

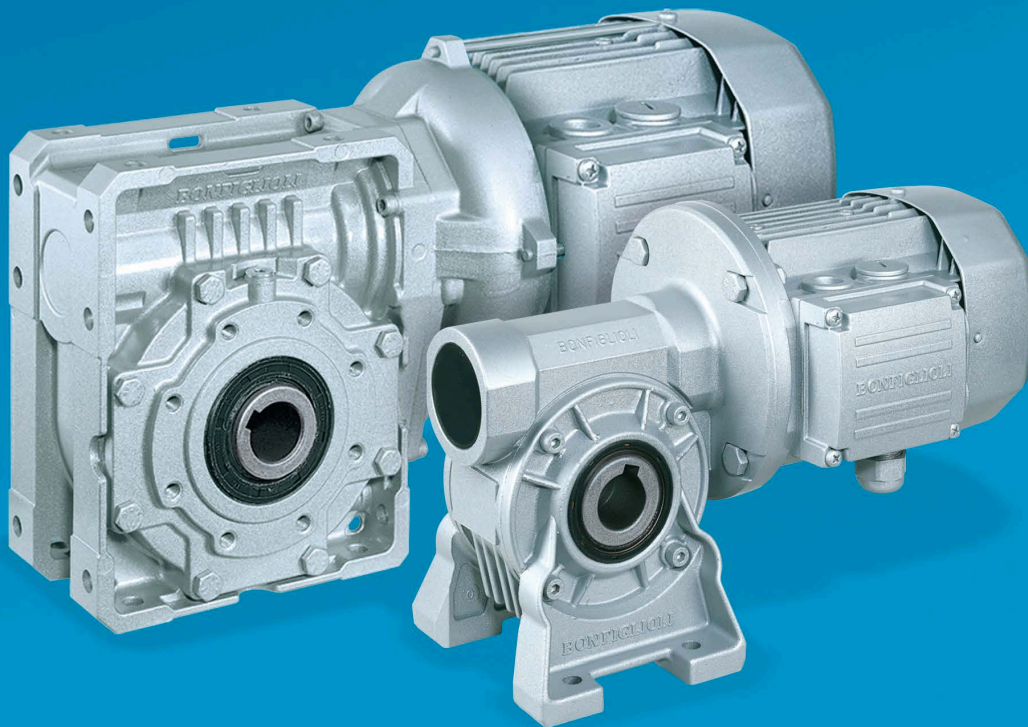


Bonfiglioli

Riduttori

VF-W series

Wormgears



Bonfiglioli

power, control and green solutions



Chapter	Description	Page	Chapter	Description	Page
GENERAL INFORMATION			VF-EP / W-EP - GEARBOXES AND GEARMOTORS FOR CORROSIVE AND ASEPTIC ENVIRONMENTS		
		2			180
1	Symbols and units of measure	2	31	Main benefits of the EP (enhanced protection) series for the food and beverage industries	180
2	Definitions	3	32	Designation	182
3	Maintenance	6	33	Gearbox options	184
4	Selection	6	34	Motor options	184
5	Verification	9	35	Others information about gearbox and gearmotor	185
6	Installation	9	36	The accessories for the _EP series	185
7	Storage	11			
8	Conditions of supply	11			
WORMGEARS			RVS LIMIT-STOP DEVICE		
		13			187
9	Design features	13	37	General information	187
10	Versions	14	38	Ordering codes	188
11	Arrangements	15	39	Designation	189
12	Designation	18	40	Gearmotor selection	190
13	Gearbox options	20	41	Dimensions	193
14	Lubrication	23	42	Options	197
15	Mounting position and terminal box orientation	24			
16	Overhung loads	33			
17	Thrust loads	34			
18	Efficiency	37			
19	Non-reversing	37			
20	Angular backlash	39			
21	Gearmotor rating charts	40			
22	Speed reducer rating charts	71			
23	Ratio distribution for VF/VF, VF/W, W/VF series gearboxes	93			
24	Motor availability	94			
25	Moment of inertia	97			
26	Dimensions for gearmotors an gear units with IEC motor interface.	109			
27	Dimensions for gear units with solid input shaft	169			
28	Accessories	173			
29	Customer' shaft	175			
30	Torque limiter	176			
			ELECTRIC MOTORS		
					198
			M1	Symbols and units of measurement	198
			M2	General characteristics	199
			M3	Mechanical features	204
			M4	Electrical characteristics	206
			M5	Asynchronous brake motors	213
			M6	DC brake motors type BN and M_FD	214
			M7	DC brake motors type BN and M_AFD	219
			M8	AC brake motors type BN and M_FA	224
			M9	AC brake motors type BN_BA	224
			M10	Brake release systems	230
			M11	Options	232
			M12	Motor rating charts	245
			M13	Motors dimensions	261

Revisions

Refer to page 272 for the catalogue revision index. Visit www.bonfiglioli.com to search for catalogues with up-to-date revisions.



GENERAL INFORMATION

1 SYMBOLS AND UNITS OF MEASUREMENT

Symbols	Units of Measure	Description	Symbols	Units of Measure	Description
$A_{N 1,2}$	[N]	Permissible axial force	$n_{1,2}$	[min ⁻¹]	Speed
f_s	–	Service factor	$P_{1,2}$	[kW]	Power
f_T	–	Thermal factor	$P_{N 1,2}$	[kW]	Rated power
f_{TP}	–	Temperature factor	$P_{R 1,2}$	[kW]	Power demand
i	–	Gear ratio	$R_{C 1,2}$	[N]	Calculated radial force
l	–	Cyclic duration factor	$R_{N 1,2}$	[N]	Permissible overhung load
J_C	[Kgm ²]	Mass moment of inertia to be driven	S	–	Safety factor
J_M	[Kgm ²]	Motor mass moment of inertia	t_a	[°C]	Ambient temperature
J_R	[Kgm ²]	Mass moment of inertia for the gear unit	t_f	[min]	Work time under constant load
K	–	Mass acceleration factor	t_r	[min]	Rest time
K_r	–	Transmission element factor	η_d	–	Dynamic efficiency
$M_{1,2}$	[Nm]	Torque	η_s	–	Static efficiency
$M_{C 1,2}$	[Nm]	Calculated torque			
$M_{n 1,2}$	[Nm]	Rated torque			
$M_{r 1,2}$	[Nm]	Torque demand			

₁ value applies to input shaft

₂ value applies to output shaft



This symbol indicates situations of danger which, if ignored, may result in risks to personal health and safety.



This symbol refers to the angle the overhung load applies (viewing from drive end).



The symbol shows the page the information can be sorted from.



Symbol refers to weight of gearmotors and speed reducers. Figure for gearmotors incorporates the weight of the 4-pole motor and for life lubricated units, where applicable, the weight of the oil.

2 DEFINITIONS

2.1 TORQUE

Rated torque M_{n2} [Nm]

The torque that can be transmitted continuously through the output shaft, with the gear unit operated under a service factor $f_s = 1$.

Rating is speed sensitive.

Required torque M_{r2} [Nm]

The torque demand based on application requirement. It is recommended to be equal to or less than torque M_{n2} the gearbox under study is rated for.

Calculated torque M_{c2} [Nm]

Computational torque value to be used when selecting the gearbox.

It is calculated considering the required torque M_{r2} and service factor f_s , as per the relationship here after:

$$M_{c2} = M_{r2} \times f_s \leq M_{n2} \quad (1)$$

2.2 POWER

Rated input power P_{n1} [kW]

The parameter can be found in the gearbox rating charts and represents the kW that can be safely transmitted to the gearbox, based on input speed n_1 and service factor $f_s = 1$.



2.3 EFFICIENCY

Dynamic efficiency [η_d]

The dynamic efficiency is the relationship of power delivered at output shaft P_2 to power applied at input shaft P_1 :

$$\eta_d = \frac{P_2}{P_1} \quad (2)$$

It may be worth highlighting that values of rated torque M_{n2} given in the catalogue take the dynamic efficiency into consideration. Values of η_d are calculated for gearboxes after a sufficiently long running-in period.

After the running-in period the surface temperature in operation reduces and finally stabilises.

The operating temperature is affected by both the duty and the ambient temperature and may result into values, measured onto the gear case in the area of the worm shaft, in the range of 80-100 °C without this affecting the operation of the gear unit adversely. If however, surface temperatures in the 90-100 °C range are to be expected it is recommended that oil seals in Fluoro elastomer compound are specified at the time of order through option **PV**.

Static efficiency [η_s]

Efficiency applicable at start-up of the gearbox. Although this is generally not a significant factor for helical gears, it may be instead critical when selecting worm gearmotors operating under intermittent duty (e.g. Hoisting).

2.4 GEAR RATIO [i]

The value for the gear ratio is referred to with the letter [i] and calculated through the relationship of the input speed n_1 to the output speed n_2 :

$$i = \frac{n_1}{n_2} \quad (3)$$

2.5 MOMENT OF INERTIA J_r [kgm²]

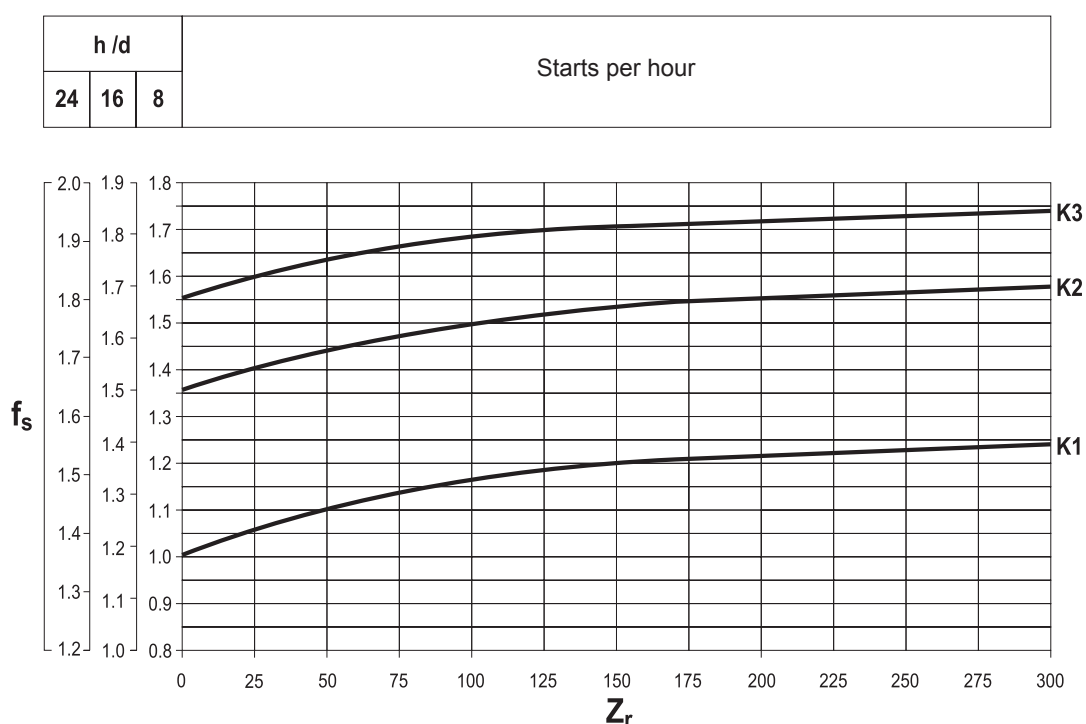
Moments of inertia specified in the catalogue refer to the input shaft of the gear unit and, as such, they can be simply added to the inertia of the motor, when this is combined.



2.6 SERVICE FACTOR [f_s]

This factor is the numeric value describing reducer service duty. It takes into consideration, with unavoidable approximation, daily operating conditions, load variations and overloads connected with reducer application. In the graph below, after selecting proper “daily working hours” column, the service factor is given by intersecting the number of starts per hour and one of the K1, K2 or K3 curves. K_ curves are linked with the service nature (approximately: uniform, medium and heavy) through the acceleration factor of masses K, connected to the ratio between driven masses and motor inertia values. Regardless to the value given for the service factor, we would like to remind that in some applications, which for example involve lifting of parts, failure of the reducer may expose the operators to the risk of injuries.

If in doubt, please contact Bonfiglioli's Technical Service.



Acceleration factor of masses, [K]

This parameter serves for selecting the right curve for the type of load. The value is given by the following ratio:

$$K = \frac{J_c}{J_m} \quad (4)$$



$$K = \frac{J_c}{J_m} \rightarrow$$

$J_c =$ Moment of inertia of driven masses referred to motor drive shaft
 $J_m =$ Motor moment of inertia

$K \leq 0,25$	→ K1	Uniform load
$0.25 < K \leq 3$	→ K2	Moderate shock load
$3 < K \leq 10$	→ K3	Heavy shock load
$K > 10$	→	please contact Bonfiglioli's Technical Service

3 MAINTENANCE

Life lubricated gearboxes do not require any periodical oil changes.

For other types of gearboxes, the oil must be first changed after approx. 300 hours of operation, carefully flushing the gear unit using suitable detergents.

Do not mix mineral oils with synthetic oils.

Check oil level regularly and change oil at the intervals shown in the table.

Oil temperature [°C]	Oil change interval [h]	
	mineral oil	synthetic oil
< 65	8000	25000
65 - 80	4000	15000
80 - 95	2000	12500

4 SELECTION

4.1 Selecting a gearmotor

a) Determine service factor f_s as formerly specified.

b) Determine power required at gearbox input shaft:

$$P_{r1} = \frac{M_{r2} \times n_2}{9550 \times \eta_d} \quad [\text{kW}] \quad (5)$$

c) Consult the gearmotor rating charts and locate the table corresponding to normalised power P_n :

$$P_n \geq P_{r1} \quad (6)$$



Unless otherwise specified, power P_n of motors indicated in the catalogue refers to continuous duty S1.

For motors used in conditions other than S1, the type of duty required by reference to CEI 2-3/IEC 34-1 Standards must be mentioned. For duties from S2 to S8 in particular and for motor frame 132 or smaller, extra power output can be obtained with respect to continuous duty.

Accordingly the following condition must be satisfied:

$$P_n \geq \frac{P_{r1}}{f_m} \quad (7)$$

The adjusting factor f_m can be obtained from table here after.

Intermittence ratio

$$I = \frac{t_f}{t_f + t_r} \times 100 \quad (8)$$

t_f = work time at constant load

t_r = rest time

	DUTY						Please contact us
	S2			S3*			
	Cycle duration [min]			Cyclic duration factor (I)			
	10	30	60	25%	40%	60%	
f_m	1.35	1.15	1.05	1.25	1.15	1.1	

* Cycle duration, in any event, must be 10 minutes or less. If it is longer, please contact our Technical Service.

Next, refer to the appropriate P_n section within the gearmotor selection charts and locate the unit that features the desired output speed n_2 , or closest to, along with a safety factor S that meets or exceeds the applicable service factor f_s .

$$S \geq f_s \quad (9)$$

The safety factor is so defined:

$$S = \frac{M_{n2}}{M_2} = \frac{P_{n1}}{P_1} \quad (10)$$



As standard, gear and motor Combinations are implemented with 2, 4 and 6 pole motors, 50 Hz supplied.

Should the drive speed be different from 2800, 1400 or 900 min⁻¹, base the selection on the gear unit nominal rating.

4.2 Selecting a speed reducer

a) Determine service factor f_s .

b) Determine the computational torque M_{c2} :

$$M_{c2} = M_{r2} \times f_s \quad (11)$$

c) Determine the required gear ratio:

$$i = \frac{n_1}{n_2} \quad (12)$$

d) Consult the «Speed reducer rating charts» and locate the frame size that, for drive speed n_1 and gear ratio closest to $[i]$ features a rated torque M_{n2} that satisfies the following condition:

$$M_{n2} \geq M_{c2} \quad (13)$$

Check applicability of the electric motor selected at chapter: «Motor availability».



5 VERIFICATION

After the selection of the speed reducer, or gearmotor, is complete it is recommended that the following verifications are Conducted:

a) Maximum torque

The maximum torque (intended as instantaneous peak load) applicable to the gearbox must not, in general, exceed 300% of rated torque M_{n2} . Therefore, check that this limit is not exceeded, using suitable torque limiting devices, if necessary. For three-phase switch-pole motors, it is recommended to pay attention to the switching torque which is generated when switching from high to low speed, because it could be significantly higher than maximum torque.

A simple, economical way to minimize overloading is to power only two phases of the motor during switch-over (power-up time on two phases can be controlled with a time-relay):

Switching torque	
$Mg_2 = 0.5 \times Mg_3$	
Mg_2	Switching torque with two phase power-up
Mg_3	Switching torque with three-phase power-up

b) Radial loads

Make sure that radial forces applying on input and/or output shaft are within permittend catalogue values. If they were higher consider designing a different bearing arrangement before switching to a larger gear unit.

Catalogue values for rated overhung loads refer to mid-point of shaft under study.

Should application point of the overhung load be localised further out the revised loading capability must be adjusted as per instructions given in this manual.

c) Thrust loads

Actual thrust load must be found within 20% of the equivalent overhung load capacity.

Should an extremely high thrust, or a combination of radial and axial load apply, consult Bonfiglioli Technical Service.

d) Starts per hour

For duties featuring a high number of switches the actual starting capability in loaded condition [Z] must be calculated.

Actual number of starts per hour must be lower than value so calculated.

6 INSTALLATION

6.1 General instructions

a) Make sure that the gearbox is securely bolted to avoid vibrations in operation. If shocks or overloads are expected, fit hydraulic couplings, clutches, torque limiters, etc.



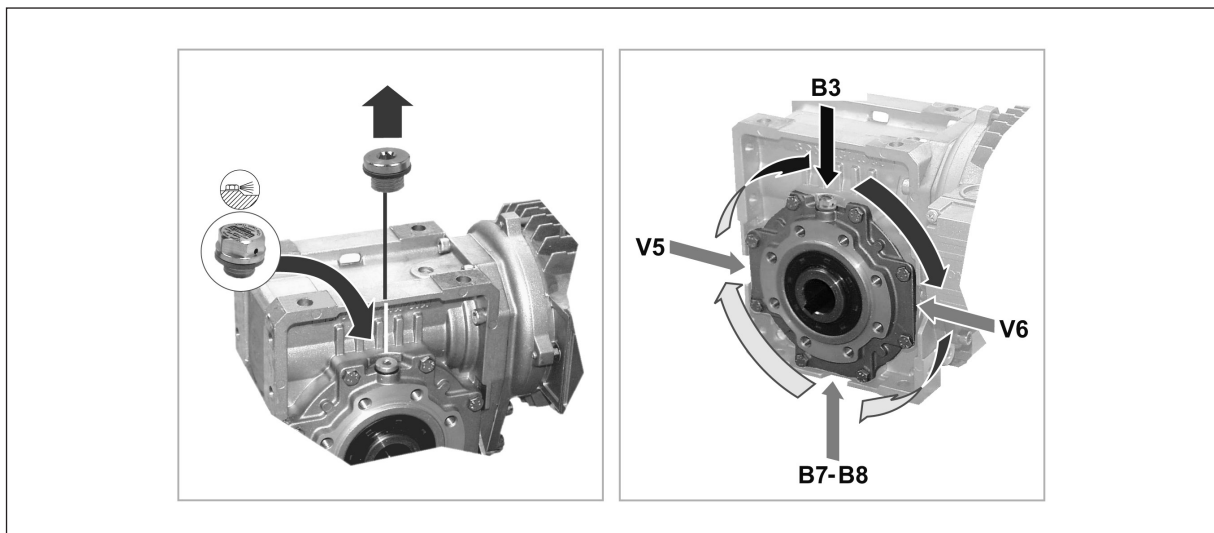
- b) Before being paint coated, any machined surfaces and the outer face of the oil seals must be protected to prevent paint drying out the rubber and jeopardising the sealing function.
- c) Parts fitted on the gearbox output shaft must be machined to ISO H7 tolerance to prevent interference fits that could damage the gearbox itself. Further, to mount or remove such parts, use suitable pullers or extraction devices using the tapped hole located at the top of the shaft extension.
- d) Mating surfaces must be cleaned and treated with suitable protective products before mounting to avoid oxidation and, as a result, seizure of parts.
- e) Prior to putting the gear unit into operation make sure that the equipment that incorporates the same complies with the current revision of the Machines Directive 2006/42/CE.
- f) Before starting up the machine, make sure that oil level is suitable for the mounting position specified for the gear unit and the viscosity is adequate.
- g) For outdoor installation provide adequate guards in order to protect the drive from rainfalls as well as direct sun radiation.

6.2 Commissioning of W gear units

Gear units type W63, W75 and W86 feature a side cover carrying a blank plug for transportation purposes.

Prior to putting the gearbox into service the blank plug must be replaced by the breather plug that is supplied with each unit.

See figure below:



Note that the blind plug MUST BE LEFT IN PLACE when the reducer is fitted in mounting position B6.



7 STORAGE

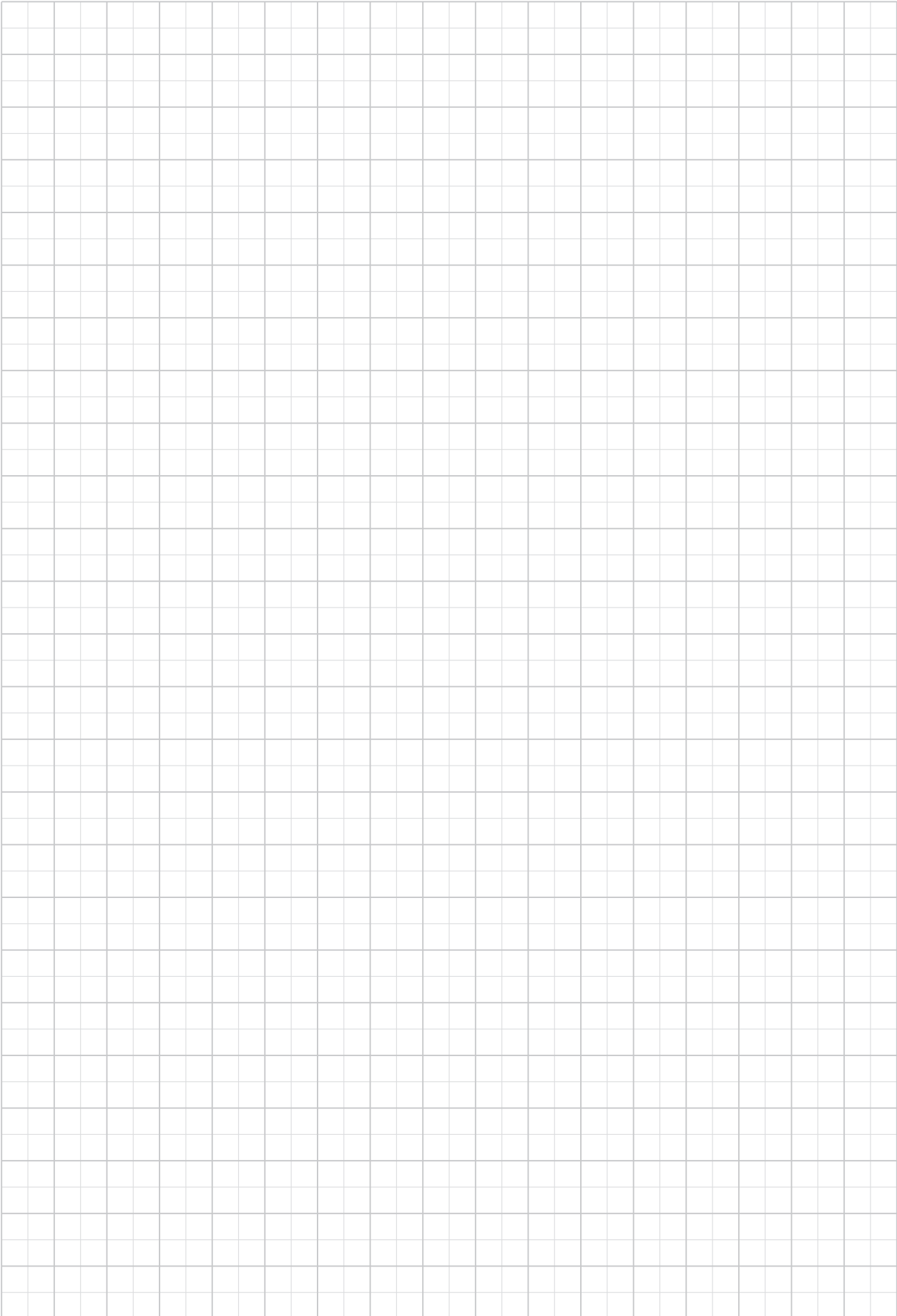
Observe the following instructions to ensure correct storage of the products:

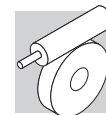
- a) Do not store outdoors, in areas exposed to weather or with excessive humidity.
- b) Always place boards, wood or other material between the products and the floor. The gearboxes should not have direct contact with the floor.
- c) In case of long-term storage all machined surfaces such as flanges, shafts and couplings must be coated with a suitable rust inhibiting product (Mobilarma 248 or equivalent). Furthermore gear units must be placed with the fill plug in the highest position and filled up with oil. Before putting the units into operation the appropriate quantity, and type, of oil must be restored.

8 CONDITIONS OF SUPPLY

Gear units are supplied as follows:

- a) configured for installation in the mounting position specified at the time of order;
- b) tested to manufacturer specifications;
- c) mating machined surfaces come unpainted;
- d) nuts and bolts for mounting motors are provided;
- e) shafts are protected during transportation by plastic caps;
- f) supplied with lifting lug (where applicable).





WORMGEARS

9 DESIGN FEATURES

9.1 Key features common to all Bonfiglioli worm gears

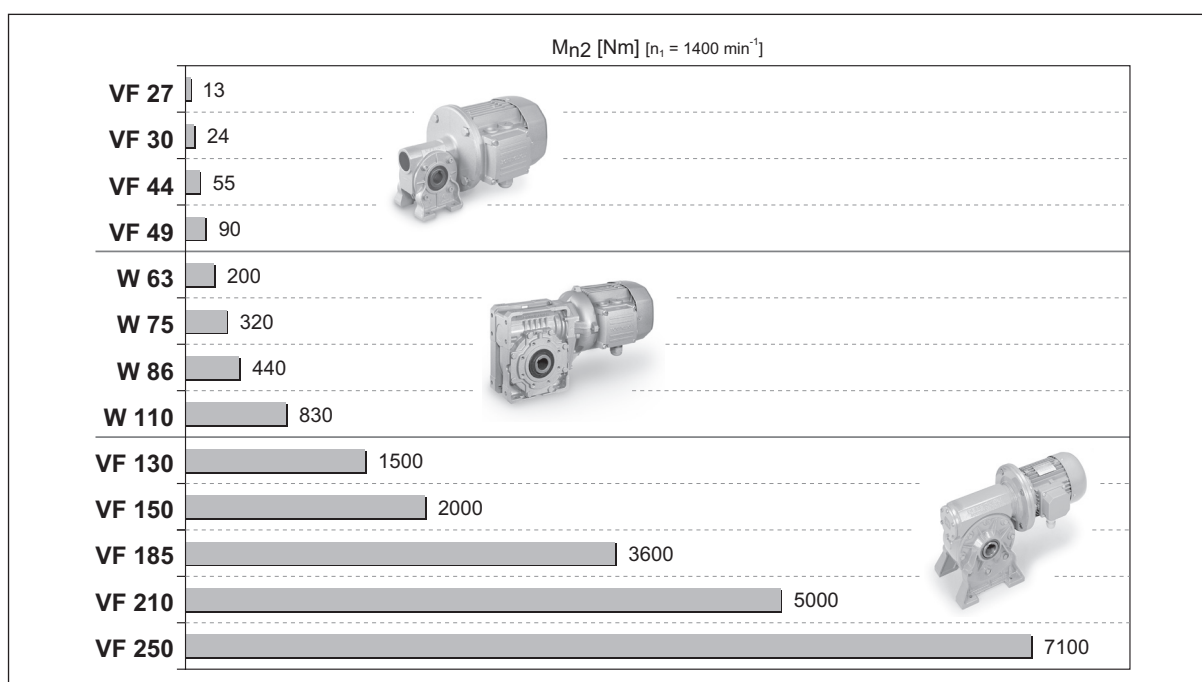
- Symmetrical hollow output shaft for facilitated mounting of the gear unit and plug-in shafts (after-sales kit only) on either side.
- Ground finished wormshafts and precise machining lend optimal efficiency and extremely low noise in operation.
- Numerous product configurations allow for foot, flange or shaft mounting. Torque arm is available as an option.
- Extensive customisation possible through the range of standard options available.

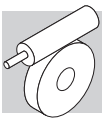
9.2 Key features of VF-style worm gears

- Die cast aluminium gear cases for VF27, VF30, VF44 and VF49. Sturdy cast iron for VF130 through VF250. The latter group is paint coated with thermo setting epoxy powder.

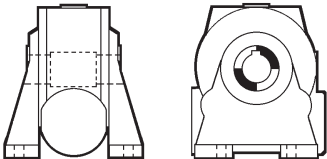
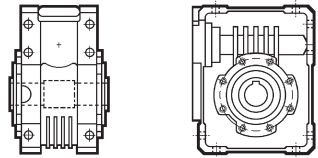
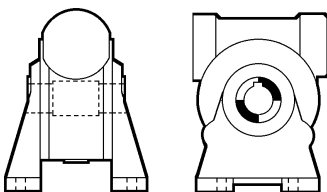
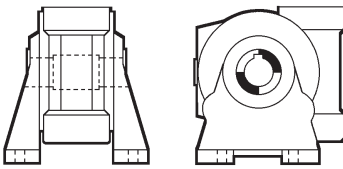
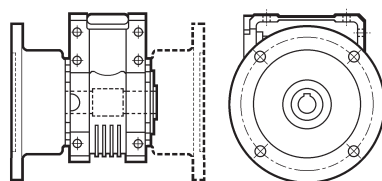
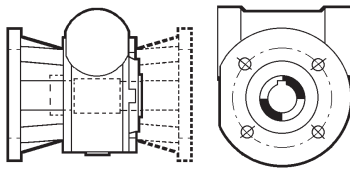
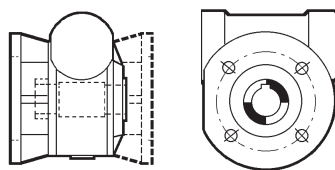
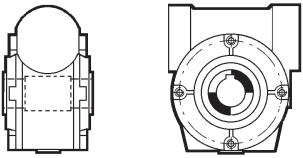
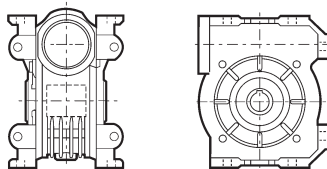
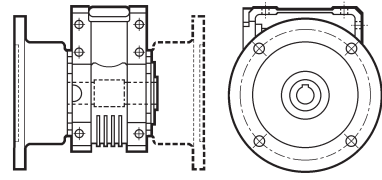
9.3 Key features of W-style worm gears

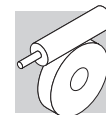
- Rigid monobloc gear case made from Aluminium.
- The cubic shape of the gear case and machining of all sides lend extreme flexibility for the installation of the gearbox and ancillary devices.
- The integral gearmotor configuration is lightweight, compact and price effective.
- Input shaft oil seal of W63, W75 and W86 units is located internally, and made from a Fluoro elastomer compound for improved durability and extended lifetime.





10 VERSIONS

VF_	W_
 <p>N VF 27 ... VF 250 Foot mounted, underdriven</p>	 <p>U W 63 ... W 110 Universal gear case</p>
 <p>A VF 27 ... VF 250 Foot mounted, overdriven</p>	
 <p>V VF 27 ... VF 250 Foot mounted, wormshaft vertical</p>	 <p>UF W 63 ... W 110 Standard mounting flange</p>
 <p>F VF 27 ... VF 185 Standard flange</p> <p>FA VF 44 ... VF 49 Extended output flange</p> <p>F 1 F 2 FA 1 FA 2</p>	
 <p>FC VF 130 ... VF 185 Short flange</p> <p>FR VF 130 ... VF 185 Short flange and reinforced bearings</p> <p>FC 1 FC 2 FR 1 FR 2</p>	
 <p>P VF 30 ... VF 250 Side cover for shaft mounting</p> <p>P1 = P2 VF 30 ... VF 49 VF 210, VF 250</p> <p>P 1 P 2 (VF 30...VF 250) (VF 130...VF 185)</p>	
 <p>U VF 30 ... VF 49 Foot mount</p>	 <p>UFC W 63 ... W 110 Mounting flange reduced in length</p> <p>UFCR W 75 Mounting flange reduced in length and diameter</p> <p>UFC 1 UFC 2 UFCR 1 UFCR 2</p>

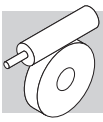


11 ARRANGEMENTS

For combined worm gear units, unless otherwise specified at the time of ordering, the arrangements highlighted in grey in the diagrams below will be configured at the factory.

	CW1	CCW1	CW2	CCW2	CW3	CCW3	CW4	CCW4
U								
UF_ UFC_ UFR1_								
N								
A								
V								
F1 FA1 FC1 FR1								
F2 FA2 FC2 FR2								
P1								
P2								

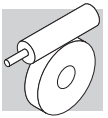
Shaft-mount cover



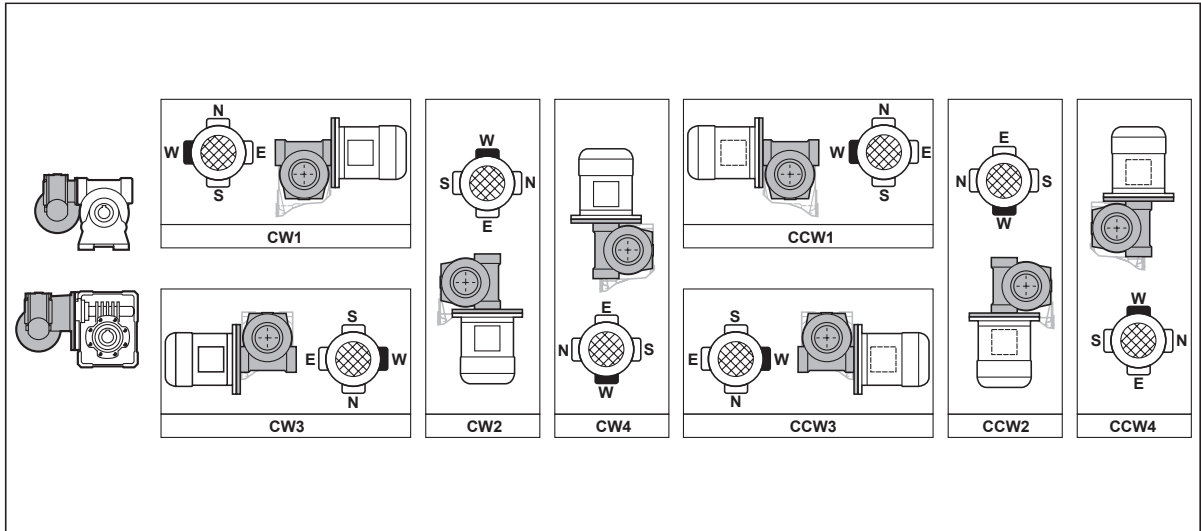
For units with the HS input (free shaft), all the mounting options shown are available.
 For units with the P (IEC), certain mounting options can be obtained only by using IEC flanges (B5 or B14) of the same size or smaller than those shown in following table.

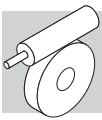
		CW1 CCW1	CW2 CCW2	CW3	CCW3	CW4 CCW4
VF/VF30/44	A, N, V, P1	63B14	63B14	63B14	63B14	63B14
	F-FA					
VF/VF30/49	A, N, V, P1	63B14	63B14	63B14	63B14	63B14
	F-FA					
VF/W30/63	U	63B5-63B14	63B5-63B14	63B5-63B14	63B5-63B14	63B5-63B14
	UF-UFC					
VF/W44/75	U	71B5-71B14	71B5-71B14	71B5-71B14	71B5-71B14	71B5-71B14
	UF-UFC-UFCR					
VF/W44/86	U	71B5-71B14	71B5-71B14	71B5-71B14	71B5-71B14	71B5-71B14
	UF-UFC					
VF/W49/110	U	80B5-80B14	80B5-80B14	80B5-80B14	80B5-80B14	80B5-80B14
	UF-UFC					
W/VF63/130	N	71B5-90B14	90B5-90B14	71B5-90B14	71B5-90B14	71B5-90B14
	A	90B5-90B14	71B5-90B14	90B5-90B14	90B5-90B14	90B5-90B14
	V		90B5-90B14			—
	F1	90B5-90B14	71B5-90B14	90B5-90B14	71B5-90B14	90B5-90B14
	FC1-FR1					
	P1				90B5-90B14	
	F2	90B5-90B14	71B5-90B14	71B5-90B14	90B5-90B14	90B5-90B14
	FC2-FR2			90B5-90B14		
P2			90B5-90B14			
W/VF86/150	N	112B5-112B14	112B5-112B14	71B5-112B14	71B5-112B14	71B5-112B14
	A	112B5-112B14	90B5-112B14	112B5-112B14	112B5-112B14	112B5-112B14
	V	112B5-90B14	112B5-90B14			71B5-112B14
	F1	112B5-112B14	71B5-90B14	112B5-112B14	71B5-90B14	112B5-112B14
	FC1-FR1		90B5-112B14		112B5-112B14	
	P1					
	F2	112B5-112B14	71B5-90B14	71B5-90B14	112B5-112B14	112B5-112B14
	FC2-FR2		90B5-112B14	112B5-112B14		
P2						
W/VF86/185	N	112B5-112B14	112B5-112B14	90B5-112B14	90B5-112B14	90B5-112B14
	A	90B5-112B14	112B5-112B14	112B5-112B14	112B5-112B14	112B5-112B14
	V	112B5-90B14				90B5-112B14
	F1	112B5-112B14	90B5-112B14	112B5-112B14	90B5-112B14	112B5-112B14
	FC1-FR1				112B5-112B14	
	P1				112B5-112B14	
	F2	112B5-112B14	90B5-112B14	90B5-112B14	112B5-112B14	112B5-112B14
	FC2-FR2			112B5-112B14		
P2			112B5-112B14			
VF/VF130/210	N	#	132B5	#	#	#
	A	132B5	#	132B5	132B5	132B5
	V					
	P					
VF/VF130/250	N	#	132B5	#	#	#
	A	132B5	#	132B5	132B5	132B5
	V		132B5			
	P		#			

Consult our Technical Service



11.1 Terminal box position





12 DESIGNATION

GEAR UNIT

W 63 L1 UF1 — 24 S2 — B3

OPTIONS


20

MOUNTING ARRANGEMENT

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

15

MOUNTING POSITION

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

24

MOTOR MOUNTING

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

94
95

INPUT CONFIGURATION

	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							

94
95

95

169
172

GEAR RATIO

SHAFT BORE

W 75 VF/W 44/75	D30 (default), D28 (on request)
--------------------	--

VERSION

14

TORQUE LIMITER

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

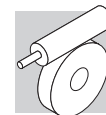
176

GEAR FRAME SIZE

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

GEAR TYP

VF, W	Worm gearbox
VFR, WR	Helical-worm gear unit
VF/VF, VF/W, W/VF	Combined gearbox



MOTOR

BRAKE

BN 63A 4 230/400-50 IP54 CLF W FD 3.5 R SB 220 SA

OPTIONS

BRAKE SUPPLY



RECTIFIER TYPE AC/DC
NB, SB, NBR, SBR



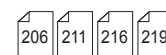
BRAKE HAND RELEASE
R, RM



BRAKE TORQUE



BRAKE TYPE
FD, AFD (d.c. brake)
FA, BA (a.c. brake)



TERMINAL BOX POSITION
W (default), **N, E, S**



MOTOR MOUNTING
— (compact motor)
B5, B14 (IEC - motor)

INSULATION CLASS
CL F standard
CL H option



DEGREE OF PROTECTION
IP55 standard (IP54 - brake motor)



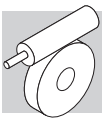
VOLTAGE - FREQUENCY



POLE NUMBER
2, 4, 6, 2/4, 2/6, 2/8, 2/12, 4/6, 4/8

MOTOR SIZE
1SC ... 3LC (compact motor)
56A ... 225M (IEC motor) BN 27, BN 44 (special motors)

MOTOR TYPE
M = compact 3-phase
BN = IEC 3-phase



13 GEARBOX OPTIONS

SO

Gear units VF 30 ... VF 49, W 63 ... W 86, usually factory filled with oil, are, in this case, supplied unlubricated.

LO

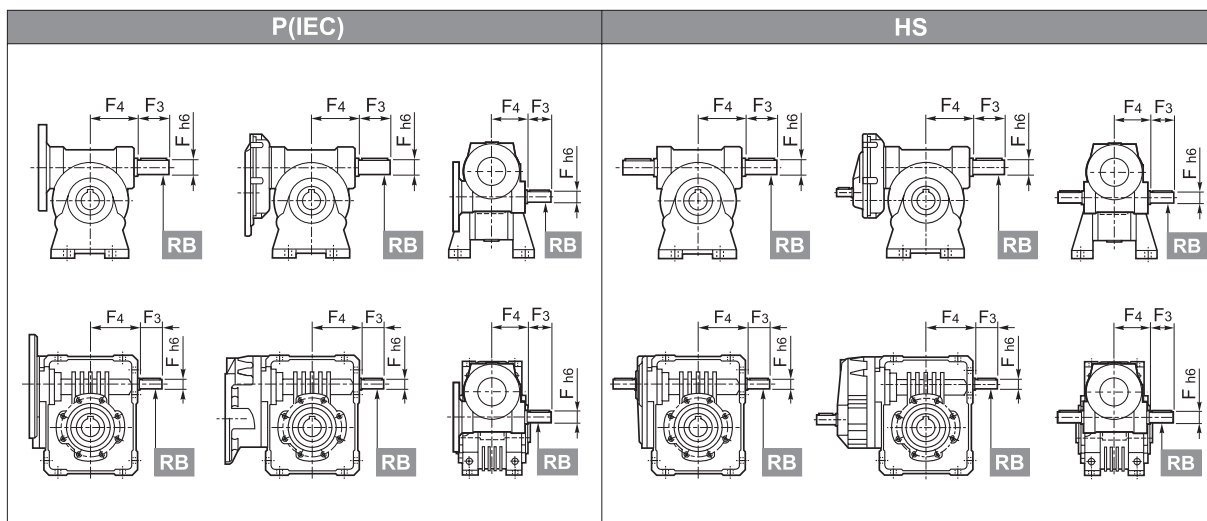
Gearboxes VF 130...VF 250 and W 110, usually supplied unlubricated, to be filled with synthetic oil currently used by BONFIGLIOLI RIDUTTORI according to the mounting position specified.

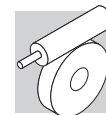
The applicability of the LO option is described in the table below.

	LO					
	Mounting position					
	B3	B6	B7	B8	V5	V6
W 110 U-UF-UFC	X	X	X	X	●	●
VF 130 A-N-P-F-FC	X	X	X	X	●	●
VF 130 V	●	X	X	●	X	X
VF 130 FR	X	●	●	X	●	●
VF 150 A-N-P-F-FC	X	X	X	X	●	●
VF 150 V	●	X	X	●	X	X
VF 150 FR	X	●	●	X	●	●
VF 185 A-N-P-F-FC	X	X	X	X	●	●
VF 185 V	●	X	X	●	X	X
VF 185 FR	X	●	●	X	●	●
VF 210 A-N-P	X	●	●	X	●	●
VF 210 V	●	●	●	●	X	X
VF 250 A-N-P	X	●	●	X	●	●
VF 250 V	●	●	●	●	X	X

RB

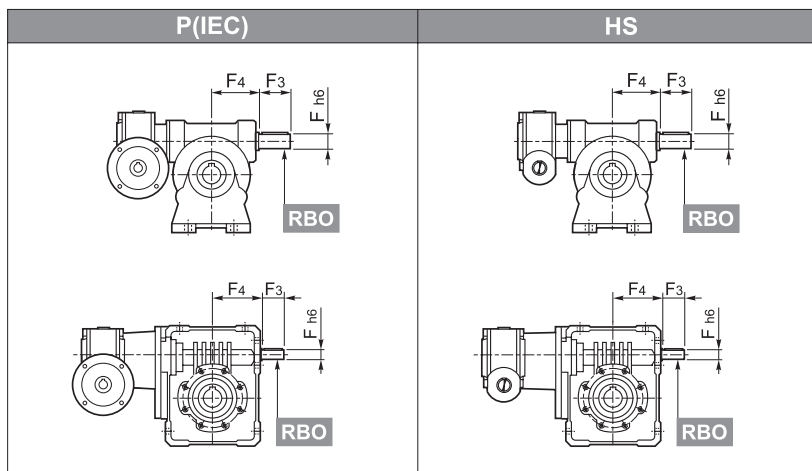
Double-ended input shaft at non-drive- end (with the exception of VF 27).





RBO

Double-ended input shaft at N.D.E. of 2nd gearbox (combined execution only)



Extended input shaft dimensions (options RB and RBO)									
		F	F1	F2	F3	F4	V		
	VF	30	9	10.2	3	20	—		
	VFR	44	11	12.5	4	30	—		
	VF/VF	49	16	18	5	40	M6		
	W	63	18	20.5	6	40	74	M6	
		75	19	21.5	6	40	88.5	M6	
		WR	86	25	28	8	50	101.5	M8
	VF	VF/W	110	25	28	8	60	127.5	M8
		130	30	33	8	60	160	M8	
		150	35	38	10	65	185	M8	
		VFR	185	40	43	12	70	214.5	M8
W/VF		210	48	51.5	14	82	185	M16x40	
	250	55	59	16	82	228	M16x40		

A and **P** versions of VF 210 and VF 250 feature the fan cooling as a standard, however forced ventilation is not feasible should the **RB** option be specified.

VV

Fluoro elastomer oil seal on input shaft. The option is available for W110 and for units of the VF series, barring all VF 30's c/w option RB and VF 30_HS.

PV

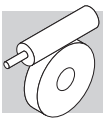
Oil seals from Fluoro elastomer compound on both the input and the output shaft, barring all VF 30's c/w option RB and VF 30_HS.

KA

VF_A interchangeability kit. Option is available for units W 63 to W 110.

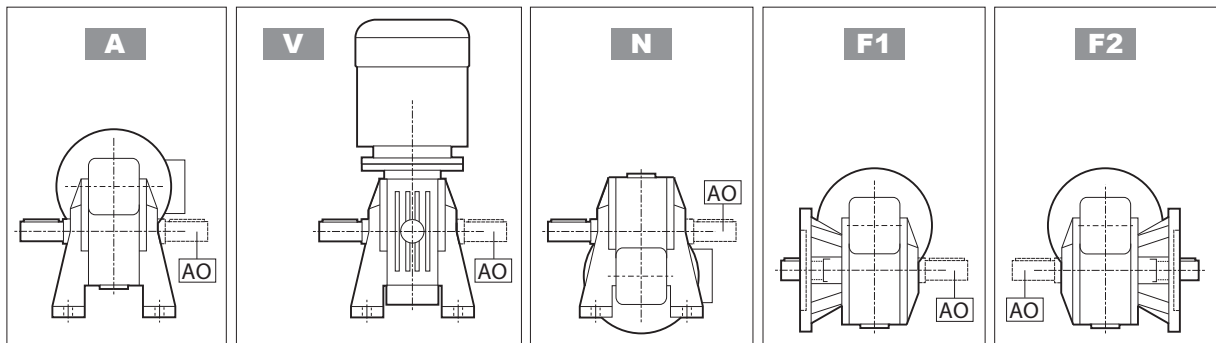
KV

VF_V interchangeability kit (barring W + option RB). Option is available for units W 63 to W 110.



AO

Output shaft on side opposite to standard (VF 27).



SURFACE PROTECTION

When no specific protection class is requested, the painted (ferrous) surfaces of gearboxes are protected to at least corrosivity class C2 (UNI EN ISO 12944-2). For improved resistance to atmospheric corrosion, gearboxes can be delivered with **C3** and **C4** surface protection, obtained by painting the complete gearbox.

SURFACE PROTECTION	Typical environments	Maximum surface temperature	Corrosivity class according to UNI EN ISO 12944-2
C3	Urban and industrial environments with up to 100% relative humidity (medium air pollution)	120°C	C3
C4	Industrial areas, coastal areas, chemical plant, with up to 100% relative humidity (high air pollution)	120°C	C4

Gearboxes with optional protection to class **C3** or **C4** are available in a choice of colours.

If no specific colour is requested (see the "PAINTING" option) gearboxes are finished in RAL 7042.

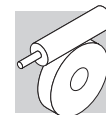
Gearboxes can also be supplied with surface protection for corrosivity class **C5** according to UNI EN ISO 12944-2. Contact our Technical Service for further details.

PAINTING

Gearboxes with optional protection to class C3 or C4 are available in the colours listed in the following table.

PAINTING	Colour	RAL number
RAL7042*	Traffic Grey A	7042
RAL5010	Gentian Blue	5010
RAL9005	Jet Black	9005
RAL9006	White Aluminium	9006
RAL9010	Pure White	9010

* Gearboxes are supplied in this standard colour if no other colour is specified.



NOTE – “PAINTING” options can only be specified in conjunction with “SURFACE PROTECTION” options.

CERTIFICATES

AC - Certificate of compliance

The document certifies the compliance of the product with the purchase order and the construction in conformity with the applicable procedures of the Bonfiglioli Quality System.

CC - Inspection certificate

The document entails checking on order compliance, the visual inspection of external conditions and of mating dimensions. Checking on main functional parameters in unloaded conditions is also performed along with oil seal proofing, both in static and in running conditions. Units inspected are sampled within the shipping batch and marked individually.

Motor options

For more detailed information please consult the **Electric Motor** section in this book.

14 LUBRICATION

14.1 Lubrication for W and VF

Frame sizes VF 27 ... VF 49, W 63 ... W 86 are supplied by the factory, or by authorized dealers, already filled with “long life” synthetic oil. On request, these units can be supplied unlubricated, in which case, the option **SO** must be specified on the order. The applicability of the option is described in the chapter “GEARBOX OPTIONS”.

Unless otherwise specified, units type VF 130 ... VF 250 and W 110 are generally supplied unlubricated at it is the customer’ responsibility to fill them with oil prior to putting them into operation. By requesting the **LO** option at the time of order, these units will be factory filled with synthetic lubricant in the quantity relevant to the mounting position that was specified in the purchase order. The applicability of the option is described in the chapter “GEARBOX OPTIONS”.

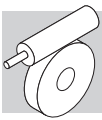
Double worm gears type VF/VF, VF/W and W/VF consist of two separate units, independently lubricated.

For the reference charts of oil plugs placement and quantity of lubricant, refer to the Installation, Operation and Maintenance Manual (available on www.bonfiglioli.com).

In the absence of contamination, the “long life” synthetic lubricant supplied by the factory, does not require periodical changes throughout the lifetime of the gear unit.

Operation of gear units is permitted at ambient temperatures between -20°C and +40°C. However, for temperatures between -20°C and -10°C unit may only start up after it has been progressively and evenly pre-heated, or otherwise initially operated unloaded.

Load may then be connected to the output shaft when the gear unit has reached the temperature of -10°C, or higher.



14.2 Type of lubricant

When using a lubricant other than the recommended SHELL lubricant, be sure it is a synthetic lubricant with equivalent viscosity and composition and added with adequate anti-foaming agents. For the chart of recommended/permitted lubricants refer to the Installation, Operation and Maintenance Manual (available on www.bonfiglioli.com).

		mounting position		
		B3 - B6 - B7 - B8 - V5	V6	
	Helical reduction	WR 63...WR 86	OMALA S4 WE 320	GADUS S5 V142W 00
		VFR 44...VFR 250 WR 110	OMALA S4 WE 320	
	Worm gear unit	W 63...W 110 VF 44...VF 250	OMALA S4 WE 320	
	Worm gear unit c/w torque limiter	W 63...W 110 VF 44...VF 49	OMALA S4 WE 460	

15 MOUNTING POSITION AND TERMINAL BOX ANGULAR LOCATION

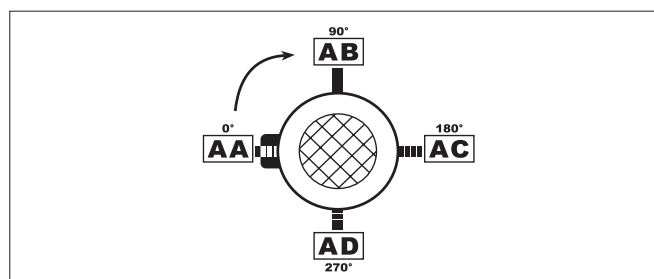
Location of motor terminal box can be specified by viewing the motor from the fan side; standard location is shown in black (W).

The terminal box positions indicated do not apply to VFR 44. Please refer to page 19 and pages 114-115 for designation and identification of design version.

Angular location of the brake release lever.

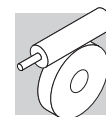
Unless otherwise specified, brake motors have the manual device side located, 90° apart from terminal box.

Different angles can be specified through the relevant options available.



The following pages describe the mounting positions of VF and W series gearboxes.

In the case of VF/VF, VF/W and W/VF gearbox combinations, mounting positions refer to the second (machine side) gearbox. Refer to the "Mounting version" chapter for details of the first (input side) gearbox.



VF 27 _ ... VF 49 _ **VFR 44 _ , VFR 49 _**

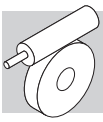
_HS

_S - _P (IEC)

A	B3	B7	V5				
	B6	B8	V6				
N	B3	B7	V5				
	B6	B8	V6				
V	B3	B7	V5				
	B6	B8	V6				
P	B3	B7	V5				
	B6	B8	V6				
F	B3	B7	V5				
	B6	B8	V6				
U	B3	B7	V5				
	B6	B8	V6				

Base mounting position.

Gearboxes are plated only for base mounting position (B3). They can nevertheless also be installed in any of the derived positions (B6, B7, B8, V5, V6). Mounting position may not be changed after installation.



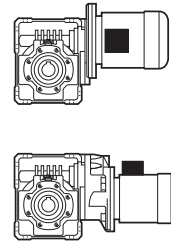
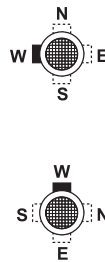
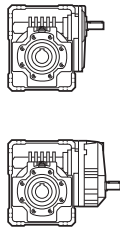
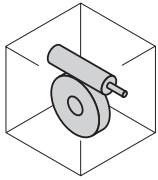
W 63 U ... W 110 U

WR 63 U ... WR 110 U

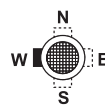
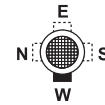
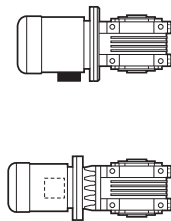
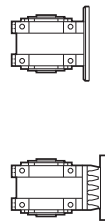
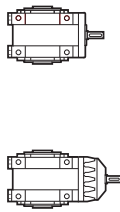
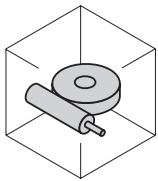
_HS

_S - _P (IEC)

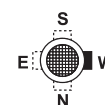
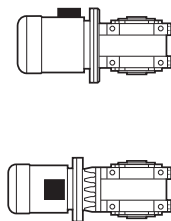
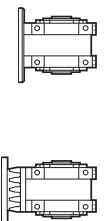
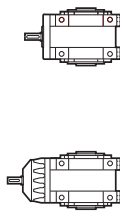
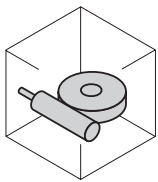
B3



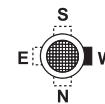
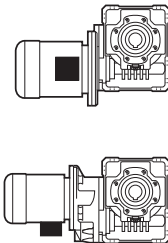
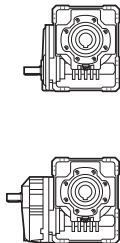
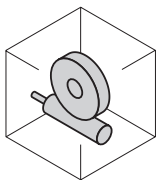
B6



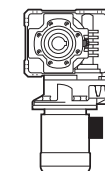
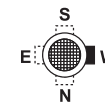
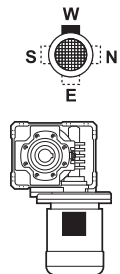
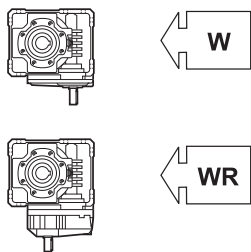
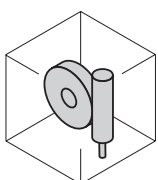
B7



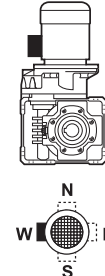
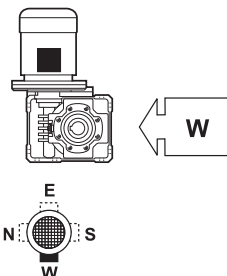
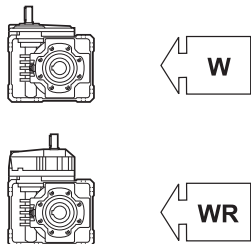
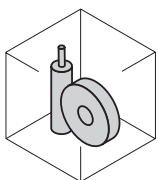
B8

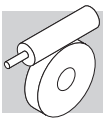


V5



V6



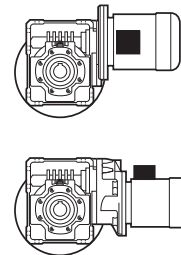
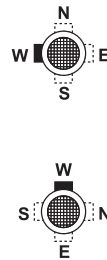
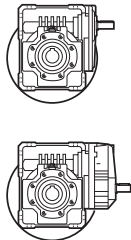
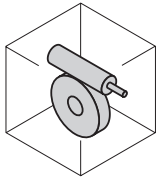


W 63 UF/UFC ... W 110 UF/UFC WR 63 UF/UFC ... WR 110 UF/UFC

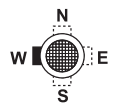
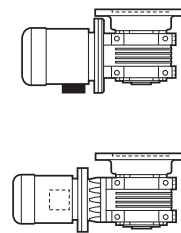
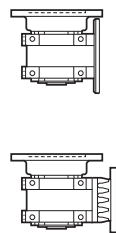
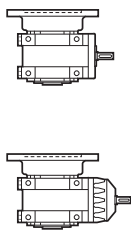
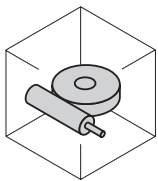
_HS

_S - _P (IEC)

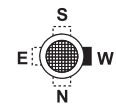
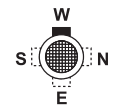
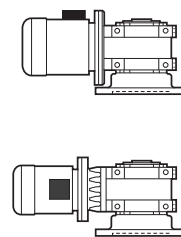
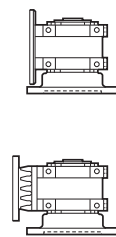
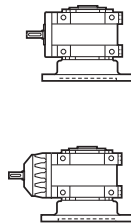
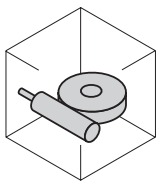
B3



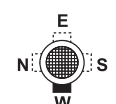
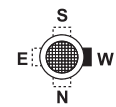
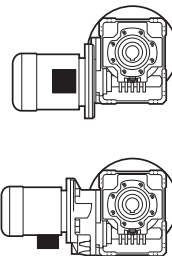
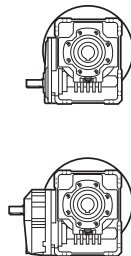
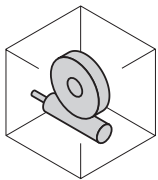
B6



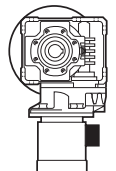
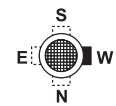
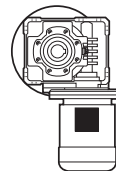
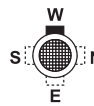
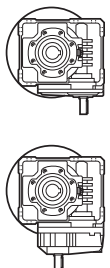
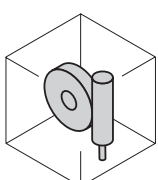
B7



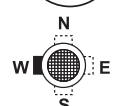
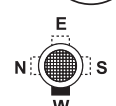
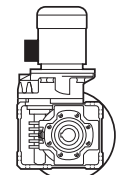
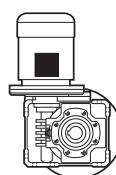
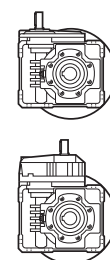
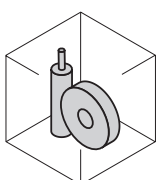
B8

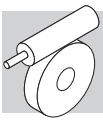


V5



V6





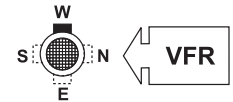
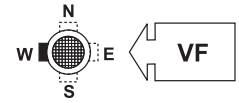
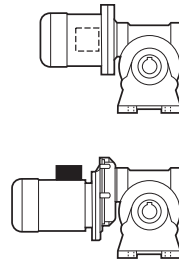
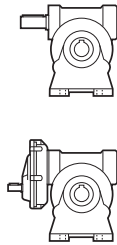
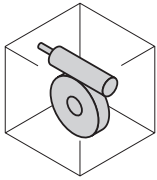
VF 130 A ... VF 250 A

VFR 130 A ... VFR 250 A

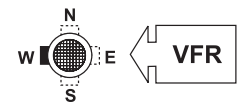
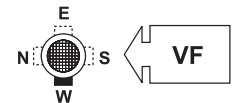
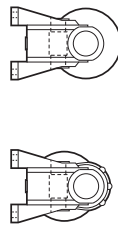
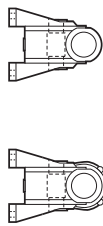
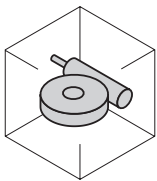
_HS

_P (IEC)

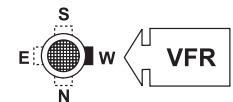
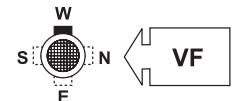
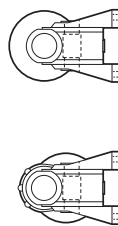
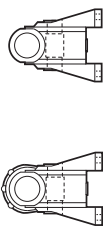
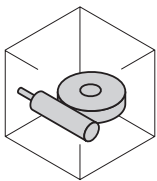
B3



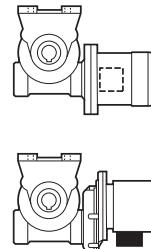
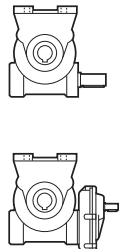
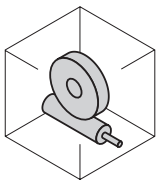
B6



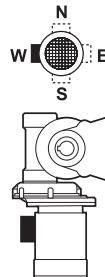
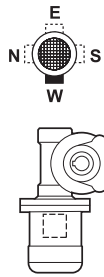
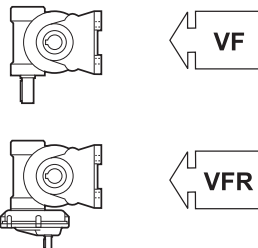
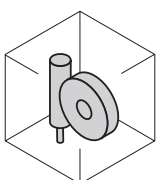
B7



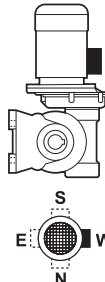
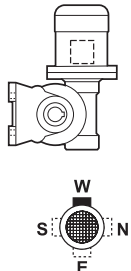
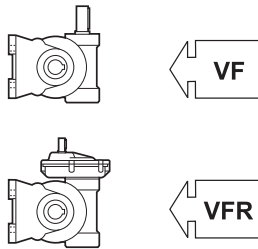
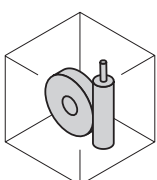
B8

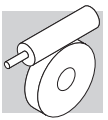


V5



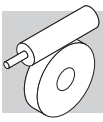
V6





VF 130 N ... VF 250 N VFR 130 N ... VFR 250 N

	_HS		_P (IEC)	
B3				
B6				
B7				
B8				
V5		 	 	
V6		 	 	



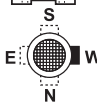
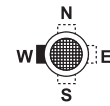
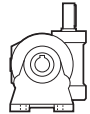
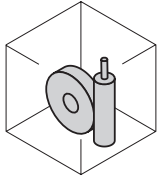
VF 130 V ... VF 250 V

VFR 130 V ... VFR 250 V

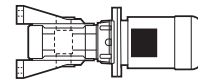
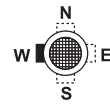
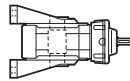
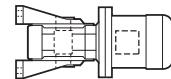
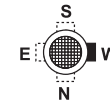
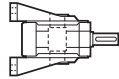
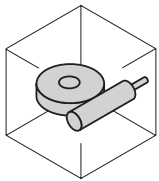
_HS

_P (IEC)

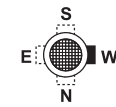
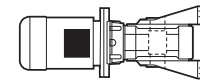
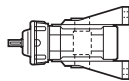
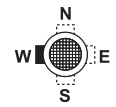
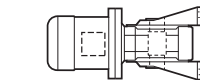
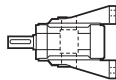
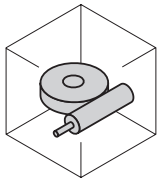
B3



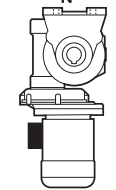
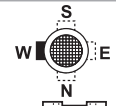
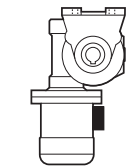
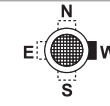
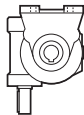
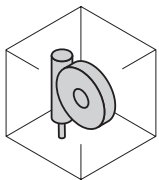
B6



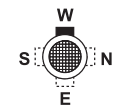
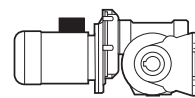
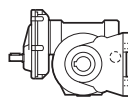
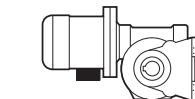
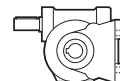
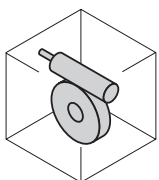
B7



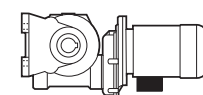
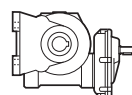
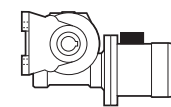
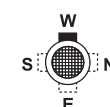
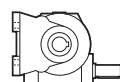
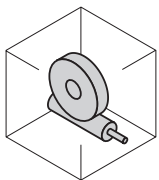
B8

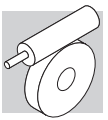


V5



V6



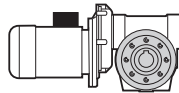
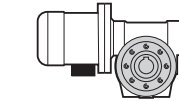
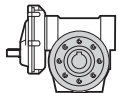
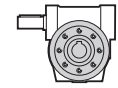
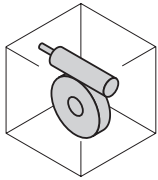


VF 130 P ... VF 250 P VFR 130 P ... VFR 250 P

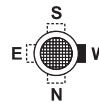
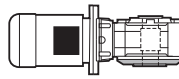
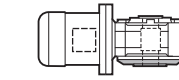
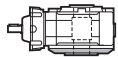
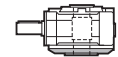
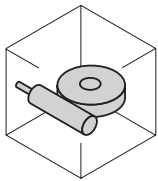
_HS

_P (IEC)

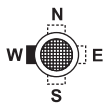
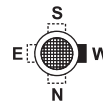
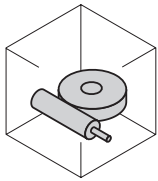
B3



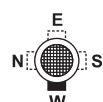
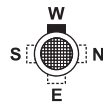
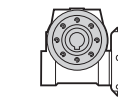
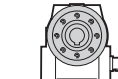
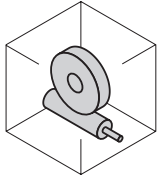
B6



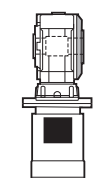
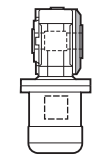
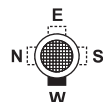
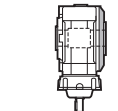
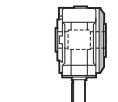
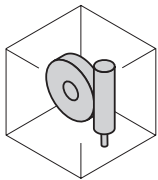
B7



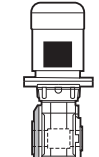
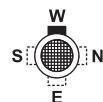
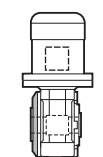
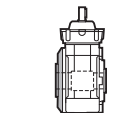
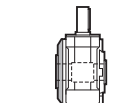
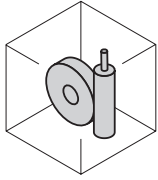
B8

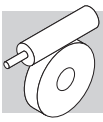


V5



V6





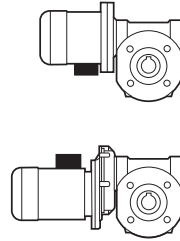
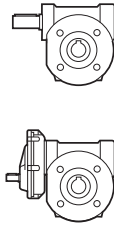
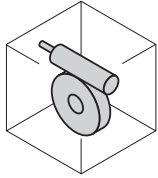
VF 130 F ... VF 250 F

VFR 130 F ... VFR 250 F

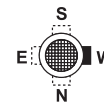
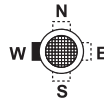
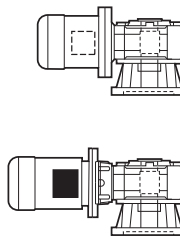
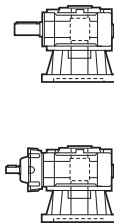
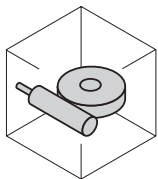
_HS

_P (IEC)

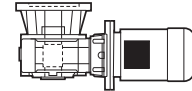
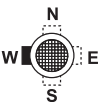
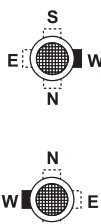
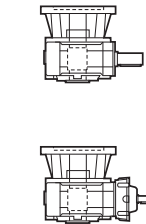
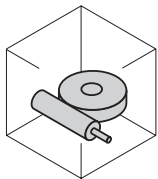
B3



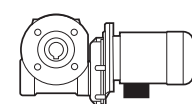
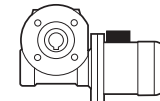
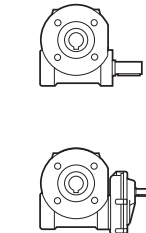
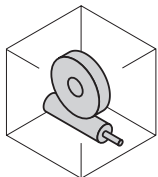
B6



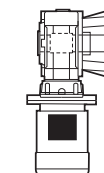
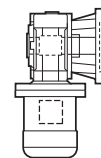
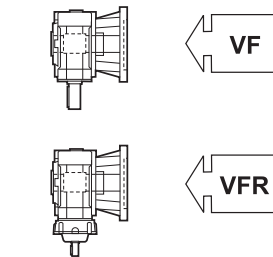
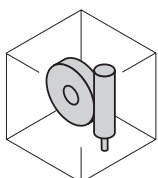
B7



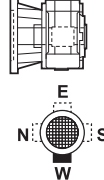
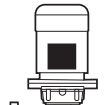
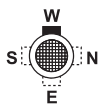
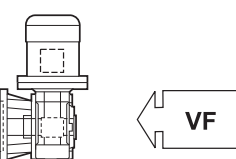
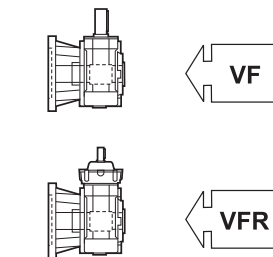
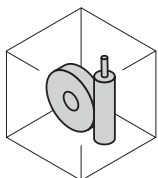
B8

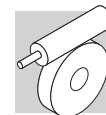


V5



V6





16 OVERHUNG LOADS

16.1 Calculating the resulting overhung load

External transmissions keyed onto input and/or output shaft generate loads that act radially onto same shaft.

Resulting shaft loading must be compatible with both the bearing and the shaft capacity.

Namely shaft loading (R_{c1} for input shaft, R_{c2} for output shaft), must be equal or lower than admissible overhung load capacity for shaft under study (R_{n1} for input shaft, R_{n2} for output shaft). OHL capability listed in the rating chart section.

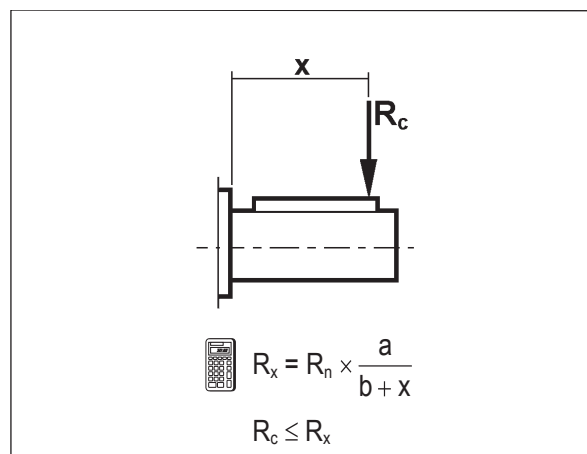
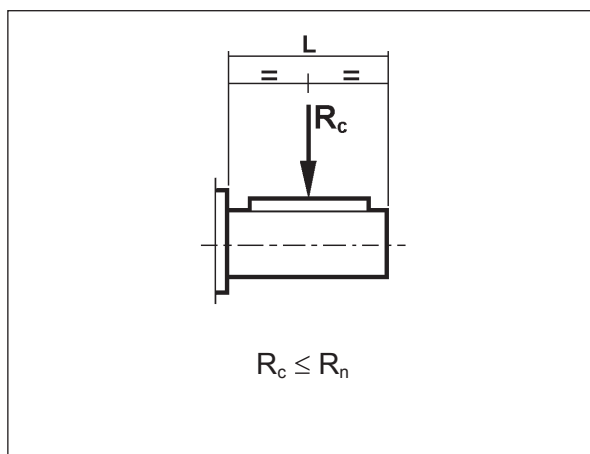
In the formulas given below, index (1) applies to parameters relating to input shaft, whereas index (2) refers to output shaft.

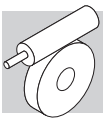
The load generated by an external transmission can be calculated with close approximation by the following equation:

$$R_c = \frac{2000 \times M \times K_r}{d}$$

$K_r = 1$		M [Nm]	
$K_r = 1.25$		d [mm]	
$K_r = 1.5 - 2.0$			

16.2 Overhung loading verification





16.3 Load location factor

	Output shaft		$R_{n2} \text{ max}$ [N]
	a	b	
VF 27	56	44	600
VF 30	60	45	1700
VF 44 - VFR 44 - VF/VF 30/44	71	51	2500
VF 49 - VFR 49 - VF/VF 30/49	99	69	3450
W 63 - WR 63 - VF/W 30/63	132	102	5000
W 75 - WR 75 - VF/W 44/75	139	109	6200
W 86 - WR 86 - VF/W 44/86	149	119	7000
W 110 - WR 110 - VF/W 49/110	173	136	8000
VF 130 - VFR 130 - W/VF 63/130	182	142	13800
VF 150 - VFR 150 - W/VF 86/150	198	155	16000
VF 185 - VFR 185 - W/VF 86/185	220	170	19500
VF 210 - VFR 210 - W/VF 130/210	268	203	34500
VF 250 - VFR 250 - W/VF 130/250	334	252	52000

17 THRUST LOADS

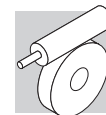
Permissible thrust loads on input [An1] and output [An2] shafts are obtained from the radial loading for the shaft under consideration [Rn1] and [Rn2] through the following equation:

$$\begin{aligned} A_{n1} &= R_{n1} \times 0,2 \\ A_{n2} &= R_{n2} \times 0,2 \end{aligned} \quad (14)$$

The thrust loads calculated through these formulas apply to thrust forces occurring at the same time as rated radial loads.

In the only case that no overhung load acts on the shaft the value of the admissible thrust load [An] amounts to 50% of rated OHL [Rn] on same shaft.

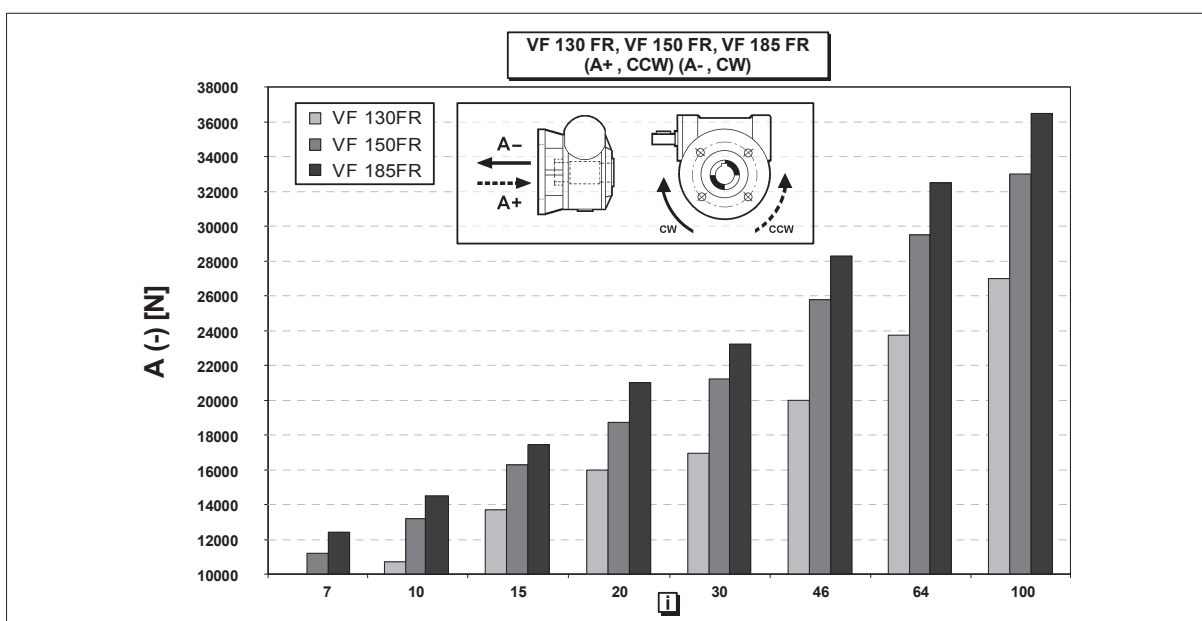
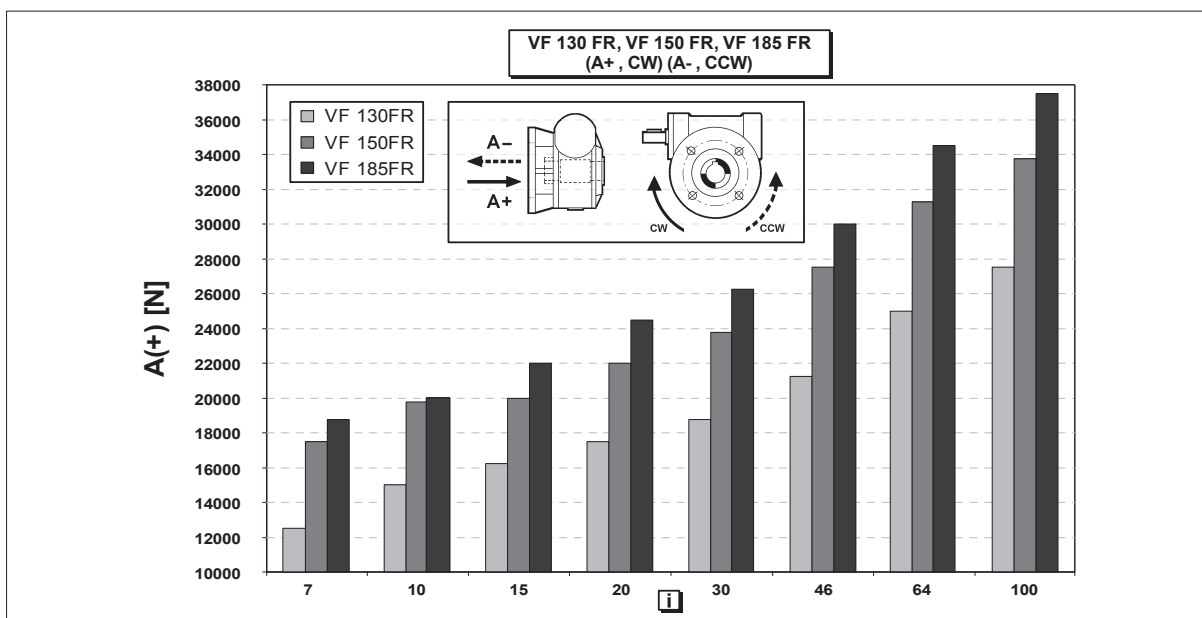
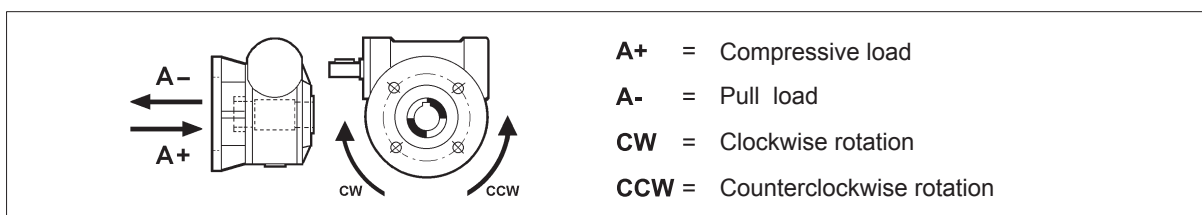
Where thrust loads exceed permissible value or largely prevail over radial loads, contact Bonfiglioli Riduttori for an in-depth analysis of the application.

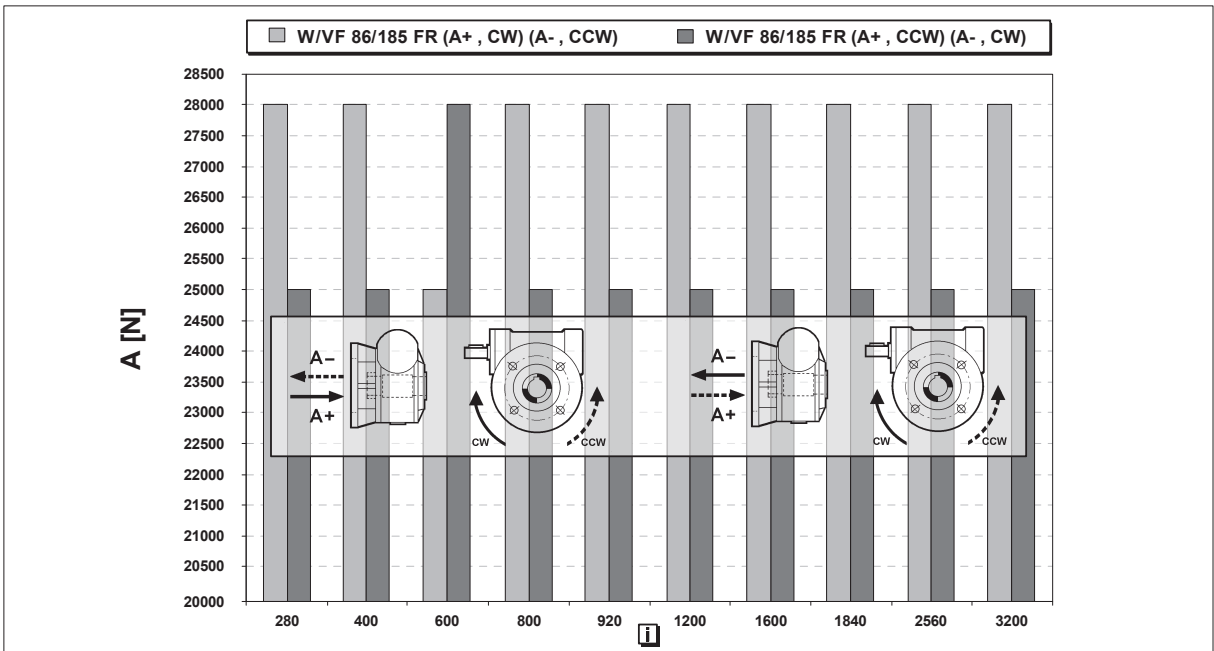
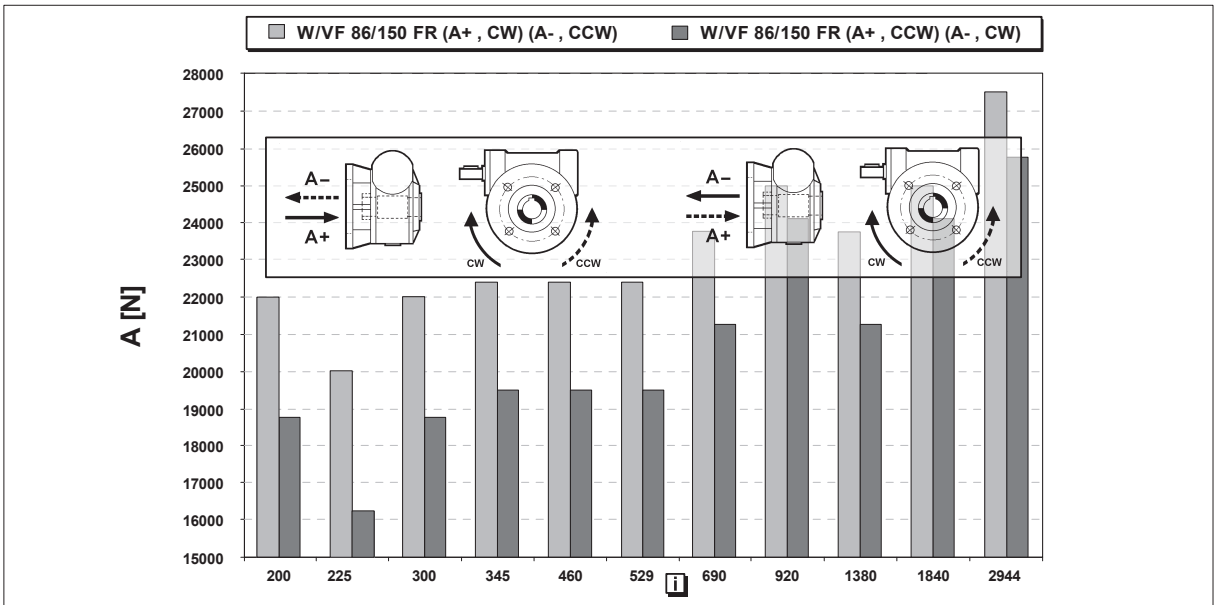
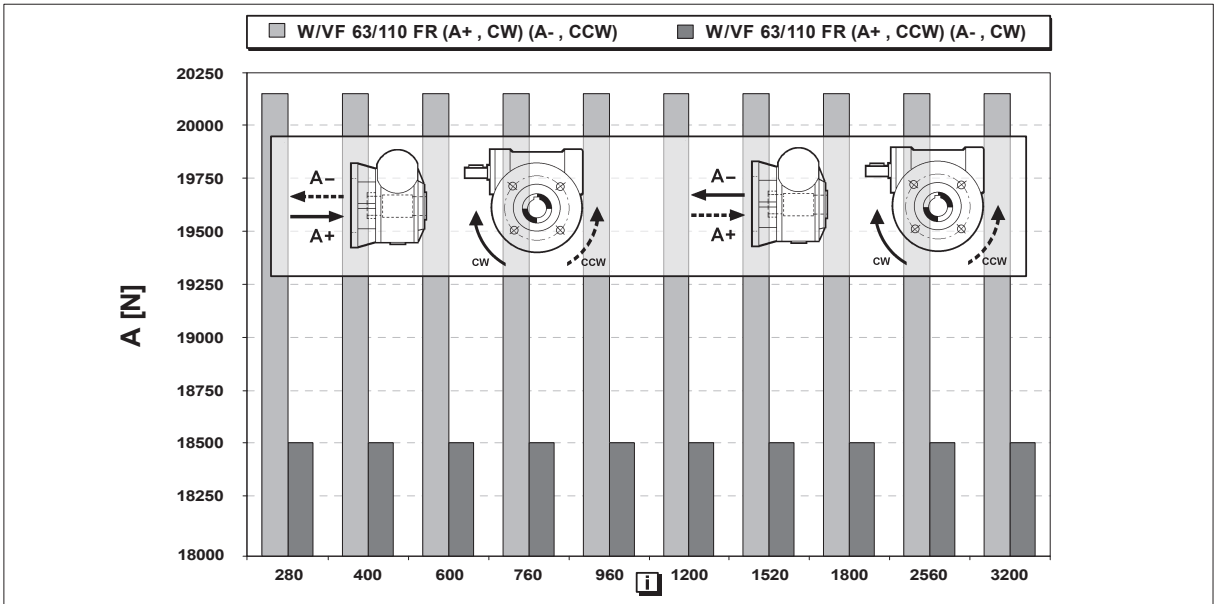
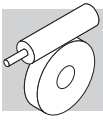


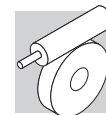
17.1 Maximum axial loading for FR version

The FR version is designed to meet the requirements of applications entailing very high axial loads. It is available for units size 130, 150 and 185.

This version, within the same external dimensions as the FC version, is capable of bearing axial loads (well above those of the standard versions) indicated in the table below referred to the output shaft, gear ratio [i] and +/- direction of rotation.







18 EFFICIENCY

Efficiency [η] depends on the following parameters:

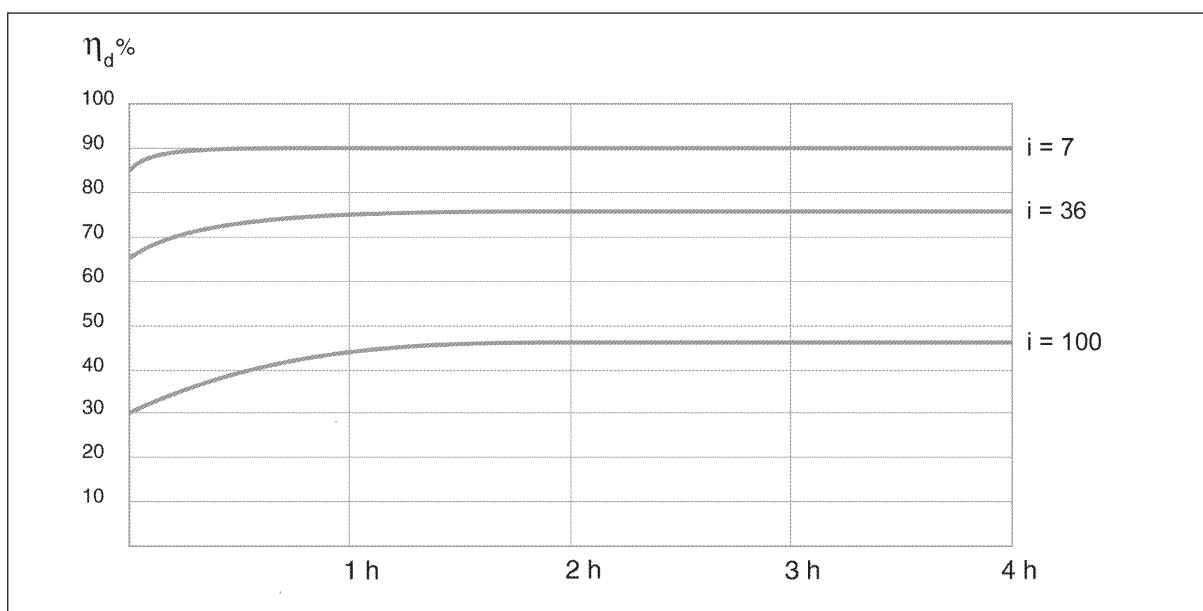
- helix angle of gearing
- driving speed
- running-in of gearing

In this connection, remember that the optimum value is reached after several hours of running-in and is reached later on in steady-state operating gearboxes as shown in the table below.

Therefore, in applications calling for intermittent duty (e.g. hoisting, drives, etc.), motor power must be adequately increased to compensate for the gearbox's low efficiency at start-up.

Torque values M_{n2} indicated in the catalogue are calculated by considering the steady-state performance of the gearboxes.

The diagram shows indicatively the time required to reach the maximum value of dynamic efficiency.

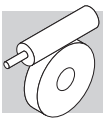


19 NON-REVERSING

Some applications may require occasionally the gearbox to be back-driven by the load through the output shaft, some others instead require the gearbox to lock and hold the load when electric power switches off.

The factor affecting reversibility of worm gears the most is the efficiency with more precisely static efficiency η_s affecting static reversibility and dynamic efficiency η_d affecting dynamic reversibility.

Generally only gear ratios $i=64$ and higher offer locking properties with the greater ratios being totally non reversible.



19.1 Static non-reversing

In this condition the gear units cannot be driven back from the output shaft, however slow running-back may still occur if the worm gears are subject to vibrations.

The theoretical condition for the static non-reversing to occur is:

$$\eta_s < 0.4 - 0.5 \quad (15)$$

the η_s value for each worm gear can be found in the respective rating chart.

The opposite situation, i.e. static reversibility applies, theoretically when:

$$\eta_s > 0.5 \quad (16)$$

19.2 Dynamic non-reversing

The load-holding capability is dependent on drive speed, dynamic efficiency and, if any, vibrations.

The result of non-reversibility is the locking of the output shaft is no longer driven. Partial or total non reversibility should be taken into consideration particularly when high inertia loads are driven, because of the considerable overloads that may apply to the gearbox.

$$\eta_d < 0.5 \quad (17)$$

Where η_d is the value for the dynamic efficiency of the gear unit in the actual operating conditions. Value can be found in the speed reducer rating chart.

The opposite condition, i.e. dynamic reversing is physically possible when:

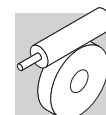
$$\eta_d > 0.5 \quad (18)$$

Table below is a guideline to the various degrees of reversibility for each drive size and gear ratio (data refer to the worm gearing only).

Values for reversibility are indicative as this may be affected by vibrations, operating temperature, lubricating conditions, gear wear, etc.



As it is virtually impossible to provide and guarantee total non reversing, we recommend the use of an external brake with sufficient capability to prevent vibrations induced starting, where these circumstances are required.



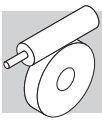
		Backdriving												
		VF				W				VF				
Static reversing	Dynamic reversing	27	30	44	49	63	75	86	110	130	150	185	210	250
yes	yes	—	—	7	7	7	7	7	7	7	7	7	7	7
yes	yes	7 10	7 10	10 14	10 14	10 12 15	10 15	10 15 20 23	10 15 20 23	10 15 20 23	10 15 20 23	10 15 20 23	10 15 20 23	10 15 20 23
uncertain	yes	15 20 30	15 20 30	20 28 35	18 24 28 36	19 24 30 38	20 25 30 40	30 40 46 56	30 40 46 56	30 40 46 56 64	30 40 46 56 64	30 40 50 60	30 40 50 60	30 40 50 60
no	low	40 60	40 60	46 60 70	45 60 70	45 64 80	50 60 80	64 80 100	64 80 100	80 100	80 100	80 100	60 80 100	80 100
no	no	70	70	100	80 100	100	100	—	—	—	—	—	—	—

20 ANGULAR BACKLASH

The following chart shows indicative values for the angular backlash at output shaft of W gear units (input blocked).








Measurement is taken with 5 Nm torque applying to output shaft.

Angular backlash (input shaft locked)		
	$\Delta\gamma$ [']	$\Delta\gamma$ [rad]
VF 30	33' ± 10'	0.00873 ± 0.00291
VF 44	25' ± 7'	0.00728 ± 0.00145
VFR 44	30' ± 10'	0.00873 ± 0.00291
VF 49	22' ± 7'	0.00728 ± 0.00145
VFR 49	30' ± 10'	0.00873 ± 0.00291
W 63	20' ± 4'	0.00582 ± 0.00145
WR 63	25' ± 5'	0.00728 ± 0.00145
W 75	18' ± 4'	0.00582 ± 0.00145
WR 75	22' ± 5'	0.00640 ± 0.00145
W 86	15' ± 4'	0.00436 ± 0.00145
WR 86	20' ± 5'	0.00582 ± 0.00145
W 110	9' ± 2'	0.00436 ± 0.00145
WR 110	18' ± 5'	0.00524 ± 0.00145
VF 130	12' ± 3'	0.00349 ± 0.00087
VFR 130	15' ± 3'	0.00436 ± 0.00087
VF 150	12' ± 3'	0.00349 ± 0.00087
VFR 150	15' ± 3'	0.00436 ± 0.00087
VF 185	10' ± 3'	0.00291 ± 0.00087
VFR 185	13' ± 3'	0.00378 ± 0.00087
VF 210	Consult factory	
VFR 210		
VF 250		
VFR 250		










21 GEARMOTOR RATING CHARTS








0.04 kW

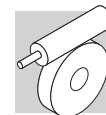
n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
19.3	9	1.0	70	600	—	—	—	VF 27_70	P27	BN27A4	109
22.5	8	1.1	60	600	—	—	—	VF 27_60	P27	BN27A4	109
34	6	1.4	40	600	—	—	—	VF 27_40	P27	BN27A4	109
45	5	1.7	30	600	—	—	—	VF 27_30	P27	BN27A4	109
68	4	2.2	20	600	—	—	—	VF 27_20	P27	BN27A4	109
90	3	2.8	15	600	—	—	—	VF 27_15	P27	BN27A4	109
135	2	3.8	10	600	—	—	—	VF 27_10	P27	BN27A4	109
193	2	5.5	7	600	—	—	—	VF 27_7	P27	BN27A4	109

0.06 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
0.59	203	1.0	2280	5000	—	—	—	VF/W 30/63_2280	P56	BN56A4	127
0.89	155	1.4	1520	5000	—	—	—	VF/W 30/63_1520	P56	BN56A4	127
1.1	122	1.7	1200	5000	—	—	—	VF/W 30/63_1200	P56	BN56A4	127
1.5	115	1.8	900	5000	—	—	—	VF/W 30/63_900	P56	BN56A4	127
1.9	113	1.9	720	5000	—	—	—	VF/W 30/63_720	P56	BN56A4	127
2.5	85	1.1	540	3450	—	—	—	VF/VF 30/49_540	P56	BN56A4	122
2.8	50	1.0	500	5000	—	—	—	VFR 44_500	S44	BN44B4	114
3.2	73	1.3	420	3450	—	—	—	VF/VF 30/49_420	P56	BN56A4	122
4.0	54	1.0	350	5000	—	—	—	VFR 44_350	S44	BN44B4	114
4.3	53	1.8	315	3450	—	—	—	VF/VF 30/49_315	P56	BN56A4	122
4.5	59	1.0	300	2500	—	—	—	VFR 44_300	S44	BN44B4	114
5.8	50	1.2	230	2500	—	—	—	VFR 44_230	S44	BN44B4	114
7.7	42	1.5	175	2500	—	—	—	VFR 44_175	S44	BN44B4	114
9.6	36	1.4	140	2500	—	—	—	VFR 44_140	S44	BN44B4	114
13.4	29	1.8	100	2500	—	—	—	VFR 44_100	S44	BN44B4	114
19.1	22	1.8	70	2500	—	—	—	VFR 44_70	S44	BN44B4	114
19.3	14	1.1	70	1600	—	—	—	VF 30_70	P56	BN56A4	110
22.5	13	1.5	60	1600	—	—	—	VF 30_60	P56	BN56A4	110
34	10	0.9	40	600	—	—	—	VF 27_40	P27	BN27B4	109
34	10	1.9	40	1650	—	—	—	VF 30_40	P56	BN56A4	110
45	8	1.1	30	600	—	—	—	VF 27_30	P27	BN27B4	109
45	8	2.4	30	1340	—	—	—	VF 30_30	P56	BN56A4	110
68	6	1.5	20	600	—	—	—	VF 27_20	P27	BN27B4	109
68	6	2.9	20	1180	—	—	—	VF 30_20	P56	BN56A4	110
90	5	1.9	15	600	—	—	—	VF 27_15	P27	BN27B4	109
90	5	3.7	15	1080	—	—	—	VF 30_15	P56	BN56A4	110
135	4	2.6	10	595	—	—	—	VF 27_10	P27	BN27B4	109
135	3	4.7	10	950	—	—	—	VF 30_10	P56	BN56A4	110
193	2	3.6	7	533	—	—	—	VF 27_7	P27	BN27B4	109
193	2	6.4	7	840	—	—	—	VF 30_7	P56	BN56A4	110

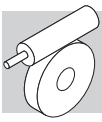
0.09 kW

n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
0.31	574	1.8	2800	8000	—	—	—	VF/W 49/110_2800	P63	BN63A6	139
0.42	579	1.0	2116	7000	—	—	—	VF/W 44/86_2116	P63	BN63A6	135
0.43	505	2.1	2070	8000	—	—	—	VF/W 49/110_2070	P63	BN63A6	139
0.48	503	1.1	1840	7000	—	—	—	VF/W 44/86_1840	P63	BN63A6	135
0.53	485	2.2	1656	8000	—	—	—	VF/W 49/110_1656	P63	BN63A6	139
0.64	377	1.5	1380	7000	—	—	—	VF/W 44/86_1380	P63	BN63A6	135
0.65	369	2.8	1350	8000	—	—	—	VF/W 49/110_1350	P63	BN63A6	139










0.09 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
0.73	363	1.1	1200	5750	—	—	—	VF/W 44/75_1200	P63	BN63A6	131
0.81	316	3.3	1080	8000	—	—	—	VF/W 49/110_1080	P63	BN63A6	139
0.89	232	0.9	1520	5000	—	—	—	VF/W 30/63_1520	P56	BN56B4	127
0.96	323	1.2	920	5750	—	—	—	VF/W 44/75_920	P63	BN63A6	131
0.96	332	1.7	920	7000	—	—	—	VF/W 44/86_920	P63	BN63A6	135
0.98	255	0.9	900	5000	—	—	—	VF/W 30/63_900	P63	BN63A6	127
1.1	183	1.1	1200	5000	—	—	—	VF/W 30/63_1200	P56	BN56B4	127
1.2	225	1.0	720	5000	—	—	—	VF/W 30/63_720	P63	BN63A6	127
1.3	267	1.5	700	5750	—	—	—	VF/W 44/75_700	P63	BN63A6	131
1.3	253	2.2	700	7000	—	—	—	VF/W 44/86_700	P63	BN63A6	135
1.5	172	1.2	900	5000	—	—	—	VF/W 30/63_900	P56	BN56B4	127
1.7	210	1.9	525	5750	—	—	—	VF/W 44/75_525	P63	BN63A6	131
1.7	200	2.8	525	7000	—	—	—	VF/W 44/86_525	P63	BN63A6	135
1.9	170	1.2	720	5000	—	—	—	VF/W 30/63_720	P56	BN56B4	127
2.2	164	2.4	400	5750	—	—	—	VF/W 44/75_400	P63	BN63A6	131
2.2	160	3.4	400	7000	—	—	—	VF/W 44/86_400	P63	BN63A6	135
2.4	145	1.4	570	5000	—	—	—	VF/W 30/63_570	P56	BN56B4	127
2.9	111	1.2	300	5000	—	—	—	WR 63_300	P63	BN63A6	126
2.9	120	1.7	300	6200	—	—	—	WR 75_300	P63	BN63A6	130
2.9	132	2.4	300	7000	—	—	—	WR 86_300	P63	BN63A6	134
3.0	117	1.8	450	5000	—	—	—	VF/W 30/63_450	P56	BN56B4	127
3.2	110	0.9	420	3450	—	—	—	VF/VF 30/49_420	P56	BN56B4	122
3.7	101	1.4	240	5000	—	—	—	WR 63_240	P63	BN63A6	126
3.7	105	2.1	240	6200	—	—	—	WR 75_240	P63	BN63A6	130
3.7	117	2.6	240	7000	—	—	—	WR 86_240	P63	BN63A6	134
4.2	84	0.9	210	3450	—	—	—	VFR 49_210	P63	BN63A6	120
4.3	80	1.2	315	3450	—	—	—	VF/VF 30/49_315	P56	BN56B4	122
4.3	84	2.5	315	5000	—	—	—	VF/W 30/63_315	P56	BN56B4	127
4.6	88	1.7	192	5000	—	—	—	WR 63_192	P63	BN63A6	126
4.9	79	0.9	180	3450	—	—	—	VFR 49_180	P63	BN63A6	120
4.9	90	3.1	180	6200	—	—	—	WR 75_180	P63	BN63A6	130
5.2	94	4.2	168	7000	—	—	—	WR 86_168	P63	BN63A6	134
5.5	62	1.0	245	2500	—	—	—	VF/VF 30/44_245	P56	BN56B4	116
6.5	66	1.2	135	3450	—	—	—	VFR 49_135	P63	BN63A6	120
6.5	71	2.5	135	5000	—	—	—	WR 63_135	P63	BN63A6	126
7.7	63	1.0	175	2900	—	—	—	VFR 44_175	S44	BN44C4	114
7.7	65	3.1	114	5000	—	—	—	WR 63_114	P63	BN63A6	126
8.1	58	1.4	108	3450	—	—	—	VFR 49_108	P63	BN63A6	120
8.8	41	1.3	100	3300	—	—	—	VF 49_100	P63	BN63A6	118
9.6	54	0.9	140	2900	—	—	—	VFR 44_140	S44	BN44C4	114
9.8	55	3.8	90	5000	—	—	—	WR 63_90	P63	BN63A6	126
10.5	48	1.9	84	3450	—	—	—	VFR 49_84	P63	BN63A6	120
11.0	37	1.6	80	3300	—	—	—	VF 49_80	P63	BN63A6	118
12.2	45	1.8	72	3450	—	—	—	VFR 49_72	P63	BN63A6	120
12.2	48	4.0	72	5000	—	—	—	WR 63_72	P63	BN63A6	126
12.6	35	1.1	70	2300	—	—	—	VF 44_70	P63	BN63A6	112
12.6	34	1.8	70	3300	—	—	—	VF 49_70	P63	BN63A6	118
13.4	43	1.2	100	2900	—	—	—	VFR 44_100	S44	BN44C4	114
14.7	32	1.4	60	2300	—	—	—	VF 44_60	P63	BN63A6	112
14.7	34	1.7	60	3300	—	—	—	VF 49_60	P63	BN63A6	118
16.3	36	2.2	54	3450	—	—	—	VFR 49_54	P63	BN63A6	120
19.1	33	1.2	70	2900	—	—	—	VFR 44_70	S44	BN44C4	114
19.1	27	1.8	46	2300	—	—	—	VF 44_46	P63	BN63A6	112
19.6	26	2.7	45	3300	—	—	—	VF 49_45	P63	BN63A6	118
21.0	30	2.8	42	3360	—	—	—	VFR 49_42	P63	BN63A6	120
22.0	22	0.9	40	1560	—	—	—	VF 30_40	P63	BN63A6	110
22.5	19	1.0	60	1600	—	—	—	VF 30_60	P56	BN56B4	110
24.4	22	3.4	36	3300	—	—	—	VF 49_36	P63	BN63A6	118
25.1	22	2.2	35	2300	—	—	—	VF 44_35	P63	BN63A6	112
29.3	18	1.2	30	1440	—	—	—	VF 30_30	P63	BN63A6	110
31	18	2.7	28	2300	—	—	—	VF 44_28	P63	BN63A6	112
34	15	1.2	40	1410	—	—	—	VF 30_40	P56	BN56B4	110
44	14	1.5	20	1230	—	—	—	VF 30_20	P63	BN63A6	110
44	14	3.1	20	2300	—	—	—	VF 44_20	P63	BN63A6	112
45	12	1.6	30	1290	—	—	—	VF 30_30	P56	BN56B4	110
59	11	1.8	15	1170	—	—	—	VF 30_15	P63	BN63A6	110
68	9	1.9	20	1140	—	—	—	VF 30_20	P56	BN56B4	110
69	9	1.0	20	600	—	—	—	VF 27_20	P27	BN27C4	109
88	8	2.3	10	1050	—	—	—	VF 30_10	P63	BN63A6	110
90	7	2.5	15	1050	—	—	—	VF 30_15	P56	BN56B4	110
92	7	1.3	15	600	—	—	—	VF 27_15	P27	BN27C4	109

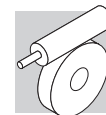


0.09 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
126	6	3.2	7	920	—	—	—	VF 30_7	P63	BN63A6	110
135	5	3.1	10	920	—	—	—	VF 30_10	P56	BN56B4	110
138	5	1.7	10	565	—	—	—	VF 27_10	P27	BN27C4	109
193	4	4.3	7	820	—	—	—	VF 30_7	P56	BN56B4	110
197	4	2.5	7	510	—	—	—	VF 27_7	P27	BN27C4	109

0.12 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
0.31	775	1.4	2800	8000	—	—	—	VF/W 49/110_2800	P63	BN63B6	139
0.47	588	1.7	2800	8000	—	—	—	VF/W 49/110_2800	P63	BN63A4	139
0.53	654	1.6	1656	8000	—	—	—	VF/W 49/110_1656	P63	BN63B6	139
0.62	518	1.0	2116	7000	—	—	—	VF/W 44/86_2116	P63	BN63A4	135
0.63	507	2.0	2070	8000	—	—	—	VF/W 49/110_2070	P63	BN63A4	139
0.71	483	1.0	1840	7000	—	—	—	VF/W 44/86_1840	P63	BN63A4	135
0.79	435	2.3	1656	8000	—	—	—	VF/W 49/110_1656	P63	BN63A4	139
0.95	386	1.3	1380	7000	—	—	—	VF/W 44/86_1380	P63	BN63A4	135
0.97	354	2.8	1350	8000	—	—	—	VF/W 49/110_1350	P63	BN63A4	139
1.2	293	3.4	1080	8000	—	—	—	VF/W 49/110_1080	P63	BN63A4	139
1.4	322	1.1	920	5750	—	—	—	VF/W 44/75_920	P63	BN63A4	131
1.4	322	1.6	920	7000	—	—	—	VF/W 44/86_920	P63	BN63A4	135
1.5	236	0.9	900	5000	—	—	—	VF/W 30/63_900	P63	BN63A4	127
1.8	233	0.9	720	5000	—	—	—	VF/W 30/63_720	P63	BN63A4	127
1.9	257	1.4	700	5750	—	—	—	VF/W 44/75_700	P63	BN63A4	131
1.9	239	2.1	700	7000	—	—	—	VF/W 44/86_700	P63	BN63A4	135
2.3	199	1.1	570	5000	—	—	—	VF/W 30/63_570	P63	BN63A4	127
2.5	202	1.8	525	5750	—	—	—	VF/W 44/75_525	P63	BN63A4	131
2.5	193	2.6	525	7000	—	—	—	VF/W 44/86_525	P63	BN63A4	135
2.9	150	0.9	300	5000	—	—	—	WR 63_300	P63	BN63B6	126
2.9	162	1.2	300	6200	—	—	—	WR 75_300	P63	BN63B6	130
2.9	178	1.7	300	7000	—	—	—	WR 86_300	P63	BN63B6	134
2.9	161	1.3	450	5000	—	—	—	VF/W 30/63_450	P63	BN63A4	127
3.3	161	2.3	400	5750	—	—	—	VF/W 44/75_400	P63	BN63A4	131
3.3	143	3.5	400	7000	—	—	—	VF/W 44/86_400	P63	BN63A4	135
3.6	136	1.0	240	5000	—	—	—	WR 63_240	P63	BN63B6	126
3.6	142	1.5	240	6200	—	—	—	WR 75_240	P63	BN63B6	130
3.6	142	1.6	240	5000	—	—	—	VF/W 30/63_240	P63	BN63B6	127
3.6	158	2.0	240	7000	—	—	—	WR 86_240	P63	BN63B6	134
4.2	110	0.9	315	3450	—	—	—	VF/VF 30/49_315	P63	BN63A4	122
4.2	116	1.8	315	5000	—	—	—	VF/W 30/63_315	P63	BN63A4	127
4.4	108	1.2	300	5000	—	—	—	WR 63_300	P63	BN63A4	126
4.4	115	1.6	300	6200	—	—	—	WR 75_300	P63	BN63A4	130
4.4	129	2.1	300	7000	—	—	—	WR 86_300	P63	BN63A4	134
4.4	134	2.8	300	5750	—	—	—	VF/W 44/75_300	P63	BN63A4	131
4.8	121	2.3	180	6200	—	—	—	WR 75_180	P63	BN63B6	130
5.2	126	3.1	168	7000	—	—	—	WR 86_168	P63	BN63B6	134
5.2	125	3.0	250	5750	—	—	—	VF/W 44/75_250	P63	BN63A4	131
5.5	94	1.0	240	3450	—	—	—	VF/VF 30/49_240	P63	BN63A4	122
5.5	97	1.4	240	5000	—	—	—	WR 63_240	P63	BN63A4	126
5.5	103	2.1	240	6200	—	—	—	WR 75_240	P63	BN63A4	130
5.5	99	2.1	240	5000	—	—	—	VF/W 30/63_240	P63	BN63A4	127
5.5	111	2.7	240	7000	—	—	—	WR 86_240	P63	BN63A4	134
5.8	109	2.9	150	6200	—	—	—	WR 75_150	P63	BN63B6	130
6.4	89	0.9	135	3300	—	—	—	VFR 49_135	P63	BN63B6	120
6.4	96	1.9	135	5000	—	—	—	WR 63_135	P63	BN63B6	126
6.8	86	1.8	192	5000	—	—	—	WR 63_192	P63	BN63A4	126
7.3	76	0.9	180	3300	—	—	—	VFR 49_180	P63	BN63A4	120
7.3	87	2.7	180	6200	—	—	—	WR 75_180	P63	BN63A4	130
8.7	55	0.9	100	3300	—	—	—	VF 49_100	P63	BN63B6	118
9.7	64	1.4	135	3450	—	—	—	VFR 49_135	P63	BN63A4	120
9.7	68	2.5	135	5000	—	—	—	WR 63_135	P63	BN63A4	126
10.9	50	1.2	80	3300	—	—	—	VF 49_80	P63	BN63B6	118
11.5	61	3.0	114	5000	—	—	—	WR 63_114	P63	BN63A4	126
12.1	55	1.5	108	3450	—	—	—	VFR 49_108	P63	BN63A4	120
13.1	41	1.2	100	3150	—	—	—	VF 49_100	P63	BN63A4	118
14.5	43	1.1	60	2300	—	—	—	VF 44_60	P63	BN63B6	112

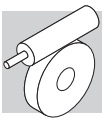


0.12 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
15.3	53	3.6	57	5000	—	—	—	WR 63_57	P63	BN63B6	126
15.6	46	1.9	84	3450	—	—	—	VFR 49_84	P63	BN63A4	120
16.4	36	1.5	80	3150	—	—	—	VF 49_80	P63	BN63A4	118
18.2	42	1.8	72	3430	—	—	—	VFR 49_72	P63	BN63A4	120
18.7	34	0.9	70	3300	—	—	—	VF 44_70	P63	BN63A4	112
18.7	33	1.7	70	3150	—	—	—	VF 49_70	P63	BN63A4	118
21.8	30	1.3	60	2300	—	—	—	VF 44_60	P63	BN63A4	112
21.8	30	1.9	60	3150	—	—	—	VF 49_60	P63	BN63A4	118
24.3	34	2.2	54	3140	—	—	—	VFR 49_54	P63	BN63A4	120
28.5	25	1.5	46	2300	—	—	—	VF 44_46	P63	BN63A4	112
29.0	24	0.9	30	1360	—	—	—	VF 30_30	P63	BN63B6	110
29.1	25	2.6	45	3040	—	—	—	VF 49_45	P63	BN63A4	118
31	27	2.9	42	2920	—	—	—	VFR 49_42	P63	BN63A4	120
33	21	0.9	40	1360	—	—	—	VF 30_40	P63	BN63A4	110
36	21	3.3	36	2830	—	—	—	VF 49_36	P63	BN63A4	118
37	21	1.9	35	2300	—	—	—	VF 44_35	P63	BN63A4	112
44	17	1.2	30	1250	—	—	—	VF 30_30	P63	BN63A4	110
47	17	2.2	28	2300	—	—	—	VF 44_28	P63	BN63A4	112
58	15	1.4	15	1130	—	—	—	VF 30_15	P63	BN63B6	110
62	14	2.7	14	2150	—	—	—	VF 44_14	P63	BN63B6	112
66	13	1.4	20	1110	—	—	—	VF 30_20	P63	BN63A4	110
66	13	2.9	20	2100	—	—	—	VF 44_20	P63	BN63A4	112
87	10	1.8	15	1020	—	—	—	VF 30_15	P63	BN63A4	110
94	10	2.9	14	1870	—	—	—	VF 44_14	P63	BN63A4	112
124	8	2.4	7	900	—	—	—	VF 30_7	P63	BN63B6	110
131	7	2.3	10	900	—	—	—	VF 30_10	P63	BN63A4	110
138	6	1.1	20	560	—	—	—	VF 27_20	P27	BN27C2	109
138	7	2.2	20	840	—	—	—	VF 30_20	P56	BN56B2	110
183	5	1.4	15	520	—	—	—	VF 27_15	P27	BN27C2	109
187	5	3.1	7	810	—	—	—	VF 30_7	P63	BN63A4	110
275	4	2.0	10	460	—	—	—	VF 27_10	P27	BN27C2	109
275	4	3.4	10	740	—	—	—	VF 30_10	P56	BN56B2	110
393	3	2.8	7	410	—	—	—	VF 27_7	P27	BN27C2	109
393	3	4.7	7	660	—	—	—	VF 30_7	P56	BN56B2	110

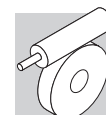
0.18 kW

n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
0.28	978	1.9	3200	13800	—	—	—	W/VF 63/130_3200	P71	BN71A6	145
0.28	1345	3.3	3200	19500	—	—	—	W/VF 86/185_3200	P71	BN71A6	157
0.31	1406	1.9	2944	16000	—	—	—	W/VF 86/150_2944	P71	BN71A6	151
0.35	1027	1.8	2560	13800	—	—	—	W/VF 63/130_2560	P71	BN71A6	145
0.35	1320	3.3	2560	19500	—	—	—	W/VF 86/185_2560	P71	BN71A6	157
0.47	875	1.1	2800	8000	—	—	—	VF/W 49/110_2800	P63	BN63B4	139
0.49	1265	2.1	1840	16000	—	—	—	W/VF 86/150_1840	P71	BN71A6	151
0.50	894	2.1	1800	13800	—	—	—	W/VF 63/130_1800	P71	BN71A6	145
0.54	949	1.1	1656	8000	—	—	—	VF/W 49/110_1656	P71	BN71A6	139
0.59	871	2.1	1520	13800	—	—	—	W/VF 63/130_1520	P71	BN71A6	145
0.64	755	1.3	2070	8000	—	—	—	VF/W 49/110_2070	P63	BN63B4	139
0.65	1054	2.6	1380	16000	—	—	—	W/VF 86/150_1380	P71	BN71A6	151
0.75	733	2.5	1200	13800	—	—	—	W/VF 63/130_1200	P71	BN71A6	145
0.80	647	1.5	1656	8000	—	—	—	VF/W 49/110_1656	P63	BN63B4	139
0.94	642	2.9	960	13800	—	—	—	W/VF 63/130_960	P71	BN71A6	145
0.98	527	1.9	1350	8000	—	—	—	VF/W 49/110_1350	P63	BN63B4	139
0.98	756	3.6	920	16000	—	—	—	W/VF 86/150_920	P71	BN71A6	151
1.2	537	3.4	760	13800	—	—	—	W/VF 63/130_760	P71	BN71A6	145
1.2	436	2.3	1080	8000	—	—	—	VF/W 49/110_1080	P63	BN63B4	139
1.4	479	1.0	920	7000	—	—	—	VF/W 44/86_920	P63	BN63B4	135
1.7	391	1.4	525	7000	—	—	—	VF/W 44/86_525	P71	BN71A6	135
1.8	375	2.7	720	8000	—	—	—	VF/W 49/110_720	P63	BN63B4	139
1.9	356	1.4	700	7000	—	—	—	VF/W 44/86_700	P63	BN63B4	135
2.3	321	1.2	400	5750	—	—	—	VF/W 44/75_400	P71	BN71A6	131
2.3	313	1.8	400	7000	—	—	—	VF/W 44/86_400	P71	BN71A6	135
2.3	344	3.1	400	8000	—	—	—	VF/W 49/110_400	P71	BN71A6	139
2.4	288	3.5	540	8000	—	—	—	VF/W 49/110_540	P63	BN63B4	139










0.18 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
2.5	301	1.2	525	5750	—	—	—	—	VF/W 44/75_525	P63	BN63B4	131
2.5	287	1.7	525	7000	—	—	—	—	VF/W 44/86_525	P63	BN63B4	135
3.0	258	1.2	300	7000	—	—	—	—	WR 86_300	P71	BN71A6	134
3.0	264	1.5	300	5750	—	—	—	—	VF/W 44/75_300	P71	BN71A6	131
3.0	275	2.1	300	8000	—	—	—	—	WR 110_300	P71	BN71A6	138
3.0	241	2.3	300	7000	—	—	—	—	VF/W 44/86_300	P71	BN71A6	135
3.0	269	3.9	300	8000	—	—	—	—	VF/W 49/110_300	P71	BN71A6	139
3.3	240	1.5	400	5750	—	—	—	—	VF/W 44/75_400	P63	BN63B4	131
3.3	214	2.3	400	7000	—	—	—	—	VF/W 44/86_400	P63	BN63B4	135
3.8	206	1.1	240	6200	—	—	—	—	WR 75_240	P71	BN71A6	130
3.8	229	1.4	240	7000	—	—	—	—	WR 86_240	P71	BN71A6	134
3.8	243	2.4	240	8000	—	—	—	—	WR 110_240	P71	BN71A6	138
3.9	233	2.4	230	7000	—	—	—	—	VF/W 44/86_230	P71	BN71A6	135
4.2	172	1.2	315	5000	—	—	—	—	VF/W 30/63_315	P63	BN63B4	127
4.4	172	1.0	300	6200	—	—	—	—	WR 75_300	P63	BN63B4	130
4.4	191	1.4	300	7000	—	—	—	—	WR 86_300	P63	BN63B4	134
4.4	199	1.9	300	5750	—	—	—	—	VF/W 44/75_300	P63	BN63B4	131
4.4	176	2.8	300	7000	—	—	—	—	VF/W 44/86_300	P63	BN63B4	135
4.7	202	1.9	192	7000	—	—	—	—	WR 86_192	P71	BN71A6	134
5.0	175	1.6	180	6200	—	—	—	—	WR 75_180	P71	BN71A6	130
5.3	186	2.0	250	5750	—	—	—	—	VF/W 44/75_250	P63	BN63B4	131
5.4	183	2.1	168	7000	—	—	—	—	WR 86_168	P71	BN71A6	134
5.5	144	0.9	240	5000	—	—	—	—	WR 63_240	P63	BN63B4	126
5.5	153	1.4	240	6200	—	—	—	—	WR 75_240	P63	BN63B4	130
5.5	147	1.4	240	5000	—	—	—	—	VF/W 30/63_240	P63	BN63B4	127
5.5	166	1.8	240	7000	—	—	—	—	WR 86_240	P63	BN63B4	134
5.7	162	3.1	230	7000	—	—	—	—	VF/W 44/86_230	P63	BN63B4	135
6.0	158	2.0	150	6200	—	—	—	—	WR 75_150	P71	BN71A6	130
6.5	161	2.7	138	7000	—	—	—	—	WR 86_138	P71	BN71A6	134
6.9	128	1.2	192	5000	—	—	—	—	WR 63_192	P63	BN63B4	126
6.9	145	2.3	192	7000	—	—	—	—	WR 86_192	P63	BN63B4	134
7.3	129	1.8	180	6200	—	—	—	—	WR 75_180	P63	BN63B4	130
7.5	138	2.4	120	6200	—	—	—	—	WR 75_120	P71	BN71A6	130
7.9	131	2.7	168	7000	—	—	—	—	WR 86_168	P63	BN63B4	134
7.9	126	1.6	114	5000	—	—	—	—	WR 63_114	P71	BN71A6	126
8.8	113	2.3	150	6200	—	—	—	—	WR 75_150	P63	BN63B4	130
9.0	88	1.4	100	5000	W 63_100	S1	M1SC6	124	W 63_100	P71	BN71A6	125
9.0	96	1.7	100	6200	W 75_100	S1	M1SC6	128	W 75_100	P71	BN71A6	129
9.0	105	2.4	100	7000	W 86_100	S1	M1SC6	132	W 86_100	P71	BN71A6	133
9.8	102	1.7	135	5000	—	—	—	—	WR 63_135	P63	BN63B4	126
10.0	107	1.9	90	5000	—	—	—	—	WR 63_90	P71	BN71A6	126
11.0	98	3.1	120	6200	—	—	—	—	WR 75_120	P63	BN63B4	130
11.3	79	1.6	80	5000	W 63_80	S1	M1SC6	124	W 63_80	P71	BN71A6	125
11.3	83	2.4	80	6200	W 75_80	S1	M1SC6	128	W 75_80	P71	BN71A6	129
11.3	90	3.1	80	7000	W 86_80	S1	M1SC6	132	W 86_80	P71	BN71A6	133
11.6	91	2.0	114	5000	—	—	—	—	WR 63_114	P63	BN63B4	126
12.0	100	3.3	75	6200	—	—	—	—	WR 75_75	P71	BN71A6	130
12.2	82	1.0	108	3450	—	—	—	—	VFR 49_108	P63	BN63B4	120
14.7	75	2.5	90	5000	—	—	—	—	WR 63_90	P63	BN63B4	126
15.0	61	1.1	60	3000	—	—	—	—	VF 49_60	P71	BN71A6	118
15.0	60	1.1	180	3300	—	—	—	—	VFR 49_180	P63	BN63A2	120
15.7	68	1.3	84	3420	—	—	—	—	VFR 49_84	P63	BN63B4	120
16.5	54	1.0	80	3150	—	—	—	—	VF 49_80	P63	BN63B4	118
18.3	63	1.2	72	3270	—	—	—	—	VFR 49_72	P63	BN63B4	120
18.3	66	2.8	72	5000	—	—	—	—	WR 63_72	P63	BN63B4	126
18.9	49	1.1	70	3150	—	—	—	—	VF 49_70	P63	BN63B4	118
20.0	50	1.4	135	3280	—	—	—	—	VFR 49_135	P63	BN63A2	120
20.0	54	2.9	45	5000	W63_45	S1	M1SC6	124	W 63_45	P71	BN71A6	125
22.0	45	0.9	60	2300	—	—	—	112	VF 44_60	P63	BN63B4	112
22.0	45	1.3	60	3150	—	—	—	—	VF 49_60	P63	BN63B4	118
23.2	54	3.3	57	4910	—	—	—	—	WR 63_57	P63	BN63B4	126
24.4	50	1.5	54	3010	—	—	—	—	VFR 49_54	P63	BN63B4	120
28.7	38	1.0	46	2500	—	—	—	—	VF 44_46	P63	BN63B4	112
29.3	37	1.8	45	2300	—	—	—	—	VF 49_45	P63	BN63B4	118
31	40	1.9	42	2810	—	—	—	—	VFR 49_42	P63	BN63B4	120
32	36	1.4	28	2290	—	—	—	—	VF 44_28	P71	BN71A6	112
37	31	2.2	36	2760	—	—	—	—	VF 49_36	P63	BN63B4	118
38	31	1.3	35	2430	—	—	—	—	VF 44_35	P63	BN63B4	112
47	26	1.5	28	2270	—	—	—	—	VF 44_28	P63	BN63B4	112

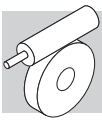


0.18 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
47	26	2.9	28	2560	—	—	—	VF 49_28	P63	BN63B4	118
55	23	2.7	24	2430	—	—	—	VF 49_24	P63	BN63B4	118
66	19	0.9	20	1040	—	—	—	VF 30_20	P63	BN63B4	110
66	20	1.9	20	2040	—	—	—	VF 44_20	P63	BN63B4	112
73	18	3.2	18	2230	—	—	—	VF 49_18	P63	BN63B4	118
77	16	1.8	35	1970	—	—	—	VF 44_35	P63	BN63A2	112
88	15	1.2	15	960	—	—	—	VF 30_15	P63	BN63B4	110
94	15	2.0	14	1830	—	—	—	VF 44_14	P63	BN63B4	112
132	11	1.5	10	860	—	—	—	VF 30_10	P63	BN63B4	110
132	11	2.7	10	1640	—	—	—	VF 44_10	P63	BN63B4	112
189	8	2.1	7	770	—	—	—	VF 30_7	P63	BN63B4	110
193	7	2.9	14	1470	—	—	—	VF 44_14	P63	BN63A2	112
270	5	2.2	10	710	—	—	—	VF 30_10	P63	BN63A2	110
386	4	3.1	7	640	—	—	—	VF 30_7	P63	BN63A2	110

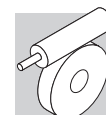
0.25 kW

n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
0.28	1358	1.4	3200	13800	—	—	—	W/VF 63/130_3200	P71	BN71B6	145
0.28	1868	2.4	3200	19500	—	—	—	W/VF 86/185_3200	P71	BN71B6	157
0.31	1952	1.4	2944	16000	—	—	—	W/VF 86/150_2944	P71	BN71B6	151
0.43	945	1.9	3200	13800	—	—	—	W/VF 63/130_3200	P71	BN71A4	145
0.43	1334	3.1	3200	19500	—	—	—	W/VF 86/185_3200	P71	BN71A4	157
0.47	1380	1.9	2944	16000	—	—	—	W/VF 86/150_2944	P71	BN71A4	151
0.49	1562	2.8	1840	19500	—	—	—	W/VF 86/185_1840	P71	BN71B6	157
0.54	1022	1.8	2560	13800	—	—	—	W/VF 63/130_2560	P71	BN71A4	145
0.54	1289	3.3	2560	19500	—	—	—	W/VF 86/185_2560	P71	BN71A4	157
0.65	1464	1.8	1380	16000	—	—	—	W/VF 86/150_1380	P71	BN71B6	151
0.66	1006	1.0	2070	8000	—	—	—	VF/W 49/110_2070	P71	BN71A4	139
0.75	1214	2.1	1840	16000	—	—	—	W/VF 86/150_1840	P71	BN71A4	151
0.75	1019	1.8	1200	13800	—	—	—	W/VF 63/130_1200	P71	BN71B6	145
0.76	875	2.1	1800	13800	—	—	—	W/VF 63/130_1800	P71	BN71A4	145
0.83	863	1.2	1656	8000	—	—	—	VF/W 49/110_1656	P71	BN71A4	139
0.90	845	2.1	1520	13800	—	—	—	W/VF 63/130_1520	P71	BN71A4	145
0.98	1049	2.6	920	16000	—	—	—	W/VF 86/150_920	P71	BN71B6	151
1.0	1006	2.6	1380	16000	—	—	—	W/VF 86/150_1380	P71	BN71A4	151
1.0	703	1.4	1350	8000	—	—	—	VF/W 49/110_1350	P71	BN71A4	139
1.1	708	2.5	1200	13800	—	—	—	W/VF 63/130_1200	P71	BN71A4	145
1.2	746	2.5	760	13800	—	—	—	W/VF 63/130_760	P71	BN71B6	145
1.3	581	1.7	1080	8000	—	—	—	VF/W 49/110_1080	P71	BN71A4	139
1.3	860	3.1	690	16000	—	—	—	W/VF 86/150_690	P71	BN71B6	151
1.4	617	2.9	960	13800	—	—	—	W/VF 63/130_960	P71	BN71A4	145
1.7	544	1.9	540	8000	—	—	—	VF/W 49/110_540	P71	BN71B6	139
1.7	543	1.0	525	7000	—	—	—	VF/W 44/86_525	P71	BN71B6	135
1.8	515	3.5	760	13800	—	—	—	W/VF 63/130_760	P71	BN71A4	145
1.9	500	2.0	720	8000	—	—	—	VF/W 49/110_720	P71	BN71A4	139
2.0	474	1.1	700	7000	—	—	—	VF/W 44/86_700	P71	BN71A4	135
2.5	384	2.6	540	8000	—	—	—	VF/W 49/110_540	P71	BN71A4	139
2.6	383	1.3	525	7000	—	—	—	VF/W 44/86_525	P71	BN71A4	135
3.0	366	1.1	300	5750	—	—	—	VF/W 44/75_300	P71	BN71B6	131
3.0	382	1.5	300	8000	—	—	—	WR 110_300	P71	BN71B6	138
3.0	374	2.8	300	8000	—	—	—	VF/W 49/110_300	P71	BN71B6	139
3.4	319	1.2	400	5750	—	—	—	VF/W 44/75_400	P71	BN71A4	131
3.4	285	1.8	400	7000	—	—	—	VF/W 44/86_400	P71	BN71A4	135
3.4	313	3.2	400	8000	—	—	—	VF/W 49/110_400	P71	BN71A4	139
3.8	318	1.0	240	7000	—	—	—	WR 86_240	P71	BN71B6	134
3.8	337	1.7	240	8000	—	—	—	WR 110_240	P71	BN71B6	138
3.9	323	1.7	230	7000	—	—	—	VF/W 44/86_230	P71	BN71B6	135
3.9	311	3.4	230	8000	—	—	—	VF/W 49/110_230	P71	BN71B6	139
4.6	255	1.1	300	7000	—	—	—	WR 86_300	P71	BN71A4	134
4.6	266	1.4	300	5750	—	—	—	VF/W 44/75_300	P71	BN71A4	131
4.6	266	2.1	300	8000	—	—	—	WR 110_300	P71	BN71A4	138
4.6	234	2.1	300	7000	—	—	—	VF/W 44/86_300	P71	BN71A4	135
4.7	280	1.4	192	7000	—	—	—	WR 86_192	P71	BN71B6	134



0.25 kW

n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
5.5	247	1.5	250	5750	—	—	—	—	VF/W 44/75_250	P71	BN71A4	131
5.7	204	1.1	240	6200	—	—	—	—	WR 75_240	P71	BN71A4	130
5.7	221	1.4	240	7000	—	—	—	—	WR 86_240	P71	BN71A4	134
5.7	233	2.4	240	8000	—	—	—	—	WR 110_240	P71	BN71A4	138
6.0	216	2.3	230	7000	—	—	—	—	VF/W 44/86_230	P71	BN71A4	135
6.0	219	1.4	150	6200	—	—	—	—	WR 75_150	P71	BN71B6	130
6.7	193	0.9	135	5000	—	—	—	—	WR 63_135	P71	BN71B6	126
7.2	193	1.7	192	7000	—	—	—	—	WR 86_192	P71	BN71A4	134
7.2	200	3.1	192	8000	—	—	—	—	WR 110_192	P71	BN71A4	138
7.6	172	1.4	180	6200	—	—	—	—	WR 75_180	P71	BN71A4	130
7.9	175	1.1	114	5000	—	—	—	—	WR 63_114	P71	BN71B6	126
8.2	175	2.0	168	7000	—	—	—	—	WR 86_168	P71	BN71A4	134
9.0	122	1.0	100	5000	W 63_100	S1	M1SD6	124	—	—	—	—
9.0	133	1.2	100	6200	W 75_100	S1	M1SD6	128	W 75_100	P71	BN71B6	129
9.0	146	1.7	100	7000	W 86_100	S1	M1SD6	132	W 86_100	P71	BN71B6	133
9.2	151	1.7	150	6200	—	—	—	—	WR 75_150	P71	BN71A4	130
10.0	151	2.7	138	7000	—	—	—	—	WR 86_138	P71	BN71A4	134
10.0	160	2.3	90	6200	—	—	—	—	WR 75_90	P71	BN71B6	130
10.2	136	1.3	135	5000	—	—	—	—	WR 63_135	P71	BN71A4	126
11.3	110	1.1	80	5000	W 63_80	S1	M1SD6	124	—	—	—	—
11.3	115	1.7	80	6200	W 75_80	S1	M1SD6	128	W 75_80	P71	BN71B6	129
11.3	125	2.2	80	7000	W 86_80	S1	M1SD6	132	W 86_80	P71	BN71B6	133
11.5	131	2.3	120	6200	—	—	—	—	WR 75_120	P71	BN71A4	130
11.5	138	2.8	120	7000	—	—	—	—	WR 86_120	P71	BN71A4	134
12.1	121	1.5	114	5000	—	—	—	—	WR 63_114	P71	BN71A4	126
13.8	89	1.3	100	5000	—	—	—	—	W 63_100	P71	BN71A4	125
13.8	96	1.6	100	6200	—	—	—	—	W 75_100	P71	BN71A4	129
13.8	102	2.2	100	7000	—	—	—	—	W 86_100	P71	BN71A4	133
15.3	100	1.9	90	5000	—	—	—	—	WR 63_90	P71	BN71A4	126
15.3	108	3.0	90	6200	—	—	—	—	WR 75_90	P71	BN71A4	130
17.2	78	1.5	80	5000	—	—	—	—	W 63_80	P71	BN71A4	125
17.2	82	2.2	80	6200	—	—	—	—	W 75_80	P71	BN71A4	129
17.2	89	2.9	80	7000	—	—	—	—	W 86_80	P71	BN71A4	133
18.3	95	3.1	75	6200	—	—	—	—	WR 75_75	P71	BN71A4	130
19.1	88	2.1	72	5000	—	—	—	—	WR 63_72	P71	BN71A4	126
20.0	70	1.0	45	3150	—	—	—	—	—	—	—	—
21.5	68	1.8	64	5000	—	—	—	—	W 63_64	P71	BN71A4	125
22.0	63	0.9	60	3150	—	—	—	—	—	—	—	—
22.9	68	3.0	60	6200	—	—	—	—	W 75_60	P71	BN71A4	129
24.1	72	2.5	57	4780	—	—	—	—	WR 63_57	P71	BN71A4	126
29.3	51	1.3	45	2850	—	—	—	—	—	—	—	—
31	52	2.8	45	4550	—	—	—	—	W 63_45	P71	BN71A4	125
31	59	3.0	45	4460	—	—	—	—	WR 63_45	P71	BN71A4	126
32	50	1.0	28	2300	—	—	—	—	VF 44_28	P71	BN71B6	112
36	46	3.4	38	4320	—	—	—	—	W 63_38	P71	BN71A4	125
37	44	1.6	36	2670	—	—	—	—	VF 49_36	P71	BN71A4	118
38	43	0.9	35	2300	—	—	—	—	VF 44_35	P71	BN71A4	112
38	49	3.3	36	4160	—	—	—	—	WR 63_36	P71	BN71A4	126
45	39	1.1	20	2190	—	—	—	—	VF 44_20	P71	BN71B6	112
47	36	1.1	28	2190	—	—	—	—	VF 44_28	P71	BN71A4	112
47	36	2.1	28	2480	—	—	—	—	VF 49_28	P71	BN71A4	118
55	33	1.9	24	2360	—	—	—	—	VF 49_24	P71	BN71A4	118
64	29	1.3	14	1980	—	—	—	—	VF 44_14	P71	BN71B6	112
64	29	2.5	14	2260	—	—	—	—	VF 49_14	P71	BN71B6	118
66	28	1.4	20	1970	—	—	—	—	VF 44_20	P71	BN71A4	112
73	25	2.3	18	2170	—	—	—	—	VF 49_18	P71	BN71A4	118
77	23	1.3	35	1930	—	—	—	—	VF 44_35	P63	BN63B2	112
90	22	1.8	10	1780	—	—	—	—	VF 44_10	P71	BN71B6	112
90	22	2.9	10	2040	—	—	—	—	VF 49_10	P71	BN71B6	118
94	21	1.4	14	1770	—	—	—	—	VF 44_14	P71	BN71A4	112
94	21	3.2	14	2010	—	—	—	—	VF 49_14	P71	BN71A4	118
113	17	2.8	24	1930	—	—	—	—	VF 49_24	P63	BN63B2	118
129	16	2.5	7	1590	—	—	—	—	VF 44_7	P71	BN71B6	112
132	15	1.9	10	1590	—	—	—	—	VF 44_10	P71	BN71A4	112
135	14	1.0	20	840	—	—	—	—	VF 30_20	P63	BN63B2	110
180	11	1.3	15	780	—	—	—	—	VF 30_15	P63	BN63B2	110
189	11	2.7	7	1420	—	—	—	—	VF 44_7	P71	BN71A4	112
270	8	1.6	10	690	—	—	—	—	VF 30_10	P63	BN63B2	110

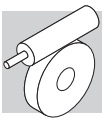


0.25 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N				IEC		
270	8	2.9	10	1300	—		VF 44_10	P63	BN63B2	112
386	5	2.2	7	620	—		VF 30_7	P63	BN63B2	110

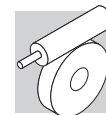
0.37 kW

n ₂ min-1	M ₂ Nm	S	i	R _{n2} N				IEC		
0.28	2734	1.6	3200	19500	—		W/VF 86/185_3200	P80	BN80A6	157
0.31	2858	0.9	2944	16000	—		W/VF 86/150_2944	P80	BN80A6	151
0.36	2684	1.6	2560	19500	—		W/VF 86/185_2560	P80	BN80A6	157
0.43	1403	1.3	3200	13800	—		W/VF 63/130_3200	P71	BN71B4	145
0.43	1981	2.1	3200	19500	—		W/VF 86/185_3200	P71	BN71B4	157
0.47	2050	1.3	2944	16000	—		W/VF 86/150_2944	P71	BN71B4	151
0.54	1519	1.2	2560	13800	—		W/VF 63/130_2560	P71	BN71B4	145
0.54	1915	2.2	2560	19500	—		W/VF 86/185_2560	P71	BN71B4	157
0.60	1771	1.0	1520	13800	—		W/VF 63/130_1520	P80	BN80A6	145
0.66	2143	1.3	1380	16000	—		W/VF 86/150_1380	P80	BN80A6	151
0.74	1803	1.4	1840	16000	—		W/VF 86/150_1840	P71	BN71B4	151
0.74	1614	2.6	1840	19500	—		W/VF 86/185_1840	P71	BN71B4	157
0.76	1300	1.4	1800	13800	—		W/VF 63/130_1800	P71	BN71B4	145
0.86	1444	2.9	1600	19500	—		W/VF 86/185_1600	P71	BN71B4	157
0.90	1255	1.4	1520	13800	—		W/VF 63/130_1520	P71	BN71B4	145
0.99	1357	3.2	920	19500	—		W/VF 86/185_920	P80	BN80A6	157
0.99	1495	1.7	1380	16000	—		W/VF 86/150_1380	P71	BN71B4	151
1.0	1045	1.0	1350	8000	—		VF/W 49/110_1350	P71	BN71B4	139
1.1	1052	1.7	1200	13800	—		W/VF 63/130_1200	P71	BN71B4	145
1.3	864	1.2	1080	8000	—		VF/W 49/110_1080	P71	BN71B4	139
1.3	1259	2.1	690	16000	—		W/VF 86/150_690	P80	BN80A6	151
1.4	916	2.0	960	13800	—		W/VF 63/130_960	P71	BN71B4	145
1.5	1068	2.4	920	16000	—		W/VF 86/150_920	P71	BN71B4	151
1.7	797	1.3	540	8000	—		VF/W 49/110_540	P80	BN80A6	139
1.7	1068	2.5	529	16000	—		W/VF 86/150_529	P80	BN80A6	151
1.8	764	2.4	760	13800	—		W/VF 63/130_760	P71	BN71B4	145
1.9	743	1.3	720	8000	—		VF/W 49/110_720	P71	BN71B4	139
2.0	890	2.9	690	16000	—		W/VF 86/150_690	P71	BN71B4	151
2.3	619	2.9	600	13800	—		W/VF 63/130_600	P71	BN71B4	145
2.5	571	1.8	540	8000	—		VF/W 49/110_540	P71	BN71B4	139
2.6	750	3.5	529	16000	—		W/VF 86/150_529	P71	BN71B4	151
3.0	559	1.0	300	8000	—		WR 110_300	P80	BN80A6	138
3.0	571	1.8	300	13800	—		VFR 130_300	P80	BN80A6	142
3.0	547	1.9	300	8000	—		VF/W 49/110_300	P80	BN80A6	139
3.4	423	1.2	400	7000	—		VF/W 44/86_400	P71	BN71B4	135
3.4	464	2.2	400	8000	—		VF/W 49/110_400	P71	BN71B4	139
3.8	494	1.2	240	8000	—		WR 110_240	P80	BN80A6	138
3.8	503	2.4	240	13800	—		VFR 130_240	P80	BN80A6	142
4.0	455	2.3	230	8000	—		VF/W 49/110_230	P80	BN80A6	139
4.6	395	1.4	300	8000	—		WR 110_300	P71	BN71B4	138
4.6	348	1.4	300	7000	—		VF/W 44/86_300	P71	BN71B4	135
4.6	371	2.7	300	8000	—		VF/W 49/110_300	P71	BN71B4	139
4.7	410	1.0	192	7000	—		WR 86_192	P80	BN80A6	134
4.7	425	1.6	192	8000	—		WR 110_192	P80	BN80A6	138
4.7	432	3.0	192	13800	—		VFR 130_192	P80	BN80A6	142
5.4	372	1.0	168	7000	—		WR 86_168	P80	BN80A6	134
5.4	391	2.0	168	8000	—		WR 110_168	P80	BN80A6	138
5.4	391	3.4	168	13800	—		VFR 130_168	P80	BN80A6	142
5.7	328	0.9	240	7000	—		WR 86_240	P71	BN71B4	134
5.7	347	1.6	240	8000	—		WR 110_240	P71	BN71B4	138
6.0	320	1.6	230	7000	—		VF/W 44/86_230	P71	BN71B4	135
6.0	308	3.2	230	8000	—		VF/W 49/110_230	P71	BN71B4	139
6.1	320	1.0	150	6200	—		WR 75_150	P80	BN80A6	130
6.6	327	1.3	138	7000	—		WR 86_138	P80	BN80A6	134
6.6	338	2.4	138	8000	—		WR 110_138	P80	BN80A6	138










0.37 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
7.1	287	1.1	192	7000	—	—	—	—	WR 86_192	P71	BN71B4	134
7.1	297	2.1	192	8000	—	—	—	—	WR 110_192	P71	BN71B4	138
7.6	294	1.5	120	7000	—	—	—	—	WR 86_120	P80	BN80A6	134
7.6	303	2.9	120	8000	—	—	—	—	WR 110_120	P80	BN80A6	138
7.6	255	0.9	180	6200	—	—	—	—	WR 75_180	P71	BN71B4	130
8.2	260	1.4	168	7000	—	—	—	—	WR 86_168	P71	BN71B4	134
8.2	273	2.6	168	8000	—	—	—	—	WR 110_168	P71	BN71B4	138
9.1	214	1.2	100	7000	W 86_100	S1	M1LA6	132	W 86_100	P80	BN80A6	133
9.1	224	1.2	150	6200	—	—	—	—	WR 75_150	P71	BN71B4	130
9.9	224	1.8	138	7000	—	—	—	—	WR 86_138	P71	BN71B4	134
9.9	235	3.0	138	8000	—	—	—	—	WR 110_138	P71	BN71B4	138
10.1	234	1.6	90	6200	—	—	—	—	WR 75_90	P80	BN80A6	130
11.4	168	1.2	80	6200	W 75_80	S1	M1LA6	128	W 75_80	P80	BN80A6	129
11.4	183	1.5	80	7000	W 86_80	S1	M1LA6	132	W 86_80	P80	BN80A6	133
11.4	195	1.6	120	6200	—	—	—	—	WR 75_120	P71	BN71B4	130
11.4	204	1.9	120	7000	—	—	—	—	WR 86_120	P71	BN71B4	134
12.0	179	1.0	114	5000	—	—	—	—	WR 63_114	P71	BN71B4	126
12.1	204	1.6	75	6200	—	—	—	—	WR 75_75	P80	BN80A6	130
13.2	196	2.0	69	7000	—	—	—	—	WR 86_69	P80	BN80A6	134
13.7	142	1.1	100	6200	W 75_100	S1	M1SD4	128	W 75_100	P71	BN71B4	129
13.7	152	1.5	100	7000	W 86_100	S1	M1SD4	132	W 86_100	P71	BN71B4	133
14.2	139	1.0	64	5000	W 63_64	S1	M1LA6	124	W 63_64	P80	BN80A6	125
15.2	140	1.5	60	6200	W 75_60	S1	M1LA6	128	W 75_60	P80	BN80A6	129
15.2	149	1.3	90	5000	—	—	—	—	WR 63_90	P71	BN71B4	126
15.2	160	2.0	90	6200	—	—	—	—	WR 75_90	P71	BN71B4	130
15.2	156	2.8	90	7000	—	—	—	—	WR 86_90	P71	BN71B4	134
16.3	144	2.3	56	7000	W 86_56	S1	M1LA6	132	W 86_56	P80	BN80A6	133
17.1	116	1.0	80	5000	W 63_80	S1	M1SD4	124	W 63_80	P71	BN71B4	125
17.1	122	1.5	80	6200	W 75_80	S1	M1SD4	128	W 75_80	P71	BN71B4	129
17.1	132	1.9	80	7000	W 86_80	S1	M1SD4	132	W 86_80	P71	BN71B4	133
18.3	141	2.1	75	6200	—	—	—	—	WR 75_75	P71	BN71B4	130
19.0	130	1.4	72	4830	—	—	—	—	WR 63_72	P71	BN71B4	126
19.9	133	2.8	69	7000	—	—	—	—	WR 86_69	P71	BN71B4	134
20.2	136	2.6	45	6200	—	—	—	—	WR 75_45	P80	BN80A6	130
21.4	101	1.2	64	4870	W 63_64	S1	M1SD4	124	W 63_64	P71	BN71B4	125
21.4	112	2.5	64	7000	W 86_64	S1	M1SD4	132	W 86_64	P71	BN71B4	133
22.8	101	2.0	60	6200	W 75_60	S1	M1SD4	128	W 75_60	P71	BN71B4	129
22.8	119	2.5	60	6200	—	—	—	—	WR 75_60	P71	BN71B4	130
22.8	119	3.2	60	7000	—	—	—	—	WR 86_60	P71	BN71B4	134
24.0	107	1.7	57	4540	—	—	—	—	WR 63_57	P71	BN71B4	126
24.5	101	3.0	56	7000	W 86_56	S1	M1SD4	132	W 86_56	P71	BN71B4	133
27.4	88	2.5	50	6200	W 75_50	S1	M1SD4	128	W 75_50	P71	BN71B4	129
30	73	0.9	45	2680	—	—	—	—	VF 49_45	P71	BN71B4	118
30	78	1.9	45	4400	W 63_45	S1	M1SD4	124	W 63_45	P71	BN71B4	125
30	88	2.0	45	4250	—	—	—	—	WR 63_45	P71	BN71B4	126
30	93	3.2	45	5885	—	—	—	—	WR 75_45	P71	BN71B4	130
34	74	3.4	40	5820	W 75_40	S1	M1SD4	128	W 75_40	P71	BN71B4	129
36	69	2.3	38	4180	W 63_38	S1	M1SD4	124	W 63_38	P71	BN71B4	125
38	62	1.1	36	2530	—	—	—	—	VF 49_36	P71	BN71B4	118
38	73	2.2	36	3980	—	—	—	—	WR 63_36	P71	BN71B4	126
46	57	2.8	30	3900	W 63_30	S1	M1SD4	124	W 63_30	P71	BN71B4	125
49	51	1.4	28	2360	—	—	—	—	VF 49_28	P71	BN71B4	118
57	46	1.4	24	2250	—	—	—	—	VF 49_24	P71	BN71B4	118
57	48	3.2	24	3650	W 63_24	S1	M1SD4	124	W 63_24	P71	BN71B4	125
65	42	1.7	14	1940	—	—	—	—	VF 49_14	P80	BN80A6	118
69	40	1.0	20	1870	—	—	—	—	VF 44_20	P71	BN71B4	112
72	40	3.8	19	3400	W 63_19	S1	M1SD4	124	W 63_19	P71	BN71B4	125
76	36	1.6	18	2080	—	—	—	—	VF 49_18	P71	BN71B4	118
79	33	0.9	35	1860	—	—	—	—	VF 44_35	P71	BN71A2	112
91	32	2.0	10	1930	—	—	—	—	VF 49_10	P80	BN80A6	118
98	29	1.0	14	1690	—	—	—	—	VF 44_14	P71	BN71B4	112
98	29	2.2	14	1940	—	—	—	—	VF 49_14	P71	BN71B4	118
117	24	2.0	24	1880	—	—	—	—	VF 49_24	P71	BN71A2	118
137	22	1.3	10	1520	—	—	—	—	VF 44_10	P71	BN71B4	112
137	22	2.7	10	1750	—	—	—	—	VF 49_10	P71	BN71B4	118

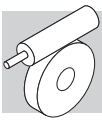


0.37 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
138	21	1.4	20	1570	—	—	—	VF 44_20	P71	BN71A2	112
153	19	2.3	18	1720	—	—	—	VF 49_18	P71	BN71A2	118
196	16	1.9	7	1360	—	—	—	VF 44_7	P71	BN71B4	112
196	16	3.5	7	1570	—	—	—	VF 49_7	P71	BN71B4	118
275	11	2.0	10	1260	—	—	—	VF 44_10	P71	BN71A2	112
393	8	2.8	7	1120	—	—	—	VF 44_7	P71	BN71A2	112

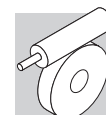
0.55 kW

n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
0.29	4019	1.1	3200	19500	—	—	—	W/VF 86/185_3200	P80	BN80B6	157
0.36	3946	1.1	2560	19500	—	—	—	W/VF 86/185_2560	P80	BN80B6	157
0.43	2902	1.4	3200	19500	—	—	—	W/VF 86/185_3200	P80	BN80A4	157
0.47	3004	0.9	2944	16000	—	—	—	W/VF 86/150_2944	P80	BN80A4	151
0.50	3362	1.3	1840	19500	—	—	—	W/VF 86/185_1840	P80	BN80B6	157
0.54	2805	1.5	2560	19500	—	—	—	W/VF 86/185_2560	P80	BN80A4	157
0.76	2642	1.0	1840	16000	—	—	—	W/VF 86/150_1840	P80	BN80A4	151
0.76	2364	1.8	1840	19500	—	—	—	W/VF 86/185_1840	P80	BN80A4	157
0.77	1905	0.9	1800	13800	—	—	—	W/VF 63/130_1800	P80	BN80A4	145
0.87	2116	2.0	1600	19500	—	—	—	W/VF 86/185_1600	P80	BN80A4	157
0.91	1838	1.0	1520	13800	—	—	—	W/VF 63/130_1520	P80	BN80A4	145
1.0	1996	2.2	920	19500	—	—	—	W/VF 86/185_920	P80	BN80B6	157
1.0	2190	1.2	1380	16000	—	—	—	W/VF 86/150_1380	P80	BN80A4	151
1.2	1542	1.2	1200	13800	—	—	—	W/VF 63/130_1200	P80	BN80A4	145
1.2	1542	2.7	1200	19500	—	—	—	W/VF 86/185_1200	P80	BN80A4	157
1.3	1852	1.5	690	16000	—	—	—	W/VF 86/150_690	P80	BN80B6	151
1.4	1342	1.3	960	13800	—	—	—	W/VF 63/130_960	P80	BN80A4	145
1.5	1564	1.7	920	16000	—	—	—	W/VF 86/150_920	P80	BN80A4	151
1.5	1460	2.9	920	19500	—	—	—	W/VF 86/185_920	P80	BN80A4	157
1.5	1473	3.0	600	19500	—	—	—	W/VF 86/185_600	P80	BN80B6	157
1.7	1300	3.2	800	19500	—	—	—	W/VF 86/185_800	P80	BN80A4	157
1.7	1570	1.7	529	16000	—	—	—	W/VF 86/150_529	P80	BN80B6	151
1.8	1120	1.6	760	13800	—	—	—	W/VF 63/130_760	P80	BN80A4	145
2.0	1304	2.0	690	16000	—	—	—	W/VF 86/150_690	P80	BN80A4	151
2.3	1028	1.0	400	8000	—	—	—	VF/W 49/110_400	P80	BN80B6	139
2.3	907	2.0	600	13800	—	—	—	W/VF 63/130_600	P80	BN80A4	145
2.6	837	1.2	540	8000	—	—	—	VF/W 49/110_540	P80	BN80A4	139
2.6	1099	2.4	529	16000	—	—	—	W/VF 86/150_529	P80	BN80A4	151
3.0	956	2.7	460	16000	—	—	—	W/VF 86/150_460	P80	BN80A4	151
3.1	839	1.2	300	13800	—	—	—	VFR 130_300	P80	BN80B6	142
3.1	805	1.3	300	8000	—	—	—	VF/W 49/110_300	P80	BN80B6	139
3.5	680	1.5	400	8000	—	—	—	VF/W 49/110_400	P80	BN80A4	139
3.5	665	2.7	400	13800	—	—	—	W/VF 63/130_400	P80	BN80A4	145
3.8	740	1.6	240	13800	—	—	—	VFR 130_240	P80	BN80B6	142
4.0	670	1.6	230	8000	—	—	—	VF/W 49/110_230	P80	BN80B6	139
4.0	756	3.4	345	16000	—	—	—	W/VF 86/150_345	P80	BN80A4	151
4.6	578	0.9	300	8000	—	—	—	WR 110_300	P80	BN80A4	138
4.6	601	1.5	300	13800	—	—	—	VFR 130_300	P80	BN80A4	142
4.6	544	1.8	300	8000	—	—	—	VF/W 49/110_300	P80	BN80A4	139
4.8	625	1.1	192	8000	—	—	—	WR 110_192	P80	BN80B6	138
5.0	529	3.4	280	13800	—	—	—	W/VF 63/130_280	P80	BN80A4	145
5.8	508	1.1	240	8000	—	—	—	WR 110_240	P80	BN80A4	138
5.8	517	2.2	240	13800	—	—	—	VFR 130_240	P80	BN80A4	142
6.0	452	2.2	230	8000	—	—	—	VF/W 49/110_230	P80	BN80A4	139
6.7	504	3.0	138	13800	—	—	—	VFR 130_138	P80	BN80B6	142
7.2	435	1.4	192	8000	—	—	—	WR 110_192	P80	BN80A4	138
7.2	443	2.7	192	13800	—	—	—	VFR 130_192	P80	BN80A4	142
7.7	432	1.0	120	7000	—	—	—	WR 86_120	P80	BN80B6	134
8.3	381	0.9	168	7000	—	—	—	WR 86_168	P80	BN80A4	134
8.3	400	1.8	168	8000	—	—	—	WR 110_168	P80	BN80A4	138
8.3	406	3.0	168	13800	—	—	—	VFR 130_168	P80	BN80A4	142










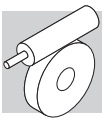
0.55 kW

n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
9.2	325	1.5	100	8000	W 110_100	S2	M2SA6	136	W 110_100	P80	BN80B6	137
10.1	329	1.2	138	7000	—	—	—	—	WR 86_138	P80	BN80A4	134
10.1	344	2.1	138	8000	—	—	—	—	WR 110_138	P80	BN80A4	138
10.2	344	1.1	90	6200	—	—	—	—	WR 75_90	P80	BN80B6	130
11.5	269	1.0	80	7000	W 86_80	S2	M2SA6	132	W 86_80	P80	BN80B6	133
11.6	286	1.1	120	6200	—	—	—	—	WR 75_120	P80	BN80A4	130
11.6	299	1.3	120	7000	—	—	—	—	WR 86_120	P80	BN80A4	134
11.6	308	2.6	120	8000	—	—	—	—	WR 110_120	P80	BN80A4	138
12.3	300	1.1	75	6200	—	—	—	—	WR 75_75	P80	BN80B6	130
13.3	288	1.4	69	7000	—	—	—	—	WR 86_69	P80	BN80B6	134
13.3	295	2.5	69	8000	—	—	—	—	WR 110_69	P80	BN80B6	138
13.8	225	1.0	100	7000	W 86_100	S1	M1LA4	132	W 86_100	P80	BN80A4	133
15.4	235	1.4	90	6200	—	—	—	—	WR 75_90	P80	BN80A4	130
15.4	228	1.9	90	7000	—	—	—	—	WR 86_90	P80	BN80A4	134
15.4	238	3.5	90	8000	—	—	—	—	WR 110_90	P80	BN80A4	138
16.4	211	1.5	56	7000	W 86_56	S2	M2SA6	132	W 86_56	P80	BN80B6	133
17.3	180	1.0	80	6200	W 75_80	S1	M1LA4	128	W 75_80	P80	BN80A4	129
17.3	195	1.3	80	7000	W 86_80	S1	M1LA4	132	W 86_80	P80	BN80A4	133
18.5	207	1.4	75	6200	—	—	—	—	WR 75_75	P80	BN80A4	130
20.1	196	1.9	69	7000	—	—	—	—	WR 86_69	P80	BN80A4	134
20.1	201	3.2	69	8000	—	—	—	—	WR 110_69	P80	BN80A4	138
20.4	162	1.0	45	4540	W 63_45	S2	M2SA6	124	W 63_45	P80	BN80B6	125
21.6	166	1.7	64	7000	W 86_64	S1	M1LA4	132	W 86_64	P80	BN80A4	133
23.0	148	1.3	60	6200	W 75_60	S1	M1LA4	128	W 75_60	P80	BN80A4	129
23.0	162	2.2	40	7000	W 86_40	S2	M2SA6	132	W 86_40	P80	BN80B6	133
23.2	175	1.7	60	6040	—	—	—	—	WR 75_60	P80	BN80A4	130
23.2	175	2.2	60	7000	—	—	—	—	WR 86_60	P80	BN80A4	134
24.2	143	1.2	38	4340	W 63_38	S2	M2SA6	124	W 63_38	P80	BN80B6	125
24.6	149	2.0	56	7000	W 86_56	S1	M1LA4	132	W 86_56	P80	BN80A4	133
27.6	129	1.7	50	5960	W 75_50	S1	M1LA4	128	W 75_50	P80	BN80A4	129
30	128	2.7	46	7000	W 86_46	S1	M1LA4	132	W 86_46	P80	BN80A4	133
31	115	1.3	45	4140	W 63_45	S1	M1LA4	124	W 63_45	P80	BN80A4	125
31	136	2.2	45	5580	—	—	—	—	WR 75_45	P80	BN80A4	130
31	133	2.9	45	7000	—	—	—	—	WR 86_45	P80	BN80A4	134
35	110	2.3	40	5610	W 75_40	S1	M1LA4	128	W 75_40	P80	BN80A4	129
35	114	2.9	40	7000	W 86_40	S1	M1LA4	132	W 86_40	P80	BN80A4	133
36	101	1.5	38	3950	W 63_38	S1	M1LA4	124	W 63_38	P80	BN80A4	125
40	105	3.3	23	7000	W 86_23	S2	M2SA6	132	W 86_23	P80	BN80B6	133
46	84	1.9	30	3700	W 63_30	S1	M1LA4	124	W 63_30	P80	BN80A4	125
46	88	3.1	30	5150	W 75_30	S1	M1LA4	128	W 75_30	P80	BN80A4	129
46	95	2.9	30	4950	—	—	—	—	WR 75_30	P80	BN80A4	130
49	76	1.0	28	2170	—	—	—	—	VF 49_28	P80	BN80A4	118
55	76	3.3	25	4880	W 75_25	S1	M1LA4	128	W 75_25	P80	BN80A4	129
58	69	0.9	24	2080	—	—	—	—	VF 49_24	P80	BN80A4	118
58	71	2.2	24	3480	W 63_24	S1	M1LA4	124	W 63_24	P80	BN80A4	125
66	62	1.1	14	1960	—	—	—	—	VF 49_14	P80	BN80B6	118
73	59	2.6	19	3260	W 63_19	S1	M1LA4	124	W 63_19	P80	BN80A4	125
77	53	1.1	18	1930	—	—	—	—	VF 49_18	P80	BN80A4	118
92	47	1.4	10	1800	—	—	—	—	VF 49_10	P80	BN80B6	118
92	47	3.2	15	3050	W 63_15	S1	M1LA4	124	W 63_15	P80	BN80A4	125
99	43	1.5	14	1810	—	—	—	—	VF 49_14	P80	BN80A4	118
115	39	3.6	12	2850	W 63_12	S1	M1LA4	124	W 63_12	P80	BN80A4	125
117	35	1.3	24	1800	—	—	—	—	VF 49_24	P71	BN71B2	118
131	35	3.7	7	2700	W 63_7	S2	M2SA6	124	W 63_7	P80	BN80B6	125
138	32	1.8	10	1650	—	—	—	—	VF 49_10	P80	BN80A4	118
141	30	1.0	20	1490	—	—	—	—	VF 44_20	P71	BN71B2	112
156	28	1.6	18	1650	—	—	—	—	VF 49_18	P71	BN71B2	118
197	23	2.4	7	1480	—	—	—	—	VF 49_7	P80	BN80A4	118
281	16	1.4	10	1210	—	—	—	—	VF 44_10	P71	BN71B2	112
281	16	2.7	10	1390	—	—	—	—	VF 49_10	P71	BN71B2	118
401	12	1.9	7	1080	—	—	—	—	VF 44_7	P71	BN71B2	112










0.75 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
0.29	4983	1.3	3200	34500	—	—	—	VF/VF 130/210_3200	P90	BN90S6	162	
0.29	4733	1.9	3200	52000	—	—	—	VF/VF 130/250_3200	P90	BN90S6	168	
0.36	4783	1.4	2560	34500	—	—	—	VF/VF 130/210_2560	P90	BN90S6	162	
0.36	4584	2.0	2560	52000	—	—	—	VF/VF 130/250_2560	P90	BN90S6	168	
0.44	3929	1.1	3200	19500	—	—	—	W/VF 86/185_3200	P80	BN80B4	157	
0.50	4584	1.0	1840	19500	—	—	—	W/VF 86/185_1840	P90	BN90S6	157	
0.50	4011	1.6	1840	34500	—	—	—	VF/VF 130/210_1840	P90	BN90S6	162	
0.50	4154	2.2	1840	52000	—	—	—	VF/VF 130/250_1840	P90	BN90S6	168	
0.55	3798	1.1	2560	19500	—	—	—	W/VF 86/185_2560	P80	BN80B4	157	
0.76	3201	1.3	1840	19500	—	—	—	W/VF 86/185_1840	P80	BN80B4	157	
0.88	2865	1.5	1600	19500	—	—	—	W/VF 86/185_1600	P80	BN80B4	157	
1.0	2722	1.6	920	19500	—	—	—	W/VF 86/185_920	P90	BN90S6	157	
1.2	2087	0.9	1200	13800	—	—	—	W/VF 63/130_1200	P80	BN80B4	145	
1.2	2087	2.0	1200	19500	—	—	—	W/VF 86/185_1200	P80	BN80B4	157	
1.3	2525	1.1	690	16000	—	—	—	W/VF 86/150_690	P90	BN90S6	151	
1.5	1817	1.0	960	13800	—	—	—	W/VF 63/130_960	P80	BN80B4	145	
1.5	2118	1.2	920	16000	—	—	—	W/VF 86/150_920	P80	BN80B4	151	
1.5	1977	2.1	920	19500	—	—	—	W/VF 86/185_920	P80	BN80B4	157	
1.7	2142	1.3	529	16000	—	—	—	W/VF 86/150_529	P90	BN90S6	151	
1.8	1760	2.4	800	19500	—	—	—	W/VF 86/185_800	P80	BN80B4	157	
1.8	1516	1.2	760	13800	—	—	—	W/VF 63/130_760	P80	BN80B4	145	
2.0	1765	1.5	690	16000	—	—	—	W/VF 86/150_690	P80	BN80B4	151	
2.3	1228	1.5	600	13800	—	—	—	W/VF 63/130_600	P80	BN80B4	145	
2.3	1381	3.0	600	19500	—	—	—	W/VF 86/185_600	P80	BN80B4	157	
2.6	1489	1.7	529	16000	—	—	—	W/VF 86/150_529	P80	BN80B4	151	
3.0	1294	2.0	460	16000	—	—	—	W/VF 86/150_460	P80	BN80B4	151	
3.1	1144	0.9	300	13800	—	—	—	VFR 130_300	P90	BN90S6	142	
3.1	1167	1.2	300	16000	—	—	—	VFR 150_300	P90	BN90S6	148	
3.1	1168	2.1	300	19500	—	—	—	VFR 185_300	P90	BN90S6	154	
3.5	921	1.1	400	8000	—	—	—	VF/W 49/110_400	P80	BN80B4	139	
3.5	900	2.0	400	13800	—	—	—	W/VF 63/130_400	P80	BN80B4	145	
3.8	1009	1.2	240	13800	—	—	—	VFR 130_240	P90	BN90S6	142	
3.8	1009	1.7	240	16000	—	—	—	VFR 150_240	P90	BN90S6	148	
3.8	1009	2.8	240	19500	—	—	—	VFR 185_240	P90	BN90S6	154	
4.1	1024	2.5	345	16000	—	—	—	W/VF 86/150_345	P80	BN80B4	151	
4.7	813	1.1	300	13800	—	—	—	VFR 130_300	P80	BN80B4	142	
4.7	737	1.4	300	8000	—	—	—	VF/W 49/110_300	P80	BN80B4	139	
4.7	890	2.9	300	16000	—	—	—	W/VF 86/150_300	P80	BN80B4	151	
4.8	882	2.2	192	16000	—	—	—	VFR 150_192	P90	BN90S6	148	
5.0	716	2.5	280	13800	—	—	—	W/VF 63/130_280	P80	BN80B4	145	
5.5	785	1.0	168	8000	—	—	—	WR 110_168	P90	BN90S6	138	
5.5	798	2.4	168	16000	—	—	—	VFR 150_168	P90	BN90S6	148	
5.8	700	1.6	240	13800	—	—	—	VFR 130_240	P80	BN80B4	142	
6.1	612	1.6	230	8000	—	—	—	VF/W 49/110_230	P80	BN80B4	139	
6.7	677	1.2	138	8000	—	—	—	WR 110_138	P90	BN90S6	138	
6.7	688	2.2	138	13800	—	—	—	VFR 130_138	P90	BN90S6	142	
6.7	688	3.2	138	16000	—	—	—	VFR 150_138	P90	BN90S6	148	
7.3	589	1.1	192	8000	—	—	—	WR 110_192	P80	BN80B4	138	
7.3	599	2.0	192	13800	—	—	—	VFR 130_192	P80	BN80B4	142	
8.3	541	1.3	168	8000	—	—	—	WR 110_168	P80	BN80B4	138	
8.3	550	2.2	168	13800	—	—	—	VFR 130_168	P80	BN80B4	142	
9.2	444	1.1	100	8000	W 110_100	S2	M2SB6	136	W 110_100	P90	BN90S6	137
9.2	459	1.7	100	13200	—	—	—	VF 130_100	P90	BN90S6	140	
10.1	445	0.9	138	7000	—	—	—	WR 86_138	P80	BN80B4	134	
10.1	466	1.5	138	8000	—	—	—	WR 110_138	P80	BN80B4	138	
10.1	473	2.9	138	13800	—	—	—	VFR 130_138	P80	BN80B4	142	
11.5	411	1.1	80	8000	W 110_80	S2	M2SB6	136	W 110_80	P90	BN90S6	137
11.5	399	2.4	80	13200	—	—	—	VF 130_80	P90	BN90S6	140	
11.7	405	1.0	120	7000	—	—	—	WR 86_120	P80	BN80B4	134	
11.7	417	1.9	120	8000	—	—	—	WR 110_120	P80	BN80B4	138	
11.7	411	3.4	120	13800	—	—	—	VFR 130_120	P80	BN80B4	142	
13.3	403	1.9	69	8000	—	—	—	WR 110_69	P90	BN90S6	138	
14.0	317	1.5	100	8000	W 110_100	S2	M2SA4	136	W 110_100	P80	BN80B4	137
14.4	314	1.0	64	7000	W 86_64	S2	M2SB6	132	W 86_64	P90	BN90S6	133
14.4	339	3.1	64	13200	—	—	—	VF 130_64	P90	BN90S6	140	

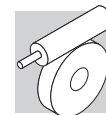


0.75 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 		
15.6	318	1.0	90	6200	—	—	—	—	WR 75_90	P80	BN80B4	130
15.6	308	1.4	90	7000	—	—	—	—	WR 86_90	P80	BN80B4	134
15.6	322	2.6	90	8000	—	—	—	—	WR 110_90	P80	BN80B4	138
16.4	288	1.1	56	7000	W 86_56	S2	M2SB6	132	W 86_56	P90	BN90S6	133
16.4	296	2.2	56	8000	W 110_56	S2	M2SB6	136	W 110_56	P90	BN90S6	137
17.5	262	1.0	80	7000	W 86_80	S2	M2SA4	132	W 86_80	P80	BN80B4	133
17.5	270	1.7	80	8000	W 110_80	S2	M2SA4	136	W 110_80	P80	BN80B4	137
18.4	245	1.0	50	6200	W 75_50	S2	M2SB6	128	W 75_50	P90	BN90S6	129
18.7	280	1.1	75	5980	—	—	—	—	WR 75_75	P80	BN80B4	130
20.3	265	1.4	69	7000	—	—	—	—	WR 86_69	P80	BN80B4	134
20.3	272	2.4	69	8000	—	—	—	—	WR 110_69	P80	BN80B4	138
20.4	273	1.3	45	6010	—	—	—	—	WR 75_45	P90	BN90S6	130
21.9	223	1.3	64	7000	W 86_64	S2	M2SA4	132	W 86_64	P80	BN80B4	133
21.9	229	2.3	64	8000	W 110_64	S2	M2SA4	136	W 110_64	P80	BN80B4	137
23.0	212	1.3	40	5930	W 75_40	S2	M2SB6	128	W 75_40	P90	BN90S6	129
23.3	200	1.0	60	5960	W 75_60	S2	M2SA4	128	W 75_60	P80	BN80B4	129
23.3	236	1.2	60	5640	—	—	—	—	WR 75_60	P80	BN80B4	130
23.3	236	1.6	60	7000	—	—	—	—	WR 86_60	P80	BN80B4	134
23.3	243	2.8	60	8000	—	—	—	—	WR 110_60	P80	BN80B4	138
25.0	201	1.5	56	7000	W 86_56	S2	M2SA4	132	W 86_56	P80	BN80B4	133
25.0	206	2.9	56	8000	W 110_56	S2	M2SA4	136	W 110_56	P80	BN80B4	137
28.0	174	1.3	50	5670	W 75_50	S2	M2SA4	128	W 75_50	P80	BN80B4	129
30	172	2.0	46	7000	W 86_46	S2	M2SA4	132	W 86_46	P80	BN80B4	133
30	174	3.4	46	8000	W 110_46	S2	M2SA4	136	W 110_46	P80	BN80B4	137
31	154	0.9	45	3860	W 63_45	S2	M2SA4	124	W 63_45	P80	BN80B4	125
31	184	1.6	45	5250	—	—	—	—	WR 75_45	P80	BN80B4	130
31	180	2.2	45	7000	—	—	—	—	WR 86_45	P80	BN80B4	134
35	147	1.7	40	5370	W 75_40	S2	M2SA4	128	W 75_40	P80	BN80B4	129
35	153	2.2	40	7000	W 86_40	S2	M2SA4	132	W 86_40	P80	BN80B4	133
37	136	1.1	38	3700	W 63_38	S2	M2SA4	124	W 63_38	P80	BN80B4	125
40	143	2.4	23	7000	W 86_23	S2	M2SB6	132	W 86_23	P90	BN90S6	133
47	114	1.4	30	3490	W 63_30	S2	M2SA4	124	W 63_30	P80	BN80B4	125
47	129	2.1	30	4680	—	—	—	—	WR 75_30	P80	BN80B4	130
47	118	2.3	30	4950	W 75_30	S2	M2SA4	128	W 75_30	P80	BN80B4	129
47	117	3.2	30	7000	W 86_30	S2	M2SA4	132	W 86_30	P80	BN80B4	133
56	102	2.4	25	4700	W 75_25	S2	M2SA4	128	W 75_25	P80	BN80B4	129
58	96	1.6	24	3290	W 63_24	S2	M2SA4	124	W 63_24	P80	BN80B4	125
61	96	3.3	23	7000	W 86_23	S2	M2SA4	132	W 86_23	P80	BN80B4	133
70	85	2.9	20	4400	W 75_20	S2	M2SA4	128	W 75_20	P80	BN80B4	129
74	79	1.9	19	3100	W 63_19	S2	M2SA4	124	W 63_19	P80	BN80B4	125
93	64	2.4	15	2910	W 63_15	S2	M2SA4	124	W 63_15	P80	BN80B4	125
100	58	1.1	14	1690	—	—	—	—	VF 49_14	P80	BN80B4	118
117	49	1.0	24	1710	—	—	—	—	VF 49_24	P80	BN80A2	118
117	52	2.7	12	2740	W 63_12	S2	M2SA4	124	W 63_12	P80	BN80B4	125
131	47	2.7	7	2590	W 63_7	S2	M2SB6	124	W 63_7	P90	BN90S6	125
140	43	1.4	10	1540	—	—	—	—	VF 49_10	P80	BN80B4	118
140	44	3.2	10	2600	W 63_10	S2	M2SA4	124	W 63_10	P80	BN80B4	133
187	33	3.8	15	2440	W 63_15	S1	M1LA2	124	W 63_15	P80	BN80A2	125
200	31	1.8	7	1400	—	—	—	—	VF 49_7	P80	BN80B4	118
200	32	3.8	7	2340	W 63_7	S2	M2SA4	124	W 63_7	P80	BN80B4	125
280	22	2.0	10	1340	—	—	—	—	VF 49_10	P80	BN80A2	118
400	16	2.6	7	1200	—	—	—	—	VF 49_7	P80	BN80A2	118

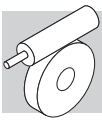
1.1 kW

n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 		
0.29	7308	0.9	3200	34500	—	—	—	—	VF/VF 130/210_3200	P90	BN90L6	162
0.29	6942	1.3	3200	52000	—	—	—	—	VF/VF 130/250_3200	P90	BN90L6	168
0.36	7016	0.9	2560	34500	—	—	—	—	VF/VF 130/210_2560	P90	BN90L6	162
0.36	6723	1.4	2560	52000	—	—	—	—	VF/VF 130/250_2560	P90	BN90L6	168
0.44	5283	1.2	3200	34500	—	—	—	—	VF/VF 130/210_3200	P90	BN90S4	162










1.1 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
0.44	5042	1.8	3200	52000	—	—	—	VF/VF 130/250_3200	P90	BN90S4	168	
0.50	7143	0.9	1840	34500	—	—	—	VF/VF 130/210_1840	P90	BN90L6	162	
0.50	6093	1.5	1840	52000	—	—	—	VF/VF 130/250_1840	P90	BN90L6	168	
0.55	4610	1.4	2560	34500	—	—	—	VF/VF 130/210_2560	P90	BN90S4	162	
0.55	4802	1.9	2560	52000	—	—	—	VF/VF 130/250_2560	P90	BN90S4	168	
0.76	4694	0.9	1840	19500	—	—	—	W/VF 86/185_1840	P90	BN90S4	157	
0.76	4832	1.3	1840	34500	—	—	—	VF/VF 130/210_1840	P90	BN90S4	162	
0.76	4280	2.1	1840	52000	—	—	—	VF/VF 130/250_1840	P90	BN90S4	168	
0.88	4202	1.0	1600	19500	—	—	—	W/VF 86/185_1600	P90	BN90S4	157	
1.0	3992	1.1	920	19500	—	—	—	W/VF 86/185_920	P90	BN90L6	157	
1.2	3061	1.4	1200	19500	—	—	—	W/VF 86/185_1200	P90	BN90S4	157	
1.5	2899	1.4	920	19500	—	—	—	W/VF 86/185_920	P90	BN90S4	157	
1.8	2581	1.6	800	19500	—	—	—	W/VF 86/185_800	P90	BN90S4	157	
2.0	2589	1.0	690	16000	—	—	—	W/VF 86/150_690	P90	BN90S4	151	
2.3	1801	1.0	600	13800	—	—	—	W/VF 63/130_600	P90	BN90S4	145	
2.3	2026	2.1	600	19500	—	—	—	W/VF 86/185_600	P90	BN90S4	157	
2.6	2183	1.2	529	16000	—	—	—	W/VF 86/150_529	P90	BN90S4	151	
3.0	1898	1.4	460	16000	—	—	—	W/VF 86/150_460	P90	BN90S4	151	
3.1	1713	1.4	300	19500	—	—	—	VFR 185_300	P90	BN90L6	154	
3.5	1321	1.4	400	13800	—	—	—	W/VF 63/130_400	P90	BN90S4	145	
3.5	1441	2.9	400	19500	—	—	—	W/VF 86/185_400	P90	BN90S4	157	
3.8	1480	1.1	240	16000	—	—	—	VFR 150_240	P90	BN90L6	148	
3.8	1480	1.9	240	19500	—	—	—	VFR 185_240	P90	BN90L6	154	
4.1	1501	1.7	345	16000	—	—	—	W/VF 86/150_345	P90	BN90S4	151	
4.7	1222	1.1	300	16000	—	—	—	VFR 150_300	P90	BN90S4	148	
4.7	1238	1.9	300	19500	—	—	—	VFR 185_300	P90	BN90S4	154	
4.7	1306	2.0	300	16000	—	—	—	W/VF 86/150_300	P90	BN90S4	151	
4.8	1272	1.0	192	13800	—	—	—	VFR 130_192	P90	BN90L6	142	
5.0	1051	1.7	280	13800	—	—	—	W/VF 63/130_280	P90	BN90S4	145	
5.8	1026	1.1	240	13800	—	—	—	VFR 130_240	P90	BN90S4	142	
5.8	1044	1.5	240	16000	—	—	—	VFR 150_240	P90	BN90S4	148	
5.8	1063	2.6	240	19500	—	—	—	VFR 185_240	P90	BN90S4	154	
6.2	1064	2.4	225	16000	—	—	—	W/VF 86/150_225	P90	BN90S4	151	
6.7	1008	1.5	138	13800	—	—	—	VFR 130_138	P90	BN90L6	142	
6.7	1008	2.2	138	16000	—	—	—	VFR 150_138	P90	BN90L6	148	
7.0	960	2.7	200	16000	—	—	—	W/VF 86/150_200	P90	BN90S4	151	
7.3	879	1.4	192	13800	—	—	—	VFR 130_192	P90	BN90S4	142	
7.3	893	1.9	192	16000	—	—	—	VFR 150_192	P90	BN90S4	148	
7.7	891	1.0	120	8000	—	—	—	WR 110_120	P90	BN90L6	138	
7.8	878	3.4	180	19500	—	—	—	VFR 185_180	P90	BN90S4	154	
8.3	807	1.5	168	13800	—	—	—	VFR 130_168	P90	BN90S4	142	
8.3	819	2.1	168	16000	—	—	—	VFR 150_168	P90	BN90S4	148	
9.2	674	1.2	100	13200	—	—	—	VF 130_100	P90	BN90L6	140	
10.1	683	1.0	138	8000	—	—	—	WR 110_138	P90	BN90S4	138	
10.1	694	1.9	138	13800	—	—	—	VFR 130_138	P90	BN90S4	142	
10.1	704	2.8	138	16000	—	—	—	VFR 150_138	P90	BN90S4	148	
10.2	678	1.3	90	8000	—	—	—	WR 110_90	P90	BN90L6	138	
11.5	585	1.6	80	13200	—	—	—	VF 130_80	P90	BN90L6	140	
11.7	612	1.3	120	8000	—	—	—	WR 110_120	P90	BN90S4	138	
11.7	603	2.3	120	13800	—	—	—	VFR 130_120	P90	BN90S4	142	
11.7	612	3.3	120	16000	—	—	—	VFR 150_120	P90	BN90S4	148	
14.0	465	1.0	100	8000	W 110_100	S2	M2SB4	136	W 110_100	P90	BN90S4	137
14.0	525	1.1	100	12600	—	—	—	VF 130_100	P90	BN90S4	140	
15.6	473	1.8	90	8000	—	—	—	WR 110_90	P90	BN90S4	138	
15.6	479	3.1	90	13800	—	—	—	VFR 130_90	P90	BN90S4	142	
17.5	396	1.2	80	8000	W 110_80	S2	M2SB4	136	W 110_80	P90	BN90S4	137
17.5	408	2.2	80	12600	—	—	—	VF 130_80	P90	BN90S4	140	
20.0	362	1.0	46	7000	W 86_46	S3	M3SA6	132	W 86_46	P90	BN90L6	133
20.0	383	3.0	46	13200	—	—	—	VF 130_46	P90	BN90L6	140	
20.3	388	1.0	69	7000	—	—	—	WR 86_69	P90	BN90S4	134	
20.3	399	1.6	69	8000	—	—	—	WR 110_69	P90	BN90S4	138	
20.3	393	3.3	69	13800	—	—	—	VFR 130_69	P90	BN90S4	142	
21.9	336	1.6	64	8000	W 110_64	S2	M2SB4	136	W 110_64	P90	BN90S4	137
21.9	341	2.7	64	12600	—	—	—	VF 130_64	P90	BN90S4	140	
23.0	324	1.1	40	7000	W 86_40	S3	M3SA6	132	W 86_40	P90	BN90L6	133

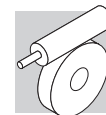


1.1 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
23.3	347	1.1	60	7000	—	—	—	—	WR 86_60	P90	BN90S4	134
23.3	356	1.9	60	8000	—	—	—	—	WR 110_60	P90	BN90S4	138
25.0	294	1.0	56	7000	W 86_56	S2	M2SB4	132	W 86_56	P90	BN90S4	133
25.0	303	2.0	56	8000	W 110_56	S2	M2SB4	136	W 110_56	P90	BN90S4	137
25.0	307	3.1	56	12600	—	—	—	—	VF 130_56	P90	BN90S4	140
30	252	1.3	46	7000	W 86_46	S2	M2SB4	132	W 86_46	P90	BN90S4	133
30	255	2.3	46	8000	W 110_46	S2	M2SB4	136	W 110_46	P90	BN90S4	137
31	270	1.1	45	5010	—	—	—	—	WR 75_45	P90	BN90S4	130
31	263	1.5	45	7000	—	—	—	—	WR 86_45	P90	BN90S4	134
31	270	2.6	45	8000	—	—	—	—	WR 110_45	P90	BN90S4	138
35	216	1.2	40	4980	W 75_40	S2	M2SB4	128	W 75_40	P90	BN90S4	129
35	225	1.5	40	7000	W 86_40	S2	M2SB4	132	W 86_40	P90	BN90S4	133
35	228	2.9	40	8000	W 110_40	S2	M2SB4	136	W 110_40	P90	BN90S4	137
37	217	1.2	37.5	4790	—	—	—	—	WR 75_37.5	P90	BN90S4	130
40	210	1.6	23	7000	W 86_23	S3	M3SA6	132	W 86_23	P90	BN90L6	133
41	207	1.7	34.5	7000	—	—	—	—	WR 86_34.5	P90	BN90S4	134
47	167	1.0	30	3130	W 63_30	S2	M2SB4	124	W 63_30	P90	BN90S4	125
47	189	1.5	30	4530	—	—	—	—	WR 75_30	P90	BN90S4	130
47	173	1.6	30	4640	W 75_30	S2	M2SB4	128	W 75_30	P90	BN90S4	129
47	185	1.9	30	7000	—	—	—	—	WR 86_30	P90	BN90S4	134
47	171	2.2	30	7000	W 86_30	S2	M2SB4	132	W 86_30	P90	BN90S4	133
56	150	1.7	25	4420	W 75_25	S2	M2SB4	128	W 75_25	P90	BN90S4	129
58	140	1.1	24	2990	W 63_24	S2	M2SB4	124	W 63_24	P90	BN90S4	125
61	142	2.3	23	7000	W 86_23	S2	M2SB4	132	W 86_23	P90	BN90S4	133
70	125	2.0	20	4160	W 75_20	S2	M2SB4	128	W 75_20	P90	BN90S4	129
70	126	2.5	20	7000	W 86_20	S2	M2SB4	132	W 86_20	P90	BN90S4	133
74	115	1.3	19	2840	W 63_19	S2	M2SB4	124	W 63_19	P90	BN90S4	125
93	93	1.6	15	2690	W 63_15	S2	M2SB4	124	W 63_15	P90	BN90S4	125
93	96	2.6	15	3850	W 75_15	S2	M2SB4	128	W 75_15	P90	BN90S4	129
93	96	3.4	15	6820	W 86_15	S2	M2SB4	132	W 86_15	P90	BN90S4	133
117	77	1.8	12	2550	W 63_12	S2	M2SB4	124	W 63_12	P90	BN90S4	125
140	65	2.2	10	2440	W 63_10	S2	M2SB4	124	W 63_10	P90	BN90S4	125
140	66	3.5	10	3420	W 75_10	S2	M2SB4	128	W 75_10	P90	BN90S4	129
187	48	2.6	15	2330	W 63_15	S2	M2SA2	124	W 63_15	P80	BN80B2	125
200	44	1.1	14	1370	—	—	—	—	VF 49_14	P80	BN80B2	118
200	46	2.6	7	2210	W 63_7	S2	M2SB4	124	W 63_7	P90	BN90S4	125
233	39	3.2	12	2190	W 63_12	S2	M2SA2	124	W 63_12	P80	BN80B2	125
280	32	1.4	10	1250	—	—	—	—	VF 49_10	P80	BN80B2	118
280	33	3.8	10	2080	W 63_10	S2	M2SA2	124	W 63_10	P80	BN80B2	125
400	23	1.8	7	1130	—	—	—	—	VF 49_7	P80	BN80B2	118

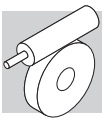
1.5 kW

n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
0.29	9266	1.0	3200	52000	—	—	—	—	VF/VF 130/250_3200	P100	BN100LA6	168
0.37	8973	1.0	2560	52000	—	—	—	—	VF/VF 130/250_2560	P100	BN100LA6	168
0.44	7152	0.9	3200	34500	—	—	—	—	VF/VF 130/210_3200	P90	BN90LA4	162
0.44	6827	1.3	3200	52000	—	—	—	—	VF/VF 130/250_3200	P90	BN90LA4	168
0.51	8132	1.1	1840	52000	—	—	—	—	VF/VF 130/250_1840	P100	BN100LA6	168
0.55	6242	1.0	2560	34500	—	—	—	—	VF/VF 130/210_2560	P90	BN90LA4	162
0.55	6502	1.4	2560	52000	—	—	—	—	VF/VF 130/250_2560	P90	BN90LA4	168
0.77	6543	1.0	1840	34500	—	—	—	—	VF/VF 130/210_1840	P90	BN90LA4	162
0.77	5795	1.6	1840	52000	—	—	—	—	VF/VF 130/250_1840	P90	BN90LA4	168
1.0	4907	1.3	920	34500	—	—	—	—	VF/VF 130/210_920	P100	BN100LA6	162
1.0	4907	1.9	920	52000	—	—	—	—	VF/VF 130/250_920	P100	BN100LA6	168
1.2	4145	1.0	1200	19500	—	—	—	—	W/VF 86/185_1200	P90	BN90LA4	157
1.2	4633	1.4	800	34500	—	—	—	—	VF/VF 130/210_800	P100	BN100LA6	162
1.2	4877	1.9	800	52000	—	—	—	—	VF/VF 130/250_800	P100	BN100LA6	168
1.5	3926	1.1	920	19500	—	—	—	—	W/VF 86/185_920	P90	BN90LA4	157
1.6	3932	1.7	600	34500	—	—	—	—	VF/VF 130/210_600	P100	BN100LA6	162
1.6	3932	2.3	600	52000	—	—	—	—	VF/VF 130/250_600	P100	BN100LA6	168










1.5 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
1.8	3495	1.2	800	19500	—	—	—	W/VF 86/185_800	P90	BN90LA4	157	
2.4	2743	1.5	600	19500	—	—	—	W/VF 86/185_600	P90	BN90LA4	157	
2.4	2926	2.2	400	34500	—	—	—	VF/VF 130/210_400	P100	BN100LA6	162	
2.4	2865	3.2	400	52000	—	—	—	VF/VF 130/250_400	P100	BN100LA6	168	
2.7	2956	0.9	529	16000	—	—	—	W/VF 86/150_529	P90	BN90LA4	151	
3.1	2570	1.0	460	16000	—	—	—	W/VF 86/150_460	P90	BN90LA4	151	
3.1	2286	1.0	300	19500	—	—	—	VFR 185_300	P100	BN100LA6	154	
3.1	2240	1.6	300	34500	—	—	—	VFR 210_300	P100	BN100LA6	160	
3.1	2377	2.2	300	52000	—	—	—	VFR 250_300	P100	BN100LA6	166	
3.4	2134	3.0	280	34500	—	—	—	VF/VF 130/210_280	P100	BN100LA6	162	
3.5	1788	1.0	400	13800	—	—	—	W/VF 63/130_400	P90	BN90LA4	145	
3.5	1951	2.2	400	19500	—	—	—	W/VF 86/185_400	P90	BN90LA4	157	
3.9	1975	0.9	240	16000	—	—	—	VFR 150_240	P100	BN100LA6	148	
3.9	1975	1.4	240	19500	—	—	—	VFR 185_240	P100	BN100LA6	154	
3.9	1975	2.2	240	34500	—	—	—	VFR 210_240	P100	BN100LA6	160	
3.9	2048	2.8	240	52000	—	—	—	VFR 250_240	P100	BN100LA6	166	
4.1	2033	1.3	345	16000	—	—	—	W/VF 86/150_345	P90	BN90LA4	151	
4.7	1676	1.4	300	19500	—	—	—	VFR 185_300	P90	BN90LA4	154	
4.7	1768	1.5	300	16000	—	—	—	W/VF 86/150_300	P90	BN90LA4	151	
4.9	1726	1.1	192	16000	—	—	—	VFR 150_192	P100	BN100LA6	148	
5.0	1422	1.3	280	13800	—	—	—	W/VF 63/130_280	P90	BN90LA4	145	
5.0	1479	2.8	280	19500	—	—	—	W/VF 86/185_280	P90	BN90LA4	157	
5.2	1646	2.0	180	19500	—	—	—	VFR 185_180	P100	BN100LA6	154	
5.2	1481	3.3	180	34500	—	—	—	VFR 210_180	P100	BN100LA6	160	
5.6	1536	0.9	168	13800	—	—	—	VFR 130_168	P100	BN100LA6	142	
5.9	1414	1.1	240	16000	—	—	—	VFR 150_240	P90	BN90LA4	148	
5.9	1439	1.9	240	19500	—	—	—	VFR 185_240	P90	BN90LA4	154	
6.3	1440	1.8	225	16000	—	—	—	W/VF 86/150_225	P90	BN90LA4	151	
7.1	1300	2.0	200	16000	—	—	—	W/VF 86/150_200	P90	BN90LA4	151	
7.3	1190	1.0	192	13800	—	—	—	VFR 130_192	P90	BN90LA4	142	
7.3	1209	1.4	192	16000	—	—	—	VFR 150_192	P90	BN90LA4	148	
7.8	1189	2.5	180	19500	—	—	—	VFR 185_180	P90	BN90LA4	154	
8.4	1092	1.1	168	13800	—	—	—	VFR 130_168	P90	BN90LA4	142	
8.4	1109	1.6	168	16000	—	—	—	VFR 150_168	P90	BN90LA4	148	
9.4	930	1.2	100	15500	—	—	—	VF 150_100	P100	BN100LA6	146	
9.4	945	2.1	100	19500	—	—	—	VF 185_100	P100	BN100LA6	152	
9.4	1021	3.2	150	16000	—	—	—	VFR 185_150	P90	BN90LA4	154	
10.2	939	1.4	138	13800	—	—	—	VFR 130_138	P90	BN90LA4	142	
10.2	953	2.1	138	16000	—	—	—	VFR 150_138	P90	BN90LA4	148	
10.4	905	1.0	90	8000	—	—	—	WR 110_90	P100	BN100LA6	138	
10.4	1001	3.2	90	19500	—	—	—	VFR 185_90	P100	BN100LA6	154	
11.8	829	1.0	120	8000	—	—	—	WR 110_120	P90	BN90LA4	138	
11.8	780	1.2	80	13200	—	—	—	VF 130_80	P100	BN100LA6	140	
11.8	792	1.7	80	15500	—	—	—	VF 150_80	P100	BN100LA6	146	
11.8	817	1.7	120	13800	—	—	—	VFR 130_120	P90	BN90LA4	142	
11.8	829	2.4	120	16000	—	—	—	VFR 150_120	P90	BN90LA4	148	
11.8	805	3.0	80	19000	—	—	—	VF 185_80	P100	BN100LA6	152	
13.6	789	1.0	69	8000	—	—	—	WR 110_69	P100	BN100LA6	138	
13.6	778	1.9	69	13800	—	—	—	VFR 130_69	P100	BN100LA6	142	
13.6	778	2.6	69	16000	—	—	—	VFR 150_69	P100	BN100LA6	148	
14.7	673	2.2	64	15500	—	—	—	VF 150_64	P100	BN100LA6	146	
15.7	640	1.3	90	8000	—	—	—	WR 110_90	P90	BN90LA4	138	
15.7	649	2.3	90	13800	—	—	—	VFR 130_90	P90	BN90LA4	142	
15.7	658	3.0	90	16000	—	—	—	VFR 150_90	P90	BN90LA4	148	
16.8	580	1.1	56	8000	W 110_56	S3	M3LA6	136	W 110_56	P100	BN100LA6	137
16.8	597	1.8	56	13200	—	—	—	VF 130_56	P100	BN100LA6	140	
16.8	606	2.5	56	15500	—	—	—	VF 150_56	P100	BN100LA6	146	
17.6	553	1.6	80	12600	—	—	—	VF 130_80	P90	BN90LA4	140	
20.4	540	1.2	69	8000	—	—	—	WR 110_69	P90	BN90LA4	138	
20.4	498	1.3	46	8000	W 110_46	S3	M3LA6	136	W 110_46	P100	BN100LA6	137
20.4	533	2.4	69	13800	—	—	—	VFR 130_69	P90	BN90LA4	142	
20.4	519	3.4	46	15500	—	—	—	VF 150_46	P100	BN100LA6	146	
20.4	540	3.4	69	16000	—	—	—	VFR 150_69	P90	BN90LA4	148	
22.0	455	1.2	64	8000	W 110_64	S3	M3SA4	136	W 110_64	P90	BN90LA4	137
22.0	462	2.0	64	12600	—	—	—	VF 130_64	P90	BN90LA4	140	

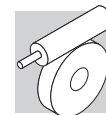


1.5 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
23.5	482	1.4	60	8000	—	—	—	—	WR 110_60	P90	BN90LA4	138
23.5	445	2.7	40	13200	—	—	—	—	VF 130_40	P100	BN100LA6	140
23.5	475	2.8	60	13800	—	—	—	—	VFR 130_60	P90	BN90LA4	142
25.2	410	1.5	56	8000	W 110_56	S3	M3SA4	136	W 110_56	P90	BN90LA4	137
25.2	415	2.3	56	12600	—	—	—	—	VF 130_56	P90	BN90LA4	140
31	341	1.0	46	7000	W 86_46	S3	M3SA4	132	W 86_46	P90	BN90LA4	133
31	346	1.7	46	8000	W 110_46	S3	M3SA4	136	W 110_46	P90	BN90LA4	137
31	355	3.0	46	12600	—	—	—	—	VF 130_46	P90	BN90LA4	140
31	357	1.1	45	7000	—	—	—	—	WR 86_45	P90	BN90LA4	134
31	366	1.9	45	8000	—	—	—	—	WR 110_45	P90	BN90LA4	138
35	305	1.1	40	7000	W 86_40	S3	M3SA4	132	W 86_40	P90	BN90LA4	133
35	309	2.2	40	8000	W 110_40	S3	M3SA4	136	W 110_40	P90	BN90LA4	137
38	293	0.9	37.5	4330	—	—	—	—	WR 75_37.5	P90	BN90LA4	130
38	293	0.9	25	4330	W 75_25	S3	M3LA6	128	W 75_25	P100	BN100LA6	129
41	280	1.2	34.5	7000	—	—	—	—	WR 86_34.5	P90	BN90LA4	134
41	280	1.2	23	7000	W 86_23	S3	M3LA6	132	W 86_23	P100	BN100LA6	133
47	256	1.1	30	4130	—	—	—	—	WR 75_30	P90	BN90LA4	130
47	235	1.2	30	4270	W 75_30	S3	M3SA4	128	W 75_30	P90	BN90LA4	129
47	250	1.4	30	7000	—	—	—	—	WR 86_30	P90	BN90LA4	134
47	232	1.6	30	7000	W 86_30	S3	M3SA4	132	W 86_30	P90	BN90LA4	133
47	235	3.0	30	8000	W 110_30	S3	M3SA4	136	W 110_30	P90	BN90LA4	137
56	203	1.2	25	4100	W 75_25	S3	M3SA4	128	W 75_25	P90	BN90LA4	129
61	192	1.7	23	7000	W 86_23	S3	M3SA4	132	W 86_23	P90	BN90LA4	133
61	194	2.8	23	8000	W 110_23	S3	M3SA4	136	W 110_23	P90	BN90LA4	137
71	169	1.5	20	3880	W 75_20	S3	M3SA4	128	W 75_20	P90	BN90LA4	129
71	171	1.9	20	7000	W 86_20	S3	M3SA4	132	W 86_20	P90	BN90LA4	133
71	171	3.3	20	8000	W 110_20	S3	M3SA4	136	W 110_20	P90	BN90LA4	137
74	156	1.0	19	2550	—	—	—	—	W 63_19	P90	BN90LA4	125
94	126	1.2	15	2450	—	—	—	—	W 63_15	P90	BN90LA4	125
94	130	1.9	15	3630	W 75_15	S3	M3SA4	128	W 75_15	P90	BN90LA4	129
94	131	2.4	15	6520	—	—	—	—	WR 86_15	P90	BN90LA4	134
94	130	2.5	15	6610	W 86_15	S3	M3SA4	132	W 86_15	P90	BN90LA4	133
118	104	1.4	12	2340	—	—	—	—	W 63_12	P90	BN90LA4	125
134	94	2.2	7	3150	W 75_7	S3	M3LA6	128	W 75_7	P100	BN100LA6	129
141	87	1.6	10	2250	—	—	—	—	W 63_10	P90	BN90LA4	125
141	89	2.6	10	3250	W 75_10	S3	M3SA4	128	W 75_10	P90	BN90LA4	129
141	89	3.2	10	5850	W 86_10	S3	M3SA4	132	W 86_10	P90	BN90LA4	133
187	66	1.9	15	2200	W 63_15	S2	M2SB2	124	W 63_15	P90	BN90SA2	125
187	68	3.3	15	3120	W 75_15	S2	M2SB2	128	W 75_15	P90	BN90SA2	129
201	63	1.9	7	2060	—	—	—	—	W 63_7	P90	BN90LA4	125
201	64	3.0	7	2920	W 75_7	S3	M3SA4	128	W 75_7	P90	BN90LA4	129
201	63	3.9	7	5240	W 86_7	S3	M3SA4	132	W 86_7	P90	BN90LA4	133
233	53	2.3	12	2080	W 63_12	S2	M2SB2	124	W 63_12	P90	BN90SA2	125
280	45	2.8	10	1980	W 63_10	S2	M2SB2	124	W 63_10	P90	BN90SA2	125

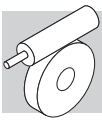
1.85 kW

n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
0.44	8480	1.1	3200	52000	—	—	—	—	VF/VF 130/250_3200	P90	BN90LB4	168
0.55	8077	1.1	2560	52000	—	—	—	—	VF/VF 130/250_2560	P90	BN90LB4	168
0.76	7198	1.3	1840	52000	—	—	—	—	VF/VF 130/250_1840	P90	BN90LB4	168
1.0	6117	1.1	920	34500	—	—	—	—	VF/VF 130/210_920	P100	BN100LB6	162
1.0	6117	1.5	920	52000	—	—	—	—	VF/VF 130/250_920	P100	BN100LB6	168
1.2	5775	1.1	800	34500	—	—	—	—	VF/VF 130/210_800	P100	BN100LB6	162
1.2	6079	1.5	800	52000	—	—	—	—	VF/VF 130/250_800	P100	BN100LB6	168
1.6	4901	1.3	600	34500	—	—	—	—	VF/VF 130/210_600	P100	BN100LB6	162
1.6	4901	1.9	600	52000	—	—	—	—	VF/VF 130/250_600	P100	BN100LB6	168
1.8	4341	1.0	800	19500	—	—	—	—	W /VF 86/185_800	P90	BN90LB4	157
2.3	3647	1.8	400	34500	—	—	—	—	VF/VF 130/210_400	P100	BN100LB6	162
2.3	3571	2.6	400	52000	—	—	—	—	VF/VF 130/250_400	P100	BN100LB6	168
2.3	3407	1.2	600	19500	—	—	—	—	W /VF 86/185_600	P90	BN90LB4	157










1.85 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
3.1	2793	1.3	300	34500	—	—	—	VFR 210_300	P100	BN100LB6	160	
3.1	2964	1.8	300	52000	—	—	—	VFR 250_300	P100	BN100LB6	166	
3.3	2660	2.4	280	34500	—	—	—	VF/VF 130/210_280	P100	BN100LB6	162	
3.3	2713	3.4	280	52000	—	—	—	VF/VF 130/250_280	P100	BN100LB6	168	
3.5	2423	1.7	400	19500	—	—	—	W/VF 86/185_400	P90	BN90LB4	157	
3.9	2462	1.1	240	19500	—	—	—	VFR 185_240	P100	BN100LB6	154	
3.9	2462	1.8	240	34500	—	—	—	VFR 210_240	P100	BN100LB6	160	
3.9	2553	2.3	240	52000	—	—	—	VFR 250_240	P100	BN100LB6	166	
4.1	2525	1.0	345	16000	—	—	—	W/VF 86/150_345	P90	BN90LB4	151	
4.7	2082	1.1	300	19500	—	—	—	VFR 185_300	P90	BN90LB4	154	
4.7	2196	1.2	300	16000	—	—	—	W/VF 86/150_300	P90	BN90LB4	151	
4.8	2152	0.9	192	16000	—	—	—	VFR 150_192	P100	BN100LB6	148	
5.0	1767	1.0	280	13800	—	—	—	W/VF 63/130_280	P90	BN90LB4	145	
5.0	1837	2.3	280	19500	—	—	—	W/VF 86/185_280	P90	BN90LB4	157	
5.2	2052	1.6	180	19500	—	—	—	VFR 185_180	P100	BN100LB6	154	
5.2	1847	2.7	180	34500	—	—	—	VFR 210_180	P100	BN100LB6	160	
5.2	2120	3.2	180	52000	—	—	—	VFR 250_180	P100	BN100LB6	166	
5.8	1757	0.9	240	16000	—	—	—	VFR 150_240	P90	BN90LB4	148	
5.8	1787	1.6	240	19500	—	—	—	VFR 185_240	P90	BN90LB4	154	
6.2	1767	3.0	150	34500	—	—	—	VFR 210_150	P100	BN100LB6	160	
6.2	1789	1.5	225	16000	—	—	—	W/VF 86/150_225	P90	BN90LB4	151	
6.7	1678	0.9	138	13800	—	—	—	VFR 130_138	P100	BN100LB6	142	
6.7	1678	1.3	138	16000	—	—	—	VFR 150_138	P100	BN100LB6	148	
7.0	1615	1.6	200	16000	—	—	—	W/VF 86/150_200	P90	BN90LB4	151	
7.3	1502	1.1	192	16000	—	—	—	VFR 150_192	P90	BN90LB4	148	
7.8	1476	2.0	180	19500	—	—	—	VFR 185_180	P90	BN90LB4	154	
8.3	1357	0.9	168	13800	—	—	—	VFR 130_168	P90	BN90LB4	142	
8.3	1378	1.3	168	16000	—	—	—	VFR 150_168	P90	BN90LB4	148	
9.3	1159	1.0	100	15500	—	—	—	VF 150_100	P100	BN100LB6	146	
9.3	1178	1.7	100	19000	—	—	—	VF 185_100	P100	BN100LB6	152	
9.3	1268	2.6	150	19500	—	—	—	VFR 185_150	P90	BN90LB4	154	
10.1	1167	1.2	138	13800	—	—	—	VFR 130_138	P90	BN90LB4	142	
10.1	1184	1.7	138	16000	—	—	—	VFR 150_138	P90	BN90LB4	148	
11.6	973	1.0	80	13200	—	—	—	VF 130_80	P100	BN100LB6	140	
11.6	988	1.4	80	15500	—	—	—	VF 150_80	P100	BN100LB6	146	
11.6	1003	2.4	80	19000	—	—	—	VF 185_80	P100	BN100LB6	152	
11.7	1015	1.4	120	13800	—	—	—	VFR 130_120	P90	BN90LB4	142	
11.7	1030	1.9	120	16000	—	—	—	VFR 150_120	P90	BN90LB4	148	
11.7	1060	3.4	120	19500	—	—	—	VFR 185_120	P90	BN90LB4	154	
13.5	970	1.5	69	13800	—	—	—	VFR 130_69	P100	BN100LB6	142	
13.5	970	2.1	69	16000	—	—	—	VFR 150_69	P100	BN100LB6	148	
14.5	839	1.7	64	15500	—	—	—	VF 150_64	P100	BN100LB6	146	
15.6	795	1.0	90	8000	—	—	—	WR 110_90	P90	BN90LB4	138	
15.6	806	1.9	90	13800	—	—	—	VFR 130_90	P90	BN90LB4	142	
15.6	818	2.4	90	16000	—	—	—	VFR 150_90	P90	BN90LB4	148	
15.6	863	3.2	90	19500	—	—	—	VFR 185_90	P90	BN90LB4	154	
16.6	755	2.0	56	15500	—	—	—	VF 150_56	P100	BN100LB6	146	
17.5	687	1.3	80	12600	—	—	—	VF 130_80	P90	BN90LB4	140	
20.2	647	2.7	46	15500	—	—	—	VF 150_46	P100	BN100LB6	146	
20.3	670	1.0	69	8000	—	—	—	WR 110_69	P90	BN90LB4	138	
20.3	662	2.0	69	13800	—	—	—	VFR 130_69	P90	BN90LB4	142	
20.3	670	2.8	69	16000	—	—	—	VFR 150_69	P90	BN90LB4	148	
21.9	565	0.9	64	8000	—	—	—	W 110_64	P90	BN90LB4	137	
21.9	573	1.6	64	12600	—	—	—	VF 130_64	P90	BN90LB4	140	
23.3	555	1.3	40	8000	W 110_40	S3	M3LB6	136	W 110_40	P100	BN100LB6	137
23.3	562	3.1	40	15500	—	—	—	VF 150_40	P100	BN100LB6	146	
23.3	598	1.1	60	8000	—	—	—	WR 110_60	P90	BN90LB4	138	
23.3	591	2.3	60	13800	—	—	—	VFR 130_60	P90	BN90LB4	142	
23.3	598	3.2	60	16000	—	—	—	VFR 150_60	P90	BN90LB4	148	
25.0	509	1.2	56	8000	—	—	—	W 110_56	P90	BN90LB4	137	
25.0	516	1.9	56	12600	—	—	—	VF 130_56	P90	BN90LB4	140	
30	430	1.4	46	8000	—	—	—	W 110_46	P90	BN90LB4	137	
30	441	2.4	46	12600	—	—	—	VF 130_46	P90	BN90LB4	140	
31	416	1.0	30	7000	W 86_30	S3	M3LB6	132	W 86_30	P100	BN100LB6	133
31	443	0.9	45	7000	—	—	—	WR 86_45	P90	BN90LB4	134	

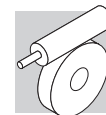


1.85 kW

n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 		
31	454	1.6	45	8000	—	—	—	—	WR 110_45	P90	BN90LB4	138
35	384	1.7	40	8000	—	—	—	—	W 110_40	P90	BN90LB4	137
40	350	1.0	23	7000	W 86_23	S3	M3LB6	132	W 86_23	P100	BN100LB6	133
40	354	3.0	23	13200	—	—	—	—	VF 130_23	P100	BN100LB6	140
41	348	1.0	34.5	7000	—	—	—	—	WR 86_34.5	P90	BN90LB4	134
42	339	3.1	69	13800	—	—	—	—	VFR 130_69	P90	BN90SB2	142
47	308	1.1	20	7000	W 86_20	S3	M3LB6	132	W 86_20	P100	BN100LB6	133
47	312	3.4	20	13200	—	—	—	—	VF 130_20	P100	BN100LB6	140
47	292	0.9	30	3960	—	—	—	—	W 75_30	P90	BN90LB4	129
47	310	1.1	30	7000	—	—	—	—	WR 86_30	P90	BN90LB4	134
47	288	1.3	30	7000	—	—	—	—	W 86_30	P90	BN90LB4	133
47	318	2.1	30	8000	—	—	—	—	WR 110_30	P90	BN90LB4	138
47	292	2.4	30	8000	—	—	—	—	W 110_30	P90	BN90LB4	137
56	252	1.0	25	3820	—	—	—	—	W 75_25	P90	BN90LB4	129
61	238	1.3	23	7000	—	—	—	—	W 86_23	P90	BN90LB4	133
61	241	2.2	23	8000	—	—	—	—	W 110_23	P90	BN90LB4	137
62	237	1.1	15	3600	W 75_15	S3	M3LB6	128	W 75_15	P100	BN100LB6	129
62	234	1.5	15	7000	W 86_15	S3	M3LB6	132	W 86_15	P100	BN100LB6	133
67	228	2.6	21	8000	—	—	—	—	WR 110_21	P90	BN90LB4	138
70	209	1.2	20	3650	—	—	—	—	W 75_20	P90	BN90LB4	129
70	212	1.5	20	6960	—	—	—	—	W 86_20	P90	BN90LB4	133
70	212	2.7	20	8000	—	—	—	—	W 110_20	P90	BN90LB4	137
93	163	1.5	10	3280	W 75_10	S3	M3LB6	128	W 75_10	P100	BN100LB6	129
93	157	1.0	15	2230	—	—	—	—	W 63_15	P90	BN90LB4	125
93	161	1.6	15	3440	—	—	—	—	W 75_15	P90	BN90LB4	129
93	161	2.1	15	6450	—	—	—	—	W 86_15	P90	BN90LB4	133
117	129	1.1	12	2150	—	—	—	—	W 63_12	P90	BN90LB4	125
133	117	1.8	7	2970	W 75_7	S3	M3LB6	128	W 75_7	P100	BN100LB6	129
133	117	2.3	7	5700	W 86_7	S3	M3LB6	132	W 86_7	P100	BN100LB6	133
140	109	1.3	10	2090	—	—	—	—	W 63_10	P90	BN90LB4	125
140	111	2.1	10	3100	—	—	—	—	W 75_10	P90	BN90LB4	129
140	111	2.6	10	5730	—	—	—	—	W 86_10	P90	BN90LB4	133
192	79	1.6	15	2080	—	—	—	—	W 63_15	P90	BN90SB2	125
192	81	2.8	15	3000	—	—	—	—	W 75_15	P90	BN90SB2	129
200	78	1.5	7	1930	—	—	—	—	W 63_7	P90	BN90LB4	125
200	80	2.4	7	2790	—	—	—	—	W 75_7	P90	BN90LB4	129
200	79	3.2	7	5140	—	—	—	—	W 86_7	P90	BN90LB4	133
240	64	2.0	12	1980	—	—	—	—	W 63_12	P90	BN90SB2	125
288	54	2.3	10	1890	—	—	—	—	W 63_10	P90	BN90SB2	125
288	55	3.7	10	2670	—	—	—	—	W 75_10	P90	BN90SB2	129
411	39	2.7	7	1720	—	—	—	—	W 63_7	P90	BN90SB2	125

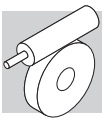
2.2 kW

n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 		
0.44	10013	0.9	3200	52000	—	—	—	—	VF/VF 130/250_3200	P100	BN100LA4	168
0.55	9536	0.9	2560	52000	—	—	—	—	VF/VF 130/250_2560	P100	BN100LA4	168
0.77	8499	1.1	1840	52000	—	—	—	—	VF/VF 130/250_1840	P100	BN100LA4	168
0.88	7629	1.2	1600	52000	—	—	—	—	VF/VF 130/250_1600	P100	BN100LA4	168
1.0	7197	0.9	920	34500	—	—	—	—	VF/VF 130/210_920	P112	BN112M6	162
1.0	7197	1.3	920	52000	—	—	—	—	VF/VF 130/250_920	P112	BN112M6	168
1.2	6258	1.0	1200	34500	—	—	—	—	VF/VF 130/210_1200	P100	BN100LA4	162
1.2	6258	1.4	1200	52000	—	—	—	—	VF/VF 130/250_1200	P100	BN100LA4	168
1.5	5072	1.2	920	34500	—	—	—	—	VF/VF 130/210_920	P100	BN100LA4	162
1.5	5072	1.8	920	52000	—	—	—	—	VF/VF 130/250_920	P100	BN100LA4	168
1.8	4887	1.3	800	34500	—	—	—	—	VF/VF 130/210_800	P100	BN100LA4	162
1.8	5007	1.8	800	52000	—	—	—	—	VF/VF 130/250_800	P100	BN100LA4	168
2.4	4023	1.0	600	19500	—	—	—	—	W/VF 86/185_600	P100	BN100LA4	157
2.4	3844	1.6	600	34500	—	—	—	—	VF/VF 130/210_600	P100	BN100LA4	162
2.4	3934	2.3	600	52000	—	—	—	—	VF/VF 130/250_600	P100	BN100LA4	168
3.1	3286	1.1	300	34500	—	—	—	—	VFR 210_300	P112	BN112M6	160










2.2 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N					IEC			
3.1	3487	1.5	300	52000	—	—	—	VFR 250_300	P112	BN112M6	166	
3.5	2861	1.5	400	19500	—	—	—	W/VF 86/185_400	P100	BN100LA4	157	
3.5	2980	2.1	400	34500	—	—	—	VF/VF 130/210_400	P100	BN100LA4	162	
3.5	2921	3.1	400	52000	—	—	—	VF/VF 130/250_400	P100	BN100LA4	168	
3.9	2897	1.0	240	19500	—	—	—	VFR 185_240	P112	BN112M6	154	
3.9	2897	1.5	240	34500	—	—	—	VFR 210_240	P112	BN112M6	160	
3.9	3004	1.9	240	52000	—	—	—	VFR 250_240	P112	BN112M6	166	
4.7	2459	0.9	300	19500	—	—	—	VFR 185_300	P100	BN100LA4	154	
4.7	2459	1.4	300	34500	—	—	—	VFR 210_300	P100	BN100LA4	160	
4.7	2548	2.0	300	52000	—	—	—	VFR 250_300	P100	BN100LA4	166	
5.0	2170	1.9	280	19500	—	—	—	W/VF 86/185_280	P100	BN100LA4	157	
5.0	2170	2.9	280	34500	—	—	—	VF/VF 130/210_280	P100	BN100LA4	162	
5.6	2291	0.9	168	16000	—	—	—	VFR 150_168	P112	BN112M6	148	
5.9	2110	1.3	240	19500	—	—	—	VFR 185_240	P100	BN100LA4	154	
5.9	2110	1.8	240	34500	—	—	—	VFR 210_240	P100	BN100LA4	160	
5.9	2181	2.5	240	52000	—	—	—	VFR 250_240	P100	BN100LA4	166	
7.3	1774	1.0	192	16000	—	—	—	VFR 150_192	P100	BN100LA4	148	
7.8	1690	0.9	120	13800	—	—	—	VFR 130_120	P112	BN112M6	142	
7.8	1743	1.7	180	19500	—	—	—	VFR 185_180	P100	BN100LA4	154	
7.8	1717	2.5	180	34500	—	—	—	VFR 210_180	P100	BN100LA4	160	
7.8	1797	3.5	180	52000	—	—	—	VFR 250_180	P100	BN100LA4	166	
8.4	1627	1.1	168	16000	—	—	—	VFR 150_168	P100	BN100LA4	148	
9.4	1386	1.4	100	19000	—	—	—	VF 185_100	P112	BN112M6	152	
9.4	1498	2.2	150	19500	—	—	—	VFR 185_150	P100	BN100LA4	154	
9.4	1498	3.0	150	34500	—	—	—	VFR 210_150	P100	BN100LA4	160	
10.2	1378	1.0	138	13800	—	—	—	VFR 130_138	P100	BN100LA4	142	
10.2	1398	1.4	138	16000	—	—	—	VFR 150_138	P100	BN100LA4	148	
10.4	1468	2.2	90	19500	—	—	—	VFR 185_90	P112	BN112M6	154	
10.4	1448	3.2	90	34500	—	—	—	VFR 210_90	P112	BN112M6	160	
11.8	1162	1.2	80	15500	—	—	—	VF 150_80	P112	BN112M6	146	
11.8	1198	1.2	120	13800	—	—	—	VFR 130_120	P100	BN100LA4	142	
11.8	1216	1.6	120	16000	—	—	—	VFR 150_120	P100	BN100LA4	148	
11.8	1180	2.0	80	19000	—	—	—	VF 185_80	P112	BN112M6	152	
11.8	1252	2.9	120	19500	—	—	—	VFR 185_120	P100	BN100LA4	154	
11.8	1252	4.0	120	34500	—	—	—	VFR 210_120	P100	BN100LA4	160	
13.6	1141	1.3	69	13800	—	—	—	VFR 130_69	P112	BN112M6	142	
13.6	1141	1.8	69	16000	—	—	—	VFR 150_69	P112	BN112M6	148	
14.1	969	1.2	100	14700	—	—	—	VF 150_100	P100	BN100LA4	146	
14.1	969	2.0	100	18000	—	—	—	VF 185_100	P100	BN100LA4	152	
14.7	973	1.1	64	13200	—	—	—	VF 130_64	P112	BN112M6	140	
15.7	952	1.6	90	13800	—	—	—	VFR 130_90	P100	BN100LA4	142	
15.7	966	2.0	90	16000	—	—	—	VFR 150_90	P100	BN100LA4	148	
15.7	952	2.7	60	19000	—	—	—	VF 185_60	P112	BN112M6	152	
15.7	1019	2.7	90	19500	—	—	—	VFR 185_90	P100	BN100LA4	154	
16.8	876	1.2	56	13200	—	—	—	VF 130_56	P112	BN112M6	140	
17.6	811	1.1	80	12600	—	—	—	VF 130_80	P100	BN100LA4	140	
17.6	823	1.5	80	14700	—	—	—	VF 150_80	P100	BN100LA4	146	
17.6	823	2.6	80	18000	—	—	—	VF 185_80	P100	BN100LA4	152	
20.4	751	1.5	46	13200	—	—	—	VF 130_46	P112	BN112M6	140	
20.4	781	1.7	69	13800	—	—	—	VFR 130_69	P100	BN100LA4	142	
20.4	761	2.3	46	15500	—	—	—	VF 150_46	P112	BN112M6	146	
20.4	792	2.3	69	16000	—	—	—	VFR 150_69	P100	BN100LA4	148	
20.9	774	1.1	45	8000	—	—	—	WR 110_45	P112	BN112M6	138	
22.0	677	1.4	64	12600	—	—	—	VF 130_64	P100	BN100LA4	140	
22.0	687	1.9	64	14700	—	—	—	VF 150_64	P100	BN100LA4	146	
23.3	660	1.1	40	8000	W 110_40	S3	M3LC6	136	W 110_40	P112	BN112M6	137
23.5	706	1.0	60	8000	—	—	—	WR 110_60	P100	BN100LA4	138	
23.5	697	1.9	60	13800	—	—	—	VFR 130_60	P100	BN100LA4	142	
23.5	706	2.7	60	16000	—	—	—	VFR 150_60	P100	BN100LA4	148	
23.5	662	3.4	60	18000	—	—	—	VF 185_60	P100	BN100LA4	152	
25.2	601	1.0	56	8000	W 110_56	S3	M3LA4	136	W 110_56	P100	BN100LA4	137
25.2	609	1.6	56	12600	—	—	—	VF 130_56	P100	BN100LA4	140	
25.2	617	2.2	56	14200	—	—	—	VF 150_56	P100	BN100LA4	146	
31	507	1.2	46	8000	W 110_46	S3	M3LA4	136	W 110_46	P100	BN100LA4	137
31	521	2.0	46	12600	—	—	—	VF 130_46	P100	BN100LA4	140	

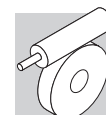


2.2 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
31	528	2.9	46	14700	—	—	—	—	VF 150_46	P100 BN100LA4	146
31	536	1.3	45	8000	—	—	—	—	WR 110_45	P100 BN100LA4	138
31	550	3.1	45	16000	—	—	—	—	VFR 150_45	P100 BN100LA4	148
35	453	1.5	40	8000	W 110_40	S3 M3LA4	136	—	W 110_40	P100 BN100LA4	137
35	453	2.4	40	12600	—	—	—	—	VF 130_40	P100 BN100LA4	140
35	459	3.4	40	14700	—	—	—	—	VF 150_40	P100 BN100LA4	146
41	416	2.5	23	13200	—	—	—	—	VF 130_23	P112 BN112M6	140
47	340	1.1	30	7000	W 86_30	S3 M3LA4	132	—	W 86_30	P100 BN100LA4	133
47	344	2.0	30	8000	W 110_30	S3 M3LA4	136	—	W 110_30	P100 BN100LA4	137
47	353	3.0	30	12600	—	—	—	—	VF 130_30	P100 BN100LA4	140
61	281	1.1	23	6990	W 86_23	S3 M3LA4	132	—	W 86_23	P100 BN100LA4	133
61	284	1.9	23	8000	W 110_23	S3 M3LA4	136	—	W 110_23	P100 BN100LA4	137
61	284	3.1	23	12600	—	—	—	—	VF 130_23	P100 BN100LA4	140
71	247	1.0	20	3410	W 75_20	S3 M3LA4	128	—	W 75_20	P100 BN100LA4	129
71	250	1.3	20	6730	W 86_20	S3 M3LA4	132	—	W 86_20	P100 BN100LA4	133
71	250	2.3	20	8000	W 110_20	S3 M3LA4	136	—	W 110_20	P100 BN100LA4	137
94	190	1.3	15	3240	W 75_15	S3 M3LA4	128	—	W 75_15	P100 BN100LA4	129
94	190	1.7	15	6270	W 86_15	S3 M3LA4	132	—	W 86_15	P100 BN100LA4	133
94	188	3.2	15	8000	W 110_15	S3 M3LA4	136	—	W 110_15	P100 BN100LA4	137
133	139	1.5	7	2780	W 75_7	S3 M3LC6	128	—	W 75_7	P112 BN112M6	129
133	139	1.9	7	5540	W 86_7	S3 M3LC6	132	—	W 86_7	P112 BN112M6	133
141	131	1.8	10	2940	W 75_10	S3 M3LA4	128	—	W 75_10	P100 BN100LA4	129
141	131	2.2	10	5590	W 86_10	S3 M3LA4	132	—	W 86_10	P100 BN100LA4	133
187	99	2.3	15	2920	W 75_15	S3 M3SA2	128	—	W 75_15	P90 BN90L2	129
187	98	3.0	15	5290	W 86_15	S3 M3SA2	132	—	W 86_15	P90 BN90L2	133
192	94	1.3	15	1980	—	—	—	—	W 63_15	P90 BN90L2	125
201	94	2.0	7	2660	W 75_7	S3 M3LA4	128	—	W 75_7	P100 BN100LA4	129
201	93	2.7	7	5030	W 86_7	S3 M3LA4	132	—	W 86_7	P100 BN100LA4	133
240	76	1.6	12	1890	—	—	—	—	W 63_12	P90 BN90L2	125
281	67	3.0	10	2610	W 75_10	S3 M3SA2	128	—	W 75_10	P90 BN90L2	129
288	64	1.9	10	1820	—	—	—	—	W 63_10	P90 BN90L2	125
401	48	3.6	7	2350	W 75_7	S3 M3SA2	128	—	W 75_7	P90 BN90L2	129
411	46	2.3	7	1660	—	—	—	—	W 63_7	P90 BN90L2	125

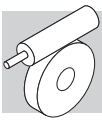
3 kW

n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
0.88	10403	0.9	1600	52000	—	—	—	—	VF/VF 130/250_1600	P100 BN100LB4	168
1.0	9814	0.9	920	52000	—	—	—	—	VF/VF 130/250_920	P132 BN132S6	168
1.2	8534	1.1	1200	52000	—	—	—	—	VF/VF 130/250_1200	P100 BN100LB4	168
1.5	6917	0.9	920	34500	—	—	—	—	VF/VF 130/210_920	P100 BN100LB4	162
1.5	6917	1.3	920	52000	—	—	—	—	VF/VF 130/250_920	P100 BN100LB4	168
1.8	6665	0.9	800	34500	—	—	—	—	VF/VF 130/210_800	P100 BN100LB4	162
1.8	6827	1.3	800	52000	—	—	—	—	VF/VF 130/250_800	P100 BN100LB4	168
2.4	5242	1.2	600	34500	—	—	—	—	VF/VF 130/210_600	P100 BN100LB4	162
2.4	5364	1.7	600	52000	—	—	—	—	VF/VF 130/250_600	P100 BN100LB4	168
3.1	4755	1.1	300	52000	—	—	—	—	VFR 250_300	P132 BN132S6	166
3.5	3901	1.1	400	19500	—	—	—	—	W /VF 86/185_400	P100 BN100LB4	157
3.5	4064	1.6	400	34500	—	—	—	—	VF/VF 130/210_400	P100 BN100LB4	162
3.5	3983	2.3	400	52000	—	—	—	—	VF/VF 130/250_400	P100 BN100LB4	168
3.9	3950	1.1	240	34500	—	—	—	—	VFR 210_240	P132 BN132S6	160
3.9	4096	1.4	240	52000	—	—	—	—	VFR 250_240	P132 BN132S6	166
4.7	3353	1.0	300	34500	—	—	—	—	VFR 210_300	P100 BN100LB4	160
4.7	3475	1.4	300	52000	—	—	—	—	VFR 250_300	P100 BN100LB4	166
5.0	2958	1.4	280	19500	—	—	—	—	W /VF 86/185_280	P100 BN100LB4	157
5.0	2958	2.1	280	34500	—	—	—	—	VF/VF 130/210_280	P100 BN100LB4	162
5.0	3015	3.0	280	52000	—	—	—	—	VF/VF 130/250_280	P100 BN100LB4	168
5.9	2877	1.0	240	19500	—	—	—	—	VFR 185_240	P100 BN100LB4	154
5.9	2877	1.4	240	34500	—	—	—	—	VFR 210_240	P100 BN100LB4	160
5.9	2975	1.8	240	52000	—	—	—	—	VFR 250_240	P100 BN100LB4	166
7.8	2377	1.3	180	19500	—	—	—	—	VFR 185_180	P100 BN100LB4	154










3 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
7.8	2341	1.8	180	34500	—	—	—	VFR 210_180	P100	BN100LB4	160	
7.8	2450	2.6	180	52000	—	—	—	VFR 250_180	P100	BN100LB4	166	
9.4	1859	1.6	100	33000	—	—	—	VF 210_100	P132	BN132S6	158	
9.4	2042	1.6	150	19500	—	—	—	VFR 185_150	P100	BN100LB4	154	
9.4	2042	2.2	150	34500	—	—	—	VFR 210_150	P100	BN100LB4	160	
9.4	1920	2.5	100	50000	—	—	—	VF 250_100	P132	BN132S6	164	
9.4	2042	3.2	150	52000	—	—	—	VFR 250_150	P100	BN100LB4	166	
10.2	1907	1.0	138	16000	—	—	—	VFR 150_138	P100	BN100LB4	148	
11.8	1634	0.9	120	13800	—	—	—	VFR 130_120	P100	BN100LB4	142	
11.8	1658	1.2	120	16000	—	—	—	VFR 150_120	P100	BN100LB4	148	
11.8	1609	1.5	80	19000	—	—	—	VF 185_80	P132	BN132S6	152	
11.8	1585	2.1	80	33000	—	—	—	VF 210_80	P132	BN132S6	158	
11.8	1707	2.1	120	19500	—	—	—	VFR 185_120	P100	BN100LB4	154	
11.8	1707	2.9	120	34500	—	—	—	VFR 210_120	P100	BN100LB4	160	
11.8	1634	3.2	80	50000	—	—	—	VF 250_80	P132	BN132S6	164	
11.8	1731	4.0	120	52000	—	—	—	VFR 250_120	P100	BN100LB4	166	
14.1	1321	0.9	100	14700	—	—	—	VF 150_100	P100	BN100LB4	146	
14.1	1321	1.4	100	18000	—	—	—	VF 185_100	P100	BN100LB4	152	
15.7	1298	1.2	90	13800	—	—	—	VFR 130_90	P100	BN100LB4	142	
15.7	1317	1.5	90	16000	—	—	—	VFR 150_90	P100	BN100LB4	148	
15.7	1298	2.0	60	19000	—	—	—	VF 185_60	P132	BN132S6	152	
15.7	1390	2.0	90	19500	—	—	—	VFR 185_90	P100	BN100LB4	154	
15.7	1390	2.9	90	34500	—	—	—	VFR 210_90	P100	BN100LB4	160	
15.7	1280	2.9	60	33000	—	—	—	VF 210_60	P132	BN132S6	158	
17.6	1122	1.1	80	14700	—	—	—	VF 150_80	P100	BN100LB4	146	
17.6	1122	1.9	80	18000	—	—	—	VF 185_80	P100	BN100LB4	152	
20.4	1066	1.2	69	13800	—	—	—	VFR 130_69	P100	BN100LB4	142	
20.4	1080	1.7	69	16000	—	—	—	VFR 150_69	P100	BN100LB4	148	
22.0	923	1.0	64	12600	—	—	—	VF 130_64	P100	BN100LB4	140	
22.0	936	1.4	64	14700	—	—	—	VF 150_64	P100	BN100LB4	146	
23.5	951	1.4	60	13800	—	—	—	VFR 130_60	P100	BN100LB4	142	
23.5	963	2.0	60	16000	—	—	—	VFR 150_60	P100	BN100LB4	148	
23.5	902	2.5	60	18000	—	—	—	VF 185_60	P100	BN100LB4	152	
25.2	831	1.2	56	12600	—	—	—	VF 130_56	P100	BN100LB4	140	
25.2	842	1.6	56	14700	—	—	—	VF 150_56	P100	BN100LB4	146	
28.2	772	3.2	50	18000	—	—	—	VF 185_50	P100	BN100LB4	152	
31	710	1.5	46	12600	—	—	—	VF 130_46	P100	BN100LB4	140	
31	720	2.2	46	14700	—	—	—	VF 150_46	P100	BN100LB4	146	
31	731	1.0	45	8000	—	—	—	WR 110_45	P100	BN100LB4	138	
31	677	1.1	30	8000	—	—	—	W 110_30	P132	BN132S6	137	
31	750	2.3	45	16000	—	—	—	VFR 150_45	P100	BN100LB4	148	
31	741	3.2	30	19000	—	—	—	VF 185_30	P132	BN132S6	152	
35	618	1.1	40	8000	W 110_40	S3	M3LB4	136	W 110_40	P100	BN100LB4	137
35	618	1.8	40	12600	—	—	—	VF 130_40	P100	BN100LB4	140	
35	626	2.5	40	14700	—	—	—	VF 150_40	P100	BN100LB4	146	
41	568	1.0	23	8000	—	—	—	W 110_23	P132	BN132S6	137	
41	568	1.8	23	13200	—	—	—	VF 130_23	P132	BN132S6	140	
41	575	2.6	23	15500	—	—	—	VF 150_23	P132	BN132S6	146	
47	469	1.5	30	8000	W 110_30	S3	M3LB4	136	W 110_30	P100	BN100LB4	137
47	482	2.2	30	12600	—	—	—	VF 130_30	P100	BN100LB4	140	
47	488	2.8	30	14700	—	—	—	VF 150_30	P100	BN100LB4	146	
47	518	2.9	30	16000	—	—	—	VFR 150_30	P100	BN100LB4	148	
61	388	1.4	23	8000	W 110_23	S3	M3LB4	136	W 110_23	P100	BN100LB4	137
61	388	2.3	23	12600	—	—	—	VF 130_23	P100	BN100LB4	140	
61	388	3.3	23	14700	—	—	—	VF 150_23	P100	BN100LB4	146	
71	341	0.9	20	6240	W 86_20	S3	M3LB4	132	W 86_20	P100	BN100LB4	133
71	341	1.7	20	8000	W 110_20	S3	M3LB4	136	W 110_20	P100	BN100LB4	137
71	341	2.6	20	12600	—	—	—	VF 130_20	P100	BN100LB4	140	
94	259	1.0	15	2800	W 75_15	S3	M3LB4	128	W 75_15	P100	BN100LB4	129
94	259	1.3	15	5890	W 86_15	S3	M3LB4	132	W 86_15	P100	BN100LB4	133
94	256	2.3	15	8000	W 110_15	S3	M3LB4	136	W 110_15	P100	BN100LB4	137
94	262	3.5	15	11800	—	—	—	VF 130_15	P100	BN100LB4	140	
124	198	3.4	23	11000	—	—	—	VF 130_23	P100	BN100L2	140	
141	179	1.3	10	2600	W 75_10	S3	M3LB4	128	W 75_10	P100	BN100LB4	129
141	179	1.6	10	5300	W 86_10	S3	M3LB4	132	W 86_10	P100	BN100LB4	133

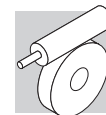


3 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 		
141	177	3.1	10	8000	W 110_10	S3	M3LB4	136	W 110_10	P100	BN100LB4	137
191	132	1.7	15	2680	W 75_15	S3	M3LA2	128	W 75_15	P100	BN100L2	129
191	131	2.3	15	5070	W 86_15	S3	M3LA2	132	W 86_15	P100	BN100L2	133
201	128	1.5	7	2380	W 75_7	S3	M3LB4	128	W 75_7	P100	BN100LB4	129
201	127	2.0	7	4780	W 86_7	S3	M3LB4	132	W 86_7	P100	BN100LB4	133
286	90	2.3	10	2430	W 75_10	S3	M3LA2	128	W 75_10	P100	BN100L2	129
286	90	2.9	10	4510	W 86_10	S3	M3LA2	132	W 86_10	P100	BN100L2	133
409	64	2.7	7	2190	W 75_7	S3	M3LA2	128	W 75_7	P100	BN100L2	129
409	64	3.5	7	4040	W 86_7	S3	M3LA2	132	W 86_7	P100	BN100L2	133

4 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
1.5	9157	1.0	920	52000	—	—	—	VF/VF 130/250_920	P112	BN112M4	168
1.8	9039	1.0	800	52000	—	—	—	VF/VF 130/250_800	P112	BN112M4	168
2.4	6941	0.9	600	34500	—	—	—	VF/VF 130/210_600	P112	BN112M4	162
2.4	7102	1.3	600	52000	—	—	—	VF/VF 130/250_600	P112	BN112M4	168
3.6	5380	1.2	400	34500	—	—	—	VF/VF 130/210_400	P112	BN112M4	162
3.6	5273	1.7	400	52000	—	—	—	VF/VF 130/250_400	P112	BN112M4	168
4.0	5404	1.1	240	52000	—	—	—	VFR 250_240	P132	BN132MA6	166
4.7	4600	1.1	300	52000	—	—	—	VFR 250_300	P112	BN112M4	166
5.1	3917	1.1	280	19500	—	—	—	W /VF 86/185_280	P112	BN112M4	157
5.1	3917	1.6	280	34500	—	—	—	VF/VF 130/210_280	P112	BN112M4	162
5.1	3992	2.3	280	52000	—	—	—	VF/VF 130/250_280	P112	BN112M4	168
5.3	3908	1.3	180	34500	—	—	—	VFR 210_180	P132	BN132MA6	160
5.3	4487	1.5	180	52000	—	—	—	VFR 250_180	P132	BN132MA6	166
5.9	3809	1.0	240	34500	—	—	—	VFR 210_240	P112	BN112M4	160
5.9	3938	1.4	240	52000	—	—	—	VFR 250_240	P112	BN112M4	166
7.9	3147	1.0	180	19500	—	—	—	VFR 185_180	P112	BN112M4	154
7.9	3099	1.4	180	34500	—	—	—	VFR 210_180	P112	BN112M4	160
7.9	3244	1.9	180	52000	—	—	—	VFR 250_180	P112	BN112M4	166
9.5	2704	1.2	150	19500	—	—	—	VFR 185_150	P112	BN112M4	154
9.5	2704	1.7	150	34500	—	—	—	VFR 210_150	P112	BN112M4	160
9.5	2704	2.4	150	52000	—	—	—	VFR 250_150	P112	BN112M4	166
9.5	2453	1.2	100	33000	—	—	—	VF 210_100	P132	BN132MA6	158
9.5	2533	1.9	100	50000	—	—	—	VF 250_100	P132	BN132MA6	164
11.8	2195	0.9	120	16000	—	—	—	VFR 150_120	P112	BN112M4	148
11.8	2260	1.6	120	19500	—	—	—	VFR 185_120	P112	BN112M4	154
11.8	2260	2.2	120	34500	—	—	—	VFR 210_120	P112	BN112M4	160
11.8	2292	3.1	120	52000	—	—	—	VFR 250_120	P112	BN112M4	166
11.9	2123	1.1	80	19000	—	—	—	VF 185_80	P132	BN132MA6	152
11.9	2091	1.6	80	33000	—	—	—	VF 210_80	P132	BN132MA6	158
11.9	2155	2.4	80	50000	—	—	—	VF 250_80	P132	BN132MA6	164
14.2	1749	1.1	100	18000	—	—	—	VF 185_100	P112	BN112M4	152
15.8	1719	0.9	90	13800	—	—	—	VFR 130_90	P112	BN112M4	142
15.8	1743	1.1	90	16000	—	—	—	VFR 150_90	P112	BN112M4	148
15.8	1840	1.5	90	19500	—	—	—	VFR 185_90	P112	BN112M4	154
15.8	1840	2.2	90	34500	—	—	—	VFR 210_90	P112	BN112M4	160
15.8	1888	3.2	90	52000	—	—	—	VFR 250_90	P112	BN112M4	166
15.8	1713	1.5	60	19000	—	—	—	VF 185_60	P132	BN132MA6	152
15.8	1689	2.2	60	33000	—	—	—	VF 210_60	P132	BN132MA6	158
15.8	1737	3.2	60	50000	—	—	—	VF 250_60	P132	BN132MA6	164
17.8	1485	1.4	80	18000	—	—	—	VF 185_80	P112	BN112M4	152
20.6	1411	0.9	69	13800	—	—	—	VFR 130_69	P112	BN112M4	142
20.6	1429	1.3	69	16000	—	—	—	VFR 150_69	P112	BN112M4	148
20.7	1369	1.3	46	15500	—	—	—	VF 150_46	P132	BN132MA6	146
21.1	1448	3.4	45	34500	—	—	—	VFR 210_45	P132	BN132MA6	160
22.2	1240	1.1	64	14700	—	—	—	VF 150_64	P112	BN112M4	146
23.7	1259	1.1	60	13800	—	—	—	VFR 130_60	P112	BN112M4	142
23.7	1275	1.5	60	16000	—	—	—	VFR 150_60	P112	BN112M4	148
23.7	1194	1.9	60	18000	—	—	—	VF 185_60	P112	BN112M4	152

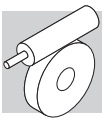


4 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 		
23.7	1307	2.5	60	19500	—	—	—	VFR 185_60	P112	BN112M4	154	
23.7	1291	3.6	60	34500	—	—	—	VFR 210_60	P112	BN112M4	160	
23.8	1174	1.0	40	13200	—	—	—	VF 130_40	P132	BN132MA6	140	
23.8	1206	3.6	40	33000	—	—	—	VF 210_40	P132	BN132MA6	158	
25.4	1100	0.9	56	12500	—	—	—	VF 130_56	P112	BN112M4	140	
25.4	1115	1.2	56	14700	—	—	—	VF 150_56	P112	BN112M4	146	
28.4	1022	2.4	50	18000	—	—	—	VF 185_50	P112	BN112M4	152	
31	940	1.1	46	12600	—	—	—	VF 130_46	P112	BN112M4	140	
31	953	1.6	46	14700	—	—	—	VF 150_46	P112	BN112M4	146	
32	993	1.7	45	16000	—	—	—	VFR 150_45	P112	BN112M4	148	
32	1017	2.8	45	19500	—	—	—	VFR 185_45	P112	BN112M4	154	
32	929	1.3	30	13200	—	—	—	VF 130_30	P132	BN132MA6	140	
32	977	2.5	30	19000	—	—	—	VF 185_30	P132	BN132MA6	152	
32	965	3.5	30	33000	—	—	—	VF 210_30	P132	BN132MA6	158	
36	818	1.3	40	12600	—	—	—	VF 130_40	P112	BN112M4	140	
36	829	1.9	40	14700	—	—	—	VF 150_40	P112	BN112M4	146	
36	769	0.9	80	12600	—	—	—	VF 130_80	P112	BN112M2	140	
41	749	1.4	23	13200	—	—	—	VF 130_23	P132	BN132MA6	140	
41	758	2.0	23	13200	—	—	—	VF 150_23	P132	BN132MA6	146	
45	641	1.1	64	12600	—	—	—	VF 130_64	P112	BN112M2	140	
46	635	1.1	30	8000	W 110_30	S3	M3LC4	136	W 110_30	P112	BN112M4	137
47	638	1.6	30	12600	—	—	—	VF 130_30	P112	BN112M4	140	
47	646	2.1	30	14700	—	—	—	VF 150_30	P112	BN112M4	146	
47	686	2.2	30	16000	—	—	—	VFR 150_30	P112	BN112M4	148	
60	525	1.0	23	8000	W 110_23	S3	M3LC4	136	W 110_23	P112	BN112M4	137
62	514	1.7	23	12600	—	—	—	VF 130_23	P112	BN112M4	140	
62	514	2.5	23	14700	—	—	—	VF 150_23	P112	BN112M4	146	
63	485	1.6	46	12600	—	—	—	VF 130_46	P112	BN112M2	140	
70	462	1.2	20	8000	W 110_20	S3	M3LC4	136	W 110_20	P112	BN112M4	137
71	452	2.0	20	12400	—	—	—	VF 130_20	P112	BN112M4	140	
93	350	0.9	15	5410	W 86_15	S3	M3LC4	132	W 86_15	P112	BN112M4	133
93	346	1.7	15	8000	W 110_15	S3	M3LC4	136	W 110_15	P112	BN112M4	137
95	347	2.7	15	11400	—	—	—	VF 130_15	P112	BN112M4	140	
95	350	3.4	10	12700	—	—	—	VF 150_10	P132	BN132MA6	146	
139	242	1.0	10	2160	W 75_10	S3	M3LC4	128	W 75_10	P112	BN112M4	129
139	242	1.2	10	4940	W 86_10	S3	M3LC4	132	W 86_10	P112	BN112M4	133
139	239	2.3	10	7840	W 110_10	S3	M3LC4	136	W 110_10	P112	BN112M4	137
142	237	3.3	10	10100	—	—	—	VF 130_10	P112	BN112M4	140	
191	176	1.3	15	2400	W 75_15	S3	M3LB2	128	W 75_15	P112	BN112M2	129
191	174	1.7	15	4820	W 86_15	S3	M3LB2	132	W 86_15	P112	BN112M2	133
191	174	3.1	15	7380	W 110_15	S3	M3LB2	136	W 110_15	P112	BN112M2	137
199	173	1.1	7	1900	W 75_7	S3	M3LC4	128	W 75_7	P112	BN112M4	129
199	171	1.5	7	4490	W 86_7	S3	M3LC4	132	W 86_7	P112	BN112M4	133
199	171	2.9	7	7040	W 110_7	S3	M3LC4	136	W 110_7	P112	BN112M4	137
287	120	1.7	10	2210	W 75_10	S3	M3LB2	128	W 75_10	P112	BN112M2	129
287	120	2.2	10	4320	W 86_10	S3	M3LB2	132	W 86_10	P112	BN112M2	133
410	85	2.0	7	2010	W 75_7	S3	M3LB2	128	W 75_7	P112	BN112M2	129
410	85	2.7	7	3890	W 86_7	S3	M3LB2	132	W 86_7	P112	BN112M2	133

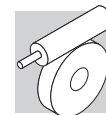
5.5 kW

n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
2.4	9630	0.9	600	52000	—	—	—	VF/VF 130/250_600	P132	BN132S4	168
3.4	7937	1.2	280	52000	—	—	—	VF/VF 130/250_280	P132	BN132MB6	168
3.6	7295	0.9	400	34500	—	—	—	VF/VF 130/210_400	P132	BN132S4	162
3.6	7149	1.3	400	52000	—	—	—	VF/VF 130/250_400	P132	BN132S4	168
5.1	5311	1.2	280	34500	—	—	—	VF/VF 130/210_280	P132	BN132S4	162
5.1	5413	1.7	280	52000	—	—	—	VF/VF 130/250_280	P132	BN132S4	168
5.3	6203	1.1	180	52000	—	—	—	VFR 250_180	P132	BN132MB6	166
6.3	5169	1.0	150	34500	—	—	—	VFR 210_150	P132	BN132MB6	160
6.3	5253	1.3	150	52000	—	—	—	VFR 250_150	P132	BN132MB6	166










5.5 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
8.0	4202	1.0	180	34500	—	—	—	VFR 210_180	P132	BN132S4	160
8.0	4399	1.4	180	52000	—	—	—	VFR 250_180	P132	BN132S4	166
9.5	3391	0.9	100	33000	—	—	—	VF 210_100	P132	BN132MB6	158
9.5	3502	1.4	100	50000	—	—	—	VF 250_100	P132	BN132MB6	164
9.6	3666	1.2	150	34500	—	—	—	VFR 210_150	P132	BN132S4	160
9.6	3666	1.8	150	52000	—	—	—	VFR 250_150	P132	BN132S4	166
11.8	2890	1.1	80	33000	—	—	—	VF 210_80	P132	BN132MB6	158
11.8	2979	1.7	80	50000	—	—	—	VF 250_80	P132	BN132MB6	164
12.0	3064	1.6	120	34500	—	—	—	VFR 210_120	P132	BN132S4	160
12.0	3108	2.3	120	52000	—	—	—	VFR 250_120	P132	BN132S4	166
14.4	2371	1.1	100	31500	—	—	—	VF 210_100	P132	BN132S4	158
14.4	2590	1.4	100	19500	—	—	—	VFR 185_100	P132	BN132S4	154
14.4	2480	1.5	100	47000	—	—	—	VF 250_100	P132	BN132S4	164
15.8	2368	1.1	60	19000	—	—	—	VF 185_60	P132	BN132MB6	152
15.8	2334	1.6	60	33000	—	—	—	VF 210_60	P132	BN132MB6	158
15.8	2401	2.3	60	50000	—	—	—	VF 250_60	P132	BN132MB6	164
16.0	2495	1.6	90	34500	—	—	—	VFR 210_90	P132	BN132S4	160
16.0	2561	2.3	90	52000	—	—	—	VFR 250_90	P132	BN132S4	166
18.0	2013	1.1	80	18000	—	—	—	VF 185_80	P132	BN132S4	152
18.0	2013	1.4	80	31500	—	—	—	VF 210_80	P132	BN132S4	158
18.0	2072	1.9	80	47000	—	—	—	VF 250_80	P132	BN132S4	164
19.2	2106	1.3	75	19500	—	—	—	VFR 185_75	P132	BN132S4	154
20.5	1892	0.9	46	15500	—	—	—	VF 150_46	P132	BN132MB6	146
21.0	2001	2.4	45	34500	—	—	—	VFR 210_45	P132	BN132MB6	160
21.0	2051	3.3	45	52000	—	—	—	VFR 250_45	P132	BN132MB6	166
23.6	1645	1.1	40	15500	—	—	—	VF 150_40	P132	BN132MB6	146
24.0	1620	1.4	60	18000	—	—	—	VF 185_60	P132	BN132S4	152
24.0	1598	1.9	60	31500	—	—	—	VF 210_60	P132	BN132S4	158
24.0	1751	2.7	60	34500	—	—	—	VFR 210_60	P132	BN132S4	160
24.0	1663	2.7	60	47000	—	—	—	VF 250_60	P132	BN132S4	164
24.0	1773	4.0	60	52000	—	—	—	VFR 250_60	P132	BN132S4	166
28.8	1430	1.3	50	15940	—	—	—	VFR 150_50	P132	BN132S4	148
28.8	1386	1.8	50	18000	—	—	—	VF 185_50	P132	BN132S4	152
28.8	1477	2.2	50	19500	—	—	—	VFR 185_50	P132	BN132S4	154
28.8	1386	2.4	50	31500	—	—	—	VF 210_50	P132	BN132S4	158
28.8	1386	3.2	50	47000	—	—	—	VF 250_50	P132	BN132S4	164
31	1292	1.2	46	14700	—	—	—	VF 150_46	P132	BN132S4	146
32	1284	1.0	30	13200	—	—	—	VF 130_30	P132	BN132MB6	140
32	1362	3.0	45	34500	—	—	—	VFR 210_45	P132	BN132S4	160
36	1109	1.0	40	12600	—	—	—	VF 130_40	P132	BN132S4	140
36	1123	1.4	40	14700	—	—	—	VF 150_40	P132	BN132S4	146
36	1138	2.3	40	18000	—	—	—	VF 185_40	P132	BN132S4	152
36	1138	3.1	40	31500	—	—	—	VF 210_40	P132	BN132S4	158
38	1101	1.5	37.5	15400	—	—	—	VFR 150_37.5	P132	BN132S4	148
38	1149	2.4	37.5	19500	—	—	—	VFR 185_37.5	P132	BN132S4	154
41	1035	1.0	23	13000	—	—	—	VF 130_23	P132	BN132MB6	140
41	1048	1.4	23	15300	—	—	—	VF 150_23	P132	BN132MB6	146
48	864	1.2	30	12600	—	—	—	VF 130_30	P132	BN132S4	140
48	875	1.6	30	14700	—	—	—	VF 150_30	P132	BN132S4	146
48	908	2.2	30	18000	—	—	—	VF 185_30	P132	BN132S4	152
48	908	3.4	30	31500	—	—	—	VF 210_30	P132	BN132S4	158
58	775	1.9	25	13400	—	—	—	VFR 150_25	P132	BN132S4	148
58	784	3.3	25	19500	—	—	—	VFR 185_25	P132	BN132S4	154
63	696	1.3	23	12100	—	—	—	VF 130_23	P132	BN132S4	140
63	696	1.8	23	14000	—	—	—	VF 150_23	P132	BN132S4	146
63	692	0.9	15	8000	—	—	—	W 110_15	P132	BN132MB6	137
72	613	0.9	20	8000	—	—	—	W 110_20	P132	BN132S4	137
72	613	1.5	20	11700	—	—	—	VF 130_20	P132	BN132S4	140
72	613	2.1	20	13500	—	—	—	VF 150_20	P132	BN132S4	146
96	460	1.3	15	8000	—	—	—	W 110_15	P132	BN132S4	137
96	471	2.0	15	12800	—	—	—	VF 130_15	P132	BN132S4	140
96	476	2.4	15	12400	—	—	—	VF 150_15	P132	BN132S4	146
126	359	1.9	23	10400	—	—	—	VF 130_23	P132	BN132SA2	140
126	359	2.7	23	11800	—	—	—	VF 150_23	P132	BN132SA2	146
144	317	1.7	10	7330	—	—	—	W 110_10	P132	BN132S4	137

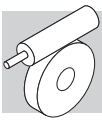


5.5 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
144	321	2.5	10	9680	—	—	—	VF 130_10	P132	BN132S4	140
144	321	3.3	10	11000	—	—	—	VF 150_10	P132	BN132S4	146
193	237	2.3	15	7060	—	—	—	W 110_15	P132	BN132SA2	137
206	227	2.2	7	6600	—	—	—	W 110_7	P132	BN132S4	137
206	227	3.3	7	8650	—	—	—	VF 130_7	P132	BN132S4	140
289	162	3.0	10	6290	—	—	—	W 110_10	P132	BN132SA2	137
289	164	3.6	10	8110	—	—	—	VF 130_10	P132	BN132SA2	140
413	115	3.9	7	5640	—	—	—	W 110_7	P132	BN132SA2	137
413	116	4.8	7	7230	—	—	—	VF 130_7	P132	BN132SA2	140

7.5 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
3.6	9749	0.9	400	52000	—	—	—	VF/VF 130/250_400	P132	BN132MA4	168
5.1	7242	0.9	280	34500	—	—	—	VF/VF 130/210_280	P132	BN132MA4	162
5.1	7381	1.2	280	52000	—	—	—	VF/VF 130/250_280	P132	BN132MA4	168
6.4	7088	1.0	150	52000	—	—	—	VFR 250_150	P160	BN160M6	166
8.0	5940	1.0	120	34500	—	—	—	VFR 210_120	P160	BN160M6	160
8.0	5999	1.1	180	52000	—	—	—	VFR 250_180	P132	BN132MA4	166
9.6	4725	1.0	100	50000	—	—	—	VF 250_100	P160	BN160M6	164
9.6	4999	1.3	150	52000	—	—	—	VFR 250_150	P132	BN132MA4	166
10.6	4860	0.9	90	34500	—	—	—	VFR 210_90	P160	BN160M6	160
11.9	4020	1.3	80	50000	—	—	—	VF 250_80	P160	BN160M6	164
12.0	4178	1.2	120	34500	—	—	—	VFR 210_120	P132	BN132MA4	160
12.0	4238	1.7	120	52000	—	—	—	VFR 250_120	P132	BN132MA4	166
14.4	3532	1.0	100	19500	—	—	—	VFR 185_100	P132	BN132MA4	154
14.4	3382	1.1	100	47000	—	—	—	VF 250_100	P132	BN132MA4	164
15.9	3150	1.2	60	33000	—	—	—	VF 210_60	P160	BN160M6	158
16.0	3402	1.2	90	34500	—	—	—	VFR 210_90	P132	BN132MA4	160
16.0	3492	1.7	90	52000	—	—	—	VFR 250_90	P132	BN132MA4	166
18.0	2746	1.1	80	31500	—	—	—	VF 210_80	P132	BN132MA4	158
18.0	2825	1.4	80	47000	—	—	—	VF 250_80	P132	BN132MA4	164
19.2	2872	1.0	75	19500	—	—	—	VFR 185_75	P132	BN132MA4	154
21.2	2700	1.8	45	34500	—	—	—	VFR 210_45	P160	BN160M6	160
21.2	2768	2.5	45	52000	—	—	—	VFR 250_45	P160	BN160M6	166
24.0	2208	1.0	60	18000	—	—	—	VF 185_60	P132	BN132MA4	152
24.0	2179	1.4	60	31500	—	—	—	VF 210_60	P132	BN132MA4	158
24.0	2388	2.0	60	31500	—	—	—	VFR 210_60	P132	BN132MA4	160
24.0	2268	2.0	60	47000	—	—	—	VF 250_60	P132	BN132MA4	164
24.0	2417	2.9	60	52000	—	—	—	VFR 250_60	P132	BN132MA4	166
28.8	1950	1.0	50	14100	—	—	—	VFR 150_50	P132	BN132MA4	148
28.8	1890	1.3	50	18000	—	—	—	VF 185_50	P132	BN132MA4	152
28.8	2014	1.6	50	19500	—	—	—	VFR 185_50	P132	BN132MA4	154
28.8	1890	1.7	50	31500	—	—	—	VF 210_50	P132	BN132MA4	158
28.8	1890	2.4	50	47000	—	—	—	VF 250_50	P132	BN132MA4	164
31	1762	0.9	46	14700	—	—	—	VF 150_46	P132	BN132MA4	146
32	1858	2.2	45	34500	—	—	—	VFR 210_45	P132	BN132MA4	160
32	1880	3.4	45	48800	—	—	—	VFR 250_45	P132	BN132MA4	166
36	1532	1.0	40	14700	—	—	—	VF 150_40	P132	BN132MA4	146
36	1552	1.7	40	18000	—	—	—	VF 185_40	P132	BN132MA4	152
36	1552	2.3	40	31500	—	—	—	VF 210_40	P132	BN132MA4	158
36	1572	3.1	40	47000	—	—	—	VF 250_40	P132	BN132MA4	164
38	1501	1.1	37.5	13200	—	—	—	VFR 150_37.5	P132	BN132MA4	148
38	1567	1.8	37.5	18300	—	—	—	VFR 185_37.5	P132	BN132MA4	154
48	1179	0.9	30	11900	—	—	—	VF 130_30	P132	BN132MA4	140
48	1194	1.1	30	14200	—	—	—	VF 150_30	P132	BN132MA4	146
48	1239	1.6	30	18000	—	—	—	VF 185_30	P132	BN132MA4	152
48	1239	2.5	30	31500	—	—	—	VF 210_30	P132	BN132MA4	158
48	1283	3.0	30	33400	—	—	—	VFR 210_30	P132	BN132MA4	160
48	1253	3.2	30	4440	—	—	—	VF 250_30	P132	BN132MA4	164
58	1057	1.4	25	11000	—	—	—	VFR 150_25	P132	BN132MA4	148

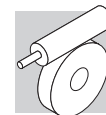


7.5 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
58	1069	2.4	25	16700	—	—	—	VFR 185_25	P132	BN132MA4	154
63	950	0.9	23	11200	—	—	—	VF 130_23	P132	BN132MA4	140
63	950	1.3	23	13200	—	—	—	VF 150_23	P132	BN132MA4	146
64	968	2.3	15	16700	—	—	—	VF 185_15	P160	BN160M6	152
64	968	3.4	15	31500	—	—	—	VF 210_15	P160	BN160M6	158
72	836	1.1	20	10800	—	—	—	VF 130_20	P132	BN132MA4	140
72	836	1.6	20	12700	—	—	—	VF 150_20	P132	BN132MA4	146
96	627	1.0	15	7370	—	—	—	W 110_15	P132	BN132MA4	137
96	642	1.4	15	10200	—	—	—	VF 130_15	P132	BN132MA4	140
96	649	1.8	15	11700	—	—	—	VF 150_15	P132	BN132MA4	146
126	489	1.4	23	9900	—	—	—	VF 130_23	P132	BN132SB2	140
126	489	2.0	23	11400	—	—	—	VF 150_23	P132	BN132SB2	146
136	467	2.5	7	10200	—	—	—	VF 150_7	P160	BN160M6	146
144	433	1.3	10	6720	—	—	—	W 110_10	P132	BN132MA4	137
144	438	1.8	10	9150	—	—	—	VF 130_10	P132	BN132MA4	140
144	438	2.4	10	10500	—	—	—	VF 150_10	P132	BN132MA4	146
193	322	1.7	15	6660	—	—	—	W 110_15	P132	BN132SB2	137
206	310	1.6	7	6100	—	—	—	W 110_7	P132	BN132MA4	137
206	310	2.4	7	8210	—	—	—	VF 130_7	P132	BN132MA4	140
206	313	3.2	7	9400	—	—	—	VF 150_7	P132	BN132MA4	146
290	220	2.2	10	5980	—	—	—	W 110_10	P132	BN132SB2	137
290	222	2.7	10	7840	—	—	—	VF 130_10	P132	BN132SB2	140
414	156	2.9	7	5380	—	—	—	W 110_7	P132	BN132SB2	137
414	157	3.5	7	7010	—	—	—	VF 130_7	P132	BN132SB2	140

9.2 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
5.1	9054	1.0	280	52000	—	—	—	VF/VF 130/250_280	P132	BN132MB4	168
9.6	6132	1.1	150	52000	—	—	—	VFR 250_150	P132	BN132MB4	166
12.0	5198	1.3	120	52000	—	—	—	VFR 250_120	P132	BN132MB4	166
14.4	4149	0.9	100	47000	—	—	—	VF 250_100	P132	BN132MB4	164
16.0	4173	1.0	90	34500	—	—	—	VFR 210_90	P132	BN132MB4	160
16.0	4283	1.4	90	52000	—	—	—	VFR 250_90	P132	BN132MB4	166
18.0	3368	0.9	80	31500	—	—	—	VF 210_80	P132	BN132MB4	158
18.0	3466	1.1	80	47000	—	—	—	VF 250_80	P132	BN132MB4	164
24.0	2672	1.1	60	31500	—	—	—	VF 210_60	P132	BN132MB4	158
24.0	2929	1.6	60	34500	—	—	—	VFR 210_60	P132	BN132MB4	160
24.0	2782	1.6	60	47000	—	—	—	VF 250_60	P132	BN132MB4	164
24.0	2965	2.4	60	51900	—	—	—	VFR 250_60	P132	BN132MB4	166
28.8	2319	1.1	50	18000	—	—	—	VF 185_50	P132	BN132MB4	152
28.8	2471	1.3	50	18600	—	—	—	VFR 185_50	P132	BN132MB4	154
28.8	2319	1.4	50	31500	—	—	—	VF 210_50	P132	BN132MB4	158
28.8	2319	1.9	50	47000	—	—	—	VF 250_50	P132	BN132MB4	164
32	2279	1.8	45	34500	—	—	—	VFR 210_45	P132	BN132MB4	160
32	2306	2.8	45	48000	—	—	—	VFR 250_45	P132	BN132MB4	166
36	1904	1.4	40	18000	—	—	—	VF 185_40	P132	BN132MB4	152
36	1904	1.8	40	31500	—	—	—	VF 210_40	P132	BN132MB4	158
36	1928	2.5	40	47000	—	—	—	VF 250_40	P132	BN132MB4	164
38	1884	0.9	37.5	11900	—	—	—	VFR 150_37.5	P132	BN132MB4	148
38	1922	1.5	37.5	17200	—	—	—	VFR 185_37.5	P132	BN132MB4	154
48	1464	0.9	30	11300	—	—	—	VF 150_30	P132	BN132MB4	146
48	1519	1.3	30	17900	—	—	—	VF 185_30	P132	BN132MB4	152
48	1519	2.0	30	31500	—	—	—	VF 210_30	P132	BN132MB4	158
48	1574	2.4	30	32600	—	—	—	VFR 210_30	P132	BN132MB4	160
48	1538	2.6	30	43900	—	—	—	VF 250_30	P132	BN132MB4	164
48	1574	3.8	30	42800	—	—	—	VFR 250_30	P132	BN132MB4	166
58	1297	1.2	25	11200	—	—	—	VFR 150_25	P132	BN132MB4	148
58	1312	2.0	25	15800	—	—	—	VFR 185_25	P132	BN132MB4	154
63	1165	1.1	23	12500	—	—	—	VF 150_23	P132	BN132MB4	146
72	1025	0.9	20	10100	—	—	—	VF 130_20	P132	BN132MB4	140

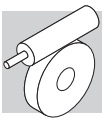


9.2 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
72	1025	1.3	20	12100	—	—	—	VF 150_20	P132	BN132MB4	146
72	1037	3.0	20	30400	—	—	—	VF 210_20	P132	BN132MB4	158
96	787	1.2	15	9560	—	—	—	VF 130_15	P132	BN132MB4	140
96	796	1.4	15	11200	—	—	—	VF 150_15	P132	BN132MB4	146
126	599	1.1	23	9510	—	—	—	VF 130_23	P132	BN132M2	140
126	599	1.6	23	11000	—	—	—	VF 150_23	P132	BN132M2	146
144	531	1.0	10	6210	—	—	—	W 110_10	P132	BN132MB4	137
144	537	1.5	10	8690	—	—	—	VF 130_10	P132	BN132MB4	140
144	537	2.0	10	16100	—	—	—	VF 150_10	P132	BN132MB4	146
193	395	1.4	15	6320	—	—	—	W 110_15	P132	BN132M2	137
206	380	1.3	7	5670	—	—	—	W 110_7	P132	BN132MB4	137
206	380	1.9	7	7820	—	—	—	VF 130_7	P132	BN132MB4	140
206	384	2.6	7	9030	—	—	—	VF 150_7	P132	BN132MB4	146
290	270	1.8	10	5720	—	—	—	W 110_10	P132	BN132M2	137
290	273	2.2	10	7620	—	—	—	VF 130_10	P132	BN132M2	140
290	273	2.9	10	8690	—	—	—	VF 150_10	P132	BN132M2	146
414	191	2.3	7	5170	—	—	—	W 110_7	P132	BN132M2	137
414	193	2.9	7	6820	—	—	—	VF 130_7	P132	BN132M2	140

11 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
8.0	8798	0.9	120	52000	—	—	—	VFR 250_120	P160	BN160L6	166
10.7	7288	0.9	90	52000	—	—	—	VFR 250_90	P160	BN160L6	166
12.0	5865	0.9	80	50000	—	—	—	VF 250_80	P160	BN160L6	164
12.0	6215	1.1	120	52000	—	—	—	VFR 250_120	P160	BN160MR4	166
16.0	5056	1.1	60	34500	—	—	—	VFR 210_60	P160	BN160L6	160
16.0	5121	1.2	90	52000	—	—	—	VFR 250_90	P160	BN160MR4	166
16.0	4727	1.2	60	50000	—	—	—	VF 250_60	P160	BN160L6	164
18.0	4144	0.9	80	47000	—	—	—	VF 250_80	P160	BN160MR4	164
19.2	3939	1.0	50	33000	—	—	—	VF 210_50	P160	BN160L6	158
21.3	3939	1.2	45	34500	—	—	—	VFR 210_45	P160	BN160L6	160
21.3	4038	1.7	45	51300	—	—	—	VFR 250_45	P160	BN160L6	166
24.0	3327	0.9	40	18000	—	—	—	VF 185_40	P160	BN160L6	152
24.0	3195	0.9	60	31500	—	—	—	VF 210_60	P160	BN160MR4	158
24.0	3283	1.3	40	33000	—	—	—	VF 210_40	P160	BN160L6	158
24.0	3502	1.3	60	34500	—	—	—	VFR 210_60	P160	BN160MR4	160
24.0	3327	1.4	60	47000	—	—	—	VF 250_60	P160	BN160MR4	164
24.0	3327	2.0	40	50000	—	—	—	VF 250_40	P160	BN160L6	164
24.0	3545	2.0	60	50900	—	—	—	VFR 250_60	P160	BN160MR4	166
28.8	2772	1.2	50	31500	—	—	—	VF 210_50	P160	BN160MR4	158
28.8	2772	1.6	50	47000	—	—	—	VF 250_50	P160	BN160MR4	164
32	2659	0.9	30	18100	—	—	—	VF 185_30	P160	BN160L6	152
32	2725	1.5	45	34500	—	—	—	VFR 210_45	P160	BN160MR4	160
32	2758	2.3	45	47100	—	—	—	VFR 250_45	P160	BN160MR4	166
36	2276	1.2	40	18500	—	—	—	VF 185_40	P160	BN160MR4	152
36	2276	1.5	40	31500	—	—	—	VF 210_40	P160	BN160MR4	158
36	2305	2.1	40	47000	—	—	—	VF 250_40	P160	BN160MR4	164
48	1816	1.1	30	17200	—	—	—	VF 185_30	P160	BN160MR4	152
48	1816	1.7	30	31500	—	—	—	VF 210_30	P160	BN160MR4	158
48	1882	2.0	30	31800	—	—	—	VFR 210_30	P160	BN160MR4	160
48	1838	2.2	30	43400	—	—	—	VF 250_30	P160	BN160MR4	164
48	1882	3.2	30	42100	—	—	—	VFR 250_30	P160	BN160MR4	166
48	1860	3.2	20	43100	—	—	—	VF 250_20	P160	BN160L6	164
64	1395	1.0	15	10900	—	—	—	VF 150_15	P160	BN160L6	146
64	1412	1.6	15	15300	—	—	—	VF 185_15	P160	BN160L6	152
64	1412	2.3	15	30500	—	—	—	VF 210_15	P160	BN160L6	158
72	1226	1.1	20	11400	—	—	—	VF 150_20	P160	BN160MR4	146
72	1240	1.8	20	15600	—	—	—	VF 185_20	P160	BN160MR4	152
72	1240	2.5	20	30000	—	—	—	VF 210_20	P160	BN160MR4	158
96	952	1.2	15	10600	—	—	—	VF 150_15	P160	BN160MR4	146










11 kW

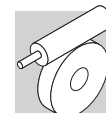
n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
96	963	1.9	15	14200	—	—	—	VF 185_15	P160	BN160MR4	152
96	963	3.0	15	27700	—	—	—	VF 210_15	P160	BN160MR4	158
144	642	1.6	10	9670	—	—	—	VF 150_10	P160	BN160MR4	146
146	635	2.7	20	13300	—	—	—	VF 185_20	P160	BN160MR2	152
194	482	2.9	15	12200	—	—	—	VF 185_15	P160	BN160MR2	152
206	460	2.2	7	8660	—	—	—	VF 150_7	P160	BN160MR4	146
291	325	2.4	10	8440	—	—	—	VF 150_10	P160	BN160MR2	146
416	230	3.3	7	7530	—	—	—	VF 150_7	P160	BN160MR2	146

15 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
16.2	6380	0.9	60	50000	—	—	—	VF 250_60	P180	BN180L6	164
19.4	5390	1.2	50	50000	—	—	—	VF 250_50	P180	BN180L6	164
24.3	4430	1.0	40	33000	—	—	—	VF 210_40	P180	BN180L6	158
24.3	4489	1.4	40	50000	—	—	—	VF 250_40	P180	BN180L6	164
24.3	4474	1.0	60	47000	—	—	—	VF 250_60	P160	BN160L4	164
24.3	4768	1.5	60	48700	—	—	—	VFR 250_60	P160	BN160L4	166
29.2	3728	0.9	50	31500	—	—	—	VF 210_50	P160	BN160L4	158
29.2	3728	1.2	50	47000	—	—	—	VF 250_50	P160	BN160L4	164
32	3665	1.1	45	33200	—	—	—	VFR 210_45	P160	BN160L4	160
32	3709	1.7	45	45200	—	—	—	VFR 250_45	P160	BN160L4	166
37	3061	0.9	40	16600	—	—	—	VF 185_40	P160	BN160L4	152
37	3061	1.1	40	31500	—	—	—	VF 210_40	P160	BN160L4	158
37	3100	1.5	40	45900	—	—	—	VF 250_40	P160	BN160L4	164
49	2481	1.1	20	14800	—	—	—	VF 185_20	P180	BN180L6	152
49	2443	1.2	30	31500	—	—	—	VF 210_30	P160	BN160L4	158
49	2531	1.5	30	30000	—	—	—	VFR 210_30	P160	BN160L4	160
49	2473	1.6	30	42400	—	—	—	VF 250_30	P160	BN160L4	164
49	2531	2.4	30	40600	—	—	—	VFR 250_30	P160	BN160L4	166
65	1905	1.2	15	13600	—	—	—	VF 185_15	P180	BN180L6	152
65	1905	1.7	15	29300	—	—	—	VF 210_15	P180	BN180L6	158
65	1927	2.8	15	38700	—	—	—	VF 250_15	P180	BN180L6	164
73	1668	1.4	20	14300	—	—	—	VF 185_20	P160	BN160L4	152
73	1668	1.9	20	29100	—	—	—	VF 210_20	P160	BN160L4	158
73	1688	2.6	20	38100	—	—	—	VF 250_20	P160	BN160L4	164
97	1280	0.9	15	9360	—	—	—	VF 150_15	P160	BN160L4	146
97	1295	1.4	15	13200	—	—	—	VF 185_15	P160	BN160L4	152
97	1295	2.2	15	27000	—	—	—	VF 210_15	P160	BN160L4	158
97	1295	3.1	15	35100	—	—	—	VF 250_15	P160	BN160L4	164
139	920	2.2	7	11400	—	—	—	VF 185_7	P180	BN180L6	152
146	863	1.2	10	8720	—	—	—	VF 150_10	P160	BN160L4	146
146	873	3.0	10	24000	—	—	—	VF 210_10	P160	BN160L4	158
147	860	2.0	20	12700	—	—	—	VF 185_20	P160	BN160MB2	152
195	653	2.1	15	11600	—	—	—	VF 185_15	P160	BN160MB2	152
195	653	3.3	15	22700	—	—	—	VF 210_15	P160	BN160MB2	158
209	618	1.6	7	7840	—	—	—	VF 150_7	P160	BN160L4	146
293	440	1.8	10	7960	—	—	—	VF 150_10	P160	BN160MB2	146
419	311	2.4	7	7120	—	—	—	VF 150_7	P160	BN160MB2	146

18.5 kW








n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
19.2	6717	0.9	50	50000	—	—	—	VF 250_50	P200	BN200LA6	164
24.0	5595	1.2	40	48700	—	—	—	VF 250_40	P200	BN200LA6	164
29.2	4598	1.0	50	47000	—	—	—	VF 250_50	P180	BN180M4	164
32	4472	1.2	30	45200	—	—	—	VF 250_30	P200	BN200LA6	164










18.5 kW

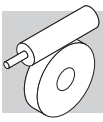
n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
37	3776	0.9	40	31500	—	—	—	VF 210_40	P180	BN180M4	158
37	3824	1.3	40	44900	—	—	—	VF 250_40	P180	BN180M4	164
49	3013	1.0	30	31200	—	—	—	VF 210_30	P180	BN180M4	158
49	3049	1.3	30	41500	—	—	—	VF 250_30	P180	BN180M4	164
64	2374	1.4	15	28300	—	—	—	VF 210_15	P200	BN200LA6	158
64	2402	2.2	15	37800	—	—	—	VF 250_15	P200	BN200LA6	164
73	2057	1.1	20	13200	—	—	—	VF 185_20	P180	BN180M4	152
73	2057	1.5	20	28300	—	—	—	VF 210_20	P180	BN180M4	158
73	2081	2.1	20	37400	—	—	—	VF 250_20	P180	BN180M4	164
97	1597	1.2	15	12200	—	—	—	VF 185_15	P180	BN180M4	152
97	1597	1.8	15	26200	—	—	—	VF 210_15	P180	BN180M4	158
97	1597	2.5	15	34500	—	—	—	VF 250_15	P180	BN180M4	164
146	1077	1.7	10	11400	—	—	—	VF 185_10	P180	BN180M4	152
146	1077	2.5	10	23400	—	—	—	VF 210_10	P180	BN180M4	158
146	1089	3.4	10	37800	—	—	—	VF 250_10	P180	BN180M4	164
195	805	1.1	15	8260	—	—	—	VF 150_15	P160	BN160L2	146
209	762	2.3	7	10100	—	—	—	VF 185_7	P180	BN180M4	152
209	762	3.0	7	21200	—	—	—	VF 210_7	P180	BN180M4	158
293	543	1.5	10	7550	—	—	—	VF 150_10	P160	BN160L2	146
419	384	2.0	7	6760	—	—	—	VF 150_7	P160	BN160L2	146

22 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
22.5	7097	0.9	40	47100	—	—	—	VF 250_40	P200	BN200L6	164
30	5673	1.0	30	43900	—	—	—	VF 250_30	P200	BN200L6	164
37	4532	1.1	40	43900	—	—	—	VF 250_40	P180	BN180L4	164
49	3571	0.9	30	30200	—	—	—	VF 210_30	P180	BN180L4	158
49	3614	1.1	30	44700	—	—	—	VF 250_30	P180	BN180L4	164
60	3011	1.1	15	27200	—	—	—	VF 210_15	P200	BN200L6	158
60	3046	1.7	15	36900	—	—	—	VF 250_15	P200	BN200L6	164
73	2438	0.9	20	12200	—	—	—	VF 185_20	P180	BN180L4	152
73	2438	1.3	20	27500	—	—	—	VF 210_20	P180	BN180L4	158
73	2467	1.8	20	36700	—	—	—	VF 250_20	P180	BN180L4	164
98	1893	1.0	15	11300	—	—	—	VF 185_15	P180	BN180L4	152
98	1893	1.5	15	25500	—	—	—	VF 210_15	P180	BN180L4	158
98	1893	2.1	15	33900	—	—	—	VF 250_15	P180	BN180L4	164
147	1276	1.4	10	10700	—	—	—	VF 185_10	P180	BN180L4	152
147	1276	2.1	10	22900	—	—	—	VF 210_10	P180	BN180L4	158
147	1291	2.9	10	30300	—	—	—	VF 250_10	P180	BN180L4	164
209	904	1.9	7	9510	—	—	—	VF 185_7	P180	BN180L4	152
209	904	2.5	7	20800	—	—	—	VF 210_7	P180	BN180L4	158
209	914	3.5	7	27500	—	—	—	VF 250_7	P180	BN180L4	164
293	645	2.1	10	9730	—	—	—	VF 185_10	P180	BN180M2	152
293	645	3.1	10	23900	—	—	—	VF 210_10	P180	BN180M2	158
419	457	2.9	7	8660	—	—	—	VF 185_7	P180	BN180M2	152

30 kW








n ₂ min-1	M ₂ Nm	S	i	Rn ₂ N						IEC 	
45	5412	1.1	20	37600	—	—	—	VF 250_20	P225	BN225M6	164
60	4154	1.3	15	35000	—	—	—	VF 250_15	P225	BN225M6	164
74	3313	0.9	20	25800	—	—	—	VF 210_20	P200	BN200L4	158
74	3352	1.3	20	35200	—	—	—	VF 250_20	P200	BN200L4	164
98	2573	1.1	15	24000	—	—	—	VF 210_15	P200	BN200L4	158
98	2573	1.6	15	32600	—	—	—	VF 250_15	P200	BN200L4	164
147	1735	1.5	10	21600	—	—	—	VF 210_10	P200	BN200L4	158










30 kW

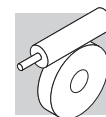
n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
147	1754	2.1	10	29200	—	—	—	VF 250_10	P200	BN200L4	164
210	1228	1.9	7	19700	—	—	—	VF 210_7	P200	BN200L4	158
210	1242	2.6	7	26600	—	—	—	VF 250_7	P200	BN200L4	164
295	874	2.3	10	19000	—	—	—	VF 210_10	P200	BN200LA2	158
421	619	2.8	7	17200	—	—	—	VF 210_7	P200	BN200LA2	158

37 kW

n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
74	4107	1.1	20	22800	—	—	—	VF 250_20	P225	BN225S4	164
99	3152	0.9	15	22600	—	—	—	VF 210_15	P225	BN225S4	158
99	3152	1.3	15	31400	—	—	—	VF 250_15	P225	BN225S4	164
148	2125	1.2	10	20500	—	—	—	VF 210_10	P225	BN225S4	158
148	2149	1.7	10	28300	—	—	—	VF 250_10	P225	BN225S4	164
211	1504	1.5	7	18800	—	—	—	VF 210_7	P225	BN225S4	158
211	1521	2.1	7	25800	—	—	—	VF 250_7	P225	BN225S4	164
296	1074	1.9	10	18400	—	—	—	VF 210_10	P200	BN200L2	158
296	1086	2.6	10	24500	—	—	—	VF 250_10	P200	BN200L2	164
423	760	2.3	7	16800	—	—	—	VF 210_7	P200	BN200L2	158

45 kW



n ₂ min-1	M ₂ Nm	S	i	R _{n2} N						IEC 	
74	4994	0.9	20	32300	—	—	—	VF 250_20	P225	BN225M4	164
99	3833	1.0	15	30100	—	—	—	VF 250_15	P225	BN225M4	164
148	2584	1.0	10	19200	—	—	—	VF 210_10	P225	BN225M4	158
148	2613	1.4	10	27300	—	—	—	VF 250_10	P225	BN225M4	164
211	1829	1.3	7	17800	—	—	—	VF 210_7	P225	BN225M4	158
211	1850	1.7	7	25000	—	—	—	VF 250_7	P225	BN225M4	164
296	1307	1.5	10	17800	—	—	—	VF 210_10	P200	BN225M2	158
296	1321	2.1	10	24000	—	—	—	VF 250_10	P200	BN225M2	164
423	925	1.9	7	16200	—	—	—	VF 210_7	P200	BN225M2	158
423	935	2.6	7	21800	—	—	—	VF 250_7	P200	BN225M2	164



22 SPEED REDUCER RATING CHARTS



VF 27

13 Nm

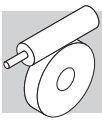
		i	η_s %	n_2	M_{n2}	P_{n1}	R_{n1}	R_{n2}	η_d	n_2	M_{n2}	P_{n1}	R_{n1}	R_{n2}	η_d	
				min ⁻¹	Nm	kW	N	N	%	min ⁻¹	Nm	kW	N	N	%	
				$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$							
VF 27	VF 27_7	7	67	400	7	0.34	—	330	86	200	9	0.23	35	410	83	169
	VF 27_10	10	62	280	7	0.24	—	400	84	140	9	0.16	30	500	80	
	VF 27_15	15	54	187	7	0.17	—	480	79	93	9	0.12	—	600	75	
	VF 27_20	20	49	140	7	0.14	—	540	76	70	9	0.09	—	600	71	
	VF 27_30	30	38	93	7	0.10	—	600	69	47	9	0.07	—	600	62	
	VF 27_40	40	33	70	7	0.08	—	600	64	35	9	0.06	—	600	57	
	VF 27_60	60	26	47	7	0.06	—	600	56	23.3	9	0.04	—	600	49	
	VF 27_70	70	24	40	7	0.06	—	600	53	20.0	9	0.04	—	600	45	
					$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$						
	VF 27_7	7	67	129	10	0.17	90	480	81	71	11	0.11	90	600	79	169
	VF 27_10	10	62	90	11	0.13	20	570	78	50	12	0.08	90	600	76	
	VF 27_15	15	54	60	11	0.09	—	600	72	33	12	0.06	90	600	69	
	VF 27_20	20	49	45	11	0.08	—	600	68	25.0	12	0.05	90	600	65	
	VF 27_30	30	38	30.0	11	0.06	—	600	59	16.7	13	0.04	—	600	55	
VF 27_40	40	33	22.5	11	0.05	—	600	54	12.5	13	0.04	—	600	50		
VF 27_60	60	26	15.0	11	0.04	—	600	45	8.3	12	0.02	—	600	41		
VF 27_70	70	24	12.9	10	0.03	—	600	42	7.1	11	0.02	—	600	38		

VF 30

24 Nm

		i	η_s %	n_2	M_{n2}	P_{n1}	R_{n1}	R_{n2}	η_d	n_2	M_{n2}	P_{n1}	R_{n1}	R_{n2}	η_d	
				min ⁻¹	Nm	kW	N	N	%	min ⁻¹	Nm	kW	N	N	%	
				$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$							
VF 30	VF 30_7	7	69	400	12	0.58	120	510	87	200	16	0.41	140	630	84	169
	VF 30_10	10	64	280	12	0.41	70	620	85	140	16	0.30	80	770	81	
	VF 30_15	15	56	187	14	0.34	—	720	81	93	18	0.24	—	910	76	
	VF 30_20	20	51	140	14	0.26	—	820	78	70	18	0.19	—	1030	73	
	VF 30_30	30	41	93	15	0.21	—	960	71	47	20	0.15	—	1200	65	
	VF 30_40	40	36	70	14	0.16	—	1090	66	35	19	0.12	—	1360	60	
	VF 30_60	60	29	47	14	0.12	—	1270	59	23.3	19	0.09	—	1590	51	
	VF 30_70	70	26	40	11	0.08	—	1380	55	20.0	15	0.07	—	1600	48	
					$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$						
	VF 30_7	7	69	129	18	0.30	150	730	82	71	20	0.19	150	920	81	169
	VF 30_10	10	64	90	18	0.22	150	900	79	50	20	0.14	150	1120	77	
	VF 30_15	15	56	60	20	0.17	—	1060	74	33	22	0.11	150	1320	71	
	VF 30_20	20	51	45	20	0.14	—	1200	70	25.0	22	0.09	150	1490	67	
	VF 30_30	30	41	30	22	0.12	—	1400	61	16.7	24	0.07	—	1700	58	
VF 30_40	40	36	23	20	0.09	—	1590	56	12.5	22	0.06	—	1700	53		
VF 30_60	60	29	15	20	0.07	—	1650	48	8.3	22	0.05	—	1700	44		
VF 30_70	70	26	13	17	0.05	—	1700	45	7.0	19	0.04	—	1700	41		

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



VF 44 - VF/VF 30/44

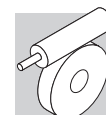
55 Nm

		i	η _s %	n ₁ = 2800 min ⁻¹					n ₁ = 1400 min ⁻¹							
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N		R _{n2} N	η _d %
VF 44	VF 44_7	7	71	400	22	1.1	220	950	88	200	29	0.71	220	1180	86	169
	VF 44_10	10	66	280	22	0.74	220	1150	87	140	29	0.51	220	1430	84	
	VF 44_14	14	60	200	22	0.55	220	1340	84	100	29	0.37	220	1680	81	
	VF 44_20	20	55	140	29	0.52	220	1490	81	70	39	0.37	220	1860	77	
	VF 44_28	28	45	100	29	0.40	220	1710	76	50	39	0.29	220	2140	71	
	VF 44_35	35	42	80	29	0.33	220	1870	73	40	39	0.25	220	2300	68	
	VF 44_46	46	37	61	29	0.27	220	2080	69	30.0	39	0.19	220	2300	63	
	VF 44_60	60	32	47	29	0.22	220	2290	65	23.3	39	0.16	220	2300	58	
	VF 44_70	70	30	40	22	0.15	220	2300	62	20.0	29	0.11	220	2300	55	
	VF 44_100	100	24	28	21	0.11	220	2300	55	14.0	28	0.09	220	2300	47	
				n ₁ = 900 min ⁻¹					n ₁ = 500 min ⁻¹							
VF 44	VF 44_7	7	71	129	39	0.63	220	1300	85	71	45	0.41	220	1610	83	169
	VF 44_10	10	66	90	39	0.45	220	1610	82	50	45	0.29	220	1980	80	
	VF 44_14	14	60	64	39	0.34	220	1890	78	36	50	0.25	220	2280	76	
	VF 44_20	20	55	45	45	0.29	220	2160	74	25.0	50	0.18	220	2500	72	
	VF 44_28	28	45	32	49	0.24	220	2300	67	17.9	55	0.16	220	2500	64	
	VF 44_35	35	42	25.7	49	0.20	220	2300	64	14.3	55	0.14	220	2500	60	
	VF 44_46	46	37	19.6	49	0.17	220	2300	59	10.9	50	0.10	220	2500	55	
	VF 44_60	60	32	15.0	45	0.13	200	2300	54	8.3	50	0.09	220	2500	50	
	VF 44_70	70	30	12.9	39	0.10	220	2300	51	7.1	45	0.07	220	2500	47	
	VF 44_100	100	24	9.0	30	0.06	220	2300	43	5.0	32	0.04	220	2500	39	

70 Nm

		i	η _s %	n ₁ = 1400 min ⁻¹					n ₁ = 900 min ⁻¹							
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N		R _{n2} N	η _d %
VF/VF 30/44	VF/VF 30/44_245	245	29	5.7	60	0.09	140	2500	40	3.7	70	0.07	150	2500	38	172
	VF/VF 30/44_350	350	27	4.0	60	0.07	80	2500	36	2.6	70	0.05	150	2500	38	
	VF/VF 30/44_420	420	25	3.3	60	0.06	—	2500	35	2.1	70	0.04	—	2500	39	
	VF/VF 30/44_560	560	23	2.5	60	0.05	—	2500	31	1.6	70	0.04	—	2500	29	
	VF/VF 30/44_700	700	21	2.0	60	0.04	—	2500	31	1.3	70	0.03	—	2500	31	
	VF/VF 30/44_840	840	18	1.7	60	0.04	—	2500	26	1.1	70	0.03	—	2500	26	
	VF/VF 30/44_1120	1120	16	1.3	60	0.03	—	2500	26	0.80	70	0.02	—	2500	29	
	VF/VF 30/44_1680	1680	13	0.83	60	0.02	—	2500	26	0.54	70	0.02	—	2500	20	
	VF/VF 30/44_2100	2100	12	0.67	60	0.02	—	2500	21	0.43	70	0.02	—	2500	16	

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



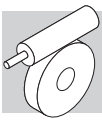
VF 49 - VFR 49

88 Nm

		i	η _s %	n ₁ = 2800 min ⁻¹						n ₁ = 1400 min ⁻¹							
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %		
				VF 49	VF 49_7	7	70	400	41	2.0	400	950	88	200	54		1.3
VF 49_10	10	65	280	44	1.5	400	1140	86	140	59	1.0	400	1410	84			
VF 49_14	14	59	200	49	1.2	400	1310	84	100	65	0.90	400	1630	81			
VF 49_18	18	55	156	44	0.87	400	1520	82	78	59	0.60	400	1890	78			
VF 49_24	24	50	117	47	0.73	400	1670	79	58	63	0.50	400	2110	75			
VF 49_28	28	43	100	56	0.78	400	1740	75	50	74	0.55	400	2170	71			
VF 49_36	36	39	78	52	0.59	400	1970	72	39	69	0.42	400	2460	67			
VF 49_45	45	35	62	49	0.46	400	2180	69	31	65	0.33	400	2725	63			
VF 49_60	60	30	47	44	0.34	400	2480	64	23.3	59	0.25	400	3100	58			
VF 49_70	70	28	40	41	0.28	400	2650	61	20.0	55	0.21	400	3150	54			
VF 49_80	80	25	35	41	0.25	400	2780	59	17.5	54	0.19	400	3150	52			
VF 49_100	100	22	28.0	37	0.20	400	3050	54	14.0	49	0.13	400	3150	47			
				n ₁ = 900 min ⁻¹						n ₁ = 500 min ⁻¹							
VF 49_7	7	70	129	61	0.97	400	1370	85	71	74	0.67	400	1670	83	169		
VF 49_10	10	65	90	64	0.75	400	1670	82	50	74	0.49	400	2060	80			
VF 49_14	14	59	64	71	0.61	400	1920	78	36	78	0.39	400	2400	75			
VF 49_18	18	55	50	68	0.47	400	2190	75	27.8	74	0.30	400	2730	72			
VF 49_24	24	50	38	68	0.36	400	2480	71	20.8	74	0.24	400	3090	68			
VF 49_28	28	43	32	82	0.41	400	2540	67	17.9	88	0.26	400	3180	63			
VF 49_36	36	39	25.0	75	0.31	400	2880	63	13.9	80	0.20	400	3450	59			
VF 49_45	45	35	20.0	71	0.25	400	3190	59	11.1	78	0.17	400	3450	55			
VF 49_60	60	30	15.0	64	0.19	400	3300	53	8.3	69	0.12	400	3450	49			
VF 49_70	70	28	12.9	60	0.16	400	3300	50	7.1	69	0.11	400	3450	46			
VF 49_80	80	25	11.3	58	0.14	400	3300	47	6.3	59	0.09	400	3450	43			
VF 49_100	100	22	9.0	52	0.11	400	3300	42	5.0	59	0.08	400	3450	38			

95 Nm

		i	η _s %	n ₁ = 2800 min ⁻¹						n ₁ = 1400 min ⁻¹							
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %		
				VFR 49	VFR 49_42	42	58	67	71	0.65	230	1920	76	33	78		0.37
VFR 49_54	54	54	52	68	0.50	230	2180	74	25.9	74	0.28	230	2830	71			
VFR 49_72	72	49	39	68	0.40	230	2470	70	19.4	74	0.22	230	3190	67			
VFR 49_84	84	42	33	82	0.44	230	2520	66	16.6	88	0.25	230	3290	62			
VFR 49_108	108	38	25.9	75	0.33	230	2860	62	12.9	80	0.19	230	3450	58			
VFR 49_135	135	34	20.7	71	0.27	230	3160	58	10.3	88	0.18	230	3450	54			
VFR 49_180	180	29	15.6	64	0.20	230	3300	52	7.7	69	0.12	230	3450	48			
VFR 49_210	210	27	13.3	60	0.17	230	3300	49	6.6	69	0.11	230	3450	45			
VFR 49_240	240	25	11.7	58	0.15	230	3300	46	5.8	59	0.09	230	3450	42			
VFR 49_300	300	22	9.3	52	0.12	230	3300	41	4.7	59	0.08	230	3450	37			
				n ₁ = 900 min ⁻¹						n ₁ = 500 min ⁻¹							
VFR 49_42	42	58	21.4	82	0.26	230	2960	72	11.9	90	0.16	230	3450	70	171		
VFR 49_54	54	54	16.7	79	0.20	230	3330	69	9.3	83	0.12	230	3450	67			
VFR 49_72	72	49	12.5	79	0.16	230	3450	64	6.9	83	0.10	230	3450	62			
VFR 49_84	84	42	10.7	91	0.17	230	3450	59	6.0	95	0.10	230	3450	57			
VFR 49_108	108	38	8.3	84	0.13	230	3450	55	4.6	90	0.08	230	3450	52			
VFR 49_135	135	34	6.7	82	0.11	230	3450	50	3.7	90	0.07	230	3450	48			
VFR 49_180	180	29	5.0	75	0.09	230	3450	45	2.8	78	0.05	230	3450	42			
VFR 49_210	210	27	4.3	75	0.08	230	3450	41	2.4	78	0.05	230	3450	39			
VFR 49_240	240	25	3.8	64	0.06	230	3450	39	2.1	68	0.04	230	3450	36			
VFR 49_300	300	22	3.0	63	0.06	230	3450	34	1.7	65	0.04	230	3450	32			



VF/VF 30/49

100 Nm

		i	η _s %	n ₁ = 1400 min ⁻¹						n ₁ = 900 min ⁻¹						
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	
				VF/VF 30/49												
	VF/VF 30/49_240	240	32	5.8	95	0.13	80	3450	45	3.8	100	0.09	150	3450	44	172
	VF/VF 30/49_315	315	24	4.4	95	0.11	140	3450	40	2.9	100	0.07	150	3450	43	
	VF/VF 30/49_420	420	24	3.3	95	0.08	—	3450	41	2.1	100	0.06	—	3450	37	
	VF/VF 30/49_540	540	22	2.6	95	0.07	—	3450	37	1.7	100	0.05	—	3450	35	
	VF/VF 30/49_720	720	20	1.9	95	0.05	—	3450	39	1.3	100	0.04	—	3450	33	
	VF/VF 30/49_900	900	18	1.6	95	0.05	—	3450	31	1.0	100	0.04	—	3450	26	
	VF/VF 30/49_1120	1120	15	1.3	95	0.04	—	3450	31	0.80	100	0.03	—	3450	28	
	VF/VF 30/49_1440	1440	14	0.97	95	0.04	—	3450	24	0.63	100	0.03	—	3450	22	
	VF/VF 30/49_2160	2160	11	0.65	95	0.03	—	3450	21	0.42	100	0.02	—	3450	22	
	VF/VF 30/49_2700	2700	10	0.52	95	0.03	—	3450	17	0.33	100	0.02	—	3450	17	

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



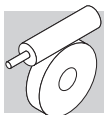
W 63 - WR 63

190 Nm

		i	η _s %	n ₁ = 2800 min ⁻¹					n ₁ = 1400 min ⁻¹							
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N		R _{n2} N	η _d %
				W 63	W 63_7	7	70	400	105	4.9	480	1010	90		200	120
W 63_10	10	66	280		125	4.2	370	1360	88	140	140	2.4	480	1840	86	
W 63_12	12	63	233		125	3.5	435	1540	87	117	140	2.0	480	2070	85	
W 63_15	15	59	187		125	2.8	410	1770	86	93	150	1.8	480	2280	83	
W 63_19	19	55	147		130	2.4	310	1990	84	74	150	1.4	480	2600	81	
W 63_24	24	52	117		130	1.9	370	2250	82	58	155	1.2	480	2890	78	
W 63_30	30	44	93		125	1.6	440	2540	78	47	160	1.1	460	3170	74	
W 63_38	38	40	74		130	1.3	330	2800	75	37	155	0.85	480	3580	70	
W 63_45	45	37	62		130	1.2	380	3020	73	31	145	0.71	480	3920	67	
W 63_64	64	31	44		110	0.75	480	3650	67	21.9	125	0.47	480	4680	61	
W 63_80	80	27	35	100	0.59	480	4050	62	17.5	115	0.38	480	5000	56		
W 63_100	100	23	28	100	0.51	480	4420	58	14.0	115	0.33	480	5000	51		
				n ₁ = 900 min ⁻¹					n ₁ = 500 min ⁻¹							
W 63	W 63_7	7	70	129	130	2.0	480	1870	87	71	140	1.2	480	2420	84	169
	W 63_10	10	66	90	150	1.7	480	2220	84	50	165	1.1	480	2830	81	
	W 63_12	12	63	75	150	1.4	480	2480	82	42	165	0.92	480	3140	79	
	W 63_15	15	59	60	160	1.3	480	2740	80	33	180	0.83	480	3430	76	
	W 63_19	19	55	47	160	1.0	480	3100	78	26.3	180	0.68	480	3860	73	
	W 63_24	24	52	38	165	0.86	480	3440	75	20.8	185	0.58	480	4280	70	
	W 63_30	30	44	30	170	0.76	480	3770	70	16.7	190	0.52	480	4690	64	
	W 63_38	38	40	23.7	165	0.62	480	4240	66	13.2	185	0.42	480	5000	61	
	W 63_45	45	37	20.0	155	0.52	480	4630	63	11.1	170	0.34	480	5000	58	
	W 63_64	64	31	14.1	135	0.35	480	5000	56	7.8	150	0.24	480	5000	51	
W 63_80	80	27	11.3	125	0.28	480	5000	52	6.3	135	0.19	480	5000	46		
W 63_100	100	23	9.0	120	0.25	480	5000	46	5.0	130	0.17	480	5000	41		

220 Nm

		i	η _s %	n ₁ = 2800 min ⁻¹					n ₁ = 1400 min ⁻¹							
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N		R _{n2} N	η _d %
				WR 63	WR 63_21	21	69	133	130	2.1	180	1840	87		67	140
WR 63_30	30	65	93		150	1.7	300	2180	84	47	165	1.0	320	2920	81	
WR 63_36	36	62	78		150	1.5	320	2430	82	39	165	0.85	320	3240	79	
WR 63_45	45	58	62		160	1.3	320	2690	80	31	180	0.77	320	3540	76	
WR 63_57	57	54	49		160	1.1	320	3050	78	24.6	180	0.63	320	3980	73	
WR 63_72	72	51	39		165	0.90	320	3390	75	19.4	185	0.54	320	4410	70	
WR 63_90	90	44	31		170	0.79	320	3710	70	15.6	190	0.48	320	4830	64	
WR 63_114	114	39	24.6		165	0.62	320	4170	68	12.3	185	0.39	320	5000	61	
WR 63_135	135	36	20.7		155	0.53	320	4560	63	10.4	170	0.32	320	5000	58	
WR 63_192	192	30	14.6		135	0.37	320	5000	56	7.3	150	0.22	320	5000	51	
WR 63_240	240	26	11.7	125	0.29	320	5000	52	5.8	135	0.18	320	5000	46		
WR 63_300	300	22	9.3	120	0.25	320	5000	46	4.7	130	0.15	320	5000	41		
				n ₁ = 900 min ⁻¹					n ₁ = 500 min ⁻¹							
WR 63	WR 63_21	21	69	43	155	0.85	320	2960	82	23.8	170	0.53	320	3750	80	171
	WR 63_30	30	65	30	180	0.72	320	3470	79	16.7	200	0.45	320	4360	77	
	WR 63_36	36	62	25.0	180	0.61	320	3830	77	14.0	200	0.40	320	4790	74	
	WR 63_45	45	58	20.0	190	0.54	320	4230	74	11.1	200	0.33	320	5000	71	
	WR 63_57	57	54	15.8	190	0.44	320	4740	71	8.8	200	0.27	320	5000	68	
	WR 63_72	72	51	12.5	190	0.37	320	5000	68	6.9	190	0.22	320	5000	64	
	WR 63_90	90	44	10.0	205	0.35	320	5000	62	5.6	220	0.22	320	5000	58	
	WR 63_114	114	39	7.9	200	0.29	320	5000	58	4.4	210	0.18	320	5000	54	
	WR 63_135	135	36	6.7	180	0.23	320	5000	54	3.7	190	0.15	320	5000	50	
	WR 63_192	192	30	4.7	150	0.16	320	5000	47	2.6	150	0.10	320	5000	43	
WR 63_240	240	26	3.8	140	0.13	320	5000	43	2.1	140	0.08	320	5000	39		
WR 63_300	300	22	3.0	130	0.11	320	5000	38	1.7	130	0.07	320	5000	34		



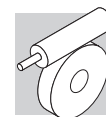
VF/W 30/63

230 Nm



	i	η_s %	$n_1 = 1400 \text{ min}^{-1}$							$n_1 = 900 \text{ min}^{-1}$						
			n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %		
VF/W 30/63	VF/W 30/63_240	240	33	5.8	210	0.27	80	5000	47	3.8	230	0.20	150	5000	45	172
	VF/W 30/63_315	315	26	4.4	210	0.23	140	5000	42	2.9	230	0.17	150	5000	41	
	VF/W 30/63_450	450	25	3.1	210	0.17	—	5000	41	2.0	230	0.11	—	5000	42	
	VF/W 30/63_570	570	22	2.5	210	0.14	—	5000	40	1.6	230	0.11	—	5000	36	
	VF/W 30/63_720	720	21	1.9	210	0.12	—	5000	37	1.3	230	0.09	—	5000	32	
	VF/W 30/63_900	900	18	1.6	210	0.11	—	5000	30	1.0	230	0.08	—	5000	29	
	VF/W 30/63_1200	1200	16	1.2	210	0.11	—	5000	24	0.75	230	0.07	—	5000	25	
	VF/W 30/63_1520	1520	14	0.92	210	0.08	—	5000	24	0.59	230	0.06	—	5000	23	
	VF/W 30/63_2280	2280	12	0.61	210	0.06	—	5000	21	0.39	230	0.04	—	5000	23	
	VF/W 30/63_2700	2700	11	0.52	210	0.05	—	5000	22	0.33	230	0.04	—	5000	19	

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



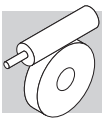
W 75 - WR 75

320 Nm

		i	η _s %	n ₁ = 2800 min ⁻¹						n ₁ = 1400 min ⁻¹						
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	
				W 75	W 75_7	7	71	400	170	7.8	750	700	91	200	190	
W 75_10	10	67	280	205	6.7	750	1610	90	140	230	3.8	750	2240	88		
W 75_15	15	60	187	225	5.0	750	2120	88	93	250	2.9	750	2870	85		
W 75_20	20	56	140	225	3.8	750	2550	86	70	250	2.2	750	3410	83		
W 75_25	25	52	112	225	3.2	750	2900	83	56	250	1.8	750	3840	80		
W 75_30	30	45	93	240	2.9	750	3100	81	47	270	1.7	750	4090	77		
W 75_40	40	40	70	225	2.1	750	3660	77	35	255	1.3	750	4770	72		
W 75_50	50	36	56	195	1.6	750	4180	73	28.0	220	0.95	750	5410	68		
W 75_60	60	33	47	180	1.3	750	4610	70	23.3	200	0.75	750	5960	65		
W 75_80	80	28	35	160	0.90	750	5310	65	17.5	180	0.56	750	6200	59		
W 75_100	100	25	28.0	135	0.65	750	5960	61	14.0	150	0.40	750	6200	55		
				n ₁ = 900 min ⁻¹						n ₁ = 500 min ⁻¹						
	W 75_7	7	71	129	205	3.1	750	2120	88	71	225	2.0	750	2940	86	169
	W 75_10	10	67	90	250	2.7	750	2700	86	50	275	1.7	750	3480	84	
	W 75_15	15	60	60	270	2.0	750	3440	83	33	295	1.3	750	4380	80	
	W 75_20	20	56	45	270	1.6	750	4050	80	25.0	295	1.0	750	5120	77	
	W 75_25	25	52	36	270	1.3	750	4550	77	20.0	295	0.85	750	5720	73	
	W 75_30	30	45	30	290	1.2	750	4860	74	16.7	320	0.81	750	6080	69	
	W 75_40	40	40	22.5	275	1.0	750	5630	68	12.5	305	0.63	750	6200	63	
	W 75_50	50	36	18.0	235	0.70	750	6200	63	10.0	260	0.47	750	6200	58	
	W 75_60	60	33	15.0	215	0.56	750	6200	60	8.3	235	0.37	750	6200	55	
	W 75_80	80	28	11.3	195	0.43	750	6200	54	6.3	215	0.29	750	6200	49	
	W 75_100	100	25	9.0	160	0.30	750	6200	50	5.0	180	0.21	750	6200	44	

420 Nm

		i	η _s %	n ₁ = 2800 min ⁻¹						n ₁ = 1400 min ⁻¹						
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	
				WR 75	WR 75_21	21	70	133	205	3.3	500	2030	88	67	225	
WR 75_30	30	66	93	250	2.8	500	2640	86	47	275	1.6	500	3610	84		
WR 75_45	45	59	62	270	2.1	500	3380	83	31	295	1.2	500	4530	80		
WR 75_60	60	55	47	270	1.6	500	3980	80	23.3	295	0.94	500	5280	77		
WR 75_75	75	51	37	270	1.4	500	4480	77	18.7	295	0.79	500	5890	73		
WR 75_90	90	44	31	290	1.3	500	4780	74	15.6	320	0.76	500	6200	69		
WR 75_120	120	39	23.3	275	1.0	500	5540	68	11.7	305	0.59	500	6200	63		
WR 75_150	150	35	18.7	235	0.73	500	6200	63	9.3	260	0.44	500	6200	58		
WR 75_180	180	32	15.6	215	0.58	500	6200	60	7.8	235	0.35	500	6200	55		
WR 75_240	240	27	11.7	195	0.44	500	6200	54	5.8	215	0.27	500	6200	49		
WR 75_300	300	24	9.3	160	0.31	500	6200	50	4.7	180	0.20	500	6200	44		
				n ₁ = 900 min ⁻¹						n ₁ = 500 min ⁻¹						
	WR 75_21	21	70	43	245	1.3	500	3660	85	23.8	270	0.82	500	4660	82	171
	WR 75_30	30	66	30	330	1.3	500	4070	82	16.7	370	0.81	500	5160	80	
	WR 75_45	45	59	20.0	350	0.94	500	5180	78	11.1	400	0.62	500	6200	75	
	WR 75_60	60	55	15.0	330	0.69	500	6180	75	8.3	370	0.45	500	6200	71	
	WR 75_75	75	51	12.0	330	0.59	500	6200	70	6.7	350	0.37	500	6200	66	
	WR 75_90	90	44	10.0	370	0.58	500	6200	67	5.6	420	0.39	500	6200	63	
	WR 75_120	120	39	7.5	330	0.43	500	6200	60	4.2	380	0.30	500	6200	56	
	WR 75_150	150	35	6.0	310	0.35	500	6200	55	3.3	350	0.24	500	6200	51	
	WR 75_180	180	32	5.0	280	0.29	500	6200	51	2.8	320	0.20	500	6200	47	
	WR 75_240	240	27	3.8	220	0.19	500	6200	45	2.1	280	0.15	500	6200	41	
	WR 75_300	300	24	3.0	200	0.15	500	6200	41	1.7	260	0.12	500	6200	37	



WR 75 - VF/W 44/75

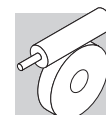
370 Nm

	i	η_s %	$n_1 = 2800 \text{ min}^{-1}$						$n_1 = 1400 \text{ min}^{-1}$							
			n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %		
			WR 75_P90_B5													
WR 75_P90_B5	WR 75_15	15	66	187	220	4.8	—	1960	89	93	250	2.8	—	2640	86	171
	WR 75_22.5	22.5	59	124	240	3.6	—	2530	86	62	270	2.1	—	3380	83	
	WR 75_30	30	55	93	240	2.8	—	3020	84	47	270	1.6	—	3980	80	
	WR 75_37.5	37.5	51	75	240	2.3	—	3410	81	37	270	1.4	—	4480	77	
	WR 75_45	45	44	62	255	2.1	—	3660	79	31	290	1.3	—	4780	74	
	WR 75_60	60	39	47	240	1.6	—	4290	74	23.3	275	1.0	—	5540	68	
	WR 75_75	75	35	37	210	1.2	—	4860	70	18.7	235	0.73	—	6200	63	
n₁ = 900 min⁻¹ n₁ = 500 min⁻¹																
WR 75_P90_B5	WR 75_15	15	66	60	275	2.1	—	3150	84	33	330	1.4	—	3850	82	171
	WR 75_22.5	22.5	59	40	295	1.5	—	4010	80	22.2	350	1.0	—	4920	78	
	WR 75_30	30	55	30	295	1.2	—	4710	77	16.7	330	0.77	—	5890	75	
	WR 75_37.5	37.5	51	24	295	1.0	—	5280	73	13.3	330	0.66	—	6200	70	
	WR 75_45	45	44	20	320	1.0	—	5610	69	11.1	370	0.64	—	6200	67	
	WR 75_60	60	39	15	305	0.76	—	6200	63	8.3	330	0.48	—	6200	60	
	WR 75_75	75	35	12	260	0.56	—	6200	58	6.7	310	0.39	—	6200	55	

400 Nm



	i	η_s %	$n_1 = 1400 \text{ min}^{-1}$						$n_1 = 900 \text{ min}^{-1}$							
			n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %		
			VF/W 44/75													
VF/W 44/75	VF/W 44/75_250	250	34	5.6	370	0.38	220	4560	57	3.6	400	0.29	220	4660	52	172
	VF/W 44/75_300	300	30	4.7	370	0.35	220	5160	51	3.0	400	0.27	220	5150	46	
	VF/W 44/75_400	400	26	3.5	370	0.29	220	6200	46	2.3	400	0.22	220	6200	42	
	VF/W 44/75_525	525	25	2.7	370	0.23	220	6200	44	1.7	400	0.18	220	6200	41	
	VF/W 44/75_700	700	24	2.0	370	0.18	220	6200	42	1.3	400	0.14	220	6200	39	
	VF/W 44/75_920	920	21	1.5	370	0.15	—	6200	40	1.0	400	0.11	60	6200	36	
	VF/W 44/75_1200	1200	18	1.2	370	0.12	—	6200	37	0.75	400	0.10	220	6200	31	
	VF/W 44/75_1500	1500	17	0.93	370	0.10	220	6200	37	0.60	400	0.09	220	6200	29	
	VF/W 44/75_2100	2100	14	0.67	370	0.09	220	6200	30	0.43	400	0.07	220	6200	24	
	VF/W 44/75_2800	2800	12	0.50	370	0.07	220	6200	26	0.32	400	0.06	220	6200	22	

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)





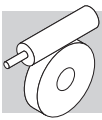
W 86 - WR 86

440 Nm

		i	η_s %	$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$								
				n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %	
W 86	W 86_7	7	71	400	225	10.4	850	2930	91	200	250	5.9	850	3920	89	169	
	W 86_10	10	67	280	260	8.5	850	3490	90	140	290	4.8	850	4620	88		
	W 86_15	15	60	187	295	6.6	850	4200	87	93	330	3.8	850	5510	85		
	W 86_20	20	60	140	285	4.9	850	4900	86	70	320	2.8	850	6380	84		
	W 86_23	23	58	122	285	4.3	850	5250	85	61	320	2.5	850	6800	82		
	W 86_30	30	45	93	320	3.9	850	5740	81	47	370	2.4	850	7000	76		
	W 86_40	40	45	70	295	2.7	850	6670	79	35	330	1.6	850	7000	75		
	W 86_46	46	43	61	305	2.5	850	7000	77	30	340	1.5	850	7000	73		
	W 86_56	56	39	50	265	1.8	850	7000	75	25.0	300	1.1	850	7000	70		
	W 86_64	64	37	44	250	1.6	850	7000	73	21.9	280	0.94	850	7000	68		
	W 86_80	80	33	35	225	1.2	850	7000	69	17.5	255	0.73	850	7000	64		
	W 86_100	100	29	28.0	205	0.92	850	7000	65	14.0	230	0.57	850	7000	59		
					$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$							
	W 86_7	7	71	129	270	4.1	850	4670	88	71	295	2.6	850	5890	85		169
	W 86_10	10	67	90	310	3.4	850	5500	86	50	345	2.2	850	6860	82		
	W 86_15	15	60	60	355	2.7	850	6520	82	33	390	1.7	850	7000	78		
	W 86_20	20	60	45	345	2.0	850	7000	81	25.0	380	1.3	850	7000	77		
	W 86_23	23	58	39	345	1.8	850	7000	80	21.7	380	1.2	850	7000	75		
	W 86_30	30	45	30	400	1.7	850	7000	73	16.7	440	1.1	850	7000	67		
W 86_40	40	45	22.5	355	1.2	850	7000	71	12.5	390	0.77	850	7000	66			
W 86_46	46	43	19.6	365	1.1	850	7000	69	10.9	405	0.73	850	7000	63			
W 86_56	56	39	16.1	325	0.83	850	7000	66	8.9	355	0.55	850	7000	60			
W 86_64	64	37	14.1	300	0.70	850	7000	63	7.8	330	0.47	850	7000	58			
W 86_80	80	33	11.3	275	0.55	850	7000	59	6.3	305	0.38	850	7000	53			
W 86_100	100	29	9.0	250	0.43	850	7000	55	5.0	275	0.29	850	7000	49			

550 Nm

		i	η_s %	$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$								
				n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %	
WR 86	WR 86_21	21	70	133	270	4.3	500	4590	88	67	295	2.4	500	6070	85	171	
	WR 86_30	30	66	93	310	3.5	500	5410	86	47	345	2.1	500	7000	82		
	WR 86_45	45	59	62	355	2.8	500	6420	82	31	390	1.6	500	7000	78		
	WR 86_60	60	59	47	345	2.1	500	7000	81	23.3	380	1.2	500	7000	77		
	WR 86_69	69	57	41	345	1.8	500	7000	80	20.3	380	1.1	500	7000	75		
	WR 86_90	90	44	31	400	1.8	500	7000	73	15.6	440	1.1	500	7000	67		
	WR 86_120	120	44	23.3	355	1.2	500	7000	71	11.7	390	0.72	500	7000	66		
	WR 86_138	138	42	20.3	365	1.1	500	7000	69	10.1	405	0.68	500	7000	63		
	WR 86_168	168	38	16.7	325	0.86	500	7000	66	8.3	355	0.52	500	7000	60		
	WR 86_192	192	36	14.6	300	0.73	500	7000	63	7.3	330	0.43	500	7000	58		
	WR 86_240	240	32	11.7	275	0.57	500	7000	59	5.8	305	0.35	500	7000	53		
	WR 86_300	300	28	9.3	250	0.44	500	7000	55	4.7	275	0.27	500	7000	49		
					$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$							
	WR 86_21	21	70	43	325	1.8	500	7000	83	23.8	355	1.1	500	7000	81		171
	WR 86_30	30	66	30	375	1.5	500	7000	81	16.7	415	0.93	500	7000	78		
	WR 86_45	45	59	20.0	450	1.2	500	7000	76	11.1	500	0.80	500	7000	73		
	WR 86_60	60	59	15.0	430	0.90	500	7000	75	8.3	440	0.53	500	7000	72		
	WR 86_69	69	57	13.0	390	0.73	500	7000	73	7.2	400	0.43	500	7000	70		
	WR 86_90	90	44	10.0	500	0.82	500	7000	64	5.6	550	0.53	500	7000	60		
WR 86_120	120	44	7.5	440	0.55	500	7000	63	4.2	470	0.35	500	7000	59			
WR 86_138	138	42	6.5	430	0.48	500	7000	61	3.6	440	0.30	500	7000	56			
WR 86_168	168	38	5.4	390	0.38	500	7000	57	3.0	410	0.24	500	7000	53			
WR 86_192	192	36	4.7	390	0.35	500	7000	55	2.6	410	0.22	500	7000	50			
WR 86_240	240	32	3.8	310	0.24	500	7000	50	2.1	320	0.15	500	7000	46			
WR 86_300	300	28	3.0	310	0.22	500	7000	45	1.7	320	0.14	500	7000	41			



WR 86 - VF/W 44/86

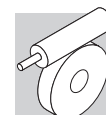
500 Nm

			i	η_s %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	
WR 86_P90_B5	WR 86_15	15	66	187	275	6.1	—	4130	88	93	310	3.5	—	5410	86	171	
	WR 86_22.5	22.5	59	124	315	4.8	—	4920	86	62	355	2.8	—	6420	82		
	WR 86_30	30	59	93	305	3.5	—	5720	85	47	345	2.1	—	7000	81		
	WR 86_34.5	34.5	57	81	305	3.1	—	6110	84	41	345	1.8	—	7000	80		
	WR 86_45	45	44	62	350	3.0	—	6640	77	31	400	1.8	—	7000	73		
	WR 86_60	60	44	47	315	2.0	—	7000	77	23.3	355	1.2	—	7000	71		
	WR 86_69	69	42	41	325	1.8	—	7000	75	20.3	365	1.1	—	7000	69		
	WR 86_84	84	38	33	285	1.4	—	7000	72	16.7	325	0.86	—	7000	66		
	$n_1 = 900 \text{ min}^{-1}$							$n_1 = 500 \text{ min}^{-1}$							171		
	WR 86_15	15	66	60	345	2.6	—	6330	82	33	375	1.6	—	7000		81	
	WR 86_22.5	22.5	59	40	390	2.1	—	7000	78	22.2	450	1.4	—	7000		76	
	WR 86_30	30	59	30	380	1.6	—	7000	77	16.7	430	1.0	—	7000		75	
	WR 86_34.5	34.5	57	26.1	380	1.4	—	7000	75	14.5	390	0.8	—	7000		73	
	WR 86_45	45	44	20.0	440	1.4	—	7000	67	11.1	500	0.9	—	7000		64	
WR 86_60	60	44	15.0	390	0.93	—	7000	66	8.3	440	0.61	—	7000	63			
WR 86_69	69	42	13.0	405	0.88	—	7000	63	7.2	430	0.53	—	7000	61			
WR 86_84	84	38	10.7	355	0.66	—	7000	60	6.0	390	0.43	—	7000	57			

550 Nm

			i	η_s %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	
VF/W 44/86	VF/W 44/86_230	230	38	6.1	500	0.59	220	7000	54	3.9	550	0.43	220	7000	53	172	
	VF/W 44/86_300	300	30	4.7	500	0.54	220	7000	45	3.0	550	0.41	220	7000	42		
	VF/W 44/86_400	400	30	3.5	500	0.45	220	7000	41	2.3	550	0.32	220	7000	41		
	VF/W 44/86_525	525	25	2.7	500	0.33	220	7000	42	1.7	550	0.25	220	7000	39		
	VF/W 44/86_700	700	25	2.0	500	0.27	220	7000	39	1.3	550	0.20	220	7000	37		
	VF/W 44/86_920	920	22	1.5	500	0.20	220	7000	40	1.0	550	0.15	—	7000	37		
	VF/W 44/86_1380	1380	17	1.0	500	0.17	220	7000	32	0.65	550	0.13	—	7000	28		
	VF/W 44/86_1840	1840	17	0.76	500	0.13	220	7000	30	0.49	550	0.10	—	7000	28		
	VF/W 44/86_2116	2116	16	0.66	500	0.12	220	7000	28	0.43	550	0.09	220	7000	28		
VF/W 44/86_2760	2760	14	0.51	500	0.11	—	7000	24	0.33	550	0.08	220	7000	24			

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



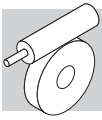
W 110 - WR 110

830 Nm

	i	η_s %	$n_1 = 2800 \text{ min}^{-1}$							$n_1 = 1400 \text{ min}^{-1}$							
			n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %			
			W 110														
W 110_7	7	71	400	445	20.7	1200	3710	90	200	500	11.8	1200	5020	89	169		
W 110_10	10	67	280	490	16.1	1200	4650	89	140	550	9.3	1200	6190	87			
W 110_15	15	60	187	535	12.0	1200	5770	87	93	600	7.0	1200	7590	84			
W 110_20	20	61	140	510	8.7	1200	6790	86	70	570	5.0	1200	8000	84			
W 110_23	23	59	122	480	7.1	1200	7430	86	61	540	4.1	1200	8000	83			
W 110_30	30	45	93	625	7.5	1200	7780	81	47	700	4.4	1200	8000	77			
W 110_40	40	46	70	595	5.5	1200	8000	80	35	670	3.2	1200	8000	76			
W 110_46	46	44	61	535	4.3	1200	8000	79	30	600	2.6	1200	8000	74			
W 110_56	56	41	50	535	3.7	1200	8000	76	25.0	600	2.2	1200	8000	72			
W 110_64	64	38	44	470	2.9	1200	8000	74	21.9	530	1.7	1200	8000	70			
W 110_80	80	34	35	420	2.2	1200	8000	71	17.5	470	1.3	1200	8000	66			
W 110_100	100	30	28.0	410	1.8	1200	8000	67	14.0	460	1.1	1200	8000	62			
			$n_1 = 900 \text{ min}^{-1}$							$n_1 = 500 \text{ min}^{-1}$							
W 110_7	7	71	129	540	8.3	1200	6040	88	71	595	5.2	1200	7680	86	169		
W 110_10	10	67	90	590	6.5	1200	7410	86	50	655	4.1	1200	8000	84			
W 110_15	15	60	60	645	4.9	1200	8000	83	33	710	3.1	1200	8000	80			
W 110_20	20	61	45	615	3.5	1200	8000	82	25.0	675	2.2	1200	8000	79			
W 110_23	23	59	39	580	2.9	1200	8000	81	21.7	640	1.9	1200	8000	77			
W 110_30	30	45	30	755	3.2	1200	8000	74	16.7	830	2.1	1200	8000	70			
W 110_40	40	46	22.5	720	2.3	1200	8000	73	12.5	795	1.5	1200	8000	68			
W 110_46	46	44	19.6	645	1.9	1200	8000	71	10.9	710	1.2	1200	8000	66			
W 110_56	56	41	16.1	645	1.6	1200	8000	68	8.9	710	1.1	1200	8000	63			
W 110_64	64	38	14.1	570	1.3	1200	8000	65	7.8	630	0.86	1200	8000	60			
W 110_80	80	34	11.3	505	0.98	1200	8000	61	6.3	560	0.65	1200	8000	56			
W 110_100	100	30	9.0	495	0.82	1200	8000	57	5.0	545	0.56	1200	8000	51			

1000 Nm

	i	η_s %	$n_1 = 2800 \text{ min}^{-1}$							$n_1 = 1400 \text{ min}^{-1}$							
			n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %			
			WR 110														
WR 110_21	21	70	133	540	8.6	700	5930	88	67	595	4.8	700	7950	86	171		
WR 110_30	30	66	93	590	6.7	700	7280	86	47	655	3.8	700	8000	84			
WR 110_45	45	59	62	645	5.1	700	8000	83	31	710	2.9	700	8000	80			
WR 110_60	60	60	47	615	3.7	700	8000	82	23.3	675	2.1	700	8000	79			
WR 110_69	69	58	41	580	3.0	700	8000	81	20.3	640	1.8	700	8000	77			
WR 110_90	90	44	31	755	3.3	700	8000	74	15.6	830	1.9	700	8000	70			
WR 110_120	120	45	23.3	720	2.4	700	8000	73	11.7	795	1.4	700	8000	68			
WR 110_138	138	43	20.3	645	1.9	700	8000	71	10.1	710	1.1	700	8000	66			
WR 110_168	168	40	16.7	645	1.7	700	8000	68	8.3	710	0.98	700	8000	63			
WR 110_192	192	37	14.6	570	1.3	700	8000	65	7.3	630	0.80	700	8000	60			
WR 110_240	240	33	11.7	505	1.0	700	8000	61	5.8	560	0.61	700	8000	56			
WR 110_300	300	29	9.3	495	0.85	700	8000	57	4.7	545	0.52	700	8000	51			
			$n_1 = 900 \text{ min}^{-1}$							$n_1 = 500 \text{ min}^{-1}$							
WR 110_21	21	70	43	645	3.4	700	8000	84	23.8	715	2.2	700	8000	82	171		
WR 110_30	30	66	30	710	2.8	700	8000	81	16.7	785	1.7	700	8000	79			
WR 110_45	45	59	20.0	870	2.4	700	8000	77	11.1	950	1.5	700	8000	75			
WR 110_60	60	60	15.0	800	1.6	700	8000	77	8.3	850	1.0	700	8000	74			
WR 110_69	69	58	13.0	750	1.4	700	8000	75	7.2	820	0.86	700	8000	72			
WR 110_90	90	44	10.0	900	1.4	700	8000	66	5.6	1000	0.94	700	8000	62			
WR 110_120	120	45	7.5	870	1.1	700	8000	65	4.2	950	0.68	700	8000	61			
WR 110_138	138	43	6.5	800	0.87	700	8000	63	3.6	900	0.58	700	8000	59			
WR 110_168	168	40	5.4	775	0.72	700	8000	60	3.0	800	0.45	700	8000	55			
WR 110_192	192	37	4.7	685	0.59	700	8000	57	2.6	720	0.37	700	8000	53			
WR 110_240	240	33	3.8	590	0.44	700	8000	53	2.1	620	0.28	700	8000	48			
WR 110_300	300	29	3.0	570	0.37	700	8000	48	1.7	600	0.24	700	8000	44			

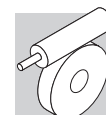


VF/W 49/110

1050 Nm



	i	η_s %	$n_1 = 1400 \text{ min}^{-1}$							$n_1 = 900 \text{ min}^{-1}$					
			n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	
			VF/W 49/110												
VF/W 49/110_230	230	38	6.1	1000	1.2	400	8000	52	3.9	1050	0.84	400	8000	51	172
VF/W 49/110_300	300	29	4.7	1000	1.0	400	8000	48	3.0	1050	0.70	400	8000	47	
VF/W 49/110_400	400	30	3.5	1000	0.81	400	8000	45	2.3	1050	0.55	400	8000	45	
VF/W 49/110_540	540	25	2.6	1000	0.66	400	8000	41	1.7	1050	0.48	400	8000	38	
VF/W 49/110_720	720	24	1.9	1000	0.51	400	8000	40	1.3	1050	0.36	400	8000	38	
VF/W 49/110_1080	1080	18	1.3	1000	0.44	400	8000	31	0.83	1050	0.28	400	8000	30	
VF/W 49/110_1350	1350	16	1.0	1000	0.36	400	8000	30	0.67	1050	0.26	400	8000	28	
VF/W 49/110_1656	1656	17	0.85	1000	0.30	400	8000	30	0.54	1050	0.20	400	8000	30	
VF/W 49/110_2070	2070	15	0.68	1000	0.25	400	8000	28	0.43	1050	0.19	400	8000	25	
VF/W 49/110_2800	2800	13	0.50	1000	0.22	400	8000	24	0.32	1050	0.17	400	8000	21	



VF 130 - VFR 130

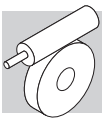
1500 Nm

				n ₁ = 2800 min ⁻¹					n ₁ = 1400 min ⁻¹							
				n ₂	M _{n2}	P _{n1}	R _{n1}	R _{n2}	η _d	n ₂	M _{n2}	P _{n1}	R _{n1}		R _{n2}	η _d
				min ⁻¹	Nm	kW	N	N	%	min ⁻¹	Nm	kW	N		N	%
VF 130		i	η _s %												169	
	VF 130_7	7	71	400	555	25	1500	4930	91	200	740	17.4	1500	5990		89
	VF 130_10	10	67	280	593	19.3	1500	6210	90	140	790	13.3	1500	7620		88
	VF 130_15	15	63	187	690	15.3	1500	7390	88	93	920	10.6	1500	9100		86
	VF 130_20	20	59	140	675	11.4	1500	8670	87	70	900	8.0	1500	10700		84
	VF 130_23	23	57	122	668	9.9	1500	9300	86	61	890	6.9	1500	11500		83
	VF 130_30	30	49	93	788	9.3	1040	10100	83	47	1050	6.6	—	12500		79
	VF 130_40	40	44	70	825	7.6	—	11400	80	35	1100	5.4	—	12600		76
	VF 130_46	46	45	61	788	6.3	1290	12200	80	30.0	1050	4.5	—	12600		76
	VF 130_56	56	42	50	720	4.8	1500	12600	78	25.0	960	3.4	940	12600		73
	VF 130_64	64	39	44	698	4.2	1500	12600	76	21.9	930	3.0	1220	12600		71
VF 130_80	80	35	35	660	3.3	1500	12600	73	17.5	880	2.4	1500	12600	68		
VF 130_100	100	31	28	585	2.5	1500	12600	70	14.0	780	1.8	1500	12600	64		
				n ₁ = 900 min ⁻¹					n ₁ = 500 min ⁻¹							
VF 130		i	η _s %												169	
	VF 130_7	7	71	129	850	13.0	1500	6980	88	71	1000	8.8	1500	8670		86
	VF 130_10	10	67	90	900	9.9	1500	8900	87	50	1100	6.9	1500	10800		84
	VF 130_15	15	63	60	1080	8.1	1500	10490	84	33	1350	5.9	1500	12600		81
	VF 130_20	20	59	45	1050	6.1	1500	12400	82	25.0	1350	4.6	1500	13800		79
	VF 130_23	23	57	39	1050	5.4	1500	13200	81	21.7	1300	3.9	1500	13800		77
	VF 130_30	30	49	30.0	1250	5.2	—	13200	77	16.7	1500	3.7	—	13800		72
	VF 130_40	40	44	22.5	1200	3.9	—	13200	73	12.5	1400	2.8	—	13800		68
	VF 130_46	46	45	19.6	1150	3.3	490	13200	73	10.9	1350	2.3	1270	13800		68
	VF 130_56	56	42	16.1	1080	2.7	1500	13200	70	8.9	1200	1.8	1500	13800		65
	VF 130_64	64	39	14.1	1050	2.4	1500	13200	68	7.8	1200	1.6	1500	13800		62
VF 130_80	80	35	11.3	950	1.8	1500	13200	64	6.3	1150	1.3	1500	13800	58		
VF 130_100	100	31	9.0	800	1.3	1500	13200	59	5.0	900	0.91	1500	13800	54		

1800 Nm

				n ₁ = 2800 min ⁻¹					n ₁ = 1400 min ⁻¹							
				n ₂	M _{n2}	P _{n1}	R _{n1}	R _{n2}	η _d	n ₂	M _{n2}	P _{n1}	R _{n1}		R _{n2}	η _d
				min ⁻¹	Nm	kW	N	N	%	min ⁻¹	Nm	kW	N		N	%
VFR 130		i	η _s %												171	
	VFR 130_60	60	58	47	1050	6.4	1000	12400	81	23.3	1350	4.3	1000	13800		78
	VFR 130_69	69	56	41	1050	5.6	1000	13200	80	20.3	1300	3.7	1000	13800		76
	VFR 130_90	90	48	31	1250	5.4	1000	13200	76	15.6	1500	3.5	1000	13800		71
	VFR 130_120	120	43	23.3	1200	4.1	1000	13200	72	11.7	1400	2.6	1000	13800		67
	VFR 130_138	138	44	20.3	1150	3.4	1000	13200	72	10.1	1350	2.2	1000	13800		67
	VFR 130_168	168	41	16.7	1080	2.7	1000	13200	69	8.3	1200	1.6	1000	13800		64
	VFR 130_192	192	38	14.6	1050	2.4	1000	13200	67	7.3	1200	1.5	1000	13800		61
	VFR 130_240	240	34	11.7	950	1.9	1000	13200	63	5.8	1150	1.2	1000	13800		57
	VFR 130_300	300	30	9.3	800	1.4	1000	13200	58	4.7	900	0.83	1000	13800		53
					n ₁ = 900 min ⁻¹					n ₁ = 500 min ⁻¹						
VFR 130		i	η _s %												171	
	VFR 130_60	60	58	15.0	1450	3.1	1000	13800	75	8.3	1600	1.9	1000	13800		74
	VFR 130_69	69	56	13.0	1450	2.7	1000	13800	74	7.2	1550	1.6	1000	13800		72
	VFR 130_90	90	48	10.0	1600	2.5	1000	13800	68	5.6	1800	1.6	1000	13800		66
	VFR 130_120	120	43	7.5	1600	2.0	1000	13800	63	4.2	1800	1.3	1000	13800		61
	VFR 130_138	138	44	6.5	1500	1.6	1000	13800	64	3.6	1600	1.0	1000	13800		61
	VFR 130_168	168	41	5.4	1350	1.3	1000	13800	60	3.0	1450	0.78	1000	13800		58
	VFR 130_192	192	38	4.7	1300	1.1	1000	13800	58	2.6	1400	0.70	1000	13800		55
	VFR 130_240	240	34	3.8	1200	0.87	1000	13800	54	2.1	1250	0.54	1000	13800		51
	VFR 130_300	300	30	3.0	1000	0.64	1000	13800	49	1.7	1100	0.41	1000	13800		47

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



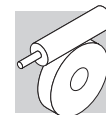
W/VF 63/130

1850 Nm



W/VF 63/130	i	η_s %	$n_1 = 1400 \text{ min}^{-1}$							$n_1 = 900 \text{ min}^{-1}$					172
			n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	
W/VF 63/130_280	280	31	5.0	1800	1.9	480	13800	50	3.2	1850	1.3	480	13800	48	
W/VF 63/130_400	400	29	3.5	1800	1.5	480	13800	44	2.3	1850	0.99	480	13800	44	
W/VF 63/130_600	600	26	2.3	1800	1.1	480	13800	40	1.5	1850	0.73	480	13800	40	
W/VF 63/130_760	760	24	1.8	1800	0.89	480	13800	39	1.2	1850	0.62	480	13800	37	
W/VF 63/130_960	960	23	1.5	1800	0.74	480	13800	37	0.94	1850	0.52	480	13800	35	
W/VF 63/130_1200	1200	19	1.2	1800	0.65	—	13800	34	0.75	1850	0.45	—	13800	32	
W/VF 63/130_1520	1520	18	0.92	1800	0.55	—	13800	32	0.59	1850	0.38	—	13800	30	
W/VF 63/130_1800	1800	16	0.78	1800	0.52	—	13800	28	0.50	1850	0.37	—	13800	26	
W/VF 63/130_2560	2560	14	0.55	1800	0.45	—	13800	23	0.35	1850	0.32	—	13800	21	
W/VF 63/130_3200	3200	12	0.44	1800	0.49	—	13800	17	0.28	1850	0.34	480	13800	16	

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



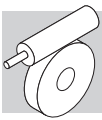
VF 150 - VFR 150

2000 Nm

		i	η_s %	$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$							
				n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %
VF 150	VF 150_7	7	72	400	750	35	2200	5010	91	200	1000	24	2200	6040	90	169
	VF 150_10	10	68	280	788	25	2200	6630	90	140	1050	17.5	2200	8120	88	
	VF 150_15	15	64	187	863	19.0	2200	8110	89	93	1150	13.1	2200	9990	87	
	VF 150_20	20	59	140	975	16.4	2200	9170	87	70	1300	11.3	2200	11300	84	
	VF 150_23	23	57	122	953	14.1	2200	9940	86	61	1270	9.8	2200	12300	83	
	VF 150_30	30	48	93	1028	12.1	2200	11100	83	47	1370	8.5	2200	13700	80	
	VF 150_40	40	44	70	1155	10.5	2200	12300	81	35	1540	7.4	830	14700	77	
	VF 150_46	46	45	61	1163	9.2	2200	13100	81	30.0	1550	6.5	1400	14700	77	
	VF 150_56	56	42	50	1028	6.8	2200	14600	79	25.0	1370	4.9	2200	14700	74	
	VF 150_64	64	39	44	998	5.9	2200	14700	77	21.9	1330	4.2	2200	14700	72	
	VF 150_80	80	35	35	938	4.6	2200	14700	74	17.5	1250	3.4	2200	14700	69	
VF 150_100	100	31	28	863	3.6	2200	14700	71	14.0	1150	2.6	2200	14700	65		
				$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$							
VF 150	VF 150_7	7	72	129	1150	17.6	2200	7040	89	71	1400	12.2	2200	8560	87	169
	VF 150_10	10	68	90	1200	13.0	2200	9480	87	50	1500	9.4	2200	11400	85	
	VF 150_15	15	64	60	1350	10.0	2200	11500	85	33	1700	7.3	2200	13800	83	
	VF 150_20	20	59	45	1500	8.6	2200	13100	83	25.0	1900	6.4	2200	15700	80	
	VF 150_23	23	57	39	1500	7.6	2200	14200	82	21.7	1850	5.5	2200	16000	78	
	VF 150_30	30	48	30.0	1600	6.5	2200	15500	77	16.7	1950	4.8	2200	16000	73	
	VF 150_40	40	44	22.5	1750	5.6	1150	15500	74	12.5	2000	3.9	2200	16000	69	
	VF 150_46	46	45	19.6	1750	4.9	2100	15500	74	10.9	2000	3.4	2200	16000	69	
	VF 150_56	56	42	16.1	1500	3.7	2200	15500	71	8.9	1750	2.6	2200	16000	66	
	VF 150_64	64	39	14.1	1450	3.2	2200	15500	69	7.8	1700	2.3	2200	16000	63	
	VF 150_80	80	35	11.3	1350	2.5	2200	15500	65	6.3	1550	1.8	2200	16000	59	
VF 150_100	100	31	9.0	1150	1.8	2200	15500	61	5.0	1300	1.3	2200	16000	55		

2600 Nm

		i	η_s %	$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$							
				n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %
VFR 150	VFR 150_45	45	63	62	1350	10.6	1500	11600	84	31	1700	6.8	1500	14600	82	171
	VFR 150_60	60	58	47	1500	9.0	1500	13100	82	23.3	1900	5.9	1500	16000	79	
	VFR 150_69	69	56	41	1500	7.9	1500	14100	81	20.3	1850	5.1	1500	16000	77	
	VFR 150_90	90	47	31	1600	6.9	1500	15500	76	15.6	1950	4.4	1500	16000	72	
	VFR 150_120	120	43	23.3	1750	5.9	1500	15500	73	11.7	2000	3.6	1500	16000	68	
	VFR 150_138	138	44	20.3	1750	5.1	1500	15500	73	10.1	2000	3.1	1500	16000	68	
	VFR 150_168	168	41	16.7	1500	3.8	1500	15500	70	8.3	1750	2.4	1500	16000	65	
	VFR 150_192	192	38	14.6	1450	3.3	1500	15500	68	7.3	1700	2.1	1500	16000	62	
	VFR 150_240	240	34	11.7	1350	2.6	1500	15500	64	5.8	1550	1.6	1500	16000	58	
	VFR 150_300	300	30	9.3	1150	1.9	1500	15500	60	4.7	1300	1.2	1500	16000	54	
				$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$							
VFR 150	VFR 150_45	45	63	20.0	1950	5.2	1500	16000	79	11.1	2100	3.2	1500	16000	78	171
	VFR 150_60	60	58	15.0	2100	4.4	1500	16000	76	8.3	2300	2.7	1500	16000	74	
	VFR 150_69	69	56	13.0	2050	3.8	1500	16000	74	7.2	2200	2.3	1500	16000	72	
	VFR 150_90	90	47	10.0	2200	3.4	1500	16000	69	5.6	2400	2.1	1500	16000	66	
	VFR 150_120	120	43	7.5	2300	2.8	1500	16000	64	4.2	2600	1.8	1500	16000	62	
	VFR 150_138	138	44	6.5	2200	2.4	1500	16000	64	3.6	2400	1.5	1500	16000	62	
	VFR 150_168	168	41	5.4	1950	1.8	1500	16000	61	3.0	2100	1.1	1500	16000	59	
	VFR 150_192	192	38	4.7	1900	1.6	1500	16000	59	2.6	2000	1.0	1500	16000	56	
	VFR 150_240	240	34	3.8	1700	1.2	1500	16000	54	2.1	1800	0.76	1500	16000	52	
	VFR 150_300	300	30	3.0	1350	0.85	1500	16000	50	1.7	1450	0.54	1500	16000	47	

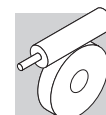


W/VF 86/150

2700 Nm



	<i>i</i>	η_s %	$n_1 = 1400 \text{ min}^{-1}$							$n_1 = 900 \text{ min}^{-1}$						
			n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %		
W/VF 86/150	W/VF 86/150_200	200	29	7.0	2600	3.0	850	16000	64	4.5	2700	2.1	850	16000	61	172
	W/VF 86/150_225	225	26	6.2	2600	2.7	850	16000	63	4.0	2700	1.9	850	16000	60	
	W/VF 86/150_300	300	26	4.7	2600	2.2	850	16000	58	3.0	2700	1.5	850	16000	57	
	W/VF 86/150_345	345	26	4.1	2600	1.9	850	16000	58	2.6	2700	1.3	850	16000	57	
	W/VF 86/150_460	460	26	3.0	2600	1.5	850	16000	55	2.0	2700	1.0	850	16000	55	
	W/VF 86/150_529	529	26	2.6	2600	1.3	850	16000	55	1.7	2700	0.93	850	16000	52	
	W/VF 86/150_690	690	26	2.0	2600	1.1	850	16000	50	1.3	2700	0.78	850	16000	47	
	W/VF 86/150_920	920	26	1.5	2600	0.92	850	16000	45	0.98	2700	0.64	850	16000	43	
	W/VF 86/150_1380	1380	19	1.0	2600	0.66	850	16000	42	0.65	2700	0.46	850	16000	40	
	W/VF 86/150_1840	1840	19	0.76	2600	0.55	850	16000	38	0.49	2700	0.38	850	16000	36	
	W/VF 86/150_2944	2944	16	0.48	2600	0.48	850	16000	27	0.31	2700	0.35	850	16000	25	



VF 185 - VFR 185

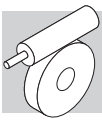
3600 Nm

			i	η_s %	$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$							
					n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %
VF 185	VF 185_7	7	72	400	1313	60	2800	4670	91	200	1750	41	2800	5570	90	169	
	VF 185_10	10	68	280	1365	44	2800	7390	90	140	1820	30	2800	8960	89		
	VF 185_15	15	66	187	1388	30	2800	9460	89	93	1850	21	2800	11600	88		
	VF 185_20	20	59	140	1703	28	2800	10500	88	70	2270	19.6	2800	12900	85		
	VF 185_30	30	54	93	1485	16.9	2800	13700	86	47	1980	11.8	2800	16900	83		
	VF 185_40	40	44	70	1973	17.6	—	14500	82	35	2630	12.4	—	17900	78		
	VF 185_50	50	41	56	1875	13.7	—	16300	80	28.0	2500	9.8	—	18000	76		
	VF 185_60	60	39	47	1703	10.7	2800	18000	78	23.3	2270	7.6	770	18000	74		
	VF 185_80	80	33	35	1590	7.8	2800	18000	75	17.5	2120	5.6	1140	18000	69		
	VF 185_100	100	30	28.0	1425	5.8	2800	18000	72	14.0	1900	4.3	2800	18000	65		
					$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$							
VF 185	VF 185_7	7	72	129	2000	30	2800	7120	89	71	2450	21	2800	8730	88	169	
	VF 185_10	10	68	90	2150	23	2800	10200	88	50	2600	16.0	2800	12500	86		
	VF 185_15	15	66	60	2250	16.4	2800	13100	86	33	2800	11.8	2800	15700	84		
	VF 185_20	20	59	45	2750	15.6	2800	14600	84	25.0	3300	10.9	2800	17900	81		
	VF 185_30	30	54	30.0	2400	9.4	2800	19000	81	16.7	2800	6.5	2800	19500	77		
	VF 185_40	40	44	22.5	3100	9.7	—	19000	76	12.5	3600	6.8	—	19500	71		
	VF 185_50	50	41	18.0	2900	7.6	—	19000	73	10.0	3300	5.2	—	19500	68		
	VF 185_60	60	39	15.0	2600	5.8	700	19000	71	8.3	3000	4.2	2800	19500	66		
	VF 185_80	80	33	11.3	2400	4.3	1770	19000	66	6.3	2800	3.2	2800	19500	60		
	VF 185_100	100	30	9.0	2000	3.0	2800	19000	62	5.0	2300	2.1	2800	19500	56		

4200 Nm

			i	η_s %	$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$								
					n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %	
VFR 185	VFR 185_90	90	53	31	2400	9.9	1700	19000	80	15.6	2800	6.0	1700	19500	76	171		
	VFR 185_120	120	43	23.3	3100	10.2	1700	19000	75	11.7	3600	6.3	1700	19500	70			
	VFR 185_150	150	40	18.7	2900	7.9	1700	19000	72	9.3	3300	4.8	1700	19500	67			
	VFR 185_180	180	38	15.6	2600	6.1	1700	19000	70	7.8	3000	3.8	1700	19500	65			
	VFR 185_240	240	32	11.7	2400	4.5	1700	19000	65	5.8	2800	2.9	1700	19500	59			
	VFR 185_300	300	29	9.3	2000	3.2	1700	19000	61	4.7	2300	2.0	1700	19500	55			
						$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$							
	VFR 185	VFR 185_90	90	53	10.0	3200	4.6	1700	19500	73	5.6	3500	2.9	1700	19500		71	171
		VFR 185_120	120	43	7.5	3800	4.5	1700	19500	66	4.2	4200	2.9	1700	19500		63	
		VFR 185_150	150	40	6.0	3400	3.4	1700	19500	63	3.3	3700	2.2	1700	19500		60	
VFR 185_180		180	38	5.0	3300	2.9	1700	19500	60	2.8	3600	1.8	1700	19500	57			
VFR 185_240		240	32	3.8	2800	2.0	1700	19500	54	2.1	2900	1.2	1700	19500	53			
VFR 185_300		300	29	3.0	2400	1.5	1700	19500	50	1.7	2500	0.91	1700	19500	48			

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



W/VF 86/185

4400 Nm





		i	η _s %	n ₁ = 1400 min ⁻¹					n ₁ = 900 min ⁻¹							
				n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N	R _{n2} N	η _d %	n ₂ min ⁻¹	M _{n2} Nm	P _{n1} kW	R _{n1} N		R _{n2} N	η _d %
				W/VF 86/185	W/VF 86/185_280	280	31	5.0	4200	4.2	850	19500	52		3.2	4400
W/VF 86/185_400	400	29	3.5	4200	3.2	850	19500	48	2.3	4400	2.3	850	19500	45		
W/VF 86/185_600	600	26	2.3	4200	2.3	850	19500	45	1.5	4400	1.6	850	19500	43		
W/VF 86/185_800	800	26	1.8	4200	1.8	850	19500	43	1.1	4400	1.3	850	19500	40		
W/VF 86/185_920	920	26	1.5	4200	1.6	850	19500	42	1.0	4400	1.2	850	19500	38		
W/VF 86/185_1200	1200	20	1.2	4200	1.5	850	19500	34	0.75	4400	0.99	850	19500	35		
W/VF 86/185_1600	1600	20	0.88	4200	1.1	850	19500	35	0.56	4400	0.79	850	19500	33		
W/VF 86/185_1840	1840	19	0.76	4200	0.98	850	19500	34	0.49	4400	0.70	850	19500	32		
W/VF 86/185_2560	2560	16	0.55	4200	0.83	850	19500	29	0.35	4400	0.60	850	19500	27		
W/VF 86/185_3200	3200	15	0.44	4200	0.80	850	19500	24	0.28	4400	0.59	850	19500	22		





VF 210 - VFR 210

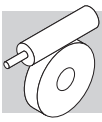
5000 Nm

		i	η_s %	$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$							
				n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %
				VF 210												
	VF 210_7	7	71	400	1725	79	5300	14000	91	200	2300	54	5300	16700	90	169
	VF 210_10	10	69	280	1988	65	5300	16300	90	140	2650	44	5300	19500	89	
	VF 210_15	15	63	187	2138	47	5300	19700	89	93	2850	32	5300	23700	88	
	VF 210_20	20	57	140	2325	39	4970	22000	87	70	3100	27	1100	26600	85	
	VF 210_30	30	51	93	2288	26	5300	25900	85	47	3050	18.5	1760	31500	83	
	VF 210_40	40	42	70	2625	23	—	28300	81	35	3500	17.0	—	31500	78	
	VF 210_50	50	39	56	2475	18.4	—	31000	79	28.0	3300	13.0	—	31500	76	
	VF 210_60	60	36	47	2363	15.0	—	31500	77	23.3	3015	10.0	—	31500	73	
	VF 210_80	80	31	35	2175	10.9	—	31500	73	17.5	2900	7.7	—	31500	69	
	VF 210_100	100	27	28	2025	8.5	950	31500	70	14.0	2700	6.0	—	31500	65	
				$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$							
	VF 210_7	7	71	129	2700	41	5300	18800	89	71	3400	29	5300	21800	88	169
	VF 210_10	10	69	90	3150	34	5300	21900	88	50	3800	23	5300	26000	87	
	VF 210_15	15	63	60	3300	24	5300	27000	86	33	4100	17.2	5300	31800	84	
	VF 210_20	20	57	45	3800	22	—	29900	83	25.0	4700	15.4	—	34500	81	
	VF 210_30	30	51	30.0	3400	13.4	3750	33000	80	16.7	4000	9.3	5300	34500	77	
	VF 210_40	40	42	22.5	4300	13.5	—	33000	75	12.5	5000	9.4	—	34500	71	
	VF 210_50	50	39	18.0	4000	10.5	—	33000	72	10.0	4500	7.1	—	34500	68	
	VF 210_60	60	36	15.0	3720	8.5	—	33000	70	8.3	4300	6.0	—	34500	65	
	VF 210_80	80	31	11.3	3300	6.0	—	33000	65	6.3	3900	4.4	—	34500	60	
	VF 210_100	100	27	9.0	3000	4.6	—	33000	61	5.0	3400	3.4	1470	34500	56	

6300 Nm



		i	η_s %	$n_1 = 2800 \text{ min}^{-1}$					$n_1 = 1400 \text{ min}^{-1}$							
				n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %
				VFR 210												
	VFR 210_30	30	68	93	3150	36	1800	22100	87	47	3800	21.8	2200	27400	86	171
	VFR 210_45	45	62	62	3300	25	1800	27000	85	31	4100	16.2	2200	33200	83	
	VFR 210_60	60	56	47	3800	22	1800	29900	82	23.0	4700	14.5	2200	34500	80	
	VFR 210_90	90	50	31	3400	14.1	1800	33000	79	15.6	4000	8.6	2200	34500	76	
	VFR 210_120	120	41	23.3	4300	14.3	1800	33000	74	11.7	5000	8.8	2200	34500	70	
	VFR 210_150	150	38	18.7	4000	11.1	1800	33000	71	9.3	4500	6.6	2200	34500	67	
	VFR 210_180	180	35	15.6	3720	8.8	1800	33000	69	7.8	4300	5.5	2200	34500	64	
	VFR 210_240	240	30	11.7	3300	6.3	1800	33000	64	5.8	3900	4.1	2200	34500	59	
	VFR 210_300	300	26	9.3	3000	4.9	1800	33000	60	4.7	3400	3.0	2200	34500	55	
				$n_1 = 900 \text{ min}^{-1}$					$n_1 = 500 \text{ min}^{-1}$							
	VFR 210_30	30	68	30.0	4800	18.1	2300	30100	84	16.7	5500	11.8	2650	34500	82	171
	VFR 210_45	45	62	20.0	4900	12.9	2300	34500	80	11.1	5600	8.4	2650	34500	78	
	VFR 210_60	60	56	15.0	5400	11.1	2300	34500	77	8.3	6000	7.1	2650	34500	74	
	VFR 210_90	90	50	10.0	4600	6.7	2300	34500	72	5.6	5150	4.3	2650	34500	70	
	VFR 210_120	120	41	7.5	5900	7.1	2300	34500	66	4.2	6300	4.4	2650	34500	63	
	VFR 210_150	150	38	6.0	5300	5.4	2300	34500	62	3.3	5900	3.5	2650	34500	59	
	VFR 210_180	180	35	5.0	4900	4.4	2300	34500	59	2.8	5400	2.8	2650	34500	56	
	VFR 210_240	240	30	3.8	4400	3.2	2300	34500	54	2.1	4800	2.1	2650	34500	50	
	VFR 210_300	300	26	3.0	3600	2.3	2300	34500	49	1.7	4000	1.5	2650	34500	46	

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)

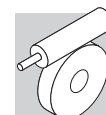


VF/VF 130/210

6500 Nm

		i	η_s %	$n_1 = 1400 \text{ min}^{-1}$						$n_1 = 900 \text{ min}^{-1}$						
				n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	
				VF/VF 130/210												
	VF/VF 130/210_280	280	30	5.0	6300	6.3	1500	34500	52	3.2	6500	4.4	1500	34500	50	172
	VF/VF 130/210_400	400	28	3.5	6300	4.6	1500	34500	50	2.3	6500	3.2	1500	34500	48	
	VF/VF 130/210_600	600	26	2.3	6300	3.6	1500	34500	43	1.5	6500	2.4	1500	34500	43	
	VF/VF 130/210_800	800	25	1.8	6300	2.8	1500	34500	41	1.1	6500	2.0	1500	34500	38	
	VF/VF 130/210_920	920	24	1.5	6300	2.7	1500	34500	37	1.0	6500	1.9	1500	34500	35	
	VF/VF 130/210_1200	1200	21	1.2	6300	2.2	—	34500	35	0.75	6500	1.5	—	34500	34	
	VF/VF 130/210_1600	1600	18	0.88	6300	1.8	—	34500	32	0.56	6500	1.2	—	34500	32	
	VF/VF 130/210_1840	1840	19	0.76	6300	1.7	—	34500	30	0.49	6500	1.2	490	34500	28	
	VF/VF 130/210_2560	2560	16	0.55	6300	1.5	1220	34500	24	0.35	6500	1.0	1500	34500	24	
	VF/VF 130/210_3200	3200	15	0.44	6300	1.3	1500	34500	22	0.28	6500	0.96	1500	34500	20	

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)



VF 250 - VFR 250

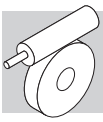
7100 Nm

				n ₁ = 2800 min ⁻¹					n ₁ = 1400 min ⁻¹							
				n ₂	M _{n2}	P _{n1}	R _{n1}	R _{n2}	η _d	n ₂	M _{n2}	P _{n1}	R _{n1}		R _{n2}	η _d
				min ⁻¹	Nm	kW	N	N	%	min ⁻¹	Nm	kW	N		N	%
VF 250	VF 250_7	7	71	400	2400	109	7000	18300	92	200	3200	75	7000	21900	91	169
	VF 250_10	10	69	280	2775	89	7000	21100	91	140	3700	61	7000	25300	90	
	VF 250_15	15	64	187	3000	65	7000	25100	90	93	4000	45	7000	30300	88	
	VF 250_20	20	59	140	3338	56	7000	28000	88	70	4450	38	7000	33900	86	
	VF 250_30	30	53	93	3000	34	7000	33400	86	47	4000	23	7000	40600	84	
	VF 250_40	40	41	70	3600	32	4680	36200	82	35	4800	22	—	44000	79	
	VF 250_50	50	36	56	3375	25	6370	39500	79	28.0	4500	17.0	—	47000	76	
	VF 250_60	60	38	47	3375	20.6	7000	42100	80	23.3	4500	15.0	—	47000	76	
	VF 250_80	80	32	35	2925	14.1	7000	47000	76	17.5	3900	10.0	—	47000	71	
	VF 250_100	100	29	28	2738	11.0	7000	47000	73	14.0	3650	7.8	3010	47000	68	
				n ₁ = 900 min ⁻¹					n ₁ = 500 min ⁻¹							
VF 250	VF 250_7	7	71	129	4150	63	7000	23700	90	71	5200	44	7000	27600	88	169
	VF 250_10	10	69	90	4800	51	7000	27600	89	50	6000	36	7000	32300	87	
	VF 250_15	15	64	60	5300	39	7000	33200	87	33	6400	27	7000	39500	85	
	VF 250_20	20	59	45	5950	33	1640	37200	85	25.0	7100	24	1910	44400	82	
	VF 250_30	30	53	30.0	5500	21	7000	44900	81	16.7	6000	14.7	7000	52000	79	
	VF 250_40	40	41	22.5	6500	20.0	—	48800	76	12.5	7000	13.6	—	52000	72	
	VF 250_50	50	36	18.0	6200	16.2	—	50000	73	10.0	6500	11.1	—	52000	68	
	VF 250_60	60	38	15.0	5600	12.2	—	50000	72	8.3	6300	8.6	4350	52000	68	
	VF 250_80	80	32	11.3	5200	9.3	—	50000	67	6.3	5400	6.8	7000	52000	62	
	VF 250_100	100	29	9.0	4800	7.2	3010	50000	63	5.0	5000	5.3	4160	52000	58	

9000 Nm



				n ₁ = 2800 min ⁻¹					n ₁ = 1400 min ⁻¹							
				n ₂	M _{n2}	P _{n1}	R _{n1}	R _{n2}	η _d	n ₂	M _{n2}	P _{n1}	R _{n1}		R _{n2}	η _d
				min ⁻¹	Nm	kW	N	N	%	min ⁻¹	Nm	kW	N		N	%
VFR 250	VFR 250_30	30	68	93	4800	54	2800	27800	89	47	6000	34	3500	34000	86	171
	VFR 250_45	45	63	62	5300	41	2800	33300	87	31	6400	25	3500	41300	84	
	VFR 250_60	60	58	47	5950	35	2800	37200	85	23.0	7100	21	3500	46100	81	
	VFR 250_90	90	52	31	5500	22	2800	44700	81	15.6	6000	12.6	3500	52000	78	
	VFR 250_120	120	40	23.3	6500	21.3	2800	48500	76	11.7	7000	12.1	3500	52000	71	
	VFR 250_150	150	35	18.7	6200	16.9	2800	50000	73	9.3	6500	9.5	3500	52000	67	
	VFR 250_180	180	37	15.6	5600	12.9	2800	50000	72	7.8	6300	7.7	3500	52000	67	
	VFR 250_240	240	31	11.7	5200	9.7	2800	50000	67	5.8	5400	5.4	3500	52000	61	
	VFR 250_300	300	28	9.3	4800	7.6	2800	50000	63	4.7	5000	4.3	3500	52000	57	
					n ₁ = 900 min ⁻¹					n ₁ = 500 min ⁻¹						
VFR 250	VFR 250_30	30	68	30.0	6500	24	3700	39600	84	16.7	7600	16.1	4200	47600	83	171
	VFR 250_45	45	63	20.0	6800	17.5	3700	48000	82	11.1	7900	11.6	3500	52000	80	
	VFR 250_60	60	58	15.0	7600	15.2	3700	52000	79	8.3	8600	9.9	3500	52000	76	
	VFR 250_90	90	52	10.0	6500	9.3	3700	52000	74	5.6	7400	6.1	3500	52000	71	
	VFR 250_120	120	40	7.5	7500	8.8	3700	52000	67	4.2	9000	6.2	3500	52000	64	
	VFR 250_150	150	35	6.0	7000	7.0	3700	52000	63	3.3	8600	5.1	3500	52000	59	
	VFR 250_180	180	37	5.0	6700	5.7	3700	52000	62	2.8	7600	3.8	3500	52000	59	
	VFR 250_240	240	31	3.8	5800	4.1	3700	52000	56	2.1	6500	2.7	3500	52000	52	
VFR 250_300	300	28	3.0	5300	3.2	3700	52000	52	1.7	6000	2.2	3500	52000	48		

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)

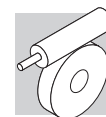


VF/VF 130/250

9200 Nm

		i	η_s %	$n_1 = 1400 \text{ min}^{-1}$					$n_1 = 900 \text{ min}^{-1}$							
				n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N	R_{n2} N	η_d %	n_2 min ⁻¹	M_{n2} Nm	P_{n1} kW	R_{n1} N		R_{n2} N	η_d %
VF/VF 130/250	VF/VF 130/250_280	280	29	5.0	9000	8.9	1500	52000	53	3.2	9200	6.1	1500	52000	51	172
	VF/VF 130/250_400	400	27	3.5	9000	6.7	1500	52000	49	2.3	9200	4.6	1500	52000	47	
	VF/VF 130/250_600	600	26	2.3	9000	5.0	1500	52000	44	1.5	9200	3.4	1500	52000	43	
	VF/VF 130/250_800	800	24	1.8	9000	3.9	1500	52000	42	1.1	9200	2.7	1500	52000	40	
	VF/VF 130/250_920	920	23	1.5	9000	3.9	1500	52000	37	0.98	9200	2.7	1500	52000	35	
	VF/VF 130/250_1200	1200	20	1.2	9000	3.1	—	52000	35	0.75	9200	2.2	—	52000	33	
	VF/VF 130/250_1600	1600	18	0.88	9000	2.6	—	52000	32	0.56	9200	1.8	—	52000	30	
	VF/VF 130/250_1840	1840	18	0.76	9000	2.3	—	52000	31	0.49	9200	1.6	490	52000	29	
	VF/VF 130/250_2560	2560	16	0.55	9000	2.1	1500	52000	25	0.35	9200	1.5	1500	52000	23	
	VF/VF 130/250_3200	3200	14	0.44	9000	2.0	1500	52000	21	0.28	9200	1.4	1500	52000	19	

(-) Contact our technical service department advising radial load data (rotation direction, load angle, offset)

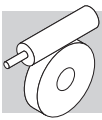


23 RATIO DISTRIBUTION FOR VF/VF, VF/W, W/VF SERIES GEARBOXES

	Ratios										i max	
VF/VF 30/44	245	350	420	560	700	840	1120	1680	2100			6000
VF 30	7	10	15	20	20	30	40	60	60			60
VF 44	35	35	28	28	35	28	28	28	35			100
VF/VF 30/49	240	315	420	540	720	900	1120	1440	2160	2700		6000
VF 30	10	7	15	15	20	20	40	40	60	60		60
VF 49	24	45	28	36	36	45	28	36	36	45		100
VF/W 30/63	240	315	450	570	720	900	1200	1520	2280	2700		7000
VF 30	10	7	15	15	30	30	40	40	60	60		70
W 63	24	45	30	38	24	30	30	38	38	45		100
VF/W 44/75	250	300	400	525	700	920	1200	1500	2100	2800		10000
VF 44	10	10	10	35	35	46	60	60	70	70		100
W 75	25	30	40	15	20	20	20	25	30	40		100
VF/W 44/86	230	300	400	525	700	920	1380	1840	2116	2760		10000
VF 44	10	10	10	35	35	46	46	46	46	60		100
W 86	23	30	40	15	20	20	30	40	46	46		100
VF/W 49/110	230	300	400	540	720	1080	1350	1656	2070	2800		10000
VF 49	10	10	10	18	36	36	45	36	45	70		100
W 110	23	30	40	30	20	30	30	46	46	40		100
W/VF 63/130	280	400	600	760	960	1200	1520	1800	2560	3200		10000
W 63	7	10	15	19	24	30	38	45	64	80		100
VF 130	40	40	40	40	40	40	40	40	40	40		100
W/VF 86/150	200	225	300	345	460	529	690	920	1380	1840	2944	10000
W 86	10	15	15	15	20	23	23	23	46	46	64	100
VF 150	20	15	20	23	23	23	30	40	30	40	46	100
W/VF 86/185	280	400	600	800	920	1200	1600	1840	2560	3200		10000
W 86	7	10	15	20	23	30	40	46	64	80		100
VF 185	40	40	40	40	40	40	40	40	40	40		100
VF/VF 130/210	280	400	600	800	920	1200	1600	1840	2560	3200		10000
VF 130	7	10	15	20	23	30	40	46	64	80		100
VF 210	40	40	40	40	40	40	40	40	40	40		100
VF/VF 130/250	280	400	600	800	920	1200	1600	1840	2560	3200		10000
VF 130	7	10	15	20	23	30	40	46	64	80		100
VF 250	40	40	40	40	40	40	40	40	40	40		100

The ratio combinations that are listed in the chart are those recommended by the manufacturer.


If requested, the Bonfiglioli Technical Service will consider feasibility of combinations that are not listed, as long as these are lower in value than maximum ratio listed in the chart.



24 MOTOR AVAILABILITY

24.1 Motors to IEC standard

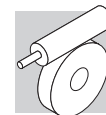
Motor-gearbox combinations resulting from charts are purely based on geometrical compatibility. **When selecting a gearmotor, refer to procedure specified at para: “Selection” and observe particularly the condition $S \geq f_s$.**

 IEC	VF 27	VF 30	VF 44	VF 49	W 63	W 75	W 86	W 110	VF 130	VF 150	VF 185	VF 210	VF 250
P27 —	7...70	—	—	—	—	—	—	—	—	—	—	—	—
P56 $\frac{B5}{B14}$	—	7...70	—	—	—	—	—	—	—	—	—	—	—
P63 $\frac{B5}{B14}$	—	7...60	7...100	7...100	—	—	—	—	—	—	—	—	—
P71 $\frac{B5}{B14}$	—	—	7...35	7...60	7...100	$\frac{7...100}{—}$	$\frac{7...100}{—}$	—	—	—	—	—	—
P80 $\frac{B5}{B14}$	—	—	—	7...28	7...100	7...100	7...100	7...100	—	—	—	—	—
P90 $\frac{B5}{B14}$	—	—	—	—	7...30	7...100	7...100	7...100	$\frac{46...100}{—}$	—	—	—	—
P100 $\frac{B5}{B14}$	—	—	—	—	—	7...100	7...100	7...100	$\frac{7...80}{—}$	$\frac{23...100}{—}$	$\frac{50...100}{—}$	—	—
P112 $\frac{B5}{B14}$	—	—	—	—	—	7...100	7...100	7...100	$\frac{7...40}{—}$	$\frac{23...100}{—}$	$\frac{50...100}{—}$	—	—
P132 B5	—	—	—	—	—	—	—	7...100	7...40 #	7...46	30...80	7...100	7...100
P160 B5	—	—	—	—	—	—	—	—	—	7...20 #	15...40	7...100	7...100
P180 B5	—	—	—	—	—	—	—	—	—	—	7...20 #	7...100	7...100
P200 B5	—	—	—	—	—	—	—	—	—	—	—	7...100	7...100
P225 B5	—	—	—	—	—	—	—	—	—	—	—	7...100	7...100

 IEC	VFR 44	VFR 49	WR 63	WR 75	WR 86	WR 110	VFR 130	VFR 150	VFR 185	VFR 210	VFR 250
S44 —	70...500	—	—	—	—	—	—	—	—	—	—
P63 B5	—	30...300	21...300	21...300	21...300	—	—	—	—	—	—
P71 B5	—	—	21...300	21...300	21...300	21...300	—	—	—	—	—
P80 B5	—	—	—	21...300	21...300	21...300	30...300	—	—	—	—
P90 B5	—	—	—	15...150	15...150	21...300	30...300	30...300	30...300	—	—
P100 B5	—	—	—	—	—	21...300	30...300 #	30...300	30...300	30...300	30...300
P112 B5	—	—	—	—	—	21...300	30...300 #	30...300	30...300	30...300	30...300
P132 B5	—	—	—	—	—	—	—	25...50 #	25...100 #	30...300	30...300

■ Gear ratio of the helical pre-stage $i = 1.5$

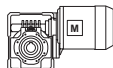
Motor-gearbox combinations marked with [#] feature a lowered key, supplied with the reducer.




IEC		VF/VF 30/44	VF/VF 30/49	VF/W 30/63	VF/W 44/75	VF/W 44/86	VF/W 49/110	W/VF 63/130	W/VF 86/150	W/VF 86/185	VF/VF 130/210	VF/VF 130/250
P56	$\frac{B5}{B14}$	245...2100	240...2700	240...2700	—	—	—	—	—	—	—	—
P63	$\frac{B5}{B14}$	245...2100	240...2700	240...2700	250...2800	230...2760	230...2800	—	—	—	—	—
P71	$\frac{B5}{B14}$	—	—	—	250...700	230...700	230...2400	280...3200	$\frac{200...2944}{—}$	$\frac{280...3200}{—}$	—	—
P80	$\frac{B5}{B14}$	—	—	—	—	—	230...540	280...3200	200...2944	280...3200	—	—
P90	$\frac{B5}{B14}$	—	—	—	—	—	—	280...1200	200...2944	280...3200	$\frac{280...3200}{—}$	$\frac{280...3200}{—}$
P100	$\frac{B5}{B14}$	—	—	—	—	—	—	—	200...2944	280...3200	$\frac{280...3200}{—}$	$\frac{280...3200}{—}$
P112	$\frac{B5}{B14}$	—	—	—	—	—	—	—	200...2944	280...3200	$\frac{280...3200}{—}$	$\frac{280...3200}{—}$
P132	B5	—	—	—	—	—	—	—	—	—	280...1600 #	280...1600 #

Motor-gearbox combinations marked with [#] feature a lowered key, supplied with the reducer.

24.2 Compact motor

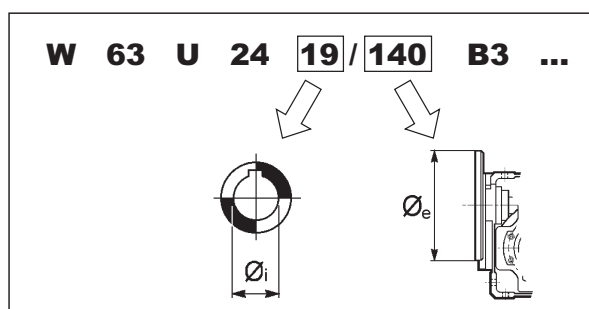
	M1	M2	M3
W 63	7 ... 100	7 ... 100	⊖
W 75	7 ... 100	7 ... 100	7 ... 100
W 86	7 ... 100	7 ... 100	7 ... 100
W 110	⊖	7 ... 100	7 ... 100

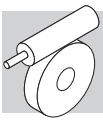
	M1	M2	M3
W/VF 63/130	280 ... 3200	280 ... 3200	⊖
W/VF 86/150	200 ... 2944	200 ... 2944	200 ... 2944
W/VF 86/185	280 ... 3200	280 ... 3200	280 ... 3200

24.3 Motors not to IEC standard

For coupling with non-normalized electric motors, the motor coupling end of VF and W speed reducers may be configured with hybrid (i.e., non IEC) input shaft and flange combinations.

Shaft and flange combinations are illustrated below. The table shows the diameters in millimetres for each selection.





The following table lists available configurations, as well as their limited ranges of gear ratios.

		80	90	105	120	140	160	200
VF 30	9		$7 \leq i \leq 70$	⊖		$7 \leq i \leq 70$	⊖	⊖
	11	$7 \leq i \leq 60$		⊖	$7 \leq i \leq 60$		⊖	⊖
VF 44	HS	⊖	$7 \leq i \leq 100$	$7 \leq i \leq 100$	⊖	$7 \leq i \leq 100$	$7 \leq i \leq 100$	⊖
	11	⊖		$7 \leq i \leq 100$	⊖		$7 \leq i \leq 100$	⊖
	14	⊖	$7 \leq i \leq 35$		⊖	$7 \leq i \leq 35$		⊖
VF 49	HS	⊖	$7 \leq i \leq 100$	$7 \leq i \leq 100$	$7 \leq i \leq 100$	$7 \leq i \leq 100$	$7 \leq i \leq 100$	$7 \leq i \leq 100$
	11	⊖		$7 \leq i \leq 100$	$7 \leq i \leq 100$		$7 \leq i \leq 100$	$7 \leq i \leq 100$
	14	⊖	$7 \leq i \leq 60$		$7 \leq i \leq 60$	$7 \leq i \leq 60$		$7 \leq i \leq 60$
	19	⊖	$7 \leq i \leq 28$	$7 \leq i \leq 28$		$7 \leq i \leq 28$	$7 \leq i \leq 28$	
W 63	19	⊖	⊖	⊖	⊖	$7 \leq i \leq 100$	⊖	
W 75	14	⊖	⊖	⊖	⊖	⊖		$7 \leq i \leq 100$
	19	⊖	⊖	⊖		$7 \leq i \leq 100$	$7 \leq i \leq 100$	
	24	⊖	⊖	⊖	$7 \leq i \leq 100$		$7 \leq i \leq 100$	
W 86	14	⊖	⊖	⊖	⊖	⊖		$7 \leq i \leq 100$
	19	⊖	⊖	⊖		$7 \leq i \leq 100$	$7 \leq i \leq 100$	
	24	⊖	⊖	⊖	$7 \leq i \leq 100$		$7 \leq i \leq 100$	
W 110	19	⊖	⊖	⊖		$7 \leq i \leq 100$	⊖	⊖
	24	⊖	⊖	⊖	$7 \leq i \leq 100$		⊖	⊖

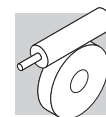
Standard arrangement

Some hybrid shaft/flange combinations are also possible for VF reduction units with center distance greater than 130 mm. Please contact Bonfiglioli Technical Service.

The table above report possible configurations strictly based on geometric criteria.


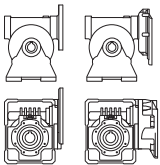
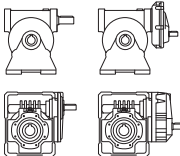
To determine the compatibility of a motor-gear unit assembly in terms of mechanical factors, double-check the selected configuration against the rating charts for power/speed.

Be sure to avoid those combinations that yield a safety factor $S < 0.9$.





25 MOMENT OF INERTIA



The following charts indicate the mass moment of inertia J_r [Kgm²] referred to gear unit with high speed solid shaft. A key to the symbols used follows:

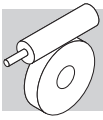
	<p>Values of the moment of inertia refer to compact gearmotors, less the motor inertia. To obtain the overall moment of inertia for the gearmotor just add the value of the inertia for the specific compact motor, given in the relevant rating chart.</p>		<p>Values refer to gearmotors, IEC style, less the motor.</p>
			<p>Values refer to speed reducers (solid input shaft).</p>

VF 27



		i	J ($\cdot 10^{-4}$) [kgm ²]					
			P27					HS
VF 27	VF 27_7	7	0.02	—	—	—	—	0.02
	VF 27_10	10	0.01	—	—	—	—	0.01
	VF 27_15	15	0.01	—	—	—	—	0.01
	VF 27_20	20	0.01	—	—	—	—	0.01
	VF 27_30	30	0.01	—	—	—	—	0.01
	VF 27_40	40	0.01	—	—	—	—	0.01
	VF 27_60	60	0.01	—	—	—	—	0.01
	VF 27_70	70	0.01	—	—	—	—	0.01

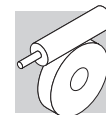
VF 30

		i	J ($\cdot 10^{-4}$) [kgm ²]					
			P56	P63				HS
VF 30	VF 30_7	7	0.08	0.07	—	—	—	0.04
	VF 30_10	10	0.07	0.06	—	—	—	0.03
	VF 30_15	15	0.07	0.06	—	—	—	0.03
	VF 30_20	20	0.06	0.06	—	—	—	0.03
	VF 30_30	30	0.06	0.06	—	—	—	0.03
	VF 30_40	40	0.06	0.06	—	—	—	0.03
	VF 30_60	60	0.06	0.05	—	—	—	0.02
	VF 30_70	70	0.06	—	—	—	—	0.02






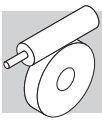
VF 44 - VFR 44

		i	J ($\cdot 10^{-4}$) [kgm ²]					
			 S44	P63	P71	 HS		
VF 44	VF 44_7	7	—	0.29	0.27	—	—	0.18
	VF 44_10	10	—	0.24	0.22	—	—	0.14
	VF 44_14	14	—	0.23	0.21	—	—	0.12
	VF 44_20	20	—	0.19	0.18	—	—	0.09
	VF 44_28	28	—	0.21	0.19	—	—	0.11
	VF 44_35	35	—	0.19	0.18	—	—	0.09
	VF 44_46	46	—	0.18	—	—	—	0.08
	VF 44_60	60	—	0.17	—	—	—	0.07
	VF 44_70	70	—	0.17	—	—	—	0.07
	VF 44_100	100	—	0.17	—	—	—	0.07
VFR 44	VFR 44_70	70	0.21	—	—	—	—	—
	VFR 44_100	100	0.20	—	—	—	—	—
	VFR 44_140	140	0.20	—	—	—	—	—
	VFR 44_175	175	0.20	—	—	—	—	—
	VFR 44_230	230	0.20	—	—	—	—	—
	VFR 44_300	300	0.20	—	—	—	—	—
	VFR 44_350	350	0.20	—	—	—	—	—
	VFR 44_500	500	0.20	—	—	—	—	—


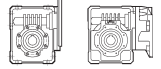
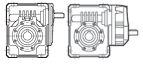


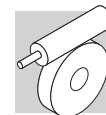
VF 49 - VFR 49

		i	J ($\cdot 10^{-4}$) [kgm ²]					
			P63	P71	 P80	 	 HS	
VF 49	VF 49_7	7	0.69	0.67	0.61	—	—	0.42
	VF 49_10	10	0.61	0.60	0.53	—	—	0.34
	VF 49_14	14	0.58	0.57	0.5	—	—	0.31
	VF 49_18	18	0.54	0.53	0.46	—	—	0.27
	VF 49_24	24	0.52	0.5	0.44	—	—	0.24
	VF 49_28	28	0.56	0.54	0.48	—	—	0.28
	VF 49_36	36	0.53	0.51	—	—	—	0.25
	VF 49_45	45	0.51	0.49	—	—	—	0.24
	VF 49_60	60	0.50	0.48	—	—	—	0.23
	VF 49_70	70	0.50	—	—	—	—	0.22
	VF 49_80	80	0.49	—	—	—	—	0.22
VF 49_100	100	0.49	—	—	—	—	0.22	
VFR 49	VFR 49_30	30	0.74	—	—	—	—	0.94
	VFR 49_42	42	0.73	—	—	—	—	0.93
	VFR 49_54	54	0.73	—	—	—	—	0.93
	VFR 49_72	72	0.73	—	—	—	—	0.93
	VFR 49_84	84	0.73	—	—	—	—	0.93
	VFR 49_108	108	0.73	—	—	—	—	0.93
	VFR 49_135	135	0.73	—	—	—	—	0.93
	VFR 49_180	180	0.73	—	—	—	—	0.93
	VFR 49_210	210	0.72	—	—	—	—	0.92
	VFR 49_240	240	0.72	—	—	—	—	0.92
	VFR 49_300	300	0.72	—	—	—	—	0.92


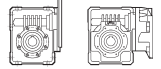
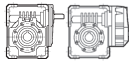



W 63 - WR 63

		i	J ($\cdot 10^{-4}$) [kgm ²]									
												
			S1	S2	S3	P63	P71	P80	P90			HS
W 63	W 63_7	7	3.4	3.6	—	—	3.5	3.5	3.5	—	—	3.6
	W 63_10	10	3.1	3.3	—	—	3.2	3.3	3.2	—	—	3.3
	W 63_12	12	3.1	3.3	—	—	3.1	3.2	3.1	—	—	3.3
	W 63_15	15	3.0	3.2	—	—	3.0	3.1	3.0	—	—	3.2
	W 63_19	19	2.9	3.1	—	—	2.9	3.0	2.9	—	—	3.1
	W 63_24	24	2.8	3.1	—	—	2.9	3.0	2.9	—	—	3.0
	W 63_30	30	2.9	3.1	—	—	2.9	3.0	2.9	—	—	3.1
	W 63_38	38	2.8	3.1	—	—	2.9	3.0	2.9	—	—	3.0
	W 63_45	45	2.8	3.0	—	—	2.9	2.9	2.9	—	—	3.0
	W 63_64	64	2.8	3.0	—	—	2.8	2.9	2.8	—	—	3.0
	W 63_80	80	2.8	3.0	—	—	2.8	2.9	2.8	—	—	3.0
W 63_100	100	2.8	3.0	—	—	2.8	2.9	2.8	—	—	2.9	
WR 63	WR 63_21	21	—	—	—	0.84	0.83	—	—	—	—	0.81
	WR 63_30	30	—	—	—	0.81	0.80	—	—	—	—	0.78
	WR 63_36	36	—	—	—	0.81	0.80	—	—	—	—	0.77
	WR 63_45	45	—	—	—	0.80	0.79	—	—	—	—	0.76
	WR 63_57	57	—	—	—	0.79	0.78	—	—	—	—	0.75
	WR 63_72	72	—	—	—	0.78	0.77	—	—	—	—	0.74
	WR 63_90	90	—	—	—	0.79	0.78	—	—	—	—	0.75
	WR 63_114	114	—	—	—	0.78	0.77	—	—	—	—	0.74
	WR 63_135	135	—	—	—	0.78	0.77	—	—	—	—	0.74
	WR 63_192	192	—	—	—	0.77	0.76	—	—	—	—	0.74
	WR 63_240	240	—	—	—	0.77	0.76	—	—	—	—	0.74
WR 63_300	300	—	—	—	0.77	0.76	—	—	—	—	0.73	

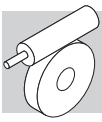


W 75 - WR 75


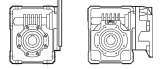
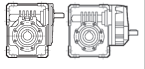
		i	J ($\cdot 10^{-4}$) [kgm ²]									
			 S1 S2 S3			 P63 P71 P80 P90 P100 P112					 HS	
W 75	W 75_7	7	6.9	6.6	6.6	—	6.9	7.0	6.9	6.9	6.9	7.3
	W 75_10	10	6.4	6.1	6.1	—	6.4	6.4	6.3	5.7	5.7	6.8
	W 75_15	15	6.1	5.8	5.8	—	6.1	6.1	6.0	5.3	5.3	6.5
	W 75_20	20	5.9	5.6	5.6	—	5.9	5.9	5.9	5.2	5.2	6.3
	W 75_25	25	5.9	5.6	5.6	—	6.0	6.0	5.9	5.2	5.2	6.3
	W 75_30	30	5.9	5.6	5.6	—	5.9	5.9	5.9	5.2	5.2	6.3
	W 75_40	40	5.9	5.6	5.6	—	5.9	5.9	5.8	5.2	5.2	6.3
	W 75_50	50	5.9	5.6	5.6	—	5.9	5.9	5.8	5.1	5.1	6.2
	W 75_60	60	5.8	5.5	5.5	—	5.8	5.9	5.8	5.1	5.1	6.2
	W 75_80	80	5.8	5.5	5.5	—	5.8	5.8	5.8	5.1	5.1	6.2
W 75_100	100	5.8	5.5	5.5	—	5.8	5.8	5.7	5.0	5.0	6.2	
WR 75	WR 75_21	21	—	—	—	1.2	1.2	2.1	—	—	—	1.9
	WR 75_30	30	—	—	—	1.1	1.1	2.1	—	—	—	1.1
	WR 75_45	45	—	—	—	1.1	1.1	2.0	—	—	—	1.1
	WR 75_60	60	—	—	—	1.1	1.1	2.0	—	—	—	1.0
	WR 75_75	75	—	—	—	1.1	1.1	2.0	—	—	—	1.0
	WR 75_90	90	—	—	—	1.1	1.1	2.0	—	—	—	1.0
	WR 75_120	120	—	—	—	1.1	1.1	2.0	—	—	—	1.0
	WR 75_150	150	—	—	—	1.1	1.1	2.0	—	—	—	1.0
	WR 75_180	180	—	—	—	1.1	1.1	2.0	—	—	—	1.0
	WR 75_240	240	—	—	—	1.1	1.1	2.0	—	—	—	1.0
WR 75_300	300	—	—	—	1.1	1.1	2.0	—	—	—	1.0	


		J ($\cdot 10^{-4}$) [kgm ²]
i		 P90

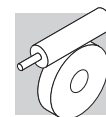
WR 75_P90 B5	WR 75_15	15	6.0
	WR 75_22.5	22.5	5.9
	WR 75_30	30	5.8
	WR 75_37.5	37.5	5.8
	WR 75_45	45	5.8
	WR 75_60	60	5.8
WR 75_75	75	5.8	




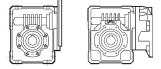
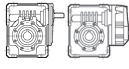
W 86 - WR 86

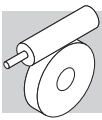
		i	J ($\cdot 10^{-4}$) [kgm ²]									
			 S1 S2 S3			 P63 P71 P80 P90 P100					 HS	
W 86	W 86_7	7	9.7	9.4	9.4	—	9.7	9.7	9.6	9.6	—	10.1
	W 86_10	10	8.4	8.1	8.1	—	8.4	8.4	8.3	7.7	—	8.9
	W 86_15	15	7.7	7.4	7.4	—	7.7	7.7	7.7	7.0	—	8.2
	W 86_20	20	6.9	6.6	6.6	—	6.9	7.0	6.9	6.2	—	7.4
	W 86_23	23	6.8	6.5	6.5	—	6.8	6.9	6.8	6.1	—	7.3
	W 86_30	30	7.3	7.0	7.0	—	7.3	7.3	7.3	6.6	—	7.8
	W 86_40	40	6.7	6.4	6.4	—	6.7	6.7	6.6	6.0	—	7.2
	W 86_46	46	6.7	6.4	6.4	—	6.7	6.7	6.6	5.9	—	7.1
	W 86_56	56	6.6	6.3	6.3	—	6.6	6.7	6.6	5.9	—	7.1
	W 86_64	64	6.6	6.3	6.3	—	6.6	6.6	6.5	5.9	—	7.1
	W 86_80	80	6.6	6.3	6.3	—	6.6	6.6	6.5	5.9	—	7.1
W 86_100	100	6.4	6.1	6.1	—	6.4	6.5	6.4	5.7	—	6.9	
WR 86	WR 86_21	21	—	—	—	1.5	1.5	2.4	—	—	—	2.2
	WR 86_30	30	—	—	—	1.4	1.3	2.3	—	—	—	1.3
	WR 86_45	45	—	—	—	1.3	1.3	2.2	—	—	—	1.2
	WR 86_60	60	—	—	—	1.2	1.2	2.1	—	—	—	1.2
	WR 86_69	69	—	—	—	1.2	1.2	2.1	—	—	—	1.1
	WR 86_90	90	—	—	—	1.2	1.2	2.2	—	—	—	1.2
	WR 86_120	120	—	—	—	1.2	1.2	2.1	—	—	—	1.1
	WR 86_138	138	—	—	—	1.2	1.2	2.1	—	—	—	1.1
	WR 86_168	168	—	—	—	1.2	1.2	2.1	—	—	—	1.1
	WR 86_192	192	—	—	—	1.2	1.1	2.1	—	—	—	1.1
	WR 86_240	240	—	—	—	1.2	1.1	2.1	—	—	—	1.1
WR 86_300	300	—	—	—	1.1	1.1	2.1	—	—	—	1.1	

		i	J ($\cdot 10^{-4}$) [kgm ²]
			 P90
WR 86_P90 B5	WR 86_15	15	6.9
	WR 86_22.5	22.5	6.6
	WR 86_30	30	6.3
	WR 86_34.5	34.5	6.2
	WR 86_45	45	6.4
	WR 86_60	60	6.2
	WR 86_69	69	6.1
WR 86_84	84	6.1	





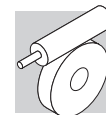
W 110 - WR 110

		i	J ($\cdot 10^{-4}$) [kgm ²]									
												
			S1	S2	S3	P63	P71	P80	P90	P100	P132	HS
W 110	W 110_7	7	—	22	22	—	—	23	23	23	28	23
	W 110_10	10	—	19	19	—	—	19	19	24	24	20
	W 110_15	15	—	17	17	—	—	17	17	22	22	17
	W 110_20	20	—	14	14	—	—	14	14	19	19	15
	W 110_23	23	—	14	14	—	—	14	14	19	19	15
	W 110_30	30	—	15	15	—	—	16	16	20	20	16
	W 110_40	40	—	13	13	—	—	14	14	19	19	14
	W 110_46	46	—	13	13	—	—	13	13	18	18	14
	W 110_56	56	—	13	13	—	—	13	13	18	18	14
	W 110_64	64	—	13	13	—	—	13	13	18	18	14
	W 110_80	80	—	13	13	—	—	13	13	18	18	14
W 110_100	100	—	13	13	—	—	13	13	18	18	14	
WR 110	WR 110_21	21	—	—	—	—	3.0	9.0	8.8	8.9	—	9.2
	WR 110_30	30	—	—	—	—	2.5	8.6	8.4	8.4	—	8.8
	WR 110_45	45	—	—	—	—	2.3	8.3	8.2	8.2	—	8.5
	WR 110_60	60	—	—	—	—	2.0	8.1	7.9	7.9	—	8.3
	WR 110_69	69	—	—	—	—	2.0	8.0	7.9	7.9	—	8.2
	WR 110_90	90	—	—	—	—	2.2	8.2	8.1	8.1	—	8.4
	WR 110_120	120	—	—	—	—	1.9	8.0	7.8	7.9	—	8.2
	WR 110_138	138	—	—	—	—	1.9	8.0	7.8	7.8	—	8.2
	WR 110_168	168	—	—	—	—	1.9	8.0	7.8	7.8	—	8.1
	WR 110_192	192	—	—	—	—	1.9	7.9	7.8	7.8	—	8.1
	WR 110_240	240	—	—	—	—	1.9	7.9	7.8	7.8	—	8.1
WR 110_300	300	—	—	—	—	1.9	7.9	7.8	7.8	—	8.1	





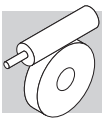
VF 130 - VFR 130

		i	J ($\cdot 10^{-4}$) [kgm ²]					HS
			P80	P90	 P100	 P112	P132	
VF 130	VF 130_7	7	—	—	36	36	35	31
	VF 130_10	10	—	—	27	27	25	22
	VF 130_15	15	—	—	20	20	18	15
	VF 130_20	20	—	—	17	17	15	11
	VF 130_23	23	—	—	16	16	14	11
	VF 130_30	30	—	—	17	17	15	12
	VF 130_40	40	—	—	15	15	14	9.9
	VF 130_46	46	—	14	14	—	—	8.2
	VF 130_56	56	—	13	13	—	—	7.8
	VF 130_64	64	—	13	13	—	—	7.4
	VF 130_80	80	—	13	12	—	—	7.0
VF 130_100	100	—	13	—	—	—	8.9	
VFR 130	VFR 130_30	30	5.3	5.3	5.2	5.2	—	5.7
	VFR 130_45	45	4.5	4.5	4.4	4.4	—	4.9
	VFR 130_60	60	4.2	4.1	4.1	4.1	—	4.6
	VFR 130_69	69	4.1	4.0	4.0	4.0	—	4.5
	VFR 130_90	90	4.2	4.1	4.1	4.1	—	4.6
	VFR 130_120	120	4.0	3.9	4.0	4.0	—	4.4
	VFR 130_138	138	3.8	3.8	3.7	3.7	—	4.2
	VFR 130_168	168	3.8	3.7	3.7	3.7	—	4.1
	VFR 130_192	192	3.7	3.7	3.6	3.6	—	4.1
	VFR 130_240	240	3.7	3.6	3.6	3.6	—	4.1
	VFR 130_300	300	3.9	3.8	3.8	3.8	—	4.3





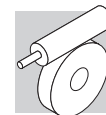
VF 150 - VFR 150

		i	J ($\cdot 10^{-4}$) [kgm ²]					HS
			P80	P90			P132	
VF 150	VF 150_7	7	—	—	—	—	58	50
	VF 150_10	10	—	—	—	—	44	35
	VF 150_15	15	—	—	—	—	29	21
	VF 150_20	20	—	—	—	—	27	19
	VF 150_23	23	—	—	28	28	26	17
	VF 150_30	30	—	—	31	31	29	21
	VF 150_40	40	—	—	26	26	24	16
	VF 150_46	46	—	—	24	24	22	13
	VF 150_56	56	—	25	24	24	—	13
	VF 150_64	64	—	24	23	23	—	12
	VF 150_80	80	—	23	22	22	—	11
	VF 150_100	100	—	23	22	22	—	11
VFR 150	VFR 150_25	25	—	—	—	15	—	—
	VFR 150_30	30	10	10	10	—	—	11
	VFR 150_37.5	37.5	—	—	—	13	—	—
	VFR 150_45	45	8.8	8.8	8.8	—	—	9.7
	VFR 150_50	50	—	—	—	12	—	—
	VFR 150_60	60	8.4	8.3	8.3	—	—	9.2
	VFR 150_69	69	8.4	8.4	8.4	—	—	9.3
	VFR 150_90	90	8.3	8.7	8.7	—	—	9.7
	VFR 150_120	120	8.3	8.2	8.2	—	—	9.2
	VFR 150_138	138	8.0	7.9	7.9	—	—	8.9
	VFR 150_168	168	7.9	7.9	7.9	—	—	8.9
	VFR 150_192	192	7.9	7.8	7.8	—	—	8.8
	VFR 150_240	240	7.7	7.7	7.7	—	—	8.6
VFR 150_300	300	7.7	7.7	7.7	—	—	8.6	



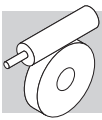
VF 185 - VFR 185

		i	J ($\cdot 10^{-4}$) [kgm ²]						HS
			P90	P100	 P112	 P132	P160	P180	
VF 185	VF 185_7	7	—	—	—	—	—	146	128
	VF 185_10	10	—	—	—	—	—	108	91
	VF 185_15	15	—	—	—	—	70	88	50
	VF 185_20	20	—	—	—	—	69	66	48
	VF 185_30	30	—	—	—	58	54	—	34
	VF 185_40	40	—	—	—	63	61	—	41
	VF 185_50	50	—	59	59	58	—	—	35
	VF 185_60	60	—	55	55	53	—	—	31
	VF 185_80	80	—	52	52	51	—	—	28
	VF 185_100	100	—	51	51	—	—	—	27
VFR 185	VFR 185_25	25	—	—	—	24	—	—	—
	VFR 185_37.5	37.5	—	—	—	17	—	—	—
	VFR 185_50	50	—	—	—	17	—	—	—
	VFR 185_75	75	—	—	—	15	—	—	—
	VFR 185_100	100	—	—	—	16	—	—	—
	VFR 185_30	30	17	17	17	—	—	—	18
	VFR 185_45	45	12	12	12	—	—	—	13
	VFR 185_60	60	12	12	12	—	—	—	13
	VFR 185_90	90	10	10	10	—	—	—	11
	VFR 185_120	120	11	11	11	—	—	—	12
	VFR 185_150	150	10	10	10	—	—	—	11
	VFR 185_180	180	9.9	9.9	9.9	—	—	—	11
	VFR 185_240	240	9.6	9.6	9.6	—	—	—	11
	VFR 185_300	300	9.5	9.4	9.4	—	—	—	10



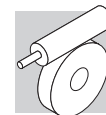
VF 210 - VFR 210

		i	J ($\cdot 10^{-4}$) [kgm ²]							HS
			P100	P112	P132	P160	P180	P200	P225	
VF 210	VF 210_7	7	—	—	286	286	286	286	286	286
	VF 210_10	10	—	—	177	177	177	177	177	177
	VF 210_15	15	—	—	120	120	120	120	120	120
	VF 210_20	20	—	—	116	116	116	116	116	116
	VF 210_30	30	—	—	81	81	81	81	81	81
	VF 210_40	40	—	—	98	98	98	98	98	98
	VF 210_50	50	—	—	84	84	84	84	84	84
	VF 210_60	60	—	—	75	75	75	75	75	75
	VF 210_80	80	—	—	68	68	68	68	68	68
	VF 210_100	100	—	—	63	63	63	63	63	63
VFR 210	VFR 210_30	30	48	48	47	47	—	—	—	51
	VFR 210_45	45	41	41	41	41	—	—	—	45
	VFR 210_60	60	41	41	41	40	—	—	—	45
	VFR 210_90	90	37	37	37	36	—	—	—	41
	VFR 210_120	120	39	39	39	38	—	—	—	43
	VFR 210_150	150	37	37	37	37	—	—	—	41
	VFR 210_180	180	36	36	36	36	—	—	—	40
	VFR 210_240	240	36	36	36	35	—	—	—	39
	VFR 210_300	300	35	35	35	34	—	—	—	39



VF 250 - VFR 250

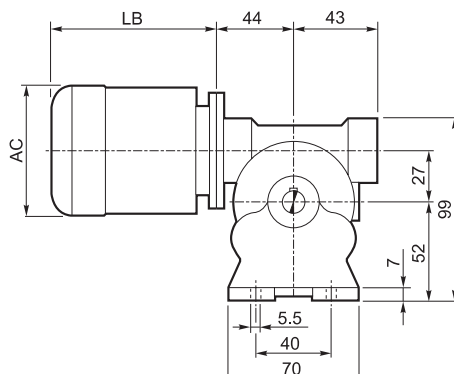
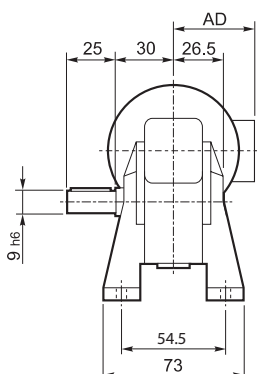
		i	J ($\cdot 10^{-4}$) [kgm ²]							HS
			P100	P112	P132	P160	P180	P200	P225	
VF 250	VF 250_7	7	—	—	620	620	620	620	620	620
	VF 250_10	10	—	—	387	387	387	387	387	387
	VF 250_15	15	—	—	266	266	266	266	266	266
	VF 250_20	20	—	—	242	242	242	242	242	242
	VF 250_30	30	—	—	184	184	184	184	184	184
	VF 250_40	40	—	—	241	241	241	241	241	241
	VF 250_50	50	—	—	240	240	240	240	240	240
	VF 250_60	60	—	—	158	158	158	158	158	158
	VF 250_80	80	—	—	160	160	160	160	160	160
	VF 250_100	100	—	—	149	149	149	149	149	149
VFR 250	VFR 250_30	30	71	71	71	70	—	—	—	75
	VFR 250_45	45	58	58	57	57	—	—	—	61
	VFR 250_60	60	55	55	55	54	—	—	—	58
	VFR 250_90	90	48	48	48	48	—	—	—	52
	VFR 250_120	120	55	55	54	54	—	—	—	58
	VFR 250_150	150	55	55	54	54	—	—	—	58
	VFR 250_180	180	46	46	45	45	—	—	—	49
	VFR 250_240	240	46	46	45	45	—	—	—	49
	VFR 250_300	300	45	45	44	44	—	—	—	48



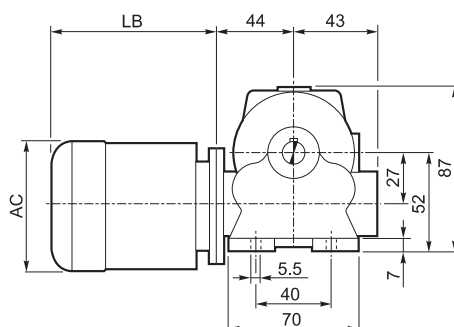
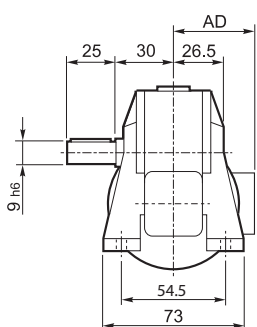
26 DIMENSIONS FOR GEARMOTORS AN GEAR UNITS WITH IEC MOTOR INTERFACE

VF 27...BN27

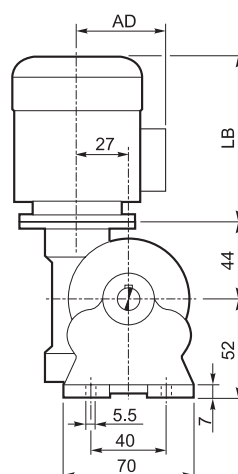
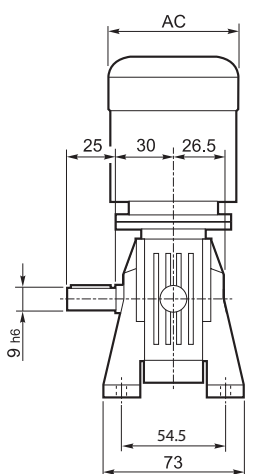
A



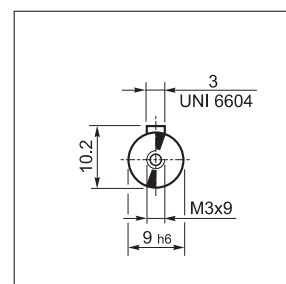
N



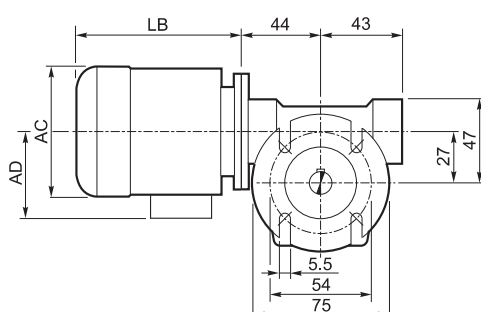
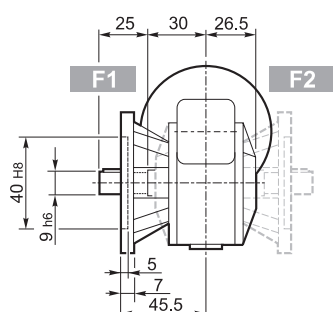
V





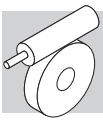
OUTPUT



F

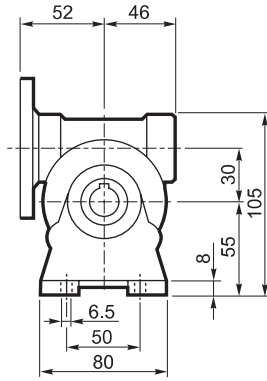
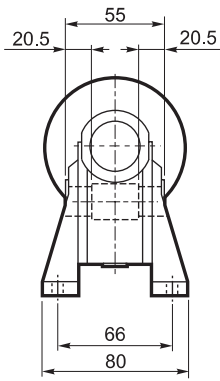


	P_n kW	n min ⁻¹	M_n Nm	η %	$\cos\phi$	I_n A (400V)	$\frac{I_s}{I_n}$	$\frac{M_s}{M_n}$	$\frac{M_a}{M_n}$	J_m ($\cdot 10^{-4}$) kgm ²	 Kg	LB	AC	AD
BN 27A4	0.04	1350	0.28	36	0.57	0.28	2.3	2.0	1.8	0.56	2.8	132	103	76
BN 27B4	0.06	1360	0.42	39	0.57	0.39	2.5	2.2	1.9	0.76	3.1	149	103	76
BN 27C4	0.09	1380	0.63	46	0.65	0.43	2.8	2.3	1.9	1.49	3.3	175	112	94

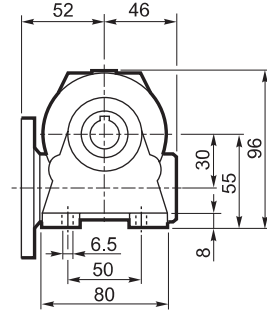
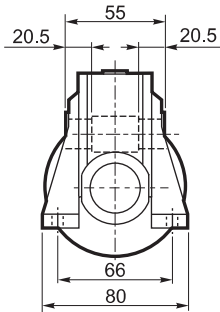


VF 30...P (IEC)

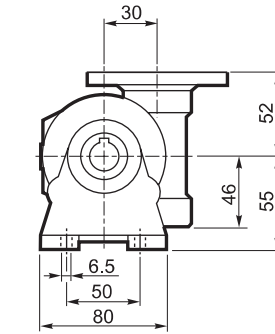
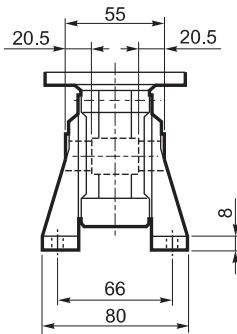
A



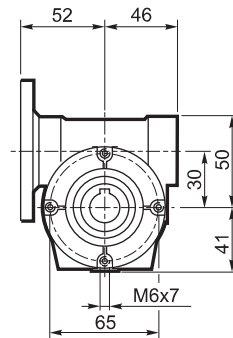
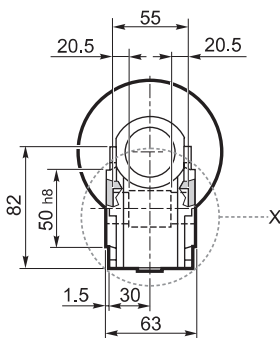
N



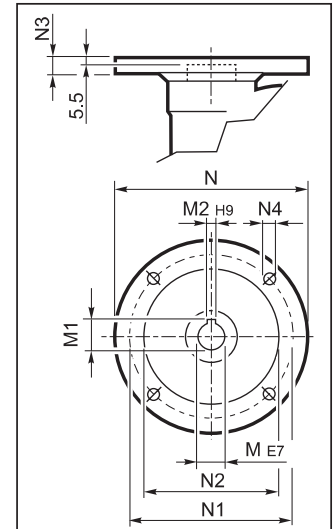
V



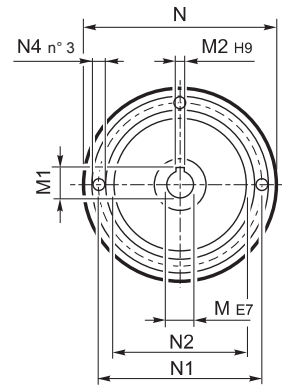
P



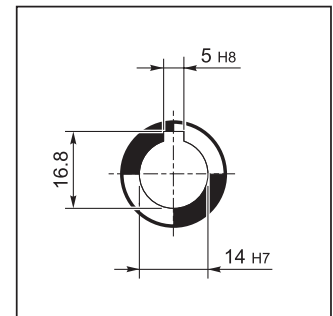
INPUT



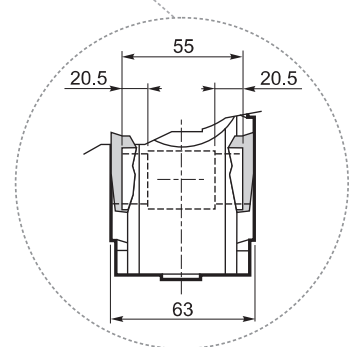
P56 B14

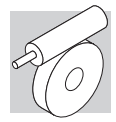


OUTPUT



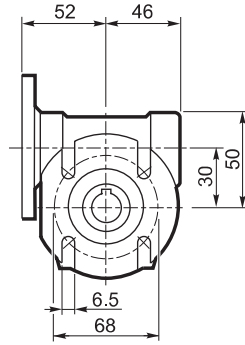
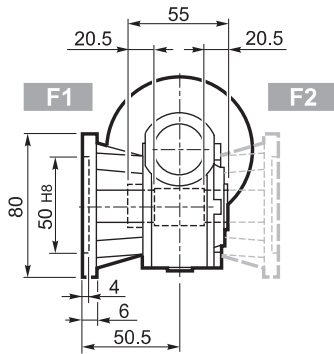
X



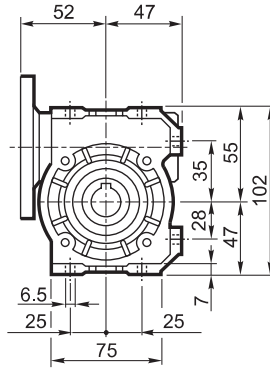
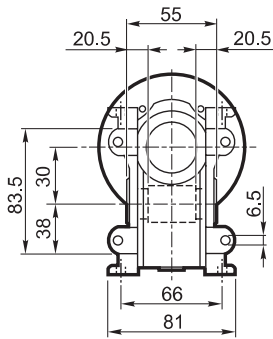


VF 30...P (IEC)

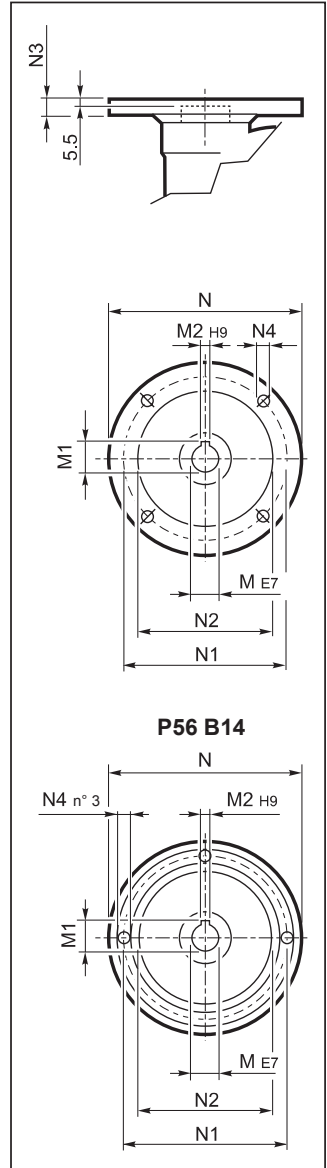
F



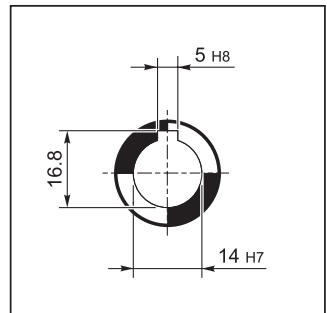
U



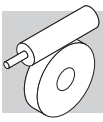
INPUT



OUTPUT

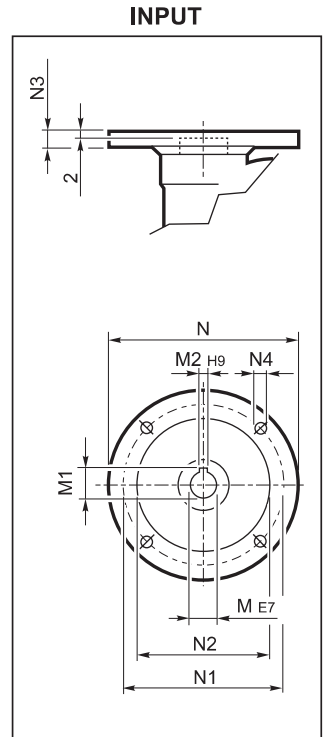
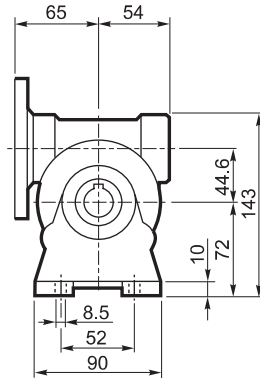
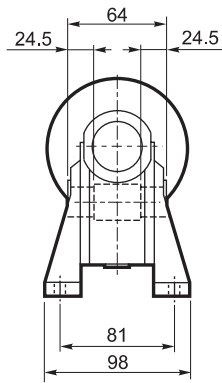


		M	M1	M2	N	N1	N2	N3	N4	
VF 30	P56 B5	9	10.4	3	120	100	80	7	7	1.1
VF 30	P56 B14	9	10.4	3	80	65	50	7	5.5	
VF 30	P63 B5	11	12.8	4	140	115	95	8	9.5	
VF 30	P63 B14	11	12.8	4	90	75	60	6	5.5	

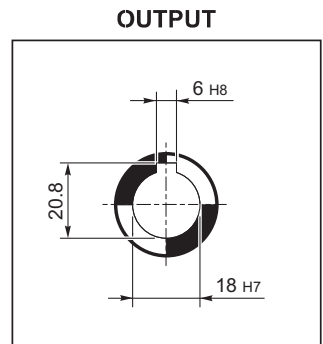
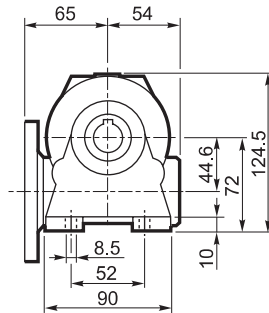
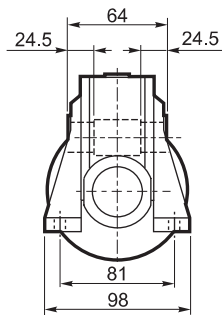


VF 44...P (IEC)

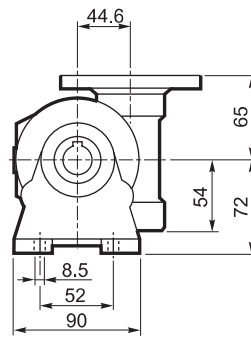
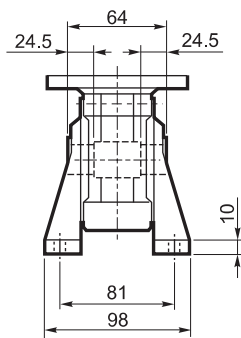
A



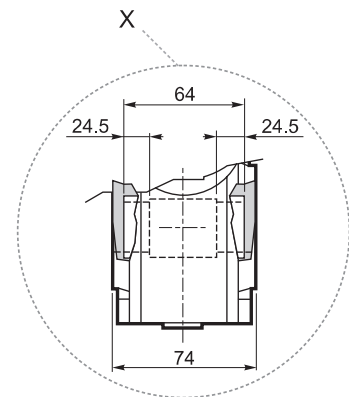
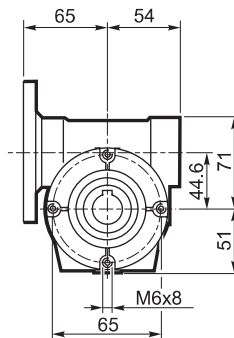
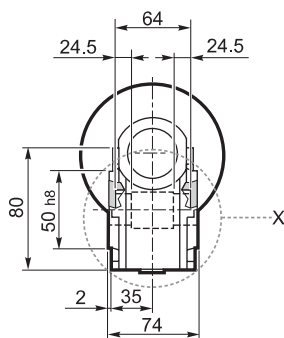
N

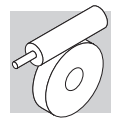


V

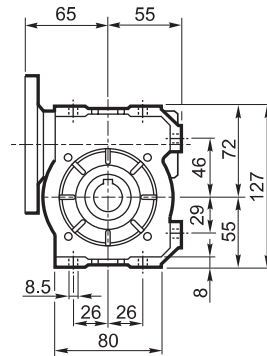
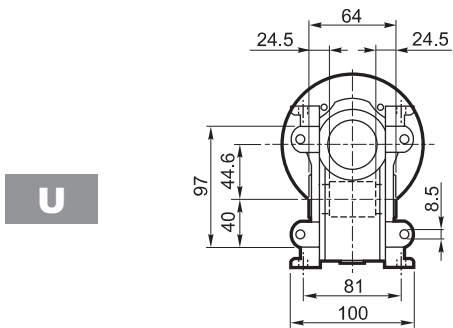
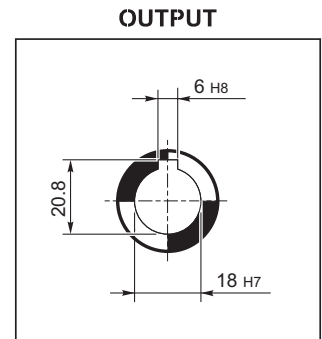
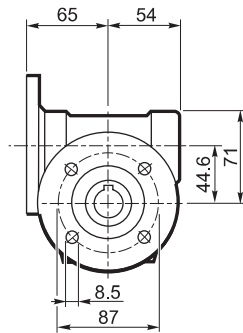
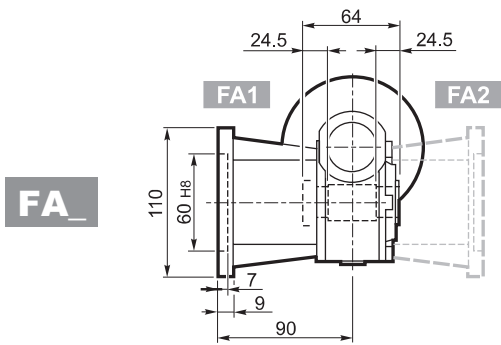
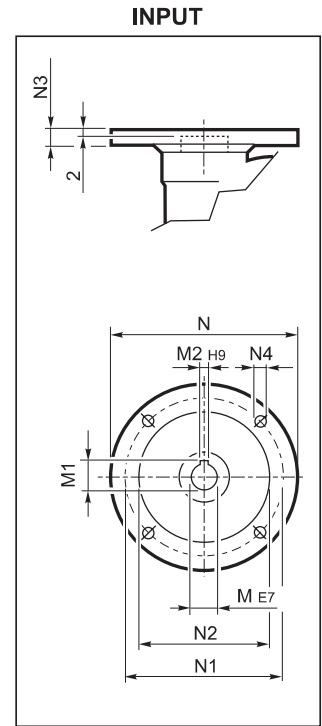
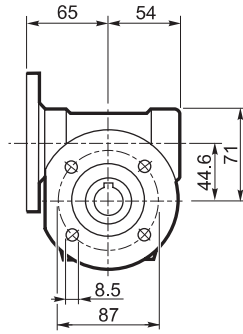
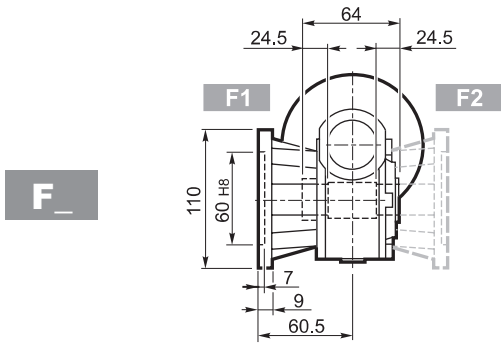


P

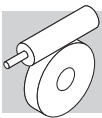




VF 44...P (IEC)

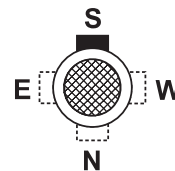
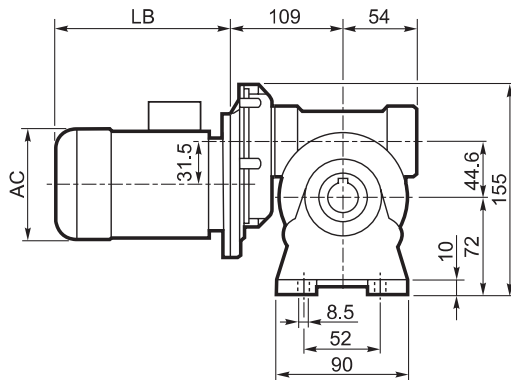
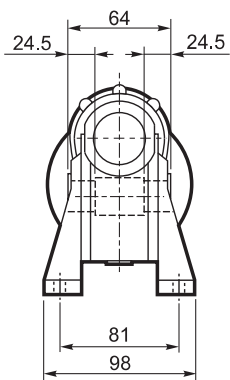


		M	M1	M2	N	N1	N2	N3	N4	
VF 44	P63 B5	11	12.8	4	140	115	95	10	9.5	2.0
VF 44	P71 B5	14	16.3	5	160	130	110	10	9.5	
VF 44	P63 B14	11	12.8	4	90	75	60	8	5.5	
VF 44	P71 B14	14	16.3	5	105	85	70	10	7	

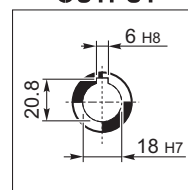


VFR 44...BN 44

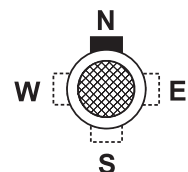
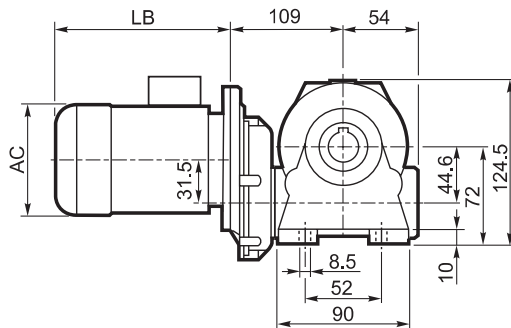
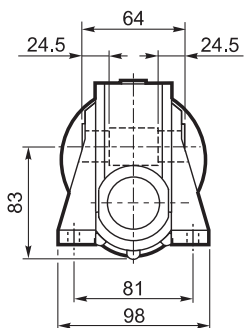
A



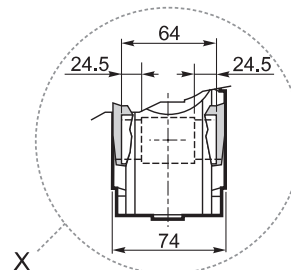
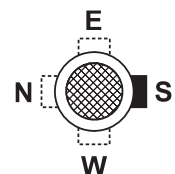
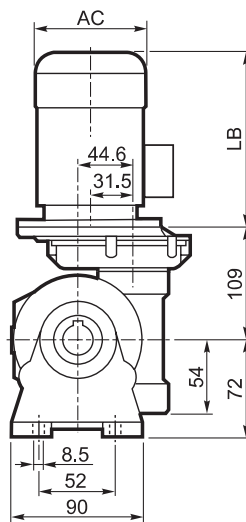
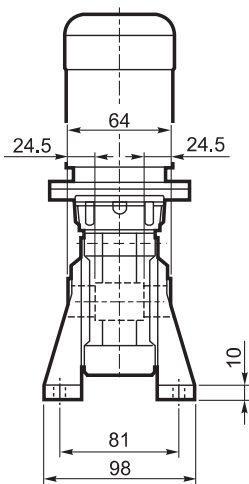
OUTPUT



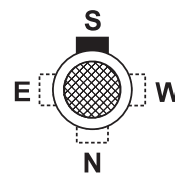
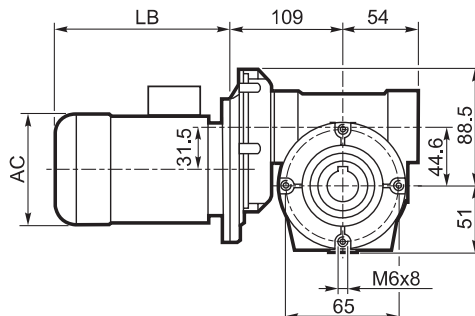
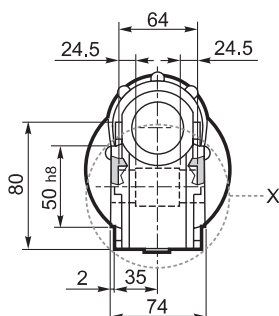
N

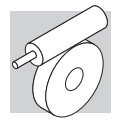


V



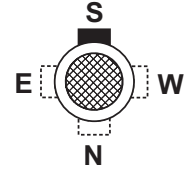
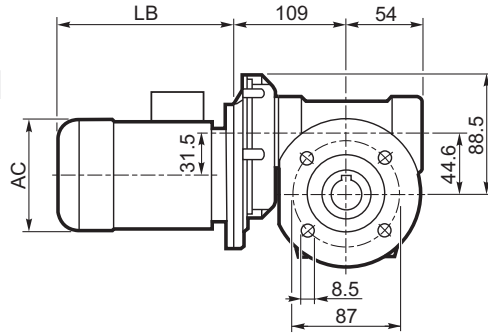
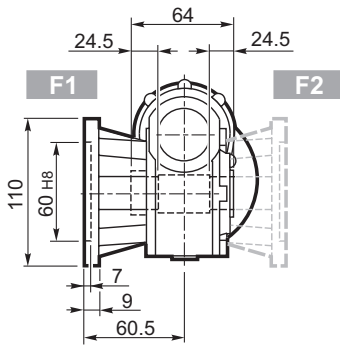
P



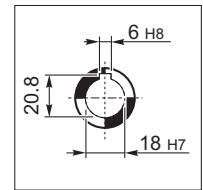


VFR 44...BN 44

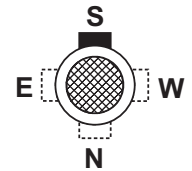
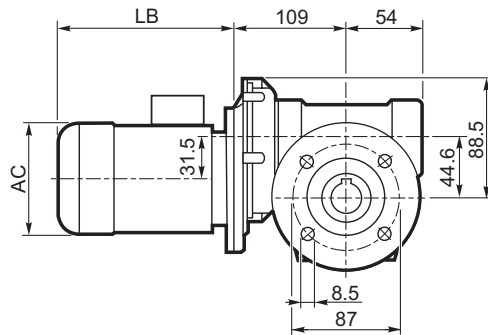
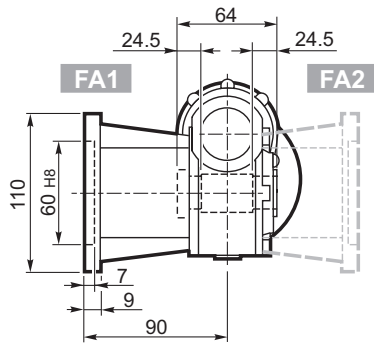
F_



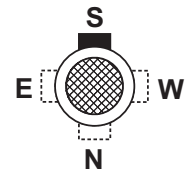
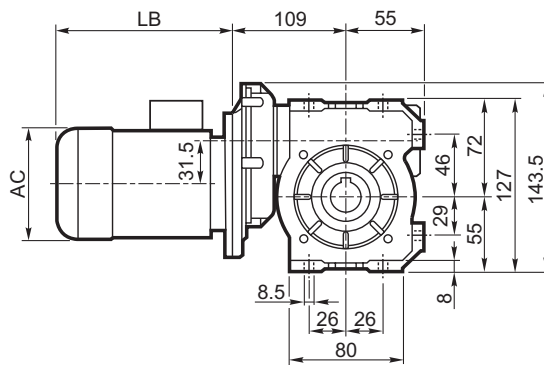
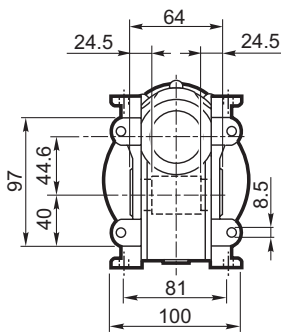
OUTPUT





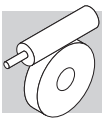
FA_



U

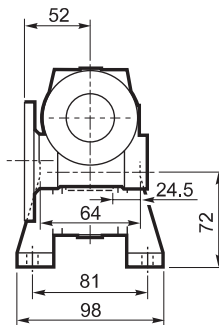
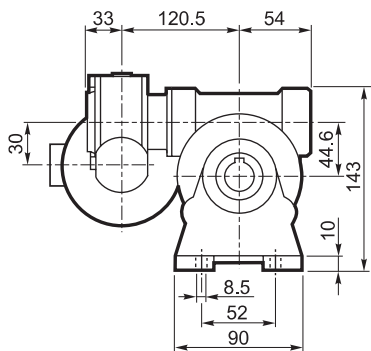


	P_n kW	n min ⁻¹	M_n Nm	η %	$\cos\phi$	I_n A (400V)	$\frac{I_s}{I_n}$	$\frac{M_s}{M_n}$	$\frac{M_a}{M_n}$	J_m ($\cdot 10^{-4}$) kgm ²		LB	AC	AD
BN 44B4	0.06	1380	0.42	40	0.58	0.38	2.4	2.3	1.9	1.22	4.7	168	112	94
BN 44C4	0.09	1380	0.63	46	0.65	0.43	2.8	2.3	2	1.49	4.6	168	112	94

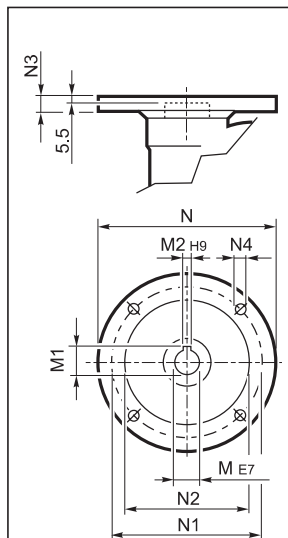


VF/VF 30/44...P (IEC)

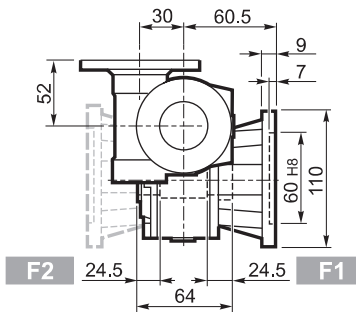
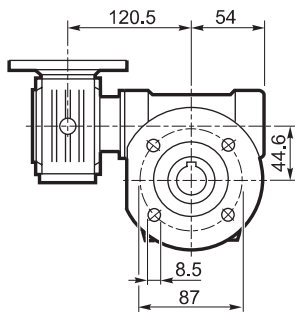
A



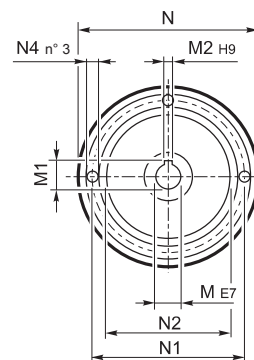
INPUT



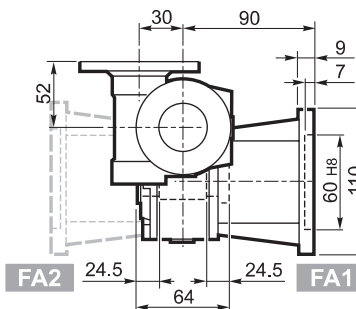
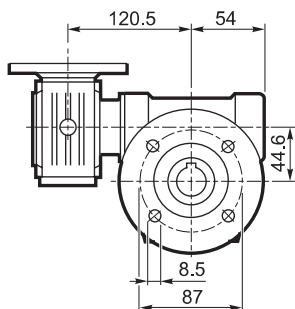
F



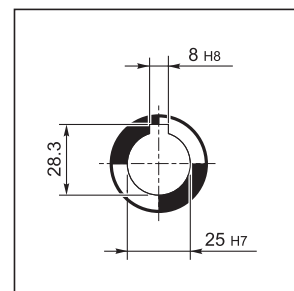
P56 B14

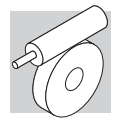


FA



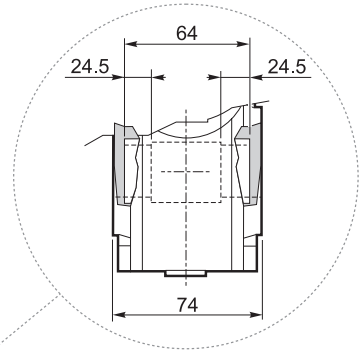
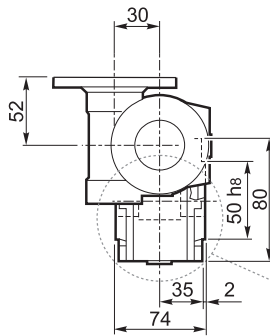
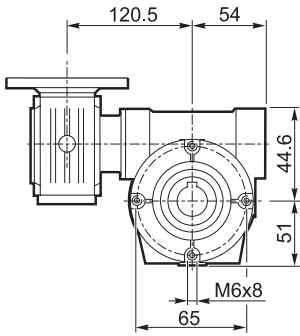
OUTPUT





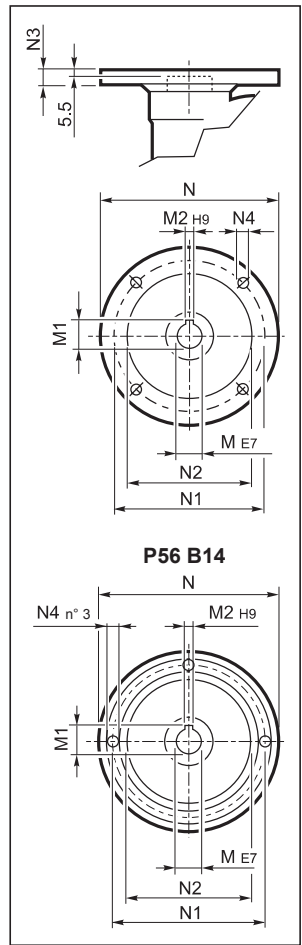
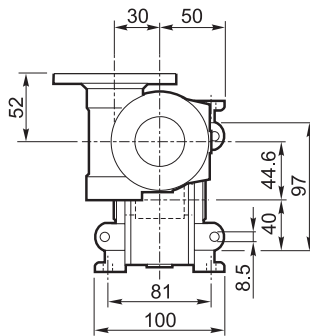
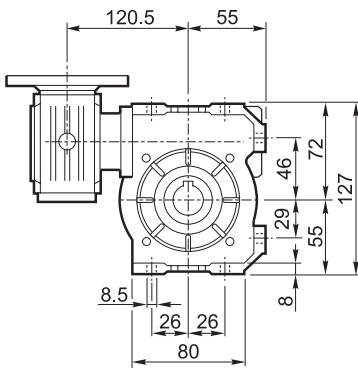
VF/VF 30/44...P (IEC)

P



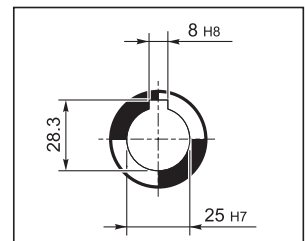
INPUT

U

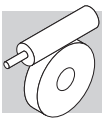


P56 B14

OUTPUT

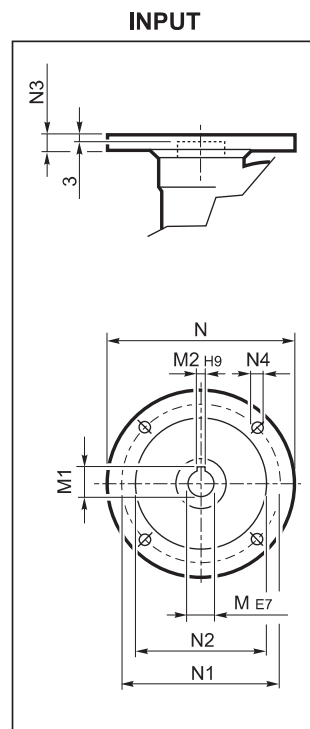
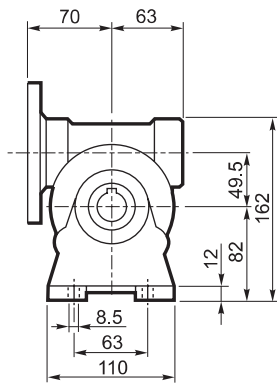
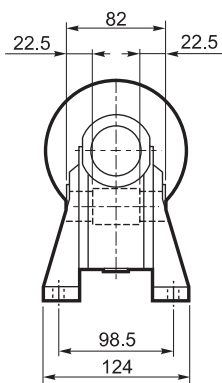


		M	M1	M2	N	N1	N2	N3	N4	
VF/VF 30/44	P56 B14	9	10.4	3	80	65	50	7	5.5	3.5
VF/VF 30/44	P63 B14	11	12.8	4	90	75	60	6	5.5	

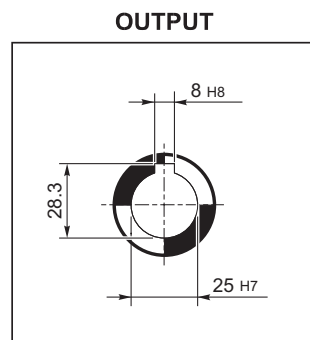
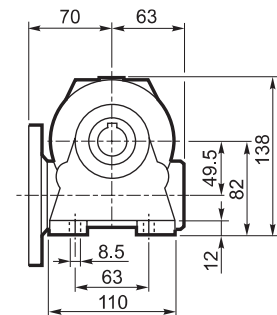
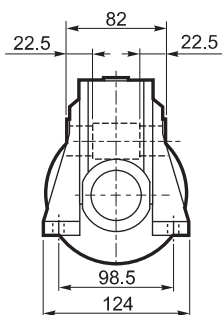


VF 49...P (IEC)

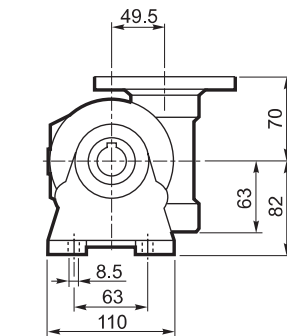
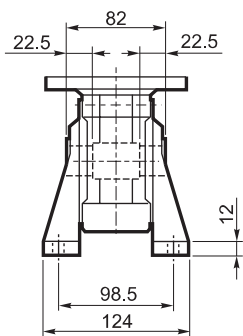
A



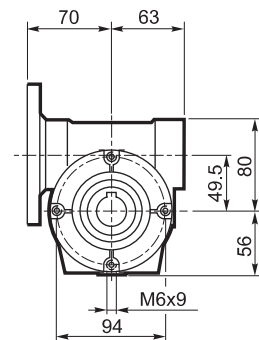
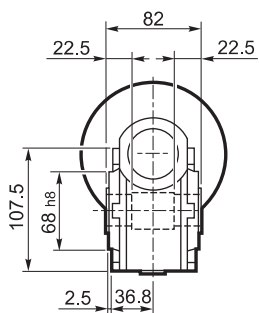
N

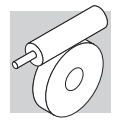


V



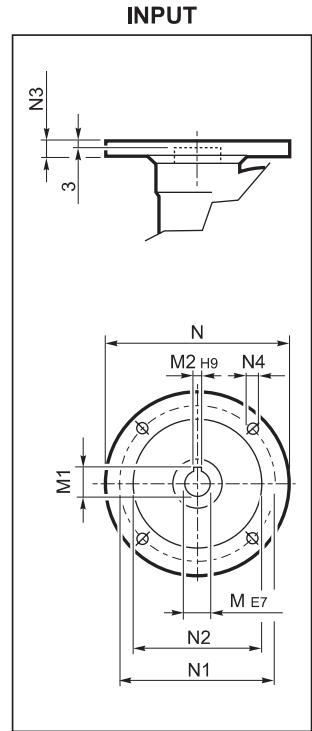
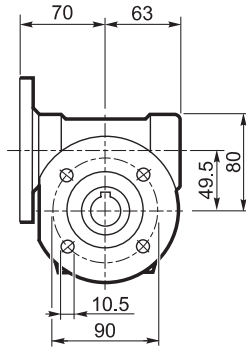
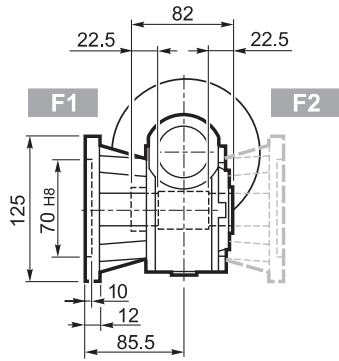
P



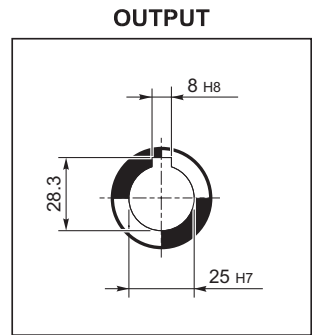
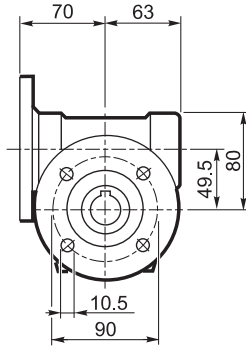
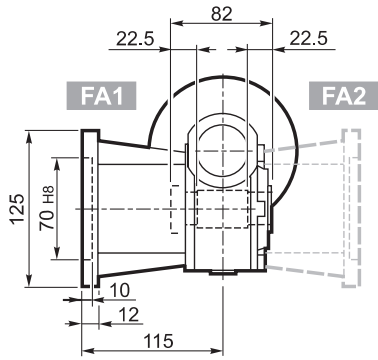


VF 49...P (IEC)

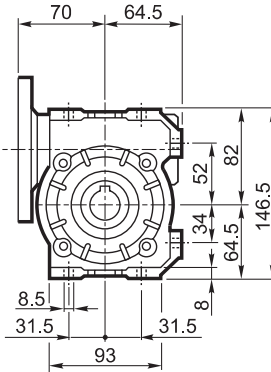
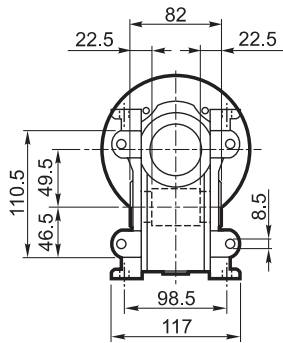
F_






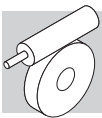
FA_



U

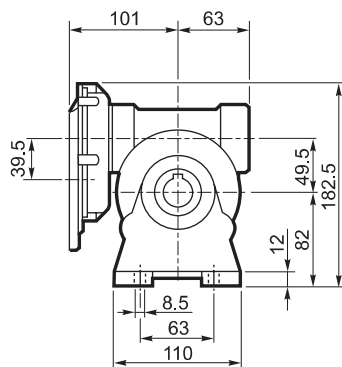
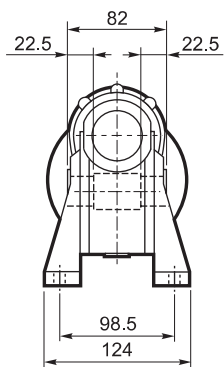


		M	M1	M2	N	N1	N2	N3	N4	
VF 49	P63 B5	11	12.8	4	140	115	95	10.5	9.5	3.0
VF 49	P71 B5	14	16.3	5	160	130	110	10.5	9.5	
VF 49	P80 B5	19	21.8	6	200	165	130	10	11.5	
VF 49	P63 B14	11	12.8	4	90	75	60	7	6	
VF 49	P71 B14	14	16.3	5	105	85	70	10.5	6.5	
VF 49	P80 B14	19	21.8	6	120	100	80	10	7	

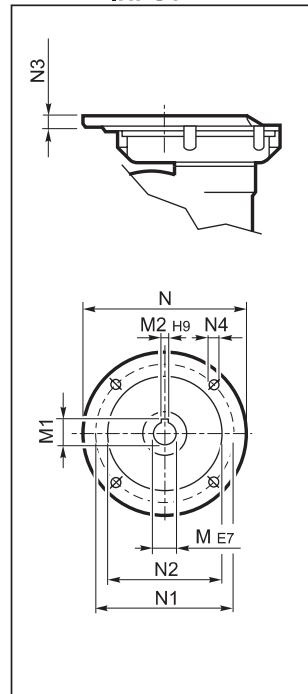


VFR 49...P (IEC)

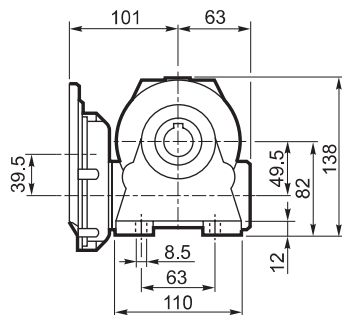
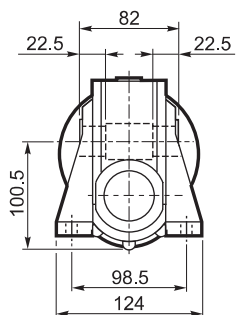
A



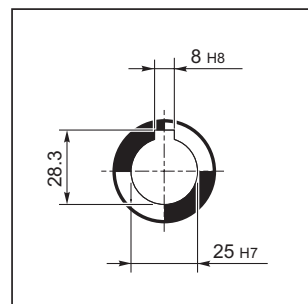
INPUT



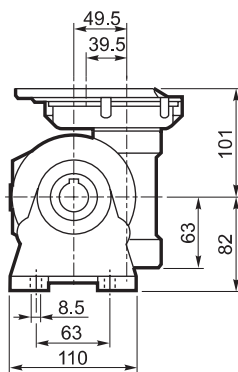
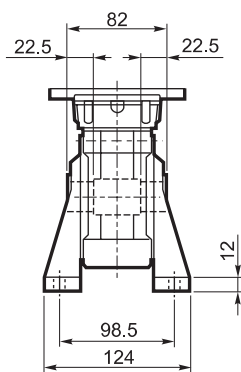
N



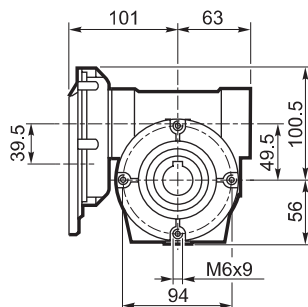
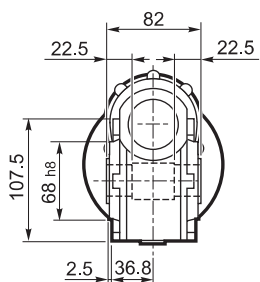
OUTPUT

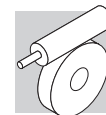


V

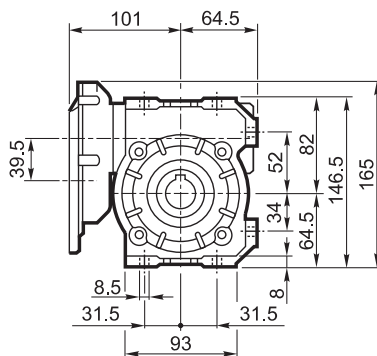
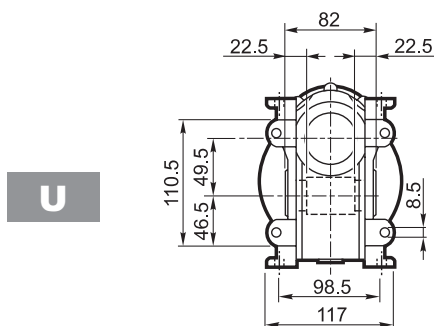
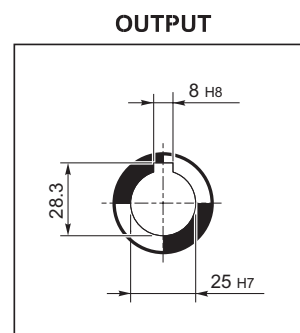
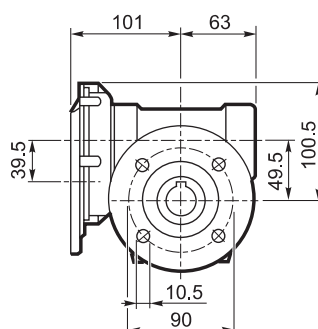
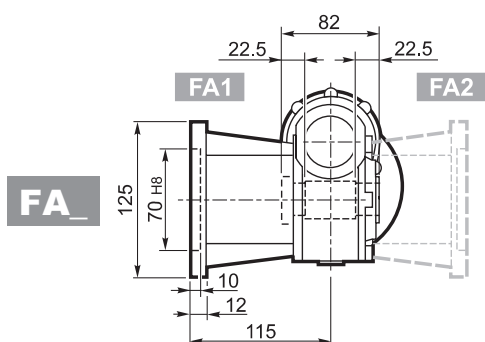
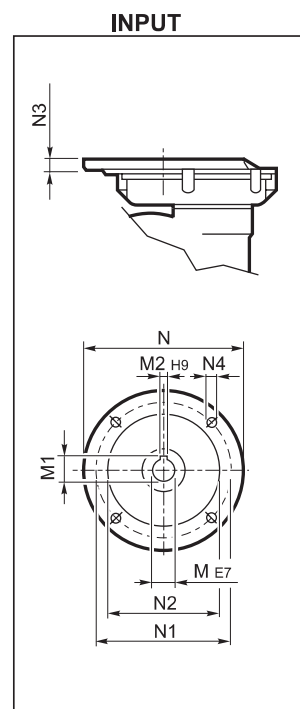
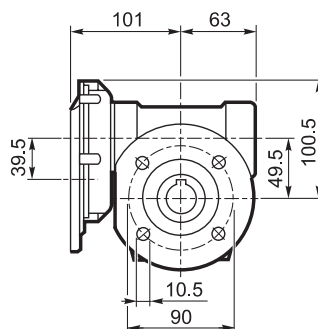
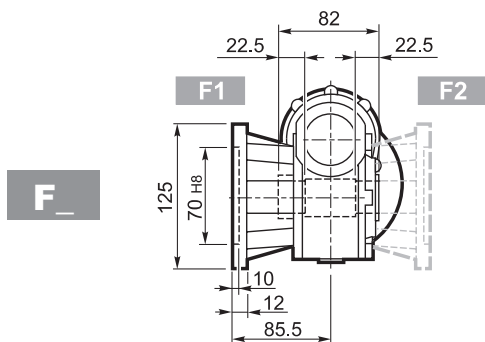


P

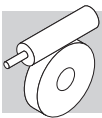




VFR 49...P (IEC)

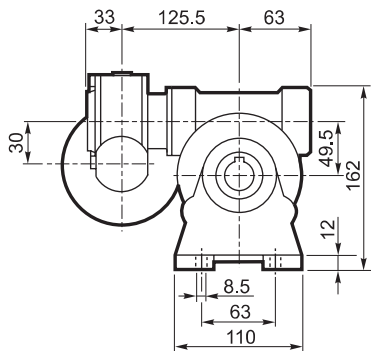


		M	M1	M2	N	N1	N2	N3	N4	
VFR 49	P63 B5	11	12.8	4	140	115	95	11	M8 x 19	5.0

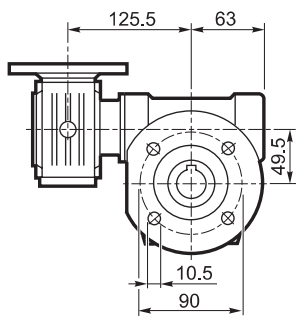


VF/VF 30/49...P (IEC)

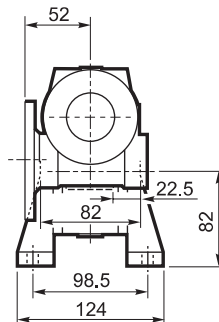
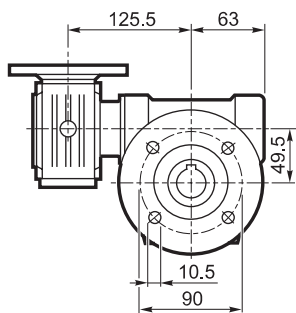
A



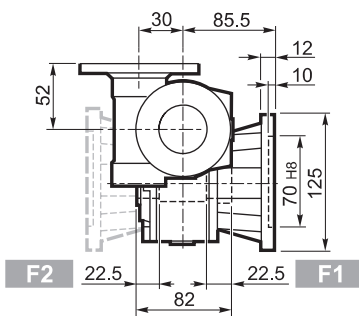
F



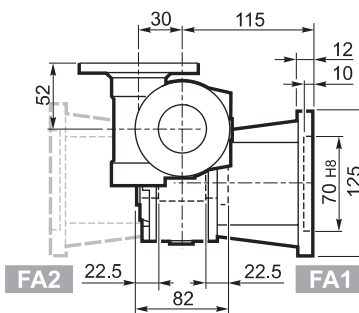
FA



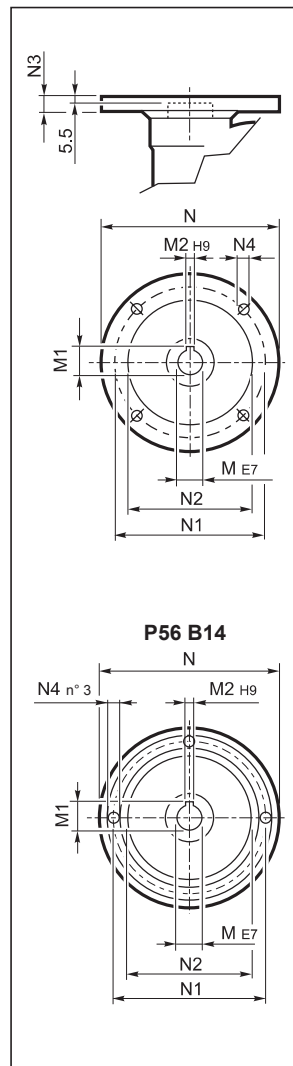
F2 **F1**



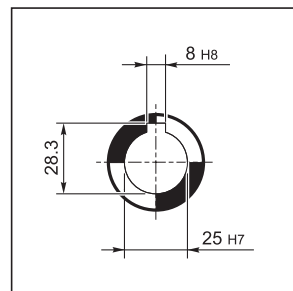
FA2 **FA1**

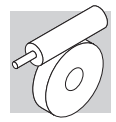


INPUT



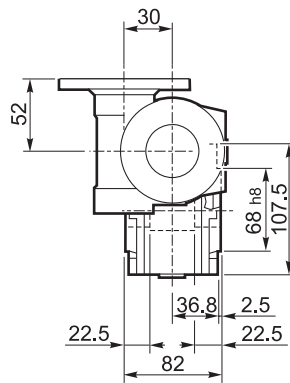
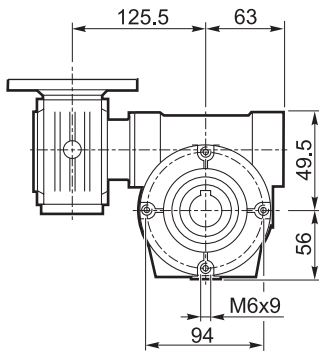
OUTPUT



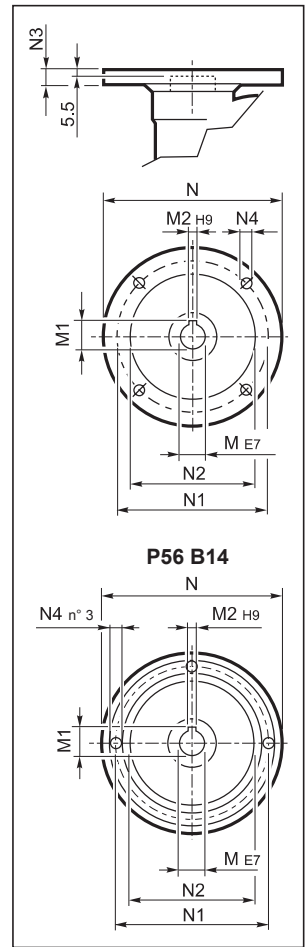


VF/VF 30/49...P (IEC)

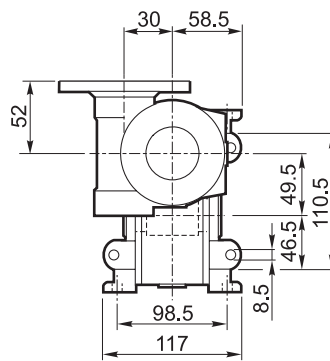
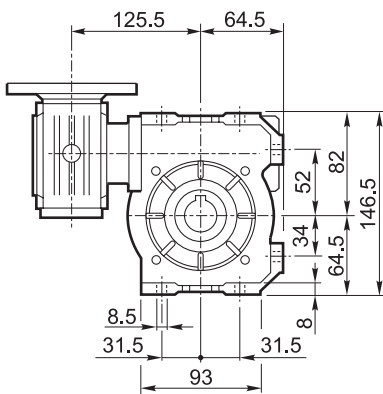
P



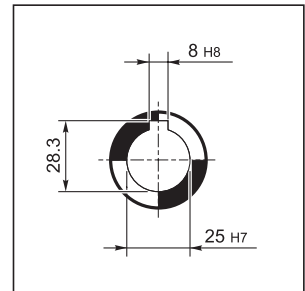
INPUT



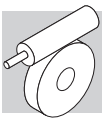
U



OUTPUT

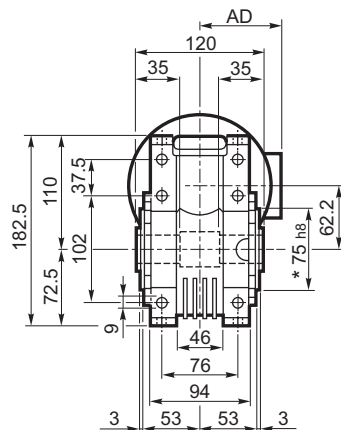
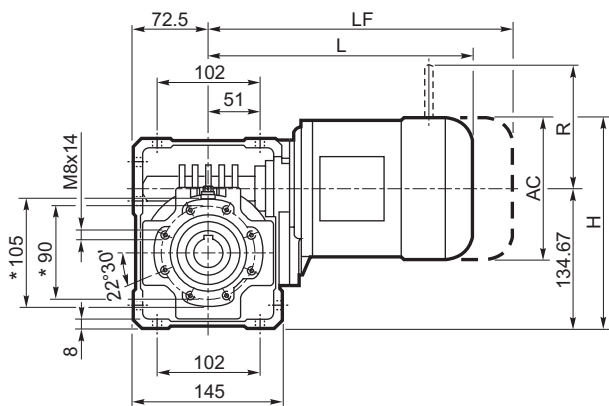


		M	M1	M2	N	N1	N2	N3	N4	
VF/VF 30/49	P56 B14	9	10.4	3	80	65	50	7	5.5	4.5
VF/VF 30/49	P63 B14	11	12.8	4	90	75	60	6	5.5	

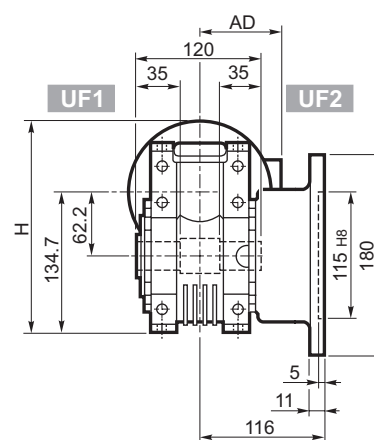
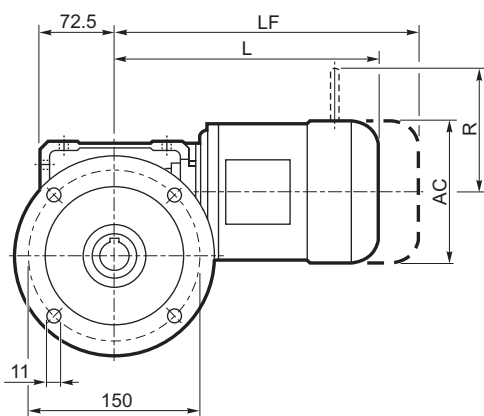


W 63...M

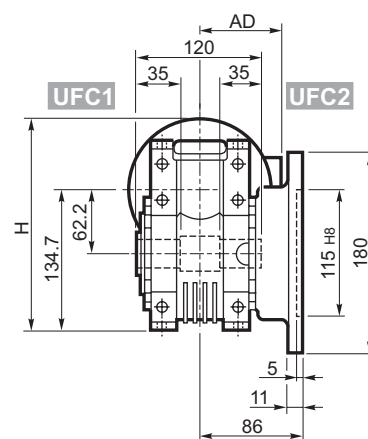
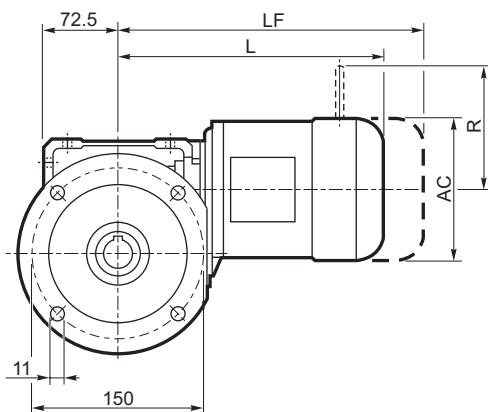
U



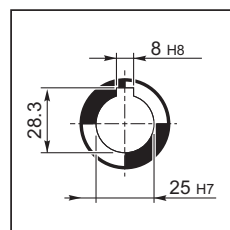
UF_



UFC_

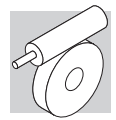


OUTPUT

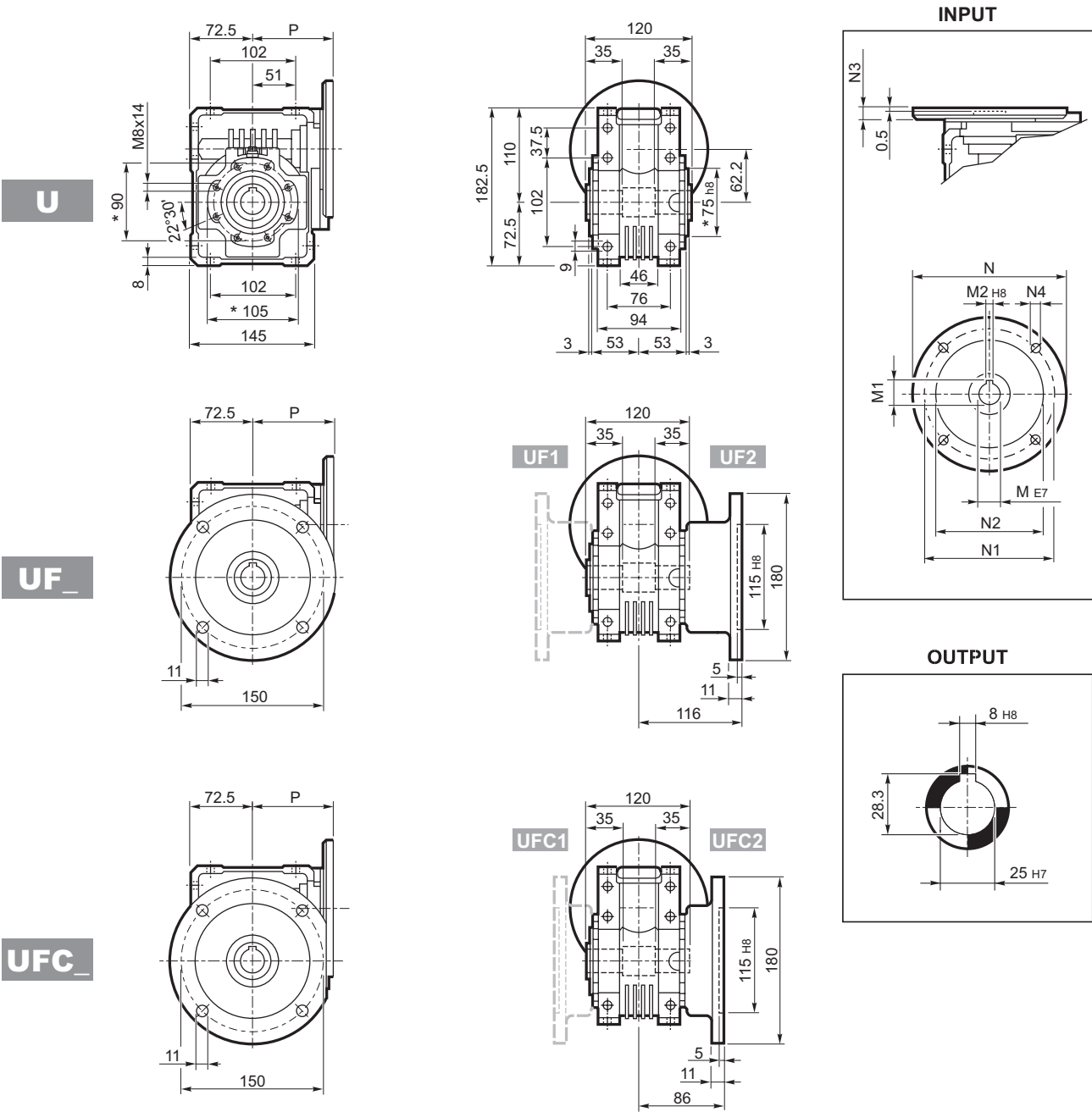





			M_				Kg	M...FD M...FA		M...FD		M...FA	
			AC	H	L	AD		LF	Kg	R	AD	R	AD
W 63	S1	M1	138	204	289	108	13	350	15	103	135	124	108
W 63	S2	M2S	156	213	317	119	17	393	20	129	146	134	119

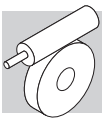
* On both sides



W 63...P (IEC)

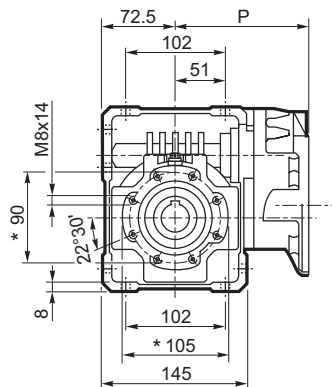


		M	M1	M2	N	N1	N2	N3	N4	P	
W 63	P71 B5	14	16.3	5	160	130	110	11	9	95	6.3
W 63	P80 B5	19	21.8	6	200	165	130	12	11.5	102	6.5
W 63	P90 B5	24	27.3	8	200	165	130	12	11.5	102	6.4
W 63	P71 B14	14	16.3	5	105	85	70	11	6.5	95	6.1
W 63	P80 B14	19	21.8	6	120	100	80	11	6.5	102	6.3
W 63	P90 B14	24	27.3	8	140	115	95	11	8.5	102	6.3

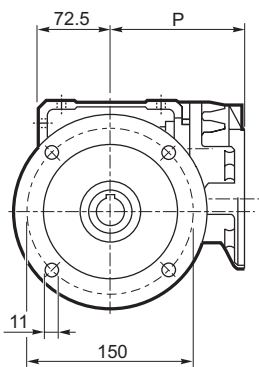


WR 63...P (IEC)

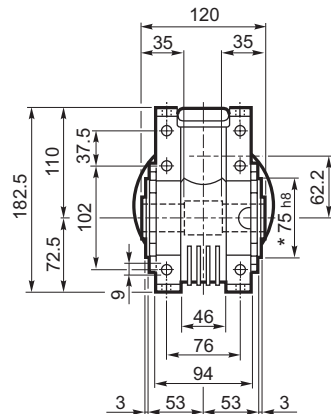
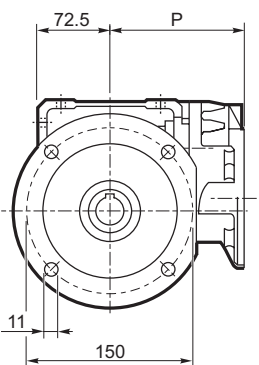
U



UF_

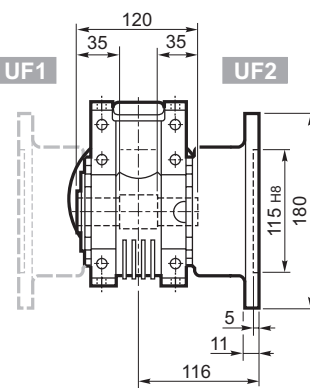


UFC_



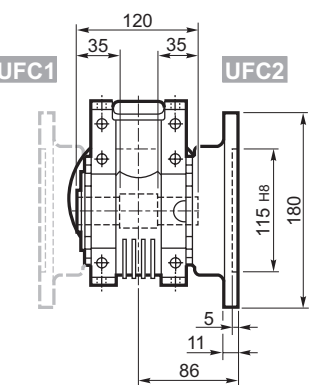
UF1

UF2

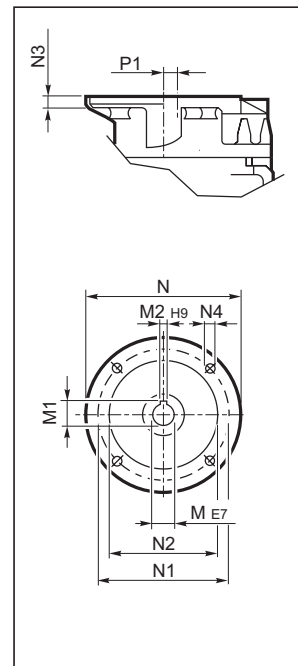


UFC1

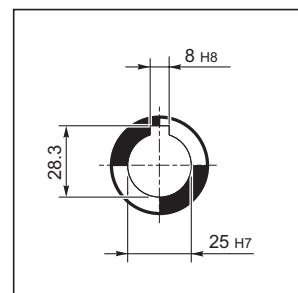
UFC2



INPUT

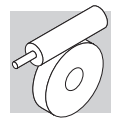


OUTPUT



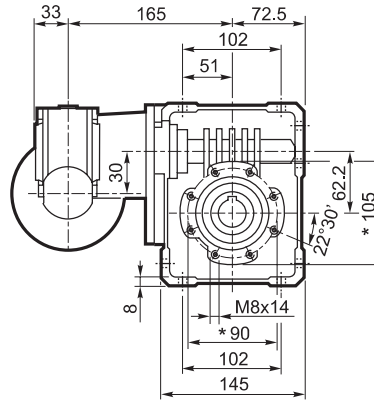
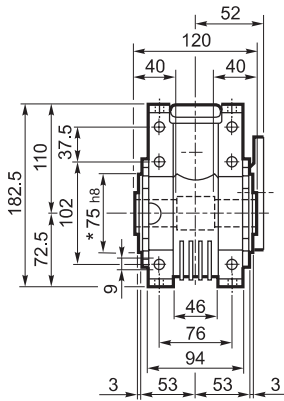
		M	M1	M2	N	N1	N2	N3	N4	P	P1	
WR 63	P63 B5	11	12.8	4	140	115	95	10	M8x10	133.5	11.42	7.1
WR 63	P71 B5	14	16.3	5	160	130	110	10	M8x10	133.5	11.42	

* On both sides

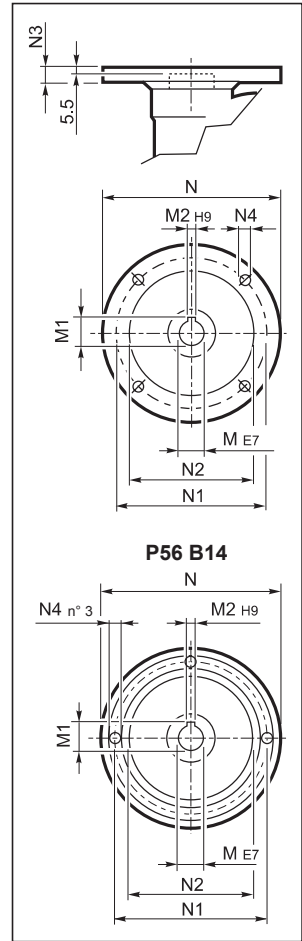


VF/W 30/63...P (IEC)

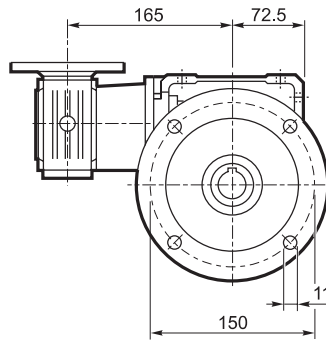
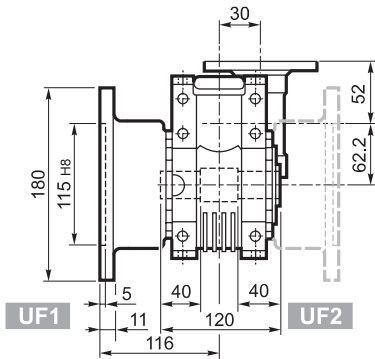
U



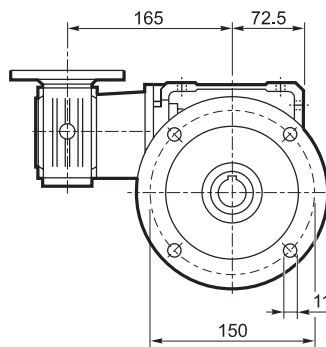
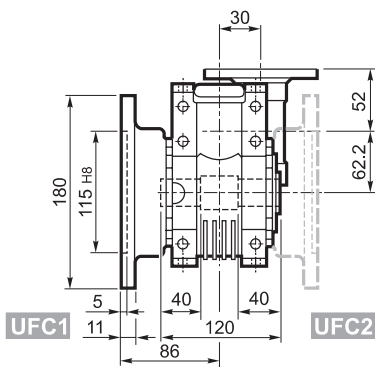
INPUT



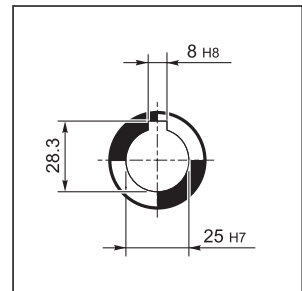
UF



UFC

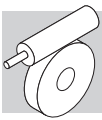


OUTPUT



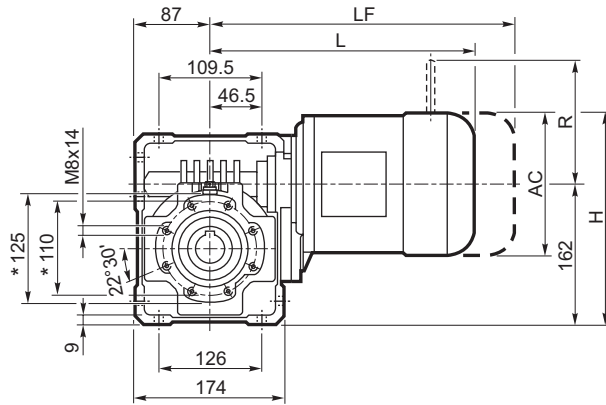
		M	M1	M2	N	N1	N2	N3	N4	Kg
VF/W 30/63	P56 B5	9	10.4	3	120	100	80	7	7	8.0
VF/W 30/63	P63 B5	11	12.8	4	140	115	95	8	9.5	
VF/W 30/63	P56 B14	9	10.4	3	80	65	50	7	5.5	
VF/W 30/63	P63 B14	11	12.8	4	90	75	60	6	5.5	

* On both sides

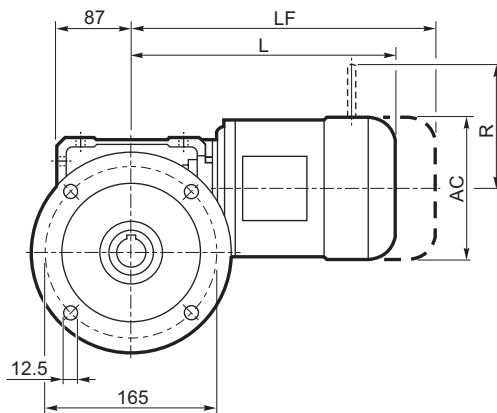


W 75...M

U

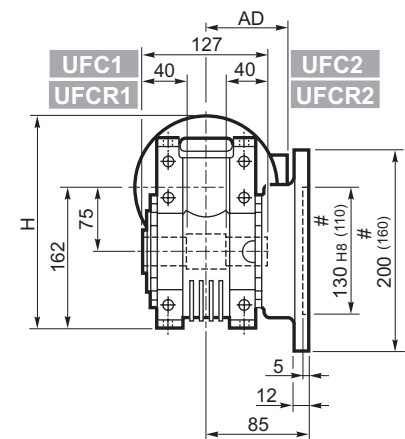
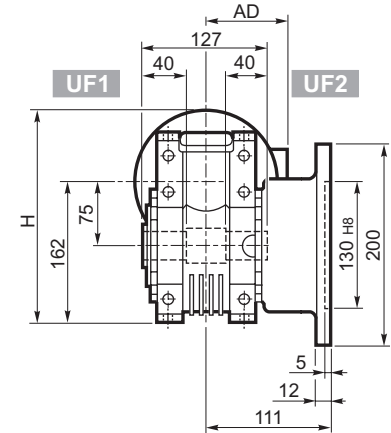
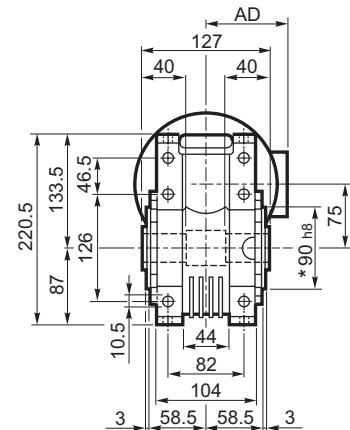
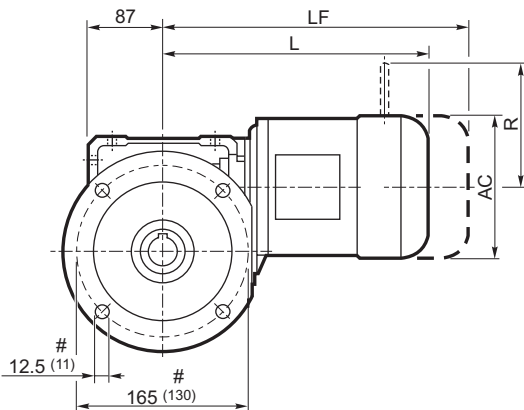


UF_

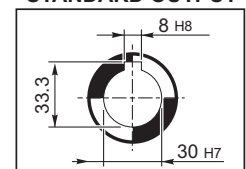


UFC_

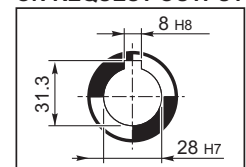
UFCR_#



STANDARD OUTPUT



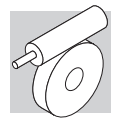
ON REQUEST OUTPUT



Icon	S	M	M_				Kg	M...FD M...FA		Kg	M...FD		M...FA	
			AC	H	L	AD		LF	R		AD	R	AD	
	W 75	S1	M1	138	231	308	108	16.0	369	18.2	103	135	124	108
	W 75	S2	M2S	153	240	333	119	18.5	409	21.6	129	146	134	119
	W 75	S3	M3S	193	258.5	376	142	25.6	472	31	160	158	160	142
	W 75	S3	M3L	193	258.5	408	142	28.6	499	34	160	158	160	142

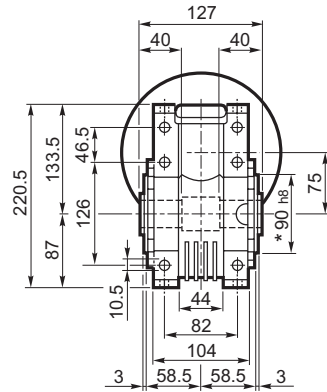
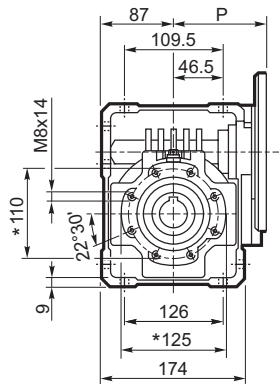
* On both sides

Reduced flange

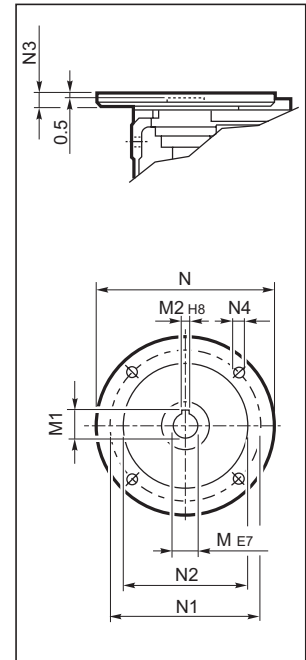


W 75...P (IEC)

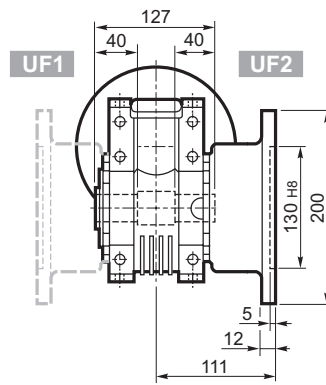
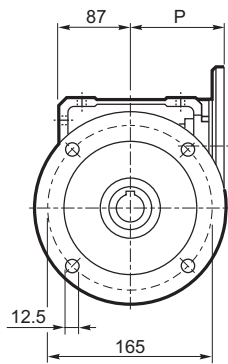
U



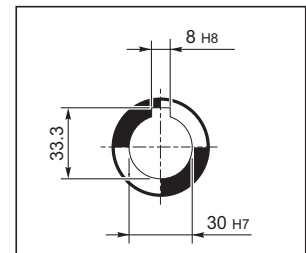
INPUT



UF_

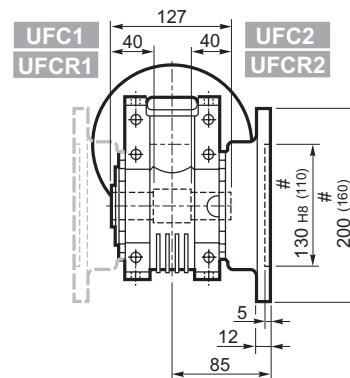
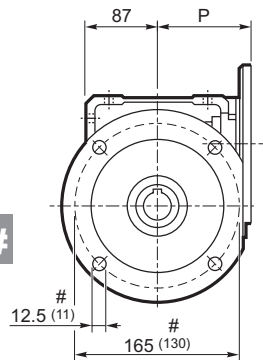


STANDARD OUTPUT

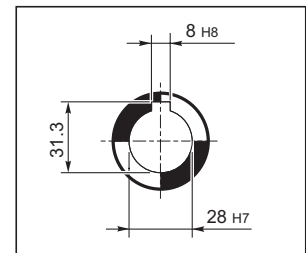


UFC_

UF CR_ #



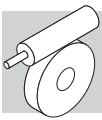
ON REQUEST OUTPUT



		M	M1	M2	N	N1	N2	N3	N4	P	
W 75	P71 B5	14	16.3	5	160	130	110	11	9	112	9.5
W 75	P80 B5	19	21.8	6	200	165	130	12	11.5	112	9.7
W 75	P90 B5	24	27.3	8	200	165	130	12	11.5	112	9.6
W 75	P100 B5	28	31.3	8	250	215	180	13	12.5	120	9.7
W 75	P112 B5	28	31.3	8	250	215	180	13	12.5	120	9.7
W 75	P80 B14	19	21.8	6	120	100	80	7.5	6.5	112	9.4
W 75	P90 B14	24	27.3	8	140	115	95	7.5	8.5	112	9.4
W 75	P100 B14	28	31.3	8	160	130	110	10	8.5	120	9.5
W 75	P112 B14	28	31.3	8	160	130	110	10	8.5	120	9.5

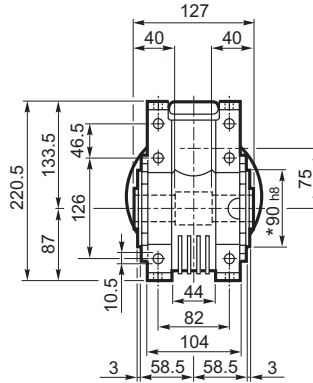
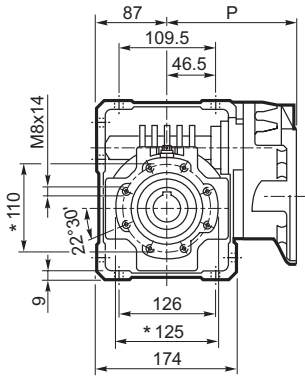
* On both sides

Reduced flange

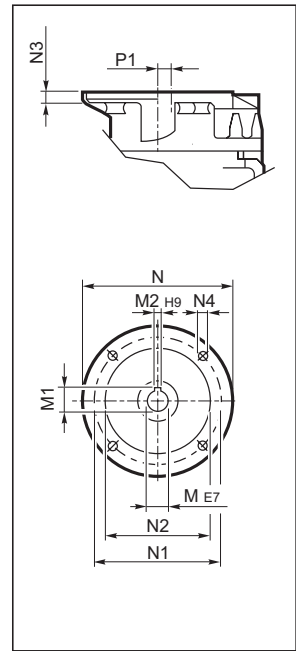


WR 75...P (IEC)

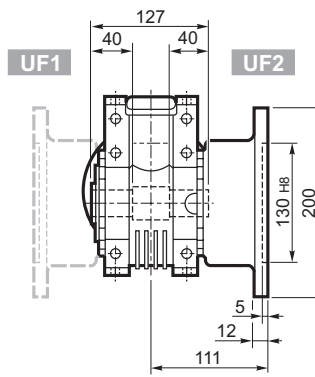
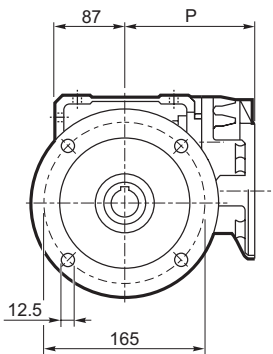
U



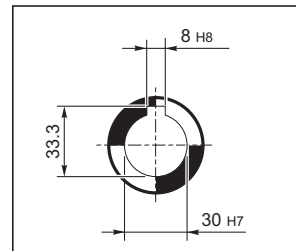
INPUT



UF_

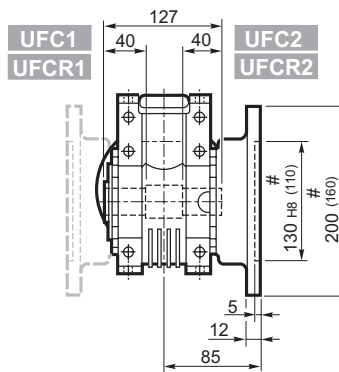
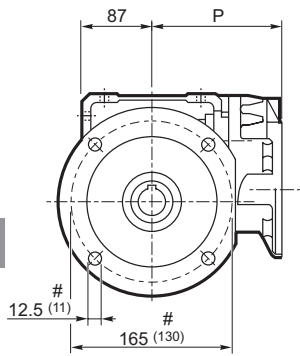


STANDARD OUTPUT

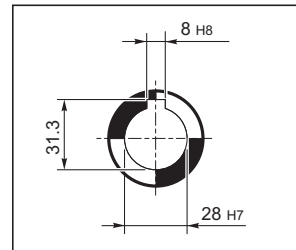


UFC_

UFCR_#



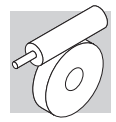
ON REQUEST OUTPUT



		M	M1	M2	N	N1	N2	N3	N4	P	P1	
WR 75	P63 B5	11	12.8	4	140	115	95	10	M8x10	152	23.53	10.6
WR 75	P71 B5	14	16.3	5	160	130	110	10	M8x10	152	23.53	10.7
WR 75	P80 B5	19	21.8	6	200	165	130	12	M10x13	163.5	11	11.5
WR 75	P90 B5	24	27.3	8	200	165	130	12	M10x13	163.5	11	11.6

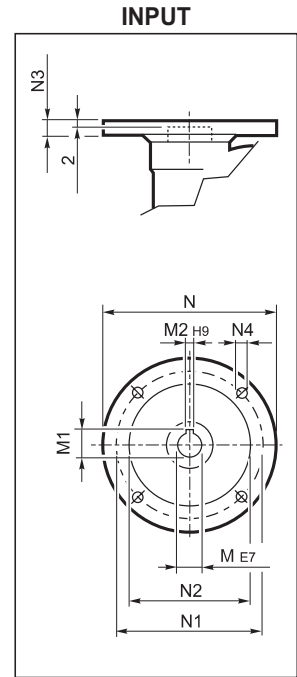
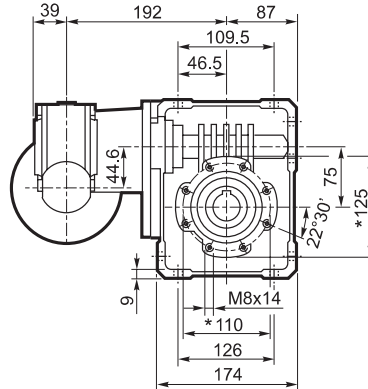
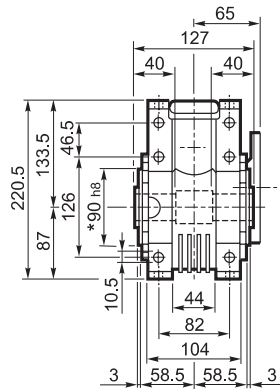
* On both sides

Reduced flange

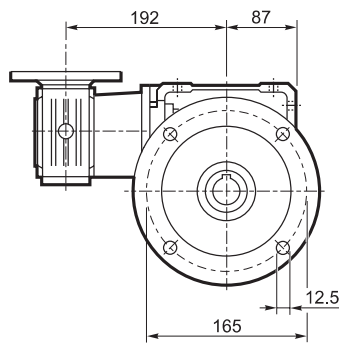
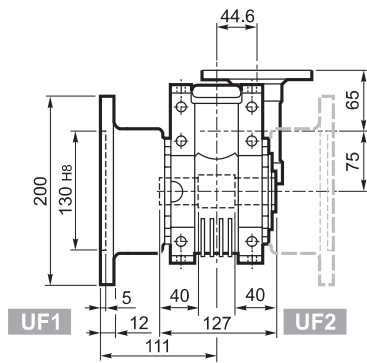


VF/W 44/75...P (IEC)

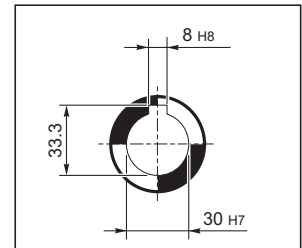
U



UF_

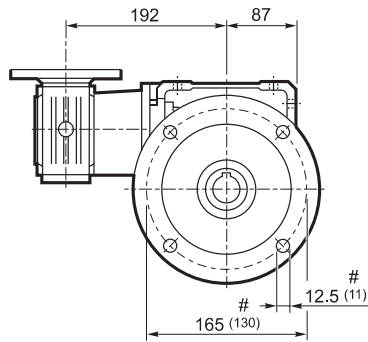
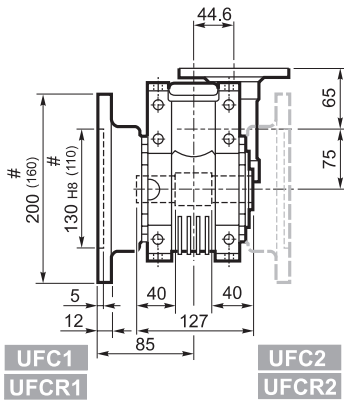


STANDARD OUTPUT

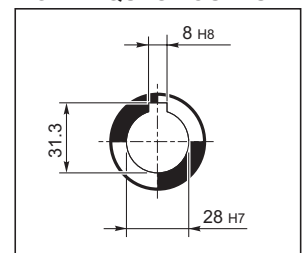


UFC_

UFCR_#



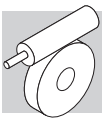
ON REQUEST OUTPUT



		M	M1	M2	N	N1	N2	N3	N4	Kg
										12.5
VF/W 44/75	P63 B5	11	12.8	4	140	115	95	10	9.5	
VF/W 44/75	P71 B5	14	16.3	5	160	130	110	10	9.5	
VF/W 44/75	P63 B14	11	12.8	4	90	75	60	8	5.5	
VF/W 44/75	P71 B14	14	16.3	5	105	85	70	10	7	

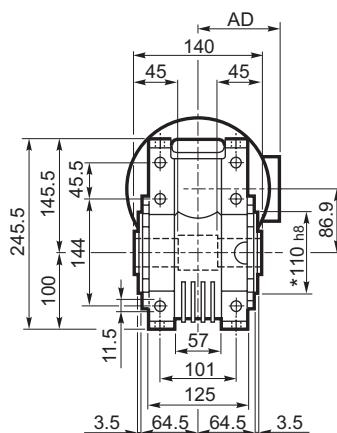
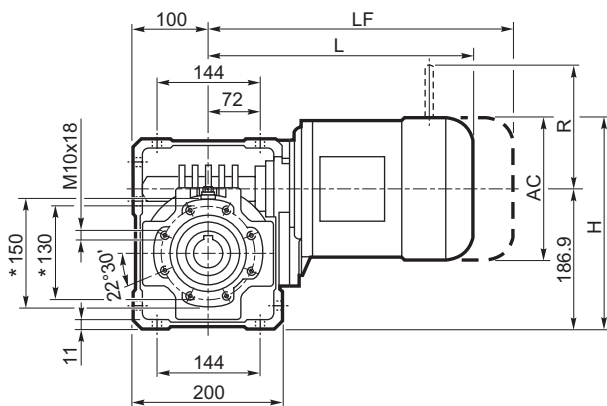
* On both sides

Reduced flange

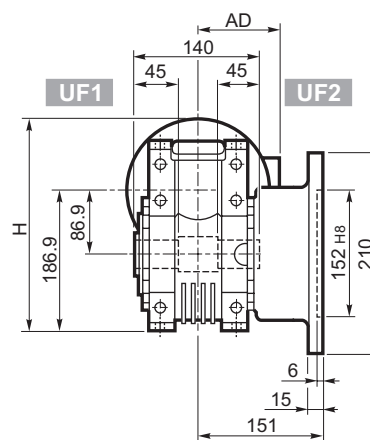
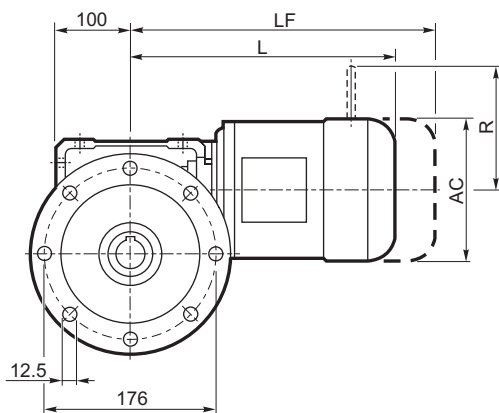


W 86...M

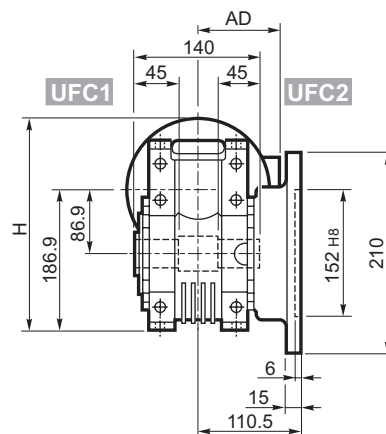
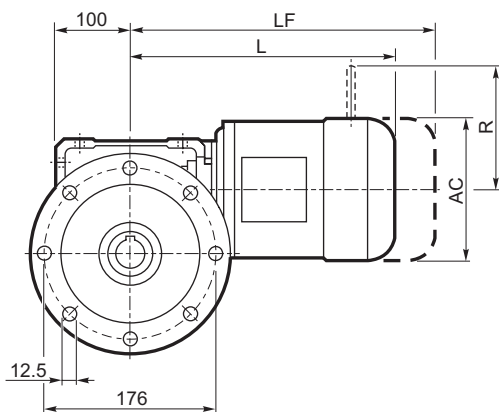
U



UF

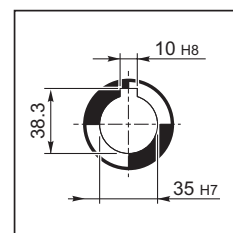


UFC

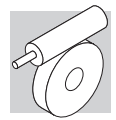


Icon	M ₋							M...FD M...FA		M...FD		M...FA	
	AC	H	L	AD		LF		R	AD	R	AD		
	138	256	324	108	20.1	385	22.3	103	135	124	108		
	156	265	349	119	22.6	425	25.7	129	146	134	119		
	193	283.5	392	142	29.7	488	35	160	158	160	142		
	193	283.5	424	142	33	515	36	160	158	160	142		

OUTPUT

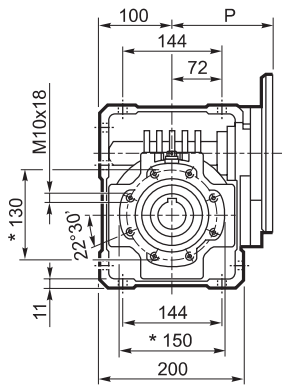


* On both sides

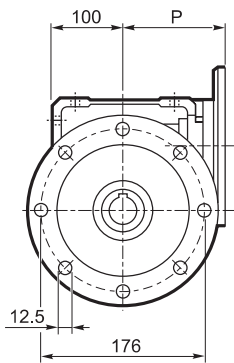


W 86...P (IEC)

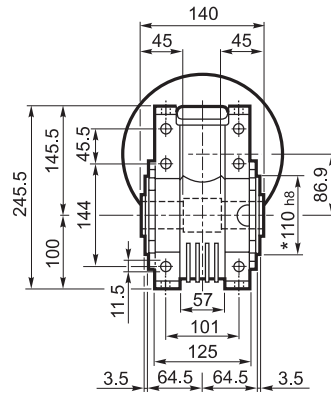
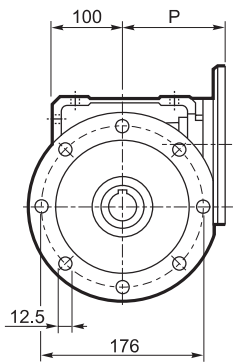
U



UF

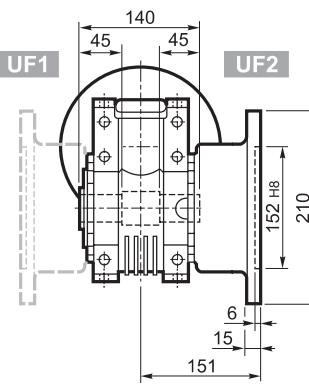


UFC



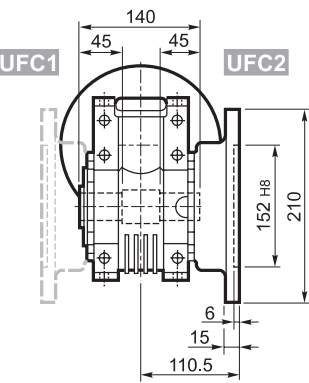
UF1

UF2

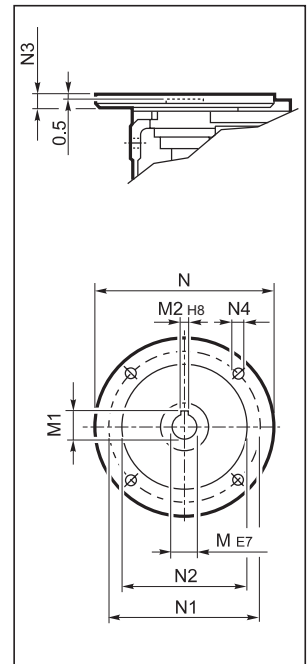


UFC1

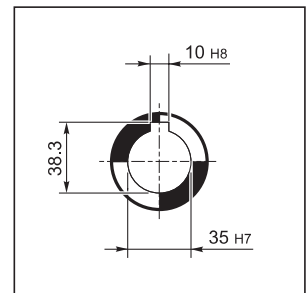
UFC2






INPUT

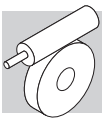


OUTPUT



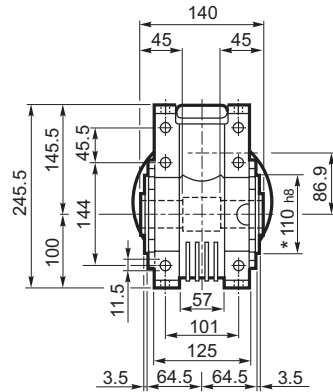
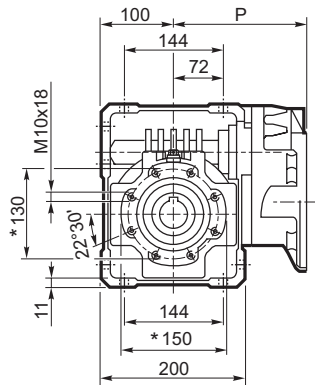
		M	M1	M2	N	N1	N2	N3	N4	P	
W 86	P71 B5	14	16.3	5	160	130	110	11	9	128	13.6
W 86	P80 B5	19	21.8	6	200	165	130	12	11.5	128	13.8
W 86	P90 B5	24	27.3	8	200	165	130	12	11.5	128	13.7
W 86	P100 B5	28	31.3	8	250	215	180	13	12.5	136	13.8
W 86	P112 B5	28	31.3	8	250	215	180	13	12.5	136	13.8
W 86	P80 B14	19	21.8	6	120	100	80	7.5	6.5	128	13.5
W 86	P90 B14	24	27.3	8	140	115	95	7.5	8.5	128	13.5
W 86	P100 B14	28	31.3	8	160	130	110	10	8.5	136	13.6
W 86	P112 B14	28	31.3	8	160	130	110	10	8.5	136	13.6

* On both sides

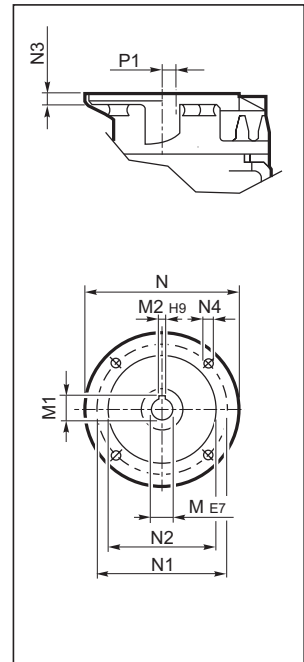


WR 86...P (IEC)

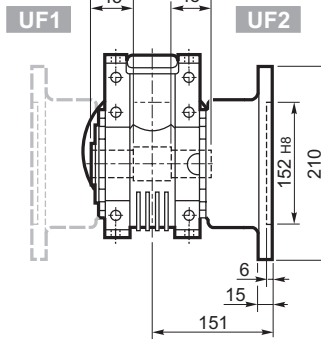
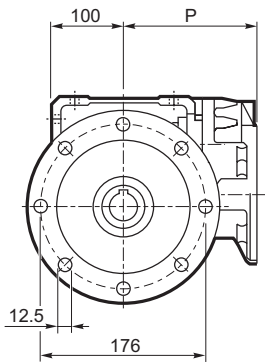
U



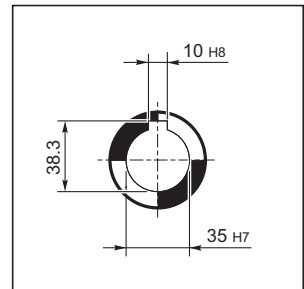
INPUT



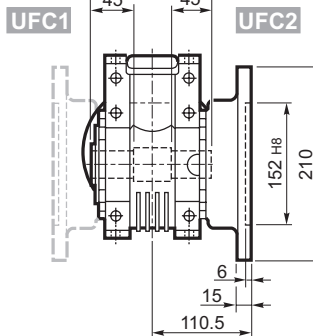
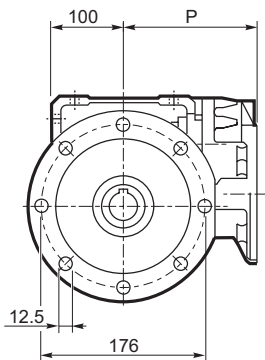
UF



OUTPUT

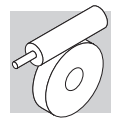


UFC



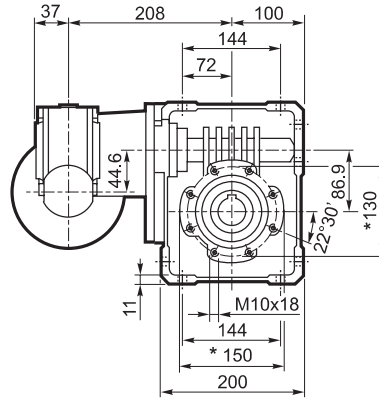
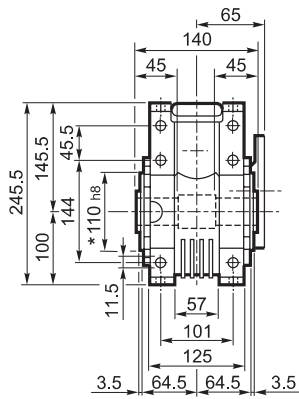
		M	M1	M2	N	N1	N2	N3	N4	P	P1	
WR 86	P63 B5	11	12.8	4	140	115	95	10	M8x10	168	35.4	14.3
WR 86	P71 B5	14	16.3	5	160	130	110	10	M8x10	168	35.4	14.4
WR 86	P80 B5	19	21.8	6	200	165	130	12	M10x13	179.5	22.9	15.2
WR 86	P90 B5	24	27.3	8	200	165	130	12	M10x13	179.5	22.9	15.3

* On both sides

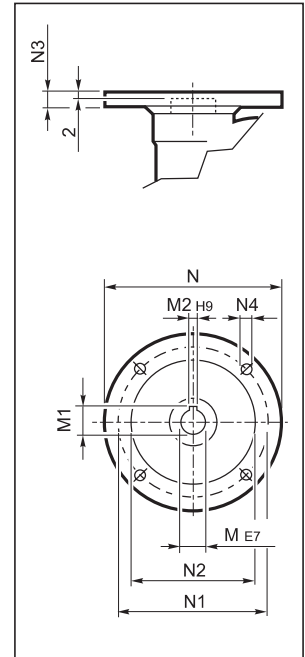


VF/W 44/86... P (IEC)

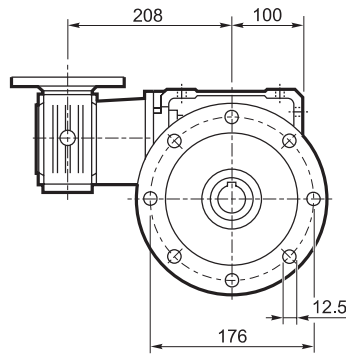
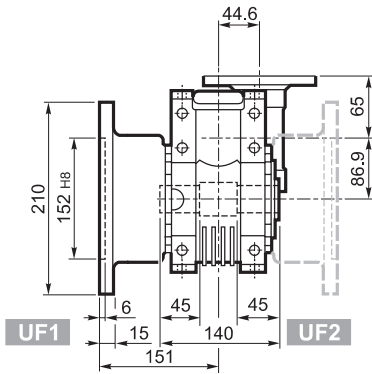
U



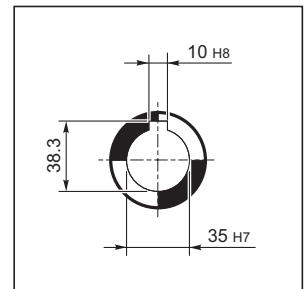
INPUT



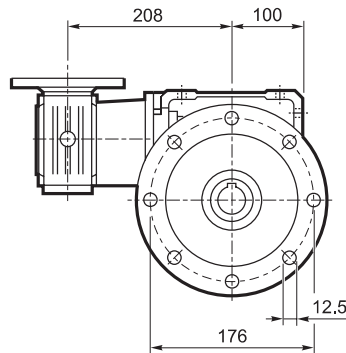
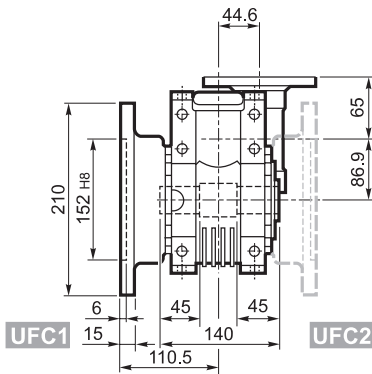
UF_






OUTPUT

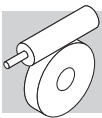


UFC_



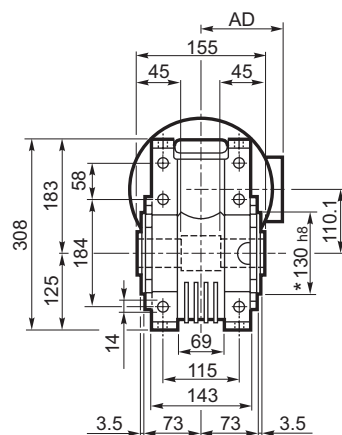
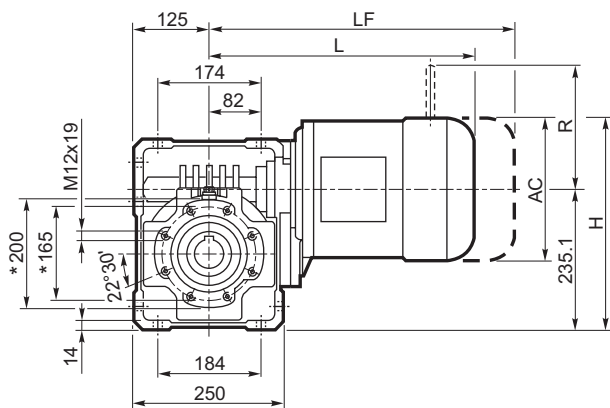
		M	M1	M2	N	N1	N2	N3	N4	
VF/W 44/86	P63 B5	11	12.8	4	140	115	95	10	9.5	16.6
VF/W 44/86	P71 B5	14	16.3	5	160	130	110	10	9.5	
VF/W 44/86	P63 B14	11	12.8	4	90	75	60	8	5.5	
VF/W 44/86	P71 B14	14	16.3	5	105	85	70	10	7	

* On both sides

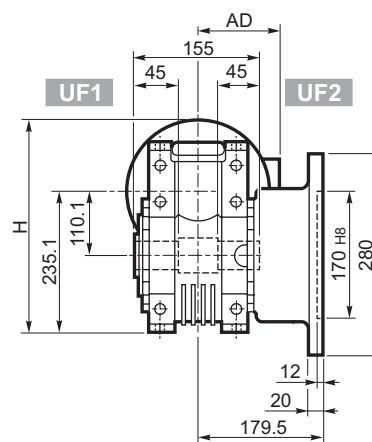
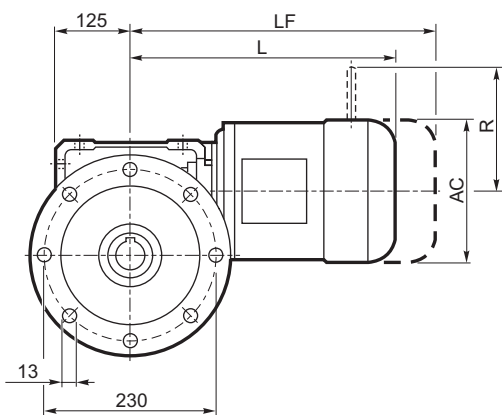


W 110...M

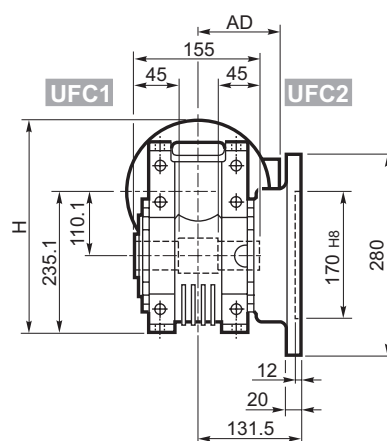
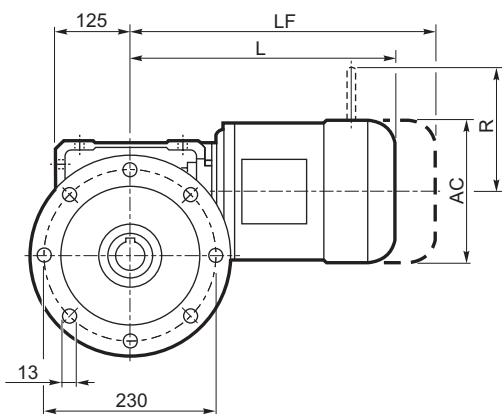
U



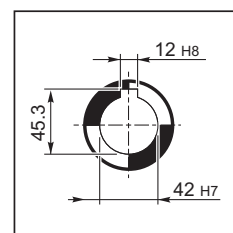
UF_



UFC_

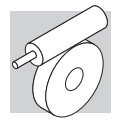


OUTPUT



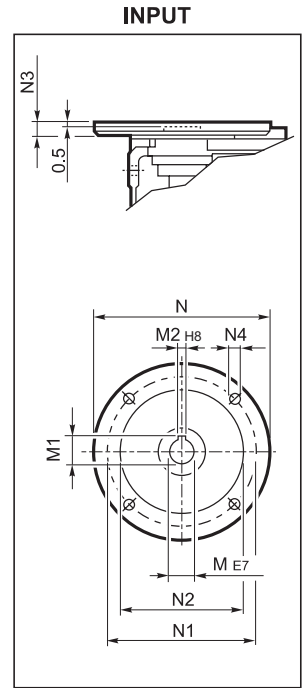
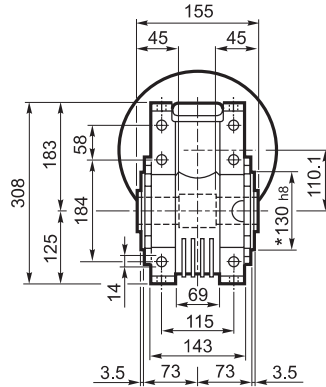
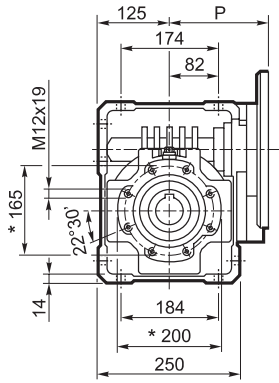
			M_				Kg	M...FD M...FA		Kg	M...FD		M...FA			
			AC	H	L	AD		LF	R		AD	R	AD			
			W 110	S2	M2S	156	313	364	119	38	440	41	129	146	134	119
W 110	S3	M3S	193	332	407	142	46	503	50	160	158	160	142			
W 110	S3	M3L	193	332	439	142	48	530	53	160	158	160	142			

* On both sides

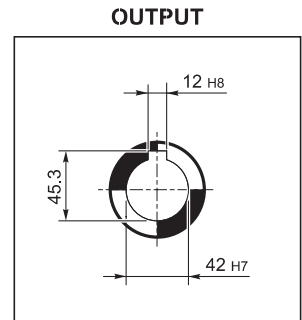
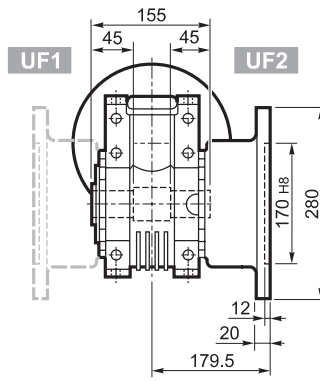
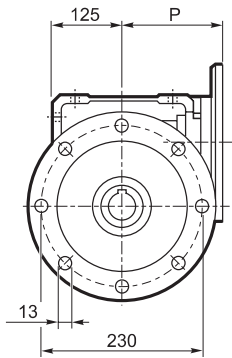


W 110...P (IEC)

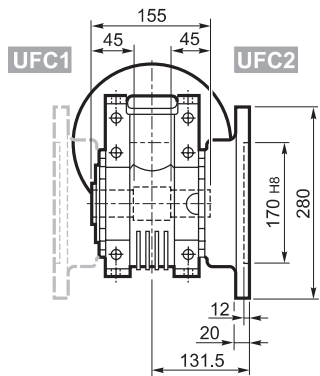
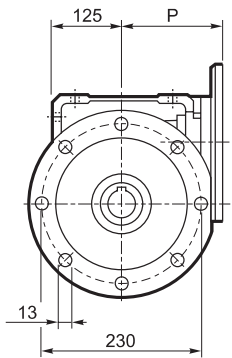
U






UF_

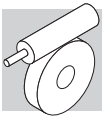


UFC_



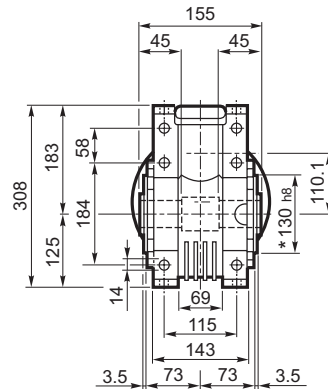
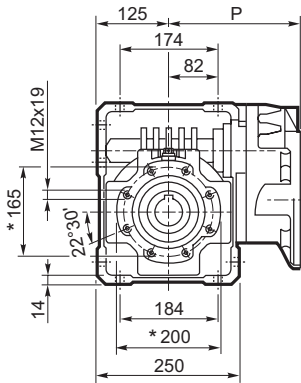
		M	M1	M2	N	N1	N2	N3	N4	P	
W 110	P80 B5	19	21.8	6	200	165	130	—	M10x12	143	28
W 110	P90 B5	24	27.3	8	200	165	130	—	M10x12	143	28
W 110	P100 B5	28	31.3	8	250	215	180	13	13	151	29
W 110	P112 B5	28	31.3	8	250	215	180	13	13	151	29
W 110	P132 B5	38	41.3	10	300	265	230	16	14	226	31
W 110	P80 B14	19	21.8	6	120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

* On both sides

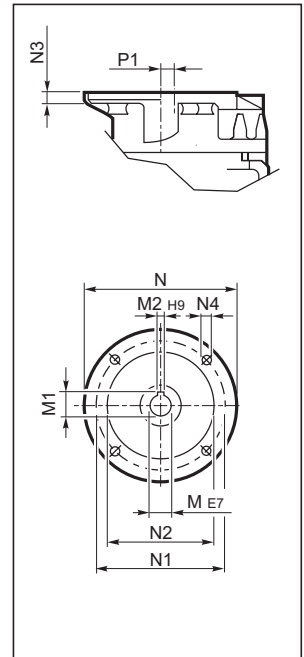


WR 110...P (IEC)

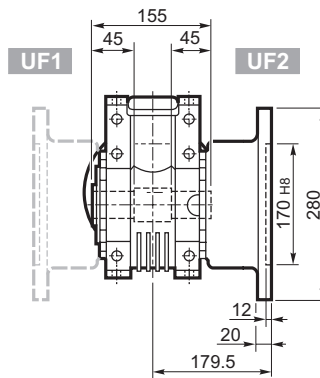
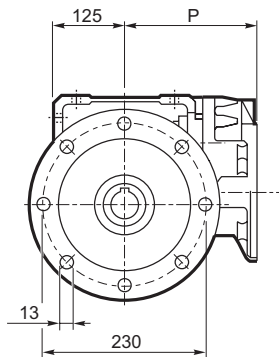
U



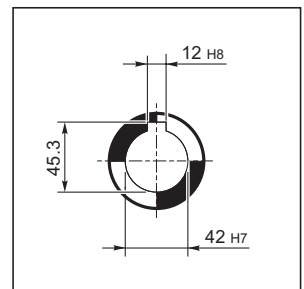
INPUT



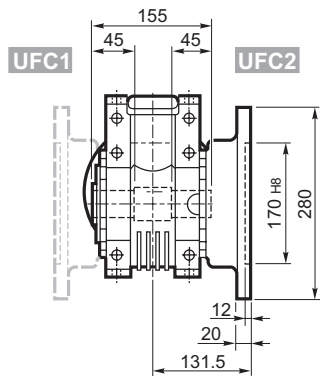
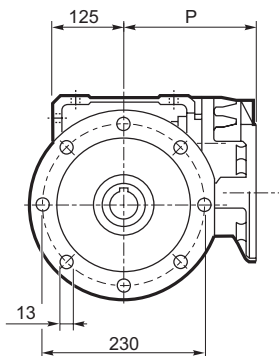
UF



OUTPUT

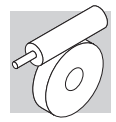


UFC



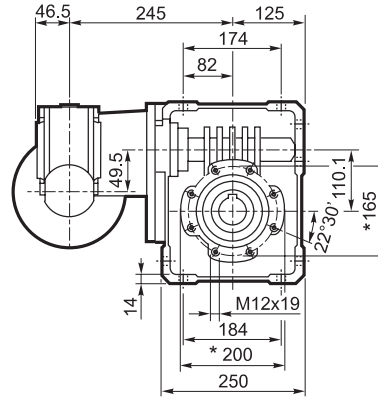
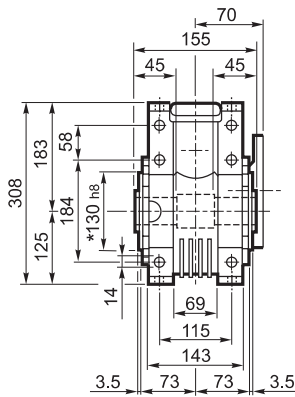
		M	M1	M2	N	N1	N2	N3	N4	P	P1	
WR 110	P71 B5	14	16.3	5	160	130	110	10	M8x14	185	58.6	30.5
WR 110	P80 B5	19	21.8	6	200	165	130	14	M10x15	204	21.1	31
WR 110	P90 B5	24	27.3	8	200	165	130	14	M10x15	204	21.1	31
WR 110	P100 B5	28	31.3	8	250	215	180	14	M12x13	213	21.1	32
WR 110	P112 B5	28	31.3	8	250	215	180	14	M12x13	213	21.1	32

* On both sides

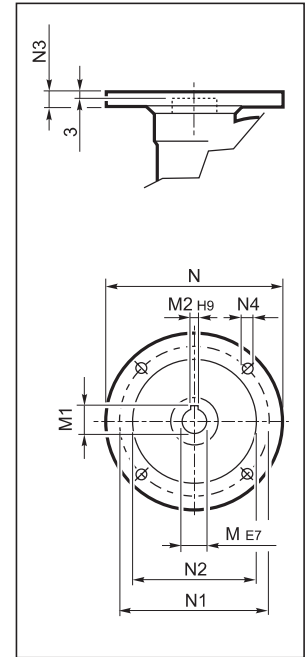


VF/W 49/110...P (IEC)

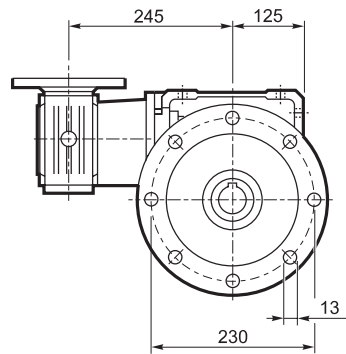
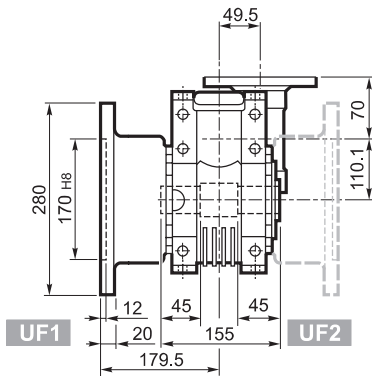
U



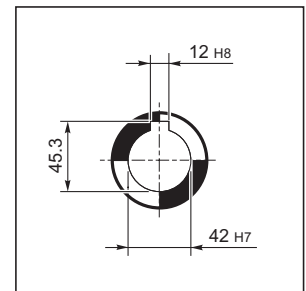
INPUT



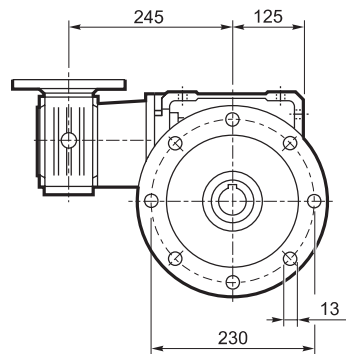
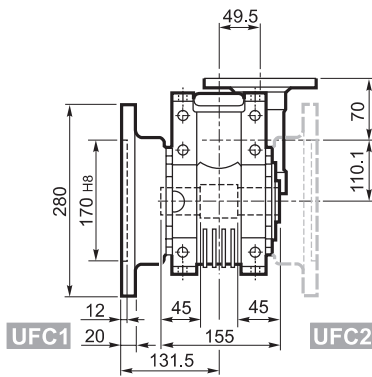
UF



OUTPUT

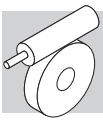


UFC



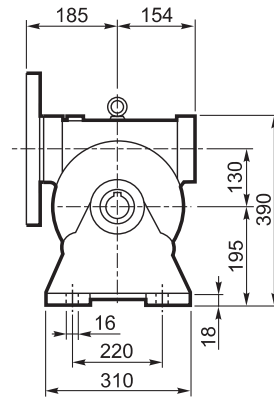
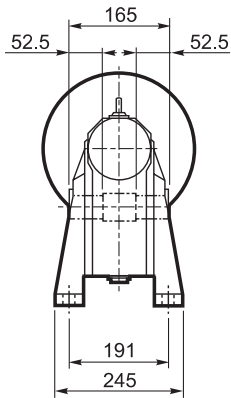
		M	M1	M2	N	N1	N2	N3	N4	
		11	12.8	4	140	115	95	10.5	9.5	33
		14	16.3	5	160	130	110	10.5	9.5	
		19	21.8	6	200	165	130	10	11.5	
		11	12.8	4	90	75	60	7	6	
		14	16.3	5	105	85	70	10.5	6.5	
		19	21.8	6	120	100	80	10	7	

* On both sides

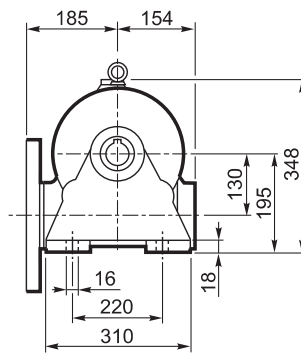
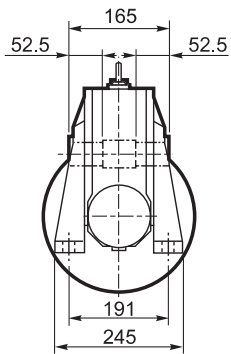


VF 130...P (IEC)

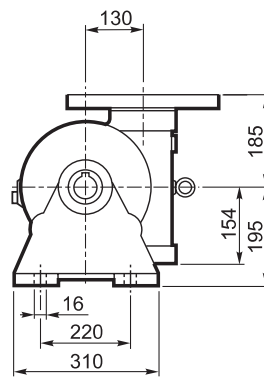
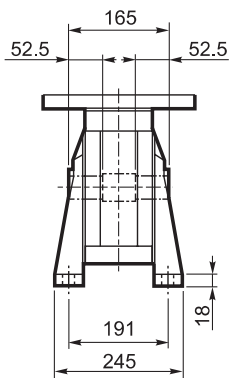
A



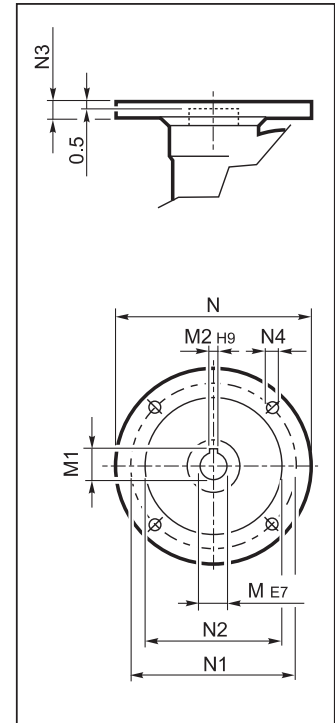
N



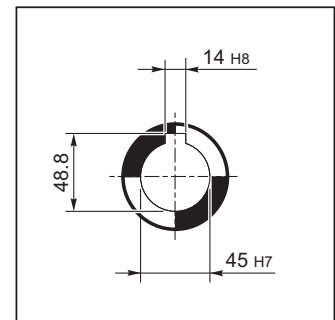
V

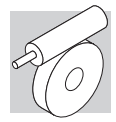


INPUT

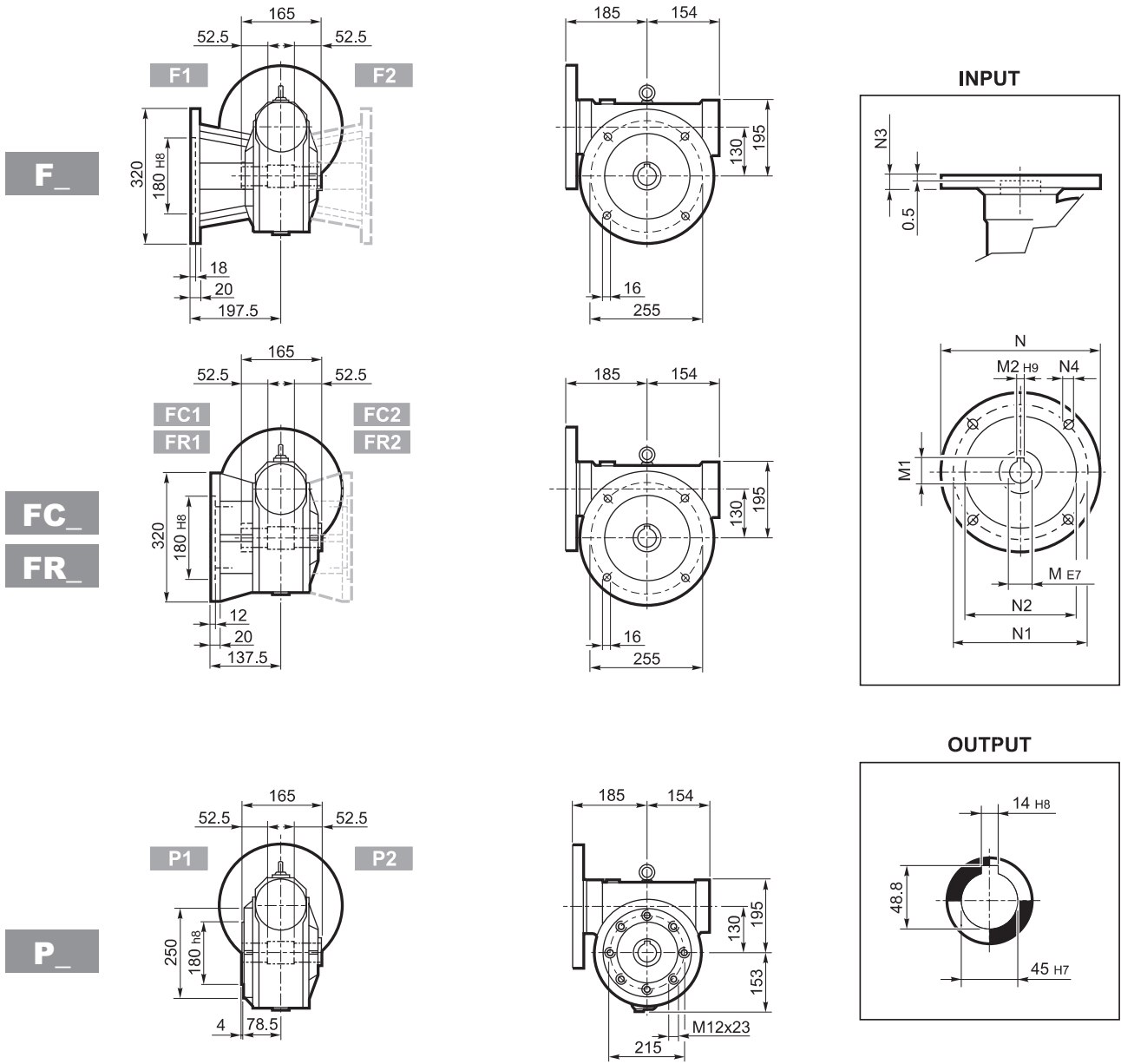


OUTPUT



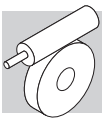


VF 130...P (IEC)



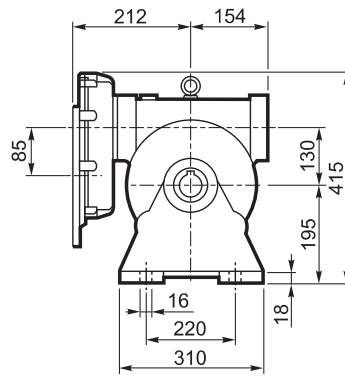
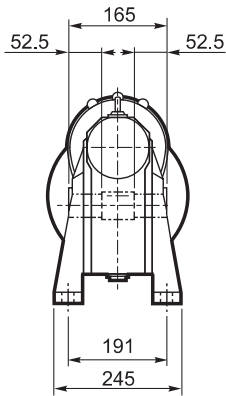
		M	M1	M2	N	N1	N2	N3	N4	
VF130	P90 B5	24	27.3	8	200	165	130	17	11	49
VF130	P100 B5	28	31.3	8	250	215	180	17	13	
VF130	P112 B5	28	31.3	8	250	215	180	17	13	
VF130	P132 B5	38	40.1#	10	300	265	230	17	13	

Lowered key

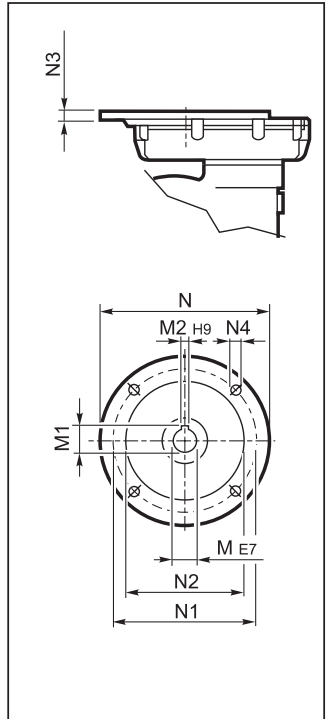


VFR 130...P (IEC)

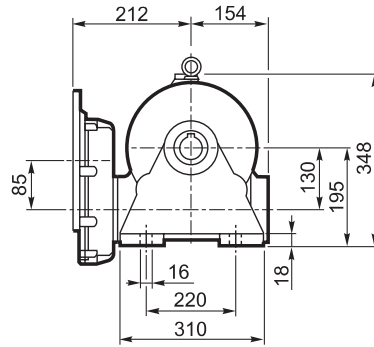
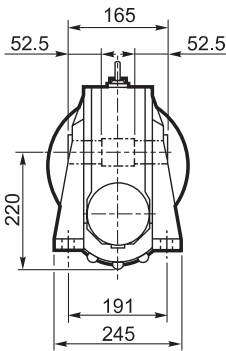
A



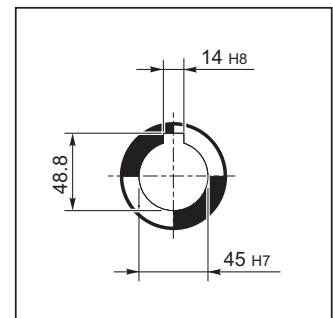
INPUT



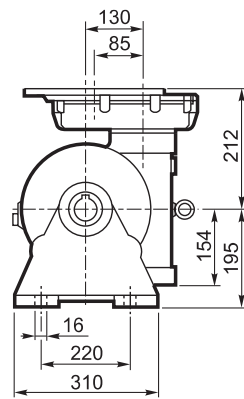
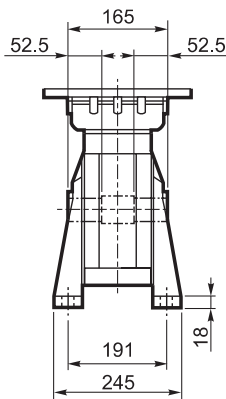
N

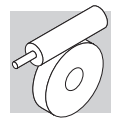


OUTPUT

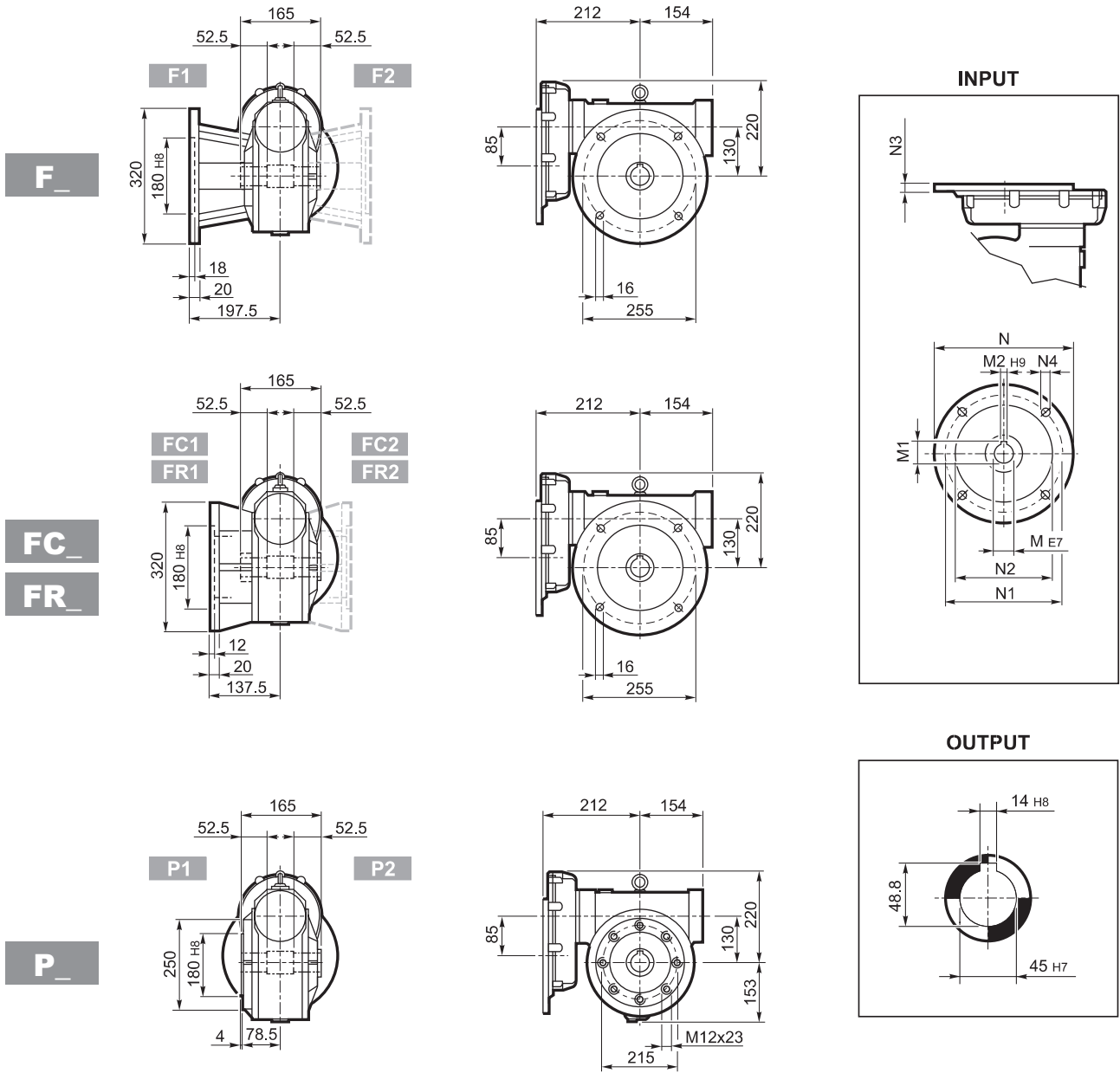


V



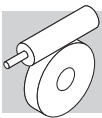


VFR 130...P (IEC)



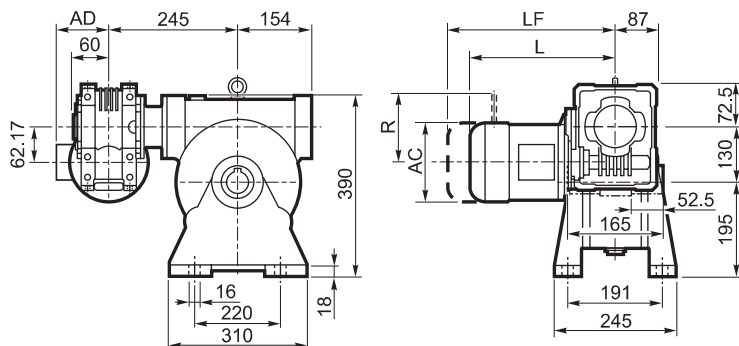
		M	M1	M2	N	N1	N2	N3	N4	
VFR 130	P80 B5	19 K6	21.8	6	200	165	130	12	M10x25	57
VFR 130	P90 B5	24 K6	27.3	8	200	165	130	12	M10x25	
VFR 130	P100 B5	28 J6	29.1#	8	250	215	180	13	M12x35	
VFR 130	P112 B5	28 J6	29.1#	8	250	215	180	13	M12x35	

Lowered key



W/VF 63/130...M

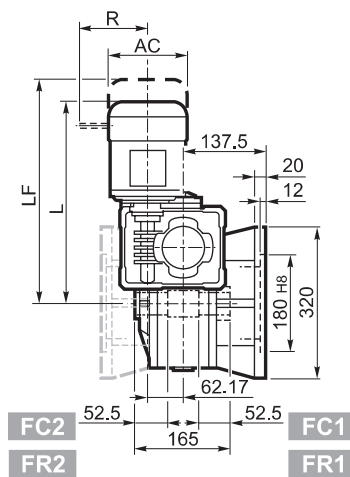
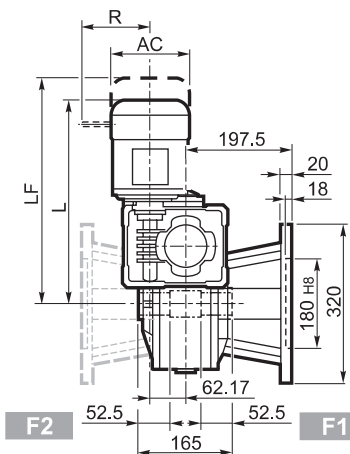
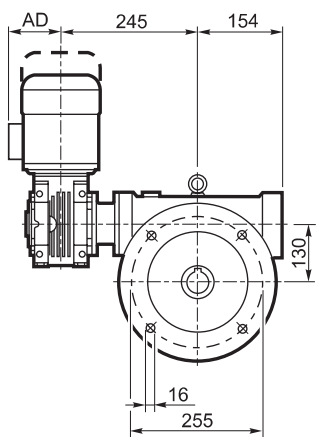
A



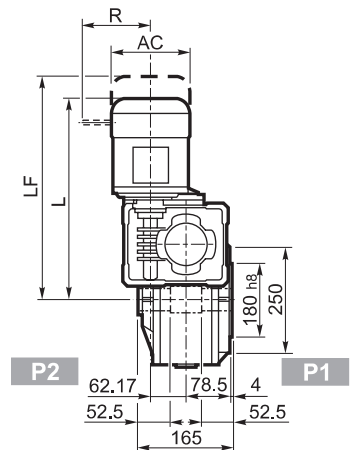
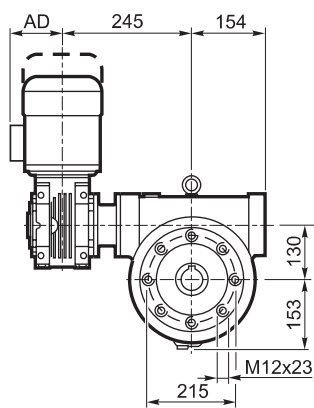
F_

FC_

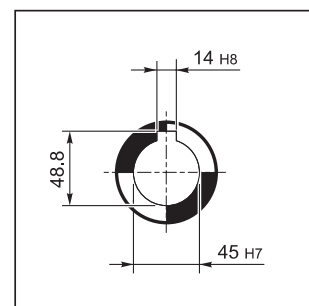
FR_



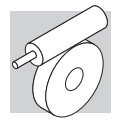
P_



OUTPUT

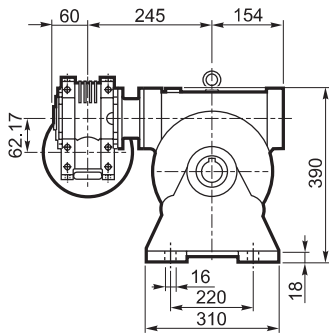


			M_				M...FD M...FA		M...FD		M...FA	
			AC	L	AD	Kg	LF	Kg	R	AD	R	AD
			138	419	108	63	480	65	103	135	124	108
W/VF 63/130	S1	M1	156	447	119	68	523	71	129	146	134	119



W/VF 63/130...P (IEC)

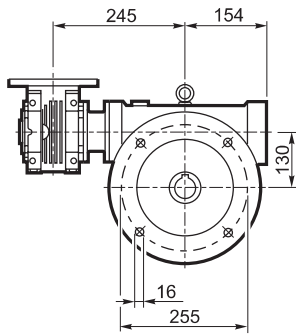
A



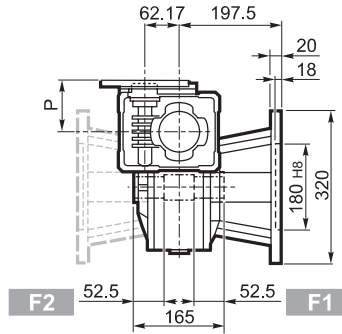
F_

FC_

FR_



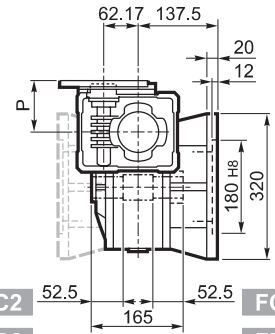
F2



F1

FC2

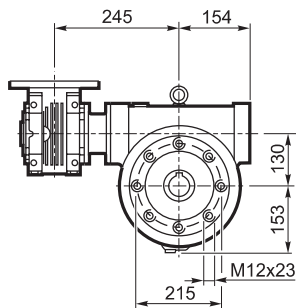
FR2



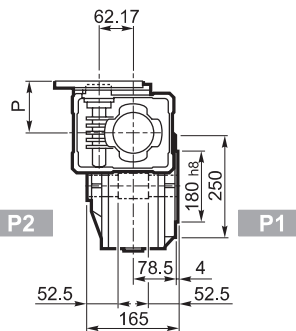
FC1

FR1

P_

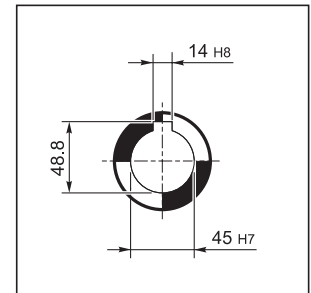


P2

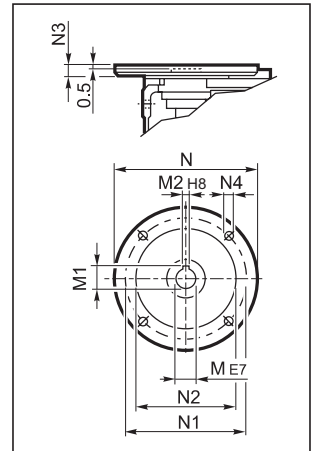


P1

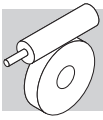
OUTPUT



INPUT

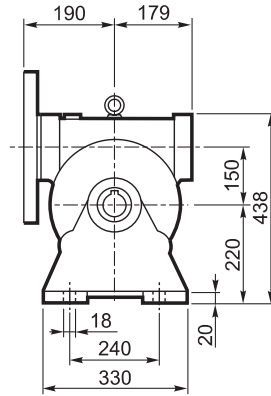
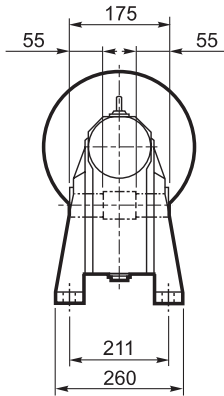


		M	M1	M2	N	N1	N2	N3	N4	P	
W/VF 63/130	P71 B5	14	16.3	5	160	130	110	11	9	95	57
W/VF 63/130	P80 B5	19	21.8	6	200	165	130	12	11.5	102	
W/VF 63/130	P90 B5	24	27.3	8	200	165	130	12	11.5	102	
W/VF 63/130	P71 B14	14	16.3	5	105	85	70	11	6.5	95	
W/VF 63/130	P80 B14	19	21.8	6	120	100	80	11	6.5	102	
W/VF 63/130	P90 B14	24	27.3	8	140	115	95	11	8.5	102	

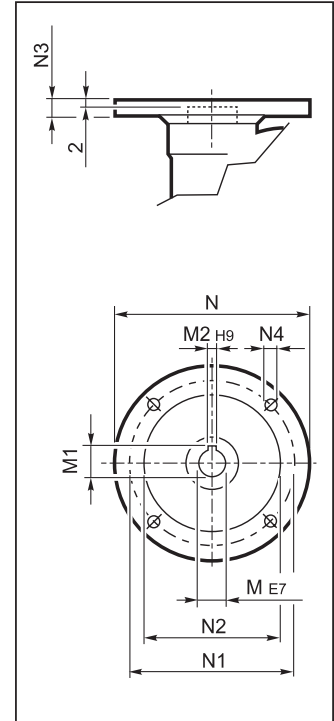


VF 150...P (IEC)

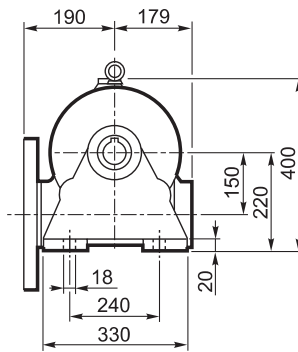
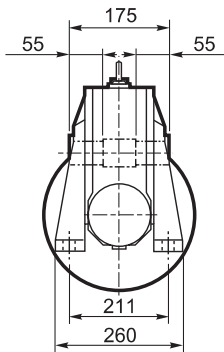
A



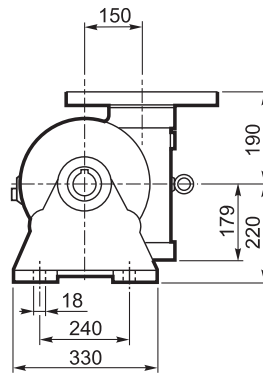
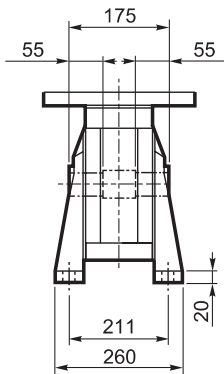
INPUT



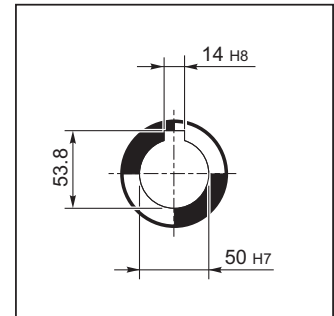
N

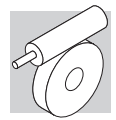


V

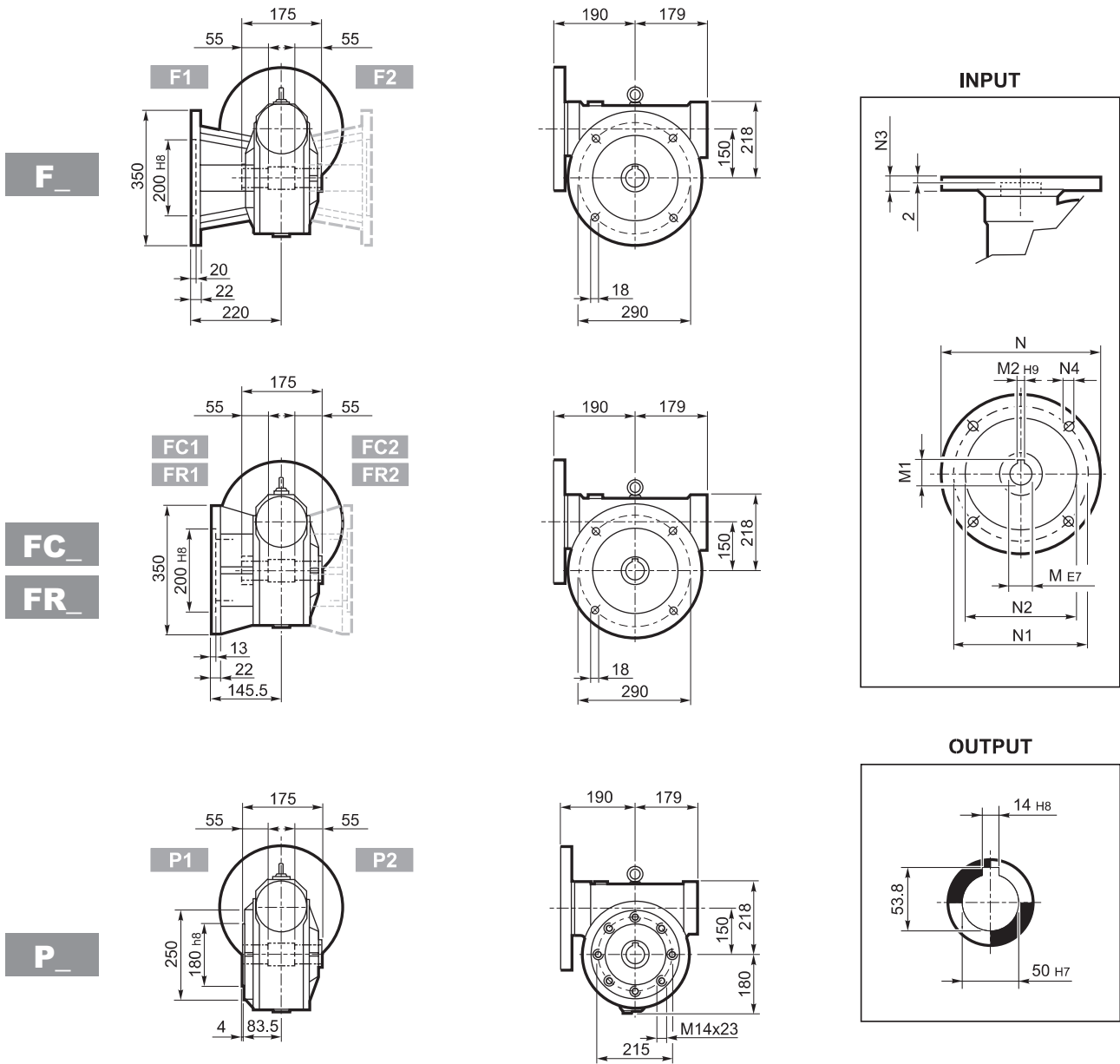





OUTPUT



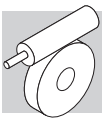


VF 150...P (IEC)



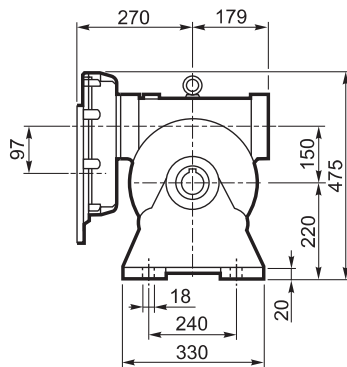
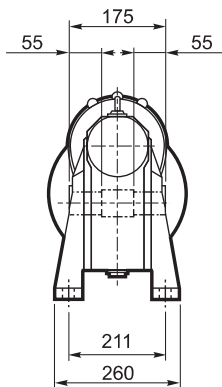
		M	M1	M2	N	N1	N2	N3	N4	
VF 150	P100 B5	28	31.3	8	250	215	180	11	13	60
VF 150	P112 B5	28	31.3	8	250	215	180	11	13	
VF 150	P132 B5	38	41.3	10	300	265	230	16	13	
VF 150	P160 B5	42	44.6#	12	350	300	250	18	18	

Lowered key

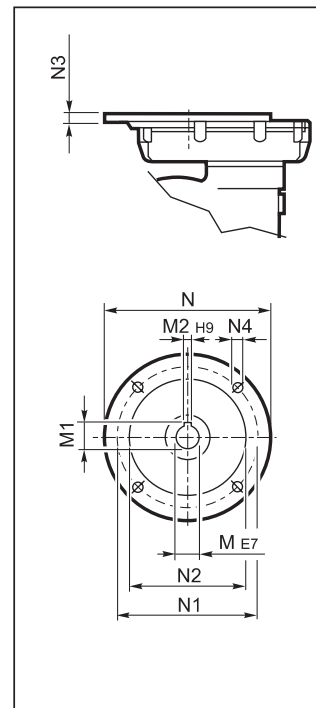


VFR 150...P (IEC)

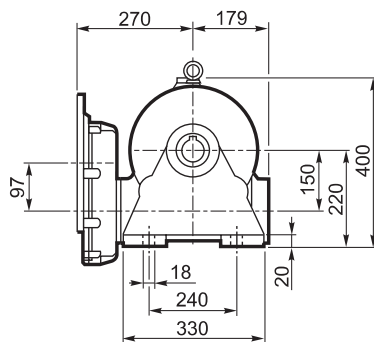
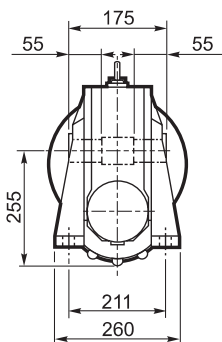
A



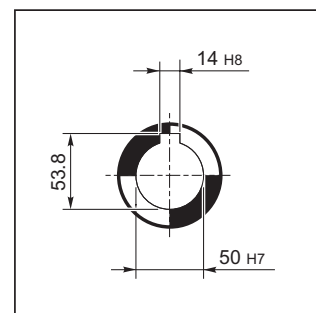
INPUT



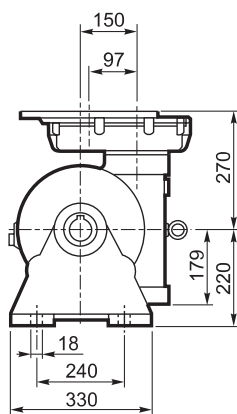
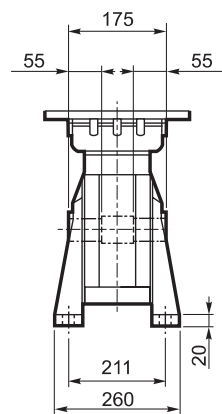
N

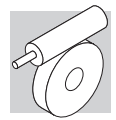


OUTPUT

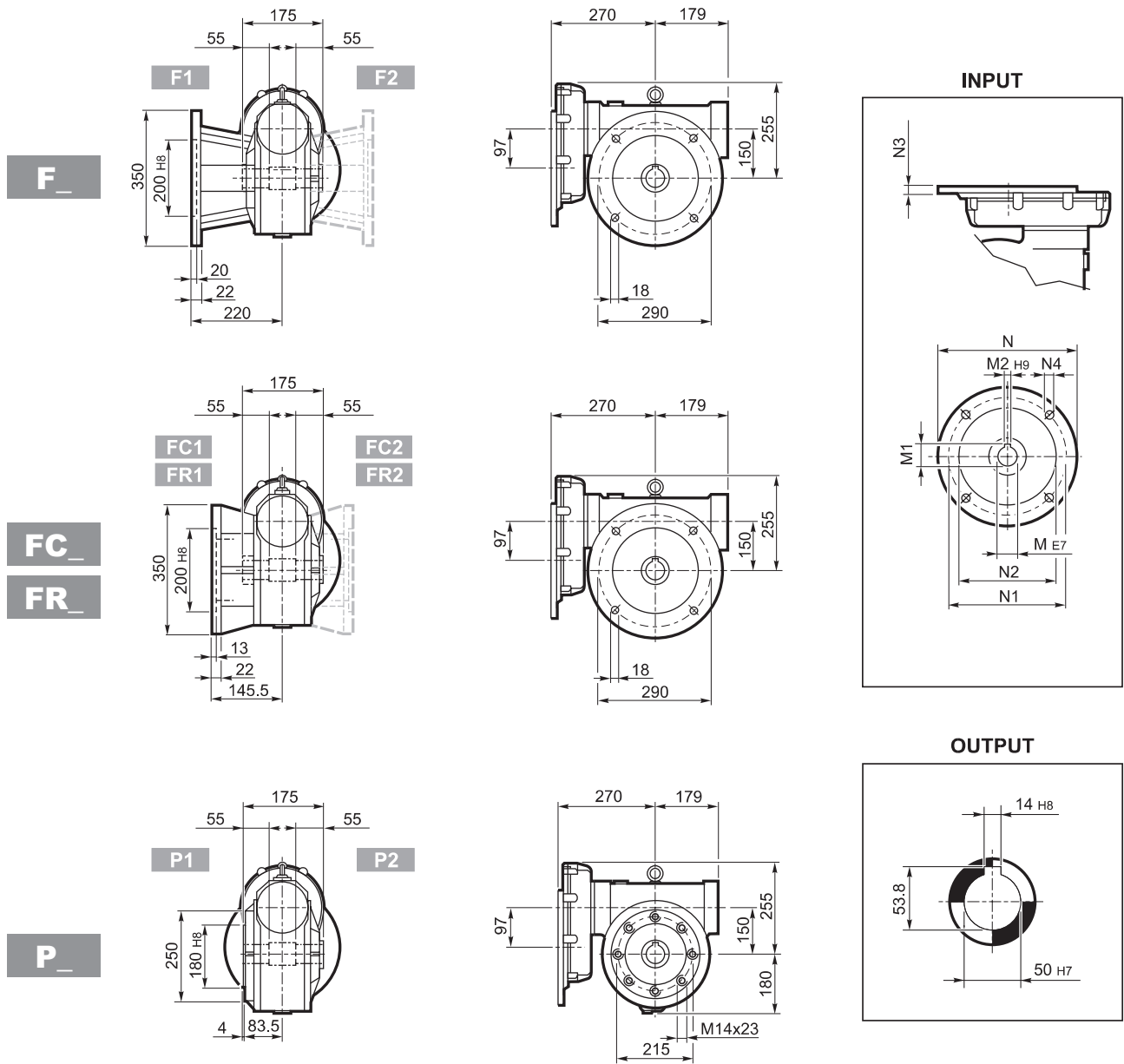


V



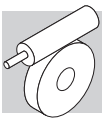


VFR 150...P (IEC)

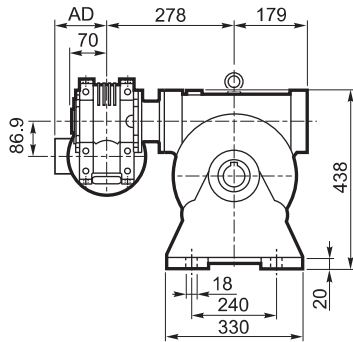


		M	M1	M2	N	N1	N2	N3	N4	
VFR 150	P90 B5	24 K6	27.3	8	200	165	130	13	M10x25	71
VFR 150	P100 B5	28 K6	31.3	8	250	215	180	13	M12x35	
VFR 150	P112 B5	28 J6	31.3	8	250	215	180	13	M12x35	
VFR 150	P132 B5	38 J6	39.6#	10	300	265	230	13	M12x35	

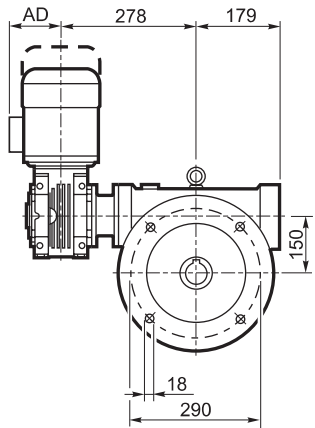
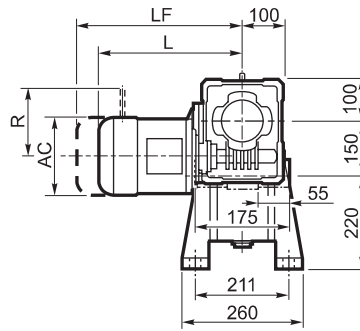
Lowered key



W/VF 86/150...M



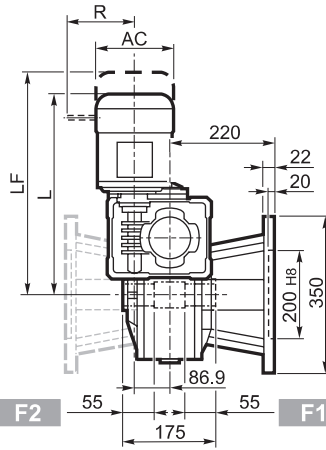
A



F_

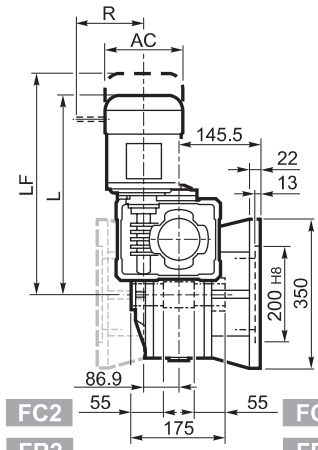
FC_

FR_



F2

F1

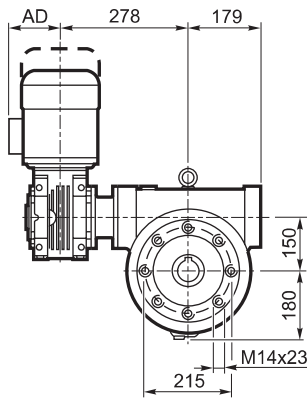


FC2

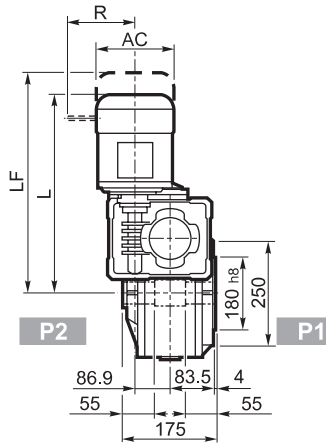
FC1

FR2

FR1

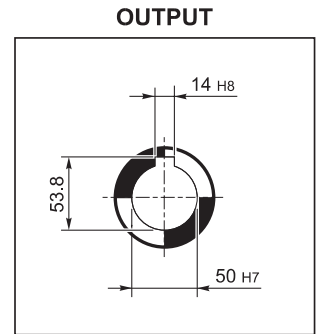


P_

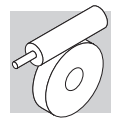


P2

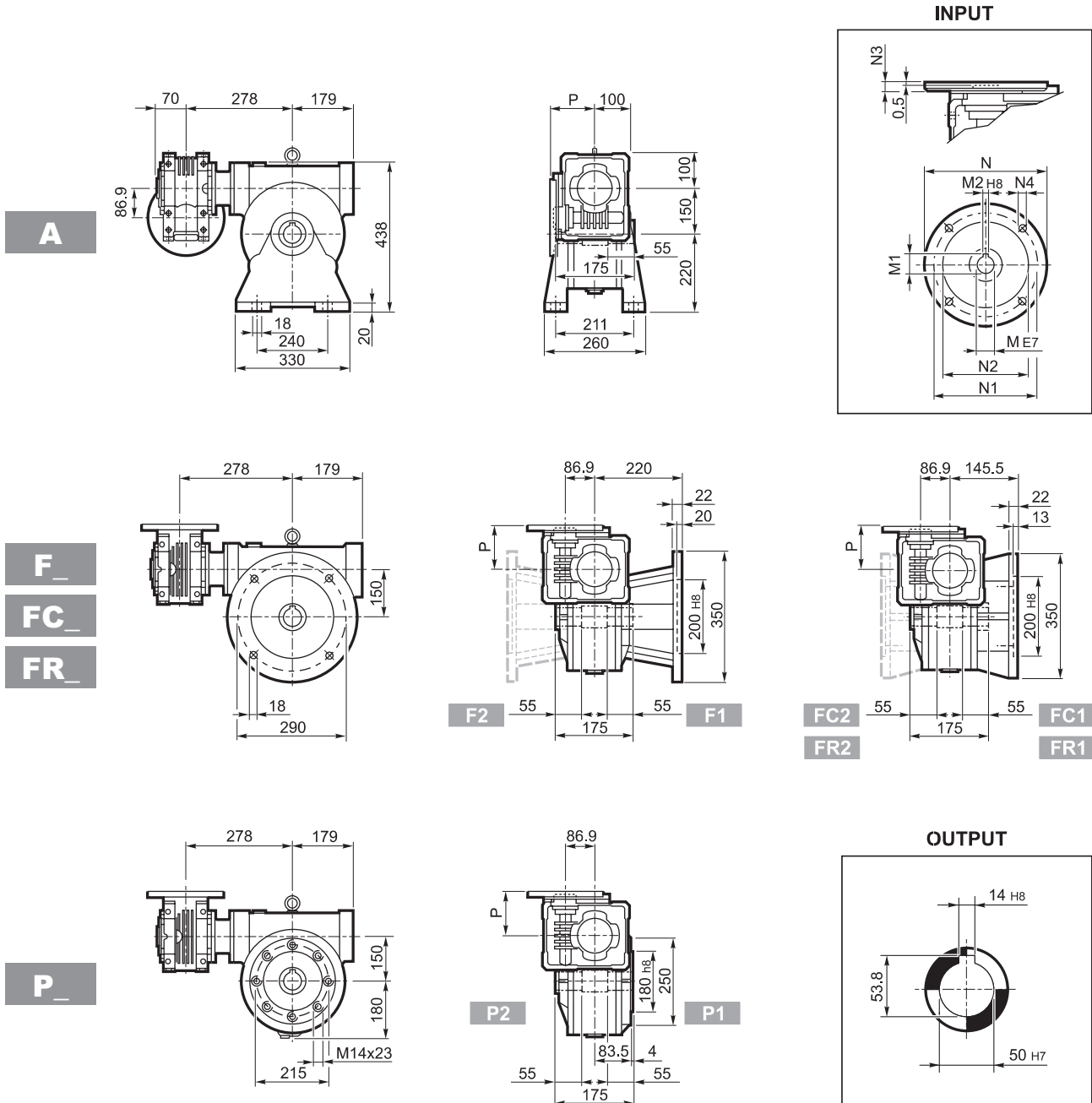
P1



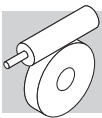
			M_				M...FD M...FA		M...FD		M...FA	
			AC	L	AD		LF		R	AD	R	AD
			138	474	108	82	385	84	103	135	124	108
W/VF 86/150	S1	M1	156	499	119	86	425	89	129	146	134	119
W/VF 86/150	S2	M2S	193	542	142	91	488	97	160	158	160	142
W/VF 86/150	S3	M3L	193	574	142	99	515	104	160	158	160	142



W/VF 86/150...P (IEC)

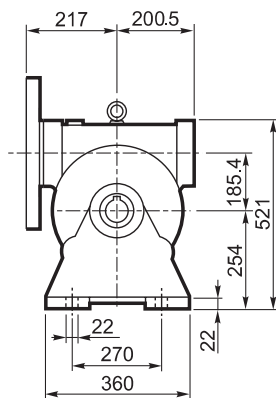
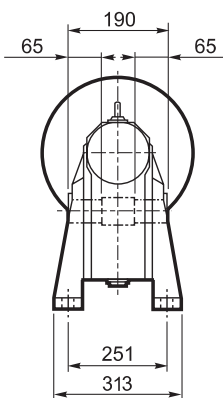


		M	M1	M2	N	N1	N2	N3	N4	P	
W/VF 86/150	P71 B5	14	16.3	5	160	130	110	11	9	128	75
W/VF 86/150	P80 B5	19	21.8	6	200	165	130	12	11.5	128	
W/VF 86/150	P90 B5	24	27.3	8	200	165	130	12	11.5	128	
W/VF 86/150	P100 B5	28	31.3	8	250	215	180	13	12.5	136	
W/VF 86/150	P112 B5	28	31.3	8	250	215	180	13	12.5	136	
W/VF 86/150	P80 B14	19	21.8	6	120	100	80	7.5	6.5	128	
W/VF 86/150	P90 B14	24	27.3	8	140	115	95	7.5	8.5	128	
W/VF 86/150	P100 B14	28	31.3	8	160	130	110	10	8.5	136	
W/VF 86/150	P112 B14	28	31.3	8	160	130	110	10	8.5	136	

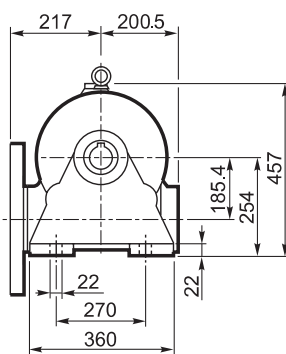
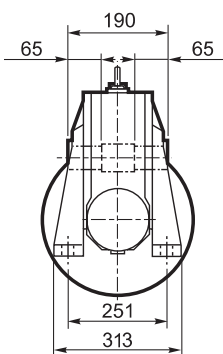


VF 185...P (IEC)

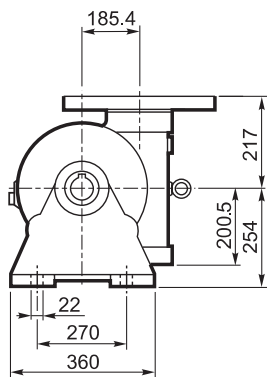
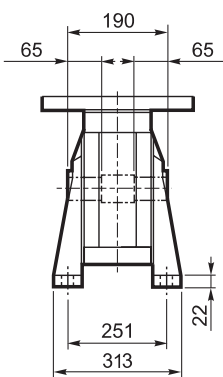
A



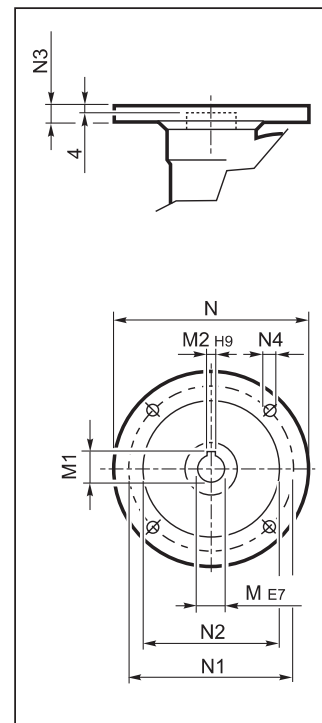
N



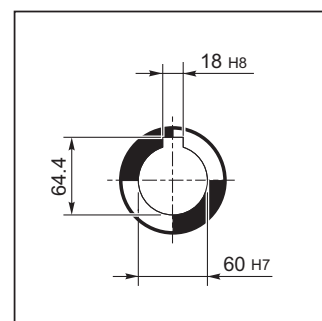
V

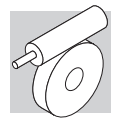


INPUT

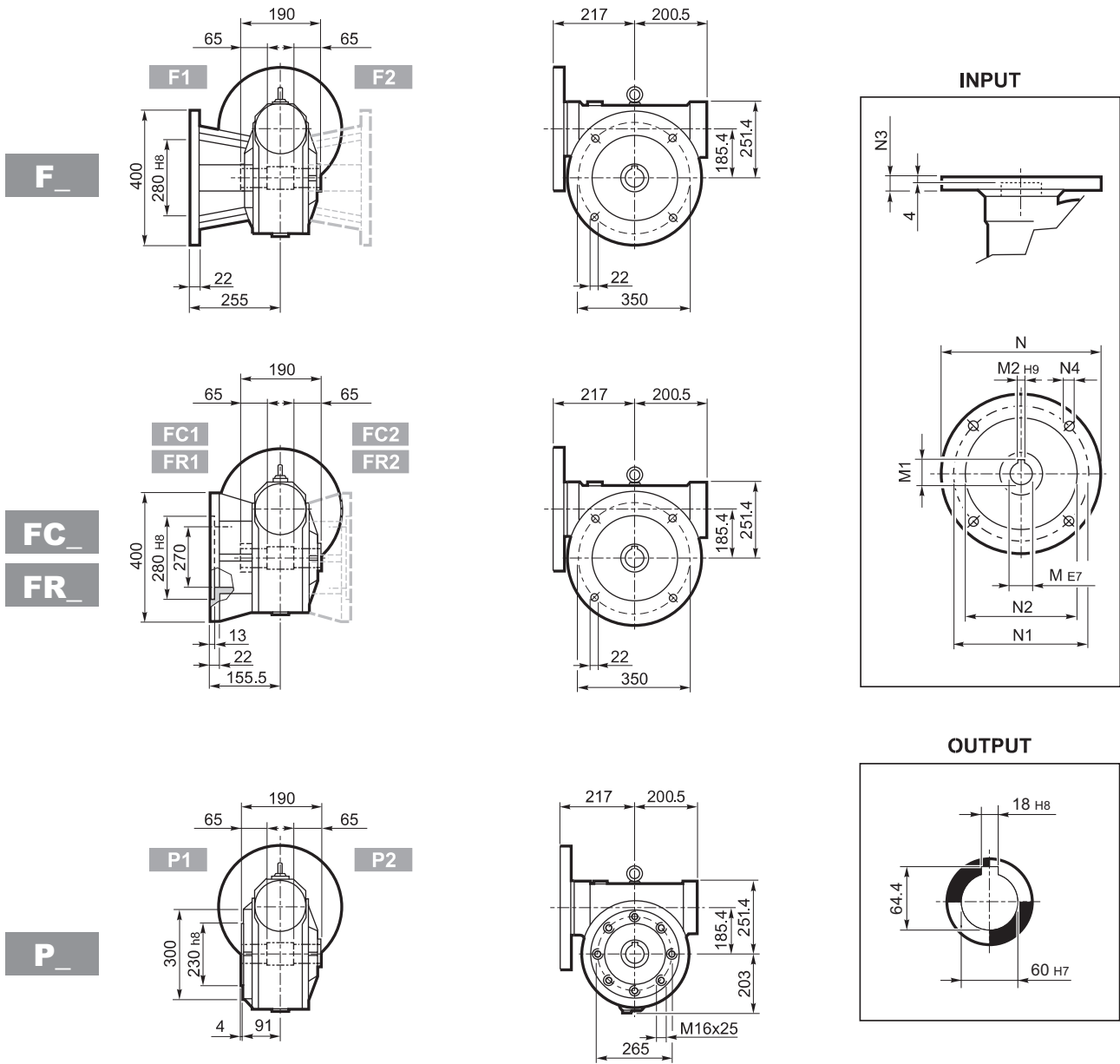





OUTPUT



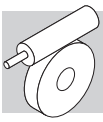


VF 185...P (IEC)



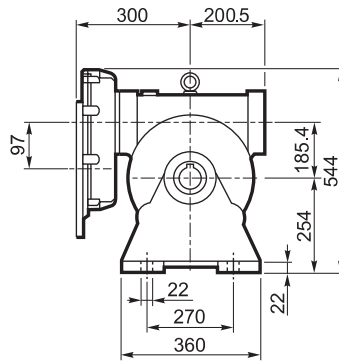
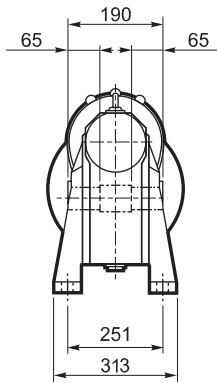
		M	M1	M2	N	N1	N2	N3	N4	 Kg
VF 185	P100 B5	28	31.3	8	250	215	180	16	13	94
VF 185	P112 B5	28	31.3	8	250	215	180	16	13	
VF 185	P132 B5	38	41.3	10	300	265	230	16	13	
VF 185	P160 B5	42	45.3	12	350	300	250	18	18	
VF 185	P180 B5	48	51.2#	14	350	300	250	18	18	

Lowered key

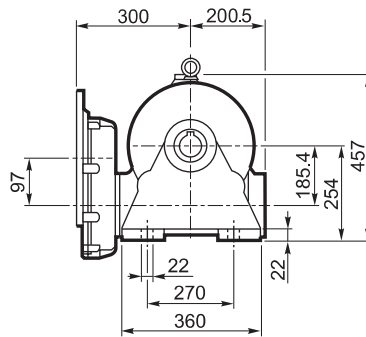
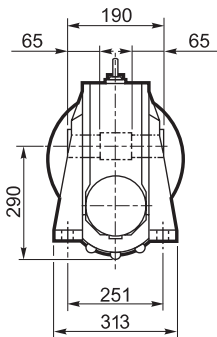


VFR 185...P (IEC)

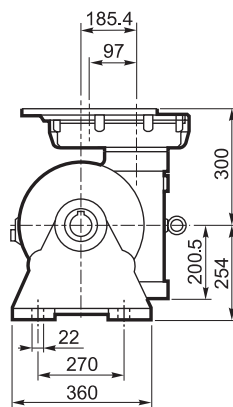
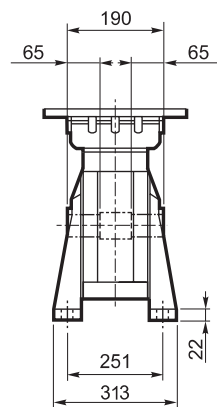
A



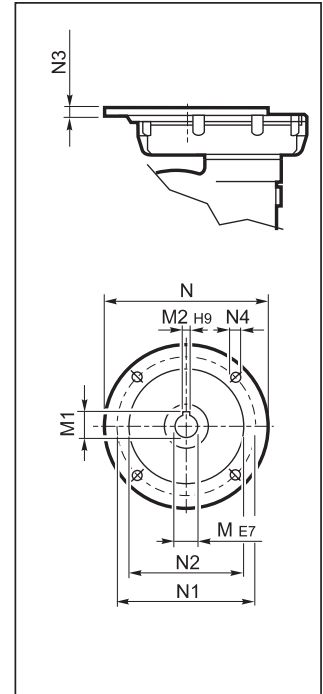
N



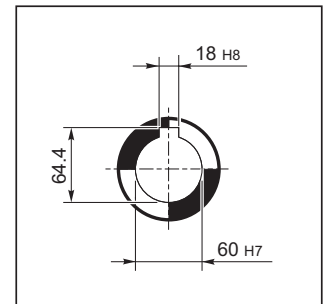
V

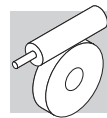


INPUT

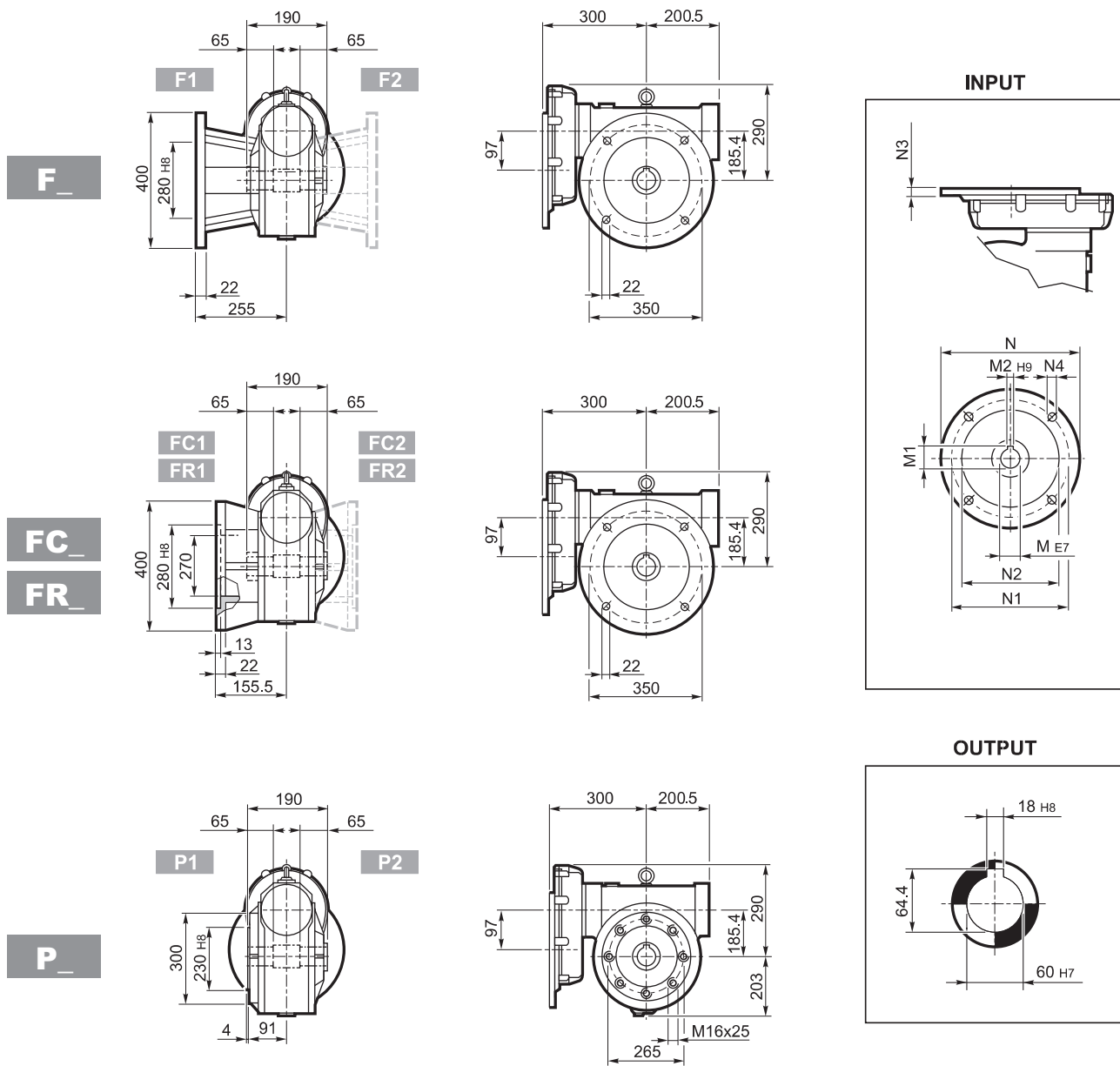





OUTPUT



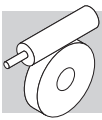


VFR 185...P (IEC)

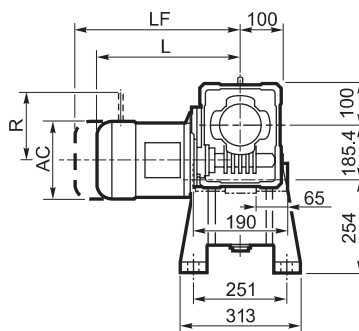
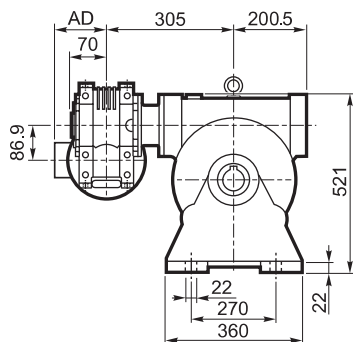


		M	M1	M2	N	N1	N2	N3	N4	
VFR 185	P90 B5	24 K6	27.3	8	200	165	130	13	M10x25	110
VFR 185	P100 B5	28 K6	31.3	8	250	215	180	13	M12x35	
VFR 185	P112 B5	28 K6	31.3	8	250	215	180	13	M12x35	
VFR 185	P132 B5	38 J6	39.6#	10	300	265	230	13	M12x35	

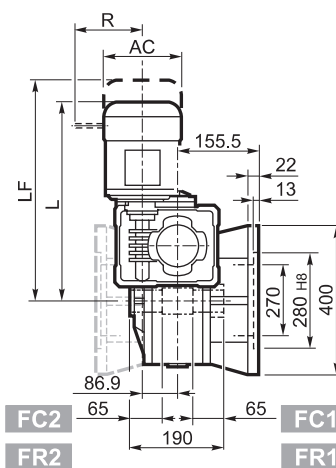
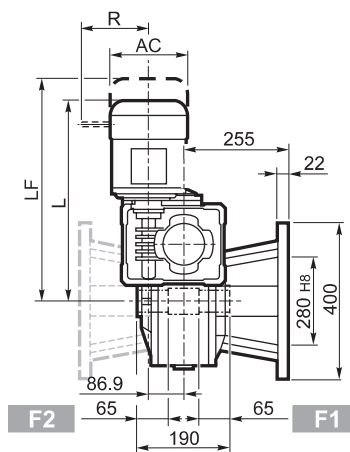
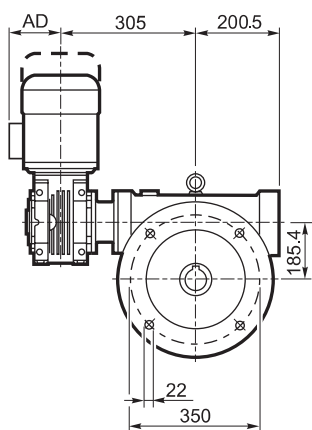
Lowered key



W/VF 86/185...M



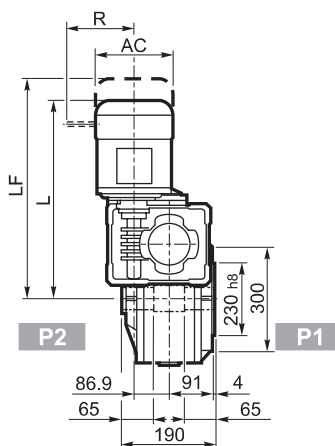
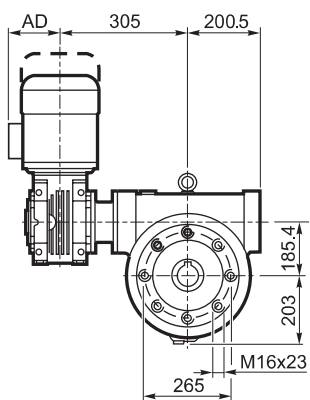
A



F_

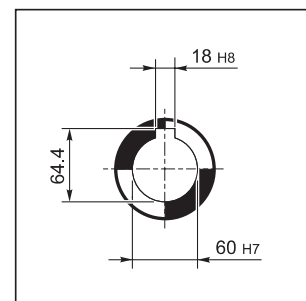
FC_

FR_

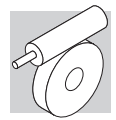


P_

OUTPUT

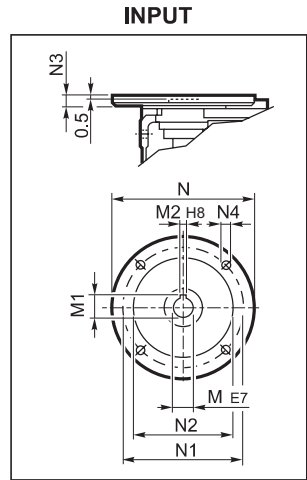
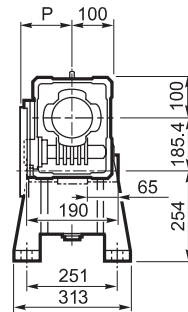
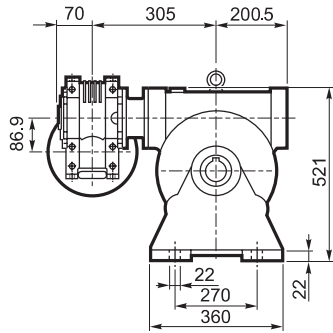


			M_				M...FD M...FA		M...FD		M...FA	
			AC	L	AD		LF		R	AD	R	AD
			138	509	108	116	570	118	103	135	124	108
W/VF 86/185	S1	M1	156	534	119	120	610	123	129	146	134	119
W/VF 86/185	S2	M2S	193	577	142	125	673	131	160	158	160	142
W/VF 86/185	S3	M3S	193	609	142	133	700	138	160	158	160	142
W/VF 86/185	S3	M3L										



W/VF 86/185...P (IEC)

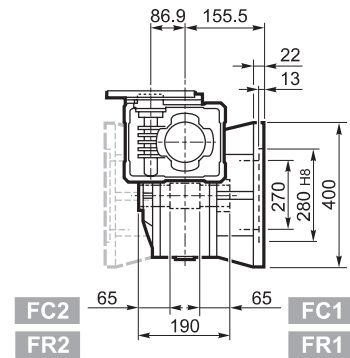
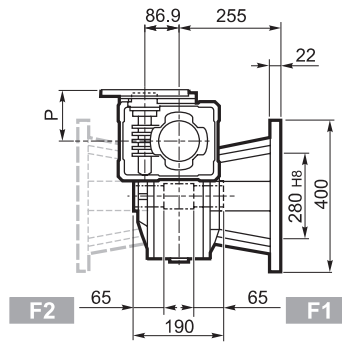
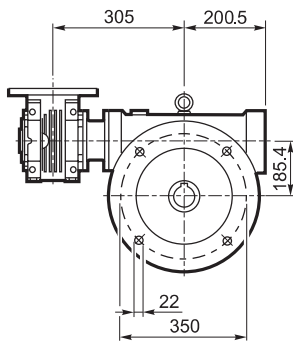
A



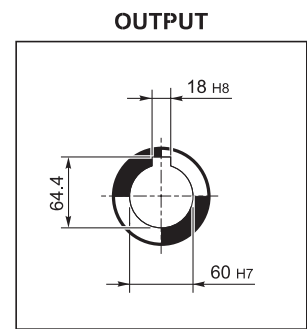
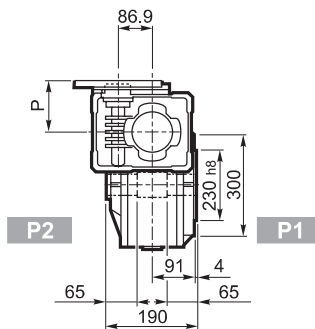
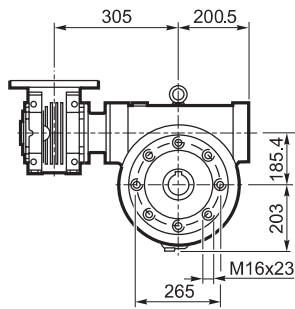
F_

FC_

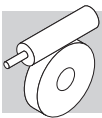
FR_



P_

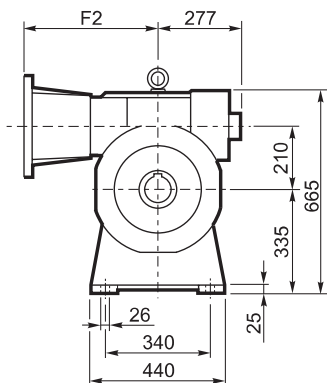
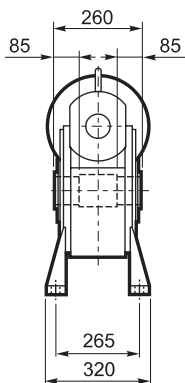


		M	M1	M2	N	N1	N2	N3	N4	P	
W/VF 86/185	P71 B5	14	16.3	5	160	130	110	11	9	128	109
W/VF 86/185	P80 B5	19	21.8	6	200	165	130	12	11.5	128	
W/VF 86/185	P90 B5	24	27.3	8	200	165	130	12	11.5	128	
W/VF 86/185	P100 B5	28	31.3	8	250	215	180	13	12.5	136	
W/VF 86/185	P112 B5	28	31.3	8	250	215	180	13	12.5	136	
W/VF 86/185	P80 B14	19	21.8	6	120	100	80	7.5	6.5	128	
W/VF 86/185	P90 B14	24	27.3	8	140	115	95	7.5	8.5	128	
W/VF 86/185	P100 B14	28	31.3	8	160	130	110	10	8.5	136	
W/VF 86/185	P112 B14	28	31.3	8	160	130	110	10	8.5	136	

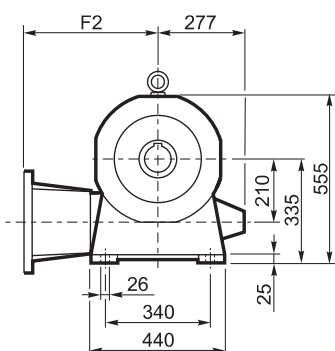
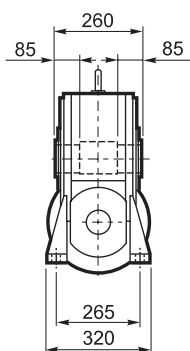


VF 210...P (IEC)

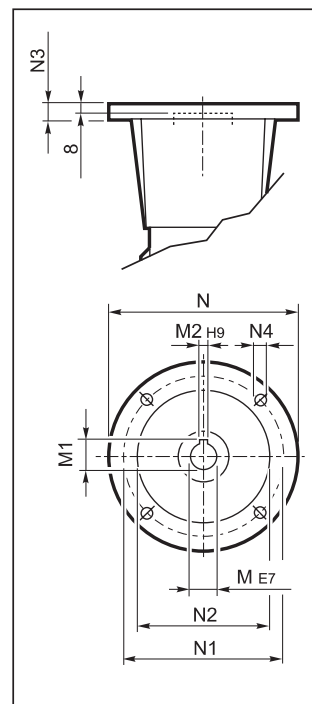
A



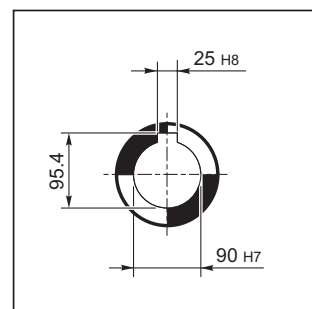
N

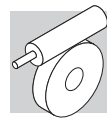


INPUT



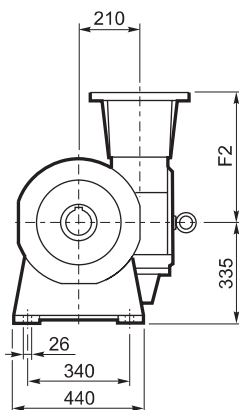
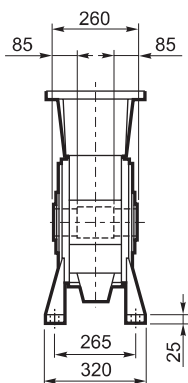
OUTPUT



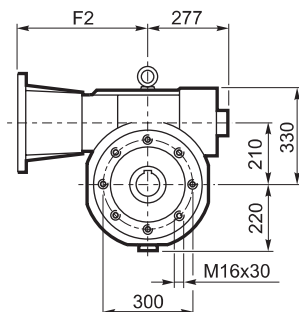
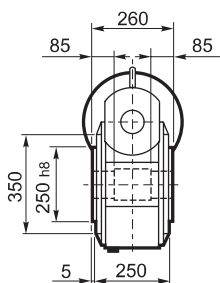


VF 210...P (IEC)

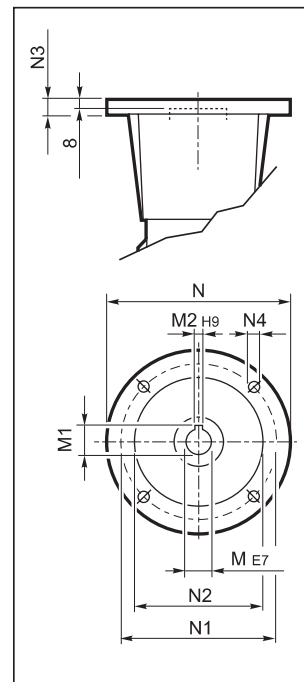
V



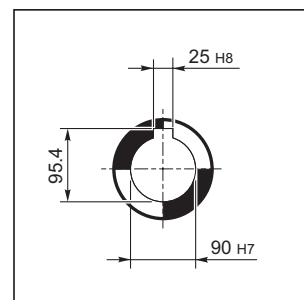
P






INPUT



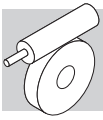
OUTPUT



Fan cooling as standard on versions A and P.
P(IEC) arrangements come complete with gear coupling enclosed in the bell housing.

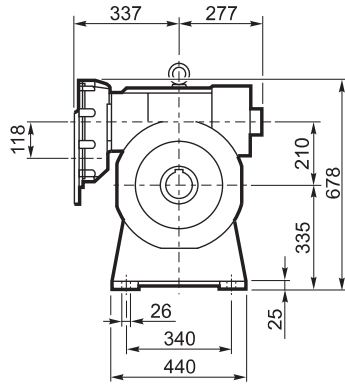
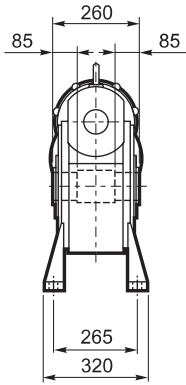
		F2	M	M1	M2	N	N1	N2	N3	N4	
VF 210	P132 B5	485	38	41.3	10	300	265	230	25	M12	210
VF 210	P160 B5	460	42	45.3	12	350	300	250	22	18	
VF 210	P180 B5	460	48	51.8	14	350	300	250	22	18	
VF 210	P200 B5	485	55	59.3	16	400	350	300	25	M16	
VF 210	P225 B5	490	60	64.4	18	450	400	350	22	18 #	

N° 8 holes at 45°

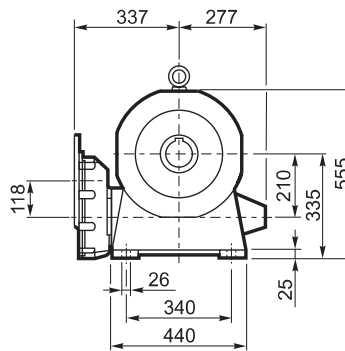
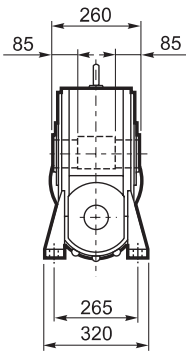


VFR 210...P (IEC)

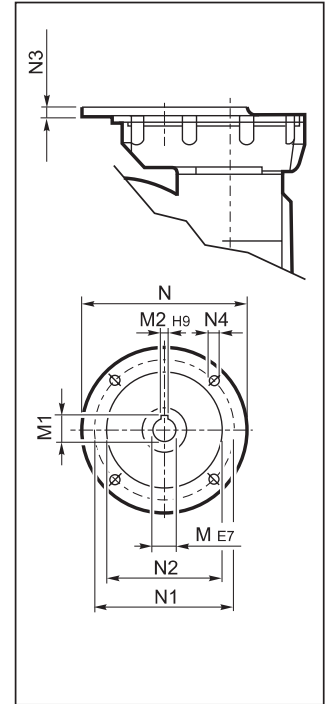
A



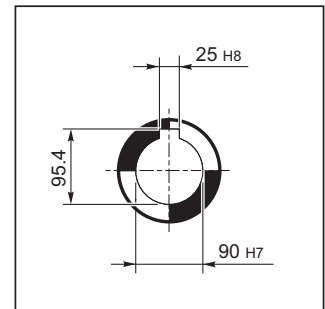
N

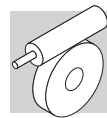


INPUT



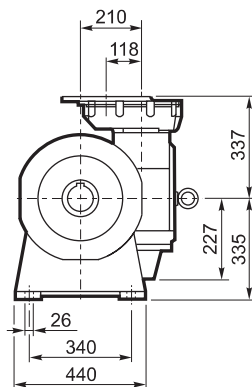
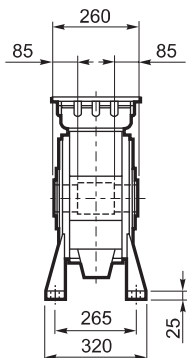
OUTPUT



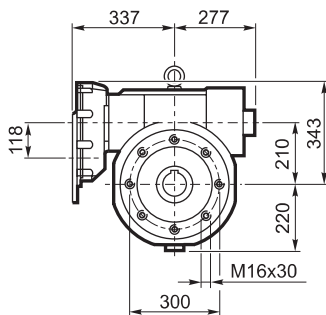
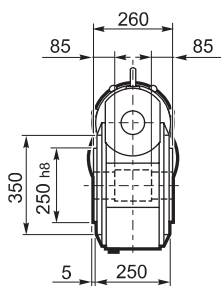


VFR 210...P (IEC)

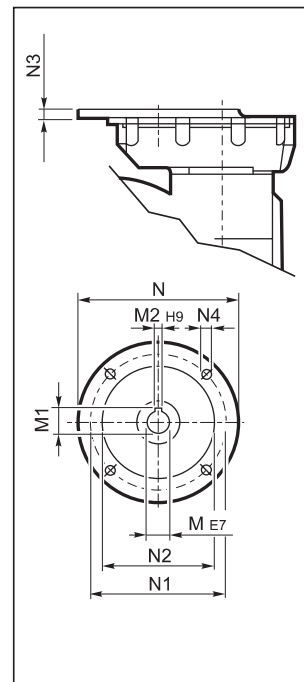
V



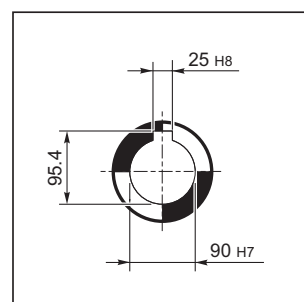
P



INPUT



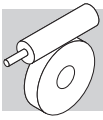
OUTPUT



Fan cooling as standard on versions A and P.

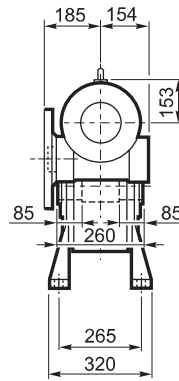
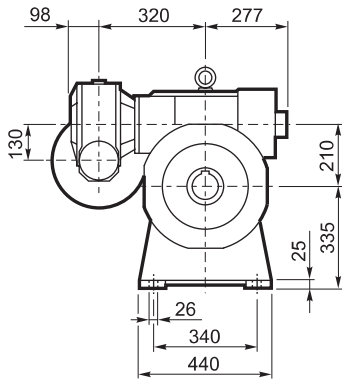
		M	M1	M2	N	N1	N2	N3	N4	
VFR 210	P100 B5	28 K6	31.3	8	250	215	180	13	M12x35	185
VFR 210	P112 B5	28 K6	31.3	8	250	215	180	13	M12x35	
VFR 210	P132 B5	38 J6	41.3	10	300	265	230	13	M12x35	
VFR 210	P160 B5	42 J6	44.3#	12	350	300	250	18	M16x60	

Lowered key

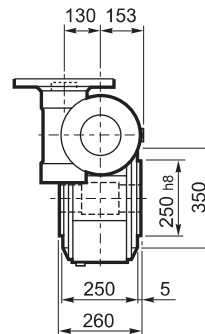
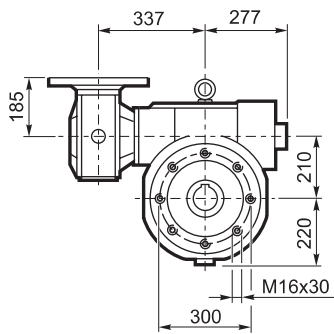


VF/VF 130/210...P (IEC)

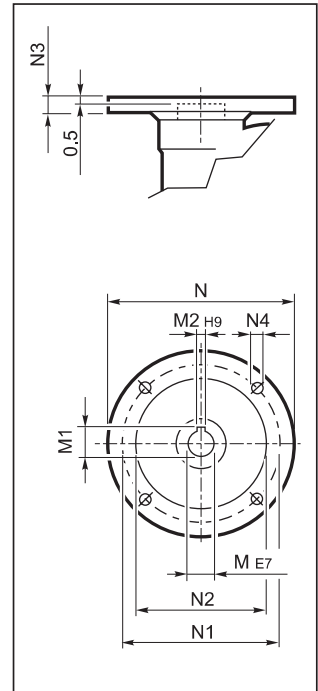
A



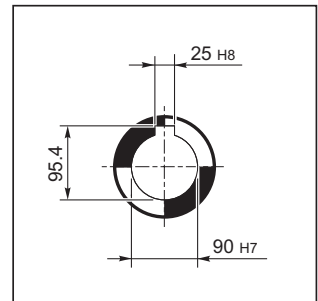
P






INPUT



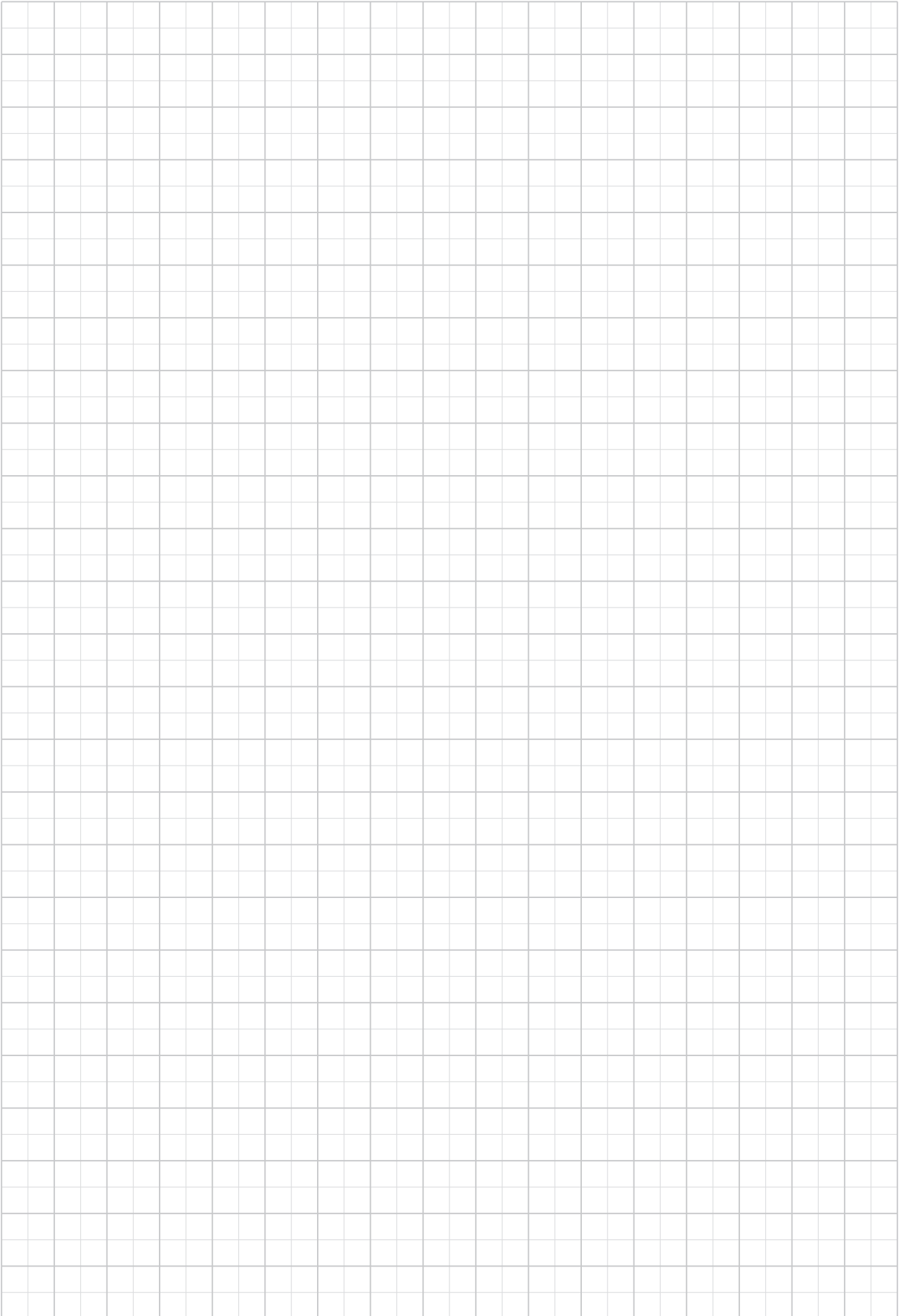
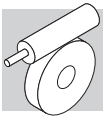
OUTPUT

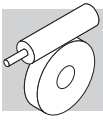


Fan cooling as standard on versions A and P.

		M	M1	M2	N	N1	N2	N3	N4	
VF/VF 130/210	P90 B5	24	27.3	8	200	165	130	17	11	225
VF/VF 130/210	P100 B5	28	31.3	8	250	215	180	17	13	
VF/VF 130/210	P112 B5	28	31.3	8	250	215	180	17	13	
VF/VF 130/210	P132 B5	38	40.1#	10	300	265	230	17	13	

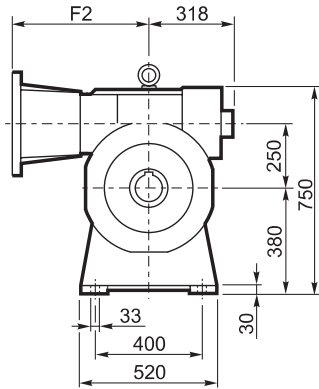
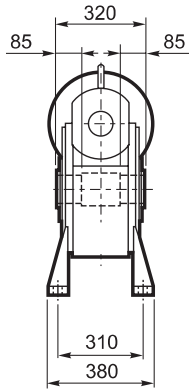
Lowered key



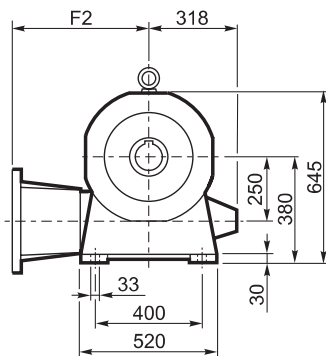
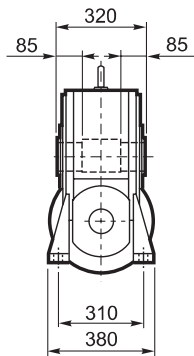


VF 250...P (IEC)

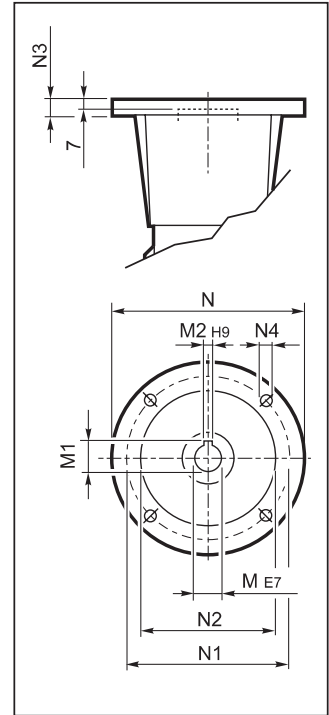
A



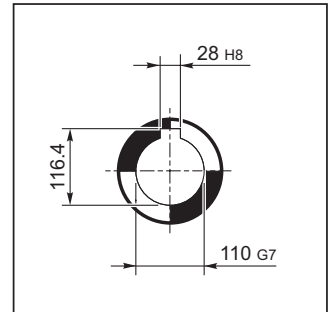
N

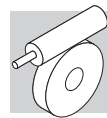


INPUT



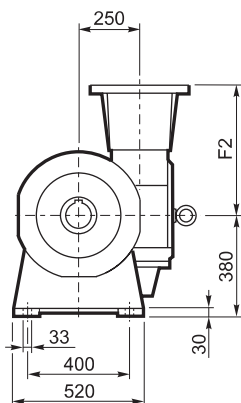
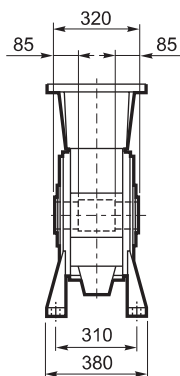
OUTPUT



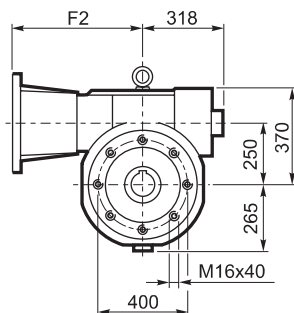
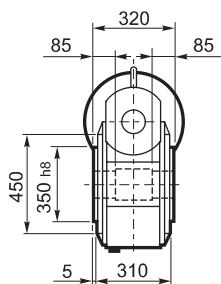


VF 250...P (IEC)

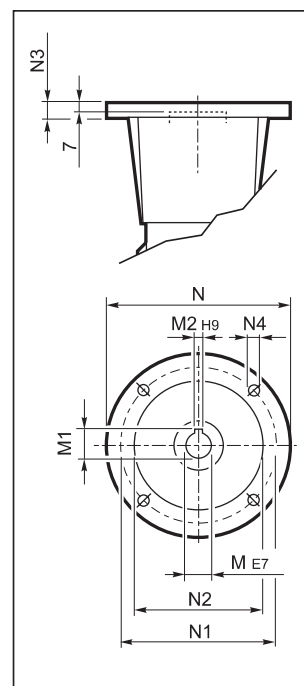
V



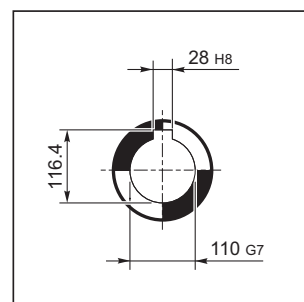
P






INPUT



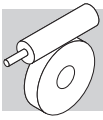
OUTPUT



Fan cooling as standard on versions A and P.
P(IEC) arrangements come complete with gear coupling enclosed in the bell housing.

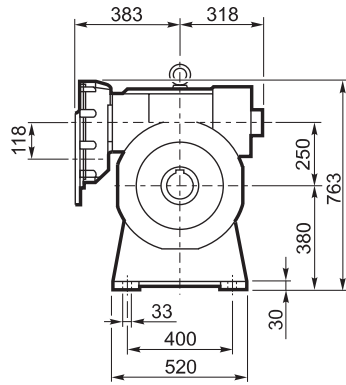
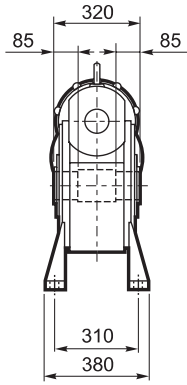
		F2	M	M1	M2	N	N1	N2	N3	N4	
VF 250	P132 B5	531	38	41.3	10	300	265	230	25	M12	310
VF 250	P160 B5	506	42	45.3	12	350	300	250	22	18	
VF 250	P180 B5	506	48	51.8	14	350	300	250	22	18	
VF 250	P200 B5	531	55	59.3	16	400	350	300	25	M16	
VF 250	P225 B5	536	60	64.4	18	450	400	350	22	18#	

N° 8 holes at 45°

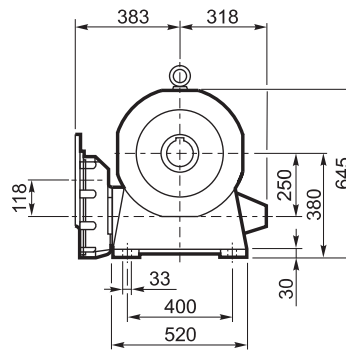
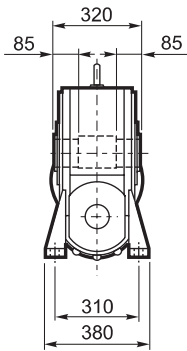


VFR 250...P (IEC)

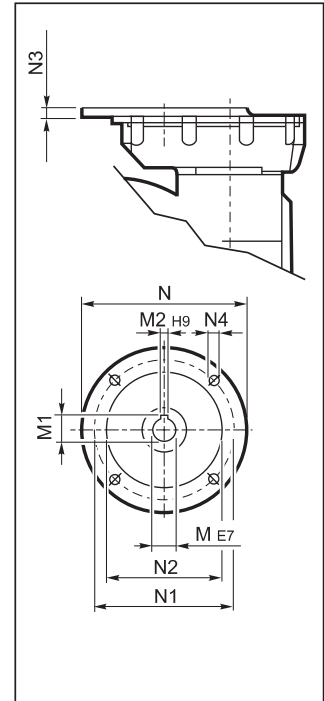
A



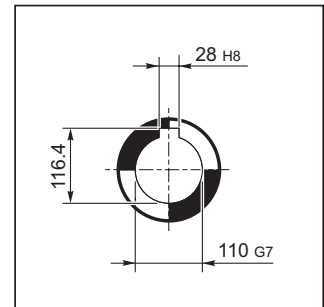
N

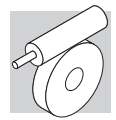


INPUT



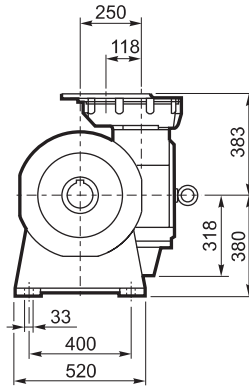
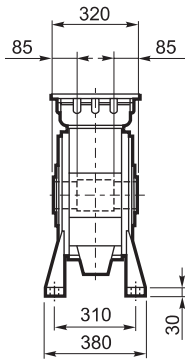
OUTPUT



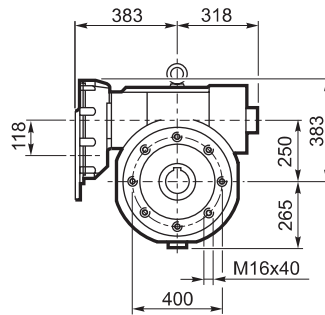
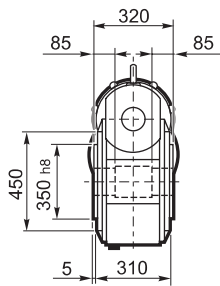


VFR 250...P (IEC)

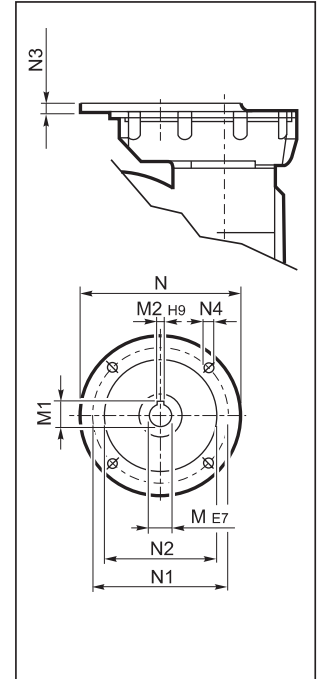
V



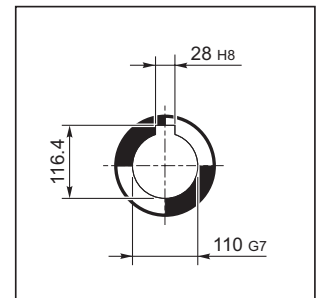
P



INPUT



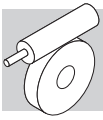
OUTPUT



Fan cooling as standard on versions A and P.

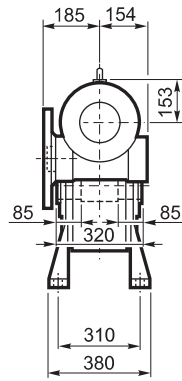
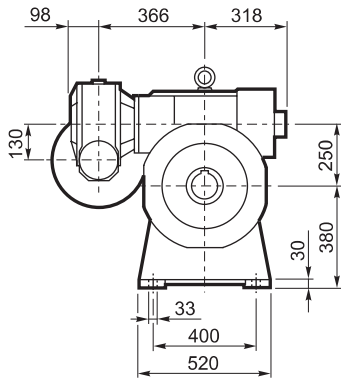
		M	M1	M2	N	N1	N2	N3	N4	
VFR 250	P100 B5	28 K6	31.3	8	250	215	180	13	M12x35	295
VFR 250	P112 B5	28 K6	31.3	8	250	215	180	13	M12x35	
VFR 250	P132 B5	38 J6	41.3	10	300	265	230	13	M12x35	
VFR 250	P160 B5	42 J6	44.3#	12	350	300	250	18	M16x60	

Lowered key

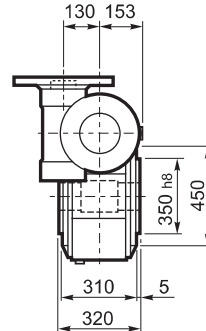
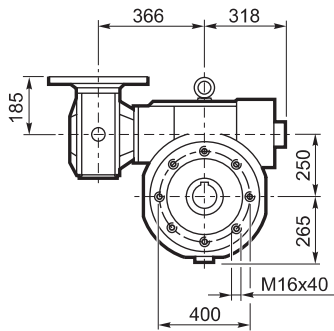


VF/VF 130/250...P (IEC)

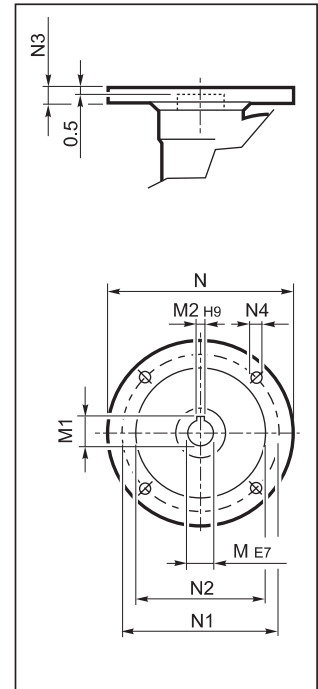
A



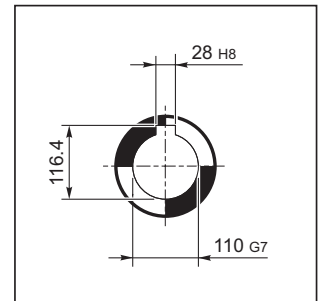
P



INPUT



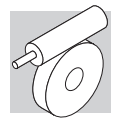
OUTPUT



Fan cooling as standard on versions A and P.

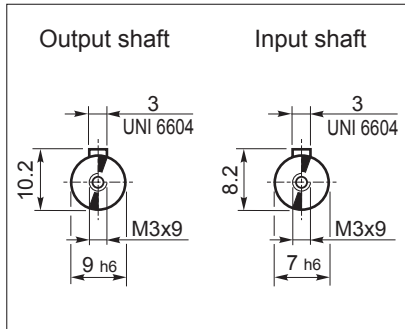
		M	M1	M2	N	N1	N2	N3	N4	
VF/VF 130/250	P 90 B5	24	27.3	8	200	165	130	17	11	325
VF/VF 130/250	P100 B5	28	31.3	8	250	215	180	17	13	
VF/VF 130/250	P112 B5	28	31.3	8	250	215	180	17	13	
VF/VF 130/250	P132 B5	38	40.1#	10	300	265	230	17	13	

Lowered key

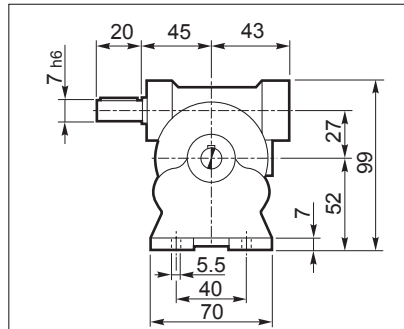


27 DIMENSIONS FOR GEAR UNITS WITH SOLID INPUT SHAFT

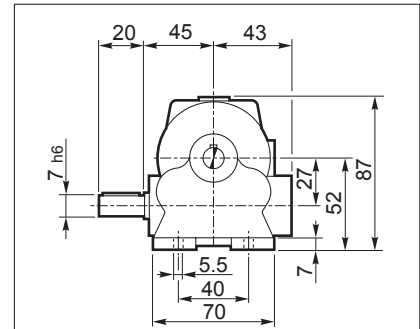
VF 27...HS



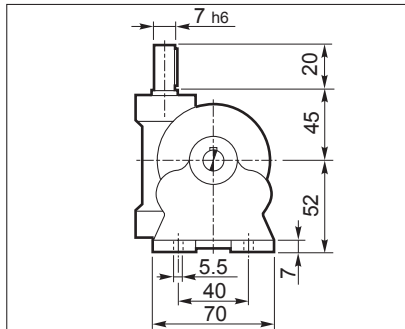
VF 27_A..HS



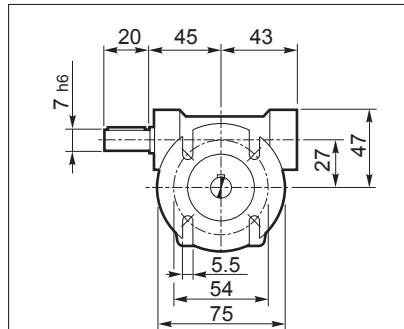
VF 27_N..HS



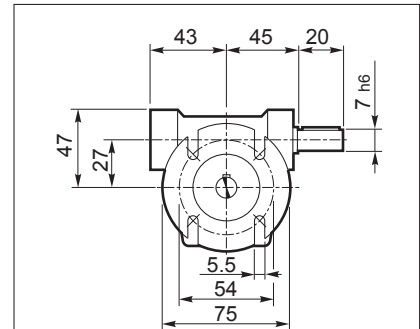
VF 27_V..HS



VF 27_F1..HS

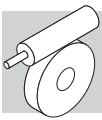


VF 27_F2..HS



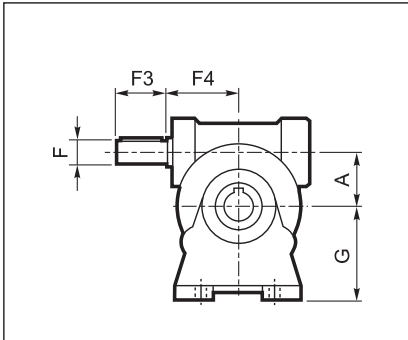
VF 27_HS	0.73

Dimensions common to the other configurations can be found at page 109.

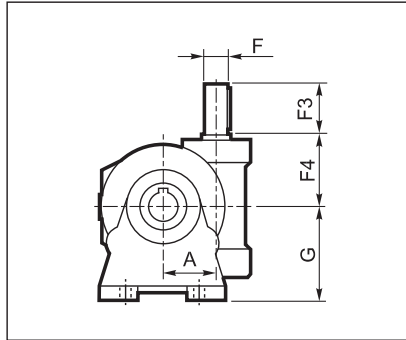


VF...HS - W...HS

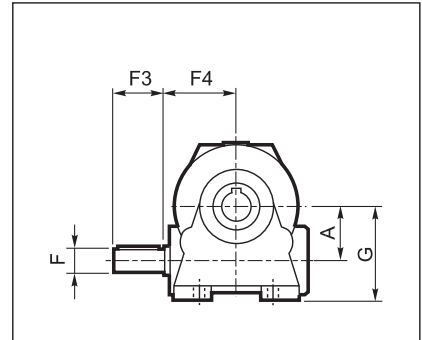
VF_A..HS



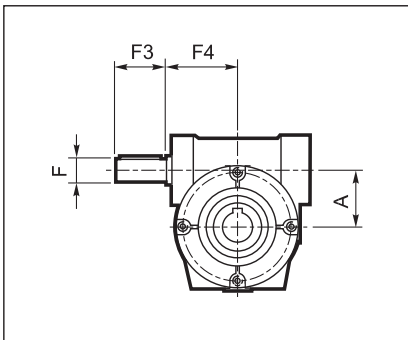
VF_V..HS



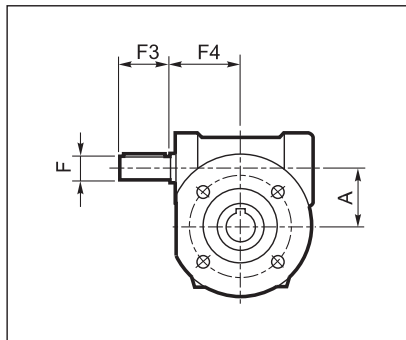
VF_N..HS



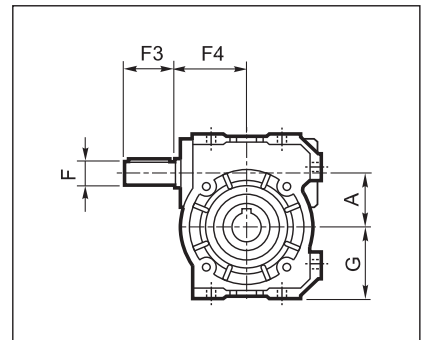
VF_P..HS



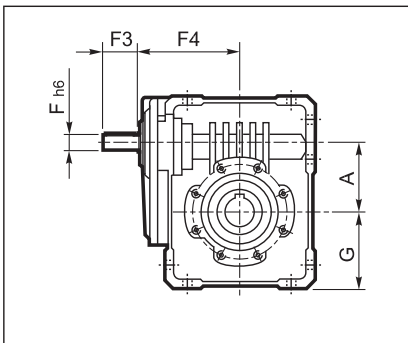
VF_FA/FC/FR/F..HS



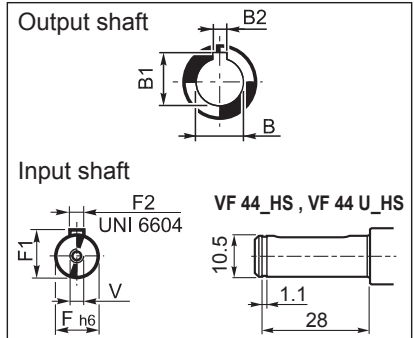
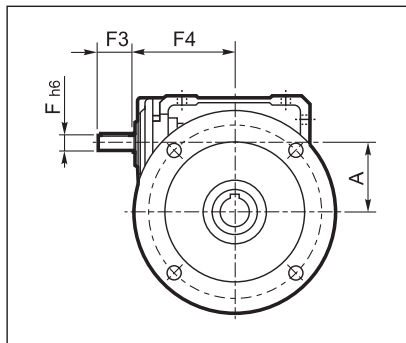
VF_U..HS



W_U..HS

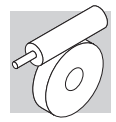


W_UF/UFC/UFCR..HS



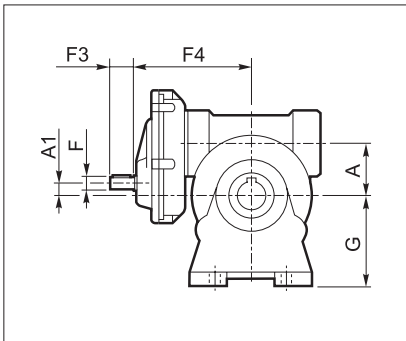
	A	B	B1	B2	F	F1	F2	F3	F4	G	V	Kg
VF 30_HS	30	14 H7	16.3	5	9	10.2	3	20	50	55	—	1.1
VF 30_U_HS										47		
VF 44_HS	44.6	18 H7	20.8	6	11	12.5	4	30	54	72	—	2.0
VF 44_U_HS										55		
VF 49_HS	49.5	25 H7	28.3	8	16	18	5	40	65	82	M6x16	3.0
VF 49_U_HS										64.5		
W 63_HS	62.17	25 H7	28.3	8	18	20.5	6	40	110.5	72.5	M6x16	6.4
W 75_HS	75	30(28) H7	33.3(31.3)	8	19	21.5	6	40	128	87	M6x16	10.0
W 86_HS	86.9	35 H7	38.3	10	25	28	8	50	144	100	M8x19	14.1
W 110_HS	110.1	42 H7	45.3	12	25	28	8	60	168	125	M8x19	27
VF 130_HS	130	45 H7	48.8	14	30	33	8	60	160	195	M8x20	49
VF 150_HS	150	50 H7	53.8	14	35	38	10	65	185	220	M8x20	60
VF 185_HS	185.4	60 H7	64.4	18	40	43	12	70	214.5	254	M8x20	94
VF 210_HS	210	90 H7	95.4	25	48	51.5	14	110	230	335	M16x40	175
VF 250_HS	250	110 G7	116.4	28	55	59	16	110	274	380	M16x40	275

Dimensions common to the other configurations can be found from page 110 to 165.

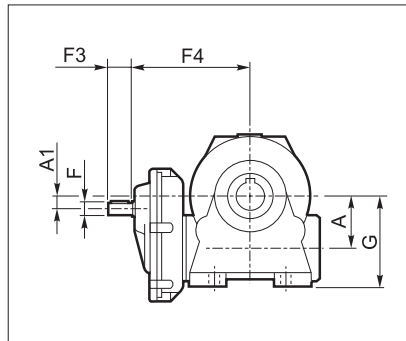


VFR...HS - WR...HS

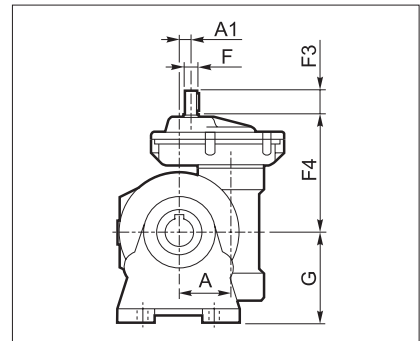
VFR_A..HS



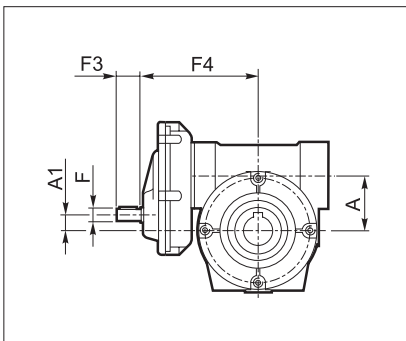
VFR_N..HS



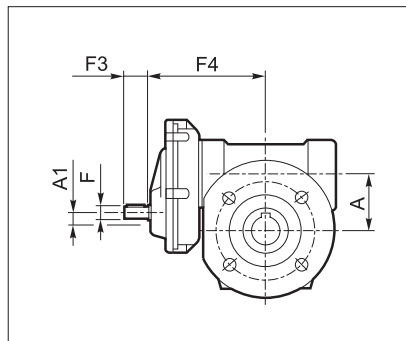
VFR_V..HS



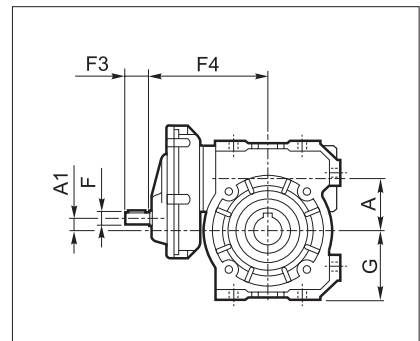
VFR_P..HS



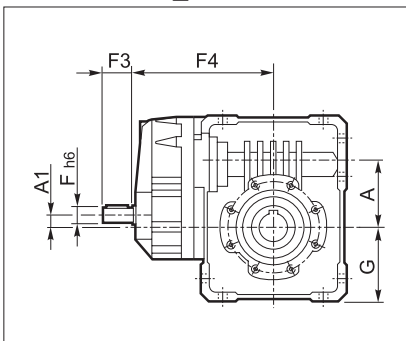
VFR_FA/FC/FR/F..HS



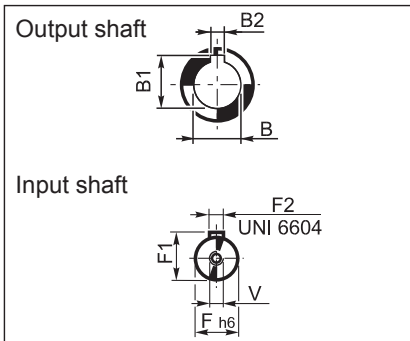
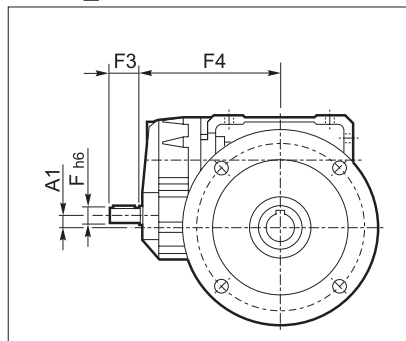
VFR_U..HS



WR_U..HS

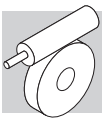


WR_UF/UFC/UFCR..HS



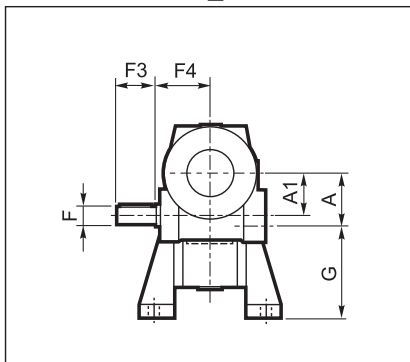
	A	A1	B	B1	B2	F	F1	F2	F3	F4	G	V	Kg
VFR 49_HS	49.5	10	25 H7	28.3	8	11	12.5	4	23	110	82	M4x10	5
VFR 49_U HS											64.5		
WR 63_HS	62.17	11.42	25 H7	28.3	8	14	16	5	30	138	72.5	M5x12.5	7.1
WR 75_HS	75	11	30(28) H7	33.3(31.3)	8	19	21.5	6	40	162	87	M6x16	11.1
WR 86_HS	86.9	22.9	35 H7	38.3	10	19	21.5	6	40	178	100	M6x16	14.7
WR 110_HS	110.1	21.1	42 H7	45.3	12	24	27	8	50	201	125	M8x19	34
VFR 130_HS	130	45	45 H7	48.8	14	24	27	8	50	228	195	M8x20	57
VFR 150_HS	150	53	50 H7	53.8	14	28	31	8	60	280	220	M8x20	71
VFR 185_HS	185.4	88.4	60 H7	64.4	18	28	31	8	60	310	254	M8x20	110
VFR 210_HS	210	92	90 H7	95.4	25	38	41	10	80	335	335	M10x25	185
VFR 250_HS	250	132	110 G7	116.4	28	38	41	10	80	383	380	M10x25	295

Dimensions common to the other configurations can be found from page 114 to 167.

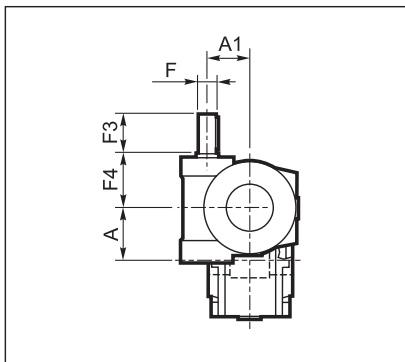


VF/VF...HS - VF/W...HS - W/VF...HS

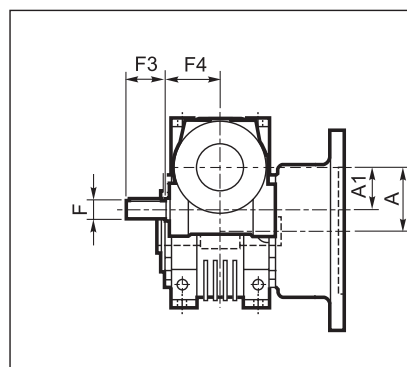
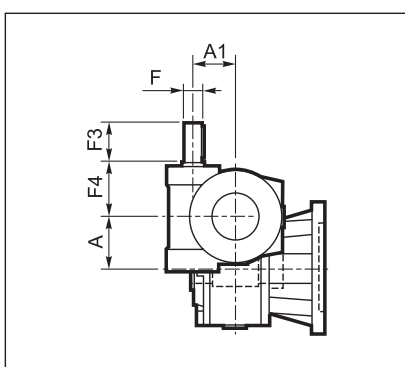
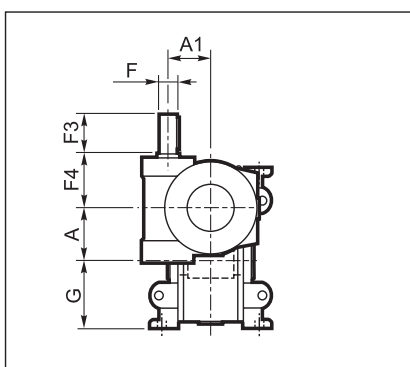
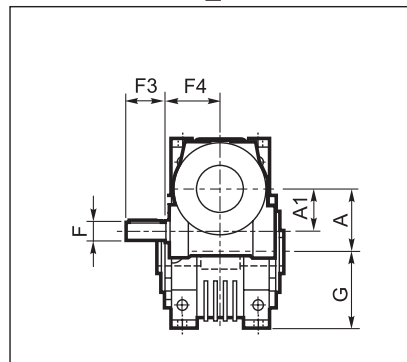
**VF/VF_A..HS
W/VF_A..HS**



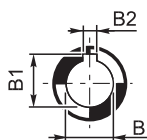
**VF/VF_P..HS
W/VF_P..HS**



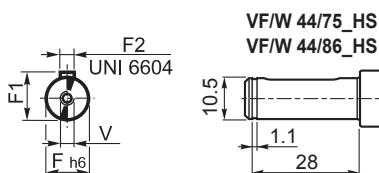
**VF/VF_P..HS
W/VF_P..HS**



Output shaft

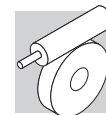


Input shaft



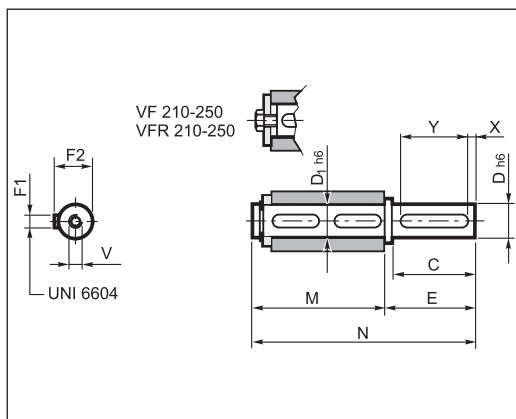
	A	A1	B	B1	B2	F	F1	F2	F3	F4	G	V	kg
VF/VF 30/44_HS	44.6	30	18 H7	20.8	6	9	10.2	3	20	50	72	—	3.5
VF/VF 30/44 U HS											55		
VF/VF 30/49_HS	49.5	30	25 H7	28.3	8	9	10.2	3	20	50	82	—	4.5
VF/VF 30/49 U HS											64.5		
VF/W 30/63_HS	62.17	30	25 H7	28.3	8	9	10.2	3	20	50	100	—	7.5
VF/W 44/75_HS	75	44.6	30 (28) H7	33.3 (31.3)	8	11	12.5	4	30	54	115	—	16.1
VF/W 44/86_HS	86.9	44.6	35 H7	38.3	10	11	12.5	4	30	54	142	—	42
VF/W 49/110_HS	110.0	49.5	42 H7	45.3	12	16	18	5	40	65	170	M6x16	46
W/VF 63/130_HS	130	62.17	45 H7	48.8	14	18	20.5	6	40	110.5	72.5	M6x16	74
W/VF 86/150_HS	150	86.9	50 H7	53.8	14	25	28	8	50	144	100	M8x19	108
W/VF 86/185_HS	185.4	86.9	60 H7	64.4	18	25	28	8	50	144	100	M8x19	109
VF/VF 130/210_HS	210	130	90 H7	95.4	25	30	33	8	60	160	335	M8	225
VF/VF 130/250_HS	250	130	110 G7	116.4	28	30	33	8	60	160	380	M8	325

Dimensions common to the other configurations can be found from page 116 to 168.

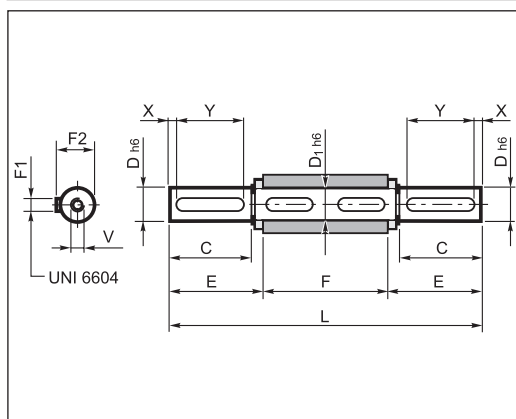


28 ACCESSORIES

28.1 Plug-in output shaft

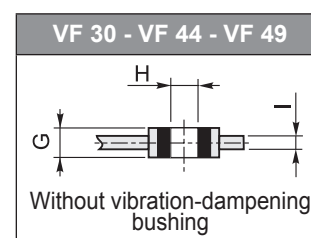
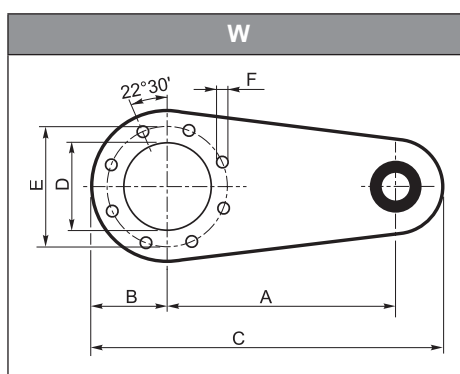
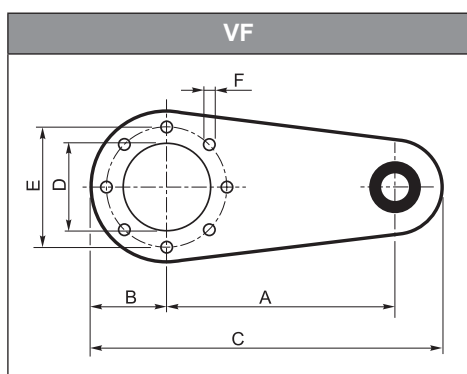


		C	D	D1	E	F1	F2	M	N	V	X	Y
VF	30	30	14	14	35	5	16	61	96	M5x13	5	20
VFR	44	40	18	18	45	6	20.5	70	115	M6x16	5	30
VF/VF	49	60	25	25	65	8	28	89	154	M8x19	5	50
	63	60	25	25	65	8	28	127	192	M8x19	5	50
W	75_D28	60	28	30	65	8	31	134	199	M8x20	5	50
WR	75_D30	60	30	30	65	8	33	134	199	M10x22	5	50
VF/W	86	60	35	35	65	10	38	149	214	M10x22	5	50
	110	75	42	42	80	12	45	164	244	M12x28	7.5	60
	130	80	45	45	85	14	48.5	176	261	M12x32	5	70
VF	150	85	50	50	93	14	53.5	185	278	M16x40	7.5	70
VFR	185	100	60	60	110	18	64	200	310	M16x40	10	80
W/VF	210	130	90	90	140	25	95	255	395	M20x50	5	120
	250	165	110	110	175	28	116	315	490	M24x64	15	140

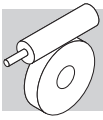


		C	D	D1	E	F	F1	F2	L	V	X	Y
VF	30	30	14	14	32.5	55	5	16	120	M5x13	5	20
VFR	44	40	18	18	42.7	64	6	20.5	149.4	M6x16	5	30
VF/VF	49	60	25	25	63.2	82	8	28	208.4	M8x19	5	50
	63	60	25	25	63.2	120	8	28	246.4	M8x19	5	50
W	75_D28	60	28	30	64	127	8	31	255	M8x20	5	50
WR	75_D30	60	30	30	64	127	8	33	255	M10x22	5	50
VF/W	86	60	35	35	64	140	10	38	268	M10x22	5	50
	110	75	42	42	79.3	155	12	45	313.5	M12x28	7.5	60
	130	80	45	45	84.7	165	14	48.5	334.5	M12x32	5	70
VF	150	85	50	50	90	175	14	53.5	355	M16x40	7.5	70
VFR	185	100	60	60	105	190	18	64	400	M16x40	10	80
W/VF	210	130	90	90	140	260	25	95	540	M20x50	5	120
	250	165	110	110	175	320	28	116	670	M24x64	15	140

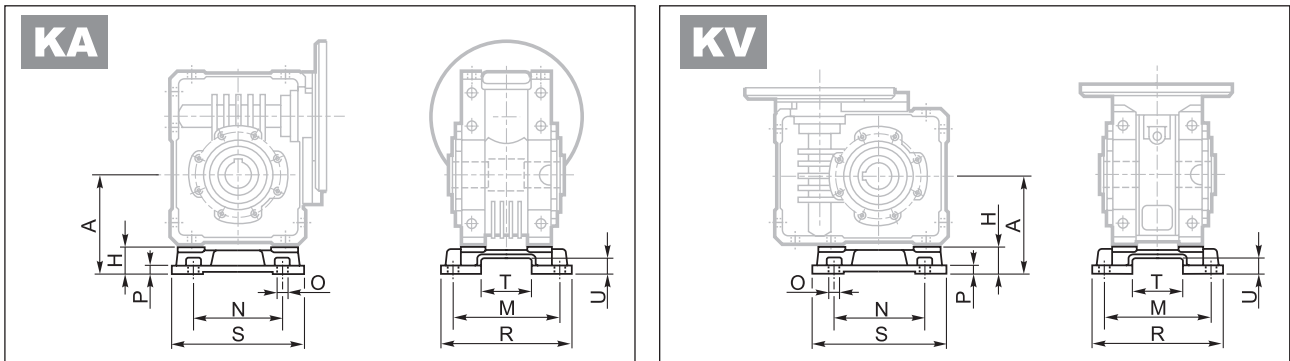
28.2 Torque arm



		A	B	C	D	E	F	G	H	I
VF	30	100	40	157.5	50	65	7	14	8	4
VFR	44	100	40	157.5	50	65	7	14	8	4
VF/VF	49	100	55	172.5	68	94	7	14	8	4
	63	150	55	233	75	90	9	20	10	6
W	75	200	63	300	90	110	9	25	20	6
WR	86	200	80	318	110	130	11	25	20	6
VF/W	110	250	100	388	130	165	13	25	20	6
	130	300	125	470	180	215	13	30	25	6
VF	150	300	125	470	180	215	15	30	25	6
VFR	185	350	150	545	230	265	17	30	25	6
W/VF	210	350	175	625	250	300	19	60	50	8
	250	400	225	725	350	400	19	60	50	10

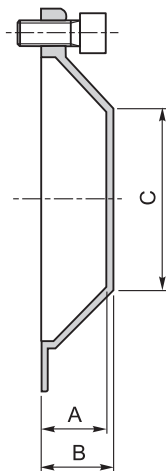


28.3 VF-interchangeable foot kits KA, KV

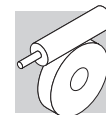


	A	H	M	N	O	P	R	S	T	U
W 63 - WR 63	100	27.5	111	95	11	8	135	145	56.5	15.5
W 75 - WR 75	115	28	115	120	11	9	139	174	56.5	15.5
W 86 - WR 86	142	42	146	140	11	11	170	200	69	20
W 110 - WR 110	170	45	181	200	13	14	210	250	69	20

28.4 Safety cover



	A	B	C
W 63 - WR 63	26.5	29	Ø35
W 75 - WR 75	24.5	27	Ø54
W 86 - WR 86	26.5	29	Ø71
W 110 - WR110	27.5	30	Ø89

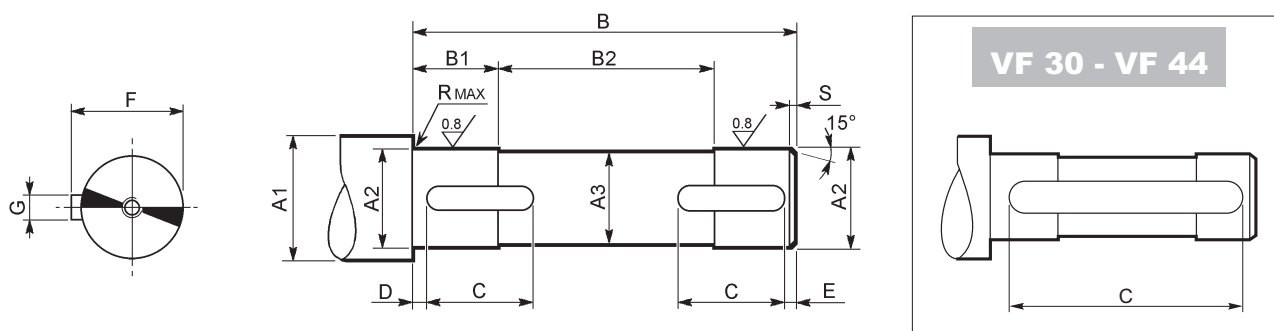



29 CUSTOMER'S SHAFT

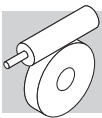
Pivot of driven equipment should be made from high grade alloy steel.

Table below shows recommended dimensions for the Customer to consider when designing mating shaft.

A device such as that illustrated below should also be installed to secure the shaft axially. Take care to verify and dimension the various components to suit the needs of the application.



	A1	A2	A3	B	B1	B2	C	D	E	F	G	R	S	 UNI 6604
VF 30	≥ 19	14 f7	13	53	18.5	16	40	6.5	6.5	16	5 h9	0.5	1.5	5x5x40 A
VF 44	≥ 23	18 f7	17	62	22.5	17	50	6	6	20.5	6 h9	0.5	1.5	6x6x50 A
VF 49	≥ 30	25 f7	24	80	20.5	39	20	2	2	28	8 h9	1	1.5	8x7x20 A
W 63	≥ 30	25 f7	24	118	38	42	35	2	2	28	8 h9	1	1.5	8x7x35 A
W 75	≥ 35	28 f7	27	125	38	49	40	2	2	31	8 h9	1	1.5	8x7x40 A
	≥ 35	30 f7	29	125	38	49	40	2	2	33	8 h9	1	1.5	8x7x40 A
W 86	≥ 42	35 f7	34	138	43	52	40	2	2	38	10 h9	1.5	1.5	10x8x40 A
W 110	≥ 48	42 f7	41	153	43	67	50	2	2	45	12 h9	1.5	2	12x8x50 A
VF 130	≥ 52	45 f7	44	163	50.5	62	60	2.5	2.5	49.5	14 h9	2.5	2	14x9x60 A
VF 150	≥ 57	50 f7	49	173	53	67	70	2.5	2.5	53.5	14 h9	2.5	2	14x9x70 A
VF 185	≥ 68	60 f7	59	188	63	62	80	2.5	2.5	64	18 h9	2.5	2	18x11x80 A
VF 210	≥ 99	90 f7	89	258	83	92	80	3	3	95	25 h9	2.5	2.5	25x14x80 A
VF 250	≥ 121	110 h7	109	318	83	152	80	3	3	116	28 h9	2.5	2.5	28x16x80 A



30 TORQUE LIMITER

30.1 Description

The friction-based torque limiter, available for wormgears type **VF44 - VF49** and **W63...W110**, is designed to protect the transmission from accidental overloads which could damage the drive elements. Against conventional external torque limiters, this versatile solution lends the following advantages:

- unchanged external dimensions against standard same model standard units
- maintenance-free, as the system is permanently lubed
- slip torque can be easily adjusted by means of a simple manual operation from the outside of the gearbox
- slipping, even if continuous, does not create any damage or wear to the mechanical parts, since slipping parts are constantly separated by an oil film.



We advise against installing this device to lifting equipment.

30.2 Operating principle

The torque limiter basically consists of a double tapered clutch with active surfaces machined on (bronze) worm wheel and hub of output shaft (nodular cast iron GS400/12). Bore of output shaft allows shaft mounting of gear unit onto driven machine.

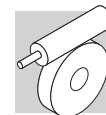
Active surfaces of the torque limiter are pressed against each other by thrust generated by adequately proportioned spring washers. Transmissible torque is proportional to axial force applied by the springs and adjustment of torque setting is easily conducted manually through an external ring nut.

30.3 Protection of the machine from overloads

The torque limiter, properly adjusted in function of the torque necessary for the driven equipment, protects all mechanical components of the transmission avoiding any damage due to overloads.

30.4 Reversing of a self-locking unit

In some applications it may be desired to rotate the output shaft while machine is not operating. Such a situation is not always possible with high-ratio self-locking worm gears. Using the torque limiter it is possible to conduct such operation untightening the ring nut.



30.5 VF...L, W...L

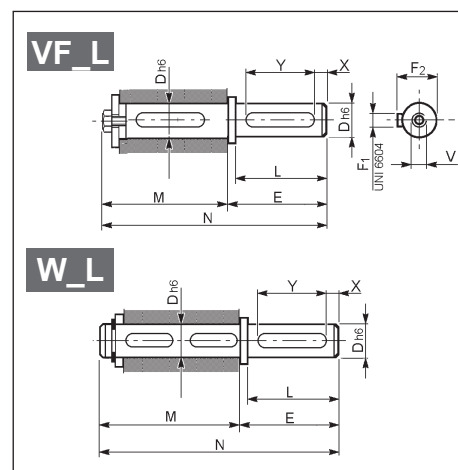
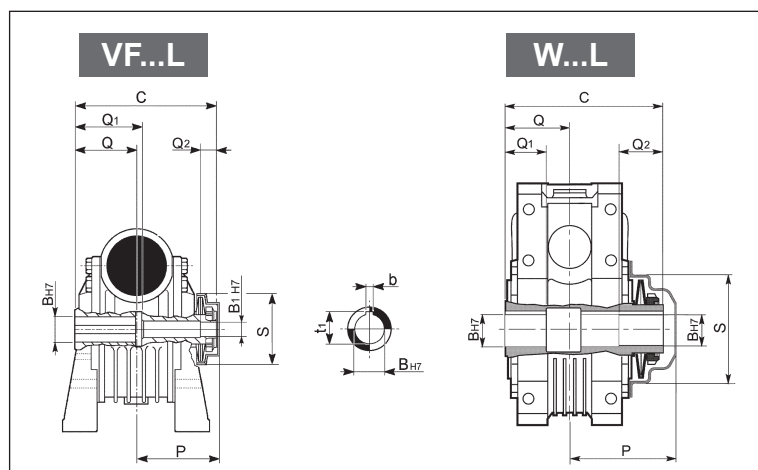
L1								L2								
	N	A	V	U	F1 FC1 FR1 FA1	F2 FC2 FR2 FA2**	P1 P2		N	A	V	U	F1 FC1 FR1 FA1**	F2 FC2 FR2 FA2	P1 P2	
VF VF/VF*									VF VF/VF*							
	U	UF1 UFC1	UF2 UFC2	UFCR1	UFCR2				U	UF1 UFC1	UF2 UFC2	UFCR1	UFCR2			
W VF/W*									W VF/W*							

* On double worm gear units the torque limiter is fitted on 2nd reducer (larger size) for the L1 or L2 configurations. Same is fitted on 1st reducer (smaller) when the LF configuration is specified.

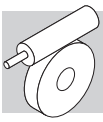
LF				
	VF/W	44/75	44/86	49/110
	W/VF	63/130	86/150	86/185

Unless otherwise specified VF...L gear units are supplied with ring nut on the left hand side (L1), viewing from the electric motor and gearbox in the B3 mounting position.

30.6 Dimensions



	Torque limiter										Single output shaft									
	C	Q	Q1	Q2	P	S	B _{H7}	B _{1H7}	t ₁	b	L	D _{h6}	E	F ₁	F ₂	M	N	V	X	Y
VF 44L	79	32	32	12	48	42.5	18	11	20.8	6	40	18	45	6	20.5	86	131	M6x16	5	30
VF 49L	105	41	51	15	63.5	66.5	25	14	28.3	8	60	25	65	8	28	114.5	179.5	M8x19	5	40
W 63L	145	60	40	40	100	77	25	-	28.3	8	60	25	65	8	28	152	217	M8x19	5	50
W 75L_D30	154.5	63.5	40	40	104	100	30	-	33.3	8	60	30	65	8	33	161.5	226.5	M10x22	5	50
W 86L	170	70	50	45	113	119	35	-	38.3	10	60	35	65	10	38	179	244	M10x22	5	50
W 110L	191	77.5	55	45	133	134	42	-	45.3	12	75	42	80	12	45	200	280	M12x28	7.5	60



30.7 Slip torque setting

A preliminary slip torque setting is conducted at the factory. Reference is made to torque rating Mn_2 [$n_1=1400$] of the captioned VF or W gear unit.

Here below the operations performed at the factory for the initial adjustment are listed.

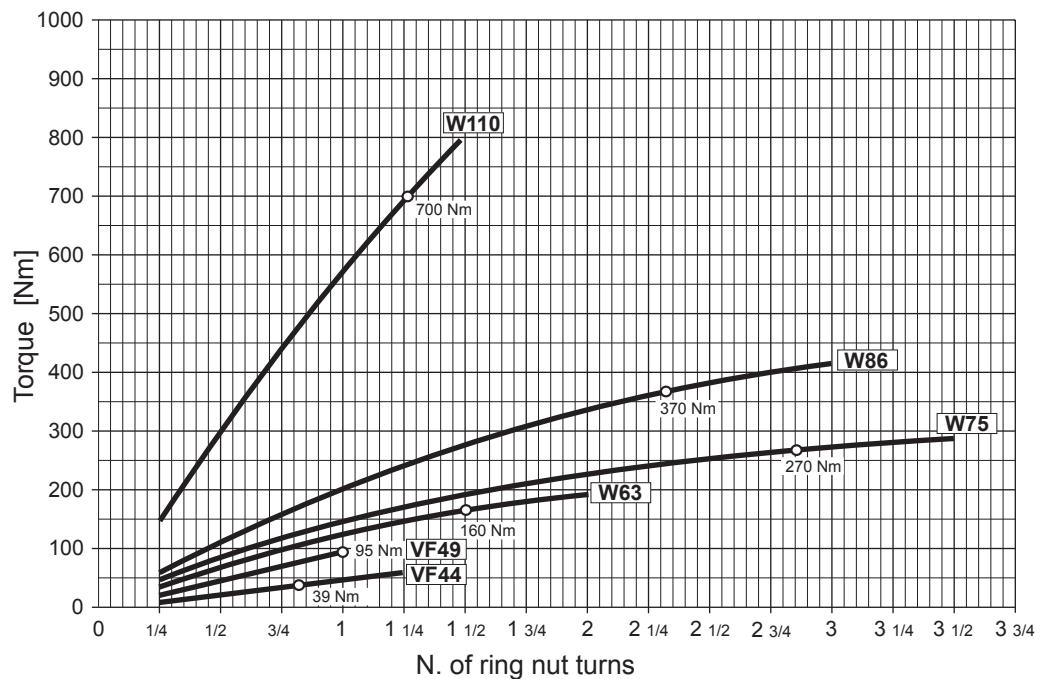
Same steps, with the exception of step (2), must be followed when a different torque setting is required.

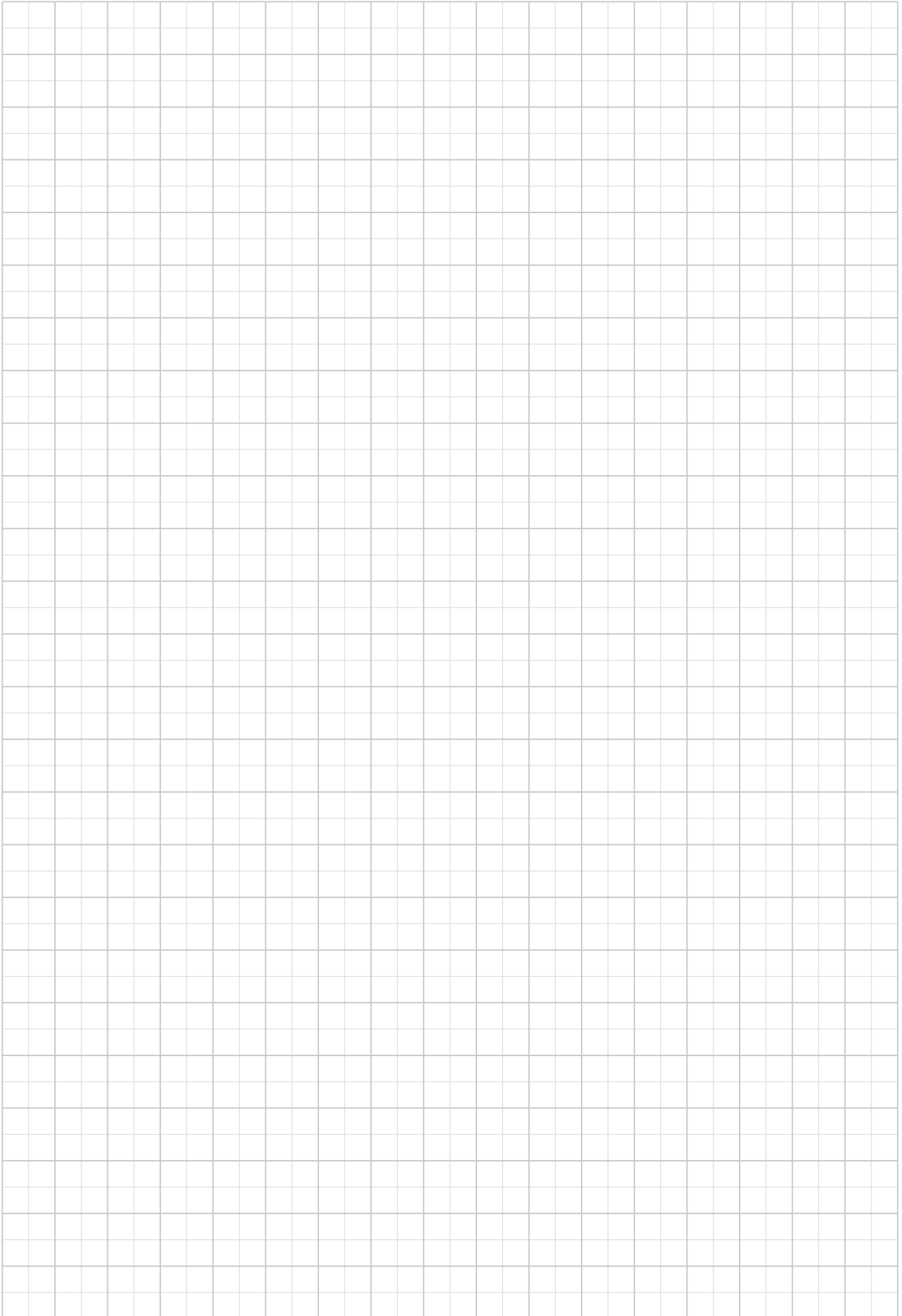
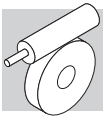
1. Ring nut is tightened until spring washers are sufficiently loaded that manual rotation is hardly possible.

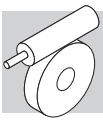
2. By means of an engraver marks are made, in identical (angular) position, on both the ring nut and the hollow shaft.

Setting will then be referred to as the zero-point for the consequent slip torque adjustment, through turning of the ring nut.

3. Ring nut is then turned of the number of turns, or fraction of, corresponding to nominal torque rating Mn_2 of the captioned gear unit. In this case the diagram shown here under refers as to the proportion between number of turns and transmissible torque. Same diagram comes handy for customised torque adjustments, should these be required with time.







VF-EP / W-EP - GEARBOXES AND GEARMOTORS FOR CORROSIVE AND ASEPTIC ENVIRONMENTS

31 MAIN BENEFITS OF THE EP (Enhanced Protection) SERIES FOR THE FOOD AND BEVERAGE INDUSTRIES

All companies involved in the food and beverage industry today have the choice of a newly designed range of products perfectly suiting their hygiene and corrosion-resistant specifications, which are not normally available among standard products.

With the utmost attention being given to oil tightness and wash down of the gearmotor's exterior surfaces, this allows the unit to be installed in the close proximity of the food process, without the need of screening by cabinets or guards.


The epoxy coating, with a total thickness of ca. 200 µm, provides superior abrasion and corrosion resistance properties. The complete unit in fact, whether gearmotor or gearbox only, is first coated with a two-part epoxy primer layer, followed by a highly resistant two part epoxy finish coating, which is lead-and chrome-free. The material is registered by NSF and FDA for the food-processing and pharmaceutical industries, for incidental food contact, and besides resisting the corrosion of most acid and alkaline substances, is also well suited against most chemical detergents commonly used in the industry. As per the Norm ISO 9223, the epoxy coating provided is suitable for the most aggressive environments, top classified C5 in the corrosivity scale.

Three colours are available for the finish, identified through the RAL code numbers RAL 9010 (white), 5010 (blue) e 9006 (light grey).

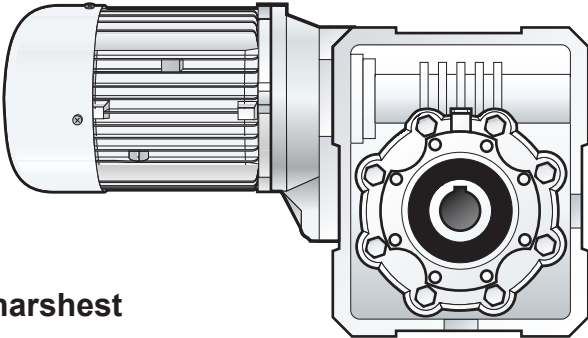

The **_EP** product can be further tailored to specific requirements through various options and mounting accessories.

Frame sizes available: 44 (excepted VFR style), 49, 63, 75, 86. Motor availability: 0,12 through 4 kW, both compact type and IEC – standard 2, 4 and 6 poles.


Perfectly suited for the food & beverage industries




Corrosion resistant

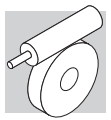


Resisting the harshest environments



Can be cleaned/sanitized with most detergents

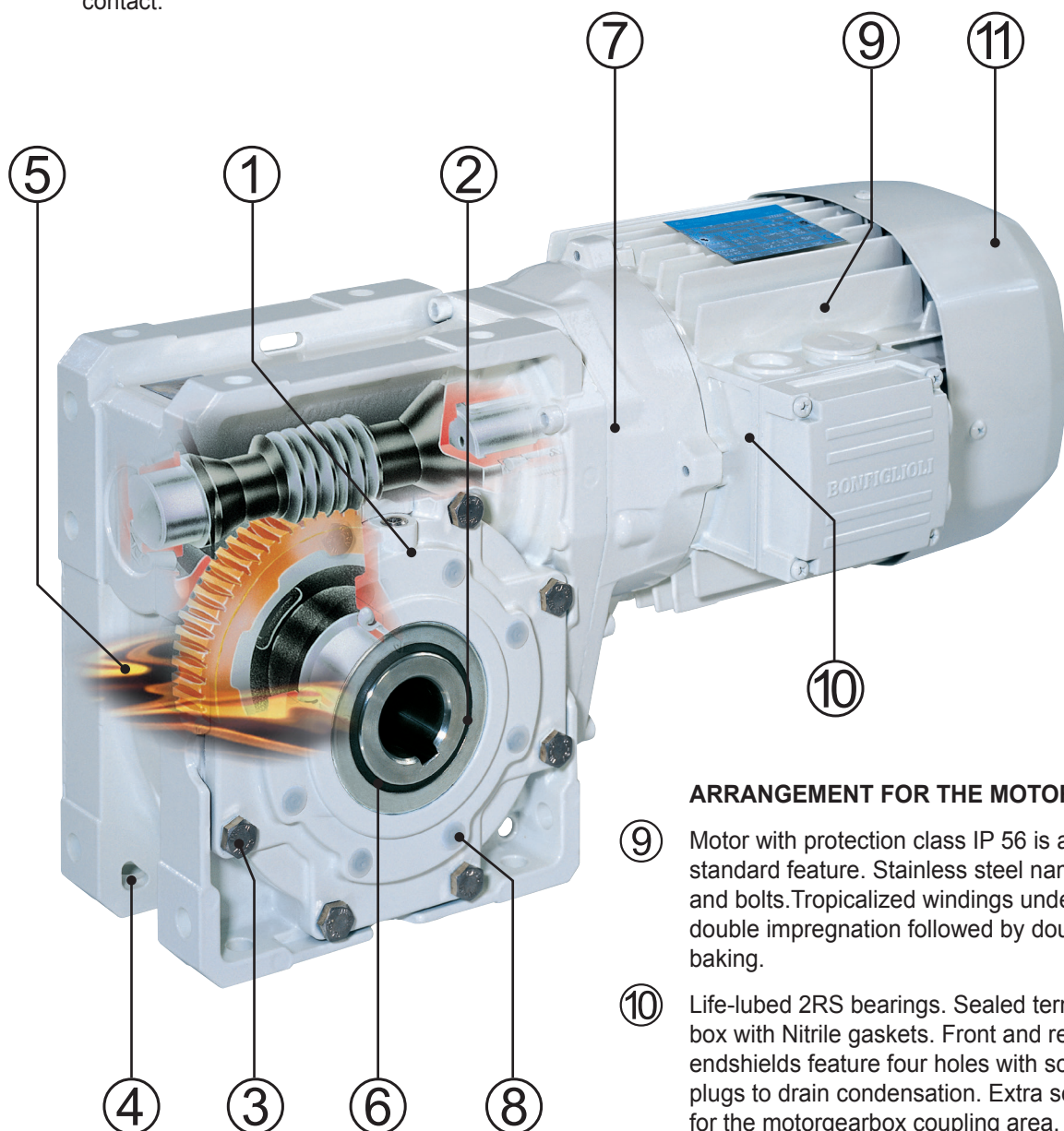




ARRANGEMENT FOR THE GEAR UNIT

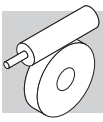
- ① The speed reducer is fully sealed to minimise contamination of the environment.
- ② Stainless steel output shaft - AISI 316.
- ③ Stainless steel nameplate and bolts.
- ④ Through holes facilitate discharge of water after wash-down.
- ⑤ In option is available lubricant UH1-class synthetic oil registered by NSF for the food-processing and pharmaceutical industries . In compliance with FDA for incidental food contact.

- ⑥ Oil seals loaded with stainless steel inner spring. Availability of washdown duty double lip oil seals with stainless steel frame.
- ⑦ Exterior surfaces are primed and paint finished with a two-part epoxy coating, FDA and NSF approved (depending on color choice) for incidental food contact.
- ⑧ Button plugs for unused mounting holes.



ARRANGEMENT FOR THE MOTOR

- ⑨ Motor with protection class IP 56 is a standard feature. Stainless steel nameplate and bolts. Tropicalized windings undergo double impregnation followed by double baking.
- ⑩ Life-lubed 2RS bearings. Sealed terminal box with Nitrile gaskets. Front and rear endshields feature four holes with screw plugs to drain condensation. Extra sealing for the motorgearbox coupling area.
- ⑪ Chemically inert fan.



GEAR UNIT

W-EP — 63 U 30 P90 B14 B3 RAL9010

OPTIONS

PAINTING

NP unpainted	
RAL9010	
RAL5010	
RAL9006 (not in compliance with FDA and NSF)	

MOUNTING POSITION

VF-EP 44 VF-EP 49	B3
W-EP 63 W-EP 75 W-EP 86	B3 (default), B6, B7, B8, V5, V6

MOTOR MOUNTING
B5, B14 (IEC standard)

INPUT CONFIGURATION

	VF-EP	VF-EP R	W-EP	W-EP R
P(IEC)	 P63...P80	 P63	 P71...P112	 P63...P90
s_			 S1...S3	

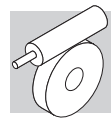
GEAR RATIO

VERSION

GEAR FRAME SIZE
VF-EP: **44, 49**
W-EP: **63, 75, 86**

— (blank)
R (helical-worm gear unit VF-EP 44)

GEAR TYPE
VF-EP
W-EP



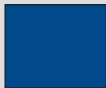
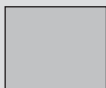


MOTOR

BN-EP 80B 4 B14 230/400-50 CLF ... RAL9010

OPTIONS

PAINTING

NP unpainted	
RAL9010	
RAL5010	
RAL9006 <small>(not in compliance with FDA and NSF)</small>	

TERMINAL BOX POSITION
W (default), **N**, **E**, **S**

INSULATION CLASS
CL F standard
CL H option

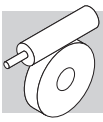
VOLTAGE-FREQUENCY

VERSION
— (integral motor)
B5, B14 (IEC motor)

POLE NUMBER
2, 4, 6,

MOTOR SIZE
1SC ... 3LC (integral motors)
63 ... 112 (IEC motors)

MOTOR TYPE
M-EP = 3-phase integral
BN-EP = 3-phase IEC



33 GEARBOX OPTIONS

PX

Wash down duty oil seals for the output shaft. The particular oil seals, offered as an option, make the gearmotor suitable for arduous environments where frequent washdowns occur, often with high-pressure hot water, together with sanitizing agents. The stainless steel screen and the low friction PTFE double lip design provide an extended life and improved sealing function even under extreme conditions with the presence of aggressive media.

PV

Fluoro elastomer rings on output shaft. Stainless steel loading spring.

UH1

Food grade synthetic lubricant. The gearbox is factory filled with “long life” lubricant, approved for incidental food contact and registered as UH1 by the NSF for the food and pharma industry, it also satisfy the FDA 21 CFR Sec. 178.3570 norms.

It's polyglycol-based synthetic nature, not only extends the application range from temperatures of -25°C to $+150^{\circ}\text{C}$, but does not require periodical oil change thus, with the absence of contamination, the gearbox is virtually maintenance-free.

CERTIFICATES

AC - Certificate of compliance

The document certifies the compliance of the product with the purchase order and the construction in conformity with the applicable procedures of the Bonfiglioli Quality System.

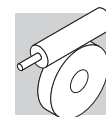
CC - Inspection certificate

The document entails checking on order compliance, the visual inspection of external conditions and of mating dimensions. Checking on main functional parameters in unloaded conditions is also performed along with oil seal proofing, both in static and in running conditions. Units inspected are sampled within the shipping batch and marked individually.

34 MOTOR OPTIONS

The available options for BN-EP and M-EP motors are: D3, E3, K1, H1, NH1, RC, RV, ACM, CC, CUS, S2, S3, S9.

For more detailed information please consult the Electric Motor section in this book.



35 OTHERS INFORMATION ABOUT GEARBOX AND GEARMOTOR

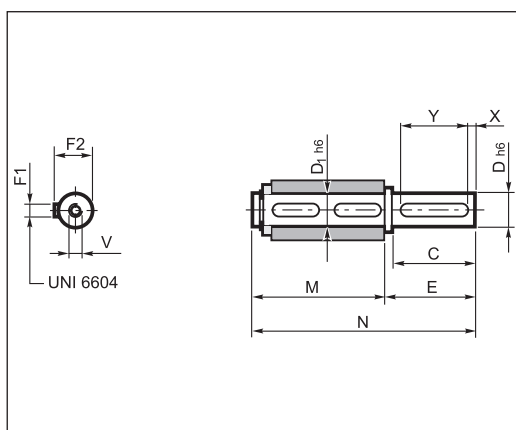
Mounting positions, technical data, motor availability, moments of inertia and dimensions of **VF-EP** e **W-EP** series don't change among equivalent **VF** and **W** product series. In the same way, information about **M-EP** and **BN-EP** motors don't change among equivalent **M** and **BN** product series. All of these information can be obtained in the related chapters of this catalogue.

36 THE ACCESSORIES FOR THE _EP SERIES

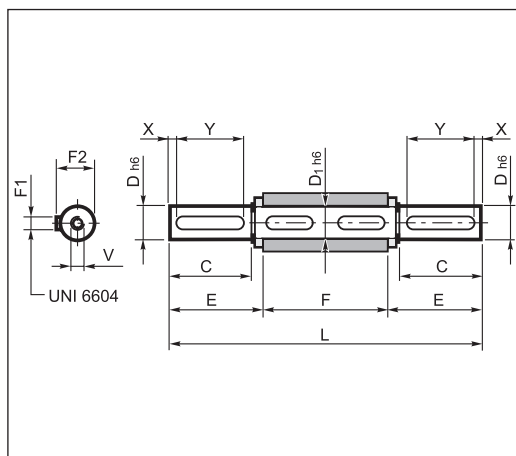
Depending on the mounting pattern, the gearbox can be complemented with the following pieces of equipment:

- AISI 316 stainless steel plug-in solid shaft, both single and double projection
- epoxy paint coated torque arm (specify RAL_)
- safety cover for the unused hollow shaft area – plastic type for W63, W75 and W86 units, metal type nitrile coated for VF 44 and VF 49, with stainless steel fasteners. IP 56 protection achieved after assembling.

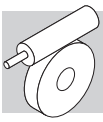
36.1 Plug-in output shaft



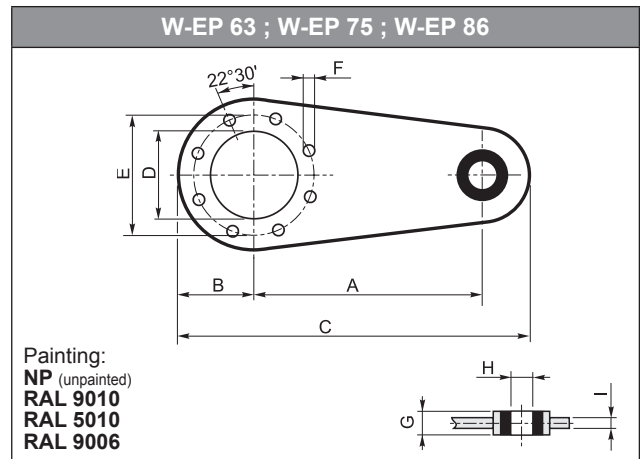
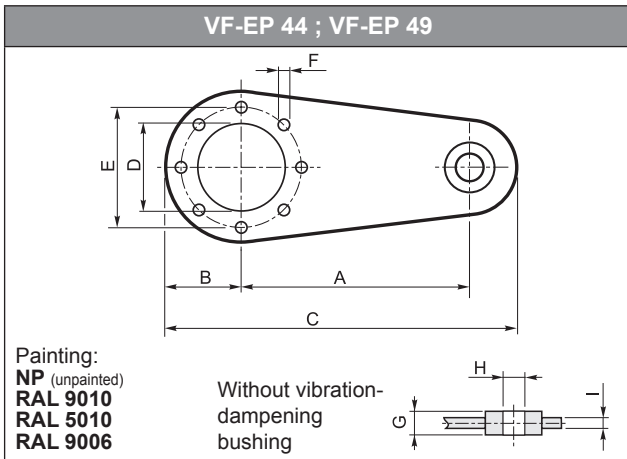
	C	D	D1	E	F1	F2	M	N	V	X	Y
VF-EP 44	40	18	18	45	6	20.5	70	115	M6x16	5	30
VF-EP 49 VF-EP R 49	60	25	25	65	8	28	89	154	M8x19	5	50
W-EP 63 W-EP R 63	60	25	25	65	8	28	127	192	M8x19	5	50
W-EP 75 W-EP R 75	60	30	30	65	8	33	134	199	M10x22	5	50
W-EP 86 W-EP R 86	60	35	35	65	10	38	149	214	M10x22	5	50



	C	D	D1	E	F	F1	F2	L	V	X	Y
VF-EP 44	40	18	18	42.7	64	6	20.5	149.4	M6x16	5	30
VF-EP 49 VF-EP R 49	60	25	25	63.2	82	8	28	208.4	M8x19	5	50
W-EP 63 W-EP R 63	60	25	25	63.2	120	8	28	246.4	M8x19	5	50
W-EP 75 W-EP R 75	60	30	30	64	127	8	33	255	M10x22	5	50
W-EP 86 W-EP R 86	60	35	35	64	140	10	38	268	M10x22	5	50

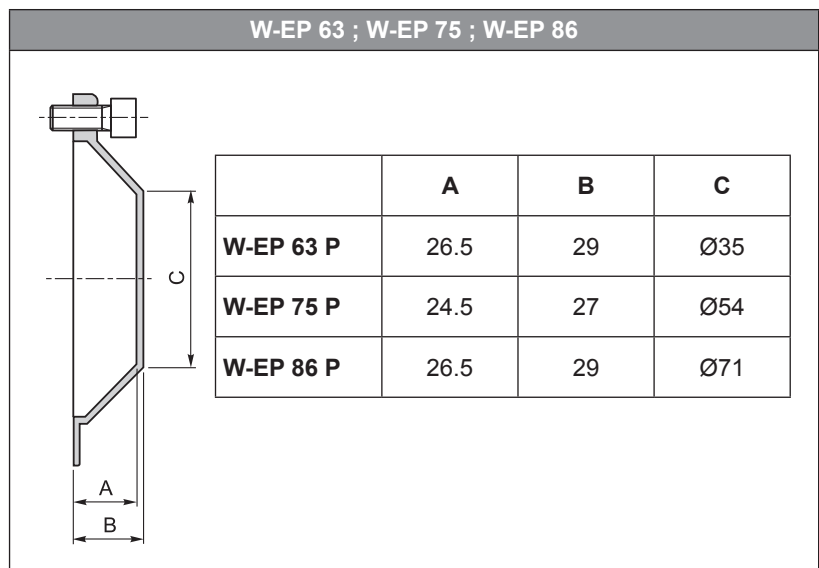
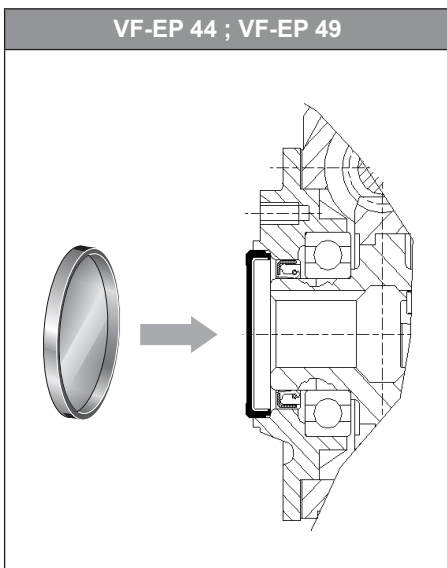


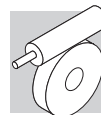
36.2 Torque arm



	A	B	C	D	E	F	G	H	I
VF-EP 44	100	40	157.5	50	65	7	14	8	4
VF-EP 49 VF-EP R 49	100	55	172.5	68	94	7	14	8	4
W-EP 63 W-EP R 63	150	55	233	75	90	9	20	10	6
W-EP 75 W-EP R 75	200	63	300	90	110	9	25	20	6
W-EP 86 W-EP R 86	200	80	318	110	130	11	25	20	6

36.3 Safety cover





RVS LIMIT-STOP DEVICE

37 GENERAL INFORMATION

The limit-stop device type RVS has been designed to fit Bonfiglioli Riduttori worm gearmotors to operate:

- Green house windows and shades
- Remote-controlled gates
- Hopper frame windows
- Dosing devices for the livestock farming industry
- Butterfly valves

Worm gearmotors equipped with the RVS limit switch device are suitable for linear and rotary intermittent duty applications requiring accurate and repetitive positioning.

For the applications listed above, typically light duty, worm gear-motors should only be selected from relevant selection charts, given at paragraph 40.

The drive selection will then comply with both the application duty and the max. peripheral speed constraints of the limit-switch device.

The configuration is complete when the limit-switch device RVS is flanged onto the gearmotor through the relevant assembly kit (see next page).

Configuration kits are available for worm gears type VF 49, W 63, W 75, and W 86 only.

Please note that **RVS** devices will only fit F-flanged VF 49 and FC-flanged W worm gears.

RVS mounting side is opposite to flange.

37.1 Technical features

The working principle of the limit-stop device is based on the differential movement of two pairs of wheels – each equipped with a cam – and the relative operation of precision micro-switches that stop and reverse motion through relays (to be fitted by the installer).

Travel end positions, normally the open and closed positions of application frame, are easily set using a common Allen key after gearmotor installation.

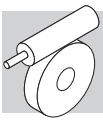
Once adjusted, the unit will retain its settings over time for guaranteed motion repeatability.

In its basic version, the **RVS** limit-stop unit comes with a pair of approx. 1-m long cables. Internal wiring is made at the factory.

The RVS unit is available in the following variants:

RVS ME: the limit switch features a 6-stud terminal box for external wiring of cables to main relays.

RVS DM: features a double set of micro-switches, connected in series, for absolute reliability where applicable regional standards or regulations call for a redundant design.





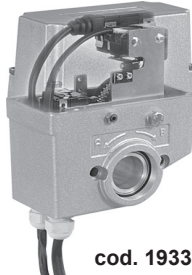
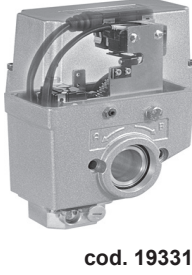
RVS ME DM: features the combination of the two options described above.

Regardless to the variant the RVS limit switch device offers the following features:

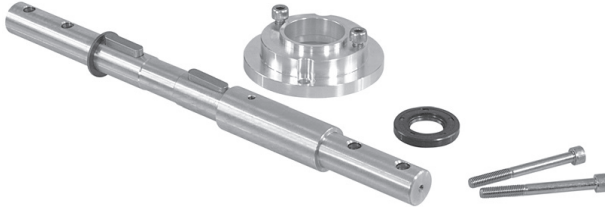
- Extremely quiet operation
- Space efficiency
- Ease of installation and setting
- Overall protection IP55
- Adjustment range within a maximum of 43 revolutions of drive shaft.

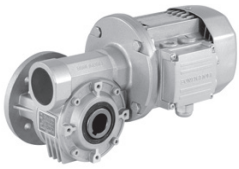
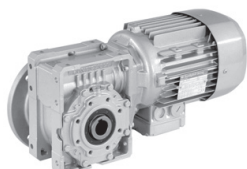
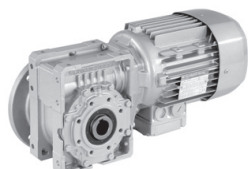
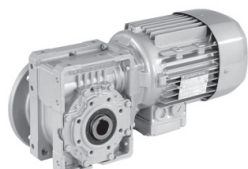
38 ORDERING CODES

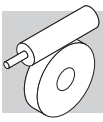
Determine which device or variant best suits the specific application and locate the part number in the table below:

RVS	RVS ME	RVS DM	RVS ME DM
 <p>cod. 193312025</p>	 <p>cod. 193312026</p>	 <p>cod. 193312027</p>	 <p>cod. 193312028</p>

Select also the part number of the specific configuration kit for the speed reducer the limit-stop device is to be installed to:

			
cod. 192860001	cod. 192860002	cod. 192860003	cod. 192860004

 <p>VF 49 F - VFR 49 F</p>	 <p>W 63 UFC - WR 63 UFC</p>	 <p>W 75 UFC - WR 75 UFC</p>	 <p>W 86 UFC - WR 86 UFC</p>
---	---	--	---



40 GEARMOTOR SELECTION

0.12 kW

n_2 min ⁻¹	M_2 Nm	i		IEC	
4.7	98	300	VFR 49_300	P63 BN63A4	
5.8	89	240	VFR 49_240	P63 BN63A4	
6.7	83	210	VFR 49_210	P63 BN63A4	
7.8	76	180	VFR 49_180	P63 BN63A4	
10.4	64	135	VFR 49_135	P63 BN63A4	
14.0	41	100	VF 49_100	P63 BN63A4	VF 49_100 P63 K63A4
17.5	37	80	VF 49_80	P63 BN63A4	VF 49_80 P63 K63A4
20.0	34	70	VF 49_70	P63 BN63A4	VF 49_70 P63 K63A4
23.3	31	60	VF 49_60	P63 BN63A4	VF 49_60 P63 K63A4

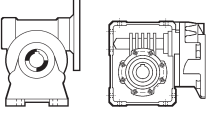

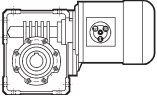
0.18 kW

n_2 min ⁻¹	M_2 Nm	i		IEC	
7.8	112	180	VFR 49_180	P63 BN63B4	
10.4	95	135	VFR 49_135	P63 BN63B4	
14.0	61	100	VF 49_100	P63 BN63B4	
17.5	54	80	VF 49_80	P63 BN63B4	VF 49_80 P63 K63B4
20.0	49	70	VF 49_70	P63 BN63B4	VF 49_70 P63 K63B4
23.3	45	60	VF 49_60	P63 BN63B4	VF 49_60 P63 K63B4

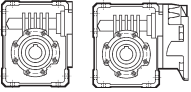

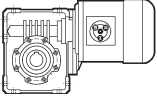
0.25 kW

n_2 min ⁻¹	M_2 Nm	i		IEC	
4.7	214	300	WR 63_300	P71 BN71A4	
5.8	192	240	WR 63_240	P71 BN71A4	
7.3	170	192	WR 63_192	P71 BN71A4	
10.4	136	135	WR 63_135	P71 BN71A4	
12.3	121	114	WR 63_114	P71 BN71A4	
14.0	82	100	VF 49_100	P71 BN71A4	
17.5	72	80	VF 49_80	P71 BN71A4	
20.0	66	70	VF 49_70	P71 BN71A4	
23.3	61	60	VF 49_60	P71 BN71A4	VF 49_60 P71 K71A4

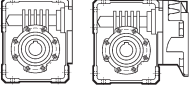

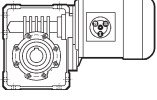
0.37 kW

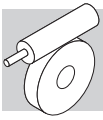
n_2 min ⁻¹	M_2 Nm	i		IEC		
4.7	382	300	WR 86_300	P71	BN71B4	
5.8	306	240	WR 75_240	P71	BN71B4	
7.3	290	192	WR 86_192	P71	BN71B4	
7.8	257	180	WR 75_180	P71	BN71B4	
9.3	226	150	WR 75_150	P71	BN71B4	
10.4	204	135	WR 63_135	P71	BN71B4	
12.3	181	114	WR 63_114	P71	BN71B4	
14.0	133	100	W 63_100	P71	BN71B4	W 63_100 S1 M1SD4
17.5	108	80	VF 49_80	P71	BN71B4	
20.0	98.3	70	VF 49_70	P71	BN71B4	
23.3	90.5	60	VF 49_60	P71	BN71B4	

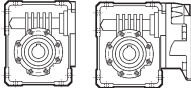

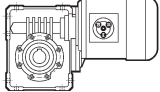
0.55 kW

n_2 min ⁻¹	M_2 Nm	i		IEC		
4.7	559	300	WR 86_300	P80	BN80A4	
5.8	483	240	WR 86_240	P80	BN80A4	
7.3	423	192	WR 86_192	P80	BN80A4	
7.8	376	180	WR 75_180	P80	BN80A4	
8.3	383	168	WR 86_168	P80	BN80A4	
9.3	331	150	WR 75_150	P80	BN80A4	
10.1	330	138	WR 86_138	P80	BN80A4	
11.7	287	120	WR 75_120	P80	BN80A4	
14.0	194	100	W 63_100	P80	BN80A4	W 63_100 S1 M1LA4
17.5	170	80	W 63_80	P80	BN80A4	W 63_80 S1 M1LA4
21.9	148	64	W 63_64	P80	BN80A4	W 63_64 S1 M1LA4
23.3	148	60	W 75_60	P80	BN80A4	W 75_60 S1 M1LA4

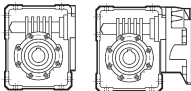

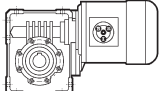
0.75 kW

n_2 min ⁻¹	M_2 Nm	i		IEC		
7.3	568	192	WR 86_192	P80	BN80B4	
8.3	514	168	WR 86_168	P80	BN80B4	
9.3	444	150	WR 75_150	P80	BN80B4	
10.1	443	138	WR 86_138	P80	BN80B4	
11.7	386	120	WR 75_120	P80	BN80B4	
14.0	281	100	W 75_100	P80	BN80B4	W 75_100 S2 M2SA4
17.5	241	80	W 75_80	P80	BN80B4	W 75_80 S2 M2SA4
21.9	199	64	W 63_64	P80	BN80B4	W 63_64 S2 M2SA4
23.3	199	60	W 75_60	P80	BN80B4	W 75_60 S2 M2SA4

**1.1 kW**

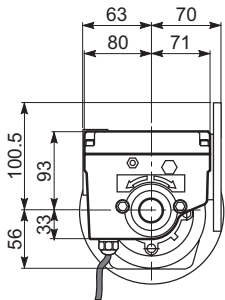
n_2 min ⁻¹	M_2 Nm	i				
10.1	652	138	WR 86_138	P90	BN90S4	
11.7	594	120	WR 86_120	P90	BN90S4	
14.0	443	100	W 86_100	P90	BN90S4	W 86_100 S2 M2SB4
17.5	384	80	W 86_80	P90	BN90S4	W 86_80 S2 M2SB4
21.9	326	64	W 86_64	P90	BN90S4	W 86_60 S2 M2SB4

1.5 kW

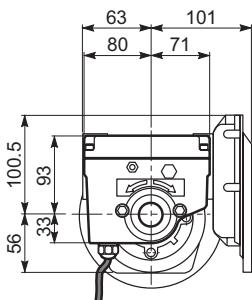
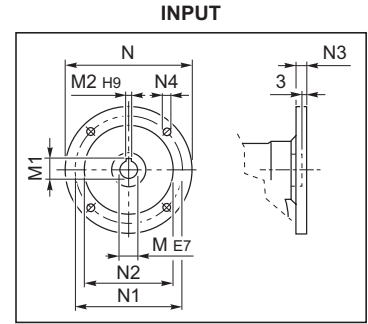
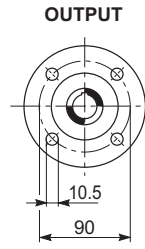
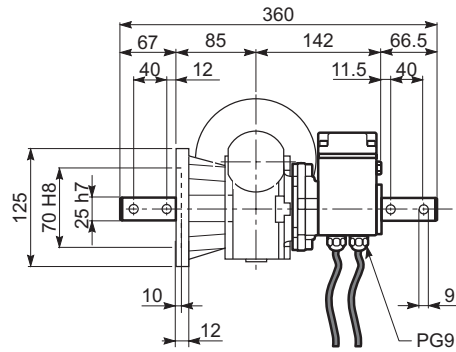
n_2 min ⁻¹	M_2 Nm	i				
11.7	816	120	WR 86_120	P90	BN90LA4	
17.5	527	80	W 86_80	P90	BN90LA4	W 86_80 S3 M3SA4
21.9	448	64	W 86_64	P90	BN90LA4	W 86_60 S3 M3SA4

41 DIMENSIONS

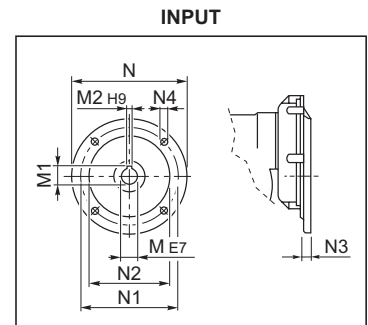
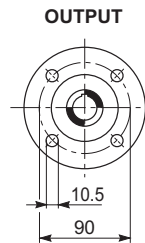
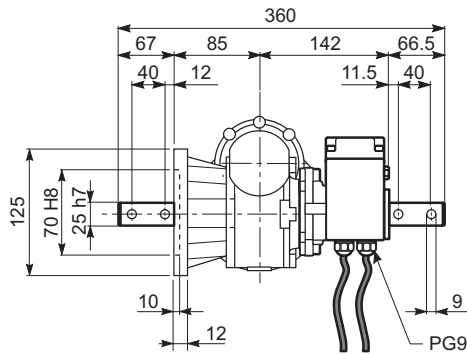
VF 49_F - VFR 49_F



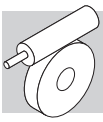
VF 49_F



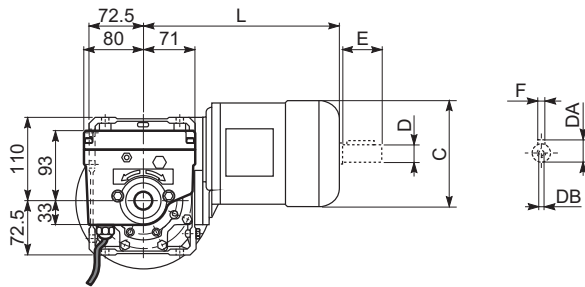
VFR 49_F



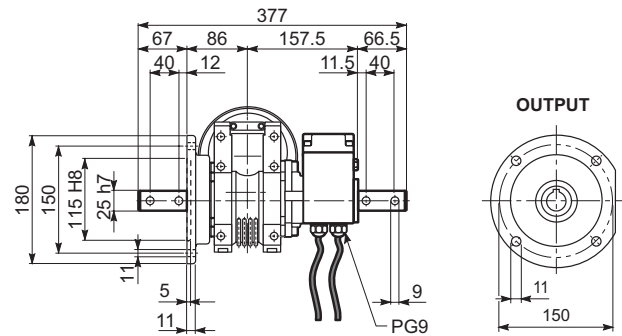
	M	M1	M2	N	N1	N2	N3	N4
VF 49_P 63	11	12.8	4	140	115	95	10.5	9.5
VF 49_P 71	14	16.3	5	160	130	110	10.5	9.5
VFR 49_P 63	11	12.8	4	140	115	95	11	M8x19



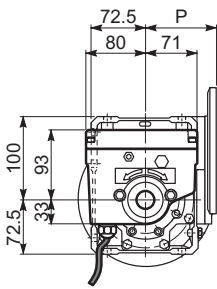
W 63 UFC_M - W 63 UFC - WR 63 UFC



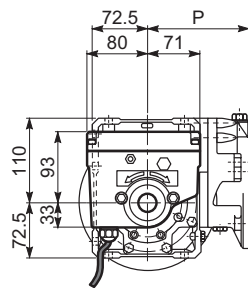
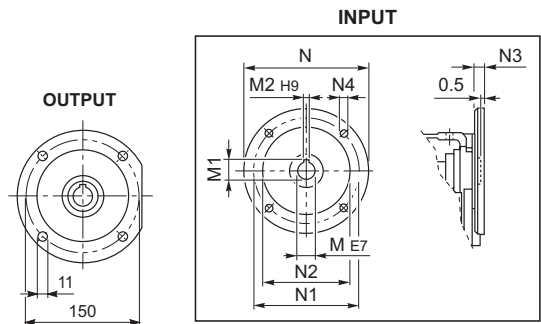
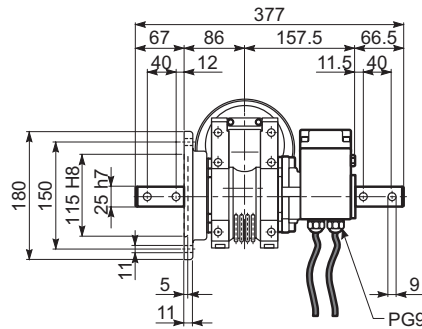
W 63 UFC_M



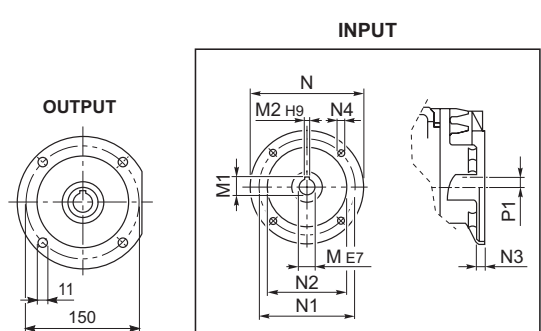
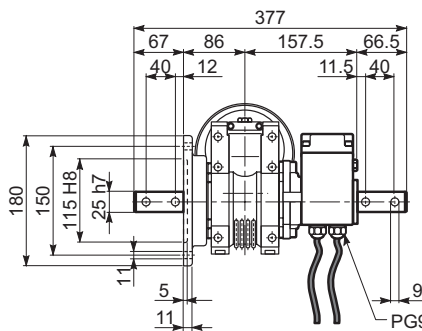
	C	D	DA	DB	E	F	L
W 63_S1 M1L	138	14	16	M5	30	5	289
W 63_S2 M2S	156	19	21.5	M6	40	6	317



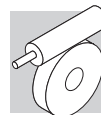
W 63 UFC



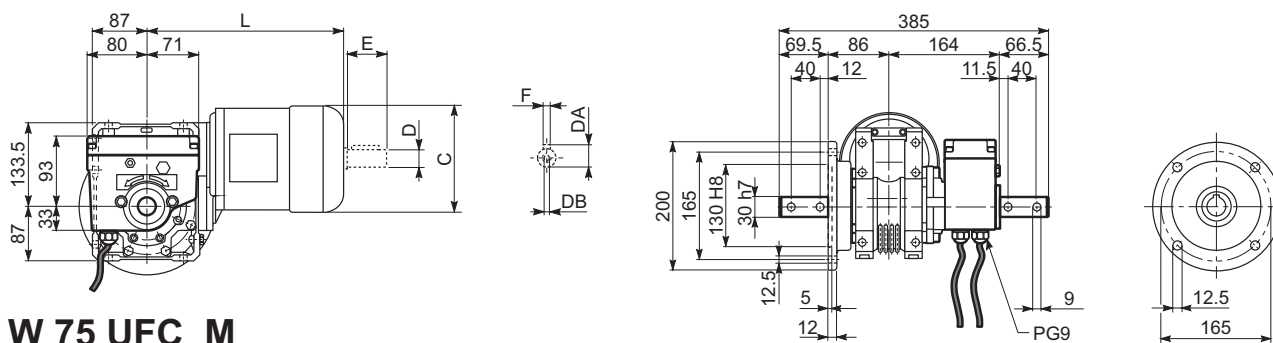
WR 63 UFC



	M	M1	M2	N	N1	N2	N3	N4	P	P1
W 63_P 71	14	16.3	5	160	130	110	11	9	95	-
W 63_P 80	19	21.8	6	200	165	130	12	11.5	102	-
W 63_P 90	24	27.3	8	200	165	130	12	11.5	102	-
WR 63_P 63	11	12.8	4	140	115	95	10	M8x10	133.5	11.42
WR 63_P 71	14	16.3	5	160	130	110	10	M8x10	133.5	11.42

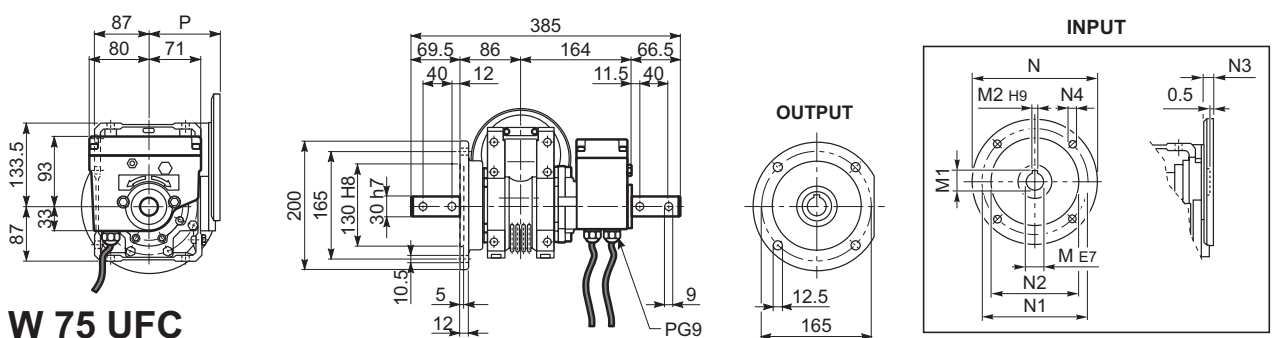


W 75 UFC_M - W 75 UFC - WR 75 UFC

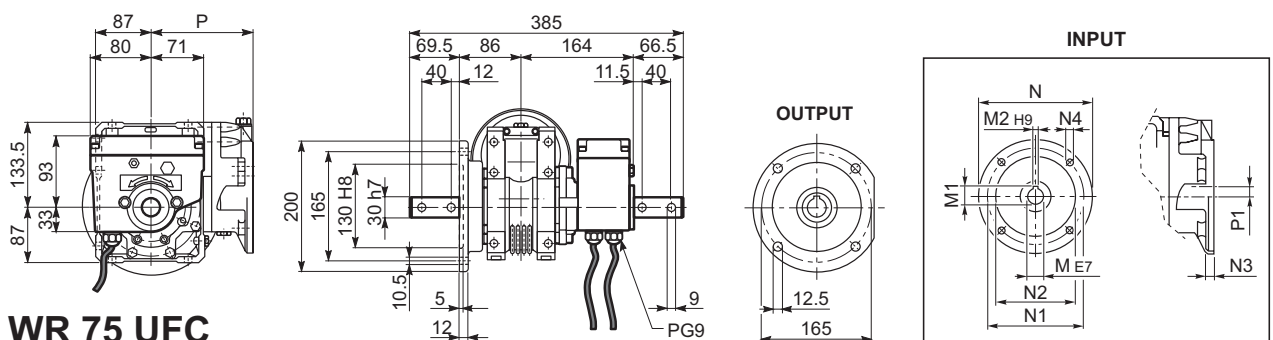


W 75 UFC_M

	C	D	DA	DB	E	F	L
W 75_S1 M1L	138	14	16	M5	30	5	308
W 75_S2 M2S	156	19	21.5	M6	40	6	333
W 75_S3 M3S	193	28	31	M10	60	8	376
W 75_S3 M3L	193	28	31	M10	60	8	408

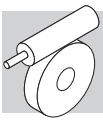


W 75 UFC

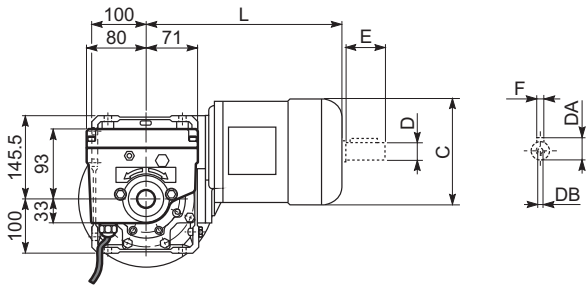


WR 75 UFC

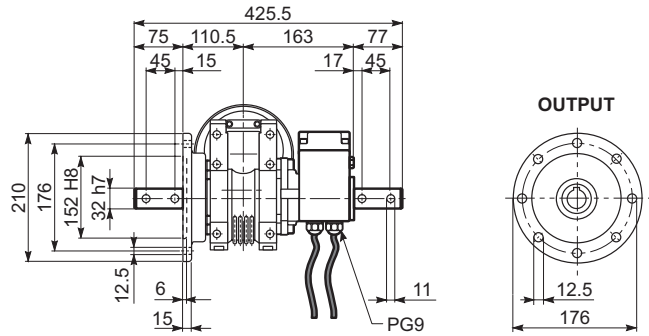
	M	M1	M2	N	N1	N2	N3	N4	P	P1
W 75_P 71	14	16.3	5	160	130	110	11	9	112	-
W 75_P 80	19	21.8	6	200	165	130	12	11.5	112	-
W 75_P 90	24	27.3	8	200	165	130	12	11.5	112	-
WR 75_P 63	11	12.8	4	140	115	95	10	M8x10	152	23.53
WR 75_P 71	14	16.3	5	160	130	110	10	M8x10	152	23.53
WR 75_P 80	19	21.8	6	200	165	130	12	M10x13	163.5	11
WR 75_P 90	24	27.3	8	200	165	130	12	M10x13	163.5	11



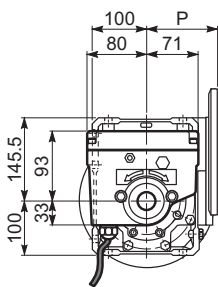
W 86 UFC_M - W 86 UFC - WR 86 UFC



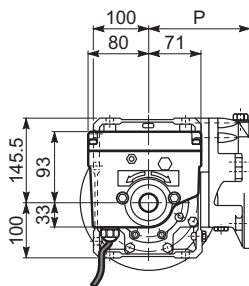
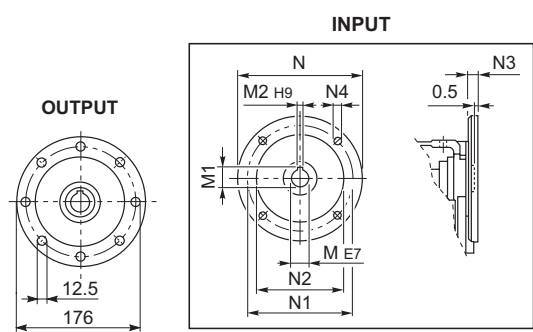
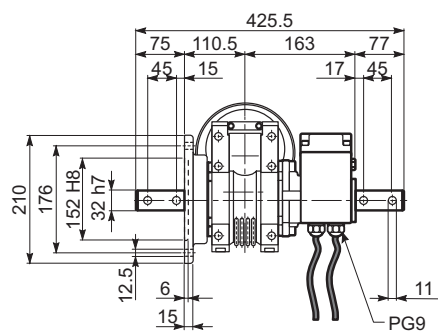
W 86 UFC_M



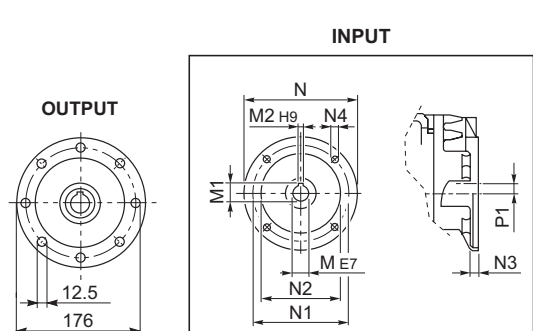
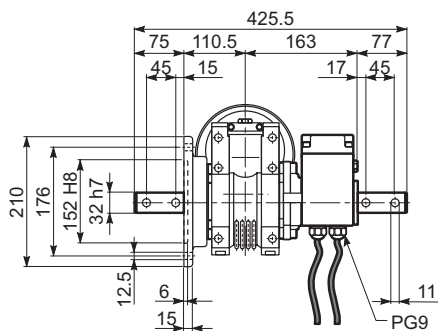
	C	D	DA	DB	E	F	L
W 86_S1 M1L	138	14	16	M5	30	5	324
W 86_S2 M2S	156	19	21.5	M6	40	6	349
W 86_S3 M3S	193	28	31	M10	60	8	392
W 86_S3 M3L	193	28	31	M10	60	8	424



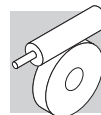
W 86 UFC



WR 86 UFC

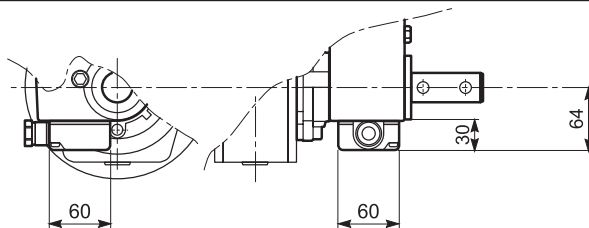


	M	M1	M2	N	N1	N2	N3	N4	P	P1
W 86_P 71	14	16.3	5	160	130	110	11	9	128	-
W 86_P 80	19	21.8	6	200	165	130	12	11.5	128	-
W 86_P 90	24	27.3	8	200	165	130	12	11.5	128	-
WR 86_P 63	11	12.8	4	140	115	95	10	M8x10	168	35.4
WR 86_P 71	14	16.3	5	160	130	110	10	M8x10	168	35.4
WR 86_P 80	19	21.8	6	200	165	130	12	M10x13	179.5	22.9
WR 86_P 90	24	27.3	8	200	165	130	12	M10x13	179.5	22.9

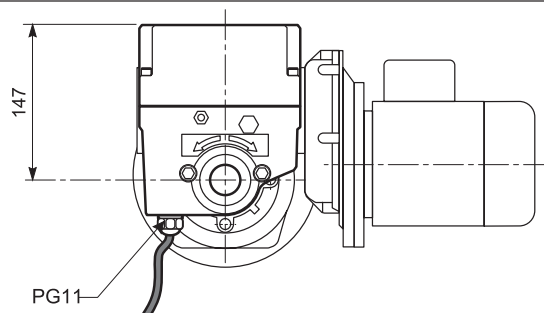


42 OPTIONS

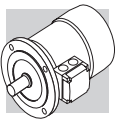
Limit switch modifications

ME

Version with terminal box

DM

Four microswitch version



ELECTRIC MOTORS

M1 SYMBOLS AND UNITS OF MEASUREMENT

Symbols	Units of Measure	Description	Symbols	Units of Measure	Description
$\cos\varphi$	–	Power factor	n	[min ⁻¹]	Rated speed
η	–	Efficiency	P_B	[W]	Power drawn by the brake at 20°C
f_m	–	Power adjusting factor	P_n	[kW]	Motor rated power
I	–	Cyclic duration factor	P_r	[kW]	Required power
I_N	[A]	Rated current	t_1	[ms]	Brake response time with one-way rectifier
I_S	[A]	Locked rotor current	t_{1s}	[ms]	Brake response time with electronic-controlled rectifier
J_C	[Kgm ²]	Load moment of inertia	t_2	[ms]	Brake reaction time with a.c. disconnect
J_M	[Kgm ²]	Moment of inertia	t_{2c}	[ms]	Brake reaction time with a.c. and d.c. disconnect
K_C	–	Torque factor	t_a	[°C]	Ambient temperature
K_d	–	Load factor	t_f	[min]	Work time at constant load
K_J	–	Inertia factor	t_r	[min]	Rest time
M_A	[Nm]	Mean breakaway torque	W	[J]	Braking work between service interval
M_B	[Nm]	Brake torque	W_{max}	[J]	Maximum brake work for each braking
M_N	[Nm]	Rated torque	Z	[1/h]	Permissible starting frequency, loaded
M_L	[Nm]	Counter-torque during acceleration	Z_0	[1/h]	Max. permissible unloaded starting frequency (I = 50%)
M_S	[Nm]	Starting torque			



M2 GENERAL CHARACTERISTICS

M2.1 Production range

The asynchronous three-phase electric motors of BONFIGLIOLI RIDUTTORI's production, are available in basic designs IMB5 and IMB14 and derived versions, with the following polarities: 2, 4, 6, 2/4, 2/6, 2/8, 2/12.

The technical characteristics of compact motors, M type, are also supplied in this manual.

M2.2 Standards

The motors described in this catalogue are manufactured to the applicable standards shown in the following table.

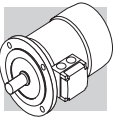
(F 1)

Title	CEI	IEC
General requirements for rotating electrical machines	CEI EN 60034-1	IEC 60034-1
Terminal markings and direction of rotation of rotating machines	CEI 2-8	IEC 60034-8
Methods of cooling for electrical machines	CEI EN 60034-6	IEC 60034-6
Dimensions and output ratings for rotating electrical machines	EN 50347	IEC 60072
Classification of degree of protection provided by enclosures for rotating machines	CEI EN 60034-5	IEC 60034-5
Noise limits	CEI EN 60034-9	IEC 60034-9
Classification of type of construction and mounting arrangements	CEI EN 60034-7	IEC 60034-7
Rated voltage for low voltage mains power	CEI 8-6	IEC 60038
Vibration level of electric machines	CEI EN 60034-14	IEC 60034-14

The motors also comply with foreign standards adapted to IEC 60034-1 as shown here below.

(F 2)

DIN VDE 0530	Germany
BS5000 / BS4999	Great Britain
AS 1359	Australia
NBNC 51 - 101	Belgium
NEK - IEC 34	Norway
NF C 51	France
OEVE M 10	Austria
SEV 3009	Switzerland
NEN 3173	Netherlands
SS 426 01 01	Sweden



M2.3 Motors for USA and Canada

CUS

BN and M motors are available in NEMA Design C configuration (concerning electrical characteristics), in compliance with CSA (Canadian standard) C22.2 No. 100 and UL (Underwriters Laboratory) UL 1004-1. By specifying the option CUS the name plate is marked with both symbols shown here below.



US power mains voltages and the corresponding rated voltages to be specified for the motor are indicated in the following table:

(F 3)

Frequency	Mains voltage	V_{mot}
60 Hz	208 V	200 V
	240 V	230 V
	480 V	460 V
	600 V	575 V

Motors with YY/Y connection (e.g. 230/460-60; 220/440-60) feature, as standard, a 9-stud terminal board. For some executions, as well as for 575V-60Hz tions, as well as for 575V-60Hz supply, the nominal rating is coincident with the correspondent 50Hz rating.

For DC brake motors type BN/M_FD and BN/M_AFD, the rectifier is connected to a single-phase 230 VAC supply voltage in the motor terminal box.

Brake power supply for brake motors is as follows:

(F 4)

BN_FD ; BN_AFD M_FD ; M_AFD	BN_FA ; BN_BA M_FA	Specify
Wired to terminal box 1~230V a.c.	Separate power supply 230V Δ - 60Hz	230SA
	Separate power supply 460V Y - 60Hz	460SA

The CUS option does not apply to servo-ventilated motors or motors with the AFD brake.



M2.4 China Compulsory Certification

CCC

Electric motors destined for sale in the People's Republic of China have to be certified under the CCC (China Compulsory Certification) system. BN motors of up to 7 Nm in rated torque are available with CCC certification and a special nameplate bearing the mark shown below:



The CCC option does not apply to motors with the AFD brake.

M2.5 Directives 2006/95/EC (LVD) and 2004/108/EC (EMC)

BN and M motors meet the requirements of Directives 2006/95/EC (Low Voltage Directive) and 2004/108/EC (Electromagnetic Compatibility Directive) and their name plates bear the CE mark. As for the EMC Directive, construction is in accordance with standards CEI EN 60034-1, EN 61000-6-2, EN 61000-6-4.

Motors with FD and AFD brakes, when fitted with the suitable capacitive filter at rectifier input (option **CF**), meet the emission limits required by Standard EN 61000-6-3:2007 "Electromagnetic compatibility - Generic Emission Standard - Part 6-3 Residential, commercial and light industrial environment". Motors also meet the requirements of standard CEI EN 60204-1 "Electrical equipment of machines". The responsibility for final product safety and compliance with applicable directives rests with the manufacturer or the assembler who incorporate the motors as component parts.

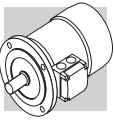
M2.6 Tolerances

As per the Norms applicable the tolerances here below apply to the following quantities.

(F 5)

-0.15 (1 - η) P \leq 50kW	Efficiency
-(1 - $\cos\phi$)/6 min 0.02 max 0.07	Power factor
$\pm 20\%$ *	Slip
+20%	Locked rotor current
-15% +25%	Locked rotor torque
-10%	Max. torque

* $\pm 30\%$ for motors with Pn < 1 kW



M3 MECHANICAL FEATURES

M3.1 Versions

EC-normalised BN motors are available in the design versions indicated in table (F6) as per Standards CEI EN 60034-14.

Mounting versions are:

IM B5 (basic)

IM V1, IM V3 (derived)

IM B14 (basic)

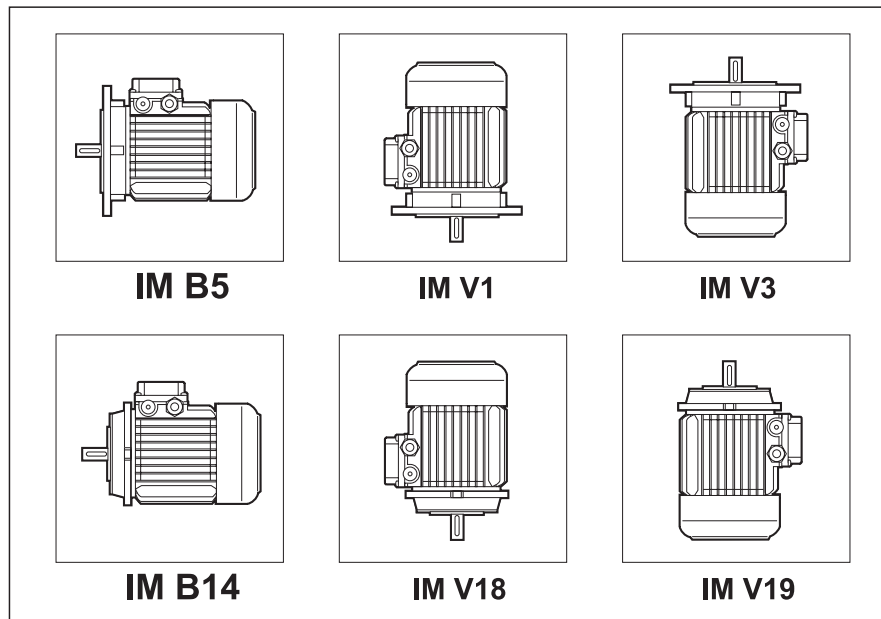
IM V18, IM V19 (derived)

IM B5 design motors can be installed in positions IM V1 and IM V3; IM B14 design motors can be installed in positions IM V18 and IM V19.

In such cases, the basic design IM B5 or IM B14 is indicated on the motor name plate.

In design versions with a vertically located motor and shaft downwards, it is recommended to request the drip cover (always necessary for brake motors). This facility, included in the option list should be specified when ordering as it does not come as a standard device

(F 6)



Flanged motors can be supplied with a reduced mounting interface, as shown in chart (F7) below.



(F 7)

	BN 71	BN 80	BN 90	BN 100	BN 112	BN 132
	DxE - Ø					
B5R ⁽¹⁾	11x23 - 140	14x30 - 160	19x40 - 200	24x50 - 200	24x50 - 200	28x60 - 250
B14R ⁽²⁾	11x23 - 90	14x30 - 105	19x40 - 120	24x50 - 140	—	—

- (1) flange with through holes
 (2) flange with threaded holes

M3.2 Degree of protection

IP..

The following chart provides an overview of the degrees of protection available.

In addition to the degree of protection specified when ordering, motors to be installed outdoors require protection against direct sunlight and also – when they are to be installed vertically down – a drip cover to prevent the ingress of water and solid particles (option **RC**).

(F 8)

		IP 54	IP 55	IP 56
BN	M	⊘	standard	
BN_FD BN_AFD BN_FA	M_FD M_AFD M_FA	standard		⊘
BN_BA	—	⊘	standard	⊘

M3.3 Cooling

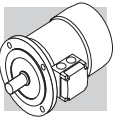
The motors are externally ventilated (IC 411 to CEI EN 60034-6) and are equipped with a plastic fan working in both directions.

The motors must be installed allowing sufficient space between fan cowl and the nearest wall to ensure free air intake and allow access for maintenance purposes on motor and brake, if supplied.

Independent, forced air ventilation (IC 416) can be supplied on request (option U1).

This solution enables to increase

the motor duty factor when driven by an inverter and operating at reduced speed.



M3.4 Direction of rotation

Rotation is possible in both directions. If terminals U1, V1, and W1 are connected to line phases L1, L2 and L3, clockwise rotation (looking from drive end) is obtained. For counterclockwise rotation, switch two phases.

M3.5 Noise

Noise levels, measured using the method prescribed by ISO 1680 Standards, are within the maximum levels specified by Standards CEI EN 60034-9.

M3.6 Vibrations and balancing

Rotor shafts are balanced with half key fitted and fall within the vibration class N, as per Standard CEI EN 60034-14.

If a further reduced noise level is required improved balancing carequired improved balancing can be optionally requested (class B).

Table below shows the value for the vibration velocity for standard (A) and improved (B) balancing.

(F 9)

Vibration class	Angular velocity n [min ⁻¹]	Limits of the vibration velocity
		[mm/s] BN 56 ≤ H ≤ BN 200 M05 ≤ H ≤ M5
A	600 < n < 3600	1.6
B	600 < n < 3600	0.70

Values refer to measures with freely suspended motor in unloaded conditions.

M3.7 Terminal box

Terminal board features 6 studs for eyelet terminal connection.

A ground terminal is also supplied for earthing of the equipment.

Terminals number and type are shown in the following table.



For brake power supply, please read par. M6, M7 (brake FD and AFD), M8, M9 (brake FA and BA).

Brakemotors house the a.c./d.c. rectifier (factory pre-wired) inside the terminal box.

Wiring instructions are provided either in the box or in the user manual.





(F 10)

		No. of terminals	Terminal threads	Wire max cross section area mm ²
BN 56...BN 71	M05, M1	6	M4	2.5
BN 80, BN 90	M2	6	M4	2.5
BN 100...BN 112	M3	6	M5	6
BN 132...BN 160MR	M4	6	M5	6
BN 160M...BN 180M	M5	6	M6	16
BN 180L...BN 200L	—	6	M8	25

M3.8 Cable entry

The holes used to bring cables to terminal boxes use metric threads in accordance with standard EN 50262 as indicated in the table here after.

(F 11)

		Cable entry	Max. cable diameter allowed [mm]
BN 63	M05	2 x M20 x 1.5	13
BN 71	M1	2 x M25 x 1.5	17
BN 80 - BN 90	M2	2 x M25 x 1.5	17
BN 100	M3	2 x M32 x 1.5	21
		2 x M25 x 1.5	17
BN 112	—	2 x M32 x 1.5	17
		4 x M25 x 1.5	
BN 132...BN 160MR	M4	4 x M32 x 1.5	21
BN 160M...BN 200L	M5	2 x M40 x 1.5	29


M3.9 Bearings

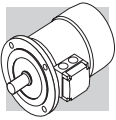
Life lubricated preloaded radial ball bearings are used, types are shown in the chart here under. Calculated endurance lifetime L_{10h} , as per ISO 281, in unloaded condition, exceeds 40000 hrs.

DE = drive end


NDE = non drive end

(F 12)

	DE		NDE	
	M, M_FD, M_AFD, M_FA		M	M_FD, M_AFD, M_FA
M05	6004 2Z C3		6201 2Z C3	6201 2RS C3
M1	6004 2Z C3		6202 2Z C3	6202 2RS C3
M2	6007 2Z C3		6204 2Z C3	6204 2RS C3
M3	6207 2Z C3		6206 2Z C3	6206 2RS C3
M4	6309 2Z C3		6308 2Z C3	6308 2RS C3
M5	6309 2Z C3		6309 2Z C3	6309 2RS C3



(F 13)

	DE	NDE	
	BN, BN_FD, BN_AFD, BN_FA, BN_BA	BN, BN_BA	BN_FD, BN_AFD, BN_FA
BN 56		6201 2Z C3	–
BN 63	6201 2Z C3	6201 2Z C3	6201 2RS C3
BN 71	6202 2Z C3	6202 2Z C3	6202 2RS C3
BN 80	6204 2Z C3	6204 2Z C3	6204 2RS C3
BN 90	6205 2Z C3	6205 2Z C3	6305 2RS C3
BN 100	6206 2Z C3	6206 2Z C3	6206 2RS C3
BN 112	6306 2Z C3	6306 2Z C3	6306 2RS C3
BN 132	6308 2Z C3	6308 2Z C3	6308 2RS C3
BN 160MR	6309 2Z C3	6308 2Z C3	6308 2RS C3
BN 160M/L	6309 2Z C3	6309 2Z C3	6309 2RS C3
BN 180M	6310 2Z C3	6309 2Z C3	6309 2RS C3
BN 180L	6310 2Z C3	6310 2Z C3	6310 2RS C3
BN 200L	6312 2Z C3	6310 2Z C3	6310 2RS C3

M4 ELECTRICAL CHARACTERISTICS

M4.1 Voltage

Single speed motors are rated for 230/400 V - 50 Hz.

A tolerance of $\pm 10\%$ applies to nominal voltage, with the exception of motors type M3LC4 and M3LC6.

In addition to nominal voltage-frequency values the name plate also shows voltage ranges the motor can operate under, e.g.:

220-240V Δ - 50 Hz

380-415V Y - 50 Hz

As per Norms CEI EN 60034-1 on above voltage values the $\pm 5\%$ tolerance applies.

When operating close to the tolerance limit values the winding temperature can exceed by 10 K the rated temperature for the given insulation class.

With the exception of BN/M_FD and BN/M_AFD brakemotors, the rated voltage values for operation under 60 Hz mains are also shown on the nameplate, e.g. 460Y-60 Hz along with related tolerance field, e.g. 440-480V Y-60 Hz.

For brakemotors, FD and AFD type, rated voltage is:



220-240V Δ - 50 Hz

380-415V Y - 50 Hz

Brake supply is a.c. 230V $\pm 10\%$ single phase.

Chart below shows standard and optional wiring of motors.

(F 14)



		BN M	BN_FD ; BN_AFD M_FD ; M_AFD		BN_FA ; BN_BA M_FA		Configuration
		$V_{mot} \pm 10\%$ 3 ~	$V_{mot} \pm 10\%$ 3 ~	$V_B \pm 10\%$ 1 ~	$V_{mot} \pm 10\%$ 3 ~	$V_B \pm 10\%$ 3 ~	
BN 56 - BN 132	M05...M4	230/400 - 50 Hz 460 - 60 Hz	230/400V Δ /Y- 50 Hz	230V	230/400V Δ /Y- 50 Hz 460V Y - 60Hz	230/400V Δ /Y- 50 Hz 460V Y - 60Hz	Standard
BN 100 - BN 132	M3 - M4	400/690 - 50 Hz 460 - 60Hz	400/690V Δ /Y- 50 Hz	400V	400/690V Δ /Y- 50 Hz 460V Y - 60Hz	400/690V Δ /Y- 50 Hz 460V Y - 60Hz	On request at no extra charge



The only rated voltage for motors type 400V/50Hz and all double speed motors is 400V.
Applicable tolerances as per CEI EN 60034-1.

The table below shows the wiring options available.

(F 15)

		Pole	Wiring options
BN 56...BN 200	M05...M5	2, 4, 6	Δ / Y
		2/4	Δ / YY (Dahlander)
		2/6, 2/8, 2/12	Y / Y (Two windings)



M4.2 Frequency



With the exception of brakemotors FD and AFD, name plate of standard single speed motors shows, besides the 50 Hz voltage ratings, also the rated power output for 60 Hz operation in the 440-480 V range.

Power output is increased by approx 20%.

Rated output power for 60 Hz operation is shown in the following diagram.

(F 16)

		2P	4P	6P
		P_n [kW]		
BN 56A	–	–	0.06	–
BN 56B	M0B	–	0.10	–
BN 63A	M05A	0.21	0.14	0.10
BN 63B	M05B	0.30	0.21	0.14
BN 71A	M05C	0.45	0.30	0.21
BN 71B	M1SD	0.65	0.45	0.30
BN 80A	M1LA	0.90	0.65	0.45
BN 80B	M2SA	1.30	0.90	0.65
BN 90S	M2SB	–	1.30	0.90
BN 90SA	M2SB	1.8	–	–
BN 90L	M3SA	2.5	–	1.3
BN 90LA	M3SA	–	1.8	–
BN 100L	M3LA	3.5	–	–
BN 100LA	M3LA	–	2.5	1.8
BN 100LB	M3LB	4.7	3.5	2.2

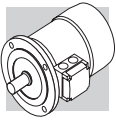
		2P	4P	6P
		P_n [kW]		
BN 112M	M3LB	4.7	4.7	2.5
	M3LC	–	4.7	2.5
BN 132S	M4SA	–	6.5	3.5
BN 132SA	M4SA	6.3	–	–
BN 132SB	M4SB	8.7	–	–
BN 132M	M4LA	11	–	–
BN 132MA	M4LA	–	8.7	4.6
BN 132MB	M4LB	–	11	6.5
BN 160MR	M4LC	12.5	12.5	–
BN 160MB	M5SB	17.5	–	–
BN 160M	M5SA	–	–	8.6
BN 160L	M5S	21.5	17.5	12.6
BN 180M	M5LA	24.5	21.5	–
BN 180L	–	–	25.3	17.5
BN 200L	–	34	34	22

For two-speed motors operated under 60 Hz supply the rated power output is increased by 15% as compared to same motor with 50 Hz supply.

If same IEC-normalised 50 Hz power rating value is desired on name plate of a 60 Hz operated motor specify option PN in the ordering code.

Standard motors wound for 50 Hz supply can be operated under 60 Hz with main data corrected as per chart below:

Brakes, if fitted, must be supplied with the voltage value V_b that is stated on the nameplate.



(F 17)

50 Hz	60 Hz			
V - 50 Hz	V - 60 Hz	P _n - 60 Hz	M _n , M _a /M _n - 60 Hz	n [min ⁻¹] - 60 Hz
230/400 Δ/Y	220 - 240 Δ	1	0.83	1.2
	380 - 415 Y			
400/690 Δ/Y	380 - 415 Δ	1.15	1	1.2
230/400 Δ/Y	265 - 280 Δ			
	440 - 480 Y			
400/690 Δ/Y	440 - 480 Δ			

M4.3 Rated power

Catalogue rating values are calculated for 50 Hz operation and for standard ambient conditions (temperature 40 °C; elevation <1000 m a.s.l.) as per the CEI EN 60034-1 Standards.

The motors can be used within the 40 - 60 °C temperature range with rated power output adjusted by factors given in the following charts.

(F 18)

Ambient temperature (°C)	40°	45°	50°	55°	60°
Permitted power as a % of rated power	100%	95%	90%	85%	80%

Should a derating factor higher than 15% apply please consult factory.

M4.4 Insulation class

CL F

Bonfiglioli motors use class **F** insulating materials (enamelled wire, insulators, impregnation resins) as compare to the standard motor.

CL H

Motors manufactured in insulation class **H** are available at request.

In standard motors, stator windings over temperature normally stays below the 80 K limit corresponding to class B over temperature.

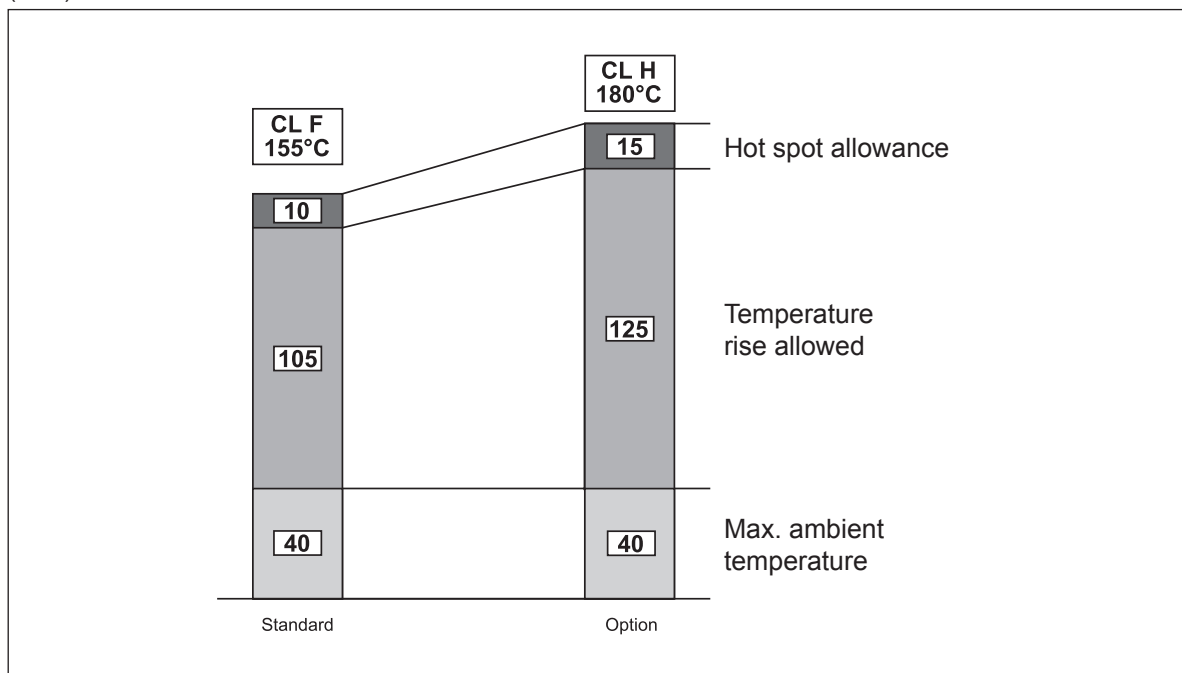
A careful selection of insulating components makes the motors compatible with tropical climates and normal vibration.

For applications involving the presence of aggressive chemicals or high humidity, contact Bonfiglioli Engineering for assistance with product selection.

Not available for motors in compliance with CSA e UL standards (CUS option).



(F 19)



M4.5 Type of duty

Unless otherwise specified, catalogue motor power refers to continuous duty S1.

Any operating conditions other than S1 duty must be identified in accordance with duty cycle definitions laid down in standards CEI EN 60034-1.

For duty cycles S2 and S3, the power increase co-efficient reported in the following table may be used. Please note that the table provided below applies to single-speed motors.

As an alternative to S1 continuous duty, one of the following values can be specified at the product configuration stage: S2, S3 or S9. The motor nameplate will be marked with an increased power rating to suit the type of duty, and with specific electrical data and a duty type of S2-30 min, S3-70% or S9 respectively.

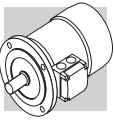
For further details, contact Bonfiglioli's Technical Service.

Please contact Bonfiglioli Engineering for the power increase coefficients applicable to switch-pole motors.

(F 20)

	Duty						S4 - S9
	S2			S3 *			
	Cycle duration (min)			Cyclic duration factor (I)			
	10	20	60	25%	40%	60%	Consult factory
f_m	1.35	1.15	1.05	1.25	1.15	1.1	

* Cycle duration must, in any event, be equal to or less than 10 minutes; if this time is exceeded, please contact our Technical Service.



M4.5.1 Cyclic duration factor:

$$I = \frac{t_f}{t_f + t_r} \cdot 100 \quad (23)$$

t_f = work time under constant load

t_r = rest time

M4.5.2 Limited duration duty S2

This type of duty is characterized by operation at constant load for a limited time, which is shorter than the time required to reach thermal equilibrium, followed by a rest period of sufficient duration to restore ambient temperature in the motor.

M4.5.3 Periodical intermittent duty S3:

This type of duty is characterized by a sequence of identical operation cycles, each including a constant load operation period and a rest period.

For this type of duty, the starting current does not significantly influence overtemperature.

M4.6 Inverter-controlled motors

The electric motors of series BN and M may be used in combination with PWM inverters with rated voltage at transformer input up to 500 V. Standard motors use a phase insulating system with separators, class 2 enamelled wire and class H impregnation resins (1600V peak-to-peak voltage pulse capacity and rise edge $t_s > 0.1\mu s$ at motor terminals). Table (F30) shows the typical torque/speed curves referred to S1 duty for motors with base frequency $f_b = 50$ Hz.

Because ventilation is somewhat impaired in operation at lower frequencies (about 30 Hz), standard motors with incorporated fan (IC411) require adequate torque derating or - alternately - the addition of a separate supply fan cooling.

Above base frequency, upon reaching the maximum output voltage of the inverter, the motor enters a steady-power field of operation, and shaft torque drops with ratio (f/f_b) .

As motor maximum torque decreases with $(f/f_b)^2$, the allowed overloading must be reduced progressively.



(F 21)

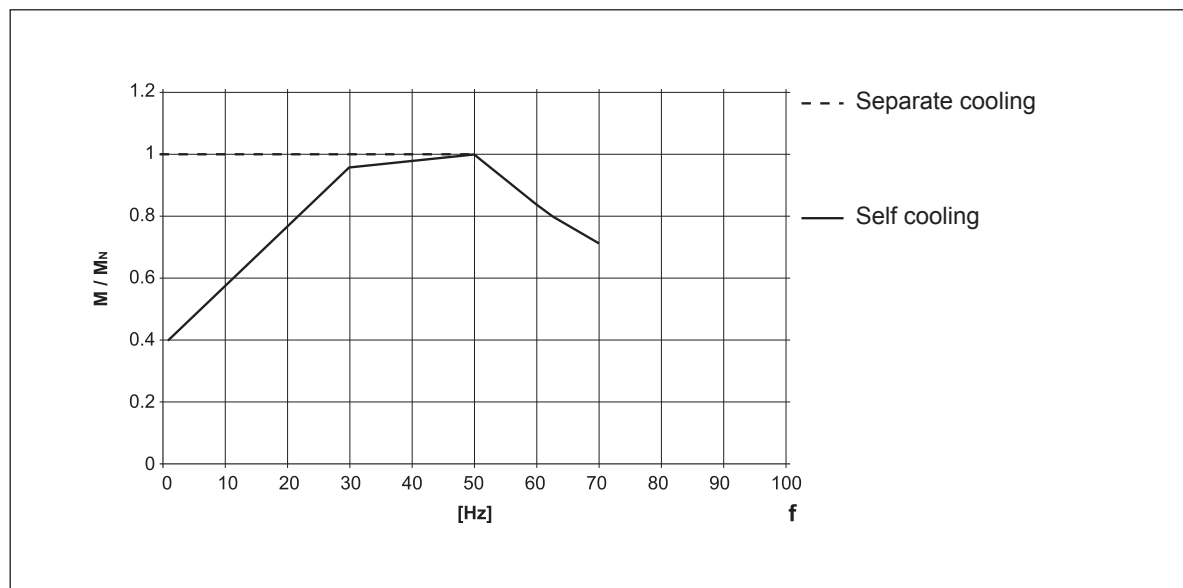




Table (F22) reports the mechanical limit speed for motor operation above rated frequency:

(F 22)

		n [min ⁻¹]		
		2p	4p	6p
≤ BN 112	M05...M3	5200	4000	3000
BN 132...BN 200L	M4, M5	4500	4000	3000

Above rated speed, motors generate increased mechanical vibration and fan noise. Class B rotor balancing is highly recommended in these applications. Installing a separate supply fan cooling may also be advisable.

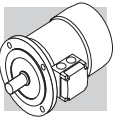
Remote-controlled fan and brake (if fitted) must always be connected direct to mains power supply.

M4.7 Permissible starts per hour, Z

The rating charts of brakemotors lend the permitted number of starts Z_0 , based on 50% intermittence and for unloaded operation.

The catalogue value represents the maximum number of starts per hour for the motor without exceeding the rated temperature for the insulation class F.

To give a practical example for an application characterized by inertia J_c , drawing power P_r and requiring mean torque at start-up M_L the actual number of starts per hour for the motor can be calculated approximately through the following equation:



$$Z = \frac{Z_0 \cdot K_c \cdot K_d}{K_J} \quad (24)$$

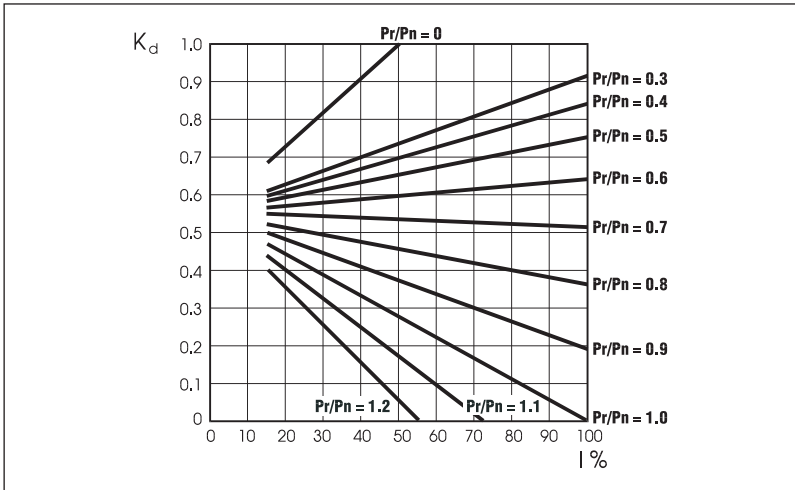
where:

$$K_J = \frac{J_m + J_c}{J_m} \quad \text{inertia factor}$$

$$K_c = \frac{M_a - M_L}{M_a} \quad \text{torque factor}$$

$$K_d = \quad \text{load factor see table (F23)}$$

(F 23)



If actual starts per hour is within permitted value (Z) it may be worth checking that braking work is compatible with brake (thermal) capacity W_{max} also given in table (F30) and dependent on the number of switches (c/h).



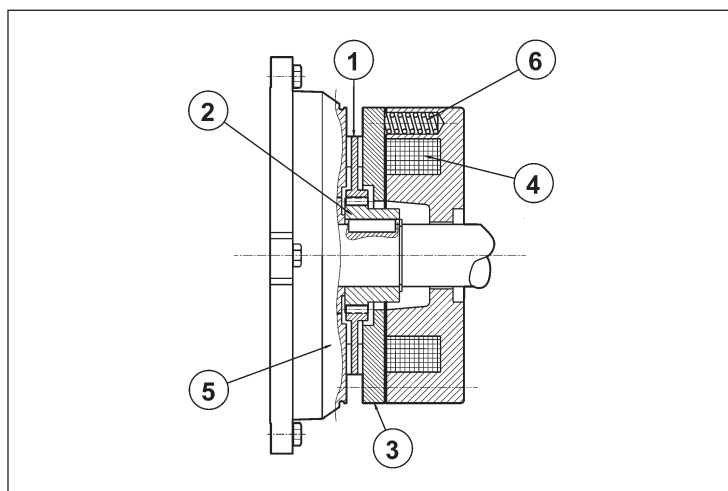
M5 ASYNCHRONOUS BRAKE MOTORS

M5.1 Operation

Versions with incorporated brake use spring-applied DC (FD, AFD option) or AC (FA, BA options) brakes.

All brakes are designed to provide fail-safe operation, meaning that they are applied by spring-action in the event of power failure.

(F 24)



Key:

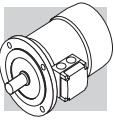
- ① brake disc
- ② disc carrier
- ③ pressure plate
- ④ brake coil
- ⑤ motor rear shield
- ⑥ brake springs

When voltage is interrupted, pressure springs push the armature plate against the brake disc. The disc becomes trapped between the armature plate and motor shield and stops the shaft from rotation.

When the coil is energized, a magnetic field strong enough to overcome spring action attracts the armature plate, so that the brake disc – which is integral with the motor shaft – is released.

M5.2 Most significant features

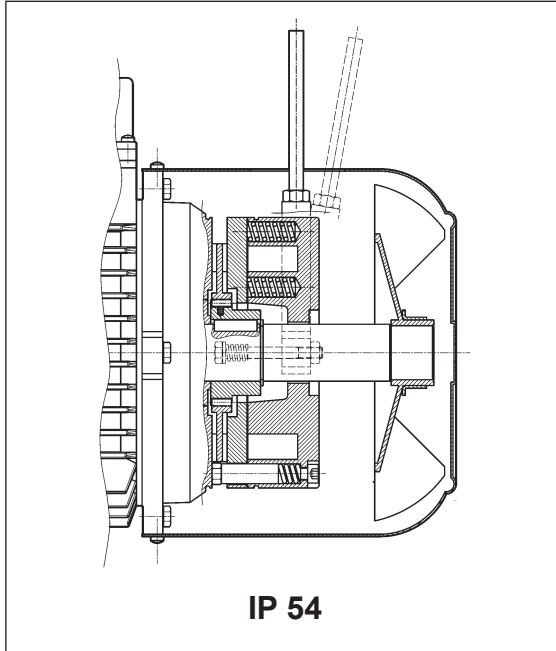
- High braking torques (normally $M_b \approx 2 M_n$), braking torque adjustment.
- Steel brake disc with double friction lining (low-wear, asbestos-free lining).
- Hexagonal seat on motor shaft fan end (N.D.E.) for manual rotation (not compatible with options PS, RC, TC, U1, U2, EN1, EN2, EN3, EN4, EN5, EN6).
- Manual release lever (options **R** and **RM** for BN/M_FD; option **R** for BN/M_FA).
- Manual mechanical release (option **R** for BN/M_AFD).
- Corrosion-proof treatment on all brake surfaces.
- Insulation class F.



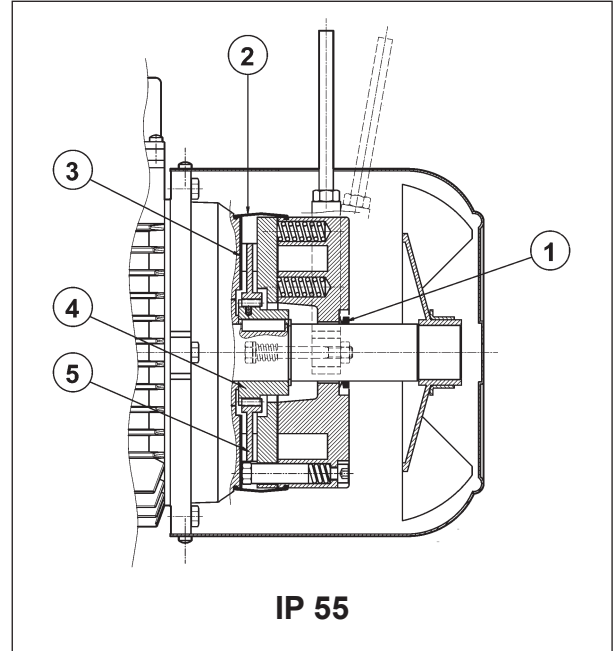
M6 DC BRAKE MOTORS TYPE BN_FD and M_FD

Frame sizes: BN 63 ... BN 200L / M05 ... M5

(F 25)



(F 26)



Direct current toroidal-coil electromagnetic brake bolted onto motor shield. Preloading springs provide axial positioning of magnet body.

Brake disc slides axially on steel hub shrunk onto motor shaft with anti-vibration device.

Brake torque factory setting is indicated in the corresponding motor rating charts. Braking torque may be modified by changing the type and/or number of springs.

At request, motors may be equipped with manual release lever with automatic return (**R**) or system for holding brake in the released position (**RM**).

See variant at paragraph "BRAKE RELEASE SYSTEMS" for available release lever locations.

FD brakes ensure excellent dynamic performance with low noise. DC brake operating characteristics may be optimized to meet application requirements by choosing from the various rectifier/power supply and wiring connection options available.

For applications involving lifting and/or high hourly energy dissipation, contact Bonfiglioli's Technical Service.

M6.1 Degree of protection

Standard protection class is IP54.

Brake motor FD is also available in protection class **IP55**, which mandates the following variants:



- ① V-ring at N.D.E. of motor shaft
- ② dust and water-proof rubber boot
- ③ stainless steel ring placed between motor shield and brake disc
- ④ stainless steel hub
- ⑤ stainless steel brake disc

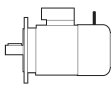

M6.2 FD brake power supply

A rectifier accommodated inside the terminal box feeds the DC brake coil. Wiring connection across rectifier and brake coil is performed at the factory.

On all single-pole motors, rectifier is connected to the motor terminal board.

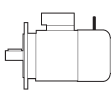


Rectifier standard power supply voltage V_B is as indicated in the following table, regardless of mains frequency:

(F 27)

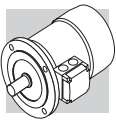
2, 4, 6 P				1 speed		
		BN_FD / M_FD $V_{mot} \pm 10\%$ 3 ~		$V_B \pm 10\%$ 1 ~	brake connected to terminal board power supply	separate power supply
BN 63...BN 132	M05...M4LB	230/400 V – 50 Hz	230 V	standard	standard	specify V_B SA o V_B SD
BN 160...BN 200	M4LC...M5	400/690 V – 50 Hz	400 V	standard	standard	specify V_B SA o V_B SD

Switch-pole motors feature a separate power supply line for the brake with rectifier input voltage V_B as indicated in the table below:

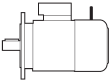
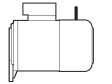

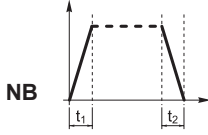
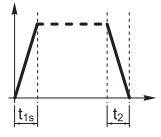
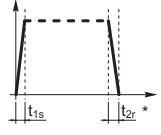
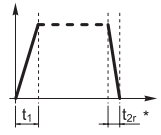
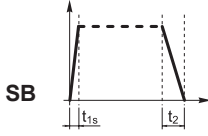
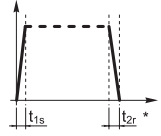
(F 28)

2/4, 2/6, 2/8, 2/12, 4/6, 4/8 P				2 speed		
		BN_FD / M_FD $V_{mot} \pm 10\%$ 3 ~		$V_B \pm 10\%$ 1 ~	brake connected to terminal board power supply	separate power supply
BN 63...BN 132	M05...M4LB	400 V – 50 Hz	230 V		standard	specify V_B SA o V_B SD

The diode half-wave rectifier ($V_{DC} \approx 0,45 \times V_{AC}$) is available in versions **NB**, **SB**, **NBR** e **SBR**, as detailed in the table below:



(F 29)

 				
brake			standard	at request
BN 63	M05	FD 02		  
BN 71	M1	FD 03		
		FD 53		
BN 80	M2	FD 04		
BN 90S	—	FD 14		
BN 90L	—	FD 05		
BN 100	M3	FD 15		
—		FD 55		
BN 112	—	FD 06S		
BN 132...160MR	M4	FD 56		
BN 160L - BN 180M	M5	FD 06		
BN 180L - NM 200L	—	FD 07		

(*) $t_{2c} < t_{2r} < t_2$

Rectifier **SB** with electronic energizing control over-energizes the electromagnet upon power-up to cut brake release response time and then switches to normal half-wave operation once the brake has been released.

Use of the **SB** rectifier is mandatory in the event of:

- high number of operations per hour
- reduced brake release response time
- brake is exposed to extreme thermal stress

Rectifiers **NBR** or **SBR** are available for applications requiring quick brake release response.

These rectifiers complement the **NB** and **SB** types as their electronic circuit incorporates a static switch that de-energizes the brake quickly in the event voltage is missing.

This arrangement ensures short brake release response time with no need for additional external wiring and contacts.

Optimum performance of rectifiers **NBR** and **SBR** is achieved with separate brake power supply.

Available voltages: 230V ± 10%, 400V ± 10%, 50/60 Hz.

M6.3 FD brake technical specifications

The table below reports the technical specifications of DC brakes FD.



(F 30)

Brake	Brake torque M_b [Nm]			Release		Braking		W_{max} per brake operation			W	P
	springs			t_1	t_{1s}	t_2	t_{2c}	[J]				
	6	4	2	[ms]	[ms]	[ms]	[ms]	10 s/h	100 s/h	1000 s/h		
FD02	–	3.5	1.75	30	15	80	9	4500	1400	180	15	17
FD03	5	3.5	1.75	50	20	100	12	7000	1900	230	25	24
FD53	7.5	5	2.5	60	30	100	12					
FD04	15	10	5	80	35	140	15	10000	3100	350	30	33
FD14												
FD05	40	26	13	130	65	170	20	18000	4500	500	50	45
FD15	40	26	13	130	65	170	20					
FD55	55	37	18	–	65	170	20					
FD06S	60	40	20	–	80	220	25	20000	4800	550	70	55
FD56	–	75	37	–	90	250	20	29000	7400	800	80	65
FD06		100	50		100	250	20					
FD07	150	100	50	–	120	200	25	40000	9300	1000	130	65
FD08*	250	200	170	–	140	350	30	60000	14000	1500	230	100
FD09**	400	300	200	–	200	450	40	70000	15000	1700	230	120

* brake torque values obtained with 9, 7 and 6 springs, respectively

** brake torque values obtained with 12, 9 and 6 springs, respectively

t_1 = brake release time with half-wave rectifier
 t_{1s} = brake release time with over-energizing rectifier
 t_2 = brake engagement time with AC line interruption and separate power supply
 t_{2c} = brake engagement time with AC and DC line interruption – Values for t_1 , t_{1s} , t_2 , t_{2c} indicated in the tab. (F30) are referred to brake set at maximum torque, medium air gap and rated voltage
 W_{max} = max energy per brake operation
 W = braking energy between two successive air gap adjustments
 P_b = brake power absorption at 20 °C
 M_b = static braking torque ($\pm 15\%$)
s/h = starts per hour

The brake pad wear depends on the operating/ambient conditions (temperature, humidity, angular speed, specific pressure); Therefore the declared wear rate must be considered as indicative.

M6.4 FD brake connections

On standard single-pole motors, the rectifier is connected to the motor terminal board at the factory. For switch-pole motors and where a separate brake power supply is required, connection to rectifier must comply with brake voltage VB stated in motor name plate.

Because the load is of the inductive type, brake control and DC line interruption must use contacts from the usage class AC-3 to IEC 60947-4-1.

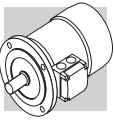


Table (F31) – Brake power supply from motor terminals and AC line interruption
 Delayed stop time t_2 and function of motor time constants.

Mandatory when soft-start/stops are required.

Table (F32) – Brake coil with separate power supply and AC line interruption

Normal stop time independent of motor.

Achieved stop times t_2 are indicated in the table (F30).

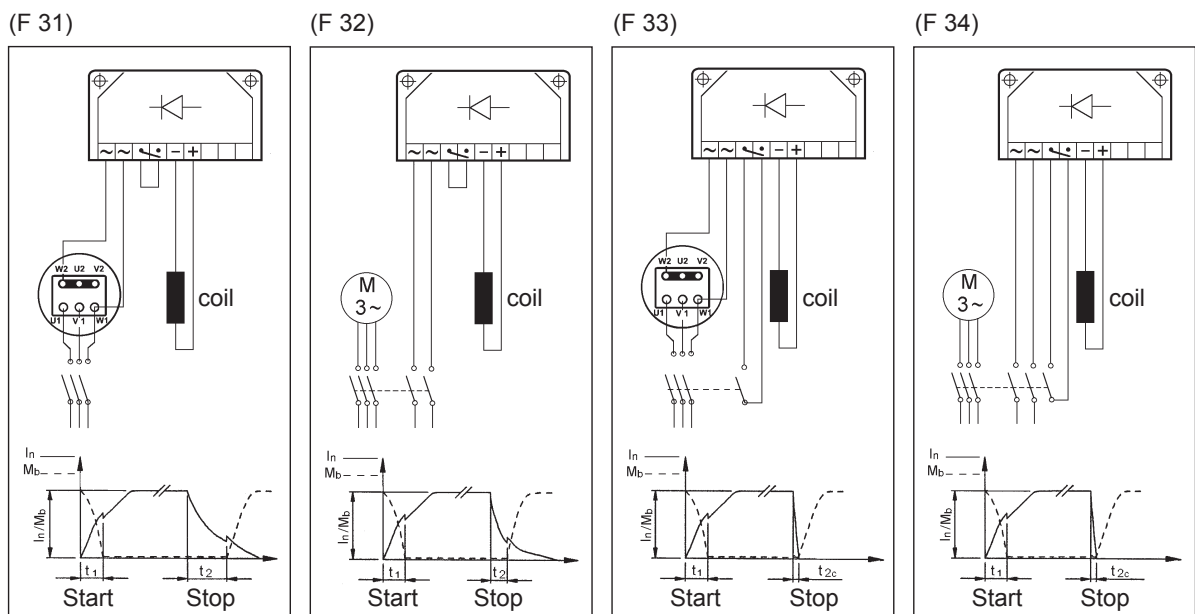
Table (F33) – Brake coil power supply from motor terminals and AC/DC line interruption.

Quick stop with operation times t_{2c} as per table (F30).

Table (F34) – Brake coil with separate power supply and AC/DC line interruption.

Stop time decreases by values t_{2c} indicated in the table (F30).

Tables (F31) through (F34) show the typical connection diagrams for 400 V power supply, star-connected 230/400V motors and 230 V brake.

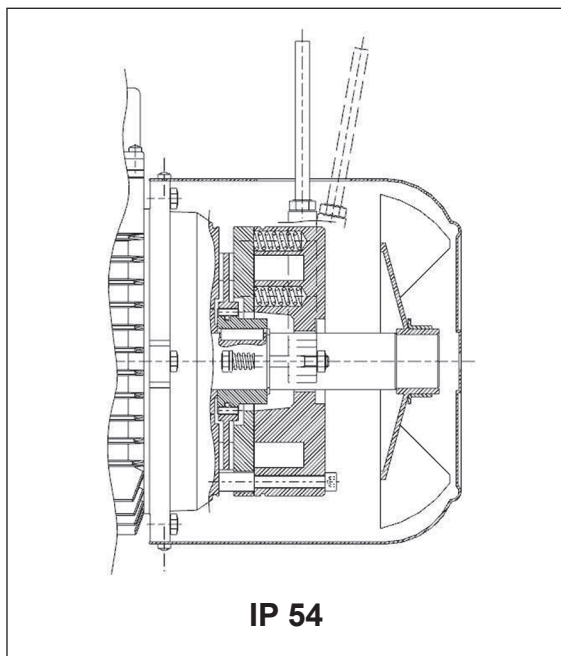




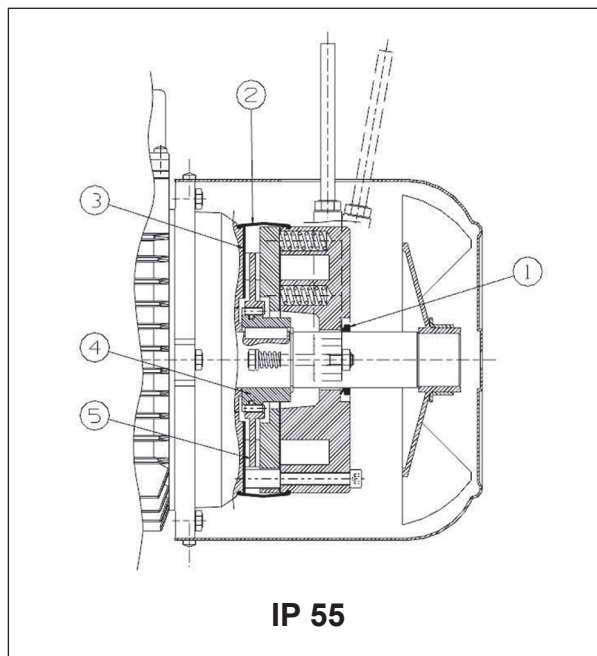
M7 DC BRAKE MOTORS TYPE BN_AFD and M_AFD

Frame sizes: BN 63 ... BN 200L / M05 ... M5

(F 35)



(F 36)



Maintenance free up to the maximum permissible wear of brake disc. The air gap of AFD brakes is preset and it does not have to be set

Direct current toroidal-coil electromagnetic brake bolted onto motor shield.

Brake disc slides axially on steel hub shrunk onto motor shaft with anti-vibration device.

Brake torque factory setting is indicated in the corresponding motor rating charts. Braking torque may be modified by changing the type and/or number of springs.

At request, motors may be equipped with manual release lever with automatic return (**R**) see variant at paragraph "BRAKE RELEASE SYSTEMS" for available release lever locations.

AFD brakes ensure excellent dynamic performance with low noise. DC brake operating characteristics may be optimized to meet application requirements by choosing from the various rectifier/power supply and wiring connection options available.

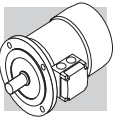
The AFD brake is recommended for applications in which it is used as a holding brake.

For applications involving lifting and/or high hourly energy dissipation, contact Bonfiglioli's Technical Service.

M7.1 Degree of protection

Standard protection class is IP54.

Brake motor AFD is also available in protection class **IP55**, which mandates the following variants:



- ① V-ring at N.D.E. of motor shaft
- ② dust and water-proof rubber boot
- ③ stainless steel ring placed between motor shield and brake disc
- ④ stainless steel hub
- ⑤ stainless steel brake disc

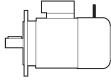

M7.2 AFD brake power supply

A rectifier accommodated inside the terminal box feeds the DC brake coil. Wiring connection across rectifier and brake coil is performed at the factory.

On all single-pole motors, rectifier is connected to the motor terminal board.

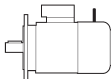


Rectifier standard power supply voltage V_B is as indicated in the following table, regardless of mains frequency:

(F 37)

2, 4, 6 P				1 speed		
		BN_AFD / M_AFD $V_{mot} \pm 10\%$ 3 ~		$V_B \pm 10\%$ 1 ~	brake connected to terminal board power supply	separate power supply
BN 63...BN 132	M05...M4LB	230/400 V – 50 Hz	230 V	standard		specify V_B SA o V_B SD
BN 160MR	M4LC	400/690 V – 50 Hz	400 V	standard		specify V_B SA o V_B SD

Switch-pole motors feature a separate power supply line for the brake with rectifier input voltage V_B as indicated in the table below:

(F 38)

2/4, 2/6, 2/8, 2/12, 4/6, 4/8 P				2 speed		
		BN_AFD / M_AFD $V_{mot} \pm 10\%$ 3 ~		$V_B \pm 10\%$ 1 ~	brake connected to terminal board power supply	separate power supply
BN 63...BN 132	M05...M4LB	400 V – 50 Hz	230 V			specify V_B SA o V_B SD

The diode half-wave rectifier ($V_{DC} \approx 0,45 \times V_{AC}$) is available in versions **SB** and **SBR**, as detailed in the table below:



(F 39)

		brake	standard	at request
BN 63	M05	AFD 02		
BN 71	M1	AFD 03		
BN 80	M2	AFD 04		
BN 90S	—	AFD 14		
BN 90L	—	AFD 05		
BN 100	M3	AFD 15		
BN 112	—	AFD 06S		
BN 132...160MR	M4	AFD 06		
		AFD 07		

(*) $t_{2c} < t_{2r} < t_2$

Rectifier **SB** with electronic energizing control over-energizes the electromagnet upon power-up to cut brake release response time and then switches to normal half-wave operation once the brake has been released.

Use of the **SB** rectifier is mandatory in the event of:

- high number of operations per hour
- reduced brake release response time
- brake is exposed to extreme thermal stress

Rectifiers **SBR** are available for applications requiring quick brake release response.

These rectifiers complement the **SB** types as their electronic circuit incorporates a static switch that de-energizes the brake quickly in the event voltage is missing.

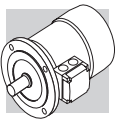
This arrangement ensures short brake release response time with no need for additional external wiring and contacts.

Optimum performance of rectifiers **SBR** is achieved with separate brake power supply.

Versions available: 230 V ac $\pm 10\%$, 400 V ac $\pm 10\%$, 50/60 Hz (with power supply); 100 V dc $\pm 10\%$, 180 V dc $\pm 10\%$ (with SD option).

M7.3 AFD brake technical specifications

The table below reports the technical specifications of DC brakes AFD.



(F 40)

Brake	Brake torque M_b [Nm]			Air gap		Release t_{1s} [ms]	Braking		W_{max} per brake operation [J]			W [MJ]	P [W]
	springs			t_{in}	t_{max}		t_2	t_{2c}					
	6	4	2	(± 0.1 mm)		[ms]	[ms]	[ms]	10 s/h	100 s/h	1000 s/h		
AFD 02	—	3.5	1.8	0.3	0.7	20	110	10	4500	1400	160	40	15
AFD 03	7.5	5	2.5	0.3	0.7	35	140	15	7000	1900	210	60	21
AFD 04	15	10	5	0.4	0.8	55	180	15	11000	3100	350	75	27
AFD 14													
AFD 05	40	26	13	0.4	0.8	85	240	25	18000	4500	500	125	37
AFD 15													
AFD 06S	60	40	20	0.45	0.9	110	280	30	25000	6300	700	175	47
AFD 06	100	75(*) / 62(*)	37	0.45	0.9	130	330	30	29000	7400	800	200	50
AFD 07	150	100	50	0.45	0.95	170	350	30	40000	9300	1000	320	55

(*) depending on the type of springs

t_{in} = air gap with new brake disk
 t_{max} = maximum air gap which is necessary to replace the brake disc
 t_{1s} = brake release time with over-energizing rectifier
 t_2 = brake engagement time with AC line interruption and separate power supply
 t_{2c} = brake engagement time with AC and DC line interruption – Values for t_{1s} , t_2 , t_{2c} indicated in the table are referred to brake set at maximum torque, medium air gap and rated voltage
 W_{max} = max energy per brake operation
 W = dissipatable braking energy before replacement of brake disc
 P_b = brake power absorption at 20 °C
 M_b = static braking torque ($\pm 15\%$)
s/h = starts per hour

The brake pad wear depends on the operating/ambient conditions (temperature, humidity, angular speed, specific pressure); Therefore the declared wear rate must be considered as indicative.

M7.4 AFD brake connections

On standard single-pole motors, the rectifier is connected to the motor terminal board at the factory. For switch-pole motors and where a separate brake power supply is required, connection to rectifier must comply with brake voltage VB stated in motor name plate.

Because the load is of the inductive type, brake control and DC line interruption must use contacts from the usage class AC-3 to IEC 60947-4-1.

Table (F41) – Brake power supply from motor terminals and AC line interruption

Delayed stop time t_2 and function of motor time constants.

Mandatory when soft-start/stops are required.

Table (F42) – Brake coil with separate power supply and AC line interruption

Normal stop time independent of motor.

Achieved stop times t_2 are indicated in the table (F40).

Table (F43) – Brake coil power supply from motor terminals and AC/DC line interruption.

Quick stop with operation times t_{2c} as per table (F40).

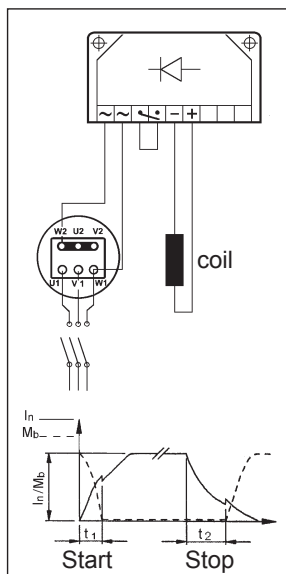
Table (F44) – Brake coil with separate power supply and AC/DC line interruption.

Stop time decreases by values t_{2c} indicated in the table (F40).

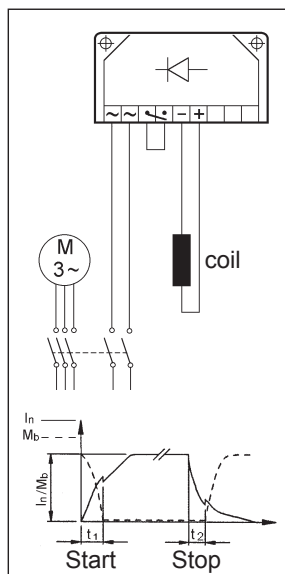


Tables (F41) through (F44) show the typical connection diagrams for 400 V power supply, star-connected 230/400V motors and 230 V brake.

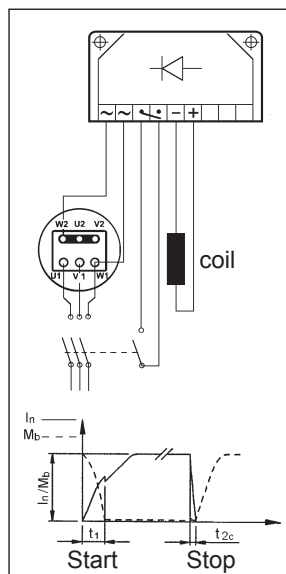
(F 41)



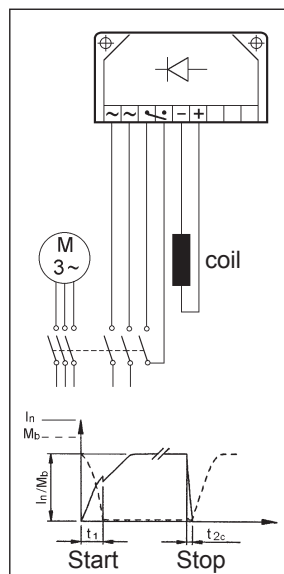
(F 42)

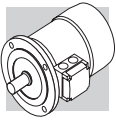


(F 43)



(F 44)

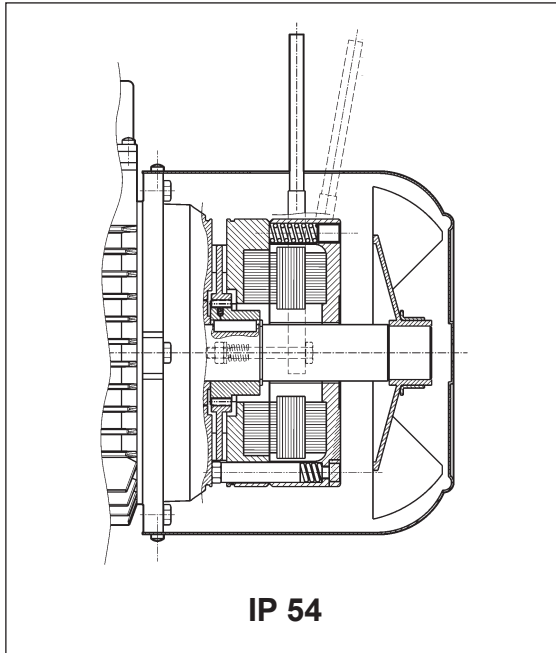




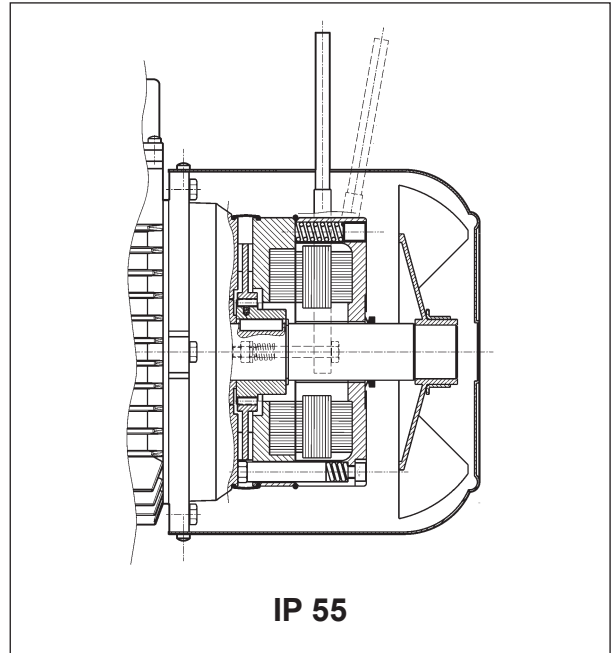
M8 AC BRAKE MOTORS TYPE BN_FA and M_FA

Frame sizes: BN 63 ... BN 180M / M05 ... M5

(F 45)



(F 46)



Electromagnetic brake operates from three-phase **alternated current** power supply and is bolted onto conveyor shield. Preloading springs provide axial positioning of magnet body.

Steel brake disc slides axially on steel hub shrunk onto motor shaft with anti-vibration device.

Brake torque factory setting is indicated in the corresponding motor rating charts.

Spring preloading screws provide stepless braking torque adjustment.

Torque adjustment range is $30\% M_{bMAX} < M_b < M_{bMAX}$ (where M_{bMAX} is maximum braking torque as shown in tab. (F48).

Thanks to their high dynamic characteristics, FA brakes are ideal for heavy-duty applications as well as applications requiring frequent stop/starts and very fast response time.

Motors may be equipped with manual release lever with automatic return (**R**) at request. See variant at paragraph "BRAKE RELEASE SYSTEMS" for available release lever locations.

For applications involving lifting and/or high hourly energy dissipation, contact Bonfiglioli's Technical Service.

M8.1 Degree of protection

Standard protection class is IP54.

Brake motor BN_FA is also available in protection class **IP55**, which mandates the following variants:

- V-ring at N.D.E. of motor shaft
- rubber protection sleeve
- O-ring



M8.2 FA brake power supply

In single speed motors, power supply is brought to the brake coil direct from the motor terminal box. As a result, brake voltage and motor voltage are the same. In this case, brake voltage indication may be omitted in the designation.

Switch-pole motors and motors with separate brake power supply feature an auxiliary terminal board with 6 terminals for connection to brake line. In both cases, brake voltage indication in the designation is mandatory.

The following table reports standard AC brake power supply ratings for single- and switch-pole motors:

(F 47)

single-pole motor	BN 63...BN 132	BN 160...BN 180
	M05...M4LB	M4LC...M5
	230Δ / 400Y V ±10% – 50 Hz	400Δ/ 690Y V ±10% – 50 Hz
	265Δ / 460Y ±10% - 60 Hz	460Y – 60 Hz
switch-pole motors (separate power supply line)	BN 63...BN 132	
	M05...M4	
	230Δ / 400Y V ±10% – 50 Hz	
	460Y - 60 Hz	

Unless otherwise specified, standard brake power supply is 230Δ /400Y V - 50 Hz.

Special voltages in the 24...690 V, 50-60 Hz range are available at request.

M8.3 Technical specifications of FA brakes

(F 48)

Brake	Brake torque M_b [Nm]	Release t_1 [ms]	Braking t_2 [ms]	W_{max} [J]			W [MJ]	P [VA]
				10 s/h	100 s/h	1000 s/h		
FA 02	3.5	4	20	4500	1400	180	15	60
FA 03	7.5	4	40	7000	1900	230	25	80
FA 04	15	6	60	10000	3100	350	30	110
FA 14								
FA 05	40	8	90	18000	4500	500	50	250
FA 15								
FA 06S	60	16	120	20000	4800	550	70	470
FA 06	75	16	140	29000	7400	800	80	550
FA 07	150	16	180	40000	9300	1000	130	600
FA 08	250	20	200	60000	14000	1500	230	1200

M_b = max static braking torque (±15%)

t_1 = brake release time

t_2 = brake engagement time

W_{max} = max energy per brake operation (brake thermal capacity)

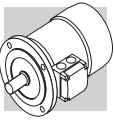
W = braking energy between two successive air gap adjustments

P_b = power drawn by brake at 20° (50 Hz)

s/h = starts per hour

NOTE

Values t_1 and t_2 in the table refer to a brake set at rated torque, medium air gap and rated voltage.

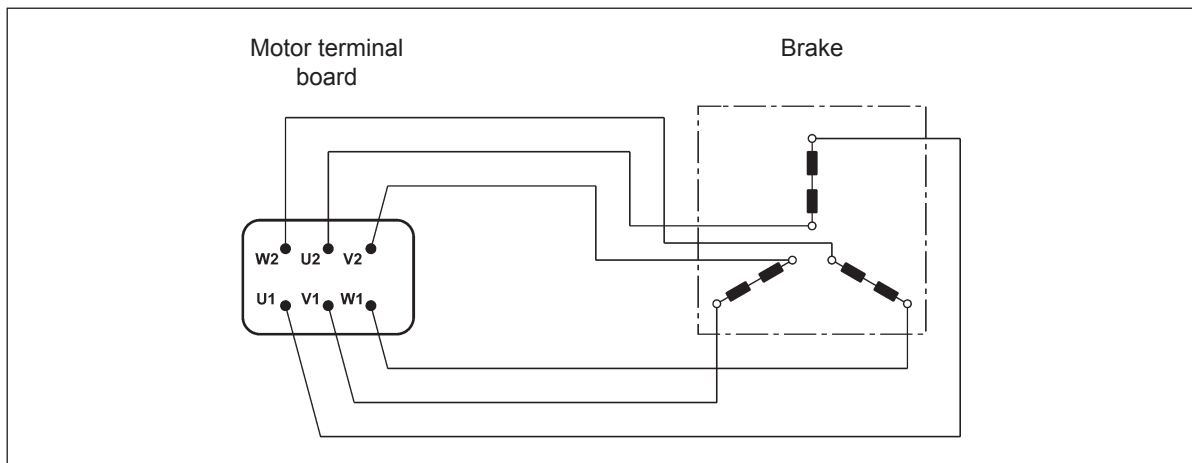


The brake pad wear depends on the operating/ambient conditions (temperature, humidity, angular speed, specific pressure); Therefore the declared wear rate must be considered as indicative.

M8.4 FA brake connections

The diagram (F49) shows the wiring when brake is connected directly to same power supply of the motor:

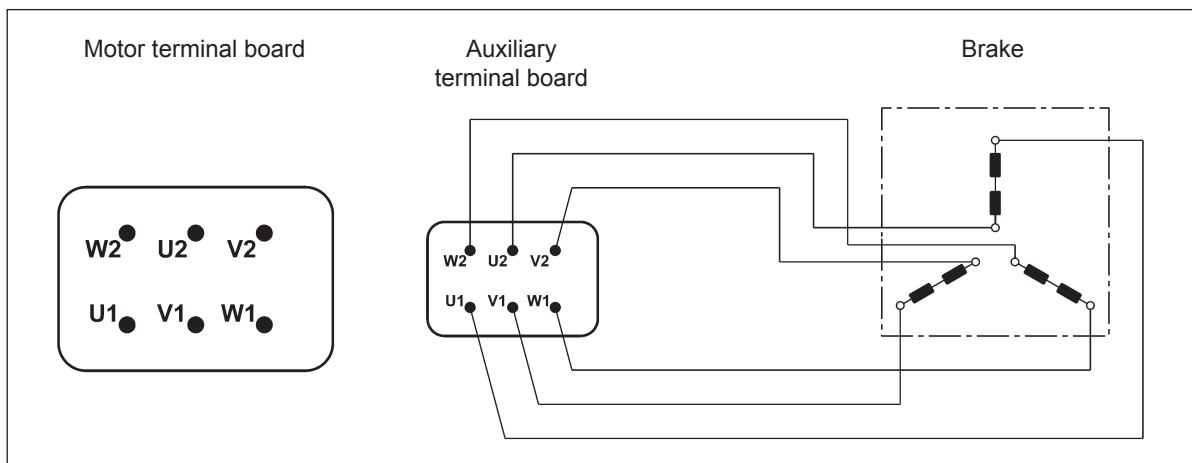
(F 49)

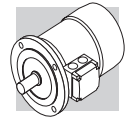


Switch-pole motors and, at request, single-pole motors with separate power supply are equipped with an auxiliary terminal board with 6 terminals for brake connection.

In this version, motors feature a larger terminal box. See diagram (F50):

(F 50)

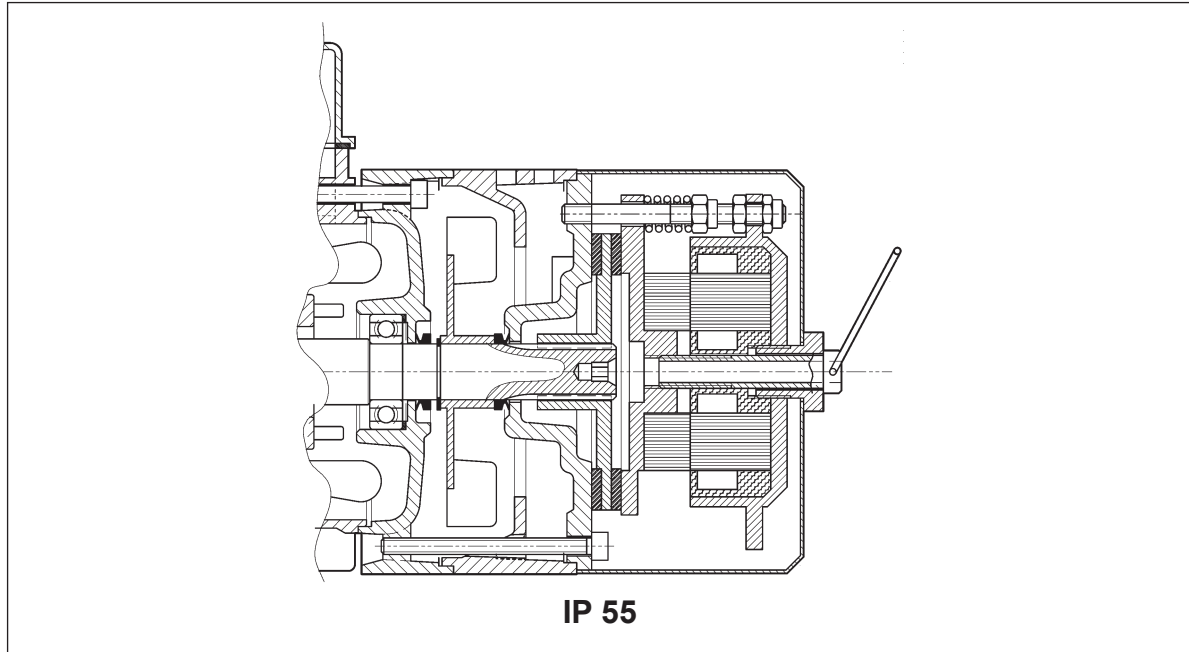




M9 AC BRAKE MOTORS TYPE BN_BA

Frame sizes: BN 63 ... BN 132M

(F 51)



Electromagnetic brake operates from three-phase **alternated current** power supply and is bolted onto conveyor shield.

Steel brake disc slides axially on splined motor shaft (steel drive hub is shrunk onto shaft on frame size 244).

Factory setting is maximum brake torque.

Step less braking torque adjustment by screws which compress the brake springs. Allowed adjustment range is $30\% M_{bMAX} < M_b < M_{bMAX}$ (where M_{bMAX} is maximum braking torque as shown in tab. (F53).

Motors are supplied complete with manual brake release screw as standard. Screw may be locked in the release position to allow for motor shaft rotation.

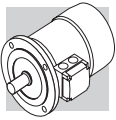
The brake release screw must be removed after use to ensure proper brake operation and avoid potentially dangerous conditions.

In addition to the high dynamic characteristics typical of AC brakes, a sturdy design and increased braking energy make the BA brake ideal for heavy-duty applications as well as applications requiring frequent stop/starts and very fast response time.

For applications involving lifting and/or high hourly energy dissipation, contact Bonfiglioli's Technical Service.

M9.1 Protection class

Only available in protection class IP55.



M9.2 BA brake power supply

In single speed motors, power supply is brought to the brake coil direct from the motor terminal box. As a result, brake voltage and motor voltage are the same. In this case, brake voltage indication may be omitted in the designation.

Switch-pole motors and motors with separate brake power supply feature an auxiliary terminal board with 6 terminals for connection to brake line. In both cases, brake voltage indication in the designation is mandatory.

The following table reports standard AC brake power supply ratings for single- and switch-pole motors:

(F 52)

single-pole motor	BN 63 ... BN 132
	230Δ / 400Y V ±10% – 50 Hz
	265Δ / 460Y ±10% - 60 Hz
switch-pole motors (separate power supply line)	BN 63 ... BN 132
	230Δ / 400Y V ±10% – 50 Hz
	460Y - 60 Hz

Unless otherwise specified, standard brake power supply is 230Δ/400Y V - 50 Hz.

Special voltages in the 24...690 V, 50-60 Hz range are available at request.

M9.3 BA brake technical specifications

The table below reports the technical specifications for AC brakes type BA.

(F 53)

Brake	Brake torque M_b [Nm]	Release t_1 [ms]	Braking t_2 [ms]	W_{max} [J]			W [MJ]	P_B [VA]
				10 s/h	100 s/h	1000 s/h		
BA 60	5	5	20	4000	1500	180	30	60
BA 70	8	6	25	7000	2700	300	60	75
BA 80	18	6	25	10000	3100	350	80	110
BA 90	35	8	35	13000	3600	400	88	185
BA 100	50	8	35	18000	4500	500	112	225
BA 110	75	8	35	28000	6800	750	132	270
BA 140	150	15	60	60000	14000	1500	240	530

M_b = max static braking torque (±15%)

t_1 = brake release time

t_2 = brake engagement time

W_{max} = max energy per brake operation (brake thermal capacity)

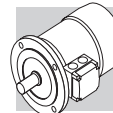
W = braking energy between two successive air gap adjustments

P_b = power drawn by brake at 20° (50 Hz)

s/h = starts per hour

NOTE

Values t_1 and t_2 in the table refer to a brake set at rated torque, medium air gap and rated voltage.

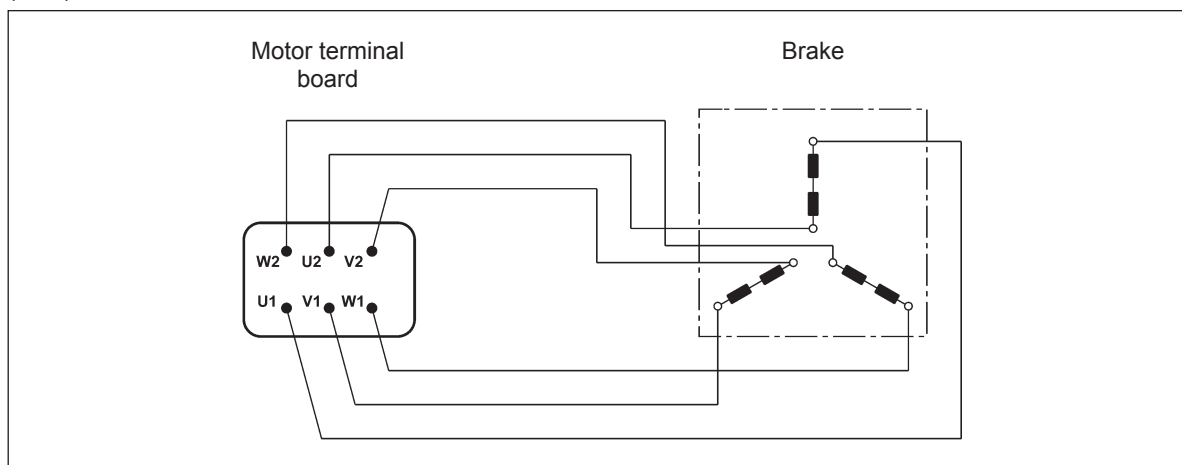


The brake pad wear depends on the operating/ambient conditions (temperature, humidity, angular speed, specific pressure); Therefore the declared wear rate must be considered as indicative.

M9.4 BA brake connections

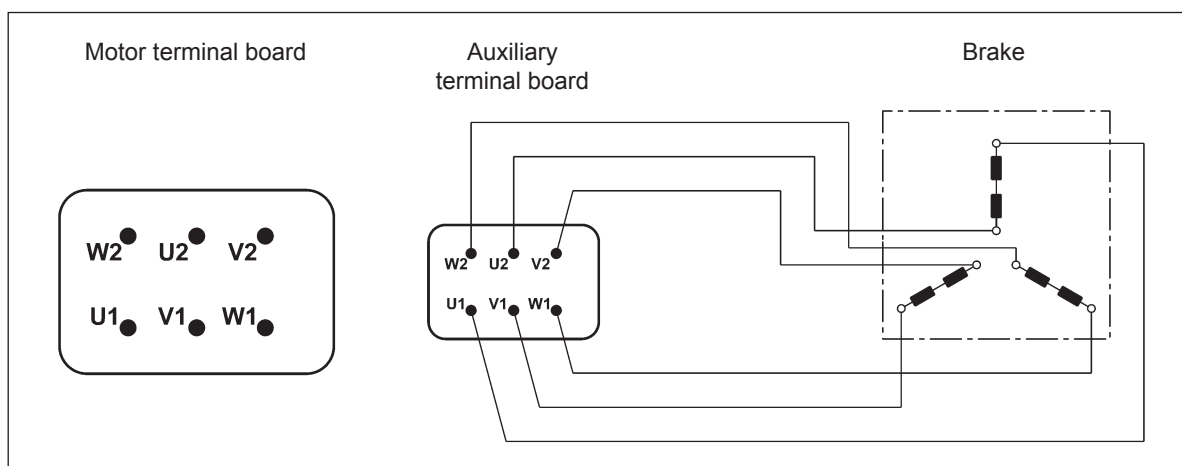
The diagram (F54) shows the required connections to terminal box when brake is to be connected directly to motor power supply:

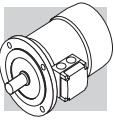
(F 54)



Switch-pole motors and, at request, single-pole motors with separate power supply line are equipped with an auxiliary terminal board with 6 terminals for brake connection. In this version, motors feature a larger terminal box. See diagram (F55):

(F 55)



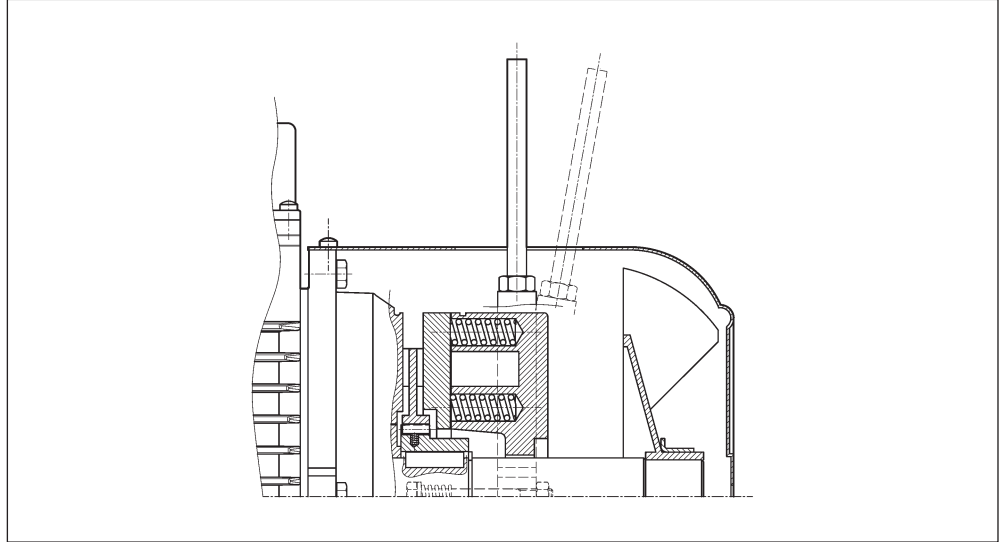


M10 BRAKE RELEASE SYSTEMS

Spring-applied brakes type FD, AFD and FA may be equipped with optional manual release devices. These are typically used for manually releasing the brake before servicing any machine or plant parts operated by the motor.

R

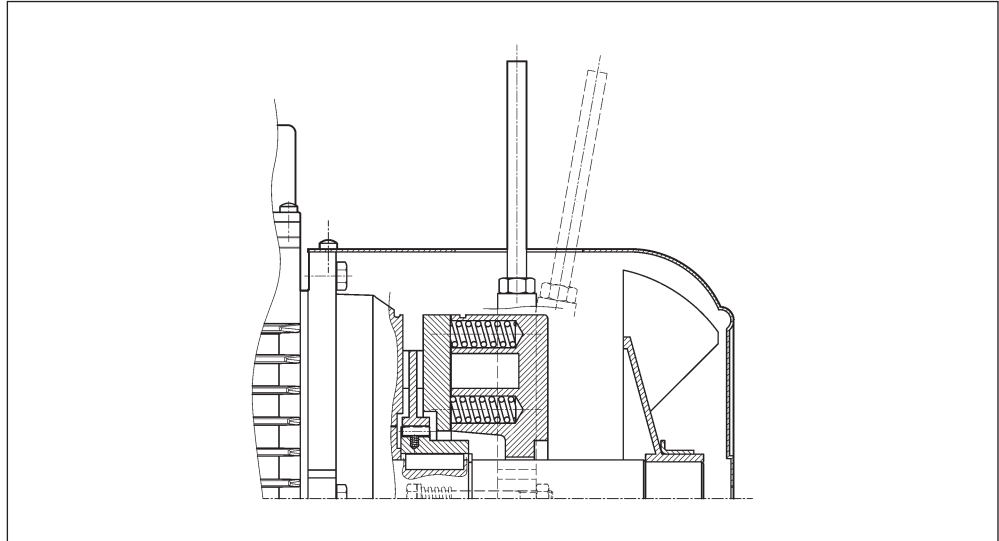
(F 56)



A return spring brings the release lever back in the original position.

RM

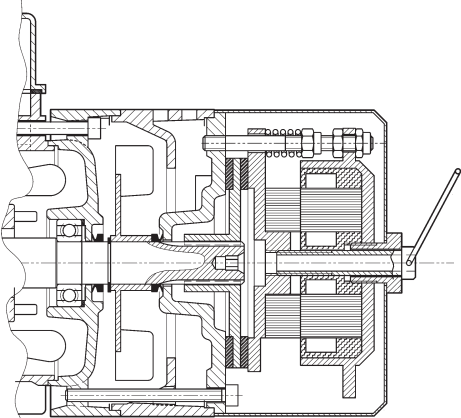
(F 57)



On motors type BN_FD, if the option RM is specified, the release device may be locked in the "release" position by tightening the lever until its end becomes engaged with a brake housing projection. The availability for the various disengagement devices is charted here below:



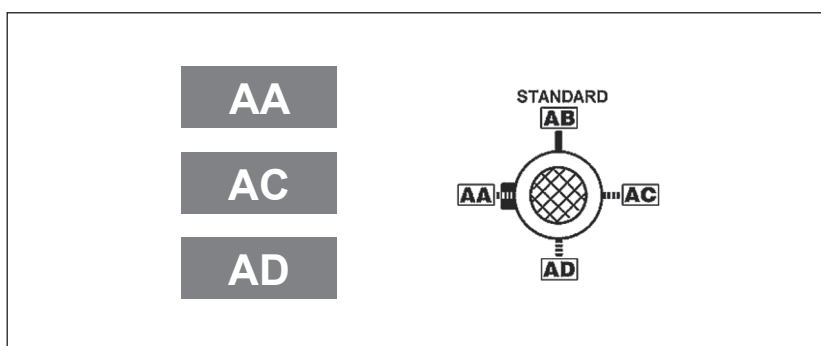
(F 58)

	R	RM
BN_FD	BN 63...BN 200	2p 63A2 ≤ H ≤ 132M2 4p 63A4 ≤ H ≤ 132MA4 6p 63A6 ≤ H ≤ 132MA6
BN_AFD	BN 63...BN 160MR	⊖
M_FD	M 05...M 5	M 05...M 4LA
M_AFD	M 05...M 4LC	⊖
BN_FA	BN 63...BN 180M	⊖
M_FA	M 05...M 5	
BN_BA		

M10.1 Release lever orientation

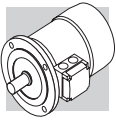
Unless otherwise specified, the release lever is located 90° away from the terminal box – identified by letters [AB] in the diagram below – in a clockwise direction on both options **R** and **RM**. Alternative lever positions [AA], [AC] and [AD] are also possible when the corresponding option is specified:

(F 59)





M10.2 Fly-wheel data (F1)

The table below shows values of weight and inertia of flywheel (option F1). Overall dimensions of motors remain unchanged.



(F 60)

Main data for flywheel of motore type: BN_FD, BN_AFD, M_FD, M_AFD			
		Fly-wheel weight [Kg]	Fly-wheel inertia [Kgm ²]
BN 63	M05	0.69	0.00063
BN 71	M1	1.13	0.00135
BN 80	M2	1.67	0.00270
BN 90 S - BN 90 L	–	2.51	0.00530
BN 100	M3	3.48	0.00840
BN 112	–	4.82	0.01483
BN 132 S - BN 132 M	M4	6.19	0.02580

M11 OPTIONS

M11.1 Thermal protective devices

In addition to the standard protection provided by the magneto-thermal device, motors can be supplied with built-in thermal probes to protect the winding against overheating caused, by insufficient ventilation or by an intermittent duty.

This additional protection should always be specified for servoven-tilated motors (IC416).

M11.2 Thermistors

E3

These are semi-conductors having rapid resistance variation when they are close to the rated switch off temperature (150 °C).

Variations of the $R = f(T)$ characteristic are specified under DIN 44081, IEC 34-11 Standards.

Positive temperature coefficient thermistors are normally used (also known as PTC “cold conductor resistors”).

Thermistors cannot control relays directly and must be connected to a suitable disconnect device.

Thus protected, three PTCs connected in series are installed in the winding, the terminals of which are located on the auxiliary terminal-board.

K1

The design characteristics of this sub-group of PTC thermistors allow them to be used as positive temperature coefficient sensors with variable resistance.

Functioning temperature range: 0°C ... +260°C.

Thermistors cannot control relays directly and must be connected to a suitable disconnect device.

Terminals (polarised) for 1 x KTY 84-130 are provided on an auxiliary terminal strip.



M11.3 Bimetallic thermostates

D3

These types of protective devices house a bimetal disk. When the rated switch off temperature (150 °C) is reached, the disk switches the contacts from their initial rest position.

As temperature falls, the disk and the contacts automatically return to rest position.

Three bimetallic thermostates connected in series are usually employed, with normally closed contacts. The terminals are located on an auxiliary terminal-board.

M11.4 Plug connector

CON

Three types of connectors (CON 1, CON 2, CON 3) are provided; they can be mounted in two different positions: right side of terminal box cover (C1D, C2D, C3D); left side of terminal box cover (C1S, C2S, C3S).

The option CON is applicable to single speed BN and M motors (2, 4, 6, 8 poles), and it is not applicable to switch-pole motors. More details about the motor sizes are available in the next table.

The connectors CON 1 / CON 2 are available for BN and M motors without brake and for BN and M brakemotors equipped with DC brake type FD or AFD, for the motor sizes listed below.

The male connector (with pins) is mounted on the motor, the female connector is not provided.

With CON option, the winding connection is always Y.

With option U1 "forced ventilation", the fan unit supply is available inside the separate terminal box fixed to fan cover.

With options EN1...EN6, the encoder connection is made by a cable not connected to the motor plug connector.

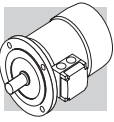
The CON option is not applicable to brakemotors equipped with AC brake type FA or BA.

The CON option is not available when at least one of the next options are selected: the U2, CUS, IC.

Specifications

(F 61)

Option	CON 1
Motor size	BN63...BN112 / M05...M3
Connector view	
Type of connector	Harting Han 10ES
Housing	Han EMC 10B with 2 levers
Numbers of pins - nominal current	10 x 16A
Voltage	500 Vac
Contact connection	Screw terminals



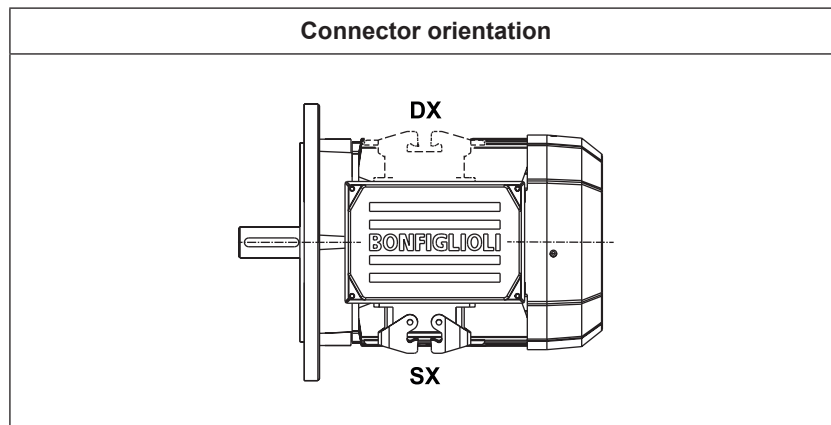
(F 62)

Option	CON 2
Motor size	BN63...BN160MR / M05...M4LC
Connector view	
Type of connector	Harting Han Modular
Housing	Han EMC 10B with 2 levers
Module type	Module C + Empty module + Module E
Numbers of pins - nominal current	3 x 36A / 6 x 16A
Voltage	500 Vac
Contact connection	Crimping contacts

(F 63)

Option	CON 3
Motor size	BN63...BN160MR / M05...M4LC
Connector view	
Type of connector	Harting Han Modular
Housing	Han EMC 10B with 2 levers
Module type	Module C + Module E + Module E
Numbers of pins - nominal current	3 x 36A / 6 + 6 x 16A
Voltage	500 Vac
Contact connection	Crimping contacts

(F 64)





(F 65)

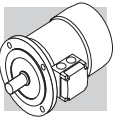
Motors without brake dimensions						
		AD (mm)	AF (mm)	AH (mm)	LL (mm)	V ^(*) (mm)
BN63	M05	136	110	45	165	4.5
BN71	M1	149	110	45	165	15.5
BN80	M2	160	110	45	165	16.5
BN90	—	162	110	45	165	31.5
BN100	M3	171	110	45	165	37.5
BN112	—	186	110	45	165	39
BN132	M4	210	140	45	188	45.5
BN160MR	—	210	140	45	188	161

(*) Dimension valid only for motors BN.

(F 66)

Motors with FD brake dimensions						
		AD (mm)	AF (mm)	AH (mm)	LL (mm)	V ^(*) (mm)
BN63	M05	136	110	45	165	4.5
BN71	M1	149	110	45	165	1.5
BN80	M2	160	110	45	165	18.5
BN90	—	162	110	45	165	39.5
BN100	M3	171	110	45	165	63.5
BN112	—	186	110	45	165	75
BN132	M4	210	140	45	188	122
BN160MR	—	210	140	45	188	161

(*) Dimension valid only for motors BN.



M11.5 Control of brake operation

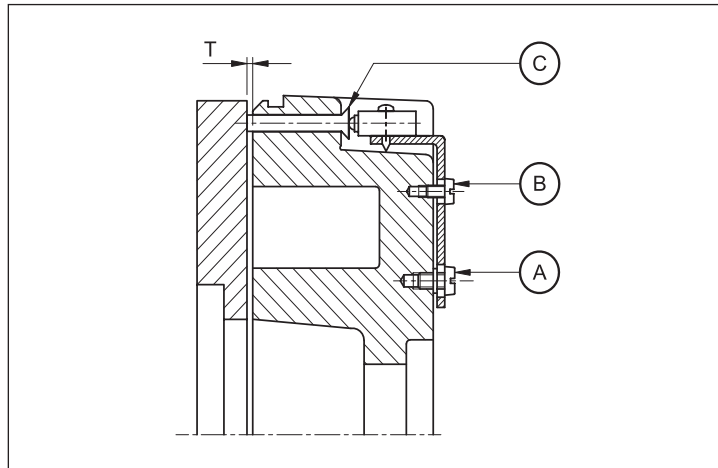
MSW

The microswitch can be set in order to obtain from it a signal related to the attraction/release of an anchor plate, or it can be set in order to give feedback when the air gap reaches the maximum value.

MSW option is available for brakes FD03...FD09 and AFD03...AFD07.

The microswitch is provided with three lead wires (NC, NO, COM). The next figure shown the main components of the brake equipped with microswitch.

(F 67)



- A: Plate fixing screws
- B: Setting screws
- C: Actuator control pin

M11.6 Additional cable entry for brakemotors

IC

The terminal box cover of brakemotors BN63...BN160MR / M05...M4 is provided with two additional cable entry M16 x 1.5 (one cable entry per side).

The terminal box cover of brakemotors BN160...BN200 / M5 is provided with an additional cable entry M16 x 1.5 next to the cable entry used for the brake.

M11.7 Anti-condensation heaters



H1

Where an application involves high humidity or extreme temperature fluctuation, motors may be equipped with an anti-condensate heater.

A single-phase power supply is available in the auxiliary terminal board inside the main terminal box. Values for the absorbed power are listed here below:



(F 68)

			H1
			1~ 230V ± 10% P [W]
BN 56...BN 80		M0...M2	10
BN 90...BN 160MR		M3 - M4	25
BN 160M...BN 180M		M5	50
BN 180L...BN 200L		—	50

Warning!

Always remove power supply to the anti-condensante heater before operating the motor.

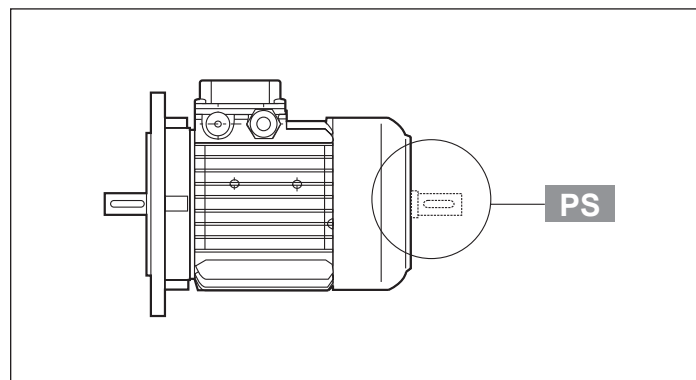
M11.8 Second shaft extension

PS

This option is not compatible with variants RC, TC, U1, U2, EN1, EN2, EN3, EN4, EN5, EN6 – and is not feasible on motors equipped with BA brake.

For shaft dimensions please see motor dimensions tables.

(F 69)



M11.9 Backstop device

AL

AR

For applications where backdriving must be avoided, motors equipped with an anti run-back device can be used (available for the M series only).

While allowing rotation in the direction required, this device operates instantaneously in case of a power failure, preventing the shaft from running back.

The anti run-back device is life lubricated with special grease for this specific application.

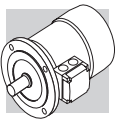
When ordering, customers should indicate the required rotation direction, AL or AR.

Never use the anti run-back device to prevent reverse rotation caused by faulty electrical connection.


Table (F70) shows rated and maximum locking torques for the anti run-back devices.

A diagram of the device can be seen in Table (F71). Overall dimensis are same as the corresponding brake motor.

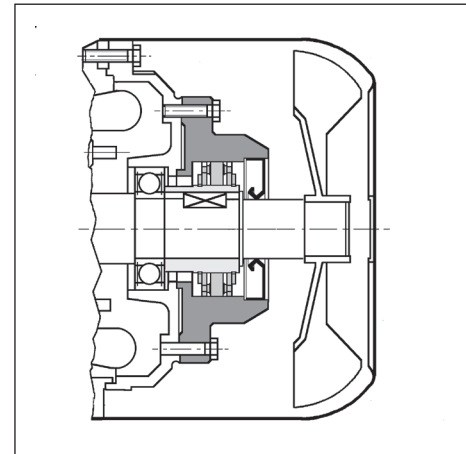
The direction of free rotation is described in the “MOTOR OPTIONS” section of specifically dedicated sections to gear units.



(F 70)

	Rated locking torque	Max. locking torque	Release speed
	[Nm]	[Nm]	[min ⁻¹]
M1	6	10	750
M2	16	27	650
M3	54	92	520
M4	110	205	430

(F 71)



M11.10 Ventilation

Motors are cooled through outer air blow (IC 411 according to CEI EN 60034-6) and are equipped with a plastic radial fan, which operates in both directions.

Ensure that fan cover is installed at a suitable distance from the closest wall so to allow air circulation and servicing of motor and brake, if fitted.



On request, motors can be supplied with independently power-supplied forced ventilation system starting from BN 71 or M1 size.

Motor is cooled by an axial fan with independent power supply and fitted on the fan cover (IC 416 cooling system).

This version is used in case of motor driven by inverter so that steady torque operation is possible even at low speed or when high starting frequencies are needed.

Brake motors of BN_BA type and all motors with rear shaft projection (PS option) are excluded.



(F 72)

		Power supply			
		V a.c. ± 10%	Hz	P [W]	I [A]
BN 71	M1	1~ 230	50 / 60	22	0.12
BN 80	M2			22	0.12
BN 90	—			40	0.30
BN 100 (*)	M3			50	0.25
BN 112	—	3~ 230 Δ / 400Y	50	50	0.26 / 0.15
BN 132S	M4S			110	0.38 / 0.22
BN 132M...BN 160MR	M4L				
BN 160...BN 180M	M5		50	180	1.25 / 0.72

This variant has two different models, called **U1** and **U2**, having the same longitudinal size. Longer side of fan cover (**DL**) is specified for both models in the table below. Overall dimension can be reckoned from motor size table.



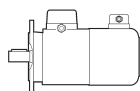
(F 73)

Extra length for servoventilated motors			
		ΔL_1	ΔL_2
BN 71	M1	93	32
BN 80	M2	127	55
BN 90	—	131	48
BN 100	M3	119	28
BN 112	—	130	31
BN 132S	M4S	161	51
BN 132M	M4L	161	51

ΔL_1 = extra length to LB value of corresponding standard motor

ΔL_2 = extra length to LB value of corresponding brake motor

U1

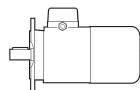


Fan wiring terminals are housed in a separate terminal box.

In brake motors of size BN 71...BN 160MR, with **U1** model, the release lever cannot be positioned to AA.

The option is not applicable to motors compliant with the CSA and UL norms (option CUS).



U2



Fan terminals are wired in the motor terminal box.

The **U2** option does not apply to motors BN 160 through BN 200L, with the only exception of motor BN 160MR for which the option is available instead and to motors with option CUS (compliant to norms CSA and UL).

(F 74)

(*)			V a.c. $\pm 10\%$	Hz	P [W]	I [A]
	BN 100_U2	M3	3~ 230 Δ / 400Y	50 / 60	40	0.12 / 0.09

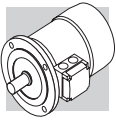
M11.11 Rain canopy

RC



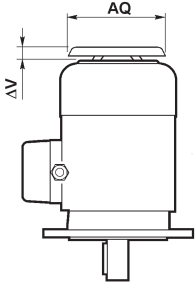
The rain canopy protects the motor from dripping and avoids the ingress of solid bodies. It is recommended when motor is installed in a vertical position with the shaft downwards.

Relevant dimensions are indicated in the table below.

The drip cover is not compatible with variants PS, EN1, EN2, EN3, EN4, EN5, EN6 and will not fit motors equipped with a BA brake.



(F 75)

		AQ	ΔV	
BN 63	M05	118	24	
BN 71	M1	134	27	
BN 80	M2	152	25	
BN 90	—	168	30	
BN 100	M3	190	28	
BN 112	—	211	32	
BN 132...BN 160MR	M4	254	32	
BN 160M...BN 180M	M5	302	36	
BN 180L...BN 200L	—	340	36	

M11.12 Textile canopy

TC

Option TC is a cover variant for textile industry environments, where lint may obstruct the fan grid and prevent a regular flow of cooling air.

This option is not compatible with variants EN1, EN2, EN3, EN4, EN5, EN6 and will not fit motors equipped with a BA brake.

Overall dimensions are the same as drip cover type RC.

M11.13 Feedback units

Motors may be combined with three different types of encoders to achieve feedback circuits.

Configurations with double-extended shaft (PS) and rain canopy (RC, TC) are not compatible with encoder installation.

Also not compatible are motors equipped with a.c. brakes, type BA.

EN1

Incremental encoder, $V_{IN} = 5 \text{ V}$, line-driver output RS 422.

EN2

Incremental encoder, $V_{IN} = 10\text{-}30 \text{ V}$, line-driver output RS 422.

EN3

Incremental encoder, $V_{IN} = 12\text{-}30 \text{ V}$, push-pull output 12-30 V



EN4

Encoder sin/cos, $V_{IN} = 4.5-5.5$ V, output Sinus $0.5V_{PP}$.

EN5

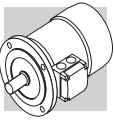
Absolute encoder singleturn, HIPERFACE® interface, $V_{IN} = 7-12$ V.

EN6

Absolute encoder multiturn, HIPERFACE® interface, $V_{IN} = 7-12$ V.

(F 76)

	EN1	EN2	EN3	EN4	EN5	EN6
Interface	TTL/RS 422	TTL/RS 422	HTL/push-pull	Sinus 0.5 VPP	HIPERFACE®	HIPERFACE®
Power supply voltage [V]	4...6	10...30	12...30	4.4...5.5	7...12	7...12
Output voltage [V]	5	5	12...30	—	—	—
No-load operating current [mA]	120	100	100	40	80	80
No. of pulses per revolution	1024					
Steps per revolution	—	—	—	—	15 bit	15 bit
Revolutions	—	—	—	—	—	12 bit
No. of signals	6 (A, B, Z + inverted signals)			6 (cos-, cos+, sin-, sin+, Z, \bar{Z})	—	—
Max. output frequency [kHz]	600			200		
Max. speed [min ⁻¹]	6000 (9000 min ⁻¹ for 10 s)					
Working temperature range [°C]	-30 ... +100					
Protection class	IP 65					



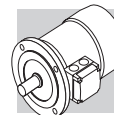
(F 78)

EN1, EN2, EN3, EN4, EN5, EN6	
BN 63...BN 200L	M05...M5
BN 63_FD...BN 200L_FD	M05_FD...M5_FD
BN 63_AFD...BN 160MR_AFD	M05_AFD...M4LC_AFD
BN 63_FA...BN 200L_FA	M05_FA...M5_FA

(F 77)

EN_ + U1		
BN 160M...BN 180M	M5	L3 72
BN 180L...BN 200L	-	82
BN 160M_FD...BN 180M_FD	M5_FD	35
BN 180L_FD...BN 200L_FD	-	41

If the encoder device (option EN_) is specified on motors BN71...BN160MR / M1...M4, along with the independent fan cooling (options U1, U2), the extra length of motor is coincident with that of the correspondent U1 and U2 execution.



C_

M11.14 Surface protection

When no specific protection class is requested, the painted (ferrous) surfaces of motors are protected to at least corrosivity class C2 (UNI EN ISO 12944-2). For improved resistance to atmospheric corrosion, motors can be delivered with C3 and C4 surface protection.

SURFACE PROTECTION	Typical environments	Maximum surface temperature	Corrosivity class according to UNI EN ISO 12944-2
C3	Urban and industrial environments with up to 100% relative humidity (medium air pollution)	120°C	C3
C4	Industrial areas, coastal areas, chemical plant, with up to 100% relative humidity (high air pollution)	120°C	C4

Motors with optional protection to class C3 or C4 are available in a choice of colours. If no specific colour is requested (see the “PAINTING” option) motors are finished in RAL 7042.

Motors can also be supplied with surface protection for corrosivity class C5 according to UNI EN ISO 12944-2. Contact our Technical Service for further details.

RAL_

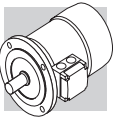
M11.15 Painting

Gearboxes with optional protection to class C3 or C4 are available in the colours listed in the following table.

PAINTING	Colour	RAL number
RAL7042*	Traffic Grey A	7042
RAL5010	Gentian Blue	5010
RAL9005	Jet Black	9005
RAL9006	White Aluminium	9006
RAL9010	Pure White	9010

* Gearboxes are supplied in this standard colour if no other colour is specified.

NOTE – “PAINTING” options can only be specified in conjunction with “SURFACE PROTECTION” options.



M11.16 Certificates

ACM

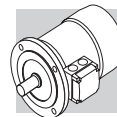
Certificate of compliance of motors

The document certifies the compliance of the product with the purchase order and the construction in conformity with the applicable procedures of the Bonfiglioli Quality System.

CC

Inspection certificate

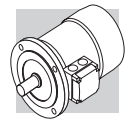
The document entails checking on order compliance, the visual inspection of external conditions and instrumental testing of the electrical characteristics in unloaded conditions. Units inspected are sampled within the shipping batch and marked individually.



M12 MOTOR RATING CHARTS

2P		3000 min ⁻¹ - S1																50 Hz																		
		d.c. brake								d.c. brake with fixed air gap								a.c. brake																		
		FD				AFD				FA				BA																						
P _n kW	n min ⁻¹	M _n Nm	IE1	η (100%)	η (75%)	η (50%)	cosφ	I _n 400V A	I _s I _n	M _s M _n	M _a M _n	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg								
																													NB	SB	NB	SB	NB	SB	NB	SB
0.18	BN 63A	2	2730	0.63	○	59.9	56.9	51.9	0.77	0.56	3.0	2.1	2.0	2.0	3.5	FD 02	1.75	3900	4800	2.6	5.2	AFD 02	1.75	4800	2.6	5.0	FA 02	1.75	4800	2.6	5.0	BA 60	5	3500	4.0	5.8
0.25	BN 63B	2	2740	0.87	○	66.0	64.8	64.8	0.76	0.72	3.3	2.3	2.3	3.9	3.9	FD 02	1.75	3900	4800	3.0	5.6	AFD 02	1.75	4800	3.0	5.4	FA 02	1.75	4800	3.0	5.4	BA 60	5	3600	4.3	6.2
0.37	BN 63C	2	2800	1.26	○	69.1	66.8	66.8	0.78	0.99	3.9	2.6	2.6	3.3	5.1	FD 02	3.5	3600	4500	3.9	6.8	AFD 02	3.5	4500	3.9	6.6	FA 02	3.5	4500	3.9	6.6	BA 60	5	3500	5.3	7.4
0.37	BN 71A	2	2820	1.25	○	73.8	73.0	70.6	0.76	0.95	4.8	2.8	2.6	3.5	5.4	FD 03	3.5	3000	4100	4.6	8.1	AFD 03	5	4100	4.6	7.8	FA 03	3.5	4200	4.6	7.8	BA 70	8	3500	5.5	9.3
0.55	BN 71B	2	2820	1.86	○	76.0	75.8	74.8	0.76	1.37	5.0	2.9	2.8	4.1	6.2	FD 03	5	2900	4200	5.3	8.9	AFD 03	5	4200	5.3	8.6	FA 03	5	4200	5.3	8.6	BA 70	8	3600	6.1	10.1
0.75	BN 71C	2	2810	2.6	○	76.6	76.2	76.2	0.76	1.86	5.1	3.1	2.8	5.0	7.3	FD 03	5	1900	3300	6.1	10.0	AFD 03	7.5	3300	6.1	9.7	FA 03	5	3600	6.1	9.7	BA 70	8	3200	7.0	11.2
0.75	BN 80A	2	2810	2.6	●	76.2	75.5	68.3	0.81	1.75	4.8	2.6	2.2	7.8	8.6	FD 04	5	1700	3200	9.4	12.5	AFD 04	5	3200	9.4	12.1	FA 04	5	3200	9.4	12.4	BA 80	18	2800	10.8	13.9
1.1	BN 80B	2	2800	3.8	●	76.4	76.2	75.0	0.81	2.57	4.8	2.8	2.4	9.0	9.5	FD 04	10	1500	3000	10.6	13.4	AFD 04	10	3000	10.6	13.0	FA 04	10	3000	10.6	13.3	BA 80	18	2700	12.0	14.8
1.5	BN 80C	2	2800	5.1	●	79.1	79.5	77.2	0.81	3.4	4.9	2.7	2.4	11.4	11.3	FD 04	15	1300	2600	13.0	15.2	AFD 04	15	2600	13.0	14.8	FA 04	15	2600	13.0	15.1	BA 80	18	2400	14.4	16.6
1.5	BN 90SA	2	2870	5.0	●	82.0	81.5	78.1	0.80	3.4	5.9	2.7	2.6	12.5	12.3	FD 14	15	900	2200	14.1	16.5	AFD 14	15	2200	14.1	16.1	FA 14	15	2200	14.1	16.4	BA 90	35	1600	19.5	19.6
1.85	BN 90SB	2	2880	6.1	●	82.5	82.0	75.4	0.80	4.0	6.2	2.9	2.6	16.7	14	FD 14	15	900	2200	18.3	18.2	AFD 14	15	2200	18.3	17.8	FA 14	15	2200	18.3	18.1	BA 90	35	1700	23.7	21.3
2.2	BN 90L	2	2880	7.3	●	82.7	82.1	80.8	0.80	4.8	6.3	2.9	2.7	16.7	14	FD 05	26	900	2200	21	20	AFD 05	26	2200	21	19.4	FA 05	26	2200	21	20.7	BA 90	35	1700	24	21.3
3	BN 100L	2	2860	10.0	●	81.5	81.3	77.4	0.79	6.7	5.6	2.6	2.2	31	20	FD 15	26	700	1600	35	26	AFD 15	26	1600	35	25	FA 15	26	1600	35	27	BA 100	50	1300	43	30
4	BN 100LB	2	2870	13.3	●	83.1	83.0	77.8	0.80	8.7	5.8	2.7	2.5	39	23	FD 15	40	450	900	43	29	AFD 15	40	900	43	28	FA 15	40	1000	43	30	BA 100	50	850	51	33
4	BN 112M	2	2900	13.2	●	85.5	84.5	83.0	0.82	8.2	6.9	3.0	2.9	57	28	FD 06S	40	—	950	66	39	AFD 06S	40	950	66	38	FA 06S	40	950	66	40	BA 110	75	850	73	41
5.5	BN 132SA	2	2890	18.2	●	84.7	84.5	81.2	0.84	11.2	5.9	2.6	2.2	101	35	FD 06	50	—	600	112	48	AFD 06	62	600	112	47	FA 06	50	600	112	49	BA 140	150	500	151	67
7.5	BN 132SB	2	2900	25	●	86.5	86.3	84.4	0.85	14.7	6.4	2.6	2.2	145	42	FD 06	50	—	550	154	55	AFD 06	62	550	154	54	FA 06	50	550	154	56	BA 140	150	450	195	74
9.2	BN 132M	2	2930	30	●	87.0	86.5	83.6	0.86	17.7	6.7	2.8	2.3	178	53	FD 56	75	—	430	189	66	AFD 06	75	430	189	65	FA 06	67	430	189	67	BA 140	150	400	228	85
11	BN 160MIR	2	2920	36	●	87.6	87.0	86.0	0.88	20.6	6.9	2.9	2.5	210	65																					
15	BN 160MB	2	2930	49	●	89.6	89.4	88.0	0.86	28.1	7.1	2.6	2.3	340	84																					
18.5	BN 160L	2	2930	60	●	90.4	90.1	89.0	0.86	34	7.6	2.7	2.3	420	97																					
22	BN 180M	2	2930	72	●	89.9	89.7	89.5	0.88	40	7.8	2.6	2.4	490	109																					
30	BN 200LA	2	2930	98	●	90.7	90.1	87.6	0.89	54	7.8	2.7	2.9	770	140																					

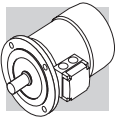
○ = n.a. ● = IE1



6P **1000 min⁻¹ - S1** **50 Hz**

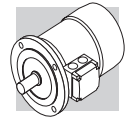
P _n kW	n min ⁻¹	M _n Nm	IE1	η (100%)	η (75%)	η (50%)	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	d.c. brake			d.c. brake with fixed air gap			a.c. brake														
														FD			AFD			FA			BA											
														Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²		
0.09	BN 63A	6	880	0.98	○	41.0	32.9	0.53	0.60	2.1	1.8	3.4	4.6	FD 02	3.5	9000	14000	4.0	6.3	AFD 02	3.5	14000	4.0	6.1	FA 02	3.5	14000	4.0	6.1	BA 60	5.0	12000	5.4	6.9
0.12	BN 63B	6	870	1.32	○	45.0	41.8	0.60	0.64	2.1	1.7	3.7	4.9	FD 02	3.5	9000	14000	4.3	6.6	AFD 02	3.5	14000	4.3	6.4	FA 02	3.5	14000	4.3	6.4	BA 60	5.0	12000	5.7	7.2
0.18	BN 71A	6	900	1.91	○	55.0	51.0	0.69	0.68	2.6	1.9	8.4	5.5	FD 03	5	8100	13500	9.5	8.2	AFD 03	5	13500	9.5	7.9	FA 03	5.0	13500	9.5	7.9	BA 70	8.0	12300	10.4	9.4
0.25	BN 71B	6	900	2.70	○	62.0	58.5	0.71	0.82	2.6	1.9	10.9	6.7	FD 03	5	7800	13000	12	9.4	AFD 03	5	13000	12	9.1	FA 03	5.0	13000	12	9.1	BA 70	8.0	12000	12.9	10.6
0.37	BN 71C	6	910	3.9	○	66.0	60.0	0.69	1.17	3.0	2.4	12.9	7.7	FD 53	7.5	5100	9500	14	10.4	AFD 03	7.5	9500	14	10.1	FA 03	7.5	9500	14	10.1	BA 70	8.0	8900	14.9	11.6
0.37	BN 80A	6	910	3.9	○	68.0	67.4	0.68	1.15	3.2	2.2	2.0	9.9	FD 04	10	5200	8500	23	13.8	AFD 04	10	8500	23	13.4	FA 04	10	8500	23	13.7	BA 80	18	8000	24	15.2
0.55	BN 80B	6	920	5.7	○	70.0	69.8	0.68	1.67	3.9	2.6	2.2	11.3	FD 04	15	4800	7200	27	15.2	AFD 04	15	7200	27	14.8	FA 04	15	7200	27	15.1	BA 80	18	6800	28	16.6
0.75	BN 80C	6	920	7.8	●	70.0	70.0	0.65	2.38	3.8	2.5	2.2	12.2	FD 04	15	3400	6400	30	16.1	AFD 04	15	6400	30	15.7	FA 04	15	6400	30	16.0	BA 80	18	6100	31	17.5
0.75	BN 90S	6	920	7.8	●	70.0	69.0	0.68	2.27	3.8	2.4	2.2	12.6	FD 14	15	3400	6500	28	16.8	AFD 14	15	6500	28	16.4	FA 14	15	6500	28	16.7	BA 90	35	5500	33	19.9
1.1	BN 90L	6	920	11.4	●	72.9	72.6	0.69	3.2	3.9	2.3	2.0	33	FD 05	26	2700	5000	37	21	AFD 05	26	5000	37	20	FA 05	26	5000	37	22	BA 90	35	4600	40	22
1.5	BN 100LA	6	940	15.2	●	75.2	74.2	0.72	4.0	4.1	2.0	82	22	FD 15	40	1900	4100	86	28	AFD 15	40	4100	86	27	FA 15	40	4100	86	29	BA 100	50	3800	94	32
1.85	BN 100LB	6	930	19.0	●	76.6	72.8	0.73	4.8	4.6	2.1	95	24	FD 15	40	1700	3600	99	30	AFD 15	40	3600	99	29	FA 15	40	3600	99	31	BA 100	50	3400	107	34
2.2	BN 112M	6	940	22	●	78.5	79.0	0.73	5.5	4.8	2.2	168	32	FD 06S	60	—	2100	177	42	AFD 06S	60	2100	177	41	FA 06S	60	2100	177	44	BA 110	75	2000	184	45
3	BN 132S	6	940	30	●	79.7	77.0	0.76	7.1	5.1	1.9	216	36	FD 56	75	—	1400	226	49	AFD 06	75	1400	226	48	FA 06	75	1400	226	50	BA 140	150	1200	266	68
4	BN 132MA	6	950	40	●	81.4	81.5	0.77	9.2	5.5	2.0	295	45	FD 06	100	—	1200	305	58	AFD 06	100	1200	305	57	FA 07	100	1200	318	63	BA 140	150	1050	345	77
5.5	BN 132MB	6	945	56	●	83.1	80.9	0.78	12.2	6.1	2.1	383	56	FD 07	150	—	1050	406	72	AFD 07	150	1050	406	70	FA 07	150	1050	406	74	BA 140	150	1000	433	88
7.5	BN 160M	6	955	75	●	85.0	84.8	0.81	15.7	5.9	2.2	740	83	FD 08	170	—	900	815	112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
11	BN 160L	6	960	109	●	86.4	86.5	0.81	22.7	6.6	2.5	970	103	FD 08	200	—	800	1045	133	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
15	BN 180L	6	970	148	●	87.7	88.0	0.82	30	6.2	2.4	1550	130	FD 09	300	—	600	1750	170	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
18.5	BN 200LA	6	960	184	●	88.6	88.0	0.81	37	5.9	2.0	2.3	1700	145	FD 09	400	—	450	1900	185	—	—	—	—	—	—	—	—	—	—	—	—	—	

○ = n.a. ● = IE1




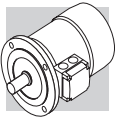
218P **3000/750 min⁻¹ - S3 60/40%** **50 Hz**

P _n kW	n min ⁻¹	M _n Nm	η	cosφ	In 400V A	I _s In	M _s M _n	M _a M _n	J _m x 10 ⁻⁴ kgm ²	d.c. brake										d.c. brake with fixed air gap										a.c. brake									
										FD					AFD					FA					BA														
										IM B5 kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb max. Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb max. Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb max. Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²
0.25	2	0.86	61	0.87	0.88	3.9	1.8	1.9	10.9	6.7	FD 03	1.75	1300	1400	12	9.4	AFD 03	2.5	1400	12	9.1	FA 03	2.5	1400	12	1400	12	9.1	BA 70	8.0	1300	12.9	10.6						
0.06	8	0.84	31	0.61	0.46	2.0	1.8	1.9				10000	13000																										
0.37	2	1.26	63	0.86	0.99	3.9	1.8	1.9	12.9	7.7	FD 03	3.5	1200	1300	14	10.4	AFD 03	5	1300	14	10.1	FA 03	3.5	1300	14	1300	14	10.1	BA 70	8.0	1200	14.9	11.6						
0.09	8	1.28	34	0.75	0.51	1.8	1.4	1.5				9500	13000																										
0.55	2	1.86	66	0.86	1.40	4.4	2.1	2.0	20	9.9	FD 04	5.0	1500	1800	22	13.8	AFD 04	5	1800	22	13.4	FA 04	5.0	1800	22	13.7	BA 80	18	1700	23	15.2								
0.13	8	1.80	41	0.64	0.72	2.3	1.6	1.7				5600	8000																										
0.75	2	2.6	68	0.88	1.81	4.6	2.1	2.0	25	11.3	FD 04	10	1700	1900	27	15.2	AFD 04	10	1900	27	14.8	FA 04	10	1900	27	15.1	BA 80	18	1800	28	16.6								
0.18	8	2.5	43	0.66	0.92	2.3	1.6	1.7				4800	7300																										
1.10	2	3.7	63	0.84	3.00	4.5	2.1	1.9	28	14.0	FD 05	13	1400	1600	32	20	AFD 05	13	1600	32	19.4	FA 05	13	1600	32	21	BA 90	35	1400	35	21								
0.28	8	3.9	48	0.63	1.34	2.4	1.8	1.9				3400	5100																										
1.5	2	5.0	69	0.85	3.69	4.7	1.9	1.8	40	18.3	FD 15	13	1000	1200	44	25	AFD 15	13	1200	44	14.4	FA 15	13	1200	44	25	BA 100	50	1000	52	29								
0.37	8	5.1	46	0.63	1.84	2.1	1.6	1.6				3300	5000																										
2.4	2	7.9	75	0.82	5.6	5.4	2.1	2.0	61	25	FD 15	26	550	700	65	31	AFD 15	26	700	65	30	FA 15	26	700	65	32	BA 100	50	600	72	36								
0.55	8	7.5	54	0.58	2.5	2.6	1.8	1.8				2000	3500																										
3	2	9.9	76	0.87	6.5	6.3	2.1	1.9	98	30	FD 06S	40	—	900	107	40	AFD 06S	40	900	107	39	FA 06S	40	900	107	42	BA 110	75	800	114	43								
0.75	8	10.4	60	0.65	2.8	2.5	1.6	1.6				—	2900																										
4	2	13.3	73	0.84	9.4	5.6	2.3	2.4	213	44	FD 56	37	—	500	223	57	AFD 06	37	500	223	56	FA 06	37	500	223	58	BA 140	150	400	263	76								
1	8	13.8	66	0.62	3.5	2.9	1.9	1.8				—	3500																										
5.5	2	18.3	75	0.84	12.6	6.1	2.4	2.5	270	53	FD 06	50	—	400	280	66	AFD 06	62	400	280	65	FA 06	50	400	280	67	BA 140	150	350	320	85								
1.5	8	21	68	0.63	5.1	2.9	1.9	1.9				—	2400																										









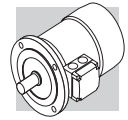
2/12P **3000/500 min⁻¹ - S3 60/40%** **50 Hz**

P _n kW		n min ⁻¹	M _n Nm	η	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	J _m x 10 ⁻⁴ kgm ²	d.c. brake										d.c. brake with fixed air gap										a.c. brake									
											FD					AFD					FA					BA														
											IM B5 kgm ²	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb max. Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb max. Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg	Mod	Mb max. Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²
0.55	BN 80B	2	2820	1.86	64	0.89	1.39	4.2	1.6	1.7	25	11.3	FD 04	5.0	1000	1300	27	15.2	AFD 04	5	1300	27	14.8	FA 04	5.0	1300	27	15.1	BA 80	18	1200	28	16.6							
0.09		12	430	2.0	30	0.63	0.89	1.8	1.9	1.8				8000	12000						12000				12000															
0.75	BN 90L	2	2790	2.6	56	0.89	2.17	4.2	1.8	1.7	26	12.6	FD 05	13	1000	1150	30	18.6	AFD 05	13	1150	30	18.0	FA 05	13	1150	30	19.3	BA 90	35	1050	33	19.9							
0.12		12	430	2.7	26	0.63	1.06	1.7	1.4	1.6				4600	6300						6300				6300															
1.10	BN 100LA	2	2850	3.7	65	0.85	2.87	4.5	1.6	1.8	40	18.3	FD 15	13	700	900	44	25	AFD 15	13	900	44	24.4	FA 15	13	900	44	25	BA 100	50	750	52	29							
0.18		12	430	4.0	26	0.54	1.85	1.5	1.3	1.5				4000	6000						6000				6000															
1.5	BN 100LB	2	2900	4.9	67	0.86	3.76	5.6	1.9	1.9	54	22	FD 15	13	700	900	58	28	AFD 15	13	900	58	27	FA 15	13	900	58	29	BA 100	50	800	66	32							
0.25		12	440	5.4	36	0.46	2.18	1.8	1.7	1.8				3800	5000						5000				5000															
2	BN 112M	2	2900	6.6	74	0.88	4.43	6.5	2.1	2.0	98	30	FD 06S	20	—	800	107	40	AFD 06S	20	800	107	39	FA 06S	20	800	107	42	BA 110	75	750	114	43							
0.3		12	460	6.2	46	0.43	2.19	2.0	2.1	2.0				—	3400						3400				3400															
3	BN 132S	2	2920	9.8	74	0.87	6.7	6.8	2.3	1.9	213	44	FD 56	37	—	450	223	57	AFD 06	37	450	223	56	FA 06	37	450	223	58	BA 140	150	380	263	76							
0.5		12	470	10.2	51	0.43	3.3	2.0	1.7	1.6				—	3000						3000				3000															
4	BN 132M	2	2920	13.1	75	0.89	8.6	5.9	2.4	2.3	270	53	FD 56	37	—	400	280	66	AFD 06	37	400	280	65	FA 06	37	400	280	67	BA 140	150	350	320	85							
0.7		12	460	14.5	53	0.44	4.3	1.9	1.7	1.6				—	2800						2800				2800															



4/6P **1500/1000 min⁻¹ - S1** **50 Hz**


P _n kW		d.c. brake														d.c. brake with fixed air gap						a.c. brake												
		FD							AFD							FA			BA			FA			BA									
		n min ⁻¹	M _n Nm	η	cosφ	In 400V A	Is In	M _s M _n	Ma M _n	J _m x 10 ⁻⁴ kgm ²	IM B5 	Mod	Mb Nm	Z ₀ 1/h NB	Z ₀ 1/h SB	J _m x 10 ⁻⁴ kgm ²	IM B5 	Mod	Mb Nm	Z ₀ 1/h SB	J _m x 10 ⁻⁴ kgm ²	IM B5 	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 	Mod	Mb max. Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 		
0.22	BN 71B	4	1410	1.5	64	0.74	3.9	1.8	1.9	9.1	7.3	3.5	2500	3500	10.2	10.0	AFD 03	5	3500	9000	10.2	9.7	FA 03	3.5	3500	9000	10.2	9.7	BA 70	8.0	3200	11.1	11.2	
0.13		6	920	1.4	43	0.67	2.3	1.6	1.7				5000																					
0.30	BN 80A	4	1410	2.0	61	0.82	3.5	1.3	1.5	15	8.2	5.0	2500	3100	16.6	12.1	AFD 04	5	3100	6000	16.6	11.7	FA 04	5.0	3100	6000	16.6	12.0	BA 80	18	2800	18	13.5	
0.20		6	930	2.1	54	0.66	3.2	1.9	2.0				4000																					
0.40	BN 80B	4	1430	2.7	63	0.75	3.9	1.8	1.8	20	9.9	10	1800	2300	22	13.8	AFD 04	10	2300	5500	22	13.4	FA 04	10	2300	5500	22	13.7	BA 80	18	2200	23	15.2	
0.26		6	930	2.7	55	0.70	2.7	1.5	1.6				3600																					
0.55	BN 90S	4	1420	3.7	70	0.78	4.5	2.0	1.9	21	12.2	10	1500	2100	23	16.1	AFD 14	10	2100	4100	23	15.7	FA 14	10	2100	4100	23	16.3	BA 90	35	1700	28	19.5	
0.33		6	930	3.4	62	0.70	3.7	2.3	2.0				2500																					
0.75	BN 90L	4	1420	5.0	74	0.78	4.3	1.9	1.8	28	14	13	1400	2000	32	20	AFD 05	13	2000	3600	32	19.4	FA 05	13	2000	3600	32	21	BA 90	35	1800	35	21	
0.45		6	920	4.7	66	0.71	3.3	2.0	1.9				2300																					
1.1	BN 100LA	4	1450	7.2	74	0.79	5.0	1.7	1.9	82	22	26	1400	2000	86	28	AFD 15	26	2000	3300	86	27	FA 15	26	2000	3300	86	29	BA 100	50	1800	94	32	
0.8		6	950	8.0	65	0.69	4.1	1.9	2.1				2100																					
1.5	BN 100LB	4	1450	9.9	75	0.79	5.1	1.7	1.9	95	25	26	1300	1800	99	31	AFD 15	26	1800	3000	99	30	FA 15	26	1800	3000	99	32	BA 100	50	1600	107	34	
1.1		6	950	11.1	72	0.68	4.3	2.0	2.1				2000																					
2.3	BN 112M	4	1450	15.2	75	0.78	5.7	1.8	1.9	168	32	40	—	1600	177	42	AFD 06S	40	1600	2400	177	41	FA 06S	40	1600	2400	177	44	BA 110	75	1500	184	45	
1.5		6	960	14.9	73	0.72	4.1	2.0	2.0				—	2400																				
3.1	BN 132S	4	1460	20	83	0.83	6.5	2.1	2.0	213	44	37	—	1200	223	57	AFD 06	62	1200	1900	223	56	FA 06	37	1200	1900	223	58	BA 140	150	1000	263	76	
2		6	960	20	77	0.75	4.9	2.1	2.1				—	1900																				
4.2	BN 132MA	4	1460	27	84	0.82	8.8	2.1	2.2	270	53	50	—	900	280	66	AFD 06	62	900	1500	280	65	FA 06	50	900	1500	280	67	BA 140	150	800	320	85	
2.6		6	960	26	79	0.72	6.6	2.0	2.0				—	1500																				

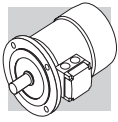


4/8P

1500/750 min-1 - S1

50 Hz

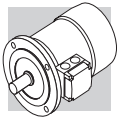
P _n kW		n min ⁻¹	M _n Nm	η	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	J _m x 10 ⁻⁴ kgm ²	d.c. brake										d.c. brake with fixed air gap										a.c. brake									
											FD					AFD					FA					BA														
											IM B5 kg	J _m x 10 ⁻⁴ kgm ²	Z ₀ 1/h	NB	SB	Mod	Mb Nm	IM B5 kg	J _m x 10 ⁻⁴ kgm ²	Z ₀ 1/h	SB	Mod	Mb Nm	IM B5 kg	J _m x 10 ⁻⁴ kgm ²	Z ₀ 1/h	Mod	Mb Nm	IM B5 kg	J _m x 10 ⁻⁴ kgm ²	Z ₀ 1/h	Mod	Mb max. Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 kg				
0.37	BN 80A	4	1400	2.5	63	0.82	1.03	3.3	1.4	1.4	15	8.2	2300	3500	16.6	12.1	AFD 04	10	3500	7000	16.6	11.7	FA 04	10	3500	7000	16.6	12.0	BA 80	18	3200	18	13.5							
0.18		8	690	2.5	44	0.60	0.98	2.2	1.5	1.6			4500	7000																										
0.55	BN 80B	4	1390	3.8	65	0.86	1.42	3.8	1.7	1.6	20	9.9	2200	2900	22	13.8	AFD 04	10	2900	6500	22	13.4	FA 04	10	2900	6500	22	13.7	BA 80	18	2500	23	15.2							
0.30		8	670	4.3	49	0.65	1.36	2.3	1.7	1.8			4200	6500																										
0.65	BN 90S	4	1390	4.5	73	0.85	1.51	4.0	1.9	1.9	28	13.6	2300	2800	30	17.8	AFD 14	15	2800	6000	30	17.4	FA 14	15	2800	6000	30	17.7	BA 90	35	2400	35	21							
0.35		8	690	4.8	49	0.57	1.81	2.5	2.1	2.2			3500	6000																										
0.9	BN 90L	4	1370	6.3	73	0.87	2.05	3.8	1.8	1.8	30	15.1	1700	2100	34	21	AFD 05	26	2100	4200	34	20.4	FA 05	26	2100	4200	34	22	BA 90	35	1900	37	22							
0.5		8	670	7.1	57	0.62	2.04	2.4	2.1	2.0			2500	4200																										
1.30	BN 100LA	4	1420	8.7	72	0.83	3.14	4.3	1.7	1.8	82	22	1300	1700	86	28	AFD 15	40	1700	3400	86	27	FA 15	40	1700	3400	86	29	BA 100	50	1500	94	32							
0.70		8	700	9.6	58	0.64	2.72	2.8	1.8	1.8			2000	3400																										
1.8	BN 100LB	4	1420	12.1	69	0.87	4.3	4.2	1.6	1.7	95	25	1200	1700	99	31	AFD 15	40	1700	2600	99	30	FA 15	40	1700	2600	99	32	BA 100	50	1500	107	34							
0.9		8	700	12.3	62	0.63	3.3	3.2	1.7	1.8			1600	2600																										
2.2	BN 112M	4	1440	14.6	77	0.85	4.9	5.3	1.8	1.8	168	32	—	1200	177	42	AFD 06S	60	1200	2000	177	41	FA 06S	60	1200	2000	177	43	BA 110	75	1100	184	45							
1.2		8	710	16.1	70	0.63	3.9	3.3	1.9	1.8			—	2000																										
3.6	BN 132S	4	1440	24	80	0.82	7.9	6.5	2.1	1.9	295	45	—	1000	305	58	AFD 06	75	1000	1400	305	57	FA 06	75	1000	1400	305	59	BA 140	150	900	345	77							
1.8		8	720	24	72	0.55	6.6	4.6	1.9	2.0			—	1400																										
4.6	BN 132M	4	1450	30	81	0.83	9.9	6.5	2.2	1.9	383	56	—	1000	393	69	AFD 06	100	1000	1300	393	68	FA 07	100	1000	1300	393	74	BA 140	150	900	433	88							
2.3		8	720	31	73	0.54	8.4	4.4	2.3	2.0			—	1300																										







2P **3000 min⁻¹ - S1** **50 Hz**

P _n kW	n min ⁻¹	M _n Nm	IE1	η (100%) %	η (75%) %	η (50%) %	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	J _m x 10 ⁻⁴ kgm ²	IM B5 KG	d.c. brake				d.c. brake with fixed air gap				a.c. brake								
														FD		AFD		FA		FD		AFD		FA		FD		AFD		FA
														Mod	Mb Nm	Z _o 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 KG	Mod	Mb Nm	Z _o 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 KG	Mod	Mb Nm	Z _o 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 KG		
0.18	M 05A 2	0.63	○	59.9	56.9	51.9	0.77	0.56	3.0	2.1	2.0	2.0	3.2	FD 02	1.75	3900	4800	2.6	4.9	AFD 02	1.75	4800	2.6	4.7	FA 02	1.75	4800	2.6	4.7	
0.25	M 05B 2	0.87	○	66.0	64.8	64.8	0.76	0.72	3.3	2.3	2.3	2.3	3.6	FD 02	1.75	3900	4800	3.0	5.3	AFD 02	1.75	4800	3.0	5.1	FA 02	1.75	4800	3.0	5.1	
0.37	M 05C 2	1.26	○	69.1	66.8	66.8	0.78	0.99	3.9	2.6	2.6	3.3	4.8	FD 02	3.5	3600	4500	3.9	6.5	AFD 02	3.5	4500	3.9	6.3	FA 02	3.5	4500	3.9	6.3	
0.55	M 15D 2	1.86	○	76.0	75.8	74.8	0.76	1.37	5.0	2.9	2.8	4.1	5.8	FD 03	5	2900	4200	5.3	8.5	AFD 03	5	4200	5.3	8.2	FA 03	5	4200	5.3	8.2	
0.75	M 15LA 2	2.6	○	76.6	76.2	76.2	0.76	1.86	5.1	3.1	2.8	5.0	6.9	FD 03	5	1900	3300	6.1	9.6	AFD 03	7.5	3300	6.1	9.3	FA 03	5	3300	6.1	9.3	
1.1	M 25A 2	3.8	●	76.4	76.2	75.0	0.81	2.57	4.8	2.8	2.4	9.0	8.8	FD 04	10	1500	3000	10.6	11.9	AFD 04	10	3000	10.6	11.5	FA 04	10	3000	10.6	12.6	
1.5	M 25B 2	5.1	●	79.1	79.5	77.2	0.81	3.4	4.9	2.7	2.4	11.4	10.6	FD 04	15	1300	2600	13.0	9.9	AFD 04	15	2600	13.0	9.5	FA 04	15	2600	13.0	14.4	
2.2	M 35A 2	7.3	●	82.7	82.1	81.0	0.80	4.8	6.3	2.9	2.7	24	15.5	FD 15	26	1100	2400	28	22	AFD 15	26	2400	28	21.4	FA 15	26	2400	28	23	
3	M 35LA 2	10.0	●	81.5	81.3	77.4	0.79	6.7	5.6	2.6	2.2	31	18.7	FD 15	26	700	1600	35	25	AFD 15	26	1600	35	24.4	FA 15	26	1600	35	26	
4	M 35LB 2	13.3	●	83.1	83.0	77.8	0.80	8.7	5.8	2.7	2.5	39	22	FD 15	40	450	900	43	28	AFD 15	40	900	43	27	FA 15	40	900	43	29	
5.5	M 45A 2	18.2	●	84.7	84.5	81.2	0.84	11.2	5.9	2.6	2.2	101	33	FD 06	50	—	600	112	46	AFD 06	62	600	112	45	FA 06	50	600	112	47	
7.5	M 45B 2	25	●	86.5	86.3	84.4	0.85	14.7	6.4	2.6	2.2	145	40	FD 06	50	—	550	154	53	AFD 06	62	550	154	52	FA 06	50	550	154	54	
9.2	M 45LA 2	30	●	87.0	86.5	83.6	0.86	17.7	6.7	2.8	2.3	178	51	FD 06	75	—	430	189	64	AFD 06	75	430	189	63	FA 06	75	430	189	65	
11	M 45LC 2	36	●	87.6	87.0	86.0	0.88	20.6	6.9	2.9	2.5	210	60	FD 06	75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15	M 55B 2	49	●	89.6	89.4	88.0	0.86	28.1	7.1	2.6	2.3	340	70	FD 06	75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
18.5	M 55C 2	60	●	90.4	90.1	89.0	0.86	34	7.6	2.7	2.3	420	83	FD 06	75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22	M 55LA 2	72	●	89.9	89.7	89.5	0.88	40	7.8	2.6	2.4	490	95	FD 06	75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

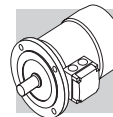
○ = n.a. ● = IE1



6P **1000 min⁻¹ - S1** **50 Hz**

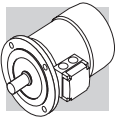
P _n kW		n min ⁻¹	M _n Nm	IE1	η (100%) %	η (75%) %	η (50%) %	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	d.c. brake				d.c. brake with fixed air gap				a.c. brake											
													FD		AFD		FA		IM B5 	J _m x 10 ⁻⁴ kgm ²	Z ₀ 1/h SB	Mb Nm	Mod	IM B5 	J _m x 10 ⁻⁴ kgm ²	Z ₀ 1/h SB	Mb Nm	Mod	IM B5 	J _m x 10 ⁻⁴ kgm ²	Z ₀ 1/h	Mb Nm
													Mod	Mb Nm	Z ₀ 1/h NB	Z ₀ 1/h SB	Mod	Mb Nm														
0.09	M 05A 6	880	0.98	○	41.0	41.0	32.9	0.53	0.60	2.1	2.1	1.8	3.4	4.3	FD 02	3.5	9000	14000	4.0	6.0	AFD 02	3.5	14000	4.0	5.8	FA 02	3.5	14000	4.0	5.8		
0.12	M 05B 6	870	1.32	○	45.0	44.0	41.8	0.60	0.64	2.1	1.9	1.7	3.7	4.6	FD 02	3.5	9000	14000	4.3	6.3	AFD 02	3.5	14000	4.3	6.1	FA 02	3.5	14000	4.3	6.1		
0.18	M 13C 6	900	1.91	○	55.0	55.5	51.0	0.69	0.68	2.6	1.9	1.7	8.4	5.1	FD 03	5	8100	13500	9.5	7.8	AFD 03	5	13500	9.5	7.5	FA 03	5	13500	9.5	7.5		
0.25	M 13D 6	900	2.7	○	62.0	58.5	51.4	0.71	0.82	2.6	1.9	1.7	10.9	6.3	FD 03	5	7800	13000	12	9.0	AFD 03	7.5	13000	12	8.7	FA 03	5	13000	12	8.7		
0.37	M 13LA 6	910	3.9	○	66.0	60.0	53.3	0.69	1.17	3.0	2.4	2.0	12.9	7.3	FD 53	7.5	5100	9500	14	10.0	AFD 03	7.5	9500	14	9.7	FA 03	7.5	9500	14	9.7		
0.55	M 25A 6	920	5.7	○	70.0	69.8	64.3	0.68	1.67	3.9	2.6	2.2	25	10.6	FD 04	15	4800	7200	27	14.5	AFD 04	15	7200	27	14.1	FA 04	15	7200	27	14.4		
0.75	M 25B 6	920	7.8	●	70.0	70.0	64.4	0.65	2.38	3.8	2.5	2.2	28	11.5	FD 04	15	3400	6400	30	15.4	AFD 04	15	6400	30	15	FA 04	15	6400	30	15.3		
1.1	M 33A 6	920	11.4	●	75.0	74.0	72.0	0.72	2.9	4.3	2.0	1.8	33	17	FD 15	26	2700	5000	37	23	AFD 15	26	5000	37	22.4	FA 15	26	5000	37	24		
1.5	M 33LA 6	940	15.2	●	75.2	74.2	70.3	0.72	4.0	4.1	2.1	2.0	82	21	FD 15	40	1900	4100	86	27	AFD 15	40	4100	86	26	FA 15	40	4100	86	28		
1.85	M 33LB 6	930	19.0	●	76.6	72.8	62.6	0.73	4.8	4.6	2.1	2.0	95	23	FD 15	40	1700	3600	99	29	AFD 15	40	3600	99	28	FA 15	40	3600	99	30		
2.2	M 33LC 6	930	23	●	77.7	76.8	72.4	0.71	5.8	4.7	2.3	2.1	95	23	FD 55	55	—	1900	99	29	—	—	—	—	—	FA 15	55	1900	99	30		
3	M 45A 6	940	30	●	79.7	77.0	75.1	0.76	7.1	5.1	1.9	1.8	216	34	FD 56	75	—	1400	226	47	AFD 06	75	1400	226	46	FA 06	75	1400	226	48		
4	M 45LA 6	950	40	●	81.4	81.5	79.5	0.77	9.2	5.5	2.0	1.8	295	43	FD 06	100	—	1200	305	56	AFD 06	100	1200	305	55	FA 07	100	1200	305	57		
5.5	M 45LB 6	945	56	●	83.1	80.9	79.1	0.78	12.2	6.1	2.1	1.9	383	54	FD 07	150	—	1050	406	70	AFD 07	150	1050	406	68	FA 07	150	1050	406	72		
7.5	M 55A 6	955	75	●	85.0	85.0	84.8	0.81	15.7	5.9	2.2	2.0	740	69	FD 08	170	—	900	815	98	—	—	—	—	—	FA 08	170	900	800	98		
11	M 55B 6	960	109	●	86.4	86.5	85.9	0.81	22.7	6.6	2.5	2.3	970	89	FD 08	200	—	800	1045	119	—	—	—	—	—	FA 08	200	800	1030	118		

○ = n.a. ● = IE1




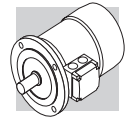
2/4P **3000/1500 min-1 - S1** **50 Hz**

P _n kW	Image	n min ⁻¹	M _n Nm	η %	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	J _m x 10 ⁻⁴ kgm ²	d.c. brake						d.c. brake with fixed air gap						a.c. brake					
											FD						AFD						FA					
											Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg
0.20	M 05A 2	2700	0.71	55	0.82	0.64	3.5	2.1	1.9	2.9	4.1	FD 02	3.5	2200	2600	5.8	5.8	3.5	2600	5.6	FA 02	3.5	2600	5.6				
0.15	4	1350	1.06	49	0.67	0.66	2.6	1.8	1.7				4000	5100					5100				5100					
0.28	M 15B 2	2700	0.99	56	0.82	0.88	2.9	1.9	1.7	4.7	4.0	FD 03	3.5	2100	2400	6.7	6.7	5.8	2400	6.4	FA 03	3.5	2400	6.4				
0.20	4	1370	1.39	59	0.68	1.02	3.1	1.8	1.7				3800	4800					4800				4800					
0.37	M 15C 2	2740	1.29	56	0.82	1.16	3.5	1.8	1.8	5.8	4.7	FD 03	5	1400	2100	7.4	7.4	6.9	2100	7.1	FA 03	5	2100	7.1				
0.25	4	1390	1.72	60	0.73	0.82	3.3	2.0	1.9				2900	4200					4200				4200					
0.45	M 15D 2	2780	1.55	63	0.85	1.21	3.8	1.8	1.8	6.9	5.5	FD 03	5	1400	2100	8.2	8.2	8.0	2100	7.9	FA 03	5	2100	7.9				
0.30	4	1400	2.0	63	0.74	0.93	3.8	2.1	1.9				2900	4200					4200				4200					
0.55	M 1LA 2	2800	1.9	73	0.79	1.38	4.2	2.0	1.8	9.1	6.9	FD 03	5	1600	2200	9.6	9.6	10.2	2200	9.3	FA 03	5	2200	9.3				
0.37	4	1400	2.5	68	0.72	1.09	3.9	2.2	2.0				3300	4600					4600				4600					
0.75	M 2SA 2	2780	2.6	65	0.85	1.96	3.8	1.9	1.8	20	9.2	FD 04	10	1400	1600	13.1	13.1	22	1600	12.7	FA 04	10	1600	13.0				
0.55	4	1400	3.8	68	0.81	1.44	3.9	1.7	1.7				2700	3600					3600				3600					
1.1	M 2SB 2	2730	3.9	65	0.86	2.84	3.9	2.0	1.9	25	10.7	FD 04	10	1200	1500	14.5	14.5	27	1500	14.1	FA 04	10	1500	14.5				
0.75	4	1410	5.1	75	0.81	1.78	4.5	2.1	2.0				2300	3100					3100				3100					
1.5	M 3SA 2	2830	5.1	74	0.83	3.5	4.7	2.1	2.0	34	15.5	FD 15	26	700	1000	22	22	38	1000	21.4	FA 15	26	1000	23				
1.1	4	1420	7.4	77	0.78	2.6	4.3	2.1	2.0				1600	2600					2600				2600					
2.2	M 3LA 2	2800	7.5	72	0.85	5.2	4.5	2.0	1.9	40	17	FD 15	26	600	900	24	24	44	900	23.4	FA 15	26	900	24				
1.5	4	1410	10.2	73	0.79	3.8	4.7	2.0	2.0				1300	2300					2300				2300					
3.5	M 3LB 2	2850	11.7	80	0.84	7.5	5.4	2.2	2.1	61	23	FD 15	40	500	900	29	29	65	900	28	FA 15	40	900	30				
2.5	4	1420	16.8	82	0.80	5.5	5.2	2.2	2.2				1000	2100					2100				2100					
4.8	M 4SA 2	2900	15.8	81	0.88	9.7	6.0	2.0	1.9	213	42	FD 06	50	—	400	55	55	233	400	54	FA 06	50	400	56				
3.8	4	1430	25.4	81	0.84	8.1	5.2	2.1	2.1				—	950				950				950						
5.5	M 4SB 2	2890	18.2	80	0.87	11.4	5.9	2.4	2.0	213	42	FD 56	75	—	350	55	55	223	350	54	FA 06	75	350	56				
4.4	4	1440	29	82	0.84	9.2	5.3	2.2	2.0				100	900				900				900						
7.5	M 4LA 2	2900	25	82	0.87	15.2	6.5	2.4	2.0	270	51	FD 06	100	—	350	64	64	280	350	63	FA 07	100	350	65				
6	4	1430	40	84	0.85	12.1	5.8	2.3	2.1				—	950				950				950						
9.2	M 4LB 2	2920	30	83	0.86	18.6	6.0	2.6	2.2	319	57	FD 07	150	—	300	73	73	342	300	71	FA 07	150	300	75				
7.3	4	1440	48	85	0.85	14.6	5.5	2.3	2.1				—	800				800				800						



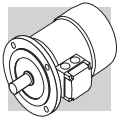
2/6P **3000/1000 min⁻¹ - S3 60/40%** **50 Hz**

P _n kW		n min ⁻¹	M _n Nm	η	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	d.c. brake										d.c. brake with fixed air gap					a.c. brake					
										FD					AFD					FA										
										Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 Kg	
0.25	M 1SA 2	2850	0.84	60	0.82	0.73	4.3	1.9	1.8	6.9	5.5	FD 03	1.75	1500	1700	8.0	8.2	AFD 03	2.5	1700	1700	8.0	8.0	FA 03	1.75	1700	1700	8.0	7.9	
0.08	6	910	0.84	43	0.70	0.38	2.1	1.4	1.5			10000	13000																	
0.37	M 1LA 2	2880	1.23	62	0.80	1.08	4.4	1.9	1.8	9.1	6.9	FD 03	3.5	1000	1300	10.2	9.6	AFD 03	5	1300	1300	10.2	10.2	FA 03	3.5	1300	1300	10.2	9.3	
0.12	6	900	1.27	44	0.73	0.54	2.4	1.4	1.5			9000	11000																	
0.55	M 2SA 2	2800	1.88	63	0.86	1.47	4.5	1.9	1.7	20	9.2	FD 04	5	1500	1800	22	13.1	AFD 04	5	1800	1800	22	22	FA 04	5	1800	1800	22	13.0	
0.18	6	930	1.85	52	0.65	0.77	3.3	2.0	1.9			4100	6300																	
0.75	M 2SB 2	2800	2.6	66	0.87	1.89	4.3	1.8	1.6	25	10.6	FD 04	5	1700	1900	27	14.5	AFD 04	5	1900	1900	27	27	FA 04	5	1900	1900	27	14.4	
0.25	6	930	2.6	54	0.67	1.00	3.2	1.7	1.8			3800	6000																	
1.1	M 3SA 2	2870	3.7	71	0.82	2.73	4.9	1.8	1.9	34	15.5	FD 15	13	1000	1300	38	22	AFD 15	13	1300	1300	38	38	FA 15	13	1300	1300	38	23	
0.37	6	930	3.8	63	0.70	1.21	3.1	1.5	1.8			3500	5000																	
1.5	M 3LA 2	2880	5.0	73	0.84	3.53	5.1	1.9	2.0	40	17	FD 15	13	1000	1200	44	24	AFD 15	13	1200	1200	44	44	FA 15	13	1200	1200	44	24	
0.55	6	940	5.6	64	0.67	1.85	3.5	1.7	1.8			2900	4000																	
2.2	M 3LB 2	2900	7.2	77	0.85	4.9	5.9	2.0	2.0	61	23	FD 15	26	700	900	65	29	AFD 15	26	900	900	65	65	FA 15	26	900	900	65	30	
0.75	6	950	7.5	67	0.64	2.5	3.3	1.9	1.8			2100	3000																	
3	M 4SA 2	2910	9.9	74	0.88	6.6	5.6	2.0	2.1	170	36	FD 56	37	—	600	182	48	AFD 06	37	600	600	182	182	FA 06	37	600	600	182	50	
1.1	6	960	10.9	73	0.68	3.2	4.5	2.2	2.0			—	2200																	
4.5	M 4SB 2	2910	14.8	78	0.84	9.9	5.8	1.9	1.8	213	42	FD 56	37	—	500	223	55	AFD 06	37	500	500	223	223	FA 06	37	500	500	223	56	
1.5	6	960	14.9	74	0.67	4.4	4.2	1.9	2.0			—	2100																	
5.5	M 4LA 2	2920	18.0	78	0.87	11.7	6.2	2.1	1.9	270	51	FD 06	50	—	400	280	64	AFD 06	62	400	400	280	280	FA 06	50	400	400	280	65	
2.2	6	960	22	77	0.71	5.8	4.3	2.1	2.0			—	1900																	








2/8P **3000/750 min⁻¹ - S3 60/40%** **50 Hz**

P _n kW	n min ⁻¹	M _n Nm	η	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	J _m x 10 ⁻⁴ kgm ²	d.c. brake						d.c. brake with fixed air gap						a.c. brake														
										FD			AFD			FA			FD			AFD			FA			FD			AFD			FA		
										Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h	IM B5 Kg	Mod	Mb Nm	Z ₀ 1/h
0.37	2800	1.26	63	0.86	0.99	3.9	1.8	1.9	12.9	7.3	10.0	14	1300	5	1300	14	9.7	FA 03	5	1300	14	1300	14	1300	14	1300	14	1300	14	9.7						
0.09	8 670	1.28	34	0.75	0.51	1.8	1.4	1.5	13000				9500		13000					13000		13000														
0.55	2830	1.86	66	0.86	1.40	4.4	2.1	2.0	20	9.2	13.1	22	1800	5	1800	22	12.7	FD 04	5	1800	22	1300	22	1800	22	1800	22	13.0								
0.13	8 690	1.80	41	0.64	0.72	2.3	1.6	1.7					5600		8000					8000		8000														
0.75	2800	2.6	68	0.88	1.81	4.6	2.1	2.0	25	10.6	14.5	27	1700	10	1900	27	14.1	FD 04	10	1900	27	1900	27	1900	27	1900	27	14.4								
0.18	8 690	2.5	43	0.66	0.92	2.3	1.6	1.7					4800		7300					7300		7300														
1.1	2870	3.7	69	0.84	2.74	4.6	1.8	1.7	34	15.5	22	38	1000	13	1300	38	21.4	FD 15	13	1300	38	1300	38	1300	38	1300	38	23								
0.28	8 690	3.9	44	0.56	1.64	2.3	1.4	1.7					3400		5000					5000		5000														
1.5	2880	5.0	69	0.85	3.69	4.7	1.9	1.8	40	17	24	44	1000	13	1200	44	23.4	FD 15	13	1200	44	1200	44	1200	44	1200	44	24								
0.37	8 690	5.1	46	0.63	1.84	2.1	1.6	1.6					3300		5000					5000		5000														
2.4	2900	7.9	75	0.82	5.6	5.4	2.1	2.0	61	23	29	65	550	26	700	65	28	FD 15	26	700	65	700	65	700	65	700	65	30								
0.55	8 700	7.5	54	0.58	2.5	2.6	1.8	1.8					2000		3500					3500		3500														
3	2920	9.8	72	0.85	7.1	5.6	2.0	1.8	162	36	48	182	600	37	600	182	47	FD 15	37	600	182	600	182	600	182	600	182	50								
0.75	8 710	10.1	61	0.64	2.8	3.0	1.7	1.8					3400		3400					3400		3400														
4	2870	13.3	73	0.84	9.4	5.6	2.3	2.4	213	42	55	223	500	37	500	223	54	FD 15	37	500	223	500	223	500	223	500	223	56								
1	8 690	13.8	66	0.62	3.5	2.9	1.9	1.8					3500		3500					3500		3500														
5.5	2870	18.3	75	0.84	12.6	6.1	2.4	2.5	270	51	64	280	400	50	400	280	63	FD 15	50	400	280	400	280	400	280	400	280	65								
1.5	8 690	21	68	0.63	5.1	2.9	1.9	1.9					2400		2400					2400		2400														



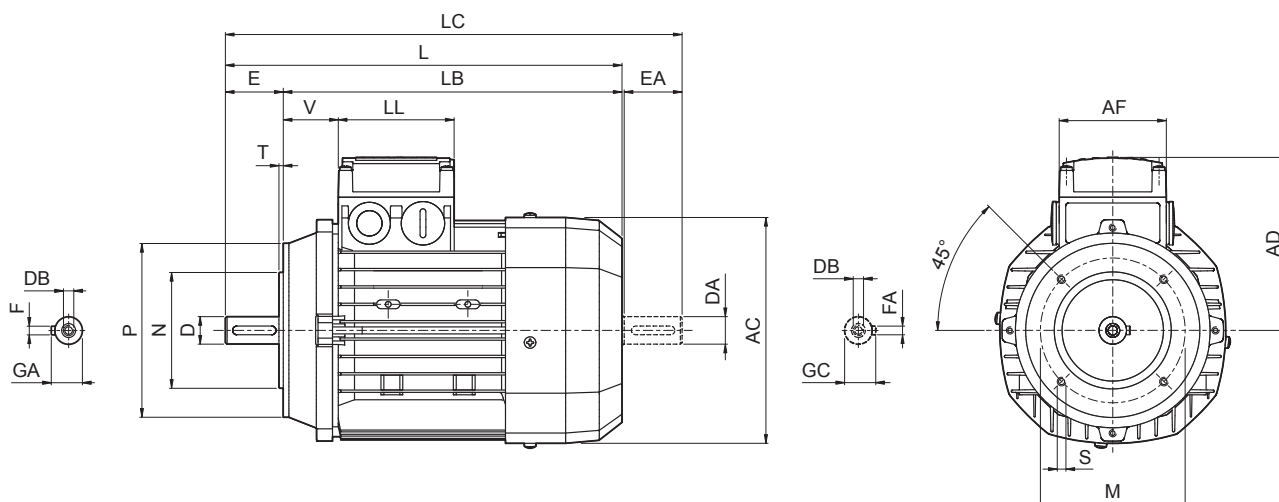
2/12P **3000/500 min⁻¹ - S3 60/40%** **50 Hz**

P _n kW		n min ⁻¹	M _n Nm	η %	cosφ	In 400V A	Is In	Ms Mn	Ma Mn	d.c. brake						d.c. brake with fixed air gap						a.c. brake							
										FD			AFD			FA			FD			AFD			FA				
										Mod	Mb Nm	Z _o 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 	Mod	Mb Nm	Z _o 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 	Mod	Mb Nm	Z _o 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 	Mod	Mb Nm	Z _o 1/h	J _m x 10 ⁻⁴ kgm ²	IM B5 
0.55	M 2SA 2	2820	1.86	64	0.89	1.39	4.2	1.6	1.7	25	10.6	FD 04	5	1300	1300	27	14.5	AFD 04	5	1300	12000	27	14.1	FA 04	5	1300	12000	27	14.4
0.09	12	430	2.0	30	0.63	0.69	1.8	1.9	1.8					8000	12000														
0.75	M 3SA 2	2900	2.5	65	0.81	2.06	5.2	1.9	2.1	34	15.5	FD 15	13	700	900	38	22	AFD 15	13	900	7000	38	21.4	FA 15	13	900	7000	38	23
0.12	12	460	2.5	33	0.43	1.22	1.9	1.3	1.6					5000	7000														
1.1	M 3LA 2	2850	3.7	65	0.85	2.87	4.5	1.6	1.8	40	17	FD 15	13	700	900	44	24	AFD 15	13	900	6000	44	23.4	FA 15	13	900	6000	44	24
0.18	12	430	4.0	26	0.54	1.85	1.5	1.3	1.5					4000	6000														
1.5	M 3LB 2	2900	4.9	67	0.86	3.76	5.6	1.9	1.9	54	21	FD 15	13	700	900	58	27	AFD 15	13	900	5000	58	26	FA 15	13	900	5000	58	28
0.25	12	440	5.4	36	0.46	2.18	1.8	1.7	1.8					3800	5000														
2	M 3LC 2	2850	6.7	70	0.84	4.9	4.9	1.8	1.7	61	23	FD 55	18	—	700	65	29	AFD 15	26	700	3500	65	28	FA 15	18	700	3500	65	30
0.3	12	450	6.4	38	0.47	2.4	1.7	1.6	1.7					—	3500														
3	M 4SA 2	2920	9.8	74	0.87	6.7	6.8	2.3	1.9	213	42	FD 56	37	—	450	223	55	AFD 06	37	450	3000	223	54	FA 06	37	450	3000	223	56
0.5	12	470	10.2	51	0.43	3.3	2.0	1.7	1.6					—	3000														
4	M 4LA 2	2920	13.1	75	0.89	8.6	5.9	2.4	2.3	270	51	FD 56	37	—	400	280	64	AFD 06	37	400	2800	280	63	FA 06	37	400	2800	280	65
0.7	12	460	14.5	53	0.44	4.3	1.9	1.7	1.6					—	2800														

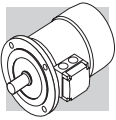


M13 MOTORS DIMENSIONS

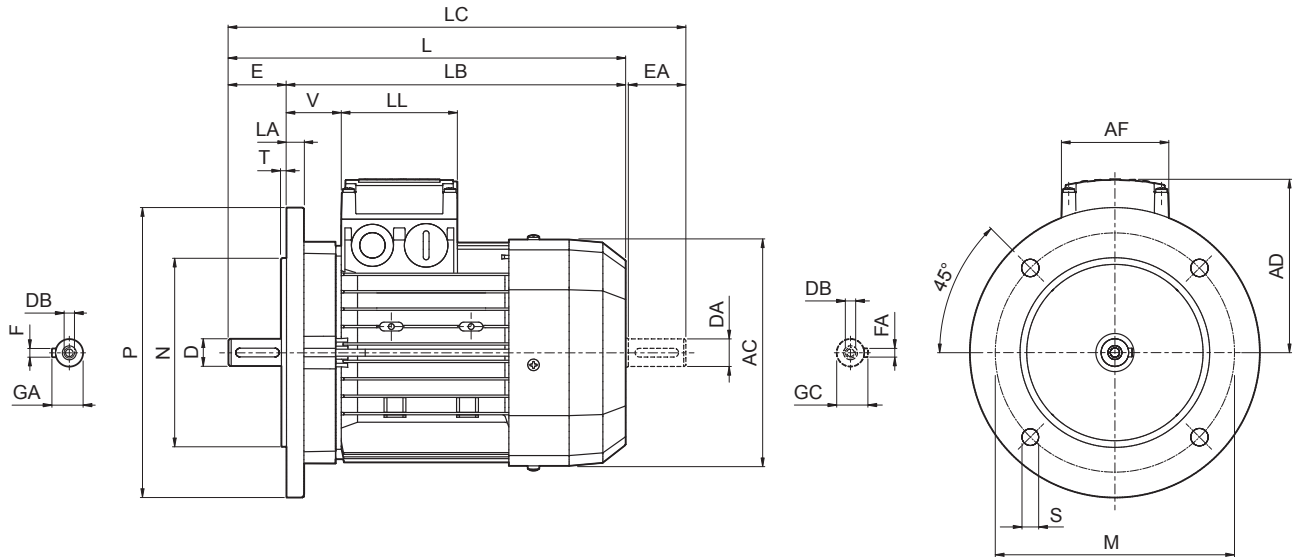
BN - IM B14



	Shaft					Flange					Motor							
	D DA	E EA	DB	GA GC	F FA	M	N	P	S	T	AC	L	LB	LC	AD	AF	LL	V
BN 56	9	20	M3	10.2	3	65	50	80	M5	2.5	110	185	165	207	91	74	80	34
BN 63	11	23	M4	12.5	4	75	60	90	M5	2.5	121	207	184	232	95	74	80	26
BN 71	14	30	M5	16	5	85	70	105	M6	2.5	138	249	219	281	108	74	80	37
BN 80	19	40	M6	21.5	6	100	80	120	M6	3	156	274	234	315	119	74	80	38
BN 90	24	50	M8	27	8	115	95	140	M8	3	176	326	276	378	133	98	98	44
BN 100	28	60	M10	31	8	130	110	160	M8	3.5	195	367	307	429	142	98	98	50
BN 112	28	60	M10	31	8	130	110	160	M8	3.5	219	385	325	448	157	98	98	52
BN 132	38	80	M12	41	10	165	130	200	M10	4	258	493	413	576	193	118	118	58



BN - IM B5



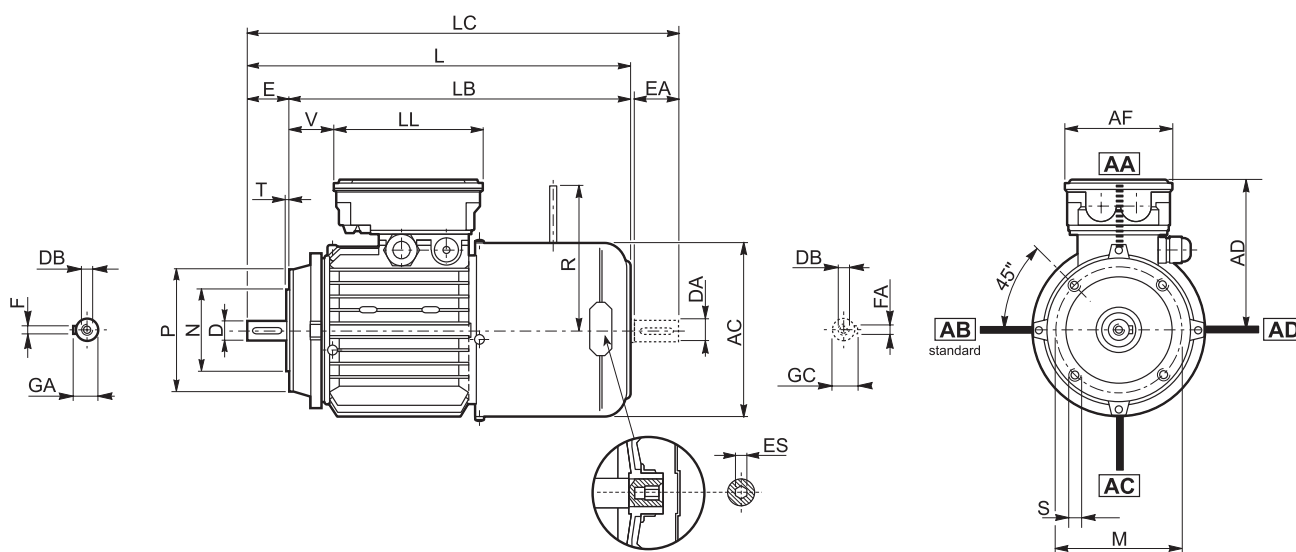
	Shaft					Flange						Motor							
	D DA	E EA	DB	GA GC	F FA	M	N	P	S	T	LA	AC	L	LB	LC	AD	AF	LL	V
BN 56	9	20	M3	10.2	3	100	80	120	7	3	8	110	185	165	207	91	74	80	34
BN 63	11	23	M4	12.5	4	115	95	140	9.5	3	10	121	207	184	232	95	74	80	26
BN 71	14	30	M5	16	5	130	110	160	9.5	3	10	138	249	219	281	108	74	80	37
BN 80	19	40	M6	21.5	6	165	130	200	11.5	3.5	11.5	156	274	234	315	119	74	80	38
BN 90	24	50	M8	27	8	165	130	200	11.5	3.5	11.5	176	326	276	378	133	98	98	44
BN 100	28	60	M10	31	8	215	180	250	14	4	14	195	367	307	429	142	98	98	50
BN 112	28	60	M10	31	8	215	180	250	14	4	15	219	385	325	448	157	98	98	52
BN 132	38	80	M12	41	10	265	230	300	14	4	20	258	493	413	576	193	118	118	58
BN 160 MR	42 38 (1)	110 80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	258	562	452	645	193	118	118	218
BN 160 M	42 38 (1)	110 80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	310	596	486	680	245	187	187	51
BN 160 L	42 38 (1)	110 80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	310	596	486	680	245	187	187	51
BN 180 M	48 38 (1)	110 110 (1)	M16 M12 (1)	51.5 41 (1)	14 10 (1)	300	250	350	18.5	5	15	310	640	530	724	245	187	187	51
BN 180 L	48 42 (1)	110 110 (1)	M16 M16 (1)	51.5 45 (1)	14 12 (1)	300	250	350	18.5	5	18	348	708	598	823	261	187	187	52
BN 200 L	55 42 (1)	110 110 (1)	M20 M16 (1)	59 45 (1)	16 12 (1)	350	300	400	18.5	5	18	348	722	612	837	261	187	187	66

NOTE:

1) These values refer to the rear shaft end.



BN_FD ; BN_AFD - IM B14

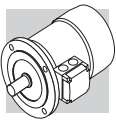


	Shaft					Flange					Motor									
	D DA	E EA	DB	GA GC	F FA	M	N	P	S	T	AC	L	LB	LC	AD	AF	LL	V	R	ES
BN 63	11	23	M4	12.5	4	75	60	90	M5	2.5	121	272	249	297	122	98	133	14	96	5
BN 71	14	30	M5	16	5	85	70	105	M6	2.5	138	310	280	342	135	98	133	25	103	5
BN 80	19	40	M6	21.5	6	100	80	120	M6	3	156	346	306	388	146	98	133	41	129	5
BN 90 S	24	50	M8	27	8	115	95	140	M8	3	176	409	359	461	149	110	165	39	129	6
BN 90 L	24	50	M8	27	8	115	95	140	M8	3	176	409	359	461	146	110	165	39	160	6
BN 100	28	60	M10	31	8	130	110	160	M8	3.5	195	458	398	521	158	110	165	62	160	6
BN 112	28	60	M10	31	8	130	110	160	M8	3.5	219	484	424	547	173	110	165	73	199	6
BN 132	38	80	M12	41	10	165	130	200	M10	4	258	603	523	686	210	140	188	122	204 (1)	6

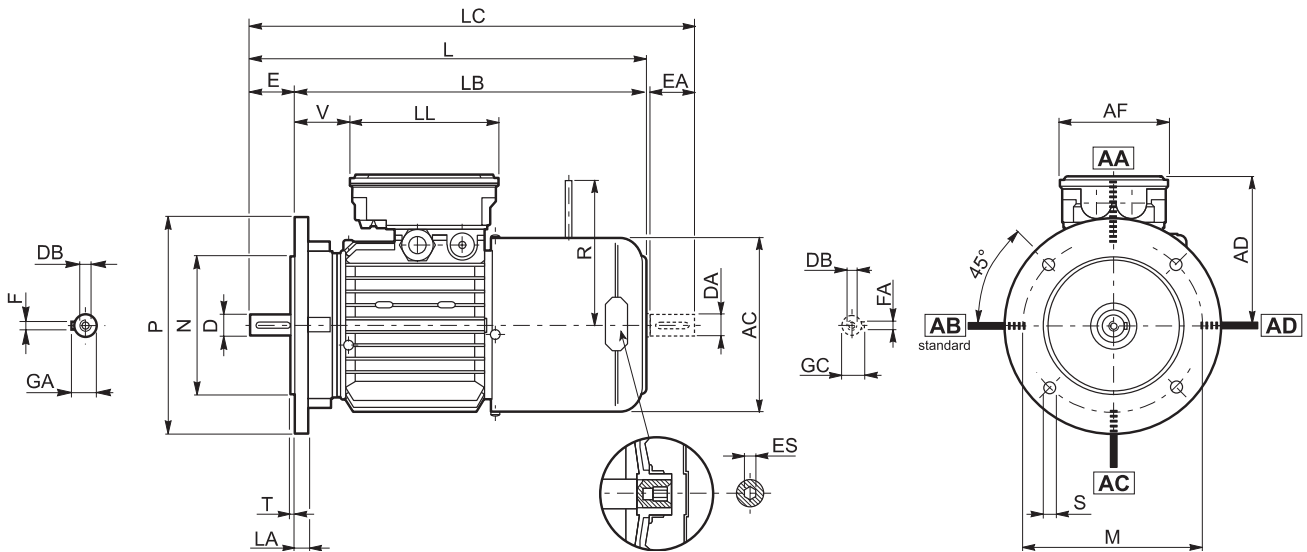
NOTE:

1) For FD07 and AFD07 brake value R=226.

ES hexagon is not supplied with PS option.



BN_FD ; BN_AFD - IM B5



	Shaft					Flange						Motor									
	D DA	E EA	DB	GA GC	F FA	M	N	P	S	T	LA	AC	L	LB	LC	AD	AF	LL	V	R	ES
BN 63	11	23	M4	12.5	4	115	95	140	9.5	3	10	121	272	249	297	122	98	133	14	96	5
BN 71	14	30	M5	16	5	130	110	160	9.5	3.5	10	138	310	280	342	135	98	133	25	103	5
BN 80	19	40	M6	21.5	6	165	130	200	11.5	3.5	11.5	156	346	306	388	146	98	133	41	129	5
BN 90 S	24	50	M8	27	8	165	130	200	11.5	3.5	11.5	176	409	359	461	149	110	165	39	129	6
BN 90 L	24	50	M8	27	8	165	130	200	11.5	3.5	11.5	176	409	359	461	146	110	165	39	160	6
BN 100	28	60	M10	31	8	215	180	250	14	4	14	195	458	398	521	158	110	165	62	160	6
BN 112	28	60	M10	31	8	215	180	250	14	4	15	219	484	424	547	173	110	165	73	199	6
BN 132	38	80	M12	41	10	265	230	300	14	4	20	258	603	523	686	210	140	188	122	204 (2)	6
BN 160 MR	42 38 (1)	110 80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	258	672	562	755	210	140	188	161	226	6
BN 160 M	42 38 (1)	110 80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	310	736	626	820	245	187	187	51	266	—
BN 160 L	42 38 (1)	110 80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	310	736	626	820	245	187	187	51	266	—
BN 180 M	48 38 (1)	110 80 (1)	M16 M12 (1)	51.5 41 (1)	14 10 (1)	300	250	350	18.5	5	15	310	780	670	864	245	187	187	51	266	—
BN 180 L	48 42 (1)	110 110 (1)	M16 M16 (1)	51.5 45 (1)	14 12 (1)	300	250	350	18.5	5	18	348	866	756	981	261	187	187	52	305	—
BN 200 L	55 42 (1)	110 110 (1)	M20 M16 (1)	59 45 (1)	16 12 (1)	350	300	400	18.5	5	18	348	878	768	993	261	187	187	64	305	—

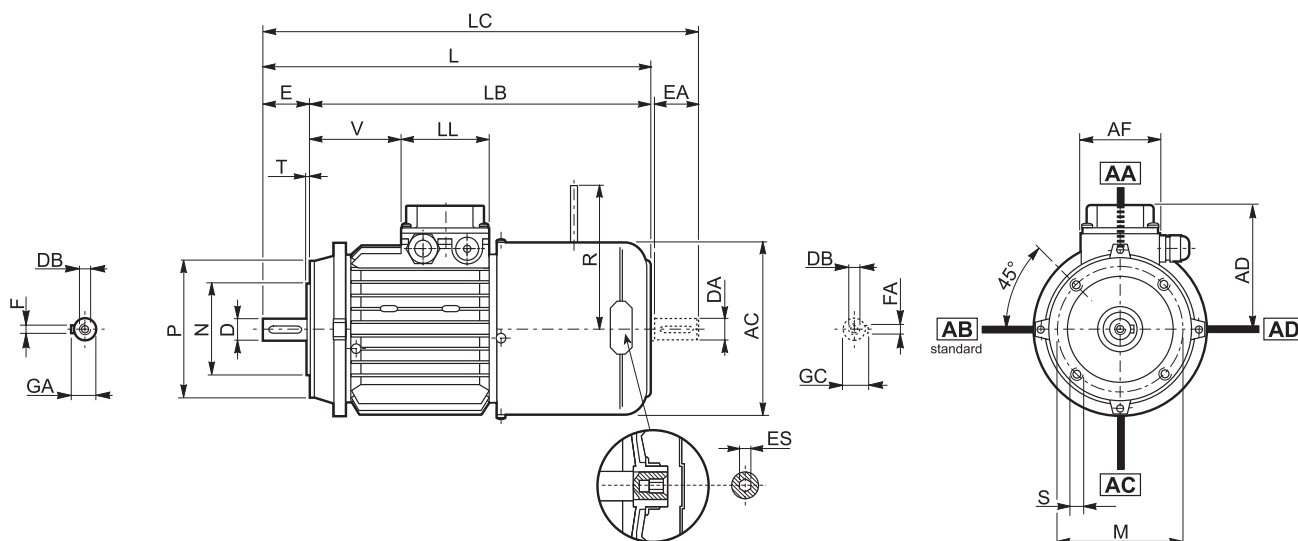
NOTE:

- 1) These values refer to the rear shaft end.
- 2) For FD07 and AFD07 brake value R=226.

ES hexagon is not supplied with PS option.



BN_FA - IM B14



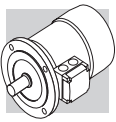
	Shaft					Flange					Motor									
	D DA	E EA	DB	GA GC	F FA	M	N	P	S	T	AC	L	LB	LC	AD	AF	LL	V	R	ES
BN 63	11	23	M4	12.5	4	75	60	90	M5	2.5	121	272	249	119	95	74	80	26	116	5
BN 71	14	30	M5	16	5	85	70	105	M6	2.5	138	310	280	342	108	74	80	68	124	5
BN 80	19	40	M6	21.5	6	100	80	120	M6	3	156	346	306	388	119	74	80	83	134	5
BN 90	24	50	M8	27	8	115	95	140	M8	3	176	409	359	461	133	98	98	95	160	6
BN 100	28	60	M10	31	8	130	110	160	M8	3.5	195	458	398	521	142	98	98	119	160	6
BN 112	28	60	M10	31	8	130	110	160	M8	3.5	219	484	424	547	157	98	98	128	198	6
BN 132	38	80	M12	41	10	165	130	200	M10	4	258	603	523	686	193	118	118	180	200 (1)	6

NOTE:

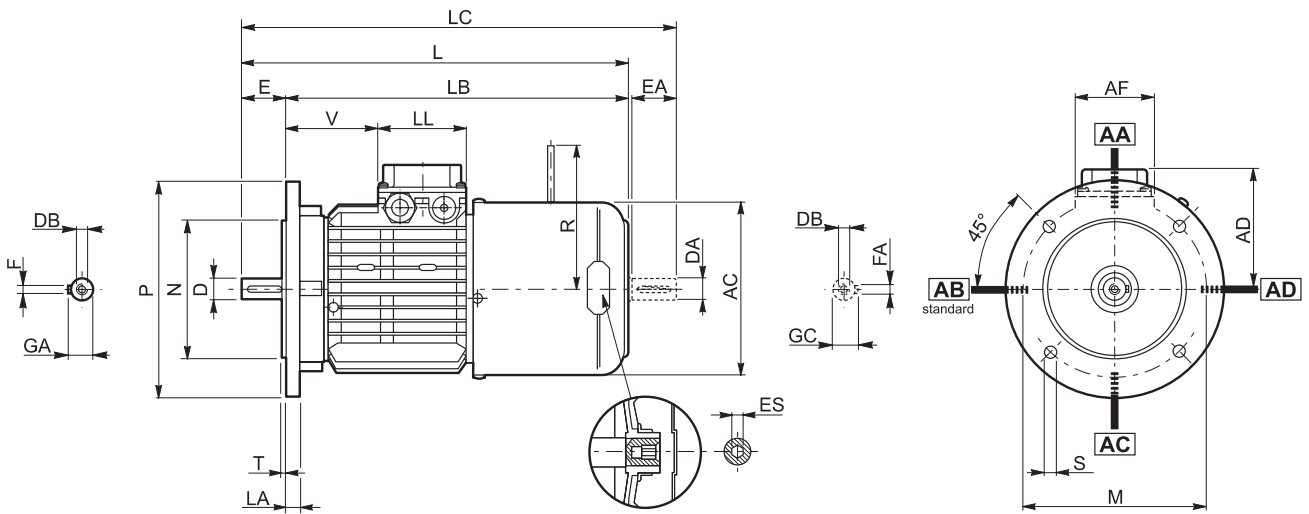
1) For FA07 brake value R=217.

Dimensions AD, AF, LL and V, relevant to terminal box of motors BN...FA featuring the separate brake supply (option SA), are coincident with corresponding dimensions of same-size BN...FD and AFD motors.

ES hexagon is not supplied with PS option.



BN_FA - IM B5



	Shaft					Flange						Motor									
	D DA	E EA	DB	GA GC	F FA	M	N	P	S	T	LA	AC	L	LB	LC	AD	AF	LL	V	R	ES
BN 63	11	23	M4	12.5	4	115	95	140	9.5	3	10	121	272	249	297	95	74	80	26	116	5
BN 71	14	30	M5	16	5	130	110	160	9.5	3.5	10	138	310	280	342	108	74	80	68	124	5
BN 80	19	40	M6	21.5	6	165	130	200	11.5	3.5	11.5	156	346	306	388	119	74	80	83	134	5
BN 90	24	50	M8	27	8	165	130	200	11.5	3.5	11.5	176	409	359	461	133	98	98	95	160	6
BN 100	28	60	M10	31	8	215	180	250	14	4	14	195	458	398	521	142	98	98	119	160	6
BN 112	28	60	M10	31	8	215	180	250	14	4	15	219	484	424	547	157	98	98	128	198	6
BN 132	38	80	M12	41	10	265	230	300	14	4	20	258	603	523	686	193	118	118	180	200 (2)	6
BN 160 MR	42 38 (1)	110 80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	258	672	562	755	193	118	118	218	217	6
BN 160 M	42 38 (1)	110-80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	310	736	626	820	245	187	187	51	247	—
BN 160 L	42 38 (1)	110 80 (1)	M16 M12 (1)	45 41 (1)	12 10 (1)	300	250	350	18.5	5	15	310	736	626	820	245	187	187	51	247	—
BN 180 M	48 38 (1)	110 80 (1)	M16 M12 (1)	51.5 41 (1)	14 10 (1)	300	250	350	18.5	5	15	310	780	670	864	245	187	187	51	247	—

NOTE:

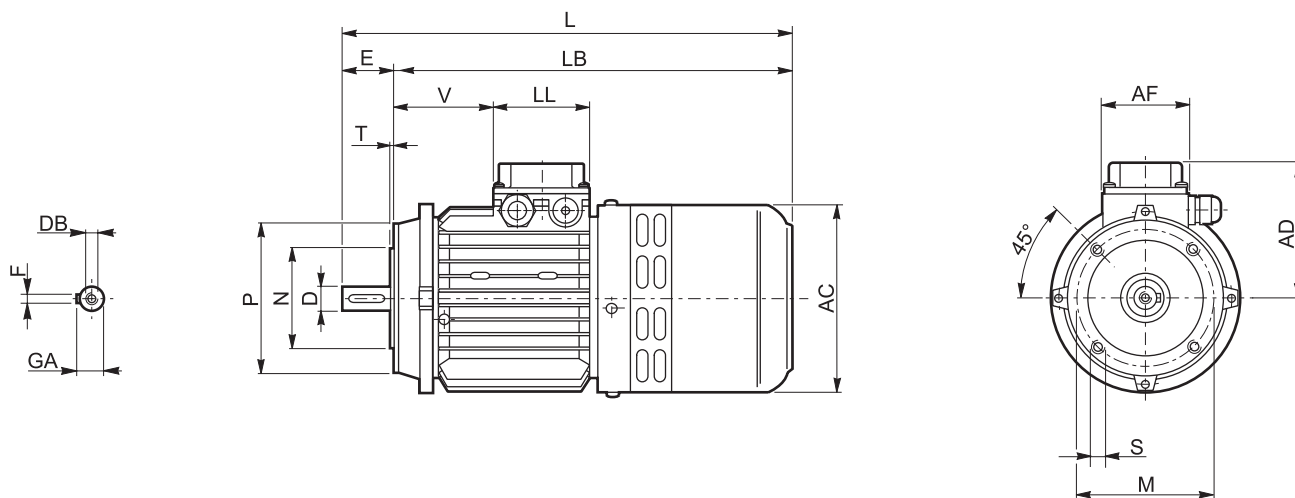
- 1) These values refer to the rear shaft end.
- 2) For FA07 brake value R=217.

Dimensions AD, AF, LL and V, relevant to terminal box of motors BN...FA featuring the separate brake supply (option SA), are coincident with corresponding dimensions of same-size BN...FD and AFD motors.

ES hexagon is not supplied with PS option.



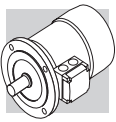
BN_BA - IM B14



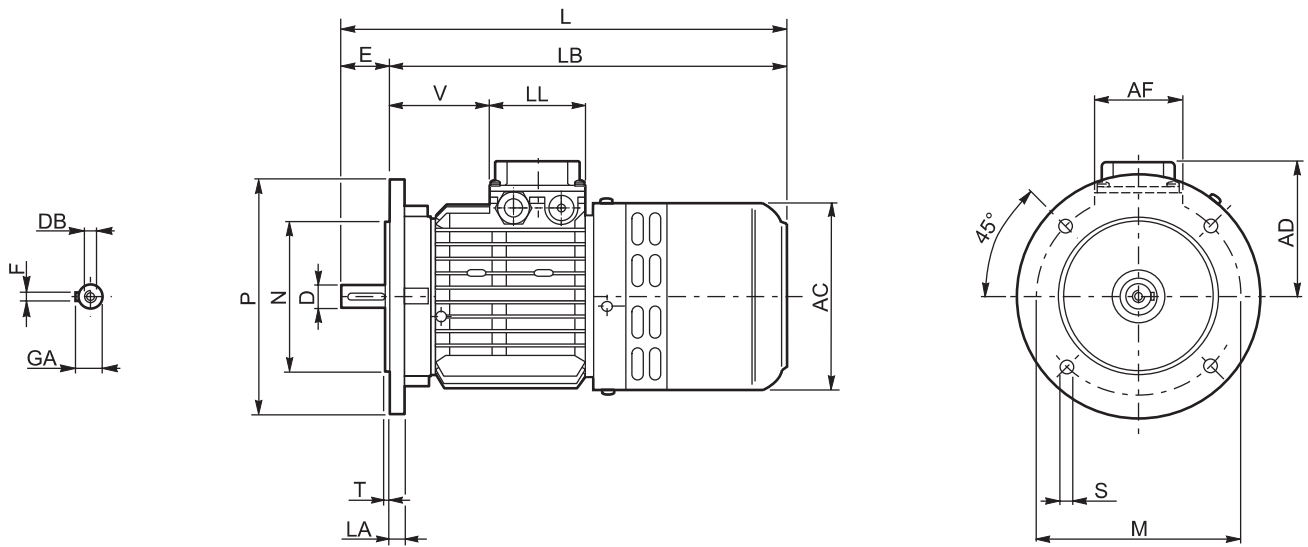
	Shaft					Flange					Motor							
	D	E	DB	GA	F	M	N	P	S	T	AC	L	LB	LC	AD	AF	LL	V
BN 63	11	23	M4	12.5	4	75	60	90	M5	2.5	124	298	275	95	74	80	28	34
BN 71	14	30	M5	16	5	85	70	105	M6	2.5	138	327	297	108	74	80	68	26
BN 80	19	40	M6	21.5	6	100	80	120	M6	3	156	372	332	119	74	80	83	37
BN 90	24	50	M8	27	8	115	95	140	M8	3	176	425	375	133	98	98	95	38
BN 100	28	60	M10	31	8	130	110	160	M8	3.5	195	477	417	142	98	98	119	44
BN 112	28	60	M10	31	8	130	110	160	M8	3.5	219	500	440	157	98	98	128	50
BN 132	38	80	M12	41	10	165	130	200	M10	4	258	638	558	193	118	118	180	52

NOTE:

Dimensions AD, AF, LL and V, relevant to terminal box of motors BN...BA featuring the separate brake supply (option SA), are coincident with corresponding dimensions of same-size BN...FD and AFD motors.



BN_BA - IM B5



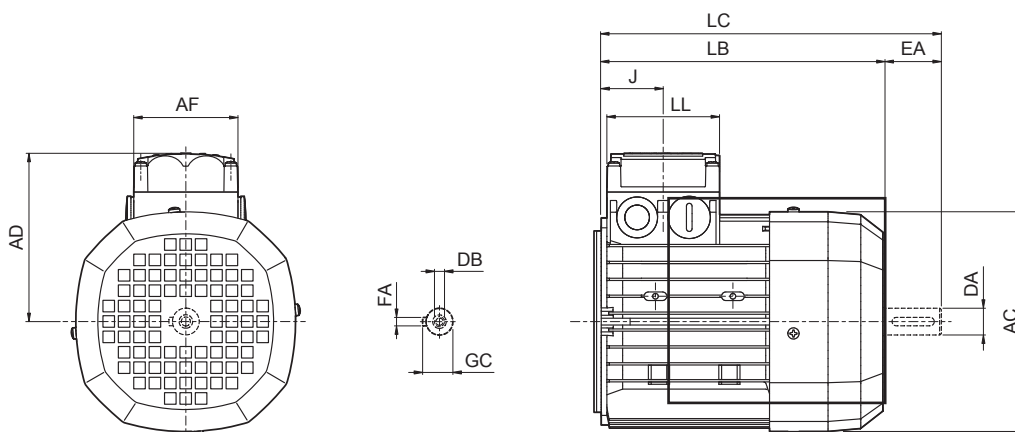
	Shaft				Flange							Motor							
	D	E	DB	GA	F	M	N	P	S	T	LA	AC	L	LB	LC	AD	AF	LL	V
BN 63	11	23	M4	12.5	4	115	95	140	9.5	3	10	124	298	275	95	74	80	28	34
BN 71	14	30	M5	16	5	130	110	160	9.5	3.5	10	138	327	297	108	74	80	68	26
BN 80	19	40	M6	21.5	6	165	130	200	11.5	3.5	11.5	156	372	332	119	74	80	83	37
BN 90	24	50	M8	27	8	165	130	200	11.5	3.5	11.5	176	425	375	133	98	98	95	38
BN 100	28	60	M10	31	8	215	180	250	14	4	14	195	477	417	142	98	98	119	44
BN 112	28	60	M10	31	8	215	180	250	14	4	15	219	500	440	157	98	98	128	50
BN 132	38	80	M12	41	10	265	230	300	14	4	20	258	638	558	193	118	118	180	52

NOTE:

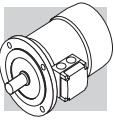
Dimensions AD, AF, LL and V, relevant to terminal box of motors BN...BA featuring the separate brake supply (option SA), are coincident with corresponding dimensions of same-size BN...FD and AFD motors.



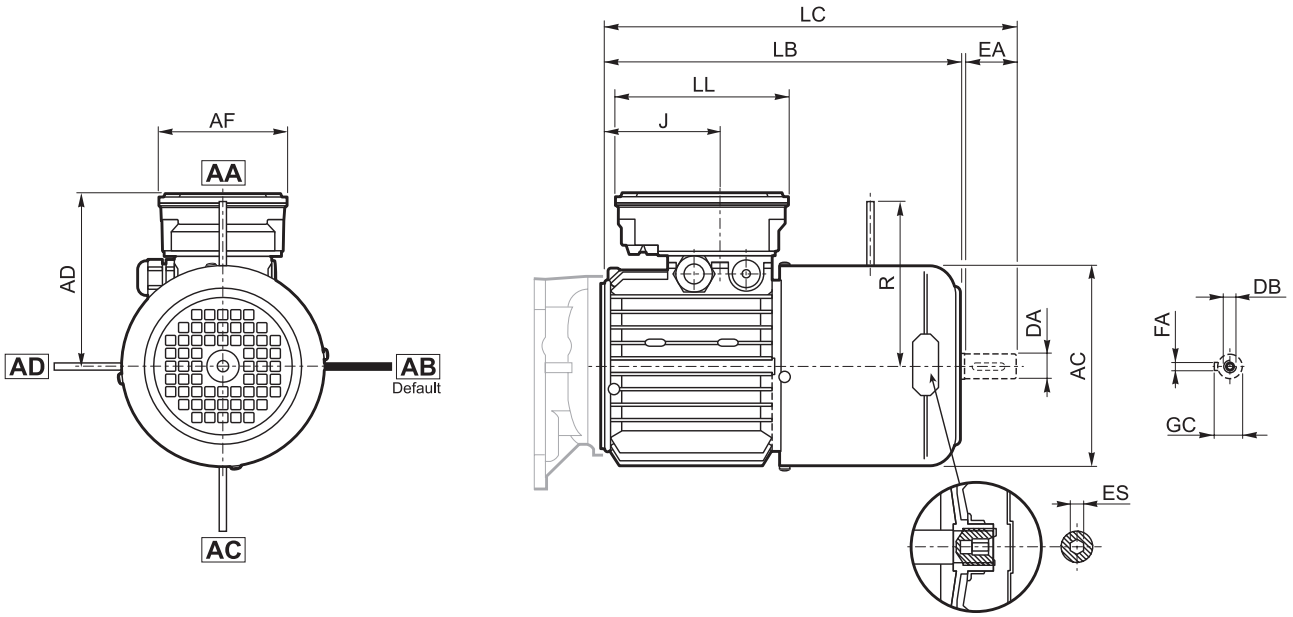
M



	Rear shaft end					Motor						
	DA	EA	DB	FA	GC	AC	LB	LC	AF	LL	J	AD
M 0	9	20	M3	3	10.2	110	133	155	74	80	42	91
M 05	11	23	M4	4	12.5	121	165	191	74	80	48	95
M 1	14	30	M5	5	16	138	187	219	74	80	45	108
M 2 S	19	40	M6	6	21.5	156	202	245	74	80	44	119
M 3 S	28	60	M10	8	31	195	230	293	98	98	53.5	142
M 3 L	28	60	M10	8	31	195	262	325	98	98	53.5	142
M 4	38	80	M12	10	41	258	361	444	118	118	64.5	193
M 4 LC	38	80	M12	10	41	258	396	479	118	118	64.5	193
M 5 S	38	80	M12	10	41	310	418	502	187	187	77	245
M 5 L	38	80	M12	10	41	310	462	546	187	187	77	245



M_FD ; M_AFD



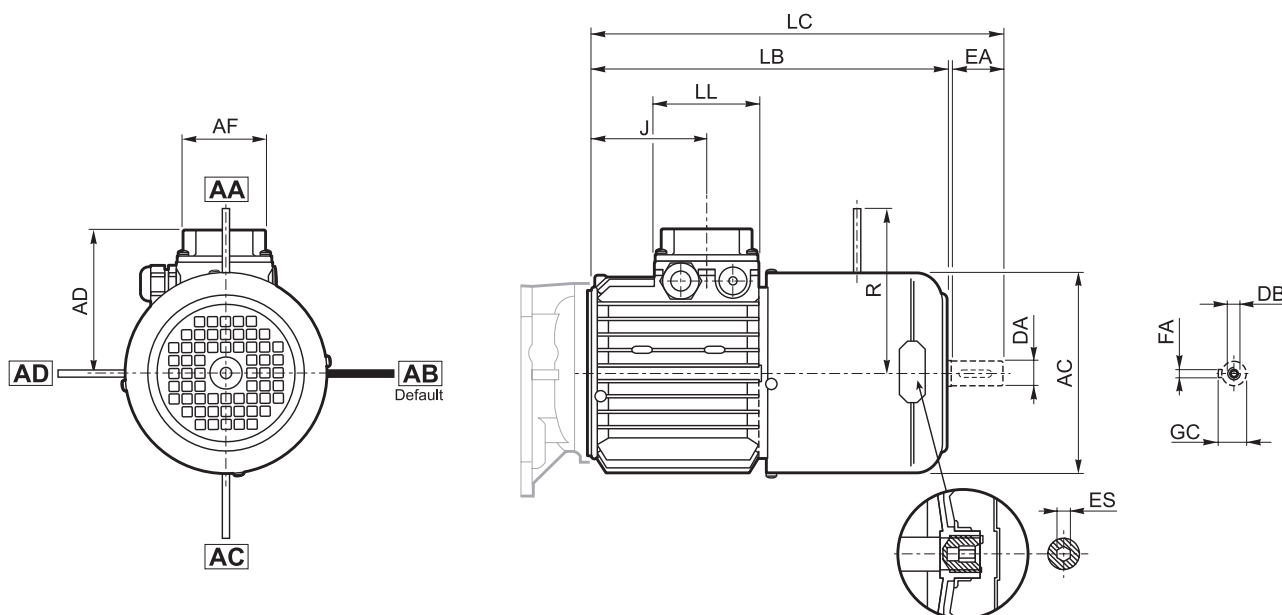
	Rear shaft end					Motor								
	DA	EA	DB	FA	GC	AC	LB	LC	AF	LL	J	AD	R	ES
M 05	11	23	M4	4	12.5	121	231	256	98	133	48	122	96	5
M 1	14	30	M5	5	16	138	248	280	98	133	73	135	103	5
M 2 S	19	40	M6	6	21.5	156	272	314	98	133	88	146	129	5
M 3 S	28	60	M10	8	31	195	326	389	110	165	124.5	158	160	6
M 3 L	28	60	M10	8	31	195	353	416	110	165	124.5	158	160	6
M 4	38	80	M12	10	41	258	470	553	140	188	185.5	210	204 (1)	6
M 4 LC	38	80	M12	10	41	258	495	578	140	188	64.5	210	226	6
M 5 S	38	80	M12	10	41	310	558	642	187	187	77	245	266	—
M 5 L	38	80	M12	10	41	310	602	686	187	187	77	245	266	—

NOTE:
1) For FD07 and AFD07 brake value R=226.

ES hexagon is not supplied with PS option.



M_FA



	Rear shaft end					Motor								
	DA	EA	DB	FA	GC	AC	LB	LC	AF	LL	J	AD	R	ES
M 05	11	23	M4	4	12.5	121	231	256	74	80	48	95	116	5
M 1	14	30	M5	5	16	138	248	280	74	80	73	108	124	5
M 2 S	19	40	M6	6	21.5	156	272	314	74	80	88	119	134	5
M 3 S	28	60	M10	8	31	195	326	389	98	98	124.5	142	160	6
M 3 L	28	60	M10	8	31	195	353	416	98	98	124.5	142	160	6
M 4	38	80	M14	10	41	258	470	553	118	118	185.5	193	200 (1)	6
M 4 LC	38	80	M14	10	41	258	495	578	118	118	64.5	193	217	6
M 5 S	38	80	M12	10	41	310	558	642	187	187	77	245	247	—
M 5 L	38	80	M12	10	41	310	602	686	187	187	77	245	247	—

NOTE:


1) For FA07 brake value R=217.

Dimensions AD, AF, LL and V, relevant to terminal box of motors M...FA featuring the separate brake supply (option SA), are coincident with corresponding dimensions of same-size M...FD and AFD motors.

ES hexagon is not supplied with PS option.



INDEX OF REVISIONS

BR_CAT_VFW_STD_ENG_R02_1	
	Description
10	Updated picture of paragraph "Commissioning of W gear units".
21	Added information on RB and RBO option for gearboxes VF 44 and VFR 44.
170, 172	Added information on the HS shaft for gearboxes VF 44, VF/W 44/75, VF/W 44/86.
110, 111 , 116, 117, 122, 123, 127	Added information about gearboxes VF30 with P56 B14 input.
180...186	Added information about VF-EP and W-EP gearboxes.
219...223, 245...260	Updated information on electric motors with brake type AFD.

2015.01.12

This publication supersedes and replaces any previous edition and revision. We reserve the right to implement modifications without notice.
This catalogue cannot be reproduced, even partially, without prior consent.



Bonfiglioli has been designing and developing innovative and reliable power transmission and control solutions for industry, mobile machinery and renewable energy applications since 1956.

HEADQUARTERS

Bonfiglioli Riduttori S.p.A.
Via Giovanni XXIII, 7/A
40012 Lippo di Calderara di Reno
Bologna (Italy)

tel: +39 051 647 3111
fax: +39 051 647 3126
bonfiglioli@bonfiglioli.com
www.bonfiglioli.com

BR_CAT_VFW_STD_ENG_R02_1

