

## VERSIONS

Mounting flange	Shaft	Port size	European version	US version	Drain connection	Check valve	Low pressure release	High pressure release	Main type designation
Standard flange	Cyl. 40 mm	G <sup>3/4</sup>	○		Yes	Yes			OMT
	Cyl. 1.5 in	1 1/16-12 UN		○	Yes	Yes			OMT
	Splined 1.25 in	G <sup>3/4</sup>	○		Yes	Yes			OMT
		1 1/16-12 UN		○	Yes	Yes			OMT
	Tapered 45 mm	G <sup>3/4</sup>	○		Yes	Yes			OMT
	Tapered 1.75 in	1 1/16-12 UN		○	Yes	Yes			OMT
P.t.o.	G <sup>3/4</sup>	○			Yes	Yes		OMT	
Wheel	Cyl. 40 mm	G <sup>3/4</sup>	○		Yes	Yes			OMTW
	Tapered 45 mm	G <sup>3/4</sup>	○		Yes	Yes			OMTW
	Tapered 1.75 in	1 1/16-12 UN		○	Yes	Yes			OMTW
Brake-wheel	Wheel bolt flange	G <sup>3/4</sup>	○		Yes	No	○		OMT FX
	Thread hole flange	G <sup>3/4</sup>	○		Yes	No	○		OMT FX
Brake-standard	Cyl. 40 mm	G <sup>3/4</sup>	○		Yes	No	○		OMT FL
	Splined 1.5 in	G <sup>3/4</sup>	○		Yes	No	○		OMT FL
	Cyl. 40 mm	G <sup>3/4</sup>	○		Yes	No		○	OMT FH
	Splined 1.5 in	G <sup>3/4</sup>	○		Yes	No		○	OMT FH
Short	No output shaft	G <sup>3/4</sup>	○		Yes	Yes			OMTS

Function diagram - see page : →

### Features available (options) :

- Speed sensor
- Motor with tacho connection
- Viton shaft seal
- Painted
- Ultra short

**CODE NUMBERS**

CODE NUMBERS	Displacement [cm <sup>3</sup> ]						Technical data – Page	Shaft loads – Page	Dimensions – Page
	160	200	250	315	400	500			
151B	3000	3001	3002	3003	3004	3005	36	40	49
151B	2050	2051	2052	2053	2054	2055	36	40	50
151B	3006	3007	3008	3009	3010	3011	36	40	49
151B	2056	2057	2058	2059	2060	2061	36	40	50
151B	3012	3013	3014	3015	3016	3017	36	40	49
151B	2062	2063	2064	2065	2066	2067	36	40	50
151B	3018	3019	3020	3021	3022	3023	36	40	49
151B	3024	3025	3026	3027	3028	3029	36	40	51
151B	3030	3031	3032	3033	3034	3035	36	40	51
151B	2080	2081	2082	2083	2084	2085	36	40	52
151B	3207	3208	3209	3210	3211	3212	36	41	53
151B	3200	3201	3202	3203	3204	3205	36	41	53
151B	4000	4001	4002	4003	4004	4005	36	41	54
151B	4007	4008	4009	4010	4011	4012	36	41	54
151B	4021	4022	4023	4024	4025	4026	36	41	54
151B	4028	4029	4030	4031	4032	4033	36	41	54
151B	3036	3037	3038	3039	3040	3041	36	–	55
	42	42	43	43	44	44			

*Ordering*

Add the four digit prefix “151B” to the four digit numbers from the chart for complete code number.

Example:

151B3002 for an OMT 250 with standard flange, cyl. 40 mm shaft and port size G<sup>3/4</sup>.

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Note: Orders will not be accepted without the four digit prefix.

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**TECHNICAL DATA FOR OMT, OMTW, OMTS, OMT FX OMT FL AND OMT FH**

Type			OMT OMTW OMTS OMT FX OMT FL OMT FH	OMT OMTW OMTS OMT FX OMT FL OMT FH	OMT OMTW OMTS OMT FX OMT FL OMT FH	OMT OMTW OMTS OMT FX OMT FL OMT FH	OMT OMTW OMTS OMT FX OMT FL OMT FH	OMT OMTW OMTS OMT FX OMT FL OMT FH
<b>Motor size</b>			<b>160</b>	<b>200</b>	<b>250</b>	<b>315</b>	<b>400</b>	<b>500</b>
Geometric displacement	cm <sup>3</sup> [in <sup>3</sup> ]		161.1 [9.83]	201.4 [12.29]	251.8 [15.37]	326.3 [19.91]	410.9 [25.07]	523.6 [31.95]
Max. speed	min <sup>-1</sup> [rpm]	cont.	625	625	500	380	305	240
		int. <sup>1)</sup>	780	750	600	460	365	285
Max. torque	Nm [lbf·in]	cont.	470 [4160]	590 [5220]	730 [6460]	950 [8410]	1080 [9560]	1220 [10800]
		int. <sup>1)</sup>	560 [4960]	710 [6280]	880 [7790]	1140 [10090]	1260 [11150]	1370 [12130]
Max. output	kW [hp]	cont.	26.5 [35.5]	33.5 [44.9]	33.5 [44.9]	33.5 [44.9]	30.0 [40.2]	26.5 [35.5]
		int. <sup>1)</sup>	32.0 [42.9]	40.0 [53.6]	40.0 [53.6]	40.0 [53.6]	35.0 [46.9]	30.0 [40.2]
Max. pressure drop	bar [psi]	cont.	200 [2900]	200 [2900]	200 [2900]	200 [2900]	180 [2610]	160 [2320]
		int. <sup>1)</sup>	240 [3480]	240 [3480]	240 [3480]	240 [3480]	210 [3050]	180 [2610]
		peak <sup>2)</sup>	280 [4060]	280 [4060]	280 [4060]	280 [4060]	240 [3480]	210 [3050]
Max. oil flow	l/min [USgal/min]	cont.	100 [26.4]	125 [33.0]	125 [33.0]	125 [33.0]	125 [33.0]	125 [33.0]
		int. <sup>1)</sup>	125 [33.0]	150 [39.6]	150 [39.6]	150 [39.6]	150 [39.6]	150 [39.6]
Max. starting pressure with unloaded shaft	bar [psi]		10 [145]	10 [145]	10 [145]	10 [145]	10 [145]	10 [145]
Min. starting torque	at max. press. drop	cont.	340 [3010]	430 [3810]	530 [4690]	740 [6550]	840 [7430]	950 [8410]
		int. <sup>1)</sup>	410 [3630]	520 [4600]	630 [5580]	890 [7880]	970 [8590]	1060 [9380]

<sup>1)</sup> Intermittent operation: the permissible values may occur for max. 10% of every minute.

<sup>2)</sup> Peak load: the permissible values may occur for max. 1% of every minute.

For max. permissible combination of flow and pressure, see function diagram for actual motor.

**TECHNICAL DATA FOR OMT, OMTW, OMTS, OMT FX OMT FL AND OMT FH**

Type		Max. inlet pressure	Max. return pressure with drain line
OMT, OMTW, OMTS, OMT FX, OMT FL, OMT FH	bar [psi] cont.	210 [3050]	140 [2030]
	bar [psi] int. <sup>1)</sup>	250 [3630]	175 [2540]
	bar [psi] peak <sup>2)</sup>	300 [4350]	210 [3050]

**Brake motors**

Type	Max. pressure in drain line <sup>3)</sup>	Holding torque <sup>4)</sup>	Brake-release pressure <sup>3)</sup>	Max pressure in brake line
OMT FX, OMT FL	5 bar [70 psi]	1200 Nm [10620 lbf-in]	12 bar [170 psi]	30 bar [440 psi]
OMT FH	5 bar [70 psi]	1200 Nm [10620 lbf-in]	30 bar [440 psi]	280 bar [4060 psi]

<sup>1)</sup> Intermittent operation: the permissible values may occur for max. 10% of every minute.

<sup>2)</sup> Peak load: The permissible values may occur for max. 1% of every minute.

<sup>3)</sup> Brake motors must always have a drain line. The brake-release pressure is the difference between the pressure in the brake line and the pressure in the drain line.

<sup>4)</sup> For the supply of motors with holding torques higher than those stated, please contact the Sauer-Danfoss Sales Organization.

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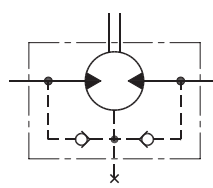
For max. permissible combination of flow and pressure, see function diagram for actual motor.

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**MAX. PERMISSIBLE  
 SHAFT SEAL PRESSURE**

**OMT with check valves  
 and without use of  
 drain connection:**

The pressure on the shaft seal  
 never exceeds the pressure in  
 the return line



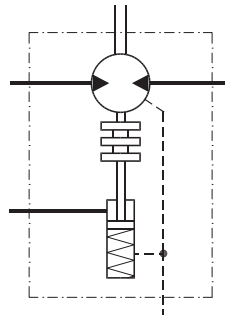
151-320.10

**OMT with check valves  
 and with drain connection:**

The shaft seal pressure equals  
 the pressure on the drain line.

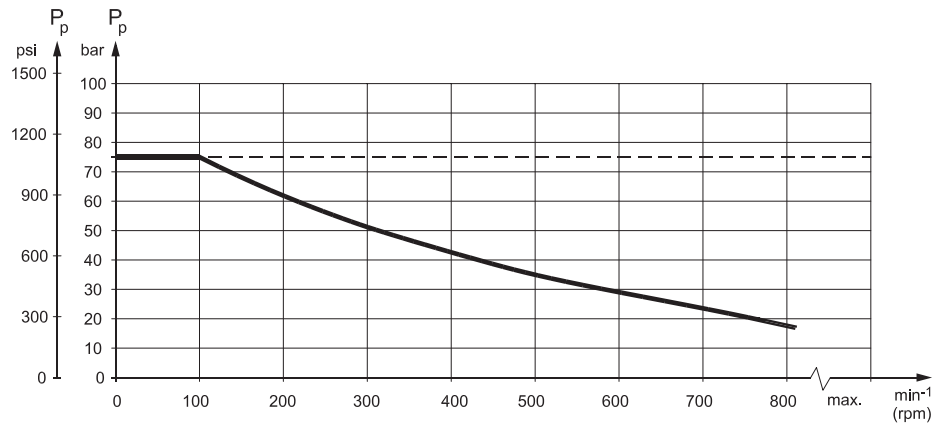
OMT FX, OMT FL and OMT FH  
 must always be fitted with  
 drain line.

Max. pressure in drain line is  
 5 bar [75 psi]



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*Max. return pressure without drain line or max. pressure in the drain line*

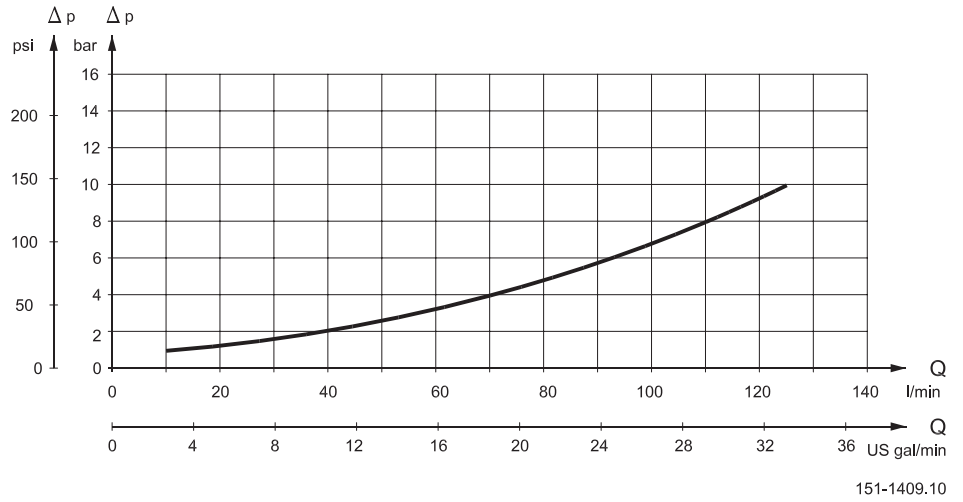


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----- Intermittent operation: the permissible values may occur for max. 10% of every minute.

————— Continuous operation

**PRESSURE DROP IN MOTOR**



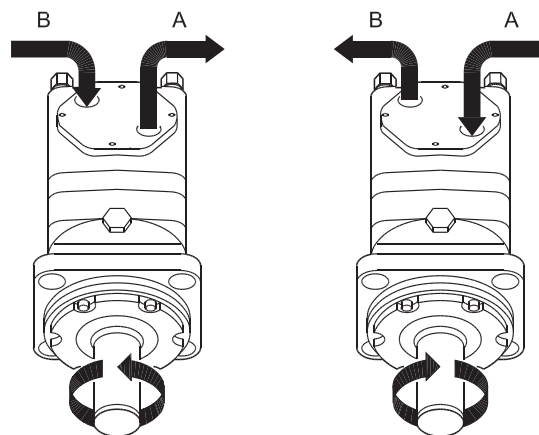
The curve applies to an unloaded motor shaft and an oil viscosity of 35 mm<sup>2</sup>/s [165 SUS]

**OIL FLOW IN DRAIN LINE**

The table shows the max. oil flow in the drain line at a return pressure less than 5-10 bar [75-150 psi].

Pressure drop bar [psi]	Viscosity	Oil flow in drain line
	mm <sup>2</sup> /s [SUS]	l/min [US gal/min]
140 [2030]	20 [100]	2.5 [0.66]
	35 [165]	1.5 [0.40]
210 [3050]	20 [100]	5.0 [1.32]
	35 [165]	3.0 [0.79]

**DIRECTION OF SHAFT ROTATION**

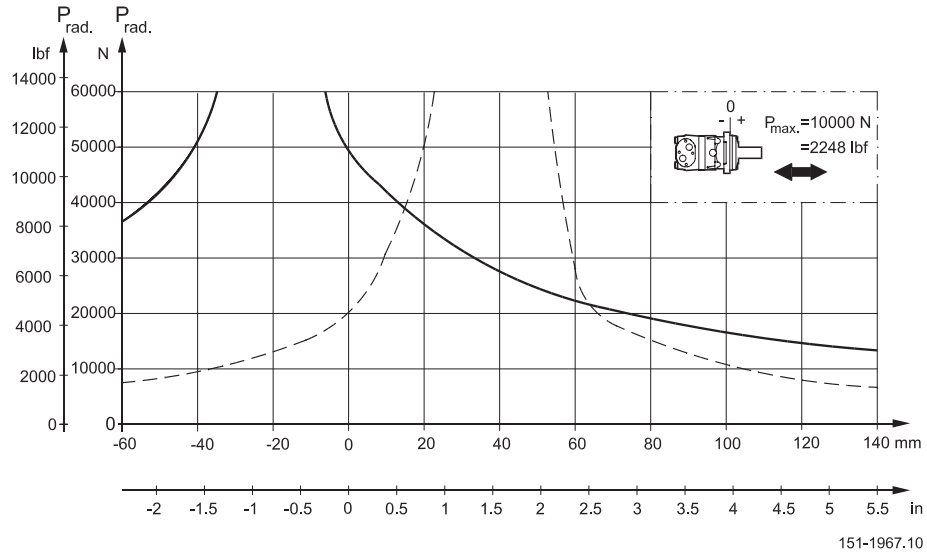


151-1050.10

**PERMISSIBLE SHAFT LOADS FOR OMT**

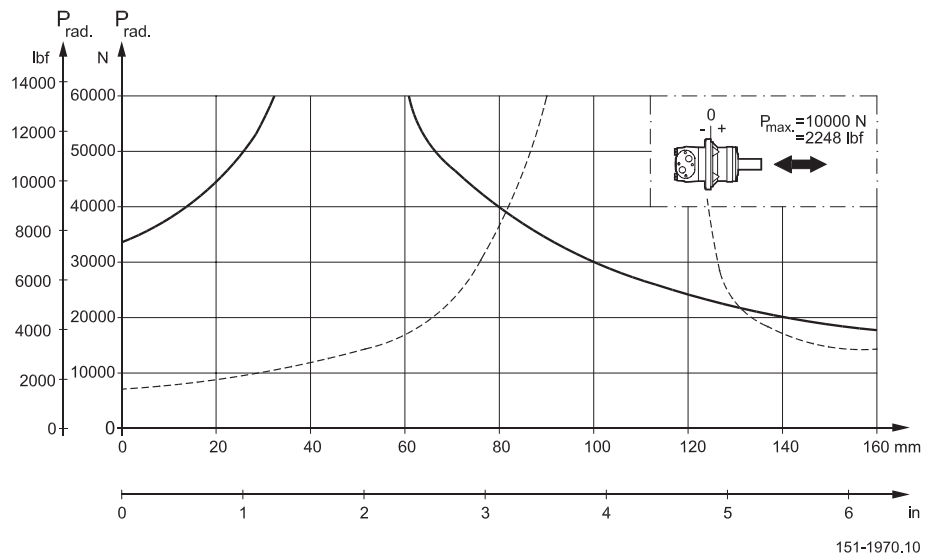
**Mounting flange:**  
 Standard

**Shaft:**  
 All shaft types



**Mounting flange:**  
 Wheel

**Shaft:**  
 All shaft types



The output shaft runs in tapered roller bearings that permit high axial and radial forces. The permissible radial load on the shaft is shown for an axial load of 0 N as a function of the distance from the mounting flange to the point of load application.

The curve is based on B10 bearing life (2000 hours or 12,000,000 shaft revolutions at 100 min<sup>-1</sup>) at rated output torque, when mineral-based hydraulic oil with a sufficient content of anti-wear additives, is used.

For 3,000,000 shaft revolutions or 500 hours – increase these shaft loads with 52%.

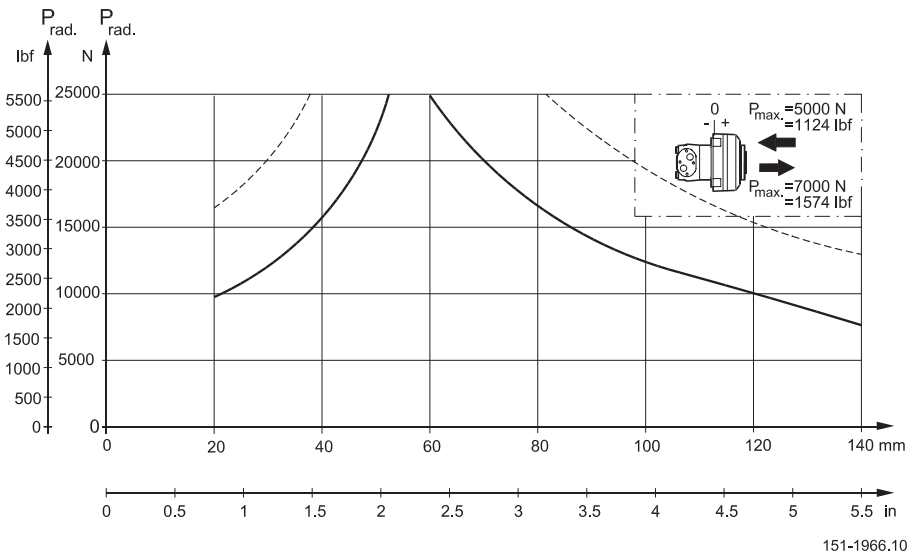
The dash curve shows max. radial shaft load. Any shaft load exceeding the values shown in the curve will involve a risk of breakage.

Bearing life calculations can be made using the explanation and formula provided in the chapter "Bearing dimensioning" in the technical information "General Orbital motors" DHMH.PK.100.G2.02 520L0232.

**PERMISSIBLE SHAFT LOADS FOR OMT**

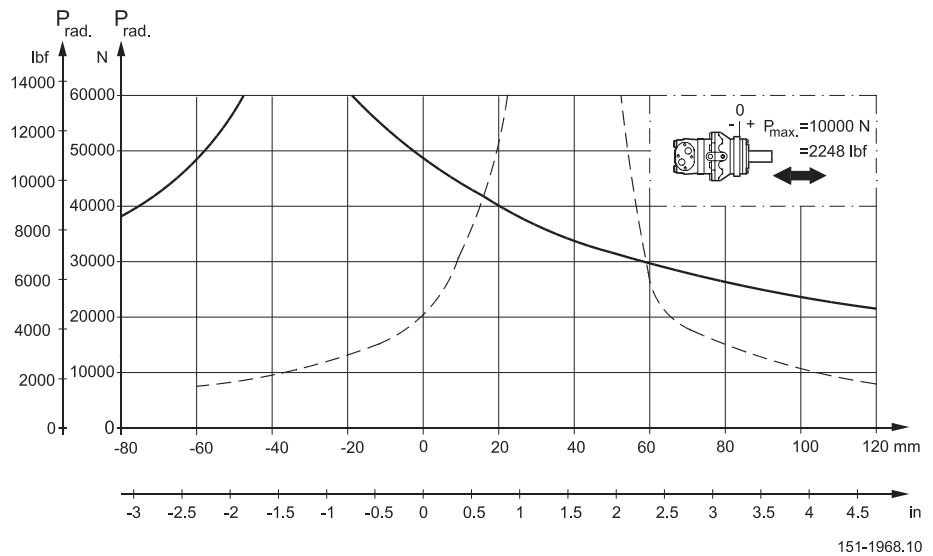
**Mounting flange:**  
 Brake-wheel

**Shaft:**  
 All shaft types



**Mounting flange:**  
 Brake-standard

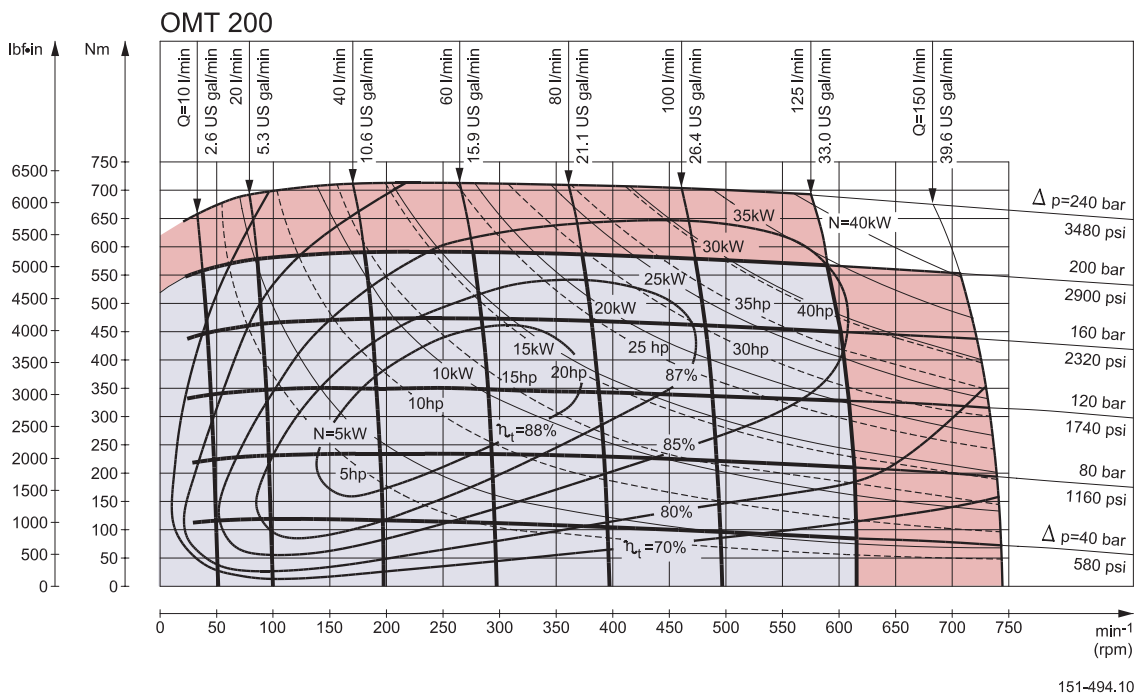
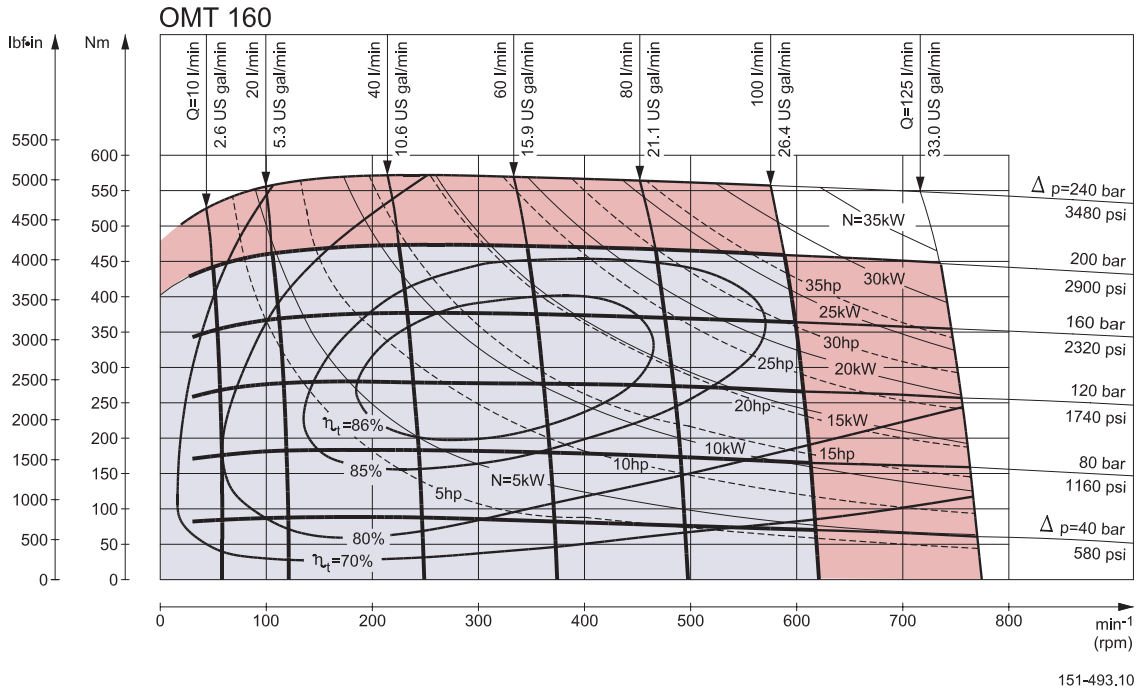
**Shaft:**  
 All shaft types



The output shaft runs in tapered roller bearings that permit high axial and radial forces. The permissible radial load on the shaft is shown for an axial load of 0 N as a function of the distance from the mounting flange to the point of load application. The curve is based on B10 bearing life (2000 hours or 12,000,000 shaft revolutions at 100 min<sup>-1</sup>) at rated output torque, when mineral-based hydraulic oil with a sufficient content of anti-wear additives, is used. For 3,000,000 shaft revolutions or 500 hours – increase these shaft loads with 52%. The dash curve shows max. radial shaft load. Any shaft load exceeding the values shown in the curve will involve a risk of breakage. Bearing life calculations can be made using the explanation and formula provided in the chapter "Bearing dimensioning" in the technical information "General Orbital motors" DHMH.PK.100.G2.02 520L0232.



FUNCTION DIAGRAMS

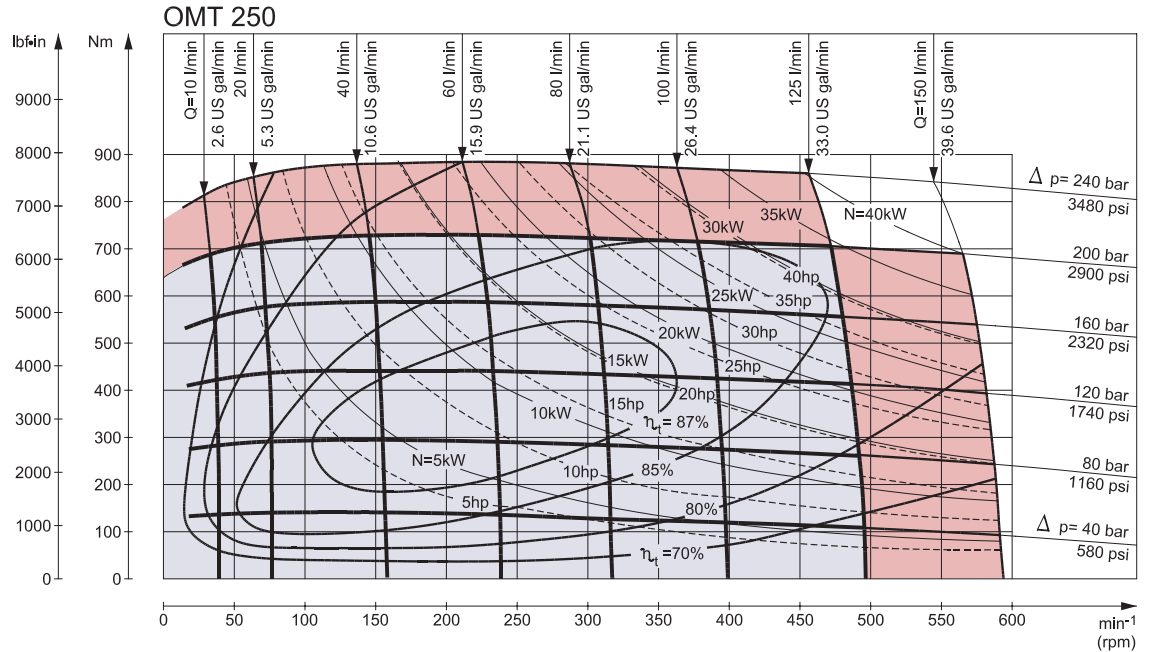


Explanation of function diagram use, basis and conditions can be found on page 5.

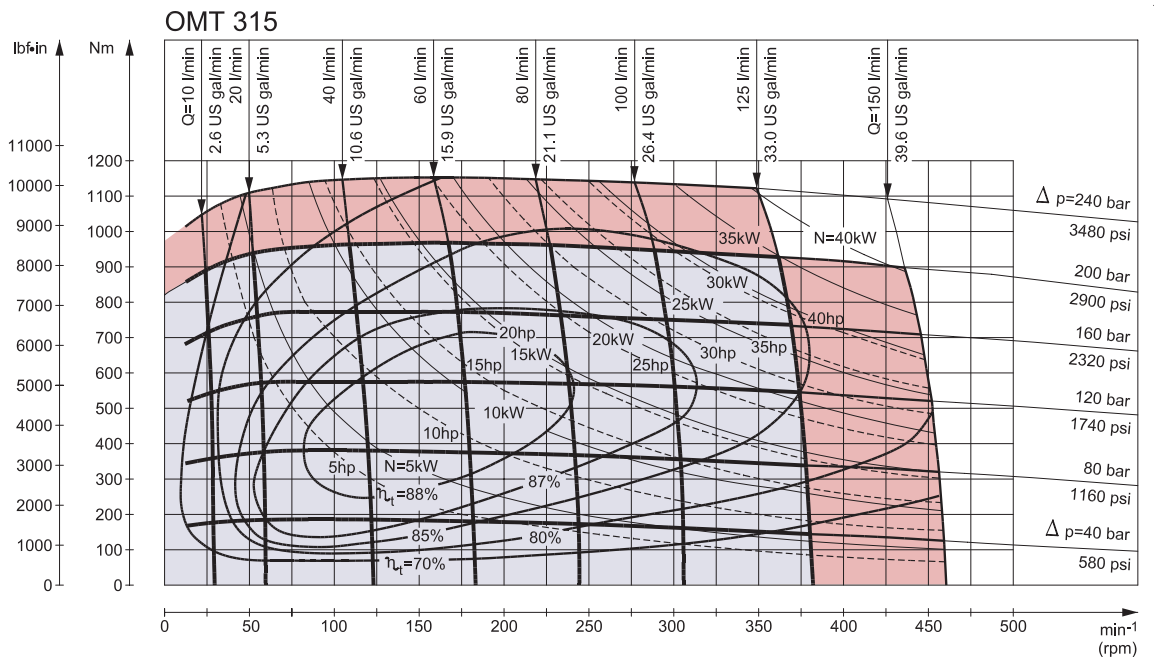
- Continuous range
- Intermittent range (max. 10% operation every minute)

**Note:** Intermittent pressure drop and oil flow must not occur simultaneously.

FUNCTION DIAGRAMS



151-495.10



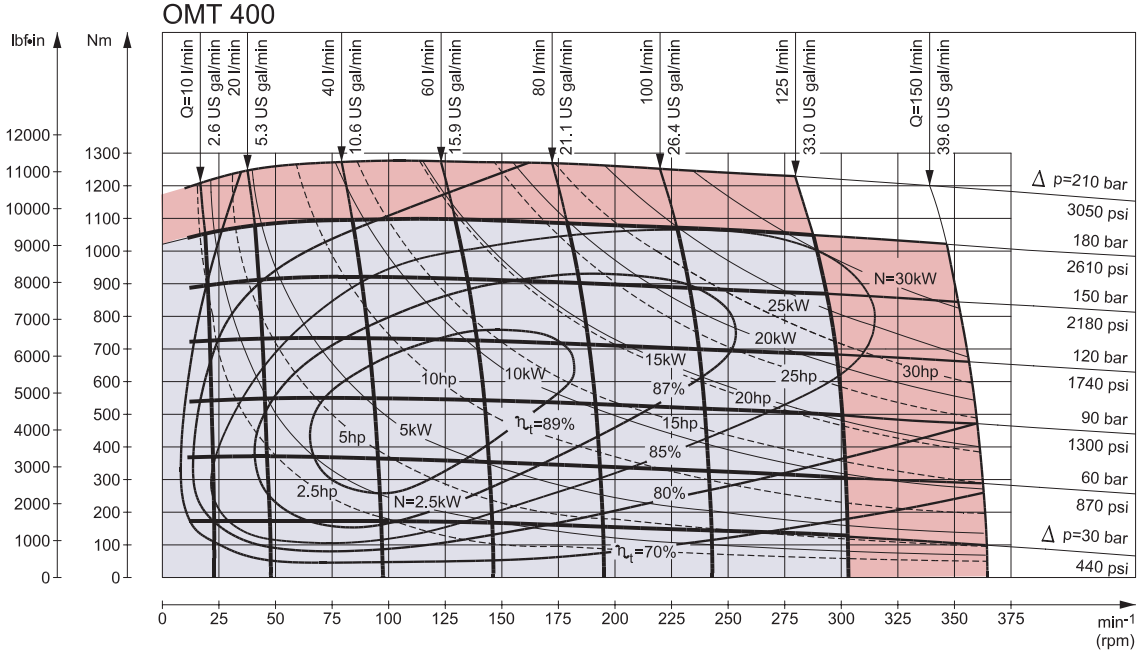
151-869.10

Explanation of function diagram use, basis and conditions can be found on page 5.

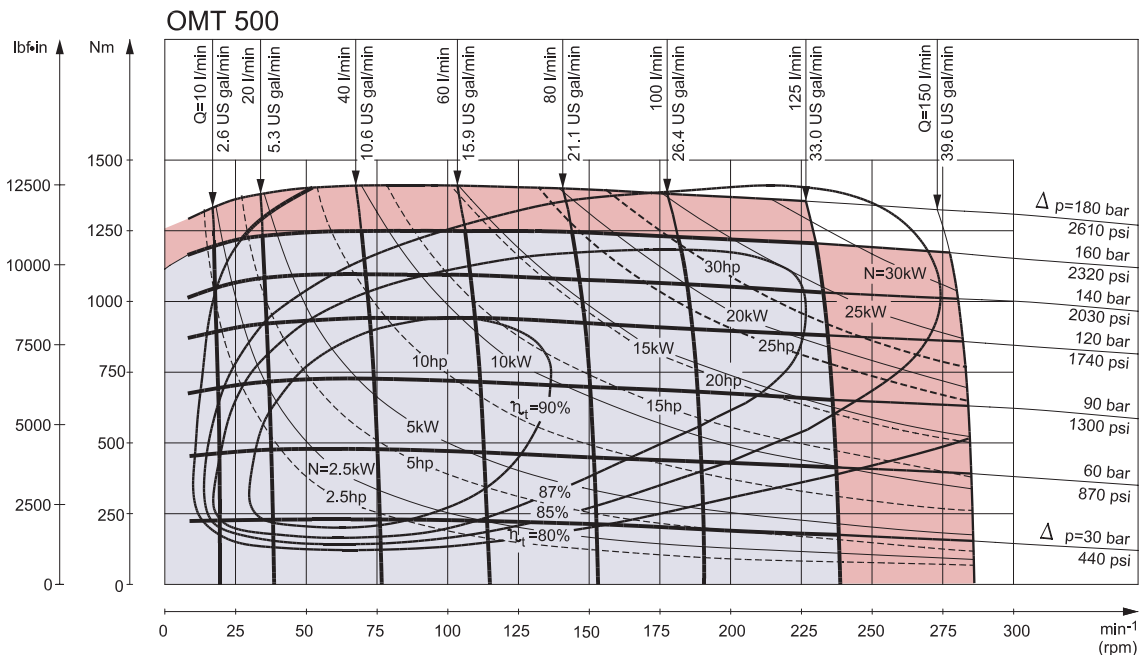
- Continuous range
- Intermittent range (max. 10% operation every minute)

Note: Intermittent pressure drop and oil flow must not occur simultaneously.

**FUNCTION DIAGRAMS**



151-1058.10



151-1116.10

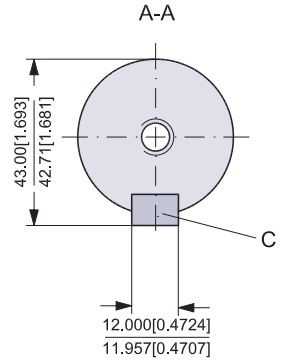
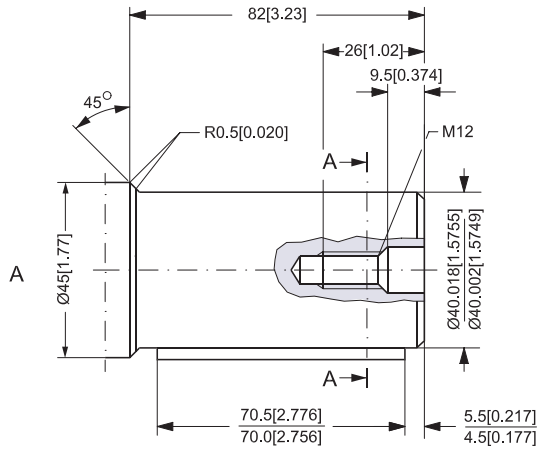
Explanation of function diagram use, basis and conditions can be found on page 5.

- Continuous range
- Intermittent range (max. 10% operation every minute)

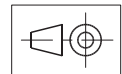
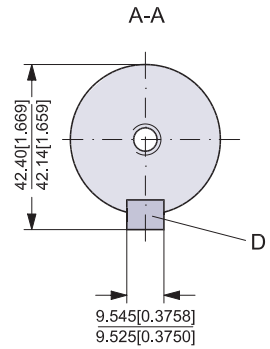
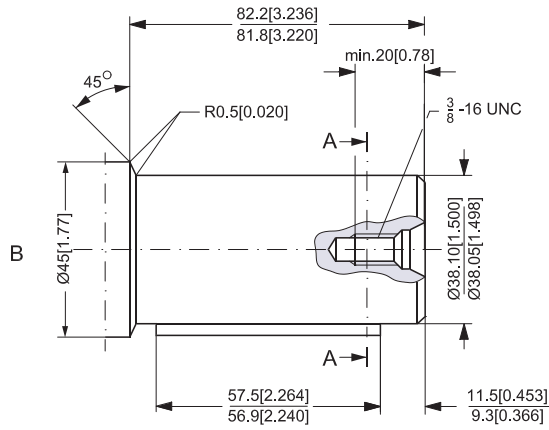
**Note:** Intermittent pressure drop and oil flow must not occur simultaneously.

**SHAFT VERSION**

A: Cylindrical 40 mm shaft  
C: Parallel key  
A12 × 8 × 70  
DIN 6885



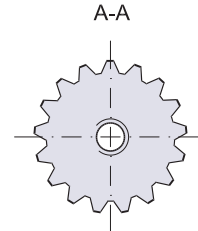
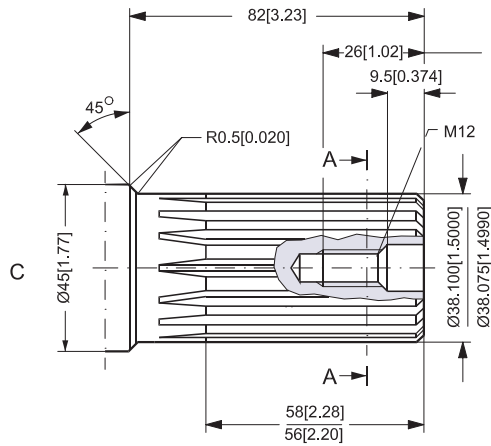
B: Cylindrical 1.5 in shaft  
D: Parallel key  
 $\frac{3}{8} \times \frac{3}{8} \times 2\frac{1}{4}$  in  
B.S. 46



151-1032.10

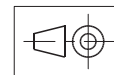
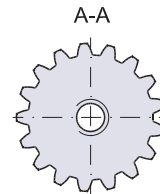
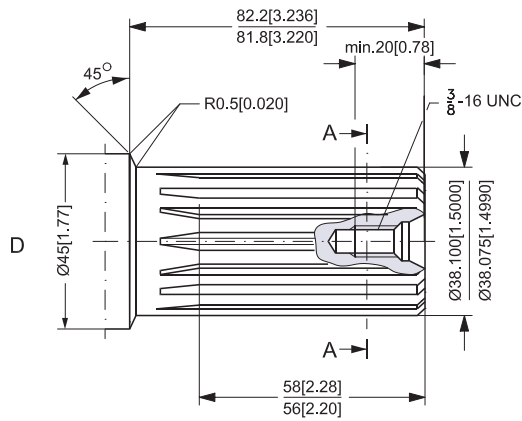
**SHAFT VERSION**

- C. Involute splined shaft  
ANS B92.1 - 1970 standard  
Flat root side fit  
Pitch 12/24  
Teeth 17  
Major dia. 1.50 in  
Pressure angle 30°



**US version**

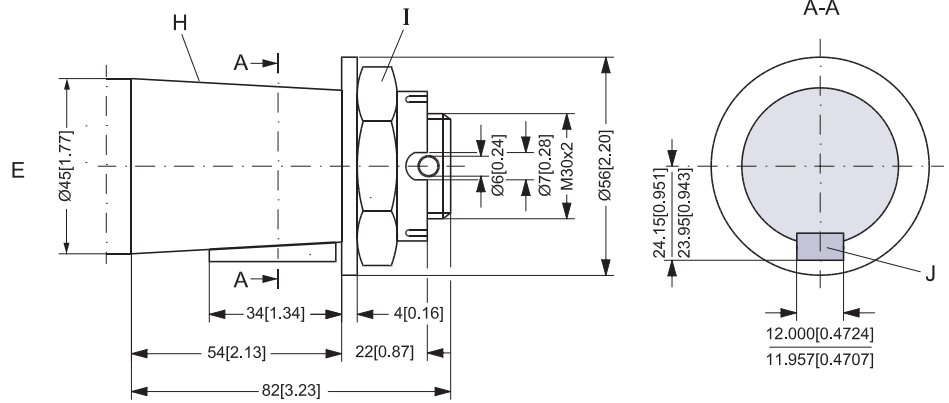
- D. Involute splined shaft  
ANS B92.1 - 1970 standard  
Flat root side fit  
Pitch 12/24  
Teeth 17  
Major dia. 1.50 in  
Pressure angle 30°



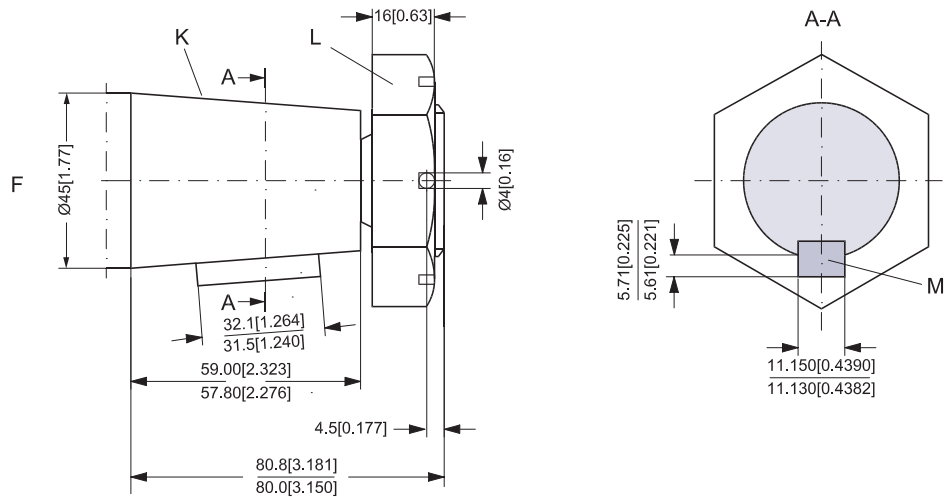
151-1916.10

**SHAFT VERSION**

- E: Tapered 45 mm shaft (ISO/R775)
- I: DIN 937  
 Across flats: 46 mm  
 Tightening torque: 500 ± 30 Nm [4430 ± 270 lbf-in]
- H: Taper 1:10
- J: Parallel key  
 B12 × 8 × 28  
 DIN 6885

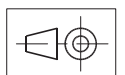
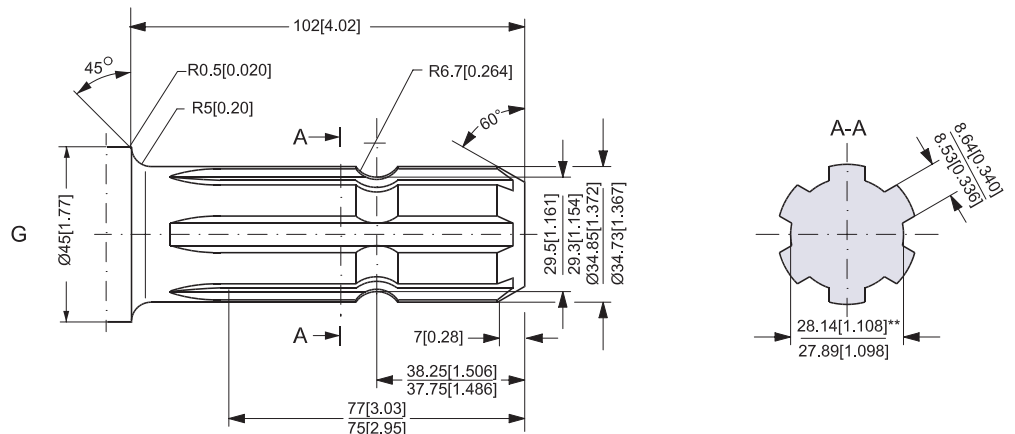


- F: Tapered 1.75 in shaft
- K: Cone 1:8  
 SAE J501
- L: 1 1/4 - 18 UNEF  
 Across flats 2 3/16 in  
 Tightening torque: 500 ± 10 Nm [4425 ± 90 lbf-in]
- M: Parallel key  
 7/16 × 7/16 × 1 1/4  
 B.S. 46

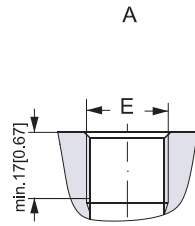


- G: Pt.o shaft  
 DIN 9611 Form 1  
 (ISO/R500 without pin hole)

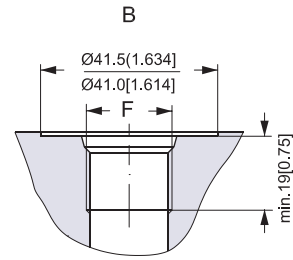
\*\* Deviates from DIN 9611



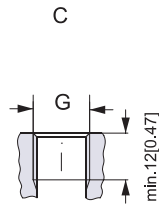
**PORT THREAD VERSIONS**



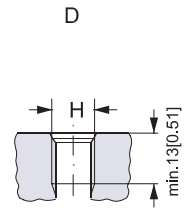
A: G main ports  
E: ISO 228/1 - G<sup>3/4</sup>



B: UN main ports  
F: 1 1/16 - 12 UN  
O-ring boss port



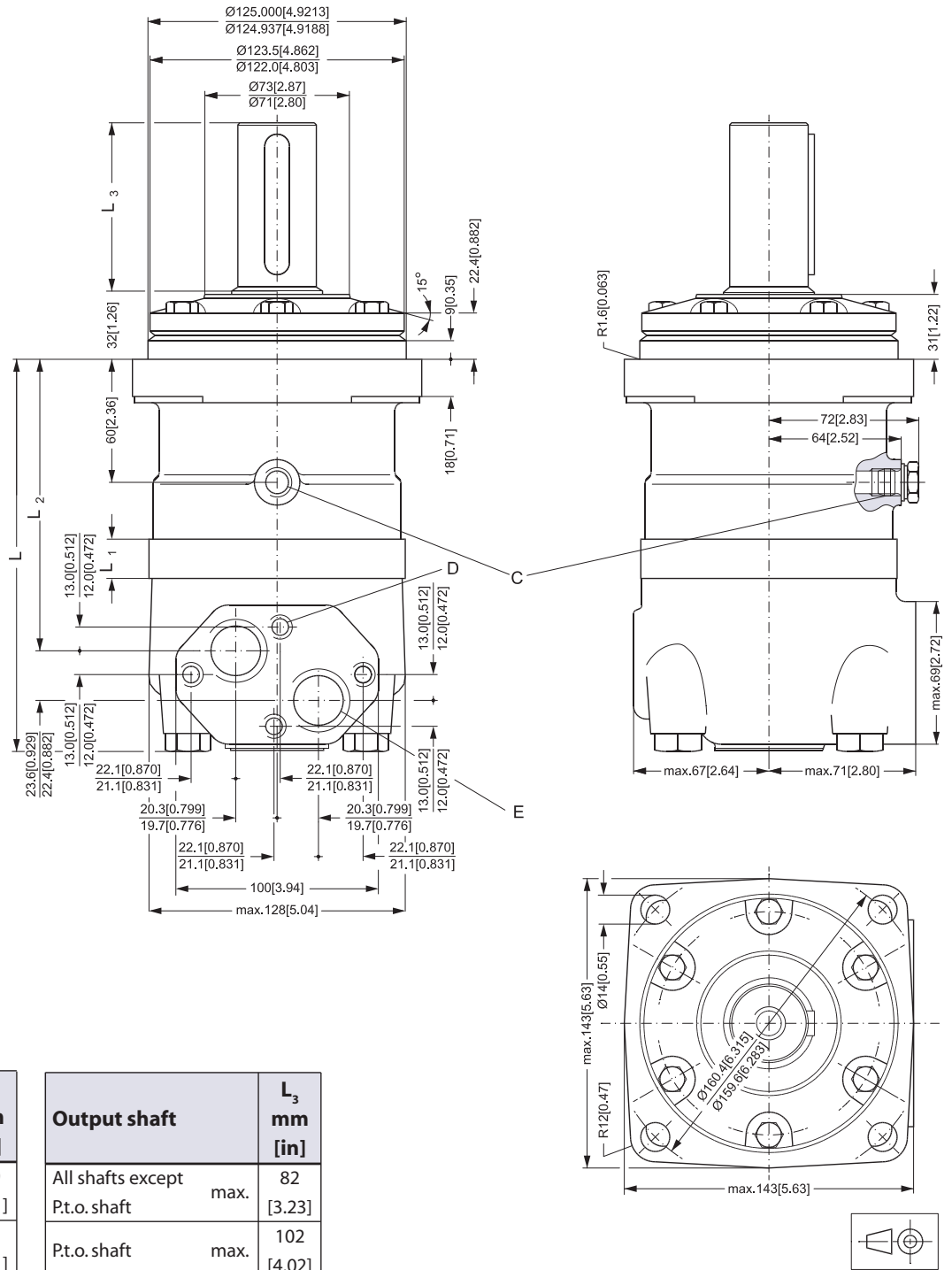
C: G drain port  
G: ISO 228/1 - G<sup>1/4</sup>



D: UNF drain port  
H: 9/16 - 18 UNF  
O-ring boss port

151-1977.10

STANDARD FLANGE



Type	L <sub>max.</sub> mm [in]	L <sub>1*</sub> mm [in]	L <sub>2</sub> mm [in]
OMT 160	190 [7.48]	16.5 [0.650]	140 [5.51]
OMT 200	195 [7.68]	21.5 [0.846]	145 [5.71]
OMT 250	201 [7.91]	27.8 [1.094]	151 [5.94]
OMT 315	211 [8.31]	37.0 [1.457]	161 [6.34]
OMT 400	221 [8.70]	47.5 [1.870]	171 [6.73]
OMT 500	235 [9.25]	61.5 [2.421]	185 [7.28]

Output shaft	L <sub>3</sub> mm [in]
All shafts except Pt.o. shaft	max. 82 [3.23]
Pt.o. shaft	max. 102 [4.02]

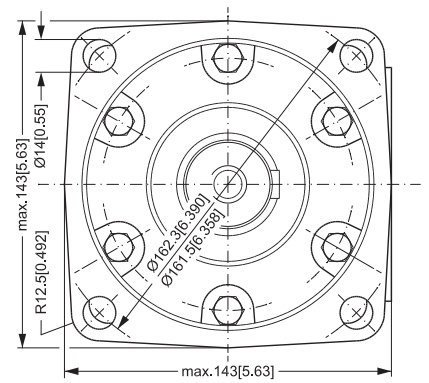
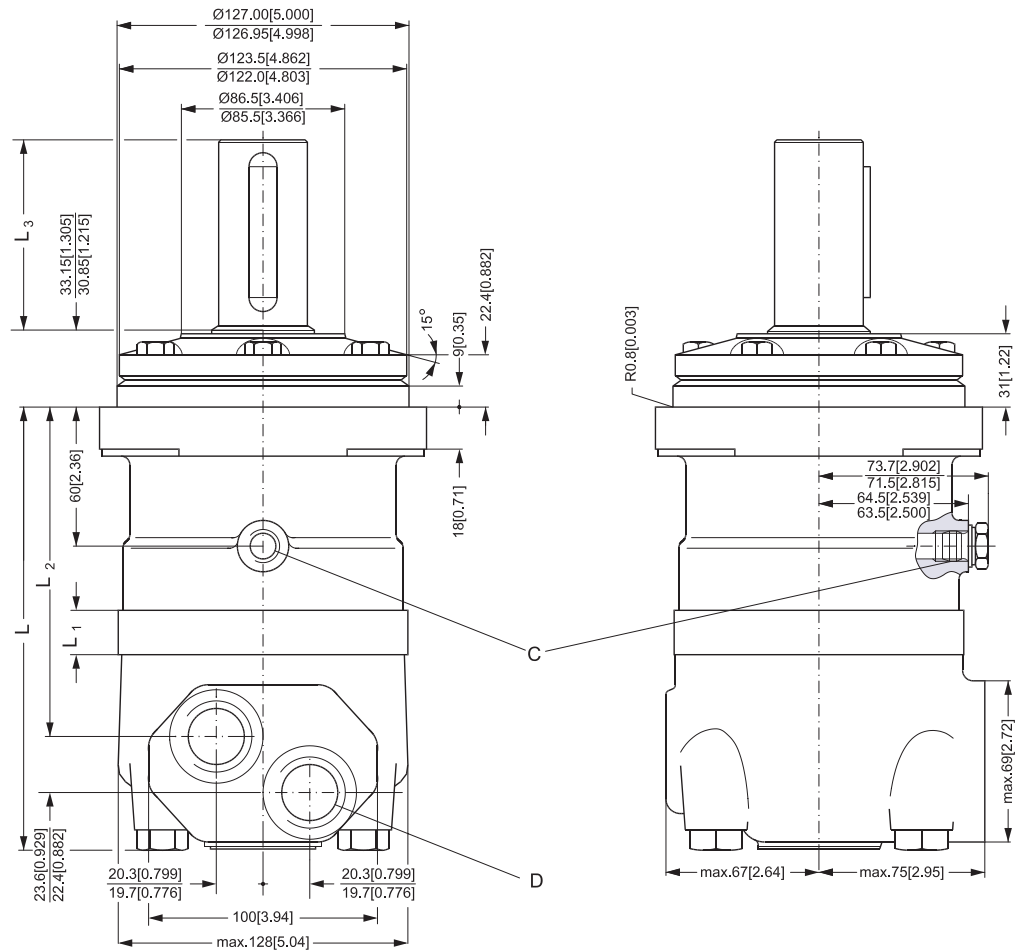
C: Drain connection  
 G 1/4; 12 mm [0.47 in] deep  
 D: M10; 10 mm [0.39 in] deep  
 E: G 3/4; 17 mm [0.67 in] deep

\*) The gearwheel set is 3.5 mm [0.138 in] wider across the rollers than the L<sub>1</sub> dimensions

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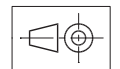
STANDARD FLANGE



Type	$L_{max}$ mm [in]	$L_{1*}$ mm [in]	$L_2$ mm [in]
OMT 160	190 [7.48]	16.5 [0.650]	140 [5.51]
OMT 200	195 [7.68]	21.5 [0.846]	145 [5.71]
OMT 250	201 [7.91]	27.8 [1.094]	151 [5.94]
OMT 315	211 [8.31]	37.0 [1.457]	161 [6.34]
OMT 400	221 [8.70]	47.5 [1.870]	171 [6.73]
OMT 500	235 [9.25]	61.5 [2.421]	185 [7.28]

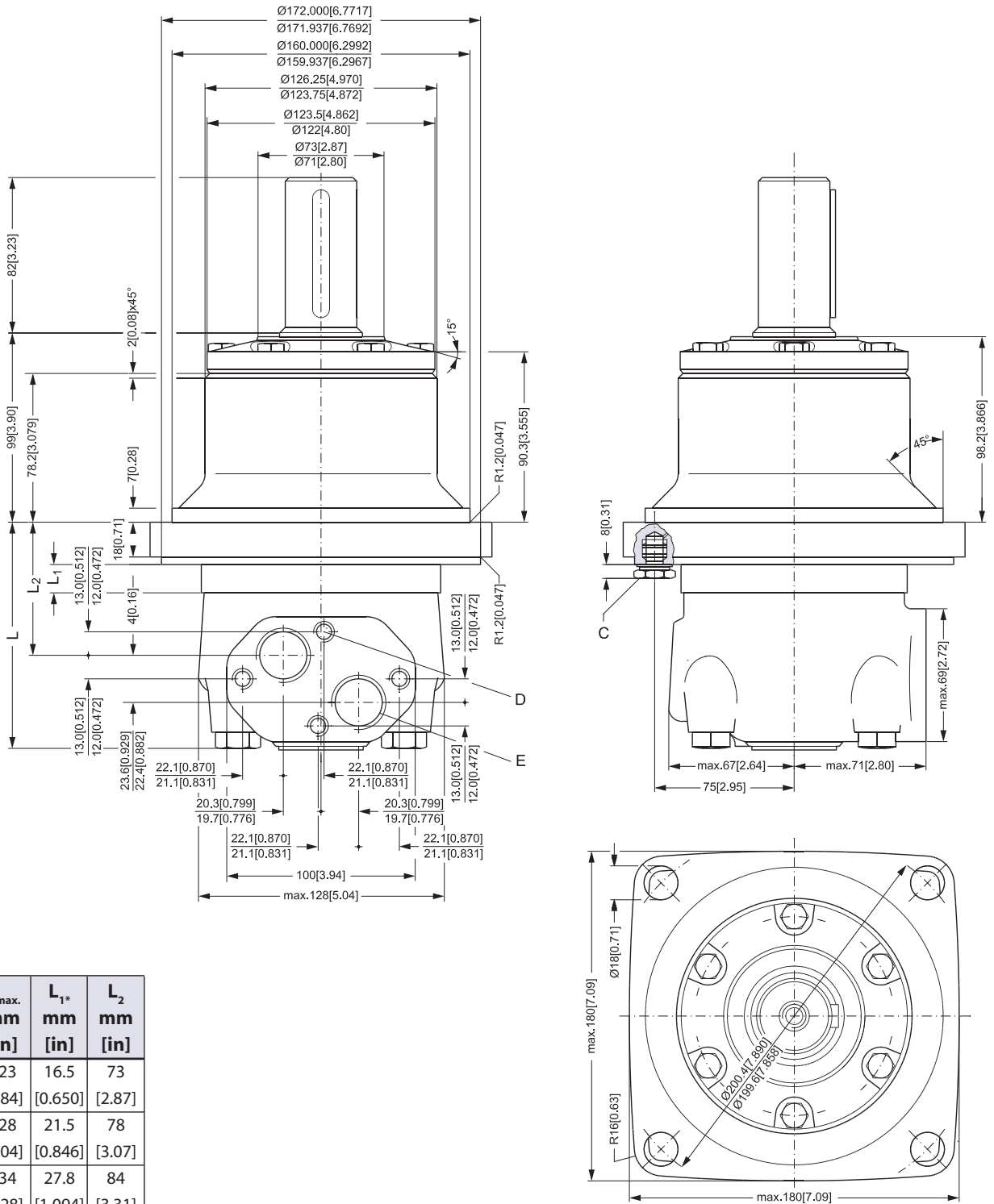
Output shaft	$L_3$ mm [in]
Cyl. 1.5 in Splined 1.5 in	82 [3.23]
Tapered 1.75 in	80.4 [3.17]

- C: Drain connection  
 $\frac{9}{16}$  - 18 UNF;  
 13 mm [0.51 in] deep  
 O-ring boss port
- D:  $1 \frac{1}{16}$  - 12 UN;  
 19 mm [0.75 in] deep  
 O-ring boss port
- \*) The gearwheel set is 3.5 mm [0.138 in] wider across the rollers than the  $L_1$  dimensions



151-889.10.22

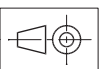
**WHEEL**



Type	L <sub>max.</sub> mm [in]	L <sub>1</sub> <sup>*)</sup> mm [in]	L <sub>2</sub> mm [in]
OMTW 160	123 [4.84]	16.5 [0.650]	73 [2.87]
OMTW 200	128 [5.04]	21.5 [0.846]	78 [3.07]
OMTW 250	134 [5.28]	27.8 [1.094]	84 [3.31]
OMTW 315	144 [5.67]	37.0 [1.457]	94 [3.70]
OMTW 400	154 [6.06]	47.5 [1.870]	104 [4.09]
OMTW 500	168 [6.61]	61.5 [2.421]	118 [4.65]

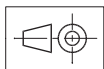
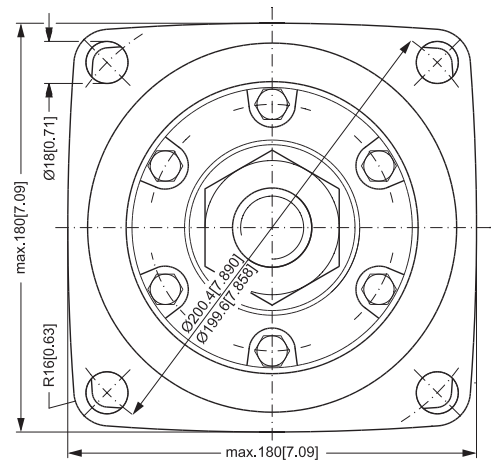
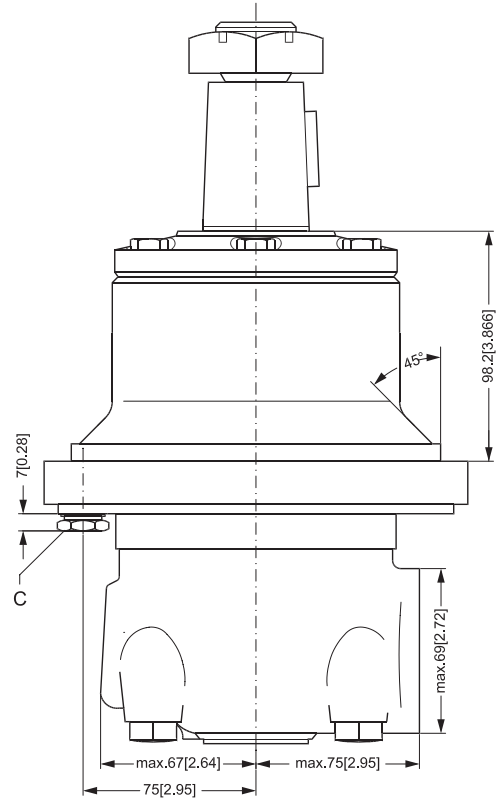
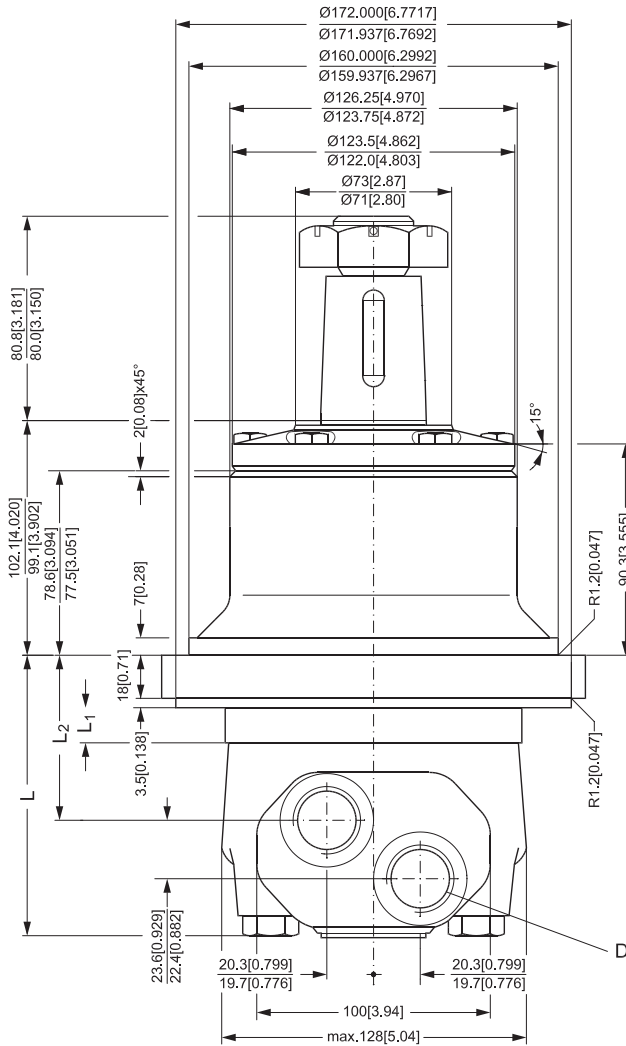
C: Drain connection  
 G<sup>1</sup>/<sub>4</sub>; 12 mm [0.47 in] deep  
 D: M10; 10 mm [0.39 in] deep  
 E: G<sup>3</sup>/<sub>4</sub>; 17 mm [0.67 in] deep

\*) The gearwheel set is 3.5 mm [0.138 in] wider across the rollers than the L<sub>1</sub> dimensions



151-897.11

WHEEL



151-897.10.22

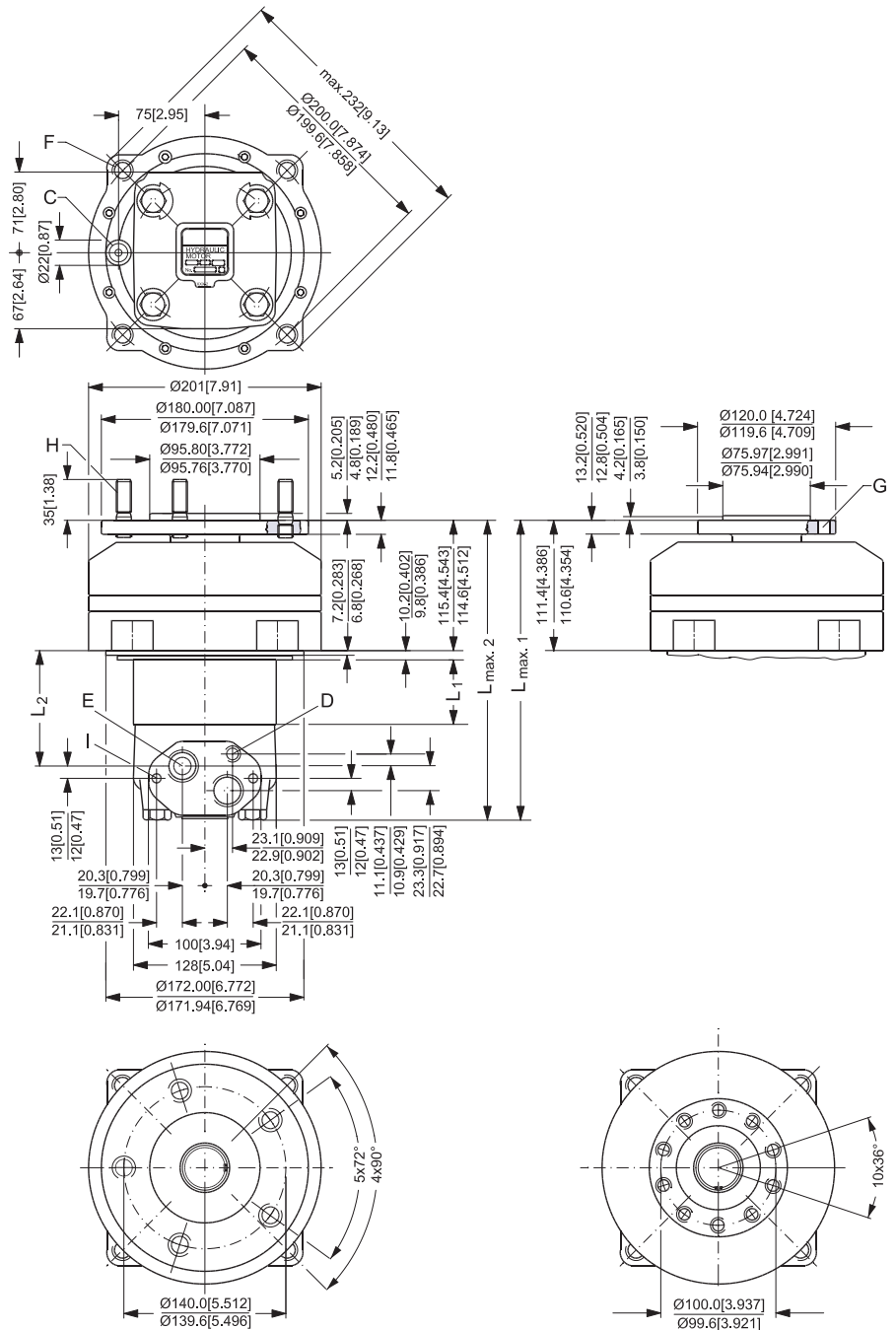
Type	L <sub>max.</sub> mm [in]	L <sub>1*</sub> mm [in]	L <sub>2</sub> mm [in]
OMTW 160	123 [4.84]	16.5 [0.650]	73 [2.87]
OMTW 200	128 [5.04]	21.5 [0.846]	78 [3.07]
OMTW 250	134 [5.28]	27.8 [1.094]	84 [3.31]
OMTW 315	144 [5.67]	37.0 [1.457]	94 [3.70]
OMTW 400	154 [6.06]	47.5 [1.870]	104 [4.09]
OMTW 500	168 [6.61]	61.5 [2.421]	118 [4.65]

C: Drain connection  
 $\frac{9}{16}$  - 18 UNF;  
 13 mm [0.51 in] deep  
 O-ring boss port

D:  $1\frac{1}{16}$  - 12 UN;  
 19 mm [0.75 in] deep  
 O-ring boss port

\*) The gearwheel set is 3.5 mm  
 [0.138 in] wider across the  
 rollers than the L1 dimensions

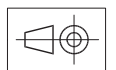
**BRAKE-WHEEL**



Type	L <sub>max.1</sub> mm [in]	L <sub>max.2</sub> mm [in]	L <sub>1</sub> * mm [in]	L <sub>2</sub> mm [in]
OMT	223	227	16,5	62
160 FX	[8.78]	[8.94]	[0.650]	[2.45]
OMT	228	232	21.5	67
200 FX	[8.98]	[9.13]	[0.846]	[2.65]
OMT	234	238	27.8	74
250 FX	[9.21]	[9.37]	[1.094]	[2.89]
OMT	243	247	37.0	83
315 FX	[9.57]	[9.72]	[1.457]	[3.26]
OMT	254	258	47.5	93
400 FX	[10.00]	[10.16]	[1.870]	[3.67]
OMT	268	272	61.5	107
500 FX	[10.55]	[10.71]	[2.421]	[4.22]

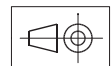
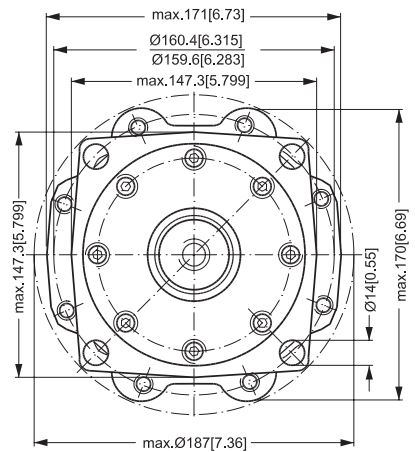
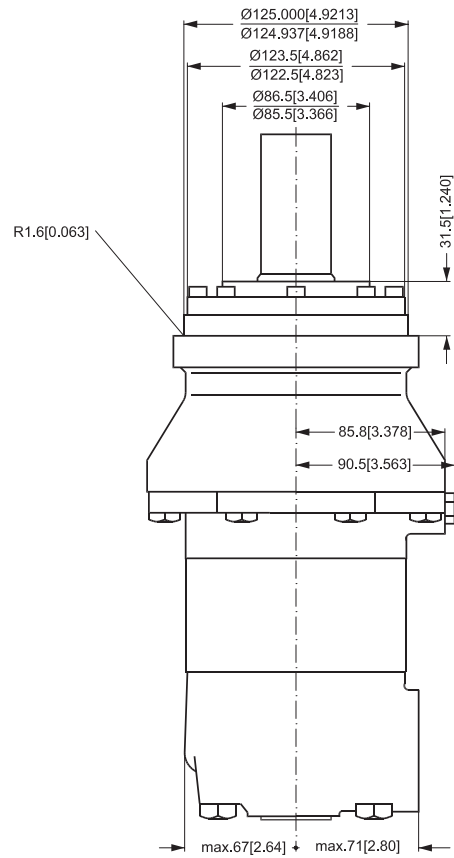
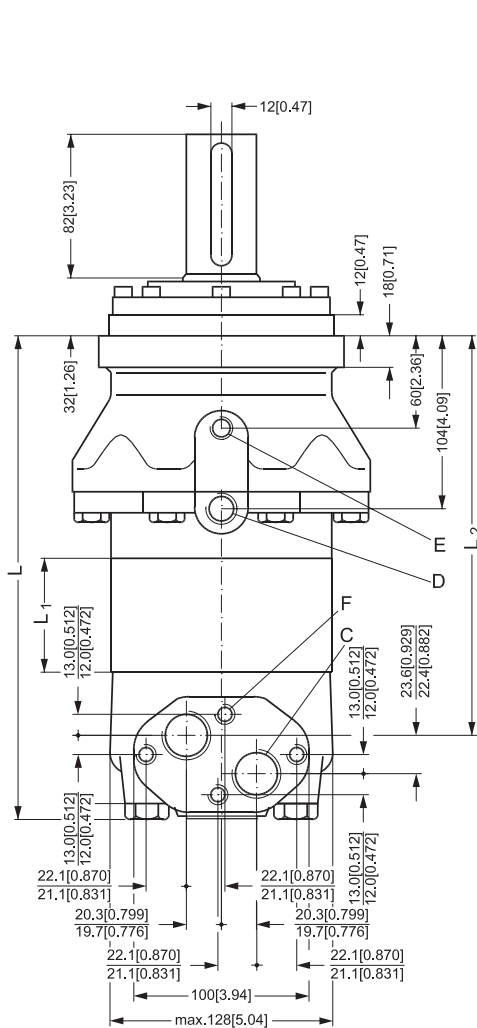
- C: Brake-release port G 1/4;  
12 mm [0.47 in] deep (BS/ISO 228/1)
- D: Drain connection G 1/4;  
12 mm [0.47 in] deep
- E: G 3/4; 17 mm [0.67 in] deep
- F: 4 × M12; 27 mm [1.06 in] deep
- G: 10 × M12
- H: Wheel bolts 5 × M14 × 1.5
- I: M10; 10 mm [0.39 in] deep

\*) The gearwheel set is 3.5 mm [0.138 in] wider across the rollers than the L<sub>1</sub> dimensions



151-1443.10

**BRAKE-STANDARD**



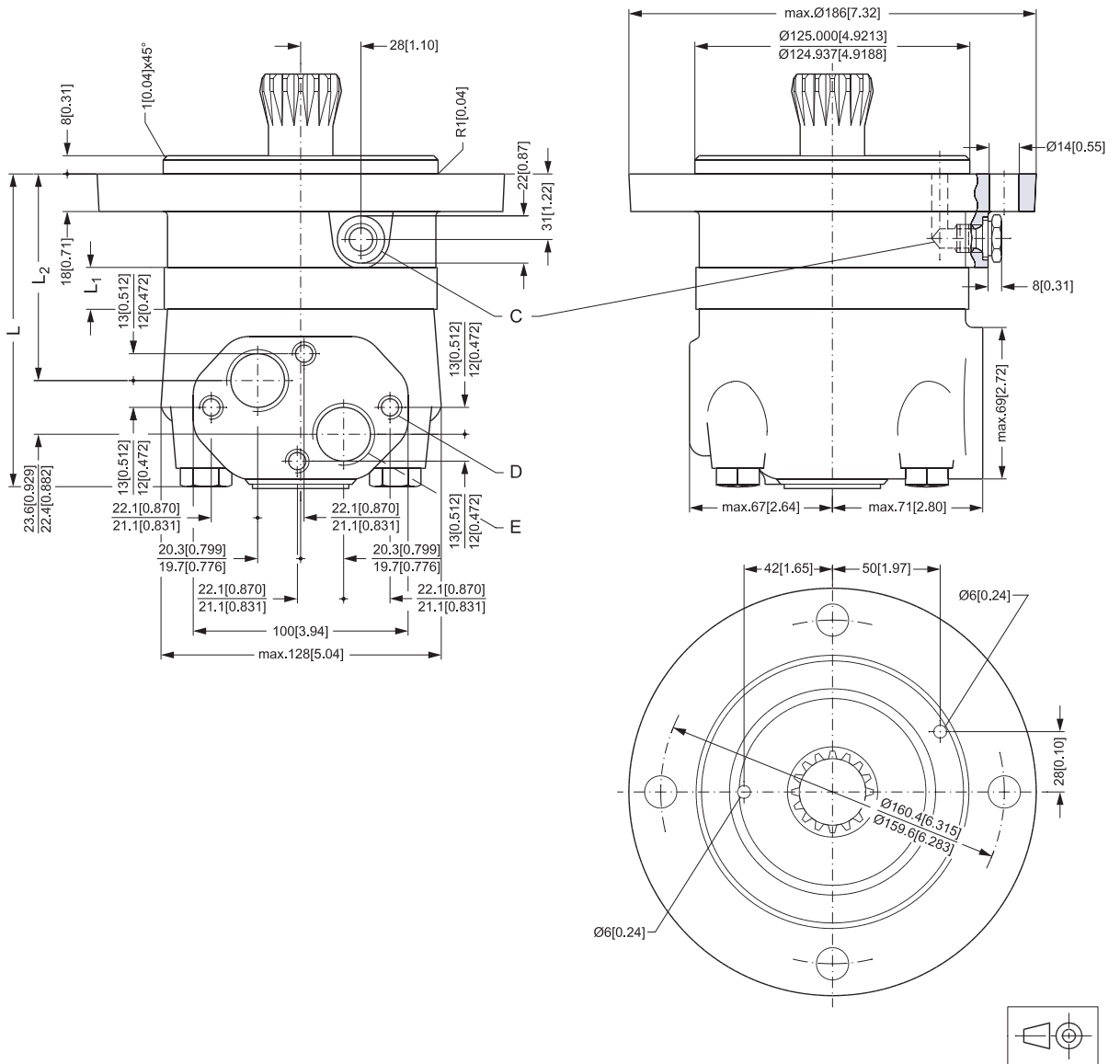
151-1453.10

Type	L <sub>max.</sub> mm [in]	L <sub>1*</sub> mm [in]	L <sub>2</sub> mm [in]
OMT 160 FL/FH	228 [8.98]	16.5 [0.650]	178 [7.01]
OMT 200 FL/FH	233 [9.17]	21.5 [0.846]	183 [7.20]
OMT 250 FL/FH	239 [9.41]	27.8 [1.094]	189 [7.44]
OMT 315 FL/FH	248 [9.76]	37.0 [1.457]	199 [7.83]
OMT 400 FL/FH	259 [10.20]	47.5 [1.870]	209 [8.23]
OMT 500 FL/FH	273 [10.75]	61.5 [2.421]	223 [8.78]

- C: G<sup>3</sup>/<sub>4</sub>; 17 mm [0.67 in] deep (BS/ISO 228/1)
- D: Drain connection G<sup>3</sup>/<sub>8</sub>; 14 mm [0.55 in] deep
- E: Brake-release port G<sup>1</sup>/<sub>4</sub>; 12 mm [0.47 in] deep
- F: M10; 10 mm [0.39 in] deep

\*) The gearwheel set is 3.5 mm [0.138 in] wider across the rollers than the L<sub>1</sub> dimensions

SHORT



151-898.10

Type	L <sub>max.</sub> mm [in]	L <sub>1</sub> * mm [in]	L <sub>2</sub> mm [in]
OMTS 160	146 [5.75]	16.5 [0.650]	96 [3.78]
OMTS 200	151 [5.94]	21.5 [0.846]	101 [3.98]
OMTS 250	157 [6.18]	27.8 [1.094]	107 [4.21]
OMTS 315	166 [6.54]	37.0 [1.457]	116 [4.57]
OMTS 400	177 [6.97]	47.5 [1.870]	127 [5.00]
OMTS 500	191 [7.52]	61.5 [2.421]	142 [5.59]

C: Drain connection  
 G 1/4; 12 mm [0.47 in] deep  
 D: M10; 10 mm [0.39 in] deep  
 E: G 3/4; 17 mm [0.67 in] deep

\*) The gearwheel set is 3.5 mm [0.138 in] wider across the rollers than the L<sub>1</sub> dimensions

**INSTALLING THE OMTS**

The cardan shaft of the OMTS motor acts as an "output shaft". Because of the movement of the shaft, no seal can be fitted at the shaft output. Internal oil leakage from the motor will therefore flow into the attached component.

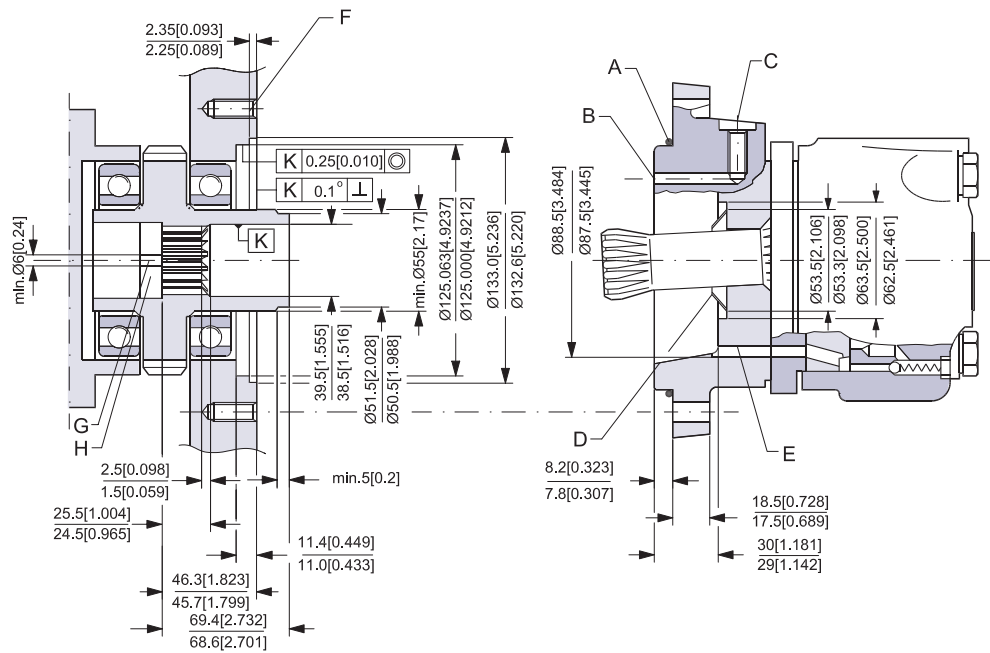
During start and operation it is important that the spline connection and the bearings in the attached component receive oil and are adequately lubricated. To ensure that the spline connection receives sufficient oil, a conical sealing ring between the shaft of the attached component and the motor intermediate plate is recommended. This method is used in the OMT.

The conical sealing ring (code. no. 633B9022) is supplied with the motor.

To ensure that oil runs to the bearings and other parts of the attached component, the stop plate must have a hole in it (see fig. below).

We recommend an O-ring between motor and attached component. The O-ring (code no. 151B1040) is supplied with the motor. If motor and attached component have been separated, remember to refill before starting up. Fill the oil through the drain connection.

**OMTS  
 DIMENSIONS OF THE  
 ATTACHED COMPONENT**



151-452.10

- A: O-ring: 125 × 3 mm
- B: External drain channel
- C: Drain connection
- D: Conical seal ring
- E: Internal drain channel
- F: M12; min. 18 mm [0.71 in] deep
- G: Oil circulation hole
- H: Hardened stop plate

**INTERNAL SPLINE DATA  
 FOR THE COMPONENT TO  
 BE ATTACHED**

The attached component must have internal splines corresponding to the external splines on the motor cardan shaft (see drawing below).

**Material:**

Case hardening steel with a tensile strength corresponding at least to 20 MoCr4 (900 N/mm<sup>2</sup>) or SAE 8620.

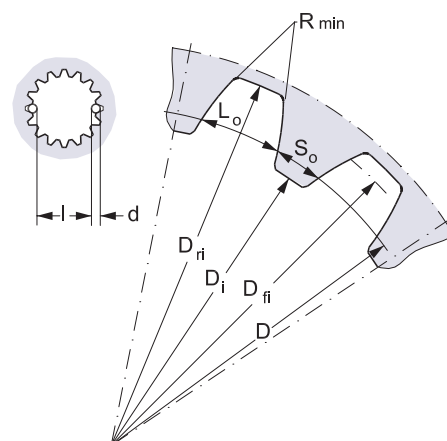
**Hardening specification:**

- On the surface: HV = 750 ± 50
- 0.7 ± 0.2 mm under the surface: HV = 560

*Internal involute spline data*

*Standard ANS B92.1-1970, class 5 (corrected  $m \cdot X = 1$ ;  $m = 2.1166$ )*

<b>Fillet root side fit</b>		<b>mm</b>	<b>in</b>
Number of teeth	z	16	16
Pitch	DP	12/24	12/24
Pressure angle		30°	30°
Pitch dia.	D	33.8656	1.3333
Major dia.	$D_{ri}$	$38.4^{+0.4}_0$	$1.5118^{+0.0157}_0$
Form dia. (min.)	$D_{fi}$	37.6	1.4803
Minor dia.	$D_i$	$32.150^{+0.04}_0$	$1.2657^{+0.00157}_0$
Space width (circular)	$L_o$	$4.516^{+0.037}_0$	$0.1777^{+0.0014}_0$
Tooth thickness (circular)	$S_o$	2.170	0.0854
Fillet radius	$R_{min}$	0.5	0.02
Max. measurement between pins*	l	$26.9^{+0.1}_0$	$1.059^{+0.004}_0$
Pin dia.	d	$4.834^{±0.001}$	$0.1903^{±0.00004}$



151-455.10

\* Finished dimensions (when hardened)

**DRAIN CONNECTION ON  
 OMTS OR ATTACHED  
 COMPONENT**

A drain line ought to be used when pressure in the return line can exceed the permissible pressure on the shaft seal of the attached component.

**The drain line can be connected at two different points:**

- 1) at the motor drain connection
- 2) at the drain connection of the attached component.

If a drain line is fitted to the attached component, it must be possible for oil to flow freely between motor and attached component.

The drain line must be led to the tank in such a way that there is no risk of the motor and attached component being drained of oil when at rest.

The maximum pressure in the drain line is limited by the attached component and its shaft seal.