



GLOBE AIRMOTORS B.V.

Globe vane airmotors

USERS-MANUAL

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Installation

In order to ensure the maximum performance and life from these motors it is essential that the following points are strictly observed.

1. These motors may be operated in any attitude provided adequate airline lubrication is supplied. Being totally enclosed they can be used in any environment.
2. The maximum working pressure is 7 bar (100 PSI).
3. Reverse rotation is achieved by interchanging the inlet/exhaust connections.
4. **Axial loads** must kept to a minimum.
5. Care should be taken when fitting drive components to the shaft, that excessive force is **not used**. This will upset the rotor alignments which has been kept to a minimum in order to give high motor performance.
6. **Overhung loads** midway along shaft

	V1	V2	V4	V6	V8	V10
LBF	4	90	40	70	140	400
N	18	400	170	300	620	1750

Air supply & circuit

The air supply must be clean and relatively dry. An airline filter and lubricator should be fitted in the air supply line and located before the first control valve of the system.

If the rated performance of the motor is to be obtained all valves and pipework of the air supply must be of adequate size. Valves should be sited as close as possible to the motor.

For short length pipe runs e.g., up to 2 metres (6 feet), the supply lines should be the same size as the inlet and exhaust ports, and larger for longer runs.

Before final connection to the motor, blow out the airlines to remove loose scale, swarf or abrasive dust which may be present, and squirt a few drops of oil into the inlet port.

A silencer is supplied with the motor. When installed **ensure** that condensation cannot run back into the motor port.

Operation

The motor may be run continuously at speeds up to the rated running conditions shown in our performance data sheets.

These sheets give the output power-torque based on running conditions with the actual pressure measured at the motor port.



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Airline filtration

Use 64 Micron filter.

The airline filter should be drained regularly and the element examined for signs of clogging.

Lubrication

The airline lubricator should be replenished as required and set to give the following drop rate/min.

Motor size	continuous operation	intermittent operation
V1	2-3	4-6
V2	3-4	6-8
V4	4-5	8-12
V6	5-6	10-12
V8	6-7	12-15
V10	7-8	14-16

Recommended airline lubricants

For normal ambient temperatures 0°C to 32°C:

- Shell: Tellus 37
- B.P.: Energol HL65
- Esso: Fanox 38
- Regent: Rando 'A'
- Castrol: Hyspin 70
- Mobil: Alma oil No. 1

For extremes of ambient temperatures consult your local distributor!

Warning

Serious personal injury may occur if the motor is allowed to operate with the exhaust port either unguarded or without silencer!