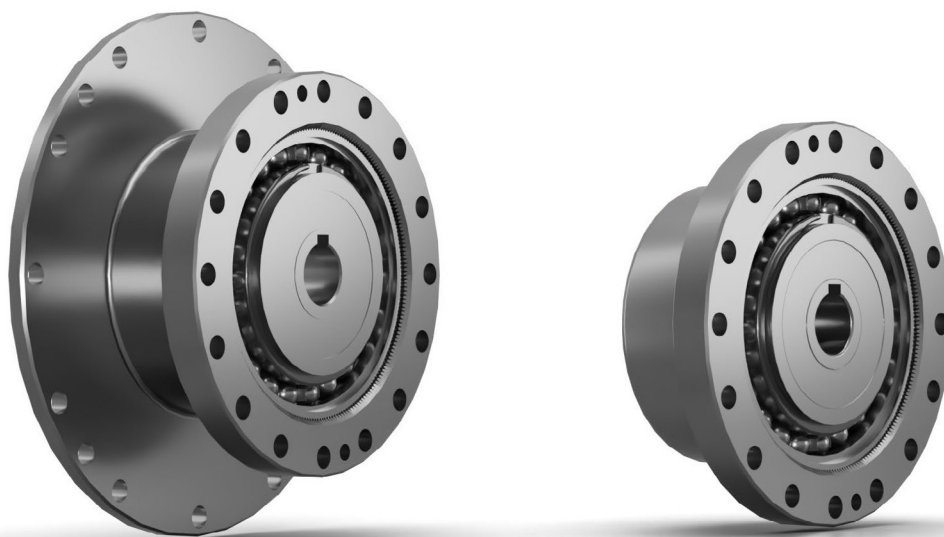


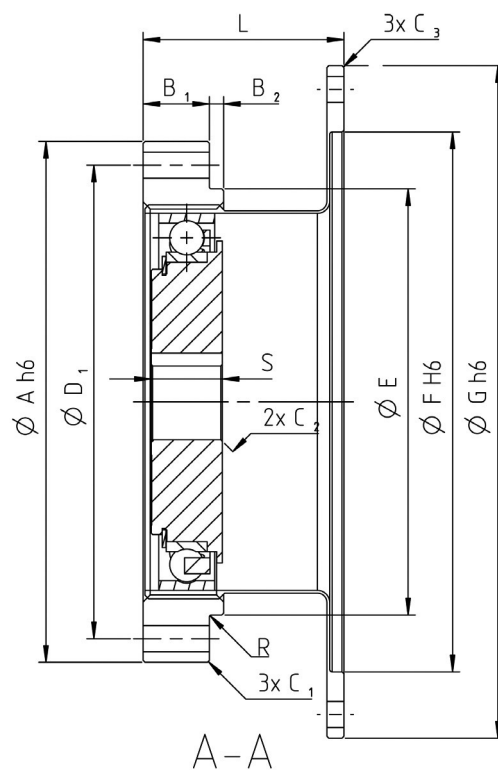
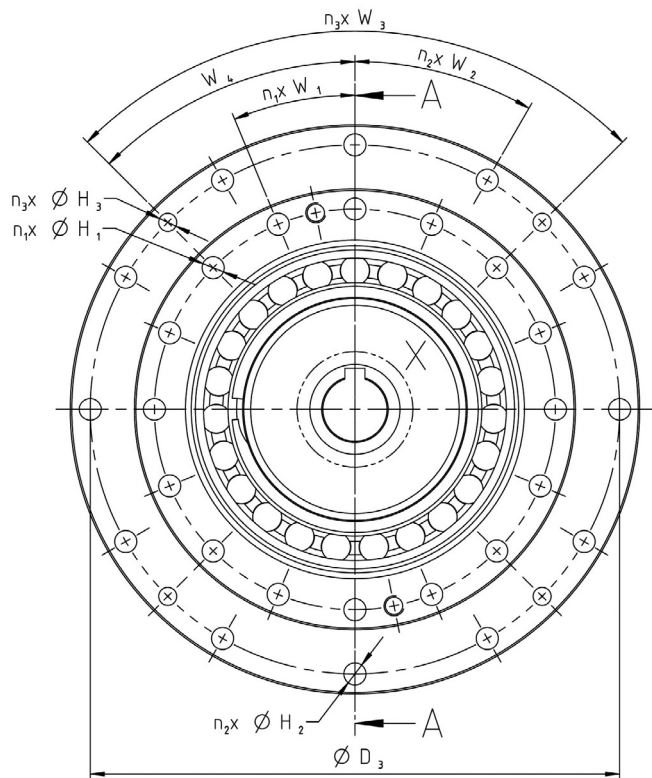


## FICHA TÉCNICA

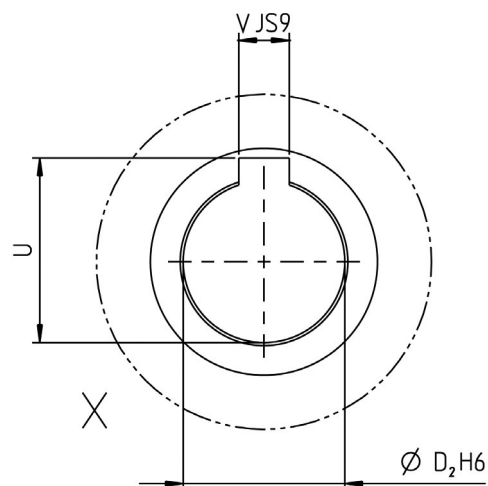
| Tamaño                                  |                  |          | 43               |     |     |     |
|-----------------------------------------|------------------|----------|------------------|-----|-----|-----|
| Ratio                                   | i                |          | 50               | 80  | 100 | 120 |
| Par nominal                             | T <sub>r</sub>   | Nm       | 21               | 29  | 31  | 31  |
| Par medio máx.                          | T <sub>a</sub>   | Nm       | 35               | 37  | 53  | 53  |
| Máx. par de aceleración / deceleración  | T <sub>RPT</sub> | Nm       | 44               | 56  | 70  | 70  |
| Par de parada de emergencia             | T <sub>c</sub>   | Nm       | 91               | 113 | 143 | 112 |
| Velocidad de entrada nominal            | n <sub>r</sub>   | rpm      | 2.000            |     |     |     |
| Velocidad máx. media de entrada         | n <sub>a</sub>   | rpm      | 3.500            |     |     |     |
| Velocidad de entrada máxima             | n <sub>max</sub> | arc.min. | 7.300            |     |     |     |
| Vida útil (Valor de ref.)               | L <sub>10</sub>  | hrs      | 10.000           |     |     |     |
| Pérdida de histéresis (@ Tr, nr, 20 °C) | HL               | arc.min. | <2               | <1  |     |     |
| Precisión de transmisión                | TA               | arc.sec. | <90              |     |     |     |
| Rigidez torsional                       | K <sub>1</sub>   | Nm       | 3,9              |     |     |     |
|                                         |                  | kNm/rad  | 8,1              | 10  | 10  | 10  |
|                                         | K <sub>2</sub>   | Nm       | 12               |     |     |     |
|                                         |                  | kNm/rad  | 11               | 14  | 14  | 14  |
|                                         | K <sub>3</sub>   | Nm       | T <sub>RPT</sub> |     |     |     |
|                                         |                  | kNm/rad  | 13               | 16  | 16  | 16  |
| Temperatura ambiente                    |                  | ° C      | -20...+70**      |     |     |     |
| Lubricante                              |                  |          | Turmogrease IFM  |     |     |     |

\*\* Puede solicitarse un rango de temperatura más amplio.

## DIBUJO TÉCNICO GEAR SET 43 VARIANTE TIPO SOMBRERO

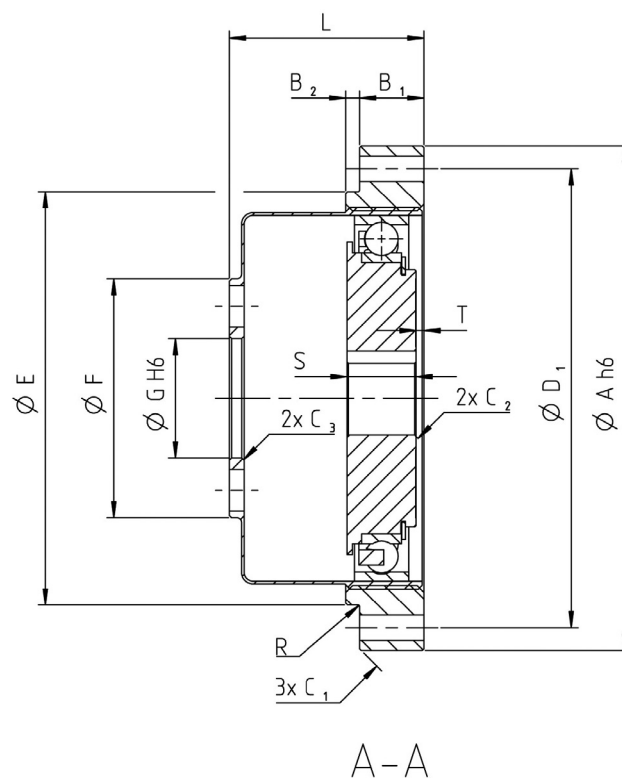
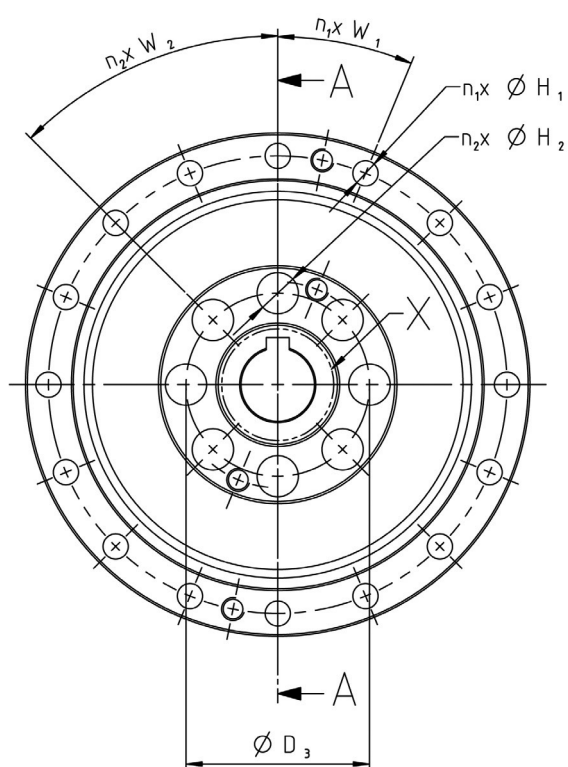


| Dimension      |        |          |                |    |       |
|----------------|--------|----------|----------------|----|-------|
| A              | mm     | 60       | S              | mm | 10,5  |
| B <sub>1</sub> | mm     | 6,5      | T              | mm | 0,135 |
| B <sub>2</sub> | mm     | 2,5      | U              | mm | 10,4  |
| C <sub>1</sub> | mm × ° | 0,4 × 45 | V              | mm | 3     |
| C <sub>2</sub> | mm × ° | 0,3 × 45 | H <sub>1</sub> | mm | 3,5   |
| C <sub>3</sub> | mm × ° | 0,5 × 45 | n <sub>1</sub> |    | 16    |
| D <sub>1</sub> | mm     | 54       | W <sub>1</sub> | °  | 22,5  |
| D <sub>2</sub> | mm     | 9        | H <sub>2</sub> | mm | 3,5   |
| D <sub>3</sub> | mm     | 74       | n <sub>2</sub> |    | 12    |
| E              | mm     | 48       | W <sub>2</sub> | °  | 30    |
| F              | mm     | 60       | H <sub>3</sub> | mm | 3,5   |
| G              | mm     | 80       | n <sub>3</sub> |    | 4     |
| L              | mm     | 26,75    | W <sub>3</sub> | °  | 90    |
| R              | mm     | 0,4      | W <sub>4</sub> | °  | 45    |

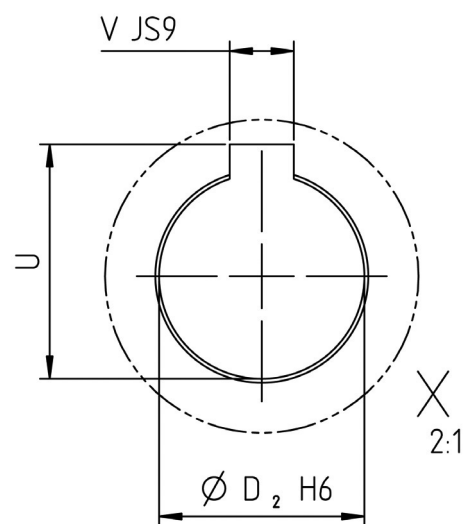


Eje hueco máx. del eje motriz  
D<sub>2max</sub> = 19 mm  
(sin chaveta)

## DIBUJO TÉCNICO GEAR SET 43 VARIANTE TIPO COPA



| Dimension      |        |          |                |    |       |
|----------------|--------|----------|----------------|----|-------|
| A              | mm     | 60       | L              | mm | 26,75 |
| B <sub>1</sub> | mm     | 6,5      | R              | mm | 0,4   |
| B <sub>2</sub> | mm     | 2,5      | S              | mm | 10,5  |
| C <sub>1</sub> | mm × ° | 0,4 × 45 | T              | mm | 0,135 |
| C <sub>2</sub> | mm × ° | 0,3 × 45 | U              | mm | 10,4  |
| C <sub>3</sub> | mm × ° | 0,5 × 45 | V              | mm | 3     |
| D <sub>1</sub> | mm     | 54       | H <sub>1</sub> | mm | 3,5   |
| D <sub>2</sub> | mm     | 9        | n <sub>1</sub> |    | 16    |
| D <sub>3</sub> | mm     | 19       | W <sub>1</sub> | °  | 22,5  |
| E              | mm     | 48       | H <sub>2</sub> | mm | 5,5   |
| F              | mm     | 27,2     | n <sub>2</sub> |    | 6     |
| G              | mm     | 10       | W <sub>2</sub> | °  | 60    |



Eje hueco máx. del eje motriz  
D<sub>2max</sub> = 19 mm  
(sin chaveta)