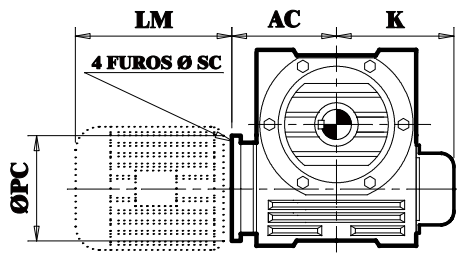
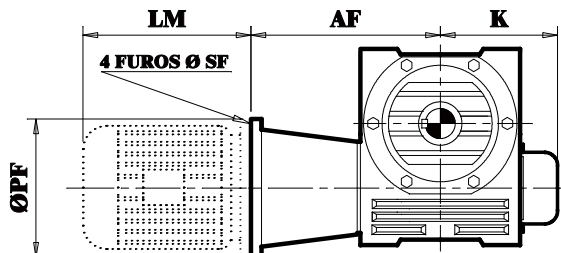


REDUTORES DE VELOCIDADE A ROSCA SEM FIM

FLANGE P/ MOTORES TIPO C-DIN

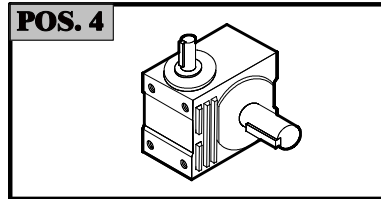
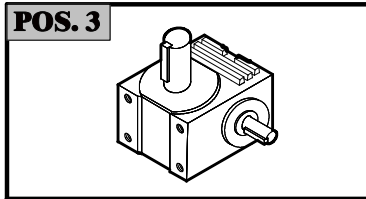
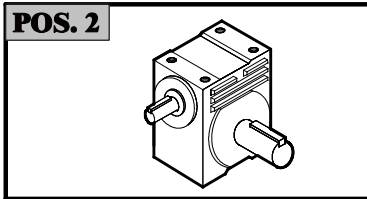
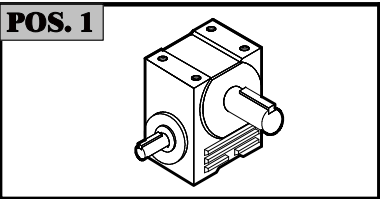


FLANGE P/ MOTORES TIPO F ou A



| REDUTOR TIPO | MOTOR | | K | FLANGE C-DIN 42677 | | | | FLANGE TIPO F | | | | |
|--------------|---------|-------|-----|--------------------|-----|-----|------|---------------|-----|-----|------|-------------|
| | CARCAÇA | LM | | TIPO | AC | PC | SC | TIPO | AF | PF | SF | ACOPLAMENTO |
| R7 | 90 | 276 | 172 | C-140-7 | 143 | 140 | 8,5 | A-165-7 | 140 | 200 | 11,0 | — |
| | 100/112 | 327,5 | | C-160-7 | 143 | 160 | 8,5 | A-215-7 | 144 | 250 | 15,0 | — |
| | 132 | 410,5 | | C-200-7 | 163 | 200 | 10,5 | A-265-7 | 171 | 300 | 15,0 | — |
| R8 | 90 | 276 | 200 | — | — | — | — | A-165-8 | 171 | 200 | 11,0 | — |
| | 100/112 | 327,5 | | C-160-8 | 180 | 160 | 9,0 | A-215-8 | 171 | 250 | 15,0 | — |
| | 132 | 410,5 | | C-200-8 | 178 | 200 | 10,5 | A-265-8 | 188 | 300 | 15,0 | — |
| R9 | 100/112 | 327,5 | 224 | C-160-9 | 202 | 160 | 8,5 | A-215-9 | 195 | 250 | 15,0 | — |
| | 132 | 410,5 | | C-200-9 | 207 | 200 | 11 | A-265-9 | 212 | 300 | 15,0 | — |
| | 160 | 522,5 | | — | — | — | — | A-300-9 | 235 | 350 | 19,0 | — |
| R10 | 100/112 | 327,5 | 349 | — | — | — | — | A-215-10 | 250 | 250 | 15,0 | — |
| | 132 | 410,5 | | C-200-10 | 254 | 200 | 12 | — | — | — | — | — |
| | 160/180 | 522,5 | | — | — | — | — | A-300-10 | 260 | 350 | 19,0 | — |
| R11 | 160/180 | 327,5 | 375 | — | — | — | — | A-300-11 | 330 | 350 | 19,0 | — |
| | 200 | 410,5 | | — | — | — | — | A-350-11 | 330 | 400 | 19,0 | — |
| | 225 | 522,5 | | — | — | — | — | A-400-11 | 330 | 450 | 19,0 | — |
| R12 | 160/180 | 327,5 | 483 | — | — | — | — | A-300-12 | 390 | 350 | 19,0 | — |
| | 200 | 410,5 | | — | — | — | — | A-350-12 | 390 | 400 | 19,0 | — |
| | 225 | 522,5 | | — | — | — | — | A-400-12 | 390 | 450 | 19,0 | — |

POSIÇÃO DE SERVIÇO



PESO APROXIMADO (Kg)

| TIPO | REDUTOR | PÉ | BASE | FLANGE |
|------|---------|-----|------|--------|
| R7 | 41,5 | 3,7 | 8,0 | 2,6 |
| R8 | 65 | 4,4 | 11,0 | 3,3 |
| R9 | 100 | 8,0 | 18,0 | 3,8 |
| R10 | 240 | — | 18,0 | 6,0 |
| R11 | 450 | — | 27,0 | 11,0 |
| R12 | 710 | — | 31,0 | 21,0 |

QUANTIDADE DE ÓLEO (litros) - ISO 680

| TIPO | POS. 1 | POS. 2 | POS. 3 | POS. 4 |
|------|--------|--------|--------|--------|
| R7 | 1,8 | 1,8 | 3,0 | 2,5 |
| R8 | 2,5 | 2,5 | 4,0 | 3,5 |
| R9 | 4,5 | 5,0 | 6,5 | 6,0 |
| R10 | 10,0 | 15,0 | 17,0 | 17,0 |
| R11 | 15,0 | 12,0 | 25,0 | 25,0 |
| R12 | 35,0 | 28,0 | 59,0 | 59,0 |

CLASSIFICAÇÃO DE CARGAS CONFORME AGMA

| TIPOS DE APLICAÇÃO | TEMPO DIÁRIO DE OPERAÇÃO | CLASSE AGMA | FATOR SERVIÇO |
|--------------------------------|--------------------------|-------------|---------------|
| SEM CHOQUES/POUCAS PARTIDAS | 10 HORAS DIA | I | 1,0 |
| VIBRAÇÕES | 10 HORAS DIA | II | 1,5 |
| SEM CHOQUES/POUCAS PARTIDAS | 24 HORAS DIA | II | 1,5 |
| CHOQUES FORTES/MUITAS PARTIDAS | 10 HORAS DIA | III | 2,0 |
| VIBRAÇÕES | 24 HORAS DIA | III | 2,0 |