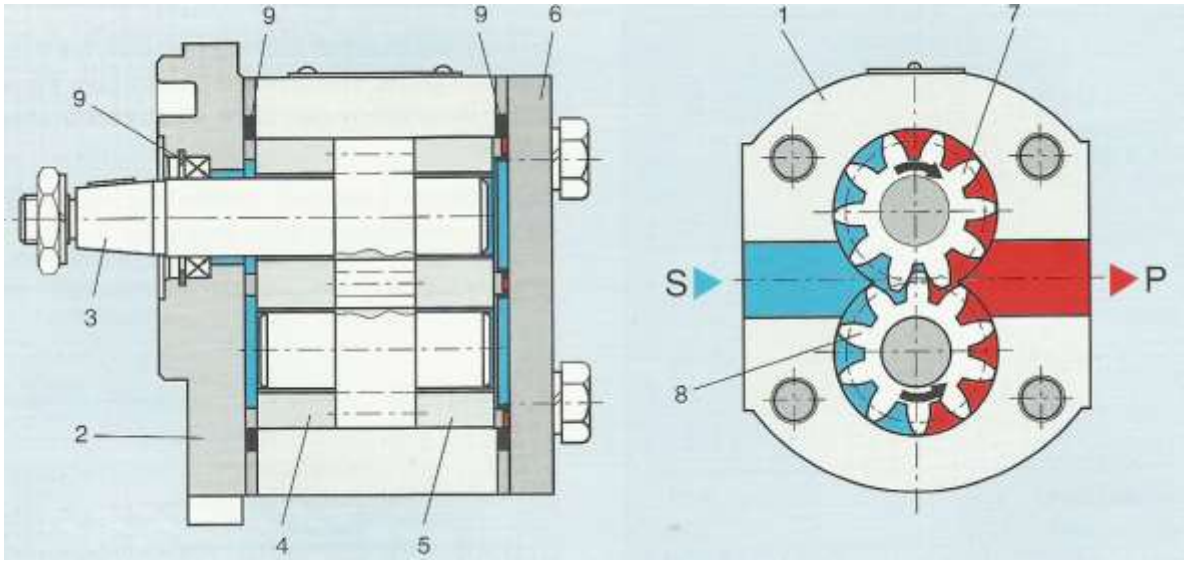
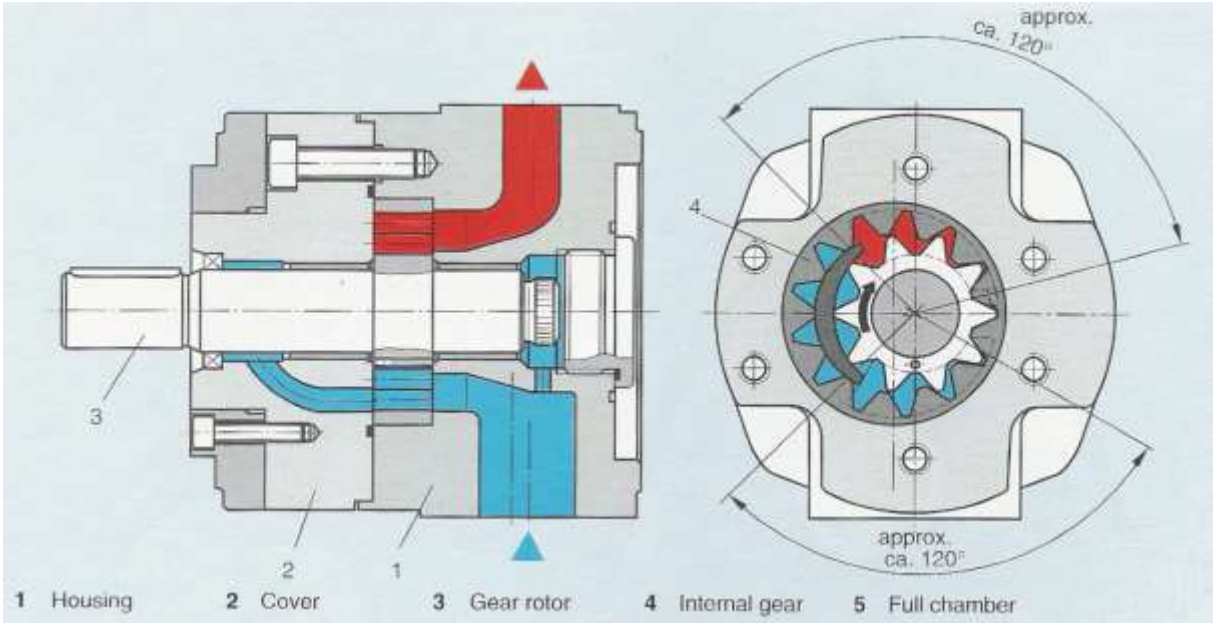
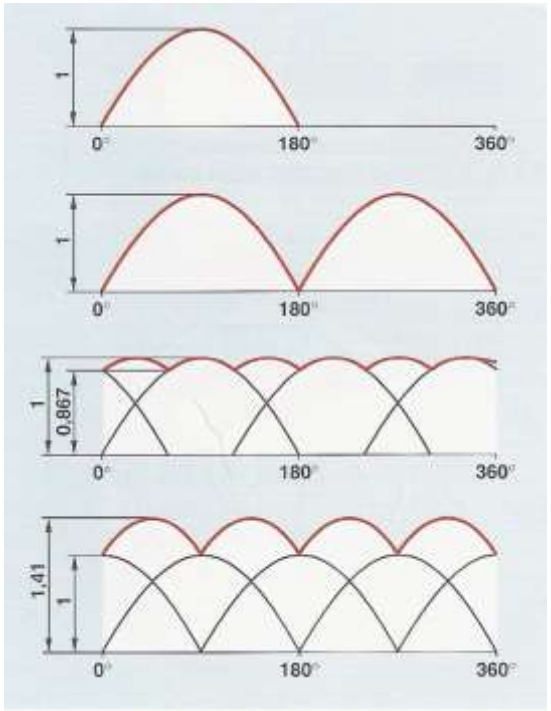
Γραναζωτές αντλίες
εξωτερικής οδόντωσης

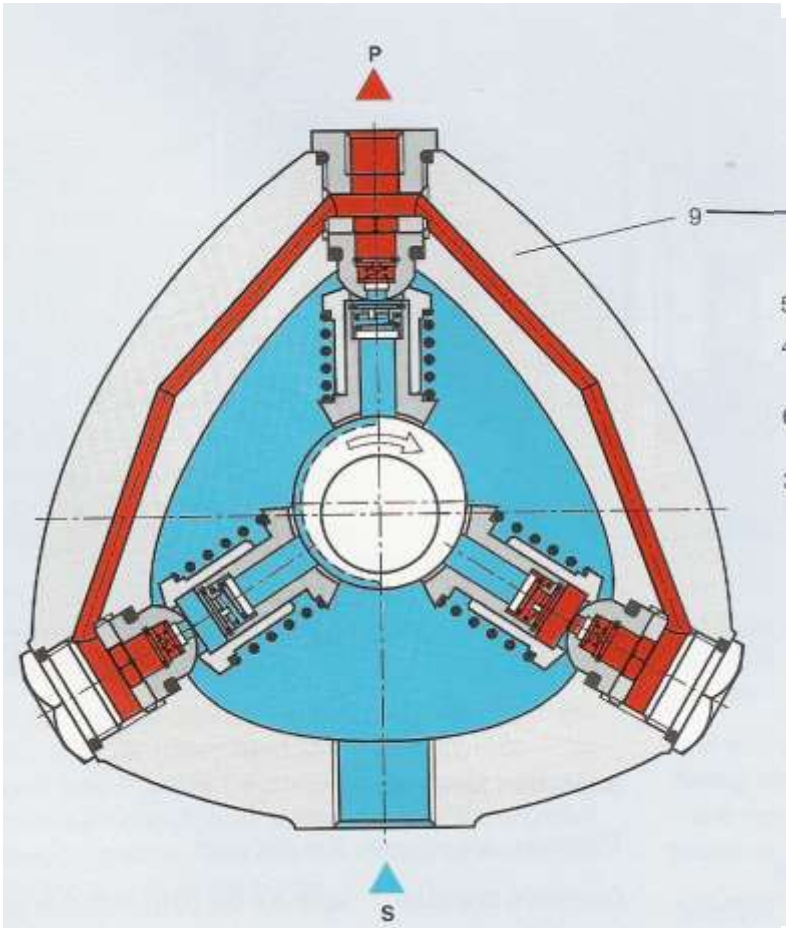


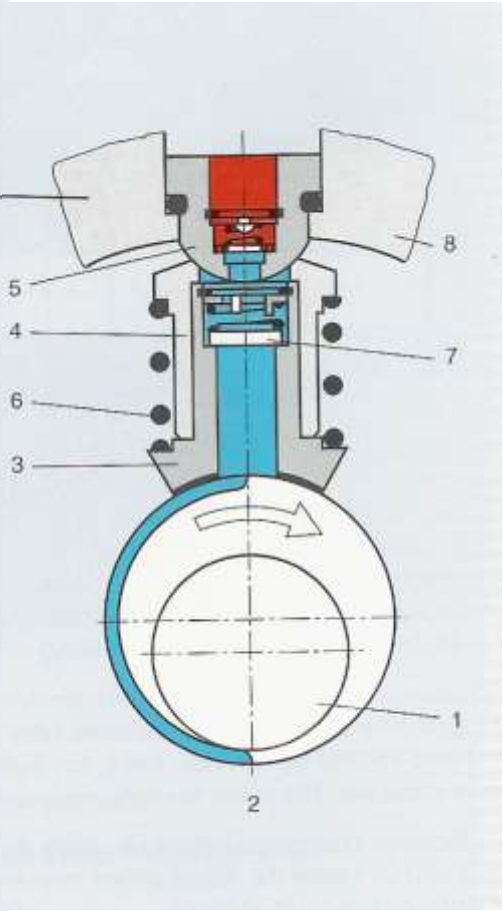
Γραναζωτές αντλίες
εσωτερικής οδόντωσης

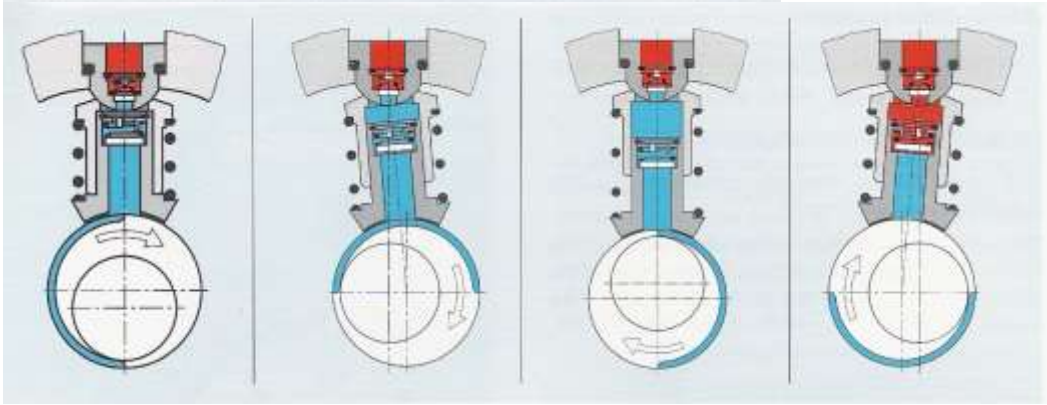


Εμβολοφόρες αντλίες
ακτινικών εμβόλων

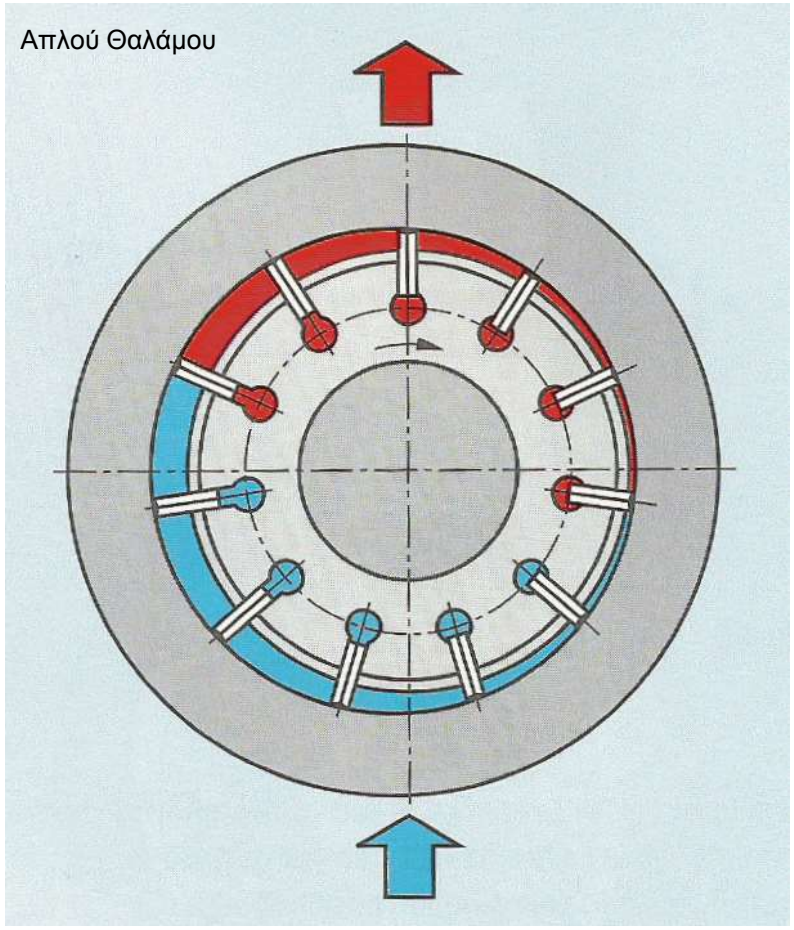


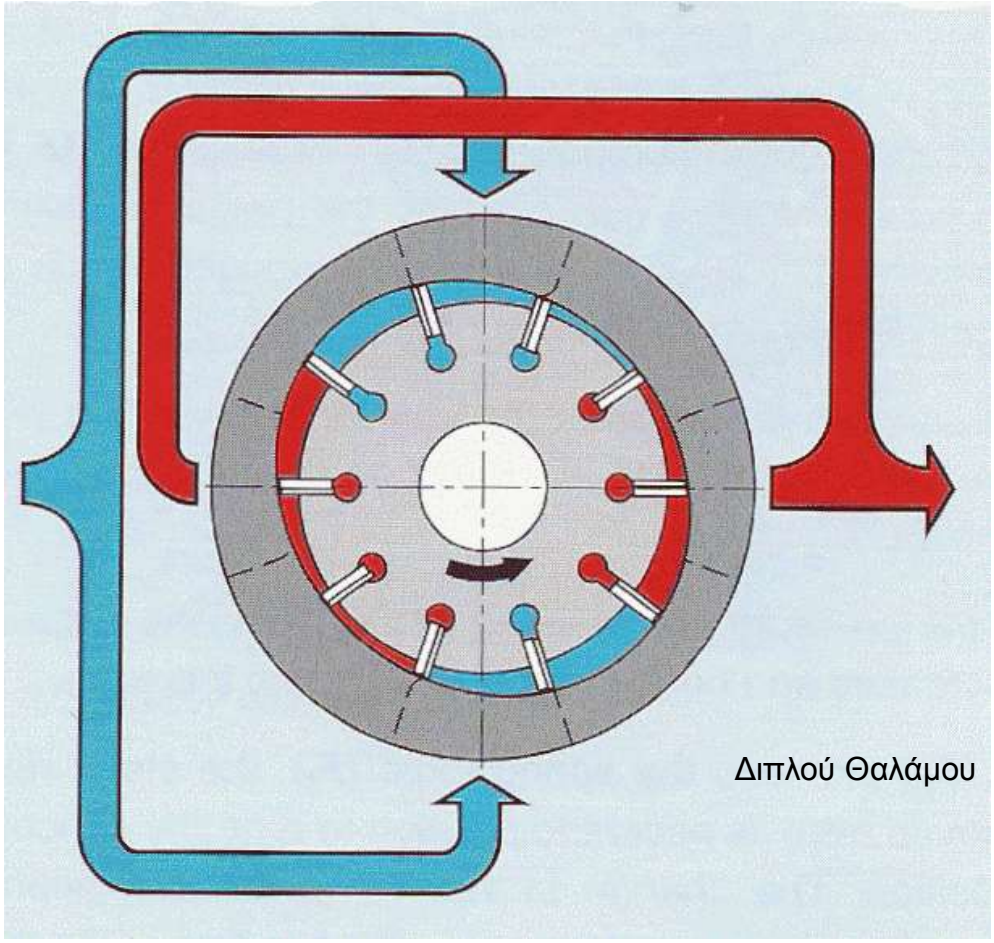




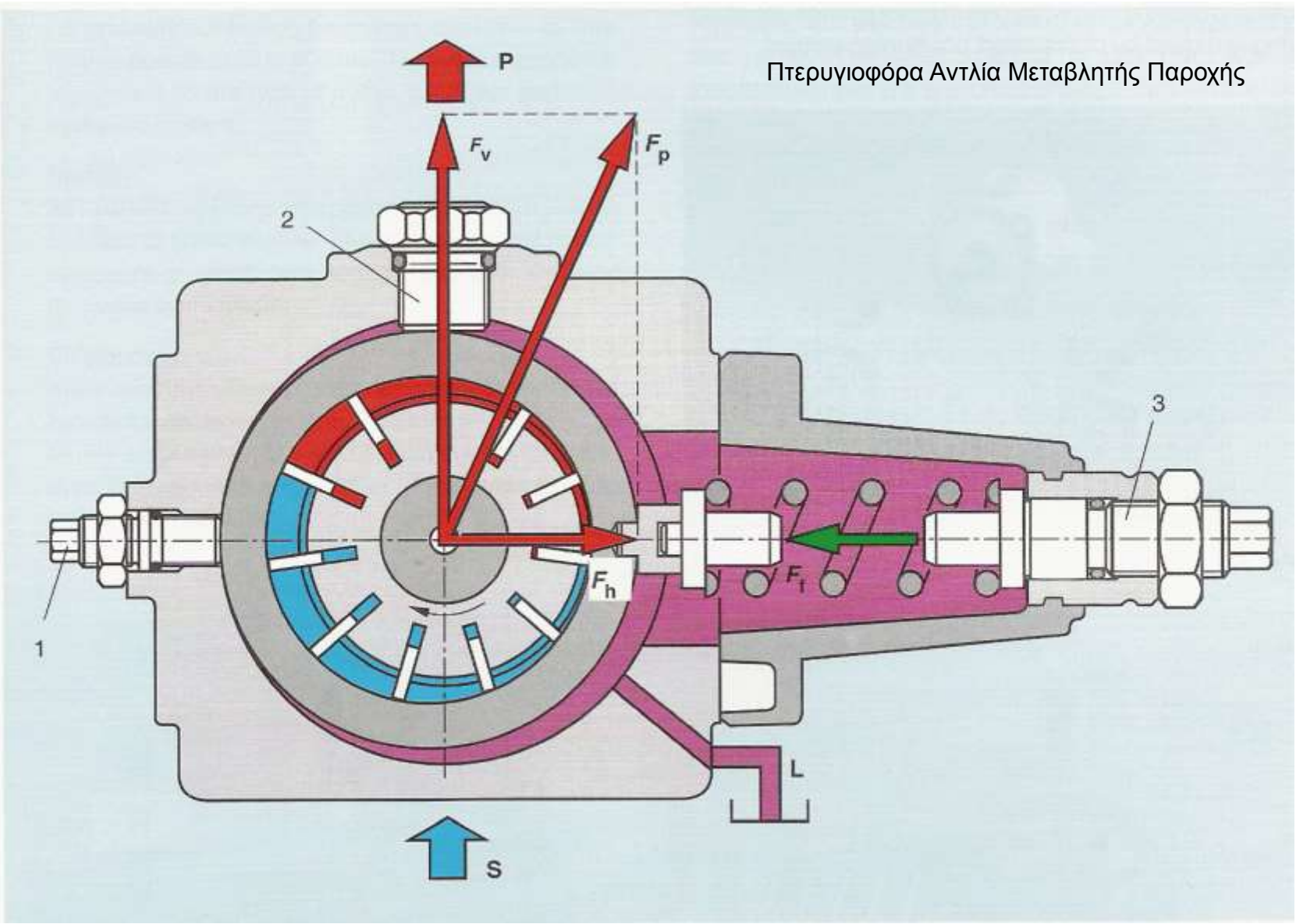


Πτερυγιοφόρες αντλίες



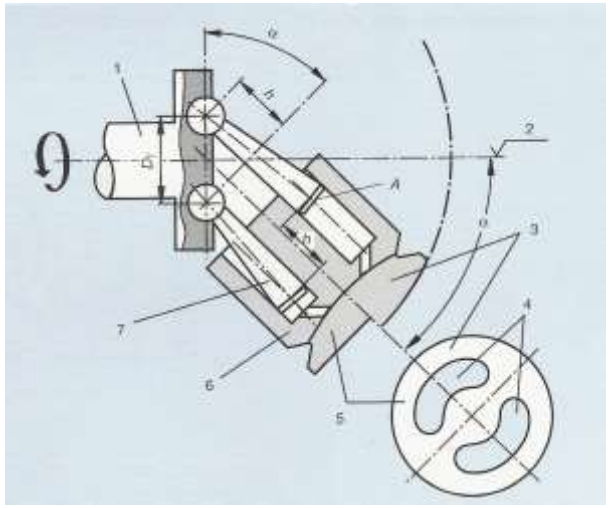


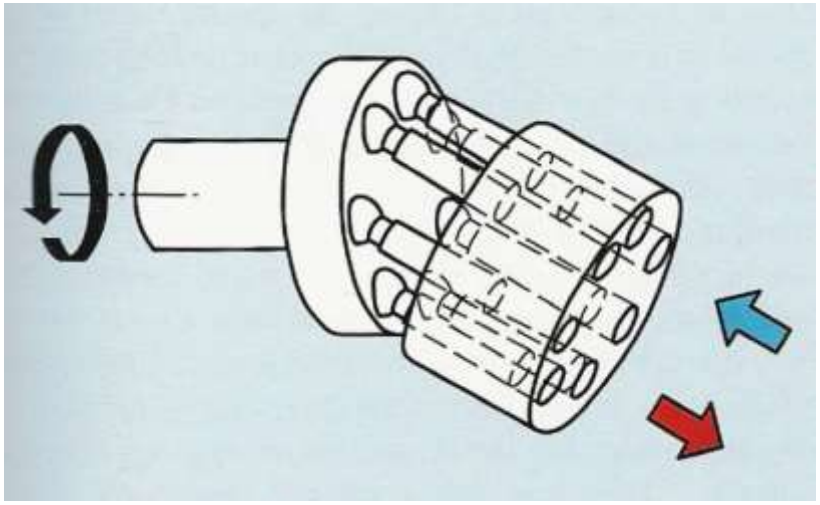
Πτερυγιοφόρα Αντλία Μεταβλητής Παροχής



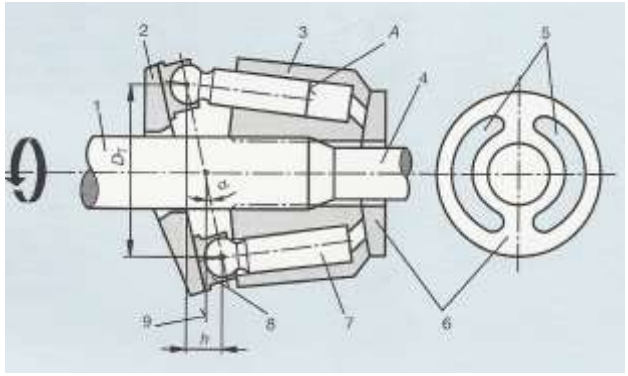
Εμβολοφόρες Αντλίες Αξονικών Εμβόλων

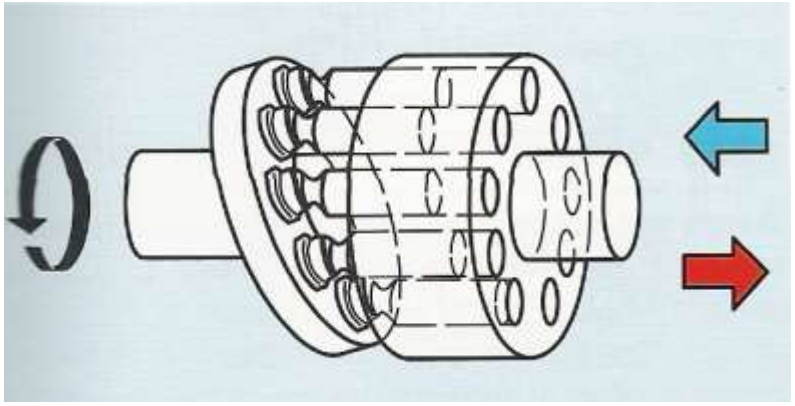
Κεκλιμένου άξονα



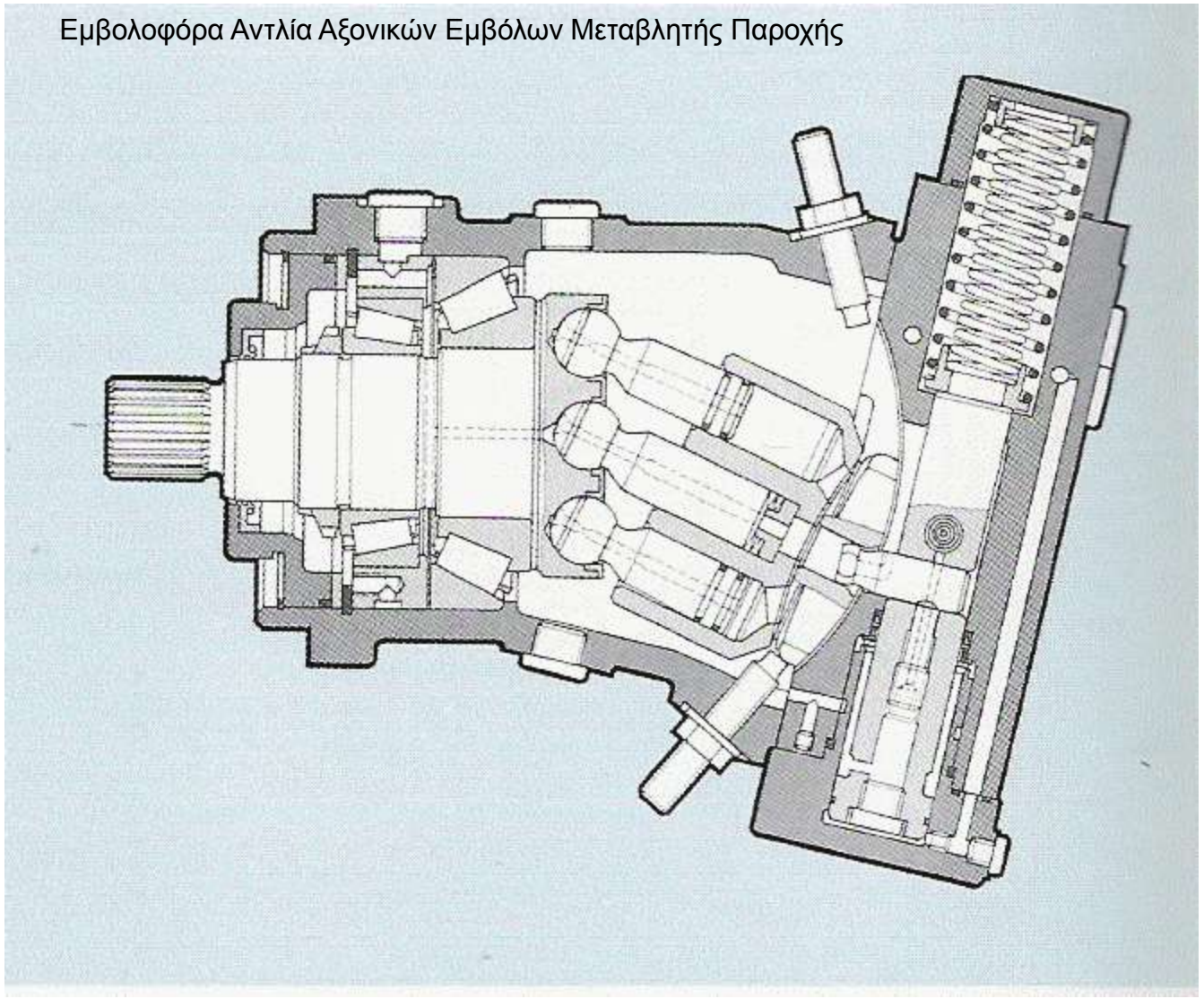


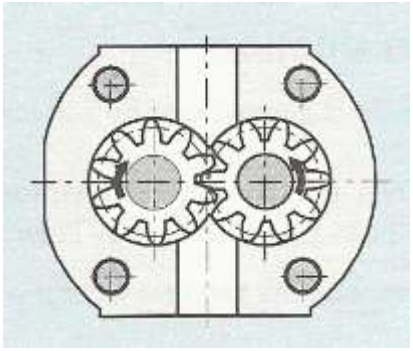
Κεκλιμένης Πλάκας





Εμβολοφόρα Αντλία Αξονικών Εμβόλων Μεταβλητής Παροχής





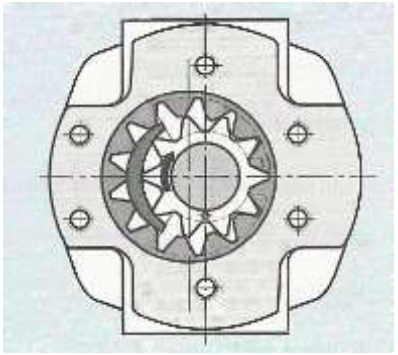
$$V = m \cdot z \cdot b \cdot h \cdot \pi$$

m = modulus

z = number of gears

b = width of gears

h = height of gears



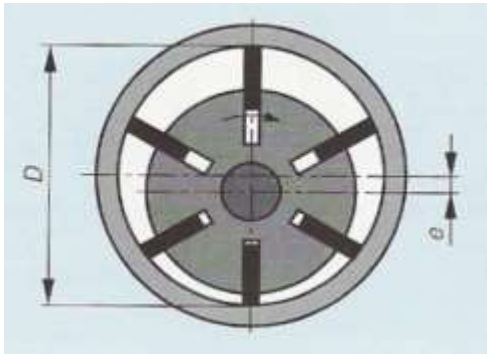
$$V = m \cdot z \cdot b \cdot h \cdot \pi$$

m = modulus

z = number of internal gears

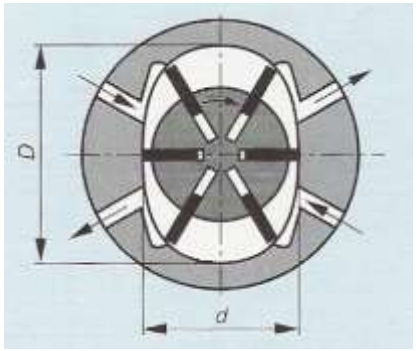
b = width of gears

h = height of gears



$$V = 2 \cdot \pi \cdot b \cdot e \cdot D$$

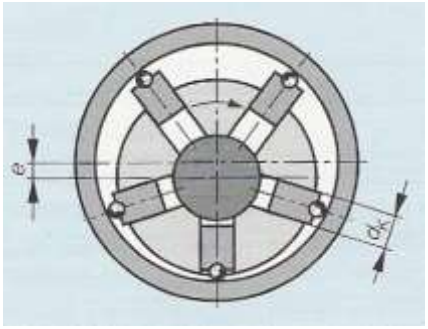
b = vane width



$$V = \left(\frac{\pi \cdot (D^2 - d^2)}{4}\right) \cdot k \cdot b$$

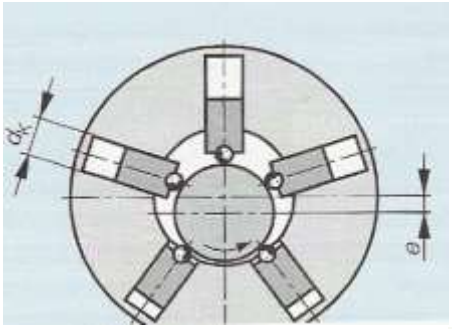
b = vane width

k = vane stroke per revolution



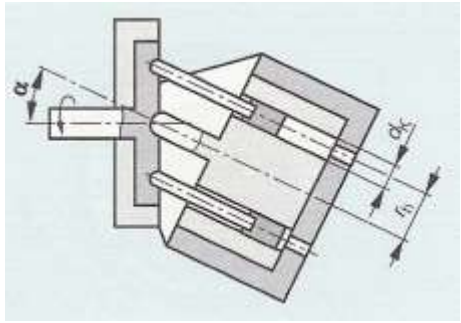
$$V = \frac{d_K^{\,2} \cdot \pi}{4} \cdot 2\,e \cdot z$$

z = number of pistons

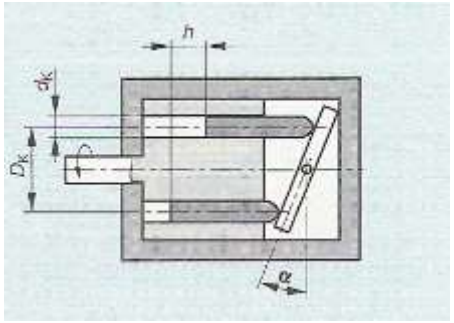


$$V = \frac{d_K^{\,2} \cdot \pi}{4} \cdot 2\,e \cdot z$$

z = number of pistons



$$V = \frac{d_K^{\,2} \cdot \pi}{4} \cdot 2\,r_h \cdot z \cdot \sin\alpha$$



$$V = \frac{d_K^{\,2} \cdot \pi}{4} \cdot D_K \cdot \tan\alpha$$