

MS25

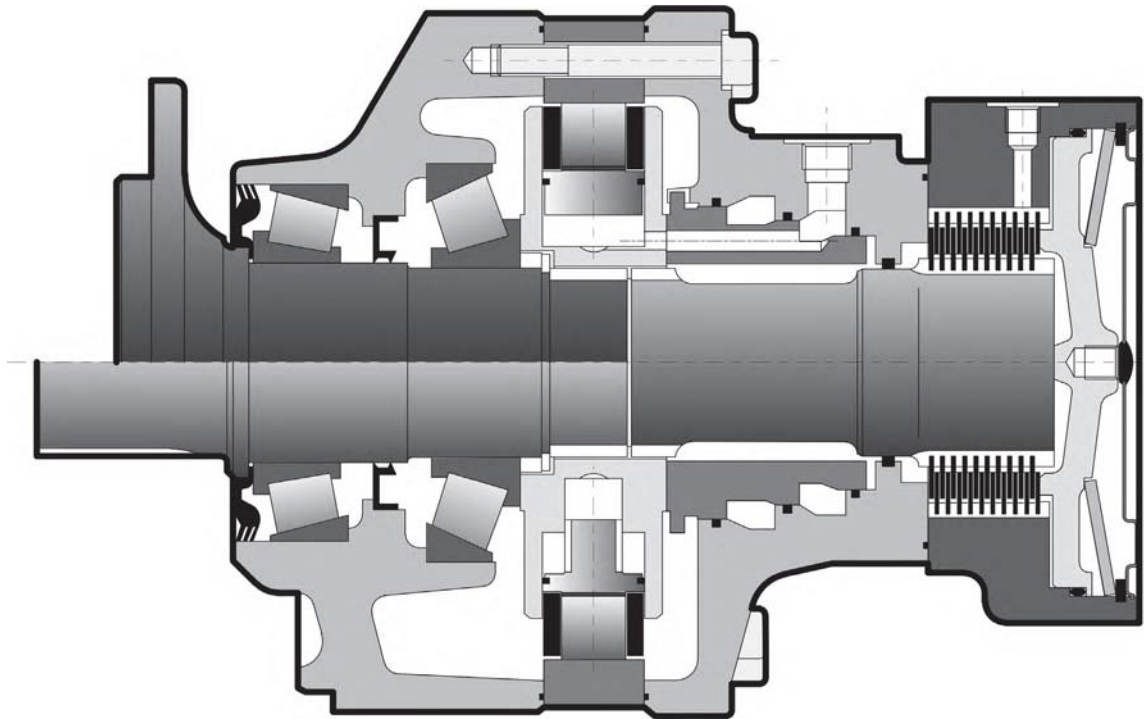
HYDRAULIC MOTORS



T E C H N I C A L C A T A L O G



CHARACTERISTICS



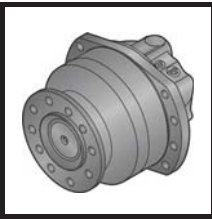
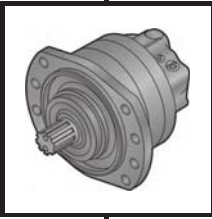
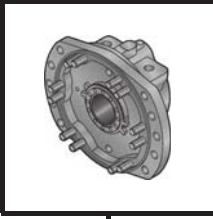
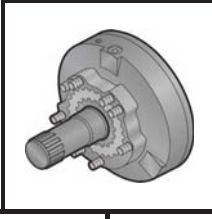
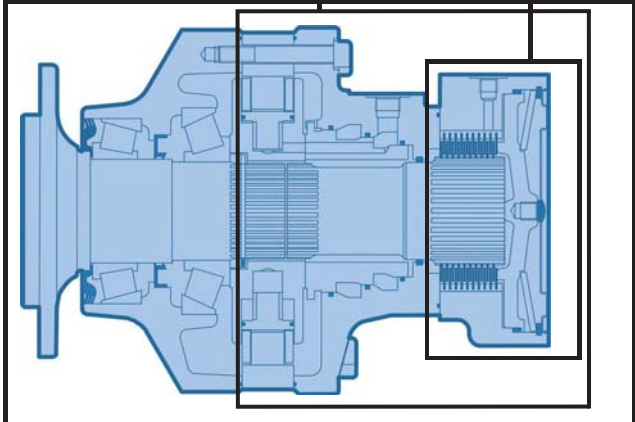
Motor inertia 0.4 kg.m²

	C	Displacement		Theoretical torque		Max. power			Max. speed		Max. pressure
		1	2	1	1	2	2	1	2		
		cm ³ /tr [cu.in./rev.]	cm ³ /tr [cu.in./rev.]	at 100 bar Nm	at 1000 PSI [lb.ft]	1	2	2	1	2	bar [PSI]
Cams with equal lobes	8	2 004 [122,2]	1 002 [61,1]	3 186	[1 620]	90 [121]	60 [80]	45 [60]	145	145	450 [6 527]
	0	2 498 [152,4]	1 249 [76,2]	3 972	[2 020]				137	137	
	1	2 752 [167,8]	1 376 [83,9]	4 376	[2 225]				125	135	
	2	3 006 [183,3]	1 503 [91,7]	4 780	[2 431]				115	130	
Cams with unequal lobes	A	2 505 [152,8]	1 503 [91,7]	3 983	[2 025]	90 [121]	60 [80]	45 [60]	115	130	450 [6 527]
			1 002 [61,1]								

- 1 First displacement
- 2 Second displacement

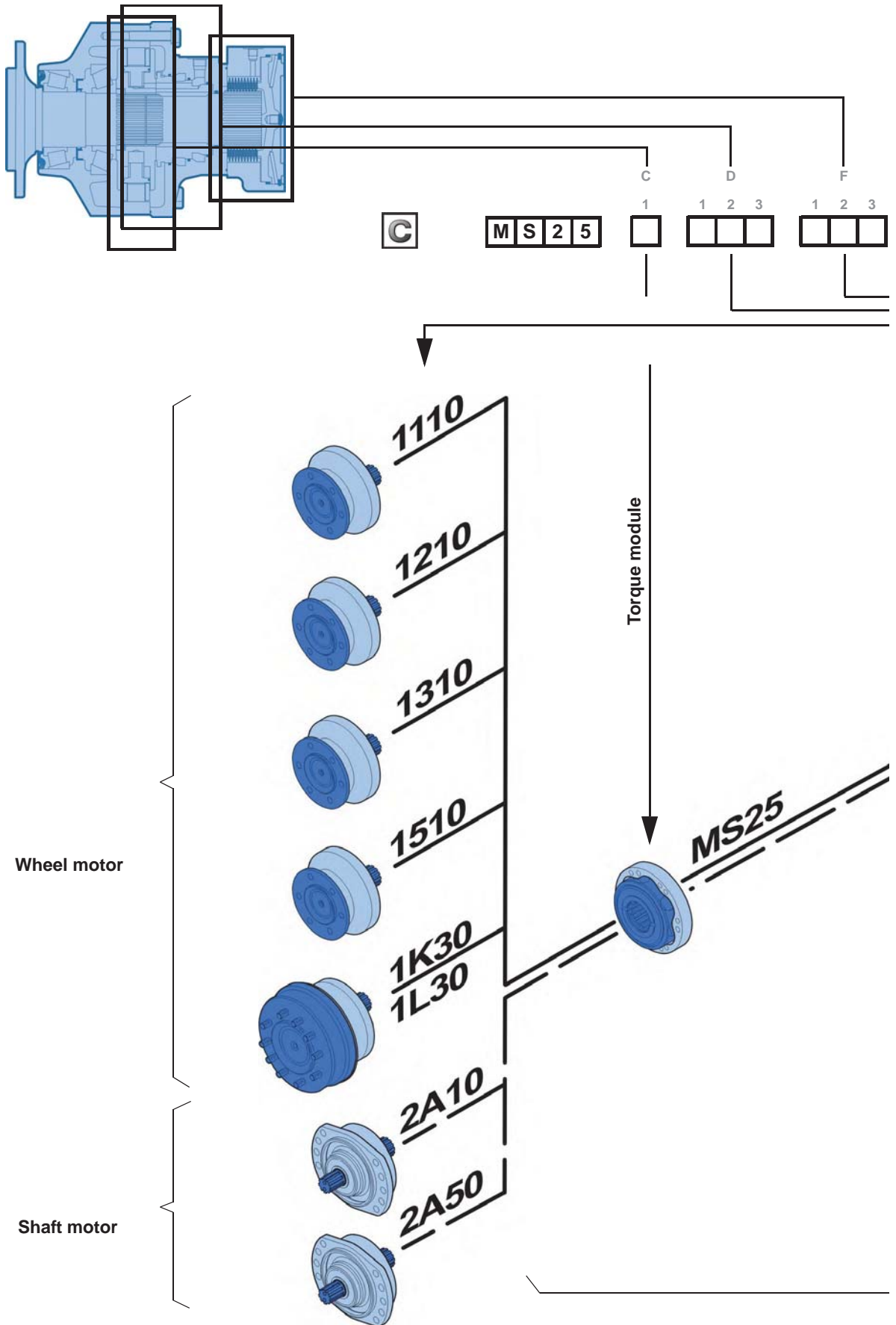


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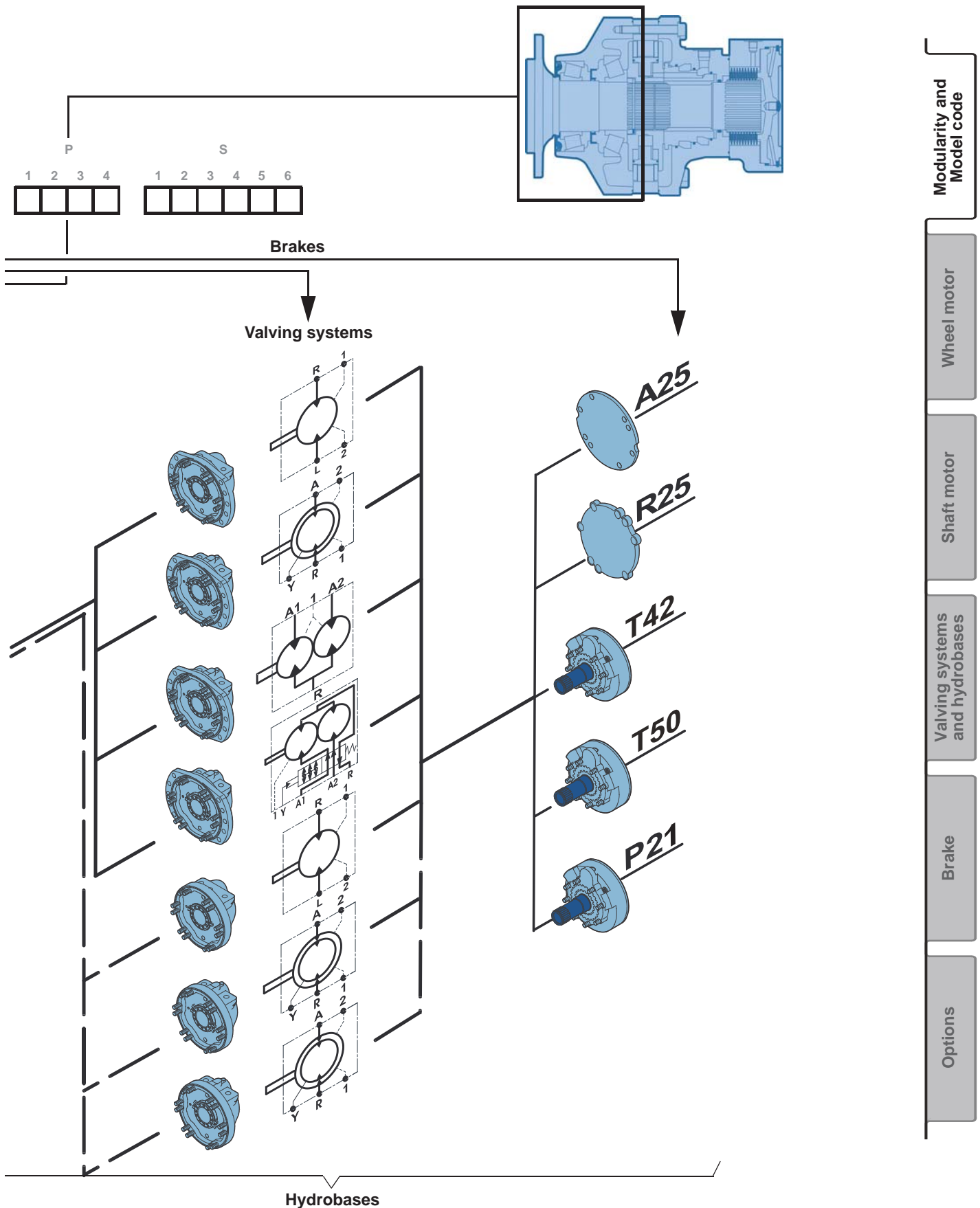


MODUL



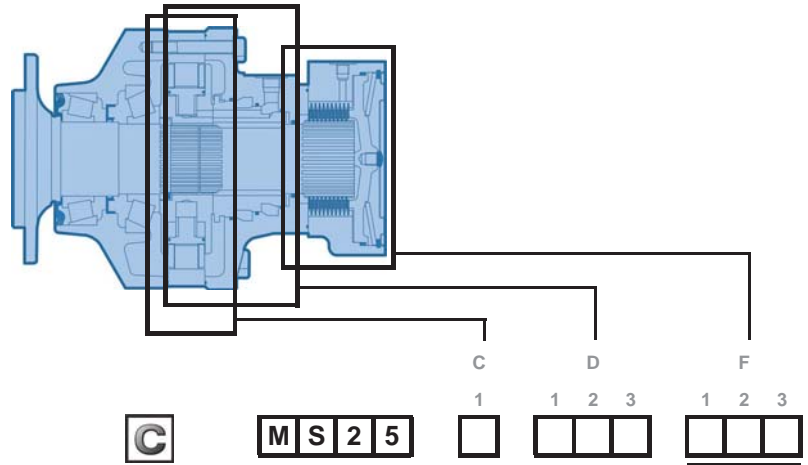


MODULARITY





MODEL



		①	②
		cm ³ /tr [cu.in./rev.]	cm ³ /tr [cu.in./rev.]
Cams with equal lobes	8	2 004 [122,2]	1 002 [61,1]
	0	2 498 [152,4]	1 249 [76,2]
	1	2 752 [167,8]	1 376 [83,9]
	2	3 006 [183,3]	1 503 [91,7]
Cams with unequal lobes	A	2 505 [152,8]	1 503 [91,7] 1 002 [61,1]

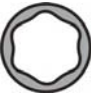
① First displacement
② Second

Without mounting	1	1	-	-
Lug fixing	2	2	E	V
	1-displacement	2-displacement	Twin-Lock™	Twin-Lock™ or 2-displacement

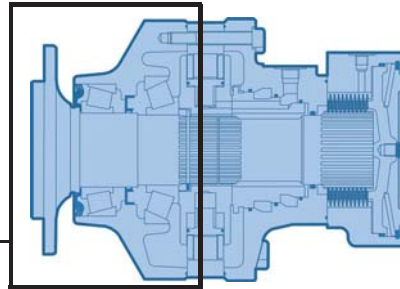
No transmission cover	0
ISO 6162 SAE flanges	1
ISO 9974-1 metric connections	

1-displacement valving	1
Symmetrical	A Ratio 2
	B Ratio <2
	C Ratio >2
2-displacement & Twin-Lock™ valving (Clockwise)	D Ratio 2
	E Ratio <2
2-displacement & Twin-Lock™ valving (Counterclockwise)	F Ratio >2
	G Ratio 2
	H Ratio <2
	J Ratio >2

Without brake	Simple plate	A 2 5
	Reinforced plate	R 2 5
	Clipped environmental cover	P 2 1
Brake	Screwed environmental cover	T 4 2
		T 5 0



CODE



0	Without bearing support
1	Without mounting
2	Lug mounting

Without shaft	0
10 x Ø24 on Ø335	1
12 x Ø25 on Ø425	2
10 x Ø24 on Ø335	3
12 (8+4) Ø24 on Ø275	5
Drum brake (432 x 102)	Mineral K DOT L
For male shaft bearing support	A

Without cable	4
Right-hand cable outlet	5
Left-hand cable outlet	6

K - L

Without Options or Adaptations	0
Fluorinated elastomer seals	1
T4 speed sensor (without rotation direction)	2
Industrial bearing support	6
Diamond™	7
Predisposition for speed sensor	8
Double centering	9
Hollow shaft	A
Drain on the bearing support	B
Abrasive environment	C
Reinforced sealing	E
Special wheel rim mounting	G
Surface heat treatment of the shaft	J
TD speed sensor (two phase shifted frequencies)	Q
TR speed sensor (digital rotation direction)	S

Without studs	1
With studs + nuts	2
With studs	3
M threaded holes	4

Male shafts	
NF E 22141 splines	1
DIN 5480 splines	5

Modularity and Model code

Wheel motor

Shaft motor

Valving systems and hydrobases

Brake

Options



Methodology :

This document is intended for manufacturers of machines that incorporate Poclair Hydraulics products. It describes the technical characteristics of Poclair Hydraulics products and specifies installation conditions that will ensure optimum operation. This document includes important comments concerning safety. They are indicated in the following way:



Safety comment.

This document also includes essential operating instructions for the product and general information. These are indicated in the following way:



Essential instructions.



General information .



Information on the model number.Information on the model code.



Weight of component without oil.



Volume of oil.



Units.



Tightening torque.



Screws.



Information intended for Poclair-Hydraulics personnel.

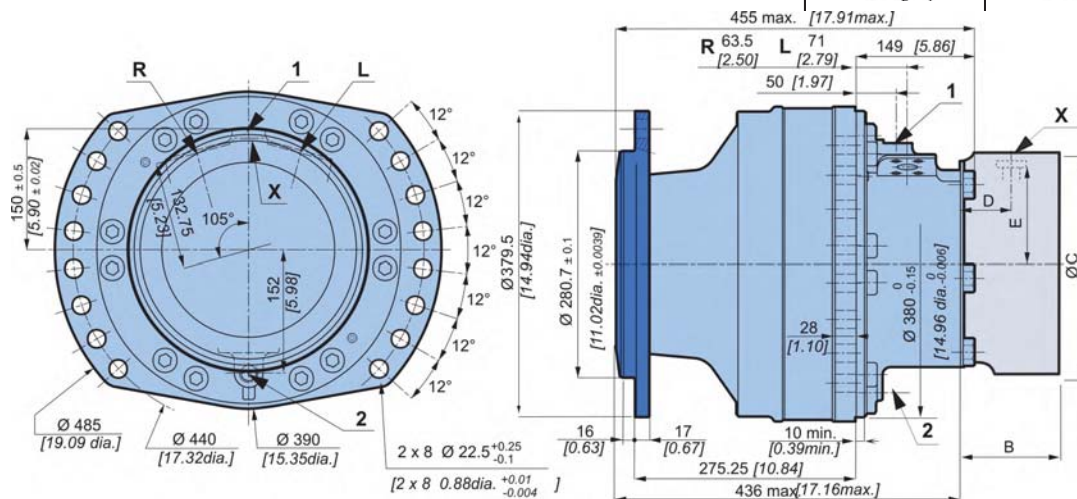
The views in this document are created using metric standards.

The dimensional data is given in mm and in inches (inches are between brackets and italic)



Dimensions for standard (1110) 1-displacement motor

	210 kg [462 lb]	270 kg [594 lb]
	5,00 L [300 cu.in]	4,00 L [240 cu.in]

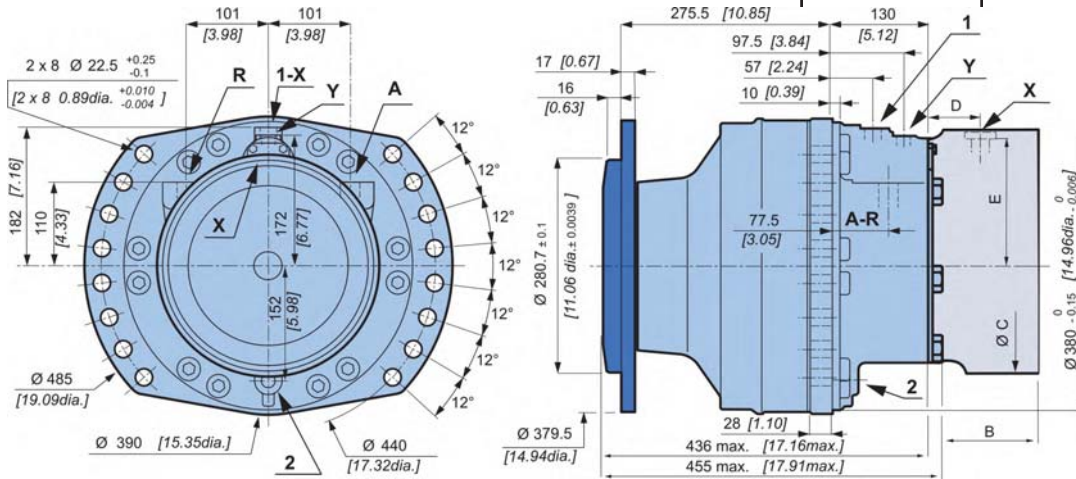




WHEEL MOTOR

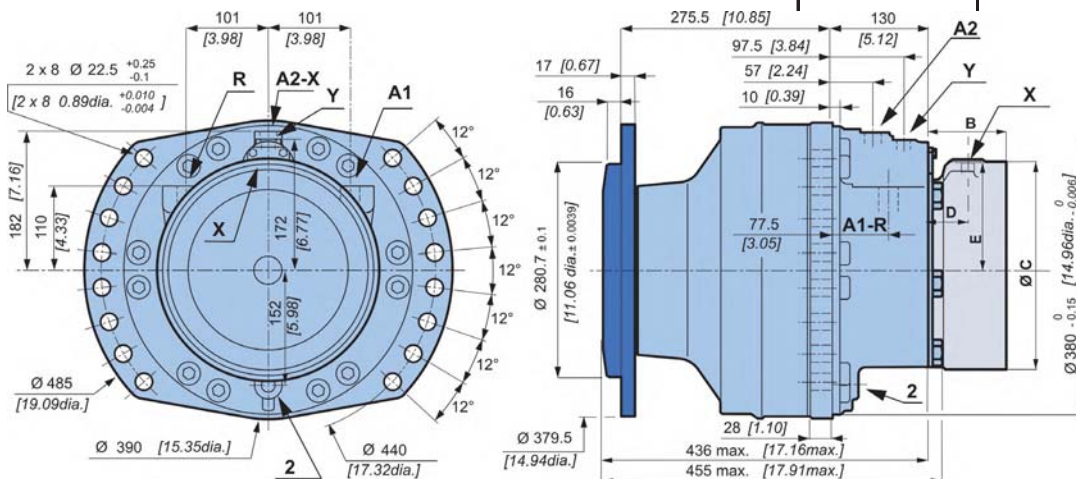
Dimensions for standard (1110) 2-displacement motor

	210 kg [462 lb]	270 kg [594 lb]
	5,00 L [300 cu.in.]	4,00 L [240 cu.in.]



Dimensions for standard (1210) Twin-Lock™

	210 kg [462 lb]	270 kg [594 lb]
	5,00 L [300 cu.in.]	4,00 L [240 cu.in.]



Also see 'Valving systems and hydrobases' section (thumbnail opposite).

	P 2 1	T 4 2	T 5 0
B	85 [3,35]	148 [5,83]	157,5 [6,20]
C	Ø280 [11,02 dia.]	Ø375 [14,76 dia.]	Ø375 [14,76 dia.]
D	57 [2,24]	63,5 [2,50]	63,5 [2,50]
E	138,5 [5,45]	183,5 [7,22]	183,5 [7,22]



Also see "Brake" section (thumbnail opposite).

Modularity and Model code

Wheel motor

Shaft motor

Valving systems and hydrobases

Brake

Options



Support types



	A mm [in]	B mm [in]	C mm [in]	D mm [in]	E mm [in]	N mm [in]	Wheel rim mountings	L mm [in]
	Ø 280,7 [11,05 dia.]	Ø 335 [13,19 dia.]	Ø 379 [14,92 dia.]	275,5 [10,85]	Ø 390 [15,35 dia.]	Ø 24 [0,94 dia.]	10 x M22x1.5	17 [0,67]
	Ø 370 [14,57 dia.]	Ø 425 [16,73 dia.]	Ø 472 [18,58 dia.]	333,45 [13,13]	Ø 390 [15,35 dia.]	Ø 26 [1,02 dia.]	12 x M24x2	24 [0,94]
	Ø 280,7 [11,05 dia.]	Ø 335 [13,19 dia.]	Ø 385 [15,16 dia.]	236,5 [9,31]	Ø 390 [15,35 dia.]	Ø 24 [0,94 dia.]	10 x M22x1.5	17 [0,67]
	Ø 220,7 [8,69 dia.]	Ø 275 [10,83 dia.]	Ø 314 [12,36 dia.]	241,5 [9,51]	Ø 390 [15,35 dia.]	8 x Ø 22 [8 x 0,87 dia.] 4 x Ø 22 [4 x 0,87 dia.]	-	17 [0,67]
 	Ø 280,7 [11,05 dia.]	Ø 335 [13,19 dia.]	Ø 461,5 [18,17 dia.]	337,95 [13,31]			10 x M22x1.5	45 [1,77]

Also see "Brake" section (thumbnail opposite).

Studs

		P mm [in]	C min. mm [in]	C max. mm [in]	D mm [in]	Class	(1) * N.m [lb.ft]	(2) * N.m [lb.ft]
Various studs	M22 x 1.5	80 [3,15]	5 [0,20]	36 [1,42]	26 [1,02]	12,9	695 [512,6]	1 050 [774,4]
	M24 x 2	95 [3,74]		38 [1,50]	30 [1,18]		910 [671,2]	1 150 [848,2]
Screws	M20	-	-			12,9	600 [442,5]	770 [567,9]

(*) The tightening torques are given for the indicated loads.

(1) **Wheel rim** : Suggested tightening torque for wheel rim mountings (Re steel disc > 240 N/mm² [>34 800 PSI]).

(2) **Standard** : Suggested tightening torque in other cases (Re steel flange 360 > N/mm² [>52 215 PSI]).

(3) **In case of bearings 8P30 and 8Q30** : Poclair recommends to use the flanged nuts with tightening torque = 900 Nm



See generic installation motors N°801478197L.



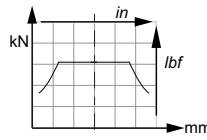
Load curves

Permissible radial loads

Test conditions :

Static : 0 tr/min [0 RPM] 0 bar [0 PSI]

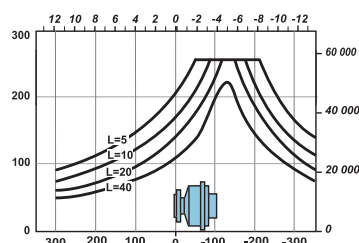
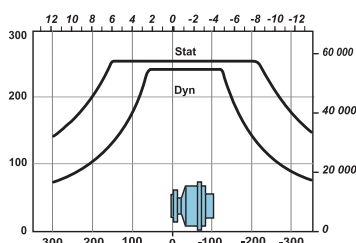
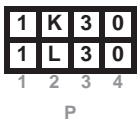
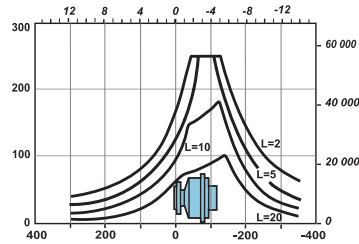
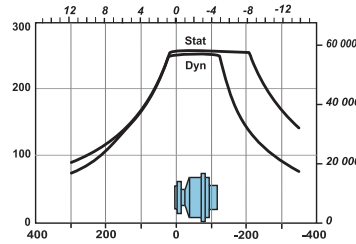
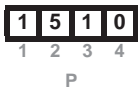
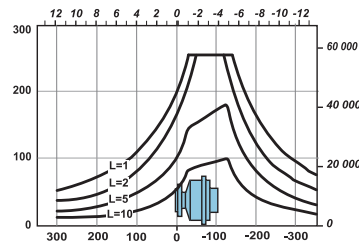
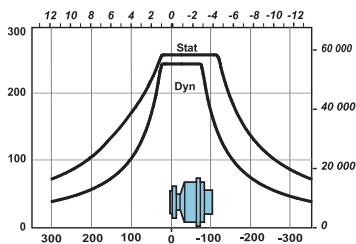
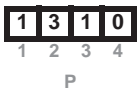
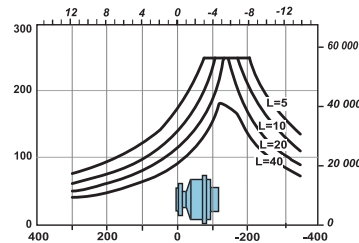
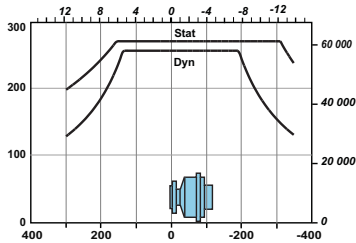
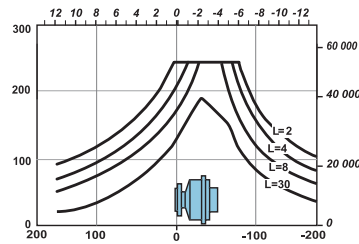
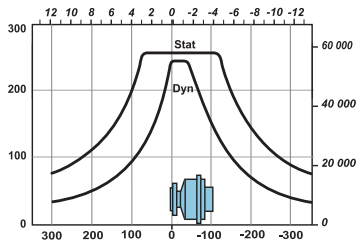
Dynamic : 0 tr/min [0 RPM], code 0 displacement, without axial load at max. torque



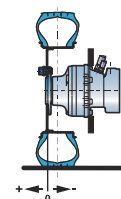
Service life of bearings

Test conditions :

L : Millions B10 revolutions at 150 bars (average pressure), with 25 cSt fluid, code 0 displacement, without axial load.



The service life of the components is influenced by the pressure. You must check that the combination of forces applied (Axial load / Radial load) is compatible with the permissible loads for the components, and that the resulting service lives of these components complies with the application's specifications. For an accurate calculation, consult your Poclain Hydraulics application engineer.



Modularity and Model code

Wheel motor

Shaft motor

Valving systems and hydrobases

Brake

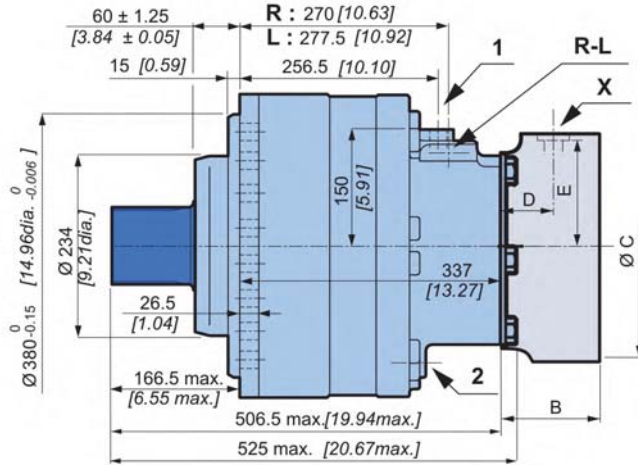
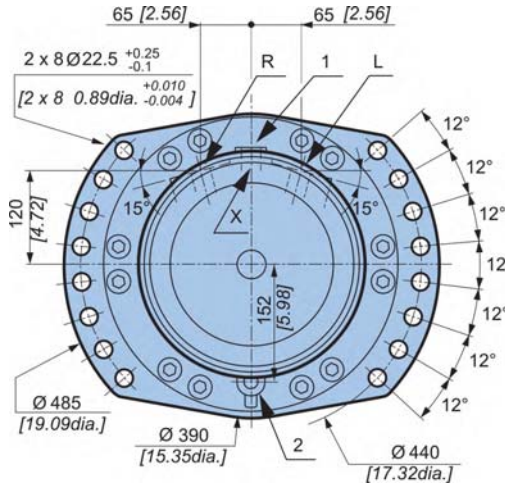
Options





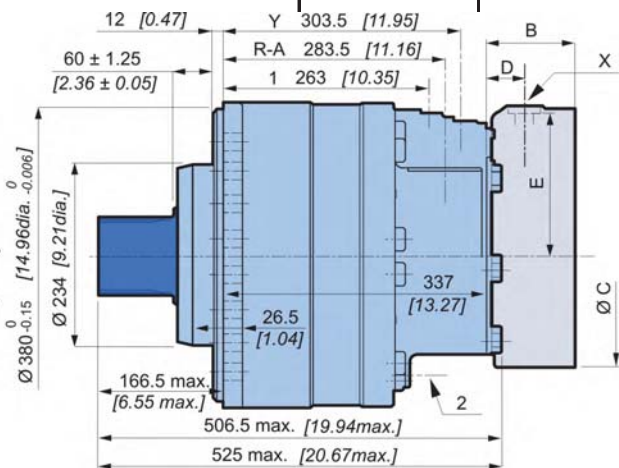
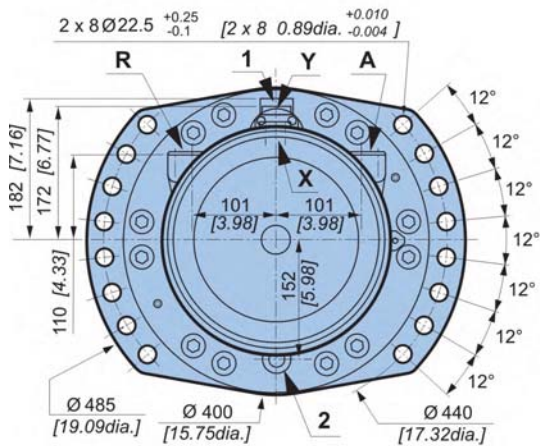
SHAFT MOTOR

Dimensions for standard (2A50) 1-displacement motor



	195 kg [429 lb]	255 kg [561 lb]
	5,00 L [300 cu.in]	4,00 L [240 cu.in]

Dimensions for standard (2A50) 2-displacement motor



	195 kg [429 lb]	255 kg [561 lb]
	5,00 L [300 cu.in]	4,00 L [240 cu.in]



Also see 'Valving systems and hydrobases' section (thumbnail opposite).

	P 2 1	T 4 2	T 5 0
B	85 [3,35]	148 [5,83]	157,5 [6,20]
C	Ø280 [11,02 dia.]	Ø375 [14,76 dia.]	Ø375 [14,76 dia.]
D	57 [2,24]	63,5 [2,50]	63,5 [2,50]
E	138,5 [5,45]	183,5 [7,22]	183,5 [7,22]



Also see "Brake" section (thumbnail opposite).

Modularity and Model code

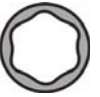
Wheel motor

Shaft motor

Valving systems and hydrobases

Brake

Options

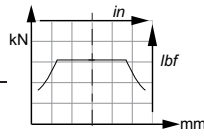


Load curves

Permissible radial loads

Max. permissible loads: 0 tr/min [0 RPM]; 0 bar [0 PSI]

Continuous permissible loads:
 > 0 tr/min [> 0 RPM]; 275 bar [3 988 PSI].



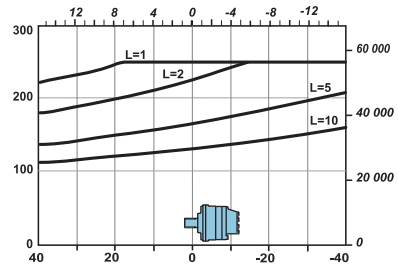
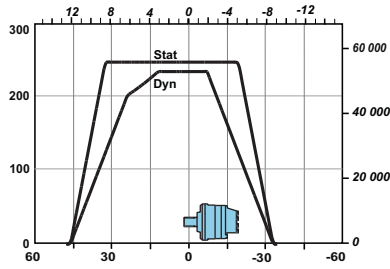
Service life of bearings

Test conditions :

L : Millions B10 revolutions at 150 bars (average pressure), with 25 cSt fluid, code 0 displacement, without axial load.

2	A	5	0
1	2	3	4

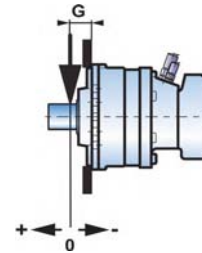
P



The service life of the components is influenced by the pressure. You must check that the combination of forces applied (Axial load / Radial load) is compatible with the permissible loads for the components, and that the resulting service lives of these components complies with the application's specifications. For an accurate calculation, consult your Poclain Hydraulics application engineer.



C				G
2	A	1	0	115,75 [4,56]
2	A	5	0	125 [4,92]



Modularity and Model code

Wheel motor

Shaft motor

Valving systems and hydrobases

Brake

Options



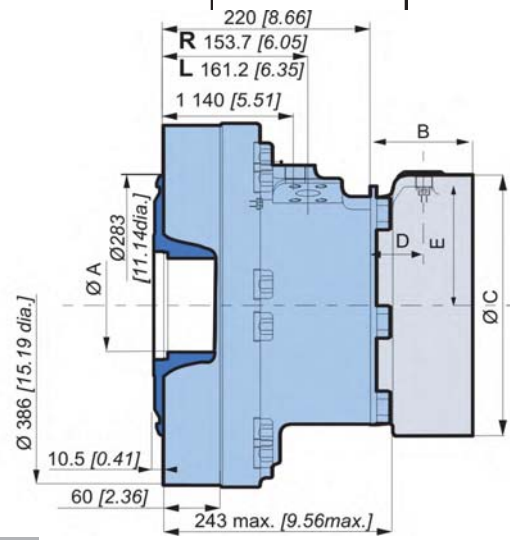
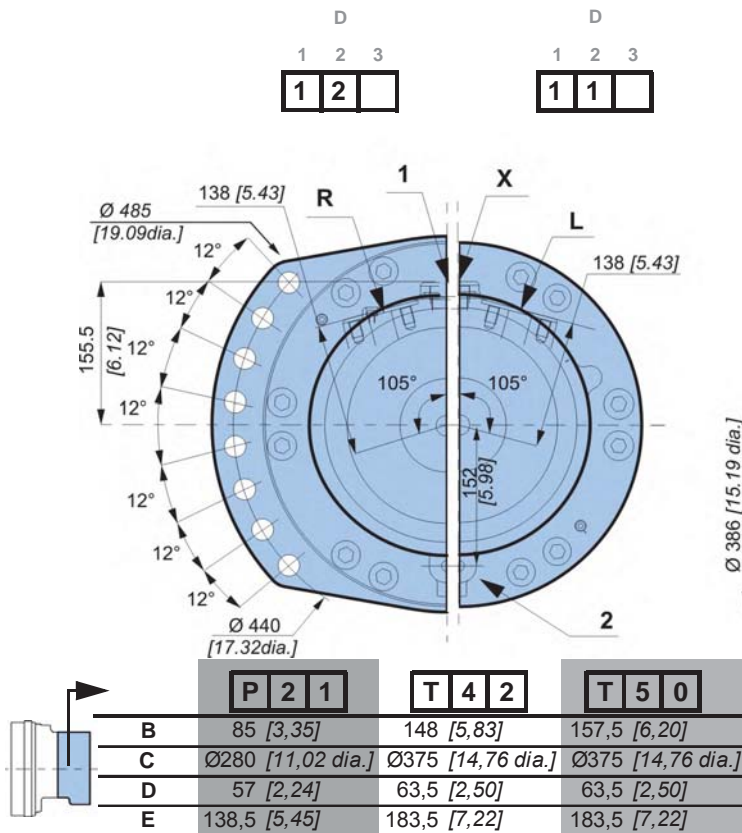


VALVING SYSTEMS AND HYDROBASES



Dimensions for 1-displacement valving

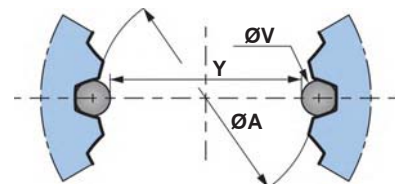
	13,8 kg [30 lb]	19,9 kg [44 lb]
	0,35 L [21 cu.in]	0,45 L [27 cu.in]



Also see "Brake" section (thumbnail opposite).

Cylinder block splines (as per standard NF E22-141)

ØA	Module	Z	Dimension on 2 pins	
			Y	ØV
100 [3,937]	2,5	38	90,169 [3,550]	5 [0,197]



You are advised to have the installation validated by your Poclain Hydraulics application engineer before using the hydraulic unit in an application.



We must provide you with a detailed plan of the interface for any hydraulic unit use, consult your Poclain Hydraulics sales engineer.

Modularity and Model code

Wheel motor

Shaft motor

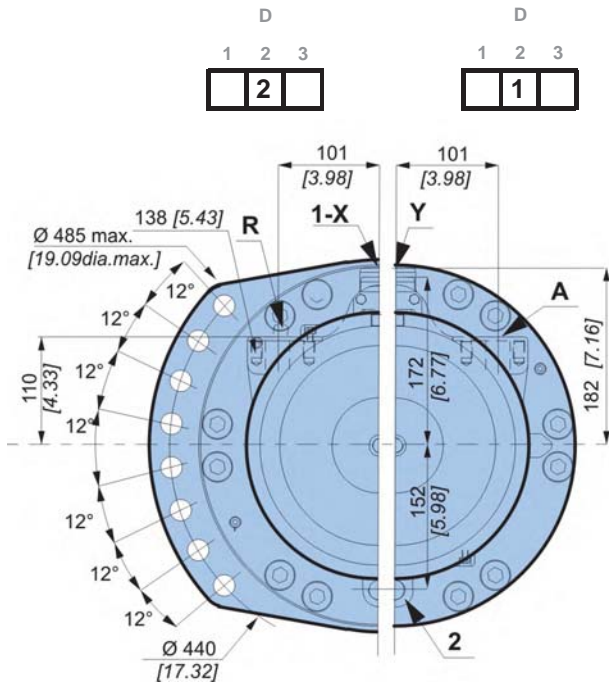
Valving systems and hydrobases

Brake

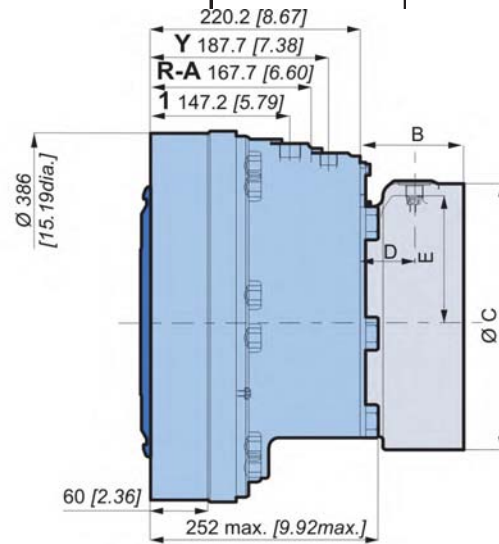
Options



Dimensions for 2-displacement valving

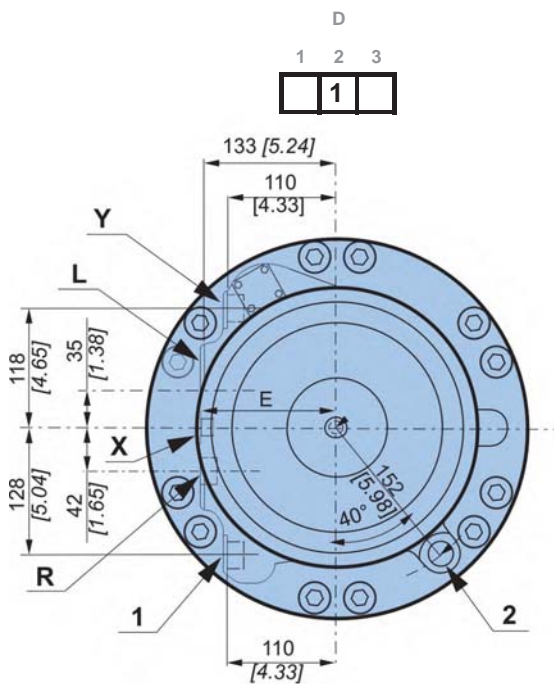


	13,8 kg [30 lb]	19,9 kg [44 lb]
	0,35 L [21 cu.in]	0,45 L [27 cu.in]

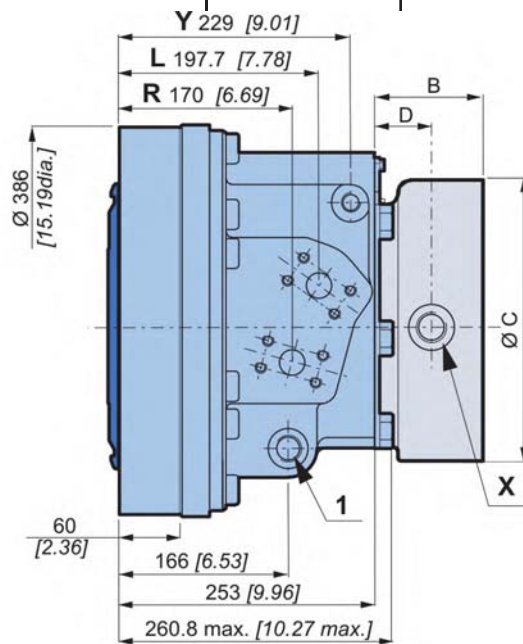


Dimensions for 2-displacement symmetrical valving

For a small displacement, there is no preferred orientation for this motor.

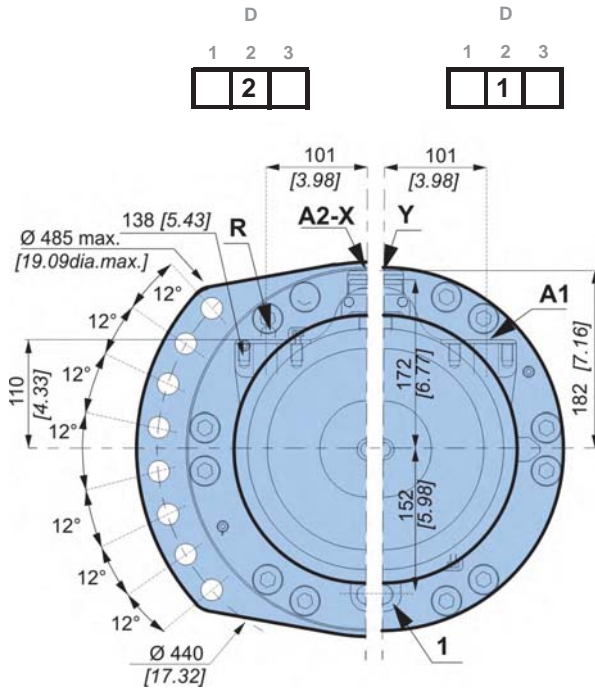


	13,8 kg [30 lb]	19,9 kg [44 lb]
	0,35 L [21 cu.in]	0,45 L [27 cu.in]

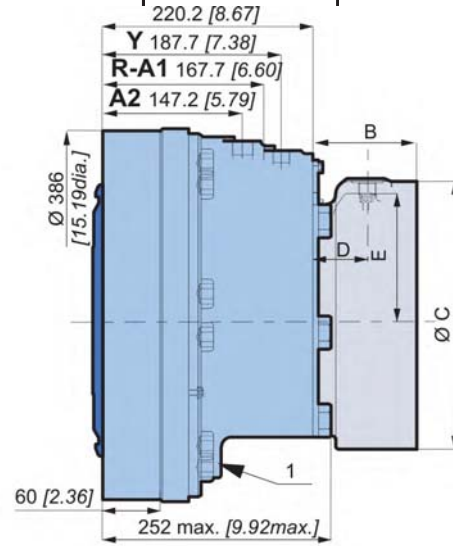




Dimensions for Twin-Lock™



	13,8 kg [30 lb]	19,9 kg [44 lb]
	0,35 L [21 cu.in]	0,45 L [27 cu.in]



	P 2 1	T 4 2	T 5 0
B	85 [3,35]	148 [5,83]	157,5 [6,20]
C	Ø280 [11,02 dia.]	Ø375 [14,76 dia.]	Ø375 [14,76 dia.]
D	57 [2,24]	63,5 [2,50]	63,5 [2,50]
E	138,5 [5,45]	183,5 [7,22]	183,5 [7,22]



Also see "Brake" section (thumbnail opposite).

Modularity and Model code

Wheel motor

Shaft motor

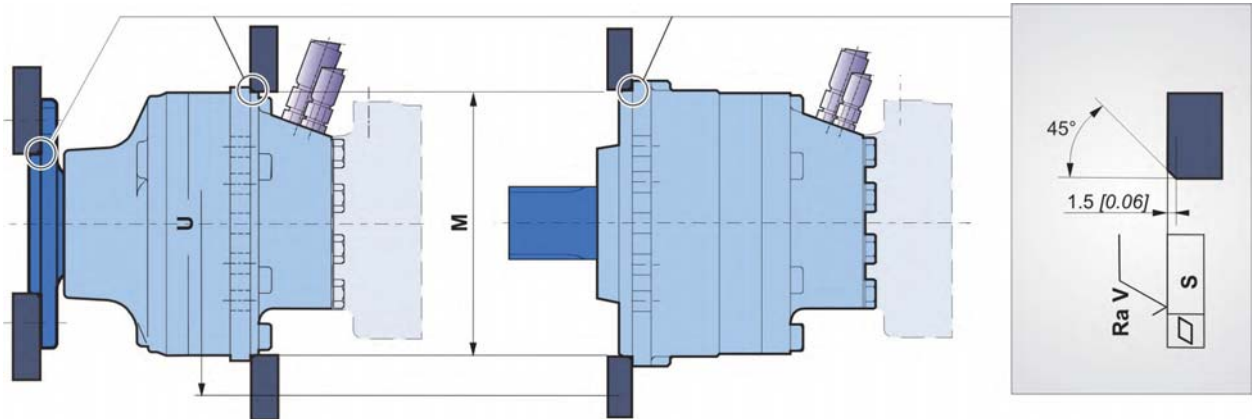
Valving systems and hydrobases

Brake



Options



Chassis mountings



Take care over the immediate environment of the connections.

	$\varnothing M$ ⁽¹⁾	$\varnothing U$	S	Ra V		Class	 *
Wheel motor	380	440	0,2	12,5 μ m	2 x 8 \varnothing 22.5	8,8	410 N.m
Shaft motor	[14,96]	[17,32]	[0,008]	[0,49 μ in]	M20 x 2		[302 lb.ft]

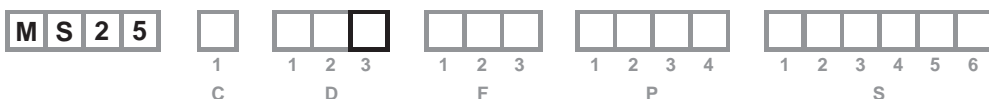
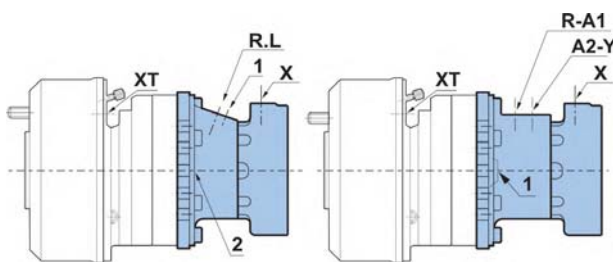
(1) +0,3 [+0,012]
+0,2 [+0,008]

* : Min. values for torque and load to be transmitted.



Hydraulic connections

connections



	Old standards	Standards	Power supply	Case drain	2 nd displacement control	Control of parking break	Control of drum break	
	1	ISO 6 162 DIN 3 852	ISO 6 162 ISO 9 974-1	R-L DN25 PN400	1, 2 M22x1.5	X M18x1.5	XT	
	1	ISO 6 162 DIN 3 852	ISO 6 162 ISO 9 974-1	R-A DN25 PN400	1, 2 M22x1.5	Y M18x1.5	X M18x1.5	
	1*	ISO 6 162 DIN 3 852	ISO 6 162 ISO 9 974-1	DN25 PN400	M27x2	M20x1.5	M18x1.5	
	1	ISO 6 162 DIN 3 852	ISO 6 162 ISO 9 974-1	R-A1 DN25 PN400	A2 M27x2	1, 2 M22x1.5	Y M18x1.5	X M18x1.5
			ISO 9 974-1				M14x1.5	
Max. pressures	MS	bar [PSI]	450 [6 527]	1 [15]	30 [435]	30 [435]	120 [1 740]	

* : Only symmetrical valving

You are strongly advised to use the fluids specified in brochure "Installation guide" N° 801478197L.

To find the connections' tightening torques, see the brochure "Installation guide" N° 801478197L.

Do not put either a check valve or a poppet valve on the pilot lines (parking brake and displacement change) between the charge pump and the pilot valve. Do not use a piloting valve with integrated check valve.

Modularity and Model code

Wheel motor

Shaft motor

Valving systems and hydrobases

Brake

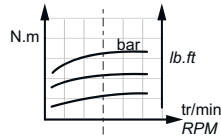
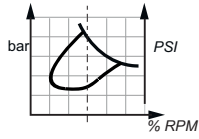
Options



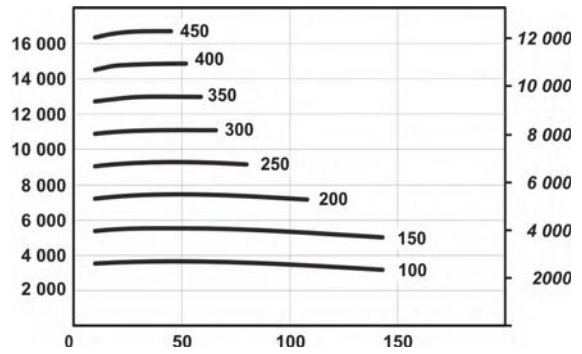
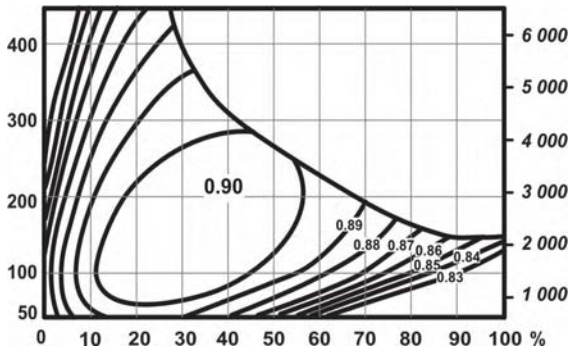
Efficiency

Overall efficiency

Average values given for guidance for code 0 displacement after 100 hours of operation with HV46 hydraulic fluid at 50°C [122°F].



Actual output torque

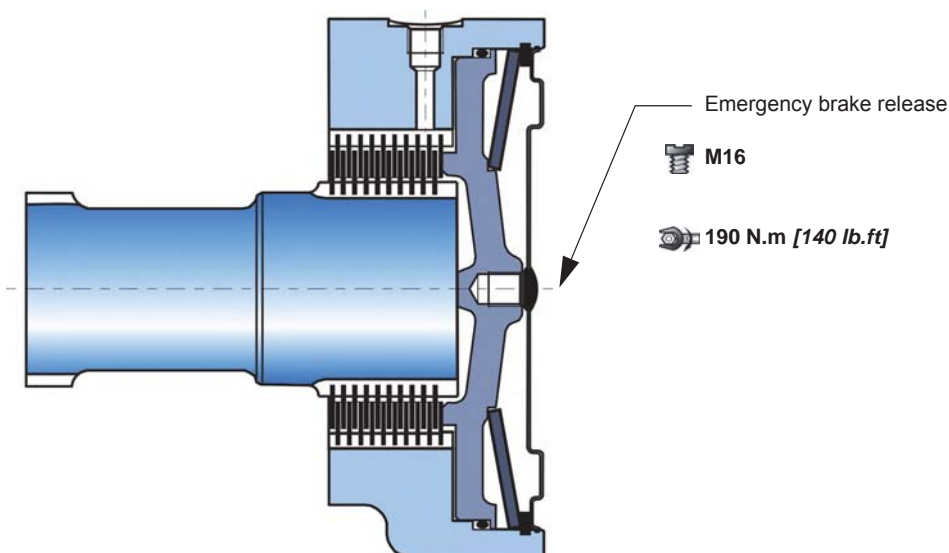


The starting torque is taken to be approximately 85% of the first value for available pressure. For a precise calculation, consult your Poclain Hydraulics application engineer.



BRAKES

Rear brake



Brake principle

This is a multidisc brake which is activated by a lack of pressure. The spring exerts a force on the piston, which presses on the fixed and mobile discs, and immobilizes the shaft. The braking torque decreases in linear proportion to the brake release pressure.

C	P 2 1
Parking brake torque at 0 bars on housing (new brake)	20 900 Nm [15 420 lb.ft]
Dynamic emergency braking torque at 0 bars on housing (max. 10 uses of emergency brakes)	13 325 Nm [9 830 lb.ft]
Residual parking braking at 0 bars on housing *	15 375 Nm [11 340 lb.ft]
Min. brake release pressure	12 bar [174 PSI]
Max. brake release pressure	30 bar [435 PSI]
Oil capacity	700 cm ³ [42,7 cu.in]
Volume for brake release	70 cm ³ [4,3 cu.in]

* After emergency brake has been used



Do not run-in the multidisc brakes.



A functional check of the parking brake must be carried out each time it is used as an auxiliary brake (or emergency brake). For all vehicles capable of speeds over 25 km/hour, please contact your Poclain Hydraulics application engineer.

Modularity and Model code

Wheel motor

Shaft motor

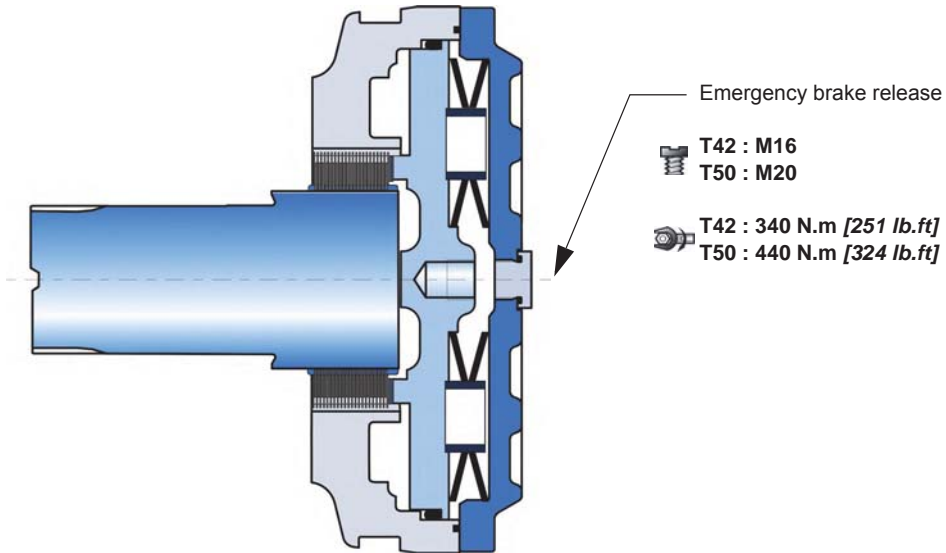
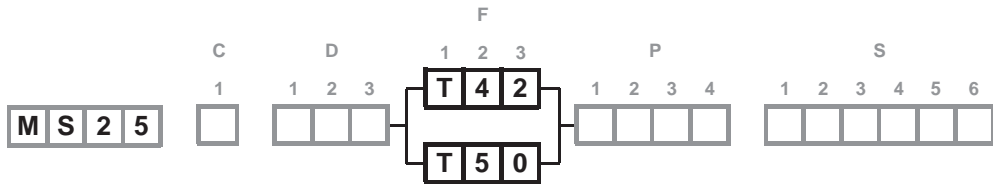
Valving systems and hydrobases

Brake

Options



Rear brake



Brake principle

This is a multidisc brake which functions through the absence of pressure. The spring exerts a force on the piston, which acts on the fixed and mobile discs, and thus immobilizes the shaft. The braking torque decreases in linear proportion to the brake release pressure.

Parking brake torque at 0 bars on housing (new brake)	25 000 Nm [18 440 lb.ft]	30 000 Nm [22 130 lb.ft]
Dynamic emergency braking torque at 0 bars on housing	16 250 Nm [11 990 lb.ft]	19 500 Nm [14 380 lb.ft]
Residual parking braking at 0 bars on housing *	18 750 Nm [13 830 lb.ft]	22 500 Nm [16 600 lb.ft]
Min. brake release pressure	12 bar [174 PSI]	12 bar [174 PSI]
Max. brake release pressure	30 bar [435 PSI]	30 bar [435 PSI]
Oil capacity	400 cm ³ [24,4 cu.in]	450 cm ³ [27,5 cu.in]
Volume for brake release	135 cm ³ [8,2 cu.in]	135 cm ³ [8,2 cu.in]

* After emergency brake has been used



Do not run-in the multidisc brakes.

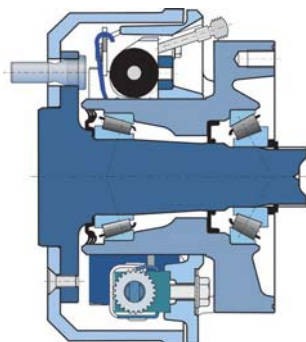
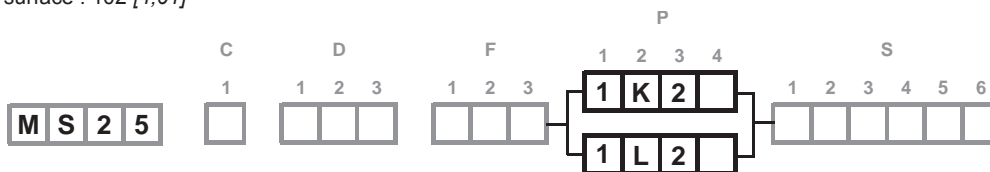


A functional check of the parking brake must be carried out each time it is used as an auxiliary brake (or emergency brake). For all vehicles capable of speeds over 25 km/hour, please contact your Poclairn Hydraulics application engineer.



Drum brake (432 x 102)

Diameter of brake pads : Ø 432 [17 dia.]
 Width of friction surface : 102 [4,01]



Brake pads

Asbestos free material	BERAL 1109 or JURID 505
Compensation for wear	Automatic

Hydraulically controlled dynamic braking

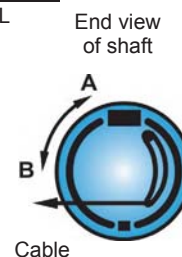
Max. permissible continuous brake torque	16 200 N.m [11 948 lb.ft]
Pressure to obtain max. permissible continuous brake torque	71 bar [1 028 PSI]
Max. permissible brake torque	27 000 N.m [19 914 lb.ft]
Pressure to obtain max. permissible brake torque	120 bar [1 740 PSI]

Fluid

Mineral	Yes	K
DOT 3 / DOT 4 / SAE J1703	No	L
Max. volume required to bring pads into contact	10.2 cm ³ [0.62 cu.in]	

Mechanically controlled parking brake

Max. braking torque	27 000 N.m [19 914 lb.ft]	
Max permissible force on the cable	5 700 N [1 281 lbf]	
Force required to bring pads into contact	37 N [8 lbf]	
Stroke required to bring pads into contact (new brake)	A	19 mm [0.73 "]
	B	16 mm [0.63 "]



The max. braking torque can only be obtained when the brake has been run in. Consult your Poclain Hydraulics application engineer.

Control

The drum brakes can be controlled hydraulically (service brake) and by a cable (mechanical control for parking brake).



Do not use hydraulic and mechanical brake controls simultaneously.



See also 'Wheel motor' section (thumbnail opposite).



When making an encoding request, you must indicate the following information:

- The material of the brake linings,
- The type of connection at the end of the parking brake control cable,
- Fill out the technical questionnaire for validation of the brake.

Modularity and Model code

Wheel motor

Shaft motor

Valving systems and hydrobases

Brake

Options





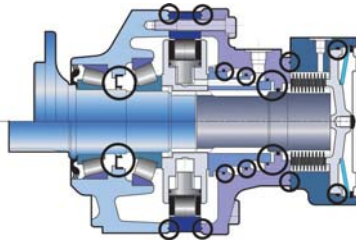
OPTIONS



You can accumulate more than one optional part. Consult your Poclain Hydraulics sales engineer.

1 - Fluorinated elastomer seals

Nitrile seals marked in the figure below replaced by fluorinated elastomer seals.

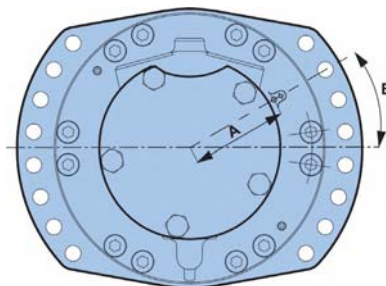


Consult your Poclain Hydraulics sales engineer.

2 - S - Q - 8 - Installed speed sensor or predisposition

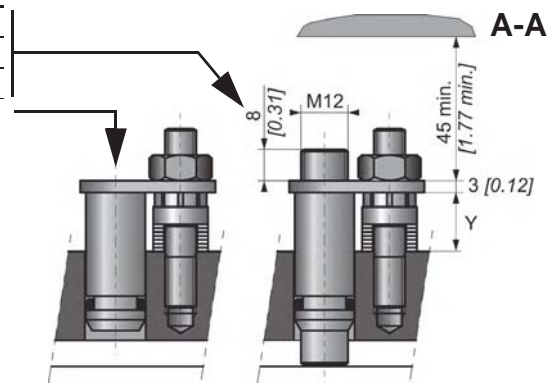
Designation

T4 speed sensor (without rotation direction)	2
TR speed sensor (digital rotation direction)	S
TD speed sensor (two phase shifted frequencies)	Q
Predisposition for speed sensor	8



	mm [in]	mm [in]
A	118,9 [4,68]	118,9 [4,68]
B	0°	20°

2-displacement | 1-displacement



Max. length Y= 15.6
Standard number of pulses per revolution= 56



Look at the "Mobile Electronic" N° A01889D technical catalogue for the sensor specifications and its connection.



To install the sensor, see the "Installation guide" brochure No. 801478197L.

Modularity and Model code

Wheel motor

Shaft motor

Valving systems and hydrobases

Brake

Options



6 - Industrial support

Reduction of around 50% from the rated value in the bearings' preload value.



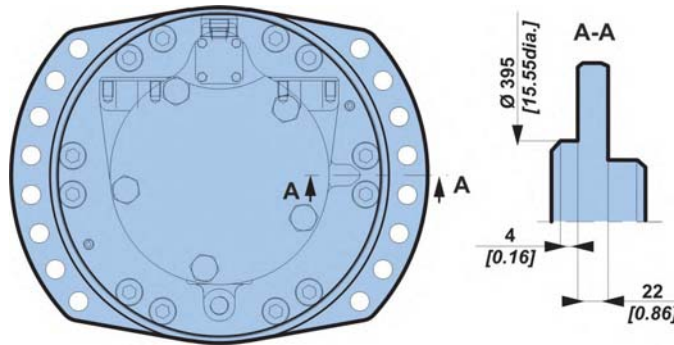
For a precise calculation, consult your Poclain Hydraulics application engineer.

7 - Diamond™

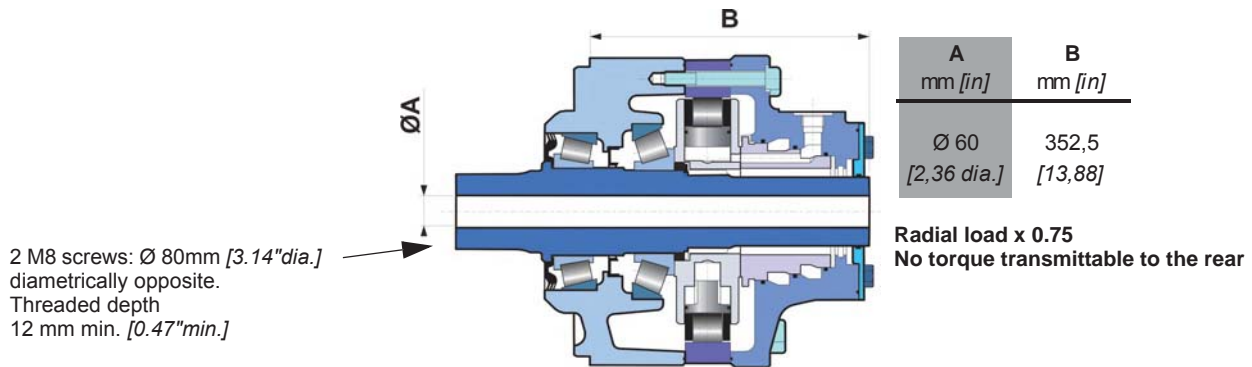
Special treatment of the motor core which considerably increases its strength, making the motor much more tolerant to temporary instances of the operating conditions being exceeded.

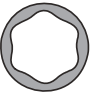
9 - Double-centering valving cover

This option allows a motor to be installed from the front or the back.

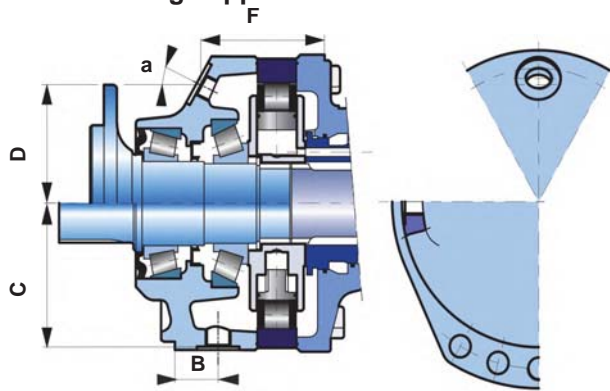


A - Hollow shaft





B - Drain on the bearing support

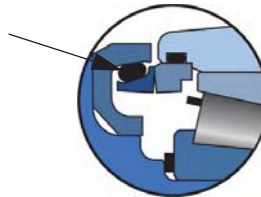


		B	C	D	F	a
		mm [in]	mm [in]	mm [in]	mm [in]	
Shaft motor		56,0 [2,20]	193 [7,60]			
Wheel motor	M22 x 1.5			112,0 [4,41]	113 [4,43]	30°

C - Abrasive environments (mechanical seal)

Some environments can be very harmful. The mirror seal gives reinforced motor sealing.

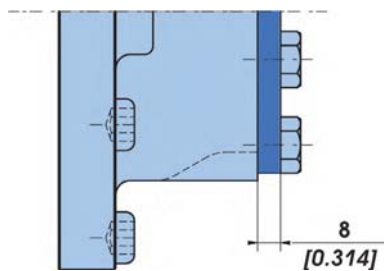
Mechanical seal



These seals are available for standard wheel motors and short wheel motors.

E - Reinforced sealing

Requires reinforced seals and, for an unbraked motor, a rear reinforced plate (R25 - 15 [0.594] thick, instead of 6 [0.237]).



G - Special wheel rim mounting

Enables certain combinations different from the standard mountings defined on page 10.



Consult your Poclair Hydraulics sales engineer.

Modularity and Model code

Wheel motor

Shaft motor

Valving systems and hydrobases

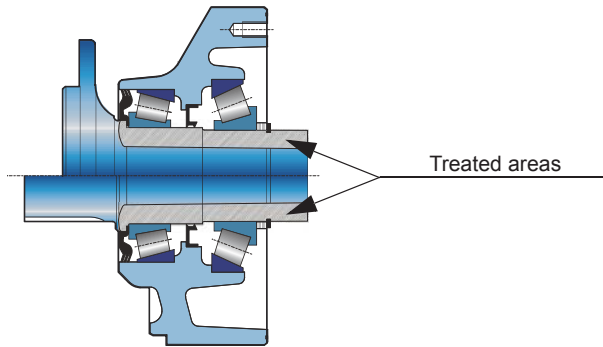
Brake

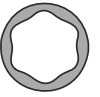
Options



J - Treated shaft

Heat treatment on the indicated bearing radius and splines.










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 22/07/2016

 801 478 122E

 801 478 192F

 801 578 105G

 801 578 117U

 801 578 129H

 A50152N

 Not available

 A14244H

