

VERSIONS

Mounting flange	Shaft	Port size	European version	US version	Drain connection	Check valve	Main type designation
Standard flange	Cyl. 32 mm	G 1/2	○		Yes	Yes	OMS
	Cyl. 1.25 in	7/8-14 UNF		○	Yes	Yes	OMS
	Splined 1.25 in	G 1/2	○		Yes	Yes	OMS
		7/8-14 UNF		○	Yes	Yes	OMS
	Tapered 35 mm	G 1/2	○		Yes	Yes	OMS
	Tapered 1.25 in	7/8-14 UNF		○	Yes	Yes	OMS
	P.t.o.	G 1/2	○		Yes	Yes	OMS
Special flange	Splined 1.25 in	G 1/2	○		Yes	Yes	OMS
A-2 flange	Cyl. 1 in	7/8-14 UNF		○	Yes	Yes	OMS
	Cyl. 1.25 in	7/8-14 UNF		○	Yes	Yes	OMS
	Splined 1 in	7/8-14 UNF		○	Yes	Yes	OMS
	Splined 1.25 in	7/8-14 UNF		○	Yes	Yes	OMS
	Tapered 1.25 in	7/8-14 UNF		○	Yes	Yes	OMS
Magneto flange	Cyl. 1 in	7/8-14 UNF		○	Yes	Yes	OMS
	Cyl. 1.25 in	7/8-14 UNF		○	Yes	Yes	OMS
	Splined 1 in	7/8-14 UNF		○	Yes	Yes	OMS
	Splined 1.25 in	7/8-14 UNF		○	Yes	Yes	OMS
SAE B flange	Splined 1.25 in	7/8-14 UNF		○	Yes	Yes	OMS
	Splined 0.875 in	7/8-14 UNF		○	Yes	Yes	OMS
Wheel	Cyl. 32 mm	G 1/2	○		Yes	Yes	OMSW
	Cyl. 1.25 in	7/8-14 UNF		○	Yes	Yes	OMSW
	Tapered 35 mm	G 1/2	○		Yes	Yes	OMSW
	Tapered 1.25 in	7/8-14 UNF		○	Yes	Yes	OMSW
Short	No output shaft	G 1/2	○		Yes	Yes	OMSS

Function diagram - see page : →

Features available (options) :

Speed sensor
Motor with tacho connection
High pressure shaft seal
Viton shaft seal
Painted
Ultra short
Motor with drum brake

CODE NUMBERS

CODE NUMBERS	Displacement [cm ³]									Technical data – Page	Shaft loads – Page	Dimensions – Page
	80	100	125	160	200	250	315	400	500			
151F	0500	0501	0502	0503	0504	0505	0506	0605	–	8	11	23
151F	2200	2201	2202	2203	2204	2205	2206	2261	2268	8	11	24
151F	0507	0508	0509	0510	0511	0512	0513	–	–	8	11	23
151F	2207	2208	2209	2210	2211	2212	2213	2262	2269	8	11	24
151F	0514	0515	0516	0517	0518	0519	0520	–	–	8	11	23
151F	2214	2215	2216	2217	2218	2219	2220	2264	2270	8	11	24
151F	0560	0561	0562	0563	0564	0565	0566	–	–	8	11	23
151F	0542	0543	0544	0545	0546	0547	0548	–	–	8	12	25
151F	2300	2301	2302	2303	2304	2305	2306	2307	2345	8	12	26
151F	2316	2317	2318	2319	2320	2321	2322	2323	2347	8	11	26
151F	2308	2309	2310	2311	2312	2313	2314	2315	2346	8	12	26
151F	2324	2325	2326	2327	2328	2329	2330	2331	2348	8	11	26
151F	2332	2333	2334	2335	2336	2337	2338	2339	2349	8	11	26
151F	2377	2378	2379	2380	2381	2382	2383	2384	2385	8	12	27
151F	2368	2369	2370	2371	2372	2373	2374	2375	2376	8	11	27
151F	2359	2360	2361	2362	2363	2364	2365	2366	2367	8	12	27
151F	2350	2351	2352	2353	2354	2355	2356	2357	2358	8	11	27
151F	2395	2396	2397	2398	2399	2400	2401	2402	2403	8	11	28
151F	2413	2414	2415	2416	2417	–	–	–	–	8	13	28
151F	0521	0522	0523	0524	0525	0526	0527	0610	–	8	11	29
151F	2235	2236	2237	2238	2239	2240	2241	2265	2266	8	11	30
151F	0528	0529	0530	0531	0532	0533	0534	0609	–	8	11	29
151F	2242	2243	2244	2245	2246	2247	2248	2263	2267	8	11	30
151F	0535	0536	0537	0538	0539	0540	0541	0608	–	8	–	31
	14	14	15	15	16	16	17	17	18			

Ordering

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

Example:

151F0504 for an OMS 200 with standard flange, cyl. 32 mm shaft and port size G 1/2.

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

TECHNICAL DATA FOR OMS

Type			OMS OMSW OMSS	OMS OMSW OMSS	OMS OMSW OMSS	OMS OMSW OMSS	OMS OMSW OMSS	OMS OMSW OMSS	OMS OMSW OMSS	OMS OMSW OMSS	OMS OMSW OMSS
Motor size			80	100	125	160	200	250	315	400	500
Geometric displacement	cm ³ [in ³]		80.5 [4.91]	100.0 [6.10]	125.7 [7.67]	159.7 [9.75]	200.0 [12.20]	250.0 [15.26]	314.9 [19.22]	393.0 [23.98]	488.0 [29.78]
Max. speed	min ⁻¹ [rpm]	cont.	810	750	600	470	375	300	240	190	155
		int. ¹⁾	1000	900	720	560	450	360	285	230	185
Max. torque*	Nm [lbf·in]	cont.	240 [2120]	305 [2700]	375 [3320]	490 [4340]	610 [5400]	720 [6370]	825 [7300]	865 [7660]	850 [7520]
		int. ¹⁾	310 [2740]	390 [3450]	490 [4340]	600 [5310]	720 [6370]	870 [7700]	1000 [8850]	990 [8760]	990 [8760]
Max. output	kW [hp]	cont.	15.5 [20.8]	18.0 [24.1]	18.0 [24.1]	16.5 [22.1]	16.5 [22.1]	14.5 [19.4]	15.0 [20.1]	11.0 [14.8]	9.0 [12.1]
		int. ¹⁾	19.5 [26.2]	22.5 [30.2]	22.5 [30.2]	23.0 [30.8]	22.0 [29.5]	18.0 [24.1]	17.0 [22.8]	12.5 [16.8]	10.5 [14.1]
Max. pressure drop*	bar [psi]	cont.	210 [3050]	210 [3050]	210 [3050]	210 [3050]	210 [3050]	200 [2900]	200 [2900]	160 [2320]	120 [1740]
		int. ¹⁾	275 [3990]	275 [3990]	275 [3990]	260 [3770]	250 [3630]	250 [3630]	240 [3480]	190 [2760]	140 [2030]
		peak ²⁾	295 [4280]	295 [4280]	295 [4280]	280 [4060]	270 [3920]	270 [3920]	260 [3770]	210 [3050]	160 [2320]
Max. oil flow	l/min [USgal/min]	cont.	65 [17.2]	75 [19.8]	75 [19.8]	75 [19.8]	75 [19.8]	75 [19.8]	75 [19.8]	75 [19.8]	75 [19.8]
		int. ¹⁾	80 [21.1]	90 [23.8]	90 [23.8]	90 [23.8]	90 [23.8]	90 [23.8]	90 [23.8]	90 [23.8]	90 [23.8]
Max. starting pressure with unloaded shaft	bar [psi]		12 [175]	10 [145]	10 [145]	8 [115]	8 [115]	8 [115]	8 [115]	8 [115]	8 [115]
Min. starting torque	at max. press. drop cont.		180 [1590]	230 [2040]	290 [2570]	370 [3270]	470 [4160]	560 [4960]	710 [6280]	710 [6280]	660 [5840]
	at max. press. drop int. ¹⁾		235 [2080]	300 [2660]	380 [3360]	460 [4070]	560 [4960]	700 [6200]	850 [7520]	840 [7430]	770 [6820]
	Nm [lbf·in]										

Type			Max. inlet pressure	Max. return pressure with drain line
OMS OMSW OMSS	bar [psi]	cont.	230 [3340]	140 [2030]
	bar [psi]	int. ¹⁾	295 [4280]	175 [2540]
	bar [psi]	peak ²⁾	300 [4350]	210 [3050]

			Splined 1 in	Cyl. 1 in	Splined 0.875 in
*Max torque for shaft type	Nm [lbf-in]	cont.	360 [3190]	300 [2660]	200 [1770]
		int. ¹⁾	450 [3980]	410 [3630]	200 [1770]

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

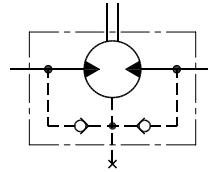
²⁾ Peak load: the permissible values may occur for max. 1% of every minute.

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

MAX. PERMISSIBLE SHAFT SEAL PRESSURE

OMS with standard shaft seal, check valves and without use of drain connection:

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

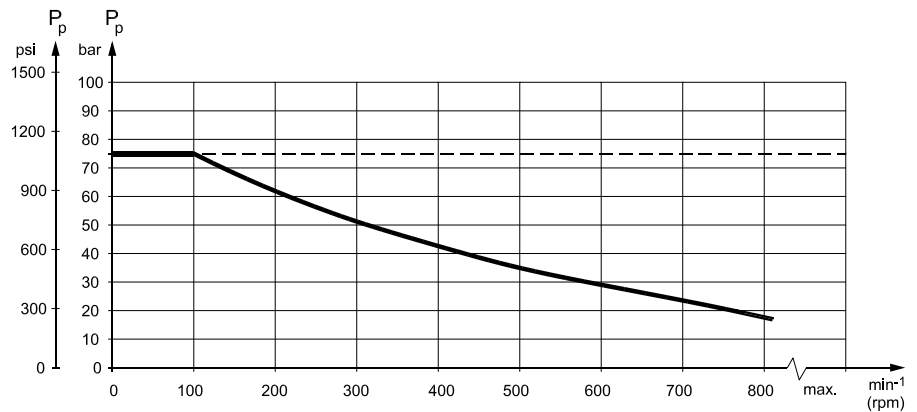


151-320.10

OMS with standard shaft seal, check valves and with drain connection:

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

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

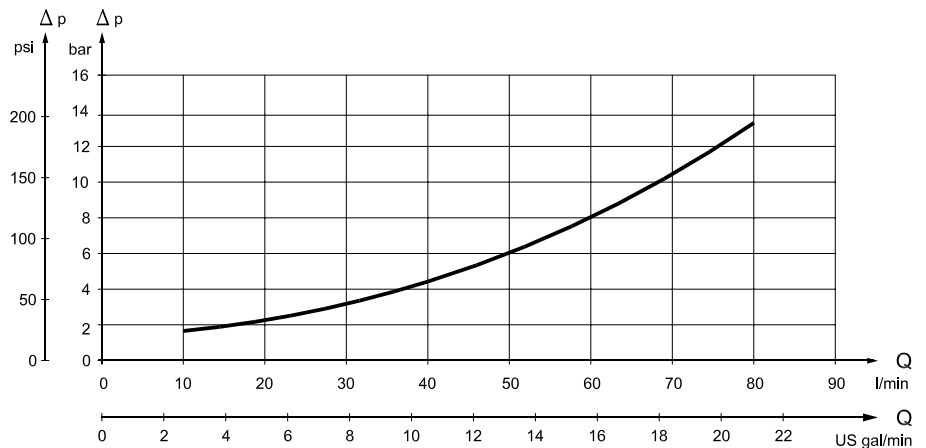


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--- Intermittent operation: the permissible values may occur for max. 10% of every minute.

— Continuous operation

PRESSURE DROP IN MOTOR



151-1408.10

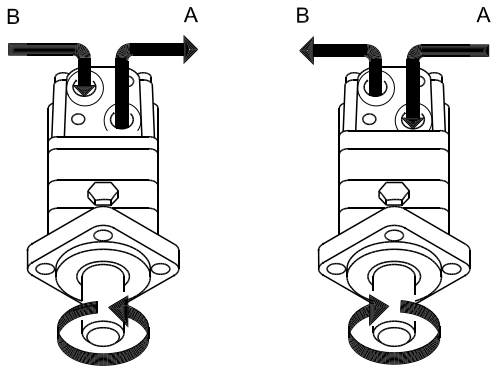
The curve applies to an unloaded motor shaft and an oil viscosity of 35 mm²/s [165 SUS]

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 mm ² /s [SUS]	Oil flow in drain line l/min [US gal/min]
140 [2030]	20 [100]	1.5 [0.40]
	35 [165]	1.0 [0.26]
210 [3050]	20 [100]	3.0 [0.79]
	35 [165]	2.0 [0.53]

**DIRECTION OF SHAFT
 ROTATION**



151-843.10

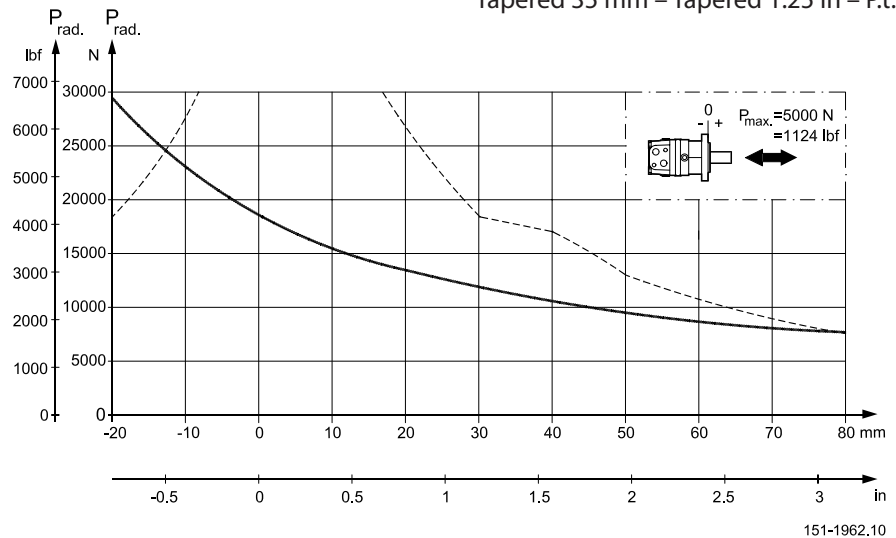
**PERMISSIBLE SHAFT
LOADS FOR OMS**

Mounting flange:

Standard – A-2 – Magneto – SAE B

Shaft:

Cyl. 32 mm – Cyl. 1.25 in – Splined 1.25 in.
Tapered 35 mm – Tapered 1.25 in – Pt.o.

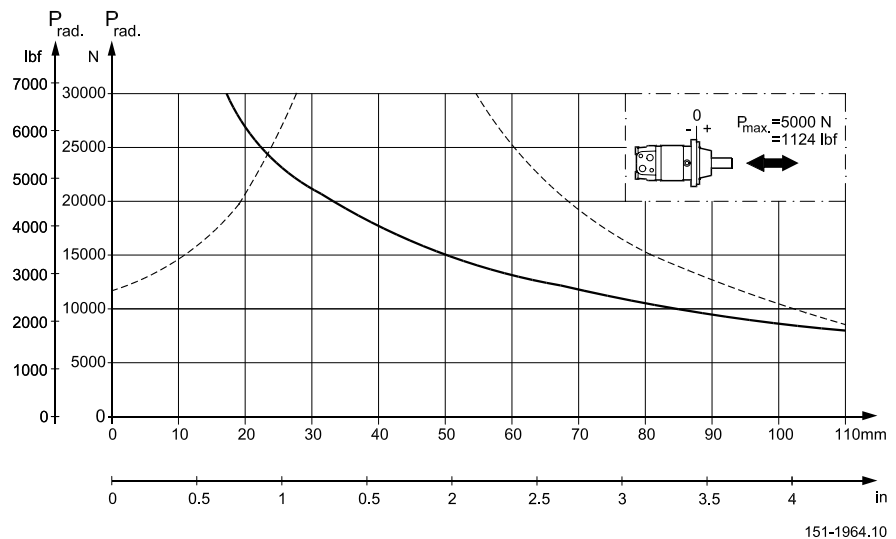


Mounting flange:

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⁻¹) 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%.

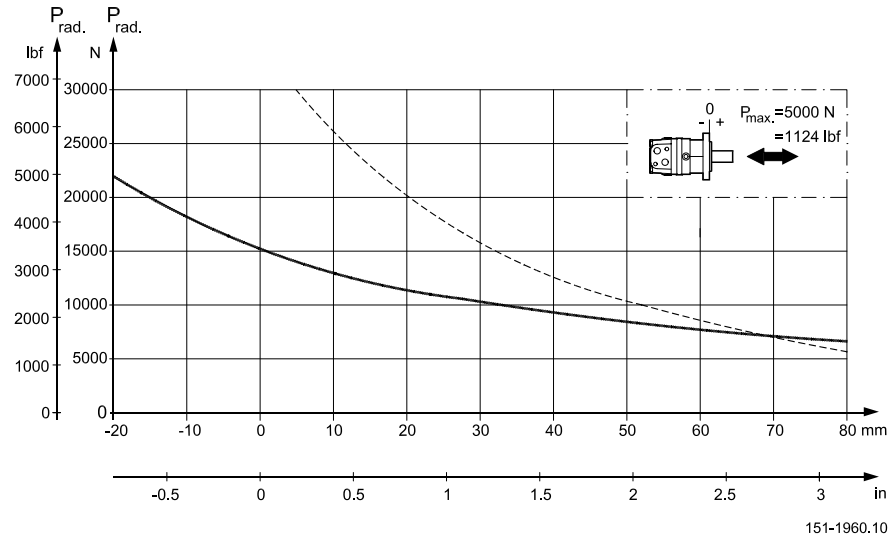
The dash curve shows max. radial shaft load. Any shaft load exceeding the values shown in the curve will involve a risk of breakage.

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 OMS**

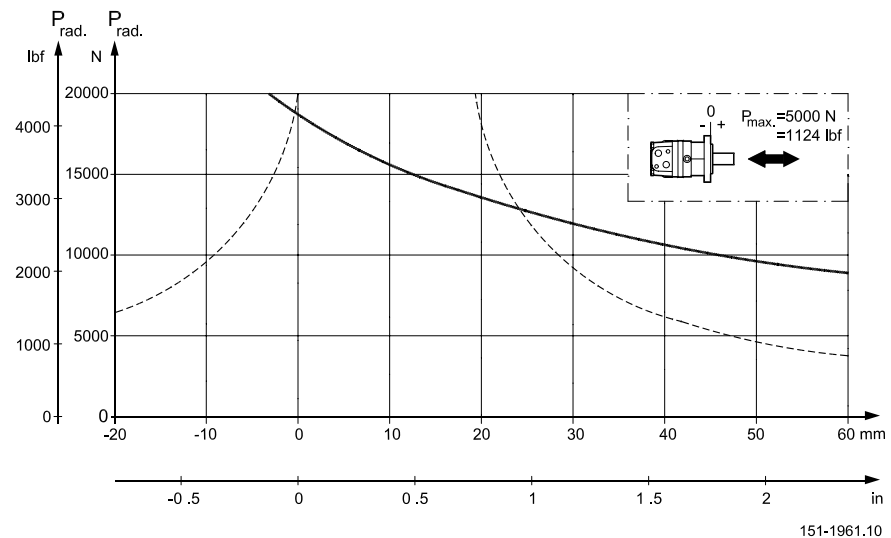
Mounting flange:
Special

Shaft:
Splined 1.25 in



Mounting flange:
A-2 – Magneto

Shaft:
Cyl. 1 in – Splined 1 in

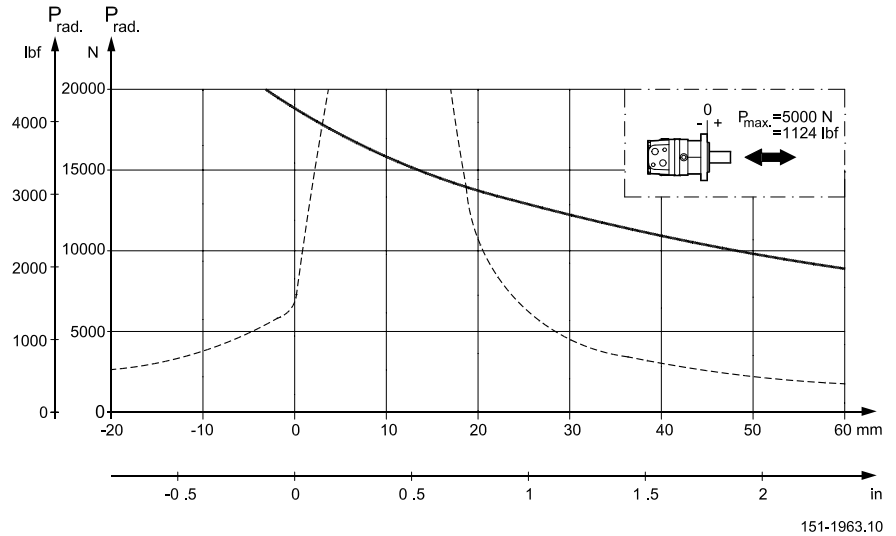


The output shaft runs in tapered roller bearings that permit high axial and radial forces. The permissible radial load on the shaft is shown for an axial load of 0 N as a function of the distance from the mounting flange to the point of load application. The curve is based on B10 bearing life (2000 hours or 12,000,000 shaft revolutions at 100 min⁻¹) 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 OMS**

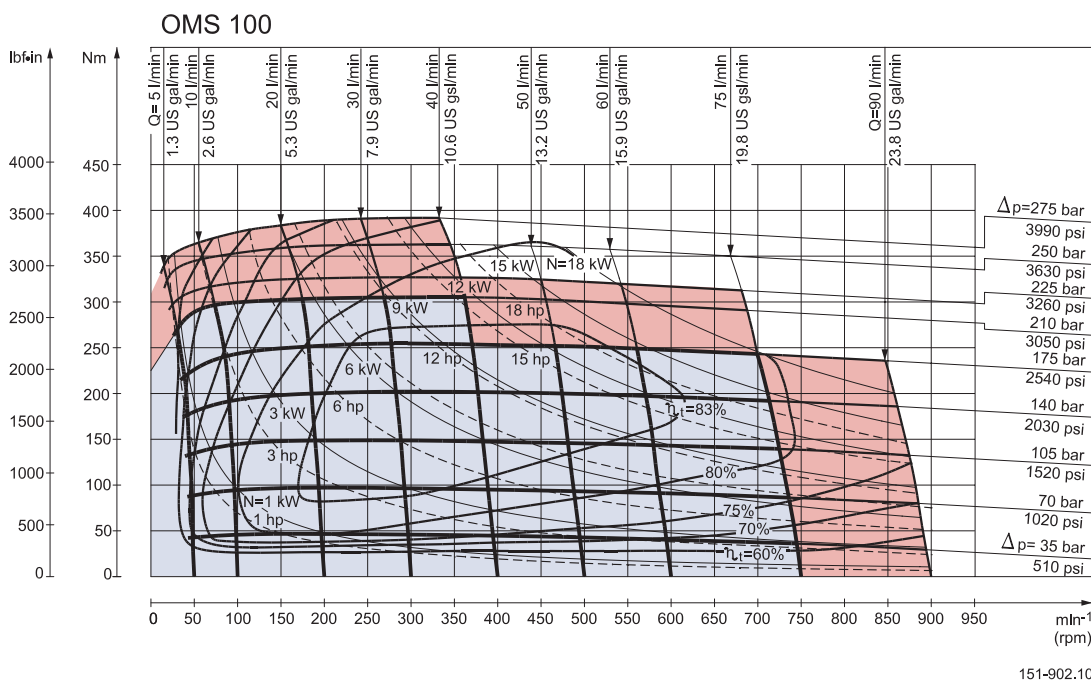
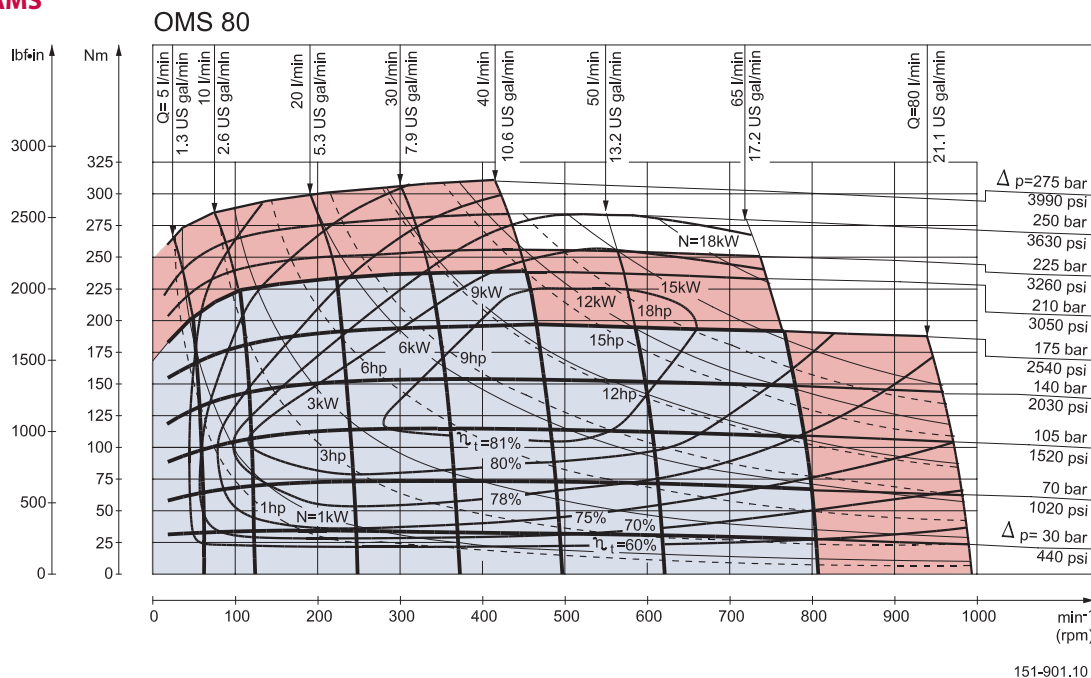
Mounting flange:
SAE B

Shaft:
Splined 0.875 in



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^{-1}) 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.

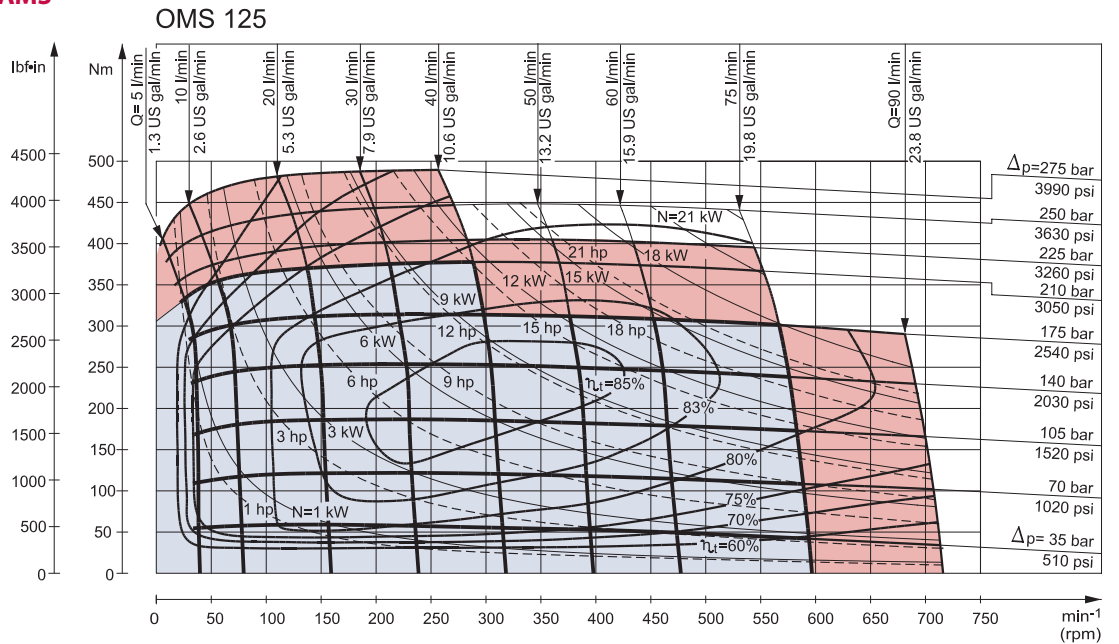
■ Continuous range

■ Intermittent range (max. 10% operation every minute)

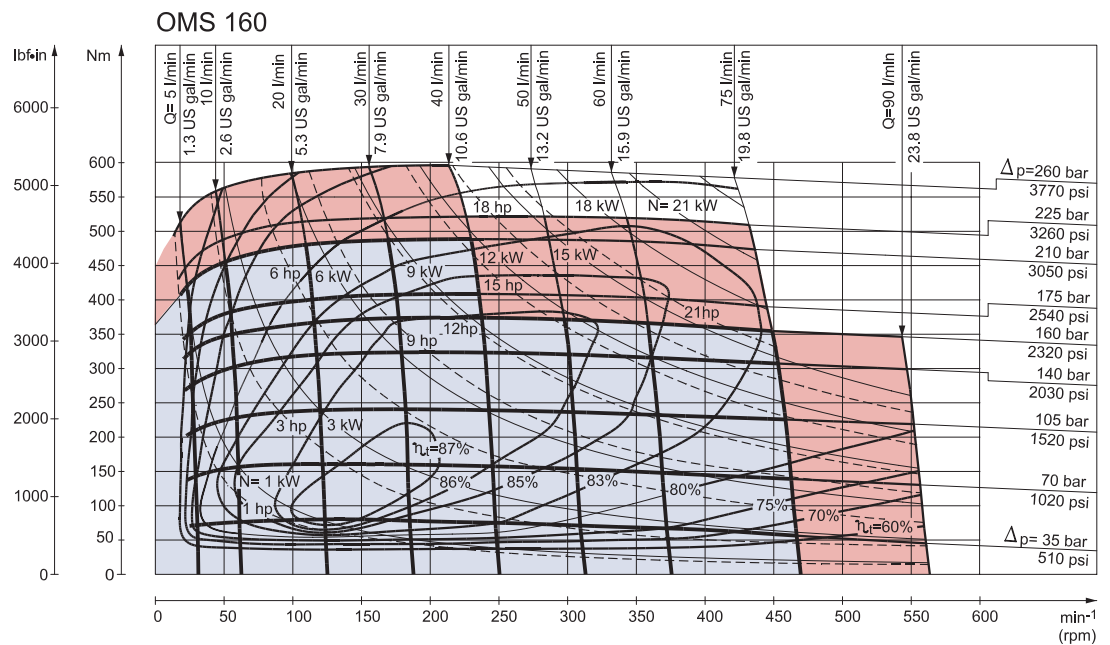
Max. permissible continuous/intermittent torque for the actual shaft version can be found on page 8.

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

FUNCTION DIAGRAMS



151-903.10



151-904.10

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

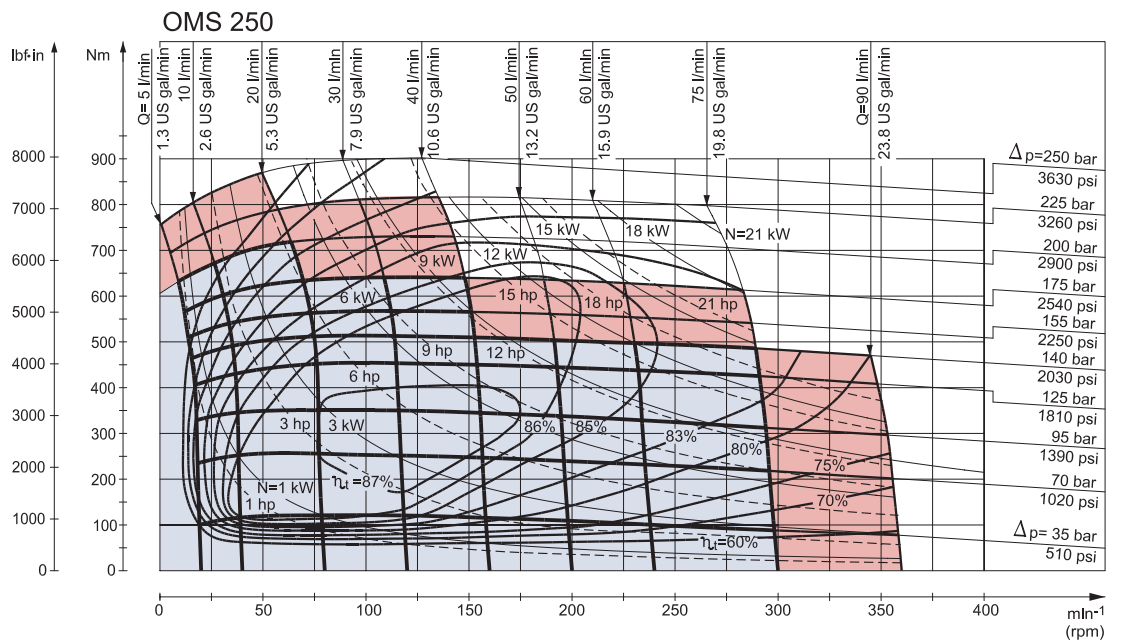
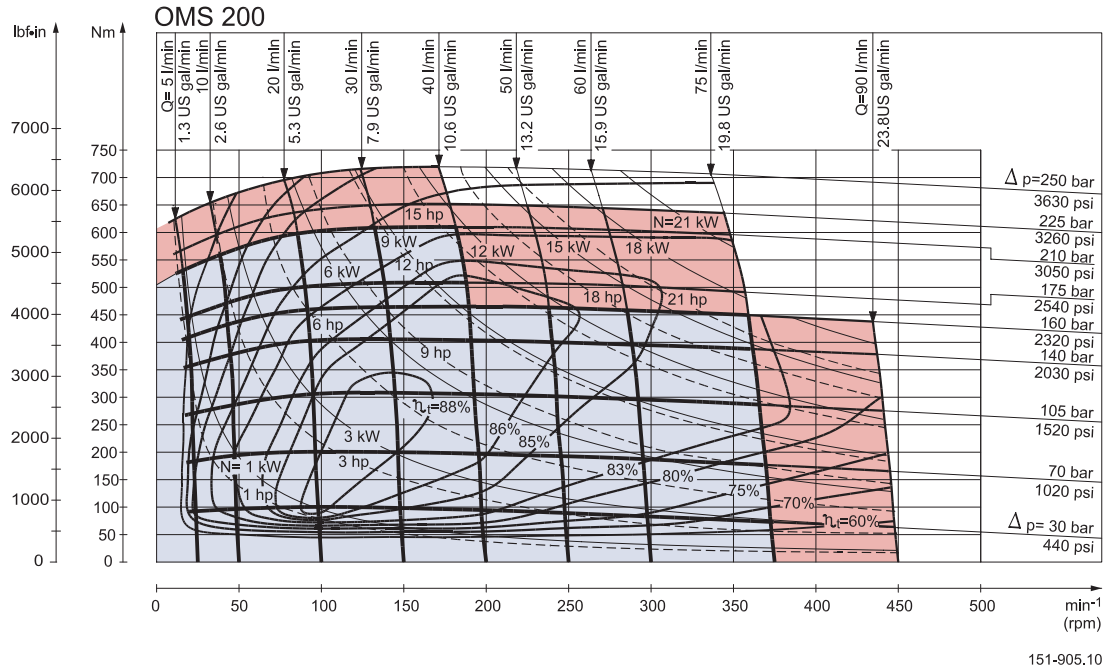
Continuous range

Intermittent range (max. 10% operation every minute)

Max. permissible continuous/intermittent torque for the actual shaft version can be found on page 8.

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

FUNCTION DIAGRAMS



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

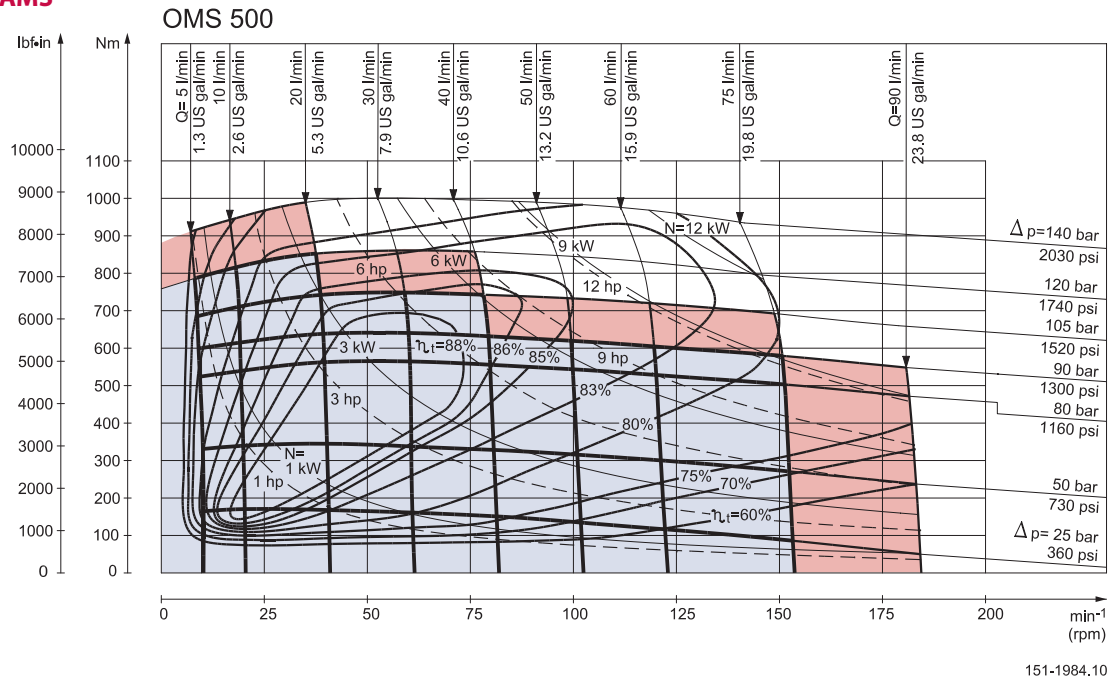
■ Continuous range

■ Intermittent range (max. 10% operation every minute)

Max. permissible continuous/intermittent torque for the actual shaft version can be found on page 8.

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

FUNCTION DIAGRAMS



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

■ Continuous range

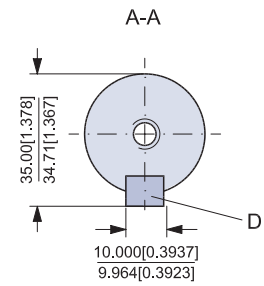
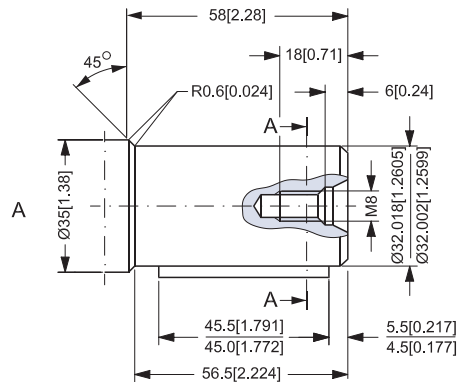
■ Intermittent range (max. 10% operation every minute)

Max. permissible continuous/intermittent torque for the actual shaft version can be found on page 8.

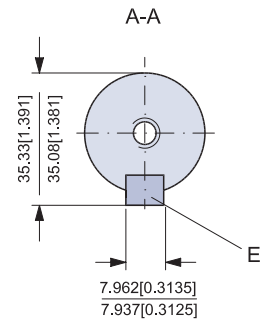
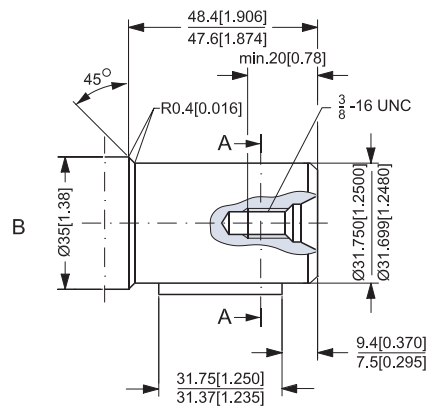
Note: Intermittent pressure drop and oil flow must not occur simultaneously.

SHAFT VERSION

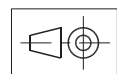
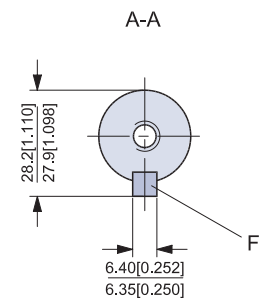
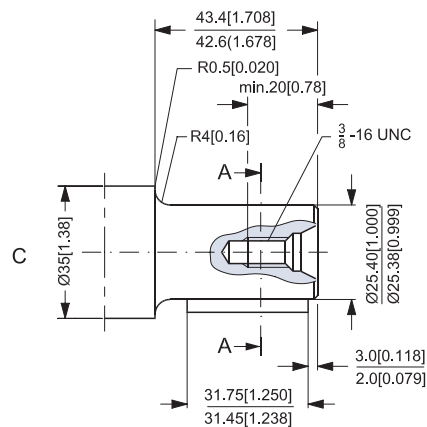
A: Cylindrical 32 mm shaft
D: Parallel key
A10 × 8 × 45
DIN 6885
Keyway deviates from standard



B: Cylindrical 1.25 in shaft
E: Parallel key
 $\frac{5}{16} \times \frac{5}{16} \times 1\frac{1}{4}$ in
SAE J744
Keyway deviates from standard



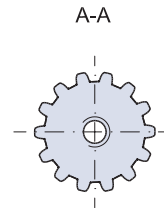
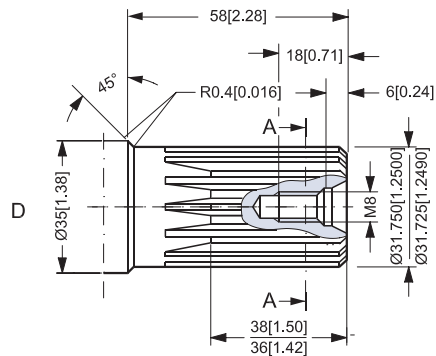
C: Cylindrical 1 in shaft
F: Parallel key
 $\frac{1}{4} \times \frac{1}{4} \times 1\frac{1}{4}$ in
B.S. 46
Keyway deviates from standard



151-876.10

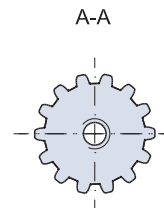
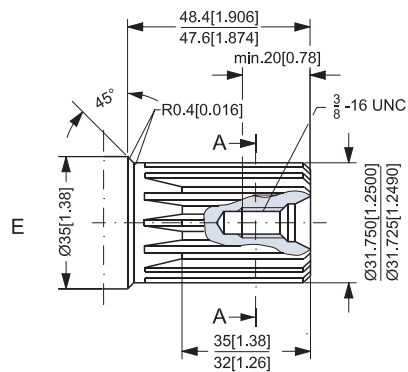
SHAFT VERSION

- D. Involute splined shaft
ANS B92.1 - 1970 standard
Flat root side fit
Pitch 12/24
Teeth 14
Major dia. 1.25 in
Pressure angle 30°



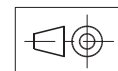
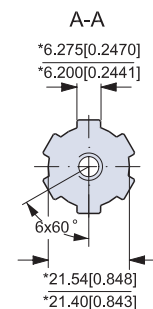
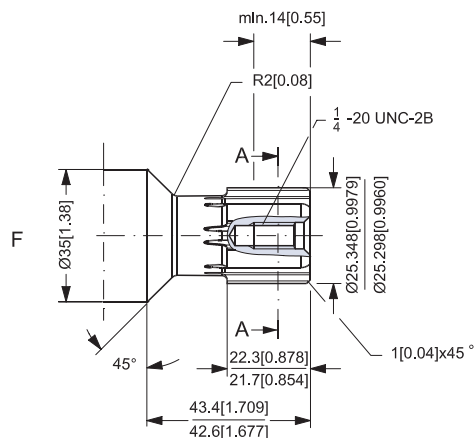
US version

- E: Involute splined shaft
ANS B92.1 - 1970 standard
Flat root side fit
Pitch 12/24
Teeth 14
Major dia. 1.25 in
Pressure angle 30°



- F: Splined shaft
SAE 6 B (B.S. 2059)
Straight-sided,
bottom fitting, deep.
Fit 2
Nom. size 1 in

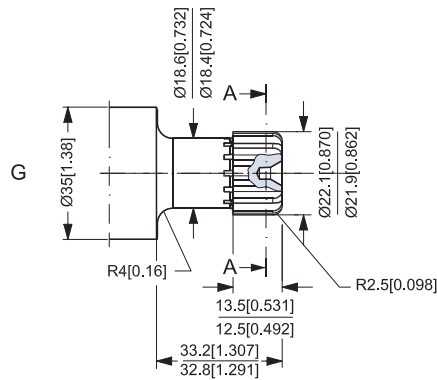
*Deviates from
SAE 6 B (B.S. 2059)



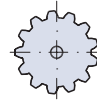
151-1912.11

SHAFT VERSION

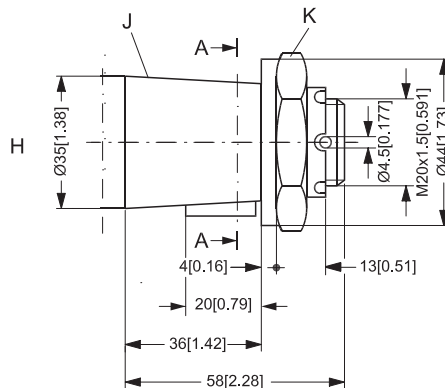
- G: Involute splined shaft
ANS B92.1 - 1970 standard
Flat root side fit
Pitch 16/32
Teeth 13
Major dia. 0.875 in
Pressure angle 30°



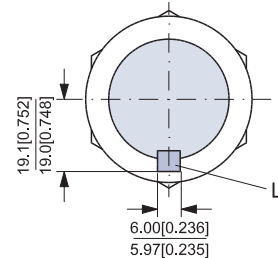
A-A



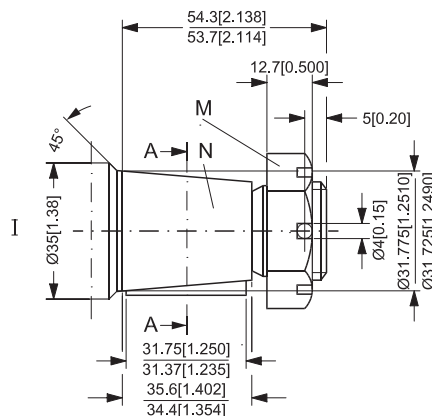
- H: Tapered 35 mm shaft
(ISO/R775)
K: DIN 937
Across flats: 41 mm
Tightening torque:
200 ± 10 Nm [1770 ± 85 lbf-in]
J: Taper 1:10
L: Parallel key
B6 × 6 × 20
DIN 6885
Keyway deviates from
standard



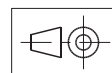
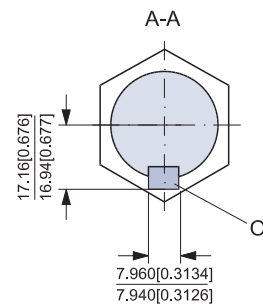
A-A



- I: Tapered 1 1/4 in shaft
N: Cone 1:8
SAE J501
M: 1 - 20 UNEF
Across flats 1 7/16 in
Tightening torque:
200 ± 10 Nm (1770 ± 85 lbf-in)
O: Parallel key
5/16 × 5/16 × 1 1/4
SAE J501
Keyway deviates from
standard



A-A

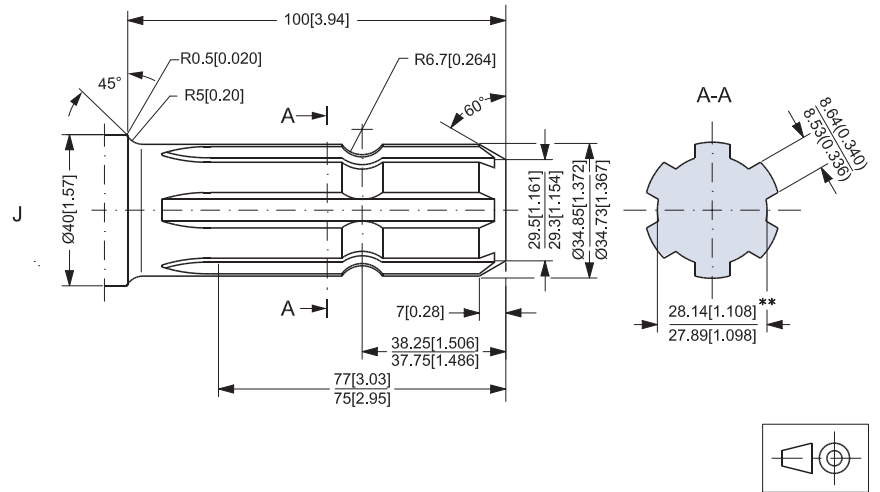


151-1915.10

SHAFT VERSION

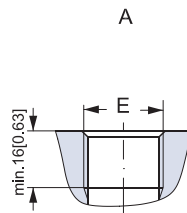
J. P.t.o.shaft
DIN 9611 Form 1
(ISO/R500 without pin hole)

** Deviates from DIN 9611

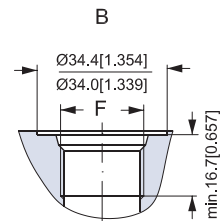


151-1948.10

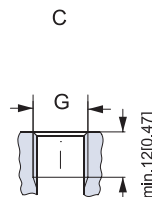
PORT THREAD VERSIONS



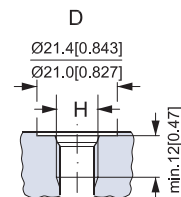
A: G main ports
E: ISO 228/1 - G¹/₂



B: UNF main ports
F: 7/8 - 14 UNF
O-ring boss port



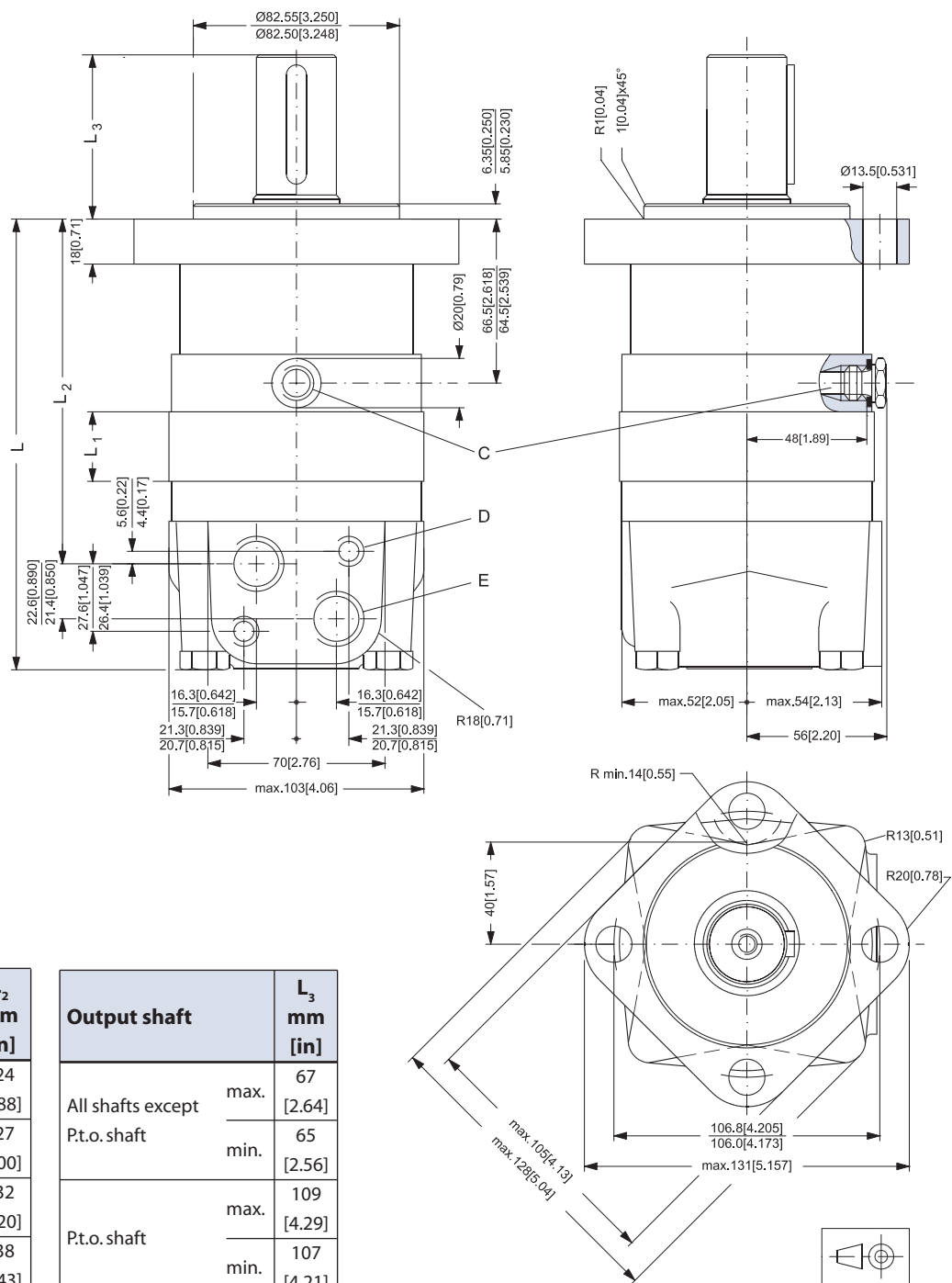
C: G drain port
G: ISO 228/1 - G¹/₄



D: UNF drain port
H: 7/16 - 20 UNF
O-ring boss port

151-1971.10

STANDARD FLANGE



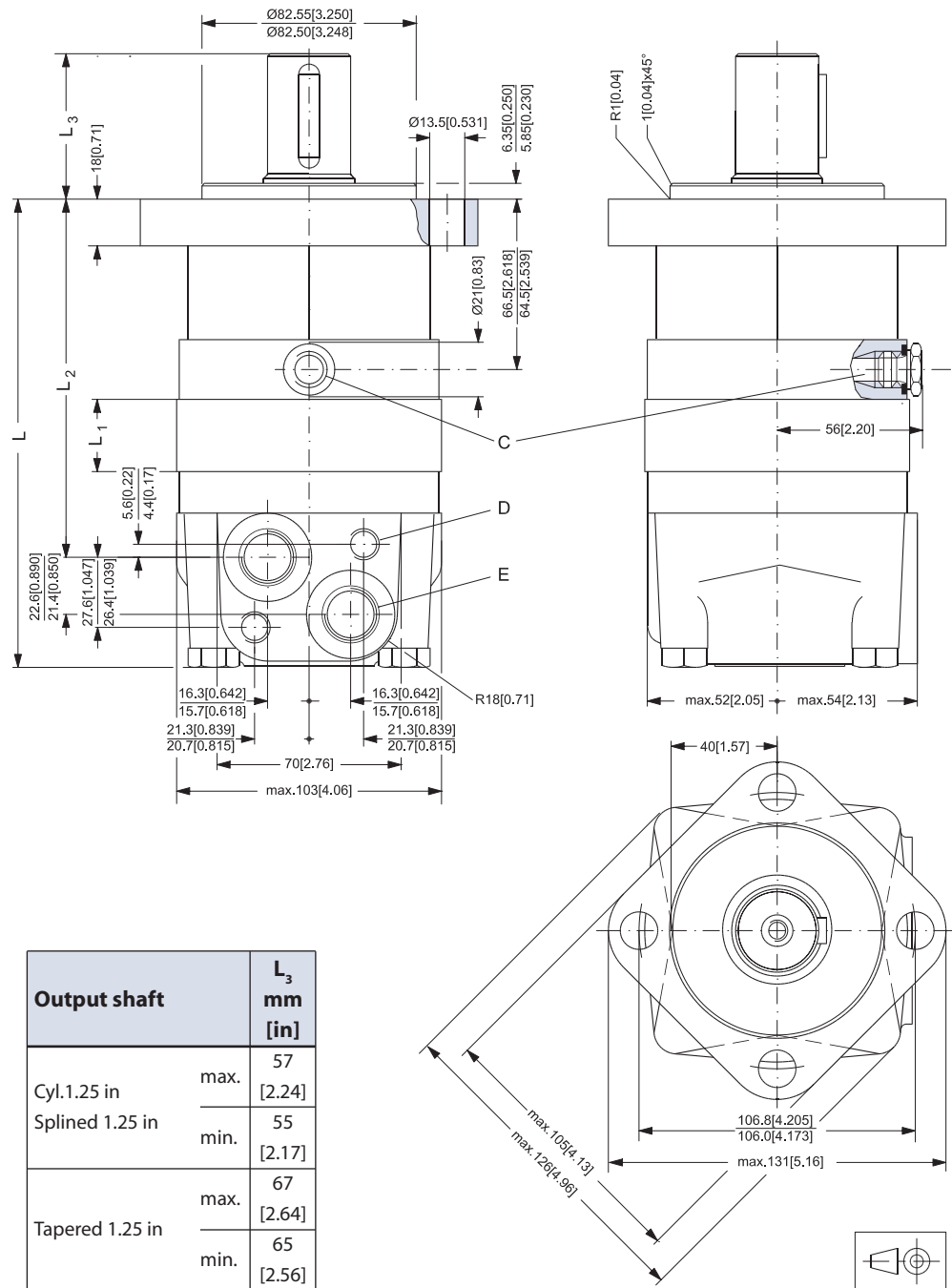
Type	L_{max} mm [in]	L_1 mm [in]	L_2 mm [in]
OMS 80	167 [6.57]	14.0 [0.551]	124 [4.88]
OMS 100	170 [6.69]	17.4 [0.685]	127 [5.00]
OMS 125	175 [6.89]	21.8 [0.858]	132 [5.20]
OMS 160	181 [7.13]	27.8 [1.094]	138 [5.43]
OMS 200	188 [7.40]	34.8 [1.370]	145 [5.71]
OMS 250	196 [7.72]	43.5 [1.713]	153 [6.02]
OMS 315	208 [8.19]	54.8 [2.157]	165 [6.50]
OMS 400	221 [8.70]	68.4 [2.693]	178 [7.01]

Output shaft	L_3 mm [in]
All shafts except	max. 67 [2.64]
P.t.o. shaft	min. 65 [2.56]
P.t.o. shaft	max. 109 [4.29]
P.t.o. shaft	min. 107 [4.21]

C: Drain connection
G $\frac{1}{4}$; 12 mm [0.47 in] deep
D: M10; 13 mm [0.51 in] deep
E: G $\frac{1}{2}$; 15 mm [0.59 in] deep

151-1809.10

STANDARD FLANGE



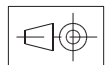
Type	$L_{\max}$ mm [in]	L_1 mm [in]	L_2 mm [in]
OMS 80	167 [6.57]	14.0 [0.551]	124 [4.88]
OMS 100	170 [6.69]	17.4 [0.685]	127 [5.00]
OMS 125	175 [6.89]	21.8 [0.858]	132 [5.20]
OMS 160	181 [7.13]	27.8 [1.094]	138 [5.43]
OMS 200	188 [7.40]	34.8 [1.370]	145 [5.71]
OMS 250	196 [7.72]	43.5 [1.713]	153 [6.02]
OMS 315	208 [8.19]	54.8 [2.157]	165 [6.50]
OMS 400	221 [8.70]	68.4 [2.693]	178 [7.01]
OMS 500	221 [8.70]	68.4 [2.693]	178 [7.01]

Output shaft	L_3 mm [in]
Cyl. 1.25 in	max. 57 [2.24]
Splined 1.25 in	min. 55 [2.17]
Tapered 1.25 in	max. 67 [2.64]
	min. 65 [2.56]

C: Drain connection
 $\frac{7}{16}$ - 20 UNF;
 12 mm [0.47 in] deep
 O-ring boss port

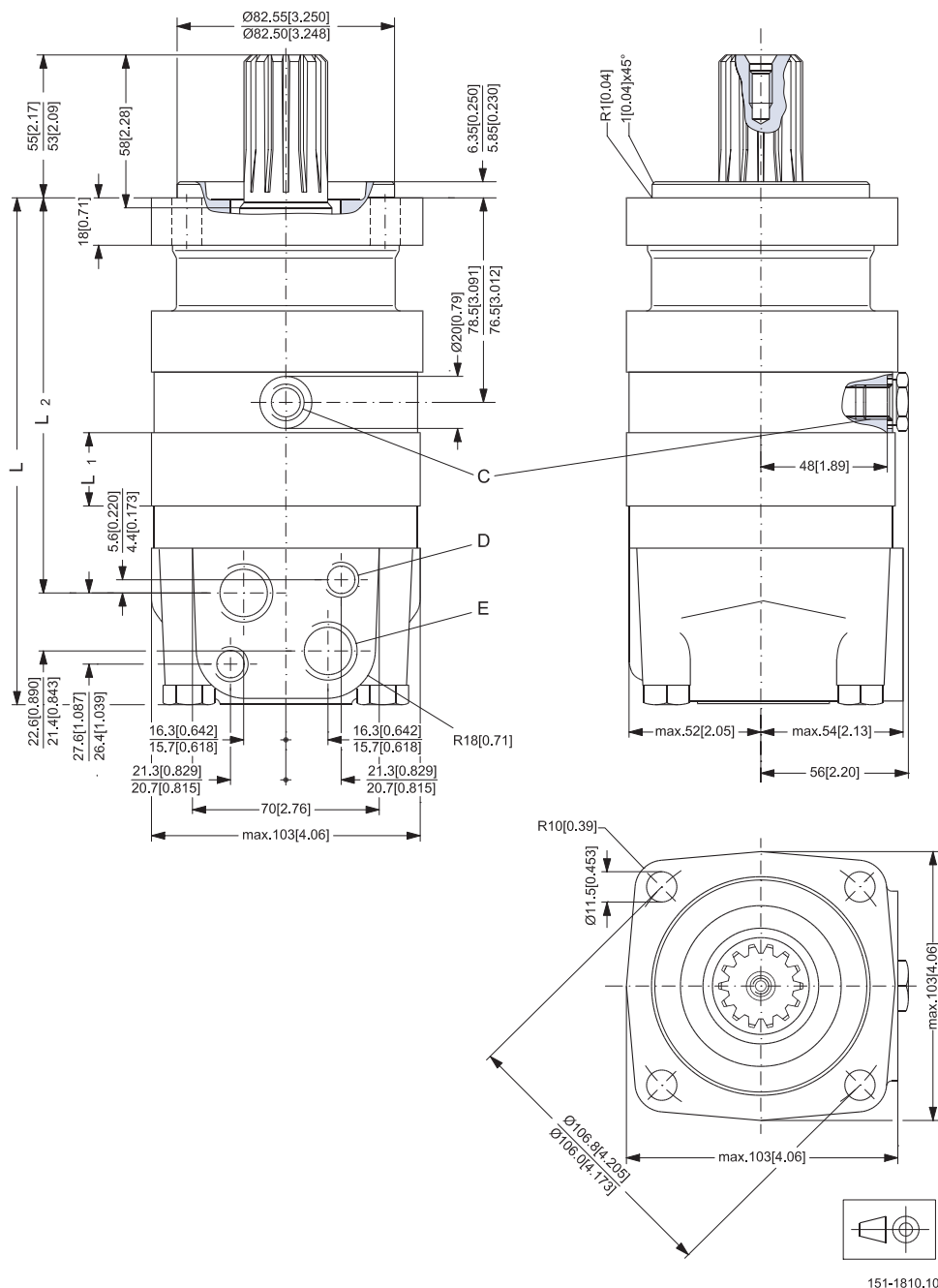
D: M10; 13 mm [0.51 in] deep

E: $\frac{7}{8}$ - 14 UNF;
 16.7 mm [0.657 in] deep
 O-ring boss port



151-1972.10

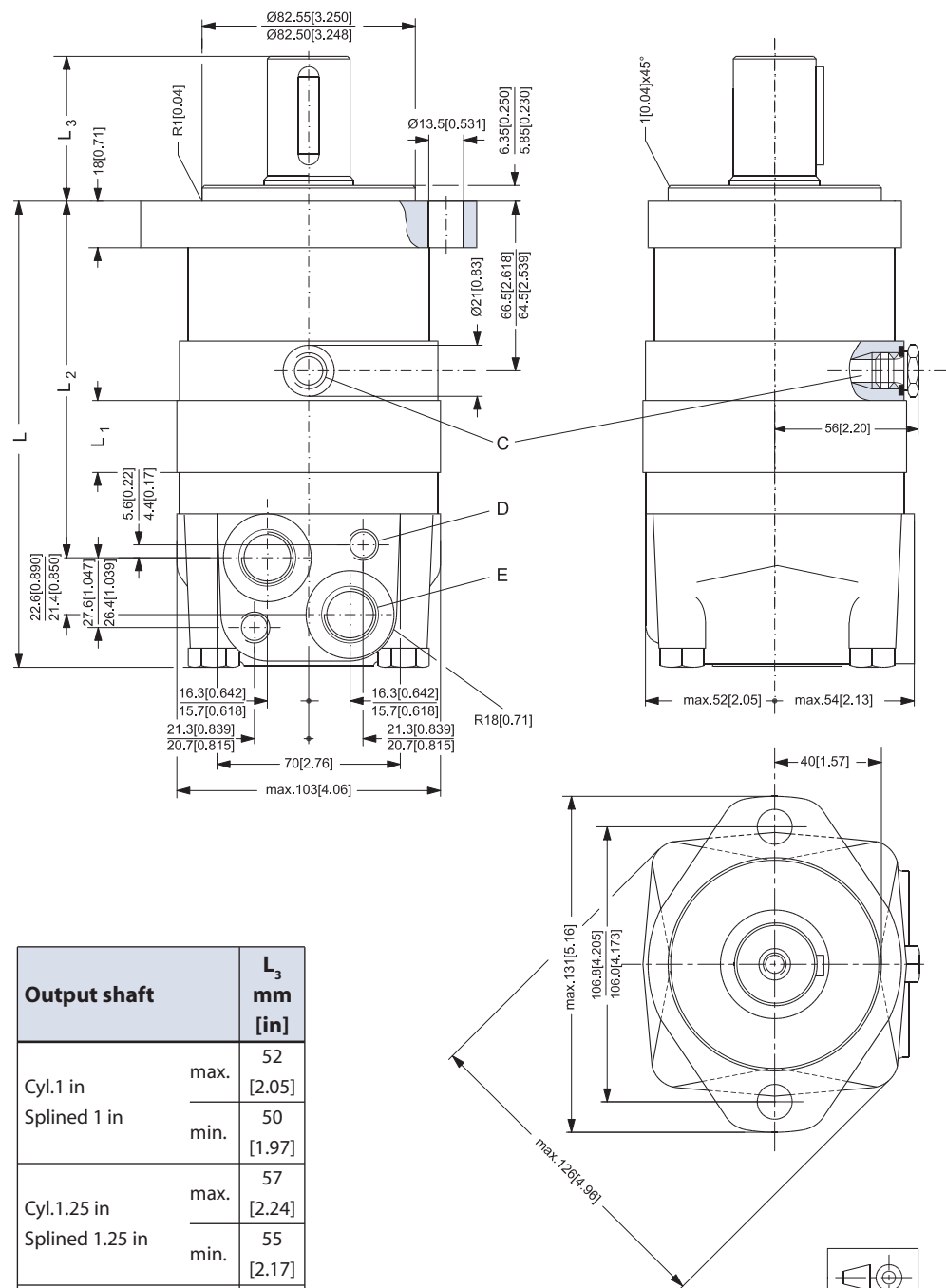
SPECIAL FLANGE



Type	L _{max.} mm [in]	L ₁ mm [in]	L ₂ mm [in]
OMS 80	178 [7.01]	14.0 [0.551]	136 [5.35]
OMS 100	182 [7.17]	17.4 [0.685]	140 [5.51]
OMS 125	186 [7.32]	21.8 [0.858]	144 [5.67]
OMS 160	192 [7.56]	27.8 [1.094]	150 [5.91]
OMS 200	199 [7.83]	34.8 [1.370]	157 [6.18]
OMS 250	208 [8.19]	43.5 [1.713]	166 [6.54]
OMS 315	219 [8.62]	54.8 [2.157]	177 [6.97]
OMS 400	232 [9.13]	68.4 [2.693]	190 [7.48]

C: Drain connection
G 1/4; 12 mm [0.47 in] deep
D: M10; 13 mm [0.51 in] deep
E: G 1/2; 15 mm [0.59 in] deep

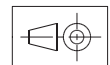
A-2 FLANGE



Type	L _{max.} mm [in]	L ₁ mm [in]	L ₂ mm [in]
OMS 80	167 [6.57]	14.0 [0.551]	124 [4.88]
OMS 100	170 [6.69]	17.4 [0.685]	127 [5.00]
OMS 125	175 [6.89]	21.8 [0.858]	132 [5.20]
OMS 160	181 [7.13]	27.8 [1.094]	138 [5.43]
OMS 200	188 [7.40]	34.8 [1.370]	145 [5.71]
OMS 250	196 [7.72]	43.5 [1.713]	153 [6.02]
OMS 315	208 [8.19]	54.8 [2.157]	165 [6.50]
OMS 400	221 [8.70]	68.4 [2.693]	178 [7.01]
OMS 500	221 [8.70]	68.4 [2.693]	178 [7.01]

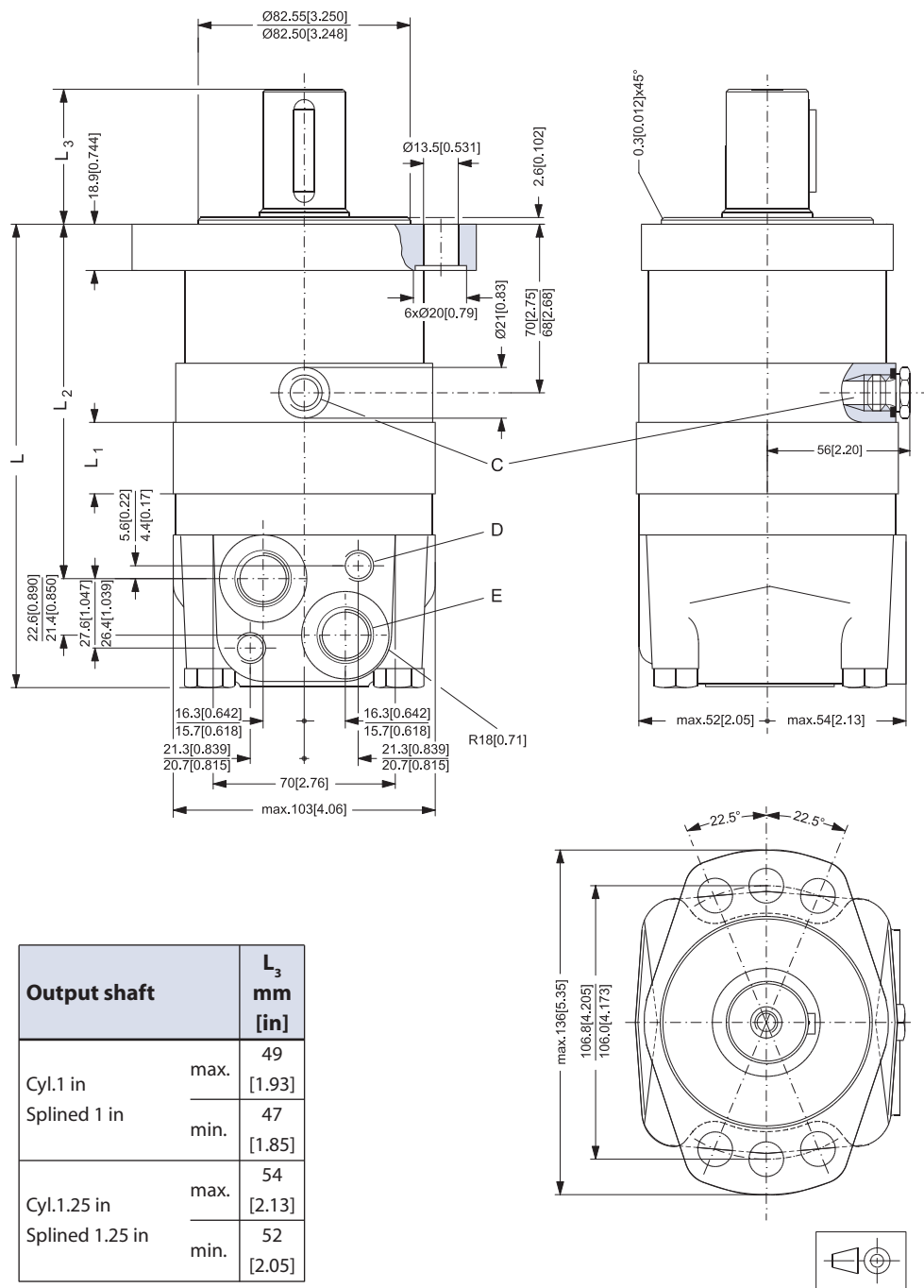
Output shaft	L ₃ mm [in]
Cyl.1 in	max. 52 [2.05]
Splined 1 in	min. 50 [1.97]
Cyl.1.25 in	max. 57 [2.24]
Splined 1.25 in	min. 55 [2.17]
Tapered 1.25 in	max. 67 [2.64]
	min. 65 [2.56]

C: Drain connection
7/16 - 20 UNF;
12 mm [0.47 in] deep
O-ring boss port
D: M10; 13 mm [0.51 in] deep
E: 7/8 - 14 UNF;
16.7 mm [0.657 in] deep
O-ring boss port



151-1979.10

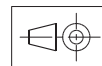
MAGNETO FLANGE



Type	L_{max} mm [in]	L_1 mm [in]	L_2 mm [in]
OMS 80	171 [6.73]	14.0 [0.551]	128 [5.04]
OMS 100	174 [6.85]	17.4 [0.685]	131 [5.16]
OMS 125	179 [7.05]	21.8 [0.858]	136 [5.35]
OMS 160	185 [7.28]	27.8 [1.094]	142 [5.59]
OMS 200	192 [7.56]	34.8 [1.370]	149 [5.87]
OMS 250	200 [7.87]	43.5 [1.713]	157 [6.18]
OMS 315	212 [8.35]	54.8 [2.157]	169 [6.65]
OMS 400	225 [8.86]	68.4 [2.693]	182 [7.17]
OMS 500	225 [8.86]	68.4 [2.693]	182 [7.17]

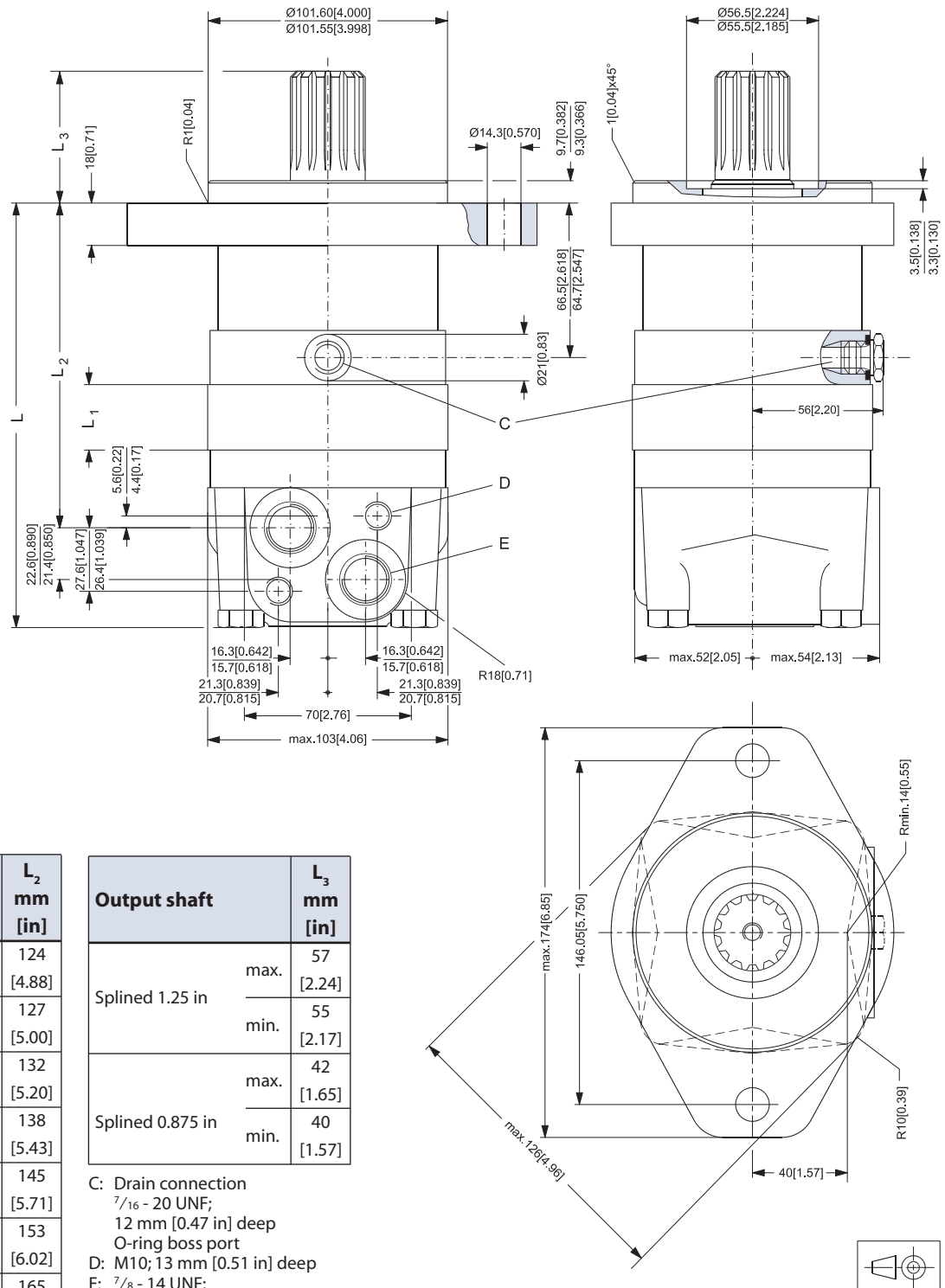
Output shaft	L_3 mm [in]
Cyl.1 in	max. 49 [1.93]
Splined 1 in	min. 47 [1.85]
Cyl.1.25 in	max. 54 [2.13]
Splined 1.25 in	min. 52 [2.05]

C: Drain connection
 $\frac{7}{16}$ - 20 UNF;
 12 mm [0.47 in] deep
 O-ring boss port
 D: M10; 13 mm [0.51 in] deep
 E: $\frac{7}{8}$ - 14 UNF;
 16.7 mm [0.657 in] deep
 O-ring boss port



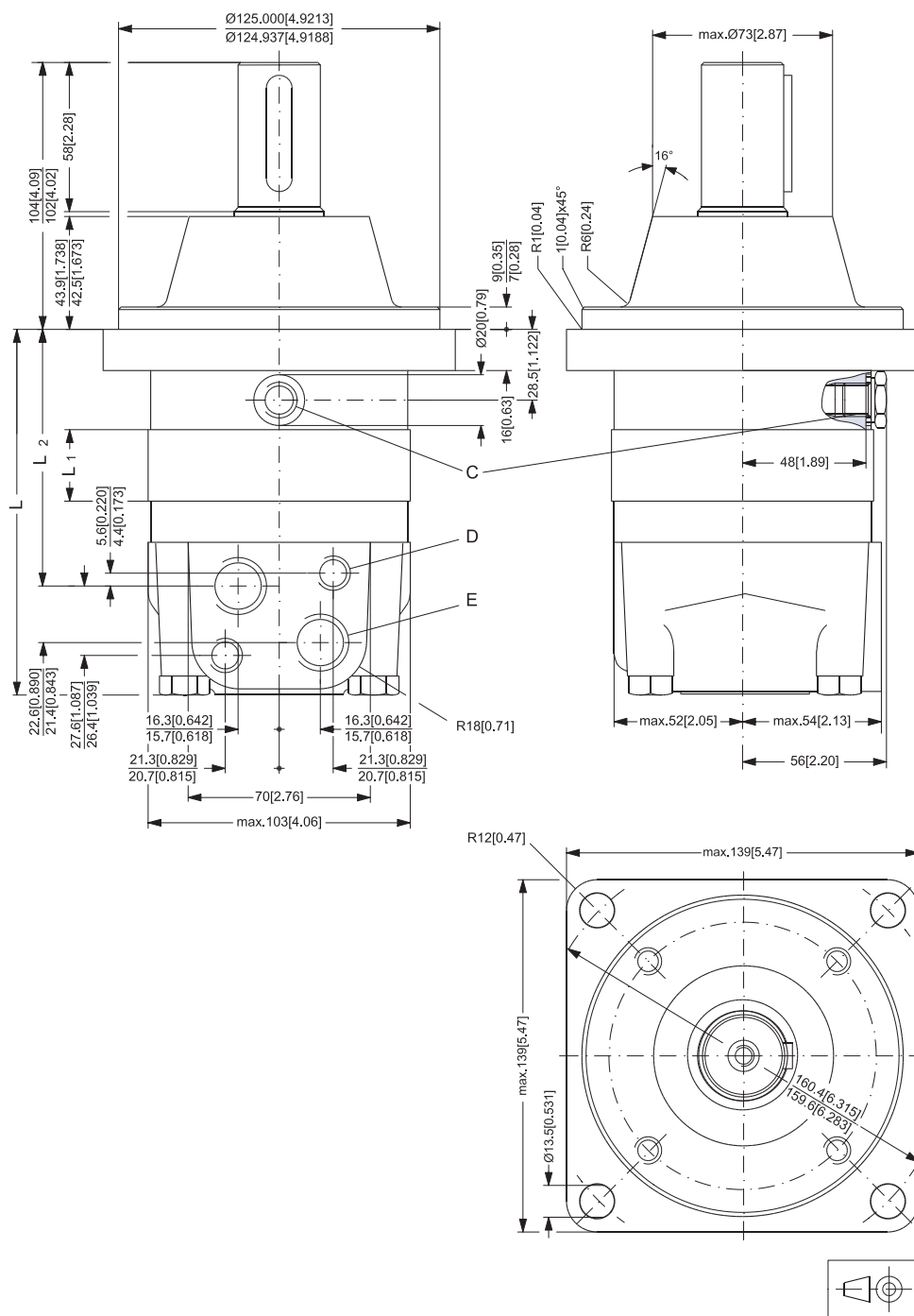
151-1980.10

SAE-B FLANGE



Type	$L_{\text{max.}}$ mm [in]	L_1 mm [in]	L_2 mm [in]
OMS 80	167 [6.57]	14.0 [0.551]	124 [4.88]
OMS 100	170 [6.69]	17.4 [0.685]	127 [5.00]
OMS 125	175 [6.89]	21.8 [0.858]	132 [5.20]
OMS 160	181 [7.13]	27.8 [1.094]	138 [5.43]
OMS 200	188 [7.40]	34.8 [1.370]	145 [5.71]
OMS 250	196 [7.72]	43.5 [1.713]	153 [6.02]
OMS 315	208 [8.19]	54.8 [2.157]	165 [6.50]
OMS 400	221 [8.70]	68.4 [2.693]	178 [7.01]
OMS 500	221 [8.70]	68.4 [2.693]	178 [7.01]

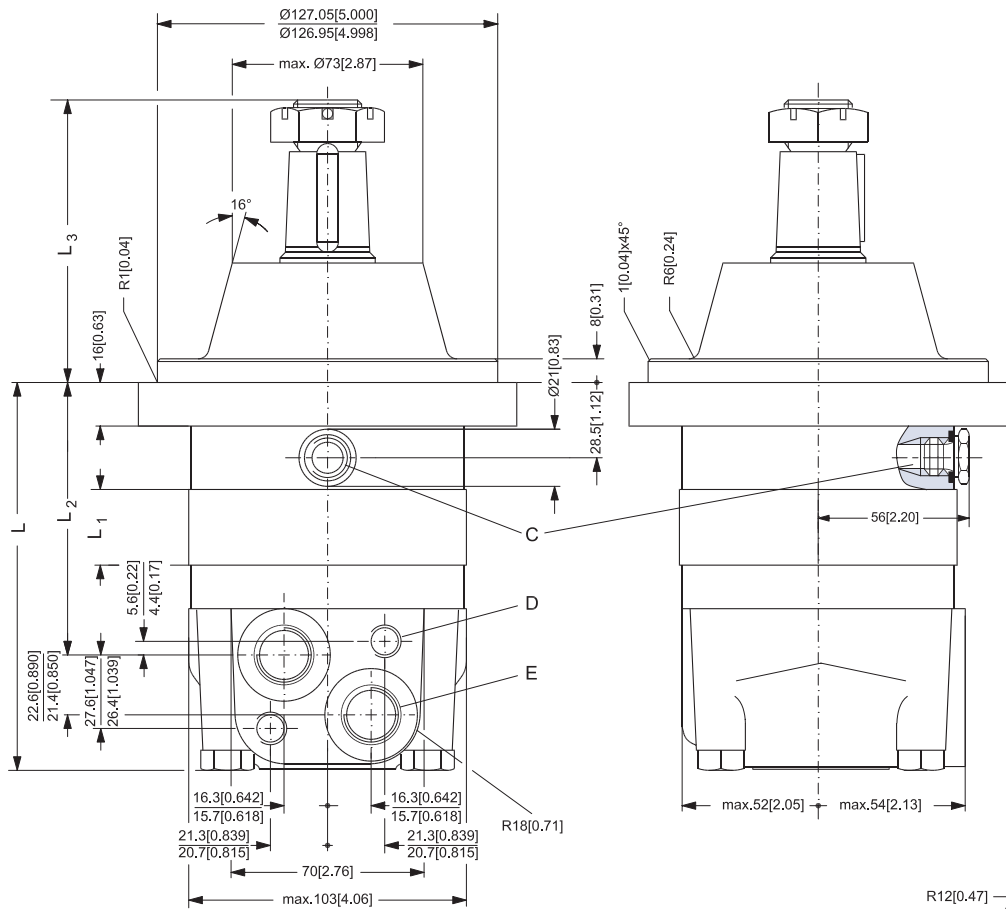
WHEEL



Type	L _{max.} mm [in]	L ₁ mm [in]	L ₂ mm [in]
OMSW 80	129 [5.08]	14.0 [0.551]	87 [3.43]
OMSW 100	132 [5.20]	17.4 [0.685]	90 [3.54]
OMSW 125	137 [5.39]	21.8 [0.858]	95 [3.74]
OMSW 160	143 [5.63]	27.8 [1.094]	101 [3.98]
OMSW 200	150 [5.91]	34.8 [1.370]	108 [4.25]
OMSW 250	158 [6.22]	43.5 [1.713]	116 [4.57]
OMSW 315	170 [6.69]	54.8 [2.157]	128 [5.04]
OMSW 400	183 [7.20]	68.4 [2.693]	142 [5.59]

C: Drain connection
G $\frac{1}{4}$; 12 mm [0.47 in] deep
D: M10; 13 mm [0.51 in] deep
E: G $\frac{1}{2}$; 15 mm [0.59 in] deep

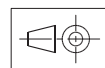
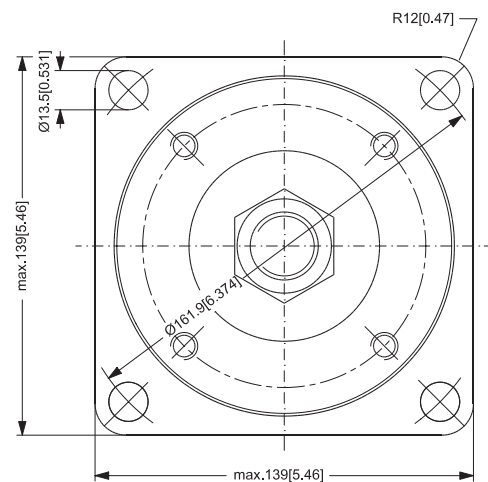
WHEEL



Type	L _{max.} mm [in]	L ₁ mm [in]	L ₂ mm [in]
OMSW 80	130 [5.12]	14.0 [0.551]	88 [3.46]
OMSW 100	133 [5.24]	17.4 [0.685]	91 [3.58]
OMSW 125	138 [5.43]	21.8 [0.858]	96 [3.78]
OMSW 160	144 [5.67]	27.8 [1.094]	102 [4.02]
OMSW 200	151 [5.94]	34.8 [1.370]	109 [4.29]
OMSW 250	159 [6.26]	43.5 [1.713]	117 [4.61]
OMSW 315	171 [6.73]	54.8 [2.157]	129 [5.08]
OMSW 400	184 [7.24]	68.4 [2.693]	142 [5.59]
OMSW 500	184 [7.24]	68.4 [2.693]	142 [5.59]

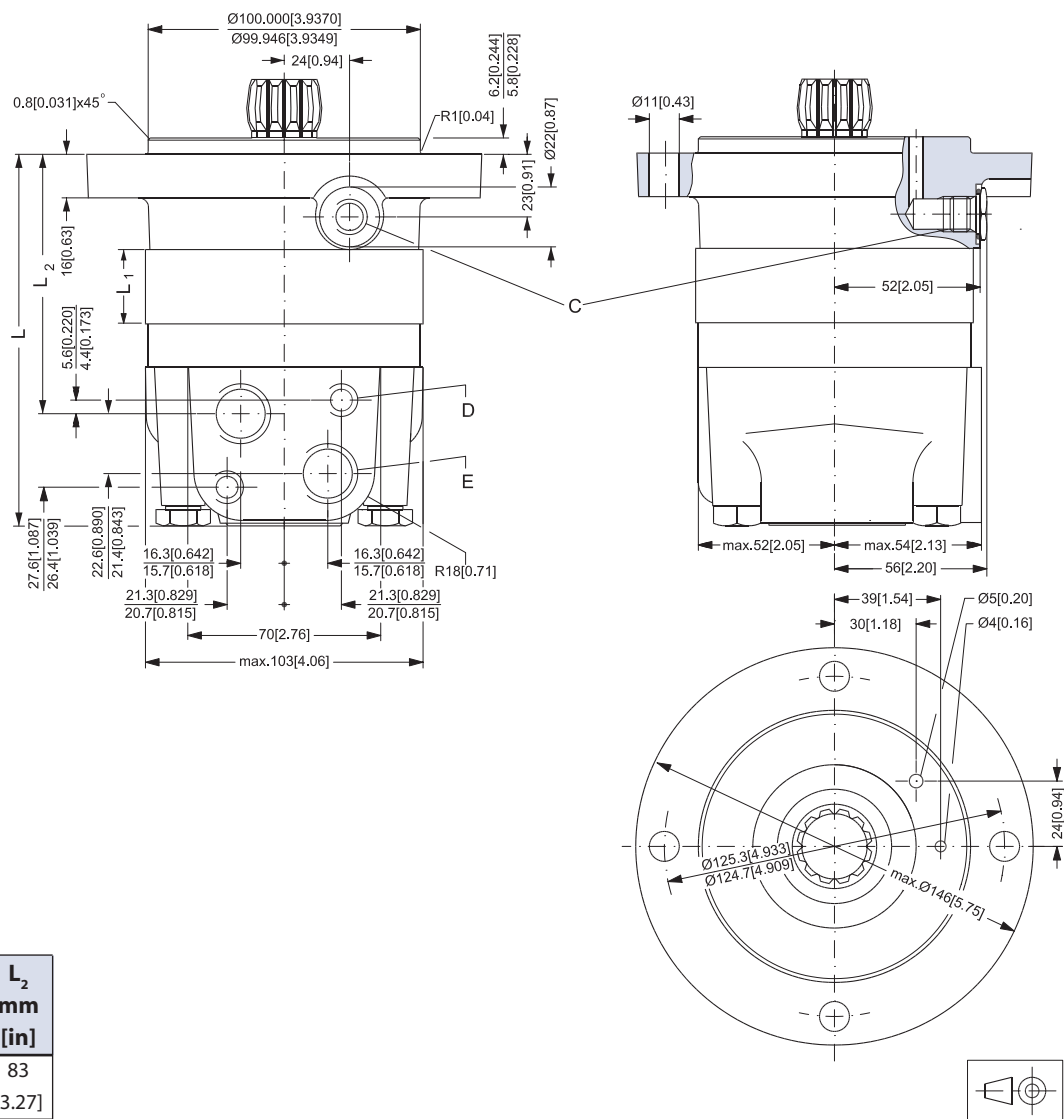
Output shaft	L ₃ mm [in]
Cyl. 1.25 in	max. 94 [3.70]
	min. 92 [3.62]
Tapered 1.25 in	max. 104 [4.09]
	min. 102 [4.02]

- C: Drain connection
7/16 - 20 UNF;
12 mm [0.47 in] deep
O-ring boss port
D: M10; 13 mm [0.51 in] deep
E: 7/8 - 14 UNF;
16.7 mm [0.657 in] deep
O-ring boss port



151-1982.10

SHORT



Type	L _{max.} mm [in]	L ₁ mm [in]	L ₂ mm [in]
OMSS 80	124 [4.88]	14.0 [0.551]	83 [3.27]
OMSS 100	128 [5.04]	17.4 [0.685]	86 [3.39]
OMSS 125	132 [5.20]	21.8 [0.858]	90 [3.54]
OMSS 160	138 [5.43]	27.8 [1.094]	96 [3.78]
OMSS 200	145 [5.71]	34.8 [1.370]	103 [4.06]
OMSS 250	154 [6.06]	43.5 [1.713]	112 [4.41]
OMSS 315	165 [6.50]	54.8 [2.157]	123 [4.84]
OMSS 400	179 [7.05]	68.4 [2.693]	137 [5.39]

C: Drain connection
G 1/4; 12 mm [0.47 in] deep
D: M10; 13 mm [0.51 in] deep
E: G 1/2; 15 mm [0.59 in] deep

INSTALLING THE OMSS

The cardan shaft of the OMSS 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.

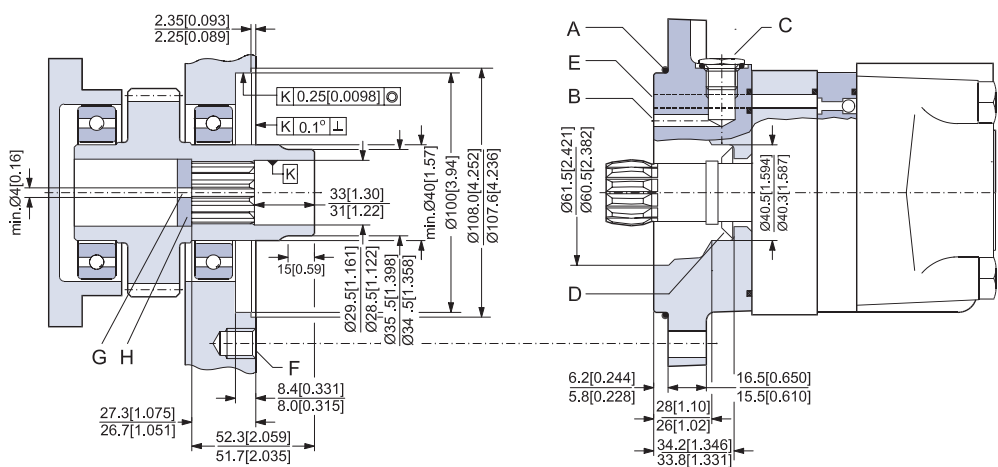
During start and operation it is important that the spline connection and the bearings in the attached component receive oil and are adequately lubricated. To ensure that the spline connection receives sufficient oil, a conical sealing ring between the shaft of the attached component and the motor intermediate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

The conical sealing ring (code.no.633B9023) 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. 151F1033) 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.

OMSS DIMENSIONS OF THE ATTACHED COMPONENT



151-873.10

- A: O-ring: 100 × 3 mm
B: External drain channel
C: Drain connection
G 1/4; 12 mm [0.47 in] deep
D: Conical seal ring

- E: Internal drain channel
F: M10; min. 15 mm [0.59 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/mm²) or SAE 8620.

Hardening specification:

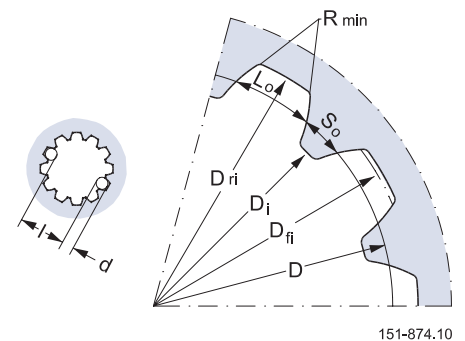
- On the surface: HV = 750 ± 50
- 0.7 ± 0.2 mm under the surface: HV = 560

Internal involute spline data

Standard *ANS B92.1-1970, class 5* (corrected $m \cdot X = 0.8$; $m = 2.1166$)

Flat root side fit		mm	in
Number of teeth	z	12	12
Pitch	DP	12/24	12/24
Pressure angle		30°	30°
Pitch dia.	D	25.4	1.0
Major dia.	D _{ri}	28.0 ⁰ _{-0.1}	1.10 ⁰ _{-0.004}
Form dia. (min.)	D _{fi}	27.6	1.09
Minor dia.	D _i	23.0 ^{+0.033} ₀	0.9055 ^{+0.0013} ₀
Space width (circular)	L _o	4.308 ±0.020	0.1696 ±0.0008
Tooth thickness (circular)	S _o	2.341	0.09217
Fillet radius	R _{min.}	0.2	0.008
Max. measurement between pins*	I	17.62 ^{+0.15} ₀	0.700 ⁰ _{-0.006}
Pin dia.	d	4.835 ±0.001	0.1903 ±0.00004

* Finished dimensions (when hardened)



DRAIN CONNECTION ON OMSS 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.