

ENGINEERING  
TOMORROW



Technical Information

# Series 40 Axial Piston Motors



**Revision history**

*Table of revisions*

| <b>Date</b>    | <b>Changed</b>                                      | <b>Rev</b> |
|----------------|---|------------|
| October 2016   | Minor updates                                       | 0702       |
| January 2014   | Danfoss layout                                      | GA         |
| September 2013 | add system pressure information                     | FG         |
| June 2013      | add anti-cavitation option                          | FF         |
| April 2011     | correct system pressure gauge port 7/16-20          | FE         |
| August 2010    | new back page                                       | FD         |
| March 2010     | minor edits   | FC         |
| November 2007  | correction to maximum torque rating 15 and 19 tooth | FB         |
| April 2007     | Revised dimensions for straight keyed shaft         | FA         |
| September-2006 | Corrections in model code examples                  | F          |
| September-2005 | Major Revision                                      | E          |

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## General description

### Basic design

Series 40 is a family of hydrostatic pumps and motors for medium power applications with maximum loads of 345 bar [5000 psi]. These pumps and motors can be applied together or combined with other products in a system to transfer and control hydraulic power.

Series 40 transmissions (pump plus motor) provide an infinitely variable speed range between zero and maximum in both forward and reverse modes of operation. The pumps and motors each come in four frame sizes: M25, M35, M44, and M46.

**Series 40 pumps** are compact, high power density units. All models use the parallel axial piston / slipper concept in conjunction with a tiltable swashplate to vary the pump's displacement. Reversing the angle of the swashplate reverses the flow of fluid from the pump, reversing the direction of rotation of the motor output.

Series 40 M35, M44, and M46 pumps may include an integral charge pump to provide system replenishing and cooling fluid flow, as well as servo control fluid flow on M46 pumps. M25 pumps are designed to receive charge flow from an auxiliary circuit or from a gear pump mounted on the auxiliary mounting pad. Series 40 pumps feature a range of auxiliary mounting pads to accept auxiliary hydraulic pumps for use in complementary hydraulic systems.

Series 40 M46 pumps offer proportional controls with either manual, hydraulic, or electronic actuation. An electric three-position control is also available. The M25, M35, and M44 pumps include a trunnion style direct displacement control.

**Series 40 motors** also use the parallel axial piston / slipper design in conjunction with a fixed or tiltable swashplate. The family includes M25, M35, M44 fixed motor units and M35, M44, M46 variable motor units.

The M35 and M44 variable motors feature a trunnion style swashplate and direct displacement control. The M46 variable motors use a cradle swashplate design and a two-position hydraulic servo control.

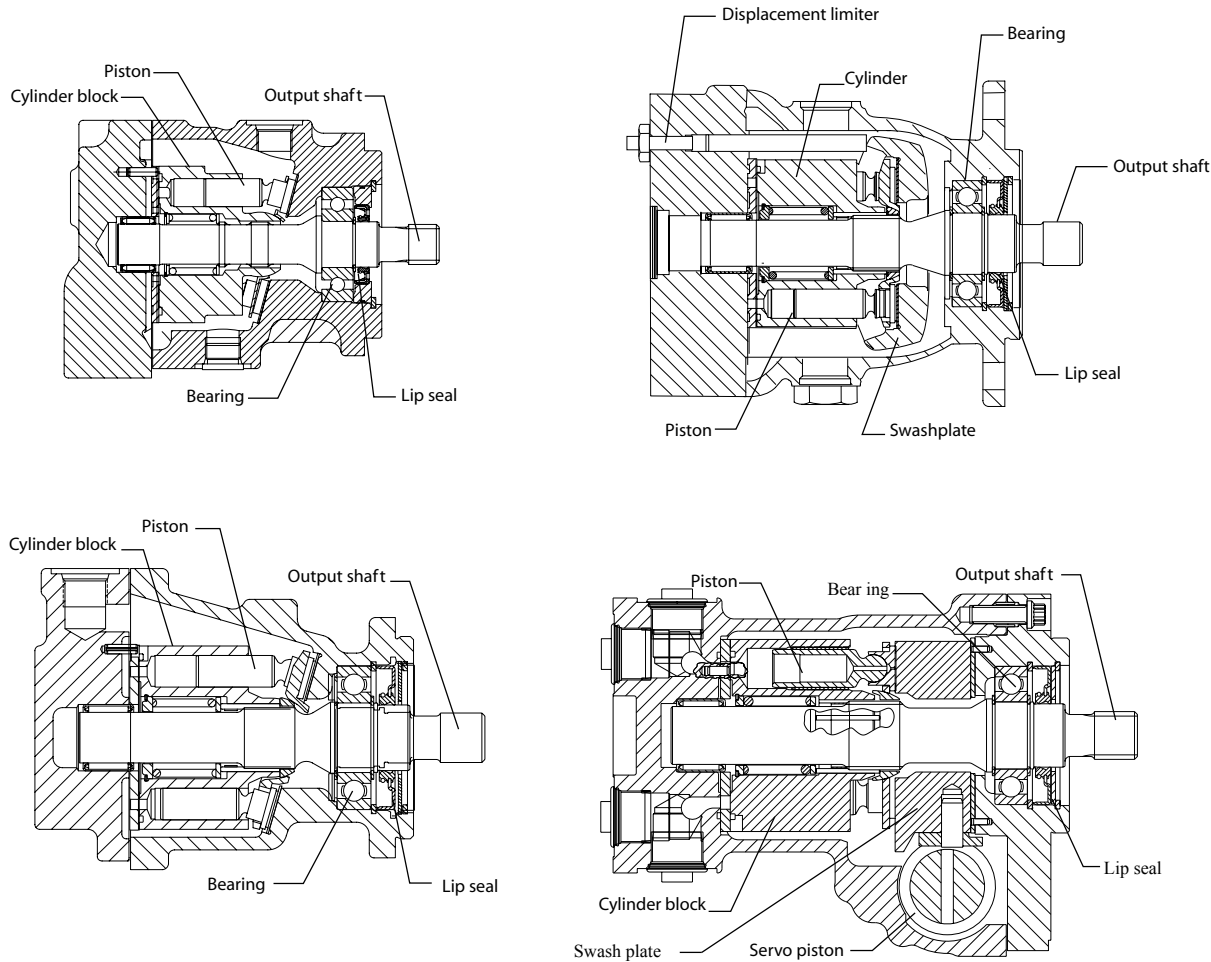
### Key features

- 3 sizes of variable displacement motors
- 3 sizes of fixed displacement motors
- Efficient axial piston design
- Complete family of control systems
- Proven reliability and performance
- Compact, lightweight
- Worldwide sales and service

**General description**

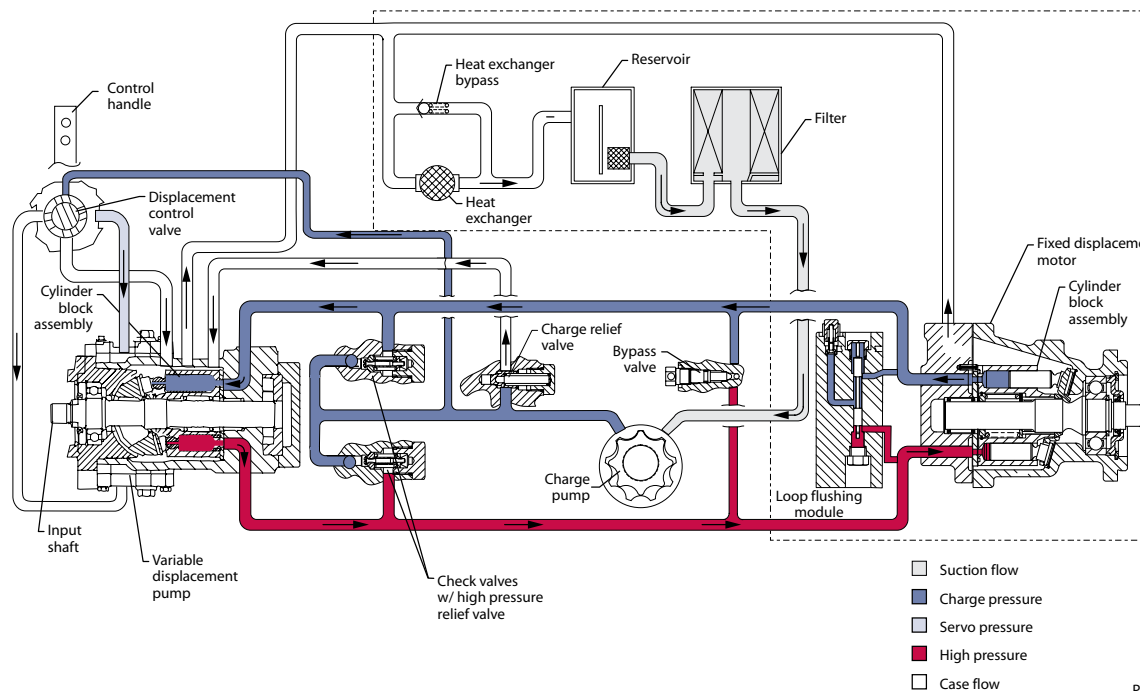
**Cross sections**

*M35/M44 variable motor (MV), M25 fixed motor (MF), M35/M44 fixed motor (MF), M46 variable motor (MV)*  
 (SAE flange)



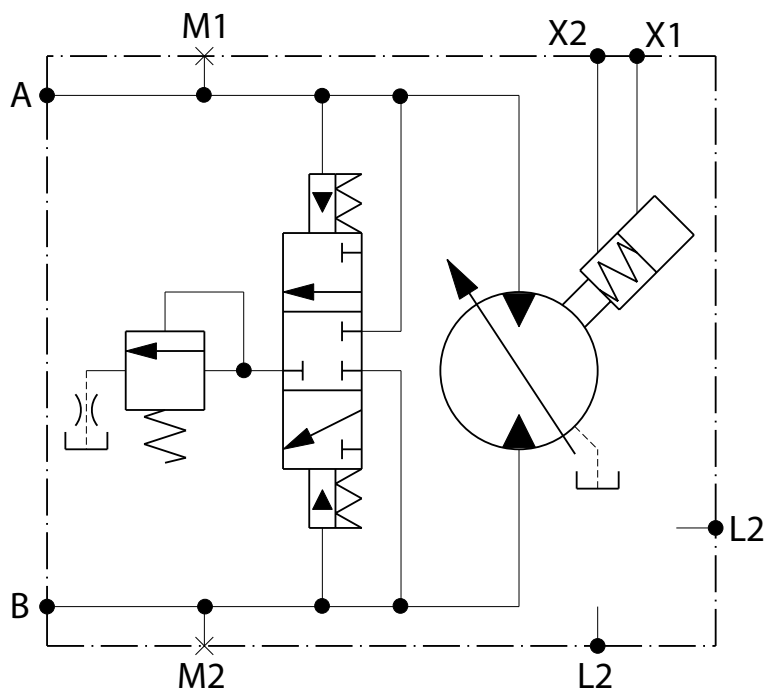
**General description**

**System circuit diagram**



A Series 40 M35 fixed motor is shown in a hydraulic circuit with a Series 40 M46 variable pump. A loop flushing module is included on the motor. The circuit features suction filtration and heat exchanger.

**M46 motor schematic**



P101 869

The system ports (A and B) connect to the high pressure work lines. The motor receives pressurized fluid in its inlet port and discharges de-energized fluid through the outlet port. Either port can act as inlet or

### **General description**

outlet; flow is bidirectional. System port pressure is gauged through ports M1 and M2. The motor has two case drains (L1 and L2). The motor may include loop flushing. Loop flushing provides additional cooling and filtration capacity.



## Technical Specifications

### Overview

Specifications and operating parameters are shown below. Not all hardware options are available for all configurations. For additional information, see [Operating Parameters](#) on page 13, [System design parameters](#) on page 15, [Product coding](#) on page 19, [Features and options](#) on page 21 and [Control options](#) on page 32.

### General

|                           |  |
|---------------------------|--|
| Product Line              | Series 40 motors   |
| Product Type              | In-line, axial piston, fixed and variable, positive displacement motors                            |
| Direction of Rotation     | Clockwise (CW) and counterclockwise (CCW)  |
| Installation Position     | Discretionary, the housing must be filled with hydraulic fluid before operation                    |
| Filtration Configuration  | Suction or charge pressure filtration  |
| Other System Requirements | Independent braking system, circuit overpressure protection, suitable reservoir and heat exchanger |

### Features and options

| Model                 | M25 MF          | M35 MF                       | M44 MF                       | M35 MV  | M44 MV  | M46 MV            |
|-----------------------|-----------------|------------------------------|------------------------------|---------|---------|-------------------|
| Type of mounting      | SAE B           | SAE B                        | SAE B                        | SAE B   | SAE B   | SAE B or          |
| Port connections      | Twin, Axial     | Side, Twin, Axial            | Side, Twin, Axial            | Twin    | Twin    | Side, Twin, Axial |
| Output shaft options  | Splined Tapered | Splined Tapered Straight Key | Splined Tapered Straight Key | Splined | Splined | Splined Tapered   |
| Control options       | -               | -                            | -                            | DDC     | DDC     | Hyd. 2-pos.       |
| Loop flushing         | Option          | Option                       | Option                       | Option  | Option  | Option            |
| Displacement limiters | -               | -                            | -                            | Option  | Option  | Option            |
| Speed sensors         | Option          | Option                       | Option                       | -       | -       | Option            |

### Specifications

| Model                  | Unit   | M25MF              | M35 MF             | M44 MF             | M35MV              | M44MV              | M46 MV             |
|------------------------|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Model configuration    |  | Fixed              | Fixed              | Fixed              | Variable           | Variable           | Variable           |
| Type of mounting       |  | SAE B              | SAE B              | SAE B              | SAE B              | SAE B              | SAE B              |
| Displacement           | cm <sup>3</sup> /rev<br>[in <sup>3</sup> /rev] | 25 [1.50]          | 35 [2.14]          | 44 [2.65]          | 35 [2.14]          | 44 [2.65]          | 46 [2.80]          |
| Weight                 | kg [lbf]                                       | 11 [26]            | 11 [26]            | 11 [26]            | 21 [47]            | 21 [47]            | 23 [51]            |
| Mass moment of inertia | kg·m <sup>2</sup><br>[slug·ft <sup>2</sup> ]   | 0.0018<br>[0.0013] | 0.0033<br>[0.0024] | 0.0032<br>[0.0023] | 0.0033<br>[0.0024] | 0.0032<br>[0.0023] | 0.0050<br>[0.0037] |

### Operating parameters

| Model                                | M25 MF   | M35 MF | M44 MF | M35 MV | M44 MV | M46 MV |
|--------------------------------------|----------|--------|--------|--------|--------|--------|
| Case pressure bar [psi]              |          |        |        |        |        |        |
| Maximum working                      | 1.7 [25] |        |        |        |        |        |
| Maximum                              | 5.2 [75] |        |        |        |        |        |
| Speed limits min <sup>-1</sup> [rpm] |          |        |        |        |        |        |

### Technical Specifications

|                           |            |            |            |            |            |            |
|---------------------------|------------|------------|------------|------------|------------|------------|
| Rated @ max disp.         | 4000       | 3600       | 3300       | 3600       | 3300       | 4000       |
| Maximum @ max. disp.      | 5000       | 4500       | 4100       | 4500       | 4100       | 4100       |
| Rated @ min. disp.        | -          | -          | -          | 4200       | 3900       | 4500       |
| Maximum @ min. disp.      | -          | -          | -          | 5300       | 4850       | 5000       |
| System pressure bar [psi] |            |            |            |            |            |            |
| Maximum working           | 345 [5000] | 380 [5511] | 345 [5000] | 380 [5511] | 345 [5000] | 345 [5000] |
| Maximum                   | 385 [5584] | 415 [6019] | 415 [6019] | 415 [6019] | 415 [6019] | 385 [5584] |

### Fluid specifications

Ratings and data are based on operation with premium petroleum-based hydraulic fluids containing oxidation, rust, and foam inhibitors.

| Parameter             | Unit                   | Minimum                                      | Continuous        | Maximum        |
|-----------------------|------------------------|--|-------------------|----------------|
| Viscosity             | mm /sec (cSt)<br>[SUS] | 7<br>[47]                                    | 12-60<br>[70-278] | 1600<br>[7500] |
| Temperature           | °C [°F]                | -40 [-40]                                    | 82 [180]          | 104 [220]      |
| Cleanliness           |                        | ISO 4406 Class 18/13 or better               |                   |                |
| Filtration efficiency | suction filtration     | $\beta_{35-44}=75$ ( $\beta_{10} \geq 1.5$ ) |                   |                |
|                       | charge filtration      | $\beta_{15-20}=75$ ( $\beta_{10} \geq 10$ )  |                   |                |

### Hydraulic unit life

Hydraulic unit life is the life expectancy of the hydraulic components. Hydraulic unit life is a function of speed and system pressure; however, system pressure is the dominant operating variable affecting hydraulic unit life. High pressure, which results from high load, reduces expected life.

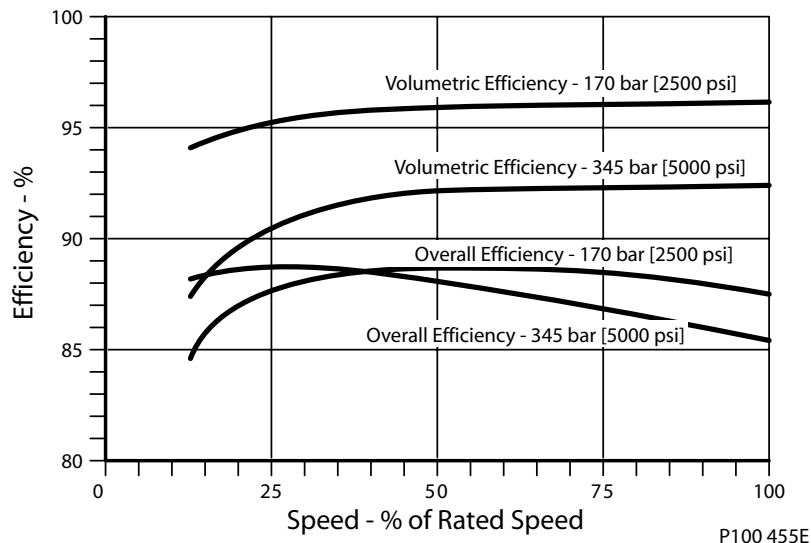
It is desirable to have a projected machine duty cycle with percentages of time at various loads and speeds. Danfoss calculates appropriate design pressure from this information. This method of selecting operating pressure is recommended whenever duty cycle information is available.

All pressure limits are differential pressures and assume normal charge pressure. Series 40 motors will meet satisfactory life expectancy if applied within the parameters specified in this bulletin. For more detailed information on hydraulic unit life see **BLN9884 Pressure and Speed Limits**.

### Performance

This performance graph provides typical volumetric and overall efficiencies for Series 40 motors. These efficiencies apply for all Series 40 motors at maximum displacement.

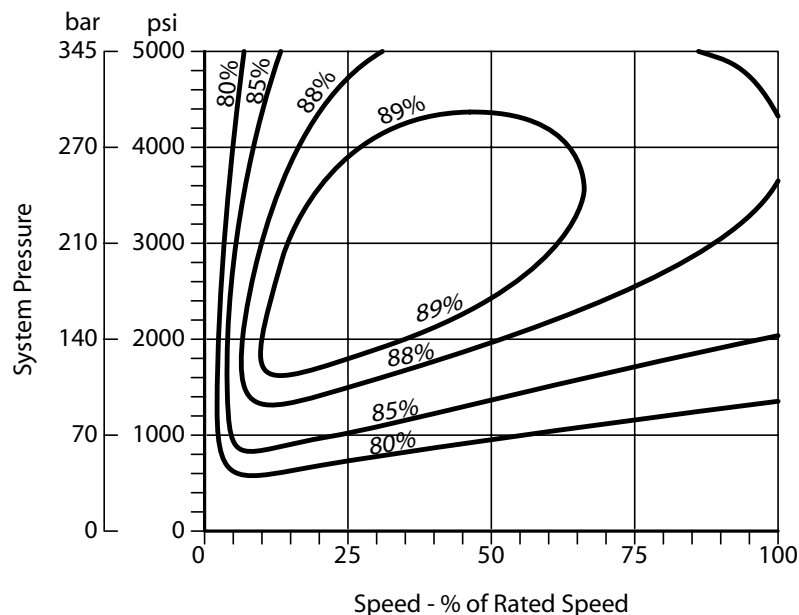
*Motor performance as a function of operating speed*



## Technical Specifications

The performance map provides typical motor overall efficiencies at various operating parameters. These efficiencies apply for all Series 40 motors at maximum displacement.

*Motor performance as a function of operating speed*



P100 456E

### Bearing life and external shaft loading

Bearing life is a function of speed, pressure and swashplate angle, plus any external loads. Other life factors include oil type and viscosity.

In vehicle propulsion drives with no external loads, where the speed, pressure, and swashplate angle are often changing, normal bearing  $\beta_{10}$  (90% survival) life will exceed the hydraulic unit life.

In non-propel drives, such as conveyors or fan drives, the operating speed and pressure may be nearly constant leading to a distinctive duty cycle compared to that of a propulsion drive. In propel applications, Danfoss recommends a bearing life review.

Series 40 motors are designed with bearings that can accept some incidental external radial and thrust loads. However, any amount of external load will reduce the expected bearing life.

The allowable radial shaft loads are a function of the load position, the load orientation, and the operating pressures of the hydraulic unit. All external shaft loads have an effect on bearing life. In motor applications where external shaft loads cannot be avoided, the impact on bearing life can be minimized by orienting the load to the 180 degree position (see Direction of external shaft load, next page).

The recommended maximum radial load ( $R_e$ ) is based on an external moment ( $M_e$ ) and the distance ( $L$ ) from the mounting flange to the load, (see table at below). The loads in the table reflect a worst case external load orientation (0 degrees), a continuously applied working pressure of 140 bar (2000 psi), 20 bar (285 psi) charge pressure, 1800  $\text{min}^{-1}$  (rpm), and a bearing life ( $\beta_{10}$ ) of 2000 hours. Avoid thrust loads in either direction.

The recommended maximum allowable radial load is calculated as:  $R_e = M_e / L$

If continuously applied external radial loads exceed the recommended maximum allowable, or thrust loads are known to occur, contact Danfoss for an evaluation of unit bearing life. Optional high capacity bearings are available.

Tapered output shafts or clamp-type couplings are recommended for applications where radial shaft side loads are present.

**Technical Specifications**

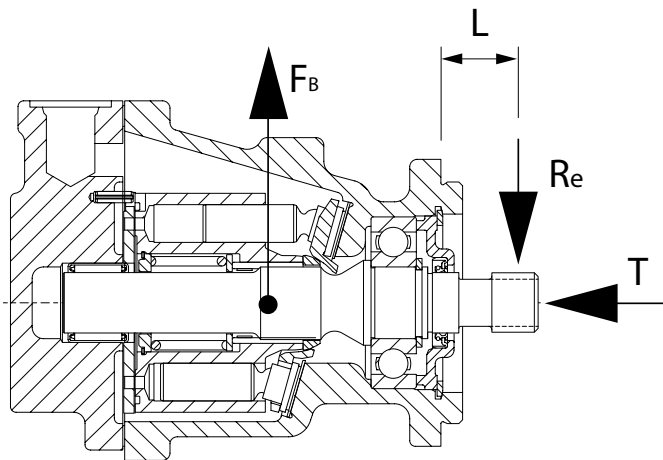
*Shaft loading parameters*

|       |  |
|-------|--|
| $R_e$ | Maximum radial side load                       |
| $M_e$ | Maximum external moment                        |
| L     | Distance from mounting flange to point of load |
| $F_B$ | Force of block (applies at center of gravity)  |
| T     | Thrust load                                    |

*Recommended maximum external shaft moments*

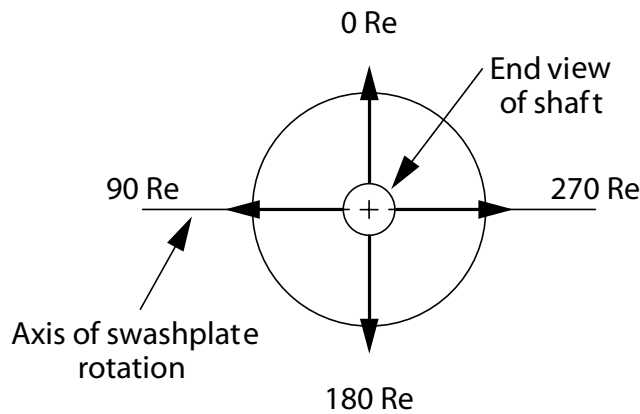
|                    | <b>M25</b> | <b>M35/44</b> | <b>M46</b> |
|--------------------|------------|---------------|------------|
| $M_e$ N·m [lbf·in] | 29 [255]   | 25 [225]      | 24 [215]   |

*External shaft loads*



P100 453E

*Direction of external shaft load*



P100 454E

## Operating Parameters

### Fluids

Ratings and performance data are based on operating with premium hydraulic fluids containing oxidation, rust, and foam inhibitors. These include premium turbine oils, API CD engine oils per SAE J183, M2C33F or G automatic transmission fluids (ATF), Dexron™ II (ATF) meeting Allison™ C-3 or Caterpillar™ TO-2 requirements, and certain specialty agricultural tractor fluids. For more information on hydraulic fluid selection, see Danfoss publications: **520L0463**, *Hydraulic Fluids and Lubricants, Technical Information*, and **520L465**, *Experience with Biodegradable Hydraulic Fluids, Technical Information*.

### Viscosity

#### Fluid viscosity limits

| Condition  | mm <sup>2</sup> /s (cSt) | SUS    |
|------------|--------------------------|--------|
| Minimum    | 7                        | 47     |
| Continuous | 12-60                    | 70-278 |
| Maximum    | 1600                     | 7500   |

Maintain fluid viscosity within the continuous range for maximum efficiency and bearing life. **Minimum viscosity** should only occur during brief occasions of maximum ambient temperature and severe duty cycle operation. **Maximum viscosity** should only occur at cold start: Limit speeds until the system warms up. See Danfoss publication: **520L0463**, *Hydraulic Fluids and Lubricants, Technical Information*.

### Temperature

Maintain fluid temperature within the limits shown in the table. **Minimum temperature** relates to the physical properties of the component materials. Cold oil will not affect the durability of the motor components. However, it may affect the ability of the motor to transmit

power. **Maximum temperature** is based on material properties. Don't exceed it. Measure maximum temperature at the hottest point in the system. This is usually the case drain.

[Ensure fluid temperature and viscosity limits are concurrently satisfied.](#)

#### Temperature limits

#### Temperature limits

|                                       |                   |
|---------------------------------------|-------------------|
| Minimum<br>(intermittent, cold start) | - 40° C [- 40° F] |
| Continuous                            | 82.2° C [180° F]  |
| Maximum                               | 104.4° C [220° F] |

### Case pressure

Maintain case pressure within the limits shown in the table. Ensure housing is kept filled with hydraulic fluid.

#### Case pressure limits

|                           |                  |
|---------------------------|------------------|
| Maximum (continuous)      | 1.7 bar [25 psi] |
| Intermittent (cold start) | 5.2 bar [75 psi] |

#### **Warning**

Operating outside of case pressure limits will damage the motor. To minimize this risk, use full size inlet and case drain plumbing, and limit line lengths.

## Operating Parameters

### System Pressure

**System pressure** is the differential pressure between high pressure system ports. It is the dominant operating variable affecting hydraulic unit life. High system pressure, which results from high load, reduces expected life. Hydraulic unit life depends on the speed and normal operating, or weighted average, pressure that can only be determined from a duty cycle analysis.

**Application pressure** is the high pressure relief or pressure limiter setting normally defined within the order code of the pump. This is the applied system pressure at which the driveline generates the maximum calculated pull or torque in the application.

**Maximum Working pressure** is the highest recommended application pressure. Maximum working pressure is not intended to be a continuous pressure. Propel systems with application pressures at, or below, this pressure should yield satisfactory unit life given proper component sizing.

**Maximum pressure** is the highest allowable application pressure under any circumstance. Application pressures above maximum working pressure will only be considered with duty cycle analysis and factory approval.

**Minimum low loop** pressure must be maintained under all operating conditions to avoid cavitation.

All pressure limits are differential pressures referenced to low loop (charge) pressure. Subtract low loop pressure from gauge readings to compute the differential.

### Speed ratings

The table, [Operating parameters](#) on page 9, gives rated and maximum speeds for each displacement. Not all displacements operate under the same speed limits. Definitions of these speed limits appear below.

**Rated speed** is the maximum recommended operating speed at full power condition. Operating at or below this speed should yield satisfactory product life. In vehicle propel applications, maximum motor speed during unloaded, on-road travel over level ground should not exceed this limit.

**Maximum speed** is the highest operating speed permitted. Exceeding maximum speed reduces motor life and can cause loss of hydrostatic power and braking capacity. Never exceed the maximum speed limit under any operating conditions.

#### **Warning**

#### **Unintended vehicle or machine movement hazard.**

The loss of hydrostatic drive line power, in any mode of operation (forward, neutral, or reverse) may cause the system to lose hydrostatic braking capacity. You must provide a braking system, redundant to the hydrostatic transmission, sufficient to stop and hold the vehicle or machine in the event of hydrostatic drive power loss.

#### Speed limits

| Limit min <sup>-1</sup> (rpm) | M25 MF | M35 MF | M44 MF | M35 MV | M44 MV | M46 MV |
|-------------------------------|--------|--------|--------|--------|--------|--------|
| Rated at max. displ...        | 4000   | 3600   | 3300   | 3600   | 3300   | 4000   |
| Maximum at max. displ...      | 5000   | 4500   | 4100   | 4500   | 4100   | 4100   |
| Rated at min. displ...        | -      | -      | -      | 4200   | 3900   | 4500   |
| Maximum at min. displ...      | -      | -      | -      | 5300   | 4850   | 5000   |

## System design parameters

### Sizing equations

Use the following equations to compute output power, torque, speed, and input flow. Selecting the right motor starts with an evaluation of system requirements such as speed and torque. Select a motor that will transmit the required torque, then select a pump that will meet the flow and pressure requirements of the motor. For more information on hydrostatic drive selection, refer to Danfoss applications guideline **BLN-9885**, *Selection of Drive Line Components*.

|               | <b>Based on SI units</b>   |  | <b>Based on US units</b>  |
|---------------|--|--|---|
| <i>Flow</i>   | Input flow Q = $\frac{V_g \cdot n}{1000 \cdot \eta_v}$ (l/min)                 |  | Input flow Q = $\frac{V_g \cdot n}{231 \cdot \eta_v}$ (US gal/min)              |
| <i>Speed</i>  | Motor speed n = $\frac{Q \cdot 1000 \cdot \eta_v}{V_g}$ (min <sup>-1</sup> )   |  | Motor speed n = $\frac{Q \cdot 231 \cdot \eta_v}{V_g}$ (rpm)                    |
| <i>Torque</i> | Output torque M = $\frac{V_g \cdot \Delta p \cdot \eta_m}{20 \cdot \pi}$ (N•m) |  | Output torque M = $\frac{V_g \cdot \Delta p \cdot \eta_m}{2 \cdot \pi}$ (in•lb) |
| <i>Power</i>  | Output power P = $\frac{Q \cdot \Delta p \cdot \eta_t}{600}$ (kW)              |  | Output power P = $\frac{Q \cdot \Delta p \cdot \eta_t}{1714}$ (hp)              |

#### *Variables* SI units [US units]

|            |  |   |
|------------|--|---|
| $V_g$      | = Displacement per revolution                  | cm <sup>3</sup> /rev [in <sup>3</sup> /rev] |
| $p_o$      | = Outlet pressure                              | bar [psi]                                   |
| $p_i$      | = Inlet pressure                               | bar [psi]                                   |
| $\Delta p$ | = $p_o - p_i$ (system pressure)                | bar [psi]                                   |
| $n$        | = Speed  | min <sup>-1</sup> (rpm)                     |
| $\eta_v$   | = Volumetric efficiency                        |   |
| $\eta_m$   | = Mechanical efficiency                        |   |
| $\eta_t$   | = Overall efficiency ( $\eta_v \cdot \eta_m$ ) |   |

## Filtration

To prevent damage to the system, including premature wear, fluid entering the motor must be free of contaminants. Series 40 motors require system filtration capable of maintaining fluid cleanliness at ISO 4406-1999 class 22/18/13 or better.

Consider these factors when selecting a system filter:

- Cleanliness specifications
- Contaminant ingress rates
- Flow capacity
- Desired maintenance interval

The filter may be located either on the inlet (suction filtration) or discharge (charge pressure filtration) side of the charge pump. Series 40 pumps are available with provisions for either suction or charge pressure filtration to filter the fluid entering the charge circuit (see [Loop flushing valve](#) on page 16).

Typically, a filter with a beta ratio of  $\beta_{10} = 1.5$  to 2.0 is adequate. However, open circuit systems supplied from a common reservoir may have considerably higher requirements. Because each system is unique, only a thorough testing and evaluation program can fully validate the filtration system. For more information, see Danfoss publication **520L0467**, *Design Guidelines for Hydraulic Fluid Cleanliness*.

## System design parameters

### Bypass valve

In some applications it is desirable to bypass fluid around the variable displacement pump, for example; to allow a vehicle to move short distances at low speeds without running the prime mover. This is done by opening a manually operated bypass valve. This valve connects both sides of the pump/motor circuit and allows the motor to turn. During normal operation, this valve must be fully closed .

Bypass valves are available in Series 40 pumps. See Danfoss publication: **520L0635**, *Series 40 Pumps Technical Information*.

*Bypass valves are intended for moving a machine or vehicle for very short distances at very slow speeds. They are NOT intended as tow valves.*

### Loop flushing valve

Series 40 motors may incorporate an integral loop flushing valve. Installations that require additional fluid to be removed from the main hydraulic circuit because of fluid cooling or cleanliness requirements, will benefit from loop flushing. A loop flushing valve will remove heat and contaminants from the main loop at a rate faster than otherwise possible. Contact your Danfoss representative for production availability on specific frame size motors.

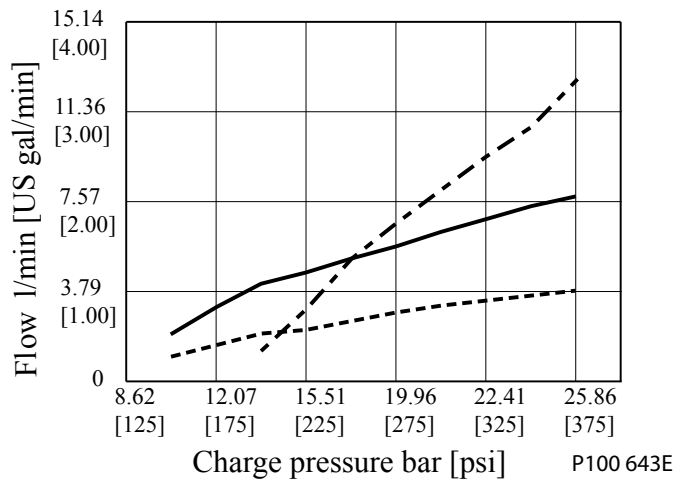
Series 40 loop flushing valves include a loop flushing relief valve with integral orifice. The flushing flow is a function of the pump charge relief valve, and the orifice size.

Loop flushing flows of 3 to 7 l/min [0.75 to 2 US gal/min] are adequate for most applications. Contact your Danfoss representative for assistance.

#### **Warning**

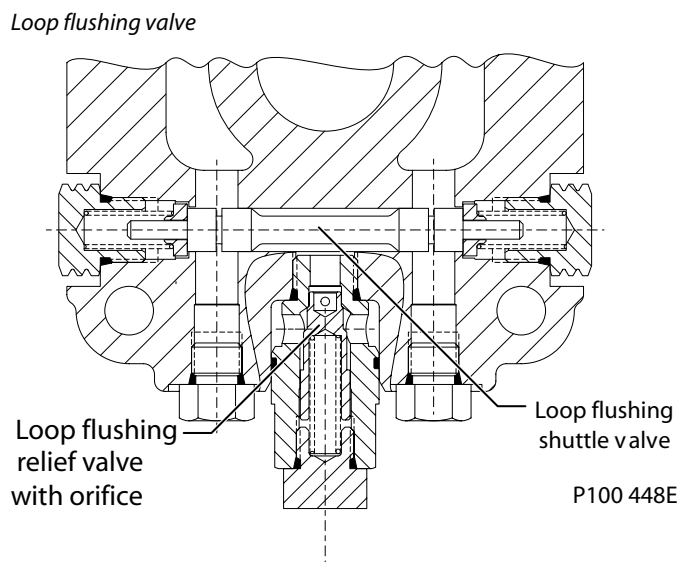
*Incorrect charge pressure settings may result in the inability to build required system pressure and/or inadequate loop flushing flows. Maintain correct charge pressure under all conditions.*

*Typical loop flushing flow as a function of charge pressure*





## System design parameters



## Charge Flow

Closed circuit operations require a charge pump to make up for lubrication and cooling losses, and to charge the low pressure side of the system loop. The total charge flow required is a sum of the charge flow requirements for the pump, plus the flow requirements for all motors in the system, plus any external loop flushing requirements. Ensure that adequate charge flow exists under all conditions of engine speed and motor speed and pressure.

## Charge Pressure/Open Circuit Operation

M35 and M44 motors can be operated with zero pressure in the low side of the system loop. The case pressure must not be higher than 2 bar over the low side of the loop system pressure. With zero back pressure, the maximum allowed case pressure is 2 bar [29 psi]. Case drain lines must be plumbed accordingly to insure this 2 bar case pressure differential is not exceeded under any circumstances.

## Redundant braking system requirement

### **Warning**

#### **Unintended vehicle or machine movement hazard.**

The loss of hydrostatic drive line power, in any mode of operation (forward, neutral, or reverse) may cause the system to lose hydrostatic braking capacity. You must provide a braking system, redundant to the hydrostatic transmission, sufficient to stop and hold the vehicle or machine in the event of hydrostatic drive power loss.

## Reservoir

The reservoir provides clean fluid, dissipates heat, and removes entrained air from the hydraulic fluid. It allows for fluid volume changes associated with fluid expansion and cylinder differential volumes. Minimum reservoir capacity depends on the volume needed to perform these functions. Typically, a capacity of one half the charge pump flow (per minute) is satisfactory for a closed reservoir. Open circuit systems sharing a common reservoir will require greater fluid capacity.

Locate the reservoir outlet (suction line) near the bottom, allowing clearance for settling foreign particles. Use a 100 - 125  $\mu\text{m}$  screen covering the outlet port. Place the reservoir inlet (return lines) below the lowest expected fluid level, as far away from the outlet as possible. Use a baffle (or baffles) between the reservoir inlet and outlet ports to reduce aeration and fluid surging.

## System design parameters

### Overpressure protection

Series 40 motors (as well as other system components) have pressure limits. Relief valves or pressure limiters should be present in the high pressure circuit to protect components from excessive pressures.

 **Caution**

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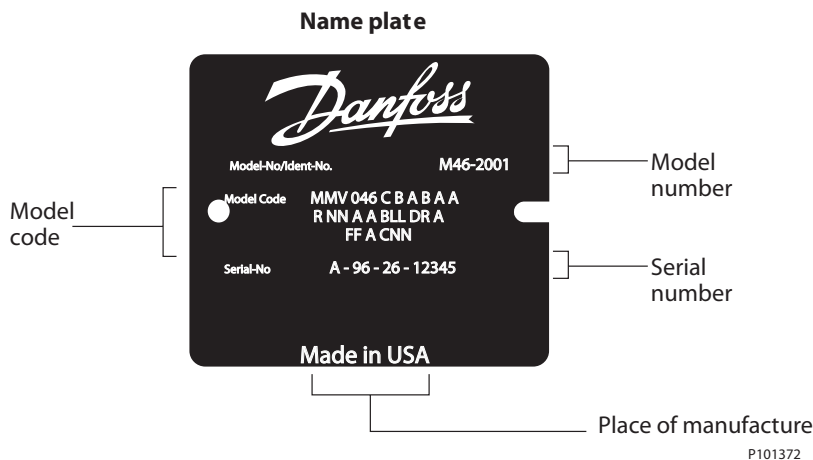
High pressure relief valves are intended for transient overpressure protection and are not intended for continuous pressure control. Operation over relief valves for extended periods of time may result in severe heat build up. High flows over relief valves may result in pressure levels exceeding the nominal valve setting and potential damage to system components.

---

**Product coding**

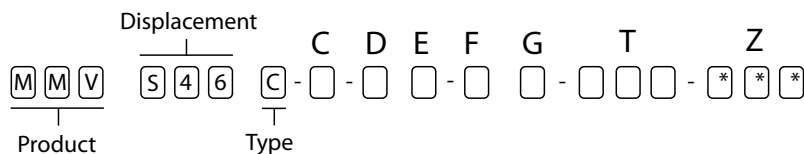
**Revised model code**

The model code is a modular description of a specific product and its options. To create an order code to include the specific options desired, see the *Series 40 Motor Model Code Supplement 520L0636MC*.



**Model code modules**

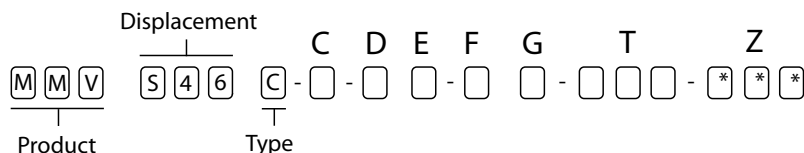
**Fixed motor**



P104 427E

- C** Seal group
- D** Output shaft/through shaft configuration
- E** Endcap configuration
- F** Cylinder block group
- G** Housing configuration
- T** Special hardware features
- Z** Special features (non-hardware) \*\*\* = None

**Variable motor**



P104 427E

- C** Seal group
- D** Output shaft/through shaft configuration
- E** Endcap configuration
- F** Control features
- G** Housing configuration

**Product coding**

**T** Special hardware features

**Z** Special features (non-hardware) \*\*\* = None

## Features and options

### Anti-Cavitation Valve Option

The M25, M35 and M44 fixed motors are available with an anti-cavitation valve option. The key application for this option is open circuit fan drives.

The anti cavitation valve combines the function of a shock valve and check valve within the same cavity which is integrated into the endcap. The check valve provides protection against cavitation that can occur upon introduction of an overrunning load or due to loss of input flow. In such case, the system delta pressure becomes negative and the check valve opens connecting the motor inlet and outlet, effectively short-circuiting the motor. The shock valve function is intended to be used for system over-pressure protection events of limited duration only. It is not intended for continuous system pressure limitation.

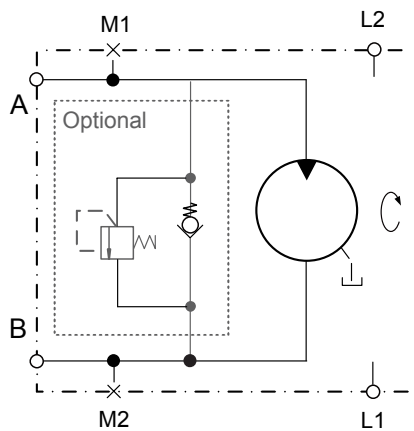
The shock valve is available with 280 bar or 345 bar setting.

For this option the high pressure port needs to be defined upfront to get the correct motor rotation. Reversing the motor is not possible with this option.

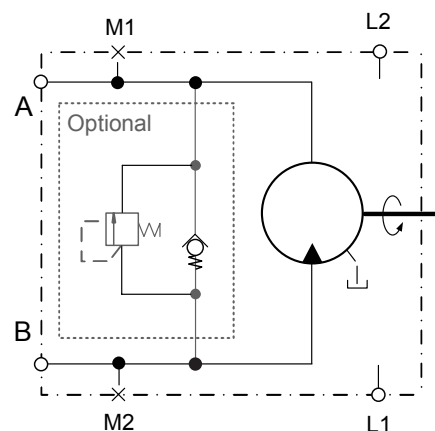
#### Flow direction

| Motor shaft rotation   | Port A | Port B | Special Hardware Feature |
|------------------------|--------|--------|--------------------------|
| Clockwise (CW)         | In     | Out    | NCD/NCF                  |
| Counterclockwise (CCW) | Out    | In     | NCE/NCG                  |

**Anti-Cavitation Valve, Port A High Pressure  
 Rotation Clockwise - M25 Fixed Motor**



**Anti-Cavitation Valve, Port B High Pressure  
 Rotation Counterclockwise  
 M35/M44 Fixed Motor**



P108697

### Displacement limiters

M35, M44, and M46 variable motors have **minimum displacement limiters**. Minimum unit displacement is obtained with the adjuster screw at its maximum extension from the end cap or displacement control piston cover. All motors are shipped with the displacement limiter set for minimum motor displacement.

The M35 and M44 MV minimum displacement limiter is located in the end cap. The M46 MV minimum displacement limiter is located in the displacement control piston cavity. The length and configuration of this limiter will depend upon the control option installed in the motor.

M46 MV units may have an optional mechanical **maximum displacement limiter** located in the displacement control piston cover. The maximum displacement limit can be adjusted by loosening the

**Features and options**

sealing lock nut, adjusting displacement by rotating the screw with a screwdriver, then locking the adjuster by torquing the sealing lock nut.

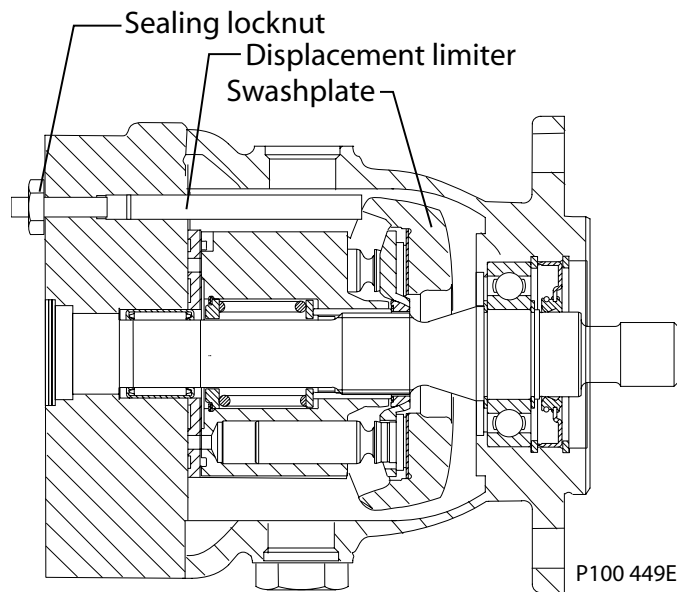
Maximum unit displacement is obtained with the adjuster screw standing at its maximum height out of the displacement control piston cover. All motors are shipped with the limiter set for maximum motor displacement.

**⚠ Warning**

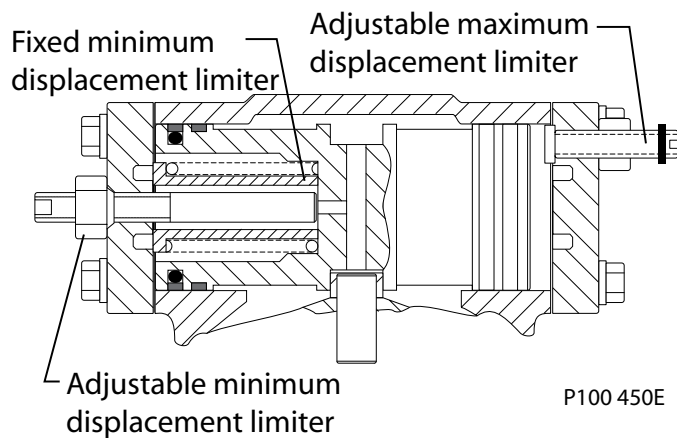
**Undesirable output speed hazard.**

Take care adjusting displacement limiters. Too low of a minimum displacement setting can result in higher than expected output speed. Retorque the sealing locknut after every adjustment to prevent an unexpected changes and to prevent external leakage.

*Displacement limiter M35/M44 MV*



*Displacement limiter M46 MV*



**Speed sensor option**

Series 40 motors are available with a speed sensor option for direct measurement of motor output speed. You can use this sensor may to sense the direction and speed of motor rotation.

A special magnetic speed ring is pressed onto the outside diameter of the cylinder block. A hall effect pulse pickup is located in the motor housing. The sensor accepts supply voltage and outputs a digital

## Features and options

pulse signal in response to the speed of the ring. The output changes its high/low state as the north and south poles of the permanently magnetized speed ring pass by the face of the sensor. The digital signal is generated at frequencies suitable for microprocessor based controls.

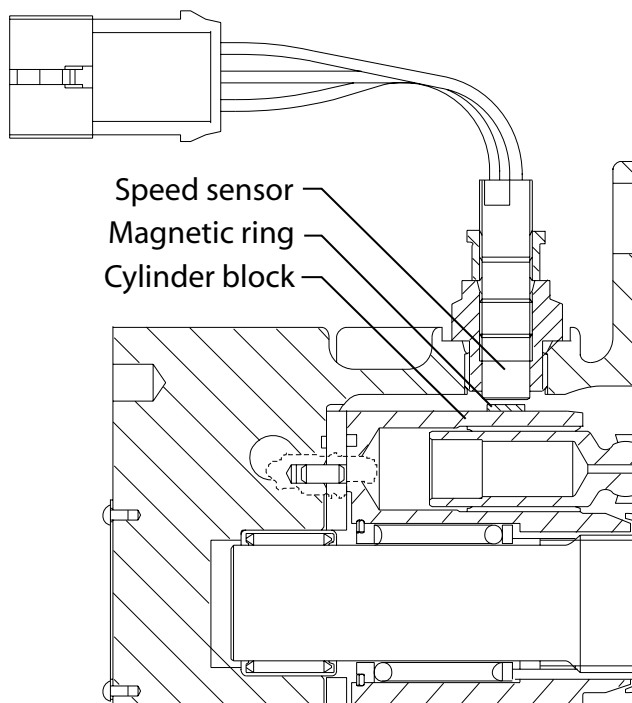
This sensor will operate with a supply voltage of 4.5 to 15 Vdc, and requires a current of 12 mA at 5.0 Vdc (minimum) under no load. Maximum operating current is 20 mA at 5 Vdc (maximum). Maximum operating frequency is 15 kHz. Output voltage in High State (VOH) is sensor supply voltage minus 0.5 Vdc, minimum. Output voltage in Low State (VOL) is 0.5 Vdc, maximum. The sensor is available with a Packard Weather-Pack™ or 4-pin sealed connector.

Contact your Danfoss representative for production availability on specific motor frame sizes, or for special speed sensor options.

### Speed sensor specifications

|                                    |  |
|------------------------------------|--|
| Supply voltage                     | 4.5 - 15 Vdc                           |
| Required current                   | 12 mA @ 5 Vdc<br>(no load)             |
| Maximum current                    | 20 mA @ 5Vdc                           |
| Maximum frequency                  | 15 kHz                                 |
| VOH                                | Supply Vdc - 0.5 Vdc                   |
| VOL                                | 0.5 Vdc maximum                        |
| Magnetic ring<br>Pulses/revolution | M25 M35 M44 M46<br>43 46 46 51         |
| Connector                          | Packard Weather-Pack™<br>3- pin, 4-pin |

### Speed sensor cross section

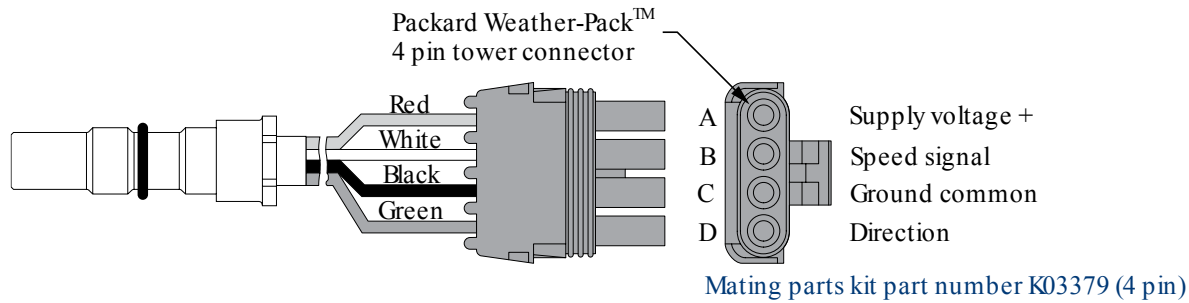


P100 452E

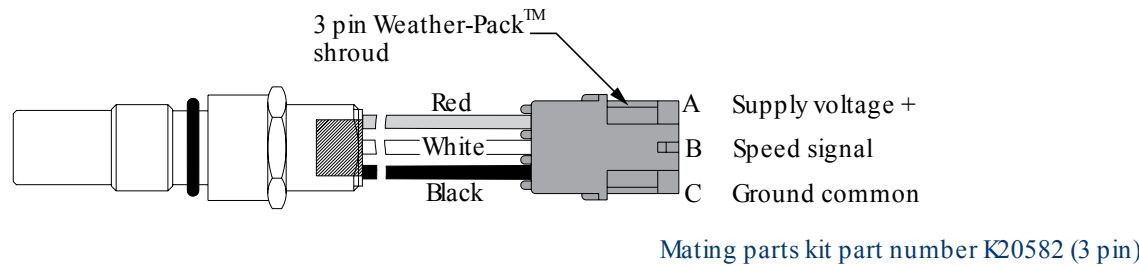
**Features and options**

**Pulse pickup and connector**

*Speed sensor with directional signal*



*Speed sensor without directional signal*



**Shaft options**

Series 40 motors are available with a variety of splined, straight keyed, and tapered shaft ends. Nominal shaft sizes and torque ratings for some available shafts are shown in the accompanying table. Other shaft options may exist. Contact your Danfoss representative for availability.

**Shaft torque for tapered shafts**

The rated torque is based on the contact pressure between the shaft and hub surfaces with poor surface contact areas. With an increased quality of the contact areas, the contact pressure between the shaft and hub is increased and allows higher torque to be transmitted.

Torque ratings assume no external radial loading. **Continuous torque** ratings for splined shafts are based on spline tooth wear, and assume the mating spline has a minimum hardness of  $R_c$  55 to full spline depth and coupling has good lubrication.

**Maximum torque** ratings are based on shaft torsional strength and assume a maximum of 200,000 load reversals.



## Features and options

### Shaft availability and torque ratings

| N·m [lbf·in]                       |            | M25 MF     | M35 MF     | M44 MF     | M35 MV     | M44 MV     | M46 MV     |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|
| Spline<br>13-tooth,<br>16/32 pitch | Continuous | 80 [750]   | 73 [650]   | 73 [650]   | 73 [650]   | 73 [650]   | 73 [650]   |
|                                    | Max        | 140 [1240] | 226 [2000] | 226 [2000] | 226 [2000] | 226 [2000] | 226 [2000] |
| Spline<br>15-tooth,<br>16/32 pitch | Continuous | -          | 153 [1350] | 153 [1350] | 153 [1350] | 153 [1350] | 153 [1350] |
|                                    | Max        | -          | 362 [3200] | 362 [3200] | 362 [3200] | 362 [3200] | 362 [3200] |
| Spline<br>19-tooth<br>16/32 pitch  | Continuous | -          | -          | -          | -          | -          | 194 [1710] |
|                                    | Max        | -          | -          | -          | -          | -          | 460 [4070] |
| Tapered<br>1.00 inch               | Max        | 140 [1240] | 497 [4400] | 497 [4400] | -          | -          | 497 [4400] |
| Straight<br>keyed 0.875<br>inch    | Max        | -          | 226 [2000] | 226 [2000] | -          | -          | -          |

Recommended mating splines for Series 40 splined output shafts should be in accordance with ANSI B92.1 Class 5. Danfoss external splines are modified Class 5 Fillet Root Side Fit. The external spline Major Diameter and Circular Tooth Thickness dimensions are reduced in order to assure a clearance fit with the mating spline.

## Through-shaft options

Optional through-shafts are available on Series 40 fixed and variable displacement motors (as noted in the accompanying table). Through-shafts are provided for use in secondary (parking) braking systems. Through-shaft ends are not intended for continuous power transmission.

### Through-shaft availability and torque limitations

| Frame size  | Shaft spline | Max. torque limit<br>N·m [lbf·in] |
|-------------|--------------|-----------------------------------|
| M35 MF      | 13T 16/32 P  | 328 [2900]                        |
| M44 MF      | 13T 16/32 P  | 328 [2900]                        |
| M46 MV(SAE) | 13T 16/32 P  | 328 [2900]                        |

### Warning

#### Potential loss of braking capacity.

Exceeding these torque limits could cause shaft breakage. Ensure your application never exceeds maximum torque limits under any operating conditions.

**Shaft options**

**M25 MF**

| Code | Description  | Torque rating                         |  | Drawing  |
|------|--|---------------------------------------|--|--|
|      |  | Maximum torque rating<br>N·m [lbf·in] | Continuous torque rating<br>N·m [lbf·in] |  |
| E    | 13-tooth<br>16/32 pitch<br>(ANSI B92.1 1970 - Class 5) | 140 [1240]                            | 80 [750]                                 | <p style="text-align: right;">P104 428E</p>              |
| N    | Ø 25.4 mm [1.000 in]<br>1:8 taper                      | 140 [1240]                            | —  | <p style="text-align: right;">P104 429E</p>              |
| D    | Ø 25.4 mm [1.000 in]<br>1:8 taper - with dust seal     | 140 [1240]                            | —  | <p style="text-align: right;">520L0636   070208 717E</p> |

**Shaft options**

**M35/44 MF**

| Code | Description                      | Torque rating                         |  | Drawing |
|------|----------------------------------|---------------------------------------|--|---------|
|      |                                  | Maximum torque rating<br>N•m [lbf•in] | Continuous torque rating<br>N•m [lbf•in] |         |
| A, C | Splined output shaft (see table) | 13 tooth 226 [2000]                   | 13 tooth 73 [650]                        |         |
| F    |                                  | 15 tooth 362 [3200]                   | 15 tooth 153 [1350]                      |         |

P104 430E

*M35 / M44 MF splined shaft option*

| Shaft option | Shaft length<br>S | Shaft diameter<br>T | Full spline<br>U | Major dia.<br>V | Pitch dia.<br>W | No. teeth<br>Y | Pitch<br>Z | Thru shaft |
|--------------|-------------------|---------------------|------------------|-----------------|-----------------|----------------|------------|------------|
| A            | 33.55 [1.321]     | 18.8 [0.74]         | 16.5 [0.65]      | 21.72 [0.8550]  | 20.638 [0.8125] | 13             | 16/32      | ---        |
| C            | 33.55 [1.321]     | 18.8 [0.74]         | 16.5 [0.65]      | 21.72 [0.8550]  | 20.638 [0.8125] | 13             | 16/32      | 13T        |
| F            | 33.55 [1.321]     | 21.98 [0.865]       | 18.5 [0.73]      | 24.89 [0.9800]  | 23.812 [0.9375] | 15             | 16/32      | ---        |

**Shaft options**

| Code | Description                            | Torque rating                         |  | Drawing          |
|------|--|---------------------------------------|--|------------------|
|      |  | Maximum torque rating<br>N·m [lbf·in] | Continuous torque rating<br>N·m [lbf·in] |                  |
| N    | Ø 25.4 mm [1.000 in]<br>1:8 taper      | 497 [4400]                            | —  | <p>P104 431E</p> |
| S    | Ø 22.2 mm [0.874 in]<br>straight keyed | 226 [2000]                            | —  | <p>P104 432E</p> |

### Shaft options

#### M35/44 MV

| Code | Description                      | Torque rating                         |  | Drawing  |
|------|----------------------------------|---------------------------------------|--|--|
|      |                                  | Maximum torque rating<br>N•m [lbf•in] | Continuous torque rating<br>N•m [lbf•in] |  |
| A    | Splined output shaft (see table) | 73 [650]                              | 226 [2000]                               | <p>W pitch dia.<br/>           30° pressure angle<br/>           Y teeth, 16/32 pitch<br/>           fillet root side fit<br/>           per ANSI B92.1 class no.5<br/>           also mates with flat<br/>           root side fit</p> <p>P104 433E</p> |

#### M35 / M44 MV splined shaft option

| Shaft option | Max. coupling engagement<br>S | Shaft diameter<br>T | Full spline length<br>U | Major dia.<br>V | Pitch dia.<br>W | No. teeth<br>Y | Pitch | Thru shaft |
|--------------|-------------------------------|---------------------|-------------------------|-----------------|-----------------|----------------|-------|------------|
| A            | 33.3 [1.31]                   | 18.8 [0.74]         | 16.5 [0.65]             | 21.72 [0.855]   | 20.638 [0.8125] | 13             | 16/32 | ---        |

**Shaft options**

**M46 MV**

| Code                | Description                      | Torque rating                         |  | Drawing |
|---------------------|----------------------------------|---------------------------------------|--|---------|
|                     |                                  | Maximum torque rating<br>N·m [lbf·in] | Continuous torque rating<br>N·m [lbf·in] |         |
| A, B,<br>E, F,<br>D | Splined output shaft (see table) | 13 tooth 226 [2000]                   | 13 tooth 73 [650]                        |         |
| 15 tooth 362 [3200] |                                  | 15 tooth 153 [1350]                   |  |         |
| 19 tooth 460 [4070] |                                  | 19 tooth 194 [1710]                   |  |         |
| J                   | 25.4 [1.000] tapered shaft       | —                                     | 497 [4400]                               |         |

*M46 MV splined shaft option*

| Shaft option | Shaft extension<br>R | Max. coupling engagement<br>S | Shaft diameter<br>T | Fullspline length<br>U | Major dia.<br>V | Pitch dia.<br>W | No. teeth<br>Y | Pitch<br>Z | Thru shaft |
|--------------|----------------------|-------------------------------|---------------------|------------------------|-----------------|-----------------|----------------|------------|------------|
| A            | 32.94 [1.297]        | 32 [1.26]                     | 19.1 [0.75]         | 15.8 [0.62]            | 21.72 [0.855]   | 20.638 [0.8125] | 13             | 16/32      | ---        |
| B            | 32.94 [1.297]        | 32 [1.26]                     | 19.1 [0.75]         | 15.8 [0.62]            | 21.72 [0.855]   | 20.628 [0.8125] | 13             | 16/32      | 13T        |

### Shaft options

*M46 MV splined shaft option (continued)*

| Shaft option | Shaft extension R | Max. coupling engagement S | Shaft diameter T | Fullspline length U | Major dia. V  | Pitch dia. W    | No. teeth Y | Pitch Z | Thru shaft |
|--------------|-------------------|----------------------------|------------------|---------------------|---------------|-----------------|-------------|---------|------------|
| E            | 37.72 [1.485]     | 36.6 [1.44]                | 22.3 [0.88]      | 22.86 [0.90]        | 24.89 [0.980] | 23.812 [0.9375] | 15          | 16/32   | ---        |
| F            | 37.72 [1.485]     | 36.6 [1.44]                | 22.3 [0.88]      | 22.86 [0.90]        | 24.89 [0.980] | 23.812 [0.9375] | 15          | 16/32   | 13T        |
| D            | 37.72 [1.485]     | 36 [1.44]                  | 28.4 [1.114]     | 22.35 [0.88]        | 31.24 [1.230] | 30.162 [1.1875] | 19          | 16/32   | ---        |

Contact Danfoss Application Engineering for specific installation drawings.

**Control options**

**Direct displacement control (DDC)**

**⚠ Warning**

**Unintended vehicle movement hazard.**

Internal forces may not return the swashplate to the neutral position under all operating conditions.

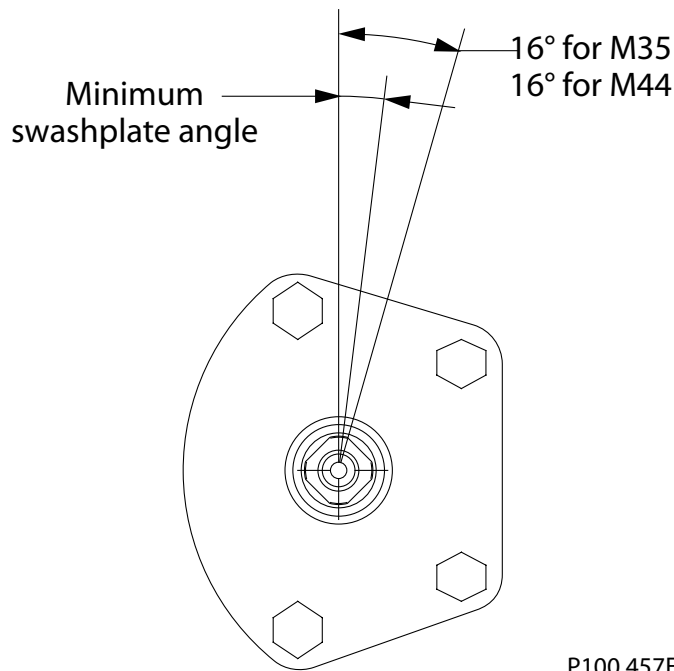
The direct displacement control is available on either side of the M35 and M44 variable motors. It provides a simple, positive method of displacement control. Movement of the control shaft causes a proportional swashplate movement, thus varying the motor's displacement from full to minimum displacement.

Neutral position is not factory set, nor is there any internal neutral return mechanism. The application must include provisions for all control linkage and neutral return functionality.

**External Control Handle Requirements**

Maximum allowable trunnion torque is 79.1 N·m [700 lbf·in]. Minimum torque necessary to hold the swashplate per 70 bar of differential system pressure is 11.3 N·m [100 lbf·in]. Maximum trunnion angle is 16° for M35 and M44.

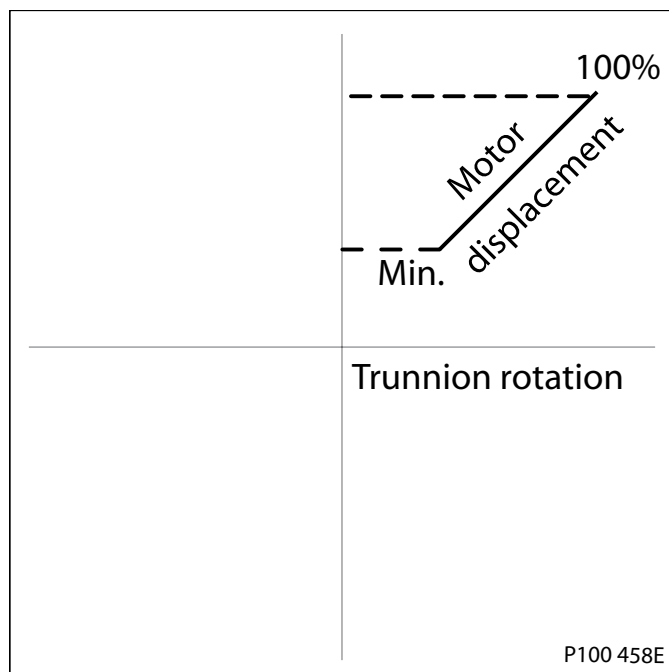
*DDC on left side of M35 motor*





## Control options

*Motor displacement vs swashplate rotation*



*DDC input specifications*

|   |            |
|---|------------|
| Max. torque N·m [lbf·in]  | 79.1 [700] |
| Min. torque to hold (per 70 bar [1000 psi] system pressure)<br>N·m [lbf·in] | 11.3 [100] |
| Max. angle  | 16°        |

## Two-position hydraulic control

Series 40 M46 variable displacement motors are equipped with a hydraulically controlled swashplate. The motor is spring biased toward maximum displacement. A hydraulic piston is used to shift the swashplate from maximum to minimum displacement. A single or two-line control can regulate the servo piston.

With the standard single-line control option, hydraulic pressure is supplied to the control port (X1) to shift the motor to minimum displacement. The opposite end of the displacement control piston internally drains to the motor case. The swashplate shifts with a minimum pressure of 13.8 bar [200 psi]. The bias spring returns the motor to maximum displacement when control pressure is removed.

The single-line control generally uses a customer supplied 2-position, 3-way control valve. Hydraulic pressure on the control piston must not exceed 27.6 bar [400 psi].

In applications which encounter frequent shifting on-the-go as part of the normal duty cycle, we recommend the optional two-line control. Applications with routine shifting from work range to travel range may not require the two-line control. To command minimum displacement, port control pressure to port X1 and drain port X2. To command maximum displacement, port control pressure to port X2 and drain port X1.

The two-line control generally uses a customer supplied 2-position, 4-way control valve. Hydraulic pressure on the control piston must not exceed 27.6 bar (400 psi).

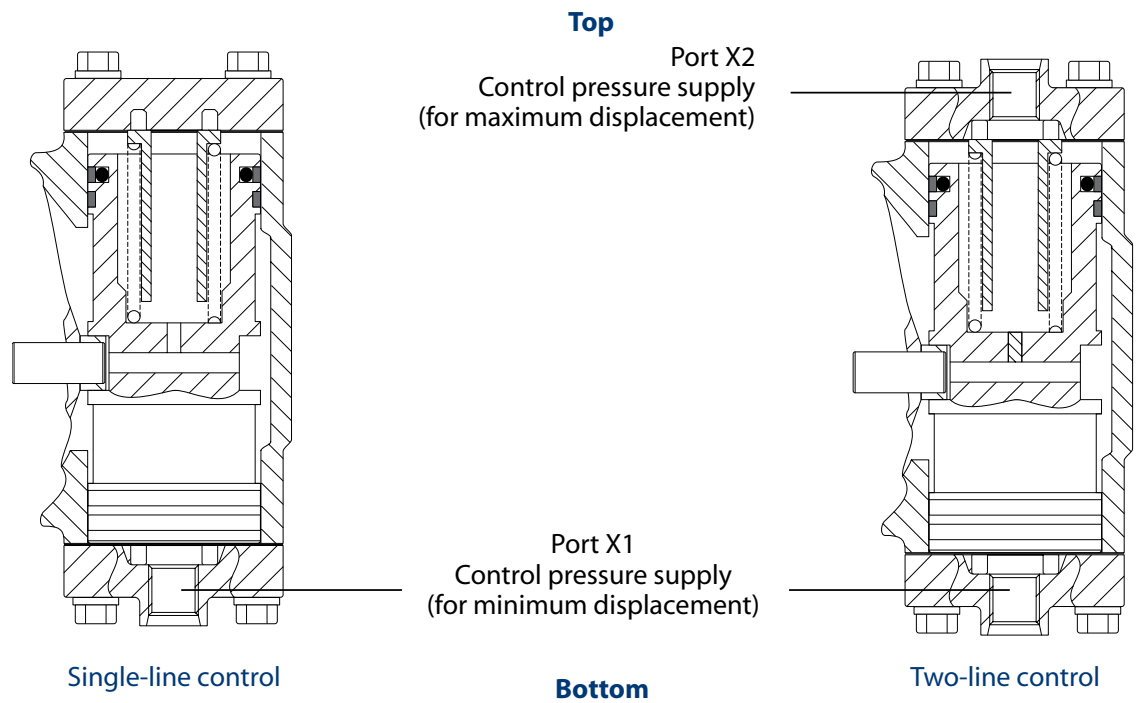
Orifices in either (or both) the control valve supply and drain lines optimize the shift rate for either the single or two-line control. Contact your Danfoss representative for additional information.

**Control options**

*Input specifications bar [psi]*

|                                      | <b>Single line control</b> | <b>Two line control</b> |
|--------------------------------------|----------------------------|-------------------------|
| Max. pressure on control             | 27.6 [400]                 | 27.6 [400]              |
| Min. pressure to shift               | 13.8 [200]                 | 13.8 [200]              |
| Control valve<br>(customer supplied) | 2-position / 3 way         | 2-position / 4-way      |

*M46 2-position hydraulic controls*



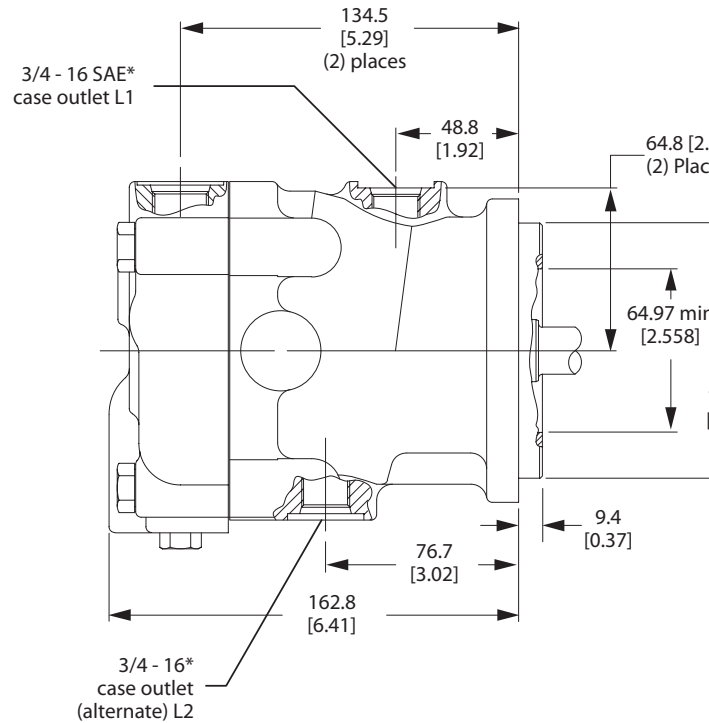
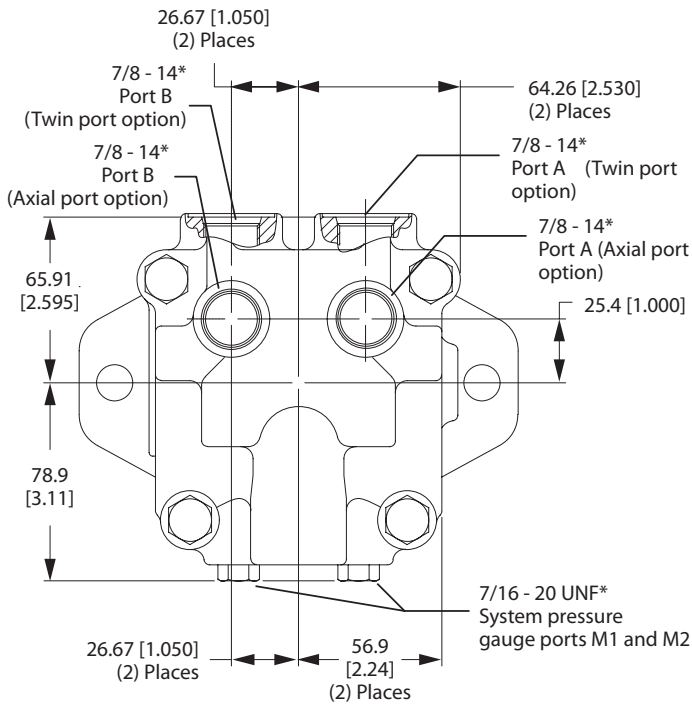
## Installation drawings

### **M25 MF: axial ports, twin ports, loop flushing, speed sensor**

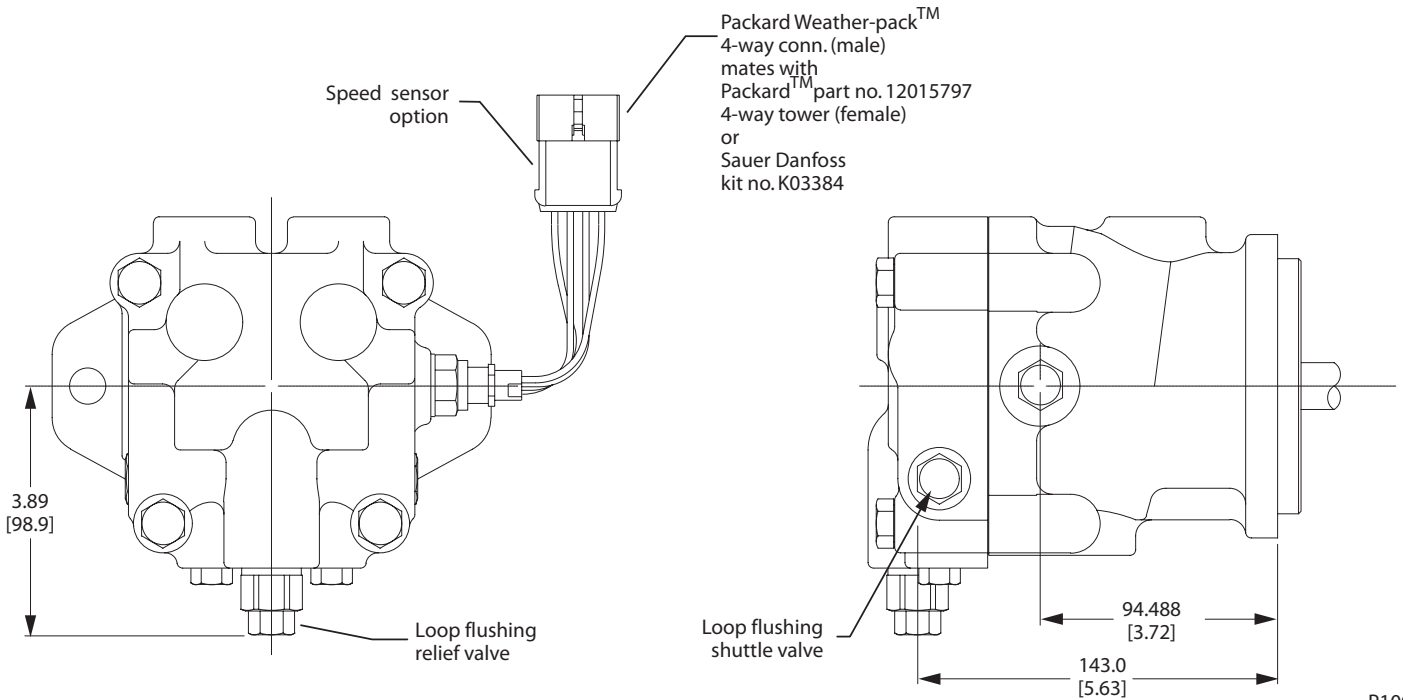
*Flow direction*

| Motor shaft rotation   | Port A | Port B |
|------------------------|--------|--------|
| Clockwise (CW)         | In     | Out    |
| Counterclockwise (CCW) | Out    | In     |

**Installation drawings**



**Axial or Twin Ports**



**With Loop Flushing**

P100 565E

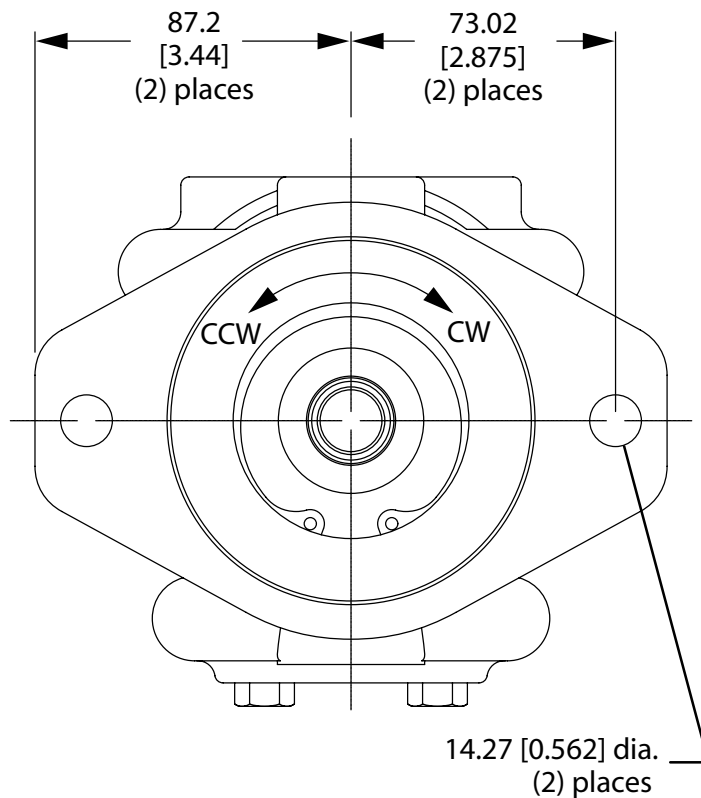
**Installation drawings**

\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

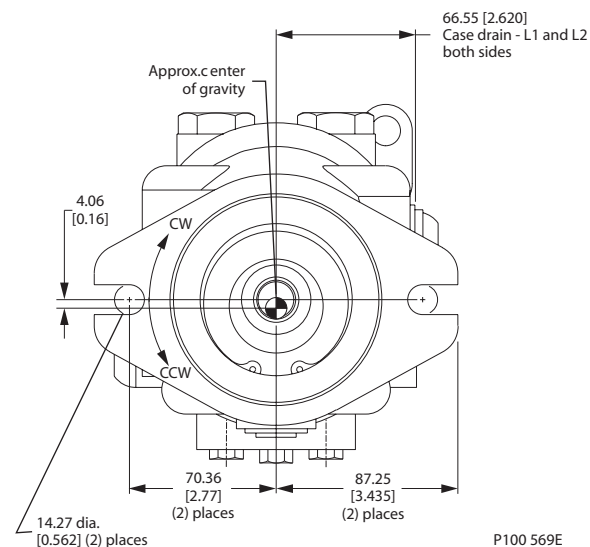
Contact Danfoss Application Engineering for specific installation drawings.

**M25 MF: mounting flange**



P100 566E

**M35/M44 MF: mounting flange**



P100 569E

**Installation drawings**

\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

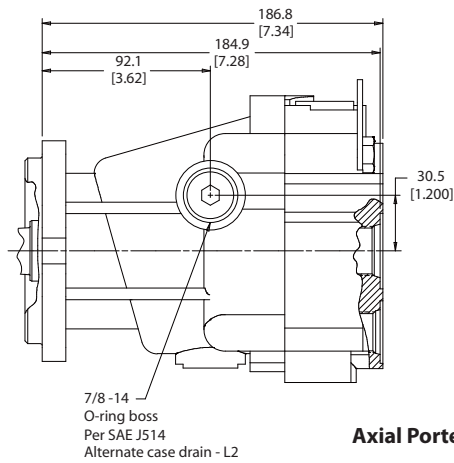
Shaft rotation is determined by viewing motor from output shaft end.

Contact Danfoss Application Engineering for specific installation drawings.

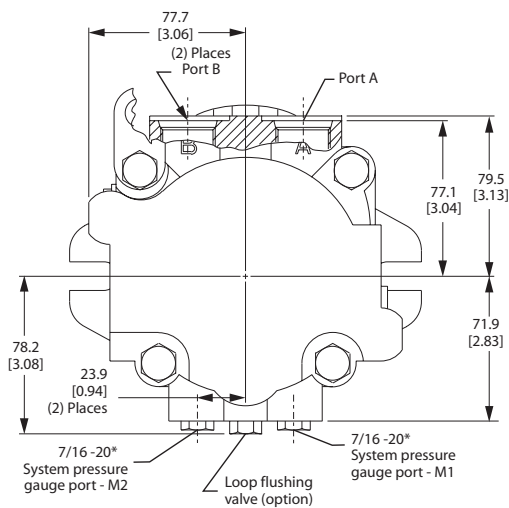
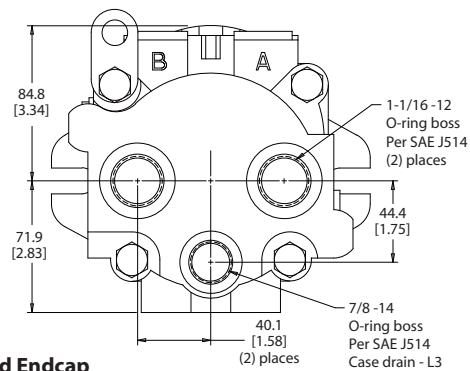
**M35/M44 MF: axial ports, twin ports, loop flushing, speed sensor**

*Flow direction*

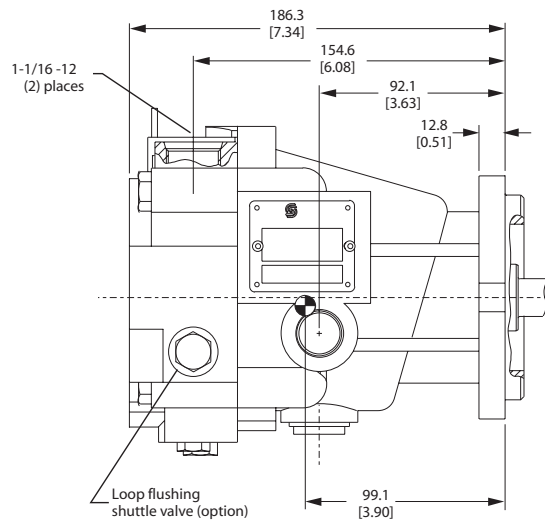
| Motor shaft rotation | Port A | Port B |
|----------------------|--------|--------|
| Clockwise            | In     | Out    |
| Counterclockwise     | Out    | In     |



**Axial Ported Endcap**



**Twin Ports**



P100567E

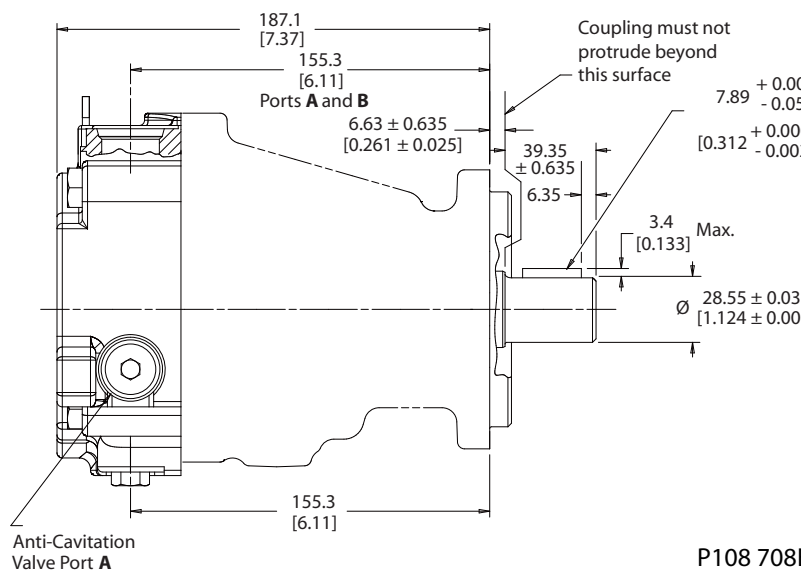
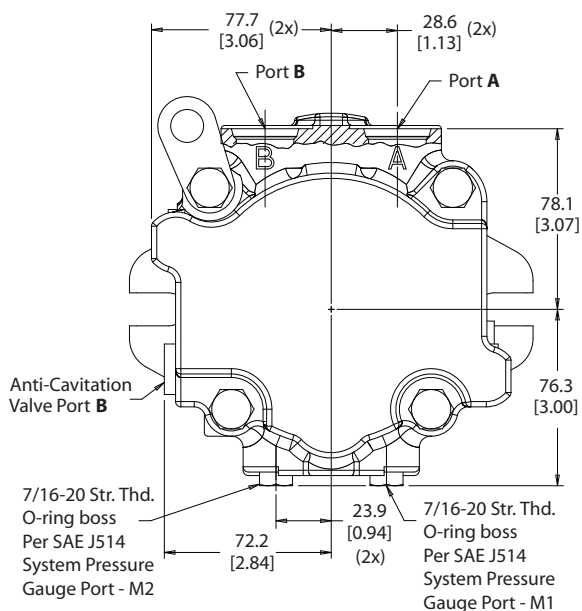
**Installation drawings**

\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

Contact Danfoss Application Engineering for specific installation drawings.

**M35/M44 MF: radial ports, twin ports, anti-cavitation valve**



P108 708

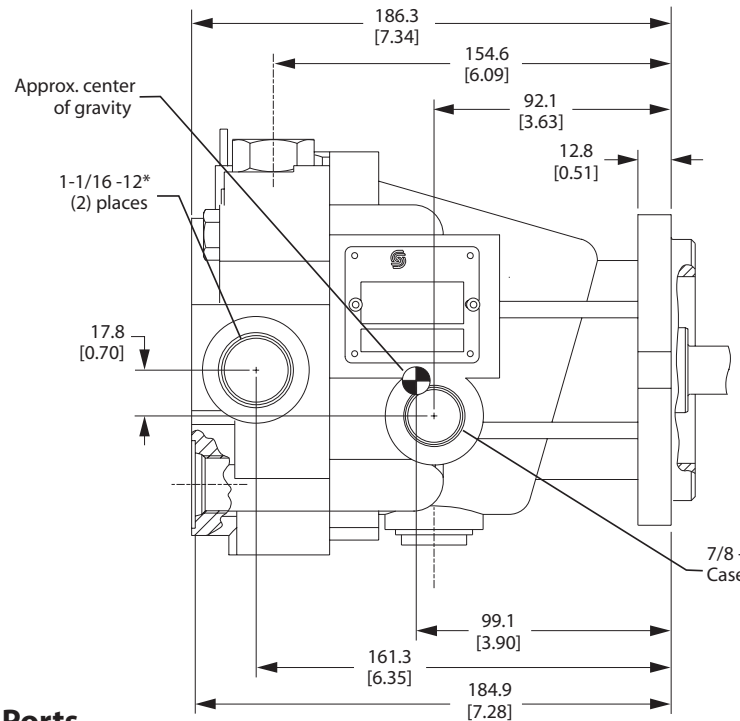
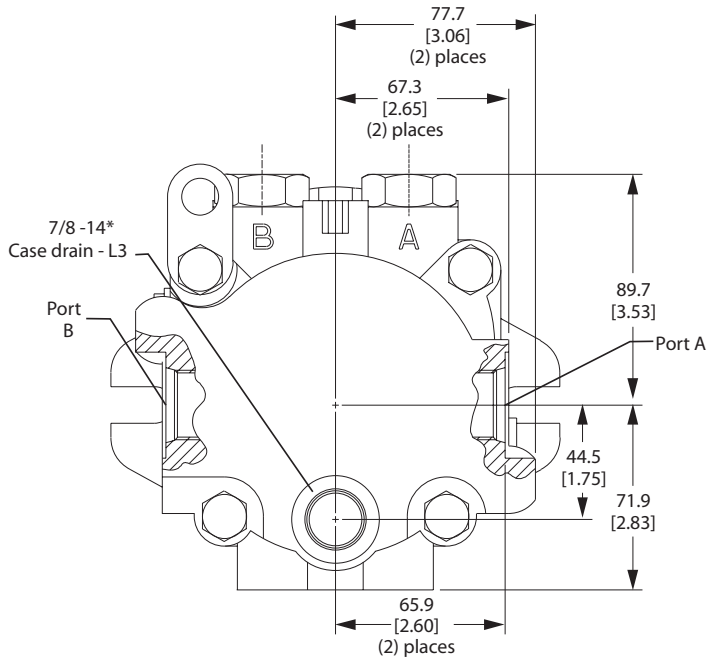
\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

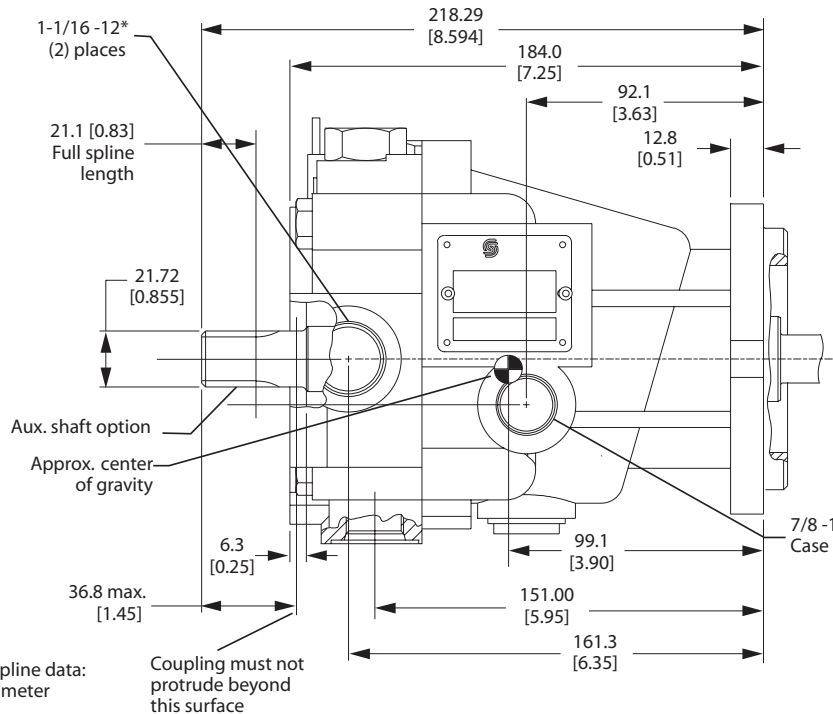
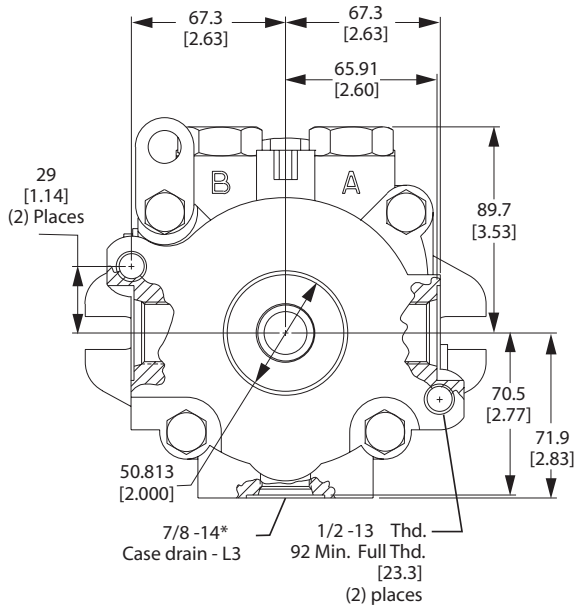
Contact Danfoss Application Engineering for specific installation drawings.

**Installation drawings**

**M35/M44 MF: side ports, through shaft**



**Side Ports**



Auxiliary drive spline data:  
 20.638 pitch diameter [0.8125]  
 30° pressure angle  
 13 teeth, 16/32 pitch  
 fillet root side fit  
 ANSI B92.1-1790 class no.5  
 also mates with flat  
 root side fit



### **Installation drawings**

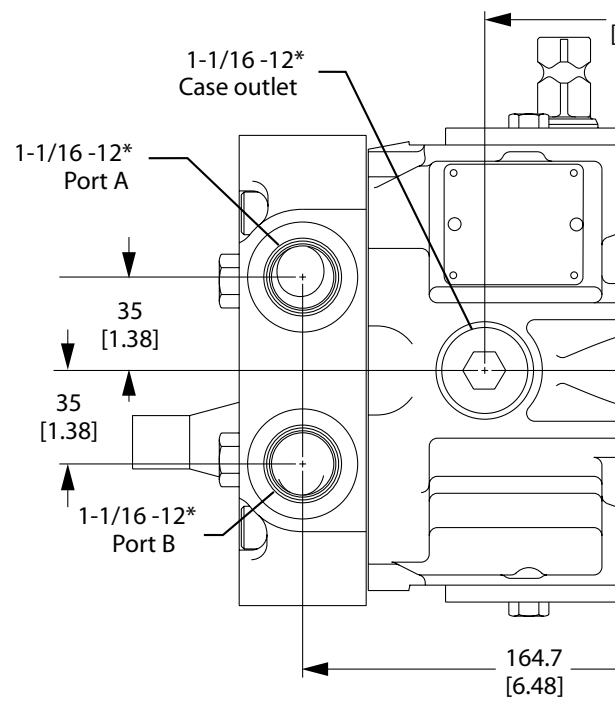
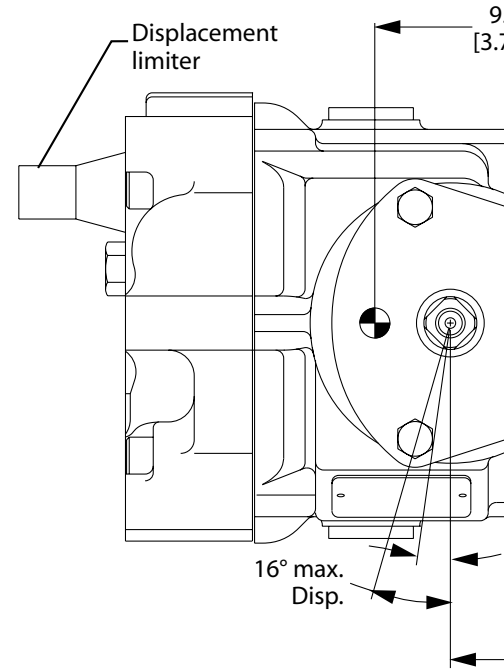
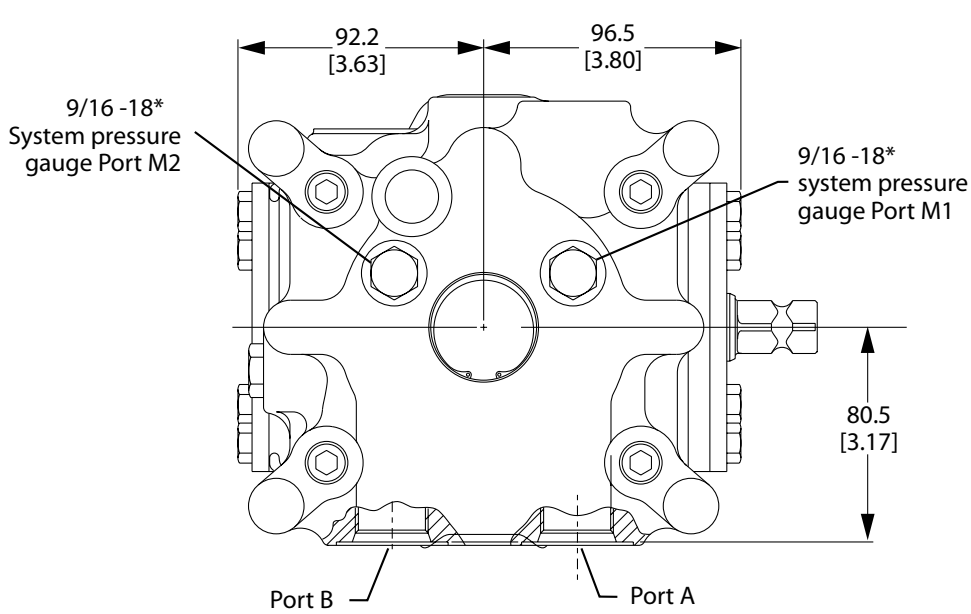
\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

Contact Danfoss Application Engineering for specific installation drawings.

### Installation drawings

#### M35/M44 MV: twin ports



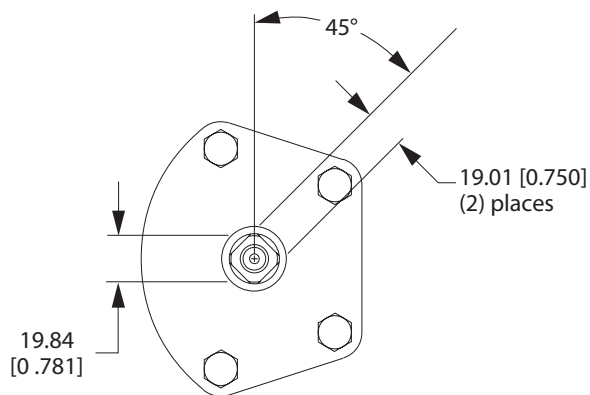
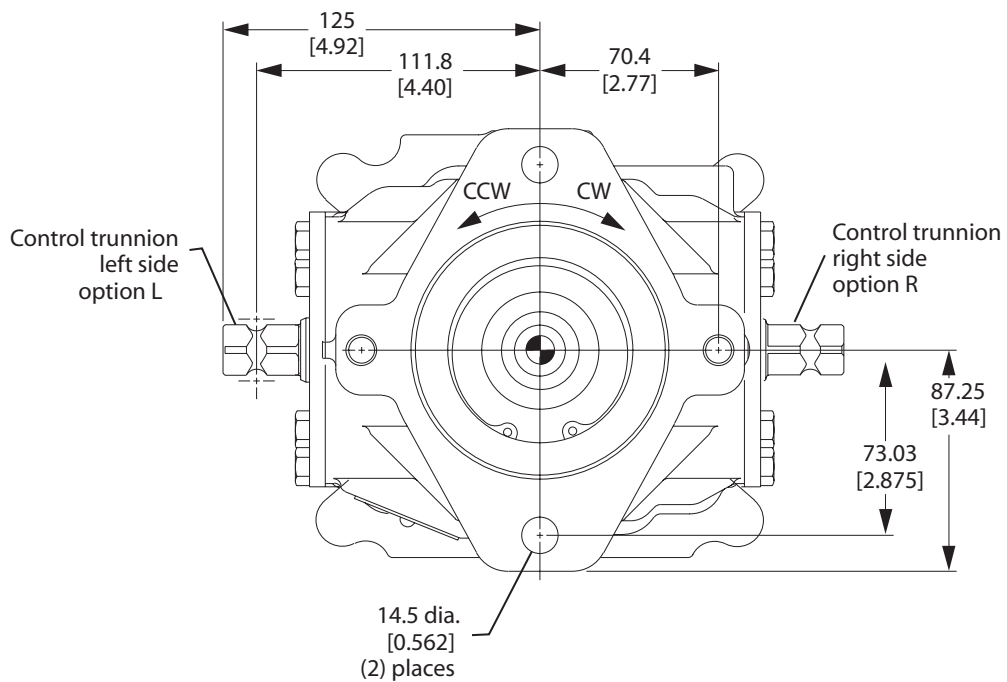
**Installation drawings**

\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

Contact Danfoss Application Engineering for specific installation drawings.

**M35/M44 MV: mounting flange, trunion control**



P100571

**Trunion Control**

\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

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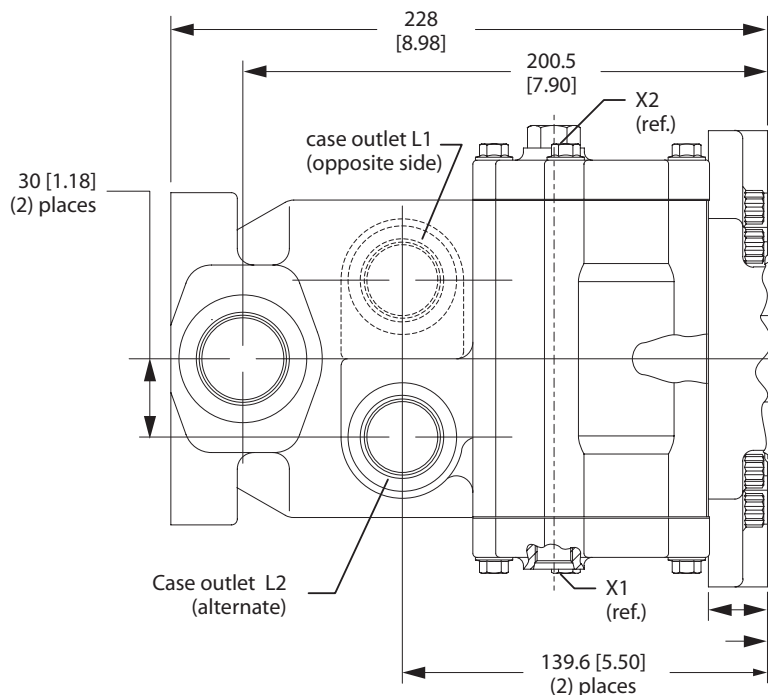
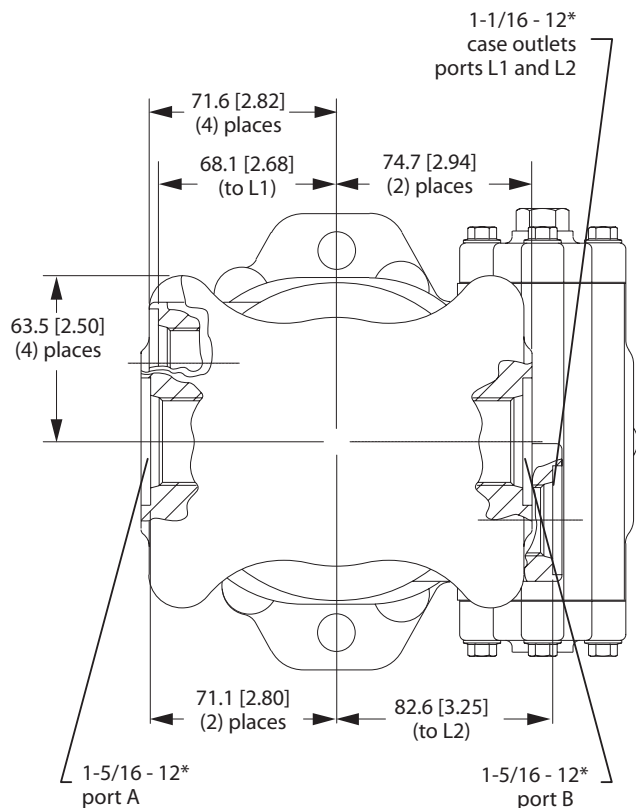
## Installation drawings

### M46 MV: side ports, loop flushing

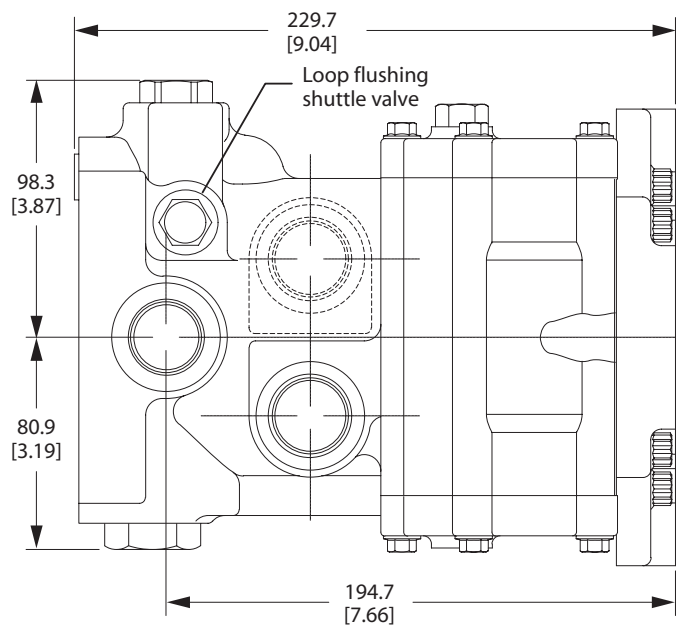
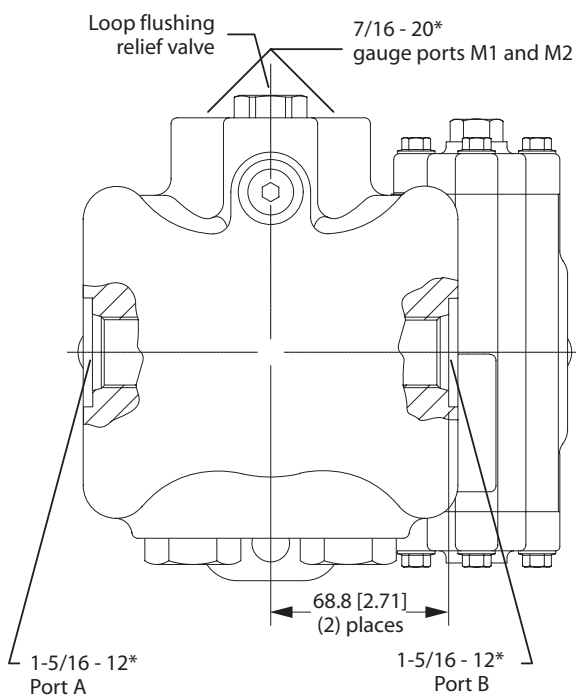
*Flow direction*

| Motor shaft direction  | Port A | Port B |
|------------------------|--------|--------|
| Clockwise (CW)         | Out    | In     |
| Counterclockwise (CCW) | In     | Out    |

**Installation drawings**



**Radial (side) Ports without Loop Flushing**



**Radial (side) Ports with Loop Flushing**

**Installation drawings**

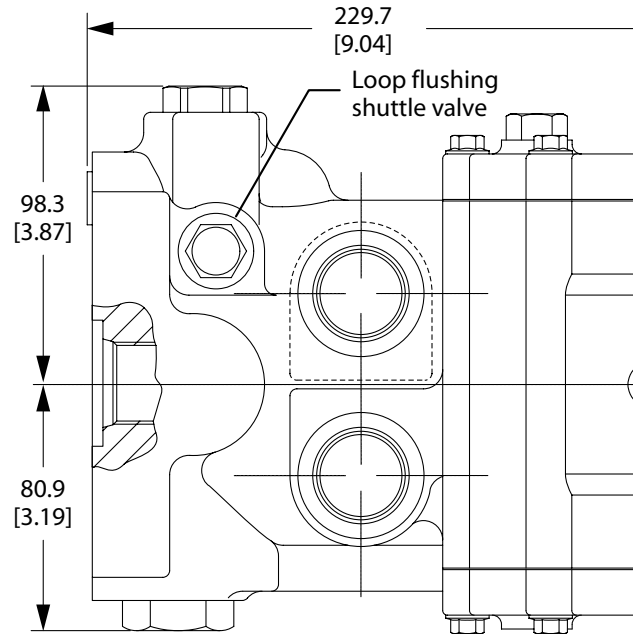
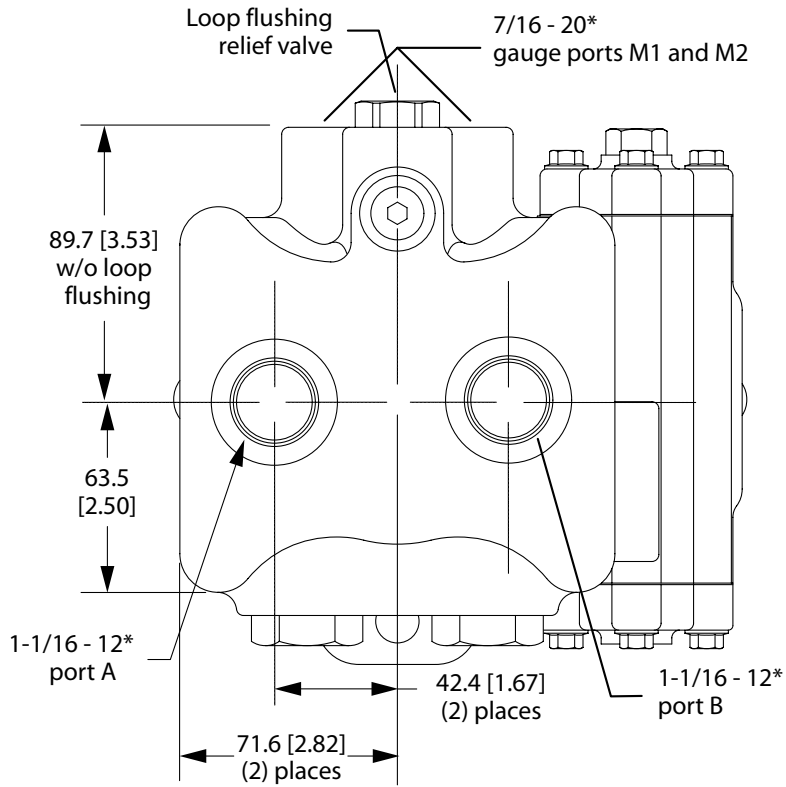
\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

Contact Danfoss Application Engineering for specific installation drawings.

**M46 MV: axial ports, loop flushing**

Axial ports w/ loop flushing



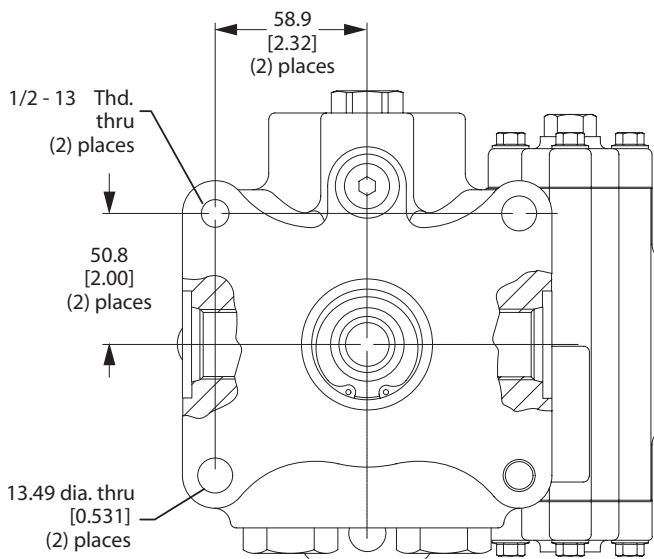
\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

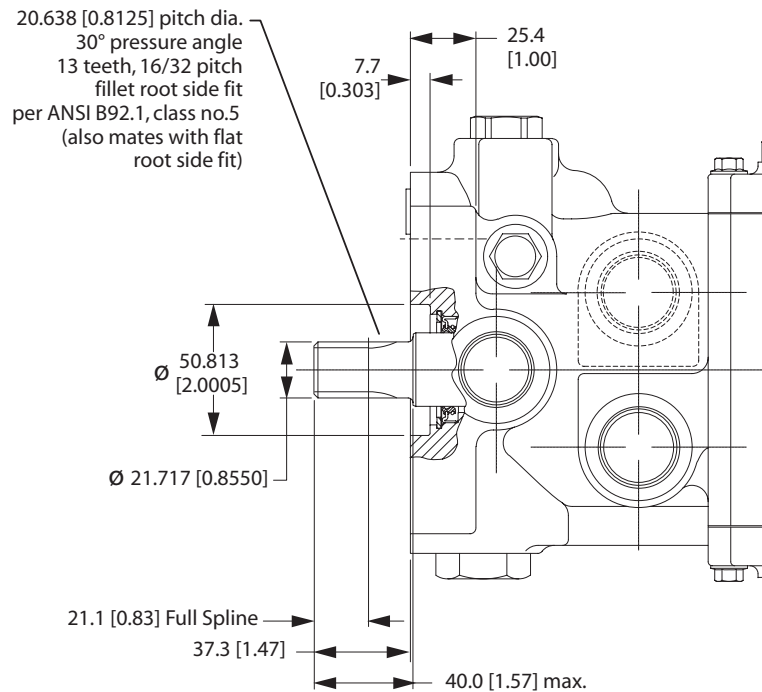
Contact Danfoss Application Engineering for specific installation drawings.

**Installation drawings**

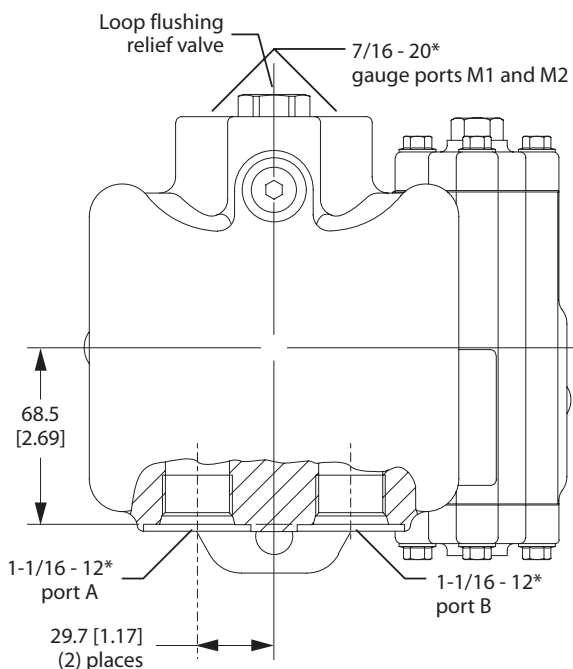
**M46 MV: side ports, thru shaft twin ports, loop flushing**



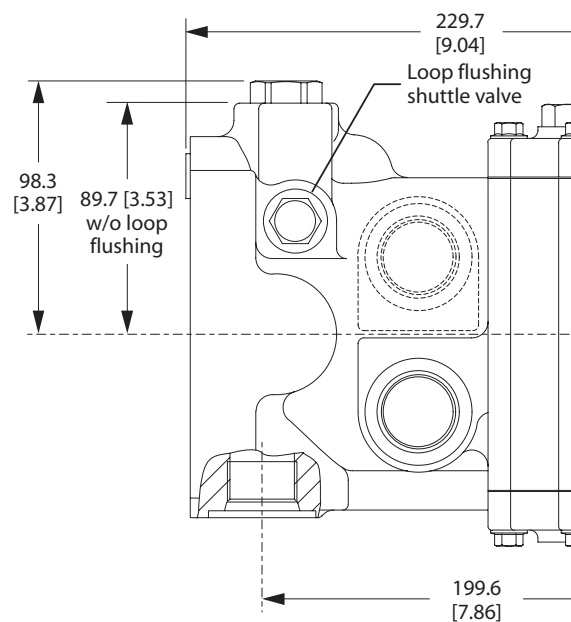
**Side Ports with Thru Shaft**



**Radial (side) Ported with Loop Flush with Thru Shaft**



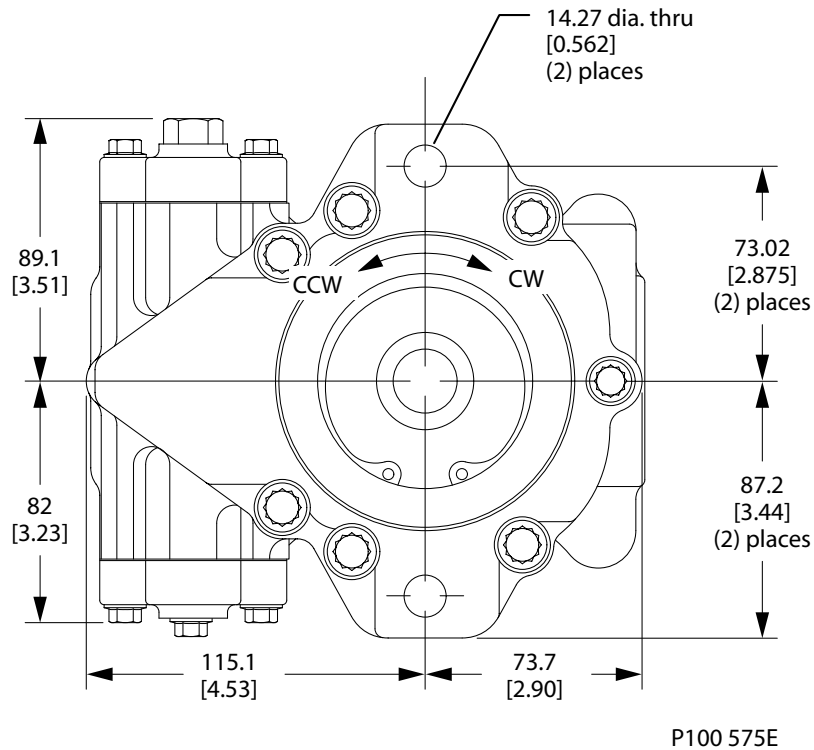
**Radial (twin) Ports with Loop Flushing**



**Installation drawings**

\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.  
 Shaft rotation is determined by viewing motor from output shaft end.  
 Contact Danfoss Application Engineering for specific installation drawings.

**M46 MV: mounting flange**



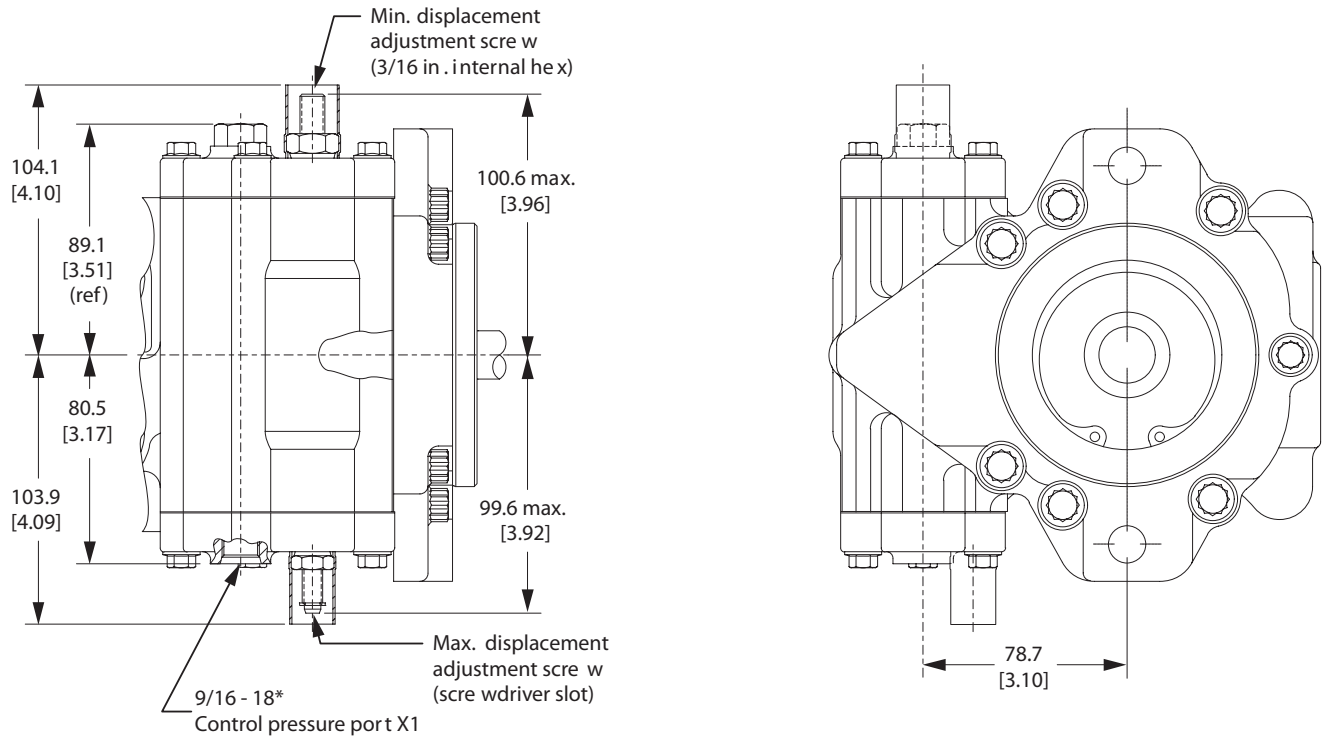
\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.  
 Shaft rotation is determined by viewing motor from output shaft end.  
 Contact Danfoss Application Engineering for specific installation drawings.



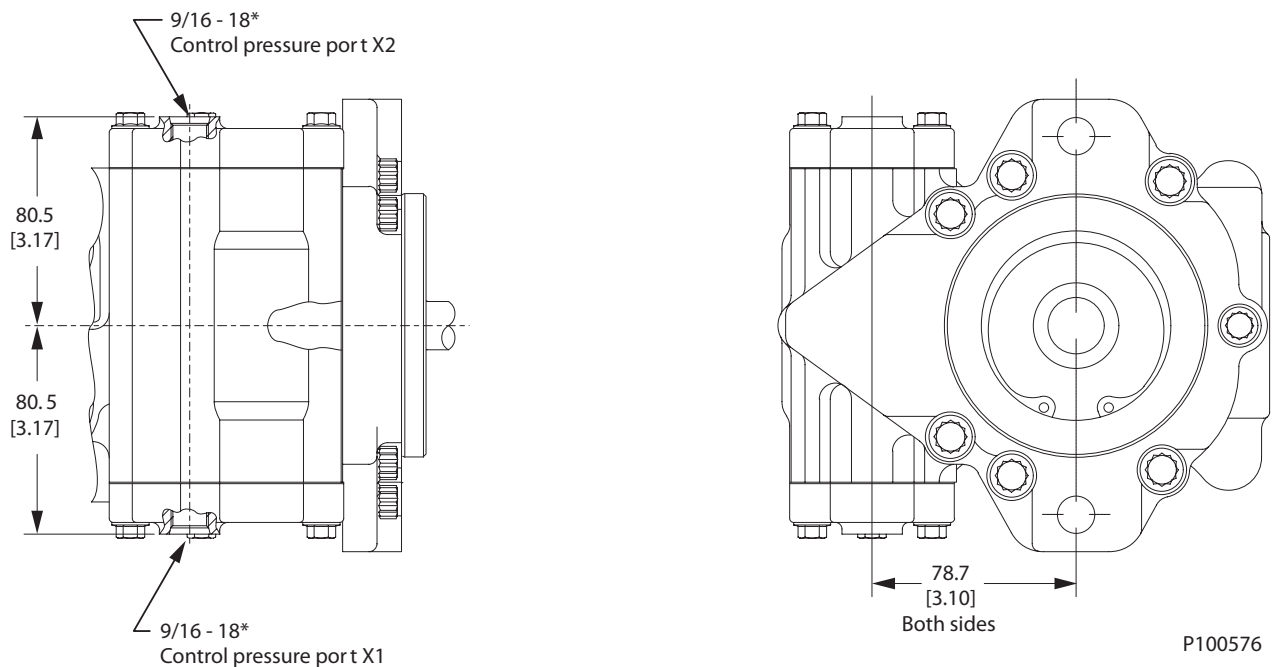
## Installation drawings

**Installation drawings**

**M46 MV: control ports**



**Control w/ bottom pressure supply port and externally adjustable displacement limiters**



**Control w/ top and bottom pressure supply ports**

P100576

### **Installation drawings**

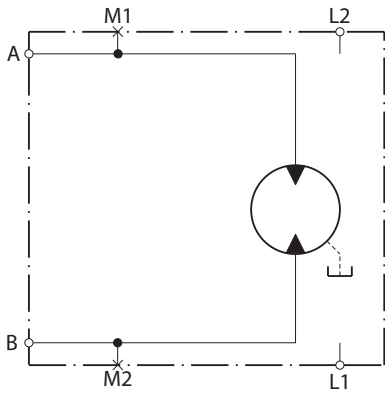
\*All ports are SAE straight thread o-ring ports per SAE J514, unless otherwise specified.

Shaft rotation is determined by viewing motor from output shaft end.

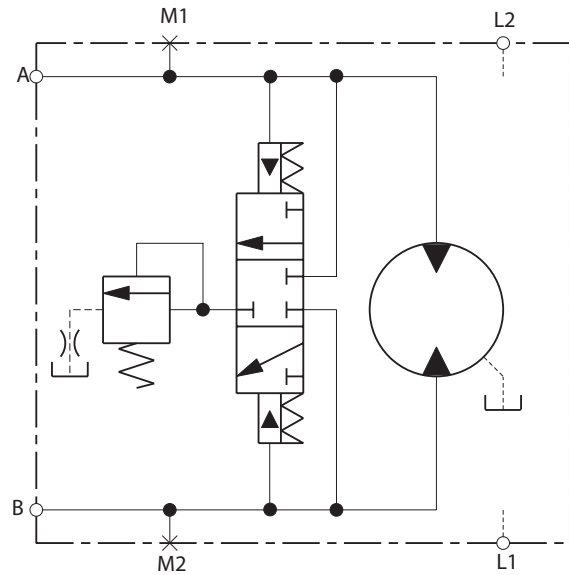
Contact Danfoss Application Engineering for specific installation drawings.

**Schematics**

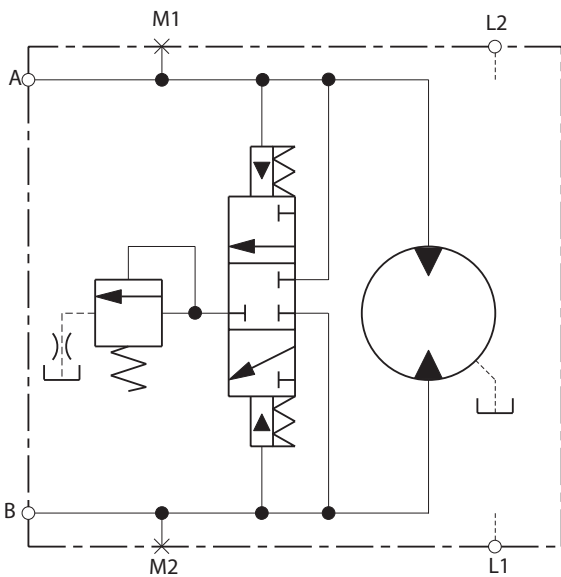
**Motor Schematics**



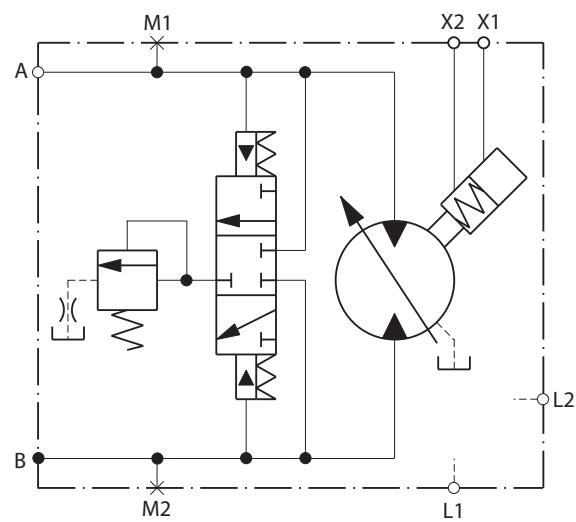
**M25/M35/M44 fixed motor schematics  
 (no loop flushing)**



**M25/M35/M44 fixed motor schematics**



**M35/M44 variable motor schematics**



**M46 variable motor schematics**

P100579







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