

3.0 RIDUTTORE A VITE SENZA FINE SERIE GK

GK WORM GEARBOXES

SCHNECKENGETRIEBE GK

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GHA - CLASSIC

La serie CLASSIC costituisce la serie standard all'interno della gamma di riduttori GHA.

Le speciali caratteristiche NANOTECHNOLOGICHE del rivestimento della cassa e il suo design esterno, certificato HACCP, rendono i riduttori di questa serie particolarmente adatti per le applicazioni in ambienti ALIMENTARE e FARMACEUTICO.

Il riduttore non è adatto al contatto con gli alimenti.

GHA - CLASSIC

The CLASSIC series is the standard series within the range of GHA reducers.

The special NANOTECHNOLOGICAL properties of the case coating and its external construction, certified by HACCP, make the gearboxes of this series particularly suitable for applications in FOOD and PHARMACEUTICAL environments.

The reducer is not suitable for contact with food.

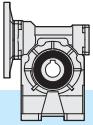
GHA - CLASSIC

Die Serie CLASSIC ist die Standardbaureihe innerhalb der Produktpalette der GHA-behandelten Getriebe.

Durch die spezielle NANOTECHNOLOGISCHEN Eigenschaften der Gehäusebeschichtung und das Design des Gehäuses (zertifiziert durch HACCP), sind die Getriebe dieser Serie besonders geeignet für den Einsatz in LEBENSMITTEL- und PHARMAZEUTISCHER Umgebung.

Das Getriebe ist nicht für den Kontakt mit Lebensmitteln geeignet.





3.1 Caratteristiche

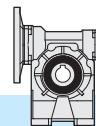
- I riduttori della serie a vite senza fine GK si presentano estremamente leggeri grazie alla forma compatta della cassa in alluminio pressofuso per tutte le grandezze.
- La serie presenta una svariata possibilità di versioni, con e senza piedi, che la rendono più versatile nell'impiego in ogni tipologia di applicazione.
- La serie GK è disponibile esclusivamente nella versione predisposta per attacco motore (PAM) e non con albero entrata maschio.
- La vite senza fine è in acciaio legato cementato-temprato ed è rettificata.
- La corona ha il mozzo in acciaio INOX AISI 316 e l'anello dentato in bronzo GCuSn12.
- Le carcasse e flange in alluminio sono sabbiate e trattate con tecnologia G.H.A. ®
- Viene fornito l'albero uscita cavo di serie ed esiste un'ampia disponibilità di accessori: seconda entrata, kit protezione albero cavo.

3.1 Characteristics

- The GK worm gearboxes are extremely light thanks to the compact shape of the housing which is in die-cast aluminum for all sizes.
- This series features a wide range of versions, with and without feet, which makes it extremely versatile for utilization in various applications.
- The GK series is available for motor mounting version (PAM) only and not with the male input shaft.
- The worm shaft is made of hardened bonded steel and ground.
- The wheel has an AISI 316 stainless steel hub with a toothed ring made in bronze GcuSn12.
- Aluminum housings and flanges are sandblasted and treated in accordance with G.H.A.® technology.
- The hollow output shaft is supplied as standard. A broad range of accessories is available: second input, hollow shaft protection kit.

3.1 Merkmale

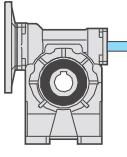
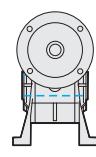
- Die Schneckengetriebe der Serie GK sind, dank der kompakten Form des Gehäuses, sehr leicht. Das Gehäuse aller Baugrößen ist aus Druckgussaluminium gefertigt.
- Diese Serie ist in vielen Ausführungen, mit und ohne Füße erhältlich, was eine vielseitige Anwendbarkeit in unterschiedlichsten Applikationen ermöglicht.
- Die Serie GK ist nur mit Motoranbau (IEC) Version und nicht mit einer freien Antriebswelle verfügbar.
- Die Schneckenwelle ist aus einsatzgehärtetem, abgeschrecktem und daraufhin geschliffenem Legierungsstahl
- Das Schneckenrad besteht aus einer Nabe aus Edelstahl AISI 316 und einer Bronze- Verzahnung GCuSn12.
- Die Aluminiumgehäuse und Flansche sind sandgestrahlt und mit G.H.A.® - Technik behandelt.
- Die Hohlwelle gehört zur serienmässigen Ausstattung. Eine breite Auswahl an Zubehör ist erhältlich: Zweiteingang, Schutzvorrichtung für Hohlwelle.



3.2 Designazione

3.2 Designation

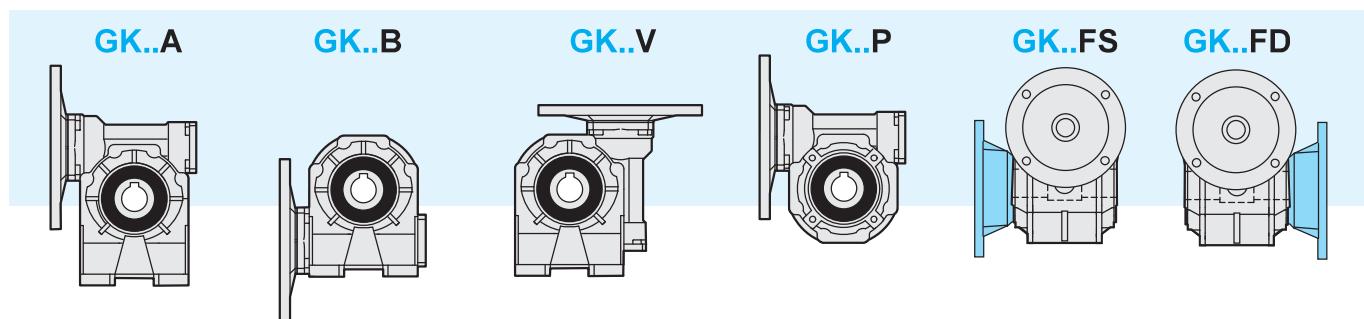
3.2 Bezeichnung

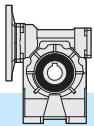
Riduttore Gearbox Getriebe	Tipo entrata Input type Antriebsart	Grandezza Size Größe	Versione Version Ausführung	Rapporto rid. Ratio Untersetzung	Predispos.att. mot. Motor coupling Motorschluss	Posizione di mont. Mounting position Einbaulage	Seconda entrata Additional input Zusatzzantrieb	Albero uscita cavo Hollow output shaft Abtriebsholzhölle	
GK	C	50	F1S	10	P.A.M	B3	SeA	H25	
Riduttore a vite senza fine Wormgearbox Schneckengetriebe		C	30 40 50 63 75 89	A1-A2 B1-B2 V1-V2 P F1S-F2S F3S F1D-F2D F3D	5 7.5 10 15 20 25 30 40 50 65 80 100	56 63 71 80 90 100 112	B3 B6 B7 B8 V5 V6	 SeA	 H..

Versioni

Versions

Ausführungen





3.3 Rendimento

Rd - È il rendimento dinamico, definito come rapporto tra la potenza in uscita P_2 e quella in entrata P_1 . Dipende principalmente dalla velocità di strisciamento, dal tipo di lubrificante e dall' angolo d'elica. I valori indicati nelle tabelle sono validi se si applica la corrispondente coppia in uscita. In fase di rodaggio, circa le prime 300 ore di funzionamento sotto carico, il valore deve essere considerato inferiore del 30% rispetto a quello indicato in tabella.

Rs - È il rendimento statico che si ha al momento dell' avviamento del riduttore e varia in base al rapporto di riduzione. Risulta importante, per una corretta valutazione del riduttore da impiegare, nelle applicazioni in cui non si raggiungono mai le condizioni di regime come nei funzionamenti intermittenti. Analogamente al caso dinamico, anche il rendimento statico durante il rodaggio risulta inferiore del 30% rispetto al valore indicato in tabella.

3.3 Efficiency

Rd - dynamic efficiency, defined as the ratio between P_2 output power and P_1 input power. It mainly depends on the slipping speed, the type of lubricant and the lead angle. The values reported in the table are valid when the corresponding output torque is applied. During the first 300 operating hours under load, the value to be considered is 30% lower than that reported in the table.

Rs - static efficiency at gearbox start-up; it changes depending on the reduction ratio.

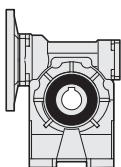
Rs value is important for selecting the right gearbox for applications where a steady state is never achieved, as for intermittent duty applications. Same as dynamic efficiency, static efficiency too during the running-in period will be 30% lower than the value reported in the table.

3.3 Wirkungsgrad

Rd - dynamischer Wirkungsgrad, ist das Verhältnis zwischen P_2 Abtriebsleistung und P_1 Antriebsleistung. Rd Wert wird durch Gleitgeschwindigkeit, Art des Schmiermittels und Steigungswinkel beeinflusst. Die Tabellen zeigen die Werte die gültig sind wenn das entsprechende Abtriebsdrehmoment gegeben ist. Während der Einlaufzeit in den ersten 300 Betriebsstunden unter Belastung, ist dieser Wert 30% niedriger als der in der Leistungstabelle angegebenen Wert.

Rs - statischer Wirkungsgrad beim Getriebestart und in Abhängigkeit zur Unterstzung..

Der Wert Rs ist wichtig für die Auswahl des richtigen Getriebes für Anwendungen wo ein stetiger Betrieb nicht auftritt, wie bei Anwendungen mit Aussetzbetrieb. Der statische Wirkungsgrad auch während der Einlaufzeit wird 30% niedriger als der in der Tabelle angegebenen Wert.



GK	Rs											
	5	7.5	10	15	20	25	30	40	50	65	80	100
30	0.70	0.67	0.62	0.55	0.47	0.43	0.39	0.30	0.27	0.25	0.22	0.21
40	0.69	0.67	0.63	0.55	0.52	0.45	0.40	0.35	0.29	0.26	0.25	0.23
50	0.69	0.68	0.65	0.58	0.53	0.47	0.41	0.37	0.32	0.28	0.25	0.23
63	0.70	0.68	0.65	0.57	0.55	0.50	0.47	0.38	0.33	0.29	0.28	0.23
75	/	0.68	0.65	0.58	0.55	0.51	0.43	0.39	0.35	0.31	0.28	0.24
89	/	0.68	0.65	0.58	0.55	0.52	0.45	0.39	0.36	0.32	0.29	0.25

3.4 Irreversibilità

Nelle applicazioni dove è necessario evitare la trasmissione del moto retrogrado o sostenere il carico, in assenza di alimentazione elettrica, è consigliabile adottare freni esterni.

Nei riduttori a vite senza fine emerge questa caratteristica naturale, denominata grado di irreversibilità, che cresce con l'aumentare del rapporto di riduzione in quanto strettamente legata al relativo rendimento.

Per ottenere alti gradi di irreversibilità occorre quindi adottare i rapporti di riduzione più elevati, senza dimenticare che, il rendimento, tende a crescere durante le prime 500 ore di funzionamento per poi stabilizzarsi sui valori riportati a catalogo.

3.4 Irreversibility

The use of external brakes is advised in case of applications where backwards motion must be hindered and the load must be held should the feed be cut off.

Some worm gearboxes feature natural irreversibility. The higher the ratio, the higher is the irreversibility, since it is strictly dependent on the relative efficiency.

In order to achieve high irreversibility it is therefore necessary to select higher efficiency reduction ratios not to forget that the efficiency is growing during the first 500 hours life until it stabilizes to the values mentioned in the catalogue.

3.4 Selbsthemmung

Aussenbremsen sind bei Anwendungen zu benutzen, bei denen Rückbewegung vermeiden werden muss oder die Last auch im Falle von Fehlen an Speisung gehalten werden muss.

Einige Schneckengetriebe sind selbsthemmend. Je höher die Untersetzung ist, desto höher ist die Selbsthemmung, da diese stark vom jeweiligen Wirkungsgrad abhängig ist. Um eine höhere Selbsthemmung zu erreichen, wählen Sie bitte höhere Untersetzungsverhältnisse.

Bitte beachten Sie, dass der Wirkungsgrad der Getriebe in den ersten 500 Betriebsstunden ansteigt und sich erst anschließend auf die im Katalog angegebenen Werte stabilisiert.

Irreversibilità statica

Condizione di impedimento alla rotazione comandata dall'albero lento senza escludere possibili ritorni lenti nel caso in cui il carico sia sottoposto a vibrazioni.

Rs < 0.45 si ha irreversibilità

Rs = 0.45 ÷ 0.55 irreversibilità incerta

Rs > 0.55 si ha reversibilità

Static irreversibility

Static irreversibility occurs when the rotation controlled by the output shaft is hindered; possible slow returns cannot be excluded should the load be subject to vibrations.

Rs < 0.45 provides irreversibility

Rs = 0.45 ÷ 0.55 irreversibility is uncertain

Rs > 0.55 reversibility is possible

Statische Selbsthemmung

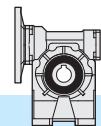
Statische Selbsthemmung liegt vor, wenn die von Abtriebswelle gesteuerten Drehung gehindert wird. Langsamer Rücklauf ist möglich, falls die Last Schwingungen ausgesetzt wird.

Rs < 0.45 es liegt Selbsthemmung vor

Rs = 0.45 ÷ 0.55 ungewisse Selbsthemmung

Rs > 0.55 es liegt Reversibilität vor





Irreversibilità dinamica

Condizione di arresto e quindi di sostegno del carico nel momento in cui cessa l'azione di comando. La condizione è più difficile da ottenere in quanto viene influenzata dal rendimento dinamico, dalla velocità di rotazione, da eventuali vibrazioni che il carico può generare e dalla direzione del movimento rispetto al carico.

Quest'ultima condizione è molto evidente nei sollevamenti: un carico in salita, cessando l'azione di comando, deve arrestarsi e quindi assumere velocità zero (rendimento statico) prima di invertire il moto e cadere per gravità.

Un carico in discesa tende invece a proseguire nel suo moto ostacolato, nella caduta, dal solo rendimento dinamico.

$Rd < 0.45$ si ha irreversibilità

$Rd = 0.45 \div 0.55$ irreversibilità incerta

$Rd > 0.55$ si ha reversibilità

Dynamic irreversibility

Dynamic irreversibility is characterized by stillstand and hold of the load when the drive stops. It is more difficult to achieve this condition because it is influenced by dynamic efficiency, speed of rotation and possible vibrations generated by the motion direction with regard to the load.

This last condition is much more evident during the lifting : if the drive stops during the lifting of the load this has to come to a speed equals to zero (static irreversibility) before the reversal of motion rotation and its drop for gravity.

On the contrary the load during its descent gets its motion obstructed by its dynamic efficiency.

$Rd < 0.45$ provides irreversibility

$Rd = 0.45 \div 0.55$ irreversibility is uncertain

$Rd > 0.55$ reversibility is possible

Dynamische Selbsthemmung

Stillstand und Stütze der Last beim Aussetzen der Steuerung.

Diese Bedingung ist schwieriger zu erreichen, da sie vom dynamischen Wirkungsgrad, der Drehzahl und von der Last verursachten möglichen Vibrationen abhängig ist

Dieser letzte Fall kommt bei Hubanwendungen stark zu tragen. Wenn der Antrieb während dem Hub stoppt, muss die Last eine Geschwindigkeit von annähernd null erreichen (statische Irreversibilität), bevor die Rotation sich umkehrt und die Last durch die Gravitation nach unten fährt.

Dem entgegengesetzt bekommt die Last durch die Abwärtsbewegung Ihre dynamische Effizienz.

$Rd < 0.45$ es liegt Selbsthemmung vor

$Rd = 0.45 \div 0.55$ ungewisse Selbsthemmung

$Rd > 0.55$ es liegt Reversibilität vor

3.5 Gioco angolare

Gioco angolare standard

Misurato bloccando l'albero entrata, e ruotando l'albero uscita nelle due direzioni applicando la coppia strettamente necessaria a creare il contatto tra i denti degli ingranaggi, al massimo pari al 2% della coppia nominale (T_{2M}).

3.5 Backlash

Backlash

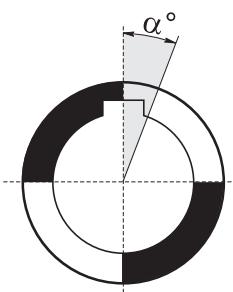
Angular backlash measured after having blocked the input shaft by rotating output shaft in both directions and applying the torque which is strictly necessary to create a contact between the teeth of the gears. The applied torque should be at most 2% of the max. torque (T_{2M}).

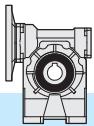
3.5 Winkelspiel

Winkelspiel

Nachdem die Antriebswelle blockiert worden ist, darf das Winkelspiel auf die Antriebswelle bemessen werden. Dabei soll die Antriebswelle in beiden Richtungen gedreht werden und ein Drehmoment ausgeübt werden, das zur Entstehen eines Kontaktes zwischen den Zähnen genügt. Das ausgeübte Drehmoment soll höchstens 2% des max. von Getrieben garantierten Drehmoment (T_{2M}) sein.

GK						
i_n	30	40	50	63	75	89
5	16'	13.5'	10.5'	10'	/	/
7.5	16'	13.5'	10.5'	10'	10'	9.5'
10	16'	13.5'	10.5'	10'	10'	9'
15	16'	13.5'	10.5'	10'	10'	9'
20	14.5'	12'	9.5'	8.5'	8.5'	8.5'
25	14.5'	12'	9.5'	8.5'	8.5'	8.5'
30	14.5'	12'	8.5'	8.5'	8.5'	8.5'
40	14.5'	12'	9.5'	8.5'	8.5'	8'
50	14'	12'	9.5'	8.5'	8.5'	8'
65	14'	12'	9'	8'	8'	8'
80	13.5'	11.5'	9'	7.5'	7.5'	7.5'
100	13'	11'	9'	7.5'	7.5'	7.5'





3.6 Carichi radiali

Carichi radiali Fr_2 e assiali Fa_2 sull'älbero uscita [N]

Se il carico radiale sull'älbero non è applicato a metà della sporgenza dell'älbero, il valore del carico ammissibile deve essere valutato utilizzando la formula che si riferisce ad Fry_2 , in cui i valori di a , b e Fr_2 sono riportati nelle tabelle relative ai carichi radiali.

Nel caso di alberi bisporgenti il valore del carico applicabile a ciascuna estremità è uguale ai 2/3 del valore di tabella, purchè i carichi applicati siano uguali di intensità e direzione ed agiscano nello stesso senso. Diversamente contattare il servizio tecnico.

I carichi radiali indicati nelle tabelle si intendono applicati a metà della sporgenza dell'älbero e sono riferiti ai riduttori operanti con fattore di servizio 1.

3.6 Radial load

Fr₂ radial loads and Fa₂ axial loads on the output shaft [N]

Should the radial load affect the shaft not at the half-way point of its projection but at a different point, the value of the admissible load has to be calculated using the Fry₂ formula: a, b and Fr₂ values are reported in the radial load tables.

With regard to double-projecting shafts, the load applicable at each end is 2/3 of the value given in the table, on condition that the applied loads feature same intensity and direction and that they act in the same direction.

Otherwise please contact the technical department.

3.6 Radialbelastungen

Fr₂ Radialbelastungen und Fa₂ Axialbelastungen auf die Abtriebswelle [N]

Falls die Radialbelastungen nicht in dem Mittelpunkt der herausragenden Welle sondern in einem anderen Punkt wirken, soll die zulässige Belastung mit der Formel bezüglich Fry₂ kalkuliert werden: a, b und Fr₂ Werte sind aus der Tabelle der Radialbelastungen zu entnehmen.

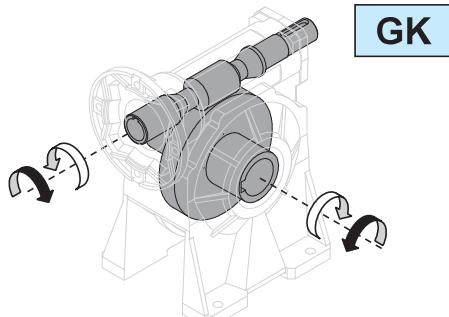
Bei doppelseitigen Abtriebswellen ist die Belastung, die an jedem Ende anwendbar ist, 2/3 des in der Tabelle angegebenen Wertes unter der Bedingung, dass die Belastungen die selbe Stärke und Richtung aufweisen und dass sie in der selben Richtung wirken. Andernfalls muß mit dem technischen Büro Rücksprache gehalten werden.

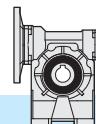
GK															
		n ₁ =1400 rpm		30		40		50		63		75		89	
i _n	n ₂ [rpm]	a = 66.5	b = 49	a = 83.5	b = 60.5	a = 102	b = 73.5	a = 122.5	b = 93.5	a = 134	b = 100	a = 163	b = 118		
5	280	700	140	1400	280	1400	300	1800	360	/	/	2600	520	uscita output Abtrieb	
7.5	187	750	150	1500	300	1650	330	2100	420	2500	500	3000	600		
10	140	800	160	1600	320	1800	360	2300	460	2800	560	3400	680		
15	93	850	170	1700	340	1950	390	2600	520	3000	600	3400	680		
20	70	900	180	1800	360	2200	440	2800	560	3300	660	3800	760		
25	56	950	190	1900	380	2400	480	3100	620	3700	740	4100	820		
30	47	1000	200	2000	400	2600	520	3400	680	4000	800	4500	900		
40	35	1050	210	2100	420	2850	570	3700	740	4400	880	4900	980		
50	28	1100	220	2200	440	3100	620	4000	800	4850	970	5300	1060		
60	23	1150	230	2400	480	3200	640	4200	840	5000	1000	5600	1120		
63	22	1250	250	2500	500	3400	680	4450	890	5300	1060	5900	1180		
80	17.5	1350	270	2700	540	3800	760	4900	980	5800	1160	6500	1300		
100	14	1500	300	3000	600	4000	800	5400	1080	6500	1300	7000	1400		

3.7 Senso di rotazione

3.7 Direction of rotation

3.7 Drehrichtung



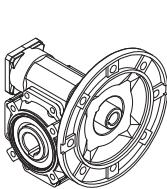
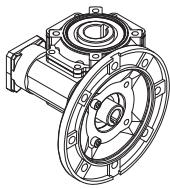
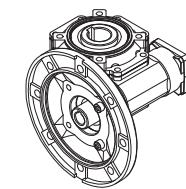
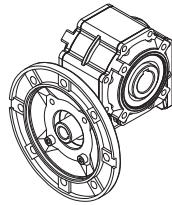
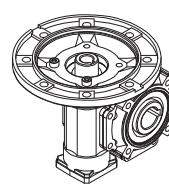
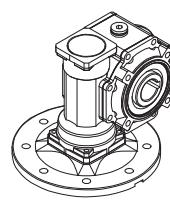


3.8 Lubrificazione

I riduttori a vite senza fine serie GK sono forniti completi di lubrificante sintetico per uso alimentare: OLIO FUCHS CASSIDA FLUID 320.

Si raccomanda di precisare sempre, in fase di ordine, la posizione di montaggio desiderata.

Posizioni di montaggio


B3

B6

B7

B8

V5

V6

E' presente un solo tappo di riempimento olio.

Aluminium housings have one filling plug only.

Gehäuse aus Aluminium verfügen über nur eine Einfüllschraube.

Q.tà olio / Oil quantity / Schmiermittelmenge [lt]

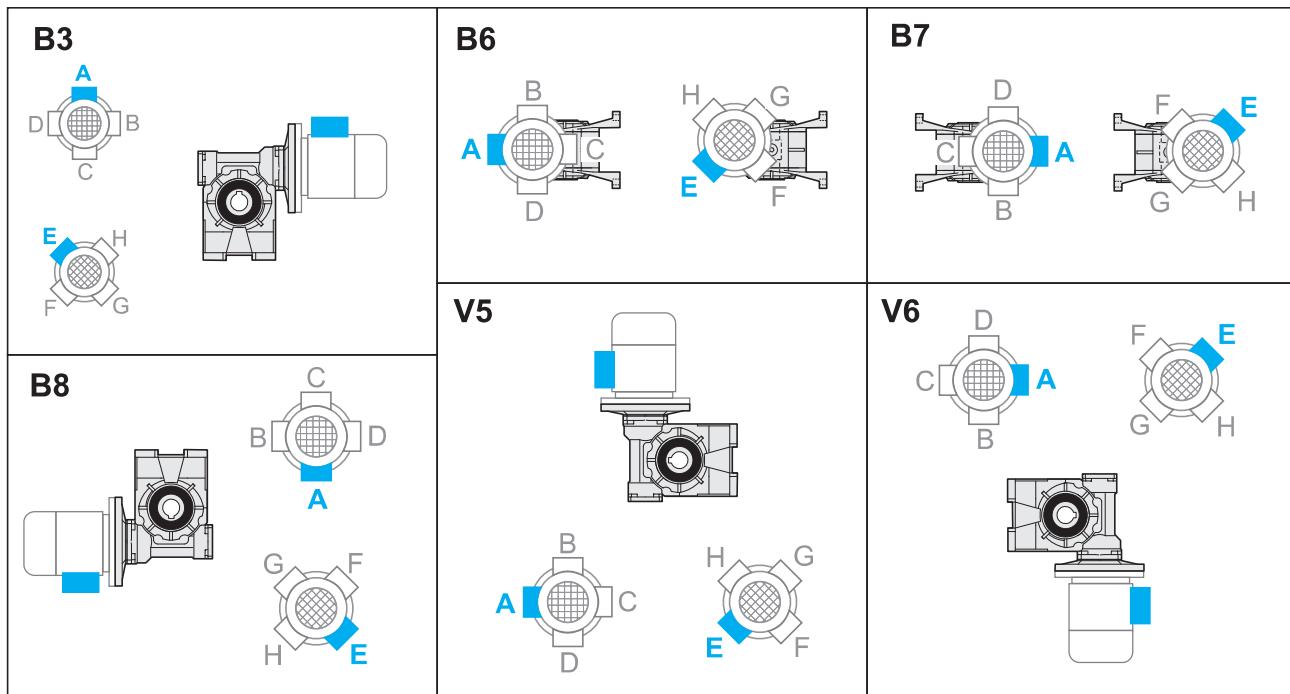
Posizione di montaggio / Mounting position / Einbaulage

		B3	B6 - B7	B8	V5 - V6
GK	30	0.015	0.030	0.015	
	40	0.040	0.060	0.040	
	50	0.080	0.120	0.080	
	63	0.160	0.220	0.160	
	75	0.260	0.340	0.260	
	89	1	0.8	0.8	1.3

3.9 Posizione morsettiera

3.9 Terminal board position

3.9 Lage der Klemmenkaste



Specificare sempre in fase di ordinazione la posizione di montaggio e la forma costruttiva.

Posizione morsettiera v. pag. 51
(PM=1; PM=2)

Mounting position always to be specified when ordering.

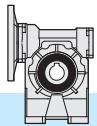
*Terminal board position see page 51
(PM=1; PM=2)*

Bei der Bestellung immer die gewünschte Montageposition und Bauform angeben.

Lage der Klemmenkasten Seite 51

(PM=1; PM=2)





3.10 Dati tecnici

3.10 Technical data

3.10 Technische Daten

GKC 30	n ₁ = 2800				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC
					B5/B14			
Kg 1.2	5	560	0.89	—	5.6	0.37	2.5	63
	7.5	373	0.86	—	8	0.37	2.0	56
	10	280	0.84	—	11	0.37	1.5	—
	15	187	0.81	—	15	0.37	1.1	—
	20	140	0.76	—	13	0.25	1.2	—
	25	112	0.74	—	16	0.25	1.0	—
	30	93	0.71	—	13	0.18	1.0	—
	40	70	0.65	—	16	0.18	1.0	—
	50	56	0.62	—	14	0.13	1.1	—
	65	43	0.57	—	17	0.13	1.0	—
	80	35	0.54	—	13	0.09	1.0	—
	100	28	0.52	—	16	0.09	0.8	—

GKC 30	n ₁ = 1400				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC
					B5/B14			
Kg 1.2	5	280	0.87	0.40	6.5	0.22	2.9	63
	7.5	187	0.84	0.40	9	0.22	2.2	56
	10	140	0.82	0.40	12	0.22	1.8	—
	15	93	0.77	0.30	17	0.22	1.3	—
	20	70	0.72	0.20	18	0.18	1.1	—
	25	56	0.69	0.20	21	0.18	1.0	—
	30	47	0.66	0.20	18	0.13	1.1	—
	40	35	0.59	0.20	21	0.13	1.0	—
	50	28	0.55	0.20	17	0.09	1.1	—
	65	22	0.51	0.10	20	0.09	1.0	—
	80	18	0.48	0.10	16	0.06	1.0	—
	100	14	0.45	0.10	18	0.06	0.8	—

GKC 30	n ₁ = 900				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC
					B5/B14			
Kg 1.2	5	180	0.85	—	5.9	0.13	3.9	63
	7.5	120	0.82	—	9	0.13	2.9	56
	10	90	0.80	—	11	0.13	2.3	—
	15	60	0.75	—	15	0.13	1.6	—
	20	45	0.69	—	19	0.13	1.2	—
	25	36	0.66	—	23	0.13	1.1	—
	30	30	0.63	—	18	0.09	1.2	—
	40	23	0.55	—	21	0.09	1.1	—
	50	18	0.52	—	16	0.06	1.3	—
	65	14	0.48	—	20	0.06	1.1	—
	80	11	0.44	—	11	0.03	1.7	—
	100	9	0.42	—	13	0.03	1.1	—

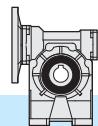
GKC 30	n ₁ = 500				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC
					B5/B14			
Kg 1.2	5	100	0.83	—	—	—	—	63
	7.5	67	0.80	—	—	—	—	56
	10	50	0.77	—	—	—	—	—
	15	33	0.72	—	—	—	—	—
	20	25	0.66	—	—	—	—	—
	25	20	0.62	—	—	—	—	—
	30	17	0.59	—	—	—	—	—
	40	13	0.51	—	—	—	—	—
	50	10	0.48	—	—	—	—	—
	65	8	0.43	—	—	—	—	—
	80	6	0.40	—	—	—	—	—
	100	5	0.38	—	—	—	—	—

* ATTENZIONE: la coppia massima utilizzabile [T_{2M}] deve essere calcolata utilizzando il fattore di servizio: T_{2M} = T₂ x FS'

* WARNING: Maximum allowable torque [T_{2M}] must be calculated using the following service factor : T_{2M} = T₂ x FS'

* ACHTUNG: das max. anwendbare Drehmoment [T_{2M}] muss mit folgendem Betriebsfaktor berechnet werden: T_{2M} = T₂ x FS'





3.10 Dati tecnici

3.10 Technical data

3.10 Technische Daten

GKC 40	$n_1 = 2800$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
5	560	0.88			11.3	0.75	2.2	
7.5	373	0.87			17	0.75	1.8	
10	280	0.86			22	0.75	1.4	
15	187	0.82			32	0.75	1.0	71
20	140	0.80			30	0.55	1.0	
25	112	0.76			24	0.37	1.1	
30	93	0.73			28	0.37	1.3	
40	70	0.70			24	0.25	1.4	
50	56	0.65			28	0.25	1.1	
65	43	0.61			24	0.18	1.2	63
80	35	0.58			21	0.13	1.3	
100	28	0.55			24	0.13	1.0	

GKC 40	$n_1 = 1400$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
5	280	0.87		0.80	16.3	0.55	2.1	
7.5	187	0.85		0.80	24	0.55	1.7	
10	140	0.83		0.70	31	0.55	1.3	
15	93	0.79		0.50	30	0.37	1.4	71
20	70	0.76		0.50	38	0.37	1.0	
25	56	0.72		0.40	31	0.25	1.1	
30	47	0.68		0.40	35	0.25	1.2	
40	35	0.64		0.30	38	0.22	1.0	
50	28	0.59		0.30	36	0.18	1.1	
65	22	0.54		0.20	31	0.13	1.1	
80	18	0.52		0.20	31	0.11	1.1	
100	14	0.49		0.20	30	0.09	0.9	56

GKC 40	$n_1 = 900$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
5	180	0.85			16.7	0.37	2.5	
7.5	120	0.83			25	0.37	2.0	
10	90	0.81			32	0.37	1.5	
15	60	0.76			45	0.37	1.1	71
20	45	0.74			39	0.25	1.2	
25	36	0.69			33	0.18	1.3	
30	30	0.65			37	0.18	1.3	
40	23	0.61			33	0.13	1.3	
50	18	0.55			38	0.13	1.1	
65	14	0.51			32	0.09	1.2	
80	11	0.48			37	0.09	1.0	
100	9	0.45			29	0.06	1.0	56

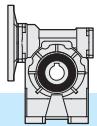
GKC 40	$n_1 = 500$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
5	100	0.83			7.1	0.09	7.1	
7.5	67	0.81			10	0.09	5.5	
10	50	0.79			14	0.09	4.4	
15	33	0.73			19	0.09	3.1	71
20	25	0.70			24	0.09	2.3	
25	20	0.65			28	0.09	1.7	
30	17	0.61			31	0.09	1.8	
40	13	0.57			39	0.09	1.3	
50	10	0.51			44	0.09	1.2	
65	8	0.46			52	0.09	0.9	
80	6	0.44			61*	0.09	0.7*	
100	5	0.41			71*	0.09	0.4*	56

* ATTENZIONE: la coppia massima utilizzabile [T_{2M}] deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* WARNING: Maximum allowable torque [T_{2M}] must be calculated using the following service factor : $T_{2M} = T_2 \times FS'$

* ACHTUNG: das max. anwendbare Drehmoment [T_{2M}] muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$





3.10 Dati tecnici

3.10 Technical data

3.10 Technische Daten

GKC 50	n ₁ = 2800				MOTORI / MOTORS / ENGINE GHA CLASSIC				
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC B5/B14	
5	560	0.89			22.8	1.5	1.9		
7.5	373	0.88			34	1.5	1.5		
10	280	0.86			44	1.5	1.2		
15	187	0.84			47	1.1	1.2	80	
20	140	0.81			42	0.75	1.4		
25	112	0.78			50	0.75	1.0		
30	93	0.75			42	0.55	1.3	71	
40	70	0.72			54	0.55	1.0		
50	56	0.68			43	0.37	1.3		
65	43	0.64			53	0.37	1.0		
80	35	0.61			41	0.25	1.2		
100	28	0.58			35	0.18	1.3		

GKC 50	n ₁ = 1400				MOTORI / MOTORS / ENGINE GHA CLASSIC				
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC B5/B14	
5	280	0.87		1.2	26.7	0.9	2.3		
7.5	187	0.86		1.2	40	0.9	1.8		
10	140	0.84		1.0	52	0.9	1.4		
15	93	0.80		0.80	74	0.9	1.0	80	
20	70	0.78		0.70	58	0.55	1.3		
25	56	0.74		0.60	47	0.37	1.4		
30	47	0.71		0.60	53	0.37	1.2	71	
40	35	0.67		0.50	68	0.37	1.0		
50	28	0.62		0.40	53	0.25	1.3		
65	22	0.58		0.40	64	0.25	1.0		
80	18	0.54		0.40	53	0.18	1.1		
100	14	0.51		0.30	45	0.13	1.2		

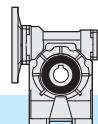
GKC 50	n ₁ = 900				MOTORI / MOTORS / ENGINE GHA CLASSIC				
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC B5/B14	
5	180	0.85			33.8	0.75	2.2		
7.5	120	0.84			50	0.75	1.6		
10	90	0.82			66	0.75	1.3		
15	60	0.78			68	0.55	1.3	80	
20	45	0.75			59	0.37	1.5		
25	36	0.71			70	0.37	1.1		
30	30	0.67			79	0.37	1.0	71	
40	23	0.63			67	0.25	1.1		
50	18	0.59			78	0.25	1.0		
65	14	0.54			67	0.18	1.1		
80	11	0.51			56	0.13	1.2		
100	9	0.47			45	0.09	1.3		

GKC 50	n ₁ = 500				MOTORI / MOTORS / ENGINE GHA CLASSIC				
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC B5/B14	
5	100	0.84			14.3	0.18	6.4		
7.5	67	0.82			21	0.18	4.7		
10	50	0.80			28	0.18	3.8	80	
15	33	0.75			39	0.18	2.7		
20	25	0.72			50	0.18	2.1		
25	20	0.68			58	0.18	1.5		
30	17	0.63			65	0.18	1.5		
40	13	0.59			81	0.18	1.2	71	
50	10	0.54			93	0.18	1.0		
65	8	0.50			56	0.09	1.5		
80	6	0.46			63	0.09	1.2		
100	5	0.43			74	0.09	0.8		

* ATTENZIONE: la coppia massima utilizzabile [T_{2M}] deve essere calcolata utilizzando il fattore di servizio: T_{2M} = T₂ x FS'

* WARNING: Maximum allowable torque [T_{2M}] must be calculated using the following service factor : T_{2M} = T₂ x FS'

* ACHTUNG: das max. anwendbare Drehmoment [T_{2M}] muss mit folgendem Betriebsfaktor berechnet werden: T_{2M} = T₂ x FS'


3.10 Dati tecnici
3.10 Technical data
3.10 Technische Daten

GKC 63	$n_1 = 2800$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
Kg 5.7	5	560	0.89	—	45.5	3	1.7	90
	7.5	373	0.88		68	3	1.3	
	10	280	0.87		89	3	1.1	
	15	187	0.84		95	2.2	1.0	
	20	140	0.83		85	1.5	1.3	
	25	112	0.81		76	1.1	1.2	
	30	93	0.77		87	1.1	1.3	
	40	70	0.74		111	1.1	1.1	80
	50	56	0.70		90	0.75	1.1	
	65	43	0.67		81	0.55	1.2	
	80	35	0.64		65	0.37	1.4	
	100	28	0.60		75	0.37	1.1	

GKC 63	$n_1 = 1400$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
Kg 5.7	5	280	0.88	—	54	1.8	2.0	90
	7.5	187	0.87		80	1.8	1.5	
	10	140	0.85		105	1.8	1.2	
	15	93	0.81		125	1.5	1.1	
	20	70	0.80		120	1.1	1.2	
	25	56	0.77		118	0.9	1.0	
	30	47	0.73		134	0.9	1.1	
	40	35	0.69		142	0.75	1.1	80
	50	28	0.65		122	0.55	1.0	
	65	22	0.61		100	0.37	1.2	
	80	18	0.58		79	0.25	1.4	
	100	14	0.53		91	0.25	1.1	

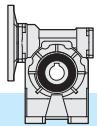
GKC 63	$n_1 = 900$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
Kg 5.7	5	180	0.87	—	69	1.5	1.9	90
	7.5	120	0.85		102	1.5	1.4	
	10	90	0.83		133	1.5	1.1	
	15	60	0.79		139	1.1	1.1	
	20	45	0.77		123	0.75	1.4	
	25	36	0.74		109	0.55	1.3	
	30	30	0.70		122	0.55	1.3	
	40	23	0.66		154	0.55	1.1	80
	50	18	0.61		120	0.37	1.2	
	65	14	0.57		98	0.25	1.4	
	80	11	0.54		115	0.25	1.1	
	100	9	0.50		95	0.18	1.2	

GKC 63	$n_1 = 500$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
Kg 5.7	5	100	0.85	—	20	0.25	8.3	90
	7.5	67	0.83		30	0.25	5.9	
	10	50	0.81		39	0.25	4.7	
	15	33	0.76		55	0.25	3.4	
	20	25	0.74		71	0.25	2.8	
	25	20	0.71		85	0.25	1.9	
	30	17	0.65		94	0.25	2.1	
	40	13	0.62		118	0.25	1.7	80
	50	10	0.56		135	0.25	1.2	
	65	8	0.52		163	0.25	1.0	
	80	6	0.50		137	0.18	1.1	
	100	5	0.45		77	0.09	1.6	

* ATTENZIONE: la coppia massima utilizzabile [T_{2M}] deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* WARNING: Maximum allowable torque [T_{2M}] must be calculated using the following service factor : $T_{2M} = T_2 \times FS'$

* ACHTUNG: das max. anwendbare Drehmoment [T_{2M}] muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$



3.10 Dati tecnici

3.10 Technical data

3.10 Technische Daten

GKC 75 Kg 9.5	n ₁ = 2800				MOTORI / MOTORS / ENGINE GHA CLASSIC				
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC B5/B14	
7.5	373	0.89			125	5.5	1.0		
10	280	0.88			120	4	1.2		
15	187	0.85			131	3	1.2		
20	140	0.84			171	3	1.0		
25	112	0.82			154	2.2	1.0		
30	93	0.78			120	1.5	1.4		
40	70	0.75			154	1.5	1.2		
50	56	0.73			136	1.1	1.2		
65	43	0.69			114	0.75	1.4		
80	35	0.66			135	0.75	1.1		
100	28	0.62			159	0.75	0.8		

GKC 75 Kg 9.5	n ₁ = 1400				MOTORI / MOTORS / ENGINE GHA CLASSIC				
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC B5/B14	
7.5	187	0.87		2.5	178	4	1.0		
10	140	0.86		2.3	176	3	1.1		
15	93	0.83		1.9	187	2.2	1.1		
20	70	0.81		1.7	199	1.8	1.1		
25	56	0.78		1.5	200	1.5	1.0		
30	47	0.74		1.2	167	1.1	1.3		
40	35	0.71		1.1	213	1.1	1.1		
50	28	0.67		1.0	206	0.9	1.0		
65	22	0.63		0.90	154	0.55	1.3		
80	18	0.60		0.80	180	0.55	1.0		
100	14	0.56		0.70	210	0.55	0.8		

GKC 75 Kg 9.5	n ₁ = 900				MOTORI / MOTORS / ENGINE GHA CLASSIC				
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC B5/B14	
7.5	120	0.86			205	3	1.0		
10	90	0.84			197	2.2	1.2		
15	60	0.81			231	1.8	1.0		
20	45	0.78			250	1.5	1.1		
25	36	0.76			221	1.1	1.1		
30	30	0.71			249	1.1	1.0		
40	23	0.67			214	0.75	1.3		
50	18	0.64			186	0.55	1.3		
65	14	0.59			151	0.37	1.5		
80	11	0.56			177	0.37	1.2		
100	9	0.52			203	0.37	0.9		

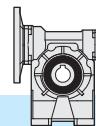
GKC 75 Kg 9.5	n ₁ = 500				MOTORI / MOTORS / ENGINE GHA CLASSIC				
	i _n	n ₂ [min ⁻¹]	Rd	P _{t0}	T ₂ [Nm]	P ₁ [kW]	FS'	Input - IEC B5/B14	
7.5	67	0.84			90	0.75	2.9		
10	50	0.82			118	0.75	2.4		
15	33	0.78			167	0.75	1.7		
20	25	0.75			216	0.75	1.5		
25	20	0.72			260	0.75	1.1		
30	17	0.67			288	0.75	1.1		
40	13	0.63			265	0.55	1.2		
50	10	0.59			210	0.37	1.3		
65	8	0.55			251	0.37	1.0		
80	6	0.52			197	0.25	1.2		
100	5	0.47			161	0.18	1.3		

* ATTENZIONE: la coppia massima utilizzabile [T_{2M}] deve essere calcolata utilizzando il fattore di servizio: T_{2M} = T₂ x FS'

* WARNING: Maximum allowable torque [T_{2M}] must be calculated using the following service factor : T_{2M} = T₂ x FS'

* ACHTUNG: das max. anwendbare Drehmoment [T_{2M}] muss mit folgendem Betriebsfaktor berechnet werden: T_{2M} = T₂ x FS'




3.10 Dati tecnici
3.10 Technical data
3.10 Technische Daten

GKC 89	$n_1 = 2800$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
Kg 16.4	7.5	373	0.89	—	171	7.5	1.2	112 100
	10	280	0.88		165	5.5	1.3	
	15	187	0.86		241	5.5	1.0	
	20	140	0.84		230	4	1.2	
	25	112	0.83		212	3	1.2	
	30	93	0.79		243	3	1.1	
	40	70	0.77		230	2.2	1.3	
	50	56	0.74		278	2.2	1.0	
	65	43	0.71		235	1.5	1.1	
	80	35	0.68		205	1.1	1.2	
	100	28	0.64		163	0.75	1.3	

GKC 89	$n_1 = 1400$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
Kg 11.5	7.5	187	0.88	3.0	247	5.5	1.2	112 100
	10	140	0.86	2.5	236	4	1.3	
	15	93	0.84	2.2	256	3	1.2	
	20	70	0.82	2.0	334	3	1.1	
	25	56	0.80	1.8	299	2.2	1.1	
	30	47	0.76	1.5	340	2.2	1.0	
	40	35	0.72	1.3	355	1.8	1.1	
	50	28	0.69	1.1	353	1.5	1.0	
	65	22	0.65	1.0	317	1.1	1.0	
	80	18	0.63	1.0	309	0.9	1.0	
	100	14	0.58	0.80	217	0.55	1.2	

GKC 89	$n_1 = 900$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
Kg 11.5	7.5	120	0.86	—	206	3	1.7	112 100
	10	90	0.85		270	3	1.3	
	15	60	0.82		286	2.2	1.3	
	20	45	0.79		371	2.2	1.1	
	25	36	0.77		369	1.8	1.0	
	30	30	0.73		416	1.8	1.0	
	40	23	0.69		440	1.5	1.0	
	50	18	0.66		384	1.1	1.0	
	65	14	0.62		319	0.75	1.1	
	80	11	0.59		274	0.55	1.2	
	100	9	0.54		313	0.55	1.0	

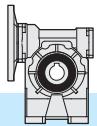
GKC 89	$n_1 = 500$				MOTORI / MOTORS / ENGINE GHA CLASSIC			
	i_n	n_2 [min ⁻¹]	Rd	P_{t0}	T_2 [Nm]	P_1 [kW]	FS'	Input - IEC B5/B14
Kg 11.5	7.5	67	0.84	—	91	0.75	4.7	112 100
	10	50	0.83		118	0.75	3.7	
	15	33	0.79		169	0.75	2.7	
	20	25	0.76		219	0.75	2.3	
	25	20	0.74		265	0.75	1.7	
	30	17	0.68		294	0.75	1.6	
	40	13	0.65		371	0.75	1.4	
	50	10	0.61		439	0.75	1.1	
	65	8	0.57		388	0.55	1.1	
	80	6	0.54		305	0.37	1.3	
	100	5	0.49		344	0.37	1.0	

* ATTENZIONE: la coppia massima utilizzabile [T_{2M}] deve essere calcolata utilizzando il fattore di servizio: $T_{2M} = T_2 \times FS'$

* WARNING: Maximum allowable torque [T_{2M}] must be calculated using the following service factor : $T_{2M} = T_2 \times FS'$

* ACHTUNG: das max. anwendbare Drehmoment [T_{2M}] muss mit folgendem Betriebsfaktor berechnet werden: $T_{2M} = T_2 \times FS'$





3.11 **Momenti d' inerzia [Kg·cm²]**
(riferiti all'albero veloce in entrata)

3.11 **Moments of inertia [Kg·cm²]**
(referred to input shaft)

3.11 **Trägheitsmoment [Kg·cm²]**
(bez. Antriebswelle)

GK30	i _n	GKC	
		B5 - B14	
		IEC 56	IEC 63
5	0.130	0.127	
7.5	0.112	0.109	
10	0.103	0.100	
15	0.097	0.094	
20	0.095	0.092	
25	0.094	0.091	
30	0.093	0.090	
40	0.093	0.090	
50	0.092	0.089	
65	0.079	-	
80	0.079	-	
100	0.078	-	

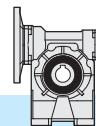
GK40	i _n	GKC		
		B5 - B14		
		IEC 56	IEC 63	IEC 71
5	-	0.391	0.463	
7.5	-	0.321	0.356	
10	-	0.272	0.347	
15	-	0.266	0.340	
20	-	0.263	0.338	
25	-	0.262	0.337	
30	-	0.262	0.337	
40	-	0.261	0.336	
50	0.182	0.261	-	
65	0.182	0.261	-	
80	0.182	0.261	-	
100	0.182	0.261	-	

GK50	i _n	GKC		
		B5 - B14		
		IEC 63	IEC 71	IEC 80
5	-	0.922	1.046	
7.5	-	0.684	0.935	
10	-	0.602	0.853	
15	-	0.543	0.794	
20	-	0.523	0.774	
25	-	0.513	0.764	
30	-	0.508	0.759	
40	0.315	0.503	0.755	
50	0.313	0.501	-	
65	0.311	0.499	-	
80	0.310	0.498	-	
100	0.309	0.498	-	

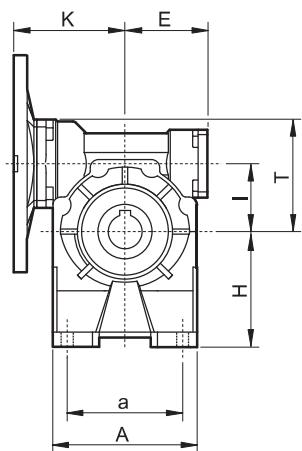
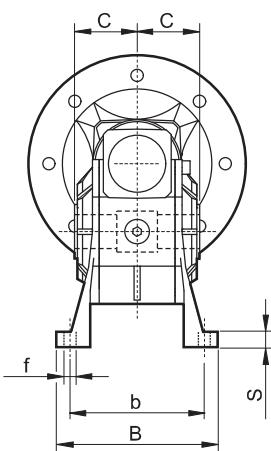
GK63	i _n	GKC		
		B5 - B14		
		IEC 71	IEC 80	IEC 63
5	-	2.431	2.671	
7.5	-	1.949	2.269	
10	-	1.744	2.063	
15	-	1.597	1.916	
20	-	1.545	1.864	
25	-	1.514	1.833	
30	-	1.508	1.828	
40	0.966	1.495	-	
50	0.959	1.488	-	
65	0.955	1.484	-	
80	0.953	1.482	-	
100	0.952	1.481	-	

GK75	i _n	GKC			
		B5 - B14			
		IEC 71	IEC 80	IEC 90	IEC 100-112
7.5	-	3.712	4.462		
10	-	3.234	3.984		
15	-	2.893	3.643		
20	-	2.774	3.523		
25	-	2.709	3.458		
30	1.615	1.575	2.689	3.438	
40	-	1.573	2.659	-	
50	-	1.570	2.642	-	
65	1.609	1.569	2.633	-	
80	1.605	1.565	2.629	-	
100	1.602	1.562	2.626	-	

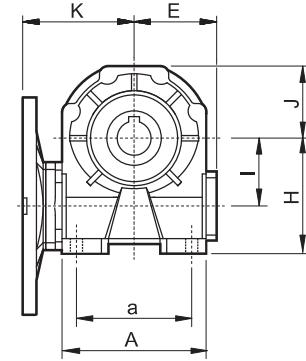
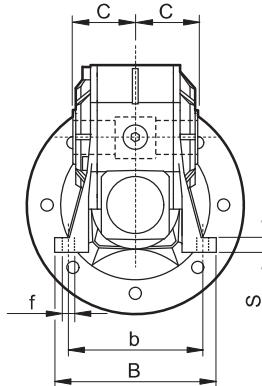
GK89	i _n	GKC		
		B5 - B14		
		IEC 80	IEC 90	IEC 100-112
7.5	-	6.898	7.671	
10	-	5.875	6.648	
15	-	5.144	5.917	
20	-	3.398	5.661	
25	-	3.256	5.520	
30	-	3.215	5.479	
40	-	3.151	-	
50	-	3.115	-	
65	2.024	3.096	-	
80	2.014	3.087	-	
100	2.008	3.080	-	



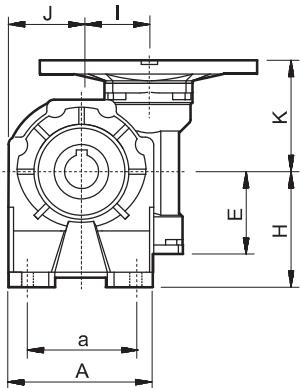
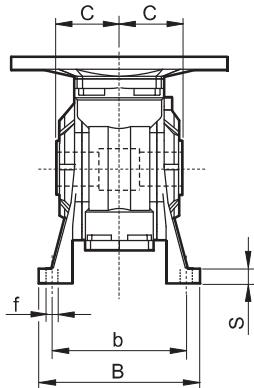
3.12 Dimensioni



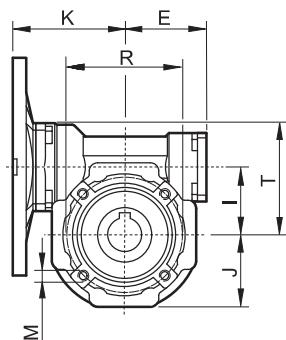
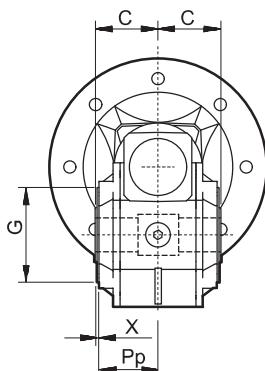
GKC..A



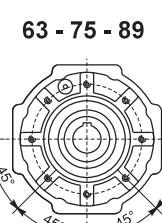
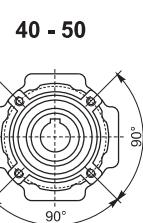
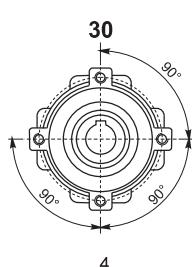
GKC..B



GKC..V



Flangia pendolare / Side cover for shaft mounting / Aufsteckflansch



Fori / Holes / Bohrungen

Fori / Holes / Bohrungen

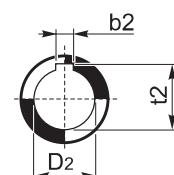
Fori / Holes / Bohrungen

GKC..P

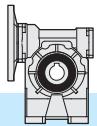
	30	40	50	63	75	89
b2	5	6	8	8	8	10
C	31.5	39	46	56	60	70
D2 h8	14	18	25	25	28	35
E	41	51	60	71	85	103
G h8	55	60	70	80	95	110
I	31.5	40	50	63	75	90
J	37.5	43.5	53.5	64	78	100
K	57	75	82	97	114 - 112 ⁽¹⁾	122
M	M6x8	M6x10	M8x10	M8x14	M8x14	M10x18
Pp	29	36.5	43.5	53	57	67
R	65	75	85	95	115	130
T	52.5	68.5	82.5	100.5	116.5	131.5
t2	16.3	20.8	28.3	28.3	31.3	38.3
X	1.5	1.5	1.5	2	2	2

(1): Solo per PAM 71B14 / Only for PAM 71B14 / Nur PAM 71B14

	Piedi Féet Füß	30	40	50	63	75	89
A	1	67	86.5	106	127.5	155.5	190
	2	67	86.5	106			190
a	1	40-52	70	63-85	95	120	140
	2	40-52	52	63-85			140
B	1	78	98	119	136	140	168
	2	78	98	119			168
b	1	66	84	99	111	115	140
	2	66	81	99			146
f	1	6.5	7	9	11	11	13
	2	6.5	8.5	9			11
H	1	52	71	85	100	115	135
	2	55	72	82			142
S	1	5	9	11	12	12	14
	2	8	10	8			14

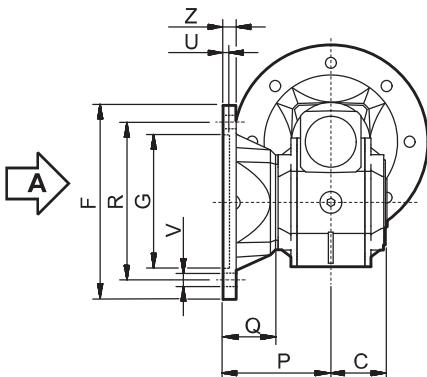


Albero uscita cavo
Hollow output shaft
Abtriebshohlwelle



3.12 Dimensioni

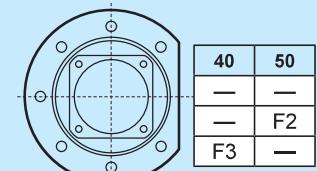
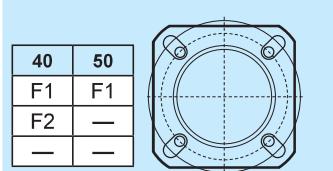
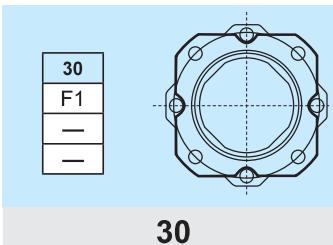
Flangia uscita / Output flange / Abtriebsflansch



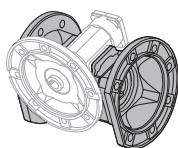
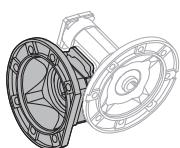
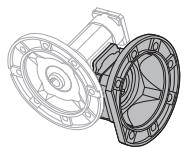
3.12 Dimensions

3.12 Abmessungen

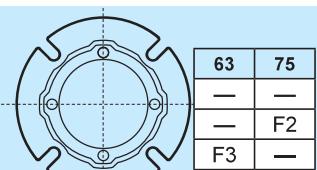
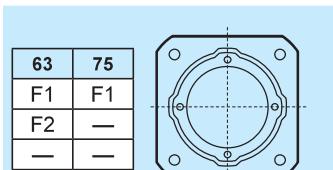
Vista da A / View from A / Ansicht von A



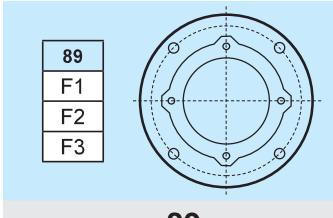
40 - 50



F...D
Standard

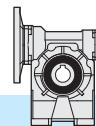


63 - 75



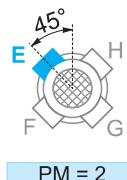
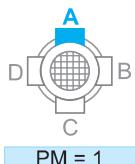
89

GKC	C	F	G H8	P	Q	R	U	V			Z
								Ø	Ø	Ø	
30	31.5		66	50	54.5	23	68	4	n° 4		6.5
40	39		85	60	67	28	75-90	4	n° 4		9
			85	60	97	58	75-90	4	n° 4		9
			140	95	80	41	115	5		n° 7	9
50	46		94	70	90	44	85-100	5	n° 4		11
			160	110	89	43	130	5		n° 7	11
											11
63	56		142	115	82	26	150	5	n° 4		11
			142	115	112	56	150	5	n° 4		11
			160	110	80.5	24.5	130	5	n° 4		11
75	60		160	130	111	51	165	5	n° 4		13
			160	110	90	30	130	6	n° 4		11
											13
89	70		200	152	111	41	175	5	n° 4		13
			200	152	151	81	175	5	n° 4		13
			200	130	110	40	165	6	n° 4		11
											11



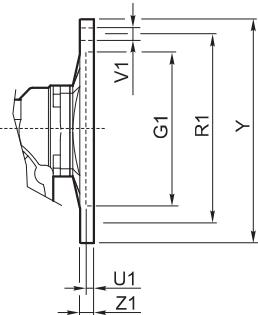
3.12 Dimensioni

Flangia entrata / Input flange / Antriebsflansch



3.12 Dimensions

3.12 Abmessungen



GKC	IEC	G ₁	PM	R ₁	U ₁	V ₁	Y	Z ₁	Diametro fori PAM / Holes diameter IEC / IEC Durchmesser												
									1	2	Ø	∅	∅	∅	∅	5	7.5	10	15	20	25
30	56 B5	80	• •	100	4	7	8		120	8	9	9	9	9	9	9	9	9	9	9	9
	56 B14	50	• •	65	3.5	6	8		80	8	9	9	9	9	9	9	9	9	9	9	9
	63 B5	95	• •	115	4	9	8		140	8	11	11	11	11	11	11	11	11	/	/	/
	63 B14	60	• •	75	4	6	8		90	8	11	11	11	11	11	11	11	11	11	11	11
40	56 B5	80	• •	100	4	7	8		120	9	/	/	/	/	/	/	/	9	9	9	9
	56 B14	50	• •	65	3.5	6		4	80	8	/	/	/	/	/	/	/	9	9	9	9
	63 B5	95	• •	115	4	9	8		140	9	11	11	11	11	11	11	11	11	11	11	11
	63 B14	60	• •	75	3.5	6		4	90	8	11	11	11	11	11	11	11	11	11	11	11
	71 B5	110	• •	130	4.5	9	8		160	10	14	14	14	14	14	14	14	/	/	/	/
	71 B14	70	• •	85	3.5	7		105	8	14	14	14	14	14	14	14	14	/	/	/	/
50	63 B5	95	• •	115	4	9	8		140	9	/	/	/	/	/	/	/	11	11	11	11
	63 B14	60	• •	75	3.5	6		4	90	8	/	/	/	/	/	/	/	11	11	11	11
	71 B5	110	• •	130	4.5	9	8		160	10	14	14	14	14	14	14	14	14	14	14	14
	71 B14	70	• •	85	3.5	7	(n° 8)*	4	105	8	14	14	14	14	14	14	14	14	14	14	14
	80 B5	130	• •	165	4.5	11	8		200	10	19	19	19	19	19	19	19	/	/	/	/
	80 B14	80	• •	100	4	7		4	120	10	19	19	19	19	19	19	19	19	19	19	19
63	90 B5	130	• •	165	4.5	11	8		200	10	24	24	24	24	24	24	24	/	/	/	/
	90 B14	95	• •	115	4	8.5	8		140	10	24	24	24	24	24	24	24	/	/	/	/
	71 B5	110	• •	130	4.5	9	8		160	10	/	/	/	/	/	/	14	14	14	14	14
	71 B14	70	• •	85	3.5	7		4	105	10	/	/	/	/	/	/	14	14	14	14	14
	80 B5	130	• •	165	4.5	11	8		200	10	19	19	19	19	19	19	19	19	19	19	19
	80 B14	80	• •	100	4	7		4	120	10	19	19	19	19	19	19	19	19	19	19	19
75	90 B5	130	• •	165	4.5	11	8		200	10	24	24	24	24	24	24	24	/	/	/	/
	90 B14	95	• •	115	4	9		4	140	11	/	24	24	24	24	24	24	24	24	24	24
	100/112 B5	180	• •	215	5	14	8		250	13	/	28	28	28	28	28	28	/	/	/	/
	100/112 B14	110	• •	130	4.5	9	8		160	11	/	28	28	28	28	28	28	/	/	/	/
	80 B5	130	• •	165	4.5	11	8		200	10	/	/	/	/	/	/	/	19	19	19	19
	80 B14	80	• •	100	4	7		4	120	11	/	/	/	/	/	/	/	19	19	19	19
89	90 B5	130	• •	165	4.5	11	8		200	10	/	24	24	24	24	24	24	24	24	24	24
	90 B14	95	• •	115	4	9		4	140	11	/	24	24	24	24	24	24	24	24	24	24
	100/112 B5	180	• •	215	5	14	8		250	13	/	28	28	28	28	28	28	/	/	/	/
	100/112 B14	110	• •	130	4.5	9	8		160	11	/	28	28	28	28	28	28	/	/	/	/

* A richiesta, solo con corpo speciale / Upon request, only with special body / Auf Wunsch nur mit speziellen Körper

N.B.: Il montaggio STD di P_M=2 solo quando non è possibile il montaggio STD di P_M=1.

N.B.: È possibile realizzare anche tutte le composizioni ibride ottenibili dalle flange esistenti.

N.B.: STD mounting of P_M=2 only if STD mounting of P_M=1 is not possible.

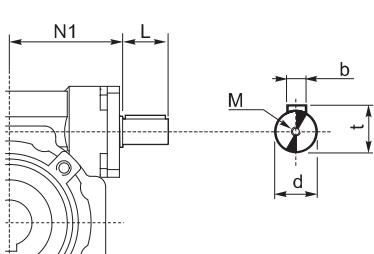
N.B.: it is possible to create hybrid combinations with the existing flanges.

ANMERKUNG: STD Montage von P_M=2 nur wenn STD Montage von P_M=1 unmöglich ist.

ANMERKUNG: Mischkombinationen mit der verfügbaren Flanschen sind möglich.

3.13 Entrata supplementare (vite bispongente)

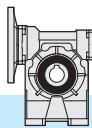
S.e.A.



3.13 Additional input (double extended shaft)

3.13 Zusatzantrieb (beidseitige Welle)

GKC	d _{j6}	L	M	N1	b	t
30	9	15	M4x10	42.5	3	10.2
40	11	20	M4x12	52.5	4	12.5
50	14	25	M5x13	62.5	5	16
63	19	30	M8x20	72.5	6	21.5
75	24	40	M8x20	89	8	27
89	24	40	M8x20	108	8	27

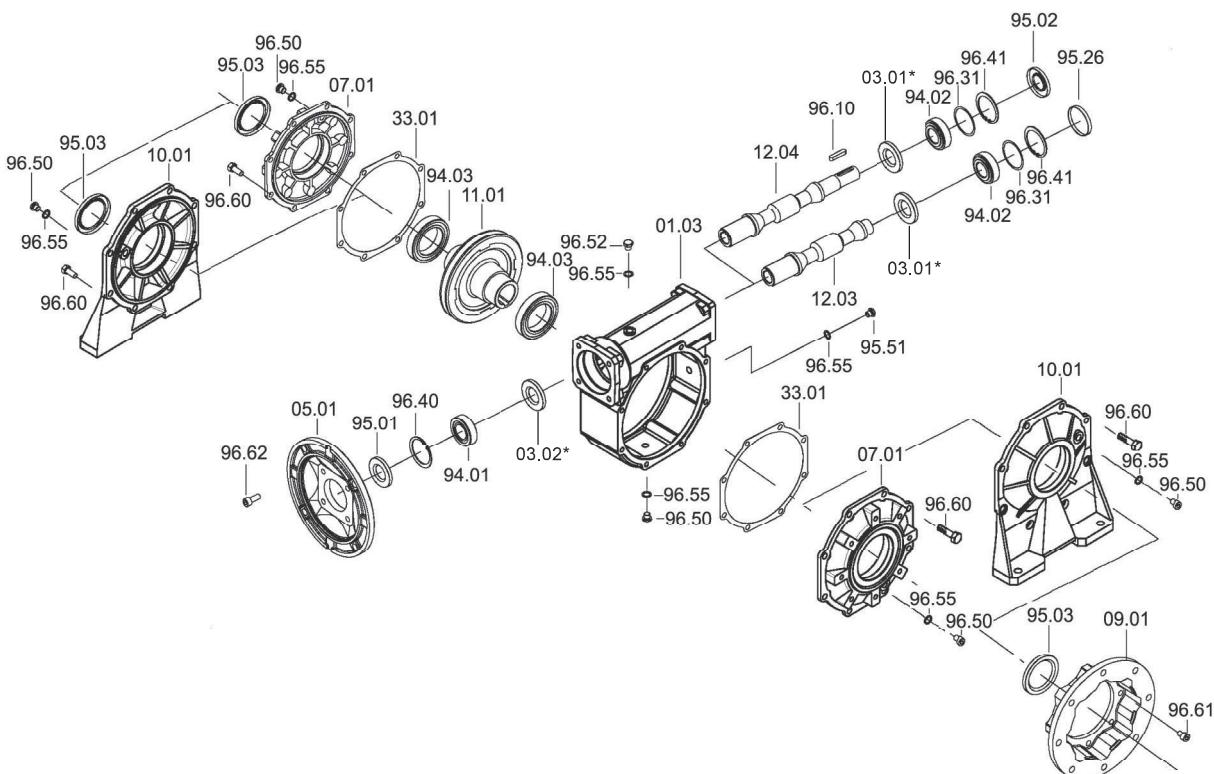


3.14 Lista parti di ricambio

3.14 Spare parts list

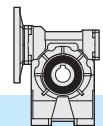
3.14 Ersatzteilliste

GK



GKC	IEC	Cuscinetti / Bearings / Lager			Anelli di tenuta / Oilseals Öldichtungen			Cappello / Closed oil seal Geschlossene Öldichtung
		94.01	94.02	94.03	95.01	95.02	95.03	95.26
30	56	61804 (20x32x7)	6000 10x26x8	6005 25x47x12	20/32/7	10/26/7	25/40/7	ø 26x7
	63	61804 (20x32x7)			20/32/7			
40	56	6303 (17x47x14)	6201 12x32x10	6006 30x55x13	17/47/7	12/32/7	30/47/7	ø 32x7
	63	6204 (20x47x14)			30x55x17			
	71	6005 (25x47x12)			25/47/7			
50	63	6204 (20x47x14)	6203 17x40x12	6008 40x68x15	20/47/7	17/40/7	40/62/8	ø 40x7
	71	6005 (25x47x12)			25/47/7			
	80	6006 (30x55x13)			30/55/7			
63	71	6305 (25x62x17)	6204 C3 20x47x14	6008 40x68x15	25/62/7	20/47/7	40/62/8	ø 47x7
	80	6206 (30x62x16)			30/62/7			
	90	6007 (35x62x14)			35/62/7			
75	71	6206 (30x62x16)	6205 C3 25x52x15	6010 50x80x16	30/62/7	25/52/7	50/72/8	ø 52x7
	80	6206 (30x62x16)			30/62/7			
	90	6007 (35x62x14)			35/62/7			
	100/112	6008 (40x68x15)			40/68/10			
89	80	6206 (30x62x16)	6205 C3 25x52x15	6010 50x80x16	30/62/7	25/52/7	50/72/8	ø 52x7
	90	6007 (35x62x14)			35/62/7			
	100/112	6008 (40x68x15)			40/68/10			

*: Solo per GK63, 75, 89 / Only for GK63, 75, 89 / Nur für GK63, 75, 89.



3.14 Lista parti di ricambio

In fase di ordine delle parti di ricambio, specificare sempre n° particolare (vedi disegno esploso), data (1), n° codice (2) e n° variante (3).
(Vedi targhetta).

3.14 Spare parts list

*When ordering a spare part, the spare part number (see exploded technical drawing), the date (1), the code number (2) and the variant number (3) should always be reported.
(See plate)*

3.14 Ersatzteilliste

Bei der Bestellung von Ersatzteilen sind Ersatzteilnummer (s. Explosionszeichnung), Datum (1), Artikelnummer (2) und Variantennummer (3) anzugeben.
(s. Schild)

