

Italgroup[®]

HYDRAULIC MOTORS

 ITALY



HC

Single displacement hydraulic motors – High Cavitation

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Press date 03/2012
HC rev. 01

HC SERIES - TECHNICAL CATALOGUE

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HC SERIES

- *Cavitation resistant*
- *Freewheeling and high speed operation*
- *Continuous operation*
- *Compact design*
- *Higher mechanical efficiency, speed and power than standard IAM series*

After many years of continuous development and research, Italgroup S.r.l. designed a new conception hydraulic motor for extreme applications, like cavitation and freewheeling. Innovative design concepts and production technologies were on the basis of the project development. The result is a completely new motor with excellent performances in terms of cavitation resistance, high speed and freewheeling operation. Together with our new IAMD series and the well know IAC series this motor can cover the majority of the market requests.

MOTOR TECHNICAL DATA

Motor	Size	Displacement	Theoretical Torque	Max cont. Pressure	Max cont. Speed	Peak Speed (**)	Max cont. Power (*)	Peak Power (***)	Dry Weight
		[cc]	[Nm/bar]	[bar]	[rpm]	[kW]	[kW]	[kW]	[kg]
HC05 40	05	40	0.62	250	1200	1400	22	35	30
HC05 60	05	60	0.97	250	1200	1400	22	35	30
HC05 75	05	74	1.20	250	1200	1400	35	55	30
HC05 90	05	91	1.40	250	1000	1300	35	55	30
HC05 110	05	115	1.84	250	850	1100	35	55	30
HC05 130	05	129	2.05	250	850	1100	35	55	30
HC05 150	05	151	2.40	250	850	1100	35	55	30
HC05 170	05	166	2.65	250	750	1000	35	55	30
HC05 200	05	191	3.04	250	750	1000	35	55	30
HC05 250	05	226	3.60	250	600	800	35	55	30
HC1 100	1	98	1.57	250	1000	1200	40	60	34
HC1 150	1	154	2.45	250	700	900	40	60	34
HC1 175	1	173	2.74	250	700	900	40	60	34
HC1 200	1	200	3.20	250	600	800	40	60	34
HC1 250	1	243	3.88	250	600	900	40	60	34
HC1 300	1	289	4.61	250	500	700	40	60	34
HC1 330	1	315	5.01	250	450	650	40	60	34
HC2 200	2	193	3.06	250	750	950	52	70	53
HC2 250	2	251	4.00	250	650	850	52	70	53
HC2 300	2	305	4.84	250	650	850	52	70	53
HC2 350	2	348	5.52	250	550	750	52	70	53
HC2 400	2	424	6.76	250	550	750	52	70	53
HC2 500	2	493	7.84	250	450	650	52	70	53
HC2 600	2	566	9.00	250	450	650	52	70	53
HC2 650	2	624	9.92	250	400	600	52	70	53
HC3 350	3	352	5.60	250	600	800	66	84	92
HC3 400	3	426	6,78	250	600	800	66	84	92
HC3 500	3	486	7.73	250	500	700	66	84	92
HC3 600	3	595	9.47	250	400	600	66	84	92
HC3 700	3	689	10.98	250	400	600	66	84	92
HC3 800	3	792	12.60	250	350	550	66	84	92
HC3 900	3	872	13.90	250	325	525	66	84	92
HC3 1000	3	988	15.70	250	300	500	66	84	92

For all motors :

- Intermittent Pressure: 320 bar

- Peak Pressure: 350 bar

- (*) For motor operation with a continuous duty cycle at maximum continuous power the flushing is required.

- (***) Do not exceed peak power

- (***) For motor operation at peak power flushing is usually required. For more information please contact our technical department.

Fluid selection

In general, we recommend the use of hydraulic oils with minimum viscosity index of 95, with anti-wear additives (ISO HM and HV). Once normal working temperature is reached, the drain oil viscosity must be at least 44 cSt, preferably in the range from 50 to 80 cSt.

HE oils (ecological fluids) are allowed, but must be used with particular attention, because they can influence the motor seals compatibility, and can reduce motor performances and life. Please contact us in case of HE oils usage.

Optimal viscosity selection

Referring the first approximated selection to the room temperature, we advice the following:

-20°C/0°C	BP ENERGOL HLP – HM 22
-15°C/+5°C	BP ENERGOL HLP – HM 32
-8°C/+15°C	BP ENERGOL HLP – HM 46
0°C/+22°C	BP ENERGOL HLP – HM 68
+8°C/+30°C	BP ENERGOL HLP – HM 100
-20°C/+5°C	BP BARTRAN HV 32
-15°C/+22°C	BP BARTRAN HV 46
0°C/+30°C	BP BARTRAN HV 68

ATF (automatic transmission fluid) oils, SAE 10-20-30 W oils, multigrade motor oils (SAE 15 W 40, 10 W 40), universal oils, can also be used.

Always fill the motor (please refer to the "DRAIN RECOMMENDATIONS" section) with the selected hydraulic fluid before motor start-up. During cold start-up avoid high-speed operation until the system reach the working temperature, in order to provide an adequate lubrication.

Every 5-8 °C of increase respect to the optimal working temperature for the selected oil, the hydraulic fluid life decrease of about 40-50% (refer to "OXIDATION" section). Consequently, the motor lifetime will be affected by the working temperature increase respect to the optimal working temperature of the selected oil.

The maximum continuous working temperature is 70 °C, the temperature must be measured from motor drain line. If the motor doesn't have a drain line, the temperature must be evaluated at the return line port.

Fire resistant oil limitations

	Max cont. Pressure	Max int. Pressure	Max Speed
HFA, 5-95% oil-water	103	138	50%
HFB, 60-40% oil-water	138	172	100%
HFC, water-glycol	103	138	50%
HFD, ester phosphate	250	293	100%

Filtration

Hydraulic systems oil must always be filtered.

The choice of filtration grade derives from needs of service life and money spent. In order to obtain stated service life it is important to follow our recommendations concerning filtration grade. When choosing the filter it is important to consider the amount of dirt particles that filter can absorb and still operate satisfactorily. For that reason we recommend filters showing when you need to substitute filtering cartridge.

- 25 µm filtration required in most applications
- 10 µm filtration in closed circuit applications

Oxidation

Hydraulic oil oxidizes with time of use and temperature. Oxidation causes changes in colour and smell, acidity increase or sludge formation in the tank. Oxidation rate increases rapidly at surface temperatures above 60°C, in these situations oil should be checked more often. The oxidation process increases the acidity of the fluid; the acidity is stated in terms of the "neutralization number". Oxidation is usually slow at the beginning and then it increases rapidly. A sharp increase (by a factor of 2 to 3) in neutralization number between inspections shows that oil has oxidized too much and should be replaced immediately.

Water content

Oil contamination by water can be detected by sampling from the bottom of the tank. Most hydraulic oils repel the water, which then collects at the bottom of the tank. This water must be drained off at regular intervals. Certain types of transmission oils and engine oils emulsify the water; this can be detected by coatings on filter cartridges or a change in the colour of the oil. In such cases, obtain your oil supplier advice.

Degree of contamination

Heavy contamination of the oil causes wear rising in hydraulic system components. Contamination causes must be immediately investigated and remedied.

Analysis

It is recommended oil being analyzed every 6 months. The analysis should cover viscosity, oxidation, water content, additives and contamination. Most oil suppliers are equipped to analyze oil state and to recommend appropriate action. Oil must be immediately replaced if the analysis shows that it is exhausted.

Installation

Hoses and piping must be clean and free from contamination. No other special requirements are necessary.

- Motor can be mounted in any position
- In run-away conditions you must use counterbalance valves
- Consult factory for intermittent applications

Splined adaptors (sleeves) are available upon request.

Installation circuit

The choice of open or closed loop circuit will be determined by the application.

Open loop circuits are cheaper and simpler to install. Closed loop circuit is a superior circuit and usually takes up less space. It also offers better control features.

Start up

Motor case and pistons must be completely filled with oil before starting. Do not load motor to maximum working pressure instantly. During cold start-up avoid high-speed operation until the system reach the working temperature.

Case Drain – Case Pressure

Connect the case drain directly to tank.

The case drain port on the motor must be located on the highest point of the installation to ensure that the motor will always be full of oil. The case drain pressure must not exceed 6 bar continuous pressure. (See drain recommendations page for more details)

Important

When the motor is installed vertically with shaft pointing upwards, consult our Technical Department. If the motor is connected to high inertial loads, the hydraulic system must be designed to prevent peaks of pressure and cavitation.

Temperature

Maximum oil temperature must not exceed 70°C (please refer to "hydraulic fluid recommendations"). Heat exchangers must be used with higher temperatures.

Viscosity

The motor works satisfactory in a range of 3°E to 10°E oil viscosity. Best performance is obtained at the highest viscosity. (Please refer to "hydraulic fluid recommendations")

Back Pressure Don't exceed 70 bar back pressure.

Minimum speed Standard minimum speed is about 3 rpm (depending on motor displacement). In case of a reasonable back pressure the minimum speed might be reduced. If you need less speed please contact our technical department.

Flushing The operating fluid viscosity must always be higher than a certain minimum value (see "hydraulic fluid recommendations") in order to guarantee an optimal motor internal lubrication. When the working conditions cause the motor case overheating above a critical value, the motor flushing is required. Flushing consists in the introduction of fresh oil (taken from the hydraulic circuit) into the motor case. Oil must be taken from the return line to avoid internal motor damage (the continuous motor case pressure must be maximum 6 bar). Flushing is an important operation that can be very effective to improve motor lifetime with heavy duty working conditions and improve the motor mechanical efficiency.

The motor flushing, if the motor works in one direction only, can be easily performed connecting the motor return line to the lowest motor drain port. The highest motor drain port must be connected to the tank. For D75 and D90 flow distributors, the side 1/4" metallic plugs can be used for flushing circuit installation: in fact the plug (corresponding to the return line port) can be removed and the connection between motor low pressure port and motor case can be correctly realized.

If the motor axis is not horizontal and/or the motor works in bidirectional operation, please contact Italgroup technical department, that can assist you to advice how to perform the desired operation in the best way. Just for your reference, Italgroup can provide you flushing valves in order to perform an effective flushing circuit.

For more details on the above mentioned arguments and for any further information please contact our technical department.

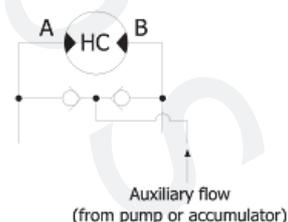
Cavitation and freewheeling

In hydraulic special applications like for example drilling machines, mobile applications, cavitation may be present. Infact when the motor is forced to run at a certain speed that requires an oil flow that is not disposable from the pump, in a transitory or continuous situation, the oil pressure inside the motor pistons decrease and can cause many problems like tractive forces on connecting rods retaining rings, metallic erosion (due to the air/vapor bubbles that develop when the piston pressure is very low and explodes when pressure rise above the equilibrium vapor pressure) and overheating.

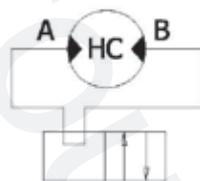
It's always better to avoid motor cavitation or at least reduce it during operation (installing for example proper valves and using well designed circuits) but when this event cannot be avoided HC series motors are a very good solution in order to guarantee the correct motor operation in a safe and efficient way. It's always good to take into consideration circuit modifications in order to avoid cavitation mainly because the other components that are present in the circuit can be more sensible to the problem than the HC motor, therefore the HC can have an efficiency loss due not to the motor characteristics but to a bad cavitation resistance of the other circuit components.

Please notice that using an auxiliary pump or a properly designed oil accumulator, in many cases (through the low pressure pipe pressurization) cavitation can be avoided or in all cases much reduced.

Pressurization circuit



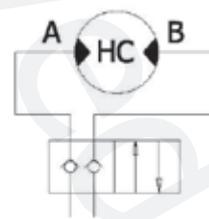
Low speed freewheeling circuit



Realizing the freewheeling in this particular way the motor operates without oil into the pistons, so the energy consumption is always the same and independent by the motor speed. In addition this energy loss is very low. This is the most suitable circuit for high speed freewheeling operation.

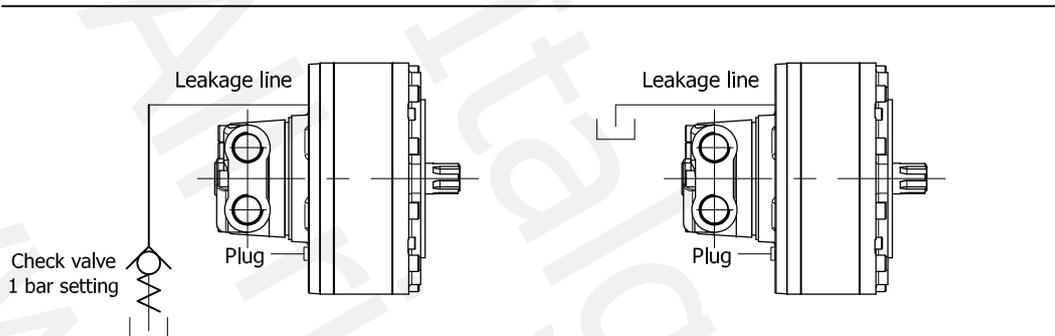
When the freewheeling requested speed is not high, the circuit shown on the left can be used. The speed for example can be controlled through a variable throttle valve. The main problem is that especially when throttle is acting, oil temperature can reach critical values.

High speed freewheeling circuit

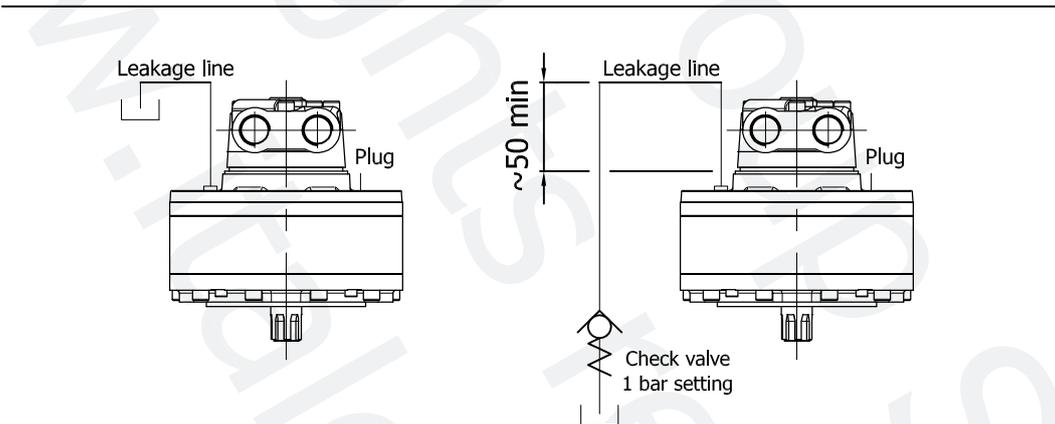


For more details on the above mentioned arguments and for any further information please contact our technical department.

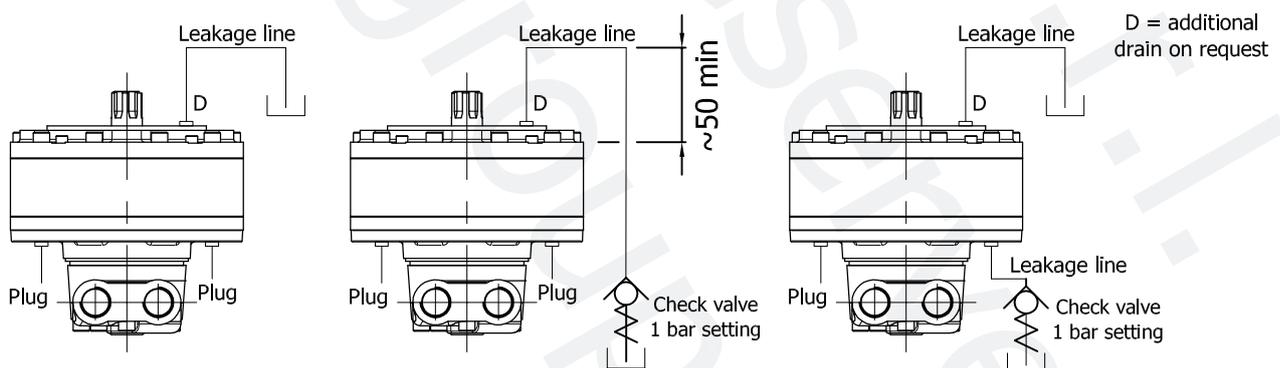
Motor axis horizontal



Axis vertical, shaft down



Axis vertical, shaft up



LEAKAGE LINE CONNECTION

Always fill the motor with hydraulic fluid before start-up. Arrange piping in a way that the motor cannot drain off and cannot generate air bubbles into the motor case.

Under certain conditions it may be necessary to arrange a check valve in order to help avoiding the motor drain off.

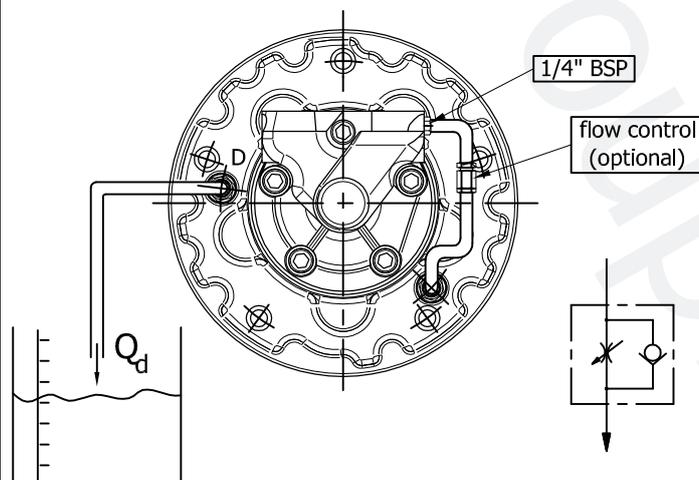
Always check carefully that the leakage line pressure doesn't overcome 6 bar pressure: therefore leakage lines must be shorter as possible and with a minimum flow resistance.

FLUSHING FLOW

MOTOR	FLUSHING FLOW [l/min]
HC05 60, 75, 90, 110, 130 HC1 100	5
HC05 150, 170, 200, 250 HC1 150, 175, 200, 250, 300, 330 HC2 200, 250, 300	6
HC2 350, 420, 500, 600, 630 HC3 400, 500, 600	8
HC3 800, 900, 1000	10

Important note: the above values are approximated. The correct way to operate is the following: the flushing flow is adequate if during the motor working the drain oil viscosity be at least 44 cSt, preferably in the range from 50 to 80 cSt.

FLUSHING FLOW MEASUREMENT METHOD



- connect the tank drain pipe to a graduate plastic measuring container
- measure the volume quantity of oil that flows into the container in one minute
- the measured oil volume quantity is the flushing flow, Q_d

max case
pressure: 6 bar

A - high pressure port (inlet)
B - low pressure port (outlet)
D - drain ports

Type: BABSL

Form: AS DIN 3760

Material: SIMRIT[®] 72 NBR 902

SIMRIT[®] 75 FKM 595

1. Features

SIMMERRING[®] radial shaft seal with rubber covered O.D., short, flexibility suspended, spring loaded sealing lip and additional dust lip: see Part B/SIMMERRING[®], sections 1.1 and 2.

2. Material

Sealing lip and O.D.:

- Acrylonitrile-butadiene rubber with 72 Shore A hardness (designation: SIMRIT[®] 72 NBR 902)
- Fluoro rubber with 75 Shore A hardness (designation: SIMRIT[®] 75 FKM 595)

Metal insert:

- Plain steel DIN 1624

Spring:

- Spring steel DIN 17223

3. Application

For sealing pressurised media without additional backup ring, e. g. for rotational pressure sealing in hydraulic pumps, hydraulic motors, hydrodynamic clutches. Rubber covered O.D. assures sealing in the housing bore even in case of considerable surface roughness, thermal expansion or split housing.

Particularly suitable for sealing low viscosity and gaseous media.

Where high thermal stability and chemical resistance are required, SIMRIT[®] 75 FKM 595 material should be used.

Additional dust lip to avoid the entry of light and medium dust and dirt.

4. Operating conditions

See Part B/ SIMMERRING[®], sections 2. 4.

Media: mineral oils, synthetic oils

Temperature: -40°C to +100°C (SIMRIT[®] 72 NBR 902)

-40°C to +160°C (SIMRIT[®] 75 FKM 595)

Surface speed: up to 5 m/s

Working pressure: see diagram 1

Maximum permitted values, depending on other operating conditions.

5. Housing and Machining Criteria

See Par B/ SIMMERRING®, sections 2.

Shaft:	Tolerance:	ISO h11
	Concentricity:	IT 8
	Roughness:	Ra=0.2-0.8 µm Rz=1-4 µm Rmax=6 µm
	Hardness:	45-60 HRC
	Roughness:	non oriented; preferably by plunge grinding
Housing:	Tolerance:	ISO H8
	Roughness:	Rmax<25 µm

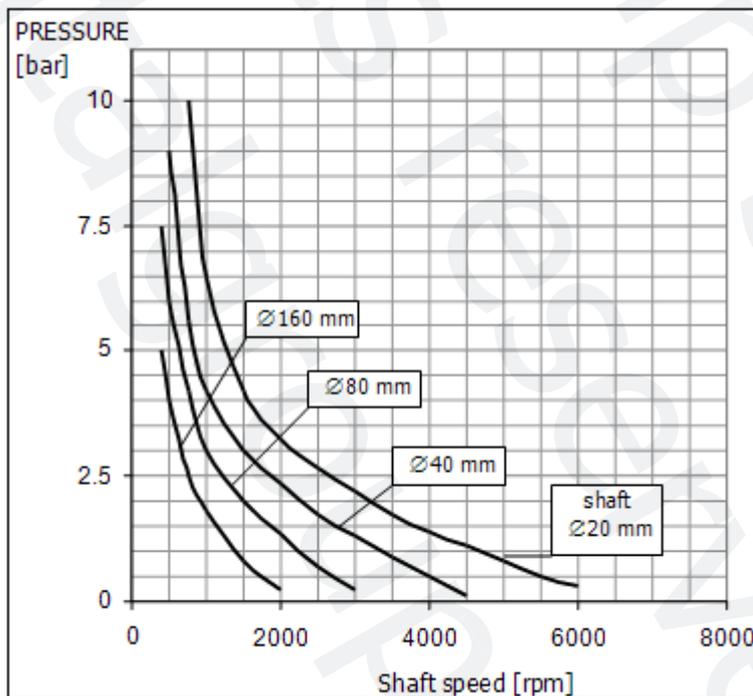


Diagram 1: Pressure Loading Limits

FORMULAS

LEGEND

T = TORQUE [Nm]

Ts = SPECIFIC TORQUE [Nm/bar]

P1 = POWER [kW]

P2 = POWER [CV]

S = SPEED [rpm]

V = DISPLACEMENT [cc/rev]

F = FLOW [l/min]

Pr = PRESSURE [bar]

FORMULA

• $T = Ts * Pr = (V * P) / 62,8$

• $P1 = (T * S) / 9549$

• $P2 = (T * S) / 7023$

• $S = (F * 1000) / V$

• $V = (T * 62,8) / Pr$

• $F = (V * S) / 1000$

CONVERSIONS

LENGHT 1 m = 39,3701 in

= 3,2808 ft

= 1,0936 yd

= 1000 mm

1 in = 0,0833 ft

= 25,4 mm

1 ft = 0,3048 m

= 0,3333 yd

= 12 in

1 yd = 0,9144 m

= 3 ft

= 36 in

1 km = 1000 m

= 1093,6 yd

= 0,6214 mile

1 mile = 1,609 km

= 1760 yd

SPEED 1 m/s = 3,6 km/h

= 2,237 mph

= 3,2808 ft/s

1 km/h = 0,2778 m/s

= 0,6214 mph

= 0,9113 ft/s

1 mph = 1,609 km/h

= 0,447 m/s

= 1,467 ft/s

1 ft/s = 0,3048 m/s

= 1,0973 km/h

= 0,6818 mph

MASS 1 kg = 2,2046 lb

= 0,4536 kgf

FORCE 1 N = 0,102 kgf

= 0,2248 lbf

1 kgf = 2,205 lbf

= 9,806 N

1 lbf = 0,4536 kgf

= 4,448 N

PRESSURE 1bar = 14,223 psi

= 0,99 atm

= 1,02 ata

= 100000 Pa

= 100 kPa

= 0,1 MPa

1 psi = 0,0703 bar

FLOW 1 l/min = 0,264 gpm

= 1000 cc/min

1 gpm = 3,785 l/min

= 3785 cc/min

1 m³/s = 60000 l/min

= 15852 gpm

POWER 1 kW = 1,341 HP

= 1,3596 CV

1 HP = 0,7457 kW

= 1,0139 CV

VOLUME 1 m³ = 1000 l

1 l = 61,023 in³

= 0,264 galUS

1 in³ = 0,01639 l

= 16,39 cm³

= 0,004326 galUS

1 galUS = 3,7879 l

= 231,15 in³

TORQUE 1 Nm = 0,102 kgm

= 0,7376 lbf ft

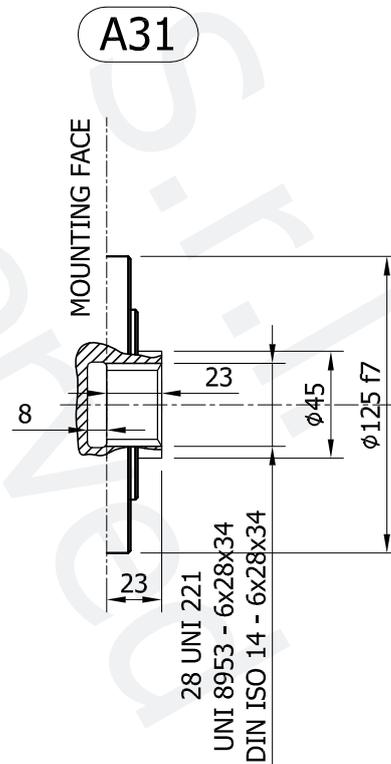
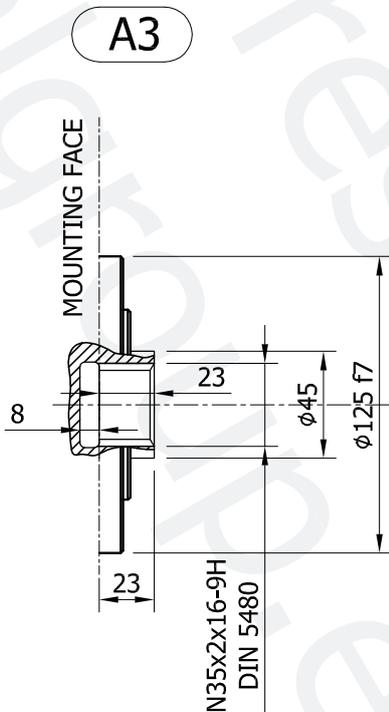
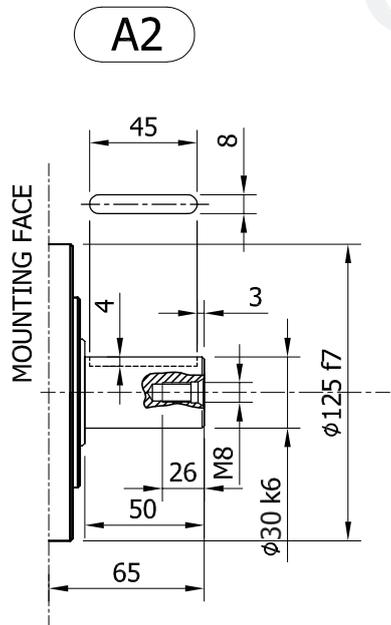
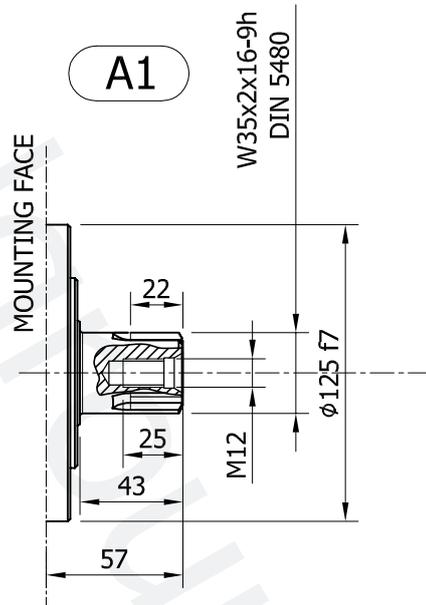
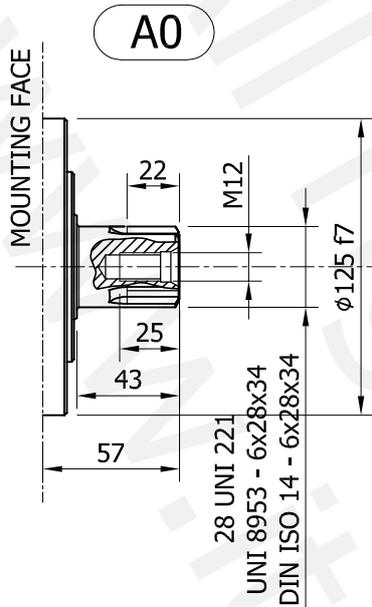
1 kgm = 9,806 Nm

= 7,2325 lbf ft

1 lbf ft = 0,1383 kgm

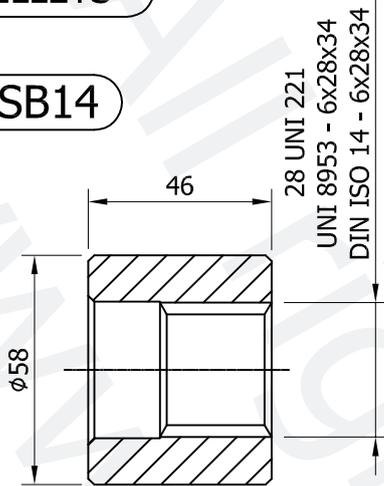
= 1,3558 Nm

SHAFT CONFIGURATIONS

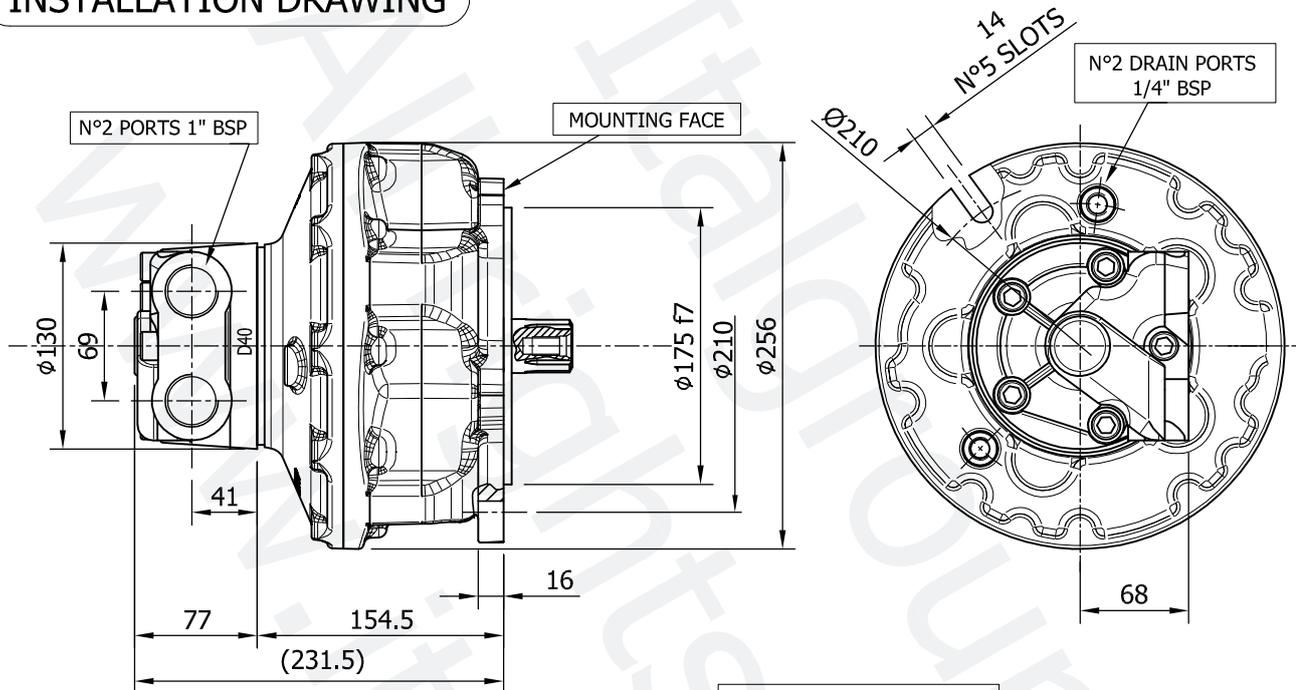


SPLINE BILLETS

SB14



INSTALLATION DRAWING



PRELIMINARY EDITION

TECHNICAL DATA

		100	150	175	200	250	300	330
DISPLACEMENT	[cc]	98	154	173	200	243	289	315
SPECIFIC TORQUE	[Nm/bar]	1.57	2.45	2.74	3.2	3.88	4.61	5.01
MAX. CONT. PRESSURE	[bar]	250	250	250	250	250	250	250
MAX. INT. PRESSURE	[bar]	320	320	320	320	320	320	320
PEAK PRESSURE	[bar]	350	350	350	350	350	350	350
MAX. CONT. SPEED	[rpm]	1000	700	700	600	600	500	450
PEAK SPEED (**)	[rpm]	1200	900	900	800	800	700	650
MAX. CONT. POWER (***)	[kW]	40	40	40	40	40	40	40
PEAK POWER (****)	[kW]	60	60	60	60	60	60	60
MAX. CASE PRESSURE	[bar]	6	6	6	6	6	6	6
DRY WEIGHT	[kg]	34	34	34	34	34	34	34
TEMPERATURE RANGE (*)	[°C]	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70

(*) Please refer to the "Hydraulic fluid recommendations"

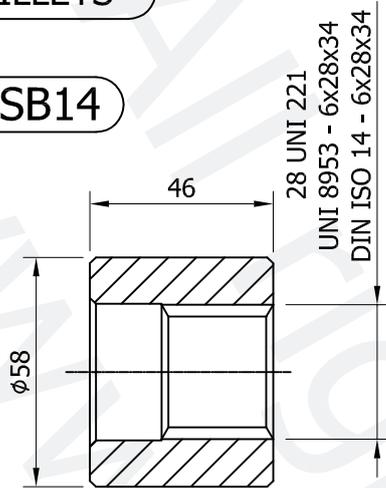
(**) Do not exceed maximum power

(***) For motor operation with a continuous duty cycle at maximum continuous power the motor flushing is required

(****) For motor operation at peak power flushing is usually required. For more information please contact our technical department

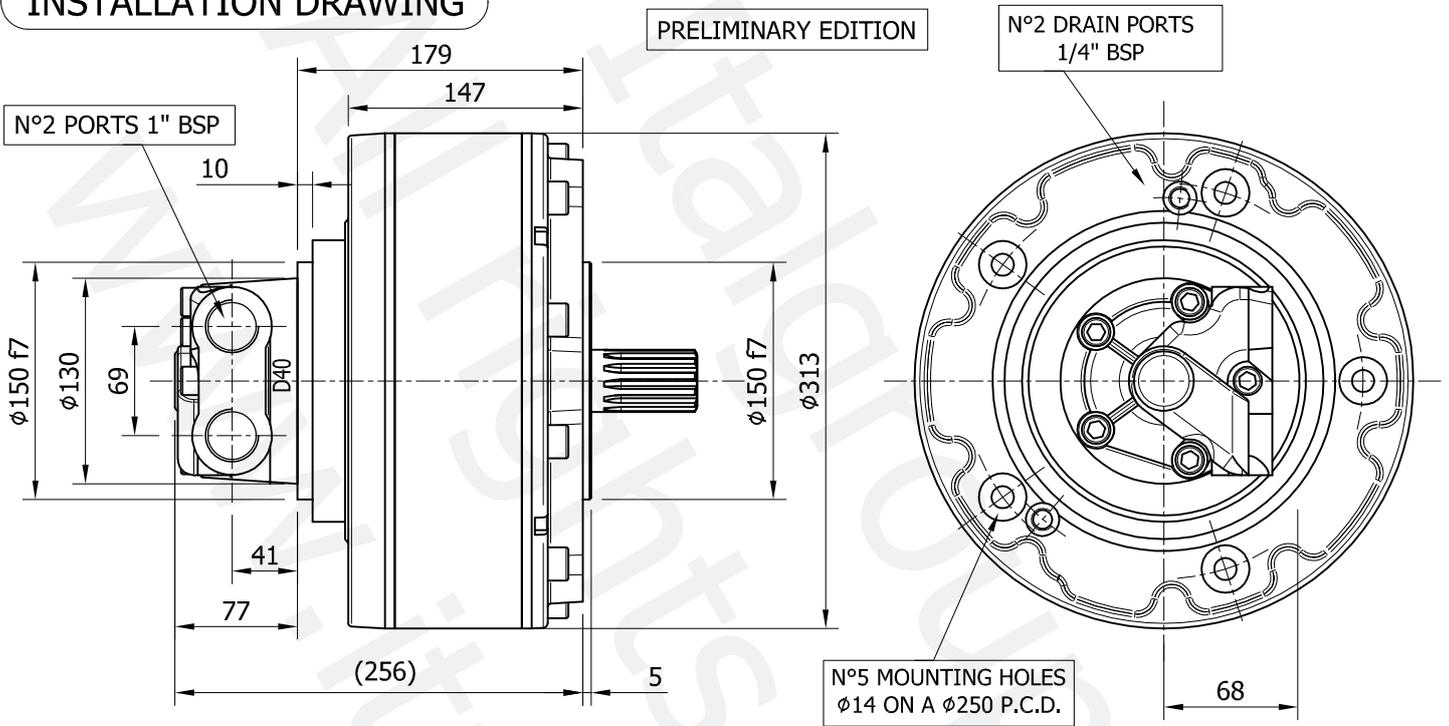
SPLINE BILLETS

SB14



INSTALLATION DRAWING

PRELIMINARY EDITION



TECHNICAL DATA

		200	250	300	350	400	500	600	650
DISPLACEMENT	[cc]	193	251	305	348	424	493	566	624
SPECIFIC TORQUE	[Nm/bar]	3.06	4	4.84	5.52	6.76	7.84	9	9.92
MAX. CONT. PRESSURE	[bar]	250	250	250	250	250	250	250	250
MAX. INT. PRESSURE	[bar]	320	320	320	320	320	320	320	320
PEAK PRESSURE	[bar]	350	350	350	350	350	350	350	350
MAX. CONT. SPEED	[rpm]	750	650	650	550	550	450	450	400
PEAK SPEED (**)	[rpm]	950	850	850	750	750	650	650	600
MAX. CONT. POWER (***)	[kW]	52	52	52	52	52	52	52	52
PEAK POWER (****)	[kW]	70	70	70	70	70	70	70	70
MAX. CASE PRESSURE	[bar]	6	6	6	6	6	6	6	6
DRY WEIGHT	[kg]	53	53	53	53	53	53	53	53
TEMPERATURE RANGE (*)	[°C]	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70

(*) Please refer to the "Hydraulic fluid recommendations"

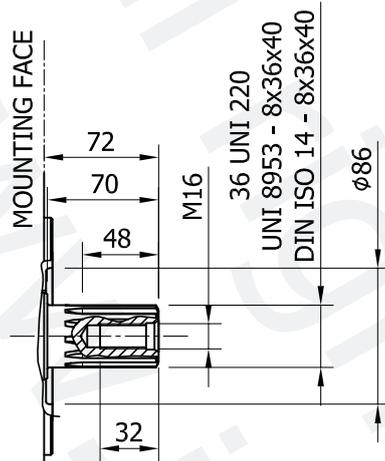
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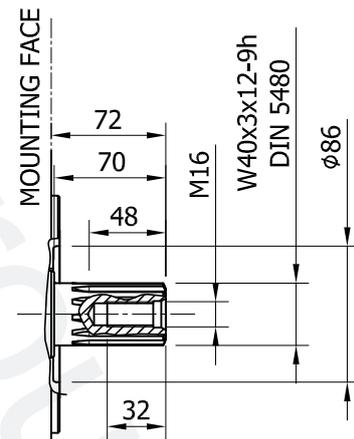
(****) For motor operation at peak power flushing is usually required. For more information please contact our technical department

SHAFT CONFIGURATIONS

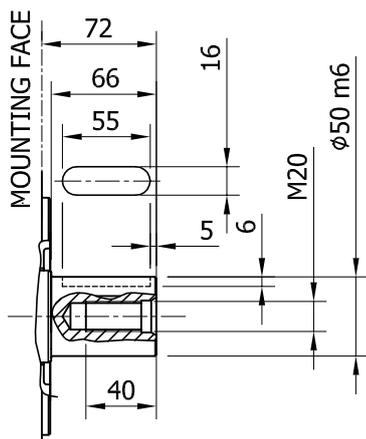
A0



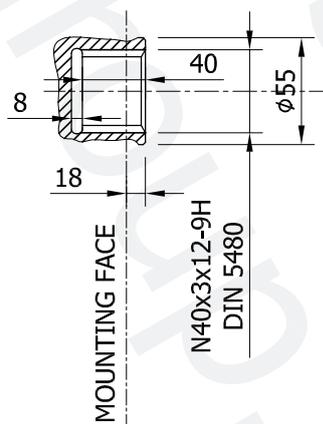
A1



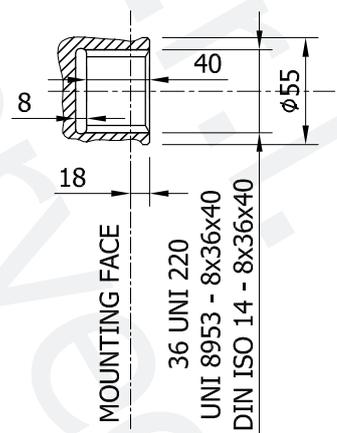
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A3

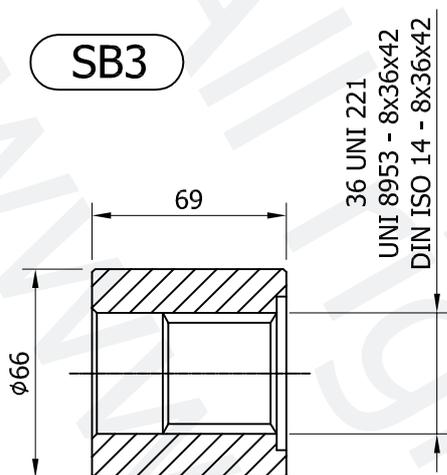


A31



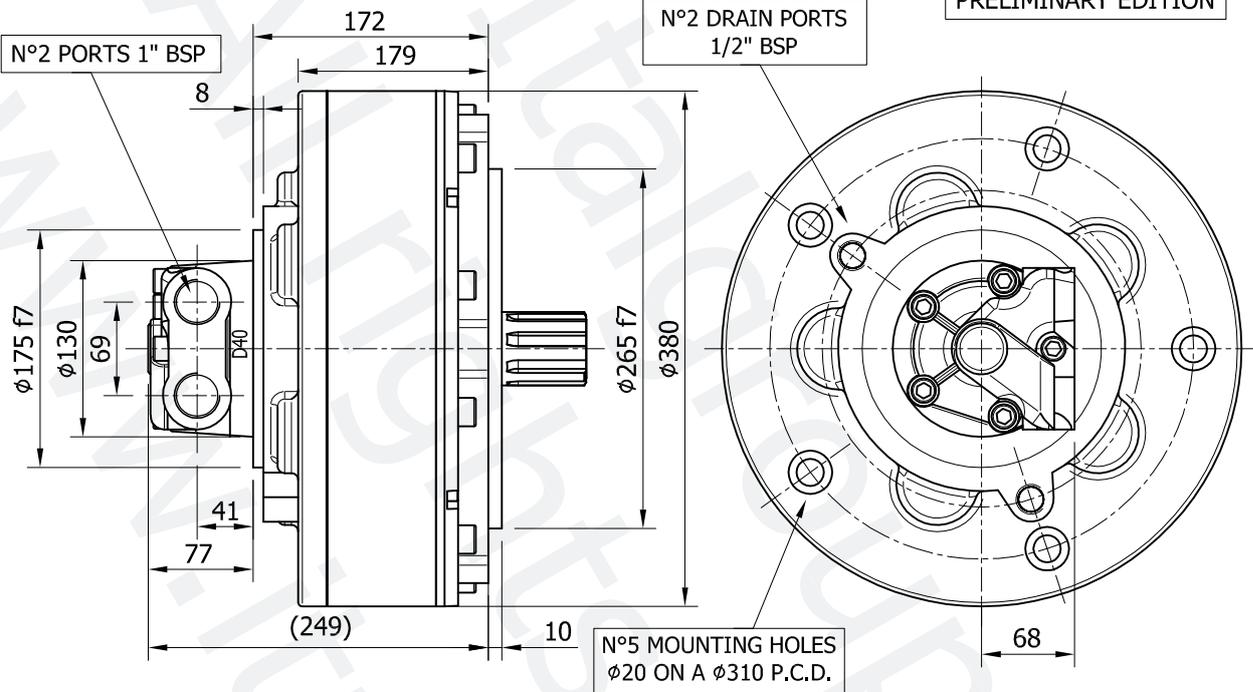
SPLINE BILLETS

SB3



INSTALLATION DRAWING

PRELIMINARY EDITION



TECHNICAL DATA

		350	400	500	600	700	800	900	1000
DISPLACEMENT	[cc]	352	426	486	595	689	792	872	988
SPECIFIC TORQUE	[Nm/bar]	5.6	6.78	7.73	9.47	10.98	12.6	13.9	15.7
MAX. CONT. PRESSURE	[bar]	250	250	250	250	250	250	250	250
MAX. INT. PRESSURE	[bar]	320	320	320	320	320	320	320	320
PEAK PRESSURE	[bar]	350	350	350	350	350	350	350	350
MAX. CONT. SPEED	[rpm]	600	600	500	400	400	350	325	300
PEAK SPEED (**)	[rpm]	800	800	700	600	600	550	525	500
MAX. CONT. POWER (***)	[kW]	66	66	66	66	66	66	66	66
PEAK POWER (****)	[kW]	84	84	84	84	84	84	84	84
MAX. CASE PRESSURE	[bar]	6	6	6	6	6	6	6	6
DRY WEIGHT	[kg]	92	92	92	92	92	92	92	92
TEMPERATURE RANGE (*)	[°C]	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70	-30÷70

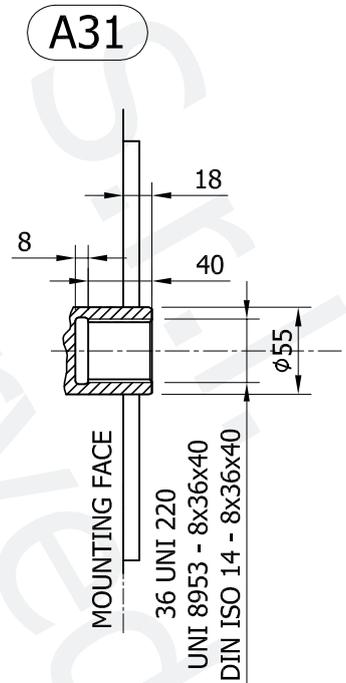
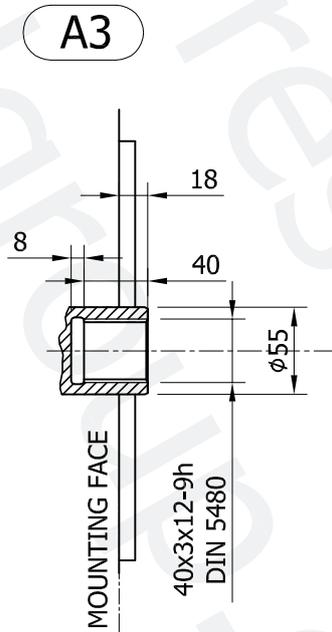
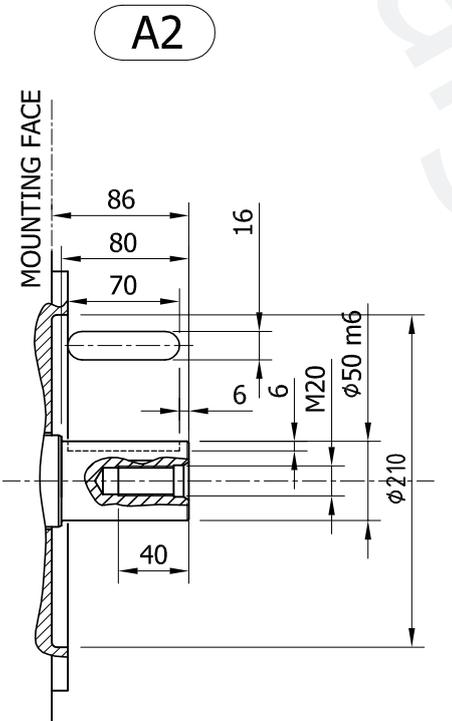
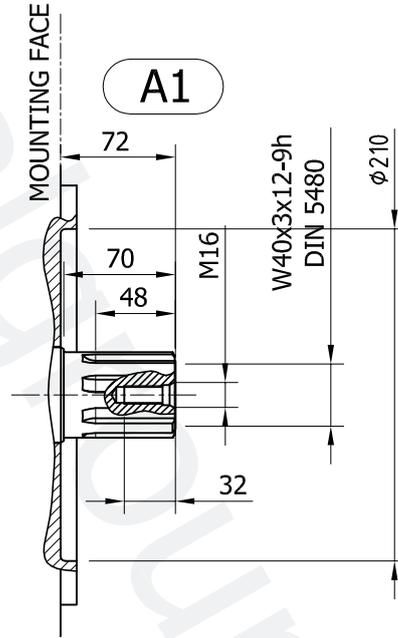
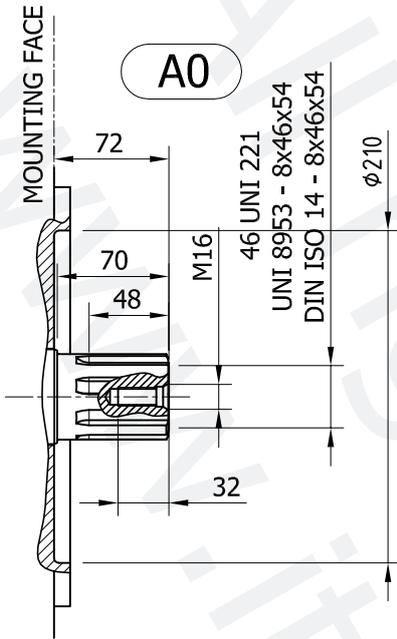
(*) Please refer to the "Hydraulic fluid recommendations"

(**) Do not exceed maximum power

(***) For motor operation with a continuous duty cycle at maximum continuous power the motor flushing is required

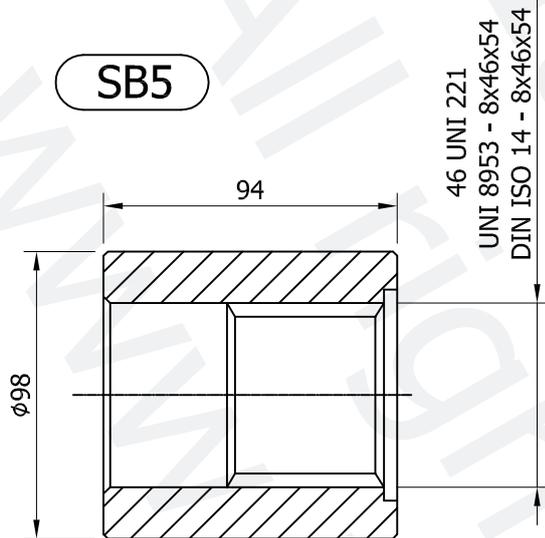
(****) For motor operation at peak power flushing is usually required. For more information please contact our technical department

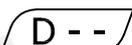
SHAFT CONFIGURATIONS



SPLINE BILLETS

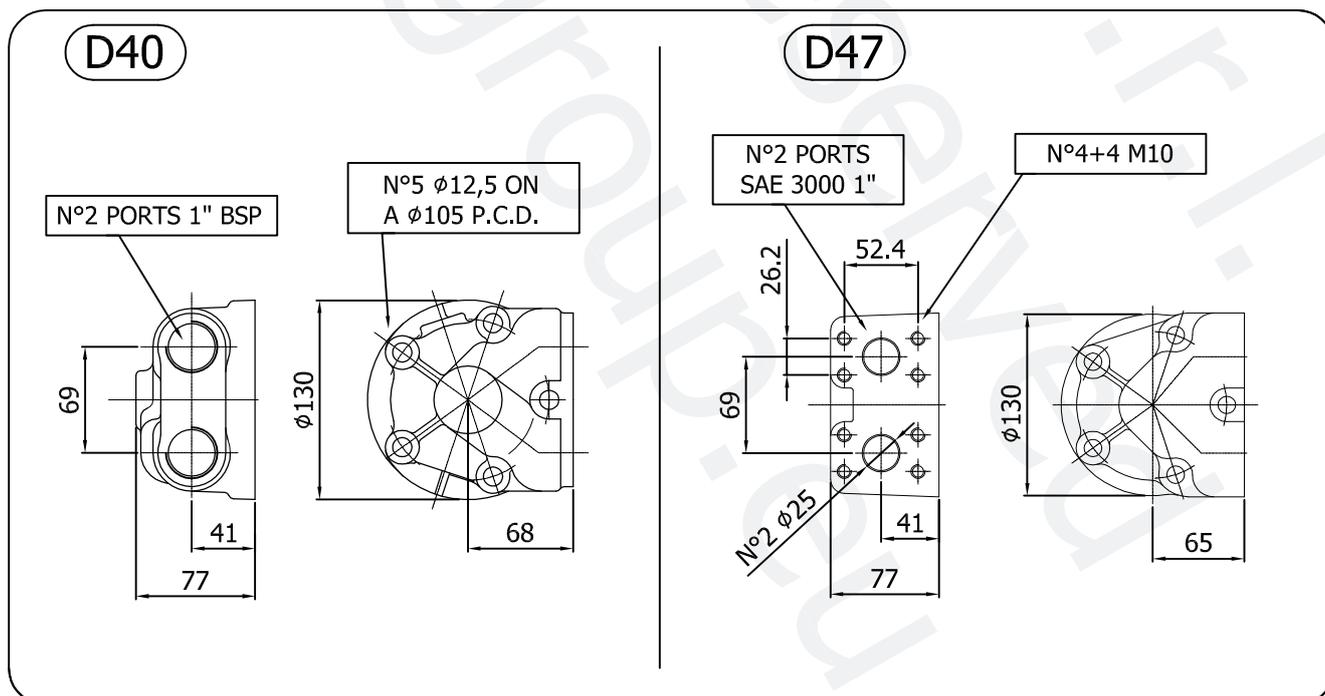
SB5



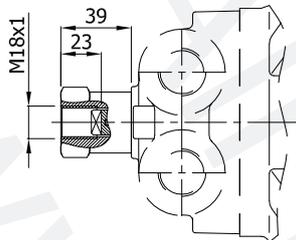
	Size	
	Displacement	
	Shaft type	
	Distributor size	
	Tachometer (TA, TB,...)	(optional)
	or tachometer predisposition (J)	
	Spline billet (optional)	
	Italgroup reserved code for special features	

Examples: HC05 150 A0 D40 J
 HC3 400 A2 D47 TA
 HC1 300 A1 D40

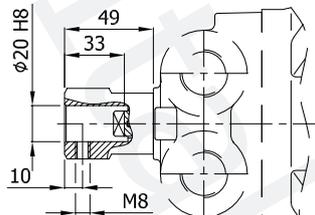
ACCESSORIES - FLOW DISTRIBUTORS



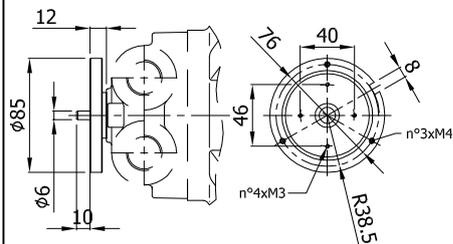
TA



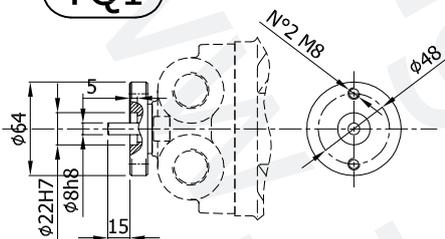
TB



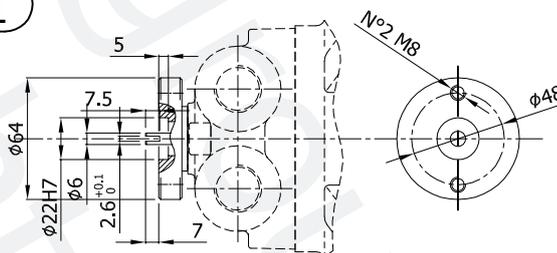
EST



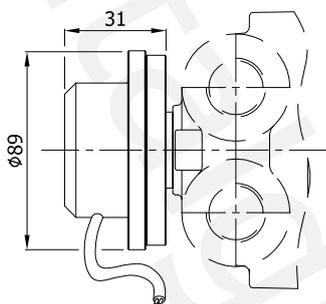
TQ1



TT1

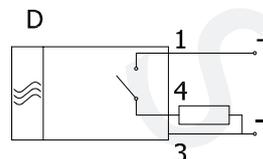


EST30

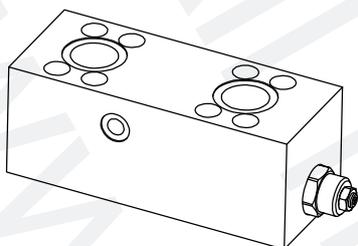


Operating parameters	E-..../3
Power supply (VDC)	10-30
Switching current (mA)	150
Frequency (Hz) 100rpm	50
Impulse/rpm	30
Operating temp. (°C)	-24/+70
Protection degree	IP67
Output	NPN
Motor type	All types
MODEL	φ5
Torque	1 Nm

Model	Output	Fig.
E-..../.AP/....	PNP	D

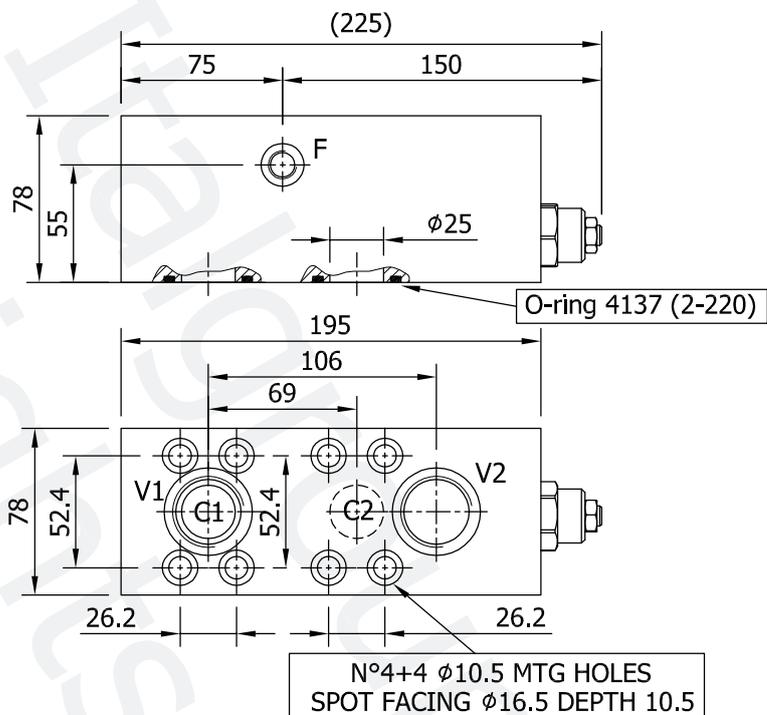


INSTALLATION DRAWING



PORTS DIMENSION

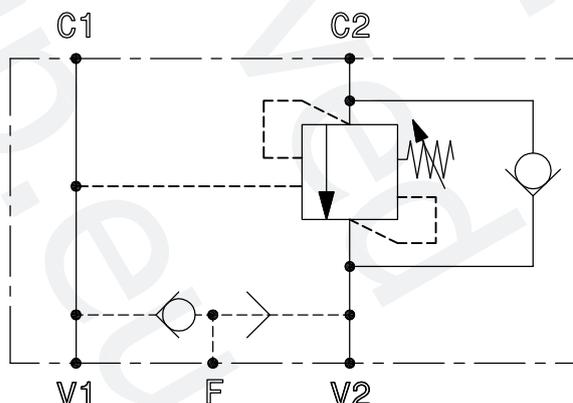
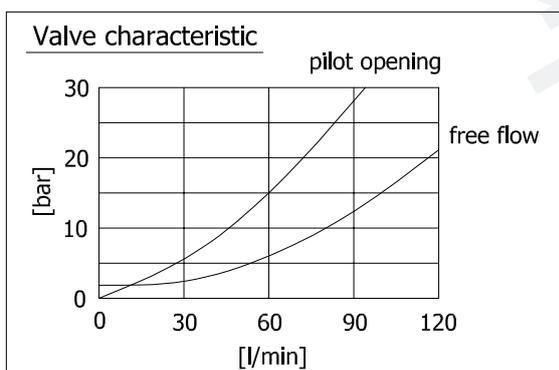
V1,V2	1" BSP
F	1/4" BSP
C1,C2	O-ring 4137 Parker code 2-220



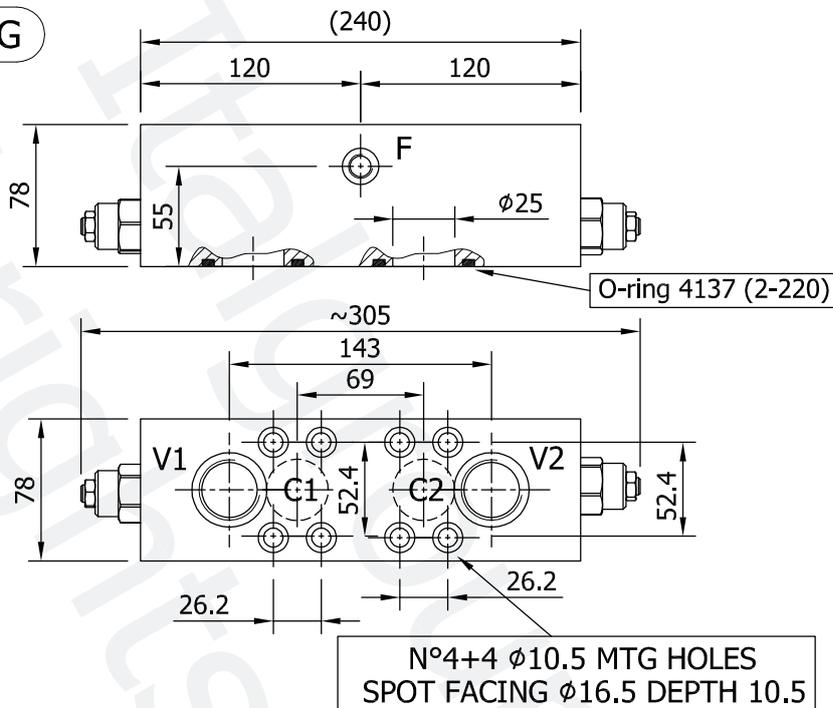
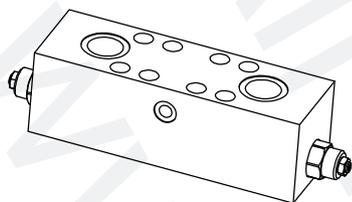
TECHNICAL DATA

		OVSA.160.1.B (*)	OVSA.160.2.C	OVSA.160.3.C
NOMINAL FLOW	[l/min]	160	160	160
MAXIMUM PRESSURE	[bar]	350	350	350
PILOT RATIO		3:1	4.5:1	10:1
RELIEF VALVE SETTING RANGE	[bar]	70-280	140-350	140-350
STANDARD RELIEF SETTING	[bar]	210	210	210
BLOCK MATERIAL		steel	steel	steel
DISTRIBUTOR FITTING		D47	D47	D47

(*) Standard version. Usually ready in stock.



INSTALLATION DRAWING



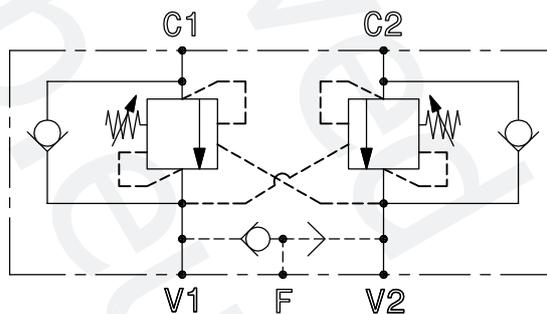
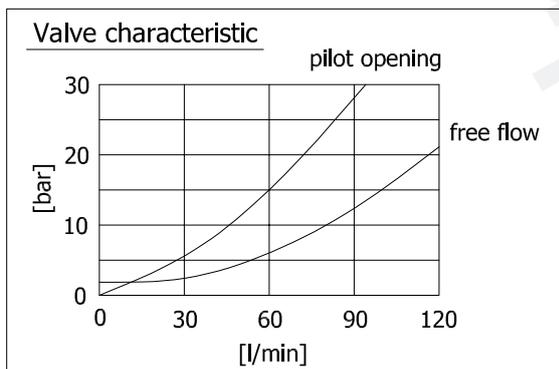
PORTS DIMENSION

V1,V2	1" BSP
F	1/4" BSP
C1,C2	O-ring 4137 Parker code 2-220

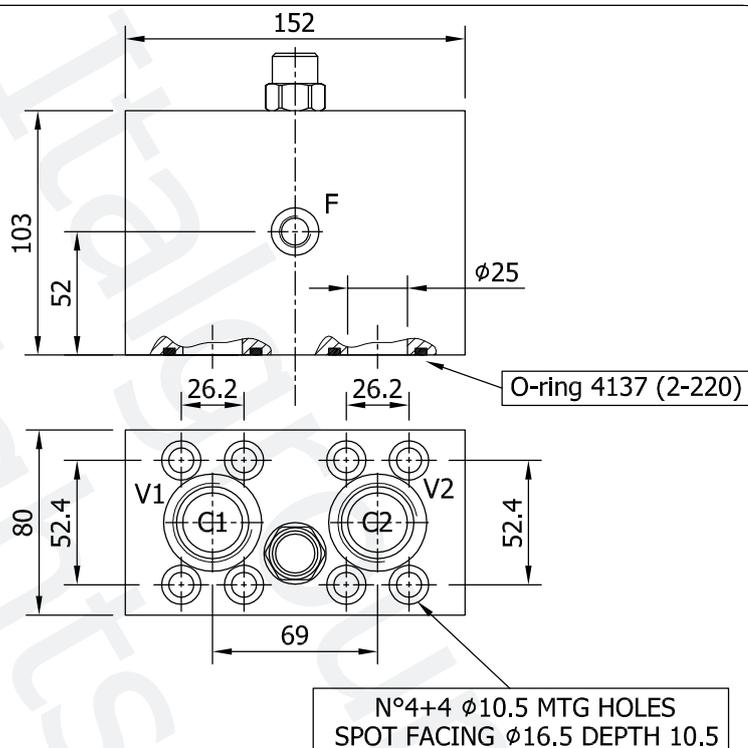
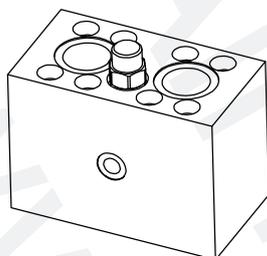
TECHNICAL DATA

		OVSA.160.1.B (*)	OVSA.160.2.C	OVSA.160.3.C
NOMINAL FLOW	[l/min]	160	160	160
MAXIMUM PRESSURE	[bar]	350	350	350
PILOT RATIO		3:1	4.5:1	10:1
RELIEF VALVE SETTING RANGE	[bar]	70-280	140-350	140-350
STANDARD RELIEF SETTING	[bar]	210	210	210
BLOCK MATERIAL		steel	steel	steel
DISTRIBUTOR FITTING		D47	D47	D47

(*) Standard version. Usually ready in stock.



INSTALLATION DRAWING



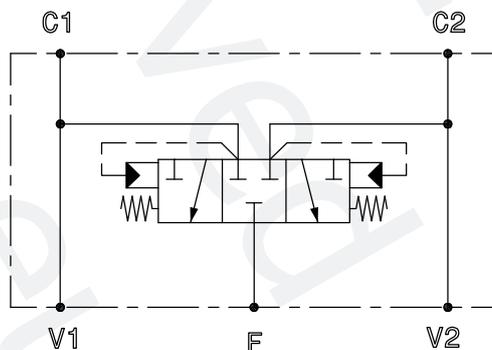
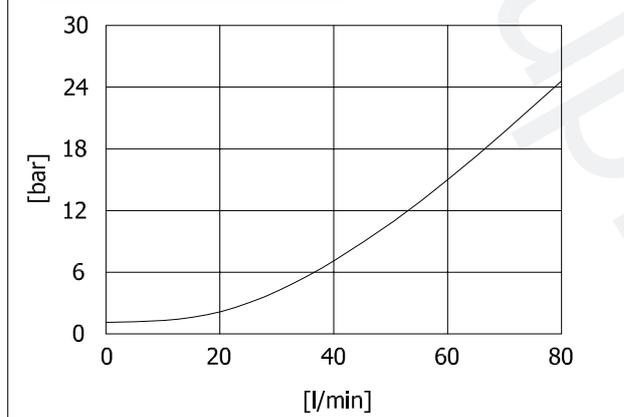
PORTS DIMENSION

V1,V2	1" BSP
F	1/4" BSP
C1,C2	O-ring 4137 Parker code 2-220

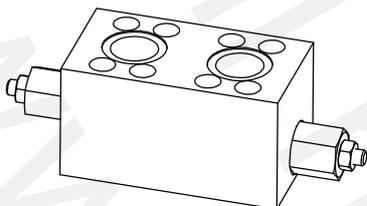
TECHNICAL DATA

		AP40
MAXIMUM FLUSHING FLOW	[l/min]	40
MAXIMUM PRESSURE	[bar]	350
BLOCK MATERIAL		steel
DISTRIBUTOR FITTING		D47

Valve characteristic

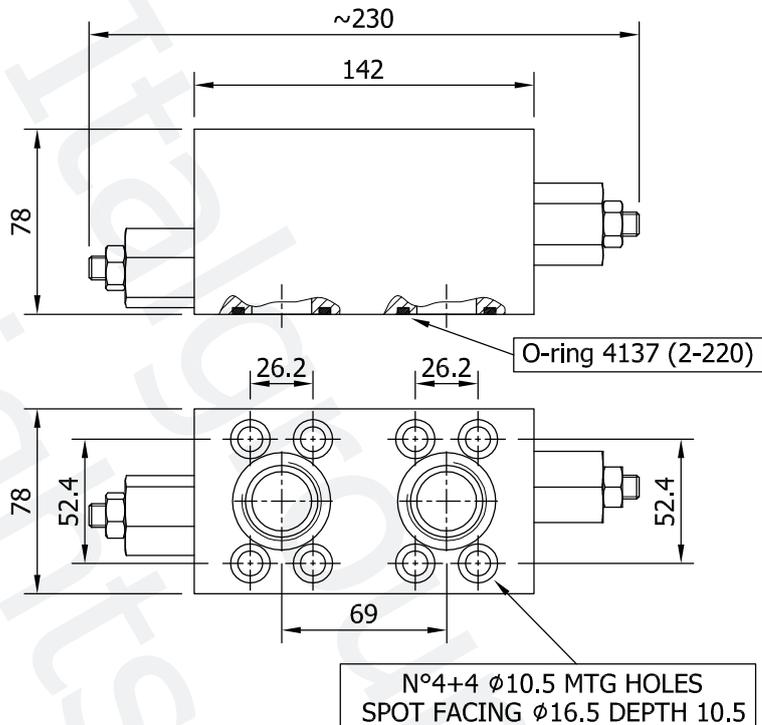


INSTALLATION DRAWING



PORTS DIMENSION

V1,V2	1" BSP
C1,C2	O-ring 4137 Parker code 2-220

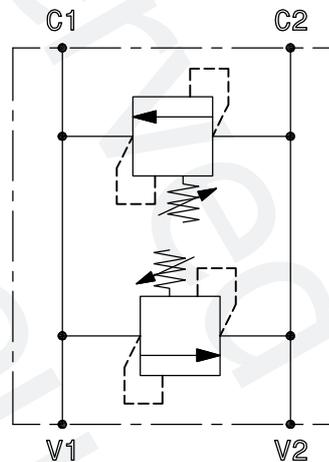
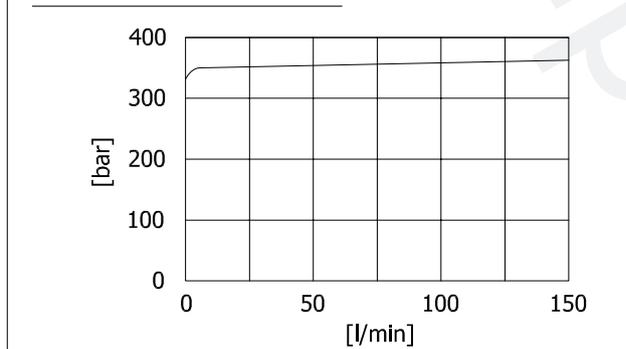


TECHNICAL DATA

		RVDA.80-200.C (*)
NOMINAL FLOW	[l/min]	150
MAXIMUM PRESSURE	[bar]	350
RELIEF VALVE SETTING RANGE	[bar]	20-350
STANDARD RELIEF SETTING	[bar]	20
BLOCK MATERIAL		steel
DISTRIBUTOR FITTING		D47

(*) Standard version. Usually ready in stock.

Valve characteristic



CONTACT US

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internet: <http://www.italgroup.eu>

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