

### QUICK SELECTION / Selezione veloce

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

Output Speed $n_2$ [min <sup>-1</sup> ]	Ratio $i$	Motor power $P_{1M}$ [kW]	Output torque $M_{2M}$ [Nm]	Service factor f.s.	Nominal power $P_{1R}$ [kW]	Nominal torque $M_{2R}$ [Nm]	B5 motor flanges					B14 motor flanges			Output Shaft				
							-G	-H	-I	-L	CA	-	-	-					
							132	160	180	200	225	-	-	-			Ratio code		
219	<b>6.39</b>	45	1757	1.4	<b>61.0</b>	<b>2500</b>											392914		01
200	<b>7.00</b>	45	1925	1.4	<b>59.0</b>	<b>2650</b>											392913		02
164	<b>8.55</b>	45	2350	1.2	<b>51.1</b>	<b>2800</b>											392911		03
140	<b>10.01</b>	45	2752	1.2	<b>49.8</b>	<b>3200</b>											302914		04
128	<b>10.97</b>	45	3014	1.1	<b>45.5</b>	<b>3200</b>											302913		05
105	<b>13.39</b>	37	3025	1.1	<b>39.6</b>	<b>3400</b>											302911		06
89	<b>15.71</b>	37	3550	1.0	<b>34.7</b>	<b>3500</b>											222914		07
81	<b>17.21</b>	37	3888	1.0	<b>33.5</b>	<b>3700</b>											222913		08
67	<b>21.02</b>	30	3877	1.0	<b>29.7</b>	<b>4000</b>											222911	standard ø70	09
59	<b>23.73</b>	30	4378	0.9	<b>26.9</b>	<b>4100</b>											162914		10
54	<b>25.99</b>	22	3523	1.2	<b>25.8</b>	<b>4300</b>											162913		11
50	<b>27.93</b>	22	3786	1.1	<b>24.0</b>	<b>4300</b>											142914		12
45.8	<b>30.59</b>	22	4146	1.1	<b>22.9</b>	<b>4500</b>											142913		13
44.1	<b>31.74</b>	22	4302	1.0	<b>22.1</b>	<b>4500</b>											162911		14
37.5	<b>37.36</b>	18.5	4255	1.1	<b>18.8</b>	<b>4500</b>											142911		15
33.8	<b>41.37</b>	18.5	4712	1.0	<b>17.0</b>	<b>4500</b>											102914		16
30.9	<b>45.31</b>	15	4179	1.1	<b>15.5</b>	<b>4500</b>											102913		17
25.3	<b>55.33</b>	11	3750	1.2	<b>12.7</b>	<b>4500</b>											102911		18

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

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

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

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

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

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

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

Standard supplied	For these mounting position specify in the order or add oil					
	Per queste posizioni specificare in fase d'ordine o aggiungere olio					
B3	B6	B7	B8	V5	V6	V8
13.50 LT	8.00 LT	15.50 LT	14.50 LT	22.00 LT	13.00 LT	Ask
SHELL Omala S2 GX 460				ENI Blasias 460		

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

### RADIAL AND AXIAL LOADS

**Output shaft**  
Albero di uscita

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

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

**Input shaft**  
Albero in entrata

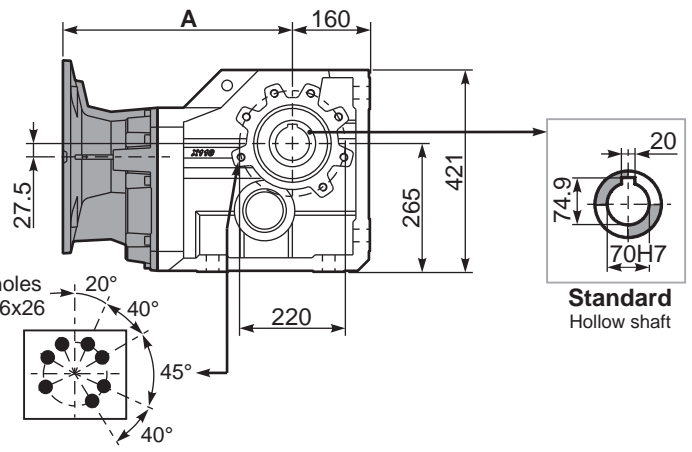
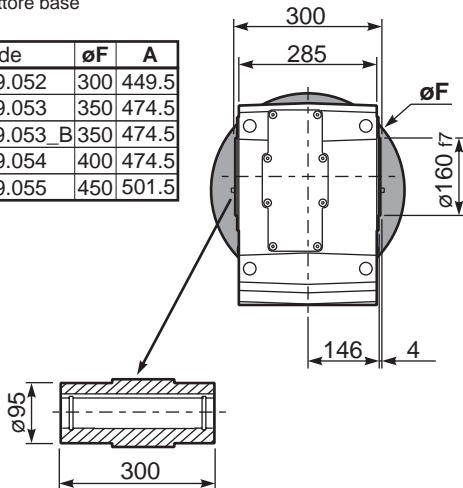
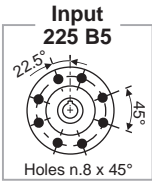
$n_1$	FA	FR
1400	1120	5600
900	1220	6100
500	1300	6500

tab. 2

**PX113C...** Basic Gearbox  
Riduttore base

Gearbox weight **170 kg**  
peso riduttore

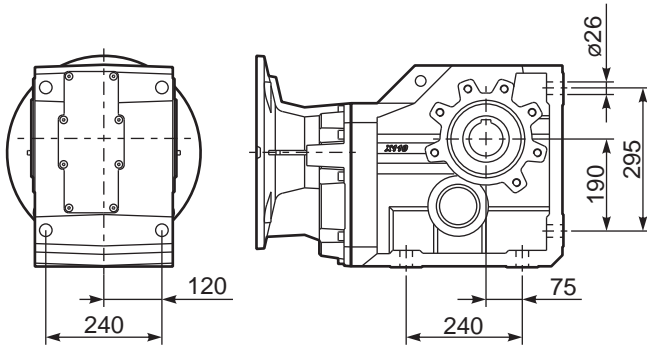
M. flanges	Kit code	øF	A
132B5	KC110.9.052	300	449.5
160B5	KC110.9.053	350	474.5
180B5	KC110.9.053_B	350	474.5
200B5	KC110.9.054	400	474.5
225B5	KC110.9.055	450	501.5



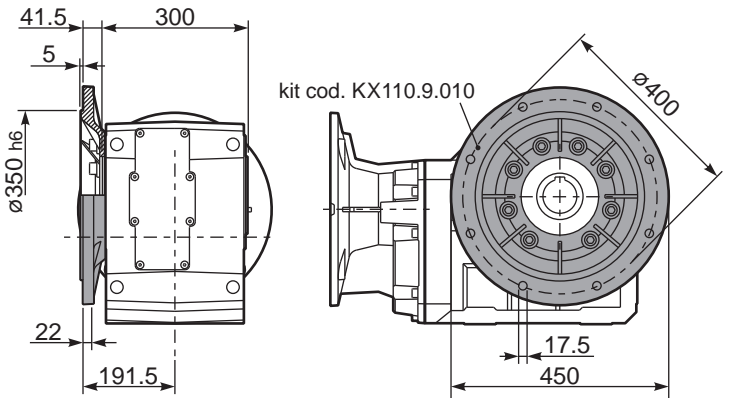
**Mounting holes position**  
Posizione fori di montaggio

**Standard**  
Hollow shaft

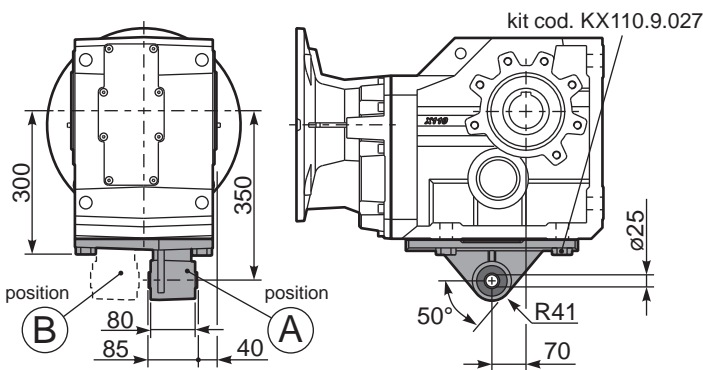
**PX113...FB..** Feet  
Piedini



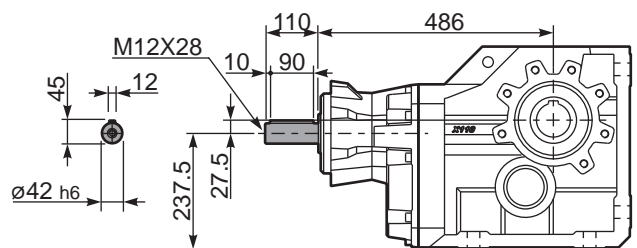
**PX113...-F7..** Output flange  
Flangia uscita



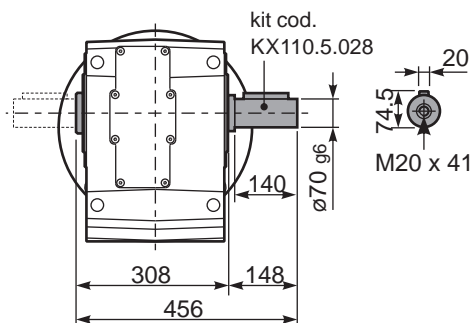
**PX113...BR..** Reaction Arm  
Braccio di reazione



**RX113...** Input shaft  
Albero in entrata



**PX113A...** Single shaft  
Albero lento semplice



**PX113B...** Double shaft  
Albero lento bisp.

