



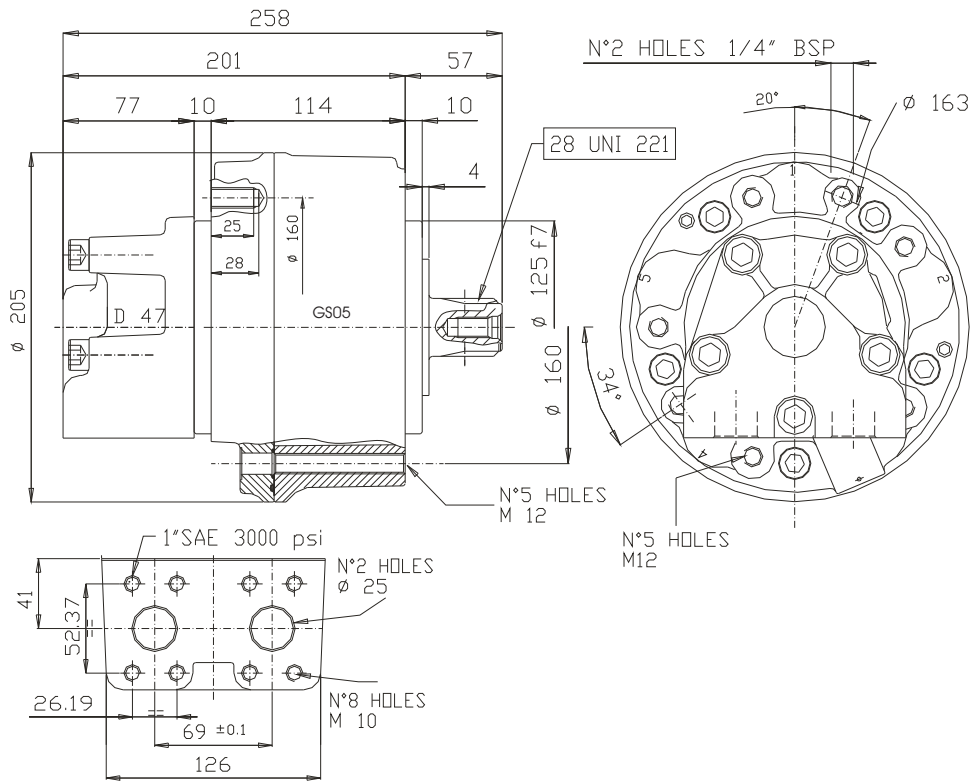
<b>GS05</b>			<b>40</b>	<b>50</b>	<b>75</b>	<b>90</b>	<b>100</b>	<b>110</b>
Displacements	<i>Cilindrate</i>	cm <sup>3</sup> /rev	39	49	77	86	101	111
Alesaggio Ø	<i>Bore Ø</i>	mm	25	28	28	37	40	35
Stroke	<i>Corsa</i>	mm	16	16	16	16	16	16
Specific Torque	<i>Coppia Spec.</i>	Nm/bar	0.61	0,77	1.20	1.34	1.57	1.73
Cont. Pressure	<i>Press. Cont.</i>	bar	250	250	250	250	250	250
Peak Pressure	<i>Press. Picco</i>	bar	450	425	400	375	350	325
Cont. Speed	<i>Velocita' Cont.</i>	rpm	1800	1700	1500	1300	1100	1000
Max. Speed	<i>Velocita' Max</i>	rpm	2800	2600	2300	2000	1700	1600
Peak Power	<i>Potenza Picco</i>	kW	30	35	48	48	48	48

Max. freewheeling speed:	3000	rpm	<i>Velocità max. in folle:</i>	3000	<i>giri/min</i>
NB: Vacuum freewheeling with inlet port closed			NB: Funzionamento in "vacuum" con ingresso chiuso		
Weight:	approx	22 kg	46 lb	<i>Peso:</i>	ca
Motor casing oil capacity:	1 lit	61 cu.ins	<i>Capacità olio corpo motore:</i>	1 lit	
Max. casing pressure:	cont.	3 bar	42 psi	<i>Pressione max. carcassa:</i>	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).



**SHAFT OPTIONS**

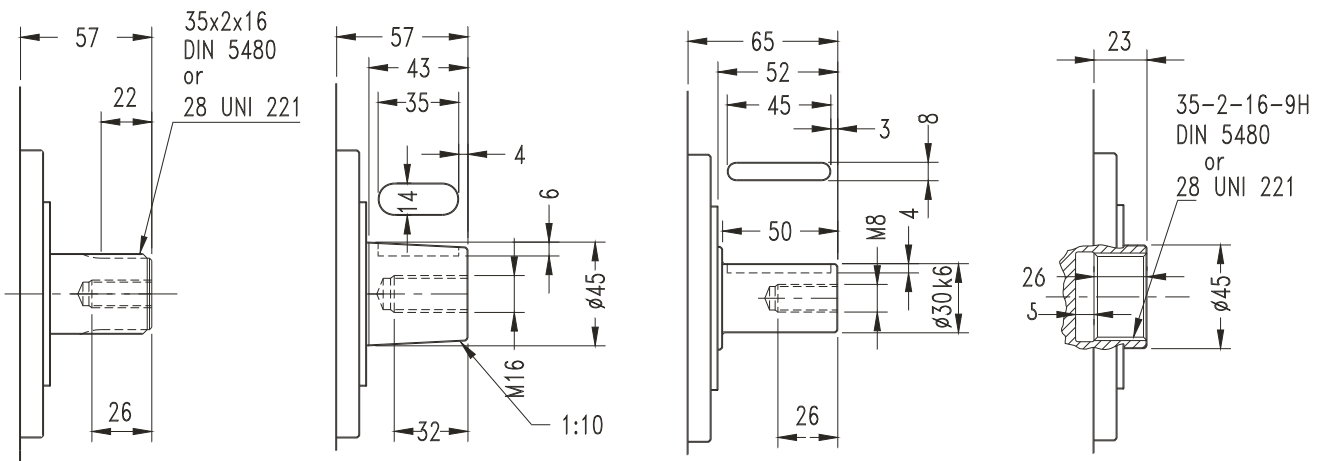
Splined UNI 221 1  
Calettato DIN 5480 7

Tapered 2\*  
Conico

Cylindrical 8\*  
Cilindrico

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

**ALBERI OPZIONALI**

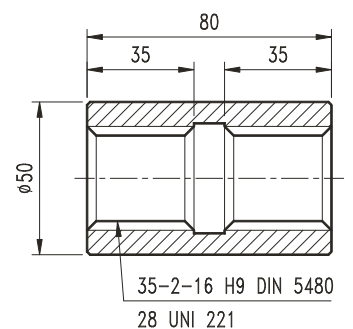


**SPLINE DATA - CALETTATURE**

35-2-16 DIN 5480	
	<b>d0</b> $\phi 32.0$
	<b>d1</b> $\phi 35.0^{+0.520}_{+0}$ H14
	<b>d2</b> $\phi 31.0^{+0.160}_{+0}$ H11
	<b>A</b> $\phi 3.5$
	<b>da</b> $\phi 27.711$ H11
	<b>d3</b> $\phi 34.6^{0}_{-0.160}$ h11
	<b>d4</b> $\phi 30.6^{0}_{-0.520}$ h14
	<b>B</b> $\phi 4.0$
	<b>db</b> $\phi 39.000$ f8

28 UNI 221 (6-28-34 DIN 5463)	
	<b>d1</b> $\phi 28.0^{+0.021}_{+0}$ H7
	<b>d2</b> $\phi 34.1^{+0.160}_{+0}$ H11
	<b>A</b> $7.0^{+0.028}_{+0.013}$ F7
	<b>d3</b> $\phi 28.0^{0.007}_{-0.020}$ g6
	<b>d4</b> $\phi 34.0^{0.065}_{-0.160}$ h14
	<b>B</b> $7.0^{0.013}_{-0.028}$ f7

**ADAPTORS - MANICOTTI**



## PERFORMANCE

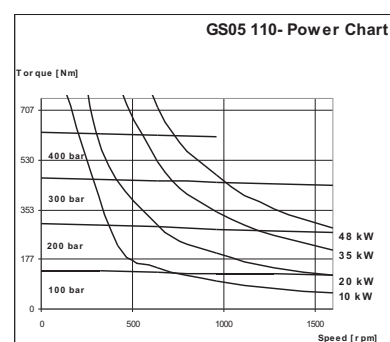
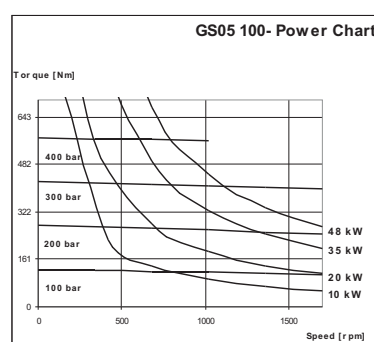
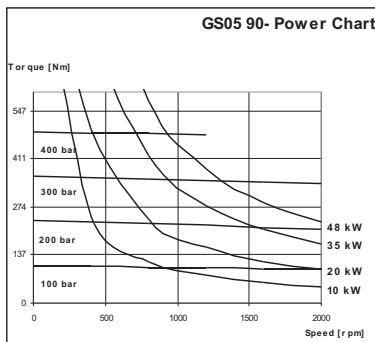
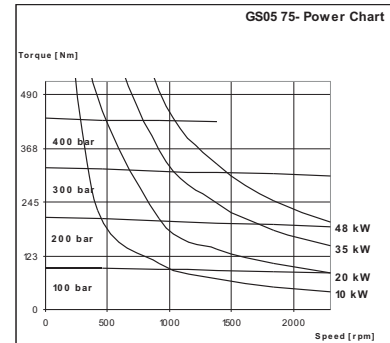
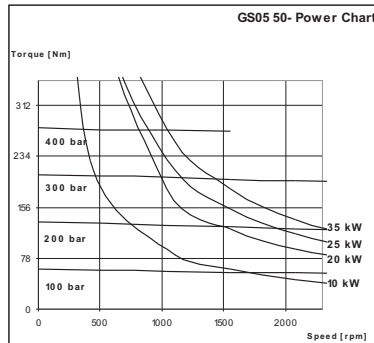
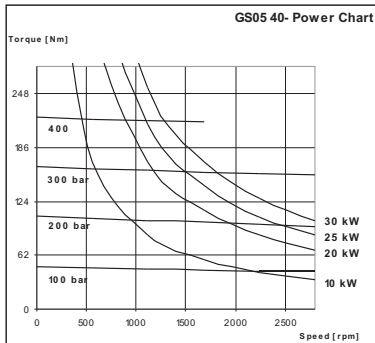
## CARATTERISTICHE

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

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

### Power Chart

### Grafici di 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

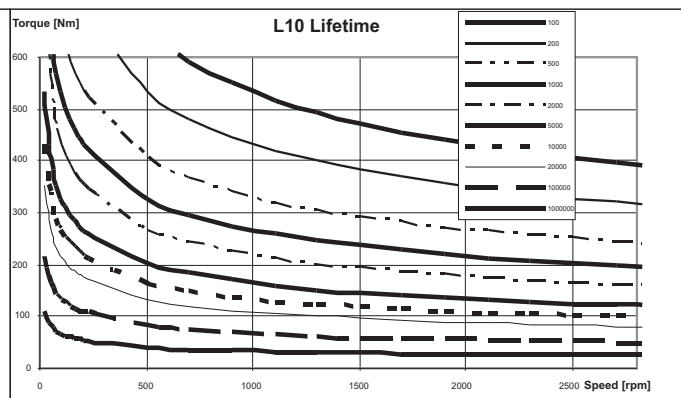
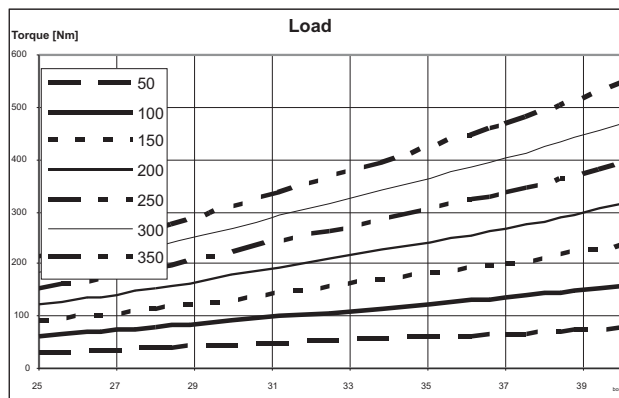
La coppia erogata dal motore non diminuisce in prossimità della velocità di stallo. I grafici indicano la coppia di spunto dei motori (coppia a 0 rpm)

### BEARING LIFETIME (See page14 )

The following graph is relative to H bearings' configuration (see page 19,"order codes",point 3)

### VITA CUSCINETTI (vedi pagina 14)

Il grafico seguente si riferisce alla configurazione di cuscinetti H (vedi pagina 19,"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

GS05    ①    ②    ③    ④    +    ⑤    ⑥ ;    ⑦    ⑧

### MOTOR CODE

### CODICE MOTORE

**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  $\varnothing$  57x45  
 8 = cylindrical keyed  $\varnothing$  65x30

**3. Bearings:**  
 H = roller bearings (std)  
 HGP = 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)

**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  $\varnothing$  45X57  
 8 = cilindrico con chiavetta  $\varnothing$  30X65

**3. Cuscinetti:**  
 H = cuscinetti a rulli (std)  
 HGP = cuscinetto a rulli di botte sul coperchio e cuscinetto a rulli cil. 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 da accompagnare

**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)

= Preferred type