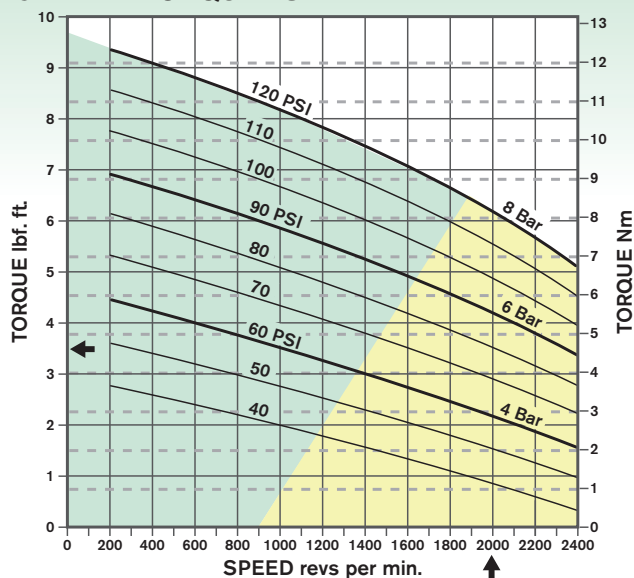
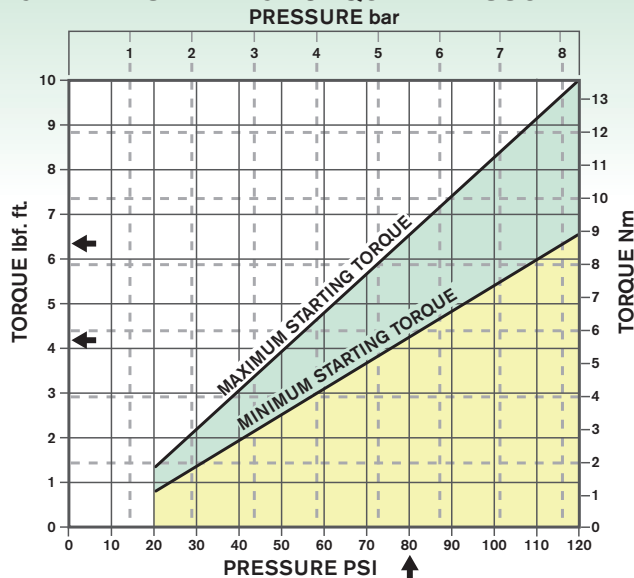


TYPICAL SELECTION BASED ON RM110

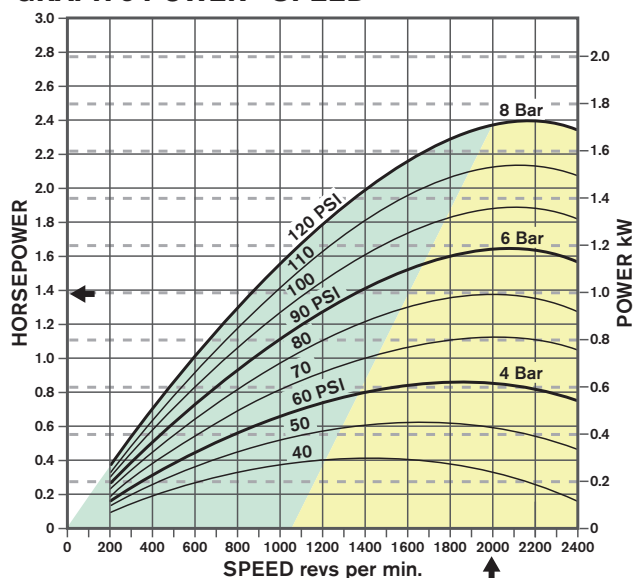
GRAPH 1 TORQUE - SPEED



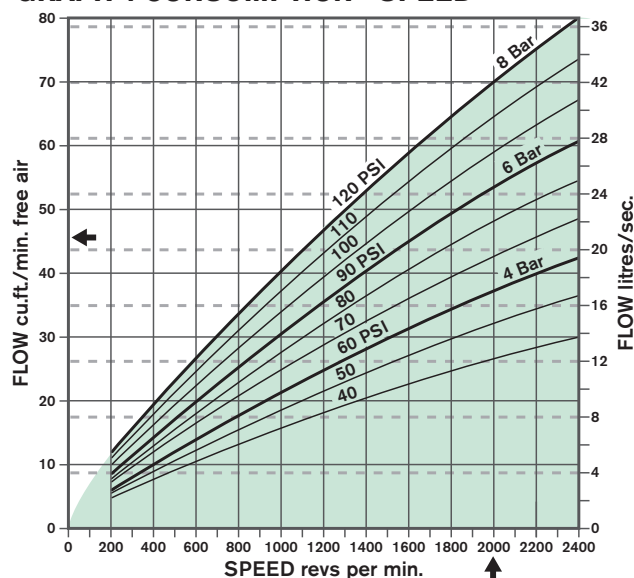
GRAPH 2 STARTING TORQUE - PRESSURE



GRAPH 3 POWER - SPEED



GRAPH 4 CONSUMPTION - SPEED



Reading Graphs - Scales have been adjusted to enable bar and psi to be read from a common curve. Therefore only read psi with the left hand axis and bar with the right hand axis.

MOTOR SELECTION

Motor performance can be derived from the above graphs as in the examples shown.

Where motors are not required to start under load, such as fan drives, selection may be made using either Graph 1 or Graph 3 using the required running torque or power only. For applications where the motor starts under load, such as hoists, winches or track drives, the starting torque in Graph 2 must also be considered. Starting torque varies between the maximum and minimum values shown, depending on the angular position of the output shaft.

- 1. Running torque example:** RM110 at 5.5 bar / 80 psi gives 4.74 Nm / 3.5 lbf. ft. torque at 2000 r.p.m.
- 2. Starting torque example:** RM110 at 5.5 bar / 80 psi gives between 5.694 Nm / 4.2 lbf. ft. and 8.813 Nm / 6.5 lbf. ft. at start depending on output shaft position.
- 3. Output power example:** RM110 at 5.5 bar / 80 psi gives 1.4 h.p. at 2000 r.p.m.
- 4. Air consumption example:** RM110 at 5.5 bar / 80 psi and 2000 r.p.m. requires 22.65 L/S / 48 cu.ft./min. free air.

ORDERING CODES

R43

DESIGN CODE
RM410 Air Motor

DESIGN CODE

RM110 = (1.7kW, 2.4HP)-R14
RM210 = (4kW, 5.5HP)-R23
RM310 = (7.5kW, 10HP)-R33
RM410 = (14kW, 19HP)-R43
RM510 = (14kW, 31HP)-R52
RM610 = (14kW, 32HP)-R62

K

18

NOMINAL GEAR RATIO
(XX = NO GEARBOX)

H

VALVE OPTIONS

A = Motor with Inlet Plate
H = Hand Lever Control Valve
R = Remote Controlled Valve
X = No Valving or Adaptor Plate

OUTPUT OPTIONS

X = Motor Only Maleshaft
B = Motor + Base Mounted Gearbox (BG)
C = NEMA 'D' Mounting Flange
D = Motor + Brake
F = Motor + Flange Mounted Gearbox (FG)
G = "Sweet" Natural Gas Operation
J = Foot Mounting Bracket

K = Motor + Brake + Flanged Gearbox
L = Motor + Brake + Base Mounting Gearbox
M = Motor Only Female Shaft
N = SAE 'C' Hydraulic Pump Output
V = Grease Lubricated for Shaft Upwards Operation
X = Motor with Male Output
Z = Motor with other Ancillaries not listed above

EXAMPLE: R43K18H19N

RM410 motor with brake, flange mounted 18:1 gearbox and hand controlled valve with NPT ports, non-ATEX gearbox



1

9

4

N

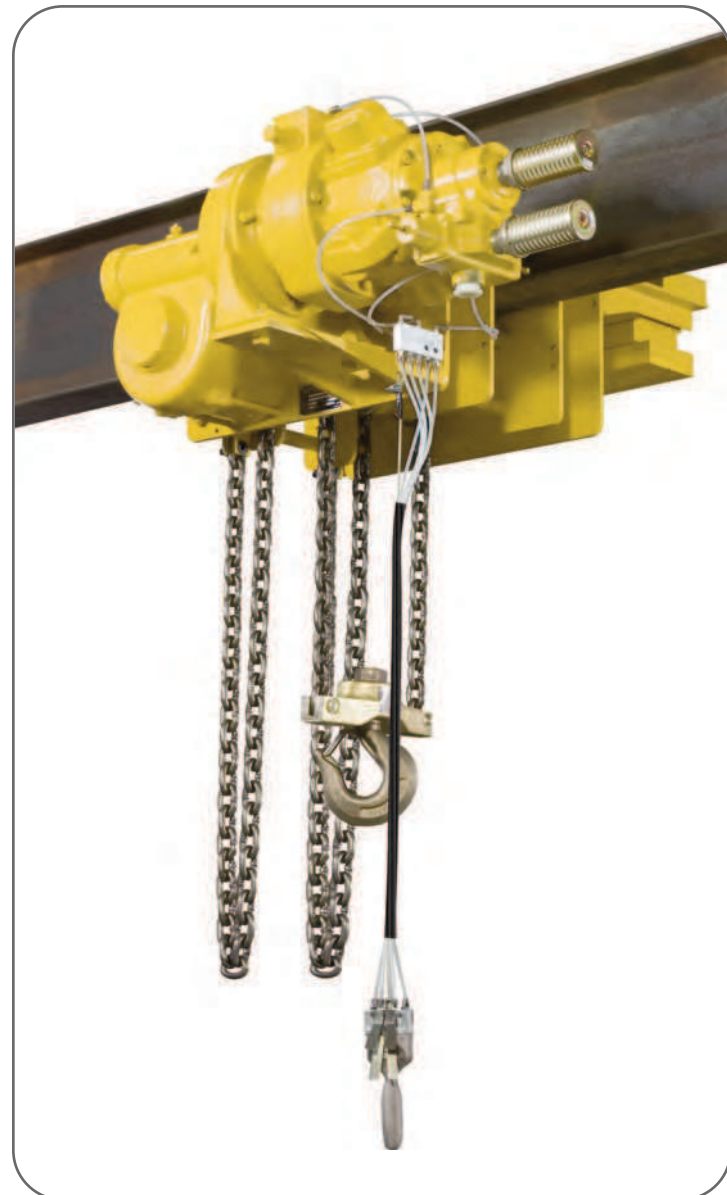
- 0 = Standard Motor & Ancillaries, for Standard Mounting
- 1 = Available for Non Standard Builds
- 2 = Available for Non Standard Builds
- 4 = Available for Non Standard Builds
- 5 = Heligear Gearbox
- 6 = Available for Non Standard Builds
- 7 = Tempo Gearbox
- 8 = Flender Modified Gearbox
- 9 = Flender Standard Gearbox

N = Non-Atex Gear Box

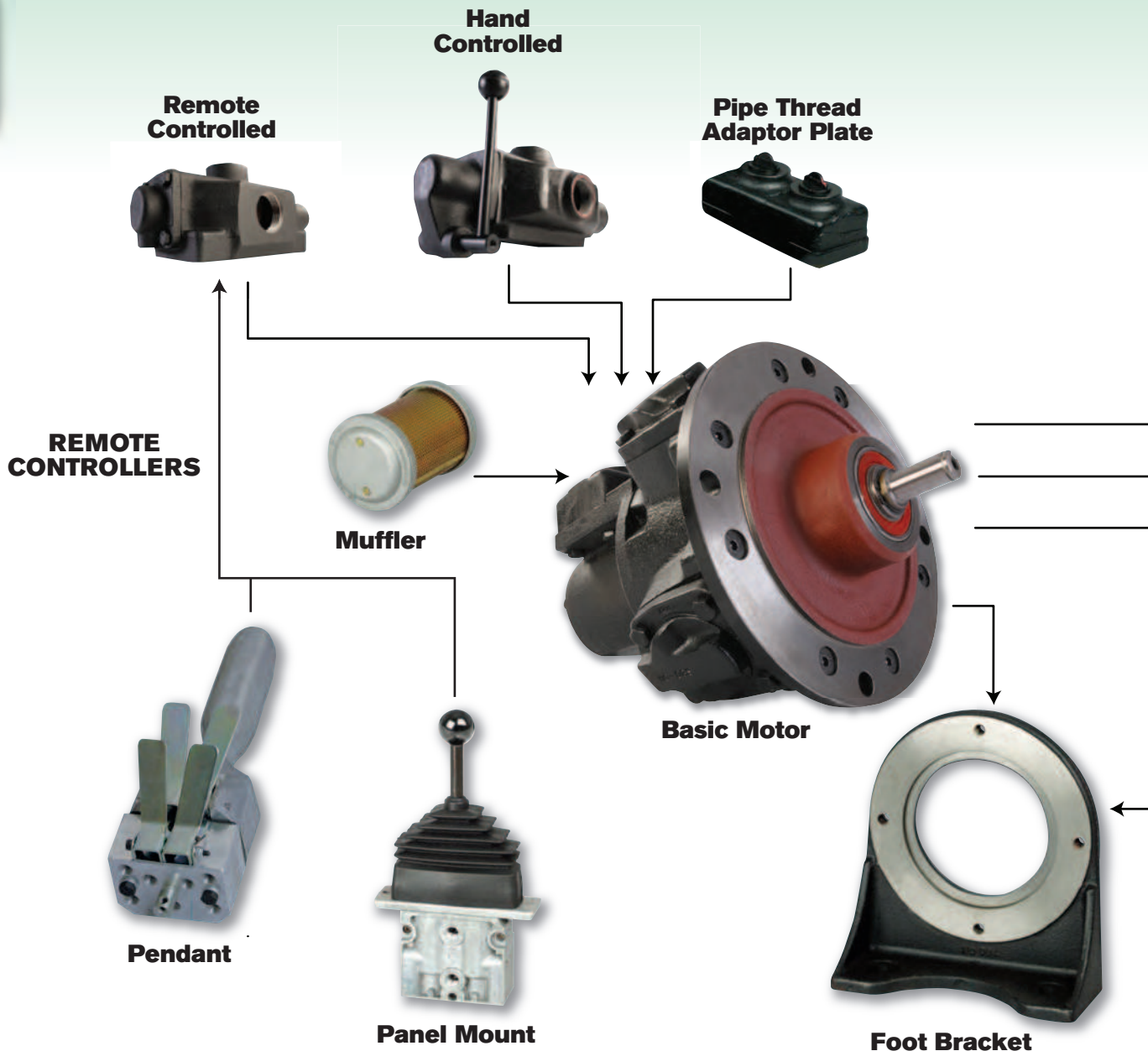
- 0 = Additional Gearbox Types
- 3 = Helical Bevel Gearbox 90 degree
- 4 = Parallel Shaft Gearbox

VALVE

- 0 = BSP } Equal Power
- 1 = NPT } Both Rotations
- 2 = Biased: CW Lowering (BSP)
- 3 = Biased: CCW Lowering (BSP)
- 4 = Biased: CW Lowering (NPT)
- 5 = Biased: CCW Lowering (NPT)



CONFIGURATIONS



MAINTENANCE

Air Supply

The air filter should be drained regularly and examined for clogging of the element.

The air line lubricator should be replenished as required and set to give:

3-4 drops per minute RM110

4-5 drops per minute RM210

5-6 drops per minute RM310

6-8 drops per minute RM410

6-8 drops per minute RM510

8-10 drops per minute RM610

Double the above drip rate if intermittent operation.

