

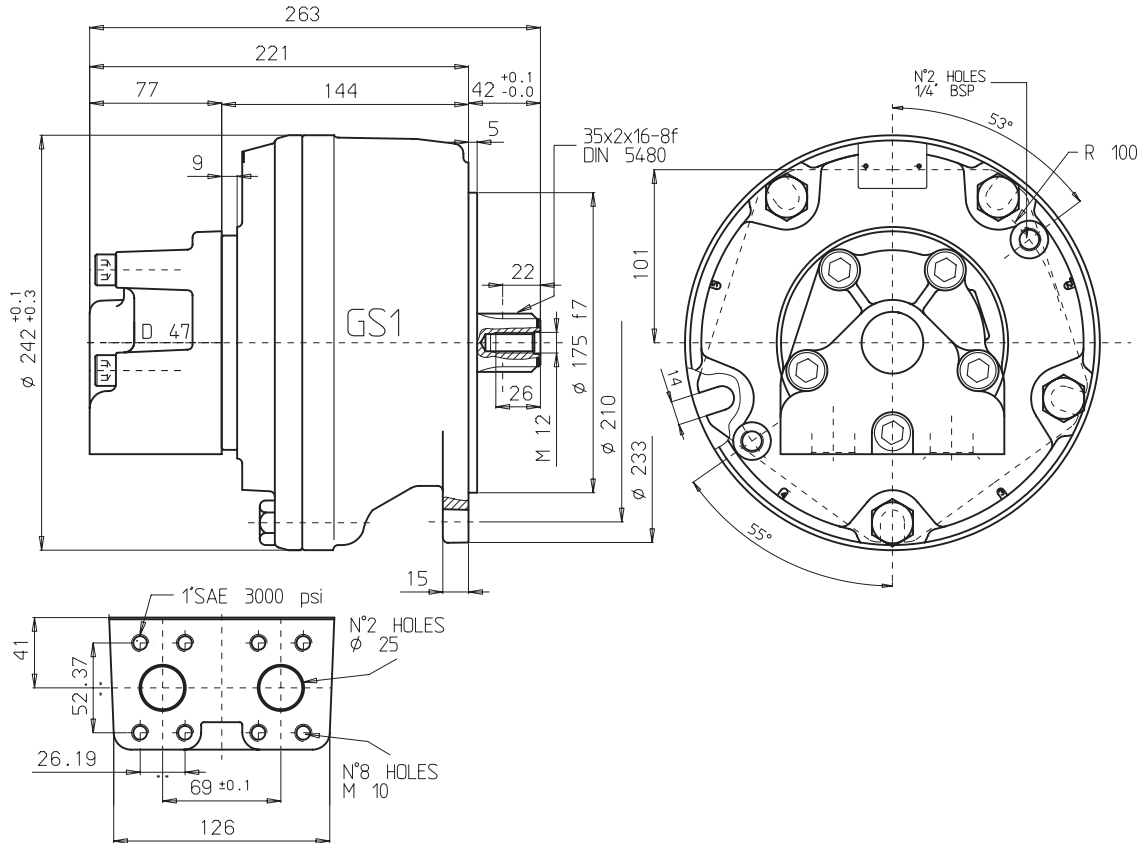
GS1			100	150	175	200	220	250
Displacements	<i>Cilindrate</i>	cm <sup>3</sup> /rev	99	154	172	201	221	243
Alesaggio Ø	<i>Bore Ø</i>	mm	28	35	37	40	42	44
Stroke	<i>Corsa</i>	mm	32	32	32	32	32	32
Specific Torque	<i>Coppia Spec.</i>	Nm/bar	1.54	2.40	2. 68	3.14	3.51	3.80
Cont. Pressure	<i>Press. Cont.</i>	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				Velocità max. in folle: 2800 giri/min	
NB: Vacuum freewheeling with inlet port closed				NB: Funzionamento in "vacuum" con ingresso chiuso	
Weight: approx 30 kg 66 lb				Peso: ca 30 kg	
Motor casing oil capacity: 1 lit 61 cu.ins				Capacità olio corpo motore: 1 lit	
Max. casing pressure: cont. 3 bar 42 psi peak 6 bar 85 psi				Pressione max. carcassa: 3 bar cont. 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**

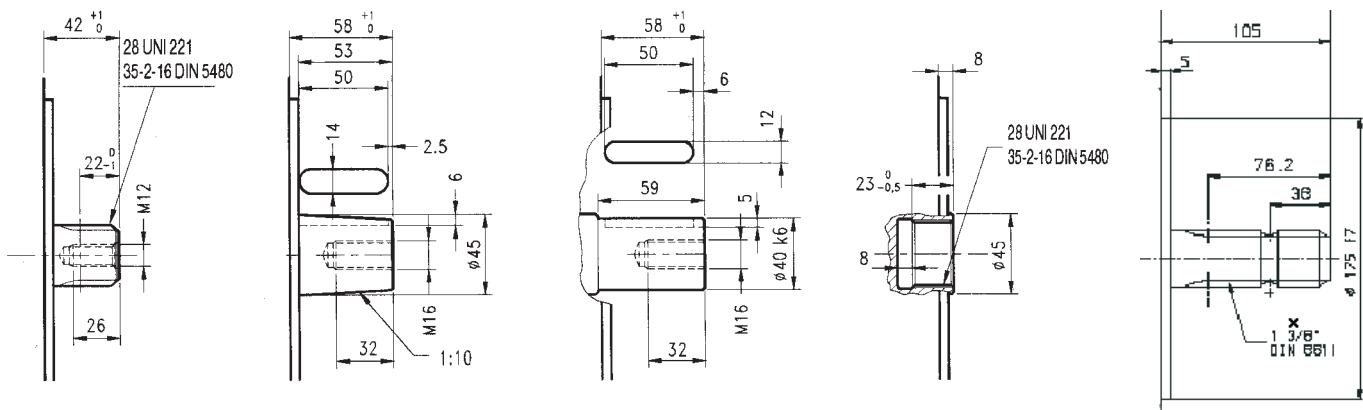
Splined UNI 221 1  
Calettato DIN 5480 7

Tapered 2\*  
Conico

Cylindrical 8\*  
Cilindrico

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

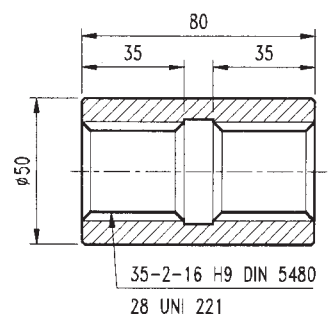
PTO Shaft (optional) 5  
Albero tipo PTO (opzionale) 5



**SPLINE DATA - CALETTATURE**

35-2-16 DIN 5480		28 UNI 221 (6-28-34 DIN 5463)	
	d0	$\varnothing 32.0$	
	d1	$\varnothing 35.0^{+0.520}_{+0}$	H14
	d2	$\varnothing 31.0^{+0.160}_{+0}$	H11
	A	$\varnothing 3.5$	
	da	$\varnothing 27.711$	H11
	d3	$\varnothing 34.6^{+0}_{-0.160}$	h11
	d4	$\varnothing 30.6^{+0}_{-0.520}$	h14
	B	$\varnothing 4.0$	
	db	$\varnothing 39.000$	f8

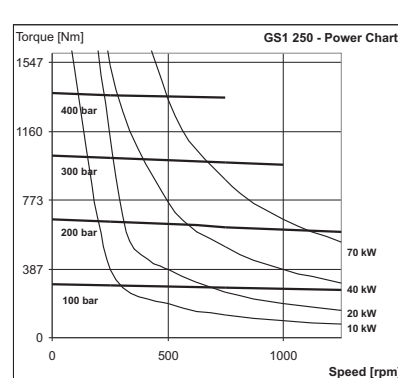
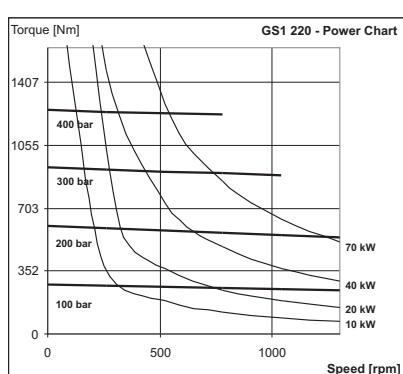
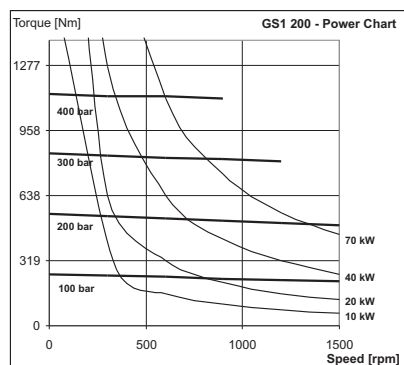
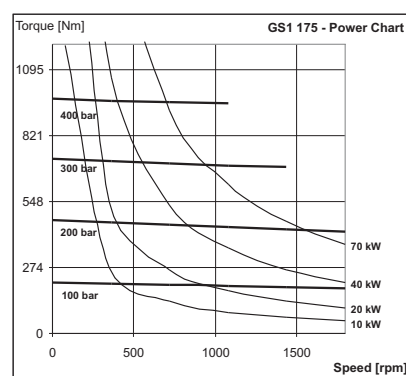
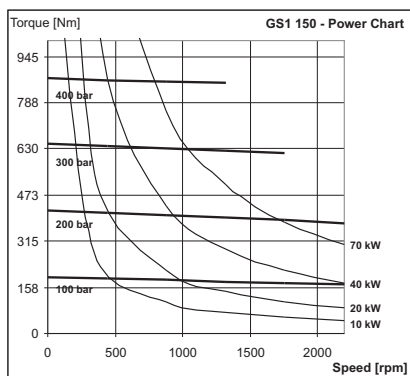
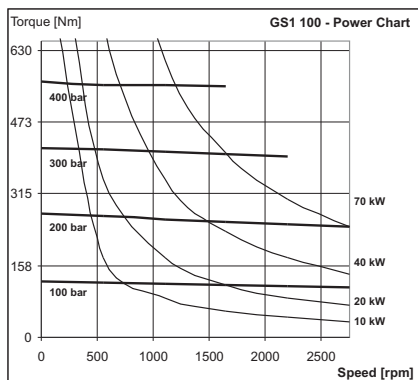
**ADAPTORS  
MANICOTTI**



## PERFORMANCE

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

### Power Chart



### 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

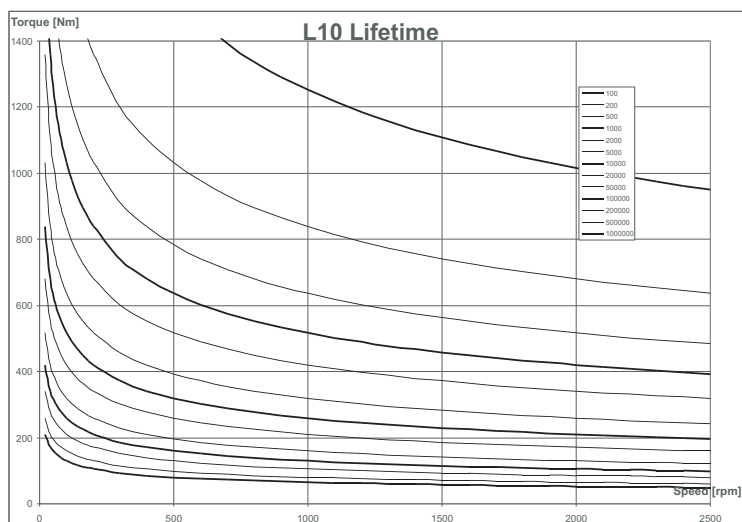
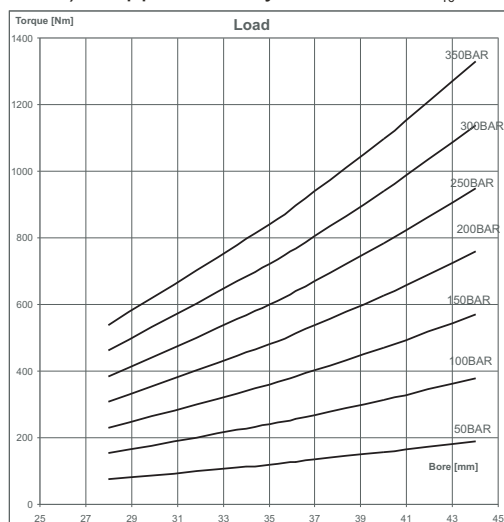
La coppia erogata dal motore non diminuisce in prossimità della velocità di stallo. I grafici indicano la coppia di spunto dei motori (coppia a 0 rpm)

## BEARING LIFETIME (See page 9)

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.

## VITA CUSCINETTI (vedi pagina 9)

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**

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)

**CODICE MOTORE**

1. **Cilindrata nominale** - vedi tabella cilindrata.
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)