
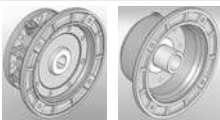


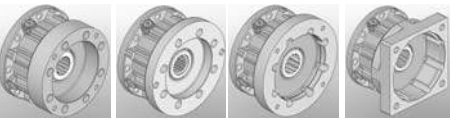
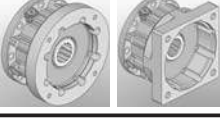
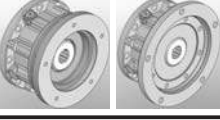


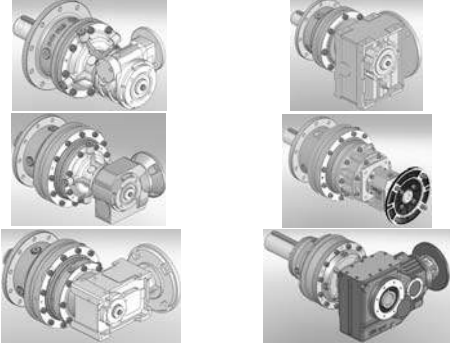


PREDISPOSIZIONI ATTACCO MOTORE
 INPUT MOTOR ADJUSTMENTS
 АДАПТЕРЫ ПОД МОТОР

STM team

D

STM team

	EU	D2
	IEC	D4
	Z. Z1. Z2.	D6
	I CB DB BA CA DA EA	D8
	I FB HB FA GAB GC HA	D10
	I JA KB LA LB	D12
	I NA OA PA	D14
	ECE	D18
	ECR	D20
	EX.	D29

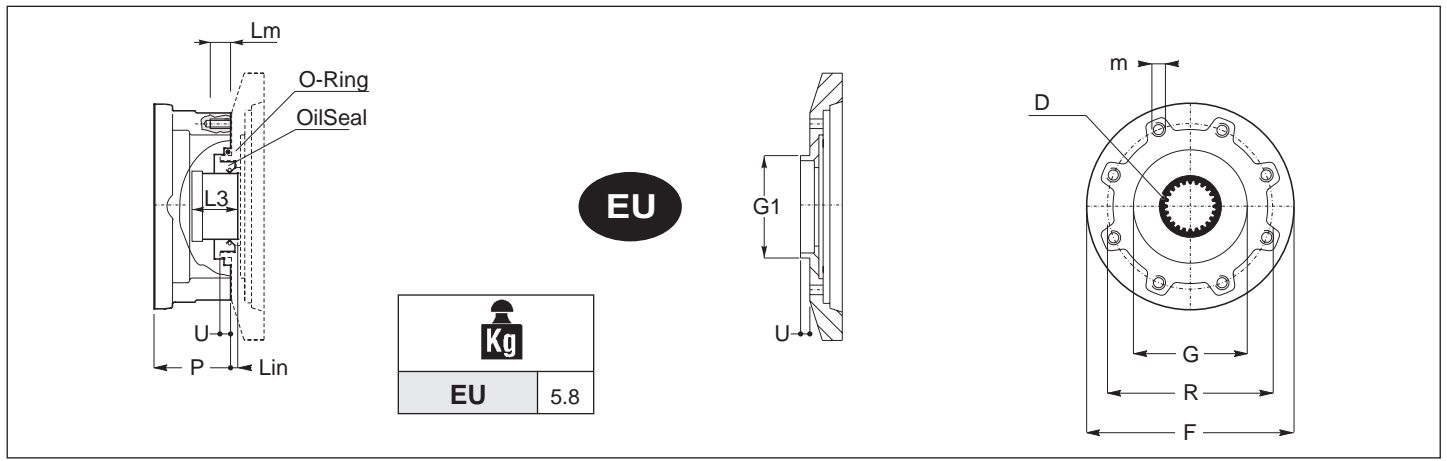
D



1.0 EU

1.0 EU

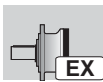
1.0 EU



EU	EX1			EX2 EXB2			EX3 EXB3			EX4 EXB4		
	10	101			102			103			104	
20	201			202		EXB	203			204		
25	251			252		EXB	253			254		
30		301		302			303			304		
40				402		-	403			404		
50		501		502			503			504		
70		701		702		EXB	703			704		
80		801		802			803			804		
90				902		- EX	903		EXB	904		
100		1001		1002		EXB	1003			1004		
150				1502			1503		EX	1504		EX EXB
180				1802			1803			1804		
200				2002			2003			2004		
250						2502	2503			2504		
280						2802	2803			2804		
300						3002	3003			3004		
350						3502	3503			3504		
420							4203			4204		
650								6503		6504		
850								8503		8504		
1200								12003		12004		

	D	F	R	G	U _{max}	L _{IN}	L3	m	L _m	O _{Ring}	OilSeal	P												
	DIN 5482		+/- 0,1	H7 g6																				
EU	50 x 45	186 244 295		95	6	4	38	M10	20	94.92 x 2.62	60x80 7.5	67	75	83	67	75	83	67	75	83	67	75		

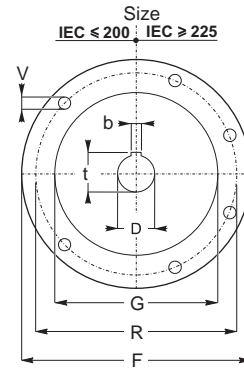
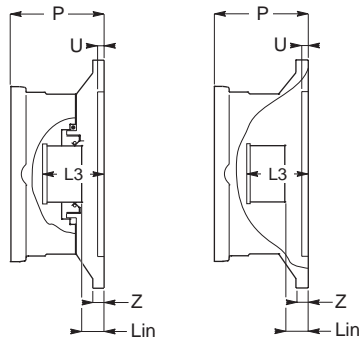
D



2.0 IEC

2.0 IEC

2.0 IEC



71-80-90	8
100-112	10
132	12
160-180	19
200	25
225	30
250-280	51

IEC	EX1			EX2			EX3			EX4		
	10	101			102			103			104	
20	201			202			203			204		
25	251			252			253			254		
30	301			302			303			304		
40				402			403			404		
50	501			502			503			504		
70	701			702			703			704		
80		801		802			803			804		
90				902			903			904		
100		1001		1002			1003			1004		
150			1501	1502			1503			1504		
180				1802			1803			1804		
200			2001	2002			2003			2004		
250				2502			2503			2504		
280				2802			2803			2804		
300				3002			3003			3004		
350				3502			3503			3504		
420					4202		4203			4204		
650								6503		6504		
850								8503		8504		
1200									12003		12004	

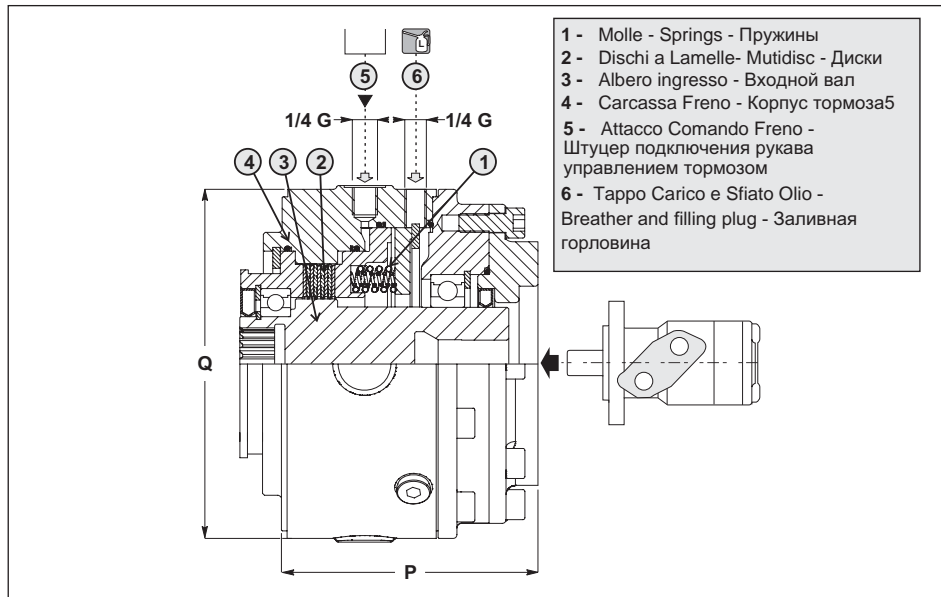
	D	F	R	G	U	V	Z	L _{TN}	L ₃	b	t	P											
	F7		+/-0,1	F8 G6						H7	+0,1 +0,2	EX1			EX2			EX3			EX4		
63	11	140	115	95	10	M8	16	5,5	25	4	12,8	83	91	99	83	91	99	83	91	99	83	91	
71	14	160	130	110	10	M8	16	5,5	32	5	16,3	83	91	99	83	91	99	83	91	99	83	91	
80	19	200	165	130	5	M10	14	5,5	52	6	21,8	83	91	99	83	91	99	83	91	99	83	91	
90	24	200	165	130	5	M10	14	5,5	52	8	27,3	83	91	99	83	91	99	83	91	99	83	91	
100	28	250	215	180	5	M12	14	10,5	61	8	31,3	91	99	107	91	99	107	91	99	107	91	99	
112	28	250	215	180	5	M12	14	10,5	61	8	31,3	91	99	107	91	99	107	91	99	107	91	99	
132	38	300	265	230	5	M12	14	10,5	82	10	41,3	112	120	128	112	120	128	112	120	128	112	120	
160	42	350	300	250	6	M16	18	8,5	111	12	45,3	146		167	146		167	146		167	146		
180	48	350	300	250	6	M16	18	8,5	111	14	51,8	146		167	146		167	146		167	146		
160	42	350	300	250	6	M16	18	24,5	111	12	45,3		170			170			170			170	
180	48	350	300	250	6	M16	18	24,5	111	14	51,8		170			170			170			170	
200	55	400	350	300	6	M16	22	8,5	111	16	59,3	154	165	175	154	165	175	154	165		154		
225	60	450	400	350	6	M16	20	8,5	143	18	64,4	189	188,5	205	189	188,5	205	189	188,5		189		
250	65	550	500	450	6	M16	21	8,5	145	18	69,4		188,5	205		188,5	205		188,5		188,5		
280	75	550	500	450	6	M16	21	8,5	145	20	79,9		188,5	205		188,5	205		188,5		188,5		



3.0 Z.

3.0 Z.

3.0 Z.



1 - Campo applicazione

Il freno è da impiegare solo come freno di stazionamento e non per effettuare frenature dinamiche.

2 - Principio funzionamento freno

Il funzionamento del freno è di tipo negativo con le seguenti modalità operative:

2.1 - Condizione 1 - Pressione $P_{INF} = 0$

Le molle (particolare 1) esercitano una spinta sulle coppie di dischi a lamelle (componente 2). Alcuni dischi sono solidali con elemento mobile (componente 3) e dischi solidali con elemento fisso (componente 4).

In questa condizione operativa si genera sul manico riduttore (componente 3) una coppia T_{RF} con livello di accuratezza del valore di $\pm 10\%$.

2.2 - Condizione 2 - Pressione $P_{INF} = P_{Af}$

Qualora attraverso l'attacco comando freno (componente 5), si immetta una pressione P_{INF} uguale alla pressione di apertura P_{Af} il valore della coppia resistente T_{RF} è uguale a zero consentendo la libera rotazione del manico del riduttore.

2.3 - Condizione 3 - Contropressione presente nell'impianto idraulico $P_c \neq 0$.

Tali prestazioni (T_{RF}) sono sempre calcolate con contropressione uguale a zero. In caso contrario la coppia frenante è percentualmente ridotta nel rapporto contropressione/Pressione apertura freno.

3 - Lubrificazione

Il freno ha la lubrificazione separata da quella del riduttore epicicloidale. Pertanto si dovrà provvedere al riempimento del freno con olio idraulico di viscosità ISO VG32, utilizzando lo specifico tappo di riempimento.

Ricordiamo che alte velocità di rotazione, oppure prolungati funzionamenti con asse verticale, possono generare elevati aumenti di temperatura: in questi casi consultare il Servizio Tecnico Commerciale STM.

1 - Application field

The brake can be used only as stationary brake. It is not possible to utilize the brake for dynamic use.

2 - How it works

The brake works as a negative brake, with the following modalities:

2.1 - option - $P_{INF} = 0$

The coil springs (see item 1) are pressing together on rotating discs. Some disks are running together with mobile elements (see item 3) and some other disks are fixed (see item 4).

In this working condition there is a resistant torque in the sleeve coupling of the gearbox (see item 3); the value of torque is $T_{RF} \pm 10\%$.

2.2 - option - Pressure $P_{INF} = P_{Af}$

When from the motor brake connection (item 5) you introduce a pressure P_{INF} equal or same opening pressure P_{Af} , the resistant torque value T_{RF} is equal to zero, in letting free the input pressure, from the Hydraulic plan.

2.3 - option - Backpressure in hydraulic plant $P_c \neq 0$

These performances (T_{RF}) are always calculated without back pressure. Otherwise the braking torque is reduced as a percentage of the ratio back pressure/Brake release pressure.

3 - Lubrication

The brake has separated lubrication from the planetary gearbox.

For this reason we have to fill the brake with Hydraulic oil viscosity ISO VG32. For such operation it must be used the specific filling plug.

We remind you that high rotation speed, or extendent running with vertical axis, can generate considerable temperature increases: in such cases please apply STM technical staff for advice.

P_{INF} = Pressione ingresso-impianto idraulico/Input pressure – hydraulic plant / Давление жидкости на входе

P_{Af} = Pressione apertura freno/Brake release pressure / Давление отключения тормоза

P_c = Contropressione nell'impianto idraulico/Backpressure in hydraulic plant / Противодавление в гидросистеме

P_{max} = Pressione max./max. pressure / Макс. давление

T_{RF} = Coppia media Statica/ Medium static torque / Средний статический тормозной момент.

1 - Область применения

Тормоз может быть использован только как стояночный тормоз и не используется для динамического торможения.

2 - Описание работы

Тормоз работает как "негативный" при следующих условиях:

2.1 - давление $P_{INF} = 0$

Под давлением пружин (поз. 1) диски тормоза (поз. 2) поочередно прижимаются к корпусу тормоза (поз. 4) и фиксируют от перемещения входной вал (поз. 2). В данном случае на входном валу (поз. 3) возникает момент сопротивления вращению равный $T_{RF} \pm 10\%$.

2.2 - option - Pressure $P_{INF} = P_{Af}$

When from the motor brake connection (item 5) you introduce a pressure P_{INF} equal or same opening pressure P_{Af} , the resistant torque value T_{RF} is equal to zero, in letting free the input pressure, from the Hydraulic plan.

2.3 - option - Backpressure in hydraulic plant $P_c \neq 0$

These performances (T_{RF}) are always calculated without back pressure. Otherwise the braking torque is reduced as a percentage of the ratio back pressure/Brake release pressure.

3 - Смазка

Тормоз имеет отдельную систему смазки, независимую от планетарной передачи. По этой причине следует заправлять тормоз гидравлическим маслом вязкостью ISO VG32. Для заправки должна использоваться соответствующая пробка.

Высокие скорости или длительное время работы в вертикальном положении может привести к значительному увеличению температуры тормоза.

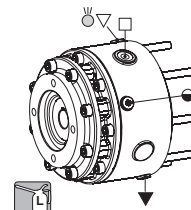


3.0 Z.

3.0 Z.

3.0 Z.

Z1	Q	T _{RF} [Nm]	P _{Af} [bar]	P _{max} [bar]	M1	M3	M4	Kg
Z1A	186	90	8.5	310	0.15	0.30		26
Z1B	186	140	13.0					
Z1C	186	240	11.0					
Z1D	186	300	15.0					
Z1E	186	430	20.0					
Z1F	186	550	25.0					



- ▽ Carico / Breather plug / Воздушный клапан
- Livello / Level plug / Уровневая пробка
- ▼ Scarico / Drain plug / Сливная пробка
- ☉ Sfiato / Vent pung / Сапун

	EX1	EX2 EXB2	EX3 EXB3	EX4 EXB4
10	101	102	103	104
20	201	202	203	204
25	251	252	253	254
30	301	302	303	304
40		402	403	404
50	501	502	503	504
70	701	702	703	704
80	801	802	803	804
90		902	903	904
100	1001	1002	1003	1004
150		1502	1503	1504
180		1802	1803	1804
200		2002	2003	2004
250		2502	2503	2504
280		2802	2803	2804
300		3002	3003	3004
350		3502	3503	3504
420			4203	4204
650				6504
850				8504
1200				12004

D

	F R G U V Z L _{IN} L3 b t										P															
	CA 04	CMOTPI D6-D8-D10										166	174			166	174			166	174			166	174	
CA 09	166											174			166	174			166	174			166	174		
CB 07	178											186			178	186			178	186			178	186		
DA 11	160											168			160	168			160	168			160	168		
DB 22	180											188			180	188			180	188			180	188		
FA 13	186											194			186	194			186	194			186	194		
FA 22	186											194			186	194			186	194			186	194		
FA 23	186											194			186	194			186	194			186	194		
FA 24	186											194			186	194			186	194			186	194		
FA 28	186											194			186	194			186	194			186	194		
FB 08	226											234			226	234			226	234			226	234		
PA 29	168											176			168	176			168	176			168	176		

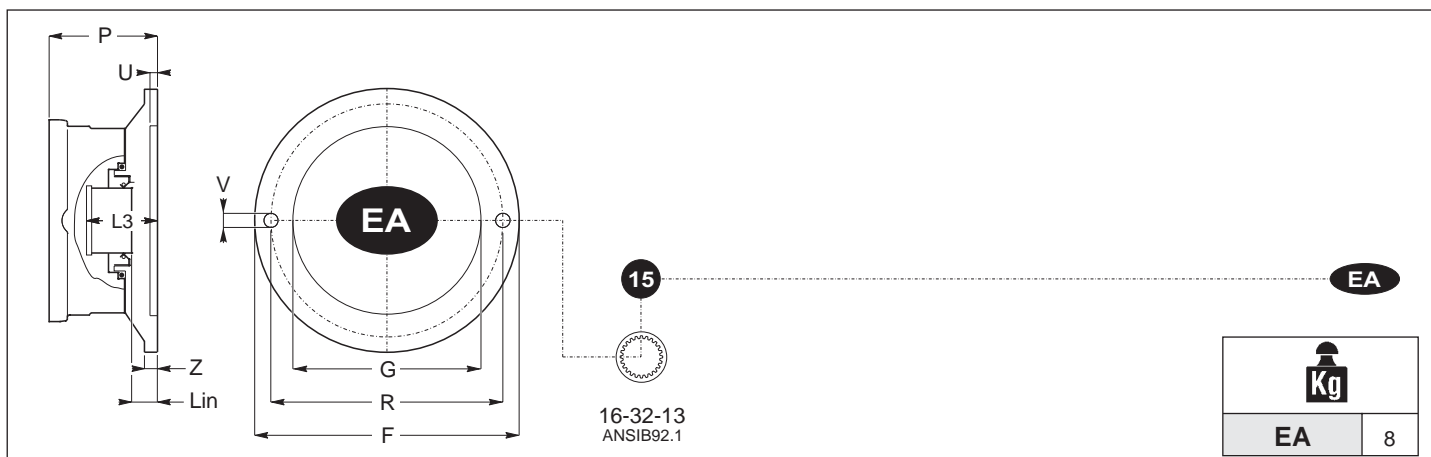
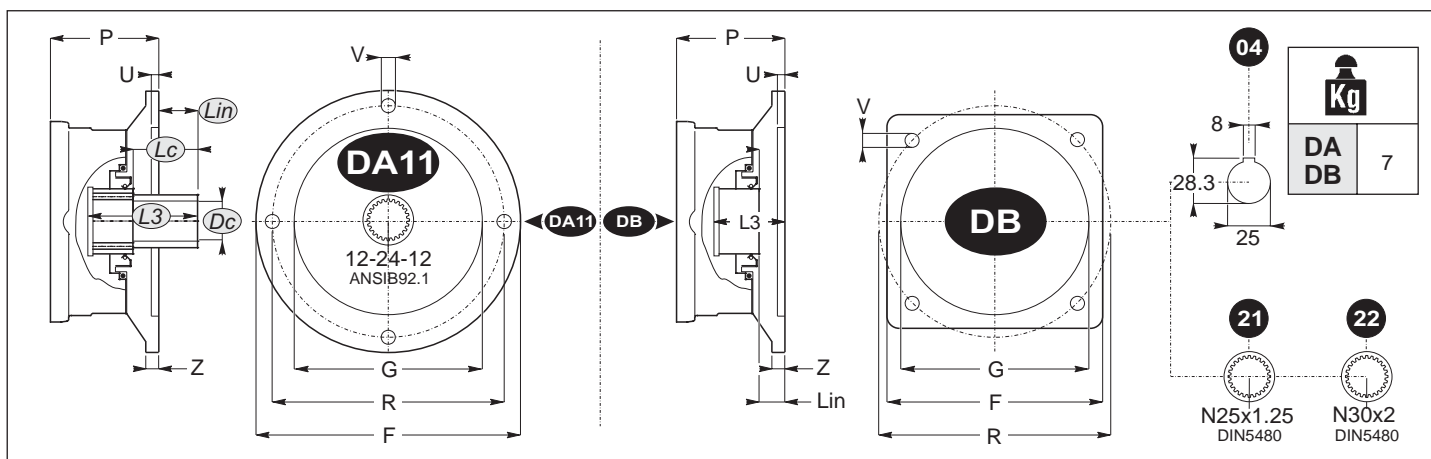
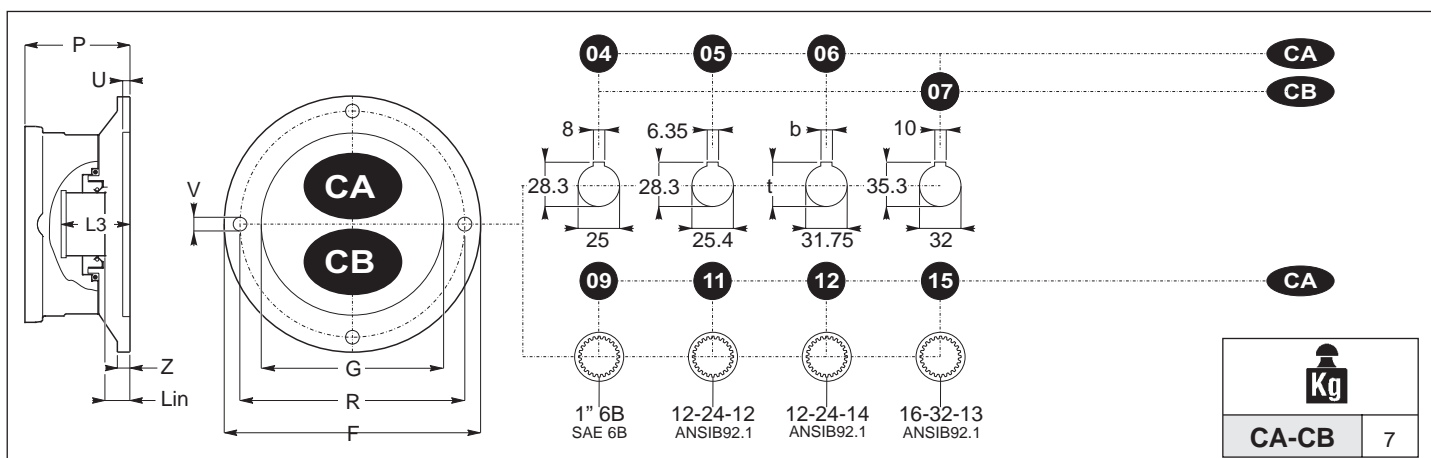
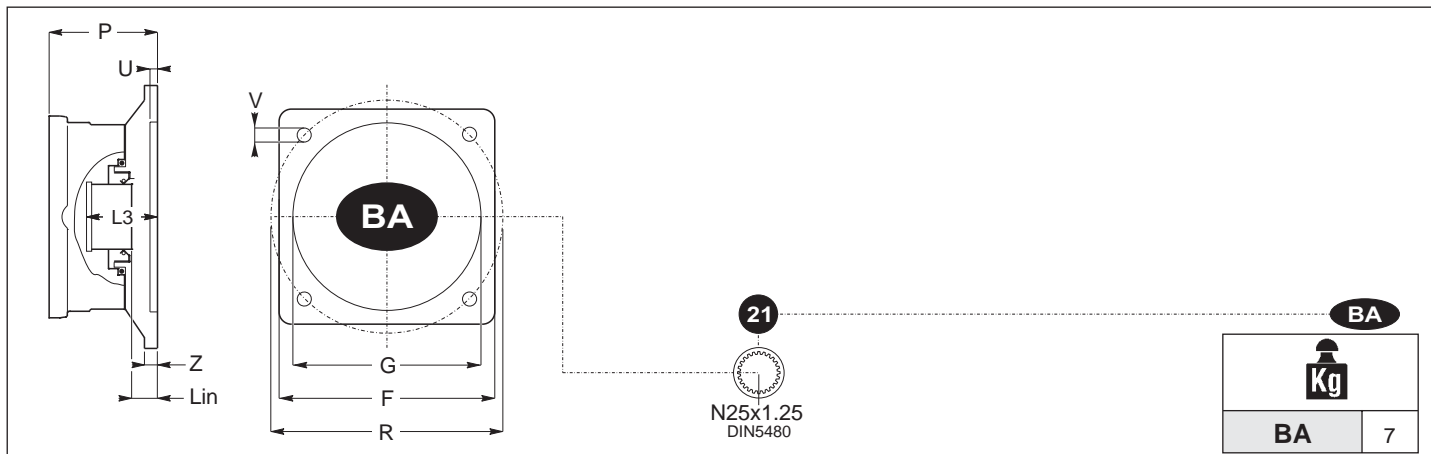




4.0 BA - CA - CB - DA - DB - EA

4.0 BA - CA - CB - DA - DB - EA

4.0 BA - CA - CB - DA - DB - EA





4.0 FA-FB-GAB-GC-HA-HB

4.0 FA-FB-GAB-GC-HA-HB

4.0 FA-FB-GAB-GC-HA-HB

Только-FA13

08 FB

13 FA
14 FB

22 FA
23 FB

24 FA
28 FB

12-24-16 ANSIB92.1
12-24-17 ANSIB92.1
N30x2 DIN5480
N35x2 DIN5480
N40x2 DIN5480
N32x2 DIN5480

Kg	
FA-FB	8

17 GAB

16-32-21 ANSIB92.1

Kg	
GAB	8

08 GC

Kg	
GC	8

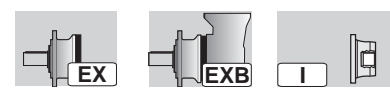
Только-HA10

10 HA
23 HB

24 HA
24 HB

10-20-16 ANSIB92.1
N35x2 DIN5480
N40x2 DIN5480

Kg	
HA-HB	9



4.0 FA-FB-GAB-GC-HA-HB

4.0 FA-FB-GAB-GC-HA-HB

4.0 FA-FB-GAB-GC-HA-HB

	FB	FA	GAB	GC	HA	HB	EX1	EX2	EXB2	EX3	EXB3	EX4	EXB4			
10							101			102		103		104		
20							201			202	EXB	203		204		
25							251			252	EXB	253		254		
30							301			302		303		304		
40									402	-	403			404		
50							501			502		503		504		
70							701			702	EXB	703		704		
80							801			802		803		804		
90									902	-	EX	903	EXB	904		
100							1001			1002	EXB	1003		1004		
150									1502			1503	EX	1504	EX	EXB
180									1802			1803		1804		
200									2002			2003		2004		
250										2502		2503		2504		
280										2802		2803		2804		
300										3002		3003		3004		
350										3502		3503		3504		
420												4203		4204		
650												6503		6504		
850												8503		8504		
1200												12003		12004		



	F	R	R1	G	U	V	V1	Z	Dc	Lc	L _I N	L3	b	t	P																							
	+/- 0,1		F8											H7	+0,2																							
FA 13	182	160	-	125	35	M12	-	46	39	44	25	69	-	-	113	121	129	113	121	129	113	121	129	113	121													
FA 22	182	160	-	125	35	M12	-	46			34	79	-	-	113	121	129	113	121	129	113	121	129	113	121													
FA 23	182	160	-	125	35	M12	-	46			33	74	-	-	113	121	129	113	121	129	113	121	129	113	121													
FA 24	182	160	-	125	35	M12	-	46			33	74	-	-	113	121	129	113	121	129	113	121	129	113	121													
FA 28	182	160	-	125	35	M12	-	46			33	74	-	-	113	121	129	113	121	129	113	121	129	113	121													
FB 08	182	160	-	125	10	M12	-	86			35	118	12	43,3	153	161	169	153	161	169	153	161	169	153	161													
FB 14	182	160	-	125	10	M12	-	86			60	118	-	-	153	161	169	153	161	169	153	161	169	153	161													
GAB 17	200	162	181	127	20	M14	M16	30			21	62	-	-	101	109	117	101	109	117	101	109	117	101	109													
GC 08	200	162	-	127	10	M12	-	86			35	118	12	43,3	153	161	169	153	161	169	153	161	169	153	161													
HA 10	207	180	-	140	10	M12	-	29	46	44	23	76	-	-	101	109	117	101	109	117	101	109	117	101	109													
HB 23	207	180	-	140	12	M12	-	50			42	82	-	-	122	130	138	122	130	138	122	130	138	122	130													
HB 24	207	180	-	140	12	M12	-	50			42	82	-	-	122	130	138	122	130	138	122	130	138	122	130													



4.0 JA-KB-LA-LB

4.0 JA-KB-LA-LB

4.0 JA-KB-LA-LB

	<p>20</p> <p>8-16-13 ANSIB92.1</p>	<table border="1"> <tr> <td colspan="2" style="text-align: center;">Kg</td> </tr> <tr> <td style="text-align: center;">JA</td> <td style="text-align: center;">10</td> </tr> </table>	Kg		JA	10
Kg						
JA	10					
	<p>22 24</p> <p>N30x2 DIN5480</p> <p>N40x2 DIN5480</p>	<table border="1"> <tr> <td colspan="2" style="text-align: center;">Kg</td> </tr> <tr> <td style="text-align: center;">KB</td> <td style="text-align: center;">9</td> </tr> </table>	Kg		KB	9
Kg						
KB	9					
	<p>25</p> <p>N45x2 DIN5480</p>	<table border="1"> <tr> <td colspan="2" style="text-align: center;">Kg</td> </tr> <tr> <td style="text-align: center;">LA</td> <td style="text-align: center;">10</td> </tr> </table>	Kg		LA	10
Kg						
LA	10					
	<p>33</p> <p>14 48.8 45</p>	<table border="1"> <tr> <td colspan="2" style="text-align: center;">Kg</td> </tr> <tr> <td style="text-align: center;">LB</td> <td style="text-align: center;">10</td> </tr> </table>	Kg		LB	10
Kg						
LB	10					



4.0 NA-OA-PA

4.0 NA-OA-PA

4.0 NA-OA-PA

Kg	
NA	10

Kg	
OA	10

Kg	
PA	10



4.0 NA-OA-PA

4.0 NA-OA-PA

4.0 NA-OA-PA

NA	OA	PA	EX1		EX2 EXB2		EX3 EXB3		EX4 EXB4	
10			101			102		103		104
20			201			202	EXB	203		204
25			251			252		253		254
30				301		302		303		304
40						402	-	403		404
50				501	EX	502		503		504
70				701		702	EXB	703		704
80					801	802		803		804
90						902	- EX	903	EXB	904
100					1001	1002	EXB	1003		1004
150						1502		1503	EX	1504
180						1802		1803		1804
200						2002		2003		2004
250							2502	2503		2504
280							2802	2803		2804
300							3002	3003		3004
350							3502	3503		3504
420								4203		4204
650								6503		6504
850								8503		8504
1200								12003		12004



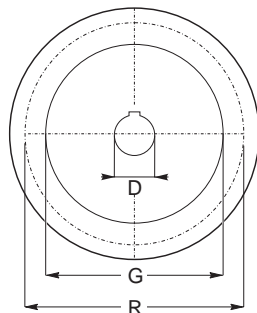
	F	R	G	U	V	Z	L _{IN}	L3	b	t	P										
		+/-0,1	F8						H7	+0,2											
NA 29	195	160	125	12	M10	43	37	76			110	118	126	110	118	126	110	118	126	110	118
OA 31	288	250	150	7	∅ 14	15	27	77			109	117	125	109	117	125	109	117	125	109	117
PA 29	233	210	175	6	∅ 14	16	22	62			95	103	111	95	103	111	95	103	111	95	103

4.0 Motor Type / Code STM

4.0 Motor Type / Code STM

4.0 Типы моторов / Коды STM

Гидромотор



Вход редуктора

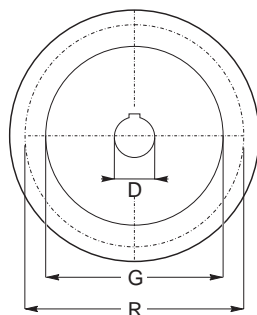
Производитель	Тип мотора	D	G	R	Код STM
AXIAL PUMP	M2 24-50	16/32-13	101.6	146	EA15
AXIAL PUMP	M3 40-65	16/32-13	101.6	146	EA15
DANFOSS	OMP 25-400	25	82.55	106.4	CA4
DANFOSS	OMR 50-375	25	82.55	106.4	CA4
DANFOSS	OMP 25-400	25.4	82.55	106.4	CA5
DANFOSS	OMR 50-375	25.4	82.55	106.4	CA5
DANFOSS	OMP 25-400	32	82.55	106.4	CB7
DANFOSS	OMR 50-375	32	82.55	106.4	CB7
DANFOSS	OMH 200-500	32	82.55	106.4	CB7
DANFOSS	OMS 80-400	32	82.55	106.4	CB7
DANFOSS	OMT 160-500	40	125	160	FB8
DANFOSS	OMP 25-400	1"6B	82.55	106.4	CA9
DANFOSS	OMR 50-375	1"6B	82.55	106.4	CA9
DANFOSS	OMSS 80-400	12/24-12	100	125	DA11
DANFOSS	OMTS 160-500	12/24-16	125	160	FA13
DANFOSS	OMT 160-500	12/24-17	125	160	FB14
DANFOSS	OMVS 315-800	10/20-16	140	180	HA10
DINAMIC OIL	MGL 50-400	25	82.55	106.4	CA4
DINAMIC OIL	MGLR 50-375	25	82.55	106.4	CA4
DINAMIC OIL	MGT 50-400	25	82.55	106.4	CA4
DINAMIC OIL	MGL 50-401	25.4	82.55	106.4	CA5
DINAMIC OIL	MGLR 50-375	25.4	82.55	106.4	CA5
DINAMIC OIL	MGT 50-400	25.4	82.55	106.4	CA5
DINAMIC OIL	MGL 50-402	1"6B	82.55	106.4	CA9
DINAMIC OIL	MGLR 50-375	1"6B	82.55	106.4	CA9
DINAMIC OIL	MGT 50-400	1"6B	82.55	106.4	CA9
EATON(CHAR-LYNN)	SERIE 2000	25	82.55	106.4	CA4
EATON(CHAR-LYNN)	SERIE 2000	25.4	82.55	106.4	CA5
EATON(CHAR-LYNN)	SERIE 2000	31.75	82.55	106.4	CA6
EATON(CHAR-LYNN)	SERIE 2000	32	82.55	106.4	CB7
EATON(CHAR-LYNN)	SERIE 2000	1"6B	82.55	106.4	CA9
GEOLINK	GHL 50-400	25	82.55	106.4	CA4
GEOLINK	GFS 50-400	25	82.55	106.4	CA4
GEOLINK	GKS 50-400	25	82.55	106.4	CA4
GEOLINK	GLS 80-315	32	82.55	106.4	CB7
GEOLINK	GHL 50-400	1"6B	82.55	106.4	CA9
GEOLINK	GFS 50-400	1"6B	82.55	106.4	CA9
GEOLINK	GKS 50-400	1"6B	82.55	106.4	CA9
HP HYDRAULIC	M4MF 21-28	25.4	82.55	106.4	CA5
HP HYDRAULIC	M4MF 21-28	16/32-13	82.55	106.4	CA15
HP HYDRAULIC	M4PV 21-28	16/32-13	101.6	146	EA15
HP HYDRAULIC	M4PV 34-65	16/32-13	101.6	146	EA15
HP HYDRAULIC	M4MF 34-65	16/32-13	101.6	146	EA15
HP HYDRAULIC	M4MV 34-65	16/32-13	101.6	146	EA15
LINDE	HMF 50-75	16/32-21	127	181	GB17
M + S	EPM 40-630	25	82.55	106.4	CA4
M + S	EPRM 50-400	25	82.55	106.4	CA4
M + S	EPM 40-630	25.4	82.55	106.4	CA5
M + S	EPRM 50-400	25.4	82.55	106.4	CA5
M + S	EPM 40-630	32	82.55	106.4	CB7
M + S	EPRM 50-400	32	82.55	106.4	CB7
M + S	EPRM 80-400	32	82.55	106.4	CB7
M + S	EPM 40-630	1"6B	82.55	106.4	CA9
M + S	EPRM 50-400	1"6B	82.55	106.4	CA9
M + S	EPMT 160-500	12/24-17	125	160	FB14
REXROTH	A2FM 23-32	25	100	125	DB4
REXROTH	A4FM 22-28	16/32-13	101.6	146	EA15
REXROTH	A10FM 23-28	16/32-13	101.6	146	EA15
REXROTH	A2FM 10-16	W25x1,25	80	100	BA21
REXROTH	A2FM 23-32	W25x1,25	100	125	DB21
REXROTH	A6VM 28	W25x1,25	100	125	DB21
REXROTH	A2FM 23-32	W30x2	100	125	DB22
REXROTH	A6VM 28	W30x2	100	125	DB22
REXROTH	A2FM 45-63	W30x2	125	160	FA22
REXROTH	A6VM 55	W30x2	125	160	FA22
REXROTH	A2FM 45-63	W35x2	125	160	FA23
REXROTH	A6VM 55	W35x2	125	160	FA23

4.0 Motor Type / Code STM

4.0 Motor Type / Code STM

4.0 Типы моторов / Коды STM

Гидромотор



Вход редуктора

Производитель	Тип мотора	D	G	R	Код STM
REXROTH	A2FM 80-90	W35x2	140	180	HB23
REXROTH	A6VM 80	W35x2	140	180	HB23
REXROTH	A2FM 80-90	W40x2	140	180	HB24
REXROTH	A6VM 80	W40x2	140	180	HB24
REXROTH	A6VM 160	W45x2	180	224	LA25
SAE STANDARD	SAE A	25	82.55	106.4	CA4
SAE STANDARD	SAE A	25.4	82.55	106.4	CA5
SAE STANDARD	SAE A	31.75	82.55	106.4	CA6
SAE STANDARD	SAE A	1"6B	82.55	106.4	CA9
SAI	GM05-40-200	28x34	125	160	NA29
SAI	GM2-200-630	36x40	150	250	OA31
SAI	GM1-100-320	28x34	175	210	PA29
SAMHYDRAULIK	BG 40-400	25	82.55	106.4	CA4
SAMHYDRAULIK	AGC 50-400	25	82.55	106.4	CA4
SAMHYDRAULIK	AGF 50-400	25	82.55	106.4	CA4
SAMHYDRAULIK	AR 50-400	25	82.55	106.4	CA4
SAMHYDRAULIK	ARC 50-400	25	82.55	106.4	CA4
SAMHYDRAULIK	ARF 50-400	25	82.55	106.4	CA4
SAMHYDRAULIK	BR 50-400	25	82.55	106.4	CA4
SAMHYDRAULIK	BG 40-401	25.4	82.55	106.4	CA5
SAMHYDRAULIK	AGC 50-401	25.4	82.55	106.4	CA5
SAMHYDRAULIK	AR 50-401	25.4	82.55	106.4	CA5
SAMHYDRAULIK	ARC 50-401	25.4	82.55	106.4	CA5
SAMHYDRAULIK	BR 50-401	25.4	82.55	106.4	CA5
SAMHYDRAULIK	BR 50-402	31.75	82.55	106.4	CA6
SAMHYDRAULIK	AGC 50-402	32	82.55	106.4	CB7
SAMHYDRAULIK	AGS 50-402	32	82.55	106.4	CB7
SAMHYDRAULIK	ARC 50-402	32	82.55	106.4	CB7
SAMHYDRAULIK	BR 50-403	32	82.55	106.4	CB7
SAMHYDRAULIK	HPR 80-401	32	82.55	106.4	CB7
SAMHYDRAULIK	BG 40-402	1"6B	82.55	106.4	CA9
SAMHYDRAULIK	AR 50-402	1"6B	82.55	106.4	CA9
SAMHYDRAULIK	BR 50-404	1"6B	82.55	106.4	CA9
SAMHYDRAULIK	H1C 75	W35x2	140	180	HB23
SAMHYDRAULIK	H1C 90	W40x2	160	200	KB24
SAMHYDRAULIK	H1C 160 M	W45x2	180	224	LA25
SAMHYDRAULIK	H2V 160 M	W45x2	180	224	LA25
SAMHYDRAULIK	H1C 160 M	45	180	224	LB33
SAUER	M25MF	16/32-13	101.6	146	EA15
SAUER	M35MF	16/32-13	101.6	146	EA15
SAUER	M44MF	16/32-13	101.6	146	EA15
SAUER	M46MF	16/32-13	101.6	146	EA15
SAUER	90M 030	16/32-13	101.6	146	EA15
SAUER	90M 042	16/32-13	101.6	146	EA15
SAUER	51V 160/A	8/16-13	152.4	228.5	JA20
SAUER	OMT 160-500	40	127	162	GC8
VOAC	0	16/32-13	101.6	146	EA15
VOAC	F12-30 ISO	W30x2	100	125	DB22
VOAC	F12-60 ISO	W35x2	125	160	FA23
VOAC	F12-80 ISO	W40x2	140	180	HB24
VOAC	V14-160	W45x2	180	224	LA25
VOAC	F 12/40 ISO	W32x2	125	160	FA28
WHITE	RS-03-24	25	82.55	106.4	CA4
WHITE	HB-03-24	25	82.55	106.4	CA4
WHITE	RS-03-24	25.4	82.55	106.4	CA5
WHITE	HB-03-24	25.4	82.55	106.4	CA5
WHITE	HB-03-24	31.75	82.55	106.4	CA6
WHITE	HB-03-24	32	82.55	106.4	CB7
WHITE	RS-03-24	1"6B	82.55	106.4	CA9
WHITE	HB-03-24	1"6B	82.55	106.4	CA9
WHITE	HB-03-24	16/32-13	82.55	106.4	CA15

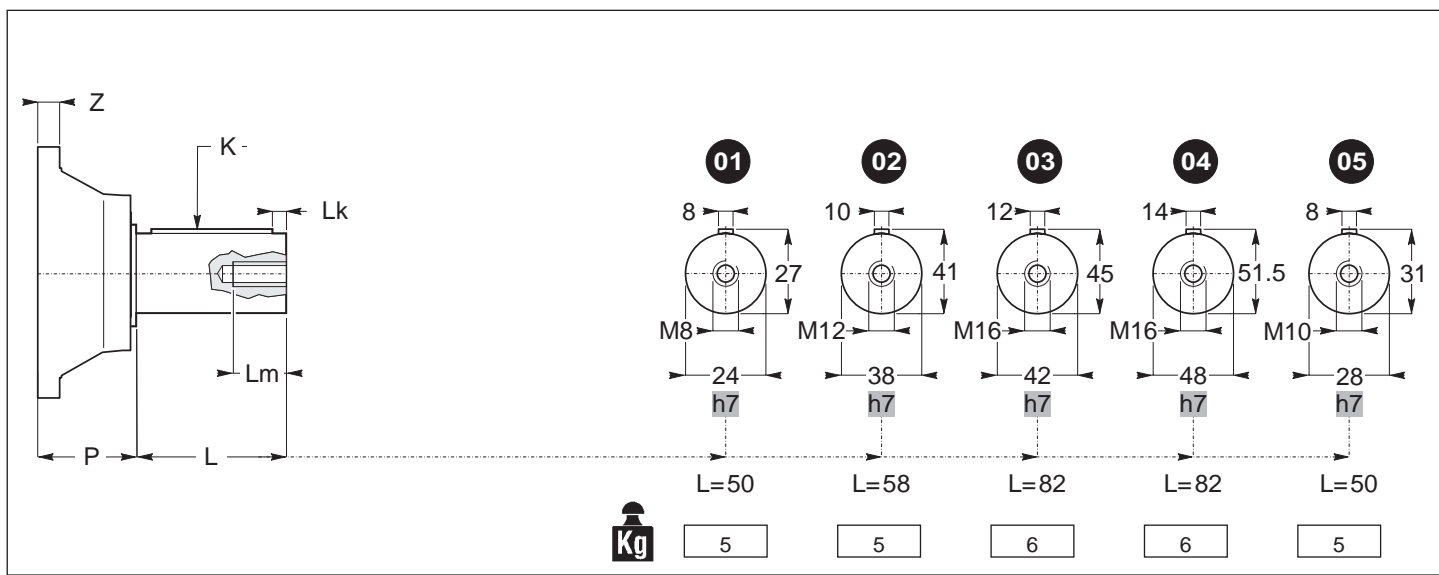




5.0 ECE

5.0 ECE

5.0 ECE



ECE	EX1		EX2 EXB2		EX3 EXB3		EX4 EXB4	
	EX1	EX1	EX2	EXB2	EX3	EXB3	EX4	EXB4
10	101		102		103		104	
20	201		202	EXB	203		204	
25	251		252	EXB	253		254	
30	301		302		303		304	
40		EX	402	-	403		404	
50	501		502	EXB	503		504	
70	701		702	EXB	703		704	
80	801		802	EX	803	EXB	804	
90			902	- EX	903	EXB	904	
100	1001		1002	EXB	1003		1004	
150			1502		1503	EX	1504	EX EXB
180			1802		1803		1804	
200			2002		2003		2004	
250			2502		2503		2504	
280			2802		2803		2804	
300			3002		3003		3004	
350			3502		3503		3504	
420					4203		4204	
650						6503	6504	
850						8503	8504	
1200						12003	12004	

	L	Z	Lm	LK	K
					UNI6604
ECE 1	50	23	20	5	8x7x40
ECE 2	58	23	24	4	10x8x50
Radial Load - Look Chart C.- Page D19					
ECE 3	82	23	32	6	12x8x70
ECE 4	82	23	32	6	14x9x70
ECE 5	50	23	22	5	8x7x40

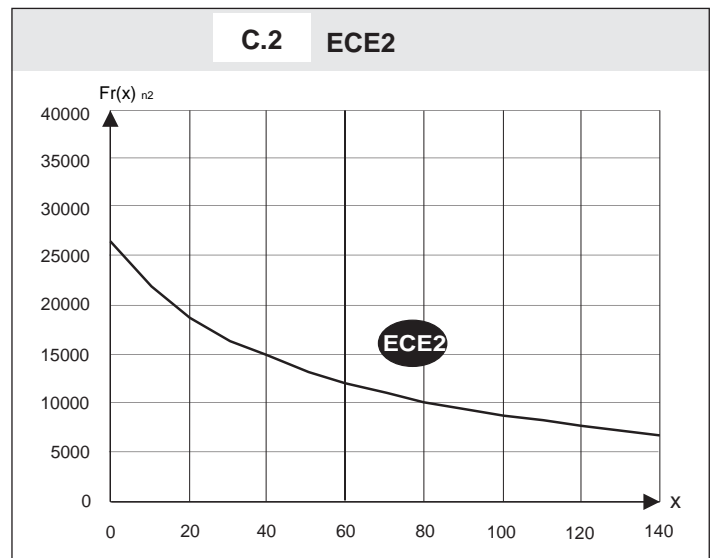
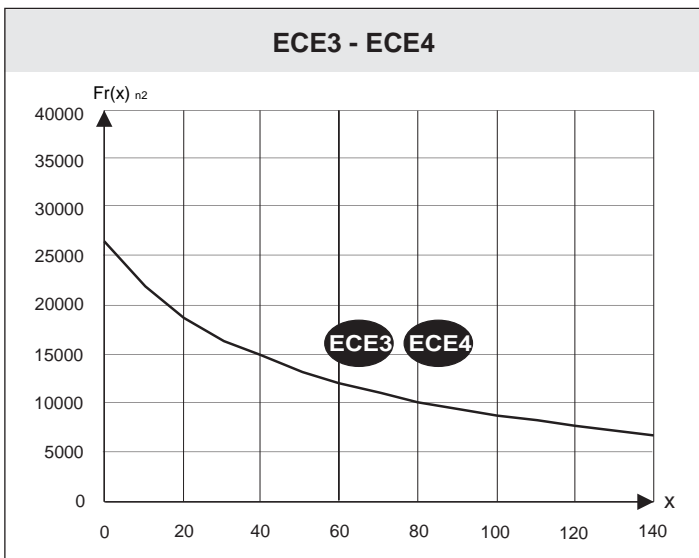
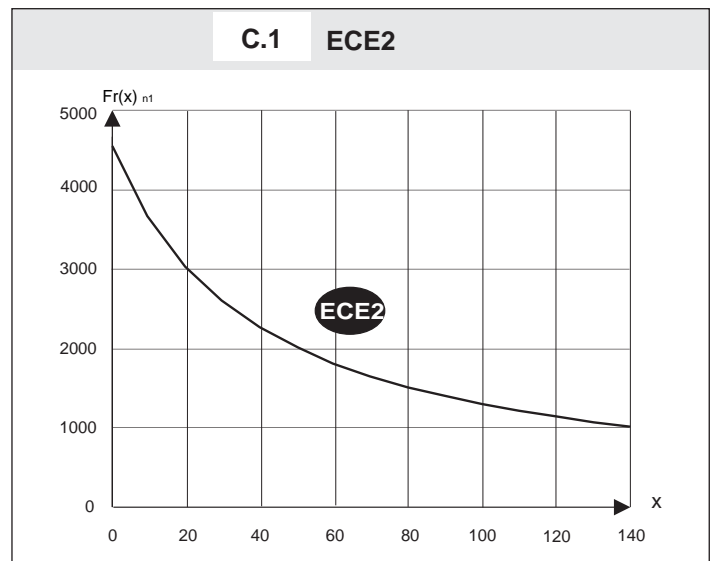
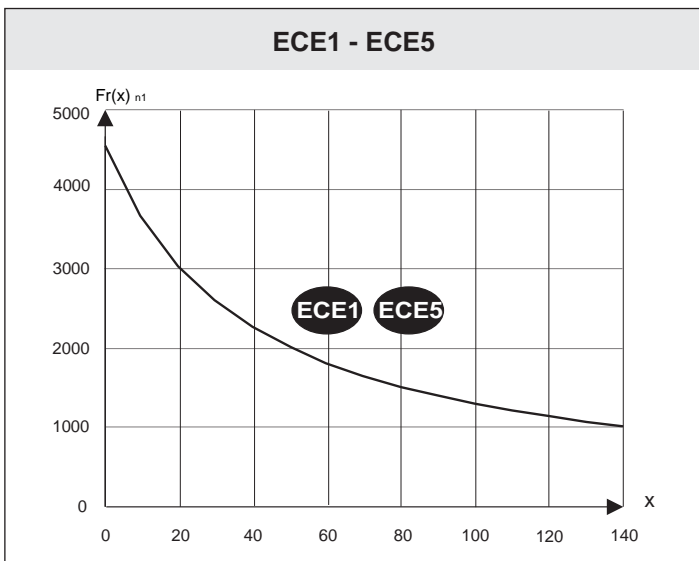
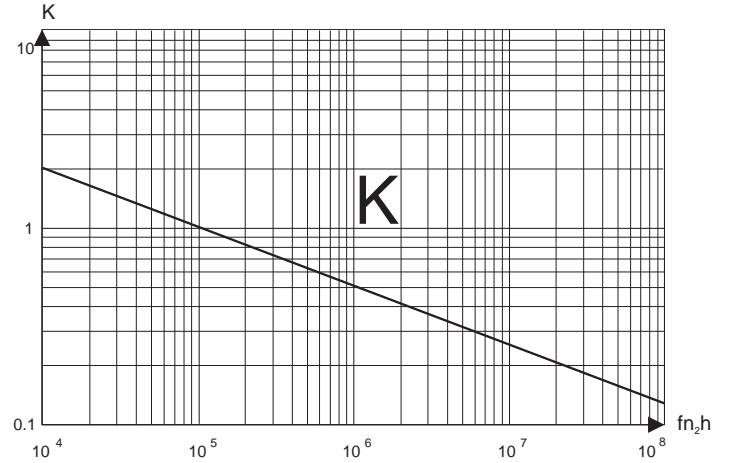
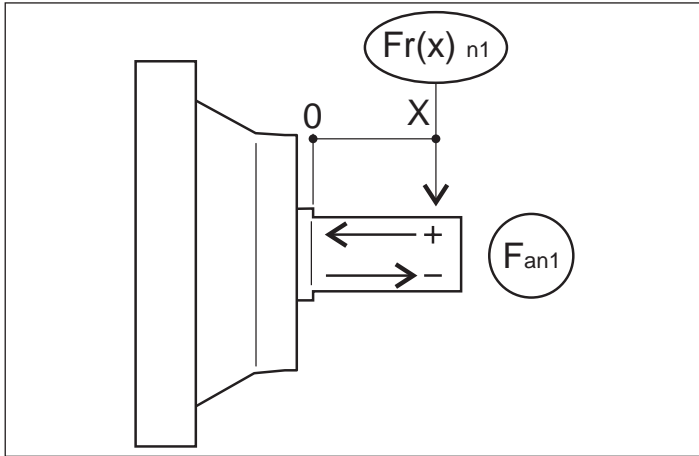
P							
91	117			91	117		
91	117			91	117		
C.1	C.2			C.1	C.2		
	117	161.9		117	161.9		117
	117	161.9		117	161.9		117
91	117			91	117		



5.0 ECE

5.0 ECE

5.0 ECE



	Direzione/Direction/Drehrichtung	ECE 1	ECE 2	ECE 3	ECE 4	ECE 5
Fa _{n1}	(+)	*	*	*	*	*
	(-)	*	*	*	*	*

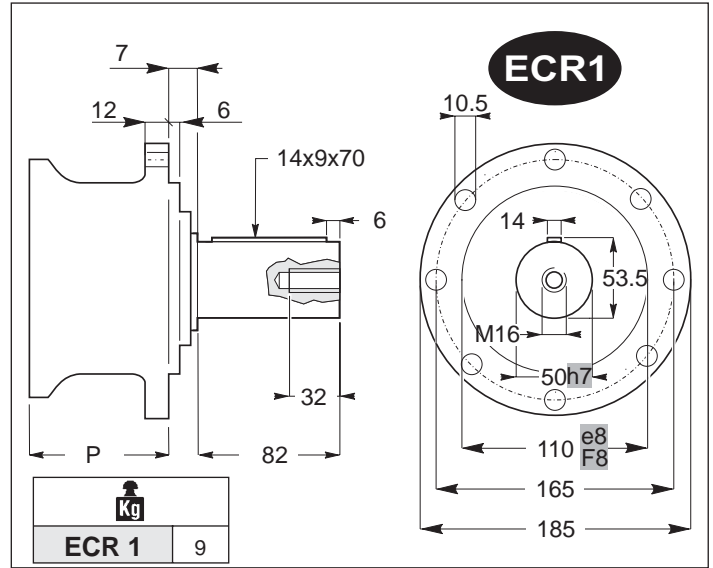
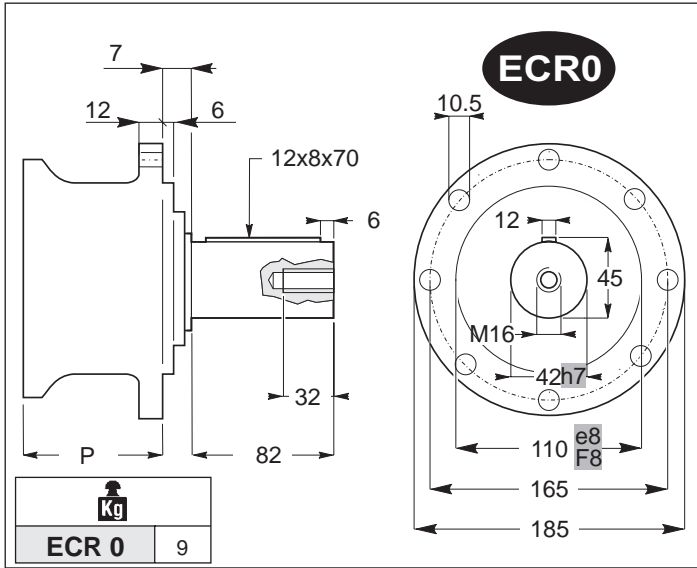
* Contattare nostro ufficio tecnico commerciale / * Please, contact our technical sales dept. / * Свяжитесь с нашим техническим отделом.



6.0 ECR 0-1

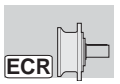
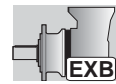
6.0 ECR 0-1

6.0 ECR 0-1



ECR	EX1		EX2 EXB2		EX3 EXB3		EX4 EXB4	
10	101		102		103		104	
20	201		202	EXB	203		204	
25	251		252		253		254	
30	301	EX	302		303		304	
40			402	-	403		404	
50	501		502		503		504	
70	701		702	EXB EX	703		704	
80			802		803		804	
90			902	-	903	EXB	904	
100			1002	EXB	1003		1004	
150			1502		1503		1504	EX EXB
180			1802		1803		1804	
200			2002		2003		2004	
250					2503		2504	
280					2803		2804	
300					3003		3004	
350					3503		3504	
420					4203		4204	
650							6504	
850							8504	
1200							12004	

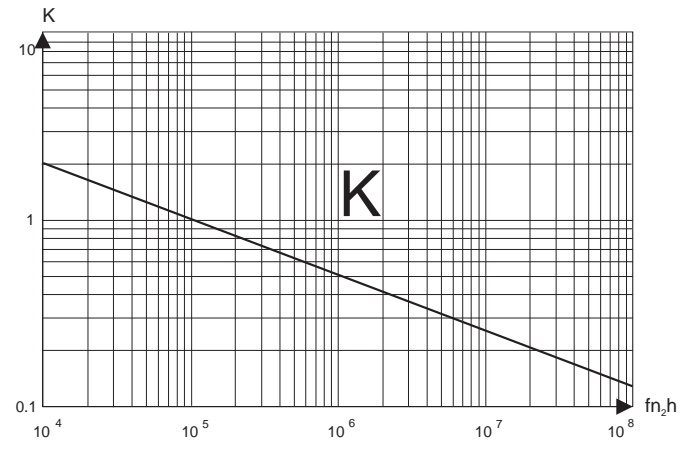
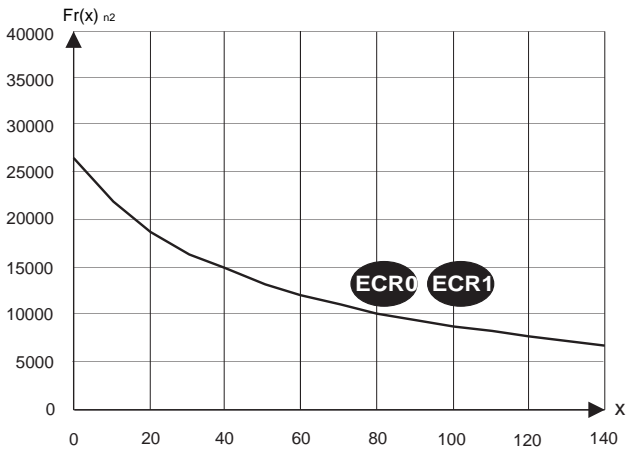
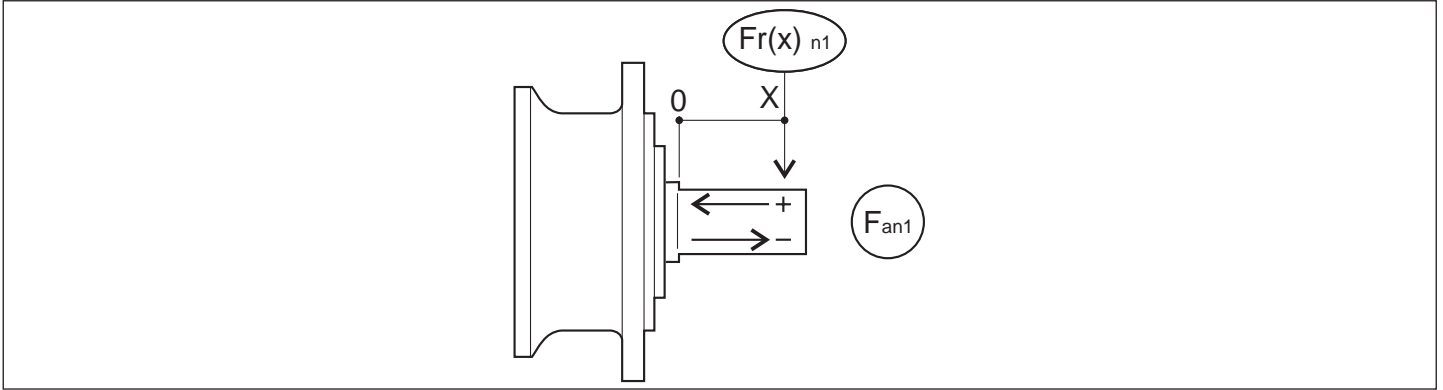
										P																			
ECR0										108,3	116,8									108,3	116,8								
ECR1										108,3	116,8									108,3	116,8								



6.0 ECR 0-1

6.0 ECR 0-1

6.0 ECR 0-1



D

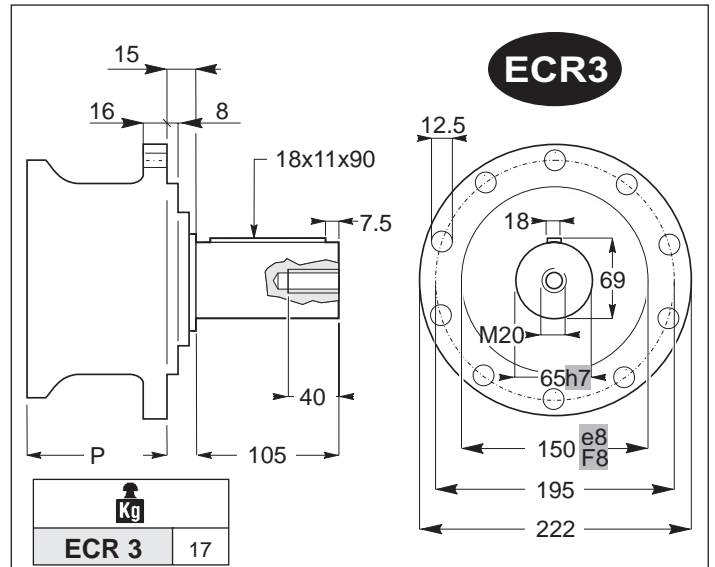
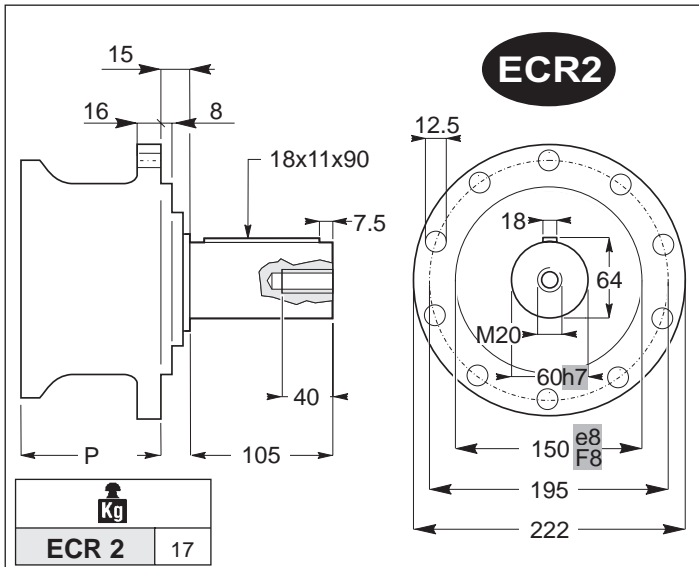
Fa _{n1}	Direzione/Direction/Направление	ECR 0	ECR 1
	(+)		22491
(-)		19278	19278



6.0 ECR 2-3-4

6.0 ECR 2-3-4

6.0 ECR 2-3-4



ECR	EX1		EX2 EXB2		EX3 EXB3		EX4 EXB4	
10	101		102		103		104	
20	201		202		203		204	
25	251		252	EXB	253		254	
30	301		302		303		304	
40			402	-	403		404	
50	501	EX	502		503		504	
70	701		702	EXB	703		704	
80	801		802		803		804	
90			902	- EX	903	EXB	904	
100		1001	1002	EXB	1003		1004	
150			1502		1503		1504	EX EXB
180			1802		1803		1804	
200			2002		2003		2004	
250				2502	2503		2504	
280					2802	2803	2804	
300					3002	3003	3004	
350					3502	3503	3504	
420						4203	4204	
650						6503	6504	
850						8503	8504	
1200						12003	12004	

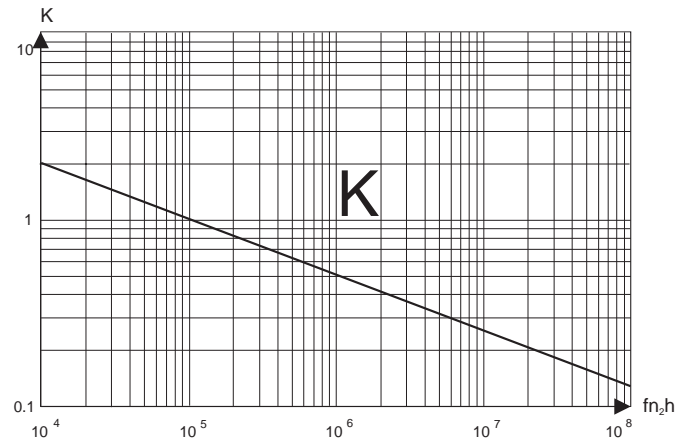
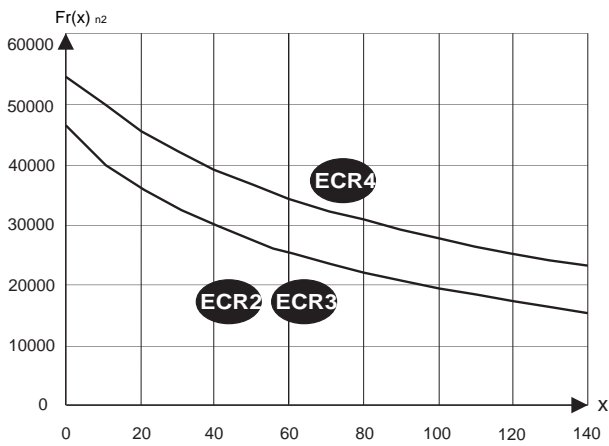
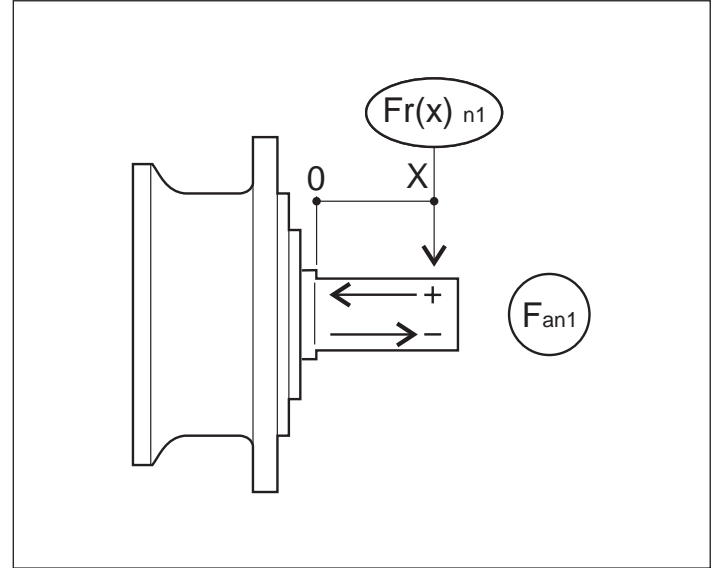
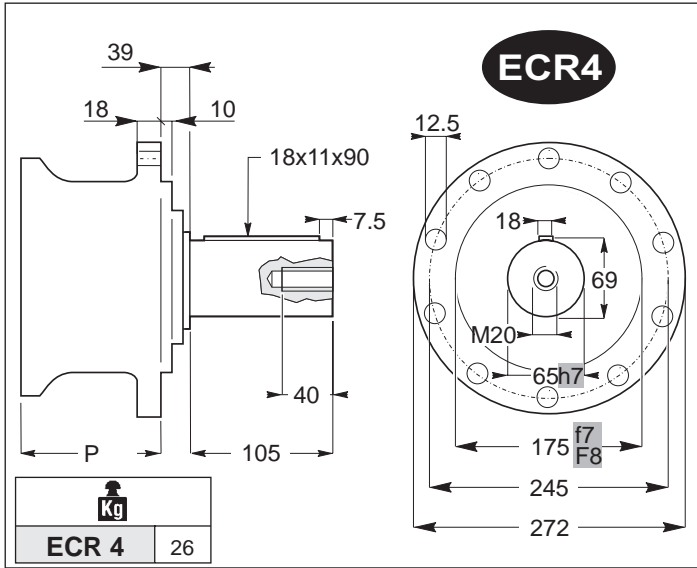
P																								
ECR2										114.8	141.5	157.5	157.5	114.8	141.5	157.5	157.5	114.8	141.5	157.5	114.8	141.5		
ECR3										114.8	141.5	157.5	157.5	114.8	141.5	157.5	157.5	114.8	141.5	157.5	114.8	141.5		
ECR4										145.5	161.5	161.5		145.5	161.5	161.5		145.5	161.5		145.5			



6.0 ECR 2-3-4

6.0 ECR 2-3-4

6.0 ECR 2-3-4



	Direzione/Direction/Направление	ECR 2	ECR 3	ECR 4
Fa_{n1}	(+)		38557	44398
	(-)		34426	38557

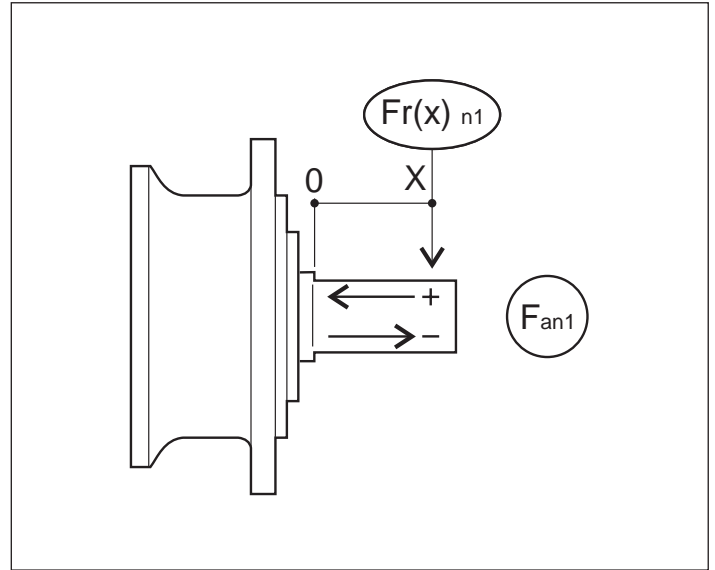
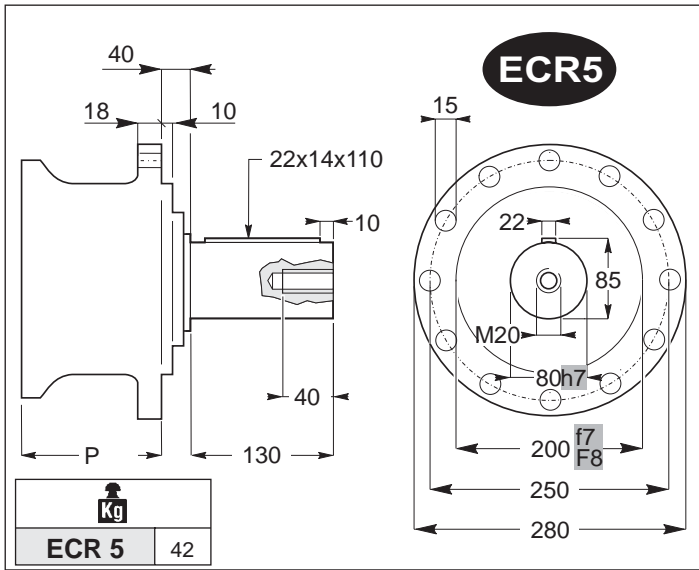




6.0 ECR 5

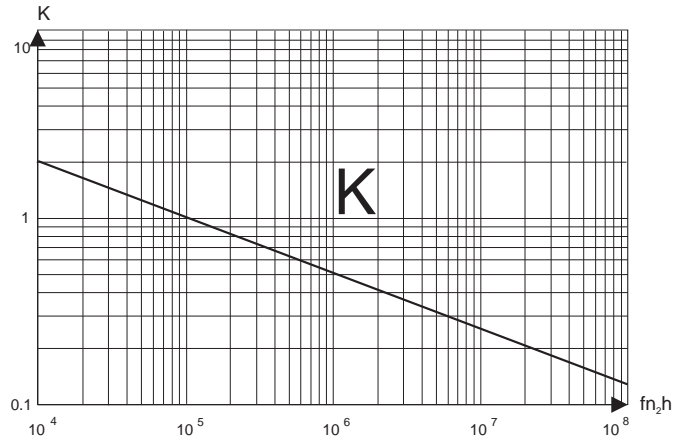
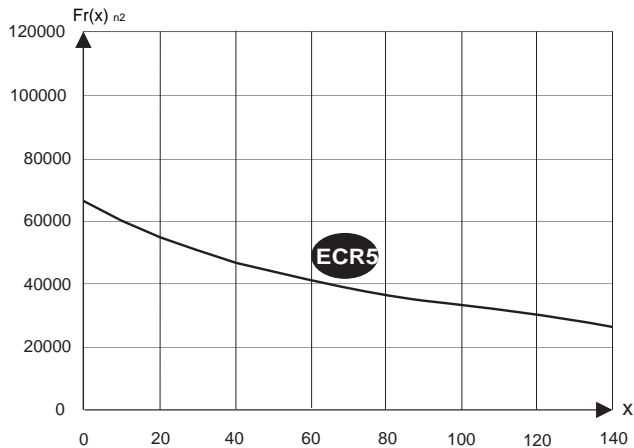
6.0 ECR 5

6.0 ECR 5



ECR	EX1	EX2	EX3	EX4
	80	801		
90				
100				
150				
180				
200				
250		2502		
280				
300				
350				
420				
650			6503	

ECR5	P		
		154.0	154.0



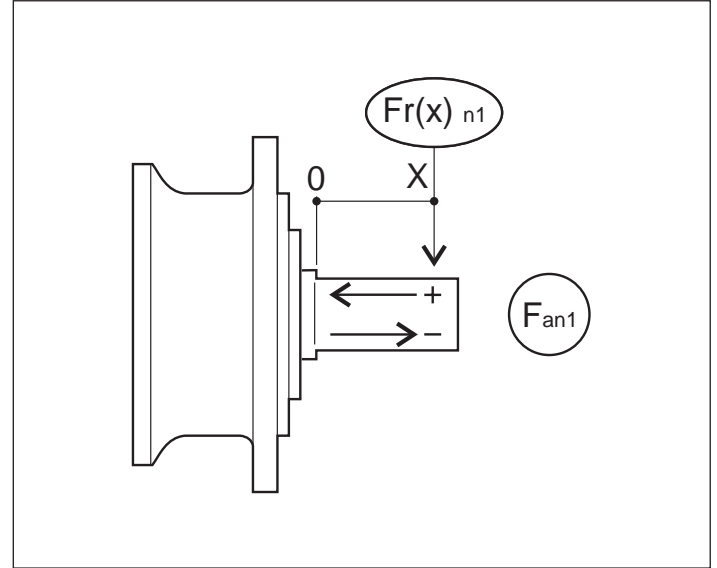
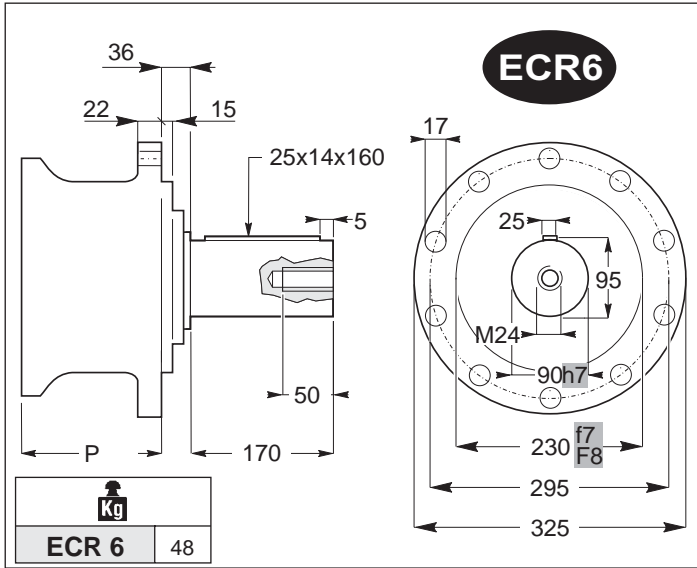
$F_{a_{n1}}$	Direzione/Direction/Направление	ECR 5
	(+)	58419
	(-)	58419



6.0 ECR 6

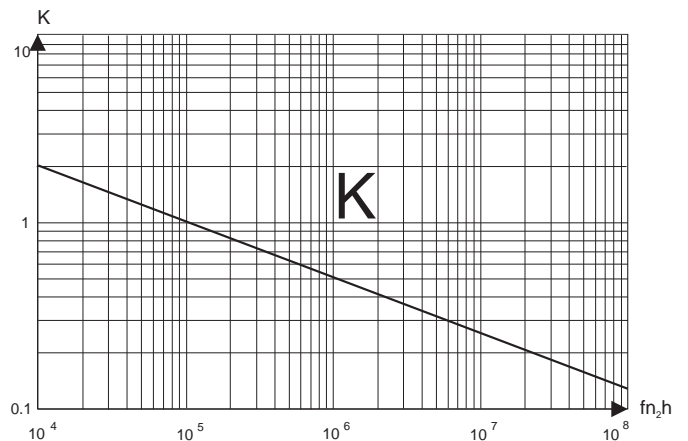
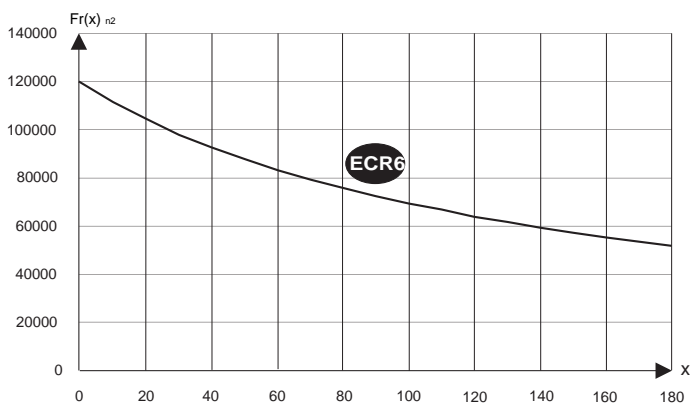
6.0 ECR 6

6.0 ECR 6



ECR	EX1	EX2	EX3	EX4
	100	1001		
150				
180				
200				
250				
280		2802		
300		3002		
350		3502		
420				
650				
850				8503
1200				12003

ECR6	P		
		207	207



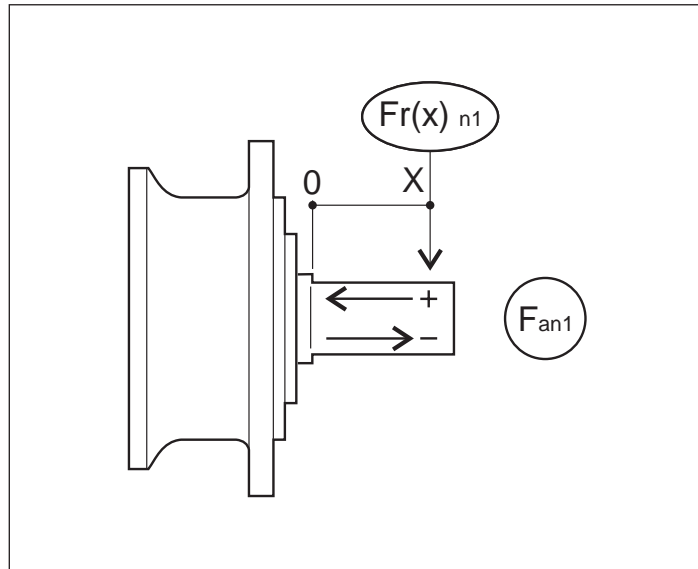
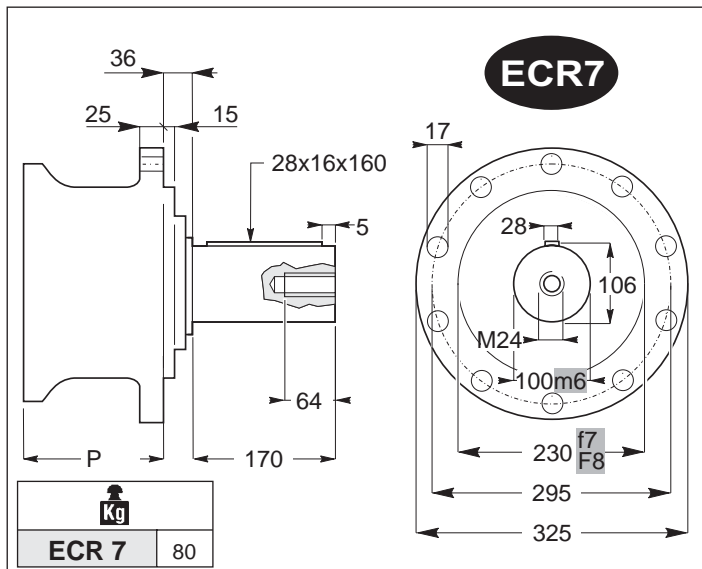
$F_{a\ n1}$	Direzione/Direction/Направление	ECR 6
	(+)	104737
	(-)	73441



6.0 ECR 7

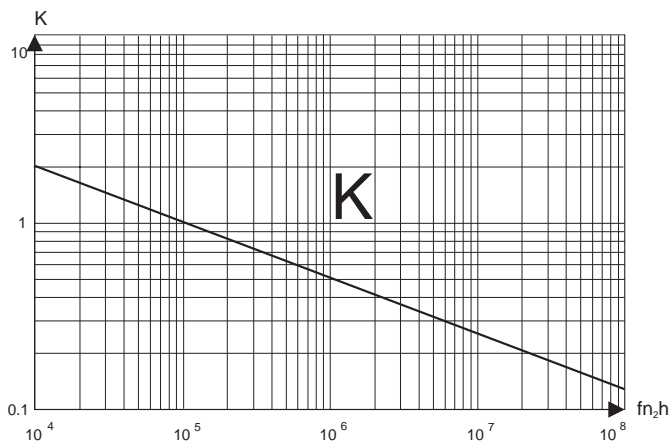
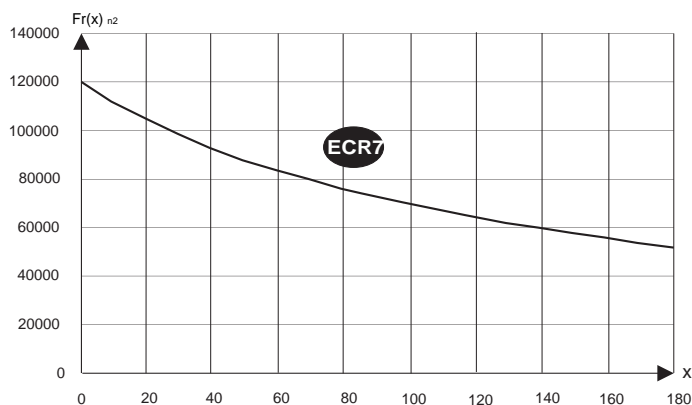
6.0 ECR 7

6.0 ECR 7



ECR	EX1	EX2	EX3	EX4
	150	1501		
180				
200	2001			
250				
280				
300				
350				
420			4202	
650				
850				

ECR7	P							
		219		219				



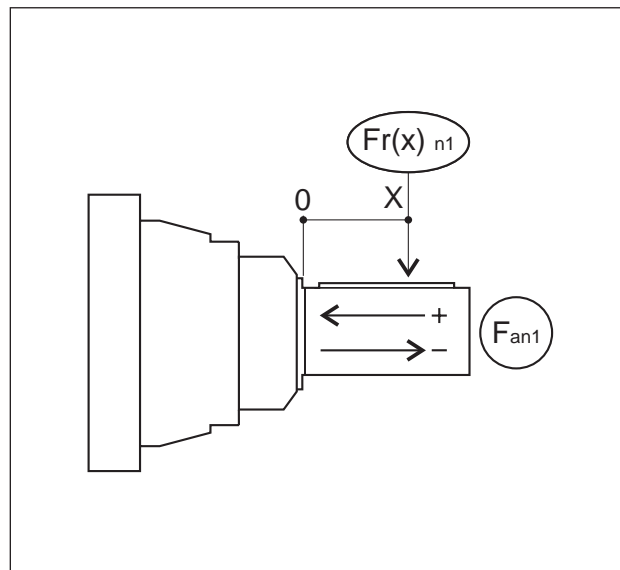
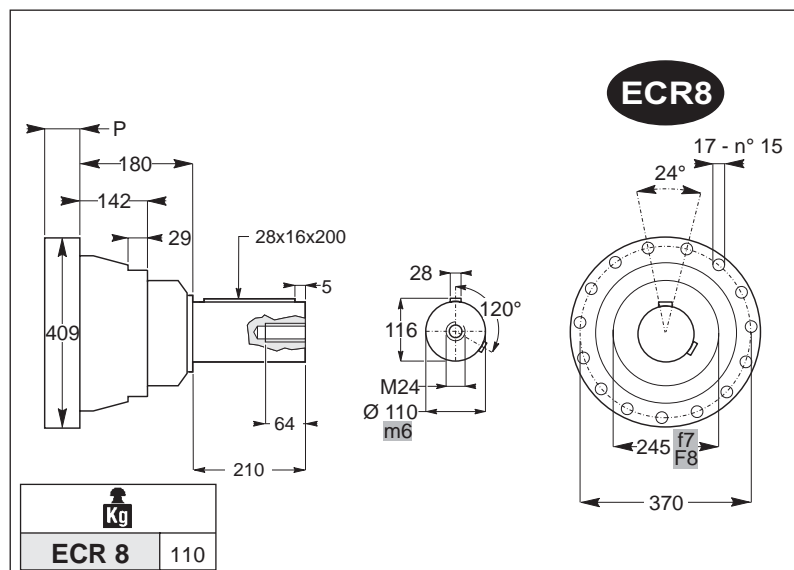
Fa n1	Direzione/Direction/Направление	ECR 7
	(+)	104737
	(-)	73441



6.0 ECR 8

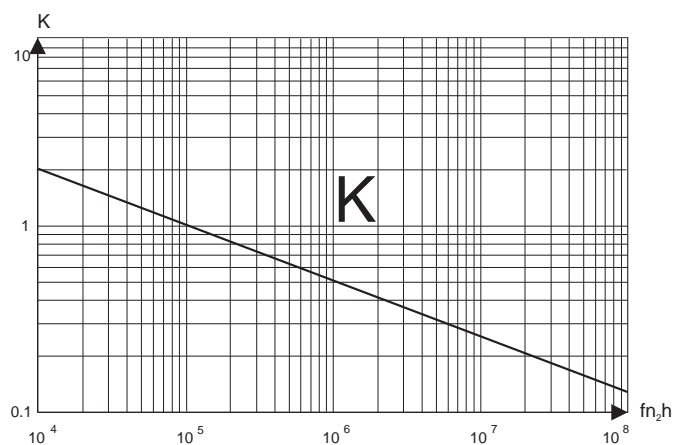
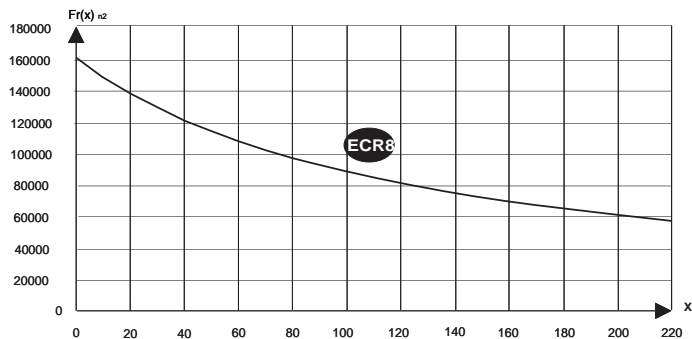
6.0 ECR 8

6.0 ECR 8



ECR	EX1	EX2	EX3	EX4
	250	2501		
280				
300				
350				
420				
650			6502	
850				

ECR8										P									
										81									



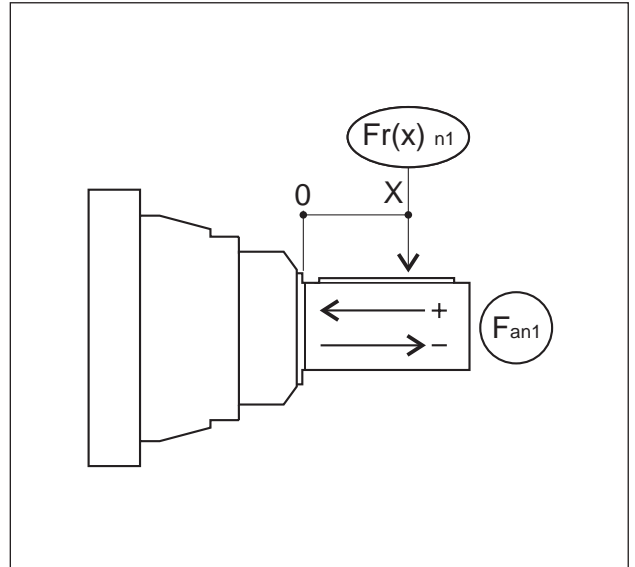
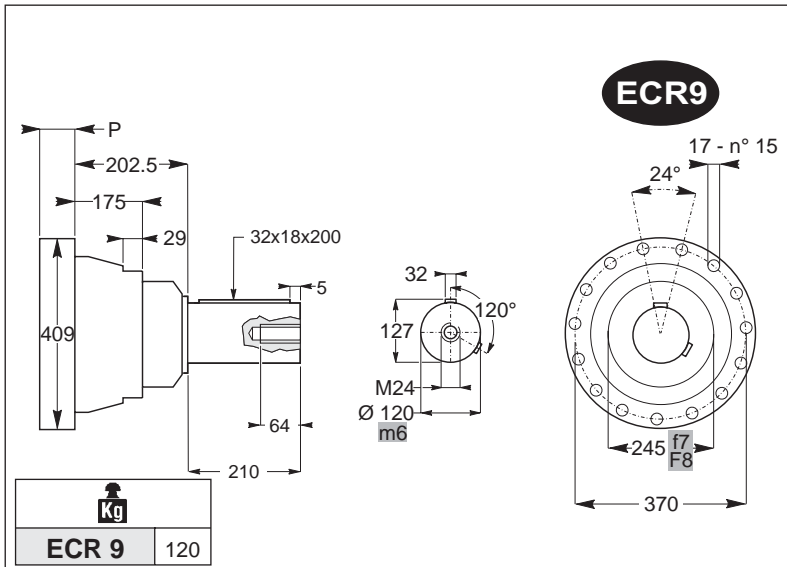
Fa_{n1}	Direzione/Direction/Направление	ECR 8
	(+)	149386
	(-)	112665



6.0 ECR 9

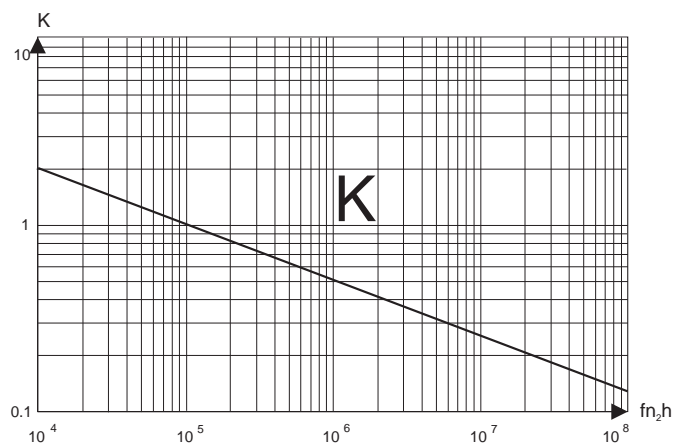
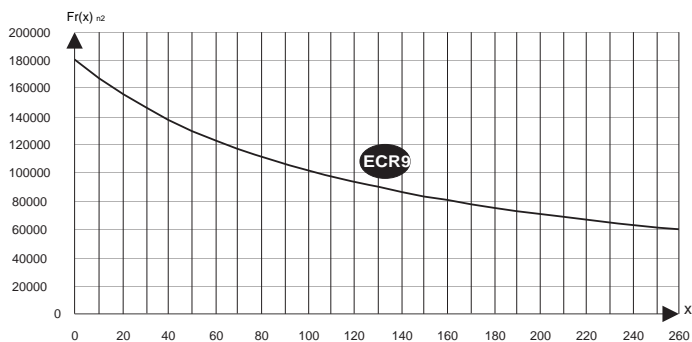
6.0 ECR 9

6.0 ECR 9



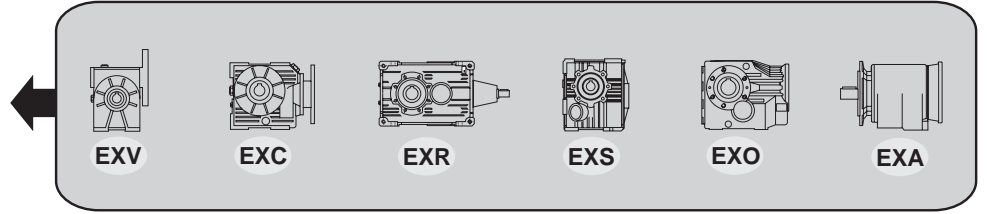
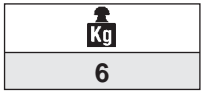
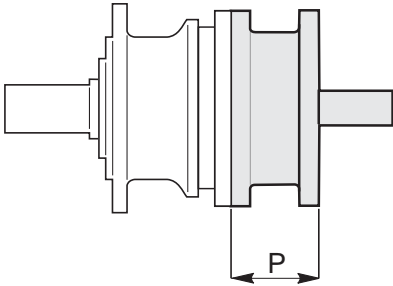
ECR	EX1	EX2	EX3	EX4
	300	3001		
350				
420				
650				
850			8502	

ECR9	P									
		81			81					



$F_{a_{n1}}$	Direzione/Direction/Направление	ECR 9
	(+)	167746
	(-)	128521

EX.



D

