

GS4			400	500	600	800	900	1000	1100
Displacements	<i>Cilindrate</i>	cm <sup>3</sup> /rev	402	503	616	793	904	1022	1116
Alesaggio Ø	<i>Bore</i> Ø	mm	42	47	52	59	63	67	70
Stroke	<i>Corsa</i>	mm	58	58	58	58	58	58	58
Specific Torque	<i>Coppia Spec.</i>	Nm/bar	6.27	7.85	9.61	12.4	14.1	16.0	17.4
Cont. Pressure	<i>Press. Cont.</i>	bar	250	250	250	250	250	250	250
Peak Pressure	<i>Press. Picco</i>	bar	450	450	400	400	375	350	350
Cont. Speed	<i>Velocita' Cont.</i>	rpm	600	600	575	550	500	450	400
Max. Speed	<i>Velocita' Max</i>	rpm	830	780	750	730	700	700	650
Peak Power	<i>Potenza Picco</i>	kW	150	150	150	150	150	150	150

Max. freewheeling speed:	1400 rpm			Velocità max. in folle:	1400 giri/min	
NB: Vacuum freewheeling with inlet port closed				NB: Funzionamento in "vacuum" con ingresso chiuso		
Weight:	approx	116kg	255 lb	Peso:	ca	116 kg
Motor casing oil capacity:		7 lit	427 cu.inS	Capacità olio corpo motore:		7 lit
Max. casing pressure:	cont.	3 bar	42 psi	Pressione max. carcassa:		3 bar cont.
	peak	6 bar	85 psi			6 bar picco

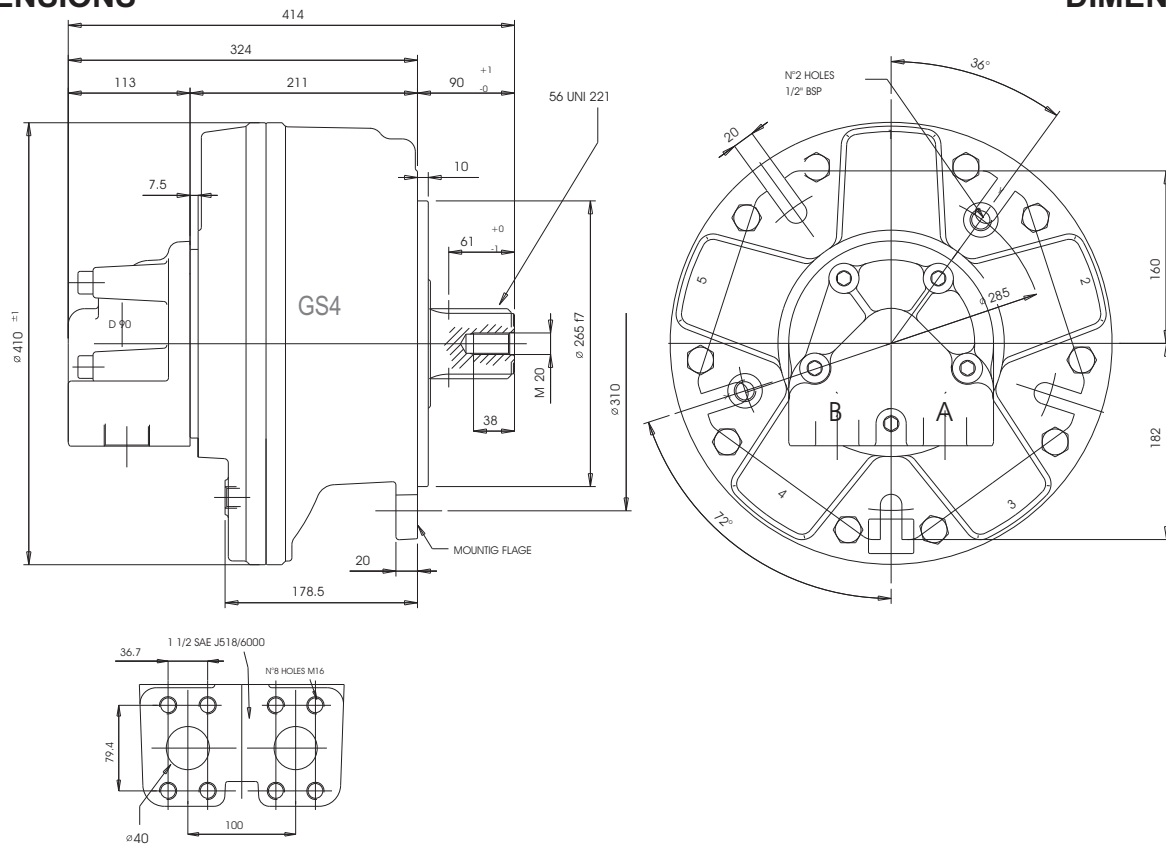
= Preferred type

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).

**DIMENSIONS**

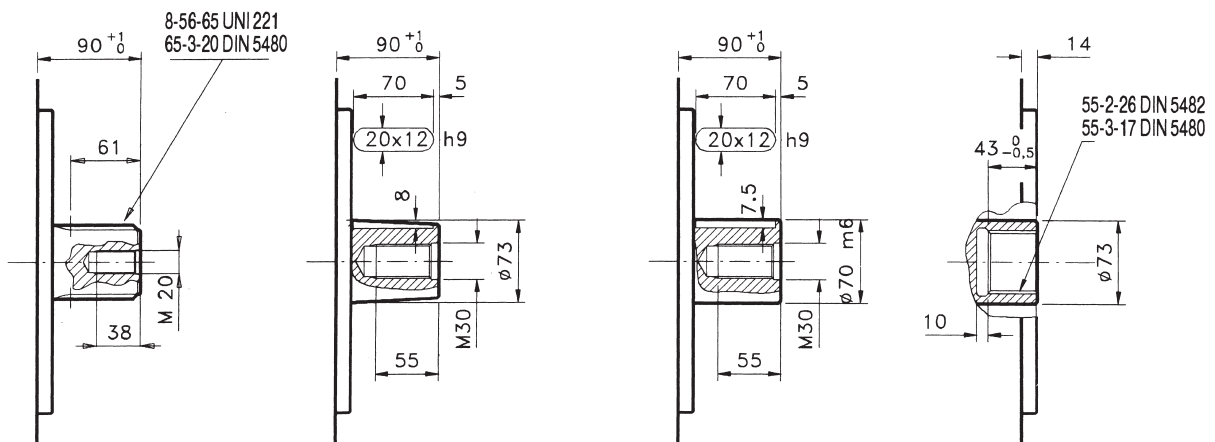
**DIMENSIONI**



**SHAFTS**

**ALBERI**

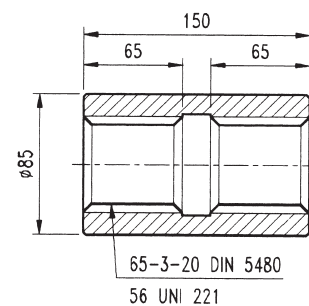
- Splined UNI 221 1  
Calettato DIN 5480 7\*
- Tapered 2\*  
Conico
- Cylindrical 8\*  
Cilindrico
- Internal spline DIN 5480 9\*  
Calett. intern. DIN 5482 3



**SPLINE DATA - CALETTATURE**

DIN	65-3-20 DIN 5480		55-2-26 DIN 5482		55-3-17 DIN 5480		56 UNI 221	
	d0	Ø60.0	Ø52.0	Ø51.0	d1	Ø56.0 <sup>+0.030</sup> <sub>+0</sub>	H7	
	d1	Ø65.0 <sup>+0.740</sup> <sub>+0</sub>	Ø55.0 <sup>+0.300</sup> <sub>+0</sub>	Ø55.0 <sup>+0.740</sup> <sub>+0</sub>	d2	Ø65.0 <sup>+0.190</sup> <sub>+0</sub>	H11	
	d2	Ø59.0 <sup>+0.190</sup> <sub>+0</sub>	Ø50.0 <sup>+0.160</sup> <sub>+0</sub>	Ø49.0 <sup>+0.160</sup> <sub>+0</sub>	A	10.0 <sup>+0.028</sup> <sub>+0.013</sub>	F7	
	A	Ø5.25	Ø3.5	Ø5.25	d3	Ø56.0 <sup>-0.100</sup> <sub>-0.029</sub>	g6	
	da	Ø54.101	Ø46.902	Ø43.807	d4	Ø65.0 <sup>-0.100</sup> <sub>-0.190</sub>	d11	
	d3	Ø64.4 <sup>-0.190</sup> <sub>h11</sub>	Ø54.5 <sup>-0.190</sup> <sub>h11</sub>	Ø54.4 <sup>-0.190</sup> <sub>h11</sub>	B	10.0 <sup>-0.013</sup> <sub>-0.028</sub>	f7	
	d4	Ø58.4 <sup>-0.740</sup> <sub>h14</sub>	Ø49.0 <sup>-0.300</sup> <sub>h12</sub>	Ø48.4 <sup>-0.620</sup> <sub>h14</sub>				
	B	Ø6.0	Ø3.5	Ø6.0				
	db	Ø70.999	Ø56.953	Ø60.873				
UNI								

**ADAPTORS  
MANICOTTI**



## PERFORMANCE

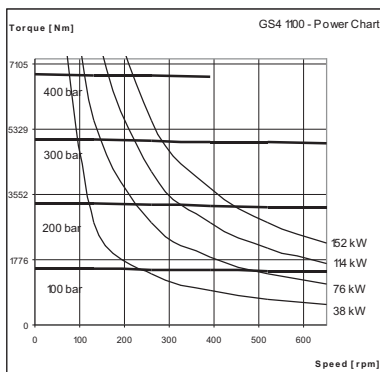
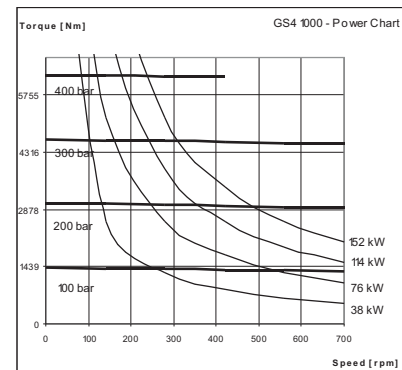
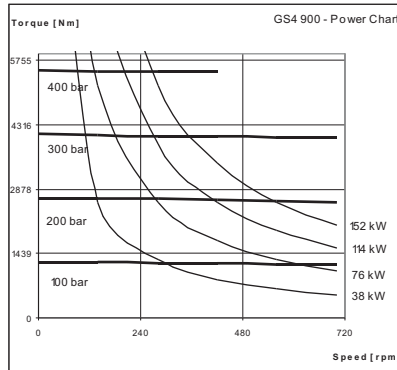
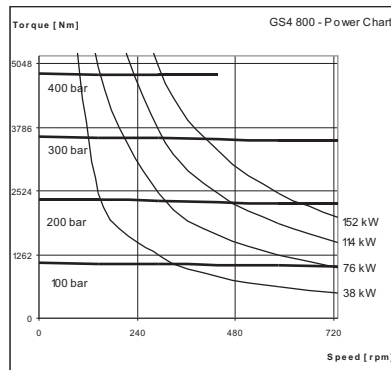
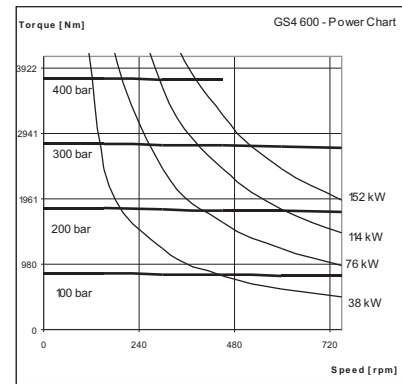
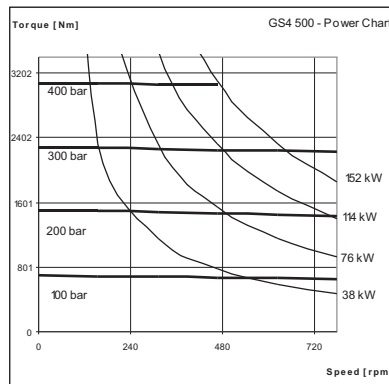
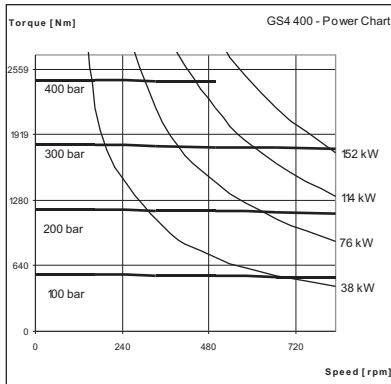
The graphs indicate the typical performance characteristics of the motors operating with mineral oil standard ISO 68.

## CARATTERISTICHE

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

### POWER CHART

### GRAFICI DI POTENZA



### 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)

### STARTING / STALLING TORQUE

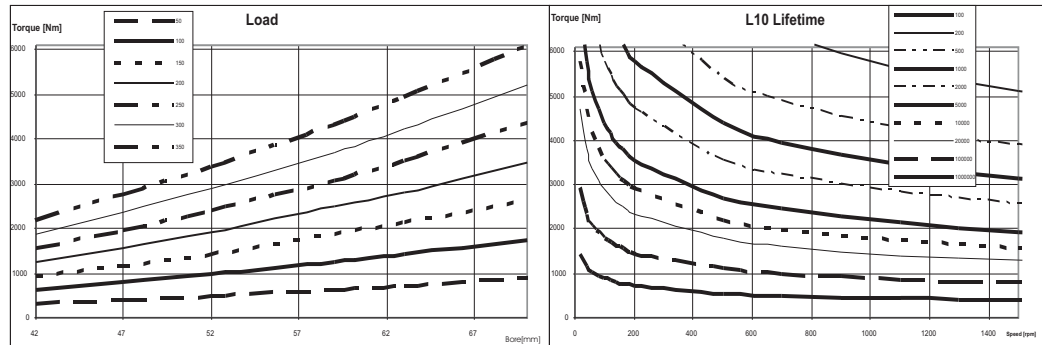
The output torque of the motors does not fall off at stalling speed. The graphs above indicate the starting torque of the motors (torque at 0 rpm).

## BEARING LIFETIME (See page14 )

The following graph is relative to G bearings' configuration (see below, "order codes", point 3)

## VITA CUSCINETTI (vedi pagina 14)

Il grafico seguente si riferisce alla configurazione di cuscinetti G (vedi sotto, "codici d'ordine", punto 3)



**\*\*Note: please contact our technical department in order to define bearings' life calculation in specific applications.**

**\*\*Nota: si prega di contattare cortesemente il nostro ufficio tecnico per definire la vita dei cuscinetti in applicazioni specifiche.**

## ORDER CODES

## CODICI D'ORDINE

**GS4      ①      ②      ③      ④      +      ⑤      ⑥      ;      ⑦      ⑧**

### MOTOR CODE

1. Nominal displacement - see motor spec. table.
2. Shaft option:
  - 1 = male 56 UNI 220
  - 7 = male 65-3-20 DIN 5480
  - 9 = female 55-3-17 DIN 5480
  - 3 = female A 55-50 DIN 5482
  - 2 = tapered keyed
  - 8 = cylindrical keyed
3. Bearings: **G**= spherical roller bearings
4. Other options:
  - U = without shaft seal
  - SV = shaft seal protection
  - V = Viton seals
  - I = case press. relief valve 3 bar
  - SBK= disk cage in sperical support
  - A=high pressure shaft seal in the motor body (max 15 bar)
5. Distributor: D90 = 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)

### CODICE MOTORE

1. Cilindrata nominale - vedi tabella cilindrate.
2. Opzioni albero :
  - 1 = maschio 56 UNI 221 (std)
  - 7 = maschio 65-3-20 DIN 5480
  - 9 = femmina 55-3-17 DIN 5480
  - 3 = femmina 55-2-26 UNI 5482
  - 2 = conico con chiavetta
  - 8 = cilindrico con chiavetta
3. Cuscinetti: **G**= cuscinetti a rulli di botte(std)
4. Altre opzioni:
  - U = senza tenuta albero
  - SV = protezione tenuta albero
  - V = Tenute in Viton
  - I = valv. sfiato 3 bar
  - SBK= gabbia del cuscinetto nel supporto sferico
  - A=anello per alta pressione nel corpo motore (max 15 bar)
5. Distributore: D90 = 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)

**■** = Preferred type