Motori a Pistoni a Cilindrata Variabile
Serie MVSI

Principali applicazioni:
Adatto per l'uso in circuiti aperto o chiuso
- Trasmissioni a ruota
- Argani

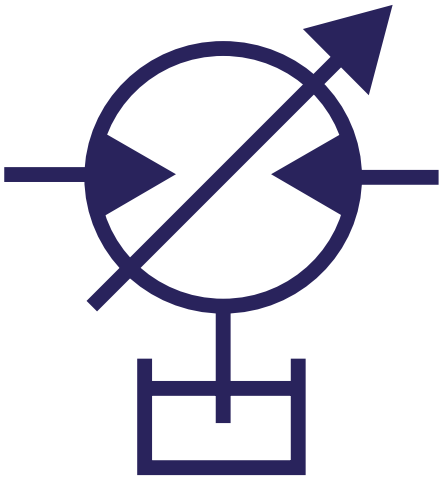
Vantaggi dei motori a cilindrata variabile LEDUC
- 9 pistoni progettati per elevata coppia di spunto e pulsazioni ridotte a bassa velocità
- Variazione continua di spostamento da Vmax a Vmin (= 0)
- Rapporto di funzionamento elevato (5: 1)
- Dimensioni compatte, elevato rapporto peso-potenza
- Alta velocità e alta pressione operativa
- Basso livello di rumore e Lunga durata
- 3 scelte di controllo della cilindrata (HPA, H2N, E2N)

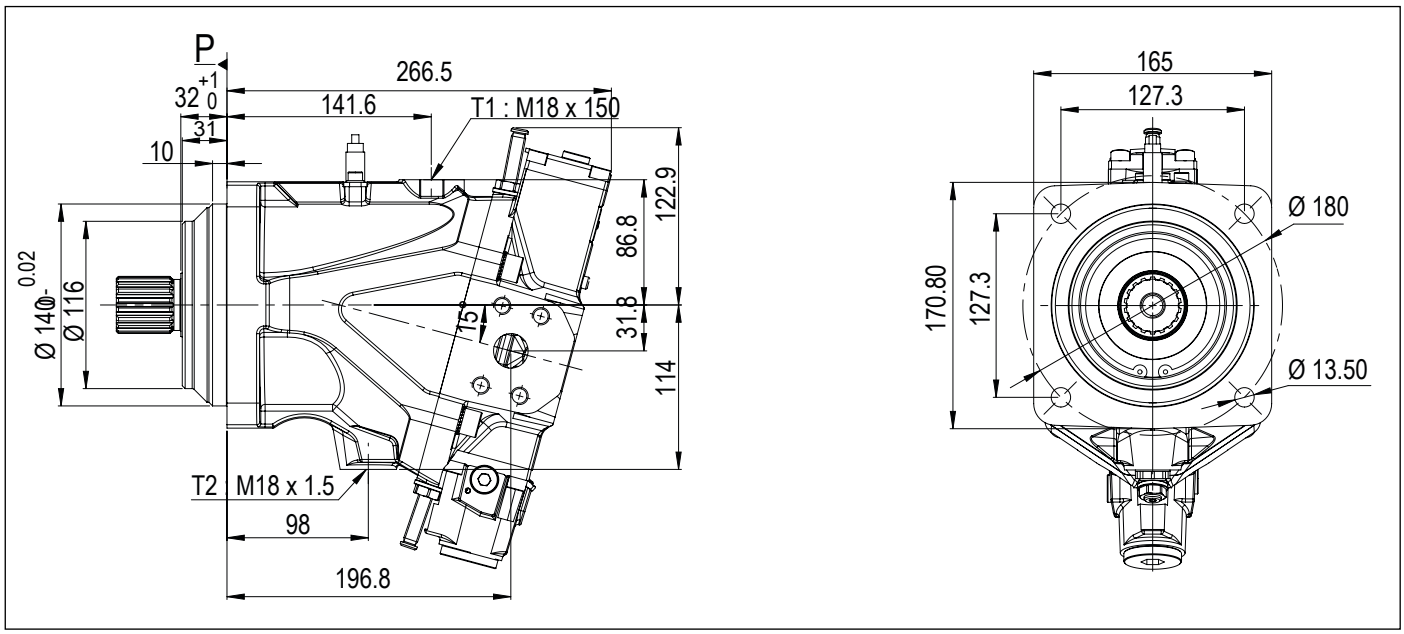
Caratteristiche tecniche dei motori a cilindrata variabile LEDUC

		85	115
Max. displacement	V_{max}	28.1⇨85.2	79⇨115.6
Min. displacement	V_{min}	0⇨59.7	0⇨40.1
Displacement ratio 5	$V_{max\,/\,5}$	17 cc	23.1 cc
Max. continuous operating pressure	P_{max}	400 bar	400 bar
Max. peak pressure	P_p	450 bar	450 bar
Max. speed at max. displacement	N_{max} at V_{max}	3900 rpm	3550 rpm
Max. speed at min. displacement	N_{max} at V_{min}	6800 rpm	5600 rpm
Max. flow absorbed	Q_{max}	331 l/min	408 l/min
Max. output power	P_{max}	220 kW	271 kW
Max. output torque at P_{max} and V_{max}	C_{max}	54 daN.m	73 daN.m

Attualmente sono offerti due modelli di motore: 85 cc / giro e 115 cc / giro. I modelli per estendere la gamma sono attualmente in fase di sviluppo.

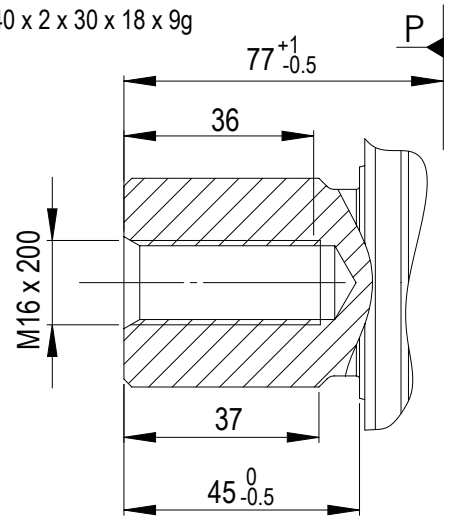




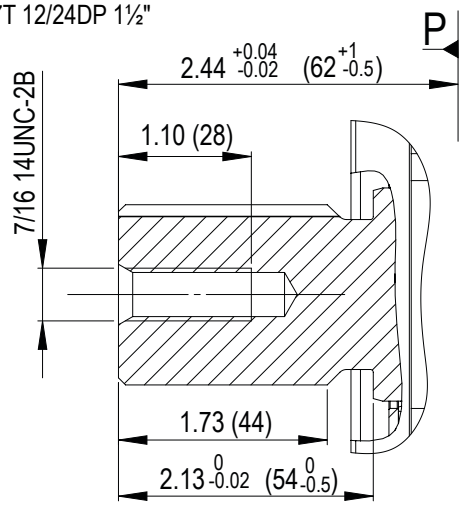


▶ Shaft - code 04

W1 Splined shaft DIN 5480
W40 x 2 x 30 x 18 x 9g

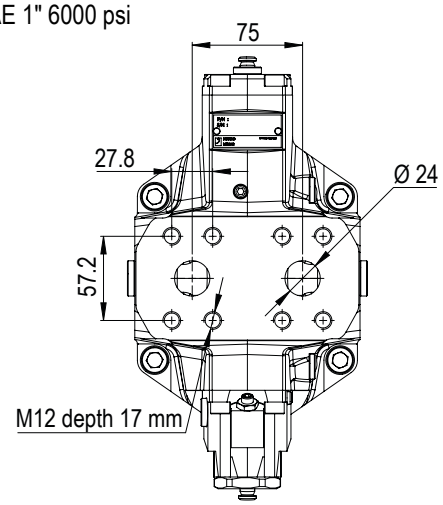


S1 Splined shaft SAE J744
17T 12/24DP 1½"

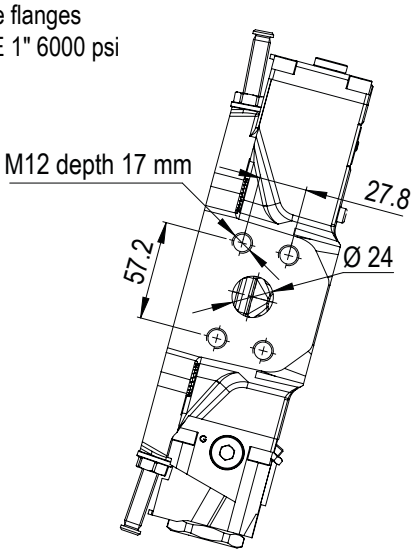


▶ Inlet ports - code 05

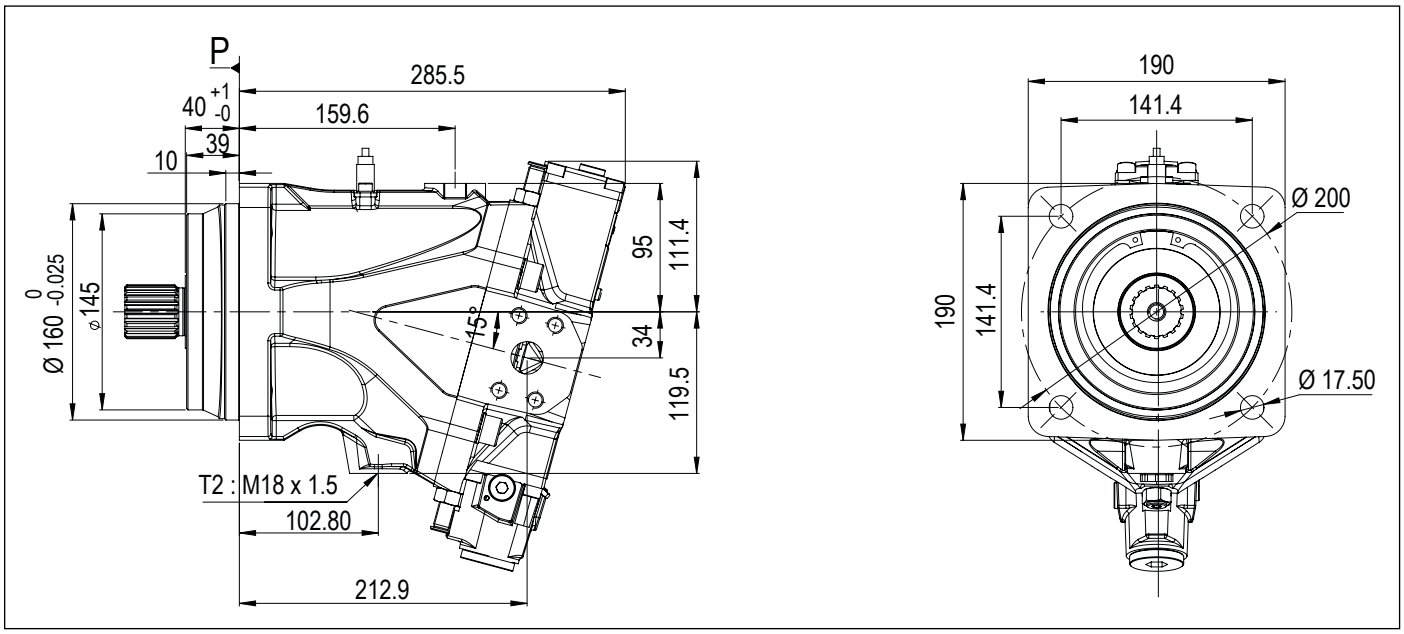
M0 Rear flanges
SAE 1" 6000 psi



N0 Side flanges
SAE 1" 6000 psi



Dimensioni (in mm) sono indicati solo come indicazione.



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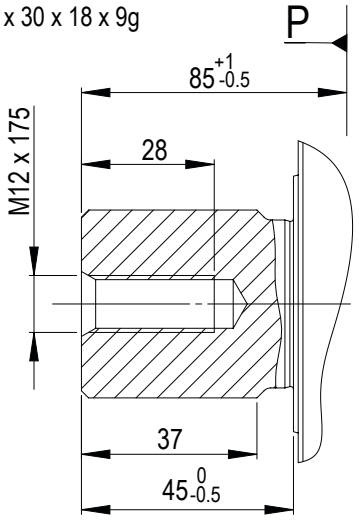

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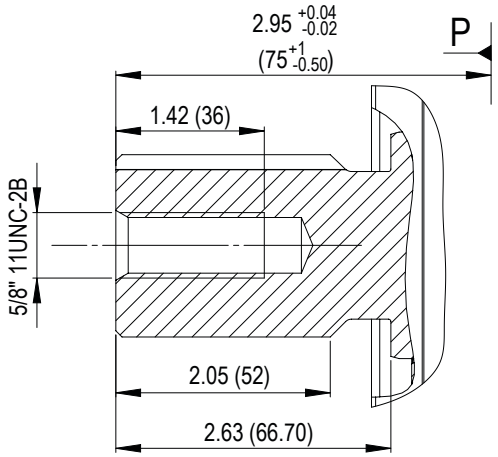

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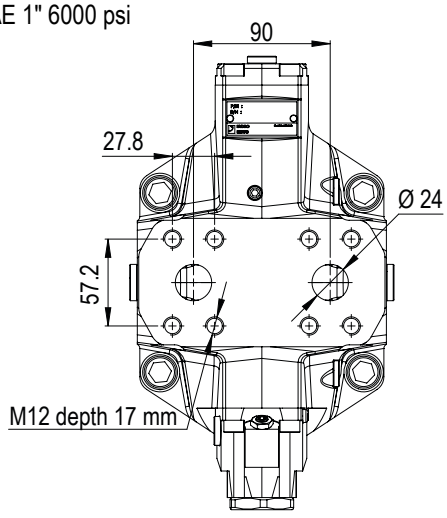
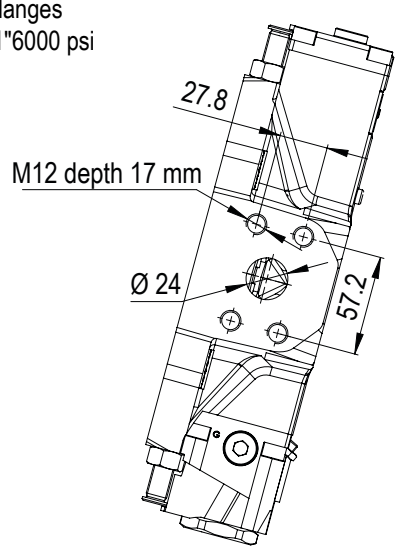


N0 Side flanges
SAE 1"6000 psi



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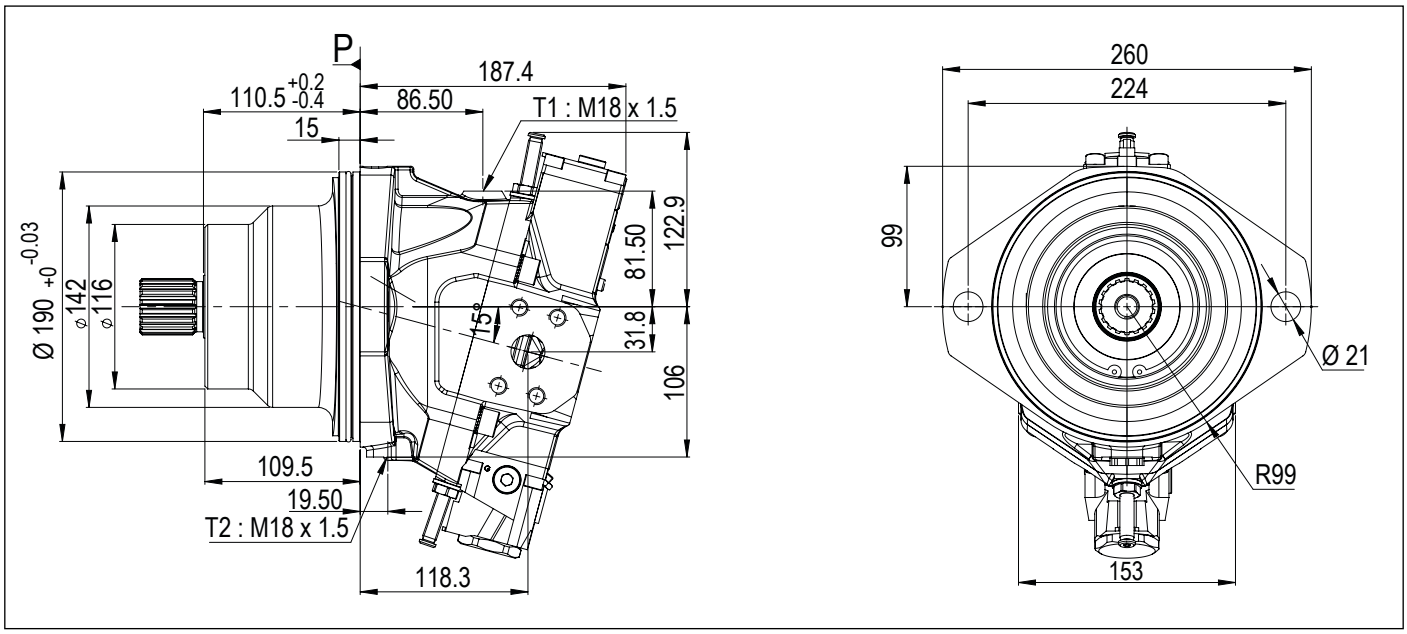

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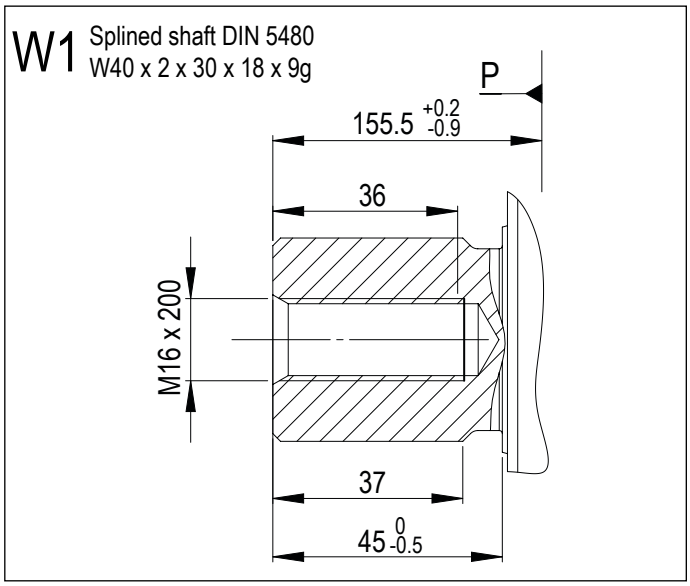

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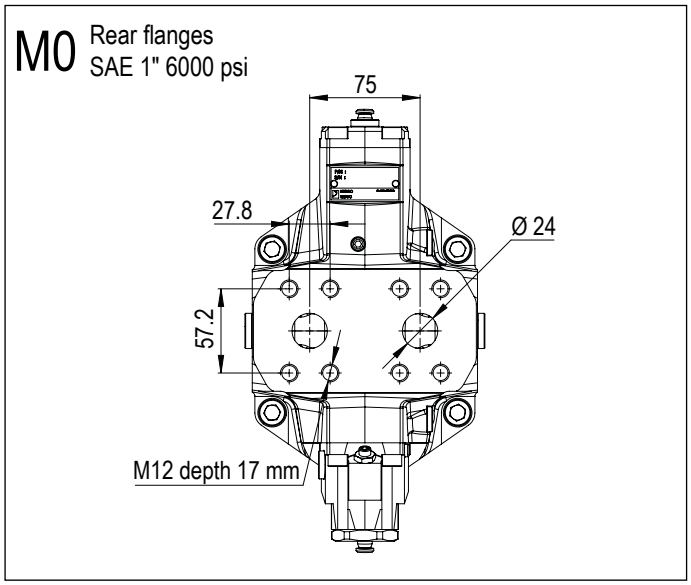

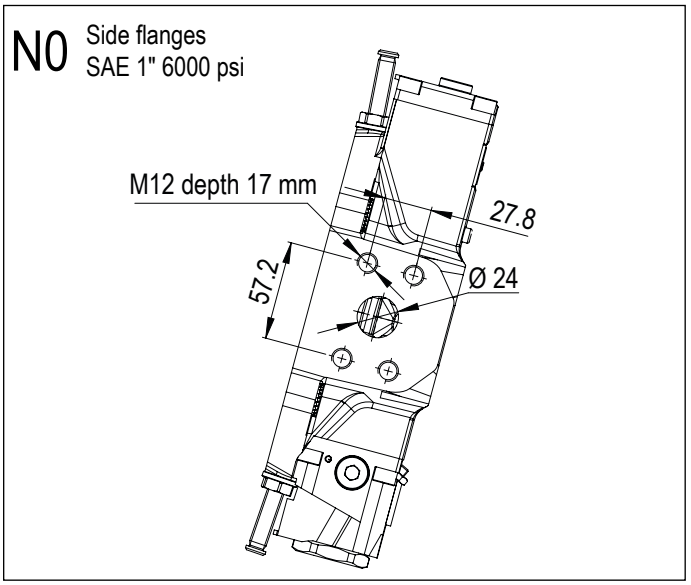

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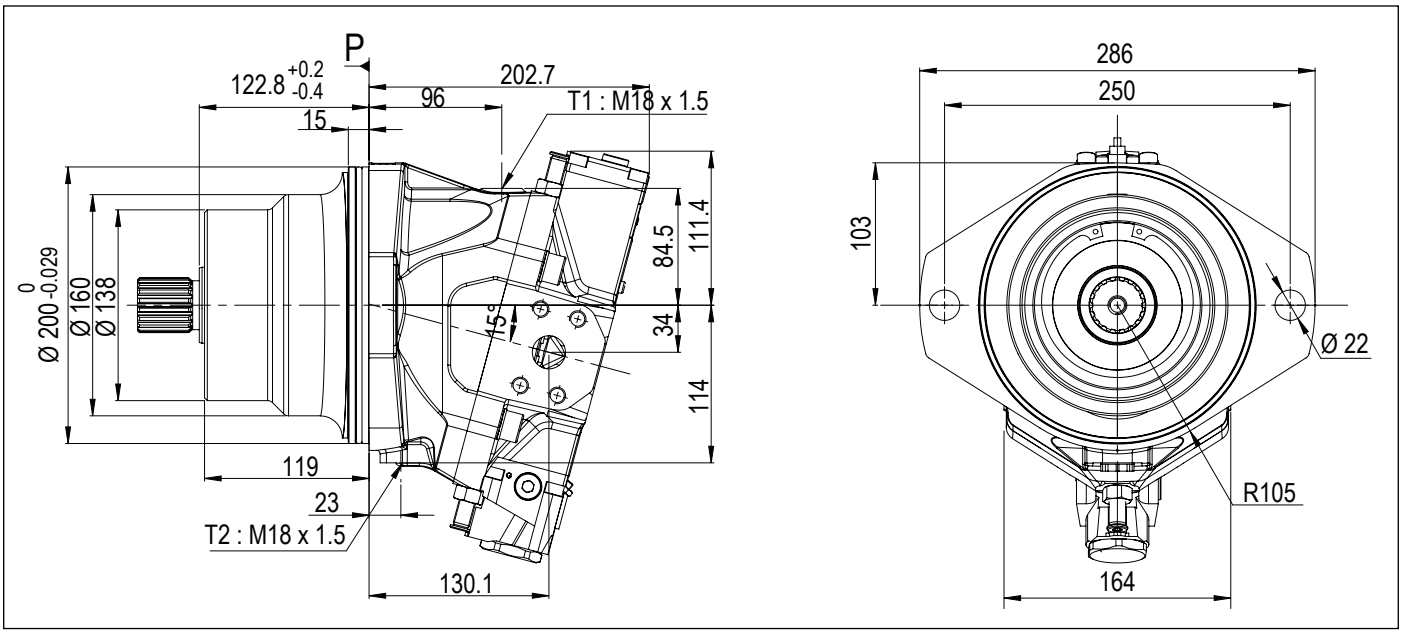

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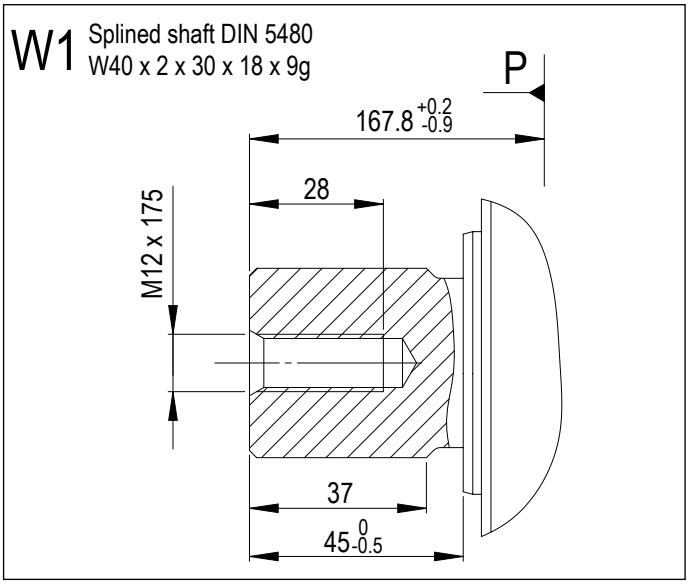

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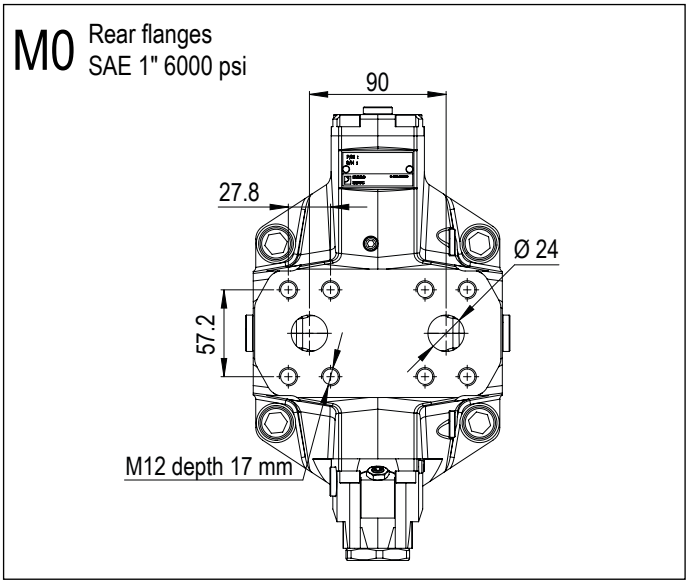

N0 Side flanges
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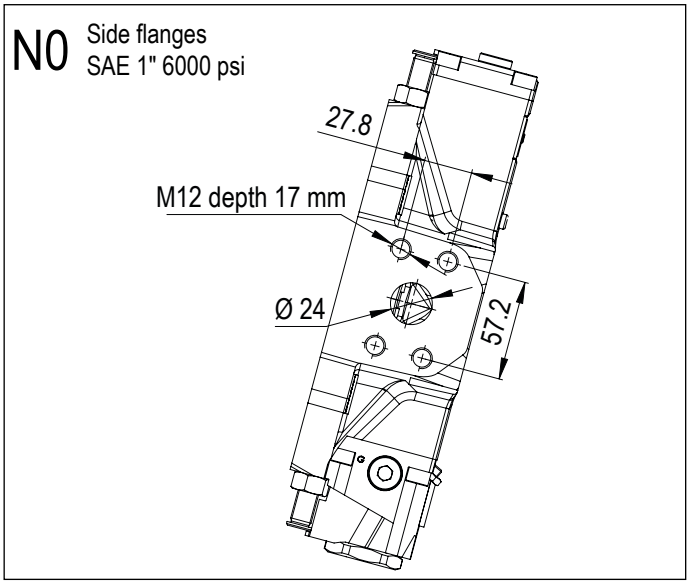

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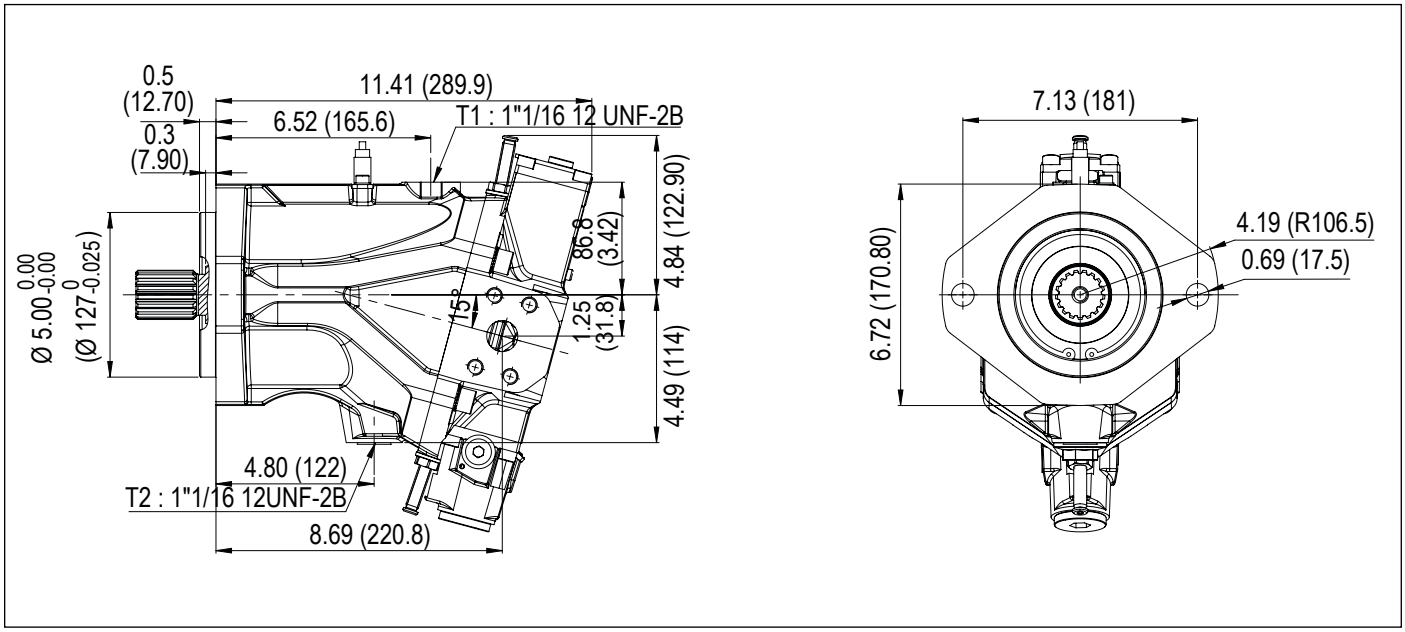

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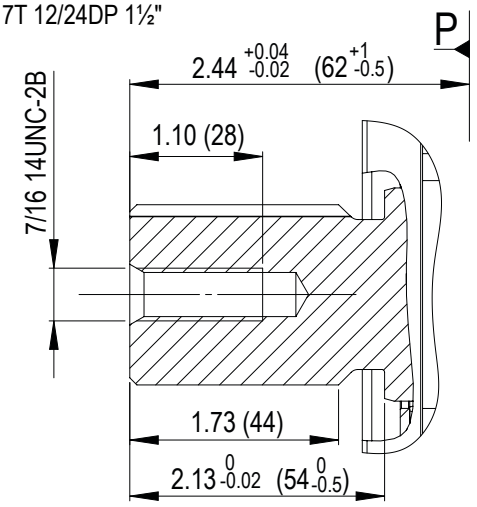

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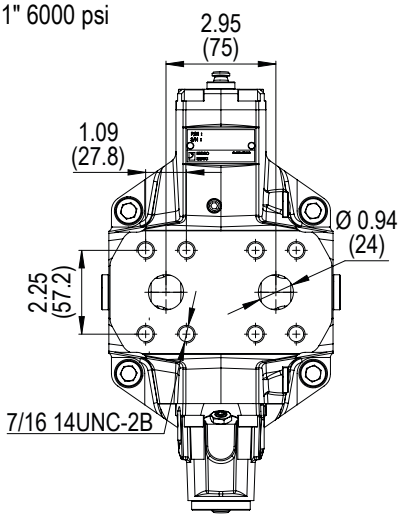

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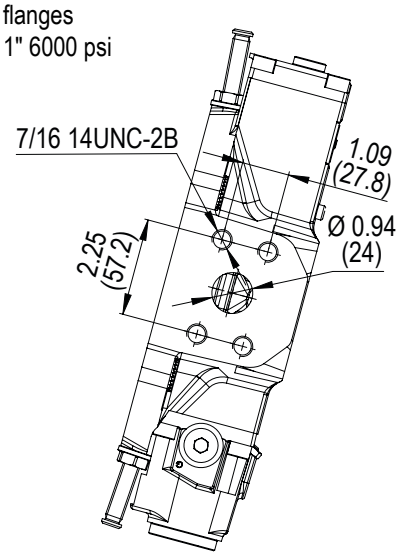
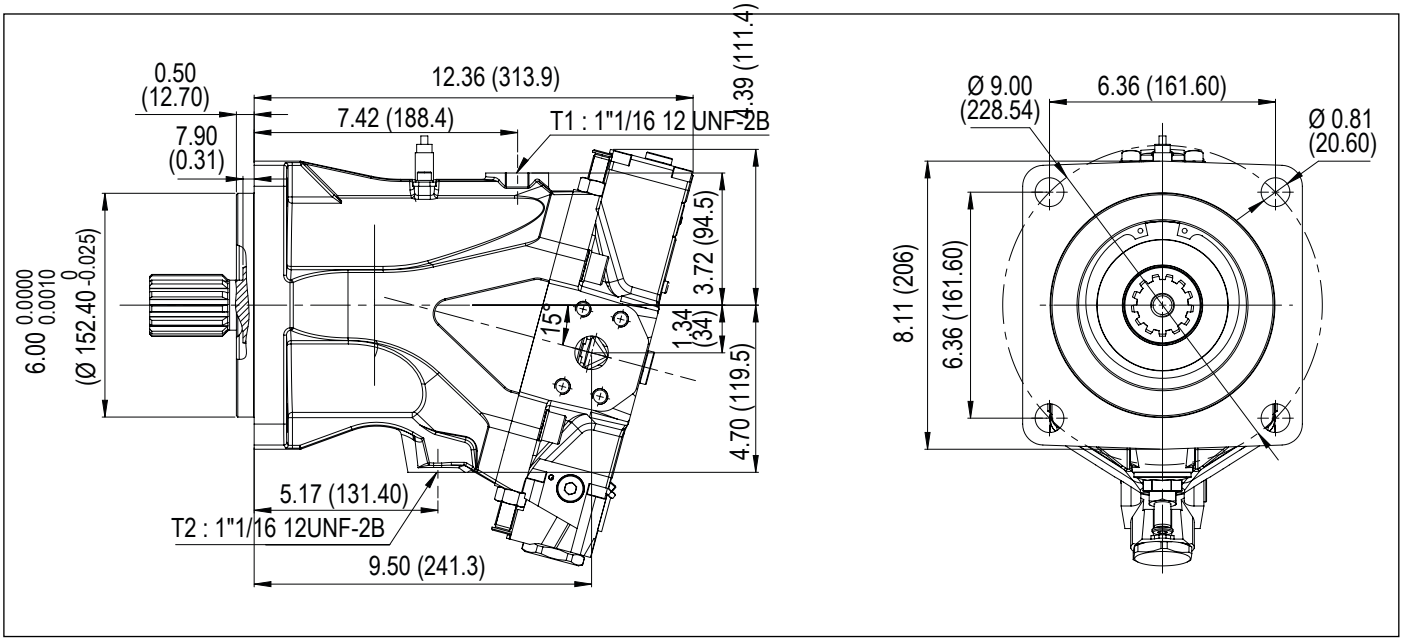


Dimensioni in inches (mm) sono indicati solo come indicazione

MVA 115 (SAE version)



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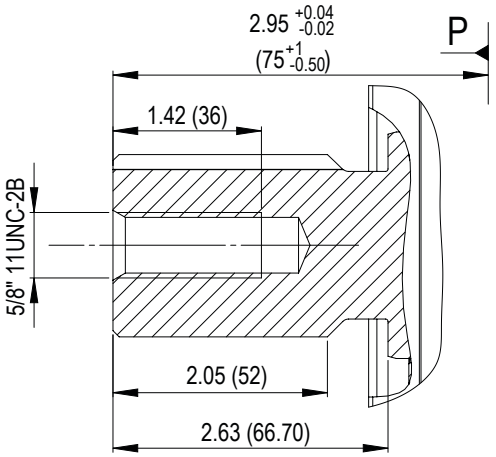

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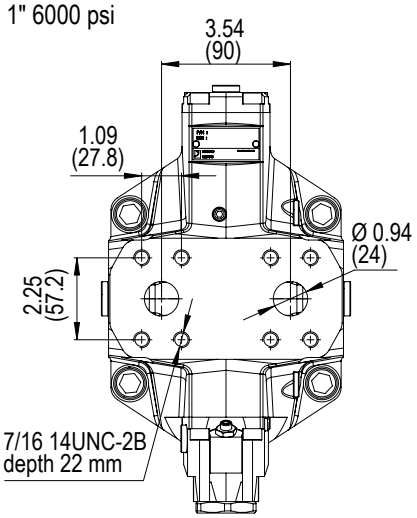

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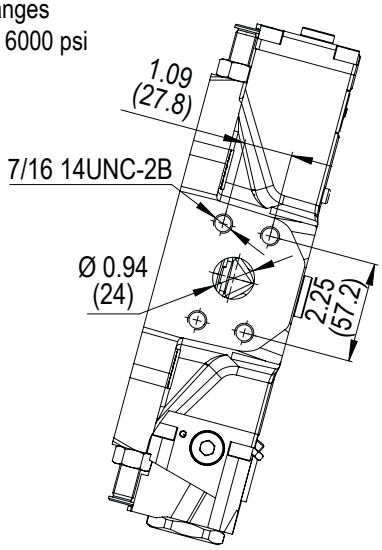

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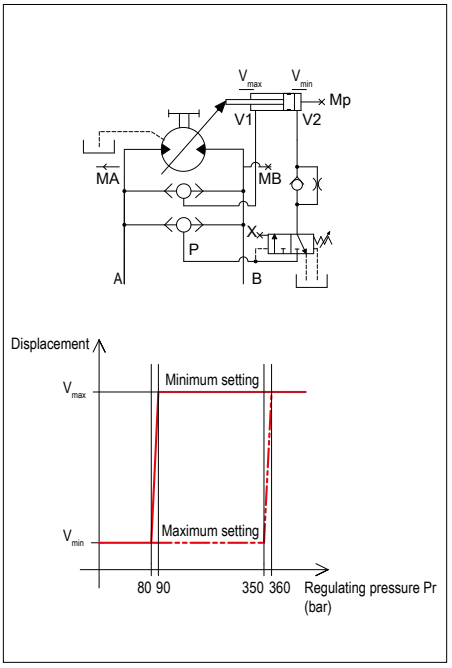
► Displacement settings - code 07

Automatic displacement control, high pressure **HPA**	Two speed hydraulic adjustment of displacement: **H2N**	Two speed electric adjustment of displacement: **E2N**

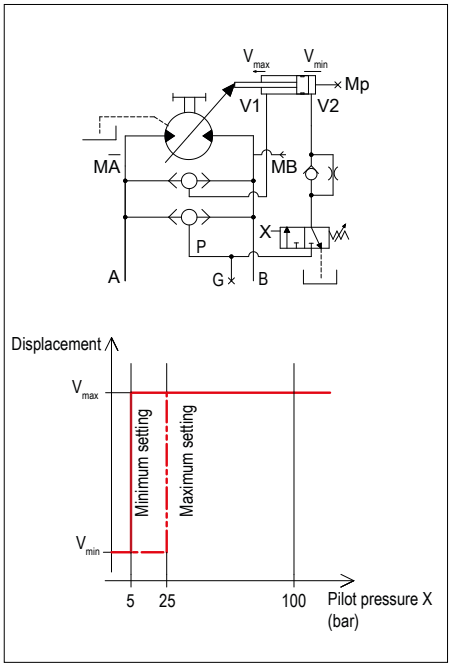


Il controllo di cilindrata automatico, in alta pressione.

Regola automaticamente lo spostamento in funzione del livello di pressione impostato. Questo può essere impostato tra 80 e 350 bar.

Una volta raggiunta la pressione impostata, il motore inizia a cambiare la cilindrata da Vmin a Vmax. La pressione rimane stabile, la coppia aumenta e la velocità diminuisce fino al raggiungimento di Vmax.

Una volta raggiunto Vmax, la pressione del motore può superare la pressione impostata, se necessario.

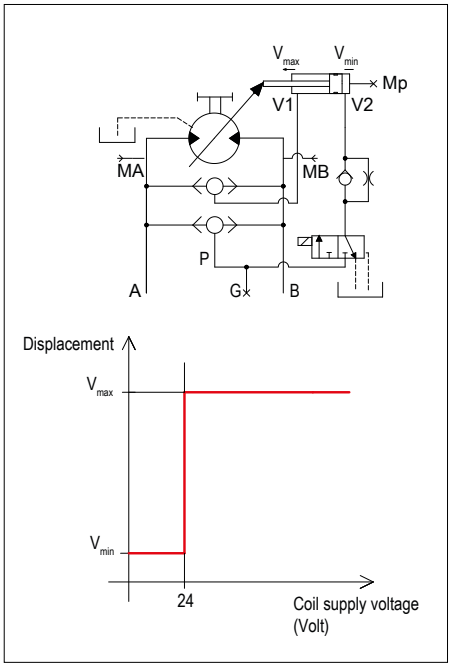


L'impostazione dello spostamento Vmin o Vmax viene eseguita applicando una pressione di pilotaggio esterno o meno.

La pressione del pilota può essere impostata da una vite da 5 a 25 bar.

Una volta raggiunta la pressione di pilotaggio, il motore inizia a cambiare la cilindrata da Vmin a Vmax (configurazione standard).
Da Vmax a Vmin su richiesta.

Nota importante: la linea di pressione pilota X deve essere a scarico quando non pilotata.



L'impostazione dello spostamento Vmin o Vmax viene eseguita applicando o meno una tensione di corrente elettrica esterna tramite un solenoide.

La tensione standard della bobina è di 24 V (12 V su richiesta).

Quando la bobina è attivata, il motore inizia a cambiare la cilindrata da Vmin a Vmax (configurazione standard).

Da Vmax a Vmin su richiesta.

Servizi della SAMER

-Progettazione sistemi con pompe e motori in circuito chiuso e in circuito aperto
-Vendita pompe e motori in circuito chiuso e in circuito aperto
-Installazione e collaudo pompe e motori in circuito chiuso e in circuito aperto
-Riparazione pompe e motori in circuito chiuso e circuito aperto

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