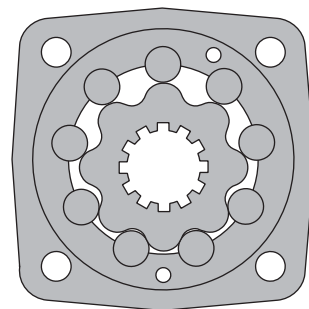


HYDRAULIC MOTOR-BRAKE MT/B



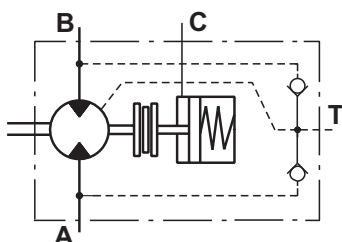
APPLICATION

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



CONTENTS

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OPTIONS

- » Model - Disc valve, roll-gerotor;
- » Fully integrated friction disk brake;
- » Side ports;
- » Shafts - straight, splined and tapered;
- » BSPP ports
- » Other special features

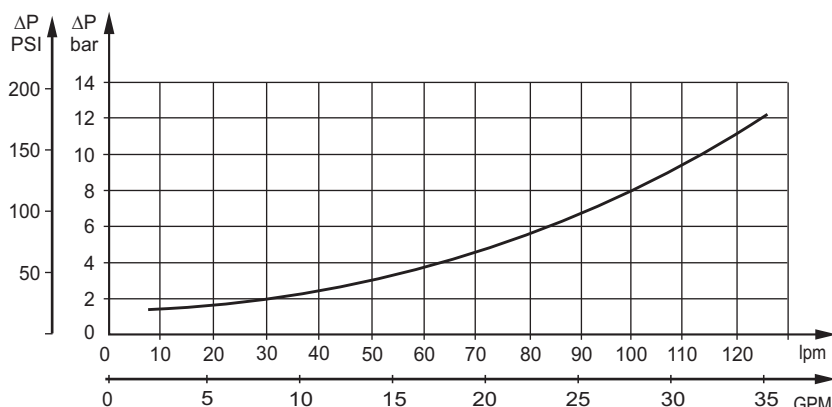
GENERAL

Max. Displacement, cm ³ /rev [in ³ /rev]	523,6 [31.95]
Max. Speed, [RPM]	780
Max. Torque, daNm [lb-in]	cont.: 122 [10780] int.: 137 [12125]
Max. Output, kW [HP]	40 [54]
Max. Pressure Drop, bar [PSI]	cont.: 200 [2900] int.: 240 [3450]
Max. Oil Flow, lpm [GPM]	150 [40]
Min. Speed, [RPM]	5
Permissible Shaft Loads, daN [lbs]	P _a =1000 [2248]
Pressure fluid	Mineral based- HLP(DIN 51524) or HM(ISO 6743/4)
Temperature range, °C [°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]	2,5 [.66]
	35 [164]	1,5 [.39]
210 [3045]	20 [98]	5 [1.32]
	35 [164]	3 [.79]

Pressure Losses



SPECIFICATION DATA

Type		MT/B 160	MT/B 200	MT/B 250	MT/B 315	MT/B 400	MT/B 500
Displacement, cm³/rev [in³/rev]		161,1 [9.83]	201,4 [12.29]	251,8 [15.36]	326,3 [19.90]	410,9 [25.06]	523,6 [31.95]
Max. Speed, [RPM]	Cont.	625	625	500	380	305	240
	Int.*	780	750	600	460	365	285
Max. Torque daNm [lb-in]	Cont.	47 [4160]	59 [5220]	73 [6460]	95 [8410]	108 [9560]	122 [10800]
	Int.*	56 [4960]	71 [6285]	88 [7790]	114 [10090]	126 [11150]	137 [12125]
Max. Output kW [HP]	Cont.	26,5 [36]	33,5 [45]	33,5 [45]	33,5 [45]	30 [40]	26,5 [36]
	Int.*	32 [43]	40 [54]	40 [54]	40 [54]	35 [45]	30 [40]
Max. Pressure Drop bar [PSI]	Cont.	200 [2900]	200 [2900]	200 [2900]	200 [2900]	180 [2600]	160 [2300]
	Int.*	240 [3450]	240 [3450]	240 [3450]	240 [3450]	210 [3050]	180 [2600]
Max. Oil Flow lpm [GPM]	Cont.	100 [26.5]	125 [33]	125 [33]	125 [33]	125 [33]	125 [33]
	Int.*	125 [33]	150 [40]	150 [40]	150 [40]	150 [40]	150 [40]
Max. Inlet Pressure bar [PSI]	Cont.	210 [3050]	210 [3050]	210 [3050]	210 [3050]	210 [3050]	210 [3050]
	Int.*	250 [3600]	250 [3600]	250 [3600]	250 [3600]	250 [3600]	250 [3600]
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]
Max. Starting Pressure with Unloaded Shaft, bar [PSI]		10 [150]	10 [150]	10 [150]	10 [150]	10 [150]	10 [150]
Min. Starting Torque daNm [lb-in]	At max. press. drop Cont.	34 [3010]	43 [3800]	53 [4690]	74 [6550]	84 [7435]	95 [8410]
	At max. press. drop Int.*	41 [3630]	52 [4600]	63 [5580]	89 [7880]	97 [8585]	106 [9380]
Min. Speed**, [RPM]		10	9	8	7	6	5
Static Torque of Brake, daNm [lb-in]		143 [12657]	143 [12657]	143 [12657]	143 [12657]	143 [12657]	143 [12657]
Min. Brake Release Pressure***, bar [PSI]		32-35 [2832-3098]	32-35 [2832-3098]	32-35 [2832-3098]	32-35 [2832-3098]	32-35 [2832-3098]	32-35 [2832-3098]
Max. Opening Pressure, bar [PSI]		280 [24782]	280 [24782]	280 [24782]	280 [24782]	280 [24782]	280 [24782]
Max. Pressure in Drain Line, bar [PSI]		5 [73]	5 [73]	5 [73]	5 [73]	5 [73]	5 [73]
Weight, kg [lb]		27,5 [60.6]	28 [61.7]	28,5 [62.8]	29,5 [65]	30,5 [67.2]	31,5 [69.4]

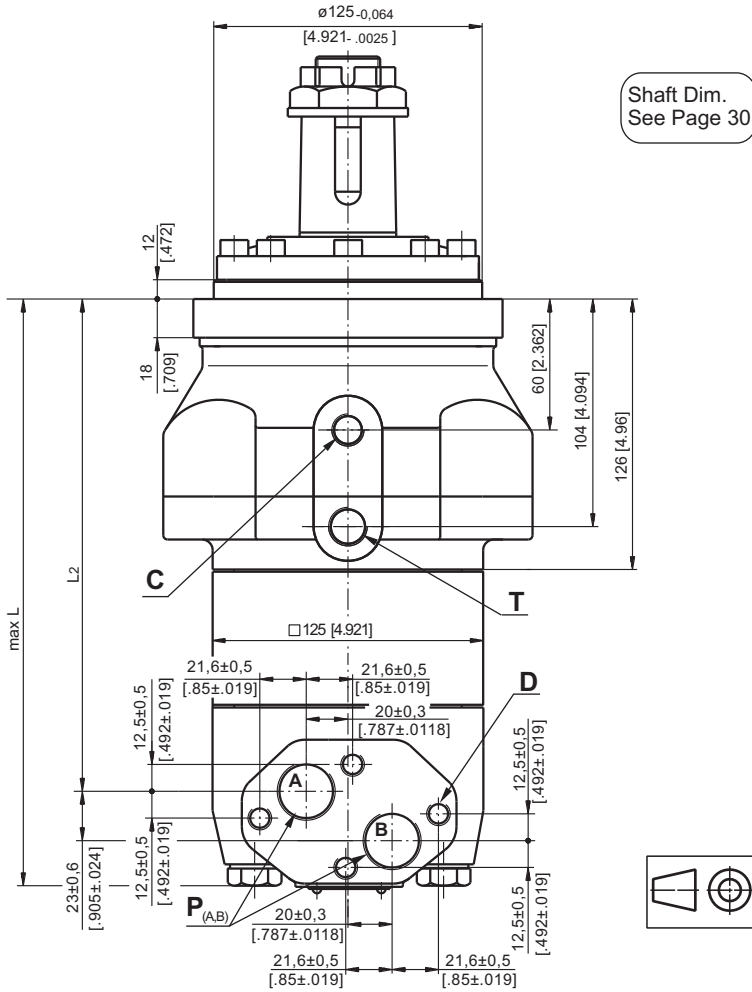
* Intermittent operation: the permissible values may occur for max. 10% of every minute.

** For speeds lower than given, consult factory or your regional manager.

*** Motor-brakes must always have a drain line. The brake release pressure is the difference between the pressure in the brake release line and the pressure in the drain line.

- Intermittent speed and intermittent pressure must not occur simultaneously.
- Recommended filtration is per ISO cleanliness code 20/16. A nominal filtration of 25 micron or better.
- 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.
- Recommended minimum oil viscosity 13 mm²/s [70 SUS] at 50°C [122°F].
- Recommended maximum system operating temperature is 82°C [180°F].
- To assure optimum motor life fill with fluid prior to loading and run at moderate load and speed for 10-15 minutes.

DIMENSIONS AND MOUNTING DATA



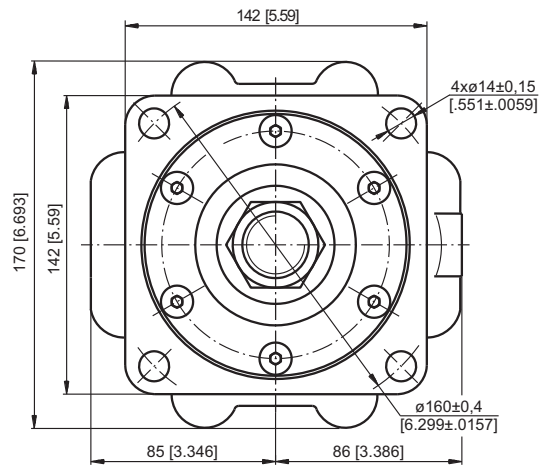
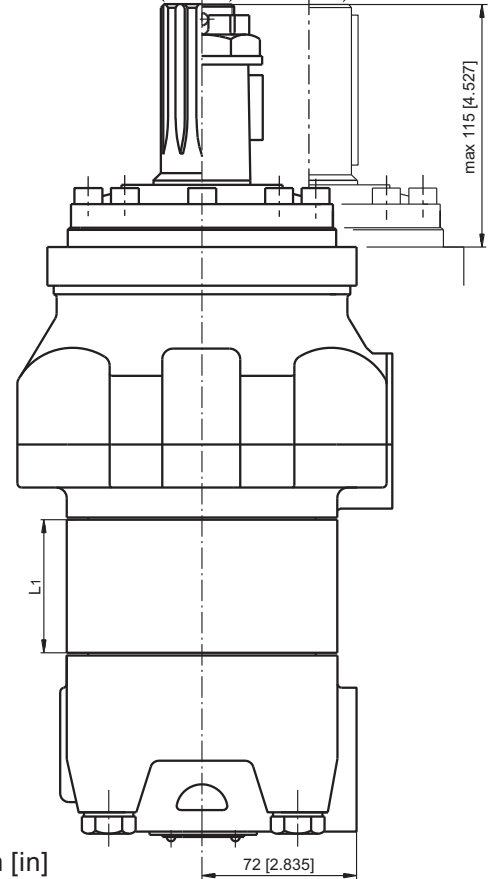
Standard Rotation

Viewed from Shaft End
Port A Pressurized - CW
Port B Pressurized - CCW

Reverse Rotation

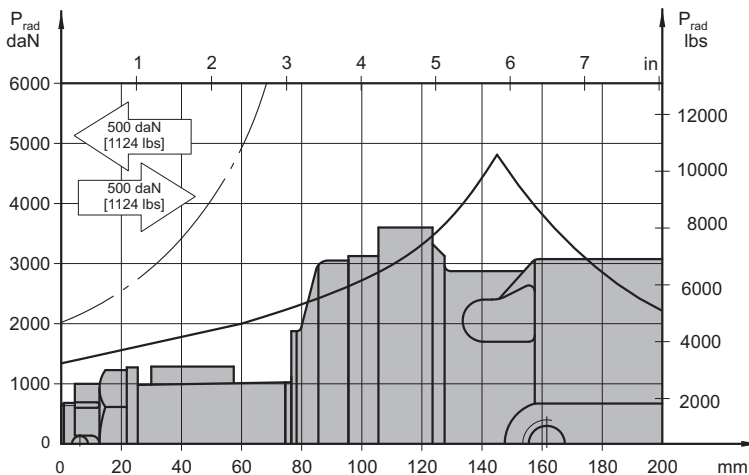
Viewed from Shaft End
Port A Pressurized - CCW
Port B Pressurized - CW

SH Shaft K Shaft C Shaft



PERMISSIBLE SHAFT LOADS

The curve applies to a B10 bearing life of 3000 hours at 200 RPM.
Max. permissible radial shaft load with a safety factor of 3:1.



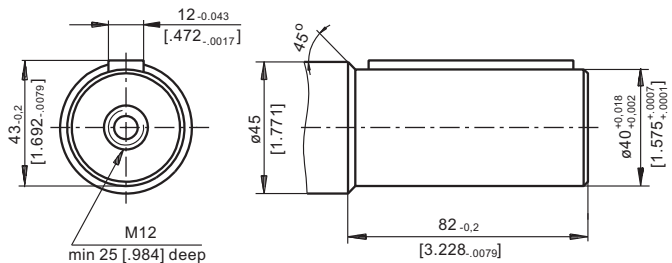
- P_(A,B) - 2xG3/4, 17 mm [.669] depth
- C - Brake release port, G1/4, 12 mm [.472] depth
- T - Drainage tap, G3/8, 13 mm [.512] depth
- D - 4xM10, 10 mm [.394] depth

Type	*L1,mm [in]	L2,mm [in]	L,mm [in]
MT/B 160	16,5 [.65]	178 [7.01]	228 [8.98]
MT/B 200	21,5 [.85]	183 [7.21]	233 [9.17]
MT/B 250	27,8 [1.09]	189,3 [7.45]	239 [9.41]
MT/B 315	37,0 [1.46]	198,5 [7.81]	248 [9.76]
MT/B 400	47,5 [1.87]	209 [8.23]	259 [10.2]
MT/B 500	61,5 [2.42]	223 [8.78]	273 [10.8]

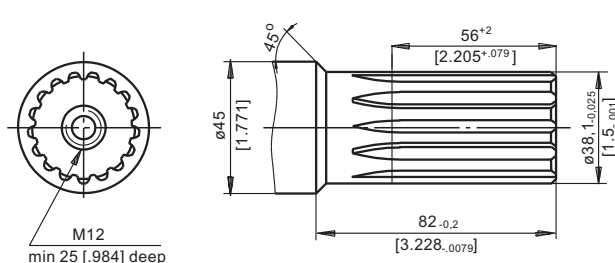
* The width of the gerotor is 3,5 mm [.138] greater than L₁.

SHAFT EXTENSIONS

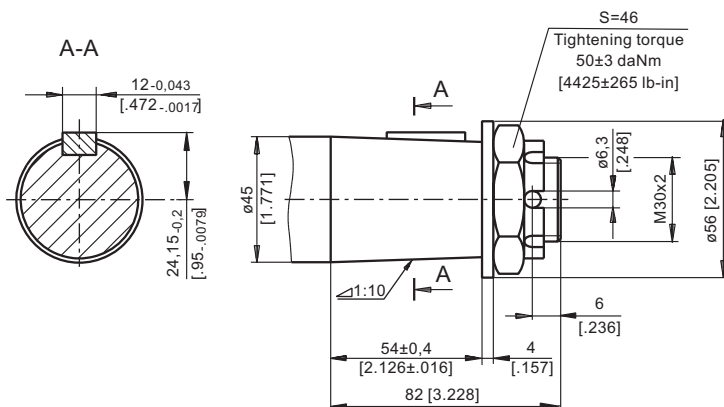
C - ϕ 40 straight, Parallel key A12x8x70 DIN 6885
Max. Torque 123 daNm [10886 lb-in]



SH - ϕ 1½" splined 17T, DP 12/24 ANSI B92.1-1976
Max. Torque 123 daNm [10886 lb-in]



K -tapered 1:10, Parallel key B12x8x28 DIN 6885
Max. Torque 210 daNm [18587 lb-in]



ORDER CODE

	1	2	3	4
MT/B				

Pos.1 - Displacement code

160	- 161,1 cm ³ /rev [9.83 in ³ /rev]
200	- 201,4 cm ³ /rev [12.29 in ³ /rev]
250	- 251,8 cm ³ /rev [15.36 in ³ /rev]
315	- 326,3 cm ³ /rev [19.90 in ³ /rev]
400	- 410,9 cm ³ /rev [25.06 in ³ /rev]
500	- 523,6 cm ³ /rev [31.95 in ³ /rev]

Pos.2 - Shaft Extensions**

C	- ϕ 40 straight, Parallel key A12x8x70 DIN6885
SH	- ϕ 1½" splined 17 DP12/24 ANS B922.1-76
K	- ϕ 45 tapered 1:10, Parallel key B12x8x28 DIN 6885

Pos.3 - Special Features (see page 64)

Pos.4 - Design Series

omit - Factory specified

NOTES:

* The permissible output torque for shafts must not be exceeded!

The motor-brakes are manganophosphatized as standard.

MOTOR-BRAKE SPECIAL FEATURES

Special Feature Description	Order Code	Motor type				
		B/MR	MT/B	MTM/B	SW	TW
Low Leakage	LL	○	-	○	-	-
Low Speed Valving	LSV	○	-	○	-	-
Free Running	FR	-	-	○		-
Reverse Rotation	R	○	○	○	-	-
Paint*	P	○	○	○	○	○
Corrosion Protected Paint*	PC	○	○	○	○	○
Special Paint**	PS	○	○	○	○	○
	PCS					
Check Valves		S	S	-	S	S

O	Optional
-	Not applicable
S	Standard

* Colour at customer's request.

** Non painted feeding surfaces, colour at customer's request.

APPLICATION CALCULATION

VEHICLE DRIVE CALCULATIONS

1. Motor speed: n, RPM

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

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 $i=1$.

2. Rolling resistance: RR, daN [lbs]

The resistance force resulted in wheels contact with different surfaces:

$$RR = G \times \rho$$

G - total weight loaded on vehicle, daN [lbs];

ρ - rolling resistance coefficient (Table 1).

Table 1

Rolling resistance coefficient In case of rubber tire rolling on different surfaces	
Surface	ρ
Concrete- faultless	0.010
Concrete- good	0.015
Concrete- bad	0.020
Asphalt- faultless	0.012
Asphalt- good	0.017
Asphalt- bad	0.022
Macadam- faultless	0.015
Macadam- good	0.022
Macadam- bad	0.037
Snow- 5 cm	0.025
Snow- 10 cm	0.037
Polluted covering- smooth	0.025
Polluted covering- sandy	0.040
Mud	0.037÷0.150
Sand- Gravel	0.060÷0.150
Sand- loose	0.160÷0.300

3. Grade resistance: GR, daN [lbs]

$$GR = G \times (\sin \alpha + \rho \times \cos \alpha)$$

α - gradient negotiation angle (Table 2)

Table 2

Grade %	α Degrees	Grade %	α Degrees
1%	0° 35'	12%	6° 5'
2%	1° 9'	15%	8° 31'
5%	2° 51'	20%	11° 19'
6%	3° 26'	25%	14° 3'
8%	4° 35'	32%	18°
10%	5° 43'	60%	31°

4. Acceleration force: FA, daN [lbs]

Force FA necessary for acceleration from 0 to maximum speed v and time t can be calculated with a formula:

$$FA = \frac{v_{km} \times G}{3,6 \times t}, [daN] \quad FA = \frac{v_{mi} \times G}{22 \times t}, [lbs];$$

FA - acceleration force, daN [lbs];

t - time, [s].

5. Tractive effort: DP, daN [lbs]

Tractive effort DP is the additional force of trailer. This value will be established as follows:

-acc.to constructor's assessment;

-as calculating forces in items 2, 3 and 4 of trailer; the calculated sum corresponds to the tractive effort requested.

6. Total tractive effort: TE, daN [lbs]

Total tractive effort TE is total effort necessary for vehicle motion; that the sum of forces calculated in items from 2 to 5 and increased with 10 % because of air resistance.

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

RR - force acquired to overcome the rolling resistance;

GR - force acquired to slope upwards;

FA - force acquired to accelerate (acceleration force);

DP - additional tractive effort (trailer).

7. Motor Torque moment: M, daNm [lb-in]

Necessary torque moment for every hydraulic motor:

$$M = \frac{TE \times R_m [R_{in}]}{N \times i \times \eta_m}$$

N - motor numbers;

η_m - mechanical gear efficiency (if it is available).

8. Cohesion between tire and road covering: M_w, daNm [lb-in]

$$M_w = \frac{G_w \times f \times R_m [R_{in}]}{i \times \eta_m}$$

To avoid wheel slipping, the following condition should be observed $M_w > M$

f - frictional factor;

G_w - total weight over the wheels, daN [lbs].

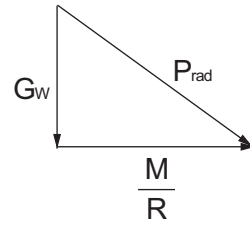
Table 3

Surface	Frictional factor f
Steel on steel	0.15 ÷ 0.20
Rubber tire on polluted surface	0.5 ÷ 0.7
Rubber tire on asphalt	0.8 ÷ 1.0
Rubber tire on concrete	0.8 ÷ 1.0
Rubber tire on grass	0.4

9.Radial motor loading: P_{rad} , daN [lbs]

When motor is used for vehicle motion with wheels mounted directly on motor shaft, the total radial loading of motor shaft P_{rad} is a sum of motion force and weight force acting on one wheel.

- G_w - Weight held by wheel;
- P_{rad} - Total radial loading of motor shaft;
- M/R - Motion force.



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

In accordance with calculated loadings the suitable motor from the catalogue is selected.

DRAINAGE SPACE AND DRAINAGE PRESSURE

Advantages in oil drainage from drain space: Cleaning; Cooling and Seal lifetime prolonging.

