DISC VALVE HYDRAULIC MOTORS

GENERAL INFORMATION:

Orbit motors convert hydraulic energy (pressure, oil flow) into mechanical energy (torque, speed). Hydraulic orbit motors operate on the principle of an internal gear (rotor) rotating within a fixed external gear (stator). The internal gear transmits the torque generated by the application of pressure from hydraulic oil fed into motor which is then delivered via the motor's output shaft. Orbit motors have high starting torque and constant output torque at wide speed range. The output shaft runs on tapered roller bearings and can absorb high axial and radial forces.

DISTRIBUTOR VALVE
MS, MT, MV series motors have disk valve: the distributor valve has been separated from output shaft and is driven by short cardan shaft. A balance plate counterbalances the hydraulic forces around the distributor valve. It gives the motors high efficiency- even at high pressures, and good starting characteristics.

GEAR WHEEL SET
There are two forms of gear wheel set: Gerotor set has plain teeth and Roll-gerotor set with teeth fitted with rollers.
MS, MT, MV series motors have roll-gerotor set. The rollers reduce local stress and the tangential reaction forces on the rotor reducing friction to a minimum. This gives long operating life and better efficiency even at continuous high pressures.

FEATURES:

Standard Motor The standard motor mounting flange is located as close to the output shaft as possible. This type of mounting supports the motor close to the shaft load. This mounting flange is also compatible with many standard gear boxes.

Wheel Motor The wheel motor mounting flange is located near the center of the motor which permits part or all of the motor to be located inside the wheel or roller hub. In traction drive applications, loads can be positioned over the motor bearings for best bearing life. This wheel motor mounting flange provides design flexibility in many applications.

Short Motor This motor is assembled without the output shaft, bearings and bearing housing and has the same drive components as the standard motors. The short motor is especially suited for applications such as gear boxes, winch, reel and roll drives. Short motor applications must be designed with a bearing supported internal spline to mate with the short motor drive. Product designs using these hydraulic motors provide considerable cost savings.

Low Leakage LL Series hydraulic motors are designed to operate at the whole standard range of working conditions (pressure drop and frequency of rotation), but with considerable decreased volumetric losses in the drain ports. This motors are suitable for hydraulic systems with series-conected motors with demands for low leakage.

Low Speed Valve LSV feature optimizes the motor for low-speed performance. Motors with this valving provide very low speed while maintaining high torque. They are designed to run continuously at low speed (up to 200 RPM) at normal pressure drop and reduced flow. Optimal run is guaranteed at frequency of rotation from 20 to 50 RPM. Motors with this valving have an increased starting pressure and are not recommended for using at pressure drop less than 40 bar.

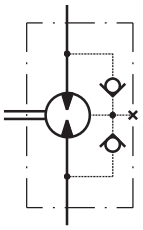
High Pressure Shaft Seal The high pressure shaft seals allow the motors to withstand high case pressures at high speeds without external drain line.

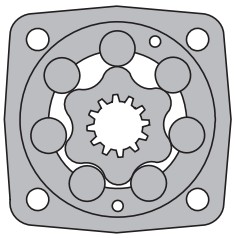
Motors with Speed Sensor Motors are available with integrated inductive speed sensor. The output signal is a standardized voltage signal that can be used to control the speed of a motor. The torque and the radial load of the motor are not affected by the installation of speed sensor.

HYDRAULIC MOTORS MS

APPLICATION

- » Conveyors
- » Metal working machines
- » Agricultural machines
- » Road building machines
- » Mining machinery
- » Food industries
- » Special vehicles etc.





CONTENTS

OPTIONS

- » Model - Disc valve, roll-gerotor
- » Flange and wheel mount
- » Short motor
- » Motor with Drum Brake
- » Tacho connection
- » Speed sensoring
- » Side and rear ports
- » Shafts - straight, splined and tapered
- » SAE, Metric and BSPP ports
- » Other special features

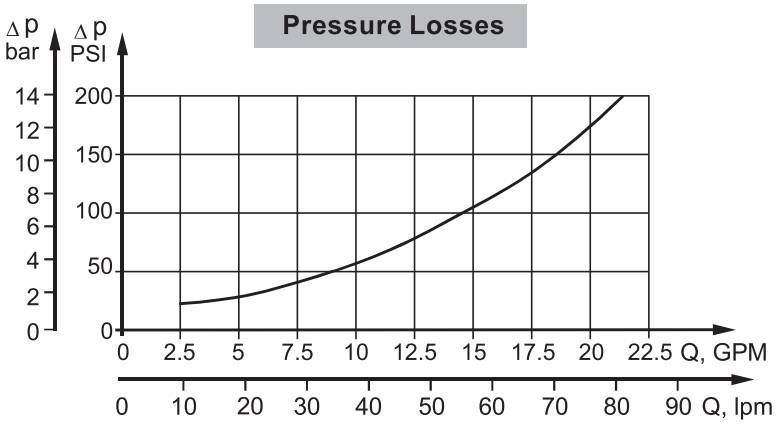
GENERAL

Max. Displacement, cm^3/rev [in^3/rev]	564,9 [34.47]
Max. Speed, [RPM]	1000
Max. Torque, daNm [lb-in]	cont.: 85 [7520] int.: 99 [8760]
Max. Output, kW [HP]	23 [30.8]
Max. Pressure Drop, bar [PSI]	cont.: 210 [3050] int.: 275 [3990]
Max. Oil Flow, lpm [GPM]	90 [24]
Min. Speed, [RPM]	5
Permissible Shaft Loads daN [lbs]	P_a=500 [1125]
Pressure fluid	Mineral based- HLP(DIN 51524) or HM(ISO 6743/4)
Temperature range, ^{O}C [^{O}F]	-40÷140 [-40÷284]
Optimal Viscosity range, mm^2/s [SUS]	20÷75 [98÷347]
Filtration	ISO code 20/16 (Min. recommended fluid filtration of 25 microns)

Oil flow in drain line

Pressure drop bar [PSI]	Viscosity mm^2/s [SUS]	Oil flow in drain line lpm [GPM]
140 [2030]	20 [98]	1,5 [.396]
	35 [164]	1 [.264]
210 [3045]	20 [98]	3 [.793]
	35 [164]	2 [.528]

Pressure Losses



SPECIFICATION DATA

Type		MS 80	MS 100	MS 125	MS 160	MS 200
Displacement, cm³/rev [in³/rev]		80,5 [4.91]	100 [6.1]	125,7 [7.67]	159,7 [9.74]	200 [12.2]
Max. Speed,	cont.	810	750	600	470	375
[RPM]	Int.*	1000	900	720	560	450
Max. Torque	cont.	24 [2120]	30,5 [2700]	37,5 [3320]	49 [4340]	61 [5400]
daNm [lb-in]	Int.*	31 [2740]	39 [3450]	49 [4340]	60 [5310]	72 [6370]
Max. Output	cont.	15,5 [20.8]	18 [24.1]	18 [24.1]	16,5 [22.1]	16,5 [22.1]
kW [HP]	int.*	19,5 [26.2]	22,8 [30.2]	22,5 [30.2]	23 [30.8]	22 [29.52]
Max. Pressure Drop	cont.	210 [3050]	210 [3050]	210 [3050]	210 [3050]	210 [3050]
bar [PSI]	Int.*	275 [3990]	275 [3990]	275 [3990]	275 [3990]	275 [3990]
	peak**	295 [4280]	295 [4280]	295 [4280]	295 [4280]	295 [4280]
Max. Oil Flow	cont.	65 [17]	75 [20]	75 [20]	75 [20]	75 [20]
lpm [GPM]	Int.*	80 [21]	90 [24]	90 [24]	90 [24]	90 [24]
Max. Inlet Pressure	cont.	230 [3340]	230 [3340]	230 [3340]	230 [3340]	230 [3340]
bar [PSI]	Int.*	295 [4280]	295 [4280]	295 [4280]	295 [4280]	295 [4280]
	peak**	300 [4350]	300 [4350]	300 [4350]	300 [4350]	300 [4350]
Max. Return Pressure	cont.	140 [2030]	140 [2030]	140 [2030]	140 [2030]	140 [2030]
with Drain Line	Int.*	175 [2540]	175 [2540]	175 [2540]	175 [2540]	175 [2540]
bar [PSI]	peak**	210 [3050]	210 [3050]	210 [3050]	210 [3050]	210 [3050]
Max. Starting Pressure with Unloaded Shaft, bar [PSI]		12 [175]	10 [145]	10 [145]	8 [115]	8 [115]
Min. Starting Torque	at max. press. drop cont.	18 [1590]	23 [2040]	29 [2570]	37 [3270]	47 [4160]
daNm [lb-in]	at max. press. drop Int.*	23,5 [2080]	30 [2660]	38 [3360]	46 [4070]	56 [4960]
Min. Speed***, [RPM]		10	10	8	8	6
Weight, kg [lb]	MS(F)	9,9 [21.8]	10,1 [22.2]	10,4 [22.9]	10,8 [23.8]	11,2 [24.7]
	MSW	10,4 [22.9]	10,6 [23.3]	10,9 [24]	11,3 [24.6]	11,7 [25.8]
For Rear Ports	MSS	7,9 [17.4]	8,1 [17.8]	8,4 [18.5]	8,8 [19.4]	9,2 [20.2]
+ 0,40 [.88]	MSV	5,8 [12.8]	6 [13.2]	6,3 [13.9]	6,7 [14.8]	7,1 [15.6]
	MSQ	10,3 [22.7]	10,5 [23.2]	10,8 [23.8]	11,2 [24.7]	11,6 [25.6]
	MSB	16,9 [37.3]	17,1 [37.7]	17,4 [38.3]	17,8 [39.2]	18,2 [41.1]

* Intermittent operation: the permissible values may occur for max. 10% of every minute.
** Peak load: the permissible values may occur for max. 1% of every minute.
*** For speeds lower than given, consult factory or your regional manager.

1. Intermittent speed and intermittent pressure must not occur simultaneously.
2. Recommended filtration is per ISO cleanliness code 20/16. A nominal filtration of 25 micron or better.
3. Recommend using a premium quality, anti-wear type mineral based hydraulic oil HLP(DIN51524) or HM (ISO 6743/4). If using synthetic fluids consult the factory for alternative seal materials.
4. Recommended minimum oil viscosity 13 mm²/s [70 SUS] at 50°C [122°F].
5. Recommended maximum system operating temperature is 82°C [180°F].
6. To assure optimum motor life fill with fluid prior to loading and run at moderate load and speed for 10-15 minutes.

SPECIFICATION DATA (continued)

Type		MS 250	MS 315	MS 400	MS 475	MS 525	MS 565
Displacement, cm³/rev [in³/rev]		250 [15.3]	314,9 [19.2]	397 [24.2]	474,6[28.96]	522,7 [31.88]	564,9[34.47]
Max. Speed, [RPM]	cont.	300	240	190	160	145	130
	Int.*	360	290	230	190	175	160
Max. Torque daNm [lb-in]	cont.	72 [6370]	82,5 [7300]	86,5 [7660]	85 [7520]	85 [7520]	85 [7520]
	Int.*	87 [7700]	100 [8850]	99 [8760]	99 [8760]	99 [8760]	99 [8760]
Max. Output kW [HP]	cont.	14,5 [19.4]	15 [20.1]	11 [14.8]	8,4 [11]	7,6 [10.2]	6,9 [9]
	int.*	18 [24.1]	17 [22.8]	12,5 [16.8]	11,3 [15]	10,4 [13.9]	9,6 [13]
Max. Pressure Drop bar [PSI]	cont.	200 [2900]	200 [2900]	160 [2320]	130 [1880]	115 [1670]	105 [1520]
	Int.*	250 [3630]	240 [3480]	190 [2760]	150 [2180]	135 [1960]	125 [1810]
	peak**	270 [3920]	260 [3770]	210 [3050]	170 [2470]	155 [2250]	145 [2100]
Max. Oil Flow lpm [GPM]	cont.	75 [20]	75 [20]	75 [20]	75 [20]	75 [20]	75 [20]
	Int.*	90 [24]	90 [24]	90 [24]	90 [24]	90 [24]	90 [24]
Max. Inlet Pressure bar [PSI]	cont.	230 [3340]	230 [3340]	230 [3340]	230 [3340]	230 [3340]	230 [3340]
	Int.*	295 [4280]	295 [4280]	295 [4280]	295 [4280]	295 [4280]	295 [4280]
	peak**	300 [4350]	300 [4350]	300 [4350]	300 [4350]	300 [4350]	300 [4350]
Max. Return Pressure with Drain Line bar [PSI]	cont.	140 [2030]	140 [2030]	140 [2030]	140 [2030]	140 [2030]	140 [2030]
	Int.*	175 [2540]	175 [2540]	175 [2540]	175 [2540]	175 [2540]	175 [2540]
	peak**	210 [3050]	210 [3050]	210 [3050]	210 [3050]	210 [3050]	210 [3050]
Max. Starting Pressure with	Unloaded Shaft, bar [PSI]	8 [115]	8 [115]	8 [115]	8 [115]	8 [115]	8 [115]
Min. Starting Torque daNm [lb-in]	at max. press. drop cont.	56 [4960]	71 [6280]	71 [6280]	71 [6280]	71 [6280]	71 [6280]
	at max. press. drop Int.*	70 [6200]	85 [7520]	84 [7430]	84 [7430]	84 [7430]	84 [7430]
Min. Speed***, [RPM]		6	5	5	5	5	5
Weight, kg [lb]	MS(F)	11,7 [25.8]	12,4 [27.3]	13,1 [29.3]	14,1 [31]	14,6 [32.2]	15 [33.1]
	MSW	12,2 [26.9]	12,9 [28.4]	13,8 [30.4]	14,6 [32.2]	15,1 [33.3]	15,5 [34.1]
For Rear Ports + 0,40 [.88]	MSS	9,7 [21.4]	10,4 [22.9]	11,3 [24.9]	12.1 [26.7]	12,6 [27.8]	13 [28.6]
	MSV	7,6 [16.7]	8,3 [18.3]	9,2 [20.2]	10 [22]	10,5 [23.1]	10,9 [24]
	MSQ	12,1 [26.7]	12,8 [28.2]	13,7 [30.2]	14,5 [32]	15 [33.1]	15,4 [33.9]
	MSB	18,7 [41.2]	19,4 [42.7]	20,3 [44.7]	21,1 [46.5]	21,6 [47.6]	23 [48.5]

* Intermittent operation: the permissible values may occur for max. 10% of every minute.
** Peak load: the permissible values may occur for max. 1% of every minute.
*** For speeds lower than given, consult factory or your regional manager.

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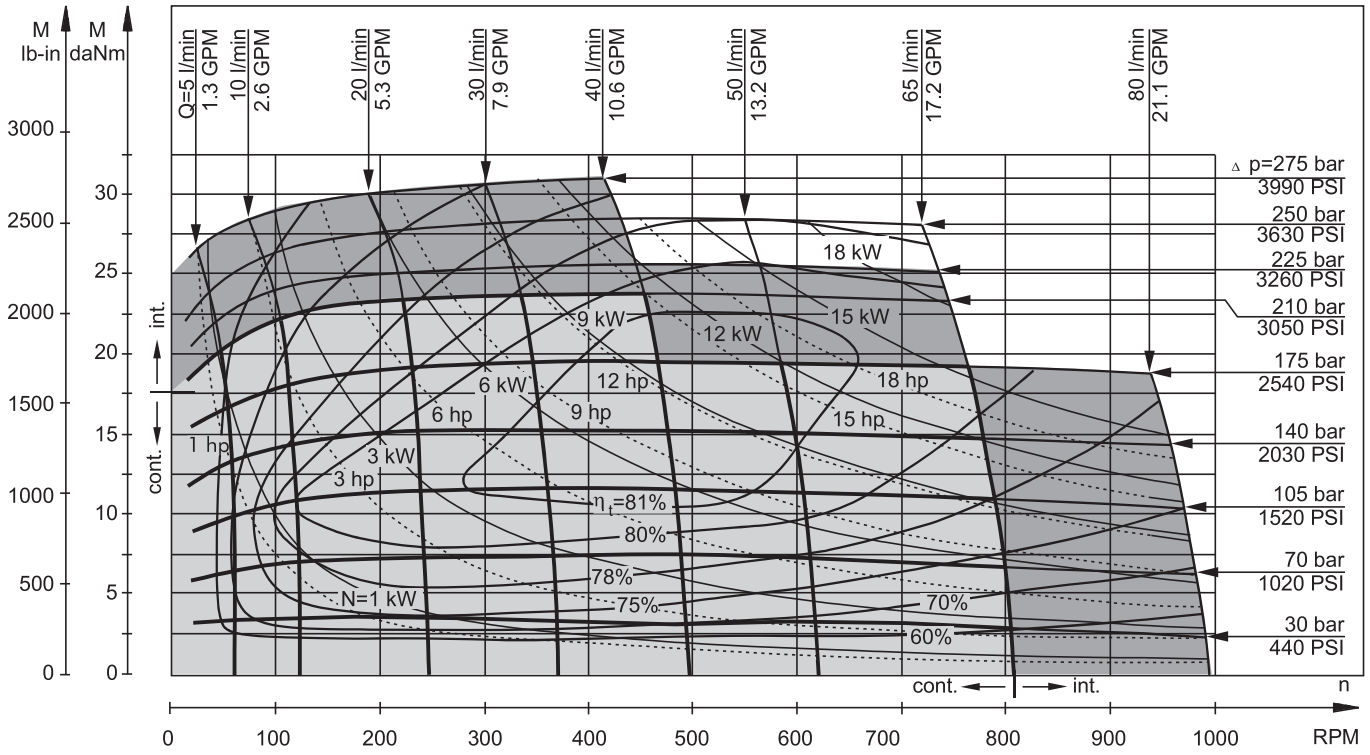
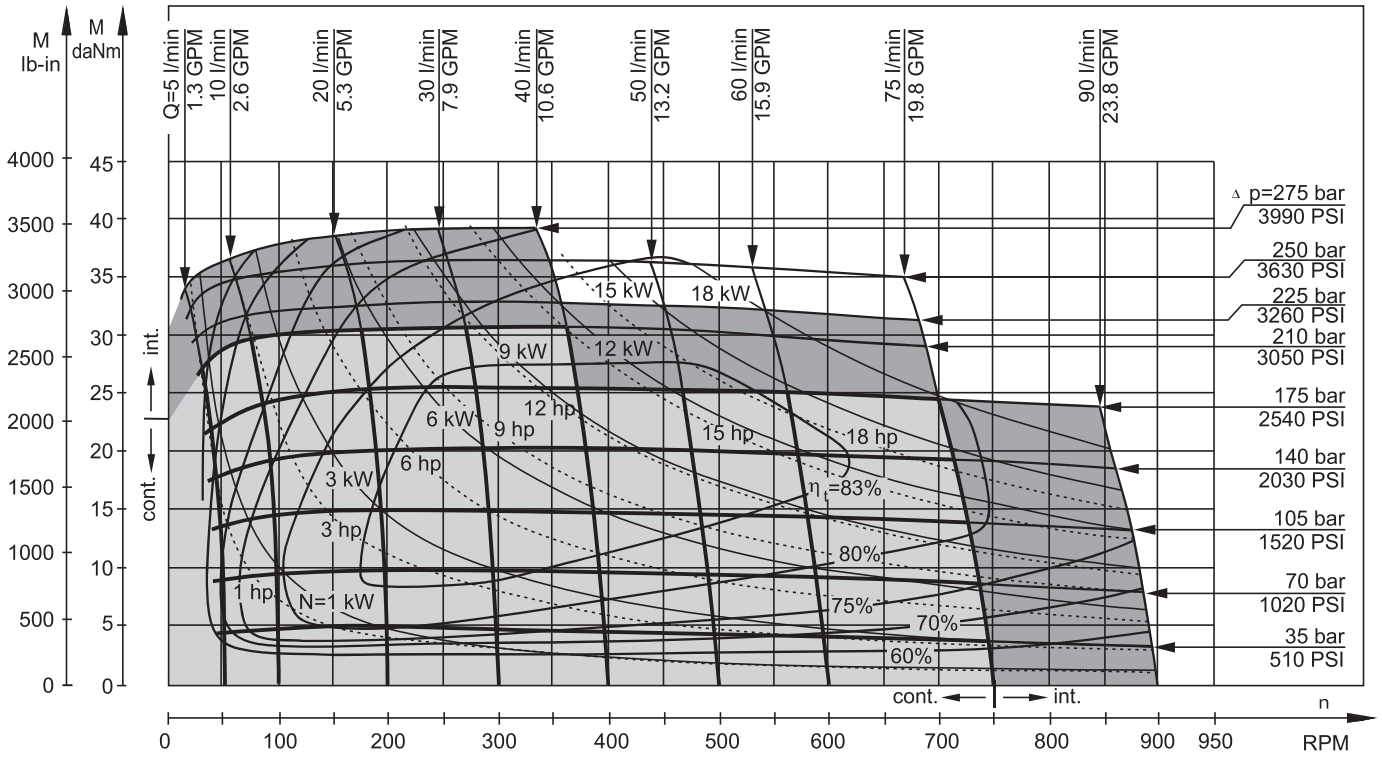
4. Recommended minimum oil viscosity 13 mm²/s [70 SUS] at 50°C [122°F].
5. Recommended maximum system operating temperature is 82°C [180°F].
6. To assure optimum motor life fill with fluid prior to loading and run at moderate load and speed for 10-15 minutes.

FUNCTION DIAGRAMS

MS 80



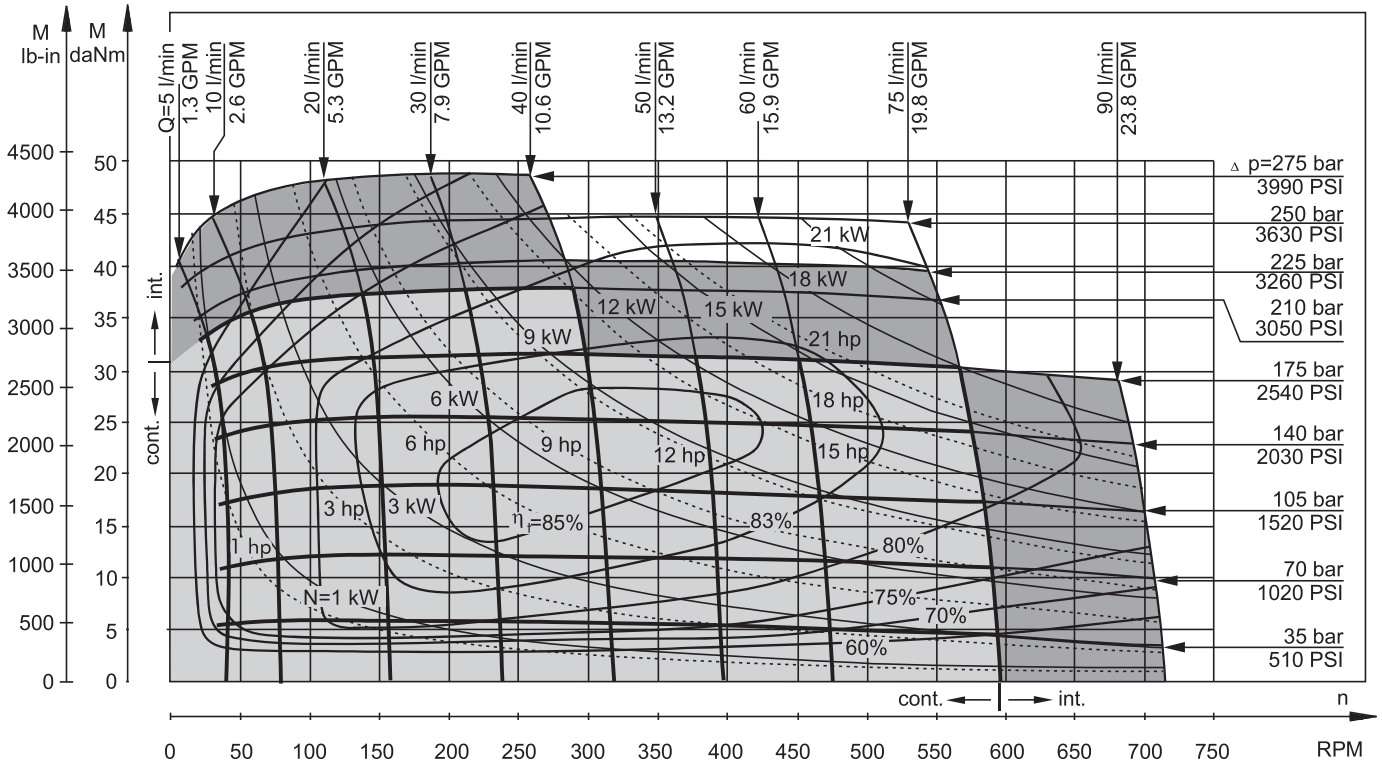
MS 100



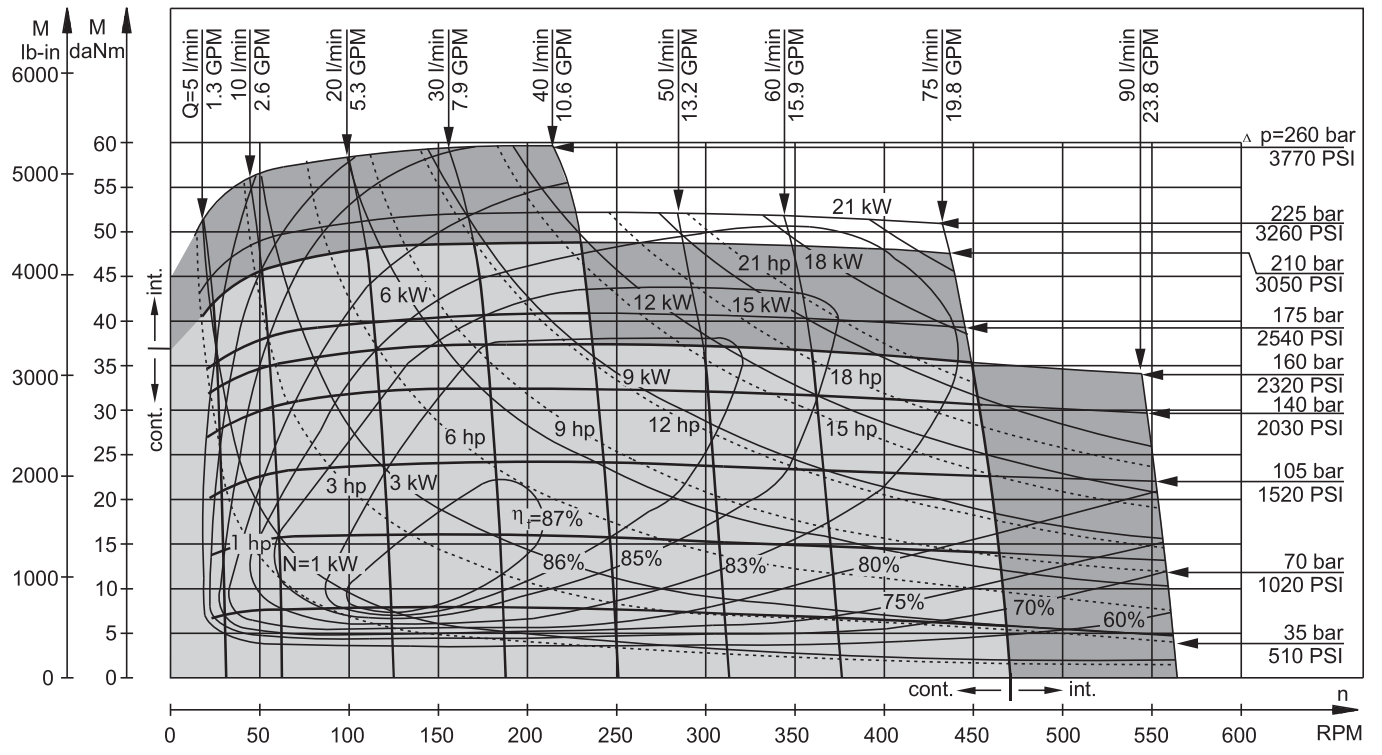
The function diagrams data is for average performance of randomly selected motors at back pressure 5÷10 bar [72.5÷145 PSI] and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

FUNCTION DIAGRAMS

MS 125



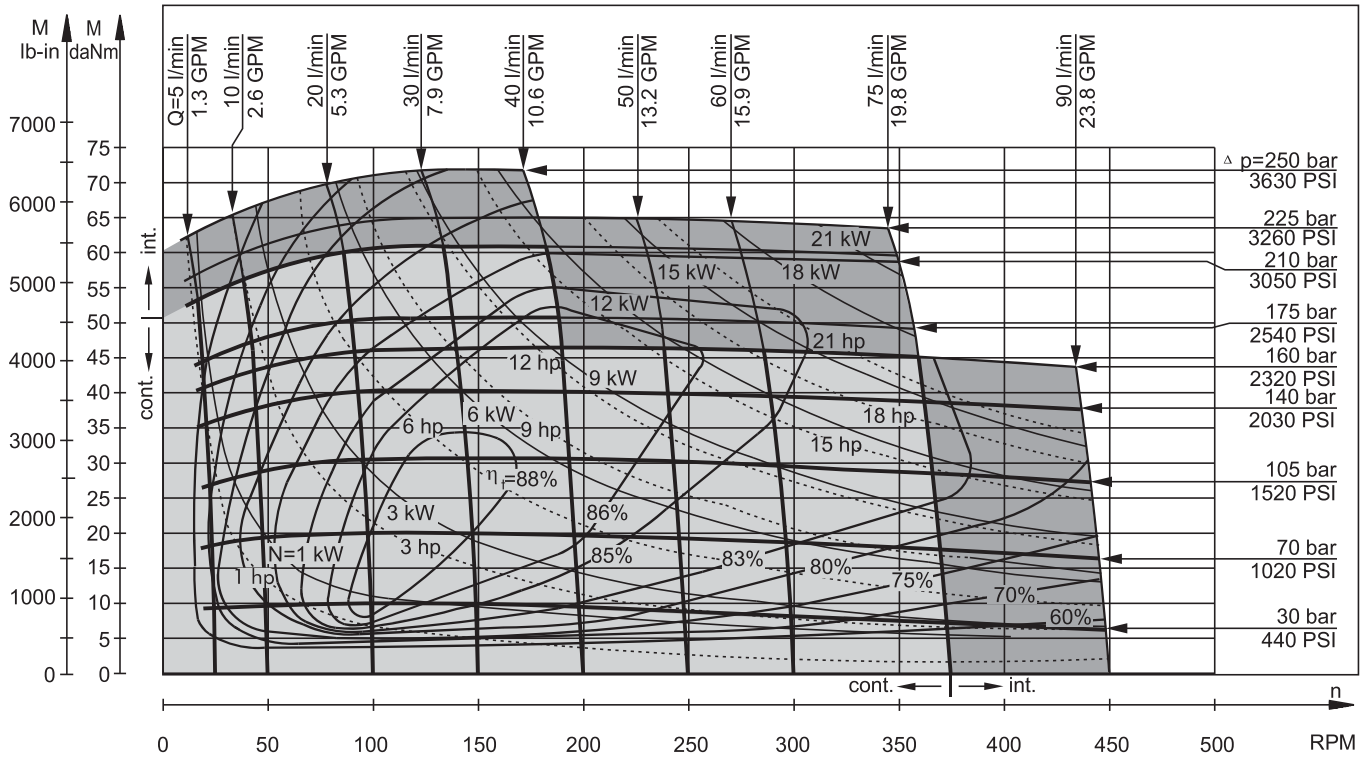
MS 160



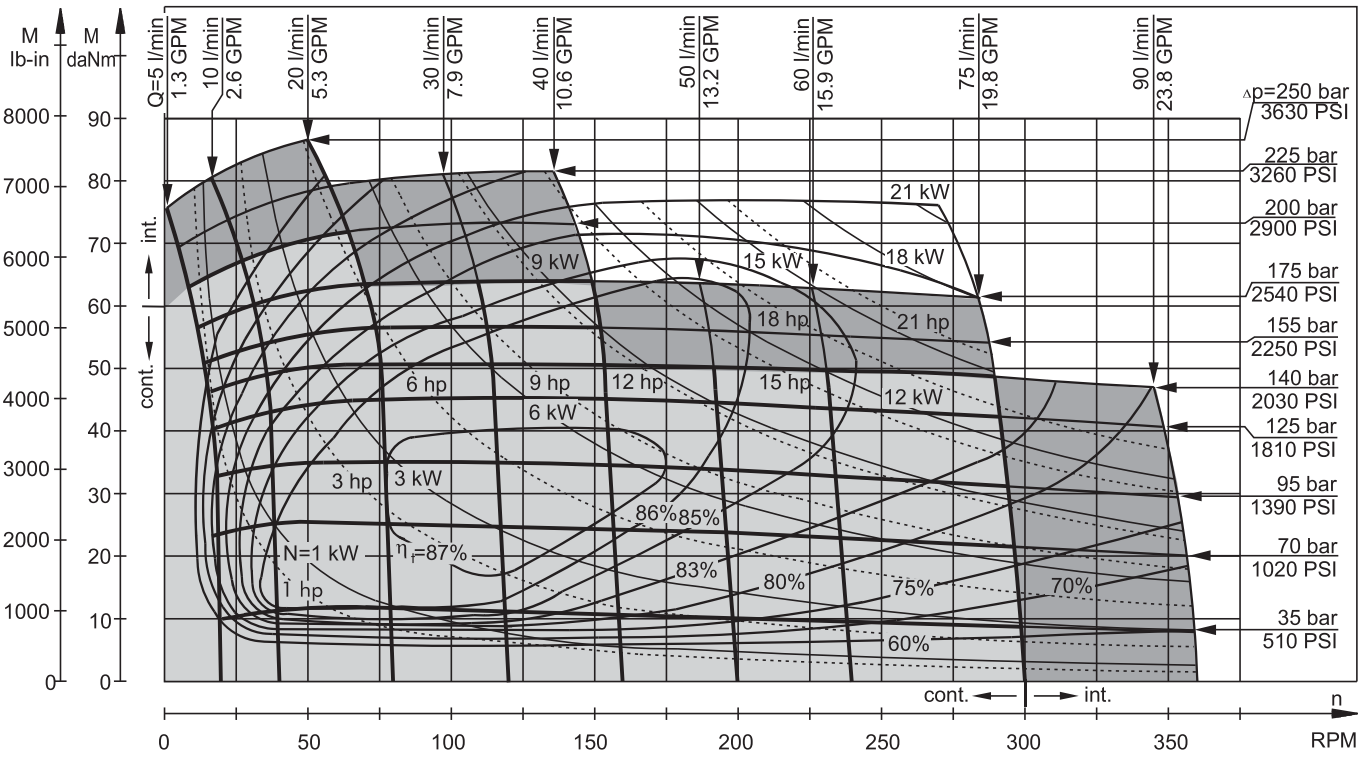
The function diagrams data is for average performance of randomly selected motors at back pressure 5÷10 bar [72.5÷145 PSI] and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

FUNCTION DIAGRAMS

MS 200



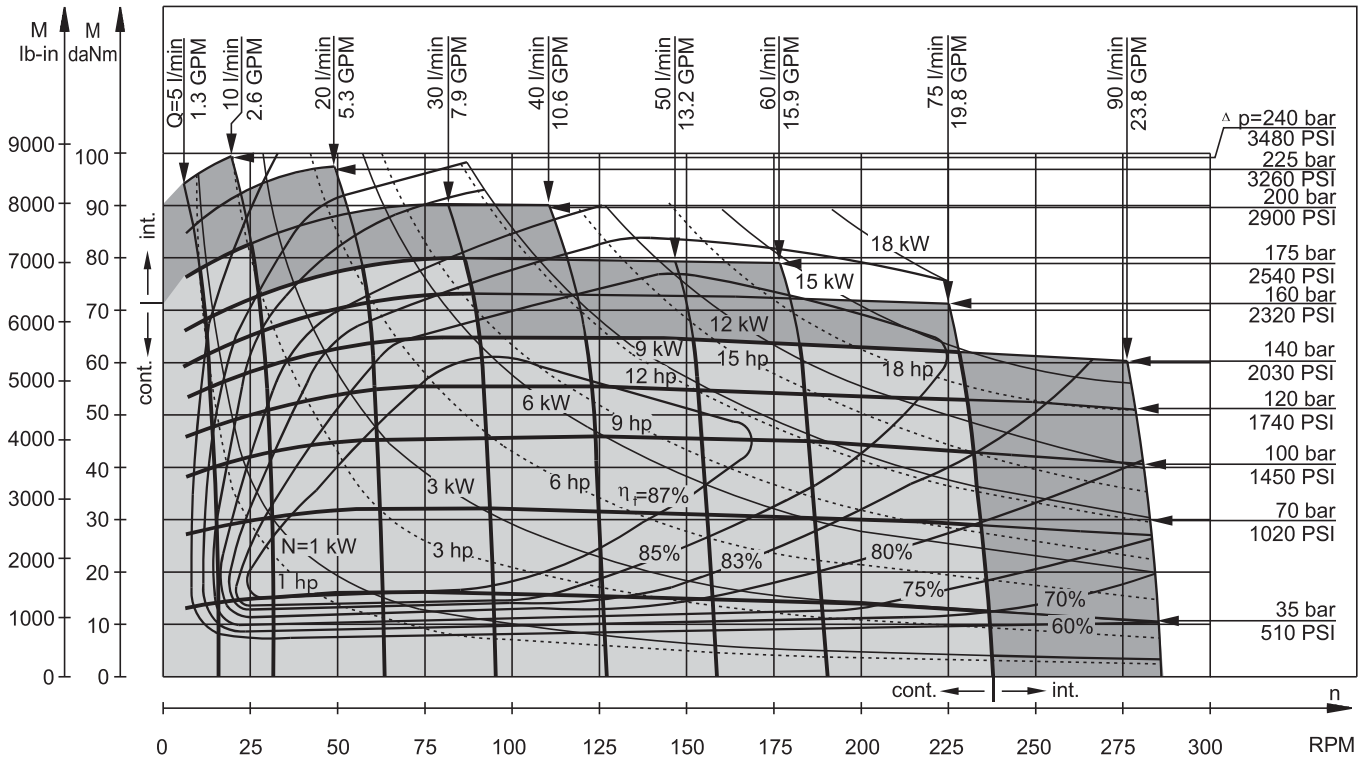
MS 250



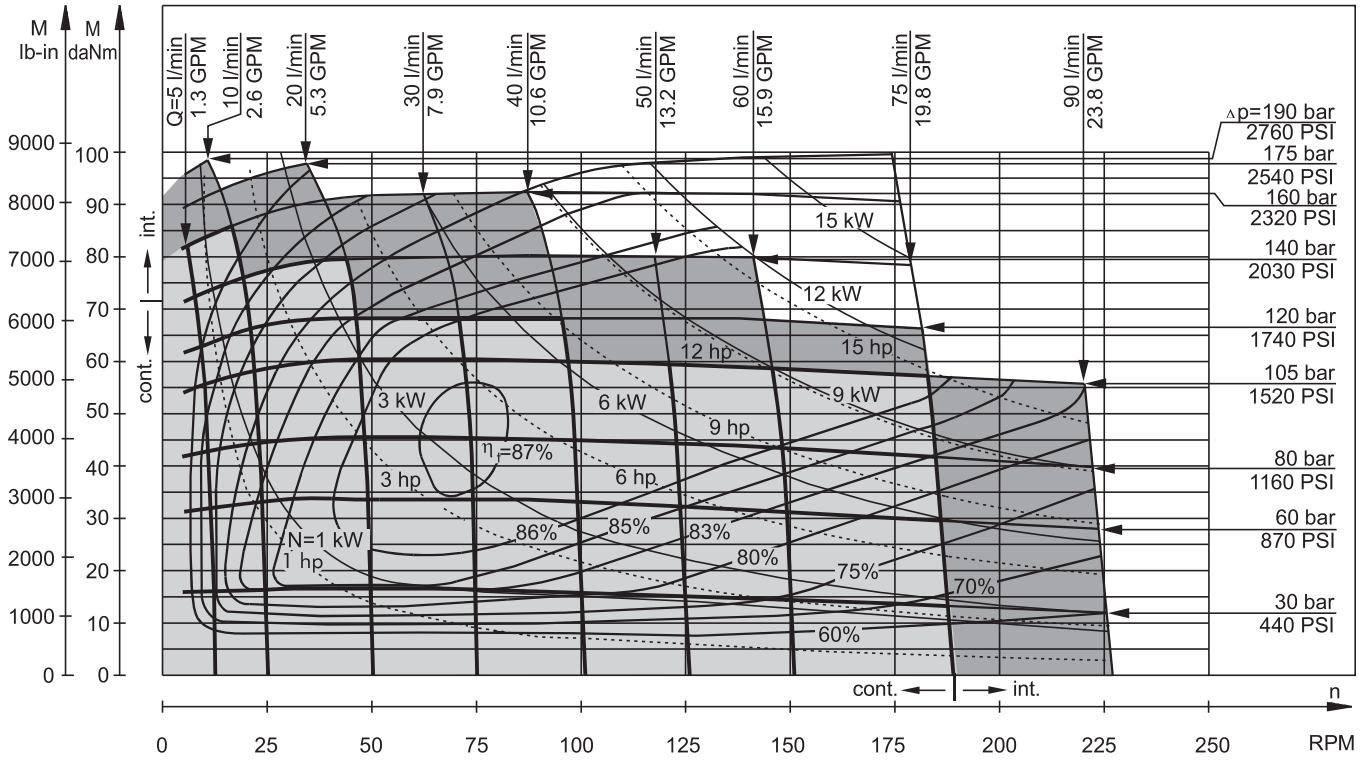
The function diagrams data is for average performance of randomly selected motors at back pressure 5÷10 bar [72.5÷145 PSI] and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

FUNCTION DIAGRAMS

MS 315



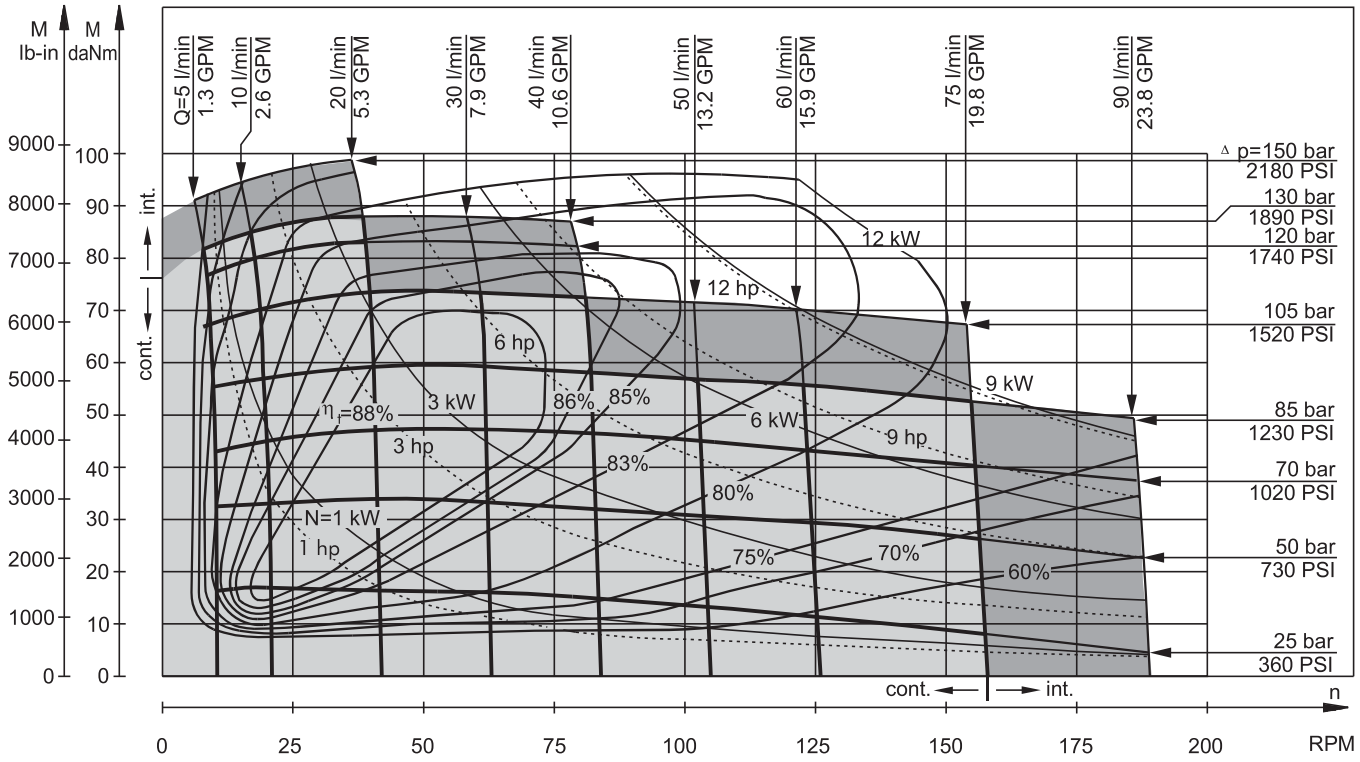
MS 400



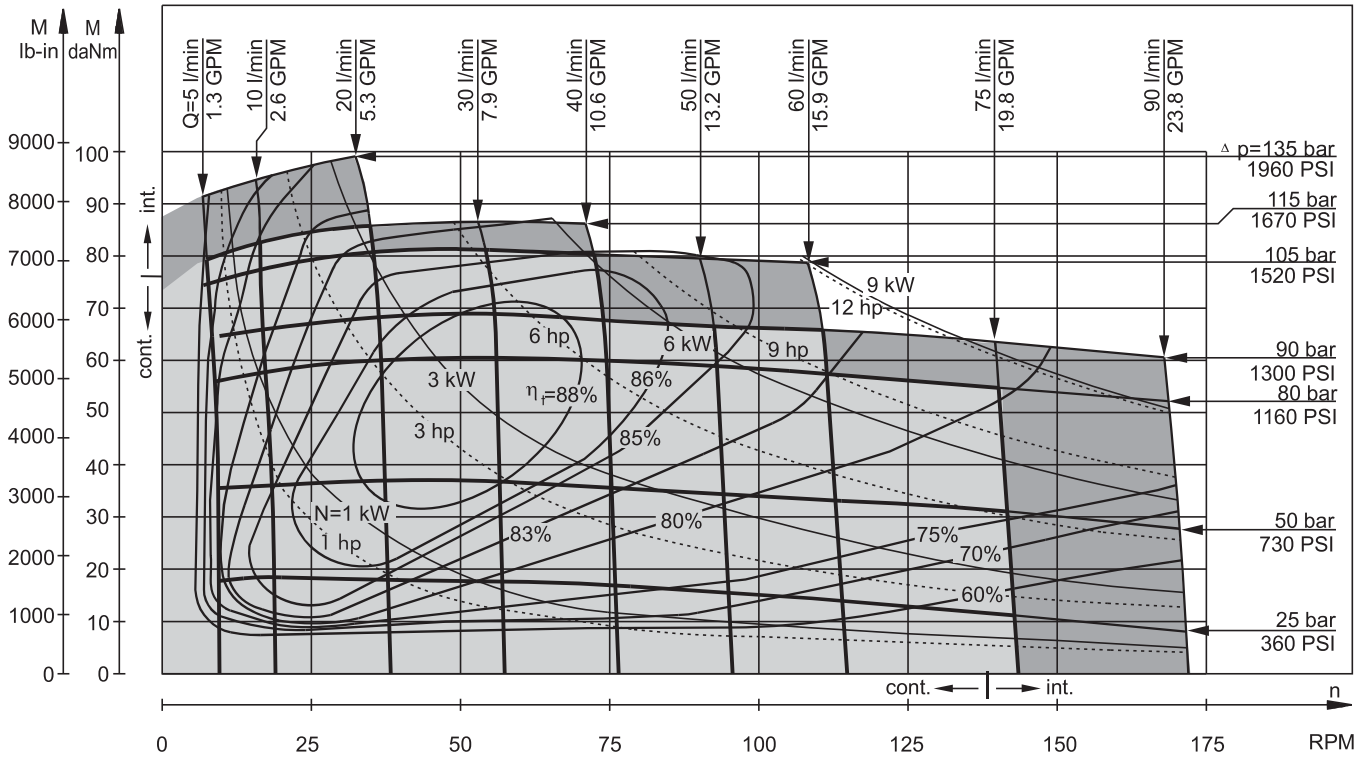
The function diagrams data is for average performance of randomly selected motors at back pressure 5÷10 bar [72.5÷145 PSI] and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

FUNCTION DIAGRAMS

MS 475



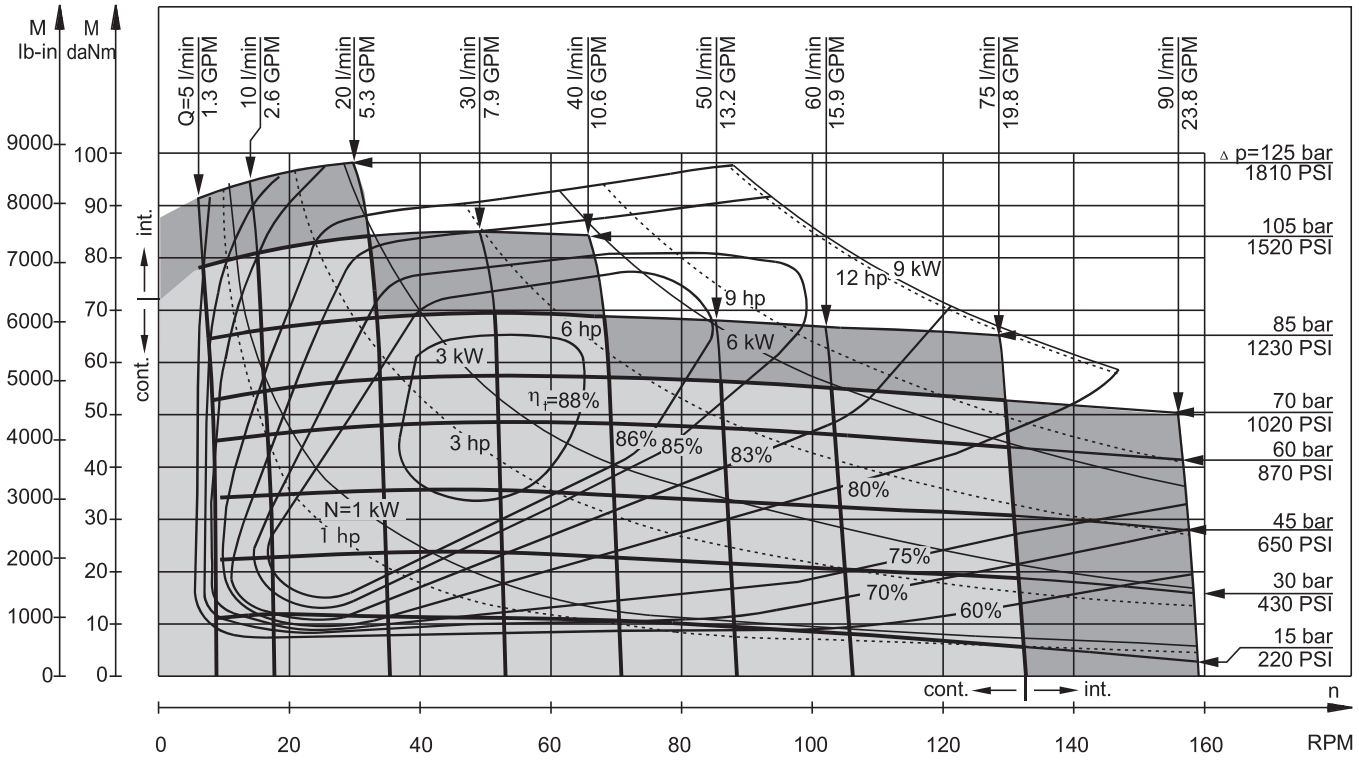
MS 525



The function diagrams data is for average performance of randomly selected motors at back pressure 5÷10 bar [72.5÷145 PSI] and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

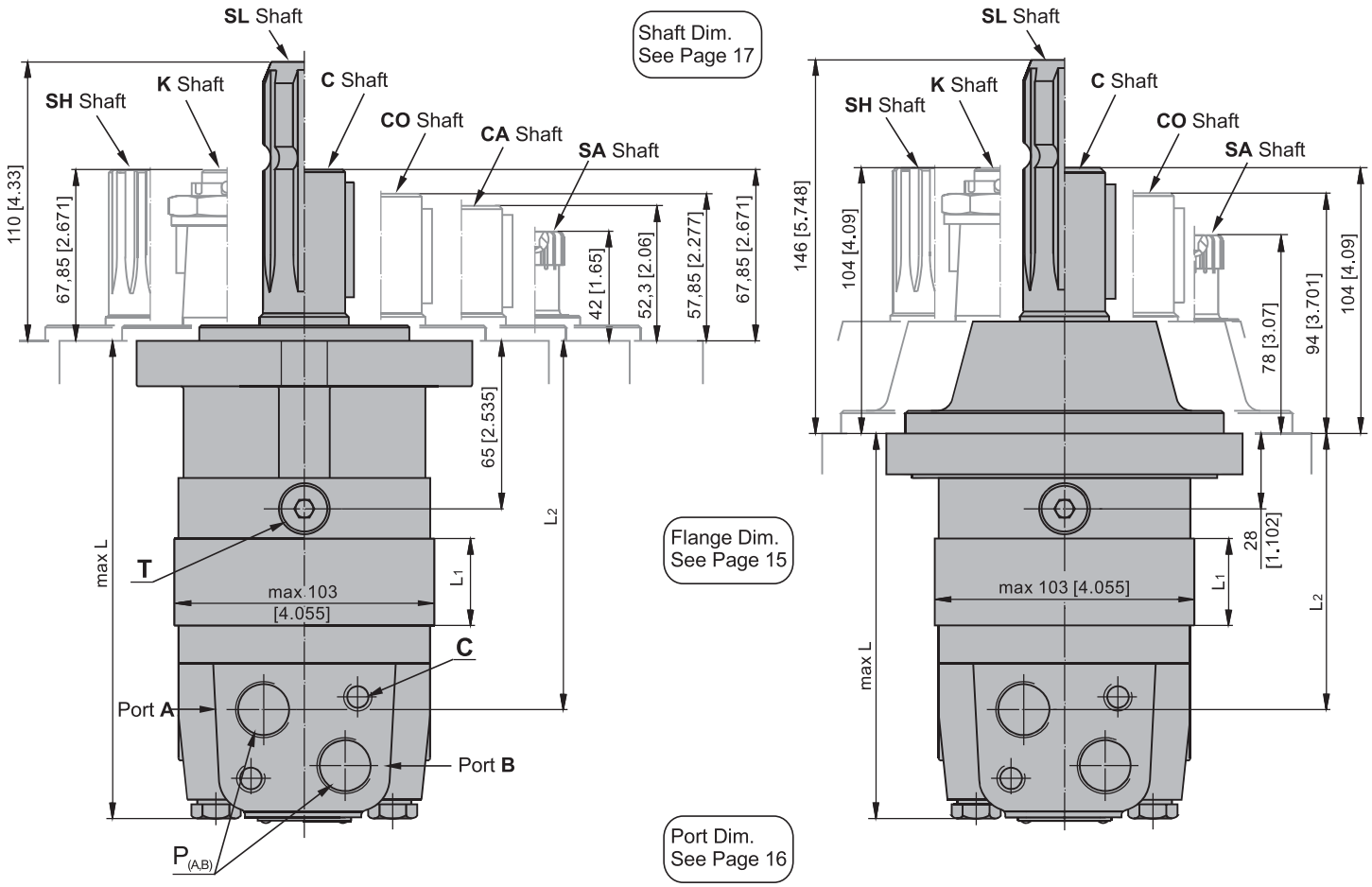
FUNCTION DIAGRAMS

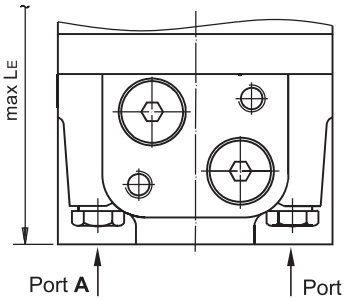
MS 565



The function diagrams data is for average performance of randomly selected motors at back pressure 5÷10 bar [72.5÷145 PSI] and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

DIMENSIONS AND MOUNTING DATA
MS, MSF, MSA, MSW





mm [in]

C: 2xM10-12 mm [.47 in] depth
P$_{(A,B)}$: 2xG1/2 or 2xM22x1,5-15 mm [.59 in] depth
T: G ¼ or M14x1,5- 12 mm [.47 in] depth (plugged)

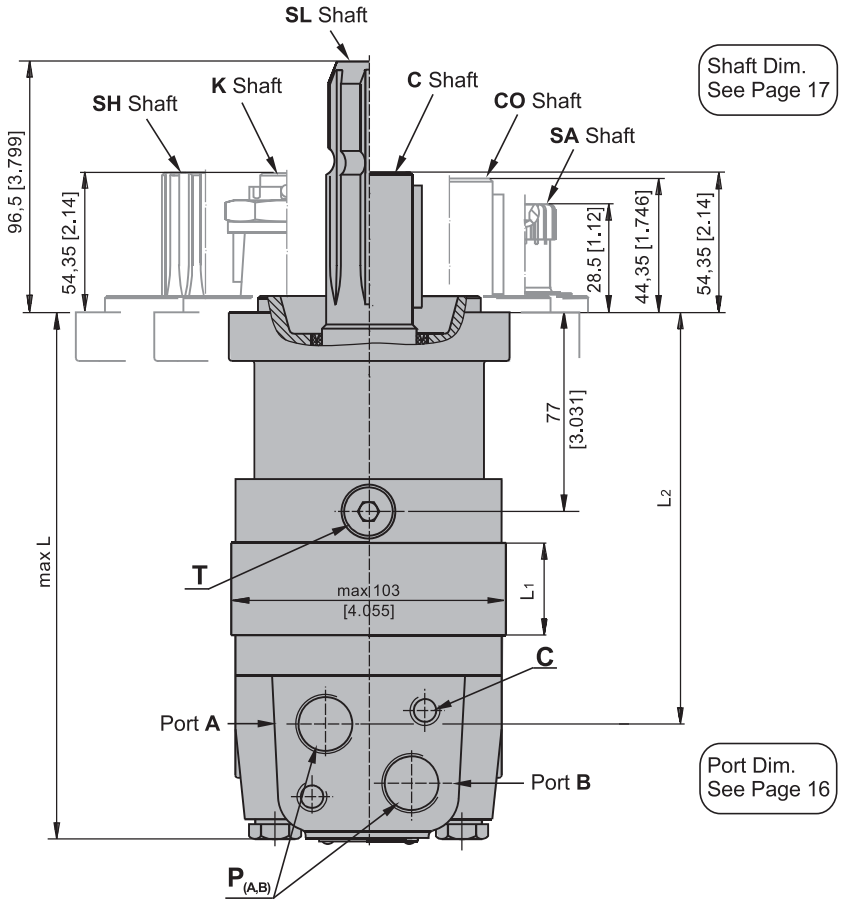
Standard Rotation
Viewed from Shaft End
Port **A** Pressurized - **CW**
Port **B** Pressurized - **CCW**

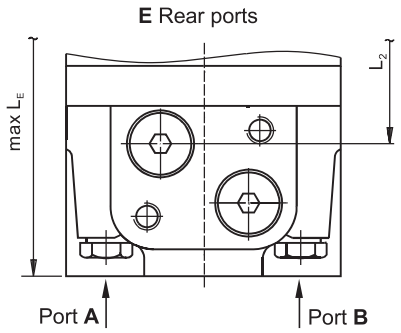
Reverse Rotation
Viewed from Shaft End
Port **A** Pressurized - **CCW**
Port **B** Pressurized - **CW**

Type	L, mm [in]	L_2, mm [in]	*L_E, mm [in]	Type	L, mm [in]	L_2, mm [in]	*L_E, mm [in]	L_1, mm [in]
MS(F, A) 80	168 [6.61]	124 [4.88]	173 [6.81]	MSW 80	129 [5.08]	87 [3.43]	138 [5.43]	14,0 [.55]
MS(F, A) 100	171 [6.73]	128 [5.04]	177 [6.97]	MSW100	133 [5.23]	91 [3.58]	142 [5.59]	17,4 [.69]
MS(F, A) 125	176 [6.93]	132 [5.20]	181 [7.13]	MSW 125	137 [5.39]	95 [3.74]	146 [5.75]	21,8 [.86]
MS(F, A) 160	182 [7.17]	138 [5.43]	187 [7.36]	MSW 160	143 [5.63]	101 [3.98]	152 [5.99]	27,8 [1.09]
MS(F, A) 200	189 [7.44]	145 [5.71]	194 [7.64]	MSW 200	150 [5.91]	108 [4.25]	159 [6.26]	34,8 [1.37]
MS(F, A) 250	197 [7.76]	154 [6.06]	203 [7.99]	MSW 250	159 [6.26]	117 [4.61]	168 [6.62]	43,5 [1.71]
MS(F, A) 315	209 [8.23]	165 [6.50]	214 [8.43]	MSW 315	170 [6.69]	128 [5.04]	179 [7.05]	54,8 [2.16]
MS(F, A) 400	223 [8.78]	179 [7.05]	228 [8.98]	MSW 400	184 [7.24]	143 [5.63]	194 [7.64]	69,4 [2.73]
MS(F, A) 475	237 [9.33]	193 [7.60]	242 [9.53]	MSW 475	198 [7.79]	156 [6.14]	207 [8.15]	82,6 [3.25]
MS(F, A) 525	229 [9.02]	185 [7.28]	234 [9.21]	MSW 525	190 [7.48]	148 [5.83]	199 [7.84]	74,5 [2.93]
MS(F, A) 565	235 [9.25]	191 [7.52]	240 [9.45]	MSW 565	196 [7.72]	154 [6.06]	205 [8.07]	80,2 [3.16]

* - For Rear Ported Motors.

DIMENSIONS AND MOUNTING DATA - MSQ





mm [in]

C: 2xM10-12 mm [.47 in] depth
P$_{(A,B)}$: 2xG1/2 or 2xM22x1,5-15 mm [.59 in] depth
T: G ¼ or M14x1,5- 12 mm [.47 in] depth (plugged)

Standard Rotation
Viewed from Shaft End
Port **A** Pressurized - **CW**
Port **B** Pressurized - **CCW**

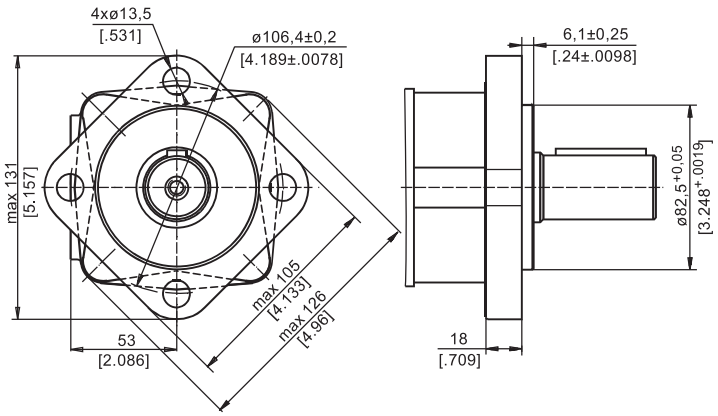
Reverse Rotation
Viewed from Shaft End
Port **A** Pressurized - **CCW**
Port **B** Pressurized - **CW**

Type	L, mm [in.]	L2, mm [in.]	*LE, mm [in.]	L1, mm [in.]
MSQ 80	179 [7.05]	136 [5.35]	185 [7.28]	14,0 [.55]
MSQ 100	183 [7.21]	140 [5.51]	189 [7.44]	17,4 [.69]
MSQ 125	187 [7.36]	144 [5.67]	193 [7.60]	21,8 [.86]
MSQ 160	193 [7.60]	150 [5.91]	199 [7.83]	27,8 [1.09]
MSQ 200	200 [7.87]	157 [6.18]	206 [8.11]	34,8 [1.37]
MSQ 250	209 [8.23]	166 [6.54]	215 [8.46]	43,5 [1.71]
MSQ 315	220 [8.66]	177 [6.67]	226 [8.90]	54,8 [2.16]
MSQ 400	235 [9.25]	192 [7.56]	241 [9.49]	69,4 [2.73]
MSQ 475	247 [9.72]	205 [8.07]	254 [10.0]	82,6 [3.25]
MSQ 525	240 [9.45]	197 [7.76]	246 [9.69]	74,5 [2.93]
MSQ 565	246 [9.69]	203 [7.99]	252 [9.92]	80,2 [3.16]

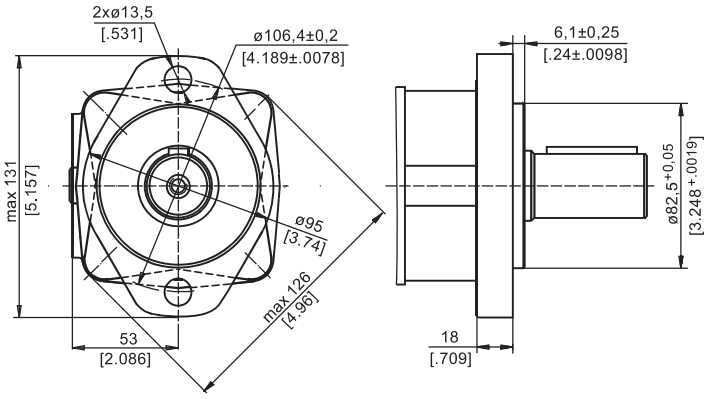
* -For Rear Ported Motors.

MOUNTING

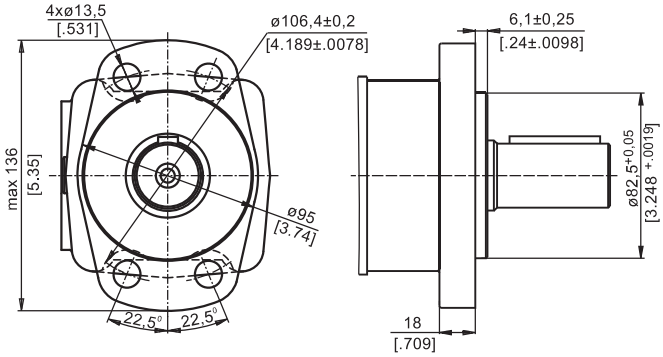
SAE A-4 Mount (4 Holes)



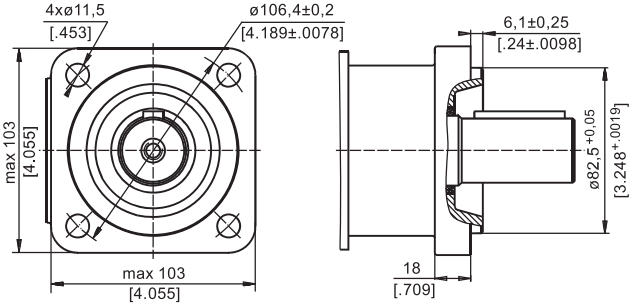
A SAE A-2 Mount (2 Holes)



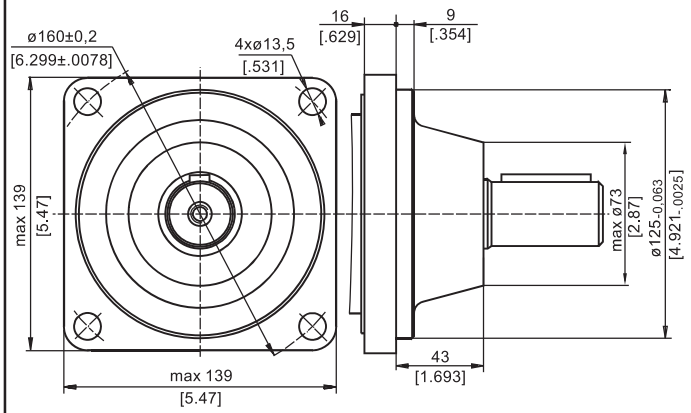
F Magneto Mount (4 Holes)



Q Square Mount (4 Holes)



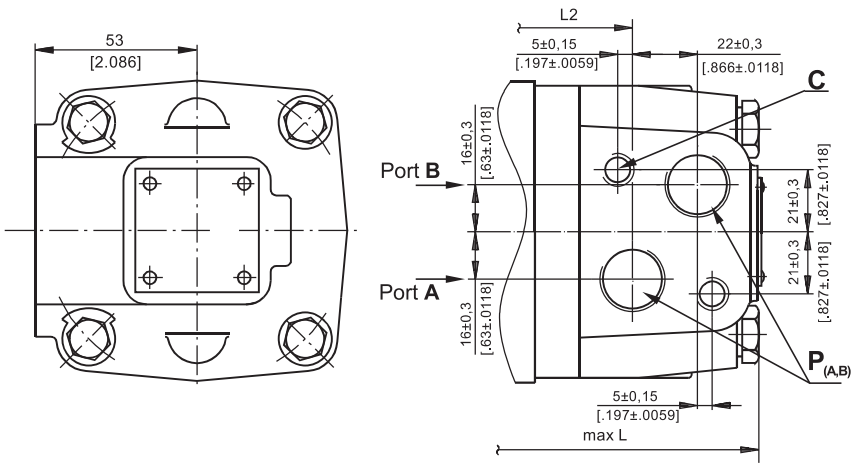
W Wheel Mount



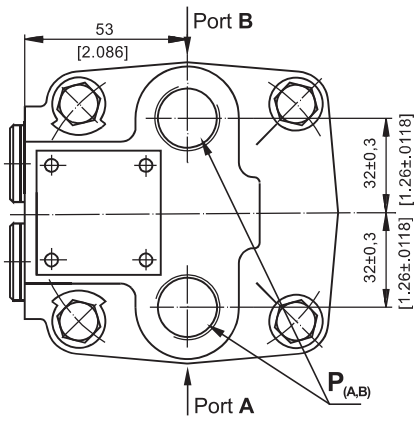
mm [in]

PORTS

Side Ports



E Rear Ports



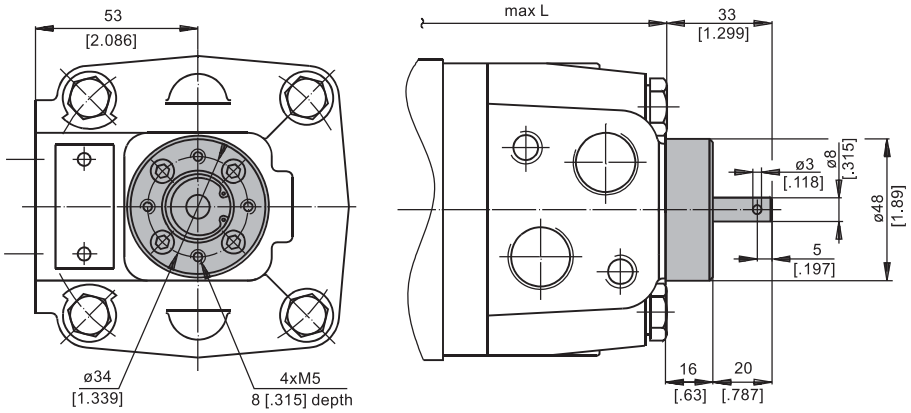
Standard Rotation
Viewed from Shaft End
Port **A** Pressurized - **CW**
Port **B** Pressurized - **CCW**

Reverse Rotation
Viewed from Shaft End
Port **A** Pressurized - **CCW**
Port **B** Pressurized - **CW**

C: 2xM10-12 mm [.47 in] depth
P$_{(A,B)}$: 2xG1/2 or 2xM22x1,5-15 mm [.59 in] depth
T: G ¼ or M14x1,5- 12 mm [.47 in] depth (plugged)

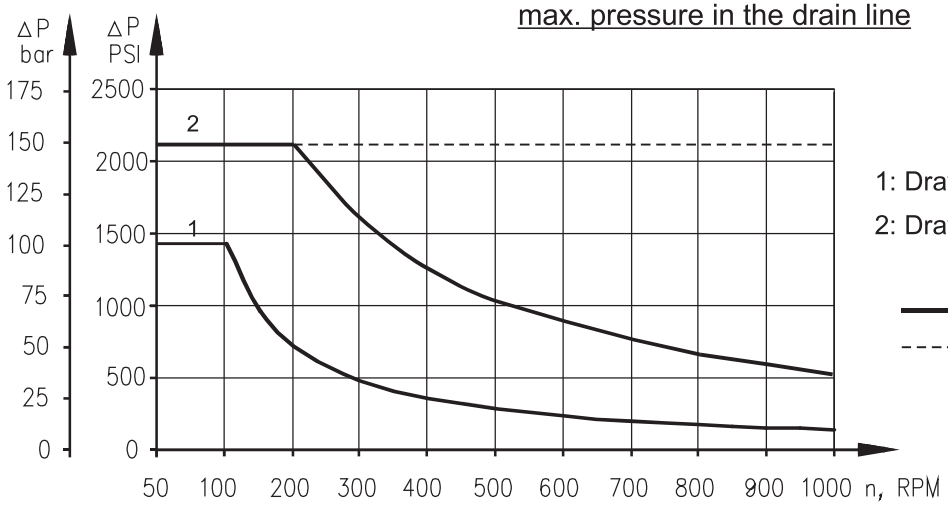
MOTORS WITH TACHO CONNECTION

mm [in]



MAX. PERMISSIBLE SHAFT SEAL PRESSURE

Max. return pressure without drain line or
max. pressure in the drain line

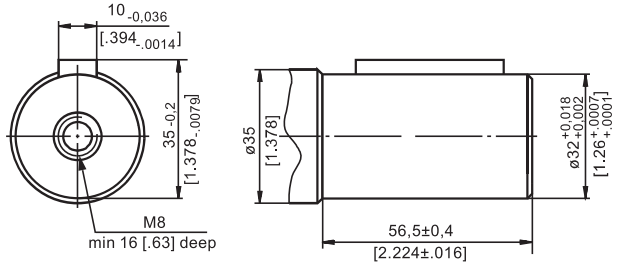


1: Drawing for Standard Shaft Seal
2: Drawing for High Pressure Seal ("U" Seal)

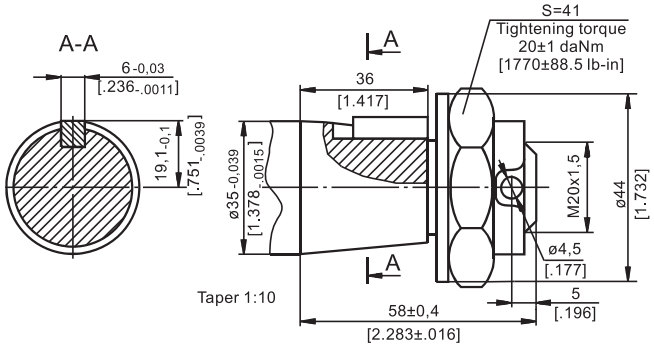
——— - continuous operations
– – – – – - intermittent operations

SHAFT EXTENSIONS

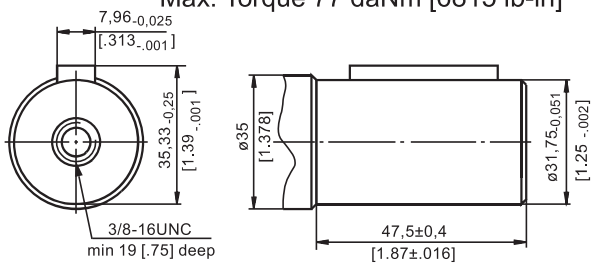
C - ø32 straight, Parallel key A10x8x45 DIN 6885
Max. Torque 77 daNm [6815 lb-in]



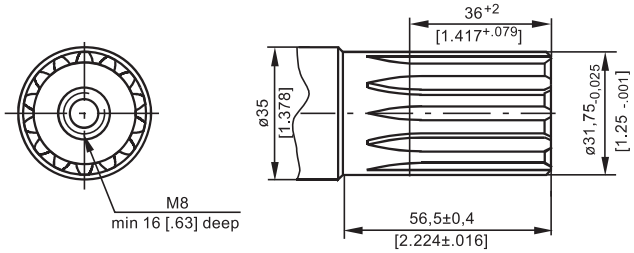
K - tapered 1:10, Parallel key B6x6x20 DIN 6885
Max. Torque 95 daNm [8400 lb-in]



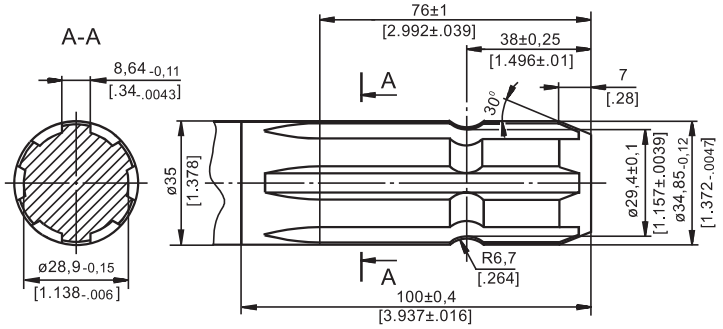
CO - ø1¼" straight, Parallel key 5/16"x 5/16"x 1¼"BS46
Max. Torque 77 daNm [6815 lb-in]



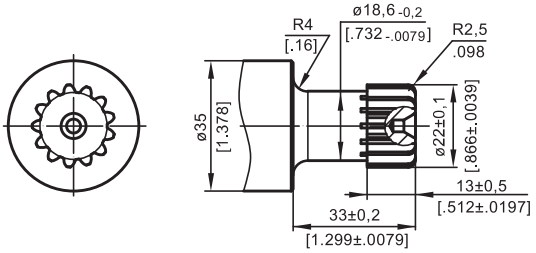
SH - ø1¼" splined 14T, DP12/24 ANS B92.1-1970
Max. Torque 95 daNm [8400 lb-in]



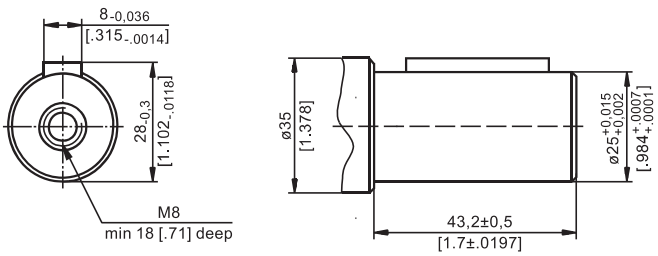
SL - ø34,85 p.t.o. DIN 9611 Form 1
Max. Torque 77 daNm [6815 lb-in]



SA - 7/8"-13T splined DP16/32 ANS B92.1-1970
Max. Torque 20 daNm [1770 lb-in]



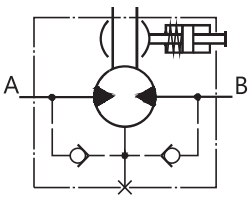
CA - ø25 straight, Parallel key A8x7x32 DIN 6885
Max. Torque 34 daNm [3010 lb-in]



mm [in]

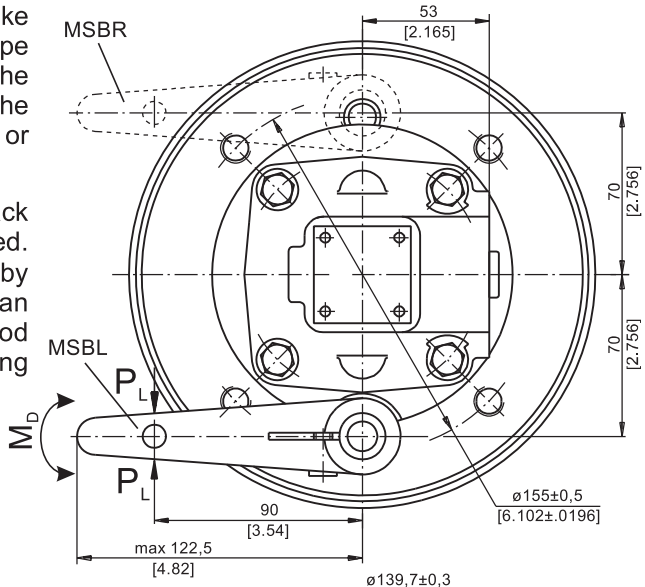
DIMENSIONS AND MOUNTING DATA

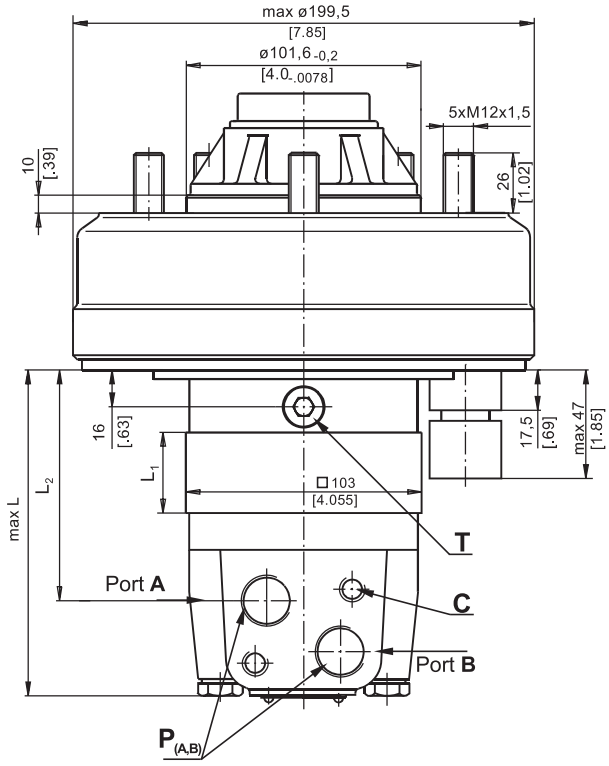
MSB Motor with Drum Brake

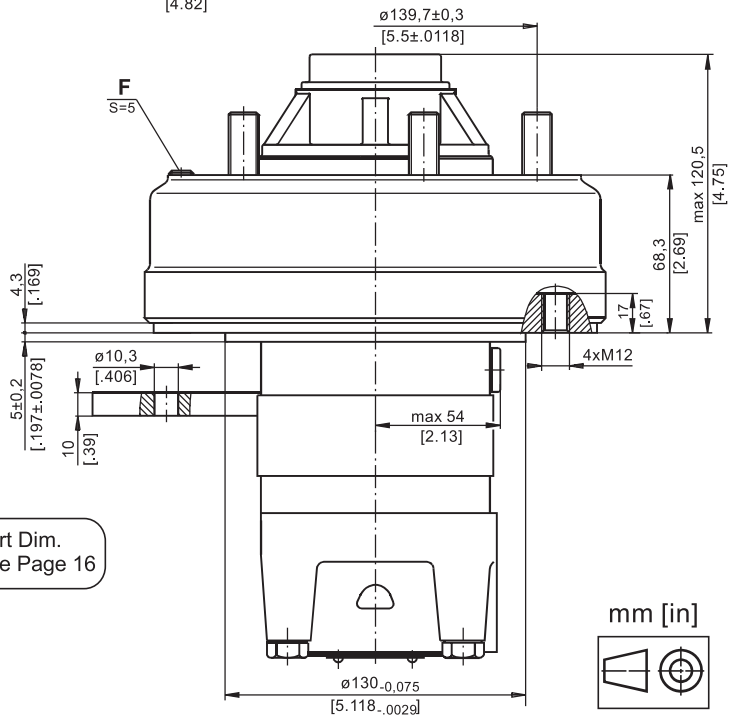


Actuating the brake level, the brake shaft is turned. The rectangular shape of the inner part of this shaft forces the brake pads to be pressed against the brake drum. This brakes the wheel or the winch drum.

Releasing the level, the springs pull it and the brake pads back to the initial position. The motor output shaft is released. Minimum angle adjustment is 10^0. It can be adjusted by dismounting the level. Depending on the application You can choose the actuating direction of the brake level. The rod connection actuating the brake should be capable of moving at last 25 mm from neutral to extreme position.



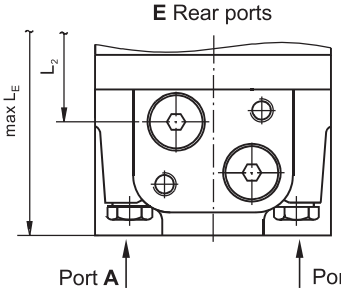




Port Dim.
See Page 16

mm [in]

E Rear ports



C : 2xM10-12 mm [.47 in] depth
F : Inspection hole for checking brake lining
$P_{(A,B)}$: 2xG1/2 or 2xM22x1,5-15 mm [.59 in] depth
T : G ¼ or M14x1,5- 12 mm [.47 in] depth (plugged)

Standard Rotation
Viewed from Shaft End
Port **A** Pressurized - **CW**
Port **B** Pressurized - **CCW**

Reverse Rotation
Viewed from Shaft End
Port **A** Pressurized - **CCW**
Port **B** Pressurized - **CW**

Type	L, mm[in]	L_1,mm[in.]	L_2,mm[in.]	*L_E, mm[in]
MSB 80	119 [4.69]	14,0 [.55]	74 [2.91]	127 [5.00]
MSB100	122 [4.80]	17,4 [.69]	77 [3.03]	130 [5.12]
MSB 125	126 [4.96]	21,8 [.86]	82 [3.23]	134 [5.28]
MSB 160	132 [5.20]	27,8 [1.09]	88 [3.47]	140 [5.51]
MSB 200	139 [5.47]	34,8 [1.37]	95 [3.74]	147 [5.79]
MSB 250	148 [5.83]	43,5 [1.71]	110 [4.33]	156 [6.14]
MSB 315	159 [6.26]	54,8 [2.16]	115 [4.53]	167 [6.57]
MSB 400	174 [6.85]	69,4 [2.73]	130 [5.12]	182 [7.17]
MSB 475	188 [7.40]	82,6 [3.25]	143 [5.63]	196 [7.72]
MSB 525	180 [7.09]	74,5 [2.93]	135 [5.32]	188 [7.40]
MSB 565	186 [7.32]	80,2 [3.16]	141 [5.55]	192 [7.56]

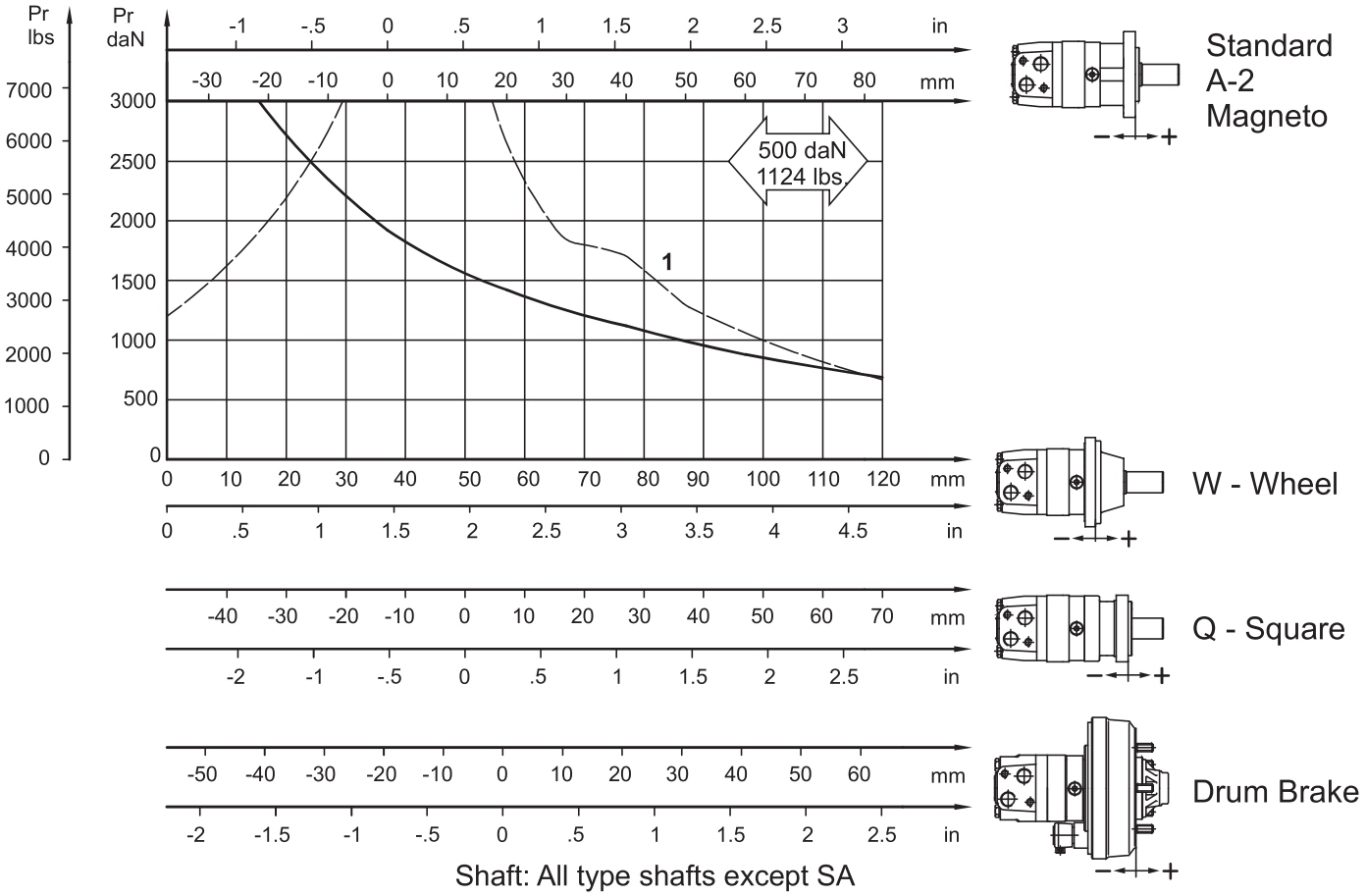
* -For Rear Ported Motors.

PERMISSIBLE SHAFT LOADS

The output shaft runs in tapered bearings that permit high axial and radial forces. The permissible radial load on the shaft is shown for an axial load of 0 N as function of the distance from the mounting flange to the point of load application. The curves apply to a B10 bearing life of 2000 hours at 100 RPM .

Curve "**1**" shows max. radial shaft load. Any shaft load exceeding the values shown by the curve will seriously reduce motor life.

Mounting Flange:



Standard
A-2
Magneto

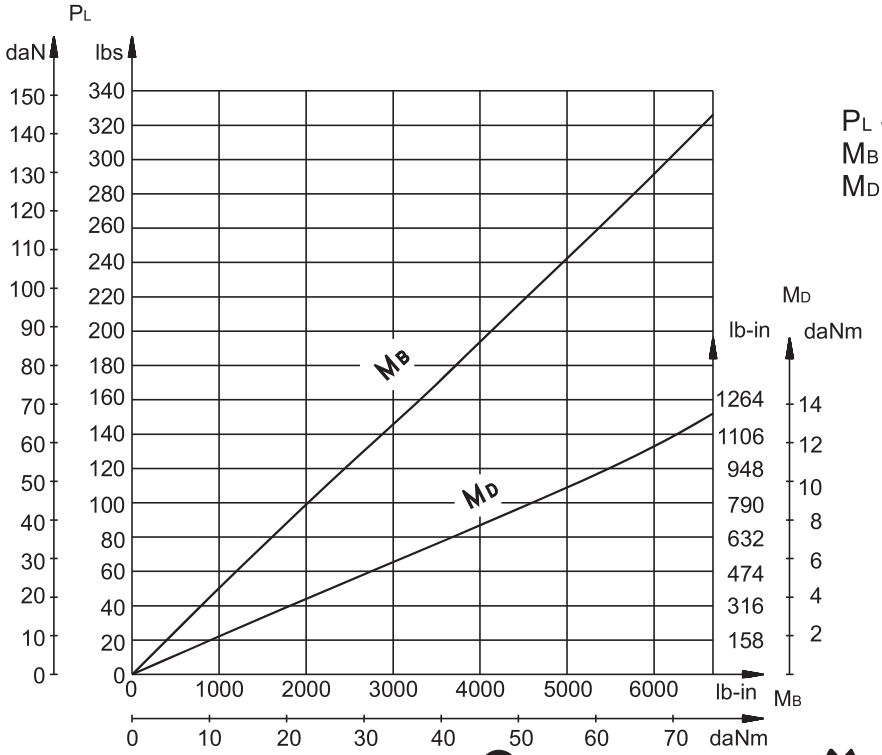
W - Wheel

Q - Square

Drum Brake

Shaft: All type shafts except SA

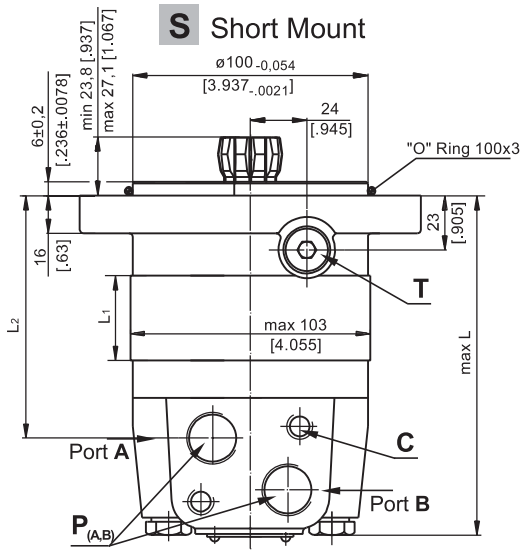
FUNCTION DIAGRAM MSB



PL - Brake Lever Load
MB - Brake Torque
MD - Brake Lever Torque

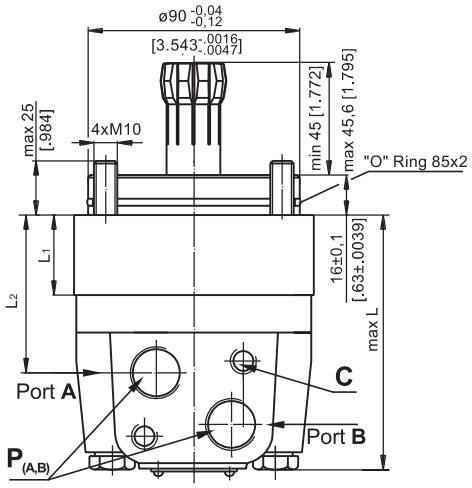
DIMENSIONS AND MOUNTING DATA - MSS and MSV

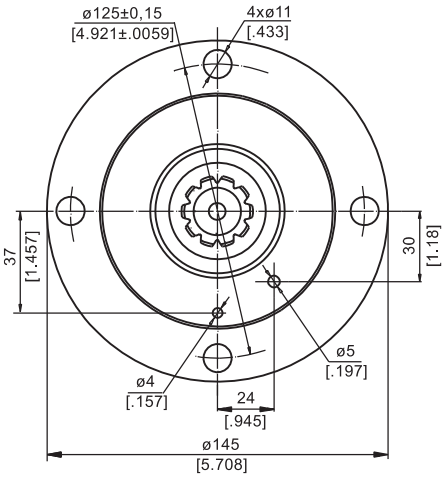
S Short Mount

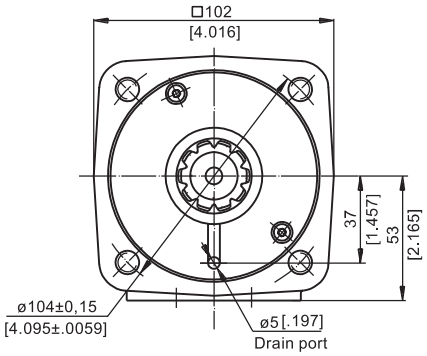


Port Dim. See Page 16

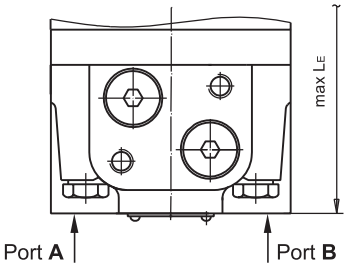
V Very Short Mount

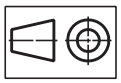






E Rear ports





mm [in]

C: 2xM10-12 mm [.47 in] depth
P$_{(A,B)}$: 2xG1/2 or 2xM22x1,5-15 mm [.59 in] depth
T: G ¼ or M14x1,5- 12 mm [.47 in] depth (plugged)

Standard Rotation
Viewed from Shaft End
Port **A** Pressurized - **CW**
Port **B** Pressurized - **CCW**

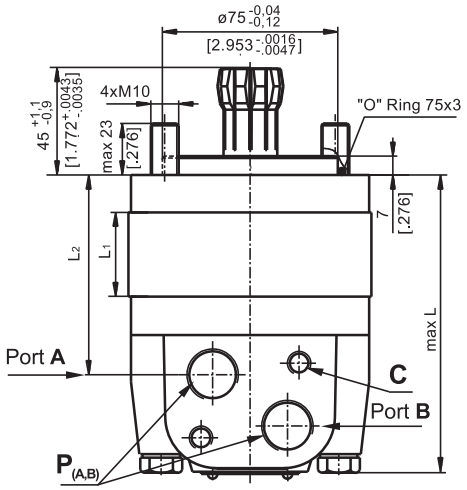
Reverse Rotation
Viewed from Shaft End
Port **A** Pressurized - **CCW**
Port **B** Pressurized - **CW**

Type	L,mm [in]	L2,mm [in]	*LE,mm [in]	Type	L,mm [in]	L2,mm [in]	*LE,mm [in]	L1,mm [in]
MSS 80	125 [4.92]	83 [3.27]	134 [5.28]	MSV 80	91 [3.58]	47 [1.85]	97 [3.82]	14,0 [.55]
MSS 100	129 [5.08]	87 [3.43]	138 [5.43]	MSV 100	94 [3.70]	50,5 [1.99]	100 [3.94]	17,4 [.69]
MSS 125	133 [5.24]	90 [3.54]	141 [5.55]	MSV 125	99 [3.90]	55 [2.17]	105 [4.13]	21,8 [.86]
MSS 160	139 [5.47]	96 [3.78]	147 [5.79]	MSV 160	105 [4.13]	61 [2.40]	111 [4.37]	27,8 [1.09]
MSS 200	146 [5.75]	103 [4.05]	154 [6.06]	MSV 200	112 [4.41]	68 [2.78]	118 [4.64]	34,8 [1.37]
MSS 250	155 [6.10]	112 [4.41]	163 [6.42]	MSV 250	120 [4.72]	76,5 [3.01]	126 [4.96]	43,5 [1.71]
MSS 315	166 [6.54]	123 [4.84]	174 [6.85]	MSV 315	132 [5.20]	88 [3.46]	138 [5.43]	54,8 [2.16]
MSS 400	181 [7.13]	138 [5.43]	189 [7.44]	MSV 400	146 [5.75]	103 [4.05]	153 [6.02]	69,4 [2.73]
MSS 475	194 [7.64]	152 [5.98]	203 [7.99]	MSV 475	160 [6.30]	116 [4.57]	166 [6.54]	82,6 [3.25]
MSS 525	186 [7.32]	144 [5.67]	195 [7.68]	MSV 525	152 [5.98]	108 [4.25]	158 [6.22]	74,5 [2.93]
MSS 565	192 [7.56]	150 [5.91]	201 [7.91]	MSV 565	158 [6.22]	114 [4.49]	164 [6.46]	80,2 [3.16]

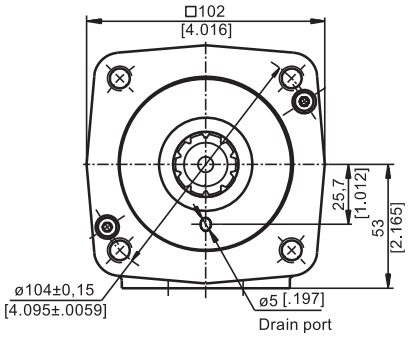
* - For Rear Ported Motors.

DIMENSIONS AND MOUNTING DATA - MSU

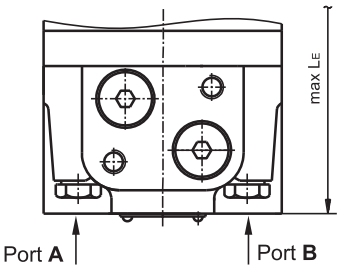
U Ultra Short Mount



Port Dim.
See Page 16



E Rear ports



C: 2xM10-12 mm [.47 in] depth
P$_{(A,B)}$: 2xG1/2 or 2xM22x1,5
15 mm [.59 in] depth

Standard Rotation
Viewed from Shaft End
Port **A** Pressurized - **CW**
Port **B** Pressurized - **CCW**

Reverse Rotation
Viewed from Shaft End
Port **A** Pressurized - **CCW**
Port **B** Pressurized - **CW**

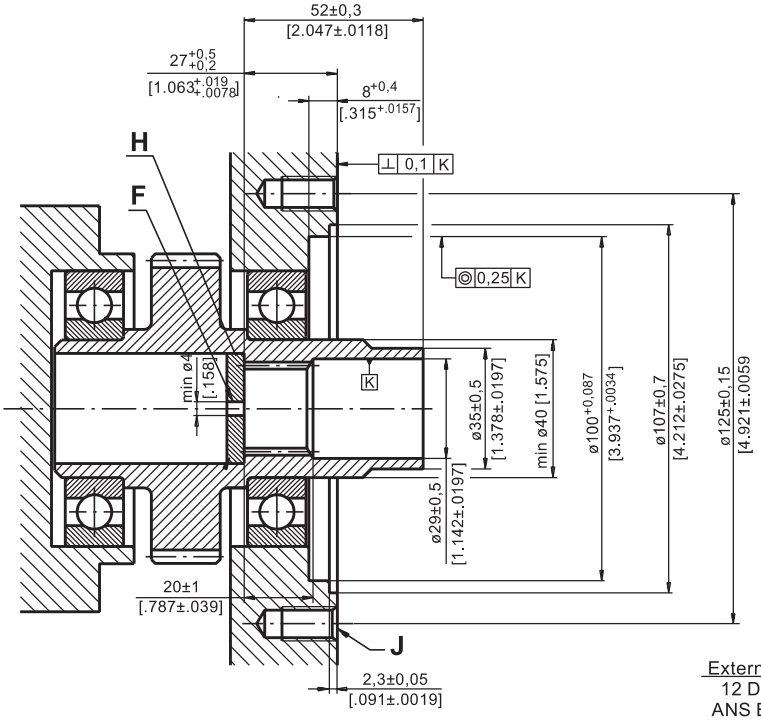
Type	L,mm[in]	L2,mm[in]	*LE,mm[in]	L1,mm[in]
MSU 80	105,5 [4.15]	63 [2.48]	111,5 [4.39]	14,0 [.55]
MSU 100	109 [4.29]	66,5 [2.62]	115 [4.53]	17,4 [.69]
MSU 125	113 [4.45]	71 [2.80]	119 [4.69]	21,8 [.86]
MSU 160	119 [4.69]	77 [3.03]	125 [4.92]	27,8 [1.09]
MSU 200	126 [4.96]	84 [3.31]	132 [5.20]	34,8 [1.37]
MSU 250	135 [5.32]	92,5 [3.64]	141 [5.55]	43,5 [1.71]
MSU 315	146 [5.75]	104 [4.09]	152 [5.98]	54,8 [2.16]
MSU 400	160 [6.30]	119 [4.69]	167 [6.58]	69,4 [2.73]
MSU 475	174 [6.85]	132 [5.20]	180 [7.09]	82,6 [3.25]
MSU 525	166 [6.54]	124 [4.88]	172 [6.77]	74,5 [2.93]
MSU 565	172 [6.77]	130 [5.12]	178 [7.01]	80,2 [3.16]

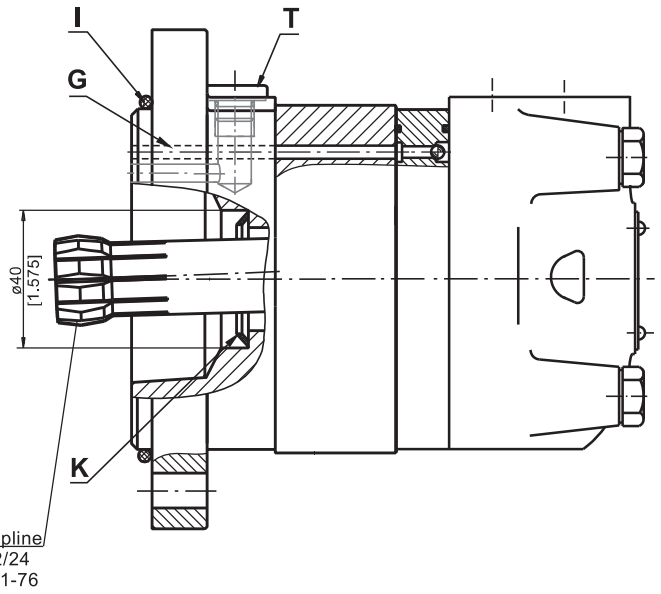
* -For Rear Ported Motors.

mm [in]

DIMENSIONS OF THE ATTACHED COMPONENT

For MSS

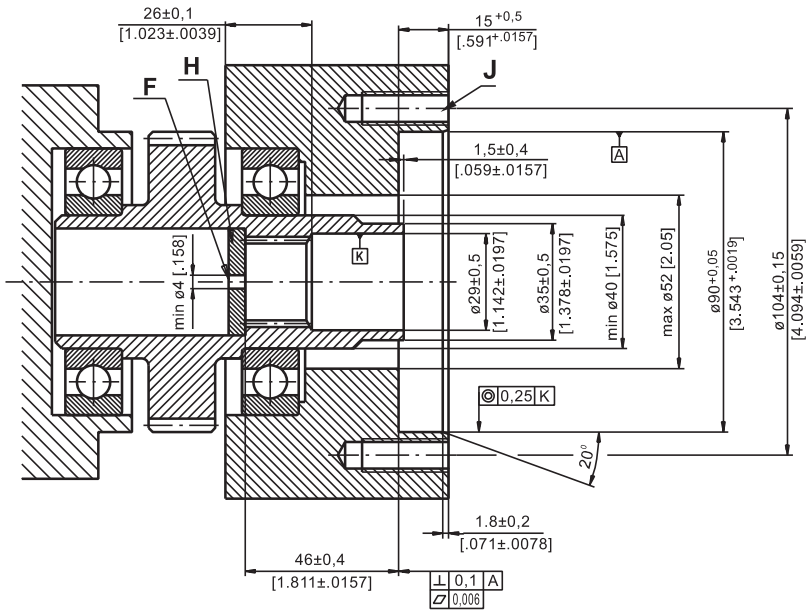


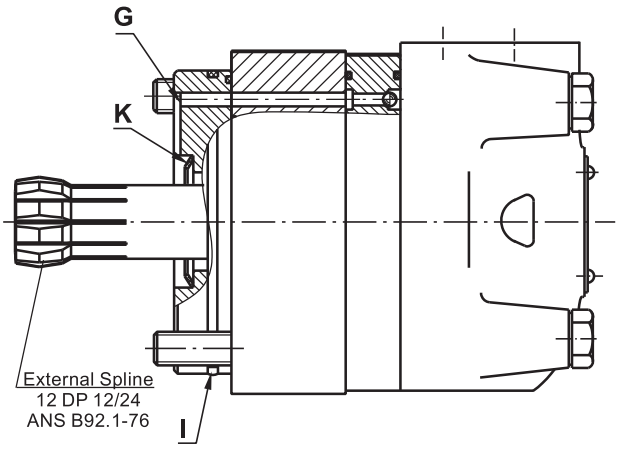


F: Oil circulation hole
H: Hardened stop plate
J: 4xM10-16 mm [.63 in] depth, 90^0

G: Internal drain channel
I : O- Ring 100x3 mm [3.94x.12 in]
K: Conical seal ring
T: Drain connection G1/4 or M14x1,5

For MSV





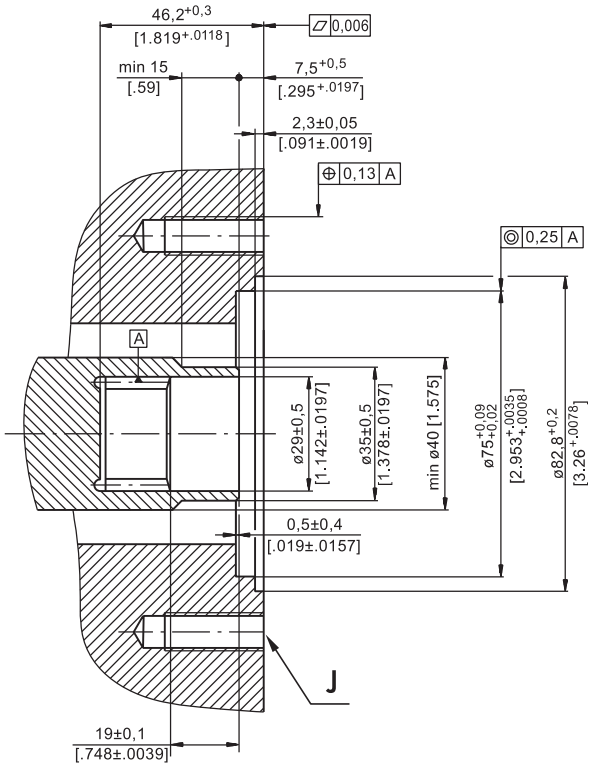
F: Oil circulation hole
H: Hardened stop plate
J: 4xM10-26 mm [1.024 in] depth, 90^0

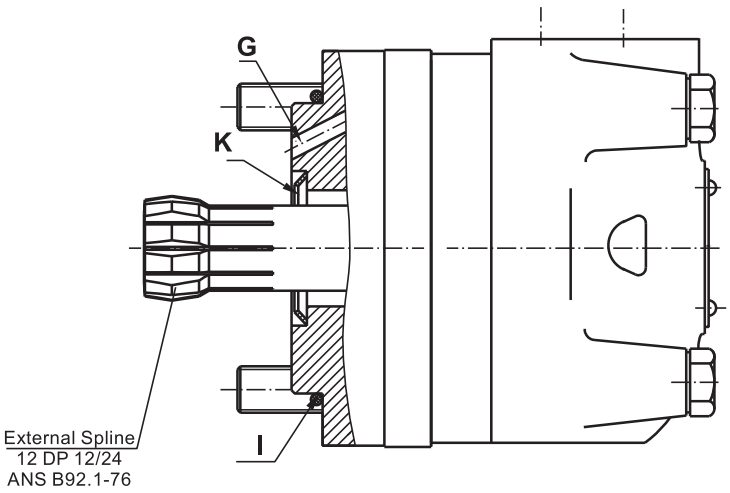
G: Internal drain channel
I: O- Ring 85x2 mm [3.346x.0787 in]
K: Conical seal ring

mm [in]

DIMENSIONS OF THE ATTACHED COMPONENT(continued)

For MSU





J: 4xM10-26 mm [1.024 in] depth, 90^0, ø104 [4.094]
I: O- Ring 75x3 mm [2.952x.12 in]
G: Internal drain channel
K: Conical seal ring

mm [in]

DRAIN CONNECTION

The drain line has to be used when pressure in the return line can exceed the permissible pressure. It can be connected:

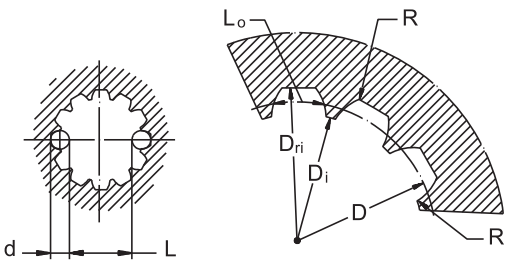
- For MSS at the drain port of the motor;
- For MSV and MSU at the drain connection of the attached component. The maximum pressure in the drain line is limited by the attached component and its shaft seal.

The drain line must be possible for oil to flow freely between motor and attached component and must be led to the tank. The maximum pressure in the drain line is limited by the attached component and its seal.

INTERNAL SPLINE DATA FOR THE ATTACHED COMPONENT

Standard ANS B92.1-1976, class 5
[m=2.1166; corrected x.m=+0,8]

Fillet Root Side Fit		mm	inch
Number of Teeth	z	12	12
Diametral Pitch	DP	12/24	12/24
Pressure Angle		30°	30°
Pitch Dia.	D	25,4	1
Major Dia.	Dri	$28,0_{-0,1}$	1.1 ÷ 1.098
Minor Dia.	Di	$23,0^{+0,033}$	.907 ÷ .905
Space Width [Circular]	Lo	4,308±0,020	.1704 ÷ .1688
Fillet Radius	R	0,2	.008
Max. Measurement between Pins	L	$17,62^{+0,15}$	.699 ÷ .694
Pin Dia.	d	4,835±0,001	.19039÷.19031



Hardening Specification:
HV=750±50 on the surface
HV=560 at 0,7±0,2 mm [.035÷.019 in] case depth
Material: 20 MoCr4 EN 10084 or better

ORDER CODE

	1	2	3	4	5	6	7	8
M S								

Pos.1 - Mounting Flange

omit - SAE A-4 mount, four holes
A - SAE A-2 mount, two holes
F - Magneto mount, four holes
Q - Square mount, four holes
B - Motor with drum brake
S - Short mount
V - Very short mount
U - Ultra short mount
W - Wheel mount

Pos.2 - Port type

omit - Side ports
E - Rear ports

Pos.3 - Displacement code

80 - 80,5 cm^3/rev [4.91 in^3/rev]
100 - 100,0 cm^3/rev [6.10 in^3/rev]
125 - 125,7 cm^3/rev [7.67 in^3/rev]
160 - 159,7 cm^3/rev [9.74 in^3/rev]
200 - 200,0 cm^3/rev [12.20 in^3/rev]
250 - 250,0 cm^3/rev [15.30 in^3/rev]
315 - 314,9 cm^3/rev [19.20 in^3/rev]
400 - 397,0 cm^3/rev [24.20 in^3/rev]
475 - 474,6 cm^3/rev [28.96 in^3/rev]
525 - 522,7 cm^3/rev [31.88 in^3/rev]
565 - 564,9 cm^3/rev [34.47 in^3/rev]

Pos.4 - Shaft Extensions*

omit - for **B**, **S**, **U** and **V** mounting flange
C - ø32 straight, Parallel key A10x8x45 DIN6885
CO - ø1¼" straight, Parallel key $^5/_{16}$"x$^5/_{16}$"x1¼" BS46
K - ø35 tapered 1:10, Parallel key B6x6x20 DIN6885
SL - ø34,85 p.t.o. DIN 9611 Form 1
SH - ø1¼" splined 14T ANS B92.1-1970
SA - 7/8"-13T splined ANS B92.1-1970
CA - ø25 straight, Parallel key A8x7x32 DIN6885

Pos.5 - Shaft Seal Version (see page 17)

omit - Low pressure seal
U - High pressure seal

Pos. 5 - Ports

omit - BSPP (ISO 228)
M - Metric (ISO 262)

Pos. 6 - Actuating Direction**

/R - Right
/L - Left

Pos. 7 - Special Features (see page 51)

Pos. 8 - Design Series

omit - Factory specified

NOTES:
* The permissible output torque for shafts must not be exceeded!
** For MSB only!

The hydraulic motors are mangano-phosphatized as standard.

MOTOR SPECIAL FEATURES

Special Feature Description	Order Code	Motor type		
		MS	MT	MV
Speed Sensor*	RS	O	O	O
Tacho Connection**	T	O	O	O
Reinforced motor	HD	-	O	O
Low Leakage	LL	O	O	O
Low Speed Valving	LSV	O	O	O
Reverse Rotation	R	O	O	O
Paint***	P	O	O	O
Corrosion Protected Paint***	PC	O	O	O
Special Paint****	PS	O	O	O
	PCS			
Check Valves		S	S*****	S*****

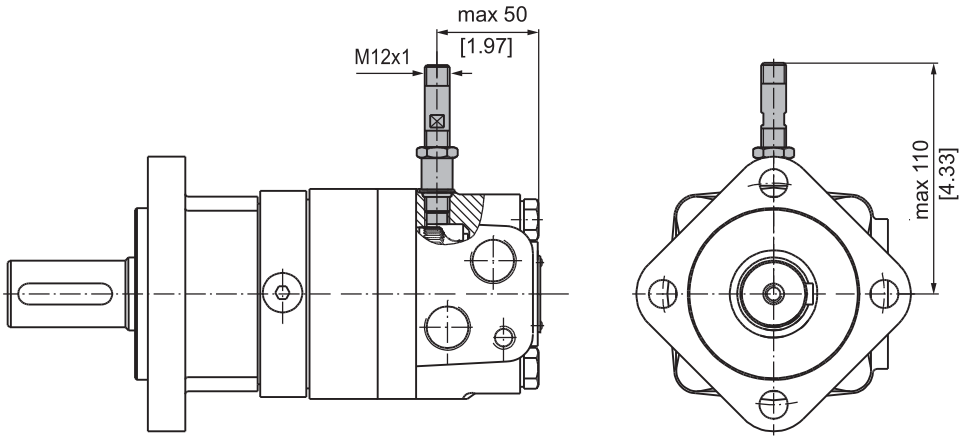
O	Optional
-	Not applicable
S	Standard

* For sensor ordering see pages 52÷53.
** For side ports only!
*** Colour at customer's request.
**** Non painted feeding surfaces, colour at customer's request.
***** Without check valves for **"HD"** option.

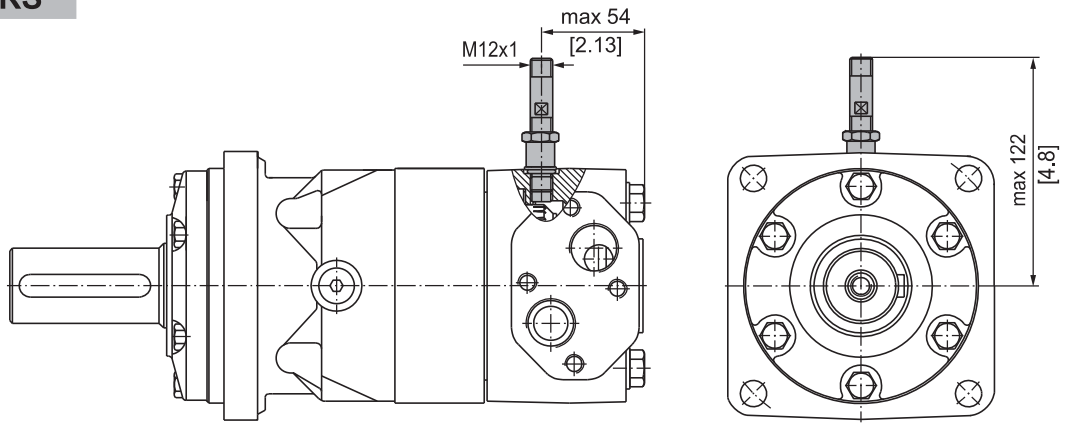
⚠ For more information about HD option please contact with "M+S Hydraulic".

MOTORS WITH SPEED SENSOR

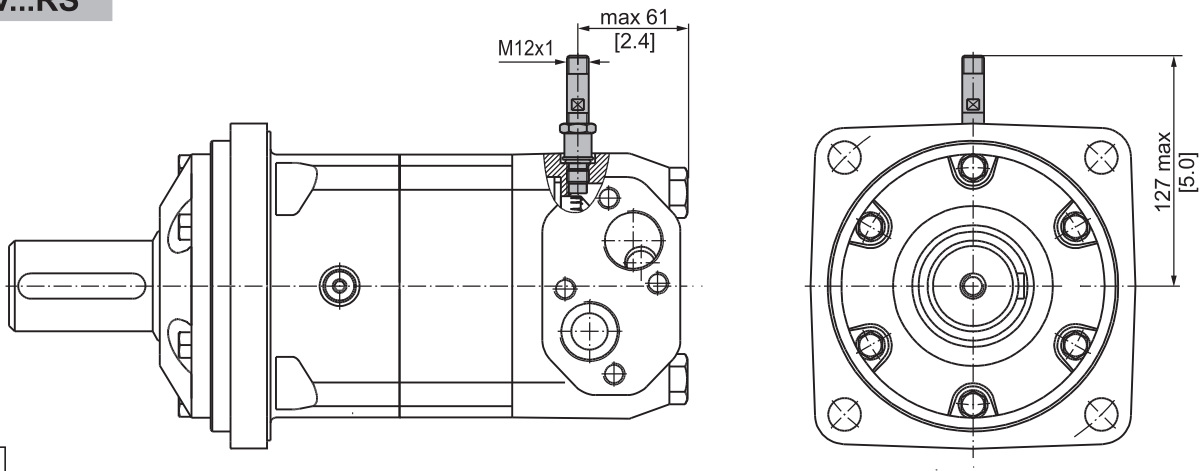
MS...RS



MT...RS



MV...RS



mm [in]