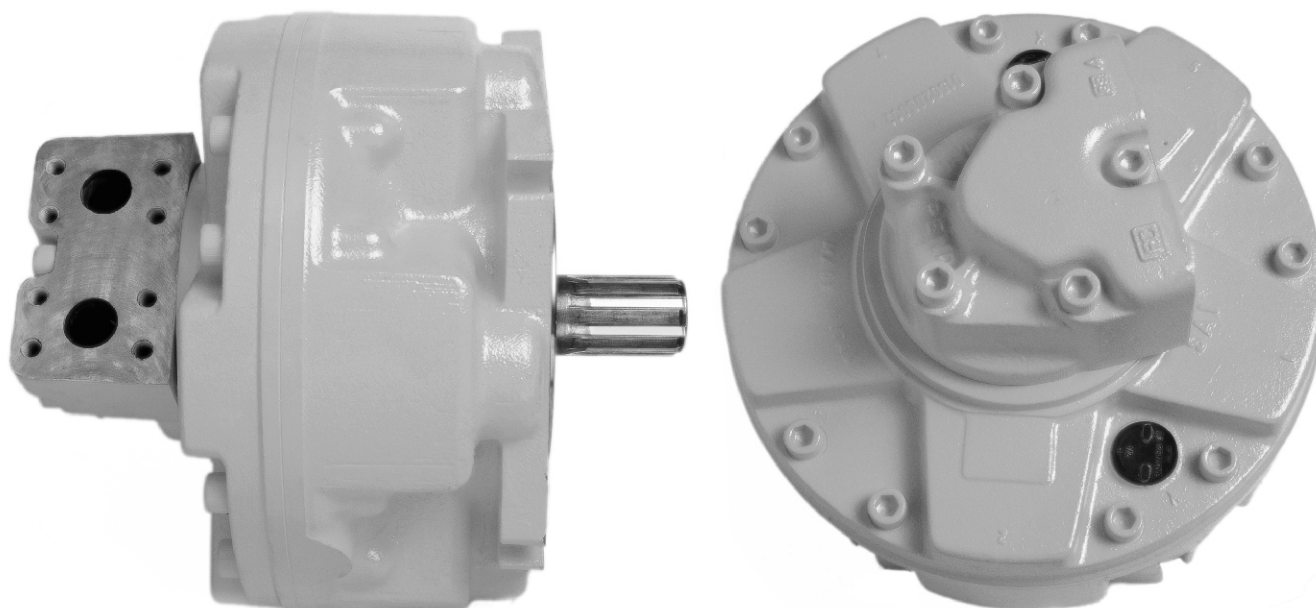




GS4			400	500	600	800	900	1000	1100
Displacements	<i>Cilindrate</i>	cm ³ /rev	402	503	616	793	904	1022	1116
Alesaggio Ø	<i>Bore Ø</i>	mm	42	47	52	59	63	67	70
Stroke	<i>Corsa</i>	mm	58	58	58	58	58	58	58
Specific Torque	<i>Coppia Spec.</i>	Nm/bar	6.27	7.85	9.61	12.4	14.1	16.0	17.4
Cont. Pressure	<i>Press. 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
NB: Vacuum freewheeling with inlet port closed

Weight: approx 116kg 255 lb

Motor casing oil capacity: 7 lit 427 cu.inS

Max. casing pressure: cont. 3 bar 42 psi
peak 6 bar 85 psi

Velocità max. in folle: 1400 giri/min
NB: Funzionamento in "vacuum" con ingresso chiuso

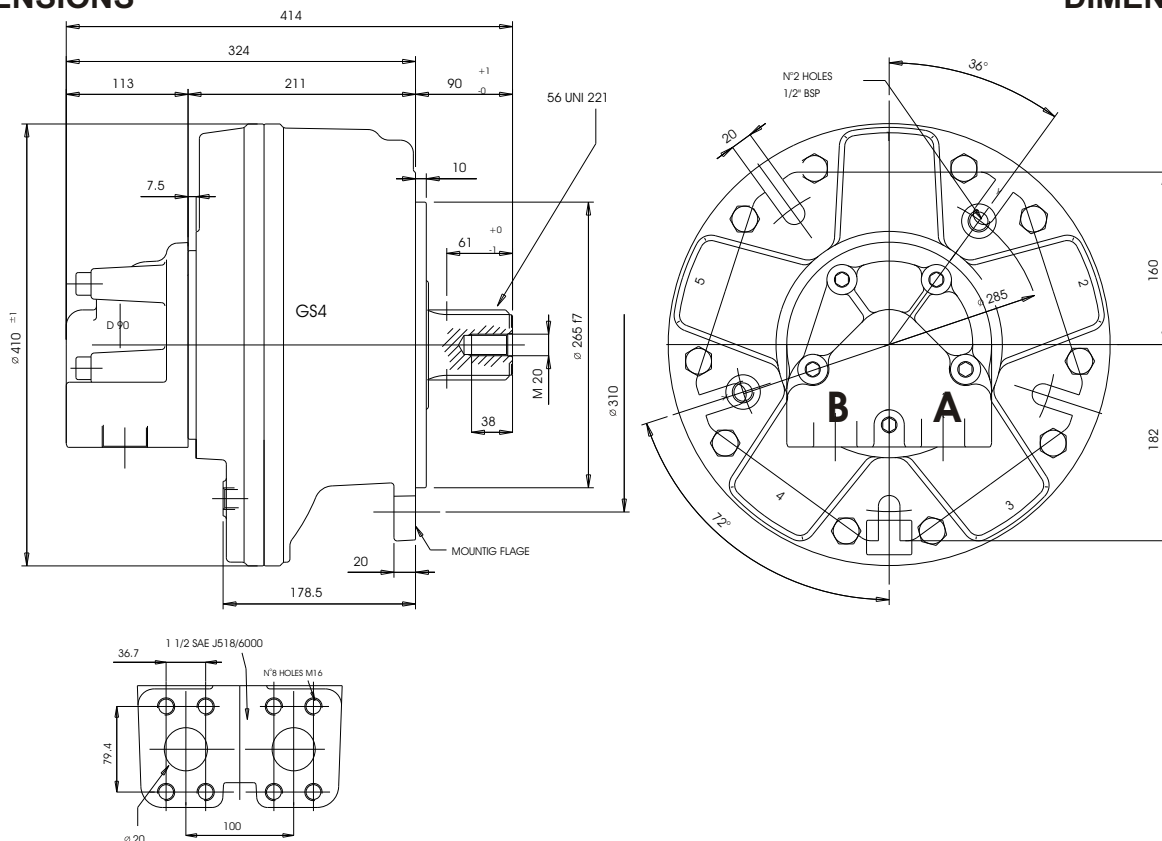
Peso: ca 116 kg

Capacità olio corpo motore: 7 lit

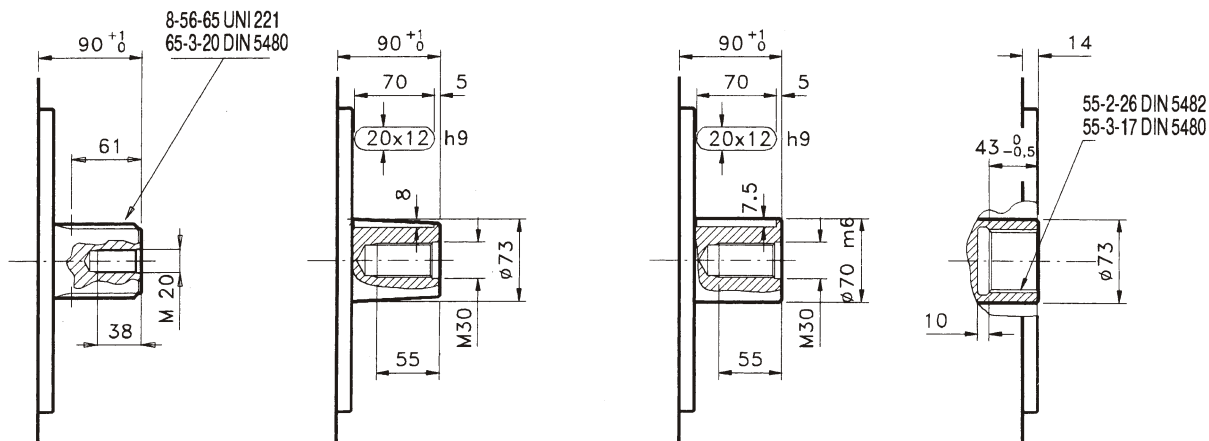
Pressione max. carcassa: 3 bar cont. 6 bar picco

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

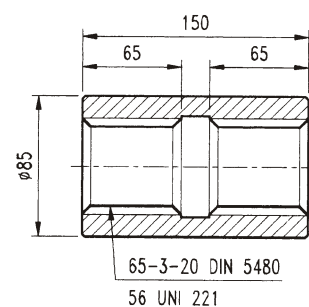
NB: La pressione continua o media di lavoro va determinata in funzione della vita del motore (vedi vita cuscinetti).


SHAFTS
ALBERI

Splined UNI 221 1 Tapered 2* Cylindrical 8* Internal spline DIN 5480 9*
 Calettato DIN 5480 7* Conico Cilindrico 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 $\varnothing 60.0$	$\varnothing 52.0$	$\varnothing 51.0$	d1 $\varnothing 56.0$ $+0.030$ -0 H7
	d1 $\varnothing 65.0$ $+0.740$ -0 H14	$\varnothing 55.0$ $+0.300$ -0 H12	$\varnothing 55.0$ $+0.740$ -0 H14	d2 $\varnothing 65.0$ $+0.190$ -0 H11
	d2 $\varnothing 59.0$ $+0.190$ -0 H11	$\varnothing 50.0$ $+0.160$ -0 H11	$\varnothing 49.0$ $+0.160$ -0 H11	A 10.0 $+0.028$ -0.013 F7
	A $\varnothing 5.25$	$\varnothing 3.5$	$\varnothing 5.25$	d3 $\varnothing 56.0$ -0.010 -0.029 g6
	da $\varnothing 54.101$ H11	$\varnothing 46.902$ H10	$\varnothing 43.807$ H11	d4 $\varnothing 65.0$ -0.100 -0.190 d11
	d3 $\varnothing 64.4$ -0.190 h11	$\varnothing 54.5$ -0 -0.190 h11	$\varnothing 54.4$ -0 -0.190 h11	B 10.0 -0.013 -0.028 f7
	d4 $\varnothing 58.4$ -0.740 h14	$\varnothing 49.0$ -0 -0.300 h12	$\varnothing 48.4$ -0 -0.620 h14	
	B $\varnothing 6.0$	$\varnothing 3.5$	$\varnothing 6.0$	
	db $\varnothing 70.999$ f8	$\varnothing 56.953$ e9	$\varnothing 60.873$ f8	

**ADAPTORS
MANICOTTI**


PERFORMANCE

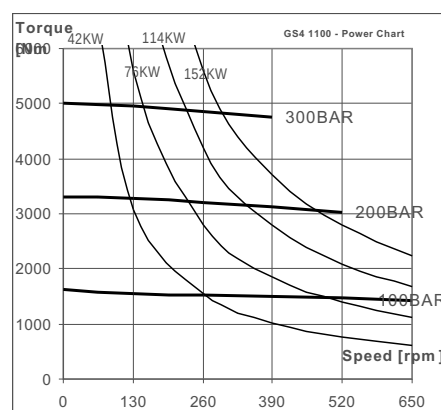
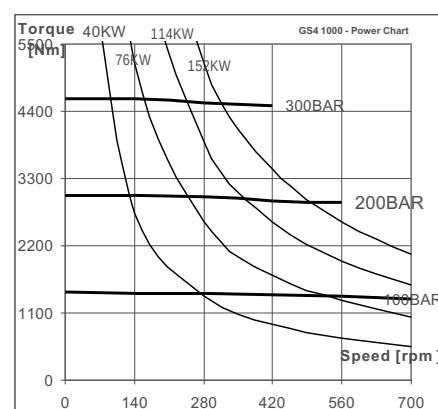
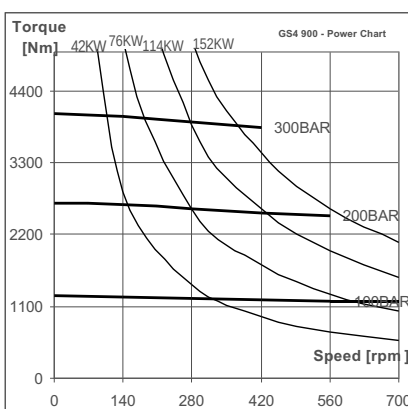
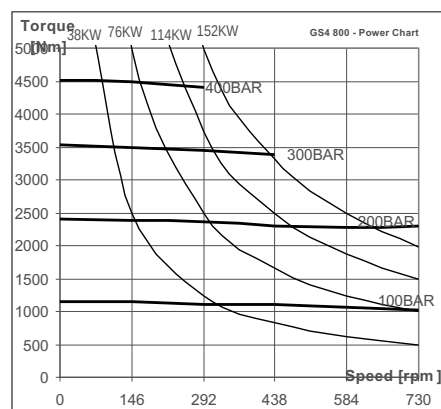
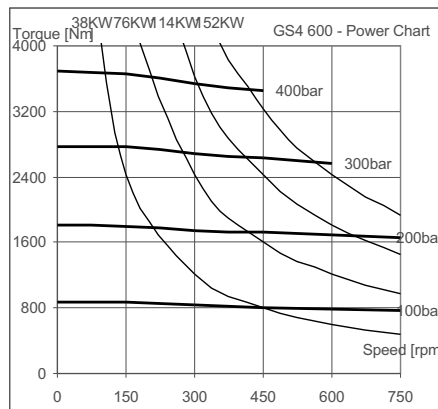
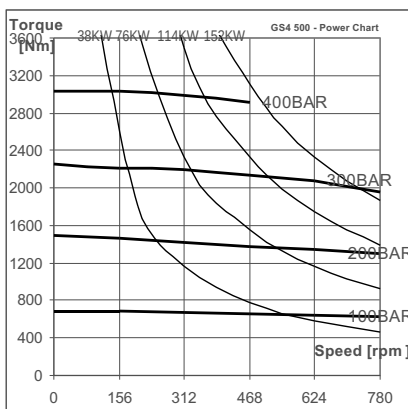
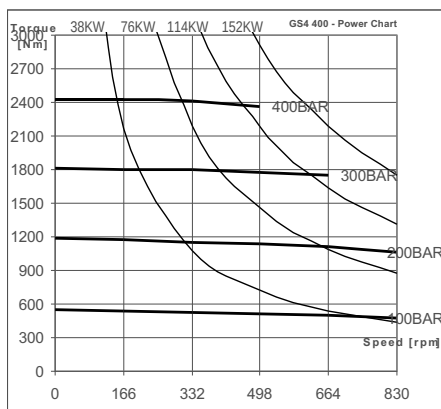
The graphs indicate the typical performance characteristics of the motors operating with mineral oil standard ISO 68.

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

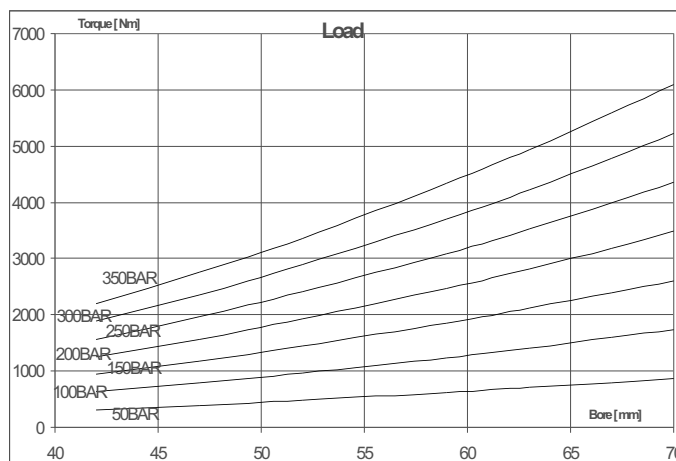
La coppia erogata dal motore non diminuisce in prossimità della velocità di stallo. I grafici indicano la coppia di spunto dei motori (coppia a 0 rpm)

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 page 9)

The graphs refer to motors with standard sph.roller bearings. 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 2.29 times the equivalent lifetime of the sph.roller bearings given in the graphs.

ORDER CODES

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: H = roller bearings
G = spherical roller bearings
X=higher capacity sph. Roller bearings

4. Other options: U = without shaft seal
SV = shaft seal protection
V = Viton seals
I = case press. relief valve 3 bar
SB= disk cage in spherical support
to be always matched to opt.X
A=high pressure shaft seal
in the motor body (max 15 bar)

5. Distributor: D90 = standard

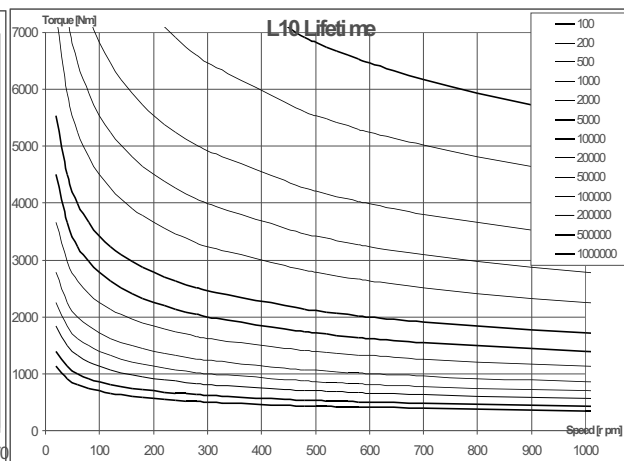
6. Tachometer: K = prepared for tachometer
J = with tachometer coupling

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)

VITA CUSCINETTI (vedi pagina 9)

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



Disponibile software per calcolo vita cuscinetti.

OPZIONI CUSCINETTI

Cuscinetti a rulli orientabili a più elevata capacità (opzione X) - la vita è 2,29 volte quella dei cuscinetti a rulli a botte standard.

CODICI D'ORDINE

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: H = cuscinetti a rulli (std)
G = cuscinetti a rulli di botte
X=Cuscinetti a rulli di botte a capacità incrementata

4. Altre opzioni: U = senza tenuta albero
SV = protezione tenuta albero
V = Tenute in Viton
I = valv. sfiato 3 bar
SB= gabbia del cuscinetto nel supporto sferico da accompagnare all'opzione X
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)