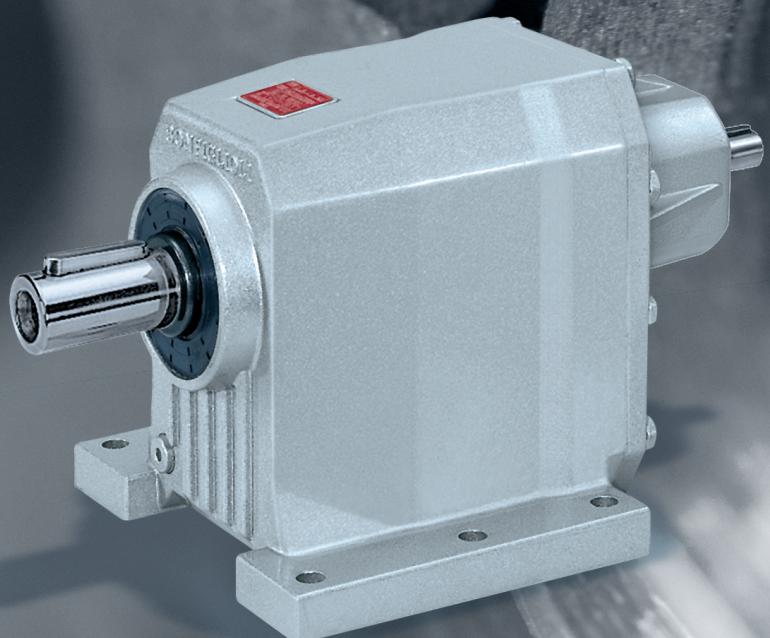




C series
Helical gear units



PRODUCT





SUMMARY

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Revisions

Refer to page 48 for the catalogue revision index. Visit www.bonfiglioli.com to search for catalogues with up-to-date revisions.



1 GENERAL INFORMATION

1.1 SYMBOLS AND UNITS OF MEASURE

- An** [N] The **admissible thrust load** represents the force which can be applied axially to the gear unit's shaft, along with the rated radial load.
- f_s** - The **service factor** is a coefficient representing the severity of the duty for the operating cycle.
- f_{TP}** - The **adjusting factor** takes into account the influence of the ambient temperature in calculating the computational torque. This factor is relevant for worm gear units.
- i** - The **gear ratio** is expressed as the relationship of the input shaft speed to the output shaft speed.

$$i = \frac{n_1}{n_2}$$

- I** - The **intermittence** is defined as follows:

$$I = \frac{t_f}{t_f + t_r} \cdot 100$$

- J_c** [Kgm²] **Moment of inertia of the driven load.**
- J_m** [Kgm²] **Moment of inertia of the motor.**
- J_R** [Kgm²] **Moment of inertia of the gear unit.**
- K** - The load **acceleration factor** is used to calculate the service factor, and is defined as follows:

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

- K_R** - The **transmission factor** is a computational parameter, proportional to the tension generated by an external transmission keyed to the gear unit shaft.
- M₂** [Nm] **Net output torque**
- Mn₂** [Nm] The **rated torque** at the output shaft.
The catalogue value is calculated for a service factor f_s = 1.
- Mr₂** [Nm] The application's **required torque**.
This should always be less than or equal to the gear unit's rated torque Mn₂.
- Mc₂** [Nm] **Computational torque**. This is a virtual parameter used to select the gear unit, by means of the equation:

$$M_{c2} = M_{r2} \cdot f_s$$

- n** [min⁻¹] **Shaft speed.**
- Pn₁** [kW] **Rated power** at the input shaft, calculated for a service factor f_s = 1.



P_R [kW] The application's **required power**.

R_C [N] The **computational radial load** is generated by an external transmission and, for the input and output shafts respectively, can be calculated from the following equations:

$$R_{c1} [N] = \frac{2000 \cdot M_1 [\text{Nm}] \cdot K_r}{d [\text{mm}]} ; R_{c2} [N] = \frac{2000 \cdot M_2 [\text{Nm}] \cdot K_r}{d [\text{mm}]}$$

R_N [N] The **admissible radial load** should always be more than or equal to the computational radial load. The point value is given in the catalogue for each unit's gear frame size and transmission ratio, and refers to the shaft's centre line.

S - The **safety factor** is defined as follows:

$$S = \frac{Mn_2}{M_2} = \frac{Pn_1}{P_1}$$

t_a [°C] **Ambient temperature.**

t_f [min] The **operating time** is the total duration of the work cycle phases.

t_r [min] The **rest time** is the interval of no work between two phases.

Z_r - **Number** of starts per hour.

η_d - The **dynamic efficiency** is expressed as the ratio between the power measured at the output shaft and that applied to the input shaft:

$$\eta_d = \frac{P_2}{P_1} \cdot 100 \quad [\%]$$

[]₁ This value refers to the input shaft.

[]₂ This value refers to the output shaft.



Danger. May cause slight injury to persons.



1.2 INTRODUCTION TO THE ATEX DIRECTIVES

1.2.1 EXPLOSIVE ATMOSPHERE

Under the provisions of Directive 2014/34/EU, an explosive atmosphere is defined as a mixture:

- a. of **flammable substances**, in the form of gases, vapours, mists or dusts;
- b. with **air**;
- c. under **atmospheric conditions**;
- d. in which, after ignition, the combustion spreads to the entire unburned mixture
(it has to be noted that sometimes, mainly with dust, not always the whole quantity of the combustible material is consumed by the combustion).

An atmosphere which may potentially be transformed into an explosive atmosphere due to operating and/or ambient conditions is defined as a **potentially explosive atmosphere**. The products governed by Directive 2014/34/EU are intended for use only in a potentially explosive atmosphere defined in this way.

1.2.2 EUROPEAN HARMONISED ATEX STANDARDS

Directive ATEX 2014/34/EU stipulates the minimum safety requirements for products intended for use in explosion risk areas within the member countries of the European Union. The directive also assigns such equipment to **categories**, which are defined by the directive itself.

The following table describes the **zones** into which the user of a plant, in which an explosive atmosphere may occur, is required to divide the equipment application areas.

Zones		Formation frequency of a potentially explosive atmosphere	Type of danger
Gaseous atmosphere G	Dusty atmosphere D		
0	20	Present continuously or for long periods	Permanent
1	21	Likely to occur in normal operation occasionally	Potential
2	22	Not likely to occur in normal operation but if it does occur will persist for short period only	Minimal

BONFIGLIOLI RIDUTTORI gear units selected in this catalogue are suitable for installation in zones 1, 21, 2 and 22, as highlighted in grey in the above table.

As from 20 April 2016 the ATEX directives 2014/34/EU come into force throughout the entire European Union, and replace existing conflicting national and European laws on explosive atmospheres and the previous directive 94/9/EC. It should be emphasised that, for the first time, the directives also govern mechanical, hydraulic and pneumatic equipment, and not only electrical equipment as has been the case so far.

With regard to the Machinery Directive 2006/42/EC it should be noted that directive 2014/34/EU is a set of extremely specific requirements dedicated to the dangers deriving from potentially explosive atmospheres, whereas the Machinery Directive contains only very general explosion safety requirements (Annex I).

Consequently, as regards protection against explosion in potentially explosive atmospheres, Directive 2014/34/EU takes precedence over the Machinery Directive. The requirements of the Machinery Directive apply to all other risks regarding machinery.



1.2.5 DECLARATION OF CONFORMITY

The Declaration of Conformity, is the document which attests to the conformity of the product to Directive 2014/34/EU. The validity of the Declaration is bound to observance of the instructions given in the User, Installation and Service Manual for safe use of the product throughout its service life.

This can be downloaded from www.bonfiglioli.com where the manual is available in PDF format in a number of languages.

The instructions regarding ambient conditions are of particular importance inasmuch as failure to observe them during operation of the product renders the certificate null and void.

In case of doubt regarding the validity of the certificate of conformity, contact the BONFIGLIOLI RIDUTTORI technical department.

1.3 USE, INSTALLATION AND MAINTENANCE

The instructions for safe storage, handling and use of the product are given in the unit's User, Installation and Service Manual.



This can be downloaded from www.bonfiglioli.com where the manual is available in PDF format in a number of languages.

This document must be kept in a suitable place, in the vicinity of the installed gear unit, as a reference for all persons authorised to work with or on the product throughout its service life.

The Manufacturer reserves the right to modify, supplement or improve the Manual, in the interests of the User.



1.4 SELECTING THE TYPE OF EQUIPMENT

1.4.1 SELECTION PROCEDURE:

Determine the application service factor f_s in relation to the type of load (K factor), number of starts per hour Z_r and hours of operation per day.

Now determine the power required at the motor shaft:

$$P_{r1} = \frac{M_{r2} \cdot n_2}{9550 \cdot \eta_d} \quad [\text{kW}]$$

The efficiency value « η_d » can be determined as follows (approximately):

	η_d
1	0.98
2	0.96
3	0.93
4	0.90

The selection procedure now depends on the type of gear unit, as follows:

- a. gear unit equipped with IEC motor fitting
- b. gear unit equipped with solid input shaft.

Proceed as follows:

1.4.2 SELECTING A GEAR UNIT WITH IEC MOTOR FITTING

- a. Determine service factor f_s as formerly specified.
- b. With reference to the rating charts, identify the gear unit which, for the required speed n_2 , provides a rated power P_{n1} such that:

$$P_{n1} \geq P_{r1} \times f_s$$

- c. Select an electric motor rated:

$$P_1 \geq P_{r1}$$

- d. Finally, check that the motor/gear unit combination generates a safety factor equal to or greater than the service factor for the application in question, in other words:

$$S = \frac{P_{n1}}{P_1} \geq f_s$$

- e. If the selected gear unit is of type C122, C222 or C322 with ratio $i > 40$, operating with a number of hourly starts $Z > 30$, correct the service factor taken from the graph by a factor of 1.2.

Finally, check that the recalculated service factor f_s still satisfies the condition $S \geq f_s$.



1.4.3 SELECTING A SPEED REDUCER WITH SOLID INPUT SHAFT

- Calculate the value of the computational torque:

$$Mc_2 = Mr_2 \times f_s \times f_{tp}$$

Helical gear units C, A, F, S	f_{tp}	Type of load	Worm gear units VF, W		
			20°	30°	40°
	$f_{tp} = 1$	K1 uniform load	1.00	1.00	1.06
		K2 moderate shock load	1.00	1.02	1.12
		K3 heavy shock load	1.00	1.04	1.17

- for the speed n_2 closest to that required, select the gear unit with a rated torque Mn_2 equal to or greater than the computational torque Mc_2 , in other words:

$$M_{n_2} \geq Mc_2$$

1.4.4 POST-SELECTION CHECKS

Once the gear unit or the gear unit with IEC motor fitting has been selected, we recommend checking the selection as follows:

- **Momentary peak torque**

The momentary peak torque is of the order of 200% of the rated torque Mn_2 . Check that the point value of the peak torque satisfies this condition and equip the installation with a torque limiter if necessary.

- **Radial load**

The catalogue gives the values of the maximum admissible radial load for both the input shaft « Rn_1 » and the output shaft « Rn_2 ». These values refer to a load applied at the shafts' centre lines and must always be greater than the actually applied load. See paragraph: Radial loads.

- **Thrust load**

Check that the thrust component of the load does not exceed the maximum admissible value as given in the paragraph: Thrust loads.

1.4.5 OPERATING CONDITIONS FOR ATEX-SPECIFIED EQUIPMENT

- Ambient temperature -20°C < to < +40°C.
- The gear unit must be installed in the mounting position specified in the order and given on the nameplate. Any deviation from this requirement must be approved in advance by BONFIGLIOLI RIDUTTORI.
- Do not under any circumstances install the gear unit with its shaft in an inclined orientation, unless previously authorised to do so by the BONFIGLIOLI RIDUTTORI Technical Service Department.
- The speed of the motor mounted to the gear unit must not exceed $n = 1500$ min-1.
- Should the gearbox be connected to an inverter driven motor the latter must be explicitly suitable for the purpose and used in full compliance with the instructions set forth by the manufacturer. Under no circumstances the setting of the inverter shall allow the motor to exceed the maximum speed permitted (1500 min-1) or overload the gearbox itself.
- All the instructions in the User Manual (www.bonfiglioli.com) regarding installation, use and routine maintenance of the unit must be followed in full.

1.4.6 SERVICE FACTOR - [f_s]

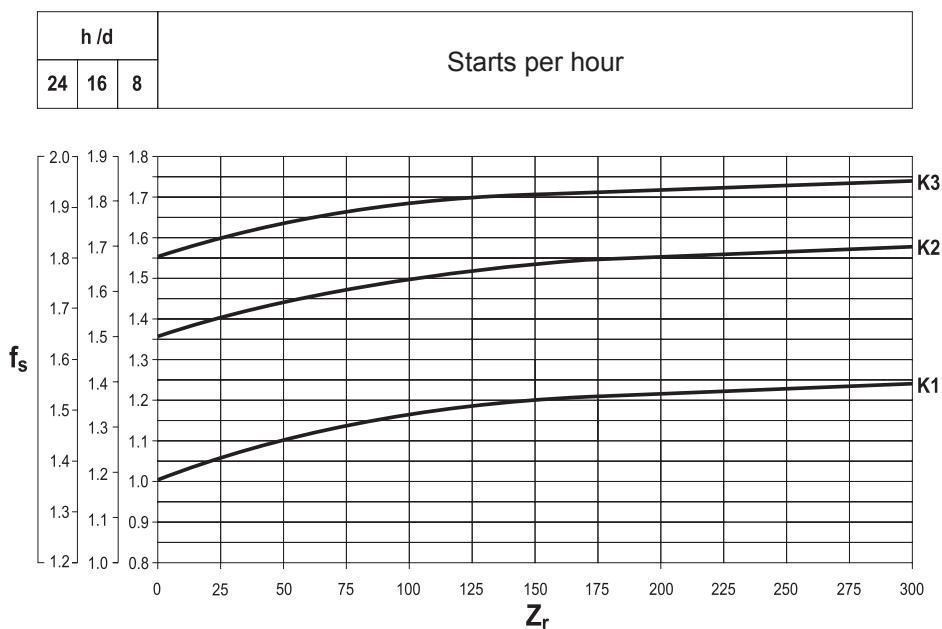
This factor is the numeric value describing reducer service duty. It takes into consideration, with unavoidable approximation, daily operating conditions, load variations and overloads connected with reducer application.

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 of 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 our Technical Service Department.



Acceleration factor of masses - [K]

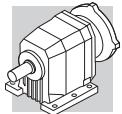
This parameter serves for selecting the right curve for the type of load. The value is given by the following ratio:

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

where:

J_c moment of inertia of driven masses referred to motor shaft

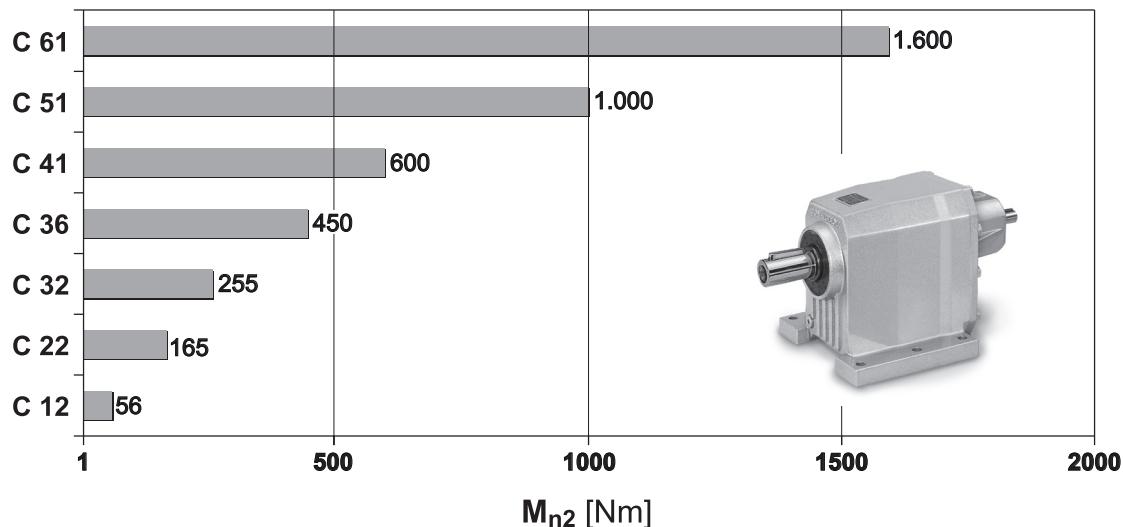
J_m moment of inertia of motor



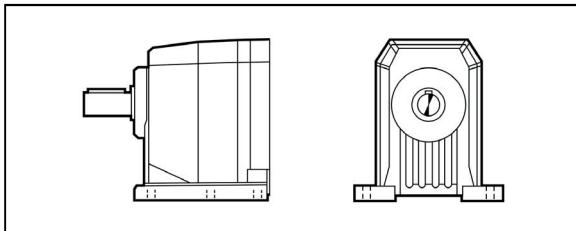
2 C SERIES HELICAL IN-LINE UNITS FOR POTENTIALLY EXPLOSIVE ENVIRONMENTS

2.1 CONSTRUCTION OF ATEX-SPECIFIED EQUIPMENT

- Equipped with service plugs for periodic lubricant level checks.
- Factory-charged with lubricant, depending on the mounting position specified in the order.
- Fluoro elastomer seal rings as standard.
- Double seal rings on the output shaft.
- No plastic component parts.
- Nameplate indication of the product category and type of protection.



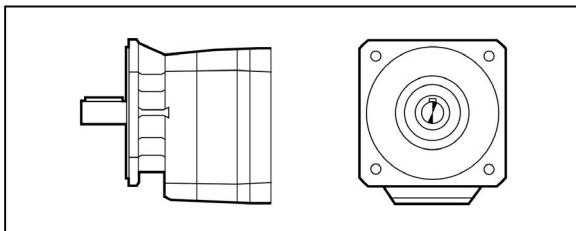
2.2 VERSIONS



P

Foot mounted

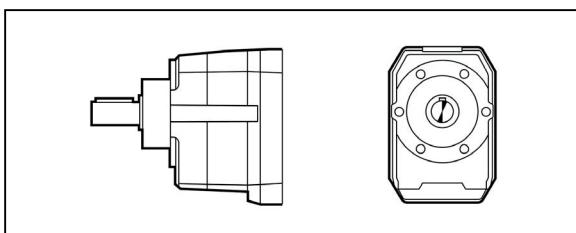
C1/ ...C61



F

Flange mounted

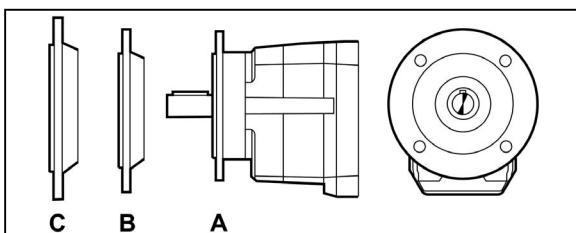
C1/ ...C3/



U

UNIBOX- universal
housing

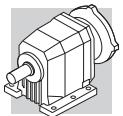
C1/ ...C61



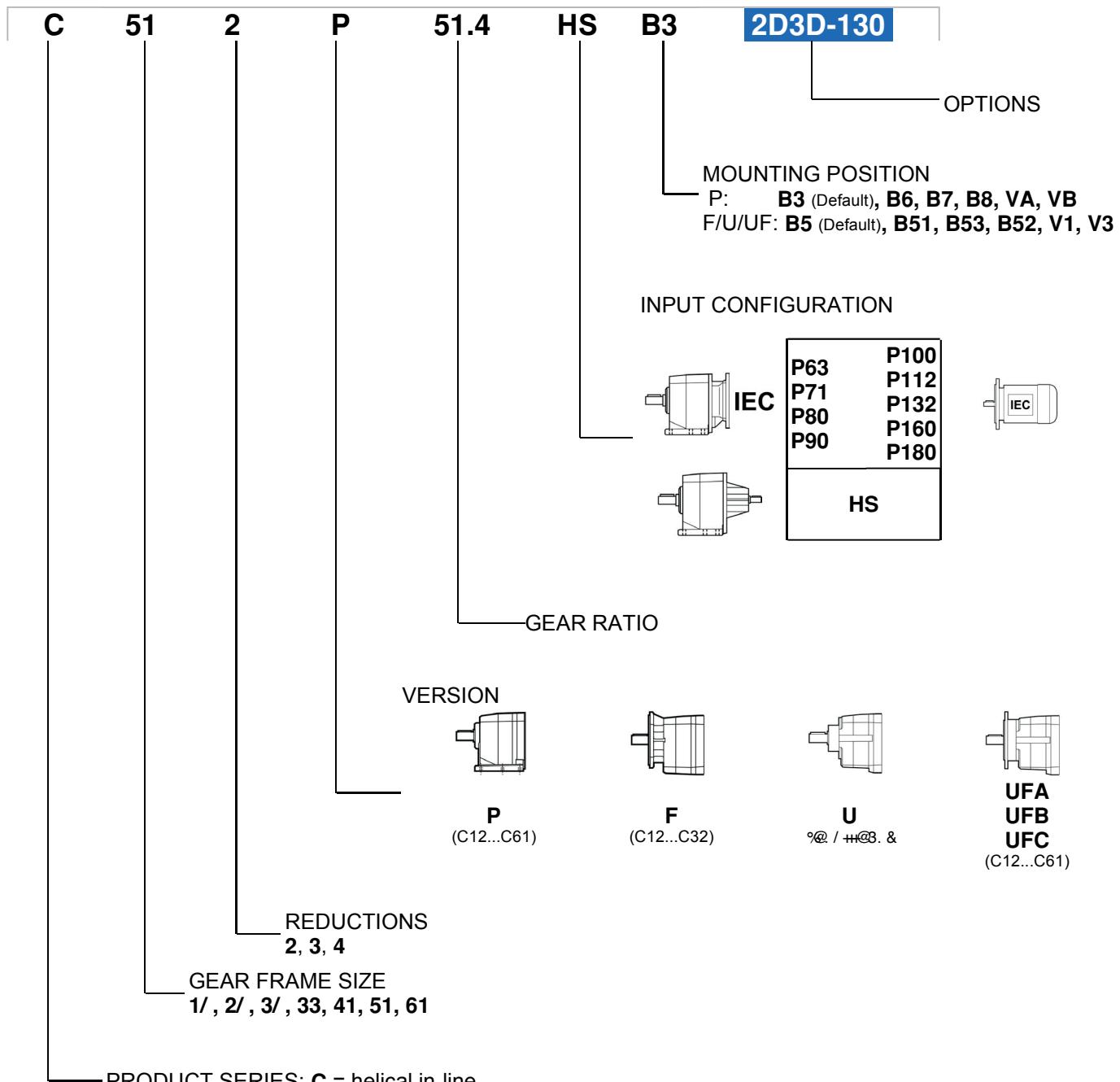
UF

UNIBOX bolt-on flange

C1/ ...C61



2.3 ORDERING NUMBERS



Options

The applicability of the various options is indicated in the technical data tables according to the specific configuration and gear ratio.

2D3D-160 The gear unit can be installed in zones 21 and 22 (categories 2D and 3D).
The unit's surface temperature is less than 160°C.

2D3D-130 The gear unit can be installed in zones 21 and 22 (categories 2D and 3D).
The unit's surface temperature is less than 130°C.

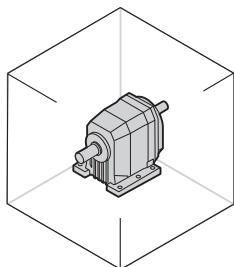
2G3G-T3 The gear unit can be installed in zones 1 and 2 (categories 2G and 3G).
The temperature class is T3 (max. 200 °C).

2G3G-T4 The gear unit can be installed in zones 1 and 2 (categories 2G and 3G).
The temperature class is T4 (max. 135 °C).

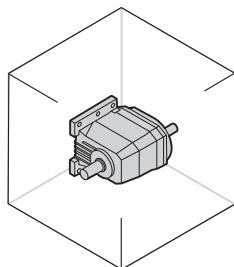
2.4 MOUNTING POSITION

C 12 P ... C 61 P

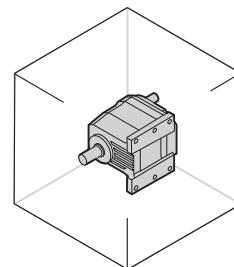
B3



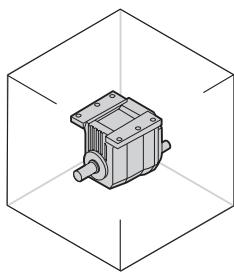
B6



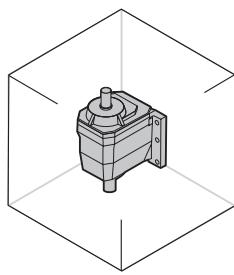
B7



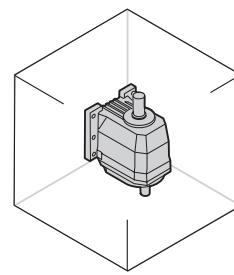
B8



VA

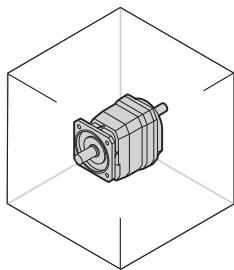


VB

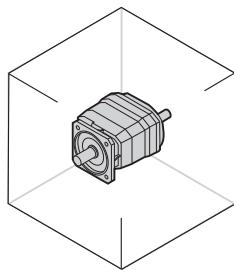


C 12 F ... C 61 F

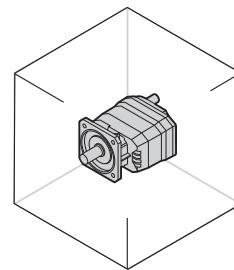
B5



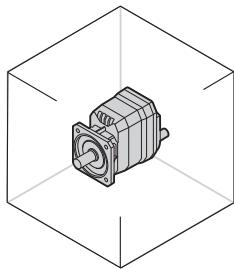
B51



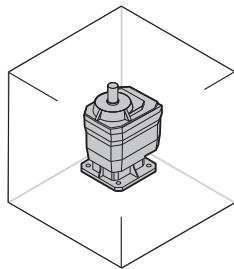
B53



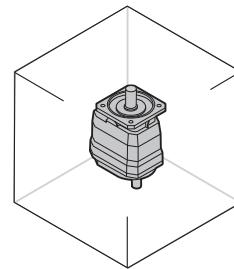
B52

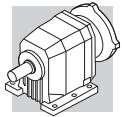


V1



V3





2.5 LUBRICATION

The gear units are factory-charged with long-life synthetic lubricant in the quantity suitable for the mounting position specified in the order.

For transportation purposes these units are equipped with closed filler plugs. A vented plug, which the User must replace before putting the unit into service, is supplied along with each unit.

Type C12, C22 and C32 gear units are not equipped with spill-type level plugs. Proceed as described in the User Manual when checking the minimum lubricant level.

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).

2.6 ADMISSIBLE OVERHUNG LOADS

2.6.1 RADIAL LOADS

2.6.1.1 CALCULATING THE RESULTING OVERHUNG LOAD

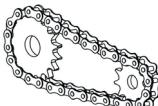
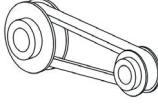
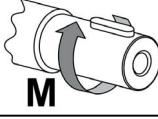
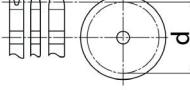
External transmissions keyed onto input and/or output shaft generate loads that act radially onto same shaft.

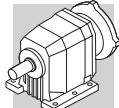
Resulting shaft loading must be compatible with both the bearing and the shaft capacity.

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:

$R_c = \frac{2000 \times M \times K_r}{d}$	
$K_r = 1$	
$K_r = 1.25$	
$K_r = 1.5 - 2.0$	
M [Nm]	
d [mm]	

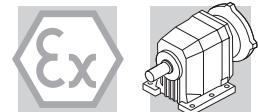


2.8 MOTOR AVAILABILITY

2.8.1 GEOMETRICAL COMPATIBILITY

Please be aware that motor-gearbox availability resulting from chart below are purely based on geometrical compatibility.

		IEC_ (IM B5)					
		P63 P71	P80 P90	P100 P112	P132	P160	P180
C 12 2	i =	7.6_66.2	7.6_47.6	7.6_47.6			
C 22 2		9.6_63.3	7.1_54.7	7.1_54.7			
C 22 3		60.0_261.0	60.0_261.0	60.0_261.0			
C 32 2		14.3_66.8	7.2_66.8	7.2_66.8	7.2_25.1		
C 32 3		74.7_274.7	74.7_274.7	74.7_274.7			
C 36 2		11.7_19.0	6.8_19.0	6.8_19.0	6.8_19.0		
C 36 3		38.1_206.4	22.1_206.4	22.1_206.4	22.1_77.6		
C 36 4		230.9_848.5	230.9_848.5	230.9_848.5			
C 41 2		14.2_44.8	6.4_44.8	6.4_44.8	6.4_31.4		
C 41 3		47.0_209.1	28.5_209.1	28.5_209.1	28.5_102.3		
C 41 4		239.9_855.5	239.9_855.5	239.9_855.5			
C 51 2		18.9_57.0	7.0_57.0	7.0_57.0	7.0_40.4	7.0_40.4	7.0_40.4
C 51 3		59.0_216.7	21.8_216.7	21.8_216.7	21.8_124.4	21.8_124.4	21.8_124.4
C 51 4		240.9_884.9	240.9_884.9	240.9_884.9	240.9_508.0		
C 61 2		22.4_38.0	8.8_38.0	8.8_38.0	6.7_38.0	6.7_38.0	6.7_38.0
C 61 3		67.7_195.8	26.8_195.8	26.8_195.8	26.8_140.5	26.8_140.5	26.8_140.5
C 61 4		217.4_796.1	217.4_796.1	217.4_796.1			

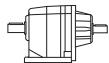


2.9 MOMENT OF INERTIA

The following charts indicate moment of inertia values J_r [kgm^2] referred to the gear unit high speed shaft. A key to the symbols used follows:



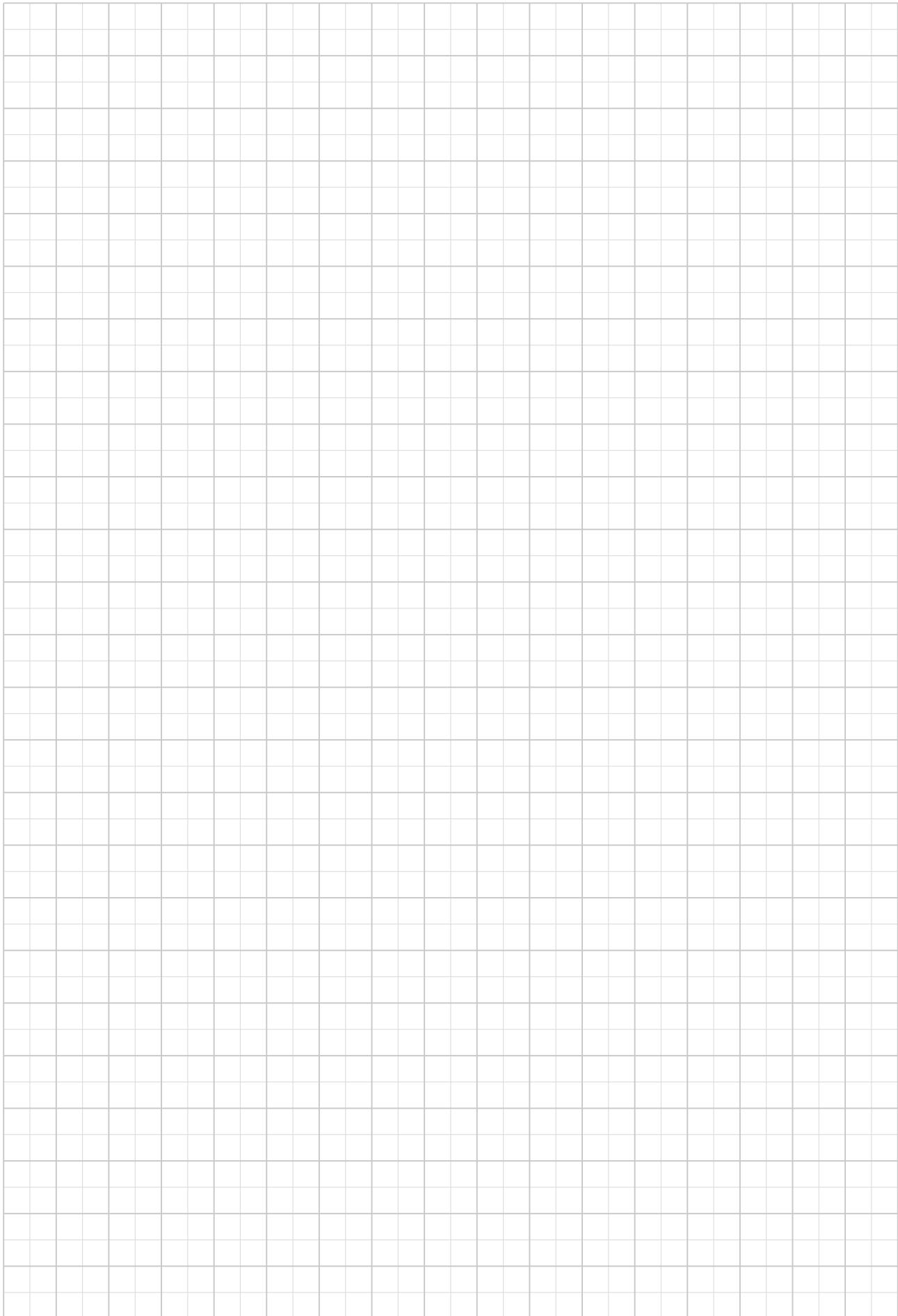
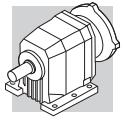
Values under this symbol re-fer to gearboxes with IEC mo-tor adaptor (IEC size...).

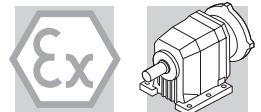


This symbol refers to gearbox values.

C 12

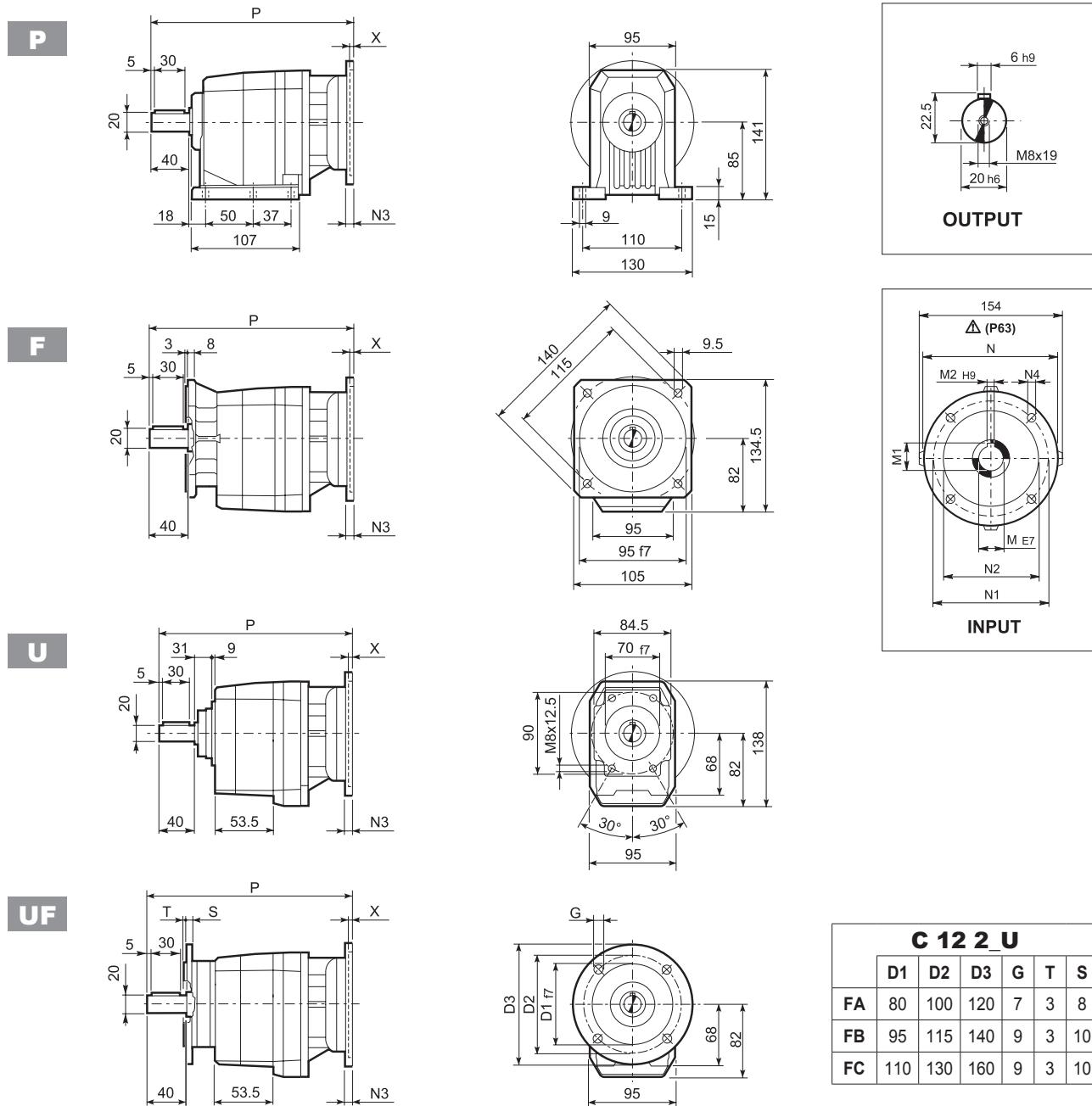
i		$J \cdot 10^{-4}$ [kgm^2]						
		63	71	80	90	100	112	
C 12 2_7.6	7.6	1.8	1.8	3.2	3.1	4.4	4.4	—
C 12 2_8.8	8.8	1.8	1.8	3.2	3.1	4.4	4.4	—
C 12 2_10.1	10.1	1.7	1.7	3.1	3.0	4.3	4.3	—
C 12 2_11.9	11.9	1.6	1.6	3.0	3.0	4.2	4.2	—
C 12 2_13.4	13.4	1.6	1.6	3.0	2.9	4.2	4.2	—
C 12 2_15.4	15.4	1.6	1.6	3.0	2.9	4.2	4.2	—
C 12 2_17.2	17.2	1.6	1.6	2.9	2.9	4.2	4.2	—
C 12 2_18.4	18.4	1.6	1.5	2.9	2.9	4.2	4.2	—
C 12 2_20.6	20.6	1.5	1.5	2.9	2.9	4.2	4.2	—
C 12 2_23.2	23.2	1.5	1.5	2.9	2.9	4.1	4.1	—
C 12 2_25.4	25.4	1.5	1.5	2.9	2.8	4.1	4.1	—
C 12 2_29.5	29.5	1.5	1.5	2.9	2.8	4.1	4.1	—
C 12 2_32.8	32.8	1.5	1.5	2.9	2.8	4.1	4.1	—
C 12 2_37.0	37.0	1.5	1.5	2.9	2.8	4.1	4.1	—
C 12 2_42.3	42.3	1.5	1.5	2.9	2.8	4.1	4.1	—
C 12 2_47.6	47.6	1.5	1.5	2.9	2.8	4.1	4.1	—
C 12 2_55.2	55.2	1.5	1.5	—	—	—	—	—
C 12 2_66.2	66.2	1.5	1.5	—	—	—	—	—



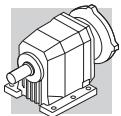


2.10 DIMENSIONS

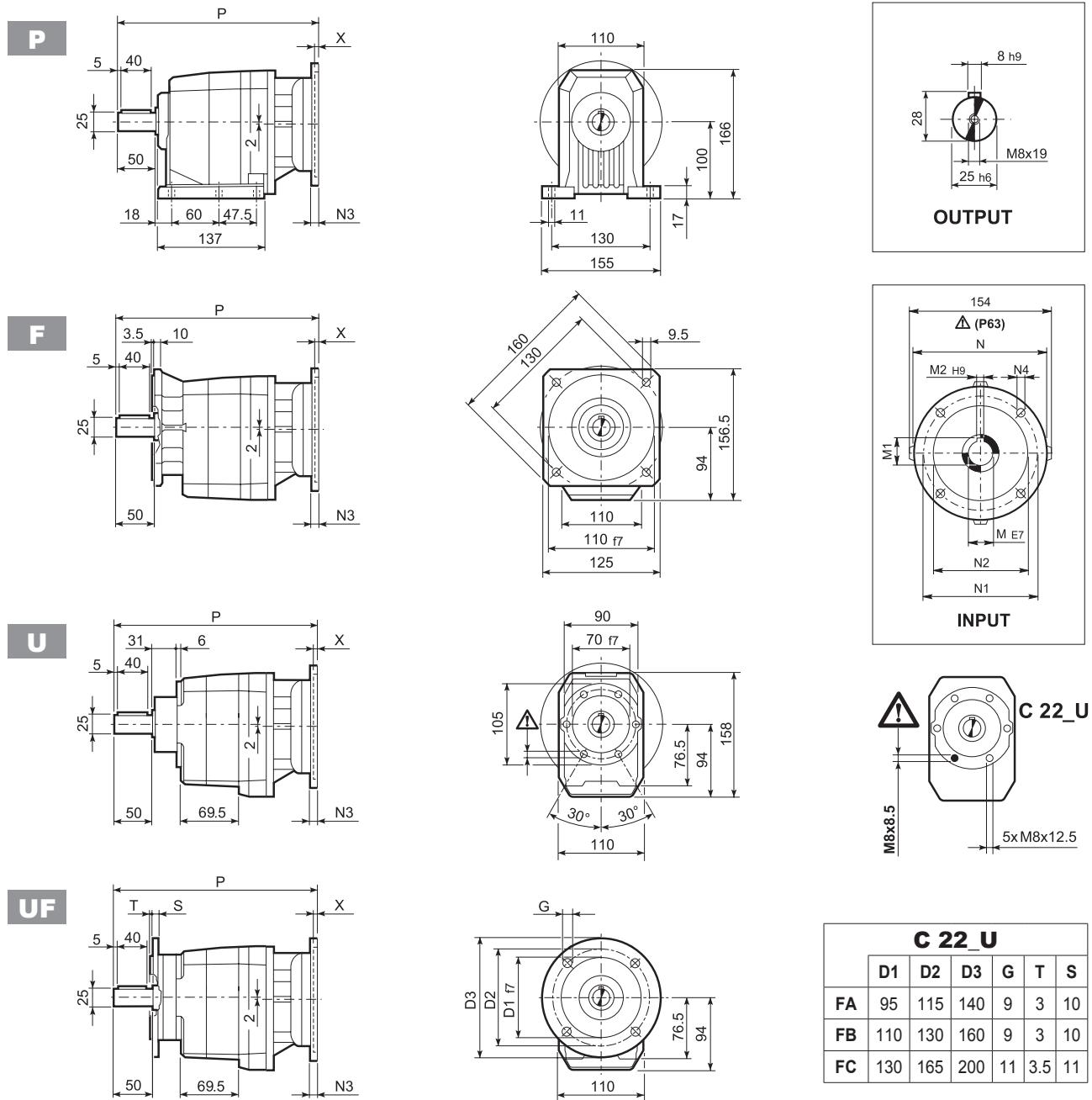
C 12...P (IEC)



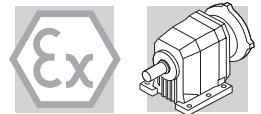
		M	M1	M2	N	N1	N2	N3	N4	X	P	Kg
C 12 2	P63	11	12.8	4	140	115	95	—	M8x19	4	244.5	6
C 12 2	P71	14	16.3	5	160	130	110	—	M8x16	4.5	244.5	6
C 12 2	P80	19	21.8	6	200	165	130	—	M10x12	4	264	7
C 12 2	P90	24	27.3	8	200	165	130	—	M10x12	4	264	7
C 12 2	P100	28	31.3	8	250	215	180	—	M12x16	4.5	274	11
C 12 2	P112	28	31.3	8	250	215	180	—	M12x16	4.5	274	11



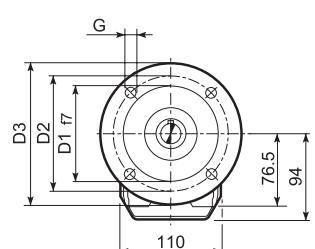
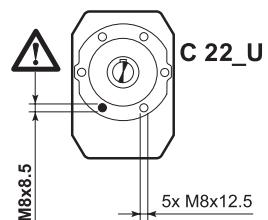
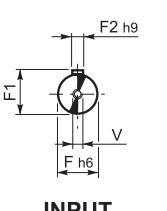
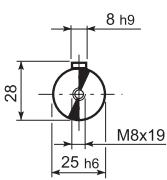
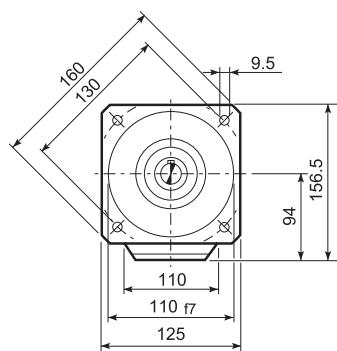
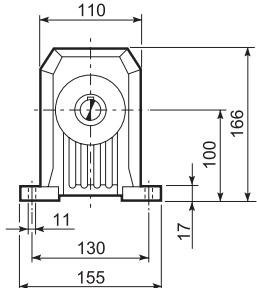
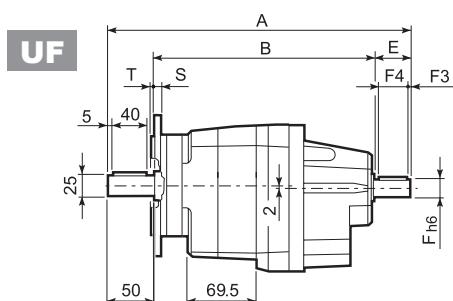
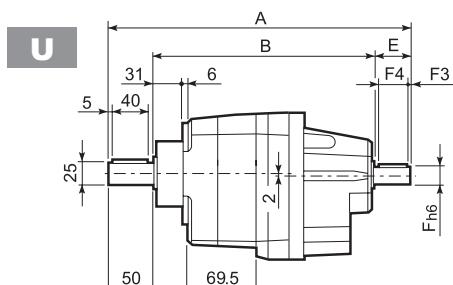
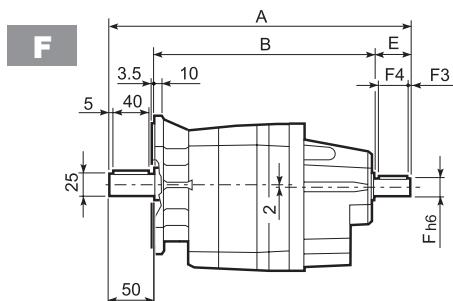
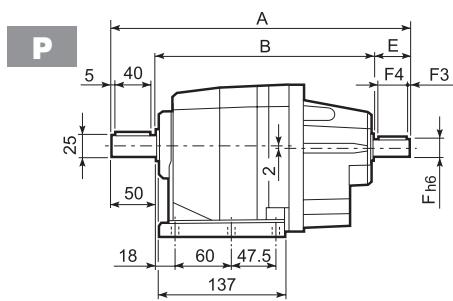
C 22...P(IEC)



		M	M1	M2	N	N1	N2	N3	N4	X	P	Kg
C 22 2	P63	11	12.8	4	140	115	95	—	M8x19	4	273	7
C 22 2	P71	14	16.3	5	160	130	110	—	M8x16	4.5	273	7
C 22 2	P80	19	21.8	6	200	165	130	—	M10x12	4	292.5	8
C 22 2	P90	24	27.3	8	200	165	130	—	M10x12	4	292.5	8
C 22 2	P100	28	31.3	8	250	215	180	—	M12x16	4.5	302.5	12
C 22 2	P112	28	31.3	8	250	215	180	—	M12x16	4.5	302.5	12
C 22 3	P63	11	12.8	4	140	115	95	—	M8x19	4	328.5	8
C 22 3	P71	14	16.3	5	160	130	110	—	M8x16	4.5	328.5	8
C 22 3	P80	19	21.8	6	200	165	130	—	M10x12	4	348	9
C 22 3	P90	24	27.3	8	200	165	130	—	M10x12	4	348	9
C 22 3	P100	28	31.3	8	250	215	180	—	M12x16	4.5	358	13
C 22 3	P112	28	31.3	8	250	215	180	—	M12x16	4.5	358	13

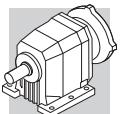


C 22...HS

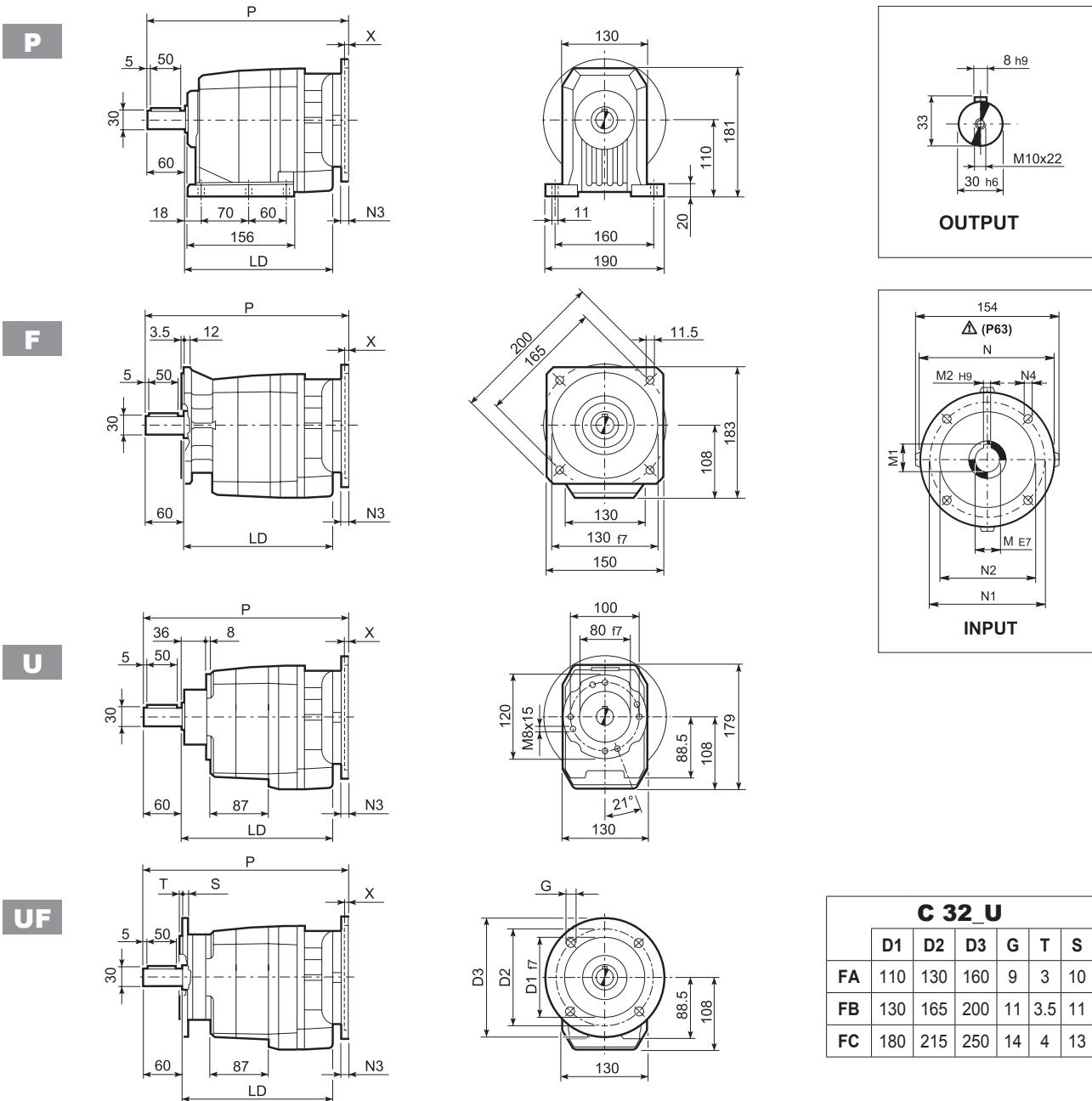


C 22_U						
D1	D2	D3	G	T	S	
FA	95	115	140	9	3	10
FB	110	130	160	9	3	10
FC	130	165	200	11	3.5	11

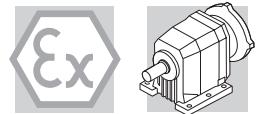
		A	B	E	F	F1	F2	F3	F4	V	Kg
C 22 2	HS	323	233	40	19	21.5	6	2.5	35	M6x16	7.2



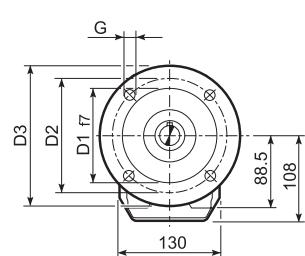
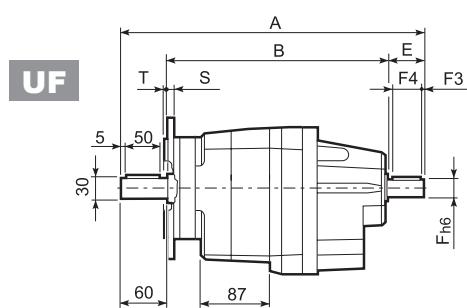
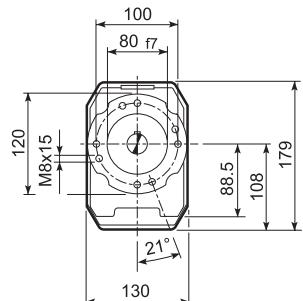
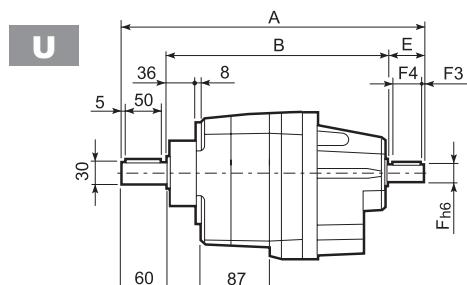
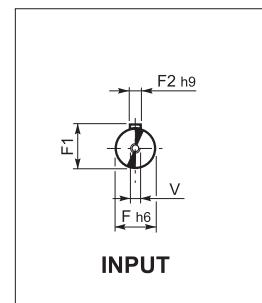
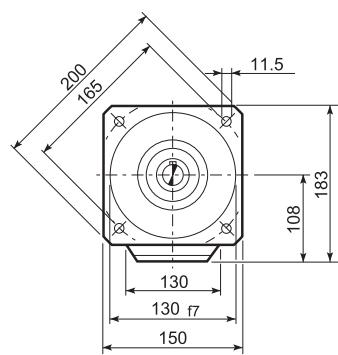
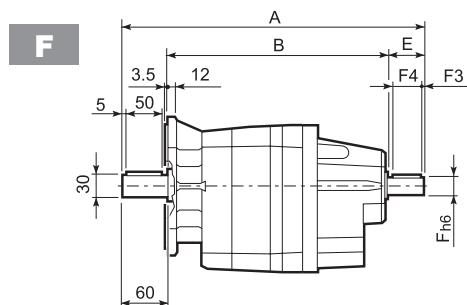
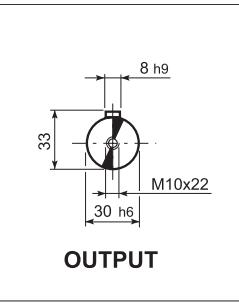
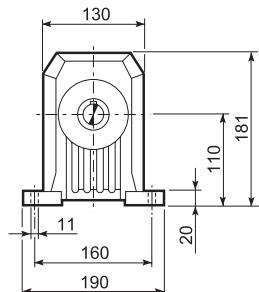
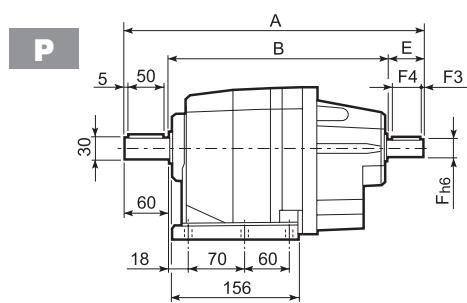
C 32...P(IEC)



		LD	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg
C 32 2	P63	217.5	11	12.8	4	140	115	95	—	M8x19	4	307.5	9
C 32 2	P71	217.5	14	16.3	5	160	130	110	—	M8x16	4.5	307.5	9
C 32 2	P80	227.5	19	21.8	6	200	165	130	—	M10x12	4	327	10
C 32 2	P90	227.5	24	27.3	8	200	165	130	—	M10x12	4	327	10
C 32 2	P100	227.5	28	31.3	8	250	215	180	—	M12x16	4.5	337	14
C 32 2	P112	227.5	28	31.3	8	250	215	180	—	M12x16	4.5	337	14
C 32 2	P132	—	38	41.3	10	300	265	230	16	14	5	373	17
C 32 3	P63	—	11	12.8	4	140	115	95	—	M8x19	4	365	10
C 32 3	P71	—	14	16.3	5	160	130	110	—	M8x16	4.5	365	10
C 32 3	P80	—	19	21.8	6	200	165	130	—	M10x12	4	384.5	11
C 32 3	P90	—	24	27.3	8	200	165	130	—	M10x12	4	384.5	11
C 32 3	P100	—	28	31.3	8	250	215	180	—	M12x16	4.5	394.5	15
C 32 3	P112	—	28	31.3	8	250	215	180	—	M12x16	4.5	394.5	15

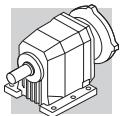


C 32...HS

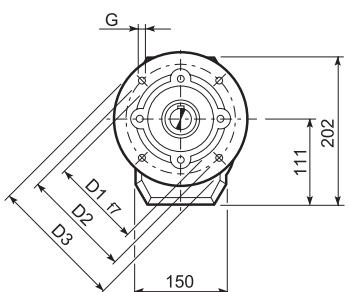
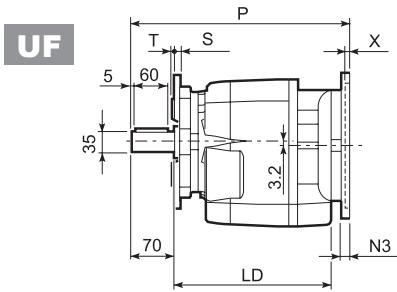
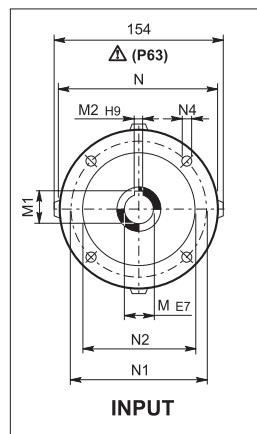
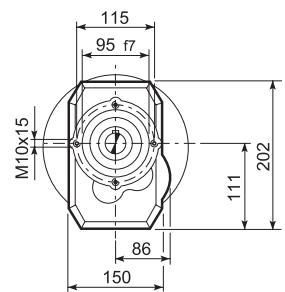
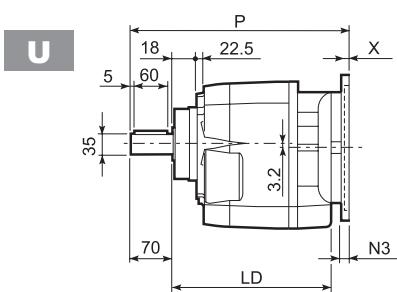
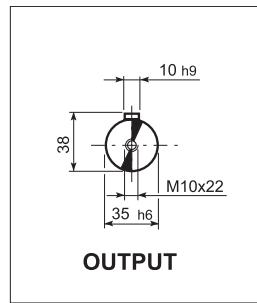
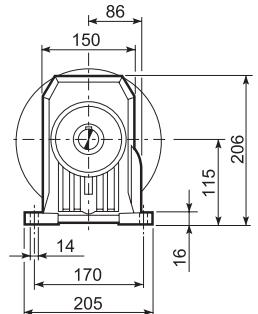
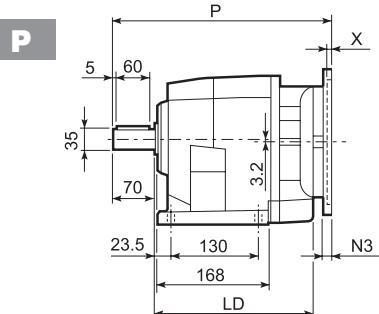


C 32_U						
D1	D2	D3	G	T	S	
FA	110	130	160	9	3	10
FB	130	165	200	11	3.5	11
FC	180	215	250	14	4	13

		A	B	E	F	F1	F2	F3	F4	V	Kg
C 32 2	HS	357.5	257.5	40	19	21.5	6	2.5	35	M6x16	11.1



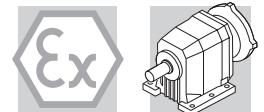
C 36...P(IEC)



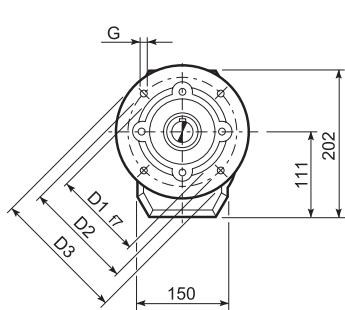
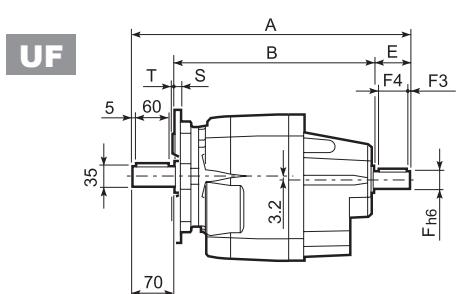
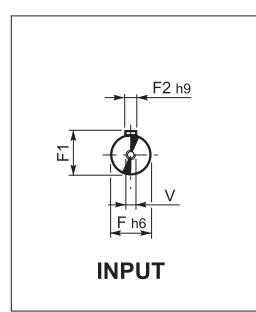
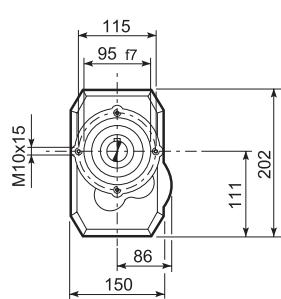
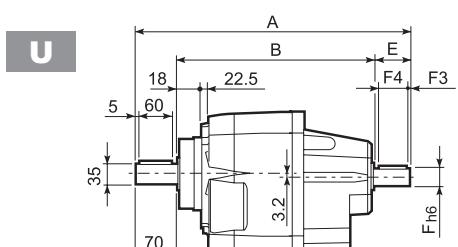
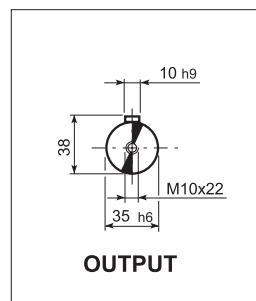
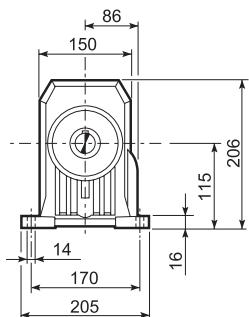
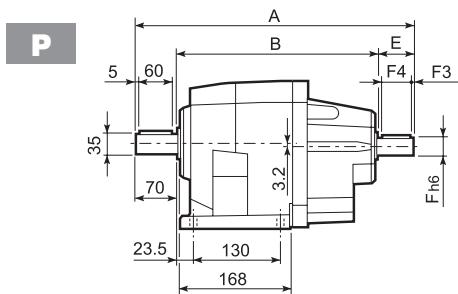
C 36_U

	D1	D2	D3	G	T	S
FA	130	165	200	11	3.5	11
FB	180	215	250	14	4	14

		LD	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg
C 36 2/3	P63	226	11	12.8	4	140	115	95	—	M8x19	4	326	17
C 36 2/3	P71	226	14	16.3	5	160	130	110	—	M8x16	4.5	326	17
C 36 2/3	P80	236	19	21.8	6	200	165	130	—	M10x12	4	345.5	18
C 36 2/3	P90	236	24	27.3	8	200	165	130	—	M10x12	4	345.5	18
C 36 2/3	P100	236	28	31.3	8	250	215	180	—	M12x16	4.5	355.5	22
C 36 2/3	P112	236	28	31.3	8	250	215	180	—	M12x16	4.5	355.5	22
C 36 2/3	P132	—	38	41.3	10	300	265	230	16	14	5	392.5	25
C 36 4	P63	—	11	12.8	4	140	115	95	—	M8x19	4	383.5	20
C 36 4	P71	—	14	16.3	5	160	130	110	—	M8x16	4.5	383.5	20
C 36 4	P80	—	19	21.8	6	200	165	130	—	M10x12	4	403	21
C 36 4	P90	—	24	27.3	8	200	165	130	—	M10x12	4	403	21
C 36 4	P100	—	28	31.3	8	250	215	180	—	M12x16	4.5	413	25
C 36 4	P112	—	28	31.3	8	250	215	180	—	M12x16	4.5	413	25

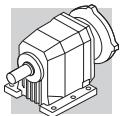


C 36...HS

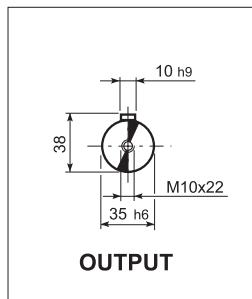
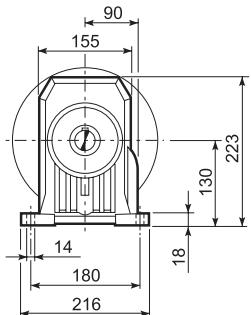
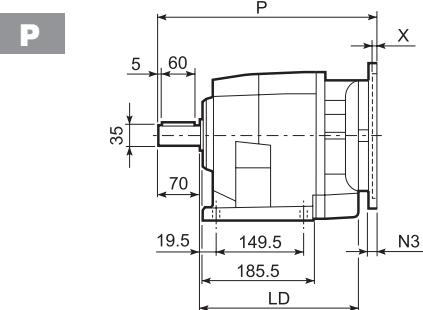


C 36_U						
	D1	D2	D3	G	T	S
FA	130	165	200	11	3.5	11
FB	180	215	250	14	4	14

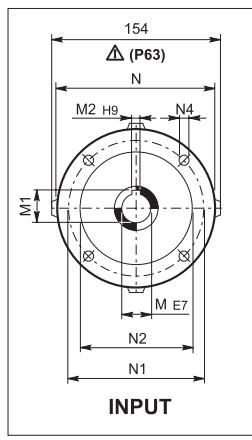
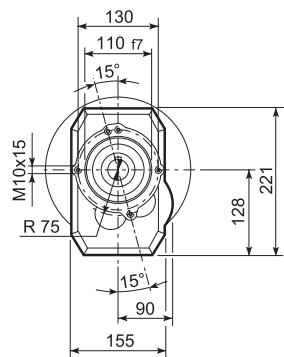
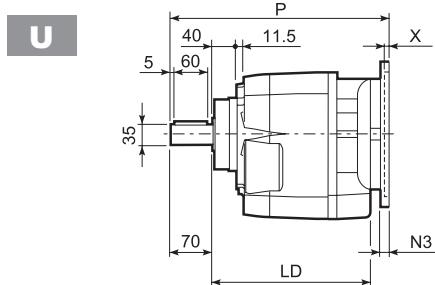
		A	B	E	F	F1	F2	F3	F4	V	Kg
C 36 2		415.5	295.5	50	24	27	8	2.5	45	M8x19	25.5
C 36 3	HS	415.5	295.5	50	24	27	8	2.5	45	M8x19	25.5



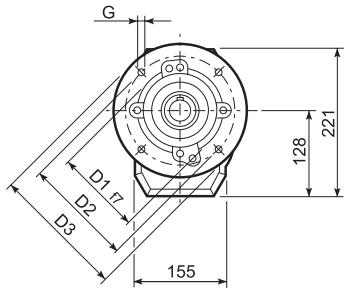
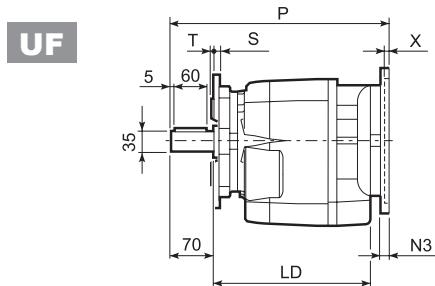
C 41...P(IEC)



OUTPUT



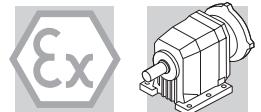
INPUT



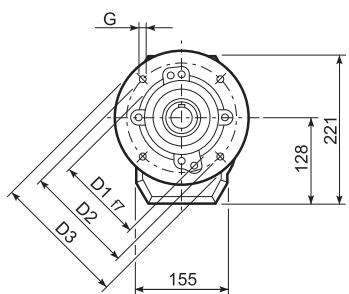
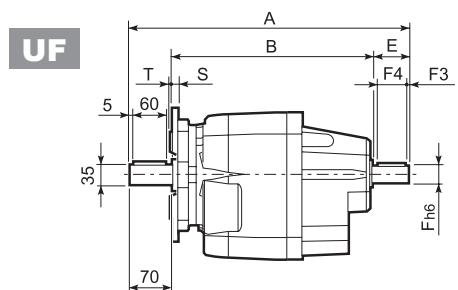
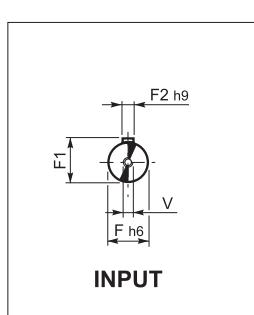
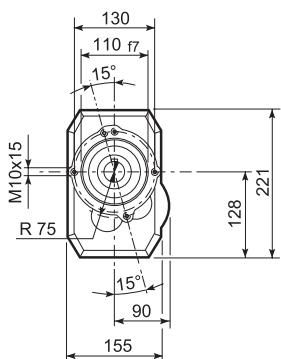
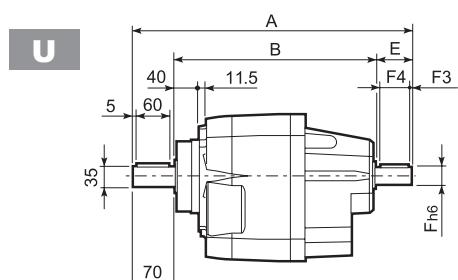
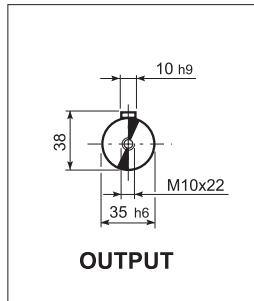
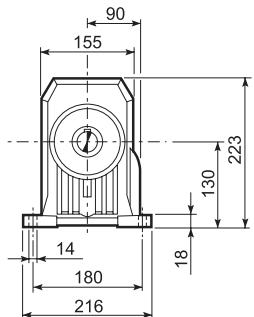
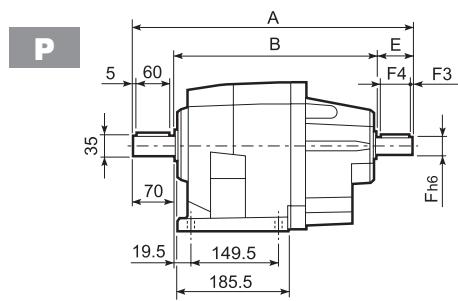
C 41_U

	D1	D2	D3	G	T	S
FA	130	165	200	11	3.5	11
FB	180	215	250	14	4	13

		LD	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg
C 41 2/3	P63	235.5	11	12.8	4	140	115	95	—	M8x19	4	336.5	27
C 41 2/3	P71	235.5	14	16.3	5	160	130	110	—	M8x16	4.5	336.5	28
C 41 2/3	P80	251.5	19	21.8	6	200	165	130	—	M10x12	4	356	29
C 41 2/3	P90	251.5	24	27.3	8	200	165	130	—	M10x12	4	356	29
C 41 2/3	P100	—	28	31.3	8	250	215	180	—	M12x16	4.5	366	33
C 41 2/3	P112	—	28	31.3	8	250	215	180	—	M12x16	4.5	366	33
C 41 2/3	P132	—	38	41.3	10	300	265	230	16	14	5	402.5	35
C 41 4	P63	—	11	12.8	4	140	115	95	—	M8x19	4	395	30
C 41 4	P71	—	14	16.3	5	160	130	110	—	M8x16	4.5	395	31
C 41 4	P80	—	19	21.8	6	200	165	130	—	M10x12	4	414.5	32
C 41 4	P90	—	24	27.3	8	200	165	130	—	M10x12	4	414.5	32
C 41 4	P100	—	28	31.3	8	250	215	180	—	M12x16	4.5	424.5	36
C 41 4	P112	—	28	31.3	8	250	215	180	—	M12x16	4.5	424.5	36

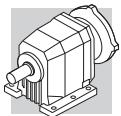


C 41...HS

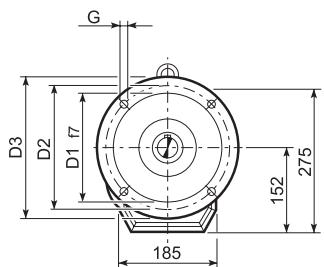
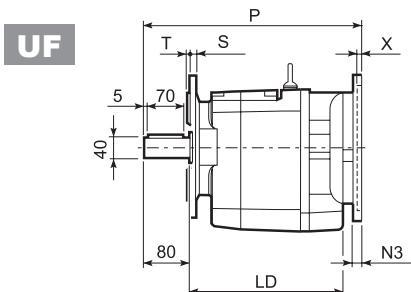
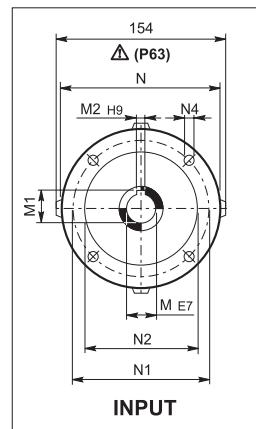
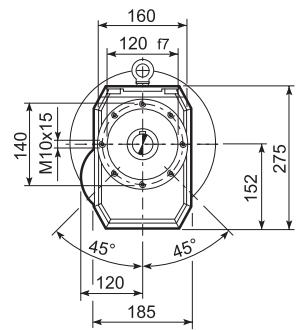
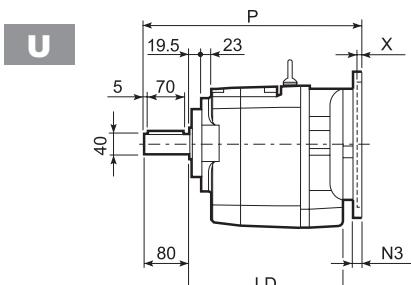
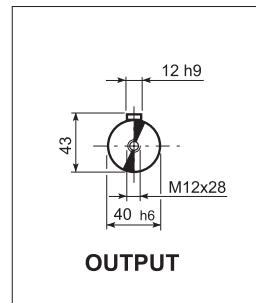
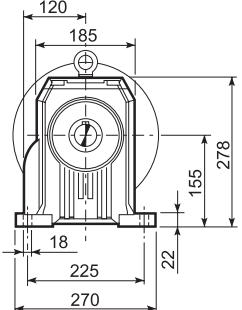
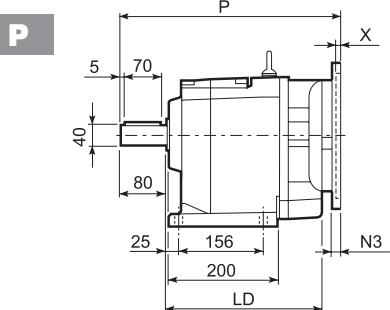


C 41_U						
	D1	D2	D3	G	T	S
FA	130	165	200	11	3.5	11
FB	180	215	250	14	4	13

		A	B	E	F	F1	F2	F3	F4	V	Kg
C 41 2		425.5	305.5	50	24	27	8	2.5	45	M8x19	30
C 41 3	HS	425.5	305.5	50	24	27	8	2.5	45	M8x19	30
C 41 4		448	338	40	19	21.5	6	2.5	35	M6x16	33



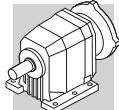
C 51...P(IEC)



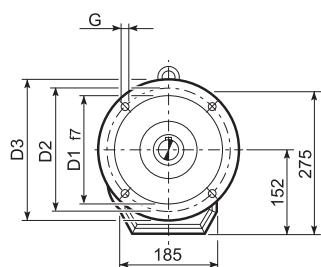
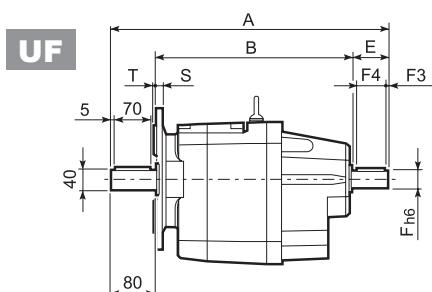
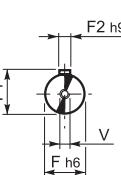
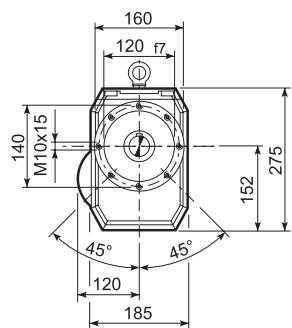
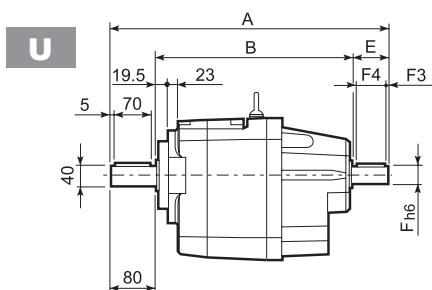
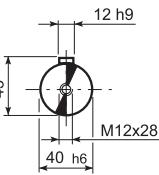
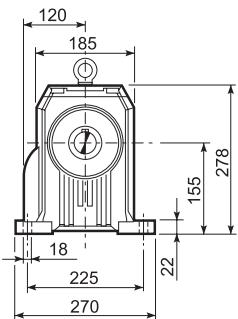
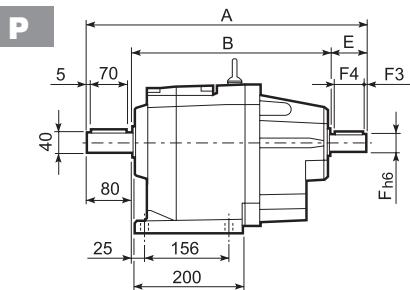
C 51_U

	D1	D2	D3	G	T	S
FA	180	215	250	14	4	13
FB	230	265	300	14	4	16

		LD	M	M1	M2	N	N1	N2	N3	N4	X	P	Kg
C 51 2/3	P63	252.5	11	12.8	4	140	115	95	—	M8x19	4	362.5	45
C 51 2/3	P71	252.5	14	16.3	5	160	130	110	—	M8x16	4.5	362.5	45
C 51 2/3	P80	267.5	19	21.8	6	200	165	130	—	M10x12	4	382	47
C 51 2/3	P90	267.5	24	27.3	8	200	165	130	—	M10x12	4	382	47
C 51 2/3	P100	252.5	28	31.3	8	250	215	180	—	M12x16	4.5	392	51
C 51 2/3	P112	252.5	28	31.3	8	250	215	180	—	M12x16	4.5	392	51
C 51 2/3	P132	252.5	38	41.3	10	300	265	230	16	14	5	428.5	54
C 51 2/3	P160	—	42	45.3	12	350	300	250	23	18	5.5	479	58
C 51 2/3	P180	—	48	51.8	14	350	300	250	23	18	5.5	479	58
C 51 4	P63	—	11	12.8	4	140	115	95	—	M8x19	4	434	47
C 51 4	P71	—	14	16.3	5	160	130	110	—	M8x16	4.5	434	47
C 51 4	P80	—	19	21.8	6	200	165	130	—	M10x12	4	453.5	49
C 51 4	P90	—	24	27.3	8	200	165	130	—	M10x12	4	463.5	49
C 51 4	P100	—	28	31.3	8	250	215	180	—	M12x16	4.5	463.5	53
C 51 4	P112	—	28	31.3	8	250	215	180	—	M12x16	4.5	463.5	53
C 51 4	P132	—	38	41.3	10	300	265	230	16	14	5	500	62

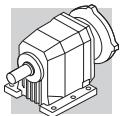


C 51...HS

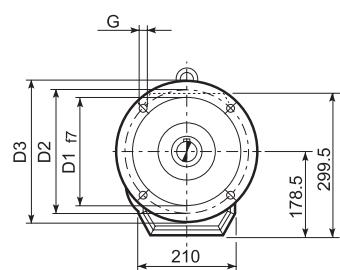
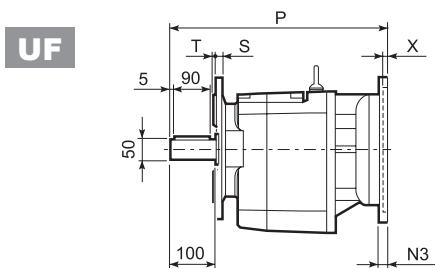
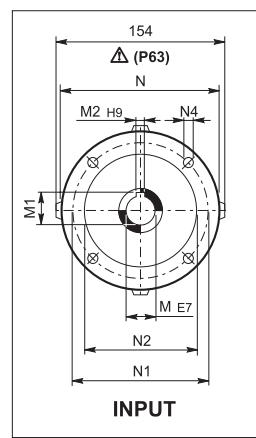
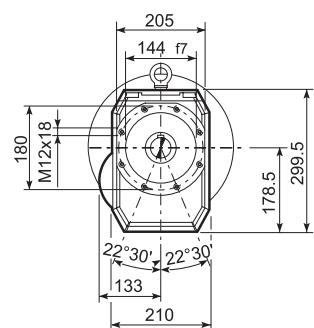
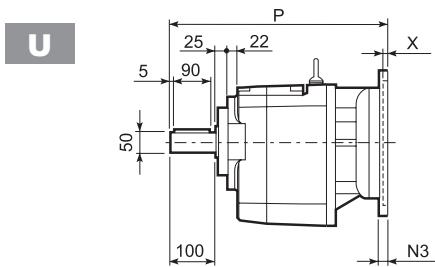
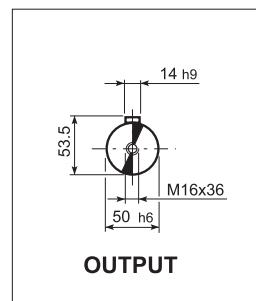
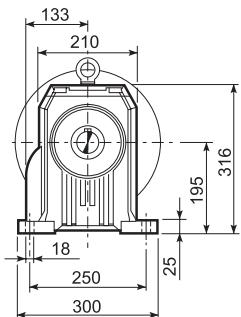
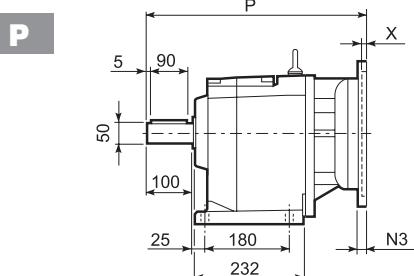


C 51_U						
	D1	D2	D3	G	T	S
FA	180	215	250	14	4	13
FB	230	265	300	14	4	16

		A	B	E	F	F1	F2	F3	F4	V	Kg
C 51 2		451.5	322	50	24	24	8	2.5	45	M8x19	45
C 51 3	HS	451.5	322	50	24	24	8	2.5	45	M8x19	45
C 51 4		484	364	40	19	21.5	6	2.5	35	M6x16	48



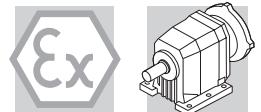
C 61...P(IEC)



		D1	D2	D3	G	T	S
FA	230	265	300	14	4	16	
FB	250	300	350	18	5	18	

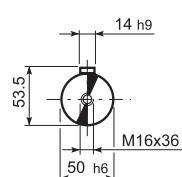
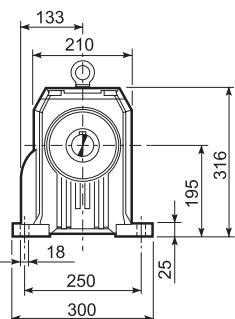
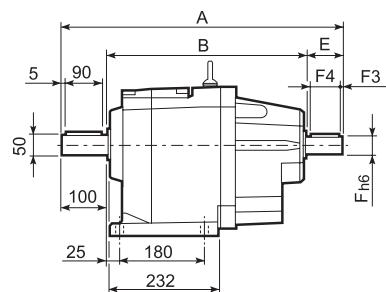
C 61_U

		M	M1	M2	N	N1	N2	N3	N4	X	P	Kg
C 61 2/3	P63	11	12.8	4	140	115	95	—	M8x19	4	415.5	55
C 61 2/3	P71	14	16.3	5	160	130	110	—	M8x16	4.5	415.5	57
C 61 2/3	P80	19	21.8	6	200	165	130	—	M10x12	4	435	61
C 61 2/3	P90	24	27.3	8	200	165	130	—	M10x12	4	435	61
C 61 2/3	P100	28	31.3	8	250	215	180	—	M12x16	4.5	444	65
C 61 2/3	P112	28	31.3	8	250	215	180	—	M12x16	4.5	444	65
C 61 2/3	P132	38	41.3	10	300	265	230	16	14	5	481.5	68
C 61 2/3	P160	42	45.3	12	350	300	250	23	18	5.5	532	73
C 61 2/3	P180	48	51.8	14	350	300	250	23	18	5.5	532	73
C 61 4	P63	11	12.8	4	140	115	95	—	M8x19	4	486	61
C 61 4	P71	14	16.3	5	160	130	110	—	M8x16	4.5	489	63
C 61 4	P80	19	21.8	6	200	165	130	—	M10x12	4	505.5	67
C 61 4	P90	24	27.3	8	200	165	130	—	M10x12	4	505.5	67
C 61 4	P100	28	31.3	8	250	215	180	—	M12x16	4.5	515.5	71
C 61 4	P112	28	31.3	8	250	215	180	—	M12x16	4.5	515.5	71



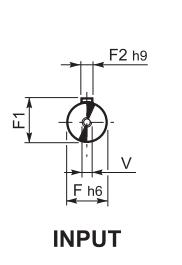
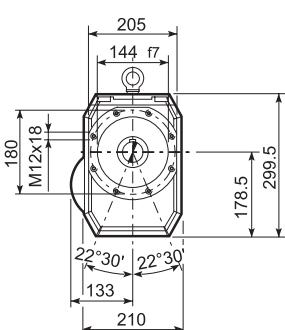
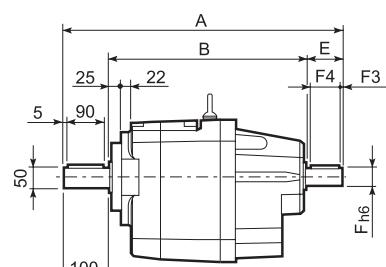
C 61...HS

P



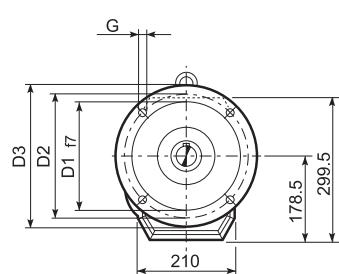
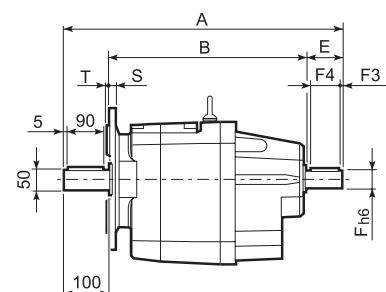
OUTPUT

U



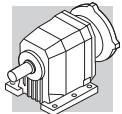
INPUT

UF



C 61_U						
	D1	D2	D3	G	T	S
FA	230	265	300	14	4	16
FB	250	300	350	18	5	18

		A	B	E	F	F1	F2	F3	F4	V	Kg
C 61 2		532	372	60	28	31	8	5	50	M10x22	66
C 61 3	HS	532	372	60	28	31	8	5	50	M10x22	66
C 61 4		575	425	50	24	27	8	2.5	45	M8x19	72



INDEX OF REVISIONS (R)

BR_CAT_C_ATX_ENG_R01_2	
	Description
17	"Gearbox rating charts" section updated
25	"Motor availability" section updated.
35 ... 47	"Dimensions" section updated.

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