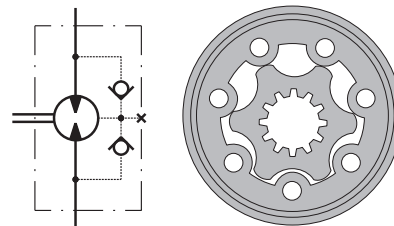


HYDRAULIC MOTORS PK



APPLICATION

- » Conveyors
- » Feeding mechanism of robots and manipulators
- » Metal working machines
- » Textile machines
- » Agricultural machines
- » Food industries
- » Mining machinery etc.



CONTENTS

Specification data	77
Dimensions and mounting	78
Shaft extensions	79
Order code	79

OPTIONS

- » Model - Spool valve, gerotor
- » Flange mount
- » Shafts - straight, splined and tapered
- » Metric and BSPP ports
- » Other special features

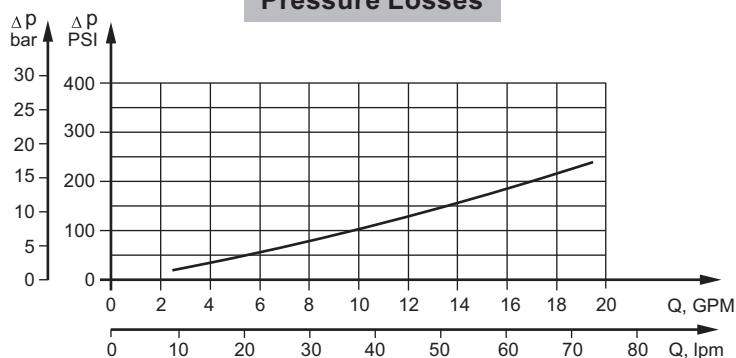
GENERAL

Max. Displacement,	cm ³ /rev [in ³ /rev]	396 [24.4]
Max. Speed,	[RPM]	1010
Max. Torque,	daNm [lb-in]	cont.: 40,8 [3611] int.: 55,6 [4921]
Max. Output,	kW [HP]	8,6 [11.5]
Max. Pressure Drop,	bar [PSI]	cont.: 105 [1520] int.: 140 [2030]
Max. Oil Flow,	lpm [GPM]	50 [13.2]
Min. Speed,	[RPM]	10
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: 18/16/13 According to ISO 4406-1999	

Oil flow in drain line

Pressure drop bar [PSI]	Viscosity mm ² /s [SUS]	Oil flow in drain line lpm [GPM]
100 [1450]	20 [98]	2,5 [.660]
	35 [164]	1,8 [.476]
140 [2030]	20 [98]	3,5 [.925]
	35 [164]	2,8 [.740]

Pressure Losses



SPECIFICATION DATA

Type		PK 50	PK 80	PK 100	PK 125	PK 160	PK 200	PK 250	PK 315	PK 400
Displacement, cm³/rev [in³/rev]		49,5[3.02]	79,2 [4.83]	99 [6.04]	123,8 [7.55]	158,4 [966]	198 [12.1]	247,5 [15.1]	316,8 [19.3]	396 [24.16]
Max. Speed, [RPM]	Cont.	808	505	404	323	252	202	160	126	100
	Int.*	1010	630	505	403	315	252	202	157	126
Max. Torque, daNm [lb-in]	Cont.	7 [619]	10,8 [956]	14,4 [1274]	17 [1504]	22 [1974]	27,5 [2434]	30,1 [2664]	31,7 [2805]	40,8 [3611]
	Int.*	9,2 [814]	14,6 [1292]	18,3 [1619]	22,9 [2026]	29,3 [2593]	36,6 [3239]	37,6 [3328]	44 [3894]	55,6 [4921]
	Peak**	13,6 [1203]	21,4 [1894]	26,1 [2310]	32,6 [2885]	41,8 [3700]	52,2 [4620]	51,5 [4558]	64,3 [5691]	80 [7080]
Max. Output, kW [HP]	Cont.	5,2 [7.0]	5,2 [7.0]	5,2 [7.0]	5,2 [7.0]	5,2 [7.0]	5,2 [7.0]	4,6 [6.2]	3,4 [4.6]	3,4 [4.6]
	Int.*	8,6 [11.5]	8,6 [11.5]	8,6 [11.5]	8,6 [11.5]	8,6 [11.5]	8,6 [11.5]	7 [9.3]	5,8 [7.8]	5,8 [7.8]
Max. Pressure Drop, bar [PSI]	Cont.	105 [1520]	105 [1520]	105 [1520]	105 [1520]	105 [1520]	105 [1520]	90 [1305]	70 [1015]	70 [1015]
	Int.*	140 [2030]	140 [2030]	140 [2030]	140 [2030]	140 [2030]	140 [2030]	115 [1665]	105 [1520]	105 [1520]
	Peak**	215 [3120]	215 [3120]	215 [3120]	215 [3120]	215 [3120]	215 [3120]	170 [2470]	170 [2470]	170 [2470]
Max. Oil Flow, lpm [GPM]	Cont.	40 [10.5]	40 [10.5]	40 [10.5]	40 [10.5]	40 [10.5]	40 [10.5]	40 [10.5]	40 [10.5]	40 [10.5]
	Int.*	50 [13.2]	50 [13.2]	50 [13.2]	50 [13.2]	50 [13.2]	50 [13.2]	50 [13.2]	50 [13.2]	50 [13.2]
Max. Inlet Pressure, bar [PSI]	Cont.	140 [2030]	140 [2030]	140 [2030]	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]	175 [2540]	175 [2540]	175 [2540]
	Peak**	225 [3260]	225 [3260]	225 [3260]	225 [3260]	225 [3260]	225 [3260]	225 [3260]	225 [3260]	225 [3260]
Max. Return Pressure with Drain Line or Max. Pressure in Drain Line, bar [PSI]	Cont. 0-100 RPM	150 [2180]	150 [2180]	150 [2180]	150 [2180]	150 [2180]	150 [2180]	150 [2180]	150 [2180]	150 [2180]
	Cont. 100-300 RPM	75 [1090]	75 [1090]	75 [1090]	75 [1090]	75 [1090]	75 [1090]	75 [1090]	75 [1090]	75 [1090]
	Cont. 300-600 RPM	50 [725]	50 [725]	50 [725]	50 [725]	50 [725]	50 [725]	50 [725]	50 [725]	50 [725]
	Cont. >600 RPM	20 [290]	20 [290]	20 [290]	20 [290]	20 [290]	20 [290]	20 [290]	20 [290]	20 [290]
	Int.* 0-max RPM	15 [220]	15 [220]	15 [220]	15 [220]	15 [220]	15 [220]	15 [220]	15 [220]	15 [220]
Max. Starting Pressure with Unloaded Shaft, bar [PSI]		10 [145]	10 [145]	10 [145]	10 [145]	10 [145]	10 [145]	10 [145]	10 [145]	10 [145]
Min. Starting Torque, daNm [lb-in]		5,8 [513]	9,1 [805]	12,2 [1079]	14,5 [1283]	19,5 [1725]	24,8 [2195]	27,5 [2433]	29 [2567]	35,9 [3278]
Min. Speed***, [RPM]		10	10	10	10	10	10	10	10	10
Weight, kg [lb]		5 [11.1]	5,1 [11.2]	5,3 [11.7]	5,4 [11.9]	5,6 [12.3]	5,8 [12.8]	6 [13.2]	6,3 [13.9]	6,8 [15]

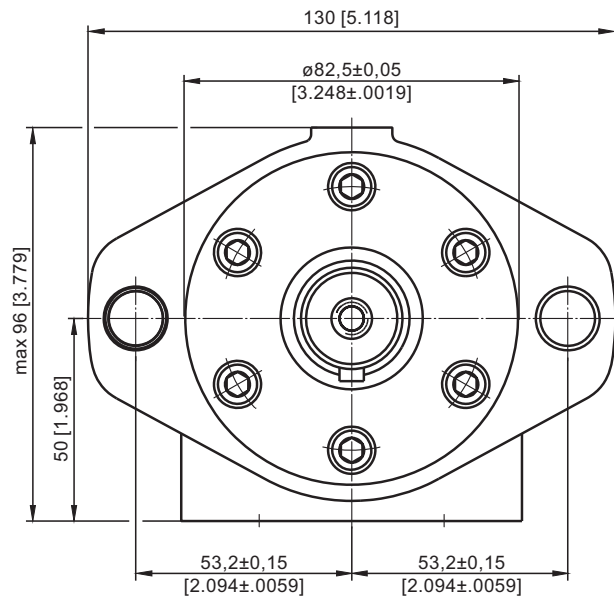
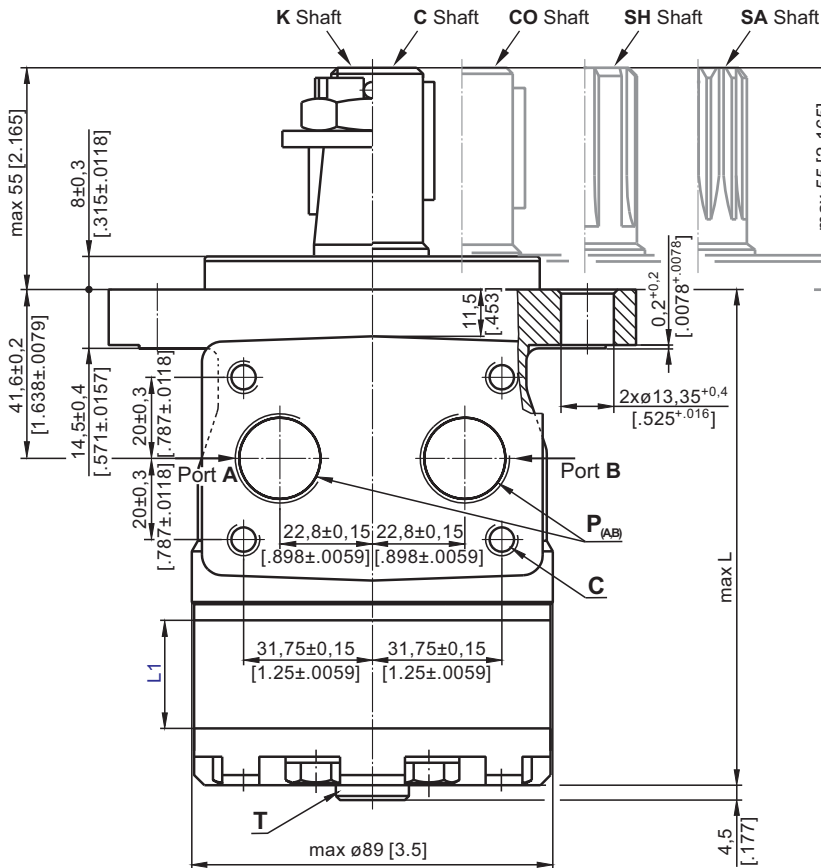
* Intermittent operation: the permissible values may occur for max. 10% of every minute.

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

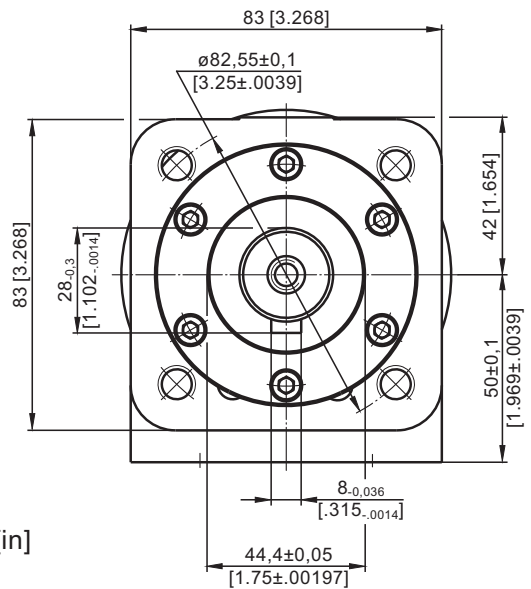
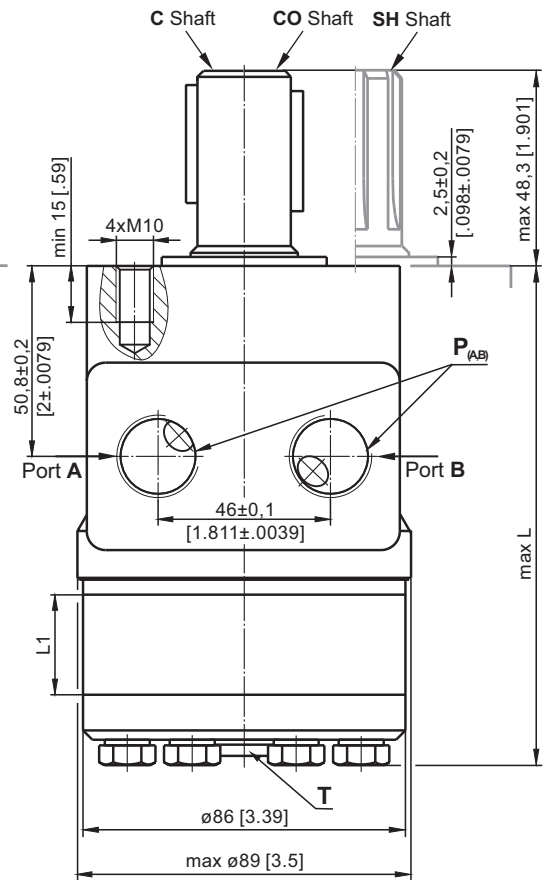
*** For speeds lower than given, consult factory or your regional manager.

- 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.

PK



PKQ



Type	L, mm [in]	Type	L, mm [in]	L ₁ , mm [in]
PK 50	102,5 [4.04]	PKQ 50	113,5 [4.47]	6,67 [.26]
PK 80	106,5 [4.19]	PKQ 80	117,5 [4.63]	10,67 [.42]
PK 100	109,0 [4.29]	PKQ 100	120,0 [4.72]	13,33 [.52]
PK 125	112,5 [4.43]	PKQ 125	123,5 [4.86]	16,67 [.66]
PK 160	117,0 [4.61]	PKQ 160	128,0 [5.04]	21,33 [.84]
PK 200	122,5 [4.82]	PKQ 200	133,5 [5.26]	26,67 [1.05]
PK 250	129,0 [5.08]	PKQ 250	140,0 [5.51]	33,33 [1.31]
PK 315	138,5 [5.45]	PKQ 315	149,5 [5.89]	42,67 [1.68]
PK 400	149,0 [5.87]	PKQ 400	160,0 [6.30]	53,33 [2.10]

C : 4xM8 - 13 mm [.51 in] depth

P_(A,B) : 2xG1/2 or 2xM22x1,5 - 15 mm [.59 in] depth

T : G1/4 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

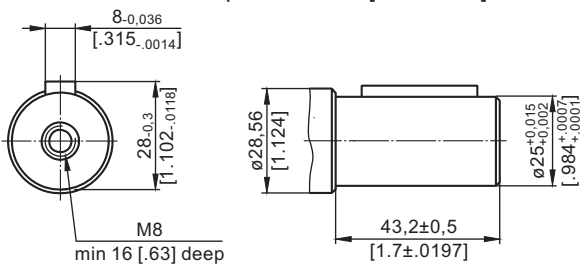
Viewed from Shaft End

Port A Pressurized - CCW

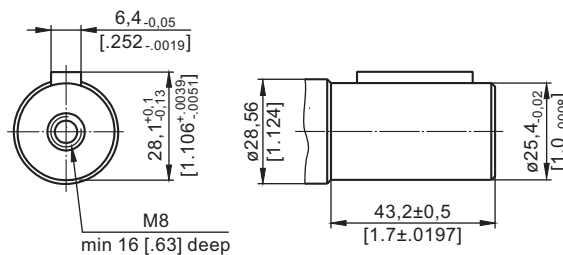
Port B Pressurized - CW

SHAFT EXTENSIONS

C - $\varnothing 25$ straight, Parallel key A8x7x32 DIN 6885
Max. Torque 34 daNm [3010 lb-in]

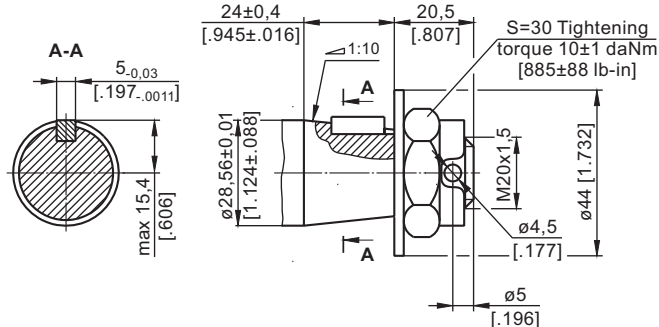
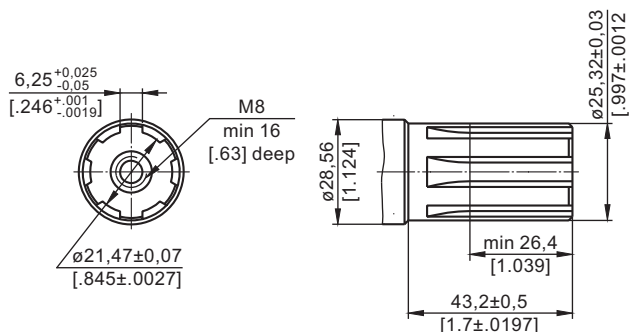


CO - $\varnothing 1$ " straight, Parallel key $\frac{1}{4}$ "x $\frac{1}{4}$ "x $\frac{1}{4}$ " BS46
Max. Torque 34 daNm [3010 lb-in]

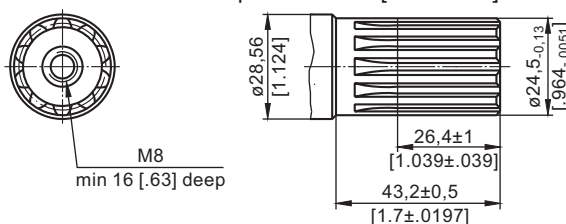


SH - splined, BS 2059 (SAE 6B)
Max. Torque 40 daNm [3540 lb-in]

K - tapered 1:10, Parallel key B5x5x14 DIN 6885
Max. Torque 40 daNm [3540 lb-in]



SA - splined, B25x22h9 DIN 5482
Max. Torque 40 daNm [3540 lb-in]



ORDER CODE



1	2	3	4	5	6
PK					

Pos.1 - Mounting Flange

omit - Oval mount, two holes

Q - Square mount, four holes

Pos.2 - Displacement code

50	- 49,5 cm ³ /rev [3.02 in ³ /rev]
80	- 79,2 cm ³ /rev [4.83 in ³ /rev]
100	- 99,0 cm ³ /rev [6.04 in ³ /rev]
125	- 123,8 cm ³ /rev [7.55 in ³ /rev]
160	- 158,4 cm ³ /rev [9.66 in ³ /rev]
200	- 198,0 cm ³ /rev [12.10 in ³ /rev]
250	- 247,5 cm ³ /rev [15.10 in ³ /rev]
315	- 316,8 cm ³ /rev [19.30 in ³ /rev]
400	- 396,0 cm ³ /rev [24.16 in ³ /rev]

Pos.3 - Shaft Extensions*

C	- $\varnothing 25$ straight, Parallel key A8x7x32 DIN6885
CO	- $\varnothing 25,4$ straight, Parallel key $\frac{1}{4}$ "x $\frac{1}{4}$ "x $\frac{1}{4}$ " BS46
SH	- $\varnothing 25,32$ splined BS 2059 (SAE 6B)
K	- $\varnothing 28,56$ tapered 1:10, Parallel key, B5x5x14 DIN6885

SA - $\varnothing 24,5$ splined B25x22h9 DIN 5482

Pos.4 - Ports

omit - BSPP (ISO 228)

M - Metric (ISO 262)

Pos.5 - Additional Options (see page 125)

Pos.6 - Design Series

omit - Factory specified

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

The hydraulic motors are mangano-phosphatized as standard.

MOTOR ADDITIONAL OPTIONS

Additional Options Description	Order Code	Motor type														
		MM	MP	MPW	MP(W)N	MR	MRN	MRB	SP, SR	PL	RL	PK(Q)	RK	RW	MH	HW
Speed Sensor*	RS	O	O	-	-	O	-	-	-	-	-	-	-	-	O	O*****
Tacho connection	T	-	-	-	-	O	O	-	-	-	-	-	-	-	O	-
Low Leakage	LL	O	-	-	-	O	O	-	-	-	O	-	O	O	O	O
Low Speed Valving	LSV	-	-	-	-	O	-	-	-	-	-	-	-	-	O	O
Free Running	FR	O	O	O	O	O	O	-	-	O	O	O	O	O	O	O
Reverse Rotation	R	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Paint**	P	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Corrosion Protected Paint**	PC	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Special Paint***	PS	O	O	O	O	O	O	O	-	O	O	O	O	O	O	O
	PCS	O	O	O	O	O	O	O	-	O	O	O	O	O	O	O
Check Valves		S	S****	S****	S	S****	S	S	S	S	S	S	S	S****	S****	S

O	Optional
-	Not applicable
S	Standard

* For sensor ordering see pages 126÷127.

** Colour at customer's request.

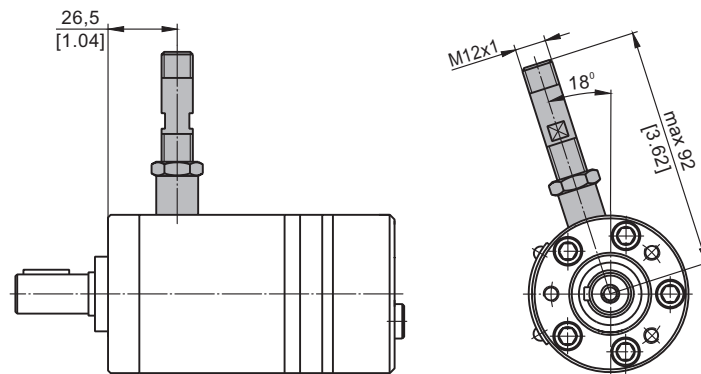
*** Non painted feeding surfaces, colour at customer's request.

**** Without check valves for "U" shaft seal versions.

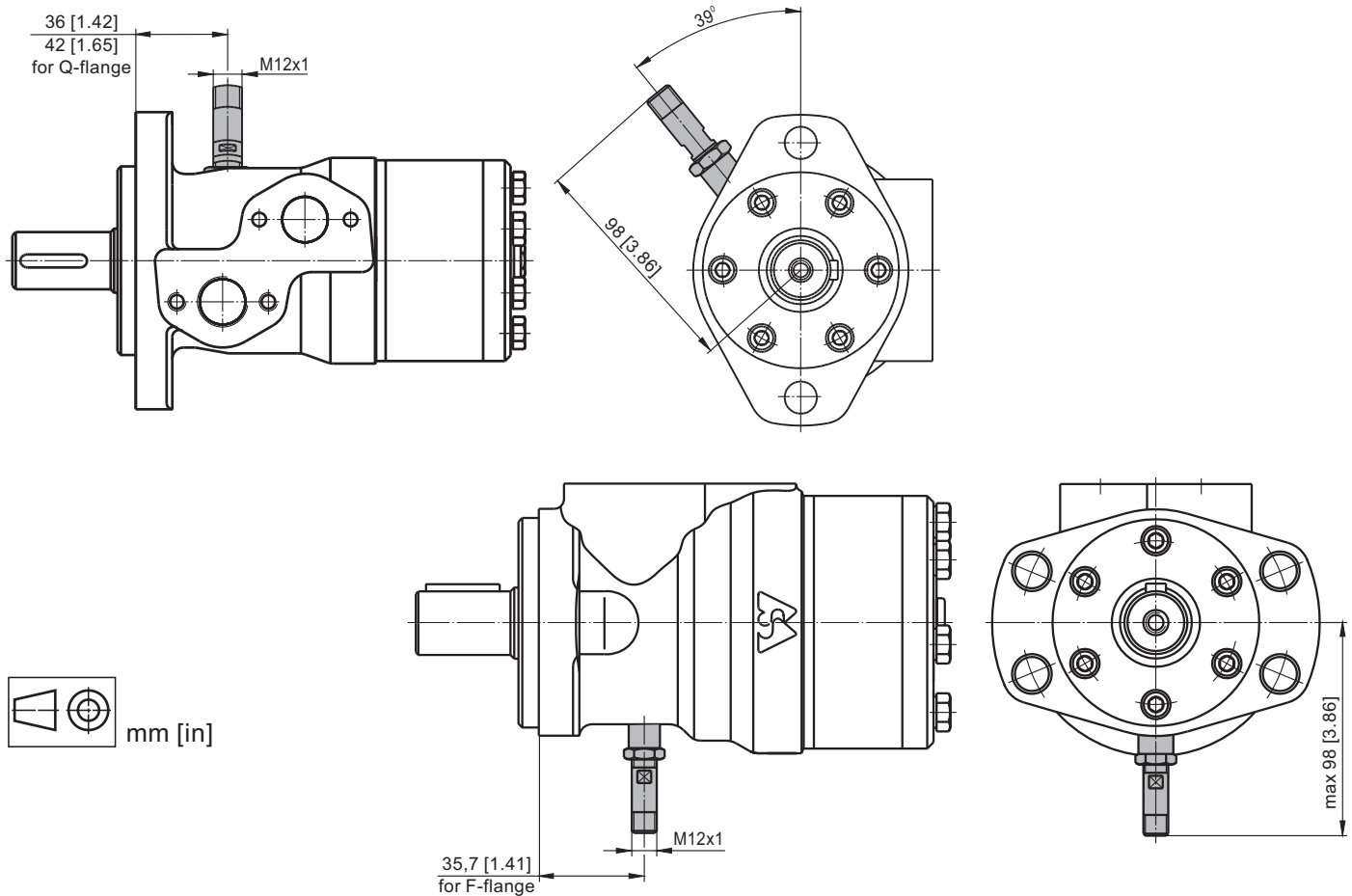
***** RS option is not available at HW...R (with relief valves).

MOTORS WITH SPEED SENSOR

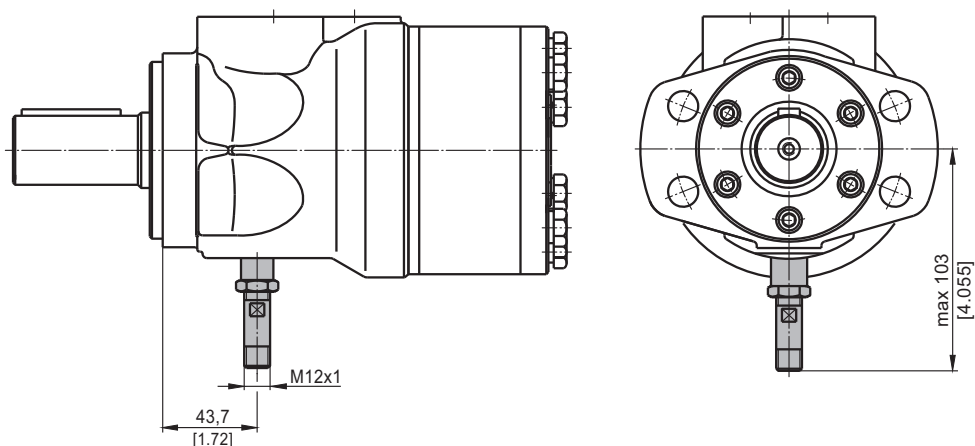
MM...RS

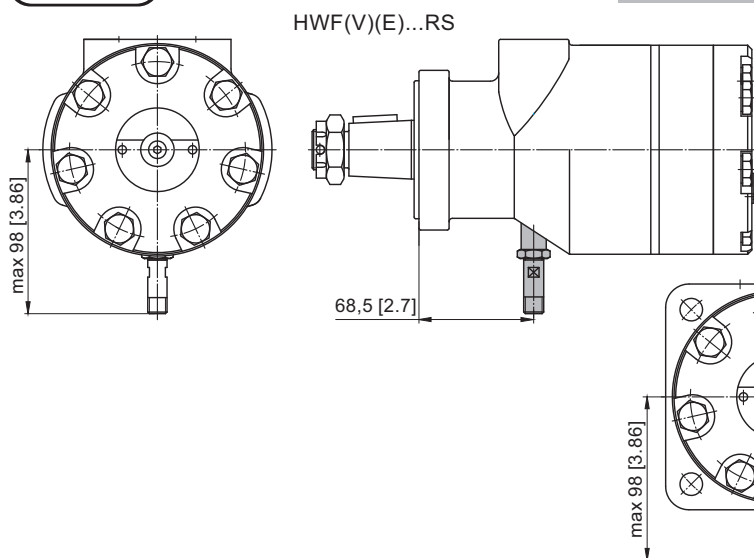


MP...RS and MR...RS



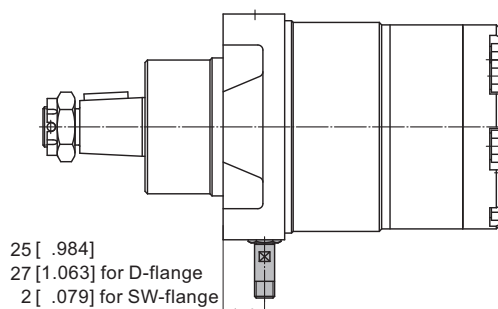
MH...RS





RS option is not available at HW...R (with relief valves).

HW(S)(D)(SW)(V)(E)...RS

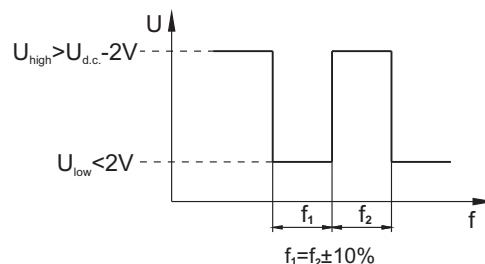


TECHNICAL DATA OF THE SPEED SENSOR

Technical data

Frequency range	0...15 000 Hz
Output	Universal PUSH PULL
Power supply	10-30 VDC
Current input	<20 mA (@24 VDC)
Maximum output current	500 mA
Ambient Temperature	-40...+125°C [-40...+257°F]
Protection	IP 67
Plug connector	M12-Series
Mounting principle	ISO 6149

Output signal

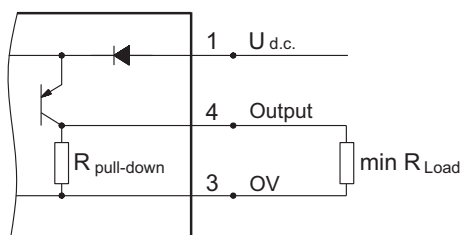


Load max.: $I_{high} = I_{low} < 50\text{mA}$

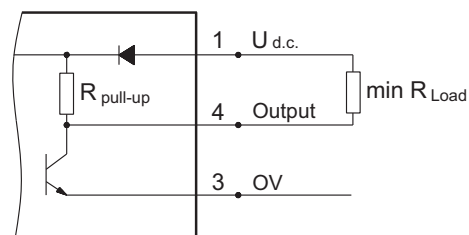
Motor type	MM	MP	MR	MH	HW
Pulses per revolution	30	36	36	42	12

Wiring diagrams

PNP



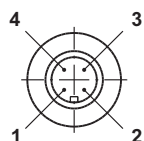
NPN



$$R_{Load} [\text{k}\Omega] = U_{d.c.} [\text{V}] / I_{max} [\text{mA}]$$

Stick type

Order Code for Speed Sensor



Terminal No.	Connection	Cable Output
1	$U_{d.c.}$	Brown
2	No connection	White
3	0V	Blue
4	Output signal	Black

Sensor Code	Electric connection
RS	Connector BINDER 713 series
RSL2,5	Cable output 3x0,25; 2,5 m [98 in] long
RSL3,5	Cable output 3x0,25; 3,5 m [138 in] long
RSL5	Cable output 3x0,25; 5 m [196 in] long
RSL10	Cable output 3x0,25; 10 m [394 in] long

NOTE: * - The speed sensor is not fitted at the factory, but is supplied in a plastic bag with the motor.
For installation see enclosed instructions.

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:

$$FA = \frac{V_{km} \times G}{36 \times t}, [\text{daN}] \quad FA = \frac{V_{mi} \times G}{22 \times t}, [\text{lbs}]$$

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]

Necessary torque moment for every hydraulic motor:

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

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

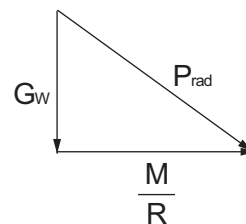
9. Radial motor loading: P_{rad} , daN [lbs]

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.

