

GFT 60 T3 2000 and 3000/1 – Technical Data

(theoretical values, without consideration of η_{\min} and η_v ; values rounded)

GFT 60 T3 - A6VE 80 / 63W-VAL

Motor weight: 34 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g \max}$ | cm ³ | 80 | 80 | 80 | 80 | 80 | 80 |
| | $V_{g \min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 6917 | 7584 | 8442 | 9587 | 11189 | 13591 |
| Motor speed | at $V_{g \max}$ | n_1 | rpm | 3450 | 3750 | 3750 | 3750 | 3750 |
| | at $V_g < V_{g1}$ | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 |
| | | V_{g1} | cm ³ /rev. | 54 | 54 | 54 | 54 | 54 |
| Output speed | at $V_{g \max}$ | n_2 | rpm | 39.9 | 39.6 | 35.5 | 31.3 | 26.8 |
| | at $V_g < V_{g1}$ | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 276 | 300 | 300 | 300 | 300 |
| Differential pressure | Δp | bar | 450 | 450 | 447 | 394 | 337 | 278 |
| Motor torque | $T_{1 \max}$ | Nm | 572 | 572 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 49490 | 54266 | 60000 | 60000 | 60000 | 60000 |

GFT 60 T3 - A6VE 107 / 63W-VZU

Motor weight: 45 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g \max}$ | cm ³ | 107 | 107 | 107 | 107 | 107 | 107 |
| | $V_{g \min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 9251 | 10144 | 11292 | 12822 | 14965 | 18179 |
| Motor speed | at $V_{g \max}$ | n_1 | rpm | 3300 | 3300 | 3300 | 3300 | 3300 |
| | at $V_g < V_{g1}$ | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 |
| | | V_{g1} | cm ³ /rev. | 71 | 71 | 71 | 71 | 71 |
| Output speed | at $V_{g \max}$ | n_2 | rpm | 38.2 | 34.8 | 31.3 | 27.5 | 23.6 |
| | at $V_g < V_{g1}$ | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 353 | 353 | 353 | 353 | 353 |
| Differential pressure | Δp | bar | 408 | 372 | 334 | 294 | 252 | 208 |
| Motor torque | $T_{1 \max}$ | Nm | 694 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 60000 | 60000 | 60000 | 60000 | 60000 | 60000 |

GFT 60 T3 - A2FE 80 / 61W-VAL

Motor weight: 23 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 80.4 | 80.4 | 80.4 | 80.4 | 80.4 | 80.4 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 6951 | 7622 | 8485 | 9635 | 11245 | 13659 |
| Motor speed | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 | 26.5 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 277 | 310 | 346 | 360 | 360 |
| Differential pressure | Δp | bar | 450 | 450 | 445 | 392 | 336 | 276 |
| Motor torque | $T_{1 \max}$ | Nm | 575 | 575 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 49737 | 54537 | 60000 | 60000 | 60000 | 60000 |

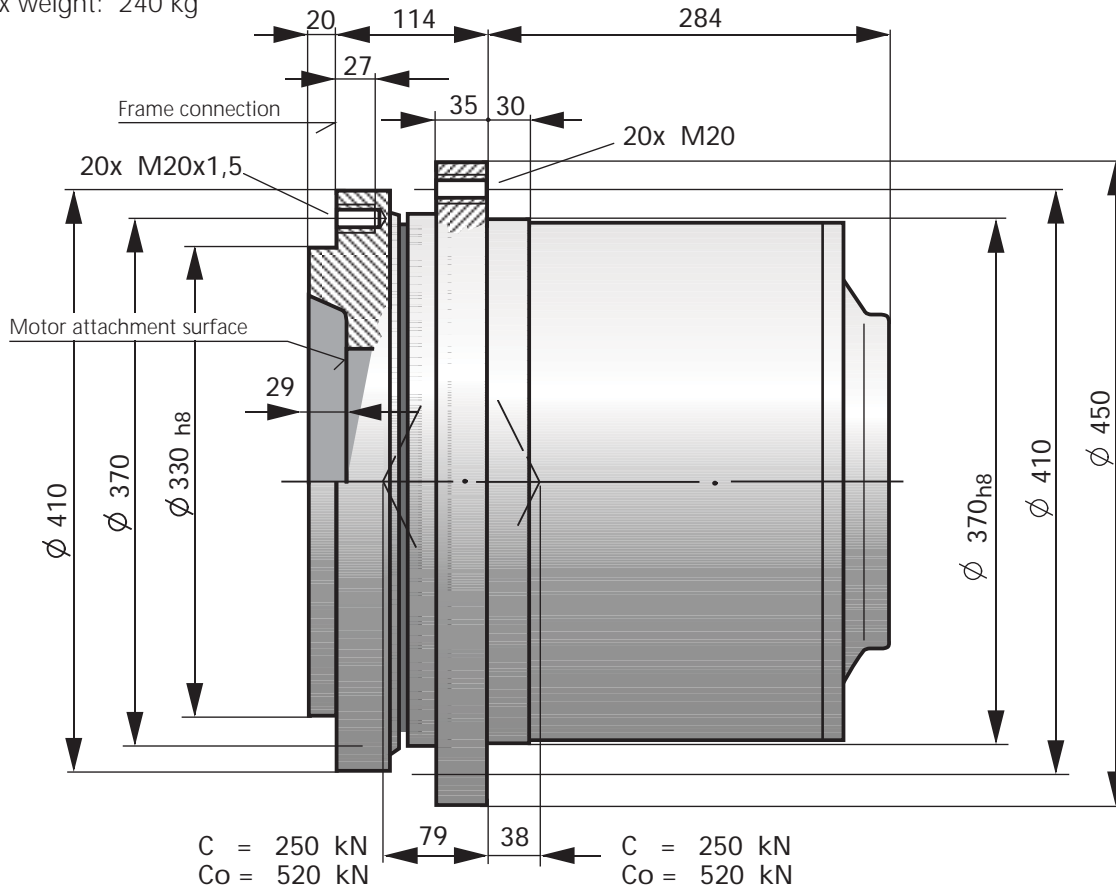
GFT 60 T3 - A2FE 90 / 61W-VAL

Motor weight: 25 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 90 | 90 | 90 | 90 | 90 | 90 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 7781 | 8532 | 9498 | 10785 | 12587 | 15290 |
| Motor speed | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 | 26.5 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 311 | 347 | 387 | 405 | 405 |
| Differential pressure | Δp | bar | 450 | 442 | 397 | 350 | 300 | 247 |
| Motor torque | $T_{1 \max}$ | Nm | 644 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 55676 | 60000 | 60000 | 60000 | 60000 | 60000 |

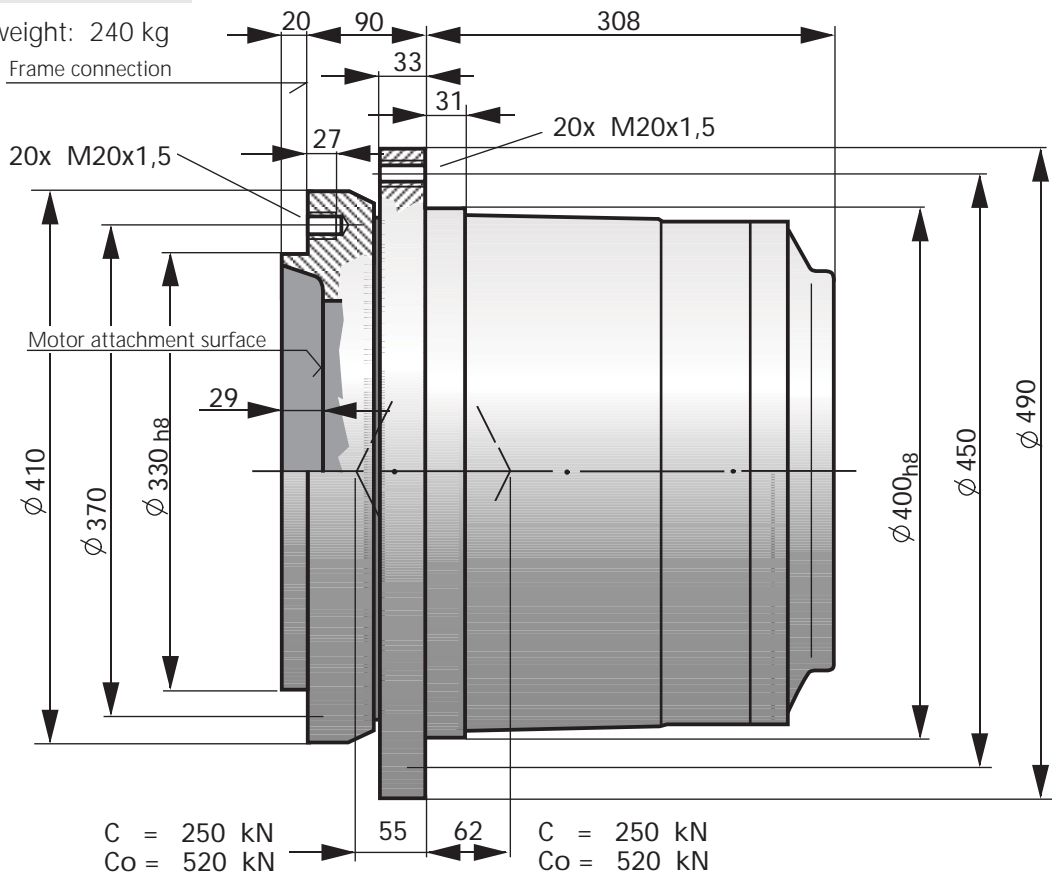
GFT 60 T3 3000/2

Gearbox weight: 240 kg



GFT 60 T3 7000/2

Gearbox weight: 240 kg



GFT 60 T3 3000/2 and 7000/2 – Technical Data

(theoretical values, without consideration of η_{\min} and η_v ; values rounded)

GFT 60 T3 - A6VE 107 / 63W-VZL

Motor weight: 45 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|-------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g \max}$ | cm ³ | 107 | 107 | 107 | 107 | 107 | 107 |
| | $V_{g \min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 620 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 9251 | 10144 | 11292 | 12822 | 14965 | 18179 |
| Motor speed | at $V_{g \max}$ | n_1 | rpm | 3300 | 3300 | 3300 | 3300 | 3300 |
| | at $V_g < V_{g1}$ | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 |
| Output speed | | V_{g1} | cm ³ /rev. | 71 | 71 | 71 | 71 | 71 |
| | at $V_{g \max}$ | n_2 | rpm | 38.2 | 34.8 | 31.3 | 27.5 | 23.6 |
| | at $V_g < V_{g1}$ | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 |
| Inlet flow rate at n_{\max} | $q_{v \max}$ | l/min | 353 | 353 | 353 | 353 | 353 | 353 |
| Differential pressure | Δp | bar | 408 | 372 | 334 | 294 | 252 | 208 |
| Motor torque | $T_{1 \max}$ | Nm | 694 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 60000 | 60000 | 60000 | 60000 | 60000 | 60000 |

GFT 60 T3 - A6VE 160 / 63W-VZL

Motor weight: 64 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 |
|-------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|
| Motor displacement | $V_{g \max}$ | cm ³ | 160 | 160 | 160 |
| | $V_{g \min}$ | cm ³ | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 13834 | 15169 | 16885 |
| Motor speed | at $V_{g \max}$ | n_1 | rpm | 3000 | 3000 |
| | at $V_g < V_{g1}$ | n_1 | rpm | 3450 | 3850 |
| Output speed | | V_{g1} | cm ³ /rev. | 107 | 107 |
| | at $V_{g \max}$ | n_2 | rpm | 34.7 | 31.6 |
| | at $V_g < V_{g1}$ | n_2 | rpm | 39.9 | 40.6 |
| Inlet flow rate at n_{\max} | $q_{v \max}$ | l/min | 480 | 480 | 480 |
| Differential pressure | Δp | bar | 273 | 249 | 223 |
| Motor torque | $T_{1 \max}$ | Nm | 694 | 633 | 569 |
| Output torque | $T_{2 \max}$ | Nm | 60000 | 60000 | 60000 |

GFT 60 T3 - A2FE 107 / 61W-VZL

Motor weight: 34 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|-------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 106.7 | 106.7 | 106.7 | 106.7 | 106.7 | 106.7 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 9225 | 10116 | 11260 | 12786 | 14923 | 18128 |
| Motor speed | n_1 | rpm | 3450 | 3850 | 4000 | 4000 | 4000 | 4000 |
| Output speed | n_2 | rpm | 39.9 | 40.6 | 37.9 | 33.4 | 28.6 | 23.5 |
| Inlet flow rate at n_{\max} | $q_{v \max}$ | l/min | 368 | 411 | 427 | 427 | 427 | 427 |
| Differential pressure | Δp | bar | 409 | 373 | 335 | 295 | 253 | 208 |
| Motor torque | $T_{1 \max}$ | Nm | 694 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 60000 | 60000 | 60000 | 60000 | 60000 | 60000 |

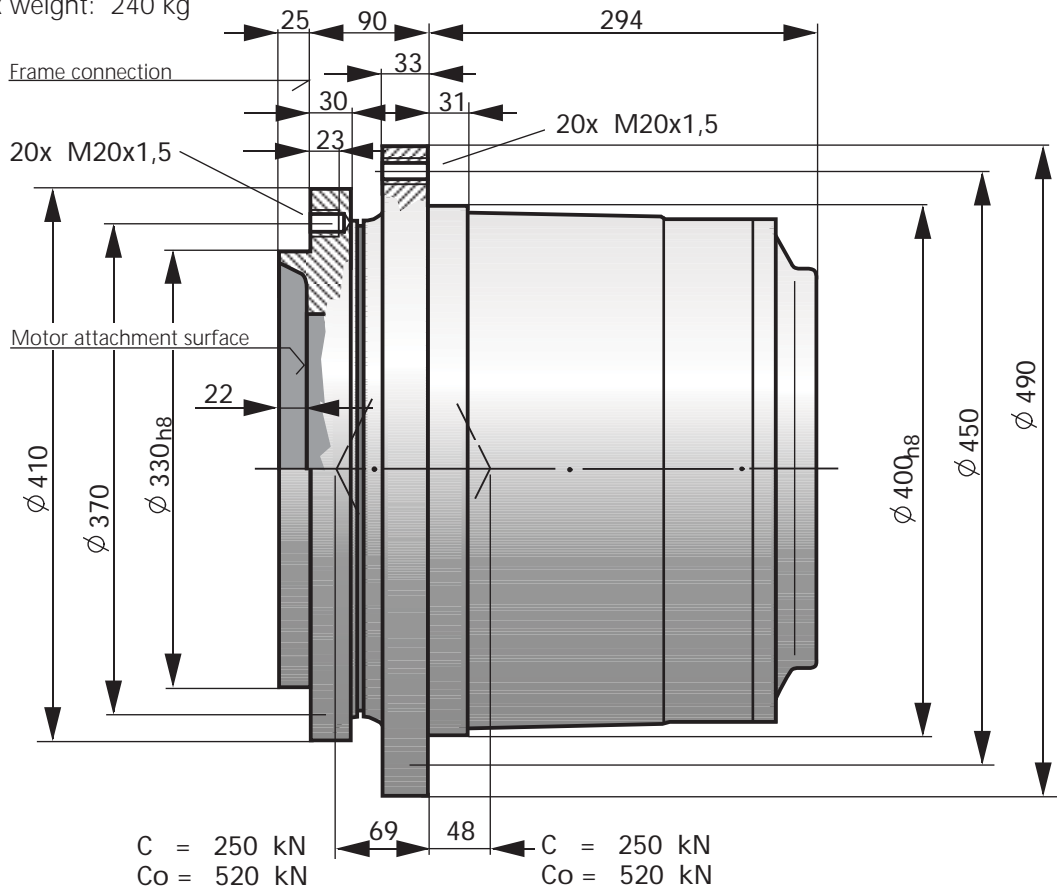
GFT 60 T3 - A2FE 125 / 61W-VZL

Motor weight: 36 kg

| Transmission ratio | i | | 86,5 | 94,8 | 105,5 | 119,8 | 139,9 | 169,9 |
|-------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 125 | 125 | 125 | 125 | 125 | 125 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 10808 | 11850 | 13191 | 14979 | 17482 | 21237 |
| Motor speed | n_1 | rpm | 3450 | 3850 | 4000 | 4000 | 4000 | 4000 |
| Output speed | n_2 | rpm | 39,9 | 40,6 | 37,9 | 33,4 | 28,6 | 23,5 |
| Inlet flow rate at n_{\max} | $q_{v \max}$ | l/min | 431 | 481 | 500 | 500 | 500 | 500 |
| Differential pressure | Δp | bar | 349 | 318 | 286 | 252 | 216 | 178 |
| Motor torque | $T_{1 \max}$ | Nm | 694 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 60000 | 60000 | 60000 | 60000 | 60000 | 60000 |

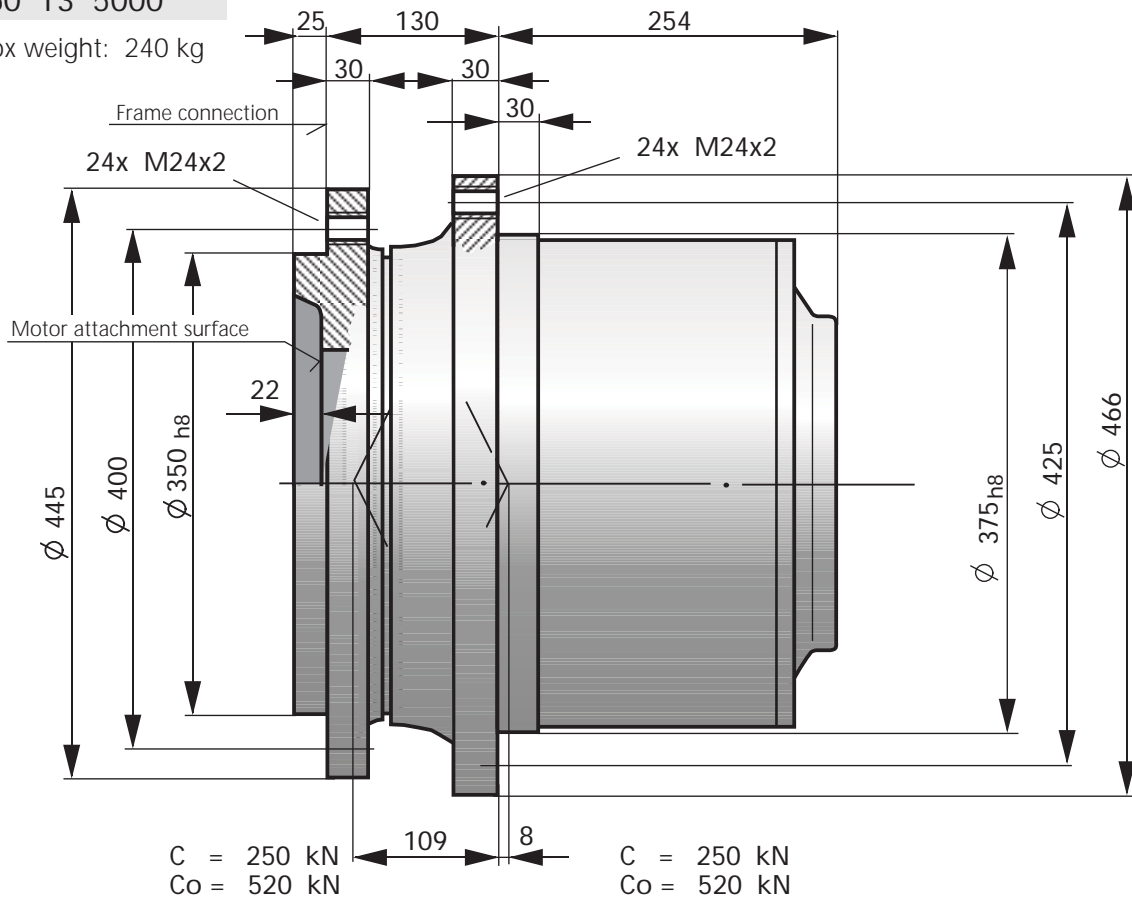
GFT 60 T3 4000

Gearbox weight: 240 kg



GFT 60 T3 5000

Gearbox weight: 240 kg



GFT 60 T3 4000 and 5000 – Technical Data

(theoretical values, without consideration of η_{\min} and η_v ; values rounded)

GFT 60 T3 - A6VE 80 / 63W-VAL

Motor weight: 34 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g \max}$ | cm ³ | 80 | 80 | 80 | 80 | 80 | 80 |
| | $V_{g \min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 6917 | 7584 | 8442 | 9587 | 11189 | 13591 |
| Motor speed | at $V_{g \max}$ | n_1 | rpm | 3450 | 3750 | 3750 | 3750 | 3750 |
| | at $V_g < V_{g1}$ | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 |
| | | V_{g1} | cm ³ /rev. | 54 | 54 | 54 | 54 | 54 |
| Output speed | at $V_{g \max}$ | n_2 | rpm | 39.9 | 39.6 | 35.5 | 31.3 | 26.8 |
| | at $V_g < V_{g1}$ | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 276 | 300 | 300 | 300 | 300 |
| Differential pressure | Δp | bar | 450 | 450 | 447 | 394 | 337 | 278 |
| Motor torque | $T_{1 \max}$ | Nm | 572 | 572 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 49490 | 54266 | 60000 | 60000 | 60000 | 60000 |

GFT 60 T3 - A6VE 107 / 63W-VZU

Motor weight: 45 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g \max}$ | cm ³ | 107 | 107 | 107 | 107 | 107 | 107 |
| | $V_{g \min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 9251 | 10144 | 11292 | 12822 | 14965 | 18179 |
| Motor speed | at $V_{g \max}$ | n_1 | rpm | 3300 | 3300 | 3300 | 3300 | 3300 |
| | at $V_g < V_{g1}$ | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 |
| | | V_{g1} | cm ³ /rev. | 71 | 71 | 71 | 71 | 71 |
| Output speed | at $V_{g \max}$ | n_2 | rpm | 38.2 | 34.8 | 31.3 | 27.5 | 23.6 |
| | at $V_g < V_{g1}$ | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 353 | 353 | 353 | 353 | 353 |
| Differential pressure | Δp | bar | 408 | 372 | 334 | 294 | 252 | 208 |
| Motor torque | $T_{1 \max}$ | Nm | 694 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 60000 | 60000 | 60000 | 60000 | 60000 | 60000 |

GFT 60 T3 - A2FE 80 / 61W-VAL

Motor weight: 23 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 80.4 | 80.4 | 80.4 | 80.4 | 80.4 | 80.4 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 6951 | 7622 | 8485 | 9635 | 11245 | 13659 |
| Motor speed | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 | 26.5 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 277 | 310 | 346 | 360 | 360 |
| Differential pressure | Δp | bar | 450 | 450 | 445 | 392 | 336 | 276 |
| Motor torque | $T_{1 \max}$ | Nm | 575 | 575 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 49737 | 54537 | 60000 | 60000 | 60000 | 60000 |

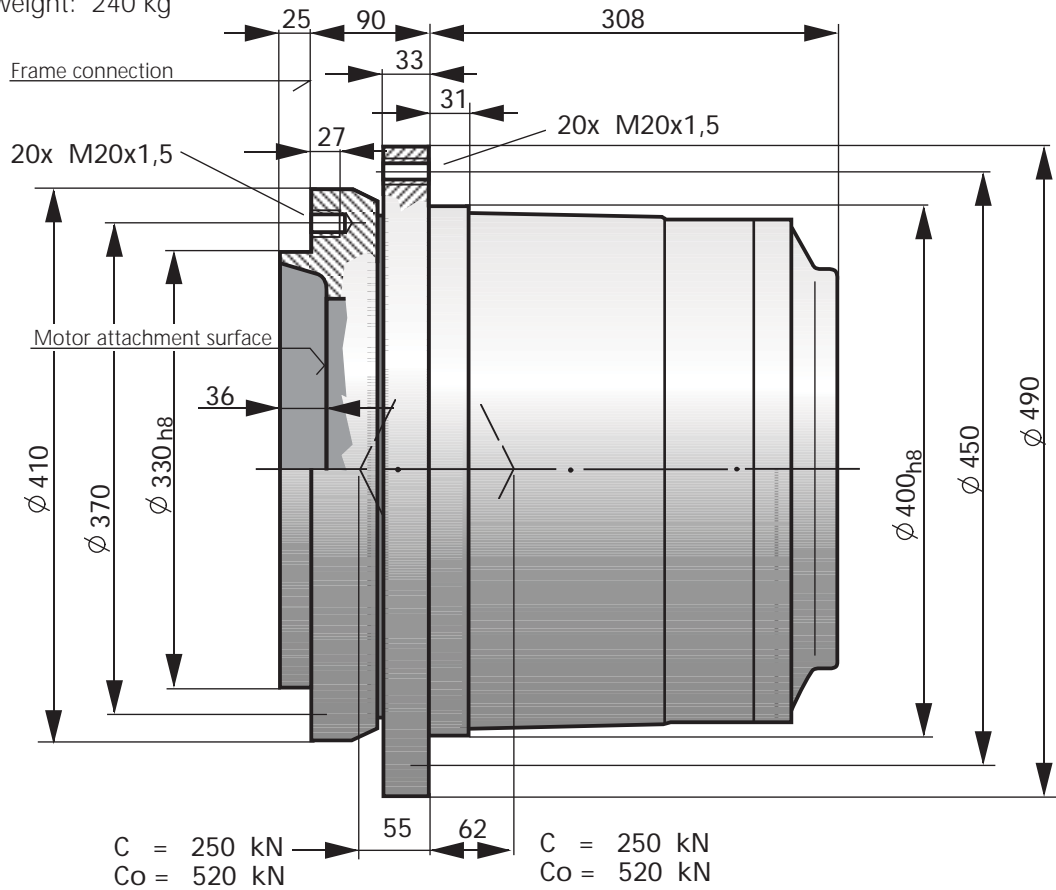
GFT 60 T3 - A2FE 90 / 61W-VAL

Motor weight: 25 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 90 | 90 | 90 | 90 | 90 | 90 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 7781 | 8532 | 9498 | 10785 | 12587 | 15290 |
| Motor speed | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 | 26.5 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 311 | 347 | 387 | 405 | 405 |
| Differential pressure | Δp | bar | 450 | 442 | 397 | 350 | 300 | 247 |
| Motor torque | $T_{1 \max}$ | Nm | 644 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 55676 | 60000 | 60000 | 60000 | 60000 | 60000 |

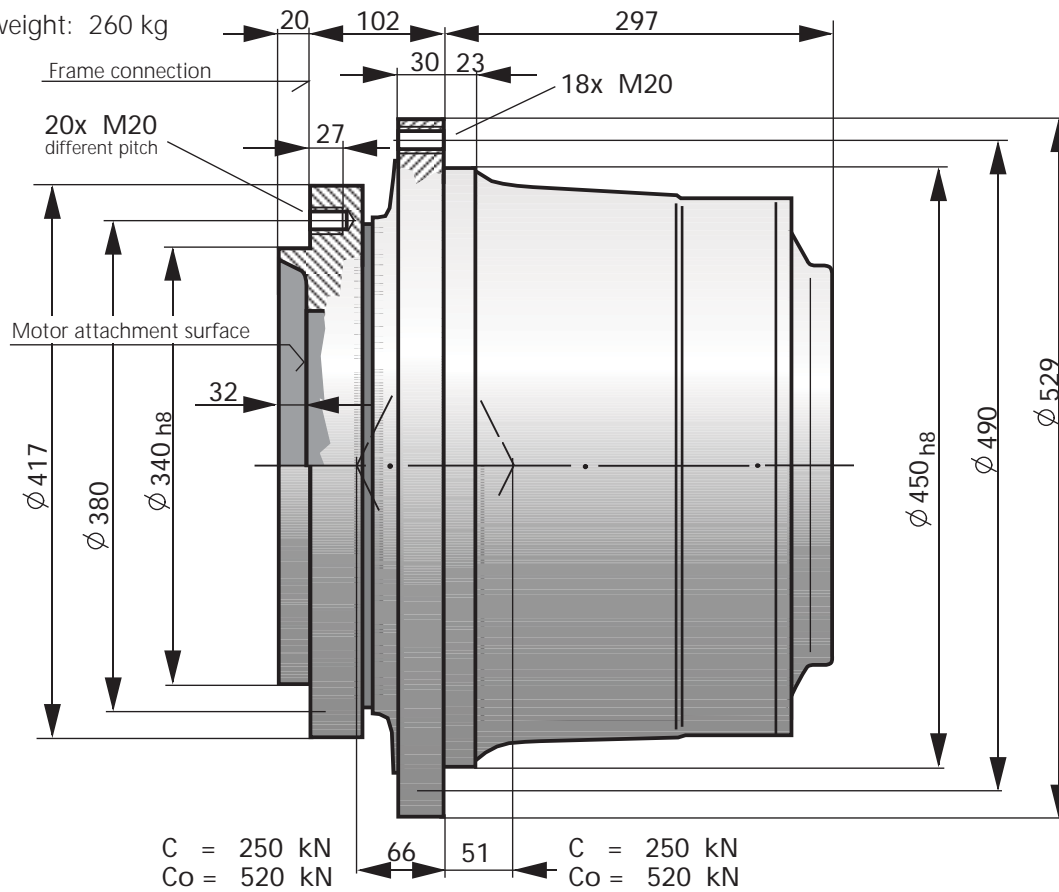
GFT 60 T3 7000/1

Gearbox weight: 240 kg



GFT 60 T3 9000

Gearbox weight: 260 kg



GFT 60 T3 7000/1 and 9000 – Technical Data

(theoretical values, without consideration of η_{\min} and η_v ; values rounded)

GFT 60 T3 - A6VE 80 / 63W-VAL

Motor weight: 35 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g \max}$ | cm ³ | 80 | 80 | 80 | 80 | 80 | 80 |
| | $V_{g \min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 6917 | 7584 | 8442 | 9587 | 11189 | 13591 |
| Motor speed | at $V_{g \max}$ | n_1 | rpm | 3450 | 3750 | 3750 | 3750 | 3750 |
| | at $V_g < V_{g1}$ | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 |
| | | V_{g1} | cm ³ /rev. | 54 | 54 | 54 | 54 | 54 |
| Output speed | at $V_{g \max}$ | n_2 | rpm | 39.9 | 39.6 | 35.5 | 31.3 | 26.8 |
| | at $V_g < V_{g1}$ | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 276 | 300 | 300 | 300 | 300 |
| Differential pressure | Δp | bar | 450 | 450 | 447 | 394 | 337 | 278 |
| Motor torque | $T_{1 \max}$ | Nm | 572 | 572 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 49490 | 54266 | 60000 | 60000 | 60000 | 60000 |

GFT 60 T3 - A6VE 107 / 63W-VZU

Motor weight: 45 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | $V_{g \max}$ | cm ³ | 107 | 107 | 107 | 107 | 107 | 107 |
| | $V_{g \min}$ | cm ³ | 0 | 0 | 0 | 0 | 0 | 0 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 9251 | 10144 | 11292 | 12822 | 14965 | 18179 |
| Motor speed | at $V_{g \max}$ | n_1 | rpm | 3300 | 3300 | 3300 | 3300 | 3300 |
| | at $V_g < V_{g1}$ | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 |
| | | V_{g1} | cm ³ /rev. | 71 | 71 | 71 | 71 | 71 |
| Output speed | at $V_{g \max}$ | n_2 | rpm | 38.2 | 34.8 | 31.3 | 27.5 | 23.6 |
| | at $V_g < V_{g1}$ | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 353 | 353 | 353 | 353 | 353 |
| Differential pressure | Δp | bar | 408 | 372 | 334 | 294 | 252 | 208 |
| Motor torque | $T_{1 \max}$ | Nm | 694 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 60000 | 60000 | 60000 | 60000 | 60000 | 60000 |

GFT 60 T3 - A2FE 80 / 61W-VAL

Motor weight: 23 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 80.4 | 80.4 | 80.4 | 80.4 | 80.4 | 80.4 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 6951 | 7622 | 8485 | 9635 | 11245 | 13659 |
| Motor speed | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 | 26.5 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 277 | 310 | 346 | 360 | 360 |
| Differential pressure | Δp | bar | 450 | 450 | 445 | 392 | 336 | 276 |
| Motor torque | $T_{1 \max}$ | Nm | 575 | 575 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 49737 | 54537 | 60000 | 60000 | 60000 | 60000 |

GFT 60 T3 - A2FE 90 / 61W-VAL

Motor weight: 25 kg

| Transmission ratio | i | | 86.5 | 94.8 | 105.5 | 119.8 | 139.9 | 169.9 |
|------------------------------|--------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Motor displacement | V_g | cm ³ | 90 | 90 | 90 | 90 | 90 | 90 |
| Max. torque of parking brake | T_{Br} | Nm | 725 | 725 | 725 | 620 | 620 | 440 |
| Total displacement | $V_{g \text{ total}}$ | cm ³ /rev. | 7781 | 8532 | 9498 | 10785 | 12587 | 15290 |
| Motor speed | n_1 | rpm | 3450 | 3850 | 4300 | 4500 | 4500 | 4500 |
| Output speed | n_2 | rpm | 39.9 | 40.6 | 40.7 | 37.6 | 32.2 | 26.5 |
| Inlet flow rate at | n_{\max} | $q_{v \max}$ | l/min | 311 | 347 | 387 | 405 | 405 |
| Differential pressure | Δp | bar | 450 | 442 | 397 | 350 | 300 | 247 |
| Motor torque | $T_{1 \max}$ | Nm | 644 | 633 | 569 | 501 | 429 | 353 |
| Output torque | $T_{2 \max}$ | Nm | 55676 | 60000 | 60000 | 60000 | 60000 | 60000 |