
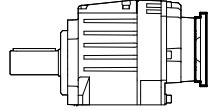
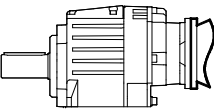
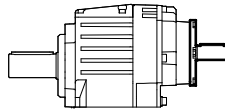
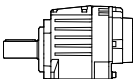

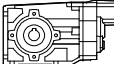
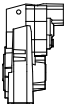

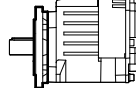
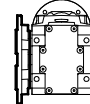
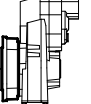



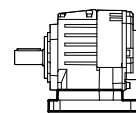

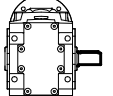
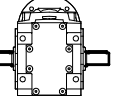
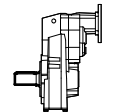



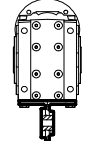
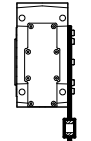




## 1.10. Sposób zamawiania

| typ  | wielkość  | przełożenie  | warianty wykonania osi napędowej  |   |   | wersja wykonania   | strona<br>(dotyczy przekładni HS)  | pozycja pracy |  |
|--|---|--|---|---|---|--|--|---------------|--|
|  |   |  | motoreduktor<br>(do silnika)  | motoreduktor<br>(z silnikiem)   | reduktor  |  |  |               |  |
| <b>HS</b>  | <b>202</b>  | <b>45</b>  | <b>90/11</b>  | <b>lub 0,18-1400</b>  | <b>lub WBS</b>  | <b>K 120</b>   | <b>/ 1</b>   | <b>B3</b>     |  |
| <b>HM</b><br>   | <b>HM</b><br>141; 191; 281<br>202<br>252; 253<br>302; 303<br>352; 353<br>402; 403 | Patrz tabele danych technicznych dla poszczególnych przekładni | <b>Pm/Dm</b><br><br><b>Pm</b> średnica kołnierza silnika<br><b>Dm</b> średnica wałka silnika   | <b>Ps-n<sub>1</sub></b><br><br><b>Ps</b> moc silnika<br><b>n<sub>1</sub></b> – prędkość obrotowa                              |  | <b>Wersja standardowa</b><br>HM; HMZ      MNHL<br> <br>HS      HR<br>  |  |               |  |
| <b>HMZ</b><br>  | <b>HMZ</b><br>302; 303<br>352; 353<br>402; 403<br>502; 503                        |  | <b>B14</b> [Pm/Dm]<br>56 B14 <b>80/9</b><br>63 B14 <b>90/11</b><br>71 B14 <b>105/14</b><br>80 B14 <b>120/19</b><br>90 B14 <b>140/24</b><br>100/112 B14 <b>160/28</b><br>132 B14 <b>200/38</b>   | <b>[1,1-1400]</b><br>moc 1,1kW<br>prędkość obr. 1400 1/min<br><br><b>[2,2-900-HPS]</b><br>moc 2,2kW<br>prędkość obr. 900 1/min<br>wersja z hamulcem   |   | <b>Kołnierz mocowania [K]</b><br>HM / HMZ / MNHL      HS      HR<br>  <br>np. [K120] gdzie '120' to średnica kołnierza                                    | <b>1</b><br><br><br><b>2</b><br>     |               |  |
| <b>MNHL</b><br> | <b>MNHL</b><br>60/2; 60/3<br>70/2; 70/3<br>90/2; 90/3<br>100/2; 100/3             |  | <b>B5</b> [Pm/Dm]<br>56 B5 <b>120/9</b><br>63 B5 <b>140/11</b><br>71 B5 <b>160/14</b><br>80 B5 <b>200/19</b><br>90 B5 <b>200/24</b><br>100/112 B5 <b>250/28</b><br>132 B5 <b>300/38</b><br>160 B5 <b>350/42</b><br>180 B5 <b>350/48</b><br>200 B5 <b>400/55</b><br>225 B5 <b>450/60</b> | Wersje specjalne silnika:<br><b>OCH</b> - obce chłodzenie<br><b>HPS</b> - hamulec<br><b>PW</b> - przeciwwybuchowy<br><b>230V</b> - jednofazowy<br><b>REW</b> - rewersyjny<br><b>IE2</b> - podwyższona sprawność |   | <b>Łapy [L]</b><br>HM / HMZ<br>   |  |               |  |
| <b>HS</b><br> | <b>HS</b><br>202; 203<br>252; 253<br>302; 303<br>352; 353<br>423; 424<br>453; 454 |  |   |   |   | <b>Wał zdawczy [W]</b><br>HS – [W]      HS – [WD]      HR – [W]<br>(jednostr.)      (dwustr.)<br>     | <b>1</b><br><br><br><b>2</b><br> |               |  |
| <b>HR</b><br> | <b>HR</b><br>302; 303<br>352; 353<br>402; 403<br>502; 503                         |  |   |   |   | <b>Ramię reakcyjne [RR]</b><br>HS<br>252 253 302      202 203 423<br>303 352 353      424 453 454<br>    | <b>1</b><br><br><br><b>2</b><br> |               |  |

Patrz „Pozycje pracy”