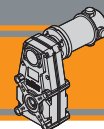




Neodymium

Motoriduttori CC pendolari
DC helical parallel gearmotors





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Designazione
Sensi di rotazione
Simbologia
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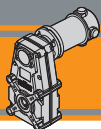
Pag.
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NDFT

Questa sezione annulla e sostituisce ogni precedente edizione o revisione. Qualora questa sezione non Vi sia giunta in distribuzione controllata, l'aggiornamento dei dati ivi contenuto non è assicurato. **In tal caso la versione più aggiornata è disponibile sul nostro sito internet www.transtecno.com**

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NDFT Motoriduttori CC pendolari DC Helical parallel gearmotors

Caratteristiche tecniche

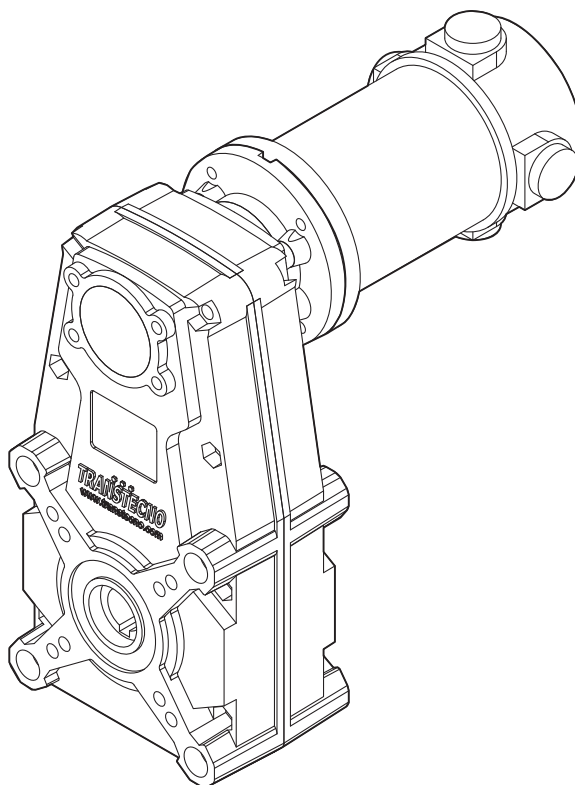
Technical features

I motoriduttori CC pendolari a magneti permanenti in neodimio NDFT hanno le seguenti caratteristiche principali:

- Alimentazione in bassa tensione 12/24 Vcc
- Possibilità di montaggio encoder e freno
- Potenze motore disponibili da 160 a 250W S2
- Magneti in Neodimio
- Carcasce dei riduttori in pressofusione di alluminio
- Lubrificazione permanente con olio sintetico
- Ingranaggi cilindrici a denti elicoidali.

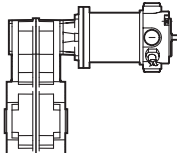
NDFT neodymium permanent magnets DC helical parallel gearmotors range has the following main features:

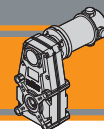
- Low voltage power supply 12/24 Vdc
- Suitable for encoder and brake assembly
- Motor power ratings available from 160 to 250W S2
- Neodymium magnets
- Die-cast aluminum housing
- Permanent synthetic oil long-life lubrication
- helical gears.



Designazione

Classification

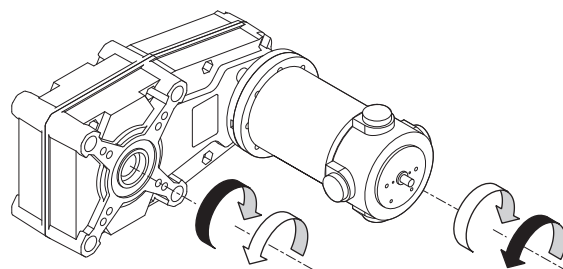
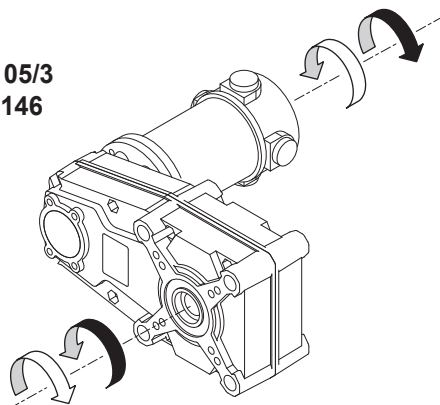
MOTORIDUTTORE / GEARMOTOR						
NDFT	120/146		U	60.63	O20	240
Tipo Type	Grandezza Size		Versione Riduttore Gearbox Version	Rapporto Ratio	Albero di uscita Output shaft	Versione Motore Motor Version
			U...	Vedere tabella	Vedere tabella	120
				See tables	See tables	240
NDFT	120/105/3 120/105/4 120/146	180/105/3 180/146				



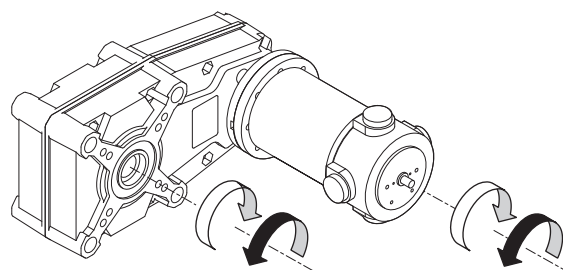
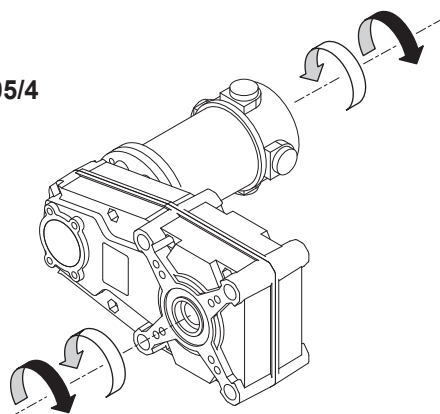
Sensi di rotazione

Direction of rotation

FT105/3
FT146



FT105/4



NDFT

Simbologia

Symbols

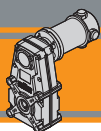
n_1	[min ⁻¹]	Velocità in ingresso / <i>Input speed</i>
n_2	[min ⁻¹]	Velocità in uscita / <i>Output speed</i>
i		Rapporto di riduzione / <i>Ratio</i>
P_1	[kW]	Potenza in entrata / <i>Input power</i>
M_2	[Nm]	Coppia nominale in uscita in funzione di P_1 / <i>Output torque referred to P_1</i>
P_{n1}	[kW]	Potenza nominale in entrata / <i>Nominal input power</i>
M_{n2}	[Nm]	Coppia nominale in uscita in funzione di P_{n1} / <i>Nominal output torque referred to P_{n1}</i>
sf		Fattore di servizio / <i>Service factor</i>
R_2	[N]	Carico radiale ammissibile in uscita / <i>Permitted output radial load</i>
A_2	[N]	Carico assiale ammissibile in uscita / <i>Permitted output axial load</i>

Lubrificazione

Lubrication

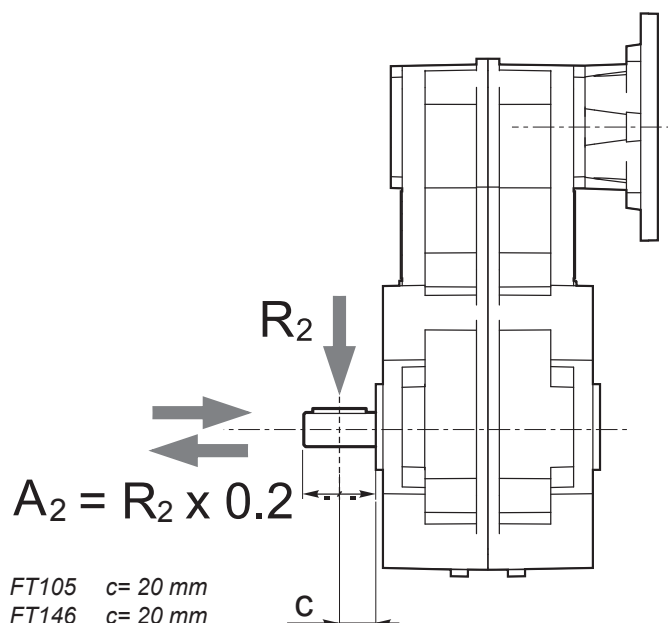
Tutti i motoriduttori sono forniti completi di lubrificante sintetico viscosità 320, pertanto possono essere installati in qualunque posizione di montaggio e non necessitano di manutenzione.

Permanent synthetic oil long-life lubrication (viscosity grade 320) makes it possible to use the gearmotors in all mounting positions; for this reason they can be installed in any assembly position and do not require maintenance.



Carichi radiali

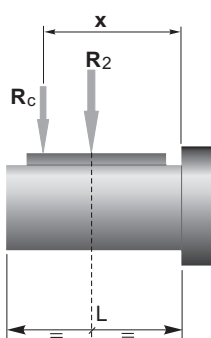
Radial loads



n_2 [min ⁻¹]	R_2 [N]	
	FT105	FT146
200	800	1400
170	900	1600
140	1000	1800
120	1100	2000
100	1300	2200
70	1500	2500
50	1600	2600
40	1700	2700
30	1850	2850
20	2000	3000
10	2000	3000
5	2000	3000

Quando il carico radiale risultante non è applicato sulla mezzera dell'albero occorre calcolare quello effettivo con la seguente formula:

When the resulting radial load is not applied on the centre line of the shaft it is necessary to calculate the effective load with the following formula:

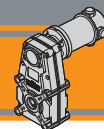


	FT105	FT146
a	82	82,5
b	62	62,5
R_{2MAX}	2000	3000

$$R_c = \frac{R_2 \cdot a}{(b + x)} \leq R_{2MAX}$$

$$R \leq R_c$$

a, b = valori riportati nella tabella
 a, b = values given in the table



Dati tecnici

Technical data

P ₁ [W]	n ₂ [min ⁻¹]	M ₂ [Nm]	sf	i		Versione motore Motor version	P ₁ [W]	n ₂ [min ⁻¹]	M ₂ [Nm]	sf	i		Versione motore Motor version
160							250						
(3000 min ⁻¹)	146	10	3.2	20.57	120/105/3	120/240	(3000 min ⁻¹)	146	15	2.0	20.57	180/105/3	120/240
	90	16	2.4	33.32				90	25	1.6	33.32		
	68	21	2.4	44.36				68	33	1.5	44.36		
	55	26	1.9	54.87				55	41	1.2	54.87		
	42	34	1.5	71.84				42	54	0.9	71.84		
	39	37	1.4	77.07				39	58	0.9	77.07		
	34	43	1.2	88.87				34	66	0.8	88.87		
	24	60	0.8	124.81									
	17	86	0.6	181.35				160	14	4.4	18.75	180/146	120/240
	13	86	0.6	224.32				131	17	5.0	22.89		
	9.5	86	0.6	315.05				115	20	3.2	26.17		
					120/105/4	120/240		106	21	3.0	28.26		
	8.1	86	0.6	368.19				86	26	3.0	35.07		
	5.6	86	0.6	534.98				76	30	2.6	39.44		
	4.5	86	0.6	661.76				65	35	2.2	46.44		
	3.2	86	0.6	929.40				57	40	2.0	52.86		
					120/146	120/240		49	45	1.9	60.63		
	160	9	7.0	18.75				43	52	1.6	70.00		
	131	11	5.7	22.89				41	55	1.5	74.02		
	115	13	5.0	26.17				35	63	1.4	84.63		
	106	14	4.6	28.26				31	72	1.2	95.61		
	86	17	4.6	35.07				26	85	1.0	113.40		
	76	19	4.1	39.44				22	100	0.9	133.45		
	65	22	3.5	46.44				20	112	0.8	150.18		
	57	25	3.1	52.86				19	120	0.8	160.43		
	49	29	3.0	60.63				17	134	0.7	178.83		
	43	34	2.6	70.00									
	41	35	2.4	74.02									
	35	41	2.1	84.63									
	31	46	1.9	95.61									
	26	54	1.6	113.40									
	22	64	1.3	133.45									
	20	72	1.2	150.18									
	19	77	1.2	160.43									
	17	86	1.1	178.83									
	15	94	1.0	195.85									
	13	107	0.9	223.92									
	13	113	0.8	236.83									
	10	134	0.7	300.07									
	7.5	134	0.7	397.38									

N.B.

Verificare sempre che la coppia M2 utilizzata non ecceda il valore indicato nelle caselle in grigio

N.B.

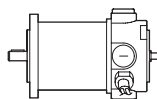
Please check that the output torque M2 does not exceed the value in the grey areas

NOTA: per servizio continuo o altamente intermittente, contattare il servizio tecnico

NOTE: for continuous or highly intermittent duty, please contact our technical service

Motori applicabili

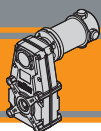
Motor adapters



		ND	
		120.120 120.240	180.120 180.240
	105/3	20.57 - 315.05	20.57 - 315.05
	105/4	368.19 - 929.4	368.19 - 929.4
	146	18.75 - 397.38	18.75 - 397.38

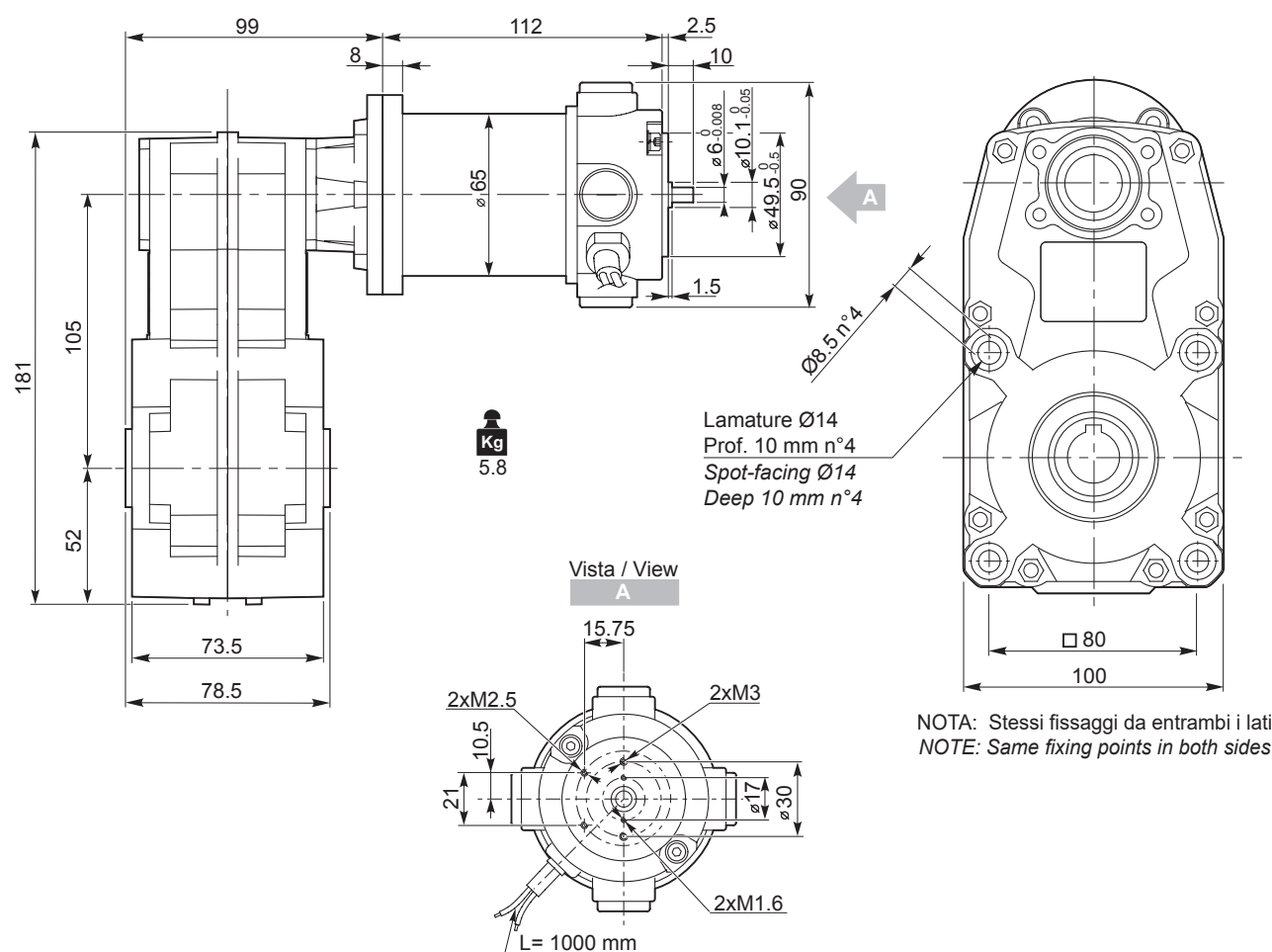
18.75 - 397.38

Rapporti di riduzione i
Ratio i

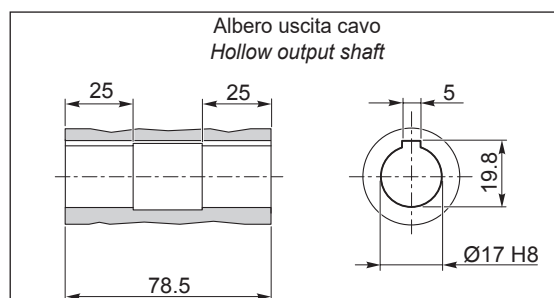


NDFT 120/105

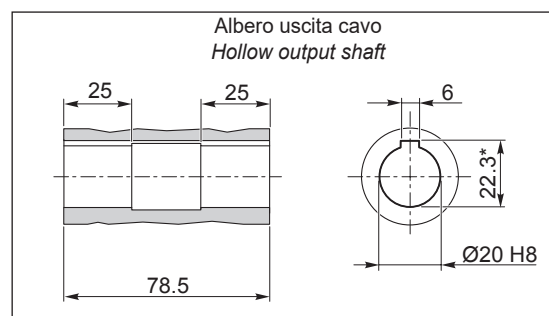
NDFT 120/105...U



O17



O20



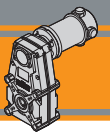
*: Sede linguetta ribassata / Special keyway

Freno / Brake

B9

Encoder

B9

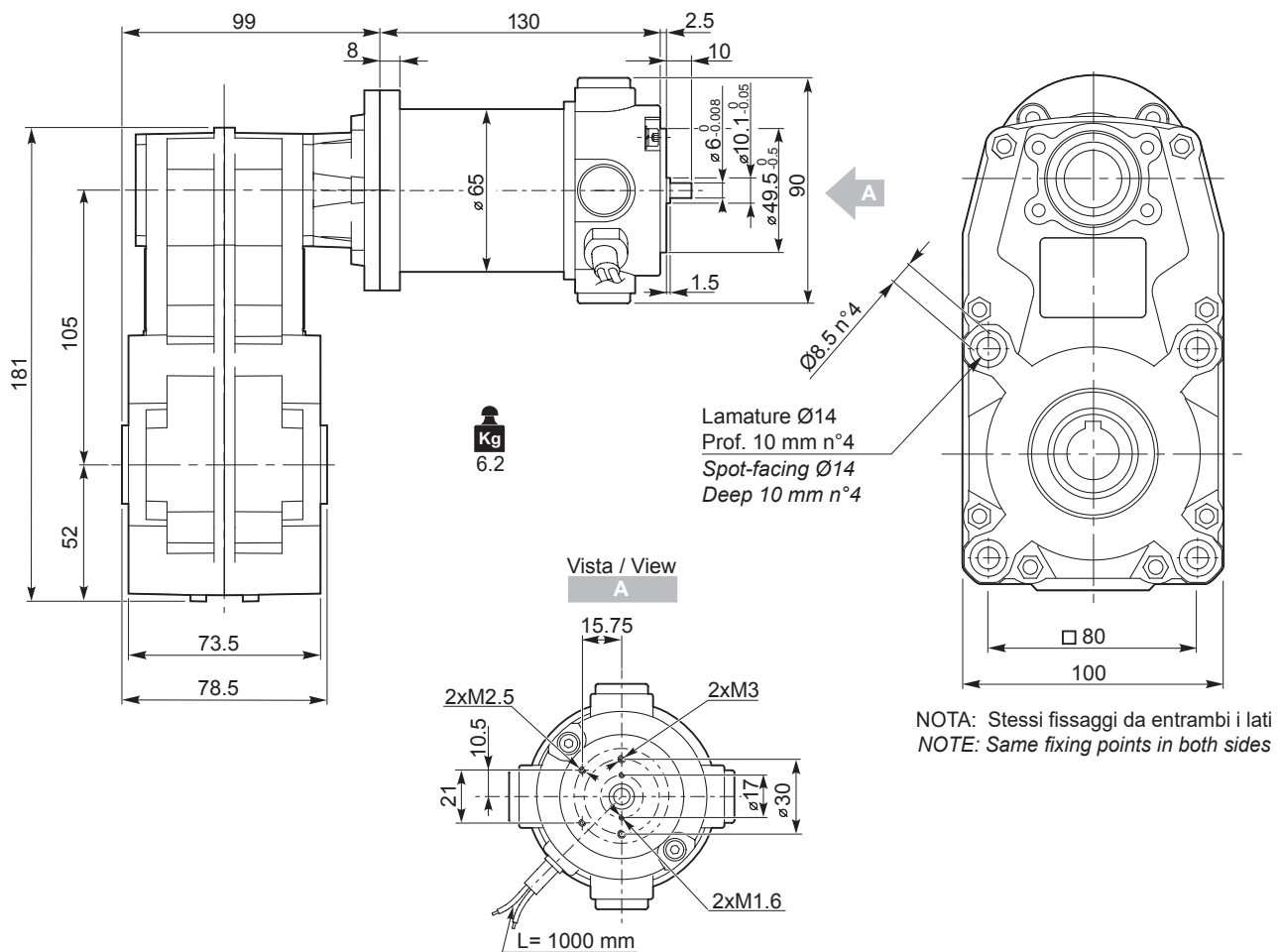


Dimensioni

Dimensions

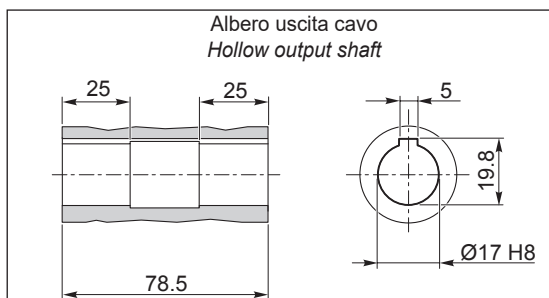
NDFT 180/105

NDFT 180/105...U

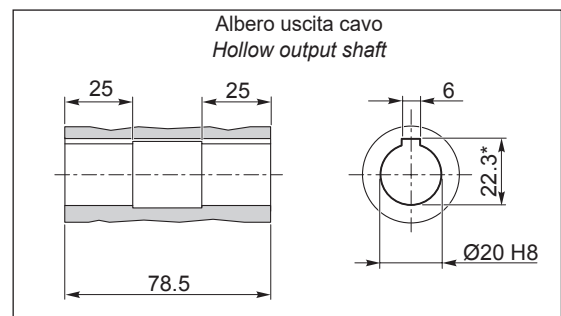


NDFT

O17



O20



*: Sede linguetta ribassata / Special keyway

Freno / Brake



B9

Encoder

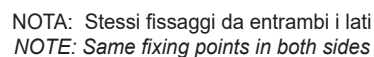


B9



Dimensions

NDFT 120/146...U

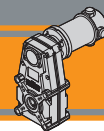


Albero uscita cavo
Hollow output shaft

Technical drawing of a hollow output shaft. The side view shows a shaft with a total length of 79 mm, two 30 mm long sections, and a central section. The outer diameter is Ø28.5 mm, and the inner diameter is 7 mm. The end view shows a circular cross-section with a central hole of Ø20 H8 and a keyway with a width of 6 mm and a depth of 22.8 mm.

B9

B9

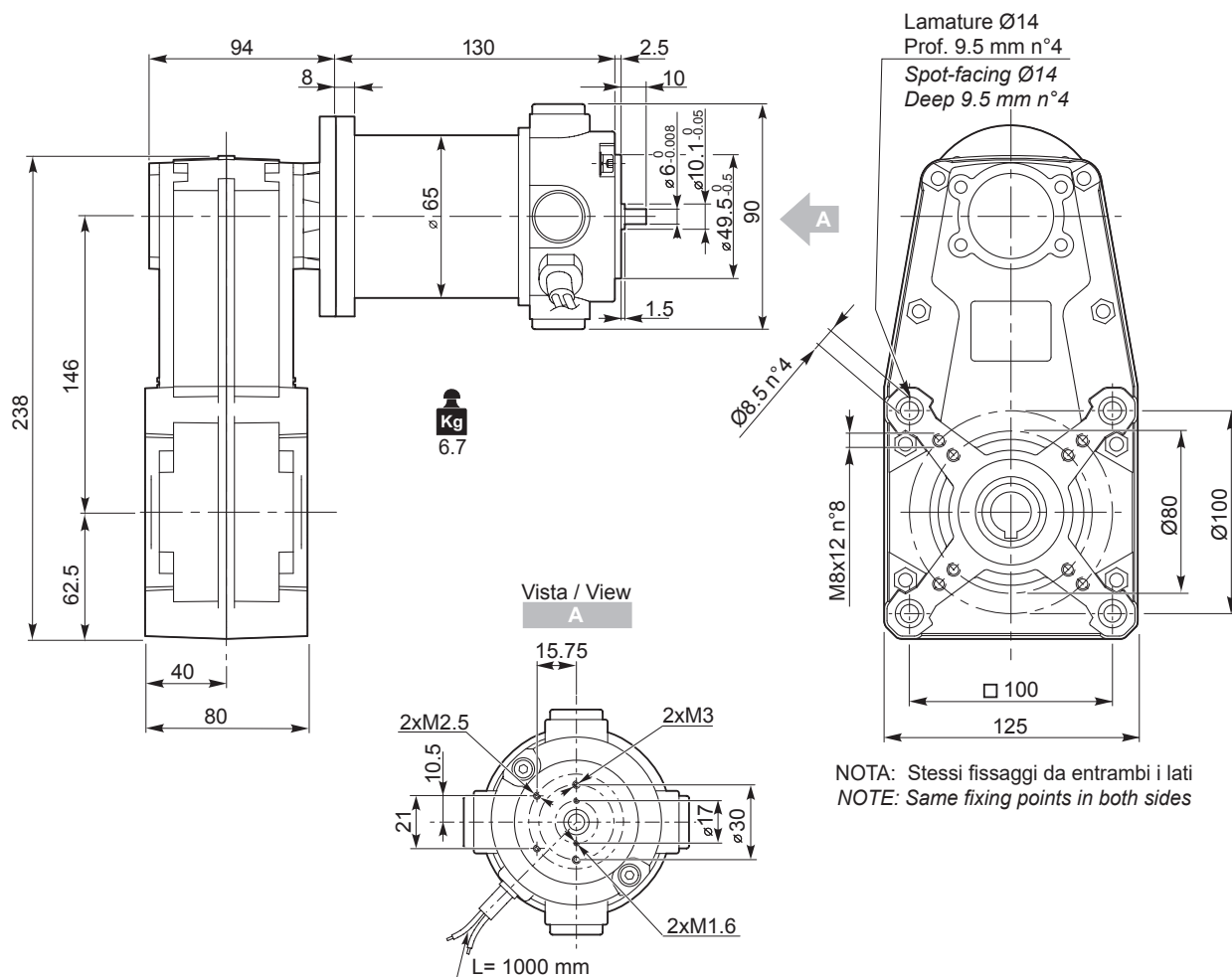


Dimensioni

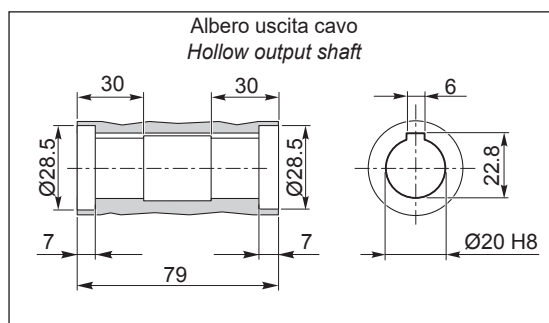
Dimensions

NDFT 180/146

NDFT 180/146...U



O20



Freno / Brake

B9

Encoder

B9

[illegible]

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