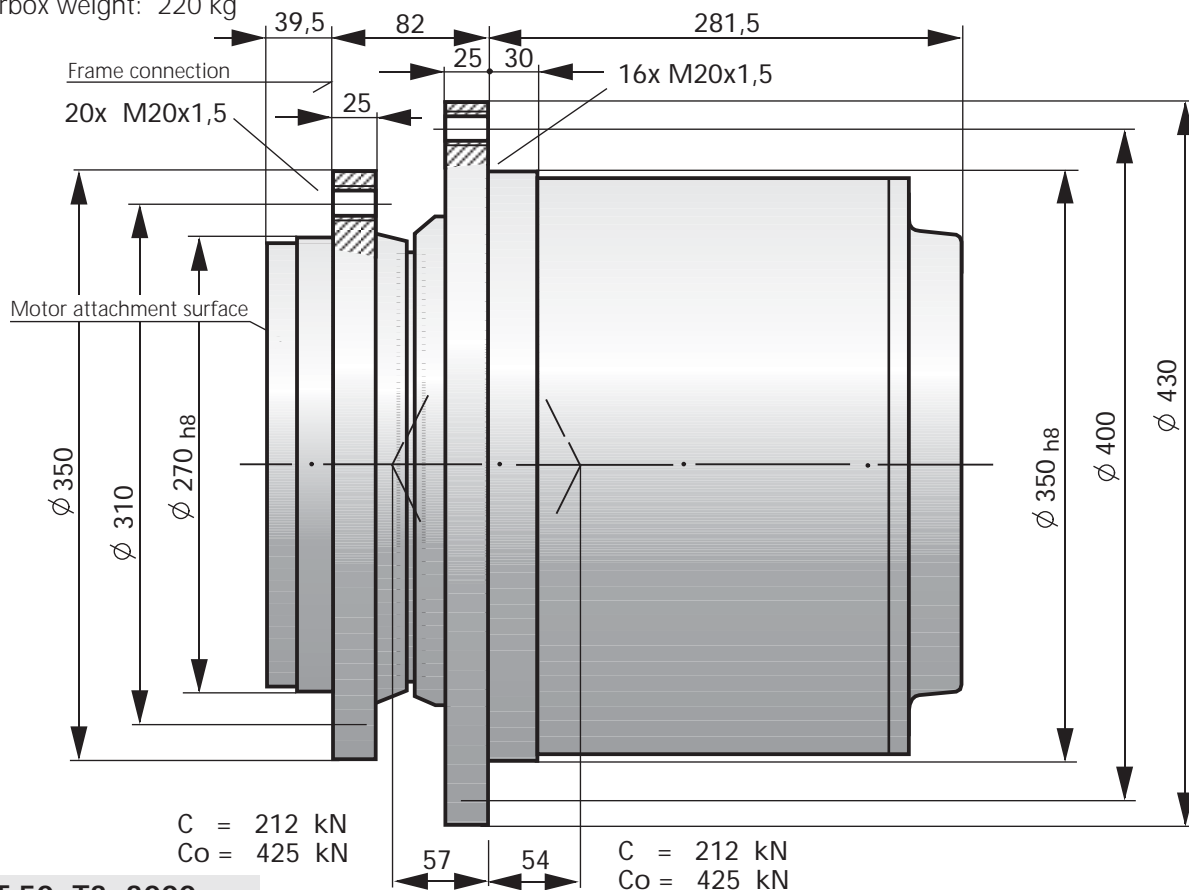


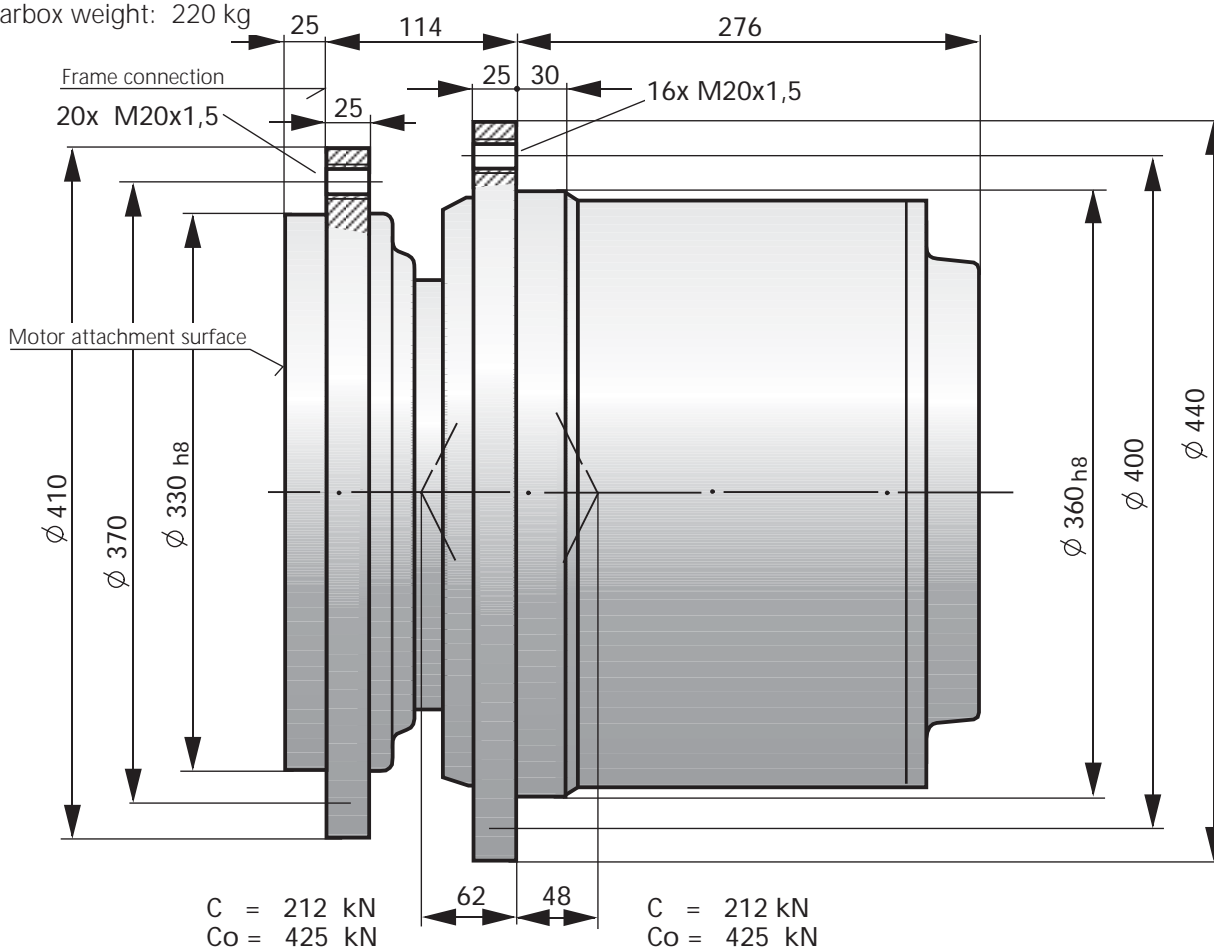
GFT 50 T3 1000

Gearbox weight: 220 kg



GFT 50 T3 3000

Gearbox weight: 220 kg



GFT 50 T3 1000 and 3000 – Technical Data

(theoretical values, without consideration of η_{min} and η_v ; values rounded)

GFT 50 T3 - A6VE 80 / 63W-VAL

Motor weight: 43 kg

| Transmission ratio | i | | 84.2 | 91.1 | 99.8 | 125.7 | 146.4 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g\ max}$ | cm ³ | 80 | 80 | 80 | 80 | 80 |
| | $V_{g\ min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 440 |
| Total displacement | $V_{g\ total}$ | cm ³ /rev. | 6737 | 7289 | 7980 | 10053 | 11711 |
| Motor speed | at $V_{g\ max}$ | n_1 | rpm | 3750 | 3750 | 3750 | 3750 |
| | at $V_g < V_{g\ 1}$ | n_1 | rpm | 3800 | 4100 | 4600 | 5600 |
| | | $V_{g\ 1}$ | cm ³ /rev. | 54 | 54 | 54 | 54 |
| Output speed | at $V_{g\ max}$ | n_2 | rpm | 44.5 | 41.2 | 37.6 | 29.8 |
| | at $V_g < V_{g\ 1}$ | n_2 | rpm | 45.1 | 45.0 | 46.1 | 44.6 |
| Inlet flow rate at n_{max} | $q_{v\ max}$ | l/min | 300 | 300 | 300 | 300 | 300 |
| Differential pressure | Δp | bar | 450 | 431 | 394 | 313 | 269 |
| Motor torque | $T_{1\ max}$ | Nm | 572 | 549 | 501 | 398 | 342 |
| Output torque | $T_{2\ max}$ | Nm | 48201 | 50000 | 50000 | 50000 | 50000 |

GFT 50 T3 - A6VE 107 / 63W-VZU

Motor weight: 53 kg

| Transmission ratio | i | | 84.2 | 91.1 | 99.8 | 125.7 | 146.4 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g\ max}$ | cm ³ | 107 | 107 | 107 | 107 | 107 |
| | $V_{g\ min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 440 |
| Total displacement | $V_{g\ total}$ | cm ³ /rev. | 9010 | 9750 | 10674 | 13446 | 15664 |
| Motor speed | at $V_{g\ max}$ | n_1 | rpm | 3300 | 3300 | 3300 | 3300 |
| | at $V_g < V_{g\ 1}$ | n_1 | rpm | 3800 | 4100 | 4600 | 5000 |
| | | $V_{g\ 1}$ | cm ³ /rev. | 71 | 71 | 71 | 71 |
| Output speed | at $V_{g\ max}$ | n_2 | rpm | 39.2 | 36.2 | 33.1 | 26.3 |
| | at $V_g < V_{g\ 1}$ | n_2 | rpm | 45.1 | 45.0 | 46.1 | 39.8 |
| Inlet flow rate at n_{max} | $q_{v\ max}$ | l/min | 353 | 353 | 353 | 353 | 353 |
| Differential pressure | Δp | bar | 349 | 323 | 295 | 234 | 201 |
| Motor torque | $T_{1\ max}$ | Nm | 594 | 549 | 501 | 398 | 342 |
| Output torque | $T_{2\ max}$ | Nm | 50000 | 50000 | 50000 | 50000 | 50000 |

GFT 50 T3 - A2FE 80 / 61W-VAL

Motor weight: 23 kg

| Transmission ratio | i | | 84.2 | 91.1 | 99.8 | 125.7 | 146.4 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 80.4 | 80.4 | 80.4 | 80.4 | 80.4 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 440 |
| Total displacement | $V_{g\ total}$ | cm ³ /rev. | 6770 | 7326 | 8020 | 10103 | 11770 |
| Motor speed | n_1 | rpm | 3800 | 4100 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 45.1 | 45.0 | 45.1 | 35.8 | 30.7 |
| Inlet flow rate at n_{max} | $q_{v\ max}$ | l/min | 306 | 330 | 360 | 360 | 360 |
| Differential pressure | Δp | bar | 450 | 429 | 392 | 311 | 267 |
| Motor torque | $T_{1\ max}$ | Nm | 575 | 549 | 501 | 398 | 342 |
| Output torque | $T_{2\ max}$ | Nm | 48442 | 50000 | 50000 | 50000 | 50000 |

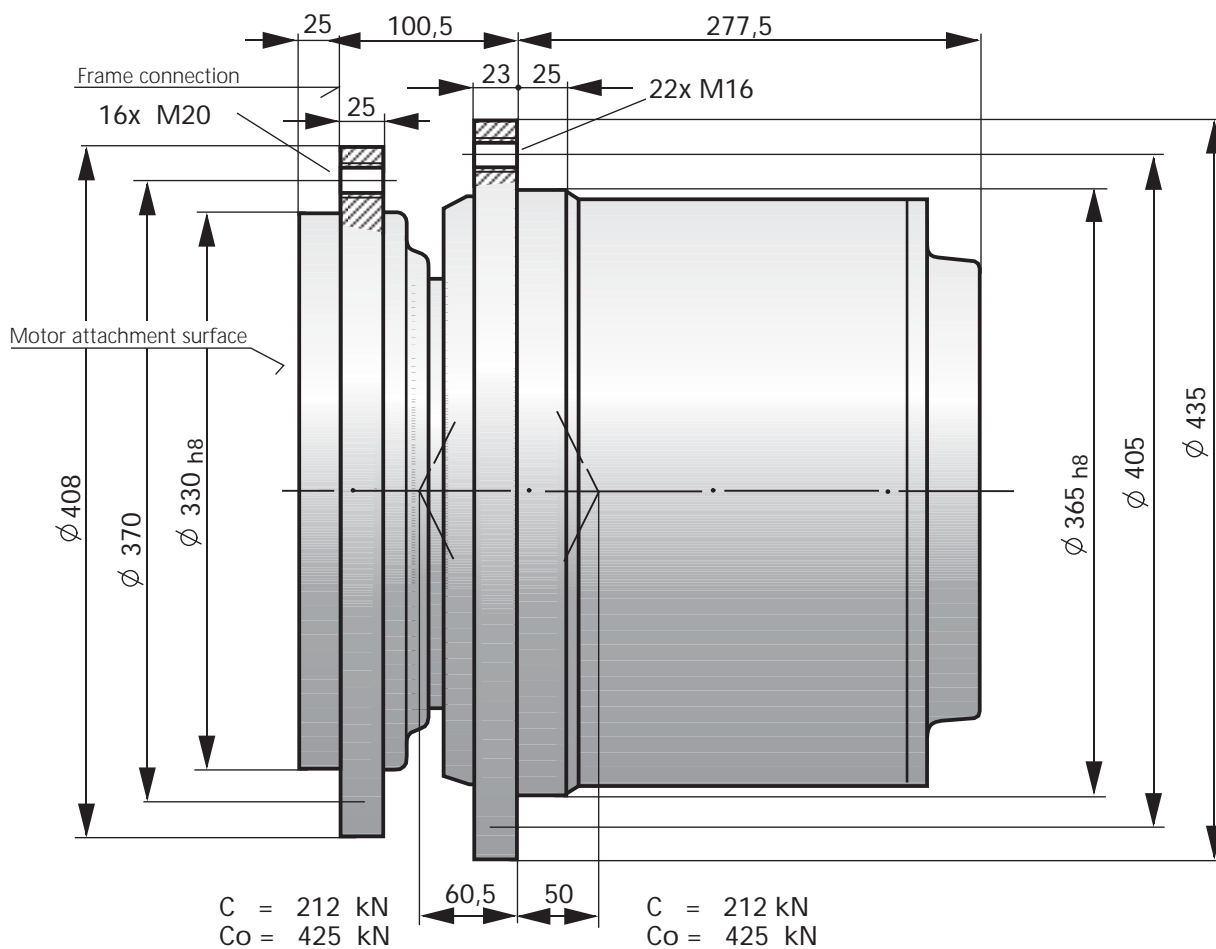
GFT 50 T3 - A2FE 90 / 61W-VAL

Motor weight: 25 kg

| Transmission ratio | i | | 84.2 | 91.1 | 99.8 | 125.7 | 146.4 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 90 | 90 | 90 | 90 | 90 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 440 |
| Total displacement | $V_{g\ total}$ | cm ³ /rev. | 7579 | 8201 | 8978 | 11310 | 13175 |
| Motor speed | n_1 | rpm | 3800 | 4100 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 45.1 | 45.0 | 45.1 | 35.8 | 30.7 |
| Inlet flow rate at n_{max} | $q_{v\ max}$ | l/min | 342 | 369 | 405 | 405 | 405 |
| Differential pressure | Δp | bar | 415 | 383 | 350 | 278 | 239 |
| Motor torque | $T_{1\ max}$ | Nm | 594 | 549 | 501 | 398 | 342 |
| Output torque | $T_{2\ max}$ | Nm | 50000 | 50000 | 50000 | 50000 | 50000 |

GFT 50 T3 9000

Gearbox weight: 220 kg



GFT 50 T3 9000 – Technical Data

(theoretical values, without consideration of η_{min} and η_v ; values rounded)

GFT 50 T3 - A6VE 80 / 63W-VAL

Motor weight: 43 kg

| Transmission ratio | i | | 84.2 | 91.1 | 99.8 | 125.7 | 146.4 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g\ max}$ | cm ³ | 80 | 80 | 80 | 80 | 80 |
| | $V_{g\ min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 440 |
| Total displacement | $V_{g\ total}$ | cm ³ /rev. | 6737 | 7289 | 7980 | 10053 | 11711 |
| Motor speed | at $V_{g\ max}$ | n_1 | rpm | 3750 | 3750 | 3750 | 3750 |
| | at $V_{g} < V_{g\ 1}$ | n_1 | rpm | 3800 | 4100 | 4600 | 5600 |
| Output speed | | $V_{g\ 1}$ | cm ³ /rev. | 54 | 54 | 54 | 54 |
| | at $V_{g\ max}$ | n_2 | rpm | 44.5 | 41.2 | 37.6 | 29.8 |
| | at $V_{g} < V_{g\ 1}$ | n_2 | rpm | 45.1 | 45.0 | 46.1 | 44.6 |
| Inlet flow rate at n_{max} | $q_{v\ max}$ | l/min | 300 | 300 | 300 | 300 | 300 |
| Differential pressure | Δp | bar | 450 | 431 | 394 | 313 | 269 |
| Motor torque | $T_{1\ max}$ | Nm | 572 | 549 | 501 | 398 | 342 |
| Output torque | $T_{2\ max}$ | Nm | 48201 | 50000 | 50000 | 50000 | 50000 |

GFT 50 T3 - A6VE 107 / 63W-VZU

Motor weight: 53 kg

| Transmission ratio | i | | 84.2 | 91.1 | 99.8 | 125.7 | 146.4 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g\ max}$ | cm ³ | 107 | 107 | 107 | 107 | 107 |
| | $V_{g\ min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 440 |
| Total displacement | $V_{g\ total}$ | cm ³ /rev. | 9010 | 9750 | 10674 | 13446 | 15664 |
| Motor speed | at $V_{g\ max}$ | n_1 | rpm | 3300 | 3300 | 3300 | 3300 |
| | at $V_{g} < V_{g\ 1}$ | n_1 | rpm | 3800 | 4100 | 4600 | 5000 |
| Output speed | | $V_{g\ 1}$ | cm ³ /rev. | 71 | 71 | 71 | 71 |
| | at $V_{g\ max}$ | n_2 | rpm | 39.2 | 36.2 | 33.1 | 26.3 |
| | at $V_{g} < V_{g\ 1}$ | n_2 | rpm | 45.1 | 45.0 | 46.1 | 39.8 |
| Inlet flow rate at n_{max} | $q_{v\ max}$ | l/min | 353 | 353 | 353 | 353 | 353 |
| Differential pressure | Δp | bar | 349 | 323 | 295 | 234 | 201 |
| Motor torque | $T_{1\ max}$ | Nm | 594 | 549 | 501 | 398 | 342 |
| Output torque | $T_{2\ max}$ | Nm | 50000 | 50000 | 50000 | 50000 | 50000 |

GFT 50 T3 - A2FE 80 / 61W-VAL

Motor weight: 23 kg

| Transmission ratio | i | | 84.2 | 91.1 | 99.8 | 125.7 | 146.4 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 80.4 | 80.4 | 80.4 | 80.4 | 80.4 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 440 |
| Total displacement | $V_{g\ total}$ | cm ³ /rev. | 6770 | 7326 | 8020 | 10103 | 11770 |
| Motor speed | n_1 | rpm | 3800 | 4100 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 45.1 | 45.0 | 45.1 | 35.8 | 30.7 |
| Inlet flow rate at n_{max} | $q_{v\ max}$ | l/min | 306 | 330 | 360 | 360 | 360 |
| Differential pressure | Δp | bar | 450 | 429 | 392 | 311 | 267 |
| Motor torque | $T_{1\ max}$ | Nm | 575 | 549 | 501 | 398 | 342 |
| Output torque | $T_{2\ max}$ | Nm | 48442 | 50000 | 50000 | 50000 | 50000 |

GFT 50 T3 - A2FE 90 / 61W-VAL

Motor weight: 25 kg

| Transmission ratio | i | | 84.2 | 91.1 | 99.8 | 125.7 | 146.4 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 90 | 90 | 90 | 90 | 90 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 440 |
| Total displacement | $V_{g\ total}$ | cm ³ /rev. | 7579 | 8201 | 8978 | 11310 | 13175 |
| Motor speed | n_1 | rpm | 3800 | 4100 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 45.1 | 45.0 | 45.1 | 35.8 | 30.7 |
| Inlet flow rate at n_{max} | $q_{v\ max}$ | l/min | 342 | 369 | 405 | 405 | 405 |
| Differential pressure | Δp | bar | 415 | 383 | 350 | 278 | 239 |
| Motor torque | $T_{1\ max}$ | Nm | 594 | 549 | 501 | 398 | 342 |
| Output torque | $T_{2\ max}$ | Nm | 50000 | 50000 | 50000 | 50000 | 50000 |