

**RIDUTTORI - MOTORIDUTTORI PARALLELI - PENDOLARI  
SHAFT GEARBOXES - SHAFT MOUNTED GEARBOXES  
AND GEARED MOTORS  
FLACH-UND AUFSTECKGETRIEBE UND-GETRIEBEMOTOREN**

**PTF  
PTP**

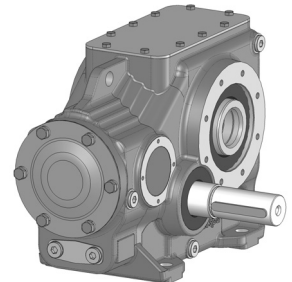
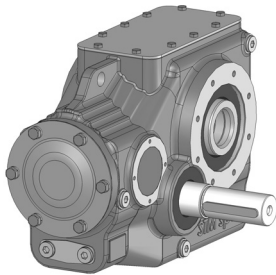
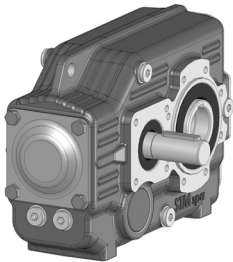
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**80-100  
125-140**

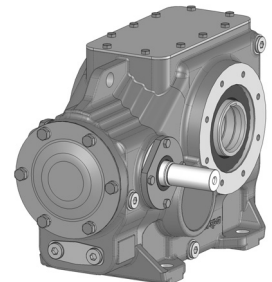
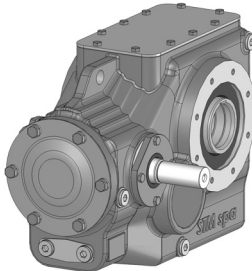
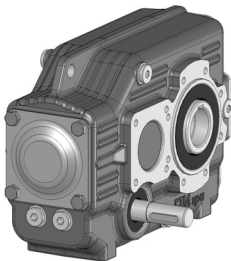
**132-150-170-190**



**PTF/1**

**PTF/1**

**PTP/1**



**PTF/2**

**PTF/2**

**PTP/2**

**PTF**

**PTP**

1.1 Designazione

1.1 Designation

1.1 Bezeichnung

[1*]	[2*]	[3*]	[4*]			[5*]	[6*]	[7*]	[8*]	[9*]	[10*]	[11*]	[12*]
			[4a*]	[4b*]	[4c*]								
<b>PTP</b>	<b>132</b>	<b>2</b>	<b>A</b>	<b>BE</b>	<b>BU</b>	<b>10</b>	—	—	<b>ARB</b>	<b>C</b>	<b>F.</b>	<b>M1</b>	
Macchina Range Version	Grandezza Size Baugröße	N° stadi No. of Reductions Stufen	Esecuzione grafica Shaft arrangement t Grafische Ausführung	Bisporgente entrata Double extension input. Doppelt vorstehende Antriebswellen:	Bisporgente uscita Double extension output Doppelt vorstehende Abtriebswellene	lr	Estemità entrata principale Main input configurati onWellene nde-Haupt antrieb	Estemità Bisporgente Double extended shaft Doppelt vorstehend es Wellenende	Antiretro Backstop Rücklaufspe rre	Estremità uscita Principale Output configuration Wellenende - Abtrieb	Flangia uscita Output flange Abtriebsflan sch	Posizione di montaggio Mounting position Einbaulage	Opzioni Option Optionen
<b>PTP</b> <b>PTF</b>	<b>80</b> <b>100</b> <b>125</b> <b>132</b> <b>140</b> <b>150</b> <b>170</b> <b>190</b>	<b>1</b> <b>2</b>	<b>A</b> <b>B</b> <b>AUD</b> <b>BUS</b> <b>C1</b> <b>C2</b>	<b>BE</b>	<b>BU</b>	<b>10</b>	— <b>(ECE)</b>	— <b>(ECE)</b>	— <b>AR</b> <b>ARB</b> <b>ARN</b>	<b>D</b> <b>N</b> <b>FD</b> <b>UB</b> <b>B</b> <b>CD</b> <b>C..</b> <b>QL</b> <b>L</b>	— <b>F1</b>	<b>M1</b> <b>M2</b> <b>M3</b> <b>M4</b> <b>M5</b> <b>M6</b>	

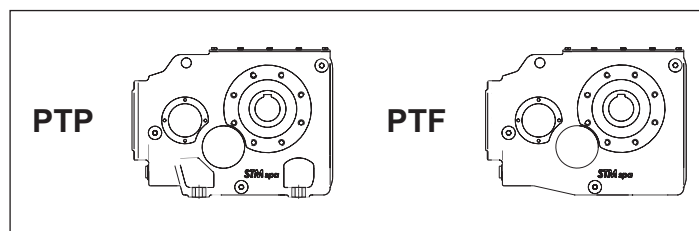
[1\*] Macchina

[1\*] Range

[1\*] Version



**80-100-125-140**



**132-150-170-190**

[2\*] Grandezza

[2\*] Size

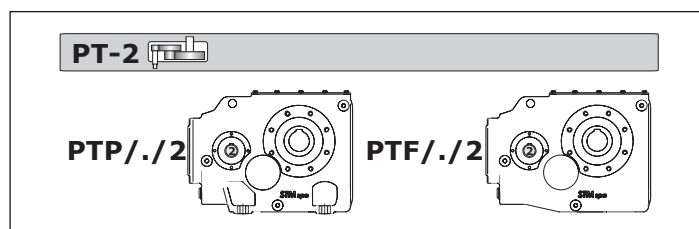
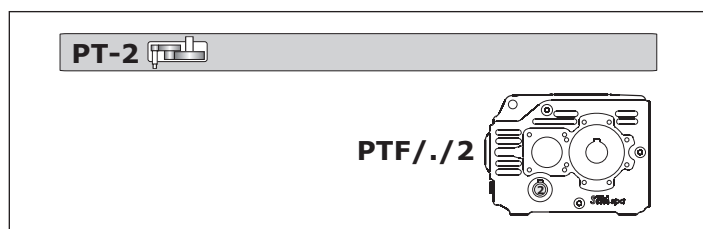
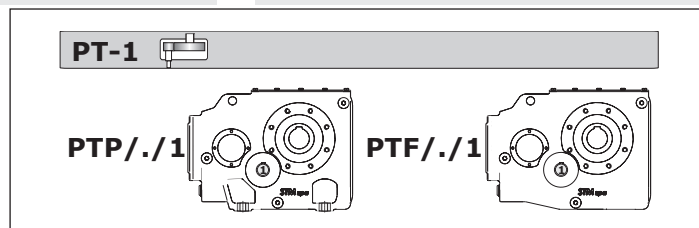
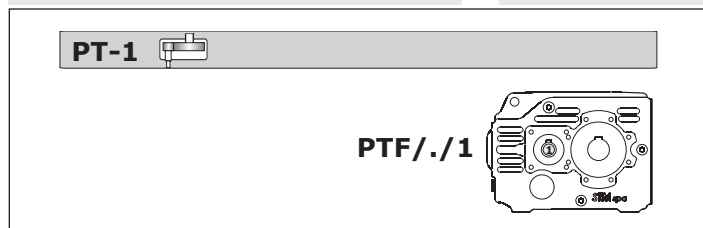
[2\*] Baugröße

<b>80</b>	<b>100</b>	<b>125</b>	<b>132</b>	<b>140</b>	<b>150</b>	<b>170</b>	<b>190</b>
-----------	------------	------------	------------	------------	------------	------------	------------

[3\*] N° stadi

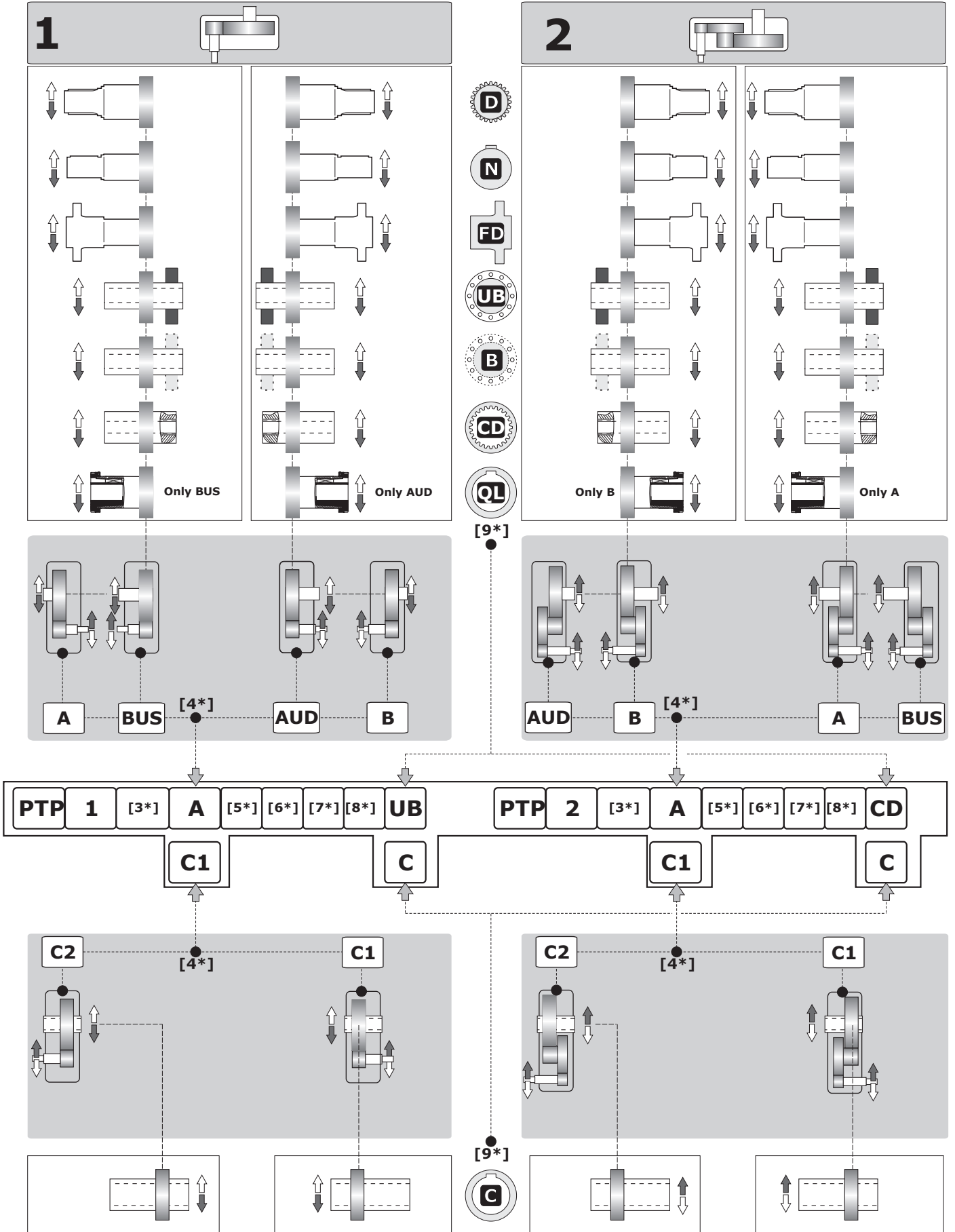
[3\*] No. of Reductions

[3\*] Anzahl der Stufen



**80-100-125-140**

**132-150-170-190**



**[4\*] Esecuzione grafica**

**[4b\*] Bisporgente Entrata:**

1 — :  
Nessuna indicazione: Senza bisporgenza

2 - BE:  
Bisporgenza in entrata.

Note  
Per il tipo di estremità disponibile vedere punto [7\*].

**[4c\*] Bisporgente Uscita**

1 — :  
Nessuna indicazione: Senza bisporgenza

2 - BU:  
Bisporgenza in uscita.

Note  
Applicabile per le esecuzioni grafiche A,B.  
Per il tipo di estremità disponibile vedere punto [9\*].

**[4\*] Shaft arrangement**

**[4b\*] Double extension input:**

1 — :  
No indication: without double extension

2 - BE:  
Input double extension

Notes  
For types of configurations, see [7\*].

**[4c\*] Double extension output**

1 — :  
No indication: without double extension

2 - BU:  
Output double extension

Note  
Can be applied for graphic execution A,B.  
For types of configurations, see [9\*].

**[4\*] Grafische Ausführung**

**[4b\*] Doppelt vorstehende Antriebswellen:**

1 — :  
Keine Angaben: Keine doppelte vorstehende Welle

2 - BE:  
Doppelt vorstehende Antriebswelle.

Hinweis  
Bezüglich des Wellenendtyps verweisen wir auf Punkt [7\*].

**[4c\*] Doppelt vorstehende Abtriebswellene:**

1 — :  
Keine Angaben: Keine doppelte vorstehende Welle

2 - BU:  
Doppelte vorstehende Abtriebswelle.

Hinweis  
An den grafischen Applikationen A,B applizierbar.  
Bezüglich des verfügbaren Wellenendtyps verweisen wir auf Punkt [9\*].

**[5\*] Rapporto di riduzione ir**

Tutti i valori dei rapporti sono approssimati.  
Per applicazioni dove necessita il valore esatto consultare il ns. servizio tecnico.

(Vedi prestazioni).

**[5\*] Reduction ratio ir**

Ratios are approximate values. If you need exact values for a specific application, please contact our Engineering.

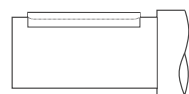
(See ratings).

**[5\*] Übersetzungsverhältnis ir**

Bei allen Werten der Übersetzungen handelt es sich um approximative Wertangaben. Bei Applikationen, bei denen die exakte Wertangabe erforderlich ist, muss unser Technischer Kundendienst konsultiert werden.

(Siehe "Leistungen").

**[6\*] Estremità entrata principale**



ECE

—

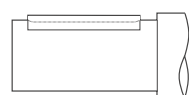
**(ECE)**

Entrata con albero pieno

Solid input shaft

Antrieb mit Vollwelle

**[\*7] Estemità Bisporgente**



ECE

—

**(ECE)**

Entrata con albero pieno

Solid input shaft

Antrieb mit Vollwelle

**[6\*] Main input configuration**

**[6\*] Wellenende – Hauptantrieb**

**[\*7] Double extended shaft**

**[\*7] Doppelt vorstehendes Wellenende**

[8\*] Antiretro

[8\*] Backstop

[8\*] Rücklaufsperr

		80-100-125-140		132-150-170-190	
		Versioni Versions Ausführungen	Esecuzione grafica Shaft arrangement Grafische Ausführung	Versioni Versions Ausführungen	Esecuzione grafica Shaft arrangement Grafische Ausführung
PT	1	AR ARB ARN	B-BUS-C2	Non è possibile montare antiretro It is not possible to assemble back stop Rücklaufsperr kann nicht montiert werden	
	2	AR ARB ARN	A-AUD-C1	AR ARB ARN	tutte all alles

## AR

Riduttore è predisposto con antiretro.

Gearbox is Adjustment with backstop.

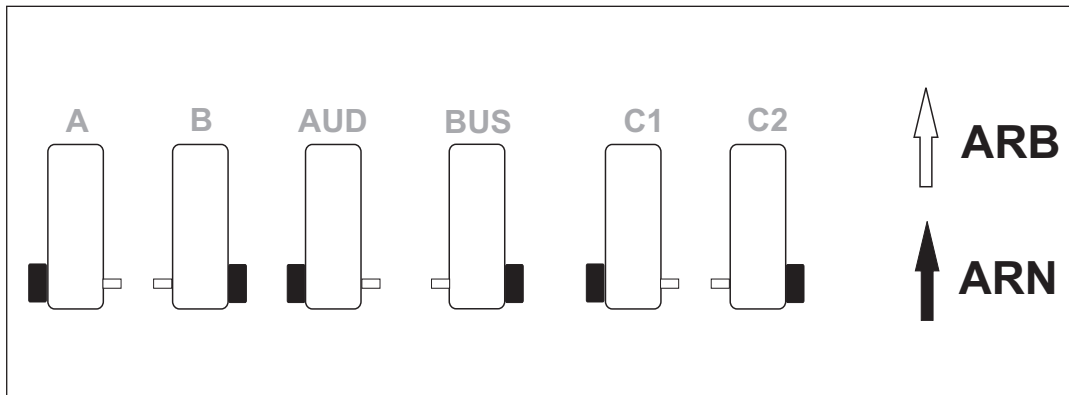
Der Getriebe wird mit der Rücklaufsperr  
Vorbereitet.

## ARB-ARN

Indicare nella richiesta il senso di rotazione libero necessario riferendosi all'albero lento (freccia nera e bianca, vedere esecuzioni grafiche).

Specify the required direction of free rotation as viewed from output shaft end (black and white arrow, see shaft arrangements).

In der Anfrage muss unter Bezugnahme auf die Antriebswelle die erforderliche Richtung der freien Drehung angegeben werden (schwarzer und weißer Pfeil, siehe grafische Ausführungen).



### ARB

Rotazione libera freccia bianca (B)  
Free rotation - white arrow (B)  
Freie Drehung - weißer Pfeil (B)








### ARN



Rotazione libera freccia nera (N)  
Free rotation - black arrow (N)  
Freie Drehung - schwarzer Pfeil (N)

[9\*] Estremità uscita

[9\*] Output Configuration

[9\*] Wellenende - Abtrieb

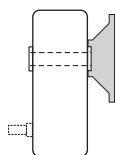
			 						
	Albero forato Shaft with keyway Holwelle mit Paßfedernut		Albero forato con calettatore Hollow shaft with shrink disc Holwelle mit Schrumpfscheibe		Sporgente Integrale Output shaft Holwelle mit Wellenende		Sporgente Scanalato Splined output shaft Abtriebswelle mit Keilende	Albero forato Scanalato Splined hollow shaft Verzahnte Hohlwelle	Flangia brocciata Broached flange Geräumtem Flansch
	Standard	Optional	Standard	Optional	Standard	Optional	.		
	<b>C</b>	<b>C...</b>	<b>UB</b>	<b>UB...</b>	<b>N</b>	<b>N...</b>	<b>D</b>	<b>CD</b>	<b>FD</b>
<b>80</b>	∅ 32	∅ 30 ∅ 35	∅ 35	-	∅ 32	-	DIN 5482 40 x 36	DIN 5482 35 x 31	DIN 5482 40 x 36
<b>100</b>	∅ 45	∅ 40 ∅ 50	∅ 45		∅ 45		DIN 5482 58 x 53	DIN 5482 45 x 41	DIN 5482 58 x 53
<b>125</b>	∅ 55	∅ 50 ∅ 60	∅ 55		∅ 55		DIN 5482 70 x 64	DIN 5482 55 x 50	DIN 5482 70 x 64
<b>132</b>	∅ 60	∅ 70	∅ 60	∅ 70	∅ 60	∅ 70	FIAT 70	DIN 5482 70 x 64	FIAT 70
<b>140</b>	∅ 70	∅ 60	∅ 70	-	∅ 70	-	FIAT 70	DIN 5482 70 x 64	FIAT 70
<b>150</b>	∅ 70	∅ 80	∅ 70	∅ 80	∅ 70	∅ 80	FIAT 80	DIN 5482 80 x 74	FIAT 80
<b>170</b>	∅ 90	-	∅ 90	-	∅ 90	-	FIAT 95	DIN 5482 90 x 84	FIAT 95
<b>190</b>	∅ 100		∅ 100		∅ 100		DIN 5480 105 x 80	DIN 5482 100 x 94	DIN 5480 105 x 80

	 "Quick Locking "	 Predisposizione "Quick Locking " Adjustement "Quick Locking " Vorbereitung "Quick Locking "
<b>80</b>	∅ 20 - ∅ 25 - ∅ 30	Contattare nostro ufficio tecnico commerciale Please, contact our technical sales dept. Bitte setzen Sie sich mit unserer technischen Abteilung in Verbindung
<b>100</b>	∅ 25 - ∅ 30 - ∅ 35 - ∅ 38 - ∅ 40 - ∅ 45	
<b>125</b>	∅ 35 - ∅ 40 - ∅ 45 - ∅ 48 - ∅ 50 - ∅ 55	
<b>132</b>	∅ 40 - ∅ 45 - ∅ 50 - ∅ 55 - ∅ 60 - ∅ 65	
<b>140</b>		
<b>150</b>	∅ 45 - ∅ 50 - ∅ 55 - ∅ 60 - ∅ 65 - ∅ 70	
<b>170</b>	∅ 55 - ∅ 60 - ∅ 65 - ∅ 70 - ∅ 75 - ∅ 80	
<b>190</b>	∅ 70 - ∅ 75 - ∅ 80 - ∅ 85 - ∅ 90	

[10\*] Flangia uscita

[10\*] Output flange

[10\*] Abtriebsflansch



F

	Senza Flangia	Without flange	Ohne Flansch
<b>F</b>	Flangia in uscita: Fornita SEMPRE opposta a configurazione presente in entrata.	Output flange: Provided always opposed in this configuration entry.	Abtriebsflansch: Vorausgesetzt, immer gegen in dieser Konfiguration Eintrag.

Attenzione  
Non è possibile montare la flangia con le versioni **AR-ARB-ARN**

Warning  
It is not possible to assemble the flange with back stop-device (version **AR-ARB-ARN**).

Achtung  
Der Abtriebsflansch kann nicht zusammen Rücklaufsperr (Ausführungen **AR-ARB-ARN**) montiert werden

[11\*] Posizioni di montaggio

[11\*] Mounting positions

[11\*] Einbaulagen

(vedi pag. G6)

(see page G6)

(siehe Seite G6)

[12\*] Opzioni disponibili

[12\*] Available options

[12\*] Verfügbare Optionen

## 1.2 Lubrificazione

### Generalità

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

Nella Tab. 3.2 sono riportati i quantitativi di olio necessari per il corretto funzionamento dei riduttori.

### Prescrizioni in fase d'ordine e stato di fornitura

I riduttori nelle grandezze 80,100,125,132,140,150,170,190 sono forniti predisposti per lubrificazione ad olio ma privi di lubrificante il quale potrà essere fornito a richiesta.

Per questi riduttori è necessario specificare la posizione di montaggio.

## 1.2 Lubrication

### General information

The use of synthetic oil is recommended (see details in Chapter A, paragraph 1.6).

Tab. 3.2 shows the quantities of oil required for correct parallel-shaft mounted gearbox performance.

### Ordering phase requirements and state of supply

Size 80,100,125,132,140, 150, 170 and 190 are supplied pre-arranged for oil lubrication but without lubricant that can be requested separately.

It is necessary to specify the mounting position with these gearboxes.

## 1.2 Schmierung

### Allgemeines

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

In der Tab. 3.2 werden die erforderlichen Ölfüllmengen für einen störungsfreien Betrieb der Getriebe aufgeführt.

### Vorgaben für die bestellung und den lieferzustand

Die Getriebe in den Baugrößen 80,100,125,132,140, 150, 170 und 190 sind bei der Lieferung für die Ölschmierung vorbereitet, enthalten jedoch kein Schmiermittel. Dieses kann auf Anfrage geliefert werden.

Für diese Getriebe muss die Einbaulage verbindlich angegeben werden.

## Posizioni di montaggio

## Mounting positions

## Montagepositionen

PT-1		A AUD C1		80-100-125-140 132-150-170-190	
M1	M2	M3	M4	M5	M6

Quantità di lubrificante / Lubricant Quantity / Schmiermittelmenge (kg)									
PT	Posizioni di montaggio / Mounting Positions / Montagepositionen						Stato di fornitura State of supply Lieferzustand	* n°. tappi olio * No. of plugs Anzahl Betriebschraube	Pos. montaggio Mounting position Montageposition
	M1	M2	M3	M4	M5	M6			
80	1,0	1,0	1,4	1,2	1,0	1,3	Riduttori predisposti per lubrificazione ad olio Gearboxes supplied ready for oil lubrication Getriebe sind für Ölschmierung vorgesehen	8	Necessaria Necessary Erforderlich
100	2,1	2,1	2,5	2,5	2,1	2,6			
125	4,0	4,0	4,4	4,4	4,0	4,5			
132	7,1	7,8	8	8	7,1	9,8			
140	9,0	9,0	10,0	10,3	11,0	13,3			
150	11,4	12,5	13	13	11,4	15,5			
170	16	17,5	18	18	16	21			
190	23,3	25,4	26	26	23,3	32			

Le quantità di olio sono approssimative; per una corretta lubrificazione occorre fare riferimento al livello segnato sul riduttore.

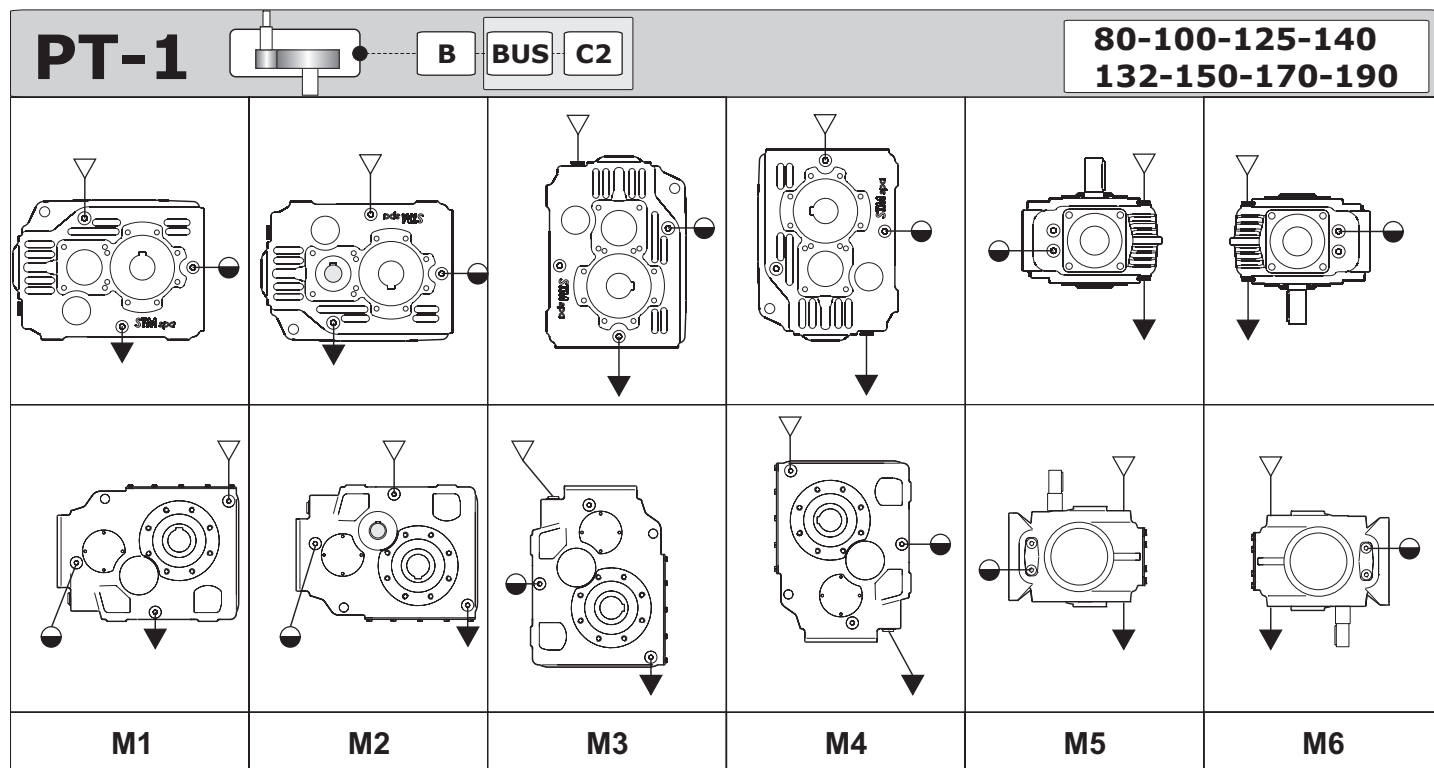
Oil quantities listed in the table are approximate; to ensure correct lubrication, please refer to the level mark on the gear unit.

Bei den Ölmengenangaben handelt es sich um approximative Werte; für den Erhalt einer korrekten Schmierung muss Bezug auf den am Getriebe gekennzeichneten Füllstand genommen werden.

1.2 Lubrificazione

1.2 Lubrication

1.2 Schmierung



Quantità di lubrificante / Lubricant Quantity / Schmiermittelmenge (kg)									
PT	Posizioni di montaggio / Mounting Positions / Montagepositionen						Stato di fornitura State of supply Lieferzustand	* n°. tappi olio * No. of plugs Anzahl Betriebschraube	Pos. montaggio Mounting position Montageposition
	M1	M2	M3	M4	M5	M6			
80	1,0	1,0	1,4	1,2	1,0	1,3	Riduttori predisposti per lubrificazione ad olio Gearboxes supplied ready for oil lubrication Getriebe sind für Ölschmierung vorgesehen	8	<b>Necessaria Necessary Erforderlich</b>
100	2,1	2,1	2,5	2,5	2,1	2,6			
125	4,0	4,0	4,4	4,4	4,0	4,5			
132	7,1	7,8	8	8	7,1	9,8			
140	9,0	9,0	10,0	10,3	11,0	13,3			
150	11,4	12,5	13	13	11,4	15,5			
170	16	17,5	18	18	16	21			
190	23,3	25,4	26	26	23,3	32			

Le quantità di olio sono approssimative; per una corretta lubrificazione occorre fare riferimento al livello segnato sul riduttore.

Oil quantities listed in the table are approximate; to ensure correct lubrication, please refer to the level mark on the gear unit.

Bei den Ölmenangaben handelt es sich um approximative Werte; für den Erhalt einer korrekten Schmierung muss Bezug auf den am Getriebe gekennzeichneten Füllstand genommen werden.

- ▽ Carico / Breather plug / Einfüll-u. Entlüftungsschraube
- Livello / Level plug / Schauglas
- ▼ Scarico / Drain plug / Ablaßschraube



ATTENZIONE

- A) Se in fase d'ordine la posizione di montaggio è omessa, il riduttore verrà fornito con i tappi predisposti per la posizione M1.
- B) Il tappo di sfiato è allegato solo nei riduttori che hanno più di un tappo olio.
- C) Eventuali forniture con predisposizioni tappi diverse da quella indicata in tabella, dovranno essere concordate.
- D) Nei riduttori dove è necessario specificare la posizione di montaggio, la posizione richiesta è indicata nella targhetta del riduttore.

WARNING

- A) It is necessary to specify the mounting position when ordering. If the mounting position is not specified in the ordering phase, the gearbox supplied will have plugs pre-arranged for position M1.
- B) A breather plug is supplied only with gearboxes that have more than one oil plug.
- C) The supply of gearboxes with different plug pre-arrangements has to be agreed with the manufacturer.
- D) The gearboxes that need a specific assembling position have the indication of it on the label of the gearbox.

ACHTUNG

- A) In der Auftragsphase muss die Einbaulage verbindlich angegeben werden. Sollte dies nicht erfolgen, wird das Getriebe mit Stopfen für die Einbaulage M1.
- B) Der Entlüftungstopfen ist lediglich bei den Getrieben vorhanden, die über mehr als einen Ölfüllstopfen verfügen.
- C) Lieferungen, die eine Auslegung hinsichtlich der Stopfen aufweisen, die von den Angaben in der Tabelle abweichen, müssen vorab vereinbart werden.
- D) In den Getrieben in dem man die Montage Position angeben soll, findet man die angefragte Position auf dem Typenschild des Getriebes.



## 1.2 Lubrificazione

### Generalità

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

Nella Tab. 3.2 sono riportati i quantitativi di olio necessari per il corretto funzionamento dei riduttori.

### Prescrizioni in fase d'ordine e stato di fornitura

I riduttori nelle grandezze 80,100,125,132,140,150,170,190 sono forniti predisposti per lubrificazione ad olio ma privi di lubrificante il quale potrà essere fornito a richiesta.

Per questi riduttori è necessario specificare la posizione di montaggio.

## 1.2 Lubrication

### General information

The use of synthetic oil is recommended (see details in Chapter A, paragraph 1.6).

Tab. 3.2 shows the quantities of oil required for correct parallel-shaft mounted gearbox performance.

### Ordering phase requirements and state of supply

Size 80,100,125,132,140, 150, 170 and 190 are supplied pre-arranged for oil lubrication but without lubricant that can be requested separately.

It is necessary to specify the mounting position with these gearboxes.

## 1.2 Schmierung

### Allgemeines

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

In der Tab. 3.2 werden die erforderlichen Ölfüllmengen für einen störungsfreien Betrieb der Getriebe aufgeführt.

### Vorgaben für die Bestellung und den Lieferzustand

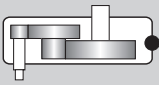
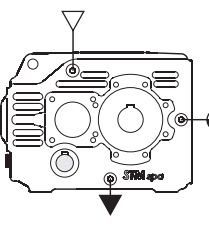
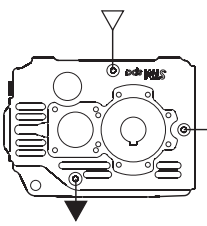
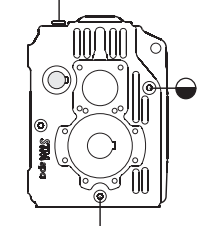
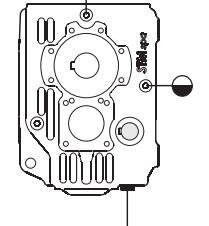
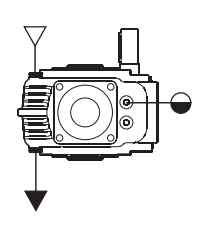
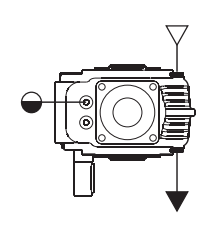
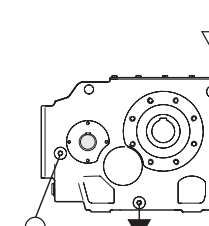
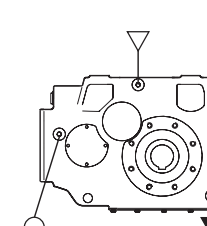
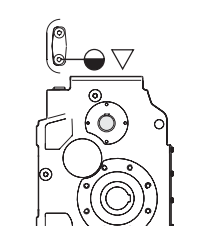
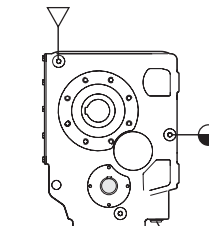
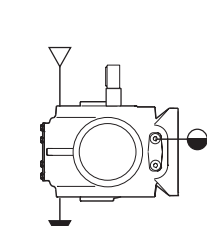
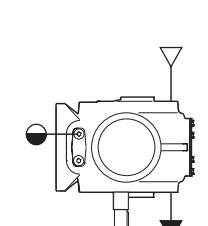
Die Getriebe in den Baugrößen 80,100,125,132,140, 150, 170 und 190 sind bei der Lieferung für die Ölschmierung vorbereitet, enthalten jedoch kein Schmiermittel. Dieses kann auf Anfrage geliefert werden.

Für diese Getriebe muss die Einbaulage verbindlich angegeben werden.

## Posizioni di montaggio

## Mounting positions

## Montagepositionen

PT-2  A AUD C1				80-100-125-140 132-150-170-190	
					
					
<b>M1</b>	<b>M2</b>	<b>M3</b>	<b>M4</b>	<b>M5</b>	<b>M6</b>

Quantità di lubrificante / Lubricant Quantity / Schmiermittelmenge (kg)									
PT	Posizioni di montaggio / Mounting Positions / Montagepositionen						Stato di fornitura State of supply Lieferzustand	* n°. tappi olio * No. of plugs Anzahl Betriebschraube	Pos. montaggio Mounting position Montageposition
	M1	M2	M3	M4	M5	M6			
80	1,1	1,1	1,4	1,4	1,2	1,2	Riduttori predisposti per lubrificazione ad olio Gearboxes supplied ready for oil lubrication Getriebe sind für Ölschmierung vorgesehen	8	<b>Necessaria</b> <b>Necessary</b> <b>Erforderlich</b>
100	2,2	2,2	2,5	2,5	2,6	2,6			
125	3,7	3,7	4,5	4,5	4,8	4,8			
132	7,1	7,8	12	8	9,8	9,8			
140	8,7	8,7	12,2	12,4	13,3	13,3			
150	11,4	12,5	20	13	15,5	15,5			
170	16	17,5	27	18	22	21			
190	23,3	25,4	40	26	32	32			

Le quantità di olio sono approssimative; per una corretta lubrificazione occorre fare riferimento al livello segnato sul riduttore.

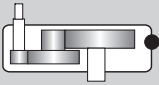
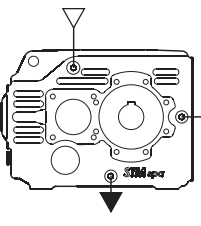
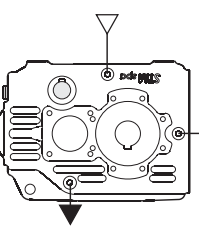
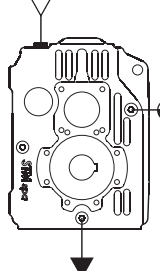
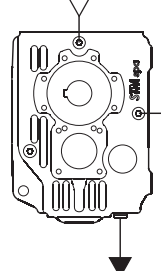
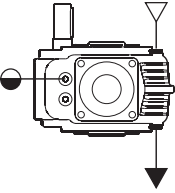
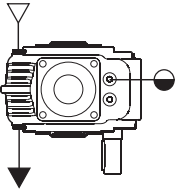
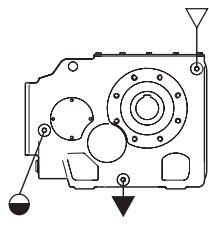
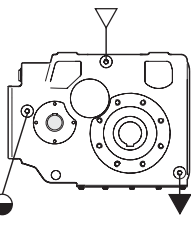
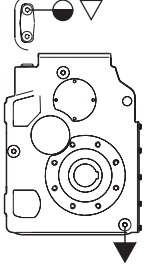
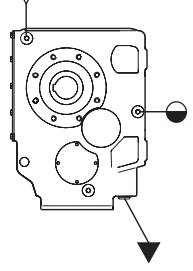
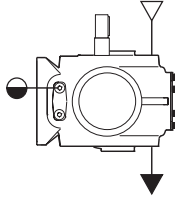
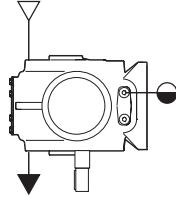
Oil quantities listed in the table are approximate; to ensure correct lubrication, please refer to the level mark on the gear unit.

Bei den Ölmengeangaben handelt es sich um approximative Werte; für den Erhalt einer korrekten Schmierung muss Bezug auf den am Getriebe gekennzeichneten Füllstand genommen werden.

1.2 Lubrificazione

1.2 Lubrication

1.2 Schmierung

<b>PT-2</b> 		<b>B</b>	<b>BUS</b>	<b>C2</b>	<b>80-100-125-140</b> <b>132-150-170-190</b>	
						
						
<b>M1</b>	<b>M2</b>	<b>M3</b>	<b>M4</b>	<b>M5</b>	<b>M6</b>	

Quantità di lubrificante / Lubricant Quantity / Schmiermittelmenge (kg)									
PT	Posizioni di montaggio / Mounting Positions / Montagepositionen						Stato di fornitura State of supply Lieferzustand	* n°. tappi olio * No. of plugs Anzahl Betriebschraube	Pos. montaggio Mounting position Montageposition
	M1	M2	M3	M4	M5	M6			
80	1,1	1,1	1,4	1,4	1,2	1,2	Riduttori predisposti per lubrificazione ad olio Gearboxes supplied ready for oil lubrication Getriebe sind für Ölschmierung vorgesehen	8	<b>Necessaria</b> <b>Necessary</b> <b>Erforderlich</b>
100	2,2	2,2	2,5	2,5	2,6	2,6			
125	3,7	3,7	4,5	4,5	4,8	4,8			
132	7,1	7,8	12	8	9,8	9,8			
140	8,7	8,7	12,2	12,4	13,3	13,3			
150	11,4	12,5	20	13	15,5	15,5			
170	16	17,5	27	18	22	21			
190	23,3	25,4	40	26	32	32			

Le quantità di olio sono approssimative; per una corretta lubrificazione occorre fare riferimento al livello segnato sul riduttore.

Oil quantities listed in the table are approximate; to ensure correct lubrication, please refer to the level mark on the gear unit.

Bei den Ölmenangaben handelt es sich um approximative Werte; für den Erhalt einer korrekten Schmierung muss Bezug auf den am Getriebe gekennzeichneten Füllstand genommen werden.

- ▽ Carico / Breather plug / Einfüll-u. Entlüftungsschraube
- Livello / Level plug / Schauglas
- ▼ Scarico / Drain plug / Ablassschraube



**ATTENZIONE**

- A) Se in fase d'ordine la posizione di montaggio è omessa, il riduttore verrà fornito con i tappi predisposti per la posizione M1.
- B) Il tappo di sfiato è allegato solo nei riduttori che hanno più di un tappo olio.
- C) Eventuali forniture con predisposizioni tappi diverse da quella indicata in tabella, dovranno essere concordate.
- D) Nei riduttori dove è necessario specificare la posizione di montaggio, la posizione richiesta è indicata nella targhetta del riduttore.

**WARNING**

- A) It is necessary to specify the mounting position when ordering. If the mounting position is not specified in the ordering phase, the gearbox supplied will have plugs pre-arranged for position M1.
- B) A breather plug is supplied only with gearboxes that have more than one oil plug.
- C) The supply of gearboxes with different plug pre-arrangements has to be agreed with the manufacturer.
- D) The gearboxes that need a specific assembling position have the indication of it on the label of the gearbox.

**ACHTUNG**

- A) In der Auftragsphase muss die Einbaulage verbindlich angegeben werden. Sollte dies nicht erfolgen, wird das Getriebe mit Stopfen für die Einbaulage M1.
- B) Der Entlüftungstopfen ist lediglich bei den Getrieben vorhanden, die über mehr als einen Ölfüllstopfen verfügen.
- C) Lieferungen, die eine Auslegung hinsichtlich der Stopfen aufweisen, die von den Angaben in der Tabelle abweichen, müssen vorab vereinbart werden.
- D) In den Getrieben in dem man die Montage Position angeben soll, findet man die angefragte Position auf dem Typenschild des Getriebes.

### 1.3 Carichi radiali e assiali

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

Nella Tab. 3.4 sono riportati i valori dei carichi radiali ammissibili per l'albero veloce ( $Fr_1$ ). Come carico assiale ammissibile contemporaneo si ha:

$$Fa_1 = 0.2 \times Fr_1$$

Tab. 3.4

PT	$Fr_1$ [N]							
	80	100	125	132	150	140	170	190
PT/1 (n1 - 1400 rpm)	800	1600	2200	2500	3500	4000	4500	5500
PT/2 (n1 - 1400 rpm)	880	1450	2200	4500	6500	4000	7800	10000

In Tab. 3.5 sono riportati i valori dei carichi radiali ammissibili per l'albero lento ( $Fr_2$ ). Come carico assiale ammissibile contemporaneo si ha:

$$Fa_2 = 0.2 \times Fr_2$$

Tab. 3.5

$n_2$ [min <sup>-1</sup> ]	$Fr_2$ [N]							
	80	100	125	132	140	150	170	190
500	4000	7000	8200	10762	12500	13951	15466	20089
400	5000	8000	9300	12054	13000	15625	17321	22500
320	5500	9000	10000	13000	14000	17500	19400	25200
250	6000	10000	11500	15000	16000	19200	21100	27800
200	6000	10000	13000	16000	18000	20500	23300	29500
160	6000	10000	16000	17000	18500	22100	24800	32000
112	6000	10000	16000	19000	20000	23500	27000	35200
63	7100	10600	17000	23000	28000	27500	34200	44600
36	7500	11800	19000	29000	30000	34000	41000	53200
<12.5	8000	12500	20000	32500	35000	43000	57000	65000

### 1.3 Axial and overhung load

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

In Table 3.4 permissible radial load for input shaft are listed ( $Fr_1$ ). Contemporary permissible axial load is given by the following formula:

$$Fa_1 = 0.2 \times Fr_1$$

### 1.3 Radiale und axiale Belastungen

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

In Tabelle 3.4 sind die Werte der zulässigen Radialbelastungen für die Antriebswelle ( $Fr_1$ ) angegeben. Die Axialbelastung beträgt dann:

$$Fa_1 = 0.2 \times Fr_1$$

In Table 3.5 permissible radial loads for output shaft are listed ( $Fr_2$ ). Permissible axial load is given by the following formula:

$$Fa_2 = 0.2 \times Fr_2$$

In Tabelle 3.5 sind die Werte der zulässigen Radialbelastungen für die Abtriebswelle ( $Fr_2$ ) angegeben. Als zulässige Axialbelastung gilt:

$$Fa_2 = 0.2 \times Fr_2$$



**1.3 Carichi radiali e assiali**

I carichi radiali indicati nelle tabelle si intendono applicati a metà della sporgenza dell'albero lento standard (vedi fig. 2.6) e sono riferiti ai riduttori operanti con fattore di servizio 1.

Valori intermedi relativi a velocità non riportate possono essere ottenuti per interpolazione considerando però che  $F_{r1}$  a  $500 \text{ min}^{-1}$  e  $F_{r2}$  a  $5 \text{ min}^{-1}$  rappresentano i carichi massimi consentiti. Per i carichi non agenti sulla mezzeria dell'albero lento o veloce si ha:

- a 0.3 della sporgenza:  
 $F_{rx} = 1.25 \times F_{r1-2}$
- a 0.8 dalla sporgenza:  
 $F_{rx} = 0.8 \times F_{r1-2}$

**1.3 Axial and overhung load**

The radial loads shown in the tables are applied on the middle of standard shaft extensions (see fig. 2.6). Base of these values is a service factor 1.

Values for speeds that are not listed can be obtained through interpolation but it must be considered that  $F_{r1}$  at  $500 \text{ min}^{-1}$  and  $F_{r2}$  at  $5 \text{ min}^{-1}$  represent the maximum allowable loads.

For radial loads which are not applied on the middle of the shafts, the following values can be calculated:

- at 0.3 from extension:  
 $F_{rx} = 1.25 \times F_{r1-2}$
- at 0.8 from extension:  
 $F_{rx} = 0.8 \times F_{r1-2}$

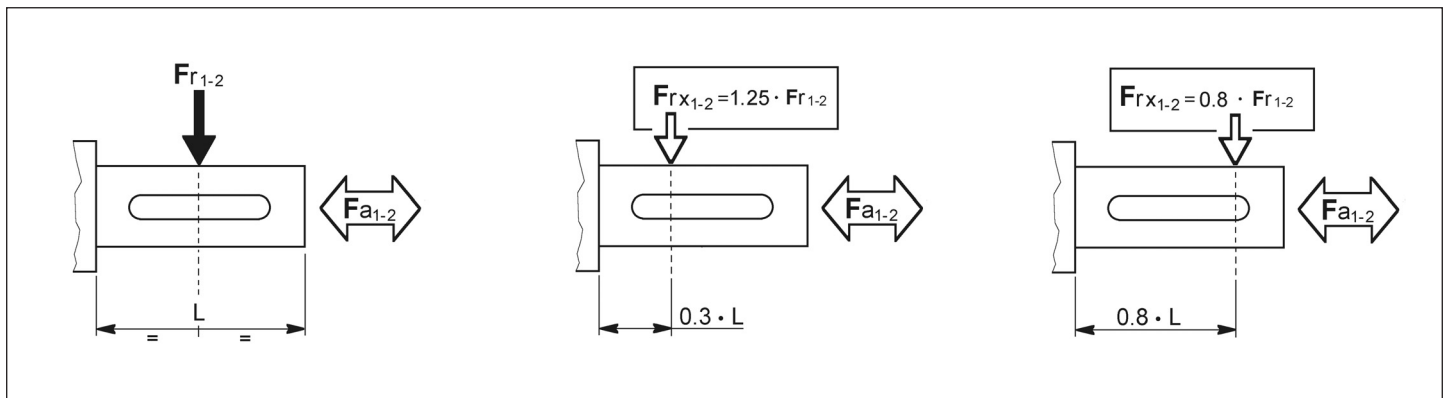
**1.3 Radiale und axiale Belastungen**

Bei den in der Tabelle angegebenen Radialbelastungen wird eine Kraffteinwirkung auf die Mitte der Standardwelle (s. A. 2.6) angenommen; außerdem wird ein Betriebsfaktor 1 zugrunde gelegt. Zwischenwerte für nicht aufgeführte Drehzahlen können durch Interpolation ermittelt werden. Hierbei ist jedoch zu berücksichtigen, daß  $F_{r1}$  bei  $500 \text{ min}^{-1}$  und für  $F_{r2max}$  bei  $5 \text{ min}^{-1}$  die maximal zulässigen Belastungen repräsentieren.

Ist die Einwirkung der Radialkraft nicht in der Mitte der Welle, so können die zulässigen Radiallasten folgendermaßen ermittelt werden:

- 0.3 vom Wellenabsatz entfernt:  
 $F_{rx} = 1.25 \times F_{r1-2}$
- 0.8 vom Wellenabsatz entfernt:  
 $F_{rx} = 0.8 \times F_{r1-2}$

Tab. 2.6



PT 80/1



18

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
5.1	550,0	360,0	21,2	98,0	275,0	400,0	11,8	98,0	176,8	406,0	7,7	98,0	98,2	406,0	4,3	98,0	-
5.8	482,8	342,0	17,6	98,0	241,4	380,0	9,8	98,0	155,2	385,7	6,4	98,0	86,2	385,7	3,6	98,0	
7.4	376,1	324,0	13,0	98,0	188,1	360,0	7,2	98,0	120,9	365,4	4,7	98,0	67,2	365,4	2,6	98,0	

PT 80/2



20

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
10.6	264,0	450,0	13,0	96,0	132,0	500,0	7,2	96,0	84,9	507,5	4,7	96,0	47,1	507,5	2,6	96,0	-
12.1	231,7	450,0	11,4	96,0	115,9	500,0	6,3	96,0	74,5	507,5	4,1	96,0	41,4	507,5	2,3	96,0	
15.5	180,5	450,0	8,9	96,0	90,3	500,0	4,9	96,0	58,0	507,5	3,2	96,0	32,2	507,5	1,8	96,0	
18.5	151,7	486,0	8,0	96,0	75,9	540,0	4,5	96,0	48,8	548,1	2,9	96,0	27,1	548,1	1,6	96,0	
21.0	133,2	504,0	7,3	96,0	66,6	560,0	4,1	96,0	42,8	568,4	2,7	96,0	23,8	568,4	1,5	96,0	
23.9	117,2	522,0	6,7	96,0	58,6	580,0	3,7	96,0	37,7	588,7	2,4	96,0	20,9	588,7	1,3	96,0	
27.2	102,9	504,0	5,7	96,0	51,4	560,0	3,1	96,0	33,1	568,4	2,1	96,0	18,4	568,4	1,1	96,0	
34.9	80,2	468,0	4,1	96,0	40,1	520,0	2,3	96,0	25,8	527,8	1,5	96,0	14,3	527,8	0,8	96,0	
44.1	63,5	450,0	3,1	96,0	31,8	500,0	1,7	96,0	20,4	507,5	1,1	96,0	11,3	507,5	0,6	96,0	
50.9	55,0	450,0	2,7	96,0	27,5	500,0	1,5	96,0	17,7	507,5	1,0	96,0	9,8	507,5	0,5	96,0	
58.8	47,6	450,0	2,3	96,0	23,8	500,0	1,3	96,0	15,3	507,5	0,8	96,0	8,5	507,5	0,5	96,0	

G



$P_{tN}$ [kW]	tutti i rapporti all ratios alle Untersetzungen
PT/1	15.0
PT/2	7.5

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come indicato nel par. A-1.5). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. par. A-1.5). For details please contact our technical department).  
For details please contact our technical

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. Kapitel A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

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

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

HINWEIS. Die angegebenen Gewichtsmaße sind Richtwerte und können je nach Getriebeversion variieren.

PT 100/1



29

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
5.1	550,0	720,0	42,3	98,0	275,0	800,0	23,5	98,0	176,8	812,0	15,3	98,0	98,2	812,0	8,5	98,0	-
5.9	474,6	720,0	36,5	98,0	237,3	800,0	20,3	98,0	152,5	812,0	13,2	98,0	84,7	812,0	7,4	98,0	
7.4	376,1	720,0	28,9	98,0	188,1	800,0	16,1	98,0	120,9	812,0	10,5	98,0	67,2	812,0	5,8	98,0	

PT 100/2



32

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
10.7	261,3	846,0	24,1	96,0	130,6	940,0	13,4	96,0	84,0	954,1	8,7	96,0	46,7	954,1	4,9	96,0	-
12.4	225,4	864,0	21,2	96,0	112,7	960,0	11,8	96,0	72,5	974,4	7,7	96,0	40,3	974,4	4,3	96,0	
15.7	178,7	882,0	17,2	96,0	89,3	980,0	9,5	96,0	57,4	994,7	6,2	96,0	31,9	994,7	3,5	96,0	
21.1	132,4	900,0	13,0	96,0	66,2	1000,0	7,2	96,0	42,6	1015,0	4,7	96,0	23,6	1015,0	2,6	96,0	
25.9	108,0	945,0	11,1	96,0	54,0	1050,0	6,2	96,0	34,7	1065,8	4,0	96,0	19,3	1065,8	2,2	96,0	
30.9	90,5	990,0	9,8	96,0	45,3	1100,0	5,4	96,0	29,1	1116,5	3,5	96,0	16,2	1116,5	2,0	96,0	
37.9	73,9	990,0	8,0	96,0	36,9	1100,0	4,4	96,0	23,7	1116,5	2,9	96,0	13,2	1116,5	1,6	96,0	
43.2	64,8	1035,0	7,3	96,0	32,4	1150,0	4,1	96,0	20,8	1167,3	2,7	96,0	11,6	1167,3	1,5	96,0	
58.1	48,2	990,0	5,2	96,0	24,1	1100,0	2,9	96,0	15,5	1116,5	1,9	96,0	8,6	1116,5	1,0	96,0	

$P_{tN}$ [kW]	tutti i rapporti all ratios alle Untersetzungen
PT/1	22.0
PT/2	11.0

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come indicato nel par. A-1.5). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. par. A-1.5). For details please contact our technical department).  
For details please contact our technical

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. Kapitel A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

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

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

HINWEIS. Die angegebenen Gewichtsmaße sind Richtwerte und können je nach Getriebeversion variieren.

PT 125/1



50

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
5.1	550,0	1350,0	79,3	98,0	275,0	1500,0	44,1	98,0	176,8	1624,0	30,7	98,0	98,2	1624,0	17,0	98,0	
5.9	474,6	1305,0	66,2	98,0	237,3	1450,0	36,8	98,0	152,5	1522,5	24,8	98,0	84,7	1522,5	13,8	98,0	
7.7	365,2	1260,0	49,2	98,0	182,6	1400,0	27,3	98,0	117,4	1522,5	19,1	98,0	65,2	1522,5	10,6	98,0	

PT 125/2



56

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
8.7	323,6	1620,0	57,2	96,0	161,8	1800,0	31,8	96,0	104,0	1827,0	20,7	96,0	57,8	1827,0	11,5	96,0	
10.4	268,9	1665,0	48,8	96,0	134,4	1850,0	27,1	96,0	86,4	1877,8	17,7	96,0	48,0	1877,8	9,8	96,0	
12.1	232,0	1755,0	44,4	96,0	116,0	1950,0	24,7	96,0	74,6	1979,3	16,1	96,0	41,4	1979,3	8,9	96,0	
15.7	178,6	1755,0	34,2	96,0	89,3	1950,0	19,0	96,0	57,4	1979,3	12,4	96,0	31,9	1979,3	6,9	96,0	
21.5	130,0	1890,0	26,8	96,0	65,0	2100,0	14,9	96,0	41,8	2131,5	9,7	96,0	23,2	2131,5	5,4	96,0	
25.9	108,0	1935,0	22,8	96,0	54,0	2150,0	12,7	96,0	34,7	2182,3	8,3	96,0	19,3	2182,3	4,6	96,0	
30.0	93,2	2025,0	20,6	96,0	46,6	2250,0	11,4	96,0	30,0	2283,8	7,5	96,0	16,6	2283,8	4,1	96,0	
34.8	80,4	1980,0	17,4	96,0	40,2	2200,0	9,7	96,0	25,9	2233,0	6,3	96,0	14,4	2233,0	3,5	96,0	
39.0	71,7	1935,0	15,1	96,0	35,9	2150,0	8,4	96,0	23,1	2182,3	5,5	96,0	12,8	2182,3	3,0	96,0	
45.2	61,9	1890,0	12,8	96,0	31,0	2100,0	7,1	96,0	19,9	2131,5	4,6	96,0	11,1	2131,5	2,6	96,0	
57.1	49,1	1890,0	10,1	96,0	24,5	2100,0	5,6	96,0	15,8	2131,5	3,7	96,0	8,8	2131,5	2,0	96,0	

$P_{tN}$ [kW]	tutti i rapporti all ratios alle Untersetzungen
PT/1	36.0
PT/2	18.0

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come indicato nel par. A-1.5). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. par. A-1.5). For details please contact our technical department).  
For details please contact our technical

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. Kapitel A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

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

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

HINWEIS. Die angegebenen Gewichtsmaße sind Richtwerte und können je nach Getriebeversion variieren.

PT 132/1



65

ir	n <sub>1</sub> = 2800 min <sup>-1</sup>				n <sub>1</sub> = 1400 min <sup>-1</sup>				n <sub>1</sub> = 900 min <sup>-1</sup>				n <sub>1</sub> = 500 min <sup>-1</sup>				IEC
	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
2.80	1000,0	2070,0	221,2	98,0	500,0	2300	122,9	98,0	321,4	2335	80,2	98,0	178,6	2335	44,5	98,0	-
3.00	933,3	2160,0	215,4	98,0	466,7	2400	119,7	98,0	300,0	2436	83,8	98,0	166,7	2436	43,4	98,0	
3.47	806,8	2250,0	194,0	98,0	403,4	2500	107,8	98,0	259,3	2538	75,4	98,0	144,1	2538	39,1	98,0	
4.07	688,5	2250,0	165,5	98,0	344,3	2500	92,0	98,0	221,3	2538	64,4	98,0	123,0	2538	33,3	98,0	
4.43	632,3	2250,0	152,0	98,0	316,1	2500	84,4	98,0	203,2	2538	59,1	98,0	112,9	2538	30,6	98,0	
4.85	577,8	2250,0	138,9	98,0	288,9	2500	77,2	98,0	185,7	2538	54,0	98,0	103,2	2538	28,0	98,0	
5.33	525,0	2160,0	121,2	98,0	262,5	2400	67,3	98,0	168,8	2538	47,1	98,0	93,8	2538	25,4	98,0	

PT 132/2



70

ir	n <sub>1</sub> = 2800 min <sup>-1</sup>				n <sub>1</sub> = 1400 min <sup>-1</sup>				n <sub>1</sub> = 900 min <sup>-1</sup>				n <sub>1</sub> = 500 min <sup>-1</sup>				IEC
	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
6.2	448,7	2250	110,1	96,0	224,4	2500	61,2	96,0	144,2	2538	39,9	96,0	80,1	2538	22,2	96,0	-
8.0	350,0	2340	89,3	96,0	175,0	2600	49,6	96,0	112,5	2639	32,4	96,0	62,5	2639	18,0	96,0	
9.8	284,7	2430	75,5	96,0	142,4	2700	41,9	96,0	91,5	2741	27,4	96,0	50,8	2741	15,2	96,0	
11.6	241,6	2520	66,4	96,0	120,8	2800	36,9	96,0	77,7	2842	24,1	96,0	43,1	2842	13,4	96,0	
13.3	210,1	2610	59,8	96,0	105,0	2900	33,2	96,0	67,5	2944	21,7	96,0	37,5	2944	12,0	96,0	
15.9	176,3	2700	51,9	96,0	88,1	3000	28,8	96,0	56,7	3045	18,8	96,0	31,5	3045	10,5	96,0	
18.3	153,0	2700	45,1	96,0	76,5	3000	25,0	96,0	49,2	3045	16,3	96,0	27,3	3045	9,1	96,0	
21.8	128,4	2880	40,3	96,0	64,2	3200	22,4	96,0	41,3	3248	14,6	96,0	22,9	3248	8,1	96,0	
24.0	116,7	2880	36,6	96,0	58,3	3200	20,4	96,0	37,5	3248	13,3	96,0	20,8	3248	7,4	96,0	
26.3	106,6	2880	33,5	96,0	53,3	3200	18,6	96,0	34,3	3248	12,1	96,0	19,0	3248	6,7	96,0	

Pt <sub>N</sub> [kW]	tutti i rapporti all ratios alle Untersetzungen
PT/1	50.0
PT/2	25.0

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come indicato nel par. A-1.5). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. par. A-1.5). For details please contact our technical department).  
For details please contact our technical

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. Kapitel A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

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

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

HINWEIS. Die angegebenen Gewichtsmaße sind Richtwerte und können je nach Getriebeversion variieren.



PT 140/1



100

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
4.8	577,8	2880,0	177,8	98,0	288,9	3200,0	98,8	98,0	185,7	3250,0	64,5	98,0	103,2	3250,0	35,8	98,0	-
5.9	473,8	2700,0	136,7	98,0	236,9	3000,0	75,9	98,0	152,3	3050,0	49,6	98,0	84,6	3050,0	27,6	98,0	
7.4	376,1	2700,0	108,5	98,0	188,1	3000,0	60,3	98,0	120,9	3050,0	39,4	98,0	67,2	3050,0	21,9	98,0	

PT 140/2



110

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
10.5	265,7	3600,0	104,4	96,0	132,9	4000,0	58,0	96,0	85,4	4060,0	37,8	96,0	47,5	4060,0	21,0	96,0	-
12.6	223,0	3690,0	89,8	96,0	111,5	4100,0	49,9	96,0	71,7	4161,5	32,5	96,0	39,8	4161,5	18,1	96,0	
15.3	182,9	3780,0	75,4	96,0	91,4	4200,0	41,9	96,0	58,8	4263,0	27,3	96,0	32,7	4263,0	15,2	96,0	
19.1	146,7	4050,0	64,8	96,0	73,4	4500,0	36,0	96,0	47,2	4567,5	23,5	96,0	26,2	4567,5	13,1	96,0	
23.3	120,3	4050,0	53,2	96,0	60,2	4500,0	29,5	96,0	38,7	4567,5	19,3	96,0	21,5	4567,5	10,7	96,0	
30.0	93,5	4320,0	44,0	96,0	46,7	4800,0	24,5	96,0	30,0	4872,0	16,0	96,0	16,7	4872,0	8,9	96,0	
36.5	76,7	4320,0	36,1	96,0	38,3	4800,0	20,1	96,0	24,6	4872,0	13,1	96,0	13,7	4872,0	7,3	96,0	
46.0	60,8	3780,0	25,1	96,0	30,4	4200,0	13,9	96,0	19,6	4263,0	9,1	96,0	10,9	4263,0	5,1	96,0	
57.9	48,4	3780,0	19,9	96,0	24,2	4200,0	11,1	96,0	15,5	4263,0	7,2	96,0	8,6	4263,0	4,0	96,0	

$P_{tN}$ [kW]	tutti i rapporti all ratios alle Untersetzungen
PT/1	54.0
PT/2	27.0

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come indicato nel par. A-1.5). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. par. A-1.5). For details please contact our technical department.  
For details please contact our technical

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. Kapitel A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

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

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

HINWEIS. Die angegebenen Gewichtsmaße sind Richtwerte und können je nach Getriebeversion variieren.

PT 150/1



110

ir	n <sub>1</sub> = 2800 min <sup>-1</sup>				n <sub>1</sub> = 1400 min <sup>-1</sup>				n <sub>1</sub> = 900 min <sup>-1</sup>				n <sub>1</sub> = 500 min <sup>-1</sup>				IEC
	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
2.80	1000,0	3060,0	327,0	98,0	500,0	3400	181,6	98,0	321,4	3451	118,5	98,0	178,6	3451	65,8	98,0	-
3.00	933,3	3105,0	309,6	98,0	466,7	3450	172,0	98,0	300,0	3502	112,2	98,0	166,7	3502	62,4	98,0	
3.47	806,8	3150,0	271,5	98,0	403,4	3500	150,9	98,0	259,3	3553	98,4	98,0	144,1	3553	54,7	98,0	
4.07	688,5	3150,0	231,7	98,0	344,3	3500	128,7	98,0	221,3	3553	84,0	98,0	123,0	3553	46,7	98,0	
4.43	632,3	3240,0	218,9	98,0	316,1	3600	121,6	98,0	203,2	3654	79,3	98,0	112,9	3654	44,1	98,0	
4.85	577,8	3240,0	200,0	98,0	288,9	3600	111,1	98,0	185,7	3654	72,5	98,0	103,2	3654	40,3	98,0	
5.33	525,0	3150,0	176,7	98,0	262,5	3500	98,2	98,0	168,8	3553	64,1	98,0	93,8	3553	35,6	98,0	

PT 150/2



120

ir	n <sub>1</sub> = 2800 min <sup>-1</sup>				n <sub>1</sub> = 1400 min <sup>-1</sup>				n <sub>1</sub> = 900 min <sup>-1</sup>				n <sub>1</sub> = 500 min <sup>-1</sup>				IEC
	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
6.3	442,9	3330,0	160,9	96,0	221,5	3700,0	89,4	96,0	142,4	3755,5	58,3	96,0	79,1	3755,5	32,4	96,0	-
8.0	352,0	3510,0	134,8	96,0	176,0	3900,0	74,9	96,0	113,2	3958,5	48,9	96,0	62,9	3958,5	27,1	96,0	
10.2	273,5	3645,0	108,7	96,0	136,7	4050,0	60,4	96,0	87,9	4110,8	39,4	96,0	48,8	4110,8	21,9	96,0	
12.0	233,4	3780,0	96,2	96,0	116,7	4200,0	53,5	96,0	75,0	4263,0	34,9	96,0	41,7	4263,0	19,4	96,0	
13.7	204,9	3870,0	86,5	96,0	102,4	4300,0	48,1	96,0	65,9	4364,5	31,4	96,0	36,6	4364,5	17,4	96,0	
16.0	174,9	4050,0	77,2	96,0	87,4	4500,0	42,9	96,0	56,2	4567,5	28,0	96,0	31,2	4567,5	15,6	96,0	
18.9	148,3	4050,0	65,5	96,0	74,1	4500,0	36,4	96,0	47,7	4567,5	23,7	96,0	26,5	4567,5	13,2	96,0	
22.7	123,3	4140,0	55,7	96,0	61,7	4600,0	30,9	96,0	39,6	4669,0	20,2	96,0	22,0	4669,0	11,2	96,0	
24.8	113,1	4140,0	51,1	96,0	56,5	4600,0	28,4	96,0	36,3	4669,0	18,5	96,0	20,2	4669,0	10,3	96,0	
29.8	94,0	4140,0	42,5	96,0	47,0	4600,0	23,6	96,0	30,2	4669,0	15,4	96,0	16,8	4669,0	8,6	96,0	

Pt <sub>N</sub> [kW]	tutti i rapporti all ratios alle Untersetzungen
PT/1	60.0
PT/2	30.0

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come indicato nel par. A-1.5). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. par. A-1.5). For details please contact our technical department).  
For details please contact our technical

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. Kapitel A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

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

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

HINWEIS. Die angegebenen Gewichtsmaße sind Richtwerte und können je nach Getriebeversion variieren.

PT 170/1



174

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
2.62	1069,1	3960,0	452,4	98.0	534,5	4400	251,3	98.0	343,6	4466	164,0	98.0	190,9	4466	91,1	98.0	
3.00	933,3	4050,0	403,9	98.0	466,7	4500	224,4	98.0	300,0	4568	146,4	98.0	166,7	4568	81,3	98.0	
3.22	869,0	4140,0	384,4	98.0	434,5	4600	213,6	98.0	279,3	4669	139,3	98.0	155,2	4669	77,4	98.0	
3.75	746,7	4320,0	344,7	98.0	373,3	4800	191,5	98.0	240,0	4872	124,9	98.0	133,3	4872	69,4	98.0	
4.07	688,5	4410,0	324,4	98.0	344,3	4900	180,2	98.0	221,3	4974	117,6	98.0	123,0	4974	65,3	98.0	
4.43	632,3	4590,0	310,1	98.0	316,1	5100	172,3	98.0	203,2	5177	112,4	98.0	112,9	5177	62,4	98.0	
4.85	577,8	4590,0	283,4	98.0	288,9	5100	157,4	98.0	185,7	5177	102,7	98.0	103,2	5177	57,1	98.0	
5.33	525,0	4500,0	252,4	98.0	262,5	5000	140,2	98.0	168,8	5075	91,5	98.0	93,8	5075	50,8	98.0	

PT 170/2



184

ir	$n_1 = 2800 \text{ min}^{-1}$				$n_1 = 1400 \text{ min}^{-1}$				$n_1 = 900 \text{ min}^{-1}$				$n_1 = 500 \text{ min}^{-1}$				IEC
	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	$n_2$	$T_{2M}$	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
6.1	457,5	4590,0	229,1	96.0	228,8	5100	127,3	96.0	147,1	5177	83,0	96.0	81,7	5177	46,1	96.0	
8.4	333,3	4860,0	176,7	96.0	166,7	5400	98,2	96.0	107,1	5481	64,1	96.0	59,5	5481	35,6	96.0	
10.4	268,9	5040,0	147,8	96.0	134,5	5600	82,1	96.0	86,4	5684	53,6	96.0	48,0	5684	29,8	96.0	
12.2	229,5	5220,0	130,7	96.0	114,8	5800	72,6	96.0	73,8	5887	47,4	96.0	41,0	5887	26,3	96.0	
14.1	198,4	5490,0	118,8	96.0	99,2	6100	66,0	96.0	63,8	6192	43,1	96.0	35,4	6192	23,9	96.0	
15.4	182,2	5670,0	112,7	96.0	91,1	6300	62,6	96.0	58,6	6395	40,8	96.0	32,5	6395	22,7	96.0	
18.0	155,5	5760,0	97,7	96.0	77,7	6400	54,3	96.0	50,0	6496	35,4	96.0	27,8	6496	19,7	96.0	
21.5	130,5	6030,0	85,8	96.0	65,2	6700	47,7	96.0	41,9	6801	31,1	96.0	23,3	6801	17,3	96.0	
25.8	108,3	6030,0	71,3	96.0	54,2	6700	39,6	96.0	34,8	6801	25,8	96.0	19,3	6801	14,3	96.0	
28.4	98,4	6030,0	64,7	96.0	49,2	6700	36,0	96.0	31,6	6801	23,5	96.0	17,6	6801	13,0	96.0	

Pt <sub>N</sub> [kW]	tutti i rapporti all ratios alle Untersetzungen
PT/1	74.0
PT/2	37.0

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come indicato nel par. A-1.5). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. par. A-1.5). For details please contact our technical department).  
For details please contact our technical

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. Kapitel A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

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

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

HINWEIS. Die angegeben Gewichtsmasse sind Richtwerte und können je nach Getriebeversion variieren.

PT 190/1



240

ir	n <sub>1</sub> = 2800 min <sup>-1</sup>				n <sub>1</sub> = 1400 min <sup>-1</sup>				n <sub>1</sub> = 900 min <sup>-1</sup>				n <sub>1</sub> = 500 min <sup>-1</sup>				IEC
	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
2.62	1068,7	5400,0	616,6	98.0	534,4	6000	342,6	98.0	343,5	6090	223,5	98.0	190.8	6090	124.2	98.0	
3.00	933,3	5670,0	565,4	98.0	466,7	6300	314,1	98.0	300,0	6395	205,0	98.0	166.7	6395	113.9	98.0	
3.22	869,6	5760,0	535,2	98.0	434,8	6400	297,3	98.0	279,5	6496	194,0	98.0	155.3	6496	107.8	98.0	
3.47	806,9	5850,0	504,4	98.0	403,5	6500	280,2	98.0	259,4	6598	182,8	98.0	144.1	6598	101.6	98.0	
4.07	688,0	6030,0	443,3	98.0	344,0	6700	246,3	98.0	221,1	6801	160,7	98.0	122.9	6801	89.3	98.0	
4.43	632,1	6120,0	413,3	98.0	316,0	6800	229,6	98.0	203,2	6902	149,8	98.0	112.9	6902	83.2	98.0	
4.85	577,3	6210,0	383,1	98.0	288,7	6900	212,8	98.0	185,6	7004	138,9	98.0	103.1	7004	77.1	98.0	
5.33	525,3	6030,0	338,5	98.0	262,7	6700	188,0	98.0	168,9	6801	122,7	98.0	93.8	6801	68.2	98.0	

PT 190/2



250

ir	n <sub>1</sub> = 2800 min <sup>-1</sup>				n <sub>1</sub> = 1400 min <sup>-1</sup>				n <sub>1</sub> = 900 min <sup>-1</sup>				n <sub>1</sub> = 500 min <sup>-1</sup>				IEC
	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	n <sub>2</sub>	T <sub>2M</sub>	P	RD	
	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	min <sup>-1</sup>	Nm	kW	%	
6.1	457,5	7020,0	350,3	96.0	228,8	7800	194,6	96.0	147,1	7917	127,0	96.0	81.7	7917	70.6	96.0	
8.4	333,3	7560,0	274,9	96.0	166,7	8400	152,7	96.0	107,1	8526	99,6	96.0	59.5	8526	55.4	96.0	
10.4	268,9	7920,0	232,3	96.0	134,5	8800	129,1	96.0	86,4	8932	84,2	96.0	48.0	8932	46.8	96.0	
12.2	229,5	8100,0	202,8	96.0	114,8	9000	112,7	96.0	73,8	9135	73,5	96.0	41.0	9135	40.8	96.0	
14.1	198,4	8190,0	177,2	96.0	99,2	9100	98,5	96.0	63,8	9237	64,2	96.0	35.4	9237	35.7	96.0	
15.4	182,2	8370,0	166,3	96.0	91,1	9300	92,4	96.0	58,6	9440	60,3	96.0	32.5	9440	33.5	96.0	
18.0	155,5	8550,0	145,0	96.0	77,7	9500	80,6	96.0	50,0	9643	52,6	96.0	27.8	9643	29.2	96.0	
21.5	130,5	8820,0	125,5	96.0	65,2	9800	69,7	96.0	41,9	9947	45,5	96.0	23.3	9947	25.3	96.0	
25.8	108,3	8820,0	104,2	96.0	54,2	9800	57,9	96.0	34,8	9947	37,8	96.0	19.3	9947	21.0	96.0	

Pt <sub>N</sub> [kW]	tutti i rapporti all ratios alle Untersetzungen
PT/1	100.0
PT/2	50.0

N.B. Per i riduttori evidenziati dal doppio bordo nella colonna delle potenze è necessario verificare lo scambio termico del riduttore (come indicato nel par. A-1.5). Per maggiori informazioni contattare l'ufficio tecnico STM.

NOTE. Please pay attention to the frame around the input power value: for this gearboxes it's important to check the thermal capacity (comp. par. A-1.5). For details please contact our technical department).  
For details please contact our technical

HINWEIS. Sind in den Tabellen Nennleistungen eingerahmt, so ist die thermische Leistungsgrenze der Getriebe zu beachten (s. Kapitel A-1.5). Für weitere Informationen wenden Sie sich bitte an unser technisches Büro.

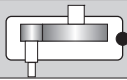
N.B. I pesi riportati sono indicativi e possono variare in funzione della versione del riduttore.

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

HINWEIS. Die angegeben Gewichtsmaße sind Richtwerte und können je nach Getriebeversion variieren.



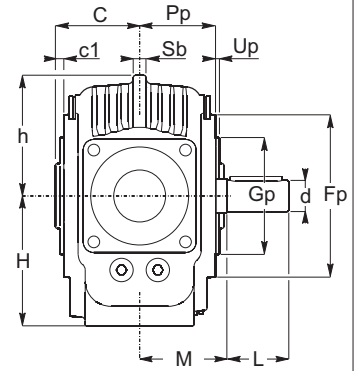
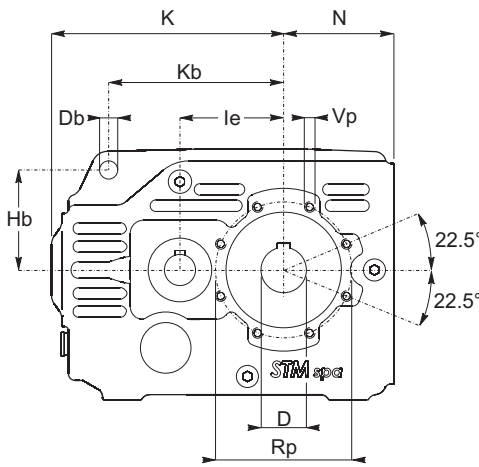
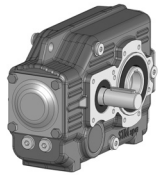
**PT-1**



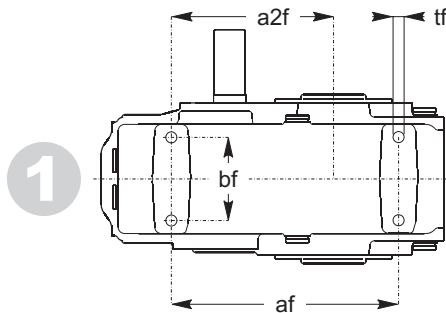
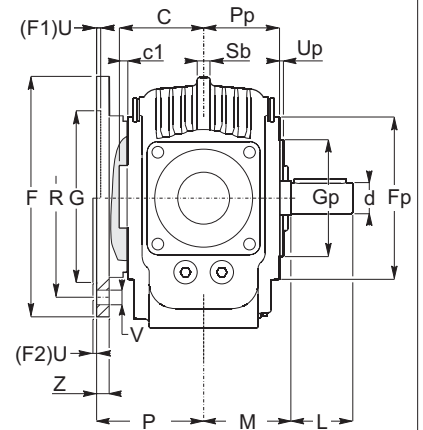
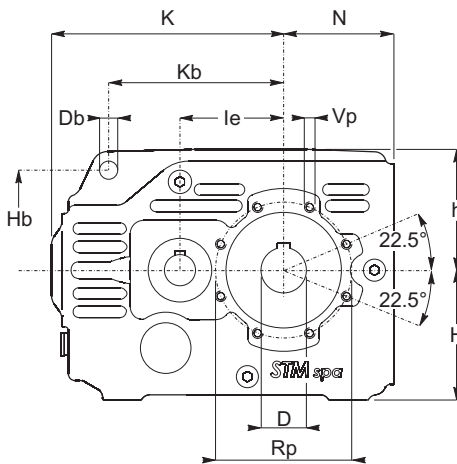
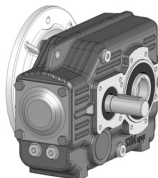
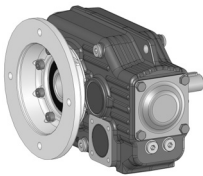
A AUD C1

**80-100-125-140**

**PTF-1**



**PTF-1  
F1-F2**



1.5 Dimensioni

1.5 Dimensions

1.5 Abmessungen

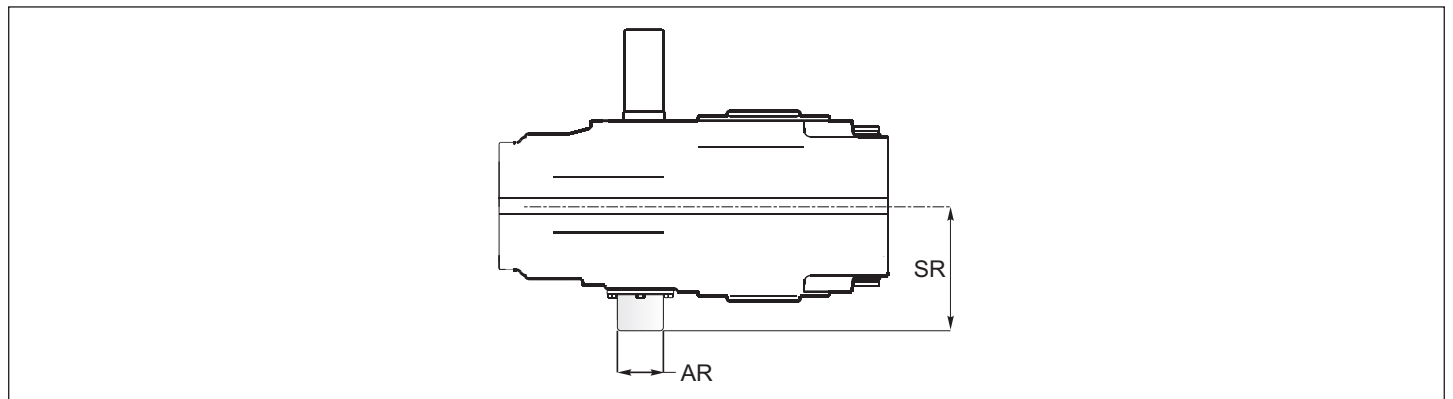
	a <sub>f</sub>	a <sub>2f</sub>	b <sub>f</sub>	t <sub>f</sub>		C	c1	D H7	h	H	K	N	d	L	M	I <sub>e</sub>		D <sub>b</sub>	K <sub>b</sub>	H <sub>b</sub>	S <sub>b</sub>
<b>80</b>	175	125	64	M10		65	6,5	32 (30) (35)	93	100	179	85,5	24 j6	50	65	80		13	135	77	10
<b>100</b>	230	159	73	M12		77,5	7,0	45 (40) (50)	113	120	221	105,5	28 j6	60	77,5	100		13	170	95	13
<b>125</b>	300	210	88	M14		90	9,0	55 (50) (60)	140	145	276	140,5	38 k6	80	90	127		16	215	118	15
<b>140</b>	390	270	130	M16		110	6,5	70 (60)	182	190	349	175,5	48 k6	80	110	160		26	275	150	18

OM	Gp H7	Pp	Rp	Up	Vp		F		G F8	P	R	U	V	Z
<b>80</b>	90	58,5	105	3	M8		F1	200	130	100	165	4,5	11	11
<b>100</b>	110	70,5	125	3	M8		F1	250	180	125	215	5	13	14
<b>125</b>	135	81,0	150	3	M10		F1	300	230	150	265	5	15	16
						F2	350	250 (g6)	150	300	5	18	18	
<b>140</b>	170	103,5	200	4	M12		F1	350	250	180	300	6	17	25

Antiretro:

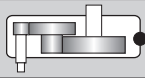
backstop device:

Rücklaufperre:



	AR	SR
<b>80</b>	50	72
<b>100</b>	55	93,5
<b>125</b>	60	110
<b>140</b>	80	124,5

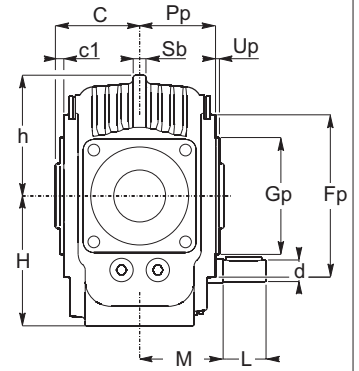
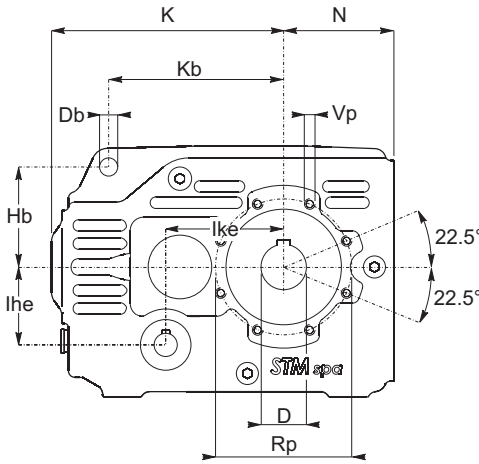
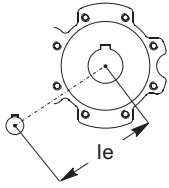
**PT-2**



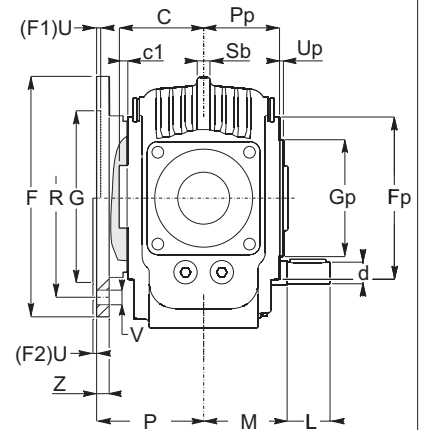
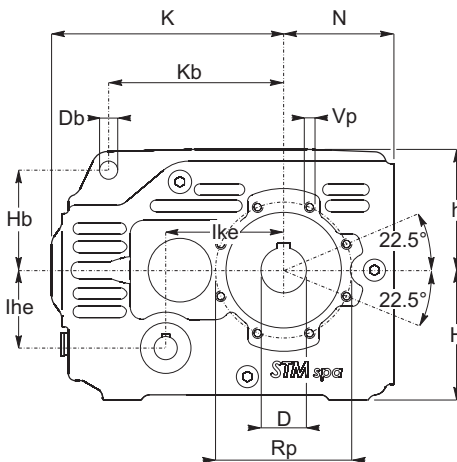
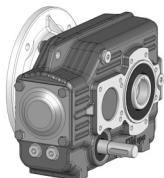
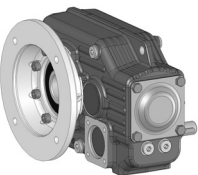
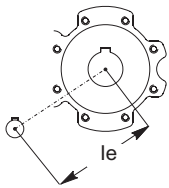
A AUD C1

**80-100-125-140**

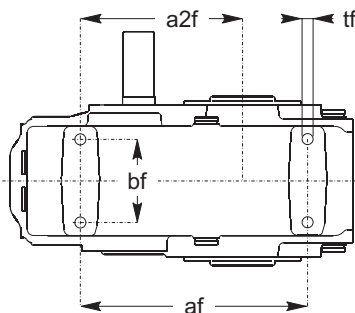
**PTF-2**



**PTF-2  
F1-F2**



**1**





**1.5 Dimensioni**

**1.5 Dimensions**

**1.5 Abmessungen**

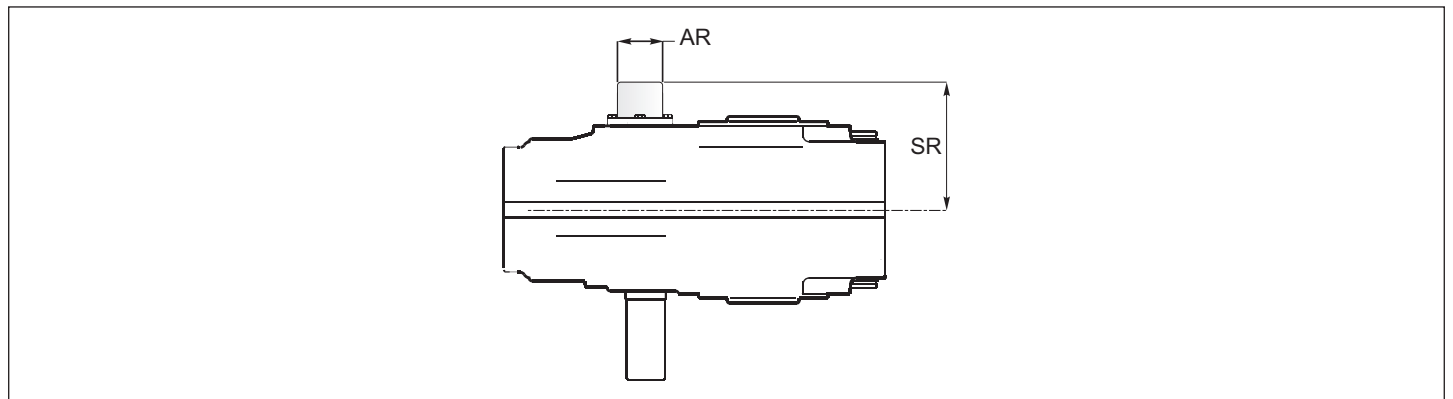
	a <sub>f</sub>	a <sub>2f</sub>	b <sub>f</sub>	t <sub>f</sub>	C	c1	D H7	h	H	K	N	d	L	M	I <sub>e</sub>	Ih <sub>e</sub>	Ik <sub>e</sub>	D <sub>b</sub>	K <sub>b</sub>	H <sub>b</sub>	S <sub>b</sub>
<b>80</b>	175	125	64	M10	65	6,5	32 (30) (35)	93	100	179	85,5	19 j6	40	65	109	60	91	13	135	77	10
<b>100</b>	230	159	73	M12	77,5	7,0	45 (40) (50)	113	120	221	105,5	24 j6	50	77,5	148.2	75	127.8	13	170	95	13
<b>125</b>	300	210	88	M14	90	9,0	55 (50) (60)	140	145	276	140,5	28 j6	60	90	190	92	166.2	16	215	118	15
<b>140</b>	390	270	130	M16	110	6,5	70 (60)	182	190	349	175,5	38 k6	80	110	238.5	115	209	26	275	150	18

OM	Gp H7	Pp	Rp	Up	Vp	F		G F8	P	R	U	V	Z
<b>80</b>	90	58,5	105	3	M8	F1	200	130	100	165	4,5	11	11
<b>100</b>	110	70,5	125	3	M8	F1	250	180	125	215	5	13	14
<b>125</b>	135	81,0	150	3	M10	F1	300	230	150	265	5	15	16
						F2	350	250 (g6)	150	300	5	18	18
<b>140</b>	170	103,5	200	4	M12	F1	350	250	180	300	6	17	25

**Antiretro:**

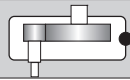
**backstop device:**

**Rücklaufperre:**



	AR	SR
<b>80</b>	65	70
<b>100</b>	76	86,5
<b>125</b>	85	105
<b>140</b>	105	128

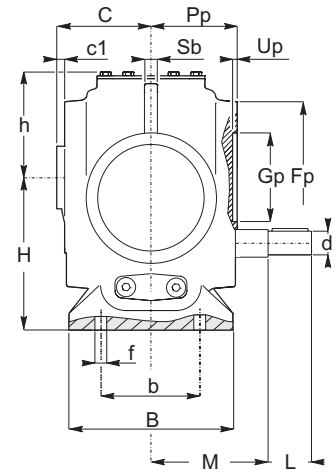
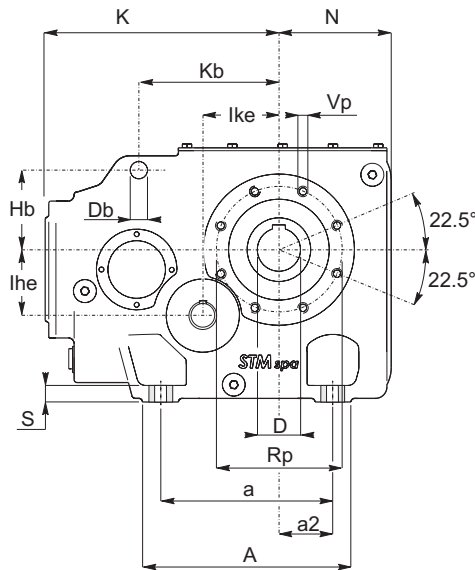
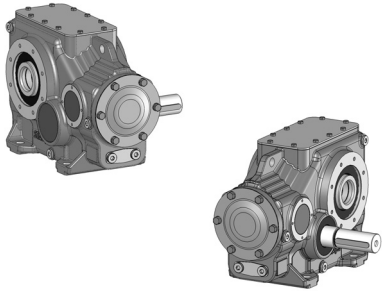
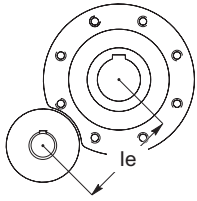
**PT-1**



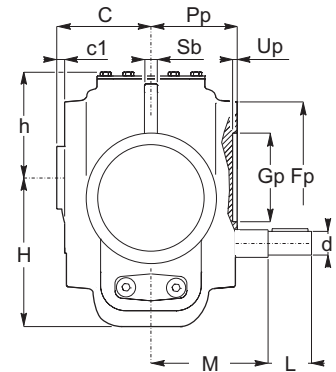
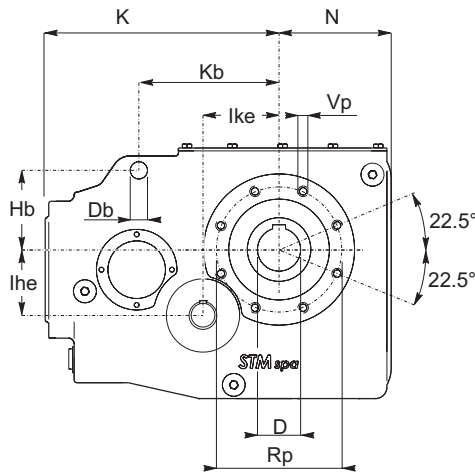
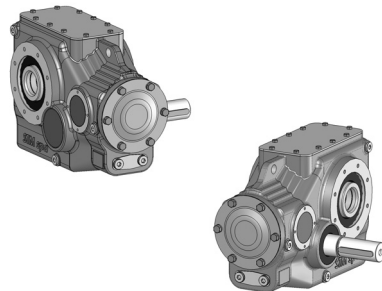
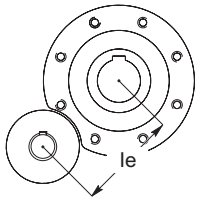
**A** **AUD** **C1**

**132-150-170-190**

**PTP-1**

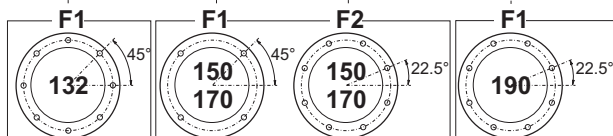
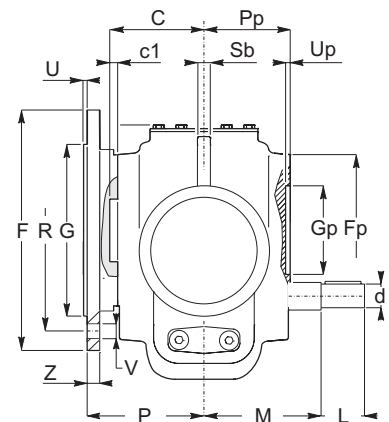
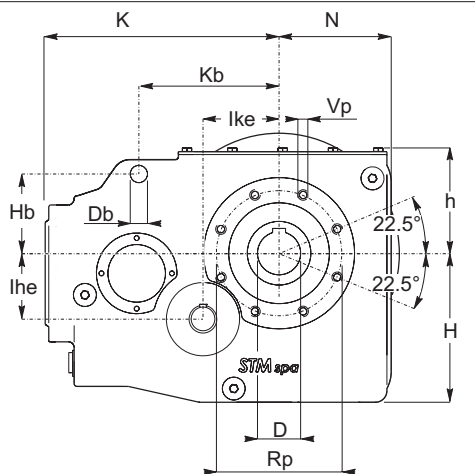
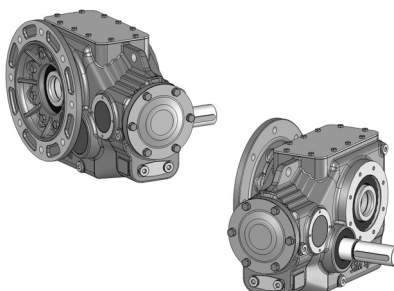
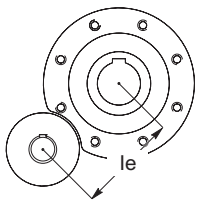


**PTF-1**



**PTF-1**

**F1-F2**



1.5 Dimensioni

1.5 Dimensions

1.5 Abmessungen

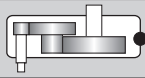
	a	A	a <sub>2</sub>	b	B	C	c <sub>1</sub>	D H7	f	h	H		K	N	S	d	L	M	I <sub>e</sub>	I <sub>h<sub>e</sub></sub>	I <sub>k<sub>e</sub></sub>	D <sub>b</sub>	K <sub>b</sub>	H <sub>b</sub>	S <sub>b</sub>
											PT P	PT F													
<b>132</b>	240	290	75	190	228	121	1	60 (70)	22	147	212	207	332.5	156	23	50	112	153.5	140	91.62	105.86	24	195	138	18
<b>150</b>	270	325	90	210	255	137	4.5	70 (80)	22	170	245	240	362.5	183	27	55	125	174	160	103.58	121.94	26	220	155	22
<b>170</b>	315	375	110	240	280	151	6	90	22	188	275	270	391.5	210	30	60	140	198	180	118.70	135.31	32	240	175	25
<b>190</b>	355	425	125	270	320	170	5	100	26	208.5	315	308	437	236	35	65	140	224	200	133.4	150	38	270	155	30

	Gp H7	Fp	Pp	Rp	Up	Vp	F		G g6	P	R	U	V	Z
							F1	F2						
<b>132</b>	140	210	120	175	7	N° 8 M12 x 24	F1	350	250	160	300	5	N° 8 φ 18	17
<b>150</b>	160	240	132.5	200	7	N° 8 M14 x 28	F1	400	300	174.5	350	5	N° 4 φ 18	18
							F2	450	350	174.5	400	5	N° 8 φ 19	18
<b>170</b>	180	275	145	225	7	N° 8 M16 x 32	F1	400	300	183.5	350	5	N° 4 φ 18	18
							F2	450	350	183.5	400	5	N° 8 φ 18	25
<b>190</b>	200	310	165	250	7	N° 8 M18 x 36	F1	550	450	221	500	5	N° 8 φ 18	25

G



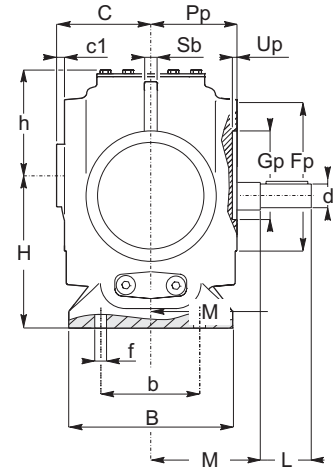
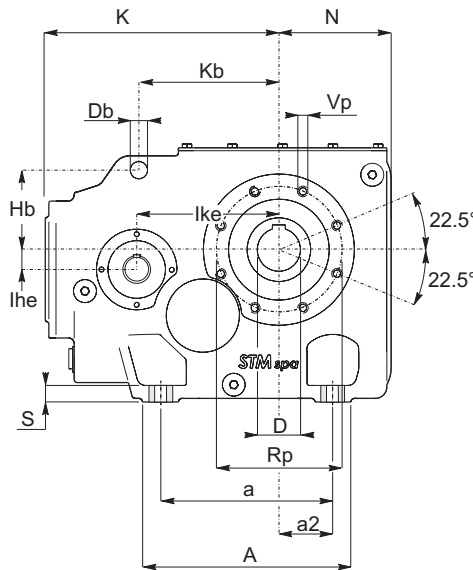
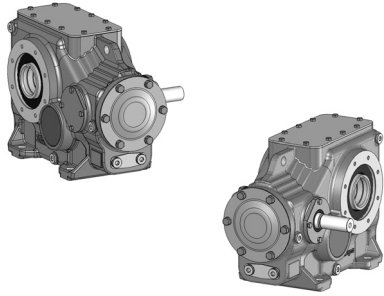
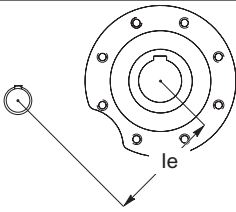
**PT-2**



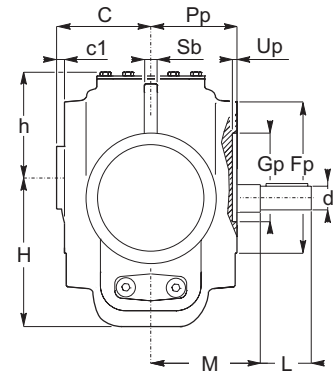
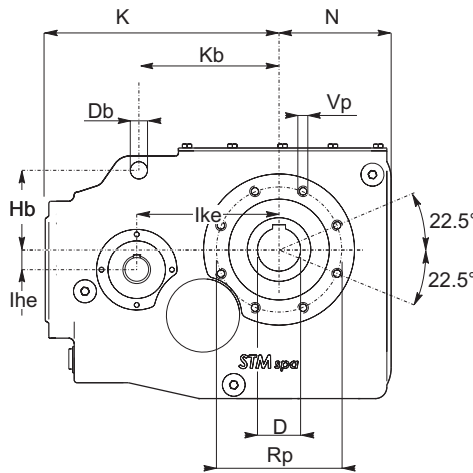
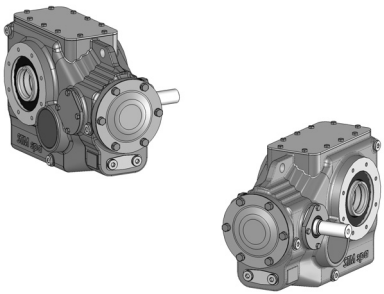
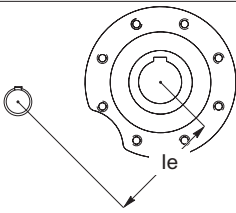
**A** **AUD** **C1**

**132-150-170-190**

**PTP-2**

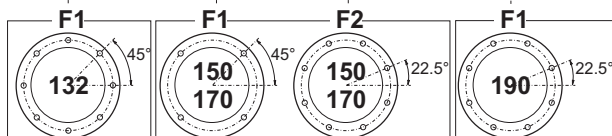
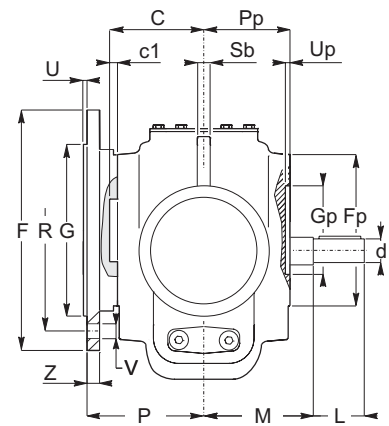
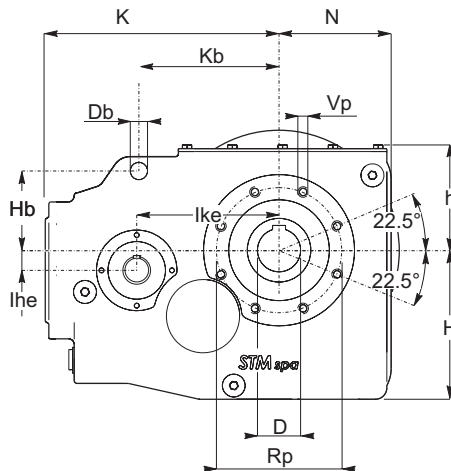
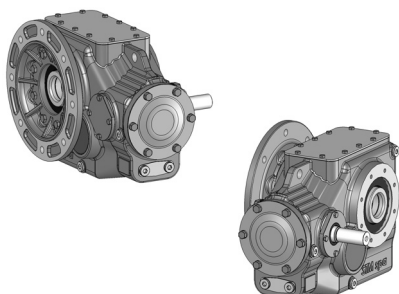
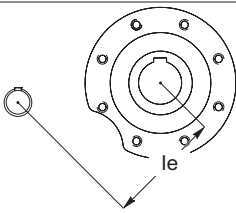


**PTF-2**



**PTF-1**

**F1-F2**



## 1.5 Dimensioni

## 1.5 Dimensions

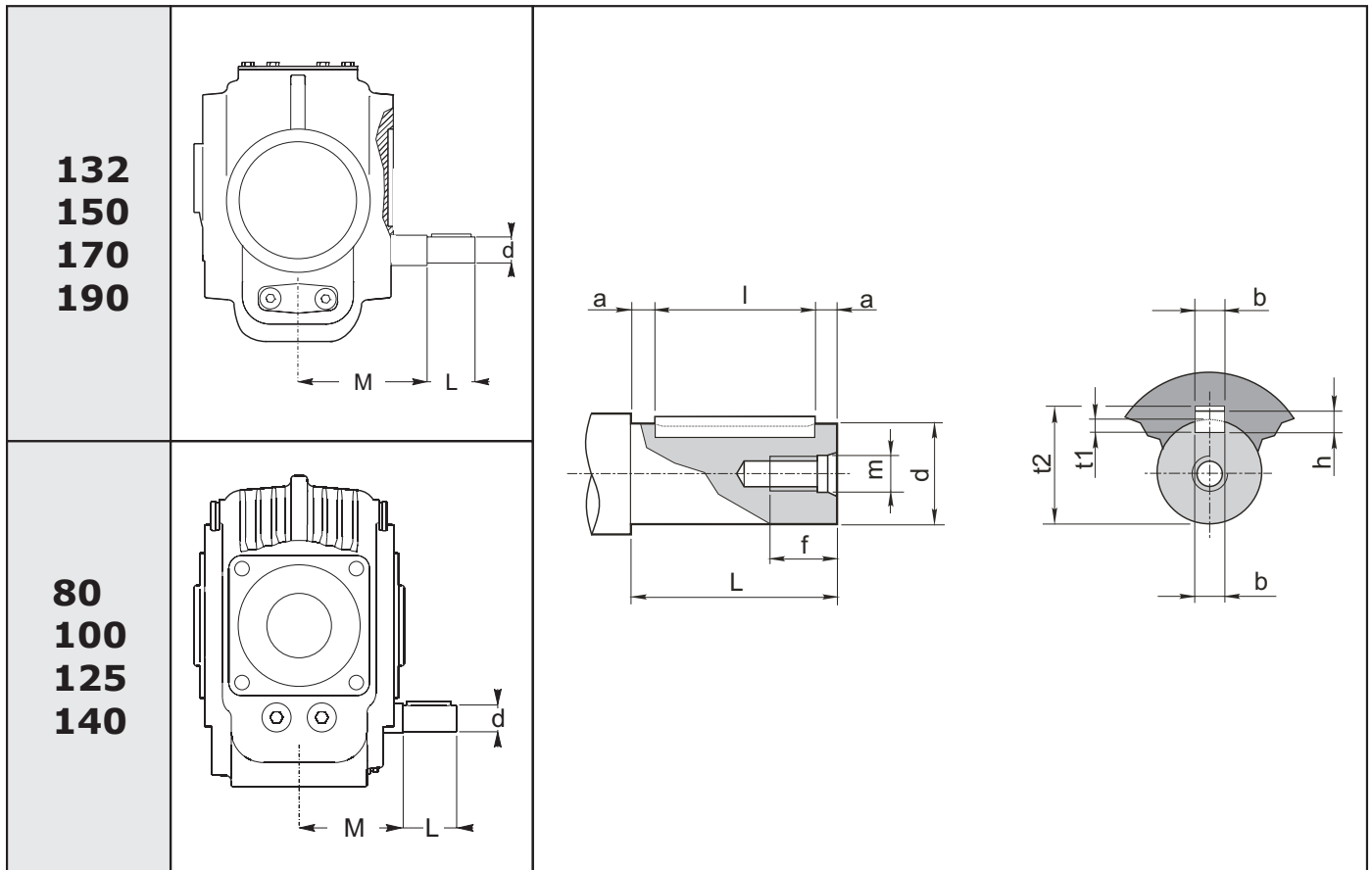
## 1.5 Abmessungen

	a	A	a <sub>2</sub>	b	B	C	c <sub>1</sub>	D H7	f	h	H		K	N	S	d	L	M	I <sub>e</sub>	I <sub>h<sub>e</sub></sub>	I <sub>k<sub>e</sub></sub>	D <sub>b</sub>	K <sub>b</sub>	H <sub>b</sub>	S <sub>b</sub>
											PT P	PT F													
<b>132</b>	240	290	75	190	228	121	1	60 (70)	22	147	212	207	332.5	156	23	35	80	121.5	200	28	198	24	195	138	18
<b>150</b>	270	325	90	210	255	137	4.5	70 (80)	22	170	245	240	362.5	183	27	45	112	137.5	225	30	223	26	220	155	22
<b>170</b>	315	375	110	240	280	151	6	90	22	188	275	270	391.5	210	30	50	112	151.0	250	35	247.5	32	240	175	25
<b>190</b>	355	425	125	270	320	170	5	100	26	208. 5	315	308	437	236	35	55	125	170.0	280	38	277.4	38	270	155	30

	Gp H7	Fp	Pp	Rp	Up	Vp	F		G g6	P	R	U	V	Z
							F1	F2						
<b>132</b>	140	210	120	175	7	N° 8 M12 x 24	F1	350	250	160	300	5	N° 8 φ 18	17
<b>150</b>	160	240	132.5	200	7	N° 8 M14 x 28	F1	400	300	174.5	350	5	N° 4 φ 18	18
							F2	450	350	174.5	400	5	N° 8 φ 19	18
<b>170</b>	180	275	145	225	7	N° 8 M16 x 32	F1	400	300	183.5	350	5	N° 4 φ 18	18
							F2	450	350	183.5	400	5	N° 8 φ 18	25
<b>190</b>	200	310	165	250	7	N° 8 M18 x 36	F1	550	450	221	500	5	N° 8 φ 18	25

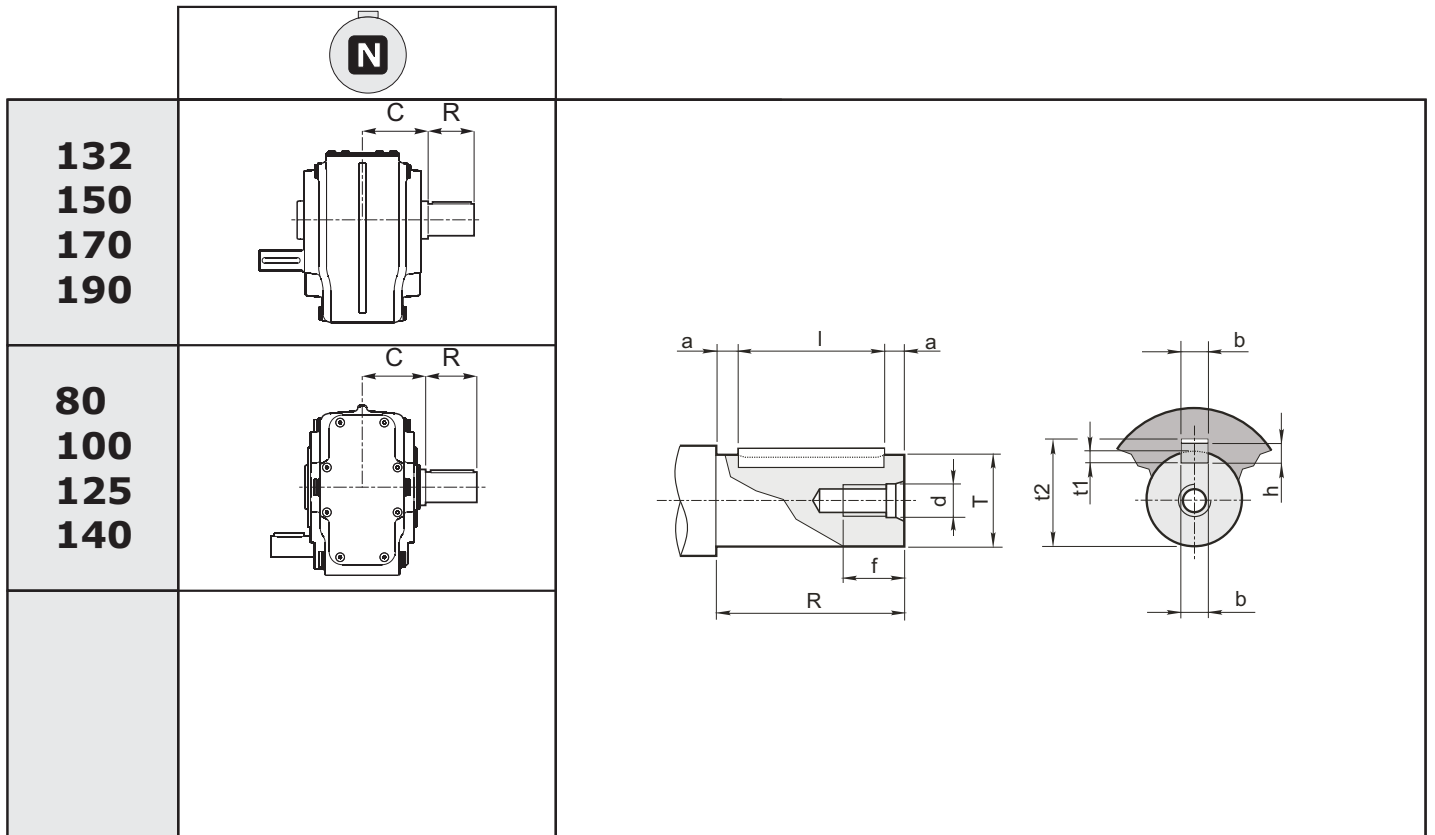
G





	PT/1			PT/2		
	d	L	M	d	L	M
<b>80</b>	24 j6	50	65	19 j6	40	65
<b>100</b>	28 j6	60	77,5	24 j6	50	77,5
<b>125</b>	38 k6	80	90	28 j6	60	90
<b>132</b>	50 k6	112	153.5	35 k6	80	121.5
<b>140</b>	48 k6	80	110	38 k6	80	110
<b>150</b>	55 m6	125	174	45 k6	112	137.5
<b>170</b>	60 m6	140	198	50 k6	112	151.0
<b>190</b>	65 m6	140	224	55 m6	125	170.0

D	Foro fil. testa Tapped hole Gewindebohrung Kopf		Cava / Keyway / Nut			Estremità d'albero Shaft end Wellenende		Linguetta Key Federkeil
	d	f	b	t <sub>1</sub>	t <sub>2</sub>	L a11	a	bxhxl
<b>19 j6</b>	M6	15	6	3.5	21.8	40	5	6X6X30
<b>24 j6</b>	M8	20	8	4	27.3	50	5	8X7X40
<b>28 j6</b>	M8	20	8	4	31.3	60	5	8X7X50
<b>35 k6</b>	M10	27	10	5	38.3	80	5	10x8x70
<b>38 k6</b>	M10	27	10	5	41.3	70	5	10X8X60
<b>45 k6</b>	M10	27	14	5.5	48.8	112	6	14x9x100
<b>48 k6</b>	M10	27	10	5.5	51.8	80	5	14X9X70
<b>50 k6</b>	M12	35	14	5.5	53.8	112	6	14x9x100
<b>55 m6</b>	M12	35	16	6	59.3	125	7.5	16x10x110
<b>60 m6</b>	M12	35	18	7	64.4	140	7.5	18x11x125
<b>65 m6</b>	M16	39	18	7	69.4	140	7.5	18x11x125

**ALBERI LENTI**
**OUTPUT SHAFT**
**ABTRIEBSWELLEN**
**Estremità d'albero uscita**
**Output shaft end**
**Ende der Abtriebswelle**


	Ø Albero Ø Shaft Ø Welle		Foro fil. testa Tapped hole Gewindebohrung Kopfi		Cava Keyway Nut			Estremità d'albero Shaft end Wellenende		Linguetta Key Federkeil
	T	C	d	f	b	t1	t2	R	a	bxhxl
<b>80</b>	32 k6	71	M8	22	10	5	35.3	60	5	10x8x50
<b>100</b>	45 g6	77.5	M 10	25	14	5.5	48.8	90	5	14x9x80
<b>125</b>	55 g6	90	M 12	32	16	6	59.3	110	5	16x10x100
<b>132</b>	60 m6	121	M 12	35	18	7	64.4	112	6	18x11x100
	70 m6		M 16	39	20	7.5	74.9	125	7.5	20x12x110
<b>140</b>	70 m6	122	M16	39	20	7.5	74.9	125	7.5	20x12x110
<b>150</b>	70 m6	137	M 16	39	20	7.5	74.9	125	7.5	20x12x110
	80 m6		M 16	39	22	9	85.4	140	7.5	22x14x125
<b>170</b>	90 m6	151	M 16	39	25	9	95.4	160	10	25x14x140
<b>190</b>	100 m6	170	M 20	46	28	10	106.4	180	10	28x16x160



**ALBERI LENTI**

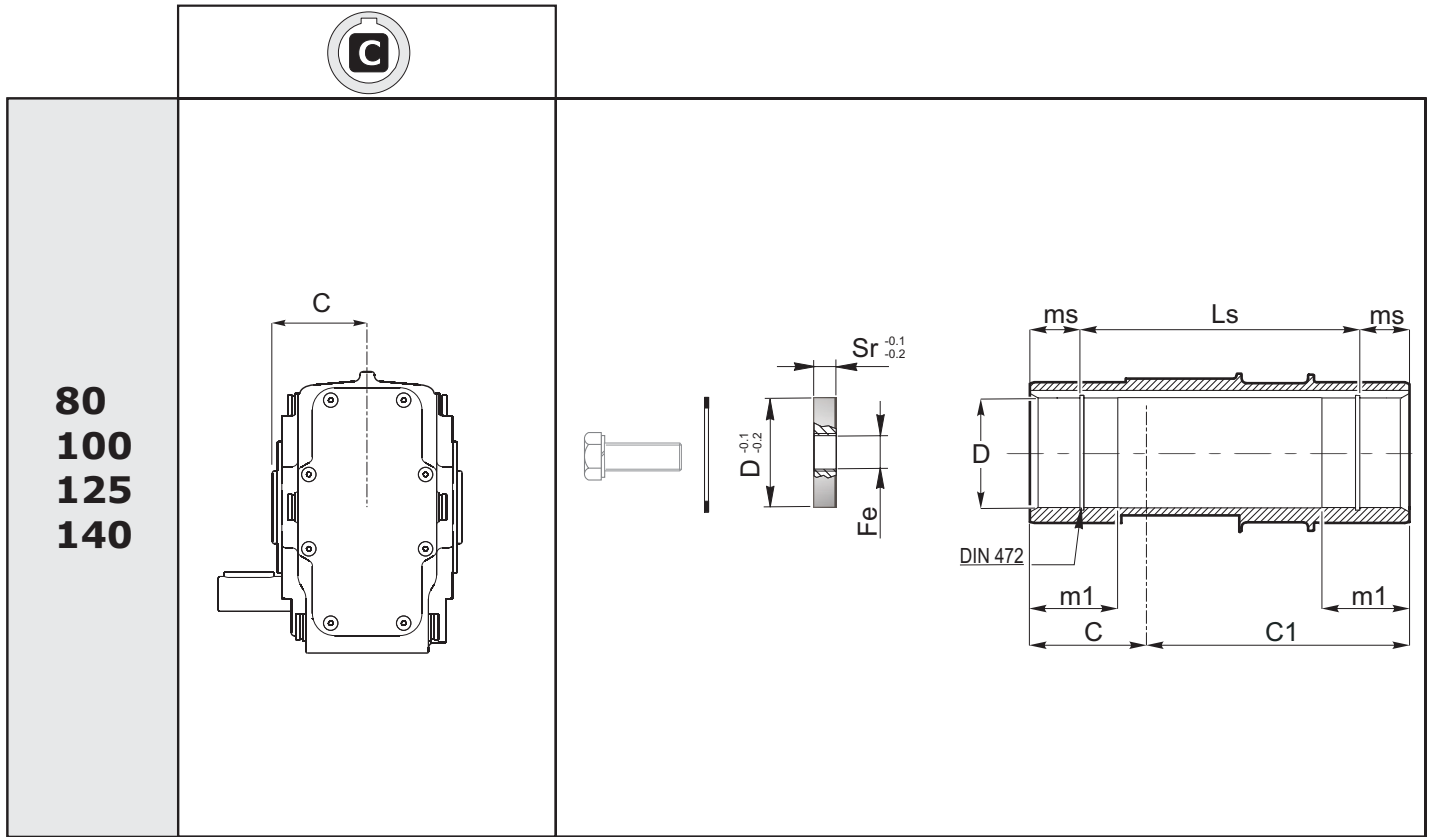
Albero lento cavo

**OUTPUT SHAFT**

Output shaft with keyway

**ABTRIEBSWELLEN**

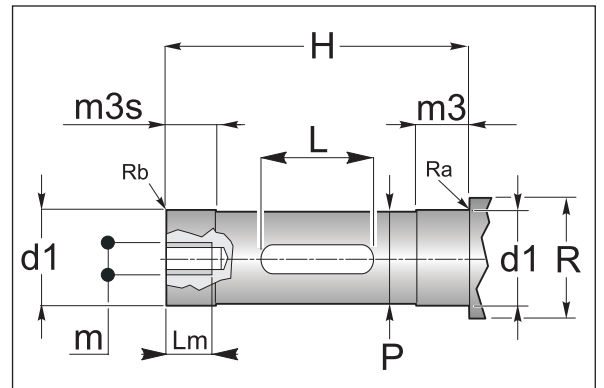
Abtriebswelle mit passfedernut



	<b>80</b>	<b>100</b>	<b>125</b>	<b>140</b>
C	65	77,5	90	110
D H7	32 (30) (35)	45 (40) (50)	55 (50) (60)	70 (60)
m1	35	42.5	55	60
ms	15	15	17.5	17.5
Ls	100	125	145	185

Perno macchina / Customer shaft / Maschinachse

	d1 h6	m3	m3s	Lm	m	H	L min	P	R	Ra	Rb	Sr	Fe
80	32 (30) (35)	30	30	25	M10	119	70	31.8 (29.8) (34.8)	42 (40) (45)			-	-
100	45 (50) (40)	45	15	25 (32) (25)	M 10 (M 12) (M 10)	125	80	44.8 (49.8) (39.8)	55 (60) (50)			10	M14
125	55 (60) (50)	60	20	32	M 12	142	110	54.8 (59.8) (49.8)	65 (70) (60)			15	M14
140	70 (60)	40	40	40 (35)	M20 (M12)	198	150	69.8 (59.8)	80 (70)			-	-







**ALBERI LENTI**

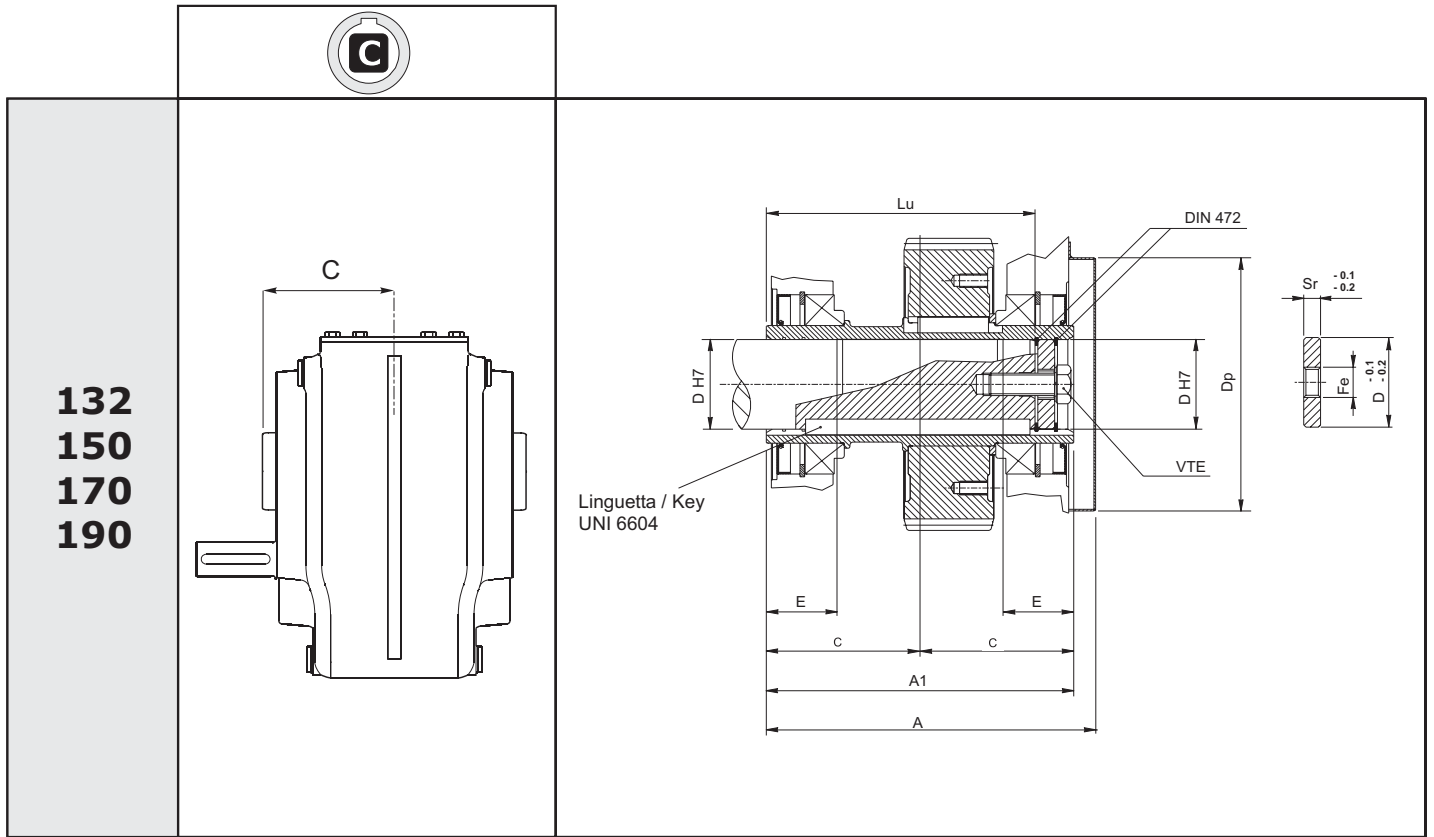
Albero lento cavo

**OUTPUT SHAFT**

Output shaft with keyway

**ABTRIEBSWELLEN**

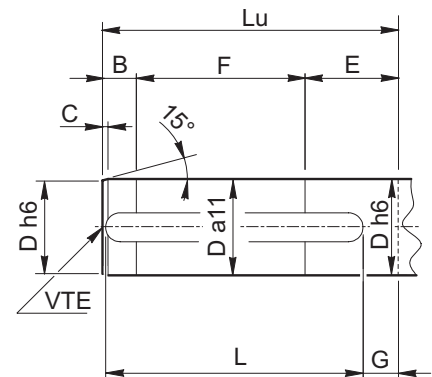
Abtriebswelle mit passfedernut



	<b>132</b>	<b>150</b>	<b>170</b>	<b>190</b>
<b>A</b>	269	302	332	379
<b>A1</b>	242	274	302	340
<b>C</b>	121	137	151	170
<b>D</b>	60 (70)	70 (80)	90	100
<b>Dp</b>	183	226	226	260
<b>E</b>	56	63	70	80
<b>Lu</b>	207.5	239.5	261	299
<b>Sr</b>	15	15	18	18
<b>Fe</b>	M27	M27	M30	M30
<b>VTE</b>	M20x60	M20x60	M24x75	M24x75

Albero Macchina / Machine shaft / Machine Shaft

	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>L</b>	<b>Lu</b>	<b>VTE</b>
<b>132</b>	26.5	4	60 (70)	61	120	25	180	207.5	M20
<b>150</b>	33.5	4.5	70 (80)	68	138	36	200	239.5	M20
<b>170</b>	36	5	90	77	148	37	220	261	M24
<b>190</b>	44	5.5	100	85	170	43	250	299	M24





**ALBERI LENTI**

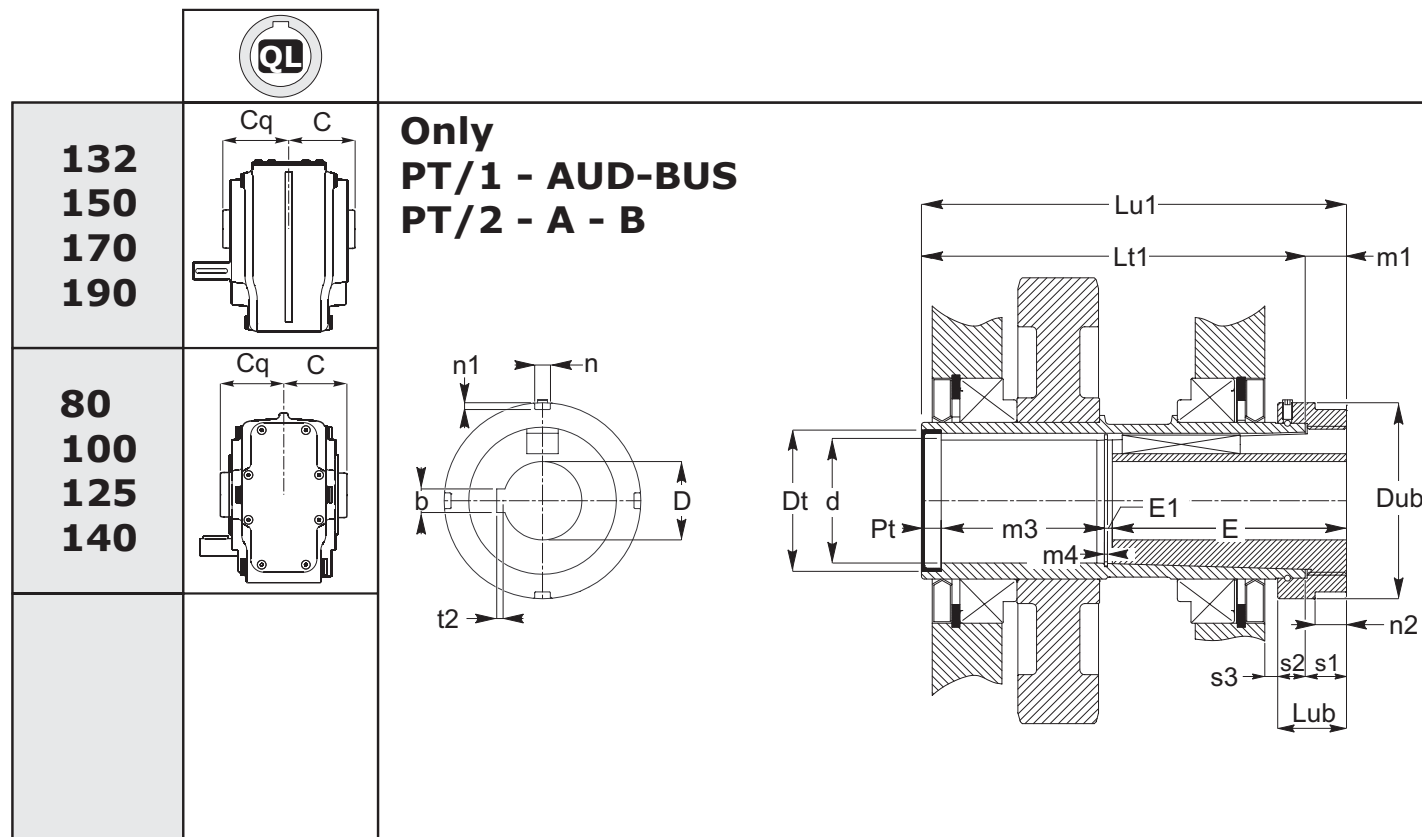
Albero lento "Quick Locking"

**OUTPUT SHAFT**

Output shaft "Quick Locking"

**ABTRIEBSWELLEN**

Abtriebswelle mit "Quick Locking"



	80	100	125	132	140	150	170	190
<b>C</b>	65	77,5	90	121	110	137	151	170
<b>Cq</b>	101	113,5	126	157	146	173	187	206
<b>d</b>	35.2	49.2	60.2	70.2	69.2	80.2	90.2	100.2
<b>dt</b>	47	62	72	85	85	100	110	120
<b>Dub</b>	70	85	100	105	115	120	135	145
<b>E</b>	91	121	131	141	141	161	181	201
<b>E1</b>	3.5	3.5	3.5	4.2	4.2	4.2	4.2	5.2
<b>Lt1</b>	145	170	195	257	235	289	317	355
<b>Lu1</b>	166	191	216	278	256	310	338	376
<b>Lub</b>	35	35	35	35	35	35	35	35
<b>m1</b>	21	21	21	21	21	21	21	21
<b>m3</b>	64.5	58.5	71.5	120.8	98.8	132.8	140.8	157.8
<b>m4</b>	1.7	1.7	1.7	2.2	2.2	2.2	2.2	2.7
<b>n2</b>	15	15.5	16	16	16	17	17	17
<b>s1</b>	21	21	21	21	21	21	21	21
<b>s2</b>	14	14	14	14	14	14	14	14
<b>s3</b>	4.5	5	6.5	10	6	13	17	15
<b>b</b>	6 8 8	8 10 12 14	10 12 14 16	12 14 14 16 18	12 14 14 16 18	14 14 16 18 18 20	16 18 18 20 20 22	20 20 22 22 25
<b>D</b> <b>H7</b>	20 25 30	25 30 35 38 40 45	35 40 45 48 50 55	40 45 50 55 60 65	40 45 50 55 60 65	45 50 55 60 65 70	55 60 65 70 75 80	70 75 80 85 90
<b>n</b>	6	7	8	8	8	10	10	10
<b>n1</b>	2.5	3	3.5	3.5	3.5	4	4	4
<b>t2</b>								

UNI 6604

**ALBERI LENTI**

Albero lento "Quick Locking"

**OUTPUT SHAFT**

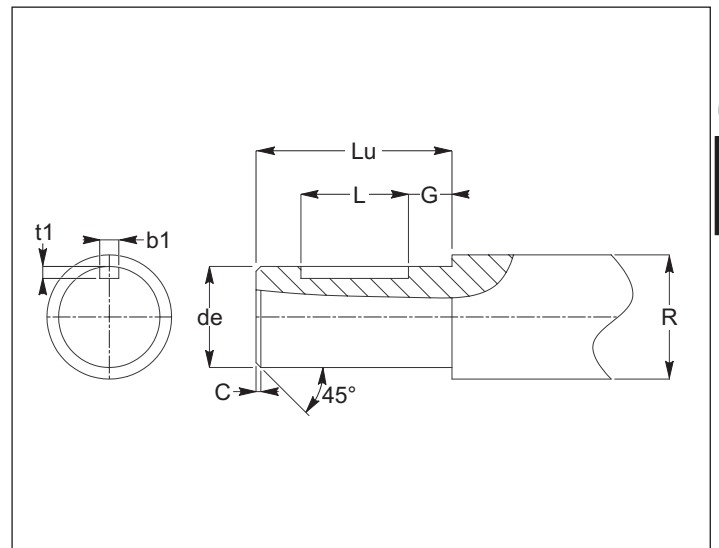
Output shaft "Quick Locking"

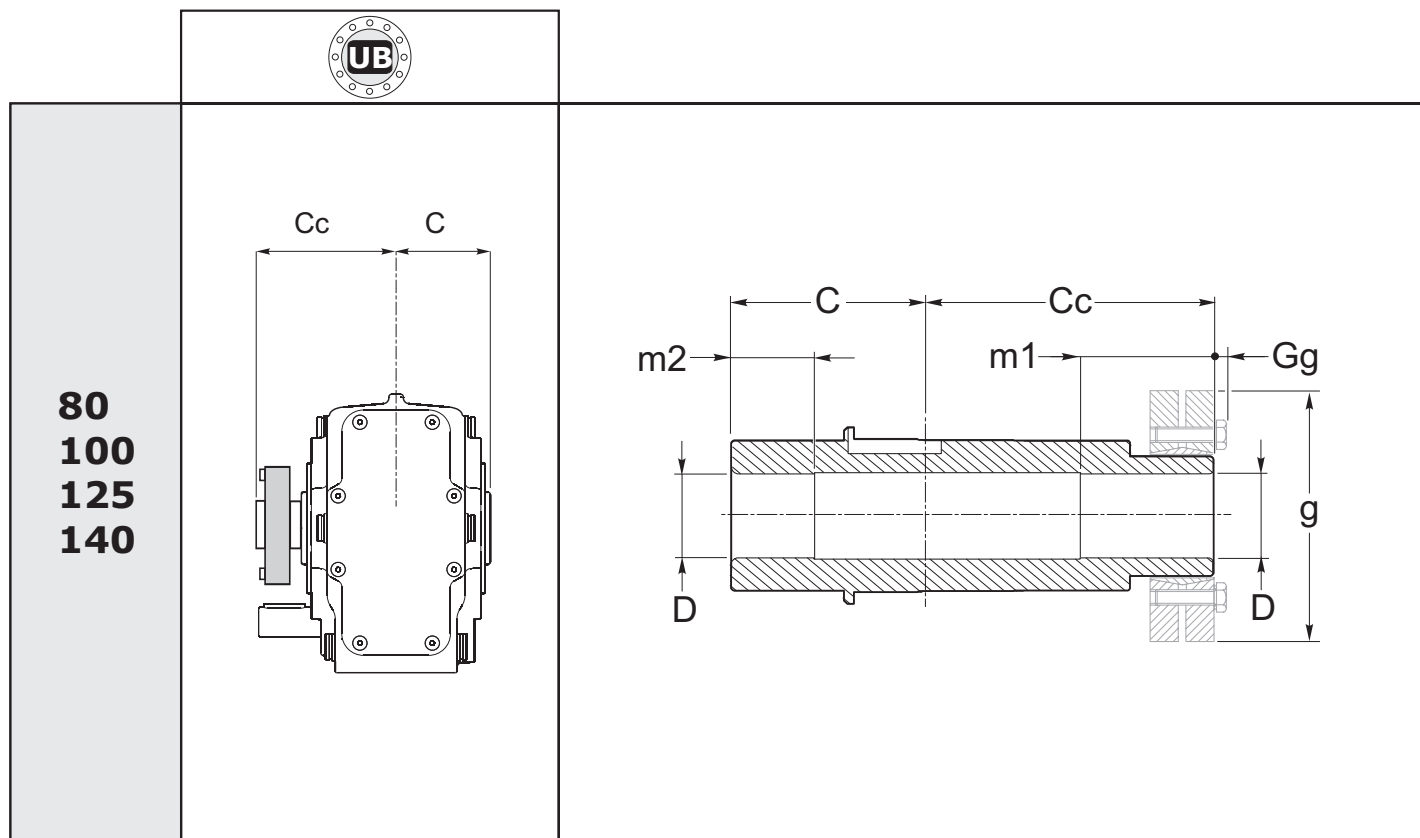
**ABTRIEBSWELLEN**

Abtriebswelle mit "Quick Locking"

Perno macchina / Customer shaft / Maschinachse

	<b>C</b>	<b>de h6</b>	<b>G</b>	<b>L</b>	<b>Lu</b>	<b>R</b>	<b>b1</b>	<b>t1</b>
<b>80</b>	1	(20)	10	40	90	5		
		(25)		50				
		(30)		60				
<b>100</b>	1.5	(25)	10	50	120	5		
		(30)	10	60				
		(35)	10	70				
		(38)	10	70				
		(40)	5	80				
		(45)	5	90				
<b>125</b>	1.5	(35)	10	70	130	5		
		(40)	10	80				
		(45)	10	90				
		(48)	10	90				
		(50)	5	100				
		(55)	5	100				
<b>132</b>	1.5	(40)	10	80	140	7.5		
		(45)	10	90				
		(50)	10	100				
		(55)	5	100				
		(60)	5	120				
		(65)	5	120				
<b>140</b>	1.5	(40)	10	80	140	7.5		
		(45)	10	90				
		(50)	10	100				
		(55)	5	100				
		(60)	5	120				
		(65)	5	120				
<b>150</b>	2	(45)	10	90	160	7.5		
		(50)	10	100				
		(55)	10	100				
		(60)	5	120				
		(65)	5	120				
		(70)	5	120				
<b>170</b>	2	(55)	10	100	180	7.5		
		(60)	10	120				
		(65)	10	120				
		(70)	5	120				
		(75)	5	150				
		(80)	5	150				
<b>190</b>	2	(70)	10	120	200	10		
		(75)	10	150				
		(80)	10	150				
		(85)	5	170				
		(90)	5	170				

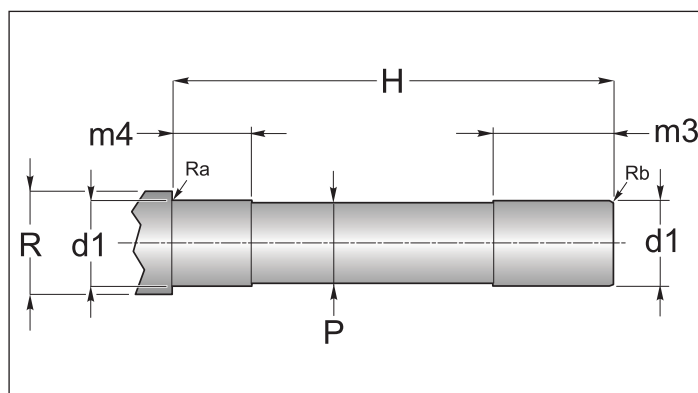
**UNI  
6604**

**G**

	<b>80</b>	<b>100</b>	<b>125</b>	<b>140</b>
<b>C</b>	65	77,5	90	110
<b>Cc</b>	95	107,5	125	154
<b>D</b> H7	35	45	55	70
<b>m1</b>	40	50	60	70
<b>m2</b>	30	30	50	60
<b>g</b>	80	100	115	155
<b>Gg</b>	-	4	4	-

Perno macchina / Customer shaft / Maschinachse

	<b>d1</b> h6	<b>H</b>	<b>m3</b>	<b>m4</b>	<b>P</b>	<b>R</b>	<b>Ra</b>	<b>Rb</b>
<b>80</b>					*			
<b>100</b>	45	185	55	35	44.8	55		
<b>125</b>	55	215	65	55	54.8	65		
<b>140</b>					*			



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**ALBERI LENTI**

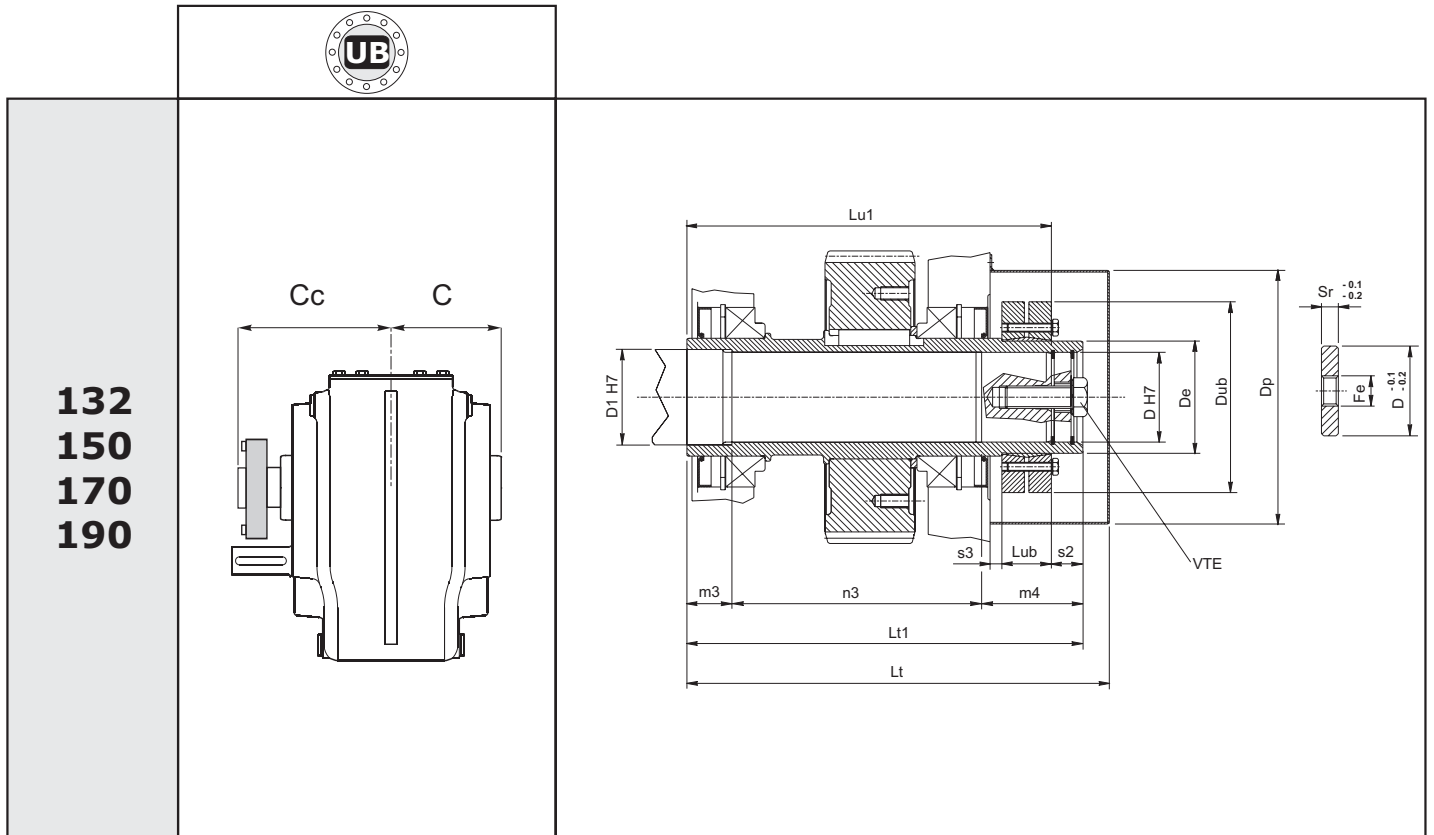
Albero con calettatore

**OUTPUT SHAFT**

Output shaft with shrink disc

**ABTRIEBSWELLEN**

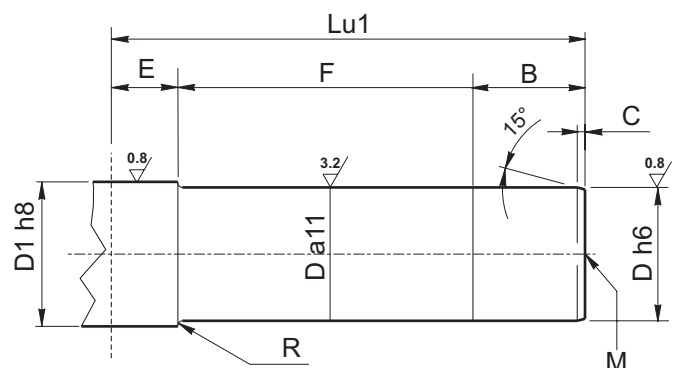
Abtriebswelle mit schrumpfscheibe


**132  
150  
170  
190**

	<b>132</b>		<b>150</b>		<b>170</b>	<b>190</b>
Lt	334.5		375.5		405.5	452.5
Lt1	313		352		397	436
m3	35		40		45	50
n3	198		222		252	276
m4	80		90		100	110
Lu1	286		324		364	402
Dp	183		226		226	260
Dub	145	155	155	170	215	215
Lub	32.5	39	39	44	54	54
s2	30	27	30	28	33	34
C	121		137		151	170
Cc	192		215		246	266
D	<b>60</b>	<b>70 (opz)</b>	<b>70</b>	<b>80 (opz)</b>	<b>90</b>	<b>100</b>
D1	65	75	75	85	95	110
De	80	90	90	100	120	130
Sr	15		15		18	18
Fe	M27		M27		M30	M30
VTE	M20x60		M20x60		M24x75	M24x75

Perno macchina / Customer shaft / Maschinachse

	<b>132</b>	<b>150</b>	<b>170</b>	<b>190</b>
B	58	67	72	81
C	4	4.5	5	5.5
D	<b>60 (70)</b>	<b>70 (80)</b>	90	100
D1	65 (75)	75 (85)	95	110
E	30	32	35	40
F	198	225	257	281
Lu1	286	324	364	402
M	M20	M20	M24	M24
R	2.2	2.5	2.5	3





**ALBERI LENTI**

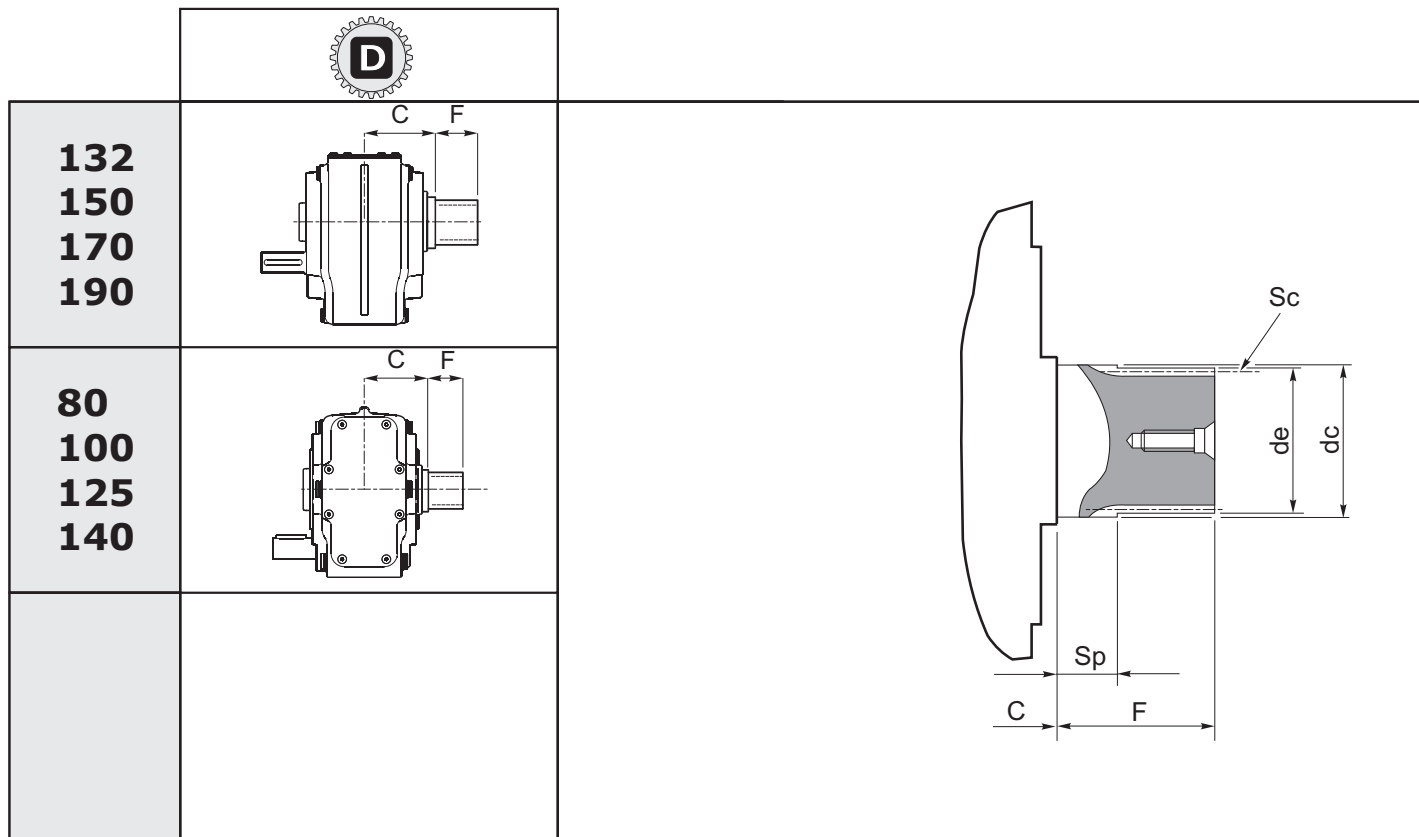
Estremità albero lento scanalato senza flangia brocciata

**OUTPUT SHAFT**

*Splined output shaft without broached flange*

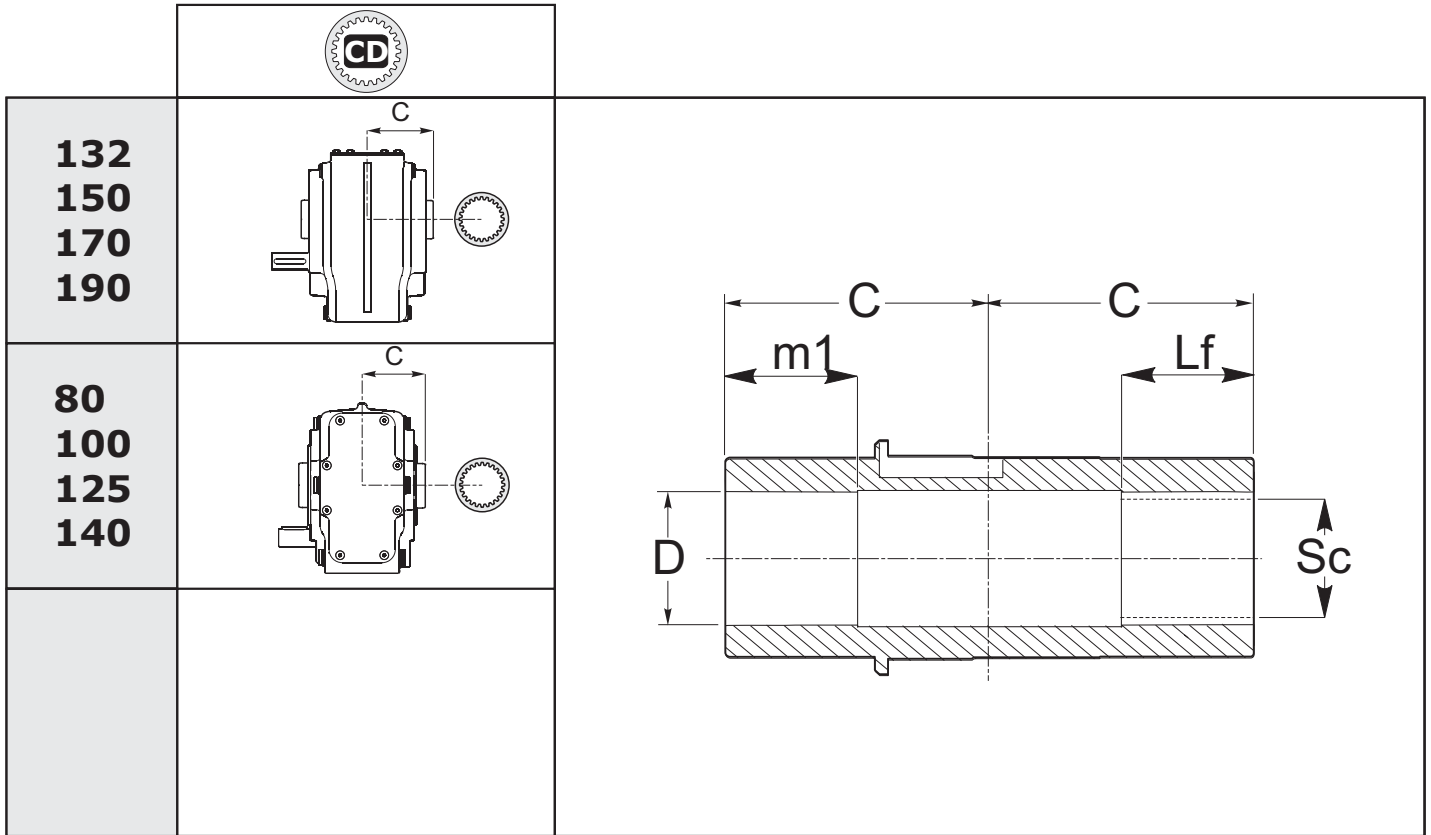
**ABTRIEBSWELLEN**

Abtriebswelle mit Keilende ohne geräumtem Flansch



	C	de (h10)	F	Profilo scanalato / Splined profile / Keilprofil					
				Sc	Z	mn	$\alpha$	dc (f7)	Sp
80	71	*		40 x 36 DIN 5482					
100	77.5			58 x 53 DIN 5482					
125	90			70 x 64 DIN 5482					
132	121	69.3	70	FIAT 70	26	2.58	30°	70	25
140	122	69.3	70	FIAT 70	26	2.58	30°	70	25
150	137	79.3	70	FIAT 80	27	2.82	30°	80	20
170	151	94.3	75	FIAT 95	31	2.97	30°	95	25
190	170	104.4	80	D. 105 DIN 5480	34	3	30°	106	25

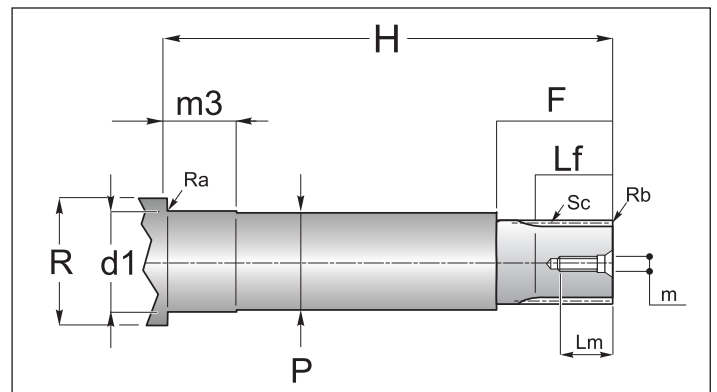
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**ALBERI LENTI**
**Albero lento cavo scanalato**
**OUTPUT SHAFT**
*Splined hollow shaft*
**ABTRIEBSWELLEN**
**Verzahnte Hohlwelle**


	80	100	125	132	140	150	170	190
<b>C</b>	65	77.5	90	121	110	137	151	170
<b>D</b>	*	*	*	72	*	82	92	102
<b>H7</b>				70		90	90	110
<b>m1</b>				70		90	90	110
<b>Lf</b>								
<b>Sc</b>	35 x 31 DIN 5482	45 x 41 DIN 5482	55 x 50 DIN 5482	70 x 64 DIN 5482	70 x 64 DIN 5482	80 x 74 DIN 5482	90 x 84 DIN 5482	100 x 94 DIN 5482

Perno macchina / Customer shaft / Maschinachse

	d1 h6	m3	H	P	R	Ra	Rb	Sc	F	Lf	L m	m
80												
100												
125												
132				*						*		
140												
150												
170												
190												



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**ALBERI LENTI**

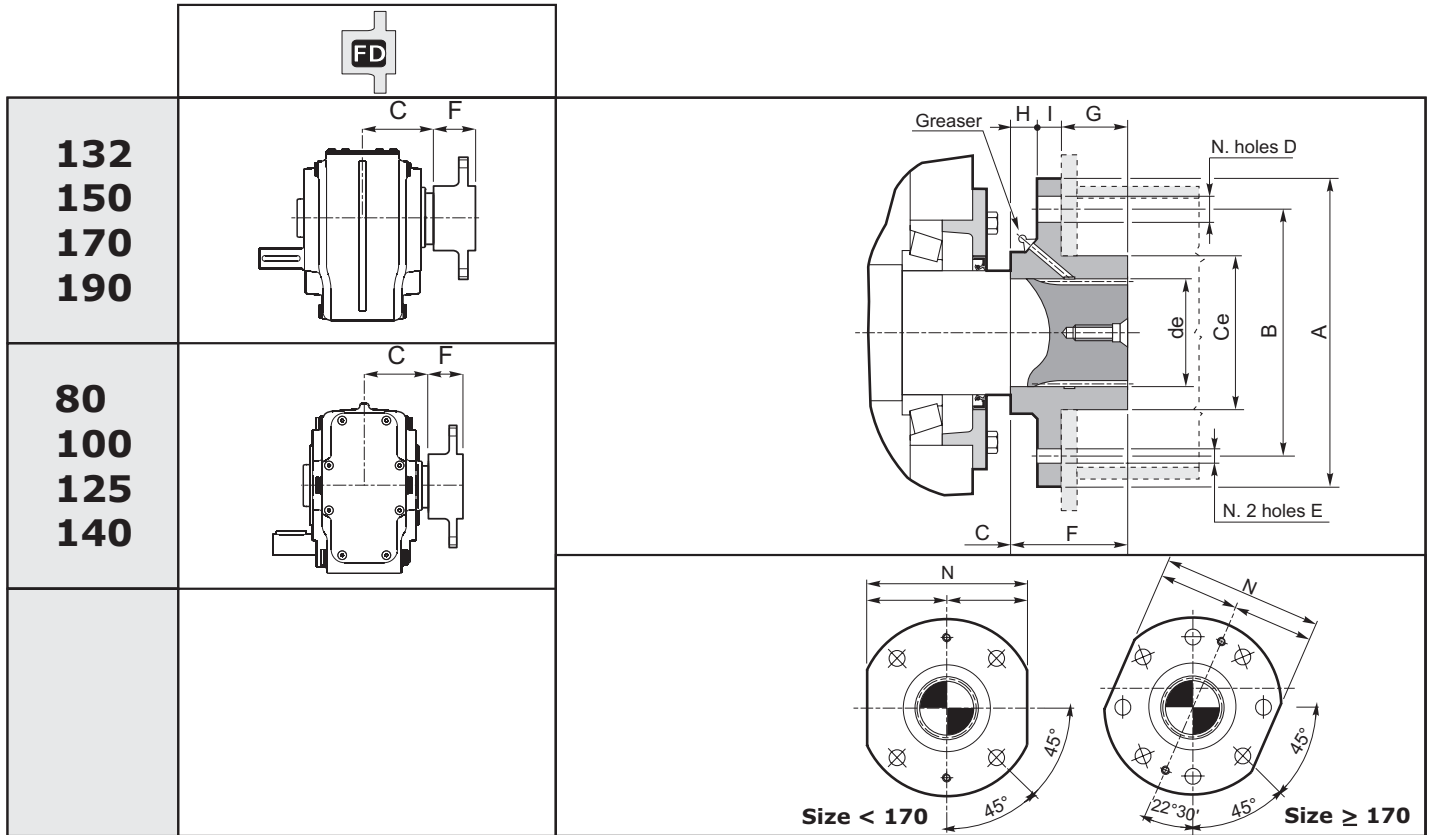
**OUTPUT SHAFT**

**ABTRIEBSWELLEN**

Estremità scanalata albero lento flangia brocciata

Splined output shaft and broached flange

Abtriebswelle mit Keilende und geräumtem Flansch



	Dimensioni generali / General dimensions / Allgemeine Abmessungen												
	de	∅ A	∅ B	C	∅ Ce f8	N° Fori holes Anzahl der Bohrungen	∅ D	E	F	G	H	I	N h9
80	*			71	*								
100				77.5									
125				90									
132	70	200	160	121	100	4	17.5	M10	70	43	11	16	180
140	70	200	160	122	100	4	17.5	M10	70	43	11	16	180
150	80	220	180	137	110	4	19.5	M10	70	40	12	18	200
170	95	240	190	151	130	8	19.5	M10	75	40	15	20	220
190	105	250	200	170	145	8	21.5	M12	80	40	20	20	230

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1.6 Accessori

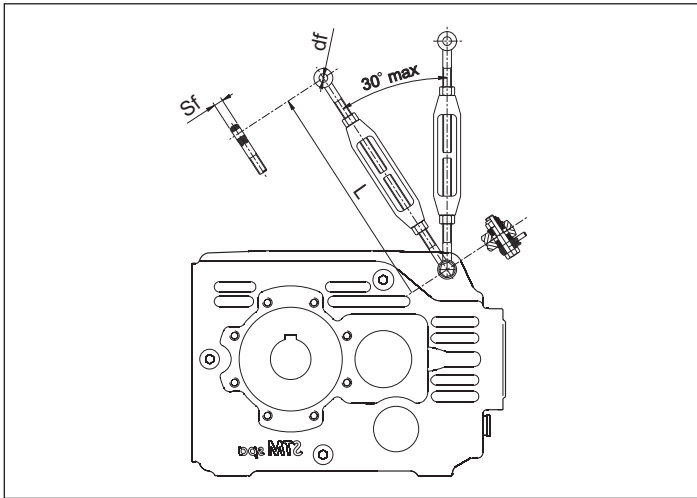
1.6 Accessories

1.6 Zubehör

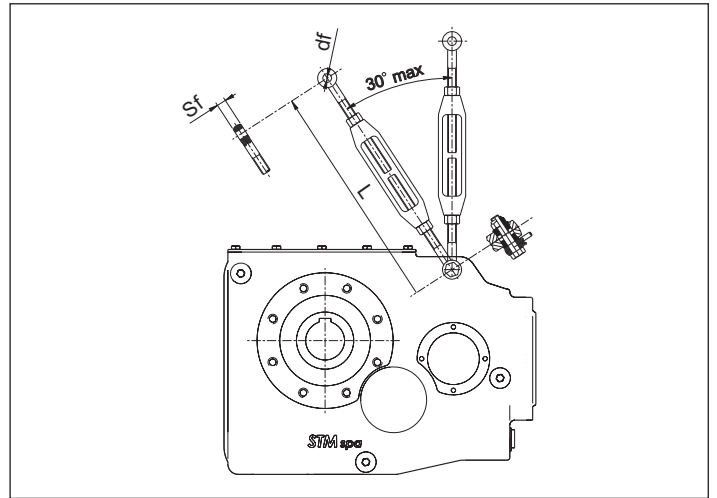
Tenditore

Tension arm

Spannvorrichtung]



**80-100-125-140**



**132-150-170-190**

	<b>df</b>	<b>sf</b>	<b>L</b>
<b>80</b>	14	10	213 - 310
<b>100</b>	17	12	250 - 356
<b>125</b>	18	14	299 - 429
<b>132</b>	28	18	382 - 536
<b>140</b>	28	18	382 - 536
<b>150</b>	28	20	382 - 546
<b>170</b>	34	22	433 - 612
<b>190</b>	38	27	492 - 694

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