



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

HMB 080

**Staffa Fixed Displacement
Hydraulic Motor**



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1. GENERAL DESCRIPTION

The HMB080 fixed displacement motor is one of 12 frame sizes in the Kawasaki "Staffa" range of high torque, low speed radial piston motors which extends from 94 to 6800 cm³/r (5.76 to 415 in³/r) capacity. The rugged, well-proven design incorporates hydrostatic balancing techniques to achieve high efficiency, combined with good breakout torque and smooth running capability.

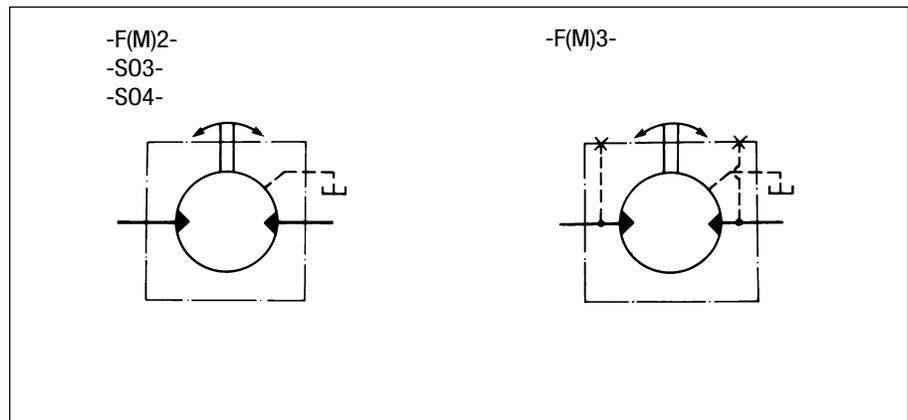
Various features and options are available including, on request, mountings to match competitor interfaces.

The HMB080 is capable of torque outputs up to 5950 Nm (4390 lbf ft) and speeds to 300 r/min with a continuous output of up to 100 kW (134 hp).

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

2. FUNCTIONAL SYMBOLS

All model types with variants in model code position **4**



3. MODEL CODE

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

(F)-HM(*)B080-(H)*(V)-**-(**)-3*(PL**)**

1

2

3

4

5

6

7

1 FLUID TYPE

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

2 MODEL TYPE

Blank = Standard ("HMB")
M = To NCB (UK) specification
463/1981 ("HMMB")
R = Dual mount (front or rear)

3 SHAFT TYPE

Use "H" prefix code as noted to
specify "hollow" shafts with through
hole Ø 26,2 (1.03 dia).

*Hollow shafts are available only with
type "S04" main port connection.*

(H)P* = Cylindrical shaft with key
(H)S* = Cylindrical, 14 splines to
BS 3550
(H)Z* = Cylindrical shaft to DIN
5480 (W70 x 3 x 22 x 7h)
(H)Q* = Female, 24 splines to
BS 3550
T* = Long tapered, keyed shaft
X* = Short tapered, keyed shaft

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

4 MAIN PORT CONNECTIONS

Models with 2¹/₄" distributor valve▲
F2◆ = SAE 1", 4-bolt (UNC) flanges
FM2◆ = SAE 1", 4-bolt (metric)
flanges

Models with 3" distributor valve
S03 = 6-bolt (UNF) flange (Staffa
original valve housing)

F3 = SAE 1¹/₄", 4-bolt (UNC)
flanges

FM3 = SAE 1¹/₄", 4-bolt (metric)
flanges

Models with 4" distributor valve■
Must be specified when requiring
hollow shafts, type HP, HS, HZ or HQ
S04■ = 6 bolt (UNF) flange (Staffa
original valve housing)

▲ Gives minimum overall length of HMB080
motor

◆ Max. inlet flow 200 l/min (53 USgpm);
reduced max. continuous speed and output
power, see "Performance Data", page 4.

■ Obligatory for hollow shafts. See increased
installation dimensions with 4" valve.

5 TACHO/ENCODER DRIVE

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

Omit if not required and when
specifying shaft types "H**"

6 DESIGN NUMBER, 3* SERIES

Subject to change. Installation and
performance details remain
unaltered for design numbers 30 to
39 inclusive.

7 SPECIAL FEATURES

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

** Number assigned as required to specific
customer build.

4. PERFORMANCE DATA

Performance data is valid for Staffa HMB080 motors fully run in and operating with petroleum oil. See separate table for pressure and speed limits when using fire-resistant fluids. Leakage values are at fluid viscosity of 50 cSt (232 SUS).

MOTOR DATA

		Port connection type, see model code 4	
		S03, F3, FM3, S04	F2, FM2
Geometric displacement▲	cm ³ /r (in ³ /r)	1344 (82)	1344 (82)
Average actual running torque	Nm/bar (lbf ft/psi)	19,9 (1.01)	19,9 (1.01)
Max. continuous♦speed	r/min	300	150
Max. continuous♦output	kW (hp)	100 (134)	77 (103)
Max. continuous♦pressure	bar (psi)	250 (3625)	250 (3625)
Max. intermittent♦pressure	bar (psi)	293 (4250)	293 (4250)

▲ Other lower displacements are made available to special order

♦ See "Rating Definitions", this page

LIMITS FOR FIRE RESISTANT FLUIDS

Fluid type	Pressure, bar (psi)		Max. speed r/min
	Continuous	Intermittent	
HFA, 5/95% oil-in-water emulsion	103 (1500)	138 (2000)	50% of limits for petroleum oil
HFB, 60/40% water-in-oil emulsion	138 (2000)	172 (2500)	As for petroleum oil
HFC, water glycol	103 (1500)	138 (2000)	50% of limits for petroleum oil
HFD, phosphate ester	250 (3625)	293 (4250)	As for petroleum oil

RATING DEFINITIONS

● CONTINUOUS RATING

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

● INTERMITTENT RATING

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

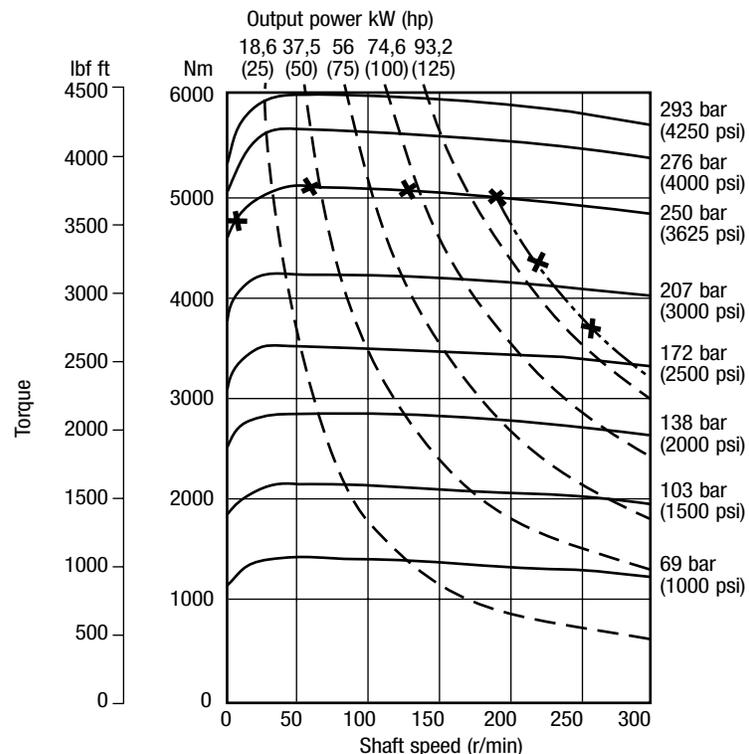
● INTERMITTENT MAX. PRESSURE

Up to 293 bar (4250 psi) is allowable on the following basis:

- Up to 50 r/min: 15% duty for periods up to 5 minutes maximum.
- Over 50 r/min: 2% duty for periods up to 30 seconds maximum.

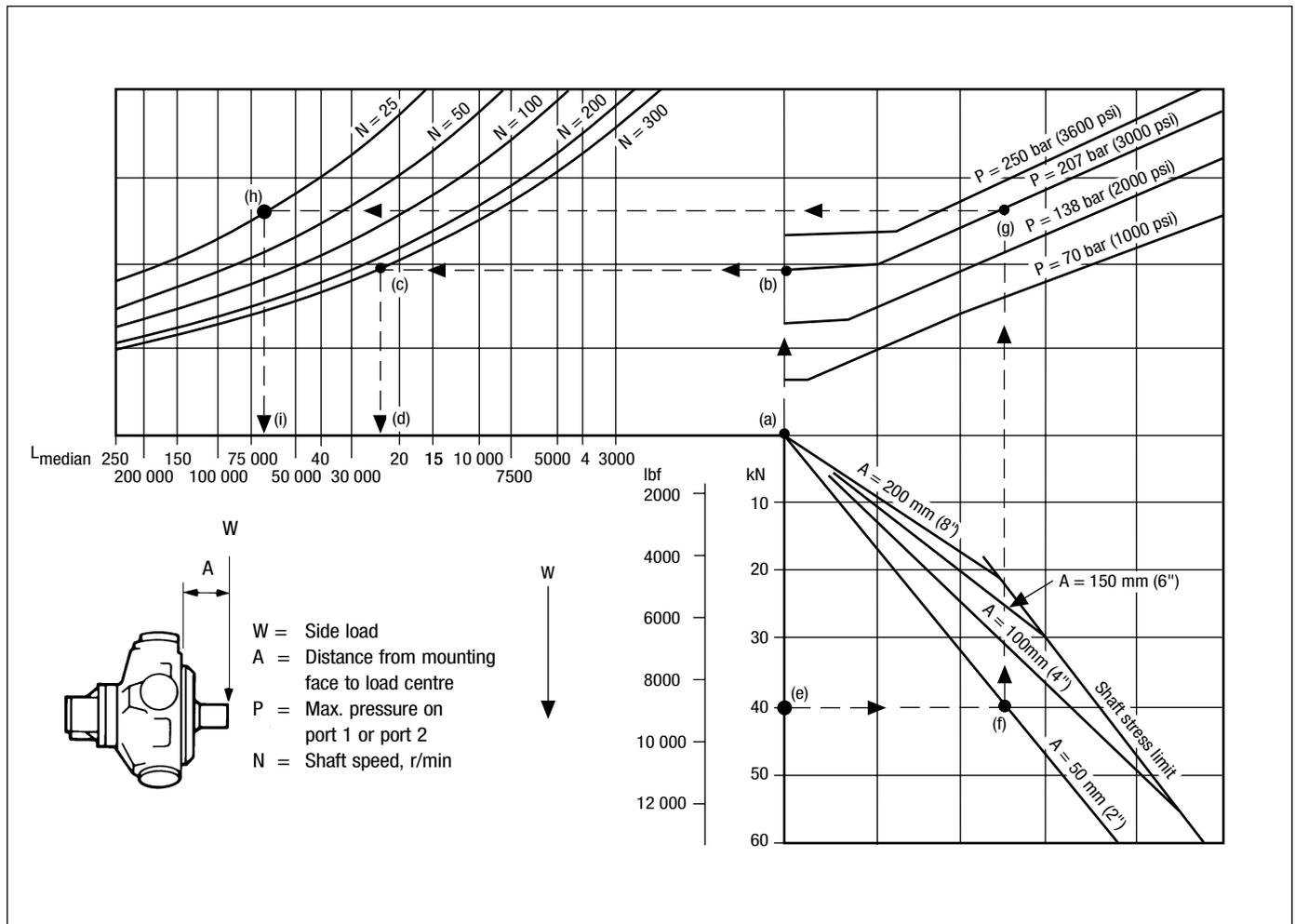
OUTPUT TORQUES

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



—x—x—x— Upper limit of continuous rating envelope, see "Rating definitions" above.

BEARING LIFE



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

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

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

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

● **SHAFT STRESS LIMIT**
The shaft stress limit in the nomograph is based on the fatigue rating of shaft types "(H)S" and "(H)P". Infrequent loading above these limits may be permitted; consult Kawasaki.

HMB080

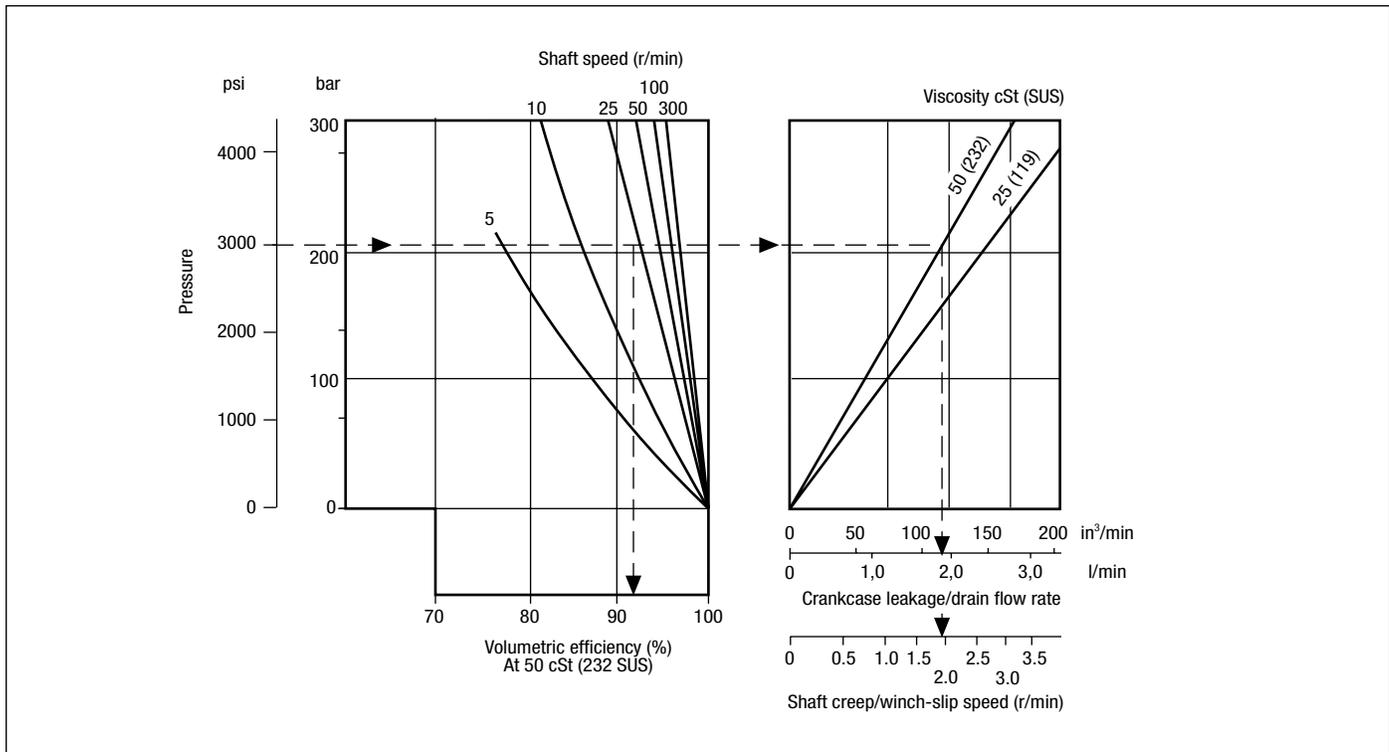
Example 1 (follow chain dotted line):

Side load (W)	a) 0
System pressure (P)	b) 207 bar (3000 psi)
Speed (N)	c) 300 r/min
Median bearing life	d) 23 000 hrs
L10 bearing rating = median x 0.2	4600 hrs

Example 2 (follow chain dotted line):

Side load (W)	e) 40 kN (9000 lbf)
Load offset (A) from motor mounting face	f) 50 mm (2.0 in)
System pressure (P)	g) 207 bar (3000 psi)
Speed (N)	h) 25 r/min
Median bearing life	i) 62 000 hrs
L10 bearing rating = median x 0.2	12 400 hrs

VOLUMETRIC EFFICIENCY



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

Example (follow chain dotted line):

Given:

1. Pressure207 bar (3000 psi)
2. Speed25 r/min
3. Viscosity50 cSt (232 SUS)

To obtain:

4. Volumetric efficiency91.8%
5. Crankcase leakage1,9 l/min
(115.0 in³/min)
6. Shaft creep speed1.9 r/min

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

5. CIRCUIT AND APPLICATION NOTES

STARTING TORQUES

The starting torques shown on the graph on page 4 are average and will vary with system parameters.

LOW SPEED OPERATION

Minimum operating speeds are determined by load conditions (load

inertia, drive elasticity, etc.). For operation at speeds below 3 r/min consult Kawasaki.

HIGH BACK PRESSURE

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

BOOST PRESSURE

When operating as a motor the outlet pressure should equal or exceed the crankcase pressure. If pumping occurs (i.e. overrunning loads) then a positive pressure, “P”, is required at the motor inlet ports. Calculate “P” according to port connection type being used, from:

$$P \text{ (bar)} = 1 + \frac{N^2}{D_{\text{bar}}} + C \text{ bar}$$

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

Where:

- N = speed, r/min
- C = crankcase pressure
- D = see table

Port connection type	D value
F2 & FM2	D _{bar} = 1500 D _{psi} = 103
S03, S04 F3, FM3	D _{bar} = 10 000 D _{psi} = 690

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

COOLING FLOW

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

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

MOTOR CASING PRESSURE

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

Notes:

1. The casing pressure at all times must not exceed either the motor inlet or outlet pressure.
2. High pressure shaft seals are available to special order for casing pressures of:
Continuous: 10 bar (150 psi)
Intermittent: 15 bar (225 psi)
3. Check installation dimensions (page 8) for maximum crankcase drain fitting depth.

6. HYDRAULIC FLUIDS

Dependent on motor (see Model Code position **1**) suitable fluids include:

- Antiwear hydraulic oils
- Phosphate esters (HFD fluids)
- Water glycols (HFC fluids) ▲
- 60/40% water-in-oil emulsions (HFB fluids) ▲
- 5/95% oil-in-water emulsions (HFA fluids) ▲

▲ Reduced pressure and speed limits, see page 4.

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

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

PETROLEUM OIL RECOMMENDATIONS

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

7. TEMPERATURE LIMITS

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

Max. operating temperature range

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

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

8. FILTRATION

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

9. NOISE LEVELS

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

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

10. POLAR MOMENT OF INERTIA

Typical data: 0,06 kg m² (210 lb in²).

11. MASS

Approx., all models: 144 kg (317 lb).

11. INSTALLATION DATA

GENERAL

● Spigot

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

● Bolt torque

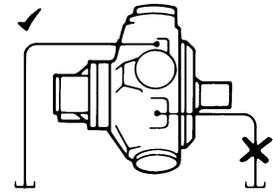
The recommended torque wrench settings for the mounting bolts are:
M20 bolts.....407±14 Nm (300±10 lbf ft)
3/4” bolts.....393±14 Nm (290±10 lbf ft)

● Shaft coupling

Where the motor is solidly coupled to a shaft having independent bearings the shafts must be aligned to within 0,13 mm (0.005 in) TIR.

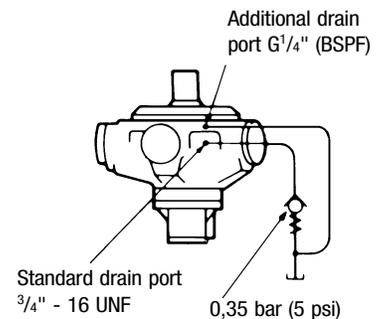
CRANKCASE DRAIN

Motor axis horizontal



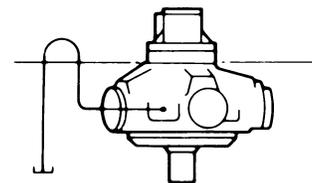
The crankcase drain must be taken from a position above the horizontal centre line of the motor.

Axis vertical, shaft up



An additional G¹/₄” (BSPF) drain port is provided when the “V” (shaft vertically upwards) designator is given after the shaft type letter in position **3** of the model code. This additional drain should be connected into the main motor casing drain line downstream of a 0,35 bar (5 psi) check valve to ensure lubrication of the upper bearing, see above diagram.

Axis vertical, shaft down



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

START-UP

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

13. INSTALLATION DIMENSIONS IN MM (INCHES)

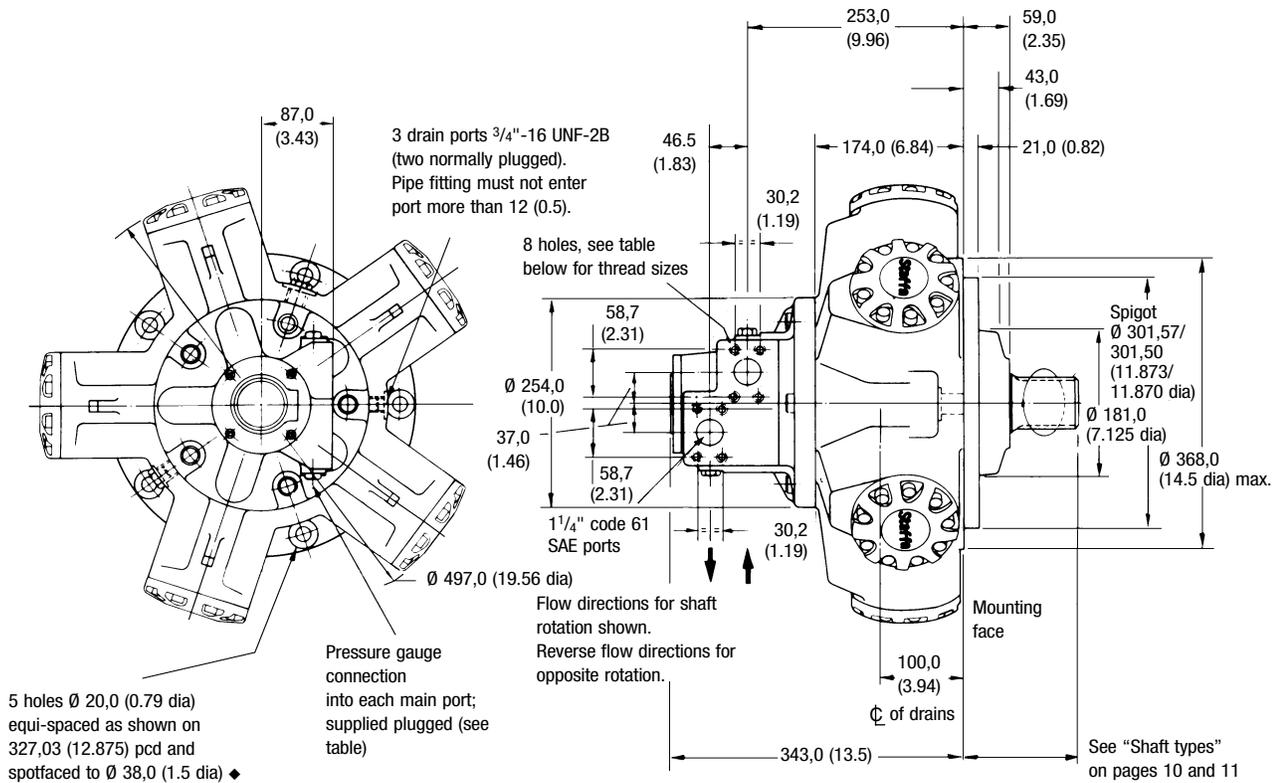
FRONT-MOUNTING MODELS

HMB080 MOTORS WITH TYPE "F3"/"FM3" (1 1/4" SAE) PORT CONNECTION

See separate drawing for dual-mount model.

See additional views for shaft types and for types "S03" and "S04" port connection.

See drawing of dual-mount model for details of types "F2" and "FM2" port connection.



Port flange bolt tappings

Model code	Tapping size	Gauge connections
F3	7/16"-14 UNC-2B x 27,0 (1.06) full thread depth	9/16"-18 UNF-2B, SAE J475
FM3	M12 x P1.75 x 27,0 (1.06) full thread depth	G1/4" (BSPF)

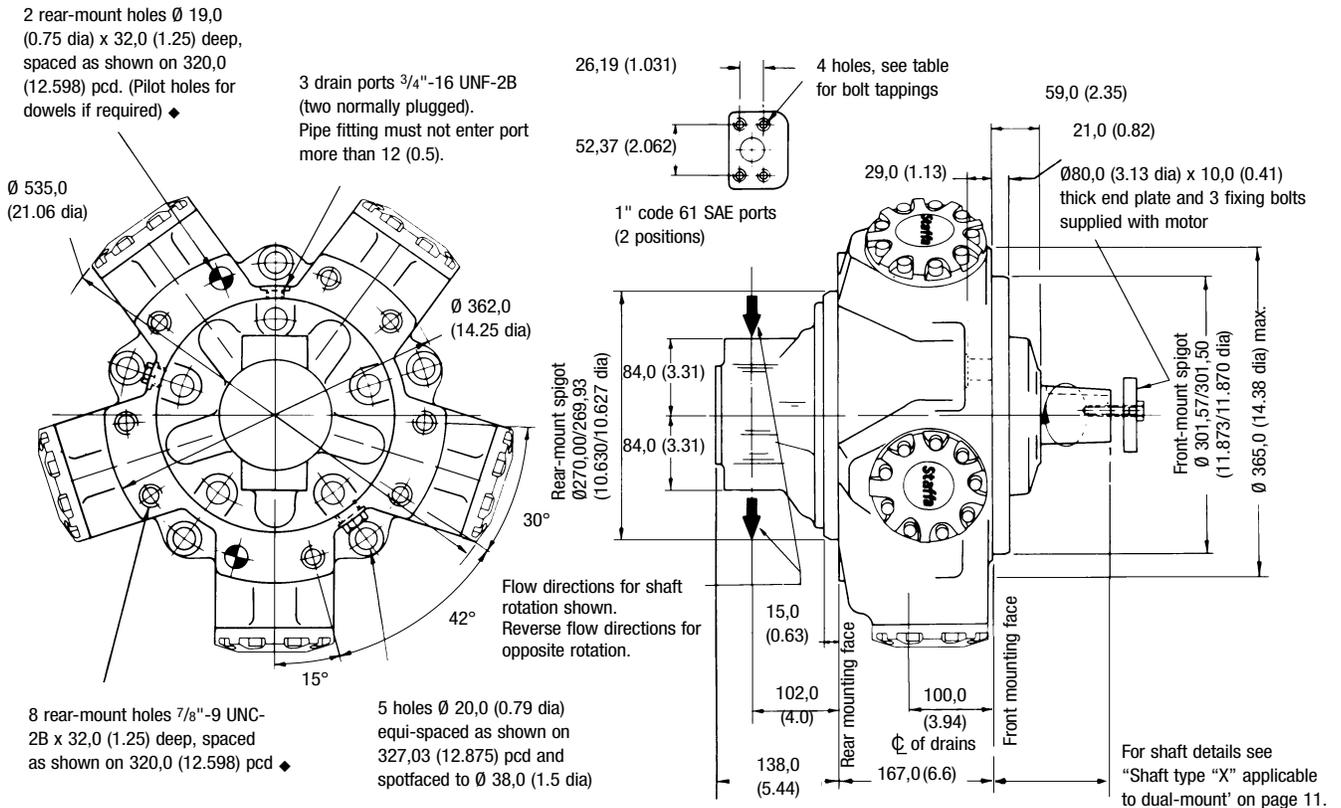
♦ $\text{Ø } 0,15 \text{ (0.006)}$

DUAL-MOUNT MODELS

HMRB080 MOTORS WITH TYPE "F2"/"FM2" (1" SAE) PORT CONNECTION

See additional views for shaft types and for types "S03" and "S04" port connection.

See drawing of front-mount model for details of types "F3" and "FM3" port connection.



8 rear-mount holes $\frac{7}{8}$ "-9 UNC-2B x 32,0 (1.25) deep, spaced as shown on 320,0 (12.598) pcd ◆

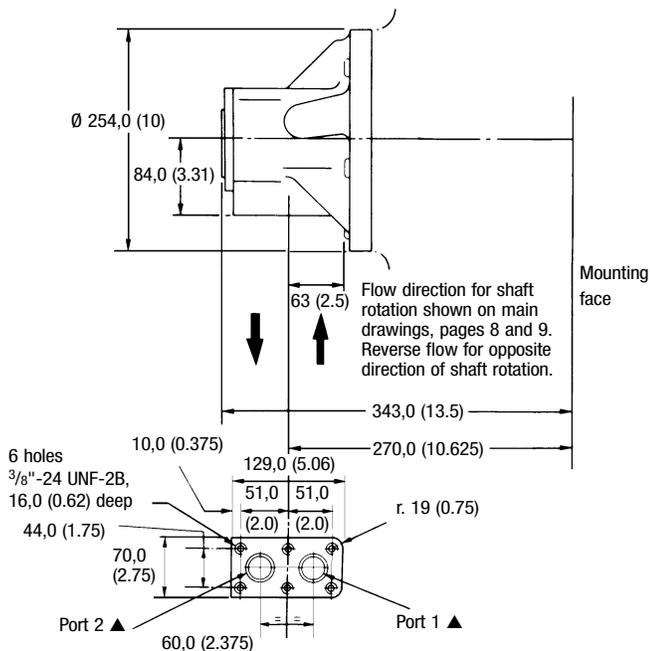
5 holes $\varnothing 20,0$ (0.79 dia) equi-spaced as shown on 327,03 (12.875) pcd and spotfaced to $\varnothing 38,0$ (1.5 dia)

Port flange bolt tappings

Model code	Tapping size
F2	$\frac{3}{8}$ "-16 UNC-2B x 22,0 (0.87) deep
FM2	M10 x P1.5 x 22,0 (0.87) deep

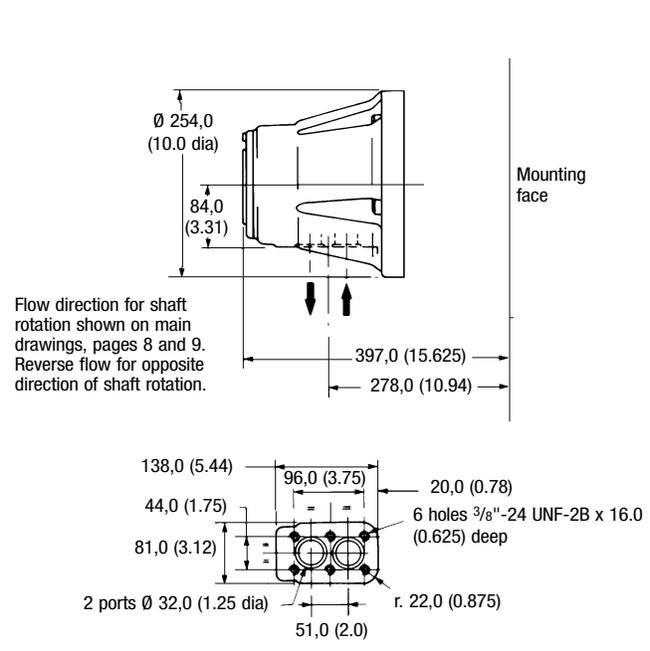
$\varnothing 0,15$ (0.006)

3" VALVE HOUSING WITH 6-BOLT FLANGE, "S03" IN MODEL CODE POSITION 4

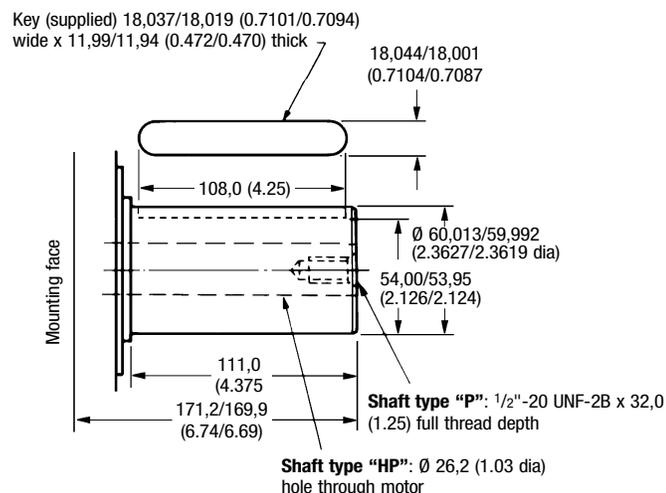


▲ $\varnothing 28$ (1.125 dia) with recess for 31,0 (1.22) $\text{I/d} \times \varnothing 4$ (0.157 dia) section O-ring

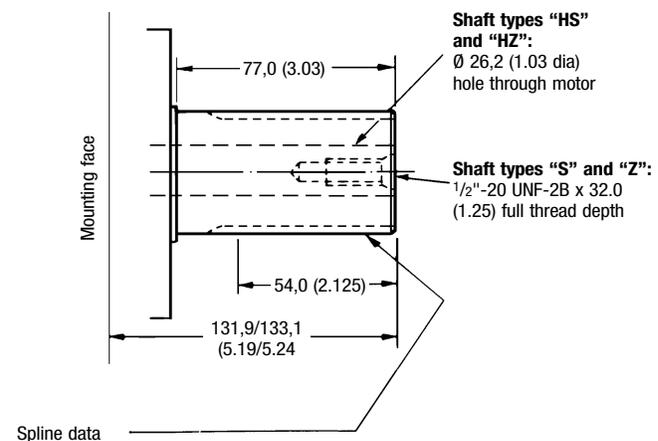
4" VALVE HOUSING WITH 6-BOLT FLANGE, "S04" IN MODEL CODE POSITION 4



SHAFT TYPES "P" AND "HP", MODEL CODE POSITION 3
Cylindrical shaft with key



SHAFT TYPES "S" AND "HS", MODEL CODE POSITION 3
Cylindrical shaft with 14 splines to BS 3550-1963
SHAFT TYPES "Z" AND "HZ", MODEL CODE POSITION 3
Cylindrical shaft with splines to DIN 5480



Spline data

For shaft types "S" and "HS" to BS 3550/SAE J498c (ANSI B92.1 1970 class 5)
Flat root side fit, class 1
Pressure angle 30°
Number of teeth 14
Pitch 6/12
Major diameter 62,553/62,425 (2.4627/2.4577)
Form diameter 55,052 (2.1674)
Minor diameter 54,084/53,525 (2.1293/2.1073)
Pin diameter 8,128 (0.3200)
Diameter over pins 71,593/71,544 (2.8186/2.8167)

For shaft types "Z" and "HZ"
DIN 5480, W70 x 3 x 22 x 7h

Presented by:



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manufactured to the highest
quality standards in a Kawasaki
ISO 9001 certified facility.
Certification No. 891150**