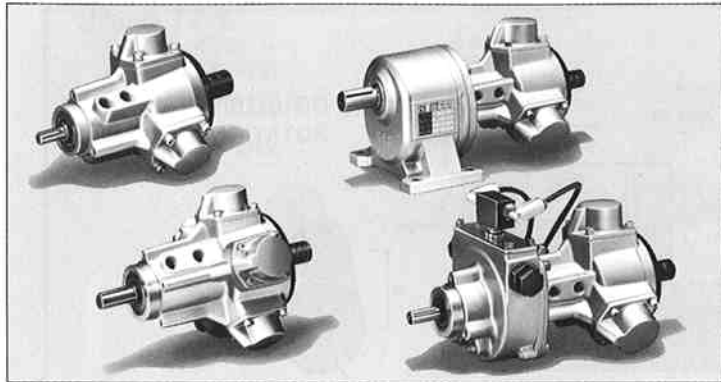


TAM4 RADIAL PISTON TYPE AIR MOTOR



• Fundamental • With brake • With decelerator

Air motor with free mounting direction because of grease-mounted system

- Small, lightweight.
- Mounting direction is free with grease-mounted system.
(The oil lubrication with air lubricator is necessary.)
- With balancer structure contained, smooth working with little vibration is available.

SPECIFICATIONS

Model code		Item	Type	Deceleration ratio	at Maximum output(0.5MPa)				Stop torque N·m	Start torque N·m	Brake torque N·m	Allowable axial load KN		Weight kg		
					power W	Torque N·m	Rotation R.P.M.	Air con- sumption ℓ/min (ANR)				Radial load	Thrust load	Basic type	Flange type	Foot type
TAM 4 - 010	※	Fundamental	1/1	73.5	0.637	1100	200	1.18	0.686	—	0.098	0.059	1.45	1.5	2.1	
	※G005	With decelerator	1/5	66.2	2.84	220		4.90	2.94		0.245	0.147	—	4.0	3.5	
	※G010		1/10		5.69	110		9.81	5.88		0.539	0.245				
	※G015		1/15		8.53	73.3		15.7	8.83		0.785	0.343				
	※G020		1/20		11.5	55		20.6	11.8		1.08	0.441				
TAM 4 - 015	※	Fundamental	1/1	125	1.37	900	260	2.94	1.96	— 3.24	0.137	0.098	2.5 4.3	2.6 4.4	3.4 5.2	
	※B	With brake	1/1	110	5.88	180		12.7	8.83		14.7	0.392	0.245	—	6.7 (8.0)	6.2 (8.5)
	※※G005	1/5	26.5					17.7	29.4	0.785	0.343					
	※※G010	1/10	39.2					26.5	44.1	1.08	0.539					
	※※G015	1/15	53.0					35.3	58.8	1.37	0.686					
	※※G020	1/20	78.5					53.0	88.3	2.16	1.13					
	※※G030	1/30	106					70.6	118	2.26	1.23					
	※※G040	1/40	132					79.4	147	2.35	1.32					
	※※G050	1/50	157					106	177	2.45	1.37					
	※※G060	1/60	206					139	235	2.55	1.47					
	※※G080	1/80	250					175	283	4.61	2.26					
	※※G100	1/100	300					206	339	4.71	2.55					
	※※G120	1/120	373					261	453	5.00	2.84					
	※※G160	1/160	500					350	567	5.10	3.14					
	※※G200	1/200														
TAM 4 - 030	※	Fundamental	1/1	228	2.94	750	400	5.88	4.71	— 6.47	0.196	0.137	4.6 7.6	4.8 7.8	6.4 9.4	
	※B	With brake	1/1	199	12.7	150		26.5	20.6		29.4	0.490	0.294	—	10.5 (13.5)	10.0 (13.0)
	※※G005	1/5	53.0					41.2	58.8	0.981	0.441					
	※※G010	1/10	79.4					61.8	88.3	1.37	0.637					
	※※G015	1/15	106					82.4	118	1.77	0.834					
	※※G020	1/20	159					124	177	3.97	1.42					
	※※G030	1/30	212					165	235	4.17	1.57					
	※※G040	1/40	265					206	294	4.32	1.67					
	※※G050	1/50	318					247	353	4.41	1.81					
	※※G060	1/60	402					314	471	4.51	1.96					
	※※G080	1/80	490					392	549	6.47	2.55					
	※※G100	1/100	598					471	657	6.62	2.75					
	※※G120	1/120	785					628	873	6.91	2.94					
	※※G160	1/160	981					785	1100	7.06	3.14					
	※※G200	1/200														

Note) • Make inquiries about larger deceleration ratio than 1/20 in TAM4-010 series.
• The above specifications indicate performance at ambient temperature of 20°C. The rotation will lower if the ambient temperature lowers due to the viscosity change of grease.
• Air motor performance values shown apply when the pressure on the exhaust side is atmospheric pressure.

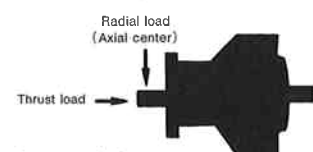
Figure in parenthesis is the weight with brake/decelerator.

COMMON ITEMS

- Working fluid : Air
- Operating pressure : 0.2~0.6MPa
- Lubrication : JIS K2213-1 (Natural turbine oil ISO VG32) or equivalent.
- Ambient temp. : -10~+70°C (Use in unfrozen condition)
- Paint color : Metallic silver green
- Lubricating : Inside mounting grease --- Air motor body---Daphne Eponex No.1 grease for high load.
- Continuous use : In case of the continuous use without stop time, use with less than 80% of rotation at the maximum output.
- Range of recommended rotation=(0.2~1)×Rotation at maximum output.

ALLOWABLE AXIAL LOAD

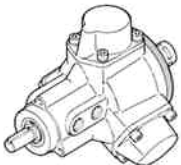
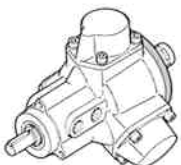
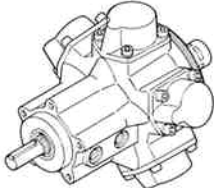
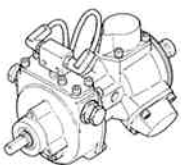
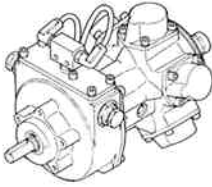
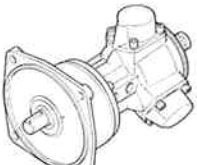
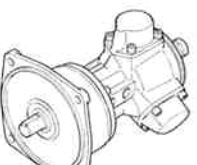
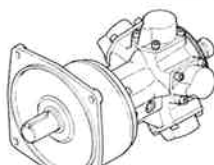
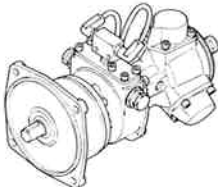
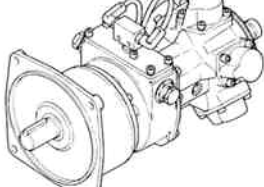
Allowable axial load in the above specifications indicates the allowable value of load in the drawing given below.



RADIAL PISTON TYPE AIR MOTOR **TAM4**

TYPE OUTLINE • CODE

For order, specify the following code.

Series Type	TAM4-010	TAM4-015	TAM4-030
Fundamental	 TAM4-010 S ①	 TAM4-015 S ①	 TAM4-030 S ①
With brake	_____	 TAM4-015 S B ① With brake	 TAM4-030 S B ① With brake
With decelerator	 TAM4-010 F G 020 ① With decelerator ② Mounting type S: Basic type is not available.	 TAM4-015 F G 020 ① With decelerator ② Mounting type S: Basic type is not available.	 TAM4-030 F G 020 ① With decelerator ② Mounting type S: Basic type is not available.
With brake/ decelerator	_____	 TAM4-015 F BG 020 ① With brake/ decelerator ② Mounting type S: Basic type is not available.	 TAM4-030 F BG 020 ① With brake/ decelerator ② Mounting type S: Basic type is not available.

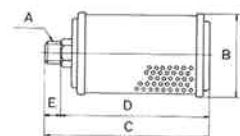
SYMBOL EXPLANATION

①	Mounting type			
	S	Basic type		
	F	Flange type		
	L	Foot type		
②	Deceleration ratio			
	005	$\frac{1}{5}$	060	$\frac{1}{60}$
	010	$\frac{1}{10}$	080	$\frac{1}{80}$
	015	$\frac{1}{15}$	100	$\frac{1}{100}$
	020	$\frac{1}{20}$	120	$\frac{1}{120}$
	030	$\frac{1}{30}$	160	$\frac{1}{160}$
	040	$\frac{1}{40}$	200	$\frac{1}{200}$
	050	$\frac{1}{50}$		

Note) ● Make inquiries about larger deceleration ratio than 1/20 in TAM4-010 series.
 ● Models for fundamental - with brake are delivered without assembling the mounting accessories and silencer.
 ● Models with decelerator, brake/ decelerator are mounted with mounting accessories. But, silencer is delivered without assembling.

ACCESSORIES

- Auto-muffler
The muffler weakens exhaust noise and does not harm the air motor performance.



Unit : mm

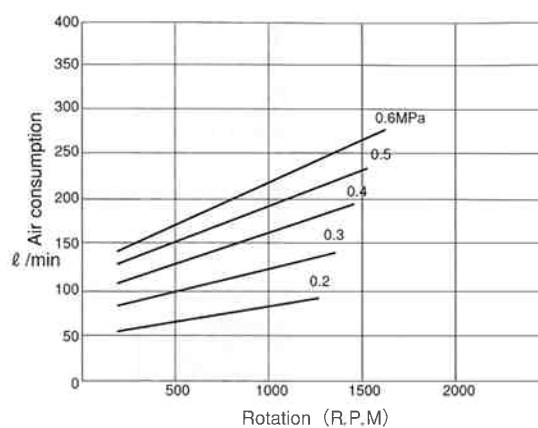
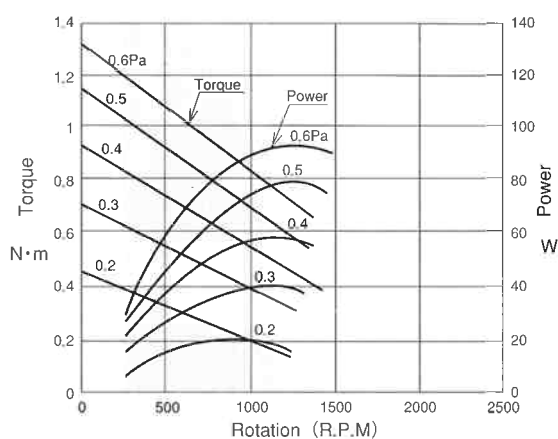
Model code	A	B	C	D	E	Weight(kg)	Exhaust area(mm ²)
M02	R $\frac{1}{4}$	48	102	89	13	0.14	4580
M00	R $\frac{3}{8}$	67	121	108	13	0.23	7870

TAM4 RADIAL PISTON TYPE AIR MOTOR

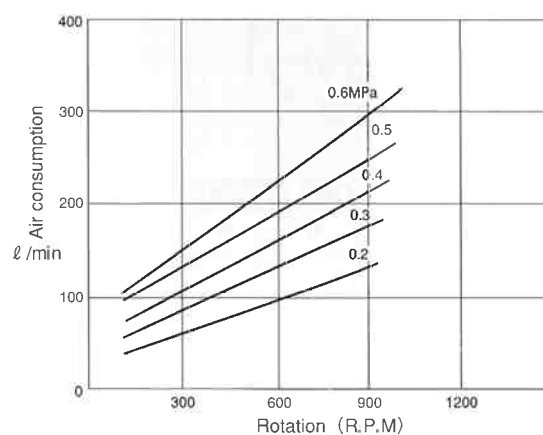
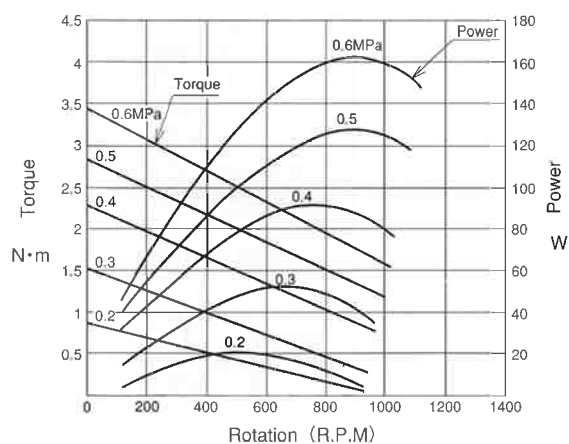
PERFORMANCE CURVE (DECELERATION RATIO 1 : 1)

□ Range of Recommended rotation

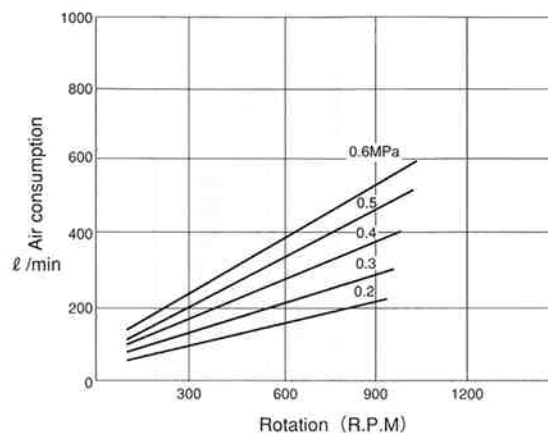
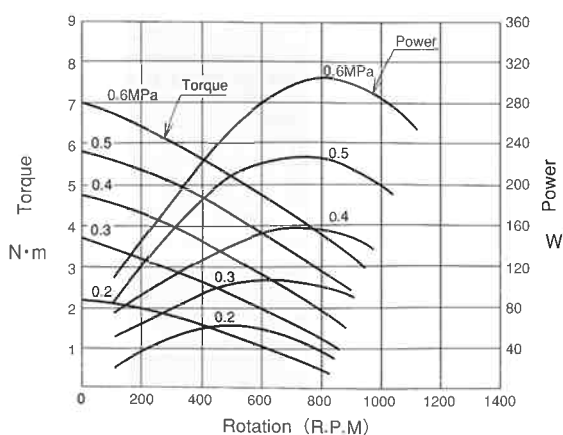
TAM4-010



TAM4-015



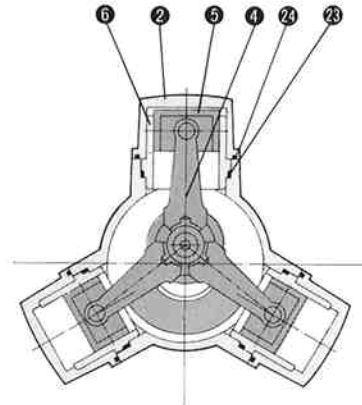
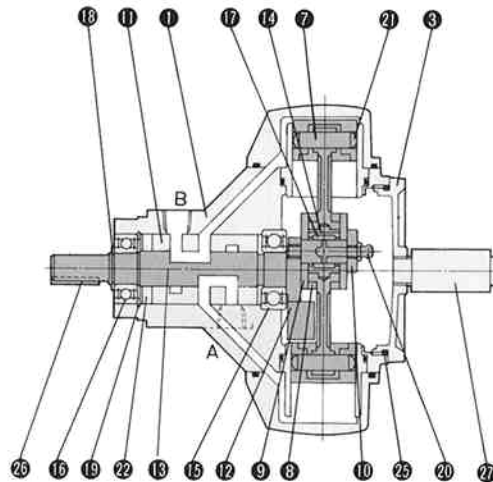
TAM4-030



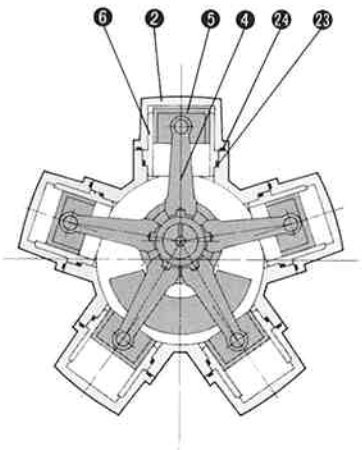
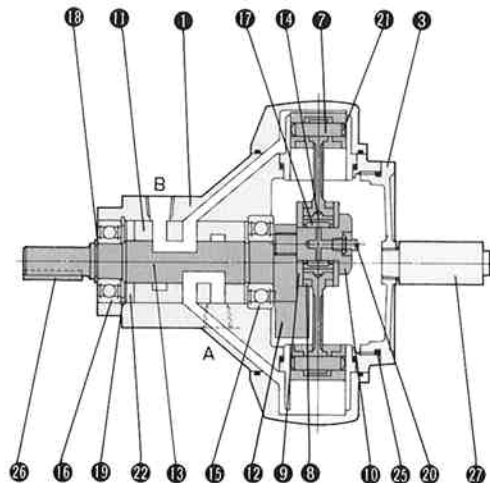
RADIAL PISTON TYPE AIR MOTOR **TAM4**

SECTIONAL DRAWINGS

TAM4-010-015



TAM4-030



The above drawings are the sectional drawings for fundamental.

PARTS LIST

No.	Name	Material	Q'ty
①	Casing	Aluminum alloy casting	1
②	Cylinder cover	Aluminum alloy die casting	3(5)
③	End cover	Synthetic resin	1
④	Connecting rod	Aluminum alloy die casting	3(5)
⑤	Piston	Brass casting	3(5)
⑥	Sleeve	Grey cast iron	3(5)
⑦	Piston pin	Carbon tool steel	3(5)
⑧	Ring	Carbon steel	2
⑨	Thrust washer	Carbon steel	2
⑩	Crank pin	Chromium-molybdenum steel	1
⑪	Valve bush	Grey cast iron	1
⑫	Balance weight	Carbon steel	1
⑬	Shaft	Chrome molybdenum steel	1
⑭	Liner	Synthetic resin	3(5)

No.	Name	Material	Q'ty
⑮	Bearing	—	1
⑯	Bearing	—	1
⑰	Needle bearing	—	1
⑱	Snap ring	—	1
⑲	Snap ring	—	1
⑳	Grease nipple	—	1
㉑	Copper rivet	—	6(10)
㉒	Oil seal	Nitrile rubber	1
㉓	O-ring	Nitrile rubber	3(5)
㉔	O-ring	Nitrile rubber	3(5)
㉕	O-ring	Nitrile rubber	1
㉖	Parallel single key	—	1
㉗	Silencer	—	1

Figure in parenthesis is the quantity of TAM4-030.

TAM4 RADIAL PISTON TYPE AIR MOTOR

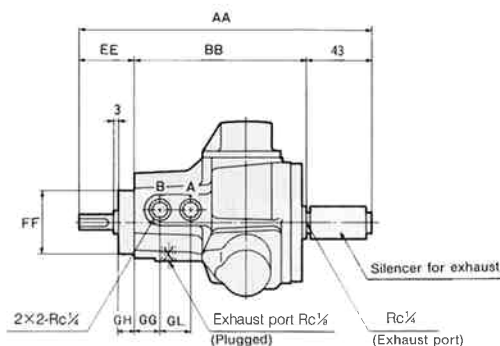
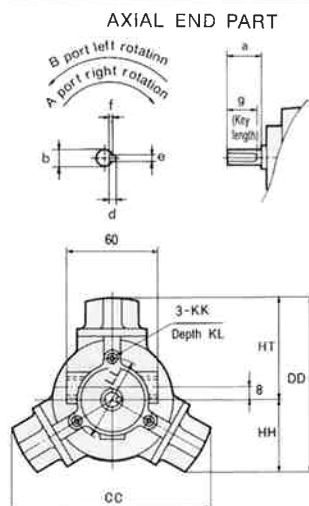
DIMENSIONAL DRAWINGS/FUNDAMENTAL/TAM4-010·015

Unit : mm

BASIC TYPE

TAM4-010S

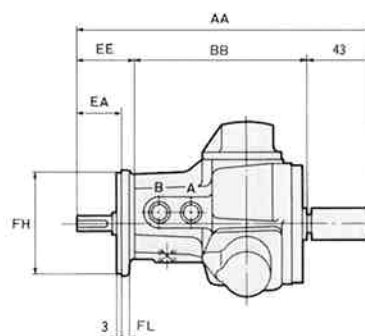
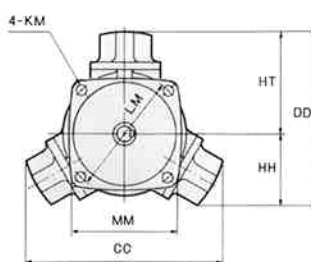
TAM4-015S



FLANGE TYPE

TAM4-010F

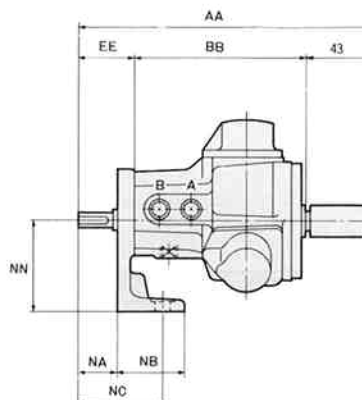
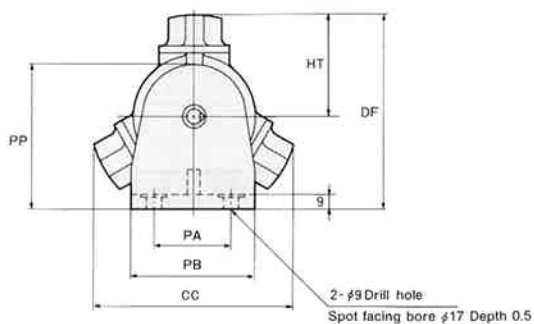
TAM4-015F



FOOT TYPE

TAM4-010L

TAM4-015L



DIMENSIONAL TABLE

Symbol Model code	AA	BB	CC	DD	DF	EA	EE	FF	FH	FL	GG	GH	GL	HH	HT	KK	KL	KM
TAM4-010	192	113	130	115	127	29	36	φ42h7	φ68h7	5	17	10	20	48	67	M5×0.8	8	φ6
TAM4-015	225	137	164	142	152	36	45	φ48h7	φ78h7	7	19	12	28	60	82	M6×1	12	φ7

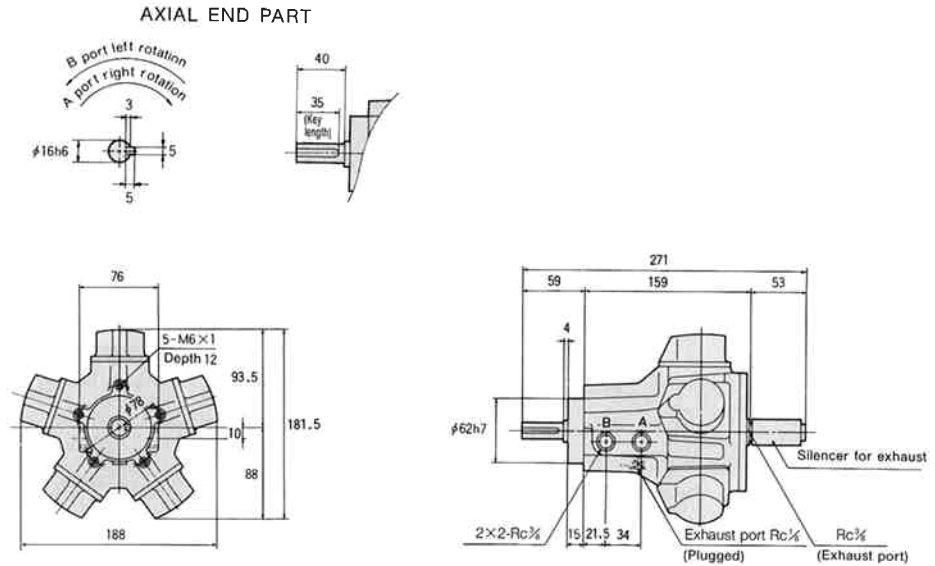
Symbol Model code	LL	LM	MM	NA	NB	NC	NN	PA	PB	PP	Axial end part						
											a	b	d	e	f	g	
TAM4-010	φ55	φ80	□72	26	45	56	60±0.1	50	80	94	23	φ10h6	3	3	1.8	20	
TAM4-015	φ62	φ92	□86	33	50	63	70±0.1	70	100	110	30	φ12h6	4	4	2.5	27	

RADIAL PISTON TYPE AIR MOTOR **TAM4**

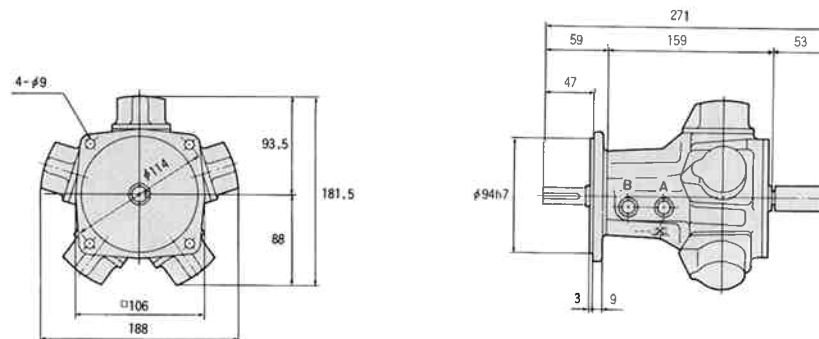
DIMENSIONAL DRAWINGS/FUNDAMENTAL/TAM4-030

Unit : mm

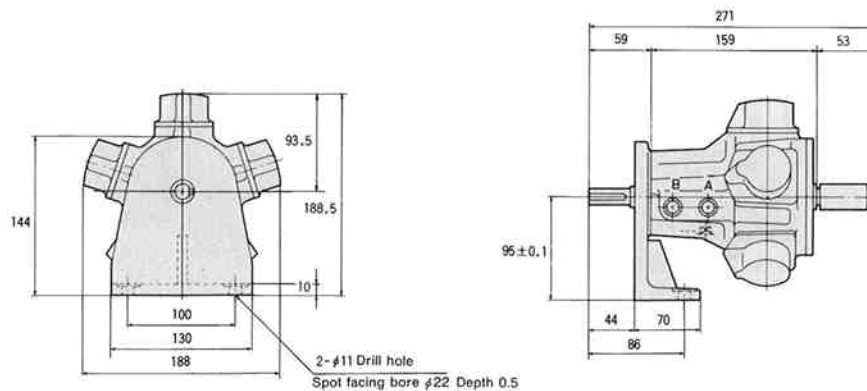
BASIC TYPE TAM4-030S



FLANGE TYPE TAM4-030F



FOOT TYPE TAM4-030L

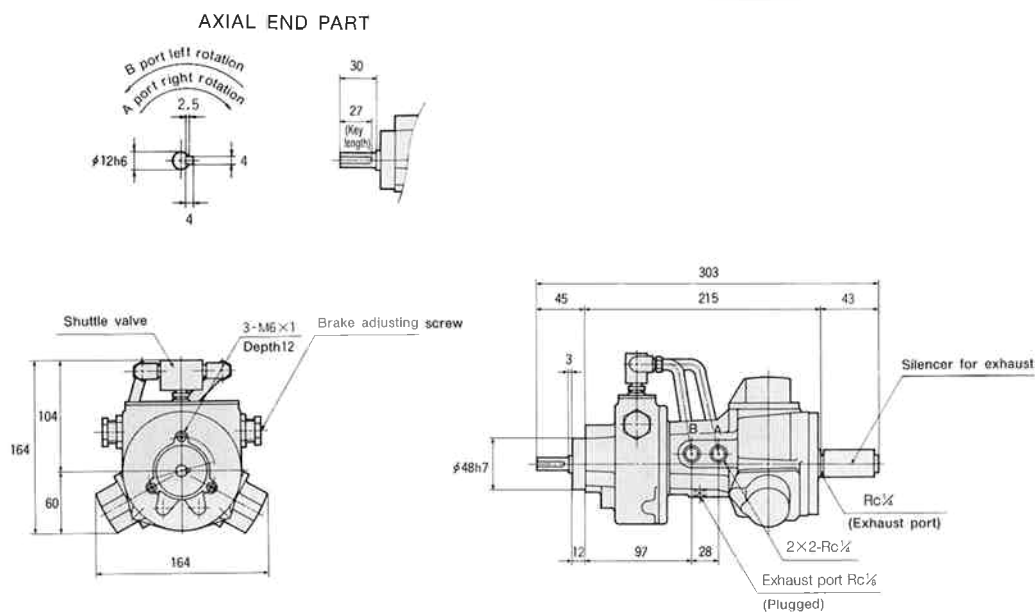


TAM4 RADIAL PISTON TYPE AIR MOTOR

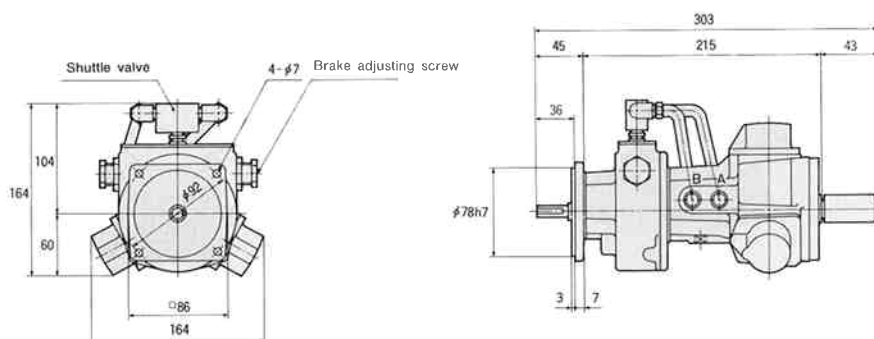
DIMENSIONAL DRAWINGS/WITH BRAKE/TAM4-015

Unit : mm

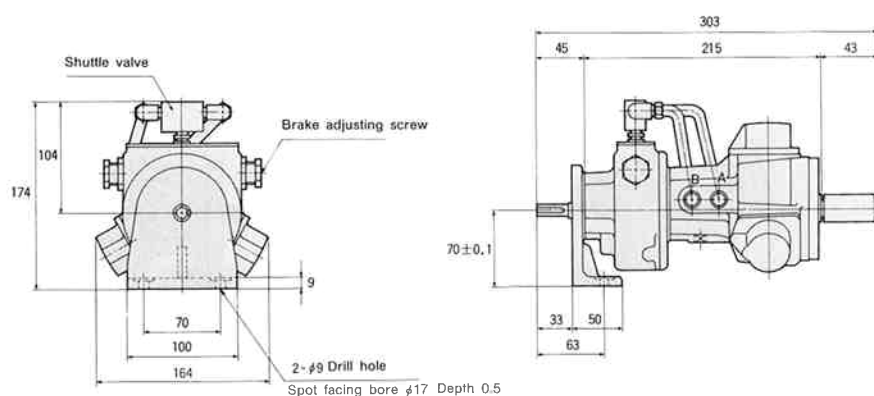
BASIC TYPE TAM4-015SB



FLANGE TYPE TAM4-015FB



FOOT TYPE TAM4-015LB

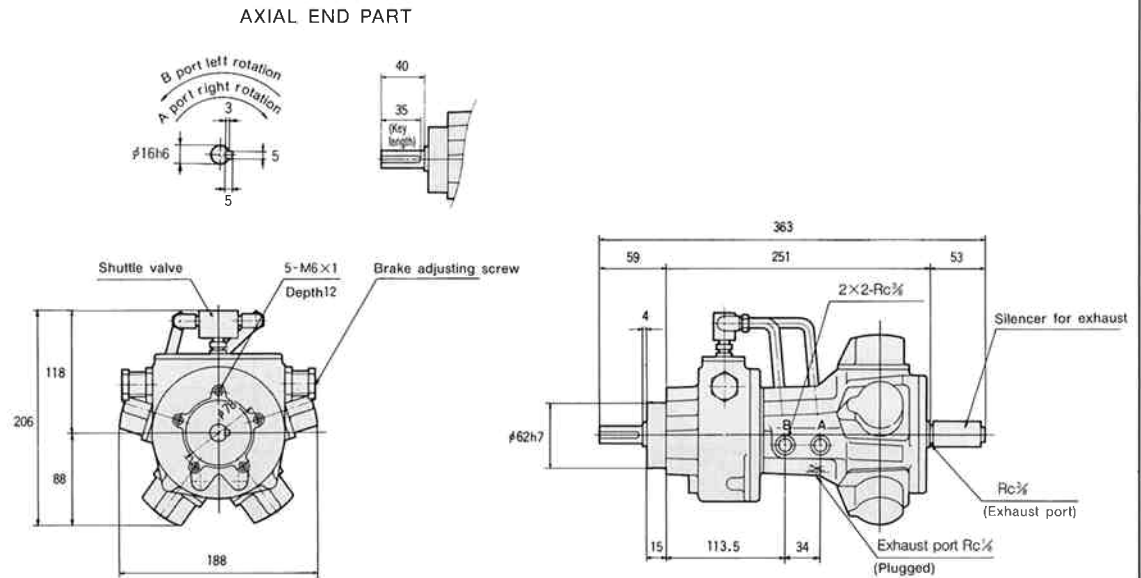


RADIAL PISTON TYPE AIR MOTOR **TAM4**

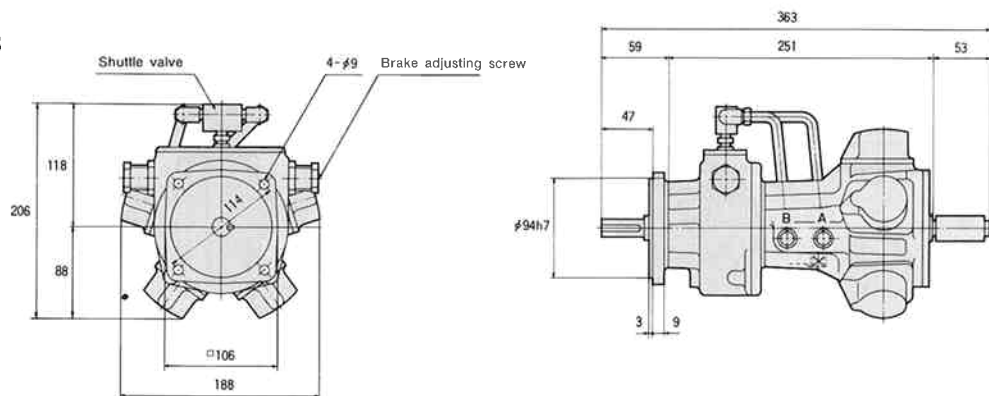
DIMENSIONAL DRAWINGS/WITH BRAKE/TAM4-030

Unit : mm

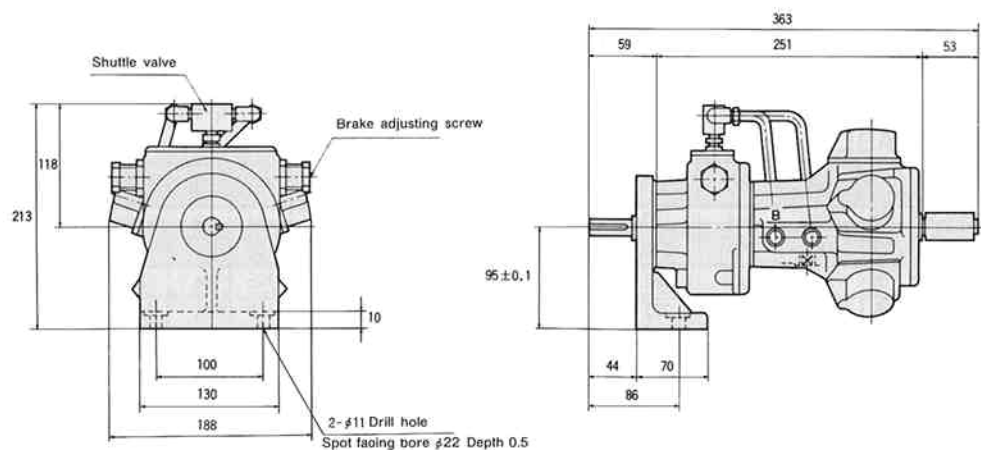
BASIC TYPE TAM4-030SB



FLANGE TYPE TAM4-030FB



FOOT TYPE TAM4-030LB



TAM4 RADIAL PISTON TYPE AIR MOTOR

DIMENSIONAL DRAWINGS/WITH DECELERATOR/TAM4-010·015

Unit : mm

FLANGE TYPE

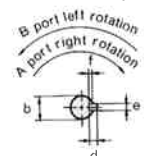
AXIAL END PART

TAM4-010FG***

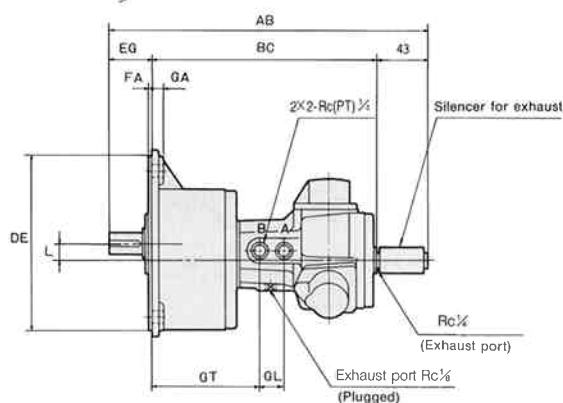
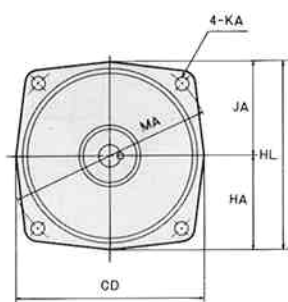
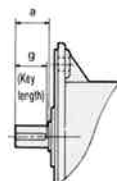
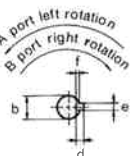
TAM4-015FG***

Deceleration ratio

Deceleration ratio $\frac{1}{5} \sim \frac{1}{10}$



Deceleration ratio $\frac{1}{50} \sim \frac{1}{200}$

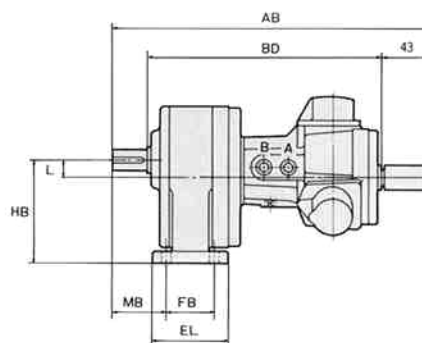
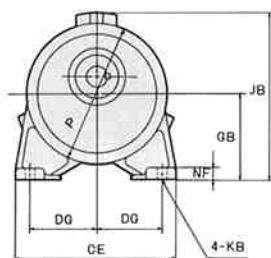


FOOT TYPE

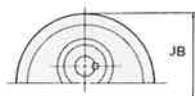
TAM4-010LG***

TAM4-015LG***

Deceleration ratio



TAM4-015 Deceleration ratio 100·120·160·200



DIMENSIONAL TABLE

Symbol		AB	BC	BD	CD	CE	DE	DG	EG	EL	FA	FB	GA	GB	GL	GT	HA
Model code	Deceleration ratio																
TAM4-010**G	005 010 015 020	272	194	199	154	134	φ145h7	55	35	64	3	40	10	68.5	20	98	80
	005 010 015 020	323	233	240	164	154	φ148h7	65	47	90	4	65	12	71	28	115	89
TAM4-015**G	030 040 050 060 080	340	247	252	186	175	φ170h7	70	50	125	4	90	15	86.5	28	128	105.5
	100 120 160 200	360	257	262	215	208	φ180h7	85	60	168	4	130	15	101.5	28	139	126.5

Symbol		HB	HL	JA	JB	KA	KB	L	MA	MB	NF	P	Axial end part					
Model code	Deceleration ratio												a	b	d	e	f	g
TAM4-010**G	005 010 015 020	85	157	77	135.5	φ11	φ9	16.5	φ170	45	10	φ112	30	φ18h6	6	6	3.5	27
	005 010 015 020	90	171.5	82.5	153	φ11	φ11	19	φ185	55	12	φ125	40	φ22h6	6	6	3.5	35
TAM4-015**G	030 040 050 060 080	110	199	94	169	φ11	φ11	23.5	φ215	65	15	φ152	45	φ28h6	7	8	4	40
	100 120 160 200	130	234	107.5	198	φ13	φ13	28.5	φ250	70	18	φ184	55	φ32h6	8	10	5	50

RADIAL PISTON TYPE AIR MOTOR **TAM4**

DIMENSIONAL DRAWINGS/WITH DECELERATOR/TAM4-030

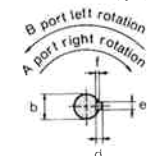
Unit : mm

FLANGE TYPE

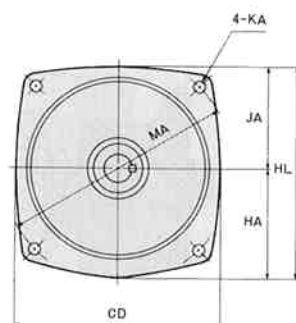
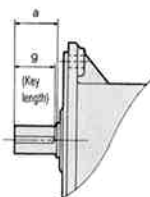
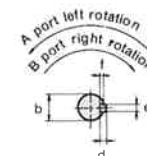
TAM4-030FG***

Deceleration ratio

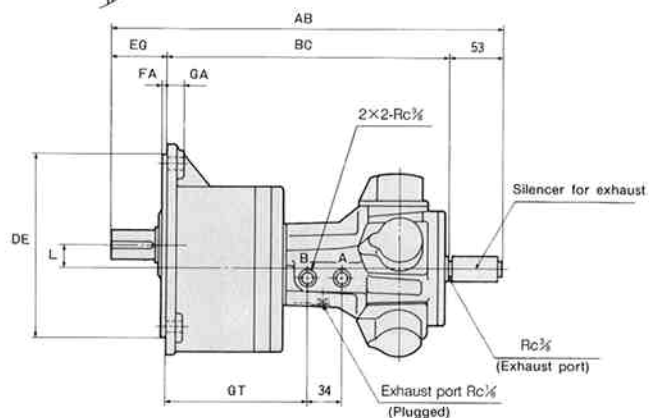
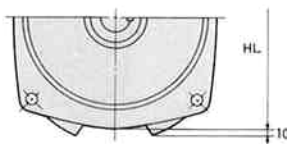
Deceleration ratio $\frac{1}{5} \sim \frac{1}{6}$



Deceleration ratio $\frac{1}{5} \sim \frac{1}{6}$



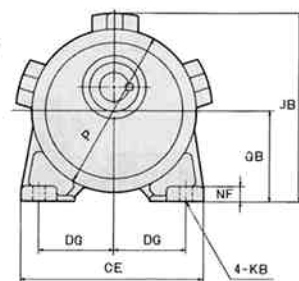
Deceleration ratio 005·010·015·020



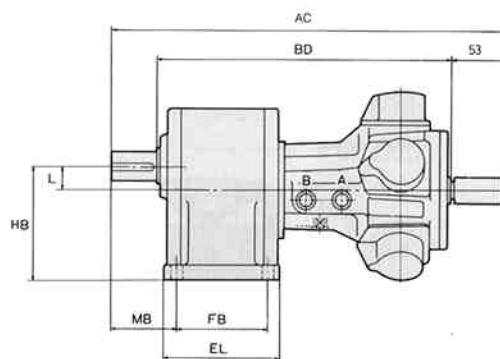
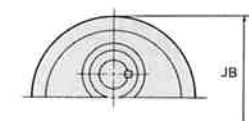
FOOT TYPE

TAM4-030LG***

Deceleration ratio



Deceleration ratio 100·120·160·200



DIMENSIONAL TABLE

Symbol		AB	AC	BC	BD	CD	CE	DE	DG	EG	EL	FA	FB	GA	GB	GT
Model code	Deceleration ratio															
TAM4-030※G	005 010 015 020	374	—	271	276	186	175	φ170h7	70	50	125	4	90	15	86.5	133
	030 040 050 060 080	403	—	290	295	215	208	φ180h7	85	60	168	4	130	15	101.5	152
	100 120 160 200	431	428	307	310	270	254	φ230h7	105	71	196	5	150	18	116	170

Symbol		HA	HB	HL	JA	JB	KA	KB	L	MA	MB	NF	P	Axial end part					
Model code	Deceleration ratio													a	b	d	e	f	g
TAM4-030※G	005 010 015 020	105.5	110	198.5	93	180	φ11	φ11	23.5	φ215	65	15	φ152	45	φ28h6	7	8	4	40
	030 040 050 060 080	126.5	130	234	107.5	198	φ13	φ13	28.5	φ250	70	18	φ184	55	φ32h6	8	10	5	50
	100 120 160 200	149	150	284	135	230	φ18	φ15	34	φ310	90	20	φ218	65	φ40h6	8	12	5	60

TAM4 RADIAL PISTON TYPE AIR MOTOR

DIMENSIONAL DRAWINGS/WITH BRAKE·DECELERATOR/TAM4-015

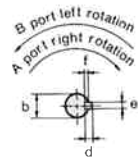
Unit : mm

FLANGE TYPE

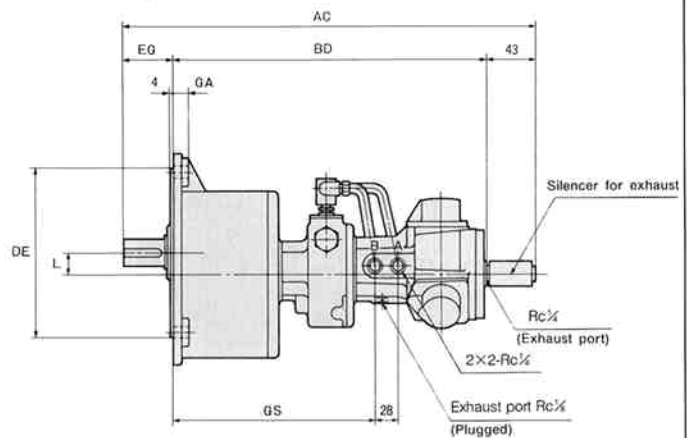
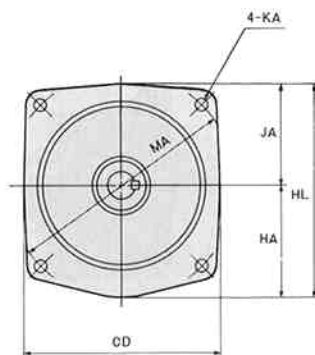
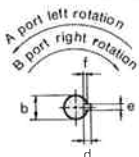
TAM4-015FBG***

Deceleration ratio

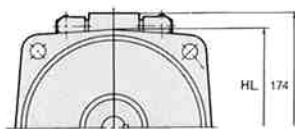
Deceleration ratio $\frac{1}{5} \sim \frac{1}{6}$



Deceleration ratio $\frac{1}{50} \sim \frac{1}{100}$



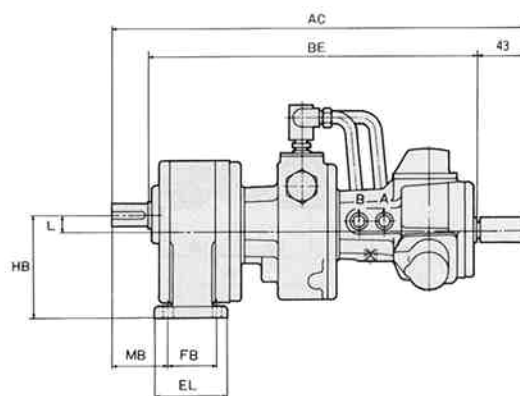
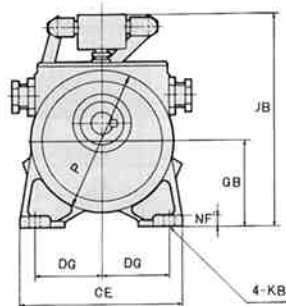
Deceleration ratio 005·010·015·020



FOOT TYPE

TAM4-015LBG***

Deceleration ratio



DIMENSIONAL TABLE

Symbol		AC	BD	BE	CD	CE	DE	DG	EG	EL	FB	GA	GB	GS	HA	HB
Model code	Deceleration ratio															
TAM4-015*BG	005 010 015	401	311	318	164	154	φ148h7	65	47	90	65	12	71	193	89	90
	020 040 050	417	324	329	186	175	φ170h7	70	50	125	90	15	86.5	206	105.5	110
	060 080															
	100 120 160 200	438	335	340	215	208	φ180h7	85	60	168	130	15	101.5	217	126.5	130

Symbol		HL	JA	JB	KA	KB	L	MA	MB	NF	P	Axial end part					
Model code	Deceleration ratio											a	b	d	e	f	g
TAM4-015*BG	005 010 015	174	82.5	175	φ11	φ11	19	φ185	55	12	φ125	40	φ22h6	6	6	3.5	35
	020 040 050	198.5	93	191	φ11	φ11	23.5	φ215	65	15	φ152	45	φ28h6	7	8	4	40
	060 080																
	100 120 160 200	234	107.5	206	φ13	φ13	28.5	φ250	70	18	φ184	55	φ32h6	8	10	5	50

RADIAL PISTON TYPE AIR MOTOR **TAM4**

DIMENSIONAL DRAWINGS/WITH BRAKE·DECELERATOR/TAM4-030

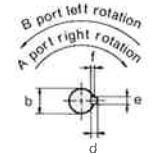
Unit : mm

FLANGE TYPE

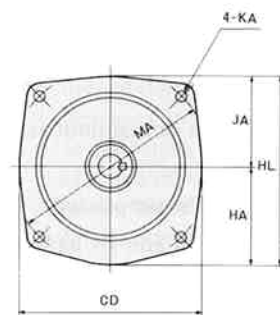
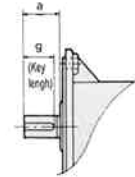
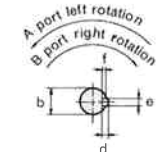
TAM4-030FBG※※※

Deceleration ratio

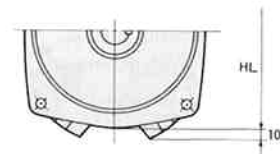
Deceleration ratio $\frac{1}{5} \sim \frac{1}{6}$



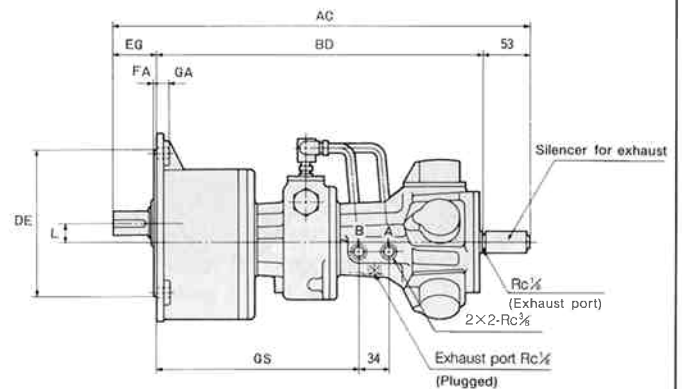
Deceleration ratio $\frac{1}{50} \sim \frac{1}{100}$



Deceleration ratio 005·010·015·020



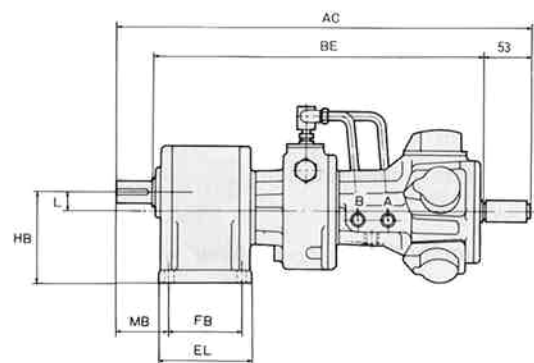
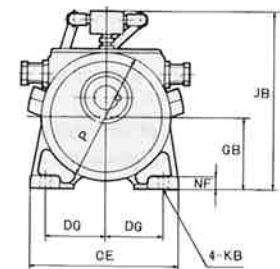
AXIAL END PART



FOOT TYPE

TAM4-030LBG※※※

Deceleration ratio



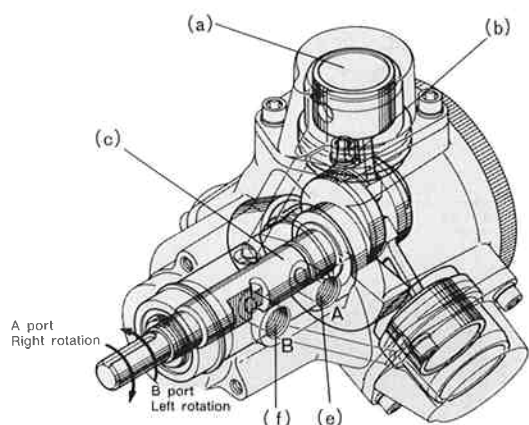
DIMENSIONAL TABLE

Symbol		AC	BD	BE	CD	CE	DE	DG	EG	EL	FA	FB	GA	GB	GS	HA	HB
Model code	Deceleration ratio																
TAM4-030※BG	005 010 015 020	466	363	368	186	175	φ170h7	70	50	125	4	90	15	86.5	225	105.5	110
	030 040 050 060 080	495	382	387	215	208	φ180h7	85	60	168	4	130	15	101.5	244	126.5	130
	100 120 160 200	520	396	402	270	254	φ230h7	105	71	196	5	150	18	116	259	149	150
Symbol		HL	JA	JB	KA	KB	L	MA	MB	NF	P	Axial end part					
Model code	Deceleration ratio											a	b	d	e	f	g
TAM4-030※BG	005 010 015 020	198.5	93	205	φ11	φ11	23.5	φ215	65	15	φ152	45	φ28h6	7	8	4	40
	030 040 050 060 080	234	107.5	220	φ13	φ13	28.5	φ250	70	18	φ184	55	φ32h6	8	10	5	50
	100 120 160 200	284	135	234	φ18	φ15	34	φ310	90	20	φ218	65	φ40h6	8	12	5	60

TAM4 RADIAL PISTON TYPE AIR MOTOR

STRUCTURE

ROTATION THEORY



For Radial Piston Type Air Motor, piston (a) and shaft (c) are connected by connecting rod (b), and compressed air sent from A port (e) is supplied successively to cylinder with rotary valve which is combined with shaft.

When compressed air is supplied, piston part pushes crank and gains rotation force. B port (f) at the opposite side becomes exhaust port. As compressed air is supplied from B port (f), shaft (c) performs clockwise rotation, and A port (e) becomes exhaust port.

WITH DECELERATOR

Air motor with decelerator is combined with small-type decelerator to gain the stabilized rotation and high output at the extremely slow rotation.

● FEATURES

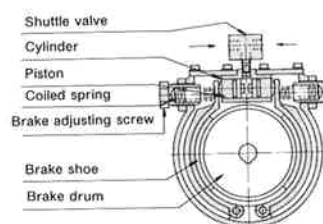
1. Deceleration method is a 2~3-phase variable speed according to the circumscribed gear system.
 2. All gears are heat treated.
 3. The air motor has the gear on the high speed side of integral construction with the air motor output shaft to facilitate internal inspection, disassembly and assembly of the motor and the gear case.
- The air motor with decelerator is not interchangeable with a standard motor because of different output shaft shape. (After-fitting of decelerator to a standard motor is unavailable.)

WITH BRAKE

Air motor can be stopped as engine brake is set by blocking the circuit with directional control valve, and brake torque corresponding to average start torque works in case that piping distance is short. But air motor with powerful external brake is necessitated in case that rotation of motor is inconvenient as torque is applied from load side at the time of suspension. For air motor with brake introduced here, double lock type brake is used.

● FEATURES

1. Non-phase adjustment is available for torque as needed.
2. Structure is simple with little trouble and long life.
3. Air motor made of aluminum is small and light.



It is load-working type double lock air brake with brake force turned out by pushing force of coiled spring and release conducted by air pressure as usual. Brake shoe is opened from brake drum as piston for release works after air pressure is applied to supply port of air motor and simultaneously to brake cylinder.

When the rotation of air motor is stopped and air pressure is exhausted, the air pressure of brake cylinder is also exhausted instantly, and brake shoe is pushed to drum with pushing force of coiled spring. The adjustment of brake torque is conducted with brake adjusting screw from the outside according to the necessary torque.

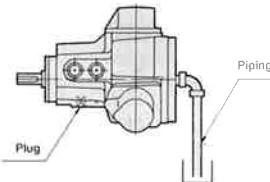
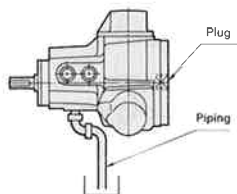
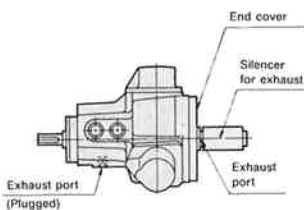
HANDLING INSTRUCTIONS

■ PRECAUTIONS FOR USE

MOUNTING

For all models of TAM4 series (fundamental, with brake, with decelerator, with brake/decelerator), the mounting direction and mounting angle are free. Core centering shall be performed so that axial core with shaft of matters to be driven will not be warped.

EXHAUST PORT



- Exhaust port is to remove pressure in air motor. It shall surely be kept open. When the breather port is plugged, the air motor internal pressures increases, resulting reduction of the output. Further, a trouble of come-off of the end cover will be caused.
- When shipped, silencer is not mounted at exhaust port of end cover part. In case of use, silencer shall be mounted.
- In use, air that leaks inside from exhaust port, and drains (water, oil) are exhausted to some extent. In case that dirt caused by drains is undesirable, piping shall be made to insert the end of pipe into supplementary container. (Note) Lay the piping as short and thick as possible with care not to cause back pressure.

PIPING

- Pneumatic equipment (air filter, air regulator, air lubricator, directional control valve, etc.) shall be mounted near air motor as much possible.
- Trouble of pneumatic equipment is mainly caused by foreign matters including dust. Before piping, the inside of pipe shall be cleaned with compressed air (over 0.2MPa) in order that chips, scrap of tape seal, dust rust, etc. will not enter absolutely in pipe.
- For piping bore and pneumatic equipment (air filter, air regulator, air lubricator, directional control valve, etc.) bore corresponding to the air consumption of air motor shall be used. When thin pipe or pneumatic equipment with smaller bore than that of air motor air used, the pressure loss is large, and the necessary output and rotation may be unavailable. Piping with larger bore than the port bore of air motor is appropriate.
- Clean air with dust and moisture removed shall be used by mounting air filter, air dryer, etc. at the inlet of air pressure.
- Effective silencer shall be mounted at the exhaust side.

- In case of use at the high-speed rotation, precautions shall be taken for the configuration of circuit so that back pressure will rise.
- Be sure to use the air motor with the recommended rotation range. Otherwise, stabilized rotation cannot be obtained. What is worse, the air motor life may be adversely affected. $(0.2 \sim 1) \times \text{Max. output rotation}$

LUBRICATING OIL

- Categories of oil

Air motor ...Daphne Eponex No. 1 (Idemitsu Kosan)
Grease for high load
Decelerator...TAM4-010 • 015
TAM4-030 1/5~1/10 } $\Rightarrow$ Listan EP-385 (Esso Oil)
TAM4-030 1/100~1/200

※For both air motor and decelerator, grease is mounted when delivered.

LUBRICATION

- With air lubricator mounted at the air pressure supply side, the spray lubrication shall be conducted.
- As lubricating oil for lubrication, JIS K2213-1 (Natural turbine oil ISO VG32) or equivalent shall be used.
- As to the quantity of lubrication, about 2 drops a minute are appropriate.

⚠ PRECAUTION

Insufficient lubrication will cause troubles such as shortening of life and seizure of rotary valve, piston and sleeve. Set an air lubricator near the air motor as much as possible.

■ ROTATING DIRECTION OF AIR MOTOR

FUNDAMENTAL • WITH BRAKE

- As seen from the output shaft side, there is left rotation for front side (B port) air supply, and right rotation for rear side (A port) air supply.



WITH DECELERATOR • WITH BRAKE/DECELERATOR

Deceleration ratio 1/5 ~ 1/30

- As seen from output shaft side, there is left rotation for front side (B port) air supply, and right rotation for rear side (A port) air supply.

Deceleration ratio 1/40 ~ 1/200

- As seen from output shaft side, there is right rotation for front side (B port) air supply and left rotation for rear side (A port) air supply.

