MOTORS

Technical Information

DR, DT and D9 Orbital Motors

WHITE

together in motion

White is a leading global provider of motor and steering solutions that power the evolution of mobile and industrial applications around the world.

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General data

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Oil type

Hydraulic oils with anti-wear, anti-foam and demulsifies are recommended for systems incorporating these motors. Straight oils can be used but may require VI (viscosity index) improvers depending on the operating temperature range of the system. Other water based and environmentally friendly oils may be used, but service life of the motor and other components in the system may be significantly shortened. Before using any type of fluid, consult the fluid requirements for all components in the system for compatibility. Testing under actual operating conditions is the only way to determine if acceptable service life will be achieved.

Fluid viscosity & filtration

Fluids with a viscosity between 20 - 43 cSt [100 - 200 S.U.S.] at operating temperature is recommended. Fluid temperature should also be maintained below 85°C [180° F]. It is also suggested that the type of pump and its operating specifications be taken into account when choosing a fluid for the system. Fluids with high viscosity can cause cavitation at the inlet side of the pump. Systems that operate over a wide range of temperatures may require viscosity improvers to provide acceptable fluid performance.

We recommend maintaining an oil cleanliness level of ISO 17-14 or better.

Installation & start-up

When installing a motor it is important that the mounting flange of the motor makes full contact with the mounting surface of the application. Mounting hardware of the ap- propriate grade and size must be used. Hubs, pulleys, sprockets and couplings must be properly aligned to avoid inducing excessive thrust or radial loads. Although the out- put device must fit the shaft snug, a hammer should never be used to install any type of output device onto the shaft. The port plugs should only be removed from the motor when the system connections are ready to be made. To avoid contamination, remove all matter from around the ports of the motor and the threads of the fittings. Once all system connections are made, it is recommended that the motor be run-in for 15-30 minutes at no load and half speed to remove air from the hydraulic system.

Motor protection

Over-pressurization of a motor is one of the primary causes of motor failure. To prevent these situations, it is necessary to provide adequate relief protection for a motor based on the pressure ratings for that particular model. For systems that may experience overrunning conditions, special pre- cautions must be taken. In an overrunning condition, the motor functions as a pump and attempts to convert kinetic energy into hydraulic energy. Unless the system is properly configured for this condition, damage to the motor or system can occur. To protect against this condition a counterbalance valve or relief cartridge must be incorporated into the circuit to reduce the risk of over pressurization. If a relief cartridge is used, it must be installed upline of the motor, if not in the motor, to relieve the pressure created by the over-running motor. To provide proper motor protection for an over-running load application, the pressure setting of the pressure relief valve must not exceed the intermittent rating of the motor.

Hydraulic motor safety precaution

A hydraulic motor must not be used to hold a suspended load. Due to the necessary internal tolerances, all hydraulic motors will experience some degree of creep when a load induced torque is applied to a motor at rest. All applications that require a load to be held must use some form of mechanical brake designed for that purpose.

Motor/brake precaution

Caution*!*
The motors/brakes are intended to operate as static or parking brakes. System circuitry must be designed to bring the load to a stop before applying the brake.

Caution*!*
Because it is possible for some large displacement motors to overpower the brake, it is critical that the maximum system pressure be limited for these applications. Failure to do so could cause serious injury or death. When choosing a motor/brake for an application, consult the performance chart for the series and displacement chosen for the application to verify that the maximum operating pressure of the system will not allow the motor to produce more torque than the maximum rating of the brake. Also, it is vital that the system relief be set low enough to ensure that the motor is not able to overpower the brake.

To ensure proper operation of the brake, a separate case drain back to tank must be used. Use of the internal drain option is not recommended due to the possibility of return line pressure spikes.. Although maximum brake release pressure may be used for an application, a 34 bar [500 psi] pressure reducing valve is recommended to promote maximum life for the brake release piston seals. However, if a pressure reducing valve is used in a system which has case drain back pressure, the pressure reducing valve should be set to 34 bar [500 psi] over the expected case pressure to ensure full brake release. To achieve proper brake release operation, it is necessary to bleed out any trapped air and fill brake release cavity and hoses before all connections are tightened. To facilitate this operation, all motor/brakes feature two release ports. One or both of these ports may be used to release the brake in the unit. Motor/brakes should be configured so that the release ports are near the top of the unit in the installed position.

Typical Motor/Brake Schematic

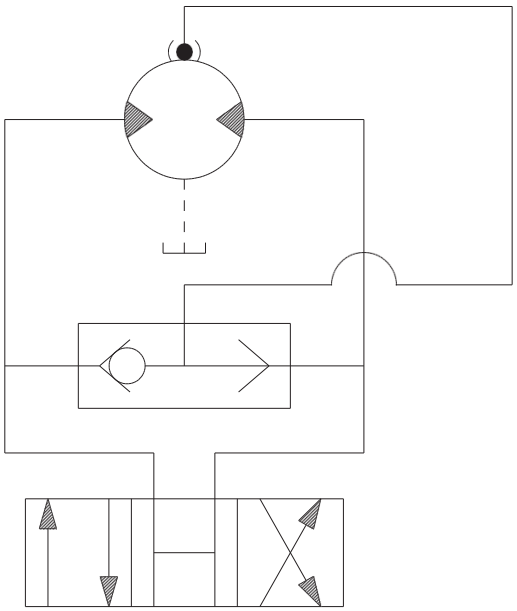


Figure 1 Typical Motor/ Brake schematic

Once all system connections are made, one release port must be opened to atmosphere and the brake release line carefully charged with fluid until all air is removed from the line and motor/brake release cavity. When this has been accomplished the port plug or secondary release line must be reinstalled. In the event of a pump or battery failure, an external pressure source may be connected to the brake release port to release the brake, allowing the machine to be moved.

***Note**:*

It is vital that all operating recommendations be followed. Failure to do so could result in injury or death.

Motor circuits

There are two common types of circuits used for connecting multiple numbers of motors – series connection and parallel connection.

Series connection

When motors are connected in series, the outlet of one mo- tor is connected to the inlet of the next motor. This allows the full pump flow to go through each motor and provide maximum speed. Pressure and torque are distributed be- tween the motors based on the load each motor is subjected to. The maximum system pressure must be no greater than the maximum inlet pressure of the first motor. The allowable back pressure rating for a motor must also be considered. In some series circuits the motors must have an external case drain connected. A series connection is desirable when it is important for all the motors to run the same speed such as on a long line conveyor.

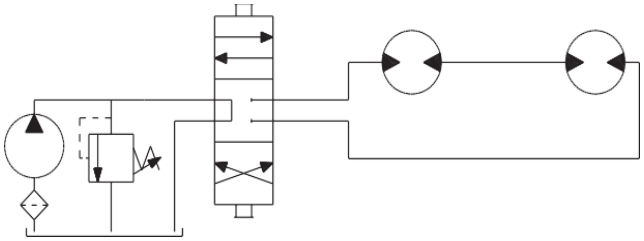


Figure 2 Series connection

Parallel connection

In a parallel connection all of the motor inlets are connected. This makes the maximum system pressure available to each motor allowing each motor to produce full torque at that pressure. The pump flow is split between the individual motors according to their loads and displacements. If one motor has no load, the oil will take the path of least resistance and all the flow will go to that one motor. The others will not turn. If this condition can occur, a flow divider is recommended to distribute the oil and act as a differential.

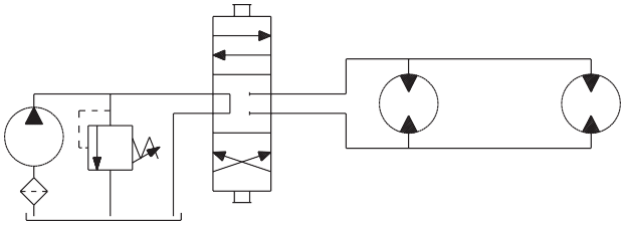


Figure 3 Parallel connection

***Note**:*

The motor circuits shown above are for illustration purposes only. Components and circuitry for actual applications may vary greatly and should be chosen based on the application.

Product testing

Performance testing is the critical measure of a motor's ability to convert flow and pressure into speed and torque. All product testing is conducted using a state of the art test facility. This facility utilizes fully automated test equipment and custom designed software to provide accurate, reliable test data. Test routines are standardized, including test stand calibration and stabilization of fluid temperature and viscosity, to provide consistent data. The example below provides an explanation of the values pertaining to each heading on the performance chart.

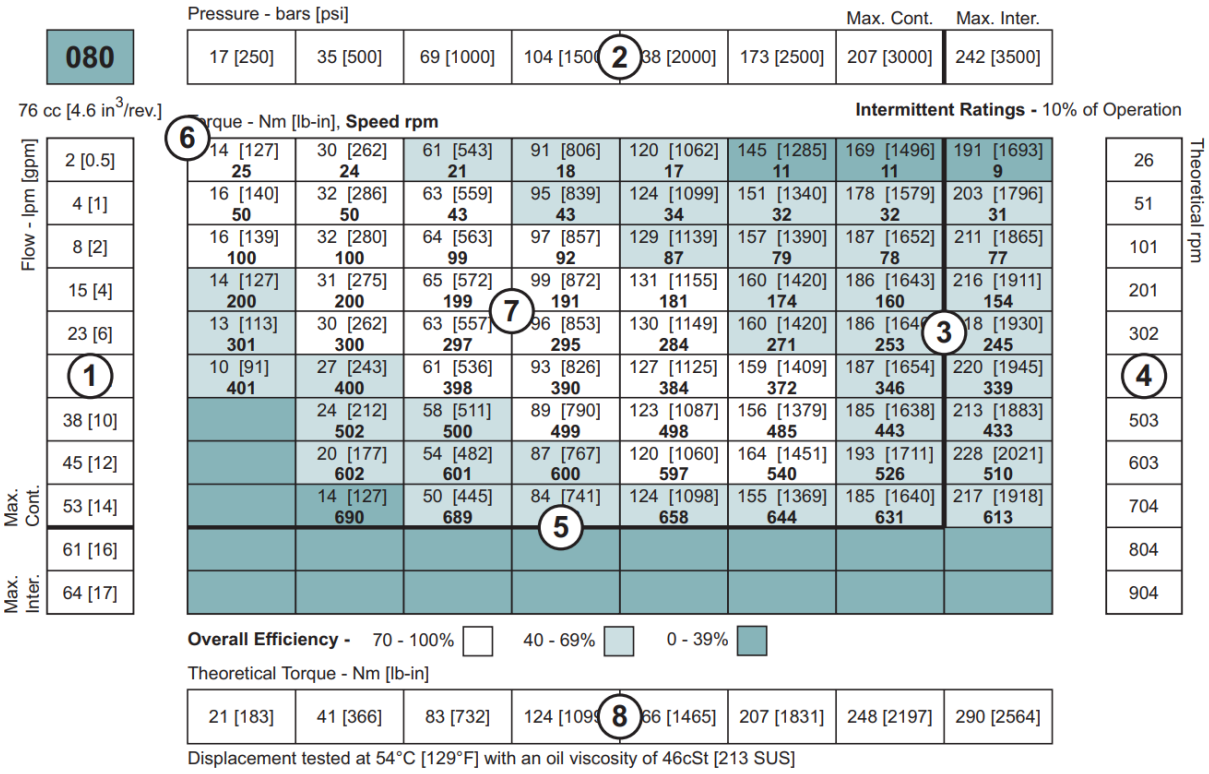


Figure 4 Product testing

1. Flow represents the amount of fluid passing through the motor during each minute of the test.
2. Pressure refers to the measured pressure differential between the inlet and return ports of the motor during the test.
3. The maximum continuous pressure rating and maximum intermittent pressure rating of the motor are separated by the dark lines on the chart.
4. Theoretical RPM represents the RPM that the motor would produce if it were 100% volumetrically efficient. Measured RPM divided by the theoretical RPM gives the actual volumetric efficiency of the motor.
5. The maximum continuous flow rating and maximum intermittent flow rating of the motor are separated by the dark line on the chart.
6. Performance numbers represent the actual torque and speed generated by the motor based on the corresponding input pressure and flow. The numbers on the top row indicate torque as measured in Nm [lb-in], while the bottom number represents the speed of the output shaft.
7. Areas within the white shading represent maximum motor efficiencies.
8. Theoretical Torque represents the torque that the motor would produce if it were 100% mechanically efficient. Actual torque divided by the theoretical torque gives the actual mechanical efficiency of the motor.

Allowable bearing & shaft loading

This catalog provides curves showing allowable radial loads at points along the longitudinal axis of the motor. They are dimensioned from the mounting flange. Two capacity curves for the shaft and bearings are shown. A vertical line through the centerline of the load drawn to intersect the x-axis intersects the curves at the load capacity of the shaft and of the bearing.

In the example below the maximum radial load bearing rating is between the internal roller bearings illustrated with a solid line. The allowable shaft rating is shown with a dotted line.

The bearing curves for each model are based on laboratory analysis and testing results constructed at the organization. The shaft loading is based on a 3:1 safety factor and 330 Kpsi tensile strength. The allowable load is the lower of the curves at a given point. For instance, one inch in front of the mounting flange the bearing capacity is lower than the shaft capacity. In this case, the bearing is the limiting load. The motor user needs to determine which series of motor to use based on their application knowledge.

ISO 281 Ratings vs. Manufacturers ratings

Published bearing curves can come from more than one type of analysis. The ISO 281 bearing rating is an international standard for the dynamic load rating of roller bearings. The rating is for a set load at a speed of 33 1/3 RPM for 500 hours (1 million revolutions). The standard was established to allow consistent comparisons of similar bearings between manufacturers. The ISO 281 bearing ratings are based solely on the physical characteristics of the bearings, removing any manufacturers specific safety factors or empirical data that influences the ratings.

Manufacturers' ratings are adjusted by diverse and systematic laboratory investigations, checked constantly with feed- back from practical experience. Factors taken into account that affect bearing life are material, lubrication, cleanliness of the lubrication, speed, temperature, magnitude of the load and the bearing type.

The operating life of a bearing is the actual life achieved by the bearing and can be significantly different from the calculated life. Comparison with similar applications is the most accurate method for bearing life estimations.

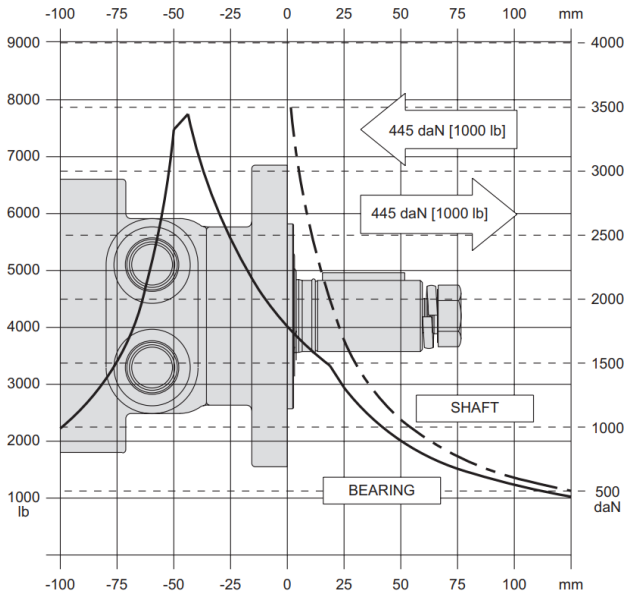


Figure 5 Bearing and shaft loading

Example load rating for mechanically retained needle roller bearings

Bearing Life L_{10} = $(C/P)^p$ [10^6 revolutions]

L_{10} = nominal rating life

C = dynamic load rating

P= equivalent dynamic load Life

Exponent p = 10/3 for needle bearings

Bearing load multiplication factor table	
RPM	Factor
50	1.23
100	1.00
200	0.81
300	0.72
400	0.66
500	0.62
600	0.58
700	0.56
800	0.50

Table 1 Bearing load multiplication factor table

Vehicle drive calculations

When selecting a wheel drive motor for a mobile vehicle, a number of factors concerning the vehicle must be taken into consideration to determine the required maximum motor RPM, the maximum torque required and the maximum load each motor must support. The following sections contain the necessary equations to determine this criteria. An example is provided to illustrate the process.

Sample application (vehicle design criteria)

vehicle description ..... 4 wheel vehicle

vehicle drive.....2 wheel drive

GVW..... 1,500 lbs.

weight over each drive wheel ..... 425 lbs.

rolling radius of tires .....16 in.

desired acceleration .....0-5 mph in 10 sec.

top speed..... 5 mph

gradability 20%

worst working surface..... poor asphalt

To determine maximum motor speed

$$RPM = \frac{2.65 \times KPH \times G}{r_m} \qquad RPM = \frac{168 \times MPH \times G}{r_i}$$

MPH = max. vehicle speed (miles/hr)
KPH = max. vehicle speed (kilometers/hr)
r_i = rolling radius of tire (inches)
G = gear reduction ratio (if none, G = 1)
rm = rolling radius of tire (meters)

Example RPM = $\frac{168 \times 5 \times 1}{16}$ = 52.5

To determine maximum torque requirement of motor

To choose a motor(s) capable of producing enough torque to propel the vehicle, it is necessary to determine the Total Tractive Effort (TE) requirement for the vehicle. To determine the total tractive effort, the following equation must be used:

TE = RR + GR + FA + DP (lbs or N)

TE = Total tractive effort
RR = Force necessary to overcome rolling resistance
GR = Force required to climb a grade
FA = Force required to accelerate
DP = Drawbar pull required

The components for this equation may be determined using the following steps:

Step One: Determine Rolling Resistance

Rolling Resistance (RR) is the force necessary to propel a vehicle over a particular surface. It is recommended that the worst possible surface type to be encountered by the vehicle be factored into the equation.

$$RR = \frac{GVW}{1000} \times R \ (lb \ or \ N)$$

GVW = gross (loaded) vehicle weight (lb or kg)

R = surface friction (value from Table below)

Example RR = $\frac{1500}{1000}$ x 22 lbs = 33 lbs

Rolling Resistance	
Concrete (excellent)	10
Concrete (good)	15
Concrete (poor)	20
Asphalt (good)	12
Asphalt (fair)	17
Asphalt (poor)	22
Macadam (good)	15
Macadam (fair)	22
Macadam (poor)	37
Cobbles (ordinary)	55
Cobbles (poor)	37
Snow (2 inch)	25
Snow (4 inch)	37
Dirt (smooth)	25
Dirt (sandy)	37
Mud	37 to 150

Table 2 Rolling Resistance

Step Two: Determine Grade Resistance

Grade Resistance (GR) is the amount of force necessary to move a vehicle up a hill or "grade." This calculation must be made using the maximum grade the vehicle will be expected to climb in normal operation.

To convert incline degrees to % Grade:
% Grade = [tan of angle (degrees)] x 100

$$GR = \frac{\%Grade}{100} \times GVW \ (lb \ or \ N)$$

Example GR = $\frac{20}{100}$ x 1500 lbs = 300 lbs

Step Three: Determine Acceleration Force

Acceleration Force (FA) is the force necessary to accelerate from a stop to maximum speed in a desired time.

$$FA = \frac{MPH \times GVW \ (lb)}{22 \times t} \qquad FA = \frac{KPH \times GVW \ (N)}{35.32 \times t}$$

t = time to maximum speed (seconds)

Step Four: Determine Drawbar Pull

Drawbar Pull (DP) is the additional force, if any, the vehicle will be required to generate if it is to be used to tow other equipment. If additional towing capacity is required for the equipment, repeat steps one through three for the towable equipment and sum the totals to determine DP.

Step Five: Determine Total Tractive Effort

The Tractive Effort (TE) is the sum of the forces calculated in steps one through three above. On low speed vehicles, wind resistance can typically be neglected. However, friction in drive components may warrant the addition of 10% to the total tractive effort to insure acceptable vehicle performance.

$$TE = RR + GR + FA + DP\ (lb\ or\ N)$$

Example TE = 33 + 300 + 34 + 0 (lbs) = 367 lbs

Step Six: Determine Motor Torque

The Motor Torque (T) required per motor is the Total Tractive Effort divided by the number of motors used on the machine. Gear reduction is also factored into account in this equation.

$$T = \frac{TE \times r_i}{M \times G}\ lb - in\ per\ motor \qquad T = \frac{TE \times r_m}{M \times G}\ Nm\ per\ motor$$

M = number of driving motors

Example $T = \frac{367 \text{ x } 16}{2 \text{ x } 1}$ lb-in/motor = 2936 lb-in

Step Seven: Determine Wheel Slip

To verify that the vehicle will perform as designed in regards to tractive effort and acceleration, it is necessary to calculate wheel slip (TS) for the vehicle. In special cases, wheel slip may actually be desirable to prevent hydraulic system overheating and component breakage should the vehicle become stalled.

$$TS = \frac{W \times f \times r_i}{G}\ lb - in\ per\ motor$$

$$TS = \frac{W \times f \times r_m}{G}\ Nm\ per\ motor$$

f = coefficient of friction

W = loaded vehicle weight over driven wheel (lb or N)

Example $TS = \frac{425 \text{ x} 0.06 \text{ x } 16}{1}$ lb-in/motor = 4080 lbs

Coefficient of friction (f)	
Steel on steel	0.3
Rubber tire on dirt	0.5
Rubber tire on a hard surface	0.6 - 0.8
Rubber tire on cement	0.7

Table 3 Coefficient of friction (f)

To determine radial load capacity requirement of motor

When a motor used to drive a vehicle has the wheel or hub attached directly to the motor shaft, it is critical that the radial load capabilities of the motor are sufficient to support the vehicle. After calculating the Total Radial Load (RL) acting on the motors, the result must be compared to the bearing/shaft load charts for the chosen motor to determine if the motor will provide acceptable load capacity and life.

$$RL = \sqrt{W^2 + \left(\frac{T}{r_i}\right)^2}\ lb \qquad RL = \sqrt{W^2 + \left(\frac{T}{r_m}\right)^2}\ kg$$

Example $RL = \sqrt{425^2 + \left(\frac{2936}{16}\right)^2}$ = 463 lbs

Once the maximum motor RPM, maximum torque requirement, and the maximum load each motor must support have been determined, these figures may then be compared to the motor performance charts and to the bearing load curves to choose a series and displacement to fulfill the motor requirements for the application.

Induced side load

In many cases, pulleys or sprockets may be used to transmit the torque produced by the motor. Use of these components will create a torque induced side load on the motor shaft and bearings. It is important that this load be taken into consideration when choosing a motor with sufficient bearing and shaft capacity for the application.

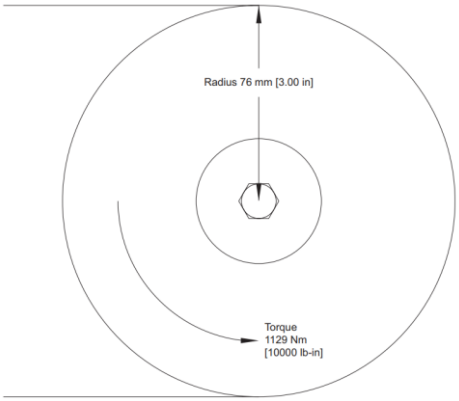


Figure 6 induced side load

To determine the side load, the motor torque and pulley or sprocket radius must be known. Side load may be calculated using the formula below. The distance from the pulley/sprocket centerline to the mounting flange of the motor must also be determined. These two figures may then be compared to the bearing and shaft load curve of the desired motor to determine if the side load falls within acceptable load ranges.

$$Side\ Load = \frac{Torque}{Radius}$$

$$Side\ Load = 14855\ Nm\ [3333\ lbs]$$

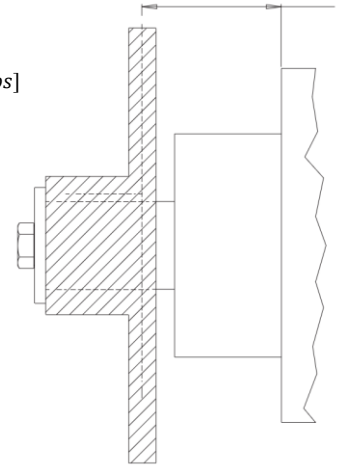


Figure 7 Induced side load

Hydraulic equations

Multiplication Factor	Abbrev.	Prefix
10^{12}	T	tera
10^{9}	G	giga
10^{6}	M	mega
10^{3}	K	kilo
10^{2}	H	hecto
10^{1}	da	deka
10^{-1}	d	deci
10^{-2}	c	centi
10^{-3}	m	mili
10^{-6}	u	micro
10^{-9}	n	nano
10^{-12}	p	pico
10^{-15}	f	femto
10^{-18}	a	atto

Theo. Speed (RPM)

$$\frac{1000\ \times LPM}{Displacement\ (^{cm^3}/_{rev})}\quad or\quad \frac{231\ \times GPM}{Displacement\ (^{in^3}/_{rev})}$$

Theo. Torque (lb-in)

$$\frac{Bar\ \times Displacement\ (^{cm^3}/_{rev})}{20\pi}\quad or\quad \frac{PSI\ \times Displacement\ (^{in^3}/_{rev})}{6.28}$$

Power In (HP)

$$\frac{Bar\ \times LPM}{600}\quad or\quad \frac{PSI\ \times GPM}{1714}$$

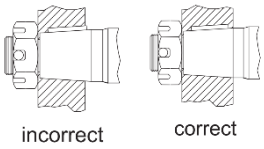
Power Out (HP)

$$\frac{Torque\ (Nm)\ \times RPM}{9543}\quad or\quad \frac{Torque\ (lb-in)\ \times RPM}{63024}$$

Shaft nut information

Precaution

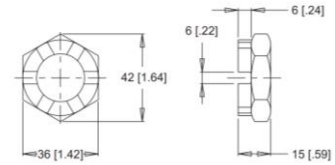
The tightening torques listed with each nut should only be used as a guideline. Hubs may require higher or lower tightening torque depending on the material. Consult the hub manufacturer to obtain recommended tightening torque. To maximize torque transfer from the shaft to the hub, and to minimize the potential for shaft breakage, a hub with sufficient thickness must fully engage the taper length of the shaft.



35MM TAPERED SHAFTS

M24 x 1.5 Thread

A Slotted Nut

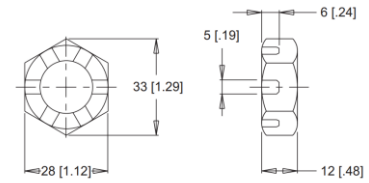


Torque Specifications: 32.5 daNm [240 ft.lb.]

1” TAPERED SHAFTS

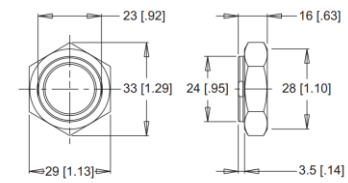
3/4-28 Thread

A Slotted Nut



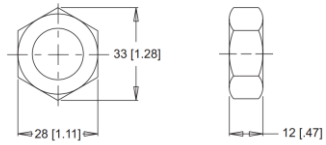
Torque Specifications: 20 - 23 daNm [150 - 170 ft.lb.]

B Lock Nut



Torque Specifications: 24 - 27 daNm [180 - 200 ft.lb.]

C Solid Nut

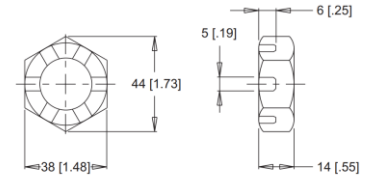


Torque Specifications: 20 - 23 daNm [150 - 170 ft.lb.]

1-1/4” TAPERED SHAFTS

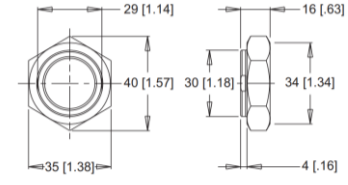
1-20 Thread

A Slotted Nut



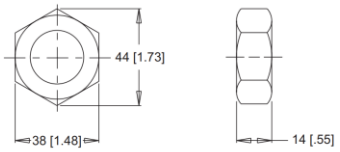
Torque Specifications: 38 daNm [280 ft.lb.] Max.

B Lock Nut



Torque Specifications: 33 - 42 daNm [240 - 310 ft.lb.]

C Solid Nut

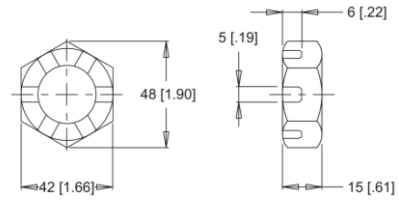


Torque Specifications: 38 daNm [280 ft.lb.] Max.

1-3/8” & 1-1/2” TAPERED SHAFTS

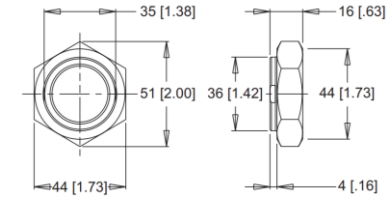
1 1/8-18 Thread

A Slotted Nut



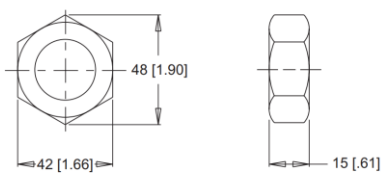
Torque Specifications: 41 - 54 daNm [300 - 400 ft.lb.]

B Lock Nut



Torque Specifications: 34 - 48 daNm [250 - 350 ft.lb.]

C Solid Nut



Torque Specifications: 41 - 54 daNm [300 - 400 ft.lb.]

Speed sensors

We offer both single and dual element speed sensor options providing a number of benefits to users by incorporating the latest advancements in sensing technology and materials. The 700 & 800 series motors single element sensors provide 60 pulses per revolution with the dual element providing 120 pulses per revolution, with all other series providing 50 & 100 pulses respectively. Higher resolution is especially beneficial for slow speed applications, where more information is needed for smooth and accurate control. The dual sensor option also provides a direction signal allowing end-users to monitor the direction of shaft rotation.

Unlike competitive designs that breach the high pressure area of the motor to add the sensor, the speed sensor option utilizes an add-on flange to locate all sensor components outside the high pressure operating environment. This eliminates the potential leak point common to competitive designs. Many improvements were made to the sensor flange including changing the material from cast iron to acetal resin, incorporating a Buna-N shaft seal internal to the flange, and providing a grease zerk, which allows the user to fill the sensor cavity with grease. These improvements enable the flange to withstand the rigors of harsh environments.

Another important feature of the new sensor flange is that it is self-centering, which allows it to remain concentric to the magnet rotor. This produces a consistent mounting location for the new sensor module, eliminating the need to adjust the air gap between the sensor and magnet rotor. The o-ring sealed sensor module attaches to the sensor flange with two small screws, allowing the sensor to be serviced or upgraded in the field in under one minute. This feature is especially valuable for mobile applications where machine downtime is costly. The sensor may also be serviced without exposing the hydraulic circuit to the atmosphere. Another advantage of the self-centering flange is that it allows users to rotate the sensor to a location best suited to their application. This feature is not available on competitive designs, which fix the sensor in one location in relationship to the motor mounting flange.

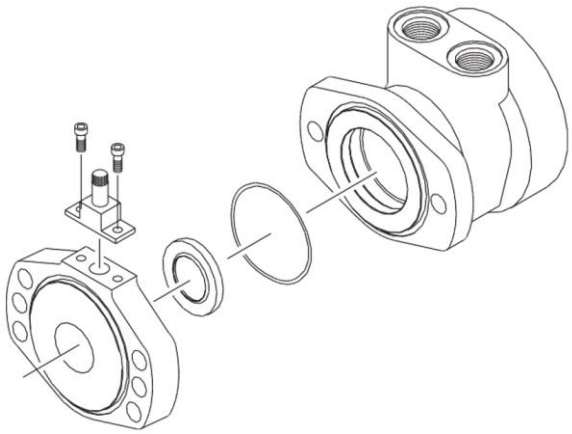


Figure 8 Speed sensors

Features / Benefits

- Grease fitting allows sensor cavity to be filled with grease for additional protection.
- Internal extruder seal protects against environmental elements.
- M12 or weather pack connectors provide installation flexibility.
- Dual element sensor provides up to 120 pulses per revolution and directional sensing.
- Modular sensor allows quick and easy servicing.
- Acetal resin flange is resistant to moisture, chemicals, oils, solvents and greases.
- Self-centering design eliminates need to set magnet- to-sensor air gap.
- Protection circuitry

Sensor Options

Z - 4-pin M12 male connector

This option has 50 pulses per revolution on all series except the DT which has 60 pulses per revolution. This option will not detect direction.

Y - 3-pin male weather pack connector*

This option has 50 pulses per revolution on all series except the DT which has 60 pulses per revolution. This option will not detect direction.

X - 4-pin M12 male connector

This option has 100 pulses per revolution on all series except the DT which has 120 pulses per revolution. This option will detect direction.

W - 4-pin male weather pack connector*

This option has 100 pulses per revolution on all series except the DT which has 120 pulses per revolution. This option will detect direction.

**These options include a 610mm [2 ft] cable.*

Single element sensor - Y & Z

Supply voltages..... .7.5-24 Vdc

Maximum output off voltage..... V

Maximum continuous output current ..... < 25 ma

Signal levels (low, high)..... 0.8 to supply voltage

Operating Temp .....-30°C to 83°C [-22°F to 181°F]

Dual element sensor - X & W

Supply voltages..... .7.5-18 Vdc

Maximum output off voltage..... V

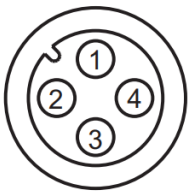
Maximum continuous output current ..... < 20 ma

Signal levels (low, high)..... 0.8 to supply voltage

Operating Temp .....-30°C to 83°C [-22°F to 181°F]

Sensor connectors

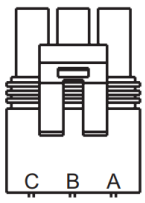
Z Option



PIN		
1	positive	brown or red
2	n/a	white
3	negative	blue
4	pulse out	black

Figure 9 Z Option

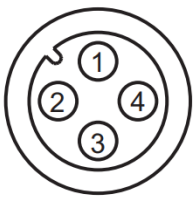
Y Option



PIN		
A	positive	brown or red
B	negative	blue
C	pulse out	black
D	n/a	white

Figure 11 Y Option

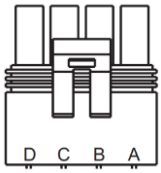
X Option



PIN		
1	positive	brown or red
2	direction out	white
3	negative	blue
4	pulse out	black

Figure 10 X Option

W Option



PIN		
A	positive	brown or red
B	negative	blue
C	pulse out	black
D	direction out	white

Figure 12 W Option

Protection circuity

The single element sensor has been improved and incorporates protection circuitry to avoid electrical damage caused by:

- reverse battery protection
- overvoltage due to power supply spikes and surges (60 V_{dc} max.)
- power applied to the output lead

The protection circuit feature will help “save” the sensor from damage mentioned above caused by:

- faulty installation wiring or system repair
- wiring harness shorts/opens due to equipment failure or harness damage resulting from accidental conditions (i.e. severed or grounded wire, ice, etc.)
- power supply spikes and surges caused by other electrical/electronic components that may be intermittent or damaged and “loading down” the system.

While no protection circuit can guarantee against any and all fault conditions. The single element sensor from us with protection circuitry is designed to handle potential hazards commonly seen in real world applications.
Unprotected versions are also available for operation at lower voltages down to 4.5V.

Free Turning Rotor

The ‘AC’ option or “Free turning” option refers to a specially prepared rotor assembly. This rotor assembly has increased clearance between the rotor tips and rollers allowing it to turn more freely than a standard rotor assembly. For spool valve motors, additional clearance is also provided between the shaft and housing bore. The ‘AC’ option is available for all motor series and displacements.

There are several applications and duty cycle conditions where ‘AC’ option performance characteristics can be beneficial. In continuous duty applications that require high flow/high rpm operation, the benefits are twofold. The additional clearance helps to minimize internal pressure drop at high flows. This clearance also provides a thicker oil film at metal to metal contact areas and can help extend the life of the motor in high rpm or even over speed conditions. The ‘AC’ option should be considered for applications that require continuous operation above 57 LPM [15 GPM] and/ or 300 rpm. Applications that are subject to pressure spikes due to frequent reversals or shock loads can also benefit by specifying the ‘AC’ option. The additional clearance serves to act as a buffer against spikes, allowing them to be bypassed through the motor rather than being absorbed and transmitted through the drive link to the output shaft. The trade-off for achieving these benefits is a slight loss of volumetric efficiency at high pressures.

Internal drain

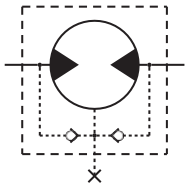
The internal drain is an option available on all HB, DR, and DT Series motors, and is standard on all WP, WR, WS, and D9 series motors. Typically, a separate drain line must be installed to direct case leakage of the motor back to the reservoir when using a HB, DR, or DT Series motor. However, the internal drain option eliminates the need for a separate drain line through the installation of two check valves in the motor end cover. This simplifies plumbing requirements for the motor.

The two check valves connect the case area of the motor to each port of the end cover. During normal motor operation, pressure in the input and return lines of the motor close the check valves. However, when the pressure in the case of the motor is greater than that of the return line, the check valve between the case and low pressure line opens, al- lowing the case leakage to flow into the return line. Since the operation of the check valves is dependent upon a pressure differential, the internal drain option operates in either direction of motor rotation. Although this option can simplify many motor installations, precautions must be taken to insure that return line pressure remains below allowable levels (see table below) to insure proper motor operation and life. If return line pressure is higher than allowable, or experiences pressure spikes, this pressure may feed back into the motor, possibly causing catastrophic seal failure. Installing motors with internal drains in series is not

recommended unless overall pressure drop over all motors is below the maximum allowable backpressure as listed in the chart below. If in doubt, contact your authorized representative.

Maximum allowable back pressure		
Series	Cont. bar [psi]	Inter. bar [psi]
HB	69 [1000]	103 [1500]
DR	69 [1000]	103 [1500]
DT	21 [300]	34 [500]
D9	21 [300]	21 [300]
Brakes	34 [500]	34 [500]

Table 4 Maximum allowable back pressure



Valve cavity

The valve cavity option provides a cost effective way to incorporate a variety of cartridge valves integral to the motor. The valve cavity is a standard 10 series (12 series on the 800 series motor) 2-way cavity that accepts numerous cartridge valves, including overrunning check valves, relief cartridges, flow control valves, pilot operated check fuses, and high pressure shuttle valves. Installation of a relief cartridge into the cavity provides an extra margin of safety for applications encountering frequent pressure spikes. Relief cartridges from 69 to 207 bar [1000 to 3000 psi] may also be factory installed.

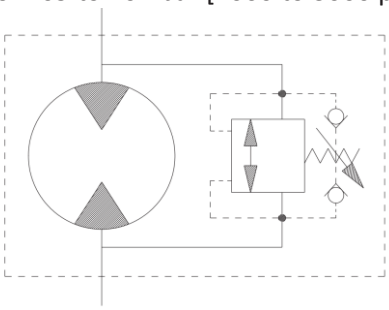


Figure 13 Valve cavity

For basic systems with fixed displacement pumps, either manual or motorized flow control valves may be installed into the valve cavity to provide a simple method for con- trolling motor speed. It is also possible to incorporate the speed sensor option and a programmable logic controller with a motorized flow control valve to create a closed loop, fully automated speed control system. For motors with internal brakes, a shuttle valve cartridge may be installed into the cavity to provide a simple, fully integrated method for supplying release pressure to the pilot line to actuate an integral brake. To discuss other alternatives for the valve cavity option, contact an authorized distributor.

Slinger seal

Slinger seals are available on select series offered by us. Slinger seals offer extended shaft/shaft seal protection by prevented a buildup of material around the circumference of the shaft which can lead to premature shaft seal failures. The slinger seals are designed to be larger in diameter than competitive products, providing greater surface speed and ‘slinging action’.

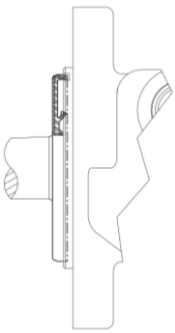


Figure 14 Slinger seal

Slinger seals are also available on 4-hole flange mounts on select series. Contact a Customer Service Representative for additional information.

Chapter 2
DR

Topics:

- *Overview*
- *Features/ Benefits*
- *Typical applications*
- *Displacement performance*
- *Porting*
- *DR 600 Series*
- *DR 610 Series (Brake Motor)*
- *DR 620 Series*
- *DR 630 Series*
- *DR 640 Series*

Overview

Due to its case drain design, the DR Series motor is an excellent medium size motor for applications with high- duty cycles or frequent direction reversal. The case drain design produces a number of benefits including reduction of pressure on the shaft seal and the ability to provide a cooling loop for the system. The case flow also lubricates the vital driving components, extending motor life. An internal drain option is also available. A laminated manifold and three-zone orbiting valve are used to produce higher overall efficiencies and more usable power. A steel faced seal in the orbiting valve also reduces the risk of the seal extruding or melting, which is possible in competitive designs.

Features/ Benefits

- Four Bearing Options allow load carrying capabilities of motor to be matched to application.
- Heavy-Duty Drive Link is the most durable in its class and receives case flow lubrication for reduced wear and increased life.
- Three-Zone Orbiting Valve precisely meters oil to produce exceptional volumetric efficiency.
- Rubber Energized Steel Face Seal does not extrude or melt under high pressure or high temperature.
- Standard Case Drain increases shaft seal life by reducing pressure on seal.

Typical applications

- Medium-duty wheel drives,
- Augers,
- Mixers,
- Winch drives,
- Swing drives,
- Grapple heads,
- Feed rollers,
- Broom drives,
- Chippers,
- Mining equipment,
- Forestry equipment
- More…

Specifications

Code	Displacement cm^3 [in^3/rev]	Max. Speed rpm		Max. Flow lpm [gpm]		Max. Torque Nm [lb-in]		Max. Pressure bar [psi]		
		cont.	inter.	cont.	inter.	cont.	inter.	cont.	inter.	peak
200	204 *[12.4]*	470	560	95 *[25]*	114 *[30]*	554 *[4900]*	644 *[5700]*	207 *[3000]*	241 *[3500]*	276 *[4000]*
260	261 *[15.9]*	360	440			745 *[6590]*	859 *[7600]*	207 *[3000]*	241 *[3500]*	276 *[4000]*
300	300 *[18.3]*	320	380			842 *[7450]*	972 *[8600]*	207 *[3000]*	241 *[3500]*	276 *[4000]*
350	348 *[21.2]*	270	320			972 *[8600]*	1107 *[9800]*	207 *[3000]*	241 *[3500]*	276 *[4000]*
375	375 *[22.8]*	250	300			1085 *[9600]*	1243 *[11000]*	207 *[3000]*	241 *[3500]*	276 *[4000]*
470	465 *[28.3]*	200	240			1107 *[9800]*	1316 *[11650]*	172 *[2500]*	207 *[3000]*	241 *[3500]*
540	536 *[32.7]*	180	210			1034 *[9150]*	1277 *[11300]*	138 *[2000]*	172 *[2500]*	207 *[3000]*
750	748 *[45.6]*	130	150			1040 *[9200]*	1390 *[12300]*	103 *[1500]*	138 *[2000]*	172 *[2500]*

Table 5 DR Specifications

Performance data is typical. Performance of production units varies slightly from one motor to another. Running at intermittent ratings should not exceed 10% of every minute of operation.

Displacement performance

Performance data is typical. Performance of production units varies slightly from one motor to another. Operating at maximum continuous pressure and maximum continuous flow simultaneously is not recommended. For additional information on product testing please refer to Product testing.

200

204 cm³ [12.4 in³] / rev

Pressure - bar [psi] — Max. Cont. — Max. Inter.

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000]	241 [3500]	Theoretical rpm
2 [0.5]	38 [335] **7**	77 [683] **4**							10
4 [1]	39 [342] **16**	85 [748] **15**	174 [1543] **13**	258 [2284] **9**	329 [2913] **5**				19
8 [2]	38 [339] **35**	90 [795] **34**	178 [1579] **32**	271 [2396] **28**	361 [3192] **23**	454 [4016] **16**	519 [4594] **11**	562 [4977] **3**	38
15 [4]	36 [323] **73**	85 [749] **72**	178 [1576] **69**	283 [2506] **64**	378 [3346] **57**	459 [4059] **54**	555 [4909] **44**	636 [5625] **35**	75
23 [6]		78 [690] **110**	177 [1562] **106**	273 [2413] **101**	362 [3202] **97**	462 [4085] **89**	551 [4880] **80**	645 [5711] **70**	112
30 [8]		74 [654] **148**	172 [1518] **145**	268 [2368] **141**	357 [3156] **133**	469 [4154] **126**	558 [4936] **117**	653 [5778] **105**	150
38 [10]			168 [1491] **184**	260 [2301] **178**	349 [3091] **174**	444 [3933] **167**	541 [4783] **156**	638 [5646] **144**	187
45 [12]			156 [1381] **221**	255 [2256] **215**	350 [3096] **209**	450 [3985] **204**	542 [4793] **199**	634 [5607] **179**	224
53 [14]			150 [1332] **259**	251 [2219] **254**	330 [2919] **250**	435 [3850] **241**	526 [4653] **231**	638 [5643] **213**	261
61 [16]			133 [1180] **297**	241 [2129] **293**	336 [2970] **286**	430 [3803] **278**	522 [4616] **276**	613 [5423] **256**	299
68 [18]			122 [1082] **335**	227 [2012] **332**	328 [2899] **325**	417 [3692] **319**	510 [4510] **310**	602 [5329] **298**	336
76 [20]			112 [993] **372**	214 [1897] **371**	309 [2732] **365**	401 [3547] **356**	496 [4391] **348**	587 [5198] **337**	373
83 [22]				199 [1757] **409**	303 [2680] **404**	384 [3401] **396**	493 [4358] **384**	579 [5121] **374**	410
91 [24]				184 [1625] **447**	285 [2526] **443**	380 [3366] **433**	474 [4192] **423**	562 [4970] **417**	448
95 [25]				166 [1472] **465**	277 [2453] **461**	367 [3244] **454**	463 [4101] **443**	560 [4953] **432**	466
Max. Inter. / Max. Cont. 114 [30]					219 [1935] **558**	332 [2934] **553**			559

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width	Theoretical Torque - Nm [lb-in]							
17.3 [.682] mm [in]	56 [494]	112 [987]	223 [1975]	335 [2962]	446 [3949]	558 [4936]	669 [5924]	781 [6911]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

260

261 cm³ [15.9 in³] / rev

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000]	241 [3500]	Theoretical rpm
2 [0.5]	47 [417] **5**	109 [962] **4**							8
4 [1]	51 [454] **13**	110 [972] **11**	238 [2104] **11**	355 [3139] **8**	460 [4074] **5**				15
8 [2]	52 [462] **28**	113 [1004] **27**	242 [2145] **25**	367 [3244] **22**	485 [4292] **18**	603 [5334] **14**	715 [6323] **11**		30
15 [4]	49 [430] **57**	111 [985] **56**	239 [2115] **54**	367 [3247] **51**	491 [4343] **45**	619 [5474] **41**	746 [6598] **36**	859 [7600] **30**	59
23 [6]	44 [391] **87**	107 [950] **86**	234 [2067] **83**	364 [3225] **78**	487 [4311] **72**	617 [5458] **67**	738 [6530] **60**	854 [7557] **54**	88
30 [8]		100 [884] **115**	228 [2016] **113**	355 [3146] **107**	478 [4230] **103**	612 [5418] **95**	733 [6487] **89**	868 [7677] **82**	117
38 [10]		90 [797] **145**	220 [1947] **143**	348 [3080] **138**	468 [4143] **132**	605 [5351] **123**	734 [6498] **115**	852 [7541] **107**	146
45 [12]		84 [748] **174**	212 [1877] **172**	340 [3011] **168**	463 [4094] **162**	596 [5272] **152**	722 [6390] **143**	845 [7481] **133**	175
53 [14]		71 [631] **203**	205 [1813] **201**	330 [2921] **198**	452 [4004] **185**	587 [5195] **179**	706 [6244] **173**	846 [7491] **163**	204
61 [16]			191 [1688] **231**	317 [2807] **228**	444 [3927] **223**	574 [5077] **214**	703 [6221] **203**	824 [7291] **196**	233
68 [18]			174 [1540] **261**	305 [2698] **256**	429 [3798] **251**	560 [4952] **246**	690 [6111] **230**	815 [7214] **220**	262
76 [20]			156 [1383] **290**	289 [2558] **289**	418 [3700] **282**	544 [4817] **268**	675 [5977] **262**	810 [7166] **247**	291
83 [22]			143 [1270] **319**	275 [2431] **317**	405 [3585] **313**	533 [4717] **300**	659 [5828] **293**	787 [6961] **277**	320
91 [24]			131 [1158] **348**	255 [2253] **346**	387 [3421] **342**	515 [4554] **333**	613 [5421] **322**	769 [6805] **311**	349
95 [25]				239 [2115] **362**	373 [3301] **357**	505 [4471] **348**	628 [5559] **342**	772 [6832] **328**	364
Max. Inter. / Max. Cont. 114 [30]				157 [1388] **434**	298 [2637] **432**	426 [3768] **427**			436

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width	Theoretical Torque - Nm [lb-in]							
22.1 [.872] mm [in]	72 [633]	143 [1266]	286 [2532]	429 [3798]	572 [5064]	715 [6330]	858 [7596]	1001 [8861]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

300

300 cm³ [18.3 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
2 [0.5]	58 [509] **5**	117 [1039] **4**	253 [2236] **4**						7
4 [1]	58 [517] **12**	122 [1081] **11**	266 [2353] **11**	384 [3396] **11**	509 [4501] **9**	633 [5599] **9**			13
8 [2]	58 [516] **25**	128 [1134] **24**	267 [2360] **24**	404 3572] **23**	553 [4893] **22**	683 [6045] **21**	813 [7198] **20**	917 [8112] **20**	26
15 [4]	56 [491] **50**	132 [1173] **49**	274 [2425] **49**	417 [3691] **48**	553 [4890] **47**	703 [6225] **44**	836 [7397] **43**	962 [8513] **42**	51
23 [6]	53 [466] **75**	123 [1092] **75**	269 [2384] **74**	406 [3590] **73**	559 [4949] **71**	701 [6207] **69**	831 [7356] **66**	954 [8445] **63**	76
30 [8]	44 [386] **100**	117 [1036] **99**	256 [2263] **97**	419 [3710] **96**	548 [4847] **95**	707 [6256] **93**	846 [7485] **88**	974 [8619] **85**	101
38 [10]		107 [947] **126**	251 [2222] **126**	390 [3448] **125**	561 [4961] **121**	691 [6119] **119**	836 [7396] **113**	976 [8637] **109**	127
45 [12]		95 [841] **151**	238 [2108] **150**	400 [3538] **150**	529 [4685] **149**	696 [6160] **144**	833 [7371] **140**	969 [8573] **135**	152
53 [14]		84 [748] **176**	232 [2053] **175**	366 [3237] **174**	530 [4688] **173**	676 [5978] **168**	825 [7302] **164**	964 [8533] **158**	177
61 [16]		71 [629] **201**	217 [1920] **200**	370 [3277] **198**	508 [4494] **197**	654 [5786] **196**	803 [7104] **187**	952 [8428] **182**	202
68 [18]			202 [1792] **227**	339 [2996] **226**	503 [4448] **226**	645 [5712] **221**	781 [6914] **214**	933 [8253] **211**	228
76 [20]			184 [1631] **252**	326 [2887] **251**	467 [4129] **249**	635 [5619] **244**	772 [6831] **236**	927 [8205] **230**	253
83 [22]			164 [1449] **277**	308 [2726] **275**	446 [3943] **274**	604 [5346] **271**	745 [6592] **269**	896 [7926] **267**	278
91 [24]			147 [1304] **302**	286 [2535] **301**	437 [3871] **300**	580 [5137] **296**	723 [6401] **293**	861 [7620] **285**	303
95 [25] Max. Inter.			116 [1024] **315**	291 [2574] **314**	441 [3902] **312**	575 [5085] **310**	707 [6255] **309**	848 [7500] **302**	316
114 [30] Max. Cont.				204 [1805] **378**	347 [3067] **376**	499 [4416] **370**			379

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

Theoretical Torque - Nm [lb-in]

25.4 [1.000] mm [in]	82 [729]	165 [1457]	329 [2914]	494 [4371]	659 [5828]	823 [7285]	988 [8742]	1152 [10199]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

350

348 cm³ [21.2 in³] / rev

Pressure - bars [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
2 [0.5]	69 [606] **4**	140 [1243] **3**	262 [2318] **2**						6
4 [1]	75 [660] **10**	153 [1350] **9**	309 [2733] **7**	454 [4014] **6**					11
8 [2]	75 [667] **21**	158 [1395] **20**	325 [2880] **17**	489 [4326] **16**	647 [5727] **14**	784 [6937] **13**	917 [8119] **11**		22
15 [4]	73 [648] **43**	159 [1405] **42**	333 [2943] **38**	502 [4443] **36**	677 [5988] **33**	830 [7342] **31**	984 [8704] **29**	1123 [9935] **26**	44
23 [6]	67 [594] **65**	152 [1346] **63**	328 [2901] **61**	502 [4439] **55**	670 [5926] **51**	841 [7444] **49**	1010 [8940] **49**	1155 [10220] **46**	66
30 [8]	56 [494] **87**	143 [1268] **85**	317 [2808] **83**	494 [4368] **78**	678 [6002] **72**	833 [7376] **67**	1018 [9010] **65**	1172 [10367] **65**	88
38 [10]		129 [1141] **108**	305 [2700] **105**	477 [4219] **99**	655 [5798] **92**	830 [7345] **88**	994 [8801] **85**	1159 [10260] **83**	109
45 [12]		121 [1068] **130**	291 [2578] **128**	465 [4113] **122**	641 [5672] **115**	817 [7231] **107**	991 [8766] **101**	1169 [10342] **100**	131
53 [14]		103 [907] **151**	275 [2437] **148**	452 [4001] **145**	630 [5572] **136**	815 [7212] **130**	972 [8604] **123**	1162 [10284] **115**	153
61 [16]		85 [755] **174**	258 [2281] **172**	431 [3818] **168**	609 [5390] **161**	790 [6991] **152**	983 [8696] **144**	1141 [10099] **136**	175
68 [18]		66 [587] **196**	246 [2174] **193**	432 [3823] **190**	583 [5161] **185**	768 [6800] **171**	944 [8355] **164**	1131 [10012] **159**	197
76 [20]			223 [1969] **217**	391 [3459] **211**	568 [5026] **206**	750 [6637] **196**	925 [8186] **185**	1101 [9742] **176**	218
83 [22]			193 [1704] **239**	372 [3293] **236**	545 [4825] **230**	724 [6408] **219**	909 [8049] **209**	1092 [9666] **198**	240
91 [24]			169 [1492] **261**	349 [3085] **257**	537 [4755] **253**	698 [6179] **243**			262
95 [25] Max. Inter.				325 [2874] **272**	507 [4491] **265**	687 [6082] **254**			273
114 [30] Max. Cont.				255 [2258] **326**	429 [3796] **320**	605 [5354] **315**			327

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

Theoretical Torque - Nm [lb-in]

39.4 [1.553] mm [in]	95 [844]	191 [1688]	381 [3376]	572 [5064]	763 [6752]	954 [8439]	1144 [10127]	1335 [11815]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

375

375 cm³ [22.8 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	Max. Cont. 207 [3000]	Max. Inter. 241 [3500]

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
2 [0.5]	69 [611] **4**								6
4 [1]	74 [651] **9**	161 [1425] **8**	330 [2920] **8**	494 [4369] **7**	653 [5783] **6**	823 [7283] **5**			11
8 [2]	76 [676] **20**	173 [1527] **19**	354 [3133] **18**	518 [4582] **17**	685 [6065] **15**	860 [7611] **13**	1021 [9038] **13**		21
15 [4]	73 [649] **40**	158 [1399] **40**	350 [3098] **38**	535 [4731] **37**	706 [6250] **34**	883 [7814] **32**	1032 [9130] **30**	1191 [10541] **30**	41
23 [6]	66 [588] **60**	159 [1407] **60**	346 [3058] **59**	547 [4841] **57**	712 [6300] **54**	899 [7956] **49**	1080 [9561] **47**	1231 [10898] **45**	61
30 [8]	57 [502] **81**	147 [1301] **80**	337 [2980] **79**	537 [4749] **77**	700 [6192] **74**	898 [7948] **70**	1088 [9628] **65**	1236 [10941] **62**	82
38 [10]		134 [1190] **101**	323 [2856] **100**	510 [4512] **99**	694 [6139] **95**	887 [7849] **90**	1066 [9437] **85**	1246 [11029] **79**	102
45 [12]		124 [1097] **121**	309 [2730] **120**	496 [4385] **119**	679 [6009] **114**	883 [7817] **109**	1073 [9493] **104**	1244 [11010] **99**	122
53 [14]		109 [961] **141**	290 [2563] **140**	477 [4217] **138**	680 [6016] **136**	854 [7556] **130**	1041 [9214] **123**	1230 [10888] **117**	142
61 [16]		82 [728] **162**	267 [2362] **161**	453 [4005] **159**	637 [5641] **157**	846 [7489] **150**	1041 [9209] **144**	1209 [10702] **136**	163
68 [18]			248 [2198] **182**	434 [3842] **180**	619 [5474] **175**	812 [7190] **171**	1002 [8864] **165**	1148 [10161] **162**	183
76 [20]			229 [2026] **202**	416 [3685] **201**	600 [5309] **199**	790 [6994] **192**	979 [8664] **183**	1145 [10137] **180**	203
83 [22]			199 [1764] **222**	385 [3406] **221**	572 [5065] **219**	761 [6738] **215**	953 [8435] **210**	1111 [9834] **201**	223
91 [24]			168 [1490] **243**	362 [3204] **241**	566 [5007] **240**	731 [6471] **235**			244
Max. Max. Inter. Cont. 95 [25]				347 [3073] **253**	554 [4905] **250**	721 [6384] **245**			254
114 [30]				261 [2314] **303**	440 [3891] **301**	623 [5514] **300**			304

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

Theoretical Torque - Nm [lb-in]

31.8 [1.252] mm [in]	103 [908]	205 [1815]	410 [3631]	615 [5446]	821 [7261]	1026 [9076]	1231 [10892]	1436 [12707]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

470

465 cm³ [28.3 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	Max. Cont. 173 [2500]	Max. Inter. 207 [3000]

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]								Theoretical rpm
2 [0.5]	92 [815] **3**	195 [1723] **2**	374 [3306] **1**					5
4 [1]	109 [967] **7**	188 [1661] **6**	418 [3701] **5**	615 [5447] **4**				9
8 [2]	99 [875] **15**	217 [1924] **14**	440 [3892] **13**	668 [5910] **12**	871 [7709] **9**	1066 [9436] **7**	1227 [10855] **5**	17
15 [4]	93 [825] **32**	213 [1887] **30**	441 [3906] **29**	688 [6086] **28**	907 [8027] **25**	1131 [10008] **22**	1343 [11886] **18**	33
23 [6]	85 [751] **48**	200 [1771] **48**	434 [3841] **46**	686 [6074] **44**	906 [8017] **40**	1141 [10098] **35**	1362 [12056] **30**	49
30 [8]	72 [635] **65**	186 [1645] **64**	422 [3738] **63**	659 [5834] **61**	889 [7871] **58**	1142 [10106] **50**	1352 [11963] **45**	66
38 [10]	53 [472] **81**	169 [1493] **80**	404 [3579] **79**	639 [5657] **77**	874 [7734] **74**	1115 [9871] **66**	1351 [11958] **59**	82
45 [12]		152 [1348] **97**	402 [3561] **96**	608 [5377] **94**	855 [7563] **89**	1111 [9836] **82**	1340 [11861] **76**	98
53 [14]		133 [1175] **114**	364 [3221] **113**	598 [5292] **112**	833 [7374] **107**	1090 [9643] **98**	1319 [11673] **90**	115
61 [16]		103 [910] **130**	333 [2947] **129**	569 [5037] **128**	803 [7110] **123**	1063 [9410] **114**	1294 [11450] **104**	131
68 [18]		75 [661] **146**	305 [2701] **144**	555 [4908] **143**	764 [6765] **141**	1021 [9033] **133**	1267 [11214] **124**	147
76 [20]			281 [2489] **163**	507 [4490] **162**	745 [6597] **156**	985 [8719] **150**	1236 [10940] **141**	164
83 [22]			227 [2011] **179**	473 [4189] **178**	714 [6322] **176**	948 [8391] **168**	1182 [10462] **162**	180
91 [24]			193 [1705] **194**	432 [3827] **192**	687 [6079] **191**	915 [8093] **186**		196
Max. Max. Inter. Cont. 95 [25]				423 [3743] **204**	651 [5759] **201**	896 [7928] **191**		205
114 [30]				321 [2840] **244**	538 [4761] **242**	784 [6938] **238**		245

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

Theoretical Torque - Nm [lb-in]

39.4 [1.553] mm [in]	127 [1127]	255 [2253]	509 [4506]	764 [6760]	1018 [9013]	1273 [11266]	1528 [13519]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

540

536 cm³ [32.7 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	Max. Cont. 138 [2000]	Max. Inter. 173 [2500]

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]							Theoretical rpm
2 [0.5]	108 [953] **3**	215 [1900] **2**					4
4 [1]	107 [946] **6**	225 [1995] **6**	476 [4212] **5**	710 [6284] **5**	920 [8138] **3**		8
8 [2]	113 [998] **13**	241 [2133] **12**	498 [4403] **11**	748 [6620] **11**	980 [8674] **9**	1220 [10798] **8**	15
15 [4]	115 [1014] **28**	242 [2137] **27**	508 [4491] **26**	779 [6893] **25**	1038 [9188] **24**	1266 [11201] **20**	29
23 [6]	102 [902] **42**	234 [2067] **42**	505 [4465] **40**	771 [6821] **38**	1019 [9022] **36**	1274 [11275] **32**	43
30 [8]	89 [792] **56**	222 [1962] **56**	494 [4373] **55**	764 [6759] **52**	1020 [9029] **48**	1280 [11325] **43**	57
38 [10]	71 [630] **70**	201 [1782] **70**	477 [4224] **68**	750 [6639] **66**	1016 [8994] **62**	1277 [11299] **57**	71
45 [12]	47 [417] **84**	188 [1661] **84**	455 [4027] **84**	729 [6455] **81**	1001 [8858] **76**	1288 [11394] **69**	85
53 [14]		158 [1397] **98**	430 [3803] **97**	702 [6214] **96**	995 [8803] **89**	1264 [11184] **82**	99
61 [16]		132 [1170] **113**	403 [3564] **112**	670 [5930] **110**	944 [8353] **106**	1240 [10970] **98**	114
68 [18]		97 [856] **127**	366 [3236] **127**	640 [5664] **126**	935 [8276] **120**	1193 [10557] **113**	128
76 [20]		63 [554] **141**	335 [2962] **140**	604 [6345] **139**	878 [7767] **135**	1156 [10228] **129**	142
83 [22]			303 [2680] **155**	562 [4972] **153**	838 [7420] **152**	1115 [9868] **145**	156
91 [24]			242 [2141] **169**	522 [4622] **167**	813 [7194] **164**	1075 [9517] **161**	170
Max. Max. Inter. Cont. 95 [25]			226 [1998] **176**	490 [4338] **175**	772 [6832] **174**	1075 [9514] **165**	177
114 [30]			98 [864] **211**	380 [3365] **210**	659 [5834] **209**		212

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width	Theoretical Torque - Nm [lb-in]					
45.5 [1.791]	147 [1302]	294 [2604]	588 [5207]	883 [7811]	1177 [10414]	1471 [13018]

mm [in]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

750

748 cm³ [45.6 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	Max. Cont. 104 [1500]	Max. Inter. 138 [2000]

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]						Theoretical rpm
2 [0.5]	126 [1118] **1**	277 [2450] **1**				3
4 [1]	156 [1378] **4**	287 [2537] **3**	627 [5552] **3**	922 [8155] **2**		6
8 [2]	153 [1357] **9**	322 [2853] **9**	664 [5873] **8**	986 [8722] **7**	1308 [11579] **6**	11
15 [4]	148 [1312] **20**	327 [2898] **19**	686 [6071] **18**	1027 [9085] **17**	1374 [12161] **16**	21
23 [6]	139 [1230] **30**	323 [2860] **29**	691 [6113] **28**	1040 [9200] **27**	1393 [12328] **25**	31
30 [8]	123 [1085] **40**	306 [2712] **40**	681 [6026] **39**	1040 [9207] **36**	1380 [12211] **34**	41
38 [10]	99 [874] **50**	291 [2571] **49**	666 [5897] **48**	1035 [9162] **47**	1399 [12382] **45**	51
45 [12]	75 [664] **60**	274 [2423] **59**	643 [5688] **58**	1018 [9012] **57**	1392 [12318] **55**	61
53 [14]	46 [408] **70**	239 [2113] **70**	616 [5451] **69**	996 [8814] **68**	1372 [12146] **64**	71
61 [16]		190 [1682] **81**	575 [5089] **80**	958 [8479] **78**	1327 [11742] **76**	82
68 [18]		150 [1325] **91**	535 [4738] **90**	921 [8150] **88**	1299 [11494] **86**	92
76 [20]		107 [949] **101**	486 [4298] **100**	878 [7771] **100**	1253 [11090] **97**	102
83 [22]			449 [3978] **111**	822 [7273] **110**	1198 [10598] **108**	112
91 [24]			384 [3401] **121**	761 [6736] **120**	1143 [10117] **117**	122
Max. Max. Inter. Cont. 95 [25]			369 [3268] **126**	737 [6523] **125**	1111 [9830] **124**	127
114 [30]			116 [1025] **151**	494 [4374] **149**		152

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width	Theoretical Torque - Nm [lb-in]				
63.5 [2.501]	205 [1815]	410 [3631]	821 [7261]	1231 [10892]	1641 [14522]

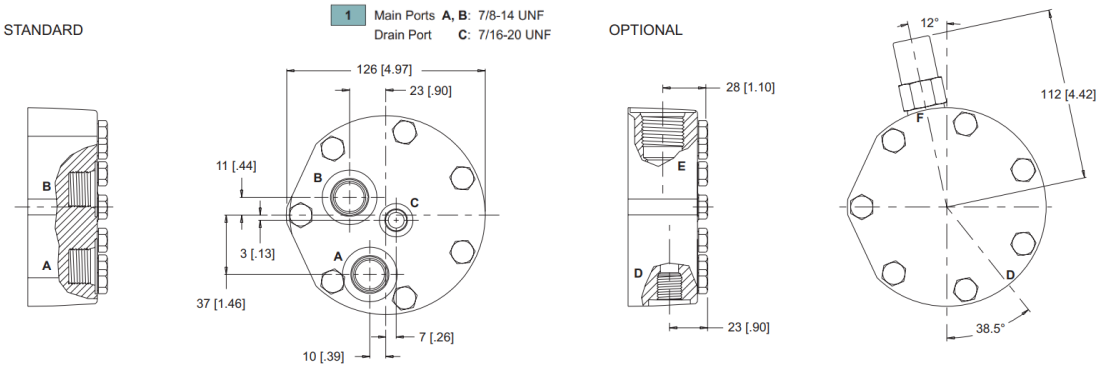
mm [in]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

Porting

Dimensions shown are without paint. Paint thickness can be up to 0.13 [0.005].

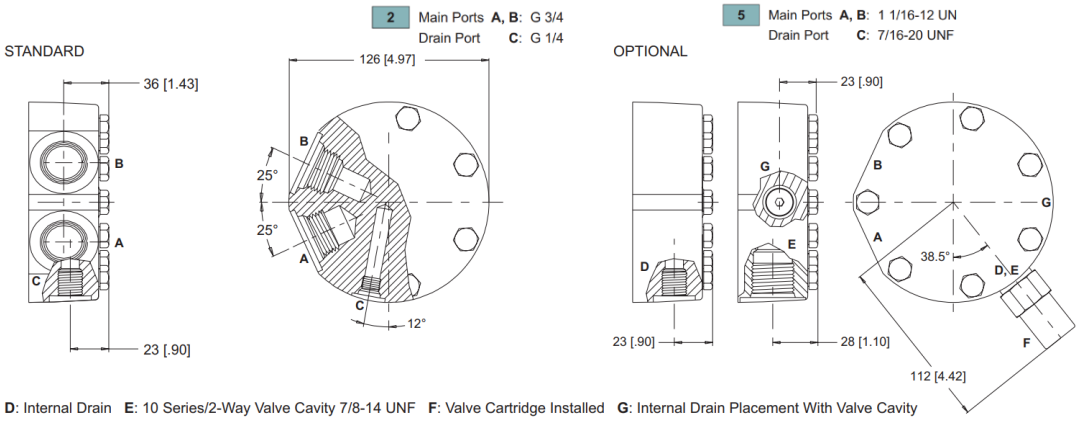
End Ported – Offset



D: Internal Drain E: 10 Series/2-Way Valve Cavity 7/8-14 UNF F: Valve Cartridge Installed

Figure 15 DR Porting (End ported Offset)

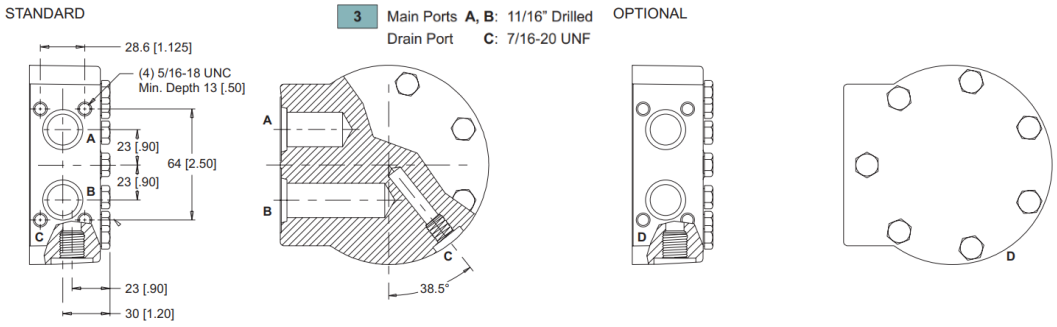
Side ported – Radial



D: Internal Drain E: 10 Series/2-Way Valve Cavity 7/8-14 UNF F: Valve Cartridge Installed G: Internal Drain Placement With Valve Cavity

Figure 16 DR Porting (Side Ported Radial)

Side ported - manifold aligned



D: Internal Drain

Figure 17 DR Porting (manifold aligned)

Side ported – aligned

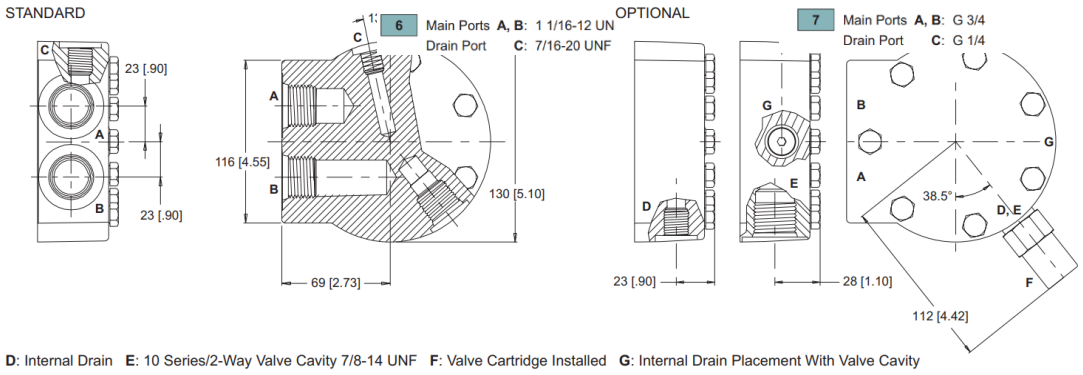


Figure 18 DR Porting (Side Ported Aligned)

DR 600 Series

Housings

4-hole, Magneto Mount

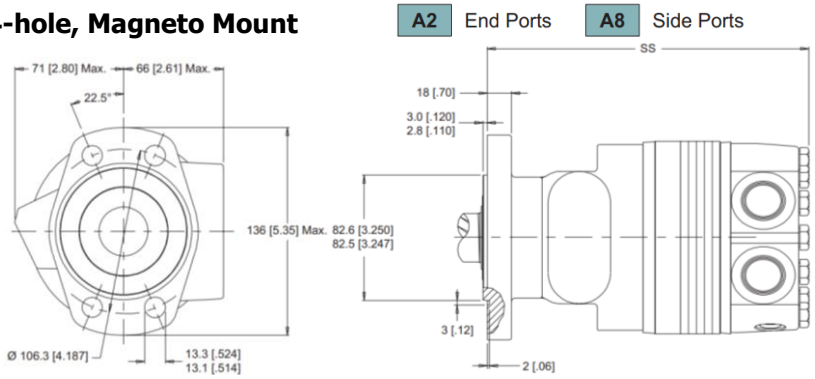


Figure 19 DR 600 Magneto Mount

6-hole, SAE A Mount

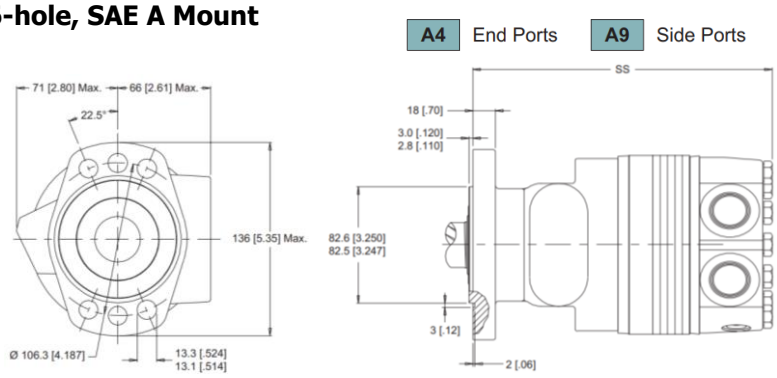


Figure 20 DR 600 SAE A Mount

4-hole, Wheel Mount

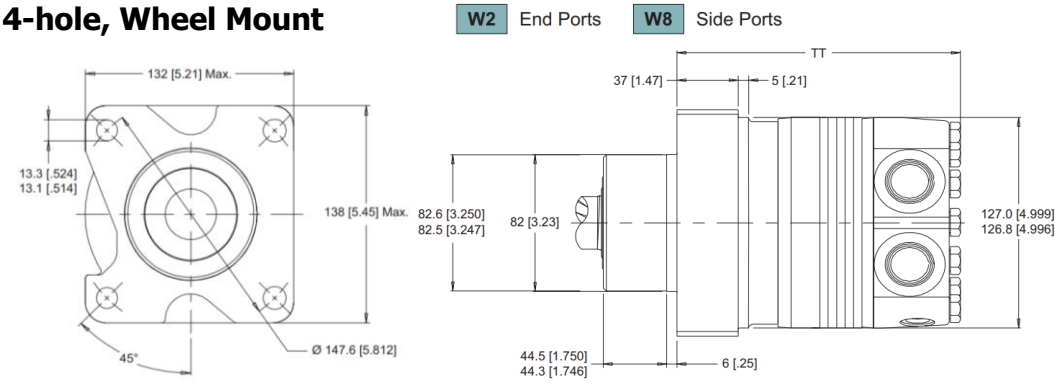


Figure 21 DR 600 Wheel Mount

Technical Information

Allowable Shaft Load / Bearing Curve

The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an L_{10} life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table Allowable Shaft Load / Bearing Curve.

Magneto & SAE A Mounts

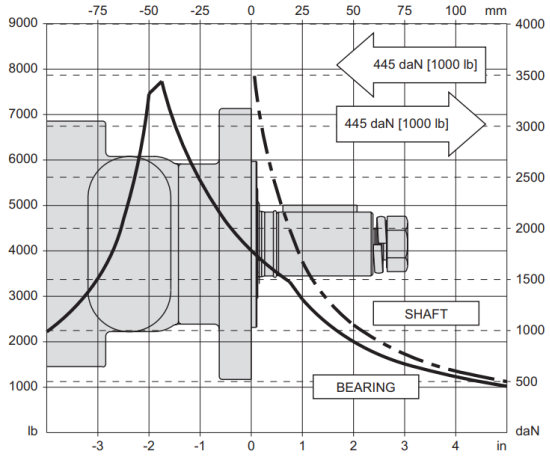


Figure 22 Magneto & SAE A Mounts Allowable Shaft Load / Bearing Curve

Wheel Mounts

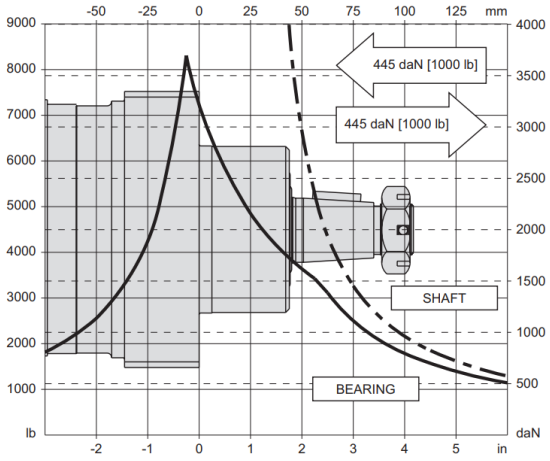


Figure 23 Wheel Mounts Allowable Shaft Load / Bearing Curve

Length & Weight Chart

Dimensions SS & TT are the overall motor lengths from the rear of the motor to the mounting flange surface and are referenced on detailed housing drawings listed on Housings.

SS	End covers End ported Offset / Side ported Radial *mm[in]*	End covers Side ported Manifold Aligned / Aligned *mm[in]*	Weight *kg [lb]*
200	205 *[8.08]*	208 *[8.19]*	13.4 *[29.6]*
260	210 *[8.26]*	213 *[8.37]*	13.9 *[30.6]*
300	213 *[8.39]*	216 *[8.50]*	14.6 *[32.2]*
350	227 *[8.95]*	230 *[9.06]*	15.7 *[34.7]*
375	219 *[8.75]*	222 *[8.75]*	15.2 *[33.4]*
470	227 *[8.95]*	230 *[9.06]*	15.7 *[34.7]*
540	233 *[9.18]*	236 *[9.29]*	16.2 *[35.8]*
750	251 *[9.89]*	254 *[10.00]*	17.7 *[39.1]*

Table 6 Length &Weight Chart SS dimensions

TT	End covers End ported Offset / Side ported Radial *mm[in]*	End covers Side ported Manifold Aligned / Aligned *mm[in]*	Weight *kg [lb]*
200	163 *[6.42]*	166 *[6.53]*	15.9 *[35.0]*
260	168 *[6.61]*	171 *[6.72]*	16.3 *[36.0]*
300	171 *[6.74]*	174 *[6.85]*	16.6 *[36.6]*
350	185 *[7.29]*	188 *[7.40]*	17.8 *[39.2]*
375	177 *[6.99]*	180 *[7.10]*	17.1 *[37.8]*
470	185 *[7.29]*	188 *[7.40]*	17.8 *[39.2]*
540	191 *[7.53]*	194 *[7.64]*	18.3 *[40.3]*
750	209 *[8.24]*	212 *[8.35]*	19.7 *[43.5]*

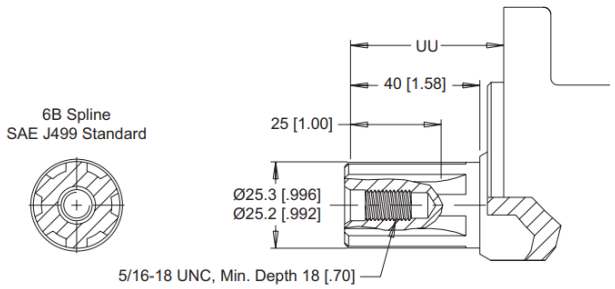
Table 7 Length &Weight Chart TT dimensions

All DR series motor weights can vary ± 0.9 kg [2 lb] depending on model configurations such as housing, shaft, endcover, options etc.

Shafts

02 1" 6B Spline

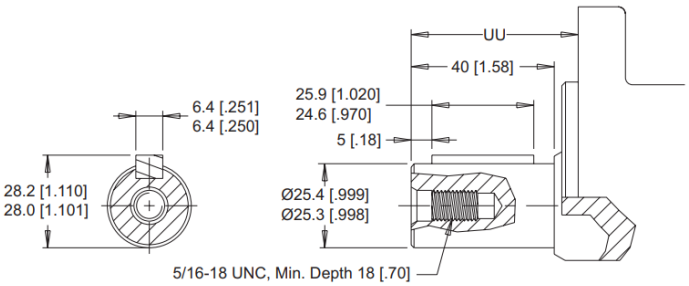
03 1" 6B Spline Extended



Max. Torque: 678 Nm [6000 lb-in]

10 1" Straight

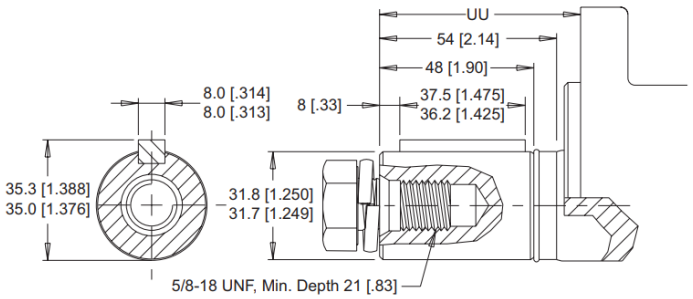
15 1" Straight Extended



Max. Torque: 655 Nm [5800 lb-in]

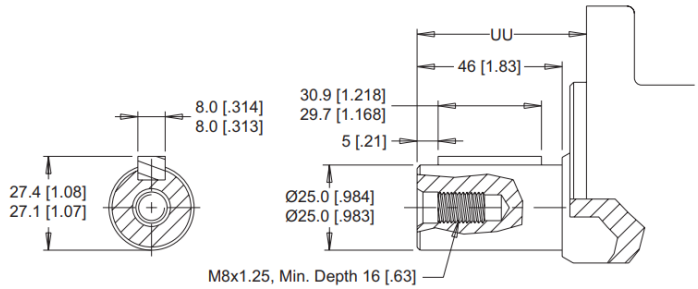
07 1-1/4" Straight Extended

20 1-1/4" Straight



Max. Torque: 1200 Nm [10600 lb-in]

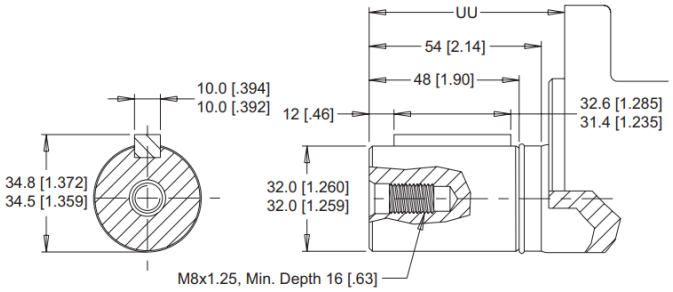
12 25mm Straight



Max. Torque: 678 Nm [6000 lb-in]

08 32mm Straight Extended

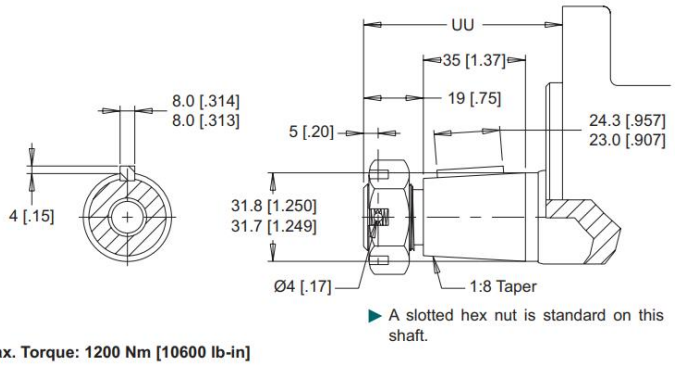
21 32mm Straight



Max. Torque: 1200 Nm [10600 lb-in]

22 1-1/4" Tapered

25 1-1/4" Tapered Extended

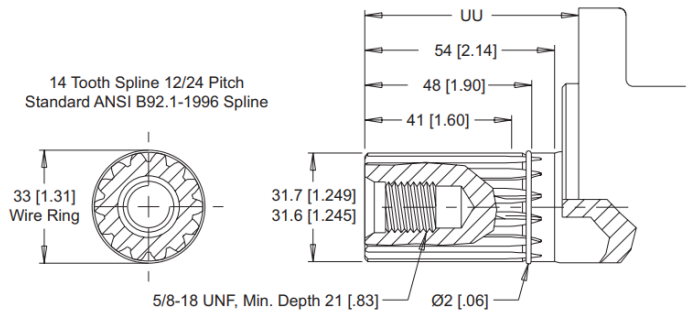


▶ A slotted hex nut is standard on this shaft.

Max. Torque: 1200 Nm [10600 lb-in]

09 14 Tooth Spline Extended

23 14 Tooth Spline



Max. Torque: 1200 Nm [10600 lb-in]

Mounting / Shaft Length Chart

Dimension UU is the overall distance from the motor mounting surface to the end of the shaft and is referenced on detailed shaft drawings above.

Shaft lengths vary ± 0.8 mm [0.030 in.]

UU	Magneto & A Mounts *mm [in]*	Wheel Mounts *mm [in]*
02	50 *[1.97]*	91 *[3.60]*
03	76 *[3.01]*	118 *[4.64]*
07	88 *[3.45]*	129 *[5.09]*
08	88 *[3.45]*	129 *[5.09]*
09	88 *[3.45]*	129 *[5.09]*
10	50 *[1.97]*	91 *[3.60]*
12	56 *[2.21]*	98 *[3.84]*
15	76 *[3.01]*	118 *[4.64]*
20	61 *[2.41]*	103 *[4.05]*
21	61 *[2.41]*	103 *[4.05]*
22	66 *[2.58]*	107 *[4.22]*
23	61 *[2.41]*	103 *[4.05]*
25	92 *[3.62]*	134 *[5.26]*

Table 8 Mounting/ Shaft Length Chart

Ordering Information

1 — 2 — 3a — 3b — 4 — 5 — 6 — 7 — 8

1. CHOOSE SERIES DESIGNATION

600	Standard Motor

▶ The 600 series is bi-directional. Reversing the inlet hose will reverse shaft rotation.

2. SELECT A DISPLACEMENT OPTION

200	204 cm³/rev [12.4 in³/rev]	375	375 cm³/rev [22.8 in³/rev]
260	261 cm³/rev [15.9 in³/rev]	470	465 cm³/rev [28.3 in³/rev]
300	300 cm³/rev [18.3 in³/rev]	540	536 cm³/rev [32.7 in³/rev]
350	348 cm³/rev [21.2 in³/rev]	750	748 cm³/rev [45.6 in³/rev]

3a. SELECT MOUNT TYPE

▼ END MOUNTS

A2	4-Hole, Magneto Mount
A4	6-Hole, SAE A Mount
W2	4-Hole, Wheel Mount

▼ SIDE MOUNTS

A8	4-Hole, Magneto Mount
A9	6-Hole, SAE A Mount
W8	4-Hole, Wheel Mount

3b. SELECT PORT SIZE

▼ END PORT OPTIONS

1	7/8-14 UNF Offset

▼ SIDE PORT OPTIONS

2	G 3/4, Radial
3	11/16" Hole, Aligned Manifold
5	1 1/16-12 UN, Radial
6	1 1/16-12 UN, Aligned
7	G 3/4, Radial

▶ Speed sensor option is not available on wheel mounts.

4. SELECT A SHAFT OPTION

02	1" 6B Spline	15	1" Straight Extended
03	1" 6B Spline Extended	20	1-1/4" Straight
07	1-1/4" Straight Extended	21	32mm Straight
08	32mm Straight Extended	22	1-1/4" Tapered
09	14 Tooth Spline Extended	23	14 Tooth Spline
10	1" Straight	25	1-1/4" Tapered Extended
12	25mm Straight		

▶ Extended shafts are designed for use with one of the speed sensor options listed in STEP 7.

5. SELECT A PAINT OPTION

A	Black
B	Black, Unpainted Mounting Surface
Z	No Paint

6. SELECT A VALVE CAVITY / CARTRIDGE OPTION

A	None	F	121 bar [1750 psi] Relief
B	Valve Cavity Only	G	138 bar [2000 psi] Relief
C	69 bar [1000 psi] Relief	J	173 bar [2500 psi] Relief
D	86 bar [1250 psi] Relief	L	207 bar [3000 psi] Relief
E	104 bar [1500 psi] Relief		

▶ Valve cavity is not available on port option 3.

7. SELECT AN ADD-ON OPTION

A	Standard
B	Lock Nut
C	Solid Hex Nut
W	Speed Sensor, Dual, 4-Pin Male Weatherpack Connector
X	Speed Sensor, Dual, 4-Pin M12 Male Connector
Y	Speed Sensor, Single, 3-Pin Male Weatherpack Connector
Z	Speed Sensor, Single, 4-Pin M12 Male Connector

8. SELECT A MISCELLANEOUS OPTION

AA	None
AB	Internal Drain
AC	Freeturning Rotor
AD	Internal Drain & Freeturning Rotor

DR 610 Series (Brake Motor)

Housings

4-hole, Wheel Brake Mount

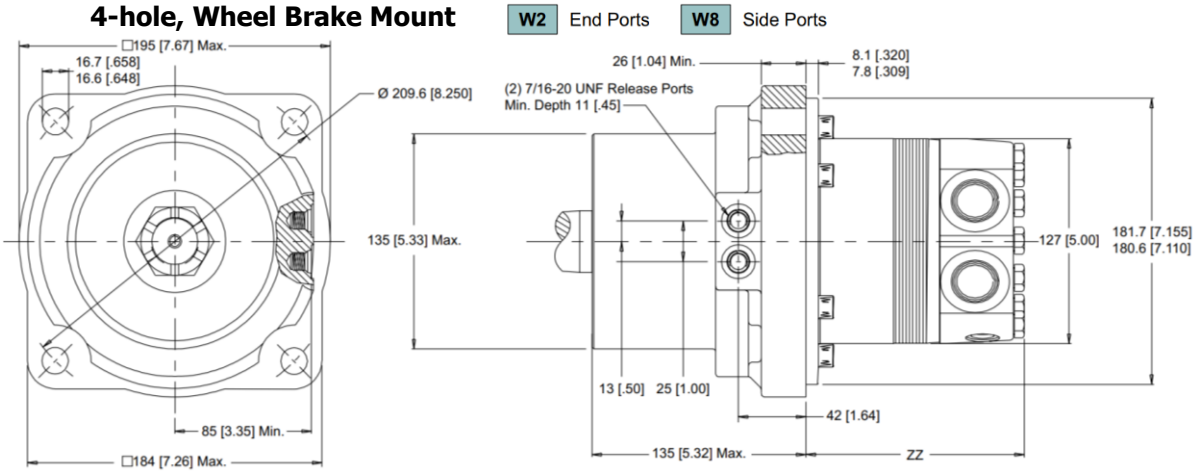


Figure 24 DR 610 Series, 4-hole Wheel Brake Mount

Technical Information

Allowable Shaft Load / Bearing Curve

The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an L_{10} life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table on Allowable Shaft Load / Bearing Curve.

Wheel Brake Mounts

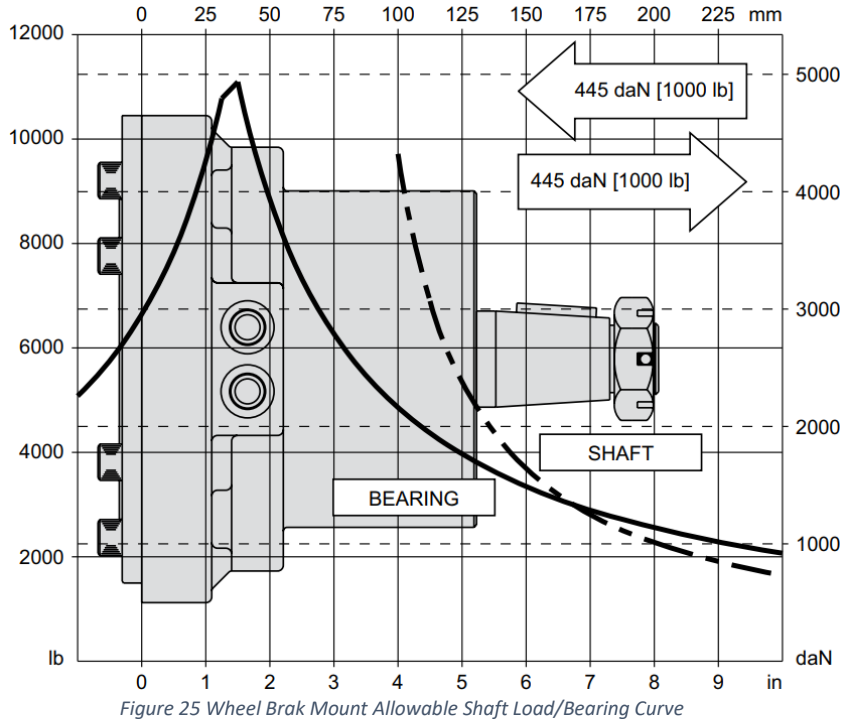


Figure 25 Wheel Brak Mount Allowable Shaft Load/Bearing Curve

Specifications

Rated brake torque.....1582 Nm [14000 lb-in]

Initial release pressure ..... 19 bar [275 psi]

Full release pressure..... 33 bar [475 psi]

Maximum release pressure..... 207 bar [3000 psi]

Release volume.....13-16 cm^3 [0.8 - 1.0 in^3]

Length & Weight Chart

Dimension ZZ is the overall motor length from the rear of the motor to the mounting surface.

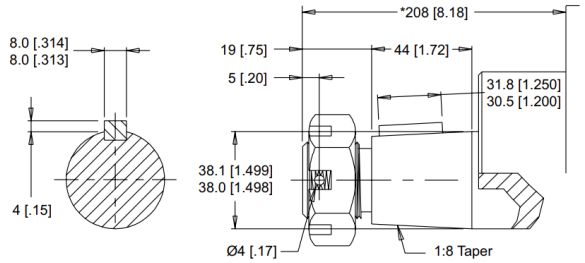
ZZ	**End covers** End ported Offset / Side ported Radial *mm[in]*	**End covers** Side ported Manifold Aligned / Aligned *mm[in]*	**Weight** *kg [lb]*
200	*104 [4.11]*	*107 [4.22]*	26.5 [58.4]
260	*109 [4.30]*	*112 [4.43]*	26.9 [59.4]
300	*112 [4.43]*	*115 [4.54]*	27.2 [60.0]
350	*126 [4.98]*	*129 [5.09]*	28.3 [62.5]
375	*119 [4.68]*	*122 [4.79]*	27.7 [61.1]
470	*126 [4.98]*	*129 [5.09]*	28.3 [62.5]
540	*132 [5.22]*	*136 [5.33]*	28.8 [63.6]
750	*150 [5.93]*	*153 [6.04]*	30.3 [66.9]

Table 9 ZZ dimension

610 series motor/brake weights can vary ± 1kg [2 lb] depending on model configurations such as housing, shaft, endcover, options etc.

Shafts

31 1-1/2" Tapered



▶ A slotted hex nut is standard on this shaft.

Max. Torque: 1200 Nm [10600 lb-in]

▶ *Shaft lengths vary ± 0.8 mm [.030 in.]

Figure 26 1-1/2 Tapered Shaft

Ordering Information

1 2 3a 3b 4 5 6 7 8

1. CHOOSE SERIES DESIGNATION

610 Hydraulic Motor With Integral Hydraulic Brake

▶ The 610 series is bi-directional.

2. SELECT A DISPLACEMENT OPTION

200	204 cm³/rev [12.4 in³/rev]	**375**	375 cm³/rev [22.8 in³/rev]
260	261 cm³/rev [15.9 in³/rev]	**470**	465 cm³/rev [28.3 in³/rev]
300	300 cm³/rev [18.3 in³/rev]	**540**	536 cm³/rev [32.7 in³/rev]
350	348 cm³/rev [21.2 in³/rev]	**750**	748 cm³/rev [45.6 in³/rev]

3a. SELECT MOUNT TYPE

▼ END MOUNTS

W2 4-Hole, Wheel Mount

▼ SIDE MOUNTS

W8 4-Hole, Wheel Mount

3b. SELECT PORT SIZE

▼ END PORT OPTIONS

1 7/8-14 UNF Offset

▼ SIDE PORT OPTIONS

2 G 3/4, Radial
3 11/16" Hole, Aligned Manifold
5 1 1/16-12 UN, Radial
6 1 1/16-12 UN, Aligned
7 G 3/4, Radial

4. SELECT A SHAFT OPTION

31 1-1/2" Tapered

5. SELECT A PAINT OPTION

A Black
Z No Paint

6. SELECT A VALVE CAVITY / CARTRIDGE OPTION

A	None	**F**	121 bar [1750 psi] Relief
B	Valve Cavity Only	**G**	138 bar [2000 psi] Relief
C	69 bar [1000 psi] Relief	**J**	173 bar [2500 psi] Relief
D	86 bar [1250 psi] Relief	**L**	207 bar [3000 psi] Relief
E	104 bar [1500 psi] Relief		

▶ Valve cavity is not available on port option 3.

7. SELECT AN ADD-ON OPTION

A Standard
C Solid Hex Nut

8. SELECT A MISCELLANEOUS OPTION

AA None
AC Freeturning Rotor

DR 620 Series

Housings

6-hole, SAE A Mount

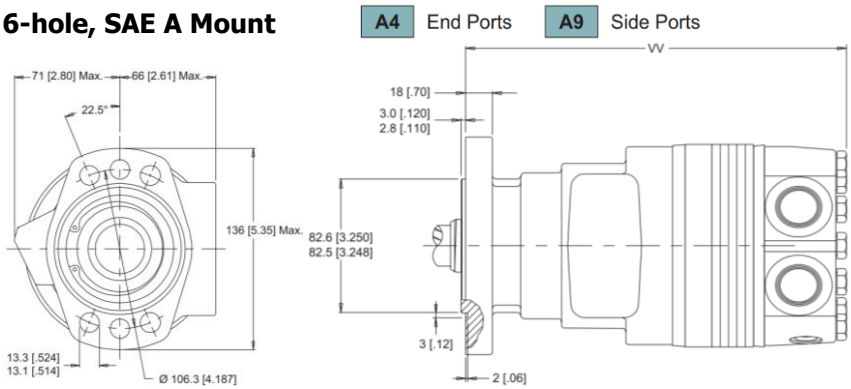


Figure 27 DR 620; 6-hole SAE A Mount

Technical Information

Allowable Shaft Load/ Bearing Curve

The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an L_{10} life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table on Allowable bearing & shaft loading.

SAE A Mounts

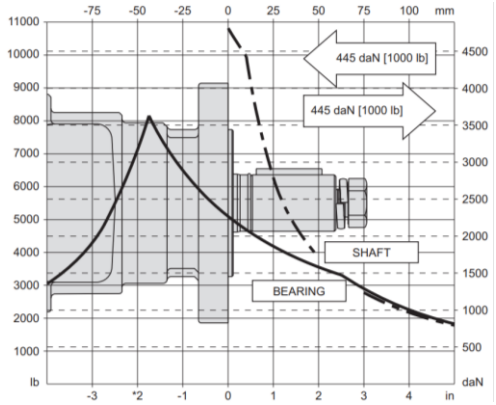


Figure 28 DR 620 Allowable Shaft Load/ Bearing Curve

Length & Weight Chart

Dimension VV is the overall motor length from the rear of the motor to the mounting flange surface and are referenced on detailed housing drawings listed above.

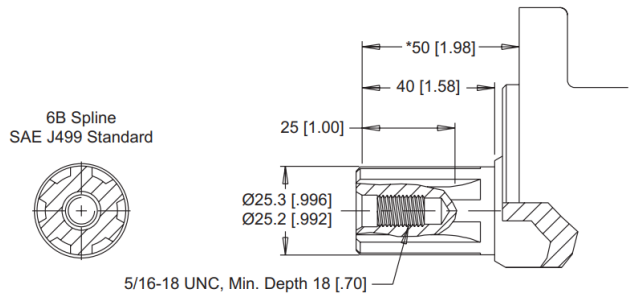
VV	End covers End ported Offset / Side ported Radial *mm[in]*	End covers Side ported Manifold Aligned / Aligned *mm[in]*	Weight *kg [lb]*
200	231 *[9.08]*	234 *[9.19]*	16.1 *[35.4]*
260	235 *[9.27]*	238 *[9.38]*	16.2 *[35.6]*
300	239 *[9.40]*	242 *[9.51]*	16.9 *[37.2]*
350	253 *[9.95]*	256 *[10.06]*	18.0 *[39.6]*
375	245 *[9.65]*	248 *[9.76]*	17.4 *[38.3]*
470	253 *[9.95]*	256 *[10.06]*	18.0 *[39.6]*
540	259 *[10.19]*	262 *[10.30]*	18.5 *[40.7]*
750	277 *[10.90]*	280 *[11.01]*	20.0 *[44.0]*

Figure 29 DR 620 Length & Weight Chart

All DR series motor weights can vary ± 0.9 kg [2 lb] depending on model configurations such as housing, shaft, endcover, options etc.

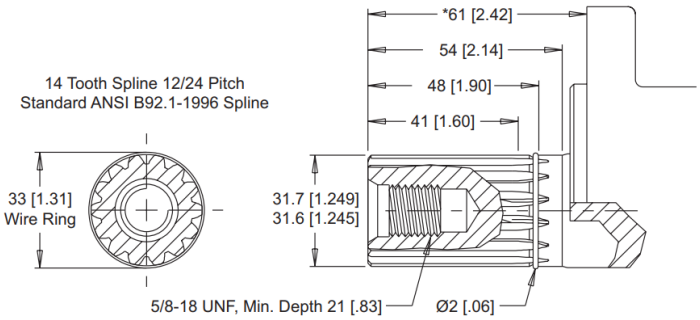
Shafts

03 1” 6B Spline



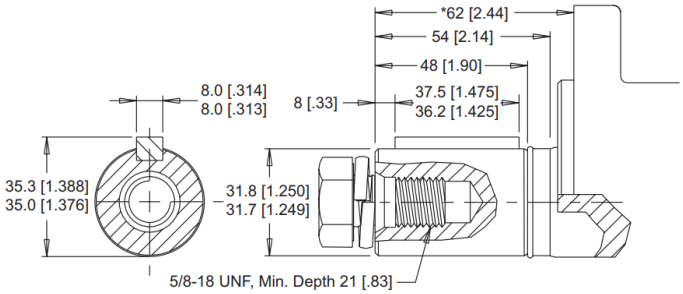
Max. Torque: 678 Nm [6000 lb-in]

09 14 Tooth Spline



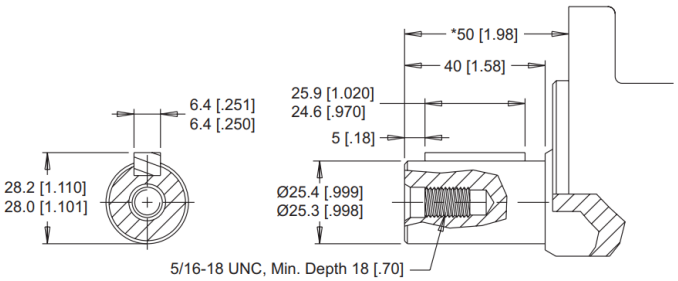
Max. Torque: 1200 Nm [10600 lb-in]

07 1-1/4” Straight



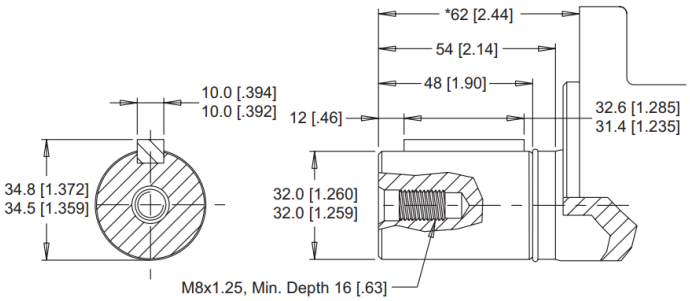
Max. Torque: 1200 Nm [10600 lb-in]

15 1” Straight



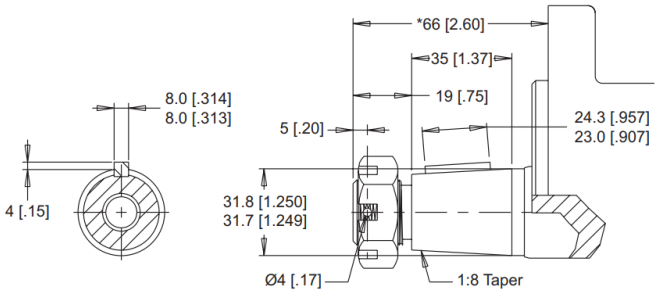
Max. Torque: 655 Nm [5800 lb-in]

08 32mm Straight



Max. Torque: 1200 Nm [10600 lb-in]

25 1-1/4” Tapered



▶ A slotted hex nut is standard on this shaft.

Max. Torque: 1200 Nm [10600 lb-in]

Ordering Information

1 2 3a 3b 4 5 6 7 8

1. CHOOSE SERIES DESIGNATION

620	Hydraulic Motor With Medium Duty Bearing

▶ The 620 series is bi-directional. Reversing the inlet hose will reverse shaft rotation.

2. SELECT A DISPLACEMENT OPTION

200	204 cm^3/rev [12.4 in^3/rev]	375	375 cm^3/rev [22.8 in^3/rev]
260	261 cm^3/rev [15.9 in^3/rev]	470	465 cm^3/rev [28.3 in^3/rev]
300	300 cm^3/rev [18.3 in^3/rev]	540	536 cm^3/rev [32.7 in^3/rev]
350	348 cm^3/rev [21.2 in^3/rev]	750	748 cm^3/rev [45.6 in^3/rev]

3a. SELECT MOUNT TYPE

▼ END MOUNTS

A4	6-Hole, SAE A Mount

▼ SIDE MOUNTS

A9	6-Hole, SAE A Mount

3b. SELECT PORT SIZE

▼ END PORT OPTIONS

1	7/8-14 UNF Offset

▼ SIDE PORT OPTIONS

2	G 3/4, Radial
3	11/16" Hole, Aligned Manifold
5	1 1/16-12 UN, Radial
6	1 1/16-12 UN, Aligned
7	G 3/4, Radial

4. SELECT A SHAFT OPTION

03	1" 6B Spline	09	14 Tooth Spline
07	1-1/4" Straight	15	1" Straight
08	32mm Straight	25	1-1/4" Tapered

5. SELECT A PAINT OPTION

A	Black
B	Black, Unpainted Mounting Surface
Z	No Paint

6. SELECT A VALVE CAVITY / CARTRIDGE OPTION

A	None	F	121 bar [1750 psi] Relief
B	Valve Cavity Only	G	138 bar [2000 psi] Relief
C	69 bar [1000 psi] Relief	J	173 bar [2500 psi] Relief
D	86 bar [1250 psi] Relief	L	207 bar [3000 psi] Relief
E	104 bar [1500 psi] Relief		

▶ Valve cavity is not available on port option 3.

7. SELECT AN ADD-ON OPTION

A	Standard
B	Lock Nut
C	Solid Hex Nut

8. SELECT A MISCELLANEOUS OPTION

AA	None
AB	Internal Drain
AC	Freeturning Rotor
AD	Internal Drain & Freeturning Rotor

DR 630 Series

Housings

4-hole, Wheel Mount **W2** End Ports **W8** Side Ports

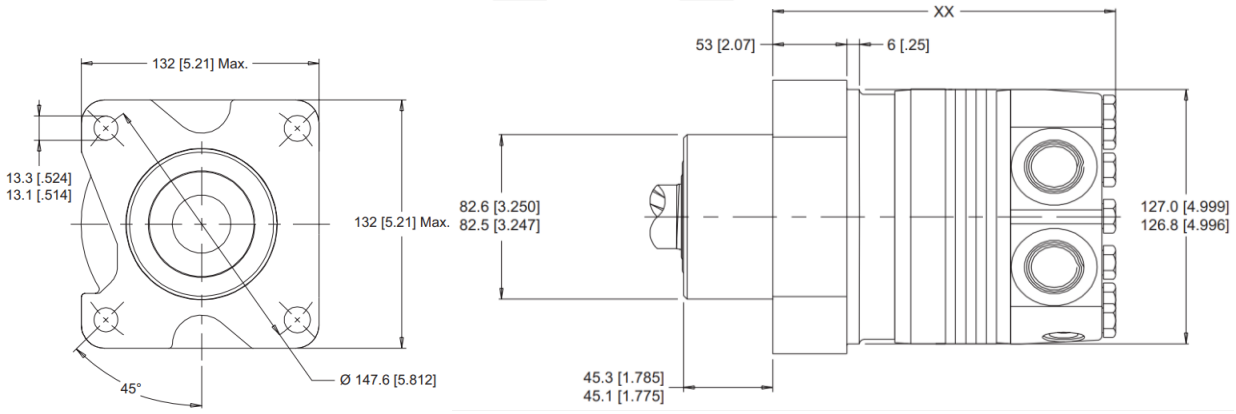


Figure 30 DR 630 Wheel Mount

Technical Information

Allowable Shaft Load / Bearing Curve

The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an L10 life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table on Allowable bearing & shaft loading.

Wheel Mounts

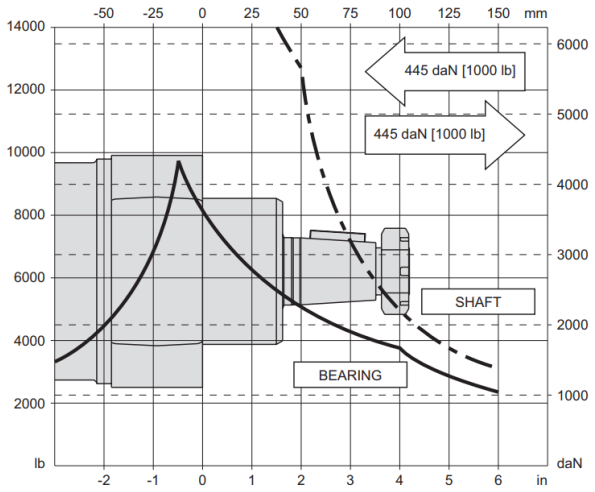


Figure 31 DR 630 Allowable Shaft Load/ Bearing Curve

Length & Weight chart

Dimension XX is the overall motor length from the rear of the motor to the mounting flange surface and are referenced on detailed housing drawings listed above.

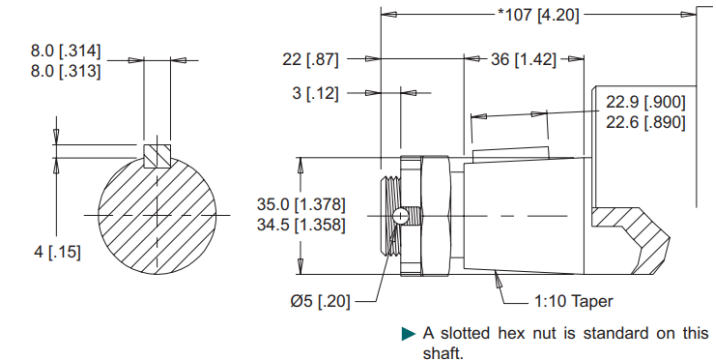
XX	End covers End ported Offset / Side ported Radial *mm[in]*	End covers Side ported Manifold Aligned / Aligned *mm[in]*	Weight *kg [lb]*
200	199 *[7.75]*	202 *[7.86]*	17.5 *[38.5]*
260	204 *[8.04]*	207 *[8.15]*	17.9 *[39.5]*
300	207 *[8.17]*	210 *[8.28]*	18.2 *[40.1]*
350	221 *[8.72]*	224 *[8.83]*	19.3 *[42.6]*
375	214 *[8.42]*	217 *[8.53]*	18.7 *[41.2]*
470	221 *[8.72]*	224 *[8.83]*	19.3 *[42.6]*
540	227 *[8.96]*	230 *[9.07]*	19.8 *[43.7]*
750	245 *[9.67]*	248 *[9.78]*	21.3 *[47.0]*

All DR series motor weights can vary ± 0.9 kg [2 lb] depending on model configurations such as housing, shaft, endcover, options etc.

Figure 32 DR 620 Length & Weight Chart

Shafts

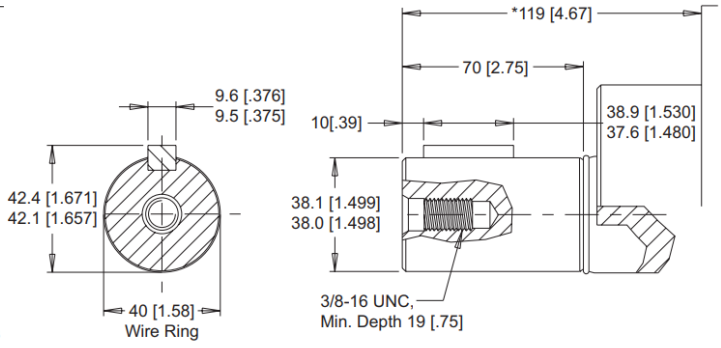
28 35mm Tapered



▶ A slotted hex nut is standard on this shaft.

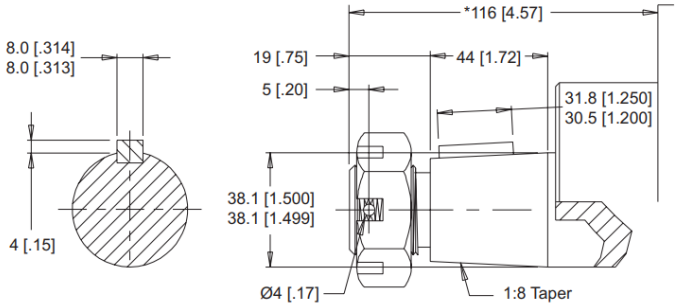
Max. Torque: 1200 Nm [10600 lb-in]

30 1-1/2" Straight



Max. Torque: 1200 Nm [10600 lb-in]

31 1-1/2" Tapered



▶ A slotted hex nut is standard on this shaft.

Max. Torque: 1200 Nm [10600 lb-in]

▶ *Shaft lengths vary ± 0.8 mm [.030 in.]

Ordering Information

1 | 2 | 3a | 3b | 4 | 5 | 6 | 7 | 8

1. CHOOSE SERIES DESIGNATION

630 Hydraulic Motor With Heavy Duty Bearing

▶ The 630 series is bi-directional. Reversing the inlet hose will reverse shaft rotation.

2. SELECT A DISPLACEMENT OPTION

200	204 cm^3/rev [12.4 in^3/rev]	**375**	375 cm^3/rev [22.8 in^3/rev]
260	261 cm^3/rev [15.9 in^3/rev]	**470**	465 cm^3/rev [28.3 in^3/rev]
300	300 cm^3/rev [18.3 in^3/rev]	**540**	536 cm^3/rev [32.7 in^3/rev]
350	348 cm^3/rev [21.2 in^3/rev]	**750**	748 cm^3/rev [45.6 in^3/rev]

3a. SELECT MOUNT TYPE

▼ **END MOUNTS**

W2 4-Hole, Wheel Mount

▼ **SIDE MOUNTS**

W8 4-Hole, Wheel Mount

3b. SELECT PORT SIZE

▼ **END PORT OPTIONS**

1 7/8-14 UNF Offset

▼ **SIDE PORT OPTIONS**

2 G 3/4, Radial
3 11/16" Hole, Aligned Manifold
5 1 1/16-12 UN, Radial
6 1 1/16-12 UN, Aligned
7 G 3/4, Radial

4. SELECT A SHAFT OPTION

28 35mm Tapered
30 1-1/2" Straight
31 1-1/2" Tapered

5. SELECT A PAINT OPTION

A Black
B Black, Unpainted Mounting Surface
Z No Paint

6. SELECT A VALVE CAVITY / CARTRIDGE OPTION

A None
B Valve Cavity Only
C 69 bar [1000 psi] Relief
D 86 bar [1250 psi] Relief
E 104 bar [1500 psi] Relief
F 121 bar [1750 psi] Relief
G 138 bar [2000 psi] Relief
J 173 bar [2500 psi] Relief
L 207 bar [3000 psi] Relief

▶ Valve cavity is not available on port option 3.

7. SELECT AN ADD-ON OPTION

A Standard
B Lock Nut
C Solid Hex Nut

8. SELECT A MISCELLANEOUS OPTION

AA None
AB Internal Drain
AC Freeturning Rotor
AD Internal Drain & Freeturning Rotor

Housings

4- Hole, Wheel Hub mount

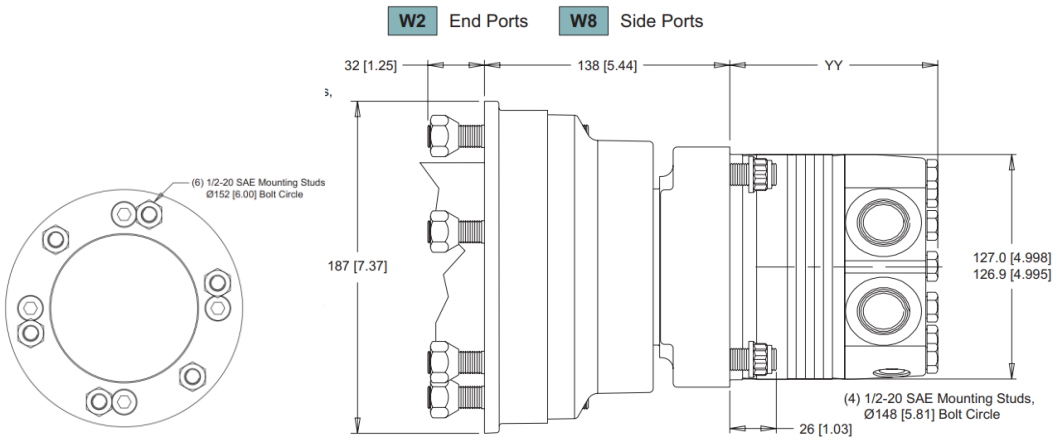


Figure 33 DR 640 Housing

Porting options listed on Porting pages.

Hub option details

Standard Hub

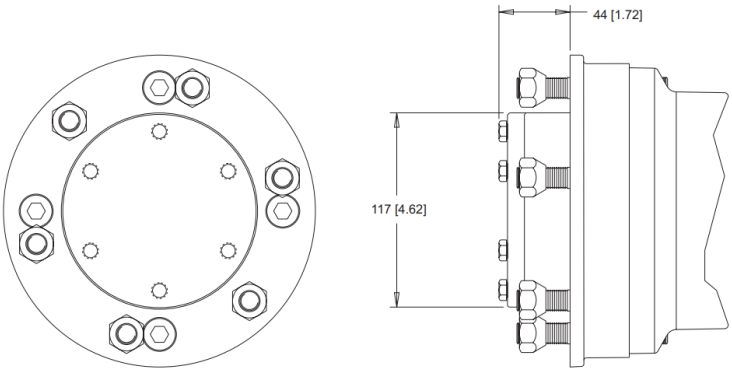


Figure 34 Standard Hub

Locking hub

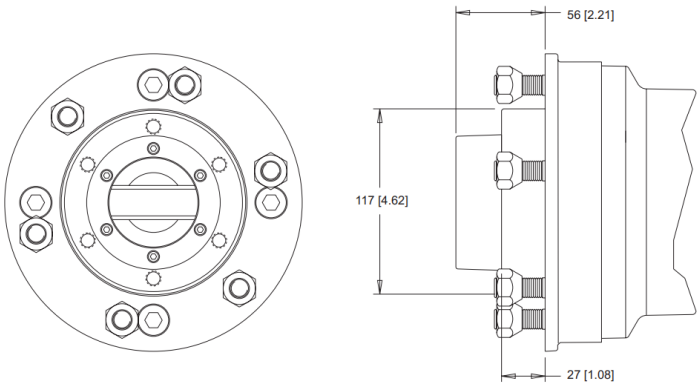


Figure 35 Locking hub

Technical Information

Allowable Shaft Load / Bearing Curve

The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an L10 life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table on Allowable bearing & shaft loading.

Wheel Hub Mounts

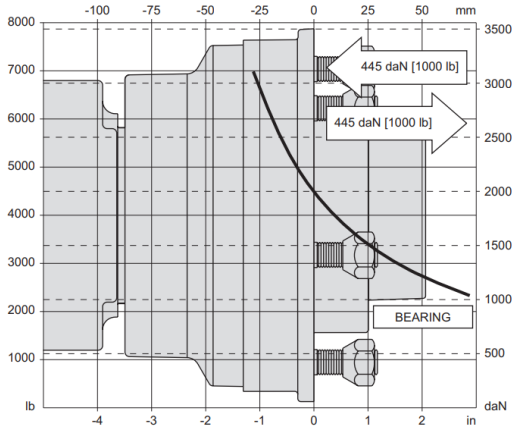


Figure 36 Wheel Hub Mounts Allowable Shaft Load / Bearing Curve

All DR series motor weights can vary ± 0.9 kg [2 lb] depending on model configurations such as housing, shaft, endcover,

Length & Weight Chart

Dimension YY is the overall motor length from the rear of the motor to the mounting flange surface and are referenced on detailed housing drawings listed on page Housings

YY	End covers End ported Offset / Side ported Radial *mm[in]*	End covers Side ported Manifold Aligned / Aligned *mm[in]*	Weight *kg [lb]*
200	109 [4.31]	112 [4.42]	24.4 [53.9]
260	114 [4.50]	117 [4.61]	24.8 [54.7]
300	117 [4.63]	120 [4.74]	25.2 [55.5]
350	131 [5.18]	134 [5.29]	26.3 [57.9]
375	124 [4.88]	127 [4.99]	25.7 [56.7]
470	131 [5.18]	134 [5.29]	26.3 [57.9]
540	138 [5.42]	141 [5.53]	26.8 [59.1]
750	156 [6.21]	159 [6.24]	28.2 [62.2]

Table 10 Length &Weight Chart YY dimensions

Ordering Information

1 2 3a 3b 4 5 6 7 8

1. CHOOSE SERIES DESIGNATION

640 Hydraulic Motor With Wheel Hub

▶ The 640 series is bi-directional. Reversing the inlet hose will reverse shaft rotation.

2. SELECT A DISPLACEMENT OPTION

200	204 cm^3/rev [12.4 in^3/rev]	375	375 cm^3/rev [22.8 in^3/rev]
260	261 cm^3/rev [15.9 in^3/rev]	470	465 cm^3/rev [28.3 in^3/rev]
300	300 cm^3/rev [18.3 in^3/rev]	540	536 cm^3/rev [32.7 in^3/rev]
350	348 cm^3/rev [21.2 in^3/rev]	750	748 cm^3/rev [45.6 in^3/rev]

3a. SELECT MOUNT TYPE

▼ END MOUNTS

W2 4-Hole, Wheel Mount

▼ SIDE MOUNTS

W8 4-Hole, Wheel Mount

3b. SELECT PORT SIZE

▼ END PORT OPTIONS

1 7/8-14 UNF Offset

▼ SIDE PORT OPTIONS

2 G 3/4, Radial
3 11/16" Hole, Aligned Manifold
5 1 1/16-12 UN, Radial
6 1 1/16-12 UN, Aligned
7 G 3/4, Radial

4. SELECT A SHAFT OPTION

61 6-Bolt Wheel Flange

5. SELECT A PAINT OPTION

A Black
Z No Paint

6. SELECT A VALVE CAVITY / CARTRIDGE OPTION

A	None	F	121 bar [1750 psi] Relief
B	Valve Cavity Only	G	138 bar [2000 psi] Relief
C	69 bar [1000 psi] Relief	J	173 bar [2500 psi] Relief
D	86 bar [1250 psi] Relief	L	207 bar [3000 psi] Relief
E	104 bar [1500 psi] Relief		

▶ Valve cavity is not available on port option 3.

7. SELECT AN ADD-ON OPTION

A Standard
H Locking Hub

8. SELECT A MISCELLANEOUS OPTION

AA None
AB Internal Drain
AC Freeturning Rotor
AD Internal Drain & Freeturning Rotor

Chapter 3
DT

Topics:

Overview

The most amazing aspect of the DT Series motor is its huge torque potential from its relatively small size. The DT Series motor is capable of producing output torque comparable to competitive designs, but from a package that is both shorter and lighter. The savings in space and weight in no way compromises durability, as the motor uses massive shafts, bearings and drive links to transmit the torque produced by this powerful package. The use of a case drain allows reduced pressure on the shaft seal while maintaining driveline lubrication for maximum motor life. Standard mounting and shaft options offer interchangeability with competitive designs. An internal drain option is also available.

700 - Hydraulic Motor Standard

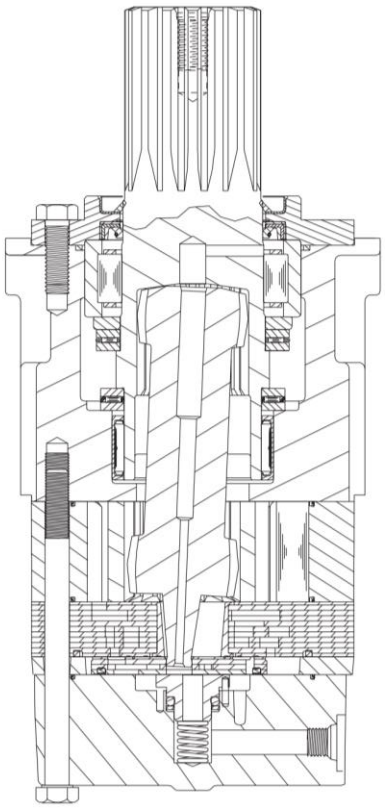


Figure 37 DT 700 Hydraulic Motor Standard

740 - Hydraulic Motor With Wheel Hub

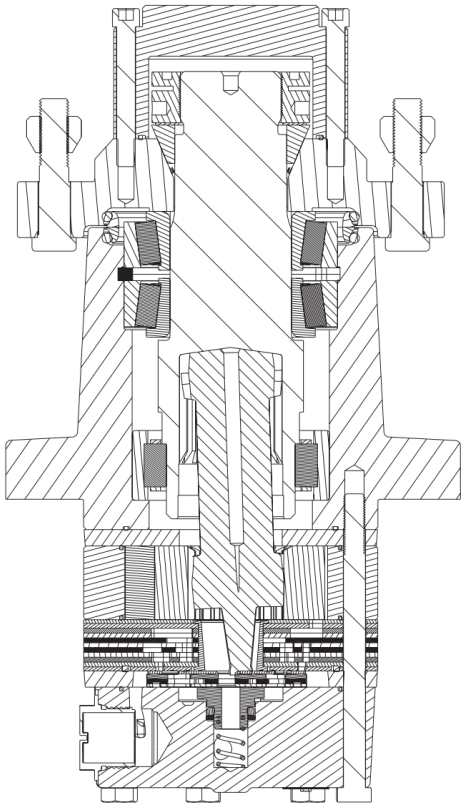


Figure 38 DT 740 Hydraulic Motor with Wheel Hub

Features / Benefits

- Heavy-Duty Roller Bearing supports high side loads and receives forced lubrication for cooling and increased life.
- Compact Housing contributes to high power-to-weight ratio of motor and offers front and rear mounting flanges.
- Heavy-Duty Drive Link receives forced lubrication for long life and is capable of extreme duty cycles.
- Roller Stator® Motor available in displacements up to 2093 cm3 [127.7 in3] for high torque output.
- Three-Zone Orbiting Valve precisely meters oil to produce exceptional volumetric efficiencies.

Typical Applications

Heavy-duty wheel drives, augers, mixers, pumping units, conveyors, boring machines, rotators, mining equipment, forrestry equipment and more and more.

Specifications

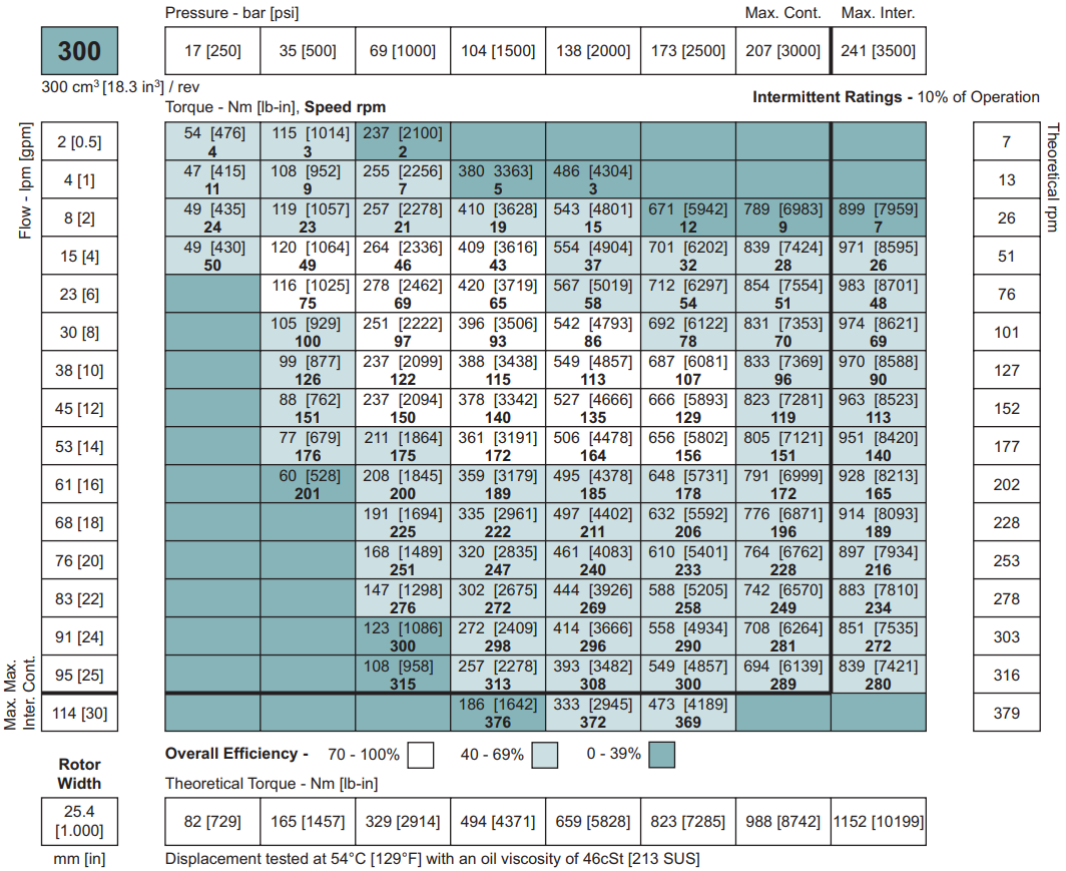
Code	Displacement cm³ [in³/rev]	Max. Speed rpm		Max. Flow lpm [gpm]		Max. Torque Nm [lb-in]		Max. Pressure bar [psi]		
		cont.	inter.	cont.	inter.	cont.	inter.	cont.	inter.	peak
300	300 *[18.3]*	320	380	95 *[25]*	114 *[30]*	819 *[7250]*	955 *[8450]*	207 *[3000]*	241 *[3500]*	259 *[3750]*
375	374 *[22.8]*	250	300			1045 *[9250]*	1127 *[9975]*	207 *[3000]*	224 *[3250]*	241 *[3500]*
470	464 *[28.3]*	200	240			1071 *[9475]*	1390 *[12300]*	172 *[2500]*	224 *[3250]*	241 *[3500]*
540	536 *[32.7]*	180	210			1277 *[11300]*	1525 *[13500]*	172 *[2500]*	207 *[3000]*	241 *[3500]*
750	747 *[45.6]*	130	150			1780 *[15750]*	2090 *[18500]*	172 *[2500]*	207 *[3000]*	241 *[3500]*
930	929 *[56.7]*	100	120			1780 *[15750]*	2141 *[18950]*	138 *[2000]*	172 *[2500]*	207 *[3000]*
1K1	1047 *[63.9]*	90	110			1915 *[16950]*	2316 *[20500]*	138 *[2000]*	172 *[2500]*	207 *[3000]*
1K5	1495 *[91.2]*	60	70			2090 *[18500]*	2316 *[20500]*	103 *[1500]*	121 *[1750]*	138 *[2000]*
2K1	2093 *[127.7]*	40	50			2661 *[23550]*	3342 *[29580]*	103 *[1500]*	121 *[1750]*	138 *[2000]*

Table 11 DR Specifications

Performance data is typical. Performance of production units varies slightly from one motor to another. Running at intermittent ratings should not exceed 10% of every minute of operation.

Displacement performance

Performance data is typical. Performance of production units varies slightly from one motor to another. Operating at maximum continuous pressure and maximum continuous flow simultaneously is not recommended. For additional information on product testing please refer to Product testing.



375

375 cm³ [22.8 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	Max. Cont. 207 [3000]	Max. Inter. 224 [3250]

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
2 [0.5]	65 [574] **4**	144 [1272] **3**	302 [2670] **2**	449 [3970] **1**					6
4 [1]	66 [583] **9**	152 [1345] **8**	312 [2757] **7**	475 [4208] **5**	625 [5535] **4**				11
8 [2]	67 [596] **19**	154 [1365] **18**	329 [2907] **17**	496 [4388] **14**	644 [5695] **12**	805 [7122] **10**	963 [8524] **8**	1050 [9288] **7**	21
15 [4]	71 [627] **40**	158 [1400] **39**	337 [2982] **37**	513 [4536] **34**	680 [6020] **30**	858 [7596] **27**	1013 [8962] **25**	1099 [9723] **23**	41
23 [6]	64 [570] **60**	151 [1334] **60**	336 [2969] **58**	520 [4598] **54**	694 [6141] **49**	871 [7704] **45**	1048 [9275] **41**	1115 [9867] **41**	61
30 [8]	53 [467] **81**	151 [1337] **80**	325 [2876] **78**	512 [4532] **73**	691 [6113] **69**	873 [7724] **63**	1051 [9304] **60**	1126 [9964] **59**	82
38 [10]		131 [1161] **101**	313 [2768] **99**	502 [4439] **95**	686 [6075] **89**	884 [7824] **82**	1049 [9281] **79**	1131 [10011] **77**	102
45 [12]		112 [995] **121**	308 [2725] **120**	494 [4375] **116**	685 [6059] **109**	862 [7626] **103**	1053 [9321] **98**	1137 [10066] **97**	122
53 [14]		99 [878] **141**	283 [2508] **140**	469 [4149] **136**	645 [5705] **131**	844 [7467] **125**	1013 [8965] **117**	1116 [9877] **115**	142
61 [16]		75 [662] **162**	262 [2319] **161**	443 [3923] **160**	631 [5587] **155**	823 [7283] **148**	1009 [8930] **143**	1114 [9859] **136**	163
68 [18]			248 [2198] **181**	427 [3779] **178**	612 [5416] **175**	804 [7119] **167**	1005 [8895] **160**	1091 [9653] **156**	183
76 [20]			218 [1925] **202**	403 [3568] **200**	583 [5161] **195**	778 [6886] **189**	966 [8549] **178**	1071 [9474] **173**	203
83 [22]			189 [1676] **222**	375 [3318] **221**	561 [4967] **217**	754 [6669] **211**	942 [8335] **201**	1036 [9171] **196**	223
91 [24]			155 [1374] **242**	344 [3041] **240**	535 [4732] **237**	724 [6410] **229**			244
Max. Max. Inter. Cont. 95 [25]				321 [2839] **252**	519 [4596] **249**	710 [6283] **241**			254
114 [30]				238 [2110] **303**	432 [3820] **301**	622 [5503] **296**			304

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

Theoretical Torque - Nm [lb-in]

31.8 [1.252] mm [in]	103 [908]	205 [1815]	410 [3631]	615 [5446]	821 [7261]	1026 [9076]	1231 [10892]	1333 [11799]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

470

465 cm³ [28.3 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	Max. Cont. 207 [3000]	Max. Inter. 224 [3250]

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
2 [0.5]	86 [762] **3**	201 [1780] **2**	401 [3553] **2**						5
4 [1]	92 [817] **7**	195 [1728] **7**	406 [3597] **6**	610 [5395] **5**	806 [7137] **4**				9
8 [2]	94 [835] **15**	199 [1761] **15**	418 [3702] **14**	631 [5580] **13**	832 [7365] **11**	1042 [9226] **9**	1239 [10961] **8**		17
15 [4]	92 [815] **32**	202 [1784] **32**	426 [3769] **60**	646 [5717] **28**	849 [7513] **24**	1066 [9430] **23**	1272 [11256] **21**	1381 [12217] **19**	33
23 [6]	82 [729] **48**	203 [1799] **47**	423 [3744] **46**	647 [5725] **43**	855 [7565] **39**	1070 [9473] **36**	1275 [11287] **34**	1365 [12083] **32**	49
30 [8]	67 [595] **65**	185 [1641] **64**	414 [3663] **63**	642 [5683] **60**	867 [7671] **54**	1078 [9538] **47**	1300 [11508] **46**	1398 [12367] **44**	66
38 [10]	52 [459] **81**	170 [1503] **80**	399 [3532] **79**	630 [5573] **78**	857 [7584] **69**	1077 [9531] **63**	1283 [11352] **61**	1393 [12323] **58**	82
45 [12]		153 [1354] **97**	380 [3366] **96**	613 [5422] **93**	842 [7454] **88**	1072 [9488] **77**	1302 [11523] **74**	1394 [12334] **68**	98
53 [14]		127 [1121] **114**	359 [3173] **113**	591 [5229] **110**	823 [7282] **104**	1057 [9350] **97**	1270 [11242] **89**	1392 [12318] **85**	115
61 [16]		100 [888] **160**	335 [2964] **129**	564 [4993] **127**	798 [7061] **119**	1030 [9118] **114**	1254 [11101] **108**	1369 [12118] **102**	131
68 [18]		67 [595] **146**	304 [2689] **145**	535 [4734] **143**	765 [6772] **137**	1003 [8875] **132**	1229 [10877] **120**	1348 [11926] **114**	147
76 [20]			274 [2428] **162**	504 [4458] **160**	733 [6485] **155**	965 [8536] **148**	1197 [10592] **139**	1318 [11668] **136**	164
83 [22]			226 [2003] **178**	458 [4050] **175**	691 [6118] **172**	928 [8215] **165**	1150 [10181] **156**	1266 [11200] **154**	180
91 [24]			176 [1554] **194**	415 [3670] **192**	669 [5917] **190**	885 [7833] **183**			196
Max. Max. Inter. Cont. 95 [25]				389 [3442] **203**	632 [5589] **198**	867 [7676] **190**			205
114 [30]				277 [2451] **243**	514 [4549] **240**	755 [6684] **235**			245

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

Theoretical Torque - Nm [lb-in]

39.4 [1.553] mm [in]	127 [1127]	255 [2253]	509 [4506]	764 [6760]	1018 [9013]	1273 [1126]	1528 [13519]	1655 [14646]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

540

536 cm³ [32.7 in³] / rev

Pressure - bar [psi]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	Max. Cont. 173 [2500]	Max. Inter. 207 [3000]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000]	Theoretical rpm
2 [0.5]	103 [908] **2**	215 [1607] **2**	421 [3722] **1**					4
4 [1]	104 [917] **6**	228 [2016] **5**	454 [4015] **4**	666 [5897] **3**	874 [7730] **1**			8
8 [2]	108 [954] **13**	231 [2043] **12**	474 [4191] **11**	704 [6231] **9**	925 [8190] **5**	1153 [10201] **4**		15
15 [4]	102 [906] **27**	232 [2052] **26**	503 [4448] **24**	756 [6692] **21**	994 [8799] **18**	1221 [10806] **15**	1461 [12930] **13**	29
23 [6]	98 [866] **42**	230 [2038] **41**	498 [4404] **39**	766 [6774] **36**	1023 [9049] **30**	1268 [11225] **27**	1494 [13219] **24**	43
30 [8]	84 [744] **56**	213 [1883] **55**	484 [4280] **53**	754 [6669] **49**	1032 [9130] **42**	1273 [11262] **38**	1524 [13486] **34**	57
38 [10]	63 [561] **70**	195 [1727] **69**	466 [4122] **68**	737 [6519] **64**	1006 [8903] **57**	1285 [11374] **49**	1532 [13556] **46**	71
45 [12]	42 [373] **84**	179 [1586] **83**	444 [3928] **82**	717 [6349] **76**	984 [8710] **72**	1274 [11277] **65**	1518 [13436] **57**	85
53 [14]		146 [1295] **97**	421 [3722] **95**	694 [6139] **93**	964 [8529] **87**	1253 [11091] **80**	1512 [13381] **70**	99
61 [16]		116 [1025] **113**	391 [3460] **111**	663 [5865] **108**	930 [8230] **103**	1206 [10675] **97**	1479 [13086] **84**	114
68 [18]		90 [798] **127**	356 [3153] **125**	629 [5563] **123**	900 [7969] **116**	1192 [10550] **107**	1451 [12841] **100**	128
76 [20]		56 [498] **141**	330 [2923] **139**	595 [5265] **137**	887 [7850] **133**	1158 [10250] **123**	1421 [12578] **114**	142
83 [22]			278 [2464] **155**	549 [4859] **153**	822 [7271] **148**	1121 [9919] **136**	1388 [12283] **133**	156
91 [24]			243 [2154] **169**	508 [4494] **166**	794 [7024] **164**	1054 [9325] **156**		170
95 [25]			220 [1948] **176**	486 [4299] **174**	762 [6741] **169**	1025 [9075] **163**		177
Max. Max. Inter. Cont. 114 [30]			90 [800] **211**	366 [3237] **210**	638 [5649] **207**	920 [8144] **203**		212

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width	Theoretical Torque - Nm [lb-in]						
45.5 [1.791] mm [in]	147 [1302]	294 [2604]	588 [5207]	883 [7811]	1177 [10414]	1471 [13018]	1765 [15621]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

750

748 cm³ [45.6 in³] / rev

Pressure - bar [psi]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	Max. Cont. 173 [2500]	Max. Inter. 207 [3000]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000]	Theoretical rpm
2 [0.5]	144 [1276] **1**	290 [2566] **1**						3
4 [1]	154 [1367] **4**	323 [2863] **3**	669 [5917] **2**	931 [8242] **2**				6
8 [2]	162 [1435] **9**	341 [3015] **9**	712 [6302] **7**	1021 [9038] **6**	1305 [11550] **3**			11
15 [4]	158 [1400] **19**	348 [3080] **19**	723 [6399] **17**	1082 [9578] **15**	1402 [12410] **11**			21
23 [6]	144 [1273] **30**	331 [2927] **29**	714 [6317] **27**	1083 [9583] **24**	1433 [12678] **20**	1744 [15430] **16**		31
30 [8]	126 [1116] **40**	328 [2900] **39**	697 [6167] **37**	1072 [9486] **34**	1451 [12843] **25**	1769 [15658] **20**		41
38 [10]	104 [922] **50**	291 [2574] **50**	675 [5976] **47**	1055 [9334] **44**	1445 [12785] **36**	1786 [15805] **28**	2076[18373] **19**	51
45 [12]	77 [682] **60**	269 [2382] **59**	655 [5792] **58**	1032 [9136] **54**	1431 [12668] **49**	1786 [15801] **36**	2094[18528] **30**	61
53 [14]	46 [410] **70**	239 [2116] **69**	627 [5545] **68**	1003 [8880] **65**	1407 [12451] **59**	1767 [15634] **45**	2099[18578] **37**	71
61 [16]		201 [1780] **81**	584 [5164] **79**	971 [8592] **76**	1345 [11907] **70**	1743 [15422] **57**	2065[18271] **44**	82
68 [18]		161 [1421] **91**	545 [4819] **90**	928 [8209] **86**	1306 [11556] **80**	1709 [15120] **69**		92
76 [20]		120 [1058] **101**	497 [4395] **100**	863 [7635] **97**	1260 [11154] **90**			102
83 [22]			444 [3926] **110**	831 [7351] **108**	1213 [10737] **101**			112
91 [24]			389 [3447] **121**	785 [6947] **117**	1196 [10581] **111**			122
95 [25]			368 [3255] **126**	757 [6697] **124**	1144 [10126] **120**			127
Max. Max. Inter. Cont. 114 [30]			205 [1813] **151**	613 [5428] **149**	979 [8665] **146**			152

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width	Theoretical Torque - Nm [lb-in]						
63.5 [2.501] mm [in]	205 [1815]	410 [3631]	821 [7261]	1231 [10892]	1641 [14522]	2051 [18153]	2462 [21783]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

930

929 cm³ [56.7 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	52 [750]	69 [1000]	86 [1250]	104 [1500]	121 [1750]	138 [2000] Max. Cont.	155 [2250]	173 [2500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]											Theoretical rpm
2 [0.5]	180 [1590] **1**	387 [3423] **1**	607 [5368] **1**	801 [7089] **1**							3
4 [1]	196 [1734] **4**	418 [3696] **3**	653 [5780] **3**	864 [7649] **3**	1067 [9447] **3**	1294 [11451] **3**					5
8 [2]	205 [1816] **8**	442 [3907] **7**	680 [6015] **7**	877 [7764] **7**	1117 [9886] **7**	1300 [11501] **6**	1510 [13365] **5**				9
15 [4]	198 [1753] **16**	432 [3825] **16**	664 [5878] **15**	906 [8021] **15**	1121 [9924] **15**	1338 [11840] **14**	1556 [13769] **13**	1730 [15306] **11**			17
23 [6]	185 [1633] **24**	420 [3719] **24**	651 [5765] **24**	908 [8034] **24**	1123 [9935] **23**	1355 [11991] **22**	1543 [13651] **20**	1794 [15873] **18**	1981 [17532] **16**		25
30 [8]	162 [1438] **32**	404 [3576] **31**	636 [5624] **30**	893 [7900] **30**	1107 [9800] **29**	1340 [11854] **28**	1581 [13988] **27**	1776 [15716] **24**	1985 [17570] **22**	2105 [18632] **17**	33
38 [10]	125 [1109] **40**	368 [3253] **40**	626 [5536] **39**	845 [7476] **38**	1087 [9620] **38**	1314 [11625] **36**	1497 [13251] **34**	1736 [15364] **31**	1956 [17306] **28**	2153 [19054] **24**	41
45 [12]	91 [807] **48**	341 [3018] **47**	578 [5111] **46**	815 [7213] **45**	1072 [9487] **44**	1314 [11630] **42**	1525 [13492] **41**	1713 [15159] **36**	1946 [17222] **33**	2133 [18873] **32**	49
53 [14]	35 [310] **57**	290 [2565] **56**	533 [4715] **55**	765 [6772] **54**	1024 [9059] **52**	1240 [10974] **50**	1487 [13155] **49**	1727 [15287] **45**	1945 [17216] **43**	2168 [19188] **36**	58
61 [16]		239 [2118] **64**	484 [4281] **63**	726 [6429] **62**	959 [8488] **61**	1210 [10708] **59**	1450 [12830] **57**	1696 [15008] **54**	1925 [17039] **50**	2140 [18934] **46**	66
68 [18]		205 [1811] **72**	440 [3891] **72**	701 [6202] **70**	920 [8143] **69**	1177 [10418] **67**	1422 [12580] **65**	1643 [14538] **64**	1893 [16741] **58**	2105 [18625] **55**	74
76 [20]		150 [1325] **81**	409 [3616] **80**	632 [5590] **79**	801 [7091] **78**	1100 [9733] **76**	1505 [12135] **75**	1599 [14148] **72**	1859 [16454] **67**	2060 [18230] **63**	82
83 [22]		99 [875] **89**	336 [2977] **88**	581 [5139] **87**	837 [7403] **86**	1056 [9342] **83**	1305 [11553] **83**	1561 [13816] **80**	1799 [15918] **77**	2025 [17925] **71**	90
91 [24]			282 [2497] **97**	501 [4438] **96**	766 [6778] **94**	1021 [9038] **93**	1266 [11201] **92**	1489 [13179] **89**	1752 [15505] **86**	1969 [17427] **82**	98
Max. Max. Inter. Cont. 95 [25]			241 [2137] **101**	496 [4389] **100**	722 [6390] **100**	974 [8621] **97**	1214 [10743] **96**	1454 [12863] **93**	1727 [15286] **89**	1956 [17309] **84**	102
114 [30]			66 [582] **122**	300 [2652] **121**	532 [4711] **120**	781 [6914] **118**	1044 [9235] **118**	1271 [11248] **116**			123

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

78.9 [3.106] mm [in]

Theoretical Torque - Nm [lb-in]

255 [2257]	510 [4514]	765 [6771]	1020 [9029]	1275 [11286]	1530 [13543]	1785 [15800]	2040 [18057]	2296 [20314]	2551 [22572]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

1K1

1047 cm³ [63.9 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	52 [750]	69 [1000]	86 [1250]	104 [1500]	121 [1750]	138 [2000] Max. Cont.	155 [2250]	173 [2500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]											Theoretical rpm
2 [0.5]	217 [1918] **1**	455 [4026] **1**	671 [5940] **0.9**	890 [7879] **0.6**							2
4 [1]	206 [1821] **3**	498 [4410] **2**	706 [6251] **2**	935 [8273] **2**	1189 [10518] **2**						4
8 [2]	224 [1985] **6**	498 [4407] **6**	754 [6672] **6**	983 [8700] **5**	1222 [10810] **5**	1428 [12635] **4**					8
15 [4]	224 [1980] **14**	472 [4180] **13**	754 [6669] **13**	1011 [8946] **13**	1262 [11169] **11**	1486 [13147] **10**	1697 [15014] **9**				15
23 [6]	170 [1500] **21**	487 [4314] **21**	739 [6538] **20**	1020 [9023] **19**	1238 [10956] **18**	1501 [13286] **16**	1695 [14998] **14**	1914 [16936] **12**			22
30 [8]	164 [1451] **28**	431 [3814] **28**	709 [6270] **28**	970 [8580] **27**	1241 [10986] **26**	1481 [13106] **23**	1727 [15280] **20**	1942 [17185] **16**	2144 [18971] **9**		29
38 [10]	129 [1143] **36**	401 [3546] **36**	675 [5975] **35**	944 [8356] **34**	1208 [10688] **32**	1455 [12879] **29**	1714 [15168] **26**	1919 [16982] **26**	2145 [18983] **17**		37
45 [12]	98 [871] **43**	359 [3176] **43**	624 [5526] **42**	894 [7915] **41**	1148 [10163] **40**	1420 [12569] **37**	1693 [14981] **31**	1893 [16756] **25**	2133 [18879] **22**	2311 [20456] **19**	44
53 [14]	44 [390] **50**	312 [2761] **50**	580 [5129] **49**	851 [7535] **49**	1122 [9933] **47**	1383 [12237] **44**	1612 [14263] **40**	1856 [16424] **33**	2098 [18569] **29**	2327 [20596] **25**	51
61 [16]		251 [2220] **57**	516 [4569] **56**	776 [6871] **56**	1062 [9402] **55**	1320 [11678] **52**	1587 [14045] **50**	1837 [16261] **38**	2082 [18426] **30**	2291 [20275] **29**	58
68 [18]		190 [1678] **65**	458 [4053] **65**	706 [6252] **64**	1002 [8869] **62**	1272 [11252] **60**	1552 [13738] **59**	1794 [15877] **52**	2051 [18147] **41**	2275 [20130] **33**	66
76 [20]		117 [1033] **72**	390 [3453] **71**	652 [5774] **71**	930 [8227] **70**	1187 [10502] **69**	1596 [12874] **64**	1723 [15246] **58**	2001 [17705] **57**	2228 [19716] **45**	73
83 [22]		50 [444] **79**	310 [2741] **79**	569 [5034] **78**	847 [7493] **77**	1113 [9846] **76**	1380 [12214] **74**	1650 [14599] **67**	1927 [17055] **62**	2138 [18924] **51**	80
91 [24]			210 [1862] **86**	491 [4346] **85**	755 [6677] **84**	1018 [9007] **83**	1288 [11398] **81**	1557 [13777] **76**	1827 [16164] **71**	2101 [18591] **61**	87
Max. Max. Inter. Cont. 95 [25]			185 [1635] **90**	463 [4096] **90**	710 [6281] **89**	963 [8519] **88**	1232 [10901] **85**	1497 [13247] **82**	1790 [15844] **76**	2028 [17950] **71**	91
114 [30]				202 [1789] **108**	477 [4217] **107**	730 [6460] **106**	1013 [8962] **105**	1237 [10947] **104**			109

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

88.9 [3.502] mm [in]

Theoretical Torque - Nm [lb-in]

287 [2544]	575 [5088]	862 [7631]	1150 [10175]	1437 [12719]	1725 [15263]	2012 [17807]	2300 [20350]	2587 [22894]	2874 [25438]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

1K5

1495 cm³ [91.2 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	52 [750]	69 [1000]	86 [1250]	104 [1500]	121 [1750]
					Max. Cont.	Max. Inter.

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]	17 [250]	35 [500]	52 [750]	69 [1000]	86 [1250]	104 [1500]	121 [1750]	Theoretical rpm
2 [0.5]	305 [2703] **0.9**	648 [5736] **0.6**						2
4 [1]	336 [2978] **2**	693 [6128] **1**	1011 [8942] **1**					3
8 [2]	351 [3106] **4**	729 [6454] **4**	1085 [9597] **3**	1364 [12072] **3**				6
15 [4]	331 [2925] **9**	712 [6304] **9**	1116 [9879] **8**	1491 [13191] **7**	1771 [15668] **7**			11
23 [6]	297 [2629] **15**	681 [3023] **14**	1088 [9632] **13**	1464 [12952] **12**	1770 [15662] **10**			16
30 [8]	247 [2183] **20**	640 [5662] **19**	1038 [9188] **18**	1430 [12655] **17**	1793 [15864] **15**	2123 [18786] **9**		21
38 [10]	197 [1740] **25**	583 [5159] **24**	1001 [8860] **23**	1377 [12189] **22**	1749 [15479] **19**	2090 [18498] **14**		26
45 [12]	131 [1157] **30**	531 [4695] **29**	940 [8315] **28**	1330 [11770] **27**	1702 [15066] **24**	2041 [18059] **19**	2329 [20613] **14**	31
53 [14]	67 [594] **36**	484 [4282] **35**	869 [7689] **33**	1267 [11217] **32**	1642 [14532] **30**	1990 [17612] **24**	2300 [20353] **15**	36
61 [16]		391 [3457] **40**	769 [6805] **39**	1172 [10374] **37**	1567 [13866] **36**	1914 [16941] **32**	2258 [19986] **21**	41
68 [18]		294 [2602] **45**	686 [6072] **44**	1076 [9523] **43**	1489 [13177] **40**	1846 [16334] **38**	2188 [19366] **27**	46
76 [20]		182 [1607] **50**	614 [5435] **49**	988 [8746] **48**	1392 [12320] **47**	1743 [15429] **44**	2301 [18553] **37**	51
83 [22]		87 [770] **55**	487 [4310] **54**	872 [7720] **53**	1283 [11356] **52**	1632 [14442] **48**	2021 [17883] **46**	56
91 [24]			456 [4032] **60**	749 [6632] **60**	1146 [10143] **58**	1533 [13570] **58**	1872 [16568] **50**	61
Max. Max. Inter. Cont. 95 [25]			293 [2589] **63**	704 [6232] **62**	1052 [9313] **62**	1465 [12961] **59**	1843 [16306] **53**	64
114 [30]				246 [2174] **75**	645 [5711] **74**	1047 [9265] **73**		76

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width	Theoretical Torque - Nm [lb-in]						
127.1 [5.003]	410 [3631]	821 [7261]	1231 [10892]	1641 [14522]	2051 [18153]	2462 [21783]	2872 [25414]

mm [in]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

2K1

2094 cm³ [127.7 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	52 [750]	69 [1000]	86 [1250]	104 [1500]	121 [1750]
					Max. Cont.	Max. Inter.

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]	17 [250]	35 [500]	52 [750]	69 [1000]	86 [1250]	104 [1500]	121 [1750]	Theoretical rpm
2 [0.5]	438 [3878] **0.8**	892 [7894] **0.8**						1
4 [1]	440 [3891] **1**	922 [8162] **1**	1398 [12375] **1**					2
8 [2]	460 [4073] **3**	956 [8458] **3**	1460 [12923] **3**					4
15 [4]	443 [3920] **7**	963 [8525] **7**	1491 [13192] **6**	1980 [17520] **6**				8
23 [6]	402 [3560] **10**	924 [8179] **10**	1470 [13012] **10**	1963 [17370] **9**				11
30 [8]	337 [2985] **14**	884 [7824] **14**	1425 [12613] **14**	1920 [16995] **13**	2390 [21152] **9**	2668 [23613] **8**		15
38 [10]	275 [2431] **17**	814 [7205] **17**	1350 [11944] **16**	1869 [16538] **16**	2343 [20733] **13**	2663 [23564] **9**		19
45 [12]	173 [1535] **21**	723 [6398] **21**	1262 [11171] **21**	1795 [15886] **20**	2286 [20232] **17**	2665 [23588] **12**		22
53 [14]	66 [587] **25**	619 [5479] **24**	1155 [10221] **24**	1702 [15063] **23**	2206 [19519] **21**	2637 [23333] **13**		26
61 [16]		496 [4391] **28**	1018 [9009] **28**	1587 [14046] **27**	2107 [18645] **26**	2574 [22777] **20**		29
68 [18]		368 [3257] **32**	910 [8052] **32**	1466 [12973] **31**	1980 [17527] **30**	2471 [21866] **26**		33
76 [20]		225 [1991] **36**	755 [6686] **36**	1304 [11537] **36**	1859 [16449] **35**	2359 [20878] **30**		37
83 [22]		71 [628] **39**	622 [5507] **39**	1171 [10367] **39**	1682 [14885] **38**	2212 [19575] **36**		40
91 [24]			429 [3794] **43**	984 [8704] **43**	1544 [13665] **42**	2067 [18291] **40**		44
Max. Max. Inter. Cont. 95 [25]			354 [3129] **45**	891 [7883] **45**	1428 [12636] **45**	1971 [17445] **43**		46
114 [30]				430 [3803] **54**	959 [8485] **54**	1492 [13207] **53**		55

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width	Theoretical Torque - Nm [lb-in]						
177.9 [7.003]	574 [5084]	1149 [10167]	1723 [15251]	2298 [20334]	2872 [25418]	3447 [30502]	4021 [35585]

mm [in]

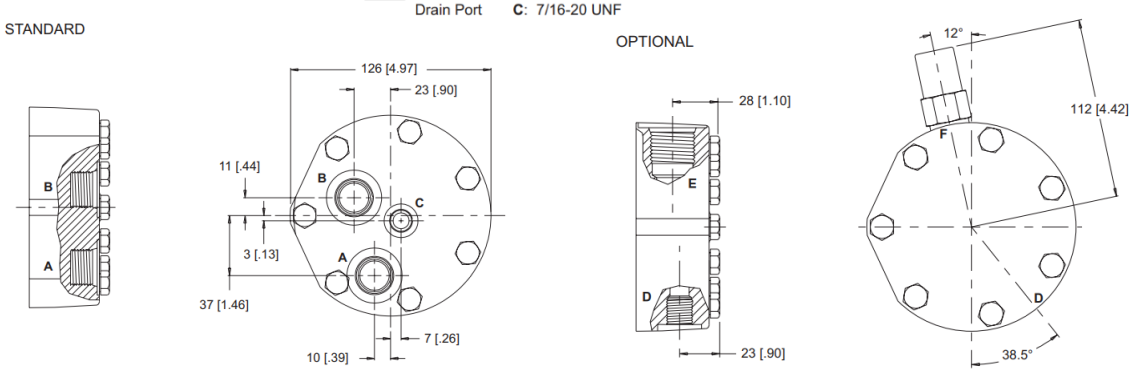
Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

Porting

Dimensions shown are without paint. Paint thickness can be up to 0.13 [0.005].

End Ported - Offset

1 Main Ports **A, B**: 7/8-14 UNF
Drain Port **C**: 7/16-20 UNF



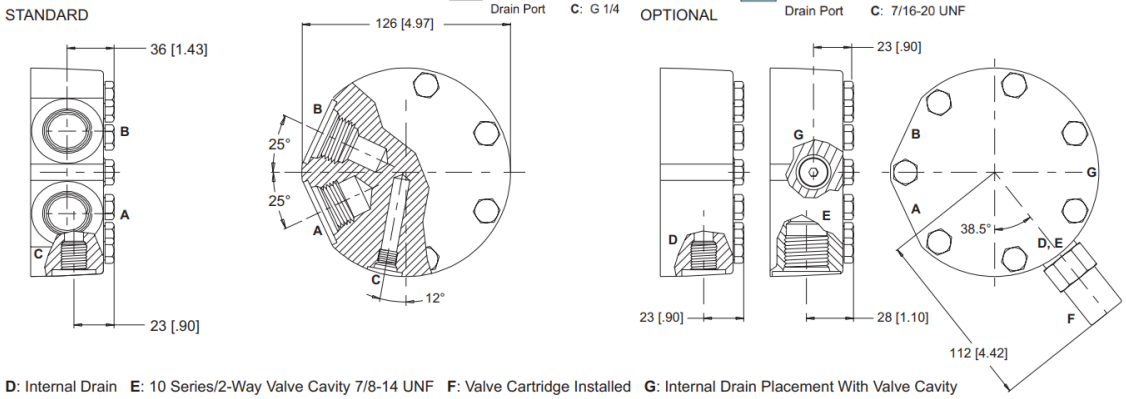
D: Internal Drain **E**: 10 Series/2-Way Valve Cavity 7/8-14 UNF **F**: Valve Cartridge Installed

Figure 39 DT Porting (End Ported - Offset)

Side Ported - Radial

2 Main Ports **A, B**: G 3/4
Drain Port **C**: G 1/4

5 Main Ports **A, B**: 1 1/16-12 UN
Drain Port **C**: 7/16-20 UNF

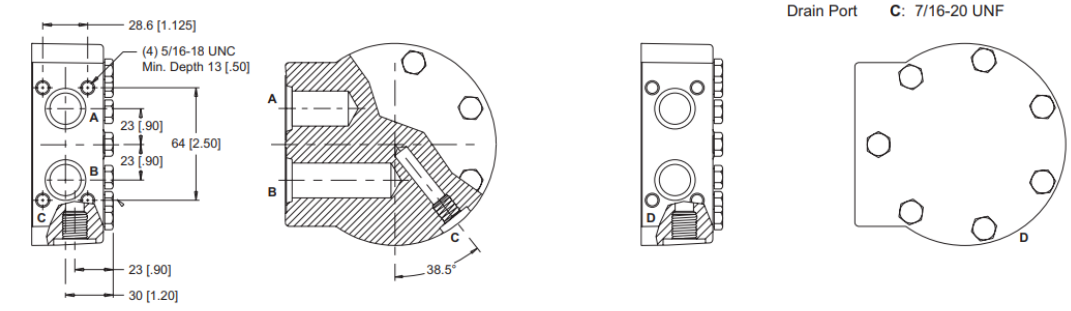


D: Internal Drain **E**: 10 Series/2-Way Valve Cavity 7/8-14 UNF **F**: Valve Cartridge Installed **G**: Internal Drain Placement With Valve Cavity

Figure 40 DT Porting (Side Ported - Radial)

Side Ported – Manifold Aligned

3 Main Ports **A, B**: 11/16" Drilled
Drain Port **C**: 7/16-20 UNF



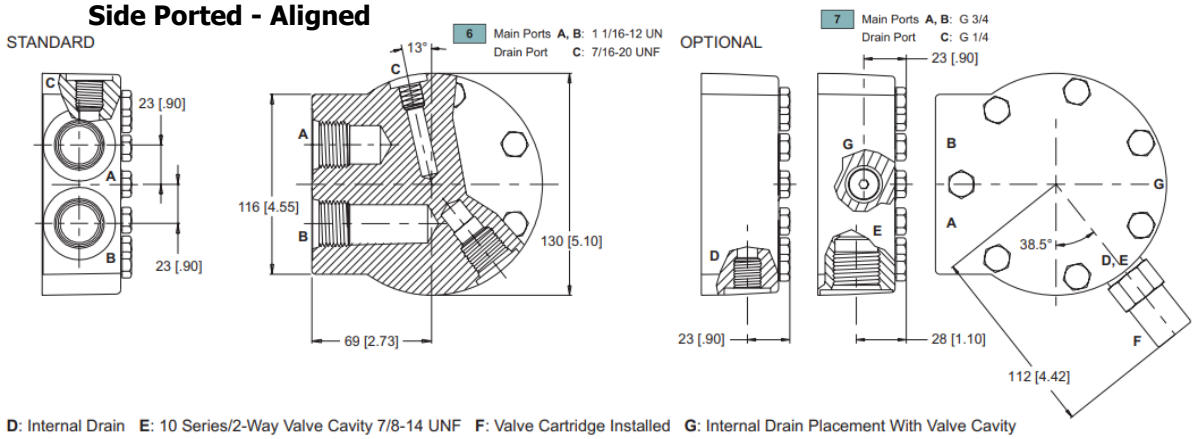
D: Internal Drain

Figure 41 DT Porting (Side Ported -Manifold Aligned)

Side Ported - Aligned

6 Main Ports **A, B**: 1 1/16-12 UN
Drain Port **C**: 7/16-20 UNF

7 Main Ports **A, B**: G 3/4
Drain Port **C**: G 1/4



D: Internal Drain **E**: 10 Series/2-Way Valve Cavity 7/8-14 UNF **F**: Valve Cartridge Installed **G**: Internal Drain Placement With Valve Cavity

Figure 42 DT Porting (Side Ported - Aligned)

Housings

4-hole, SAE C Mount

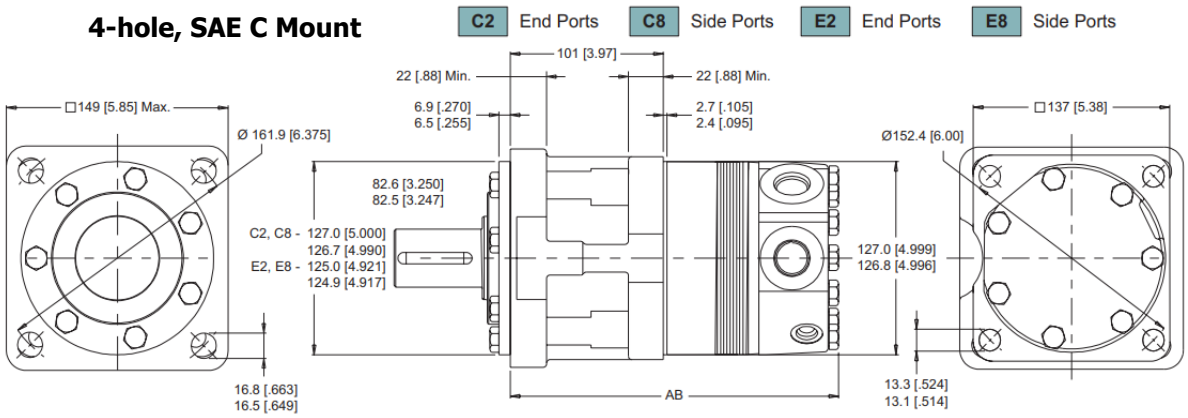


Figure 43 DT SAE C Mount

Technical Information

Allowable Shaft Load / Bearing Curve

The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an L10 life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table on Allowable bearing & shaft loading.

SAE C Mounts

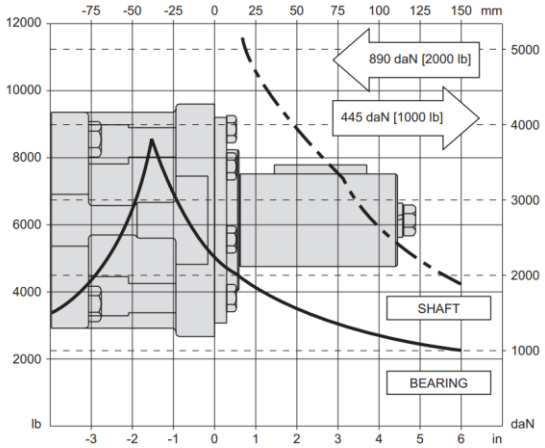


Figure 44 SAE C Mounts Allowable Shaft Load / Bearing Curve

Length & Weight Chart

Dimension AB is the overall motor length from the rear of the motor to the mounting surface.

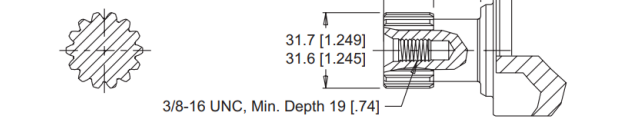
AB	End covers End ported Offset / Side ported Radial *mm[in]*	End covers Side ported Manifold Aligned / Aligned *mm[in]*	Weight *kg [lb]*
300	206 *[8.14]*	209 *[8.25]*	20.2 *[44.6]*
375	213 *[8.39]*	216 *[8.50]*	20.8 *[45.8]*
470	220 *[8.69]*	223 *[8.80]*	21.4 *[47.1]*
540	227 *[8.93]*	230 *[9.04]*	21.9 *[48.2]*
750	245 *[9.64]*	248 *[9.75]*	23.3 *[51.3]*
930	260 *[10.24]*	263 *[10.35]*	24.4 *[53.8]*
1K1	270 *[10.64]*	273 *[10.75]*	25.3 *[55.7]*
1K5	308 *[12.14]*	311 *[12.25]*	28.3 *[62.5]*
2K1	359 *[14.14]*	362 *[14.25]*	32.3 *[71.3]*

Table 12 Length &Weight Chart AB dimensions

All DT series motor weights can vary ± 1.4 kg [3 lb] depending on model configurations such as housing, shaft, endcover, options et

Shafts

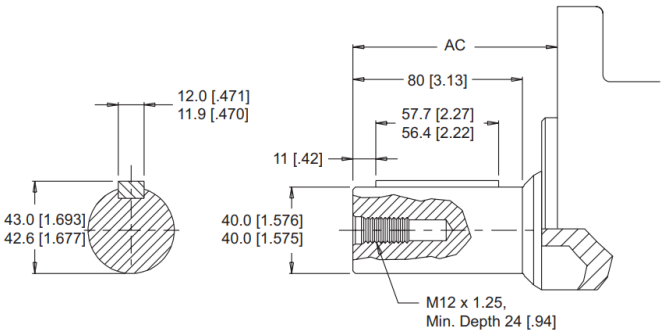
09 14 Tooth Spline Extended



Max. Torque: 2070 Nm [18400 lb-in]

23 14 Tooth Spline

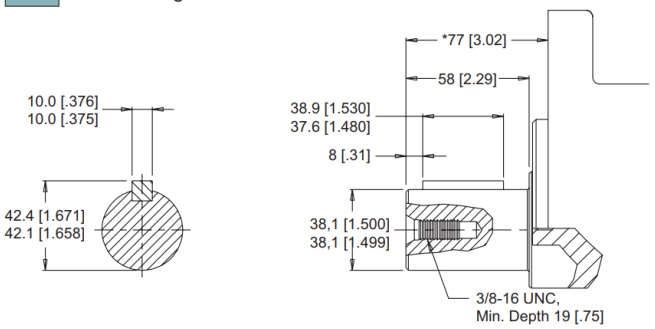
36 40mm Straight



Max. Torque: 2700 Nm [24000 lb-in]

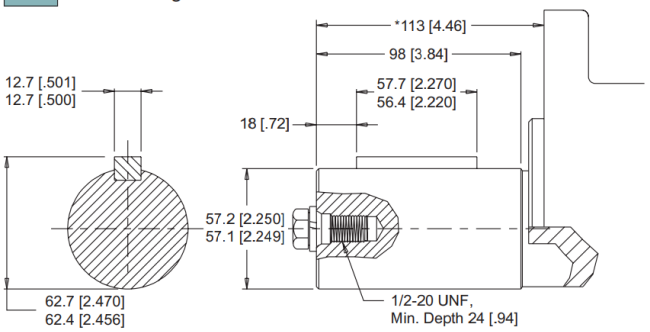
54 40mm Straight Extended

30 1-1/2" Straight



Max. Torque: 2230 Nm [19800 lb-in]

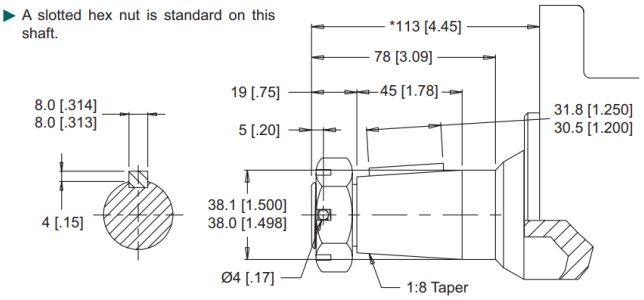
40 2-1/4" Straight



Max. Torque: 2700 Nm [24000 lb-in]

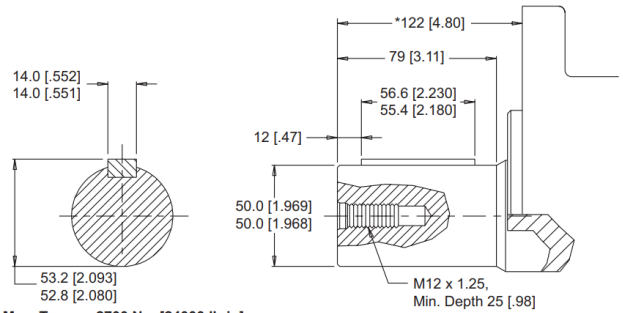
31 1-1/2" Tapered

▶ A slotted hex nut is standard on this shaft.



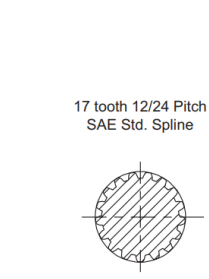
Max. Torque: 2250 Nm [19900 lb-in]

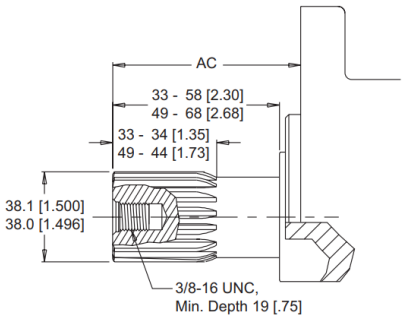
41 50mm Straight



Max. Torque: 2700 Nm [24000 lb-in]

33 17 Tooth Spline

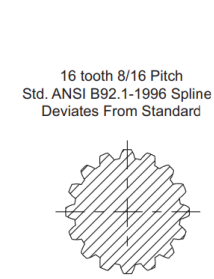


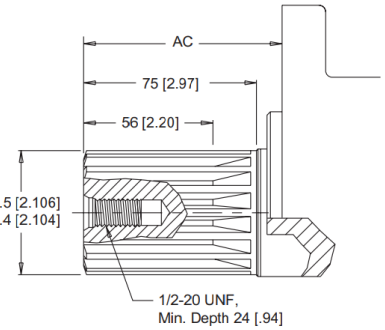


Max. Torque: 2250 Nm [19900 lb-in]

49 17 Tooth Spline Extended

42 16 Tooth Spline

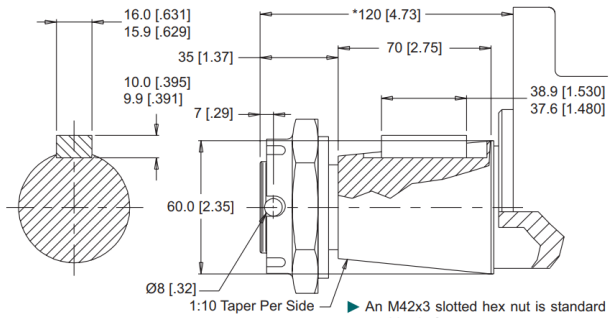




Max. Torque: 2700 Nm [24000 lb-in]

48 16 Tooth Spline Extended

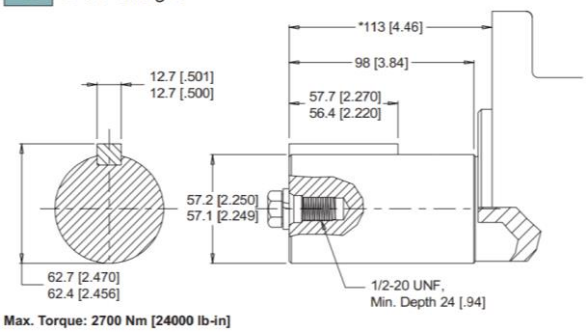
45 60mm Tapered



Max. Torque: 2700 Nm [24000 lb-in]

▶ An M42x3 slotted hex nut is standard on this shaft.

47 2-1/4" Straight



Max. Torque: 2700 Nm [24000 lb-in]

Mounting / Shaft Length Chart

Dimension AC is the overall distance from the motor mounting surface to the end of the shaft and is referenced on detailed shaft drawings on Shafts.

AC	Length *mm[in]*	AC	Length *mm[in]*
09	86 *[3.38]*	**42**	91 *[3.57]*
23	56 *[2.19]*	**48**	121 *[4.77]*
33	68 *[2.69]*	**49**	99 *[3.89]*
36	113 *[4.45]*	**54**	121 *[4.78]*

Shaft lengths vary ± 0.8 mm [0.030 in.]

Table 13 Mounting / Shaft Length Chart Dimension AC

Ordering Information

1 — 2 — 3a — 3b — 4 — 5 — 6 — 7 — 8

1. CHOOSE SERIES DESIGNATION

700	Standard Motor

▶ The 700 series is bi-directional.

2. SELECT A DISPLACEMENT OPTION

300	300 cm³/rev [18.3 in³/rev]	930	929 cm³/rev [56.7 in³/rev]
375	374 cm³/rev [22.8 in³/rev]	1K1	1047 cm³/rev [63.9 in³/rev]
470	464 cm³/rev [28.3 in³/rev]	1K5	1495 cm³/rev [91.2 in³/rev]
540	536 cm³/rev [32.7 in³/rev]	2K1	2093 cm³/rev [127.7 in³/rev]
750	747 cm³/rev [45.6 in³/rev]		

3a. SELECT MOUNT TYPE

▼ END MOUNTS

C2	SAE C Mount (5" Pilot)
E2	SAE C Mount (125mm Pilot)

▼ SIDE MOUNTS

C8	SAE C Mount (5" Pilot)
E8	SAE C Mount (125mm Pilot)

3b. SELECT PORT SIZE

▼ END PORT OPTIONS

1	7/8-14 UNF Offset

▼ SIDE PORT OPTIONS

2	G 3/4, Radial
3	11/16" Hole, Aligned Manifold
5	1 1/16-12 UN, Radial
6	1 1/16-12 UN, Aligned
7	G 3/4, Radial

4. SELECT A SHAFT OPTION

09	14 Tooth Spline Extended	41	50mm Straight
23	14 Tooth Spline	42	16 Tooth Spline
30	1-1/2" Straight	45	60mm Tapered
31	1-1/2" Tapered	47	2-1/4" Straight
33	17 Tooth Spline	48	16 Tooth Spline Extended
36	40mm Straight	49	17 Tooth Spline Extended
40	2-1/4" Straight	54	40mm Straight Extended

▶ The #47 and extended shafts are designed for use with one of the speed sensor options listed in STEP 7.

5. SELECT A PAINT OPTION

A	Black
B	Black, Unpainted Mounting Surface
Z	No Paint

6. SELECT A VALVE CAVITY / CARTRIDGE OPTION

A	None	F	121 bar [1750 psi] Relief
B	Valve Cavity Only	G	138 bar [2000 psi] Relief
C	69 bar [1000 psi] Relief	J	173 bar [2500 psi] Relief
D	86 bar [1250 psi] Relief	L	207 bar [3000 psi] Relief
E	104 bar [1500 psi] Relief		

▶ Valve cavity is not available on port option 3.

7. SELECT AN ADD-ON OPTION

A	Standard
B	Lock Nut
C	Solid Hex Nut
W	Speed Sensor, Dual, 4-Pin Male Weatherpack Connector
X	Speed Sensor, Dual, 4-Pin M12 Male Connector
Y	Speed Sensor, Single, 3-Pin Male Weatherpack Connector
Z	Speed Sensor, Single, 4-Pin M12 Male Connector

8. SELECT A MISCELLANEOUS OPTION

AA	None
AB	Internal Drain
AC	Freeturning Rotor
AD	Internal Drain & Freeturning Rotor

DT 740 Series

Housings

4-Hole, Wheel Hub Mount

W2 End Ports W8 Side Ports

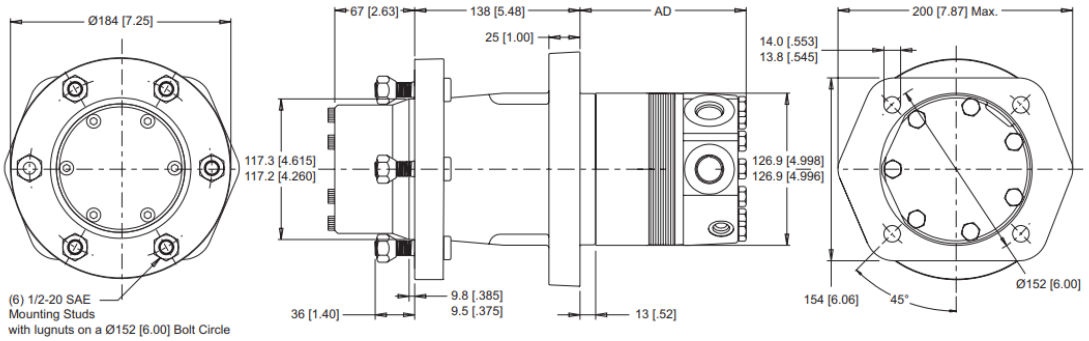


Figure 45 DT 740 4-hole (Wheel Hub Mount)

Technical Information

Allowable Shaft Load / Bearing curve

The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an L10 life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table Allowable bearing & shaft loading.

Wheel Hub Mounts

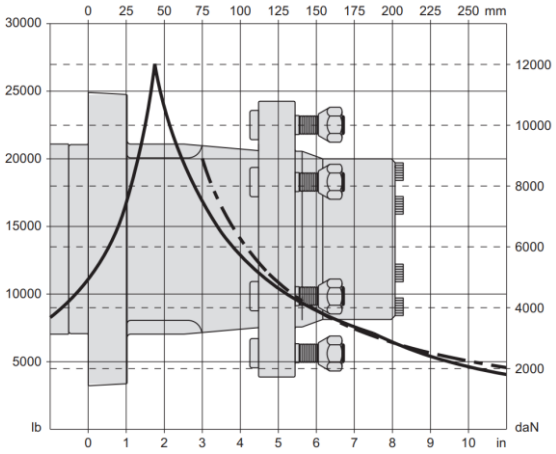


Figure 46 DT 740 Wheel Hub Mounts

LENGTH & WEIGHT CHART

Dimension AD is the overall motor length from the rear of the motor to the mounting surface

AD	End covers End ported Offset / Side ported Radial *mm[in]*	End covers Side ported Manifold Aligned / Aligned *mm[in]*	Weight *kg [lb]*
300	117 [4.63]	120 [4.74]	28.4 [62.6]
375	124 [4.88]	127 [4.99]	28.9 [63.8]
470	131 [5.18]	134 [5.29]	29.5 [65.1]
540	137 [5.42]	140 [5.53]	30.0 [66.2]
750	155 [6.13]	158 [6.24]	31.4 [69.2]
930	171 [6.73]	174 [6.84]	32.6 [71.8]
1K1	181 [7.13]	184 [7.24]	33.4 [73.7]
1K5	219 [8.63]	222 [8.74]	36.5 [80.5]
2K1	270 [10.63]	273 [10.74]	40.5 [89.3]

All DT series motor weights can vary ± 1.4 kg [3 lb] depending on model configurations such as housing, shaft, endcover, options etc.

Figure 47 DR 620 Length & Weight Chart

Ordering Information

1 2 3a 3b 4 5 6 7 8

1. CHOOSE SERIES DESIGNATION

740 Hydraulic Motor With Wheel Hub

▶ The 740 series is bi-directional. Reversing the inlet hose will reverse shaft rotation.

2. SELECT A DISPLACEMENT OPTION

300	300 cm³/rev [18.3 in³/rev]	**930**	929 cm³/rev [56.7 in³/rev]
375	374 cm³/rev [22.8 in³/rev]	**1K1**	1047 cm³/rev [63.9 in³/rev]
470	464 cm³/rev [28.3 in³/rev]	**1K5**	1495 cm³/rev [91.2 in³/rev]
540	536 cm³/rev [32.7 in³/rev]	**2K1**	2093 cm³/rev [127.7 in³/rev]
750	747 cm³/rev [45.6 in³/rev]		

3a. SELECT MOUNT TYPE

▼ END MOUNTS

W2 Wheel Hub Mount

▼ SIDE MOUNTS

W8 Wheel Hub Mount

3b. SELECT PORT SIZE

▼ END PORT OPTIONS

1 7/8-14 UNF Offset

▼ SIDE PORT OPTIONS

2 G 3/4, Radial

5 1 1/16-12 UN, Radial

4. SELECT A SHAFT OPTION

61 6-Bolt Wheel Flange

5. SELECT A PAINT OPTION

A Black

Z No Paint

6. SELECT A VALVE CAVITY / CARTRIDGE OPTION

A	None	**F**	121 bar [1750 psi] Relief
B	Valve Cavity Only	**G**	138 bar [2000 psi] Relief
C	69 bar [1000 psi] Relief	**J**	173 bar [2500 psi] Relief
D	86 bar [1250 psi] Relief	**L**	207 bar [3000 psi] Relief
E	104 bar [1500 psi] Relief		

7. SELECT AN ADD-ON OPTION

A Standard

8. SELECT A MISCELLANEOUS OPTION

AA None

AC Freeturning Rotor

Chapter 4
D9

Topics:

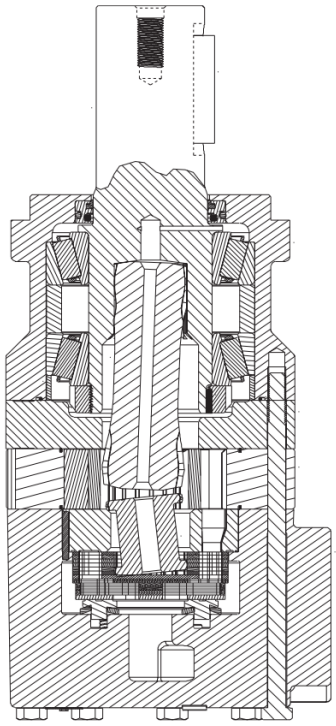
D9 All Series

Overview

The D9 motor is capable of producing torque values com- parable to competitive motors, but with an industry leading breadth of displacements and shaft and porting options. In addition, the product incorporates dual tapered roller bearings, which improve load carrying capabilities. The motor is designed for use with a case-drain, which reduces pressure on the shaft seal and maintains lubrication to internal drive components, maximizing motor life. The series is available with industry standard mounting flanges found throughout the global marketplace.

Series Descriptions

800 - Hydraulic Motor
Standard



Features/ Benefits

- Industry Standard Mounting Flanges that satisfy the global marketplace.
- Dual Tapered Roller Bearings improve load carrying capability.
- Nine Displacement Options provide industry leading design flexibility.
- Roller Stator® Design incorporates 8 lobe rotor and 9 pocket stator technology.

Typical Applications

Construction equipment, agricultural equipment, mining equipment, forrestry equipment, associated attachments and more

Specification

Code	Displacement cm³ [in³/rev]	Max. Speed rpm		Max. Flow lpm [gpm]		Max. Torque Nm [lb-in]		Max. Pressure bar [psi]		
		cont.	inter.	cont.	inter.	cont.	inter.	cont.	inter.	peak
260	256 [15.6]	520	700	136 [36]	182 [48]	763 [6750]	891 [7885]	207 [3000]	241 [3500]	259 [3750]
300	294 [17.9]	530	688	159 [42]	204 [54]	870 [7700]	1017 [9000]	207 [3000]	241 [3500]	259 [3750]
375	367 [22.4]	550	613	204 [54]	227 [60]	1099 [9725]	1284 [11365]	207 [3000]	241 [3500]	259 [3750]
450	455 [27.8]	445	496	204 [54]	227 [60]	1349 [11934]	1571 [13907]	207 [3000]	241 [3500]	259 [3750]
525	525 [32.1]	385	430	204 [54]	227 [60]	1569 [13888]	1824 [16143]	207 [3000]	241 [3500]	259 [3750]
625	623 [38.1]	325	361	204 [54]	227 [60]	1883 [16660]	2183 [19317]	207 [3000]	241 [3500]	259 [3750]
735	734 [44.8]	276	308	204 [54]	227 [60]	1815 [16063]	2165 [19156]	172 [2500]	207 [3000]	241 [3500]
910	911 [55.6]	223	250	204 [54]	227 [60]	2290 [20265]	2713 [24008]	172 [2500]	207 [3000]	241 [3500]
1K0	1027 [62.7]	197	220	204 [54]	227 [60]	2055 [18186]	2535 [22434]	138 [2000]	172 [2500]	207 [3000]

Table 14 D9 specification

Performance data is typical. Performance of production units varies slightly from one motor to another. Running at intermittent ratings should not exceed 10% of every minute of operation.

Displacement Performance

Performance data is typical. Performance of production units varies slightly from one motor to another. Operating at maximum continuous pressure and maximum continuous flow simultaneously is not recommended. For additional information on product testing please refer to *Product testing*.

260

256 cm³ [15.6 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
	8 [2]	39 [341] **27**	97 [858] **26**	213 [1883] **24**	328 [2900] **21**	441 [3903] **19**	552 [4886] **15**	661 [5848] **12**		30
	23 [6]		108 [958] **84**	233 [2058] **81**	358 [3169] **78**	482 [4263] **74**	601 [5322] **70**	718 [6351] **66**	830 [7349] **62**	89
	45 [12]		112 [992] **171**	241 [2134] **168**	372 [3289] **164**	502 [4439] **159**	630 [5572] **153**	755 [6679] **146**	877 [7761] **139**	178
	68 [18]		110 [976] **258**	241 [2132] **255**	373 [3297] **250**	506 [4477] **245**	635 [5617] **237**	764 [6760] **230**	891 [7885] **222**	267
	91 [24]		105 [929] **346**	236 [2091] **342**	370 [3270] **338**	502 [4441] **331**	631 [5587] **324**	761 [6738] **315**	890 [7878] **306**	355
	114 [30]		97 [855] **434**	229 [2024] **430**	359 [3178] **425**	494 [4374] **419**	627 [5544] **412**	757 [6700] **402**	883 [7818] **388**	444
Max. Cont.	136 [36]		87 [768] **522**	218 [1933] **518**	352 [3115] **512**	483 [4271] **505**	617 [5463] **497**	750 [6633] **488**	878 [7766] **477**	533
	159 [42]		76 [669] **611**	206 [1827] **607**	340 [3009] **601**	474 [4194] **594**	608 [5376] **585**	738 [6535] **576**		622
Max. Inter.	182 [48]		62 [546] **701**	193 [1712] **696**	327 [2891] **690**	460 [4070] **683**	594 [5257] **674**	726 [6426] **664**		710

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width	Theoretical Torque - Nm [lb-in]							
22.2 [.872]	70 [622]	140 [1243]	281 [2486]	421 [3729]	562 [4972]	702 [6215]	843 [7458]	983 [8701]

mm [in]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

300

294 cm³ [17.9 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.	Theoretical rpm
8 [2]	52 [458] **23**	119 [1053] **21**	252 [2234] **19**	382 [3379] **16**	511 [4521] **12**	636 [5633] **9**			26
23 [6]		127 [1124] **72**	268 [2376] **68**	410 [3625] **65**	549 [4854] **60**	686 [6069] **55**	819 [7250] **50**	949 [8398] **45**	78
45 [12]		130 [1152] **147**	275 [2434] **143**	422 [3731] **138**	568 [5025] **132**	713 [6313] **125**	856 [7578] **119**	996 [8815] **113**	155
68 [18]		129 [1141] **222**	277 [2452] **218**	427 [3777] **213**	575 [5092] **206**	722 [6392] **199**	869 [7690] **191**	1013 [8961] **183**	232
91 [24]		124 [1097] **298**	274 [2422] **294**	424 [3753] **288**	573 [5074] **281**	722 [6390] **272**	871 [7707] **264**	1019 [9014] **255**	310
114 [30]		115 [1022] **375**	266 [2356] **371**	418 [3700] **364**	569 [5032] **357**	719 [6362] **348**	867 [7673] **339**	1016 [8987] **330**	387
136 [36]		104 [924] **453**	255 [2256] **448**	407 [3601] **442**	559 [4947] **434**	710 [6279] **426**	860 [7615] **416**	1009 [8925] **405**	464
159 [42]		92 [814] **530**	242 [2144] **525**	395 [3498] **517**	547 [4845] **509**	699 [6183] **500**	848 [7506] **490**	999 [8837] **480**	541
182 [48]		78 [686] **608**	227 [2011] **602**	379 [3357] **595**	533 [4715] **586**	685 [6062] **577**	838 [7414] **566**		619
204 [54]		61 [543] **688**	212 [1872] **682**	364 [3219] **674**	518 [4582] **665**	670 [5932] **655**	822 [7272] **644**		696

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width	Theoretical Torque - Nm [lb-in]							
25.4 [1.002] mm [in]	81 [714]	161 [1428]	323 [2855]	484 [4283]	645 [5710]	807 [7138]	968 [8566]	1129 [9993]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

375

367 cm³ [22.4 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.	Theoretical rpm
8 [2]	62 [546] **18**	147 [1297] **17**	311 [2752] **14**	474 [4197] **11**	634 [5609] **8**	792 [7010] **5**			21
23 [6]		162 [1431] **57**	340 [3011] **54**	518 [4585] **50**	691 [6118] **46**	860 [7612] **42**	1024 [9065] **38**	1186 [10495] **34**	62
45 [12]		167 [1474] **117**	350 [3100] **114**	534 [4729] **109**	719 [6365] **103**	900 [7963] **98**	1075 [9510] **92**	1246 [11026] **86**	124
68 [18]		164 [1454] **177**	351 [3107] **173**	538 [4761] **168**	727 [6432] **162**	914 [8084] **155**	1097 [9706] **147**	1278 [11312] **140**	186
91 [24]		158 [1400] **238**	347 [3075] **234**	536 [4740] **229**	725 [6413] **222**	913 [8080] **214**	1099 [9726] **205**	1284 [11365] **196**	248
114 [30]		148 [1308] **300**	338 [2992] **295**	528 [4672] **290**	717 [6348] **282**	906 [8018] **274**	1093 [9672] **264**	1280 [11331] **254**	310
136 [36]		135 [1191] **362**	327 [2891] **358**	518 [4583] **353**	708 [6264] **345**	898 [7948] **336**	1088 [9628] **326**	1277 [11298] **315**	371
159 [42]		120 [1065] **424**	312 [2758] **420**	504 [4463] **414**	693 [6134] **406**	883 [7815] **396**	1074 [9500] **385**	1263 [11174] **373**	433
182 [48]		103 [912] **486**	294 [2601] **481**	487 [4308] **475**	674 [5968] **468**	866 [7661] **458**	1057 [9354] **444**	1245 [11017] **432**	495
204 [54]		84 [747] **549**	274 [2429] **544**	466 [4127] **538**	656 [5808] **530**	844 [7471] **521**	1039 [9194] **510**	1232 [10906] **490**	557
227 [60]		64 [567] **613**	253 [2241] **607**	445 [3940] **600**	634 [5608] **592**	827 [7317] **582**	1017 [8998] **572**		619

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width	Theoretical Torque - Nm [lb-in]							
31.8 [1.252] mm [in]	101 [892]	202 [1784]	403 [3568]	605 [5352]	806 [7137]	1008 [8921]	1210 [10705]	1411 [12489]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

450

455 cm³ [27.8 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]	Max. Max. Inter. Cont.	Theoretical rpm
8 [2]	82 [722] **15** / 189 [1674] **14** / 400 [3538] **12** / 608 [5384] **11** / 816 [7224] **9**	17
23 [6]	88 [780] **47** / 201 [1782] **46** / 425 [3764] **44** / 646 [5718] **40** / 863 [7639] **37** / 1070 [9473] **34** / 1276 [11292] **31**	50
45 [12]	91 [803] **96** / 205 [1813] **95** / 434 [3841] **92** / 663 [5871] **87** / 891 [7883] **82** / 1113 [9849] **77** / 1327 [11747] **72** / 1537 [13605] **69**	100
68 [18]	86 [757] **145** / 200 [1770] **144** / 430 [3807] **141** / 662 [5861] **136** / 894 [7916] **130** / 1124 [9950] **123** / 1349 [11934] **117** / 1565 [13853] **111**	150
91 [24]	77 [678] **194** / 191 [1692] **193** / 423 [3747] **190** / 656 [5807] **185** / 888 [7859] **179** / 1120 [9910] **171** / 1347 [11923] **163** / 1569 [13884] **154**	200
114 [30]	64 [567] **244** / 179 [1583] **243** / 413 [3652] **239** / 646 [5718] **234** / 879 [7779] **227** / 1113 [9854] **220** / 1344 [11896] **211** / 1571 [13907] **202**	250
136 [36]	162 [1434] **293** / 397 [3516] **289** / 631 [5583] **284** / 865 [7654] **277** / 1098 [9713] **269** / 1329 [11764] **259** / 1559 [13799] **249**	300
159 [42]	143 [1266] **343** / 378 [3347] **340** / 613 [5425] **334** / 847 [7498] **327** / 1080 [9558] **318** / 1313 [11620] **309** / 1543 [13657] **298**	349
182 [48]	122 [1081] **393** / 357 [3155] **390** / 592 [5238] **384** / 826 [7306] **377** / 1058 [9363] **368** / 1291 [11427] **357** / 1522 [13471] **345**	399
204 [54]	97 [859] **445** / 333 [2947] **440** / 568 [5029] **434** / 803 [7180] **426** / 1034 [9148] **417** / 1266 [11206] **406** / 1498 [13255] **393**	449
227 [60]	73 [642] **496** / 305 [2698] **491** / 540 [4781] **484** / 775 [6862] **477** / 1006 [8899] **467** / 1242 [10994] **458**	499

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width

39.4 [4.553] mm [in]

Theoretical Torque - Nm [lb-in]

125 [1106]	250 [2212]	500 [4425]	750 [6637]	1000 [8849]	1250 [11061]	1500 [13274]	1750 [15486]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

525

525 cm³ [32.1 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000] Max. Cont.	241 [3500] Max. Inter.

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]	Max. Max. Inter. Cont.	Theoretical rpm
8 [2]	105 [929] **13** / 230 [2031] **12** / 472 [4175] **10** / 707 [6257] **8** / 940 [8317] **6**	15
23 [6]	112 [995] **41** / 243 [2148] **39** / 504 [4460] **36** / 755 [6683] **33** / 1004 [8886] **29** / 1240 [10976] **25** / 1479 [13087] **17**	44
45 [12]	112 [989] **83** / 245 [2165] **82** / 512 [4529] **78** / 778 [6887] **74** / 1041 [9212] **68** / 1296 [11468] **63** / 1543 [13653] **59**	87
68 [18]	105 [927] **125** / 238 [2107] **124** / 508 [4497] **120** / 779 [6890] **115** / 1045 [9251] **109** / 1306 [11560] **102** / 1560 [13804] **95** / 1793 [15869] **89**	130
91 [24]	93 [824] **168** / 226 [2002] **166** / 496 [4394] **163** / 767 [6789] **158** / 1038 [9189] **151** / 1306 [11558] **144** / 1569 [13888] **136** / 1824 [16143] **128**	173
114 [30]	79 [696] **211** / 212 [1874] **209** / 484 [4283] **205** / 755 [6683] **200** / 1026 [9079] **193** / 1295 [11457] **185** / 1560 [13809] **177** / 1819 [16097] **167**	217
136 [36]	193 [1710] **253** / 465 [4414] **249** / 736 [6513] **243** / 1007 [8912] **236** / 1279 [11318] **228** / 1549 [13706] **219** / 1811 [16023] **210**	260
159 [42]	170 [1504] **296** / 444 [3925] **292** / 715 [6330] **287** / 986 [8726] **280** / 1257 [11125] **272** / 1526 [13507] **262** / 1793 [15864] **252**	303
182 [48]	147 [1305] **339** / 420 [3716] **335** / 692 [6120] **328** / 961 [8509] **321** / 1233 [10914] **314** / 1505 [13321] **303** / 1772 [15682] **294**	346
204 [54]	118 [1041] **384** / 390 [3450] **379** / 661 [5850] **374** / 934 [8269] **366** / 1205 [10660] **358** / 1475 [13050] **348** / 1741 [15411] **338**	389
227 [60]	88 [778] **429** / 359 [3181] **423** / 631 [5582] **417** / 902 [7980] **409** / 1174 [10386] **400** / 1443 [12768] **391**	433

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width

45.5 [1.791] mm [in]

Theoretical Torque - Nm [lb-in]

114 [1276]	288 [2553]	577 [5106]	865 [7659]	1154 [10211]	1442 [12764]	1731 [15317]	2019 [17870]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

625

623 cm³ [38.1 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	Max. Cont. 207 [3000]	Max. Inter. 241 [3500]

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
	8 [2]	132 [1169] **10**	273 [2419] **10**	553 [4896] **8**	832 [7365] **7**	1105 [9778] **6**				13
	23 [6]	144 [1273] **34**	300 [2656] **34**	609 [5393] **32**	916 [8102] **31**	1204 [10655] **28**	1479 [13090] **21**			37
	45 [12]	141 [1247] **70**	303 [2682] **69**	624 [5521] **67**	945 [8362] **66**	1249 [11049] **56**	1559 [13797] **58**	1846[16339] **53**		73
	68 [18]	133 [1179] **106**	295 [2613] **105**	619 [5478] **104**	942 [8340] **101**	1263 [11180] **98**	1576 [13949] **93**	1877[16607] **86**	2166 [19168] **79**	110
	91 [24]	120 [1061] **142**	281 [2486] **141**	607 [5368] **140**	932 [8251] **137**	1255 [11102] **133**	1572 [13913] **128**	1882[16659] **121**	2183 [19317] **113**	146
	114 [30]	100 [886] **178**	261 [2309] **177**	586 [5183] **175**	910 [8053] **172**	1234 [10916] **167**	1552 [13738] **161**	1860[16456] **155**	2172 [19220] **148**	183
	136 [36]	78 [694] **214**	238 [2106] **213**	562 [4971] **211**	888 [7859] **208**	1213 [10731] **203**	1533 [13571] **197**	1839[16274] **190**	2189 [19369] **181**	219
	159 [42]	53 [469] **251**	210 [1855] **250**	532 [4711] **248**	857 [7585] **245**	1183 [10471] **240**	1506 [13325] **234**	1827[16171] **227**	2143 [18968] **219**	255
	182 [48]		180 [1591] **287**	503 [4453] **285**	827 [7315] **281**	1151 [10189] **277**	1475 [13050] **270**	1795[15888] **262**	2114 [18706] **254**	292
Max. Max. Inter. Cont.	204 [54]		146 [1295] **324**	470 [4155] **322**	793 [7021] **318**	1118 [9898] **313**	1440 [12742] **306**	1758[15558] **299**	2078 [18392] **291**	328
	227 [60]		111 [982] **361**	433 [3829] **359**	756 [6693] **355**	1080 [9555] **349**	1401 [12401] **343**	1722[15238] **335**		365

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width

54.0 [2.127]

mm [in]

Theoretical Torque - Nm [lb-in]

171 [1514]	342 [3029]	684 [6057]	1027 [9086]	1369 [12115]	1711 [15144]	2053 [18172]	2396 [21201]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

735

734 cm³ [44.8 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	Max. Cont. 173 [2500]	Max. Inter. 207 [3000]

Torque - Nm [lb-in], **Speed rpm**

Intermittent Ratings - 10% of Operation

Flow - lpm [gpm]								Theoretical rpm
	8 [2]	158 [1395] **9**	328 [2900] **9**	667 [5904] **8**	1006 [8902] **7**	1344 [11890] **6**			11
	23 [6]	165 [1460] **29**	347 [3074] **29**	710 [6282] **27**	1061 [9389] **26**	1401 [12397] **20**	1739 [15391] **13**		31
	45 [12]	163 [1445] **60**	350 [3095] **59**	722 [6387] **57**	1089 [9635] **54**	1440 [12747] **51**	1775 [15711] **37**		62
	68 [18]	155 [1374] **90**	343 [3036] **89**	721 [6377] **87**	1093 [9675] **84**	1458 [12900] **79**	1813 [16045] **75**	2162[19136] **71**	93
	91 [24]	141 [1245] **120**	329 [2914] **119**	708 [6267] **117**	1085 [9606] **113**	1455 [12872] **108**	1815 [16063] **103**	2165[19156] **98**	124
	114 [30]	119 [1050] **151**	307 [2714] **150**	685 [6065] **147**	1063 [9409] **143**	1435 [12699] **137**	1799 [15917] **131**	2153[19051] **124**	155
	136 [36]	93 [823] **182**	282 [2491] **181**	660 [5841] **178**	1039 [9191] **173**	1413 [12504] **167**	1779 [15740] **160**	2135[18897] **152**	186
	159 [42]		248 [2193] **213**	629 [5562] **209**	1010 [8934] **205**	1388 [12280] **198**	1760 [15574] **191**	2122[18778] **183**	217
	182 [48]		215 [1905] **244**	595 [5263] **240**	975 [8626] **235**	1356 [11998] **228**	1732 [15330] **221**	2098[18570] **213**	248
Max. Max. Inter. Cont.	204 [54]		176 [1558] **276**	555 [4913] **272**	936 [8286] **267**	1319 [11671] **260**	1694 [14992] **252**	2065[18274] **244**	279
	227 [60]		132 [1171] **308**	511 [4521] **304**	892 [7892] **298**	1273 [11267] **291**	1649 [14589] **283**		310

Overall Efficiency - 70 - 100% 40 - 69% 0 - 39%

Rotor Width

63.5 [2.501]

mm [in]

Theoretical Torque - Nm [lb-in]

201 [1783]	403 [3565]	806 [7130]	1209 [10695]	1611 [14260]	2014 [17825]	2417 [21390]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

910

911 cm³ [55.6 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500] Max. Cont.	207 [3000] Max. Inter.

Intermittent Ratings - 10% of Operation

Torque - Nm [lb-in], **Speed rpm**

Flow - lpm [gpm]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	207 [3000]	Theoretical rpm
8 [2]	210 [1860] **7**	425 [3761] **7**	842 [7455] **6**	1245 [11022] **5**				9
23 [6]	221 [1955] **24**	451 [3989] **23**	905 [8005] **21**	1334 [11807] **17**	1737 [15368] **8**			25
45 [12]	218 [1931] **48**	456 [4036] **47**	929 [8223] **45**	1389 [12295] **42**	1826 [16161] **36**	2224 [19682] **13**		50
68 [18]	205 [1812] **73**	445 [3937] **72**	924 [8174] **69**	1395 [12346] **66**	1855 [16415] **59**	2277 [20148] **53**	2693[23835] **48**	75
91 [24]	182 [1607] **97**	421 [3728] **97**	901 [7969] **94**	1376 [12174] **89**	1841 [16295] **83**	2290 [20265] **74**	2713[24008] **66**	100
114 [30]	145 [1282] **122**	381 [3376] **122**	858 [7591] **119**	1330 [11766] **114**	1795 [15881] **107**	2248 [19895] **99**	2680[23720] **90**	125
136 [36]	90 [797] **148**	318 [2813] **146**	784 [6938] **142**	1244 [11010] **136**	1701 [15056] **128**	2146 [18995] **119**	2572[22758] **108**	150
159 [42]	54 [478] **173**	279 [2465] **171**	740 [6553] **167**	1202 [10633] **160**	1658 [14668] **152**	2105 [18629] **143**	2538[22461] **133**	175
182 [48]		233 [2061] **197**	691 [6115] **192**	1150 [10173] **185**	1607 [14220] **177**	2060 [18230] **168**	2500[22119] **158**	200
Max. Max. Inter. Cont. 204 [54]		173 [1527] **223**	629 [5569] **219**	1088 [9628] **212**	1546 [13682] **203**	2001 [17705] **194**	2447[21656] **184**	225
227 [60]		113 [998] **250**	571 [5056] **244**	1028 [9095] **236**	1485 [13145] **228**	1946 [17223] **219**		250

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

78.9 [3.106] mm [in]

Theoretical Torque - Nm [lb-in]

250 [2213]	500 [4426]	1000 [8852]	1500 [13278]	2001 [17704]	2501 [22130]	3001 [26557]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

1K0

1027 cm³ [62.7 in³] / rev

Pressure - bar [psi]

17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000] Max. Cont.	173 [2500] Max. Inter.

Intermittent Ratings - 10% of Operation

Torque - Nm [lb-in], **Speed rpm**

Flow - lpm [gpm]	17 [250]	35 [500]	69 [1000]	104 [1500]	138 [2000]	173 [2500]	Theoretical rpm
8 [2]	227 [2006] **7**	467 [4134] **6**	945 [8363] **6**	1416 [12528] **6**	1884 [16673] **5**		8
23 [6]	239 [2118] **21**	495 [4380] **21**	1000 [8851] **20**	1487 [13156] **16**	1947 [17228] **9**		23
45 [12]	238 [2102] **43**	503 [4454] **42**	1030 [9111] **41**	1544 [13666] **39**	2013 [17815] **19**		45
68 [18]	225 [1988] **65**	494 [4373] **64**	1029 [9105] **63**	1556 [13770] **60**	2055 [18186] **55**	2526 [22350] **50**	67
91 [24]	198 [1753] **86**	467 [4135] **86**	1007 [8911] **84**	1539 [13615] **81**	2048 [18127] **75**	2531 [22399] **68**	89
114 [30]	167 [1479] **108**	437 [3871] **108**	978 [8651] **106**	1512 [13384] **103**	2037 [18025] **97**	2535 [22434] **89**	111
136 [36]	129 [1139] **131**	399 [3527] **130**	940 [8319] **128**	1477 [13069] **124**	2004 [17733] **118**	2513 [22235] **110**	133
159 [42]	87 [773] **153**	353 [3124] **152**	894 [7910] **150**	1432 [12671] **146**	1964 [17381] **140**	2465 [21818] **129**	155
182 [48]		303 [2684] **175**	844 [7472] **172**	1383 [12241] **168**	1917 [16964] **162**	2435 [21550] **154**	177
Max. Max. Inter. Cont. 204 [54]		246 [2180] **197**	785 [6950] **195**	1324 [11718] **190**	1856 [16429] **184**	2360 [20883] **177**	199
227 [60]		183 [1617] **220**	723 [6400] **217**	1260 [11150] **213**	1793 [15872] **206**	2319 [20522] **198**	222

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Rotor Width

88.9 [3.502] mm [in]

Theoretical Torque - Nm [lb-in]

282 [2495]	564 [4990]	1128 [9981]	1692 [14971]	2256 [19961]	2820 [24952]

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

Housings

4-hole, SAE C Mount

C8 Side Ports E8 Side Ports

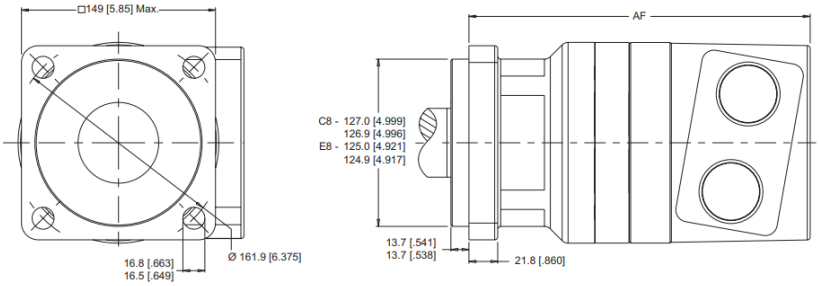


Figure 48 D9 SAE C Mount

4-hole , Wheel Mount with 160mm PILOT

D8 Side Ports

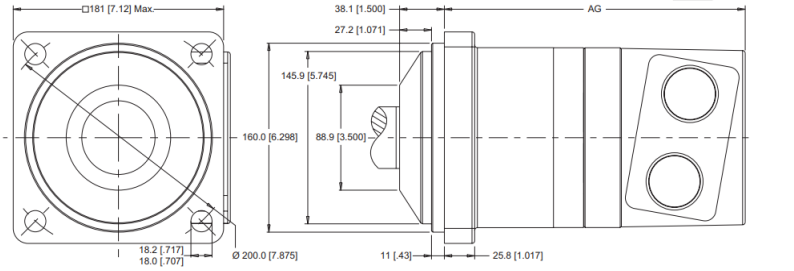


Figure 49 D9 Wheel Mount with 160 mm PILOT

4-hole, Wheel Mount

W8 Side Ports

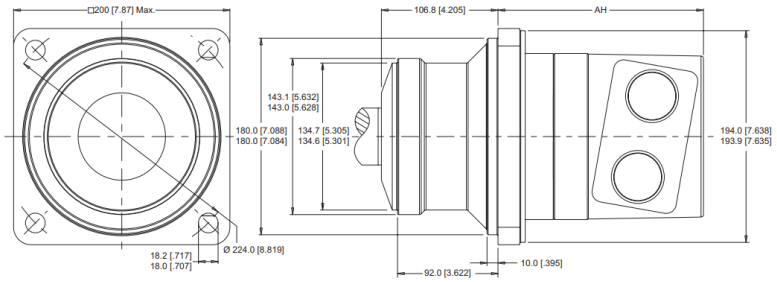


Figure 50 D9 Wheel Mount

Technical Information

Allowable shaft load/bearing curve

The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an L10 life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table Allowable Shaft Load / Bearing Curve.

SAE C Mounts

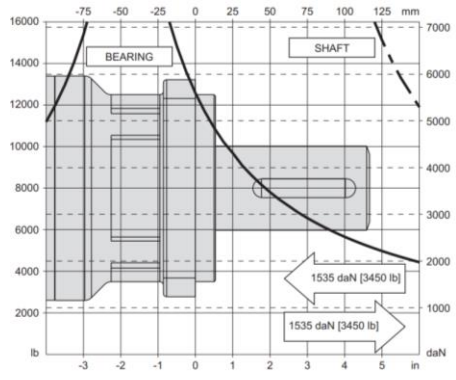


Figure 51 SAE C Mounts Allowable shaft load/ bearing curve

160 mm PILOT Wheel Mounts

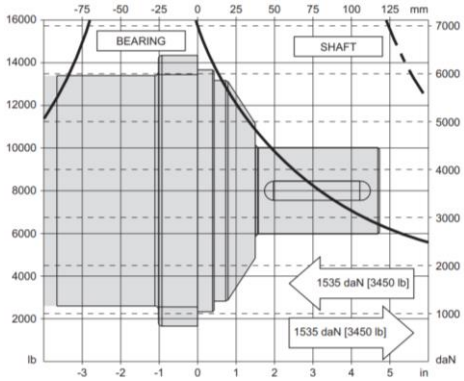


Figure 52 160 mm PILOT Wheel Mounts Allowable shaft load/ bearing curve

Wheel Mounts

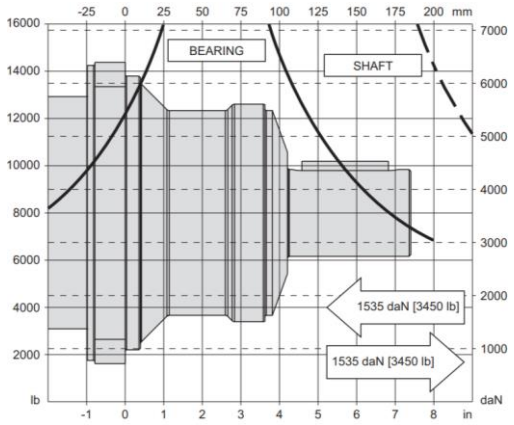


Figure 53 Wheel Mounts Allowable shaft load/bearing curve

Length & Weight Charts

Dimensions AF, AG & AH are the overall motor lengths from the rear of the motor to the mounting surface and are referenced on detailed drawings listed Housings.

AF	Length *mm[in]*	Weight *kg [lb]*
260	249 *[9.80]*	32.0 *[70.5]*
300	252 *[9.92]*	32.5 *[71.4]*
375	258 *[10.16]*	33.2 *[73.1]*
450	266 *[10.47]*	34.1 *[75.1]*
525	272 *[10.71]*	34.9 *[76.8]*
625	281 *[11.06]*	35.9 *[78.9]*
735	290 *[11.72]*	37.0 *[81.4]*
910	305 *[12.01]*	38.8 *[85.4]*
1K0	316 *[12.44]*	40.0 *[88.0]*

Table 15 D9 AF dimensions

AH	Length *mm[in]*	Weight *kg [lb]*
260	178 *[7.01]*	37.7 *[83.0]*
300	182 *[7.17]*	38.1 *[83.9]*
375	188 *[7.40]*	38.9 *[85.6]*
450	196 *[7.72]*	39.8 *[87.6]*
525	202 *[7.95]*	40.6 *[89.2]*
625	210 *[8.27]*	41.6 *[91.4]*
735	220 *[8.66]*	42.7 *[93.9]*
910	235 *[9.25]*	44.5 *[97.9]*
1K0	245 *[9.65]*	45.7 *[100.5]*

Table 16 D9 AH dimensions

AG	Length *mm[in]*	Weight *kg [lb]*
260	246 *[9.69]*	37.6 *[82.8]*
300	250 *[9.84]*	38.0 *[83.7]*
375	256 *[10.08]*	38.8 *[85.4]*
450	263 *[10.35]*	39.7 *[87.4]*
525	270 *[10.63]*	40.5 *[89.0]*
625	278 *[10.94]*	41.5 *[91.2]*
735	288 *[11.34]*	42.6 *[93.7]*
910	303 *[11.93]*	44.4 *[97.7]*
1K0	313 *[12.32]*	45.6 *[100.3]*

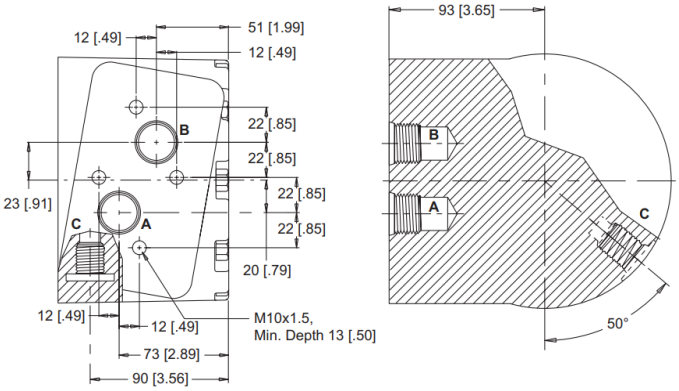
Table 17 D9 AG dimensions

D9 series motor weights can vary ± 2.3 kg [5 lb] depending on model configurations such as housing, shaft, endcover, options etc.

Porting

Side Ported – Offset Manifold

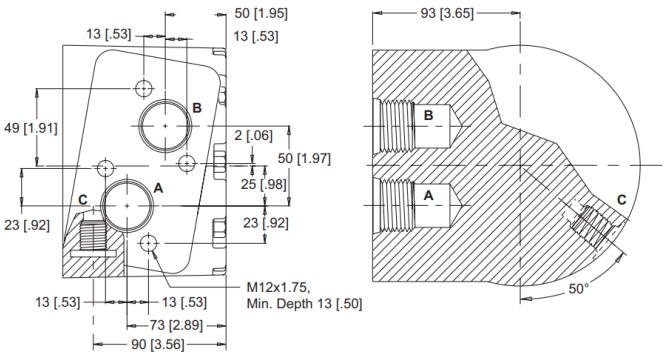
7 Main Ports **A, B**: G 3/4
Drain Port **C**: G 1/4



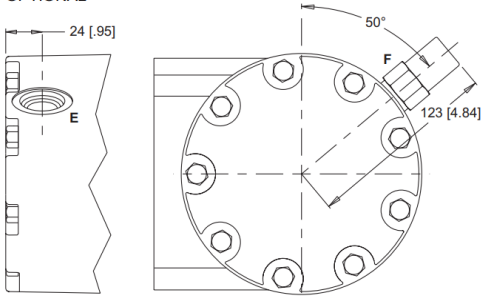
Side Ported - Offset Manifold Standard

8 Main Ports **A, B**: G 1
Drain Port **C**: G 1/4

STANDARD



OPTIONAL

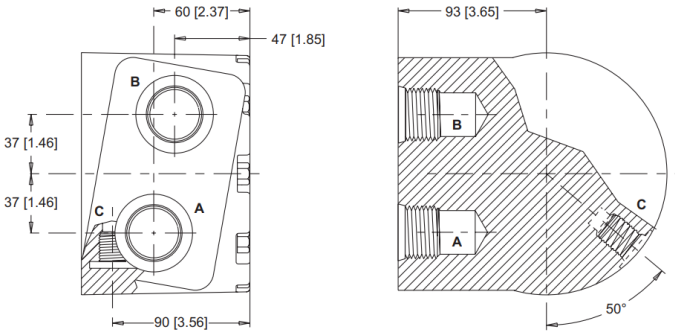


E: 10 Series/2-Way Valve Cavity 7/8-14 UNF **F**: Valve Cartridge Installed

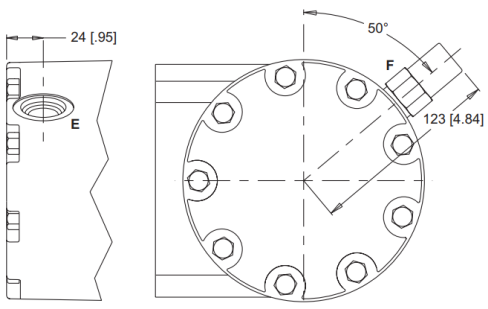
Side Ported – Offset

9 Main Ports **A, B**: 1 5/16-12 UNF
Drain Port **C**: 3/4-16 UNF

STANDARD



OPTIONAL

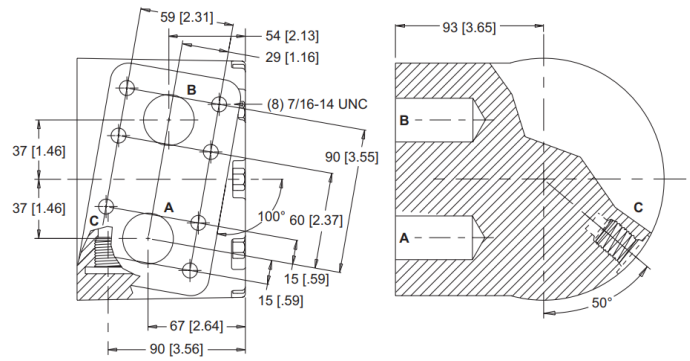


E: 10 Series/2-Way Valve Cavity 7/8-14 UNF **F**: Valve Cartridge Installed

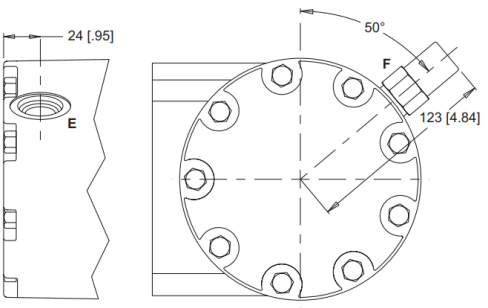
Side Ported – Split flange

0 Main Ports **A, B**: 1-1/4" Drilled
Drain Port **C**: 3/4-16 UNF

STANDARD



OPTIONAL

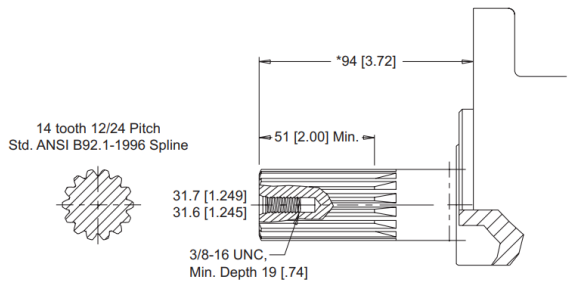


E: 10 Series/2-Way Valve Cavity 7/8-14 UNF **F**: Valve Cartridge Installed

Shafts

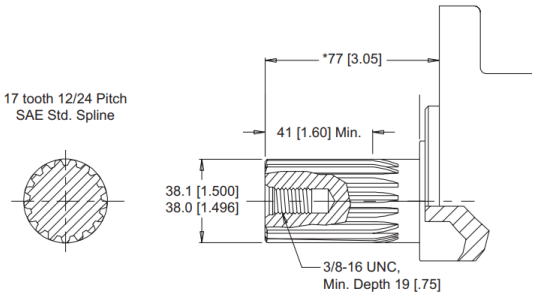
Shaft lengths may vary ± 0.8 [0.30].

23 14 Tooth Spline



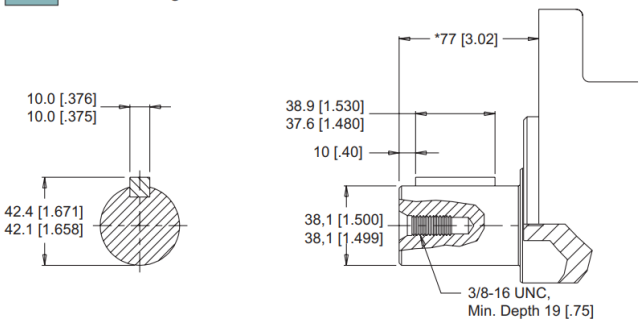
Max. Torque: 2070 Nm [18400 lb-in]

33 17 Tooth Spline



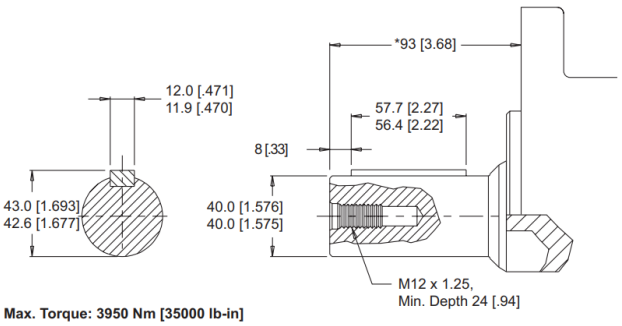
Max. Torque: 2250 Nm [19900 lb-in]

30 1-1/2" Straight



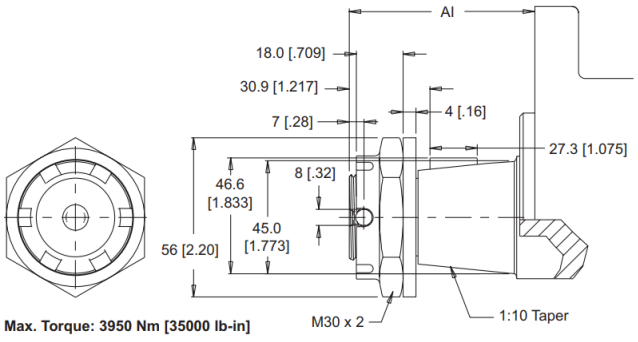
Max. Torque: 2230 Nm [19800 lb-in]

36 40mm Straight



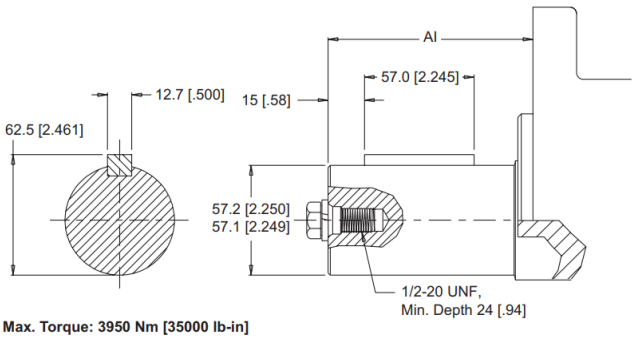
Max. Torque: 3950 Nm [35000 lb-in]

38 45mm Tapered



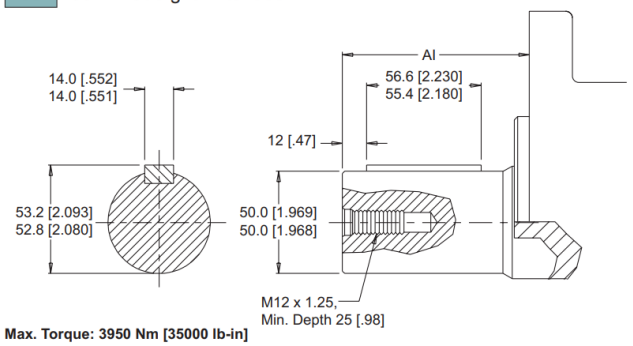
Max. Torque: 3950 Nm [35000 lb-in]

47 2-1/4" Straight Extended



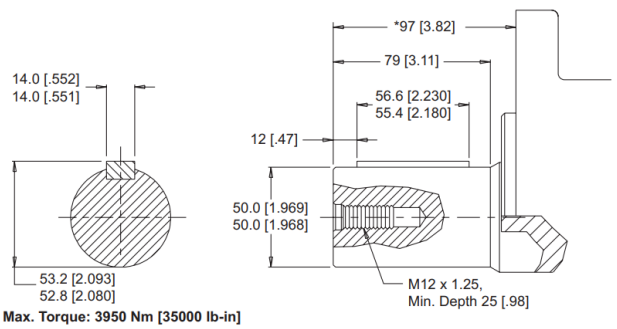
Max. Torque: 3950 Nm [35000 lb-in]

68 50mm Straight Extended



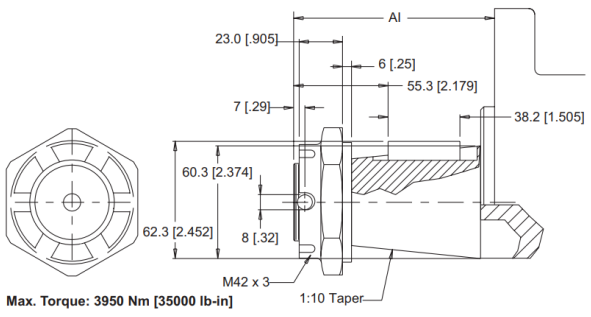
Max. Torque: 3950 Nm [35000 lb-in]

41 50mm Straight



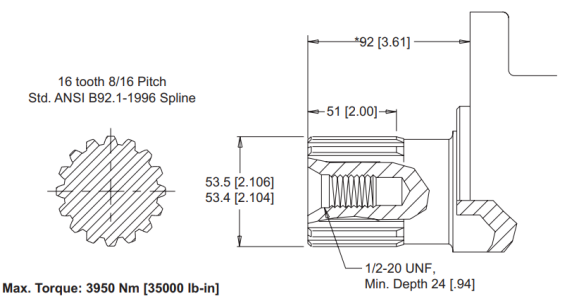
Max. Torque: 3950 Nm [35000 lb-in]

D3 60mm Tapered



Max. Torque: 3950 Nm [35000 lb-in]

42 16 Tooth Spline



Max. Torque: 3950 Nm [35000 lb-in]

MOUNTING / SHAFT LENGTH CHART

Dimension AI is the overall distance from the motor mounting surface to the end of the shaft and is referenced on detailed shaft drawings above.

AI	D8 Wheel Mounts *mm[in]*	W8 Wheel Mounts *mm[in]*
38	121 *[4.78]*	189 *[7.45]*
47	120 *[4.73]*	188 *[7.40]*
68	120 *[4.73]*	188 *[7.40]*
D3	144 *[5.67]*	212 *[8.34]*

Table 18 D9 AI dimensions

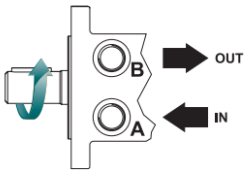
Shaft lengths vary ± 0.8 [.030]. The 38, 47, 68 & D3 shafts are only available on wheel mounts. All other shafts are only available on SAE C mounts.

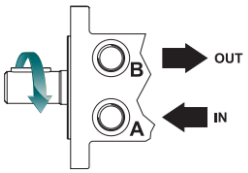
Ordering Information

1 2 3a 3b 4 5 6 7 8

1. CHOOSE SERIES DESIGNATION

800	Counterclockwise Rotation
801	Clockwise Rotation





▶ The 800 & 801 series are bi-directional. Reversing the inlet hose will reverse shaft rotation.

2. SELECT A DISPLACEMENT OPTION

260	256 cm^3/rev [15.6 in^3/rev]	625	623 cm^3/rev [38.1 in^3/rev]
300	294 cm^3/rev [17.9 in^3/rev]	735	734 cm^3/rev [44.8 in^3/rev]
375	367 cm^3/rev [22.4 in^3/rev]	910	911 cm^3/rev [55.6 in^3/rev]
450	455 cm^3/rev [27.8 in^3/rev]	1K0	1027 cm^3/rev [62.7 in^3/rev]
525	525 cm^3/rev [32.1 in^3/rev]		

3a. SELECT MOUNT TYPE

▼ SIDE MOUNTS

C8	SAE C Mount (5" Pilot)
D8	Wheel Mount (160mm Pilot)
E8	SAE C Mount (125mm Pilot)
W8	Wheel Mount

3b. SELECT PORT SIZE

▼ SIDE PORT OPTIONS

0	1 1/4-12 UNF Split Flange
7	G 3/4 Offset Manifold
8	G 1 Offset Manifold
9	1 5/16-12 UNF, Offset

4. SELECT A SHAFT OPTION

23	14 Tooth Spline	41	50mm Straight
30	1-1/2" Straight	42	16 Tooth Spline
33	17 Tooth Spline	47	2-1/4" Straight Extended
36	40mm Straight	68	50mm Straight Extended
38	45mm Tapered	D3	60mm Tapered
40	2-1/4" Straight		

▶ The 38, 47, 68 & D3 shafts are available on wheel mounts only. All other shafts are available on SAE C mounts only.

5. SELECT A PAINT OPTION

A	Black
B	Black, Unpainted Mounting Surface
Z	No Paint

6. SELECT A VALVE CAVITY / CARTRIDGE OPTION

A	None	F	121 bar [1750 psi] Relief
B	Valve Cavity Only	G	138 bar [2000 psi] Relief
C	69 bar [1000 psi] Relief	J	173 bar [2500 psi] Relief
D	86 bar [1250 psi] Relief	L	207 bar [3000 psi] Relief
E	104 bar [1500 psi] Relief		

▶ Valve cavity is not available on port option 7.

7. SELECT AN ADD-ON OPTION

A	Standard

8. SELECT A MISCELLANEOUS OPTION

AA	None

Figures

Tables

WHITE

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