

SH9V



***MOTORE A PISTONI ASSIALI A CILINDRATA
VARIABILE PER CIRCUITO APERTO E CHIUSO***

**VARIABLE DISPLACEMENT AXIAL PISTON
MOTOR FOR OPEN AND CLOSED CIRCUIT**

DESCRIZIONE - CARATTERISTICHE DESCRIPTION - FEATURES

I motori idraulici della serie SH9V sono del tipo a pistoni assiali, a corpo inclinato, a cilindrata variabile adatti all'impiego sia in circuito aperto che in circuito chiuso.

Il distributore a superficie sferica, l'accurata lavorazione e l'alta qualità dei materiali e dei componenti usati, consentono ai motori della serie SH9V di lavorare fino a 430 bar in continuo e di sopportare picchi di 480 bar. Testati in laboratorio e sperimentati sul campo questi motori hanno dimostrato una lunga durata in esercizio con elevati rendimenti, anche con cattive condizioni di filtrazione. Il supporto dell'albero realizzato mediante cuscinetti a rotolamento è dimensionato in modo da sopportare elevati carichi assiali e radiali.

La disponibilità di vari regolatori e diversi tipi di albero dà ai motori a pistoni SH9V la capacità di adattarsi alle più diverse tipologie di impianto, sia nel settore mobile che nel settore industriale.

SH9V series are a family of variable displacement motors, bent axis piston design for operation in both open and closed circuit. The proven design incorporating the lens shape valve plate, the high quality components and manufacturing techniques make able the SH9V series motors to provide up to 430 bar [6235 psi] continuous and 480 bar [6960 psi] peak performance.

Fully laboratory tested and field proven, these motors provide maximum efficiency and long life even at very bad filtering conditions. Heavy duty bearings permit high radial and axial loads. Versatile design includes a variety of control and shaft ends that will adapt the SH9V series motors to any application both industrial and mobile.

Fluidi:

Utilizzare fluidi a base minerale con additivi anticorrosione, antiossidanti e antiusura (HL o HM) con viscosità alla temperatura di esercizio di 15÷40 cSt. Una viscosità limite di 800 cSt è ammissibile solo per brevi periodi in condizione di partenza a freddo. Non sono ammesse viscosità inferiori ai 10 cSt. Viscosità comprese tra i 10 e i 15 cSt sono tollerate solo in casi eccezionali e per brevi periodi. Per maggiori dettagli consultare la sezione Fluidi e filtrazione

Temperature:

Non è ammesso il funzionamento dell'unità con temperature del fluido idraulico superiori a 115°C e inferiori a -25°C. Per maggiori dettagli consultare la sezione Fluidi e filtrazione

Filtrazione:

Una corretta filtrazione contribuisce a prolungare la durata in esercizio dell'unità a pistoncini. Per un corretto impiego dell'unità a pistoncini la classe di contaminazione massima ammessa è 21/19/16 secondo la ISO 4406:1999. Per maggiori dettagli consultare la sezione Fluidi e filtrazione.

Pressione di esercizio:

La pressione massima ammissibile sulle bocche in pressione è di 430 bar continui e 480 bar di picco. Nel caso di due motori collegati in serie limitare la pressione totale P1+P2 a 700 bar massimi.

Hydraulic fluids:

Use fluids with mineral oil basis and anticorrosive, antioxidant and wear preventing addition agents (HL or HM). Viscosity range at operating temperature must be of 15÷40 cSt. For short periods and upon cold start, a max. viscosity of 800 cSt is allowed. Viscosities less than 10 cSt are not allowed. A viscosity range of 10÷15 cSt is allowed for extreme operating conditions and for short periods only. For further information see at Fluids and filtering section

Operating temperature:

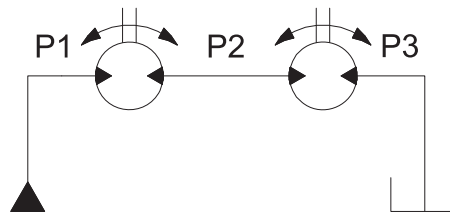
The operating temperature of the oil must be within -25°C ÷ 115°C [-13°F ÷ 239°F]. The running of the unit with oil temperature higher than 115°C [239°F] or lower than -25°C [-13°F] is not allowed. For further information see at Fluids and filtering section

Filtering:

A correct filtering helps to extend the service life of axial piston units. In order to ensure a correct functioning of the unit, the max. permissible contamination class is 21/19/16 according to ISO 4406:1999. For further details see at Fluids and filtration section.

Operating pressure:

The maximum permissible pressure on pressure ports is 430 bar [6235 psi] continuous and 480 bar [6960 psi] peak. If two motors are connected in series, total pressure has to be limited to following values: P1+P2 700 bar max. [10150 psi max].



Pressione in carcassa:

La pressione massima ammissibile in carcassa è di 10 bar. Una pressione superiore può compromettere la durata e la funzionalità della guarnizione dell'albero di uscita.

Guarnizioni:

Le guarnizioni utilizzate sulle unità a pistoncini assiali SH7V standard sono in FKM (Fluoroelastomer - Viton®). Nel caso di impiego di fluidi speciali contattare la Brevini Fluid Power S.p.A.

Regime minimo di rotazione:

Con regime minimo di rotazione si intende la velocità minima alla quale l'unità a pistoncini può ruotare in assenza di sensibili irregolarità di funzionamento. La regolarità di funzionamento a bassi regimi di rotazione è influenzata da numerosi fattori tra cui il tipo di carico applicato e la pressione di funzionamento. Questa unità offre sensibili vantaggi a basse velocità di rotazione. Per casi particolari contattare la Brevini Fluid Power S.p.A.

Case drain pressure:

Maximum permissible case drain pressure is 10 bar [145 psi]. A higher pressure can damage the main shaft seal or reduce its life.

Seals:

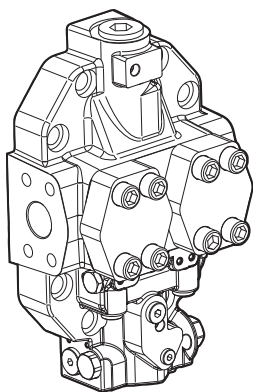
Seals used on standard SH7V series axial piston motors are of FKM seals (Fluoroelastomer - Viton®). In case of use of special fluids, contact Brevini Fluid Power S.p.A.

Minimum rotating speed:

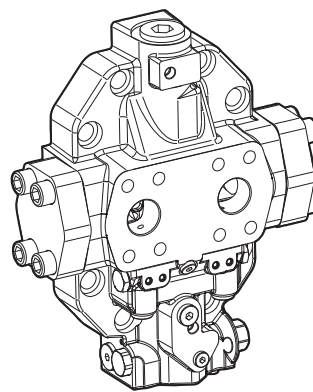
Under "minimum rotating speed" we mean the minimum speed ensuring a smooth running of the piston unit. Operation smoothness at low speeds depends on many factors, as type of load and operating pressure. This unit offers consistent advantages at very low speeds. For special applications please contact Brevini Fluid Power S.p.A.

Piastre di attacco:

Il coperchio dei motori SH9V è dotato di bocche di ammissione e scarico sia laterali (coperchio LM-LS) sia frontali (coperchio FM-FS). Il motore viene fornito con le bocche non utilizzate chiuse mediante flangie cieche. Al momento dell'ordine specificare quali bocche si intende utilizzare.



Coperchio LM-LS
LM-LS port plate



Coperchio FM-FS
FM-FS port plate

Identificazione unità:

I motori SH9V rispetto ai motori SH7V, possono essere riconosciuti grazie alla presenza di un segno identificativo in testa all'albero (figura 1) e alla presenza di una spina esterna che sporge dal coperchio (figura 2).

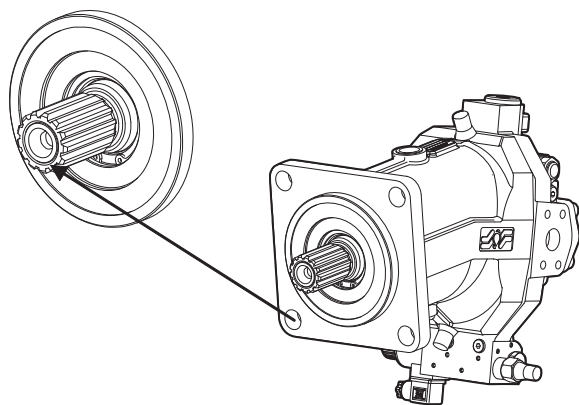


Figura 1
Picture 1

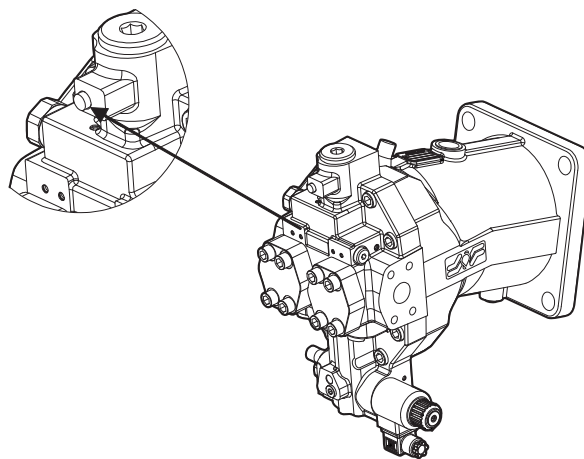


Figura 2
Picture 2

Valvola di lavaggio:

I motori possono essere forniti con la valvola di lavaggio integrata per l'impiego in circuito chiuso.

Installazione:

I motori possono essere installati in qualsiasi direzione e posizione. Queste unità a pistoncini hanno le bocche separate dalla carcassa e devono essere obbligatoriamente drenate. L'installazione con albero verticale e al di sopra del serbatoio comporta alcune limitazioni. Per maggiori dettagli consultare la sezione Norme generali di installazione

Port plates:

The SH9V motor port plate has inlet and outlet ports, both lateral (LM-LS cover) and frontal (FM-FS cover). Unused ports are plugged with blind flanges. The kind of ports to be used must be specified when ordering.

Unit identification:

The SH9V motors compared to SH7V motors can be recognized by an identification mark on the top of the shaft (picture 1) and by the pin leaning out of the cover (picture 2).

Flushing valve:

The motors can be equipped with built in flushing valve for closed circuit operation.

Installation:

SH7V series motors can be installed in every position or direction. These axial piston units have separate ports and drain chambers and so must be always drained. Installation of the unit with shaft in vertical position and above the tank involves some limitations. For further details see at General installation guidelines

Dimensione / Size				061	085	115	165	215
Cilindrata / Displacement		Vg_{max}	$cm^3/giro$ [in ³ /rev]	62 [3.78]	85.3 [5.203]	115.7 [7.05]	166.2 [10.13]	216 [13.176]
	Standard	Vg_{min}	$cm^3/giro$ [in ³ /rev]	30 [1.83]	40 [2.44]	56 [3.416]	80 [4.88]	108 [6.59]
	Minima raggiungibile Minimum possible	Vg_{min}	$cm^3/giro$ [in ³ /rev]	12 [0.73]	17 [1.03]	23 [1.403]	33 [2.01]	43 [2.62]
	Opzionale Optional	Vg_0	$cm^3/giro$ [in ³ /rev]	0 [0]	0 [0]	0 [0]	0 [0]	0 [0]
Pressione max / Max pressure	cont.	p_{nom}	bar [psi]	430 [6235]	430 [6235]	430 [6235]	430 [6235]	430 [6235]
	picco / peak	p_{max}	bar [psi]	480 [6960]	480 [6960]	480 [6960]	480 [6960]	480 [6960]
Portata max ammessa / Max flow		q_{max}	l/min [U.S. gpm]	276 [72.86]	341 [90.02]	411 [108.5]	515 [135.96]	627 [165.63]
Velocità max a Vg_{max} e q_{max} / Max speed at Vg_{max} e q_{max}		n_{max}	rpm	4450	4000	3550	3100	2900
Velocità lim. a $Vg < Vg_{max}^{(2)}$ / Max speed at $Vg < Vg_{max}^{(2)}$		$n_{max\ lim}$	rpm	7000	6150	5600	5000	4600
Velocità lim. a Vg_0 / Max speed at Vg_0		$n_{max0\ lim}$	rpm	8350	7350	6300	5500	5100
Costante di coppia Vg_{max} / Torque constant Vg_{max}		T_k	Nm/bar [lbf·ft/psi]	0.99 [0.04]	1.36 [0.05]	1.84 [0.07]	2.65 [0.11]	3.44 [0.17]
Potenza max at q_{max} e p_{nom} / Max power at q_{max} e p_{nom}		p_{max}	kW [hp]	198 [265.3]	244 [326.9]	295 [395.3]	369 [494.5]	449 [602.1]
Coppia max a Vg_{max} / Max torque at Vg_{max}	Cont. (p_{nom})	T_{nom}	Nm [lbf·ft]	425 [313.2]	584 [430.4]	792 [583.7]	1138 [838.7]	1480 [1091.6]
	picco/peak (p_{max})	T_{max}	Nm [lbf·ft]	474 [349.3]	652 [480.5]	884 [651.5]	1270 [935.9]	1652 [1218.4]
Momento di inerzia / Moment of inertia		J	$kg \cdot m^2$ [lbf·ft ²]	0.005 [0.12]	0.009 [0.22]	0.0124 [0.31]	0.026 [0.616]	0.035 [0.829]
Peso ⁽³⁾ / Weight ⁽³⁾		m	kg [lb]	28 [61.7]	36 [79.3]	47 [103.6]	63 [138.8]	82 [180.7]
Portata di drenaggio ⁽⁴⁾ / Drain flow ⁽⁴⁾		q_d	l/min [U.S. gpm]	3 [0.79]	4 [1.05]	5 [1.32]	5 [1.32]	5 [1.32]

(Valori teorici, senza considerare η_{hm} e η_v ; valori arrotondati). Le condizioni di picco non devono durare più dell' 1% di ogni minuto. Evitare il funzionamento continuo, contemporaneamente alla massima velocità e alla massima pressione.

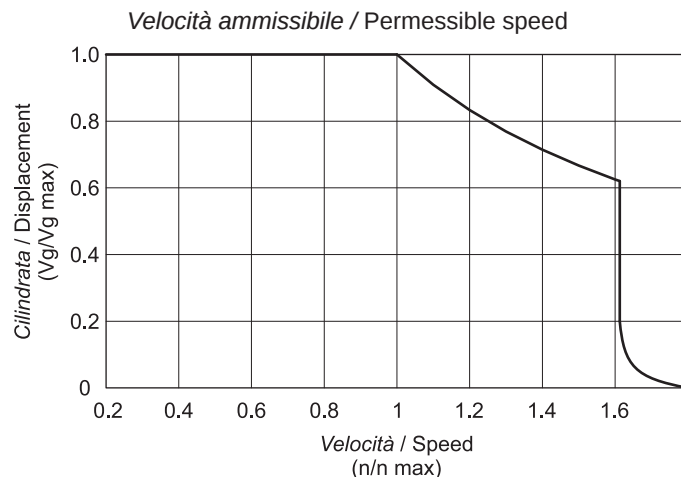
(Theoretical values, without considering η_{hm} and η_v ; approximate values). Peak operations must not excide 1% of every minute. Avoid continuously working at simultaneously maximum pressure and maximum speed.

Note:

- (1) Le cilindrata massime e minime possono essere variate con continuità. Nell'ordine indicare i valori di Vg_{max} and Vg_{min} richiesti.
- (2) Determinazione di ammissibile speed n_{max} value can be increased by reducing motor maximum displacement. To determine the relationship between Vg_{max} and n_{max} use the right side chart. Motor maximum admissible speed is $n_{max\ lim}$.
- (3) Valori indicativi.
- (4) Valori massimi a 250 bar con olio minerale a 45°C e viscosità 35 cSt.

Notes:

- (1) Maximum and minimum displacement can be changed with continuity. When ordering state Vg_{max} and Vg_{min} required.
- (2) Determination of admissible speed n_{max} value can be increased by reducing motor maximum displacement. To determine the relationship between Vg_{max} and n_{max} use the right side chart. Motor maximum admissible speed is $n_{max\ lim}$.
- (3) Approximate values.
- (4) Maximum value at 250 bar [3625 psi] with mineral oil at 45°C [113°F] and 35 cSt of viscosity.



Le seguenti lettere o numeri del codice, sono state sviluppate per identificare tutte le configurazioni possibili dei motori SH9V. Usare il seguente modulo per identificare le caratteristiche desiderate. **Tutte le lettere o numeri del codice devono comparire in fase d'ordine.** Si consiglia di leggere attentamente il catalogo prima di iniziare la compilazione del codice di ordinazione.

The following alphanumeric codes system has been developed to identify all of the configuration options for the SH9V motors. Use the model code below to specify the desired features. **All alphanumeric digits system of the code must be present when ordering.** We recommend to carefully read the catalogue before filling the ordering code.

CODICE PRODOTTO / MODEL CODE

1	2	3	4	5	6	6A	6B	7	8	8A	9	9A	10	11	12	13	14

1 - SERIE / SERIES

SH9V	Motore a pistoni assiali a cilindrata variabile per circuito aperto e chiuso Variable displacement axial piston motor for open and closed circuit
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2 - CILINDRATA / DISPLACEMENT

061	62 cm³/rev 3.782 in³/rev	Non in produzione, per informazioni contattare Uff. Commerciale No yet in production, please contact Sales Department for information
085	85 cm³/rev 5.185 in³/rev	
115	115 cm³/rev 7.015 in³/rev	
165	166 cm³/rev 10.126 in³/rev	Non in produzione, per informazioni contattare Uff. Commerciale No yet in production, please contact Sales Department for information
215	216 cm³/rev 13.176 in³/rev	Non in produzione, per informazioni contattare Uff. Commerciale No yet in production, please contact Sales Department for information

Cilindrata / Displacement				
061	085	115	165	215

3 - FLANGIA / MOUNT FLANGE

OC	ISO 4 Fori Ø 125 mm ISO 4 Bolts Ø 125 mm [Ø 4.921 in]	•	/	/	/	/
OD	ISO 4 Fori Ø 140 mm ISO 4 Bolts Ø 140 mm [Ø 5.511 in]	/	•	/	/	/
OE	ISO 4 Fori Ø 160 mm ISO 4 Bolts Ø 160 mm [Ø 6.299 in]	/	/	•	/	/
OF	ISO 4 Fori Ø 180 mm ISO 4 Bolts Ø 180 mm [Ø 7.086 in]	/	/	/	•	/
OG	ISO 4 Fori Ø 200 mm ISO 4 Bolts Ø 200 mm [Ø 7.874 in]	/	/	/	/	•
05	SAE-C 4 Fori SAE-C 4 Bolts	•	•	/	/	/
08	SAE-D 4 Fori SAE-D 4 Bolts	/	/	•	•	/
10	SAE-E 4 Fori SAE-E 4 Bolts	/	/	/	/	•

• Disponibile - Available

/ Non Disponibile - Not Available

Cilindrata / Displacement									
061		085		115		165		215	
Flangia / Mount flange									
OC	05	OD	05	OE	08	OF	08	OG	10

4 - ESTERMITA' ALBERO / SHAFT END

S19	Scanalato Z15 - 8/16 DP Splined 15T - 8/16 DP	/	/	/	/	/	/	•	•	•	•
S15	Scanalato Z13 - 8/16 DP Splined 13T - 8/16 DP	/	/	/	/	•	•	/	/	/	/
S12	Scanalato Z14 - 12/24 DP Splined 14T - 12/24 DP	•	•	•	•	/	/	/	/	/	/

• Disponibile - Available

/ Non Disponibile - Not Available

1) Speciale a richiesta - Special on request

1	2	3	4	5	6	6A	6B	7	8	8A	9	9A	10	11	12	13	14

5 - ATTACCHI / PORTS

FM	Attacchi Frontali Metrici Metric End Main ports
FS	Attacchi Frontali SAE SAE End Main ports
LM	Attacchi Lateral Metrici Metric Main Ports positioned 180° apart
LS	Attacchi Lateral SAE SAE Main Ports positioned 180° apart

Attenzione

Per attacchi Metrici (FM-LM) si intendono quelli del Coperchio distributore + Regolatore

Per attacchi SAE (FS-LS) si intendono quelli del Coperchio distributore + Regolatore

Attenzione

Per attacchi Metrici (FM-LM) si intendono quelli del Coperchio distributore + Regolatore

Per attacchi SAE (FS-LS) si intendono quelli del Coperchio distributore + Regolatore

6 - REGOLATORE / CONTROL

RPE	Regolatore a pressione di esercizio Working pressure control
ROE	Regolatore a pressione di esercizio Δp 100 bar Working pressure control Δp 100 bar
2EE	Regolatore elettromagnetico a due posizioni con limitatore di pressione Electric two positions control with pressure override
2EN	Regolatore elettromagnetico a due posizioni Electric two positions control
2IE	Regolatore idraulico a due posizioni con limitatore di pressione Hydraulic two positions control with pressure override
2IN	Regolatore idraulico a due posizioni Hydraulic two positions control
REE	Regolatore elettromagnetico proporzionale con limitatore di pressione Electric proportional control with pressure override
RED	Regolatore elettromagnetico proporzionale con limitatore di pressione a doppia soglia Electric proportional control with double step pressure override
REN	Regolatore elettromagnetico proporzionale Electric proportional control
RIE	Regolatore idraulico proporzionale con limitatore di pressione Hydraulic proportional control with pressure override
RID	Regolatore idraulico proporzionale con limitatore di pressione a doppia soglia Hydraulic proportional control with double step pressure override
RIN	Regolatore idraulico proporzionale Hydraulic proportional control
RPI	Regolatore a pressione di esercizio con limitatore idraulico Working pressure control with hydraulic override
ROI	Regolatore a pressione di esercizio Δp 100 bar con limitatore idraulico Working pressure control Δp 100 bar with hydraulic override

6A - CARATTERISTICHE REGOLATORE / CONTROL SPECIFICATIONS

Regolatore (RPE - 2IE - ROE - RPI - ROI) (RPE - 2IE - ROE - RPI - ROI) Control			Regolatore (RIN) (RIN) Control		Regolatore (2EN - REN) (2EN - REN) Control		00	Regolatore (2IN) (2IN) Control
10	100 bar [1450 psi]	Pressione di taratura Pressure setting	Inizio regolazione pressione di pilotaggio Start of control, Setting range		Tensione Voltage			
15	150 bar [2175 psi]		0A	5 bar [72.5 psi]	12	12 V		
16	160 bar [2320 psi]		0B	10 bar [145 psi]	24	24 V		
20	200 bar [2900 psi]		0C	15 bar [217.5 psi]	D2	12 V - Deutsch		
25	250 bar [3625 psi]		0D	20 bar [290 psi]	D4	24 V - Deutsch		
30	300 bar [4350 psi]							
35	350 bar [5075 psi]							
38	380 bar [5510 psi]							
40	400 bar [5800 psi]							

1	2	3	4	5	6	6A	6B	7	8	8A	9	9A	10	11	12	13	14

Regolatore (RIE) (RIE) Control					Regolatore (2EE - REE) (2EE - REE) Control				
Inizio regolazione pressione di pilotaggio Start of control, Setting range				Pressione di taratura Pressure Setting	Tensione Voltage				Pressione di taratura Pressure Setting
5 bar [72.5 psi]	10 bar [145 psi]	15 bar [217.5 psi]	20 bar [290 psi]		12 V	24 V	12 V Deutsch	24 V Deutsch	
A0	B0	C0	D0	100 bar [1450 psi]	22	42	D2	2D	100 bar [1450 psi]
A1	B1	C1	D1	150 bar [2175 psi]	23	43	D3	3D	150 bar [2175 psi]
A2	B2	C2	D2	200 bar [2900 psi]	24	44	D4	4D	200 bar [2900 psi]
A3 STANDARD	B3	C3	D3	250 bar [3625 psi]	25	45	D5	5D	250 bar [3625 psi]
A4	B4	C4	D4	300 bar [4350 psi]	26	46	D6	6D	300 bar [4350 psi]
A5	B5	C5	D5	350 bar [5075 psi]	27	47	D7	7D	350 bar [5075 psi]
A6	B6	C6	D6	380 bar [5510 psi]	29	49	D9	9D	380 bar [5510 psi]
A7	B7	C7	D7	400 bar [5800 psi]	28	48	D8	8D	400 bar [5800 psi]

Regolatore (RID) (RID) Control					Regolatore (RED) (RED) Control						
Inizio regolazione pressione di pilotaggio Start of control, Setting range											
5 bar [72.5 psi] Δp=25 bar [362.5 psi]	10 bar [145 psi] Δp=25 bar [362.5 psi]	15 bar [217.5 psi] Δp=25 bar [362.5 psi]	20 bar [290 psi] Δp=25 bar [362.5 psi]								
A0	B0	C0	D0	100 bar [1450 psi]	1 Step Pressione di taratura Pressure Setting				100 bar [1450 psi]	1 Step Pressione di taratura Pressure Setting	
A1	B1	C1	D1	150 bar [2175 psi]							
A2	B2	C2	D2	200 bar [2900 psi]							
A3	B3	C3	D3	250 bar [3625 psi]							
A4	B4	C4	D4	300 bar [4350 psi]							
A5	B5	C5	D5	350 bar [5075 psi]							
A6	B6	C6	D6	380 bar [5510 psi]							
A7	B7	C7	D7	400 bar [5800 psi]							
Y0				100 bar [1450 psi]	2 Step Pressione di taratura Pressure Setting				100 bar [1450 psi]	2 Step Pressione di taratura Pressure Setting	
Y1				150 bar [2175 psi]							
Y2				200 bar [2900 psi]							
Y3				250 bar [3625 psi]							
Y4				300 bar [4350 psi]							
Y5				350 bar [5075 psi]							
Y6				380 bar [5510 psi]							
Y7				400 bar [5800 psi]							
Compilare valori di caratteristica sia per Step 1 che Step 2 (Step1<Step2) Fill characteristic values for both Step 1 and Step 2 (Step1<Step2)											

Tensione Voltage		Regolatore (RED) (RED) Control									
12 V	24 V										
22	42	100 bar [1450 psi]	1 Step Pressione di taratura Pressure Setting								
23	43	150 bar [2175 psi]									
24	44	200 bar [2900 psi]									
25	45	250 bar [3625 psi]									
26	46	300 bar [4350 psi]									
27	47	350 bar [5075 psi]									
29	49	380 bar [5510 psi]									
28	48	400 bar [5800 psi]									
Y0		100 bar [1450 psi]	2 Step Pressione di taratura Pressure Setting								
Y1		150 bar [2175 psi]									
Y2		200 bar [2900 psi]									
Y3		250 bar [3625 psi]									
Y4		300 bar [4350 psi]									
Y5		350 bar [5075 psi]									
Y6		380 bar [5510 psi]									
Y7		400 bar [5800 psi]									
Compilare valori di caratteristica sia per Step 1 che Step 2 (Step1<Step2) Fill characteristic values for both Step 1 and Step 2 (Step1<Step2)											

Attenzione:
I valori di taratura indicati, sono validi solo in condizioni di cilindrata massima e minima delle rispettive cilindrato. Per valori differenti, verificarne la fattibilità usando i diagrammi dei regolatori presenti sul catalogo.

Warning:
The values showed are only valid in maximum and minimum displacement conditions of the respective displacement. For different values, verify the possibility with the control diagrams present on the catalogue.

1	2	3	4	5	6	6A	6B	7	8	8A	9	9A	10	11	12	13	14

Regolatore / Control															
RPE	ROE	2EE	2EN	2IE	2IN	REE	RED	REN	RIE	RID	RIN	RPI	ROI		
6B - POSIZIONE REGOLATORE / DISPLACEMENT SETTING															
1	Da cilindrata massima a cilindrata minima ($Vg_{max} \rightarrow Vg_{min}$) From maximum displacement to minimum displacement ($Vg_{max} \rightarrow Vg_{min}$)													/	/
2	Da cilindrata minima a cilindrata massima ($Vg_{min} \rightarrow Vg_{max}$) From minimum displacement to maximum displacement ($Vg_{min} \rightarrow Vg_{max}$)													•	•

• Disponibile - Available / Non Disponibile - Not Available

Regolatore / Control															
RPE	ROE	2EE	2EN	2IE	2IN	REE	RED	REN	RIE	RID	RIN	RPI	ROI		
7 - STROZZATORE / CONTROL ORIFICE															
ST	Con Strozzatore Ø 0.4 mm With Ø 0.015 in Control Orifice													•	/
5S	Con Strozzatore Ø 0.5 mm With Ø 0.0196 in Control Orifice													/	•
7S	Con Strozzatore Ø 0.7 mm With Ø 0.027 in Control Orifice													•	•

• Disponibile - Available / Non Disponibile - Not Available

Lo strozzatore Ø 0.4 mm (standard), fornisce una risposta graduale (max-to-min e min-to-max), mentre lo strozzatore Ø 0.5-0.7 mm (opzionale), garantisce un cambio cilindrata più veloce. Si prega di contattare Samhydraulik per ulteriori informazioni.

Ø 0.4 mm [Ø 0.015 in] (standard) nozzle, provides a smooth control response (max-to-min and min-to-max), while Ø 0.5-0.7 mm [Ø 0.0196-0.027 in] (optional) nozzle, provides a faster reaction. Please contact Samhydraulik for further information.

8 - VALVOLA DI LAVAGGIO / FLUSHING VALVE	
PRE	Predisposto per Valvola di lavaggio Arranged for Flushing Valve
VSC	Con Valvola di lavaggio With Flushing Valve

8A - CARATTERISTICHE VALVOLA DI LAVAGGIO / FLUSHING VALVE FEATURE

00	Predisposto per valvola di lavaggio (PRE) Arranged for flushing valve (PRE)	Valvola di lavaggio (VSC) (VSC) Flushing Valve
06		6 l/min - Diametro strozzatore Ø 1.5 mm [1.58 U.S. gpm - Orifice Diameter Ø0.05 in]
09		10.5 l/min - Diametro strozzatore Ø 2 mm [2.77 U.S. gpm - Orifice Diameter Ø0.07 in]
15		15 l/min - Diametro strozzatore Ø 2.5 mm [3.96 U.S. gpm - Orifice Diameter Ø0.09 in]
21		20 l/min - Diametro strozzatore Ø 3 mm [5.28 U.S. gpm - Orifice Diameter Ø0.11 in]



1	2	3	4	5	6	6A	6B	7	8	8A	9	9A	10	11	12	13	14

		Cilindrata / Displacement				
		061	085	115	1065	215
9 - VALVOLA FLANGIATA / FLANGED VALVES						
XXXX	Non Richieste NONE	•	•	•	•	•
VCD1	Valvola controllo discesa VCD/1 VCD/1 Pilot assisted overcentre valve	LM	LM	LM	LM	LM
VCD2	Valvola controllo discesa VCD/2 VCD/2 Pilot assisted overcentre valve	/	LM	LM	LM	LM
VCR2	Valvola controllo rotazione VCR2 D/AF VCR2 D/AF Double acting overcentre valve	FM	/	/	/	/
VCR4	Valvola controllo rotazione e traslazione VCR4 VCR4 double acting overcentre valve	/	FM	FM	FM	/

• Disponibile - Available / Non Disponibile - Not Available

Le valvole sono disponibili solo con coperchi distributori ISO, per versione SAE contattare Uff. Tecnico.
Il valore LM - FM indica che la valvola è disponibile solo con coperchio LM - FM

The valves are available with ISO port cover only, please contact Technical department for SAE version
The LM - FM digit means that the valve is only available with LM - FM port cover

		Valvola / Valve				
		XXXX	VCD1	VCD2	VCR2	VCR4
9A - CARATTERISTICHE VALVOLA FLANGIATA / FLANGED VALVES FEATURES						
000	Caratteristica non necessaria Feature not necessary	•	/	/	/	/
002	Non Tarata (Campo Taratura 0÷350 bar)(Rapporto di pilotaggio 2.9:1) - Controllo in rotazione DX Not Set 0÷350 bar [0 to 5075 psi][Piloting ratio 2.9:1] - Control of rotation CW	/	•	/	/	/
006	Non Tarata (Campo Taratura 0÷350 bar)(Rapporto di pilotaggio 2.9:1) - Controllo in rotazione SX Not Set 0÷350 bar [0 to 5075 psi][Piloting ratio 2.9:1] - Control of rotation CCW	/	•	/	/	/
003	Non Tarata (Campo Taratura 250÷500 bar)(Rapporto di pilotaggio 13:1) - Controllo in rotazione DX Not Set 250÷500 bar [3625 to 7250 psi][Piloting ratio 13:1] - Control of rotation CW	/	/	•	/	/
007	Non Tarata (Campo Taratura 250÷500 bar)(Rapporto di pilotaggio 13:1) - Controllo in rotazione SX Not Set 250÷500 bar [3625 to 7250 psi][Piloting ratio 13:1] - Control of rotation CCW	/	/	•	/	/
010	Non Tarata - Alluminio (Campo Taratura 60÷350 bar)(Rapporto di pilotaggio 6.2:1) Not Set - Aluminum [60÷350 bar [870 to 5075 psi][Piloting ratio 6.2:1]	/	/	/	•	/
001	Non Tarata (Campo Taratura 140÷350 bar)(Rapporto di pilotaggio 4.5:1) Not Set 140÷350 bar [2030 to 5075 psi][Piloting ratio 4.5:1]	/	/	/	/	•

• Disponibile - Available / Non Disponibile - Not Available

Per la fornitura di valvole tarate contattare Uff. Tecnico.
Per le caratteristiche vedere il catalogo valvole

Please contact Technical department for valve which require specific setting.
For the feature see catalogue valves.

10 - TENUTE / SEALS	
V	FKM

		Cilindrata / Displacement				
		061	085	115	165	215
11 - LIMITAZIONE CILINDRATA MASSIMA / MAXIMUM DISPLACEMENT LIMITATION						
062	62 cm³/giro (Standard)	•	/	/	/	/
085	85 cm³/giro (Standard)	/	•	/	/	/
115	115 cm³/giro (Standard)	/	/	•	/	/
166	166 cm³/giro (Standard)	/	/	/	•	/
216	216 cm³/giro (Standard)	/	/	/	/	•
215÷172	Da 215 cm³/giro a 172 cm³/giro From 215 cm³/giro to 172 cm³/giro	/	/	/	/	•
165÷132	Da 165 cm³/giro a 132 cm³/giro From 165 cm³/giro to 132 cm³/giro	/	/	/	•	/
114÷091	Da 114 cm³/giro a 91 cm³/giro From 114 cm³/giro to 91 cm³/giro	/	/	•	/	/
084÷068	Da 84 cm³/giro a 68 cm³/giro From 84 cm³/giro to 68 cm³/giro	/	•	/	/	/
061÷049	Da 61 cm³/giro a 49 cm³/giro From 61 cm³/giro to 49 cm³/giro	•	/	/	/	/

• Disponibile - Available / Non Disponibile - Not Available

1	2	3	4	5	6	6A	6B	7	8	8A	9	9A	10	11	12	13	14

												Cilindrata / Displacement				
												061	085	115	165	215
12 - LIMITAZIONE CILINDRATA MINIMA / MINIMUM DISPLACEMENT LIMITATION																
030	30 cm³/giro (Standard)											•	/	/	/	/
040	40 cm³/giro (Standard)											/	•	/	/	/
056	56 cm³/giro (Standard)											/	/	•	/	/
080	80 cm³/giro (Standard)											/	/	/	•	/
108	108 cm³/giro (Standard)											/	/	/	/	•
012÷042	Da 12 cm³/giro a 42 cm³/giro From 12 cm³/giro to 42 cm³/giro											•	/	/	/	/
016÷056	Da 16 cm³/giro a 56 cm³/giro From 16 cm³/giro to 56 cm³/giro											/	•	/	/	/
022÷080	Da 22 cm³/giro a 80 cm³/giro From 22 cm³/giro to 80 cm³/giro											/	/	•	/	/
032÷112	Da 32 cm³/giro a 112 cm³/giro From 32 cm³/giro to 112 cm³/giro											/	/	/	•	/
043÷107	Da 43 cm³/giro a 107 cm³/giro From 43 cm³/giro to 107 cm³/giro											/	/	/	/	•
000	0 cm³/giro											•	•	•	•	•

• Disponibile - Available

/ Non Disponibile - Not Available

												Cilindrata / Displacement				
												061	085	115	165	215
13 - CARATTERISTICA SERIE / SERIE FEATURE																
XX	Nessuna caratteristica None											•	•	•	•	•
TC	Tachimetro + sensore con cavo a tre fili lunghezza 2 metri Tachometer + Sensor with 2 metres three wires cable											•	•(*)	/	•(*)	/
TS	Tachimetro con predisposizione per sensore Prepared for tachometer sensor											•	•(*)	/	•(*)	/
TW	Tachimetro + Sensore a effetto Hall 2 canali PNP 5V Tachometer + Sensor 2-Channel Differential-Hall effect PNP 5V											/	•	•	•	•
TZ	Tachimetro + Sensore a effetto Hall 2 canali Tachometer + Sensor 2-Channel Differential-Hall effect											/	•	•	•	•

• Disponibile - Available

/ Non Disponibile - Not Available

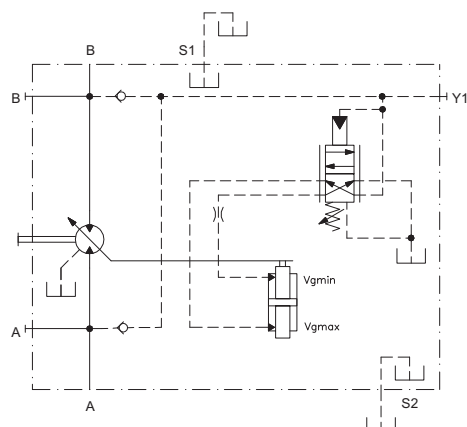
(*) Solo versione metrica (ISO) - Only metric (ISO) version

14 - OPZIONI / OPTIONS	
XX	Non Richieste Not Required
01	Verniciato Nero RAL 9005 Black Painted RAL 9005
02	Verniciato Blu RAL 5015 Blue Painted RAL 5015

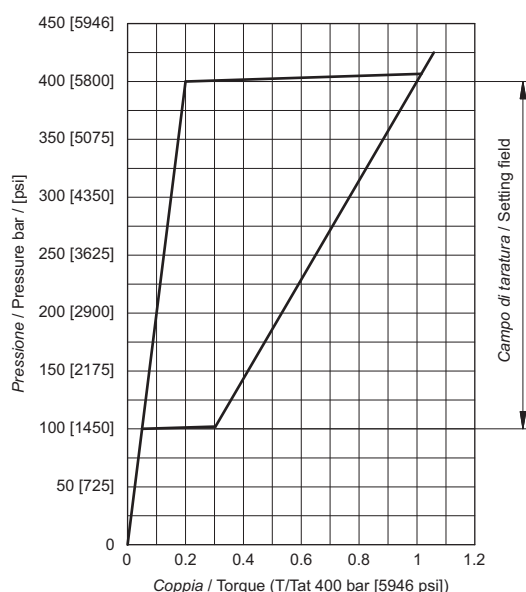
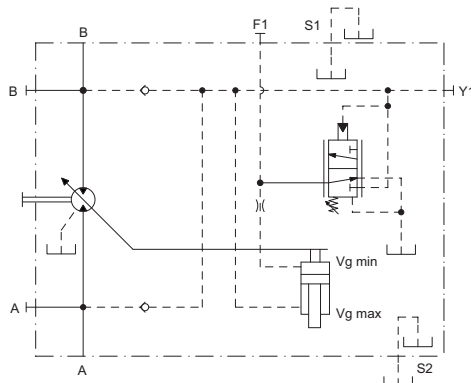
Il regolatore a pressione d'esercizio consente la variazione della cilindrata da Vg_{min} a Vg_{max} quando la pressione d'esercizio aumenta oltre la soglia di taratura, in modo tale che il motore funzioni alla Vg_{min} quando si richiede bassa coppia ed alta velocità ed alla Vg_{max} quando si richiede la massima coppia e la minima velocità. Il motore mantiene la Vg_{min} finché la pressione d'esercizio raggiunge il valore di taratura (pressione di taratura). Se la pressione aumenta ulteriormente il motore passa da Vg_{min} a Vg_{max} . La posizione standard del regolatore è (2) ($Vg_{min} \rightarrow Vg_{max}$). La pressione di taratura è regolabile fra 100 e 400 bar.

The working pressure control allows to swivel the motor displacement from Vg_{min} to Vg_{max} when the operating pressure rises beyond the preset operating pressure, so that the motor is at Vg_{min} when min torque and max speed are required and at Vg_{max} when max torque and min speed are required. The operating pressure applies a force on the spool which is matched by an adjustable spring. The motor keeps the Vg_{min} until the operating pressure reaches the setting value (pressure setting). Once the preset pressure rises beyond, the motor swivels from Vg_{min} to Vg_{max} . The swivel range is from Vg_{min} to Vg_{max} (displacement setting type 2 as per our ordering code). Start of control adjustable between 100 and 400 bar [1450 and 5800 psi].

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165

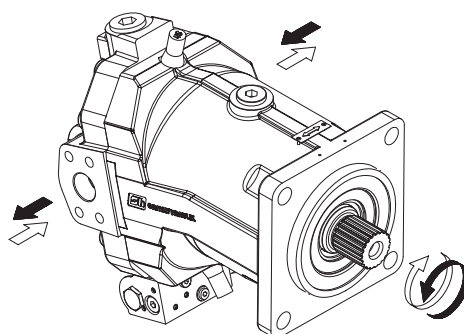


Dimensioni: 215
Size: 215



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.



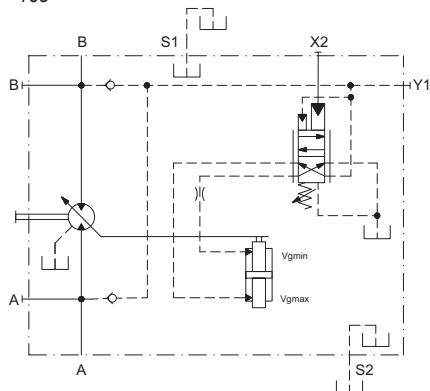
Il dispositivo a pressione d'esercizio con limitatore idraulico rende possibile ridurre la pressione di taratura del comando RPE per mezzo di una pressione di pilotaggio esterna sull'attacco X2. La pressione di taratura del regolatore RPE è ridotta proporzionalmente alla pressione di pilotaggio con un rapporto 1/17 (per ogni bar di pressione di pilotaggio la pressione di taratura si abbassa di 17 bar). La massima pressione di pilotaggio non deve eccedere i 100 bar. Ad esempio, sia la pressione di taratura del regolatore RPE 300 bar. Applicando una pressione di pilotaggio su X2 pari a 10 bar la pressione d'intervento si abbassa a 130 bar ($300 - (10 \times 17) = 130$). Se fosse necessario variare la cilindrata verso $V_{g\max}$ indipendentemente dalla pressione d'esercizio, una pressione di pilotaggio di 20 bar deve agire su X2.

La posizione standard dei regolatore è (2) ($V_{g\min} \rightarrow V_{g\max}$). La pressione di taratura del regolatore RPE è regolabile fra 100 e 400 bar.

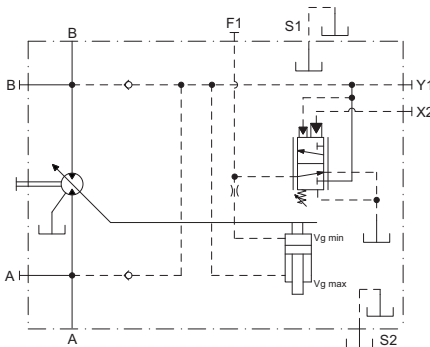
Indicare in fase d'ordine:

Pressione di taratura del regolatore.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165



Dimensioni: 215
Size: 215



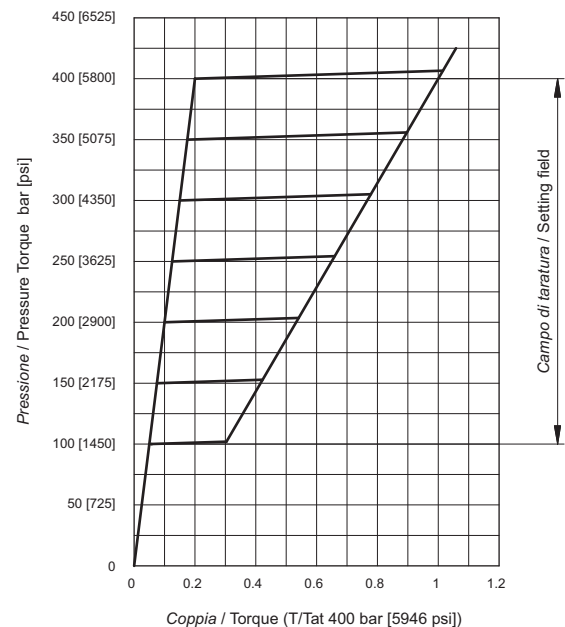
The hydraulic limiting device makes possible to reduce the pressure setting of RPE control by means of an external pilot pressure applied at port X2. The RPE control pressure setting is reduced proportionally to the pilot pressure in the ratio of 1/17 (for each pilot pressure bar, the preset operating pressure is reduced of 17 bar) [170 psi each 10 psi of pilot pressure]. Max permissible pilot pressure at port X2 = 100 bar [1450 psi].

Example: preset operating pressure of RPE control = 300 bar [4350 psi]. By applying at port X2 a pilot pressure of 10 bar [145 psi], the pressure setting comes to 130 bar [1885 psi] ($300 - (10 \times 17) = 130$) (4350 - (145X17)=1885). Should it be required to swivel the motor to $V_{g\max}$ independently from the operating pressure, a pilot pressure of 20 bar [290 psi] should be applied at port X2.

Swivel range from $V_{g\min}$ to $V_{g\max}$ (assembly type 2 as per our ordering code). Start of control adjustable between 100 and 400 bar [1450 and 5800 psi].

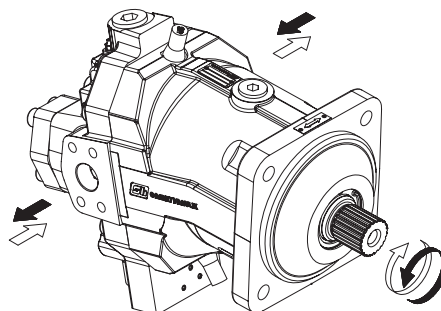
When ordering please clearly state:

Control pressure setting.



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.



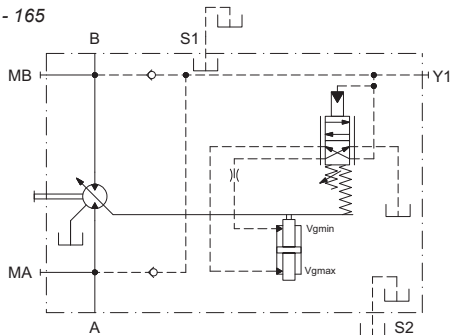
Il regolatore "ROE" consente la variazione della cilindrata in un campo maggiore di pressione rispetto al regolatore "RPE". L'aumento del campo di pressione per la variazione dalla $V_{g\min}$ alla $V_{g\max}$ consente un comportamento più dolce e graduale del motore durante la variazione. Il regolatore "ROE" consente la variazione della cilindrata con campi di pressione indicati in tabella.

Δp bar [psi]	Pmin bar [psi]	Pmax bar [psi]
100 [1450]	100 [1450]	350 [5075]

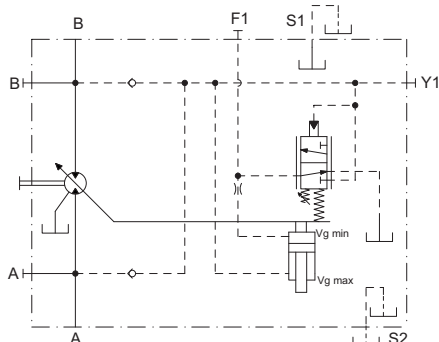
In cui:

- Δp è il delta della pressione d'esercizio che consente la variazione fra la cilindrata minima e quella massima.
- $P_{\min}$ è la pressione minima a cui si può tarare l'inizio della variazione di cambio cilindrata.
- $P_{\max}$ è la pressione massima a cui si può tarare l'inizio della variazione di cambio cilindrata.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165



Dimensioni: 215
Size: 215

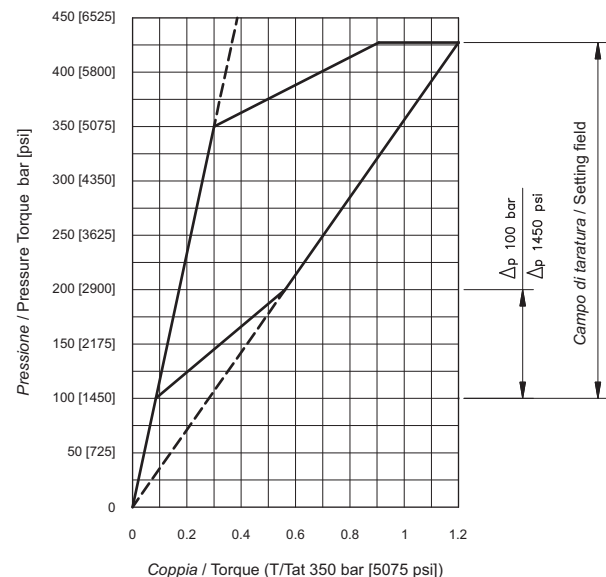


Attenzione: qualora siano presenti limitazioni di cilindrata il regolatore varierà in un Δp ridotto rispetto al suo standard. Contattare Brevini Fluid Power per maggiori informazioni.

The "ROE" control allows a larger pressure range for displacement variation in comparison to "RPE" control. The increase of pressure range for variation from $V_{g\min}$ to $V_{g\max}$ allows a smoother working of the motor during displacement variation. The "ROE" allows the displacement variation with the pressure range show in the table.

Where:

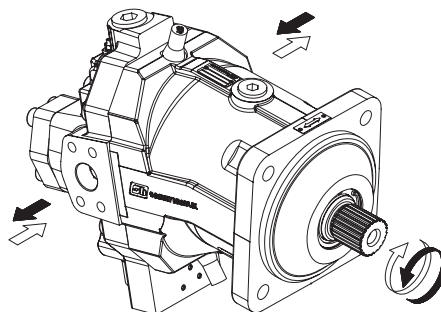
- Δp is the working pressure range that allows the displacement variation.
- Pmin is the minimum pressure at which displacement variation starting can be set.
- Pmax is the maximum pressure at which displacement variation starting can be set.



Warning: in case of displacement limitation, the control shall vary of a reduced Δp with respect to its standard one. Please contact Brevini Fluid Power for more info.

La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.



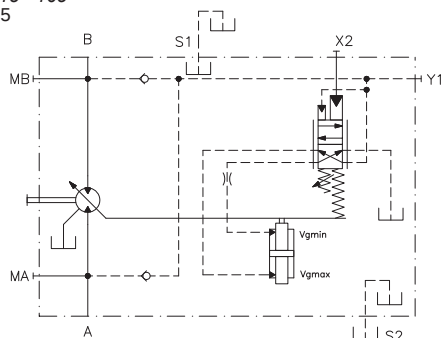
Il dispositivo a pressione d'esercizio con limitatore idraulico rende possibile ridurre la pressione di taratura del comando ROE per mezzo di una pressione di pilotaggio esterna sull'attacco X2. La pressione di taratura del regolatore ROE è ridotta proporzionalmente alla pressione di pilotaggio con un rapporto 1/17 (per ogni bar di pressione di pilotaggio la pressione di taratura si abbassa di 17 bar). La massima pressione di pilotaggio non deve eccedere i 100 bar. Ad esempio, sia la pressione di taratura del regolatore ROE 300 bar. Applicando una pressione di pilotaggio su X2 pari a 10 bar la pressione d'intervento si abbassa a 130 bar ($300 - (10 \times 17) = 130$). Se fosse necessario variare la cilindrata verso $V_{g_{max}}$ indipendentemente dalla pressione d'esercizio, una pressione di pilotaggio di 20 bar deve agire su X2.

La posizione standard dei regolatore è (2) ($V_{g_{min}} \rightarrow V_{g_{max}}$). La pressione di taratura del regolatore ROE è regolabile fra 100 e 350 bar.

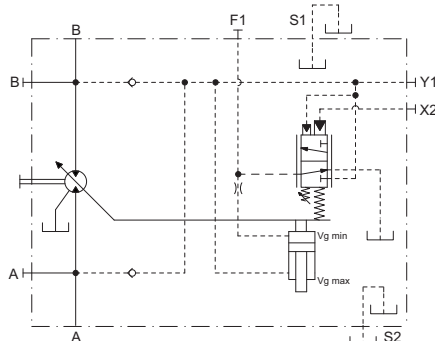
Indicare in fase d'ordine:

Pressione di taratura del regolatore.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165



Dimensioni: 215
Size: 215



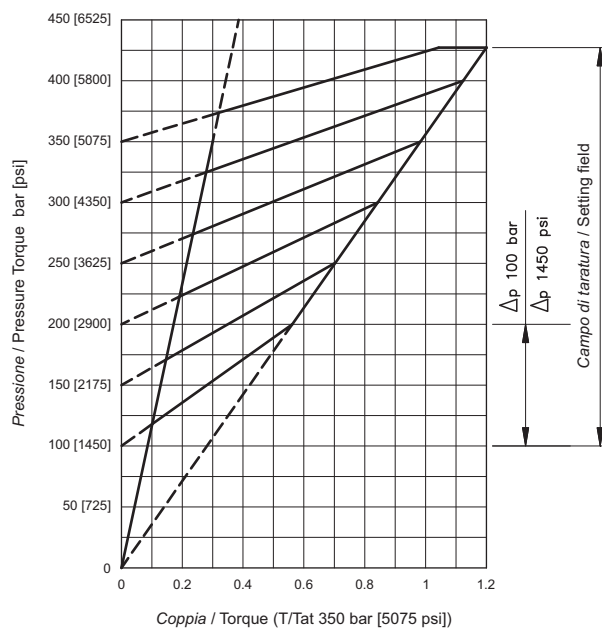
The hydraulic limiting device makes possible to reduce the pressure setting of ROE control by means of an external pilot pressure applied at port X2. The ROE control pressure setting is reduced proportionally to the pilot pressure in the ratio of 1/17 (for each pilot pressure bar, the preset operating pressure is reduced of 17 bar) [170 psi each 10 psi of pilot pressure]. Max permissible pilot pressure at port X2 = 100 bar [1450 psi].

Example: preset operating pressure of ROE control = 300 bar [4350 psi]. By applying at port X2 a pilot pressure of 10 bar [145 psi], the pressure setting comes to 130 bar [1885 psi] ($300 - (10 \times 17) = 130$) ($4350 - (145 \times 17) = 1885$). Should it be required to swivel the motor to $V_{g_{max}}$ independently from the operating pressure, a pilot pressure of 20 bar [290 psi] should be applied at port X2.

Swivel range from $V_{g_{min}}$ to $V_{g_{max}}$ (assembly type 2 as per our ordering code). Start of control adjustable between 100 and 350 bar [1450 and 5000 psi].

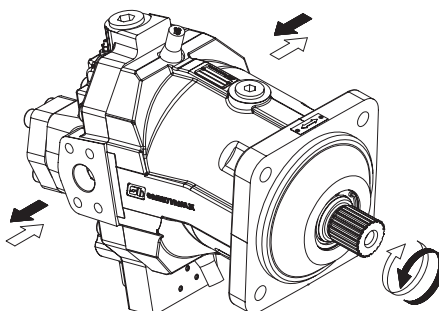
When ordering please clearly state:

Control pressure setting.



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

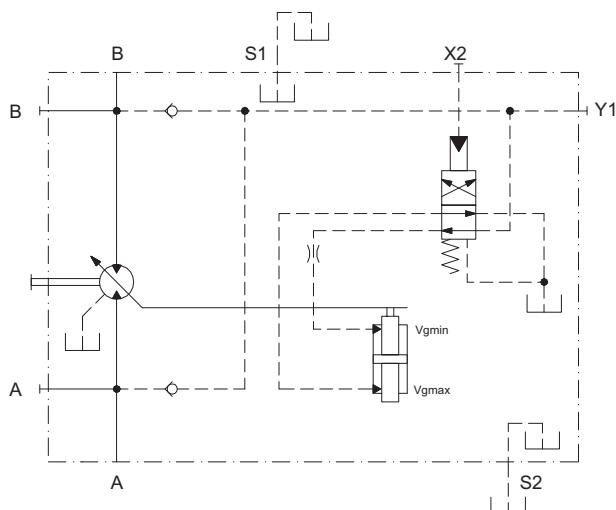


Il regolatore idraulico a due posizioni permette di variare la cilindrata tra $V_{g_{max}}$ e $V_{g_{min}}$ applicando o no una pressione di pilotaggio sull'attacco X2. La mancanza della molla di retroazione consente l'ottenimento delle sole cilindrata estreme $V_{g_{max}}$ e $V_{g_{min}}$. La minima pressione di pilotaggio richiesta è di 10 bar mentre la massima ammissibile è di 100 bar su X2. La posizione del regolatore è (1) ($V_{g_{max}} \rightarrow V_{g_{min}}$) o (2) ($V_{g_{min}} \rightarrow V_{g_{max}}$).

NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165

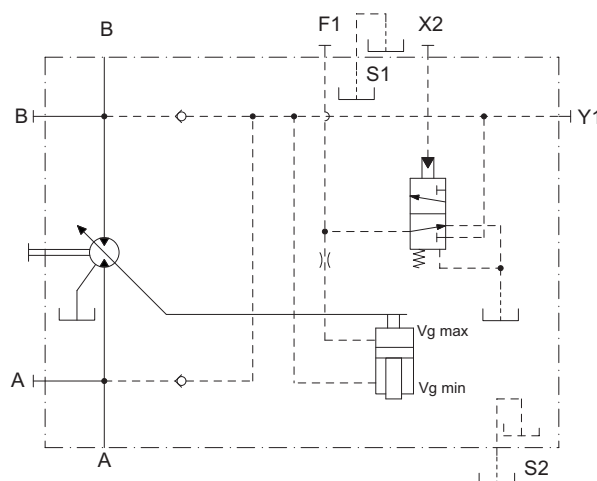


The hydraulic two positions control allows the displacement of the motor to be set to $V_{g_{max}}$ or $V_{g_{min}}$ by applying or not a pilot pressure at port X2. The feed back spring is missing so $V_{g_{max}}$ or $V_{g_{min}}$ only can be set. Minimum required pilot pressure = 10 bar [145 psi] and maximum permissible pressure at port X2=100 bar [1450 psi]. The swivel range is 1 (from $V_{g_{max}}$ to $V_{g_{min}}$) or 2 (swivel range from $V_{g_{min}}$ to $V_{g_{max}}$).

NOTE:

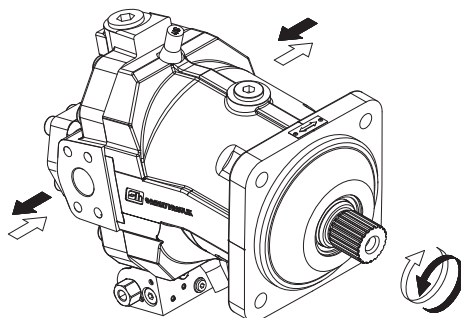
For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

Dimensioni: 215
Size: 215



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

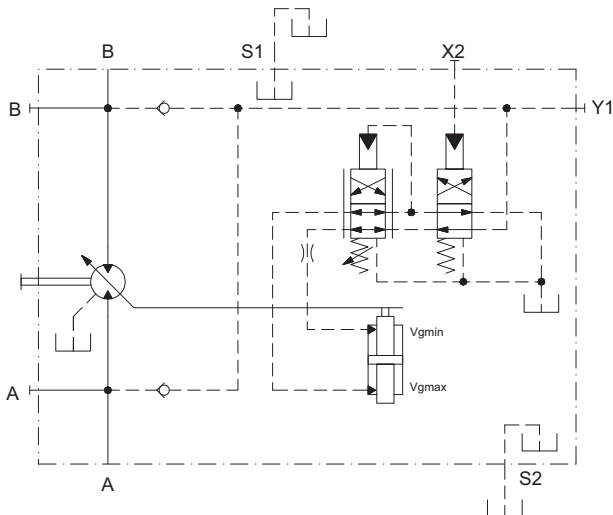


Il regolatore 2IE con dispositivo limitatore di pressione, consente al motore di portarsi alla cilindrata massima $V_{g_{max}}$ al raggiungimento della pressione di taratura. Al di sotto di tale soglia, il funzionamento non si discosta da quello del comando 2IN. Applicando una certa pressione di pilotaggio sull'attacco X2 il motore si porta alla $V_{g_{min}}$. La minima pressione di pilotaggio richiesta è di 10 bar mentre la massima ammissibile è di 100 bar su X2. Se la pressione d'esercizio supera quella di taratura il dispositivo limitatore di pressione impone il passaggio alla $V_{g_{max}}$. La posizione del regolatore è (1) ($V_{g_{max}} \rightarrow V_{g_{min}}$).

NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165

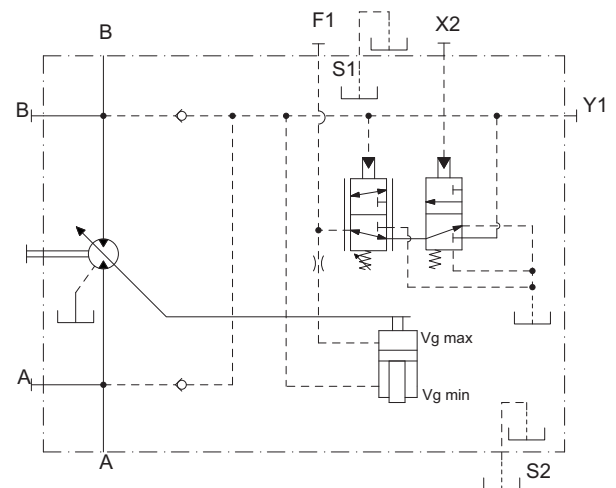


The 2IE control version with the pressure override allows the motor to swivel to $V_{g_{max}}$ when the pressure setting is reached. Same as 2IN control, the motor displacement is adjusted to $V_{g_{min}}$ when the pilot pressure applied at port X2. Minimum required pilot pressure = 10 bar [145 psi] and maximum permissible pressure at port X2=100 bar [1450 psi]. If the operating pressure rises beyond the pressure setting, the pressure limiting device the motor swivels out to $V_{g_{max}}$. Swivel range is from $V_{g_{max}}$ to $V_{g_{min}}$ (displacement setting 1 per our ordering code).

NOTE:

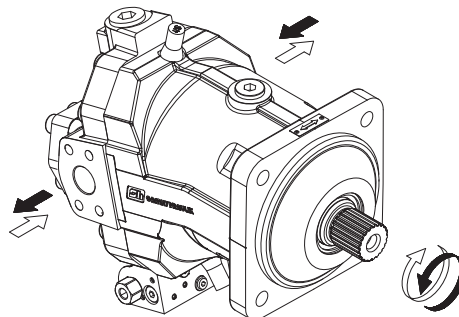
For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

Dimensioni: 215
Size: 215



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

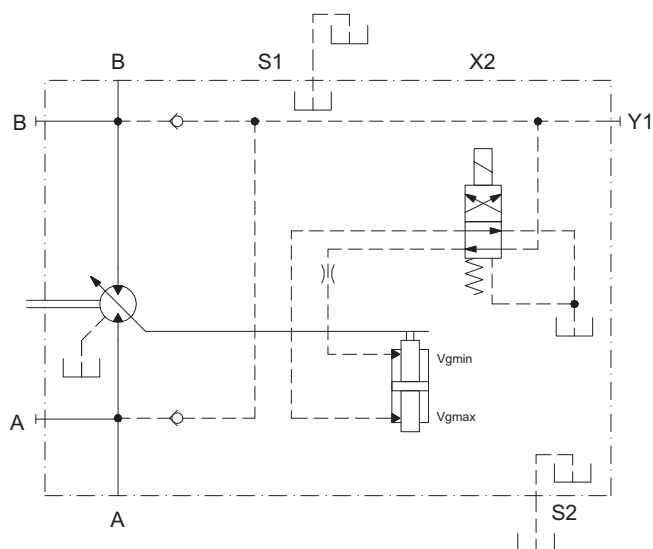


Il regolatore elettromagnetico a due posizioni permette di regolare la cilindrata del motore tra Vg_{max} e Vg_{min} intervenendo sull'alimentazione di un magnete ON/OFF. La mancanza della molla di retroazione consente di ottenere solo le due cilindrata estreme (Vg_{max} e Vg_{min}). L'elettromagnete è disponibile nelle versioni 12 V c.c. e 24 Vcc. La posizione del regolatore è (1) ($Vg_{max} \rightarrow Vg_{min}$) o (2) ($Vg_{min} \rightarrow Vg_{max}$).

NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165

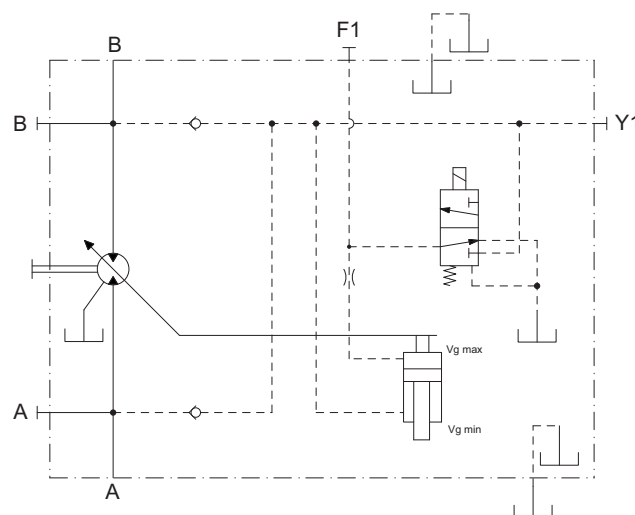


The electric two positions control allows the displacement of the motor to be set to Vg_{max} or Vg_{min} by switching an ON/OFF solenoid valve. The feed back spring is missing so Vg_{max} or Vg_{min} only can be set. 12V DC and 24V DC ON/OFF solenoid are available. The swivel range is 1 (from Vg_{max} to Vg_{min}) or 2 (swivel range from Vg_{min} to Vg_{max}).

NOTE:

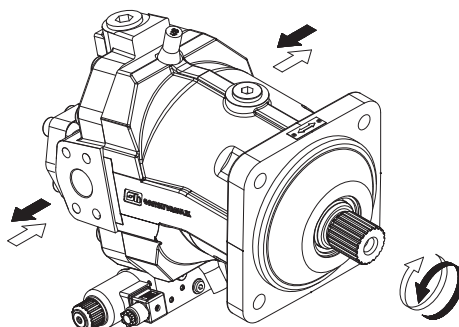
For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

Dimensioni: 215
Size: 215



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

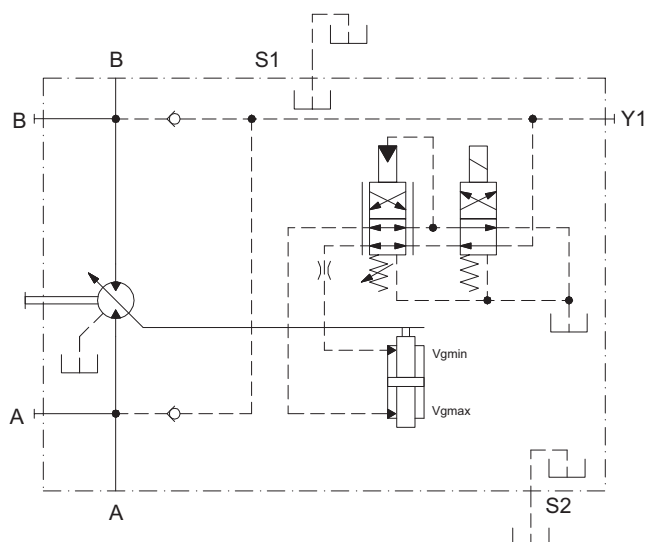


Il regolatore 2EE con dispositivo limitatore di pressione, consente al motore di portarsi alla cilindrata massima $V_{g_{max}}$ al raggiungimento della pressione di taratura. Al di sotto di tale soglia, il funzionamento non si discosta da quello del comando 2EN. A magnete non eccitato il motore è alla $V_{g_{max}}$. Quando il magnete è eccitato il motore si porta alla $V_{g_{min}}$. Se la pressione d'esercizio supera quella di taratura il dispositivo limitatore di pressione impone il passaggio alla $V_{g_{max}}$. La posizione del regolatore è (1) ($V_{g_{max}} \rightarrow V_{g_{min}}$).

NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
 Size: 061 - 085 - 115 - 165

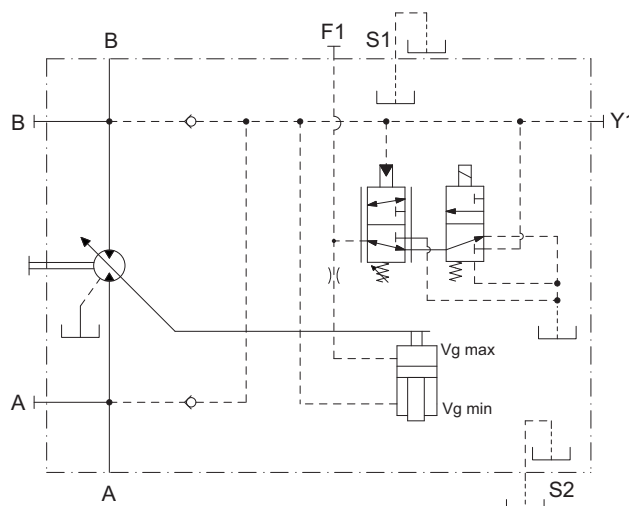


The 2EE control version with the pressure override allows the motor to swivel to $V_{g_{max}}$ when the pressure setting is reached. Same as '2EN' control, when solenoid valve is switched off the motor is at $V_{g_{max}}$. The motor displacement is adjusted to $V_{g_{min}}$ when the solenoid valve is switched on and if the operating pressure rises beyond the pressure setting, the pressure limiting device overrides the electric two positions control and the motor swivels out to $V_{g_{max}}$. Swivel range is from $V_{g_{max}}$ to $V_{g_{min}}$ (displacement setting 1 per our ordering code).

NOTE:

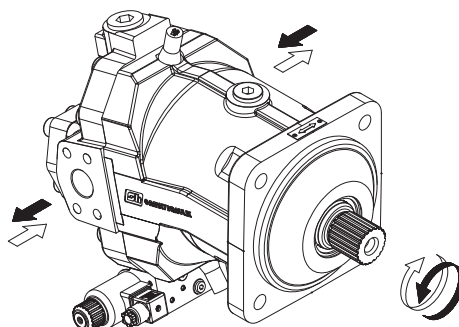
For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

Dimensioni: 215
 Size: 215



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.



Il regolatore idraulico proporzionale consente un adeguamento continuo della cilindrata del motore proporzionalmente alla pressione di pilotaggio applicata sull'attacco X2.

La pressione di pilotaggio applica una forza sul pilota ed il motore varia la cilindrata fino a che la molla di retroazione arriva a bilanciare il sistema di forze. Perciò la cilindrata è variata proporzionalmente alla pressione di pilotaggio.

La posizione standard dei regolatore è (1) ($V_{g_{max}} \rightarrow V_{g_{min}}$), ma la posizione (2) ($V_{g_{min}} \rightarrow V_{g_{max}}$) è disponibile a richiesta. Inizio regolazione pressione di pilotaggio da 5 bar a 20 bar circa.

Il campo di variazione della pressione di pilotaggio è 25 bar.

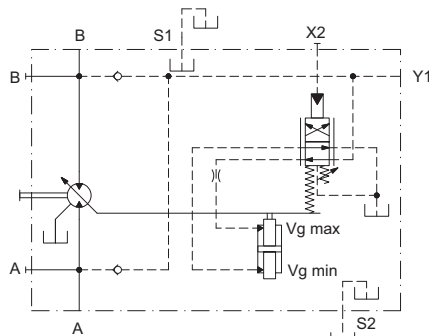
La pressione massima di pilotaggio su X2 = 100 bar.

The hydraulic proportional control allows a stepless adjustment of the motor displacement proportionally to the pilot pressure applied at port X2. The pilot pressure applies a force on the spool and the motor swivels until a force balance on the arm is stored by feed back spring. Therefore the motor displacement is adjusted in direct proportion with the pilot pressure. Usually the swivel range is from $V_{g_{max}}$ to $V_{g_{min}}$ (displacement setting type 1 as per our ordering code) so that increasing the pilot pressure the motor swivels towards $V_{g_{min}}$, however, displacement setting type 2 (swivel range from $V_{g_{min}}$ to $V_{g_{max}}$) is also available. Start of control, Setting range from 5 bar [72.5 psi] to 20 bar [290 psi] around. Pilot pressure range 25 bar [362.5 psi]. Max permissible pilot pressure at port X2 = 100 bar [1450 psi].

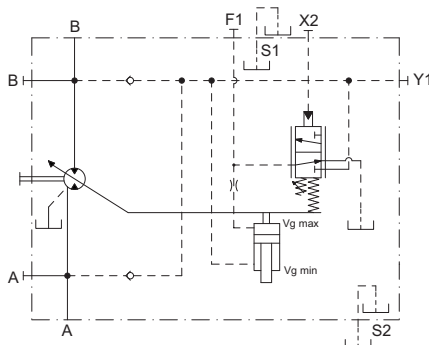
NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165



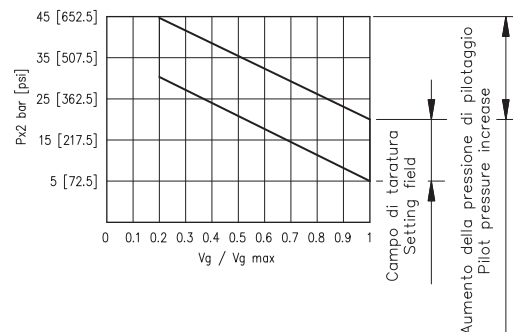
Dimensioni: 215
Size: 215



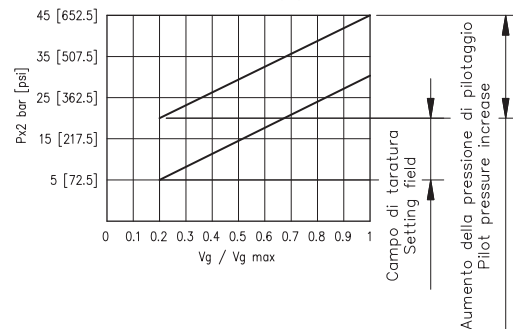
NOTE:

For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

RIN (1)

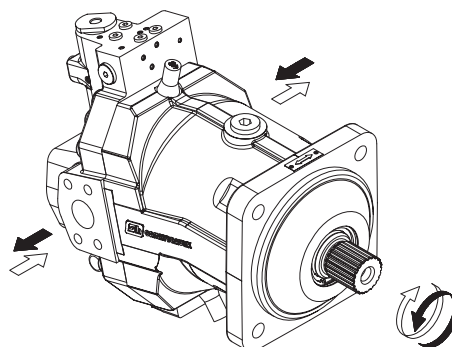


RIN (2)



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

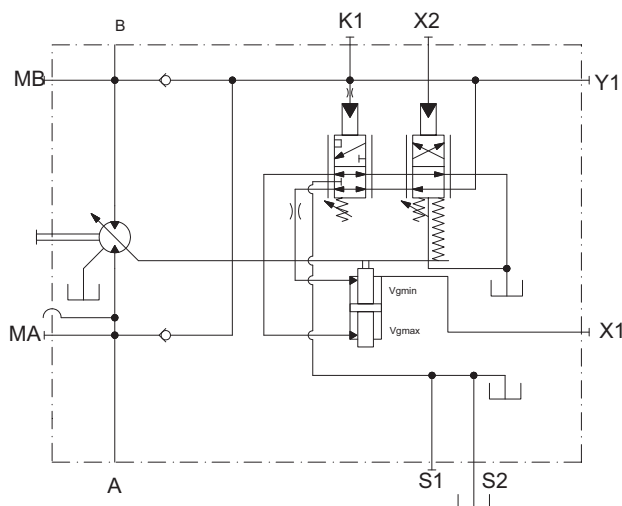


Il regolatore RIE con dispositivo limitatore di pressione, consente al motore di portarsi alla cilindrata massima $V_{g_{max}}$ al raggiungimento della pressione di taratura. Al di sotto di tale soglia, il funzionamento non si discosta da quello del comando RIN. Applicando una certa pressione di pilotaggio sull'attacco X2 il motore si porta alla $V_{g_{min}}$. Se la pressione d'esercizio supera quella di taratura il dispositivo limitatore di pressione impone il passaggio alla $V_{g_{max}}$. La posizione del regolatore è (1) ($V_{g_{max}} \rightarrow V_{g_{min}}$). Inizio regolazione pressione di pilotaggio da 5 bar a 20 bar circa. Il campo di variazione della pressione di pilotaggio è 25 bar. La pressione massima di pilotaggio su X2 = 100 bar.

NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165

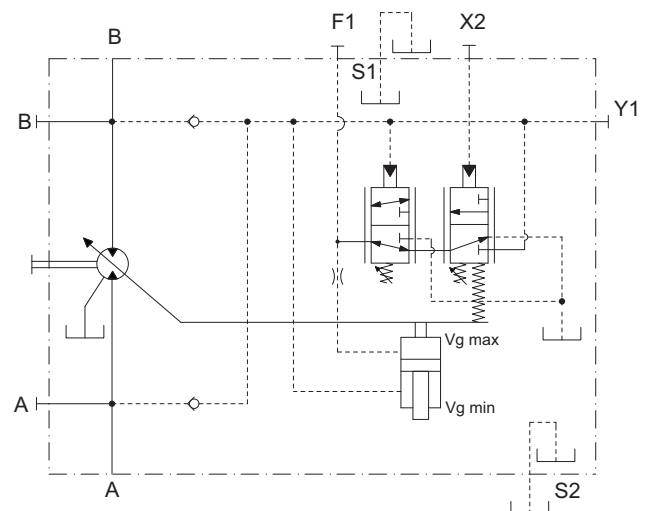


The RIE control version with the pressure override allows the motor to swivel to $V_{g_{max}}$ when the pressure setting is reached. Same as RIN control, the motor displacement is adjusted to $V_{g_{min}}$ when the pilot pressure applied at port X2. If the operating pressure rises beyond the pressure setting, the pressure limiting device the motor swivels out to $V_{g_{max}}$. Swivel range is from $V_{g_{max}}$ to $V_{g_{min}}$ (displacement setting 1 per our ordering code). Start of control, Setting range from 5 bar [72.5 psi] to 20 bar [290 psi] around. Pilot pressure range 25 bar [362.5 psi]. Max permissible pilot pressure at port X2 = 100 bar [1450 psi].

NOTE:

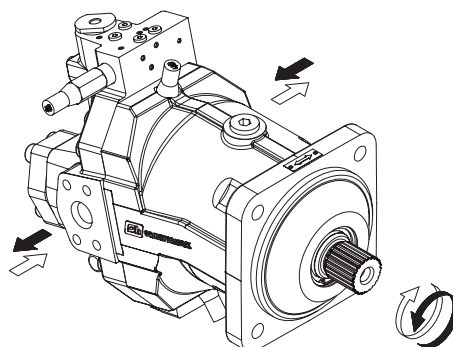
For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

Dimensioni: 215
Size: 215



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.



Il regolatore RID con dispositivo limitatore di pressione, consente al motore di portarsi alla cilindrata massima $V_{g_{max}}$ al raggiungimento della pressione di taratura. Al di sotto di tale soglia, il funzionamento non si discosta da quello del comando RIN. Applicando una certa pressione di pilotaggio sull'attacco X2 il motore si porta alla $V_{g_{min}}$. Se la pressione d'esercizio supera quella di taratura il dispositivo limitatore di pressione impone il passaggio alla $V_{g_{max}}$. La posizione del regolatore è (1) ($V_{g_{max}} \rightarrow V_{g_{min}}$).

Applicando una pressione all'attacco X3, la taratura del limitatore di pressione può essere sovrastata a favore di un diverso valore di taratura.

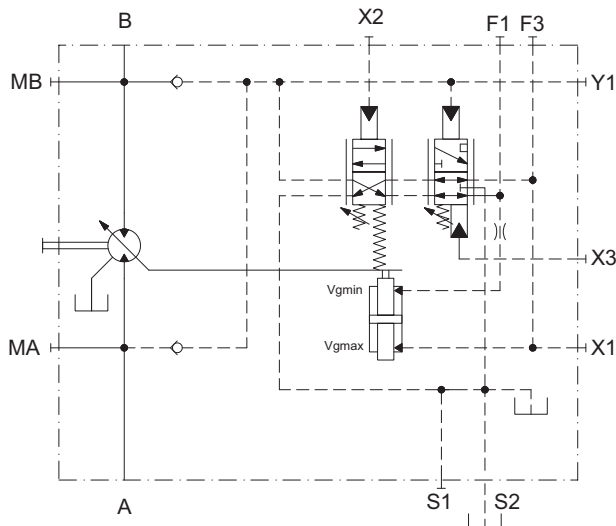
Il campo di variazione della pressione di pilotaggio su X3 è da 16 bar a 64 bar.

Inizio regolazione pressione di pilotaggio da 5 bar a 20 bar circa. Il campo di variazione della pressione di pilotaggio è 25 bar. La pressione massima di pilotaggio su X2 = 100 bar.

NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
 Size: 061 - 085 - 115 - 165



The RID control version with the pressure override allows the motor to swivel to $V_{g_{max}}$ when the pressure setting is reached. Same as RIN control, the motor displacement is adjusted to $V_{g_{min}}$ when the pilot pressure applied at port X2. If the operating pressure rises beyond the pressure setting, the pressure limiting device the motor swivels out to $V_{g_{max}}$. Swivel range is from $V_{g_{max}}$ to $V_{g_{min}}$ (displacement setting 1 per our ordering code).

Applying a pressure to port X3, the setting of PE control can be overridden by a different value of pressure.

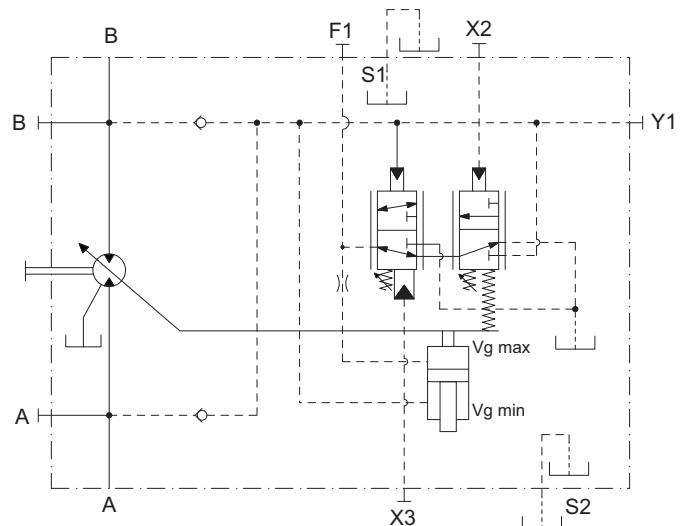
Setting range from 16 bar [232 psi] to 64 bar [928 psi] around.

Start of control, Setting range from 5 bar [72.5 psi] to 20 bar [290 psi] around. Pilot pressure range 25 bar [362.5 psi]. Max permissible pilot pressure at port X2 = 100 bar [1450 psi].

NOTE:

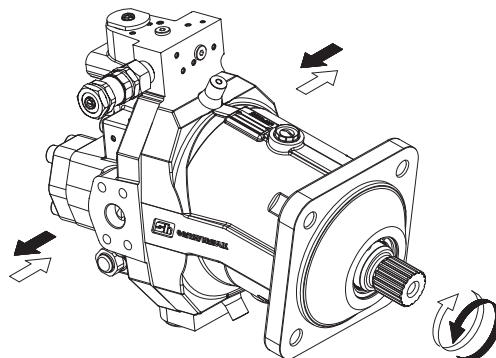
For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

Dimensioni: 215
 Size: 215



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

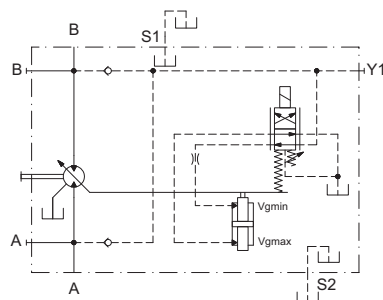


Il regolatore elettromagnetico proporzionale consente una variazione continua e programmabile della cilindrata proporzionalmente all'intensità della corrente di alimentazione di un solenoide proporzionale disponibile nella versione a 12V o 24V e con attacco DIN 43650 o DEUTSCH. L'elettromagnete proporzionale applica una forza sul pilota proporzionale all'intensità di corrente ed il motore varia la sua cilindrata fino a che la molla di retroazione ripristina l'equilibrio. L'alimentazione è a corrente continua a 24V (12V). Il campo di regolazione della corrente è compreso tra 200 (400) e 600 (1200) mA (con regolazioni standard delle cilindrata massima e minima). Massima corrente ammissibile 800 (1600) mA. La posizione standard del regolatore è (1) ($V_{g_{max}} \rightarrow V_{g_{min}}$) ma la posizione (2) ($V_{g_{min}} \rightarrow V_{g_{max}}$) è disponibile a richiesta. Per controllare il magnete proporzionale sono disponibili i regolatori elettronici da ordinare separatamente.

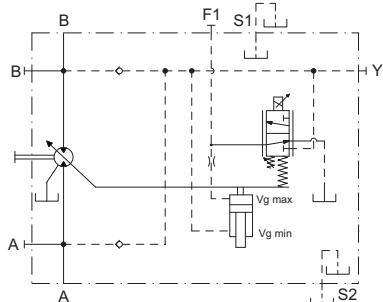
NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
Size: 061 - 085 - 115 - 165



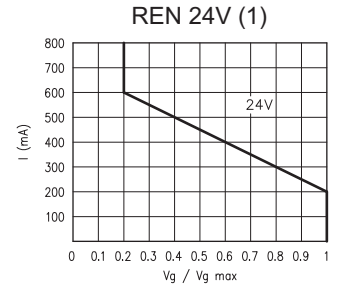
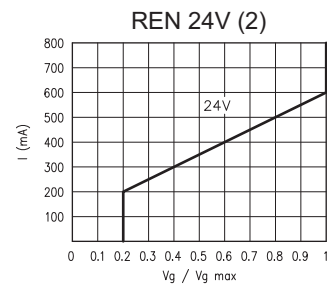
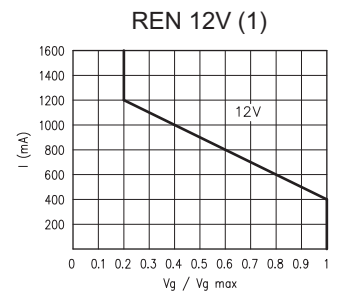
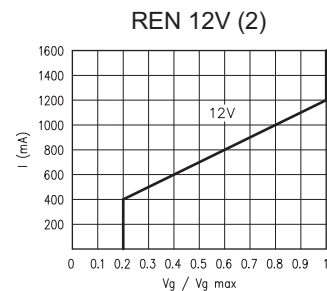
Dimensioni: 215
Size: 215



The electrical proportional control allows stepless and programmable adjustment of the motor displacement proportionally to the current strength supplied to a proportional solenoid valve available in 12V DC and 24V DC version and with connector DIN 43650 or DEUTSCH. The proportional solenoid valve applies a force on the spool proportional to the current strength and the motor swivels until a force balance is restored by a feed-back spring. To control the proportional solenoid valve a 24V DC (12V DC) supply is required. Current range between 200 (400) and 600 (1200) mA approx. (with standard setting of Max and Min displacement). Max permissible current = 800 (1600) mA. Usually the swivel range is from $V_{g_{max}}$ to $V_{g_{min}}$ (displacement setting type 1 as per our ordering code) so that increasing the current strength the motor swivels towards $V_{g_{min}}$, however displacement setting type 2 (swivels range from $V_{g_{min}}$ to $V_{g_{max}}$) is also available. The electronic devices are available to control the solenoid (they must be ordered separately).

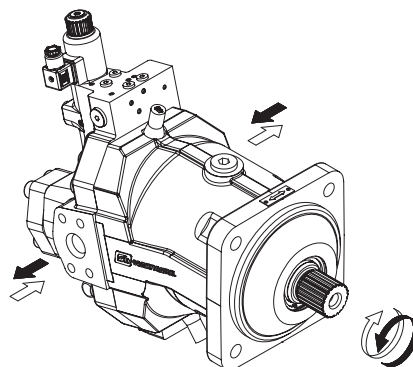
NOTE:

For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

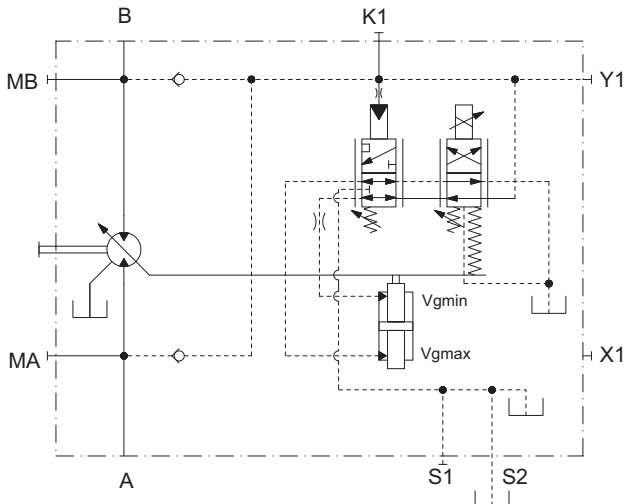


Il regolatore REE con dispositivo limitatore di pressione, consente al motore di portarsi alla cilindrata massima Vg_{max} al raggiungimento della pressione di taratura. Al di sotto di tale soglia, il funzionamento non si discosta da quello del comando REN. Il solenoide proporzionale è disponibile nella versione a 12V o 24V e con attacco DIN 43650 o DEUTSCH. A magnete non eccitato il motore è alla Vg_{max} . Quando il magnete è eccitato il motore si porta alla Vg_{min} . Se la pressione d'esercizio supera quella di taratura il dispositivo limitatore di pressione impone il passaggio alla Vg_{max} . La posizione del regolatore è (1) ($Vg_{max} \rightarrow Vg_{min}$).

NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
 Size: 061 - 085 - 115 - 165

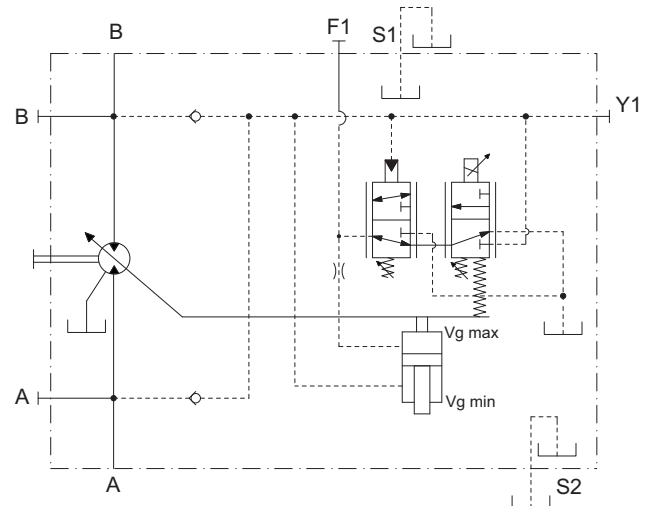


The REE control version with the pressure override allows the motor to swivel to Vg_{max} when the pressure setting is reached. Same as REN control, when solenoid valve is switched off the motor is at Vg_{max} . The proportional solenoid valve is available in 12V DC and 24V DC version and with connector DIN 43650 o DEUTSCH. The motor displacement is adjusted to Vg_{min} when the solenoid valve is switched on and if the operating pressure rises beyond the pressure setting, the pressure limiting device overrides the electric two positions control and the motor swivels out to Vg_{max} . Swivel range is from Vg_{max} to Vg_{min} (displacement setting 1 per our ordering code).

NOTE:

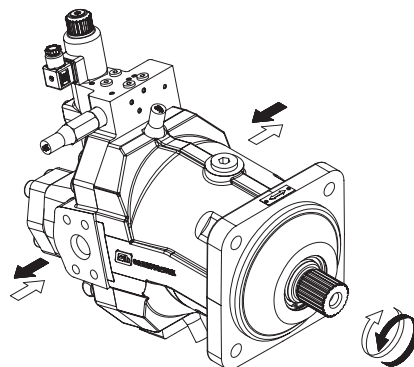
For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

Dimensioni: 215
 Size: 215



La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

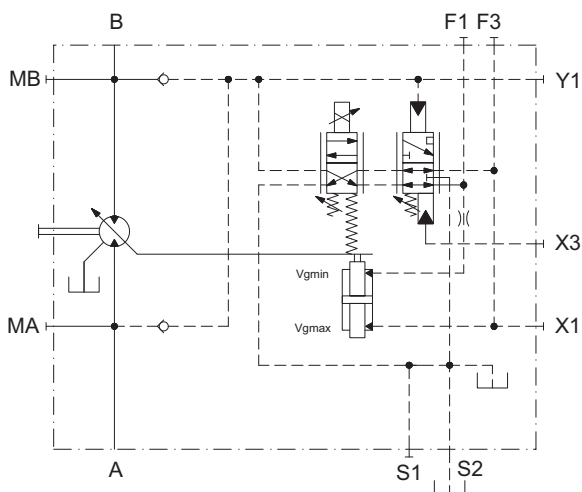


Il regolatore RED con dispositivo limitatore di pressione, consente al motore di portarsi alla cilindrata massima Vg_{max} al raggiungimento della pressione di taratura. Al di sotto di tale soglia, il funzionamento non si discosta da quello del comando REN. Il solenoide proporzionale è disponibile nella versione a 12V o 24V e con attacco DIN 43650 o DEUTSCH. A magnete non eccitato il motore è alla Vg_{max} . Quando il magnete è eccitato il motore si porta alla Vg_{min} . Se la pressione d'esercizio supera quella di taratura il dispositivo limitatore di pressione impone il passaggio alla Vg_{max} . La posizione del regolatore è (1) ($Vg_{max} \rightarrow Vg_{min}$). Applicando una pressione all'attacco X3, la taratura del limitatore di pressione può essere sovrastata a favore di un diverso valore di taratura. Il campo di variazione della pressione di pilotaggio su X3 è da 16 bar a 64 bar.

NOTA:

Per un regolatore performante un pressione di esercizio di almeno 20 bar è necessaria sull'utenza A (B). Se nell'applicazione quest'ultima non è garantita, deve essere applicata una pressione ausiliaria di almeno 20 bar sull'attacco Y1.

Dimensioni: 061 - 085 - 115 - 165
 Size: 061 - 085 - 115 - 165



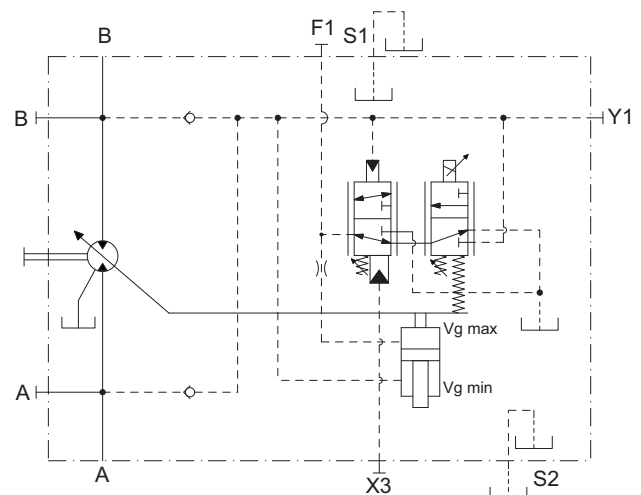
The RED control version with the pressure override allows the motor to swivel to Vg_{max} when the pressure setting is reached. Same as REN control, when solenoid valve is switched off the motor is at Vg_{max} . The proportional solenoid valve is available in 12V DC and 24V DC version and with connector DIN 43650 o DEUTSCH. The motor displacement is adjusted to Vg_{min} when the solenoid valve is switched on and if the operating pressure rises beyond the pressure setting, the pressure limiting device overrides the electric two positions control and the motor swivels out to Vg_{max} . Swivel range is from Vg_{max} to Vg_{min} (displacement setting 1 per our ordering code).

Applying a pressure to port X3, the setting of PE control can be overridden by a different value of pressure. Setting range from 16 bar [232 psi] to 64 bar [928 psi] around.

NOTE:

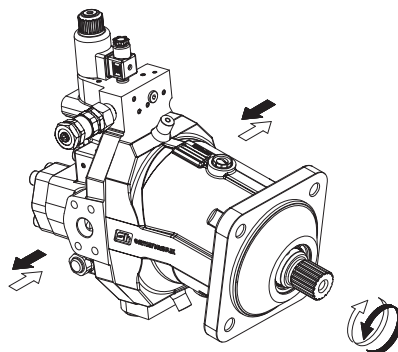
For reliable control, an operating pressure of at least 20 bar [290 psi], is necessary at port A (B). If in the application this pressure is not guaranteed, an auxiliary pressure of 20 bar [290 psi] is to be applied at port Y1.

Dimensioni: 215
 Size: 215

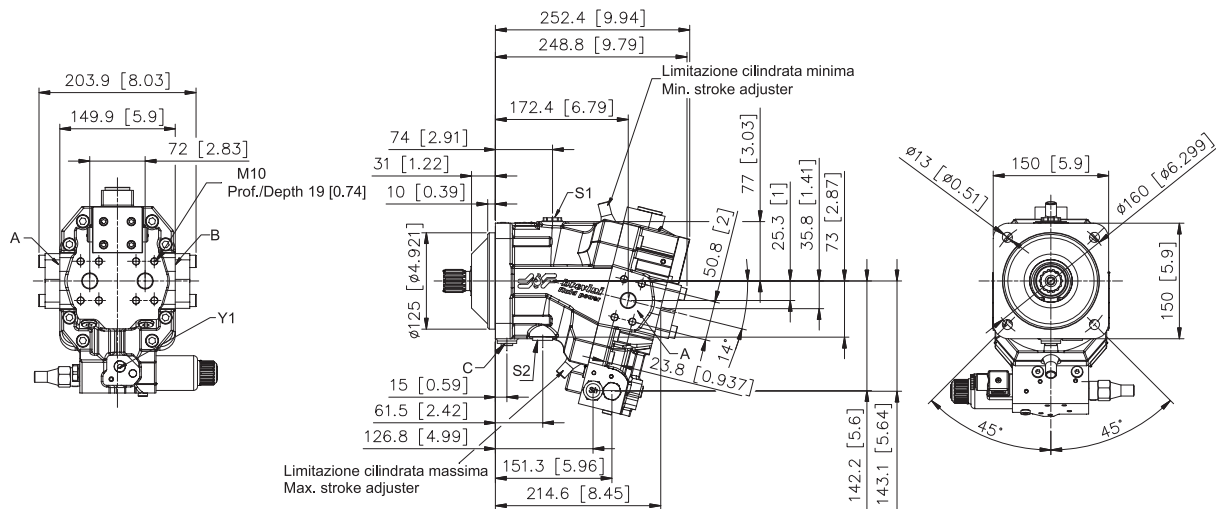


La relazione tra il senso di rotazione dell'albero del motore SH7V e la direzione del flusso è illustrata in figura

The relation between direction of rotation of shaft and direction of flow in SH7V motor is shown in the picture below.

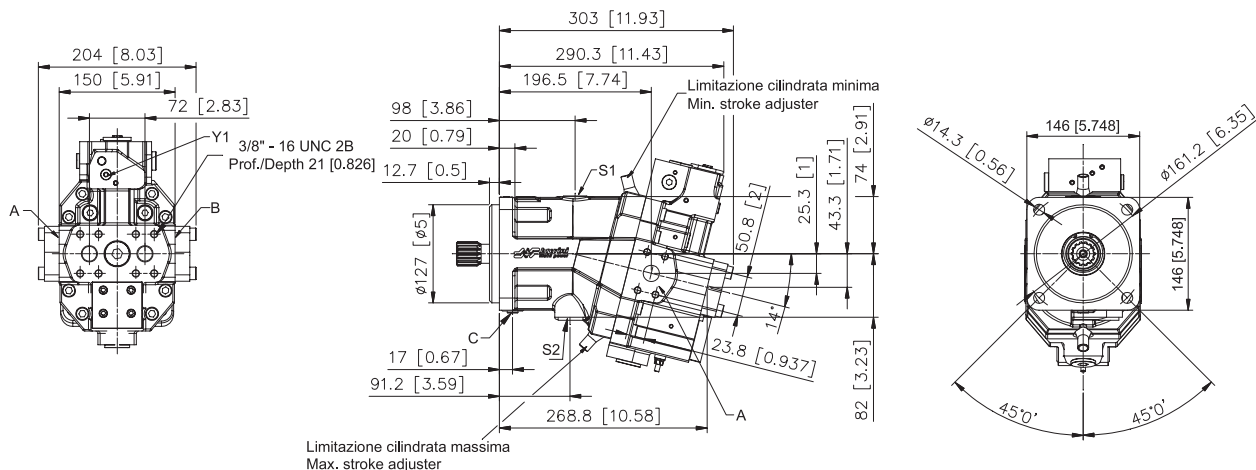


Motore SH9V 061 - Flangia ISO 4 Fori (OC)
SH9V 061 Motor - Mounting flange ISO 4 Bolts (OC)



- A-B: *Utenze / Service line ports - 3/4\" SAE 6000*
C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 1/8 G (BSPP)*
S1-S2: *Bocche di drenaggio carcassa / Case drain port - 1/2 G (BSPP)*
Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 1/8 G (BSPP)*

Motore SH9V 061 - Flangia SAE-C 4 Fori (05)
SH9V 061 Motor - Mounting flange SAE-C 4 Bolts (05)

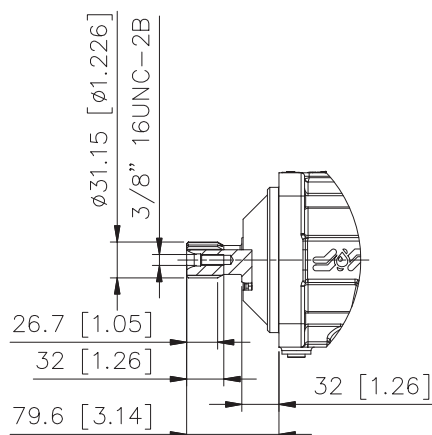


- A-B: *Utenze / Service line ports - 3/4\" SAE 6000*
C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 7/16\"-20 UNF*
S1-S2: *Bocche di drenaggio carcassa / Case drain port - 1\"1/16-12 UN 2B*
Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 7/16\"-20 UNF-2B*

S12

SCANALATO / SPLINED

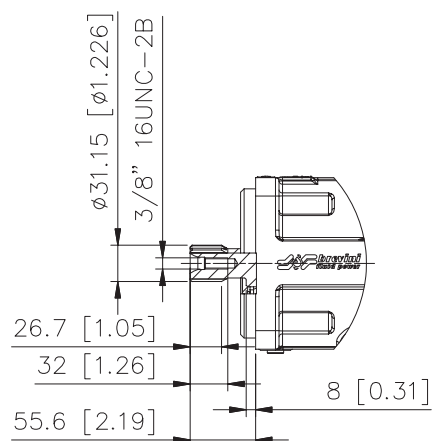
14T 12/24 DP



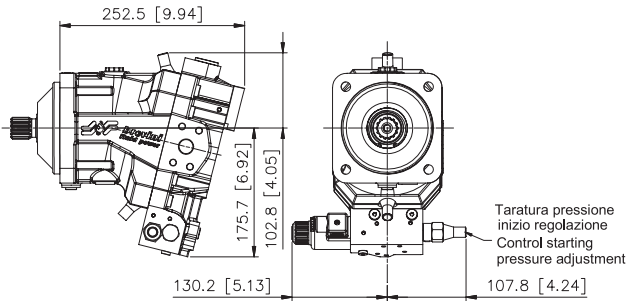
S12

SCANALATO / SPLINED

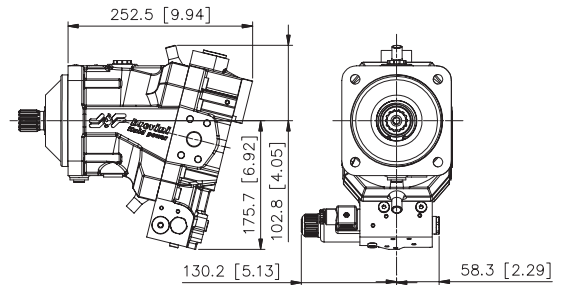
14T 12/24 DP



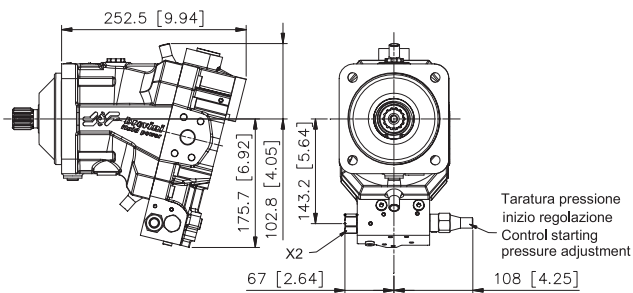
Regolatore 2EE
2EE Control



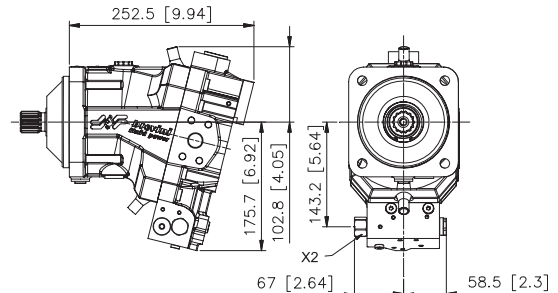
Regolatore 2EN
2EN Control



Regolatore 2IE
2IE Control



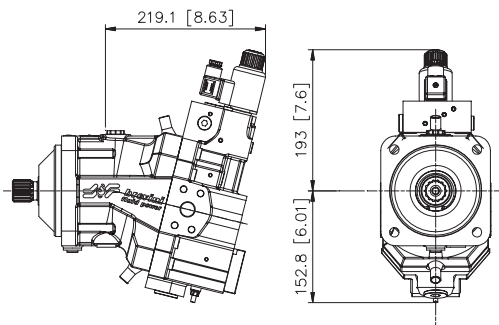
Regolatore 2IN
2IN Control



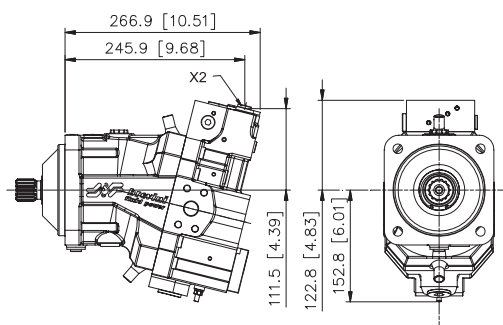
X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

Regolatore REN
REN Control

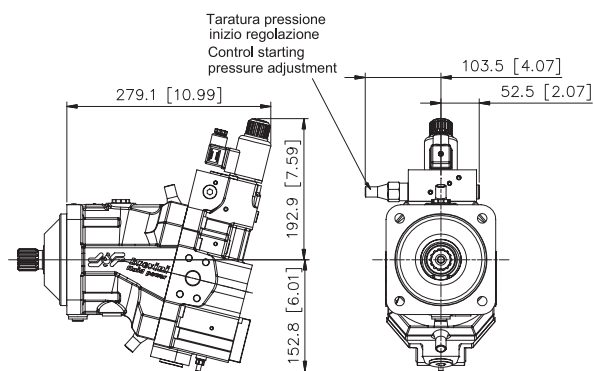


Regolatore RIN
RIN Control

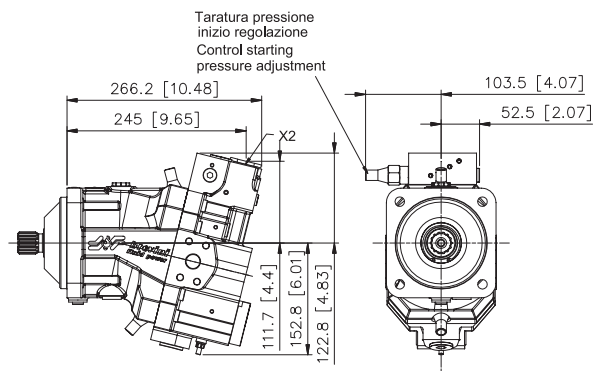


X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

Regolatore REE REE Control



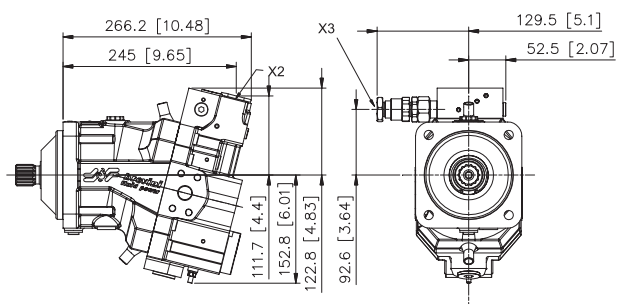
Regolatore RIE RIE Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

Regolatore RID RID Control



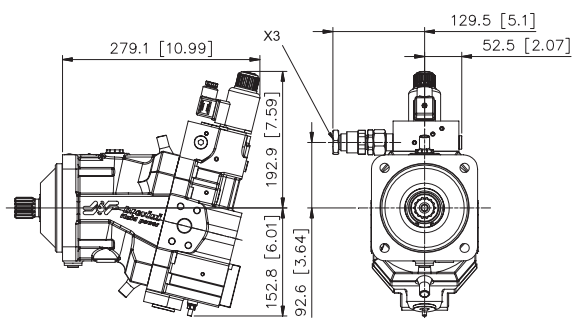
X2: Attacco pilotaggio - 1/4 G (BSPP)

X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

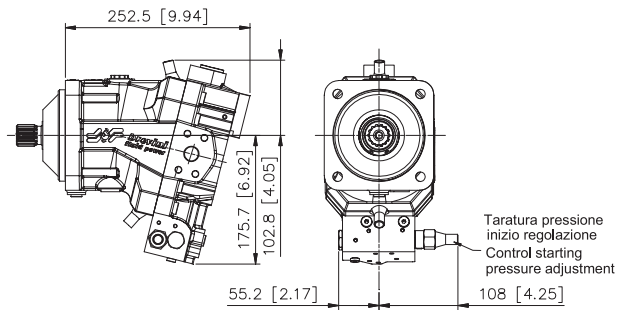
Regolatore RED RED Control



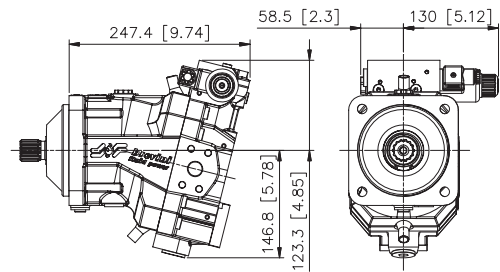
X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

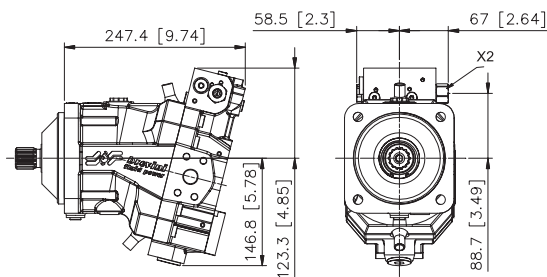
Regolatore RPE
RPE Control



Regolatore 2EN
2EN Control

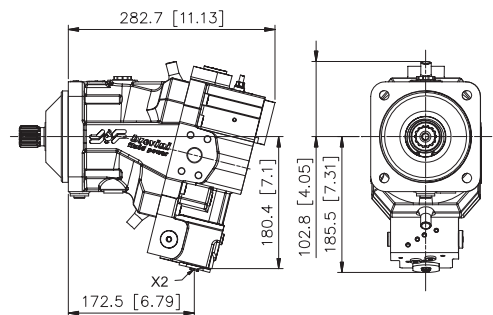


Regolatore 2IN
2IN Control



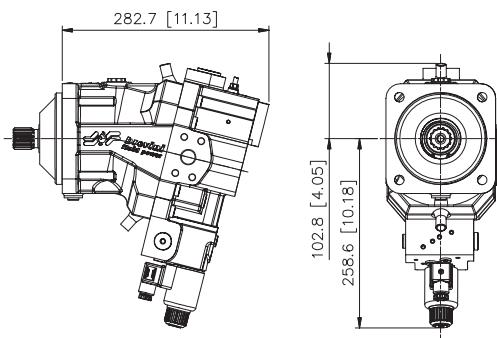
X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

Regolatore RIN
RIN Control

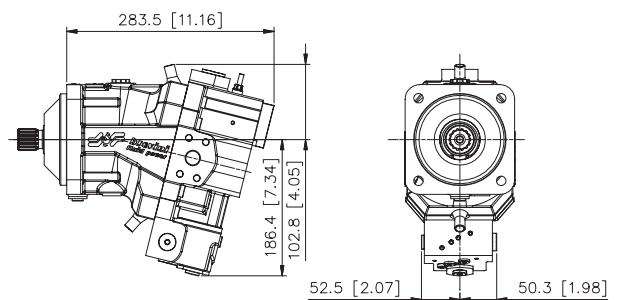


X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

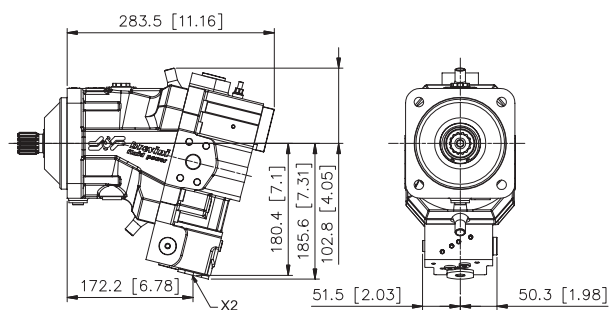
Regolatore REN
REN Control



Regolatore ROE
ROE Control



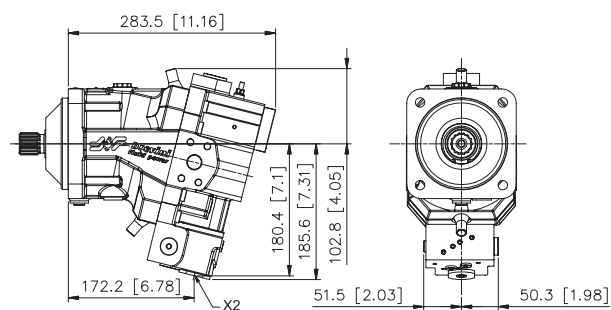
Regolatore ROI
ROI Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

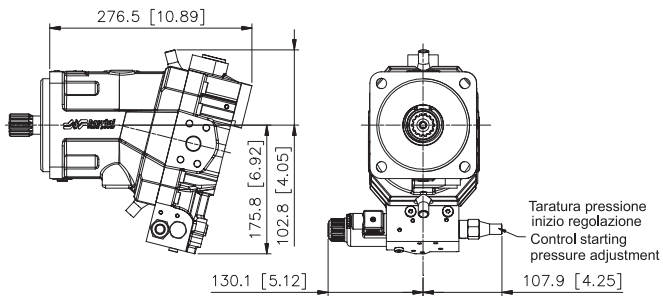
Regolatore RPI
PRI Control



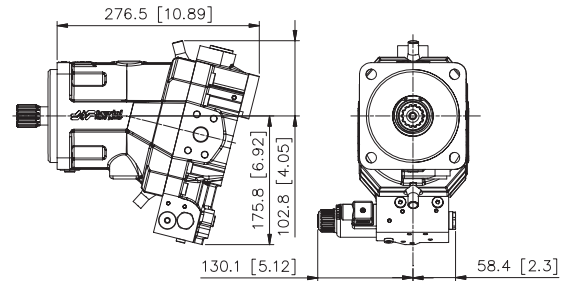
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

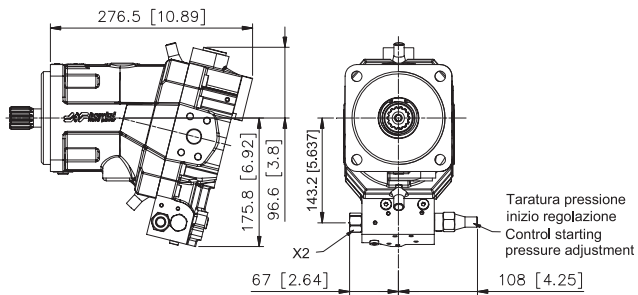
Regolatore 2EE
2EE Control



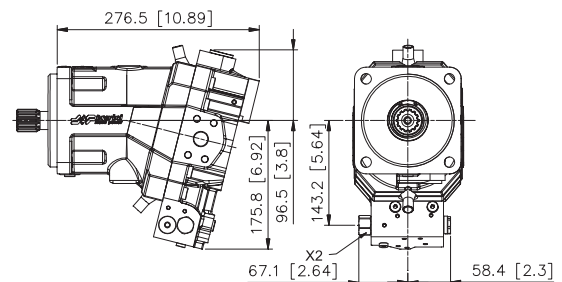
Regolatore 2EN
2EN Control



Regolatore 2IE
2IE Control



Regolatore 2IN
2IN Control



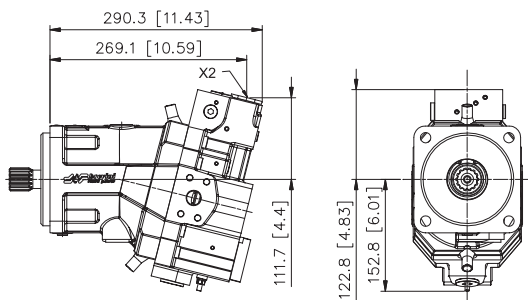
X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

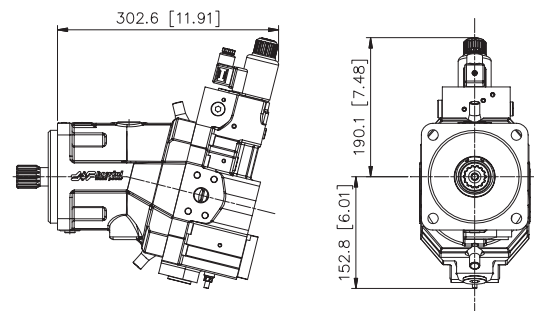
X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

Regolatore RIN
RIN Control



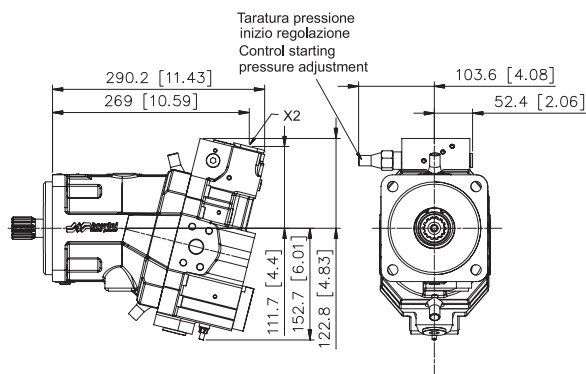
Regolatore REN
REN Control



X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

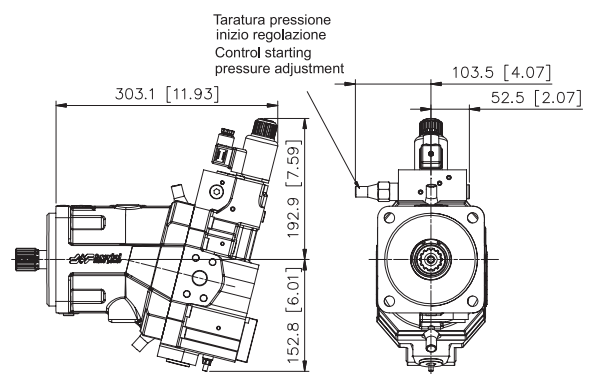
Regolatore RIE
RIE Control



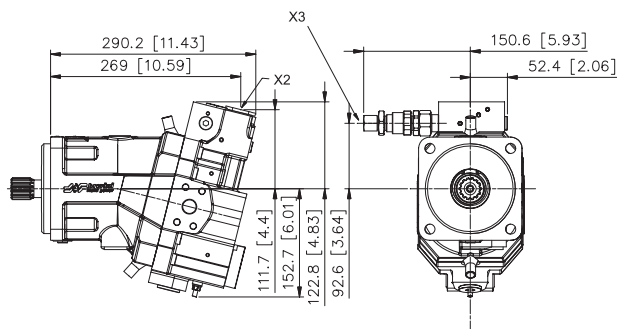
X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

Regolatore REE
REE Control



Regolatore RID
RID Control



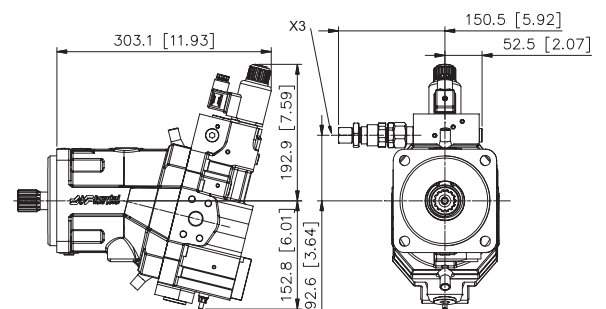
X2: Attacco pilotaggio - 7/16"-20 UNF

X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

X3: Double step piloting port - 7/16"-20 UNF

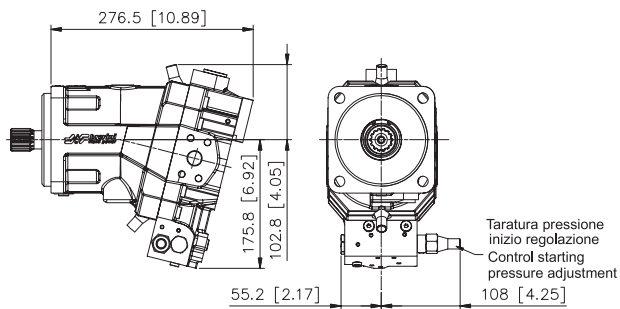
Regolatore RED
RED Control



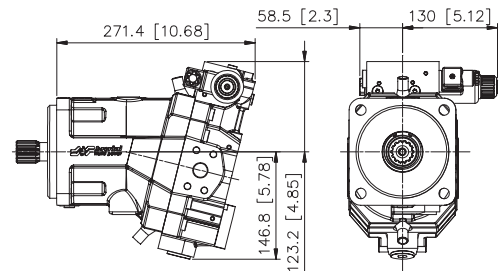
X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF

X3: Double step piloting port - 7/16"-20 UNF

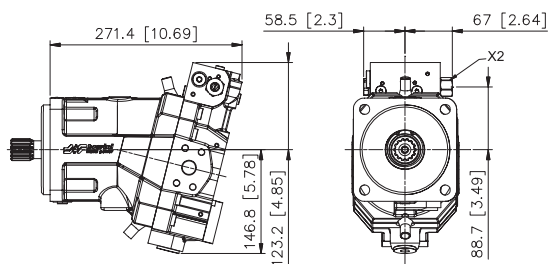
Regolatore RPE
RPE Control



Regolatore 2EN
2EN Control

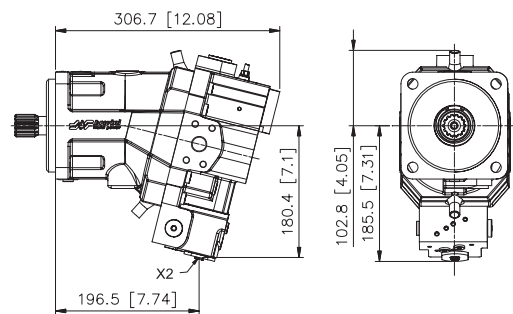


Regolatore 2IN
2IN Control



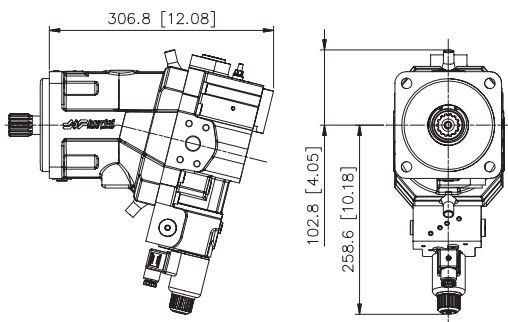
X2: Attacco pilotaggio - 7/16"-20 UNF
 X2: Piloting port - 7/16"-20 UNF

Regolatore RIN
RIN Control

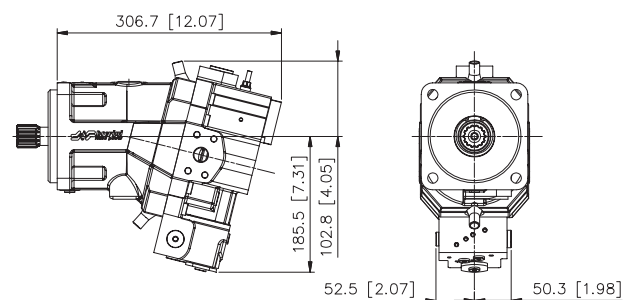


X2: Attacco pilotaggio - 7/16"-20 UNF
 X2: Piloting port - 7/16"-20 UNF

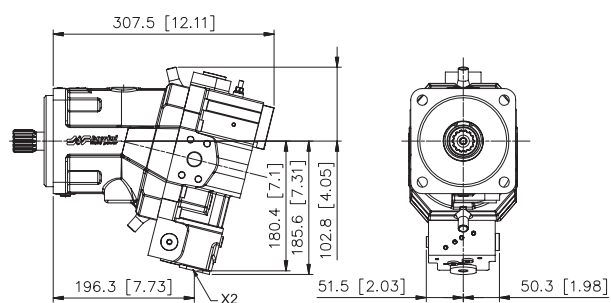
Regolatore REN
REN Control



Regolatore ROE
ROE Control



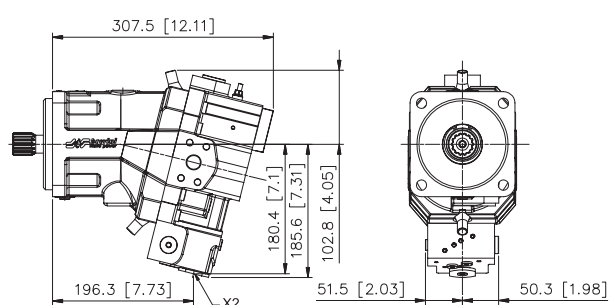
Regolatore ROI
ROI Control



X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

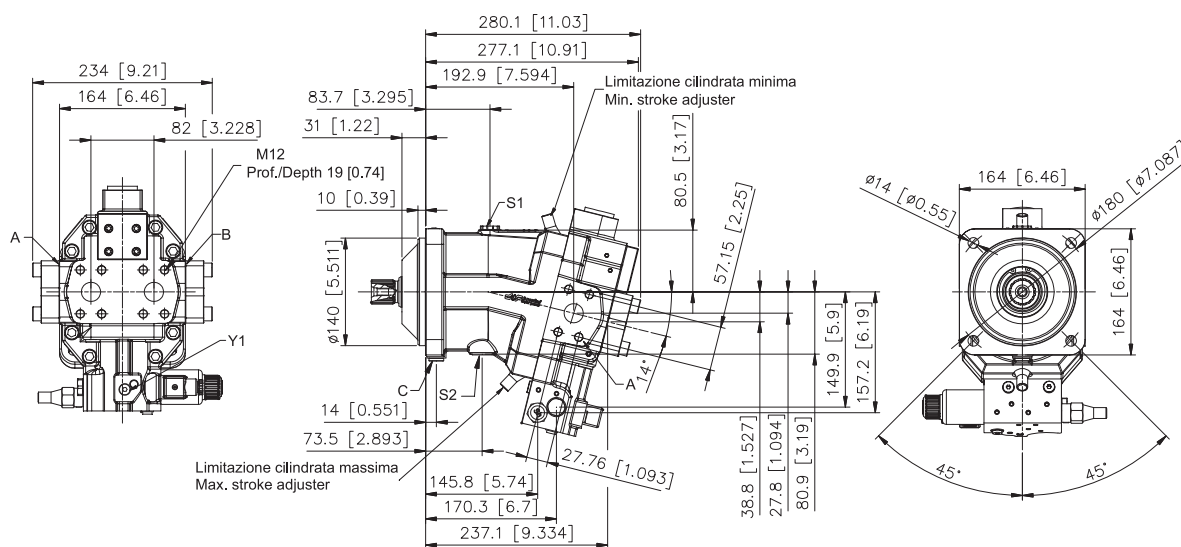
Regolatore RPI
RPI Control



X2: Attacco pilotaggio - 7/16"-20 UNF

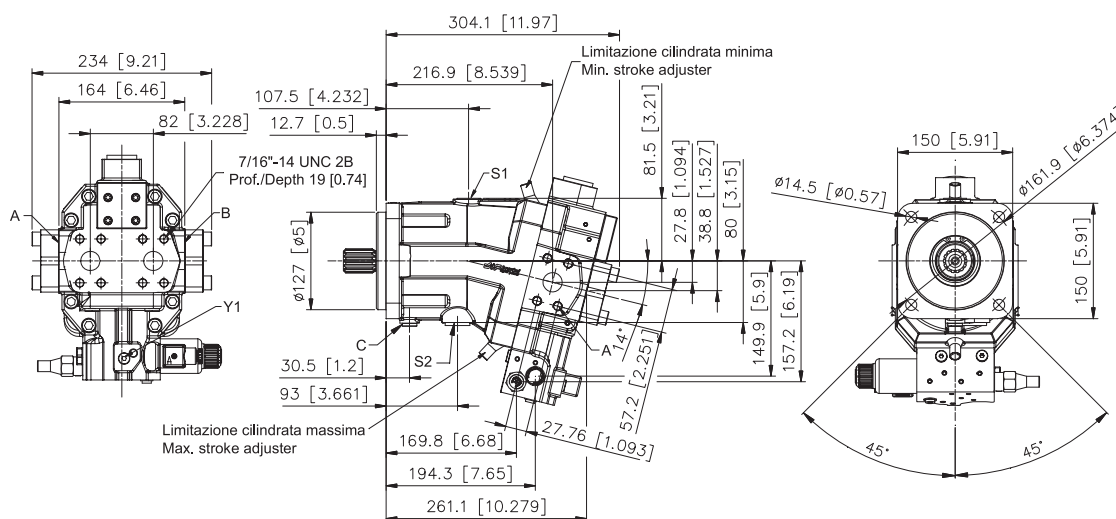
X2: Piloting port - 7/16"-20 UNF

Motore SH9V 085 - Flangia ISO 4 Fori (OD)
SH9V 085 Motor - Mounting flange ISO 4 Bolts (OD)



- A-B: *Utenze / Service line ports - 1" SAE 6000*
 C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 1/4 G (BSPP)*
 S1-S2: *Bocche di drenaggio carcassa / Case drain port - 1/2 G (BSPP)*
 Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 1/8 G (BSPP)*

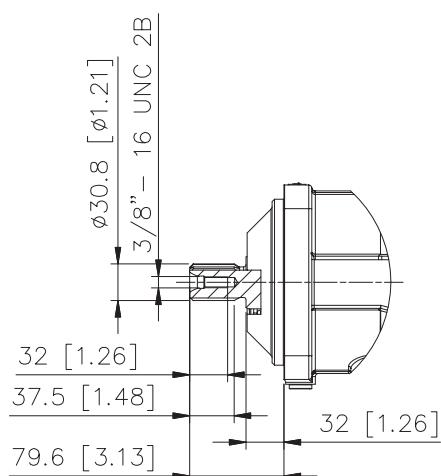
Motore SH9V 085 - Flangia SAE-C 4 Fori (05)
SH9V 085 Motor - Mounting flange SAE-C 4 Bolts (05)



- A-B: *Utenze / Service line ports - 1" SAE 6000*
 C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 7/16"-20 UNF*
 S1-S2: *Bocche di drenaggio carcassa / Case drain port - 1"1/16-12 UN 2B*
 Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 7/16"-20 UNF-2B*

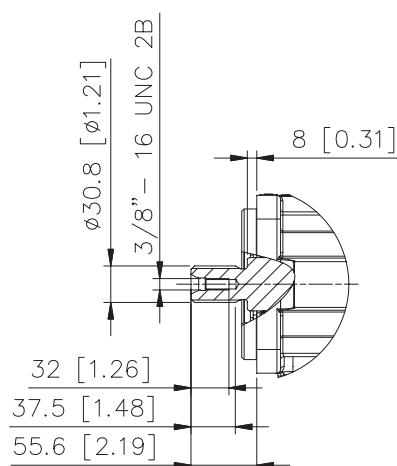
S12

SCANALATO / SPLINED
 14T 12/24 DP

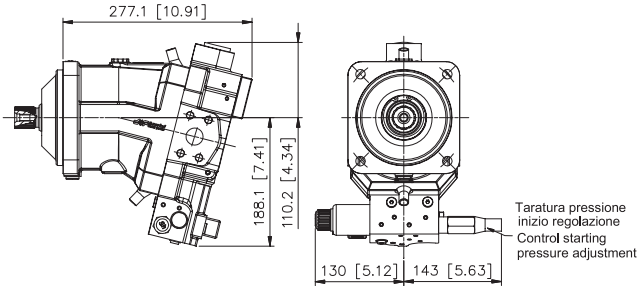


S12

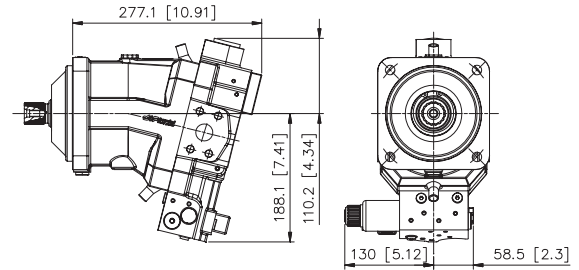
SCANALATO / SPLINED
 14T 12/24 DP



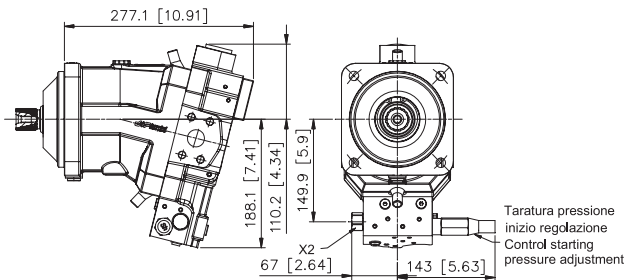
Regolatore 2EE
2EE Control



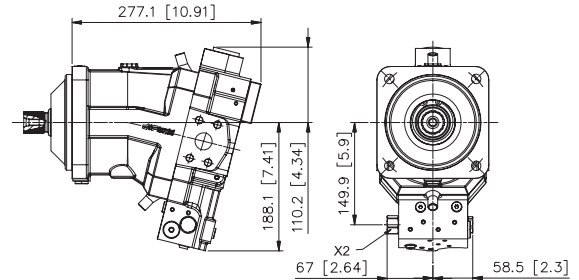
Regolatore 2EN
2EN Control



Regolatore 2IE
2IE Control



Regolatore 2IN
2IN Control



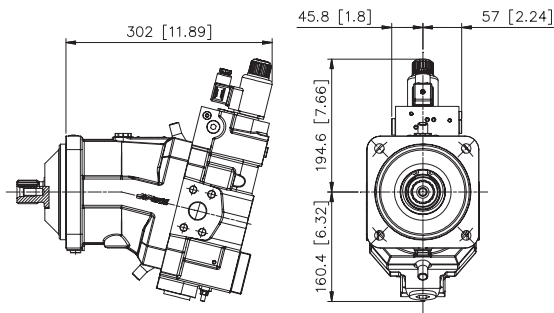
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

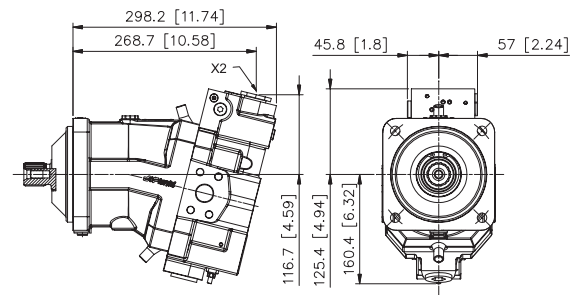
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

Regolatore REN
REN Control



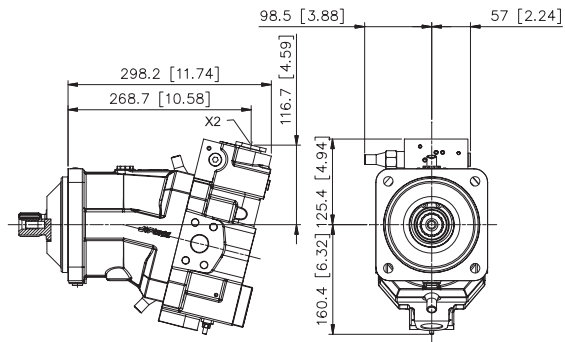
Regolatore RIN
RIN Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

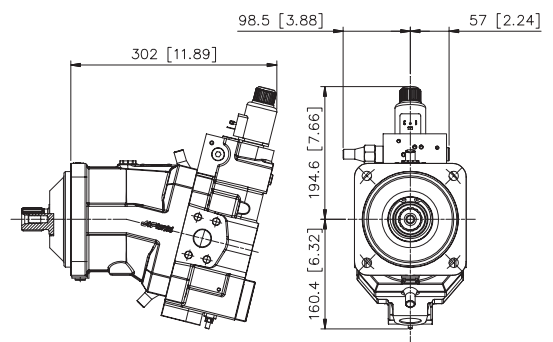
Regolatore RIE
RIE Control



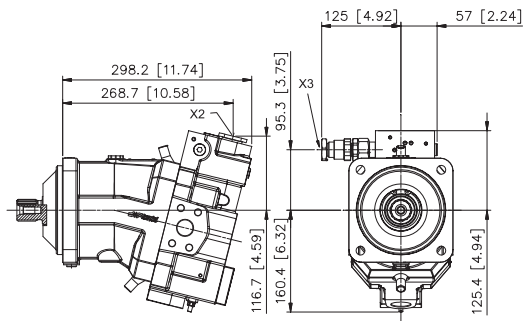
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

Regolatore REE
REE Control



Regolatore RID
RID Control



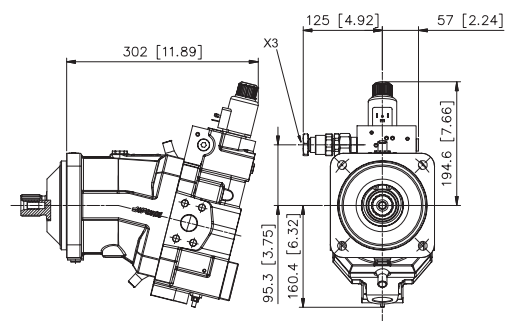
X2: Attacco pilotaggio - 1/4 G (BSPP)

X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

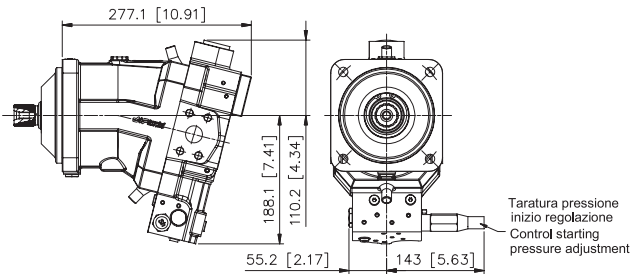
Regolatore RED
RED Control



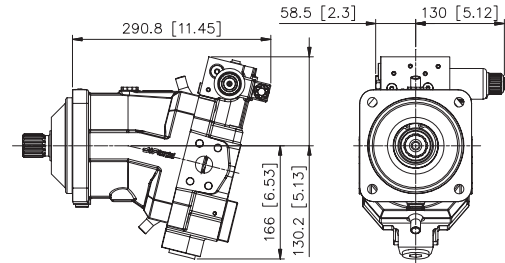
X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

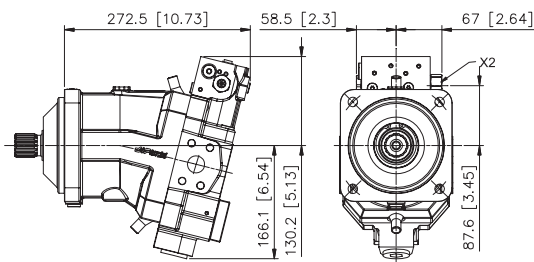
Regolatore RPE
RPE Control



Regolatore 2EN
2EN Control

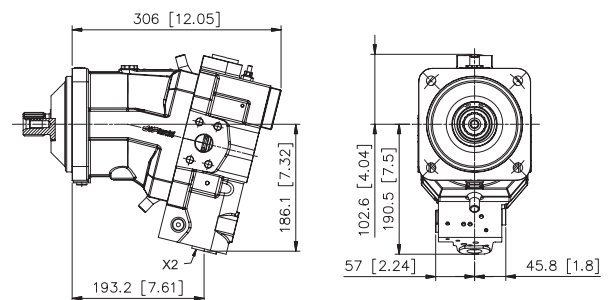


Regolatore 2IN
2IN Control



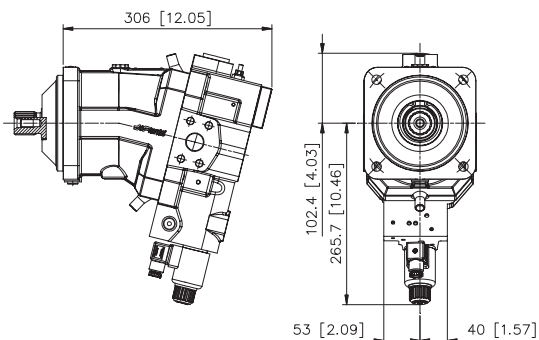
X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

Regolatore RIN
RIN Control

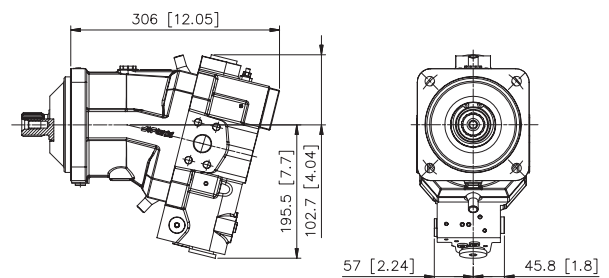


X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

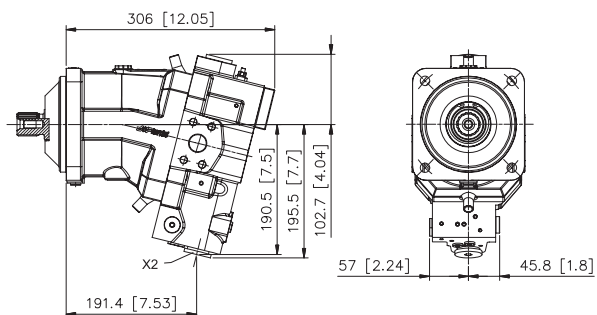
Regolatore REN
REN Control



Regolatore ROE
ROE Control

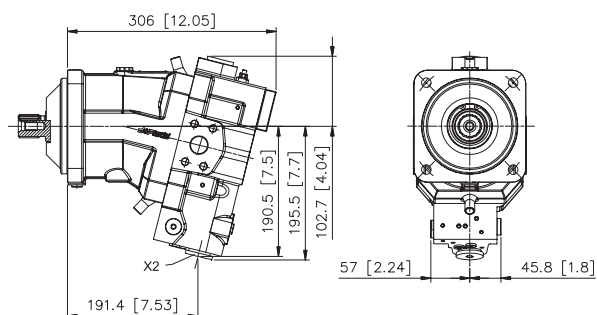


Regolatore ROI
ROI Control



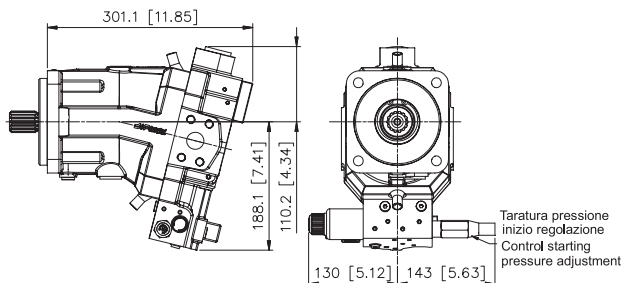
X2: Attacco pilotaggio - 1/4 G (BSPP)
X2: Piloting port - 1/4 G (BSPP)

Regolatore RPI
RPI Control

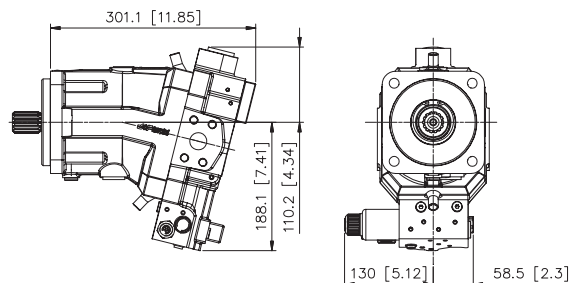


X2: Attacco pilotaggio - 1/4 G (BSPP)
X2: Piloting port - 1/4 G (BSPP)

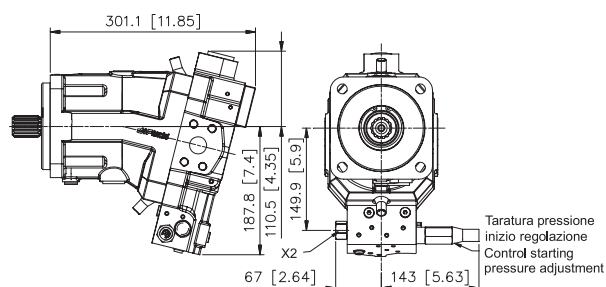
Regolatore 2EE
2EE Control



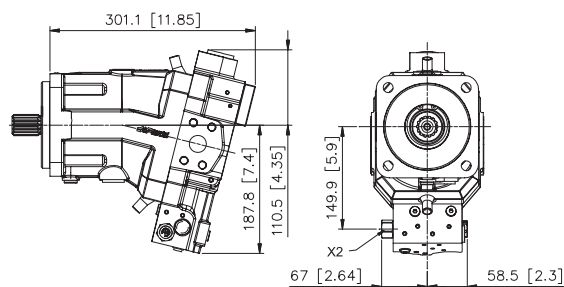
Regolatore 2EN
2EN Control



Regolatore 2IE
2IE Control



Regolatore 2IN
2IN Control



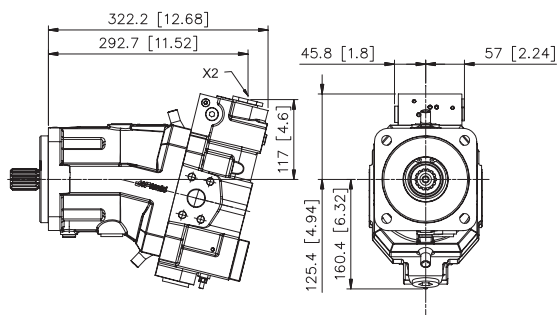
X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

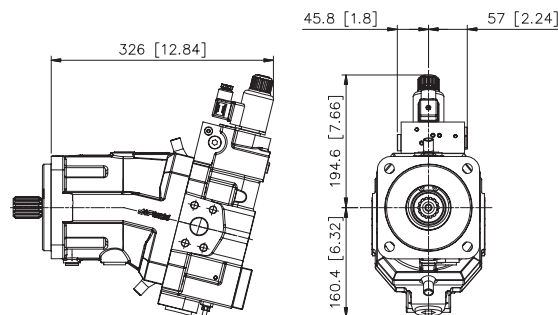
X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

Regolatore RIN
RIN Control



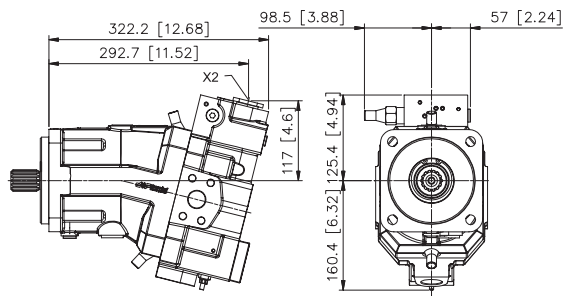
Regolatore REN
REN Control



X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

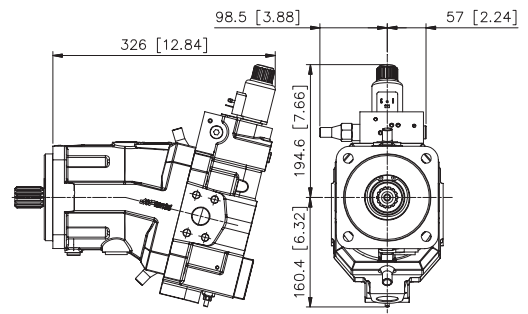
Regolatore RIE
RIE Control



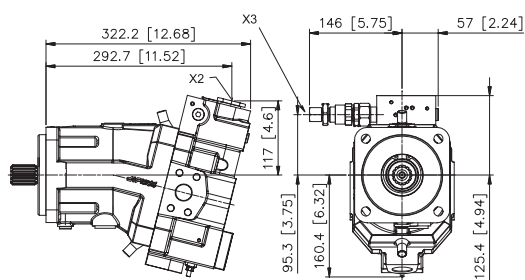
X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

Regolatore REE
REE Control



Regolatore RID
RID Control



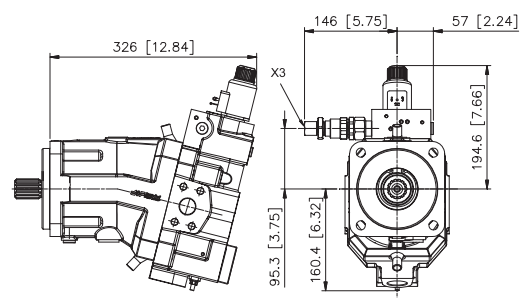
X2: Attacco pilotaggio - 7/16"-20 UNF

X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

X3: Double step piloting port - 7/16"-20 UNF

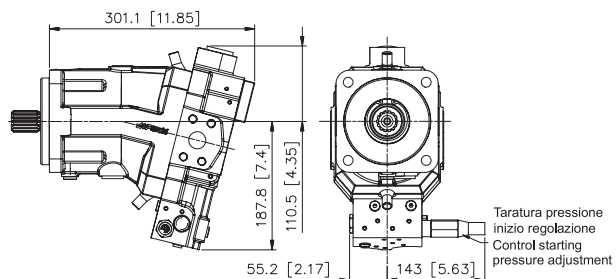
Regolatore RED
RED Control



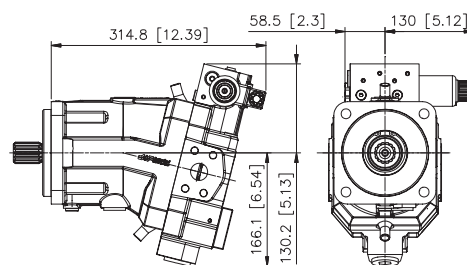
X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF

X3: Double step piloting port - 7/16"-20 UNF

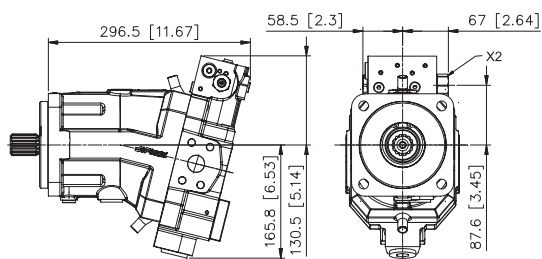
Regolatore RPE
RPE Control



Regolatore 2EN
2EN Control

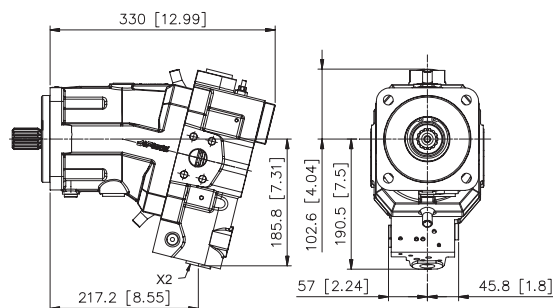


Regolatore 2IN
2IN Control



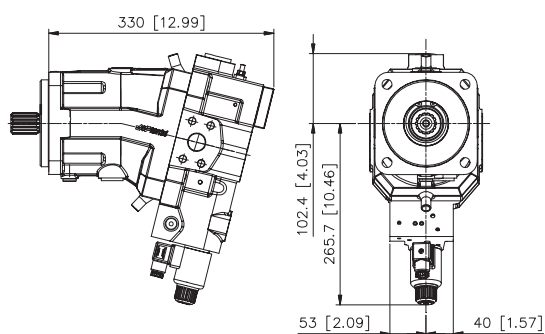
X2: Attacco pilotaggio - 7/16"-20 UNF
 X2: Piloting port - 7/16"-20 UNF

Regolatore RIN
RIN Control

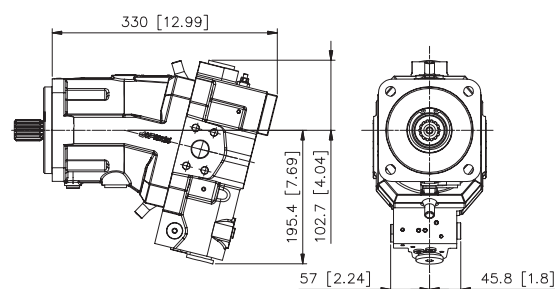


X2: Attacco pilotaggio - 7/16"-20 UNF
 X2: Piloting port - 7/16"-20 UNF

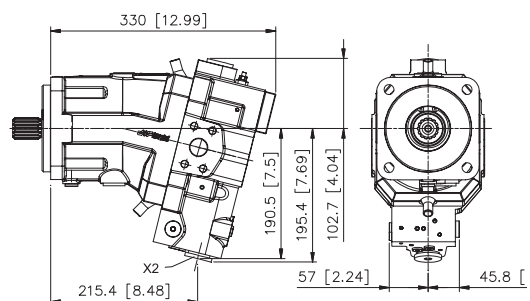
Regolatore REN
REN Control



Regolatore ROE
ROE Control

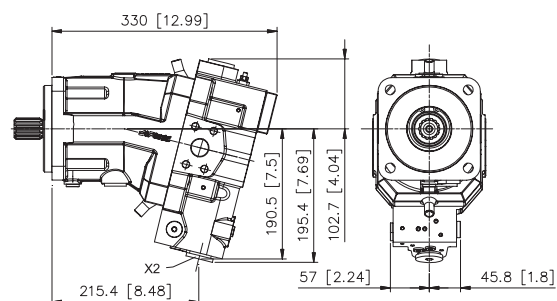


Regolatore ROI
ROI Control



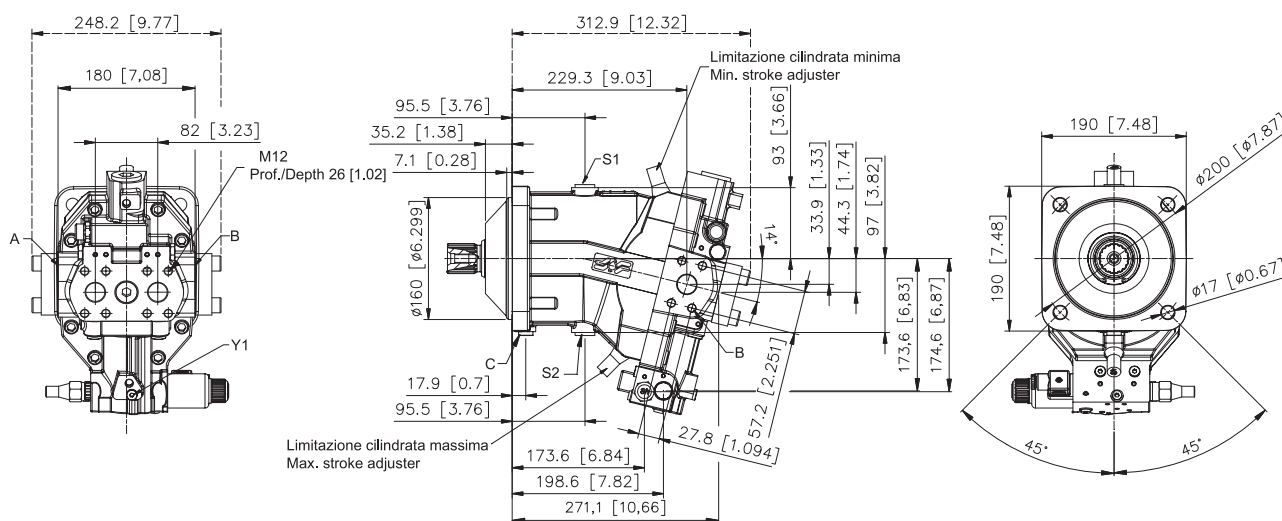
X2: Attacco pilotaggio - 7/16"-20 UNF
X2: Piloting port - 7/16"-20 UNF

Regolatore RPI
RPI Control



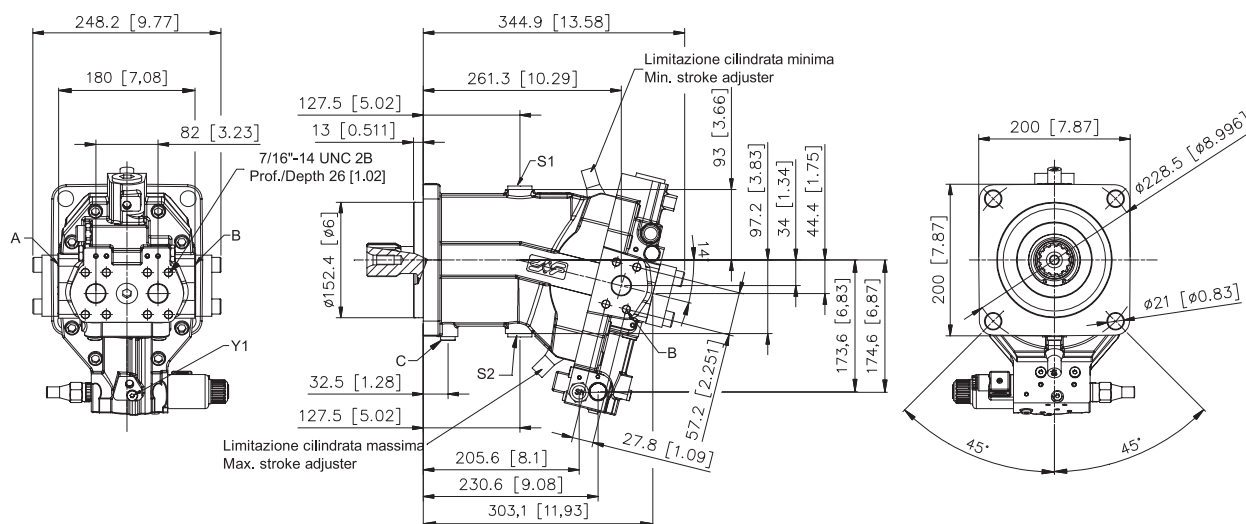
X2: Attacco pilotaggio - 7/16"-20 UNF
X2: Piloting port - 7/16"-20 UNF

Motore SH9V 115 - Flangia ISO 4 Fori (OE)
SH9V 115 Motor - Mounting flange ISO 4 Bolts (OE)



- A-B: *Utenze / Service line ports - 1" SAE 6000*
C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 1/4 G (BSPP)*
S1-S2: *Bocche di drenaggio carcassa / Case drain port - 1/2 G (BSPP)*
Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 1/8 G (BSPP)*

Motore SH9V 115 - Flangia SAE-D 4 Fori (08)
SH9V 115 Motor - Mounting flange SAE-D 4 Bolts (08)

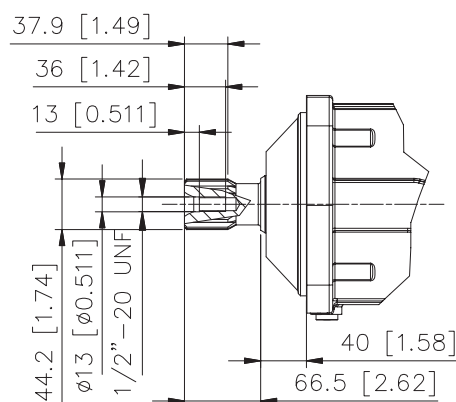


- A-B: *Utenze / Service line ports - 1" SAE 6000*
C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 7/16\"-20 UNF*
S1-S2: *Bocche di drenaggio carcassa / Case drain port - 1\"/>*

S15

SCANALATO / SPLINED

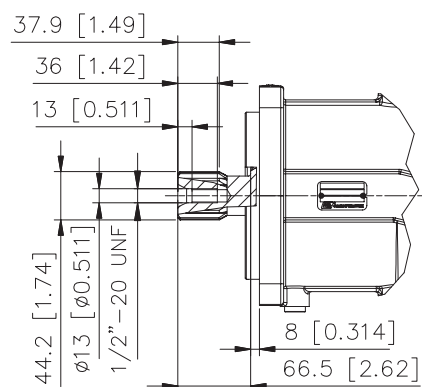
13T 8/16 DP



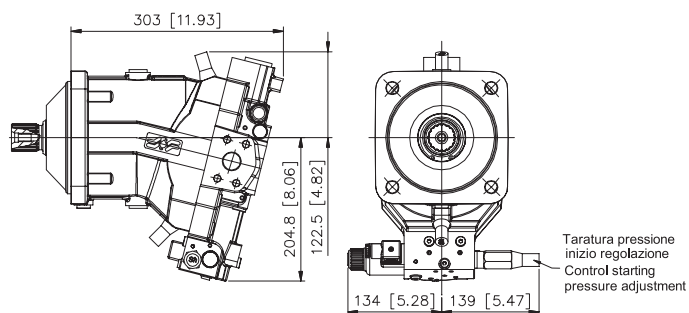
S15

SCANALATO / SPLINED

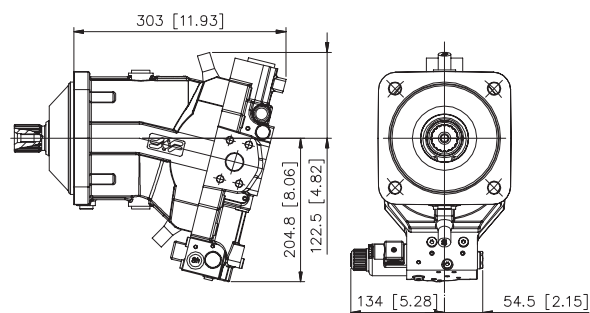
13T 8/16 DP



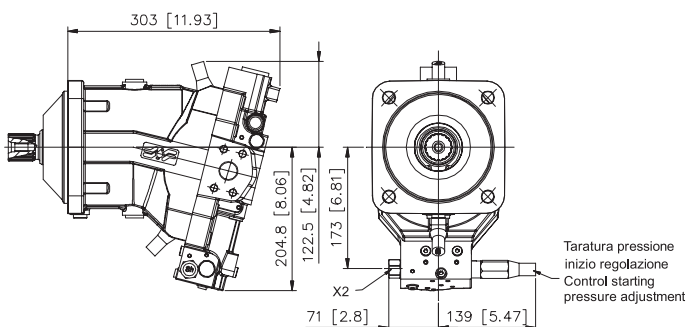
Regolatore 2EE
2EE Control



Regolatore 2EN
2EN Control



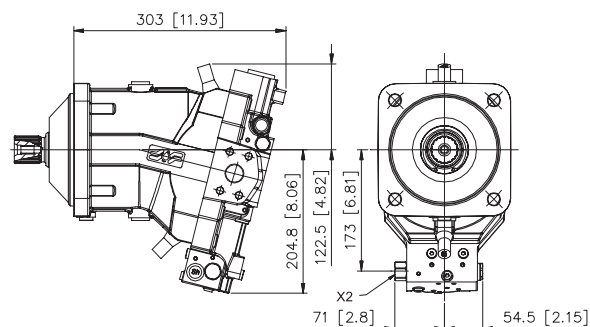
Regolatore 2IE
2IE Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

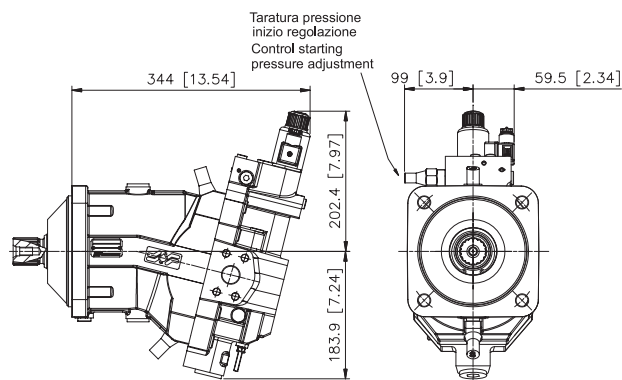
Regolatore 2IN
2IN Control



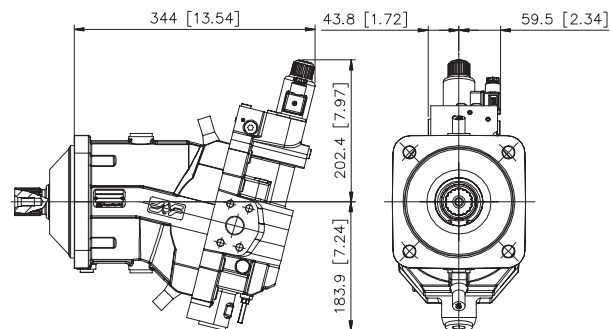
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

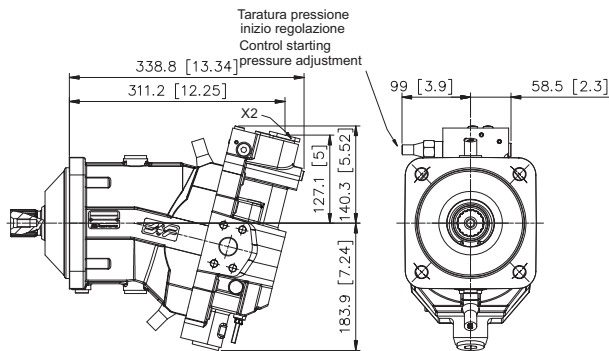
Regolatore REE
REE Control



Regolatore REN
REN Control



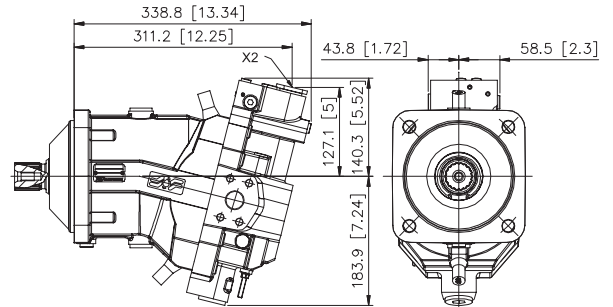
Regolatore RIE RIE Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

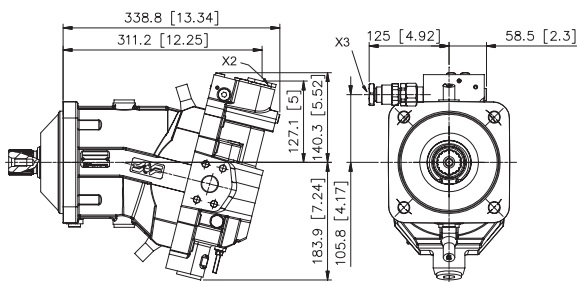
Regolatore RIN RIN Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

Regolatore RID RID Control



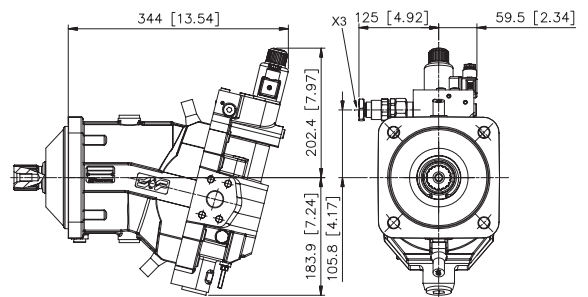
X2: Attacco pilotaggio - 1/4 G (BSPP)

X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

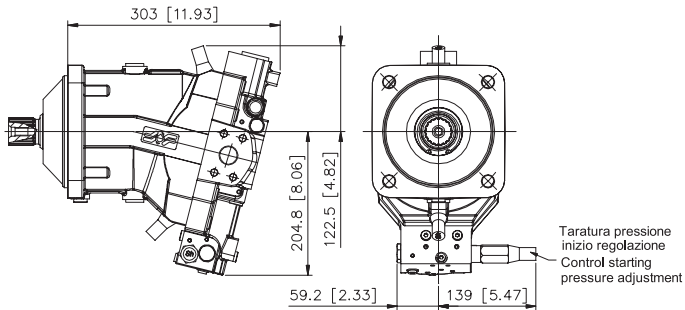
Regolatore RED RED Control



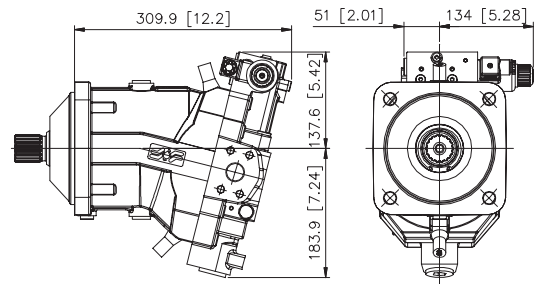
X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

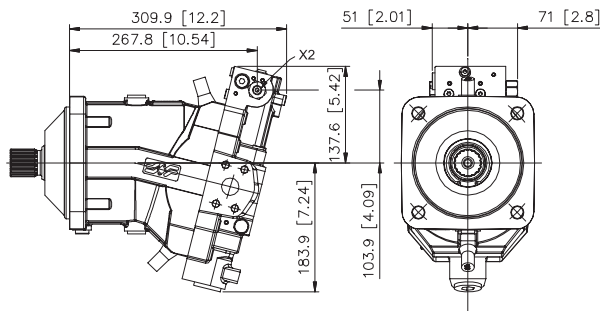
Regolatore RPE
RPE Control



Regolatore 2EN
2EN Control



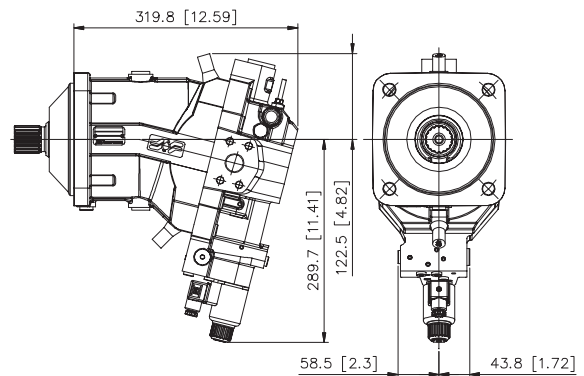
Regolatore 2IN
2IN Control



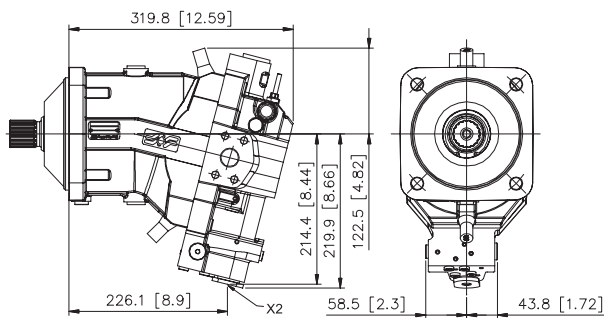
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

Regolatore REN
REN Control



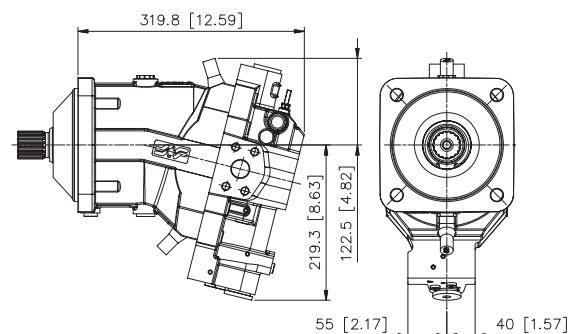
Regolatore RIN
RIN Control



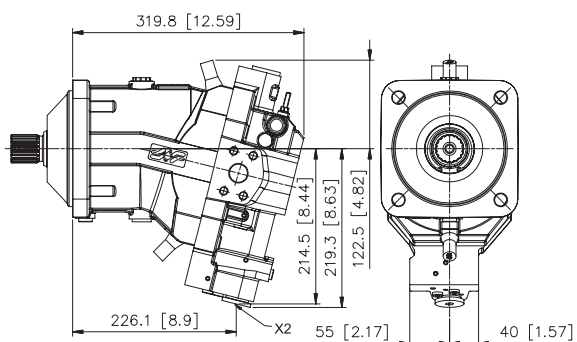
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

Regolatore ROE
ROE Control

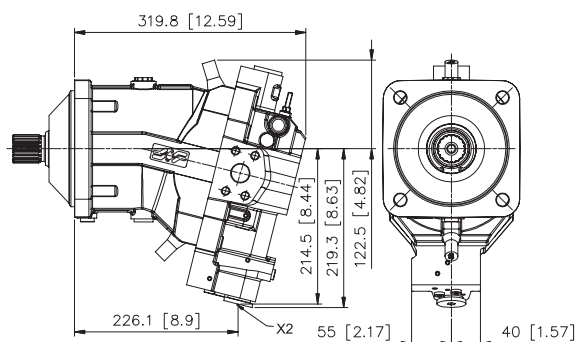


Regolatore ROI
ROI Control



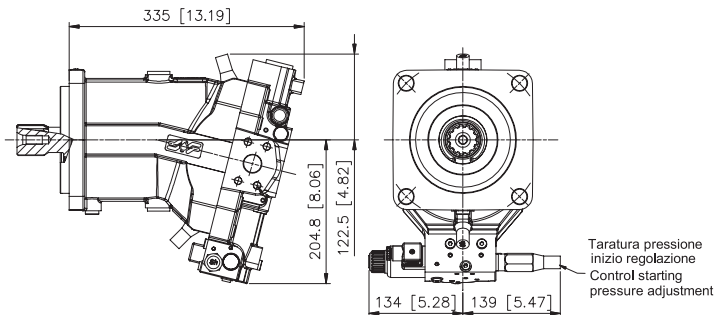
X2: Attacco pilotaggio - 1/4 G (BSPP)
X2: Piloting port - 1/4 G (BSPP)

Regolatore RPI
RPI Control

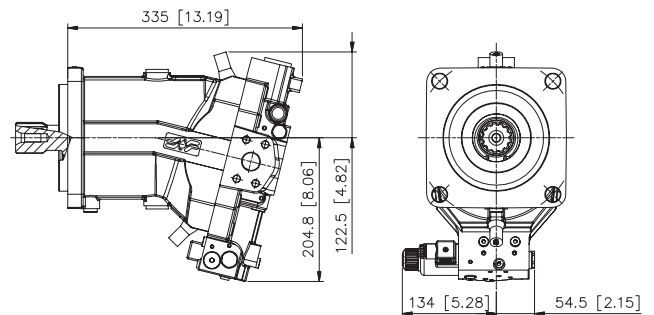


X2: Attacco pilotaggio - 1/4 G (BSPP)
X2: Piloting port - 1/4 G (BSPP)

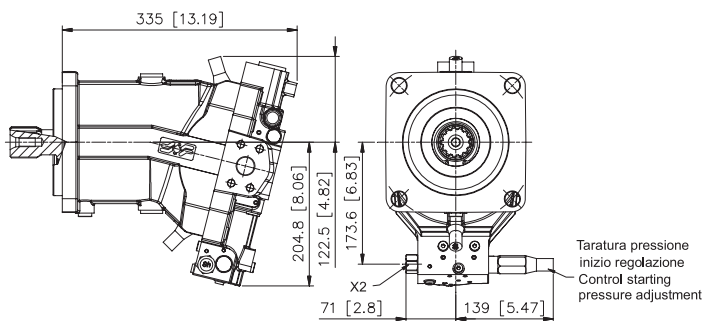
Regolatore 2EE
2EE Control



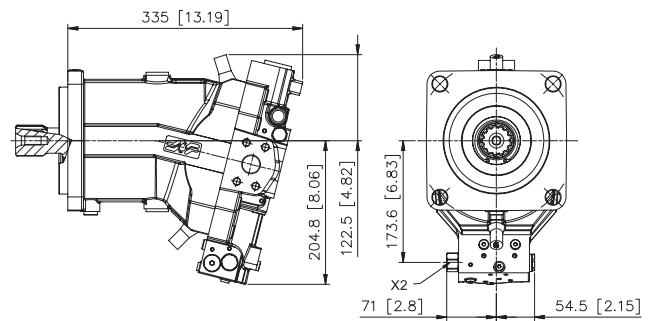
Regolatore 2EN
2EN Control



Regolatore 2IE
2IE Control



Regolatore 2IN
2IN Control



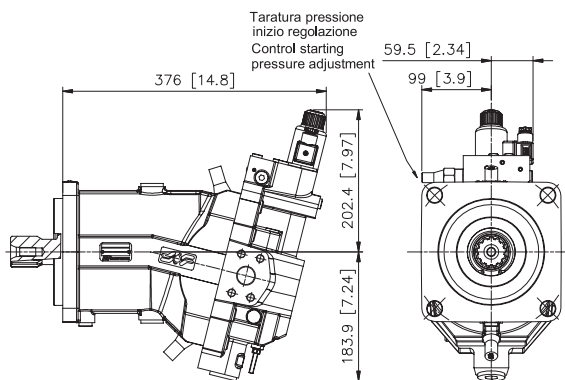
X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

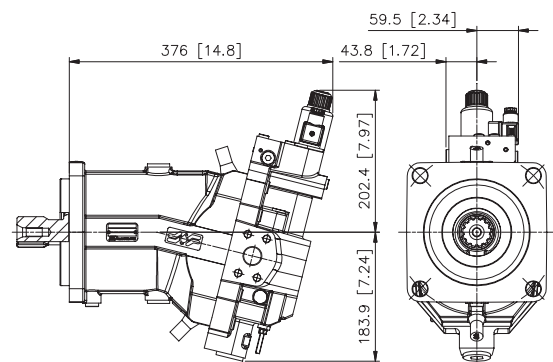
X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

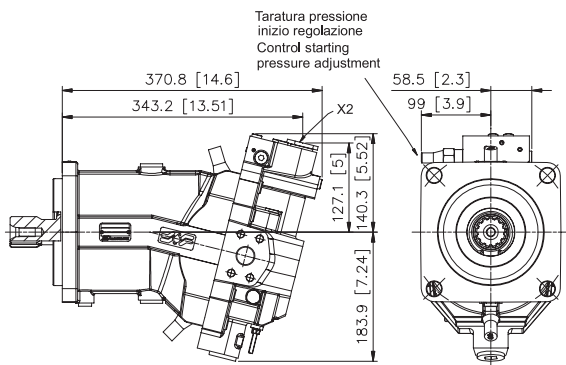
Regolatore REE
REE Control



Regolatore REN
REN Control

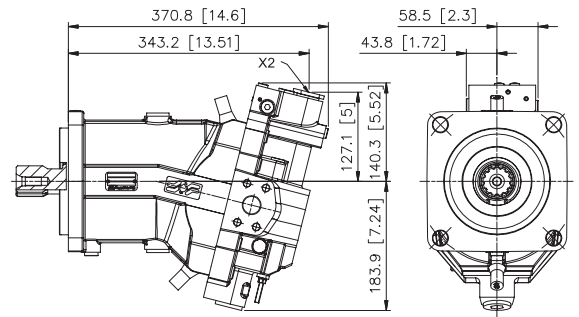


Regolatore RIE RIE Control



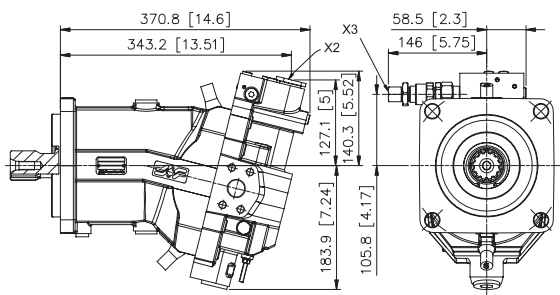
X2: Attacco pilotaggio - 7/16"-20 UNF
X2: Piloting port - 7/16"-20 UNF

Regolatore RIN RIN Control



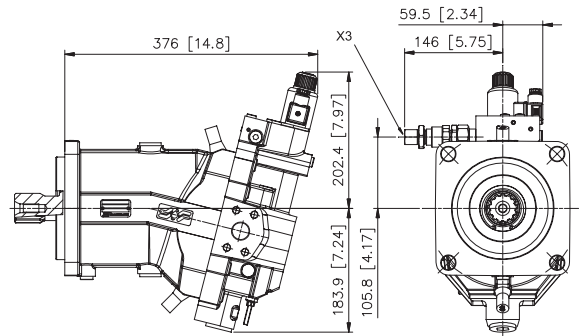
X2: Attacco pilotaggio - 7/16"-20 UNF
X2: Piloting port - 7/16"-20 UNF

Regolatore RID RID Control



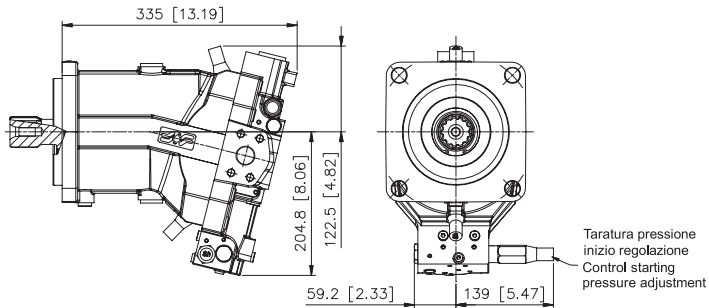
X2: Attacco pilotaggio - 7/16"-20 UNF
X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF
X2: Piloting port - 7/16"-20 UNF
X3: Double step piloting port - 7/16"-20 UNF

Regolatore RED RED Control

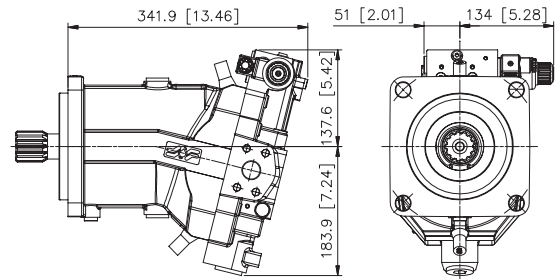


X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF
X3: Double step piloting port - 7/16"-20 UNF

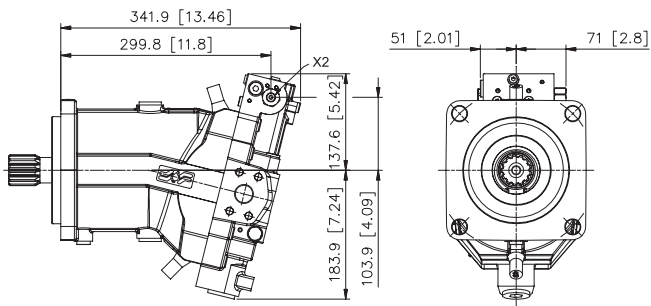
Regolatore RPE
RPE Control



Regolatore 2EN
2EN Control

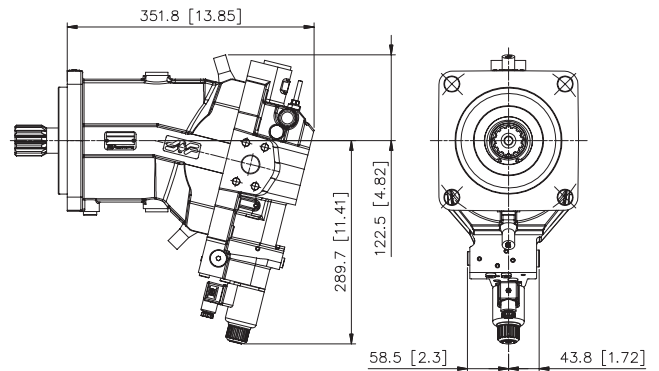


Regolatore 2IN
2IN Control

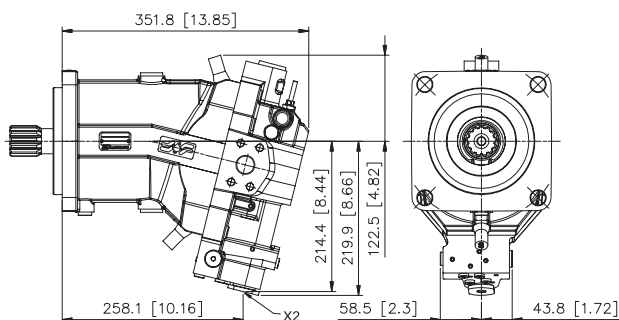


X2: Attacco pilotaggio - 7/16"-20 UNF
 X2: Piloting port - 7/16"-20 UNF

Regolatore REN
REN Control

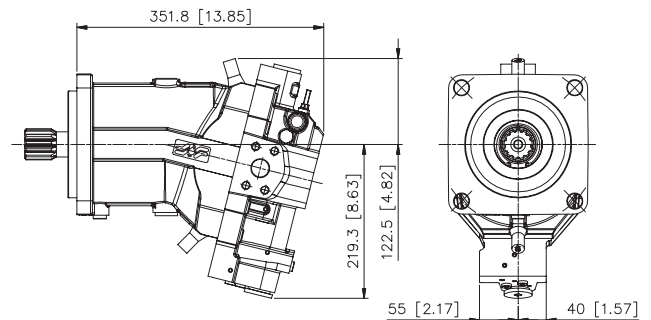


Regolatore RIN
RIN Control

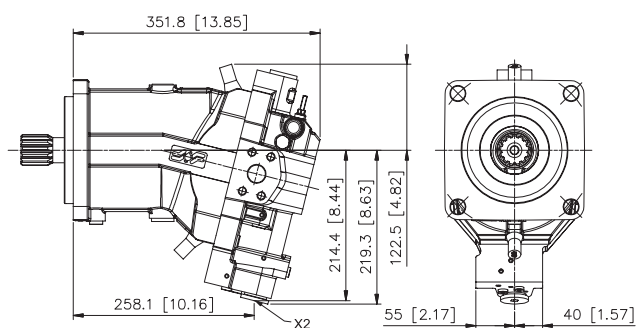


X2: Attacco pilotaggio - 7/16"-20 UNF
 X2: Piloting port - 7/16"-20 UNF

Regolatore ROE
ROE Control



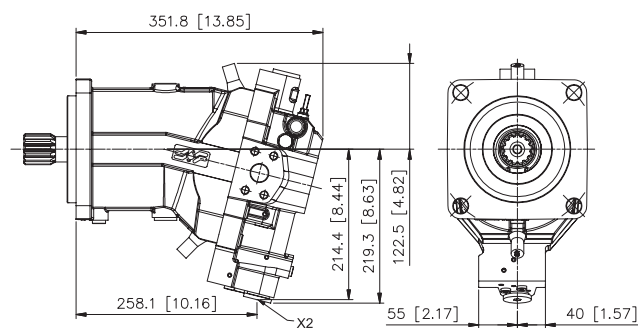
Regolatore ROI
ROI Control



X2: Attacco pilotaggio - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

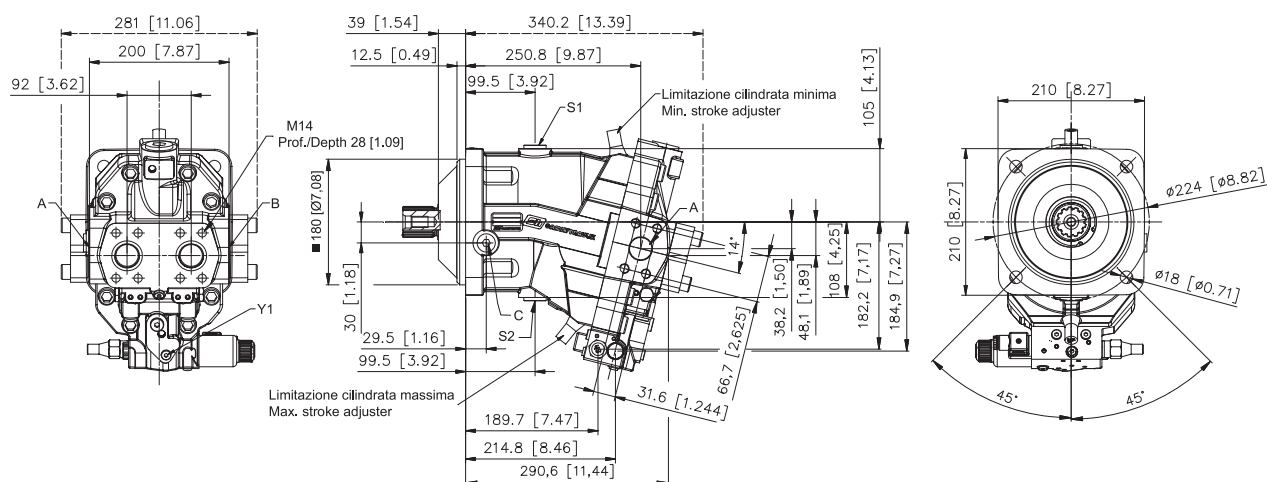
Regolatore RPI
RPI Control



X2: Attacco pilotaggio - 7/16"-20 UNF

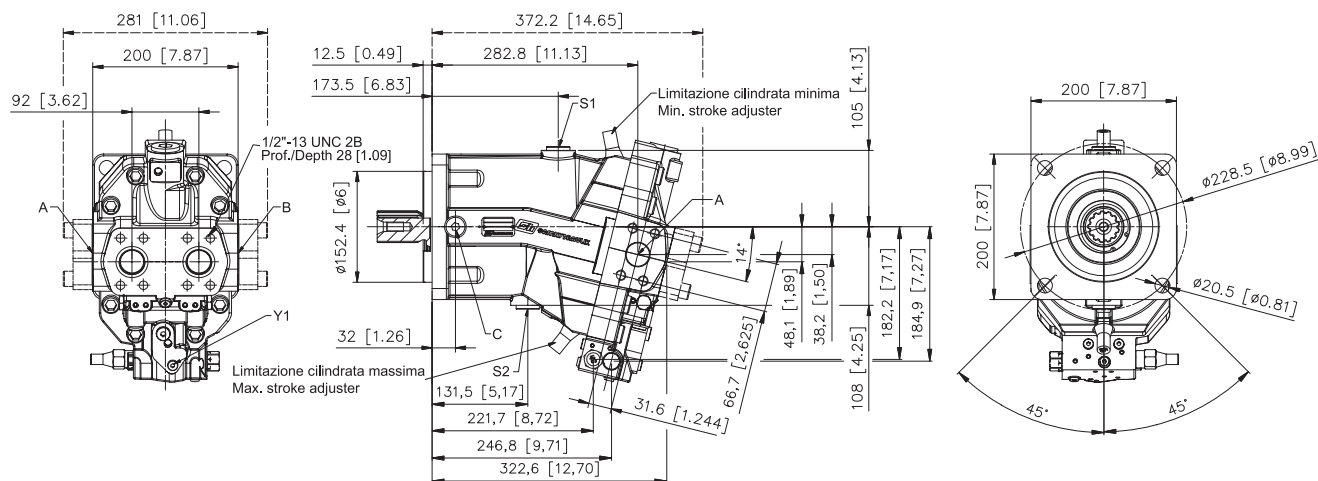
X2: Piloting port - 7/16"-20 UNF

Motore SH9V 165 - Flangia ISO 4 Fori (OF)
SH9V 165 Motor - Mounting flange ISO 4 Bolts (OF)



- A-B: *Utenze / Service line ports - 1 1/4 SAE 6000*
C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 1/2 G (BSPP)*
S1-S2: *Bocche di drenaggio carcassa / Case drain port - 3/4 G (BSPP)*
Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 1/8 G (BSPP)*

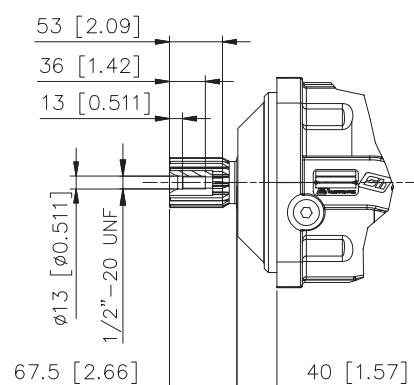
Motore SH9V 165 - Flangia SAE-D 4 Fori (08)
SH9V 165 Motor - Mounting flange SAE-D 4 Bolts (08)



- A-B: *Utenze / Service line ports - 1 1/4 SAE 6000*
C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 3/4-16 UNF-2B*
S1-S2: *Bocche di drenaggio carcassa / Case drain port - 1 1/16-12 UN 2B*
Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 7/16-20 UNF-2B*

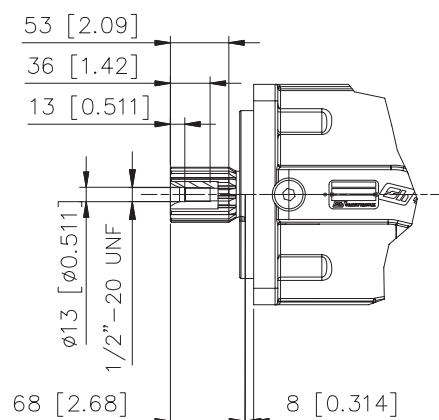
S19

SCANALATO / SPLINED
 15T 8/16 DPD

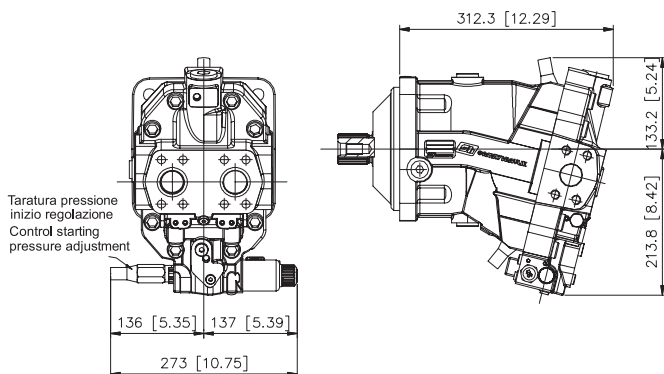


S19

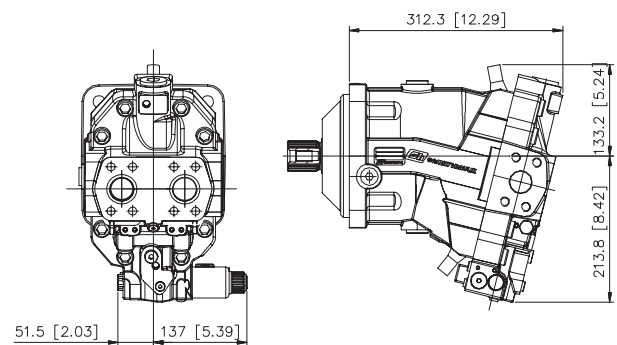
SCANALATO / SPLINED
 15T 8/16 DP



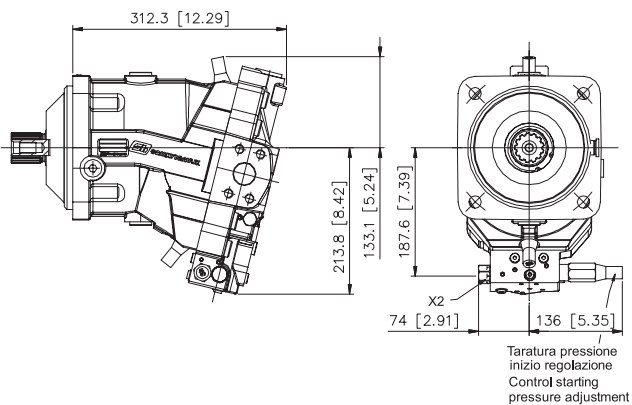
Regolatore 2EE
2EE Control



Regolatore 2EN
2EN Control

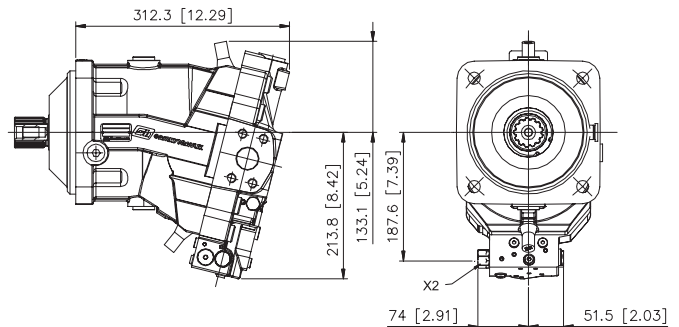


Regolatore 2IE
2IE Control



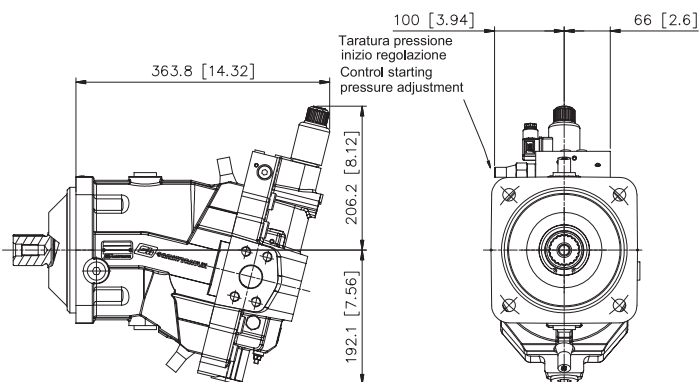
X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

Regolatore 2IN
2IN Control

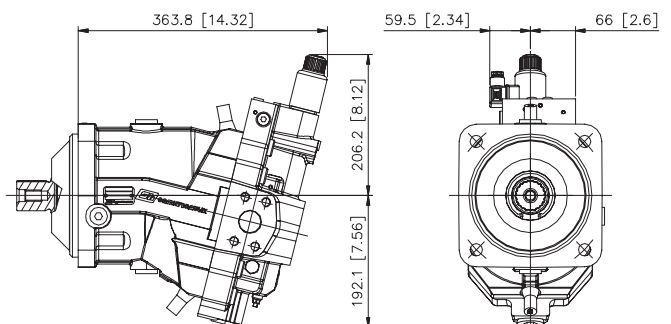


X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

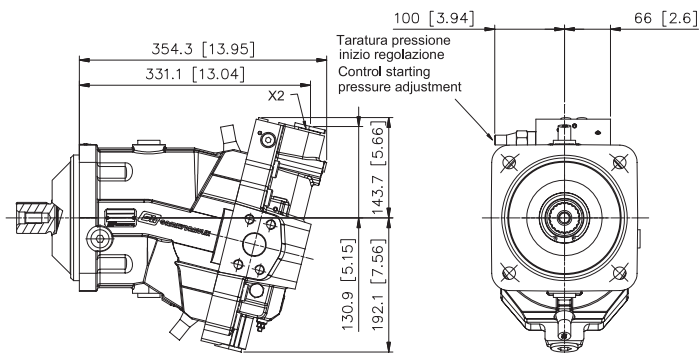
Regolatore REE
REE Control



Regolatore REN
REN Control



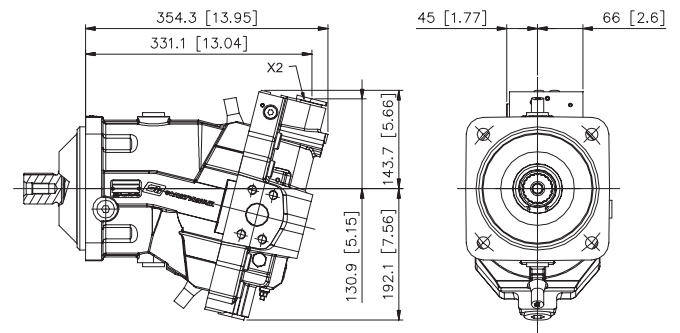
Regolatore RIE RIE Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

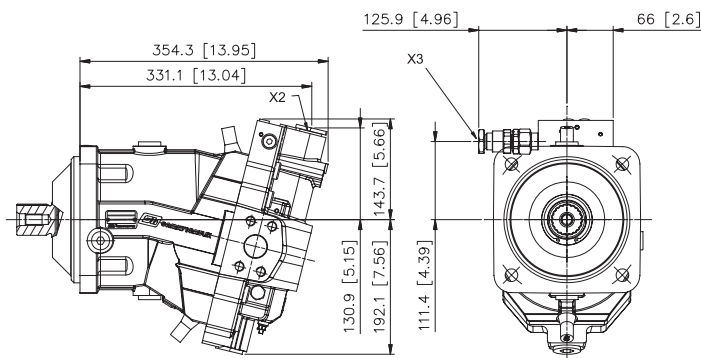
Regolatore RIN RIN Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

Regolatore RID RID Control



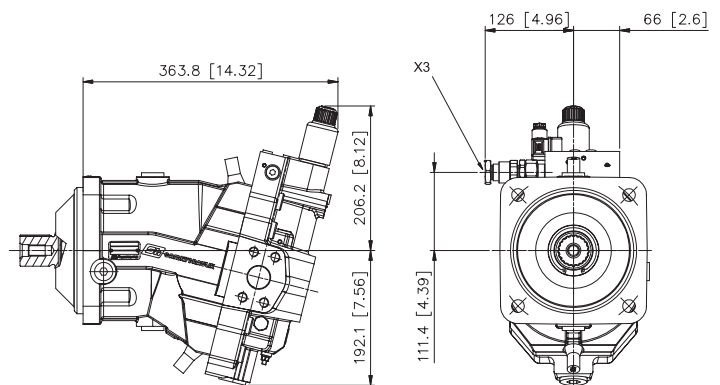
X2: Attacco pilotaggio - 1/4 G (BSPP)

X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

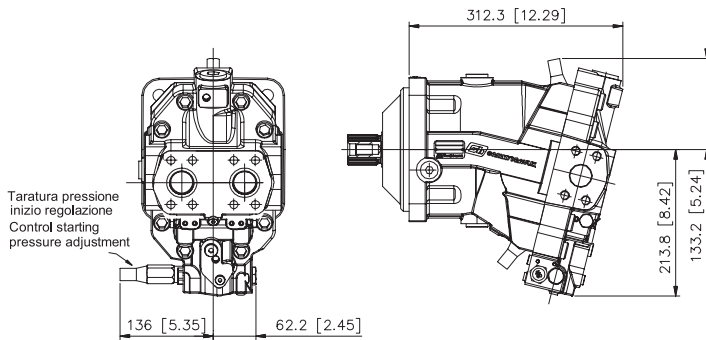
Regolatore RED RED Control



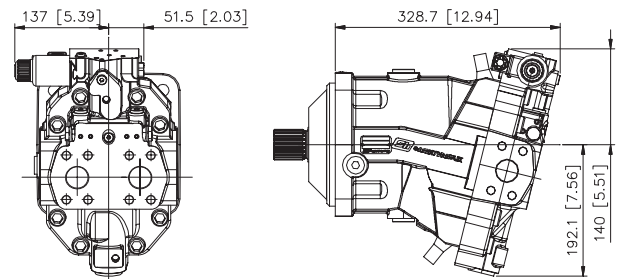
X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

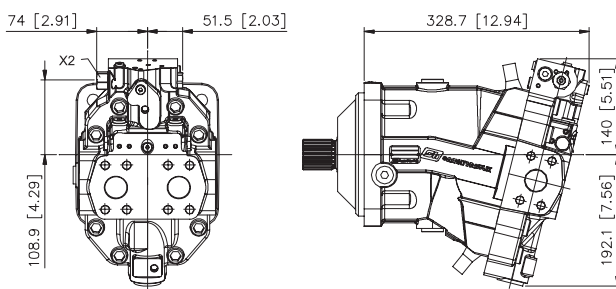
Regolatore RPE
RPE Control



Regolatore 2EN
2EN Control

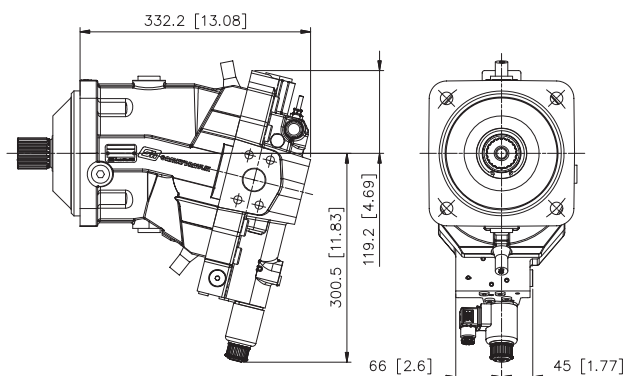


Regolatore 2IN
2IN Control

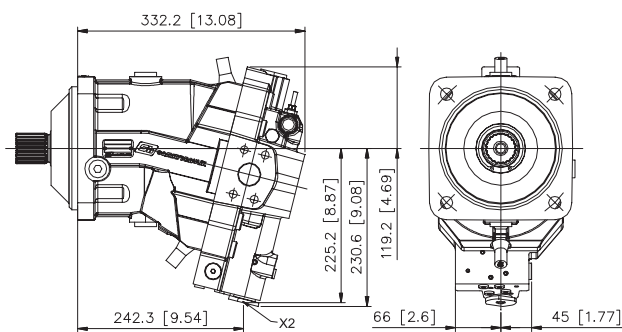


X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

Regolatore REN
REN Control

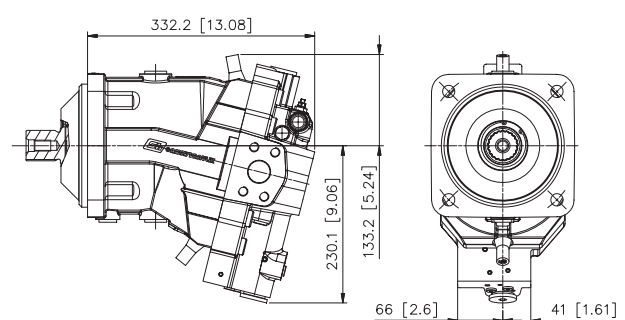


Regolatore RIN
RIN Control

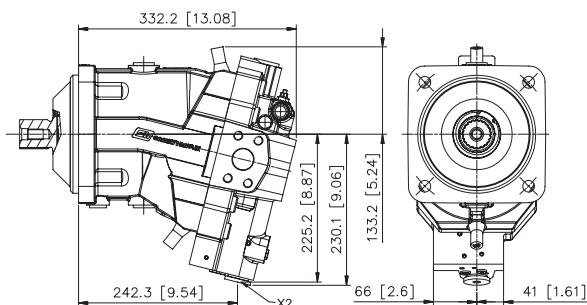


X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

Regolatore ROE
ROE Control

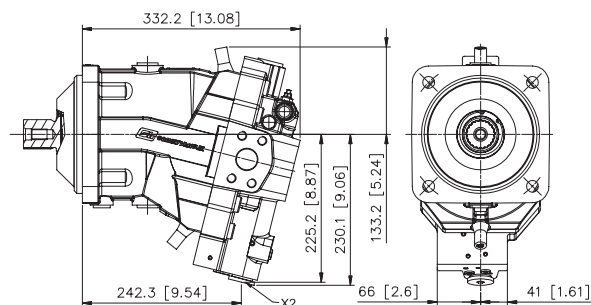


Regolatore ROI
ROI Control



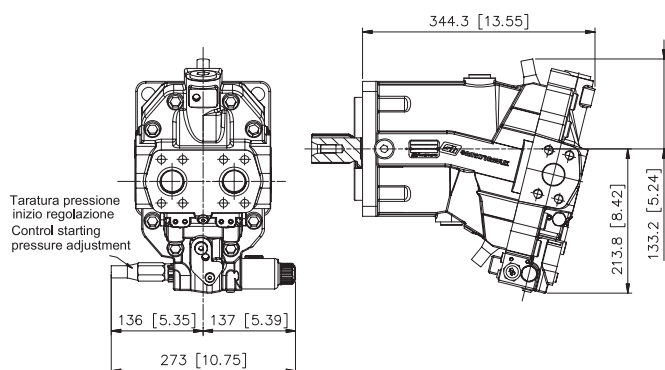
X2: Attacco pilotaggio - 1/4 G (BSPP)
X2: Piloting port - 1/4 G (BSPP)

Regolatore RPI
RPI Control

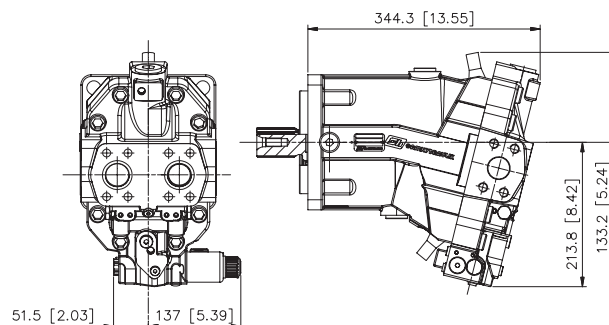


X2: Attacco pilotaggio - 1/4 G (BSPP)
X2: Piloting port - 1/4 G (BSPP)

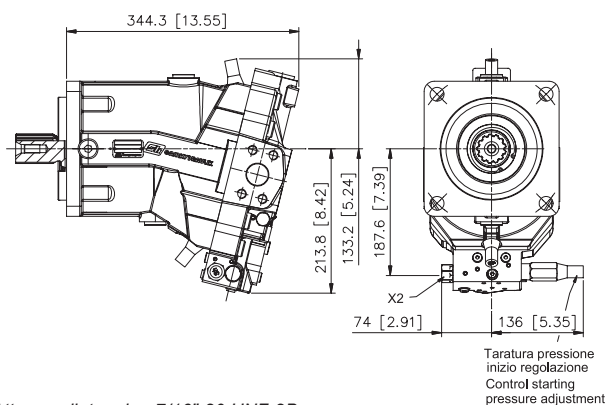
Regolatore 2EE
2EE Control



Regolatore 2EN
2EN Control



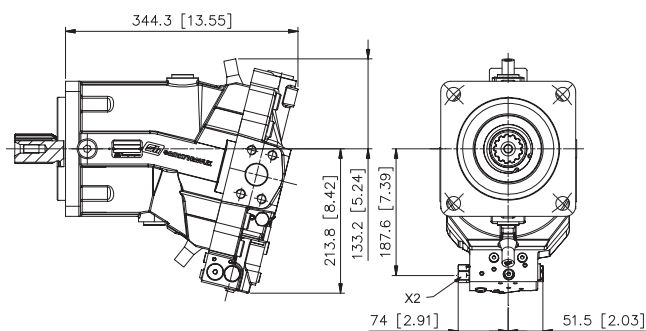
Regolatore 2IE
2IE Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

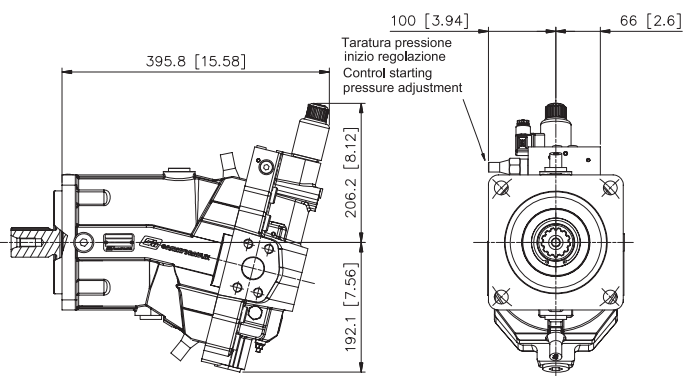
Regolatore 2IN
2IN Control



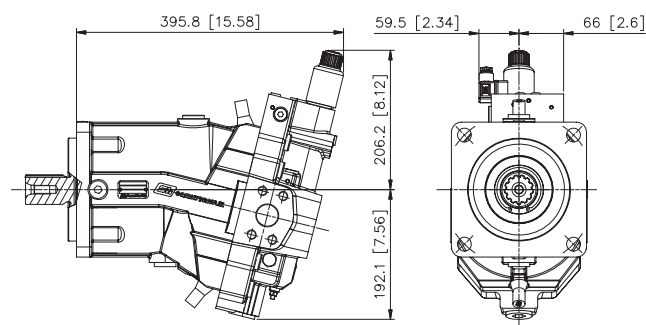
X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

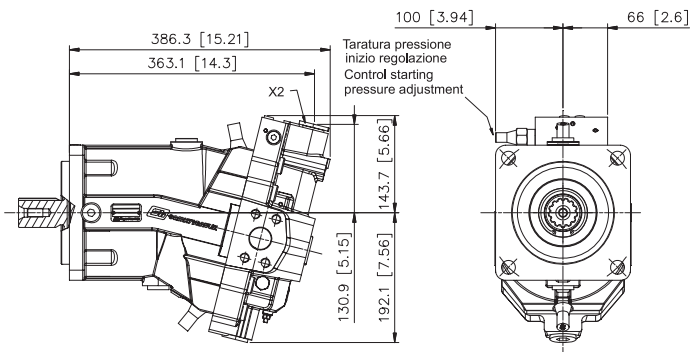
Regolatore REE
REE Control



Regolatore REN
REN Control



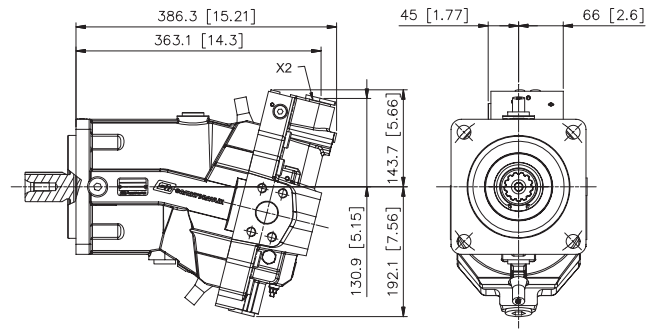
Regolatore RIE
RIE Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

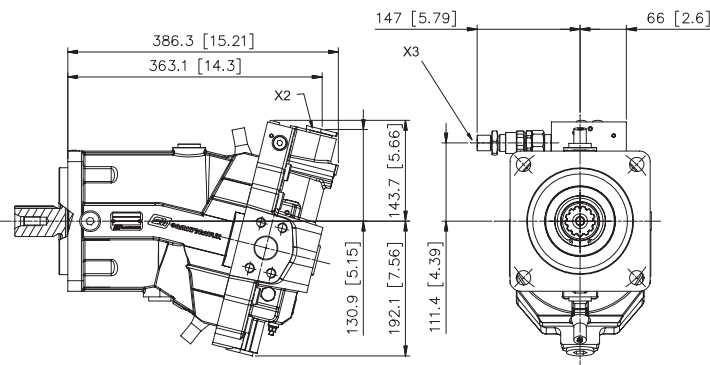
Regolatore RIN
RIN Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

Regolatore RID
RID Control



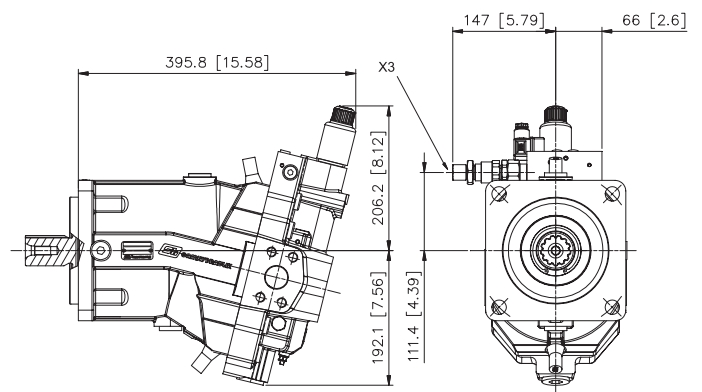
X2: Attacco pilotaggio - 7/16"-20 UNF

X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

X3: Double step piloting port - 7/16"-20 UNF

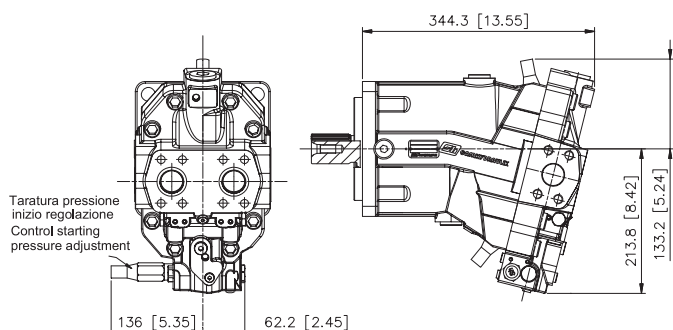
Regolatore RED
RED Control



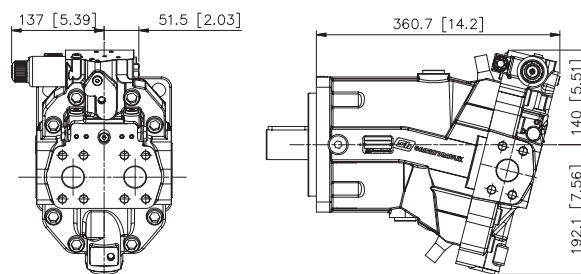
X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF

X3: Double step piloting port - 7/16"-20 UNF

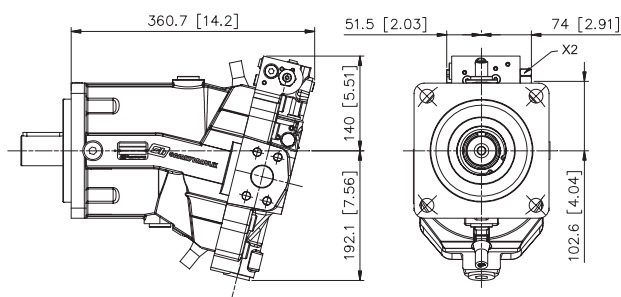
Regolatore RPE
RPE Control



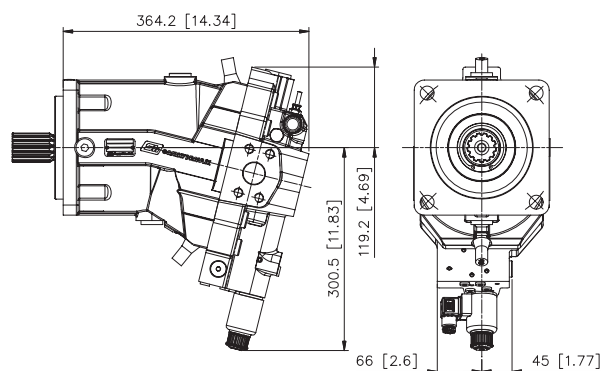
Regolatore 2EN
2EN Control



Regolatore 2IN
2IN Control



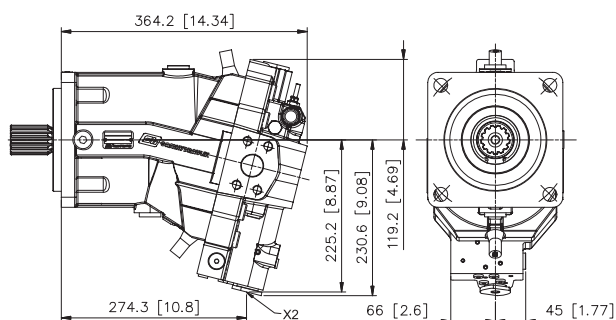
Regolatore REN
REN Control



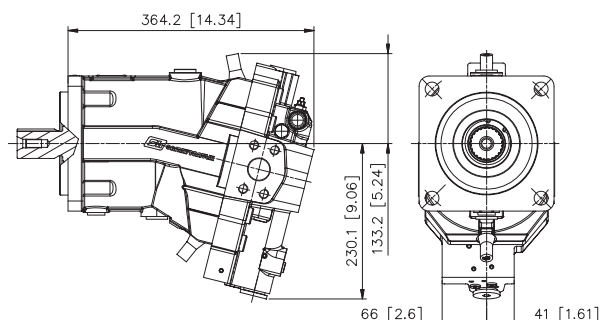
X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

Regolatore RIN
RIN Control



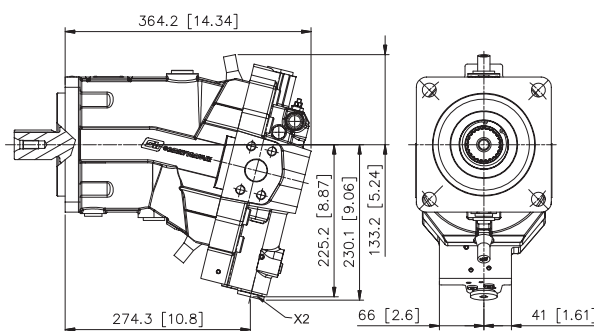
Regolatore ROE
ROE Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B

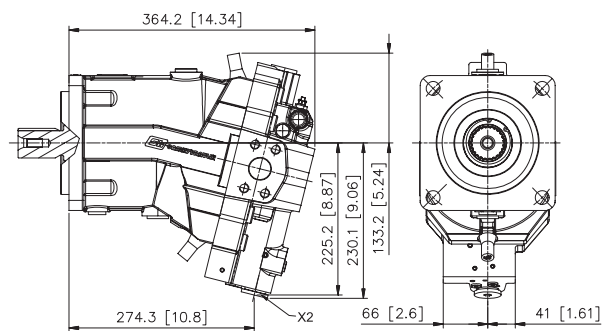
X2: Piloting port - 7/16"-20 UNF-2B

Regolatore ROI
ROI Control



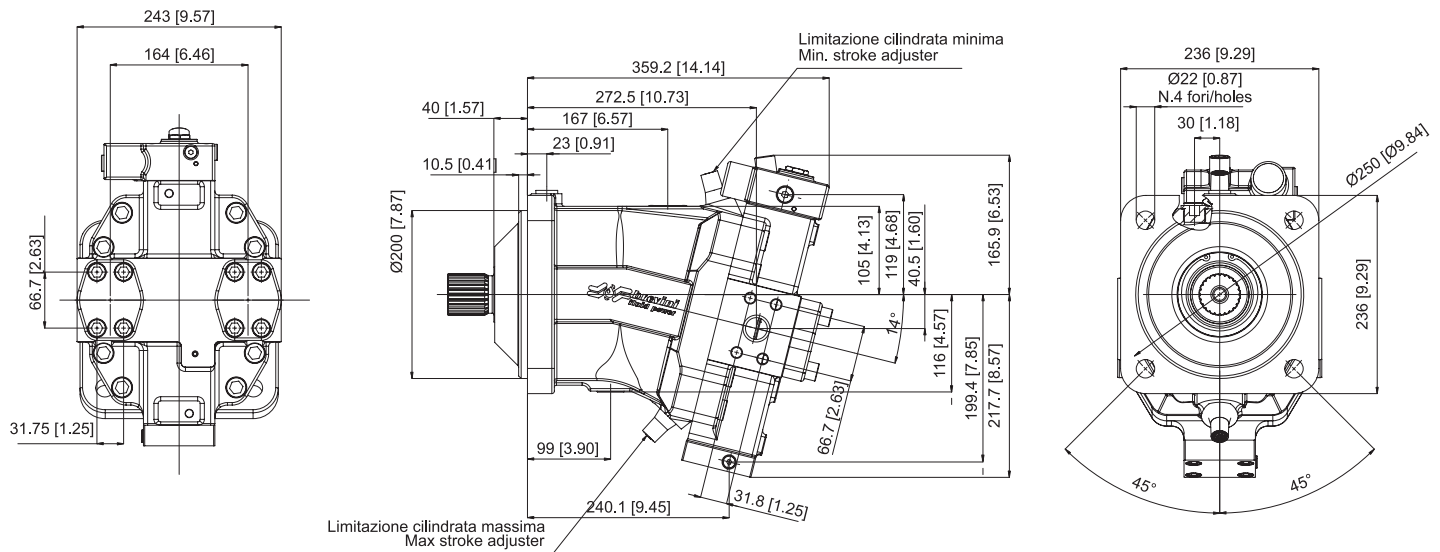
X2: Attacco pilotaggio - 7/16"-20 UNF-2B
X2: Piloting port - 7/16"-20 UNF-2B

Regolatore RPI
RPI Control



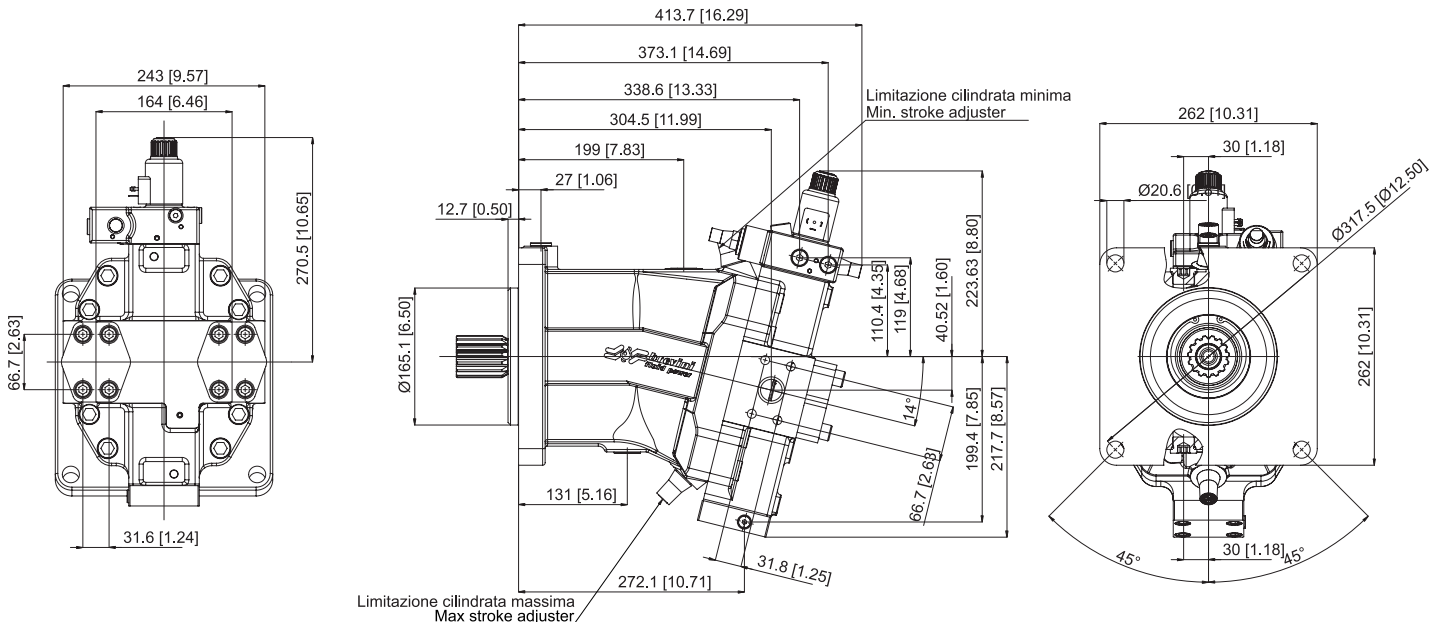
X2: Attacco pilotaggio - 7/16"-20 UNF-2B
X2: Piloting port - 7/16"-20 UNF-2B

Motore SH9V 215 - Flangia ISO 4 Fori (OG)
SH9V 215 Motor - Mounting flange ISO 4 Bolts (OG)



- A-B: *Utenze / Service line ports - 1"1/4 SAE 6000*
 C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 1/2 G (BSPP)*
 S1-S2: *Bocche di drenaggio carcassa / Case drain port - 3/4 G (BSPP)*
 Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 1/8 G (BSPP)*

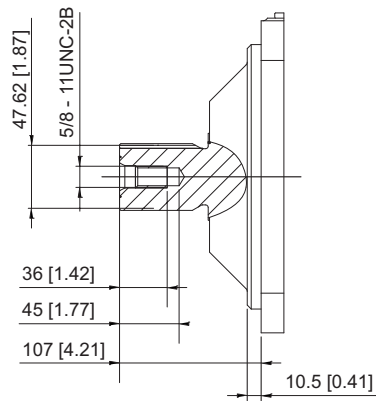
Motore SH9V 215 - Flangia SAE-E 4 Fori (10)
SH9V 215 Motor - Mounting flange SAE-W 4 Bolts (10)



- A-B: *Utenze / Service line ports - 1"1/4 SAE 6000*
 C: *Spurgo aria lavaggio cuscinetti / Air bleed bearings flushing port - 3/4"-16 UNF-2B*
 S1-S2: *Bocche di drenaggio carcassa / Case drain port - 1"1/16-12 UN 2B*
 Y1: *Attacco pilotaggio pressione di esercizio / Working pressure piloting port - 7/16"-20 UNF-2B*

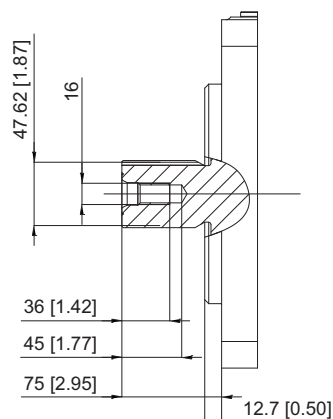
S19

SCANALATO / SPLINED
15T 8/16 DPD

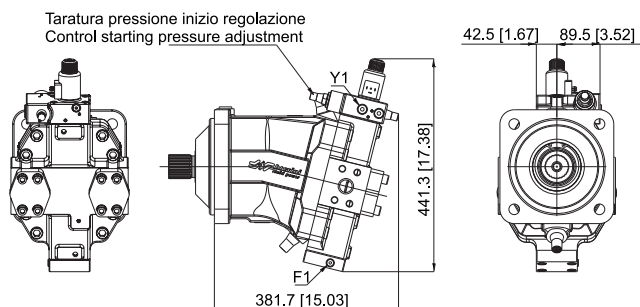


S19

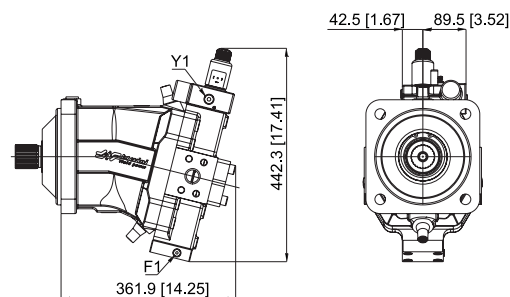
SCANALATO / SPLINED
15T 8/16 DP



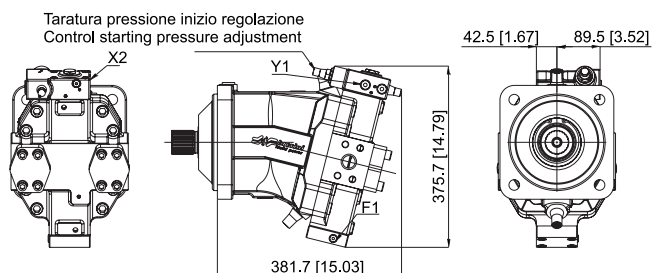
Regolatore 2EE
2EE Control



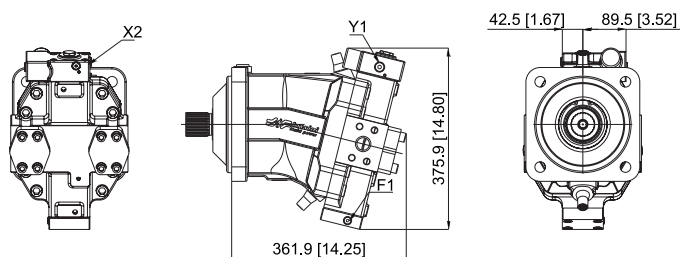
Regolatore 2EN
2EN Control



Regolatore 2IE
2IE Control



Regolatore 2IN
2IN Control



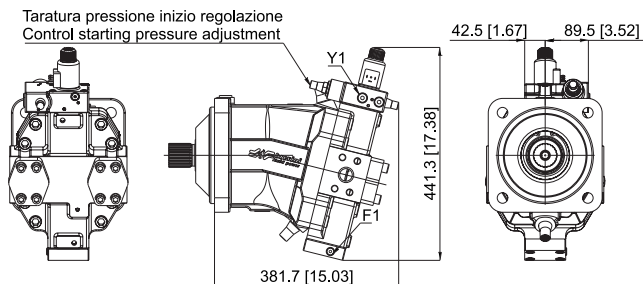
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

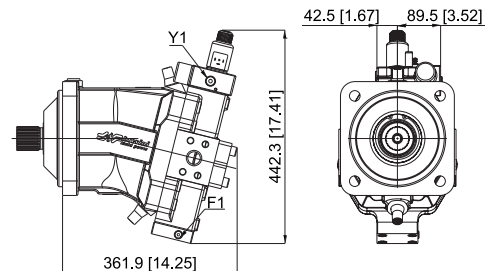
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

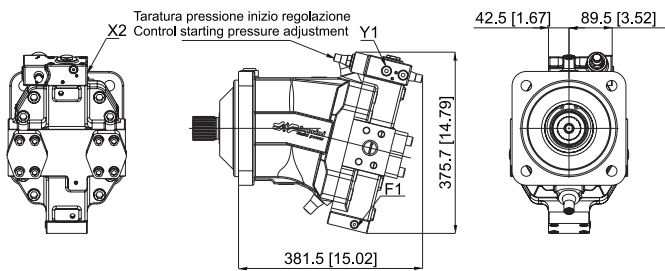
Regolatore REE
REE Control



Regolatore REN
REN Control



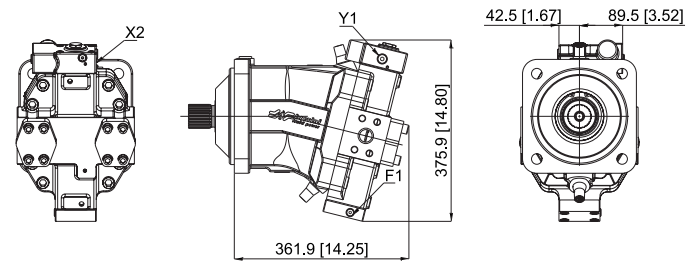
Regolatore RIE RIE Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

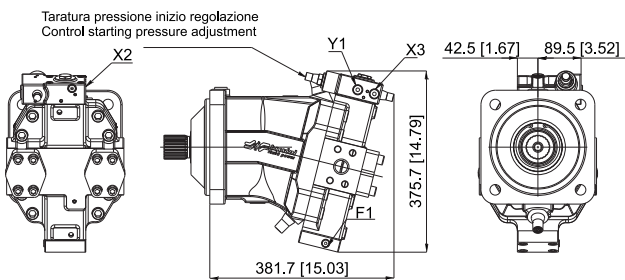
Regolatore RIN RIN Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

Regolatore RID RID Control



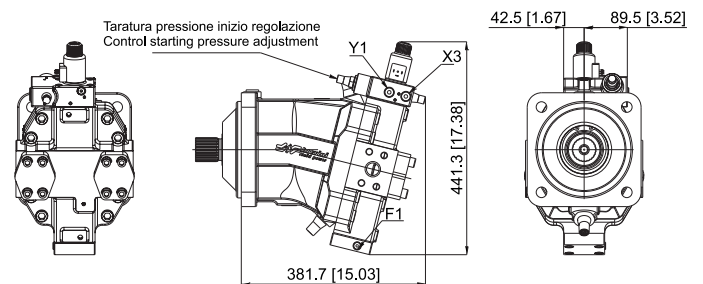
X2: Attacco pilotaggio - 1/4 G (BSPP)

X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

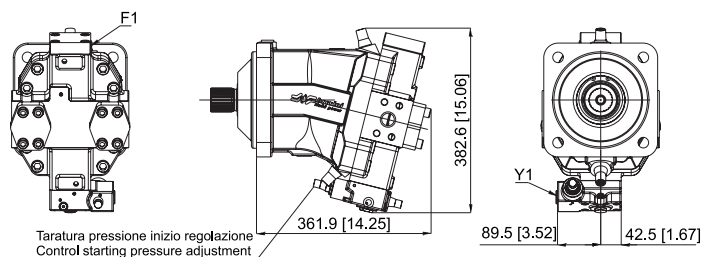
Regolatore RED RED Control



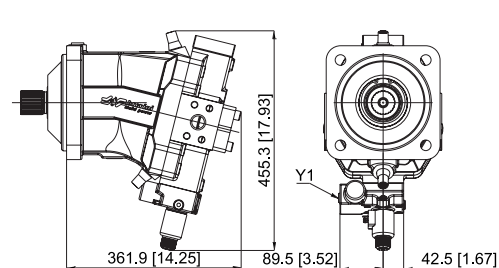
X3: Attacco pilotaggio doppia soglia - 1/4 G (BSPP)

X3: Double step piloting port - 1/4 G (BSPP)

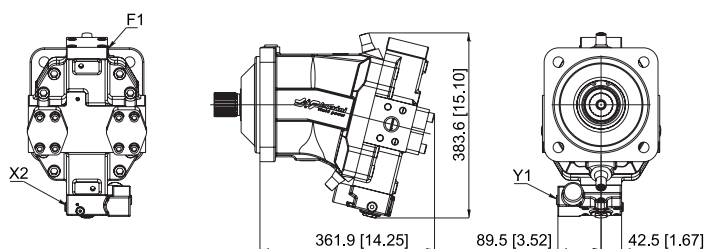
Regolatore RPE
RPE Control



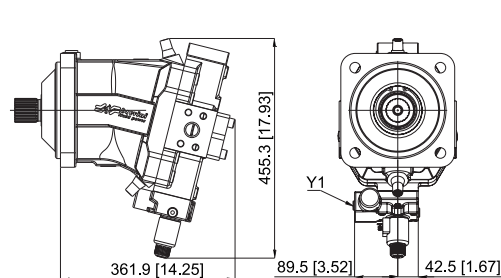
Regolatore 2EN
2EN Control



Regolatore 2IN
2IN Control

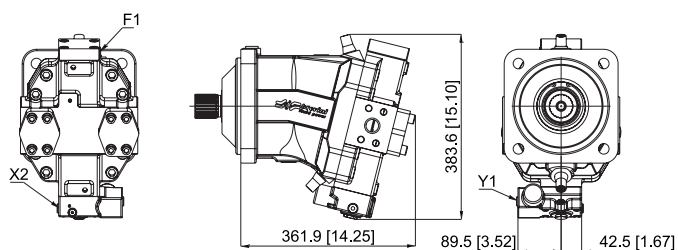


Regolatore REN
REN Control

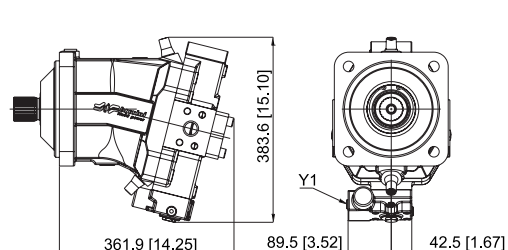


X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

Regolatore RIN
RIN Control

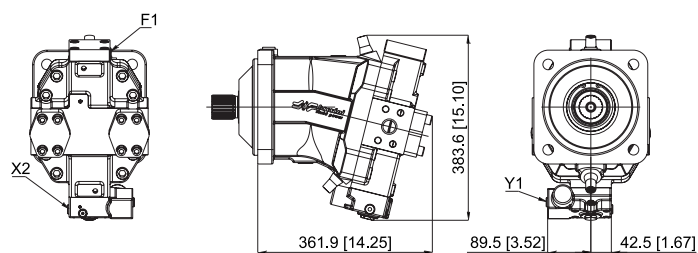


Regolatore ROE
ROE Control



X2: Attacco pilotaggio - 1/4 G (BSPP)
 X2: Piloting port - 1/4 G (BSPP)

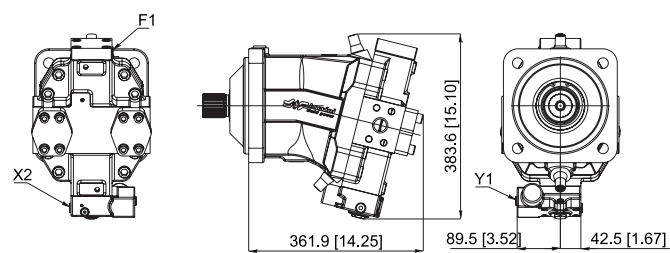
Regolatore ROI
ROI Control



X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

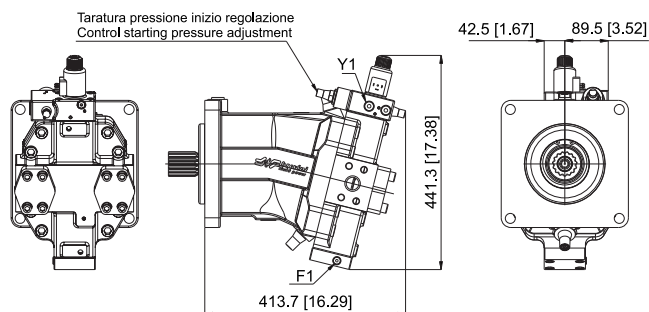
Regolatore RPI
RPI Control



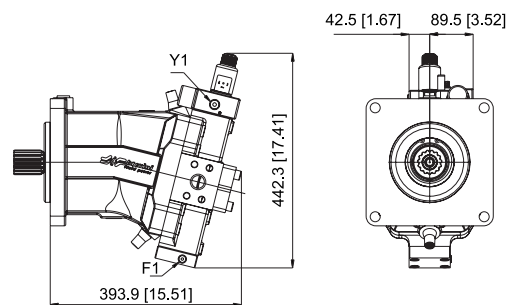
X2: Attacco pilotaggio - 1/4 G (BSPP)

X2: Piloting port - 1/4 G (BSPP)

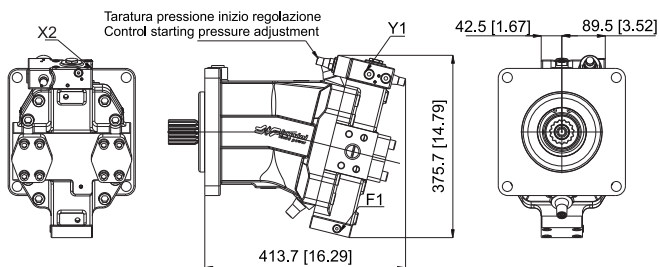
Regolatore 2EE
2EE Control



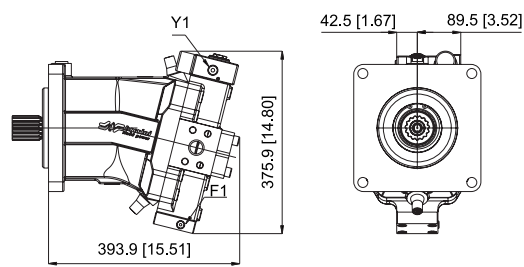
Regolatore 2EN
2EN Control



Regolatore 2IE
2IE Control



Regolatore 2IN
2IN Control



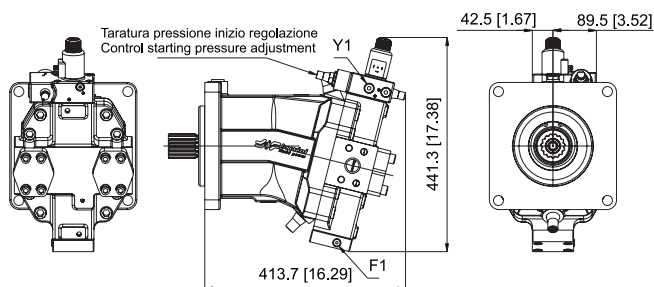
X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

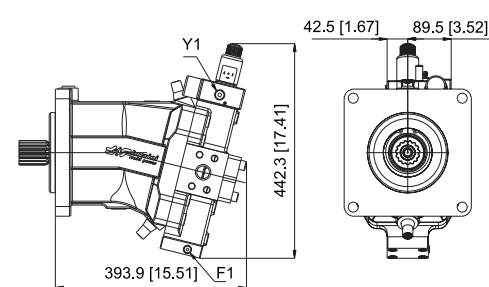
X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

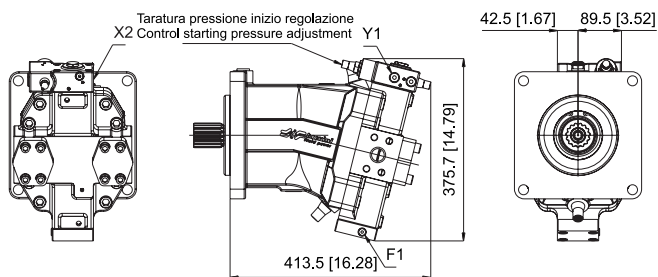
Regolatore REE
REE Control



Regolatore REN
REN Control



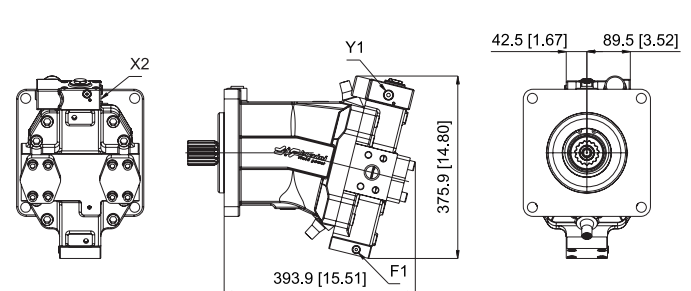
Regolatore RIE RIE Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

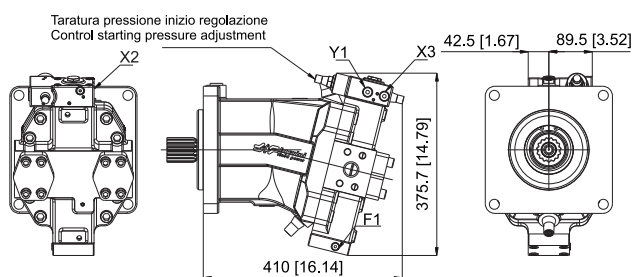
Regolatore RIN RIN Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

Regolatore RID RID Control



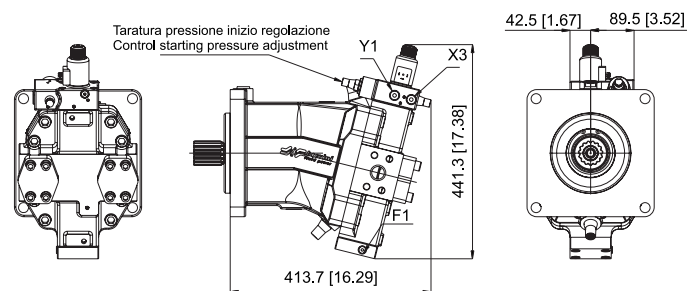
X2: Attacco pilotaggio - 7/16"-20 UNF

X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF

X2: Piloting port - 7/16"-20 UNF

X3: Double step piloting port - 7/16"-20 UNF

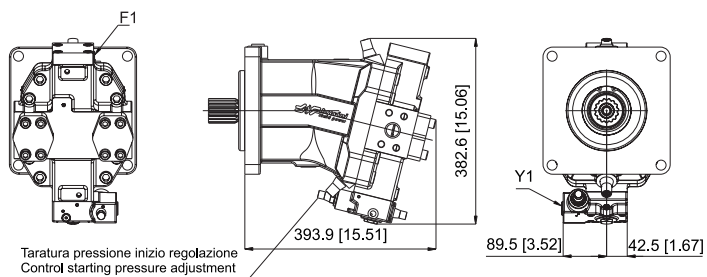
Regolatore RED RED Control



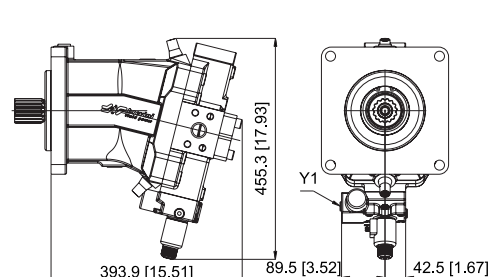
X3: Attacco pilotaggio doppia soglia - 7/16"-20 UNF

X3: Double step piloting port - 7/16"-20 UNF

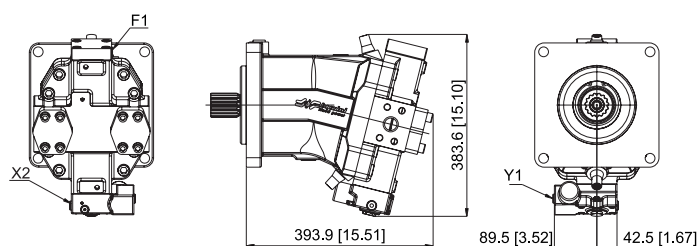
Regolatore RPE
RPE Control



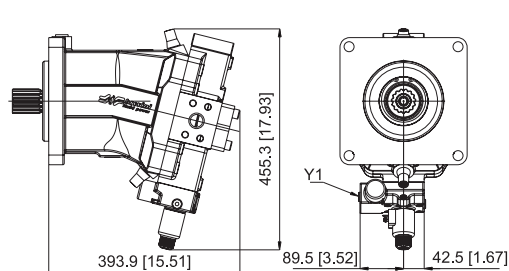
Regolatore 2EN
2EN Control



Regolatore 2IN
2IN Control



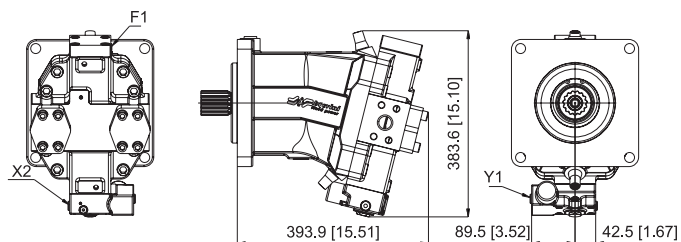
Regolatore REN
REN Control



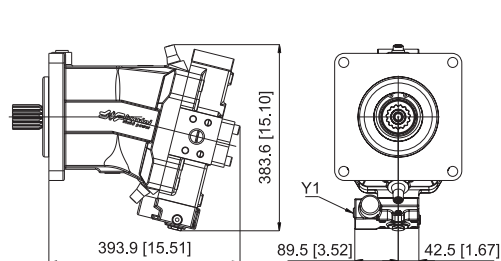
X2: Attacco pilotaggio - 7/16"-20 UNF-2B

X2: Piloting port - 7/16"-20 UNF-2B

Regolatore RIN
RIN Control



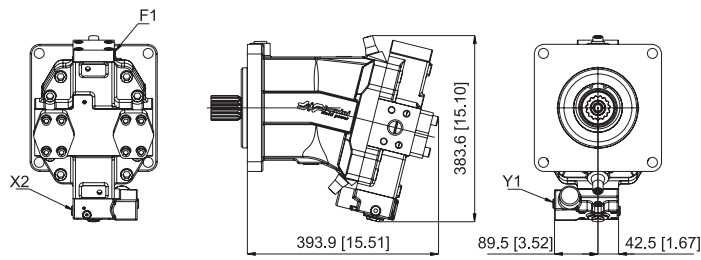
Regolatore ROE
ROE Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B

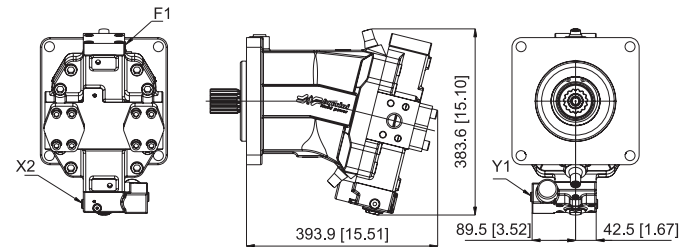
X2: Piloting port - 7/16"-20 UNF-2B

Regolatore ROI
ROI Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B
X2: Piloting port - 7/16"-20 UNF-2B

Regolatore RPI
RPI Control



X2: Attacco pilotaggio - 7/16"-20 UNF-2B
X2: Piloting port - 7/16"-20 UNF-2B

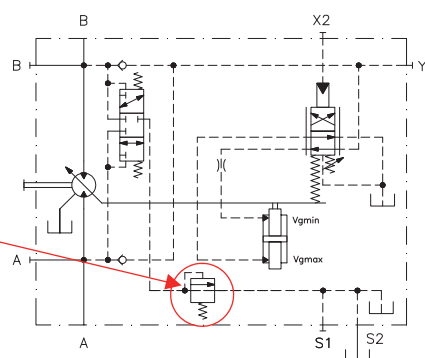
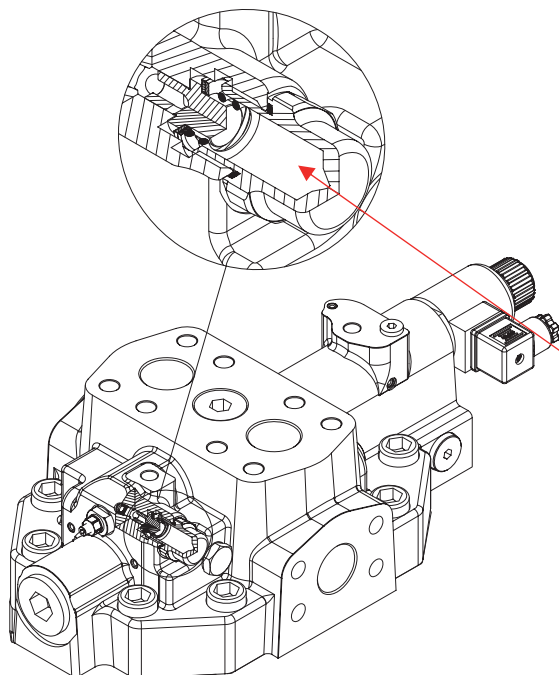
VALVOLA DI LAVAGGIO FLUSHING VALVE

Per l'impiego in circuito chiuso, i motori possono essere forniti con la valvola di lavaggio integrata.

For closed circuit operation, the motors can be equipped with built in flushing valve.

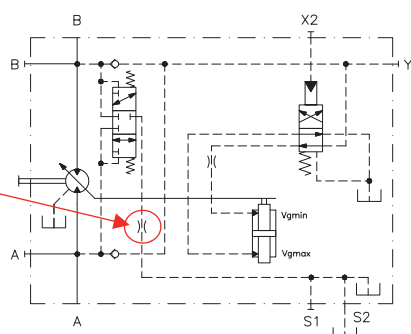
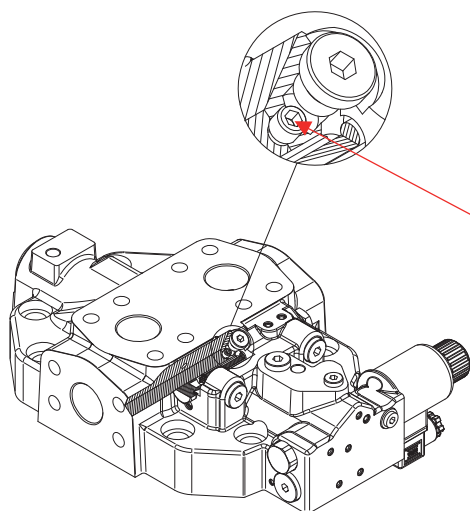
Solo per SH9V 115 - 165

Only for SH9V 115 - 165



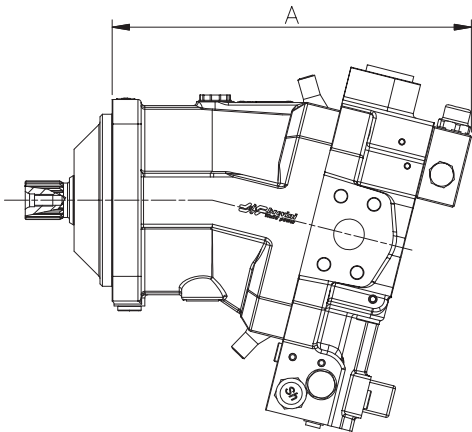
Solo per SH7V 160 con regolatori a 2 posizioni

Only for SH7V 160 with two positions controls



Solo per SH9V 061 - 085

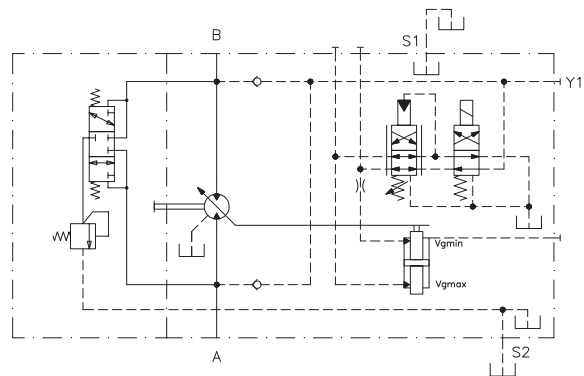
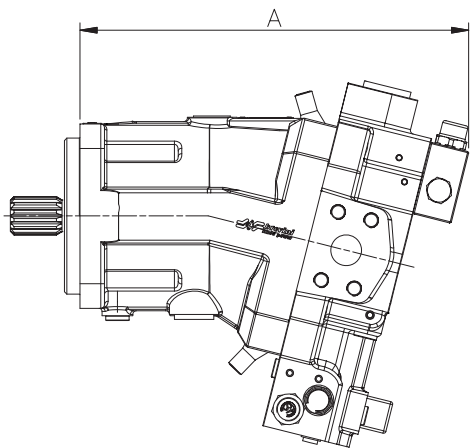
Motore SH9V 061 - 085 - Flangia ISO
SH9V 061 - 085 Motor - Mounting flange ISO



	SH9V 061 ISO	SH9V 085 ISO	SH9V 061 SAE	SH9V 085 SAE
A mm [in]	268.3 [10.56]	292.6 [11.51]	323 [12.72]	316.6 [12.46]

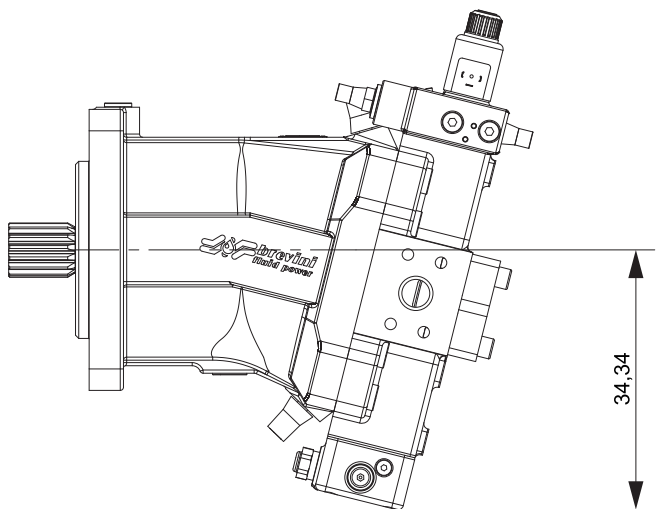
Only for SH9V 061 - 085

Motore SH9V 061 - 085 - Flangia SAE
SH9V 061 - 085 Motor - Mounting flange SAE



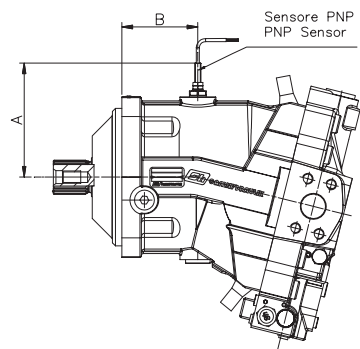
Solo per SH9V 215

Only for SH9V 215



VERSIONE TC

TC VERSION

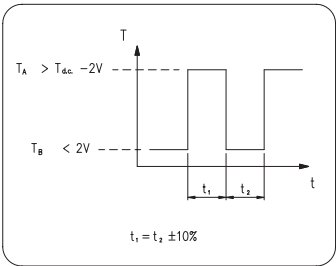


	SH9V 061 ME	SH9V 85 ME	SH9V 165 ME	SH9V 061 SE
A	122.2	125.8	149.4	125.8
mm [in]	[4.81]	[4.95]	[5.88]	[4.95]
B	74	87.7	99.5	107.5
mm [in]	[2.91]	[3.29]	[3.92]	[4.23]

Segnale in uscita versione elettronica

Numero d'impulsi per giro = 14
 Principio di funzionamento induttivo
 Funzione di uscita PNP
 Tensione nominale 10-30 V d.c.
 Caricabilità massima 200 mA
 Frequenza massima 1500 Hz
 Campo di temperatura -25°C +120°C
 Grado di protezione IP 67
 Versioni disponibili:
 Sensore con cavo a tre fili lunghezza 2 metri

Il sensore può essere montato solo sull'attacco
 drenaggio S1

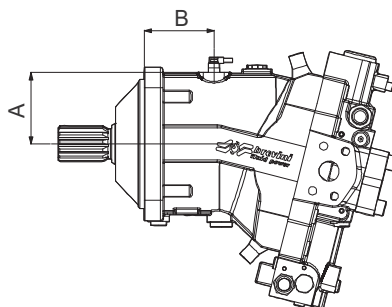


Output signal electronic tachometer

Number of pulses per revolution = 14
 Inductive principle
 Output current PNP
 Voltage 10-30 V d.c.
 Max load 200 mA
 Max frequency 1500 Hz
 Temperature range -25°C +120°C
 Enclosure IP 67
 Available versions:
 Sensor with 2 metres three wires cable
 The sensor can be assembly only S1 drain port.

VERSIONE TW - TZ

TW - TZ VERSION



	SH9V 085 ME	SH9V 115 ME	SH9V 165 ME	SH9V 215 ME	SH9V 085 SE	SH9V 115 SE	SH9V 165 SE	SH9V 215 SE
A mm [in]	79.9 [3.14]	88.9 [3.49]	96.9 [3.81]	101.9 [4.01]	79.9 [3.14]	88.9 [3.49]	96.9 [3.81]	101.9 [4.01]
B mm [in]	76.5 [3.01]	86.5 [3.40]	92.5 [3.64]	105 [4.13]	100.5 [3.95]	120.5 [4.74]	124.5 [4.90]	105 [4.13]

TW

Principio di funzionamento a effetto Hall 2 canali (1 onda quadra -1 digitale er senso di rotazione).

Segnale di uscita PNP

Tensione nominale 4.5-16 VDC

Frequenza 0 - 20.000 Hz

Campo di temperatura -40°C +110°C

Grado di protezione IP67

Sensore connettore Deutsch DT04-4P

Compatibilità elettromagnetica in accordo con EN 60947-5-2

Resistenza agli shock e vibrazioni in accordo con IEC 68-2-17 IEC 68-2-6

TZ

Principio di funzionamento a effetto HALL 2 canali

Sensore con due canali di uscita a 90°

Tensione nominale 8-32 VDC

Frequenza 0-20.000 Hz

Campo di temperatura -40°C +125°C

TW

2-Channel differential-hall effect operating principle (1 square wave -1 digital for direction of rotation)

Output signal PNP

Power supply 4.5-16 VDC

Frequency 0 - 20.000 Hz

Operating temperature -40°C - +110°C

Degree of protection IP67

Sensor connector Deutsch DT04-4P

Electromagnetic compatibility according to EN 60947-5-2

Resistance to shock and vibration in accordance with IEC 68-2-17 IEC 68-2-6

TZ

2-Channel differential-hall effect operating principle

Sensor with dual-channel output (90°)

Power supply 8-32 VDC

Frequency 0-20.000 Hz

Operating temperature -40°C +125°C

	SH9V 085	SH9V 115	SH9V 165	SH9V 215
Numero di impulsi per giro Number of pulses per revolution	58	67	75	80