### GK3
### GFK3R

<table>
<thead>
<tr>
<th></th>
<th>700</th>
<th>900</th>
<th>1000</th>
<th>1200</th>
<th>1400</th>
<th>1600</th>
<th>1700</th>
<th>2000</th>
<th>2200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equivalent displacement (cc/rev)</td>
<td>690</td>
<td>901</td>
<td>1078</td>
<td>1204</td>
<td>1407</td>
<td>1552</td>
<td>1703</td>
<td>2027</td>
<td>2199</td>
</tr>
<tr>
<td>Reduction ratio</td>
<td>Rapporto di riduzione</td>
<td>7:1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bore [mm]</td>
<td>28</td>
<td>32</td>
<td>35</td>
<td>37</td>
<td>40</td>
<td>42</td>
<td>44</td>
<td>48</td>
<td>50</td>
</tr>
<tr>
<td>Stroke [mm]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>Specific torque [Nm/bar]</td>
<td>10,98</td>
<td>14,34</td>
<td>17,15</td>
<td>19,17</td>
<td>22,40</td>
<td>24,70</td>
<td>27,10</td>
<td>32,26</td>
<td>35,00</td>
</tr>
<tr>
<td>Continuous pressure [bar]</td>
<td>250</td>
<td>245</td>
<td>200</td>
<td>180</td>
<td>155</td>
<td>140</td>
<td>130</td>
<td>105</td>
<td>100</td>
</tr>
<tr>
<td>Peak pressure [bar]</td>
<td>425</td>
<td>400</td>
<td>400</td>
<td>365</td>
<td>310</td>
<td>280</td>
<td>255</td>
<td>215</td>
<td>200</td>
</tr>
<tr>
<td>Peak power [kW]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>48</td>
</tr>
<tr>
<td>Continuous speed [rpm]</td>
<td>78</td>
<td>78</td>
<td>78</td>
<td>78</td>
<td>78</td>
<td>78</td>
<td>64</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Maximum speed [rpm]</td>
<td>150</td>
<td>150</td>
<td>150</td>
<td>130</td>
<td>103</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>90</td>
</tr>
<tr>
<td>Approximate weight [kg]</td>
<td>75</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum casing pressure [bar]</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pressione massima in carcassa [bar]</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motor oil capacity [l]</td>
<td>1,5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gearbox oil capacity [l]</td>
<td>1,7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brake pilot volume [cm³]</td>
<td>3,9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bolt torque setting [Nm]</td>
<td>767,0 coarse</td>
<td>958,0 grosso</td>
<td>1008,0 fine</td>
<td>799,0 fine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES**

1. Equivalent displacement = motor displacement x reduction ratio of gearbox (7:1).
2. For higher peak pressures, contact the SAI Technical Department.
3. For higher peak power, please contact the SAI Technical Department.
4. For continuous and maximum speeds, contact the SAI Technical Department.
5. 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.

**Units**

- cc/rev: Cubic centimeters per revolution
- [mm]: Millimeters
- [Nm/bar]: Newton meters per bar
- [bar]: Bars
- [kW]: Kilowatts
- [rpm]: Revolutions per minute
- [l]: Liters
- [cm³]: Cubic centimeters
- [Nm]: Newton meters
- [°C]: Degrees Celsius
- [bar]: Bars

**Suggested bolt type Viti suggerite**

- M22: 12.9
GRAPHS
GRAFICI

Bearing lifetime has been estimated according to L₁₀ (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 L₁₀ (secondo ISO 281:1990).
Vi preghiamo di contattare l’Ufficio Tecnico SAI per altri grafici relativi a questo prodotto.

GK3/GFK3R

UNIT DISPLACEMENT - CILINDRATA UNITÀ

L₁₀ LIFETIME - VITA L₁₀

PRESSURE - PRESSIONE (bar)

PISTON DIAMETER - DIAMETRO PISTONE (Ø mm)

UNIT SPEED - VELOCITÀ DELL’UNITÀ (rpm)
## ORDER CODES
### CODICI D’ORDINE

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>G</td>
<td>+</td>
<td>K3R</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>D40</td>
<td>+</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. **Motor type**
   - G = fixed displacement
   - BD = dual displacement
   - BV = variable displacement

2. **Brake option**
   - No code = no brake
   - F = brake

3. **Gearbox series**
   - K3 = not available with brake option. Reduction ratio 7:1. Compact
   - K3A = not available with brake option. Reduction ratio 5:1. Compact

4. **Displacement**
   - 31A = hub 31/A
   - 31D = hub 31/D, includes a larger seal.
   - 31G = hub 31/G, includes a larger seal.

5. **Hub options**
   - 5 Opzioni mozzo
     - 31A = mozzo 31/A
     - 31D = mozzo 31/D, includes a larger seal.
     - 31G = mozzo 31/G, includes a larger seal.

6. **Options**
   - V = FKM seals
   - I = breath valve

7. **Lubrication options**
   - O = olio unico, max. press. 1.5 bar and max. peak press. 1.5 bar for hubs 31/D and 31/G.

8. **Distributor**
   - No code = clockwise rotation
   - L = anti-clockwise rotation

9. **Direction of rotation**
   - No code = position 1
   - DM2 = position 2
   - DM3 = position 3
   - DM4 = position 4
   - DM5 = position 5

Example:

GFK3 700 31A U D40
(standard)

GFK3 700 31A V U D40L DM5
(options: FKM seals and anti-clockwise sense of rotation)
(options: tenute in FKM e direzione d’uscita in rotazione anti-oraria)