

## A6VM Series Axial piston variable motor

### ■ Product show and brief introduction

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#### open and closed circuits

Series 63

Sizes 55,107,160

Nominal pressure 40MPa

Maximum pressure 45MPa



### ■ Features

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- Robust motor with long service life
- Approved for very high rotational speeds
- High control range (can be swiveled to zero)
- High torque
- Variety of controls
- Optionally with flushing and boost-pressure valve mounted
- Optionally with integrated or mounted counterbalance valve
- Bent-axis design

## Model Code

A6V	M	107	HD1	D	/63	W	-V	Z	B	010	B
Axial piston unit	Operating mode	Size	Control unit	Pressure control/override	series	Direction of rotation	Sealing material	Drive shaft	Mounting flange	Port plate for working line	Beginning of control
A6V: bent-axis design, variable	M: motor	55	See below	(only for HD, EP)	63	Viewed on drive shaft, bidirectional	FKM (fluoroelastomer)	See below	B: ISO 3019-2 4-hole	See below	A: at $V_{g \min}$ (standard for HA) B: at $V_{g \max}$ (standard for HD, HZ, EP, EZ)
		107		D: pressure control, fixed setting							
		160									

## Control Unit

		55	80	107	160	200	
Proportional control, hydraulic	$\Delta P_{st}=10\text{bar}$	✓	✓	✓	✓	✓	HD1
	$\Delta P_{st}=25\text{bar}$	✓	✓	✓	✓	✓	HD2
Proportional control, electric	U=12V	✓	✓	✓	✓	✓	EP1
	U=24V	✓	✓	✓	✓	✓	EP2
Two-point control, electric	U=12V	/	/	/	✓	✓	EZ1
	U=24V	/	/	/	✓	✓	EZ2
	U=12V	✓	✓	✓	/	/	EZ3
	U=24V	✓	✓	✓	/	/	EZ4
Two-point control, hydraulic		/	/	/	✓	✓	HZ1
		✓	✓	✓	/	/	HZ3
Automatic control, high-pressure related	With minimum pressure increase $\Delta p \leq \text{approx. } 10\text{bar}$	✓	✓	✓	✓	✓	HA1
	With pressure increase $\Delta p = 100\text{bar}$	✓	✓	✓	✓	✓	HA2

## Drive shafts

	55	80	107	160	200	
Splined shaft DIN5480	✓	✓	✓	✓	✓	A
	✓	✓	✓	✓	/	Z

## Port plate for working line

	55	80	107	160	200		
SAE working ports A and B at rear	without valve	✓	✓	✓	✓	✓	010
	Flushing and boost-pressure valve, mounted	✓	✓	✓	✓	✓	017
SAE working ports A and B opposite	without valve	✓	✓	✓	✓	✓	020
	Flushing and boost-pressure valve, mounted	✓	✓	✓	✓	✓	027

## Technical Data

### Hydraulic fluid

The A6VM fixed displacement motor is suitable for use with mineral oil

### Viscosity range

We recommend that a viscosity (at operating temperature) for optimum efficiency and service life purposes of

$$V_{opt} = \text{optimum viscosity } 16 \dots 36 \text{ mm}^2/\text{s}$$

Be chosen, taken the tank temperature (open circuit) into account.

### Limits of viscosity range

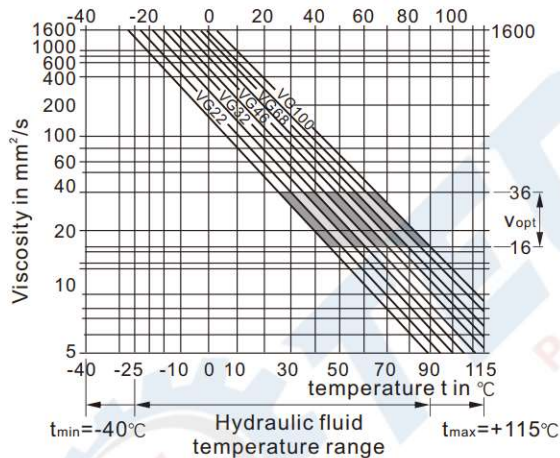
The following values apply in extreme cases:

$V_{min} = 5 \text{ mm}^2/\text{s}$   
short term ( $t < 3 \text{ min}$ ) at max. permitted temperature  
 $t_{max} = 115^\circ\text{C}$

$V_{max} = 1600 \text{ mm}^2/\text{s}$   
short term ( $t < 3 \text{ min}$ ) with cold start ( $P < 3 \text{ MPa}$ ,  
 $n \leq 1000 \text{ rpm}$ ,  $t_{min} = -40^\circ\text{C}$ )

Note that the maximum hydraulic fluid temperature must not be exceeded locally either (e.g. bearing area). The temperature in the bearing area is depending on pressure and speed-up to 12K higher than the average case drain temperature.

### Selection diagram



### Details regarding the choice of hydraulic fluid

The correct selection of hydraulic fluid requires knowledge of the operating temperature in relation to the ambient temperature, in an open circuit the tank temperature.

The hydraulic fluid should be selected so that within the operating temperature range, the operating viscosity lies within the optimum range ( $V_{opt}$ ) (see shaded section of the selection diagram). We recommend that the highest possible viscosity range should be chosen in each case.

Example: At an ambient temperature of  $X^\circ\text{C}$  an operating temperature of  $60^\circ\text{C}$  is set in the circuit. In the optimum operating viscosity range ( $V_{opt}$ ; shaded area) this corresponds to the viscosity classes VG 46 or VG 68; to be selected: VG 68.

Please note: The leakage fluid temperature, which is affected by pressure and rotational speed, is always higher than the tank temperature. At no point in the system may the temperature be higher than  $115^\circ\text{C}$ .

### Filtration

The finer the filtration, the cleaner the fluid and the longer the service life of the axial piston unit.

To ensure proper function of the axial piston unit, the hydraulic fluid must have a cleanliness level of at least

20/18/15 according to ISO 4406.

At very high hydraulic fluid temperatures ( $90^\circ\text{C}$  to max.  $115^\circ\text{C}$ ), a cleanliness level of at least

19/17/14 according to ISO 4406 is required.

### Operational pressure range

maximum pressure in port A or B

Nominal pressure  $P_N$  \_\_\_\_\_ 40MPa

Maximum pressure  $P_{max}$  \_\_\_\_\_ 45MPa

Total pressure (A+B)  $P_{max}$  \_\_\_\_\_ 70MPa

### Direction of flow

Direction of rotation, viewed on drive shaft

clockwise \_\_\_\_\_ counter-clockwise \_\_\_\_\_

A to B \_\_\_\_\_ B to A \_\_\_\_\_

### Speed range

The minimum rotational speed  $n_{min}$  is not restricted. Please consult us regarding applications requiring uniformity of the rotatory motion at low speeds.

### Shaft seal

#### Permissible pressure loading

The service life of the shaft seal is influenced by the rotational speed of the axial piston unit and the leakage pressure in the housing (case pressure). Momentary ( $t < 0.1 \text{ s}$ ) pressure peaks of up to 1MPa are allowed. Case pressure of a continuous 0.2MPa maximum are permitted to be able to utilize the entire speed range. Higher case pressure are permissible at lower rotational speeds. The service life of the shaft seal decreases with increasing frequency of pressure peaks and increasing mean differential pressure. The case pressure must be equal to or higher than the ambient pressure.

### Temperature range

The FKM shaft seal ring may be used for leakage temperature from  $-25^\circ\text{C}$  to  $+115^\circ\text{C}$ . For application cases below  $-25^\circ\text{C}$ , an NBR shaft seal is required (permissible temperature range:  $-40^\circ\text{C}$  to  $+90^\circ\text{C}$ ).

### Effect of pressure on beginning of control

An increase in case pressure affects the beginning of control of the variable motor when using the following control options:

HA1T: increase  
HD, HA, HA.U.EP: increase

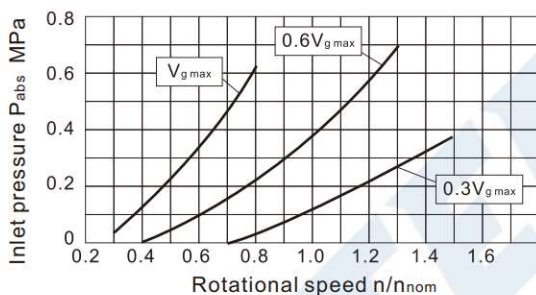
The factory setting for the beginning of control are made at  $P_{abs} = 0.2 \text{ MPa}$  case pressure.

## Technical Data

### Datasheet (theoretical values)

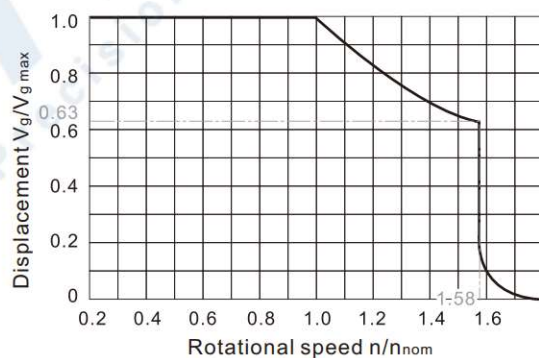
Size			55	107	160
Displacement	$V_{g \max}$	mL/r	54.8	107	160
	$V_{g 0}$	mL/r	0	0	0
Maximum rotational speed (while adhering to the maximum permissible inlet flow)	$n_{\max}$ at $V_{g \max}$	rpm	4450	3550	3100
	$n_{\max 1}$ at $V_g < V_{g \max}$	rpm	7000	5600	4900
	$V_g = 0.63 \times V_{g \max}$	mL/r	35	68	101
	$n_{\max}$ at $V_{g 0}$	rpm	8350	6300	5500
Maximum flow	$q_{v \max}$	L/min	244	380	496
Torque		Nm	349	681	1019
Rotational stiffness	$T_{\max}$ at $V_{g \max}^{2)}$	Nm/°	700	1560	2320
Moment of inertia for rotary group	J	kgm <sup>2</sup>	0.0042	0.0127	0.0253
Case volume	V	L	0.75	1.5	2.4
Weight approx.	m.	kg	26	47	64

### Minimum pressure-operation as a pump(inlet)



In order to prevent damage to the variable motor, it is necessary to ensure a minimum inlet pressure in the inlet area, which depends on the speed and swivel angle (displacement) of the variable motor.

### Permissible displacement in relation to rotational speed



### Permissible radial and axial forces of the drive shafts

Size			55	107	160
Maximum radial force at distance a (from shaft collar)	$F_{q \max}$	N	10440	15278	20320
	a	mm	15	20	22.5
Maximum radial force	$-F_{ax \max}$	N	500	900	1120
	$+F_{ax \max}$	N	500	900	1120
Permissible axial force per bar working pressure	$-F_{ax}/\text{bar}$	N/bar	7.5	11.3	15.1

### Determining the size

$$\text{Flow } q_v = \frac{V_g \times n}{1000 \times \eta_v} \quad (\text{L/min})$$

$$\text{Output speed } n = \frac{q_v \times 1000 \times \eta_v}{V_g} \quad (\text{rpm})$$

$$\text{Torque } T = \frac{V_g \times \Delta P \times \eta_{mh}}{20\pi} \quad (\text{Nm})$$

$$\text{Power } P = \frac{2\pi \times T \times n}{60000} = \frac{q_v \times \Delta P}{600 \times \eta_t} \quad (\text{kW})$$

$V_g$  = Displacement per revolution in mL/r

T = Torque in Nm

$\Delta P$  = Differential pressure in MPa

n = Speed in rpm

$\eta_v$  = Volumetric efficiency

$\eta_{mh}$  = Mechanical-hydraulic efficiency

$\eta_t$  = Overall efficiency

## HD - Proportional control,hydraulic

The proportional hydraulic control provides infinite adjustment of the displacement. The control is proportional to the pilot pressure at port X.

Standard configuration:

- Beginning of control at  $V_g \max$  (maximum torque, minimum rotational speed at minimum pilot pressure).
- End of control control at  $V_g \min$  (minimum torque, maximum permissible rotational speed, at maximum pilot pressure).

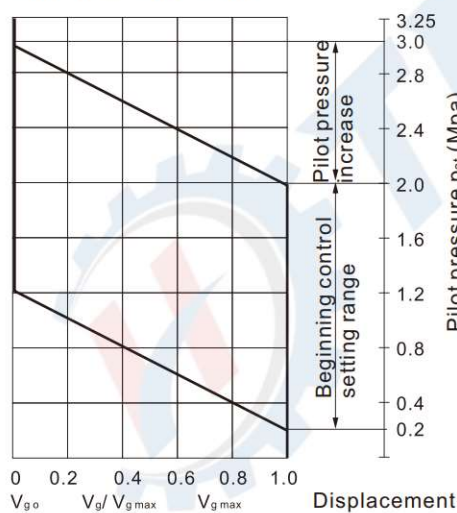
Notice:

- Maximum permissible pilot pressure:  $P_{st}=10\text{MPa}$ .
- The control oil is internally taken out of the high pressure side of the motor (A or B). For reliable control, a working pressure of at least 3 Mpa is necessary in A (B). If a control peration is performed at a working pressure  $<3\text{MPa}$ , an auxiliary pressure of at least 3 Mpa must be applied at port G using an external check valve. For lower pressure, please contact us.
- Specify the desired beginning of control in plain text when ordering, e.g.: beginning of control at 1MPa.

### ● HD1, pilot pressure increase $\Delta p_{st}=1\text{MPa}$

A pilot pressure increase of 1MPa at port X will cause a reduction in displacement from  $V_{g \max}$  to 0 mL/r. Beginning of control, setting range 0.2 to 2 Mpa. Standard setting: beginning of control at 0.3 MPa (end of control at 1.3 MPa)

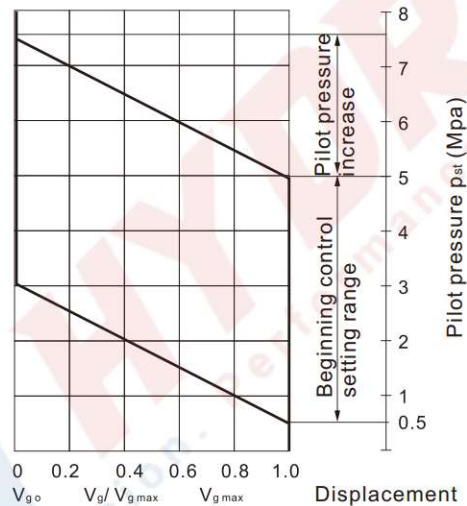
Characteristic cure



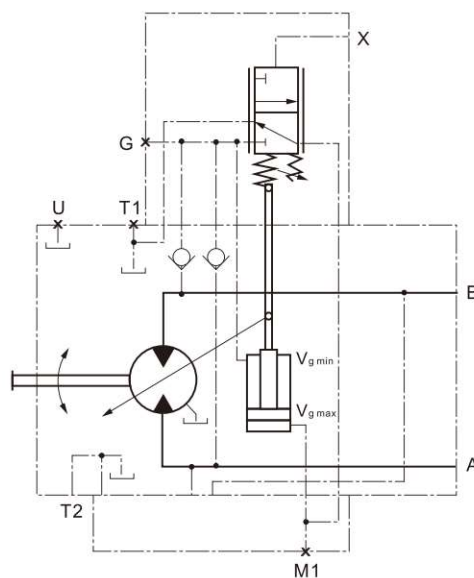
### ● HD2, pilot pressure increase $\Delta p_{st}=2.5\text{MPa}$

A pilot pressure increase of 2.5 MPa at port X results in a reduction in displacement from  $V_{g \max}$  to 0 mL/r. Beginning of control, setting range 0.5 to 3.5 MPa. Standard setting: beginning of control at 1 MPa (end of control at 3.5 MPa)

Characteristic cure



Circuit diagram HD1,HD2



## ■ HD - Proportional control,hydraulic

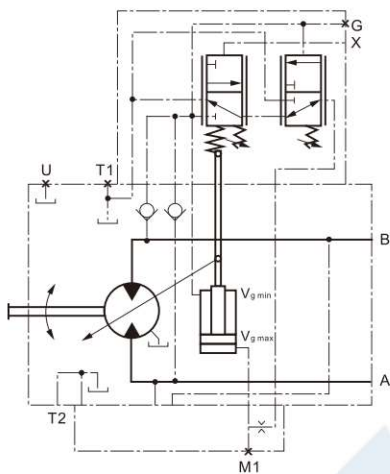
### ● HD.D Pressure control, fixed setting

The pressure control overrides the HD control function. If the load torque or a reduction in motor swivel angle causes the system pressure to reach the setpoint value of the pressure control, the motor will swivel towards a larger angle.

The increase in displacement and the resulting reduction in pressure cause the control deviation to decrease. With the increase in displacement the motor develops more torque, while the pressure remains constant.

Setting range of the pressure control valve 8 to 40 Mpa.

Circuit diagram HD.D



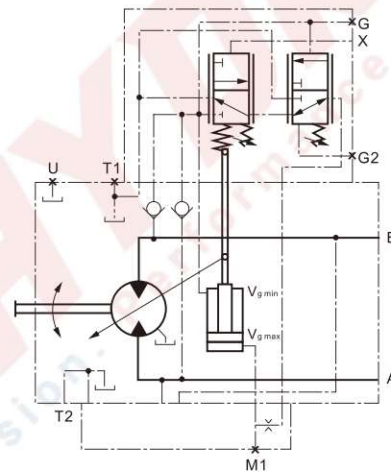
### ● HD.E Pressure control, hydraulic override, two-point

The pressure control setting can be overridden by applying an external pilot pressure at port G2, realizing a 2nd pressure setting.

Necessary pilot pressure at port G2:  
pst=2 to 5 MPa

When ordering, please specify the 2nd pressure setting in plain text.

Circuit diagram HD.E



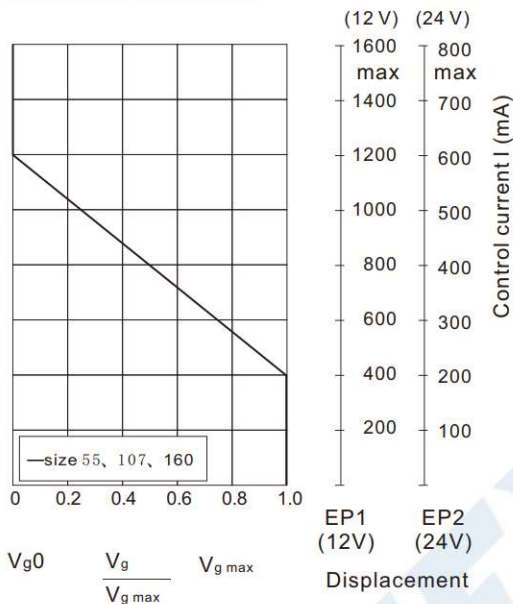
## ■ EP - Proportional control, electric

The electric control with proportional solenoid enable the displacement to be steplessly adjusted. Control is proportional to the electric control current applied to the solenoid.

Standard configuration:

- Beginning of control at  $V_{g \max}$  (maximum torque, minimum rotational speed at minimum control current)
- End of control at  $V_{g \min}$  (minimum torque, maximum permissible rotational speed at maximum control current)

Characteristic cure



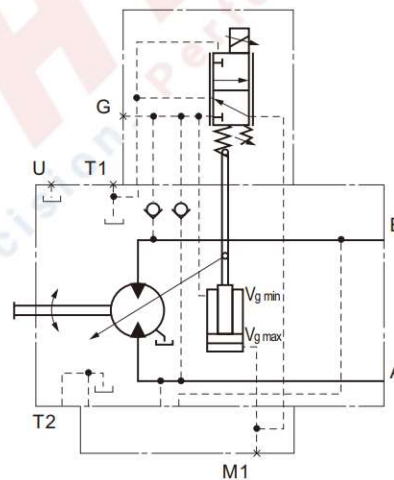
Notice:

The control oil is internally taken out of the high pressure side of the motor (A or B). For reliable control, a working pressure of at least 3 Mpa is necessary in A (B). If a control operation is performed at working pressure < 3 MPa, an auxiliary pressure of at least 3 MPa must be applied at port G using an external check valve. For lower pressure at port G, please contact us. Please note that at port G up to 45 MPa can occur.

Technical data, solenoid

	EP1	EP2
Voltage	12V (± 20%)	24V (± 20%)
Control current		
Beginning of control	400mA	200mA
End of control	1200mA	600mA
Current limit	1.54A	0.77A
Nominal resistance (at 20°C)	5.5 Ω	22.7 Ω
Frequency	100 Hz	100 Hz
Duty cycle	100%	100%
Protection class	IP 65	

Circuit diagram EP1, EP2



## ■ EP - Proportional control, electric

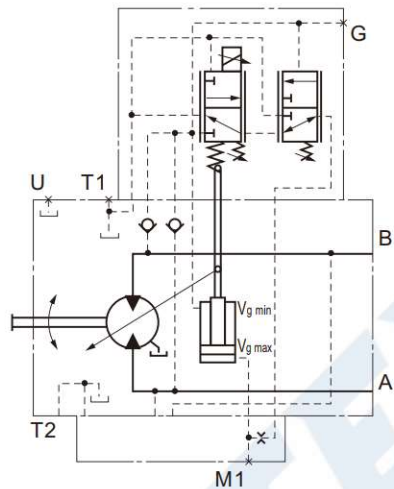
### ● EP.D electrical control, fixed setting

The pressure control overrides the EP control function. If the load torque or a reduction in motor swivel angle causes the system pressure to reach the setpoint value of the pressure control, the motor will swivel towards a larger angle.

The increase in displacement and the resulting reduction in pressure cause the control deviation to decrease. With the increase in displacement the motor develops more torque, while the pressure remains constant.

Setting range of the pressure control valve 8 to 40MPa.

Circuit diagram EP.D



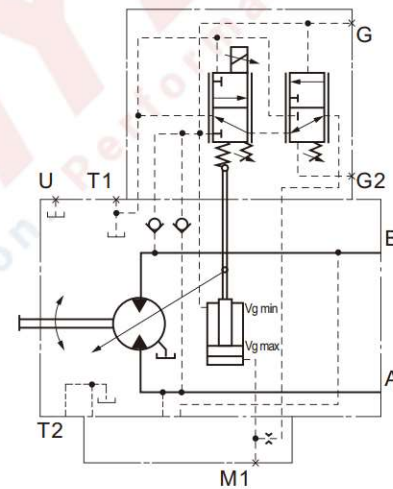
### ● EP.E electrical control, hydraulic override, two-point

The pressure control setting can be overridden by applying an external pilot pressure at port G2, realizing a 2nd pressure setting realized.

Necessary pilot pressure at port G2:  
pst=2 to 5 MPa

When ordering, please specify the 2nd pressure setting in plain text.

Circuit diagram EP.E



## EZ - Two-poil control,electric

The two-poil electric control allows the displacement to be set to either  $V_{g\ min}$  and  $V_{g\ max}$  by swiching the electric current on or off to a switching solenoid.

### Notice:

The control oil is internally taken out of the high pressure side of the motor (A or B).For reliable control, a working pressure of at least  $<3\ MPa$  is necessary in A (B).If a control operation is performed at a working pressure  $3\ MPa$ ,an auxiliary pressure of at least  $3\ MPa$  must be applied at port G using an external check valve .For lower pressure,please contact us.

Please note that at port G up to  $45\ MPa$  can occur.

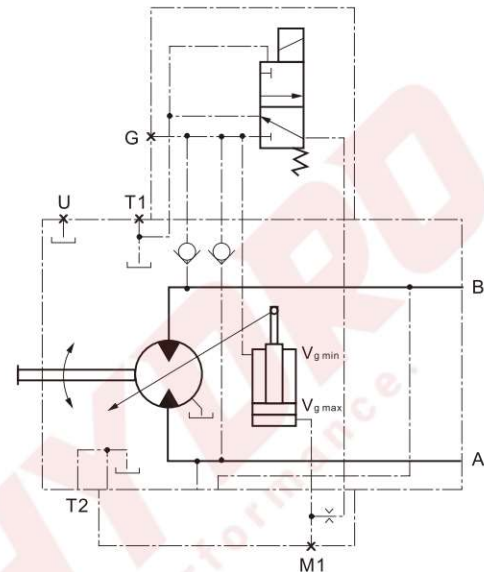
### ● Technical data,solenoid with $\phi 37$

Size 160	EP1	EP2
Voltage	12V ( $\pm 20\%$ )	24V ( $\pm 20\%$ )
Position $V_{g\ max}$	de-energized	de-energized
Position $V_{g\ max}$	energized	energized
Nominal resistance( at $20^{\circ}C$ )	$5.5\ \Omega$	$22.7\ \Omega$
Nominal power	26.2 W	26.5W
Minimum active current required	1.32A	0.67A
Duty cycle	100%	100%
Type of protection	IP 65	

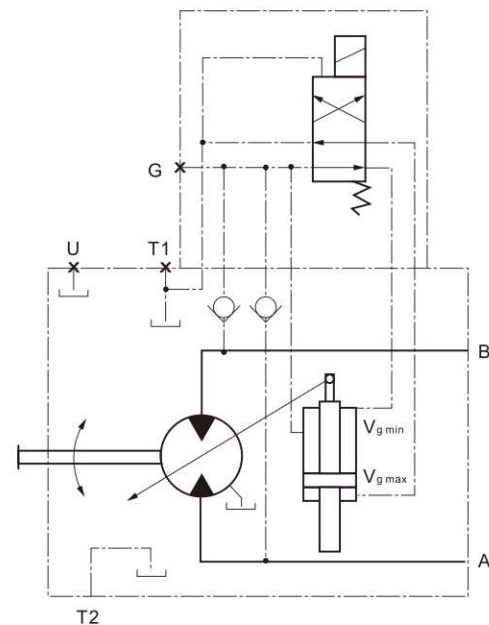
### ● Technical data,solenoid with $\phi 45$

Size 160	EP1	EP2
Voltage	12V ( $\pm 20\%$ )	24V ( $\pm 20\%$ )
Position $V_{g\ max}$	de-energized	de-energized
Position $V_{g\ max}$	energized	energized
Nominal resistance( at $20^{\circ}C$ )	$4.8\ \Omega$	$19.2\ \Omega$
Nominal power	30W	30W
Minimum active current required	1.5A	0.75A
Duty cycle	100%	100%
Type of protection	IP 65	

Circuit diagram EZ1,EZ2  
Size 160



Size 55,107



## HA - Automatic high-pressure related control

The automatic high-pressure related control adjusts the displacement automatically depending on the working pressure.

The displacement of the A6VM motor with HA control is  $V_{g\ min}$  (maximum rotational speed and minimum torque). The control device measures internally the working pressure at A to B (no control line required) and upon reaching the set beginning of control, the controller swivels the motor with increasing pressure from  $V_{g\ min}$  to  $V_{g\ max}$ . The displacement is modulated between  $V_{g\ min}$  depending on the load.

Standard configuration:

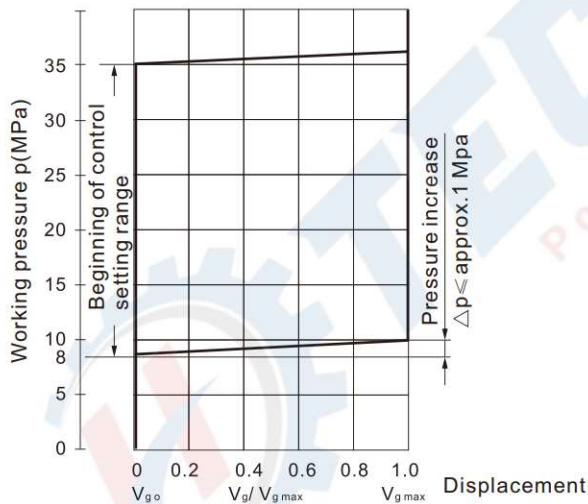
- Beginning of control at  $V_{g\ min}$  (minimum torque, maximum rotational speed)
- End of control at  $V_{g\ max}$  (maximum torque, minimum rotational speed)

### HA1 with minimum pressure increase, positive control

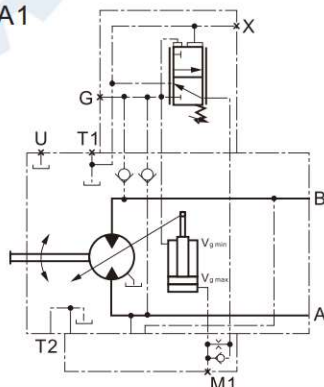
A working pressure increase of  $\Delta p \leq \text{approx. } 1 \text{ MPa}$  results in an increase in displacement from  $V_{g\ min}$  to  $V_{g\ max}$ .

Setting range of pressure control valve 8 to 35 MPa. Please state the desired beginning of control in plain text when ordering, e.g.: beginning of control at 30 MPa.

Characteristic curve HA1



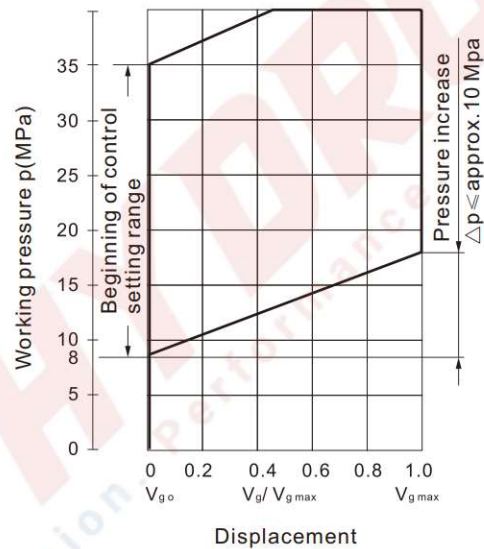
Circuit diagram HA1



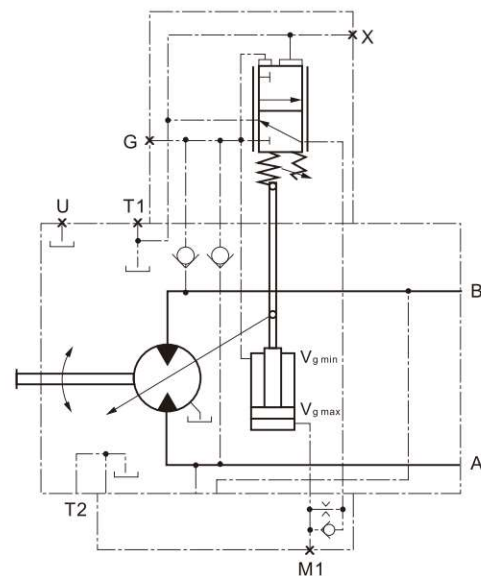
### HA2 with pressure increase, positive control

A working pressure increase of  $\Delta p \leq \text{approx. } 10 \text{ MPa}$  results in an increase in displacement from  $V_{g\ min}$  to  $V_{g\ max}$ . Setting range of pressure control valve 8 to 35 MPa. Please state the desired beginning of control in plain text when ordering, e.g.: beginning of control at 20 MPa.

Characteristic curve HA2



Circuit diagram HA2



## HA - Automatic high-pressure related control

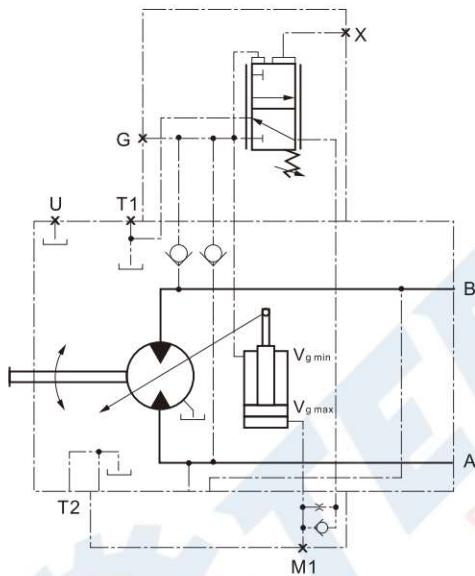
- HA.T Hydraulic override, remote control, proportional

With the HA.T control, the beginning of control can be influenced by applying a pilot pressure to port X. For every 0.1 MPa of pilot pressure, the beginning of control is reduced by 1.7 Mpa.

Example:

Settings for the beginning of control	30 MPa	30 MPa
Pilot pressure at port X	0 MPa	1 MPa
Beginning of control at	30 MPa	13 MPa

Characteristic curve HA.T



- HA.U1, HA.U2 electric override, two-point

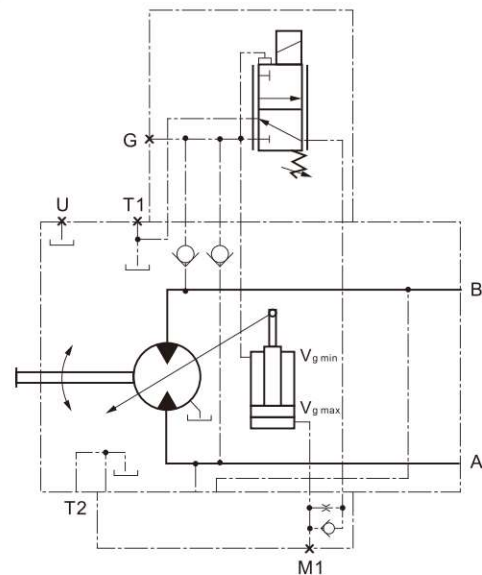
With the HA.U1 and HA.U2 control, the beginning of control can be overridden by an electric signal to a switching solenoid. When the override solenoid is energized, the variable motor swivels to maximum swivel angle, without intermediate position.

The beginning of control can be set between 8 and 35 MPa. (specify required setting in plain text when ordering).

- Technical data, solenoid with  $\phi 45$

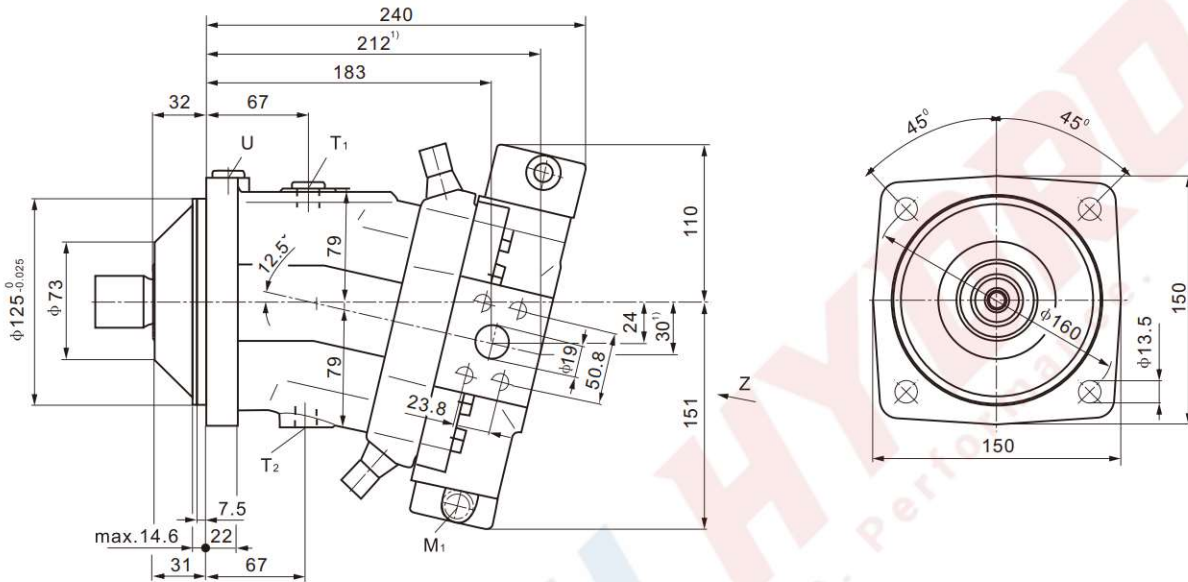
Size 160	EP1	EP2
Voltage	12V ( $\pm 20\%$ )	24V ( $\pm 20\%$ )
Position $V_{g \max}$	de-energized	de-energized
Position $V_{g \max}$	energized	energized
Nominal resistance (at 20°C)	4.8 $\Omega$	19.2 $\Omega$
Nominal power	30W	30W
Minimum active current required	1.5A	0.75A
Duty cycle	100%	100%
Type of protection	IP 65	

Characteristic curve HA.U1, HA.U2



## Installation dimensions Size 55

SAE working ports A and B lateral, opposing



### Shaft ends

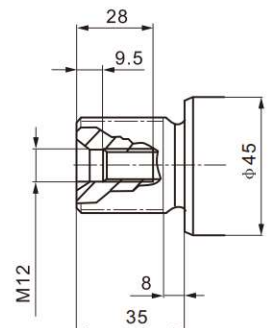
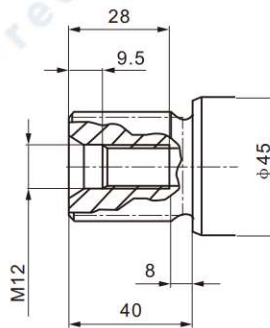
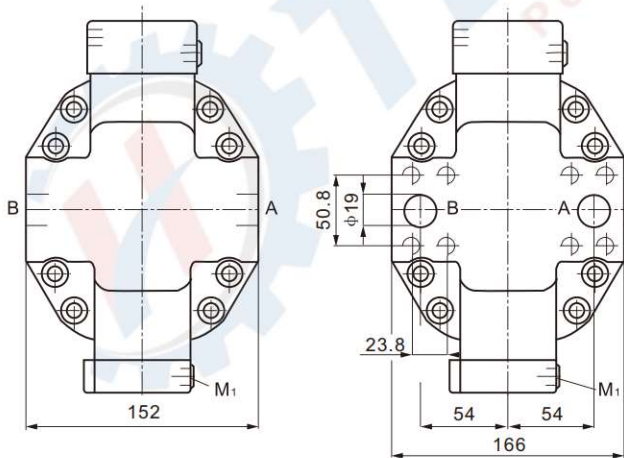
A Splined shaft DIN5480  
W35×2×30×16×9g

Z Splined shaft DIN5480  
W30×2×30×14×9g

### Detail Z

02 SAE working ports A and B lateral, opposite

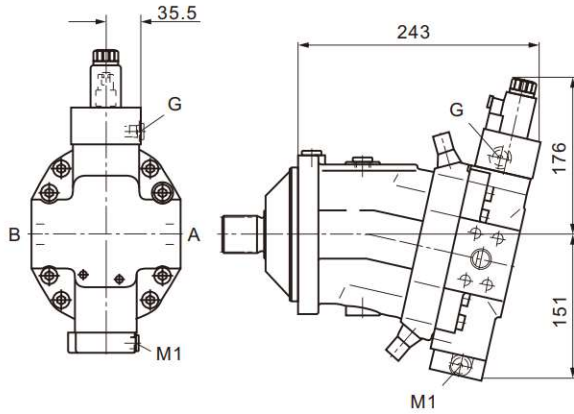
01 SAE working ports A and B at rear



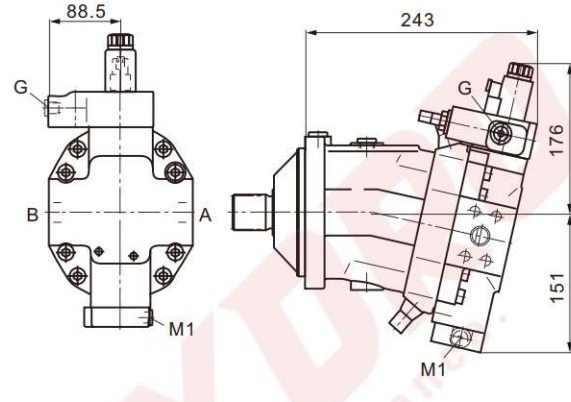
Ports		
A, B	Working port	3/4in
	Fastening thread A/B	M10, 17 deep
T <sub>1</sub>	Drain port	M18×1.5, 12 deep
T <sub>2</sub>	Drain port	M18×1.5, 12 deep
U	Bearing flushing	M18×1.5, 12 deep
M <sub>1</sub>	Stroking chamber measurement	M14×1.5, 12 deep
G	Synchronous control	M14×1.5, 12 deep

■ Installation dimensions Size 55

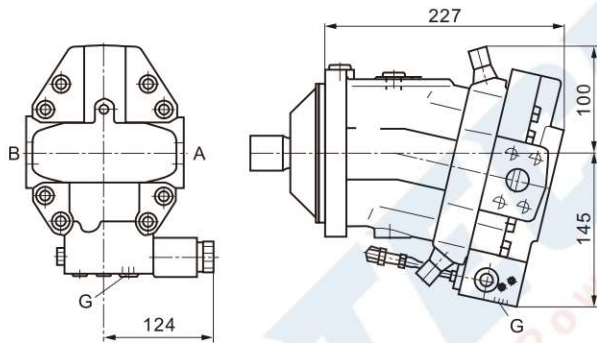
EP1,EP2:Proportional control,electric



EP.D:Proportional control,electric with pressure control fixed setting



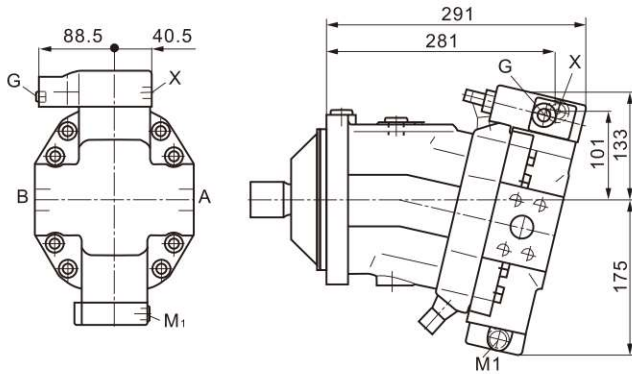
EZ1,EZ2:  
Two-point control,electric



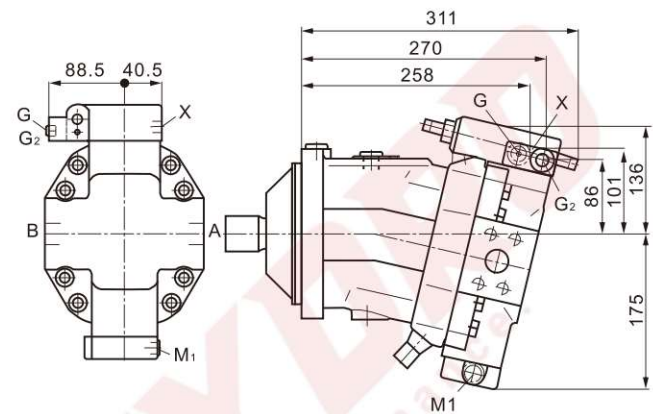


**Installation dimensions** Size 107

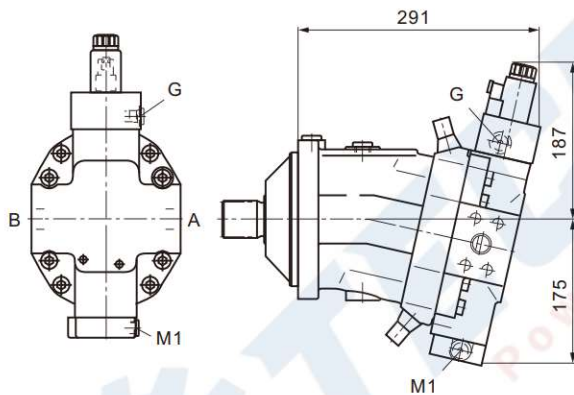
**HD.D:** Proportional control hydraulic with pressure control fixed setting



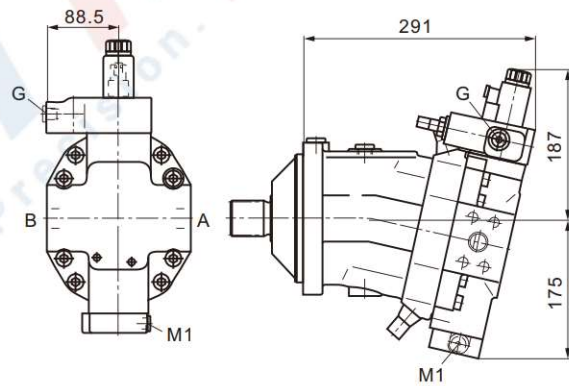
**HD.E:** Proportional control hydraulic with pressure control hydraulic override, two-point



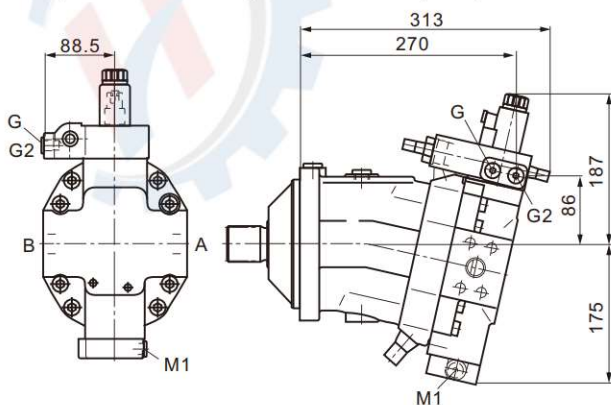
**EP1, EP2:** Proportional control, electric



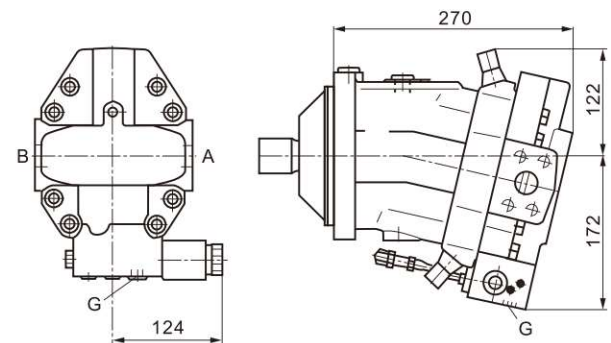
**EP.D:** Proportional control, electric with pressure control fixed setting



**EP.E:** Proportional control, electric, with pressure control hydraulic override, two-point

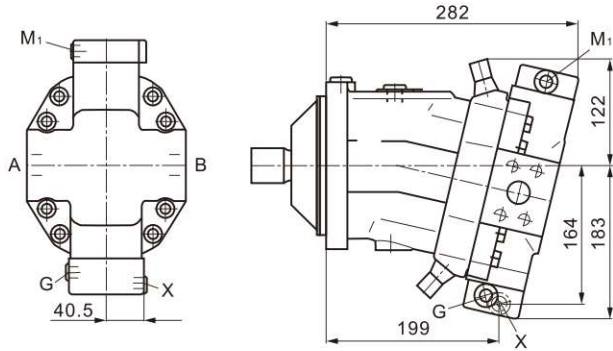


**EZ3, EZ4:** Two-point control, electric



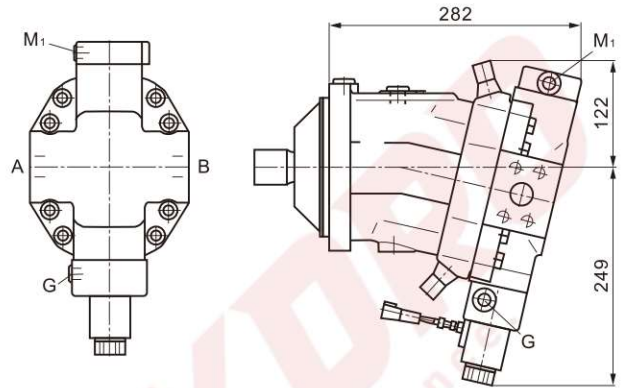
■ Installation dimensions Size 107

HA1, HA2/HA1T, HA2T: Automatic high-pressure related control, with override, hydraulic remote control, proportional



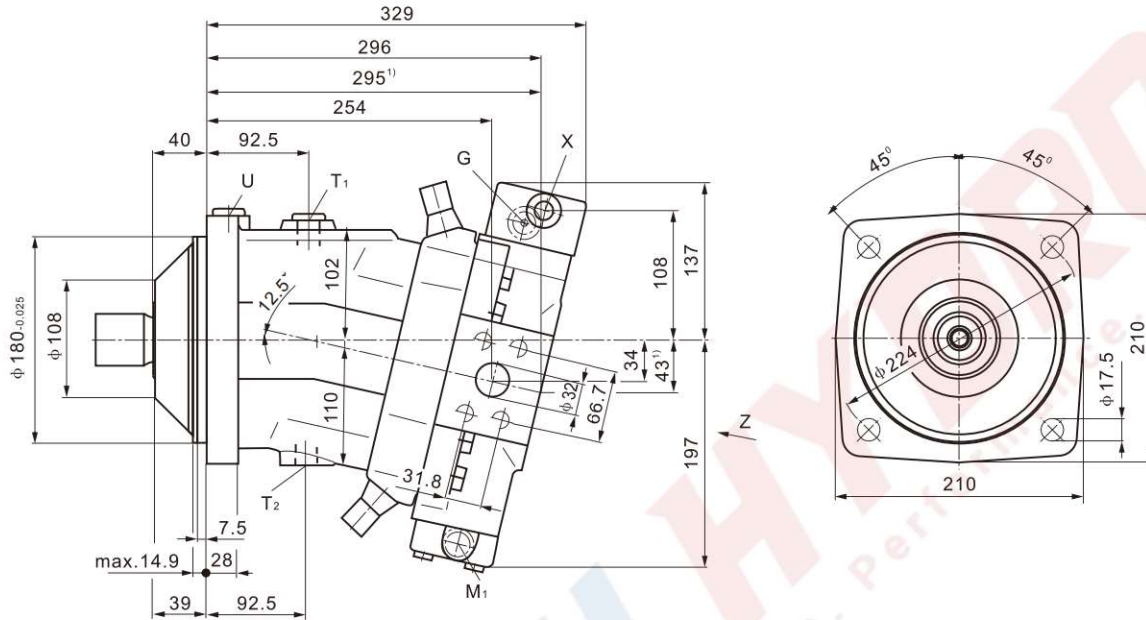
HA1 and HA2, X plugged  
HA1T and HA2T, X open

HA1U1, HA2U2: Automatic high-pressure related control, with electric override, two-point



## Installation dimensions Size 160

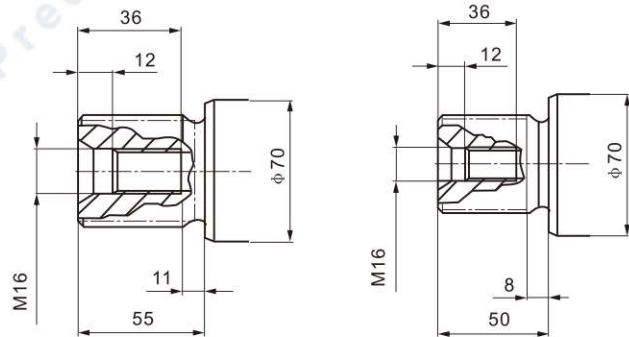
HD1, HD2 control  
SAE working ports A and B lateral, opposing



### Shaft ends

A Splined shaft DIN5480  
W50×2×30×24×9g

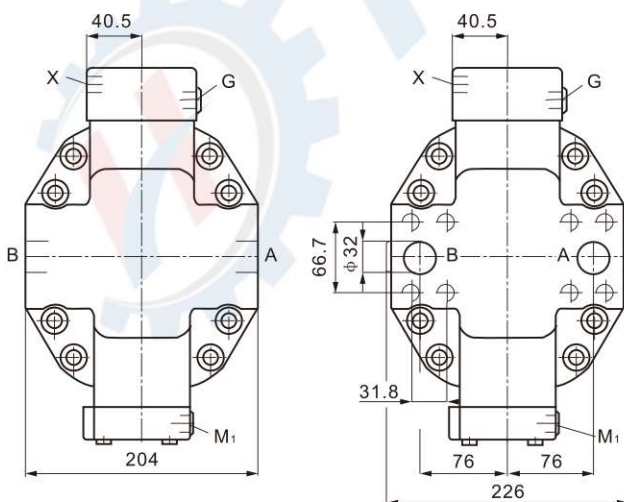
Z Splined shaft DIN5480  
W45×2×30×21×9g



### Detail Z

02 SAE working ports A and B lateral, opposite

01 SAE working ports A and B at rear



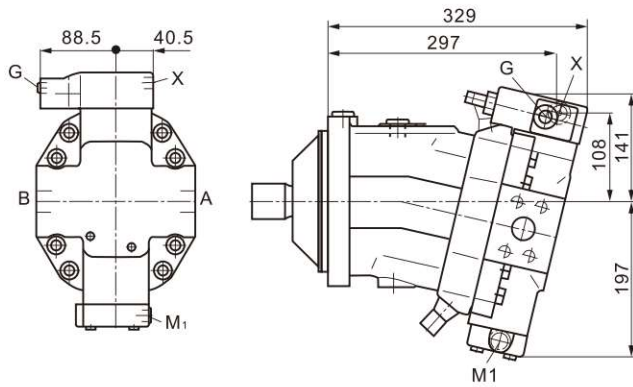
### Ports

A, B	Working port	1 1/4in
	Fastening thread A/B	M14, 19 deep
T <sub>1</sub>	Drain port	M26×1.5, 12 deep
T <sub>2</sub>	Drain port	M26×1.5, 12 deep
X	Pilot signal	M14×1.5, 12 deep
U	Bearing flushing	M22×1.5, 12 deep
M <sub>1</sub>	Stroking chamber measurement	M14×1.5, 12 deep
G	Synchronous control	M14×1.5, 12 deep
G <sub>2</sub>	2nd pressure setting	M14×1.5, 12 deep

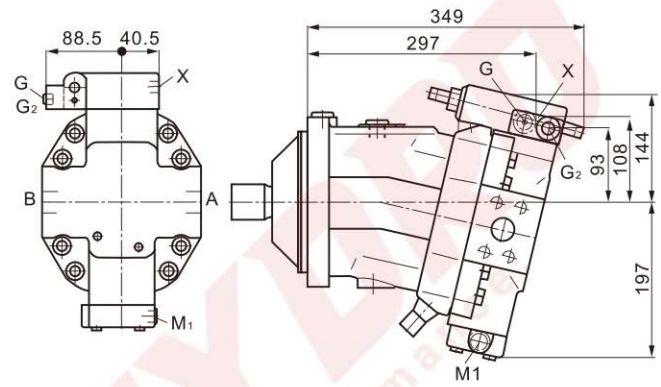
1、 Working ports A and B at side, (01)

**Installation dimensions** Size 160

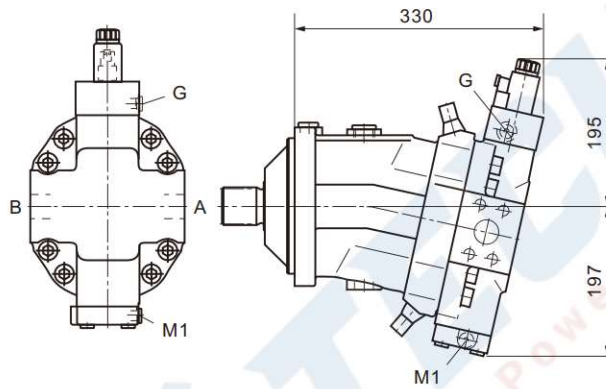
**HD.D:** Proportional control hydraulic with pressure control fixed setting



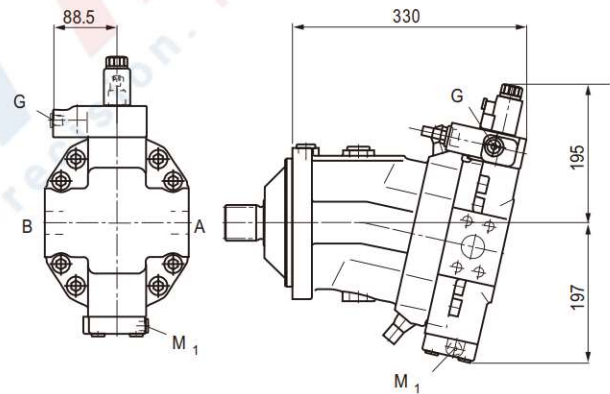
**HD.E:** Proportional control hydraulic with pressure control hydraulic override, two-point



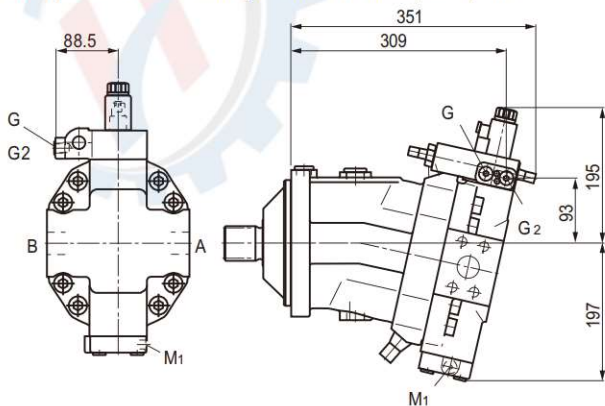
**EP1, EP2:** Proportional control, electric



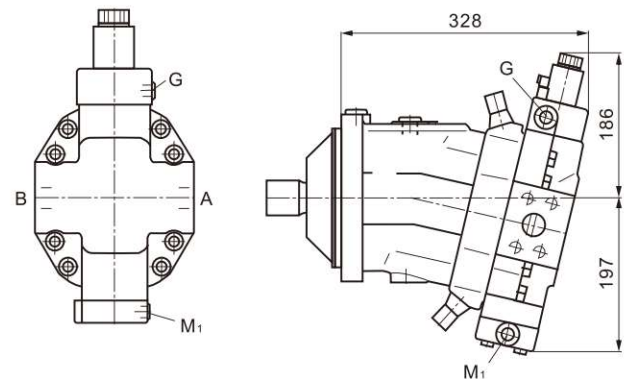
**EP.D:** Proportional control, electric with pressure control fixed setting



**EP.E:** Proportional control, electric, with pressure control hydraulic override, two-point

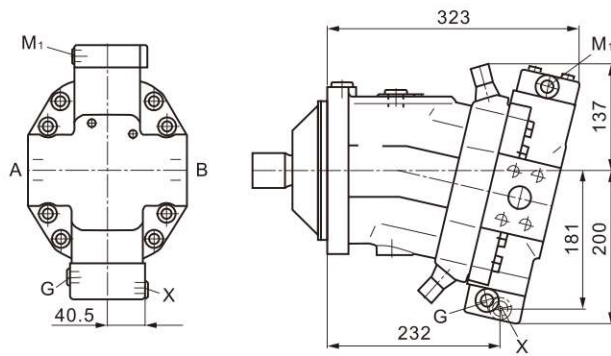


**EZ3, EZ4:** Two-point control, electric



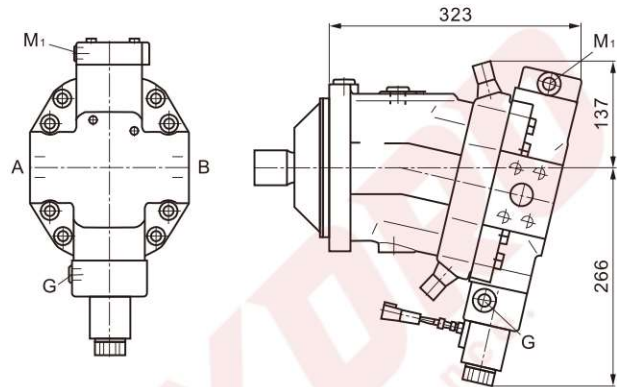
■ Installation dimensions Size 160

HA1, HA2/HA1T, HA2T: Automatic high-pressure related control, with override, hydraulic remote control, proportional



HA1 and HA2, X plugged  
HA1T and HA2T, X open

HA1U1, HA2U2: Automatic high-pressure related control, with electric override, two-point



## Installation dimensions

The flushing and boost-pressure valve is used to remove heat from the hydraulic circuit.

In a closed circuit, it is used for flushing the case and safeguarding the minimum boost pressure.

Hydraulic fluid is directed from the respective low pressure side into the motor housing. This is fed into the reservoir, together with the leakage. In the closed circuit, the removed hydraulic fluid must be replaced by cooled hydraulic fluid supplied by the boost pump.

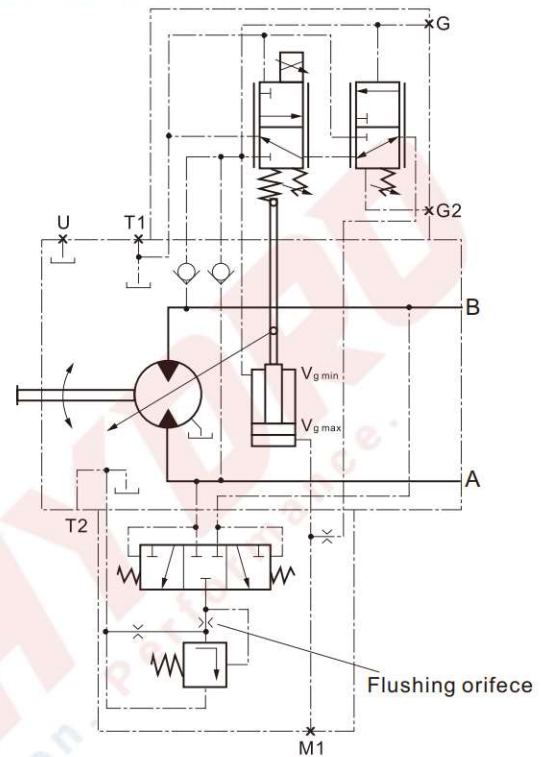
The valve is mounted on the port plate or integrated (depending on the control type and size)

### Flushing flow (at low pressure $P_{ip}=2.5\text{MPa}$ )

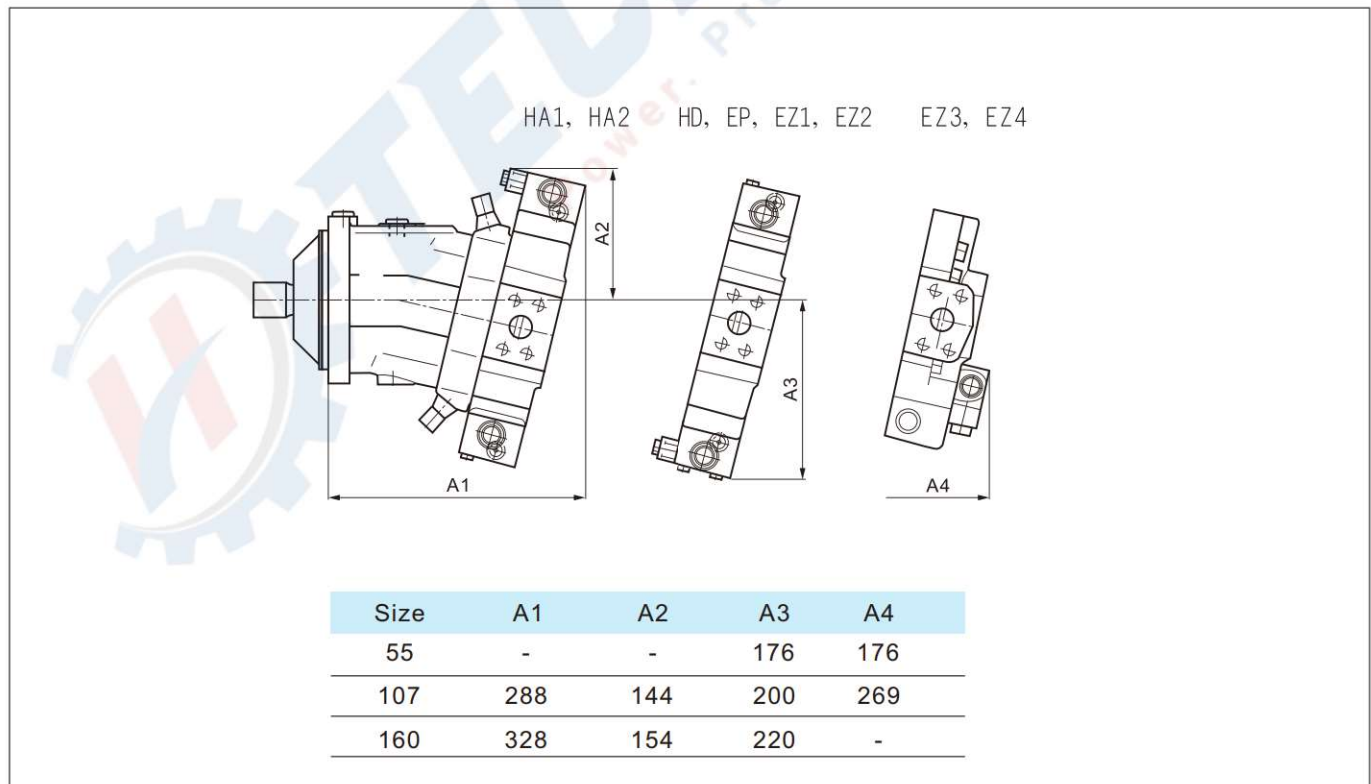
Size	Flow
55	3.5L/min
107	8L/min
160	10L/min

The flushing flows deviating from the values in the table, please state the required flushing flow when ordering.  
The flushing flow without orifice is approx. 12 to 14 L/min.

Characteristic curve



### Installation dimensions



## Installation instructions

### General

The axial piston unit must be filled with hydraulic fluid and air bled during commissioning and operation. This must also be observed following a longer standstill as the axial piston unit may empty via the hydraulic lines. Particularly in the installation position "drive shaft upwards", filling and air bleeding must be carried out completely as there is, for example, a danger of dry running.

The leakage in the housing area must be directed to the reservoir via the highest drain port.

### Installation position

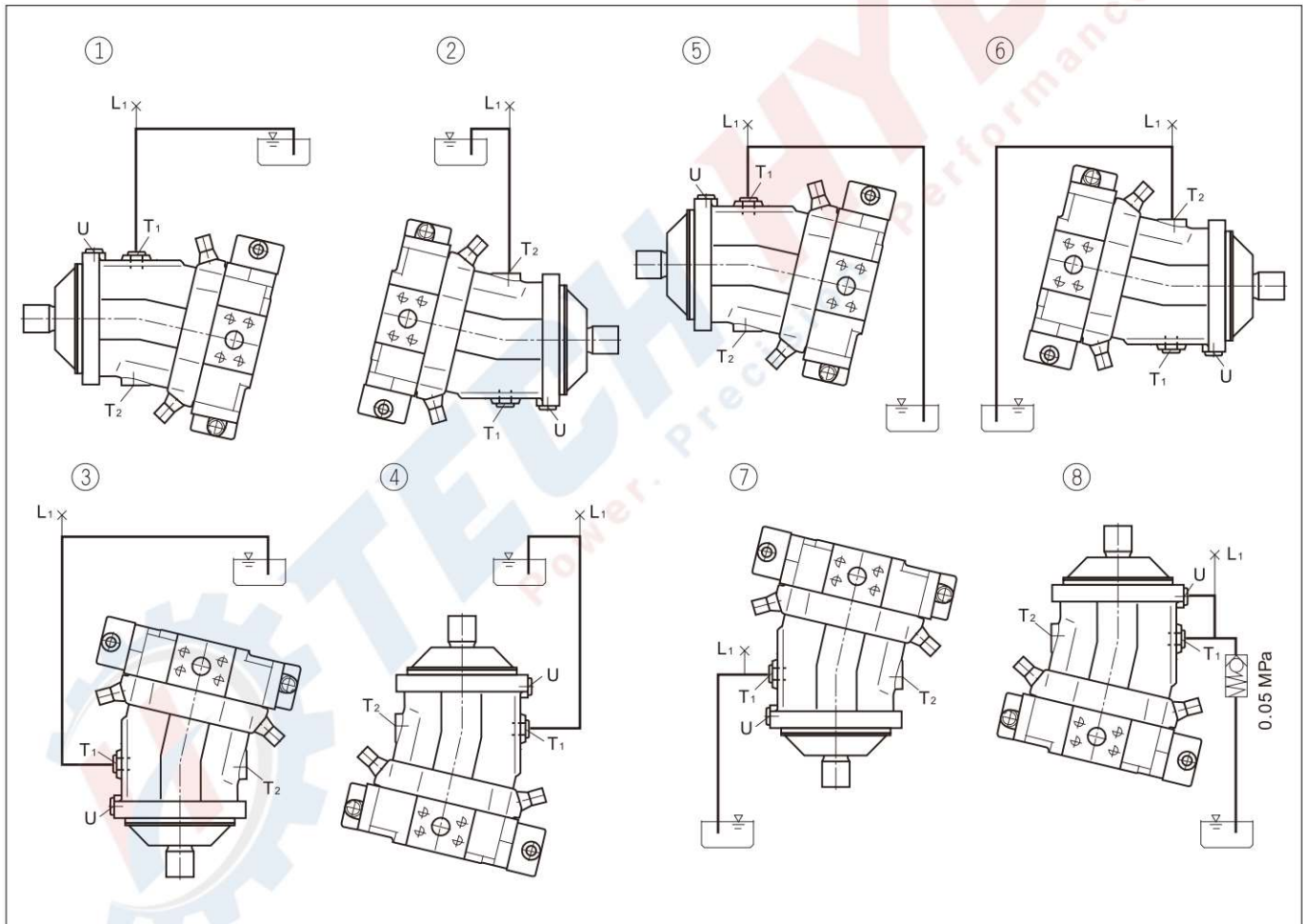
See the following examples. Further installation positions are available upon request.

### Below-reservoir installation (standard)

Below-reservoir installation means that the axial piston unit is installed outside of the reservoir and below the minimum fluid level of the reservoir.

### Above-reservoir installation

Above-reservoir installation means that the axial piston unit is installed above the minimum fluid level of the reservoir. A check valve in the reservoir line (cracking pressure 0.05 MPa) can prevent draining of the housing area.



Installation location	Exhaust port	Oil filling port
1	-	T1(L1)
2	-	T2(L1)
3	-	T1(L1)
4	U	T1(L1)

Installation location	Exhaust port	Oil filling port
5	-	T1(L1)
6	-	T2(L1)
7	-	T1(L1)
8	U	T1(L1)

*FOR MORE INFORMATION PLEASE CONTACT US*

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