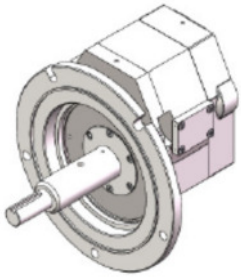
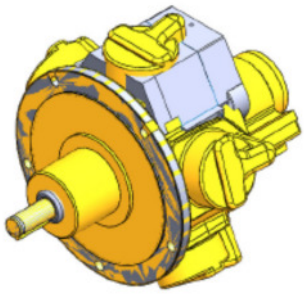
Armak Geared Piston Motor replaces conventional Radial Piston Motors

New Technology Armak Air Motors
replace conventional Radial Piston Motors

Radial Piston Air Motors for many years were the dominating type in high performance air motors. They are a proven design, which has been supplied more or less unchanged for more than 30 years.



Now new Armak AGP-range Air motors do replace the Radial Piston Motors. The drawings show the big difference in the two designs: on top is a new Armak Motor AGP; below is the equivalent Radial Piston Motor - the more compact AGP motor is shown inside this motor in grey colour.
A disadvantage of the Radial Piston Motors is the oil sump as well as the breather opening which might allow water to enter the motor oil sump. Mounting the motor onto a standard IEC gear box requires an expensive adapter. Some requirements of the machinery directive cannot be fulfilled. And ATEX IM2 for mining is not available.



Armak AGP Motors do have a higher start torque than RM motors except for the motors RM210 and RM510. Were start torque is important this must be considered.

Armak Geared Piston Motors AGP, called Rotating Lobe Motors in the USA are designed to replace the Radial Piston due to their engineering advantages. Armak Air Motors are available either with **IEC flange** or in a version directly **interchangeable** to **Radial Piston Motors RM110 to RM510** with flange and shaft identical to the RM-motors, but frequently with higher power.
More than 1500 Armak Geared Piston Motors are in use world wide.

End users benefits when using Armak AGP motors:

- totally closed motor housing. No entrance of water in wet surroundings, no oil sump.
- vibration free running even at high motor rpm - can be compared to a turbine drive
- non contacting torque producing parts, hence long operating life
- a motor efficiency which gets better in operation
- compact design with freedom of installation
- smooth running from 75 rpm upwards
- ATEX II Kat. 2 GDcT5 is standard. ATEX I M2 can be supplied for operation under ATEX IM2 conditions
- perfect control with Armak Lever Control or Remote Control Valves, if required with emergency shut off valve or with Gears or Brakes in compliance with the EU machinery directive.

More details can be found in the home page www.armak-motor.com.
A final comment:
When replacing RM motors with AGP motors but without an Armak LCV or RCV valve, meaning an AGP motor with a last digit “A” (e.g. AGP310A), then please check with your Armak distributor or with Armak concerning the required valve size.

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