

DESCRIPTION

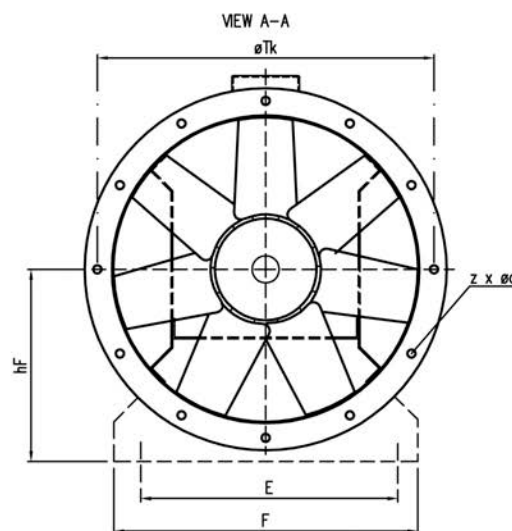
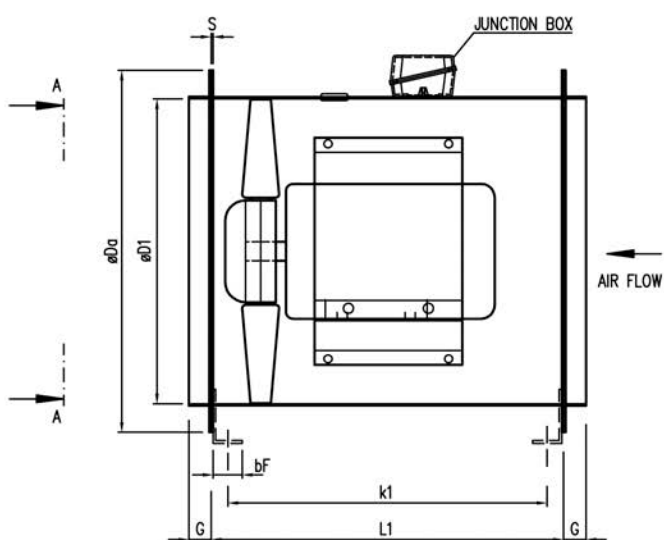
Axial flow fans – AXV are specially manufactured for all applications and mounting positions in case sizes 315 up to 1600mm diameter. The performance range is from 1000 up to 150000m³/h on air volume; at static pressure up to 1500Pa. Higher pressures are possible on multi-stage versions, contra-rotating. The unit can be made in light or heavy version. In light version casings are either long cased (LL) or short cased (SL), for duct or plate installation. Casings are spun of sheet galvanized steel with integral inlet flanges on both ends, drilled in acc. to DIN24154, R2 for pad-mounted motors, foot-motors or flange-motors. LL/LH-type case covers impeller and motor. SL/SH-type case covers only the impeller. In heavy version fan case and motor fixing are made of mild steel. All steel parts are hot dip galvanized after manufacturing. This version is for higher demands, for heavy industry or for high performances. Flanges on both ends, drilled in acc. to DIN24154, R2 are integrated. On LH-types external terminal boxes are fitted as standard. The impellers, hubs and blades are made of cast aluminium alloy, the aerodynamical profile guarantees high efficiency and low noise. The blades are with adjustable pitch angle to optimise the duty point. The solidity varies for a wider range of performance. Motors are standard closed squirrel cage motors with pad-mounting and air stream rated to IEC34, if required also in acc. to EPACT. The standard motors have Class F and enclosure IP55. Continuous operating ranges are from -40°C to +40°C. Other operating conditions are available on request. Multi speed versions with 2 or 3 speeds, TAB- or DUAL- wound are also available as well as explosion-proof versions. These units are suitable as marine fans. All presented data accords to 50Hz supply.

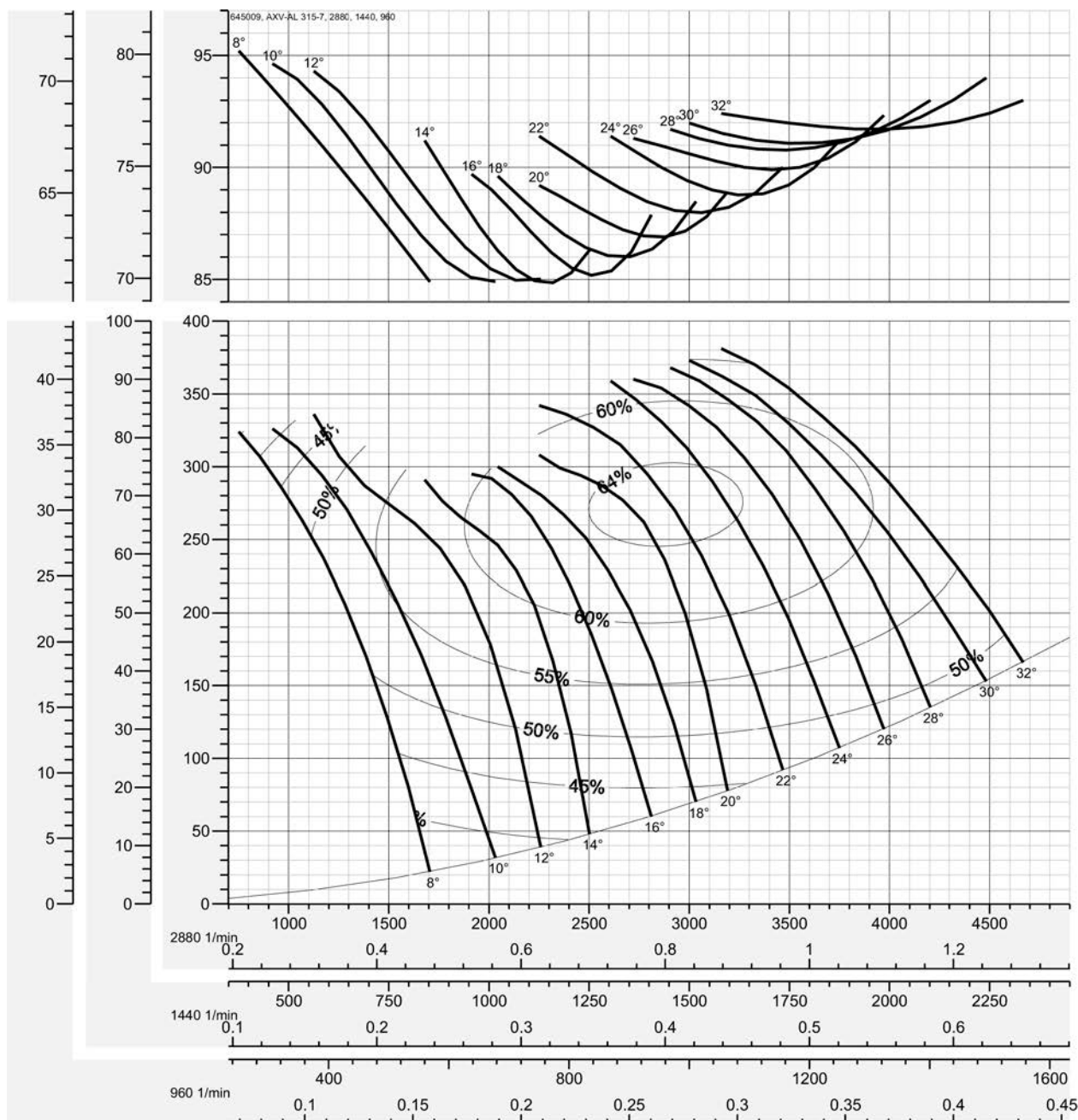
TECHNICAL SPECIFICATION & DIMENSIONS

Size	LH/1				LH/2				SH			
	s [mm]	k1 [mm]	l1 [mm]	Motor max.	s [mm]	k1 [mm]	l1 [mm]	Motor max.	s [mm]	k2* [mm]	l2* [mm]	lmax [mm]
315	2	356	420	80	-	-	-	-	2	161	225	350
355	2	356	420	80	-	-	-	-	2	161	225	350
400	2	371	435	90	-	-	-	-	2	161	225	400
450	2	371	435	112	-	-	-	-	2	161	225	500
500	2	396	470	112	-	-	-	-	2	151	225	600
560	2	396	470	112	3	624	700	160	3	224	300	750
630	2	396	470	112	3	624	700	160	3	224	300	750
710	2.5	395	470	112	2.5	490	565	132	2.5	225	300	600
800	2.5	385	470	112	3	614	700	160	3	214	300	750
900	3	479	565	132	4	612	700	160	4	212	300	750
1000	3	479	565	132	4	692	780	180	4	262	350	800
1120	4	592	700	160	4	892	1000	200	4	242	350	800
1250	4	592	700	160	4	892	1000	225	4	242	350	800
1400	-	-	-	-	4	892	1000	225	4	242	350	800
1600	-	-	-	-	4	892	1000	280	4	242	350	800

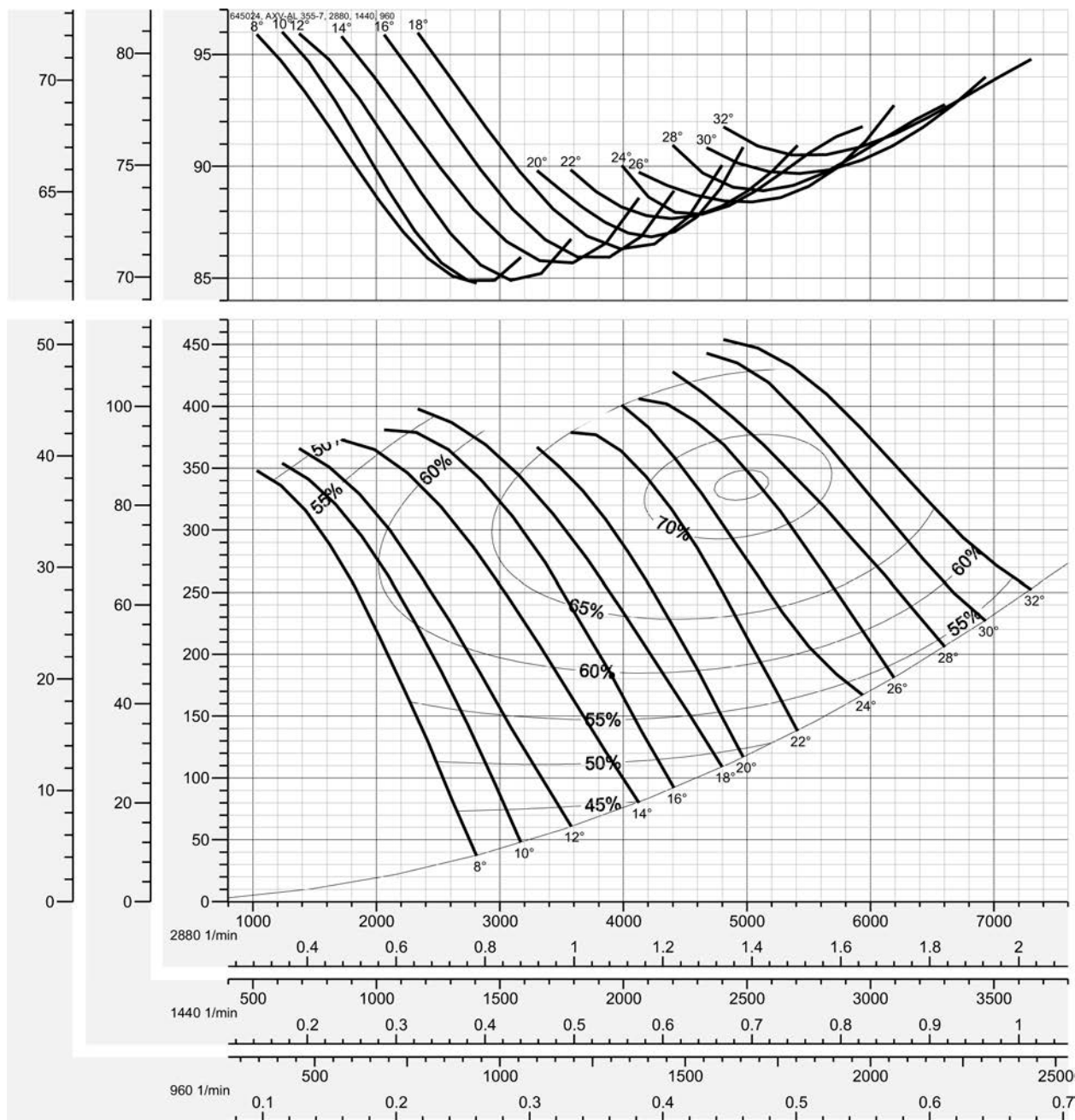
* Dimensions for unit with casing covering only the impeller.

Size	Dimensions [mm]								
	$\varnothing D1$	$\varnothing Da$	hF	z x $\varnothing d$	$\varnothing Tk$	E	F	G	bF
315	320	398	205	8x12	366	265	315	30	60
355	359	438	225	8x12	405	305	355	30	60
400	401	484	250	12x12	448	350	400	30	60
450	450	534	280	12x12	497	400	450	30.5	60
500	504	584	315	12x12	551	440	500	30.5	70
560	565	664	345	16x14	629	500	560	30	70
630	634	734	400	16x14	698	570	630	30	70
710	711	814	450	16x14	775	650	710	35	70
800	797	904	500	24x14	861	730	800	35	80
900	894	1004	580	24x14	958	830	900	40	80
1000	1003	1105	630	24x14	1067	930	990	40	80
1250	1250	1345	850	24x14	1315	1180	1240	40	100
1400	1525	1405	830	16x18	1475	1330	1390	40	100
1600	1725	1605	930	20x18	1675	1530	1590	40	100

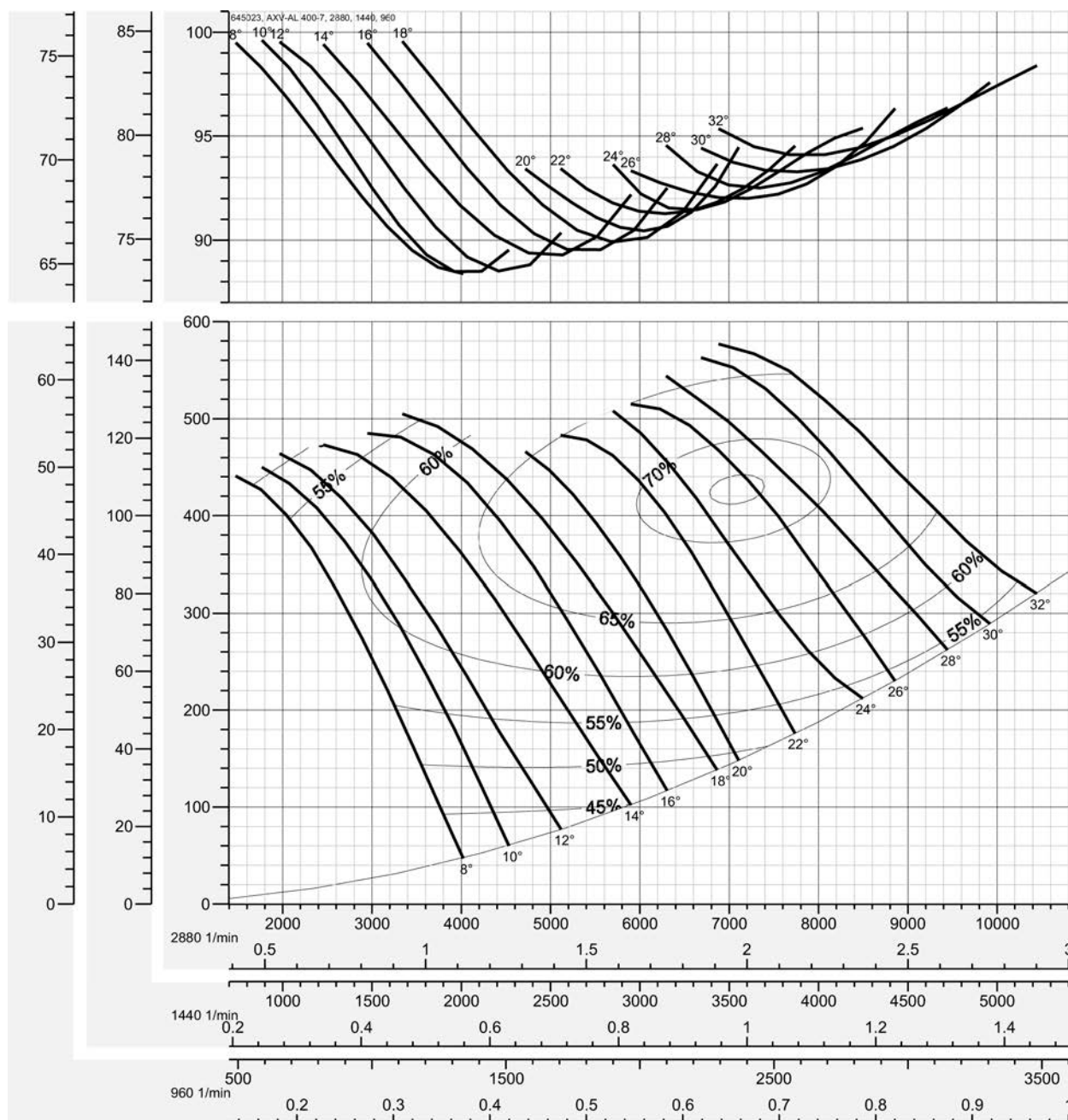


TECHNICAL SPECIFICATION
AXV 315-07; 50Hz

Relative frequency spectrum L_{WArel} in $\Delta dB/Okt$

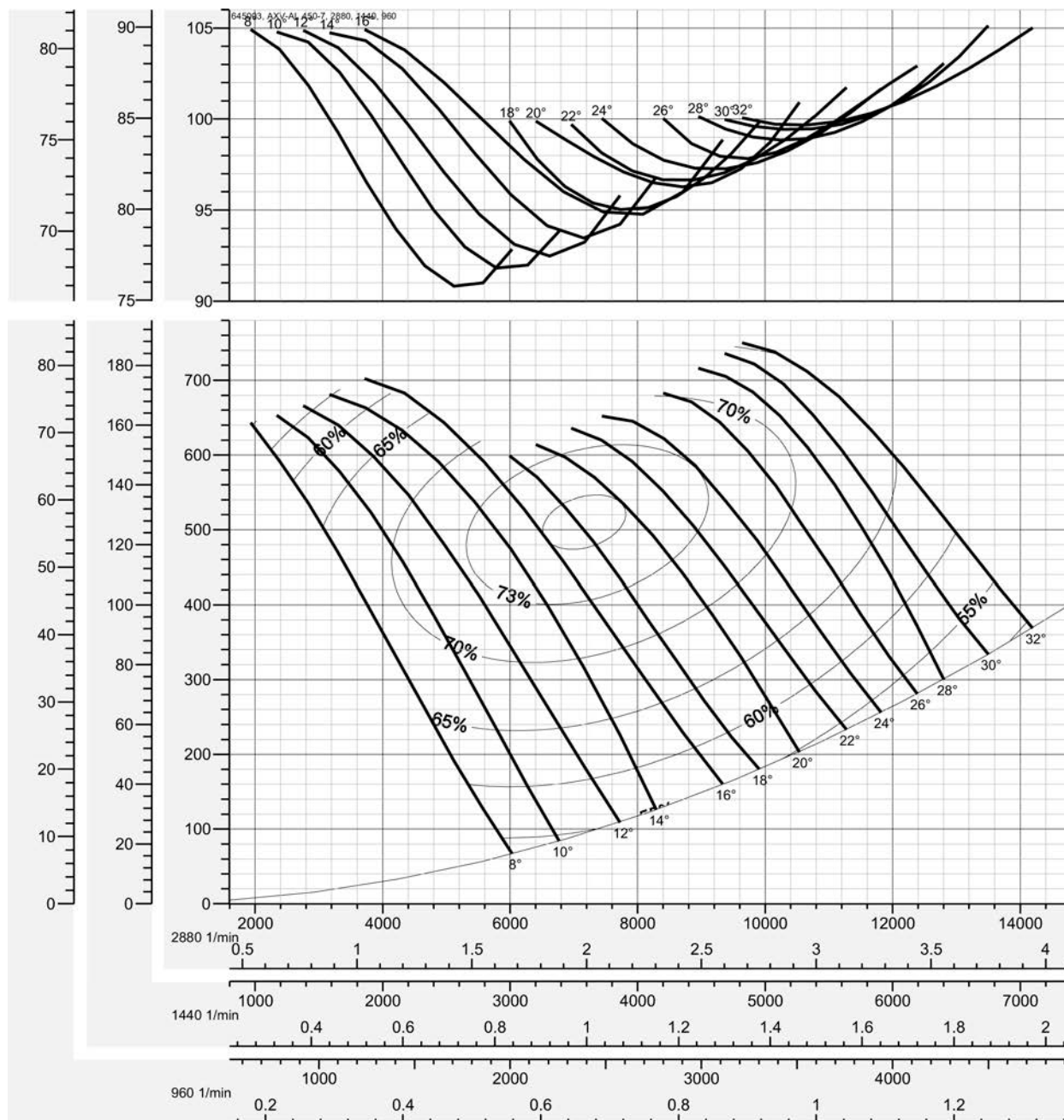
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-7	-5	-7	-9	-10	-15	-21	-22
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 355-07; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

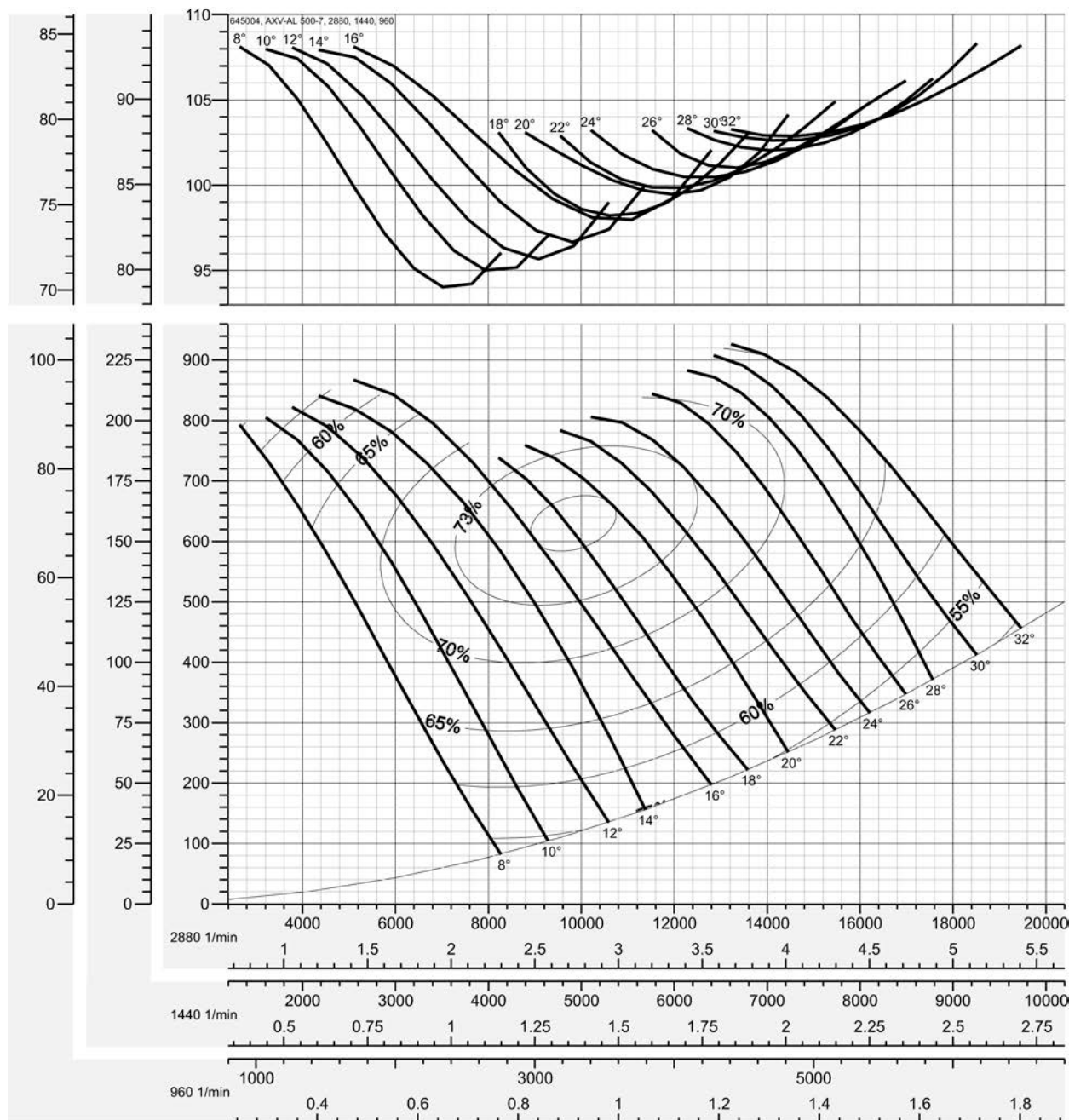
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-7	-5	-7	-9	-10	-15	-21	-22
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 400-07; 50Hz

Relative frequency spectrum L_{Wrel} in $\Delta dB/Okt$

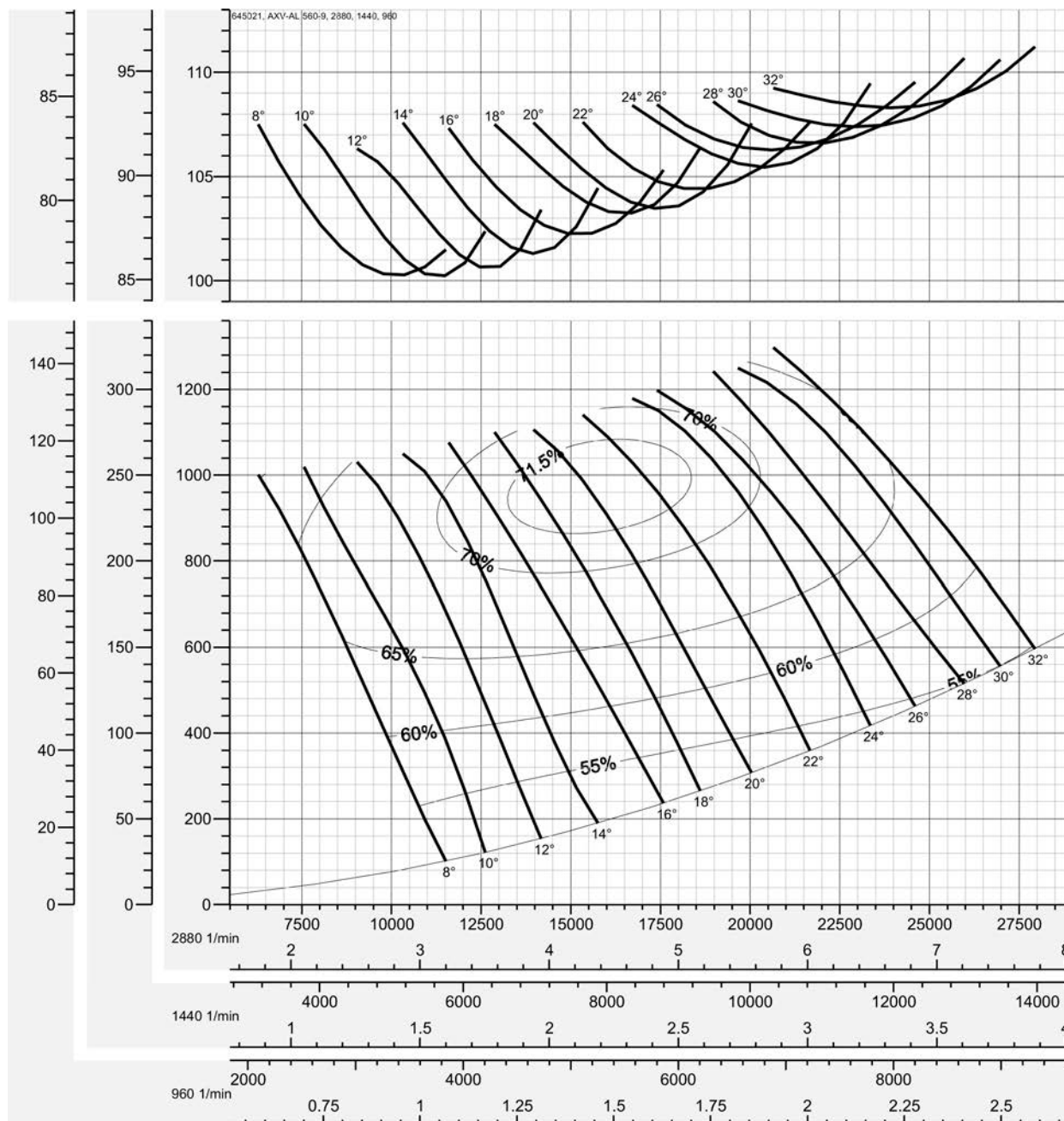
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-5	-6	-5	-6	-7	-10	-15	-21
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 450-07; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

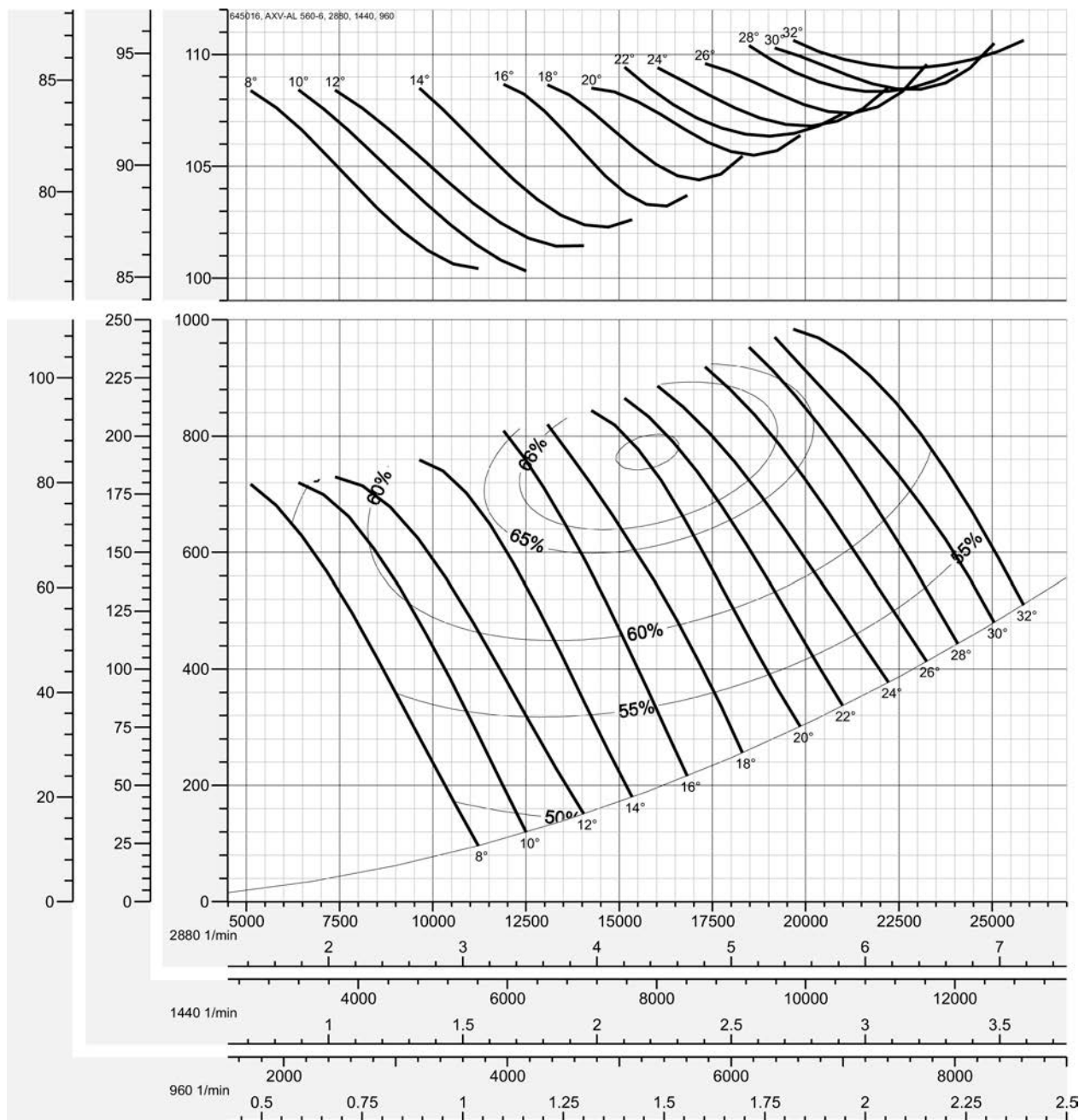
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-3	-5	-7	-7	-8	-12	-18	-24
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 500-07; 50Hz

Relative frequency spectrum L_{WArel} in $\Delta dB/Okt$

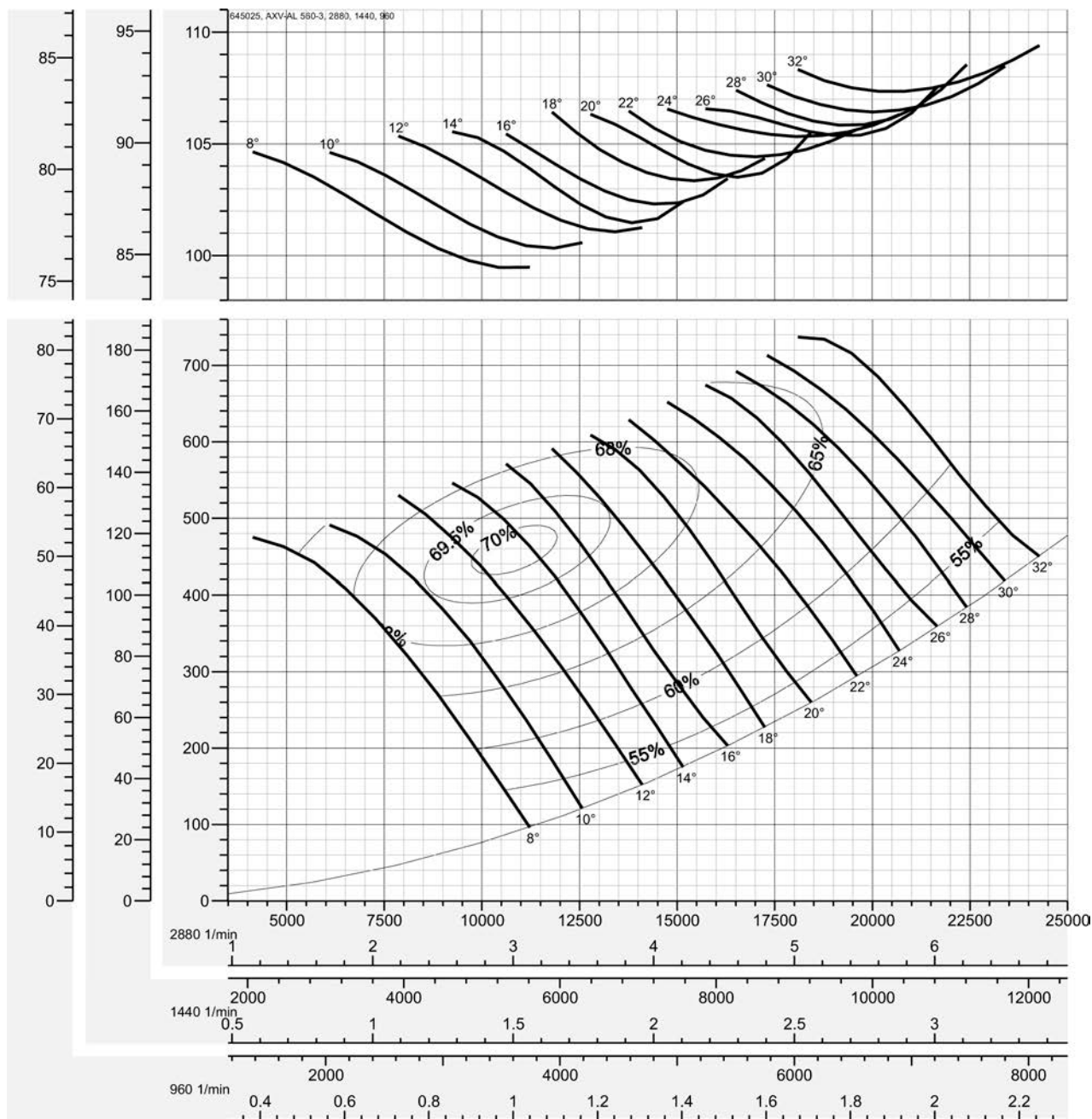
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-3	-5	-7	-7	-8	-12	-18	-24
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 560-09; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

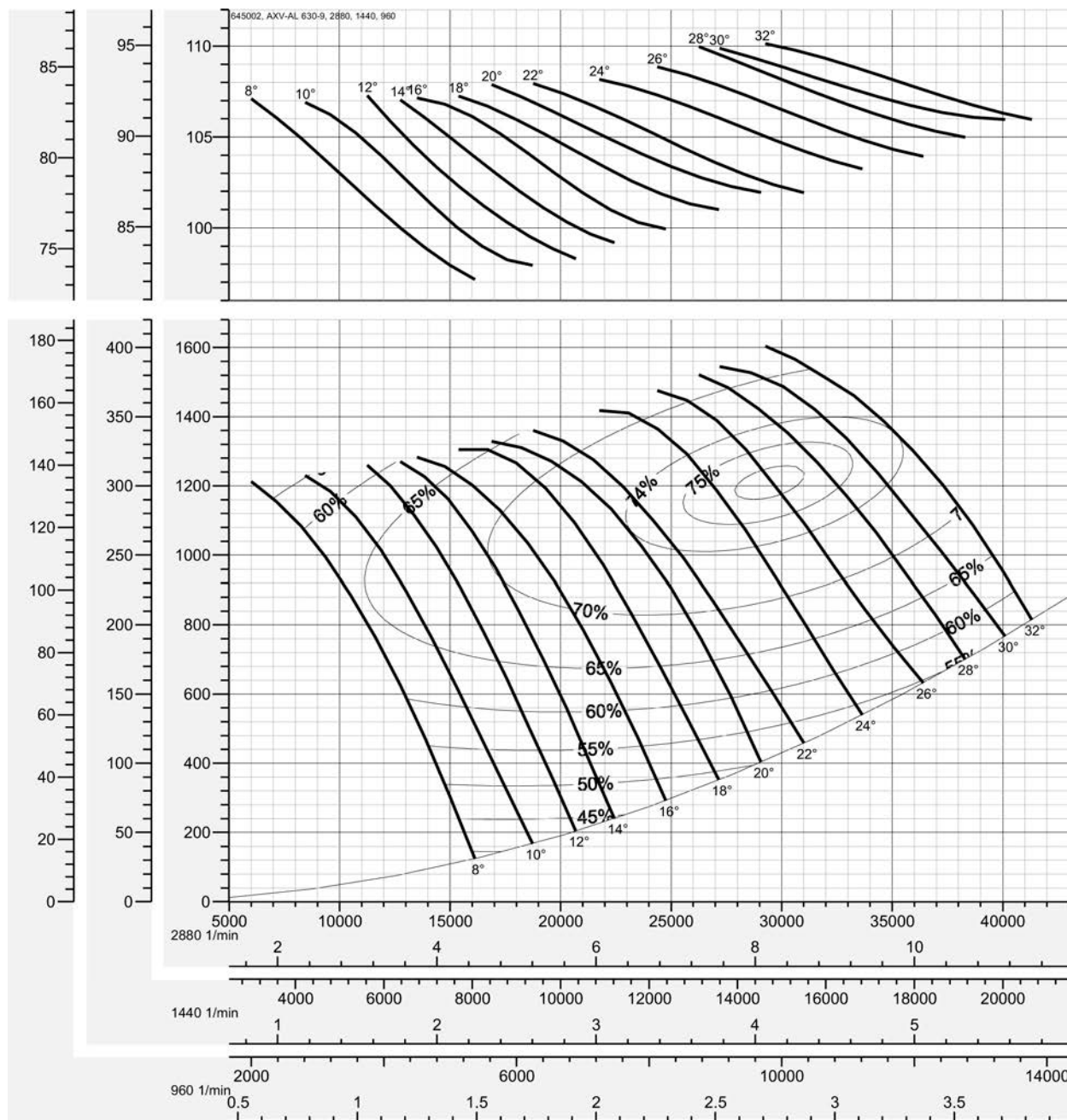
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-3	-5	-7	-7	-8	-12	-18	-24
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 560-06; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

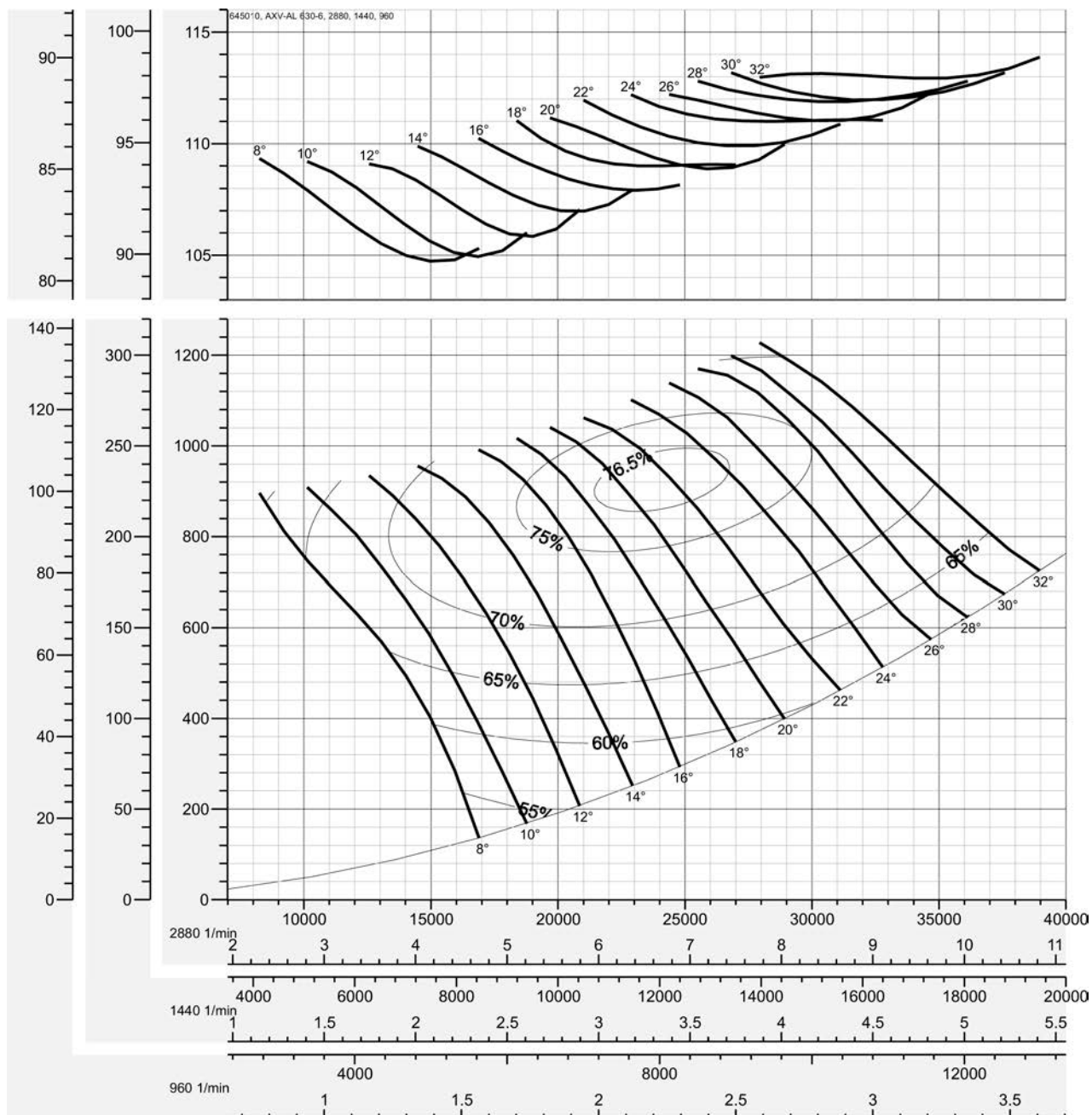
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-3	-5	-7	-7	-8	-12	-18	-24
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 560-03; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

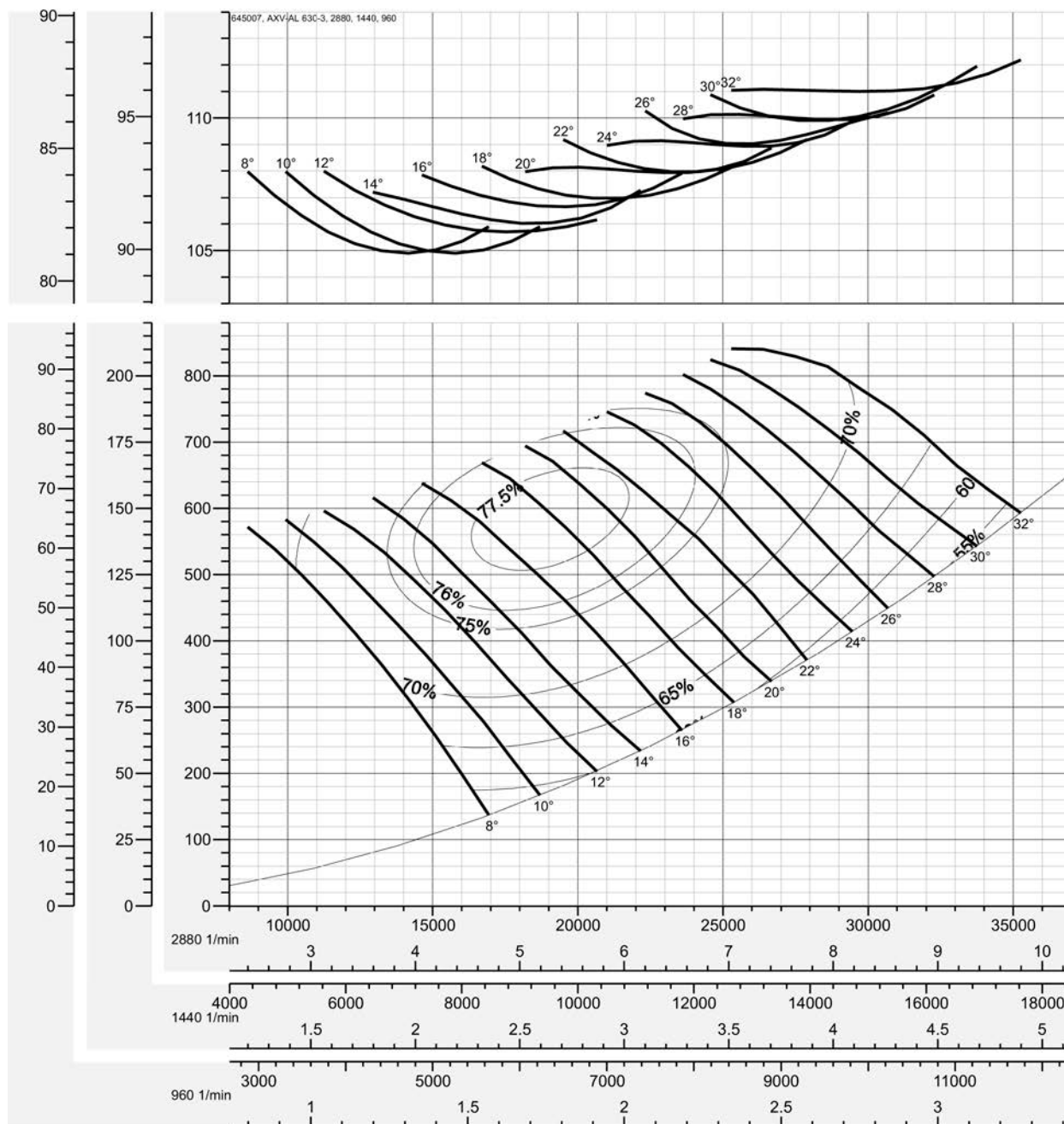
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-3	-5	-7	-7	-8	-12	-18	-24
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 630-09; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

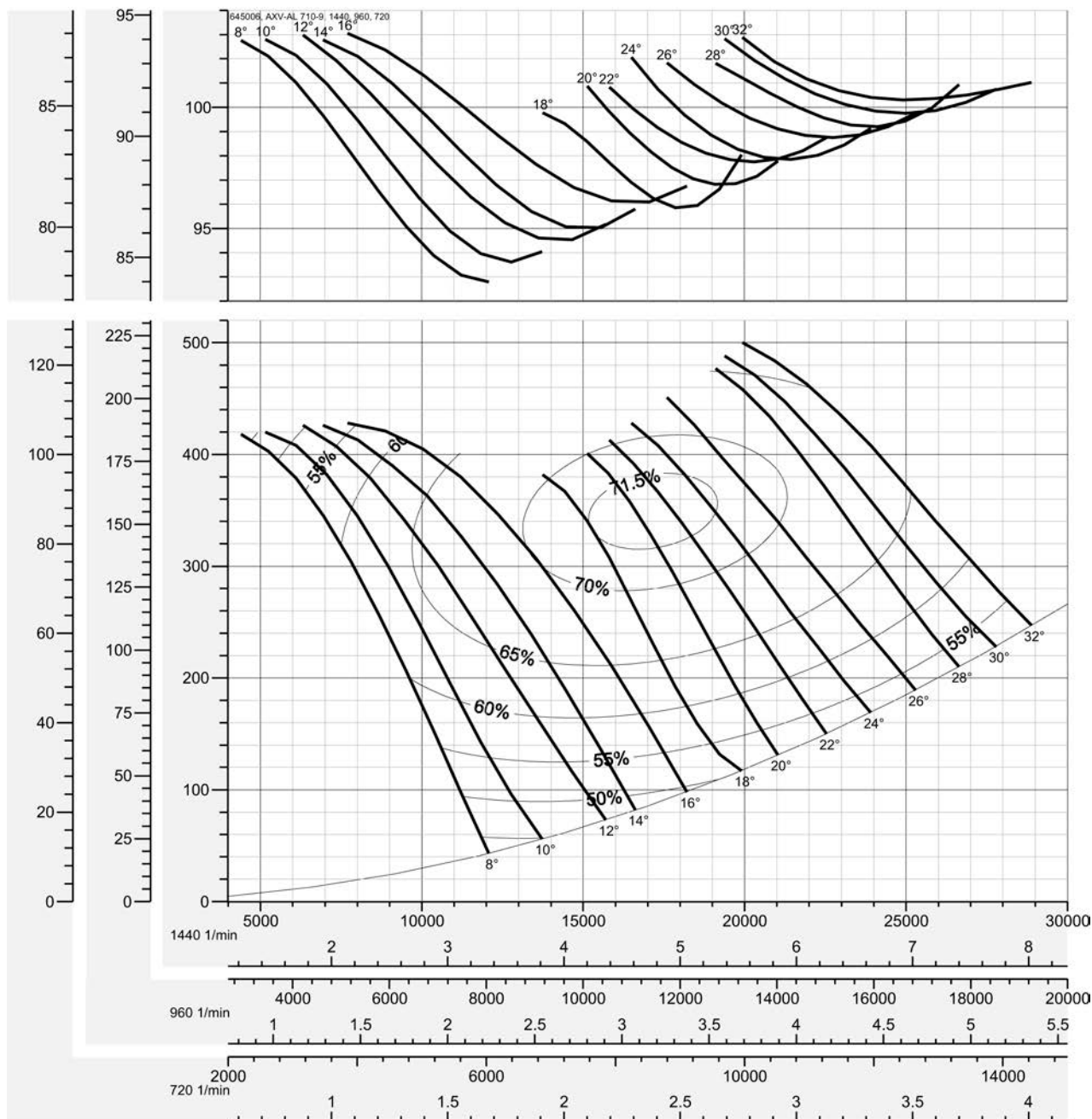
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-3	-5	-7	-7	-8	-12	-18	-24
1440	-5	-6	-5	-6	-7	-10	-15	-21
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 630-06; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

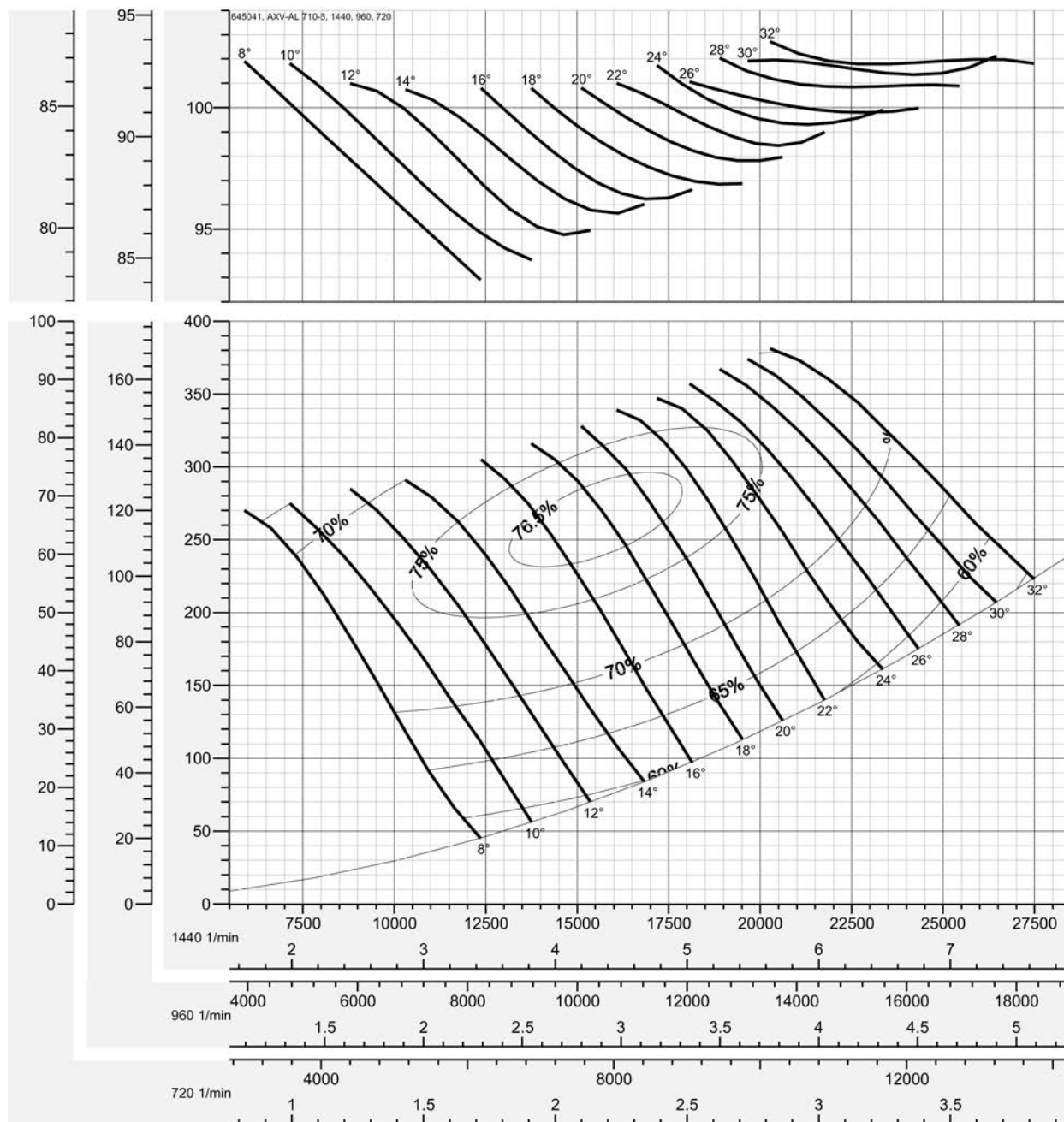
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-3	-5	-7	-7	-8	-12	-18	-24
1440	-7	-3	-7	-7	-8	-12	-18	-24
2880	-5	-10	-7	-5	-7	-8	-12	-18

AXV 630-03; 50Hz

Relative frequency spectrum $L_{W\text{Arel}}$ in $\Delta\text{dB/Okt}$

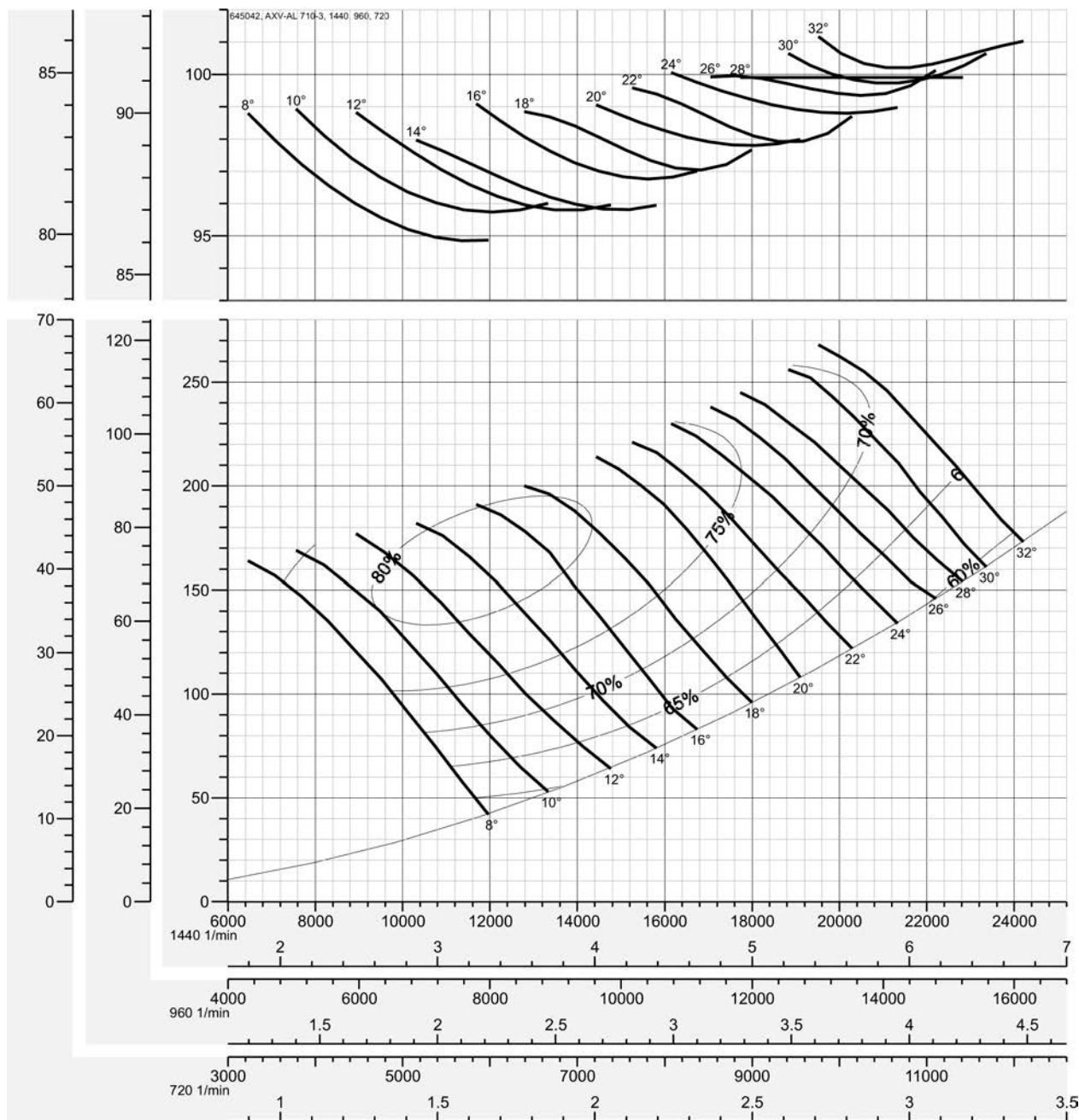
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
960	-3	-5	-7	-7	-8	-12	-18	-24
1440	-4	-7	-7	-7	-10	-15	-21	-27
2880	-5	-6	-5	-6	-7	-10	-15	-21

AXV 710-09; 50Hz

Relative frequency spectrum $L_{W\text{Arel}}$ in $\Delta\text{dB/Okt}$

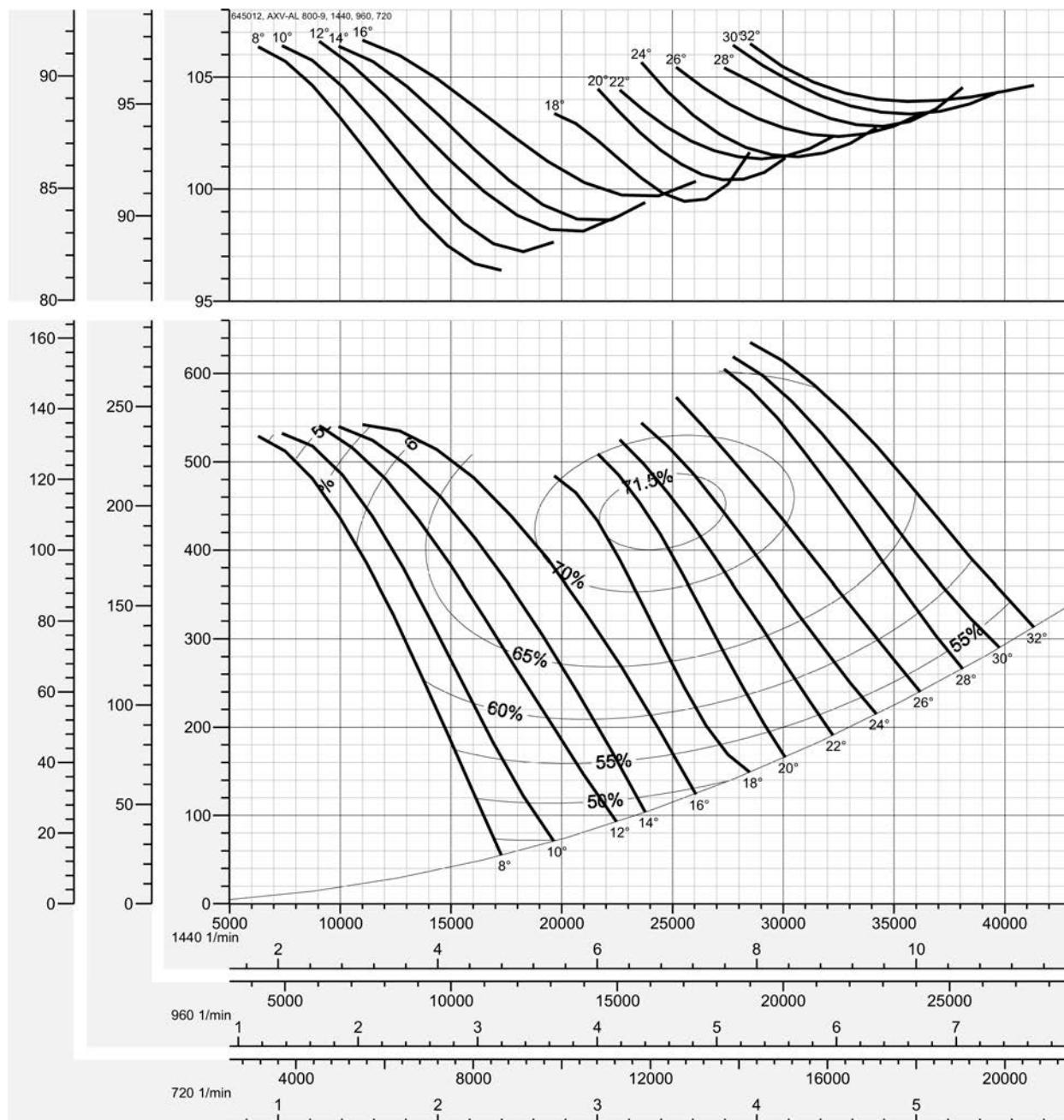
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-10	-7	-5	-7	-8	-12	-18	-24
960	-10	-7	-5	-7	-8	-12	-18	-24
1440	-5	-6	-5	-6	-7	-10	-15	-21

AXV 710-06; 50Hz

Relative frequency spectrum L_{WArel} in $\Delta dB/Okt$

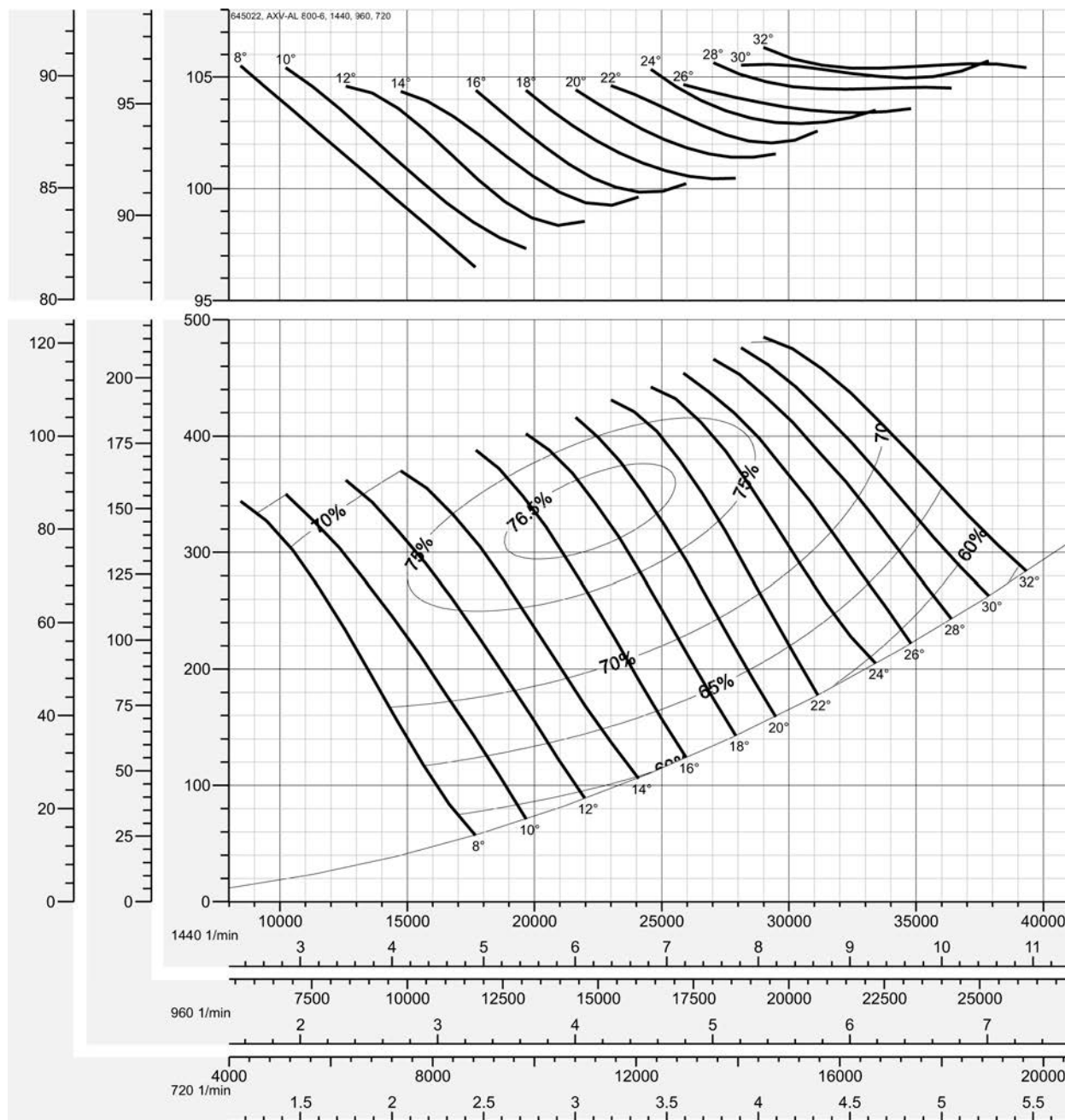
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-6	-5	-6	-7	-10	-15	-21	-27
960	-6	-5	-6	-7	-10	-15	-21	-27
1440	-7	-3	-7	-7	-8	-12	-18	-24

AXV 710-03; 50Hz

Relative frequency spectrum L_{WArel} in $\Delta dB/Okt$

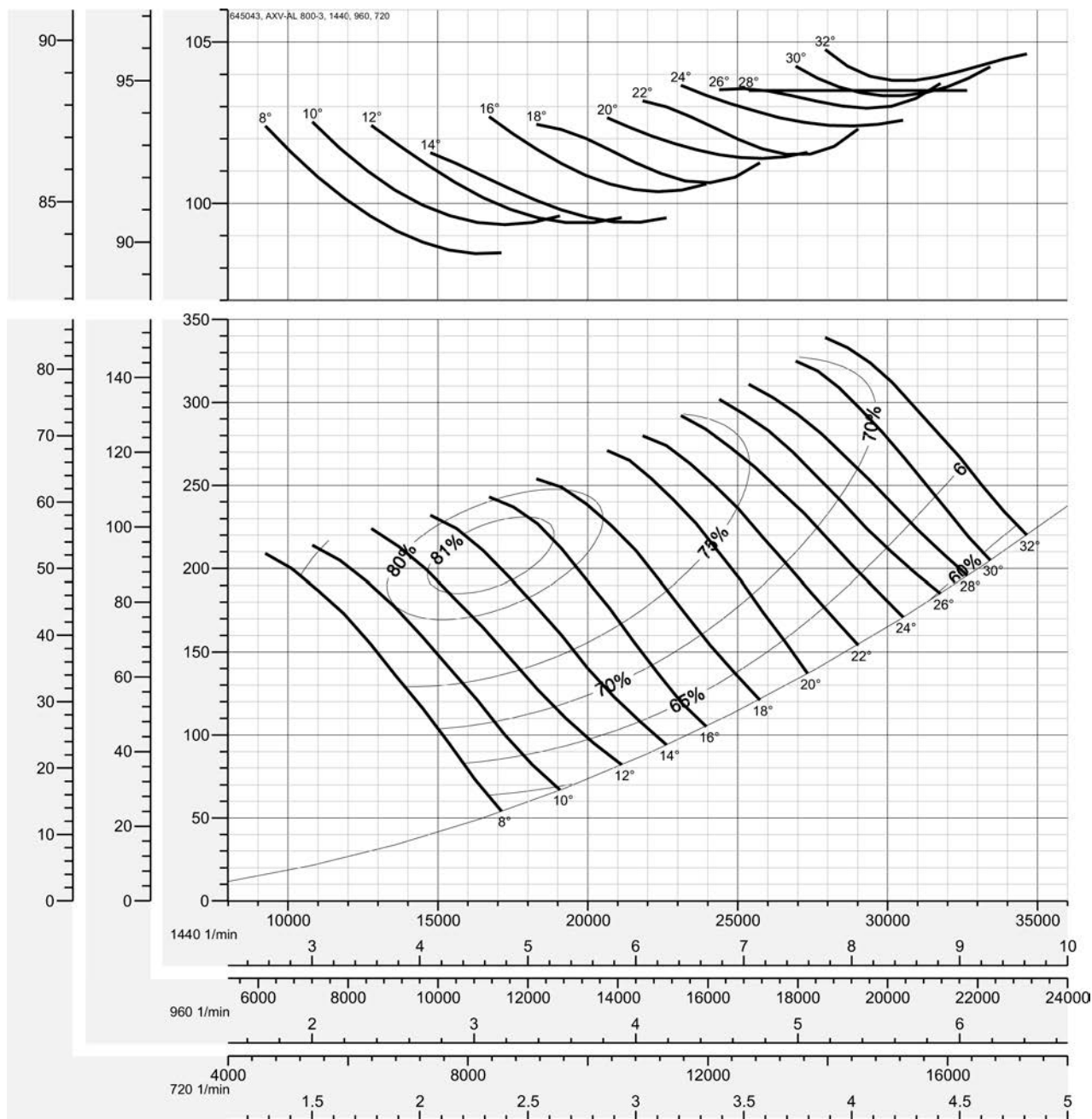
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-5	-7	-7	-8	-12	-18	-24	-30
960	-5	-7	-7	-8	-12	-18	-24	-30
1440	-4	-7	-7	-7	-10	-15	-21	-27

AXV 800-09; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

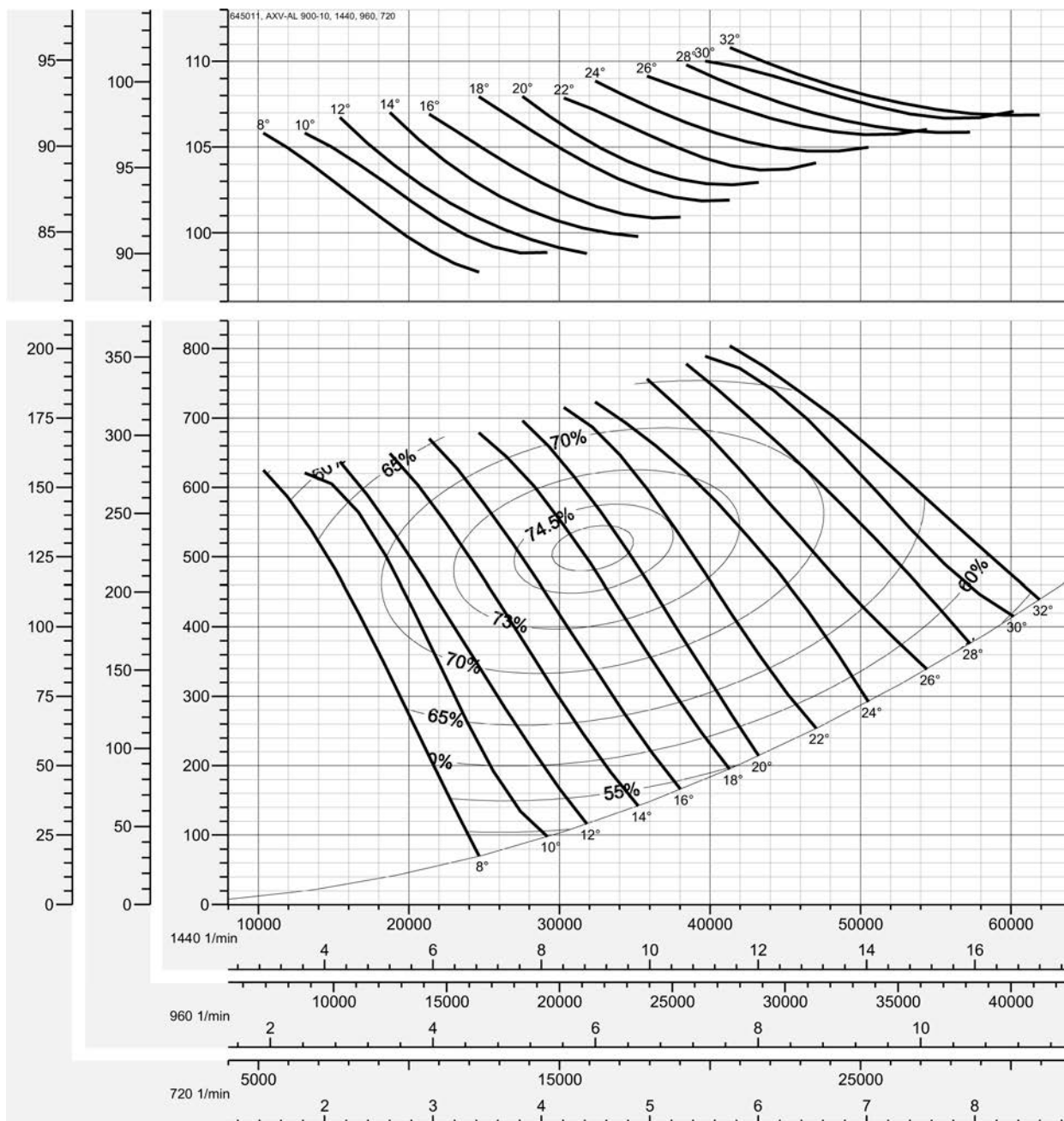
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-10	-7	-5	-7	-8	-12	-18	-24
960	-10	-7	-5	-7	-8	-12	-18	-24
1440	-5	-6	-5	-6	-7	-10	-15	-21

AXV 800-06; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

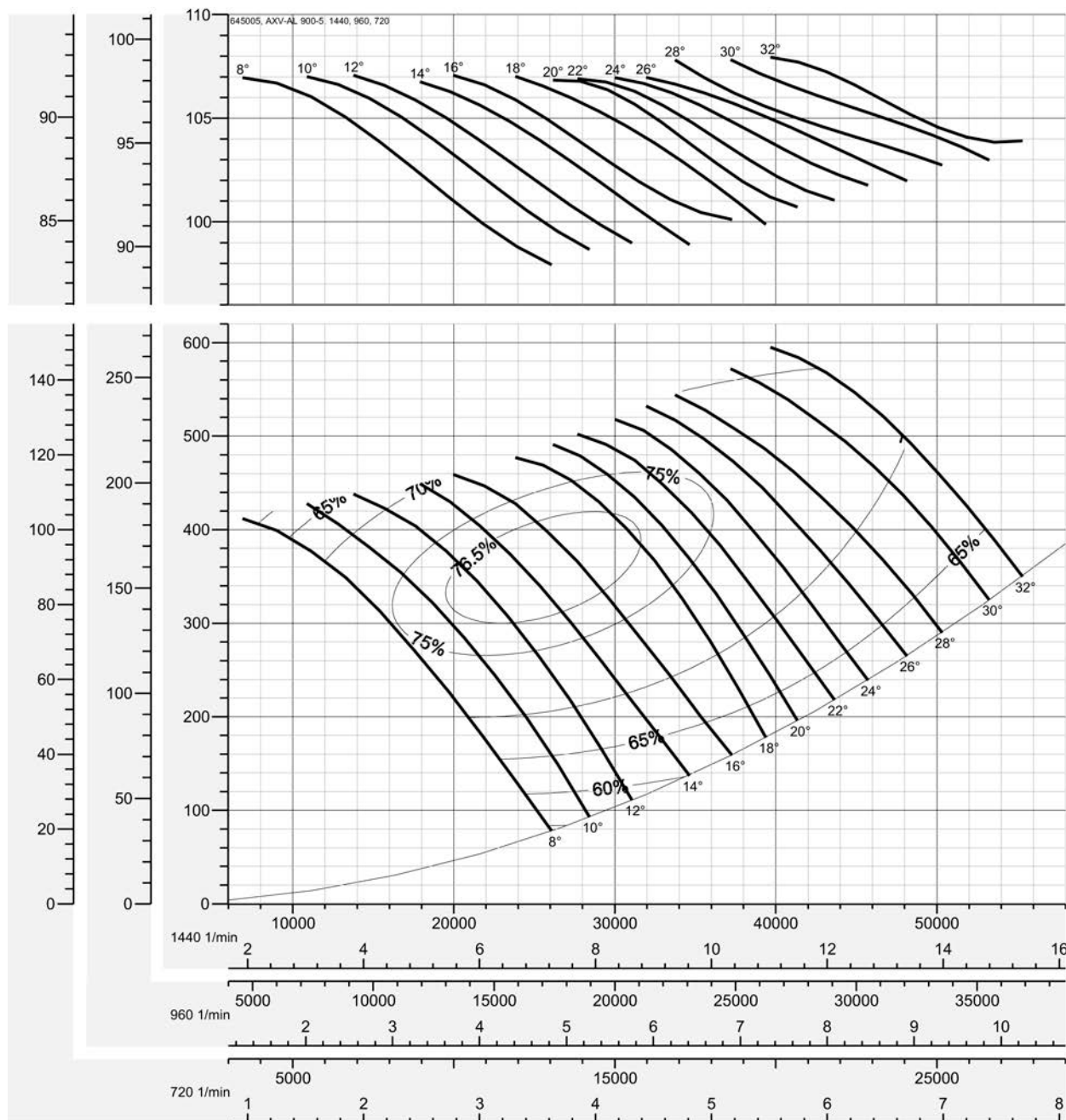
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-6	-5	-6	-7	-10	-15	-21	-27
960	-6	-5	-6	-7	-10	-15	-21	-27
1440	-7	-3	-7	-7	-8	-12	-18	-24

AXV 800-03; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

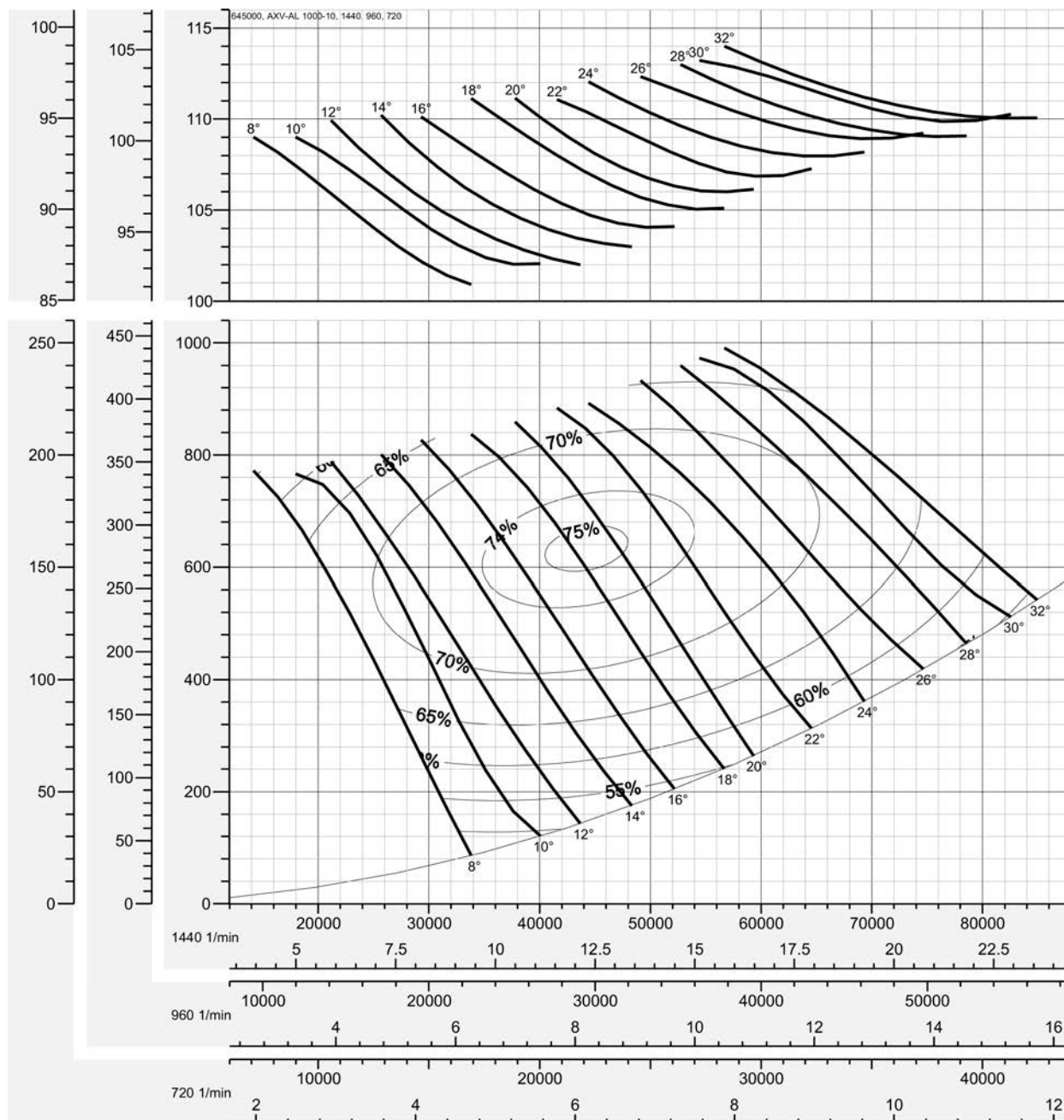
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-5	-7	-7	-8	-12	-18	-24	-30
960	-5	-7	-7	-8	-12	-18	-24	-30
1440	-4	-7	-7	-7	-10	-15	-21	-27

AXV 900-10; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

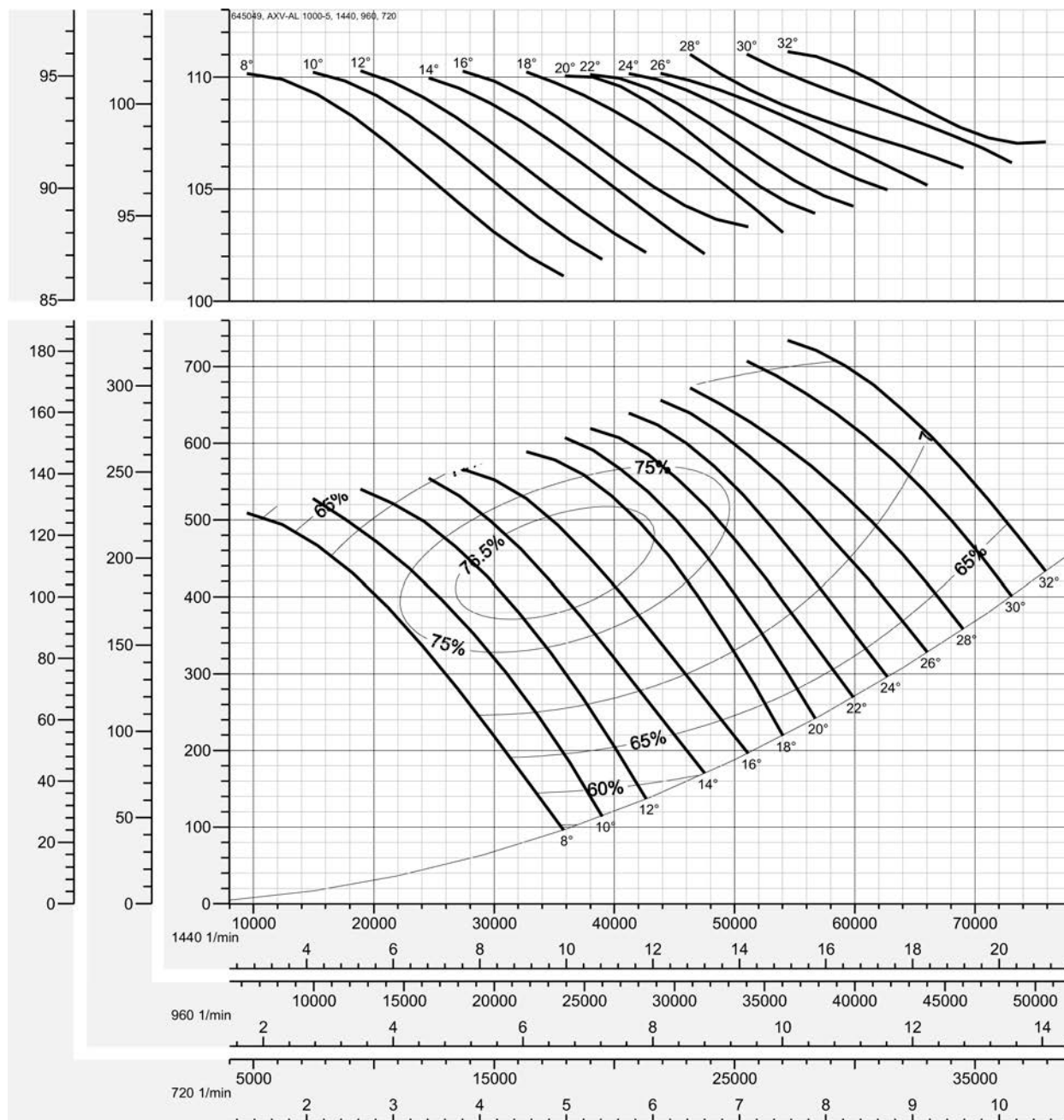
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-10	-7	-5	-7	-8	-12	-18	-24
960	-10	-7	-5	-7	-8	-12	-18	-24
1440	-10	-12	-6	-5	-7	-10	-15	-21

AXV 900-05; 50Hz

Relative frequency spectrum L_{WArel} in $\Delta dB/Okt$

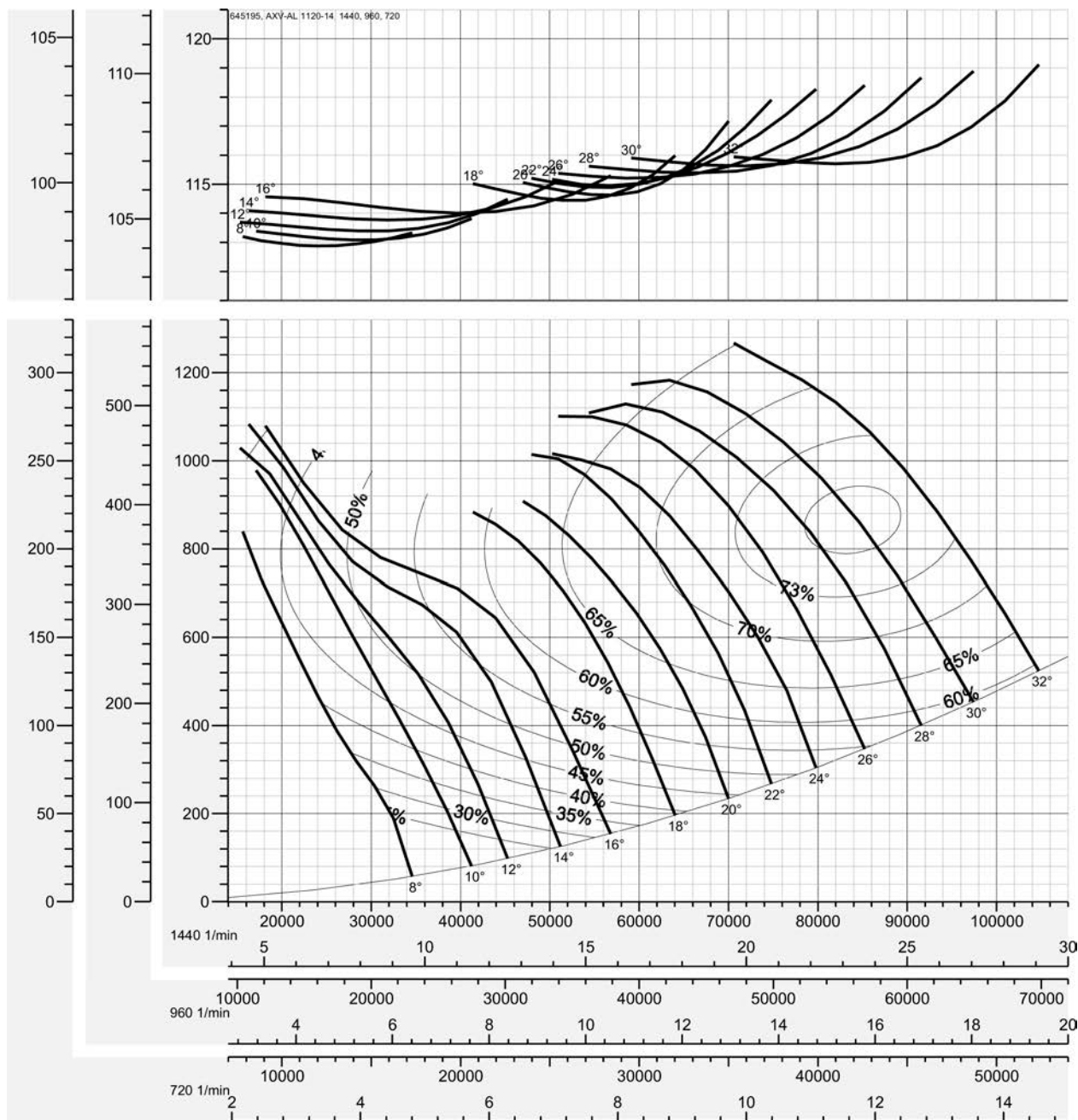
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-6	-5	-6	-7	-10	-15	-21	-27
960	-6	-5	-6	-7	-10	-15	-21	-27
1440	-10	-7	-5	-7	-8	-12	-18	-24

AXV 1000-10; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

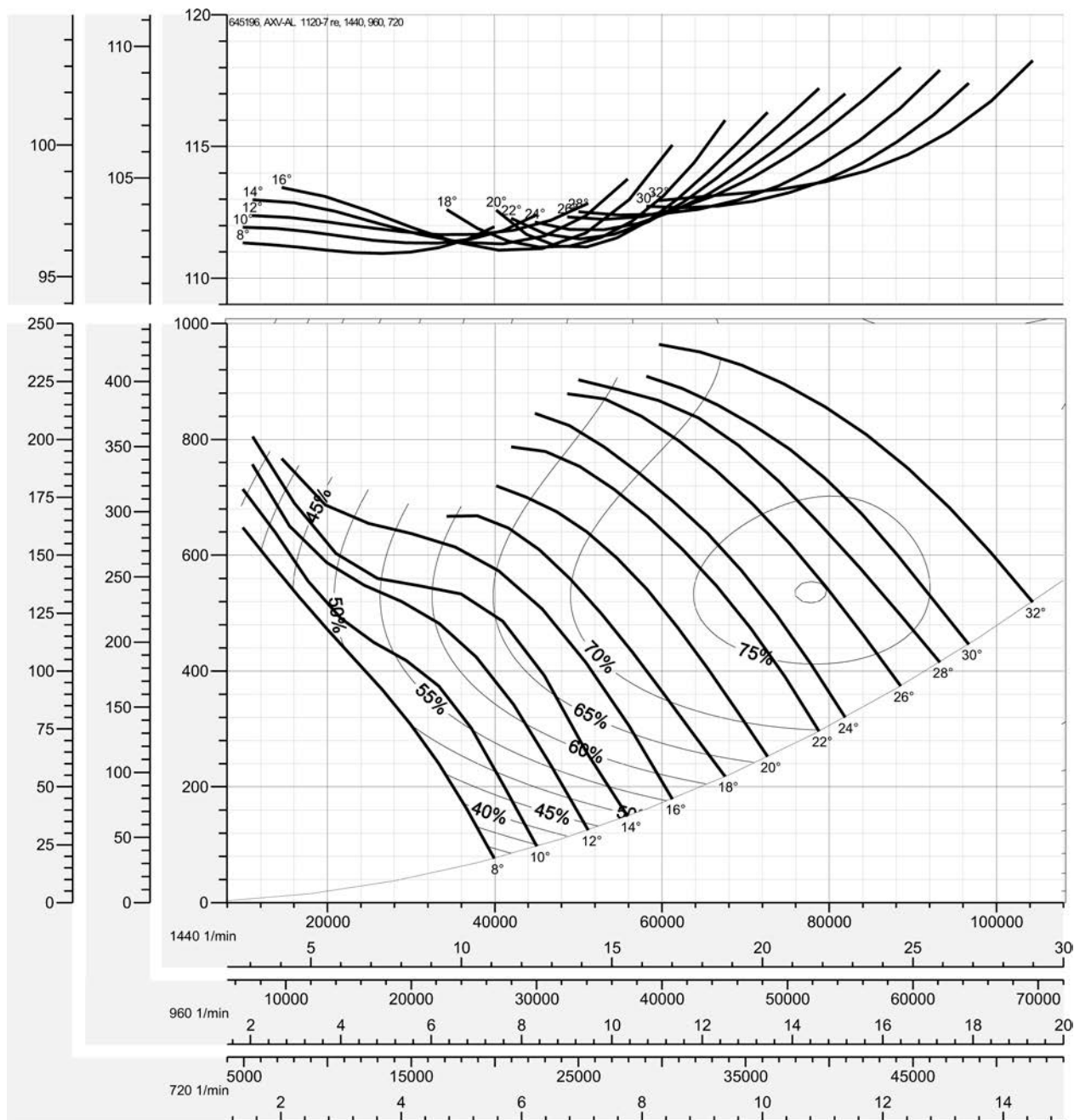
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-10	-7	-5	-7	-8	-12	-18	-24
960	-10	-7	-5	-7	-8	-12	-18	-24
1440	-10	-12	-6	-5	-7	-10	-15	-21

AXV 1000-05; 50Hz

Relative frequency spectrum $L_{W\text{Arel}}$ in $\Delta\text{dB/Okt}$

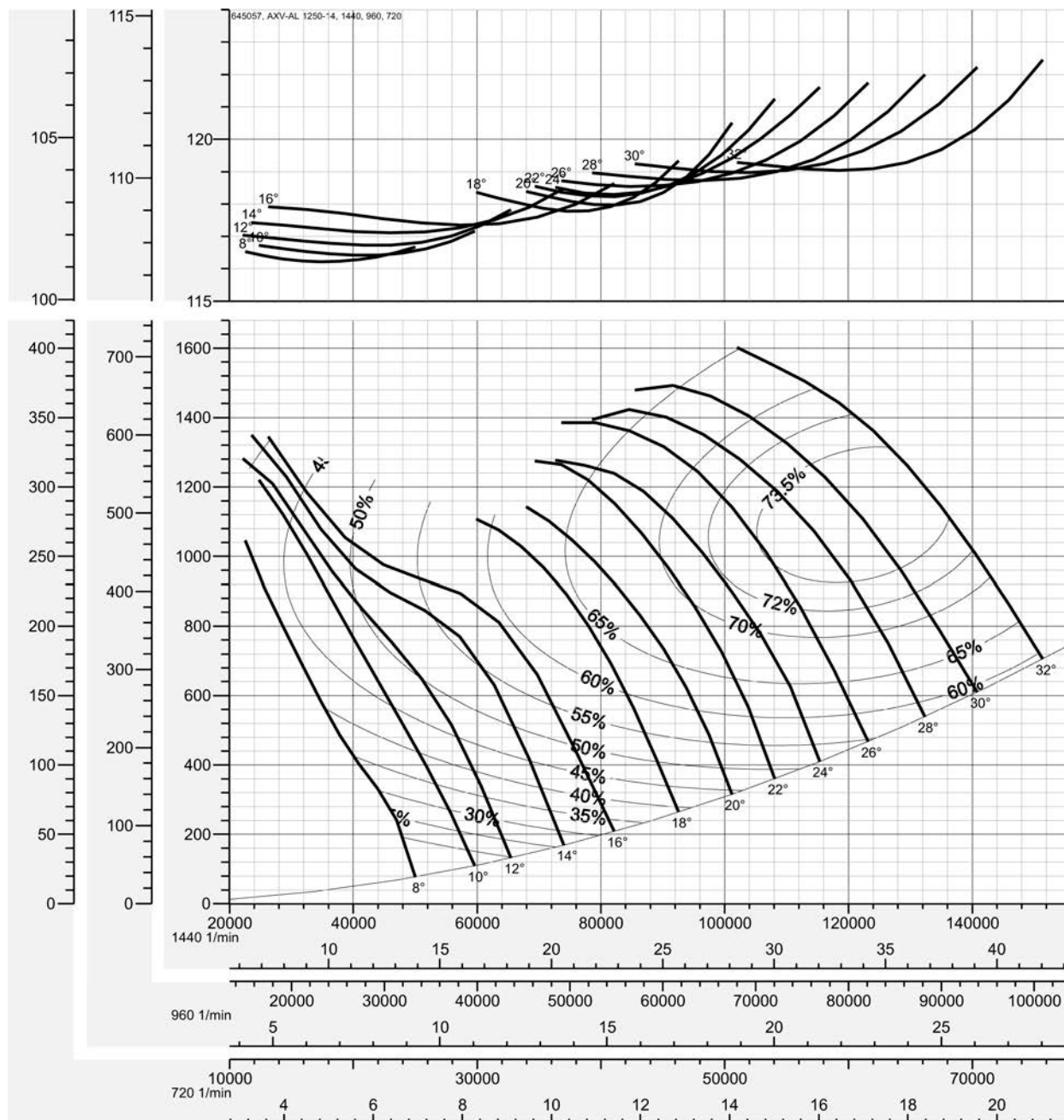
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-6	-5	-6	-7	-10	-15	-21	-27
960	-6	-5	-6	-7	-10	-15	-21	-27
1440	-10	-7	-5	-7	-8	-12	-18	-24

AXV 1120-14; 50Hz

Relative frequency spectrum L_{Wrel} in $\Delta dB/Okt$

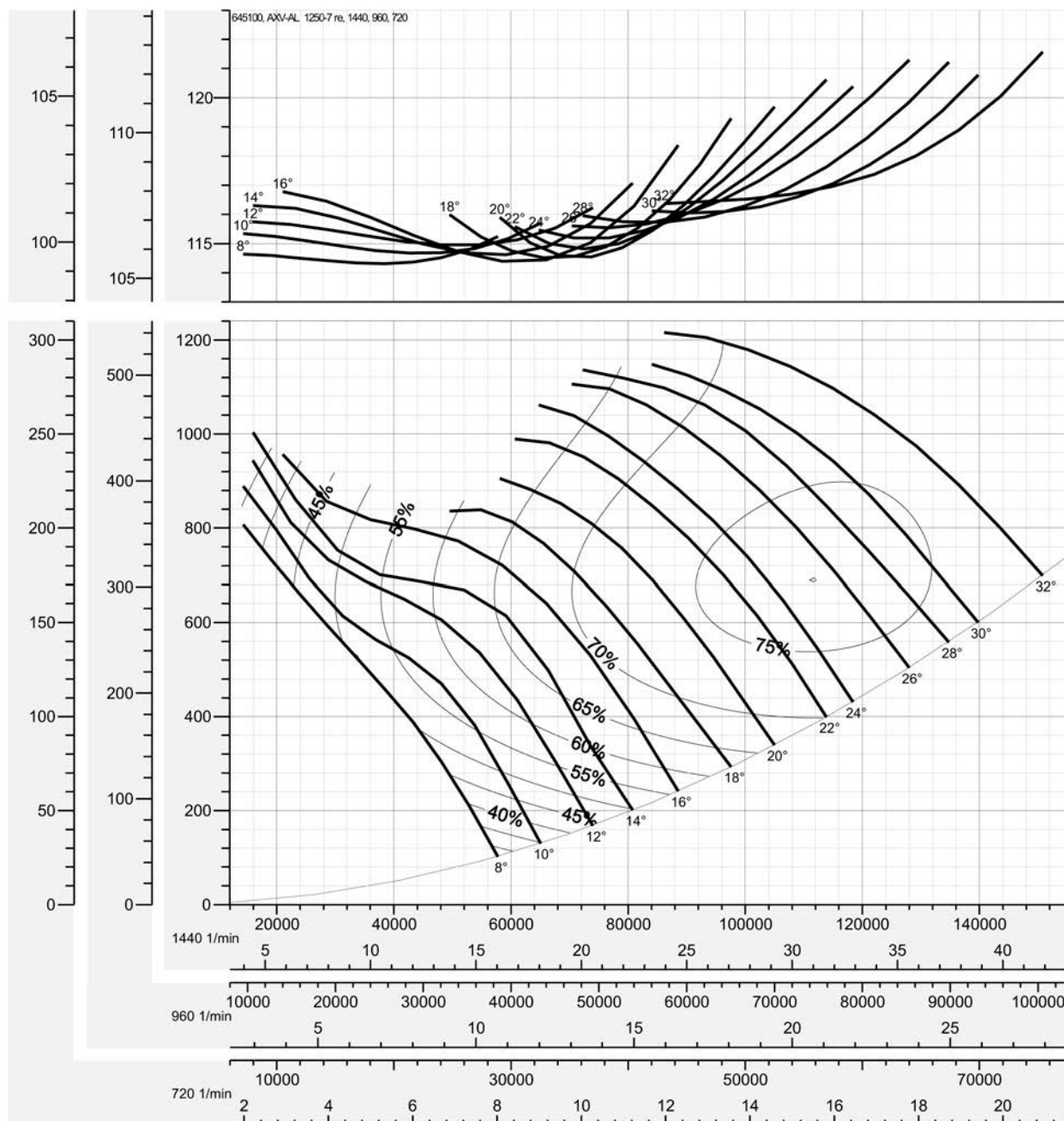
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-3	-7	-7	-10	-14	-18	-24	-30
960	-6	-5	-6	-7	-10	-15	-21	-27
1440	-5	-5	-6	-7	-9	-13	-18	-24

AXV 1120-07; 50Hz

Relative frequency spectrum L_{WArel} in $\Delta dB/Okt$

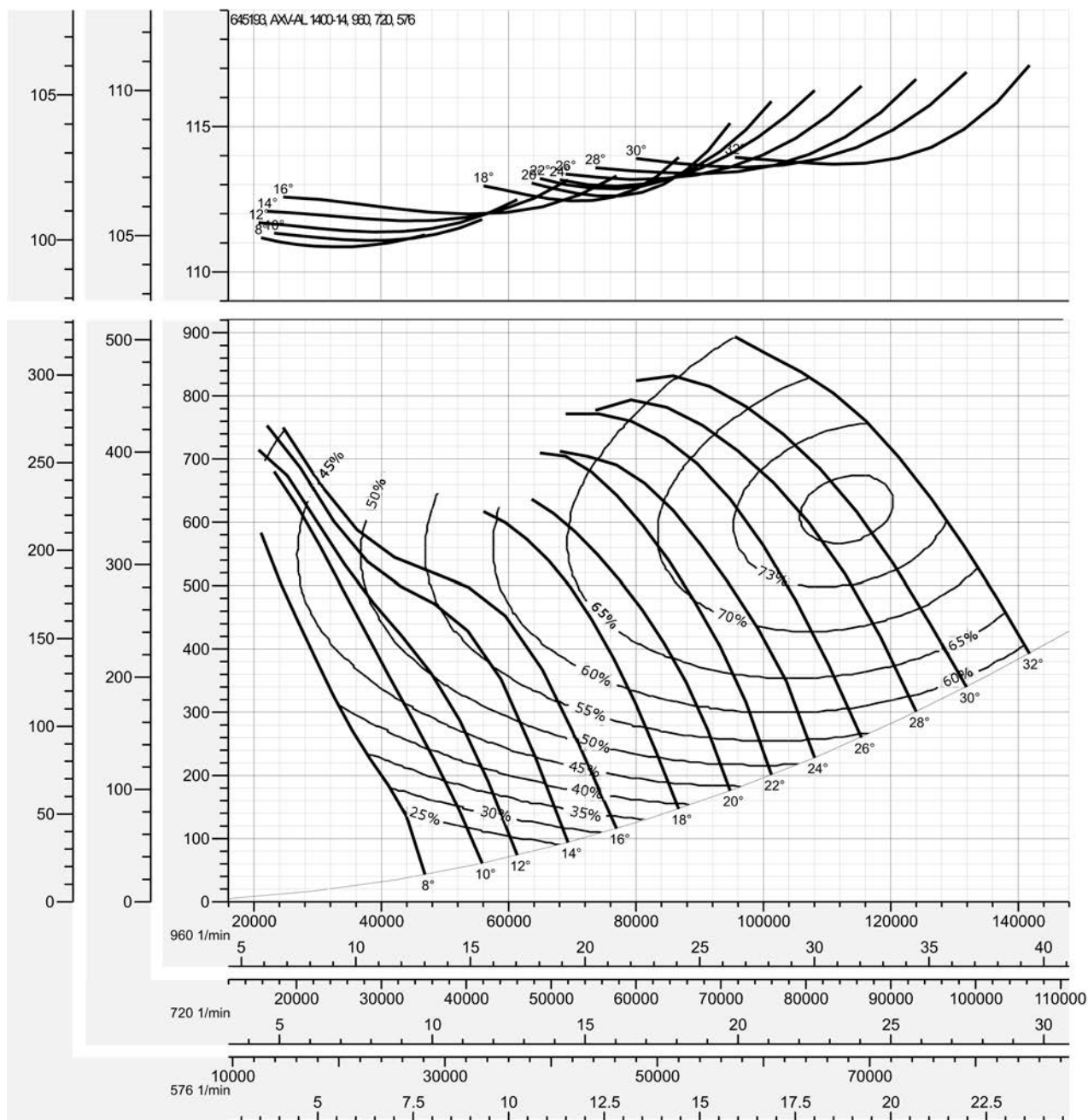
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-3	-7	-7	-8	-12	-18	-24	-30
960	-6	-5	-6	-7	-10	-15	-21	-27
1440	-5	-5	-6	-7	-8	-12	-18	-24

AXV 1250-14; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

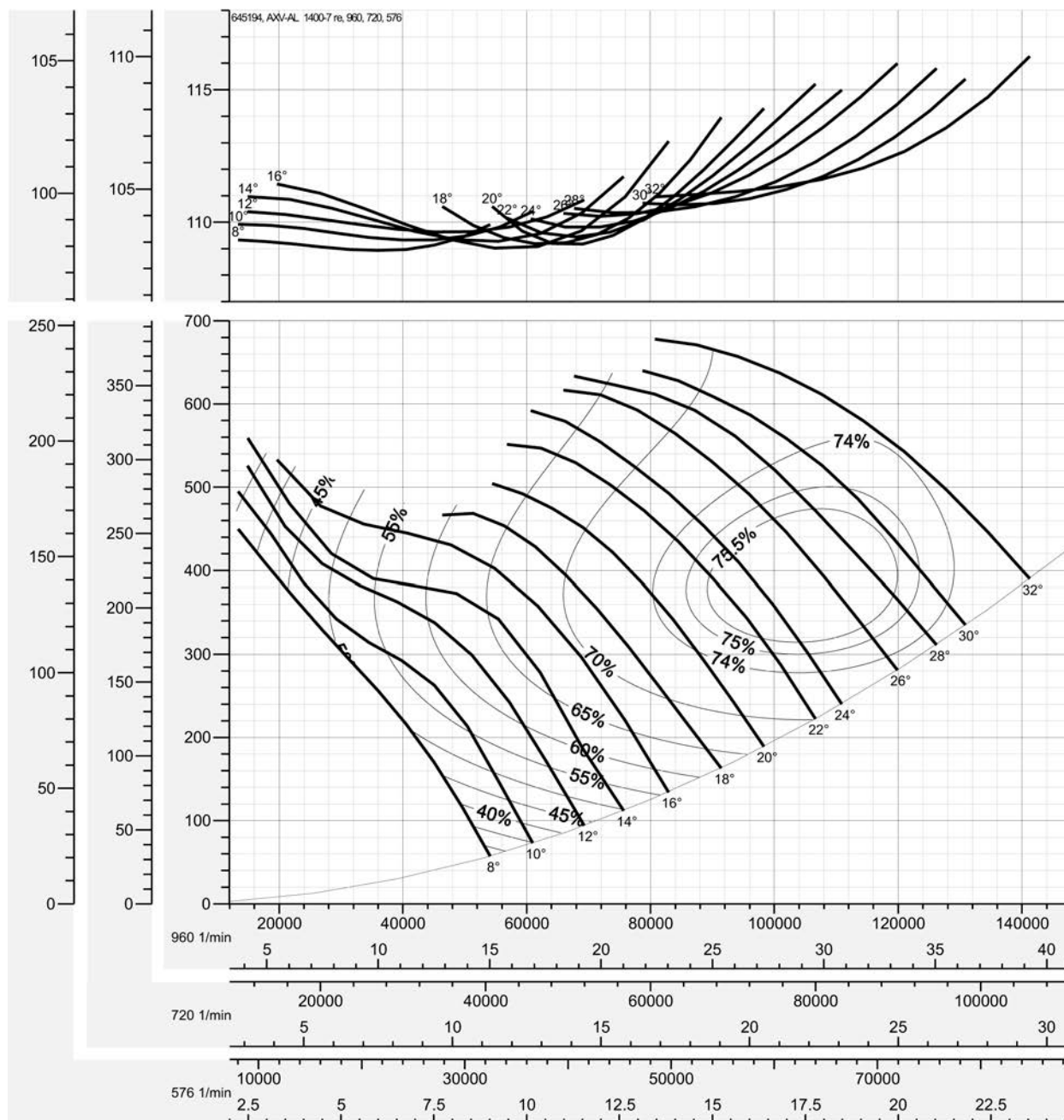
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-6	-5	-6	-7	-10	-15	-21	-27
960	-10	-7	-5	-7	-8	-12	-18	-24
1440	-10	-12	-6	-5	-7	-10	-15	-21

AXV 1250-07; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

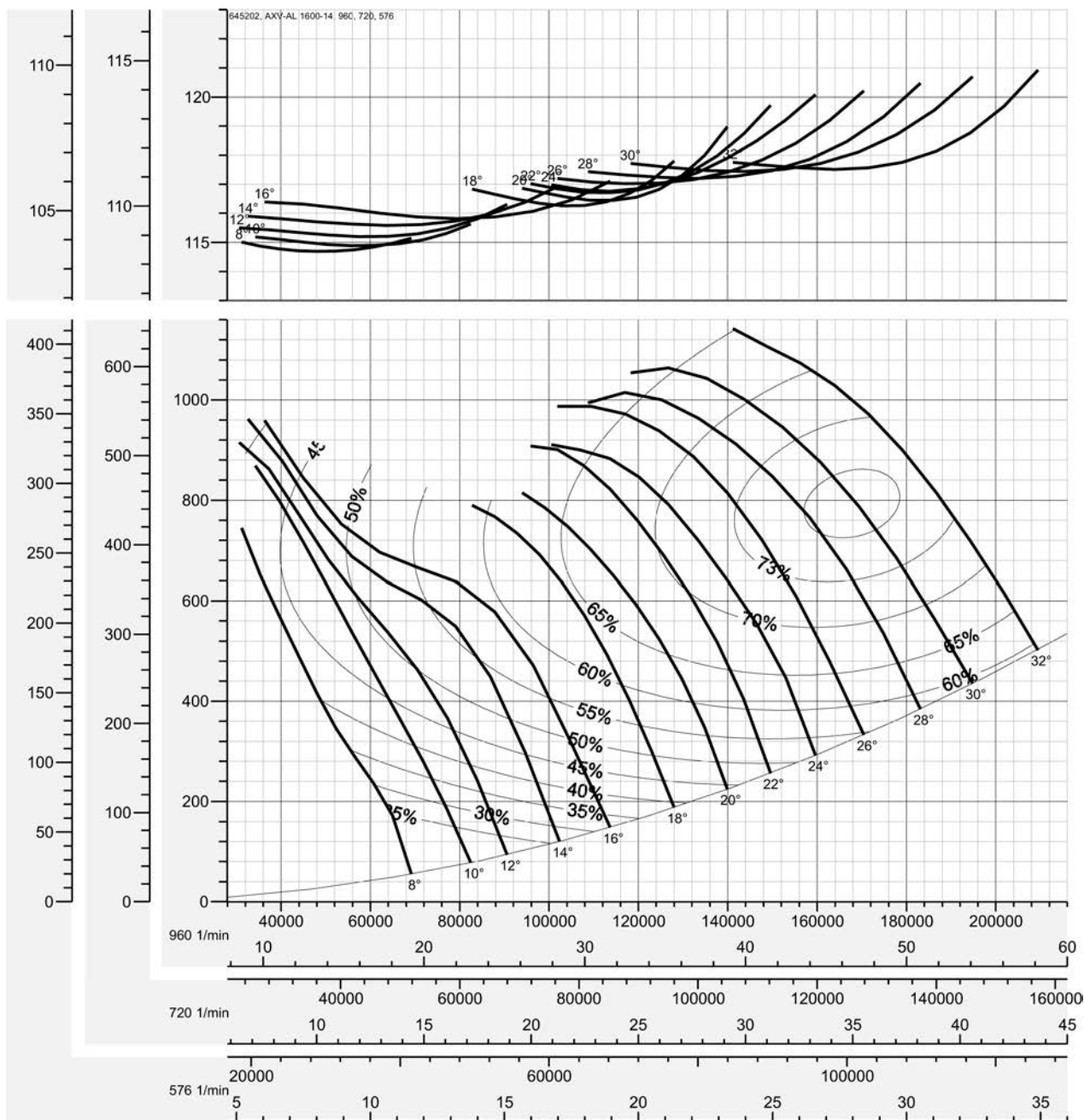
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
720	-3	-7	-7	-10	-14	-18	-24	-30
960	-6	-5	-6	-7	-10	-15	-21	-27
1440	-5	-5	-6	-7	-9	-13	-18	-24

AXV 1400-14; 50Hz

Relative frequency spectrum $L_{W\text{Arel}}$ in $\Delta\text{dB/Okt}$

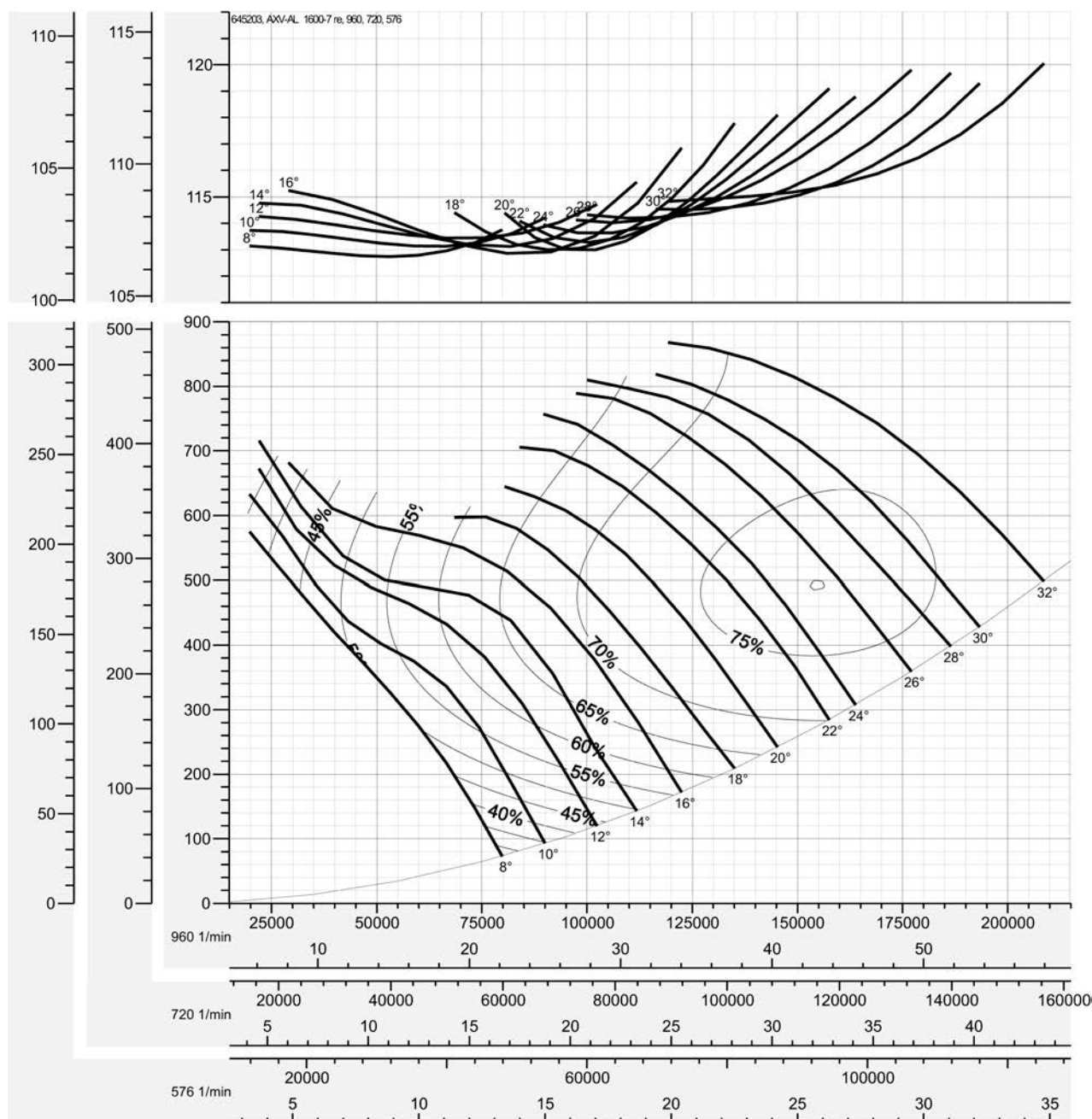
Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
576	-4	-5	-10	-13	-14	-17	-23	-25
720	-6	-4	-10	-13	-14	-16	-22	-24
960	-6	-3	-11	-13	-13	-14	-20	-24

AXV 1400-07; 50Hz

Relative frequency spectrum L_{WArel} in $\Delta dB/Okt$

Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
576	-5	-7	-7	-10	-15	-19	-24	-26
720	-5	-7	-7	-10	-15	-18	-23	-26
960	-5	-6	-8	-10	-14	-16	-21	-24

AXV 1600-14; 50Hz

Relative frequency spectrum $L_{W\text{rel}}$ in $\Delta\text{dB/Okt}$

Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
576	-4	-5	-10	-13	-14	-17	-23	-25
720	-6	-4	-10	-13	-14	-16	-22	-24
960	-6	-3	-11	-13	-13	-14	-20	-24

AXV 1600-07; 50Hz

Relative frequency spectrum $L_{W\text{Arel}}$ in $\Delta\text{dB/Okt}$

Motor speed [1/min]	Octave b.midfr. [Hz]							
	63	125	250	500	1k	2k	4k	8k
576	-5	-7	-7	-10	-15	-19	-24	-26
720	-5	-7	-7	-10	-15	-18	-23	-26
960	-5	-6	-8	-10	-14	-16	-21	-24