



M+S HYDRAULIC

AXIAL PISTON MOTORS

In cooperation with



NEW
PRODUCT

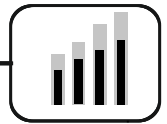
MAM

MEDIUM DUTY MOTOR
AXIAL PISTON FIX DISPLACEMENT

POWER TO ROTATE THE WORLD



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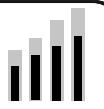
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Version history

Date	Page	Changed	Ver.
April 2018		First official edition	1.1

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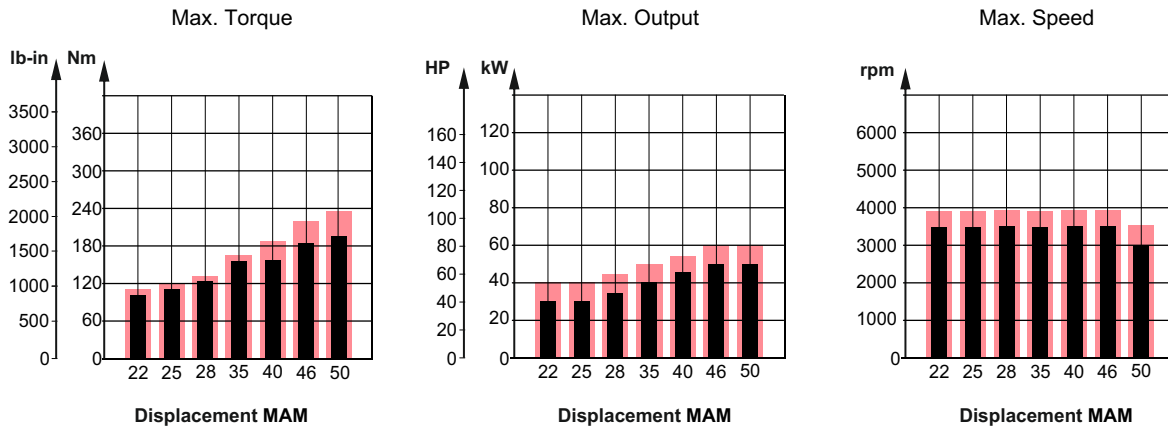


TECHNICAL DATA

Hydraulic Motors Type MAM

Intermittent values

Continuous values



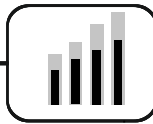
Ports and Shafts

Cross Table - Shaft Types

Flange-SAE A	Flange-SAE B	Type of shafts	
x	x	WD	ø21.72 [0.855"] Spline SAE 13T 16/32 DP, M8 thread
x	x	LD	ø21.72 [0.855"] Spline SAE 13T 16/32 DP, 5/16-18 UNC thread
x	x	WF	ø24.9 [0.98"] Spline SAE 15T 16/32, M8 thread
x		PF	ø24.9 [0.98"] Spline SAE 15T 16/32, 3/8-16UNC thread
x	x	LF	ø24.9 [0.98"] Spline SAE 15T 16/32, 3/8-16UNC thread
	x	WK	ø31.75 [1.25"] Spline SAE 14T 12/24 DP, M10 thread
	x	LK	ø31.75 [1.25"] Spline SAE 14T 12/24 DP, 7/16-14UNC thread
x	x	CK	ø22.2 [ø7/8"] Straight, M8 thread, parallel key 1/4"x1/4"x1" BS46
x	x	MK	ø22.2 [ø7/8"] Straight, M8 thread, parallel key 1/4"x1/4"x1 1/2" BS46
x	x	ML	ø25 [ø0.984"] Straight, M8 thread, parallel key A8x7x25 DIN6885
x	x	CM	ø25.4 [ø1"] Straight, M8 thread, parallel key 1/4"x1/4"x1" Bs46
	x	DO	ø28.75 [ø1.125"] Straight, key 7.95[5/16"], L31.7[1 1/4"], 3/8-16 UNC thread
	x	CQ	ø30 [ø1.181"] Straight, M8 thread, parallel key A8x7x32 DIN6885
	x	DR	ø31.75 [ø1.25"] Straight, key 7.95[5/16"], L31.7[1 1/4"], 3/8-16 UNC thread
	x	CS	ø32 [ø1.26"] Straight, M8 thread, parallel key A10x8x45 DIN6885

Cross Table - Port Types

PORTS SIZE - THREAD OPTION						Type of threads
Flange-Type A			Flange-Type B			
Side ports	Twin ports	Rear ports	Side ports	Twin ports	Rear ports	
default			default			
5			5			2xSAE 3/4" PSI6000, SAE, drain ports 7/8-14 UNF
6	6	6	6	6	6	2xG1/2, drain ports G1/2
2	2	2	2	2	2	2xG3/4, drain ports G1/2
7	7	7	7	7	7	2xM22x2, drain ports M18x1.5
3	3	3	3	3	3	2xM27x2, drain ports M18x1.5
8	8	8	8	8	8	2x7/8-14 UNF Ports, drain ports 3/4-16 UNF
4	4	4	4	4	4	2x1 1/16 -12 UN, drain ports 7/8-14 UNF
9			9			2xISO 6162-2 DN19, drain ports G1/2

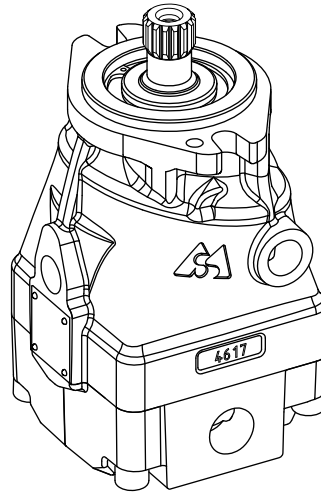
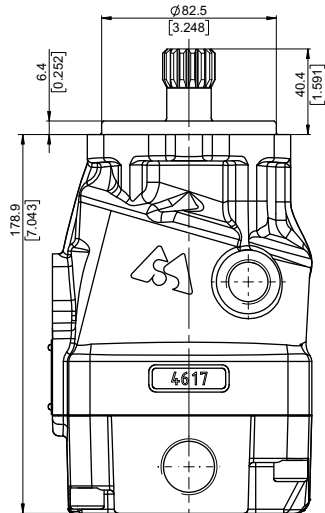


MOTOR DIMENSIONS

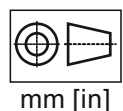
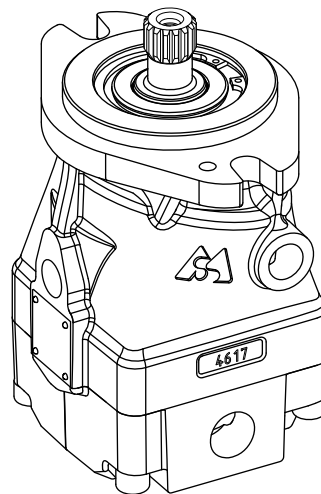
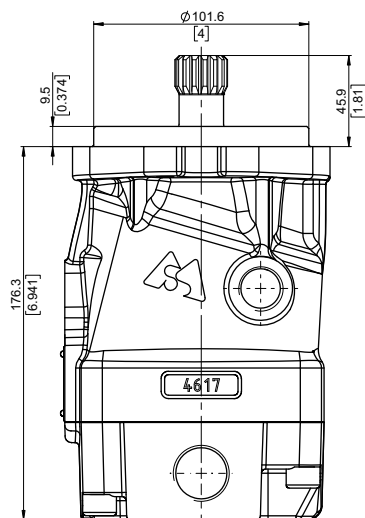
Hydraulic Motors Type MAM

The below dimensions are for **comparison only**. The motors can obtain different shafts and end covers.

Mounting Flange-Type **SAE-A**



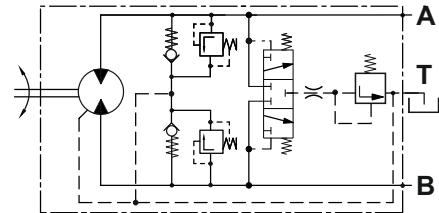
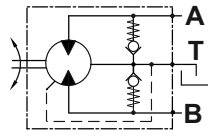
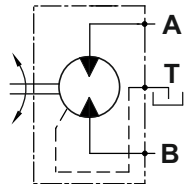
Mounting Flange-Type **SAE-B**





Hydraulic Motors Type MAM

Medium Duty Axial Piston Motors Fixed Displacement



open drain line is always required

APPLICATION

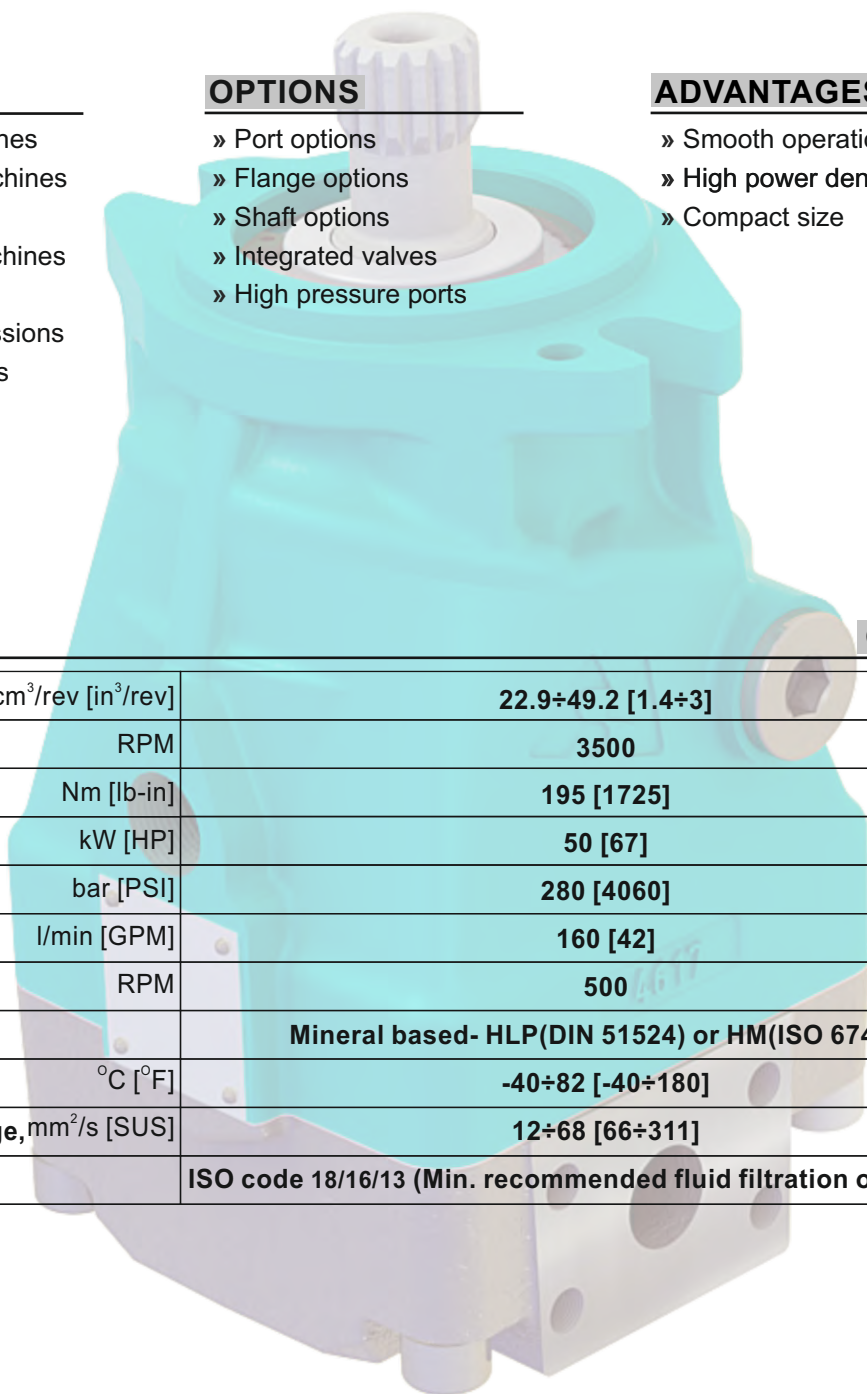
- » Agricultural machines
- » Road building machines
- » Mining machinery
- » Food industry machines
- » Swing drives
- » Hydraulic transmissions
- » Vibration machines
- » Fan drives
- » Special vehicles

OPTIONS

- » Port options
- » Flange options
- » Shaft options
- » Integrated valves
- » High pressure ports

ADVANTAGES

- » Smooth operation
- » High power density
- » Compact size

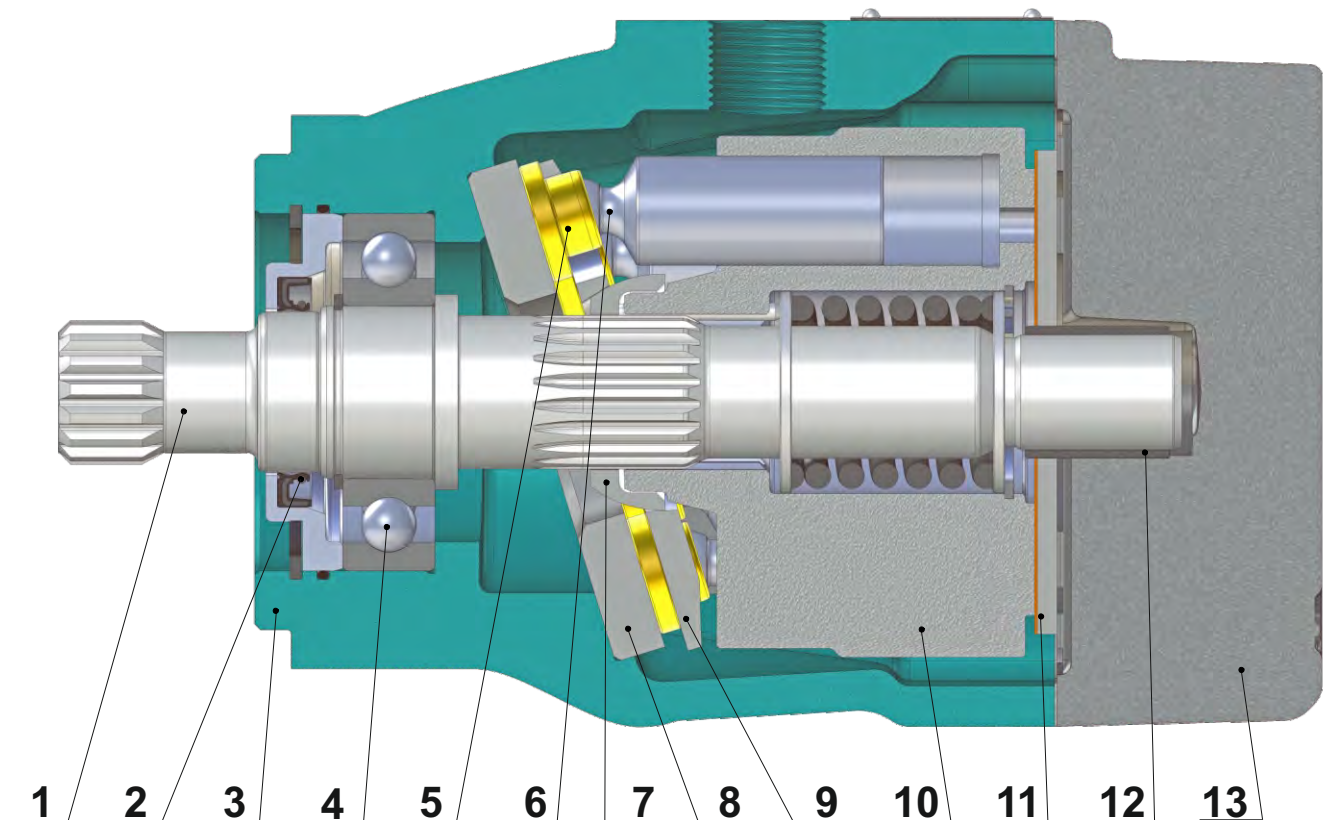


GENERAL

Displacement,	cm ³ /rev [in ³ /rev]	22.9÷49.2 [1.4÷3]
Max. Speed,	RPM	3500
Max. Torque,	Nm [lb-in]	195 [1725]
Max. Output,	kW [HP]	50 [67]
Max. Pressure Drop,	bar [PSI]	280 [4060]
Max. Oil Flow,	l/min [GPM]	160 [42]
Min. Speed,	RPM	500
Fluid	Mineral based- HLP(DIN 51524) or HM(ISO 6743/4)	
Temperature Range,	°C [°F]	-40÷82 [-40÷180]
Optimal Viscosity Range,	mm ² /s [SUS]	12-68 [66÷311]
Filtration	ISO code 18/16/13 (Min. recommended fluid filtration of 10 micron)	



SECTION VIEW



1. Hardened shaft
2. Shaft seal
3. Cast iron body
4. Ball or roller bearing
5. Piston shoes
6. Pistons
7. Hardened sphere
8. Thick support plate
9. Retainer plate
10. Cylinder block
11. Bimetal distributor
12. Plane bearing
13. Cast iron end cover

The medium duty design of the MAM is fix displacement motor for open and closed circuits. The motor compact construction is cost effective and have got high power/weight ration. The design of the motor is maintain friendly. We using swash plate witch insure low level of pulsation and noise level.



SPECIFICATION DATA

Type		MAM 22	MAM 25	MAM 28	MAM 35	MAM 40	MAM 46	MAM 50
Displacement, cm.³/rev. [in.³/rev.]		22.9 [1.4]	24.5 [1.49]	27.9 [1.7]	34.5 [2.11]	39.4 [2.4]	46.1 [2.81]	49.2 [3]
	Max. Speed, [RPM]	Cont. 3500 Int.* 3900	3500 3900	3500 3900	3500 3900	3500 3900	3500 3900	3500 3900
Max. Torque,*** Nm [lb-in]	Cont.	102 [903]	109 [965]	124 [1100]	154 [1360]	157 [1390]	185 [1630]	195 [1725]
	Int.**	109 [965]	117 [1036]	133 [1177]	165 [1460]	188 [1664]	220 [1950]	235 [2080]
Output, kW [HP]	Cont.	30 [40]	30 [40]	35 [47]	40 [54]	45 [60]	50 [67]	50 [67]
	Int.**	40 [54]	40 [54]	45 [60]	50 [67]	55 [74]	60 [80]	60 [80]
Max. Pressure, bar [PSI]	Cont.	280 [4060]	280 [4060]	280 [4060]	280 [4060]	250 [3625]	250 [3625]	250 [3625]
	Int.**	300 [4350]	300 [4350]	300 [4350]	300 [4350]	300 [4350]	300 [4350]	300 [4350]
	Peak	350 [5080]	350 [5080]	350 [5080]	350 [5080]	350 [5080]	350 [5080]	350 [5080]
Max. Oil Flow, l/min [GPM]	Cont.	80 [21.1]	85 [22.5]	97 [25.6]	120 [31.7]	137 [36.2]	160 [42.3]	147 [38.8]
	Int.*	90 [23.8]	95 [25.1]	110 [29.1]	135 [35.7]	153 [40.4]	180 [47.6]	172 [45.4]
Torque Constant ***** Nm/bar [lb-in/PSI]		0.33 [0.2]	0.35 [0.214]	0.4 [0.244]	0.5 [0.302]	0.564 [0.344]	0.66 [0.403]	0.704 [0.43]
Speed Constant ***** RPM/(l/min) [RPM/GPM]		41.5 [156.9]	38.9 [147.1]	34.1 [128.9]	27.5 [104.3]	24.1 [91.4]	20.6 [78]	19.3 [73.2]
Permissible Shaft Load								
max Axial**** N[lb]		Fa=800 [180] for SAE-A flange; Fa=1000 [225] for SAE-B flange						
max Radial**** N[lb]		Fr=250 [56] for SAE-A flange; Fr=300 [68] for SAE-B flange						
Min. Speed, [RPM]		500						
Max. Pressure in Drain Line, bar [PSI]		5 [70] open drain line is always required						
Weight, kg [lb]		11.1 [24.5] for SAE-A flange; 12.2 [26.9] for SAE-B flange						

Peak pressure is highest allowable pressure, may occur for max. 1% of every minute.

* Intermittent speed (flow): for pressure up to 150 bar [2200 PSI].

** Intermittent load: the permissible values may occur for max. 10% of motor lifetime.

*** Theoretical torque.

**** The calculated max values are based on the optimal direction of the forces Fr, Fa and optimal position of the shaft.

***** The constant values are used for calculation of torque and speed with motor efficiencies $\eta_v=0.95$ and $\eta_{mh}=0.9$.

1. The recommended output power for continuous operations should not be exceeded.
2. Recommended filtration as per ISO 4406 cleanliness code 18/16/13 or better. This filtration corresponds to SAE AS 4059 8A/7B/7C. Nominal filtration - 10 micron or better.
3. Recommended a premium quality, anti-wear type mineral based hydraulic oil, HLP(DIN51524) or HM(ISO6743/4).
4. Recommended oil viscosity - 12...68 cSt or see page 29.
5. Recommended maximum system operating temperature - 82°C [180°F].
6. To ensure optimum life of the motor, fill it up with fluid prior to load it and run with moderate load and speed for about 10-15 minutes.

Hint: Motor Torque = Torque Constant * Pressure Drop

Rotation Speed = Speed Constant * Oil Flow

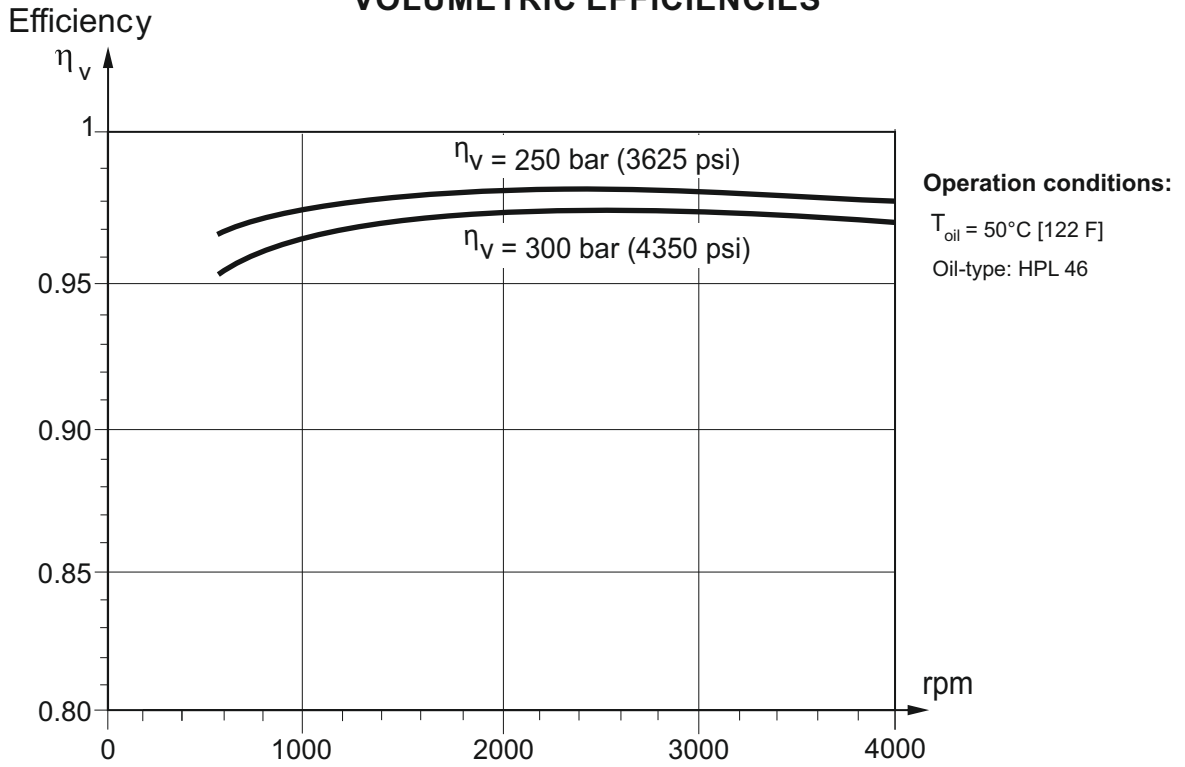
The constant values are mentioned for rough calculations. Motor torque and rotation speed for a particular project are depending on the real operating conditions. For more detail calculations please see efficiencies on next page and formulas on page 30.



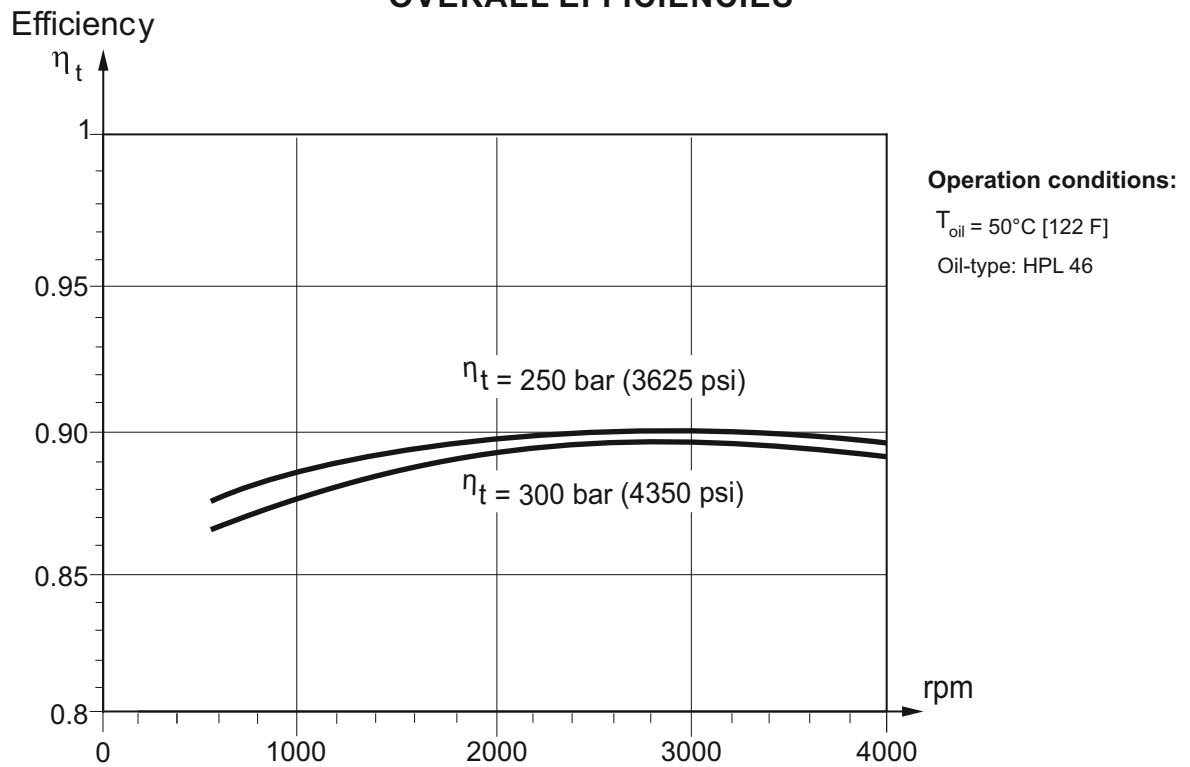
FUNCTION DIAGRAMS

The below efficiencies are applied to all displacements.

VOLUMETRIC EFFICIENCIES



OVERALL EFFICIENCIES



The motor size, pressure, torque, speed of rotation and flow rate required for a specific application can be calculated using the formulas on page 30

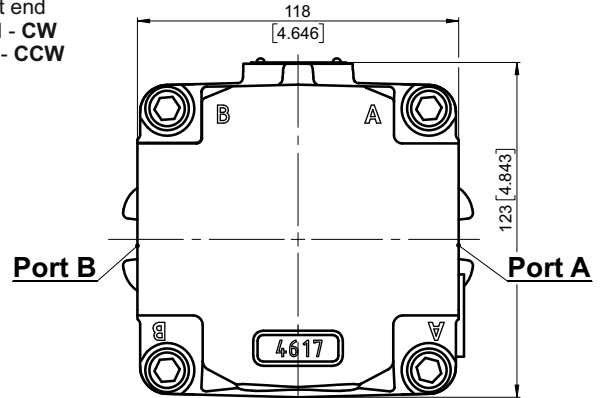
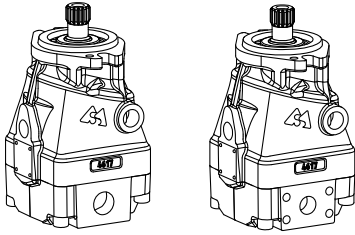
Efficiencies for a particular motor may vary from the shown in the diagram depending on the operating conditions.



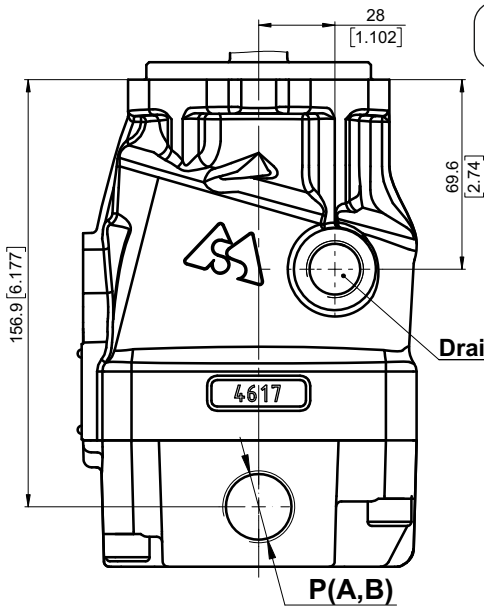
OVERALL DIMENSIONS AND PORTS

Side Ports - Default Mounting Flange - Type SAE-A

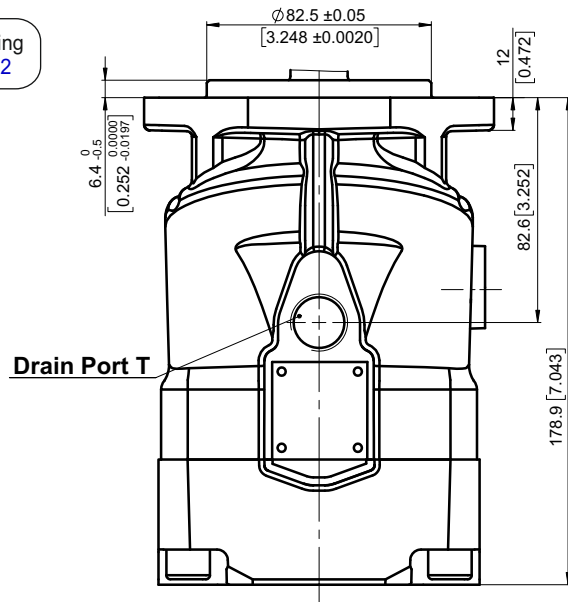
Standard Rotation
Viewed from shaft end
Port A Pressurized - CW
Port B Pressurized - CCW
see page 26



Side ports, port size 2,3,4,6,7 and 8

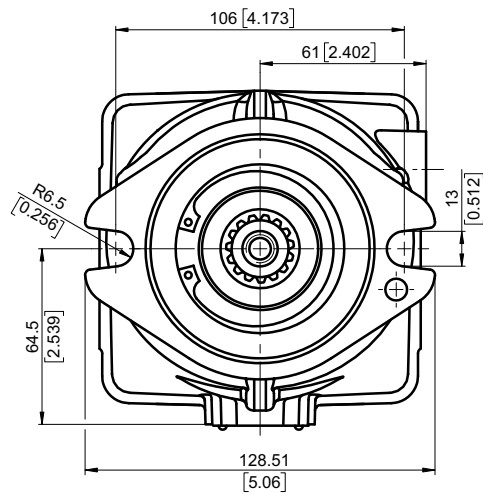
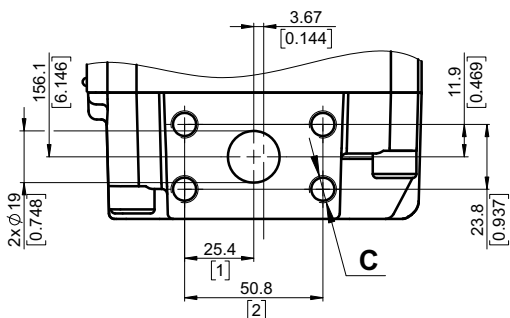


Shaft Mounting
see page 12

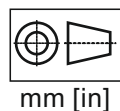


	Port Size					
	2	3	4	6	7	8
P_(A,B)	2xG 3/4	2xM27x2	2x1 ¹ / ₁₆ -12UN	2xG 1/2	2xM22x1.5	2x ⁷ / ₈ -14UNF
T	G 1/2	M18x1.5	⁷ / ₈ -14UNF	G 1/2	M18x1.5	³ / ₄ -16UNF

Side ports, port size default, 5 and 9



	Port Size		
	default	5	9
P_(A,B)	2xISO 6162-2 DN19	2xSAE J518 3/4 PSI6000	2xISO 6162-2 DN19
T	M18x1.5	7/8-14 UNF	G1/2
C	8xM10	8x3/8-16 UNC	8xM10





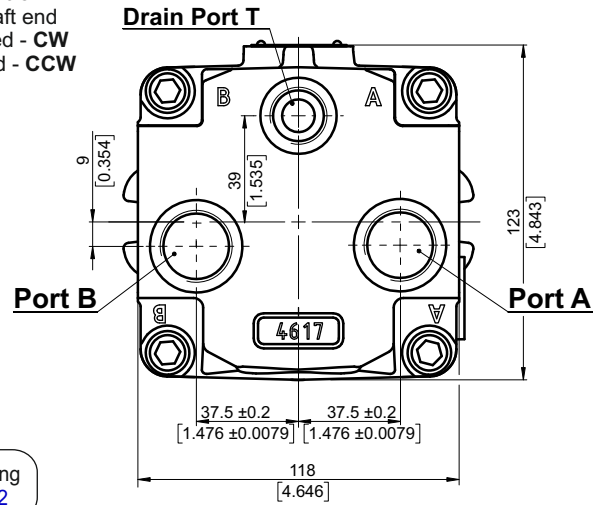
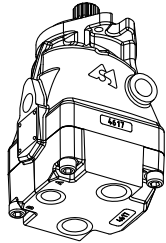
OVERALL DIMENSIONS AND PORTS

Rear Ports - Type E Mounting Flange - Type **SAE-A**

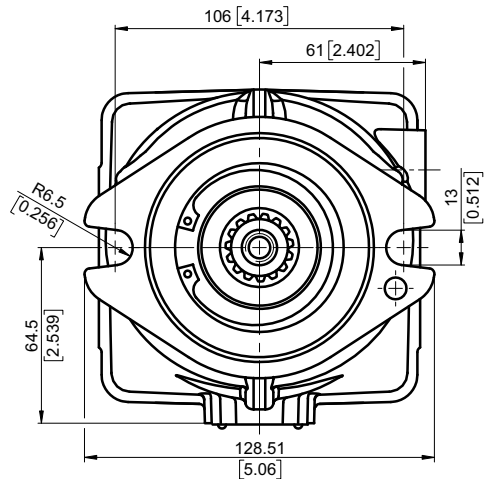
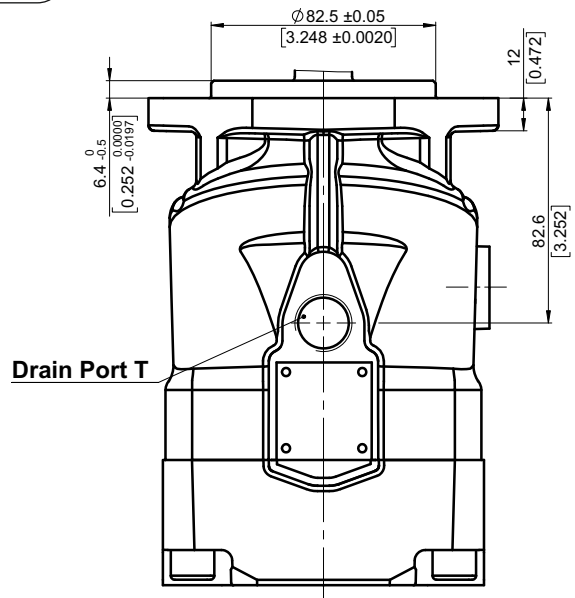
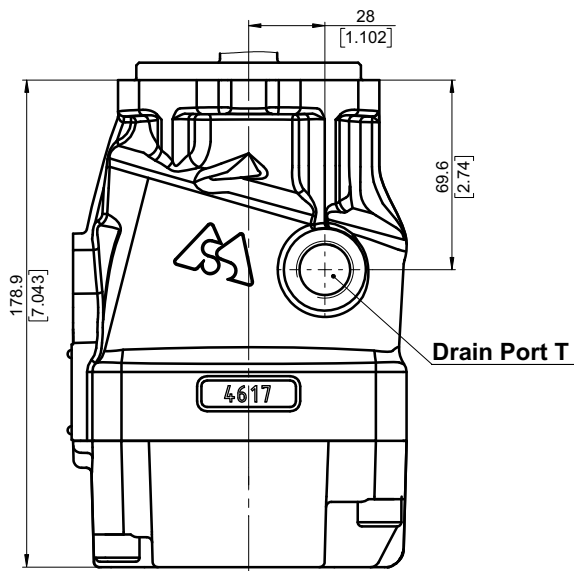
Side ports, port size 2,3,4,6,7 and 8

See the port sizes at the bottom of this page

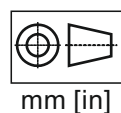
Standard Rotation
Viewed from shaft end
Port A Pressurized - CW
Port B Pressurized - CCW
see page 26



Shaft Mounting
see page 12



		Port Size					
		2	3	4	6	7	8
P_(A,B)		2xG 3/4	2xM27x2	2x1 1/16-12UN	2xG 1/2	2xM22x1.5	2x 3/8-14UNF
T		G 1/2	M18x1.5	3/8-14UNF	G 1/2	M18x1.5	3/4-16UNF





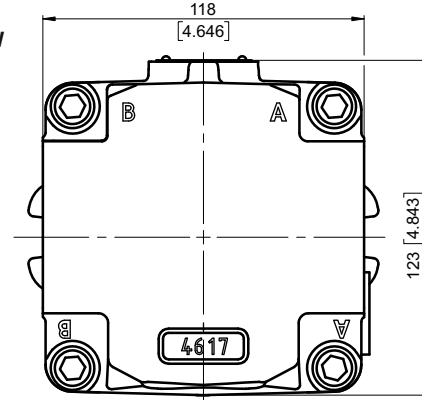
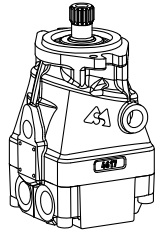
OVERALL DIMENSIONS AND PORTS

Twin Side Ports - Type T Mounting Flange - Type SAE-A

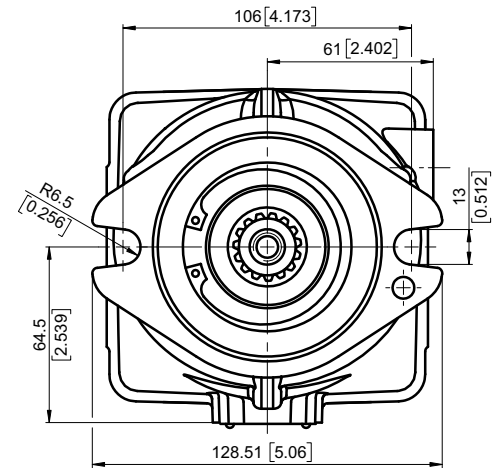
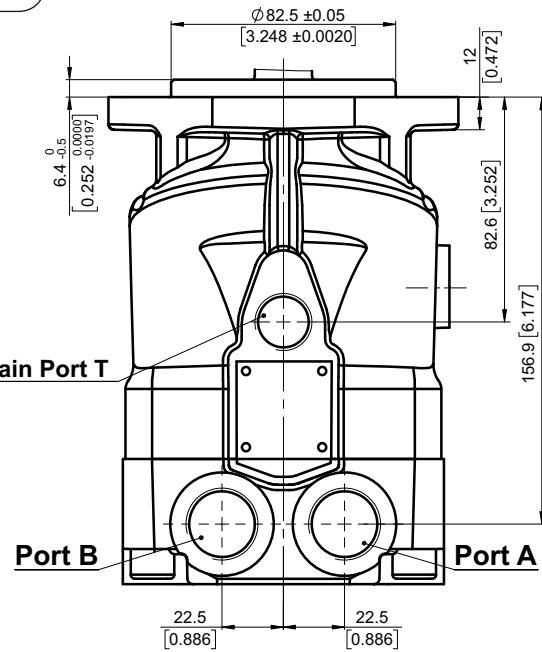
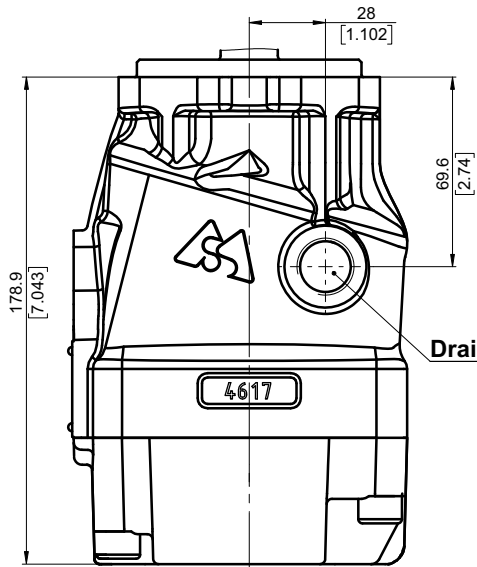
Side ports, port size 2,3,4,6,7 and 8

See the port sizes at the bottom of this page

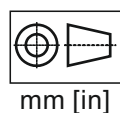
Standard Rotation
Viewed from shaft end
Port A Pressurized - CW
Port B Pressurized - CCW
see page 26



Shaft Mounting
see page 12



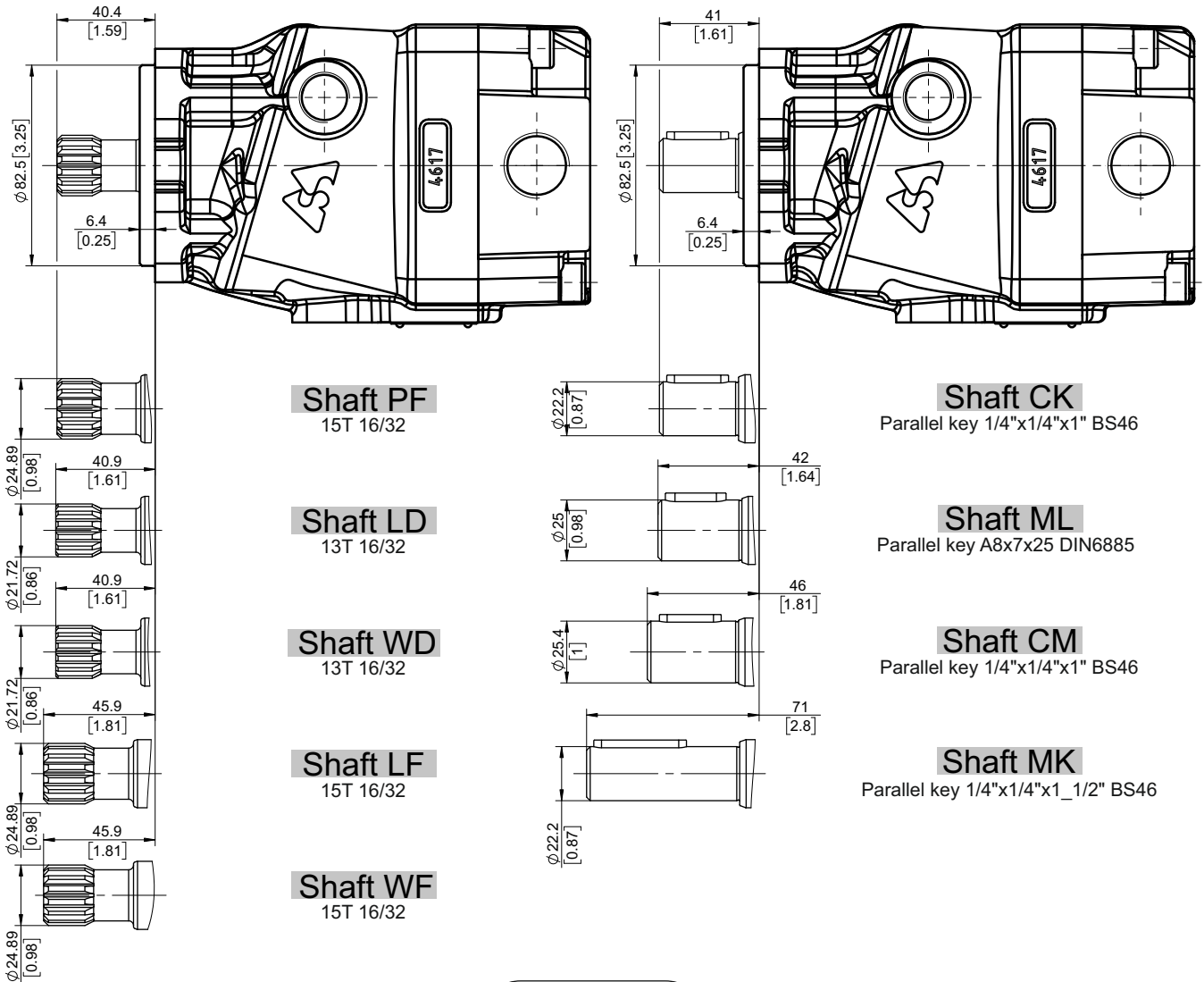
		Port Size					
		2	3	4	6	7	8
P_(A,B)		2xG 3/4	2xM27x2	2x1 1/16-12UN	2xG 1/2	2xM22x1.5	2x 3/8-14UNF
T		G 1/2	M18x1.5	3/8-14UNF	G 1/2	M18x1.5	3/4-16UNF





SHAFTS MOUNTING

Mounting Flange-Type **SAE-A**



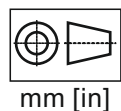
Shaft Dimensions
See Page 20+22

PERMISSIBLE SHAFT LOAD

Permissible shaft load		
max Axial	N[lb]	Fa=800 [180]
max Radial	N[lb]	Fr=250 [56]

The calculated max values are based on the optimal direction of the forces Fr, Fa and optimal position of the shaft (see page 26).

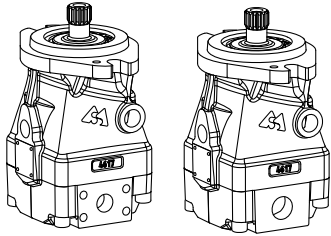
For more information, please, feel free to contact us.



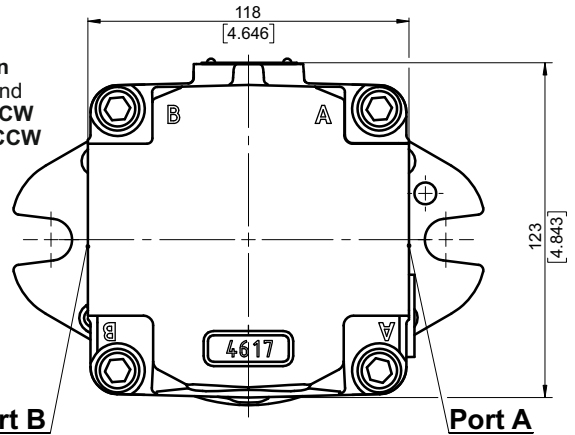


OVERALL DIMENSIONS AND PORTS

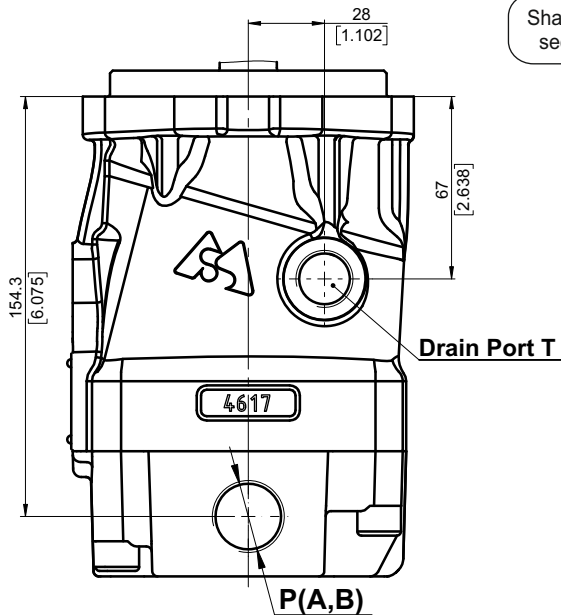
Side Ports - Default Mounting Flange - Type SAE-B



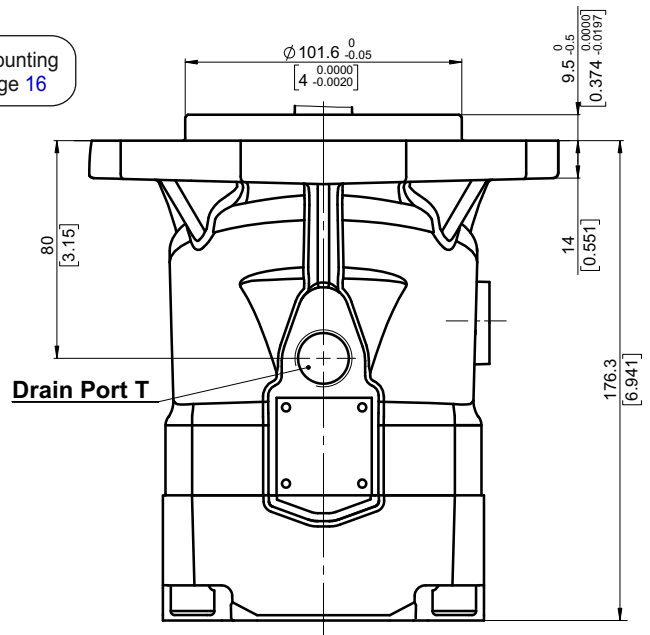
Standard Rotation
Viewed from shaft end
Port A Pressurized - CW
Port B Pressurized - CCW
see page 26



Side ports, port size 2,3,4,6,7 and 8

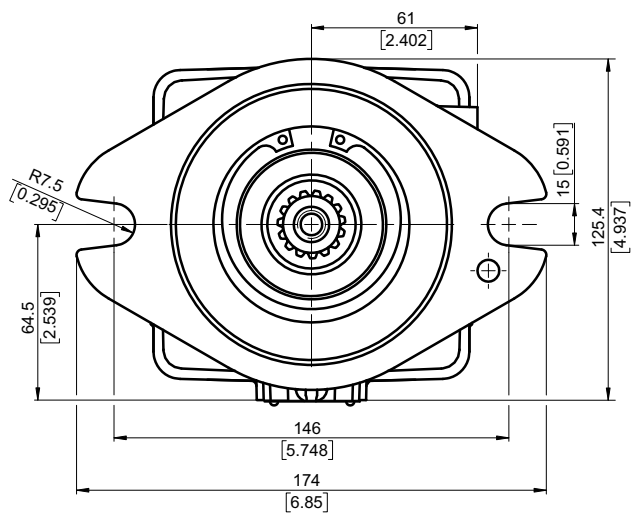
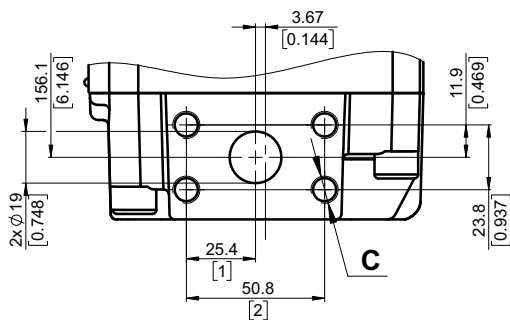


Shaft Mounting
see page 16

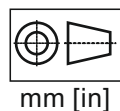


		Port Size					
		2	3	4	6	7	8
P _(A,B)		2xG 3/4	2xM27x2	2x1 ¹ / ₁₆ -12UN	2xG 1/2	2xM22x1.5	2x ⁷ / ₈ -14UNF
T		G 1/2	M18x1.5	⁷ / ₈ -14UNF	G 1/2	M18x1.5	³ / ₄ -16UNF

Side ports, port size default, 5 and 9



		Port Size		
		default	5	9
P _(A,B)		2xISO 6162-2 DN19	2xSAE J518 3/4 PSI6000	2xISO 6162-2 DN19
T		M18x1.5	7/8-14 UNF	G1/2
C		8xM10	8x3/8-16 UNC	8xM10





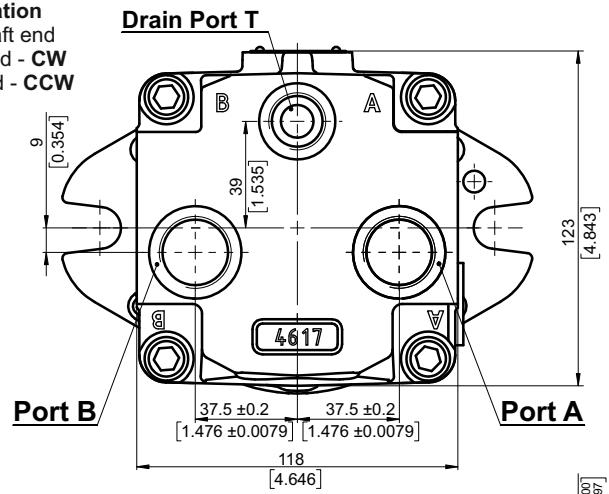
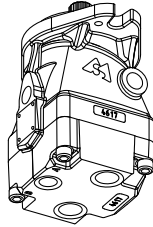
OVERALL DIMENSIONS AND PORTS

Rear Ports - Type E Mounting Flange - Type SAE-B

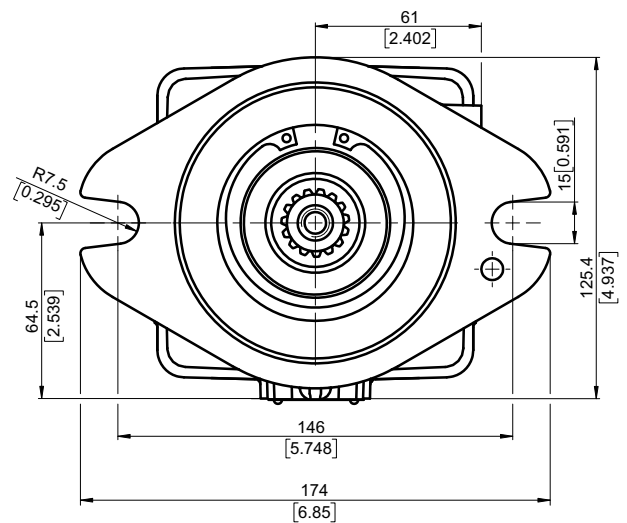
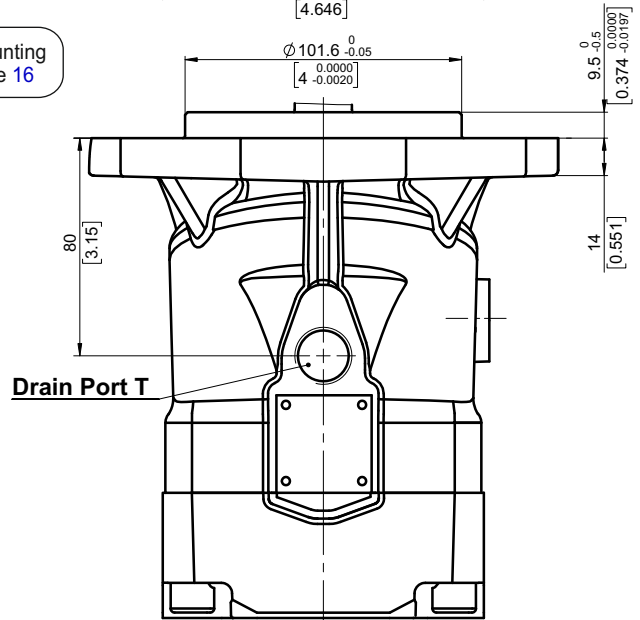
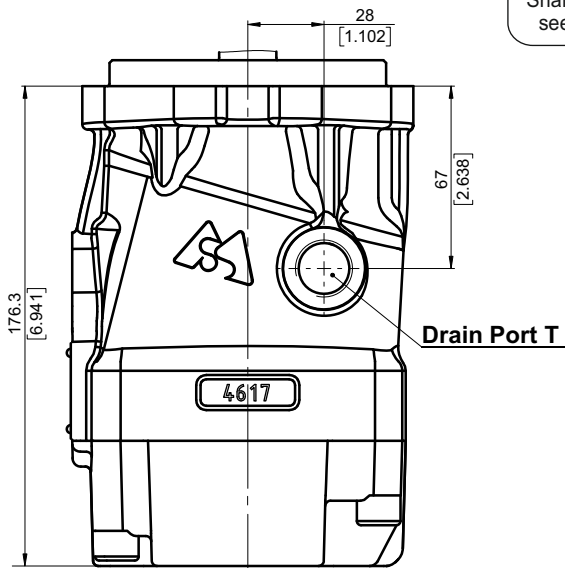
Side ports, port size 2,3,4,6,7 and 8

See the port sizes at the bottom of this page

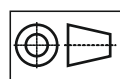
Standard Rotation
Viewed from shaft end
Port **A** Pressurized - **CW**
Port **B** Pressurized - **CCW**
see page 26



Shaft Mounting
see page 16



	Port Size					
	2	3	4	6	7	8
P_(A,B)	2xG 3/4	2xM27x2	2x1 ¹ / ₁₆ -12UN	2xG 1/2	2xM22x1.5	2x ⁷ / ₈ -14UNF
T	G 1/2	M18x1.5	⁷ / ₈ -14UNF	G 1/2	M18x1.5	³ / ₄ -16UNF



mm [in]



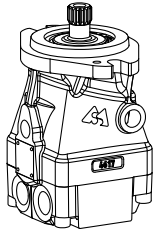
OVERALL DIMENSIONS AND PORTS

Twin Side Ports - Type T Mounting Flange - Type SAE-B

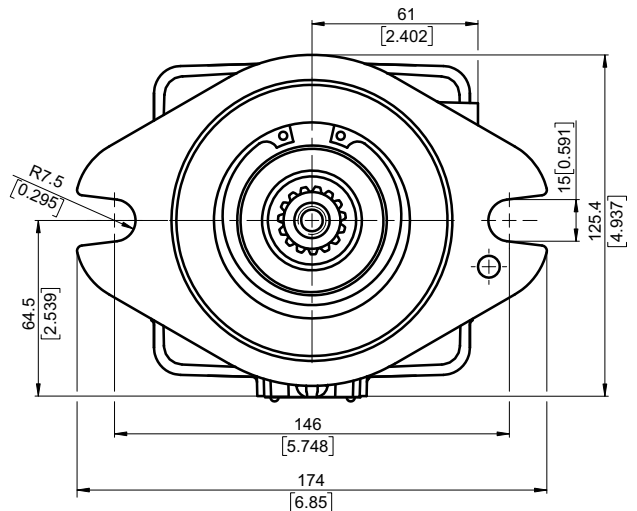
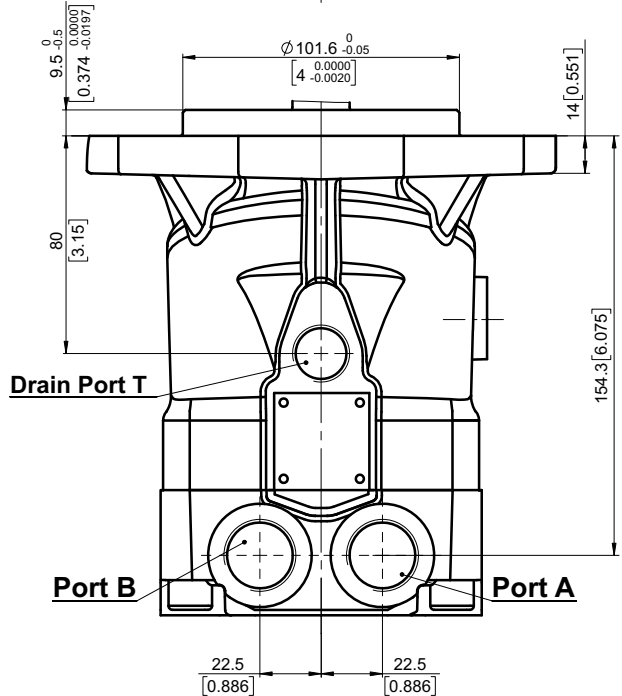
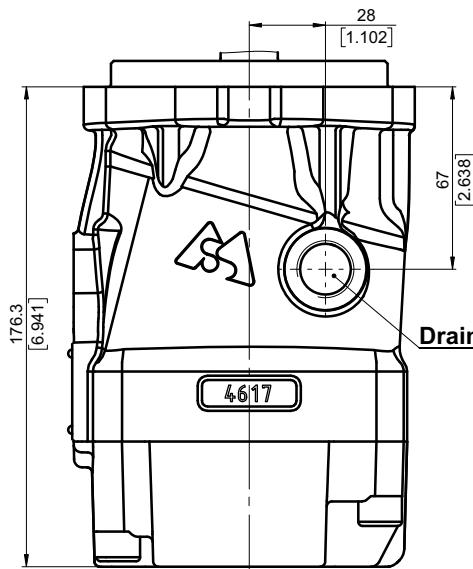
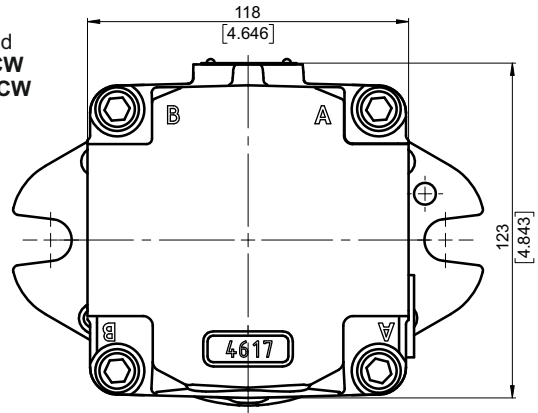
Side ports, port size 2,3,4,6,7 and 8

See the port sizes at the bottom of this page

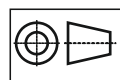
Standard Rotation
Viewed from shaft end
Port **A** Pressurized - **CW**
Port **B** Pressurized - **CCW**
see page 26



Shaft Mounting
see page 16



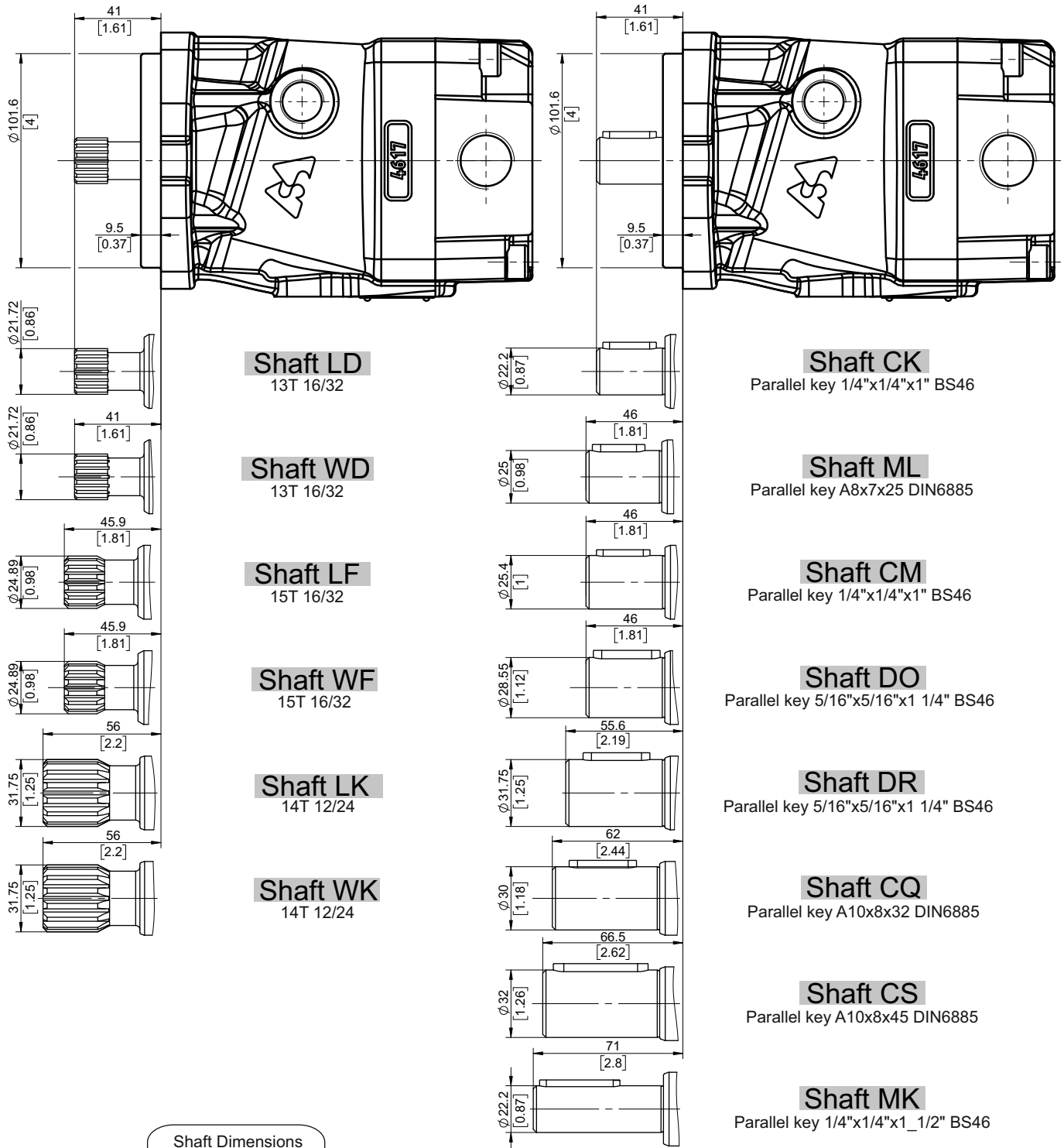
	Port Size					
	2	3	4	6	7	8
P_(A,B)	2xG 3/4	2xM27x2	2x1 ¹ / ₁₆ -12UN	2xG 1/2	2xM22x1.5	2x 7/8-14UNF
T	G 1/2	M18x1.5	7/8 -14UNF	G 1/2	M18x1.5	3/4 -16UNF



mm [in]



SHAFTS MOUNTING
Mounting Flange-Type **SAE-B**



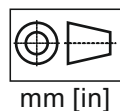
Shaft Dimensions
See Page 20+22

PERMISSIBLE SHAFT LOAD

Permissible shaft load		
max Axial	N[lb]	Fa=1000 [225]
max Radial	N[lb]	Fr=300 [68]

The calculated max values are based on the optimal direction of the forces Fr, Fa and optimal position of the shaft (see page 26).

For more information, please, feel free to contact us.





ORDERING CODE

	1	2	3	4	5	6	7	8	9	10	11	12	13	13	13
M	A	M											[]

Pos.1 - Mounting Flange

- A** - SAE A, 2-Bolt flange, spigot dia. 82.5[3.25"]
Bolt circle 106.35 [4.19"]
- B** - SAE B, 2-Bolt flange, spigot dia.101.6 mm [4"]
Bolt circle 146 mm [5.75"]

Pos.2 - Port Type

- omit - Side ports on opposite sides
- T** - Twin (Two) side ports on one side
- E** - Rear ports

Pos.3 - Displacement Code

- 22** - 22.9 cm.³/rev. [1.4 in.³/rev.]
- 25** - 24.5 cm.³/rev. [1.49 in.³/rev.]
- 28** - 27.9 cm.³/rev. [1.7 in.³/rev.]
- 35** - 34.5 cm.³/rev. [2.11 in.³/rev.]
- 40** - 39.4 cm.³/rev. [2.4 in.³/rev.]
- 46** - 46.1 cm.³/rev. [2.81 in.³/rev.]
- 50** - 49.2 cm.³/rev. [3 in.³/rev.]

Pos.4 - Shaft Extensions**

- WD** - ø21.72 [0.855"] Spline SAE 13T 16/32 DP, M8
- LD** - ø21.72 [0.855"] Spline SAE 13T 16/32 DP,
5/16-18 UNC thread
- WF** - ø24.9 [0.98"] Spline SAE 15T 16/32, M8 thread
- PF** - ø24.9 [0.98"] Spline SAE 15T 16/32, 3/8-16UNC
- LF** - ø24.9 [0.98"] Spline SAE 15T 16/32, 3/8-16UNC
- WK** - ø31.75 [1.25"] Spline SAE 14T 12/24 DP, M10
- LK** - ø31.75 [1.25"] Spline SAE 14T 12/24 DP,
7/16-14UNC thread
- CK** - ø22.2 [ø7/8"] Straight, M8 thread
Parallel key 1/4"x1/4"x1" BS46
- MK** - ø22.2 [ø7/8"] Straight, M8 thread
Parallel key 1/4"x1/4"x1_1/2" BS46
- ML** - ø25 [ø0.984"] Straight, M8 thread
Parallel key A8x7x25 DIN6885
- CM** - ø25.4 [ø1"] Straight, M8 thread
Parallel key 1/4"x1/4"x1" BS46
- DO** - ø28.57 [ø1.125"] Straight, 3/8-16UNC
Parallel key 5/16"x5/16"x1_1/4" BS46
- CQ** - ø30 [ø1.181"] Straight, M8 thread
Parallel key A8x7x32 DIN6885
- DR** - ø31.75 [ø1.25"] Straight, 3/8-16UNC
Parallel key 5/16"x5/16"x1_1/4" BS46
- CS** - ø32 [ø1.26"] Straight, M8 thread
Parallel key A10x8x45 DIN6885

Shafts type WK, LK, DO, DR, CQ, and CS are not available for Pos.1 option A

Pos.5 - Port Size

- omit - 2xISO 6162-2 DN19, drain port M18x1.5
- 2** - 2xG3/4, drain ports G1/2
- 3** - 2xM27x2, drain ports M18x1.5
- 4** - 2x1_1/16 -12 UN, drain ports 7/8-14 UNF
- 5** - 2xSAE 3/4" PSI6000, drain port 7/8-14 UNF
- 6** - 2xG1/2, drain ports G1/2
- 7** - 2xM22x1.5, drain ports M18x1.5
- 8** - 2x7/8-14 UNF Ports, drain ports 3/4-16 UNF
- 9** - 2xISO 6162-2 DN19, drain port G1/2

Options omit, 5 and 9 are not available for Pos.2 option T and E

Pos.6 - Seal, Corrosion Resistant Seal Surface

- omit - NBR seal type material
- V** - FKM seal type material

Pos.7 - Integrated Valves

- See next page for information about valves
- omit - None
 - HR** - Single anti-cavitation valve
 - AR** - Dual anti-cavitation valve
 - PU** - Purge valve
 - FLU** - Flush valve
 - SAR** - Single anti-cavitation and relief valve
 - DAR** - Dual anti-cavitation and relief valve
 - DARP** - Dual anti-cavitation, relief and purge valve
 - DARF** - Dual anti-cavitation, relief and flush valve

Pos.8 - Valve's Port for Single Valves

- omit - None
- A** - Port A
- B** - Port B

Pos.9 - Pressure Setting of Integrated Valves

- omit - None
- x** - For value - see next page

Pos.10 - Flow Setting of Integrated Valves

- omit - None
- Lx** - For value - see next page

Pos.11 - Special Features*

- omit - None
- R2S** - Speed Sensor Two Directional (see page 23)
- RS** - Speed Sensor (see page 23)
- R** - Reverse Rotation (see page 26)

Pos.12 - Paint and Coating

- omit - No paint or coating
 - P** - Painted
 - PC** - Corrosion protected paint
 - PS** - Special painted ***
 - PCS** - Special corrosion protected paint***
- If a painting option is required, the standard color is black-Alkyd-Styrenated Enamel, Black RAL 9005.
Other color by customer's request.

Pos.13 - Design Series

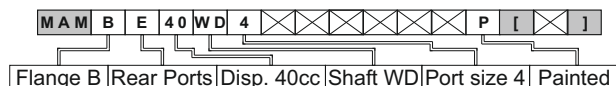
- omit - Factory specified

*Available on enquiry
**The permissible output torque for shafts must not be exceeded!
***Non painted feeding surface

We remain open to meet your special requirements upon request.

EXAMPLE

M A M B E 4 0 W D 4 P []

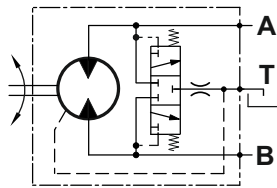




VALVE OPTIONS

The overall dimensions of the motor with integrated valves could vary compared to the standard motors.

**Option PU
PURGE VALVE**



- Mainly used in open loop circuit;
- Used for cooling purpose or oil cleanliness requirements;
- Flow rate by **default (omit)** - 3 ÷ 7 l/min.
- For other options, please see Pos.10 of ordering code, considering the following possible values:

Pos.10

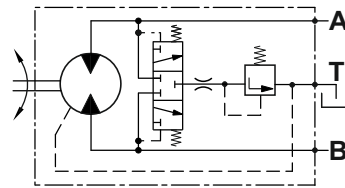
omit	L3.5	L5.5
------	------	------

 → flow rate

EXAMPLE

M A M B 4 6 L F 2 P U purge valve flow rate 5±2 l/min
M A M B 4 6 L F 2 P U L 3 . 5 purge valve flow rate 3.5±1 l/min
M A M B 4 6 L F 2 P U L 5 . 5 purge valve flow rate 5.5±1 l/min

**Option FLU
FLUSH VALVE**



- Mainly used in close loop circuit;
- The valve is a combination between a purge valve and check valve;
- Flow rate by **default (omit)** - 3 ÷ 7 l/min **and charge (opening) pressure 16 bar** with 20 bar feed pressure for close loop circuit;
- For other options, please see Pos.9 and Pos. 10 of ordering code, considering the following possible values:

Pos.9

omit	10
------	----

 → pressure
 Pos.10

omit	L3.5	L5.5
------	------	------

 → flow rate

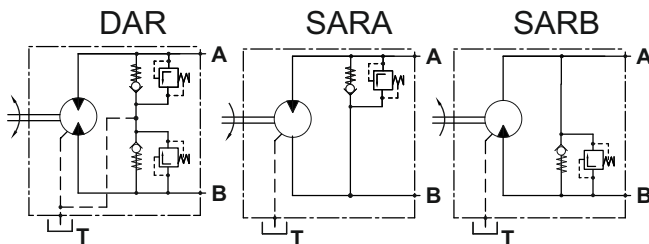
EXAMPLE

M A M B 4 6 L F 2 F L U flow rate 5±2 l/min, charge pressure 16 bar
M A M B 4 6 L F 2 F L U 1 0 L 5 . 5 flow rate 5.5±1 l/min, charge pressure 10 bar
M A M B 4 6 L F 2 F L U L 3 . 5 flow rate 3.5±1 l/min, charge pressure 16 bar

Option DAR, SARA, SARB

Combined Anti-Cavitation and Relief Valve

- Anti-cavitation check valve is used for applications such as Fan drive control;
- Pressure relief valves prevent excessive pressures in the high pressure loop.



Please, consider the following possible values:

Pos.9

200	250	300
-----	-----	-----

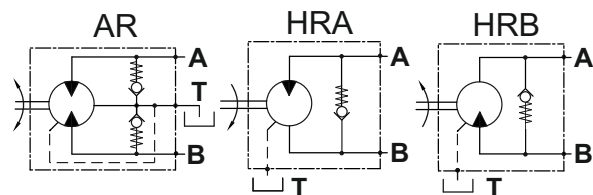
 → pressure

EXAMPLE

M A M B 4 6 L F 2 D A R 2 0 0
 Double Anti-Cavitation and Relief Valve, relief valve setting 200 bar
M A M B 4 6 L F 2 S A R A 2 5 0
 Single Anti-Cavitation and Relief Valve, relief valve setting 250 bar
 The valve is placed on port A
M A M B 4 6 L F 2 S A R B 3 0 0
 Single Anti-Cavitation and Relief Valve, relief valve setting 300 bar
 The valve is placed on port B

Option AR, HRA, HRB
Anti-Cavitation Valve

- Anti-cavitation check valve is used for applications such as Fan drive control.



EXAMPLE

M A M B 4 6 L F 2 A R
 Double Anti-Cavitation Valve
M A M B 4 6 L F 2 H R A
 Single Anti-Cavitation Valve, the valve is placed on port A
M A M B 4 6 L F 2 H R B
 Single Anti-Cavitation Valve, the valve is placed on port B

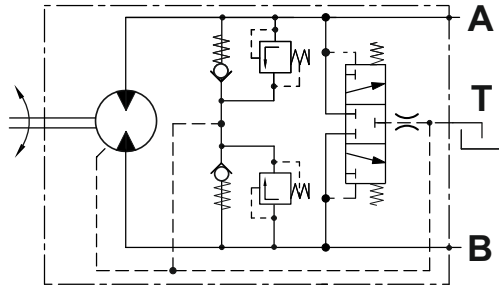


VALVE OPTIONS

The overall dimensions of the motor with integrated valves could vary compared to the standard motors.

Option DARP

Dual Anti-Cavitation, Relief and Purge Valve



- Mainly used in open loop circuit;
- The valve is a combination between a dual anti-cavitation, relief and purge valve;
- Purge Valve is used for cooling purpose or cleanliness requirements;
- Anti-Cavitation Check Valve is used for applications such as Fan drive control;
- Pressure relief valves prevent excessive pressures in the high pressure loop;
- Please, consider the following possible values for pressure set of the relief valve:

Pos.9

200	250	300
-----	-----	-----

 → pressure

- Flow rate of purge valve by **default (omit) - 3 ÷ 7 l/min**. The possible values are as follow:

Pos.10

omit	L3.5	L5.5
------	------	------

 → flow rate

EXAMPLE

MAMB46LF2DARP200

Double Anti-Cavitation, Relief and Purge Valve, relief valve setting 200 bar, purge valve flow rate 5±2 l/min

MAMB46LF2DARP250L3.5

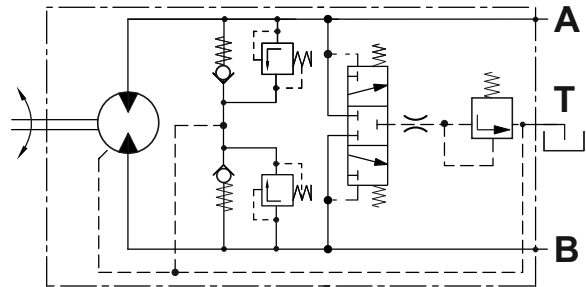
Double Anti-Cavitation, Relief and Purge Valve, relief valve setting is 250 bar, purge valve flow rate 3.5±1 l/min

MAMB46LF2DARP300L5.5

Double Anti-Cavitation, Relief and Purge Valve, relief valve setting 300 bar, purge valve flow rate 5.5±1 l/min

Option DARF

Dual Anti-Cavitation, Relief and Flush Valve



- Mainly used in close loop circuit;
- The valve is a combination between a dual anti-cavitation, relief and flush valve;
- Flush valve is used for cooling purpose or cleanliness requirements;
- Anti-Cavitation Check valve is used for applications such as Fan drive control;
- Pressure Relief Valves prevent excessive pressures in the high pressure loop;
- Please, consider the following possible values for pressure set of the relief valve:

Pos.9

200	250	300
-----	-----	-----

 → pressure

- Flow rate of flush valve by **default (omit) - 3 ÷ 7 l/min and charge pressure 16 bar** with 20 bar feed pressure for close loop circuit. The possible values are as follow:

Pos.10

omit	L3.5	L5.5
------	------	------

 → flow rate

- Other values for charge pressure are possible. Please see Pos.9.

Example: For charge pressure 10 bar the options are as follow:

Pos.9

200-10	250-10	300-10
--------	--------	--------

Relief valve opening pressure Flush valve opening pressure (charge pressure)

EXAMPLE

MAMB46LF2DARF300

Double Anti-Cavitation, Relief and Flush Valve, relief valve setting 300 bar flush valve charge pressure 16 bar, flush valve flow rate 5±2 l/min

MAMB46LF2DARF300-10

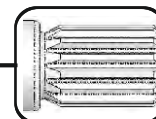
Double Anti-Cavitation, Relief and Flush Valve, relief valve setting 300 bar flush valve charge pressure 10 bar, flush valve flow rate is 5±2 l/min

MAMB50LF2DARF250L3.5

Double Anti-Cavitation, Relief and Flush Valve, relief valve setting 250 bar flush valve charge pressure 16 bar, flush valve flow rate is 3.5±1 l/min

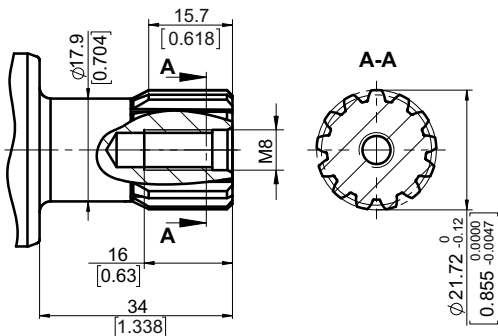
MAMB46LF2DARF300-10L5.5

Double Anti-Cavitation, Relief and Flush Valve, relief valve setting 300 bar flush valve charge pressure 10 bar, flush valve flow rate 5.5±1 l/min



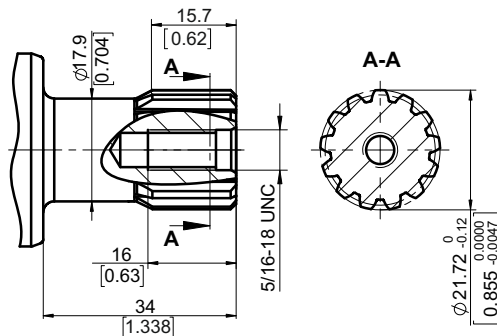
WD

ø21.72 [ø0.855“], M8 thread
13T 16/32 DP splined ANSI B92.1-1970
 Max. torque 200 Nm [1770 lb-in]



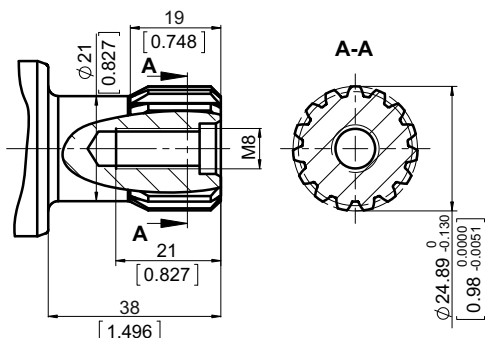
LD

ø21.72 [ø0.855“], 5/16-18 UNC thread
13T 16/32 DP splined ANSI B92.1-1970
 Max. torque 200 Nm [1770 lb-in]



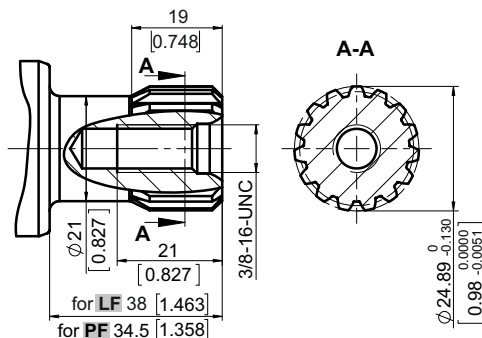
WF

ø24.89 [ø0.98“], M8 thread
15T 16/32 DP splined ANSI B92.1-1970
 Max. torque 330 Nm [2920 lb-in]



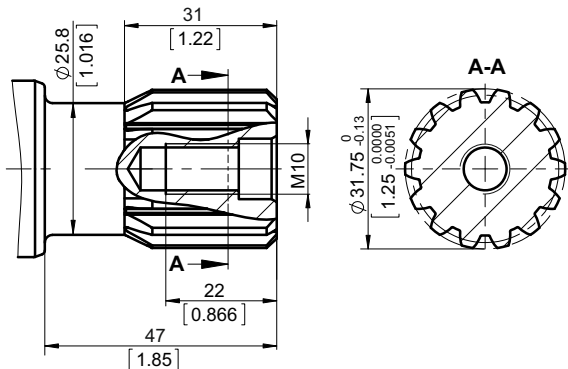
LF PF

ø24.89 [ø0.98“], 3/8-16 UNC thread
15T 16/32 DP splined ANSI B92.1-1970
 Max. torque 330 Nm [2920 lb-in]



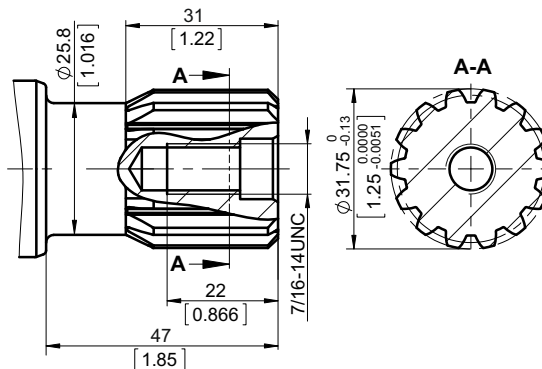
WK

ø31.75 [ø1.25“], M10 thread
14T 12/24 DP splined ANSI B92.1-1970
 Max. torque 380 Nm [3360 lb-in]



LK

ø31.75 [ø1.25“], 7/16-14 UNC thread
14T 12/24 DP splined ANSI B92.1-1970
 Max. torque 380 Nm [3360 lb-in]



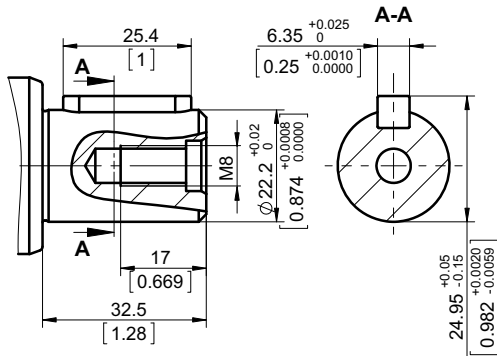
The required max. torque must not be exceeded



SHAFT TYPES AND DIMENSIONS

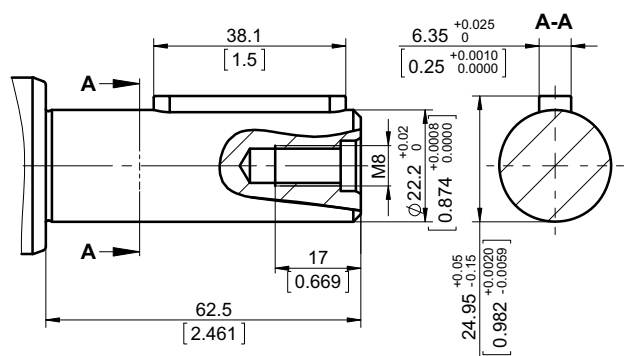
CK

ø22.2 [ø7/8"] straight, M8 thread
 Parallel key 1/4"x1/4"x1" BS46
 Max. torque 180 Nm [1600 lb-in]



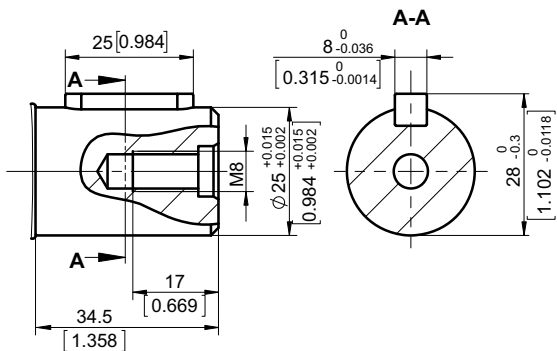
MK

ø22.2 [ø7/8"] straight, M8 thread
 Parallel key 1/4"x1/4"x1 1/2" BS46
 Max. torque 180 Nm [1600 lb-in]



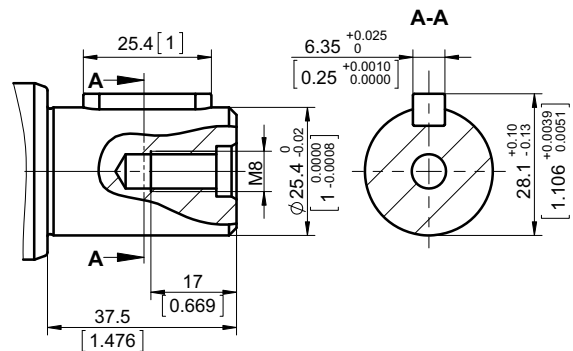
ML

ø25 [ø0.984"] straight, M8 thread
 Parallel key A8x7x25 DIN6885
 Max. torque 250 Nm [2210 lb-in]



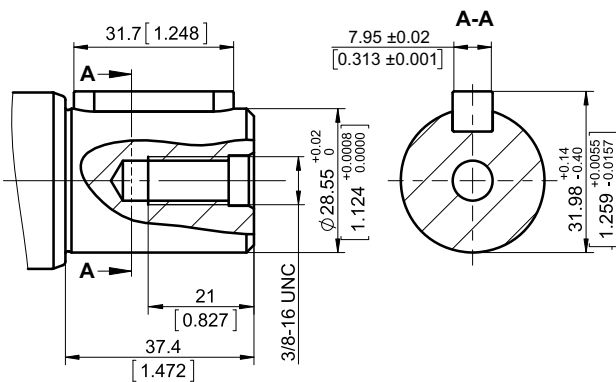
CM

ø25.4 [ø1"] straight, M8 thread
 Parallel key 1/4"x1/4"x1" BS46
 Max. torque 250 Nm [2210 lb-in]



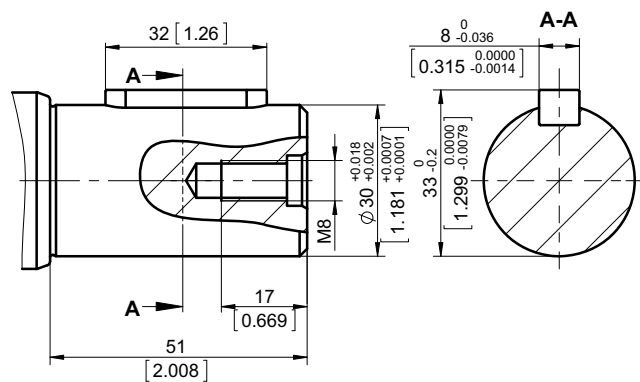
DO

ø28.55 [ø1.125"] straight, 3/8-16 UNC thread
 Parallel key 5/16"x5/16"x1 1/4"
 Max. torque 280 Nm [2480 lb-in]

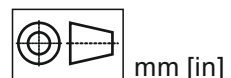


CQ

ø30 [ø1.181"] straight, M8 thread
 Parallel key A8x7x32 DIN6885
 Max. torque 300 Nm [2655 lb-in]



The required max. torque must not be exceeded

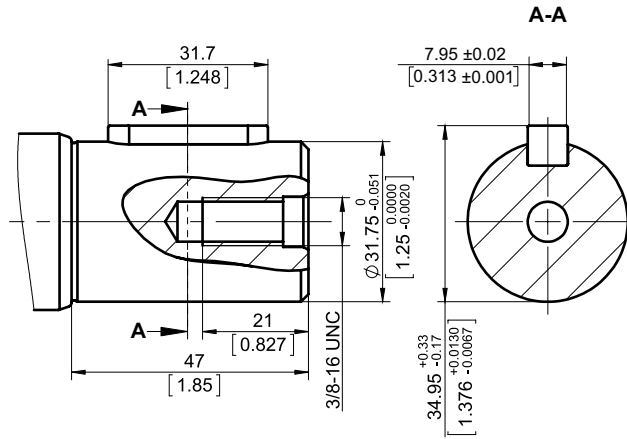




SHAFT TYPES AND DIMENSIONS

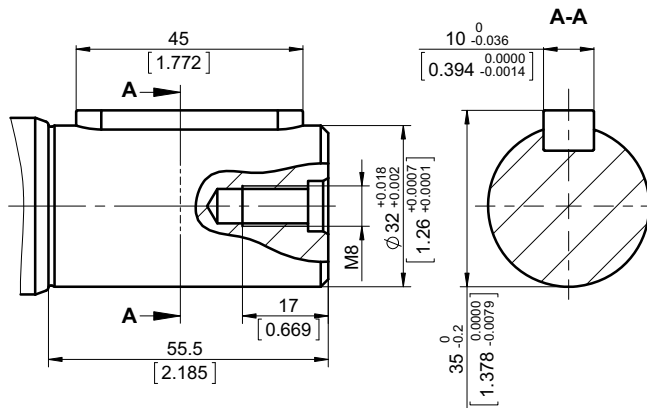
DR

ø31.75 [ø1.25"] straight, 3/8-16 UNC thread
 Parallel key **5/16"x5/16"x1 1/4"**
 Max. torque 300 Nm [2650 lb-in]

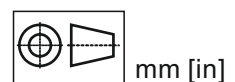


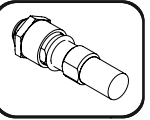
CS

ø32 [ø1.26"] straight, M8 thread
 Parallel key **A10x8x45** DIN6885
 Max. torque 350 Nm [3100 lb-in]



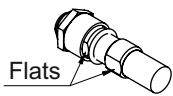
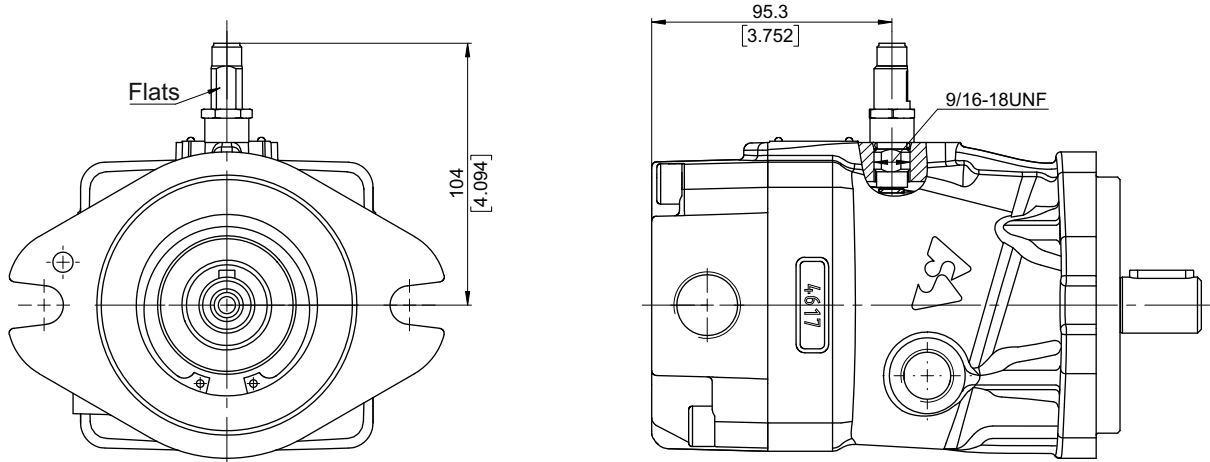
The required max. torque must not be exceeded





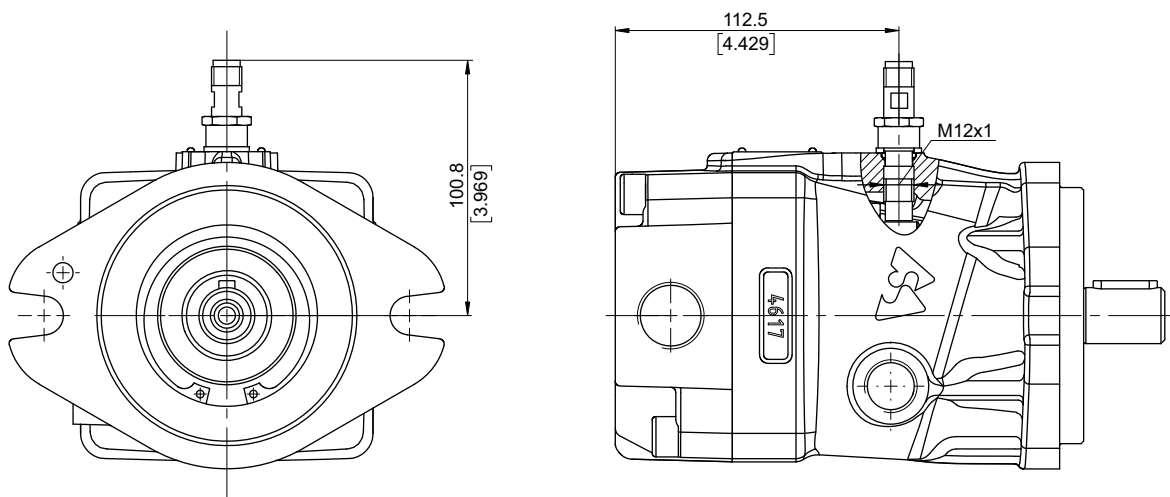
MOUNTING DIMENSIONS AND INSTALLATION

MAM with R2S - Dual Channel Hall Sensor



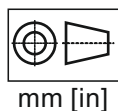
1. Remove the plug.
2. Turn in (CW) sensor by hand until bottom end gently touches the speed ring.
3. Back out (CCW) sensor 1/4 turn. Continue backing out until the flats are perpendicular to motor or pump shaft center line (tolerance 20° to 30° is acceptable). Do not back out the sensor more than 3/4 of a turn from touching.
4. Using the 1/2 inch wrench to hold the sensor, torque the lock nut to 10⁺⁵ Nm [115lb-in]. with an 11/16 inch hew wrench.

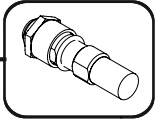
MAM with RS - Single Channel Hall Sensor



1. Remove the plug.
2. Rotate the motor shaft until any of the pistons are centered in the speed sensor port.
If this is not done, the sensor may be damaged during the motor operation.
3. Unscrew the lock nut and move the washer and the O-ring up as it is shown on.
4. By wrench S=10 lightly thread the sensor body in the motor until the sensor face reach the motor piston.
Do not force the sensor, because it could be damaged.
Make sure that the washer and the O-ring do not touch the housing.
5. Unscrew the sensor body with 1/4 revolution (90°)
6. Hold the sensor body in this position while tightening the lock nut to the prescribed torque 10⁺⁵ Nm [115lb-in] with wrench S=17.

NOTE: *- The speed sensor is not fitted at the factory, but is supplied in a plastic bag with the motor.
For installation see enclosed instructions.





SPEED SENSORS R2S

TECHNICAL DATA OF THE DUAL CHANNEL HALL SPEED SENSOR

TECHNICAL DATA

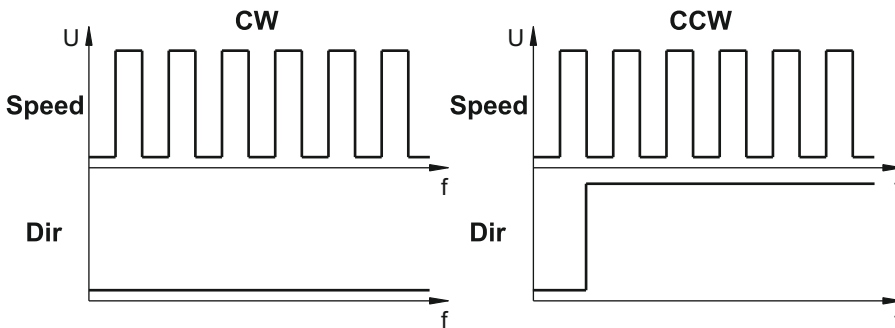
Power supply	4.5 ... 30 VDC
Power consumption	< 15 mA without load
Pin connector	universal /PUSH-PULL/ 4P Delphi Connector DJ3042-2.5-21
Output measurements	Speed, Direction
Output maximum current	100 mA
Resident output voltage	1.5 V with 100 mA of the output 0.5 V without load of the output
Frequency range	0 ... 15 000 Hz
Degree of protection	IP 67
Temperature	-40 ... + 100 °C
Humidity	0 ... 95% RH

OUTPUT PULSES

per revolution

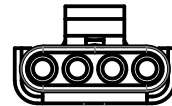
Motor Type	MAM22-50
Output Pulses	45

OUTPUT DIAGRAMS



PIN CONNECTOR

4 pin Delphi Connector

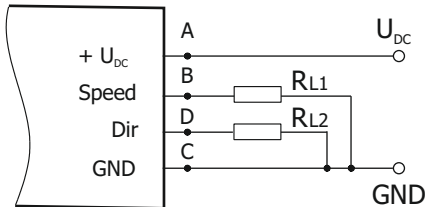


Pin	Connection	Cable Output
A	Power+	Red
B	Speed	White
C	Ground	Black
D	Direction	Green

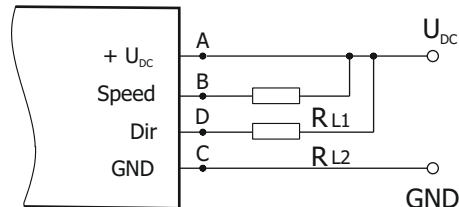
WIRING DIAGRAMS

Sensor could be in use for both type of connections - PNP or NPN

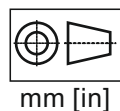
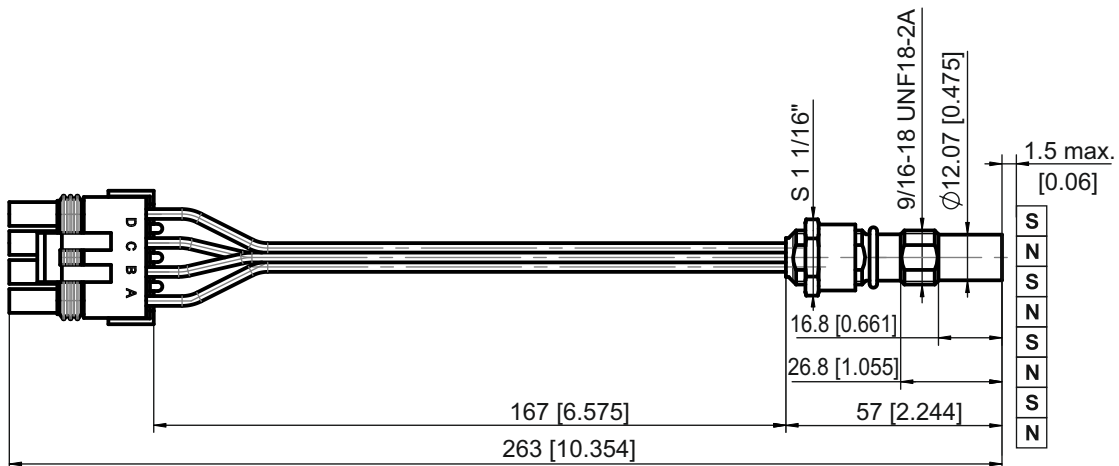
PNP

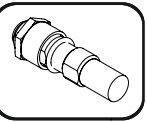


NPN



SENSOR R2S OVERALL DIMENSIONS





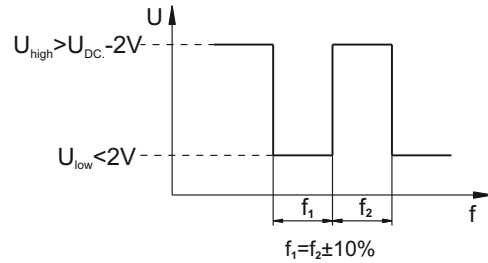
SPEED SENSORS RS

TECHNICAL DATA OF THE SINGLE CHANNEL HALL SPEED SENSOR

TECHNICAL DATA

Frequency range	0...15 000 Hz
Output measurements	Speed
Power supply	10...36 VDC
Current input	20 mA
Temperature	-40...+125°C [-40...+257°F]
Degree of protection	IP 67
Pin connector	M12-Series
Mounting principle	ISO 6149

OUTPUT DIAGRAMS



Load max.: $i_{high} = i_{low} < 50\text{mA}$

OUTPUT PULSES

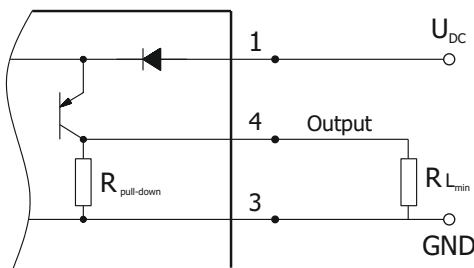
per revolution

Motor Type	MAM22-50
Output Pulses	9

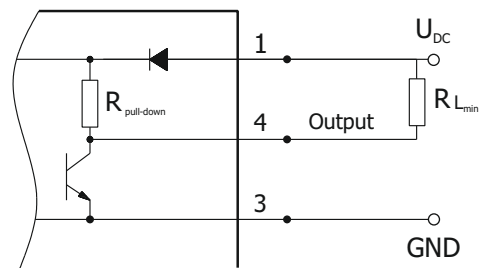
WIRING DIAGRAMS

Sensor could be in use for both type of connections - PNP or NPN

PNP

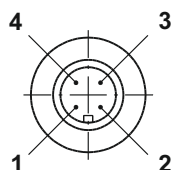


NPN



$$R_L [k\Omega] = U_{DC} [V] / I_{max} [mA]$$

PIN CONNECTOR



Pin	Connection	Cable Output
1	+U _{DC}	Brown
2	No connection	White
3	GND	Blue
4	Output signal	Black

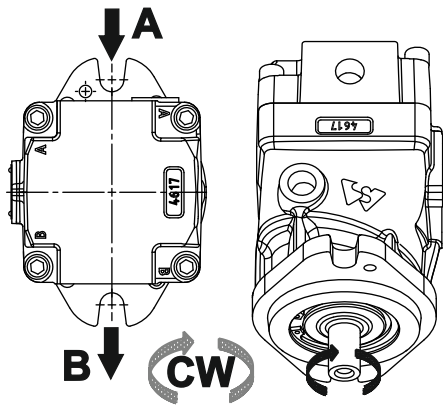


INSTALLATION

DIRECTION OF ROTATION

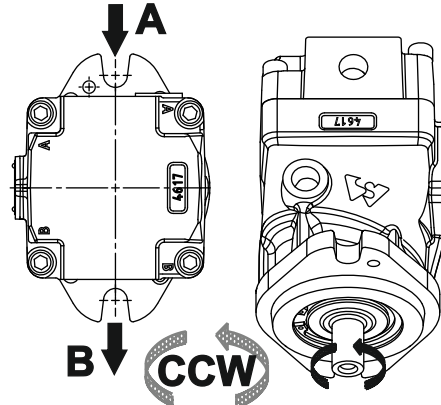
Standard Rotation

Viewed from shaft end
Port A Pressurized - CW
Port B Pressurized - CCW



Reverse Rotation

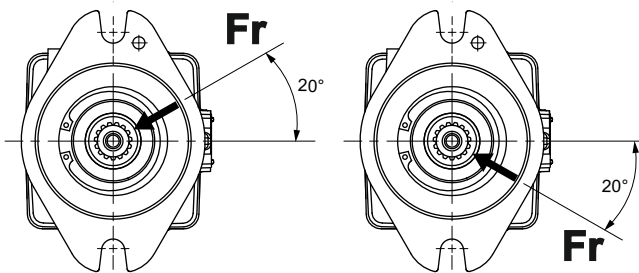
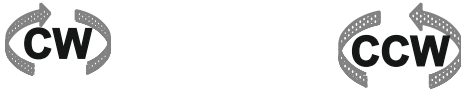
Viewed from shaft end
Port A Pressurized - CCW
Port B Pressurized - CW



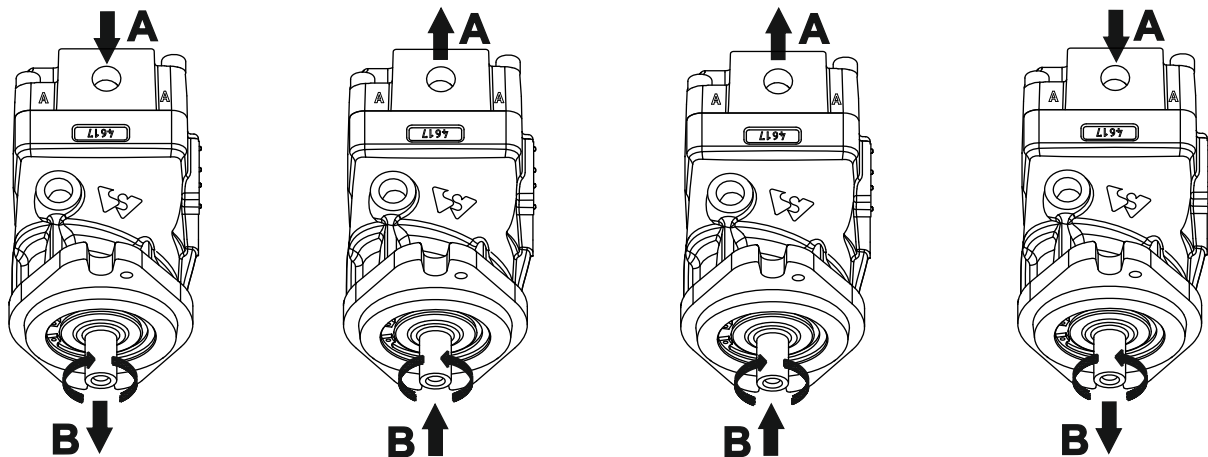
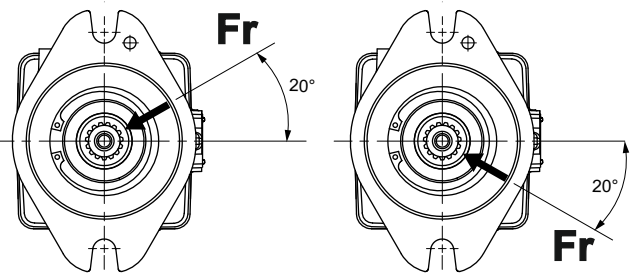
BEST POSITION FOR APPLYING RADIAL LOAD

Optimal position for applying radial load depending on the direction of rotation

Standard Rotation



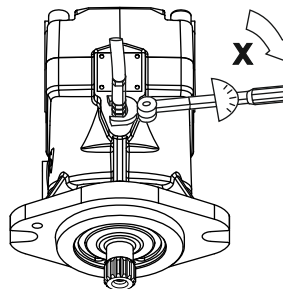
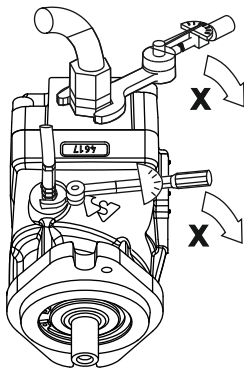
Reverse Rotation

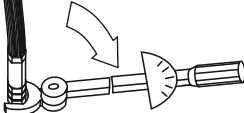
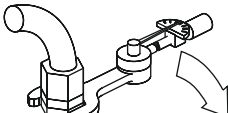




INSTALLATION

Recommended max. tightening torque X for metal plugs and orifice

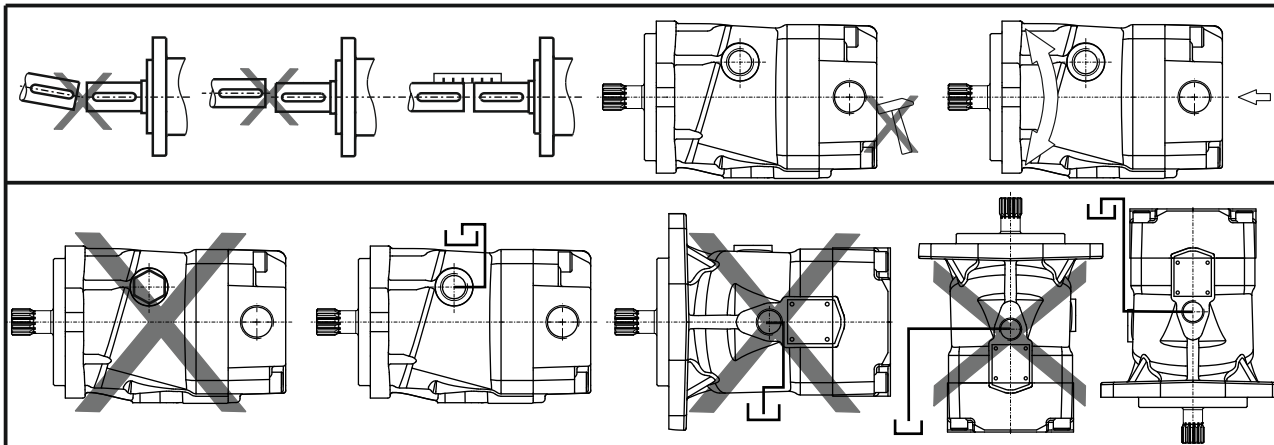


Screwed connection Anschlussart Raccord Tipo di collegamento Especie de unir Присоединительные резьбы	 Max. Tightening Torque X, daNm [lb-in] Max. Anzugsmoment X, daNm [lb-in] Couple de serrage maxi X, daNm [lb-in] Momento di serraggio max. X, daNm [lb-in] Momento d'apretadura max. X, daNm [lb-in] Момент затяжки X, daNm [lb-in]				
	With copper washer Mit Kupferscheibe Avec rondelle en cuivre Con rondella di rame De arandela de cobre С медной шайбой	With aluminium washer Mit Aluminiumscheibe Avec rondelle en aluminium Con rondella di alluminio De arandela d'aluminio С алюминиевой шайбой	With cutting edge Mit Dichtkante Tranchant Con tagliente di guarnizione De borde compactar С крутым бортиком	With "O" ring Mit "O" Ring Avec joint torique Con "O"-anello De "O"-anillo С резиновым кольцом	
G 1/4	2 [180]	3 [265]	4 [360]	2 [180]	
G 3/8	2 [180]	5 [450]	6 [550]	2 [180]	
G 1/2	3 [265]	8 [700]	10 [885]	3 [265]	
G 3/4	5 [450]	13 [1150]	16 [1400]	5 [450]	
G 1	8 [700]	20 [1770]	25 [2200]	8 [700]	
1/8-14 UNF				7 [620]	
3/8-24(16) UNF(UNC)				1.5 [130]	
7/16-20(16) UNF				2 [180]	
9/16-18 UNF				2 [180]	
9/16-20 UNF				3.5 [310]	
3/4-16 UNF				6 [550]	
7/8-14(16) UNF				7 [620]	
1 1/16-12 UN				9 [800]	
1 5/16-12 UN				16 [1400]	
1/2-14 NPTF				3 [265]	
1/4-18 NPTF				3 [265]	
M 8	2 [180]	1 [88.5]	2 [180]		
M 10	2 [180]	1 [88.5]	2 [180]		
M 12	2 [180]	3 [265]	4 [360]		
M 14x1.5	2 [180]	3 [265]	4 [360]	3 [265]	
M 16x1.5	2 [180]	5 [450]	6 [550]	5 [450]	
M 18x1.5	2 [180]	5 [450]	6 [550]	5 [450]	
M 20x1.5	3 [265]	8 [700]	10 [885]	8 [700]	
M 22x1.5	3 [265]	8 [700]	10 [885]	8 [700]	
M 24x1.5	2 [180]	3 [265]	4 [360]	10 [885]	
M 27x2	5 [450]	13 [1150]	10 [885]	10 [885]	



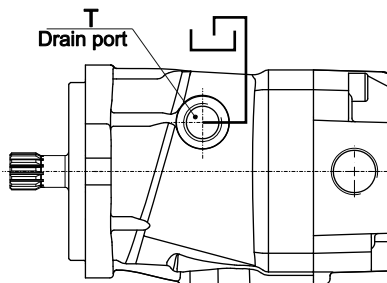
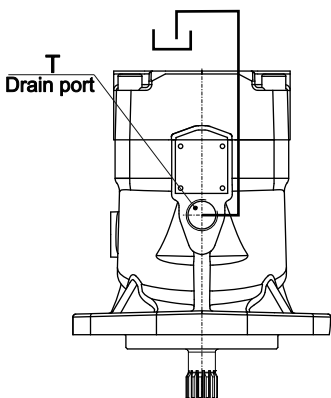
INSTALLATION

At start-up and during operation the motor(pump) housing has to be filled up with hydraulic fluid. Start-up has to be carried out at low or moderate speed and without load (for example 1000 rpm and pressure 50 bar [725 PSI]) till the motor(pump) and the hydraulic scheme are filled up with oil. Generally the start-up needs 10-15 minutes to finish. The leakage oil in the drain line has to be discharged to the tank through the highest positioned drain port T. The max. pressure in the drain line is 5 bar.



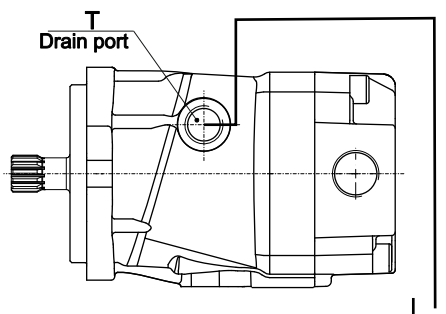
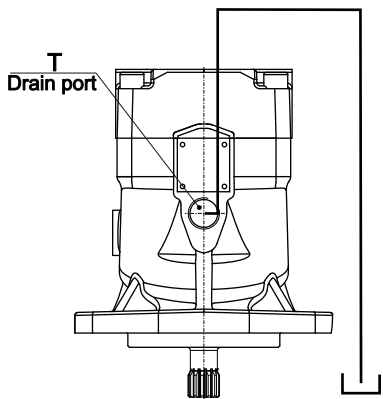
Installation below the tank level (recommended)

- Fill up the axial piston motor(pump) before the start-up through the highest positioned drain port T;
- Operate the motor(pump) at low speed till the motor system is completely filled up;
- The minimum immersion depth of the drain line in the tank is 200 mm relative to the minimum oil level in the tank.



Installation on top of the tank level

- Fill up the axial piston motor(pump) before the start-up through the highest positioned drain port T;
- Operate the motor(pump) at low speed till the motor system is completely filled up;
- The minimum immersion depth of the drain line in the tank is 200 mm relative to the minimum oil level in the tank.

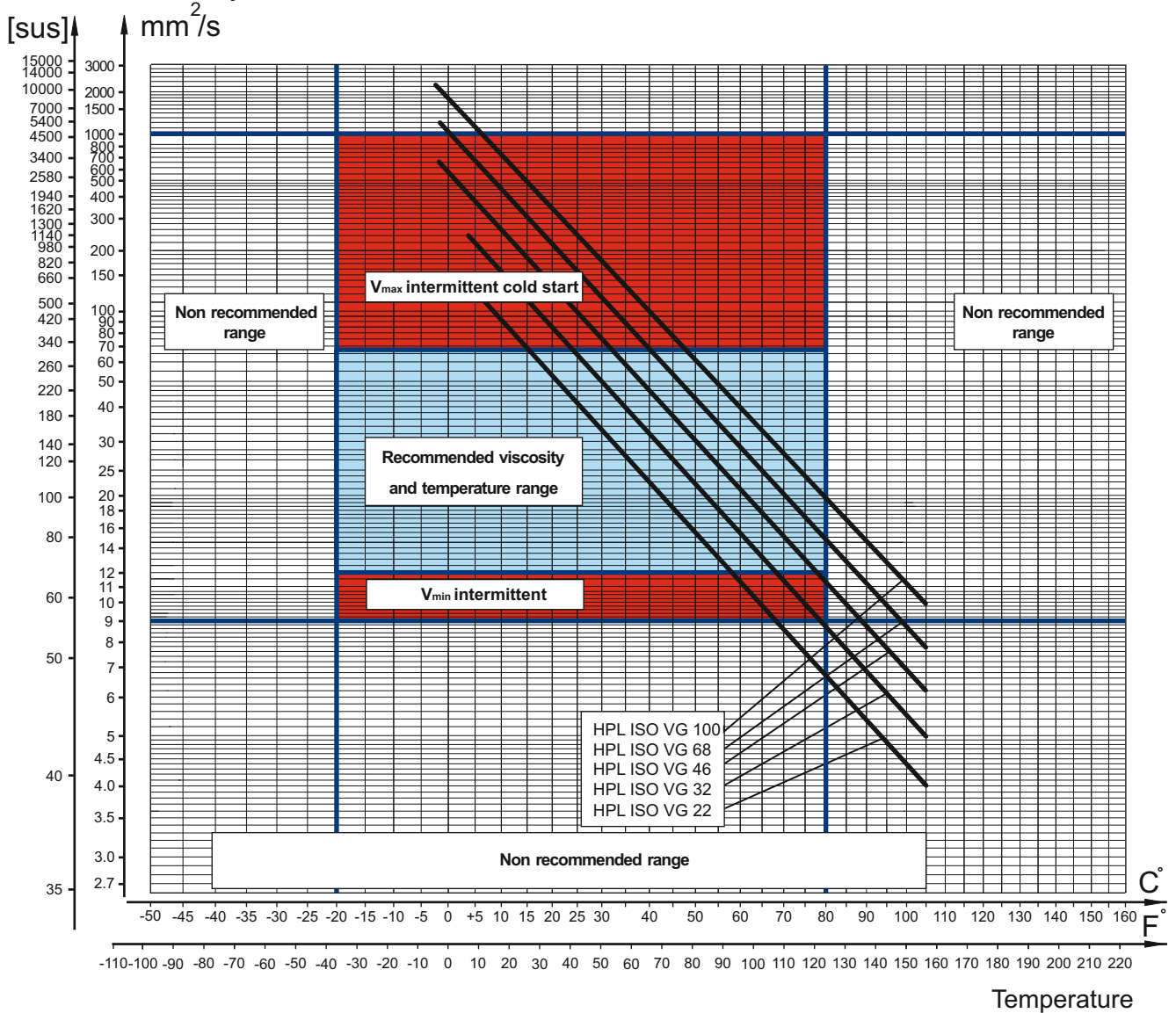




FLUID VISCOSITY LIMITS

In order to obtain optimum efficiency and service life, we recommend to select the operating viscosity (at operating temperature) within the range shown on diagram below.

Kinematic viscosity



The above - shown viscosity characteristics are for reference only. Please, check the actual viscosity with the manufacturer of the fluid.

BASIC FORMULAS

The motor(pump) size, pressure and flow required for a specific application can be calculated using the formulas below.

Metric System

Efficiency $\eta_t = \eta_{mh} \cdot \eta_v$ $\eta_{mh} = \frac{\eta_t}{\eta_v}$ $\eta_v = \frac{\eta_t}{\eta_{mh}}$

Input flow $Q = \frac{Vg \cdot n}{1000 \cdot \eta_v}$ [l/min]

Output torque $M = \frac{Vg \cdot \Delta p \cdot \eta_{mh}}{62,8}$ or $M = \Delta p \cdot T_{con.}$ [Nm]

Output power $P = \frac{M \cdot n}{9550} = \frac{Q \cdot \Delta p \cdot \eta_t}{60}$ [kW]

Speed $n = \frac{Q \cdot 1000 \cdot \eta_v}{Vg}$ or $n = Q \cdot N_{con.}$ [min⁻¹]

- Vg = Displacement per rev. [cm³]
- Δp = p_{HP} - p_{LP} [bar]
- p_{HP} = High pressure [bar]
- p_{LP} = Low pressure [bar]
- n = Rotation speed [RPM]
- Q = Oil flow [l/min]
- T_{con.} = Toque constant [Nm/bar]
- N_{con.} = Speed constant [RPM/(l/min)]
- η_v = Volumetric efficiency
- η_{mh} = Mechanical-hydraulic efficiency
- η_t = Overall efficiency

Inch System

Efficiency $\eta_t = \eta_{mh} \cdot \eta_v$ $\eta_{mh} = \frac{\eta_t}{\eta_v}$ $\eta_v = \frac{\eta_t}{\eta_{mh}}$

Input flow $Q = \frac{Vg \cdot n}{231 \cdot \eta_v}$ [GPM]

Output torque $M = \frac{Vg \cdot \Delta p \cdot \eta_{mh}}{2 \cdot \pi}$ or $M = \Delta p \cdot T_{con.}$ [lb-in]

Output power $P = \frac{Vg \cdot n \cdot \Delta p \cdot \eta_t}{396000}$ [hp]

Speed $n = \frac{Q \cdot 231 \cdot \eta_v}{Vg}$ or $n = Q \cdot N_{con.}$ [min⁻¹]

- Vg = Displacement per rev. [in³]
- Δp = p_{HP} - p_{LP} [PSI]
- p_{HP} = High pressure [PSI]
- p_{LP} = Low pressure [PSI]
- n = Rotation speed [RPM]
- Q = Oil flow [GPM]
- T_{con.} = Toque constant [lb-in/PSI]
- N_{con.} = Speed constant [RPM/GPM]
- η_v = Volumetric efficiency
- η_{mh} = Mechanical-hydraulic efficiency
- η_t = Overall efficiency

APPLICATION FORMULAS

Motor speed: n [RPM]

$$n = \frac{2,65 \cdot v_{km} \cdot i}{R_m} \quad n = \frac{168 \cdot v_{mi} \cdot i}{R_{in}}$$

- v_{km} - vehicle speed [km/h]
- v_{mi} - vehicle speed [mil/h]
- R_m - wheel rolling radius [m]
- R_{in} - wheel rolling radius [in]
- i - gear ratio between motor and wheels.
- If no gearbox, use i=1.

Radial motor loading: P_{rad}, N [lbs]

When the motor is used for motion with a ring or gear mounted directly on the motor shaft, the total radial load of the motor shaft **P_{rad}** is the sum of the motion force and the weight force acting on ring.

- G_w - Weight held by the shaft
- P_{rad} - Total radial load of the motor shaft
- M/R - Motion force

$$P_{rad} = \sqrt{G_w^2 + \left(\frac{M}{R}\right)^2}$$

Total tractive effort: TE, N [lbs]

Total tractive effort **TE** is the total effort necessary for vehicle motion i.e. the sum of the calculated forces increased by 10 % because of air resistance.

$$TE = 1,1 \cdot (RR + GR + FA + DP)$$

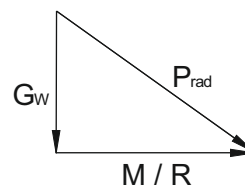
- RR- force required to overcome the rolling resistance
- GR- force required to slope upwards
- FA- force required to accelerate (acceleration force)
- DP- additional tractive effort (trailer)

Motor Torque moment: M, Nm [lb-in]

Necessary torque for the hydraulic motor:

$$M = \frac{TE \cdot R_m \cdot R_{in}}{N \cdot I \cdot \eta_M}$$

- I - motor numbers
- η_M - mechanical gearbox efficiency (if it is available)



Depending on the results of the load calculations, the most appropriate type of motor from the catalogue is selected.

WARRANTY

M+S Hydraulic warrants, that its products, supplied directly to original equipment manufacturer, authorized distributor or other customer, will be free of defects in material or workmanship at the time of shipment from M+S Hydraulic and will conform to the products technical documentation (drawings and specifications) under sale agreement with Buyer.

This warranty will apply only to defects appearing within applicable Warranty period, mentioned below. If Buyer notifies M+S Hydraulic within the Warranty period about any such defects, M+S, at its sole option will replace or repair the defective products or their parts found by M+S Hydraulic to be defective in material or workmanship.

THE FOREGOING LIMITED WARRANTY IS AVAILABLE ONLY IF "M+S HYDRAULIC" IS PROMPTLY NOTIFIED IN WRITTEN OF THE ALLEGED DEFECT AND DOES NOT COVER FAILURE TO FUNCTION CAUSED BY DAMAGE TO THE PRODUCT, IMPROPER INSTALLATION, UNREASONABLE USE OR ABUSE OF THE PRODUCT, FAILURE TO PROVIDE OR USE OF IMPROPER MAINTENANCE OR USUAL, DEGRADATION OF THE PRODUCT DUE TO PHYSICAL ENVIRONMENTS OF AN USUAL NATURE. THE FOREGOING REMEDIES ARE THE SOLE AND EXCLUSIVE REMEDIES AVAILABLE TO CUSTOMER. To facilitate the inspection, M+S Hydraulic may require return of the product/part, which Buyer claims to be defective.

M+S Hydraulic shall not be liable for labor costs or any other expenses incurred during the disassembling or reinstalling of the product/part.

In case the claimed products are returned to M+S Hydraulic in bad condition: dirty, disassembled, with damaged or missing parts during transportation, the warranty will be considered as not applicable and the products will not be liable to repair.

Warranty periods

New products: The Warranty period is limited to 24 consecutive months (2 years) from the date of production of the product.

Repaired products: If the product is repaired in M+S Hydraulic during its warranty period, the warranty period of the repaired item shall continue for the balance of original Warranty period or for a period equal to 50% of the original new product Warranty period, whichever is later.

Spare parts: The Warranty period for Spare parts is 12 consecutive months (1 year) from the dispatch date of such parts from M+S Hydraulic.

LIMITATION OF LIABILITY M+S Hydraulic's liability for claim of any kind, for loss or damage arising out of, connected with or resulting from an order, or from the performance or branch thereof, or from the design, manufacture, sale delivery, operation or use of any of its products shall be limited to, at M+S 's sole option, replacement, repair of any defective product or the issuance of a credit to Customer against any future purchases. Cash refunds will not be made under any circumstances and Customer will not be entitled to recover any damages of any kind against M+S Hydraulic, including but not limited to incidental or consequential damages, whether direct or indirect, known or unknown, foreseen or unforeseen.

HES HYDRAULIC ELEMENTS AND SYSTEMS OVERVIEW



Hydraulic Elements and Systems PLC is a public stock company located in the town of Yambol, South-East Bulgaria. The factory has a long history and traditions in the design and manufacture of hydraulic cylinders. The product range includes Piston cylinders, Telescopic cylinders, Plunger cylinders and Rack cylinders.

M+S HYDRAULIC OVERVIEW



M+S Hydraulic is a leading manufacturer of Hydraulic Motors, Hydrostatic Steering Units and accessories, Hydraulic brakes Motor-brakes and Valve Blocks in Europe and all over the world.

The main advantage of our company is that we offer hydraulic solutions to the specific needs of the customers meeting their technical requirements thanks to the various product's options. M+S Hydraulic commodities are guaranteed with after-sales services, technical support and warranty period of 24 months.

M+S Hydraulic has an enlarging world-wide distributors' network. The company has Agency contracts and Consignment agreements with more than 35 companies in the world. We have the know-how to develop solutions for productivity and efficiency on every continent.

M+S HYDRAULIC - DEVOTED TO THE QUALITY

