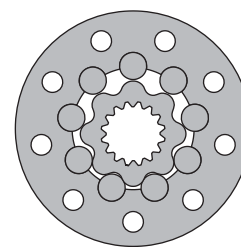
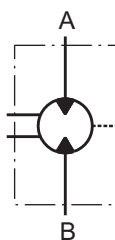


HYDRAULIC MOTORS TMF



APPLICATION

- » Marine equipment
- » Forestry equipment
- » Metal working machines
- » Agriculture machines
- » Road building machines
- » Mining machinery
- » Special vehicles etc.



CONTENTS

Specification data	30
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Dimensions and mounting TMF.....	35
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OPTIONS

- » Model- Disc valve, roll-gerotor
- » Wheel mounting flange
- » Side ports
- » Shaft- thread hole flange
- » SAE and BSPP ports
- » Other special features

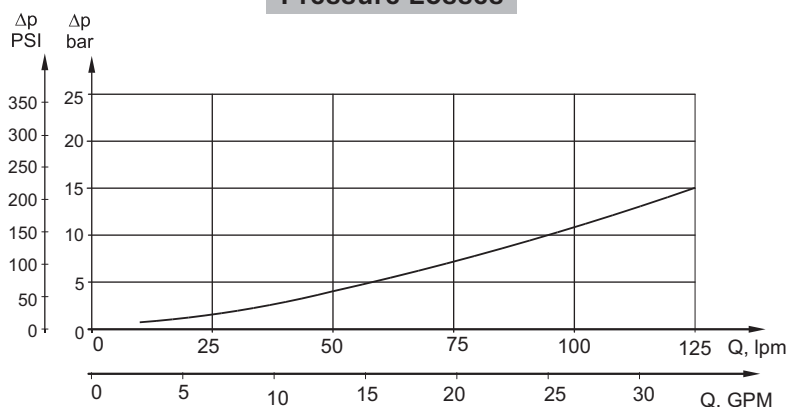
GENERAL

Max. Displacement, cm ³ /rev [in ³ /rev]	724,3 [44.2]
Max. Speed, [RPM]	750
Max. Torque, daNm [lb-in]	cont.: 175 [15490] int.: 215 [16030]
Max. Output, kW [HP]	70 [94]
Max. Pressure Drop, bar [PSI]	cont.: 250 [3600] int.: 350 [5080]
Max. Oil Flow, lpm [GPM]	150 [40]
Min. Speed, [RPM]	5
Permissible Shaft Loads daN [lbs]	P _a =1000 [2250]
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 micron)

Oil flow in drain line

Pressure drop bar [PSI]	Viscosity mm ² /s [SUS]	Oil flow in drain line lpm [GPM]
200 [2900]	20 [98]	2,5 [.660]
	35 [164]	1,5 [.400]
275 [3990]	20 [98]	4 [1.057]
	35 [164]	2,5 [.660]

Pressure Losses



SPECIFICATION DATA

Type	TMF 200	TMF 250	TMF 315	TMF 400	TMF 470	TMF 500	TMF 630	TMF 725
Displacement, cm³/rev [in³/rev]	201,4 [12.29]	251,8 [15.36]	326,3 [19.9]	410,9 [25.06]	475 [28.97]	523,6 [31.95]	631,2 [38.52]	724 [44.2]
Max. Speed, [RPM]	Cont.	625	500	380	305	260	240	185
	Int.*	750	600	460	365	315	285	225
Max. Torque daNm [lb-in]	Cont.	74 [6550]	90[7965]	116[10265]	147[13010]	171[15135]	172[15225]	175[15490]
	Int.*	102 [9030]	128[11330]	163[14425]	206[18232]	215[16030]	215[19030]	215[19030]
	Peak**	115[10180]	144[12745]	186[16460]	235[20800]	240[21240]	240[21240]	250[21225]
Max. Output kW [HP]	Cont.	41 [55]	41 [55]	41 [55]	41 [55]	41 [55]	37,5 [50]	28 [37,5]
	Int.*	65 [87]	70 [94]	70 [94]	70 [94]	55 [74]	51 [68]	42 [56]
Max. Pressure Drop bar [PSI]	Cont.	250[3600]	250[3600]	250[3600]	250[3600]	250[3600]	230[3340]	185[2680]
	Int.*	350[5080]	350[5080]	350[5080]	350[5080]	350[5080]	280[4060]	225[3260]
	Peak**	400[5800]	400[5800]	400[5800]	400[5800]	400[5800]	320[4640]	270[3915]
Max. Oil Flow lpm [GPM]	Cont.	125[33]	125[33]	125[33]	125[33]	125[33]	125[33]	125[33]
	Int.*	150[40]	150[40]	150[40]	150[40]	150[40]	150[40]	150[40]
Max. Inlet Pressure bar [PSI]	Cont.	270[3920]	270[3920]	270[3920]	270[3920]	270[3920]	270[3920]	270[3920]
	Int.*	370[5370]	370[5370]	370[5370]	370[5370]	370[5370]	370[5370]	370[5370]
	Peak**	420[6100]	420[6100]	420[6100]	420[6100]	420[6100]	420[6100]	420[6100]
Max. Return Pressure without Drain Line or Max. Pressure in Drain Line, bar [PSI]	Cont. 0-100 RPM	75 [1100]	75 [1100]	75 [1100]	75 [1100]	75 [1100]	75 [1100]	75 [1100]
	Cont. 100-300 RPM	40 [580]	40 [580]	40 [580]	40 [580]	40 [580]	40 [580]	40 [580]
	Cont. >300 RPM	20 [290]	20 [290]	20 [290]	20 [290]	20 [290]	-	-
	Int.* 0-max. RPM	75 [1100]	75 [1100]	75 [1100]	75 [1100]	75 [1100]	75 [1100]	75 [1100]
Max. Return Pressure with Drain Line bar [PSI]	Cont.	140[2000]	140[2000]	140[2000]	140[2000]	140[2000]	140[2000]	140[2000]
	Int.*	175[2500]	175[2500]	175[2500]	175[2500]	175[2500]	175[2500]	175[2500]
	Peak**	210[3000]	210[3000]	210[3000]	210[3000]	210[3000]	210[3000]	210[3000]
Max. Starting Pressure with Unloaded Shaft, bar [PSI]	6 [90]	6 [90]	6 [90]	6 [90]	6 [90]	6 [90]	6 [90]	6 [90]
Min. Starting Torque daNm [lb-in]	60[5310]	75[6640]	97[8585]	122[10800]	142[12570]	143[12655]	145[12830]	148[13100]
Min. Speed***, [RPM]	5	5	5	5	5	5	5	5
Weight, kg [lb]	26,9[59.3]	27,3[60.2]	28,1[62]	29 [64]	29,7[65.5]	30,2[66.6]	29,7[65.5]	31[68.4]

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

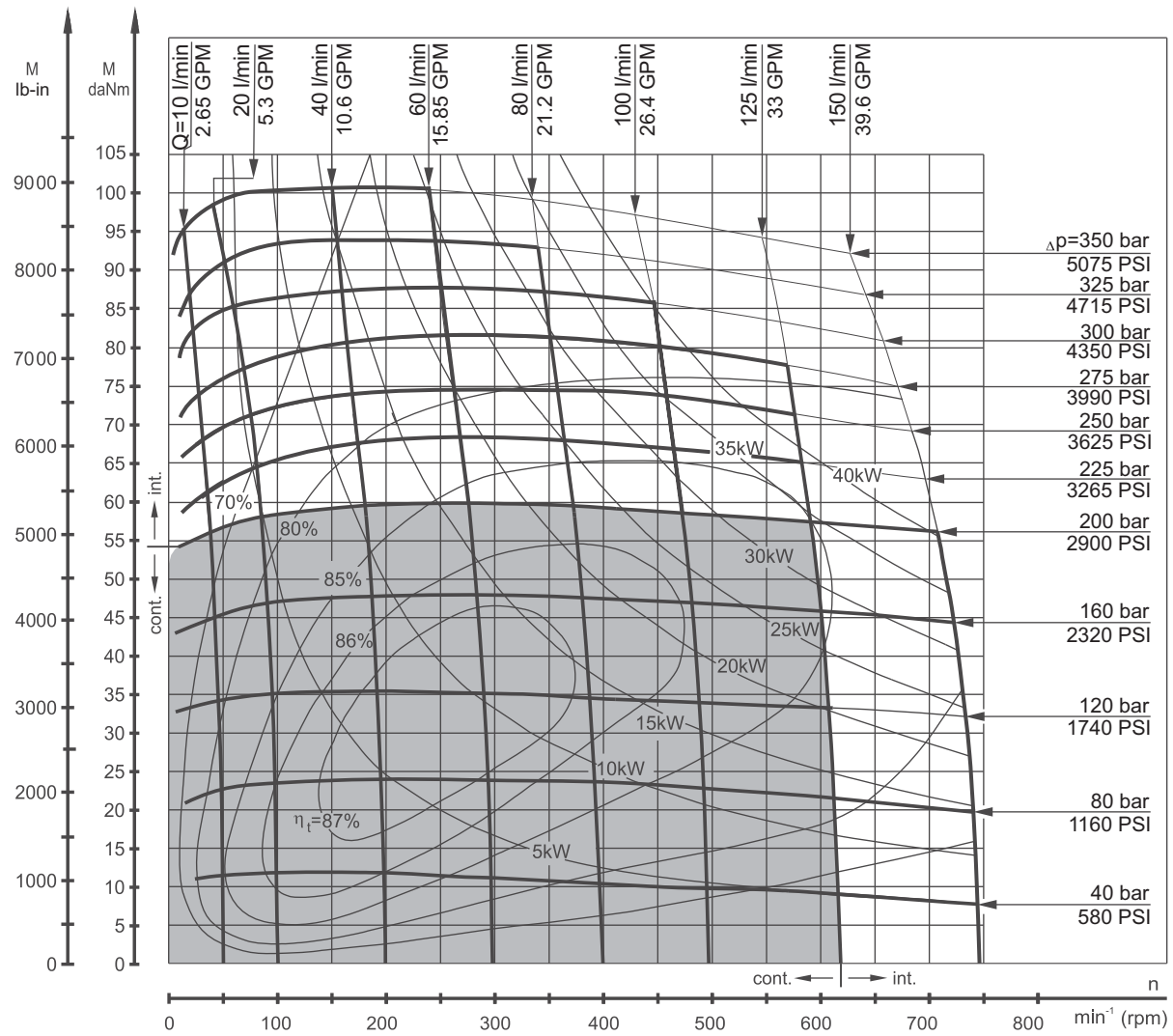
** Peak load: the permissible values may occur for max. 1% of every minute.

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

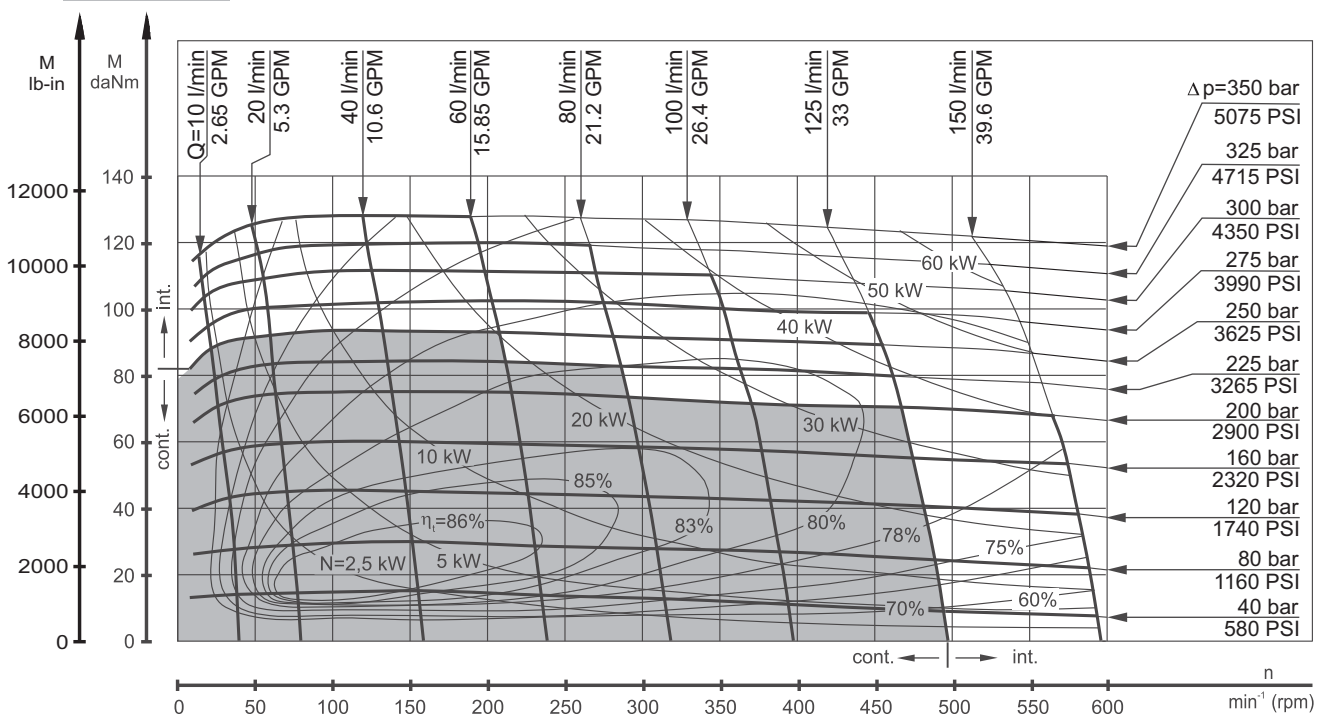
- Intermittent speed and intermittent pressure must not occur simultaneously.
- Recommended filtration is per ISO cleanliness code 20/16. A nominal filtration of 25 micron or better.
- Recommend using a premium quality, anti-wear type mineral based hydraulic oil, HLP(DIN51524) or HM(ISO6743/4). If using synthetic fluids consult the factory for alternative seal materials.
- Recommended minimum oil viscosity 70 SUS [13 cm²/s] 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.

FUNCTION DIAGRAMS

TMF 200



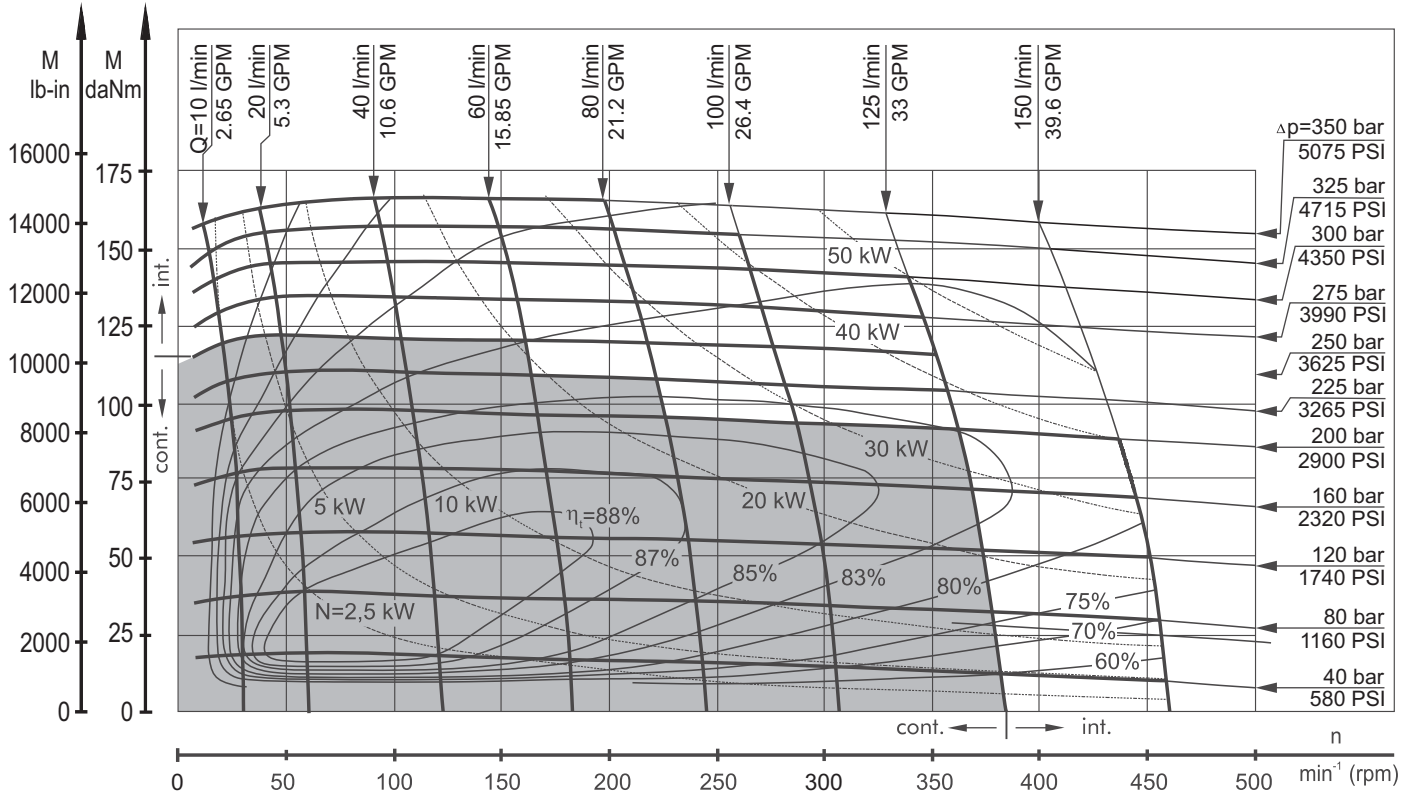
TMF 250



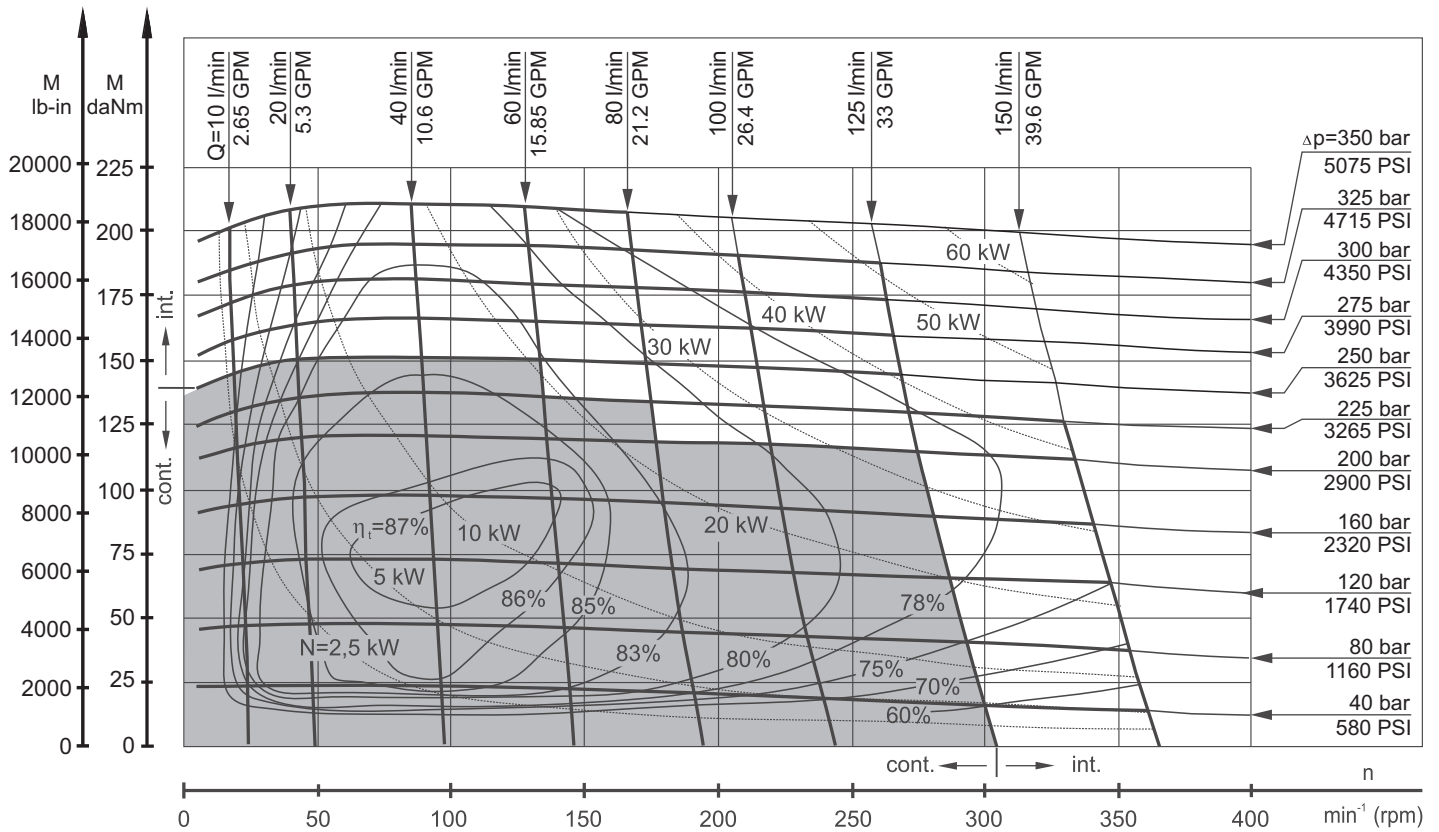
The function diagrams data was collected at back pressure 5÷10 bar (72.5 PSI÷145 PSI) and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

FUNCTION DIAGRAMS

TMF 315



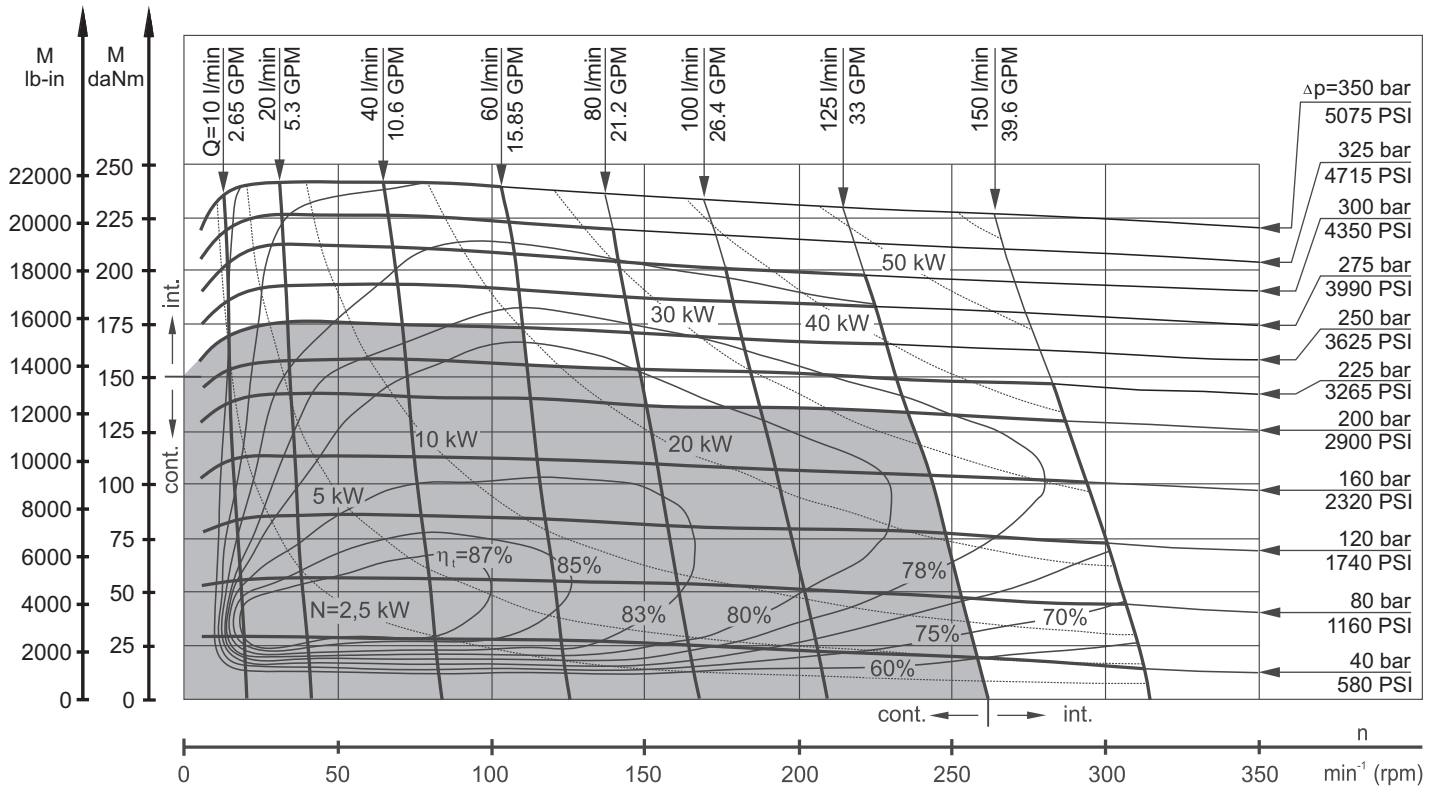
TMF 400



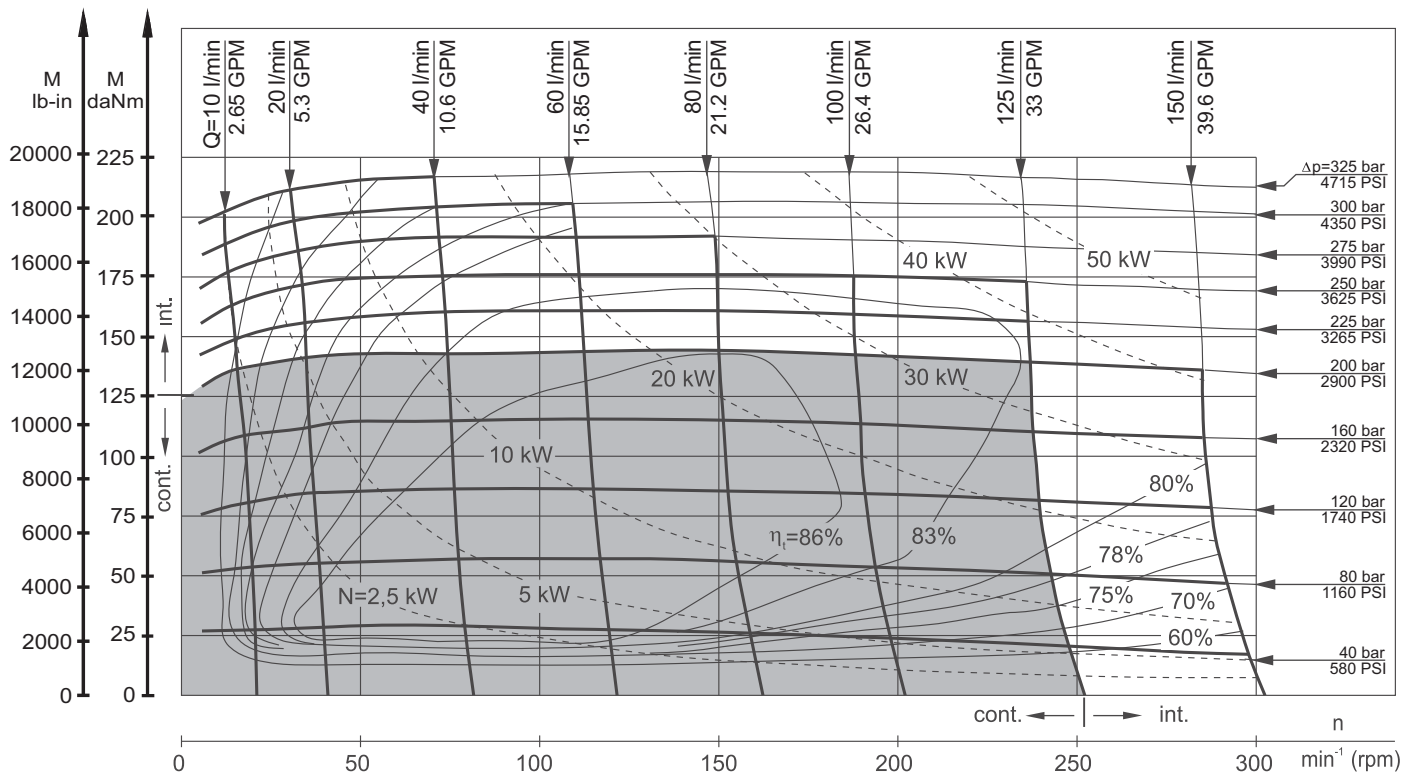
The function diagrams data was collected at back pressure 5÷10 bar (72.5 PSI÷145 PSI) and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

FUNCTION DIAGRAMS

TMF 470



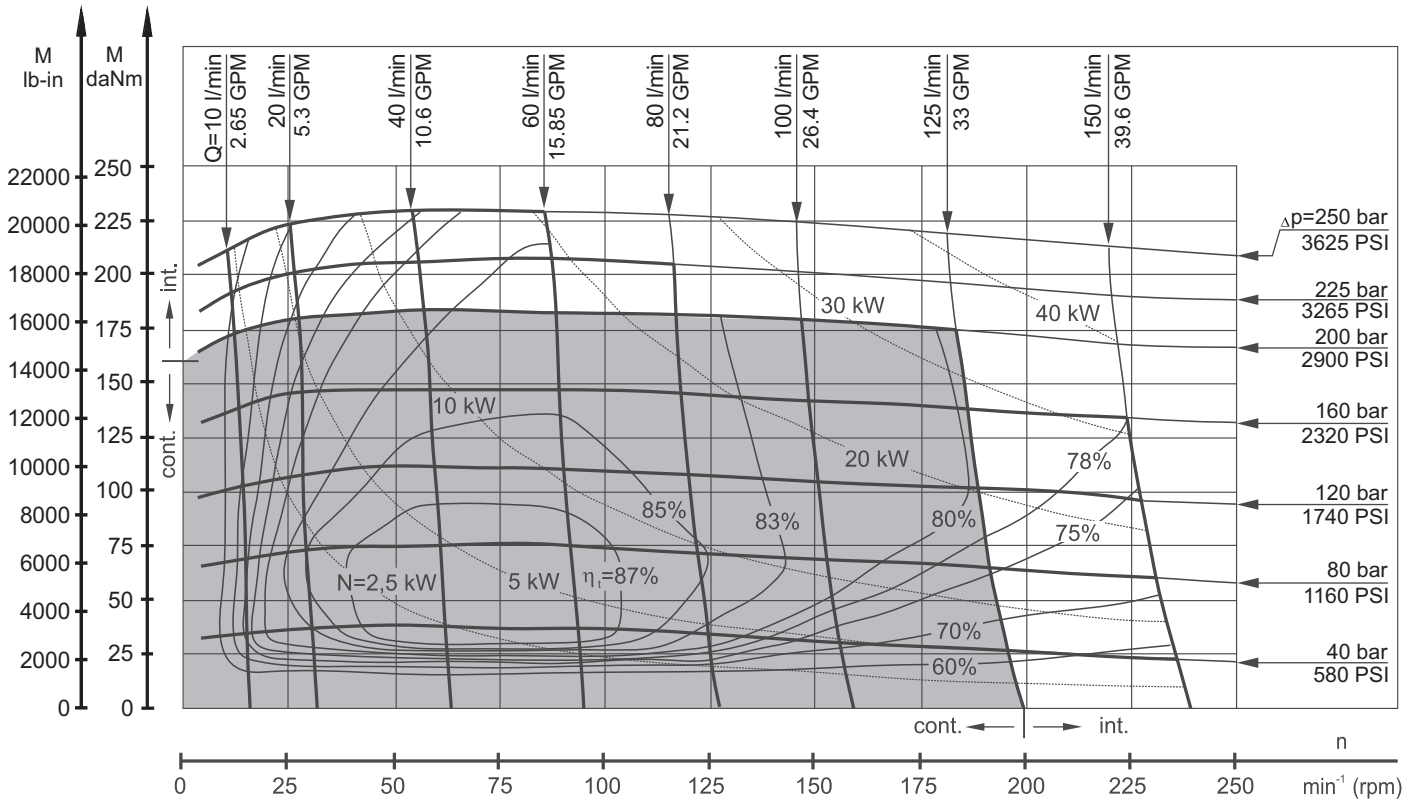
TMF 500



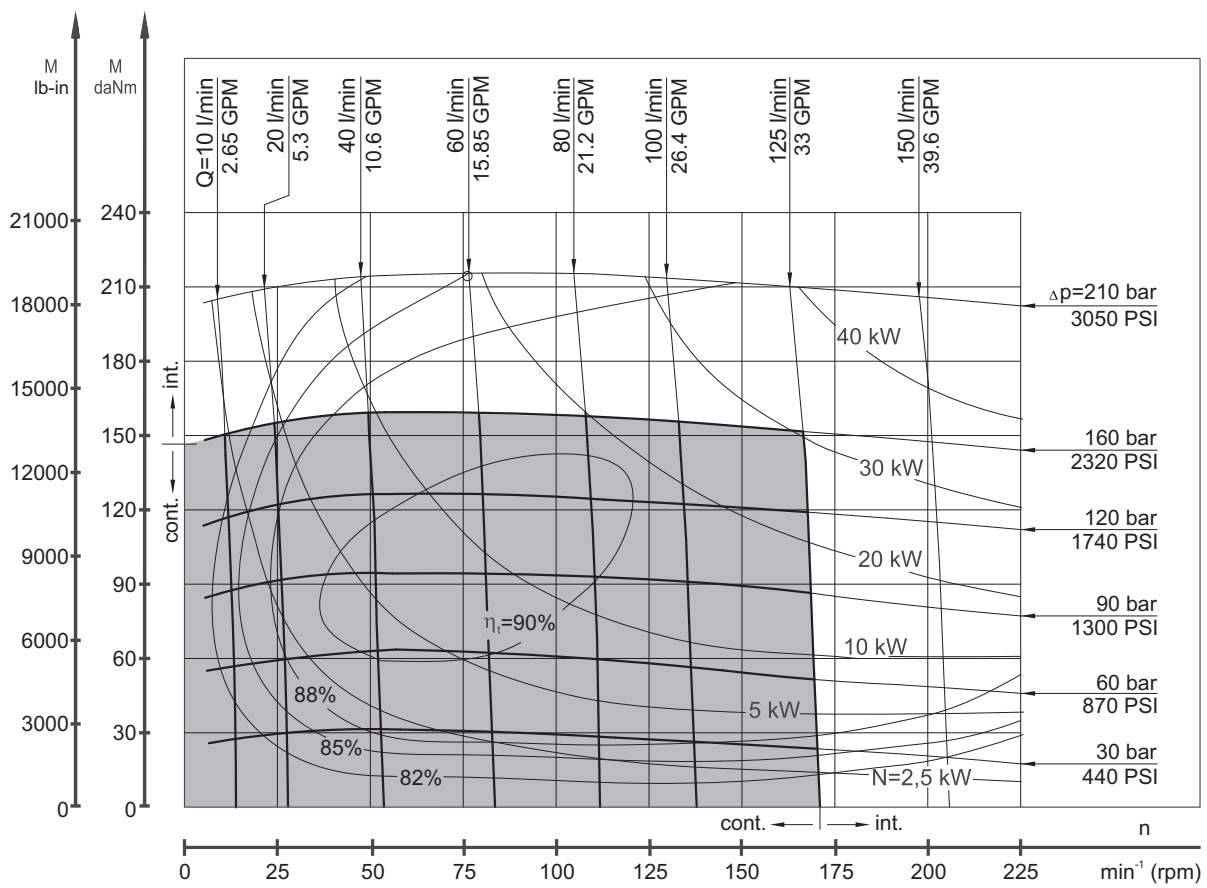
The function diagrams data was collected at back pressure 5÷10 bar (72.5 PSI÷145 PSI) and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

FUNCTION DIAGRAMS

TMF 630

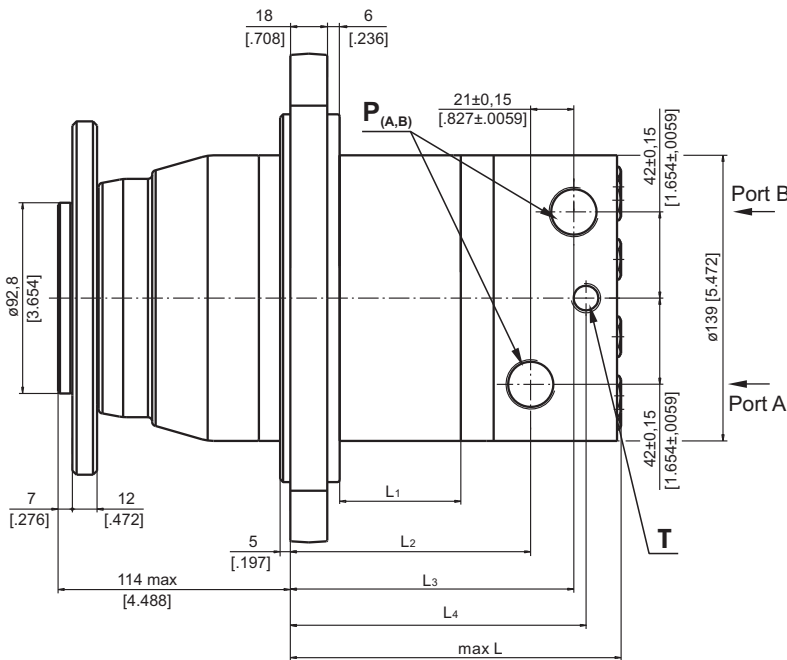
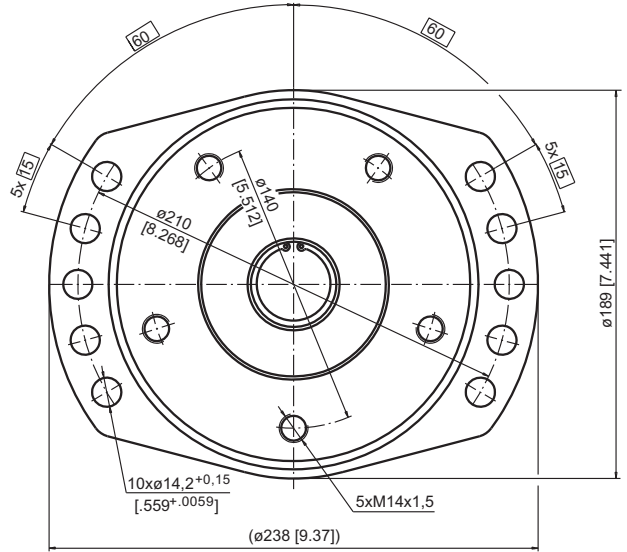
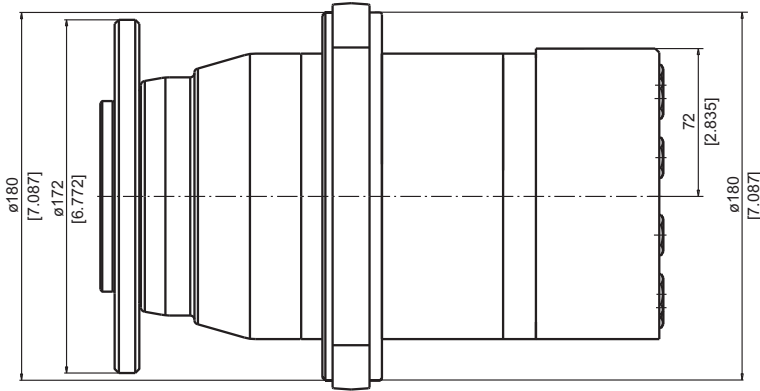


TMF 725

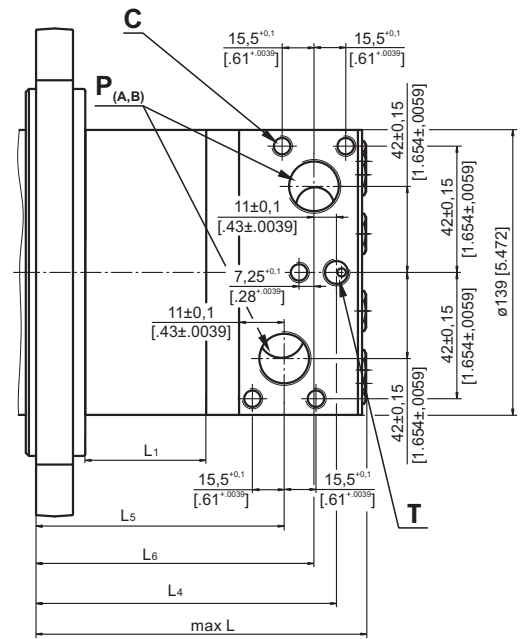


The function diagrams data was collected at back pressure 5÷10 bar (72.5 PSI÷145 PSI) and oil with viscosity of 32 mm²/s [150 SUS] at 50°C [122°F].

DIMENSIONS AND MOUNTING DATA - TMF



TMF - version 3



Warning: Drain line should always be used.

	Versions		
	2	3	4
P_(A,B)	2xG3/4 17 mm [.669 in] depth	2xG3/4 17 mm [.669 in] depth	2x1 1/16-12 UN 17 mm [.669 in] depth O-ring
T	G1/4 12 mm [.472 in] depth	G1/4 12 mm [.472 in] depth	9/16-18 UN 12 mm [.472 in] depth O-ring
C	-	5xM10 17 mm [.669 in] depth	-

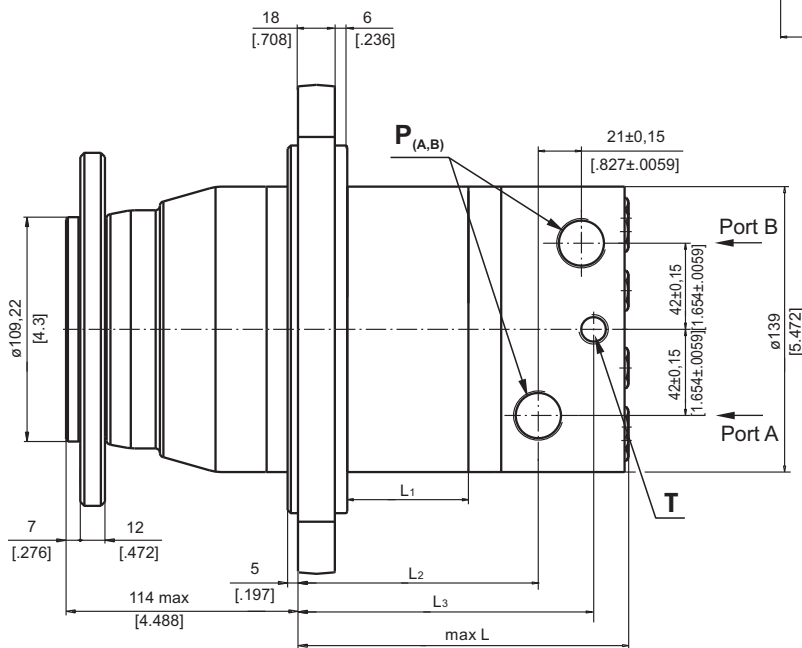
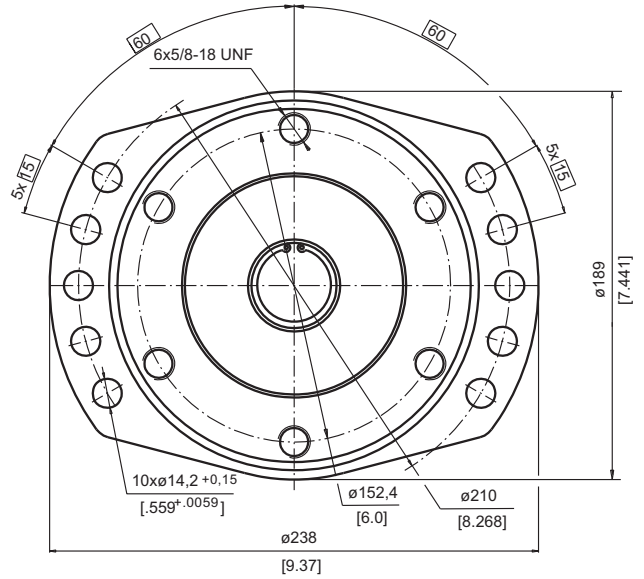
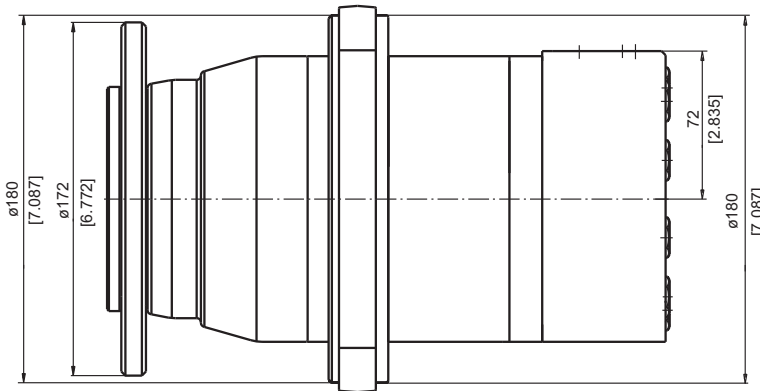


Standard Rotation
Viewed from Shaft End
Port A Pressurized - **CW**
Port B Pressurized - **CCW**

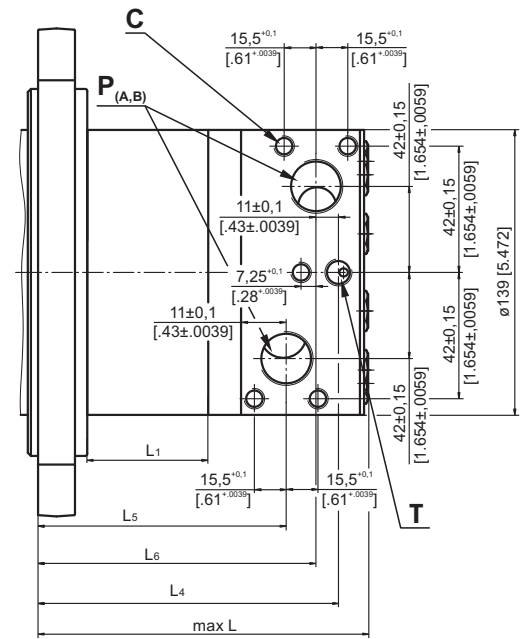
Reverse Rotation
Viewed from Shaft End
Port A Pressurized - **CCW**
Port B Pressurized - **CW**

Type	L, mm [in]	L ₁ , mm [in]	L ₂ , mm [in]	L ₃ , mm [in]	L ₄ , mm [in]	L ₅ , mm [in]	L ₆ , mm [in]
TMF 200	126 [4.96]	25,0 [.98]	83,0 [3.27]	104,0 [4.09]	110,3 [4.34]	87,0 [3.43]	101,5 [3.99]
TMF 250	133 [5.24]	31,3 [1.23]	89,3 [3.52]	110,3 [4.34]	116,6 [4.59]	93,5 [3.68]	108,0 [4.25]
TMF 315	142 [5.59]	40,5 [1.59]	98,5 [3.88]	119,5 [4.70]	125,8 [4.95]	102,5 [4.04]	117,0 [4.61]
TMF 400	152 [5.98]	51,0 [2.01]	109,0 [4.29]	130,0 [5.12]	136,3 [5.37]	113,0 [4.45]	127,5 [5.02]
TMF 470	161 [6.34]	59,0 [2.32]	117,0 [4.61]	138,0 [5.43]	144,3 [5.68]	121,0 [4.76]	135,0 [5.33]
TMF 500	166 [6.54]	65,0 [2.56]	123,0 [4.84]	144,0 [5.67]	150,3 [5.92]	127,0 [5.00]	141,5 [5.57]
TMF 630	162 [6.38]	61,0 [2.40]	119,0 [4.69]	140,0 [5.51]	146,3 [5.76]	123,0 [4.84]	137,5 [5.41]
TMF 725	171 [6.73]	70,0 [2.76]	128,0 [5.04]	149,0 [5.87]	155,3 [6.11]	132,0 [5.20]	146,5 [5.77]

DIMENSIONS AND MOUNTING DATA - TMFA



TMF - version 3



Warning: Drain line should always be used.

	Versions		
	2	3	4
P_(A,B)	2xG3/4 17 mm [.669 in] depth	2xG3/4 17 mm [.669 in] depth	2x1 1/16-12 UN 17 mm [.669 in] depth O-ring
T	G1/4 12 mm [.472 in] depth	G1/4 12 mm [.472 in] depth	9/16-18 UN 12 mm [.472 in] depth O-ring
C	-	5xM10 17 mm [.669 in] depth	-



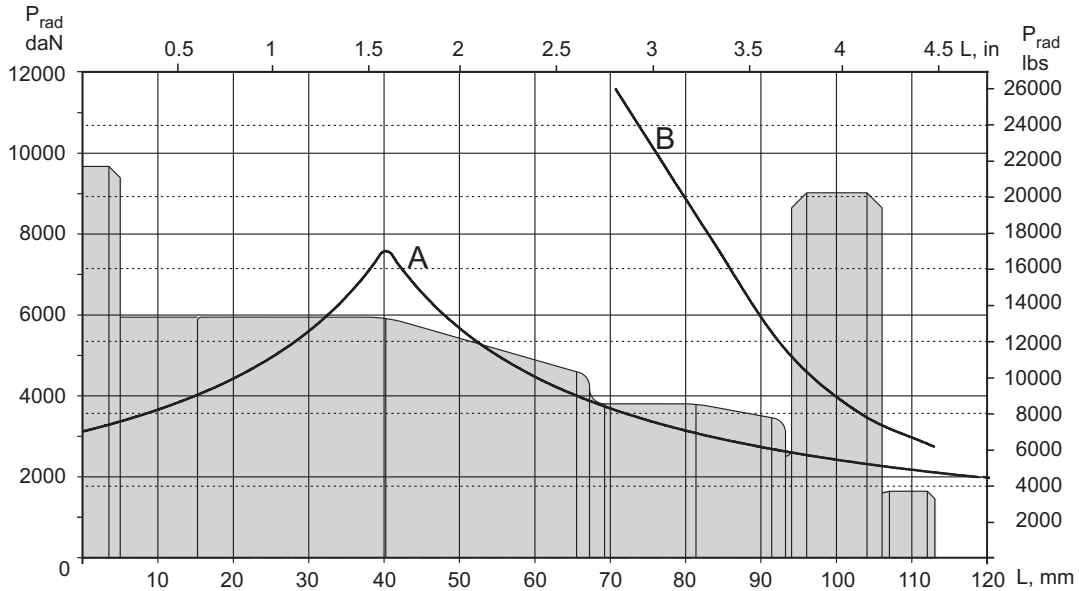
Standard Rotation
Viewed from Shaft End
Port A Pressurized - **CW**
Port B Pressurized - **CCW**

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

Type	L, mm [in]	L ₁ , mm [in]	L ₂ , mm [in]	L ₃ , mm [in]	L ₄ , mm [in]	L ₅ , mm [in]	L ₆ , mm [in]
TMF 200	126 [4.96]	25,0 [.98]	83,0 [3.27]	104,0 [4.09]	110,3 [4.34]	87,0 [3.43]	101,5 [3.99]
TMF 250	133 [5.24]	31,3 [1.23]	89,3 [3.52]	110,3 [4.34]	116,6 [4.59]	93,5 [3.68]	108,0 [4.25]
TMF 315	142 [5.59]	40,5 [1.59]	98,5 [3.88]	119,5 [4.70]	125,8 [4.95]	102,5 [4.04]	117,0 [4.61]
TMF 400	152 [5.98]	51,0 [2.01]	109,0 [4.29]	130,0 [5.12]	136,3 [5.37]	113,0 [4.45]	127,5 [5.02]
TMF 470	161 [6.34]	59,0 [2.32]	117,0 [4.61]	138,0 [5.43]	144,3 [5.68]	121,0 [4.76]	135,0 [5.33]
TMF 500	166 [6.54]	65,0 [2.56]	123,0 [4.84]	144,0 [5.67]	150,3 [5.92]	127,0 [5.00]	141,5 [5.57]
TMF 630	162 [6.38]	61,0 [2.40]	119,0 [4.69]	140,0 [5.51]	146,3 [5.76]	123,0 [4.84]	137,5 [5.41]
TMF 725	171 [6.73]	70,0 [2.76]	128,0 [5.04]	149,0 [5.87]	155,3 [6.11]	132,0 [5.20]	146,5 [5.77]

PERMISSIBLE SHAFT LOADS

The load diagram is valid for an average bearings life of 2000 hours at 100 RPM



A - Permissible radial shaft load.

B - Max. radial shaft load. Any shaft load exceeding the values shown in the curve will involve a risk of breakage.

ORDER CODE

	1	2	3	4	5
TMF				HD	

Pos.1 - Mounting Flange

omit - Thread hole flange, 5xM14x1,5 on \varnothing 140 [5.512]

A - Thread hole flange, 6x5/8-18 UNF on \varnothing 152,4 [6.0]

Pos.2 - Displacement code

200 - 201,4 cm³/rev [12.29 in³/rev]

250 - 251,8 cm³/rev [15.36 in³/rev]

315 - 326,3 cm³/rev [19.90 in³/rev]

400 - 410,9 cm³/rev [25.06 in³/rev]

470 - 475,0 cm³/rev [28.97 in³/rev]

500 - 523,6 cm³/rev [31.95 in³/rev]

630 - 631,2 cm³/rev [38.52 in³/rev]

725 - 724,3 cm³/rev [44.20 in³/rev]

Pos.3 - Ports

2 - side ports, 2xG3/4, G1/4, BSP thread, ISO 228

3 - side ports, 2xG3/4, G1/4, 5xM10
BSP thread, ISO 228

4 - side ports, 2x1 1/16-12 UN, O-ring, 9/16-18 UNF

Pos.4 - Special Features

HD - Reinforced motor **HD***

For Other **Special Features** see [page 52](#)

Pos.5 - Design Series

omit - Factory specified

NOTES: * Drain line should always be used.

The hydraulic motors are manganophosphatized as standard.

MOTOR SPECIAL FEATURES

Special Feature Description	Order Code	Motor type						
		MSWM	MTK	MTM	TMF	MVM	MVMC	VMF
Speed Sensor*	RS	O	O	O	O	O	-	O
Reinforced motor	HD	-	S	S	S	S	S	S
Low Leakage	LL	O	O	O	O	O	O	O
Low Speed Valving	LSV	O	O	O	O	O	O	O
Free Running	FR	-	O	-	-	-	O	-
Reverse Rotation	R	O	O	O	O	O	O	O
Paint**	P	O	O	O	O	O	O	O
Corrosion Protected Paint**	PC	O	O	O	O	O	O	O
Special Paint***	PS	O	O	O	O	O	O	O
	PCS	O	O	O	O	O	O	O
Check Valves		S	O	O	-	O	O	-

O	Optional
-	Not applicable
S	Standard

* For sensor ordering see pages 53÷54.

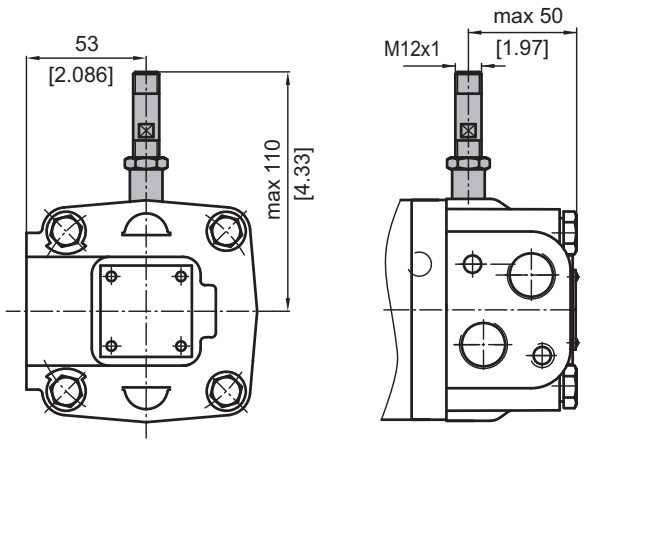
** Colour at customer's request.

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

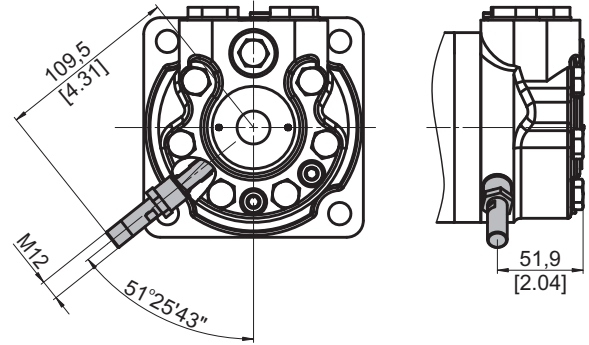
 For more information about **HD** option please contact with "M+S Hydraulic".

MOTORS WITH SPEED SENSOR

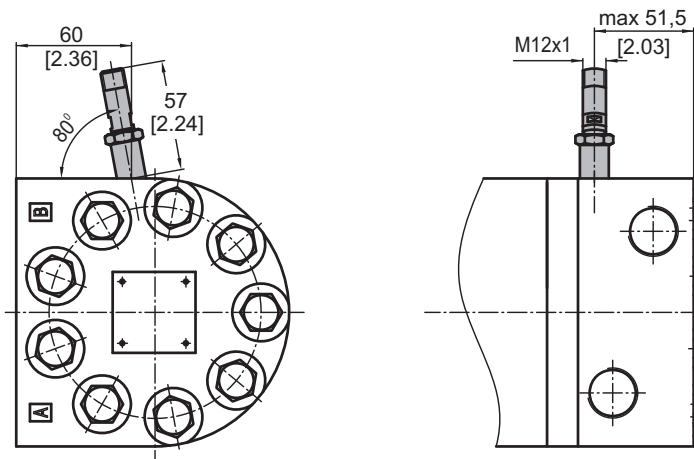
MSWM...RS



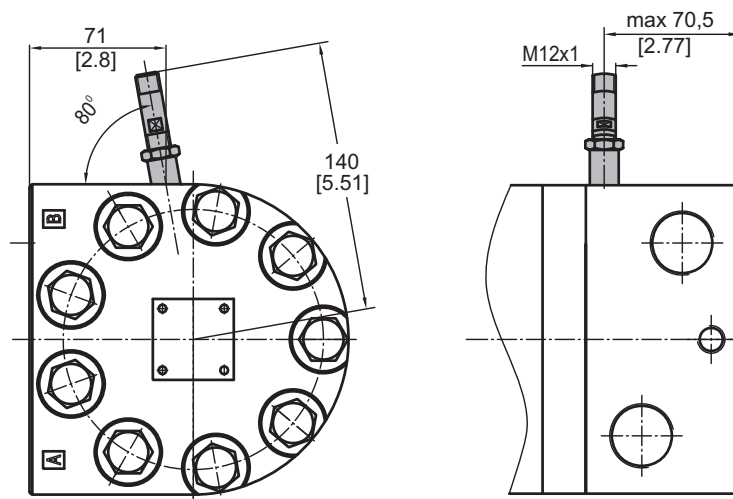
MTK...RS



MTM...RS TMF...RS



MVM...RS VMF...RS

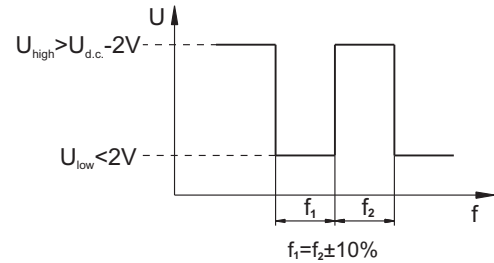


TECHNICAL DATA OF THE SPEED SENSOR

Technical data

Frequency range	0...15 000 Hz
Output	PNP, NPN
Power supply	10...36 VDC
Current input	20 mA (@24 VDC)
Ambient Temperature	-40...+125°C [-40...+257°F]
Protection	IP 67
Plug connector	M12-Series
Mounting principle	ISO 6149

Output signal

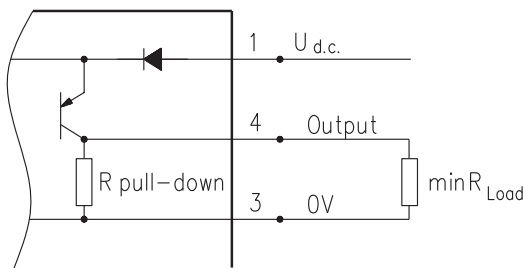


Load max.: $I_{high} = I_{low} < 50mA$

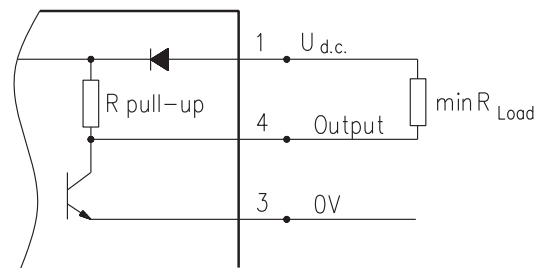
Motor type	MSWM MTK	MTM TMF	MVM VMF
Pulses per revolution	54	84	102

Wiring diagrams

PNP

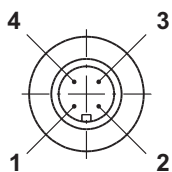


NPN



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

Stick type



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

Order Code for Speed Sensor

Sensor Code	Output type	Electric connection
RSN	NPN	Connector BINDER 713 series
RSP	PNP	Connector BINDER 713 series
RSNL5	NPN	Cable output 3x0,25; 5 m [196 in] long
RSPL5	PNP	Cable output 3x0,25; 5 m [196 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:

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

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]

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

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].

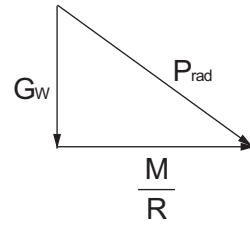
Table 3

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.

