

# Hydraulic Motor

Series F11/F12  
Fixed Displacement

aerospace  
climate control  
electromechanical  
filtration  
fluid & gas handling  
hydraulics  
pneumatics  
process control  
sealing & shielding



ENGINEERING YOUR SUCCESS.

**Basic formulas for hydraulic motors**

Flow (q)

$$q = \frac{D \times n}{1000 \times \eta_v} \text{ [l/min]}$$

Torque (M)

$$M = \frac{D \times \Delta p \times \eta_{hm}}{63} \text{ [Nm]}$$

Power (P)

$$P = \frac{q \times \Delta p \times \eta_t}{600} \text{ [kW]}$$

- D - displacement [cm<sup>3</sup>/rev]
- n - shaft speed [rpm]
- $\eta_v$  - volumetric efficiency
- $\Delta p$  - differential pressure [bar]  
(between inlet and outlet)
- $\eta_{hm}$  - mechanical efficiency
- $\eta_t$  - overall efficiency  
( $\eta_t = \eta_v \times \eta_{hm}$ )

**Conversion factors**

1 kg.....	2.20 lb
1 N.....	0.225 lbf
1 Nm.....	0.738 lbf ft
1 bar.....	14.5 psi
1 l.....	0.264 US gallon
1 cm <sup>3</sup> .....	0.061 cu in
1 mm.....	0.039 in
$\frac{9}{5} \text{ }^\circ\text{C} + 32$ .....	1 $^\circ\text{F}$
1 kW.....	1.34 hp

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F11 and F12 are bent axis, fixed displacement heavy-duty motor series. They can be used in numerous applications in both open and closed loop circuits.

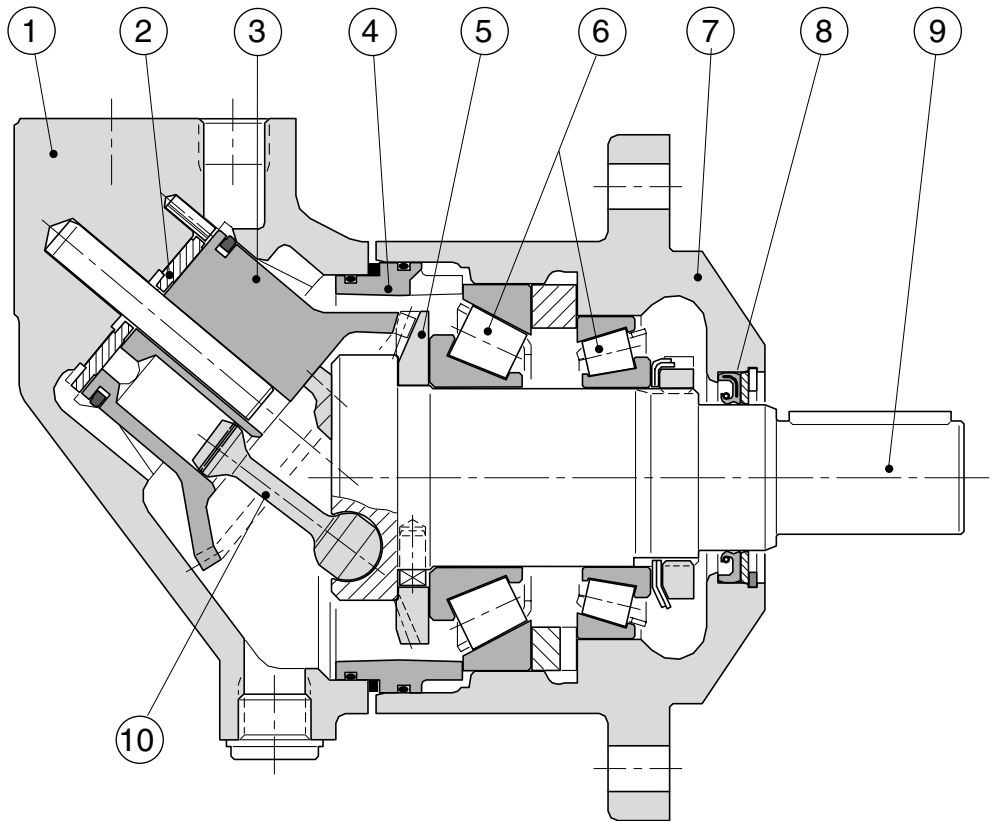
- Series F11 is available in the following frame sizes and versions:
  - F11-5, -10, -12, -14, -19 and -150 with CETOP mounting flange and shaft end
  - F11-10, -12 and -14 with ISO flange and shaft
  - F11-10, -12, -14, -19, -150 and -250 with SAE flange and shaft
- Series F12 conforms to current ISO and SAE mounting flange and shaft end configurations. A very compact cartridge version is also available.
- Thanks to the unique spherical piston design, F11/F12 motors can be used at unusually high shaft speeds. Operating pressures to 480 bar provides for the high output power capability.
- The 40° angle between shaft and cylinder barrel allows

for a very compact, lightweight motor.

- The laminated piston ring offers important advantages such as low internal leakage and thermal shock resistance.
- The F11/F12 motors produce very high torque at start-up as well as at low speeds.
- Our unique timing gear design synchronizes shaft and cylinder barrel, making the F11/F12 very tolerant to high 'G' forces and torsional vibrations.
- Heavy duty roller bearings permit substantial external axial and radial shaft loads.
- The F11's and F12's have a simple and straight-forward design with very few moving parts, making them very reliable motors.
- The unique piston locking, timing gear and bearing set-up as well as the limited number of parts add up to a very robust design with long service life and, above all, proven reliability.

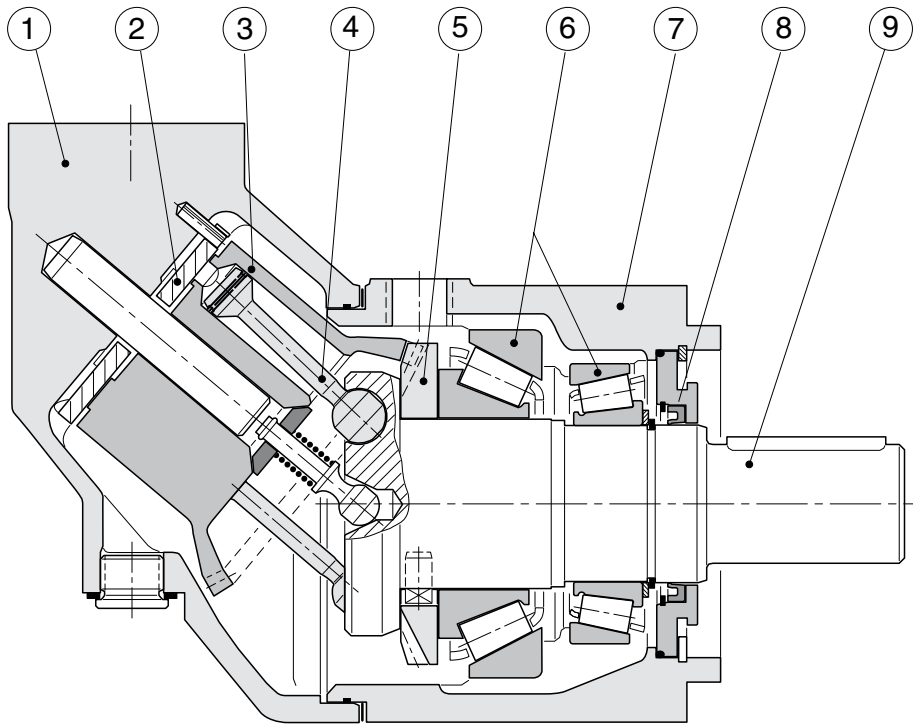
**F11 cross section**

1. Barrel housing
2. Valve plate
3. Cylinder barrel
4. Guide spacer with O-rings
5. Timing gear
6. Roller bearing
7. Bearing housing
8. Shaft seal
9. Output/input shaft
10. Piston with laminated piston ring



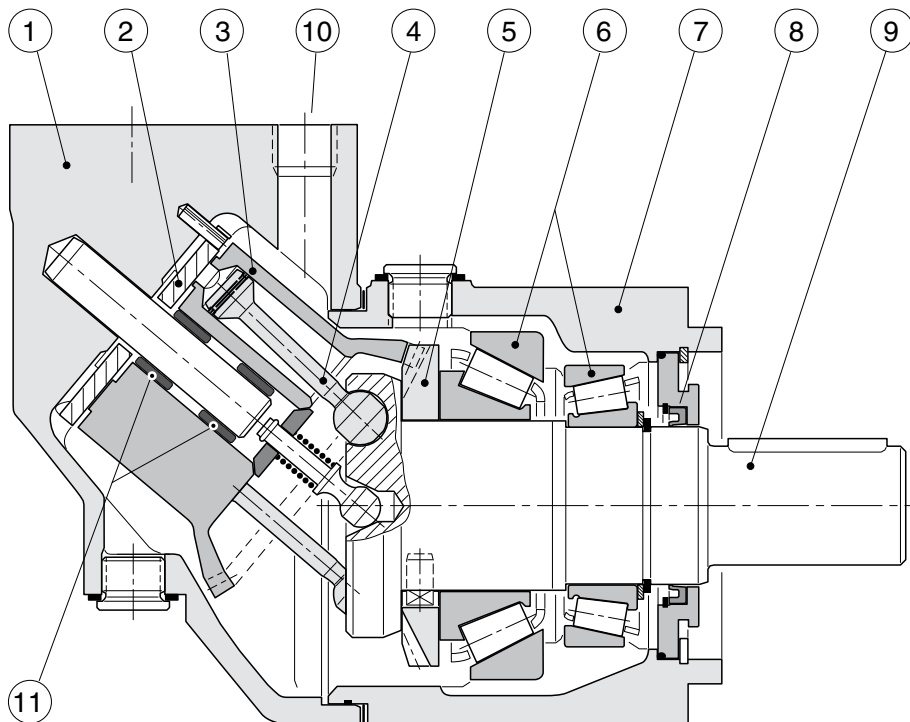
**F12 cross sections**

**F12-30, -40, -60, -80 and -90**  
 (F12-60 shown)



- Legend:
- |                            |                            |  |
|----------------------------|----------------------------|--|
| 1. Barrel housing          | 5. Timing gear             | 9. Output/input shaft                  |
| 2. Valve plate             | 6. Tapered roller bearings | 10. Port E (F12-110 and -125)          |
| 3. Cylinder barrel         | 7. Bearing housing         | 11. Needle bearings (F12-110 and -125) |
| 4. Piston with piston ring | 8. Shaft seal              |  |

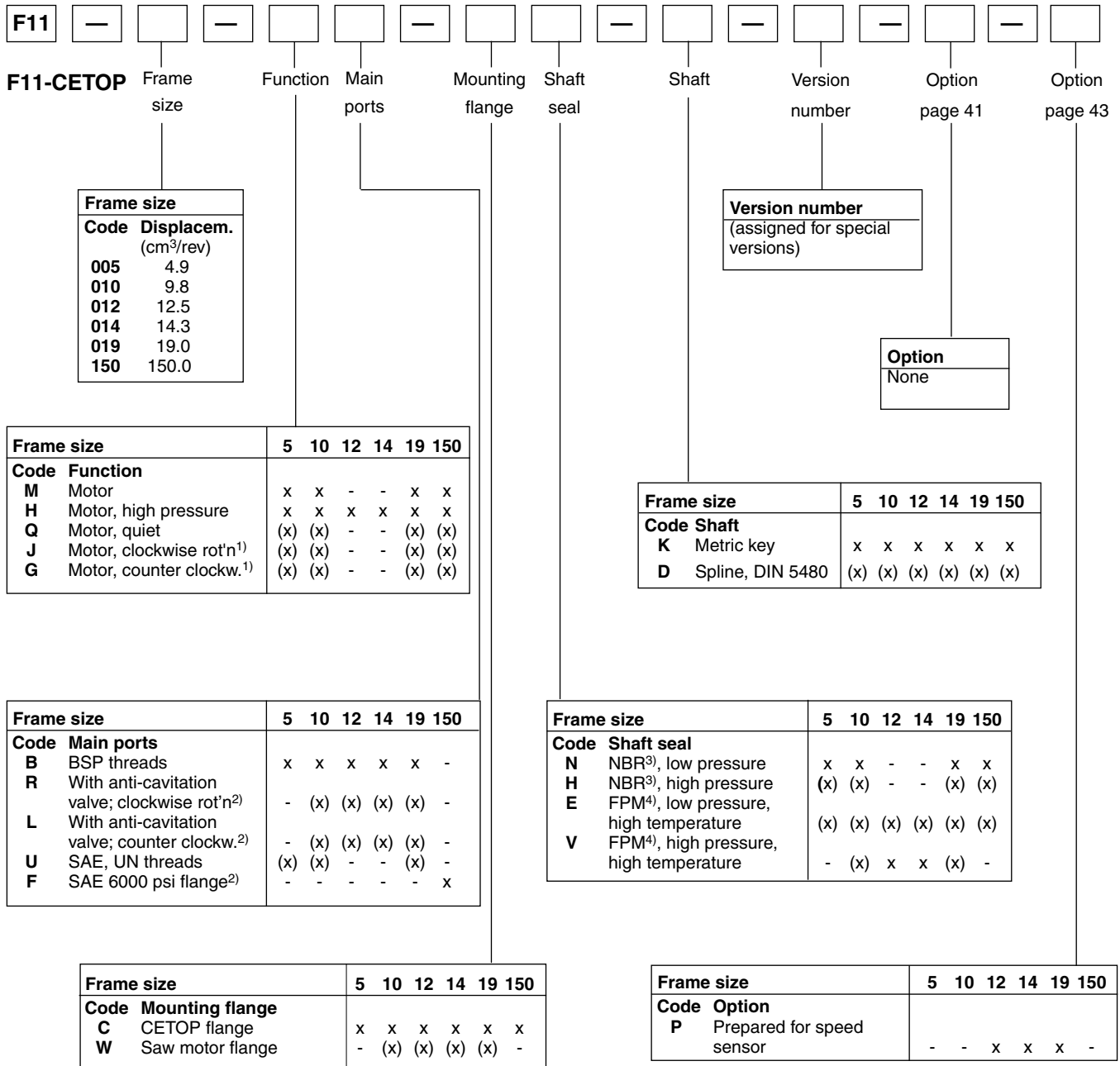
**F12-110 and -125**  
 (F12-110 shown)



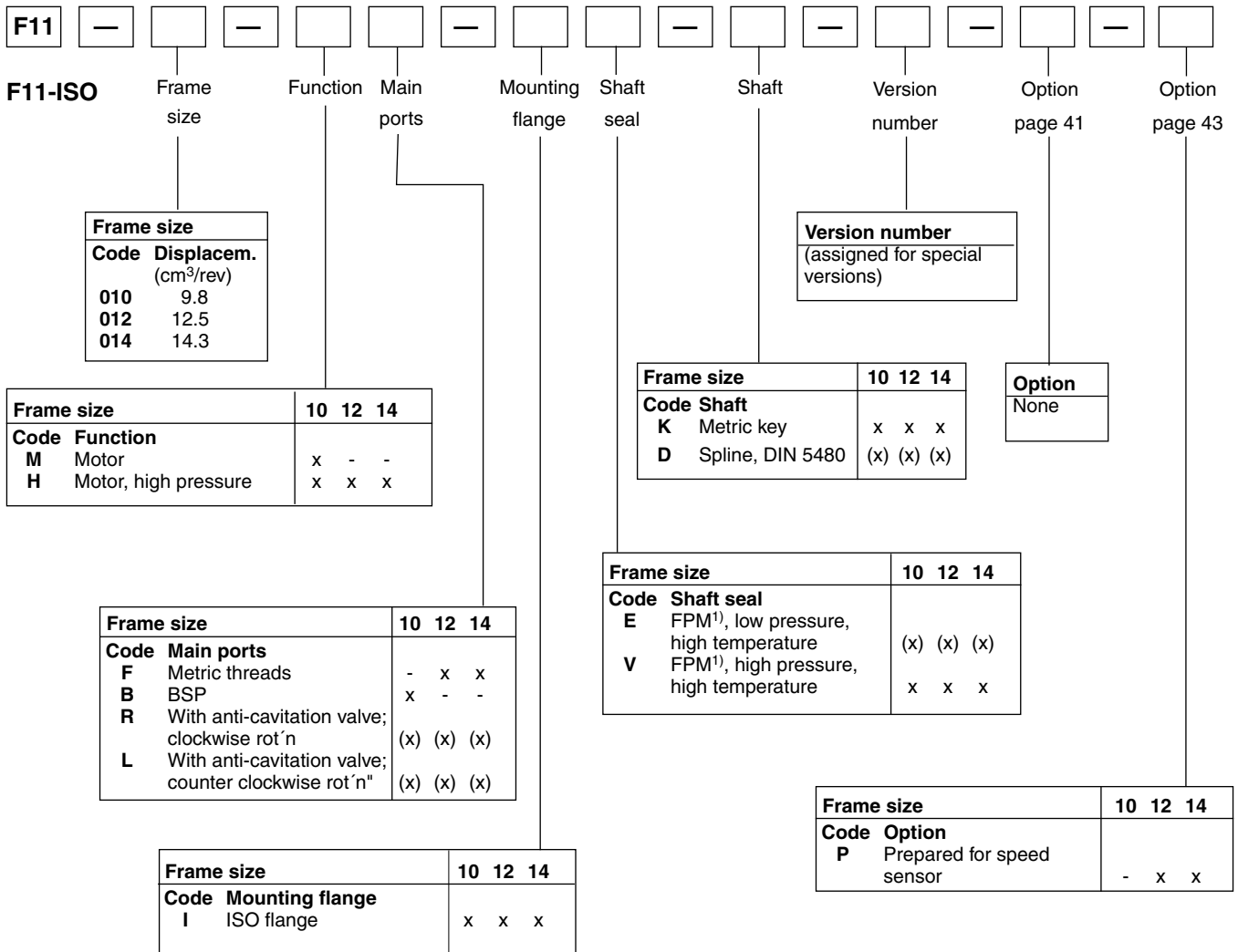
<b>Frame size F11</b>	<b>-5</b>	<b>-10</b>	<b>-12</b>	<b>-14</b>	<b>-19</b>	<b>-150</b>	<b>-250</b>
<b>Displacement</b> [cm <sup>3</sup> /rev]	4.9	9.8	12.5	14.3	19.0	150	242
<b>Operating pressure</b>							
max intermittent <sup>1)</sup> [bar]	420						420
max continuous [bar]	350						350
<b>Motor operating speed</b> [rpm]							
max intermittent <sup>1)</sup>	14 000	11 200	10 300	9 900	8 900	3 500	3 000
max continuous	12 800	10 200	9 400	9 000	8 100	3 200	2 700
min continuous	50						50
<b>Motor input flow</b>							
max intermittent <sup>1)</sup> [l/min]	69	110	129	142	169	525	726
max continuous [l/min]	63	100	118	129	154	480	653
<b>Torque</b> (theor.) at 100 bar [Nm]	7.8	15.6	19.8	22.7	30.2	238.1	384.1
<b>Main circuit temp.</b> <sup>2)</sup> , max [°C]	80						80
min [°C]	-40						-40
<b>Mass moment of inertia</b>							
(x10 <sup>-3</sup> ) [kg m <sup>2</sup> ]	0.16	0.39	0.40	0.42	1.1	40	46
<b>Weight</b> [kg]	5	7.5	8.3	8.3	11	70	77

<b>Frame size F12</b>	<b>-30</b>	<b>-40</b>	<b>-60</b>	<b>-80</b>	<b>-90</b>	<b>-110</b>	<b>-125</b>
<b>Displacement</b> [cm <sup>3</sup> /rev]	30.0	40.0	59.8	80.4	93.0	110.1	125.0
<b>Operating pressure</b>							
max intermittent <sup>1)</sup> [bar]	480		480		420	480	480
max continuous [bar]	420		420		350	420	420
<b>Motor operating speed</b> [rpm]							
max intermittent <sup>1)</sup>	7 300	6 700	5 800	5 300	5 000	4 800	4 600
max continuous	6 700	6 100	5 300	4 800	4 600	4 400	4 200
min continuous	50						50
<b>Motor input flow</b>							
max intermittent <sup>1)</sup> [l/min]	219	268	347	426	465	528	575
max continuous [l/min]	201	244	317	386	428	484	525
<b>Torque</b> (theor.) at 100 bar [Nm]	47.6	63.5	94.9	127.6	147.6	174.8	198.4
<b>Main circuit temp.</b> <sup>2)</sup> , max [°C]	80						80
min [°C]	-40						-40
<b>Mass moment of inertia</b>							
(x10 <sup>-3</sup> ) [kg m <sup>2</sup> ]	1.7	2.9	5	8.4	8.4	11.2	11.2
<b>Weight</b> [kg]	12	16.5	21	26	26	36	36

1) Intermittent: max 6 seconds in any one minute.  
 2) See also installation information, operating temperature.

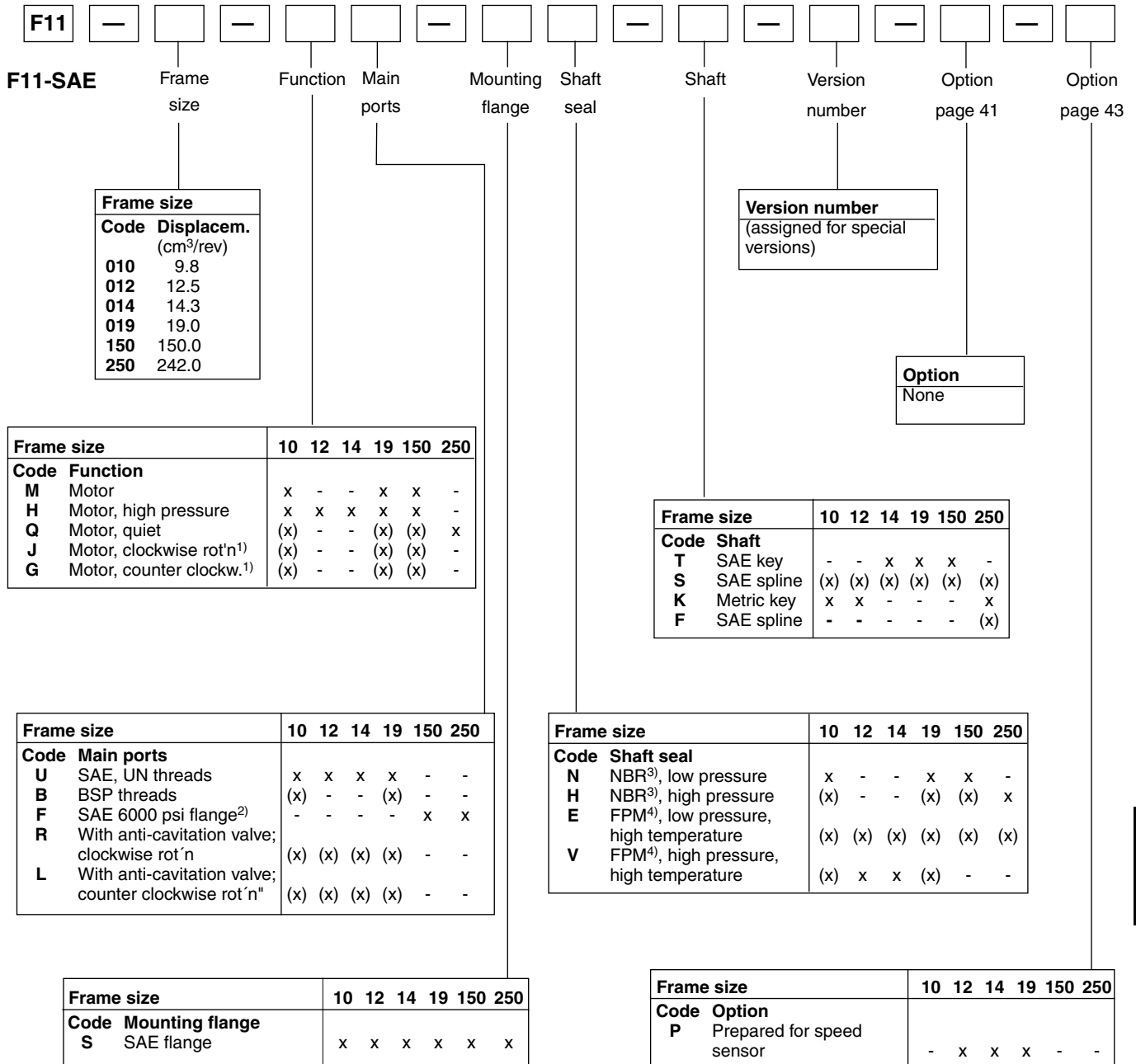


- x: Available      (x): Optional      -: Not available
- Internal drain
  - BSP threads
  - NBR - Nitrile rubber
  - FPM - Fluor rubber



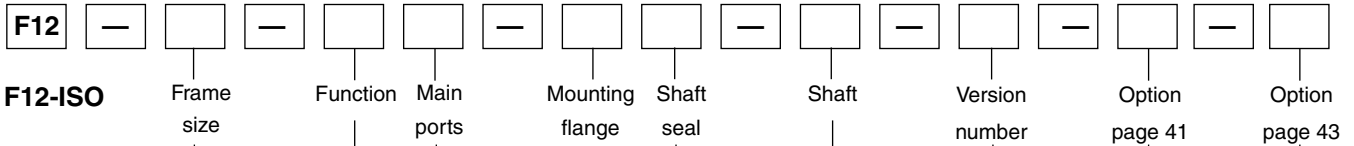
x: Available      (x): Optional      -: Not available  
 1) FPM - Fluor rubber





- x: Available      (x): Optional      -: Not available
- 1) Internal drain
  - 2) Metric thread
  - 3) NBR - Nitrile rubber
  - 4) FPM - Fluor rubber





Frame size	
Code	Displacem. (cm <sup>3</sup> /rev)
030	30.0
040	40.0
060	59.8
080	80.4
090	93.0
110	110.1
125	125.0

Frame size	30	40	60	80	90	110	125
<b>Code Function</b>							
M Motor	x	x	x	x	x	x	x

Frame size	30	40	60	80	90	110	125
<b>Code Main ports</b>							
F SAE 6000 psi flange	x	x	x	x	x	x	x
R With anti-cavitation valve; clockwise rot'n	(x)	-	-	-	-	-	-
L With anti-cavitation valve; counter clockwise rot'n	(x)	-	-	-	-	-	-

Frame size	30	40	60	80	90	110	125
<b>Code Mounting flange</b>							
I ISO flange	x	x	x	x	x	x	x

**Version number**  
 (assigned for special versions)

Frame size	30	40	60	80	90	110	125
<b>Code Shaft</b>							
D DIN spline Optional	(x)	(x)	(x)	(x)	(x)	(x)	(x)
Z " " Optional	(x)	(x)	(x)	(x)	(x)	(x)	(x)
K Metric key Standard	x	x	x	x	x	x	x
P " " Optional	(x)	-	-	-	-	-	-

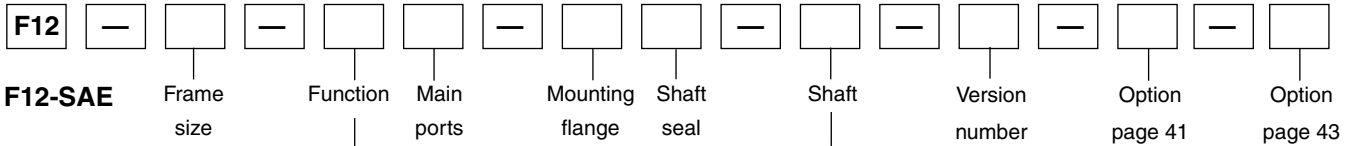
Frame size	30	40	60	80	90	110	125
<b>Code Option</b>							
L01 Integr. flushing valve	x	x	x	x	x	- <sup>3)</sup>	- <sup>3)</sup>

Frame size	30	40	60	80	90	110	125
<b>Code Option</b>							
P Prepared for speed sensor	x	x	x	x	x	x	x

Frame size	30	40	60	80	90	110	125
<b>Code Shaft seal</b>							
H NBR <sup>1)</sup> , high pressure	x	x	x	x	x	x	x
N NBR <sup>1)</sup> , low pressure	(x)	(x)	(x)	(x)	(x)	(x)	(x)
V FPM <sup>2)</sup> , high temperature, high pressure	(x)	(x)	(x)	(x)	(x)	(x)	(x)
E FPM <sup>2)</sup> , high temperature, low pressure	(x)	(x)	(x)	(x)	(x)	(x)	(x)

- x: Available      (x): Optional      -: Not available  
 1) NBR - Nitrile rubber  
 2) FPM - Fluor rubber  
 3) F12-110 and -125: Accessory valve block (page 41)





Frame size	
Code	Displacem. (cm <sup>3</sup> /rev)
030	30.0
040	40.0
060	59.8
080	80.4
090	93.0
110	110.1
125	125.0

Frame size	30	40	60	80	90	110	125
<b>Code Function</b>							
<b>M</b> Motor	x	x	x	x	x	x	x

Frame size	30	40	60	80	90	110	125
<b>Code Main ports</b>							
<b>S</b> SAE 6000 psi flange	x	x	x	x	x	x	x
<b>U</b> SAE, UN threads	(x)	(x)	(x)	(x)	(x)	(x)	(x)
<b>R</b> With anti-cavitation valve; clockwise rot'n	(x)	-	-	-	-	-	-
<b>L</b> With anti-cavitation valve; counter clockwise rot'n	(x)	-	-	-	-	-	-

Frame size	30	40	60	80	90	110	125
<b>Code Mounting flange</b>							
<b>S</b> SAE 4 bolt	x	x	x	x	x	x	x
<b>T</b> SAE 2 bolt	x	x	x	-	-	-	-

Version number
(assigned for special versions)

Frame size	30	40	60	80	90	110	125
<b>Code Shaft</b>							
<b>S</b> SAE spline	(x)	(x)	(x)	(x)	(x)	(x)	(x)
<b>U</b> " " Optional	-	-	-	(x)	(x)	-	-
<b>T</b> SAE key Standard	x	x	x	x	x	x	x

Frame size	30	40	60	80	90	110	125
<b>Code Option</b>							
<b>L01</b> Integr. flushing valve	x	x	x	x	x	- <sup>3)</sup>	- <sup>3)</sup>

Frame size	30	40	60	80	90	110	125
<b>Code Option</b>							
<b>P</b> Prepared for speed sensor	x	x	x	x	x	x	x

Frame size	30	40	60	80	90	110	125
<b>Code Shaft seal</b>							
<b>H</b> NBR <sup>1)</sup> , high pressure	x	x	x	x	x	x	x
<b>N</b> NBR <sup>1)</sup> , low pressure	(x)	(x)	(x)	(x)	(x)	(x)	(x)
<b>V</b> FPM <sup>2)</sup> , high temperature, high pressure	(x)	(x)	(x)	(x)	(x)	(x)	(x)
<b>E</b> FPM <sup>2)</sup> , high temperature, low pressure	(x)	(x)	(x)	(x)	(x)	(x)	(x)

- x: Available      (x): Optional      -: Not available
- 1) NBR - Nitrile rubber
  - 2) FPM - Fluor rubber
  - 3) F12-110 and -125: Accessory valve block (page 41)

**Preferred versions F11/F12**

**F11**

<b>Ordering Codes</b>	<b>Part number</b>
F11-005-MB-CN-K-000-000-0	3703665
F11-005-MB-CH-K-000-000-0	3707249
F11-005-HU-CH-K-000-000-0	3707308
F11-010-MB-CN-K-000-000-0	3703603
F11-010-MB-CH-K-000-000-0	3706030
F11-010-HU-CH-K-000-000-0	3707310
F11-012-HB-CV-K-000-000-0	3785267
F11-012-HB-CE-K-000-000-0	3785874
F11-014-HB-CE-K-000-000-0	3783201
F11-014-HB-CV-K-000-000-0	3782830
F11-019-MB-CN-K-000-000-0	3703516
F11-019-MB-CH-K-000-000-0	3707893
F11-150-MF-CN-K-000-000-0	3703468
F11-150-MF-CH-K-000-000-0	3707008
F11-150-HF-SH-S-000-000-0	3707325
F11-250-QF-SH-F-000-000-0	3706440
F11-250-QF-SH-K-000-000-0	3795858

**F12**

<b>Ordering Codes</b>	<b>Part number</b>
F12-030-MF-IH-D-000-000-0	3799843
F12-030-MF-IH-K-000-000-0	3799844
F12-030-MS-SH-S-000-000-0	3799851
F12-030-MS-TH-S-000-000-0	3799616
F12-040-MF-IH-D-000-000-0	3799525
F12-040-MF-IH-K-000-000-0	3799526
F12-040-MS-SH-S-000-000-0	3799532
F12-040-MS-SH-T-000-000-0	3799533
F12-040-MS-TH-S-000-000-0	3799617
F12-060-MF-IH-D-000-000-0	3799988
F12-060-MF-IH-K-000-000-0	3799989
F12-060-MS-SH-S-000-000-0	3799998
F12-060-MS-TH-S-000-000-0	3799618
F12-080-MF-IH-D-000-000-0	3780767
F12-080-MF-IH-K-000-000-0	3780772
F12-080-MS-SH-S-000-000-0	3780783
F12-090-MF-IH-D-000-000-0	3785518
F12-090-MF-IH-K-000-000-0	3785609
F12-090-MS-SH-S-000-000-0	3785875
F12-110-MF-IH-D-000-000-0	3781530
F12-110-MF-IH-K-000-000-0	3781534
F12-110-MS-SH-S-000-000-0	3781542
F12-125-MF-IH-D-000-000-0	3785866
F12-125-MF-IH-K-000-000-0	3785717
F12-125-MS-SH-S-000-000-0	3785504

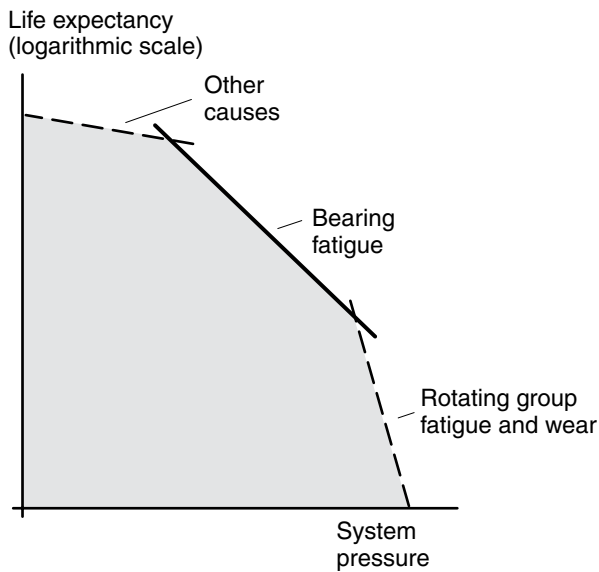
## Bearing life

### General information

Bearing life can be calculated for that part of the load/life curve (shown below) that is designated 'Bearing fatigue'. 'Rotating group fatigue and wear' and 'Other' caused by material fatigue, fluid contamination, etc. should also be taken into consideration when estimating the service life of a motor in a specific application.

Bearing life calculations are mainly used when comparing different frame sizes. Bearing life, designated  $B_{10}$  (or  $L_{10}$ ), is dependent of system pressure, operating speed, external shaft loads, fluid viscosity in the case, and fluid contamination level.

The  $B_{10}$  value means that 90% of the bearings survive, at a minimum, the number of hours calculated. Statistically, 50% of the bearings will survive at least five times the  $B_{10}$  life.



*Hydraulic unit life versus system pressure.*

### Bearing life calculation

An application is usually governed by a certain duty or work cycle where pressure and speed vary with time during the cycle.

In addition, bearing life depends on external shaft forces, fluid viscosity in the case and fluid contamination.

Parker Hannifin has a computer program for calculating bearing life and will assist in determining F11 or F12 motor life in a specific application.

### Required information

When requesting a bearing life calculation from Parker Hannifin (Pumps and Motor Division), the following information (where applicable) should be provided:

- A short presentation of the application
- F11 or F12 size and version
- Duty cycle (pressure and speed versus time at given displacements)
- Low system pressure
- Case fluid viscosity
- Life probability ( $B_{10}$ ,  $B_{20}$ , etc.)
- Operating mode (motor)
- Direction of rotation (L or R)
- External shaft loads (Forces, Gear, Belt, Cardan or none)

For forces please provide:

- Axial load, Fixed radial load, Bending moment, Rotating radial load and distance flange to radial load.

For Gear please provide:

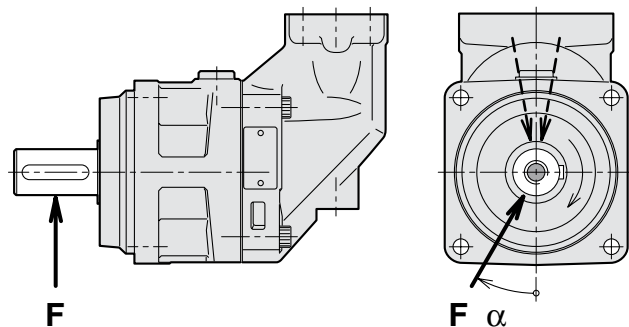
- Pitch diameter, Pressure angle, Spiral angle, Distance flange – gearwheel (mid) and Gearwheel spiral direction (R or L).

For Belt please provide:

- Pretension, Coefficient of friction, Angle of contact, Distance flange – pulley (mid) and Diameter pulley.

For Cardan please provide:

- Shaft angle, Distance flange – first joint and distance between joints
- Angle of attack ( $\alpha$ ) as defined below



The direction (a) of the radial load is positive in the direction of rotation as shown.

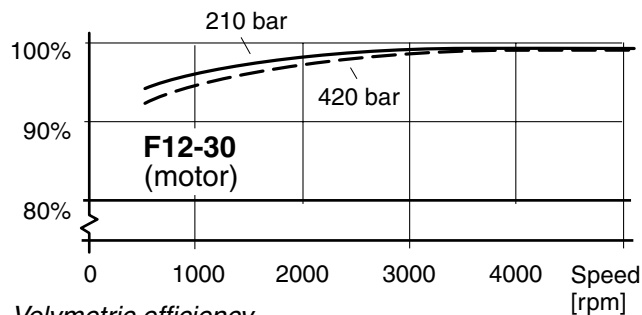
To obtain maximum bearing life, the radial load should, in most cases, be located approximately at  $170^\circ$  (motor; R.H. rot'n).

**Efficiency**

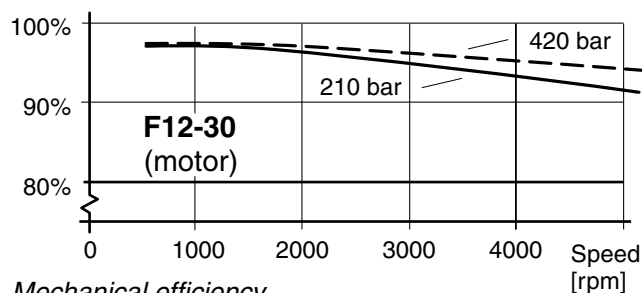
Because of its high overall efficiency, driving a motor from series F11/F12 requires less fuel or electric power. Also, it allows the use of a small reservoir and heat exchanger, which in turn reduce cost, weight, and installation size.

The diagrams to the right shows volumetric and mechanical efficiencies of an F12-30.

Contact Parker Hannifin for efficiency information on a particular F11/F12 frame size that is being considered.



*Volumetric efficiency.*



*Mechanical efficiency.*

**Noise level**

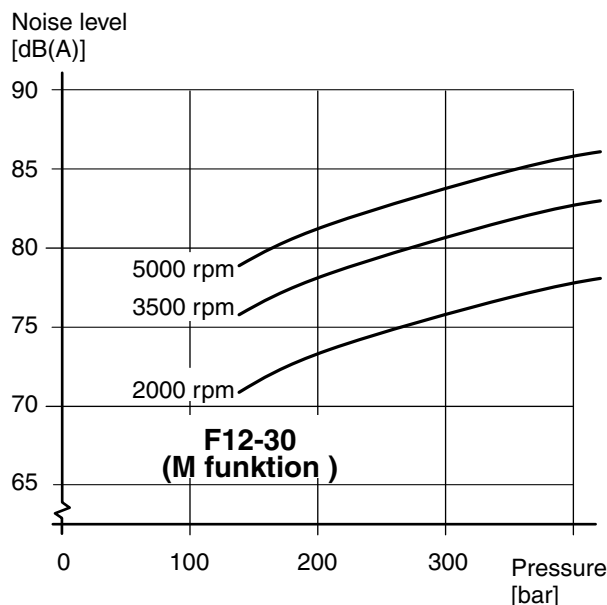
Series F11/F12 feature low noise levels from low to high speeds and pressures.

As an example, the diagram to the right shows the noise level of an F12-30.

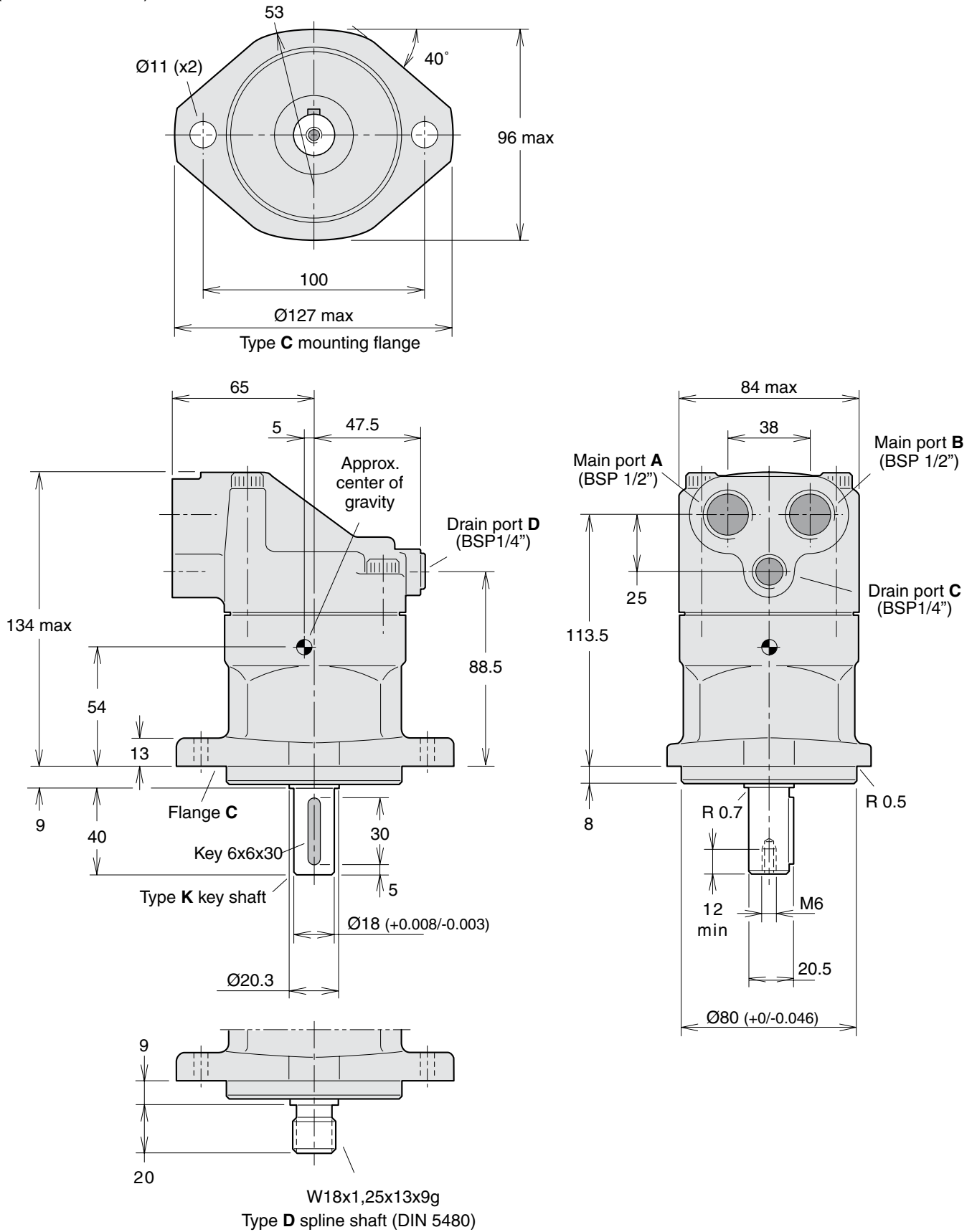
The noise level is measured in a semi-anechoic room, 1 m behind the unit.

The noise level for a particular motor may vary  $\pm 2$  dB(A) compared to what is shown in the diagram.

**NOTE:** Noise information for F11/F12 frame sizes are available from Parker Hannifin.

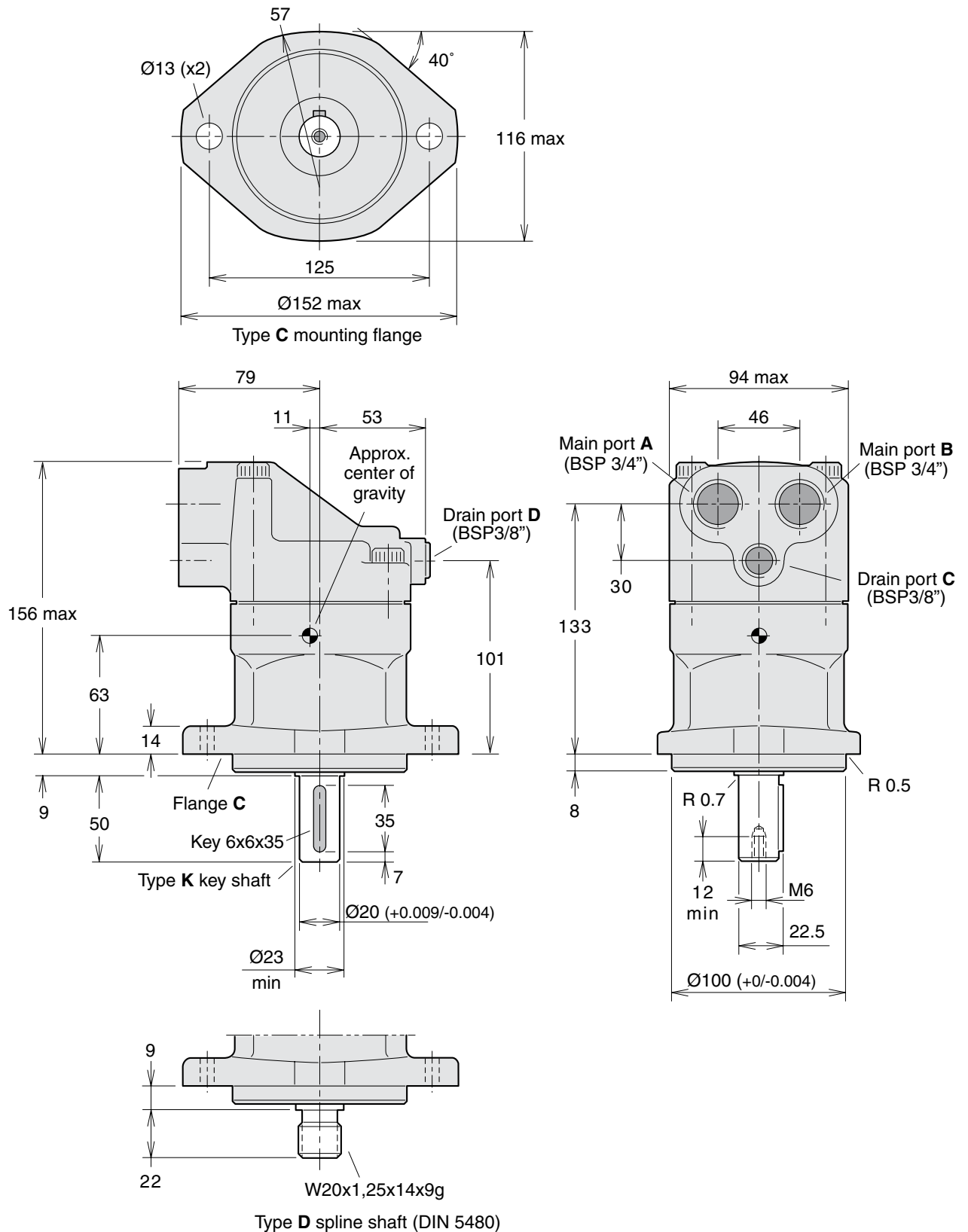


**F11-5**  
 (CETOP versions)



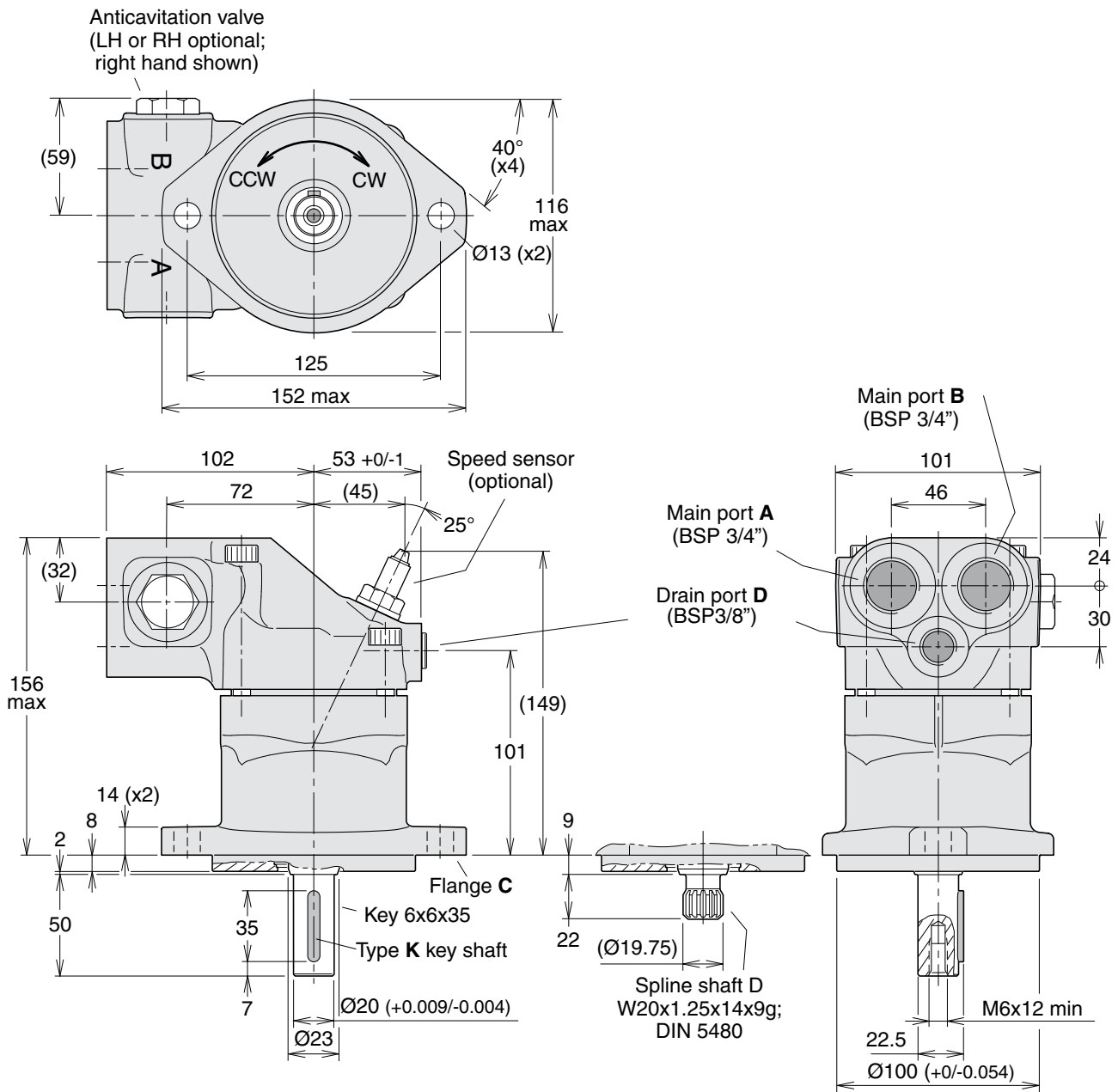


**F11-10**  
 (CETOP versions)

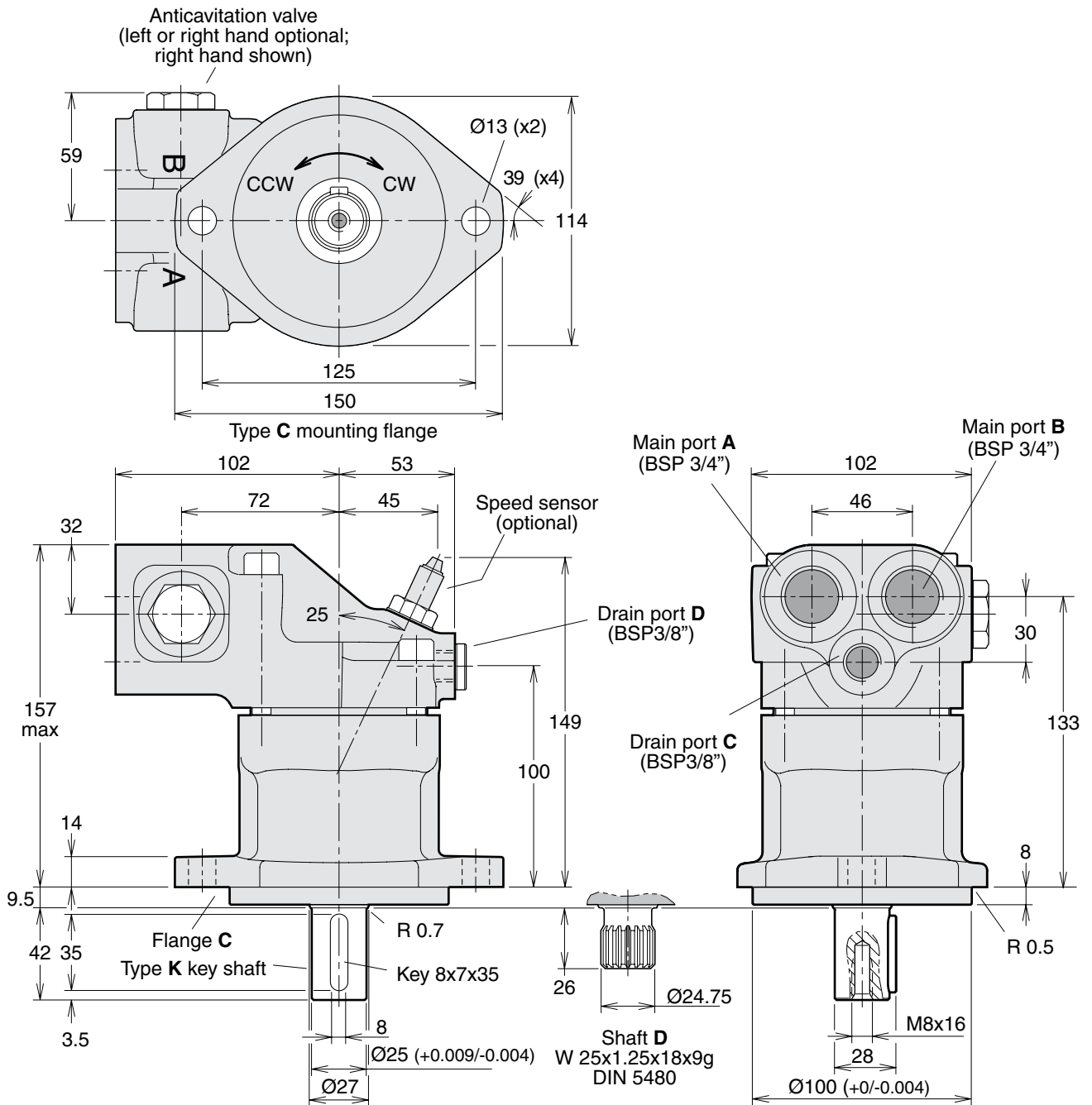


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**F11-12**  
 (CETOP versions)



**F11-14**  
 (CETOP versions)

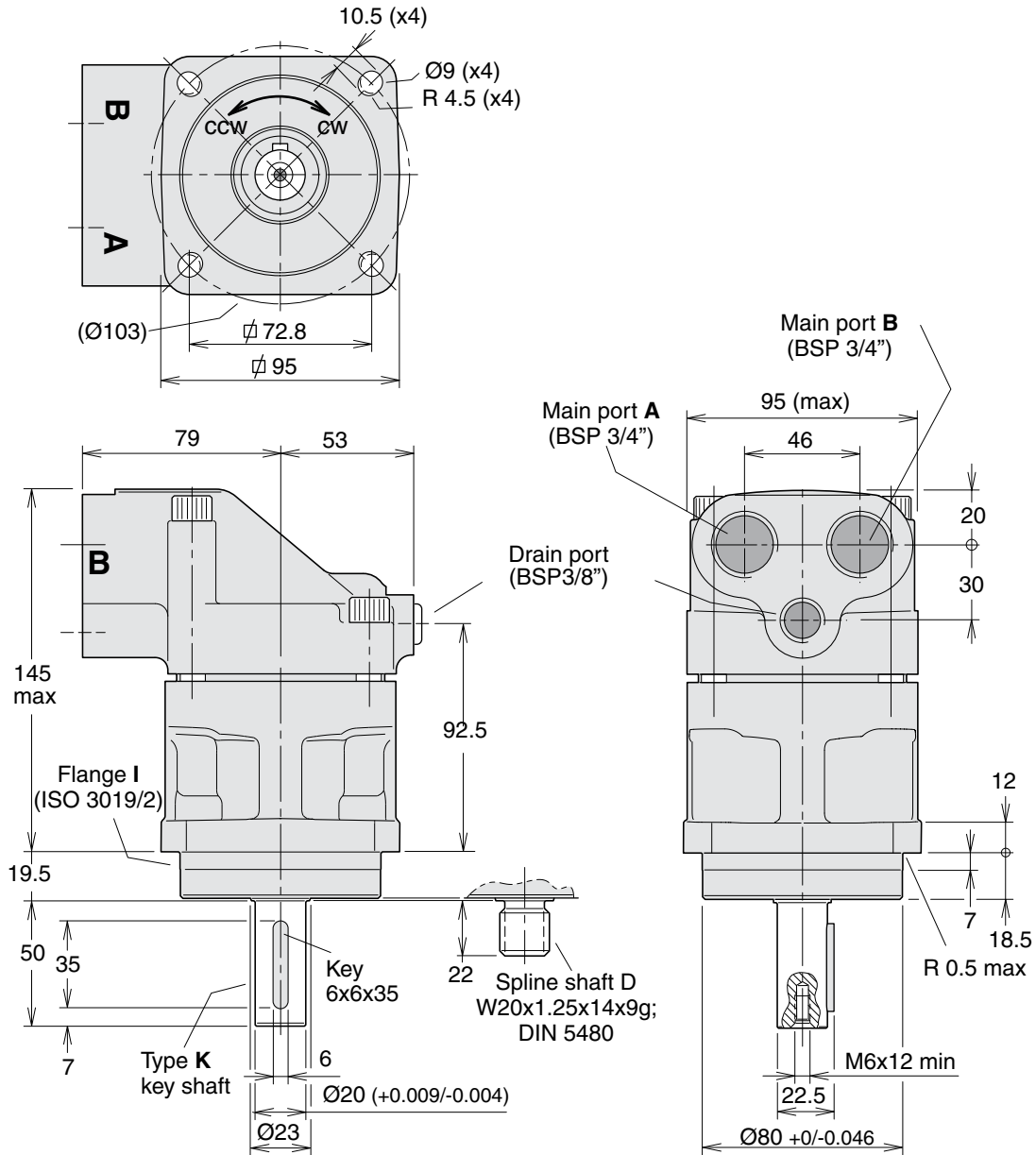


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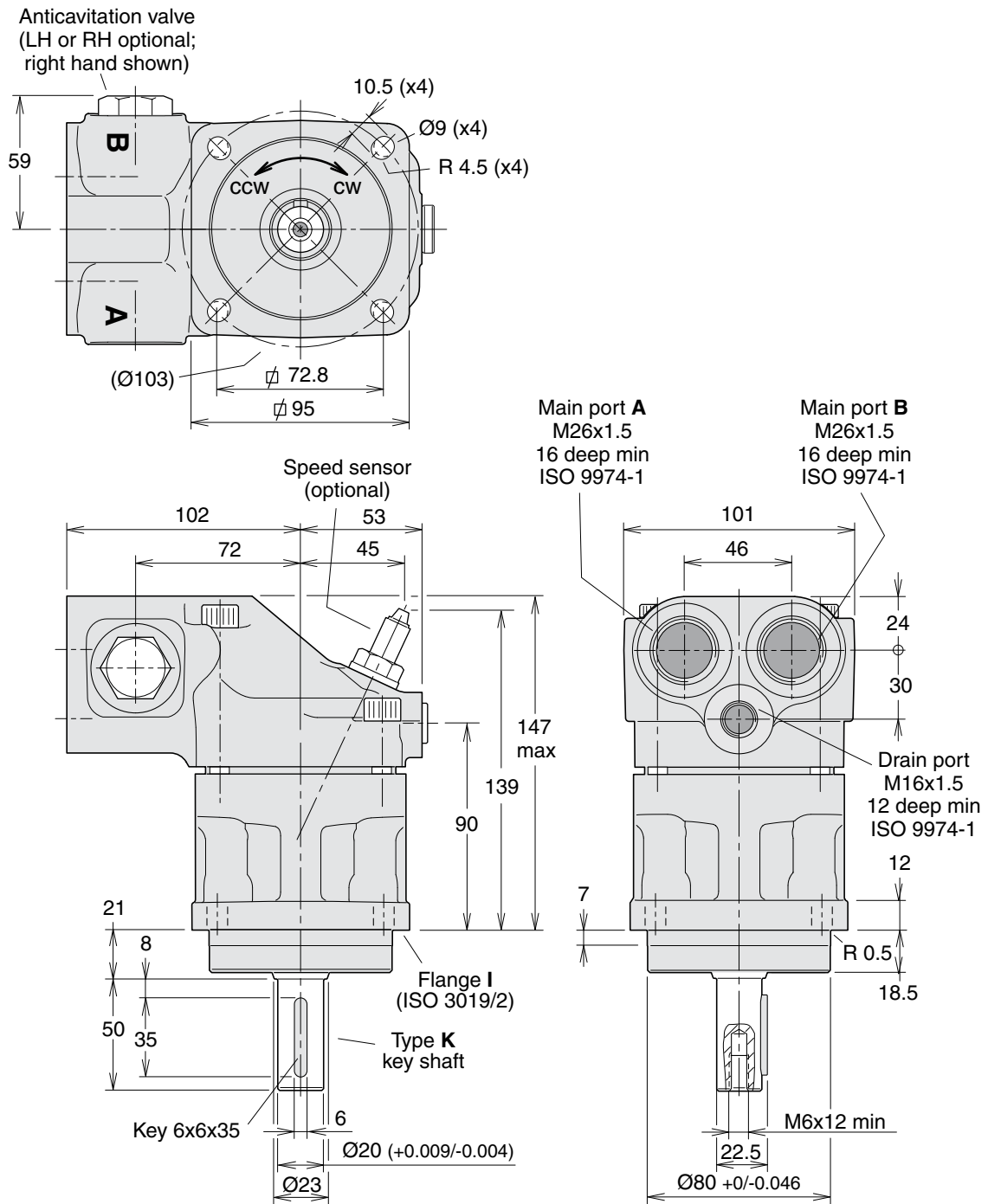




**F11-10**  
 (ISO versions)

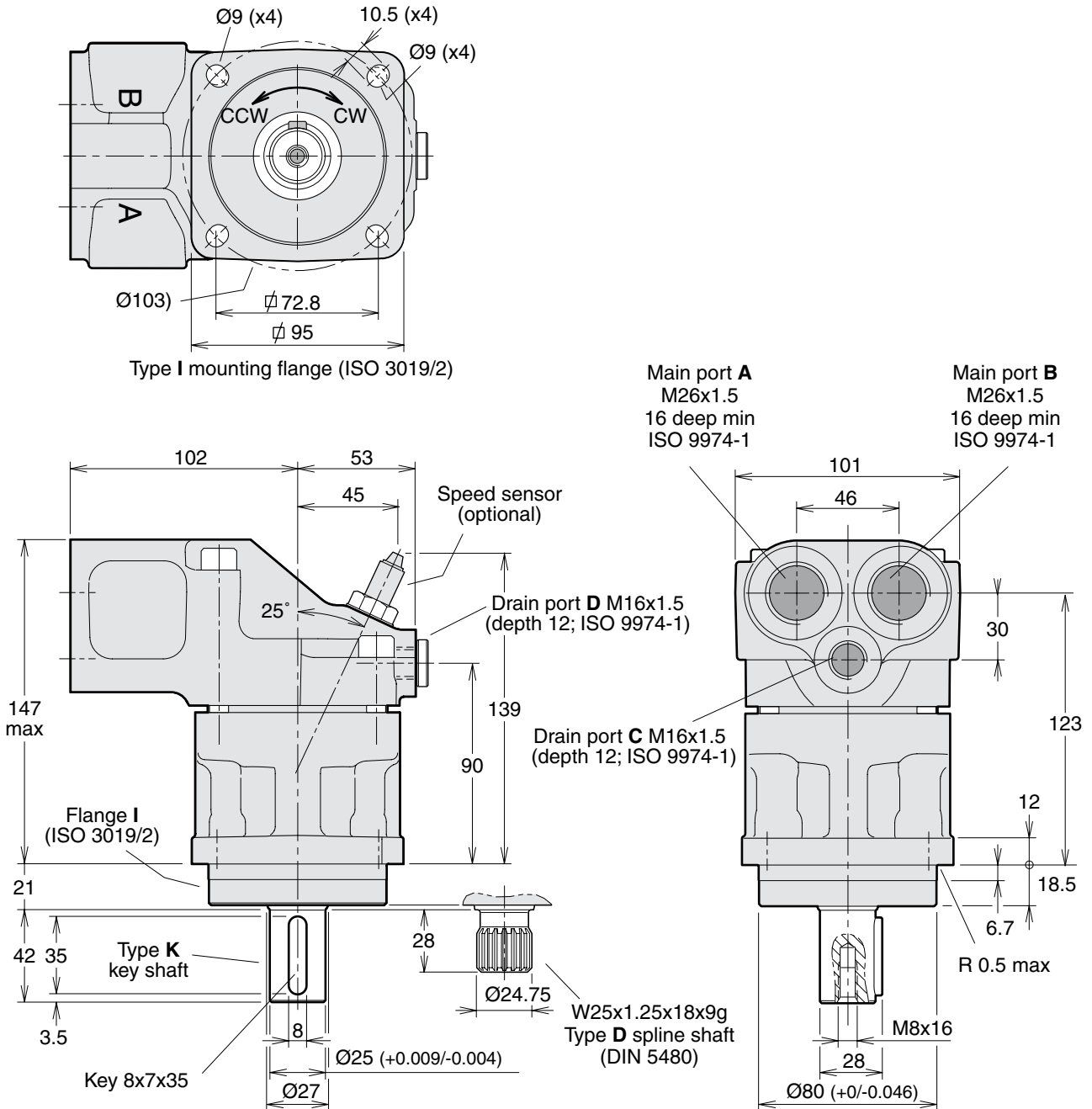


**F11-12**  
 (ISO versions)



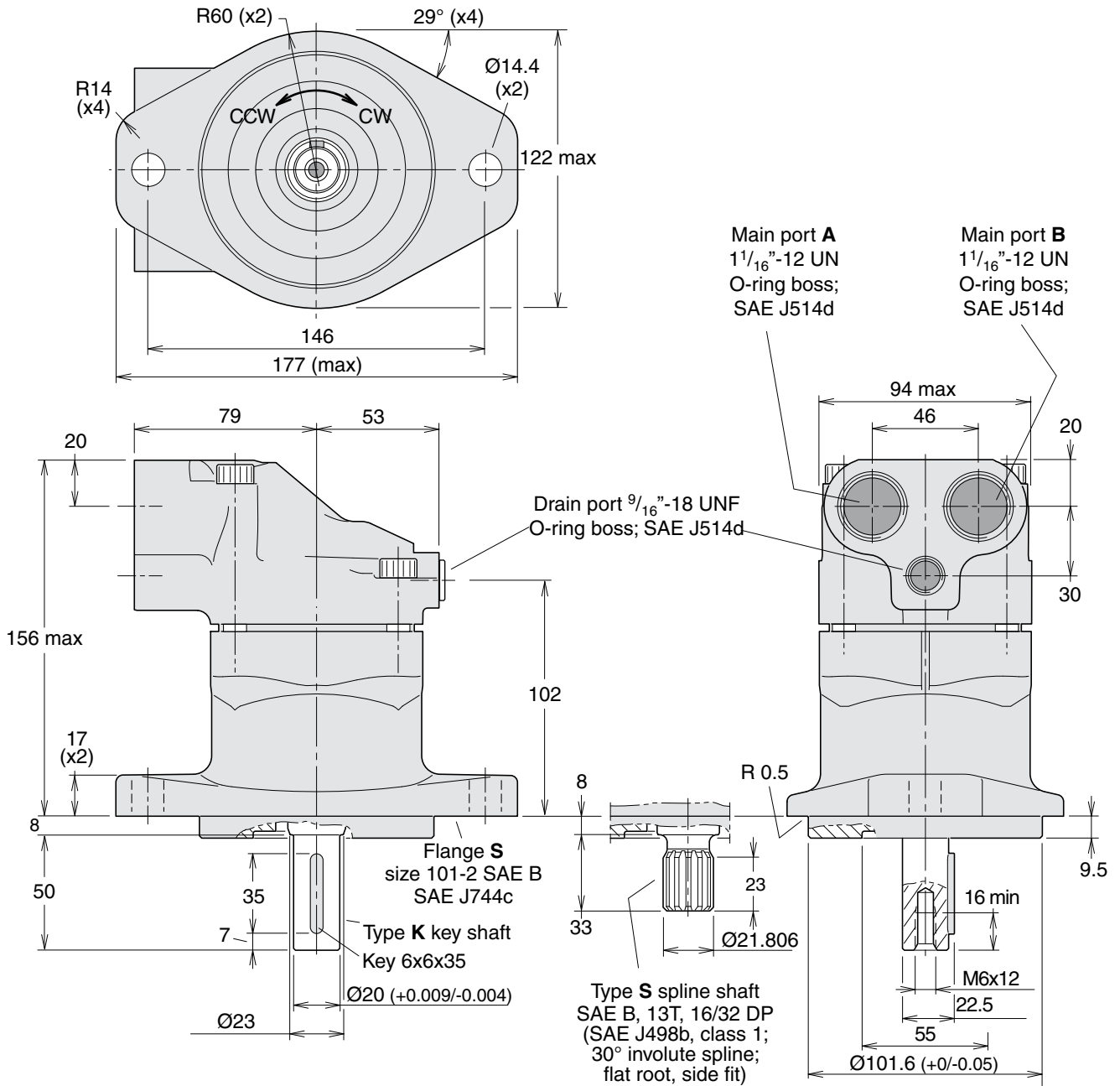
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**F11-14**  
 (ISO versions)

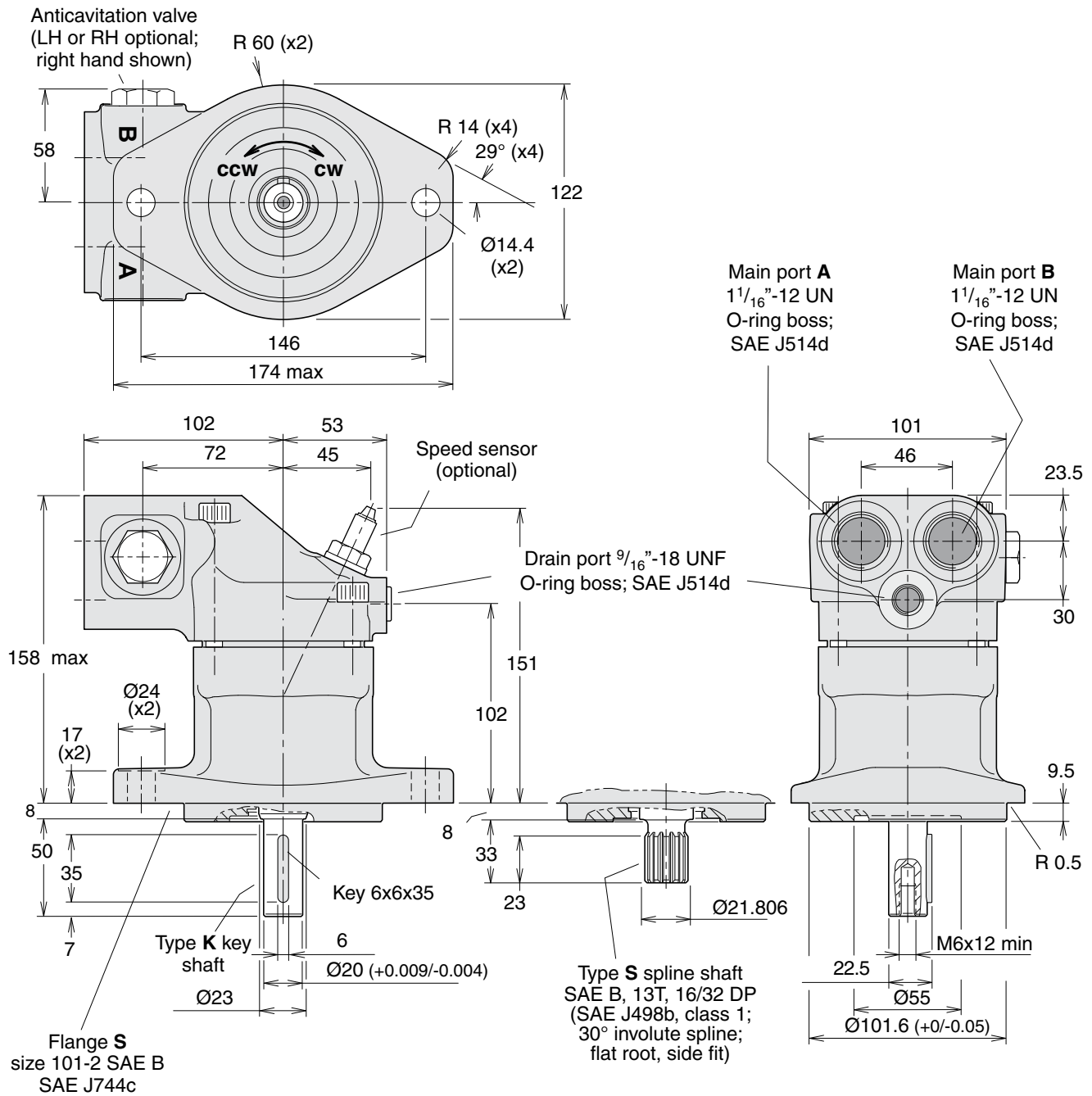




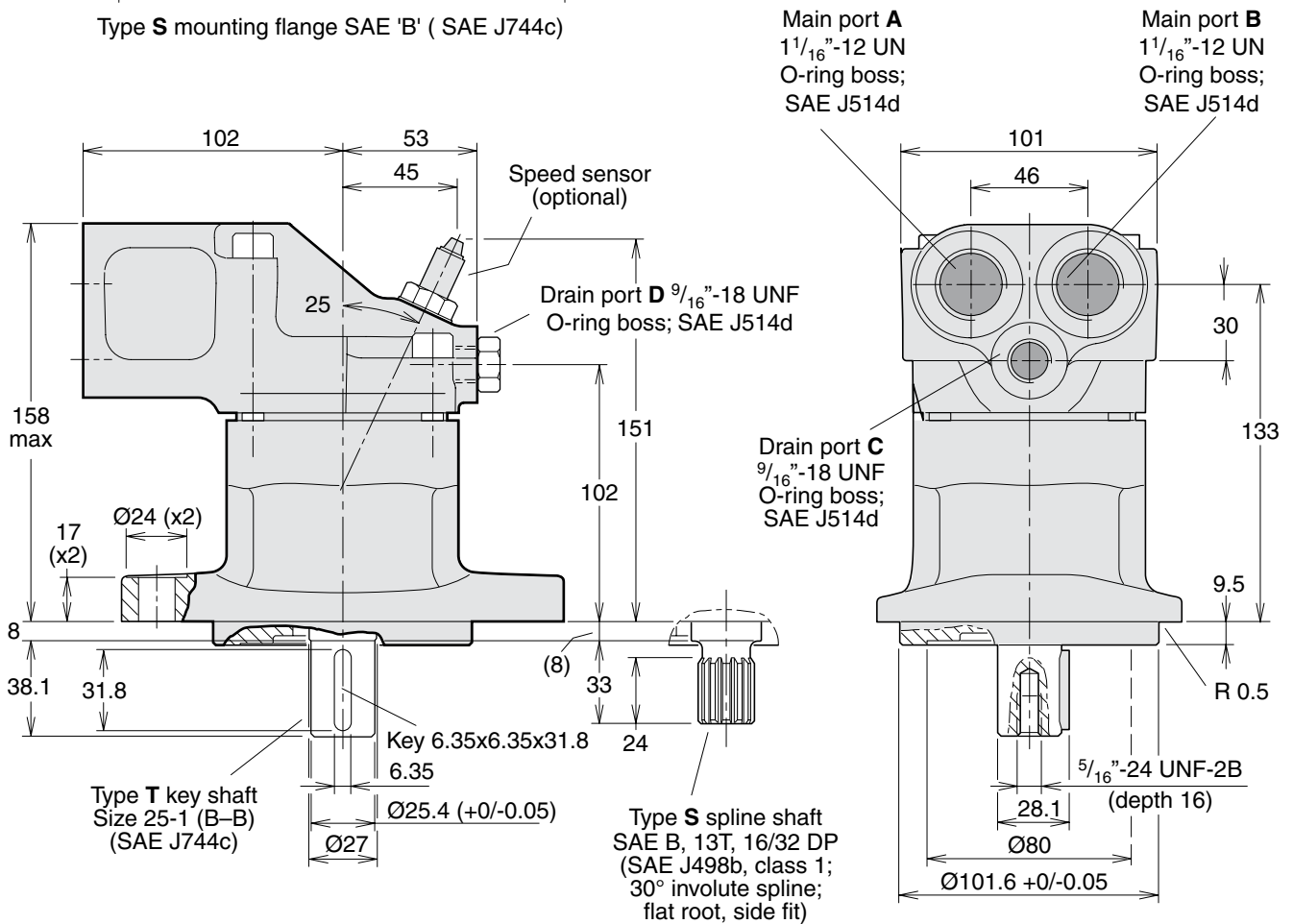
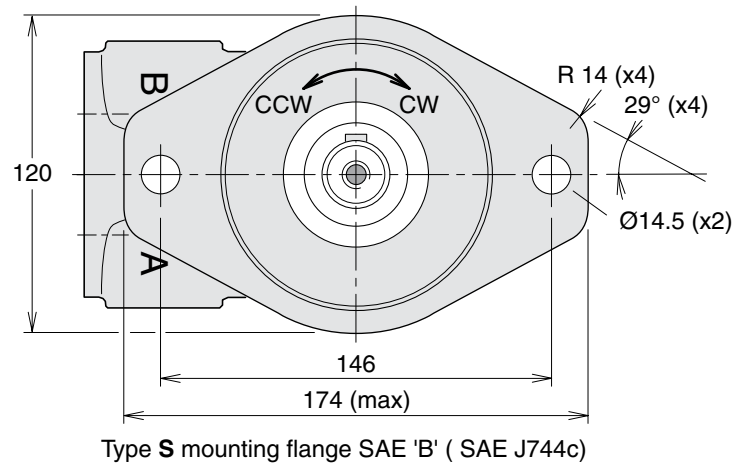
**F11-10**  
 (SAE versions)



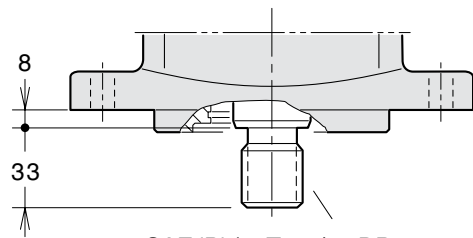
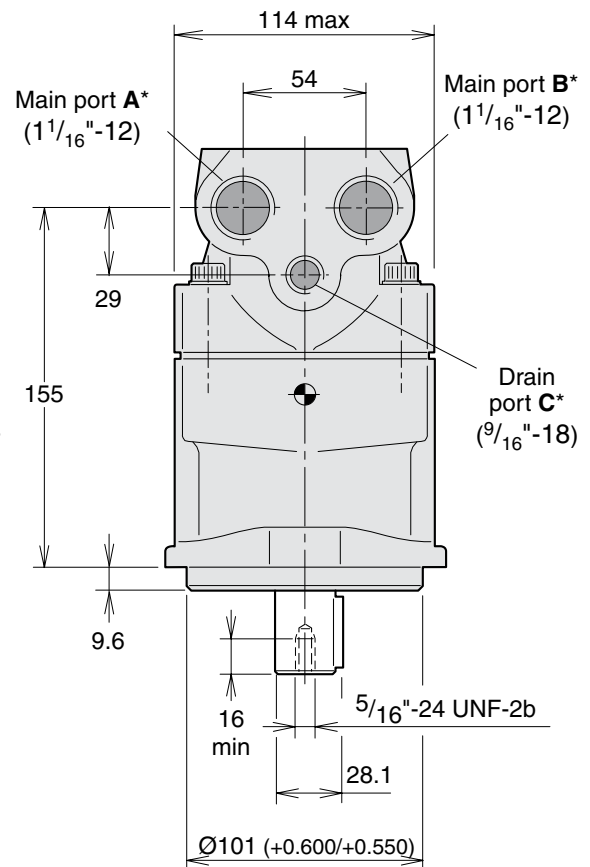
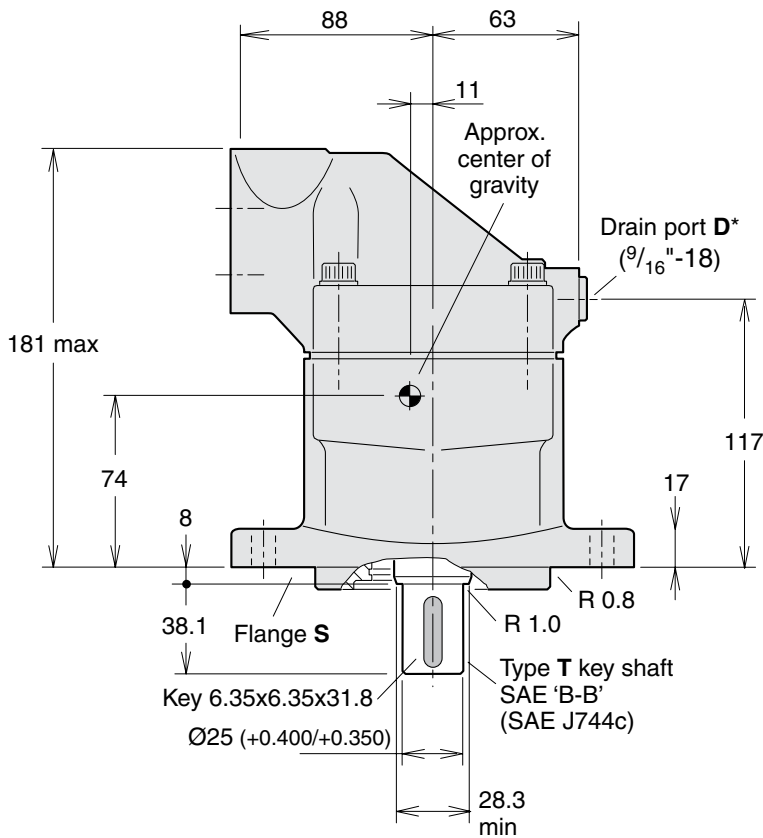
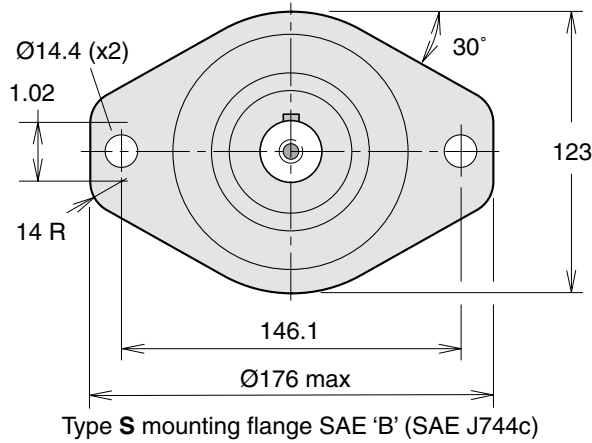
**F11-12**  
 (SAE versions)



**F11-14**  
 (SAE versions)



**F11-19**  
 (SAE version)

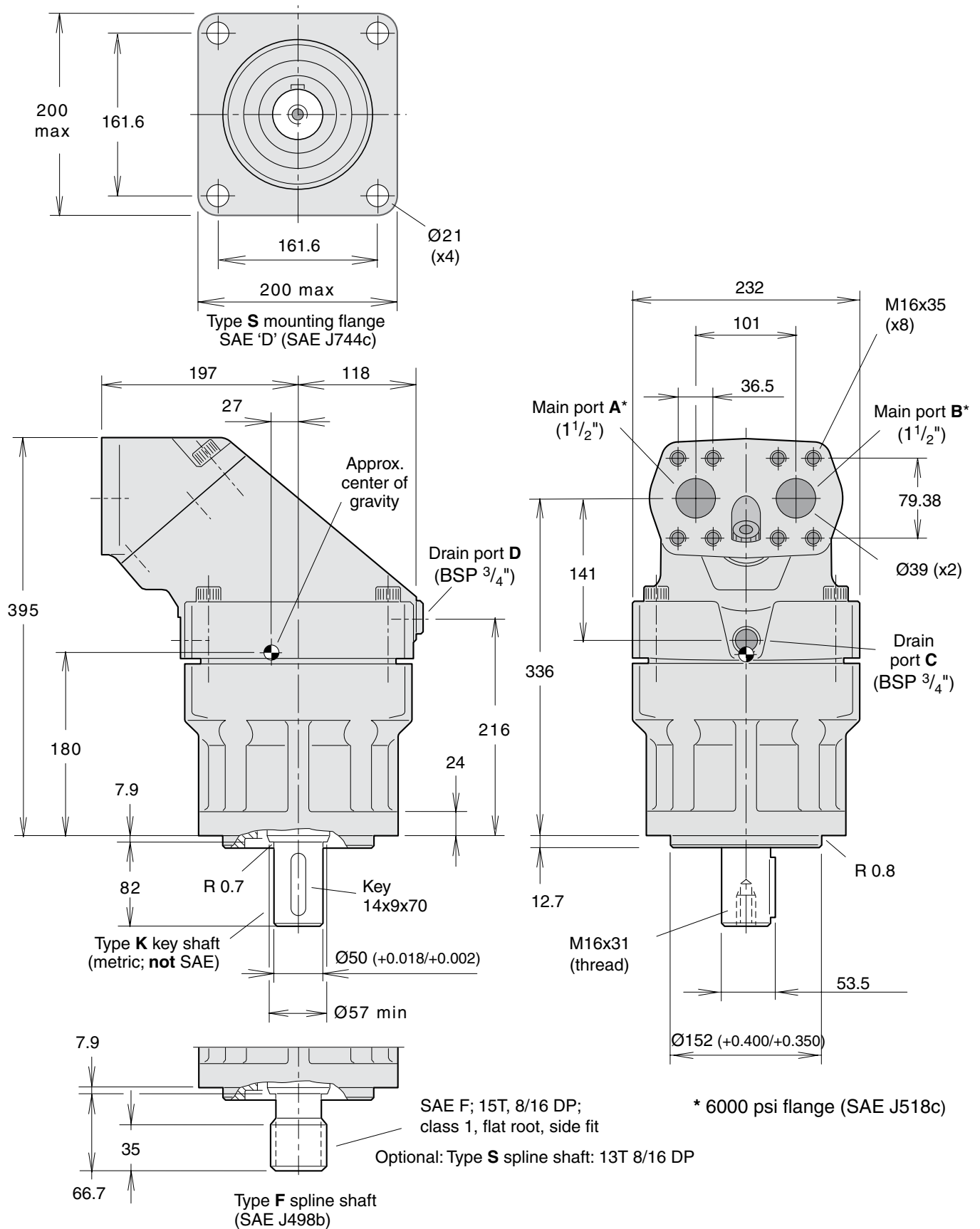


SAE 'B' (13T, 16/32 DP;  
 Type S spline shaft (SAE J498b)

\* O-ring ports according to SAE J514d

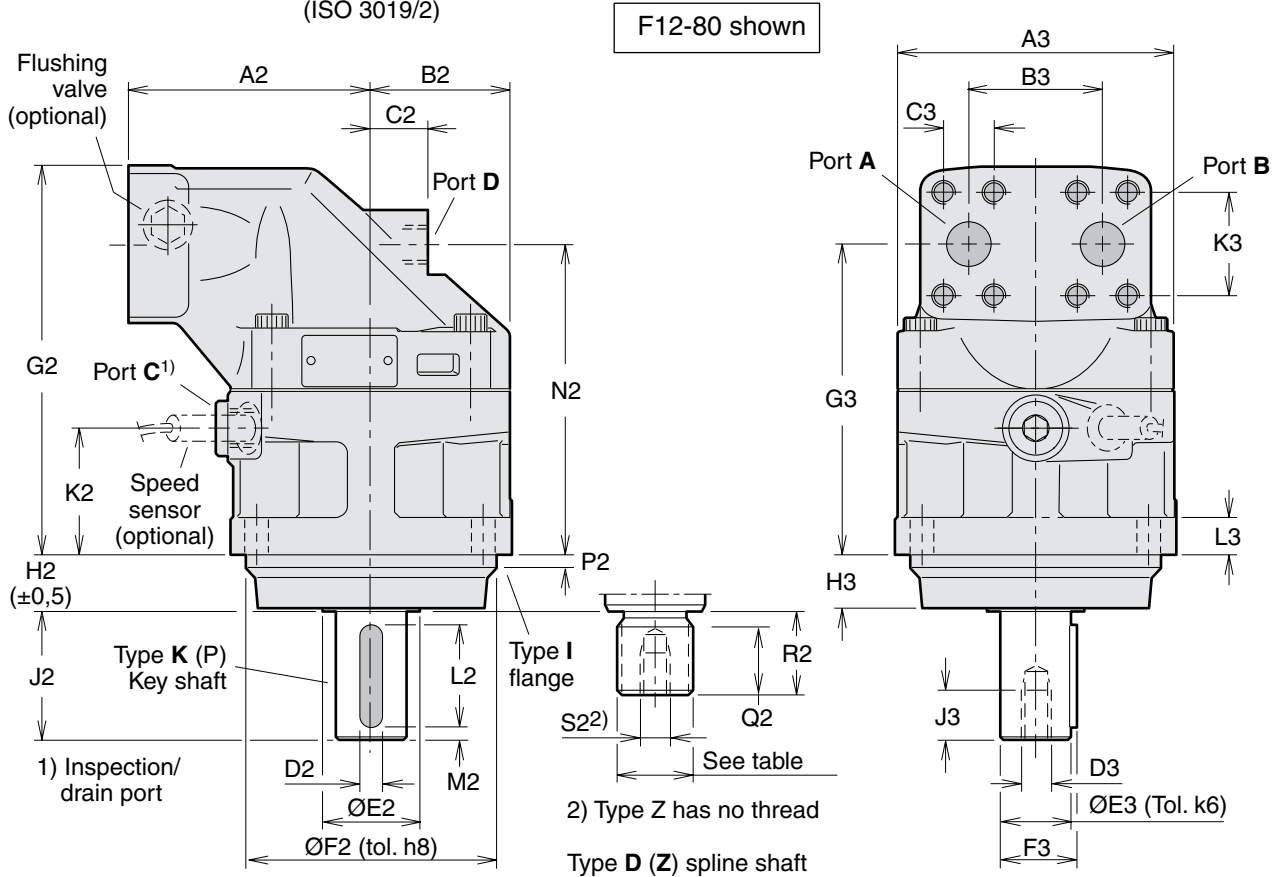
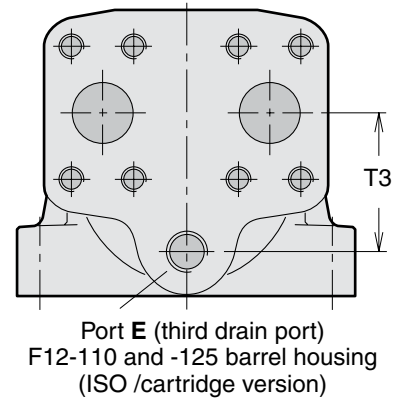
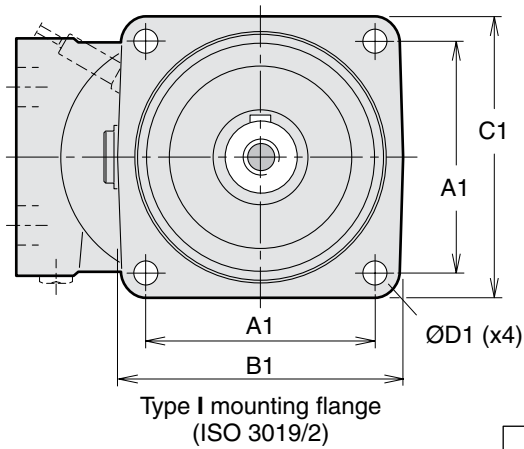


**F11-250**  
 (SAE version)





**F12-30, -40, -60, -80, -90, -110 and -125**  
 (ISO versions)





Dim.	F12-30	F12-40	F12-60	F12-80 F12-90	F12-110 F12-125
A1	88.4	113.2	113.2	127.2	141.4
B1	118	146	146	158	180
C1	118	142	144	155	180
D1	11	13.5	13.5	13.5	18
A2	100	110	125	135	145
B2	59	65	70	78	85
C2	25	26	22	32	38
D2	8	8	10	12	14
E2	33	42	42	52	58
F2	100	125	125	140	160
G2	172	173	190	216	231
H2	25.5	32.5	32.5	32.5	40.5
J2 <sup>1)</sup>	50	60	60	70	82
J2 <sup>2)</sup>	50	-	-	-	-
K2	55	52	54	70.5	66.5
L2	40	50	50	56	70
M2	5	5	5	7	6
N2	136.5	137	154	172.5	179
P2	8	8	8	8	8
Q2	28	28	33	36	41
R2 <sup>3)</sup>	35	35	41	45	50
R2 <sup>4)</sup>	43	35	35	41	-
S2 <sup>3)</sup>	M12 x24	M12 x24	M12 x28	M16 x36	M16 x36
S2 <sup>4)</sup>	-	M12 x24	-	M12 x28	-
A3	122	134	144	155	170
B3	66	66	66	75	83
C3	23.8	23.8	23.8	27.8	31.8
D3	M12	M12	M12	M16	M16
E3	30	30	35	40	45
F3	33	33	38	43	49
G3	136.5	137	154	172.5	179
H3	23.5	30.5	30.5	30.5	38.5
J3	24	24	28	36	36
K3	50.8	50.8	50.8	57.2	66.7
L3	18	20	20	20	22
T3	-	-	-	-	68

- 1) Key shaft type K      3) Spline shaft type D  
 2) Key shaft type P      4) Spline shaft type Z

Ports	F12-30	F12-40	F12-60	F12-80 F12-90	F12-110 F12-125
A, B size	3/4"	3/4"	3/4"	1"	1 1/4"
Screw thread <sup>1)</sup>	M10 x20	M10 x20	M10 x20	M12 x20	M14 x26
C thread <sup>2)</sup>	M22 x1.5	M22 x1.5	M22 x1.5	M22 x1.5	M22 x1.5
D thread <sup>2)</sup>	M18 x1.5	M18 x1.5	M22 x1.5	M22 x1.5	M22 x1.5
E thread	-	-	-	-	M22 x1.5


A, B: ISO 6162      1) Metric thread x depth in mm  
 2) Metric thread x pitch in mm.

**Spline shaft (DIN 5480)**

	Type D (standard)	Type Z (optional)
F12-30	W30x2x14x9g	W25x1.25x18x9g
-40	W32x2x14x9g	W30x2x14x9g
-60	W35x2x16x9g	W32x2x14x9g
-80	W40x2x18x9g	W35x2x16x9g
-90	W40x2x18x9g	W35x2x16x9g
-110	W45x2x21x9g	W40x2x21x9g
-125	W45x2x21x9g	W40x2x21x9g

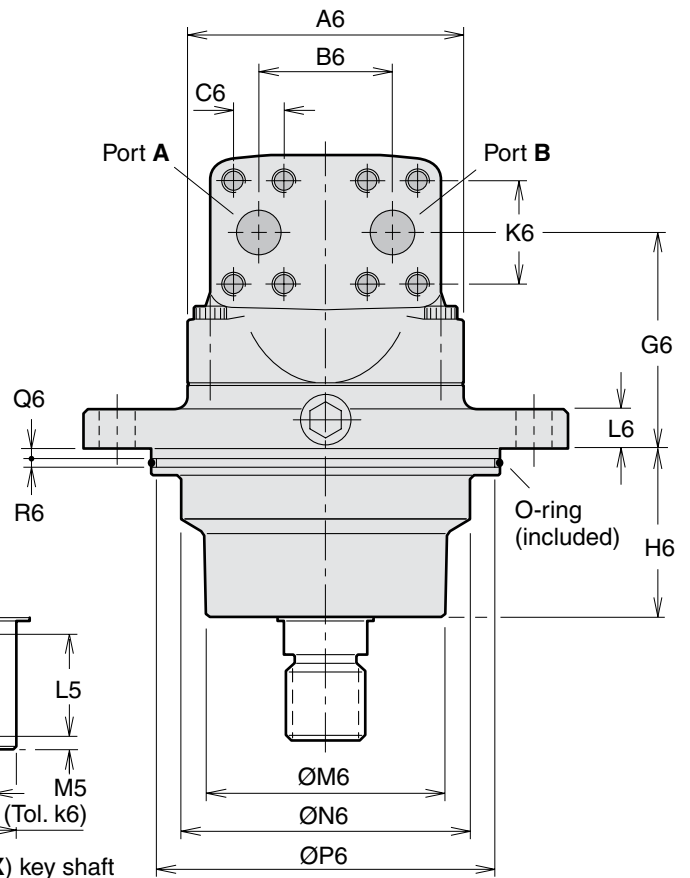
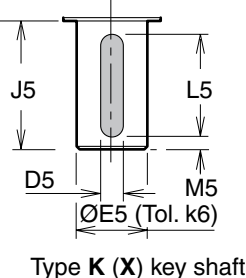
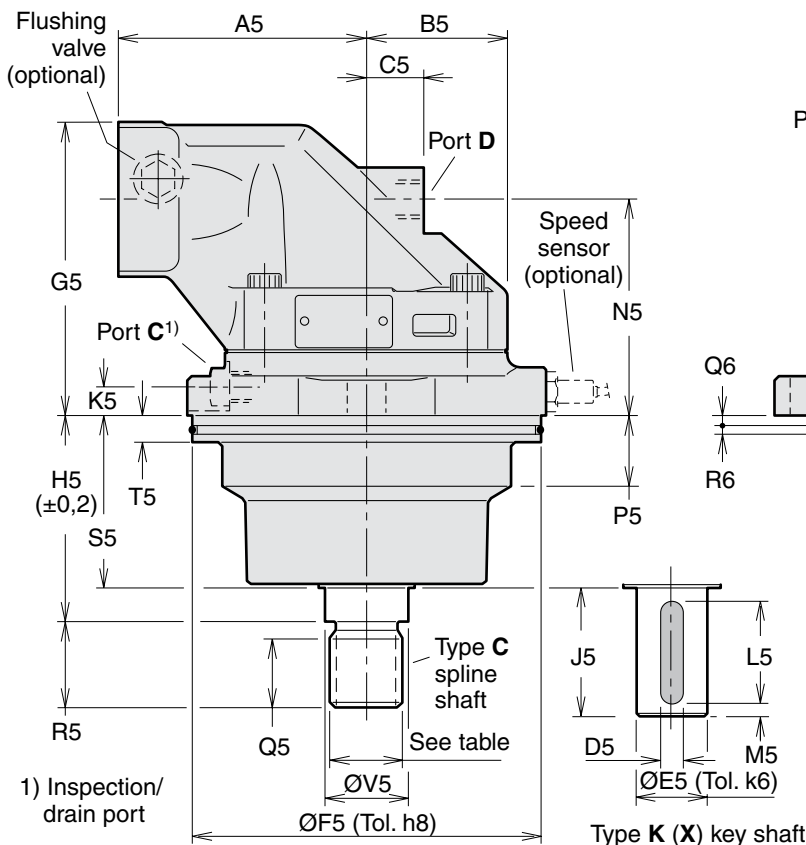
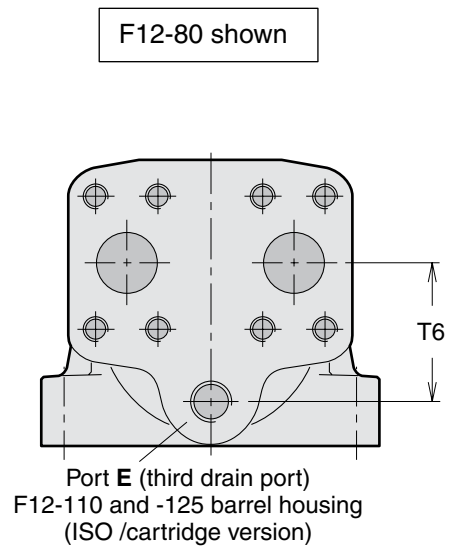
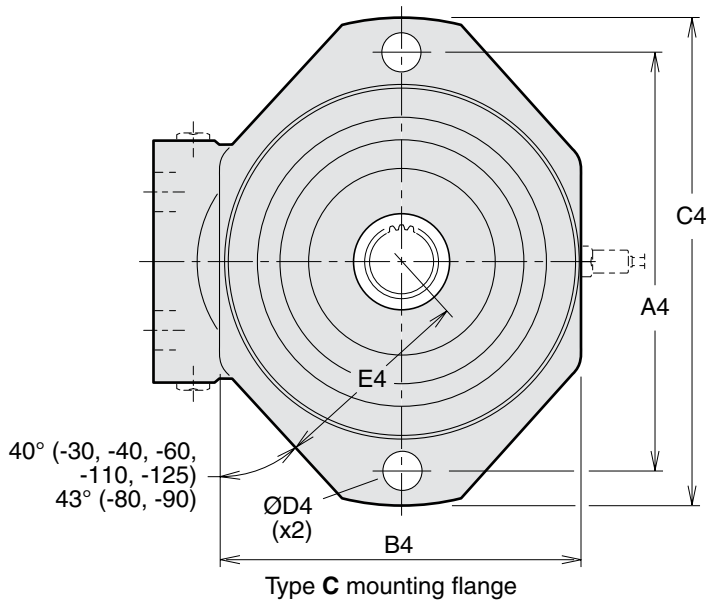
**Key shaft**

	Type K (standard)	Type P (optional)
F12-30	Ø30	Ø25
-40	Ø30	-
-60	Ø35	-
-80	Ø40	-
-90	Ø40	-
-110	Ø45	-
-125	Ø45	-

 = Max 350 bar operating pressure



**F12-30, -40, -60, -80, -90, -110 and -125**  
 (Cartridge versions)



Dim.	F12-30	F12-40	F12-60	F12-80 F12-90	F12-110 F12-125	Ports	F12-30	F12-40	F12-60	F12-80 F12-90	F12-110 F12-125
A4	160	200	200	224	250	A, B size	3/4"	3/4"	3/4"	1"	1 1/4"
B4	140	164	164	196	206	Screw thread	M10 x20	M10 x20	M10 x20	M12 x22	M14 x26
C4	188	235	235	260	286	C thread	M14 x1.5	M14 x1.5	M14 x1.5	M14 x1.5	M14 x1.5
D4	14	18	18	22	22	D, E thread	M18 x1.5	M18 x1.5	M22 x1.5	M22 x1.5	M22 x1.5
E4	77	95	95	110	116						
A5	100	110	125	135	145						
B5	59	65	70	77.5	85						
C5	25	26	22	32	38						
D5	8	8 <sup>1)</sup> 10 <sup>2)</sup>	10	12	14						
E5	30	30 <sup>1)</sup> 35 <sup>2)</sup>	35	40	45						
F5	135	160	160	190	200						
G5	127	133	146	157	175						
H5	89	92.3	92.3	110.5	122.8						
J5	50	60	60	70	-						
K5	14	16	15	15	15						
L5	40	50	50	56	-						
M5	5	5	5	7	-						
N5	91	97	110	114	123						
P5	22	30	31	40	40						
Q5	28	28	28	37	37						
R5	35	35	35	45	45						
S5	70.5	72	76	91	95.7						
T5	15	15	15	15	15						
V5	32	35	35	45	45						
A6	122	134	144	155	170						
B6	66	66	66	75	83						
C6	23.8	23.8	23.8	27.8	31.8						
G6	91.5	97	110	114	123						
H6	69.5	71	74	89.5	93.7						
K6	50.8	50.8	50.8	57.2	66.7						
L6	16	18	18	20	20						
M6	92	115	115	130	140						
N6	110	127	135	154	160						
P6	128.2	153.2	153.2	183.2	193.2						
Q6	5	5	5	5	5						
R6	5	5	5	5	5						
T6	-	-	-	-	68						

- 1) Key shaft type **K**
- 2) Key shaft type **X** (opt.).

A, B: ISO 6162

**Spline shaft (DIN 5480)**

Type **C** (standard)

F12-30	W30x2x14x9g
-40	W30x2x14x9g
-60	W30x2x14x9g
-80	W40x2x18x9g
-90	W40x2x18x9g
-110	W40x2x18x9g
-125	W40x2x18x9g

**Key shaft**

Type **K** (std)    Type **X** (opt.)

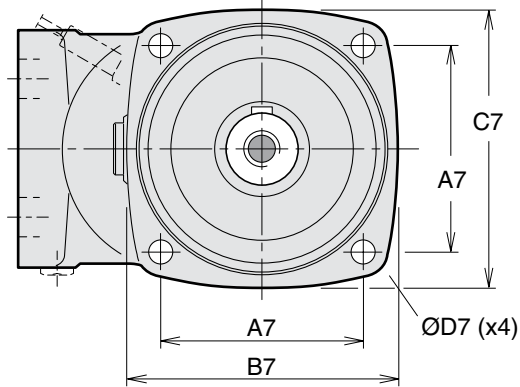
F12-30	Ø30	-
-40	-	Ø35
-60	Ø35	-
-80	Ø40	-
-90	Ø40	-

**O-ring dimensions**

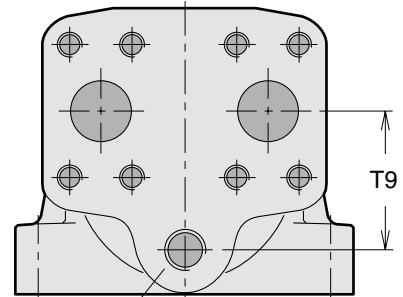
F12-30	127x4
-40	150x4
-60	150x4
-80	180x4
-90	180x4
-110	190x4
-125	190x4



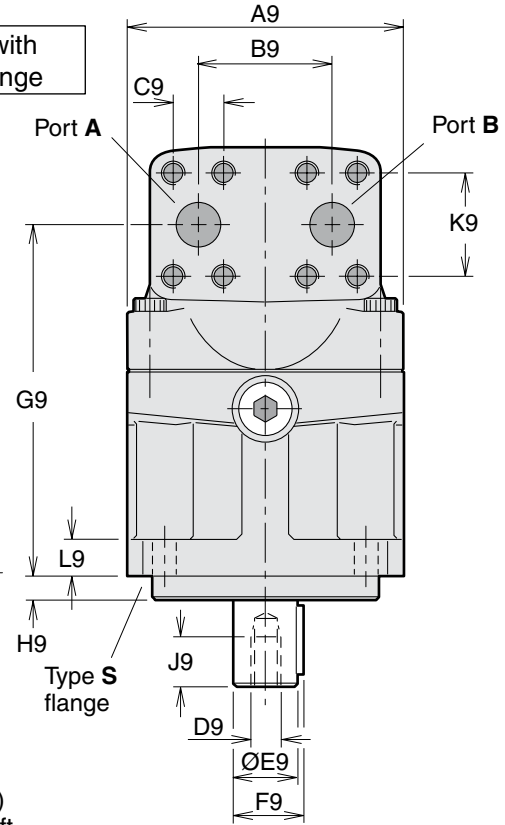
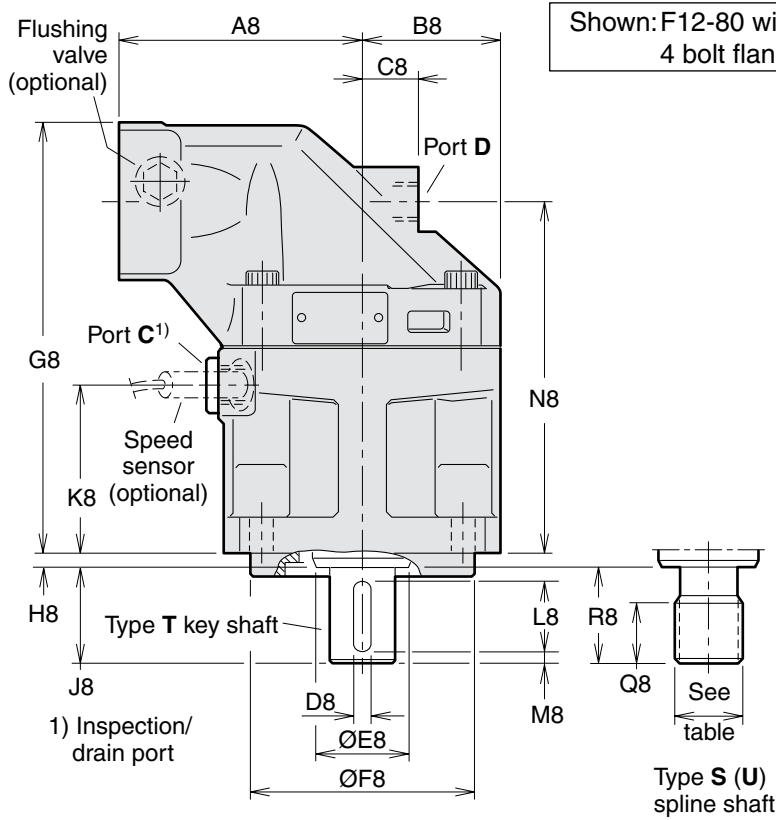
**F12-30, -40, -60, -80, -90, -110 and -125**  
 (SAE versions with 4 bolt flange)



Type S (SAE 4 bolt) mounting flange



Port E (third drain port)  
 F12-110 and -125 barrel housing  
 (SAE version)



Dim.	F12-30	F12-40	F12-60	F12-80 F12-90	F12-110 F12-125
A7	89.8	114.5	114.5	114.5	161.6
B7	118	148	148	155	204
C7	118	144	144	155	200
D7	14	14	14	14	21
A8	100	110	125	135	145
B8	59	65	70	77.5	85
C8	25	26	22	32	38
D8	6.35	7.94	7.94	9.53	11.1
E8	33	42	42	52	57.5
F8	101.60/ 101.55	127.00/ 126.94	127.00/ 126.94	127.00/ 126.94	152.40/ 152.34
G8	189.5	197	214	240	264
H8	8	8	8	8	8
J8	38	48	48	54	67
K8	72	76	79	95	99
L8	31.8	38.1	38.1	44.5	54.1
M8	2.5	4	4	4	7.5
N8	153.5	161	178.3	197.1	212
Q8 <sup>1)</sup>	23	23	23	25	34
Q8 <sup>2)</sup>	-	-	-	23	-
R8 <sup>1)</sup>	33	48	48	54	66.7
R8 <sup>2)</sup>	-	-	-	48	-
A9	122	134	144	155	170
B9	66	66	66	75	83
C9	23.8	23.8	23.8	27.8	31.8
D9*	5/16"-24	3/8"-24	3/8"-24	1/2"-20	5/8"-18
E9	25.40/ 25.35	31.75/ 31.70	31.75/ 31.70	38.10/ 38.05	44.45/ 44.40
F9	28.2	35.3	35.3	42.3	49.4
G9	153.8	161	178.3	197.1	212
H9	9.7	12.7	12.7	12.7	12.7
J9	16	19	19	26	32
K9	50.8	50.8	50.8	57.2	66.7
L9	18	20	20	20	22
T9	-	-	-	-	68

- \* UNF-2B thread  
 1) Spline shaft type **S**  
 2) Spline shaft type **U**

**Main ports A and B, type U (optional)**

F12-80	1 5/16" - 12 UN
F12-90	1 5/16" - 12 UN
F12-110	1 5/8" - 12 UN
F12-125	1 5/8" - 12 UN

O-ring ports according to SAE J514d

Ports	F12-30	F12-40	F12-60	F12-80 F12-90	F12-110 F12-125
A, B size	3/4"	3/4"	3/4"	1"	1 1/4"
Screw thread <sup>3)</sup>	3/8"-16 x22	3/8"-16 x20	3/8"-16 x22	7/16"-14 x27	1/2"-13 x25
C thread	7/8"-14	7/8"-14	7/8"-14	7/8"-14	1 1/16"-12
D thread	3/4"-16	3/4"-16	7/8"-14	7/8"-14	1 1/16"-12
E thread	-	-	-	-	1 1/16"-12


A, B: ISO 6162 C, D, E: O-ring boss (SAE J514)  
 3) UN thread x depth in mm.

**Mounting flange (SAE J744)**

	<b>S (standard)</b>	<b>X (optional)</b>
F12-30	SAE 'B', 4 bolt	-
-40	SAE 'C', "	-
-60	SAE 'C', "	-
-80	SAE 'C', "	SAE 'D', 4 bolt
-90	SAE 'C', "	SAE 'D', 4 bolt
-110	SAE 'D', "	-
-125	SAE 'D', "	-

**Spline shaft (SAE J498b, class 1, flat root, side fit)**

	<b>S (standard)</b>	<b>U (opt.)</b>	<b>X (optional)</b>
F12-30	SAE 'B' 13T, 16/32 DP	-	-
-40	SAE 'C' 14T, 12/24 DP	-	-
-60	SAE 'C' 14T, 12/24 DP	-	-
-80	SAE 'C-C' 17T, 12/24 DP	SAE 'C' 14T,12/24DP	SAE 'D' 13T, 8/16 DP
-90	SAE 'C-C' 17T, 12/24 DP	SAE 'C' 14T,12/24DP	SAE 'D' 13T, 8/16 DP
-110	SAE 'D' 13T, 8/16 DP	-	-
-125	SAE 'D' 13T, 8/16 DP	-	-

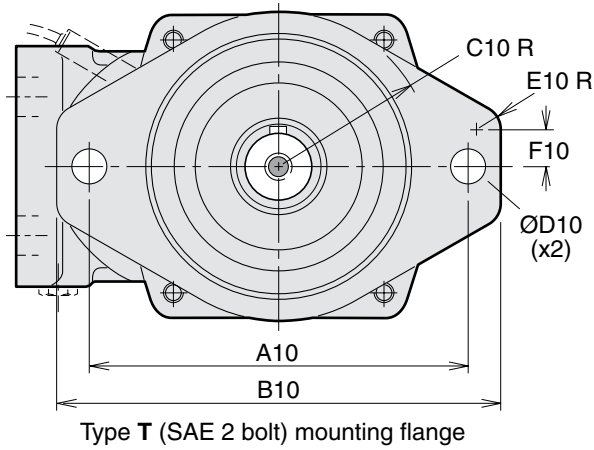
 = Max 350 bar operating pressure.

**Key shaft (SAE J744)**

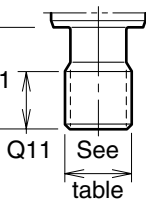
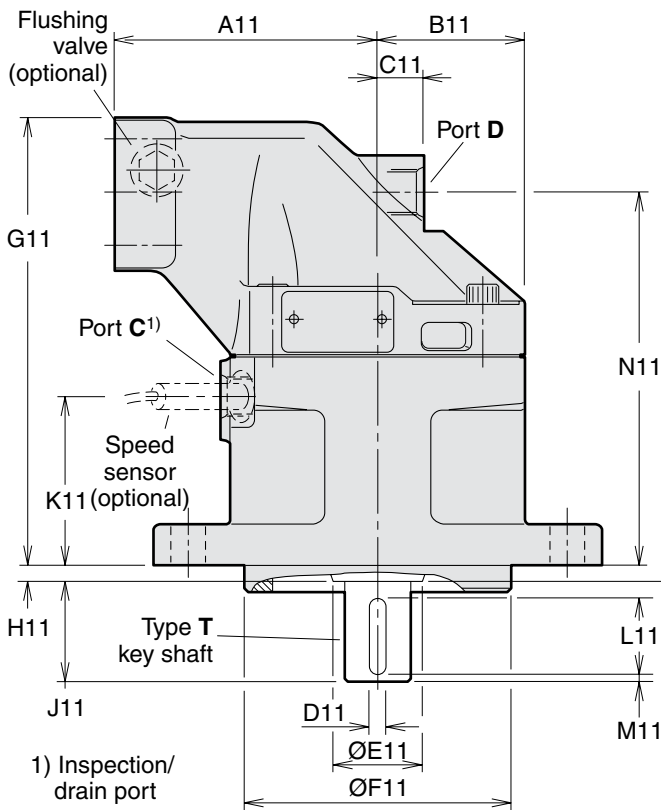
	<b>T (standard)</b>	<b>X (optional)</b>
F12-30	SAE 'B-B' (Ø25.4 mm/1")	-
-40	SAE 'C' (Ø31.75 mm/1 1/4")	-
-60	SAE 'C' (Ø31.75 mm/1 1/4")	-
-80	SAE 'C-C' (Ø38.1 mm/1 1/2")	SAE 'D' (Ø44.45 mm/1 3/4")
-90	SAE 'C-C' (Ø38.1 mm/1 1/2")	SAE 'D' (Ø44.45 mm/1 3/4")
-110	SAE 'D' (Ø44.45 mm/1 3/4")	-
-125	SAE 'D' (Ø44.45 mm/1 3/4")	-



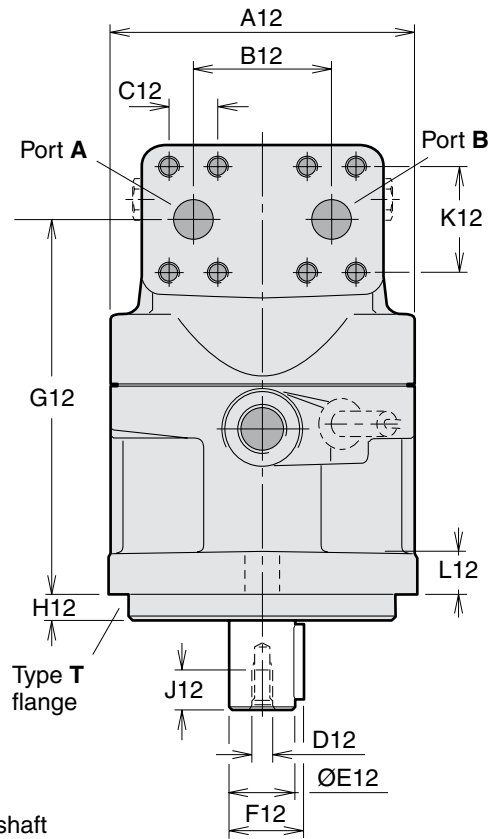
**F12-30, -40, and -60**  
 (SAE versions with 2 bolt flange)



Shown: F12-60 with 2 bolt flange



Type S spline shaft



Dim.	F12-30	F12-40	F12-60
A10	146	181	181
B10	176	215	215
C10	63	74	74
D10	14.4	17.5	17.5
E10	10	16	16
F10	10	15.5	15.5
A11	100	110	125
B11	59	65	70
C11	25	26	22
D11	6.35	7.94	7.94
E11	33	42	42
F11	101.60/ 101.55	127.00/ 126.95	127.00/ 126.95
G11	189.5	197	214
H11	8	8	8
J11	38	48	48
K11	71	77	81.5
L11	31.8	38.1	38.1
M11	2.5	4	4
N11	154	161	178.5
Q11	26	27	27
R11	33	48	48
A12	122	134	144
B12	66	66	66
C12	23.8	23.8	23.8
D12 <sup>1)</sup>	5/16"-24	3/8"-24	3/8"-24
E12	25.40/ 25.35	31.75/ 31.70	31.75/ 31.70
F12	28.2	35.2	35.2
G12	154	161	178.5
H12	9.7	12.7	12.7
J12	16	19	19
K12	50.8	50.8	50.8
L12	18	20	20

1) UNF-2B thread


Ports	F12-30	F12-40	F12-60
A, B size	19 (3/4")	19 (3/4")	19 (3/4")
Screw thread <sup>2)</sup>	3/8"-16 x22	3/8"-16 x20	3/8"-16 x22
C thread	3/4"-16	3/4"-16	7/8"-14
D thread	3/4"-16	3/4"-16	7/8"-14

A, B (main ports): SAE J518c (6000 psi)  
 C, D (drain ports): O-ring boss (SAE J514)  
 2) UN thread

**Main ports A and B, type U (optional)**

F12-30	1 1/16" - 12 UN
-40	1 5/16" - 12 UN
-60	1 5/16" - 12 UN

O-ring ports according to SAE J514d

 = Max 350 bar operating pressure.

**Mounting flange T (SAE J744)**

F12-30	SAE 'B', 2 bolt
-40	SAE 'C', 2 bolt
-60	SAE 'C', 2 bolt

**Spline shaft S (SAE J498b, class 1, flat root, side fit)**

F12-30	SAE 'B' 13 T; 16/32 DP
-40	SAE 'C' 14 T; 12/24 DP
-60	SAE 'C' 14 T; 12/24 DP

**Key shaft T (SAE J744)**

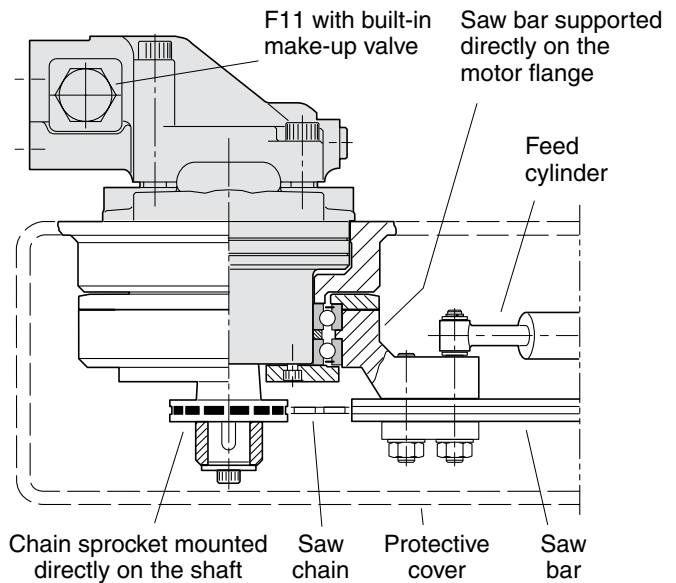
F12-30	SAE 'B-B' Ø25.4 mm/1"
-40	SAE 'C' Ø31.75 mm/1 1/4"
-60	SAE 'C' Ø31.75 mm/1 1/4"

**F11 saw motors**

Series F11 motors have proven suitable for demanding applications such as chain saws. Primarily due to the 40° bent-axis design, spherical pistons (with laminated piston rings) and gear synchronization, very high speeds are permissible. Not even low temperatures at start-up affect reliability.

To further enhance the saw function and, at the same time, reduce weight, cost and installation dimensions, a specific saw motor has been developed (frame sizes -10, -14 and -19; refer to the illustration to the right) which is specifically dedicated to bar saws. The motor allows the saw bar bearings to be mounted directly on the motor housing, and the sprocket installs on the motor shaft without additional bearings.

For more detailed information (available versions, ordering codes, installation dimensions, etc.), refer to 'F11 Saw Motors' (catalogue HY30-8245).

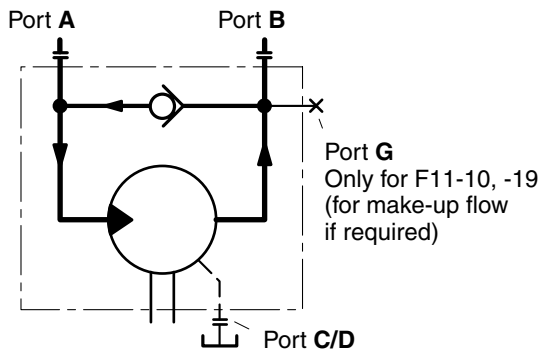


*Chain saw installation (example; F11-10 shown)*

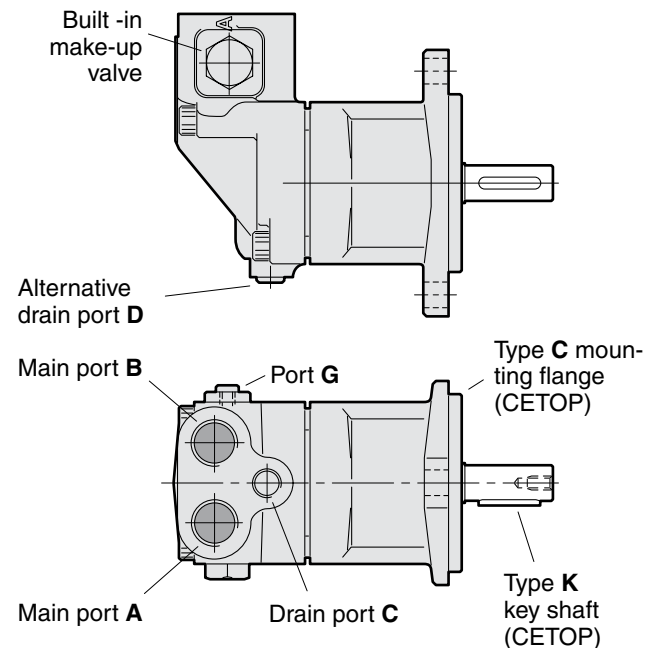
**F11 and F12 fan motors**

Frame sizes -10, -12, -14, -19 (F11) and -30 (F12) are also available as 'fan motors' with a built-in check valve (refer to the schematic below) and CETOP mounting flange. Just like the saw motor, the fan motor can be operated at very high speeds without the reliability problems. The fan is usually installed directly on the motor shaft without additional bearing support.

Additional information (available versions, ordering codes, installation dimensions, etc.) is available in publication 'F11, F12 Fan Motors' (catalogue HY30-8247/UK).



*Fan motor schematic (left hand rotation shown).*



*Fan motor (F11-10 shown).*



**F12 integrated flushing valve**

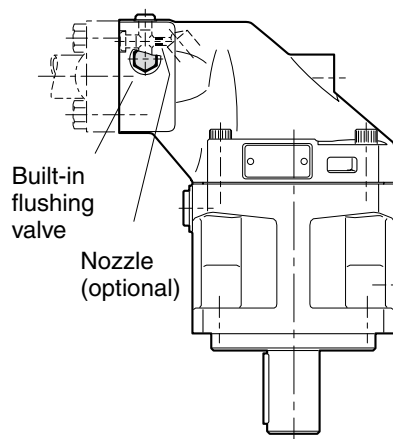
(F12-30, -40, -60, -80, and -90)

Series F12 (except F12-110 and F12-125; refer to the FV13 flushing valve block below) is available with an integrated flushing valve which provides the rotating parts with an additional cooling flow, required when operating at high speeds and power levels.

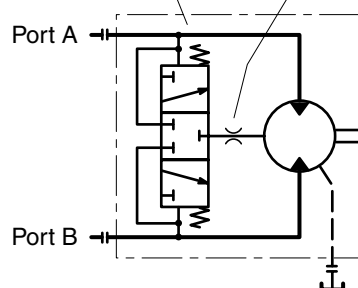
In a hydrostatic transmission, the valve also ensures that part of the main circuit fluid is being removed and replaced by cool, filtered fluid from the charge pump.

The flow is limited by a suitably sized nozzle that installes below a plug in the motor port flange.

**NOTE:** Ordering code, available nozzles and other information is provided in publication 'Mobile motor/pump accessories' (catalogue HY30-8258/UK).



Integrated flushing valve (F12-30, -40, -60, -80, -90) Nozzle (optional)



**F12 accessory valve blocks**

**Type FV13 flushing valve** (for F12-110 and F12-125)

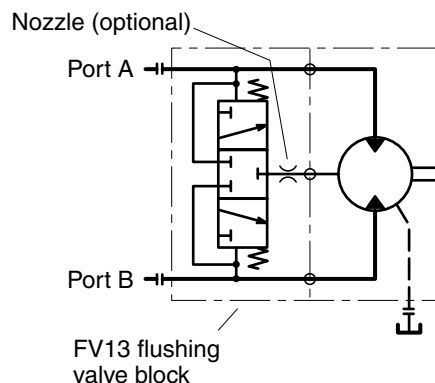
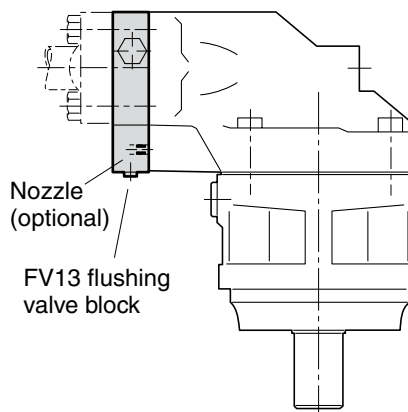
A separate flushing valve block is available for the F12-110 and F12-125. It has the same function as the integrated valve for the other F12 frame sizes (above).

The valve block mounts between the motor port flange and the split flanges as shown to the right.

An optional nozzle can be installed in the valve block drain port.

Ordering code: FV13

**NOTE:** Additional information is available in publication 'Mobile motor/pump accessories' (catalogue HY30-8258/UK).



**Type BT brake valve**

When a motor (in an open loop system) is used in a hydrostatic vehicle transmission, the motor may operate faster than what corresponds to the available pump flow (e.g. in a steep downhill); this can lead to motor cavitation and loss of braking power.

The BT brake valve prevents cavitation by throttling the return flow from the motor as soon as the pressure level in the inlet port decreases to approximately 35 bar. At the same time, motor braking is provided when the pump flow decreases or is shut off.

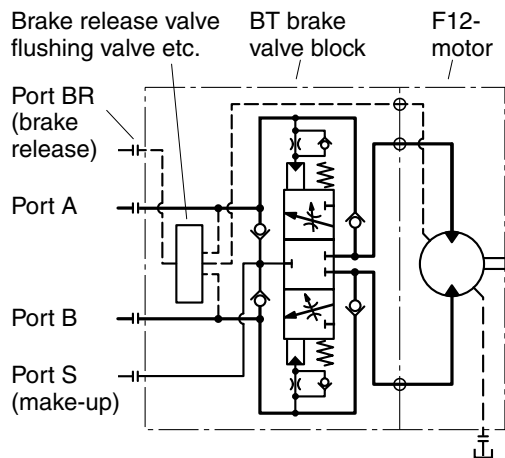
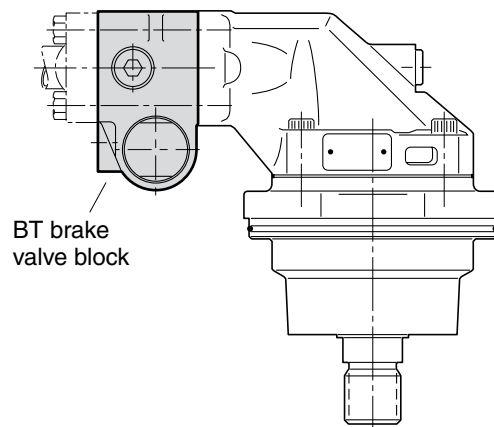
The BT brake valve can be supplied with various optional functions such as a mechanical brake release valve and a flushing valve.

The valve block is very compact and installs between the motor port flange and the split flanges (refer to the illustration).

The BT valve block is available in two sizes:

- BT21 (3/4") for F12-30, -40, -60
- BT22 (1") for F12-80, -90

**NOTE:** Detailed information on the BT valve is provided in publication 'Mobile motor/pump accessories' (catalogue HY30-8258/UK).



**Type SR pressure relief/make-up valve**

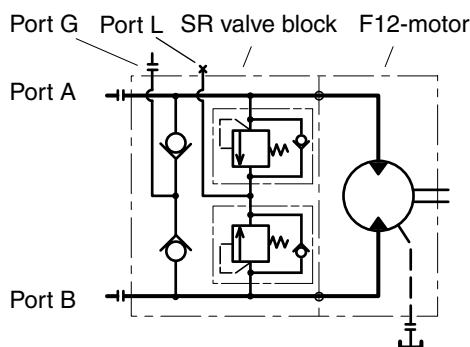
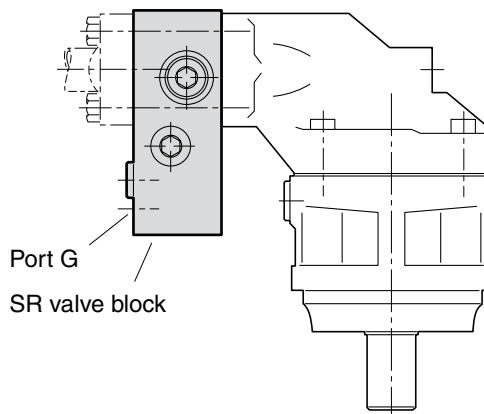
The SR pressure relief/make-up valve block for series F12 motors is designed to protect the motor from high pressure spikes as well as provide an excellent make-up function to help prevent motor cavitation (when port G is pressurized).

The valve block mounts between the motor port flange and the split flanges (as shown to the right).

The SR block is available in three sizes:

- SR11 (3/4") for F12-30, -40, -60
- SR12 (1") for F12-80, -90
- SR13 (1 1/4") for F12-110, -125

**NOTE:** - For additional information such as pressure settings and installation dimensions, refer to publication 'Mobile motor/pump accessories' (catalogue HY30-8258/UK).  
 - To obtain a combined cross-over relief/make-up and flushing function on the F12-110, -125, the SR13 and FV13 valve blocks can be stacked (with the flushing valve block mounted next to the motor).



### Type SV pressure relief valve

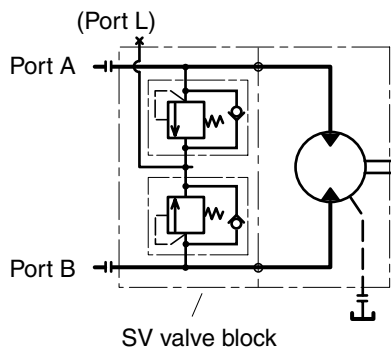
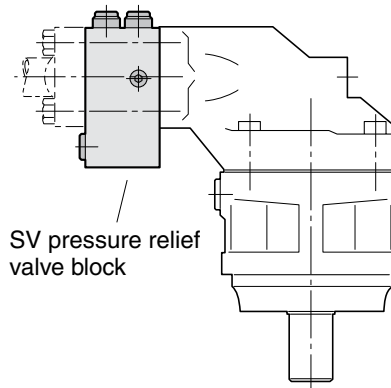
The SV pressure relief valve for series F12 motors protects the motor and the corresponding main hydraulic lines from pressure spikes. Like the SR valve block (page 42), it has integrated cartridge type pressure relief valves and mounts between the motor port flange and the split flanges as shown to the right.

The design of the relief valves permits a limited make-up flow (when port L is pressurized).

The SV valve block is available in three sizes:

- SV11 (3/4") for F12-30, -40, -60
- SV12 (1") for F12-80, -90
- SV13 (1 1/4") for F12-110, -125

- NOTE:**
- Detailed information on available pressure settings, installation dimensions, etc. is provided in publication 'Mobile motor/pump accessories' (catalogue HY30-8258/UK).
  - On the F12-110, -125, the FV13 flushing valve block (page 41) can be mounted between the SV13 block and the motor port flange to obtain a combined pressure relief and flushing function.

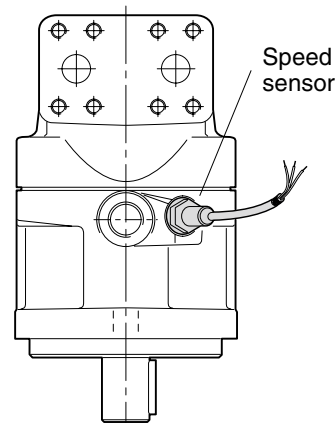


### Speed sensor

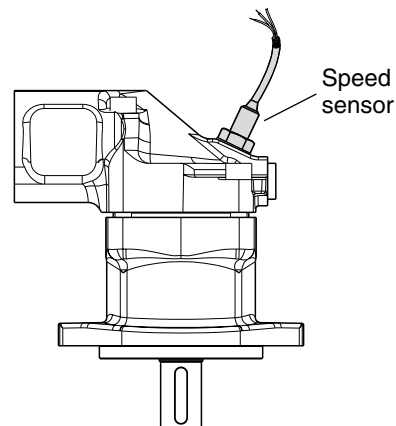
A speed sensor kit is available for series F11/F12. A ferrostat differential (Hall-effect) sensor installs in a separate, threaded hole in the F11/F12 bearing housing.

On F12 the speed sensor is directed towards the ring gear. On F11 the speed sensor is directed towards the pistons. The sensor output is a 2 phase shifted square wave signal within a frequency range of 0 Hz to 15 kHz.

- NOTE:**
- The motor bearing housing must be prepared for the speed pick-up; refer to the F11/F12 ordering codes (pages 7-12).
  - On F11 **the pistons position must be known before mounting.**
  - Additional information is provided in the Instruction (catalogue HY30-8301/UK).
  - The speed sensor is also shown in the illustrations on pages 20, 25, 28, 32, 36 and 38.



*F12 with speed sensor.*

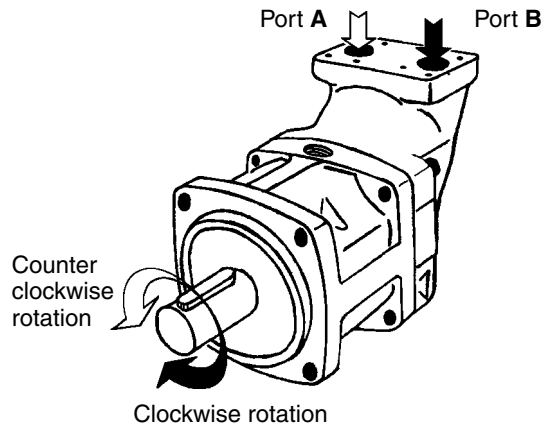


*F11-14 with speed sensor.*

**Direction of rotation**

The M and H versions of series F11, and the M version of series F12, are bi-directional.

The illustration to the right shows direction of flow versus shaft rotation. In a motor application, the shaft turns clockwise when port **B** (black arrow) is pressurized, and counter clockwise when port **A** (open arrow) is pressurized.



**Hydraulic fluids**

Ratings and performance data for series F11/F12 are based on operating with good quality, contamination-free, petroleum-based fluids.

Hydraulic fluids type HLP (DIN 51524), automatic transmission fluids type A, or API CD engine oils can be used.

Fire resistant fluids (when used under modified operating conditions) and synthetic fluids may also be suitable.

For additional information, refer to Hydraulic Marketing IS data base:

- Hydraulic fluid specifications
- Fire resistant fluids.

**Operating temperature**

The following temperatures should not be exceeded (type **H** and **N** shaft seals):

- Main circuit 70 °C
- Drain circuit: 90 °C.

FPM shaft seals ( type **E**, type **V**) can be used to 115 °C drain fluid temperature.

**NOTE:** The temperature should be measured at the utilized drain port.

Continuous operation may require case flushing in order to meet the viscosity and temperature limitations.

The following table shows operating speeds, above which flushing is usually required, as well as suggested flow through the case.

**Series F11**

Frame size	Speed [rpm]	Flow [l/min]
F11-5	5500	1-2
F11-10	4500	2-3
F11-12	4500	2-3
F11-14	4500	2-3
F11-19	4000	2-4
F11-150	2200	10-20
F11-250	1800	12-22

**Series F12**

Frame size	Speed [rpm]	Flow [l/min]
F12-30	3500	4-8
F12-40	3000	5-10
F12-60	3000	7-14
F12-80	2500	8-16
F12-90	2500	8-16
F12-110	2300	9-18
F12-125	2300	9-18

**Viscosity**

The ideal operating range is 15 to 30 mm<sup>2</sup>/s [cSt].  
 At operating temperature, the viscosity (of the drain fluid) should be kept above 8 mm<sup>2</sup>/s [cSt].  
 At start-up, the viscosity should not exceed 1000 mm<sup>2</sup>/s [cSt]

**Filtration**

To obtain the highest service life of the F11/F12, the fluid cleanliness should meet or exceed ISO code 18/13 (ISO 4406).  
 During normal operating conditions, a 10 µm (absolute) filter is recommended.

**Case pressure**

The tables below show the highest recommended case pressure as a function of shaft speed.  
 'Nominal' shaft seal life can be expected at a certain speed and the corresponding max case pressure. Seal life will be shorter, however, at unfavourable operating conditions (high temperature, low oil viscosity, contaminated oil).

**Series F11**

		Max case pressure [bar] versus shaft speed [rpm]																			
Speed		1500		3000		4000		5000		6000		8000		9000		10000		11000		12000	
Shaft seal		H/V	N/E	H/V	N/E	H/V	N/E	H/V	N/E	H/V	N/E	H/V	N/E	H/V	N/E	H/V	N/E	H/V	N/E	H/V	N/E
F11-5		20	2.2	13	1.9	10	1.6	8	1.3	6.5	0.9	5	0.6	4.2	0.5	4	0.3	3.5	0.2	3	0
F11-10		20	2.2	11.5	1.8	8.5	1.2	7	1.0	5.5	0.7	4	0.5	3.8	0.4	3.5	0.2	3.0	0	-	-
F11-12		20	2.2	11.5	1.8	8.5	1.2	7	1.0	5.5	0.7	4	0.5	3.8	0.4	3.5	0.2	3.0	0	-	-
F11-14		19	2.2	9.5	1.5	7	1.0	5.5	0.8	4.5	0.5	3.5	0.4	3.0	0.2	2.5	0	-	-	-	-
F11-19		19	2.2	9.5	1.4	7	0.9	5.5	0.6	4.5	0.4	3.5	0.3	3.0	0	-	-	-	-	-	-
F11-150		9.5	2.2	4.5	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F11-250		9.5	-	4.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Max recommended case pressure versus shaft speed - F11 seal types **H** or **V** and **N** or **E**.

**Series F12**

		Max case pressure [bar] vs. shaft speed [rpm]									
Speed		1500		3000		4000		5000		6000	
Shaft seal		H/V	N	H/V	N	H/V	N	H/V	N	H/V	N
F12-30		14	2.2	7	1.4	5.5	0.9	4.5	0.6	3.5	0.2
F12-40		12	2.2	6	1.2	4.5	0.7	3.5	0.4	-	-
F12-60		12	2.2	6	1.2	4.5	0.7	3.5	0.4	-	-
F12-80		10	2.2	5	0.8	4	0.4	-	-	-	-
F12-90		10	2.2	5	0.8	4	0.4	-	-	-	-
F12-110		9.5	2.2	4.5	0.6	-	-	-	-	-	-
F12-125		9.5	2.2	4.5	0.6	-	-	-	-	-	-

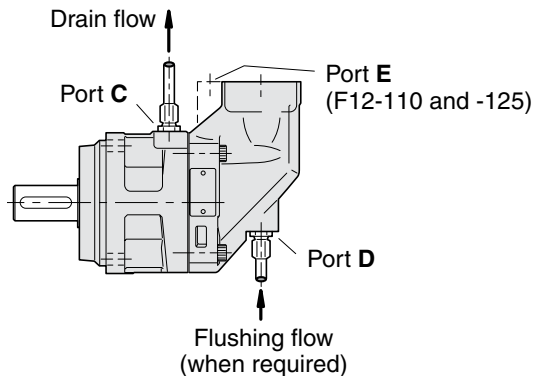
Max recommended case pressure versus shaft speed - F12 seal types **H** or **V**, and **N**



### Case drain connections

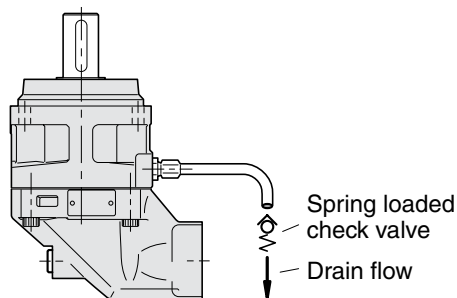
Series F11/F12 have two drain ports, **C** and **D**, while F12-110 and -125 have an additional port, **E**.

The uppermost drain port (such as port C in the illustration below) should always be utilized.



In mounting positions such as 'shaft up' (below) a spring loaded check valve should be installed in the drain line in order to insure a sufficiently high oil level in the case.

Preferably, the drain line should be connected directly to the reservoir.



### Before start-up

Make sure the F11/F12 case as well as the entire hydraulic system is filled with a recommended fluid.

The internal leakage, especially at low operating pressures, is *not* sufficient to provide lubrication at start-up.

### NOTE:

- To avoid cavitation and obtain a low noise level as well as reduced heat generation, tubes, hoses and fittings must be adequately dimensioned.
- Preferably, the suction line flow speed should be 0.5 to 1 m/s, and pressure line flow speeds 3 to 5 m/s.
- For series F12, suitable suction fittings are available (refer to catalogue HY30-8258/UK).