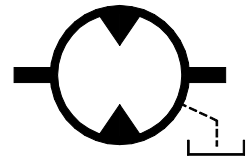# SAI

radial piston hydraulic motors

GMD
SERIES

DOUBLE SHAFT MOTORS
SUITABLE FOR TANDEM MOUNT
5 PISTONS
SINGLE DISPLACEMENT

The GMD-series motors, with their high performance characteristics and double output shaft configuration, are ideal for applications such as **axle drives**, **winch drives** and **tandem motor applications** such as **multi-speed drive units, flow divider units**.

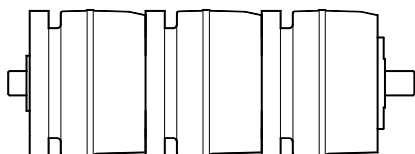A GMD-series motor can be mounted to another GMD-series motor or to other SAI motors with single output shaft.
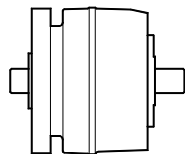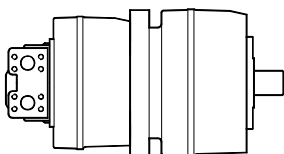
SINGLE MOTOR

- AXLE DRIVES
- DUAL WINCHES
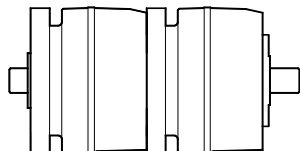
TANDEM MOTOR

- *THREE-SPEED DRIVE UNITS*
- *VEHICLE TRANSMISSIONS*
- *WINCHES*
- *PLASTIC INJECTION MACHINERY*
- *AUGERS*

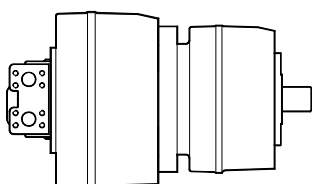## TWO OR MORE MOTORS

- *MULTI-SPEED DRIVE UNITS*
- *FLOW DIVIDERS*

GMD SERIES MOTORS CAN ALSO BE COMBINED WITH OTHER SINGLE SHAFT MOTORS:

GREATER FLEXIBILITY IN CHOICE OF DISPLACEMENTS IN ORDER TO ACHIEVE THE DESIRED DRIVE RATIOS - MAX:MIN RATIO UP TO 10:1

SAI

radial piston hydraulic motors

GMD
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5 PISTONS
SINGLE DISPLACEMENT
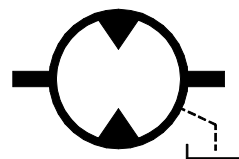
MULTI-SPEED TANDEM-MOTOR DRIVE UNITS:

A three-speed drive unit can be achieved by combining two motors that have different displacements.

The larger displacement motor (CC1) is typically twice the displacement of the smaller motor (CC2), but any number of different combinations are possible in function of the drive displacements that required.

- Maximum displacement (CCmax) is obtained with both motors operating in parallel.

- Intermediate displacement (CCint) is obtained with only the larger motor operating normally, the smaller motor is made to operate in freewheeling.

- Minimum displacement (CCmin) is obtained with the smaller motor operating normally and the larger motor operating in freewheeling.

The efficiency losses of the motor when operating in free-wheeling are very low (torque absorption is approx. equivalent to 4 bar pressure). This means that even when operating at minimum displacement the efficiency of the unit remains high.

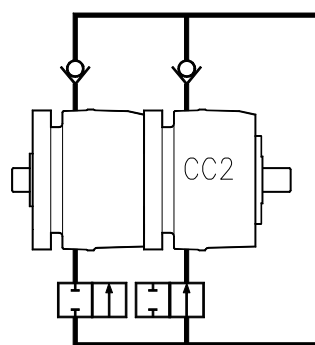This makes it possible for example to achieve Max:Min displacement ratio of 10:1.

Maximum displacement
CCmax = CC1 + CC2.
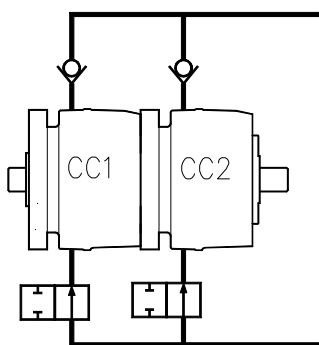
Intermediate displacement
CCint = CC1.
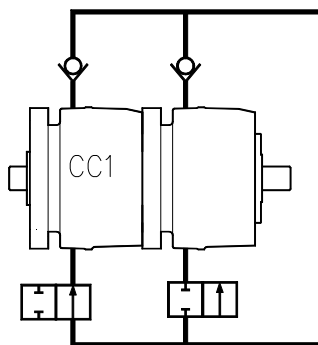
Minimum displacement
CCmin = CC2.

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