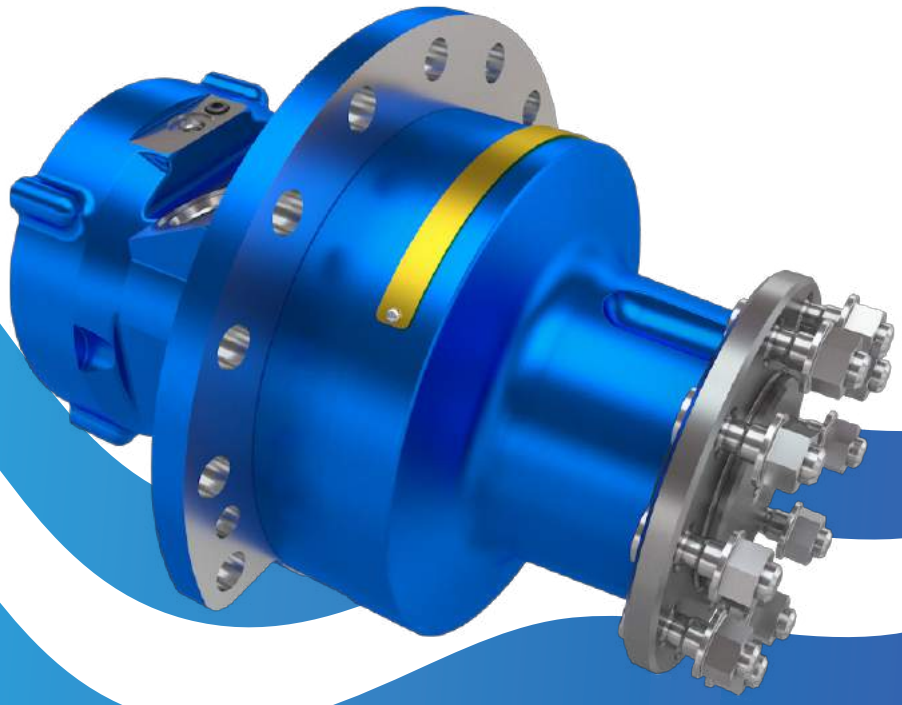
XJ05

RADIAL PISTON MOTOR



ROTARY POWER

You are at the **centre**
of everything we do

CONTENTS

02	About us
03	XJ Range
04	Product features
05	Quick selection diagram
06	No load pressure drop Volumetric efficiency
07	Motor order code
09	Torque unit single speed option
10	Torque unit two speed option
11	Torque unit compact housing
13	Shaft motor single speed with spline
14	Shaft motor two speed with spline
15	Shaft motor output options
16	Shaft motor permissible dynamic and static radial load Shaft motor L10 life
17	Wheel motor single speed option
18	Wheel motor two speed option
19	Wheel motor permissible dynamic and static radial load Wheel motor L10 life
20	Parking brakes
21	Direction of shaft rotation
22	Hydraulic connections
23	Extra options - speed sensor
24	Torque output Starting torque
25	Power envelope single speed Power envelope two speed - preferred direction
26	Power envelope two speed - non-preferred direction
27	Calculations

ABOUT US

Rotary Power specialises in the design, development and manufacture of hydraulic motors and pumps.

With a history dating back over 50 years, we understand the exacting and demanding requirements of today's hydraulic applications.

Operating from 18,000 sq. m. of purpose built manufacturing facilities, based in the North East of England and Bangalore, India, we continue to invest in the latest CNC machinery, automation and testing facilities. We have a clear focus on continuous improvement in lean cellular manufacturing. These facilities, alongside our European and US operations, offer sales, service and production support for the entire Rotary Power product range. A worldwide network of distribution partnerships provide additional support all over the world.

OUR BUSINESS

We recognise the importance of developing partnerships with our customers. That's why we offer flexibility in design, delivery and service to meet our customer's requirements.

Partnerships with our supply chain are key to Rotary Power's success and allow us to deliver excellent service in order to exceed expectations.

OUR PEOPLE

People are at the centre of everything we do. As an innovative engineering and manufacturing business we take recruitment and career development very seriously.

As part of the British Engines Group, we operate a training and development programme that maintains a strong focus on in-house manufacturing and a commitment to local employment. Our apprenticeship and graduate schemes provide the opportunity to develop and nurture engineering talent from an early stage.

OUR FUTURE

Whether in product design or internal processes and systems, our engineers are actively encouraged to develop new ideas within design and manufacturing. This ensures that we are at the forefront of customer and sector led innovation, whilst continuously improving our business.

Our team of in-house design engineers invest time into understanding our customer's application and work with them to deliver value added solutions, customised to their application.

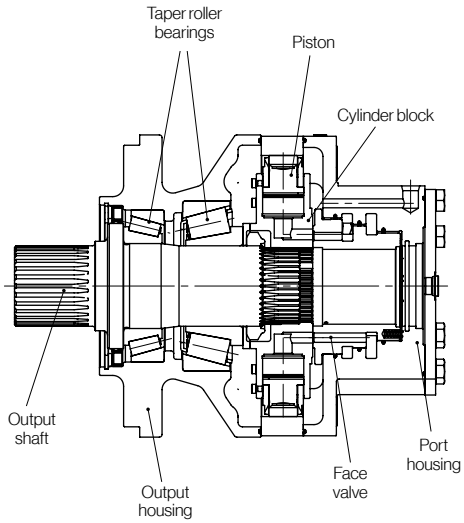
XJ RANGE

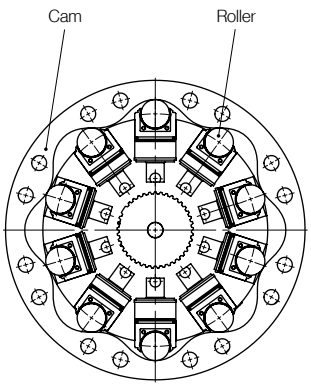
The XJ range of hydraulic motors offer displacements from 260 to 5,010 cc/rev. The XJ05 is the smallest of the range with displacements from 260 to 565 cc/rev, complemented by the larger XJ20 and XJ40 motors extending the displacement range to 2,505 and 5,010 cc/rev.

The XJ motor has a range of features and options designed to suit your specific application:

- Radial piston, multi-stroke operation
- Modular design
- Two speed options
- Parking brake options
- Freewheel capability
- Multiple mounting arrangements
- 350 bar continuous pressure
- Fast delivery options

The motor is designed with a rotating cylinder block connected to the drive shaft, which is mounted in taper roller bearings within the motor housing. This offers a high radial and axial load carrying capacity.





The pistons are located radially within the bores of the cylinder block. When oil is fed under pressure through the face valve and into the cylinder block, the pistons attempt to move outwards. The rollers react on the incline of the cam profile and this action produces rotation of the cylinder block.

The rate of flow to the motor will determine the speed at which the piston moves out against the cam ring and consequently the rotational speed of the motor. Once the power stroke is complete, the pistons return into the bore by the action of the reverse cam slope, ready for the next pressure cycle.

With units operating all over the world in a variety of applications including industrial, mobile and marine, the XJ range offers real application options for the future.

PRODUCT FEATURES

Fluids	HL; HLP to DIN 51524 Other specified fluids are possible.
Normal operating viscosity range	20 to 200 cSt
Maximum intermittent viscosity range	10 to 2,000 cSt
Normal operating temperature range	+15°C to +70°C [+59°F to +158°F]
Maximum intermittent temperature range	-20° to +80° C [-4°F to +176°F]
Fluid cleanliness	NAS 1638 class 9 / ISO code 18/15

FIRST DISPLACEMENT

Displacement option	**Y**	**A**	**B**	**C**	**D**	**E**
Geometric displacement (cc/rev) [in³]	260 [15.9]	373 [22.8]	424 [25.9]	472 [28.8]	519 [31.7]	565 [34.5]
Specific torque (Nm/bar) [lbf.ft/psi]	4.1 [0.21]	5.9 [0.30]	6.7 [0.34]	7.5 [0.38]	8.3 [0.42]	9.0 [0.46]
Max. continuous speed (rpm)	300	250	230	210	200	180
Max. continuous power (kW) [hp]	29 [38.9]	29 [38.9]	29 [38.9]	29 [38.9]	29 [38.9]	29 [38.9]
Max. continuous pressure (bar) [psi]	350 [5,076]	350 [5,076]	350 [5,076]	350 [5,076]	350 [5,076]	350 [5,076]
Max. pressure (bar)* [psi]	450 [6,527]	450 [6,527]	450 [6,527]	450 [6,527]	450 [6,527]	450 [6,527]

SECOND DISPLACEMENT

Nominal displacement (cc/rev)	**Y**	**A**	**B**	**C**	**D**	**E**
Geometric displacement (cc/rev) [in³]	130 [7.9]	186.5 [11.4]	212 [12.9]	236 [14.4]	259.5 [15.8]	282.5 [17.2]
Specific torque (Nm/bar) [lbf.ft/psi]	2.1 [0.11]	3.0 [0.15]	3.4 [0.17]	3.8 [0.19]	4.1 [0.21]	4.5 [0.23]
Max. continuous speed (rpm)	330	310	280	260	240	220
Max. continuous power (kW) preferred direction [hp]	19 [25.5]	19 [25.5]	19 [25.5]	19 [25.5]	19 [25.5]	19 [25.5]
Max. continuous power (kW) non-preferred direction [hp]	15 [20.1]	15 [20.1]	15 [20.1]	15 [20.1]	15 [20.1]	15 [20.1]
Max. continuous pressure (bar) [psi]	350 [5,076]	350 [5,076]	350 [5,076]	350 [5,076]	350 [5,076]	350 [5,076]
Max. pressure (bar)* [psi]	450 [6,527]	450 [6,527]	450 [6,527]	450 [6,527]	450 [6,527]	450 [6,527]

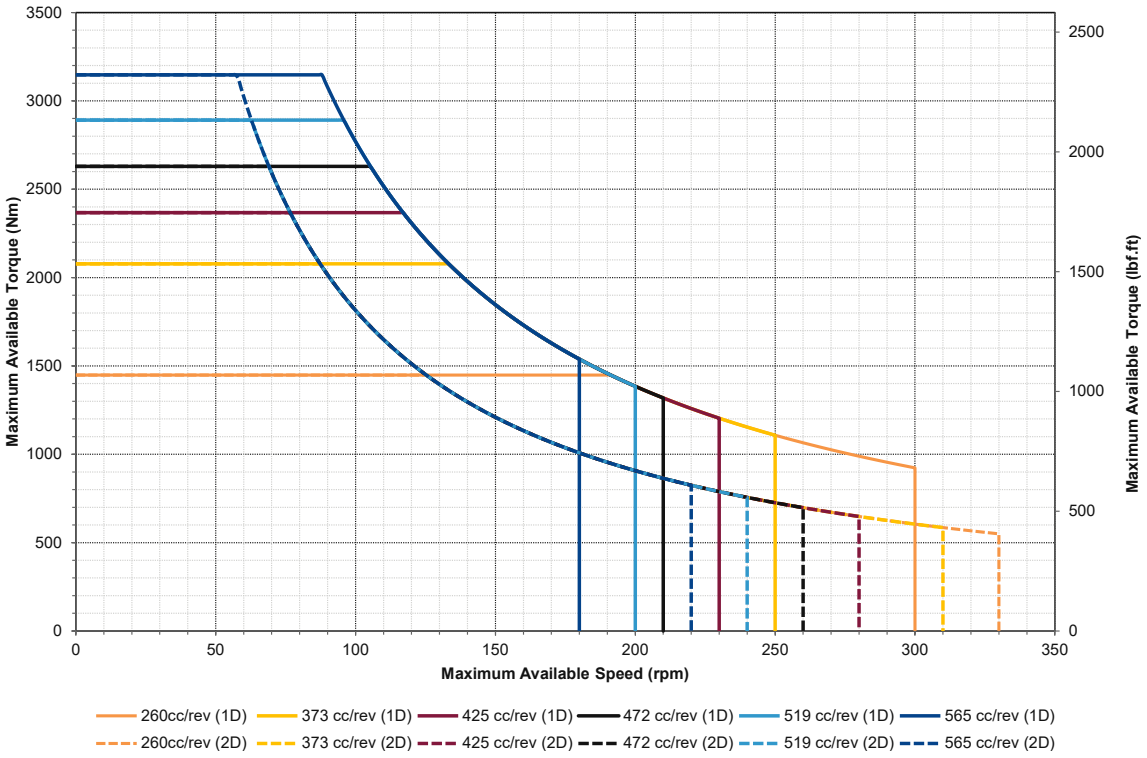
*Maximum values should only be applied for a small portion of the duty cycle.

kg Weight of motor without oil

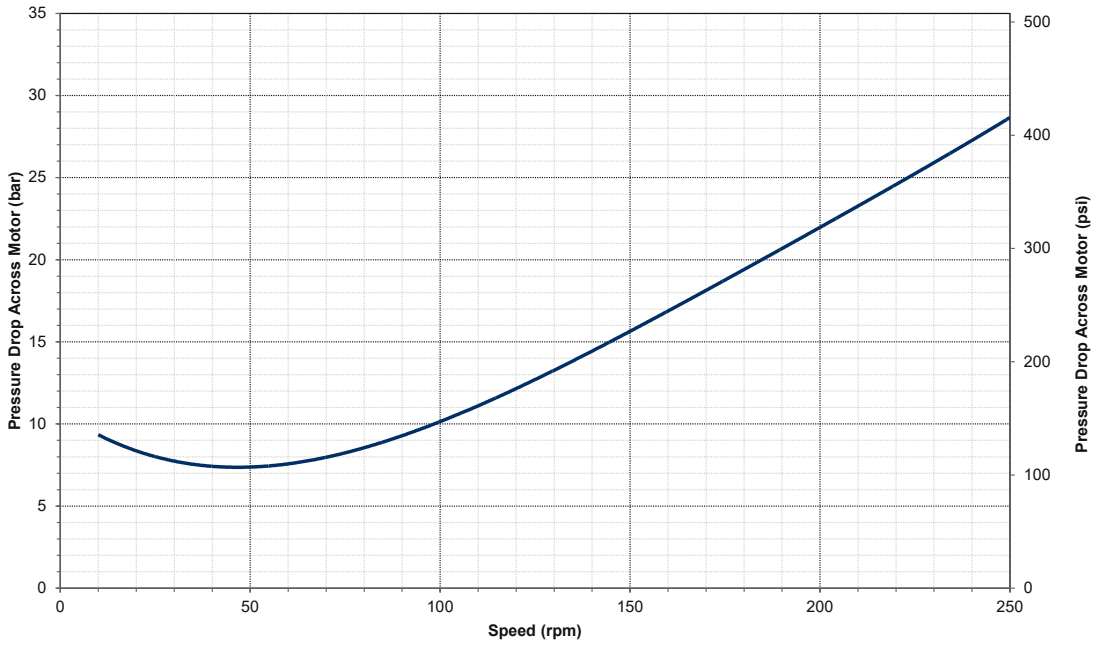
Sizes are listed in mm, inches shown in brackets

QUICK SELECTION DIAGRAM

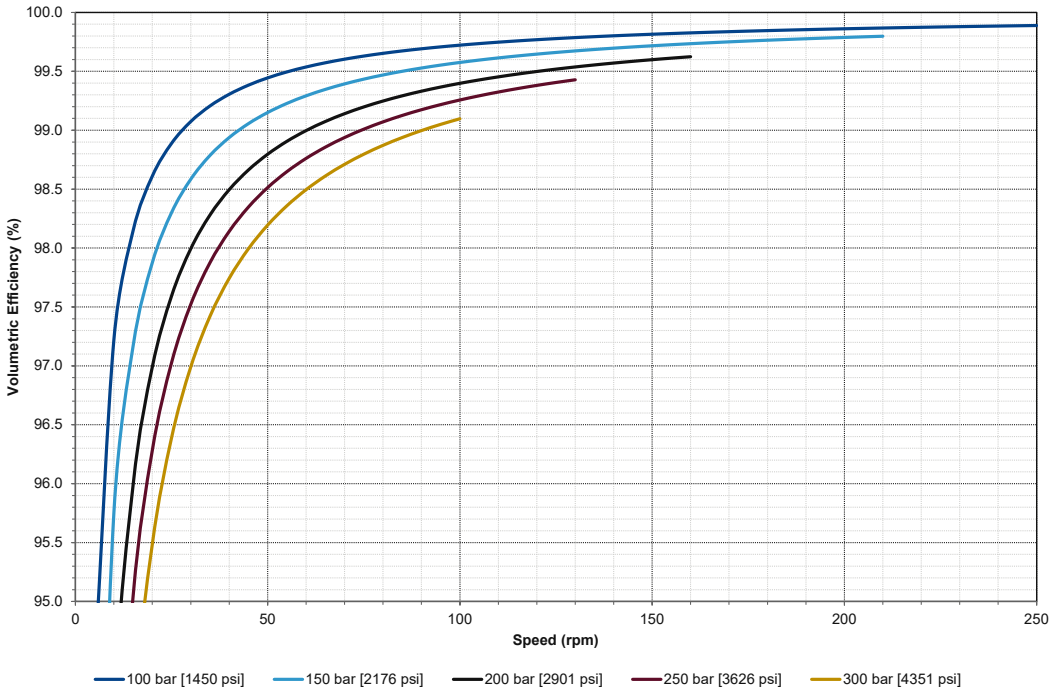
Based on your torque and speed requirements, the diagram below can be used to help determine which cam size best suits your application. Shown for both maximum displacement (1D) and minimum displacement (2D), the diagram outlines the limits of the motor based on its continuous power rating.



NO LOAD PRESSURE DROP

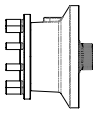
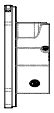
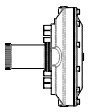


VOLUMETRIC EFFICIENCY



All performance graphs plotted for maximum displacement (565 cc/rev) using ISO46 fluid at 50°C.

MOTOR ORDER CODE

PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05																00	A2

PRODUCT

01	**XJ05**	Radial piston motor

CAM - DISPLACEMENT

02	**Y**	260 cc/rev
	A	373 cc/rev
	B	424 cc/rev
	C	472 cc/rev
	D	519 cc/rev
	E	565 cc/rev

FRONT MODULE - CASE STYLE

03	**T**	Torque unit
	S	Shaft motor front case flange
	W	Wheel motor no case flange

FRONT MODULE - OUTPUT SHAFT

04	**N**	No shaft (torque unit DIN 5480 - N48 x 2 x 30 x 22 x 9H spline - standard)
	E	No shaft (Torque unit DIN 5480 - N50 x 2 x 30 x 24 x 9H spline)
	D	Splined shaft DIN 5480 - W55 x 3 x 30 x 17 x 8f
	A	Keyed shaft - Ø50
	K	Wheel output 10 off, Ø140 PCD, Ø92.7 spigot
	P	Wheel output 5 off, Ø140 PCD, Ø92.7 spigot

FRONT MODULE - OUTPUT FITTINGS

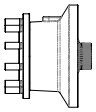
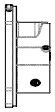
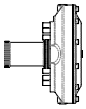
05	**N**	None (torque unit or shaft motor)
	A	Wheel flange with studs fitted (standard)
	B	Wheel flange with studs and nuts fitted
	F	Wheel flange with through holes
	H	Wheel flange with tapped holes

FRONT MODULE - SHAFT SEAL CONFIGURATION

06	**1**	Standard
	2 (WHEEL MOTORS ONLY)	Mechanical face seal

FRONT MODULE - FRONT BRAKE

07	**N**	No brake (standard)

PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05																00	A2

PORT MODULE - MOUNTING FLANGE

08	**N**	No flange (torque units and shaft motors)
	H	Horseshoe flange (wheel motors only)
	L	Lug fixing flange (wheel motors only)

PORT MODULE - SPEED AND ROTATION

09	**1R**	Single speed - flow port A = CW rotation
	1L	Single speed - flow port A = ACW rotation
	RA	Two speed (Ratio 2:1) - flow port A = CW preferred rotation
	LA	Two speed (Ratio 2:1) - flow port A = ACW preferred rotation

PORT MODULE - HYDRAULIC CONNECTIONS (SEE PAGE 22 FOR PORT DESIGNATIONS)

10	**0**	No port block
	1	All ports SAE J514 O ring boss
	3	All ports BSP ('G' Ports)

PORT MODULE - ADDITIONAL CIRCUIT VALVING

11	**N**	None
	B	Purge and relief valve with standard orifice (1.5 mm)

PORT MODULE - SPEED SENSOR

12	**N**	None
	S	Speed sensor port in port housing (M12 X 1.0p)
	T	Speed sensor port in port housing (incl. sensor)
	U	Speed sensor port in port housing (incl. sensor and connector)

REAR BRAKE

13	**N**	None
	P	"P" parking brake (4,200 Nm)

OPTIONS

14 15 16	**0**	None
	B	Face valve with round porting
	H	Heavy duty 16mm horseshoe flange (single speed only)
	G	Special paint (specify RAL No)
	P	Shaft-up vent port
	V	Viton seal material

SPECIALS

17	**00**	Specials (Rotary Power specified)
	01	Compact housing

DESIGN SERIES

18	**A2**	Design series (Rotary Power specified)

TORQUE UNIT
SINGLE SPEED OPTION

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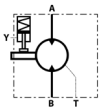
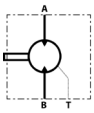
XJ05		T	N	N	1	N	N		1	N	N					00	A2

(For models shown below)

kg 35 kg [77.2] with P brake



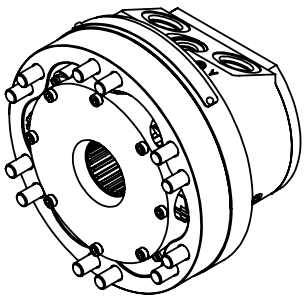
kg 25 kg [55.1 lb] without brake

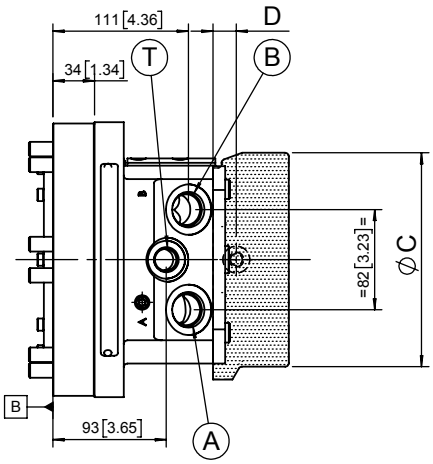


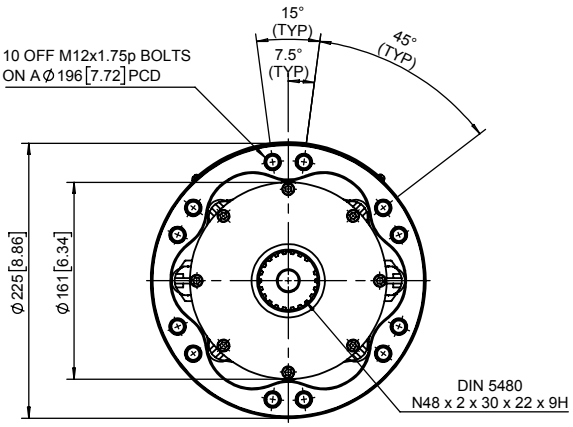
Option	Rated holding torque	C	D	E	F	Weight
P	4,220 Nm [3,113 lbf.ft]	Ø175 [6.89]	19 [0.75]	83 [3.15]	70 [2.76]	10 kg [22 lb]

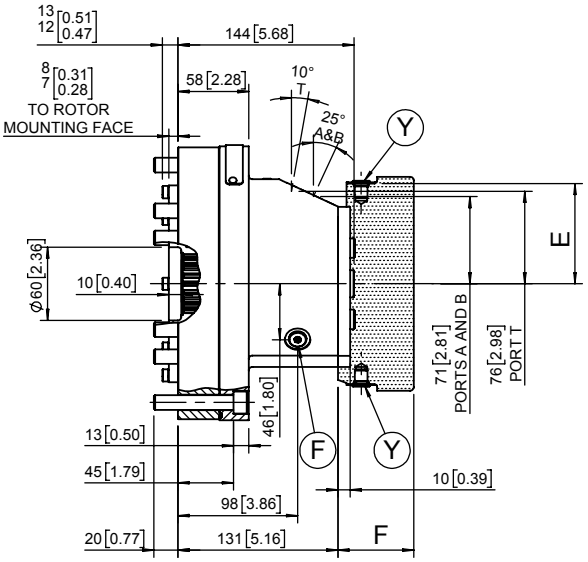
Rotor spline
DIN 5480: N48 x 2 x 30 x 22 x 9H

Other spline options available, contact us for more information.
See page 22 for hydraulic connection options.







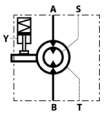


TORQUE UNIT
TWO SPEED OPTION

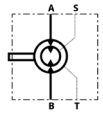
PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05		T	N	N	1	N	N		1	N	N					00	A2

(For models shown below)

kg 38kg [83.8 lb] with P brake



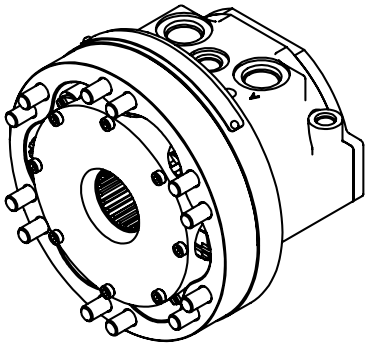
kg 28kg [61.7 lb] without brake

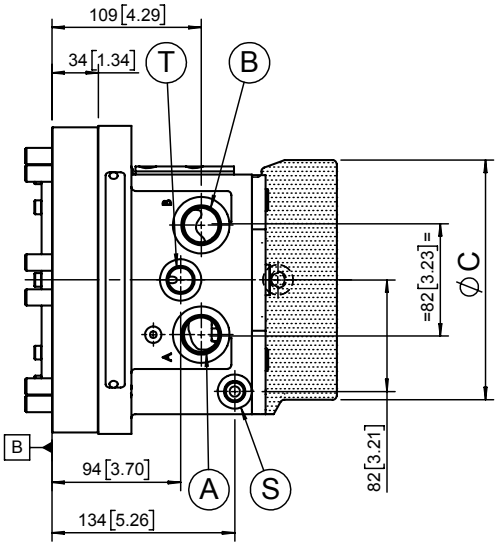


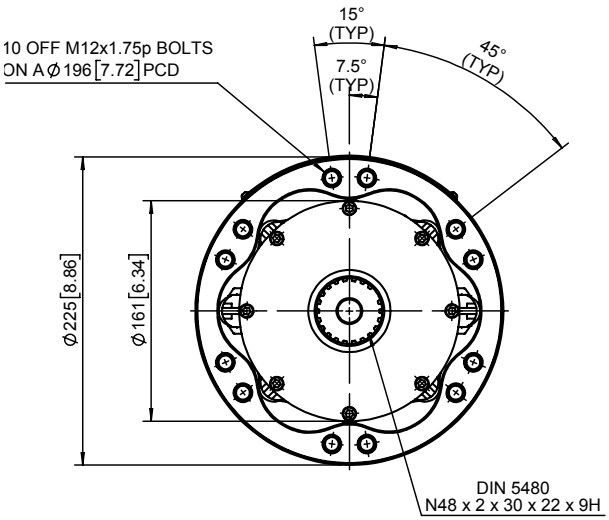
Option	Rated holding torque	C	D	E	F	Weight
P	4,220 Nm [3,113 lbf.ft]	Ø175 [6.89]	19 [0.75]	83 [3.15]	70 [2.76]	10 kg [22 lb]

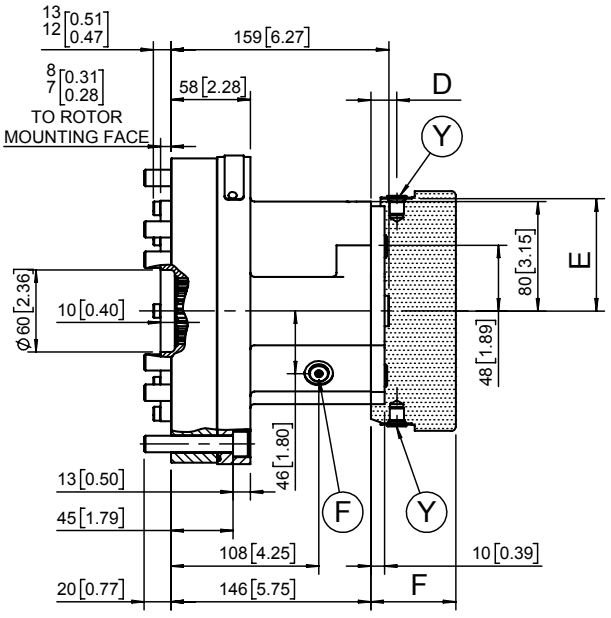
Rotor spline
DIN 5480:N48 x 2 x 30 x 22 x 9H

Other spline options available, contact us for more information.
See page 22 for hydraulic connection options.







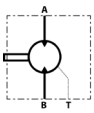


TORQUE UNIT
COMPACT HOUSING

PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05		T	E	N	1	N	N		1	N	N	N				01	A2

(For models shown below)

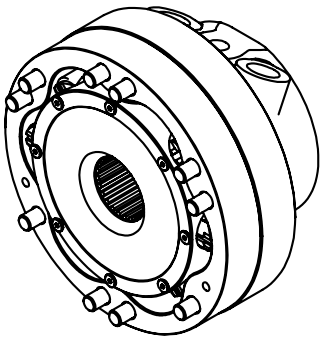
kg 21 kg [46.3 lb] without brake

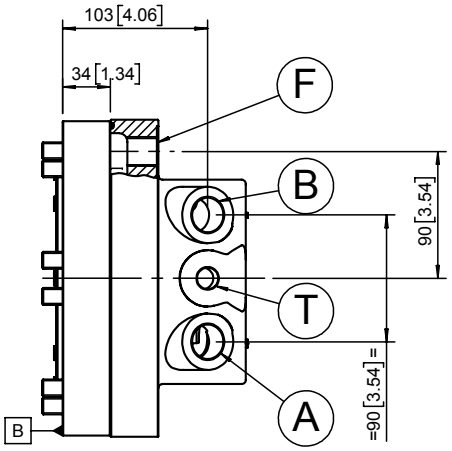


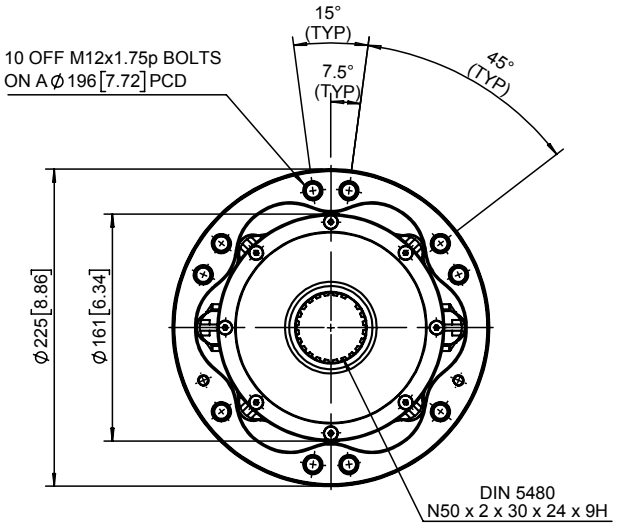
Rear parking brake not available with compact housing.
Compact housing is only available in single speed.

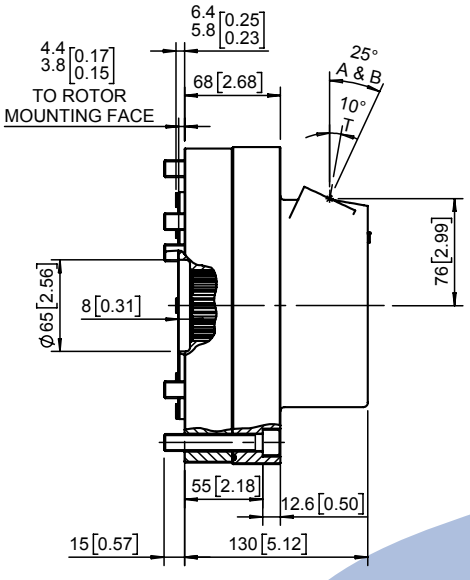
Rotor spline
DIN 5480: N50 X 2 X 30 X 24 X 9H

Other spline options available, contact us for more information.
See page 22 for hydraulic connection options.







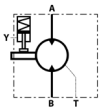


SHAFT MOTOR
SINGLE SPEED WITH SPLINE

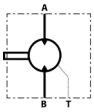
PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05		S	D	N	1	N	N		1	N	N					00	A2

(For models shown below)

kg 54 kg [119.1 lb] with P brake

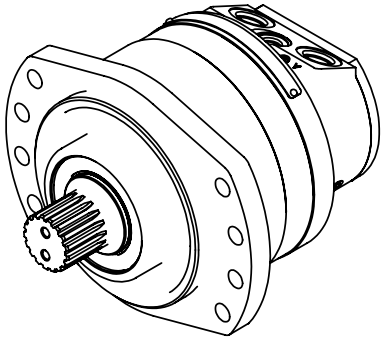


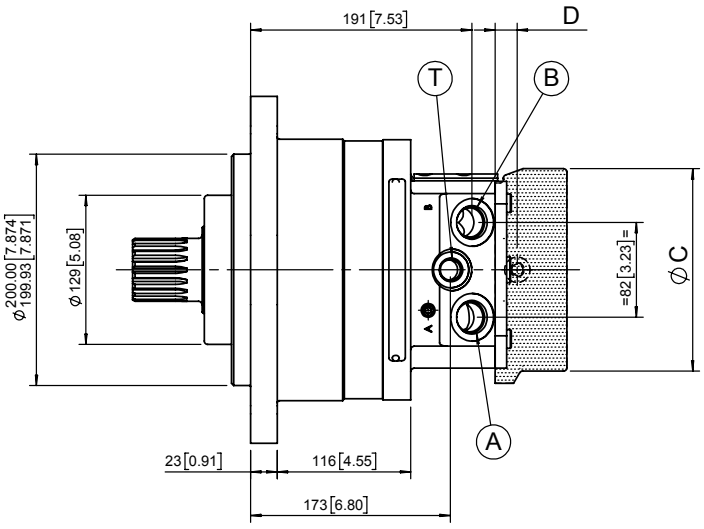
kg 44 kg [97.0 lb] without brake

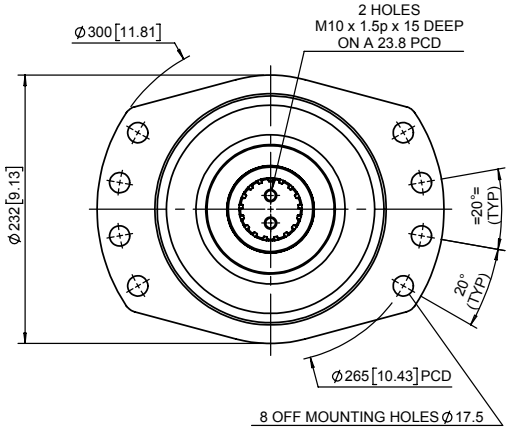


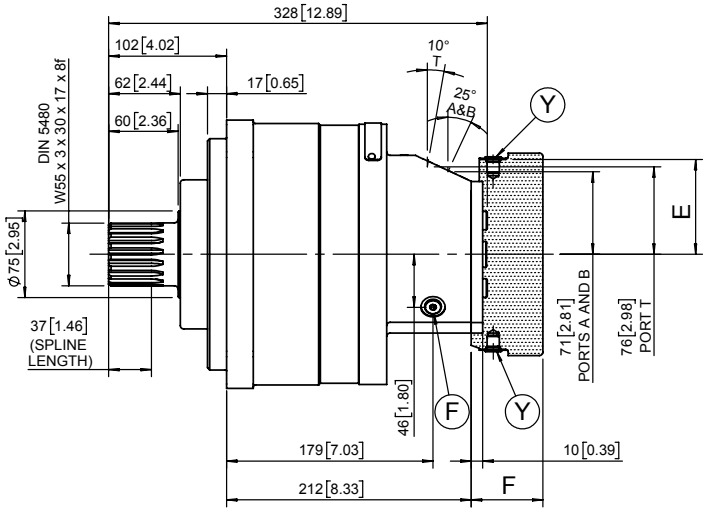
Option	Rated holding torque	C	D	E	F	Weight
P	4,220 Nm [3,113 lbf.ft]	Ø175 [6.89]	19 [0.75]	83 [3.15]	70 [2.76]	10 kg [22 lb]

See page 22 for hydraulic connection options.







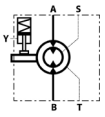


SHAFT MOTOR
TWO SPEED WITH SPLINE

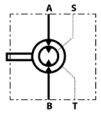
PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05		S	D	N	1	N	N		1	N	N					00	A2

(For models shown below)

57 kg [125.7 lb] with P brake

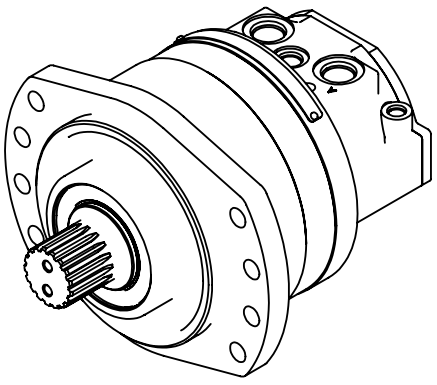


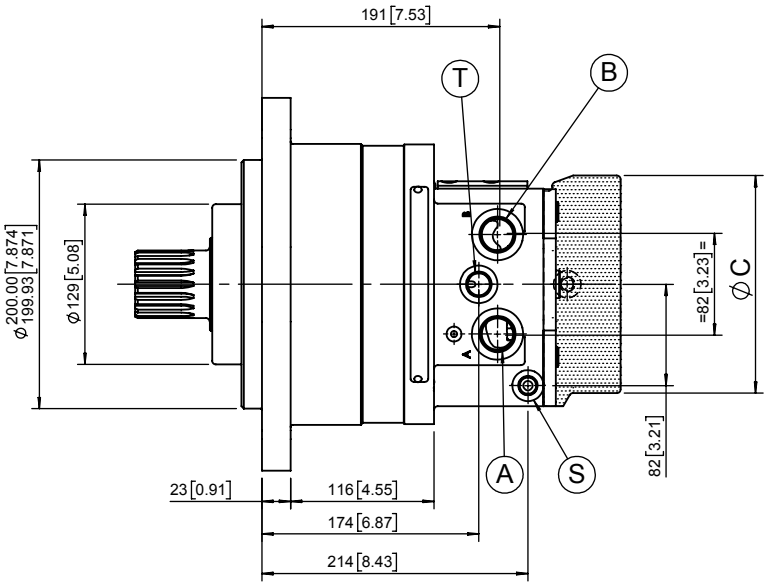
47 kg [103.6 lb]without brake

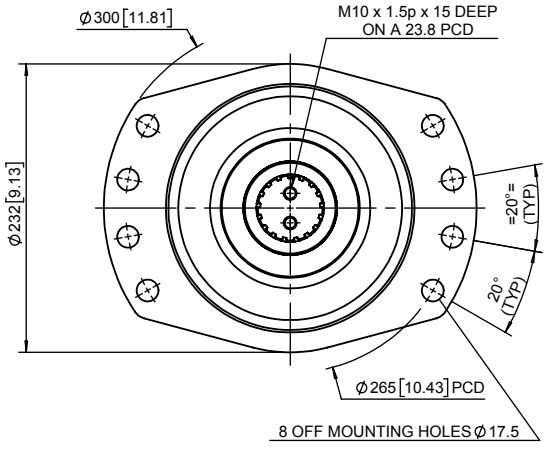


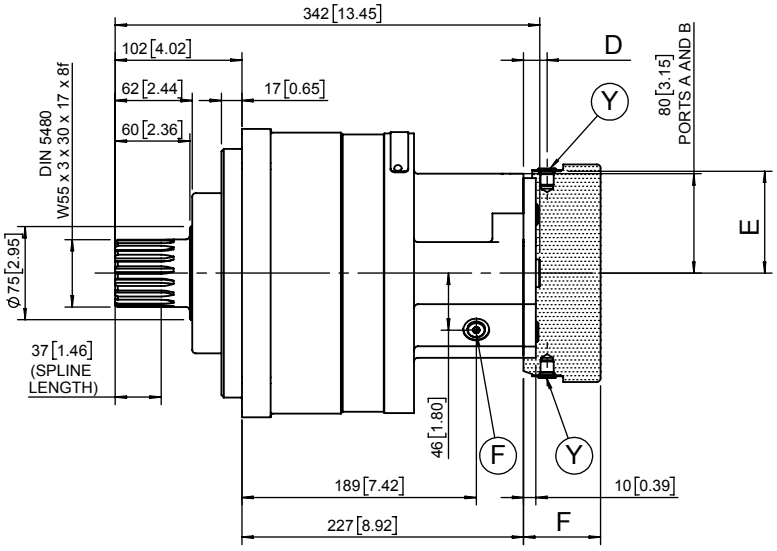
Option	Rated holding torque	C	D	E	F	Weight
P	4,220 Nm [3,113 lbf.ft]	Ø175 [6.89]	19 [0.75]	83 [3.15]	70 [2.76]	10 kg [22 lb]

See page 22 for hydraulic connection options.







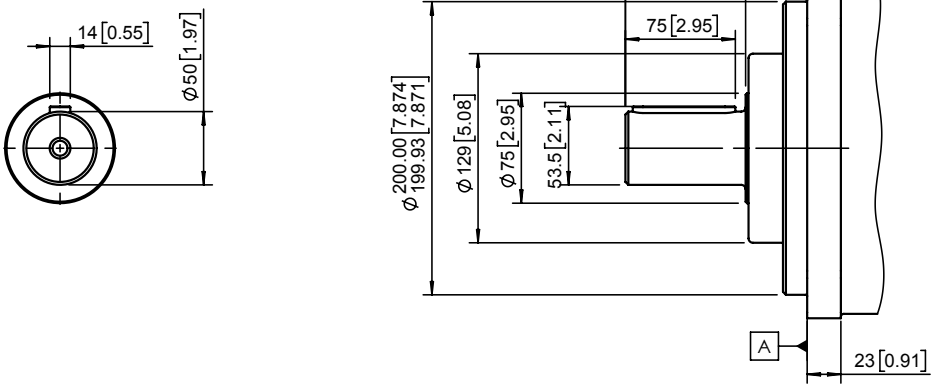


SHAFT MOTOR OUTPUT OPTIONS

PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR MODULE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05																00	A2

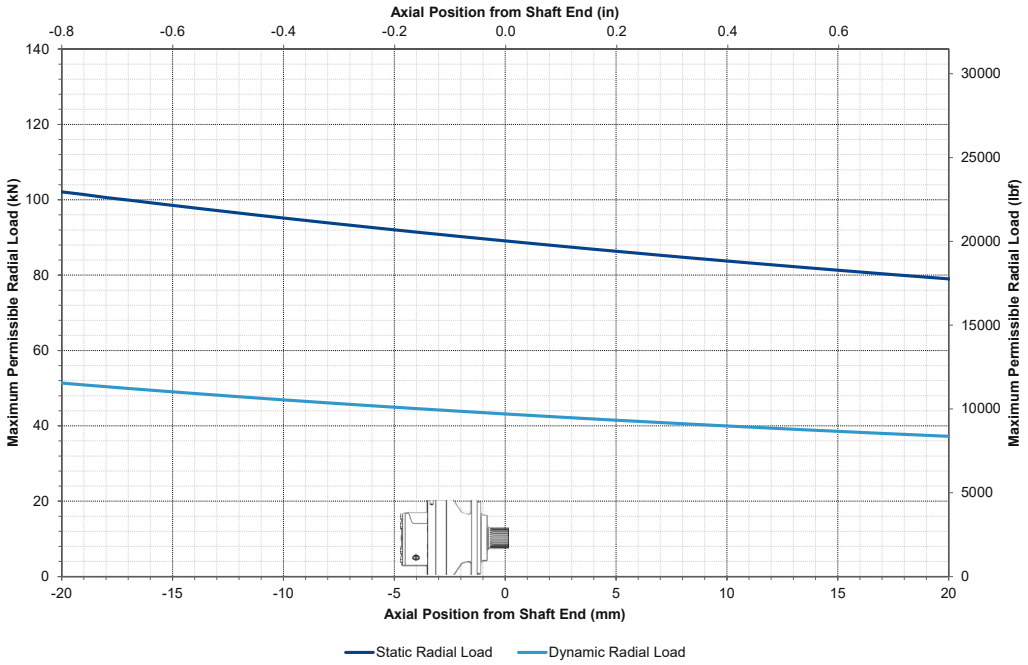
XJ05 HOUSING - KEYED OUTPUT

FRONT MODULE 03	04	05	06	07
S	A	N	1	N

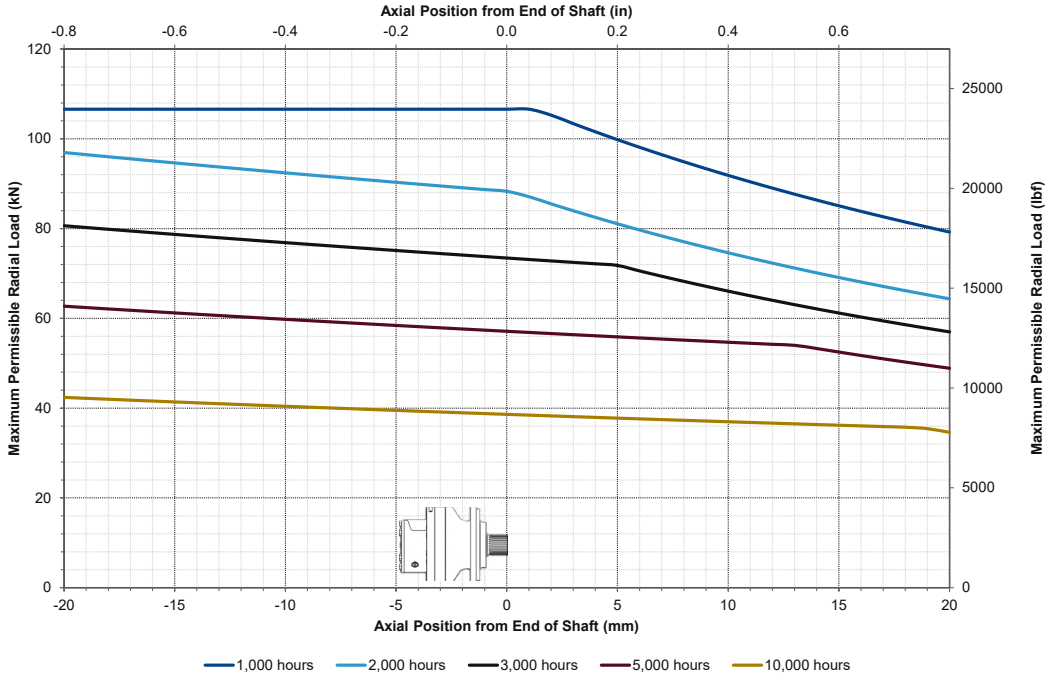


NOTE: ALL DIMENSIONS BEYOND FACE [A] ARE AS PER MAIN DRAWING

SHAFT MOTOR
PERMISSIBLE DYNAMIC AND STATIC RADIAL LOAD



SHAFT MOTOR
L10 LIFE AT 150 BAR, 100 RPM



$$\text{New life (hours)} = \frac{\text{plotted speed (rpm) x plotted life (hours)}}{\text{desired speed (rpm)}}$$

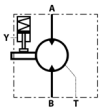
Contact us for alternative cycle duties.
All data is based on the standard spline motor output shaft, option D.
All data is based on theoretical calculations.

WHEEL MOTOR
SINGLE SPEED OPTION

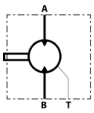
PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05		W	K	1	N	N	H		1	N	N					00	A2

(For models shown below)

kg 48 kg [105.8] with P brake



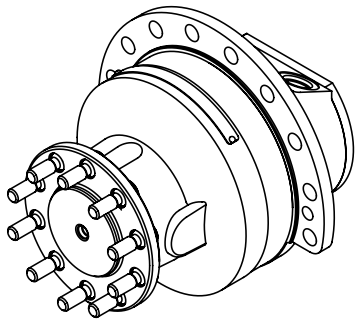
kg 38 kg [83.8 lb] without brake

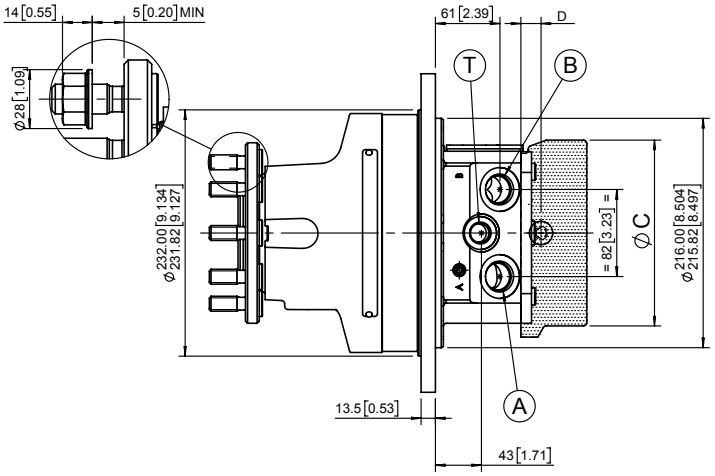


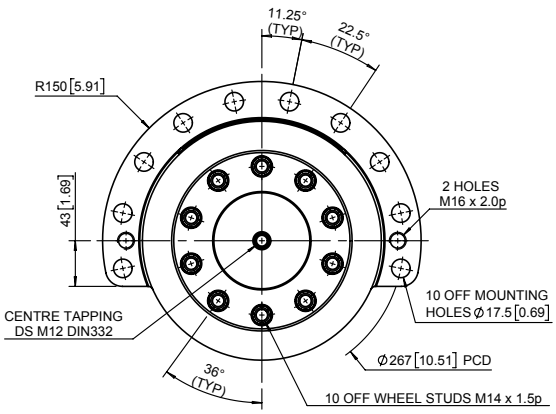
Option	Rated holding torque	C	D	E	F	Weight
P	4,220 Nm [3,113 lbf.ft]	Ø175 [6.89]	19 [0.75]	83 [3.15]	70 [2.76]	10 kg [22 lb]

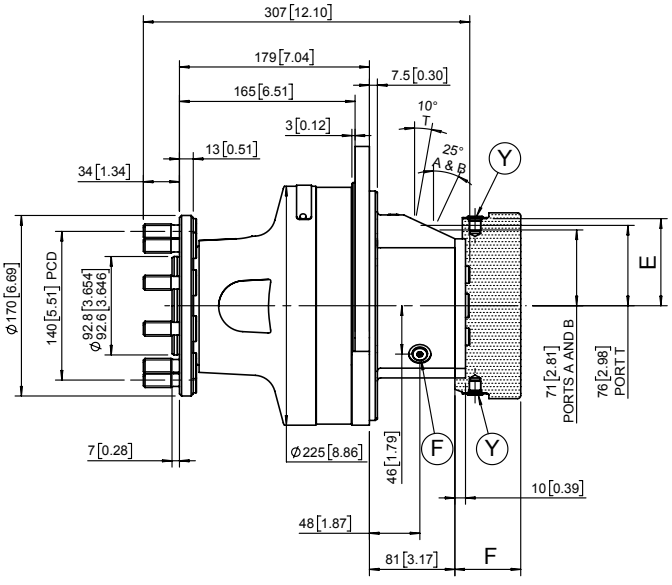
Option	Output fittings
A	M14 x 1.5p wheel studs (standard)
B	M14 x 1.5p wheel studs with nuts fitted
F	Ø18.5 through holes
H	M14 x 1.5p tapped holes

See page 22 for hydraulic connection options.







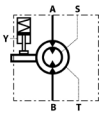


WHEEL MOTOR
TWO SPEED OPTION

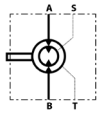
PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05		W	K	1	N	N	H		1	N	N					00	A2

(For models shown below)

kg 51 kg [112.4] with P brake



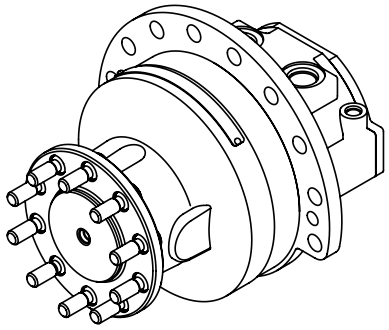
kg 41 kg [90.4 lb] without brake

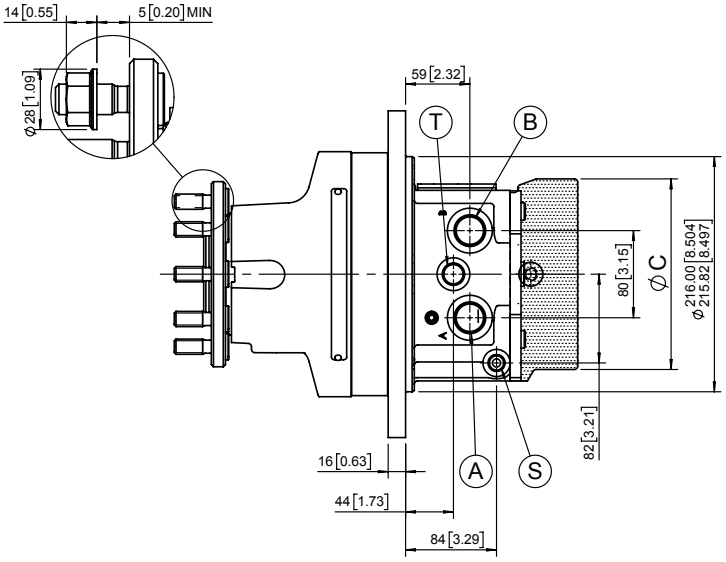


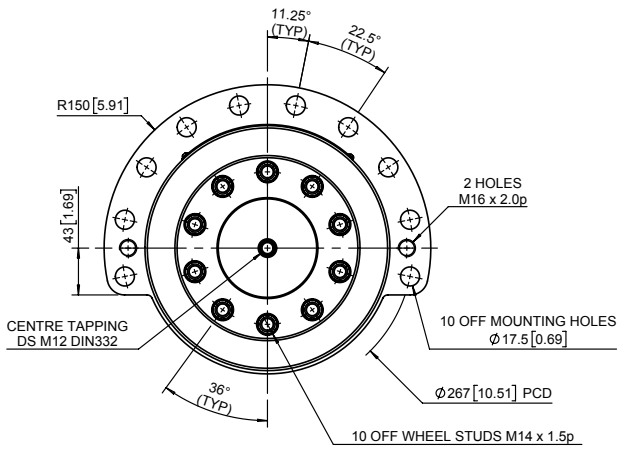
Option	Rated holding torque	C	D	E	F	Weight
P	4,220 Nm [3,113 lbf.ft]	Ø175 [6.89]	19 [0.75]	83 [3.15]	70 [2.76]	10 kg [22 lb]

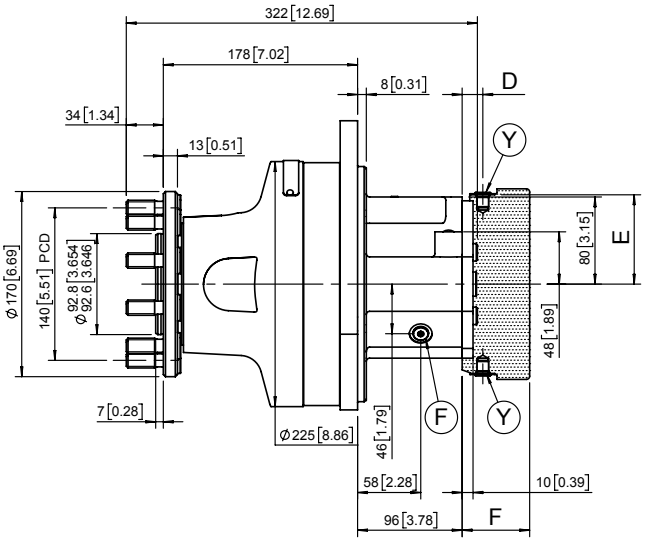
Option	Output fittings
A	M14 x 1.5p wheel studs (standard)
B	M14 x 1.5p wheel studs with nuts fitted
F	Ø18.5 through holes
H	M14 x 1.5p tapped holes

See page 22 for hydraulic connection options.

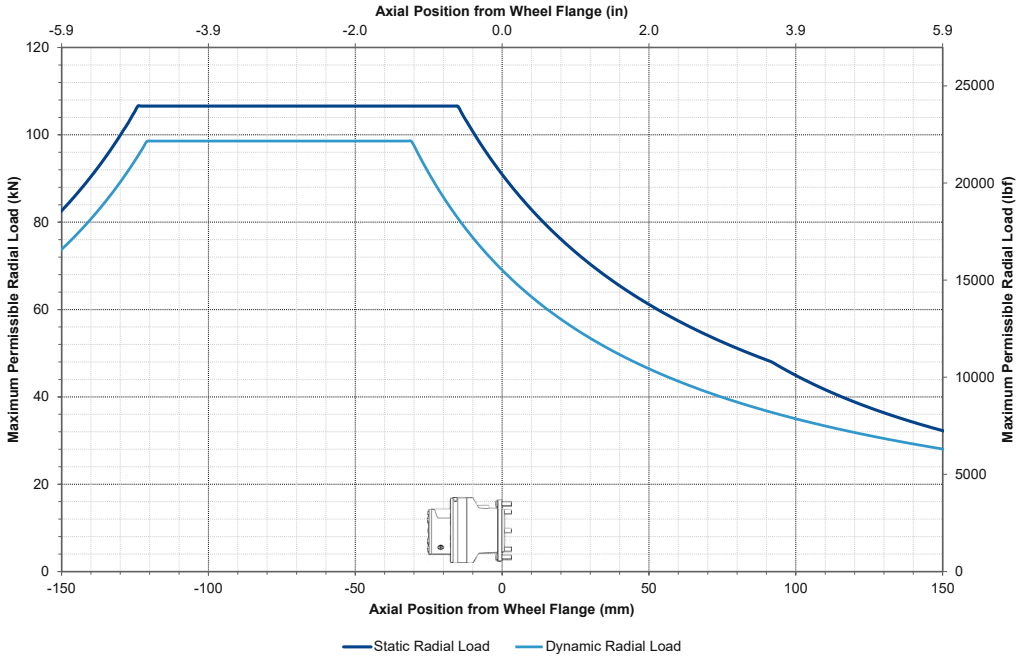




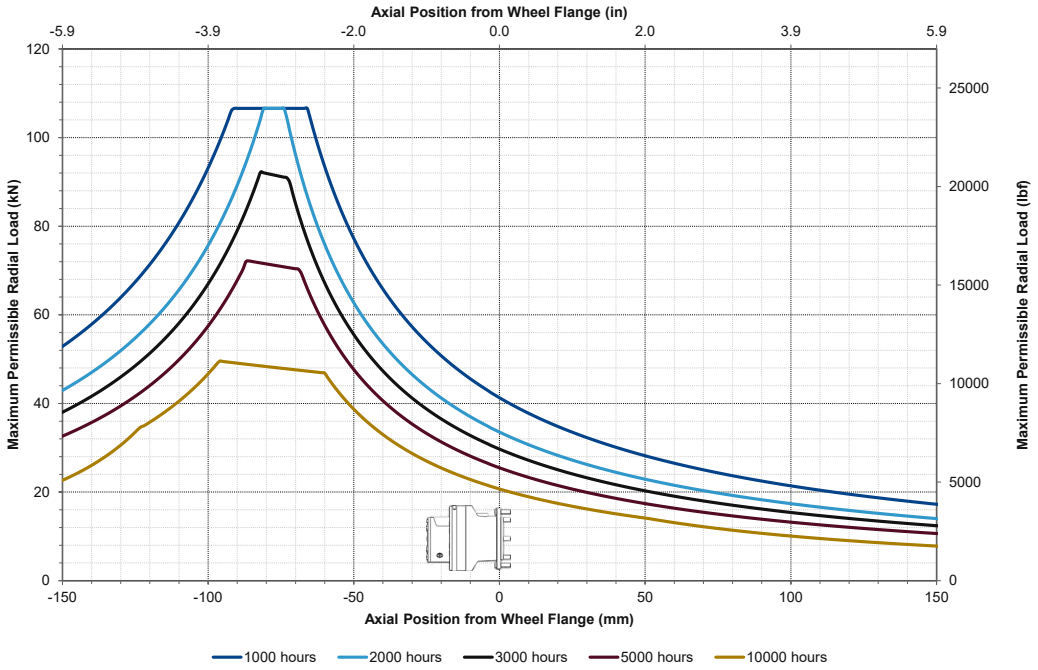




WHEEL MOTOR
PERMISSIBLE DYNAMIC AND STATIC RADIAL LOAD



WHEEL MOTOR
L10 LIFE AT 150 BAR, 100RPM



$$\text{New life (hours)} = \frac{\text{plotted speed (rpm)} \times \text{plotted life (hours)}}{\text{desired speed (rpm)}}$$

Contact us for alternative cycle duties.
All data is based on the standard wheel motor output shaft, option L.
All data is based on theoretical calculations.

PARKING BRAKES

PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05																	

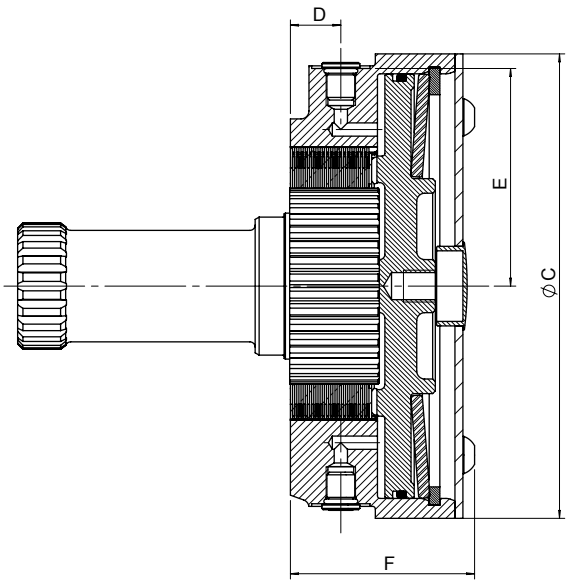
Option	Rated holding torque	C	D	E	F	Weight
P	4,220 Nm [3,113 lbf.ft]	Ø175 [6.89]	19 [0.75]	83 [3.15]	70 [2.76]	10 kg [22 lb]

The XJ05 multi-disc parking brake is a spring applied, hydraulic release, fail safe brake designed to be used with XJ05 motors in static situations.

The multi-disc brake has a modular design which ensures it can be connected to any variant of the XJ05 motor.

The brake has two hydraulic release ports, one at the top of the housing and one at the bottom. The brake can be manually released by removing the plug in the cover and using an M12 screw to pull the piston back.

P BRAKE



Brake static capacity when new	4220 Nm [3,113 lbf.ft]
Static capacity after ten dynamic uses	3,207.2 - 3,671.4 Nm (1)(2)(3) [2,365.5 - 2,707.8 lbf.ft] (1)(2)(3)
Volume to fill	100 cc [6.1 in³]
Volume to fully release brake	60 cc [3.6 in³]
Min. pressure to fully release brake	12 bar [174 psi]
Max. acceptable pressure	30 bar [435 psi]
Time to release brake	< 0.5 seconds (4)(5)
Time to engage brake	< 1 second (4)(5)
Emergency release fitting	M12 torqued to 60 Nm [45 lbf.ft]
Weight	10 kg [22 lbs]

(1) Do not run in brake, wearing the plates will reduce the static capacity.
(2) Dynamic use of the brake is not recommended and should only be used in emergency situations.
(3) The disc pack should be replaced after ten dynamic uses.
(4) Times may vary depending on fluid viscosity and valves used.
(5) During low temperature applications, flushing the brake housing is recommended to maintain a constant oil viscosity.
All data is based on ISO46 fluid at 50°C/122°F. If a different fluid will be used, please consult Rotary Power.

DIRECTION OF SHAFT ROTATION

PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05																00	A2

PORT MODULE - SPEED AND ROTATION

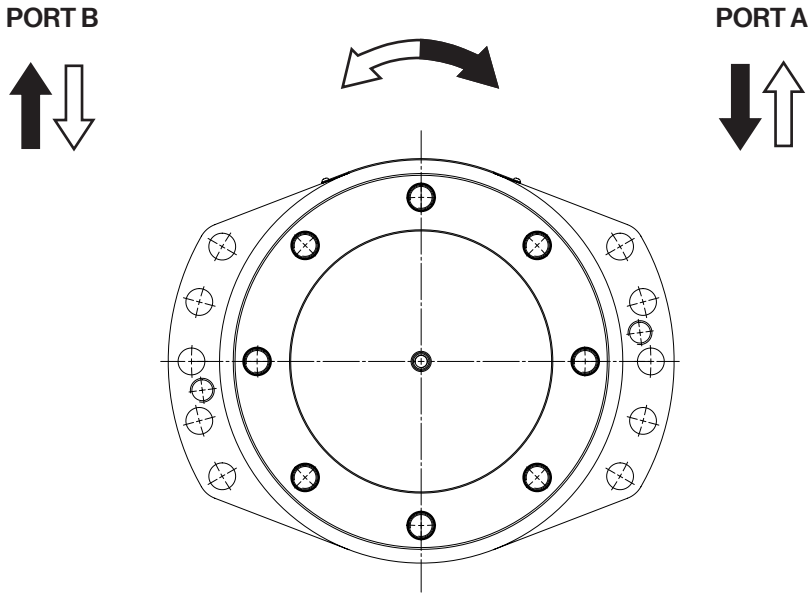
1R	Single speed - flow to port A = CW rotation
1L	Single speed - flow to port A = ACW rotation
RA	Two speed (Ratio 2:1) - flow to port A = CW preferred rotation
LA	Two speed (Ratio 2:1) - flow to port A = ACW preferred rotation

The XJ motor code defines the starting direction of the motor. This is selected by the customer to best suit their application needs.

The starting direction is based on flow being supplied to port A. A single speed motor can have its starting direction reversed by supplying flow to port B.

In two speed motors, pressurising port A is preferred as this prevents the motor from recirculating high pressure oil when shifted into second displacement. It is important to select the correct starting direction of a two speed motor to ensure optimum performance in the required direction.

DIRECTION OF SHAFT ROTATION VIEWED FROM THE SHAFT END



HYDRAULIC CONNECTIONS

PRODUCT 01	CAM 02	FRONT MODULE 03	04	05	06	07	PORT MODULE 08	09	10	11	12	REAR BRAKE 13	OPTIONS 14	15	16	SPECIALS 17	DESIGN 18
XJ05																00	A2

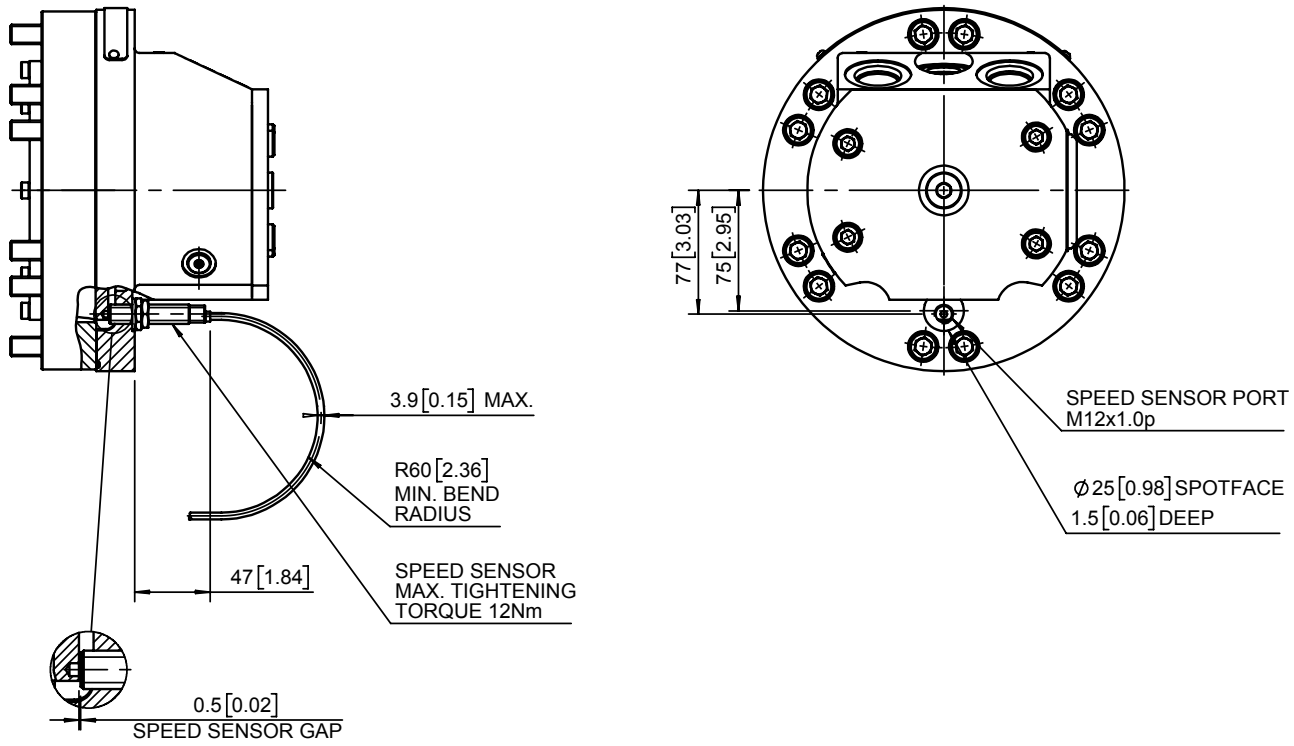
		Power supply		Drain	Speed change	Flushing	Parking brake
	Port	**A**	**B**	**T**	**S**	**F**	**Y**
XJ05 housing options	**1**	3/4" SAE J514 (1-1/16"-12 UNF)		1/2" SAE J514 (3/4"-16 UNF)	3/8" SAE J514 (9/16"-18 UNF)	1/4" SAE J514 (7/16"- 20 UNF)	1/4" SAE J514 (7/16"- 20 UNF)
	3	G 3/4" BSPP		G 3/8" BSPP	G 3/8" BSPP	G 1/4" BSPP	G 1/4" BSPP

Max. pressures	**bar [psi]**	450 [6,527]	6 [90]	40 [580]	6 [90]	30 [435]

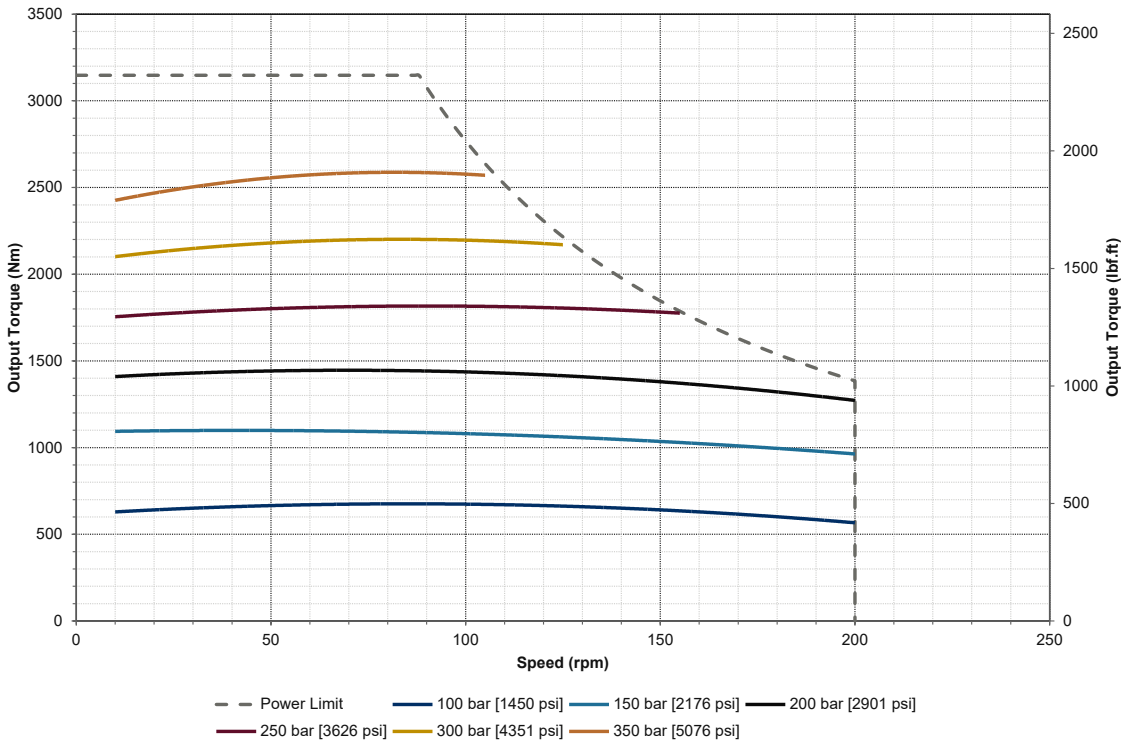
EXTRA OPTIONS
SPEED SENSOR

This sensor provides a square wave signal used to calculate motor speed. Note that the sensor target is constructed using a modified XJ05 rotor. Integrating the sensor target into the rotor allows the envelope of the motor to remain consistent with standard sizes.

Sensor type	Differential hall effect speed sensor
Rotary Power part number	W949000005
Supply voltage	8 – 32 VDC
Current consumption	• Max. without load: 15 mA • Max. with load: 30 mA
Plug type	AMP 282105-1, 3 pins • Integrated cable and connector only • Cable length (including connector): 350 mm ± 20 mm
Signal output	• Square wave • Push-pull outputs: Imax = ± 20 mA - With pull-up resistor (for R=560 Ohm): Ulow < 2.5V, Uhigh > 0.95 * Usupply - With pull-down resistor (for R=560 Ohm): Ulow < 0.1V, Uhigh > Usupply - 4.0 V
Frequency range	5 Hz – 20 kHz
Standard number of pulses per revolution	53
Operating temperature	-40°C to +125°C [-40°F to +257°F]
Protection rating	• Sensor head: IP68 • Cable outlet: IP67

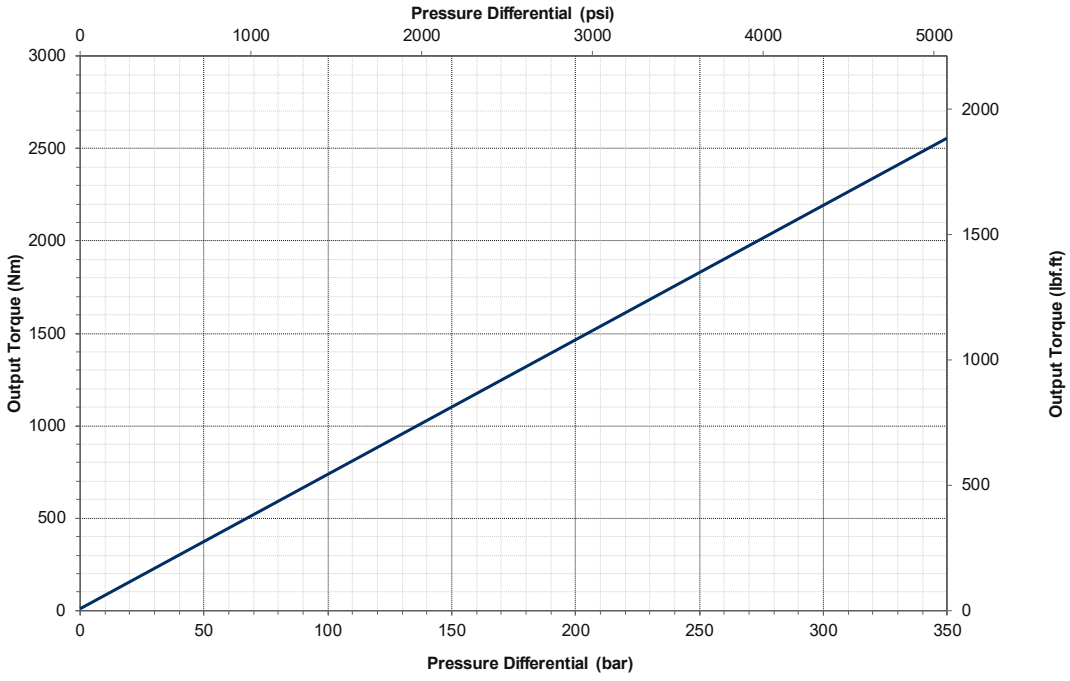


TORQUE OUTPUT



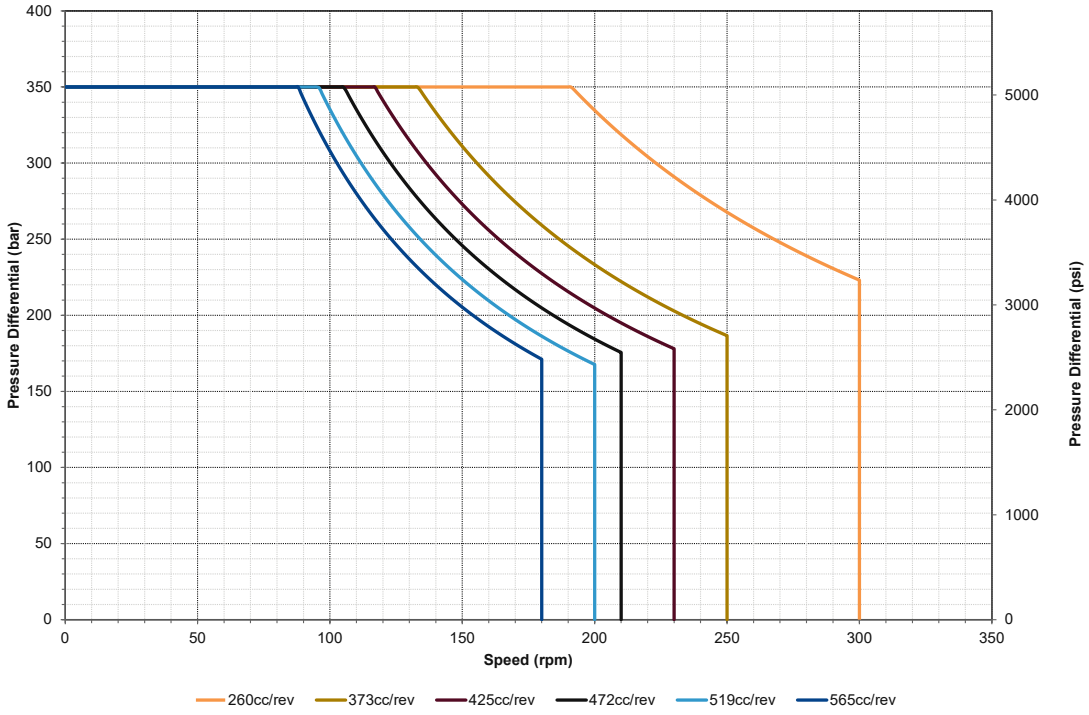
STARTING TORQUE

MAX. AVAILABLE TORQUE AT ZERO RPM

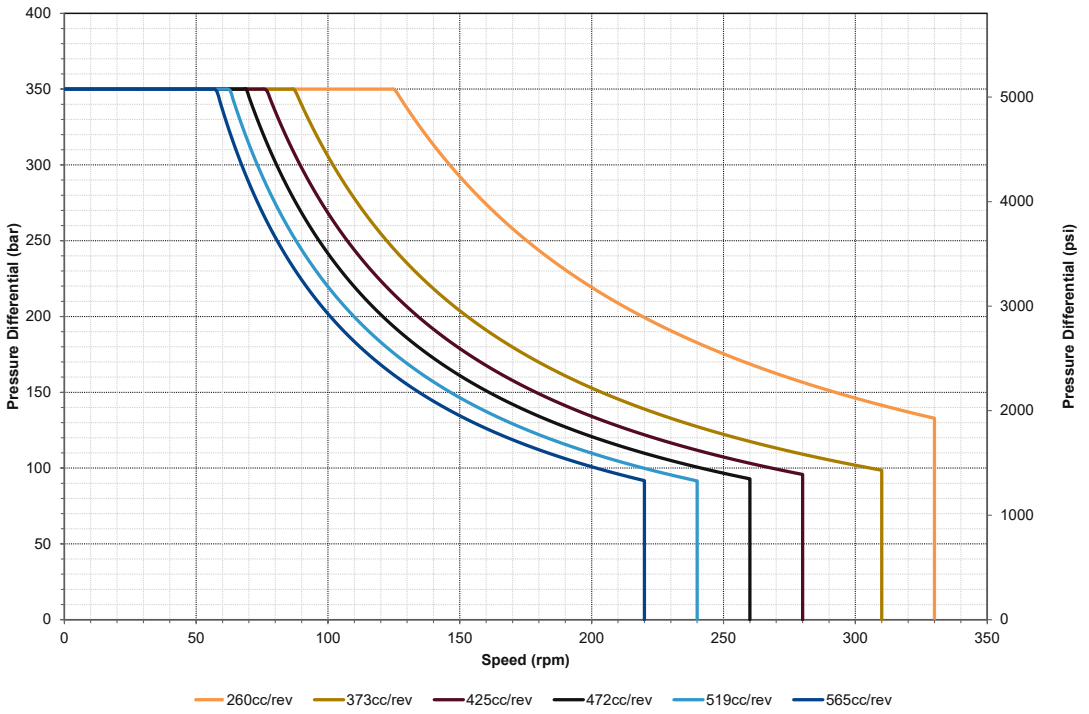


All performance graphs plotted for maximum displacement (565 cc/rev) using ISO46 fluid at 50°C.

POWER ENVELOPE
SINGLE SPEED 29KW MAX. CONTINUOUS POWER

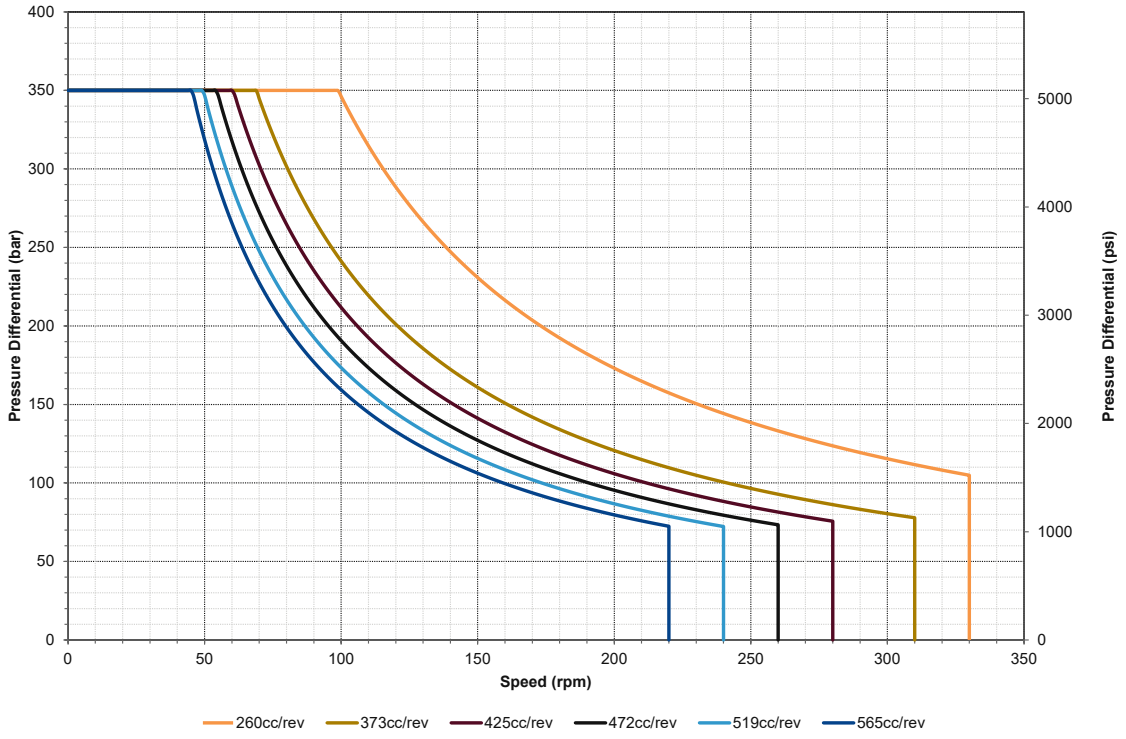


POWER ENVELOPE
TWO SPEED 19KW MAX. CONTINUOUS POWER
MIN. DISPLACEMENT - PREFERRED DIRECTION



All performance graphs plotted for maximum displacement (565 cc/rev) using ISO46 fluid at 50°C.

POWER ENVELOPE
TWO SPEED 15KW MAX CONTINUOUS POWER
MIN. DISPLACEMENT - NON PREFERRED DIRECTION



All performance graphs plotted for maximum displacement (565 cc/rev) using ISO46 fluid at 50°C.

CALCULATIONS

$$\text{Output torque (Nm)} = \frac{\text{Motor displacement (cc) x delta pressure (bar) x } \eta m}{20\pi}$$

$$\text{Flow (lpm)} = \frac{\text{Motor displacement (cc) x rotational speed (rpm)}}{1000 \times \eta v}$$

$$\text{Output power (kW)} = \frac{\text{Output torque (Nm) x rotational speed (rpm)}}{9{,}550}$$

Where:
ηm = Mechanical efficiency
ηv = Volumetric efficiency

For approximate estimates of performance use:
ηm = 0.95
ηv = 0.95

CONVERSIONS

Nm → lbf.ft = x 0.7376

N → lbf = x 0.2248

bar → psi = x 14.5038

cc → in^3 = x 0.061

lpm → U.S. gpm = x 0.2641

kW → hp = x 1.341

kg → lb = x 2.2046

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