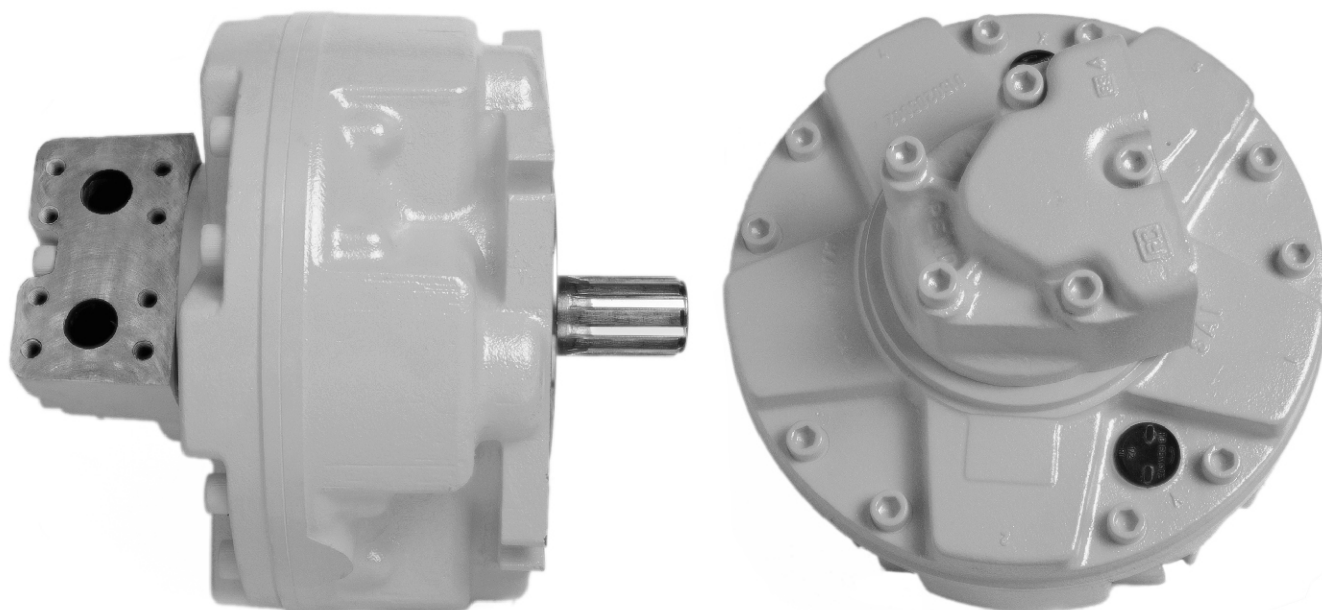




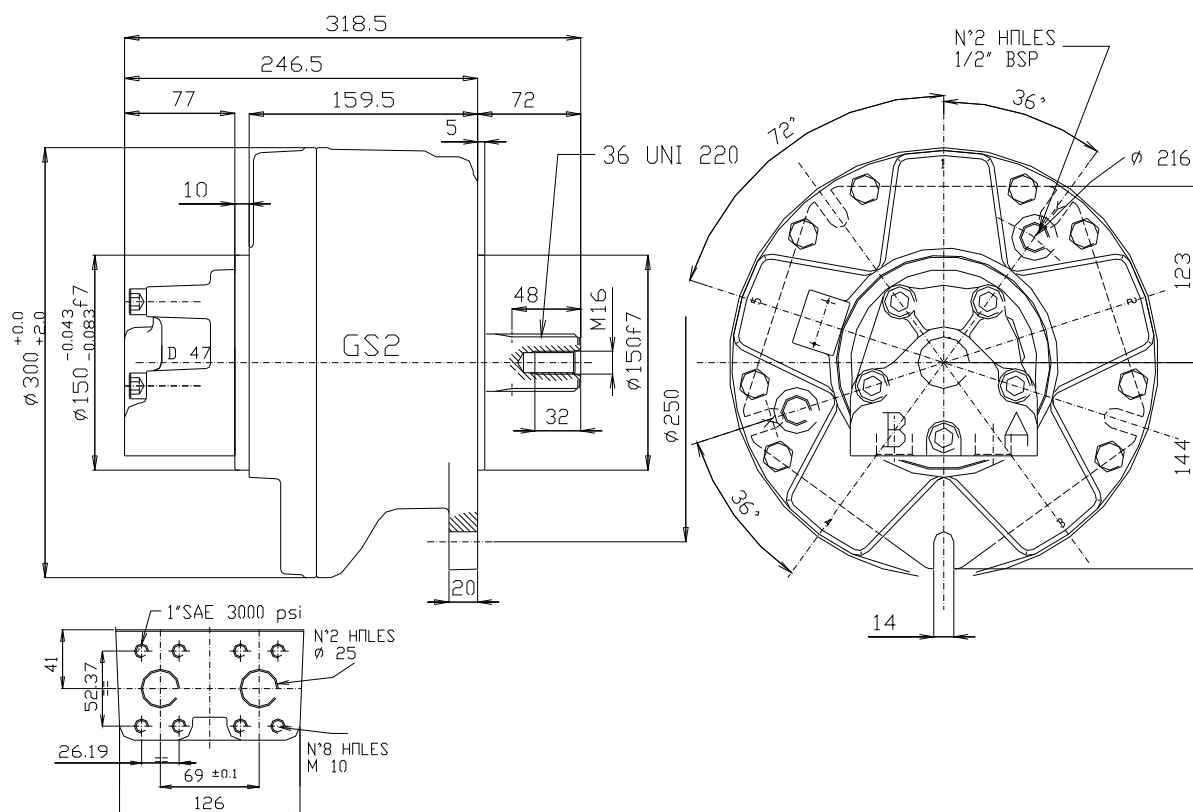
GS2			200	250	300	350	420	500
Displacements	<i>Cilindrate</i>	cm ³ /rev	192	251	304	347	425	493
Alesaggio Ø	<i>Bore Ø</i>	mm	35	40	44	47	52	56
Stroke	<i>Corsa</i>	mm	40	40	40	40	40	40
Specific Torque	<i>Coppia Spec.</i>	Nm/bar	3.00	3.92	4.75	5.42	.63	7.69
Cont. Pressure	<i>Press. Cont.</i>	bar	250	250	250	250	250	250
Peak Pressure	<i>Press. Picco</i>	bar	425	425	400	375	350	350
Cont. Speed	<i>Velocita' Cont.</i>	rpm	900	700	650	600	525	525
Max. Speed	<i>Velocita' Max</i>	rpm	1350	1250	1150	1100	900	850
Peak PowerS	<i>Potenza Picco</i>	kW	80	80	80	80	80	80

· Max. freewheeling speed: 2000 rpm			
NB: Vacuum freewheeling with inlet port closed			
Weight:	approx	52 kg	114 lb
Motor casing oil capacity:		2 lit	122 cu.ins
Max. casing pressure:	cont.	3 bar	42 psi
	peak	6 bar	85 psi

Velocità max. in folle: 2000 giri/min	
NB: Funzionamento in "vacuum" con ingresso chiuso	
Peso:	ca 52 kg
Capacità olio corpo motore:	2 lit
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).



SHAFTS

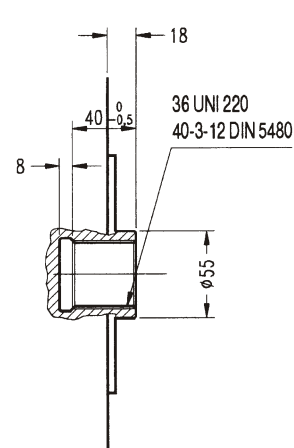
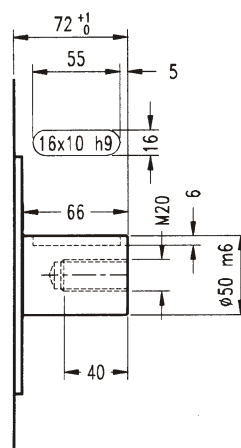
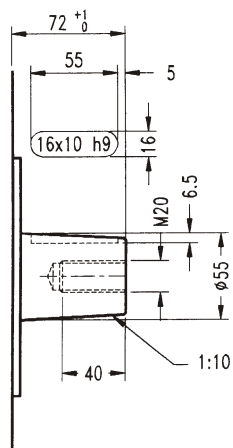
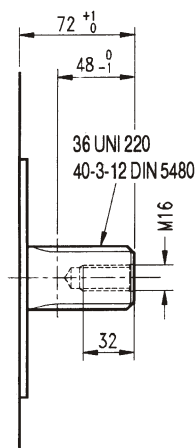
ALBERI

Splined	UNI 221	1
Calettato	DIN 5480	7*

Tapered 2*
Conico

Cylindrical 8*
Cilindrico

Internal spline DIN 5480	9*
<i>Calett. intern.</i> UNI 220	3



SPLINE DATA - CALETTATURE

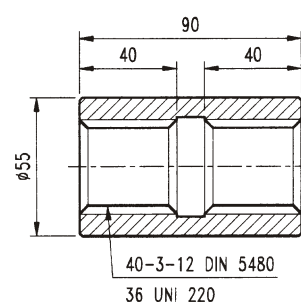
40-3-12 DIN 5480

d0	Ø36.0	
d1	Ø40.0	^{+0.620} ₊₀ H14
d2	Ø34.0	^{+0.160} ₊₀ H11
A	Ø5.25	
da	Ø28.964	H11
d3	Ø39.4	⁻⁰ _{-0.160} h11
d4	Ø33.4	⁻⁰ _{-0.620} h14
B	Ø6.0	
db	Ø45.989	f8

36 UNI 220 (DIN 5462)

d1	$\varnothing 36.0^{+0.025}_{+0}$	H7
d2	$\varnothing 40.0^{+0.160}_{+0}$	H11
A	$7.0^{+0.028}_{+0.013}$	F7
d3	$\varnothing 36.0^{-0.009}_{-0.025}$	g6
d4	$\varnothing 40.0^{-0.065}_{-0.160}$	d11
B	$7.0^{-0.013}_{-0.028}$	f7

ADAPTORS
MANICOTTI



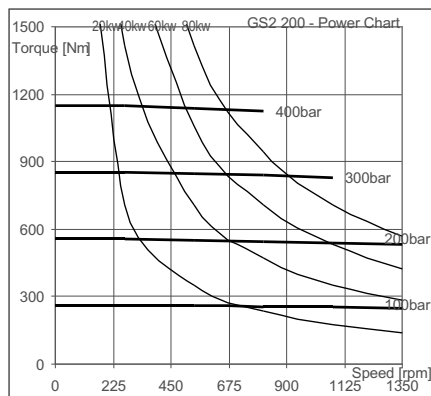
PERFORMANCE

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

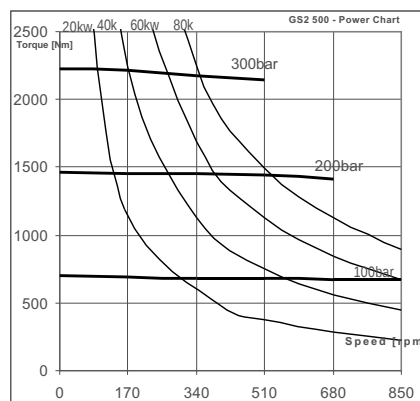
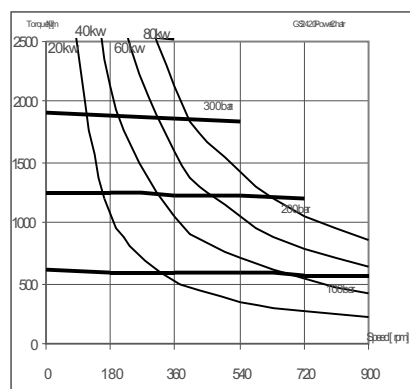
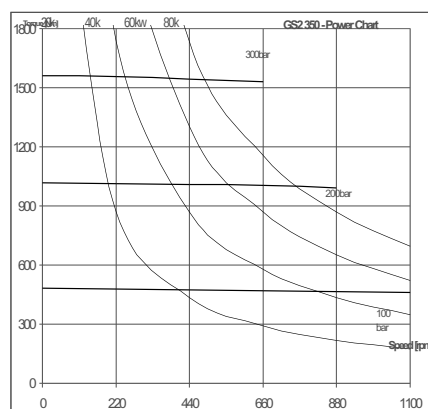
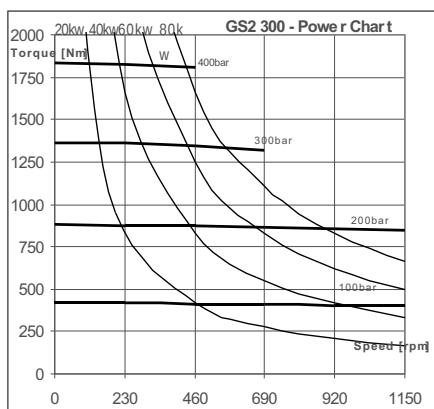
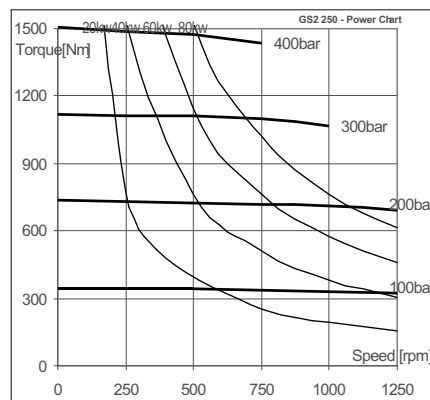
CARATTERISTICHE

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

TORQUE - SPEED-POWER



COPPIA-VELOCITÀ-POTENZA



STARTING / STALLING TORQUE

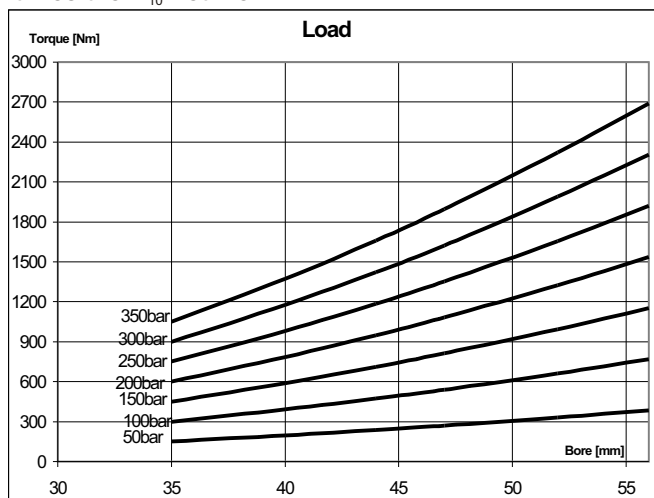
The output torque of the motors does not fall off at stalling speed. The graphs above indicate the starting torque of the motors (torque at 0 rpm).

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)

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



Contact SAI for software to calculate bearing lifetime.

BEARING OPTIONS

Higher capacity Spherical roller bearings (option X) - the lifetime is approximately 1.66 times the equivalent lifetime of the sph. roller bearings given in the graph.

ORDER CODES

GS2
①
②
③
④
+
⑤
⑥
;
⑦
⑧

MOTOR CODE

1. Nominal displacement - see motor spec. table.

2. Shaft option: 1 = male 36 UNI 220 (std)
7 = male 40-3-12 DIN 5480
9 = female 40-3-12 DIN 5480
3 = female 36 UNI 220
*2 = tapered keyed
*8 = cylindrical keyed

3. Bearings: H = roller bearings (std)
GP = spherical roller bearing on motor cover and roller bearing on shaft output side
X = higher capacity spherical roller bearing 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)
SB = disc cage in spherical support to be always matched to opt.X

5. Distributor: D47 = standard

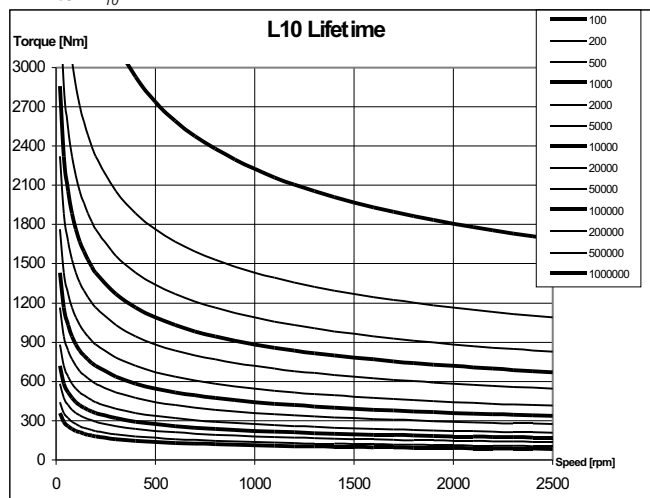
6. Tachometer: K = prepared for tachometer
J = with tachometer coupling

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)

VITA CUSCINETTI (vedi pagina 9)

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



Disponibile software per calcolo vita cuscinetti.

OPZIONI CUSCINETTI

Cuscinetti a rulli orientabili a capacità incrementata (opzione X) - la vita è di 1,66 volte l'equivalente vita dei cuscinetti a rulli orientabili del grafico

CODICI D'ORDINE

CODICE MOTORE

1. Cilindrata nominale - vedi tabella cilindrate.

2. Opzioni albero: 1 = maschio 36 UNI 221 (std)
*7 = maschio 40-3-12 DIN 5480
*9 = femmina 40-3-12 DIN 5480
3 = femmina 36 UNI 220
*2 = conico con chiavetta
*8 = cilindrico con chiavetta

3. Cuscinetti: H = cuscinetti a rulli (std)
GP = cuscinetto a rulli di botte sul coperchio motore
X = cuscinetto a rulli a botte a capacità incrementata

4. Altre opzioni: U = senza tenuta albero
SV = protezione tenuta albero
VY = Tenute in Vytan
I = valv. sfiato 3 bar
SB = gabbia del cuscinetto nel supporto sferico da accompagnare sempre alla opzione X
A = anello per alta pressione nel corpo motore

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)