



M+S HYDRAULIC

AXIAL PISTON VARIABLE MOTORS

In cooperation with



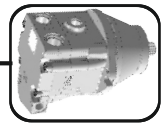
NEW
PRODUCT



MA2V

**MEDIUM DUTY AXIAL PISTON
MOTOR DUAL DISPLACEMENT**

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Medium Duty Axial Piston Motors Dual Displacement

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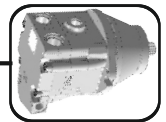
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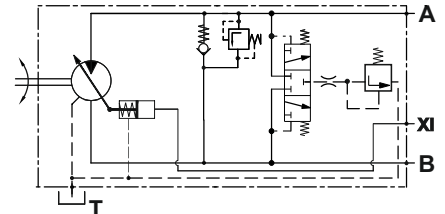
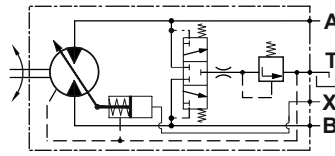
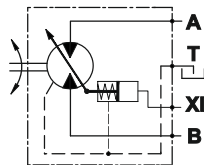
| Date | Page | Changed | Ver. |
|-----------|------|------------------------|------|
| July 2017 | | First official edition | 1.1 |

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Hydraulic Motors Type MA2V

Medium Duty Axial Piston Motors Dual Displacement



open drain line is always required

APPLICATION

- » Agricultural machines
- » Road building machines
- » Food industry machines
- » Swing drives
- » Hydraulic transmissions
- » Special vehicles

OPTIONS

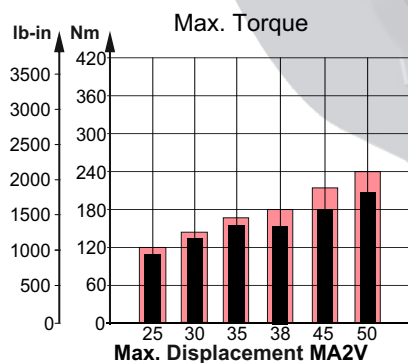
- » Swash plate
- » Port options
- » Shaft options
- » Integrated valves

ADVANTAGES

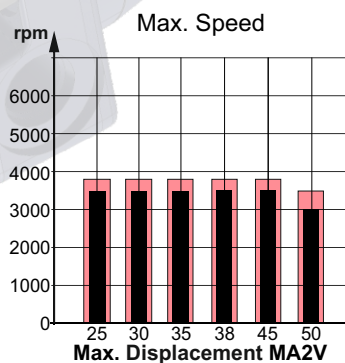
- » Smooth operation
- » High power density
- » Compact size

GENERAL

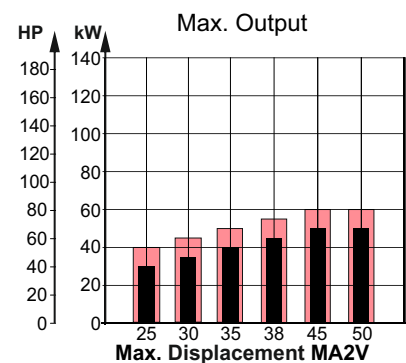
| | | |
|--------------------------|--|------------------|
| Displacement, | cm ³ /rev [in ³ /rev] | 2÷50 [0.12÷3.06] |
| Max. Speed, | RPM | 3500 |
| Max. Torque, | Nm [lb-in] | 200 [1770] |
| Max. Output, | kW [HP] | 50 [67] |
| Max. Pressure Drop, | bar [PSI] | 280 [4060] |
| Max. Oil Flow, | l/min [GPM] | 160 [42] |
| Min. Speed, | RPM | 500 |
| Fluid | Mineral based- HLP(DIN 51524) or HM(ISO 6743/4) | |
| Temperature Range, | °C [°F] | -40÷82 [-40÷180] |
| Optimal Viscosity Range, | mm ² /s [SUS] | 12÷68 [66÷311] |
| Filtration | ISO code 18/16/13 (Min. recommended fluid filtration of 10 micron) | |

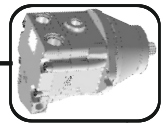


Intermittent values

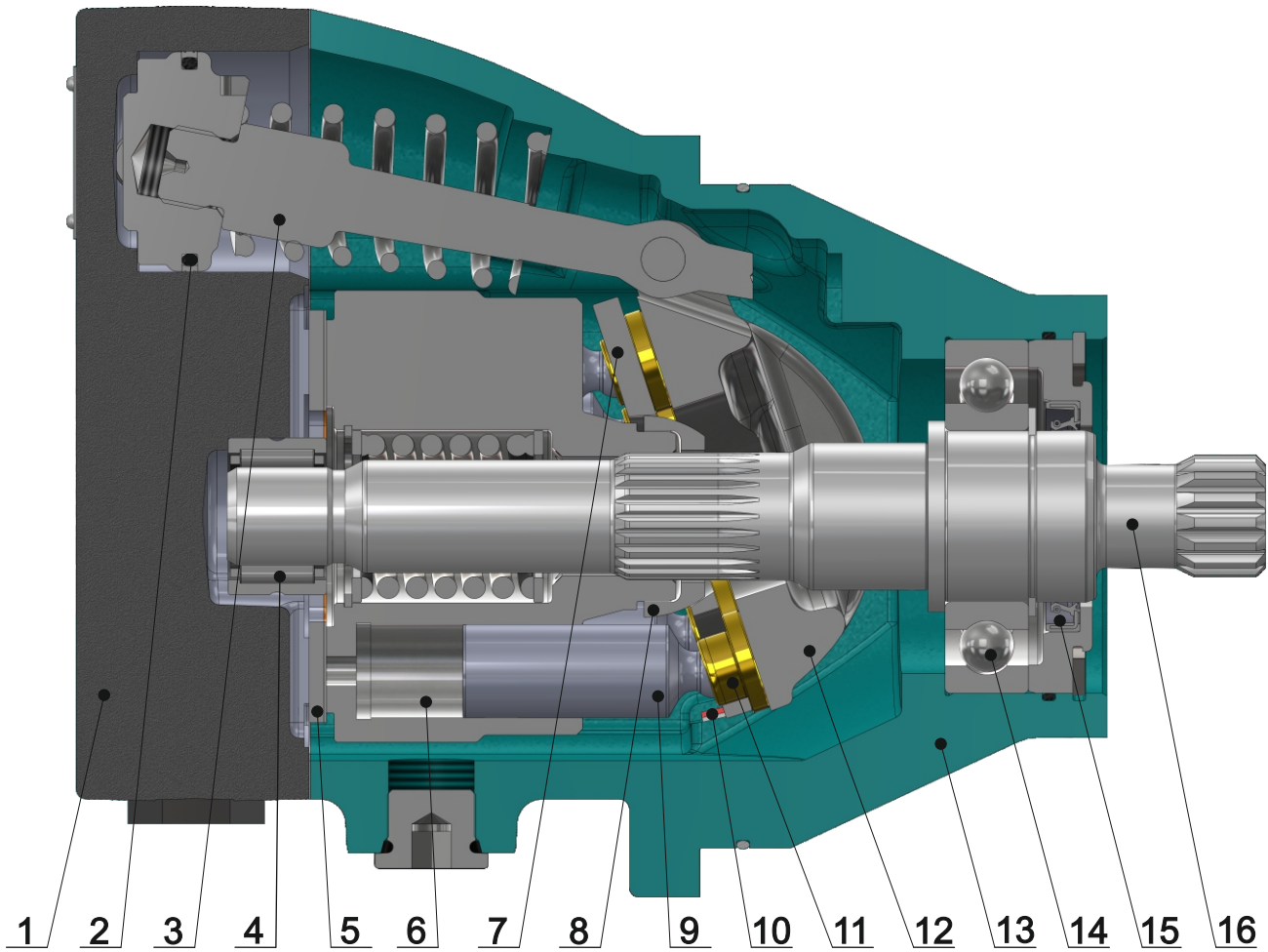


Continuous values





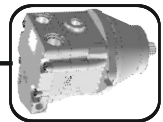
SECTION VIEW



- | | |
|---|--------------------------|
| 1. Cast iron end cover | 9. Pistons |
| 2. High pressure displacement control system seal | 10. Cradle plain bearing |
| 3. Displacement control system | 11. Piston shoes |
| 4. Needle bearing | 12. Hardened cradle |
| 5. Bimetal distributor | 13. Cast iron body |
| 6. Cylinder block | 14. Ball bearing |
| 7. Retainer plate | 15. Shaft seal |
| 8. Hardened sphere | 16. Hardened shaft |

The medium duty design of the MA2V is dual displacement motor with direct control for open and closed circuits. The motor compact construction is cost effective and have got high power / weight ration.

The design of the motor is maintain friendly. We using swash plate witch insure low level of pulsation and noise level.



SPECIFICATION DATA

| Type | | MA2V 25 | MA2V 30 | MA2V 35 | MA2V 38 | MA2V 45 | MA2V 50 |
|--|----------|--|-----------------|------------------|------------------|------------------|------------------|
| Max. Displacement, cm. ³ /rev. [in. ³ /rev.] | | 25 [1.53] | 30 [1.83] | 35 [2.14] | 38 [2.32] | 45 [2.75] | 50 [3.06] |
| Max. Speed at | Cont. | 3500 | 3500 | 3500 | 3500 | 3500 | 3000 |
| Max. Displ. [RPM] | Int.* | 3900 | 3900 | 3900 | 3900 | 3900 | 3500 |
| Max. Speed at | Cont. | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 |
| Min. Displ. [RPM] | Int.* | 4500 | 4500 | 4500 | 4500 | 4500 | 4500 |
| Max. Torque,*** | Cont. | 111 [982] | 134 [1186] | 156 [1380] | 151 [1336] | 179 [1584] | 200 [1770] |
| Nm [lb-in] | Int.** | 119 [1053] | 143 [1265] | 167 [1478] | 182 [1610] | 215 [1903] | 240 [2124] |
| Output, | Cont. | 30 [40] | 35 [47] | 40 [54] | 45 [60] | 50 [67] | 50 [67] |
| kW [HP] | Int.** | 40 [54] | 45 [60] | 50 [67] | 55 [74] | 60 [80] | 60 [80] |
| Max. Pressure, | Cont. | 280 [4060] | 280 [4060] | 280 [4060] | 250 [3625] | 250 [3625] | 250 [3625] |
| bar [PSI] | Int.** | 300 [4350] | 300 [4350] | 300 [4350] | 300 [4350] | 300 [4350] | 300 [4350] |
| | Peak**** | 350 [5080] | 350 [5080] | 350 [5080] | 350 [5080] | 350 [5080] | 350 [5080] |
| Max. Oil Flow, | Cont. | 90 [23.8] | 105 [27.7] | 125 [33] | 135 [35.7] | 160 [42.3] | 150 [42.3] |
| l/min [GPM] | Int.* | 100 [26.4] | 120 [31.7] | 140 [37] | 150 [39.6] | 180 [47.6] | 175 [47.6] |
| Speed Shifting Pressure, | | | | | | | |
| Minimum, bar [PSI] | | 14[200] | | | | | |
| Maximum, bar [PSI] | | 70[1015] | | | | | |
| Permissible Shaft Load (for standard bearing) | | | | | | | |
| Max Axial***** N[lb] | | Fa=1000 [225] | | | | | |
| Max Radial***** N[lb] | | Fr=350 [80] | | | | | |
| Speed Constant ***** (for max. displacement) RPM/(l/min) [RPM/GPM] | | 38 [143.8] | 31.7 [119.9] | 27.1 [102.75] | 25 [94.6] | 21.1 [79.91] | 19 [72] |
| Torque Constant ***** (for max. displacement) Nm/bar [lb-in/PSI] | | 0.35 [0.219] | 0.43 [0.262] | 0.502 [0.306] | 0.544 [0.332] | 0.645 [0.394] | 0.716 [0.437] |
| Min. Speed, [RPM] | | 500 | | | | | |
| Max. Pressure in Drain Line, bar [PSI] | | 5 [70] open drain line is always required | | | | | |
| Weight, kg [lb] | | 15.6 [34.4] | | | | | |

* Intermittent speed (flow) is for pressure up to 150[2200] bar[PSI].

** Intermittent load: the permissible values may occur for max. 10% of motor lifetime.

*** Theoretical torque

**** Peak load: the permissible values may occur for max. 1% of every minute.

***** The calculated max values are based on the optimal direction of the forces Fr, Fa and optimal position of the shaft.

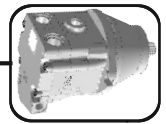
***** The constant values are used for calculation of torque and speed with motor efficiencies $\eta_v=0.95$ and $\eta_{mh}=0.9$.

1. The recommended output power for continuous operations should not be exceeded.
2. Recommended filtration as per ISO 4406 cleanliness code 18/16/13 or better. This filtration corresponds to SAE AS 4059 8A/7B/7C. Nominal filtration - 10 micron or better.
3. Recommended a premium quality, anti-wear type mineral based hydraulic oil, HLP(DIN51524) or HM(ISO6743/4).
4. Recommended oil viscosity - 12...68 cSt or see page 20.
5. Recommended maximum system operating temperature - 82°C [180°F].
6. To ensure optimum life of the motor, fill it up with fluid prior to load it and run with moderate load and speed for about 10-15 minutes.

Hint: Motor Torque = Torque Constant * Pressure Drop

Rotation Speed = Speed Constant * Oil Flow

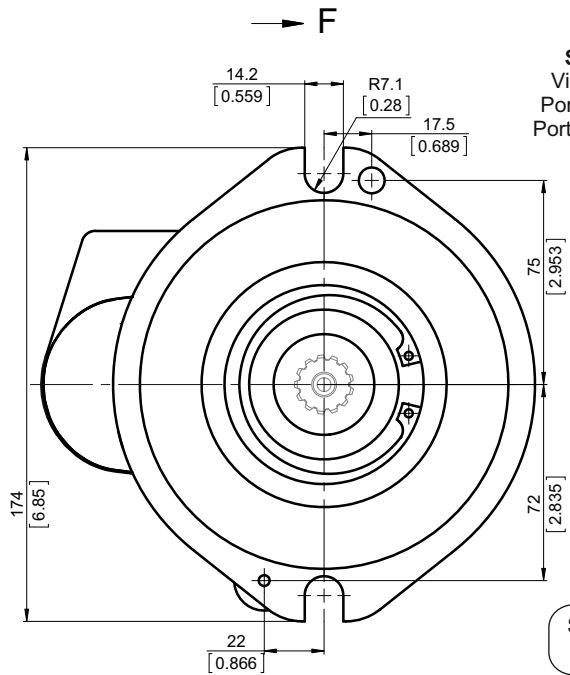
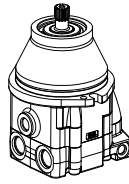
The constant values are mentioned for rough calculations. Motor torque and rotation speed for a particular project are depending on the real operating conditions. For more detail calculations please see formulas on page 21.



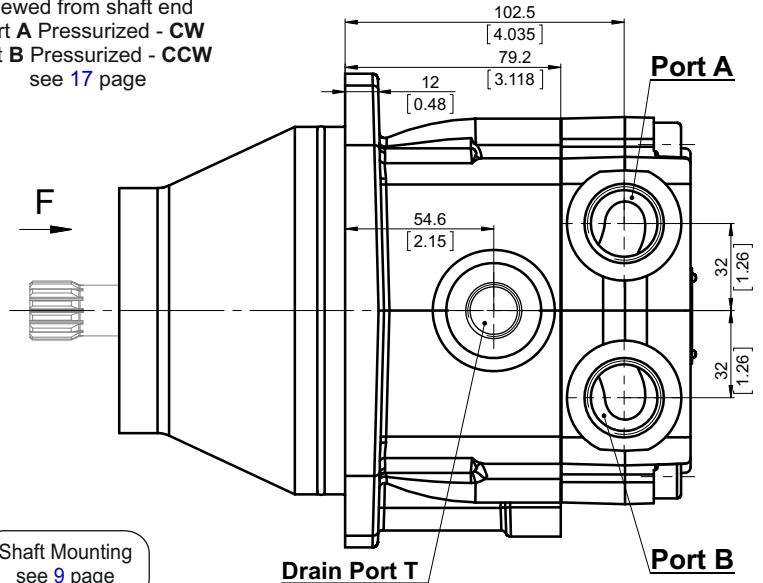
Overall Dimensions and Ports

Twin ports with side control port, port size 2,3 and 4

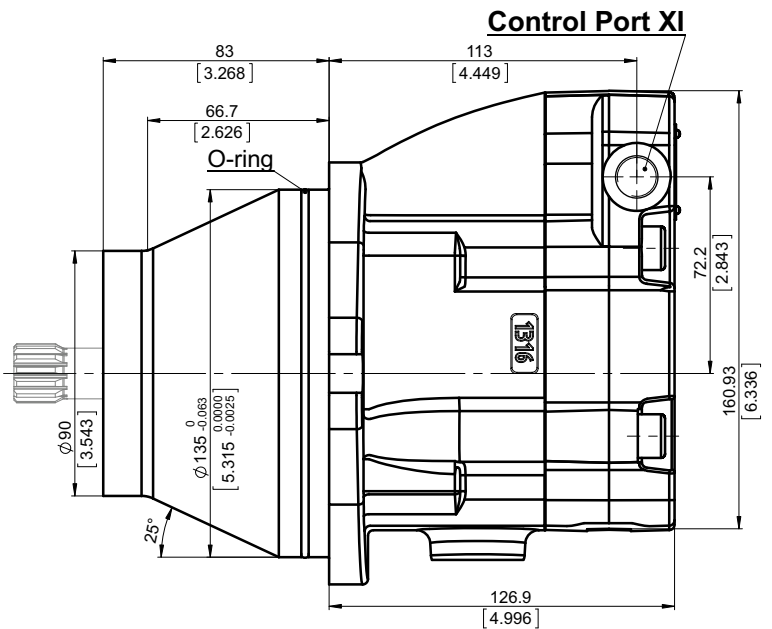
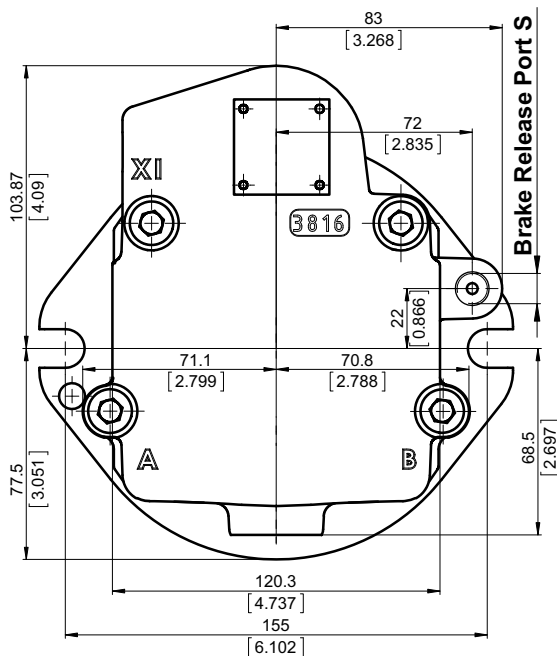
See the port sizes at the bottom of this page



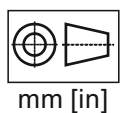
Standard Rotation
Viewed from shaft end
Port A Pressurized - CW
Port B Pressurized - CCW
see 17 page

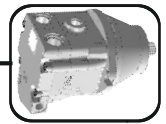


Shaft Mounting
see 9 page



| | Port Size | | |
|------------------|----------------|----------------|---|
| | 2 | 3 | 4 |
| P _{A,B} | 2xG 3/4 | 2xM27x2 | 2x1 ¹ / ₁₆ -12 UN -2B |
| T | G 3/4 | 7/8-14 UNF-2B | 3/4-16 UNF-2B |
| XI | G 1/8 | 7/16-20 UNF-2B | 9/16-18 UNF-2B |
| S | 7/16-20 UNF-2B | 7/16-20 UNF-2B | 7/16-20 UNF-2B |

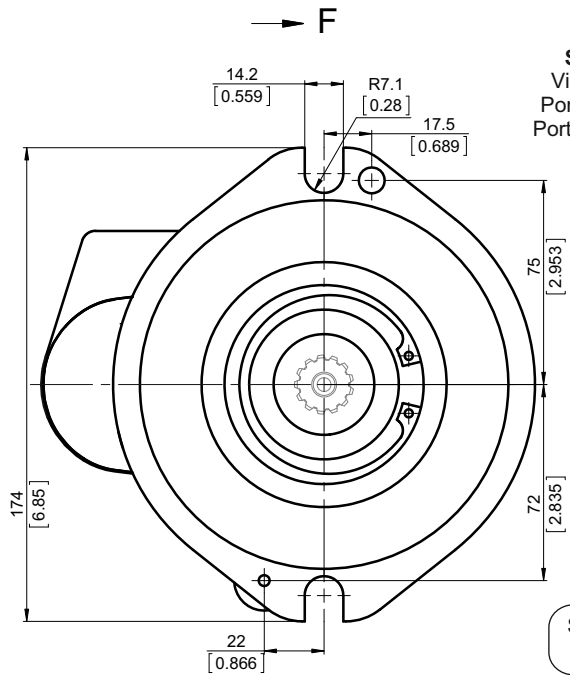
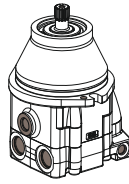




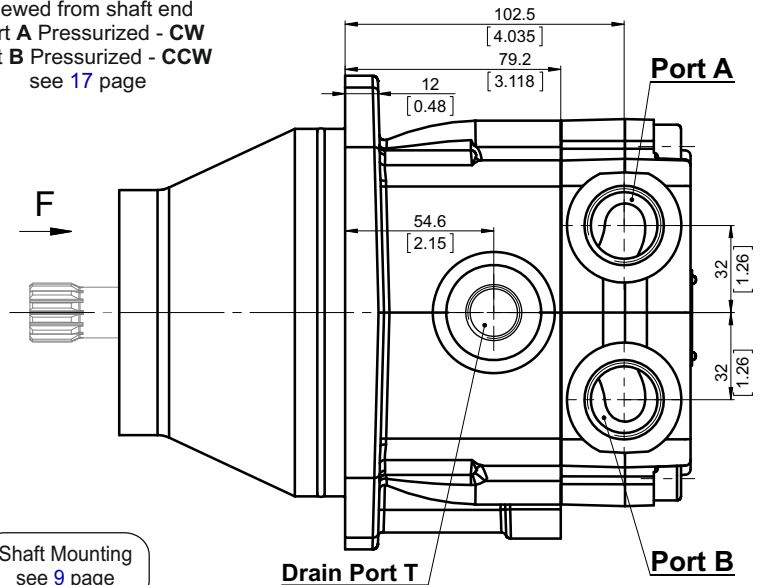
Overall Dimensions and Ports

Twin ports with rear control port, port size 2,3 and 4

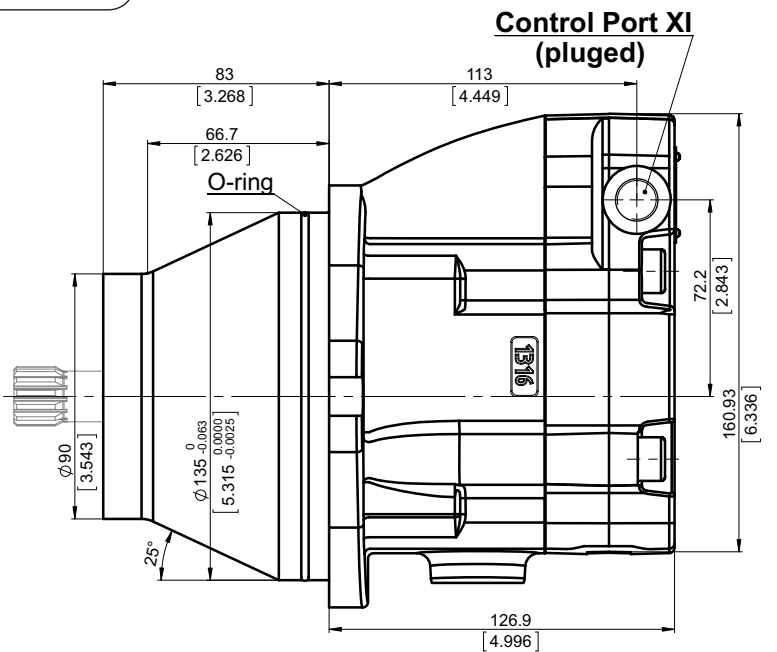
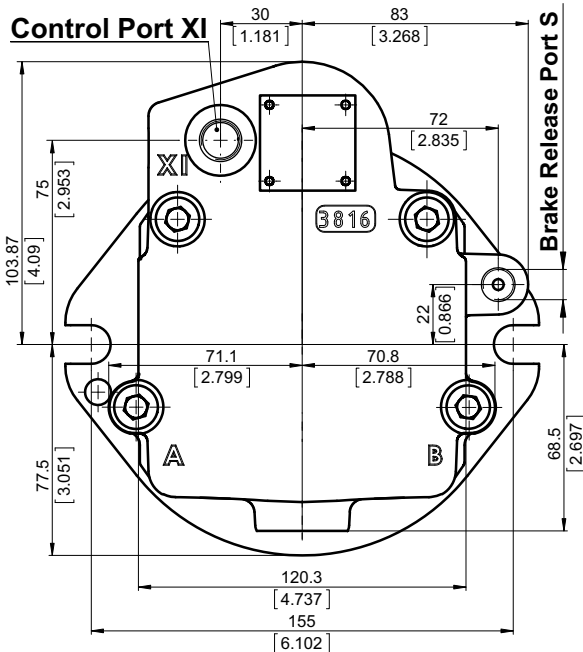
See the port sizes at the bottom of this page



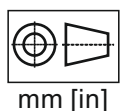
Standard Rotation
Viewed from shaft end
Port A Pressurized - CW
Port B Pressurized - CCW
see 17 page

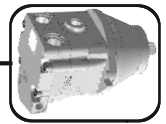


Shaft Mounting
see 9 page



| | Port Size | | |
|------------------------|----------------|----------------|---|
| | 2 | 3 | 4 |
| P_{A,B} | 2xG 3/4 | 2xM27x2 | 2x1 ¹ / ₁₆ -12 UN -2B |
| T | G 3/4 | 7/8-14 UNF-2B | 3/4-16 UNF-2B |
| XI | G 1/8 | 7/16-20 UNF-2B | 9/16-18 UNF-2B |
| S | 7/16-20 UNF-2B | 7/16-20 UNF-2B | 7/16-20 UNF-2B |





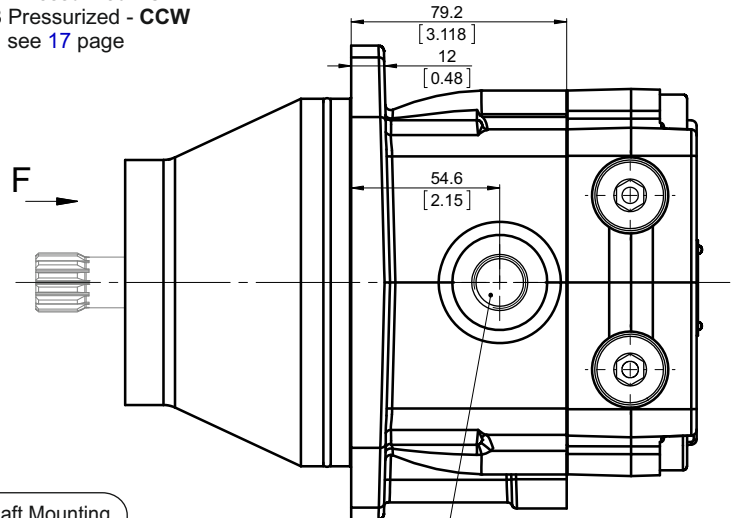
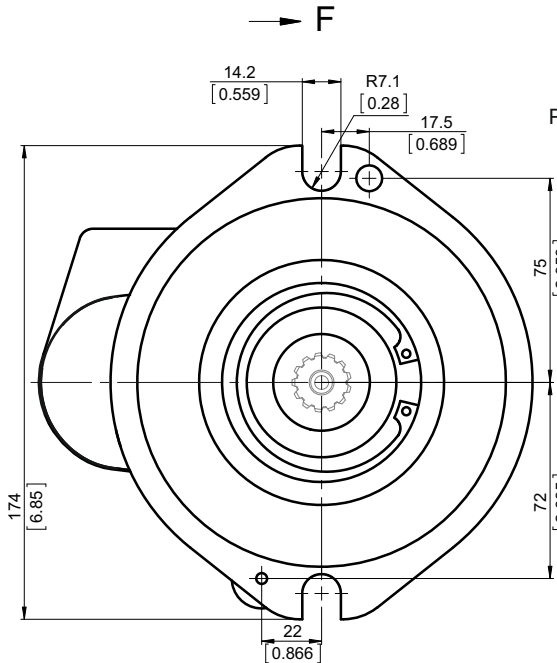
Overall Dimensions and Ports

Rear ports with rear control port, port size 2,3 and 4

See the port sizes at the bottom of this page

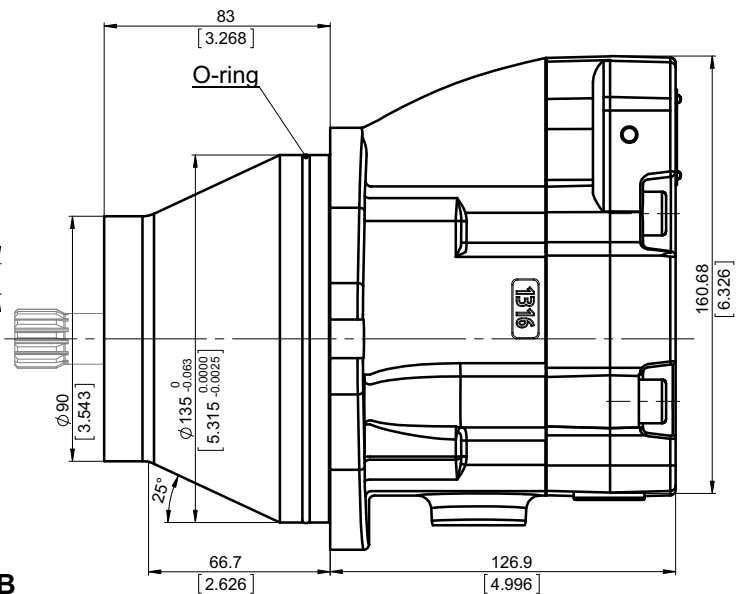
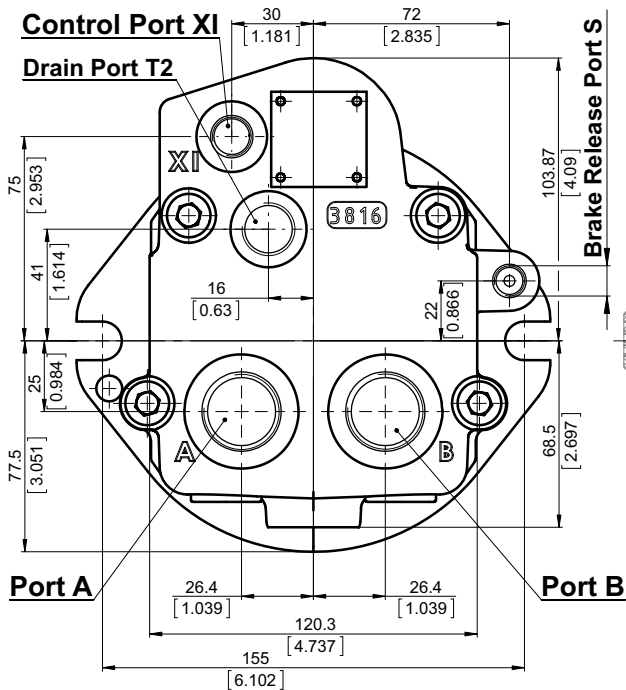


Standard Rotation
Viewed from shaft end
Port A Pressurized - CW
Port B Pressurized - CCW
see 17 page

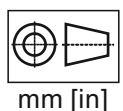


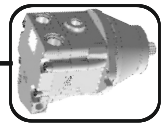
Shaft Mounting
see 9 page

Drain port T1

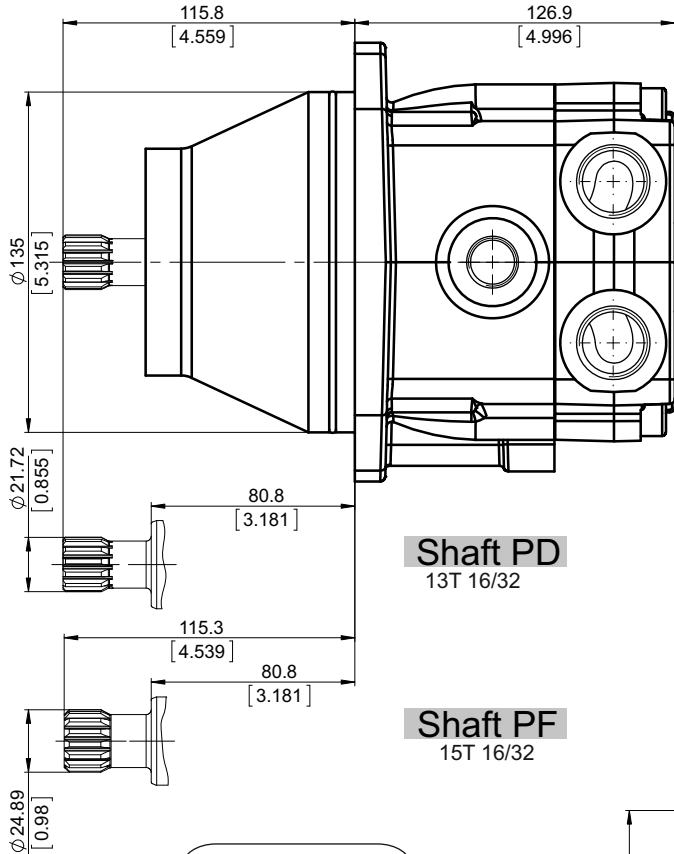


| | Port Size | | |
|------------------------|----------------|----------------|---|
| | 2 | 3 | 4 |
| P_{A,B} | 2xG 3/4 | 2xM27x2 | 2x1 ¹ / ₁₆ -12 UN -2B |
| T1 | G 3/4 | 3/4-16 UNF-2B | 3/4-16 UNF-2B |
| T2 | G 1/4 | 3/4-16 UNF-2B | 3/4-16 UNF-2B |
| XI | G 1/8 | 7/16-20 UNF-2B | 9/16-18 UNF-2B |
| S | 7/16-20 UNF-2B | 7/16-20 UNF-2B | 7/16-20 UNF-2B |

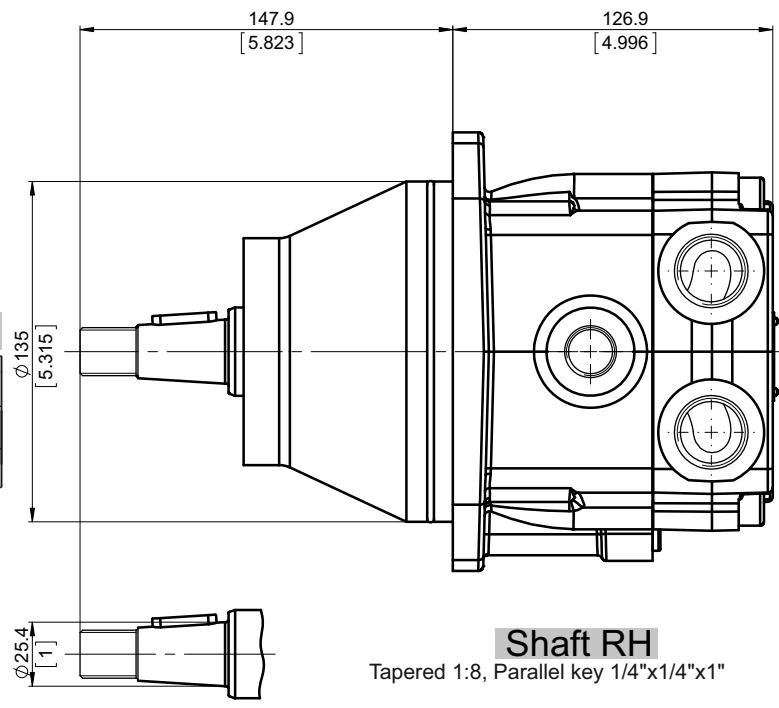
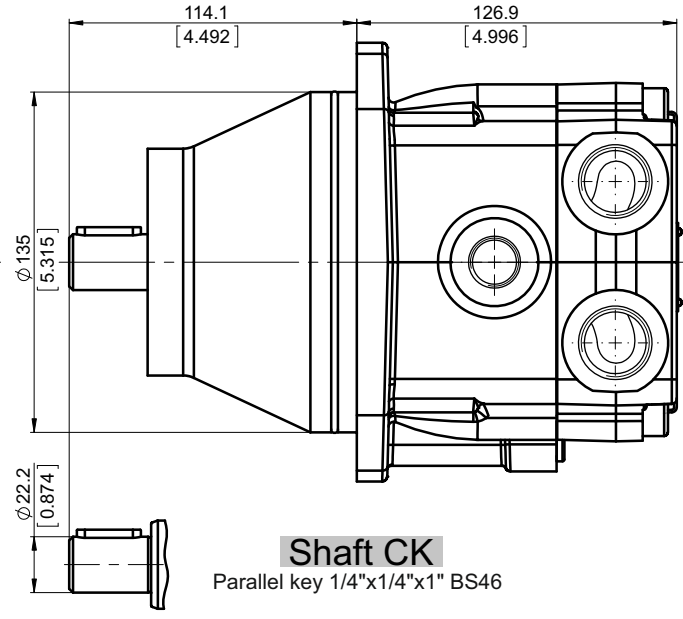




Shafts Mounting



Shaft Dimensions
See Page 13,14



PERMISSIBLE SHAFT LOAD

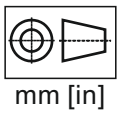
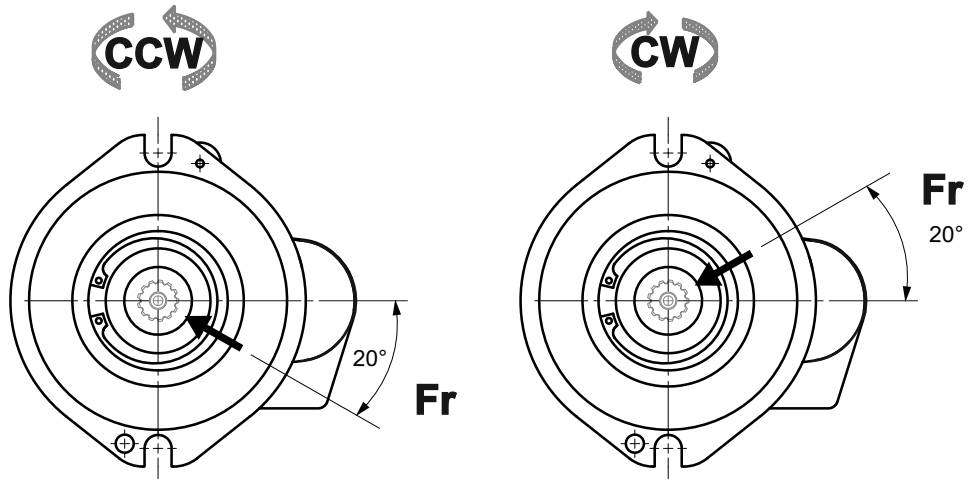
| Permissible shaft load | | Standard bearing | Improved bearing |
|------------------------|-------|------------------|------------------|
| max Axial | N[lb] | Fa=1000 [225] | Fa=2000 [450] |
| max Radial | N[lb] | Fr=350 [80] | Fr=3000 [495] |

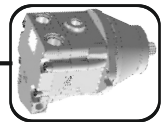
The calculated max values are based on the optimal direction of the forces Fr, Fa and optimal position of the shaft (see scheme below).

For more information, please, feel free to contact us.

BEST POSITION FOR APPLYING RADIAL LOAD

Optimal position for applying radial load depending on the direction of rotation





ORDERING CODE

| | | | | | | | | | | | | | | | | | |
|-------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 15 | 15 |
| MA2V | | | | - | | | | | | | | | | | [| |] |

Pos.1 - Mounting Flange
omit - Wheel flange, cartage - 2-Bolt flange
spigot diam. 135 mm [5.315"] - BC 155 mm [6.102"]

Pos.2 - Port Type
T - Twin side ports on one side, side control port
H - Twin side ports on one side, rear control port
E - Rear ports, rear control port

Pos.3 - Max Displacement Code* (see table below)

Cross Reference Displacement Table

| | | Pos.3 Max. Displacement cm3./rev | | | | | |
|----------------------------------|----|----------------------------------|----|----|----|----|----|
| | | 25 | 30 | 35 | 38 | 45 | 50 |
| Pos.4 Min. Displacement cm3./rev | 2 | X | X | X | X | X | X |
| | 8 | X | X | X | X | X | X |
| | 9 | X | X | X | X | X | X |
| | 10 | X | X | X | X | X | X |
| | 11 | X | X | X | X | X | X |
| | 12 | X | X | X | X | X | X |
| | 13 | X | X | X | X | X | X |
| | 14 | X | X | X | X | X | X |
| | 15 | X | X | X | X | X | X |
| | 16 | X | X | X | X | X | X |
| | 17 | X | X | X | X | X | X |
| | 18 | X | X | X | X | X | X |
| | 19 | X | X | X | X | X | X |
| | 20 | X | X | X | X | X | X |
| | 22 | | X | X | X | X | X |
| | 23 | | X | X | X | X | X |
| 25 | | X | X | X | X | X | |
| 27 | | | X | X | X | X | |
| 29 | | | X | X | X | X | |
| 32 | | | | X | X | X | |

On Table are shown:
- Min./Max. Displacement Combinations
other combinations are possible

Pos.4 - Min. Displacement Code* (see table above)

Pos.5 - Shaft Extensions**
PD - ø21,72 [0.855"] Spline SAE 13T 16/32 DP, 1/4-20 UNC-2B thread
PF - ø24.9 [0.98"] Spline SAE 15T 16/32 DP, 1/4-20UNC-2B thread
CK - ø22.2 [ø7/8"] Straight, M8-6H thread Parallel key 1/4"x1/4"x1" BS46
RH - ø25.4 [1"] Tapered 1:8 [125:1000], Parallel key 1/4"x1/4"x1", 3/4-16 UNF-2A

Pos.6 - Improved radial load
omit - standard bearing
N - Improved bearing

Pos.7 - Port Size
2 - 2xG3/4
3 - 2xM27x2
4 - 2x1_1/16 -12 UN

Pos.8 - Seal, Corrosion Resistant Seal Surface
omit - NBR seal type material
V - FKM seal type material

Pos.9 - Integrated Valves
See next page for information about valves
omit - None
PU - Purge valve
FLU - Flush valve
SAR - Single anti-cavitation and relief valve
SARF - Single anti-cavitation, relief and flush valve

Pos.10 - Valve's Port for Single Valves
omit - None
A - Port A
B - Port B

Pos.11 - Pressure Setting of Integrated Valves
omit - None
x - For value - see next page

Pos.12 - Flow Setting of Integrated Valves
omit - None
Lx - For value - see next page

Pos.13 - Special Features****
omit - None
R2S - Speed Sensor Two Directional

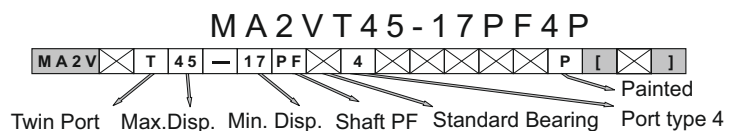
Pos.14 - Paint and Coating***
omit - No paint or coating
P - Painted
PC - Corrosion protected paint

If a painting option is required, the standard color is black-Alkyd-Styrenated Enamel, Black RAL 9005. Other color by customer's request.

Pos.15 - Design Series
omit - Factory specified
* Other combination are available please ask on enquiry
**The permissible output torque for shafts must not be exceeded!
***Non painted feeding surface
****Available on enquiry

We remain open to meet your special requirements upon request.

EXAMPLE

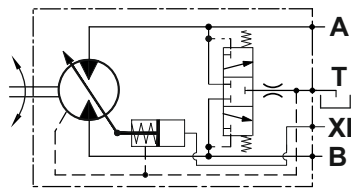




Valve Options

The overall dimensions of the motor with integrated valves could vary compared to the standard motors.

**Option PU
PURGE VALVE**



- Mainly used in open loop circuit;
- Used for cooling purpose or oil cleanliness requirements;
- Flow rate by **default (omit)** - **3.5 ÷ 4.9 l/min.**
- For other options, please see Pos.12 of ordering code, considering the following possible values:

Pos.12

| | | | |
|------|----|----|------|
| omit | L2 | L6 | L7.5 |
|------|----|----|------|

 → flow rate

EXAMPLE

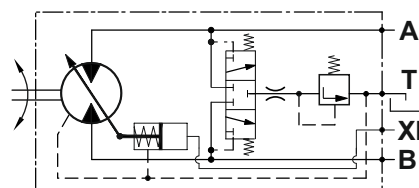
MA2VT45-17PF4PU
purge valve flow rate 4.2±0.7 l/min

MA2VT45-17PF4PUL2
purge valve flow rate 2±2.5 l/min

MA2VT45-17PF4PUL7.5
purge valve flow rate 7.5±1 l/min

MA2VT45-17PF4PUL6
purge valve flow rate 6±0.8 l/min

**Option FLU
FLUSH VALVE**



- Mainly used in close loop circuit;
- The valve is a combination between a purge valve and check valve;
- Flow rate by **default (omit)** - **3.5 ÷ 4.9 l/min and cracking (opening) pressure 10.3 bar** with 15 bar feed pressure for close loop circuit.
- For other options, please see Pos.11 and Pos. 12 of ordering code, considering the following possible values:

Pos.11

| | |
|------|---|
| omit | 7 |
|------|---|

 → pressure

Pos.12

| | | | |
|------|----|----|------|
| omit | L2 | L6 | L7.5 |
|------|----|----|------|

 → flow rate

EXAMPLE

MA2VT45-17PF4FLU flow rate 4.2±0.7 l/min, crack pressure 10.3 bar

MA2VT45-17PF4FLU7L7.5 flow rate 7.5±1 l/min, crack pressure 7 bar

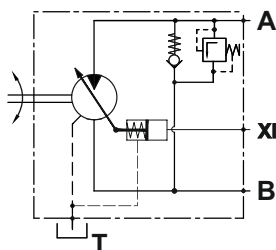
MA2VT45-17PF4FLUL2 flow rate 2±2.5 l/min, crack pressure 10.3 bar

Option SARA, SARB

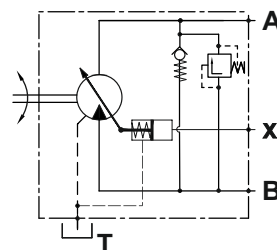
Combined Anti-Cavitation and Relief Valve

- Anti-cavitation check valve is used for applications such as Fan drive control;
- Pressure relief valves prevent excessive pressures in the high pressure loop.

SARA



SARB



Please, consider the following possible values:

Pos.11

| | | |
|-----|-----|-----|
| 280 | 300 | 345 |
|-----|-----|-----|

 → pressure

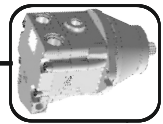
EXAMPLE

MA2VT45-17PF4SARA280

Single Anti-Cavitation and Relief Valve, relief valve setting 280 bar
The valve is placed on port A

MA2VT45-17PF4SARB300

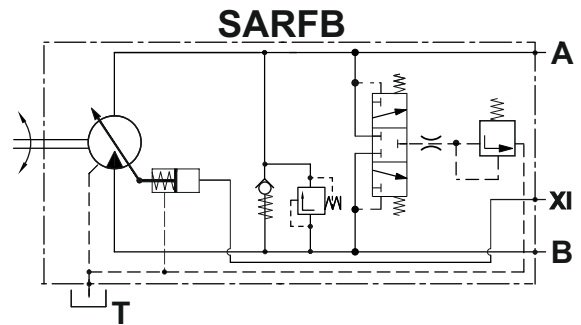
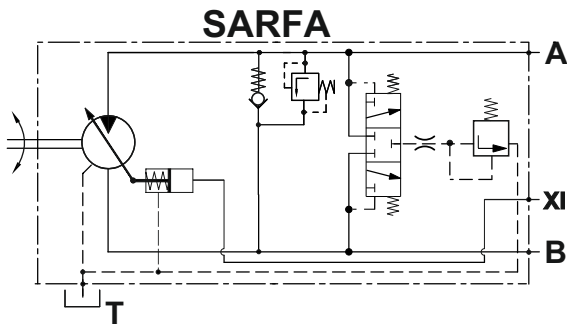
Single Anti-Cavitation and Relief Valve, relief valve setting 300 bar
The valve is placed on port B



Valve Options

The overall dimensions of the motor with integrated valves could vary compared to the standard motors.

Option SARFA, SARFB
Single Anti-Cavitation, Relief and Flush Valve



- Mainly used in close loop circuit;
- The valve is a combination between a dual anti-cavitation, relief and flush valve;
- Flush valve is used for cooling purpose or cleanliness requirements;
- Anti-Cavitation Check valve is used for applications such as Fan drive control;
- Pressure Relief Valves prevent excessive pressures in the high pressure loop;
- Please, consider the following possible values for pressure set of the relief valve:

Pos.11

| | | |
|-----|-----|-----|
| 280 | 300 | 345 |
|-----|-----|-----|

 → pressure

- Flow rate of flush valve by **default (omit) - 3.5 ÷ 4.9 l/min and cracking pressure 10.3 bar** with 15 bar feed pressure for close loop circuit.
- The possible values are as follow:

Pos.12

| | | | |
|------|----|----|------|
| omit | L2 | L6 | L7.5 |
|------|----|----|------|

 → flow rate

- Other values for **cracking** pressure are possible. Please see Pos.11.
- Example: For cracking pressure 7 bar the options are as follow:

Pos.11

| | | |
|-------|-------|-------|
| 280-7 | 300-7 | 345-7 |
|-------|-------|-------|

 Relief valve opening pressure Flush valve cracking pressure (charge pressure)

EXAMPLE

MA2VT45-17PF4SARFA345

Single Anti-Cavitation, Relief and Flush Valve, relief valve setting 345 bar
flush valve cracking pressure 10.3 bar, flush valve flow rate 4.2±0.7 l/min
The valve is placed on port A

MA2VT45-17PF4SARFB345-7

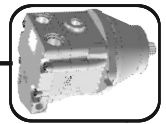
Single Anti-Cavitation, Relief and Flush Valve, relief valve setting 345 bar
flush valve cracking pressure 7 bar, flush valve flow rate is 4.2±0.7 l/min
The valve is placed on port B

MA2VT45-17PF4SARFA280L2

Single Anti-Cavitation, Relief and Flush Valve, relief valve setting 280 bar
flush valve cracking pressure 10.3 bar, flush valve flow rate is 2±2.5 l/min
The valve is placed on port A

MA2VT45-17PF4SARFB300-7L7.5

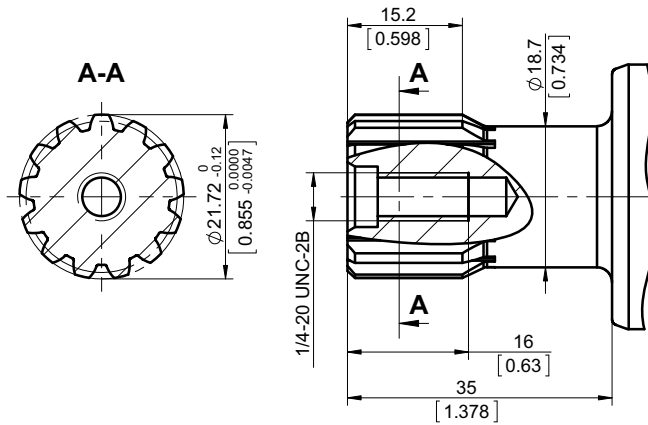
Single Anti-Cavitation, Relief and Flush Valve, relief valve setting 300 bar
flush valve cracking pressure 7 bar, flush valve flow rate 7.5±1 l/min
The valve is placed on port B



Shaft Types and Dimensions

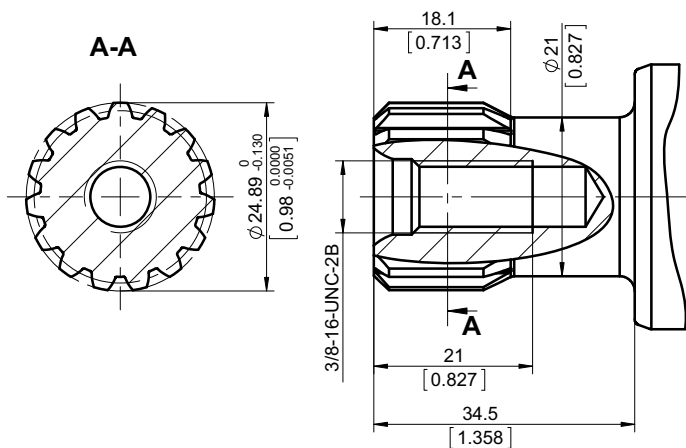
PD

$\phi 21.72$ [$\phi 0.855$ "], 1/4-20 UNC-2B thread
 13T 16/32 DP splined ANSI B92.1-1996
 Max. torque 200 Nm [1770 lb-in]

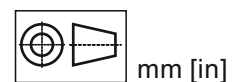


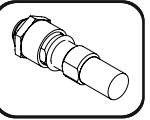
PF

$\phi 24.89$ [$\phi 0.98$ "], 3/8-16 UNC-2B thread
 15T 16/32 DP splined ANSI B92.1-1970
 Max. torque 330 Nm [2920 lb-in]



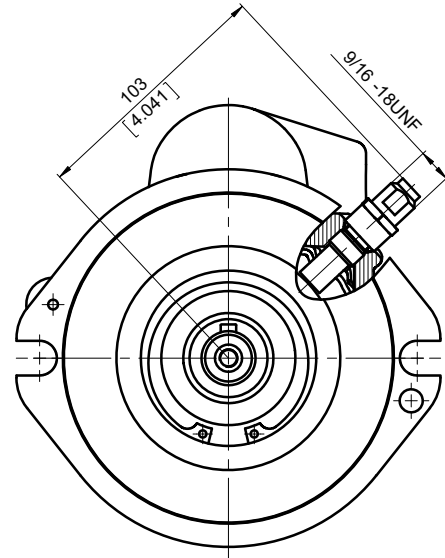
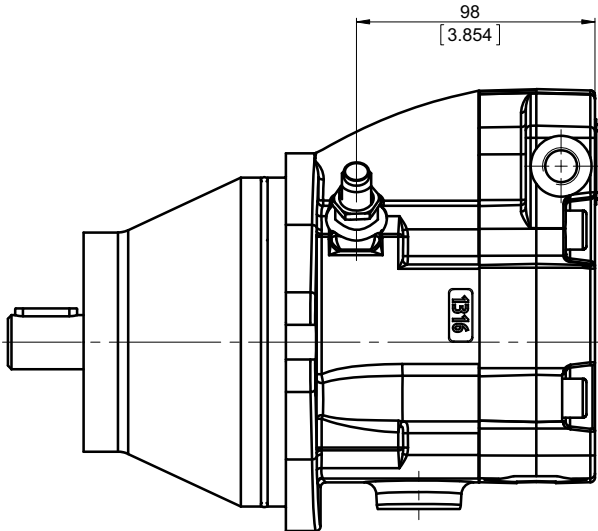
The required max. torque must not be exceeded





MOUNTING DIMENSIONS

MA2V



TECHNICAL DATA

| | |
|-------------------------|---|
| Power supply | 4.5 ... 30 VDC |
| Power consumption | < 15 mA without load |
| Pin connector | universal /PUSH-PULL/ 4P Delphi Connector DJ3042&-2.5-21 |
| Output measurements | Speed, Direction |
| Output maximum current | 100 mA |
| Resident output voltage | 1.5 V with 100 mA of the output 0.5 V without load of the output |
| Frequency range | 0 ... 15 000 Hz |
| Degree of protection | IP 67 |
| Temperature | -40 ... + 100 °C |
| Humidity | 0 ... 95% RH |

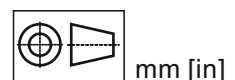
OUTPUT PULSES

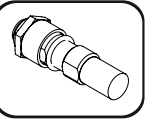
per revolution

| Motor Type | MA2V |
|---------------|------|
| Output Pulses | 45 |

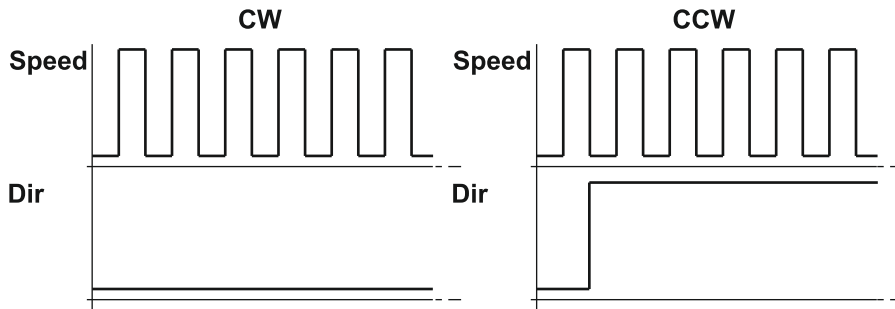
INSTALLATION

1. Turn in (CW) by hand until bottom end gently touches the speed ring.
2. Back out (CCW) 1/4 turn. Continue backing out until the flats are 22° either side of pump or motor shaft center line (20° to 30° is acceptable). Do not back out the sensor more than 3/4 of a turn from touching.
3. Using the 1/2 inch wrench to hold the sensor, torque the lock nut to 13[115] Nm [lb-in] with an 11/16 inch hew wrench.



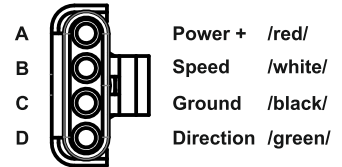


OUTPUT DIAGRAMS



PIN CONNECTOR

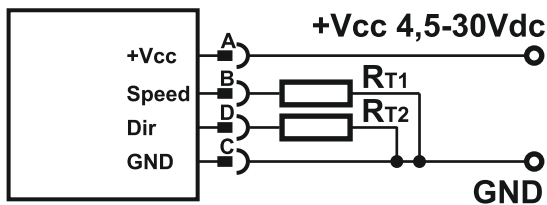
4 pin Delphi Connector



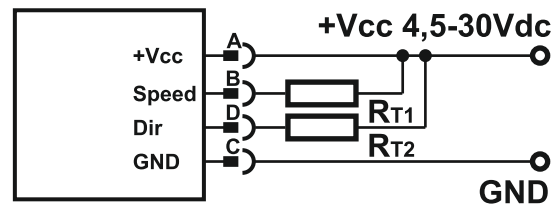
WIRING DIAGRAMS

Sensor could be in use for both type of connections - PNP or NPN

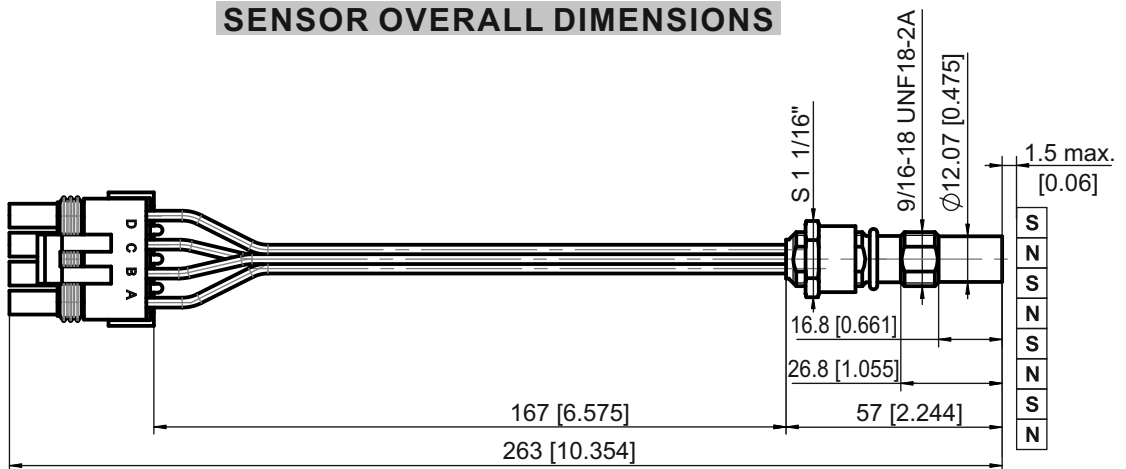
PNP



NPN



SENSOR OVERALL DIMENSIONS



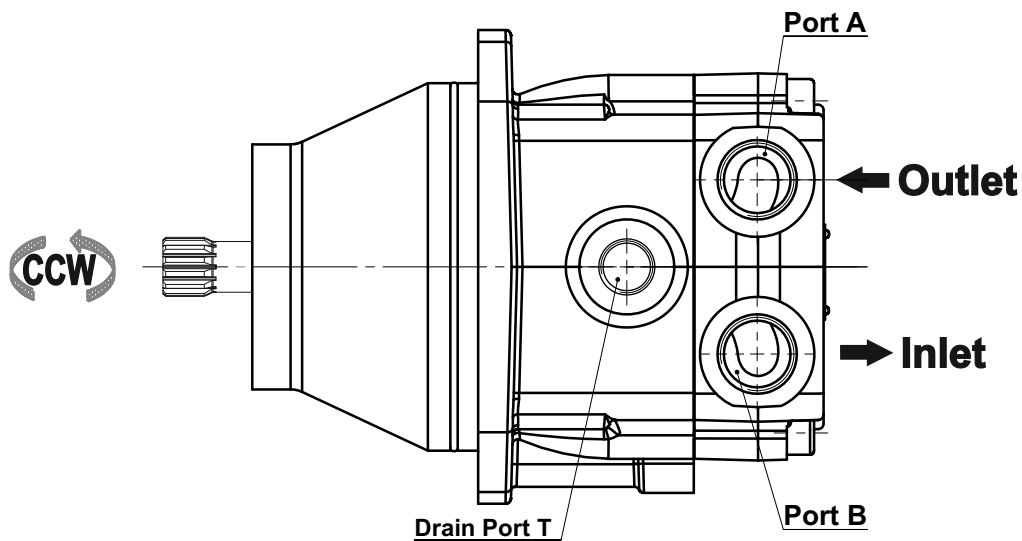
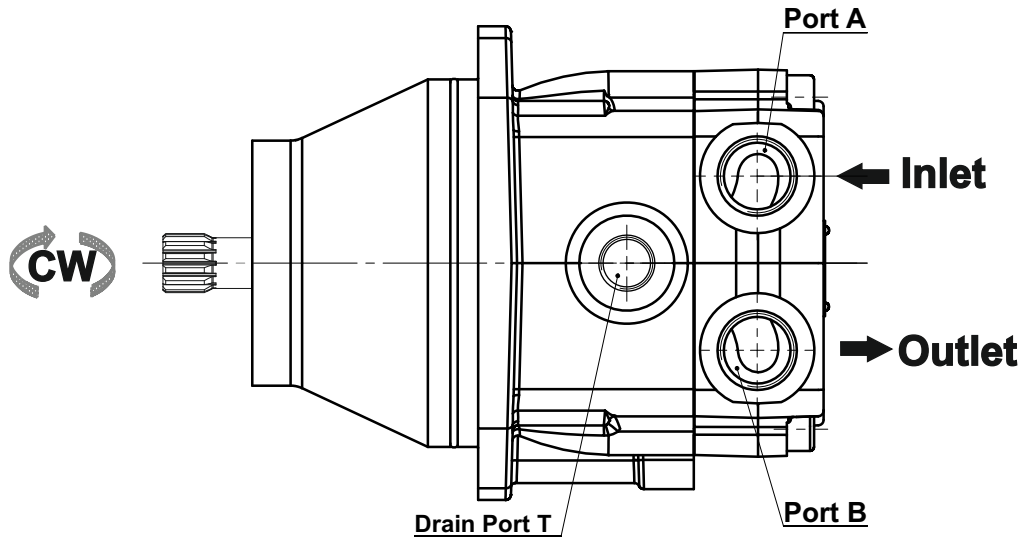


INSTALLATION

DIRECTION OF ROTATION

Standard Rotation

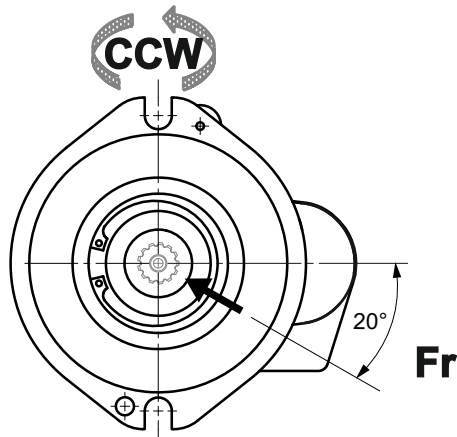
Viewed from shaft end
 Port A Pressurized - **CW**
 Port B Pressurized - **CCW**



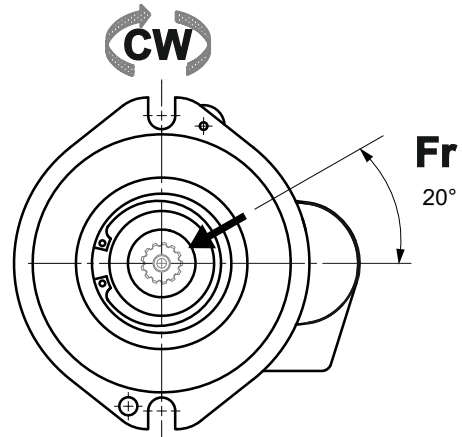
BEST POSITION FOR APPLYING RADIAL LOAD

Optimal position for applying radial load depending on the direction of rotation

Reverse Rotation



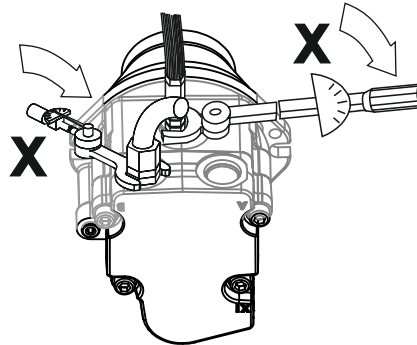
Standard Rotation

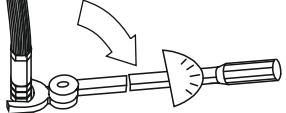
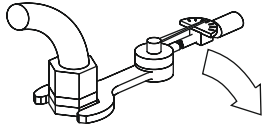




INSTALLATION

Recommended max. tightening torque X for metal plugs

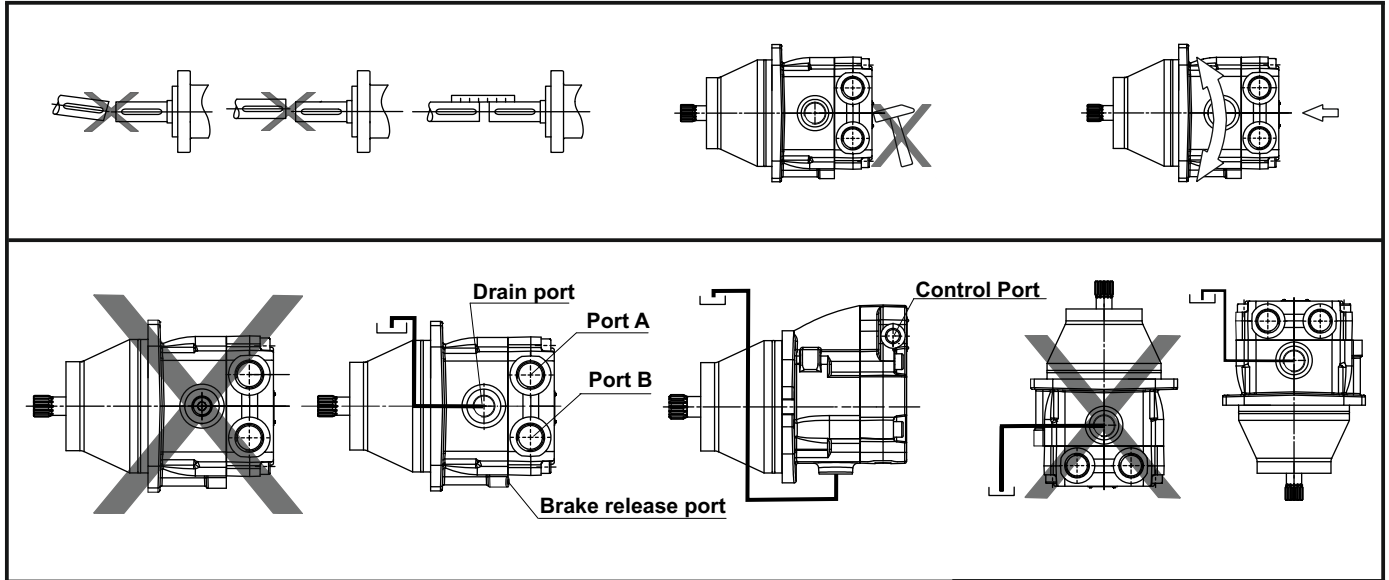


| Screwed connection Anschlussart Raccord Tipo di collegamento Especie de unir Присоединительные резьбы |  Max. Tightening Torque X, Nm [lb-in] Max. Anzugsmoment X, Nm [lb-in] Couple de serrage maxi X, Nm [lb-in] Momento di serraggio max. X, Nm [lb-in] Momento d'apretadura max. X, Nm [lb-in] Момент затяжки X, Nm [lb-in] | | | |  |
|---|---|--|---|---|---|
| | With copper washer Mit Kupferscheibe Avec rondelle en cuivre Con rondella di rame De arandela de cobre С медной шайбой | With aluminium washer Mit Aluminiumscheibe Avec rondelle en aluminium Con rondella di alluminio De arandela d'aluminio С алюминиевой шайбой | With cutting edge Mit Dichtkante Tranchant Con tagliente di guarnizione De borde compactar С крутым бортиком | With "O" ring Mit "O" Ring Avec joint torique Con "O"-anello De "O"-anillo С резиновым кольцом | |
| G 1/4 | 20 [180] | 30 [265] | 40 [360] | 20 [180] | |
| G 3/8 | 20 [180] | 50 [450] | 60 [550] | 20 [180] | |
| G 1/2 | 30 [265] | 80 [700] | 100 [885] | 30 [265] | |
| G 3/4 | 50 [450] | 130 [1150] | 160 [1400] | 50 [450] | |
| G 1 | 80 [700] | 200 [1770] | 250 [2200] | 80 [700] | |
| 1/8-14 UNF | | | | 70 [620] | |
| 3/8-24(16) UNF(UNC) | | | | 15 [130] | |
| 7/16-20(16) UNF | | | | 20 [180] | |
| 9/16-18 UNF | | | | 20 [180] | |
| 9/16-20 UNF | | | | 35 [310] | |
| 3/4-16 UNF | | | | 60 [550] | |
| 7/8-14(16) UNF | | | | 70 [620] | |
| 1 1/16-12 UN | | | | 90 [800] | |
| 1 5/16-12 UN | | | | 160 [1400] | |
| 1/2-14 NPTF | | | | 30 [265] | |
| 1/4-18 NPTF | | | | 30 [265] | |
| M 8 | 20 [180] | 10 [88.5] | 20 [180] | | |
| M 10 | 20 [180] | 10 [88.5] | 20 [180] | | |
| M 12 | 20 [180] | 30 [265] | 40 [360] | | |
| M 14x1,5 | 20 [180] | 30 [265] | 40 [360] | 30 [265] | |
| M 16x1,5 | 20 [180] | 50 [450] | 60 [550] | 50 [450] | |
| M 18x1,5 | 20 [180] | 50 [450] | 60 [550] | 50 [450] | |
| M 20x1,5 | 30 [265] | 80 [700] | 100 [885] | 80 [700] | |
| M 22x1,5 | 30 [265] | 80 [700] | 100 [885] | 80 [700] | |
| M 24x1,5 | 20 [180] | 30 [265] | 40 [360] | 100 [885] | |
| M 27x2 | 50 [450] | 130 [1150] | 100 [885] | 100 [885] | |



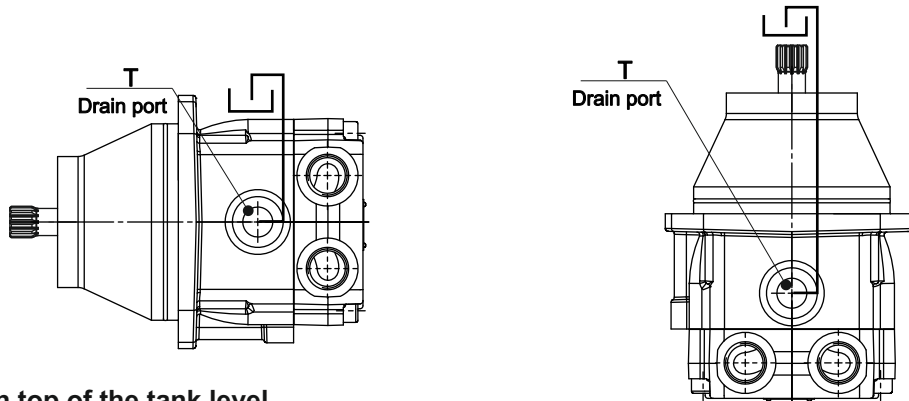
INSTALLATION

At start-up and during operation the motor(pump) housing has to be filled up with hydraulic fluid. Start-up has to be carried out at low or moderate speed and without load (for example 1000 rpm and pressure 50 bar [725 PSI]) till the motor(pump) and the hydraulic scheme are filled up with oil. Generally the start-up needs 10-15 minutes to finish. The leakage oil in the housing has to be discharged to the tank through the highest positioned drain port T. The max. pressure in the drain line is 5 bar.



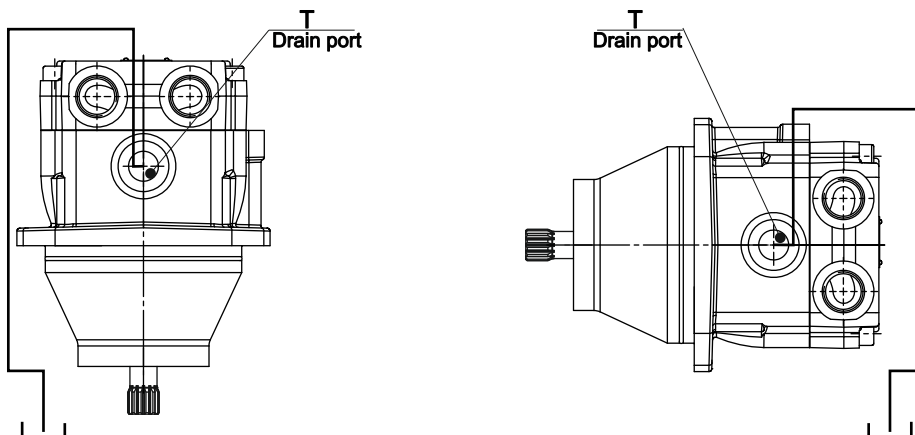
Installation below the tank level (recommended)

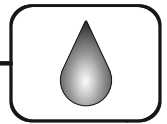
- Fill up the axial piston motor(pump) before the start-up through the highest positioned drain port T;
- Operate the motor(pump) at low speed till the motor system is completely filled up;
- The minimum immersion depth of the drain line in the tank is 200 mm relative to the minimum oil level in the tank.



Installation on top of the tank level

- Fill up the axial piston motor(pump) before the start-up through the highest positioned drain port T;
- Operate the motor(pump) at low speed till the motor system is completely filled up;
- The minimum immersion depth of the drain line in the tank is 200 mm relative to the minimum oil level in the tank.

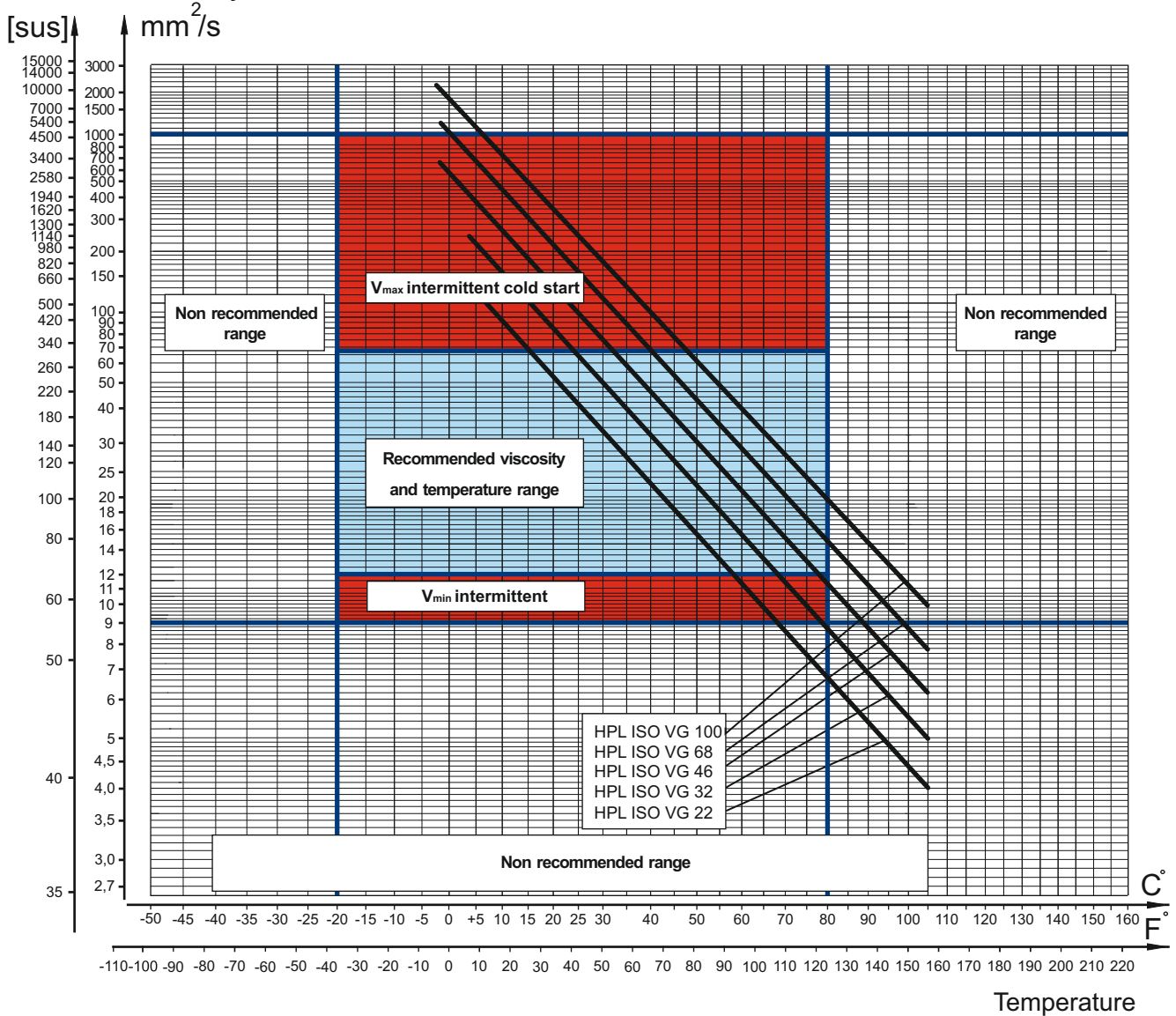




Fluid Viscosity Limits

In order to obtain optimum efficiency and service life, we recommend to select the operating viscosity (at operating temperature) within the range shown on diagram below.

Kinematic viscosity



The above - shown viscosity characteristics are for reference only. Please, check the actual viscosity with the manufacturer of the fluid.

Basic Formulas

The motor(pump) size, pressure and flow required for a specific application can be calculated using the formulas below.

Metric System

| | |
|-------------------------|---|
| Efficiency | $\eta_t = \eta_{mh} \cdot \eta_v$ $\eta_{mh} = \frac{\eta_t}{\eta_v}$ $\eta_v = \frac{\eta_t}{\eta_{mh}}$ |
| Input flow | $Q = \frac{Vg \cdot n}{1000 \cdot \eta_v}$ [l/min] |
| Output torque | $M = \frac{Vg \cdot \Delta p \cdot \eta_{mh}}{62.8}$ or $M = \Delta p \cdot T_{con.}$ [Nm] |
| Output power | $P = \frac{M \cdot n}{9550} = \frac{Q \cdot \Delta p \cdot \eta_t}{60}$ [kW] |
| Speed | $n = \frac{Q \cdot 1000 \cdot \eta_v}{Vg}$ or $n = Q \cdot N_{con.}$ [min ⁻¹] |
| Vg | Displacement per rev. [cm ³] |
| Δp | p _{HP} - p _{LP} [bar] |
| p_{HP} | High pressure [bar] |
| p_{LP} | Low pressure [bar] |
| n | Rotation speed [RPM] |
| Q | Oil flow [l/min] |
| T_{con.} | Toque constant [Nm/bar] |
| N_{con.} | Speed constant [RPM/(l/min)] |
| η_v | Volumetric efficiency |
| η_{mh} | Mechanical-hydraulic efficiency |
| η_t | Overall efficiency |

Inch System

| | |
|-------------------------|---|
| Efficiency | $\eta_t = \eta_{mh} \cdot \eta_v$ $\eta_{mh} = \frac{\eta_t}{\eta_v}$ $\eta_v = \frac{\eta_t}{\eta_{mh}}$ |
| Input flow | $Q = \frac{Vg \cdot n}{231 \cdot \eta_v}$ [GPM] |
| Output torque | $M = \frac{Vg \cdot \Delta p \cdot \eta_{mh}}{2 \cdot \pi}$ or $M = \Delta p \cdot T_{con.}$ [lb-in] |
| Output power | $P = \frac{Vg \cdot n \cdot \Delta p \cdot \eta_t}{396000}$ [hp] |
| Speed | $n = \frac{Q \cdot 231 \cdot \eta_v}{Vg}$ or $n = Q \cdot N_{con.}$ [min ⁻¹] |
| Vg | Displacement per rev. [in ³] |
| Δp | p _{HP} - p _{LP} [PSI] |
| p_{HP} | High pressure [PSI] |
| p_{LP} | Low pressure [PSI] |
| n | Rotation speed [RPM] |
| Q | Oil flow [GPM] |
| T_{con.} | Toque constant [lb-in/PSI] |
| N_{con.} | Speed constant [RPM/GPM] |
| η_v | Volumetric efficiency |
| η_{mh} | Mechanical-hydraulic efficiency |
| η_t | Overall efficiency |

Application Formulas

Motor speed: n [RPM]

$$n = \frac{2,65 \cdot v_{km} \cdot i}{R_m} \qquad n = \frac{168 \cdot v_{mi} \cdot i}{R_{in}}$$

- v_{km} - vehicle speed [km/h]
- v_{mi} - vehicle speed [mil/h]
- R_m - wheel rolling radius [m]
- R_{in} - wheel rolling radius [in]
- i - gear ratio between motor and wheels.
- If no gearbox, use i=1.

Radial motor loading: P_{rad}, N [lbs]

When the motor is used for motion with a ring or gear mounted directly on the motor shaft, the total radial load of the motor shaft **P_{rad}** is the sum of the motion force and the weight force acting on ring.

- G_w - Weight held by the shaft
- P_{rad} - Total radial load of the motor shaft
- M/R - Motion force

$$P_{rad} = \sqrt{G_w^2 + \left(\frac{M}{R}\right)^2}$$

Total tractive effort: TE, N [lbs]

Total tractive effort **TE** is the total effort necessary for vehicle motion i.e. the sum of the calculated forces increased by 10 % because of air resistance.

$$TE = 1,1 \cdot (RR + GR + FA + DP)$$

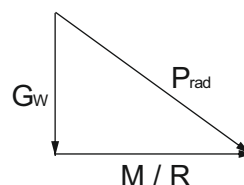
- RR**- force required to overcome the rolling resistance
- GR**- force required to slope upwards
- FA**- force required to accelerate (acceleration force)
- DP**- additional tractive effort (trailer)

Motor Torque moment: M, Nm [lb-in]

Necessary torque for the hydraulic motor:

$$M = \frac{TE \cdot R_m \cdot R_{in}}{N \cdot I \cdot \eta_M}$$

- I - motor numbers
- η_M - mechanical gearbox efficiency (if it is available)



WARRANTY

M+S Hydraulic warrants, that its products, supplied directly to original equipment manufacturer, authorized distributor or other customer, will be free of defects in material or workmanship at the time of shipment from M+S Hydraulic and will conform to the products technical documentation (drawings and specifications) under sale agreement with Buyer.

This warranty will apply only to defects appearing within applicable Warranty period, mentioned below. If Buyer notifies M+S Hydraulic within the Warranty period about any such defects, M+S, at its sole option will replace or repair the defective products or their parts found by M+S Hydraulic to be defective in material or workmanship.

THE FOREGOING LIMITED WARRANTY IS AVAILABLE ONLY IF "M+S HYDRAULIC" IS PROMPTLY NOTIFIED IN WRITTEN OF THE ALLEGED DEFECT AND DOES NOT COVER FAILURE TO FUNCTION CAUSED BY DAMAGE TO THE PRODUCT, IMPROPER INSTALLATION, UNREASONABLE USE OR ABUSE OF THE PRODUCT, FAILURE TO PROVIDE OR USE OF IMPROPER MAINTENANCE OR USUAL, DEGRADATION OF THE PRODUCT DUE TO PHYSICAL ENVIRONMENTS OF AN USUAL NATURE. THE FOREGOING REMEDIES ARE THE SOLE AND EXCLUSIVE REMEDIES AVAILABLE TO CUSTOMER. To facilitate the inspection, M+S Hydraulic may require return of the product/part, which Buyer claims to be defective.

M+S Hydraulic shall not be liable for labor costs or any other expenses incurred during the disassembling or reinstalling of the product/part.

In case the claimed products are returned to M+S Hydraulic in bad condition: dirty, disassembled, with damaged or missing parts during transportation, the warranty will be considered as not applicable and the products will not be liable to repair.

Warranty periods

New products: The Warranty period is limited to 24 consecutive months (2 years) from the date of production of the product.

Repaired products: If the product is repaired in M+S Hydraulic during its warranty period, the warranty period of the repaired item shall continue for the balance of original Warranty period or for a period equal to 50% of the original new product Warranty period, whichever is later.

Spare parts: The Warranty period for Spare parts is 12 consecutive months (1 year) from the dispatch date of such parts from M+S Hydraulic.

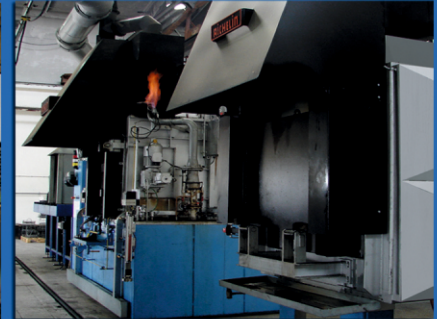
LIMITATION OF LIABILITY M+S Hydraulic's liability for claim of any kind, for loss or damage arising out of, connected with or resulting from an order, or from the performance or branch thereof, or from the design, manufacture, sale delivery, operation or use of any of its products shall be limited to, at M+S 's sole option, replacement, repair of any defective product or the issuance of a credit to Customer against any future purchases. Cash refunds will not be made under any circumstances and Customer will not be entitled to recover any damages of any kind against M+S Hydraulic, including but not limited to incidental or consequential damages, whether direct or indirect, known or unknown, foreseen or unforeseen.

HES HYDRAULIC ELEMENTS AND SYSTEMS OVERVIEW



Hydraulic Elements and Systems PLC is a public stock company located in the town of Yambol, South-East Bulgaria. The factory has a long history and traditions in the design and manufacture of hydraulic cylinders. The product range includes Piston cylinders, Telescopic cylinders, Plunger cylinders and Rack cylinders.

M+S HYDRAULIC OVERVIEW



M+S Hydraulic is a leading manufacturer of Hydraulic Motors, Hydrostatic Steering Units and accessories, Hydraulic brakes Motor-brakes and Valve Blocks in Europe and all over the world.

The main advantage of our company is that we offer hydraulic solutions to the specific needs of the customers meeting their technical requirements thanks to the various product's options. M+S Hydraulic commodities are guaranteed with after-sales services, technical support and warranty period of 24 months.

M+S Hydraulic has an enlarging world-wide distributors' network. The company has Agency contracts and Consignment agreements with more than 35 companies in the world. We have the know-how to develop solutions for productivity and efficiency on every continent.

DEVOTED TO THE QUALITY

