FAIL SAFE HYDRAULIC MOTOR/BRAKE UNIT

TYPE - MSSB

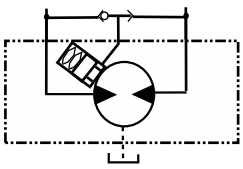
TYPE		MS SERIES							
MOTOR SIZE		75	100	125	150	200	250	300	400
DISPLACEMENT	cm^3	81.8	101.3	126.3	161.0	201.2	251.2	315.9	400.4
	in^3	4.91	5.00	7.72	9.85	12.31	15.36	19.32	24.49
MAX. SPEED	rpm cont.	810	750	600	450	375	300	240	190
	rpm int.	1000	900	720	560	450	360	285	230
MAX. TORQUE	Nm cont.	240	305	375	490	610	720	825	865
	lbf.in cont.	2120	2700	3318	4340	5400	6370	7300	7660
	Nm int.	310	390	490	600	720	870	1000	990
	lbf.in int.	2740	3450	4340	5310	6370	7700	8850	8760
MAX. PRESSURE DROP	bar cont.	210	210	210	210	210	200	200	160
	psi int.	3050	3050	3050	3050	3050	2900	2900	2320
	bar int.	275	275	275	260	250	250	240	190
	psi int.	3990	3990	3990	3770	3630	3630	3480	2760
MAX. OIL FLOW	lpm cont.	65	75	75	75	75	75	75	75
	gpm cont.	14.3	16.5	16.5	16.5	16.5	16.5	16.5	16.5
	lpm int.	80	90	90	90	90	90	90	90
	gpm int.	17.6	19.8	19.8	19.8	19.8	19.8	19.8	19.8

Spring applied pressure release
Static brake torque 10,000 lbf.in - 1100 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 mm^2/s at a temperature of 50°C.
Minimum recommended oil viscosity 13 mm^2/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.

SYMBOL c/w MSV



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.

ADAN LIMITED

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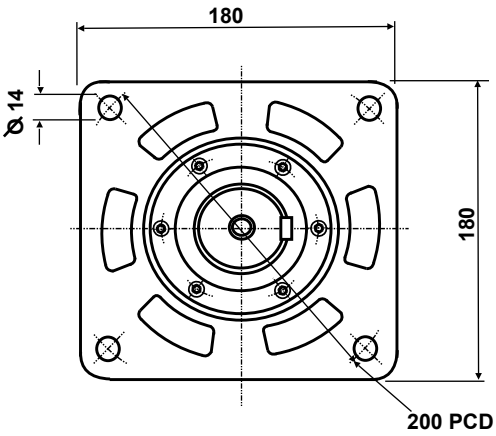
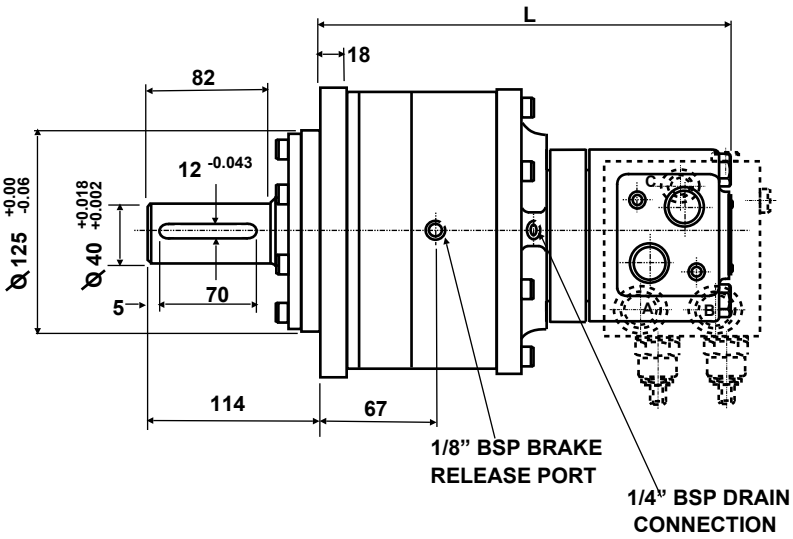
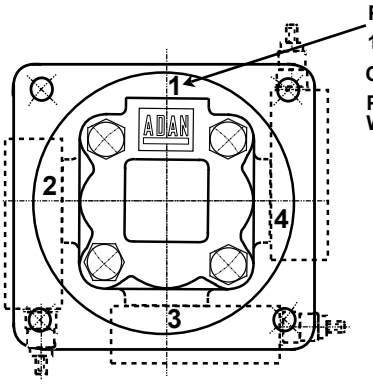


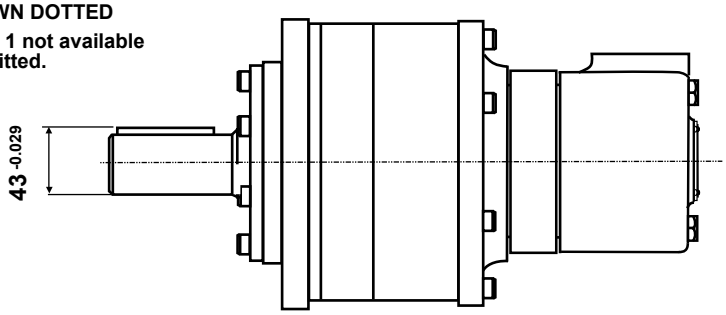


Please note drain connection must be piped to tank without obstructions.

PORT POSITIONS



Please specify port position required.
1, 2, 3 or 4
OCV25 VALVE SHOWN DOTTED
Please note position 1 not available When OCV valve is fitted.



For motor performance see MS performance graphs

MSSB	75	100	125	150	200	250	300	400
DIM^{N} L	220	223	229	234	241	249	261	275
WEIGHT Kg	26.6	26.8	27.1	27.5	28.0	28.6	29.3	30.1

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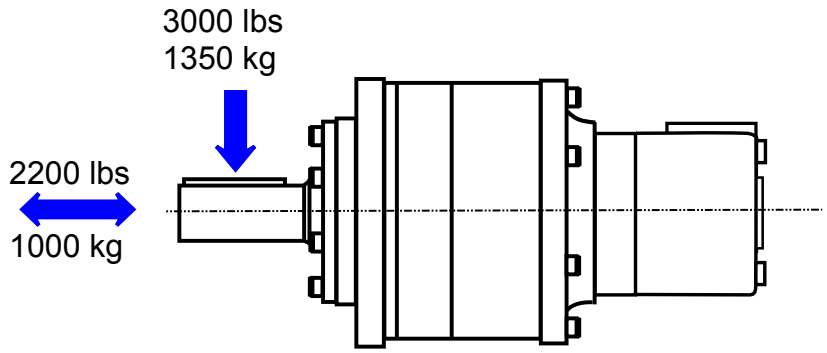
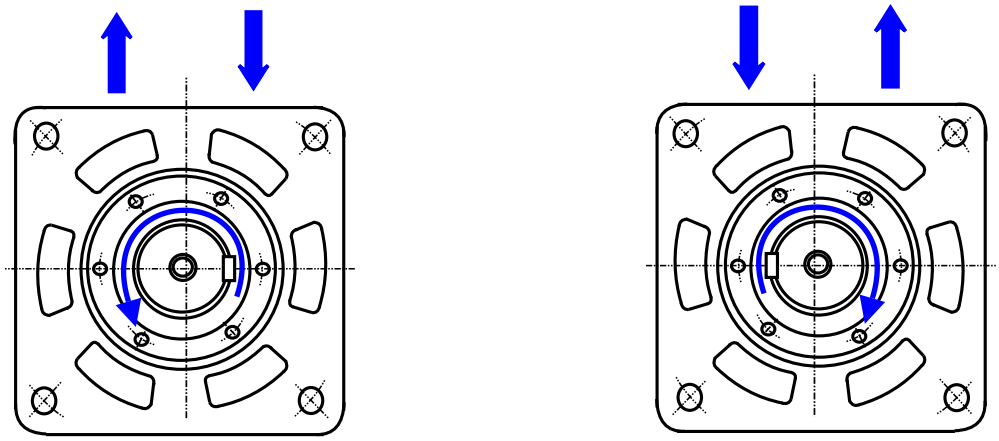
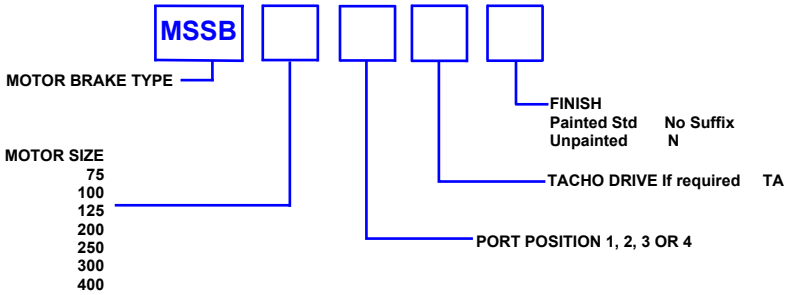
SHAFT LOADING



SHAFT ROTATION



ORDERING CODE



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