

### 15 - POSIZIONI DI MONTAGGIO E ORIENTAMENTO MORSETTIERA

Gli orientamenti delle morsettiere dei motori sono identificati osservando il motore dal lato ventola; l'orientamento pre-impostato in fabbrica è evidenziato in nero (W).

**Le posizioni morsettiere illustrate non sono valide per VFR 44.** Fare riferimento alle pag. 23 e alle pag. 126...131 per la designazione e l'identificazione della forma costruttiva.

#### Posizione angolare leva di sblocco freno.

Nei motori autofrenanti, la leva di sblocco freno (se richiesta) ha l'orientamento standard a 90° rispetto alla morsettiere (posizione AB); specificare con relative opzioni qualora l'orientamento desiderato sia diverso.

### 15 - MOUNTING POSITION AND TERMINAL BOX ANGULAR LOCATION

*Location of motor terminal box can be specified by viewing the motor from the fan side; standard location is shown in black (W).*

**The terminal box positions indicated do not apply to VFR 44.** Please refer to page 23 and pages 126...131 for designation and identification of design version.

#### Angular location of the brake release lever.

*Unless otherwise specified, brake motors have the manual device side located, 90° apart from terminal box.*

*Different angles can be specified through the relevant options available.*

### 15 - EINBAULAGEN UND LAGE DES KLEMMENKASTENS

Die Angaben zur Lage des Klemmenkastens beziehen sich auf das von der Lüfterseite her betrachtete Getriebe. Die Standardorientierung ist schwarz hervorgehoben (W).

**Die in der Tabelle dargestellten Positionen auf der Klemmenleiste sind nicht für VFR 44 gültig.** Für die Zuordnung und die Identifizierung der Bauform ist Bezug auf die Seiten 23 und 126...131 zu nehmen.

#### Winkellage des Handlüfterhebels.

Bei Bremsmotoren wird der Handlüfterhebel (auf Anfrage) standardmäßig auf 90° gegenüber des Klemmkastens (AB-Anordnung) geliefert; wird eine andere Anordnung verlangt, muß dies bei der Bestellung durch das geeignete Option angegeben werden.

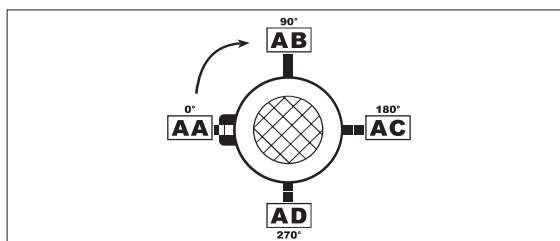
### 15 - POSITIONS DE MONTAGE ET ORIENTATION BOITE A BORNE

*Les orientations des boîtes à bornes des moteurs sont définies en regardant le moteur du côté ventilateur. L'orientation standard est indiquée en noir (W).*

**Les positions de la boîte à bornes ne sont pas valables pour VFR 44.** Se reporter à la page 23 et aux pages 126...131 pour la désignation et l'identification de la forme de construction.

#### Position angulaire levier déblocage frein.

*Dans les moteurs freins, ce levier (si requis) aura l'orientation standard de 90° par rapport à la boîte à bornes (position AB); spécifier avec options relatives si l'orientation désirée est différente.*



Nelle pagine seguenti sono descritte le posizioni di montaggio dei riduttori tipo VF e W.

Per i riduttori combinati tipo VF/VF, VF/W e W/VF le posizioni di montaggio si riferiscono al secondo riduttore (lato macchina), per il primo riduttore (lato ingresso) fare riferimento al capitolo "Esecuzione di montaggio".

*The following pages describe the mounting positions of VF and W series gearboxes.*

*In the case of VF/VF, VF/W and W/VF gearbox combinations, mounting positions refer to the second (machine side) gearbox. Refer to the "Mounting version" chapter for details of the first (input side) gearbox.*

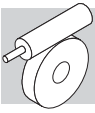
Auf den nachfolgenden Seiten sind die Einbauten der Getriebetypen VF und W beschrieben.

Für die kombinierten Getriebe der Typen VF/VF, VF/W und W/VF beziehen sich die Einbauten auf das zweite Getriebe (Maschinenseite); hinsichtlich des ersten Getriebes (Antriebsseite) ist auf das Kapitel "Ausführung des Einbaus" Bezug zu nehmen.

*Dans les pages suivantes sont décrites les positions de montage des réducteurs de type VF et W.*

*Pour les réducteurs combinés de type VF/VF, VF/W et W/VF, les positions de montage se réfèrent au second réducteur (côté machine) ; pour le premier réducteur (côté entrée), consulter le chapitre « Exécution du montage ».*

Legenda:	Key:	Zeichenerklärung:	Légende:	
	Tappo di sfiato / carico	Filling / breather plug	Einfüll / Lüfterschraube	Bouchon de event / remplissage
	Tappo di livello	Level plug	Ölstandsschraube	Bouchon de niveau
	Tappo di scarico	Drain plug	Ablassschraube	Bouchon de vidange
	Tappo in vista	Plug in sight	Sichtbarer Deckel	Bouchon visible
	Tappo non in vista	Plug not in sight	Nicht sichtbarer Deckel	Bouchon non visible



# VF 27 \_ ... VF 49 \_

# VFR 44 \_ , VFR 49 \_

\_HS

\_S - \_P (IEC)

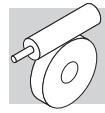
A	B3	B7	V5				VF
	B6	B8	V6				VFR
N	B3	B7	V5				VF
	B6	B8	V6				VFR
V	B3	B7	V5				VF
	B6	B8	V6				VFR
P	B3	B7	V5				VF
	B6	B8	V6				VFR
F	B3	B7	V5				VF
	B6	B8	V6				VFR
U	B3	B7	V5				VF
	B6	B8	V6				VFR

Posizione di montaggio base. I riduttori sono targati esclusivamente nella posizione di montaggio base (B3) ma possono essere installati anche nelle posizioni derivate (B6, B7, B8, V5, V6). Dopo l'installazione la posizione di montaggio non può essere variata.

Base mounting position. Gearboxes are plated only for base mounting position (B3). They can nevertheless also be installed in any of the derived positions (B6, B7, B8, V5, V6). Mounting position may not be changed after installation.

Grundeinbaulage. Die Getriebe sind ausschließlich in der Grundeinbaulage (B3) beschildert; sie können aber auch in abgeleiteten Einbaulagen (B6, B7, B8, V5, V6) installiert werden. Nach der Installation ist es nicht möglich, die Einbaulage zu ändern.

Position de montage de base. Les réducteurs sont marqués exclusivement dans la position de montage de base (B3) mais ils peuvent être installés également dans des positions dérivées (B6, B7, B8, V5, V6). Après l'installation, la position de montage ne peut pas être modifiée.



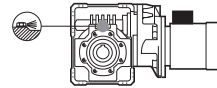
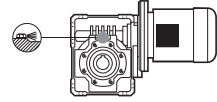
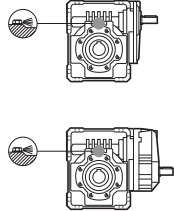
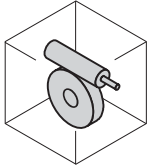
# W 63 U ... W 86 U

# WR 63 U ... WR 86 U

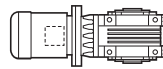
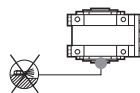
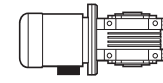
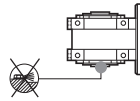
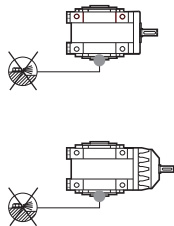
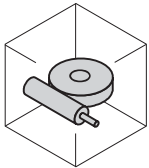
**\_HS**

**\_S - \_P (IEC)**

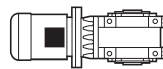
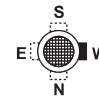
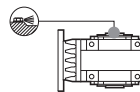
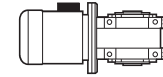
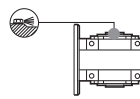
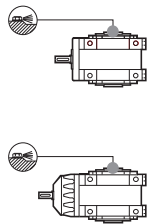
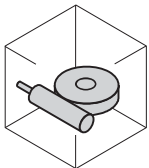
**B3**



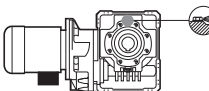
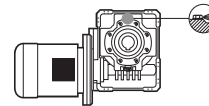
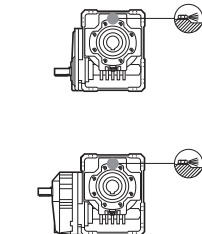
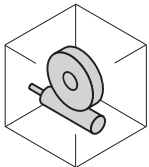
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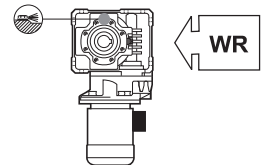
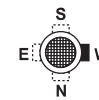
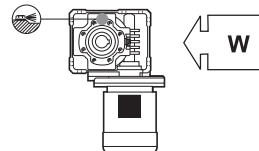
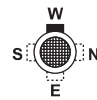
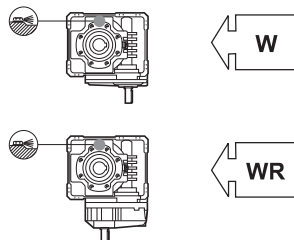
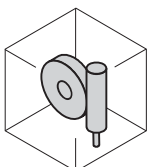
**B7**



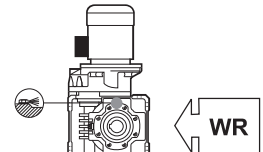
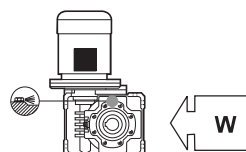
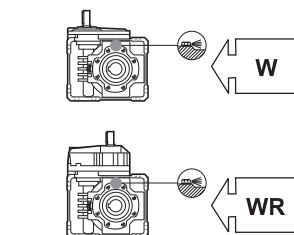
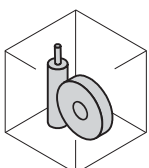
**B8**

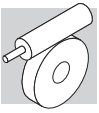


**V5**



**V6**





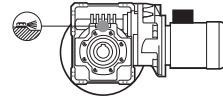
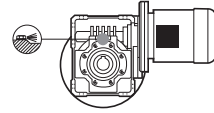
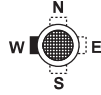
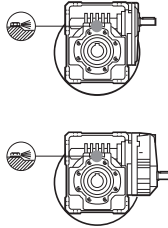
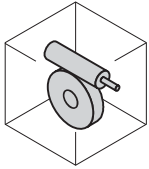
W 63 UF/UFC ... W 86 UF/UFC

WR 63 UF/UFC ... WR 86 UF/UFC

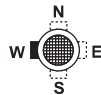
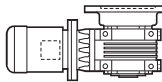
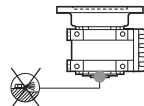
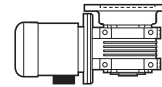
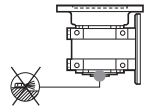
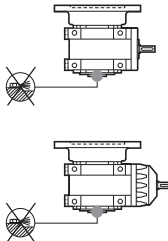
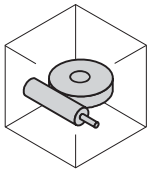
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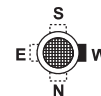
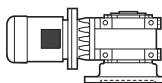
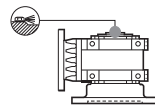
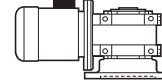
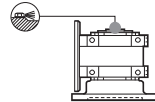
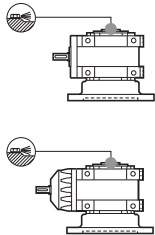
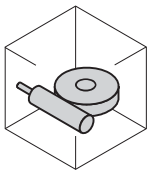
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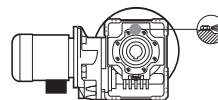
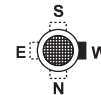
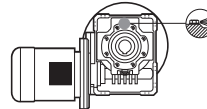
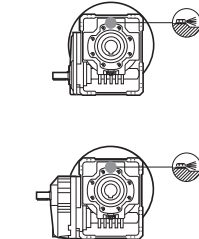
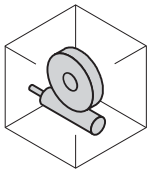
B6



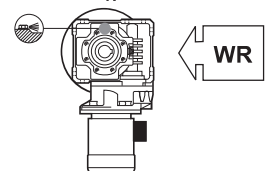
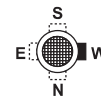
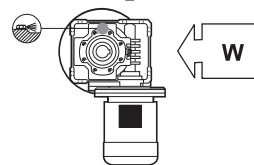
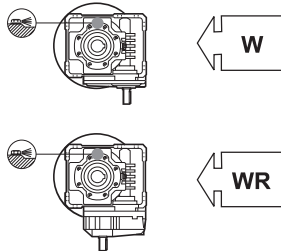
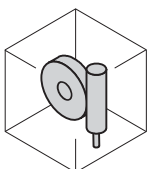
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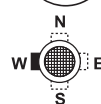
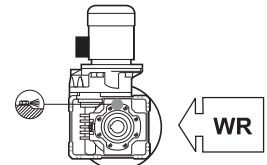
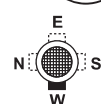
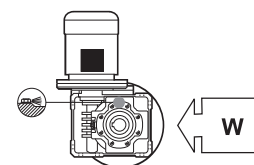
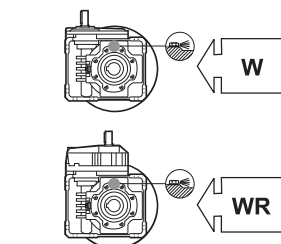
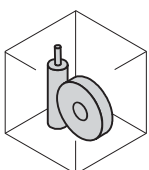
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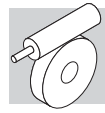


V5



V6





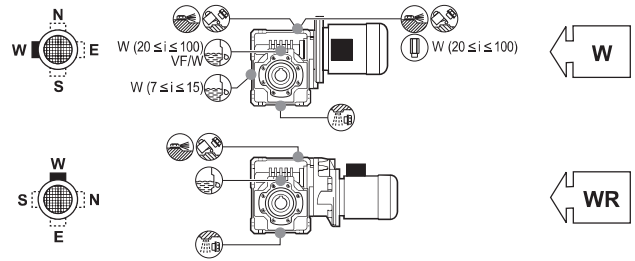
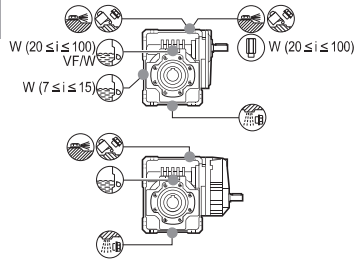
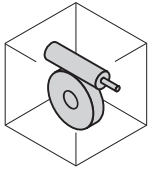
# W 110 U

# WR 110 U

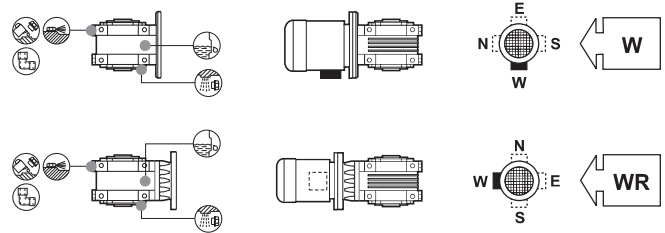
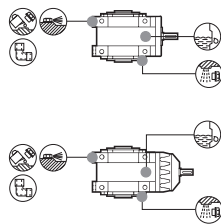
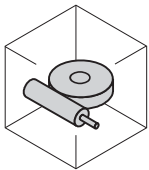
**\_HS**

**\_S - \_P (IEC)**

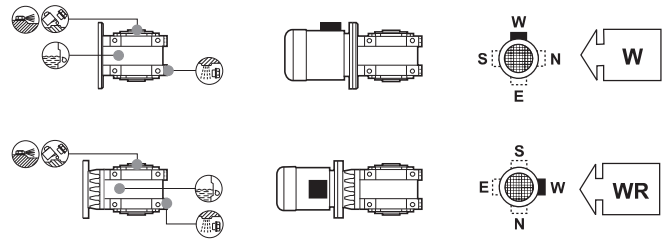
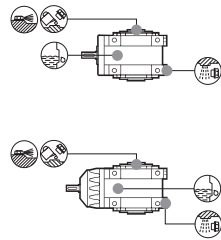
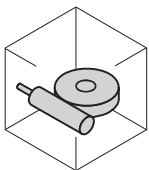
**B3**



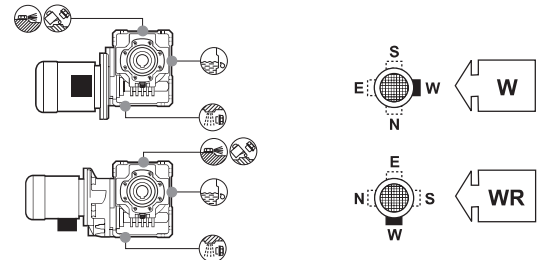
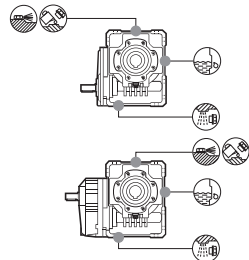
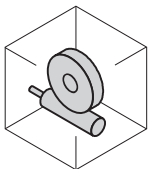
**B6**



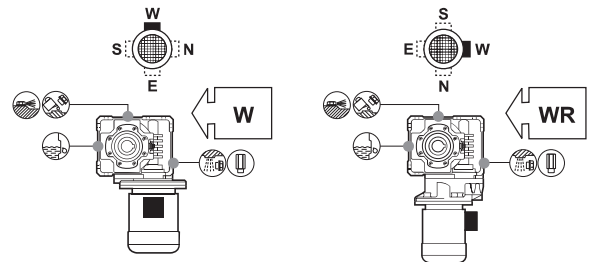
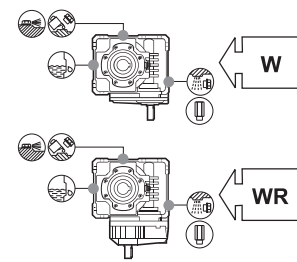
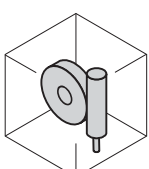
**B7**



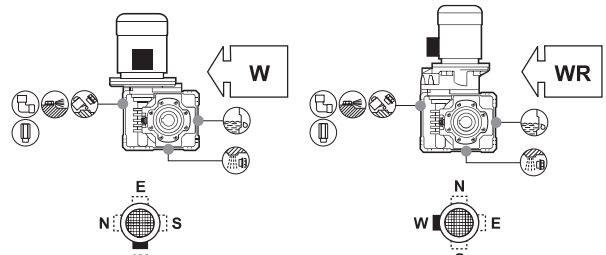
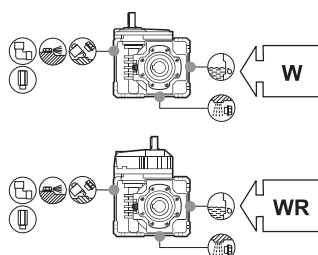
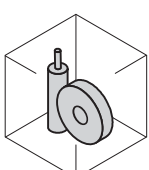
**B8**

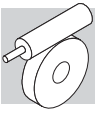


**V5**



**V6**





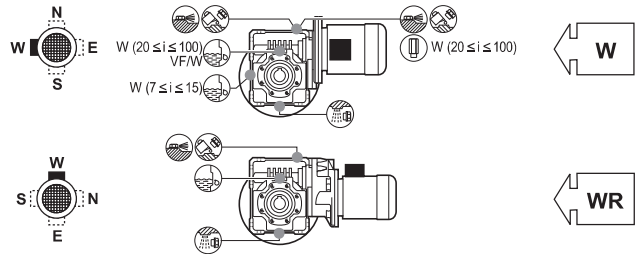
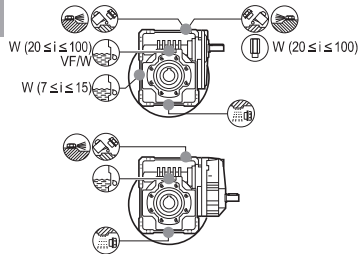
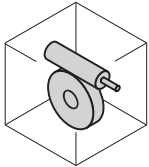
# W 110 UF/UFC

# WR 110 UF/UFC

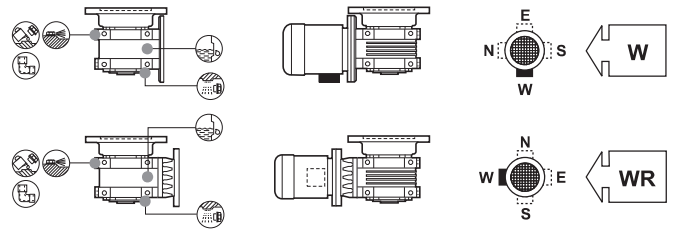
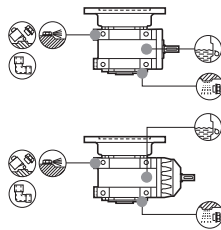
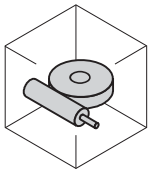
**\_HS**

**\_S - \_P (IEC)**

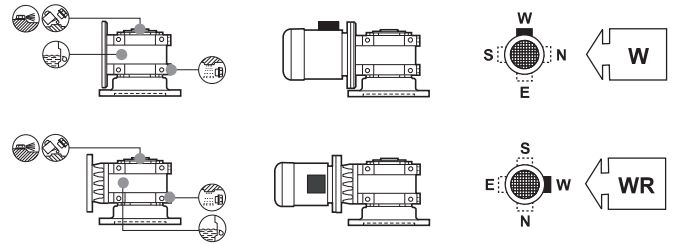
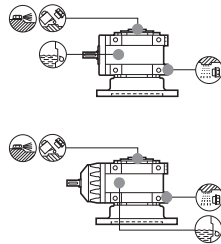
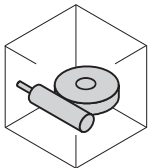
**B3**



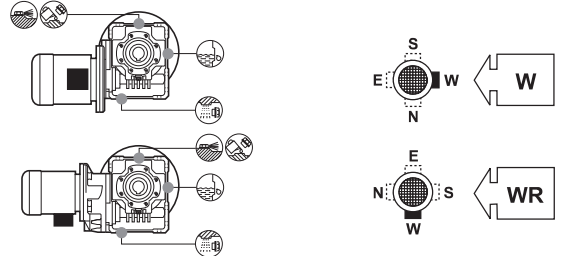
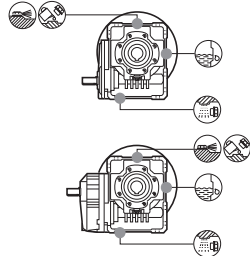
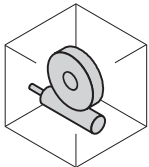
**B6**



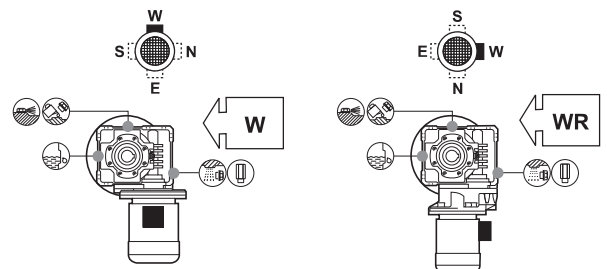
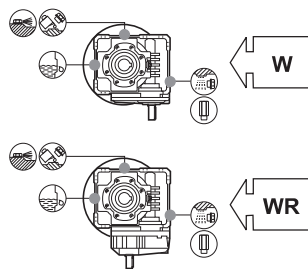
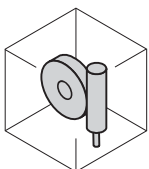
**B7**



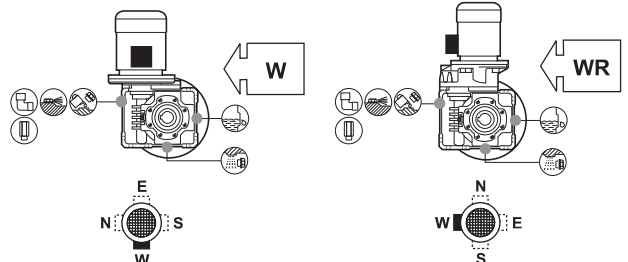
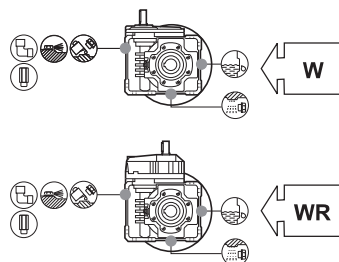
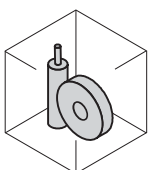
**B8**



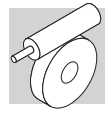
**V5**



**V6**



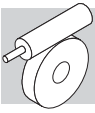




# VF 130 A ... VF 250 A

# VFR 130 A ... VFR 250 A

	_HS	_P (IEC)
<b>B3</b>		<p>VF 130-150 (<math>46 \leq i \leq 100</math>)            VF 130-150 (<math>7 \leq i \leq 40</math>)            VF 185...250</p>
<b>B6</b>		
<b>B7</b>		
<b>B8</b>		
<b>V5</b>		
<b>V6</b>		



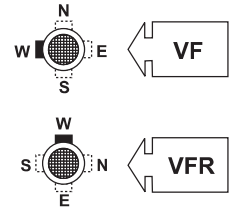
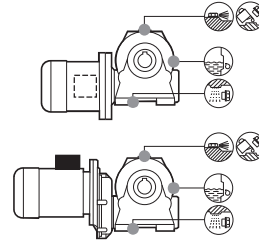
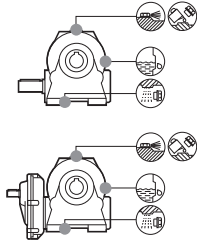
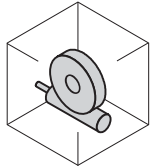
# VF 130 N ... VF 250 N

# VFR 130 N ... VFR 250 N

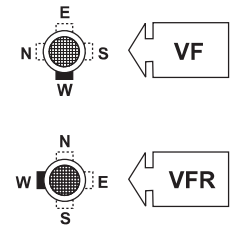
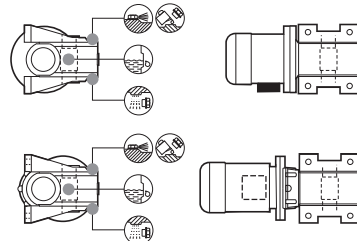
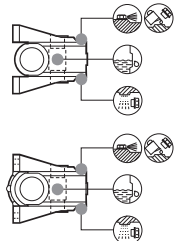
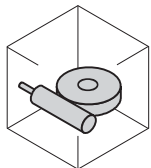
**\_HS**

**\_P (IEC)**

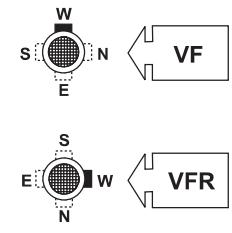
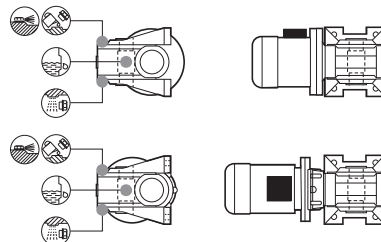
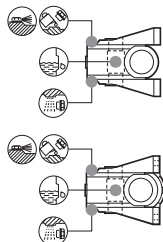
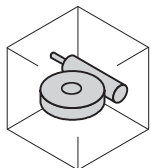
**B3**



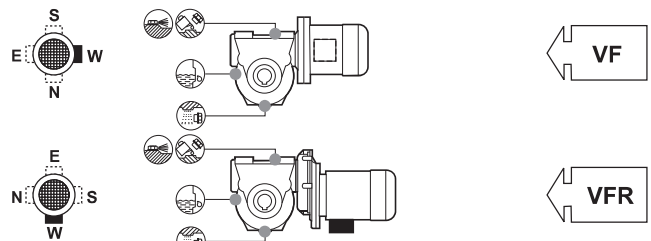
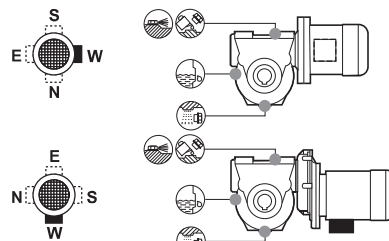
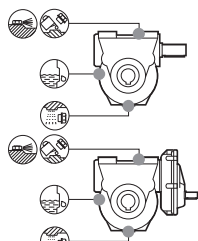
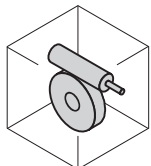
**B6**



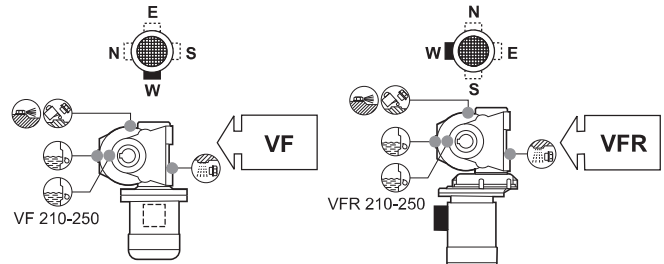
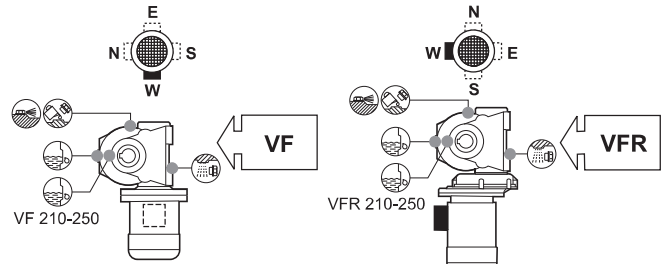
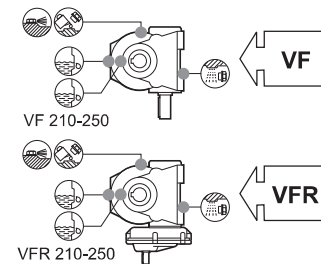
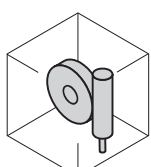
**B7**



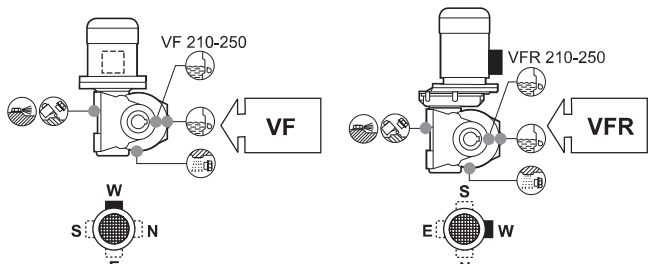
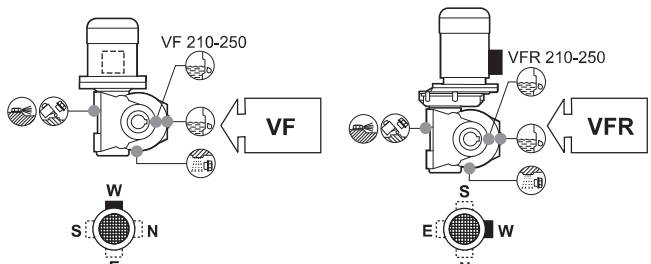
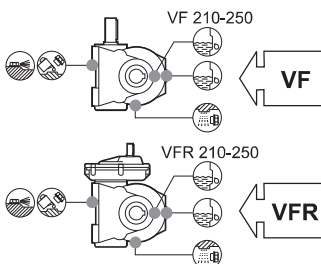
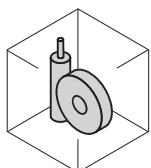
**B8**



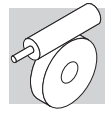
**V5**



**V6**







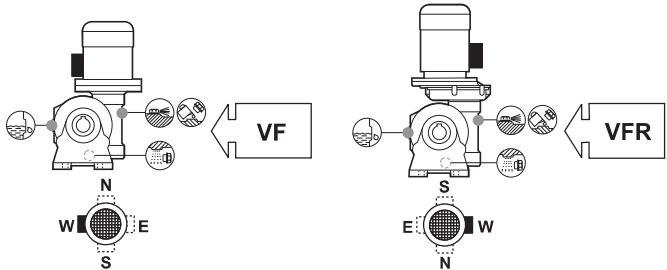
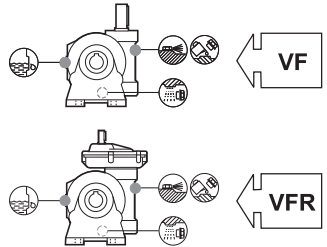
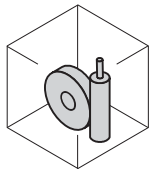
# VF 130 V ... VF 250 V

# VFR 130 V ... VFR 250 V

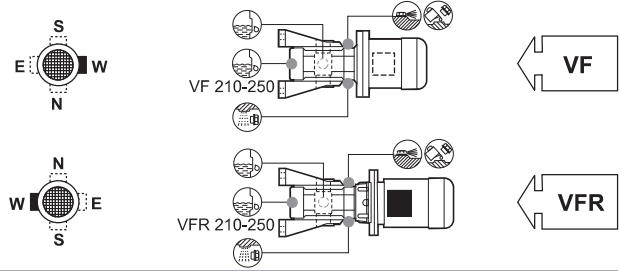
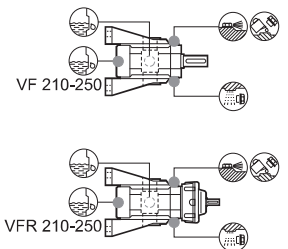
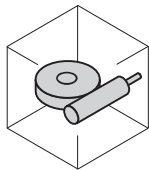
**\_HS**

**\_P (IEC)**

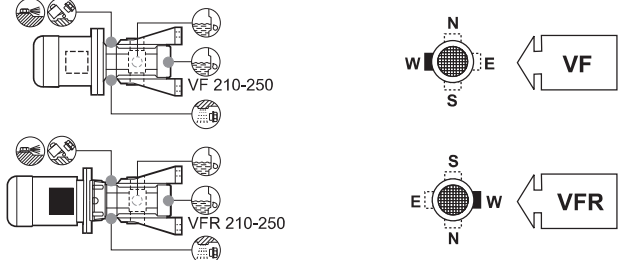
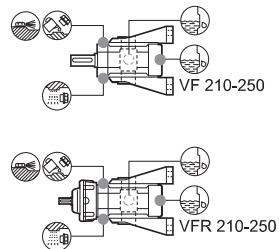
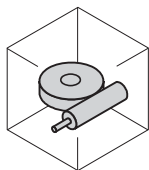
**B3**



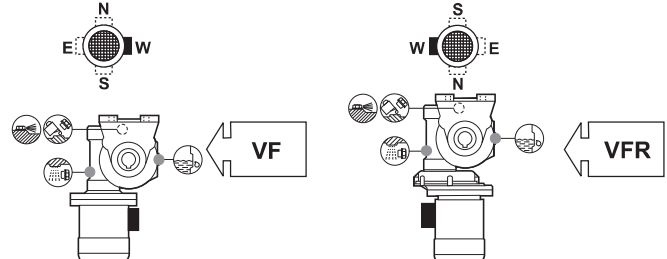
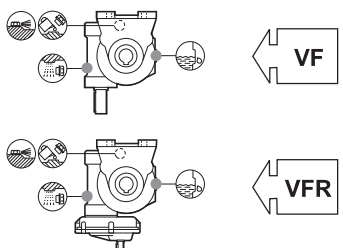
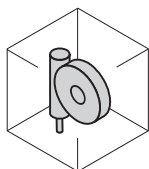
**B6**



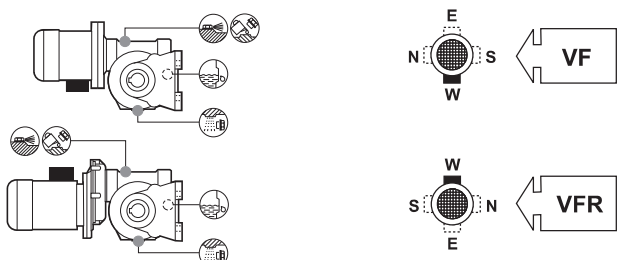
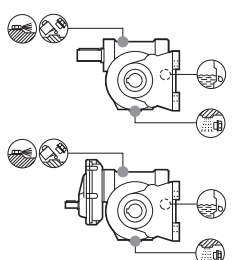
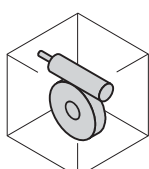
**B7**



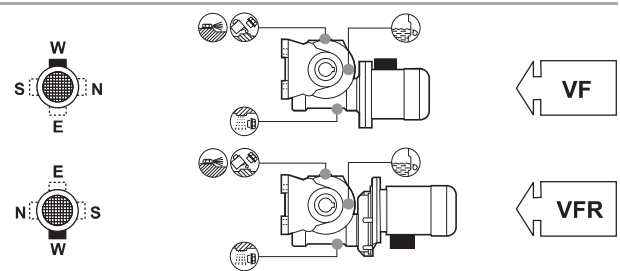
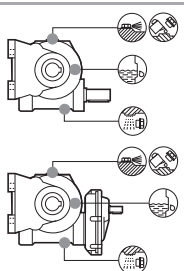
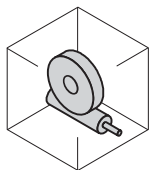
**B8**

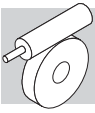


**V5**



**V6**





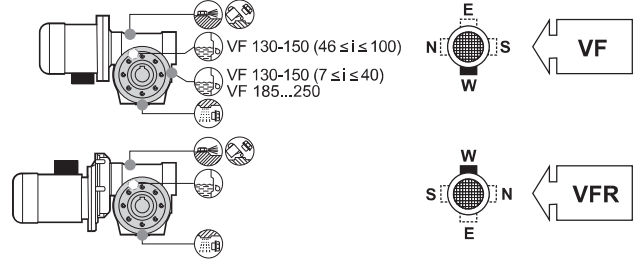
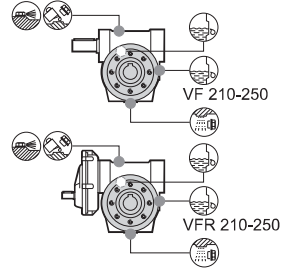
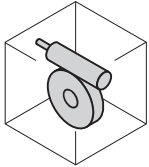
# VF 130 P ... VF 250 P

# VFR 130 P ... VFR 250 P

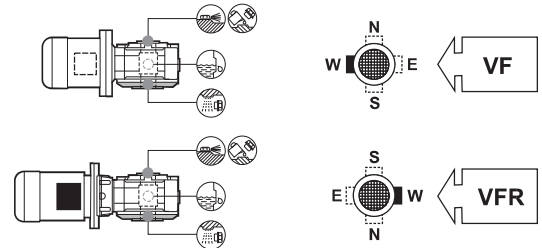
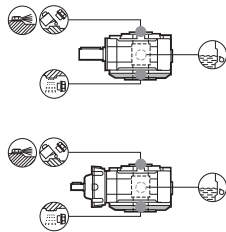
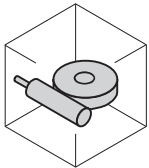
**\_HS**

**\_P (IEC)**

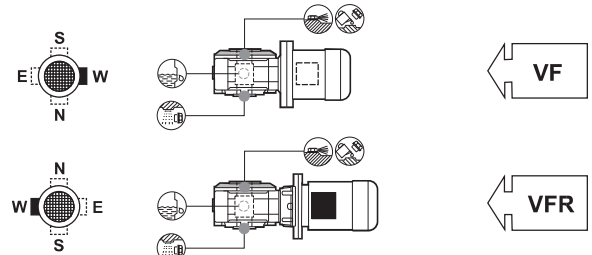
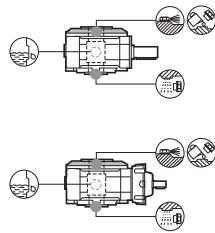
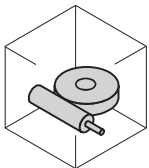
**B3**



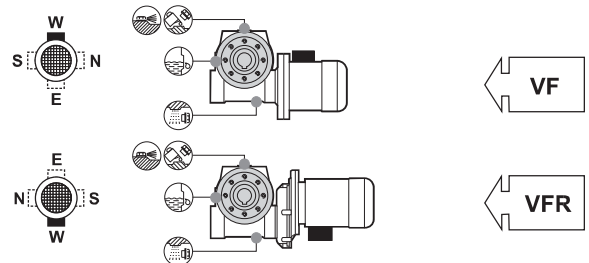
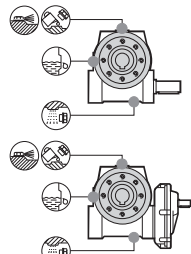
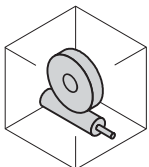
**B6**



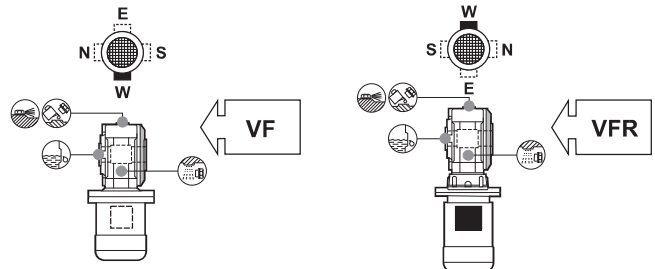
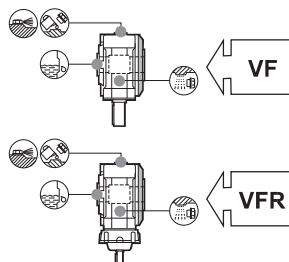
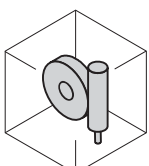
**B7**



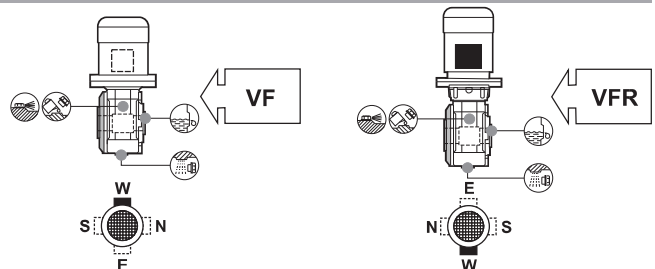
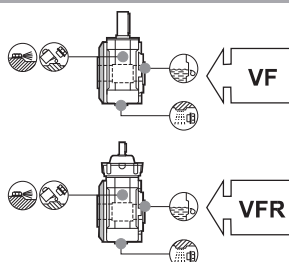
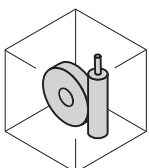
**B8**

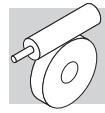


**V5**



**V6**





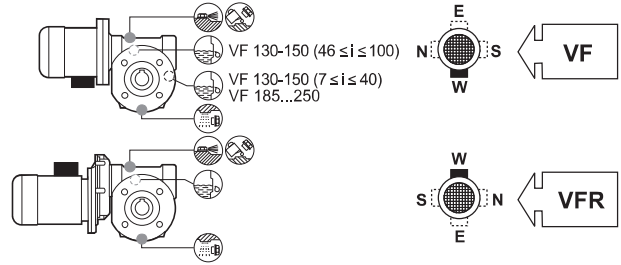
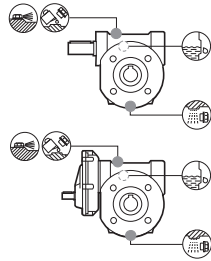
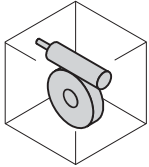
# VF 130 F ... VF 250 F

# VFR 130 F ... VFR 250 F

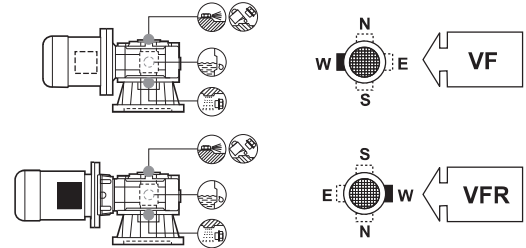
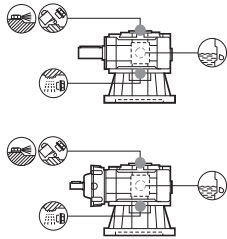
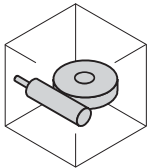
**\_HS**

**\_P (IEC)**

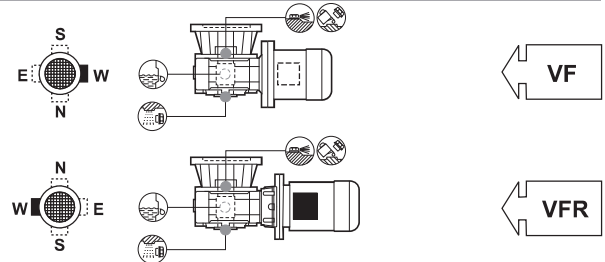
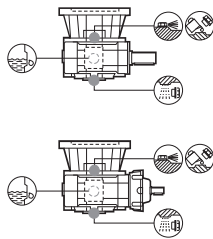
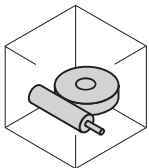
**B3**



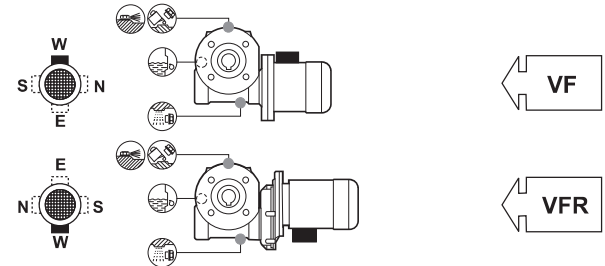
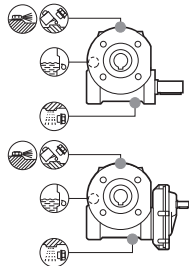
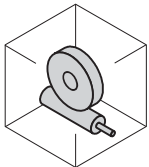
**B6**



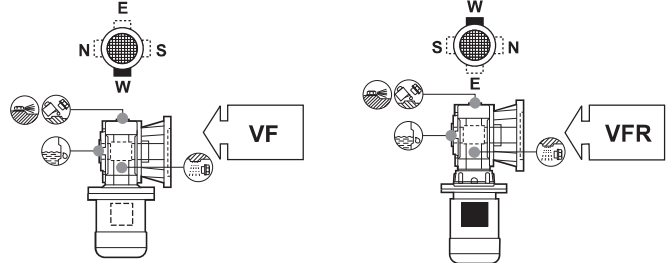
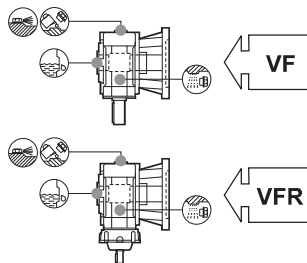
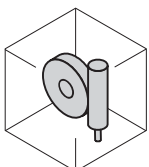
**B7**



**B8**



**V5**



**V6**

