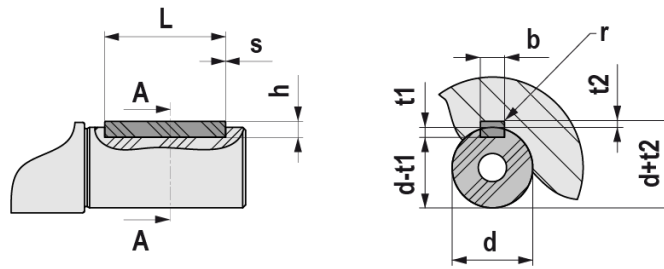
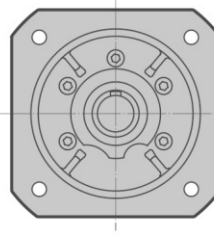
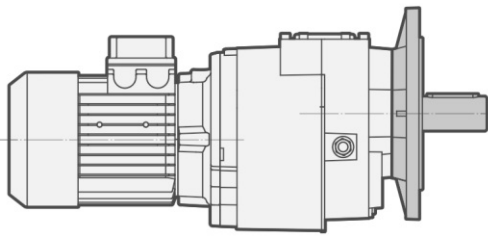


3.4 SHAFT END

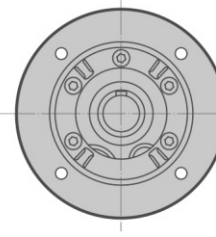


UNI 6604 - DIN 6885														
d		b x h			Tol. b/h	L		$\frac{s}{\text{min / max}}$	b	t1	t2	Tol. t1/t2	r max	
	6	8	2	x	2	h9 / h9	6	20	0,16 0,25	2	1,2	1	0,1 0	0,08 0,16
>	8	10	3	x	3		6	36		3	1,8	1,4		
>	10	12	4	x	4		8	45		4	2,5	1,8		
>	12	17	5	x	5		10	56	0,25 0,4	5	3	2,3		0,16 0,25
>	17	22	6	x	6		14	70		6	3	2,8		
>	22	30	8	x	7		18	90		8	4	3,3		
>	30	38	10	x	8	22	110	0,4 0,6	10	5	3,3	0,25 0,4		
>	38	44	12	x	8	28	140		12	5	3,3			
>	44	50	14	x	9	36	160		14	5,5	3,8			
>	50	58	16	x	10	45	180		16	6	4,3			
>	58	65	18	x	11	50	200		18	7	4,4			
>	65	75	20	x	12	56	110		20	7,5	4,9			
>	75	85	22	x	14	63	140	0,6 0,8	22	9	5,4	0,2 0		
>	85	95	25	x	14	70	160		25	9	5,4			
>	95	110	28	x	16	80	180		28	10	6,4			
>	110	130	32	x	18	90	200		32	11	7,4			
>	130	150	36	x	20	100	160		36	12	8,4			
>	150	170	40	x	22	110	180		1 1,2	40	13		9,4	0,3 0
>	170	200	45	x	25	125	200	45		14	10,4	0,7 1		

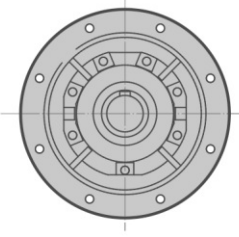
4.1 OUTPUT FLANGE



FA



FB FC FD



FB (H140)

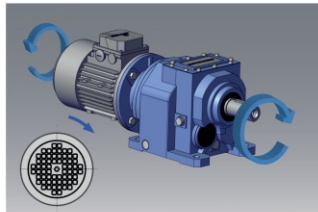
H...F/H...U		
R041 R051	032/033 042/043	FA
		FB
		FC
		FD
R061	052/053	FA
		FB
R081 R101	062/063	FA
		FB
		FC
R121	082/083	FA
		FB
		FC
-	102/103	FA
		FB
		FC
	122/123	FA
		FB
		FC
142/143	142/143	FA
		FB
		FC

4.2 BACKSTOP DEVICE

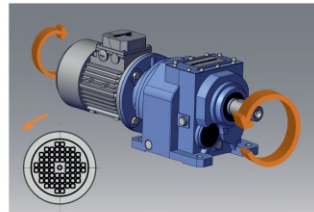
The gear reducer can be supplied with backstop device on input shaft. Backstop device allows output shaft rotation in only one sense of direction; according to the size, it is available in the input flange or in the motor with the same dimensions. It is important to specify the required sense of direction on the order. The backstop device is not available for mounting position V1/V5 with motor size IEC 100...225.

SENSE OF DIRECTION AVAILABLE

H... 1 - H... 1F - H... 1U - H... M - H... 3 - H... 3F - H... 3U

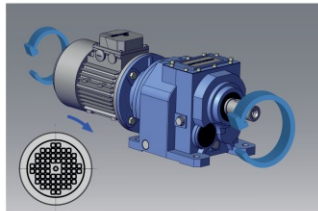


CLOCKWISE SENSE OF DIRECTION
REFERRED TO HIGH SPEED SHAFT

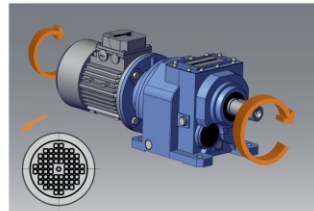


COUNTER CLOCKWISE SENSE OF DIRECTION
REFERRED TO HIGH SPEED SHAFT

H... 2 - H... 2F - H... 2U



CLOCKWISE SENSE OF DIRECTION
REFERRED TO HIGH SPEED SHAFT



COUNTER CLOCKWISE SENSE OF DIRECTION
REFERRED TO HIGH SPEED SHAFT

4.2 BACKSTOP DEVICE

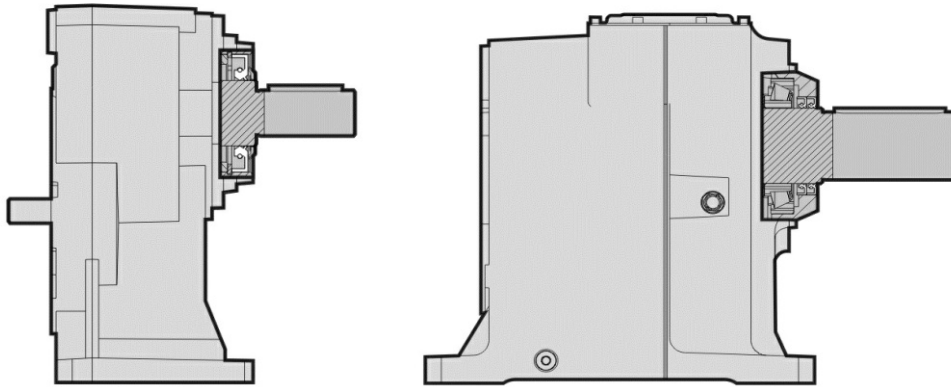
	063	071	080	090	100-112	132	160	180	200	225
	140x11	160x14	200x19	200x24	250x28	300x38	350x42	350x48	400x55	450x60
H032		B5	B5	B5	B5					
H033	B5	B5	B5	B5						
HR041		B5	B5	B5						
H042		B5	B5	B5	B5					
H043	B5	B5	B5	B5						
HR051		B5	B5	B5	B5					
H052		B5	B5	B5	B5					
H053	B5	B5	B5	B5						
HR061			B5	B5	B5					
H062			B5	B5	B5	B5				
H063		B5	B5	B5	B5					
HR081			B5	B5	B5	B5				
H082			B5	B5	B5	B5	B5			
H083			B5	B5	B5	B5				
HR101					B5	B5	B5	B5		
H102					B5	B5	B5	B5		
H103				B5	B5	B5	B5			
HR121						B5	B5	B5	B5	
H122						B5	B5	B5	B5	
H123					B5	B5	B5	B5	B5	
H142							B5	B5	B5	B5
H143							B5	B5	B5	

4.3 REINFORCED OIL SEALS FOR OUTPUT SHAFT

The reinforced seal can be done depending on the gearbox size by means of two oil seals or through the standard oil seal with VRM ring. The difference of the two solutions is explained on the drawings.

The helical gear reducers from size 060 to size 140 (except for single stage) in V1/ V5 mounting position, are already equipped with 2 oil seals as standard.

On request the gear reducer can be supplied with fluoroelastomer FPM (FKM) seals.



	Double oil seal	VRM ring
HR041		X
HR051		X
HR061		X
HR081		X
HR101		X
HR121		X
H032/3		X
H042/3		X
H052/3		X
H062/3	X	
H082/3	X	
H102/3	X	
H122/3	X	
H142/3	X	