

Ficha Técnica
 Reductor de velocidad
 SIN-FIN CORONA REDONDO



| | | |
|----------------------------|--------|-----|
| MODELO | 063 | |
| Ø EJE DE SALIDA | 25 | mm |
| RELACIÓN APROXIMADA | 7 | |
| RELACIÓN EXACTA | 7.00 | |
| VELOCIDAD DE SALIDA | 209 | RPM |
| VELOCIDAD DE SALIDA EXACTA | 209 | RPM |
| POTENCIA DE ENTRADA | 1.10 | KW |
| ROTACIÓN DE ENTRADA | 1400 | RPM |
| PAM DE ENTRADA | 90B14 | |
| PAR DE SALIDA | 43.59 | N.m |
| PAR NOMINAL | 125.00 | N.m |
| POTENCIA NOMINAL | 3.2 | KW |
| FACTOR DE SERVICIO | 2.91 | |
| EFICIENCIA DINÁMICA | 0.83 | |



Cantidad de Aceite (L)

| B3/H1 | B6/H4 | B7/H3 | B8/H2 | V5/H5 | V6/H6 |
|-------|-------|-------|-------|-------|-------|
| 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |

Cargas Radiales y Axiales



| n_2 [min-1] | FA [N] | FR [N] |
|---------------|--------|--------|
| 200 | 360 | 1800 |
| 100 | 460 | 2300 |
| 50 | 600 | 3000 |
| 15 | 800 | 4000 |

Universal Motors S.A.
 Rua Comendador Brandão, 484
 4495-375 Póvoa de Varzim
geral@universalmotors.pt
 TEL.: 252 299 080

Universal Motors UK, Ltd
 Unit E2, Meltham Mills Road
 West Yorkshire HD9 4AR
enquiries@universalmotors-group.co.uk
 TEL.: +44(0) 1484660222

Universal Motors SL
 C/La Habana n.6 nave 4 PI Camporosso
 28806 Alcalá de Henares
info@universalmotors-group.es
 TEL.: 918 864 213



QUICK SELECTION / Selezione veloce

input speed (n_1) = 1400 min⁻¹

| Output Speed n_2 [min ⁻¹] | Ratio i | Motor power P_{1M} [kW] | Output torque M_{2M} [Nm] | Service factor f.s. | Nominal power P_{1R} [kW] | Nominal torque M_{2R} [Nm] | Available B5 motor flanges | | | | Available B14 motor flanges | | | Dynamic efficiency RD | Tooth Module [mm] | Ratios code | |
|---|--------------|---------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------------------|----------------------------|----------|----------|----------|-----------------------------|------------|------------|---------------------------------|--------------------------|-----------------|----|
| | | | | | | | -B | -C | -D | -E | -Q | -R | -T | | | | |
| | | | | | | | 63 | 71 | 80 | 90 | 71 | 80 | 90 | | | | |
| 200 | 7 | 1.8 | 71 | 1.8 | 3.2 | 125 | | B | B | | | B-C | B-C | | 83 | 3.1 | 01 |
| 140 | 10 | 1.8 | 99 | 1.4 | 2.4 | 134 | | B | B | | | B-C | B-C | | 81 | 3.1 | 02 |
| 93 | 15 | 1.5 | 121 | 1.1 | 1.7 | 138 | | B | B | | | B-C | B-C | | 79 | 3.1 | 03 |
| 74 | 19 | 1.1 | 111 | 1.2 | 1.4 | 138 | | B | B | | | B-C | B-C | | 78 | 2.6 | 04 |
| 58 | 24 | 1.1 | 135 | 1.0 | 1.2 | 142 | | B | B | | | B-C | B-C | | 75 | 2.0 | 05 |
| 47 | 30 | 1.1 | 167 | 0.9 | 0.96 | 146 | | B | B | | | B-C | B-C | | 74 | 3.2 | 06 |
| 39 | 36 | 0.75 | 125 | 1.2 | 0.88 | 147 | | B | B | | | B-C | B-C | | 68 | 2.7 | 07 |
| 35 | 40 | 0.75 | 135 | 1.0 | 0.78 | 140 | | B | B | B | | B-C | B-C | | 66 | 2.5 | 13 |
| 31 | 45 | 0.55 | 111 | 1.2 | 0.67 | 135 | B | B | | | | B-C | C | | 66 | 2.1 | 08 |
| 23 | 60 | 0.55 | 140 | 0.9 | 0.51 | 130 | B | B | | | | B-C | C | | 62 | 1.6 | 12 |
| 21 | 67 | 0.55 | 151 | 0.8 | 0.45 | 124 | B | B | | | | B-C | C | | 60 | 1.5 | 09 |
| 17.5 | 80 | 0.37 | 115 | 1.0 | 0.38 | 119 | B | B | | | | B-C | C | | 57 | 1.3 | 10 |
| 14.9 | 94 | 0.37 | 123 | 1.0 | 0.36 | 119 | B | B | | | | B-C | C | | 52 | 1.1 | 11 |

A Motor Flanges Available
Flange Motore Disponibili

B Supplied with Reduction Bushing
Fornito con Bussola di Riduzione

B Available on Request without reduction bushing
Disponibile a Richiesta senza Bussola di Riduzione

C Motor Flange Holes Position
Posizione Fori Flangia Motore

EN Unit **063** is supplied with synthetic oil, providing "long life" lubrication. For mounting position V5-V6 please contact us. See table 1 for lubrication and recommended quantity. In table 2 please see possible radial loads and axial loads on the gearbox.

I Il riduttore tipo **063** viene fornito lubrificato a vita con olio sintetico. Per posizioni V5-V6 contattare il ns. servizio tecnico. Vedi tab.1 per oli e quantità consigliati. In tab.2 sono presenti i carichi radiali e assiali applicabili al riduttore.

D Für die Lebensdauerschmierung ist das Getriebe der Größe **063** mit synthetischem Öl befüllt. Bei Einbaulage V5 oder V6 bitten wir um Rücksprache. In Tabelle 1 ist die Schmiermenge und das empfohlene Schmiermittel angegeben. In Tabelle 2 sind die zulässigen Radial- und Axialbelastungen des Getriebes aufgeführt.

F Le réducteur de type **063** est fourni lubrifié à vie avec de l'huile synthétique. Concernant les positions V5.V6, contactez notre service d'assistance technique. Voir tableau 1 concernant les huiles et les quantités conseillées. Les charges radiales et axiales applicables au réducteur sont précisées dans le tableau 2.

E El reductor tamaño **063** se suministra, lubricado de por vida con aceite sintético. Para las posiciones V5 y V6 contactar con nuestro servicio técnico. Ver tabla 1, para cantidades y aceites recomendados. En la tabla 2, se encuentran las cargas radiales y axiales admitidas por el reductor.

LUBRICATION 063 Oil Quantity 0.40 Lt.

SHELL Omala S4 WE 320

ENI Telium VSF 320

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

RADIAL AND AXIAL LOADS

Output shaft
Albero di uscita



| n_2 [min ⁻¹] | FA [N] | FR [N] |
|-------------------------------|-----------|-----------|
| 200 | 360 | 1800 |
| 150 | 400 | 2000 |
| 100 | 460 | 2300 |
| 75 | 500 | 2500 |
| 50 | 600 | 3000 |
| 25 | 700 | 3800 |
| 15 | 800 | 4000 |

Input shaft
albero in entrata



| n_1 [min ⁻¹] | FA [N] | FR [N] |
|-------------------------------|-----------|-----------|
| 1400 | 90 | 450 |

*Strong axial loads in the DX direction are not allowed.
Non sono consentiti forti carichi assiali con direzione DX

tab. 2