

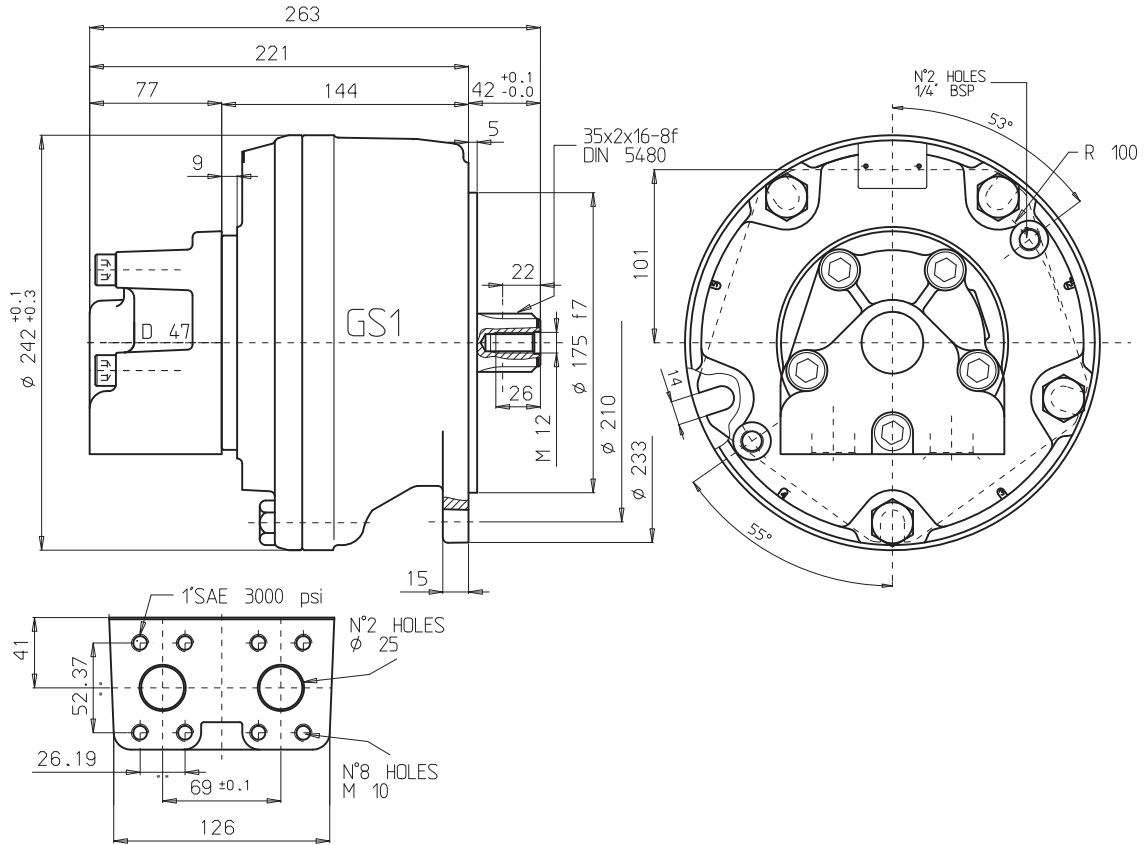
GS1			100	150	175	200	220	250
Displacements	<i>Cilindrate</i>	cm ³ /rev	99	154	172	201	221	243
Alesaggio Ø	<i>Bore</i> Ø	mm	28	35	37	40	42	44
Stroke	<i>Corsa</i>	mm	32	32	32	32	32	32
Specific Torque	<i>Coppia Spec.</i>	Nm/bar	1.54	2.40	2.68	3.14	3.51	3.80
Cont. Pressure	<i>Press. Cont.</i>	bar	250	250	250	250	250	250
Peak Pressure	<i>Press. Picco</i>	bar	425	400	375	350	350	350
Cont. Speed	<i>Velocita' Cont.</i>	rpm	1000	1000	900	800	750	700
Max. Speed	<i>Velocita' Max</i>	rpm	2750	2200	1800	1500	1300	1250
Peak Power	<i>Potenza Picco</i>	kW	70	70	70	70	70	70

Max. freewheeling speed:	2800 rpm			<i>Velocità max. in folle:</i>	2800 giri/min		
NB: Vacuum freewheeling with inlet port closed				NB: Funzionamento in "vacuum" con ingresso chiuso			
Weight:	approx	30 kg	66 lb	<i>Peso:</i>	ca	30 kg	
Motor casing oil capacity:		1 lit	61 cu.ins	<i>Capacità olio corpo motore:</i>		1 lit	
Max. casing pressure:	cont.	3 bar	42 psi	<i>Pressione max. carcassa:</i>		3 bar cont.	
	peak	6 bar	85 psi			6 bar picco	

NB: Continuous or average working pressure should be chosen in function of the required service lifetime (see bearing lifetime).

NB: La pressione continua o media di lavoro va determinata in funzione della vita del motore (vedi vita cuscinetti).

THIS DOCUMENT BELONGS TO GS CATALOGUE
 QUESTO DOCUMENTO FA PARTE DEL CATALOGO GS



SHAFT OPTIONS

ALBERI OPZIONALI

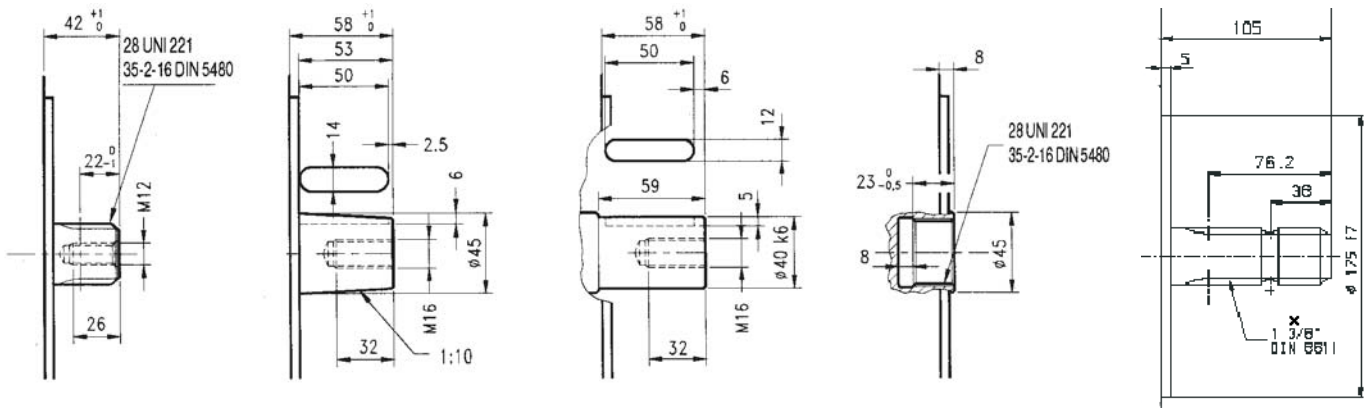
Splined UNI 221 1
Calettato DIN 5480 7

Tapered 2*
Conico

Cylindrical 8*
Cilindrico

Internal spline DIN 5480 9
Calett. Intern. UNI 221 3

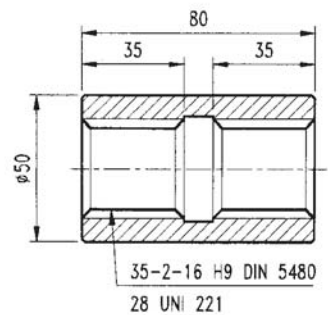
PTO Shaft (optional) 5
Albero tipo PTO (opzionale) 5



SPLINE DATA - CALETTATURE

35-2-16 DIN 5480		28 UNI 221 (6-28-34 DIN 5463)	
	d0 $\varnothing 32.0$		d1 $\varnothing 28.0$ $^{+0.021}_{+0}$ H7
	d1 $\varnothing 35.0$ $^{+0.520}_{+0}$ H14		d2 $\varnothing 34.1$ $^{+0.160}_{+0}$ H11
	d2 $\varnothing 31.0$ $^{+0.160}_{+0}$ H11		A 7.0 $^{+0.028}_{+0.013}$ F7
	A $\varnothing 3.5$		d3 $\varnothing 28.0$ $^{-0.007}_{-0.020}$ g6
	da $\varnothing 27.711$ H11		d4 $\varnothing 34.0$ $^{-0.065}_{-0.160}$ h14
	d3 $\varnothing 34.6$ $^{-0}_{-0.160}$ h11		B $\varnothing 4.0$
	d4 $\varnothing 30.6$ $^{-0}_{-0.520}$ h14		db $\varnothing 39.000$ f8
	B $\varnothing 4.0$		
	db $\varnothing 39.000$ f8		

ADAPTORS MANICOTTI



PERFORMANCE

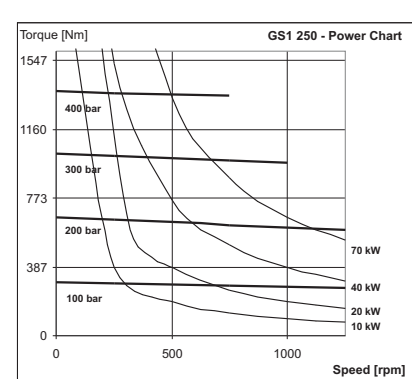
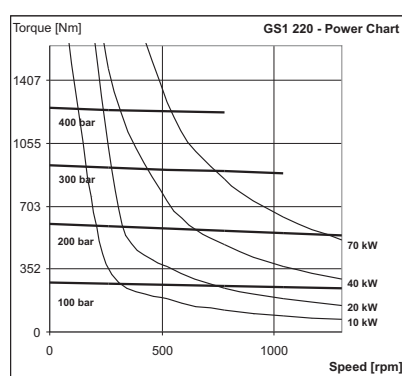
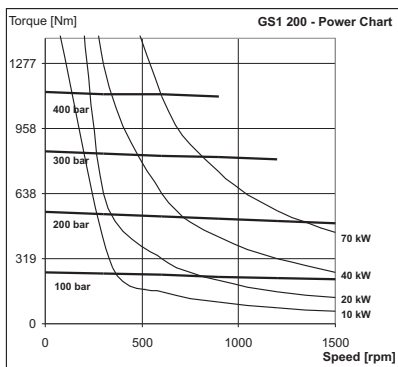
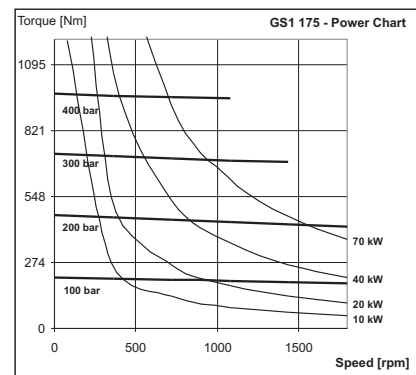
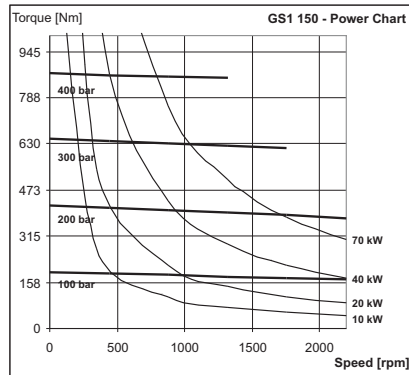
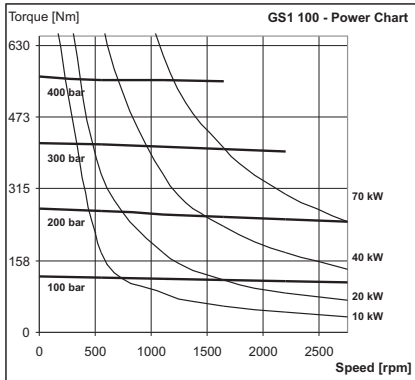
CARATTERISTICHE

The graphs indicate the typical performance characteristics of the motors operating with mineral oil {standard ISO 68}.

I grafici si riferiscono alle caratteristiche dei motori operando con olio minerale {standard ISO 68}.

Power Chart

Grafici di potenza



STARTING / STALLING TORQUE

The output torque of the motors does not fall off at stalling speed. The graphs above indicate the starting torque of the motors (torque at 0 rpm).

COPPIA DI SPUNTO / STALLO

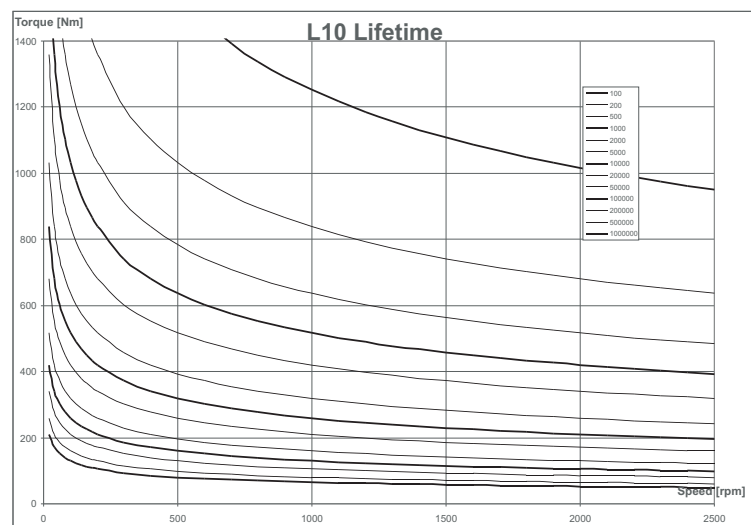
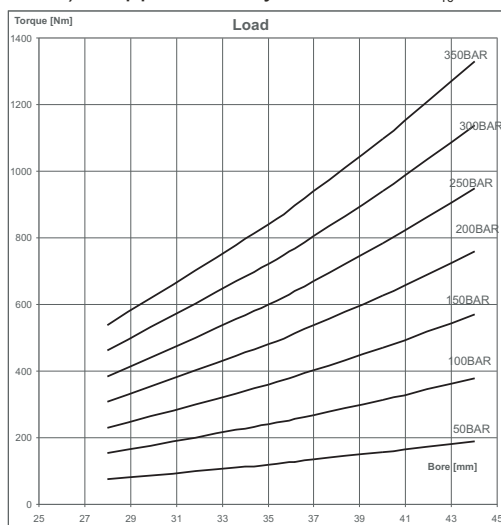
La coppia erogata dal motore non diminuisce in prossimità della velocità di stallo. I grafici indicano la coppia di spunto dei motori (coppia a 0 rpm).

BEARING LIFETIME (See page 9)

VITA CUSCINETTI (vedi pagina 9)

The graphs refer to motors with GP option bearings. Note that the average lifetime of a bearing (L_{50} lifetime) is approximately 5 times the L_{10} lifetime.

I grafici si riferiscono a motori con cuscinetti opzione GP. Notare che la vita media di un cuscinetto (vita L_{50}) è circa 5 volte superiore alla vita L_{10} .



ORDER CODES
CODICI D'ORDINE

GS1	①	②	③	④	+	⑤	⑥	;	⑦	⑧
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MOTOR CODE
CODICE MOTORE

- 1. Nominal displacement** - see motor spec. table.
- 2. Shaft option:** 1 = male 28 UNI 221 (std)
7 = male 35-2-16 DIN 5480
9 = female 35-2-16 DIN 5480
3 = female 28 UNI 221
*2 = tapered keyed Ø45x58
*8 = cylindrical keyed Ø40x58
5 = PTO Shaft (optional)
- 3. Bearings:** H = roller bearings (std)
GP = spherical roller bearing on motor cover and roller bearing on shaft output side
- 4. Other options:** U = without shaft seal
SV = shaft seal protection
VI = Viton seals
I = case press. relief valve 3 bar
A = high pressure shaft seal in motor body (15 bar max)
SBK = disc cage in spherical support
- 5. Distributor:** D47 = standard
- 6. Tachometer:** K = prepared for tachometer
J = with tachometer coupling
- 7. Direction of shaft rotation:** standard motors are supplied with clockwise rotation (viewed from shaft end) with flow in port A, out port B.
no code = clockwise rotation
L = anti-clockwise rotation
- 8. Distributor cover position:** see page 8
no code = position DM1
DM = other position (DM2/3/4/5)

- 1. Cilindrata nominale** - vedi tabella cilindrate.
- 2. Opzioni albero :** 1 = maschio 28 UNI 221 (std)
*7 = maschio 35-2-16 DIN 5480
*9 = femmina 35-2-16 DIN 5480
3 = femmina 28 UNI 221
*2 = conico con chiavetta Ø45x58
*8 = cilindrico con chiavetta Ø40x58
5 = Albero presa di forza (opzionale)
- 3. Cuscinetti:** H = cuscinetti a rulli (std)
GP = cuscinetto a rulli di botte sul coperchio e cuscinetto a rulli sul corpo
- 4. Altre opzioni:** U = senza tenuta albero
SV = protezione tenuta albero
VI = Tenute in Viton
I = valv. sfiato 3 bar
A = anello per alta pressione nel corpo motore (15 bar max)
SBK = cuscinetto a strisciamento nel supporto sferico
- 5. Distributore:** D47 = standard
- 6. Contagiri:** K = predisposizione per contagiri
J = con attacco contagiri
- 7. Rotazione albero:** I motori sono forniti con rotazione in senso orario (visto dal lato albero) con flusso in ingresso in port A, in uscita port B.
nessun codice = rotazione in senso orario
L = rotazione in senso anti-orario
- 8. Orientamento coperchio distrib.:** vedi pag. 8
nessun codice = posizione DM 1
DM = altra posizione (DM2/3/4/5)