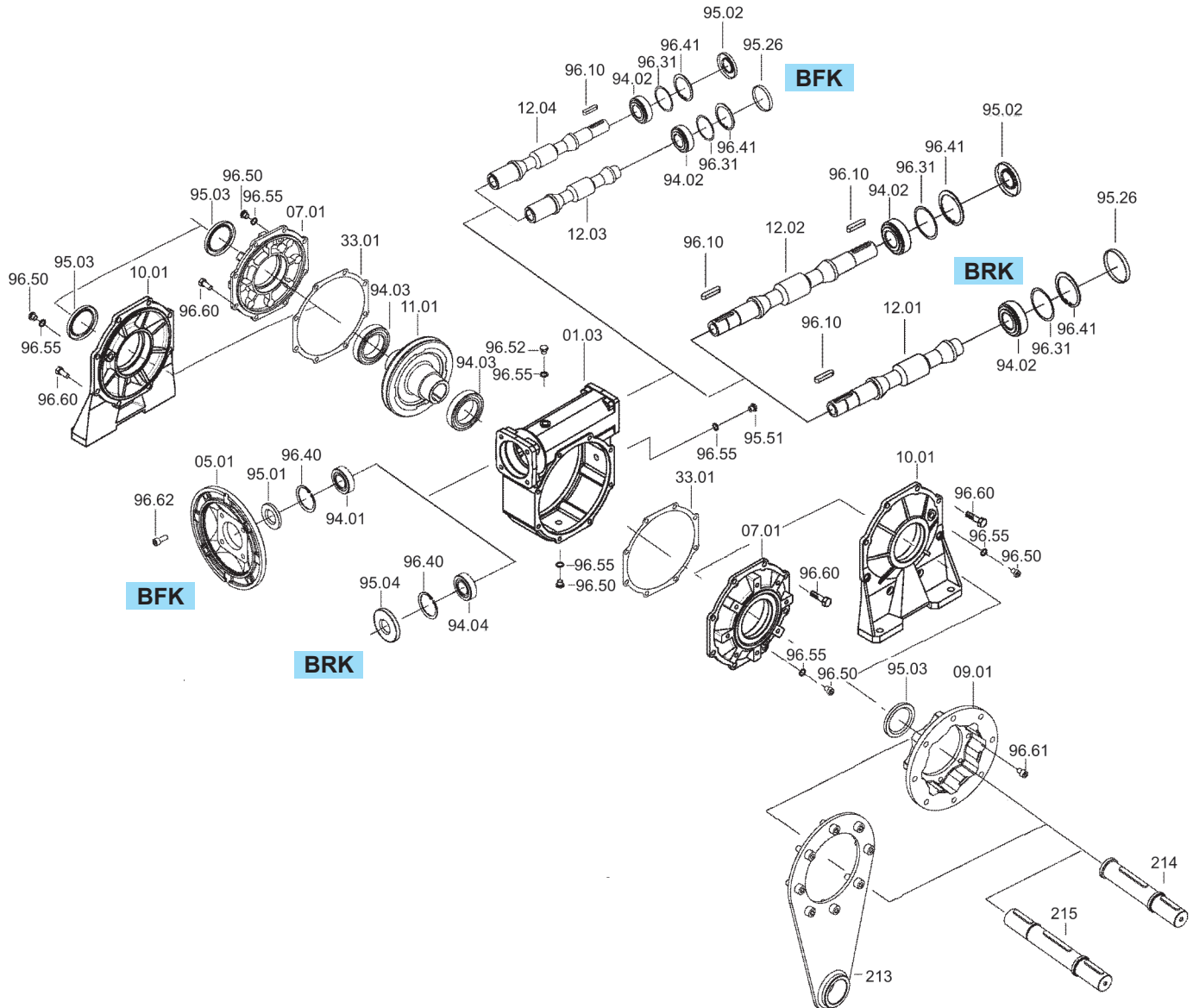
4 BFK - BRK

4.11 Lista parti di ricambio

4.11 Spare parts list

4.11 Ersatzteilliste

BFK - BRK



BFK BRK	IEC	Cuscinetti / Bearings / Lager				Anelli di tenuta / Oilseals Öldichtungen				Cappellotto Closed oil seal Geschlossene Öldichtung
		94.01	94.02	94.03	94.04	95.01	95.02	95.03	95.04	
30	56	61804 (20x32x7)	6000 10x26x8	16005 25x47x8	6201 12x32x10	20/32/7	10/26/7	25/40/7	12/32/7	ø 26x7
	63	61804 (20x32x7)				20/32/7				
40	56	6303 (17x47x14)	6201 12x32x10	16006 30x55x9	6303 17x47x14	17/47/7	12/32/7	30/47/7 (A, B, V)	17/47/7	ø 32x7
	63	6204 (20x47x14)				20/47/7		30/45/7 (P)		
	71	6005 (25x47x12)				25/47/7				
50	63	6204 (20x47x14)	6203 17x40x12	6008 40x68x15	*32008 40x68x19	6204 20x47x14	20/47/7	40/62/8 (A, B, V)	20/47/7	ø 40x7
	71	6005 (25x47x12)					25/47/7			
	80	6006 (30x55x13)					30/55/7			
63	71	30305 (25x62x18.25)	30204 20x47x15.25	6008 40x68x15	*32008 40x68x19	30305 25x62x18.25	25/62/7	20/47/7	40/62/8	ø 47x7
	80	30206 (30x62x17.25)					30/62/7			
	90	32007 (35x62x18)					35/62/7			
75	71	30206 (30x62x17.25)	30205 25x52x16.25	6010 50x80x16	*32010 50x80x20	30305 25x62x18.25	30/62/7	25/52/7	50/72/8	ø 52x7
	80	30206 (30x62x17.25)					30/62/7			
	90	32007 (35x62x18)					35/62/7			
	100/112	32008 (40x68x19)					40/68/10			

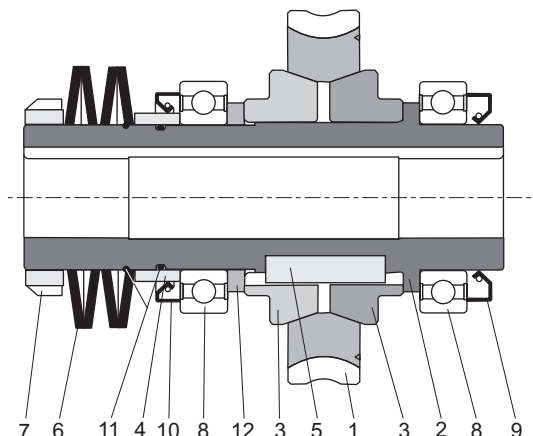
* Cuscinetti a rulli conici a richiesta - Tapered roller bearings on request - Auf Wunsch Kegelrollenlager

BFK - BRK

Limitatore di coppia cavo passante

Torque limiter with through hollow shaft

Drehmomentbegrenzer mit durchgehende Hohlwelle



BFK - BRK		
	63 (LD - LS)	75 (LD - LS)
1	Corona in bronzo / <i>Bronze wheel</i> / Bronzerad	
2	Albero cavo limitatore / <i>Hollow shaft torque limiter</i> / Rutschkupplungs-Hohlwelle	
3	Anello di frizione / <i>Friction ring</i> / Reibring	
4	Distanziale molle / <i>Washers' distance ring</i> / Federdistanzring	
	Linguetta / <i>Key</i> / Passfeder	
5	12x8x40A	16x10x40A
6	Molle a tazza / <i>Belleville washers</i> / Tellerfeder	
7	Ghiera / <i>Metal ring</i> / Metall Ring	
	Cuscinetti / <i>Bearings</i> / Lager	
8	6008 40x68x15	6010 50x80x16
9	Anelli di tenuta / <i>Oilseals</i> / Öldichtungen	
	40x62x8	50x72x8
10	Anelli di tenuta / <i>Oilseals</i> / Öldichtungen	
	48x62x8	58x72x8
	O-rings in gomma / <i>Rubber O-rings</i> / Gummi-O-ringe	
11	OR 36.27x1.78	OR2187 47.37x1.78
12	Distanziale / <i>Spacer</i> / Abstandshülse	



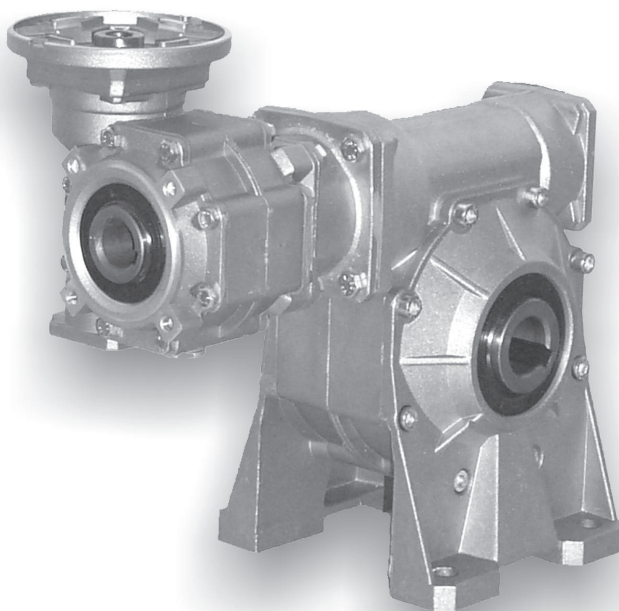
5

RIDUTTORI A VITE SENZA FINE COMBINATI BCFK-BCRK

BCFK-BCRK COMBINED WORM GEARBOXES

KOMBINIERTE- SCHNECKENGETRIEBE BCFK-BCRK

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5.1 Caratteristiche

La combinazione di due riduttori a vite senza fine comporta rendimenti molto bassi, ma l'elevata riduzione di velocità ottenuta in uno spazio ridottissimo rende comunque interessante, e a volte insostituibile, questa soluzione.

Sono forniti con albero cavo di serie ed esiste un'ampia gamma di accessori: seconda entrata, cuscinetti conici sulla corona, flangia uscita, albero lento con 1 o 2 sporgenze, limitatore di coppia con cavo passante, braccio di reazione.

5.1 Characteristics

The combination of two worm gearboxes provides very low efficiency, however the fact that substantial reduction in speed can be obtained in an extremely reduced space makes this solution very interesting and sometimes irreplaceable.

The hollow shaft is supplied as standard. A broad range of accessories is available: second input, tapered roller bearings on the worm wheel, output flange, single or double extended output shaft, torque limiter with through hollow shaft, torque arm.

5.1 Merkmale

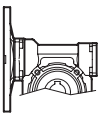
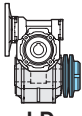
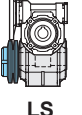
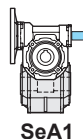
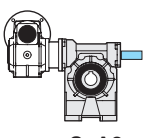
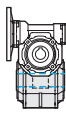
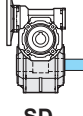
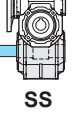
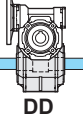
Die Kombination zweier Schneckengetriebe bringt sehr niedrigen Wirkungsgrad mit sich, es handelt sich jedoch um eine interessante und manchmal unersetzbare Lösung, weil eine hohe Drehzahlverringern in einem beträchtlich reduzierten Raum erzielt werden kann.

Die Hohlwelle gehört zur serienmäßigen Ausstattung. Eine breite Auswahl an Zubehör ist erhältlich: zweiter Antrieb, Kegelrollenlager auf Schneckenrad, Abtriebsflansch, standard oder doppelseitig herausragende Abtriebswelle, Drehmomentbegrenzer mit durchgehender Hohlwelle, Drehmomentstütze.

5.2 Designazione

5.2 Designation

5.2 Bezeichnung

Riduttore Gearbox Getriebe	Grandezza Size Größe	Rapporto rid. Ratio Untersetzung	Predispos.att. mot. Motor coupling Motoranschluss	Versione Version Version	Forma costruttiva Execution Bauform	Posizione di mont. Mounting position Einbaulage	Limitatore di coppia. Torque limiter Drehmomentbegrenzer	Seconda entrata Additional input Zusatzantrieb	Albero uscita Output shaft Abtriebswelle	Braccio di reazione Torque arm Drehmomentstütze
BCFK	50/75	1200	P.A.M.	FS	a	B3	LD	SeA1	H	BR
		150 200 300 450 600 900 1200 1500 1950 2500 3250 4000 5000 10000	56 63 71 80 90	A B V P F...S F...D	ab cd ef gh ik im no pq	B3 B6 B7 B8 V5 V6	 LD  LS	 SeA1  SeA2	 H  SD  SS  DD	 BR1  BR2

Versioni

Versions

Ausführungen

BCFK..A
BCRK..A

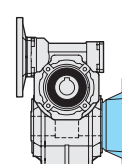
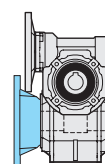
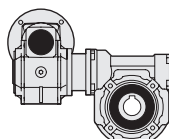
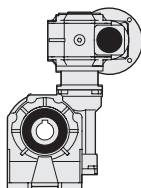
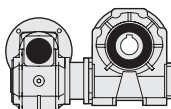
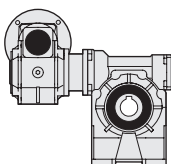
BCFK..B
BCRK..B

BCFK..V
BCRK..V

BCFK..P
BCRK..P

BCFK..F_S
BCRK..F_S

BCFK..F_D
BCRK..F_D



Specificare sempre in fase di ordinazione la versione.

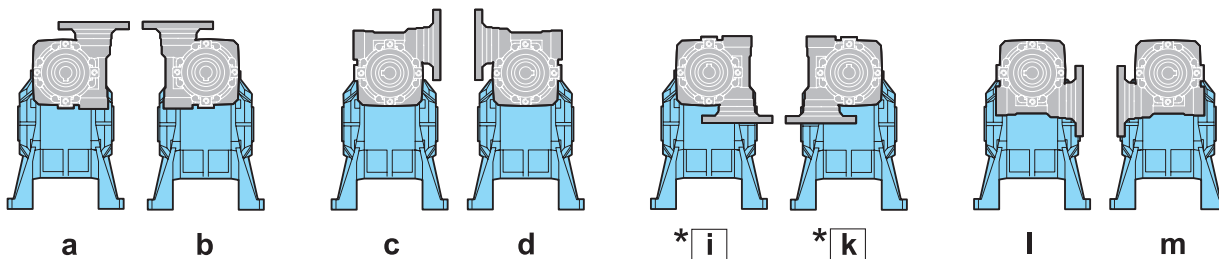
Specify the version when ordering.

Bei der Bestellung immer die Bauform angeben.

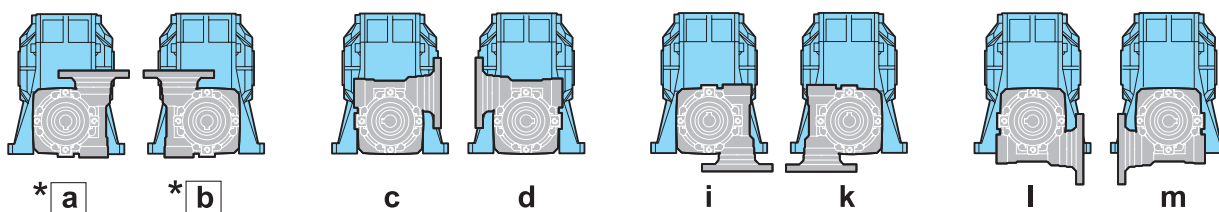


Forma costruttiva / version / Bauform

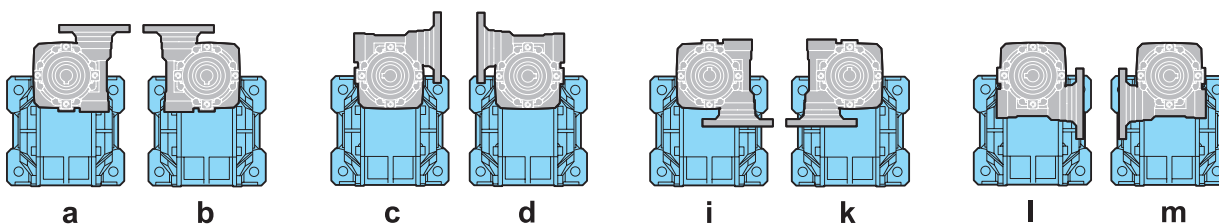
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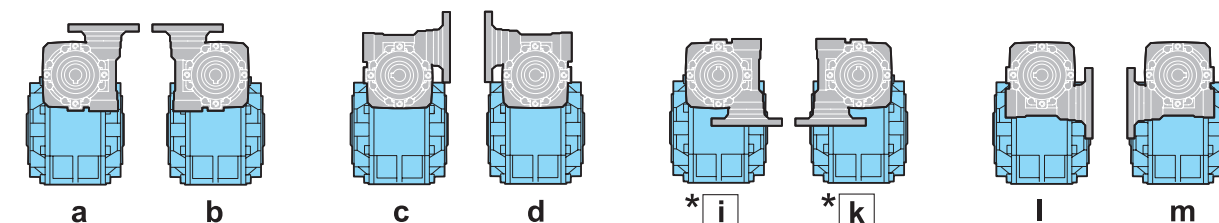
B



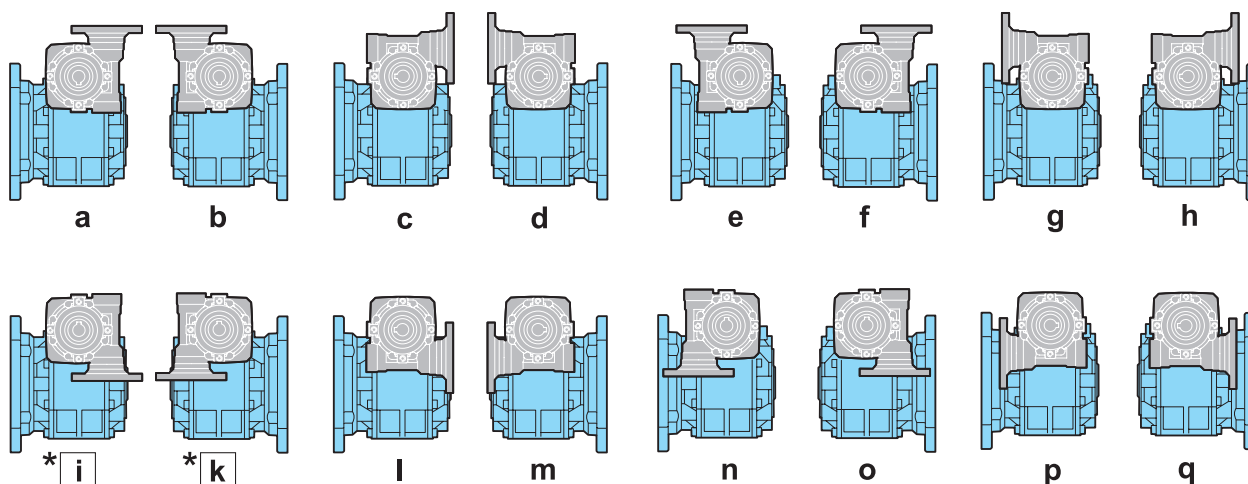
V



P



F



*  Forma costruttiva non realizzabile su: / Version not feasible on: / Bauform nicht ausführbar für:
30/30, 30/40, 30/50 PAM 63B5 (ø 140), 40/63 PAM 71B5 (ø 160)

5.3 Lubrificazione

I riduttori a vite senza fine BCFK - BCRK sono forniti tutti e sempre completi di lubrificante sintetico a base PAG con classe di viscosità ISO 320.

Nei corpi in alluminio è presente un solo tappo di riempimento olio.

Si raccomanda di precisare sempre in fase di ordine la forma costruttiva e la posizione di lavoro desiderata.

5.3 Lubrication

BCFK - BCRK worm gearboxes are supplied with PAG synthetic lubricant featuring an ISO 320 viscosity class.

Aluminium housings have one filling plug only.

Always specify the version and the mounting position when ordering.

5.3 Schmierung

BCFK - BCRK Schneckengetriebe werden mit PAG synthetischen Schmierstoff Viskositätsklasse ISO 320 geliefert.

Gehäuse aus Aluminium verfügen über nur eine Einfüllschraube.

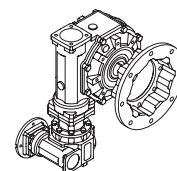
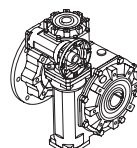
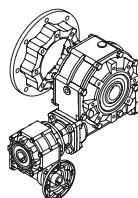
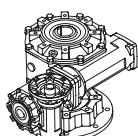
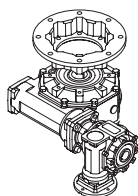
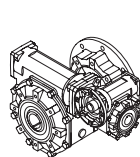
Im Auftrag sind immer Einbaulage und Bauform anzugeben.

Posizioni di montaggio

Mounting positions

Bezeichnung

F,P

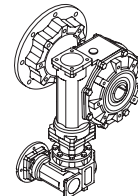
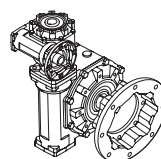
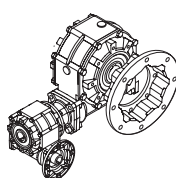
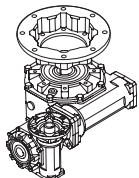
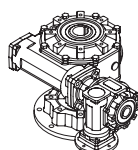
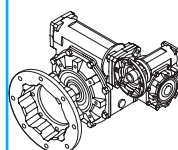


F

(b, d, f, h, k, m, o, q)

P

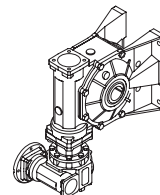
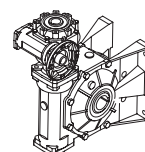
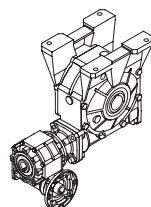
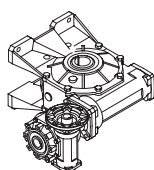
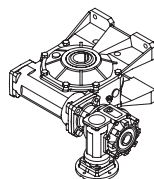
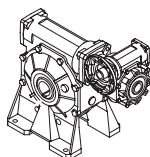
(a, b, c, d, i, k, l, m)



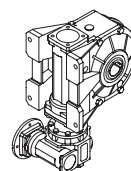
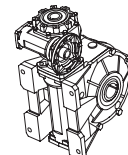
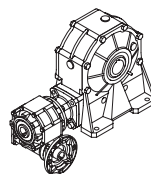
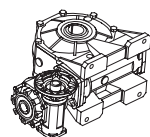
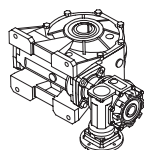
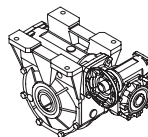
F

(a, c, e, g, i, l, n, p)

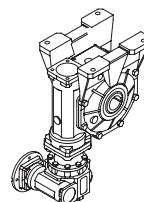
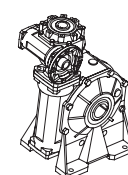
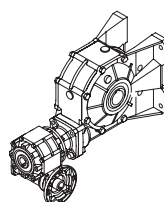
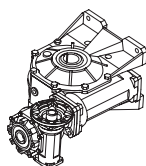
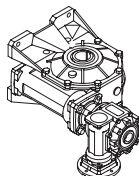
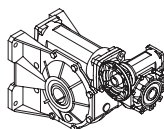
A



B



V



B3

B6

B7

B8

V5

V6

Quantità di lubrificante

Lubricant quantity

Schmiermittelmenge

			Q.tà olio / Oil quantity / Schmiermittelmenge [lt]						
			BCFK - BCRK						
			30/30	30/40	30/50	30/63	40/63	40/75	50/75
Posizioni di montaggio Mounting positions Einbaulage	B3	IN	0.015				0.04		0.08
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26
	B6	IN	0.015				0.04		0.08
		OUT	0.025	0.55	0.110	0.16	0.16	0.26	0.26
	B7	IN	0.015				0.04		0.08
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26
	B8	IN	0.015				0.04		0.08
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26
	V5	IN	0.025				0.055		0.110
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26
	V6	IN	0.025				0.055		0.110
		OUT	0.015	0.04	0.08	0.16	0.16	0.26	0.26

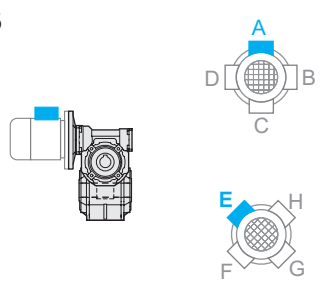
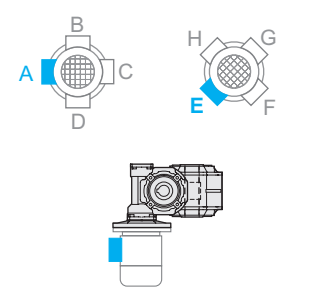
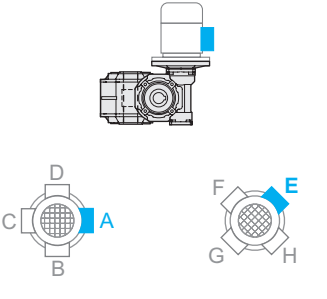
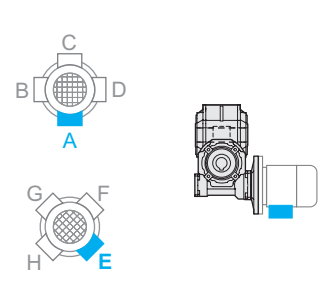
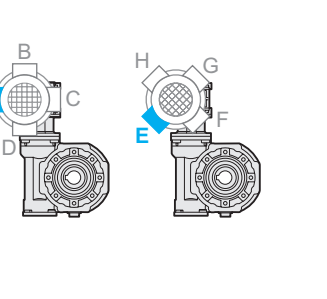
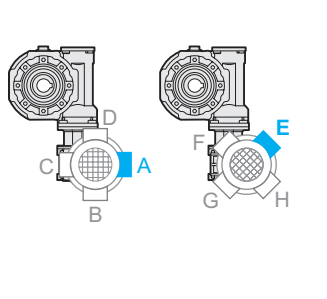
IN = Riduttore entrata / Gearbox at input / Getriebe am Antrieb

OUT = Riduttore uscita / Gearbox at output / Getriebe am Abtrieb

5.4 Posizione morsettieria

5.4 Terminal board position

5.4 Lage der Klemmenkaste

B3 	B6 	B7 
B8 	V5 	V6 

5.5 Dati tecnici
5.5 Technical data
5.5 Technische Daten

30/30	n ₁ = 1400				BCFK				BCRK		
	i _n	30 i ₁	30 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	Input IEC B5/B14	T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	32	0.06	1.2	56-63	37	0.070	0.51
	200		20	7.0	39	0.06	0.8		32	0.050	0.47
	300		30	4.7	52*	0.06	0.8*		39	0.045	0.42
	450	3.1		73*	0.06	0.5*	39		0.032	0.40	
	600	2.3		91*	0.06	0.4*	39		0.026	0.37	
	900	1.6		125*	0.06	0.3*	39		0.019	0.34	
	1200	1.2		149*	0.06	0.3*	39		0.016	0.30	
	1500	0.9		173*	0.06	0.2*	39		0.014	0.28	
	1950	65	0.7	209*	0.06	0.2*	56	39	0.011	0.26	
	2500	50	0.6	235*	0.06	0.1*	56-63	30	0.008	0.23	
	3250	65	50	0.4	283*	0.06	0.11*	56	30	0.006	0.21
	4000	80		0.4	328*	0.06	0.09*		30	0.005	0.20
	5000	100		0.3	385*	0.06	0.08*		30	0.005	0.19
10000	100		0.1	609*	0.06	0.03*	17		0.002	0.15	

30/40	n ₁ = 1400				BCFK				BCRK		
	i _n	30 i ₁	40 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	Input IEC B5/B14	T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	72	0.13	1.1	56-63	82	0.148	0.54
	200		20	7.0	76	0.11	1.0		76	0.110	0.51
	300	30	4.7	79	0.09	1.0	82		0.094	0.43	
	450		3.1	74	0.06	1.1	82		0.067	0.40	
	600		2.3	92	0.06	0.9	82		0.054	0.37	
	900		1.6	126*	0.06	0.6*	82		0.039	0.34	
	1200		1.2	151*	0.06	0.5*	82		0.033	0.31	
	1500	50	0.9	176*	0.06	0.5*	82	0.028	0.29		
	1950	65	0.7	212*	0.06	0.4*	56	82	0.023	0.27	
	2500	50	0.6	236*	0.06	0.3*	56-63	68	0.017	0.23	
	3250	65	50	0.4	285*	0.06	0.24*	56	68	0.014	0.21
4000	80	0.4		330*	0.06	0.21*	68		0.012	0.20	
5000	100	0.3		387*	0.06	0.18*	68		0.011	0.19	
10000		100	0.1	626*	0.06	0.06*	35		0.003	0.15	

30/50	n ₁ = 1400				BCFK				BCRK		
	i _n	30 i ₁	50 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	Input IEC B5/B14	T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	124	0.22	1.2	56-63	149	0.265	0.55
	200		20	7.0	129	0.18	1.1		144	0.201	0.52
	300	30	4.7	118	0.13	1.3	150		0.166	0.44	
	450		3.1	140	0.11	1.1	150		0.118	0.42	
	600		2.3	143	0.09	1.0	150		0.094	0.39	
	900		1.6	131	0.06	1.1	150		0.069	0.36	
	1200		1.2	156	0.06	1.0	150		0.058	0.32	
	1500	50	0.9	182	0.06	0.8	150	0.049	0.30		
	1950	65	0.7	220*	0.06	0.7*	56	150	0.041	0.28	
	2500	50	0.6	253*	0.06	0.5*	56-63	125	0.030	0.25	
	3250	65	50	0.4	305*	0.06	0.41*	56	125	0.025	0.23
4000	80	0.4		354*	0.06	0.35*	125		0.021	0.22	
5000	100			0.3	414*	0.06	0.30*		125	0.018	0.20
10000	100	100	0.1	645*	0.06	0.11*			69	0.006	0.16

*** ATTENZIONE:** la coppia massima utilizzabile [T_{2M}] deve essere calcolata utilizzando il fattore di servizio: T_{2M} = T₂ x FS'

*** WARNING:** Maximum allowable torque [T_{2M}] must be calculated using the following service factor: T_{2M} = T₂ x FS'

*** ACHTUNG:** das max. anwendbare Drehmoment [T_{2M}] muss mit folgendem Betriebsfaktor berechnet werden: T_{2M} = T₂ x FS'

30/63	n ₁ = 1400				BCFK				BCRK		
	i _n	30 i ₁	63 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	Input IEC B5/B14	T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	126	0.22	1.8	56-63	228	0.400	0.56
	200		20	7.0	162	0.22	1.7		279	0.378	0.54
	300		30	4.7	207	0.22	1.3		268	0.285	0.46
	450	15		3.1	238	0.18	1.1		268	0.202	0.43
	600	20		2.3	215	0.13	1.2		268	0.162	0.40
	900	30		1.6	250	0.11	1.1		268	0.118	0.37
	1200	40		1.2	243	0.09	1.1		268	0.099	0.33
	1500	50		0.9	189	0.06	1.4		268	0.085	0.31
	1950	65	0.7	228	0.06	1.2	56	268	0.071	0.29	
	2500	50	0.6	265	0.06	0.8	56-63	222	0.050	0.26	
	3250	65	50	0.4	319*	0.06	0.70*	56	222	0.042	0.24
	4000	80		0.4	369*	0.06	0.60*		222	0.036	0.23
	5000	100		0.3	433*	0.06	0.51*		222	0.031	0.21
	10000		100	0.1	663*	0.06	0.21*		138	0.012	0.16

Kg
8.5

40/63	n ₁ = 1400				BCFK				BCRK		
	i _n	40 i ₁	63 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	Input IEC B5/B14	T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	214	0.37	1.2	63-71	261	0.452	0.56
	200		20	7.0	277	0.37	1.0		279	0.373	0.55
	300		30	4.7	238	0.25	1.1		268	0.282	0.46
	450	15		3.1	244	0.18	1.1		268	0.197	0.44
	600	20		2.3	226	0.13	1.2		268	0.154	0.43
	900	30		1.6	257	0.11	1.0		268	0.115	0.38
	1200	40		1.2	264	0.09	1.0		268	0.091	0.36
	1500	50		0.9	203	0.06	1.3	63	268	0.079	0.33
	1950	65	50	0.7	241	0.06	1.1	56-63	268	0.067	0.30
	2500	50		0.6	284	0.06	0.8		222	0.047	0.28
	3250	65		0.4	338*	0.06	0.66*		222	0.039	0.25
	4000	80		0.4	400*	0.06	0.55*		222	0.033	0.24
	5000	100		0.3	471*	0.06	0.47*		222	0.028	0.23
	10000		100	0.1	722*	0.06	0.19*	138	0.011	0.18	

Kg
9.5

* **ATTENZIONE:** la coppia massima utilizzabile $[T_{2M}]$ deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor: $T_{2M} = T_2 \times FS'$

* **ACHTUNG:** das max. anwendbare Drehmoment $[T_{2M}]$ muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$

5.5 Dati tecnici
5.5 Technical data
5.5 Technische Daten

40/75	n ₁ = 1400				BCFK				BCRK		
	i _n	40 i ₁	75 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	Input IEC B5/B14	T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	322	0.55	1.3	63-71	409	0.698	0.57
	200		20	7.0	417	0.55	1.1		442	0.593	0.56
	300		30	4.7	358	0.37	1.2		418	0.432	0.47
	450	15		3.1	346	0.25	1.2		418	0.302	0.45
	600	20		2.3	390	0.22	1.1		418	0.236	0.43
	900	30		1.6	309	0.13	1.4		418	0.176	0.39
	1200	40		1.2	388	0.13	1.1		418	0.140	0.36
	1500	50	0.9	379	0.11	1.1	63	418	0.121	0.34	
	1950	65	0.7	368	0.09	1.1	56-63	418	0.102	0.31	
	2500	50	0.6	296	0.06	1.3		381	0.077	0.29	
	3250	65	0.4	352	0.06	1.08		381	0.065	0.26	
	4000	80	0.4	417	0.06	0.91		381	0.055	0.25	
	5000	100	0.3	491*	0.06	0.78*		381	0.047	0.24	
	10000		100	0.1	762*	0.06	0.30*	232	0.018	0.19	



14.5

50/75	n ₁ = 1400				BCFK				BCRK		
	i _n	50 i ₁	75 i ₂	n ₂ [min ⁻¹]	T ₂ [Nm]	P ₁ [kW]	FS'	Input IEC B5/B14	T _{2M} [Nm]	P [kW]	Rd
	150	10	15	9.3	409	0.75	1.0	71-80	409	0.750	0.57
	200		20	7.0	422	0.55	1.0		442	0.576	0.56
	300		30	4.7	363	0.37	1.2		418	0.427	0.48
	450	15		3.1	350	0.25	1.2		418	0.299	0.46
	600	20		2.3	418	0.25	1.0		418	0.250	0.42
	900	30		1.6	418	0.18	1.0		418	0.180	0.40
	1200	40		1.2	406	0.13	1.0		418	0.134	0.38
	1500	50	0.9	470	0.13	0.9	71	418	0.116	0.35	
	1950	65	0.7	572*	0.13	0.7*	63-71	418	0.095	0.33	
	2500	50	0.6	674*	0.13	0.6*		381	0.074	0.30	
	3250	65	0.4	819*	0.13	0.47*		381	0.060	0.28	
	4000	80	0.4	939*	0.13	0.41*		381	0.053	0.26	
	5000	100	0.3	1108*	0.13	0.34*		381	0.045	0.25	
	10000		100	0.1	1719*	0.13		0.13*	232	0.018	0.19



14.5

*** ATTENZIONE:** la coppia massima utilizzabile [T_{2M}] deve essere calcolata utilizzando il fattore di servizio: T_{2M} = T₂ x FS'

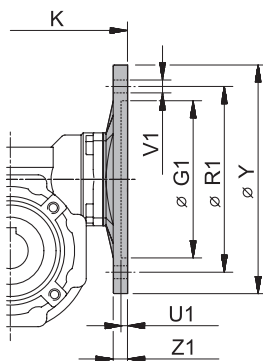
*** WARNING:** Maximum allowable torque [T_{2M}] must be calculated using the following service factor: T_{2M} = T₂ x FS'

*** ACHTUNG:** das max. anwendbare Drehmoment [T_{2M}] muss mit folgendem Betriebsfaktor berechnet werden: T_{2M} = T₂ x FS'

5.6 Predisposizioni possibili

5.6 Possible set-ups

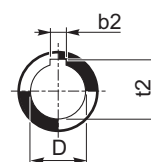
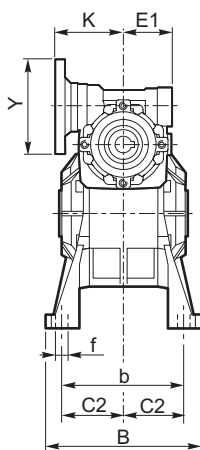
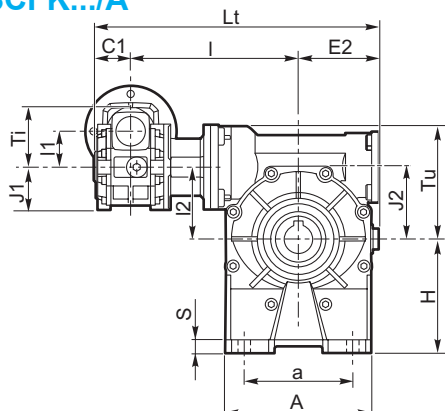
5.6 Mögliche Vorrichtungen



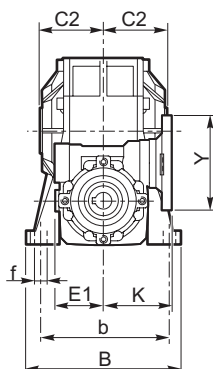
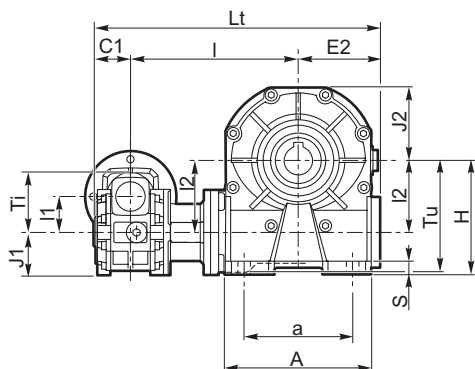
BCFK	PAM IEC	G ₁	K	R ₁	U ₁	V1			Y	Z ₁	Diametro fori PAM / Holes diameter IEC-Input Bohrungsdurchmesser IEC-Antrieb								
											150 200 300	450	600	900	1200	1500 2500	1950 3250	4000	5000 10000
30/30 30/40 30/50 30/63	56 B5	80	57	100	4	7	n° 8		120	8	9	9	9	9	9	9	9	9	9
	56 B14	50		65	3.5	6	n° 8		80	8	9	9	9	9	9	9	9	9	9
	63 B5	95		115	4	9	n° 8		140	8	11	11	11	11	11	11	11	11	/
	63 B14	60		75	4	6	n° 8		90	8	11	11	11	11	11	11	11	11	/
40/63 40/75	56 B5	80	75	100	4	7	n° 8		120	9	/	/	/	/	/	/	/	9	9
	56 B14	50		65	3.5	6		n° 4	80	8	/	/	/	/	/	/	/	9	9
	63 B5	95		115	4	9	n° 8		140	9	11	11	11	11	11	11	11	11	11
	63 B14	60		75	3.5	6		n° 4	90	8	11	11	11	11	11	11	11	11	11
	71 B5	110		130	4.5	9	n° 8		160	10	14	14	14	14	14	14	14	/	/
	71 B14	70		85	3.5	7	n° 8		105	8	14	14	14	14	14	14	14	/	/
50/75	63 B5	95	82	115	4	9	n° 8		140	9	/	/	/	/	/	/	11	11	11
	63 B14	60		75	3.5	6		n° 4	90	8	/	/	/	/	/	/	11	11	11
	71 B5	110		130	4.5	9	n° 8		160	10	14	14	14	14	14	14	14	14	14
	71 B14	70		85	3.5	7	(n° 8)*	n° 4	105	8	14	14	14	14	14	14	14	14	14
	80 B5	130		165	4.5	11	n° 8		200	10	19	19	19	19	19	19	19	/	/
	80 B14	80		100	4	7	n° 8		120	10	19	19	19	19	19	19	19	/	/

* A richiesta, solo con corpo speciale / Upon request, only with special body / Auf Wunsch nur mit speziellen Körper

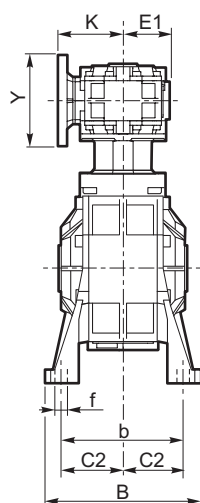
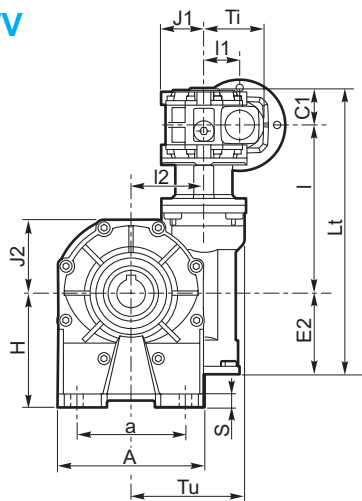
BCFK.../A



BCFK.../B



BCFK.../V



BCFK	Albero lento cavo Hollow output shaft Ausgangshohlwelle		
	D H8	b2	t2
30/30	14	5	16.3
30/40	18	6	20.8
30/50	25	8	28.3
30/63 40/63	25	8	28.3
40/75 50/75	28 (30)	8 (8)	31.3 (33.3)

A, B, V

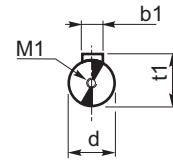
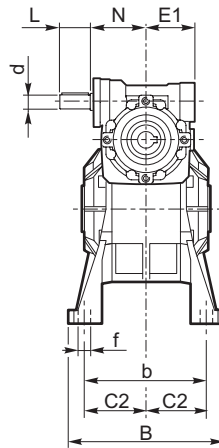
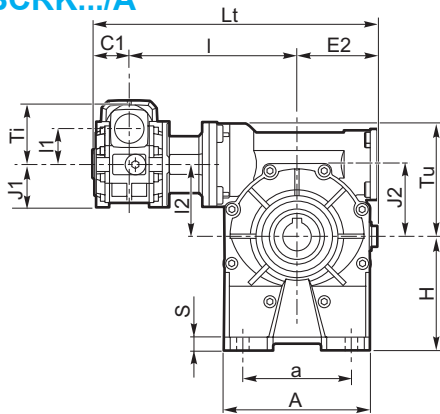
BCFK	A	a	B	b	C1	C2	E1	E2	f	H	I	I1	I2	J1	J2	Kc	Lt	S	Ti	Tu
30/30	67	52 ÷ 40	78	66	31.5	27.5	41	41	6.5	55	100	31.5	31.5	37.5	37.5	57	171.5	8	52.5	52.5
30/40	86.5	52	98	81		32		51	8.5	72	122		40		43.5	57	203.5	10		68.5
30/50	107	63	118	98.5		41		60	9	82	132		50		53.5	57	223.5	10		82.5
30/63	127.5	95	136	111	39	60	51	71	11	100	147	40	63	43.5	64	57	248.5	12	68.5	100.5
40/63	127.5	95	136	111		60		71	11	100	152		63		64	75	261	12		100.5
40/75	155.5	120	140	112÷120		60		85	11	115	176.5		75		78	75	301.5	12		116.5
50/75	155.5	120	140	112÷120		46	60	85	11	115	192	50	75	53.5	78	82	324	12	82.5	116.5

5.7 Dimensioni

5.7 Dimensions

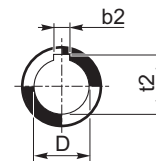
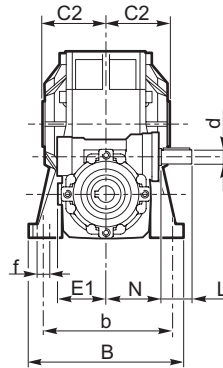
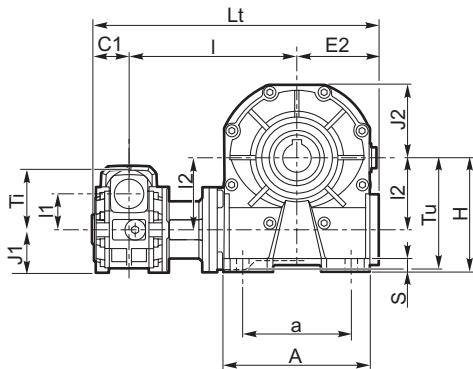
5.7 Abmessungen

BCRK.../A

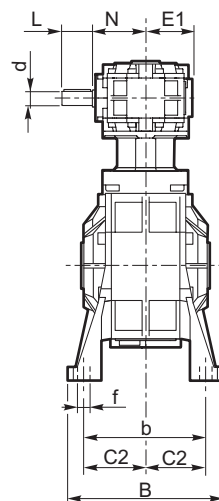
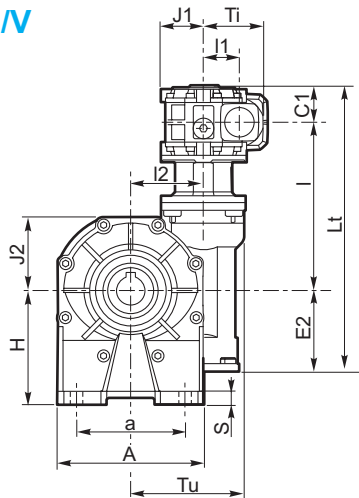


BCRK	Albero entrata Input shaft Eingangswelle			
	d (j6)	b1	t1	M1
30/30 30/40 30/50 30/63	9	3	10.2	M4x10
40/63 40/75	11	4	12.5	M4x10
50/75	14	5	16	M5x13

BCRK.../B



BCRK.../V



BCRK	Albero lento cavo Hollow output shaft Ausgangshohlwelle		
	D H8	b2	t2
3030	14	5	16.3
30/40	18	6	20.8
30/50	25	8	28.3
30/63 40/63	25	8	28.3
40/75 50/75	28 (30)	8 (8)	31.3 (33.3)

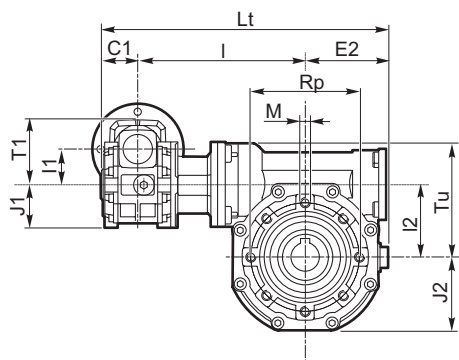
A, B, V

BCRK	A	a	B	b	C1	C2	E1	E2	f	H	I	I1	I2	J1	J2	Lt	L	N	S	Ti	Tu
30/30	67	52 ÷ 40	78	66	31.5	27.5	41	41	6.5	55	100	31.5	31.5	37.5	37.5	171.5	20	47	8	52.5	52.5
30/40	86.5	52	98	81		32		51	8.5	72	122		40		43.5	203.5			10		68.5
30/50	107	63	118	98.5		41		60	9	82	132		50		53.5	223.5			10		82.5
30/63	127.5	95	136	111		60		71	11	100	147		63		64	248.5			12		100.5
40/63	127.5	95	136	111	39	60	51	71	11	100	152	40	63	43.5	64	261	22	64	12	68.5	100.5
40/75	155.5	120	140	112÷120		60		85	11	115	176.5		75		78	301.5			12		116.5
50/75	155.5	120	140	112÷120		46		85	11	115	192		75		78	324			12		116.5

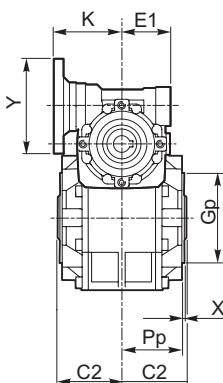
5.7 Dimensioni

5.7 Dimensions

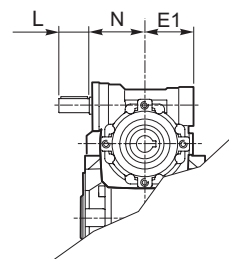
5.7 Abmessungen



BCFK.../P

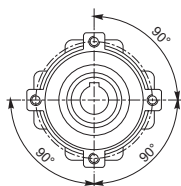


BCRK.../P



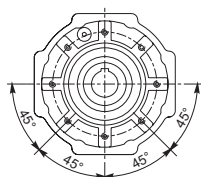
Flangia pendolare / Side cover for shaft mounting / Flansch für Drehmomentstütze

30 - 40 - 50



4 Fori / Holes / Bohrungen

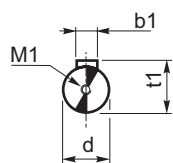
63 - 75



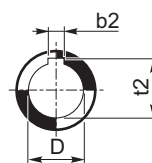
8 Fori / Holes / Bohrungen

P

BCFK BCRK	30/30	30/40	30/50	30/63 40/63	40/75 50/75
G _p h8	50	50	68	75	90
M	M6x8	M6x10	M6x8	M8x14	M8x14
P _p	30	38	44	45	46
R _p	65	65	94	90	110
X	1.5	1.5	2	10	13



BCRK	Albero entrata Input shaft Eingangswelle			
	d (j6)	b1	t1	M1
30/30 30/40 30/50 30/63	9	3	10.2	M4x10
40/63 40/75	11	4	12.5	M4x10
50/75	14	5	16	M5x13



BCFK BCRK	Albero lento cavo Hollow output shaft Ausgangshohlwelle		
	D H8	b2	t2
30/30	14	5	16.3
30/40	18	6	20.8
30/50	25	8	28.3
30/63 40/63	25	8	28.3
40/75 50/75	28 (30)	8 (8)	31.3 (33.3)

P

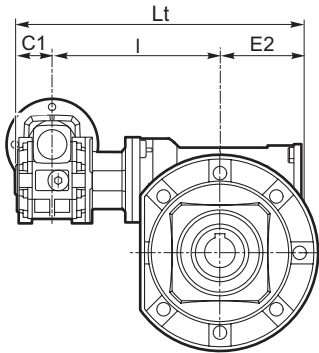
BCFK BCRK	C1	C2	E1	E2	I	I1	I2	J1	J2	Kc	L	Lt	N	Ti	Tu
30/30	27.5	27.5	41	41	100	31.5	31.5	37.5	37.5	57	20	171.5	47	52.5	52.5
30/40		32		51	122		40		43.5	57		203.5			68.5
30/50		41		60	132		50		53.5	57		223.5			82.5
30/63		60		71	147		63		64	57		248.5			100.5
40/63	32	60	51	71	152	40	63	43.5	64	75	22	261	64	68.5	100.5
40/75		60		85	176.6		75		78	75		301.5			116.5
50/75	41	60	60	85	192	50	75	53.5	78	82	30	324	74	82.5	116.5

5.7 Dimensioni

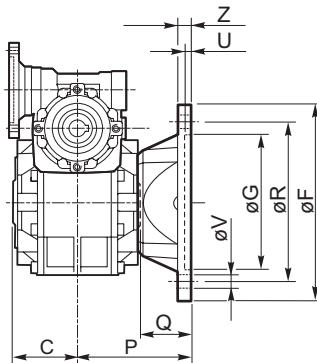
5.7 Dimensions

5.7 Abmessungen

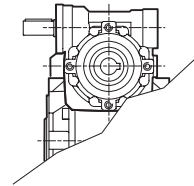
Flangia uscita / Output flange / Abtriebsflansch



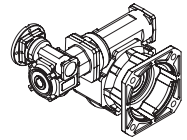
BCFK.../F



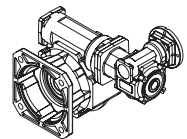
BCRK.../F



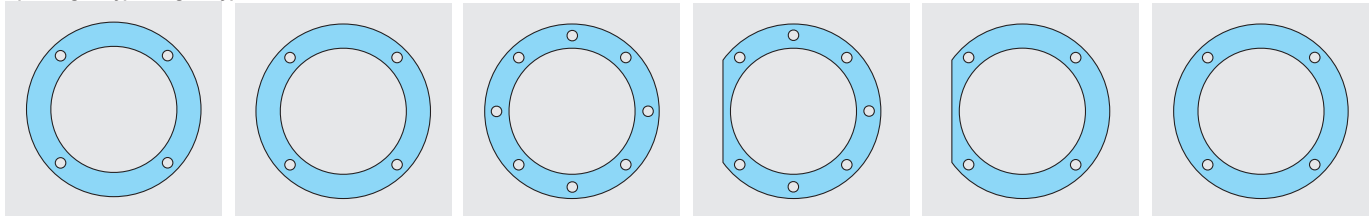
F...D
Standard



F...S



Tipo flangia / Type flange / Typ flansch



30/30	30/40	30/50	30/63 40/63	30/63 40/63	40/75 50/75	30/63 40/63	40/75 50/75	40/75 50/75
F	F	F - F1	F	F1	F - F1	F2	F2 - F3 F3A	F4

BFK BRK	Tipo flangia Type flange Typ flansch	C	F		G (H8)	P	Q	R	U	V			Z
												Ø	
30/30	F	27.5	82		50	50.5	23	68	3.5	n° 4		6.0	6
30/40	F	32	110		60	60	28	87	5	n° 4		9	8
30/50	F	41	125		70	85	44	90	5	n° 4		10.5	10
	F1		125		70	115	74	90	5	n° 4		10.5	10
30/63 40/63	F	60	180		115	116	56	150	7		n° 8	11	12
	F1		180		115	86	26	150	5		n° 7	11	11
	F2		200		130	102	42	165	6	n° 4		11	11
40/75 50/75	F	60	200		130	111	51	165	6		n° 7	13	13
	F1		200		130	85	25	165	6		n° 7	13	13
	F2		175		115	116	56	150	6	n° 4		11	12
	F3		175		115	85	25	150	5	n° 4		11	12
	F3A		160		110	85	25	130	5	n° 4		11	12
	F4		160		110	101	41	130	6	n° 4		11	12

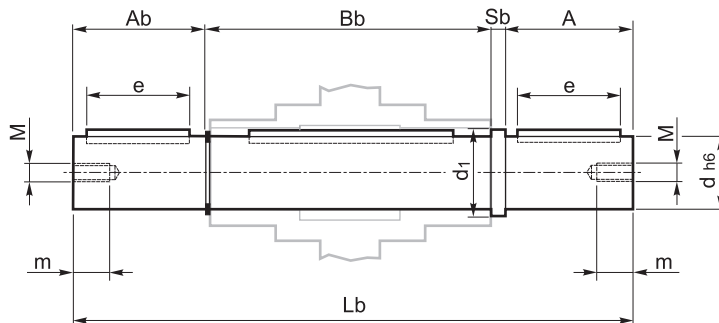
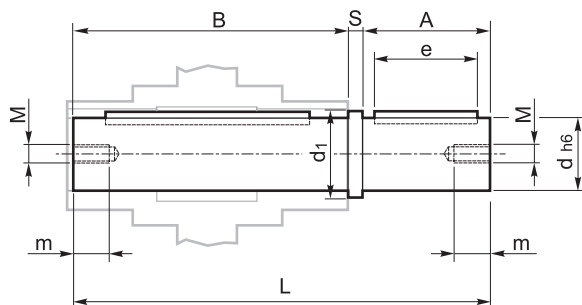
5.8 Accessori

5.8 Accessories

5.8 Zubehör

Albero lento semplice / *Single output shaft* / Standard Abtriebswelle

Albero lento doppio / *Double output shaft* / Doppelte Abtriebswelle

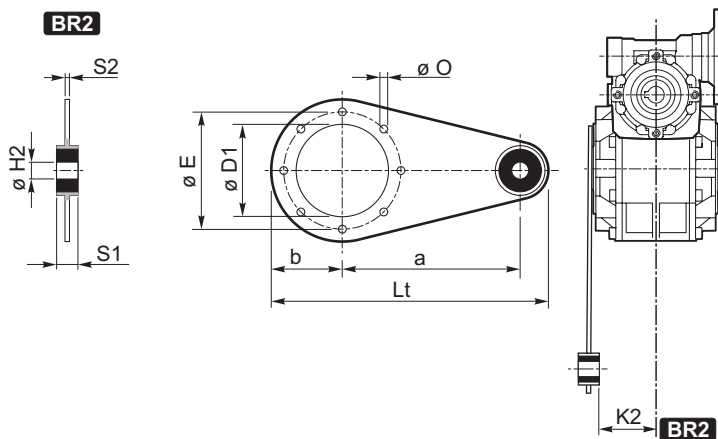


BCFK BCRK	A	Ab	B	Bb	d (h6)	d1	e	L	Lb	M	m	S	Sb
30/30	30	29	52	56	14	18.5	20	84.5	117.5	M6	16	2.5	2.5
30/40	40	39	62	65.2	18	24.5	30	105	147.2	M6	16	3	3
30/50	60	59	80	83.2	25	29.5	50	143.5	205.7	M8	22	3.5	3.5
30/63 40/63	60	59	119	121.2	25	29.5	50	183	244.2	M8	22	4	4
40/75 50/75	60	59	119	121.5	28	34.5	50	183	244.5	M8	22	4	4

Braccio di reazione / *Torque arm* / Drehmomentstütze

BR2 Con boccola / *With bush* / Mit Büchse

BCFK BCRK	a	b	D1	E	H2	K2	Lt	O	S1	S2
30/30	100	40	50	65	8	24.5	157.5	7	15	4
30/40	100	40	50	65	8	32.5	157.5	7	15	4
30/50	100	55	68	94	8	38.5	175	7	15	4
30/63 40/63	150	55	75	90	10	38	233	9	20	6
40/75 50/75	200	63	90	110	10	36.5	300	9	25	6



Opzioni disponibili:

Cuscinetti a rulli conici corona

Available options:

Tapered roller bearing for worm wheel

Auf Anfrage ist folgendes Zubehör erhältlich:

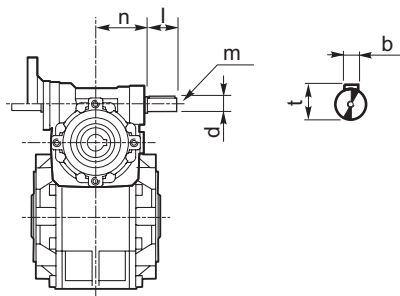
Kegelrollenlager für Schneckenrad

5.9 Esecuzione con vite bisporgente

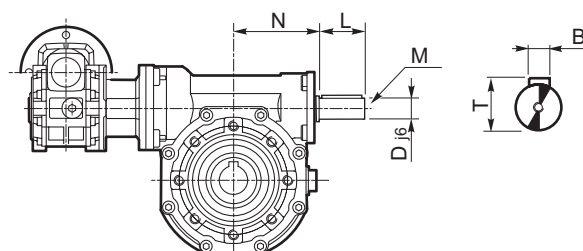
5.9 Double extended worm shaft design

5.9 Versionen mit Doppelseitig Herausragender Schneckenwelle

SeA1



SeA2



BCFK	SeA1					
	b	d j6	l	m	n	t
30/30 30/40 30/50 30/63	3	9	15	M4x10	42.5	10.2
40/63 40/75	4	11	20	M4x12	52.5	12.5
50/75	5	14	25	M5x13	62.5	16

BCFK BCRK	SeA2					
	B	D j6	L	M	N	T
30/30	3	9	15	M4x10	42.5	10.2
30/40	4	11	20	M4x12	52.5	12.5
30/50	5	14	25	M5x13	62.5	16
30/63 40/63	6	19	30	M8x20	72.5	21.5
40/75 50/75	8	24	40	M8x20	93	27

BCRK	SeA1					
	b	d j6	l	m	n	t
30/30 30/40 30/50 30/63	3	9	20	M4x10	42.5	10.2
40/63 40/75	4	11	22	M4x10	52.5	12.5
50/75	5	14	30	M5x13	62.5	16

L'entrata supplementare del riduttore in uscita (SeA2) non può essere utilizzata come comando in quanto il relativo movimento risulta impedito dalla irreversibilità del primo riduttore.

Utilizzato come asse condotta, avrà velocità corrispondente a quella di ingresso ridotta del rapporto del primo riduttore.

The second input shaft of the output gearbox (SeA2) can not be utilized as a drive because its motion will be stopped by the reversibility of the first gearbox.

If utilized as a drive shaft its speed will be equal to the input speed decreased by the ratio of the first gearbox.

Die verlängerte Schneckenwelle des zweiten Getriebes (SeA2) kann nicht als Antrieb verwendet werden, da die Selbsthemmung des ersten Getriebes entgegengewirkt.

Wird sie als Abtriebswelle verwendet, besitzt sie eine um die Untersetzung des ersten Getriebes entsprechend reduzierte Drehzahl und Drehmoment.

5.10 Limitatore di coppia cavo passante

Il limitatore di coppia viene consigliato in tutte quelle applicazioni che richiedono una limitazione sulla coppia trasmissibile per proteggere l'impianto e/o preservare il riduttore evitando sovraccarichi o urti indesiderati quanto inaspettati.

È un dispositivo con albero dotato di cavo passante, con funzionamento a frizione, ed è integrato al riduttore, presentando un ingombro limitato.

Concepito per lavorare a bagno d'olio, il dispositivo risulta affidabile nel tempo ed è esente da usura se non viene mantenuto in condizioni prolungate di slittamento (condizione che si verifica quando la coppia presenta valori superiori a quelli di taratura).

La taratura è facilmente regolabile dall'esterno attraverso il serraggio di una ghiera autobloccante che porta a compressione le 4 molle a tazza disposte tra loro in serie.

Il dispositivo non consente:

- l'impiego di cuscinetti a rulli conici in uscita
- funzionamento prolungato in condizioni di slittamento.

Nella tabella seguente vengono riportati i valori delle coppie di slittamento M_{2S} in funzione del n° di giri della ghiera.

5.10 Torque limiter with through hollow shaft

The use of a torque limiter is advisable when the application requires the limitation of the transmissible torque to safeguard the plant and/or the gearbox from unexpected or undesired overloads.

The torque limiter is equipped with a through hollow shaft and a friction clutch. It is integrated in the gearbox, therefore space requirement is limited.

Designed to be working in oil bath, the device is reliable over time and is not subject to wear unless in case of operation with prolonged slipping (it occurs when the torque values are higher than the calibration values).

Calibration can be easily adjusted from outside by tightening of the self-locking ring nut, which causes the compression of the 4 Belleville washers arranged in series.

The device does not go together with:

- the use of tapered roller bearings at output
- prolonged operation under slipping conditions

The following table shows the values of M_{2S} slipping torques depending on the number of revolutions of the ring nut.

5.10 Drehmomentenbegrenzer mit durchgehender Hohlwelle

Die Anwendung eines Drehmomentbegrenzers wird empfohlen, um die Anlage und/oder das Getriebe gegen ungewünschte und unerwartete Überbelastungen zu schützen.

Es handelt sich um eine Vorrichtung mit einer durchgehenden Hohlwelle.

Er ist in dem Getriebe integriert, d.h. der Raumbedarf ist klein. Der Begrenzer wurde für Betrieb in einem Ölbad entworfen.

Er ist zuverlässig und verschleißfrei (nur im Falle eines dauerhaften Rutschens entsteht Verschleiß, hier ist das Drehmoment größer als der eingestellte Eichwert).

Die Eichung kann mühelos von aussen durch das Anziehen einer selbstsperrenden Mutter ausgeführt werden, dadurch wird der Druck auf die 4 wechselseitig angeordneten Tellerfedern erhöht.

Die Vorrichtung sieht das folgende nicht vor:

- die Verwendung von Kegelrollenlager am Abtrieb
- Längerer Rutschbetrieb

Die nachstehende Tabelle zeigt die Werte der Rutschmomente M_{2S} abhängig von der Anzahl der Umdrehungen der Mutter. Die Eichwerte weisen $\pm 10\%$ Toleranz

BCFK BCRK	N°. giri della ghiera di regolazione N°. revolutions of ring nut / Nr. Umdrehungen der Mutter											
	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	3	3 1/4	3 1/2	3 3/4	4
30/63	110	125	145	160	180	200	220	230	245	255	265	285
40/63												
40/75		220	245	275	310	350	375	410	450			
50/75												

Disposizione delle molle
Washers' arrangement
Lage der Feder

IN SERIE (min. coppia, max. sensibilità)
SERIES (min. torque, max sensitivity)
SERIE (min. Moment, max. Empfindlichkeit)



I valori di taratura presentano una tolleranza del $\pm 10\%$ e si riferiscono ad una condizione statica.

In condizioni dinamiche è da notare che la coppia di slittamento assume valori diversi a seconda del tipo e/o modalità in cui si verifica il sovraccarico: con valori maggiori in caso di carico uniformemente crescente rispetto a valori più contenuti in seguito al verificarsi di picchi improvvisi di carico.

NOTA: quando si supera il valore di taratura si ha slittamento. Il coefficiente di attrito tra le superfici di contatto da statico diventa dinamico e la coppia trasmessa cala del 30% circa.

E' quindi opportuno prevedere uno stop per poter ripartire al valore di taratura iniziale.

Calibration values feature a $\pm 10\%$ tolerance and refer to static conditions.

Under dynamic conditions the values of the slipping torque will change according to the type of overload: the values are higher if the load increase is uniform; the values are lower if sudden load peaks occur.

NOTE: Slipping occurs when the setting values are exceeded.

The friction coefficient between the contact surfaces from static becomes dynamic and the transmitted torque is approx. 30% lower.

It is advisable to have a stop first in order to have a restart based on the initial setting value.

auf und beziehen sich auf statische Bedingungen.

Unter dynamischen Bedingungen hat das Rutschmoment verschiedene Werte je nach Art der Überbelastung. Die Werte sind höher, wenn die Belastung gleichmäßig zunimmt; sie sind niedriger im Falle von plötzlichen Belastungsspitzen.

BEMERKUNG: Rutschen tritt auf, wenn die eingestellten Werte überschritten werden. Der Reibungskoeffizient zwischen den Berührungsflächen wird dynamisch anstatt statisch und das übertragene Drehmoment sinkt um ca. 30%.

Es ist daher ratsam, vor dem erneuten Anfahren anzuhalten, um die ursprünglichen Drehmomentwerte zu erreichen.



5.10 Limitatore di coppia
cavo passante

E' importante notare che la coppia di slittamento non resta sempre la medesima durante tutta la vita del limitatore. Tende infatti a diminuire in rapporto al numero e alla durata degli slittamenti che, rodando le superfici di contatto, ne aumentano il rendimento. È quindi opportuno verificare periodicamente, soprattutto durante la fase di rodaggio, la taratura del dispositivo. Là dove sia richiesto un errore più contenuto nella taratura, è necessario testare la coppia trasmissibile sull'impianto.

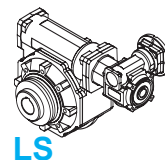
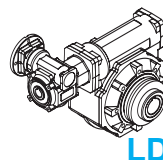
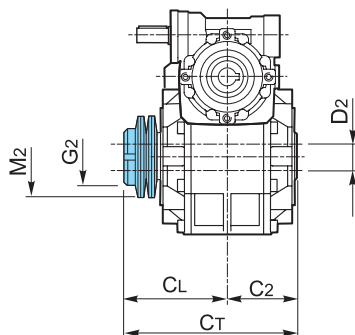
Il dispositivo viene consegnato tarato alla coppia riportata a catalogo T_{2M} salvo diversa indicazione espressa in fase di ordinazione.

5.10 Torque limiter with through
hollow shaft

It is important to note that the slipping torque is not the same for the whole life of the torque limiter. It usually decreases in connection with the numbers and the duration of the slipping which because of the surfaces' lap-ping will increase the efficiency. For this reason it is advisable to check the calibration of the device at regular intervals, specially during the running-in period. Should a smaller calibration error be required, it is necessary to test the trans-missible torque on the plant. The device is supplied already cali-brated at the torque reported in the catalogue T_{2M}, unless otherwise speci-fied in the order.

5.10 Drehmomentenbegrenzer mit
durchgehender Hohlwelle

Es ist wichtig zu beachten, dass das Rutschmoment über die gesamte Lebensdauer der Rutschkupplung nicht konstant bleibt, sondern üblicherweise in Verbindung mit längeren Rutschzyklen aufgrund der eingelaufenen Berührungsflächen abnimmt. Deswegen ist es ratsam, die Eichung der Vorrichtung besonders während der Einlaufzeit zu prüfen. Falls ein niedrigerer Eichfehler gewünscht ist, sollte das übertragbare Drehmoment auf der Anlage getestet werden. Wenn die Vorrichtung geliefert wird, ist sie schon auf das im Katalog T_{2M} angegebenen Drehmoment geeicht, ausser wenn es in der Bestellung anders angegebene wird.



BCFK BCRK	C ₂	C _L	C _t	D ₂ H8	M ₂	G ₂
LD - LS						
30/63 40/63	60	97	157	25	71x40.5x2.5	M40X1.5
40/75 50/75	60	100	160	28 (30)	90x50.5x3.5	M50X1.5

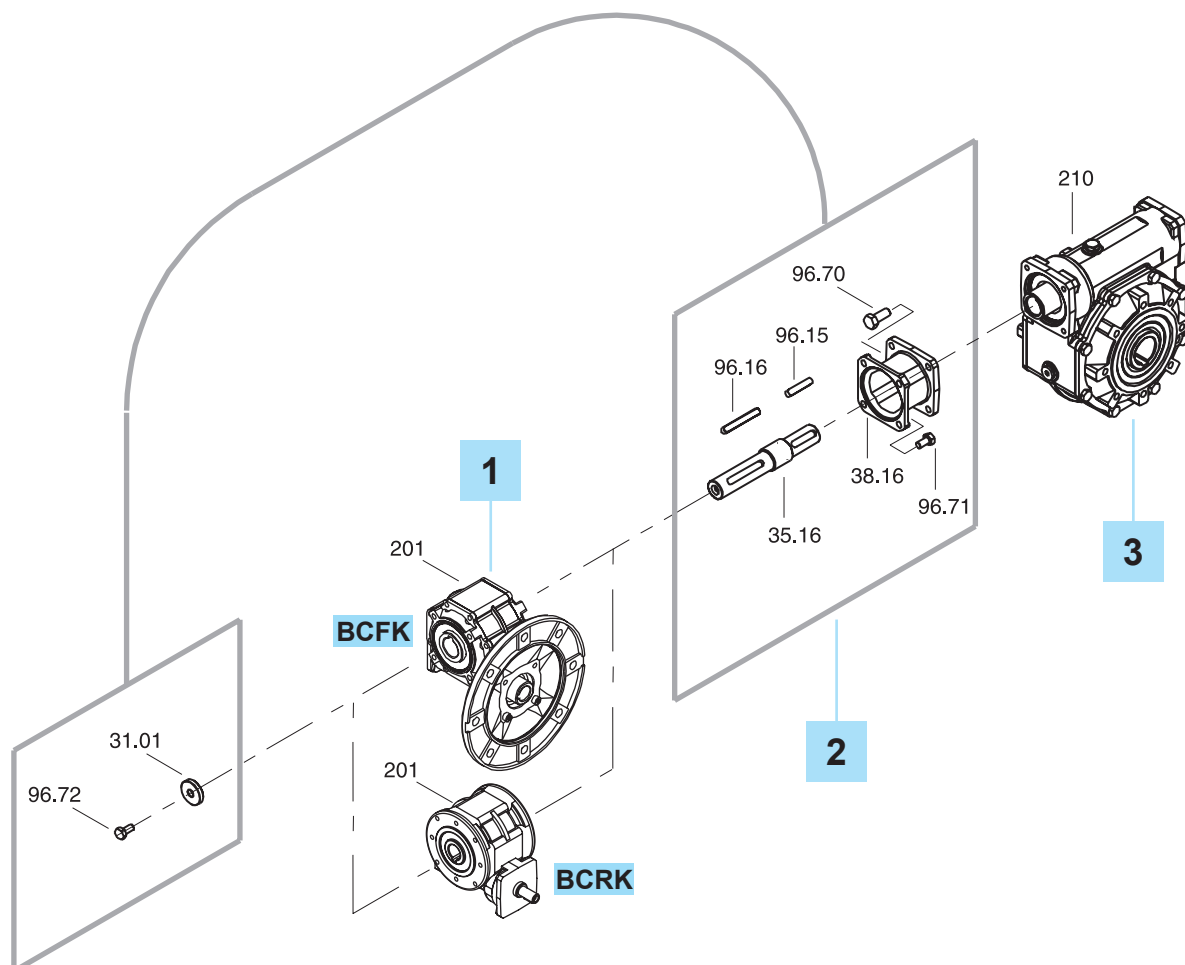
() A richiesta / On request / Auf Anfrage

Nella versione con limitatore non è prevista la fornitura degli alberi lenti. Il dispositivo viene consegnato tarato alla coppia riportata a catalogo T_{2M} salvo diversa indicazione espressa in fase di ordinazione.

The version with torque limiter is supplied without output shafts. The device is supplied already calibrated at the torque reported in the catalogue T_{2M}, unless otherwise specified in the order.

Die Version mit Drehmomentbegrenzer wird ohne Abtriebswellen geliefert. Wenn die Vorrichtung geliefert wird, ist sie schon auf dem im Katalog T_{2M} angegebenen Drehmoment geeicht, ausser wenn es in der Bestellung anders angegeben wird.

BCFK - BCRK



1

IN (SCFK)	IN (SCRK)
KC30	KA30
KC40	KA40
KC50	KA50

2

KIT
KIT 30/30 (2850002010)
KIT 30/40 (2850002013)
KIT 30/50 (2850002016)
KIT 30/63 (2850002019)
KIT 40/63 (2850002028)
KIT 40/75 (2850002031)
KIT 50/75 (2850002034)

3

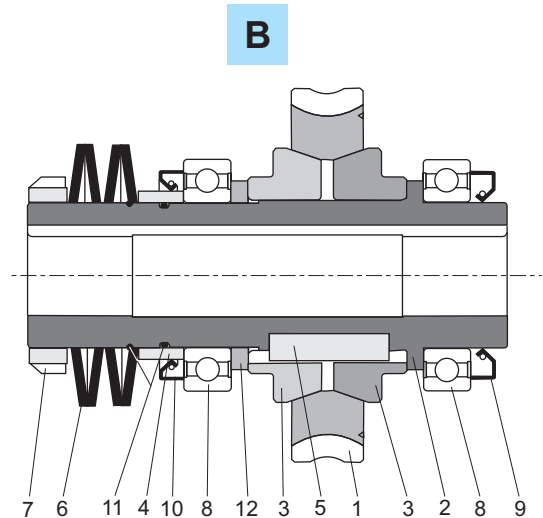
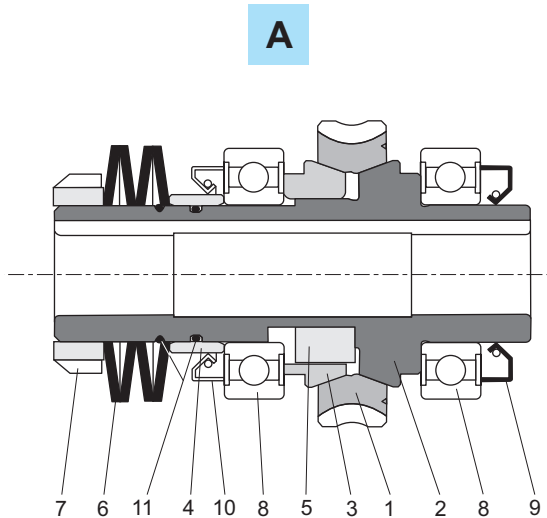
OUT
30/9
40/11
50/14
63/19
63/19
75/24
75/24

BCFK - BCRK

Limitatore di coppia cavo passante

Torque limiter with through hollow shaft

Drehmomentbegrenzer mit durchgehende Hohlwelle



A			B	
BCFK - BCRK				
30/63 (L1)	40/63 (L1) 40/75 (L1)	50/75 (L1)	30/63 (LD - LS) 40/63 (LD - LS)	40/75 (LD - LS) 50/75 (LD - LS)
1 Corona in bronzo / <i>Bronze wheel</i> / Bronzerad				
2 Albero cavo limitatore / <i>Hollow shaft torque limiter</i> / Rutschkupplungs-Hohlwelle				
3 Anello di frizione / <i>Friction ring</i> / Reibring				
4 Distanziale molle / <i>Washers' distance ring</i> / Federdistanzring				
5 Linguetta / <i>Key</i> / Passfeder				
8x7x10AB	10x8x13AB	12x8x18AB	12x8x40A	16x10x40A
6 Molle a tazza / <i>Belleville washers</i> / Tellerfeder				
7 Ghiera / <i>Metal ring</i> / Metall Ring				
8 Cuscinetti / <i>Bearings</i> / Lager				
6005 25x47x12	6006 30x55x13	6008 40x68x15	6008 40x68x15	6010 50x80x16
9 Anelli di tenuta / <i>Oilseals</i> / Öldichtungen				
25x40x7	30x47x7	40x62x8	40x62x8	50x72x8
10 Anelli di tenuta / <i>Oilseals</i> / Öldichtungen				
30x40x5	35x47x7	48x62x8	48x62x8	58x72x8
11 O-rings in gomma / <i>Rubber O-rings</i> / Gummi-O-ringe				
OR2087 21.95x1.78	OR2106 26.7x1.78	OR 36.27x1.78	OR 36.27x1.78	OR2187 47.37x1.78
12 -			Distanziale / <i>Spacer</i> / Abstandshülse	



5 BCFK - BCRK



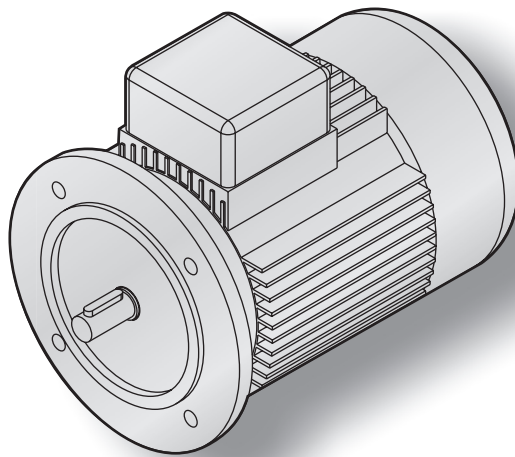


6

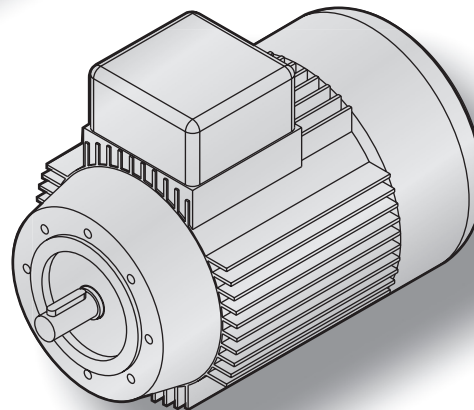
MOTORI ELETTRICI

ELECTRIC MOTORS

ELEKTROMOTOREN

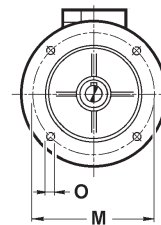
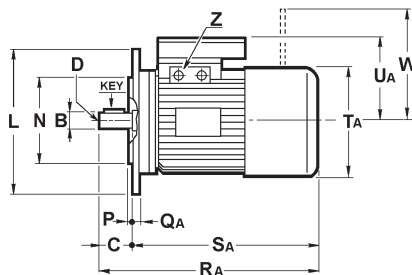
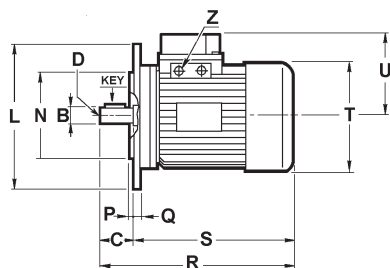


B5



B14

B5



Motori elettrici ⁽¹⁾
Electric motors
Elektromotoren

Motori elettrici autofrenanti ⁽²⁾
Electric brake motors
Elektro-Bremsmotoren

		4 poles			B	C	D	L	M	N	O	P	Q	QA	R	RA	S	SA	T	TA	U	UA	W	Z	KEY
		kW	kg. (1)	kg. (2)																					
56	A	0.06	2.5	4	9	20	M4	120	100	80	7	3	8	8	188	220	168	200	110	110	108	108	90	PG11	3x3x15
	B	0.09	2.6	5																				PG11	3x3x15
	C	0.11	3.2	5																				PG11	3x3x15
63	A	0.13	3.7	5	11	23	M4	140	115	95	9	3	9	9	208	257	185	234	123	123	110	110	98	PG11	4x4x15
	B	0.18	4.3	7																				PG11	
	C	0.22	4.3	7																				PG11	
71	A	0.25	5.8	8	14	30	M5	160	130	110	9	3.5	9	9	245	297	215	267	140	140	121	121	98	PG11	5x5x20
	B	0.37	6.2	8																				PG11	
	C	0.55	7.4	9																				PG11	
80	A	0.55	8.5	11	19	40	M6	200	165	130	11	3.5	10	10	278	336	238	296	159	159	138	138	111	PG16	6x6x30
	B	0.75	9.8	13																				PG16	
	C	0.9	10.5	13.5																				PG16	
90	S	1.1	12	17	24	50	M8	200	165	130	11	3.5	10	10	305	369	255	319	176	176	149	149	129	PG16	8x7x35
	L	1.5	13.5	18											330	394	280	344						PG16	
	LB	1.8	15.5	20											PG16										
100	A	2.2	19	25.5	28	60	M10	250	215	180	14	4	14	14	369	434	309	374	195	195	160	160	139	PG16	8x7x45
	B	3	21	28																				PG16	
	BL	4	23	30																				PG16	
112	A	4	29	38	28	60	M10	250	215	180	14	4	14	14	388	467	328	407	219	219	172	172	161	PG16	8x7x45
	BL	5.5	35	44																				PG16	8x7x45
132	S	5.5	43	56	38	80	M12	300	265	230	14	4	20	14	448	570	368	490	258	258	192	192	186	PG21	10x8x60
	M	7.5	52	66											485	600	405	520							
	ML	9.2	54	68																					

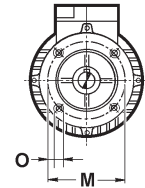
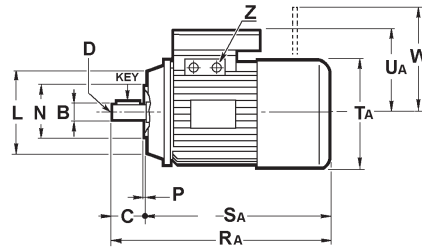
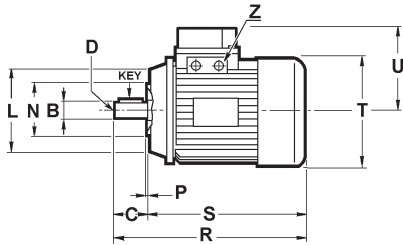
Le dimensioni dei motori elettrici sono puramente indicative.

The dimensions of the electric motors are approximate values.

Die Abmessungen der Elektromotoren sind Näherungswerte.



B14



Motori elettrici ⁽¹⁾
Electric motors
Elektromotoren

Motori elettrici autofrenanti ⁽²⁾
Electric brake motors
Elektro-Bremsmotoren

		4 poles			B	C	D	L	M	N	O	P	R	RA	S	SA	T	TA	U	UA	W	Z	KEY
		kW	kg. (1)	kg. (2)																			
56	A	0.06	2.5	4	9	20	M4	80	65	50	M5	2.5	188	220	168	200	110	110	108	108	90	PG11	3x3x15
	B	0.09	2.6	5																		PG11	3x3x15
	C	0.11	3.2	5																		PG11	3x3x15
63	A	0.13	3.7	5	11	23	M4	90	75	60	M5	2.5	208	257	185	234	123	123	110	110	98	PG11	4x4x15
	B	0.18	4.3	7																		PG11	
	C	0.22	4.3	7																		PG11	
71	A	0.25	5.8	8	14	30	M5	105	85	70	M6	2.5	245	297	215	267	140	140	121	121	98	PG11	5x5x20
	B	0.37	6.2	8																		PG11	
	C	0.55	7.4	9																		PG11	
80	A	0.55	8.5	11	19	40	M6	120	100	80	M6	3	278	336	238	296	158	159	138	138	111	PG16	6x6x30
	B	0.75	9.8	13																		PG16	
	C	0.9	10.5	13.5																		PG16	
90	S	1.1	12	17	24	50	M8	140	115	95	M8	3	305	369	255	319	176	176	149	149	129	PG16	8x7x35
	L	1.5	13.5	18									330	394	280	344			160				
	LB	1.8	15.5	20																			
100	A	2.2	19	25.5	28	60	M10	160	130	110	M8	3.5	369	434	309	374	195	195	173	160	139	PG16	8x7x45
	B	3	21	28																			
	BL	4	23	30																			
112	A	4	29	38	28	60	M10	160	130	110	M8	3.5	388	467	328	407	219	219	192	172	161	PG16	8x7x45
	BL	5.5	35	44																		PG16	8x7x45
132	S	5.5	43	56	38	80	M12	200	165	130	M10	4	448	570	368	490	258	258	192	192	186	PG21	10x8x60
	M	7.5	52	66									485	600	405	520							
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Le dimensioni dei motori elettrici sono puramente indicative.

The dimensions of the electric motors are approximate values.

Die Abmessungen der Elektromotoren sind Näherungswerte.

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CONDIZIONI GENERALI DI GARANZIA

WARRANTY GENERAL CONDITIONS

ALLGEMEINE GARANTIEBEDINGUNGEN

La garanzia relativa a difetti di costruzione ha la durata di un anno dalla data di fatturazione delle merci. Tale garanzia comporta per la TRAMEC Riduttori l'onere della sostituzione o riparazione delle parti difettose ma non ammette ulteriore addebito per eventuali danni diretti o indiretti di qualsiasi natura. La garanzia decade nel caso in cui non siano state osservate le disposizioni riportate nel manuale di uso e manutenzione e/o siano state eseguite riparazioni o apportate modifiche senza nostro consenso scritto.

Gearboxes are covered for manufacturing defects by a one-year warranty from their invoicing date. TRAMEC Riduttori will replace or repair defective parts but will not accept any further charges for direct or indirect damages of any kind. The warranty will become null and void if the instructions given in the use and maintenance manual are not complied with or if repairs or changes are carried out without our prior written authorization.

Die Garantie auf Herstellungsfehler dauert ein Jahr ab Rechnungsdatum. Aufgrund der Garantie unterliegt der TRAMEC Riduttori der Pflicht des Ersatzes oder der Reparatur der defekten Teile, jedoch nicht die Übernahme weiterer Belastungen für direkte oder indirekte Schäden egal welcher Natur. Die Garantie verfällt bei Nichtbeachtung der in der betreffenden „Betriebs- und Instandhaltungsanleitung“ angeführten Anweisungen und/oder falls ohne unsere vorausgehende schriftliche Genehmigung Reparaturen oder Änderungen vorgenommen wurden.

La merce di ritorno sarà da noi accettata solo se spedita franco di ogni spesa.

Returned goods will be accepted only if delivered free of any charge.

Die an uns zurückgesendete Ware akzeptieren wir nur, wenn sie gebührenfrei geliefert wird.

REVISIONI

REVISIONS

ÄNDERUNG

01/2015

- modificata quota ØV di F2 gr. 63
- aggiornata tavola ricambi
- eliminata flangia uscita F3 gr. 63
- aggiornati limitatori di coppia
- aggiunti momenti inerzia i=5

01/2015

- modified value ØV of F2 size 63
- update spare parts list
- eliminated output flange F3 size 63
- update torque limiter
- insert moments of inertia i=5

01/2015

- geänderten Wert ØV F2 63
- aktualisiert Ersatzteilliste
- beseitigt Abtriebsflansch F3 - 63
- aktualisiert Drehmomentenbegrenzer
- aktualisiert Trägheitsmoment i=5

11/2015

Modifica tolleranza albero cavo

11/2015

Modification tolerance output hollow shaft

11/2015

Änderung Toleranz Antriebswelle

04/2016

Modificata q.tà olio pos. montaggio B6-B7

04/16

Modification oil quantity mounting positions B6-B7

04/16

Änderung Schmiermittelmenge Einbaulagen B6-B7

04/2016

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