



■ **QUICK SELECTION** / Selezione veloce

input speed ( $n_1$ ) = 1400 min<sup>-1</sup>

| Output Speed<br>$n_2$<br>[min <sup>-1</sup> ] | Ratio<br>$i$ | Motor power<br>$P_{1M}$<br>[kW] | Output torque<br>$M_{2M}$<br>[Nm] | Service factor<br>f.s. | Nominal power<br>$P_{1R}$<br>[kW] | Nominal torque<br>$M_{2R}$<br>[Nm] | Available B5 motor flanges |    |    |            |     | Available B14 motor flanges |    |            |     | Output Shaft<br> | Ratios code<br> |    |
|---|--------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|----------------------------|----|----|------------|-----|-----------------------------|----|------------|-----|------------------|-----------------|----|
|   |              |                                 |                                   |                        |                                   |                                    | -C                         | -D | -E | -F         | -G  | -R                          | -T | -U         | -V  |                  |                 |    |
|   |              |                                 |                                   |                        |                                   |                                    | 71                         | 80 | 90 | 100<br>112 | 132 | 80                          | 90 | 100<br>112 | 132 |                  |                 |    |
| 213   | <b>6.57</b>  | 7.5                             | 312                               | 1.2                    | <b>8.8</b>                        | <b>380</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 3018            | 01 |
| 185   | <b>7.56</b>  | 7.5                             | 358                               | 1.1                    | <b>7.9</b>                        | <b>390</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 3016            | 02 |
| 159   | <b>8.82</b>  | 7.5                             | 419                               | 1.0                    | <b>7.1</b>                        | <b>410</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 3014            | 03 |
| 113   | <b>12.39</b> | 7.5                             | 588                               | 1.0                    | <b>7.2</b>                        | <b>580</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 2018            | 04 |
| 98  | <b>14.24</b> | 5.5                             | 499                               | 1.2                    | <b>6.4</b>                        | <b>600</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 2016            | 05 |
| 84  | <b>16.75</b> | 5.5                             | 587                               | 1.1                    | <b>6.1</b>                        | <b>665</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 1618            | 06 |
| 73  | <b>19.25</b> | 5.5                             | 675                               | 1.0                    | <b>5.4</b>                        | <b>675</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 1616            | 07 |
| 64  | <b>21.78</b> | 4                               | 558                               | 1.2                    | <b>4.7</b>                        | <b>675</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 1318            | 08 |
| 56  | <b>25.04</b> | 4                               | 642                               | 1.1                    | <b>4.1</b>                        | <b>675</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 1316            | 09 |
| 47.9  | <b>29.23</b> | 4                               | 750                               | 0.9                    | <b>3.5</b>                        | <b>675</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 1314            | 10 |
| 45.7  | <b>30.65</b> | 3                               | 592                               | 1.1                    | <b>3.4</b>                        | <b>675</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 1116            | 11 |
| 39.1  | <b>35.78</b> | 3                               | 691                               | 1.0                    | <b>2.9</b>                        | <b>675</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 1114            | 12 |
| 36.3  | <b>38.55</b> | 2.2                             | 548                               | 1.1                    | <b>2.3</b>                        | <b>580</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 818             | 13 |
| 31.6  | <b>44.32</b> | 2.2                             | 630                               | 1.1                    | <b>2.3</b>                        | <b>665</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 816             | 14 |
| 27.1  | <b>51.74</b> | 2.2                             | 735                               | 0.9                    | <b>2.0</b>                        | <b>675</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 814             | 15 |
| 22.9  | <b>61.03</b> | 1.1                             | 437                               | 1.1                    | <b>1.2</b>                        | <b>480</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 616             | 16 |
| 19.6  | <b>71.25</b> | 1.1                             | 510                               | 1.1                    | <b>1.2</b>                        | <b>560</b>                         | B                          |    |    |            |     |                             |    |            |     |                  | 614             | 17 |

The dynamic efficiency is **0.96** for all ratios

**Motor Flanges Available**  
Flange Motore Disponibili

**B) Supplied with Reduction Bushing**  
Fornito con Bussola di Riduzione

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

**C) Motor Flange Holes Position**  
Posizione Fori Flangia Motore

**EN** Unit **H62C** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

**I** Il riduttore **H62C** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

**D** Das Getriebe **H62C** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial - und Axialbelastungen des Getriebes aufgeführt.

**F** Le réducteur **H62C** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

**E** El reductor tamaño **H62C** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

| Standard supplied            | For these mounting position specify in the order or add oil         |           |           |                           |           |           |  |
|------------------------------|---|-----------|-----------|---------------------------|-----------|-----------|--|
|                              | Per queste posizioni specificare in fase d'ordine o aggiungere olio |           |           |                           |           |           |  |
|                              |   |           |           |                           |           |           |  |
| <b>B3</b>                    | <b>B6</b>   | <b>B7</b> | <b>B8</b> | <b>V5</b>                 | <b>V6</b> | <b>V8</b> |  |
| 2.25 LT                      | 3.20 LT   | 3.00 LT   | 2.25 LT   | 4.35 LT                   | 2.35 LT   | Ask       |  |
| <b>SHELL</b> Omala S4 WE 320 |   |           |           | <b>ENI</b> Telium VSF 320 |           |           |  |

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

### RADIAL AND AXIAL LOADS

**Output shaft**  
Albero di uscita

$F_{eq} = F_R \cdot \frac{149.5}{X+119.5}$

| $n_2$ | FA  | FR   | $n_2$ | FA  | FR   | $n_2$ | FA   | FR   |
|-------|-----|------|-------|-----|------|-------|------|------|
| 300   | 600 | 3000 | 140   | 720 | 3600 | 70    | 940  | 4700 |
| 250   | 640 | 3200 | 120   | 740 | 3700 | 40    | 1220 | 6100 |
| 200   | 690 | 3460 | 85    | 860 | 4300 | 15    | 1300 | 6500 |

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

**Input shaft**  
Albero in entrata

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

**tab. 2**

