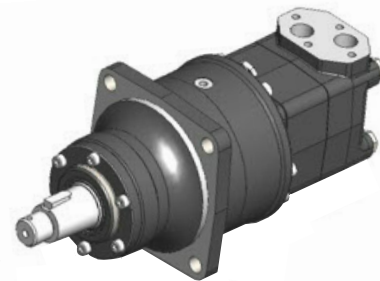


FAIL SAFE HYDRAULIC MOTOR/BRAKE UNIT TYPE - MTSB/MTWB/MTBP



TYPE		MTSB/MTWB/MTBP						
MOTOR SIZE		130	160	200	250	300	400	500
DISPLACEMENT	cm ³	142	161	201	250	330	411	524
	in ³	8.6	9.8	12.3	15.2	20.2	25.1	32.0
MAX. SPEED	rpm cont.	725	625	625	500	380	300	240
	rpm int.	825	780	750	600	460	360	285
MAX. TORQUE	Nm cont.	375	470	590	730	950	1080	1130
	lbf.in cont.	3320	4160	5220	6460	8410	9560	10000
	Nm int.	470	560	710	880	1130	1130	1130
	lbf.in int.	4160	4960	6280	7790	10000	10000	10000
MAX. PRESSURE DROP	bar cont.	200	200	200	200	200	180	145
	psi int.	2900	2900	2900	2900	2900	2610	2102
	bar int.	240	240	240	240	230	180	145
	psi int.	3480	3480	3480	3480	3335	2610	2102
MAX. OIL FLOW	lpm cont.	100	100	125	125	125	125	125
	gpm cont.	22.0	22.0	27.5	27.5	27.5	27.5	27.5
	lpm int.	125	125	150	150	150	150	150.0
	gpm int.	27.5	27.5	33.0	33.0	33.0	33.0	33.0

Spring applied pressure release
Static brake torque 10,000 lbf.in - 1130 Nm
Brake release pressure 450 psi - 31 bar
Maximum brake pressure 300 bar
Motor drain line must be used, back to tank without obstruction.

Maximum inlet pressure 3250 psi - 224 bar
 Maximum pressure drop and speed must not be reached simultaneously.
 Intermittent operation may occur for 10% max. of every minute.

At speeds lower than 10 rpm please consult our Technical Department.
 Mineral based hydraulic fluids with anti-wear additives are recommended with a viscosity of 35 mm²/s at a temperature of 50°C.

Minimum recommended oil viscosity 13 mm²/s at operating temperature.
 Recommended oil cleanliness ISO 19/14 with a nominal filtration of 25 micron or better.

Where non-flammable fluids are to be used it is advisable to consult our Technical Department.

Ambient temperature should be between -30°C and +90°C.

Normal operating temperature should be between +30°C and +60°C.

Maximum operating temperature +85°C.

Motor / Brake Precautions

To ensure proper operation of the brake, a separate case drain back to tank must be used due to the possibility of return line pressure spikes. A simple schematic of a system utilizing a motor/ brake is shown in the diagram below.

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.

It is advisable that the brake release port should be positioned as near the top of the unit in the installed position.

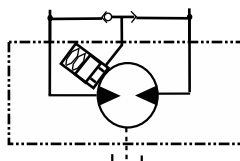
Caution

All Adan motor / brakes are intended to operate as static parking brakes, the system should be designed to bring the load to a stop before the brake is applied.

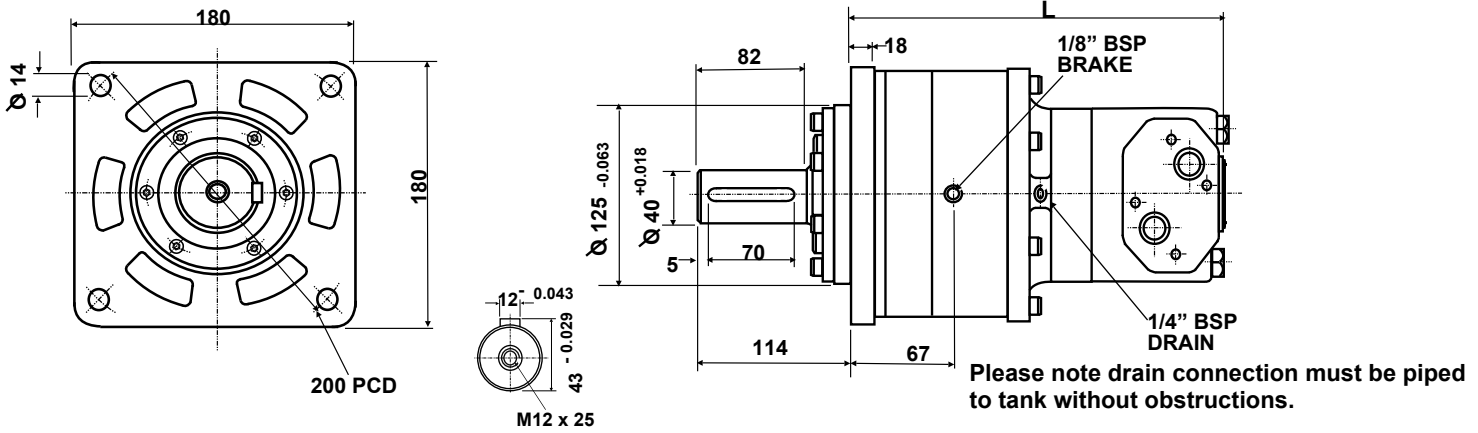
With large displacement motors it is possible for the motor to produce higher torques than the brake will hold, it is critical that the maximum system pressure is limited in these applications. It is vital that the system relief be set low enough to ensure the motor is not able to produce more torque than the brake can hold.

Failure to do so may result in serious injury or death.

SYMBOL c/w MSV

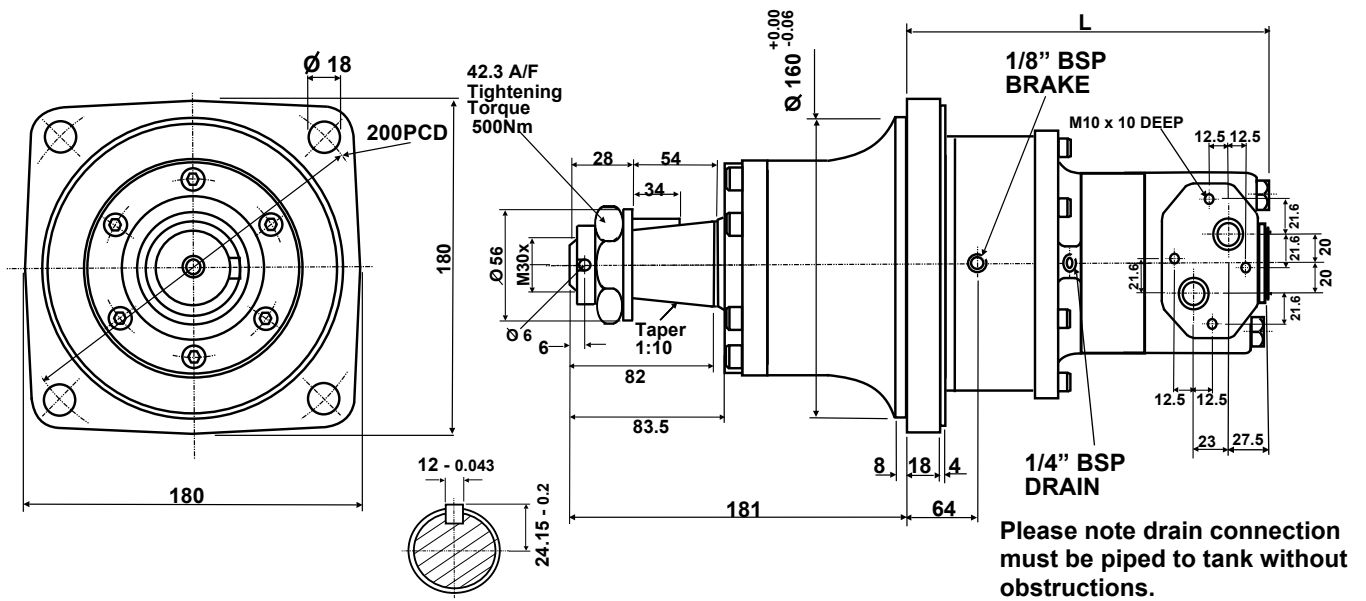


MTSB



MOTOR SIZE		MTSB 130	MTSB 160	MTSB 200	MTSB 250	MTSB 300	MTSB 400	MTSB 500
DIM ^N L	mm	223	226	231	237	247	257	271
WEIGHT	Kg	29	29	30	31	32	33	34

MTWB

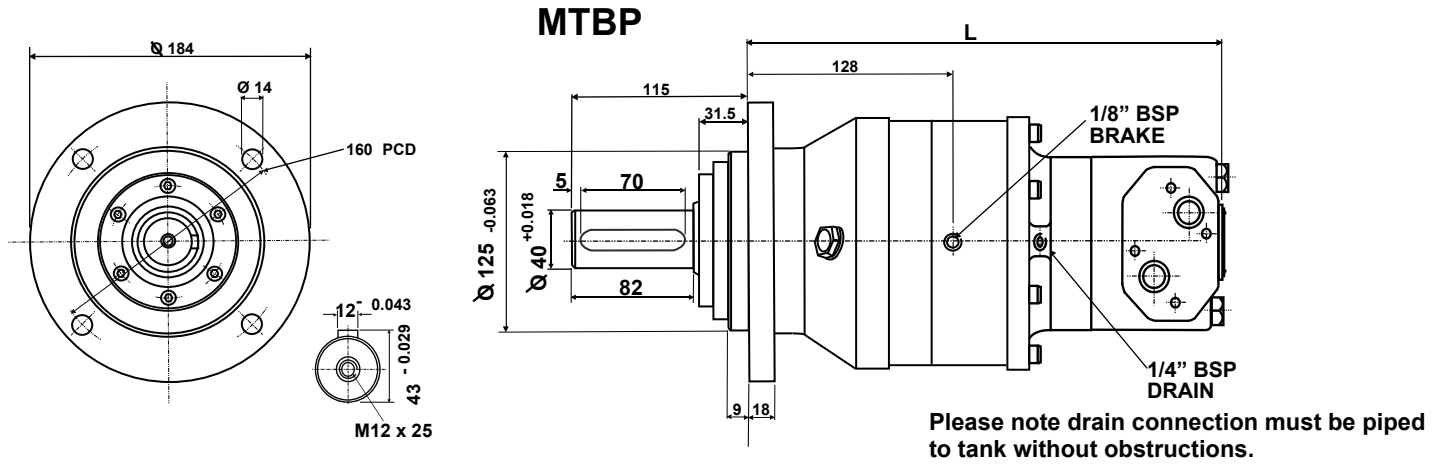


MOTOR SIZE		MTWB 130	MTWB 160	MTWB 200	MTWB 250	MTWB 300	MTWB 400	MTWB 500
DIM ^N L	mm	223	226	231	237	247	257	271
WEIGHT	Kg	32	32	33	34	35	36	37

For motor performance see MT performance graphs

DIMENSIONS

MTSB/MTWB/MTBP SERIES

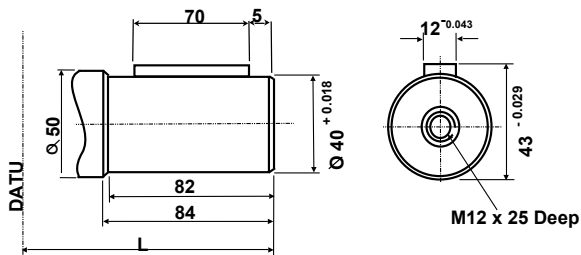


MOTOR SIZE		MTBP 130	MTBP 160	MTBP 200	MTBP 250	MTBP 300	MTBP 400	MTBP 500
DIM ^N L	mm	292.4	294.8	299.8	305.8	315.8	325.8	339.7
WEIGHT	Kg	32	32	33	34	35	36	37

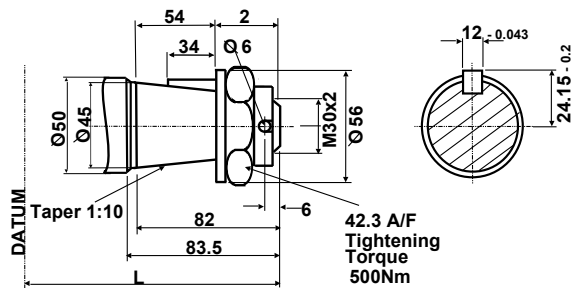
SHAFT VARIATIONS

MTWB/MTBP SERIES

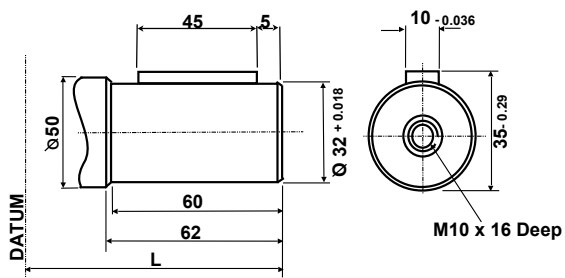
Standard 40mm Shaft - P



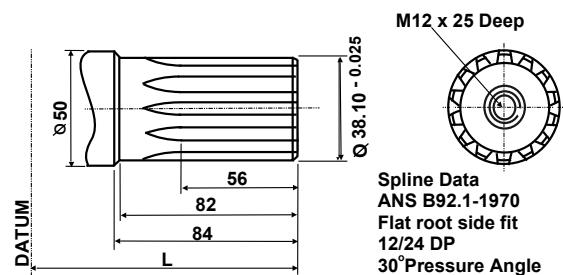
Tapered Shaft - T



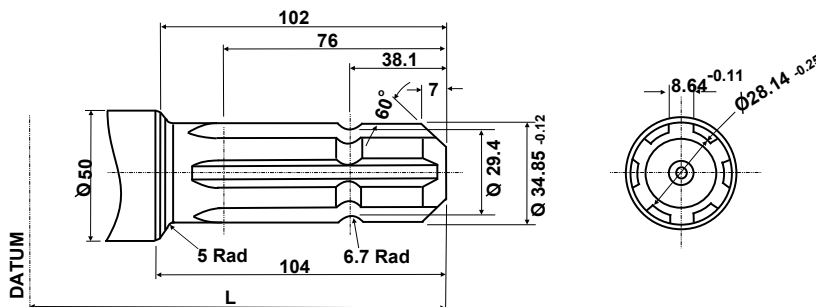
Metric 32mm Shaft - M



Splined Shaft - S

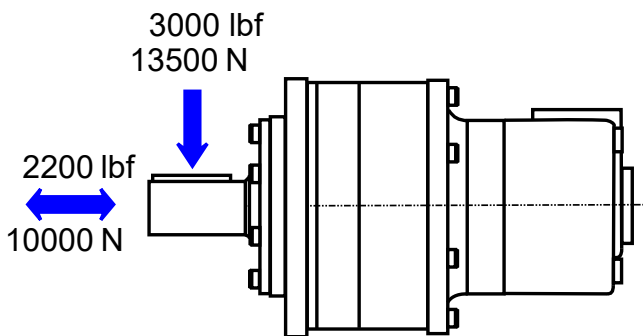


PTO Shaft - D

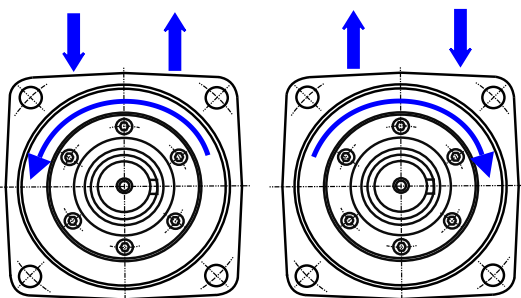


Dim.	MOTOR TYPE	SHAFT TYPE				
		P	T	M	S	D
L	MTAP	115.0	115.0	93.0	115.0	135.0
	MTWP	181.0	181.0	159.0	181.0	201.0

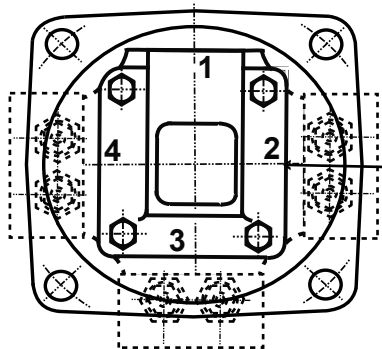
SHAFT LOADING MTSB



SHAFT ROTATION

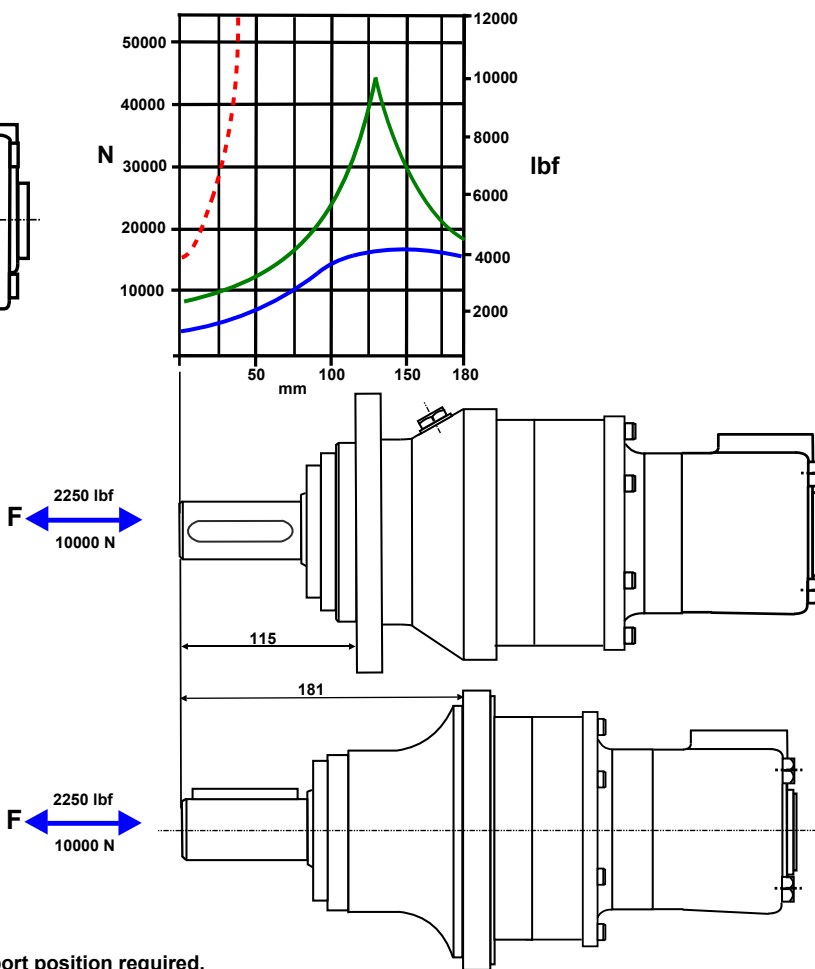


MOTOR PORT POSITION



Please specify port position required.
1, 2, 3 or 4
OCV 30 VALVE SHOWN DOTTED
Please note position 1 not available
when OCV valve is fitted.

SHAFT LOADING MTBP/MTWB



— Radial load if $F = 0$ N
— Radial load if $F = 10000$ N
- - - Absolute max. Radial load

The curves in Green and Blue are based on a B10 bearing life of 3000 hours at 200 rpm

ORDERING CODE

