Bearings lifetime calculation:
Permissible loads are calculated for different steps of lifetime $L_{10}$ according to ISO 281:1990. $L_{10}$: lifetime of the bearing system in millions of revolutions. $L_{10}$ value can be converted in hours $L_{10h}$ using the formula*.
Permissible radial load in dynamic conditions and at maximum torque of 43000 Nm.
N.B. Diagrams are influenced by the shaft permissible radial loads.

$$L_{10h} = \frac{10^6}{60n} L_{10}$$

$n$: speed in rpm

$n$: velocità in rpm

*The drawing in the graph is only intended to show the reference point “0” used to position the radial load of the application.

Il disegno nel grafico ha il solo scopo di mostrare il punto di riferimento “0” per il posizionamento del carico radiale nell’applicazione.
## WHEEL MOTORS TECHNICAL CATALOGUE

### Catalogo Tecnico Motori Ruota

#### TS8W  
#### TS8WF

<table>
<thead>
<tr>
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<th>3600</th>
<th>5000</th>
<th>6000</th>
<th>7400</th>
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<tbody>
<tr>
<td>Equivalent displacement⁽¹⁾</td>
<td>[cc/rev]</td>
<td>3576</td>
<td>4995</td>
<td>5793</td>
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<tr>
<td>Bore [mm]</td>
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<tr>
<td>Stroke [mm]</td>
<td>56</td>
<td>56</td>
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<tr>
<td>Specific torque [Nm/bar]</td>
<td>56,92</td>
<td>79,50</td>
<td>92,20</td>
<td>116,69</td>
</tr>
<tr>
<td>Continuous pressure [bar]</td>
<td>400</td>
<td>400</td>
<td>380</td>
<td>300</td>
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<tr>
<td>Peak pressure [bar]</td>
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<td>450</td>
<td>450</td>
<td>370</td>
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<td>Peak power [kW]</td>
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<td>Maximum speed [rpm]</td>
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<td>Unit oil capacity [l]</td>
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<td>Static braking torque [Nm]</td>
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<td>Brake pilot volume [cm³]</td>
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<td>Bolt torque setting [Nm]</td>
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<td>Available distributors</td>
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### NOTES / NOTE

1. Equivalent displacement = motor displacement x reduction ratio of the gearbox (6:1).
2. For higher speeds please contact the SAI Technical Department.
3. Il motore, il freno e il riduttore condividono lo stesso olio di lubrificazione.
4. Quando il freno rimane ingaggiato per un lungo periodo di tempo la coppia frenante può aumentare considerevolmente. Si consiglia periodicamente di pilotare il freno in modo da garantire i dati dichiarati.
5. Where n= gearbox output speed [rpm] and h= working time [hours].

⁽¹⁾ Equivalent displacement = motor displacement x reduction ratio of the gearbox (6:1).
⁽²⁾ Cilindrata equivalente = cilindrata motore x rapporto di riduzione del riduttore (6:1).
⁽³⁾ Il motore, il freno ed il riduttore condividono lo stesso olio di lubrificazione.
⁽⁴⁾ La coppia frenante può aumentare considerevolmente. Si consiglia periodicamente di pilotare il freno per mantenere i dati dichiarati.
⁽⁵⁾ Dove n= velocità in uscita del riduttore [rpm] e h= durata di funzionamento [ore].
DIMENSIONAL DRAWINGS
DISEGNI D’INGOMBRO

TS8W

TS8WF

N°2 Gearbox drain port
1/2" BSP

16x Ø 22.50

12x Ø 24.00

N°3 Drain port 1/2" BSP

N°2 Ports
1 1/2" SAE 6000 psi

N°2 Gearbox drain port
1/2" BSP

16x Ø 22.50

12x Ø 24.00

N°3 Drain port 1/2" BSP

N°2 Ports
1 1/2" SAE 6000 psi

Brake pilot port
1/2" BSP
axial position

111

30

224.50

339

71

20

120

571.50

315.50

83

94

47

30

25°

49

110°

12° 6'

27.50°
Bearings lifetime has been estimated according to $L_{10}$ (according to ISO 281:1990). Please contact the SAI Technical Department for other graphs relating to this product.

La durata è stata calcolata in accordo con la formula $L_{10}$ (secondo ISO 281:1990). Vi preghiamo di contattare l'Ottico Tecnico SAI per altri grafici relativi a questo prodotto.
## WHEEL MOTORS TECHNICAL CATALOGUE

### CATALOGO TECNICO MOTORI RUOTA

**TS8DW** (dual displacement without brake / cilindrata doppia senza freno)

**TS8VW** (variable displacement without brake / cilindrata variabile senza freno)

**TS8DWF** (dual displacement with brake / cilindrata doppia con freno)

**TS8VWF** (variable displacement with brake / cilindrata variabile con freno)

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<tr>
<td>Specific torque</td>
<td>[Nm/bar]</td>
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<tr>
<td>Continuous pressure</td>
<td>[bar]</td>
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<td>Peak pressure</td>
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### Unit oil capacity⁽³⁾ [l]

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<td>Specific torque</td>
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<td>Continuous pressure</td>
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<td>Peak pressure</td>
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<td>Peak power</td>
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<td>Continuous speed</td>
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<td>Maximum speed</td>
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### Maximum brake pilot pressure [bar]

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<td>Peak pressure</td>
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<td>Peak power</td>
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<td>Maximum speed</td>
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### Admissible temperatures [°C]

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<tr>
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<tr>
<td>Specific torque</td>
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### Temperature ammissibili [°C]

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<td>Specific torque</td>
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<tr>
<td>Continuous speed</td>
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### Brake pilot volume [cm³]

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### Bolt torque setting [Nm]

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<td>Specific torque</td>
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<td>Continuous speed</td>
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### Constant of lifetime [nxh]

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<tr>
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<td>Continuous speed</td>
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<td>Maximum speed</td>
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### Costante di durata [T(Nm)]

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<td>Peak pressure</td>
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### Available distributors

| Distributori disponibili | D907D | D907V |

### NOTES / NOTE

⁽¹⁾ Equivalent displacement = motor displacement x reduction ratio of the gearbox (6:1).

⁽²⁾ For higher maximum speeds and lower minimum speeds please contact the SAI Technical Department.

⁽³⁾ The motor, the brake and the gearbox share the lubricating oil.

⁽⁴⁾ If the brake is engaged for a long time, the braking torque could increase considerably. The brake requires to be periodically engaged and disengaged to maintain the desired performances.

⁽⁵⁾ Where n = gearbox output speed [rpm] and h = working time [hours]

⁽⁶⁾ Where n = maximum brake pilot pressure [bar] and h = duration of functioning [hours]

⁽⁷⁾ Cilindrata equivalente = cilindrata motore x rapporto di riduzione del riduttore (6:1).

⁽⁸⁾ Cuando il freno rimane ingaggiato per un lungo periodo di tempo la coppia frenante può aumentare considerevolmente. Si consiglia periodicamente di pilotare il freno in modo da garantire i dati dichiarati.

⁽⁹⁾ Il motore, il freno ed il riduttore condividono lo stesso olio di lubrificazione.
DIMENSIONAL DRAWINGS
DISEGNI D'INGOMBRO

TS8VW

TS8VWF
Bearing lifetime has been estimated according to $L_{10}$ (according to ISO 281:1990). The following graph has been plotted using the maximum displacements with the stroke of 56 mm. Please contact the SAI Technical Department for other graphs relating to this product.

La durata è stata calcolata in accordo con la formula $L_{10}$ (secondo ISO 281:1990). Il grafico che segue è stato ricavato usando le cilindrate massime e la corsa di 56 mm. Vi preghiamo di contattare l'Ufficio Tecnico SAI per altri grafici relativi a questo prodotto.

**TS8DW/TS8DWF/TS8VW/TS8VWF**

UNIT DISPLACEMENT - CILINDRATA UNITÀ

L10 LIFETIME - VITA L10

**PRESSURE - PRESSIONE (bar)**

2700 3600 5000 6000 6700 7400

0 33 67 100 133 167 200 233 267 330

**PISTON DIAMETER - DIAMETRO PISTONE (Ø mm)**

38 43 48 53 58 63

HOURS - ORE

200

500

1.000

2.000

5.000

10.000

20.000

50.000

100.000

200.000

500.000

1.000.000

Bearing lifetime has been estimated according to $L_{10}$ (according to ISO 281:1990). The following graph has been plotted using the minimum displacements with the stroke of 14 mm. Please contact the SAI Technical Department for other graphs relating to this product.

La durata è stata calcolata in accordo con la formula $L_{10}$ (secondo ISO 281:1990). Il grafico che segue è stato ricavato usando le cilindrate minime e la corsa di 14 mm. Vi preghiamo di contattare l'Ufficio Tecnico SAI per altri grafici relativi a questo prodotto.

**TS8DW/TS8DWF/TS8VW/TS8VWF**

UNIT DISPLACEMENT - CILINDRATA UNITÀ

L10 LIFETIME - VITA L10

**PRESSURE - PRESSIONE (bar)**

700 900 1250 1450 1700 1850

0 33 67 100 133 167 200 233 267 330

**PISTON DIAMETER - DIAMETRO PISTONE (Ø mm)**

38 43 48 53 58 63

HOURS - ORE

200

500

1.000

2.000

5.000

10.000

20.000

50.000

100.000

200.000

500.000

1.000.000
**ORDER CODES**

**CODICI D’ORDINE**

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<td>+</td>
<td>W</td>
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**Type of displacement**

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**Brake option**

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<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>F</strong></td>
<td>brake</td>
<td><strong>Opzione freno</strong></td>
<td><strong>F</strong></td>
<td>freno</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Displacement**

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>see table</td>
<td>see table</td>
<td><strong>Cilindrata</strong></td>
<td>vedere tabella</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**Distributor**

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>D907</td>
<td>For TS8W and TS8WF</td>
<td><strong>D907</strong></td>
<td>per TS8W e TS8WF</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D907D</td>
<td>For TS8DW and TS8DWF</td>
<td><strong>D907D</strong></td>
<td>per TS8DW e TS8DWF</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>D907V</td>
<td>For TS8VW and TS8VWF</td>
<td><strong>D907V</strong></td>
<td>per TS8VW e TS8VWF</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**Options**

<table>
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<tr>
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<th>6</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>V</strong></td>
<td>FKM seals</td>
<td><strong>V</strong></td>
<td>tenute in FKM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>I</strong></td>
<td>breath valve</td>
<td><strong>I</strong></td>
<td>valvola di sfiato</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>RS</strong></td>
<td>rotative sensor</td>
<td><strong>RS</strong></td>
<td>sensore rotativo</td>
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</tr>
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</table>

**Direction of rotation**

<table>
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<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>(viewed from the output side)</td>
<td>clockwise rotation</td>
<td><strong>Direzione d’uscita</strong></td>
<td>(visto dal lato d’uscita) con portata in</td>
<td><strong>L</strong></td>
<td>rotaione oraria</td>
<td></td>
</tr>
<tr>
<td><strong>No code</strong></td>
<td>anti-clockwise rotation</td>
<td><strong>Direzione d’uscita</strong></td>
<td>ingresso in porta A, uscita in porta B.</td>
<td><strong>L</strong></td>
<td>rotaione anti-oraria</td>
<td></td>
</tr>
</tbody>
</table>

**Distributor cover orientation**

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No code</strong></td>
<td>position 1</td>
<td><strong>Nessun codice</strong></td>
<td>posizione 1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DM2</strong></td>
<td>position 2</td>
<td><strong>DM2</strong></td>
<td>posizione 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DM3</strong></td>
<td>position 3</td>
<td><strong>DM3</strong></td>
<td>posizione 3</td>
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<td></td>
</tr>
</tbody>
</table>

**Example / Esempio**

**TS8W 6000 D907**

*(standard)*

**TS8VWF 6000 D907V VL**

*(Options: FKM seals and direction anti-clockwise of the rotation)*

*(Opzioni: Tenute in FKM e direzione d’uscita in rotaione anti-oraria)*