



#### QUICK SELECTION / Selezione veloce

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

Output Speed $n_2$ [min <sup>-1</sup> ]	Ratio $i$	Motor power $P_{1M}$ [kW]	Output torque $M_{2M}$ [Nm]	Service factor $f.s.$	Nominal power $P_{1R}$ [kW]	Nominal torque $M_{2R}$ [Nm]	Available B5 motor flanges					Available B14 motor flanges				Output Shaft 	Ratios code 
							-B	-C	-D	-E	-F	-Q	-R	-T	-U		
							63	71	80	90	100	112	71	80	90		
231	<b>6.06</b>	2.2	86	0.9	<b>2.02</b>	<b>80</b>	B					C	C			2821	01
150	<b>9.31</b>	1.5	91	1.0	<b>1.48</b>	<b>90</b>	B					C	C			2813	02
128	<b>10.96</b>	1.5	107	1.0	<b>1.53</b>	<b>110</b>	B					C	C			1921	03
110	<b>12.71</b>	1.5	124	1.0	<b>1.50</b>	<b>125</b>	B					C	C			1721	04
94	<b>14.91</b>	1.5	146	1.0	<b>1.45</b>	<b>142</b>	B					C	C			1521	05
83	<b>16.83</b>	1.5	165	0.9	<b>1.36</b>	<b>150</b>	B					C	C			1913	06
79	<b>17.80</b>	1.1	127	1.2	<b>1.29</b>	<b>150</b>	B					C	C			1321	07
72	<b>19.51</b>	1.1	140	1.1	<b>1.17</b>	<b>150</b>	B					C	C			1713	08
61	<b>22.90</b>	1.1	164	0.9	<b>1.00</b>	<b>150</b>	B					C	C			1513	09
58	<b>24.30</b>	1.1	174	0.9	<b>0.94</b>	<b>150</b>	B					C	C			1021	10
54	<b>26.15</b>	0.75	128	1.2	<b>0.88</b>	<b>150</b>	B					C	C			1910	11
51	<b>27.34</b>	0.75	134	1.1	<b>0.84</b>	<b>150</b>	B					C	C			1313	12
46.2	<b>30.31</b>	0.75	149	1.0	<b>0.76</b>	<b>150</b>	B					C	C			1710	13
44.1	<b>31.71</b>	0.75	156	1.0	<b>0.72</b>	<b>150</b>	B					C	C			921	14
39.4	<b>35.57</b>	0.75	175	0.9	<b>0.64</b>	<b>150</b>	B					C	C			1510	15
37.5	<b>37.32</b>	0.55	135	1.1	<b>0.61</b>	<b>150</b>	B					C	C			1013	16
33.0	<b>42.46</b>	0.55	154	1.0	<b>0.54</b>	<b>150</b>	B					C	C			1310	17
28.7	<b>48.70</b>	0.55	176	0.9	<b>0.47</b>	<b>150</b>	B					C	C			913	18
24.2	<b>57.96</b>	0.37	140	1.1	<b>0.40</b>	<b>150</b>	B					C	C			1010	19
21.8	<b>64.31</b>	0.37	156	1.0	<b>0.36</b>	<b>150</b>	B					C	C			713	20
18.5	<b>75.64</b>	0.25	124	1.2	<b>0.30</b>	<b>150</b>	B					C	C			910	21
14.0	<b>99.89</b>	0.25	163	0.9	<b>0.23</b>	<b>150</b>	B					C	C			710	22

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

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

**EN** Unit **FA32** is supplied with synthetic oil for lifetime lubrication, no maintenance is necessary. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

**I** Il riduttore **FA32** viene fornito completo di olio sintetico per la lubrificazione permanente e non necessita di alcuna manutenzione. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

**D** Das Getriebe **FA32** ist mit synthetischem Öl gefüllt und ist lebensdauergeschmiert. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial- und Axialbelastungen des Getriebes aufgeführt.

**F** Le réducteur **FA32** est fourni complet avec de l'huile synthétique pour la lubrification permanente et ne nécessite aucun entretien. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

**E** El reductor tamaño **FA32** se suministra, lubricado de por vida con aceite sintético y no requieren mantenimiento alguna. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

Standard supplied	For these mounting position specify in the order or add oil Per queste posizioni specificare in fase d'ordine o aggiungere olio				
H1	H4	H3	H2	H5	H6
0.65 LT	0.50 LT	0.50 LT	0.60 LT	0.80 LT	0.65 LT
SHELL Omala S4 WE 320			ENI Telium VSF 320		

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

### RADIAL AND AXIAL LOADS

**Output shaft**  
Albero di uscita

$F_R(N)$   
 $F_A(N)$

$F_{eq} = F_R \cdot \frac{106}{X+80}$   
 $F_{eq}(N)$

$n_2$ [min <sup>-1</sup> ]	FA	FR	$n_2$ [min <sup>-1</sup> ]	FA	FR	$n_2$ [min <sup>-1</sup> ]	FA	FR
300	250	1250	140	360	1800	70	470	2350
250	270	1350	120	380	1900	40	550	2750
200	320	1600	85	440	2200	15	560	2800

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

**Input shaft**  
Albero in entrata

$F_R(N)$   
 $F_A(N)$

$n_1$	FA	FR
1400	240	1200
900	280	1400
500	340	1700

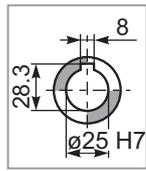
tab. 2

**P**FA32C...

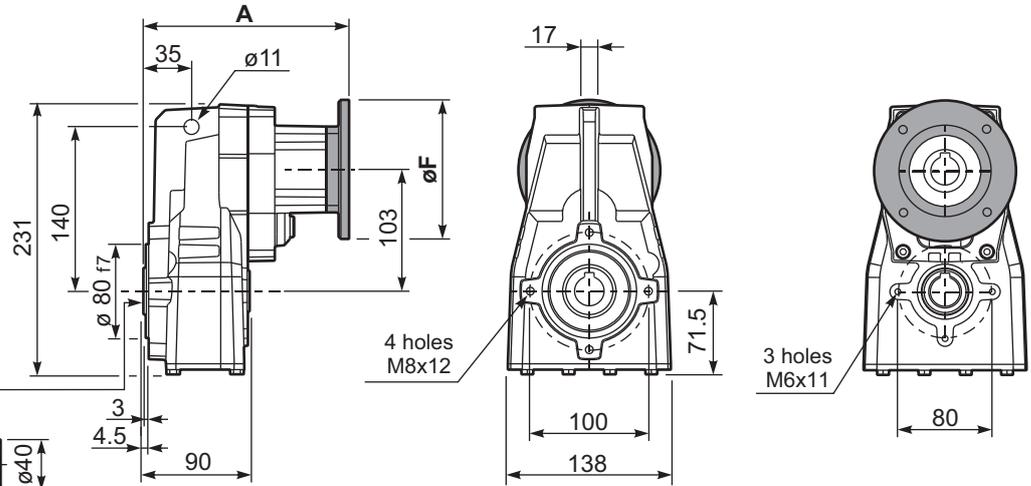
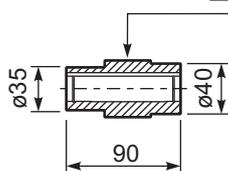
Basic gearbox  
Riduttore base

Gearbox weight  
peso riduttore **7.0 kg**

M. flanges	Kit code	øF	A
63B5	K063.4.041	140	176.5
71B5	K063.4.042	160	174.5
80/90B5	K063.4.043	200	176.5
100/112B5	KC40.4.043	250	191.5
71B14	K063.4.047	105	174.5
80B14	K063.4.046	120	176.5
90B14	K063.4.041	140	176.5
100/112B14	KC40.4.041	160	191.5



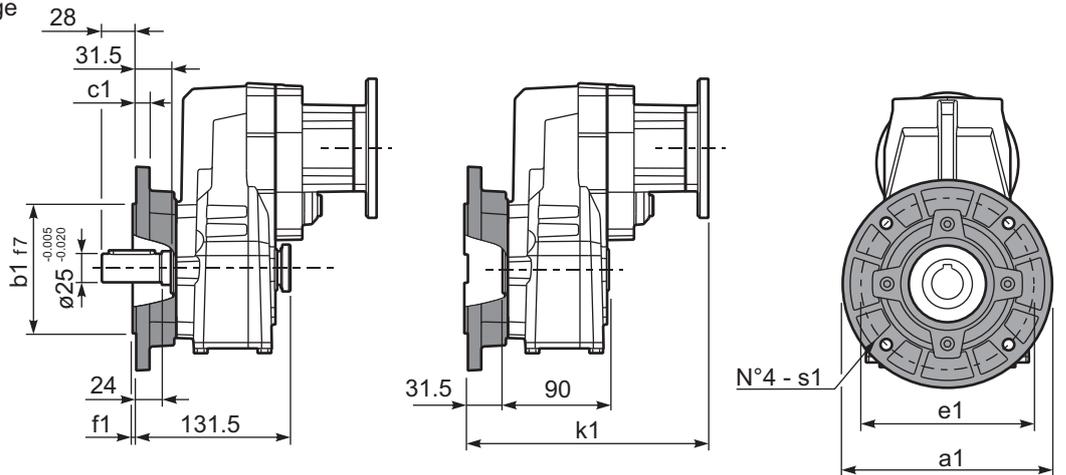
**Standard**  
Hollow shaft



PFA32...-F...

Output flange  
Flangia uscita

Motor Flange	k1
63B5	208
71B5	206
80/90B5	208
100/112B5	223
71B14	206
80B14	208
90B14	208
100/112B14	223



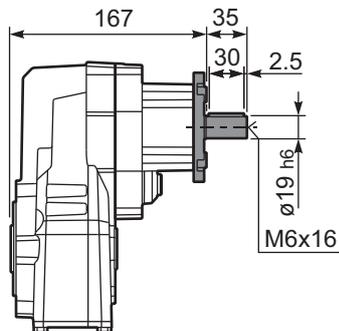
Available output flanges

Flange di uscita

a1 ø	b1	c1	e1	f1	s1	Kit code
160	110	10	130	3	9	KX4A.9.010
200	130	11	165	3.5	11	KX4A.9.011
-	-	-	-	-	-	-

**R**FA32C...

Input Shaft  
Albero in entrata



PFA32 **A**...

Single output shaft  
Albero uscita semplice

