

FAIL SAFE HYDRAULIC MOTOR/BRAKE UNIT TYPE ATMB c/w MSV

TYPE		ATMB										
MOTOR SIZE		32	50	63	75	100	125	150	200	250	300	400
DISPLACEMENT	cm ³	33.0	49.7	65.9	81.8	101.2	126.1	160.8	200.9	250.8	315.5	399.9
	in ³	2.02	3.04	4.04	5.01	6.20	7.72	9.85	12.30	15.36	19.32	25.27
MAX. SPEED	rpm cont.	1400	775	750	750	600	475	375	300	240	190	160
	rpm int.	1600	1000	1000	940	750	600	450	375	300	240	200
MAX. TORQUE	Nm cont.	44	100	140	195	240	300	300	300	300	300	300
	lbf.in cont.	390	890	1240	1730	2120	2660	2660	2660	2660	2660	2660
	Nm int.	62	130	170	220	280	300	300	300	300	300	300
	lbf.in int.	549	1150	1505	1950	2480	2660	2660	2660	2660	2660	2660
MAX. PRESSURE DROP	bar cont.	140	140	140	175	175	175	130	110	80	70	55
	psi int.	2030	2030	2030	2540	2540	2540	1890	1595	1160	1020	800
	bar int.	175	175	175	200	200	175	140	110	80	70	55
	psi int.	2540	2540	2540	2900	2900	2900	2030	1595	1160	1020	800
MAX. OIL FLOW	lpm cont.	50	40	50	60	60	60	60	60	60	60	60
	gpm cont.	11	8.8	11	13.2	13.2	13.2	13.2	13.2	13.2	13.2	13.2
	lpm int.	55	50	62	75	75	75	75	75	75	75	75
	gpm int.	12.2	11	13.6	16.5	16.5	16.5	16.5	16.5	16.5	16.5	16.5

Brake Details

**Multi wet disc unit, spring applied pressure release.
Static Holding Torque 300 Nm 2655 lbf.in
Release Pressure 24-26 bar 350-380 psi**

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.

The policy of Adan Limited is one of continual development and the right is reserved to alter specifications without notice.

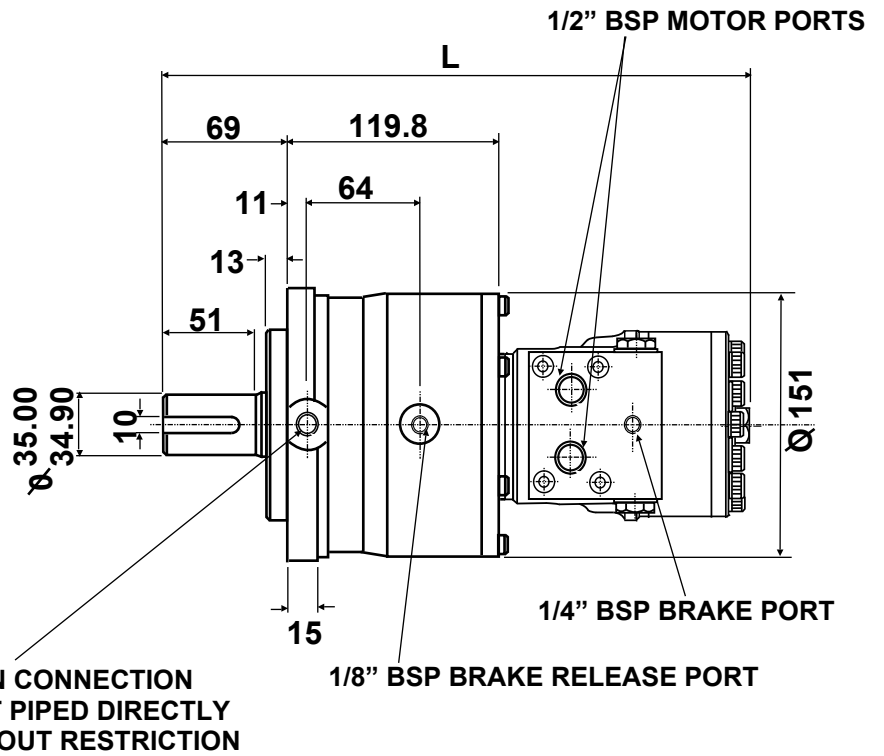
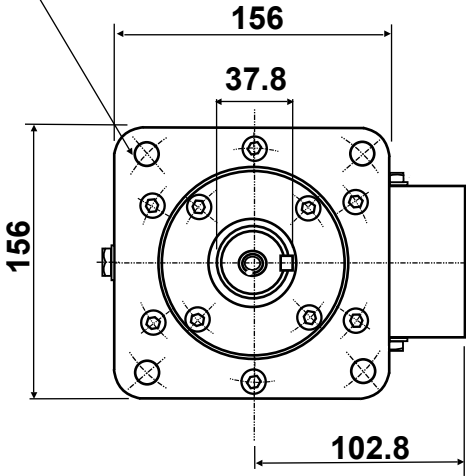


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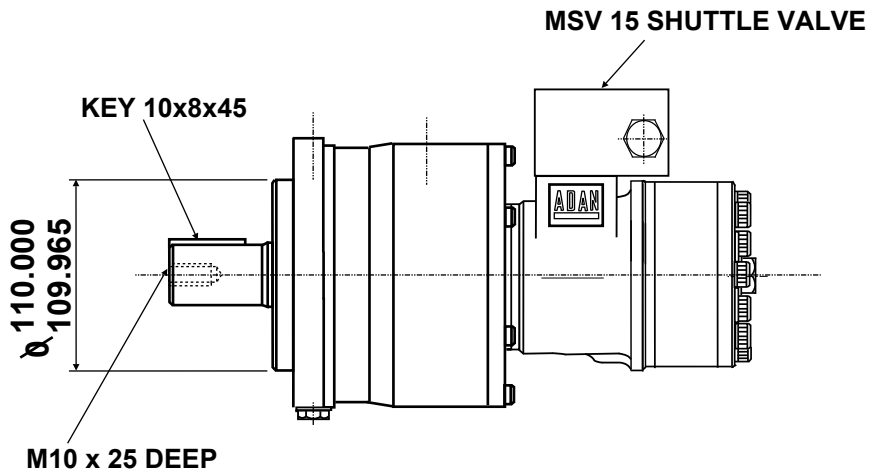
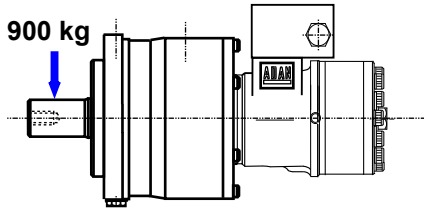


4 MOUNTING HOLES
 Ø 13.5 EQUI-SPACED
 ON 175 PCD



1/4" BSP DRAIN CONNECTION
 HIGHEST PORT PIPED DIRECTLY
 TO TANK WITHOUT RESTRICTION

SHAFT LOADING



For motor performance graphs see W performance sheet

ATMB	32	50	63	75	100	125	150	200	250	300	400
L mm	304.6	307.5	310.3	331.1	334.5	320.8	326.9	333.8	342.6	353.8	368.6
WEIGHT kg	22.2	22.4	22.7	22.8	23.1	23.3	23.5	24.0	24.5	24.9	25.9

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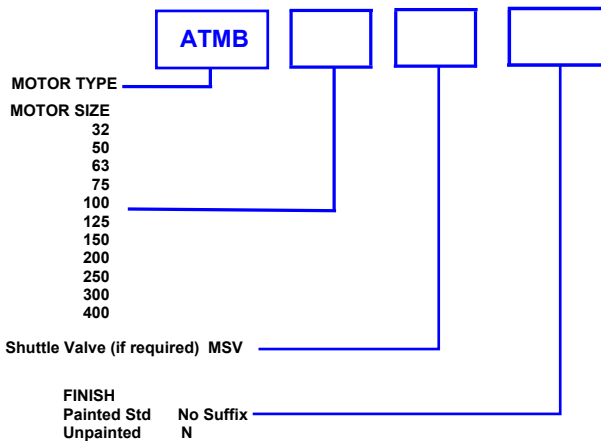


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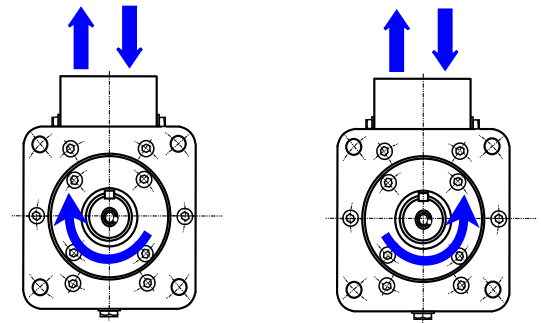
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ORDERING CODE



SHAFT ROTATION



Motor / Brake Precautions

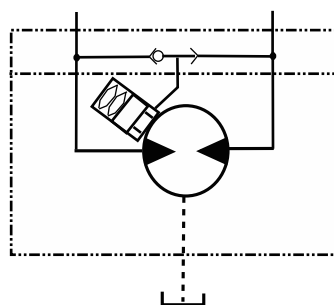
To ensure proper operation of the brake, a separate case drain back to tank must be used due to the possibility of return line pressure spikes. A simple schematic of a system utilizing a motor/ brake is shown in the symbol below.

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



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