Motor de Pistões Radiais V JMDG

Baixa rotação e alto torque

Introdução

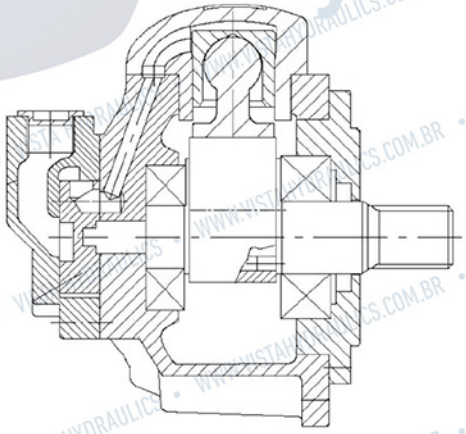
São motores de baixa rotação e altíssimo torque e que podem ser aplicados em várias áreas que exigem estas características. Podem ser aplicados nas áreas de petróleo, química, perfuratriz, construção, guinchos hidráulicos, transmissões e especialmente na injeção de plásticos e moldes, etc.

Características

- Baixo nível sonoro
- Alto torque de partida (alta eficiência mecânica – acima de 90%), boa estabilidade a baixíssima rotação.
- Alto rendimento volumétrico.
- Alto rendimento mecanico.
- Duplo sentido de rotação.
- Suporta grandes esforços radiais e axiais.
- Alta relação entre peso/potencia.
- Transforma a energia hidráulica em energia mecânica (movimento).

Princípio de funcionamento

O óleo entra no cilindro sobre o pistão em alta pressão, empurrando-o para baixo.
O pistão está montado no virabrequim e o faz girar, juntamente com o fluido. Quando pistão caminha para a sua posição mais baixa, o cilindro é preenchido totalmente e ao subir envia-o pelo outro pórtico ao tanque ou válvula.
Dependendo do motor possui 5 ou 7 cilindros e todos trabalham um a um fazendo com que o virabrequim funcione continuamente enquanto há fluxo de fluido.
Se mudar o pórtico de entrada do fluido, o motor funcionará da mesma forma e no sentido oposto, ou seja, é bi-direcional.



Solicite pelo código

V JMDG					
1	2	3	4	5	6

1. Motor de pistões radias – Família

2. Série do Motor

3. Cilindrada – tamanho teórico

4. Eixo

A - Eixo estriado – padrão

B - Eixo cilindrico – padrão

I – Estriado interno (fêmea) – padrão

T – Mesmas dimensões dos motores Intermot – Italia

5. Distribuidor

1) Código do distribuidor padrão nas diferentes séries

2) Código do distribuidor especial

6. Sentido de rotação – visto pelo eixo do motor

R – Direita

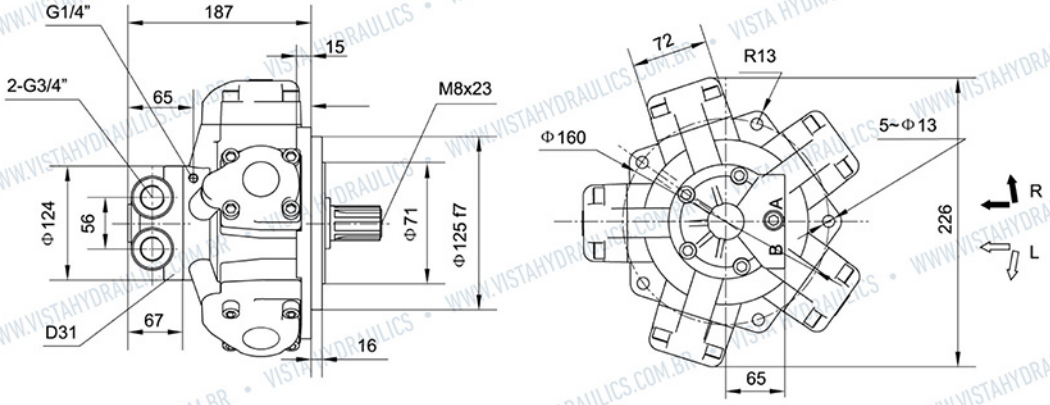
L – Esquerda

Nota!
Necessário o código completo quando na colocação do pedido.

Dados Técnicos

Tipo	Deslocamento (cm³/rev)	Pressão (Bar)		Torque (N.m)		Faixa de rotação (r/min)	Potência Máxima (Kw)	Peso (Kg)
		Pressão de pico	Pressão contínua	Máximo	Teórico (N.m/Mpa)			
V JMDG1-50	56	32	25	207	8.2	15-1250	16	23
V JMDG1-63	64	32	25	237	9.5	15-1250	16	23
V JMDG1-80	78	32	25	300	12	15-1000	16	23
V JMDG1-100	96	32	25	355	14	15-1000	16	23
V JMDG1-125	126	25	20	380	19	15-1000	16	23
V JMDG1-160	159	25	20	472	23	15-1000	16	23
V JMDG2-100	113	32	25	420	18	10-1250	25	28
V JMDG2-150	157	32	25	581	25	10-1000	25	28
V JMDG2-175	176	25	20	532	27	10-1000	25	28
V JMDG2-200	201	25	20	600	32	8-800	25	28
V JMDG2-250	254	20	16	607	38	8-630	25	28
V JMDG2-280	271	20	16	642	40	8-630	25	28
V JMDG3-200	199	32	25	736	29	8-630	37	36
V JMDG3-250	254	32	25	949	40	8-630	40	36
V JMDG3-300	289	25	20	864	46	6-500	40	36
V JMDG3-350	351	25	20	1040	55	6-400	40	36
V JMDG3-400	397	20	16	949	63	6-400	40	36
V JMDG6-400	397	32	25	1483	63	5-630	60	65
V JMDG6-450	452	32	25	1638	72	5-630	63	65
V JMDG6-500	491	25	20	1463	78	5-500	62	65
V JMDG6-600	594	25	20	1775	94	4-500	65	65
V JMDG6-700	683	20	16	1633	103	4-400	65	65
V JMDG6-750	754	20	16	1785	112	4-320	65	65
V JMDG8-600	617	32	25	2282	91	4-500	70	71
V JMDG8-700	710	32	25	2626	105	4-400	70	71
V JMDG8-800	810	25	20	2396	120	4-400	65	71
V JMDG8-900	889	25	20	2629	131	3-350	65	71
V JMDG8-1000	1000	20	16	2366	148	3-300	65	71
V JMDG11-700	714	32	25	2667	114	4-400	80	90
V JMDG11-800	782	32	25	2959	120	4-400	80	90
V JMDG11-1000	995	25	20	2974	158	3-320	85	90
V JMDG11-1100	1116	25	20	3336	177	3-320	85	90
V JMDG11-1200	1175	25	20	3512	187	3-320	85	90
V JMDG11-1300	1296	20	16	3080	206	3-250	80	90
V JMDG16-1400	1375	32	25	5138	210	2-400	100	160
V JMDG16-1600	1648	32	25	6158	262	2-320	110	160
V JMDG16-1800	1814	25	20	5433	283	2-320	110	160
V JMDG16-2000	2034	25	20	6030	323	2-250	110	160
V JMDG16-2400	2412	20	16	5763	384	2-250	97	160
V JMDG31-2500	2550	32	25	9523	405	1-200	150	325
V JMDG31-2800	2826	32	25	10559	443	1-200	150	325
V JMDG31-3000	3050	25	20	9135	485	1-200	140	325
V JMDG31-3150	3142	25	20	9392	500	1-200	140	325
V JMDG31-3500	3419	25	20	10220	544	1-200	140	325
V JMDG31-4000	4170	25	20	12481	665	1-160	130	325
V JMDG31-5000	5190	20	16	12387	825	1-160	130	325
V JMDG71-4600	4617	25	20	13624	735	1-150	145	415
V JMDG71-5400	5459	25	20	16168	869	1-125	145	415
V JMDG71-6300	6361	20	16	16050	1000	1-120	145	415
V JMDG100-6300	6133	32	25	22916	975	0.5-125	168	700
V JMDG100-8000	7693	32	25	28744	1223	0.5-125	168	700
V JMDG100-10000	10688	25	20	31942	1699	0.3-100	200	700
V JMDG160-12500	13335	25	20	39433	1972	0.3-80	220	1000
V JMDG160-16000	16040	20	16	37948	2554	0.3-63	220	1000

Dimensões - V JMDG1



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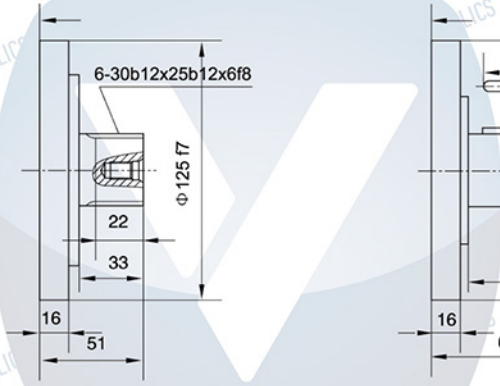

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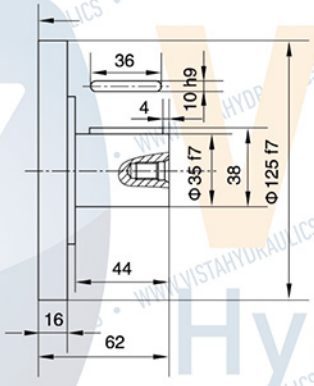

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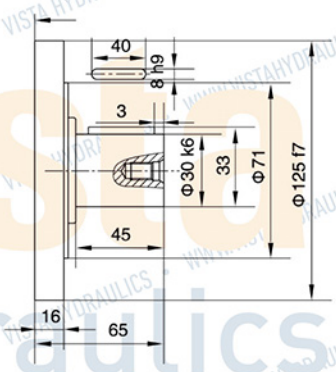

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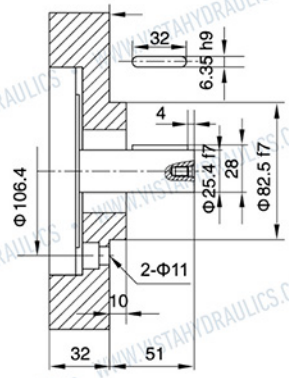

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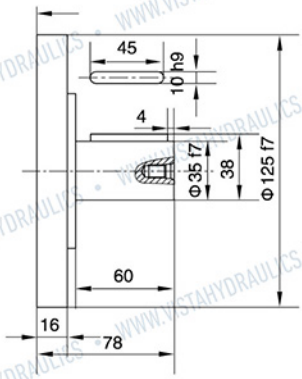

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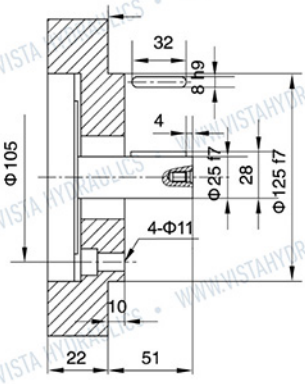
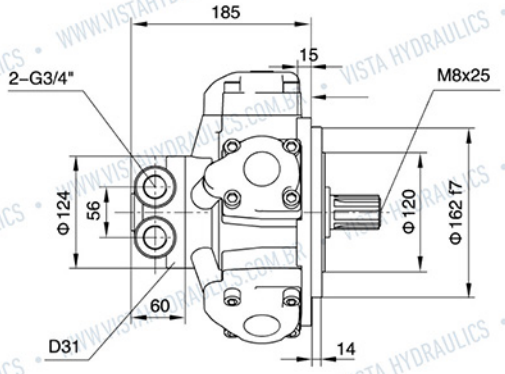
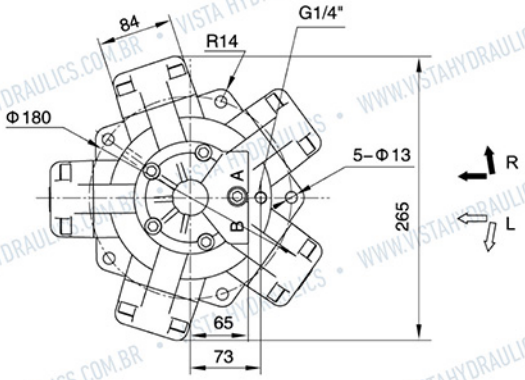


Dimensões - V JMDG2





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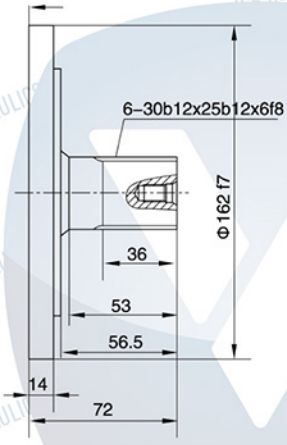

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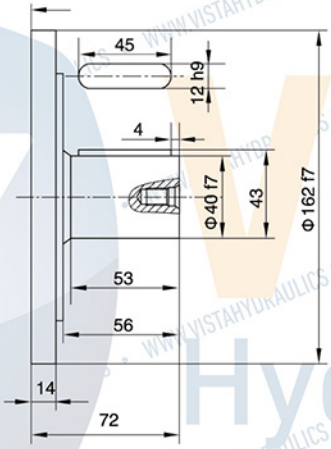

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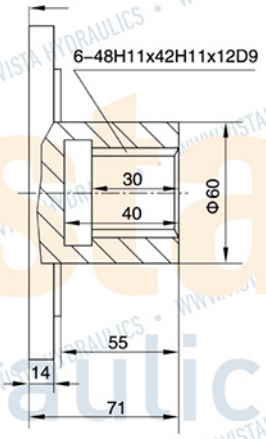

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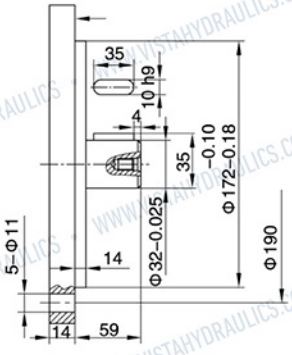

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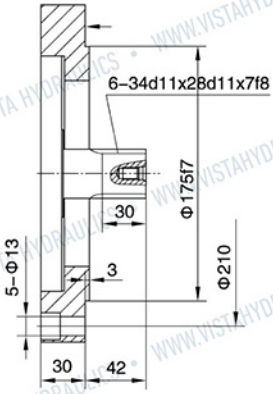

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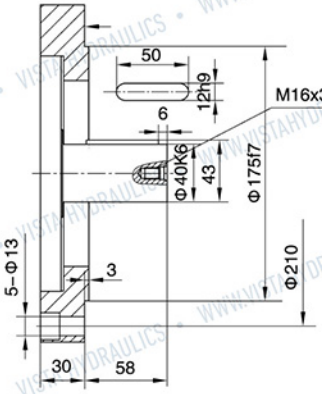
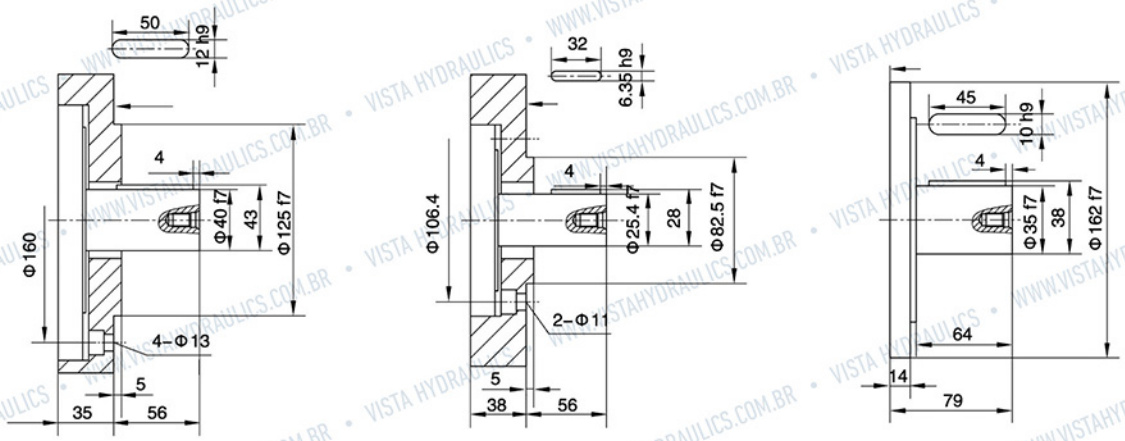
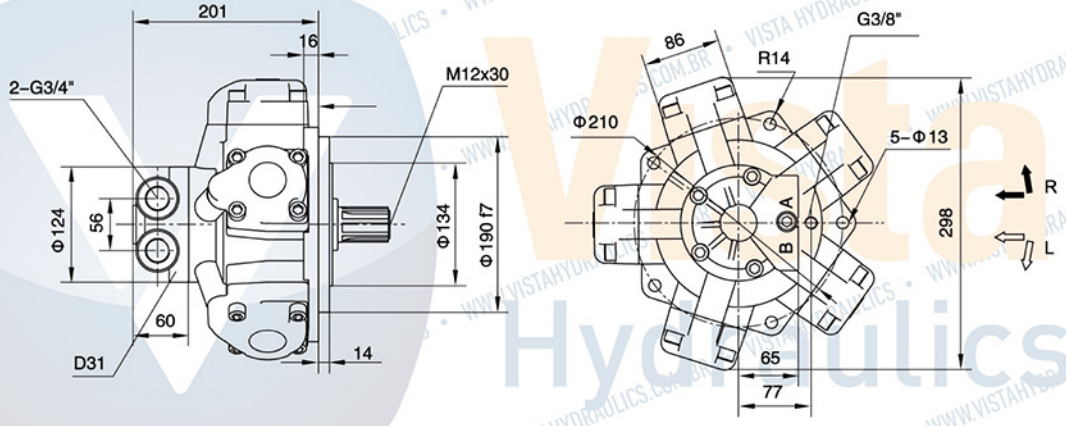
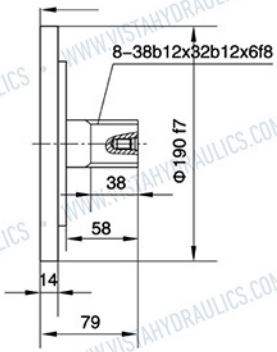




Dimensões - V JMDG3



V JMDG3-**A



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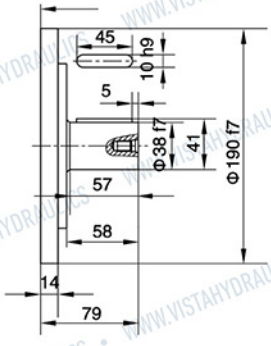

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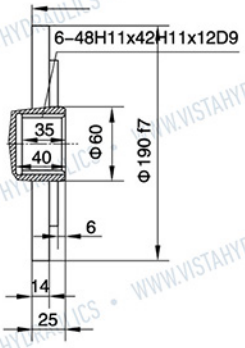

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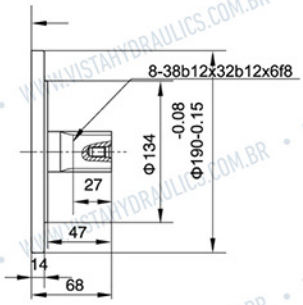

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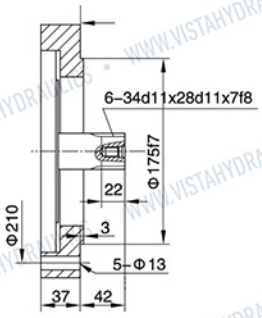

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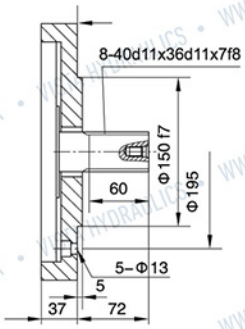

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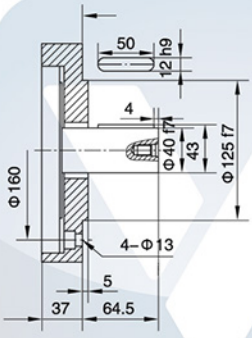

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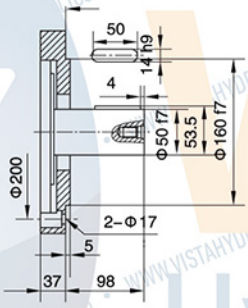

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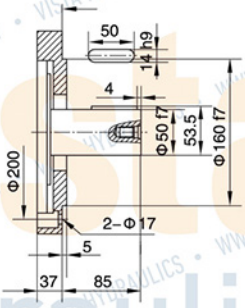
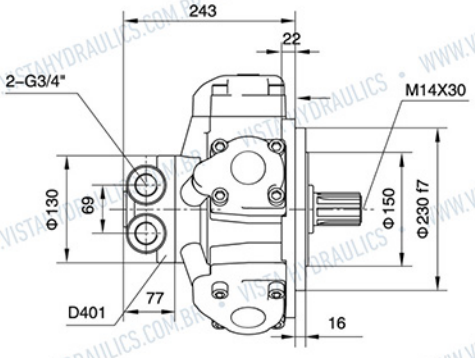
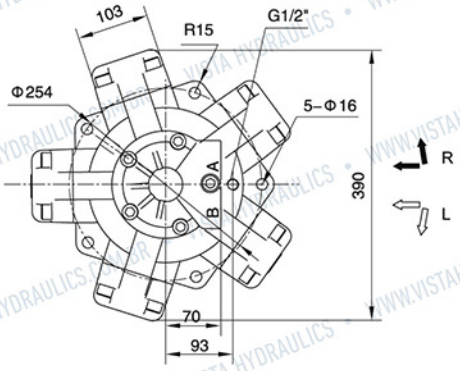
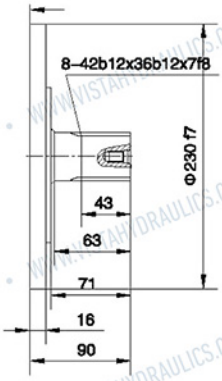


Dimensões - V JMDG6





V JMDG6-**A



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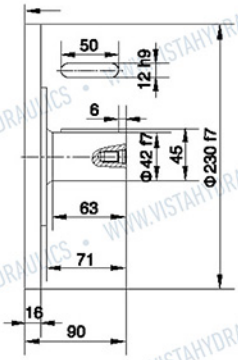

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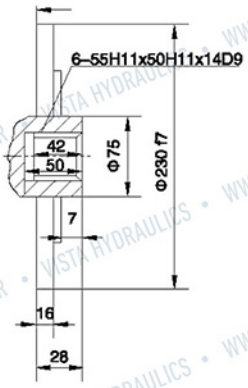

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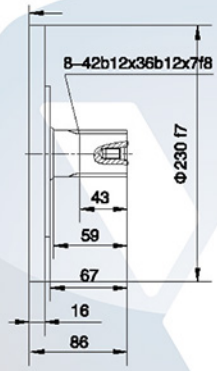

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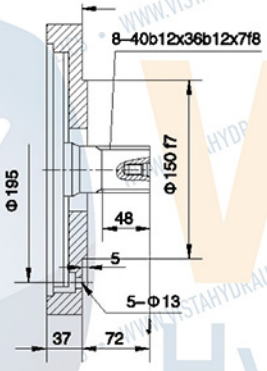

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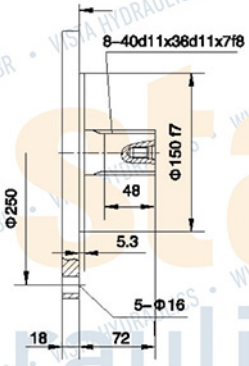

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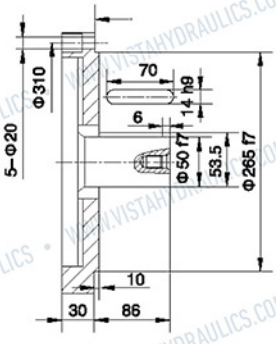

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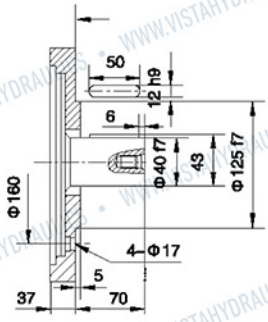

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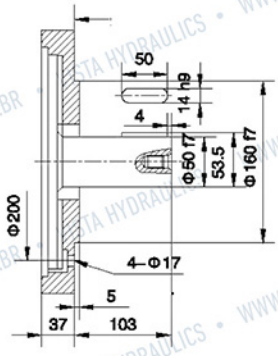
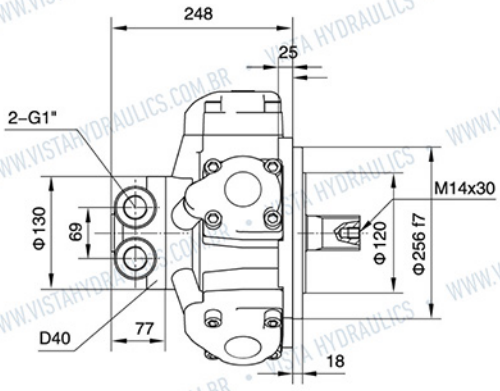
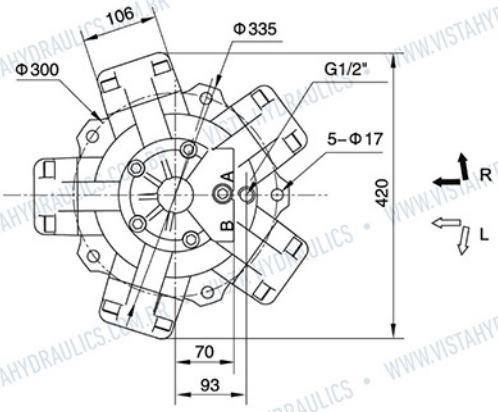


Dimensões - V JMDG8





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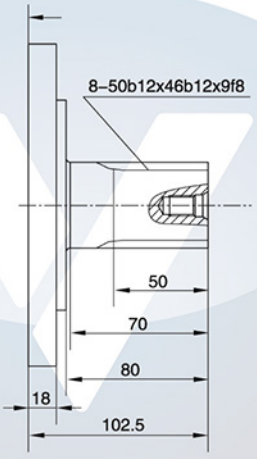
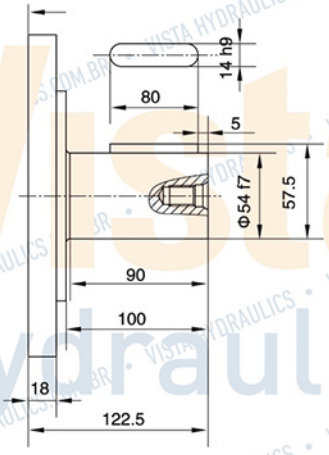
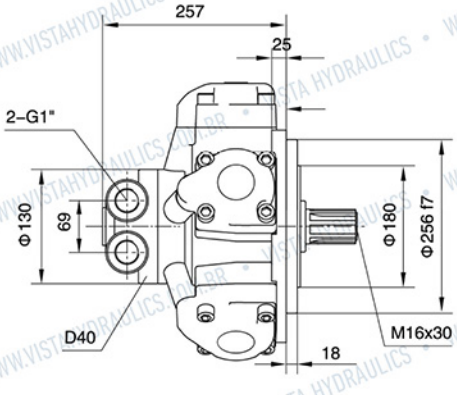
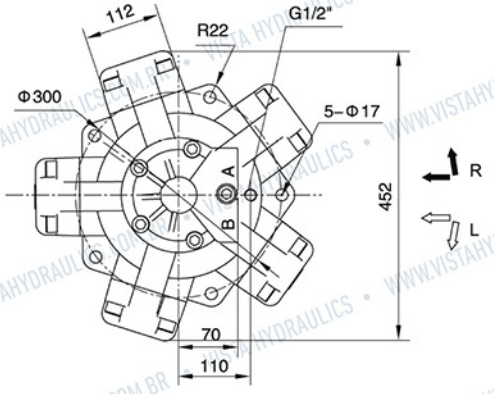


JMDG8-**B

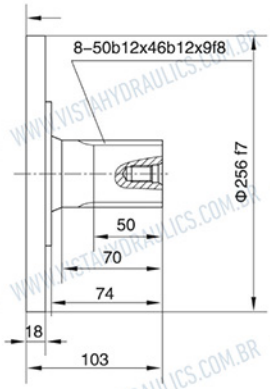


Dimensões - V JMDG11

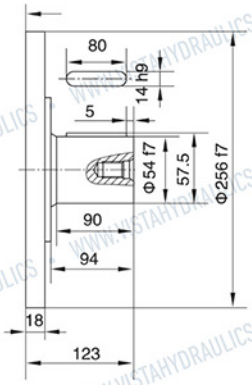




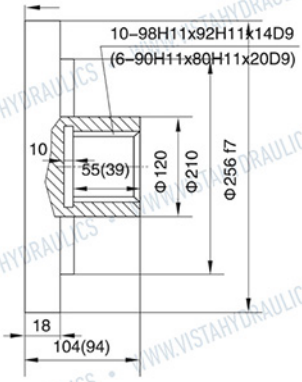
V JMDG11-**A



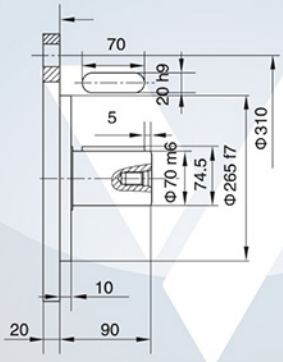
V JMDG11-**B



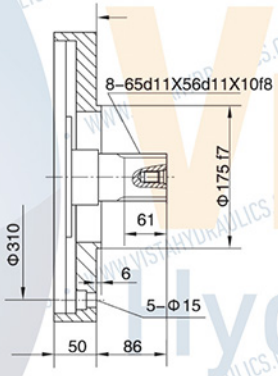
V JMDG11-**I32(I21)



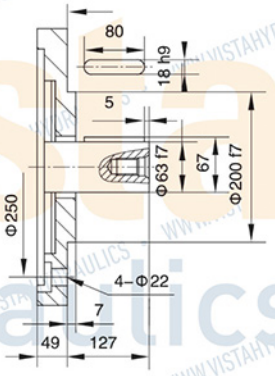
V JMDG11-**S48



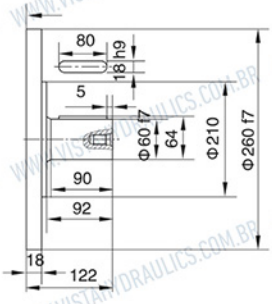
V JMDG11-**SL4



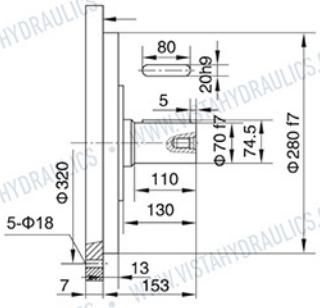
V JMDG11-**B2



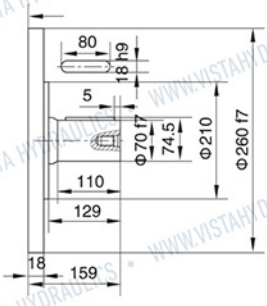
V JMDG11-**B3



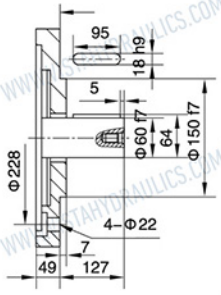
V JMDG11-**B4



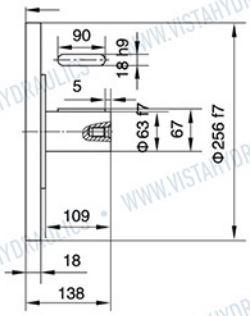
V JMDG11-**B43



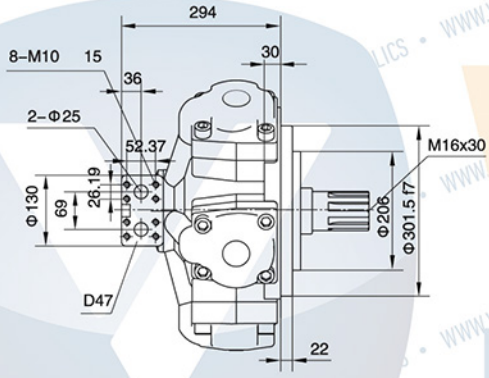
V JMDG11-**B5

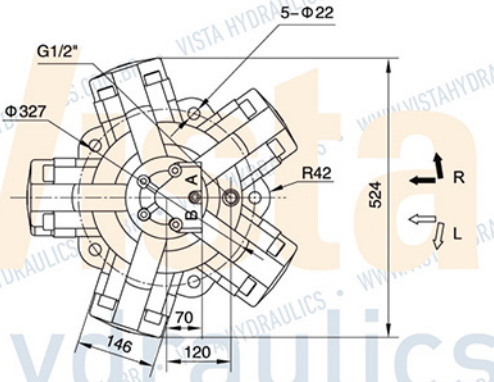


V JMDG11-**D

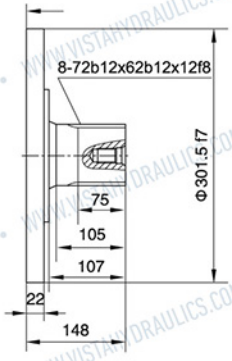


Dimensões - V JMDG16

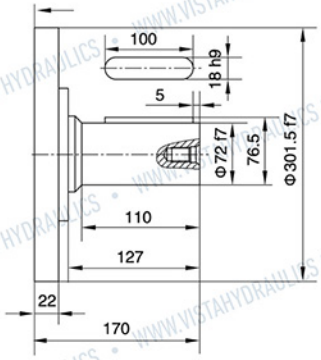




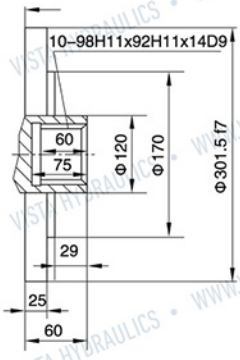
V JMDG16-**A



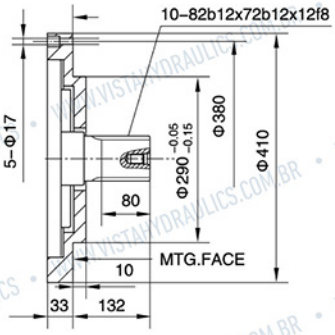
V JMDG16-**B



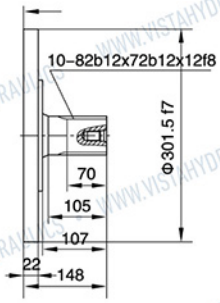
V JMDG16-**I



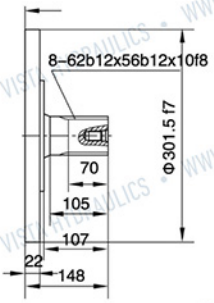
V JMDG16-**TC50



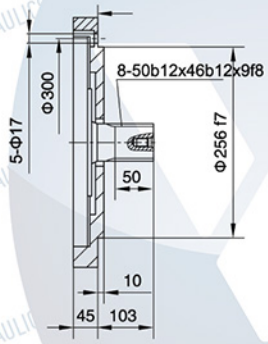
V JMDG16-**A1



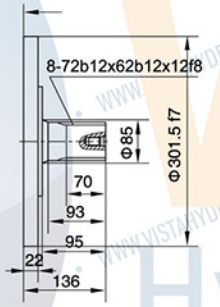
V JMDG16-**A2



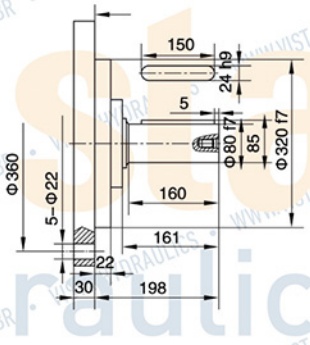
V JMDG16-**A3



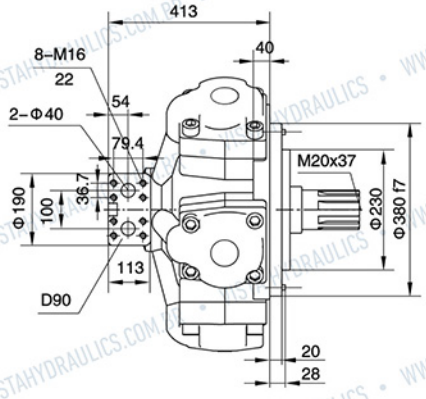
V JMDG16-**A4

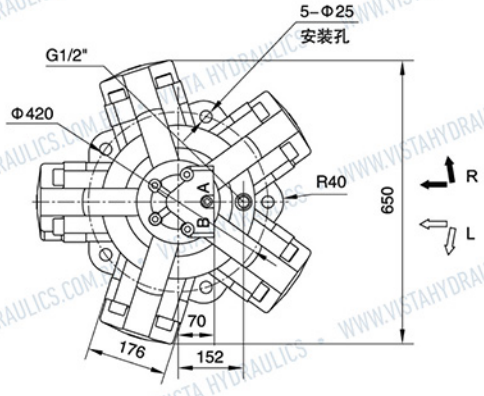


V JMDG16-**B2

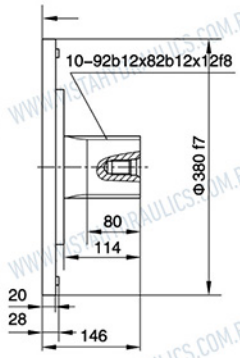


Dimensões - V JMDG31

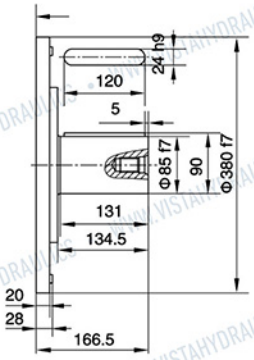




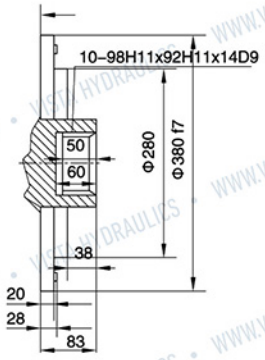
V JMDG31-**A



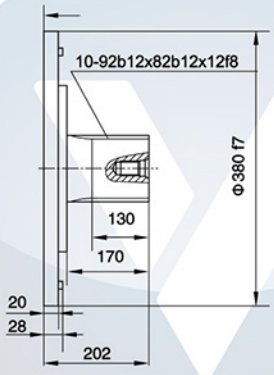
V JMDG31-**B



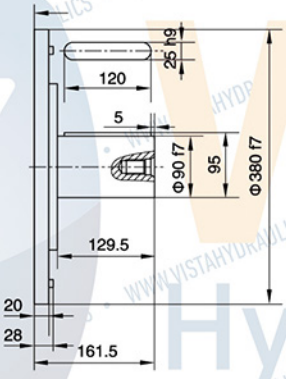
V JMDG31-**I



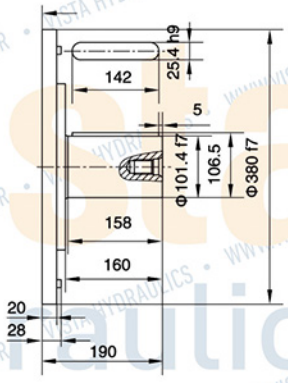
V JMDG31-**A1



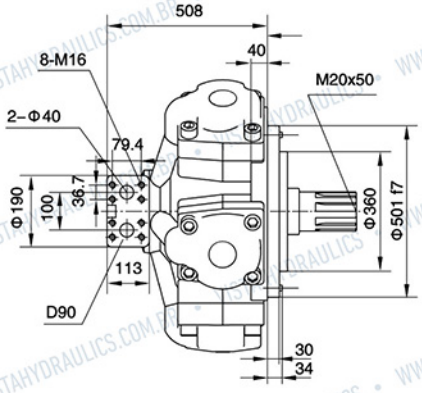
V JMDG31-**B2

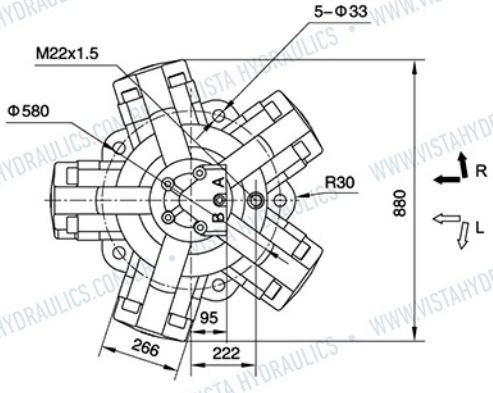


V JMDG31-**B3

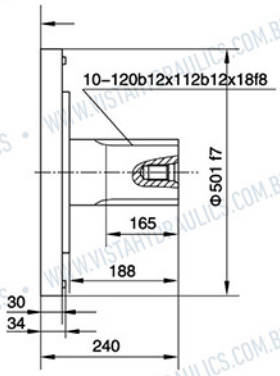


Dimensões - V JMDG100

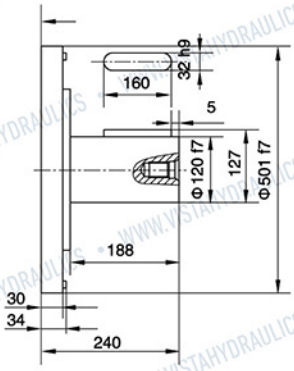




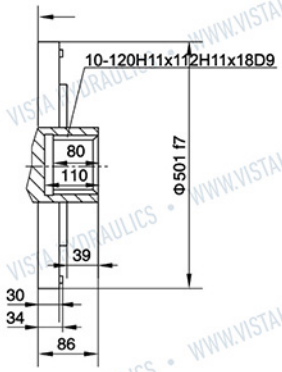
V JMDG100-**A



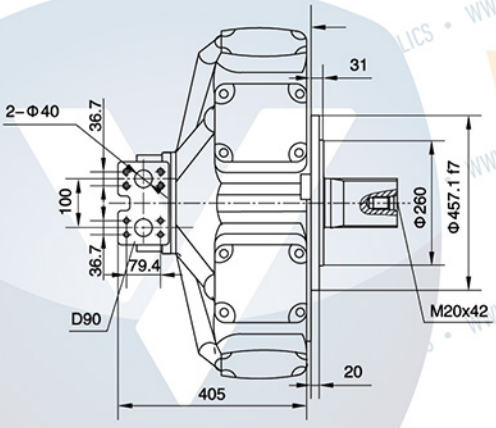
V JMDG100-**B

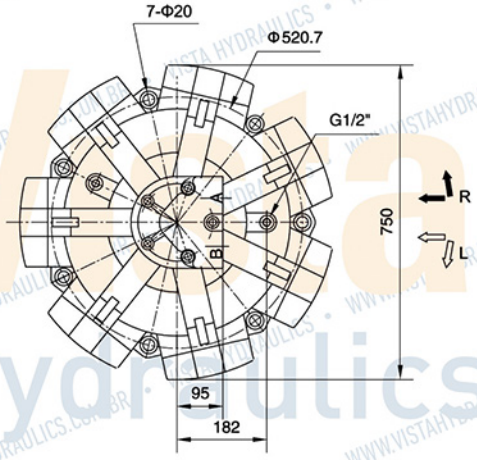


V JMDG100-**I

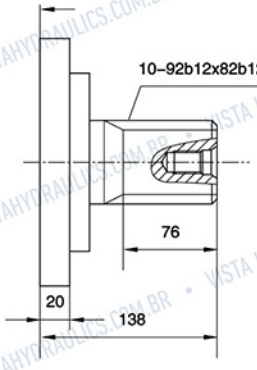


Dimensões - V JMDG71

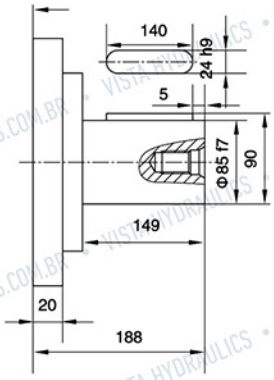




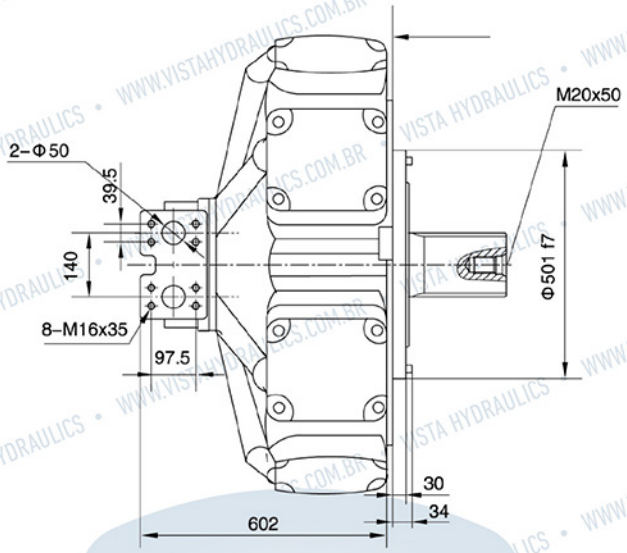
V JMDG71-**A

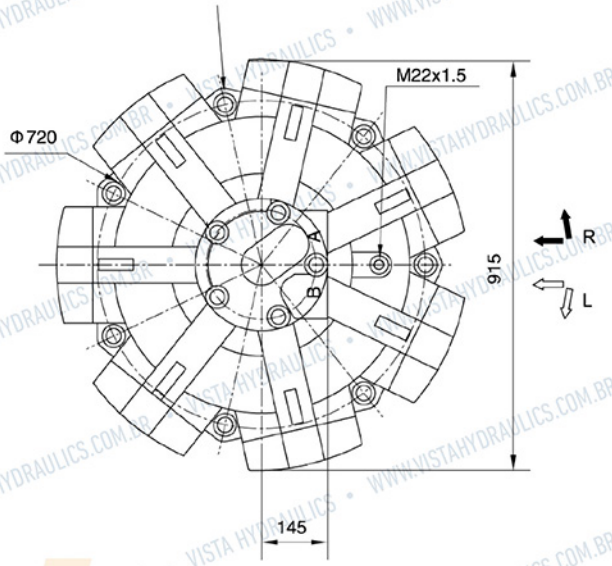


V JMDG71-**B

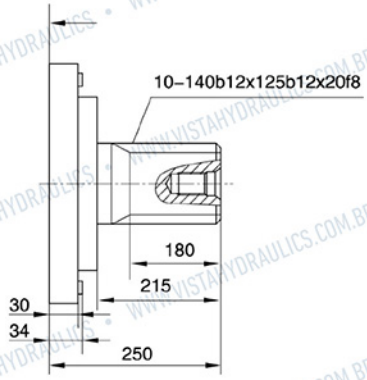


Dimensões - V JMDG160

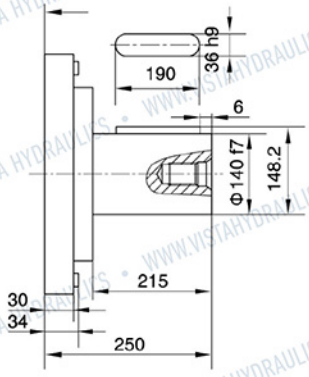




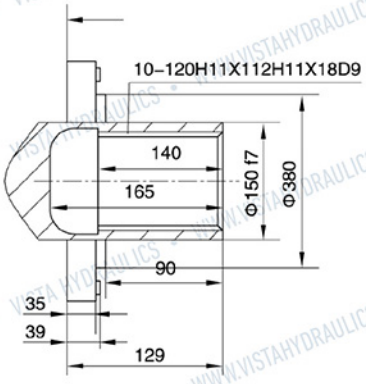
V JMDG160-**A



V JMDG160-**B

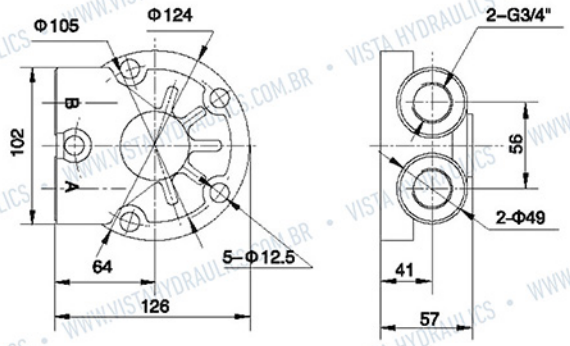


V JMDG160-**I



Dimensões

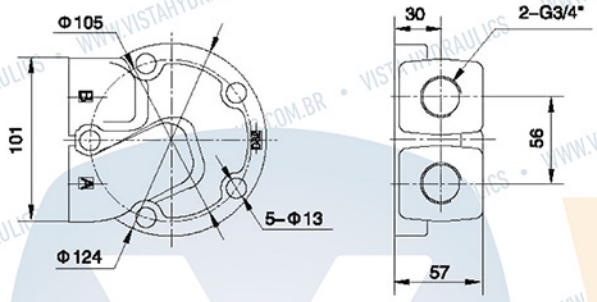
Pórticos A e B do motor.



D31

D31 – Roscas de ¾" nos Pórticos para as séries JMDG1, JMDG2 e JMDG3

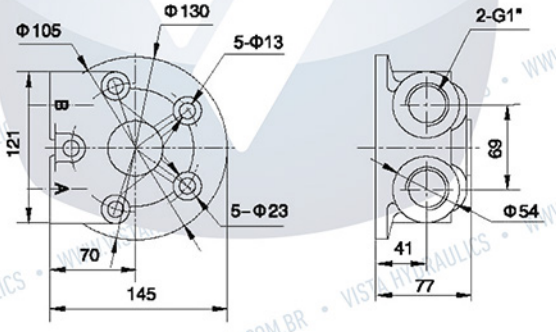
D310 – Rosca de 1" nos Pórticos para as séries JMDG1, JMDG2 e JMDG3



D32

D32 – Roscas de ¾" nos Pórticos para as séries JMDG2 e JMDG3

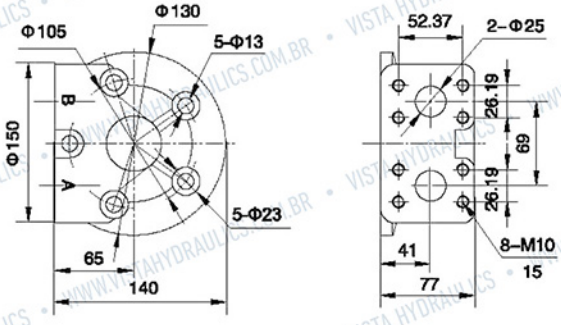
D320 – Roscas de 1" nos Pórticos para as séries JMDG2 e JMDG3



D40

D40 – Roscas de 1" nos Pórticos para as séries JMDG6, JMDG11 e JMDG16

D401 – Roscas de 3/4" nos Pórticos para as séries JMDG6, JMDG11 e JMDG16

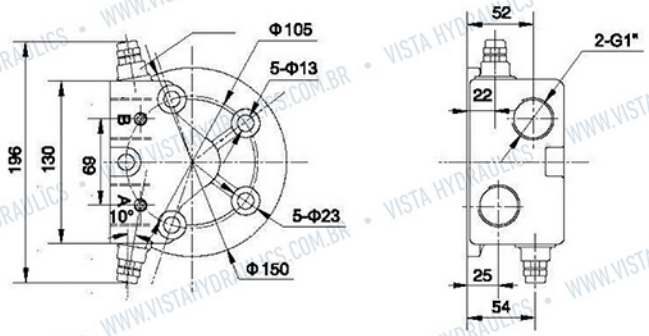


D47

D47 – Flange com Φ 25mm para as séries JMDG6, JMDG11 e JMDG16

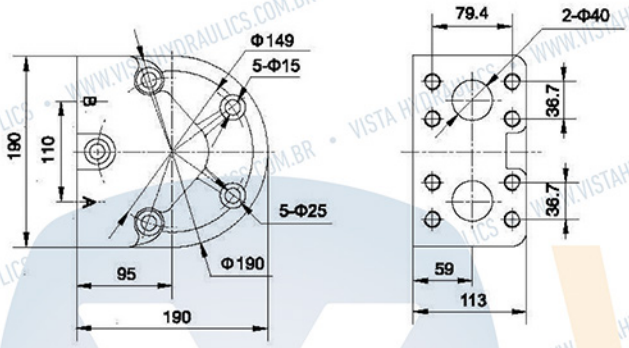
Dimensões

Pórticos A e B do motor.



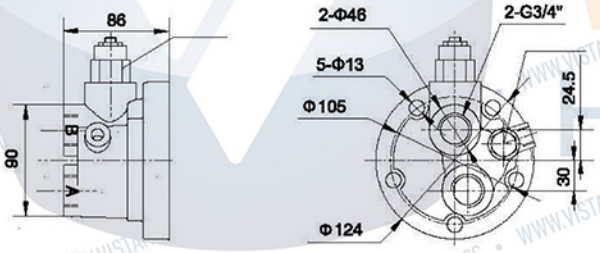
D48

Roscas de 1" nos pórticos e válvula dupla de segurança para as séries JMDG6, JMDG11 e JMDG16



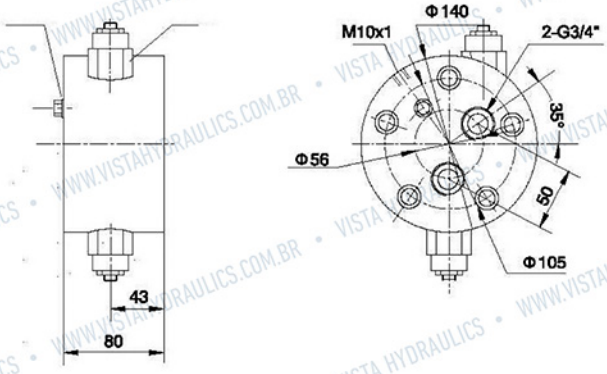
D90

D90 – Flange com Φ 40mm para as séries JMDG71, JMDG11, JMDG16, JMDG31 e JMDG100



D501

D501 – Roscas de ¾" nos Pórticos com válvulas alternativa (e/ou) e uma (01) contrabalanço para as séries JMDG1, JMDG2 e JMDG3

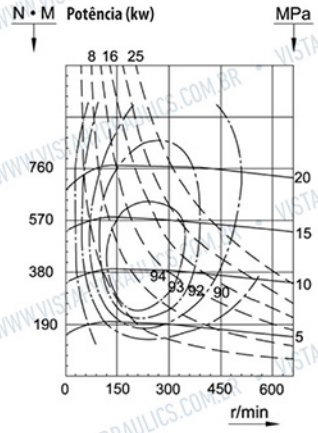


D502

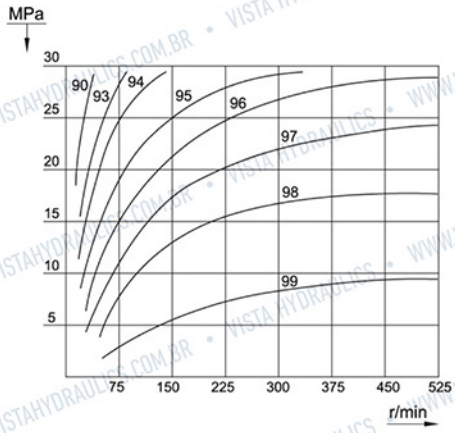
D502 – Roscas de ¾" nos Pórticos com válvulas alternativa (e/ou) e duas (02) contrabalanço para as séries JMDG1, JMDG2 e JMDG3

Dimensões

Diagramas de Performances

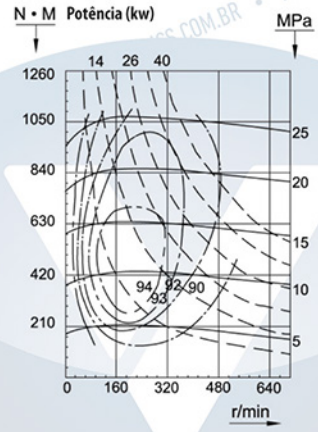


CARACTERÍSTICAS DE SAÍDA



RENDIMENTO VOLUMÉTRICO (%)

V JMDG2-250



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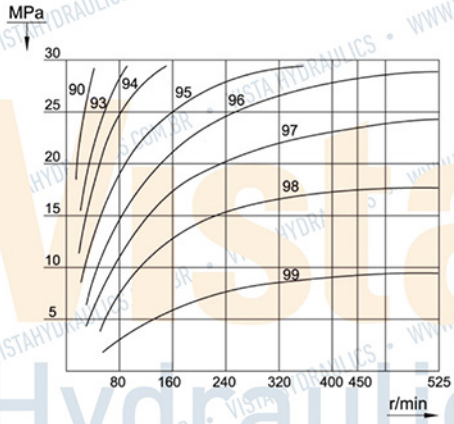
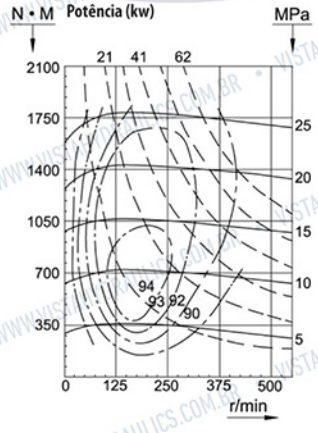


RENDIMENTO VOLUMÉTRICO (%)

V JMDG3-300



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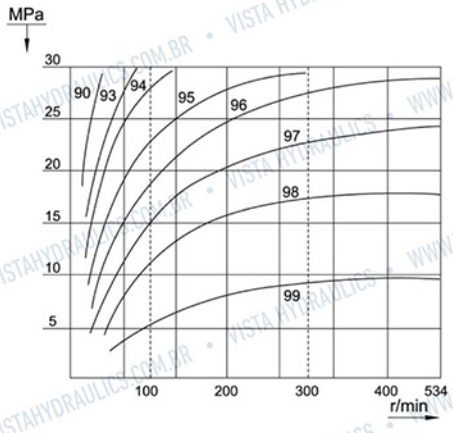
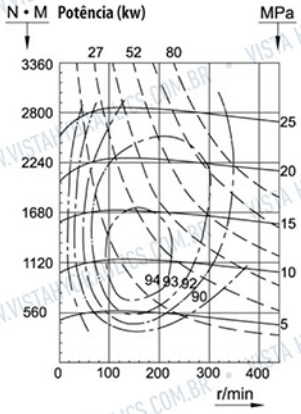


RENDIMENTO VOLUMÉTRICO (%)

V JMDG6-500

Dimensões

Diagramas de Performances



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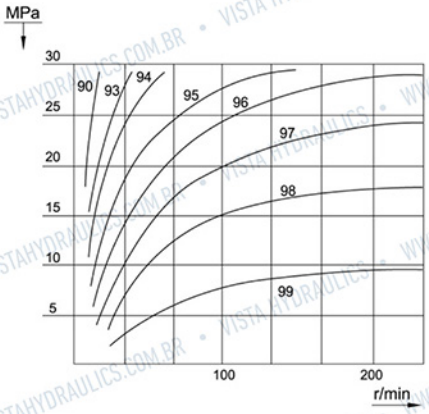
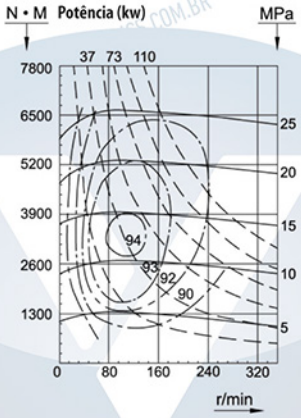


RENDIMENTO VOLUMÉTRICO (%)

V JMDG11-800



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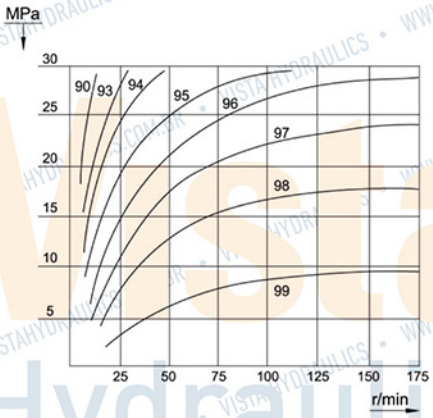
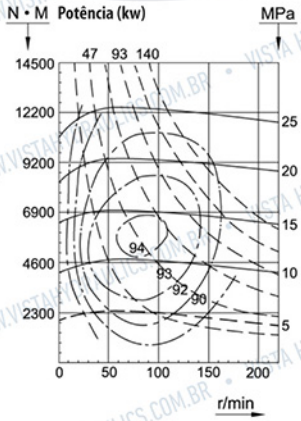
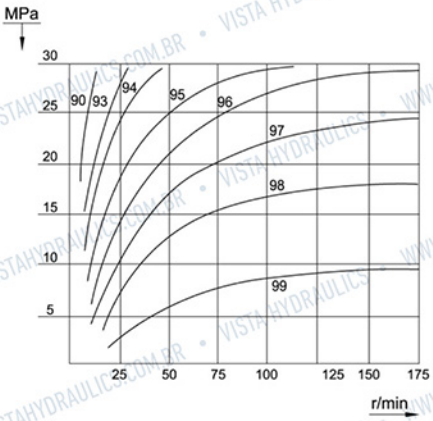


RENDIMENTO VOLUMÉTRICO (%)

V JMDG16-1800



CARACTERÍSTICAS DE SAÍDA



RENDIMENTO VOLUMÉTRICO (%)

V JMDG31-3150

Instruções de montagens

Requisitos básicos:

1. De acordo com a temperatura do ambiente e de trabalho, o óleo que você escolher deverá ter um elevado desempenho de viscosidade, com as seguintes propriedades de anti-oxidação, anti-ferrugem e alto ponto de fulgor, etc. Durante o funcionamento do motor em períodos pré-determinados, deve-se medir a sua viscosidade que deve ficar entre (25-70) x10-6m²/s. Água e ácidos, alcalinidade e impurezas mecânicas não devem exceder este valor.

2. Filtragem do óleo não pode exceder a 25 µm nas condições normais de operação.

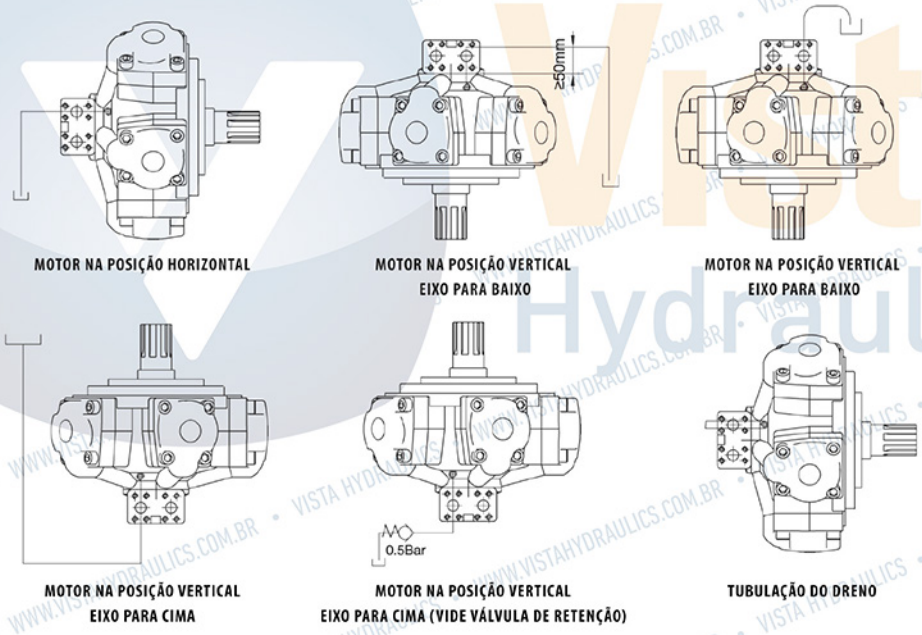
3. Temperatura do óleo deve ficar entre 25 a 55 ° C em condições normais de trabalho e não deve exceder a 65° C em operações intermitentes.

4. Sob condições normais, a pressão máxima é de 0,1 MPa (1 Bar). Se pressão for acima poderá danificar as vedações e selo mecânico e provocar vazamentos.

5. O motor pode por um determinado tempo trabalhar com uma contrapressão no máximo a 0,2 Mpa (2 Bar). Em caso de insuficiência contrapressão, o motor poderá trabalhar "não constante" em baixa rotação.

7. O motor não pode trabalhar como bomba em hipótese alguma.

Posições do dreno na montagem do motor



MOTOR NA POSIÇÃO HORIZONTAL

MOTOR NA POSIÇÃO VERTICAL EIXO PARA BAIXO

MOTOR NA POSIÇÃO VERTICAL EIXO PARA BAIXO

MOTOR NA POSIÇÃO VERTICAL EIXO PARA CIMA

MOTOR NA POSIÇÃO VERTICAL EIXO PARA CIMA (VIDE VÁLVULA DE RETENÇÃO)

TUBULAÇÃO DO DRENO

Notas!

1. A carcaça dos motor deve ser preenchida com fluido através do pórtico do dreno antes de usar.
2. A posição do tubo dreno deve ser mais alta que a posição do motor. A tubulação do dreno deve ser ligada direto para tanque para que a contrapressão não seja elevada.