Kawasaki Motors Corp., U.S.A.
Precision Machinery Division

HMB 010

Staffa Fixed Displacement Hydraulic Motor

CONTENTS

1. GENERAL DESCRIPTION

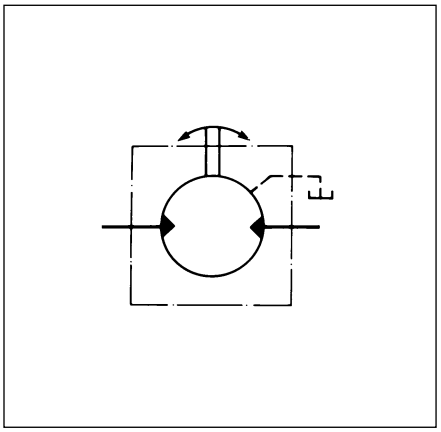
The HMB010 fixed displacement motor is currently the smallest of 12 frame sizes in the Kawasaki "Staffa" range of high torque, low speed radial piston motors which extends from 94 to 6800 cm^3/r (5.76 to 415 in^3/r) capacity. The rugged, well-proven design incorporates hydrostatic balancing techniques to achieve high efficiency, combined with good breakout torque and smooth running capability.

Various features and options are available including, on request, mountings to match competitor interfaces.

The HMB010 is capable of torque outputs up to 685 Nm (505 lbf ft) and speeds to 500 r/min with a continuous output of up to 25 kW (33 hp).

The Kawasaki "Staffa" range also includes dual and continuously variable displacement motors, plus matching brakes and gearboxes to extend the available torque range.

2. FUNCTIONAL SYMBOL



3. MODEL CODE

Features shown in brackets ( ) may be left blank according to requirements.
All other features must be specified.

(F)-HM(*)B010-**-(**)-1*-(PL**)**

1 **2** **3** **4** **5** **6**

1 FLUID TYPE

Blank = Petroleum oil
F3 = Phosphate ester (HFD fluid)
F11 = Water-based fluids (HFA, HFB & HFC)

2 MODEL TYPE

Blank = Standard ("HMB")
M = To NCB (UK) specification 463/1981 ("HMMB")

3 SHAFT TYPE

P* = Cylindrical shaft with key
S* = Cylindrical, 13 splines to BS 3550

** For installations where shaft is vertically upwards specify "V" after shaft type letter to ensure that additional high level drain port is provided.*

4 TACHO/ENCODER DRIVE

T = Staffa original tacho drive
T1 = Suitable for Hohner 3000 series encoders. (Encoder to be ordered separately).

Omit if not required.

5 DESIGN NUMBER, 1* SERIES

Subject to change. Installation and performance details remain unaltered for design numbers 10 to 19 inclusive.

6 SPECIAL FEATURES

PL** = non-catalogued features, e.g.:
Stainless steel shaft sleeves
Alternative encoder and tacho drives
Alternative port connections
Shaft variants
Alternative capacities
Special mountings
Special paint

*** Number assigned as required to specific customer build.*

4. PERFORMANCE DATA

Performance data is valid for Staffa HMB010 motors fully run in and operating with petroleum oil. See separate table for pressure and speed limits when using fire-resistant fluids. Leakage values are at fluid viscosity of 50 cSt (232 SUS).

MOTOR DATA

Geometric displacement▲	188 cm^3/r (11.5 in^3/r)
Average actual running torque	2,79 Nm/bar (0.142 lbf ft/psi)
Max. continuous◆speed	500 r/min
Max. continuous◆output	25 kW (hp) (33 hp)
Max. continuous◆pressure	207 bar (3000 psi)
Max. intermittent◆pressure	241 bar (3500 psi)

▲ *Other displacements are made available to special order*

◆ *See "Rating Definitions", this page*

LIMITS FOR FIRE RESISTANT FLUIDS

Fluid type	Pressure, bar (psi) Continuous	Intermittent	Max. speed r/min
HFA, 5/95% oil-in-water emulsion	103 (1500)	138 (2000)	50% of limits for petroleum oil
HFB, 60/40 water-in-oil emulsion	138 (2000)	172 (2500)	As for petroleum oil
HFC, water glycol	103 (1500)	138 (2000)	50% of limits for petroleum oil
HFD, phosphate ester	207 (3000)	241 (3500)	As for petroleum oil

RATING DEFINITIONS

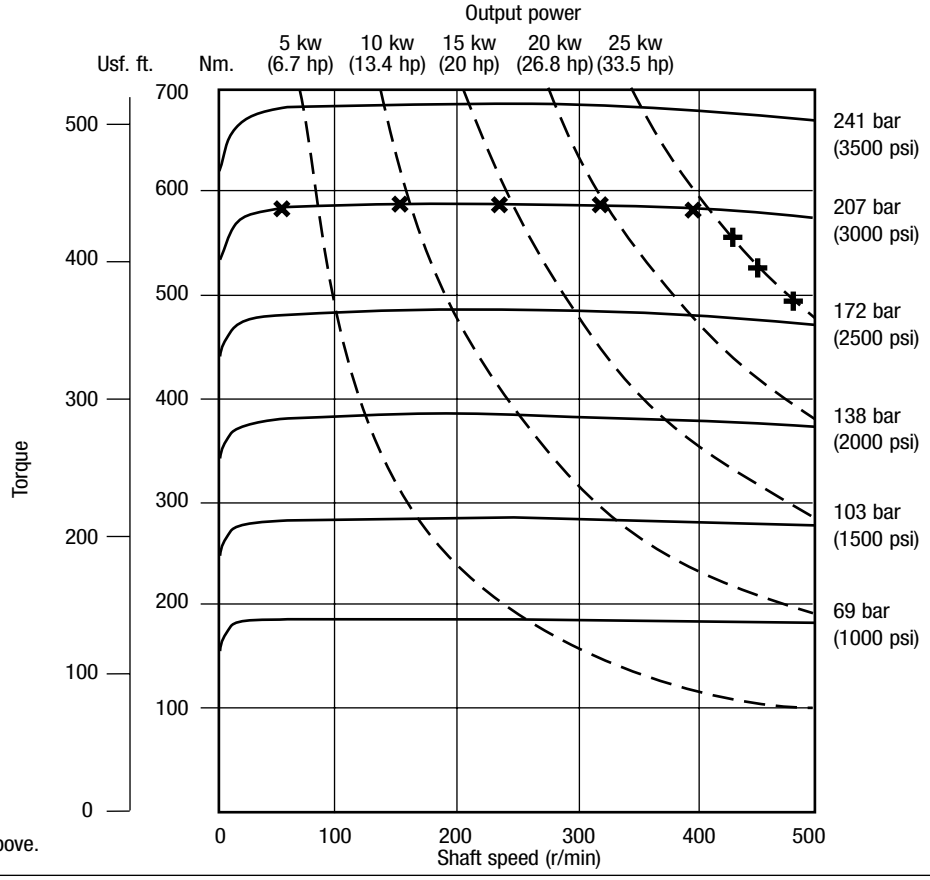
● CONTINUOUS RATING
For continuous duty the motor must be operating within each of the maximum values for speed, pressure and power.

● INTERMITTENT RATING
Operation within the intermittent power rating (up to the maximum continuous speed) is permitted on a 15% duty basis, for periods up to 5 minutes maximum.

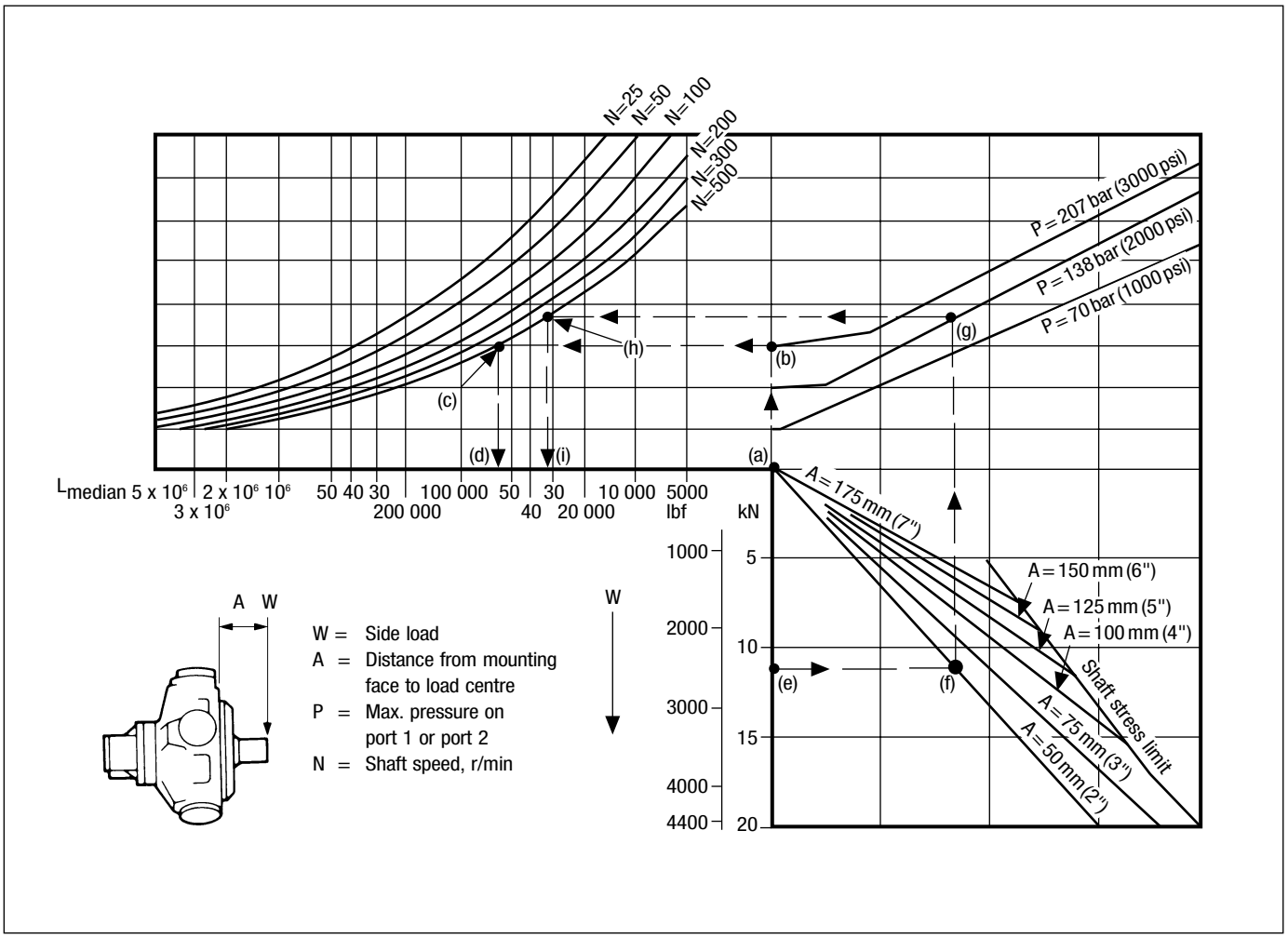
● INTERMITTENT MAX. PRESSURE
Up to 241 bar (3500 psi) is allowable on the following basis:
(a) Up to 50 r/min: 15% duty for periods up to 5 minutes maximum.
(b) Over 50 r/min: 2% duty for periods up to 30 seconds maximum.

OUTPUT TORQUES

The torque curves indicate the maximum output torque and power of a fully run-in motor for a range of pressures and speeds when operating with zero outlet pressure on petroleum oil of 50 cSt (232 SUS) viscosity. High return line pressures will reduce torque for a given pressure differential.



BEARING LIFE



The nomograph allows the median▲ bearing life to be determined for conditions of:

1. No side load and no axial thrust
2. Side load and no axial thrust

▲ *To determine L10 life predictions per ISO 281-1-1977 multiply the median figure by 0.2.*

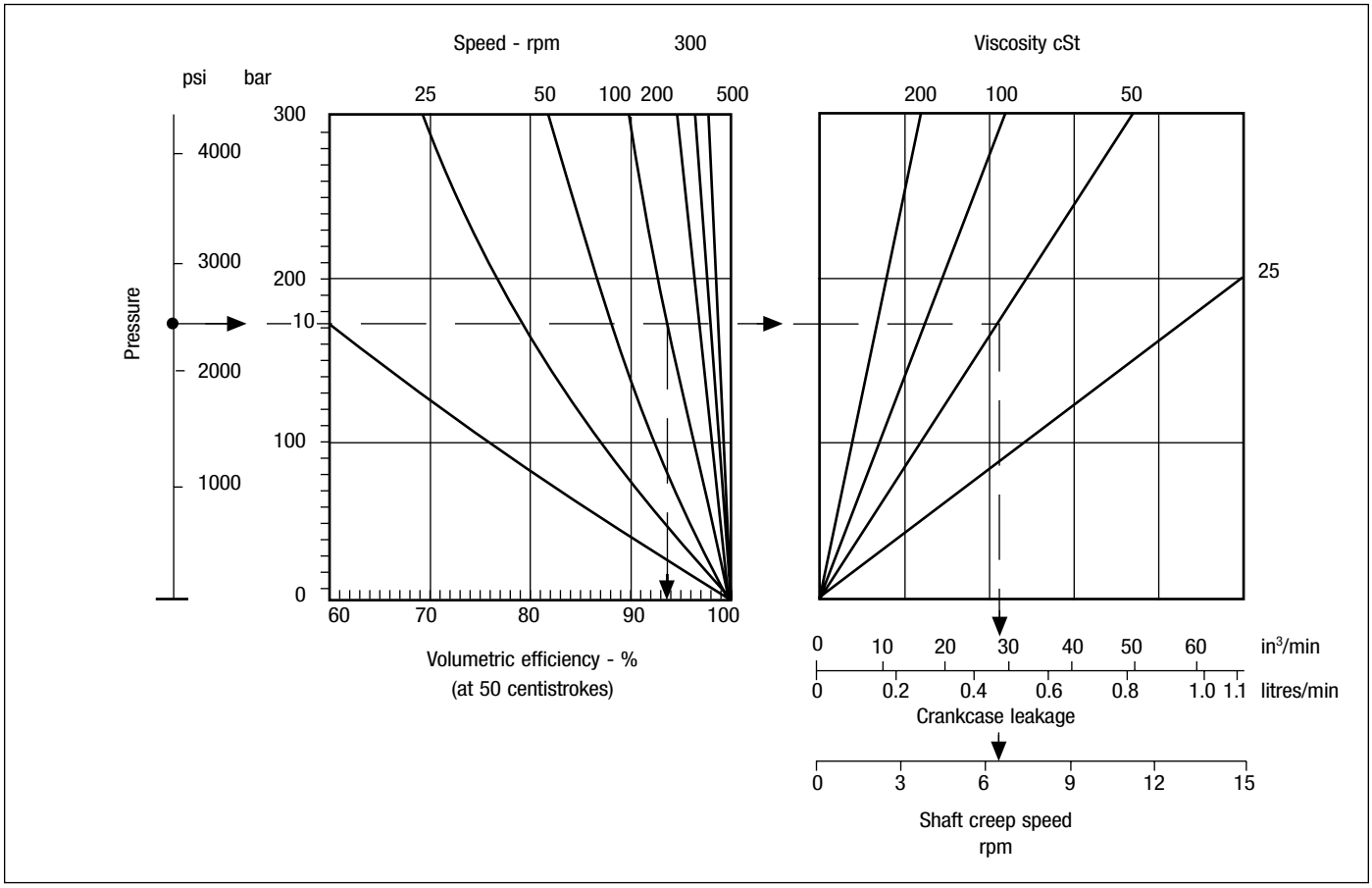
	HMB010
Example 1 (follow chain dotted line):	
Side load (W)	a) 0
System pressure (P)	b) 207 bar (3000 psi)
Speed (N)	c) 500 r/min
Median bearing life	d) 55 000 hrs
L10 bearing rating = median x 0.2	11 000 hrs
Example 2 (follow chain dotted line):	
Side load (W)	e) 11 kN (2500 lbf)
Load offset (A) from motor mounting face	f) 50 mm (2.0 in)
System pressure (P)	g) 138 bar (2000 psi)
Speed (N)	h) 500 r/min
Median bearing life	i) 31 000 hrs
L10 bearing rating = median x 0.2	6200 hrs

For more precise life prediction, or where axial thrusts are incurred, a computer analysis can be provided by Kawasaki on receipt of machine duty cycle.

● SHAFT STRESS LIMIT

The shaft stress limit in the nomograph is based on the fatigue rating of shaft types “S” and “P”. Infrequent loading above these limits may be permitted; consult Kawasaki.

VOLUMETRIC EFFICIENCY



This nomograph enables the average volumetric efficiency, crankcase (drain) leakage and "winch slip"/shaft creep speed to be estimated.

Example (follow chain dotted line):
Given:
1. Pressure ..... 175 bar (2500 psi)
2. Speed ..... 100 r/min
3. Viscosity ..... 50 cSt (232 SUS)

To obtain:
4. Volumetric efficiency 94.2
5. Crankcase leakage ..... 0.451/min (27.4 in^3/min)
6. Shaft creep speed ..... 6.4 r/min

The shaft creep speed occurs when the load attempts to rotate the motor against closed ports as may occur, for example, in winch applications.

5. CIRCUIT AND APPLICATION NOTES

STARTING TORQUES
The starting torques shown on the graph on page 3 are average and will vary with system parameters.

LOW SPEED OPERATION
Minimum operating speeds are determined by load conditions (load inertia, drive elasticity, etc.). For operation at speeds below 20 r/min consult Kawasaki.

HIGH BACK PRESSURE
When both inlet and outlet ports are pressurized continuously, the lower pressure in one port must not exceed 70 bar (1000 psi). Consult Kawasaki on applications beyond this limit. Note that high back pressures reduce the effective torque output of the motor.

BOOST PRESSURE
When operating as a motor the outlet pressure should equal or exceed the crankcase pressure. If pumping occurs (i.e. overrunning loads) then a positive pressure, "P", is required at the motor inlet ports. Calculate "P" from:

$$P\ (bar) = 1 + \frac{N^2}{22\,600} + C\ bar$$

$$P\ (psi) = 14.5 + \frac{N^2}{1560} + C\ psi$$

Where:
N = speed, r/min
C = crankcase pressure

The flow rate of oil needed for the make-up system can be estimated from the crankcase leakage figure (see Volumetric Efficiency graph on page 5). Allowance should be made for other system losses and also for "fair wear and tear" during the life of the motor, pump and other system components.

COOLING FLOW
Operation within the continuous ratings does not require any additional cooling.

For operating conditions above "continuous", up to the "intermittent" ratings, additional cooling oil may be required. This can be introduced through the spare crankcase drain hole or, in special cases, through the valve spool end cap. Consult Kawasaki about such applications.

MOTOR CASING PRESSURE
With the standard shaft seal fitted, the motor casing pressure should not exceed 3,5 bar (50 psi). On installations with long drain lines a relief valve is recommended to prevent over-pressurizing the seal.

Notes:
1. The casing pressure at all times must not exceed either the motor inlet or outlet pressure.
2. Check installation dimensions (page 8) for maximum crankcase drain fitting depth.

6. HYDRAULIC FLUIDS

Dependent on motor (see Model Code position **1**) suitable fluids include:
- Antiwear hydraulic oils
- Phosphate esters (HFD fluids)
- Water glycols (HFC fluids) ▲
- 60/40% water-in-oil emulsions (HFB fluids) ▲
- 5/95% oil-in-water emulsions (HFA fluids) ▲

▲ *Reduced pressure and speed limits, see page 3.*

Viscosity limits when using any fluid except oil-in-water (5/95%) emulsions are:

Max. off load ..... 2000 cSt (9270 SUS)
Max. on load ..... 150 cSt (695 SUS)
Optimum ..... 50 cSt (232 SUS)
Minimum ..... 25 cSt (119 SUS)

PETROLEUM OIL RECOMMENDATIONS

The fluid should be a good hydraulic grade, non-detergent petroleum oil. It should contain anti-oxidant, anti-foam and demulsifying additives. It must contain antiwear or EP additives. Automatic transmission fluids and motor oils are not recommended.

7. TEMPERATURE LIMITS

Ambient min. ..... –30°C (-22°F)
Ambient max. ..... +70°C (158°F)

Max. operating temperature range

	Petroleum oil	Water-containing
Min.	–20°C (–4°F)	+10°C (50°F)
Max.*	+80°C (175°F)	+54°C (130°F)

* *To obtain optimum service life from both fluid and hydraulic system components 65°C (150°F) normally is the maximum temperature except for water-containing fluids.*

8. FILTRATION

Full flow filtration (open circuit), or full boost flow filtration (closed circuit) to ensure system cleanliness of ISO 4406/1986 code 18/14 or cleaner.

9. NOISE LEVELS

The airborne noise level is less than 66,7 dB(A) DIN (70 dB(A) NFPA) throughout the "continuous" operating envelope.

Where noise is a critical factor, installation resonances can be reduced by isolating the motor by elastomeric means from the structure and the return line installation. Potential return line resonances originating from liquid borne noise can be further attenuated by providing a return line back pressure of 2 to 5 bar (30 to 70 psi).

10. POLAR MOMENT OF INERTIA

Typical data: 0,0076 kg m^2 (26 lb in^2).

11. MASS

Approx., all models: 40 kg (88 lb).

12. INSTALLATION DATA

GENERAL

● Spigot

The motor should be located by the mounting spigot on a flat, robust surface using correctly sized bolts. The diametral clearance between the motor spigot and the mounting must not exceed 0,15 mm (0.006 in). If the application incurs shock loading, frequent reversing or high speed running, then high tensile bolts should be used, including one fitted bolt.

● Bolt torque

The recommended torque wrench settings for the mounting bolts are:

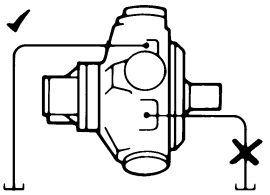
M14 ..... 160 ±21 Nm (116 ±15 lbf ft)
M12 ..... 97 ±7 Nm (70 ±5 lbf ft)
$^1/_2$" UNF ..... 97 ±7 Nm (70 ±5 lbf ft)

● Shaft coupling

Where the motor is solidly coupled to a shaft having independent bearings the shafts must be aligned to within 0,10 mm (0.004 in) TIR.

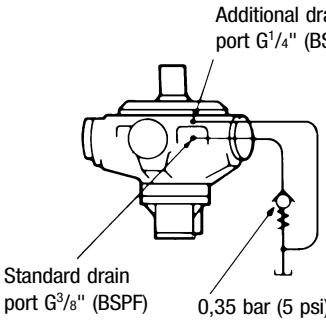
CRANKCASE DRAIN

Motor axis horizontal



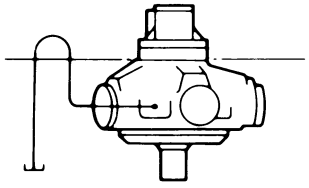
The crankcase drain must be taken from a position above the horizontal centre line of the motor.

Axis vertical, shaft up



An additional drain port is provided when the "V" (shaft vertically upwards) designator is given after the shaft type letter in position **3** of the model code. This additional drain should be connected into the main motor casing drain line downstream of a 0,35 bar (5 psi) check valve to ensure lubrication of the upper bearing, see above diagram.

Axis vertical, shaft down



Use any drain position. The drain line should be run above the level of the uppermost bearing; if there is risk of siphoning then a siphon breaker should be fitted.

START-UP

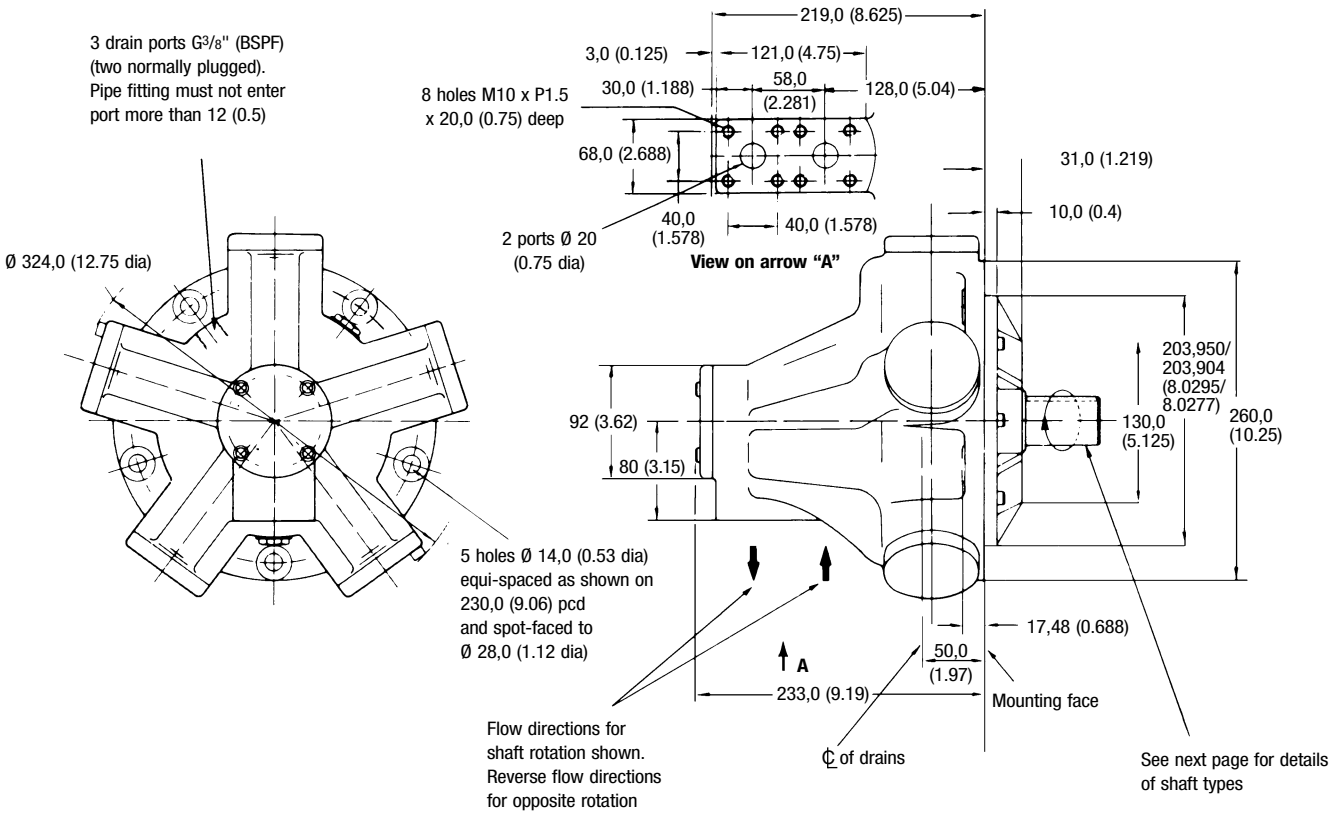
Fill the crankcase with system fluid. Where practical, a short period (30 minutes) of "running-in" should be carried out.

13. INSTALLATION DIMENSIONS IN MM (INCHES)

HMB010 MOTOR

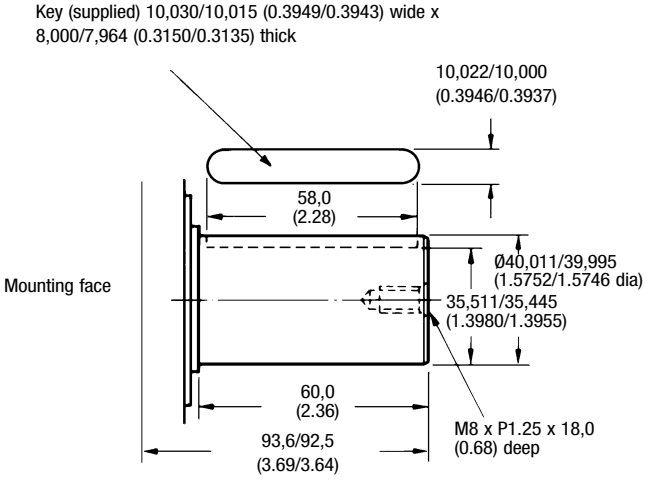
See additional views for shaft types.

3rd angle projection



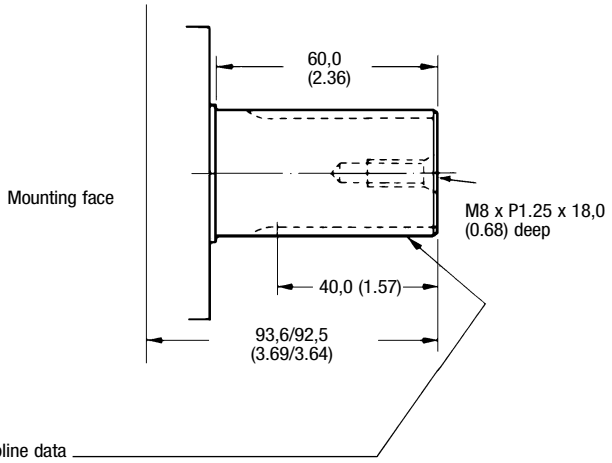
SHAFT TYPE “P”, MODEL CODE POSITION 3

Cylindrical shaft with key



SHAFT TYPE “S”, MODEL CODE POSITION 3

Cylindrical shaft with 13 splines to BS 3550-1963



Spline data

Specification	BS 3550 Class 1/SAE J498c (ANSI B92.1 1970 class 5)
Pressure angle	30°
Number of teeth	13
Pitch	8/16
Major diameter	43,713/43,586 (1.721/1.716)
Form diameter	38,136 (1.5014)
Minor diameter	37,363/36,906 (1.471/1.453)
Pin diameter	6,096 (0.2400)
Diameter over pins	50,104/50,152 (1.9726/1.9745)

NOTES

NOTES

Presented by:

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