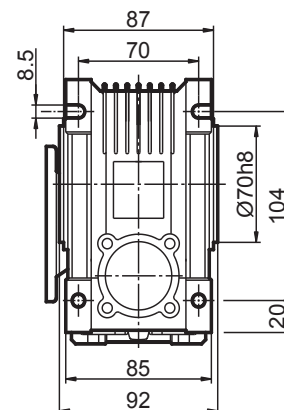
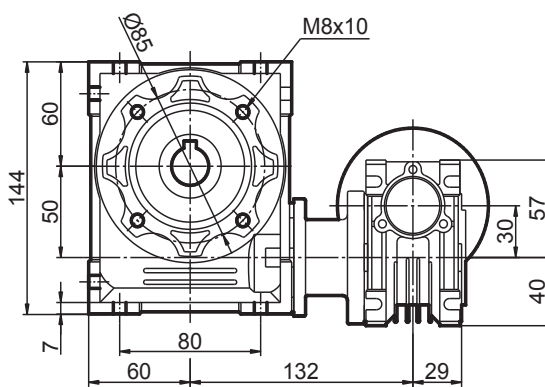
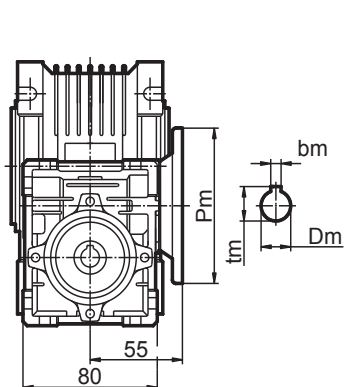


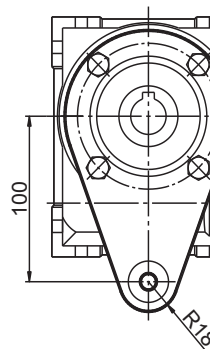
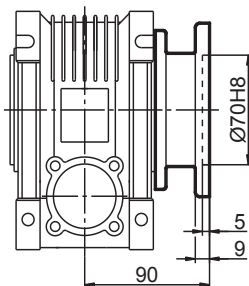
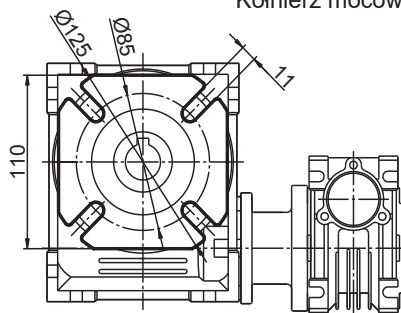
5.3. TM-030 + TM-050

| n_1 [1/min] | n_2 [1/min] | i | i_1 | i_2 | η_d | P_1 [kW] | M_N [Nm] | P_s [kW] | M_2 [Nm] | f |
|------------------|------------------|------|-------|-------|----------|---------------|---------------|---------------|---------------|------|
| 1400 | 4,67 | 300 | 20 | 15 | 0,42 | 0,10 | 90 | 0,09 | 80 | 1,16 |
| | 3,50 | 400 | 20 | 20 | 0,39 | 0,08 | 90 | 0,09 | 100 | 0,94 |
| | 2,80 | 500 | 25 | 20 | 0,37 | 0,07 | 90 | 0,06 | 80 | 1,19 |
| | 2,33 | 600 | 20 | 30 | 0,32 | 0,07 | 90 | 0,06 | 80 | 1,15 |
| | 1,87 | 750 | 25 | 30 | 0,3 | 0,06 | 90 | 0,06 | 90 | 0,98 |
| | 1,56 | 900 | 30 | 30 | 0,29 | 0,05 | 90 | 0,06 | 110 | 0,84 |
| | 1,17 | 1200 | 40 | 30 | 0,26 | 0,04 | 90 | 0,06 | 130 | 0,70 |
| | 0,93 | 1500 | 50 | 30 | 0,24 | 0,04 | 90 | 0,06 | 150 | 0,61 |
| | 0,78 | 1800 | 60 | 30 | 0,22 | 0,03 | 90 | 0,06 | 160 | 0,56 |
| | 0,58 | 2400 | 60 | 40 | 0,2 | 0,03 | 85 | 0,06 | 200 | 0,43 |
| | 0,44 | 3200 | 80 | 40 | 0,18 | 0,02 | 80 | 0,06 | 240 | 0,34 |
| | 0,35 | 4000 | 80 | 50 | 0,16 | 0,02 | 80 | 0,06 | 260 | 0,31 |
| 0,29 | 4800 | 80 | 60 | 0,12 | 0,02 | 80 | 0,06 | 240 | 0,34 | |

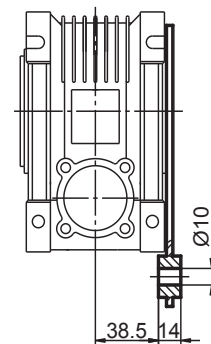


| kołnierz silnikowy | | | | |
|--------------------|-----|----|----|------|
| silnik | Pm | Dm | bm | tm |
| 56B14 | 80 | 9 | 3 | 10,4 |
| 56B5 | 120 | 9 | 3 | 10,4 |
| 63B14 | 90 | 11 | 4 | 12,8 |
| 63B5 | 140 | 11 | 4 | 12,8 |

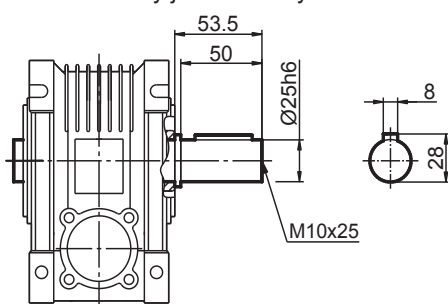
Kołnierz mocowania



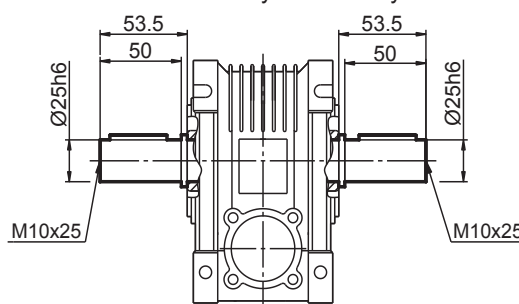
Ramię reakcyjne



Wał zdawczy jednostronny



Wał zdawczy dwustronny



Tuleja zdawcza

