



HYDRAULIC
GEAR
PUMPS

INDEX

Section	Description	Page
FEATURES		2
	PERFORMANCE CURVES	9
SINGLE GEAR PUMPS	FP 20	18
	FP 30	23
	FP 40	31
MULTIPLE GEAR PUMPS		37
PORTS CONNECTORS TIGHTENING TORQUE		65
SUPPORT	SUPPORT (ISO STANDARD)	66
	KIT TO ASSEMBLE FORMULA PUMPS WITH SUPPORT	67
	APPLICATIONS	68
CHANGING ROTATION		70
INSTRUCTIONS		71

Replaces: 01/08.2005

FEATURES

FORMULA designates a CASAPPA gear pump range specifically designed for applications requiring high pressure levels also at low speed; applications such as truck-mounted cranes, tripper trucks and lift-trucks etc. Special design features and an exclusive CASAPPA patent have perfected a sophisticated mechanism which makes FORMULA a highly reliable unit, proven by years of service in the specific field of use. The versatility offered by the range of Italian (triangular) European (ISO) and American (SAE) mounting flanges allows to the FORMULA pumps to be used in several applications.

DISPLACEMENTS

From 0.50 in³/rev (8,26 cm³/rev)
To 9.20 in³/rev (150,79 cm³/rev)

PRESSURE

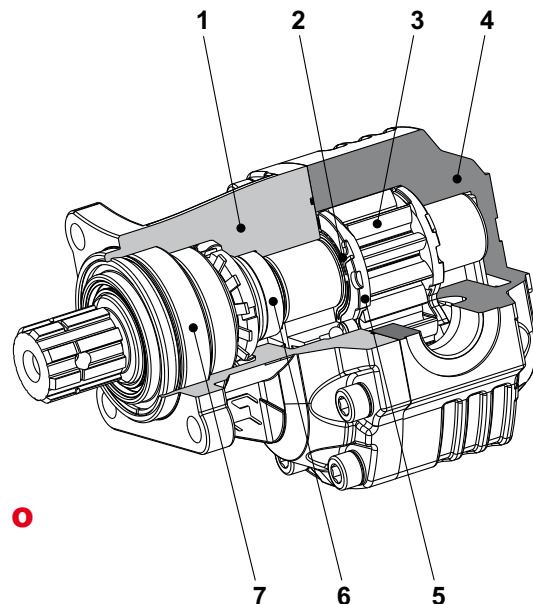
Max. continuous 4205 psi (290 bar)
Max. intermittent 4568 psi (315 bar)
Max. di peak 4713 psi (325 bar)

MAX. SPEED

Max. 3000 min⁻¹

- Two piece cast iron housing
- High performance at very low speed
- Ideal for truck applications

1	Mounting flange
2	Seals
3	Gear
4	Body
5	Thrust plates
6	Shaft
7	Outboard bearing



● 03/05.2013



Modification from former edition.

FEATURES

WARNING !

Failure or improper use of the product can cause damage at the same product or system.

Make sure that this is the last issue.

Replaces: 02/07.2008

Construction	External gear type pumps
Mounting	ISO (ZF), ITALIAN (triangular) and SAE flanges
Line connections	Screw
Direction of rotation (looking at the drive shaft)	Anti-clock (S) - clockwise (D) - reversible (R or B)
Inlet pressure range for pumps	10 ÷ 44 psi - [0,7 ÷ +3 bar (abs.)]
Fluid temperature range	See table (1)
Fluid	Mineral oil based hydraulic fluids to ISO/DIN and fire resistant fluids [see table (1)]. For other fluids please consult our technical sales department.
Viscosity range	From 60 to 456 SSU [12 to 100 mm ² /s (cSt)] recommended Up to 3410 SSU [750 mm ² /s (cSt)] permitted
Filtering requirement	See table (2)
Antioxidant protection	Red paint IC105

Tab. 1

Type	Fluid composition	Max pressure psi - (bar)	Max speed min ⁻¹	Temperature °F - (°C)			Seals (◆)
				Min	Max continuous	Max peak	
ISO/DIN	Mineral oil based hydraulic fluid to ISO/DIN	See page 5 - 6 - 7	See page 5 - 6 - 7	-13 (-25)	176 (80)	212 (100)	N
				-13 (-25)	230 (110)	257 (125)	V
HFA	Oil emulsion in water 5 ÷ 15% of oil	725 (50)	1500	36 (2)	131 (55)	–	N
HFB	Water emulsion in oil 40 % of water	1740 (120)	1500	36 (2)	140 (60)	–	N
HFC	Water - glycol	1450 (100)	1500	-4 (-20)	140 (60)	–	N Bz
HFD	Phosphate ester (●)	2175 (150)	1500	14 (-10)	176 (80)	–	V Bz

(◆) **N** = Buna N (standard) - **V** = Viton - **N Bz** = Buna N and Bronze thrust plates - **V Bz** = Viton and Bronze thrust plates.

(●) For skydrol phosphate esters please consult our technical sales department.

03/05.2013

Tab. 2

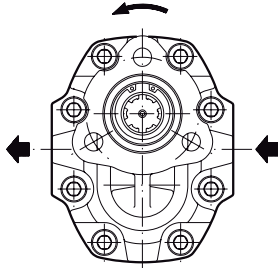
Working pressure psi (bar)	$\Delta p < 2030$ (140)	$2030 < \Delta p < 3045$ (140) (210)	$\Delta p > 3045$ (210)
Contamination class NAS 1638	10	9	8
Contamination class ISO 4406:1999	21/19/16	20/18/15	19/17/14
Achieved with filter $\beta_{10(c)} \geq 200$ according to ISO 16889	–	10 μ m	10 μ m
Achieved with filter $\beta_{25(c)} \geq 200$ according to ISO 16889	25 μ m	–	–

Casappa recommends to use its own production filters:

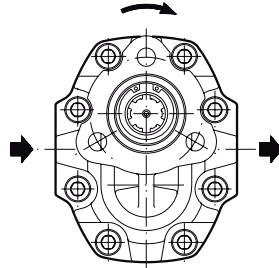


FEATURES

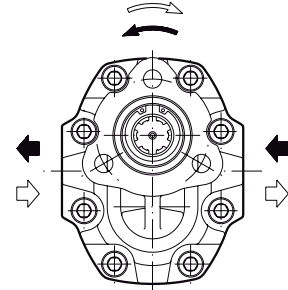
DEFINITION OF ROTATION DIRECTION LOOKING AT THE DRIVE SHAFT



ANT-CLOCK ROTATION

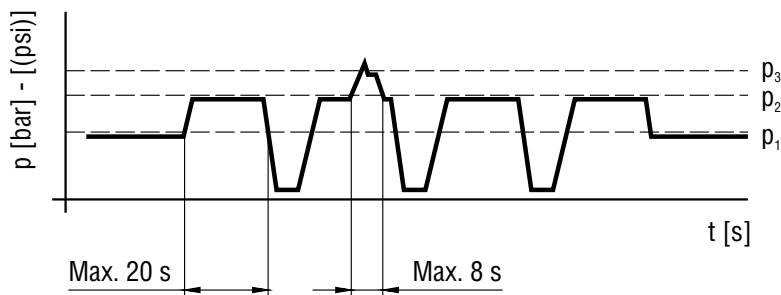


CLOCKWISE ROTATION



REVERSIBLE ROTATION

PRESSURE DEFINITION



p_1 Max. continuous pressure
 p_2 Max. intermittent pressure
 p_3 Max. peak pressure

GENERAL NOTES

Available with different inlet and outlet ports. Standard pumps are equipped with BUNA N (N) seals, for particular operating conditions (V) VITON seals and BUNA or VITON seals with bronze thrust plates (N Bz), (V Bz) are available. If you use fire resistant fluids specify the type of them at the order. For more information please consult our technical sales department.

01/08.2005

FORMULA 20 GENERAL DATA PUMPS
FP 20

Pump type	Displacement in ³ /rev (cm ³ /rev)	Max. pressure			Intermittent max. speed		Min. speed
		p ₁	p ₂	p ₃	At p ₂ press.	Without load	At p ₂ press.
		psi (bar)			min ⁻¹		
FP 20•8 (•)	0.50 (8,26)	4060 (280)	4495 (310)	4713 (325)	2000	4200	300
FP 20•11,2 (•)	0.69 (11,23)	4060 (280)	4495 (310)	4713 (325)	2000	4200	300
FP 20•16	1.03 (16,85)	4060 (280)	4495 (310)	4713 (325)	2000	4200	300
FP 20•20	1.29 (21,14)	3770 (260)	4060 (280)	4205 (290)	2000	4200	300
FP 20•25	1.61 (26,42)	3190 (220)	3625 (250)	3770 (260)	2000	4200	300
FP 20•31,5	2.01 (33,03)	2755 (190)	3045 (210)	3190 (220)	1800	4000	300
FP 20•36 (•)	2.19 (35,94)	2465 (170)	2755 (190)	2900 (200)	1800	4000	300
FP 20•40	2.42 (39,64)	2320 (160)	2610 (180)	2755 (190)	1800	4000	300

(•) Only available in ISO 16 Z0 and ITALIAN 13 T1 version.

p₁= Max. continuous pressure

p₂= Max. intermittent pressure

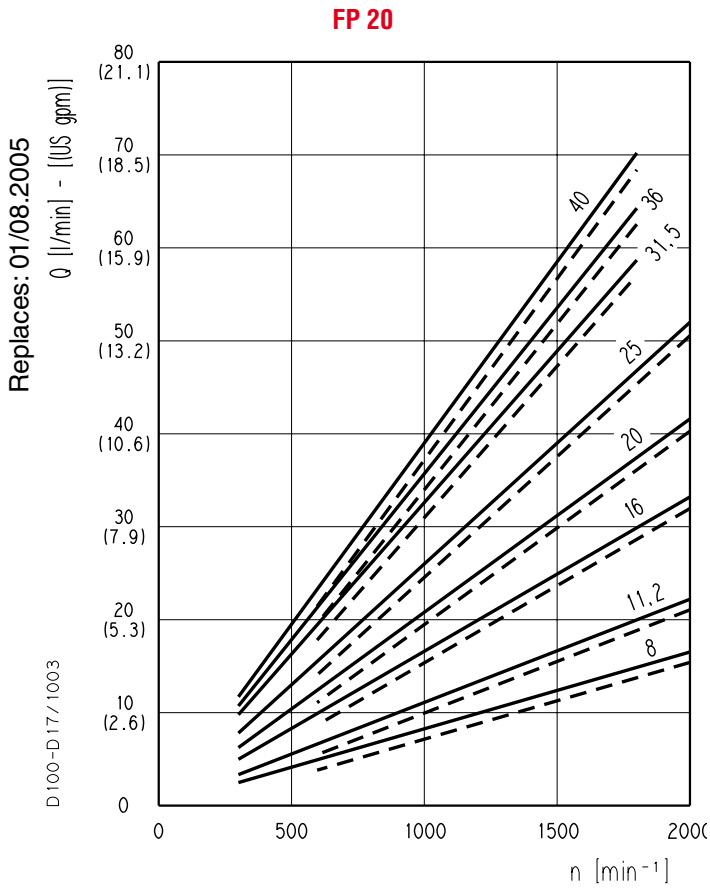
p₃= Max. peak pressure

The values in the table refer to unidirectional and reversible pumps.

01/08.2005

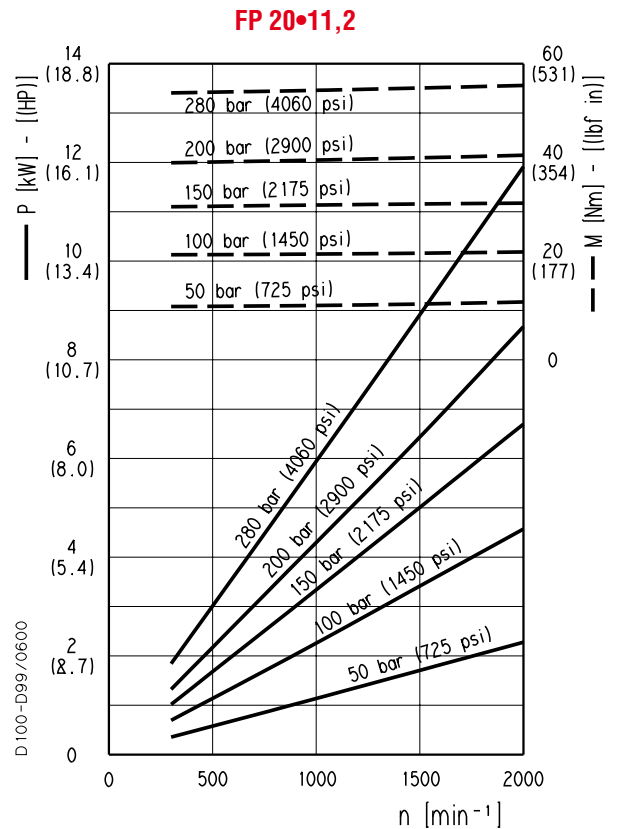
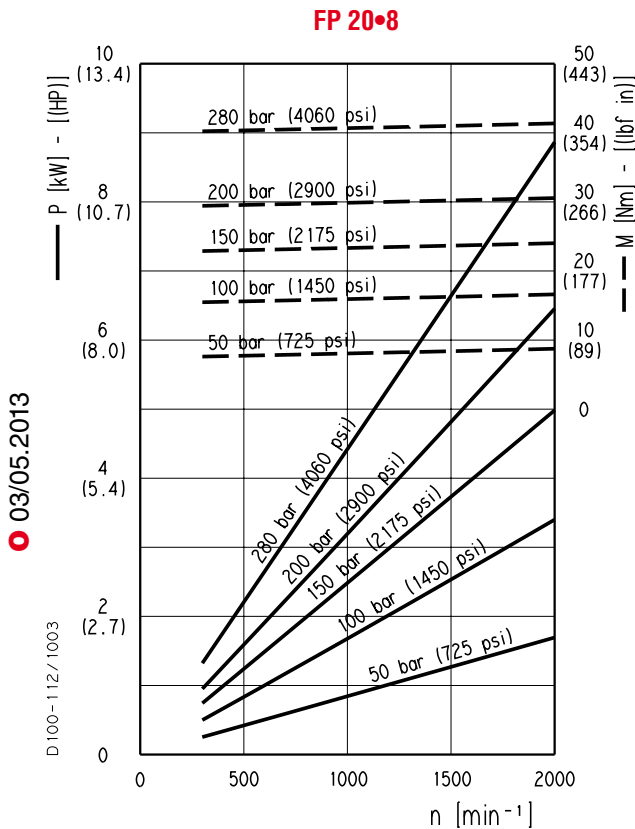
FORMULA 20 GEAR PUMPS PERFORMANCE CURVES

FP 20



Each curve has been obtained at 122 °F (50°C), using oil with viscosity 168 SSU (36 cSt) at 104 °F (40°C) and at these pressures:

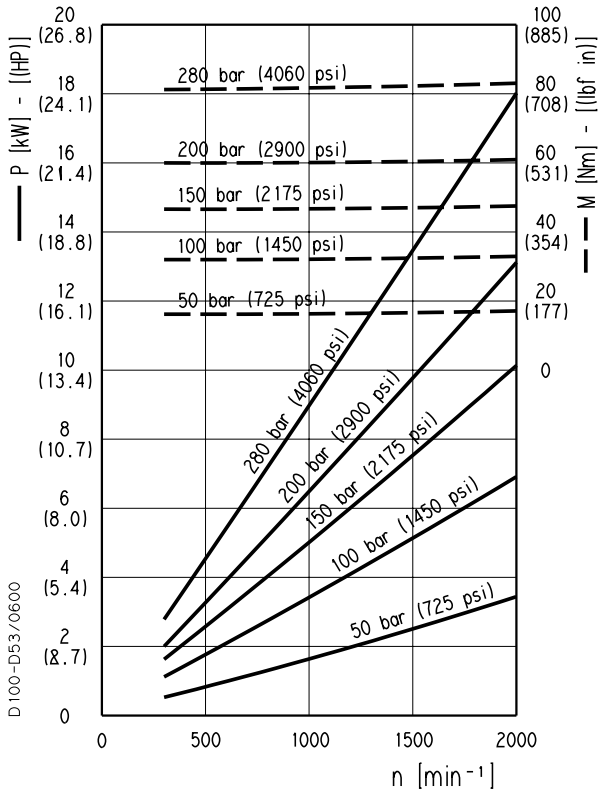
○ FP 20•8	---	290 psi (20 bar)
	—	4060 psi (280 bar)
○ FP 20•11,2	---	290psi (20 bar)
	—	4060 psi (280 bar)
○ FP 20•16	---	290 psi (20 bar)
	—	4060 psi (280 bar)
○ FP 20•20	---	290 psi (20 bar)
	—	3770 psi (260 bar)
○ FP 20•25	---	290 psi (20 bar)
	—	3190 psi (220 bar)
○ FP 20•31,5	---	290 psi (20 bar)
	—	2755 psi (190 bar)
○ FP 20•36	---	290 psi (20 bar)
	—	2465 psi (170 bar)
○ FP 20•40	---	290 psi (20 bar)
	—	2320 psi (160 bar)



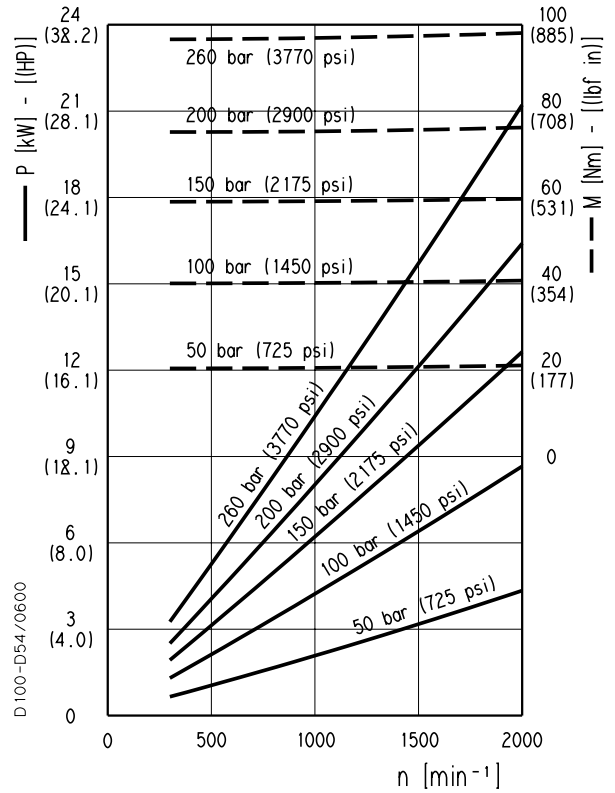
FORMULA 20 GEAR PUMPS PERFORMANCE CURVES

FP 20

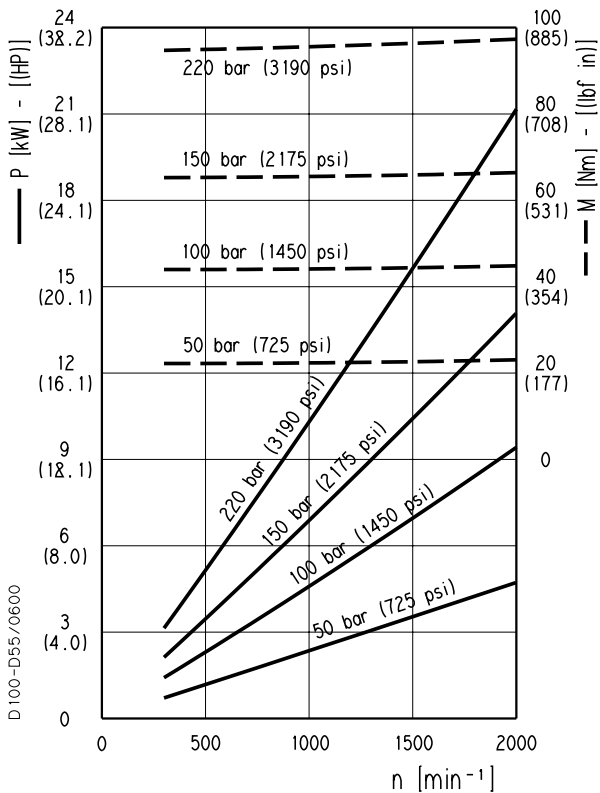
FP 20•16



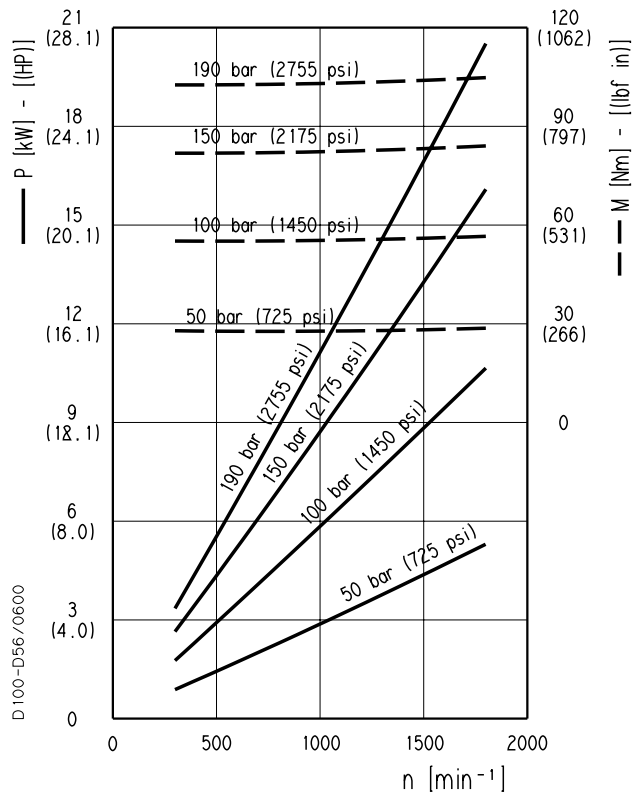
FP 20•20



FP 20•25



FP 20•31,5

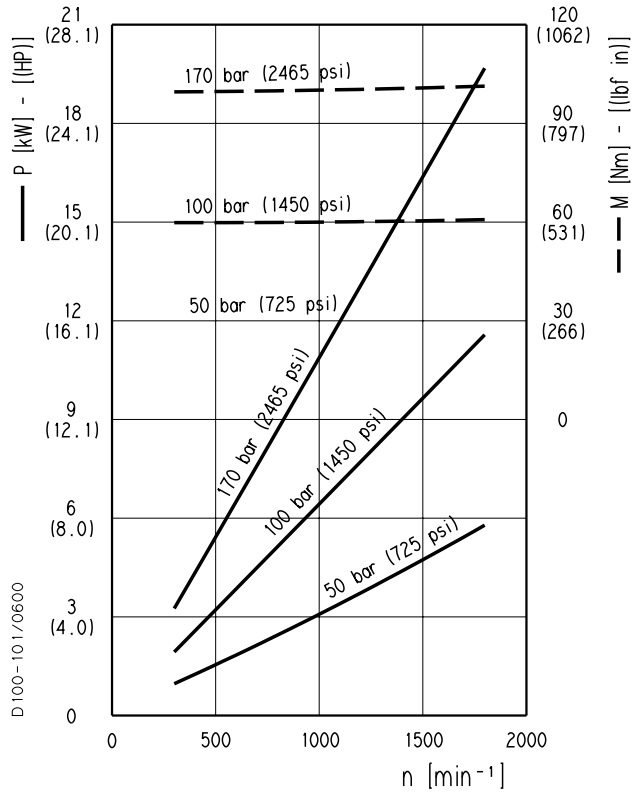


01/08.2005

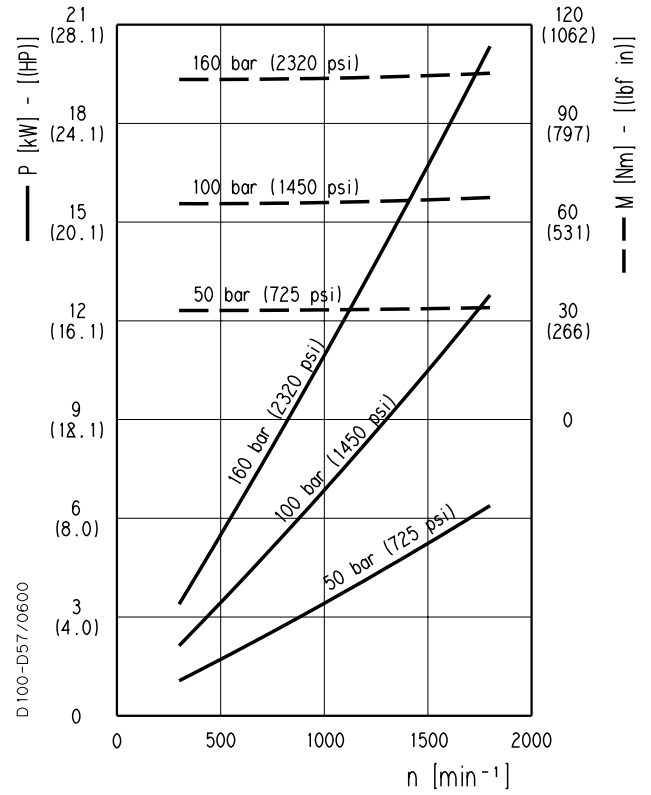
FORMULA 20 GEAR PUMPS PERFORMANCE CURVES

FP 20

FP 20•36

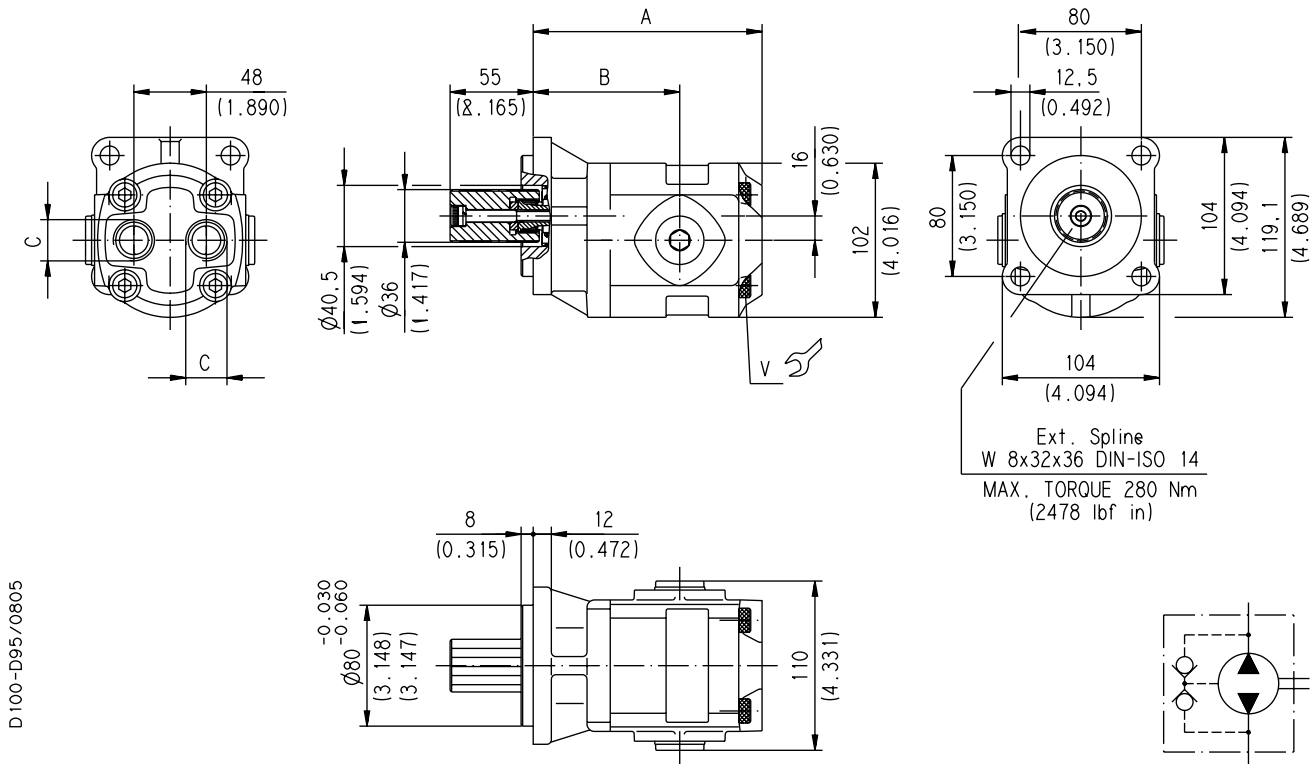


FP 20•40



01/08.2005

GAS STRAIGHT THREAD PORTS
British standard pipe parallel (55°) conforms to UNI - ISO 228



D 100-D95/0805

Radial and/or axial load are not allowed.

Standard version pumps have reversible rotation and internal drain.

The drawing shows the version with rear ports.

Removing the lateral plugs all possible combination ports are allowed.

Screw tightening torque Nm (lbf in)

V
70 ±7 (558 ÷ 682)

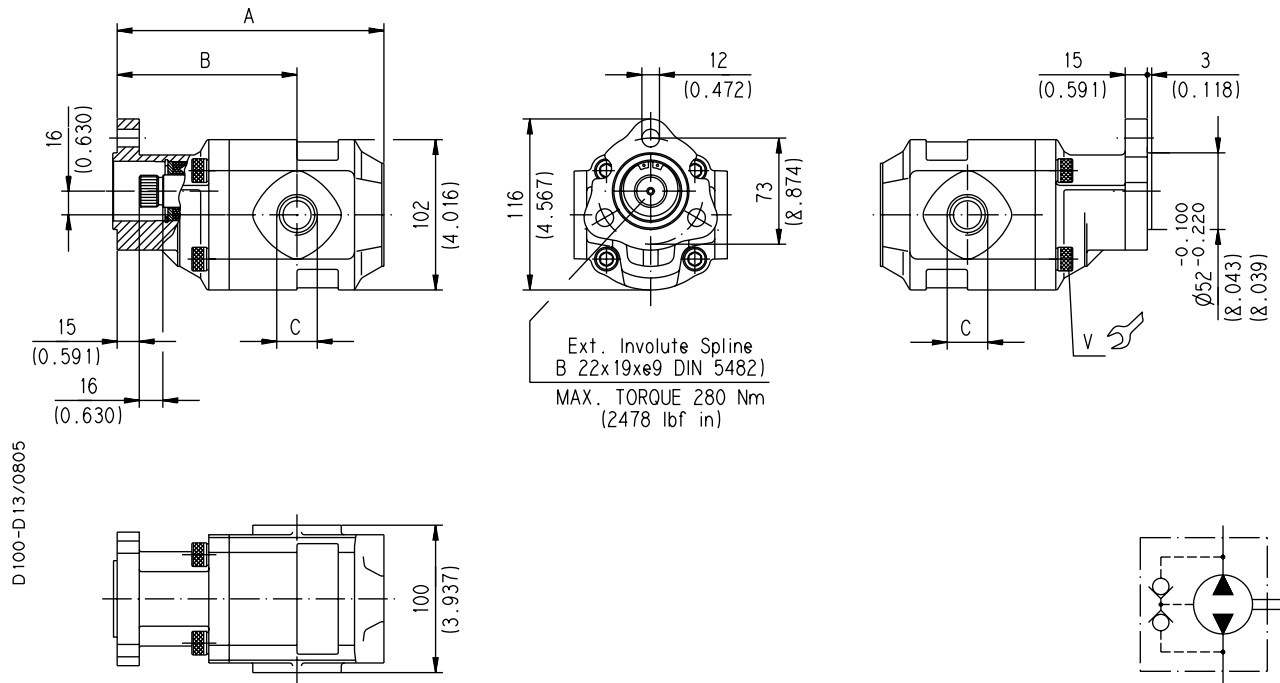
Pump type	A	B	C	Mass
	mm (in)	mm (in)		kg (lbs)
FP 20•8	104 (4.094)	80 (3.150)	G 1/2	5,31 (11.71)
FP 20•11,2	107,5 (4.232)	83,5 (3.287)		5,70 (12.57)
FP 20•16	117 (4.606)	87,5 (3.445)		6,00 (13.23)
FP 20•20	123,5 (4.862)	94 (3.701)		6,35 (14.00)
FP 20•25	131,5 (5.177)	87 (3.425)	G 3/4	6,80 (14.99)
FP 20•31,5	141,5 (5.571)	97 (3.819)		7,18 (15.83)
FP 20•36	146,4 (5.764)	91,4 (3.598)		7,44 (16.41)
FP 20•40	151,5 (5.965)	97 (3.819)		7,80 (17.20)

How to order:

FP 20•8 B0-16Z0-(L)P GD/GD-N

01/08.2005

GAS STRAIGHT THREAD PORTS
British standard pipe parallel (55°) conforms to UNI - ISO 228



Standard version pumps have reversible rotation and internal drain.

Screw tightening torque Nm (lbf in)

V
70 ±7 (558 ÷ 682)

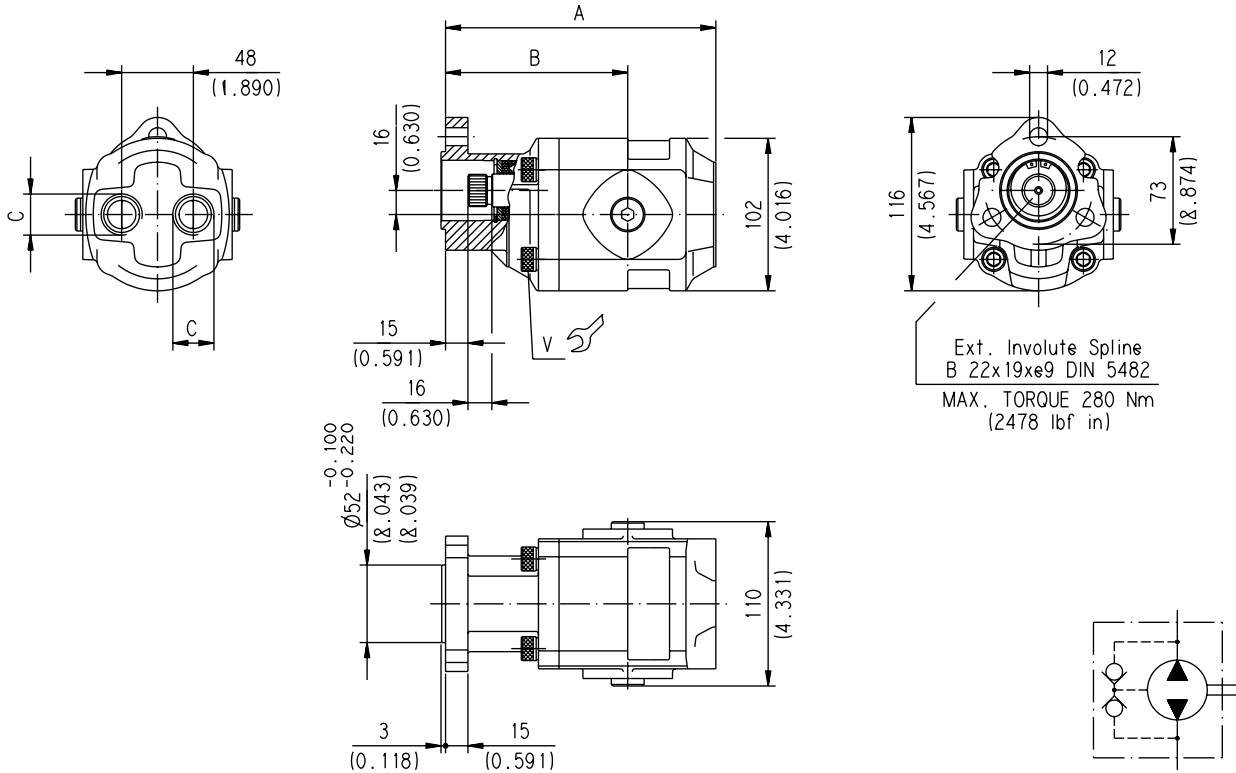
01/08.2005

Pump type	A	B	C	Mass
				kg (lbs)
FP 20•8	132,5 (5.217)	105 (4.134)	G 1/2	4,8 (10.58)
FP 20•11,2	136 (5.354)	108,5 (4.272)		5 (11.03)
FP 20•16	145,5 (5.728)	112,5 (4.429)		5,2 (11.47)
FP 20•20	152 (5.984)	119 (4.685)		5,3 (11.69)
FP 20•25	160 (6.299)	112 (4.409)	G 3/4	5,9 (13.01)
FP 20•31,5	170 (6.693)	122 (4.803)		6 (13.23)
FP 20•36	175,5 (6.909)	116,5 (4.587)		6,3 (13.89)
FP 20•40	181 (7.126)	122 (4.803)		6,6 (14.55)

How to order:

FP 20•8 B0-13T1-L GD/GD-N

GAS STRAIGHT THREAD PORTS
British standard pipe parallel (55°) conforms to UNI - ISO 228



D 100-D47/0805

Standard version pumps have reversible rotation and internal drain.

The version with rear ports allow, removing the lateral plugs all possible combination ports.

Screw tightening torque Nm (lbf in)

V
70 ±7 (558 ÷ 682)

Pump type	A	B	C	Mass
	mm (in)	mm (in)		kg (lbs)
FP 20•8	129 (5.079)	105 (4.134)	G 1/2	4,8 (10.58)
FP 20•11,2	132,5 (5.217)	108,5 (4.272)		5 (11.03)
FP 20•16	142 (5.591)	112,5 (4.429)		5,2 (11.47)
FP 20•20	148,5 (5.846)	119 (4.685)		5,3 (11.69)
FP 20•25	156,5 (6.161)	112 (4.409)	G 3/4	5,9 (13.01)
FP 20•31,5	166,5 (6.555)	122 (4.803)		6 (13.23)
FP 20•36	172,5 (6.791)	116,5 (4.587)		6,3 (13.89)
FP 20•40	178 (7.008)	122 (4.803)		6,6 (14.55)

How to order:

FP 20•11,2 B0-13T1-P GD/GD-N

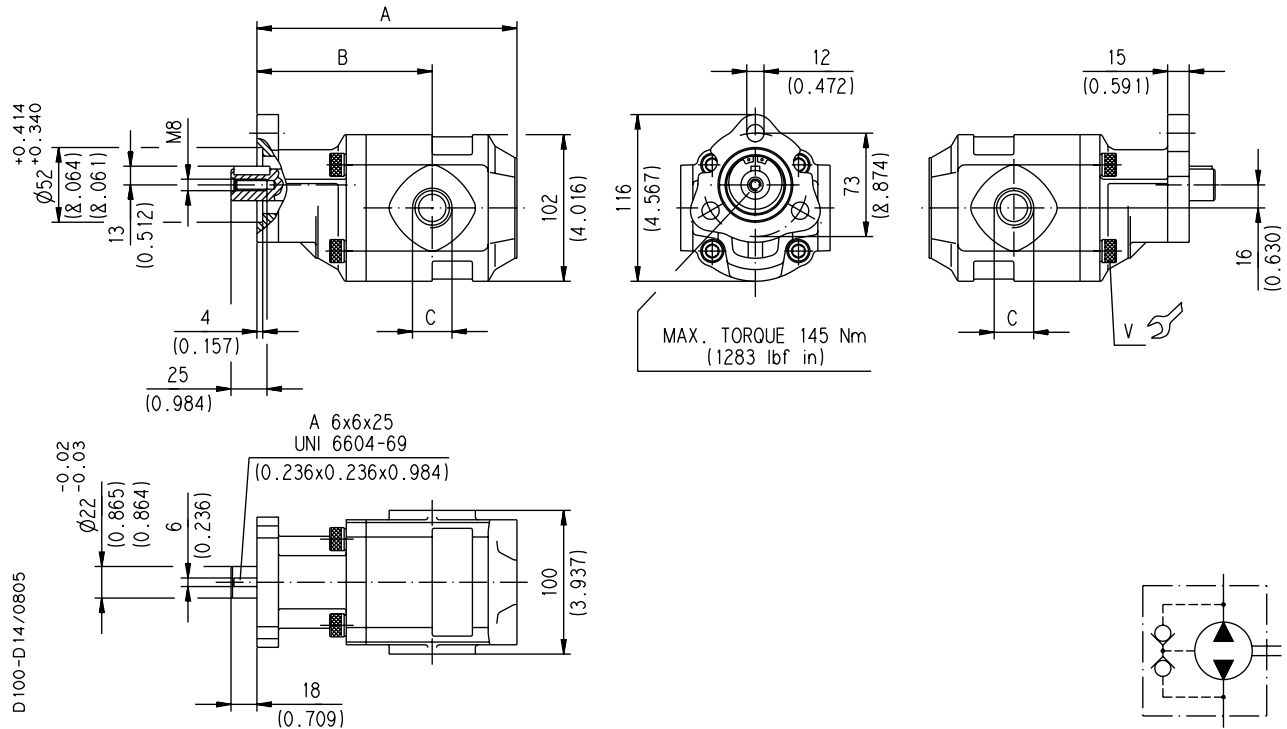
01/08.2005

FORMULA 20

HYDRAULIC GEAR PUMPS ITALIAN STANDARD

43 TO - L

GAS STRAIGHT THREAD PORTS
British standard pipe parallel (55°) conforms to UNI - ISO 228



Standard version pumps have reversible rotation and internal drain.

Screw tightening torque Nm (lbf in)

V
70 ±7 (558 ÷ 682)

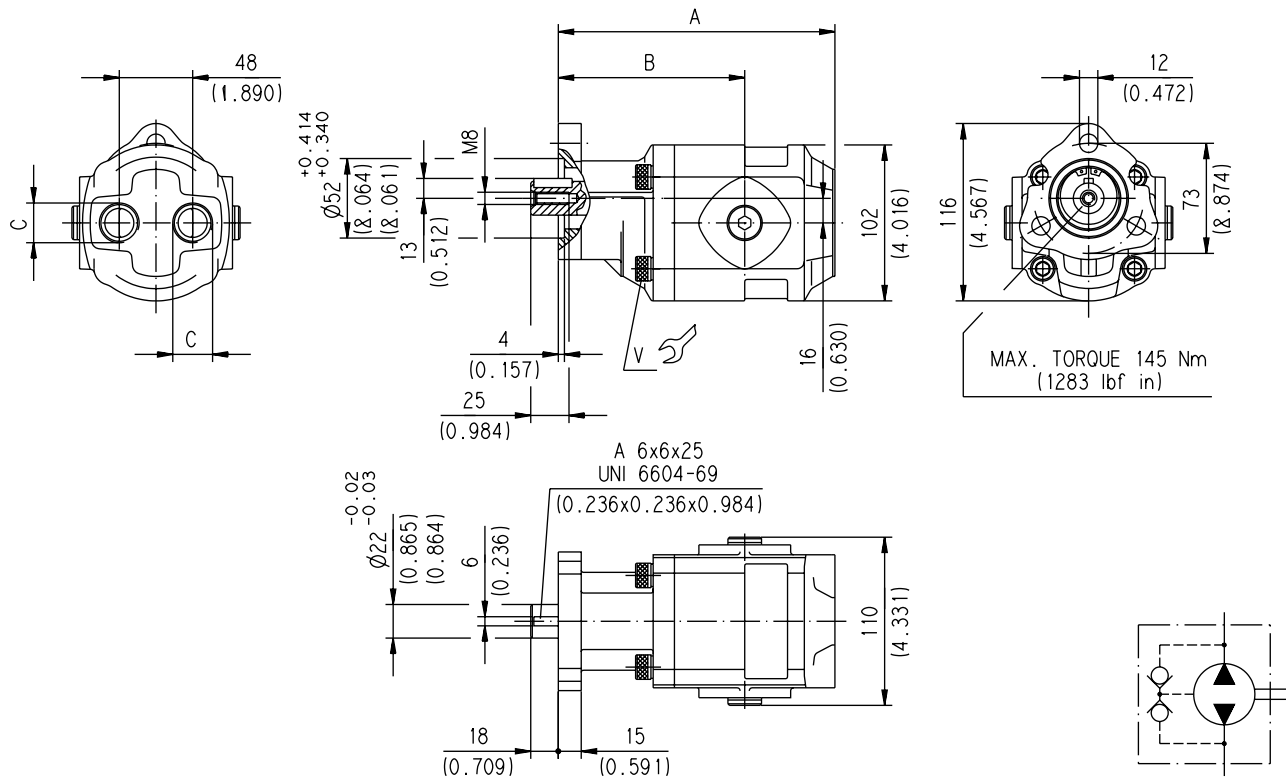
01/08.2005

Pump type	A	B	C	Mass
	mm (in)	mm (in)		kg (lbs)
FP 20•16	145,5 (5.728)	112,5 (4.429)	G 1/2	5,2 (11.47)
FP 20•20	152 (5.984)	119 (4.685)		5,3 (11.69)
FP 20•25	160 (6.299)	112 (4.409)	G 3/4	5,9 (13.01)
FP 20•31,5	170 (6.693)	122 (4.803)		6 (13.23)
FP 20•40	181 (7.126)	122 (4.803)		6,6 (14.55)

How to order:

FP 20•16 B0-43TO-L GD/GD-N

GAS STRAIGHT THREAD PORTS
British standard pipe parallel (55°) conforms to UNI - ISO 228



D 100-D48/0805

Standard version pumps have reversible rotation and internal drain.

The version with rear ports allow, removing the lateral plugs all possible combination ports.

Screw tightening torque Nm (lbf in)

V
70 ±7 (558 ÷ 682)

Pump type		A		C	Mass
		mm (in)	mm (in)		
FP 20•16	B0-43T0-P GD/GD-N	142 (5.591)	112,5 (4.429)	G 1/2	5,2 (11.47)
FP 20•20		148,5 (5.846)	119 (4.685)		5,3 (11.69)
FP 20•25		156,5 (6.161)	112 (4.409)		5,9 (13.01)
FP 20•31,5	B0-43T0-(L)P GE/GE-N	166,5 (6.555)	122 (4.803)	G 3/4	6 (13.23)
FP 20•40		178 (7.008)	122 (4.803)		6,6 (14.55)

How to order

FP 20•16 B0-43T0-P GD/GD-N

01/08.2005

MULTIPLE PUMPS

FORMULA series pumps can be coupled together in combination. Where input power requirement of each element varies, that with the greater requirement must be at the drive shaft end, and progressively smaller to the rear.

Features and performances are the same as the corresponding single pumps, but pressures must be limited by the transmissible torque of the drive and connecting shafts. To have appropriate data, use the formula below.

The maximum rotational speed is that of the lowest rated speed of the single units incorporated.

Replaces: 01/08.2005

M	lbf in [Nm]	Torque
V	in ³ /rev [cm ³ /rev]	Displacement
Δp	psi [bar]	Pressure
$\eta_{hm} = \eta_m (V, \Delta p, n)$	(≈ 0,90)	Hydro-mechanical efficiency

$$M = \frac{M_{theor.}}{\eta_{hm}} \quad [Nm]$$

$$M_{theor.} = \frac{\Delta p \text{ (bar)} \cdot V \text{ (cm}^3\text{/rev)}}{62,83}$$

DRIVE SHAFT SELECTION

The torque absorbed from the shaft of the first pump results from the sum of the torques due to all single stages. The achieved value must not exceed the maximum torque limit given for the shaft of the first pump. Diagrams providing approximate selection data will be found on page 38.

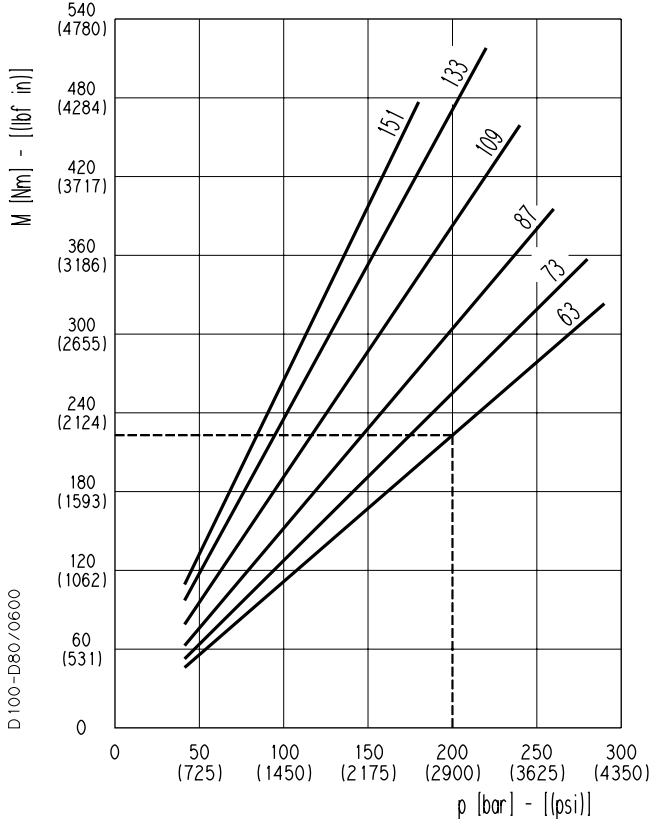
03/05.2013

Example

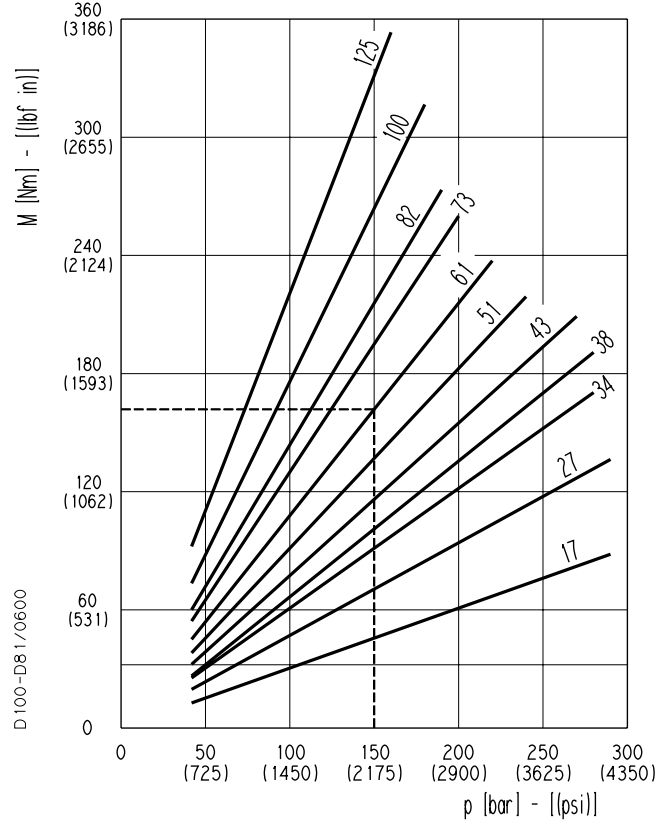
Let us consider a double pump FP40•63+ FP30•61. If we suppose that we have to work with the first pump at a pressure of 2900 psi (200 bar) and the second pump at a pressure of 2175 psi (150 bar), the graph 1 shows that the torque absorbed by FP40•63 is 1974 lbf in (223 Nm) and the graph 2 shows that the torque absorbed by FP30•61 is 1416 lbf in (160 Nm) [acceptable value because it don't exceed the maximum drive shaft torque that is 2478 lbf in (280 Nm), see page 42]. The torque to be transmitted by the first drive shaft will thus be 1974+1416=3390 lbf in (223+160= 383 Nm), this value must not exceed the shaft's maximum rated value.

ABSORBED TORQUE

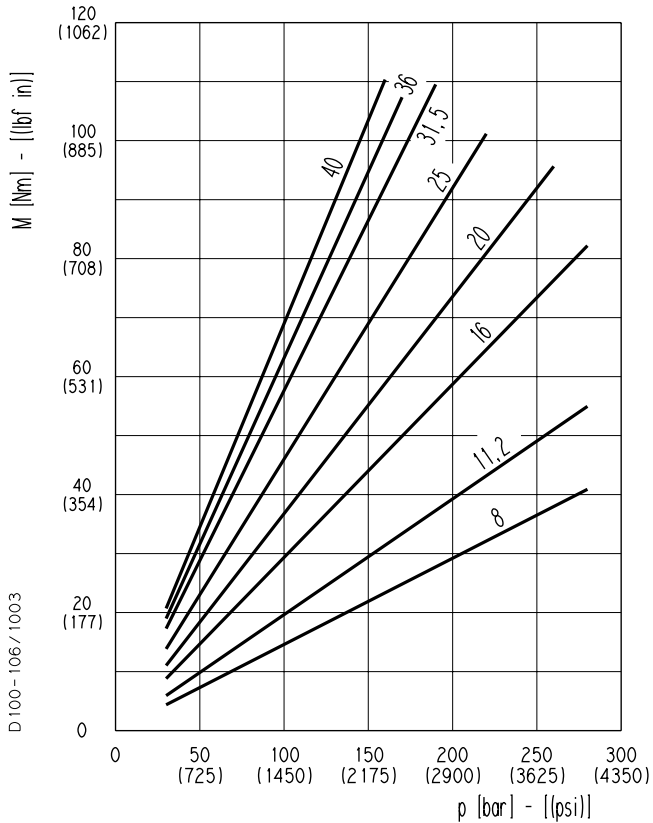
FP 40 (1)



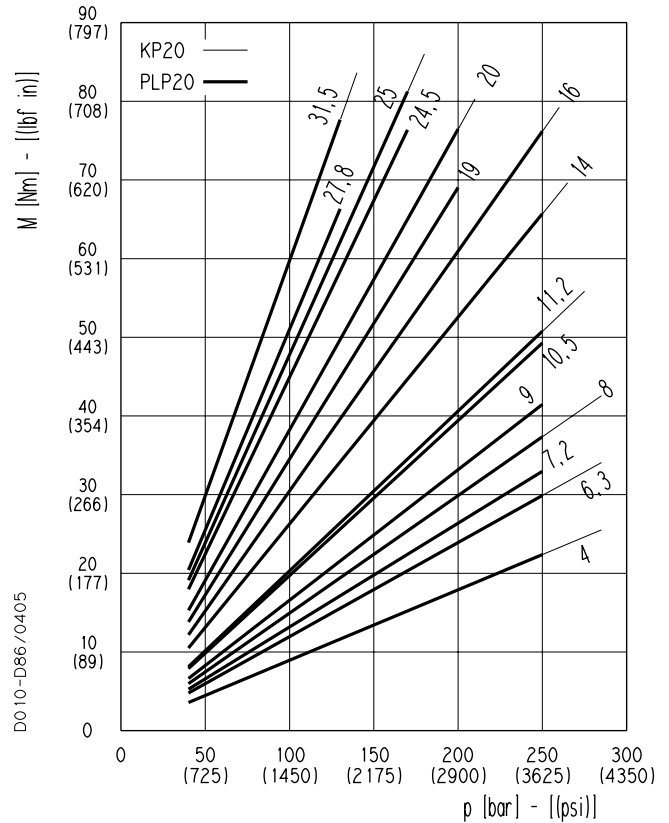
FP 30 (2)



FP 20 (3)



KP 20-PLP 20 (4)



01/08.2005

FORMULA 20

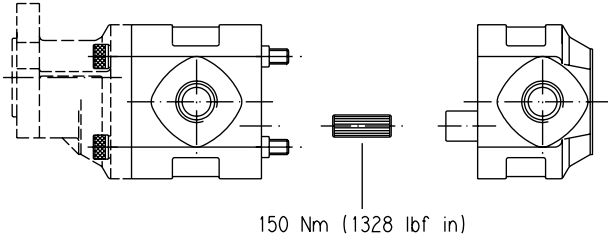
MULTIPLE PUMPS COMBINATION

FORMULA 20 + FORMULA 20 STANDARD VERSION

Front

Rear

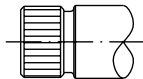
D100-104/0600



FORMULA 20 END DRIVE SHAFT

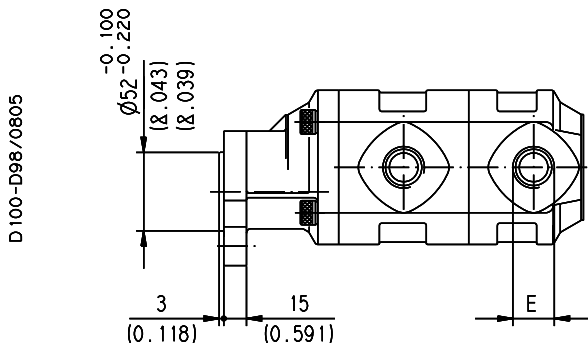
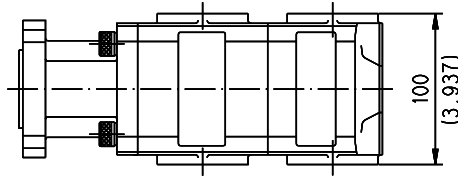
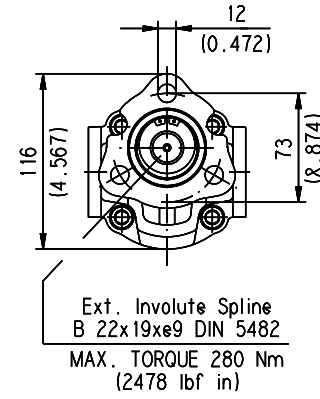
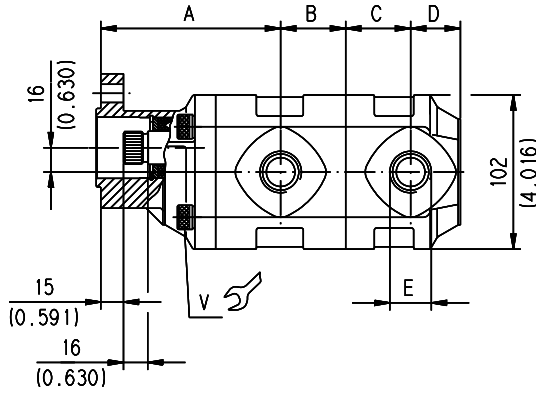
ITALIAN STANDARD

13

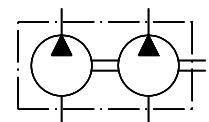


01/08.2005

GAS STRAIGHT THREAD PORTS
British standard pipe parallel (55°) conforms to UNI - ISO 228



D 100-D98/0805



Screw tightening torque Nm (lbf in)

V

70 ± 7 (558 ÷ 682)

01/08.2005

Pump type	A	B	C	D	E
	mm (in)	mm (in)	mm (in)	mm (in)	
FP 20•8	105 (4.272)	37,5 (1.476)	29 (1.142)	27,5 (1.083)	G 1/2
FP 20•11,2	108,5 (4.272)	38,5 (1.516)	32,5 (1.280)	27,5 (1.083)	
FP 20•16	112,5 (4.429)	43 (1.693)	36,5 (1.437)	32,5 (1.280)	
FP 20•20	119 (4.685)	43 (1.693)	43 (1.693)	33 (1.299)	
FP 20•25	112 (4.409)	58 (2.283)	36 (1.417)	48 (1.890)	G 3/4
FP 20•31,5	122 (4.803)	58 (2.283)	46 (1.811)	48 (1.890)	

The length of a triple pump is obtained with the sum of the following dimensions: **A+B+C+B+C+D**.

How to order a triple pump

(for double pump omit the intermediate pump)


Front pump	/	Intermediate pump	/	Rear pump	(1) Rotation	-	(2) Seals
FP20•11,2	/	20•11,2	/	20•11,2	S	-	


(1) S= Left - D= Right

(2) See page 3 (for Buna N seals no code)

01/08.2005

PORTS CONNECTORS TIGHTENING TORQUE

 Tightening torque for low pressure side port.



 Tightening torque for high pressure side port [values obtained at 350 bar (5075 psi)]

For reversible rotation, please consult only the tightening torque for high pressure side port.

Replaces: 01/08.2005



GAS STRAIGHT THREAD PORTS

BSPP

CODE				
	Nm	(lbf in)	Nm	(lbf in)
GC (◆)	15 ⁺¹	133 ÷ 142	–	–
GD	20 ⁺¹	177 ÷ 186	50 ^{+2,5}	443 ÷ 465
GE	30 ^{+2,5}	266 ÷ 288	90 ⁺⁵	797 ÷ 841
GF	50 ^{+2,5}	443 ÷ 465	130 ⁺¹⁰	1151 ÷ 1239
GG ○	70 ⁺⁵	620 ÷ 664	170 ⁺¹⁵	1505 ÷ 1637
GH	70 ⁺⁵	620 ÷ 664	–	–

SAE STRAIGHT THREAD PORTS J514

ODT

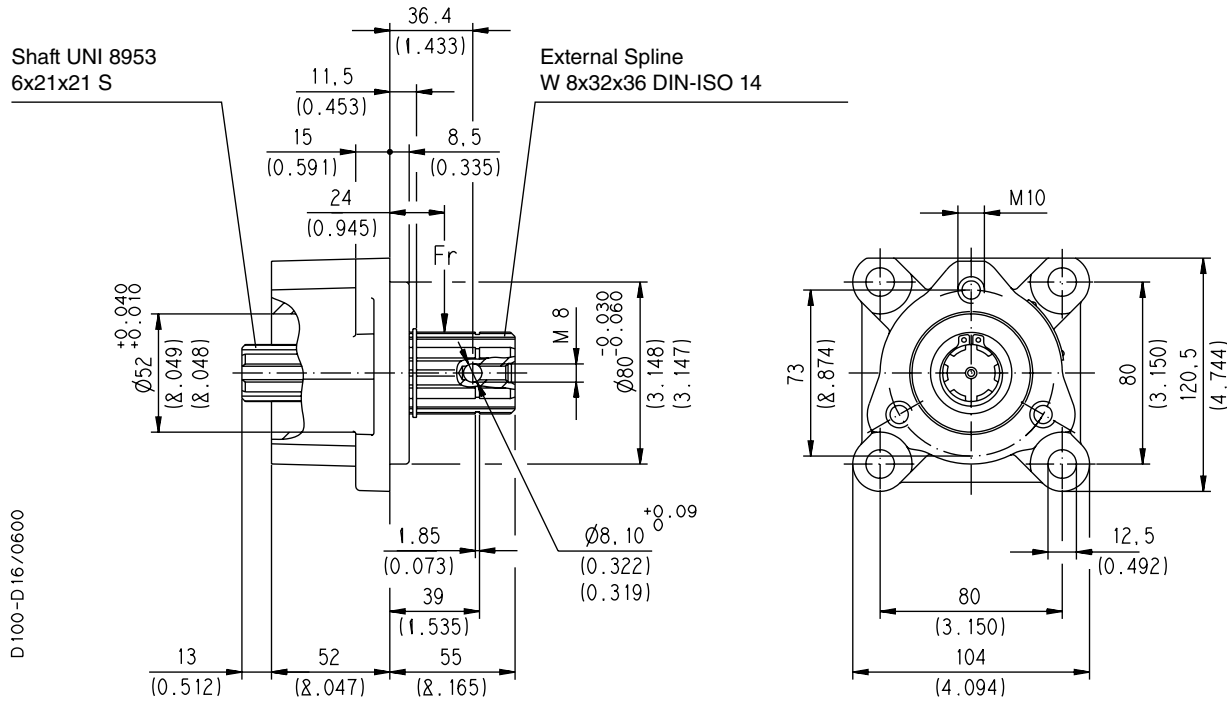
CODICE				
	Nm	(lbf in)	Nm	(lbf in)
OA (◆)	15 ⁺¹	133 ÷ 142	–	–
OB	20 ⁺¹	177 ÷ 186	45 ^{+2,5}	398 ÷ 420
OD	40 ^{+2,5}	354 ÷ 376	120 ⁺¹⁰	1062 ÷ 1151
OE	50 ^{+2,5}	443 ÷ 465	145 ⁺¹⁰	1283 ÷ 1372
OF	60 ⁺⁵	531 ÷ 575	170 ⁺¹⁰	1505 ÷ 1593
OG	70 ⁺⁵	620 ÷ 664	–	–
OH	100 ⁺⁵	885 ÷ 929	–	–

(◆) Drain port: FORMULA 30 and FORMULA 40 rear drain (R).

○ 03/05.2013

BEARING SUPPORT FOR COUPLING TO ZF P.T.O.(ISO Standard)

SL9 - SR9

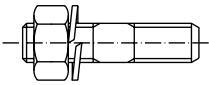

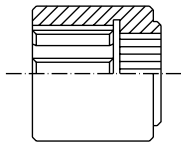


The bearing support allows FORMULA Italian standard pumps to be coupled to P.T.O. of commercial vehicles.

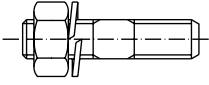

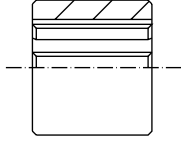
Ordering code	Max. radial load 24 mm (0.945 in) from mounting face (Fr)	Mass
	N	kg (lbs)
SL9	—	2,7 (5.95)
SR9	Low load	

01/08.2005

KIT to assemble FP20 - 13 T1 and FP30 - 13 T pumps with support

Part	Q.ty	Description	Ordering code
	3	Stud M 10x30 UNI 5911 Nut M 10 Washer 10 DIN 7980	
	1	Gasket	KIT 10 - A
	1	Splined coupling MA 6x21x25 UNI 8953 - A 22x19 DIN 5482 L= 31	

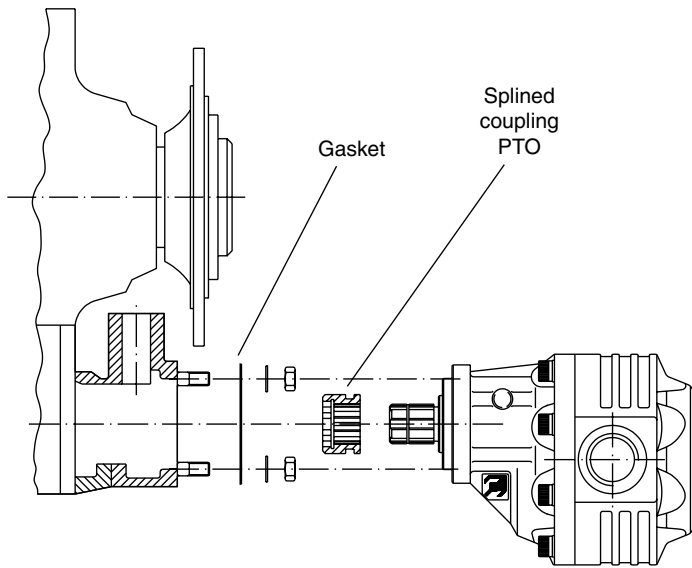
KIT to assemble FP30 - 19 T and FP40 - 19 T pumps with support

Part	Q.ty	Description	Ordering code
	3	Stud M 10x30 UNI 5911 Nut M 10 UNI 7473	
	1	Gasket	KIT 17 - A
	1	Splined coupling MA 6x21x25 UNI 8953 L= 31	

01/08.2005

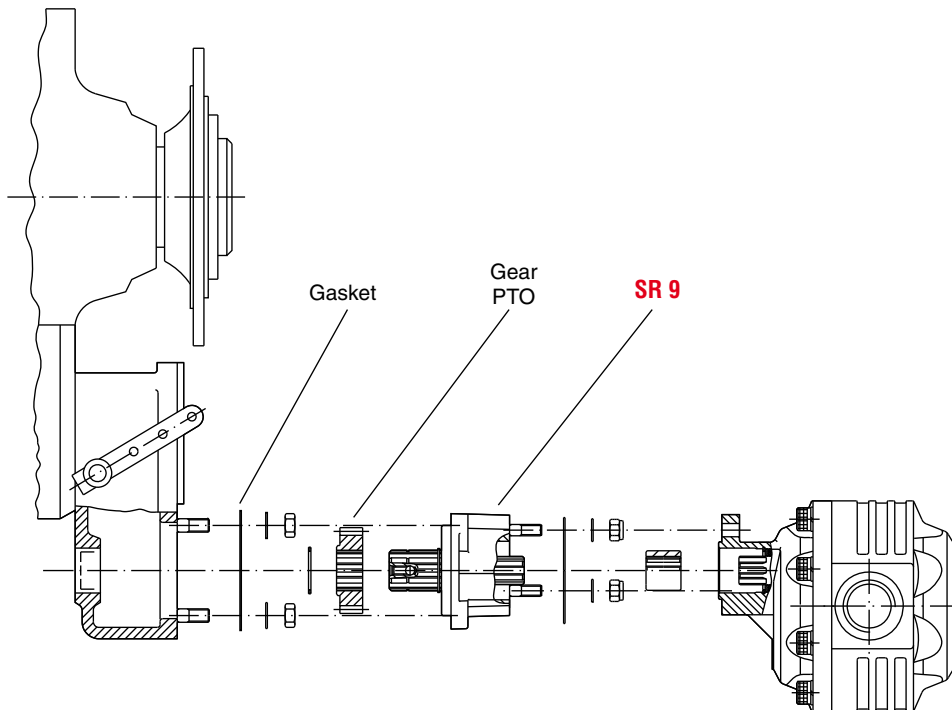
APPLICATIONS FOR FORMULA PUMPS WITH ZF P.T.O.(ISO STANDARD)

D100-108/1003



The FORMULA pumps in the application with radial load can be directly connected to the “ZF” P.T.O.

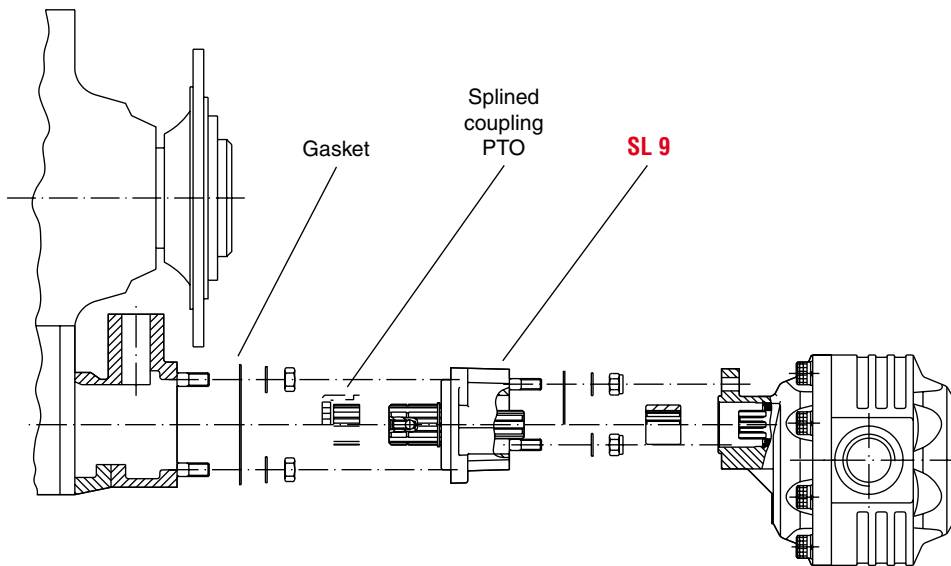
D100-D85/0493



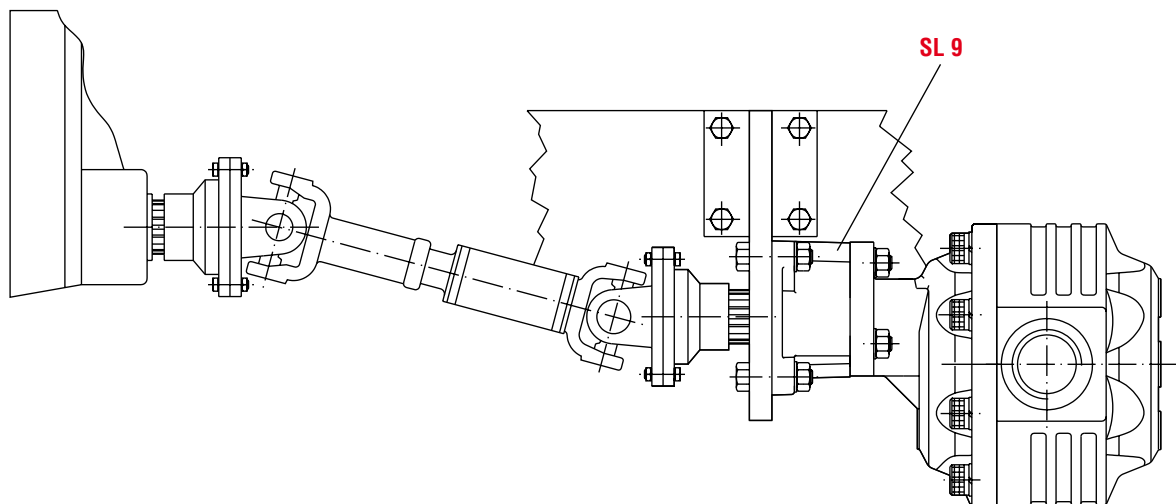
The FORMULA pumps in the application with radial load can be directly connected to the “ZF” P.T.O. with straight teeth gear using the SR9 support.

01/08.2005

APPLICATIONS FOR FORMULA PUMPS WITH ZF P.T.O.(ISO STANDARD)



The FORMULA pumps in the application without radial load can be directly connected to the "ZF" P.T.O. only on self sealed version using the SL9 support.



01/08.2005

D 100-D86/0493

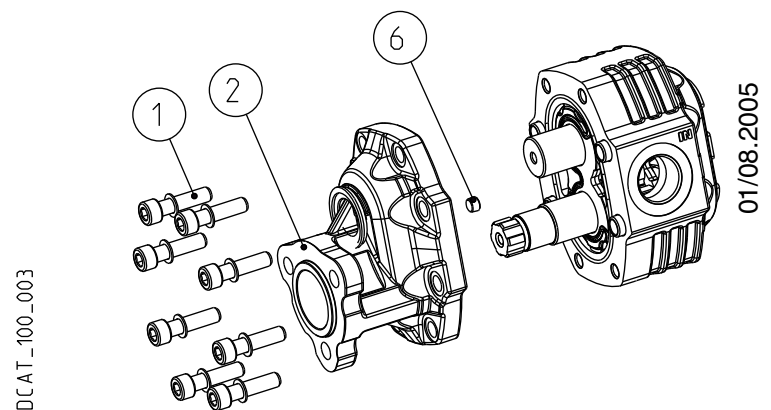
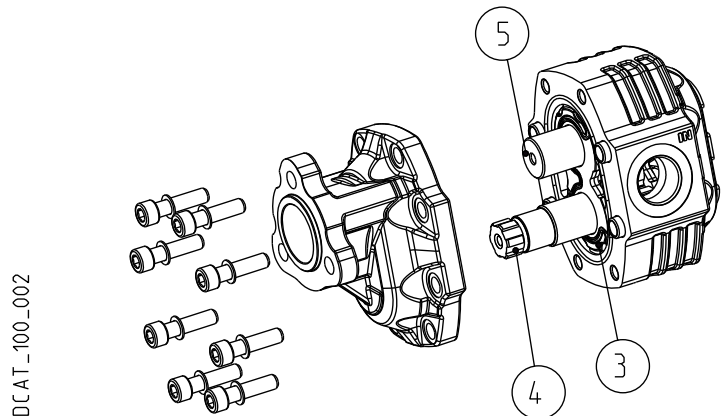
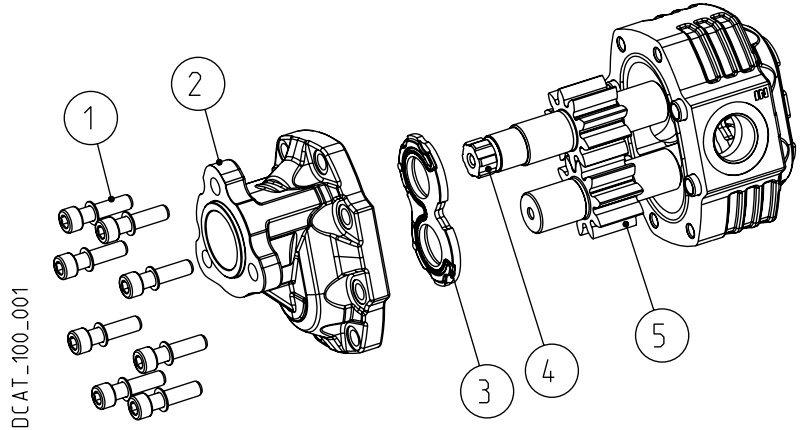
Use SL9 support to apply the universal joint.

CHANGING ROTATION

Example of changing rotation: from FP30 pump counterclockwise to clockwise

To change rotation of unidirectional pumps is necessary to operate in the following way:

1. Clean the pump externally with care.
2. Loosen, and remove, the clamp bolts (1)
3. Coat the sharp edges of the drive shaft (4) with adhesive tape and smear a layer of clean grease on the shaft end extension to avoid damaging the lip of the shaft seal when removing the mounting flange.
4. Remove the mounting flange (2), taking care to keep the flange as straight as possible during removal. If the flange is stuck, tap around the edge with a fibre or rubber mallet in order to break away from the body. Ensure that while removing the front mounting flange, the drive shaft and other components remain position.
5. Ease the drive gear (4) up to facilitate removal the front plate (3), taking care that the precision ground surfaces do not become damaged, and remove the drive gear.
6. Remove the driven gear (5) without overturning. The rear plate has not to be removed.
7. Re-locate the driven gear (5) in the position previously occupied by the drive gear (4)
8. Re-locate the drive gear (4) in the position previously occupied by the driven gear (5)
9. Replace the front plate (3) in its original position.
10. Remove the grub screw (6) from the mounting flange (2) and re-locate it in the other threaded hole in the same flange.
11. Gently wipe the machined surface of the mounting flange (2) and the body with a flat hand stone.
12. Refit the front mounting flange (2) turned 180° from its original position.
13. Refit the clamp bolts (1) with the washers and tighten in a crisscross pattern to a torque value of 70 ± 7 Nm ($558 \div 682$ lbf in).
14. Check that the pump rotates freely when the drive shaft (4) is turned by hand. If not a pressure plate seal may be pinched.
15. The pump is ready for installation with the original rotation reversed.



INSTRUCTIONS

INSTALLATION

The direction of rotation of single-rotation pumps must be the same as that of the drive shaft. Check that the coupling flange correctly aligns the transmission shaft and the pump shaft, the connection do not generate an axial or radial load on the pump shaft

TANK

Tank capacity must be sufficient for the system's operating conditions (~ 3 times the amount of oil in circulation) to avoid overheating of the fluid. A heat exchanger should be installed if necessary. The intake and return lines in the tank must be spaced apart (by inserting a vertical divider) to prevent the return-line oil from being taken up again immediately.

LINES

The lines must have a major diameter which is at least as large as the diameter of pump ports, and must be perfectly sealed. To reduce loss of power, the lines should be as short as possible, reducing the sources of hydraulic resistance (elbow, throttling, gate valves, etc.) to a minimum. A length of flexible tubing is recommended to reduce the transmission of vibrations. All return lines must end below the minimum oil level, to prevent foaming. Before connecting the lines, remove any plugs and make sure that the lines are perfectly clean

FILTERS

We recommend filtering the entire system flow. Filters on suction and return line must be fitted in according to the contamination class as indicated in the first pages of the catalogue. Casappa recommends to use its own production filters:

HYDRAULIC FLUID

Use hydraulic fluid conforming to the table as specified in the first pages of the catalogue. Avoid using mixtures of different oils which could result in decomposition and reduction of the oil's lubricating power.

STARTING UP

Check that all circuit connections are tight and that the entire system is completely clean. Insert the oil in the tank, using a filter. Bleed the circuit to assist in filling. Set the pressure relief valves to the lowest possible setting. Turn on the system for a few moments at minimum speed, then bleed the circuit again and check the level of oil in the tank. Then gradually increase the pressure and speed of rotation until the pre-set operating levels as specified in the catalogue are attained.

PERIODICAL CHECKS - MAINTENANCE

Keep the outside surface clean especially in the area of the drive shaft seal. In fact, abrasive powder can accelerate wear on the seal and cause leakage. Replace filters regularly to keep the fluid clean. The oil level must be checked and oil replaced periodically depending on the system's operating conditions.

01/08.2005



Our policy is one of continuous improvement in product. Specification of items may, therefore, be changed without notice.

F 03 T A

Edition: 03/05.2013

Replaces: F 02 T A



Headquarters:

CASAPPA S.p.A.

Via Balestrieri, 1

43044 Lemignano di Collecchio

Parma (Italy)

Tel. (+39) 0521 30 41 11

Fax (+39) 0521 80 46 00

IP Videoconferencing

E-mail: info@casappa.com

www.casappa.com

