



21 BEZEICHNUNG

GETRIEBE

C 32 2 F 52.4 S1 B5
 | | | | | | | | |
 | | | | | | | | |

OPTIONEN

EINBAULAGEN
 C...P: **B3** (Standard), B6, B7, B8, V5, V6
 C...F/U/UF: **B5** (Standard), B51, B53, B52, V1, V3

BEZEICHNUNG DER ANTRIEBSSEITE

		S05 ... S5			
(C05...C100)					
	IEC	P63 ... P180			
(C12...C100)					
		SK			
(C12...C61)		SC			
		HS			
(C12...C100)					

ÜBERSETZUNG

BAUFORM

P	F	U	UFA
(C05...C100)	(C05...C32) (C70...C100)	(C12...C61)	UFB
			UFC
			(C12...C61)

GETRIEBESTUFEN
 2, 3, 4

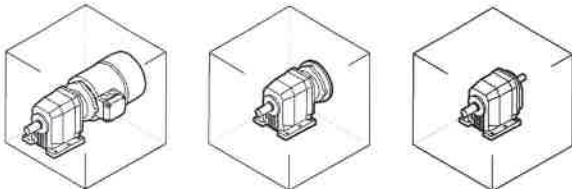
GETRIEBEBAUGRÖSSE
 05, 12, 22, 32, 36, 41, 51, 61, 70, 80, 90, 100

TYP: **C** = Stirnradgetriebe

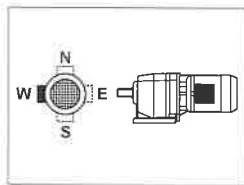


C ... P

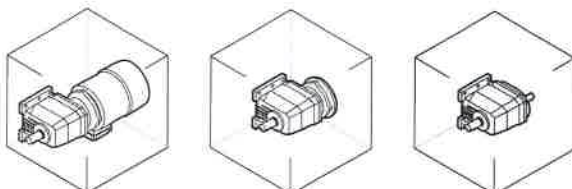
B3



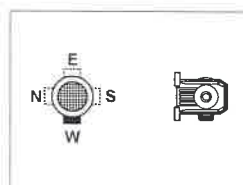
_S _P(IEC) _SK / _SC _HS



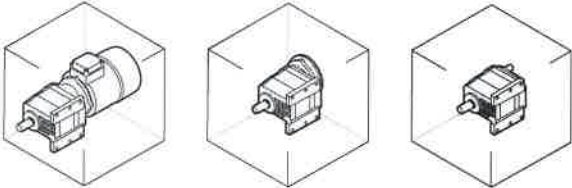
B6



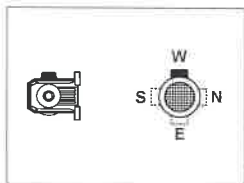
_S _P(IEC) _SK / _SC _HS



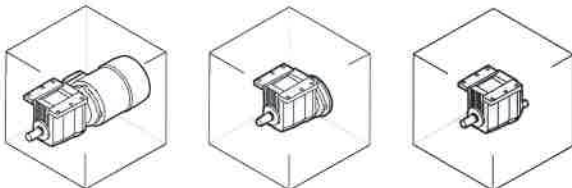
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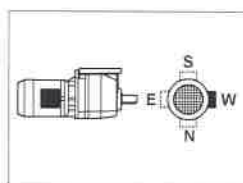
_S _P(IEC) _SK / _SC _HS



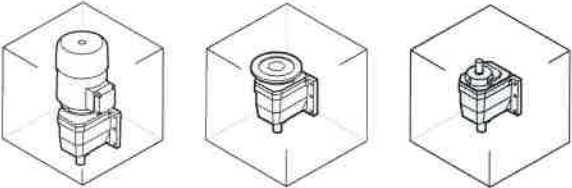
B8



_S _P(IEC) _SK / _SC _HS



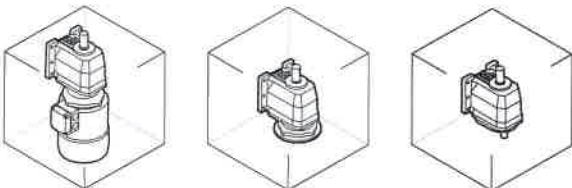
V5



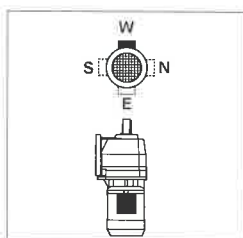
_S _P(IEC) _SK / _SC _HS



V6



_S _P(IEC) _SK / _SC _HS

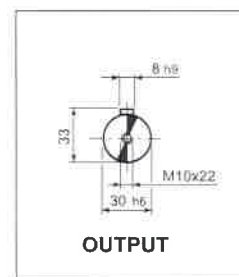
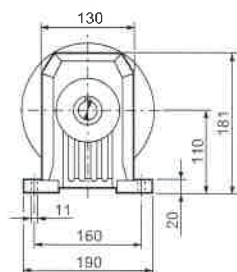
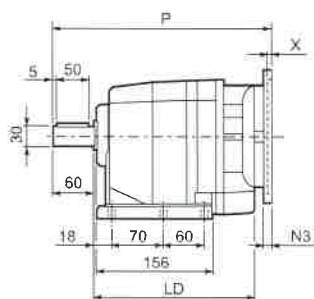


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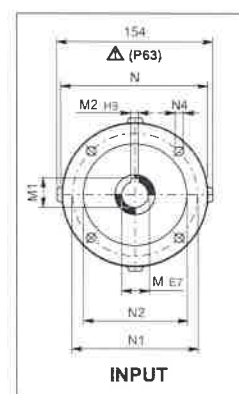
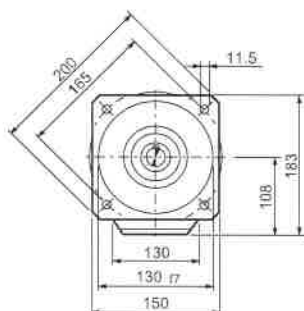
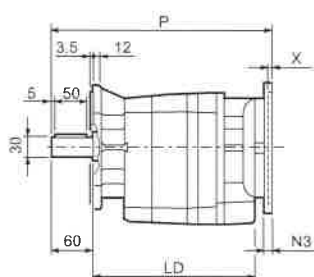


C 32...P(IEC)

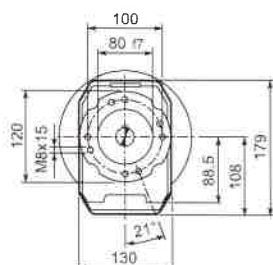
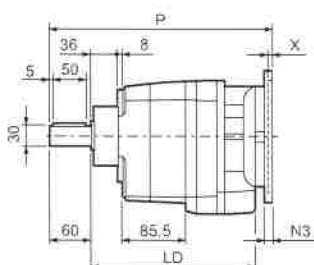
P



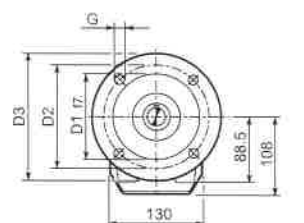
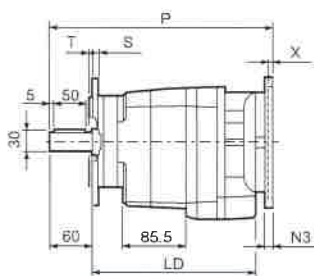
F



U



UF



C 32_U

	D1	D2	D3	G	T	S
FA	110	130	160	9	3	10
FB	130	165	200	11	3.5	11
FC	180	215	250	14	4	13

		LD	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg
C 32 2	P63	217.5	11	12.8	4	140	115	95	—	M8x19	4	307.5	9
C 32 2	P71	217.5	14	16.3	5	160	130	110	—	M8x16	4.5	307.5	9
C 32 2	P80	227.5	19	21.8	6	200	165	130	—	M10x14.5	4	327	10
C 32 2	P90	227.5	24	27.3	8	200	165	130	—	M10x14.5	4	327	10
C 32 2	P100	227.5	28	31.3	8	250	215	180	—	M12x16	4.5	337	14
C 32 2	P112	227.5	28	31.3	8	250	215	180	—	M12x16	4.5	337	14
C 32 2	P132	—	38	41.3	10	300	265	230	16	14	5	373	17
C 32 3	P63	—	11	12.8	4	140	115	95	—	M8x19	4	365	10
C 32 3	P71	—	14	16.3	5	160	130	110	—	M8x16	4.5	365	10
C 32 3	P80	—	19	21.8	6	200	165	130	—	M10x14.5	4	384.5	11
C 32 3	P90	—	24	27.3	8	200	165	130	—	M10x14.5	4	384.5	11
C 32 3	P100	—	28	31.3	8	250	215	180	—	M12x16	4.5	394.5	15
C 32 3	P112	—	28	31.3	8	250	215	180	—	M12x16	4.5	394.5	15



12 BEZEICHNUNG

GETRIEBE

W 63 L1 UF1 — 24 S2 — B3

OPTIONEN

BAUFORM

VF/VF, VF/W, W/VF	CW (1, 2, 3, 4) CCW (1, 2, 3, 4)
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EINBAULAGEN

VF 27...VF 49 VFR 44, VFR 49	B3
W, WR VF 130...VF 250 VFR 130...VFR 250	B3 (default), B6, B7, B8, V5, V6
VF/VF VF/W W/VF	B3 (default), B6, B7, B8, V5, V6

MOTOR BAUFORM

B5	(VF 30...VF 250, VFR 49...VFR 250, W, WR)
B14	(VF 30...VF 49, W)

BEZEICHNUNG DER ANTRIEBSSEITE

	VF	VFR	W	WR	VF/VF	VF/W	W/VF
P(IEC)	 P27 (VF 27 only), P56...P225	 P63, P80...P160	 P71...P132	 P63...P112	 P56, P63, P90...P132	 P56...P80	 P71...P112
S_	—	 S44 (VFR 44 only)	 S1...S3	—	—	—	 S1...S3
HS							

ÜBERSETZUNG

ABTRIEBSWELLEDURCHMESSER

W 75 VF/W 44/75	D30 (default), D28 (Option)
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BAUFORM

RUTSCHKUPPLUNG

VF, VFR W, WR	L1, L2	VF/VF	LF
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GETRIEBEBAUGRÖSSE

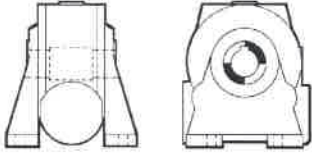
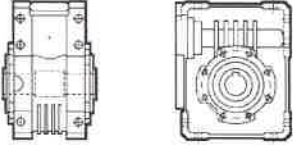
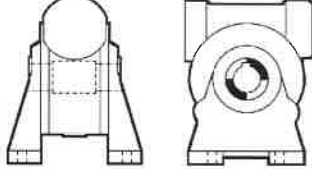
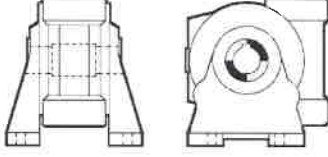
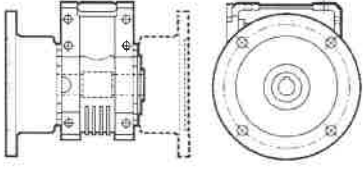
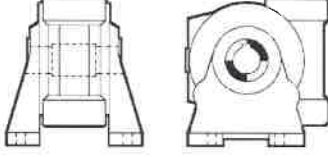
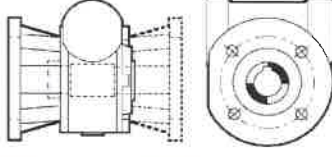
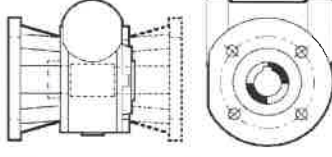
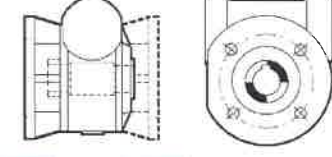
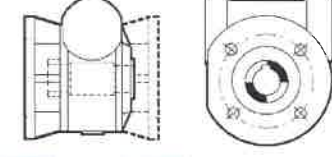
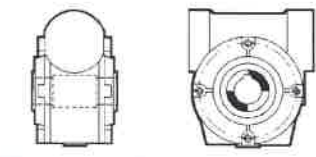
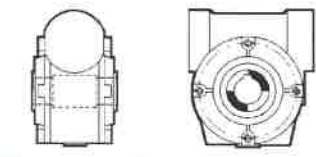
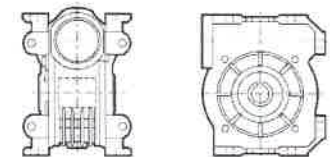
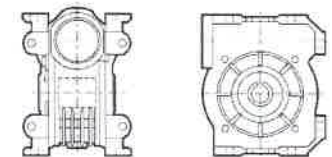
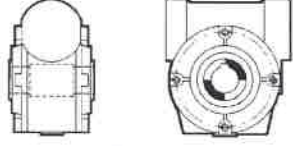
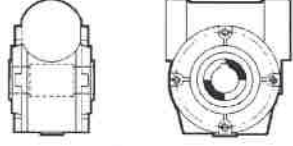
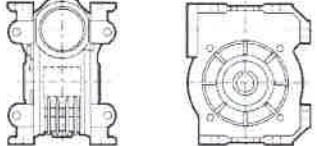
VF	27, 30, 44, 49, 130, 150, 185, 210, 250	VF/VF	30/44, 30/49, 130/210, 130/250
VFR	44, 49, 130, 150, 185, 210, 250	VF/W	30/63, 44/75, 44/86, 49/110
W, WR	63, 75, 86, 110	W/VF	63/130, 86/150, 86/185

GETRIEBE TYP

VF, W	Schneckengetriebe
VFR, WR	Schneckengetriebe mit Vorstufe
VF/VF, VF/W, W/VF	Doppelschneckengetriebe



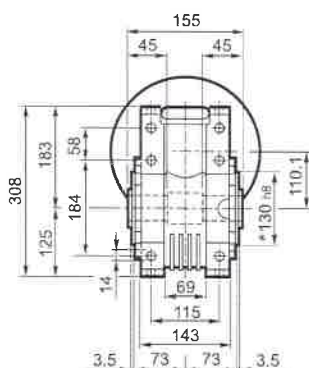
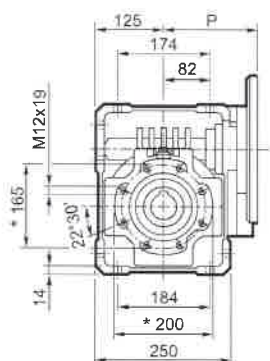
10 BAUFORMEN

VF_		W_	
	N VF 27 ... VF 250 Füßen und untenliegendet Schneckenwelle		U W 63 ... W 110 Universalgehäuse
	A VF 27 ... VF 250 Füßen und Schneckenwelle oben		
	V VF 27 ... VF 250 Füßen und senkrechter Schneckenwelle		UF 1 UF 2 UF W 63 ... W 110 Standardanbaufansch
	F VF 27 ... VF 185 Standardflansch		UFC 1 UFC 2 UFCR 1 UFCR 2 UFC W 63 ... W 110 Kurzer Anbaufansch
	FA VF 44 ... VF 49 Hohem Flansch		UFCR 1 UFCR 2 UFCR W 75 Verkürzter Anbaufansch in Länge und Durchmesser
	FC VF 130 ... VF 185 Kurzem Flansch		
	FR VF 130 ... VF 185 Kurze Flansch und verstärkten Lagerni	P1 = P2 VF 30 ... VF 49 VF 210, VF 250	
	P VF 30 ... VF 250 Flansch für Drehmomentstütze		
	P1 P2 (VF 30...VF 250) (VF 130...VF 185)		
	U VF 30 ... VF 49 Mit integrierten Füßen		

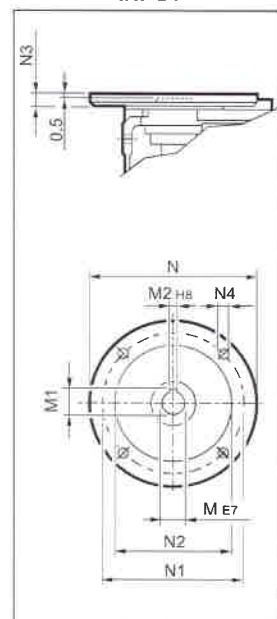


W 110...P (IEC)

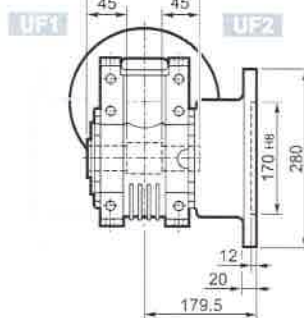
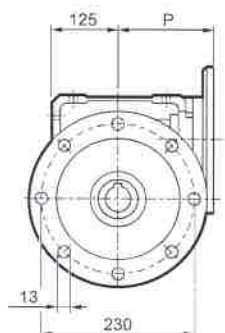
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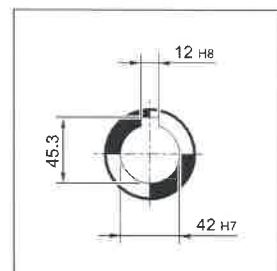
INPUT



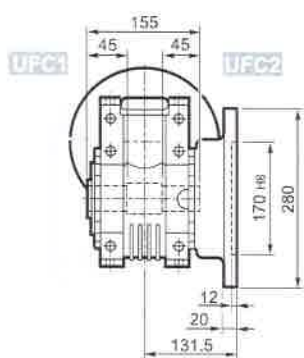
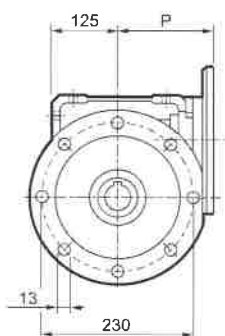
UF






OUTPUT



UFC



		M	M1	M2	N	N1	N2	N3	N4	P	
W 110	P80 B5	19	21.8	6	200	165	130	—	M10x12	143	28
W 110	P90 B5	24	27.3	8	200	165	130	—	M10x12	143	28
W 110	P100 B5	28	31.3	8	250	215	180	13	13	151	29
W 110	P112 B5	28	31.3	8	250	215	180	13	13	151	29
W 110	P132 B5	38	41.3	10	300	265	230	16	14	226	31
W 110	P80 B14	19	21.8	6	120	100	80	7.5	7	143	27.5
W 110	P90 B14	24	27.3	8	140	115	95	6.5	9	143	27.5
W 110	P100 B14	28	31.3	8	160	130	110	13	9	151	27
W 110	P112 B14	28	31.3	8	160	130	110	13	9	151	27

* Auf beiden Seiten