

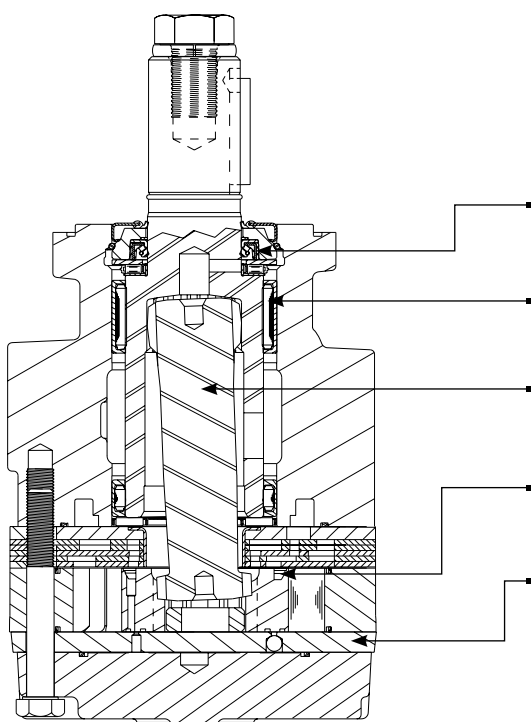


**RE**

SERIES HYDRAULIC MOTORS

## OVERVIEW

RE Series motors offer the perfect compromise between price and performance by producing work horse power at a reasonable cost. Although these motors perform well in a wide range of applications, they are especially suited for low flow, high pressure applications. During startup, pressure causes the balance plate to flex toward the rotor, vastly improving volumetric efficiency. As the motor reaches operating pressure, the balance plate relaxes, allowing the rotor to turn freely which translates into higher mechanical efficiencies. Transmitting this power to the output shaft is the most durable drive link in its class. Four bearing options, combined with standard mounting flanges and output shafts, allow the motor to be configured to suit nearly any application.



## KEY FEATURES

- **High Pressure Shaft Seal** offers superior seal life and performance and eliminates need for case drain.
- **Three Bearing Options** allow load carrying capability of motor to be matched to application.
- **Heavy-Duty Drive Link** is the most durable in its class and receives full flow lubrication to provide long life.
- **Valve-In-Rotor Design** provides cost effective, efficient distribution of oil and reduces overall motor length.
- **Pressure-Compensated Balance Plate** improves volumetric efficiency at low flows and high pressure.

## SPECIFICATIONS

Intermittent Ratings - 10% of Operation    Peak Ratings - 1% of Operation

| CODE | Displacement<br>cc [in <sup>3</sup> /rev] | Max. Speed<br>rpm |        | Max. Flow<br>lpm [gpm] |         | Max. Torque<br>Nm [lb-in] |              | Max. Pressure<br>bar [psi] |            |            |
|------|-------------------------------------------|-------------------|--------|------------------------|---------|---------------------------|--------------|----------------------------|------------|------------|
|      |                                           | cont.             | inter. | cont.                  | inter.  | cont.                     | inter.       | cont.                      | inter.     | peak       |
| 120  | 121 [7.4]                                 | 360               | 490    | 45 [12]                | 61 [16] | 327 [2900]                | 383 [3400]   | 207 [3000]                 | 241 [3500] | 276 [4000] |
| 160  | 162 [9.9]                                 | 370               | 470    | 61 [16]                | 76 [20] | 475 [4200]                | 542 [4800]   | 207 [3000]                 | 241 [3500] | 276 [4000] |
| 200  | 204 [12.4]                                | 300               | 370    | 68 [18]                | 83 [22] | 542 [4800]                | 633 [5600]   | 207 [3000]                 | 241 [3500] | 276 [4000] |
| 230  | 232 [14.2]                                | 260               | 320    | 68 [18]                | 83 [22] | 644 [5700]                | 712 [6300]   | 207 [3000]                 | 241 [3500] | 276 [4000] |
| 260  | 261 [15.9]                                | 260               | 350    | 76 [20]                | 91 [24] | 712 [6300]                | 791 [7000]   | 207 [3000]                 | 241 [3500] | 276 [4000] |
| 300  | 300 [18.3]                                | 250               | 320    | 83 [22]                | 95 [25] | 825 [7300]                | 938 [8300]   | 207 [3000]                 | 241 [3500] | 276 [4000] |
| 350  | 348 [21.2]                                | 220               | 270    | 83 [22]                | 95 [25] | 921 [8150]                | 1045 [9250]  | 207 [3000]                 | 241 [3500] | 276 [4000] |
| 375  | 375 [22.8]                                | 200               | 250    | 76 [20]                | 91 [24] | 1006 [8900]               | 1158 [10250] | 207 [3000]                 | 241 [3500] | 276 [4000] |
| 470  | 465 [28.3]                                | 160               | 200    | 76 [20]                | 91 [24] | 1096 [9700]               | 1184 [10475] | 172 [2500]                 | 189 [2750] | 207 [3000] |
| 540  | 536 [32.7]                                | 140               | 170    | 76 [20]                | 91 [24] | 983 [8700]                | 1243 [11000] | 138 [2000]                 | 172 [2500] | 207 [3000] |
| 750  | 748 [45.6]                                | 100               | 130    | 76 [20]                | 91 [24] | 1062 [9400]               | 1237 [10950] | 103 [1500]                 | 121 [1750] | 138 [2000] |

**120**

Pressure - bars [psi]

Max.  
Cont.Max.  
Inter.

|          |          |           |            |            |            |            |            |
|----------|----------|-----------|------------|------------|------------|------------|------------|
| 17 [250] | 35 [500] | 69 [1000] | 104 [1500] | 138 [2000] | 173 [2500] | 207 [3000] | 241 [3500] |
|----------|----------|-----------|------------|------------|------------|------------|------------|

121 cc [7.4 in<sup>3</sup>/rev.]

Torque - Nm [lb-in], Speed rpm

Intermittent Ratings - 10% of Operation

|                  |         |                |                 |                   |                   |                   |                   |                   |                   |                 |
|------------------|---------|----------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|
| Flow - lpm [gpm] | 2 [0.5] | 21 [187]<br>14 | 51 [448]<br>13  | 97 [859]<br>11    | 140 [1239]<br>8   |                   |                   |                   | 16                | Theoretical rpm |
|                  | 4 [1]   | 24 [215]<br>26 | 54 [474]<br>25  | 111 [986]<br>25   | 162 [1429]<br>20  | 225 [1991]<br>13  |                   |                   | 32                |                 |
|                  | 8 [2]   |                | 57 [500]<br>58  | 118 [1043]<br>53  | 176 [1554]<br>51  | 226 [1997]<br>44  | 271 [2400]<br>40  | 302 [2673]<br>35  | 343 [3036]<br>27  |                 |
|                  | 15 [4]  |                | 54 [479]<br>111 | 116 [1030]<br>106 | 186 [1642]<br>97  | 237 [2094]<br>93  | 278 [2459]<br>89  | 335 [2964]<br>85  | 359 [3179]<br>79  |                 |
|                  | 23 [6]  |                | 49 [433]<br>174 | 116 [1023]<br>167 | 168 [1483]<br>155 | 232 [2051]<br>150 | 279 [2467]<br>144 | 328 [2903]<br>139 | 360 [3185]<br>137 |                 |
|                  | 30 [8]  |                |                 | 111 [984]<br>245  | 169 [1497]<br>214 | 223 [1973]<br>205 | 283 [2505]<br>200 | 326 [2884]<br>197 | 385 [3404]<br>188 |                 |
|                  | 38 [10] |                |                 | 104 [923]<br>294  | 166 [1469]<br>281 | 218 [1930]<br>269 | 272 [2411]<br>261 | 325 [2878]<br>250 | 385 [3404]<br>242 |                 |
|                  | 45 [12] |                |                 | 99 [872]<br>358   | 161 [1428]<br>344 | 217 [1918]<br>331 | 276 [2444]<br>326 | 321 [2839]<br>321 | 385 [3403]<br>304 |                 |
|                  | 53 [14] |                |                 | 91 [807]<br>415   | 155 [1372]<br>413 | 208 [1845]<br>398 | 267 [2363]<br>391 | 338 [2992]<br>369 |                   |                 |
|                  | 61 [16] |                |                 | 84 [745]<br>487   | 145 [1283]<br>475 | 211 [1864]<br>457 | 272 [2403]<br>447 | 327 [2897]<br>427 |                   |                 |
| Max. Cont.       |         |                |                 |                   |                   |                   |                   |                   |                   |                 |
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |                 |
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |                 |
| Max. Inter.      |         |                |                 |                   |                   |                   |                   |                   |                   |                 |
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |                 |
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |                 |

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

|          |          |            |            |            |            |            |            |
|----------|----------|------------|------------|------------|------------|------------|------------|
| 33 [295] | 67 [589] | 133 [1178] | 200 [1768] | 266 [2357] | 333 [2946] | 399 [3535] | 466 [4124] |
|----------|----------|------------|------------|------------|------------|------------|------------|

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

**160**

Pressure - bars [psi]

Max.  
Cont.Max.  
Inter.

|          |          |           |            |            |            |            |            |
|----------|----------|-----------|------------|------------|------------|------------|------------|
| 17 [250] | 35 [500] | 69 [1000] | 104 [1500] | 138 [2000] | 173 [2500] | 207 [3000] | 241 [3500] |
|----------|----------|-----------|------------|------------|------------|------------|------------|

162 cc [9.9 in<sup>3</sup>/rev.]

Torque - Nm [lb-in], Speed rpm

Intermittent Ratings - 10% of Operation

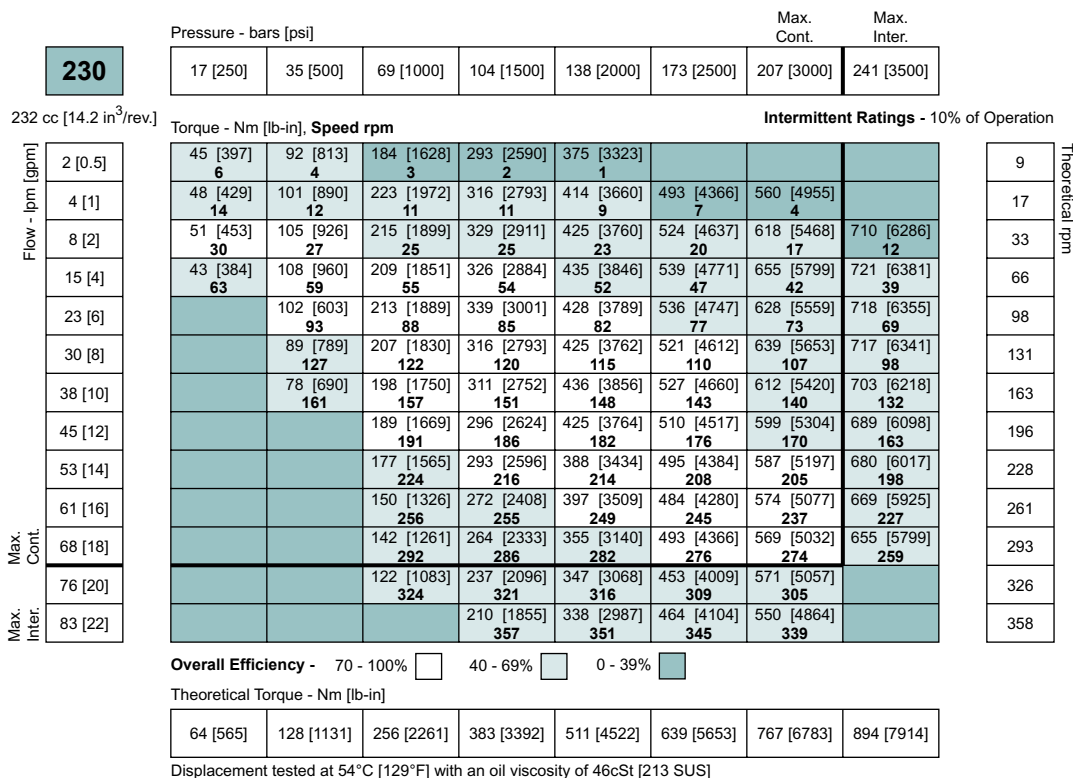
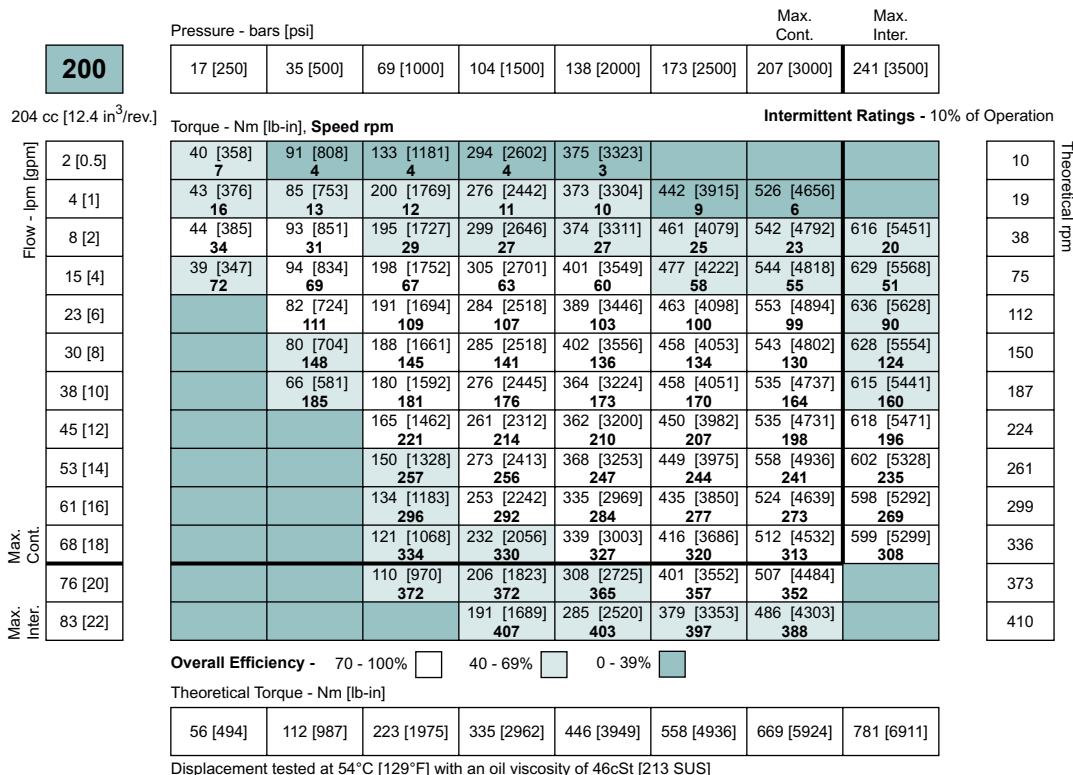
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |     |                 |
|------------------|---------|----------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----|-----------------|
| Flow - lpm [gpm] | 2 [0.5] | 37 [326]<br>7  | 77 [685]<br>3   | 149 [1323]<br>3   | 223 [1977]<br>3   | 310 [2741]<br>2   | 349 [3088]<br>1   |                   |                   | 12  | Theoretical rpm |
|                  | 4 [1]   | 30 [264]<br>21 | 80 [704]<br>18  | 164 [1448]<br>17  | 244 [2158]<br>16  | 324 [2865]<br>14  | 378 [3344]<br>13  | 442 [3909]<br>9   |                   | 24  |                 |
|                  | 8 [2]   | 36 [317]<br>45 | 80 [711]<br>43  | 161 [1423]<br>41  | 242 [2143]<br>39  | 316 [2792]<br>37  | 379 [3350]<br>35  | 481 [4258]<br>32  | 551 [4880]<br>28  | 47  |                 |
|                  | 15 [4]  | 39 [342]<br>92 | 75 [664]<br>90  | 171 [1510]<br>86  | 253 [2241]<br>84  | 321 [2838]<br>82  | 379 [3351]<br>80  | 451 [3992]<br>76  | 516 [4569]<br>72  | 94  |                 |
|                  | 23 [6]  |                | 71 [631]<br>138 | 158 [1395]<br>134 | 235 [2078]<br>131 | 317 [2806]<br>127 | 389 [3447]<br>122 | 462 [4088]<br>121 | 518 [4586]<br>118 | 140 |                 |
|                  | 30 [8]  |                | 67 [596]<br>186 | 164 [1449]<br>182 | 236 [2090]<br>179 | 312 [2760]<br>173 | 385 [3411]<br>170 | 456 [4033]<br>167 | 513 [4537]<br>163 | 187 |                 |
|                  | 38 [10] |                | 72 [640]<br>232 | 149 [1323]<br>230 | 234 [2074]<br>229 | 309 [2736]<br>222 | 376 [3329]<br>220 | 455 [4022]<br>213 | 522 [4623]<br>207 | 234 |                 |
|                  | 45 [12] |                | 67 [596]<br>279 | 144 [1275]<br>279 | 226 [1998]<br>272 | 304 [2689]<br>270 | 369 [3270]<br>264 | 440 [3890]<br>255 | 497 [4397]<br>247 | 280 |                 |
|                  | 53 [14] |                |                 | 135 [1190]<br>326 | 228 [2022]<br>323 | 310 [2739]<br>317 | 375 [3317]<br>311 | 457 [4040]<br>304 | 541 [4789]<br>299 | 327 |                 |
|                  | 61 [16] |                |                 | 123 [1087]<br>372 | 213 [1889]<br>372 | 298 [2634]<br>364 | 368 [3253]<br>361 | 435 [3847]<br>357 | 502 [4439]<br>350 | 374 |                 |
| Max. Cont.       |         |                |                 |                   |                   |                   |                   |                   |                   |     |                 |
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |     |                 |
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |     |                 |
| Max. Inter.      |         |                |                 |                   |                   |                   |                   |                   |                   |     |                 |
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |     |                 |
|                  |         |                |                 |                   |                   |                   |                   |                   |                   |     |                 |

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

|          |          |            |            |            |            |            |            |
|----------|----------|------------|------------|------------|------------|------------|------------|
| 45 [394] | 89 [788] | 178 [1576] | 267 [2365] | 356 [3153] | 445 [3941] | 534 [4729] | 623 [5518] |
|----------|----------|------------|------------|------------|------------|------------|------------|

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]





260

Pressure - bars [psi]

Max.  
Cont.

Max.  
Inter.

|          |          |           |            |            |            |            |            |
|----------|----------|-----------|------------|------------|------------|------------|------------|
| 17 [250] | 35 [500] | 69 [1000] | 104 [1500] | 138 [2000] | 173 [2500] | 207 [3000] | 241 [3500] |
|----------|----------|-----------|------------|------------|------------|------------|------------|

261 cc [15.9 in<sup>3</sup>/rev.]

Torque - Nm [lb-in], Speed rpm

Intermittent Ratings - 10% of Operation

| Flow - lpm [gpm] | 2 [0.5]        | 4 [1]            | 8 [2]             | 15 [4]            | 23 [6]            | 30 [8]            | 38 [10]           | 45 [12]           | 53 [14] | 61 [16] | 68 [18] | 76 [20] | 83 [22] | 91 [24] | Theoretical rpm |
|------------------|----------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------|---------|---------|---------|---------|---------|-----------------|
|                  |                |                  |                   |                   |                   |                   |                   |                   |         |         |         |         |         |         |                 |
| Max. Cont.       | 49 [432]<br>5  | 112 [989]<br>2   | 240 [2125]<br>10  | 365 [3230]<br>9   | 478 [4227]<br>8   | 578 [5112]<br>7   | 648 [5736]<br>5   |                   |         |         |         |         |         |         | 8               |
|                  | 54 [475]<br>12 | 113 [998]<br>11  | 240 [2125]<br>10  | 365 [3230]<br>9   | 478 [4227]<br>8   | 578 [5112]<br>7   | 648 [5736]<br>5   |                   |         |         |         |         |         |         | 15              |
| Max. Inter.      | 54 [474]<br>27 | 115 [1021]<br>25 | 247 [2184]<br>24  | 367 [3244]<br>22  | 488 [4318]<br>21  | 591 [5230]<br>19  | 703 [6223]<br>16  |                   |         |         |         |         |         |         | 30              |
|                  | 49 [429]<br>57 | 114 [1010]<br>55 | 261 [2307]<br>51  | 363 [3214]<br>51  | 486 [4300]<br>48  | 595 [5268]<br>46  | 697 [6171]<br>43  | 807 [7143]<br>39  |         |         |         |         |         |         | 59              |
| Max. Cont.       | 45 [397]<br>86 | 115 [1016]<br>83 | 236 [2090]<br>80  | 364 [3221]<br>78  | 497 [4398]<br>76  | 590 [5225]<br>71  | 721 [6379]<br>68  | 802 [7096]<br>63  |         |         |         |         |         |         | 88              |
|                  |                | 94 [833]<br>114  | 227 [2008]<br>109 | 348 [3078]<br>109 | 477 [4224]<br>105 | 592 [5239]<br>101 | 692 [6128]<br>96  | 794 [7027]<br>88  |         |         |         |         |         |         | 117             |
| Max. Inter.      |                | 85 [752]<br>145  | 231 [2044]<br>144 | 340 [3013]<br>141 | 470 [4155]<br>138 | 585 [5180]<br>133 | 685 [6063]<br>127 | 796 [7048]<br>119 |         |         |         |         |         |         | 146             |
|                  |                | 78 [692]<br>173  | 217 [1919]<br>173 | 354 [3135]<br>168 | 464 [4108]<br>166 | 567 [5018]<br>161 | 672 [5945]<br>153 | 802 [7095]<br>144 |         |         |         |         |         |         | 175             |
| Max. Cont.       |                | 64 [563]<br>202  | 198 [1754]<br>202 | 326 [2886]<br>200 | 445 [3941]<br>196 | 568 [5026]<br>184 | 668 [5908]<br>181 | 765 [6771]<br>176 |         |         |         |         |         |         | 204             |
|                  |                |                  | 182 [1608]<br>231 | 299 [2644]<br>229 | 448 [3965]<br>221 | 552 [4884]<br>219 | 651 [5763]<br>216 | 752 [6659]<br>209 |         |         |         |         |         |         | 233             |
| Max. Inter.      |                |                  | 160 [1417]<br>261 | 304 [2693]<br>261 | 417 [3690]<br>256 | 550 [4870]<br>247 | 643 [5689]<br>240 | 740 [6551]<br>232 |         |         |         |         |         |         | 262             |
|                  |                |                  | 136 [1204]<br>290 | 278 [2460]<br>289 | 391 [3464]<br>285 | 521 [4614]<br>277 | 636 [5628]<br>274 | 736 [6516]<br>263 |         |         |         |         |         |         | 291             |
| Max. Cont.       |                |                  | 132 [1168]<br>319 | 263 [2325]<br>319 | 374 [3314]<br>315 | 512 [4535]<br>311 | 615 [5442]<br>301 |                   |         |         |         |         |         |         | 320             |
|                  |                |                  | 82 [722]<br>348   | 227 [2009]<br>347 | 361 [3190]<br>345 | 496 [4386]<br>340 |                   |                   |         |         |         |         |         |         | 349             |

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

|          |            |            |            |            |            |            |             |
|----------|------------|------------|------------|------------|------------|------------|-------------|
| 72 [633] | 143 [1266] | 286 [2532] | 429 [3798] | 572 [5064] | 715 [6330] | 858 [7596] | 1001 [8861] |
|----------|------------|------------|------------|------------|------------|------------|-------------|

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

300

Pressure - bars [psi]

Max. Cont.

Max. Inter.

|          |          |           |            |            |            |            |            |
|----------|----------|-----------|------------|------------|------------|------------|------------|
| 17 [250] | 35 [500] | 69 [1000] | 104 [1500] | 138 [2000] | 173 [2500] | 207 [3000] | 241 [3500] |
|----------|----------|-----------|------------|------------|------------|------------|------------|

300 cc [18.3 in<sup>3</sup>/rev.]

Torque - Nm [lb-in], Speed rpm

Intermittent Ratings - 10% of Operation

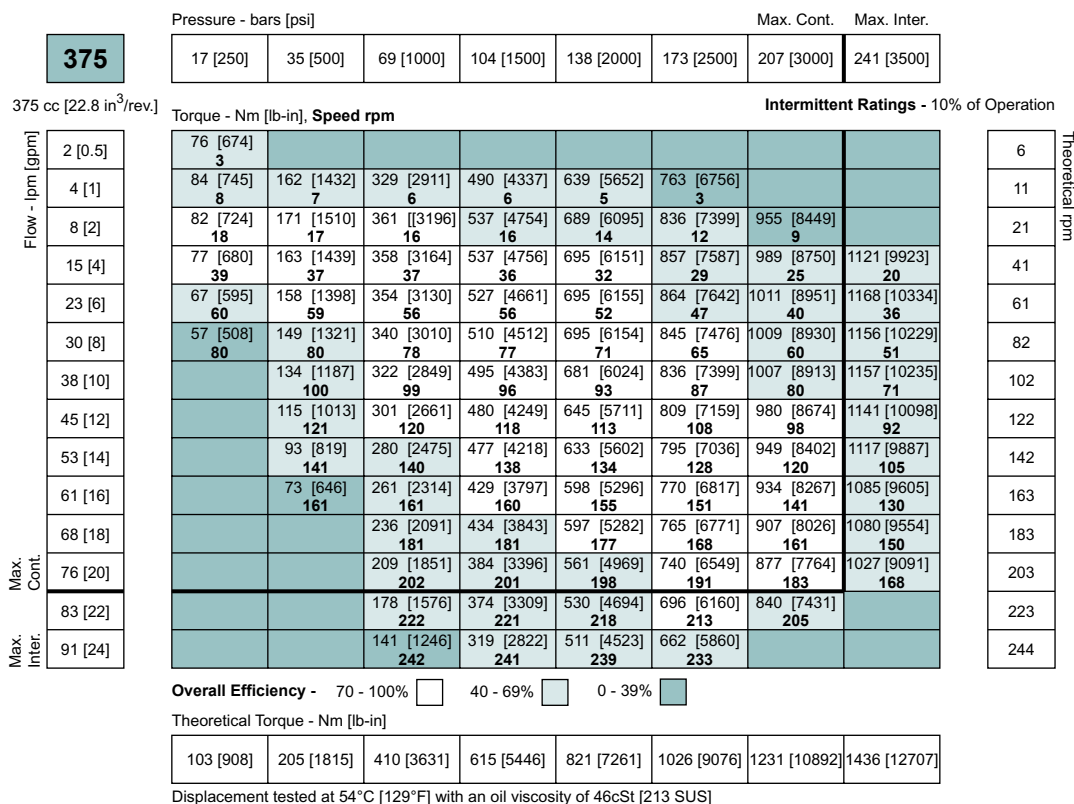
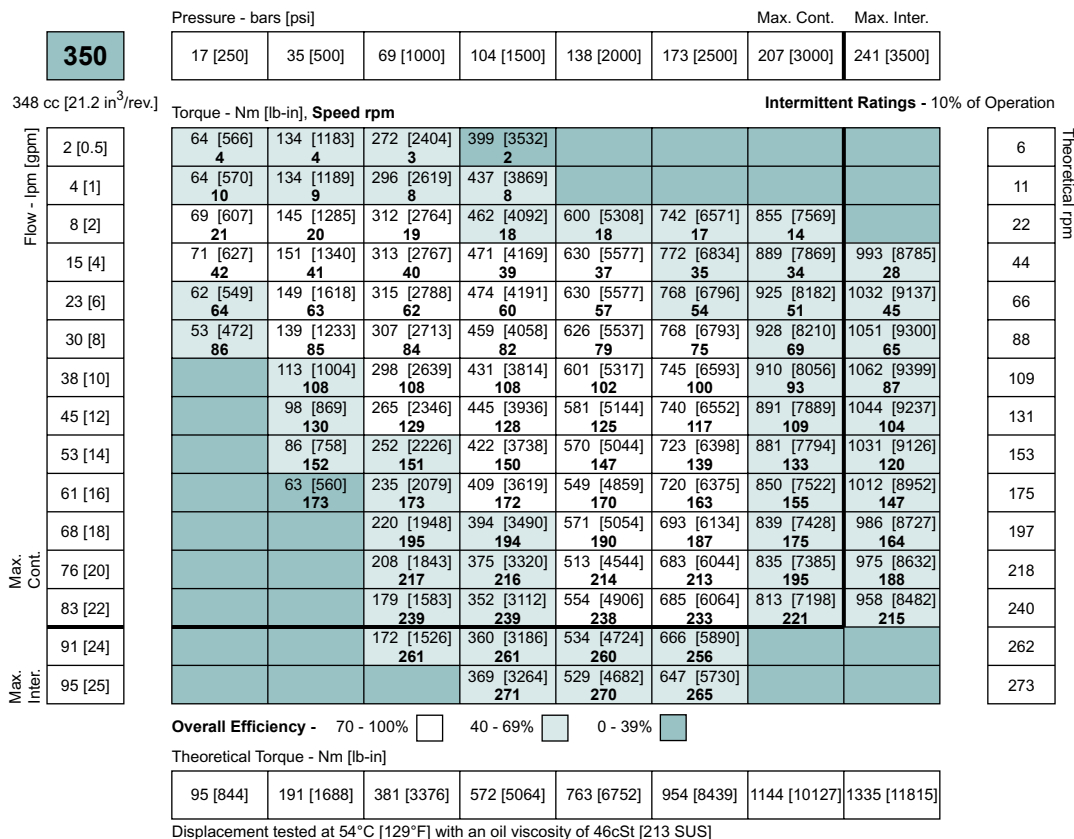
| Flow - lpm [gpm] | 2 [0.5]         | 4 [1]             | 8 [2]             | 15 [4]            | 23 [6]            | 30 [8]            | 38 [10]           | 45 [12]           | 53 [14] | 61 [16] | 68 [18] | 76 [20] | 83 [22] | 91 [24] | Theoretical rpm |
|------------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------|---------|---------|---------|---------|---------|-----------------|
|                  |                 |                   |                   |                   |                   |                   |                   |                   |         |         |         |         |         |         |                 |
| Max. Cont.       | 51 [452]<br>3   | 95 [839]<br>1     | 302 [2675]<br>9   | 433 [3829]<br>8   | 510 [4513]<br>7   | 627 [5552]<br>4   |                   |                   |         |         |         |         |         |         | 7               |
|                  | 63 [557]<br>11  | 145 [1282]<br>10  | 302 [2675]<br>9   | 433 [3829]<br>8   | 510 [4513]<br>7   | 627 [5552]<br>4   |                   |                   |         |         |         |         |         |         | 13              |
| Max. Inter.      | 62 [551]<br>22  | 158 [1400]<br>20  | 308 [2722]<br>19  | 437 [3866]<br>19  | 571 [5056]<br>16  | 679 [6011]<br>13  | 768 [6796]<br>9   | 830 [7346]<br>5   |         |         |         |         |         |         | 26              |
|                  | 66 [588]<br>48  | 145 [1281]<br>47  | 316 [2793]<br>45  | 430 [3805]<br>43  | 577 [5107]<br>38  | 680 [6015]<br>33  | 820 [7258]<br>28  | 908 [8040]<br>21  |         |         |         |         |         |         | 51              |
| Max. Cont.       | 58 [511]<br>75  | 140 [1241]<br>75  | 290 [2566]<br>72  | 424 [3755]<br>69  | 546 [4830]<br>65  | 690 [6105]<br>57  | 801 [7088]<br>49  | 946 [8372]<br>40  |         |         |         |         |         |         | 76              |
|                  | 46 [405]<br>100 | 128 [1136]<br>100 | 305 [2699]<br>99  | 391 [3460]<br>96  | 571 [5056]<br>87  | 700 [6199]<br>82  | 826 [7313]<br>71  | 930 [8233]<br>62  |         |         |         |         |         |         | 101             |
| Max. Inter.      |                 | 111 [981]<br>125  | 282 [2493]<br>124 | 409 [3623]<br>121 | 503 [4447]<br>115 | 683 [6043]<br>106 | 794 [7028]<br>98  | 919 [8131]<br>88  |         |         |         |         |         |         | 127             |
|                  |                 | 92 [814]<br>150   | 261 [2313]<br>150 | 388 [3435]<br>148 | 472 [4177]<br>143 | 641 [5676]<br>133 | 783 [6927]<br>122 | 881 [7794]<br>113 |         |         |         |         |         |         | 152             |
| Max. Cont.       |                 | 77 [684]<br>176   | 245 [2165]<br>175 | 391 [3467]<br>175 | 530 [4687]<br>173 | 661 [5848]<br>163 | 809 [7157]<br>151 | 949 [8398]<br>138 |         |         |         |         |         |         | 177             |
|                  |                 | 63 [553]<br>201   | 224 [1983]<br>201 | 366 [3243]<br>199 | 508 [4498]<br>192 | 633 [5599]<br>187 | 796 [7044]<br>173 | 916 [8103]<br>163 |         |         |         |         |         |         | 202             |
| Max. Inter.      |                 |                   | 201 [1780]<br>225 | 339 [2999]<br>225 | 467 [4135]<br>222 | 666 [5898]<br>211 | 804 [7115]<br>199 | 899 [7955]<br>194 |         |         |         |         |         |         | 228             |
|                  |                 |                   | 172 [1522]<br>251 | 327 [2895]<br>251 | 480 [4247]<br>247 | 611 [5410]<br>240 | 745 [6596]<br>232 | 910 [8051]<br>217 |         |         |         |         |         |         | 253             |
| Max. Cont.       |                 |                   | 144 [1276]<br>277 | 321 [2836]<br>276 | 466 [4127]<br>269 | 575 [5084]<br>263 | 732 [6474]<br>254 |                   |         |         |         |         |         |         | 278             |
|                  |                 |                   | 119 [1049]<br>302 | 281 [2483]<br>301 | 435 [3853]<br>300 | 559 [4943]<br>291 | 703 [6223]<br>280 |                   |         |         |         |         |         |         | 303             |
| Max. Inter.      |                 |                   | 105 [928]<br>315  | 262 [2319]<br>314 | 434 [3838]<br>311 | 553 [4894]<br>307 | 707 [6257]<br>294 |                   |         |         |         |         |         |         | 316             |

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

|          |            |            |            |            |            |            |              |
|----------|------------|------------|------------|------------|------------|------------|--------------|
| 82 [729] | 165 [1457] | 329 [2914] | 494 [4371] | 659 [5828] | 823 [7285] | 988 [8742] | 1152 [10199] |
|----------|------------|------------|------------|------------|------------|------------|--------------|

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]



**470**

Pressure - bars [psi]

Max. Cont.

Peak

|          |          |           |            |            |            |            |
|----------|----------|-----------|------------|------------|------------|------------|
| 17 [250] | 35 [500] | 69 [1000] | 104 [1500] | 138 [2000] | 173 [2500] | 207 [3000] |
|----------|----------|-----------|------------|------------|------------|------------|

465 cc [28.3 in<sup>3</sup>/rev.]

Torque - Nm [lb-in], Speed rpm

Intermittent Ratings - 10% of Operation

|                  |         |                |                   |                   |                   |                   |                    |                     |     |                 |
|------------------|---------|----------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|-----|-----------------|
| Flow - lpm [gpm] | 2 [0.5] | 93 [823]<br>2  | 185 [1635]<br>1   |                   |                   |                   |                    |                     | 5   | Theoretical rpm |
|                  | 4 [1]   | 97 [857]<br>7  | 203 [1794]<br>5   | 409 [3618]<br>5   | 610 [5402]<br>5   | 815 [7209]<br>4   |                    |                     | 9   |                 |
|                  | 8 [2]   | 98 [865]<br>15 | 209 [1845]<br>14  | 435 [3851]<br>13  | 659 [5836]<br>13  | 855 [7563]<br>12  | 1025 [9071]<br>11  | 1196 [10586]<br>9   | 17  |                 |
|                  | 15 [4]  | 94 [834]<br>31 | 200 [1774]<br>30  | 444 [3932]<br>28  | 659 [5829]<br>28  | 886 [7836]<br>26  | 1066 [9434]<br>23  | 1250 [11062]<br>21  | 33  |                 |
|                  | 23 [6]  | 86 [759]<br>48 | 193 [1704]<br>47  | 438 [3880]<br>44  | 673 [5955]<br>44  | 872 [7715]<br>41  | 1073 [9499]<br>37  | 1258 [11128]<br>32  | 49  |                 |
|                  | 30 [8]  | 73 [643]<br>64 | 179 [1587]<br>63  | 424 [3752]<br>60  | 663 [5863]<br>60  | 857 [7586]<br>57  | 1098 [9718]<br>50  | 1279 [11317]<br>43  | 66  |                 |
|                  | 38 [10] | 52 [464]<br>81 | 164 [1455]<br>80  | 407 [3597]<br>78  | 627 [5550]<br>78  | 851 [7533]<br>75  | 1067 [9444]<br>68  | 1276 [11288]<br>61  | 82  |                 |
|                  | 45 [12] |                | 141 [1248]<br>97  | 379 [3350]<br>94  | 630 [5575]<br>93  | 832 [7363]<br>90  | 1067 [9441]<br>83  | 1273 [11264]<br>76  | 98  |                 |
|                  | 53 [14] |                | 114 [1006]<br>113 | 350 [3094]<br>112 | 580 [5133]<br>111 | 802 [7101]<br>108 | 1013 [8964]<br>102 | 1222 [10817]<br>94  | 115 |                 |
|                  | 61 [16] |                | 83 [736]<br>130   | 322 [2846]<br>129 | 545 [4819]<br>127 | 796 [7040]<br>123 | 965 [8538]<br>119  | 1190 [10528]<br>113 | 131 |                 |
|                  | 68 [18] |                | 56 [497]<br>146   | 275 [2434]<br>145 | 526 [4657]<br>145 | 737 [6519]<br>142 | 956 [8464]<br>138  | 1166 [10317]<br>128 | 147 |                 |
|                  | 76 [20] |                |                   | 235 [2078]<br>162 | 479 [4239]<br>161 | 706 [6249]<br>158 | 917 [8117]<br>154  | 1122 [9933]<br>143  | 164 |                 |
| Max. Cont.       | 83 [22] |                |                   | 202 [1790]<br>179 | 460 [4075]<br>178 | 669 [5920]<br>176 | 883 [7811]<br>170  |                     | 180 |                 |
|                  | 91 [24] |                |                   | 157 [1392]<br>195 | 385 [3410]<br>194 | 620 [5484]<br>190 | 843 [7464]<br>186  |                     | 196 |                 |

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

|            |            |            |            |             |              |              |
|------------|------------|------------|------------|-------------|--------------|--------------|
| 127 [1127] | 255 [2253] | 509 [4506] | 764 [6760] | 1018 [9013] | 1273 [11266] | 1528 [13519] |
|------------|------------|------------|------------|-------------|--------------|--------------|

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

**540**

Pressure - bars [psi]

Max. Cont.

Max. Inter.

|          |          |           |            |            |            |
|----------|----------|-----------|------------|------------|------------|
| 17 [250] | 35 [500] | 69 [1000] | 104 [1500] | 138 [2000] | 173 [2500] |
|----------|----------|-----------|------------|------------|------------|

536 cc [32.7 in<sup>3</sup>/rev.]

Torque - Nm [lb-in], Speed rpm

Intermittent Ratings - 10% of Operation

|                  |         |                  |                  |                   |                   |                   |                     |  |     |                 |
|------------------|---------|------------------|------------------|-------------------|-------------------|-------------------|---------------------|--|-----|-----------------|
| Flow - lpm [gpm] | 2 [0.5] | 104 [921]<br>2   | 197 [1748]<br>2  |                   |                   |                   |                     |  | 4   | Theoretical rpm |
|                  | 4 [1]   | 126 [1111]<br>6  | 230 [2031]<br>5  | 467 [4136]<br>5   | 699 [6183]<br>5   | 939 [8310]<br>5   | 1149 [10165]<br>4   |  | 8   |                 |
|                  | 8 [2]   | 134 [1189]<br>13 | 240 [2120]<br>13 | 501 [4436]<br>12  | 755 [6679]<br>12  | 977 [8646]<br>11  | 1185 [10484]<br>10  |  | 15  |                 |
|                  | 15 [4]  | 120 [1058]<br>27 | 232 [2055]<br>27 | 510 [4510]<br>26  | 757 [6697]<br>26  | 988 [8740]<br>24  | 1223 [10827]<br>23  |  | 29  |                 |
|                  | 23 [6]  | 97 [859]<br>41   | 224 [1984]<br>41 | 505 [4469]<br>40  | 783 [6930]<br>40  | 993 [8787]<br>38  | 1225 [10838]<br>34  |  | 43  |                 |
|                  | 30 [8]  | 78 [692]<br>56   | 213 [1887]<br>56 | 484 [4285]<br>55  | 750 [6635]<br>54  | 983 [8698]<br>53  | 1251 [11075]<br>48  |  | 57  |                 |
|                  | 38 [10] | 59 [523]<br>70   | 190 [1678]<br>70 | 455 [4026]<br>69  | 728 [6445]<br>69  | 959 [8487]<br>67  | 1244 [11008]<br>62  |  | 71  |                 |
|                  | 45 [12] |                  | 176 [1554]<br>84 | 438 [3879]<br>83  | 719 [6360]<br>83  | 945 [8360]<br>80  | 1203 [10646]<br>77  |  | 85  |                 |
|                  | 53 [14] |                  | 139 [1233]<br>98 | 418 [3703]<br>97  | 682 [6035]<br>96  | 952 [8421]<br>94  | 1183 [10467]<br>91  |  | 99  |                 |
|                  | 61 [16] |                  | 109 [963]<br>112 | 385 [3407]<br>111 | 668 [5908]<br>111 | 899 [7957]<br>110 | 1163 [10290]<br>105 |  | 114 |                 |
|                  | 68 [18] |                  | 83 [736]<br>126  | 356 [3154]<br>126 | 612 [5417]<br>125 | 869 [7694]<br>124 | 1116 [9876]<br>123  |  | 128 |                 |
|                  | 76 [20] |                  |                  | 323 [2861]<br>140 | 603 [5333]<br>139 | 829 [7335]<br>138 | 1109 [9816]<br>134  |  | 142 |                 |
| Max. Cont.       | 83 [22] |                  |                  | 297 [2629]<br>154 | 537 [4753]<br>153 | 792 [7011]<br>152 |                     |  | 156 |                 |
|                  | 91 [24] |                  |                  | 215 [1905]<br>169 | 491 [4349]<br>168 | 750 [6639]<br>168 |                     |  | 170 |                 |

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

|            |            |            |            |              |              |
|------------|------------|------------|------------|--------------|--------------|
| 147 [1302] | 294 [2604] | 588 [5207] | 883 [7811] | 1177 [10414] | 1471 [13018] |
|------------|------------|------------|------------|--------------|--------------|

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

RE

## PERFORMANCE

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750

Pressure - bars [psi]

Max. Cont.

Peak

|          |          |           |            |            |
|----------|----------|-----------|------------|------------|
| 17 [250] | 35 [500] | 69 [1000] | 104 [1500] | 138 [2000] |
|----------|----------|-----------|------------|------------|

748 cc [45.6 in<sup>3</sup>/rev.]

Torque - Nm [lb-in], Speed rpm

Intermittent Ratings - 10% of Operation

|                  |         |                  |                  |                   |                   |                    |     |                 |
|------------------|---------|------------------|------------------|-------------------|-------------------|--------------------|-----|-----------------|
| Flow - lpm [gpm] | 2 [0.5] | 147 [1299]<br>2  | 281 [2487]<br>1  |                   |                   |                    | 3   | Theoretical rpm |
|                  | 4 [1]   | 156 [1379]<br>4  | 322 [2852]<br>4  | 652 [5768]<br>4   | 967 [8554]<br>3   | 1308 [11571]<br>3  | 6   |                 |
|                  | 8 [2]   | 158 [1403]<br>9  | 339 [3003]<br>9  | 693 [6134]<br>9   | 1027 [9088]<br>8  | 1360 [12033]<br>7  | 11  |                 |
|                  | 15 [4]  | 153 [1350]<br>19 | 331 [2933]<br>19 | 705 [6241]<br>19  | 1064 [9419]<br>18 | 1416 [12534]<br>16 | 21  |                 |
|                  | 23 [6]  | 135 [1194]<br>29 | 321 [2840]<br>29 | 697 [6166]<br>28  | 1059 [9373]<br>28 | 1408 [12462]<br>26 | 31  |                 |
|                  | 30 [8]  | 114 [1008]<br>40 | 304 [2690]<br>40 | 678 [6002]<br>39  | 1039 [9197]<br>38 | 1421 [12573]<br>34 | 41  |                 |
|                  | 38 [10] | 82 [722]<br>50   | 271 [2395]<br>49 | 648 [5733]<br>49  | 1015 [8980]<br>48 | 1371 [12130]<br>47 | 51  |                 |
|                  | 45 [12] | 54 [477]<br>60   | 249 [2207]<br>60 | 616 [5452]<br>59  | 983 [8699]<br>59  | 1345 [11902]<br>56 | 61  |                 |
|                  | 53 [14] |                  | 197 [1739]<br>70 | 577 [5104]<br>69  | 946 [8372]<br>68  | 1311 [11600]<br>67 | 71  |                 |
|                  | 61 [16] |                  | 150 [1325]<br>80 | 533 [4718]<br>79  | 905 [8008]<br>78  | 1271 [11249]<br>76 | 82  |                 |
|                  | 68 [18] |                  | 105 [927]<br>90  | 494 [4374]<br>90  | 860 [7614]<br>89  | 1225 [10843]<br>88 | 92  |                 |
|                  | 76 [20] |                  | 62 [552]<br>100  | 423 [3741]<br>100 | 805 [7123]<br>99  | 1173 [10385]<br>98 | 102 |                 |
| Max. Inter.      | 83 [22] |                  |                  | 385 [3404]<br>110 | 747 [6608]<br>110 |                    | 112 |                 |
|                  | 91 [24] |                  |                  | 302 [2669]<br>121 | 670 [5932]<br>120 |                    | 122 |                 |

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☒

Theoretical Torque - Nm [lb-in]

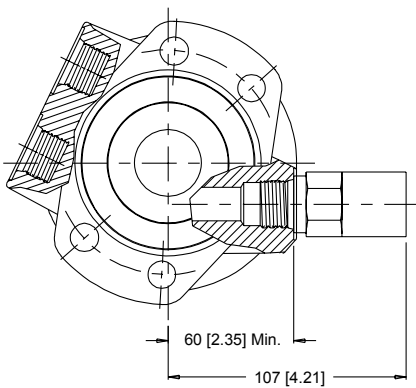
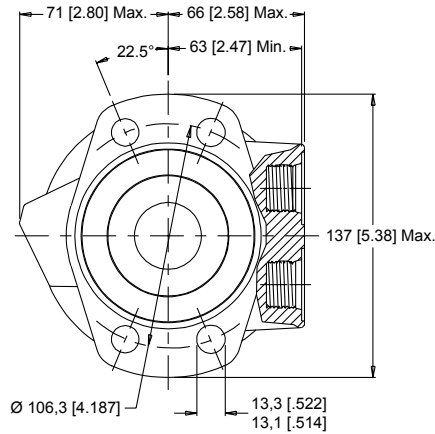
|            |            |            |              |              |
|------------|------------|------------|--------------|--------------|
| 205 [1815] | 410 [3631] | 821 [7261] | 1231 [10892] | 1641 [14522] |
|------------|------------|------------|--------------|--------------|

Displacement tested at 54°C [129°F] with an oil viscosity of 46cSt [213 SUS]

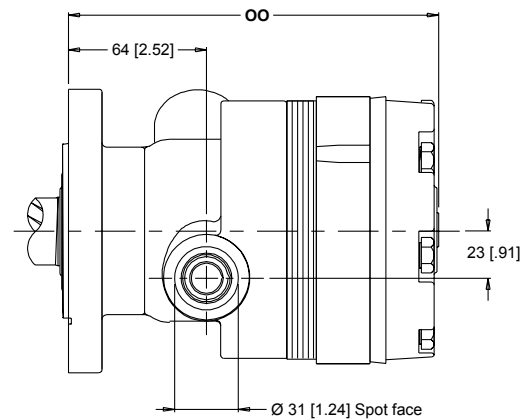
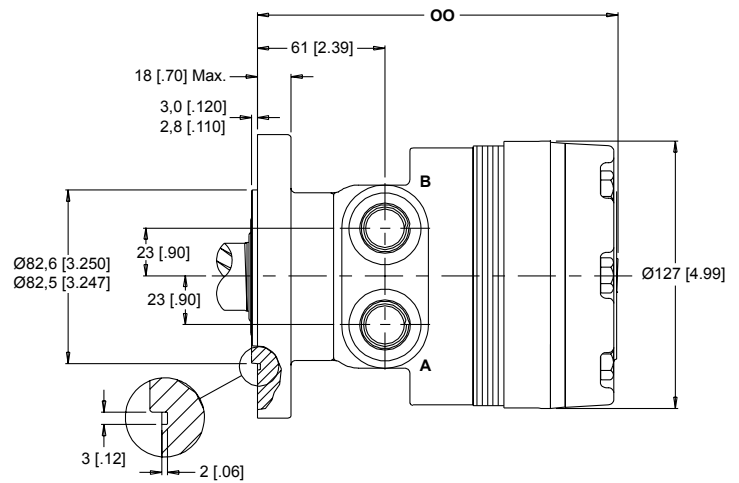


## 500 & 501 SERIES HOUSINGS (SAE A MOUNT)

**A31** 4-Hole 7/8" O-Ring Aligned Ports

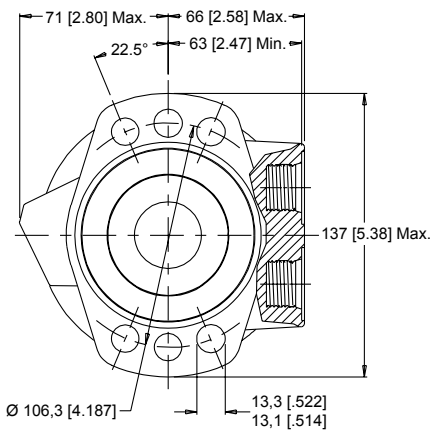


**A38** 4-Hole 1/2" BSP.F Aligned Ports

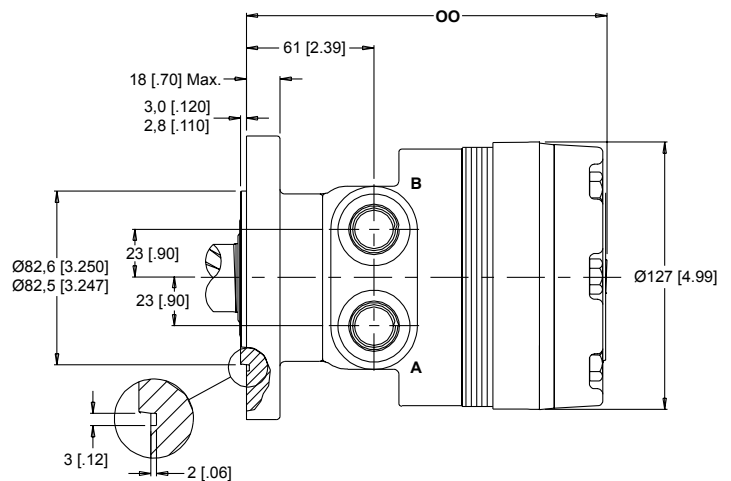


**NOTE:** Dimension OO is found on page 11. Optional Relief Cartridge shown installed and is available for both the A31 and A38 housings.  
Valve Cavity - 10 Series/2-way (7/8"-14 UNF-2B)

**A51** 6-Hole 7/8" O-Ring Aligned Ports



**A58** 6-Hole 1/2" BSP.F Aligned Ports



# RE

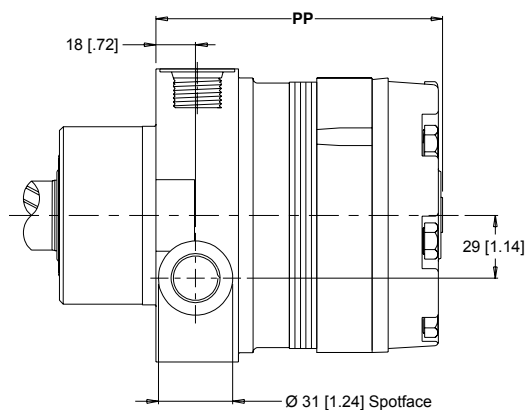
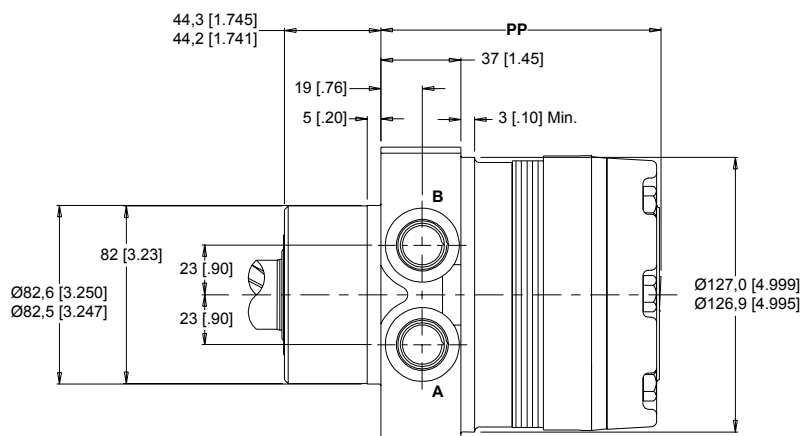
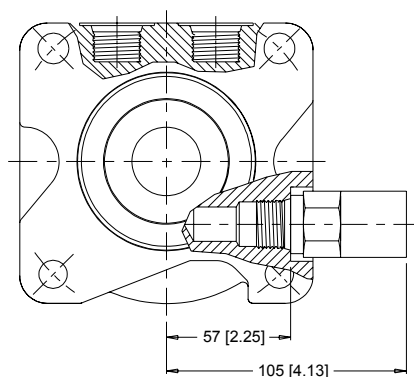
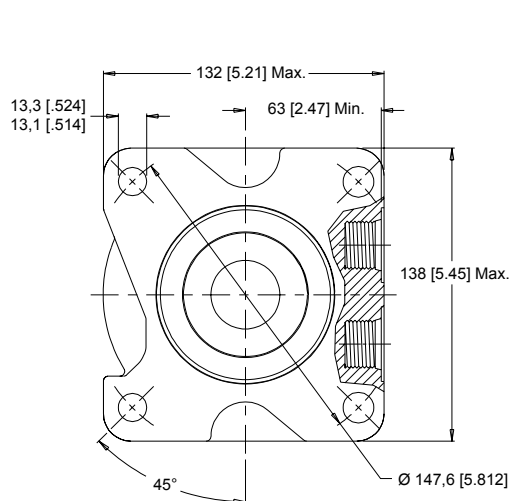
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## 500 & 501 SERIES HOUSINGS (WHEEL MOUNT)

**W31** 4-Hole 7/8" O-Ring Aligned Ports

**W38** 4-Hole 1/2" BSP.F Aligned Ports



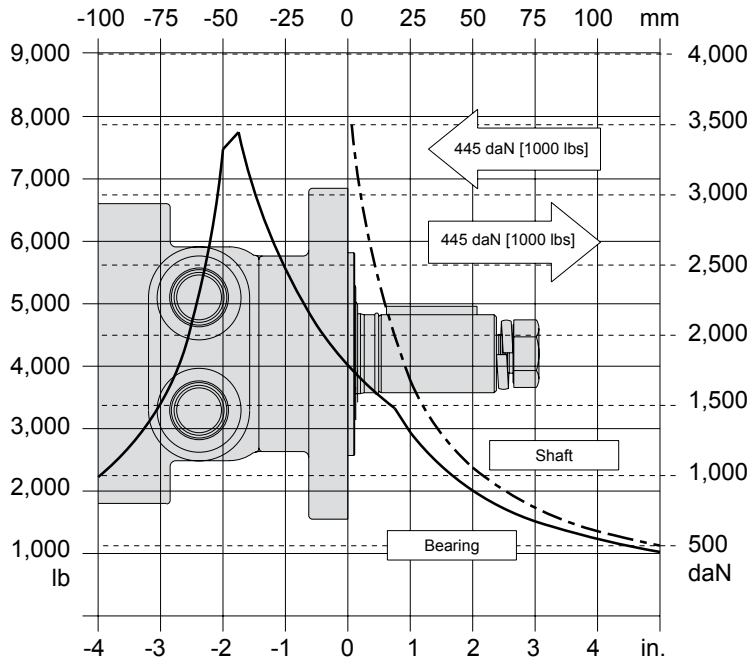
**NOTE:** Dimension PP is found on page 11. Optional Relief Cartridge shown installed and is available for both the W31 and W38 housings.  
Valve Cavity - 10 Series/2-way (7/8"-14 UNF-2B)



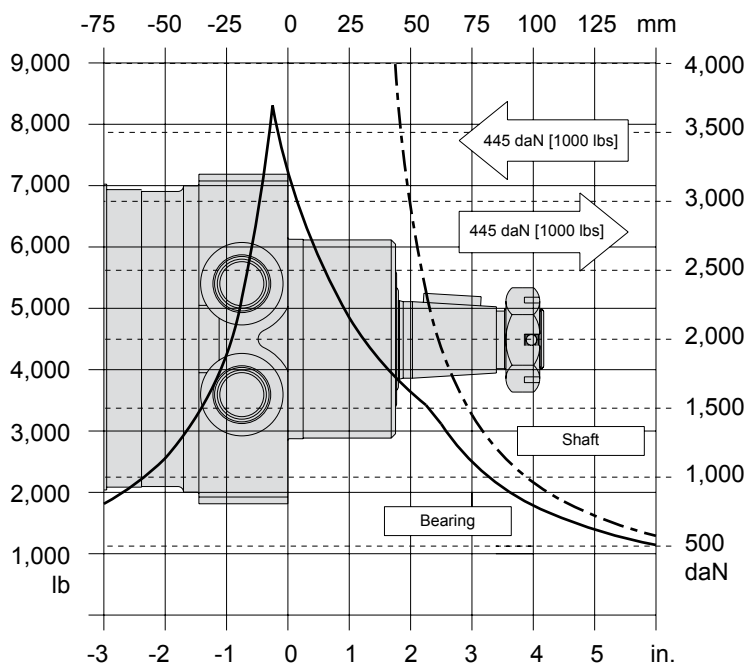
## 500 &amp; 501 SERIES TECHNICAL INFORMATION

**Bearing Curve:** The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an  $L_{10}$  life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table located below.

## SAE A FLANGE



## WHEEL MOUNT

LENGTH / WEIGHT CHART  
SAE A Mount - Dimension OO

| Code | mm [in]    | kg [lb]     |
|------|------------|-------------|
| 120  | 162 [6.37] | 10,6 [23.4] |
| 160  | 162 [6.37] | 10,6 [23.4] |
| 200  | 165 [6.51] | 11,0 [24.2] |
| 230  | 168 [6.61] | 11,1 [24.4] |
| 260  | 170 [6.70] | 11,3 [25.0] |
| 300  | 174 [6.83] | 11,7 [25.8] |
| 350  | 187 [7.38] | 12,8 [28.2] |
| 375  | 180 [7.08] | 12,2 [27.0] |
| 470  | 187 [7.38] | 12,8 [28.2] |
| 540  | 194 [7.62] | 13,3 [29.4] |
| 750  | 212 [8.33] | 14,8 [32.5] |

**NOTE:**  
RE motor weights vary  $\pm 0,5$  kg [1 lb] depending upon motor configuration.

LENGTH / WEIGHT CHART  
Wheel Mount - Dimension PP

| Code | mm [in]    | kg [lb]     |
|------|------------|-------------|
| 120  | 120 [4.72] | 11,7 [25.8] |
| 160  | 120 [4.72] | 11,7 [25.8] |
| 200  | 123 [4.86] | 12,1 [26.6] |
| 230  | 126 [4.95] | 12,2 [26.8] |
| 260  | 128 [5.05] | 12,4 [27.4] |
| 300  | 132 [5.18] | 12,8 [28.2] |
| 350  | 146 [5.73] | 13,9 [30.6] |
| 375  | 138 [5.43] | 13,3 [29.4] |
| 470  | 146 [5.73] | 13,9 [30.6] |
| 540  | 152 [5.97] | 14,4 [31.8] |
| 750  | 170 [6.68] | 15,8 [34.9] |

**NOTE:**  
RE motor weights vary  $\pm 0,5$  kg [1 lb] depending upon motor configuration.

BEARING LOAD MULTIPLICATION  
FACTOR TABLE

| RPM | FACTOR |
|-----|--------|
| 50  | 1.23   |
| 100 | 1.00   |
| 200 | 0.81   |
| 300 | 0.72   |
| 400 | 0.66   |
| 500 | 0.62   |
| 600 | 0.58   |
| 700 | 0.56   |
| 800 | 0.50   |

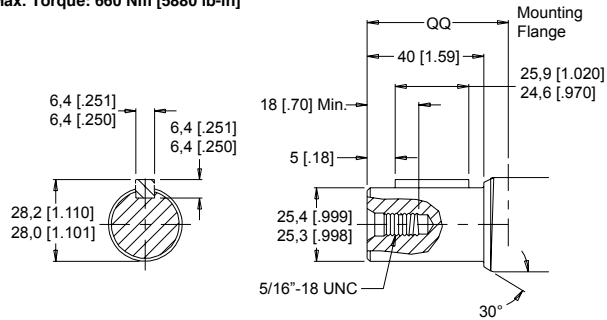


# RE

## 500 & 501 SERIES SHAFTS

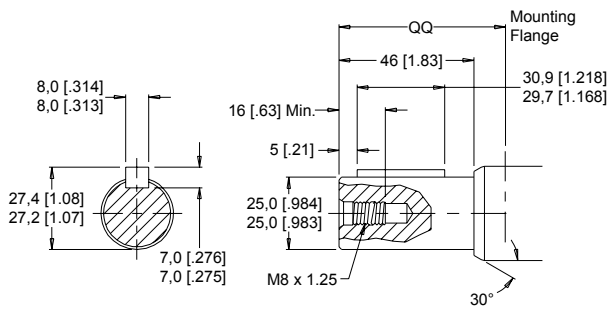
### 10 1" Straight

Max. Torque: 660 Nm [5880 lb-in]



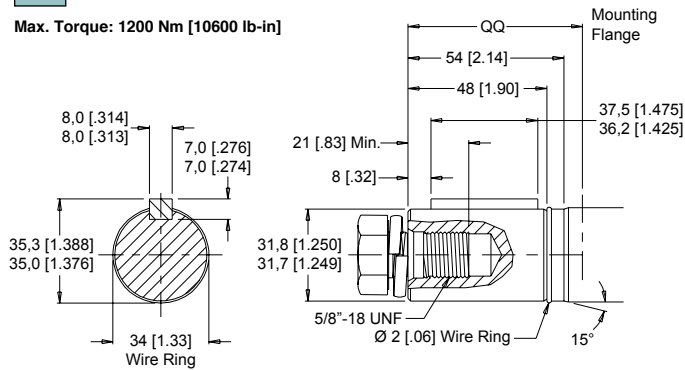
### 12 25mm Straight

Max. Torque: 635 Nm [5617 lb-in]



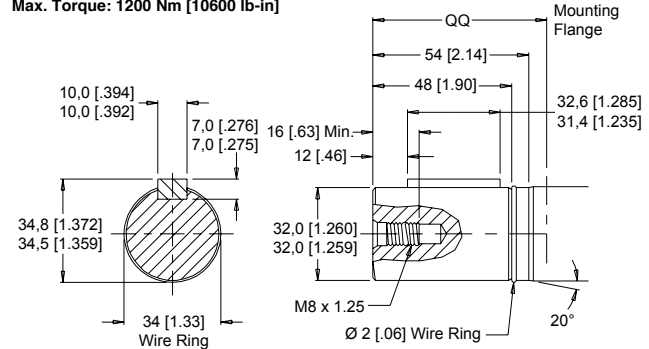
### 20 1-1/4" Straight

Max. Torque: 1200 Nm [10600 lb-in]



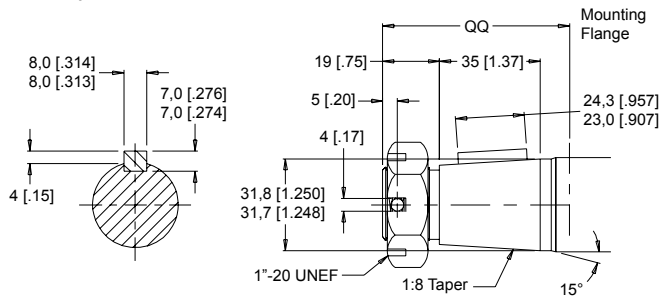
### 21 32mm Straight

Max. Torque: 1200 Nm [10600 lb-in]



### 22 1-1/4" Tapered

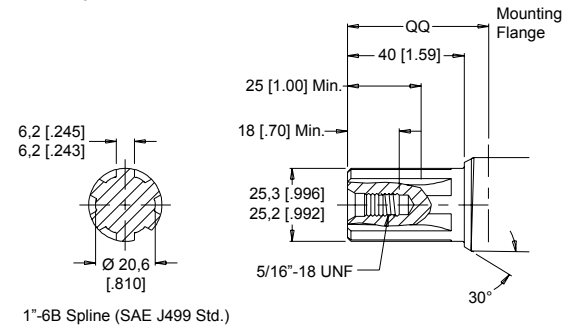
Max. Torque: 1200 Nm [10600 lb-in]



Note: A slotted nut is standard on this shaft.

### 02 6B Spline

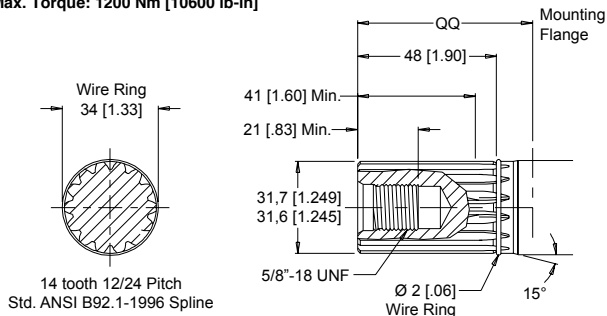
Max. Torque: 429 Nm [3800 lb-in]



1"-6B Spline (SAE J499 Std.)

### 23 14 Tooth Spline

Max. Torque: 1200 Nm [10600 lb-in]



MOUNTING FLANGE TO SHAFT END  
Dimension QQ

| Code | SAE A Mount<br>mm [in] | Wheel Mount<br>mm [in] |
|------|------------------------|------------------------|
| 02   | 50 [1.97]              | 91 [3.60]              |
| 10   | 50 [1.97]              | 91 [3.60]              |
| 12   | 56 [2.21]              | 98 [3.84]              |
| 20   | 61 [2.41]              | 103 [4.05]             |
| 21   | 61 [2.41]              | 103 [4.05]             |
| 22   | 66 [2.58]              | 107 [4.22]             |
| 23   | 61 [2.41]              | 103 [4.05]             |

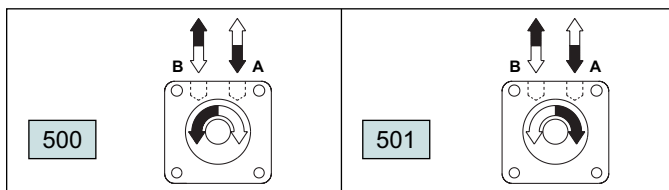


## 500 &amp; 501 SERIES MODEL CODE BUILDER

| SERIES | DISPLACEMENT | HOUSING | SHAFT  | PAINT  | CAVITY | ADD ON | MISCELLANEOUS |
|--------|--------------|---------|--------|--------|--------|--------|---------------|
| STEP 1 | STEP 2       | STEP 3  | STEP 4 | STEP 5 | STEP 6 | STEP 7 | STEP 8        |

## STEP 1 - Select a series

|     |                           |
|-----|---------------------------|
| 500 | Counterclockwise Rotation |
| 501 | Clockwise Rotation        |



**NOTE:** For applications requiring the motor to rotate in only one direction, shaft seal life may be prolonged by pressurizing the "A" port of the motor. To obtain the desired direction of shaft rotation, use the graphic above to determine the rotation code for the motor. For bi-directional applications, the 500 series is recommended. Preferred rotation is determined by internal valving design.

## STEP 2 - Select a displacement option

|     |        |                             |     |        |                             |
|-----|--------|-----------------------------|-----|--------|-----------------------------|
| 120 | 121 cc | [7.4 in <sup>3</sup> /rev]  | 350 | 348 cc | [21.2 in <sup>3</sup> /rev] |
| 160 | 162 cc | [9.9 in <sup>3</sup> /rev]  | 375 | 375 cc | [22.8 in <sup>3</sup> /rev] |
| 200 | 204 cc | [12.4 in <sup>3</sup> /rev] | 470 | 465 cc | [28.3 in <sup>3</sup> /rev] |
| 230 | 232 cc | [14.2 in <sup>3</sup> /rev] | 540 | 536 cc | [32.7 in <sup>3</sup> /rev] |
| 260 | 261 cc | [15.9 in <sup>3</sup> /rev] | 750 | 748 cc | [45.6 in <sup>3</sup> /rev] |
| 300 | 300 cc | [18.3 in <sup>3</sup> /rev] |     |        |                             |

## STEP 3 - Select a housing option

|     |                                      |
|-----|--------------------------------------|
| A31 | 4-Hole 7/8" O-Ring Aligned Ports (S) |
| A38 | 4-Hole 1/2" BSP.F Aligned Ports (S)  |
| A51 | 6-Hole 7/8" O-Ring Aligned Ports (S) |
| A58 | 6-Hole 1/2" BSP.F Aligned Ports (S)  |
| W31 | 4-Hole 7/8" O-Ring Aligned Ports     |
| W38 | 4-Hole 1/2" BSP.F Aligned Ports      |

## STEP 4 - Select a shaft option

|    |                 |    |                              |
|----|-----------------|----|------------------------------|
| 02 | 6B Spline       | 03 | 6B Spline Extended (S)       |
| 10 | 1" Straight     | 15 | 1" Straight Extended (S)     |
| 12 | 25mm Straight   | 07 | 1-1/4" Straight Extended (S) |
| 20 | 1-1/4" Straight | 08 | 32mm Straight Extended (S)   |
| 21 | 32mm Straight   | 25 | 1-1/4" Tapered Extended (S)  |
| 22 | 1-1/4" Tapered  | 09 | 14 Tooth Spline Extended (S) |
| 23 | 14 Tooth Spline |    |                              |

**NOTE:** Extended shafts are intended for use when ordering a speed sensor motor. Dimensional data for these shafts are found in the RE (520) series section of this catalog.

## STEP 5 - Select a paint option

|   |                               |
|---|-------------------------------|
| A | Black                         |
| B | Black (unpainted flange face) |
| Z | No Paint                      |

## STEP 6 - Select a valve cavity option

|   |                                 |
|---|---------------------------------|
| A | None                            |
| B | Relief Valve Cavity             |
| C | 1000 psi Relief Valve Installed |
| D | 1250 psi Relief Valve Installed |
| E | 1500 psi Relief Valve Installed |
| F | 1750 psi Relief Valve Installed |
| G | 2000 psi Relief Valve Installed |
| J | 2500 psi Relief Valve Installed |
| L | 3000 psi Relief Valve Installed |

## STEP 7 - Select an add on option

|   |                                             |
|---|---------------------------------------------|
| A | Standard                                    |
| B | Lock Nut                                    |
| C | Solid Hex Nut                               |
| W | 4-Pin Dual Male Weatherpack Connector (S)   |
| X | 4-Pin M12 Dual Male Connector (S)           |
| Y | 3-Pin Single Male Weatherpack Connector (S) |
| Z | 4-Pin M12 Single Male Connector (S)         |

**NOTE:** (S) - STEP 3 Housings available for use with speed sensors. STEP 4 Shafts available for use with speed sensors. STEP 7 Speed sensor options.

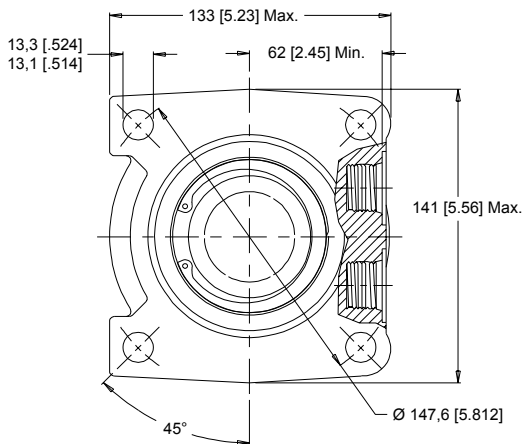
## STEP 8 - Select a miscellaneous option

|    |                                           |
|----|-------------------------------------------|
| AA | None                                      |
| AC | Freeturning Rotor                         |
| AE | Hydraulic Declutch with Freeturning Rotor |

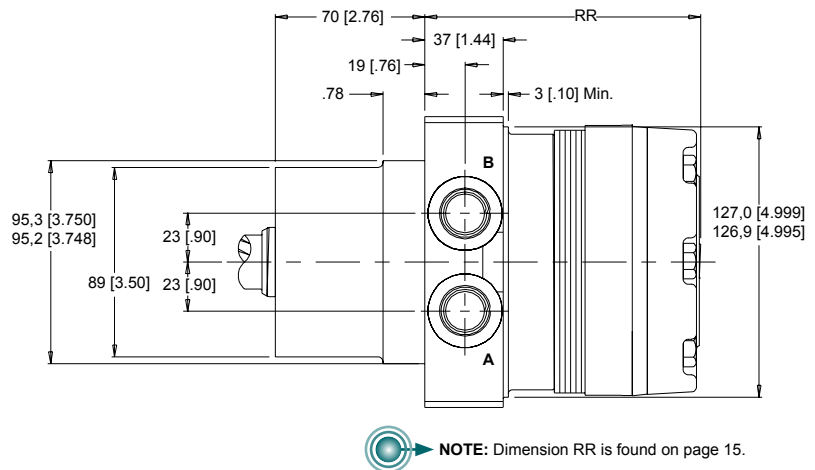


## 520 & 521 SERIES HOUSINGS (WHEEL & SAE A MOUNTS)

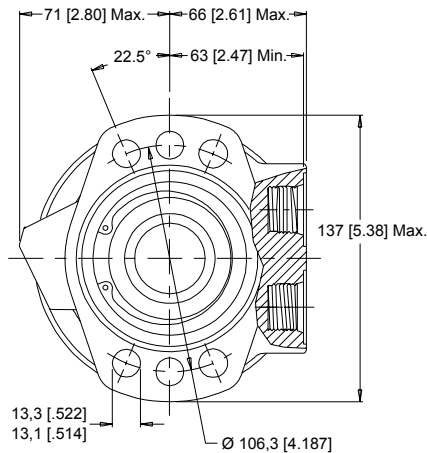
**W31** 4-Hole 7/8" O-Ring Aligned Ports



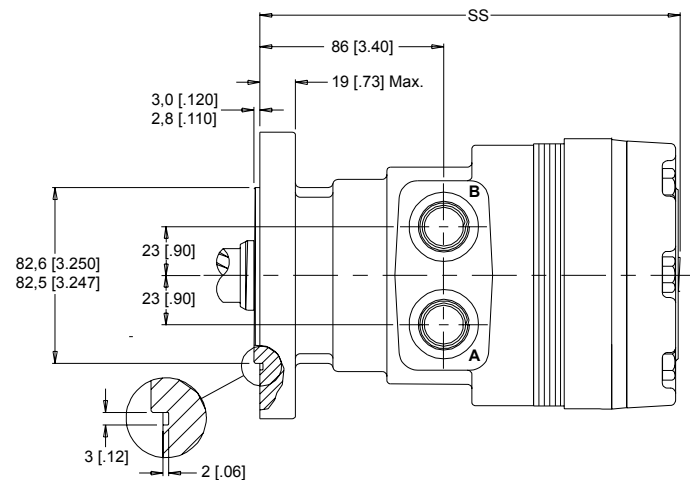
**W38** 4-Hole 1/2" BSP.F Aligned Ports



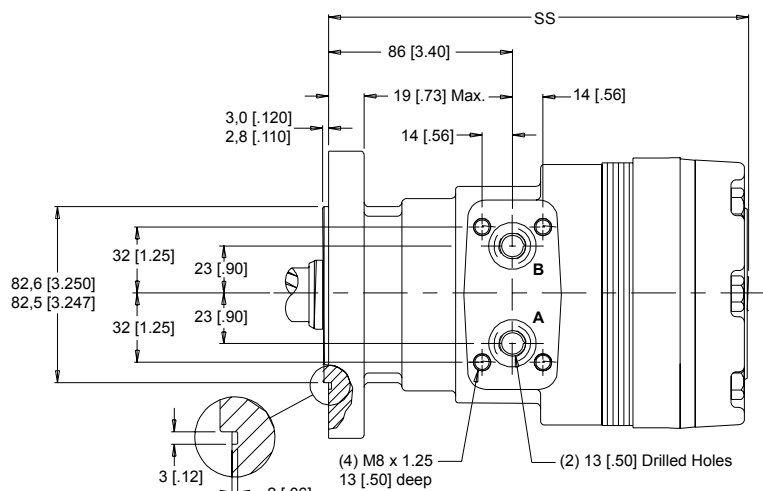
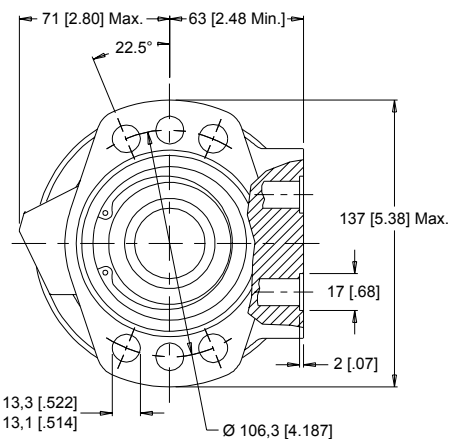
**A51** 6-Hole 7/8" O-Ring Aligned Ports



**A58** 6-Hole 1/2" BSP.F Aligned Ports



**A57** 6-Hole Manifold Aligned Ports

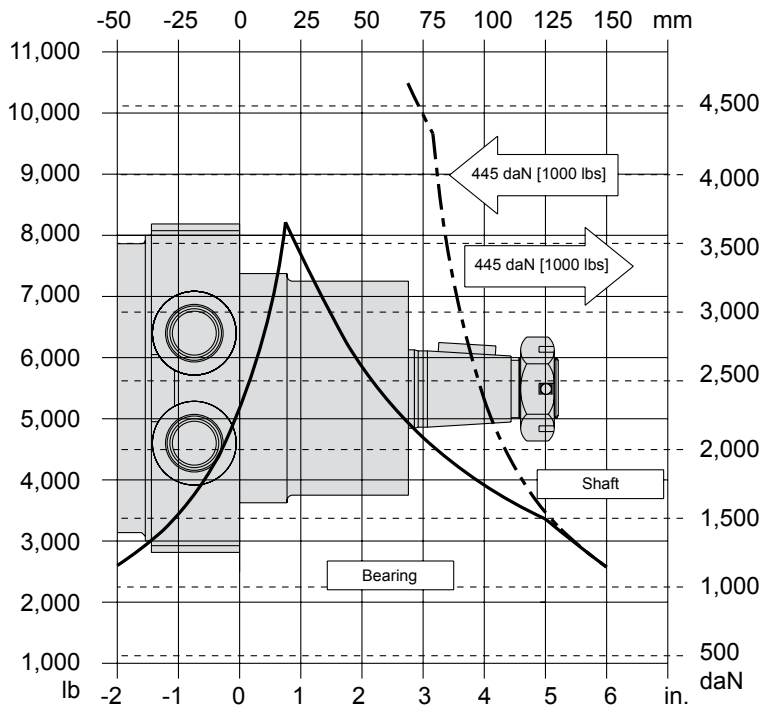




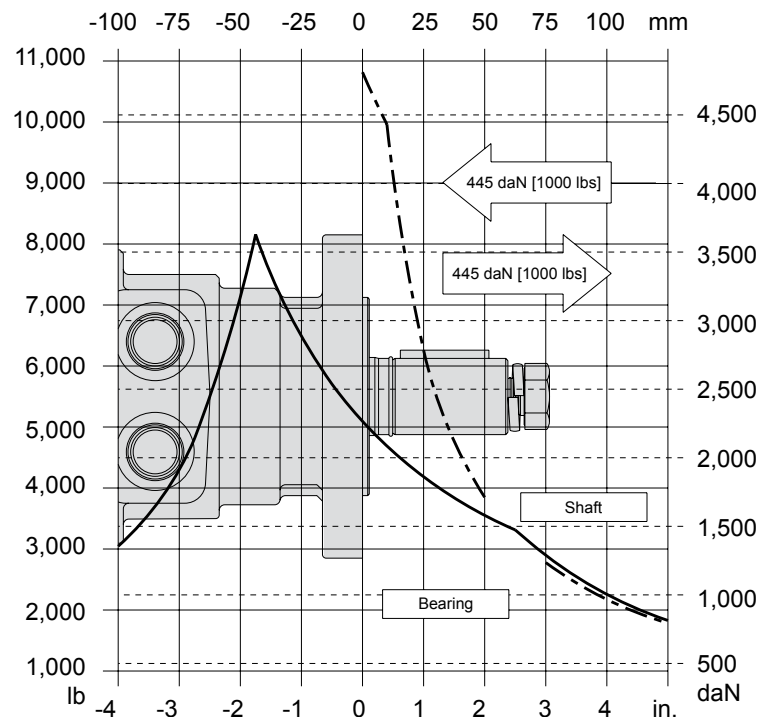
## 520 & 521 SERIES TECHNICAL INFORMATION

**Bearing Curve:** The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an  $L_{10}$  life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table located on page 11.

### WHEEL MOUNT



### SAE A FLANGE



**LENGTH / WEIGHT CHART**  
Wheel Mount - Dimension RR

| Code | mm [in]    | kg [lb]     |
|------|------------|-------------|
| 120  | 120 [4.72] | 12,9 [28.4] |
| 160  | 120 [4.72] | 12,9 [28.4] |
| 200  | 123 [4.86] | 13,2 [29.2] |
| 230  | 126 [4.95] | 13,3 [29.4] |
| 260  | 128 [5.05] | 13,6 [30.0] |
| 300  | 132 [5.18] | 14,0 [30.8] |
| 350  | 146 [5.73] | 15,1 [33.2] |
| 375  | 138 [5.43] | 14,5 [32.0] |
| 470  | 146 [5.73] | 15,1 [33.2] |
| 540  | 152 [5.97] | 15,6 [34.4] |
| 750  | 170 [6.68] | 17,0 [37.5] |

**NOTE:**  
RE motor weights vary  $\pm 0.5$  kg [1 lb] depending upon motor configuration.

**LENGTH / WEIGHT CHART**  
SAE A Mount - Dimension SS

| Code | mm [in]    | kg [lb]     |
|------|------------|-------------|
| 120  | 187 [7.37] | 13,3 [29.4] |
| 160  | 187 [7.37] | 13,3 [29.4] |
| 200  | 191 [7.51] | 13,7 [30.2] |
| 230  | 193 [7.61] | 13,8 [30.4] |
| 260  | 196 [7.70] | 14,1 [31.0] |
| 300  | 199 [7.83] | 14,4 [31.8] |
| 350  | 213 [8.38] | 15,5 [34.2] |
| 375  | 205 [8.08] | 15,0 [33.0] |
| 470  | 213 [8.38] | 15,5 [34.2] |
| 540  | 219 [8.62] | 16,1 [35.4] |
| 750  | 237 [9.33] | 17,5 [38.5] |

**NOTE:**  
RE motor weights vary  $\pm 0.5$  kg [1 lb] depending upon motor configuration.

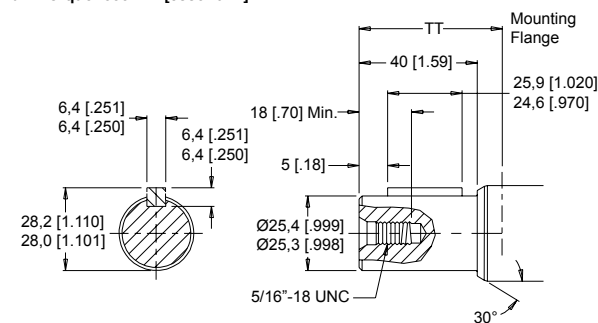


# RE

## 520 & 521 SERIES SHAFTS

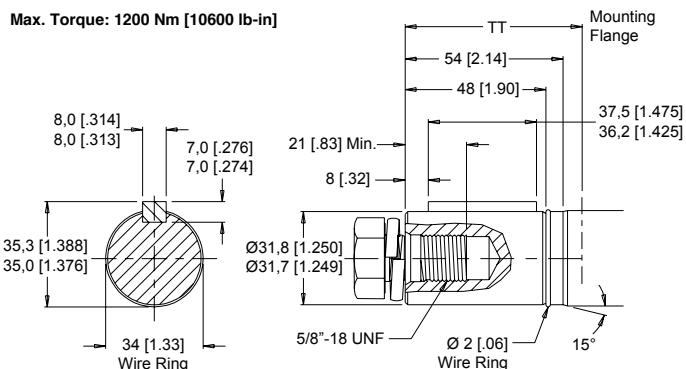
### 15 1" Straight

Max. Torque: 660 Nm [5880 lb-in]



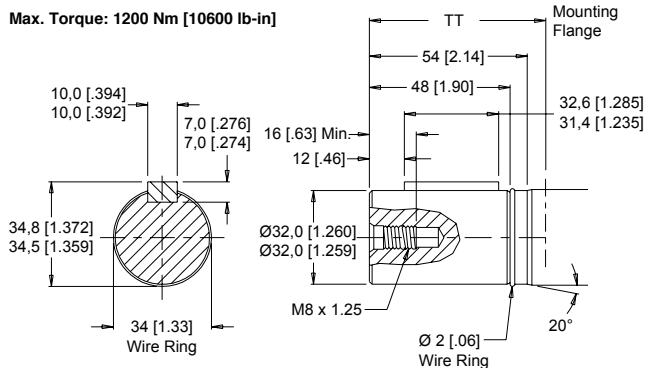
### 07 1-1/4" Straight

Max. Torque: 1200 Nm [10600 lb-in]



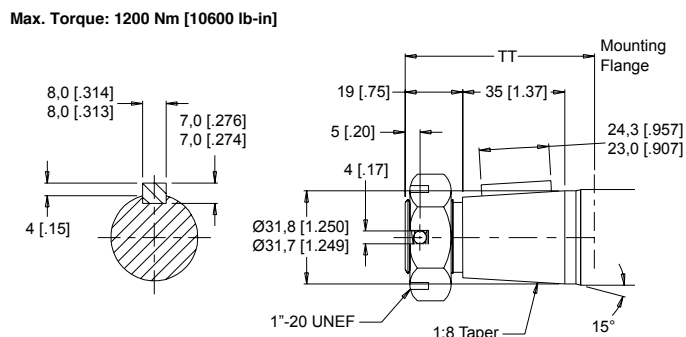
### 08 32mm Straight

Max. Torque: 1200 Nm [10600 lb-in]



### 25 1-1/4" Tapered

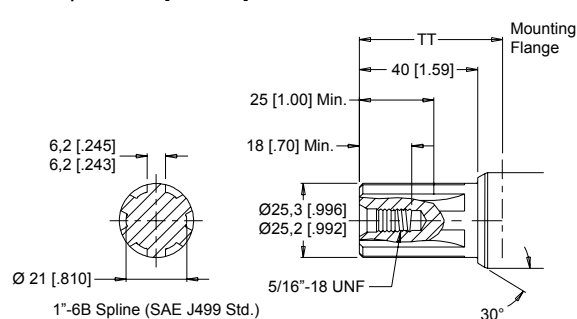
Max. Torque: 1200 Nm [10600 lb-in]



Note: A slotted nut is standard on this shaft.

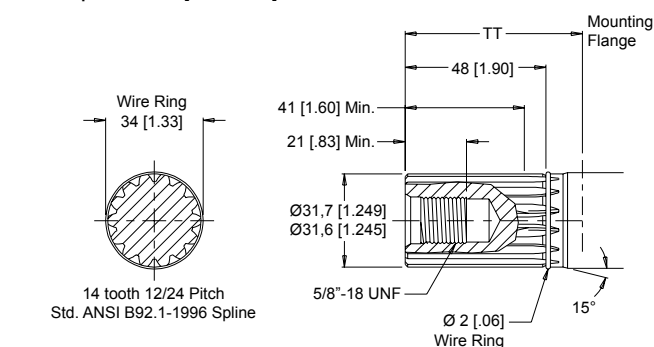
### 03 6B Spline

Max. Torque: 429 Nm [3800 lb-in]



### 09 14 Tooth Spline

Max. Torque: 1200 Nm [10600 lb-in]



#### MOUNTING FLANGE TO SHAFT END Dimension TT

| Code | SAE A Mount<br>mm [in] | Wheel Mount<br>mm [in] |
|------|------------------------|------------------------|
| 03   | 67 [2.63]              | 135 [5.31]             |
| 07   | 63 [2.47]              | 131 [5.15]             |
| 08   | 62 [2.46]              | 130 [5.14]             |
| 09   | 63 [2.47]              | 131 [5.15]             |
| 15   | 51 [2.02]              | 119 [4.69]             |
| 25   | 51 [2.02]              | 119 [4.69]             |

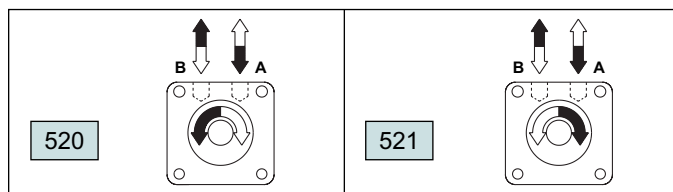


## 520 & 521 SERIES MODEL CODE BUILDER

| SERIES | DISPLACEMENT | HOUSING | SHAFT  | PAINT  | CAVITY | ADD ON | MISCELLANEOUS |
|--------|--------------|---------|--------|--------|--------|--------|---------------|
| STEP 1 | STEP 2       | STEP 3  | STEP 4 | STEP 5 | STEP 6 | STEP 7 | STEP 8        |

### STEP 1 - Select a series

|     |                           |
|-----|---------------------------|
| 520 | Counterclockwise Rotation |
| 521 | Clockwise Rotation        |



**NOTE:** For applications requiring the motor to rotate in only one direction, shaft seal life may be prolonged by pressurizing the "A" port of the motor. To obtain the desired direction of shaft rotation, use the graphic above to determine the rotation code for the motor. For bi-directional applications, the 520 series is recommended. Preferred rotation is determined by internal valving design.

### STEP 2 - Select a displacement option

|     |        |                             |     |        |                             |
|-----|--------|-----------------------------|-----|--------|-----------------------------|
| 120 | 121 cc | [7.4 in <sup>3</sup> /rev]  | 350 | 348 cc | [21.2 in <sup>3</sup> /rev] |
| 160 | 162 cc | [9.9 in <sup>3</sup> /rev]  | 375 | 375 cc | [22.8 in <sup>3</sup> /rev] |
| 200 | 204 cc | [12.4 in <sup>3</sup> /rev] | 470 | 465 cc | [28.3 in <sup>3</sup> /rev] |
| 230 | 232 cc | [14.2 in <sup>3</sup> /rev] | 540 | 536 cc | [32.7 in <sup>3</sup> /rev] |
| 260 | 261 cc | [15.9 in <sup>3</sup> /rev] | 750 | 748 cc | [45.6 in <sup>3</sup> /rev] |
| 300 | 300 cc | [18.3 in <sup>3</sup> /rev] |     |        |                             |

### STEP 3 - Select a housing option

|     |                                  |
|-----|----------------------------------|
| A51 | 6-Hole 7/8" O-Ring Aligned Ports |
| A57 | 6-Hole Manifold Aligned Ports    |
| A58 | 6-Hole 1/2" BSP.F Aligned Ports  |
| W31 | 4-Hole 7/8" O-Ring Aligned Ports |
| W38 | 4-Hole 1/2" BSP.F Aligned Ports  |

### STEP 4 - Select a shaft option

|    |                          |
|----|--------------------------|
| 03 | 6B Spline Extended       |
| 07 | 1-1/4" Straight Extended |
| 08 | 32mm Straight Extended   |
| 09 | 14 Tooth Spline Extended |
| 15 | 1" Straight Extended     |
| 25 | 1-1/4" Tapered Extended  |

### STEP 5 - Select a paint option

|   |                               |
|---|-------------------------------|
| A | Black                         |
| B | Black (unpainted flange face) |
| Z | No Paint                      |

### STEP 6 - Select a valve cavity option

|   |      |
|---|------|
| A | None |
|---|------|

### STEP 7 - Select an add on option

|   |               |
|---|---------------|
| A | Standard      |
| B | Lock Nut      |
| C | Solid Hex Nut |

### STEP 8 - Select a miscellaneous option

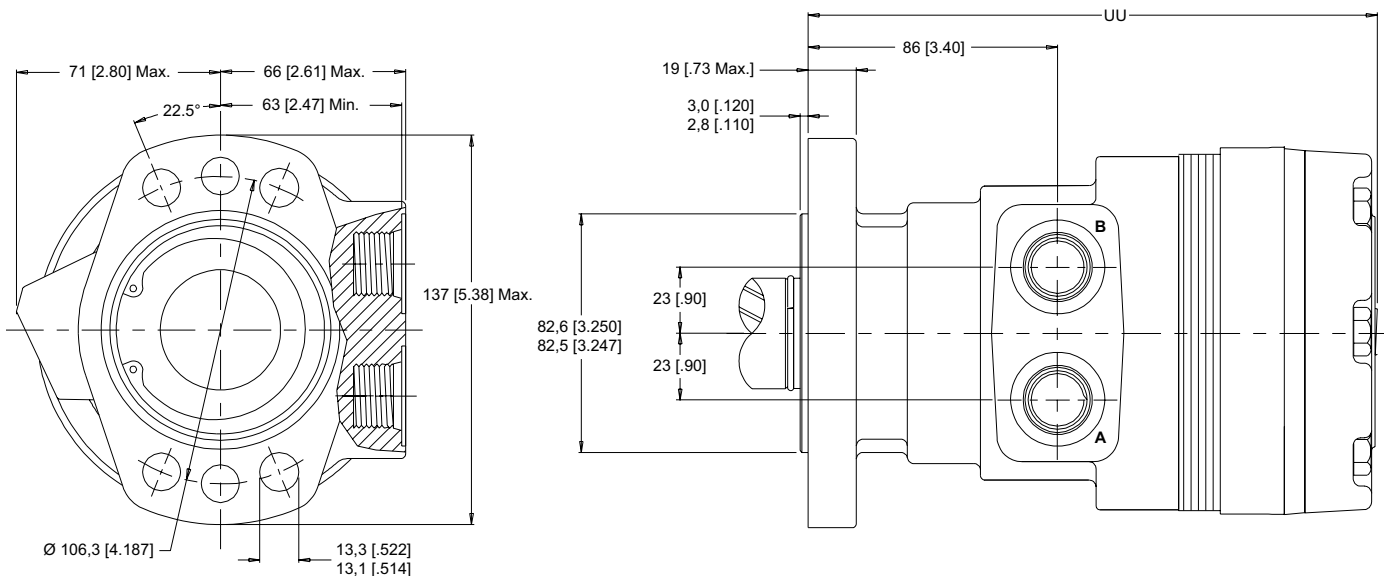
|    |                                           |
|----|-------------------------------------------|
| AA | None                                      |
| AC | Freeturning Rotor                         |
| AE | Hydraulic Declutch with Freeturning Rotor |



## 530 & 531 SERIES HOUSINGS (SAE A MOUNT)

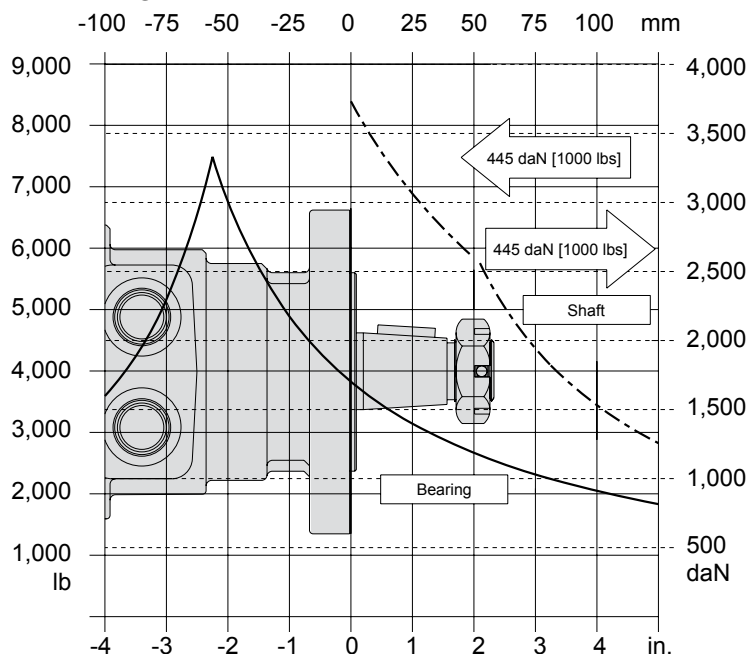
**A51** 6-Hole 7/8" O-Ring Aligned Ports

**A58** 6-Hole 1/2" BSP.F Aligned Ports



**Bearing Curve:** The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an  $L_{10}$  life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table located on page 11.

### SAE A FLANGE



### LENGTH / WEIGHT CHART

SAE A Mount - Dimension UU

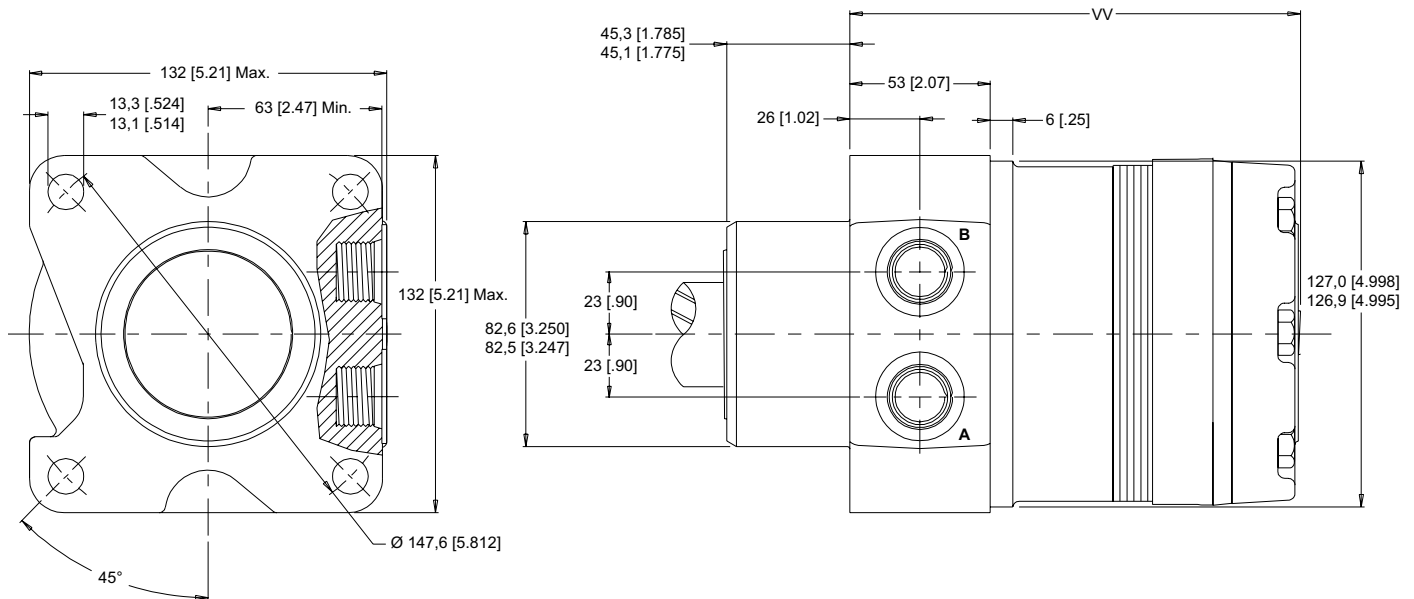
| Code | mm [in]    | kg [lb]     |
|------|------------|-------------|
| 120  | 187 [7.37] | 13,3 [29.4] |
| 160  | 187 [7.37] | 13,3 [29.4] |
| 200  | 191 [7.51] | 13,7 [30.2] |
| 230  | 193 [7.61] | 13,8 [30.4] |
| 260  | 196 [7.70] | 14,1 [31.0] |
| 300  | 199 [7.83] | 14,4 [31.8] |
| 350  | 213 [8.38] | 15,5 [34.2] |
| 375  | 205 [8.08] | 15,0 [33.0] |
| 470  | 213 [8.38] | 15,5 [34.2] |
| 540  | 219 [8.62] | 16,1 [35.4] |
| 750  | 237 [9.33] | 17,5 [38.5] |

#### NOTE:

RE motor weights vary  $\pm 0,5$  kg [1 lb] depending upon motor configuration.

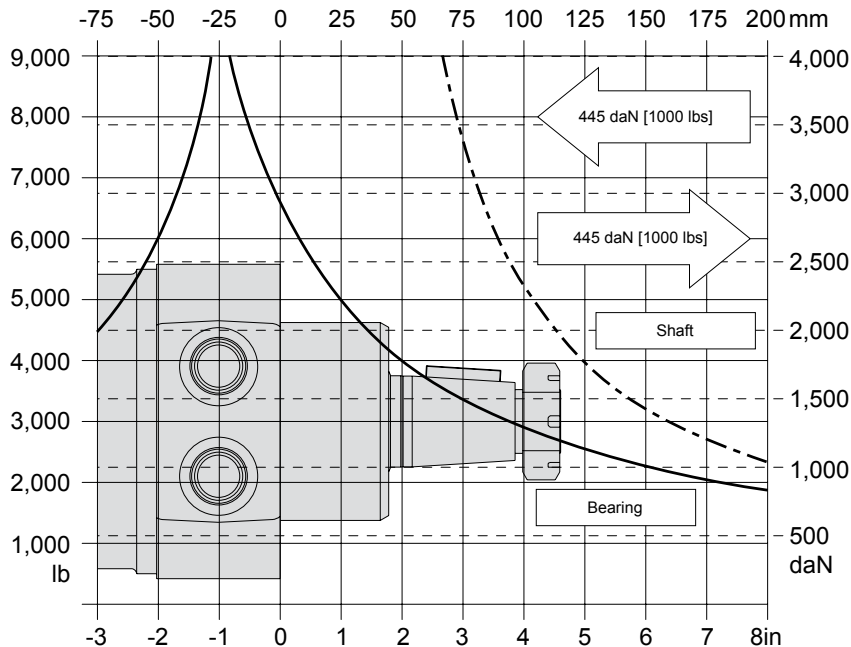


## 530 &amp; 531 SERIES HOUSINGS (WHEEL MOUNT)

**T31** 4-Hole 7/8" O-Ring Aligned Ports**T38** 4-Hole 1/2" BSP.F Aligned Ports

**Bearing Curve:** The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an  $L_{10}$  life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table located on page 11.

## WHEEL MOUNT (LOWER SIDE LOAD CAPACITY)



| LENGTH / WEIGHT CHART      |            |             |
|----------------------------|------------|-------------|
| Wheel Mount - Dimension VV |            |             |
| Code                       | mm [in]    | kg [lb]     |
| 120                        | 156 [6.15] | 14,9 [32.8] |
| 160                        | 156 [6.15] | 14,9 [32.8] |
| 200                        | 159 [6.29] | 15,2 [33.6] |
| 230                        | 162 [6.38] | 15,3 [33.8] |
| 260                        | 165 [6.48] | 15,6 [34.4] |
| 300                        | 168 [6.61] | 16,0 [35.2] |
| 350                        | 182 [7.16] | 17,1 [37.6] |
| 375                        | 174 [6.86] | 16,5 [36.4] |
| 470                        | 182 [7.16] | 17,1 [37.6] |
| 540                        | 188 [7.40] | 17,6 [38.9] |
| 750                        | 206 [8.11] | 19,0 [41.9] |

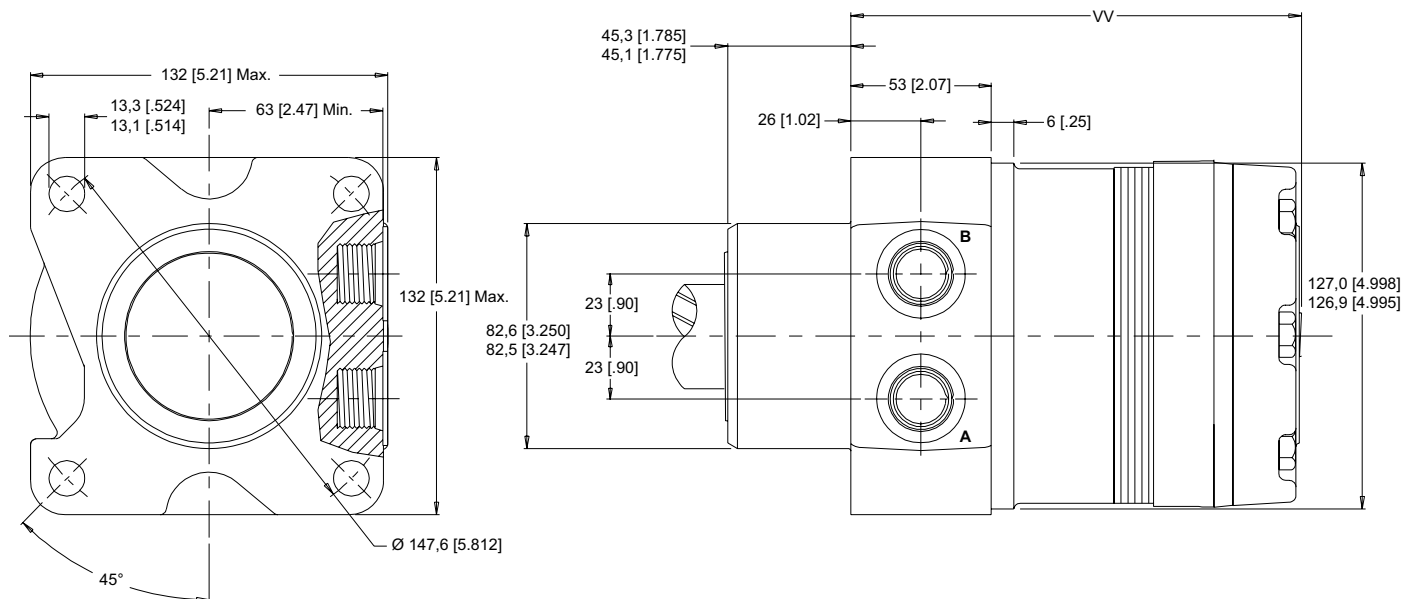
**NOTE:**  
RE motor weights vary  $\pm 0,5$  kg [1 lb] depending upon motor configuration.



## 530 & 531 SERIES HOUSINGS (WHEEL MOUNT)

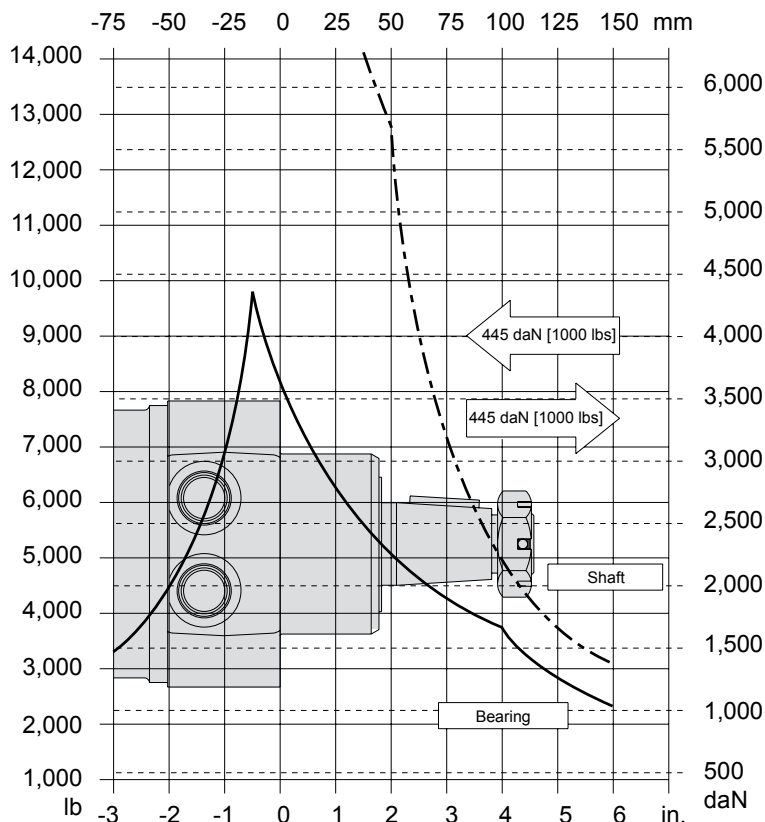
**W31** 4-Hole 7/8" O-Ring Aligned Ports

**W38** 4-Hole 1/2" BSP.F Aligned Ports



**Bearing Curve:** The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an  $L_{10}$  life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table located on page 11.

### WHEEL MOUNT



| LENGTH / WEIGHT CHART      |            |             |
|----------------------------|------------|-------------|
| Wheel Mount - Dimension VV |            |             |
| Code                       | mm [in]    | kg [lb]     |
| 120                        | 156 [6.15] | 14,9 [32.8] |
| 160                        | 156 [6.15] | 14,9 [32.8] |
| 200                        | 159 [6.29] | 15,2 [33.6] |
| 230                        | 162 [6.38] | 15,3 [33.8] |
| 260                        | 165 [6.48] | 15,6 [34.4] |
| 300                        | 168 [6.61] | 16,0 [35.2] |
| 350                        | 182 [7.16] | 17,1 [37.6] |
| 375                        | 174 [6.86] | 16,5 [36.4] |
| 470                        | 182 [7.16] | 17,1 [37.6] |
| 540                        | 188 [7.40] | 17,6 [38.9] |
| 750                        | 206 [8.11] | 19,0 [41.9] |

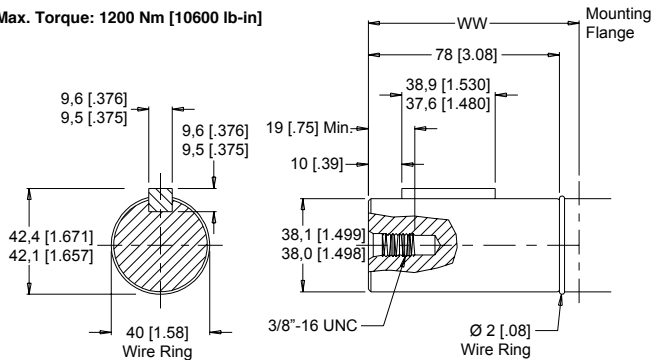
**NOTE:**  
RE motor weights vary  $\pm 0,5$  kg [1 lb] depending upon motor configuration.



## 530 & 531 SERIES SHAFTS

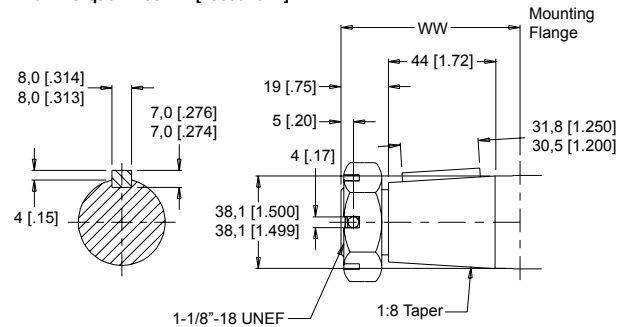
### 30 1-1/2" Straight

Max. Torque: 1200 Nm [10600 lb-in]



### 31 1-1/2" Tapered

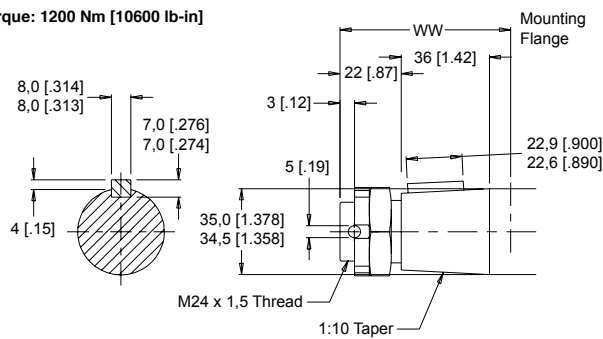
Max. Torque: 1200 Nm [10600 lb-in]



NOTE: A slotted nut is standard on this shaft.

### 28 35mm Tapered

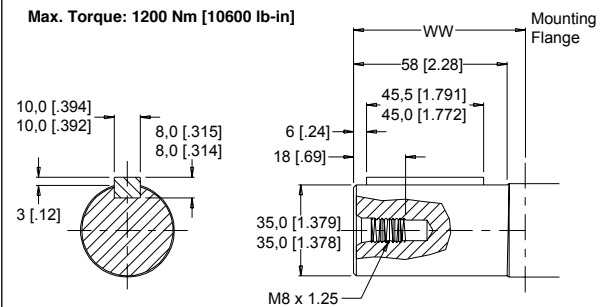
Max. Torque: 1200 Nm [10600 lb-in]



NOTE: Not available with the A51 and A58 housings only.

### 27 35mm Straight

Max. Torque: 1200 Nm [10600 lb-in]



NOTE: Not available with the A51 and A58 housings only.



#### MOUNTING FLANGE TO SHAFT END Dimension WW

| Code | SAE A Mount<br>mm [in] | Wheel Mount<br>mm [in] |
|------|------------------------|------------------------|
| 27   | N/A                    | 101 [3.97]             |
| 28   | N/A                    | 105 [4.14]             |
| 30   | 87 [3.42]              | 118 [4.63]             |
| 31   | 84 [3.32]              | 115 [4.53]             |

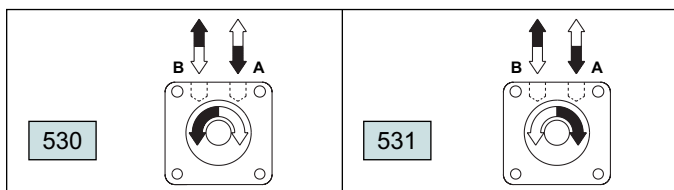


## 530 & 531 SERIES MODEL CODE BUILDER

| SERIES | DISPLACEMENT | HOUSING | SHAFT  | PAINT  | CAVITY | ADD ON | MISCELLANEOUS |
|--------|--------------|---------|--------|--------|--------|--------|---------------|
| STEP 1 | STEP 2       | STEP 3  | STEP 4 | STEP 5 | STEP 6 | STEP 7 | STEP 8        |

### STEP 1 - Select a series

- 530 Counterclockwise Rotation
- 531 Clockwise Rotation



**NOTE:** For applications requiring the motor to rotate in only one direction, shaft seal life may be prolonged by pressurizing the "A" port of the motor. To obtain the desired direction of shaft rotation, use the graphic above to determine the rotation code for the motor. For bi-directional applications, the 530 series is recommended. Preferred rotation is determined by internal valving design.

### STEP 2 - Select a displacement option

|     |                                    |     |                                    |
|-----|------------------------------------|-----|------------------------------------|
| 120 | 121 cc [7.4 in <sup>3</sup> /rev]  | 350 | 348 cc [21.2 in <sup>3</sup> /rev] |
| 160 | 162 cc [9.9 in <sup>3</sup> /rev]  | 375 | 375 cc [22.8 in <sup>3</sup> /rev] |
| 200 | 204 cc [12.4 in <sup>3</sup> /rev] | 470 | 465 cc [28.3 in <sup>3</sup> /rev] |
| 230 | 232 cc [14.2 in <sup>3</sup> /rev] | 540 | 536 cc [32.7 in <sup>3</sup> /rev] |
| 260 | 261 cc [15.9 in <sup>3</sup> /rev] | 750 | 748 cc [45.6 in <sup>3</sup> /rev] |
| 300 | 300 cc [18.3 in <sup>3</sup> /rev] |     |                                    |

### STEP 3 - Select a housing option

|     |                                  |
|-----|----------------------------------|
| A51 | 6-Hole 7/8" O-Ring Aligned Ports |
| A58 | 6-Hole 1/2" BSP.F Aligned Ports  |
| T31 | 4-Hole 7/8" O-Ring Aligned Ports |
| T38 | 4-Hole 1/2" BSP.F Aligned Ports  |
| W31 | 4-Hole 7/8" O-Ring Aligned Ports |
| W38 | 4-Hole 1/2" BSP.F Aligned Ports  |

### STEP 4 - Select a shaft option

- 27 35mm Straight
- 28 35mm Tapered
- 30 1-1/2" Straight
- 31 1-1/2" Tapered

### STEP 5 - Select a paint option

- A Black
- B Black (unpainted flange face)
- Z No Paint

### STEP 6 - Select a valve cavity option

- A None

### STEP 7 - Select an add on option

- A Standard
- B Lock Nut
- C Solid Hex Nut

### STEP 8 - Select a miscellaneous option

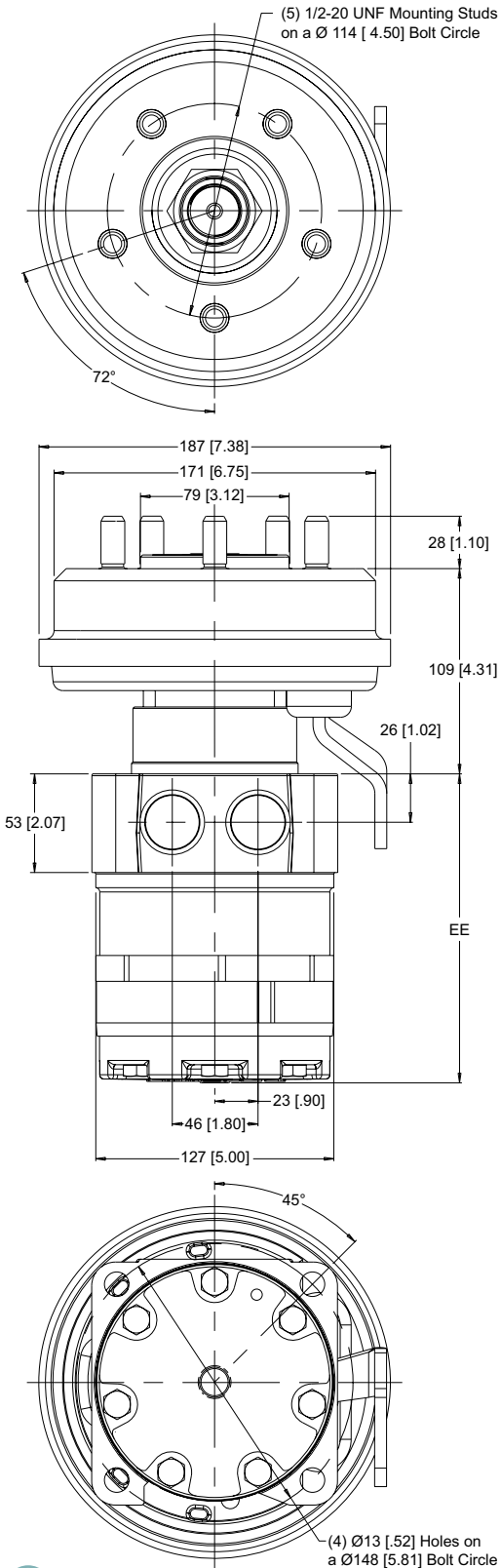
- AA None
- AC Freeturning Rotor
- AE Hydraulic Declutch with Freeturning Rotor



## 510 & 511 SERIES MOTOR WITH MECHANICAL DRUM BRAKE

**X31** 4-Hole 7/8" O-Ring Aligned Ports

**X38** 4-Hole 1/2" BSP.F Aligned Ports



**NOTE:** Dimension EE is found on page 24.

### OVERVIEW

**High Efficiency RE series Motor** provides exceptional low speed performance in one of the smallest wheel drive packages available today.

**Self-Adjusting Brake Mechanism** makes brake adjustments unnecessary by automatically adjusting for brake wear.

**Standard Wheel Mount Flange** adapts easily to new designs and can be retro-fitted onto older machines.

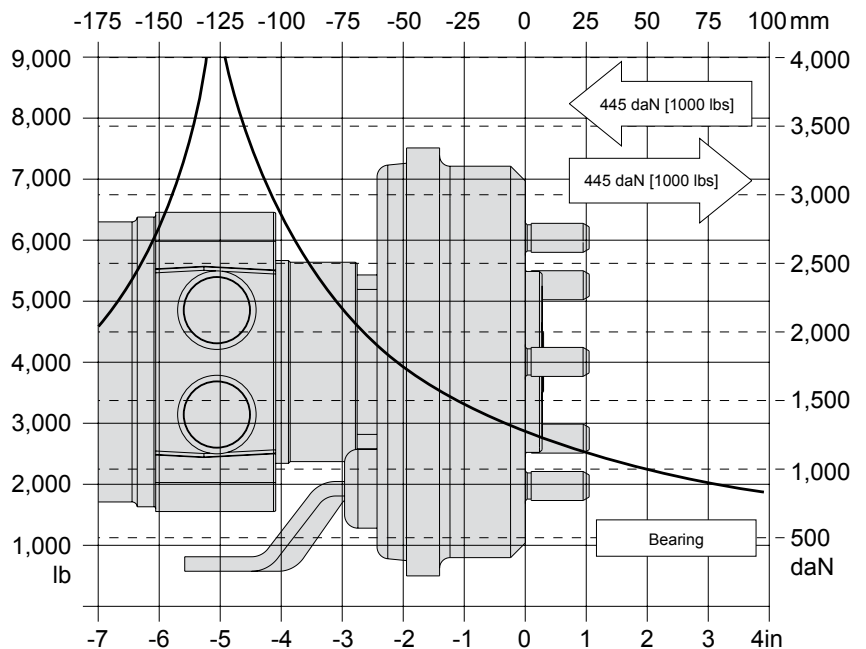
**4 and 5 Bolt Wheel Hubs** are available to accommodate a wide variety of wheel rims.

**Labyrinth Lip Design** incorporated into hub helps protect brake components from elements.

**2-Position Brake Lever** provides flexibility in the attachment of brake cables or actuating linkage.

### TECHNICAL INFORMATION

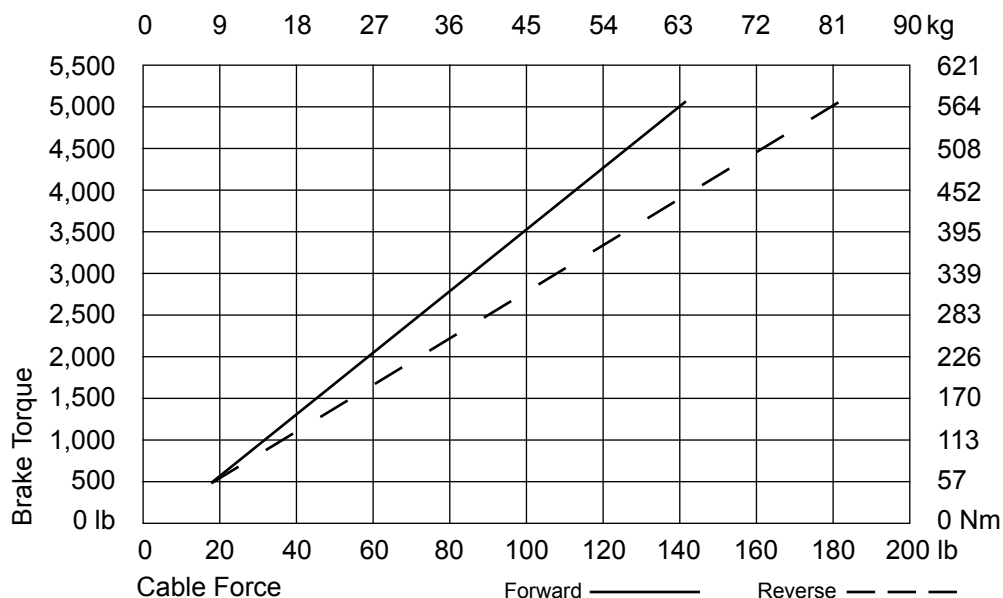
**Bearing Curve:** The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an  $L_{10}$  life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table located on page 11.





## 510 &amp; 511 SERIES MODEL CODE BUILDER

## BRAKE HOLDING TORQUE

LENGTH / WEIGHT CHART  
Brake Mount - Dimension EE

| Code | mm [in]    | kg [lb]     |
|------|------------|-------------|
| 120  | 156 [6.15] | 14,9 [42.9] |
| 160  | 156 [6.15] | 14,9 [42.9] |
| 200  | 159 [6.29] | 15,2 [43.7] |
| 230  | 162 [6.38] | 15,3 [43.9] |
| 260  | 165 [6.48] | 15,6 [44.5] |
| 300  | 168 [6.61] | 16,0 [45.3] |
| 350  | 182 [7.16] | 17,1 [47.7] |
| 375  | 174 [6.86] | 16,5 [46.5] |
| 470  | 182 [7.16] | 17,1 [47.7] |
| 540  | 188 [7.40] | 17,6 [49.0] |
| 750  | 206 [8.11] | 19,0 [52.0] |

## NOTE:

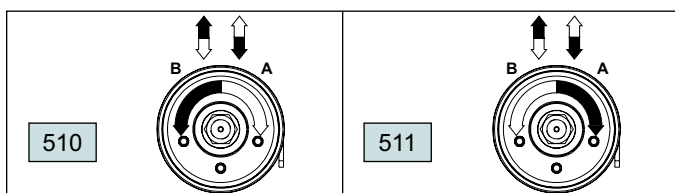
RE motor weights vary  $\pm 0,5$  kg [1 lb] depending upon motor configuration.

| SERIES | DISPLACEMENT | HOUSING | SHAFT  | PAINT  | CAVITY | ADD ON | MISCELLANEOUS |
|--------|--------------|---------|--------|--------|--------|--------|---------------|
| STEP 1 | STEP 2       | STEP 3  | STEP 4 | STEP 5 | STEP 6 | STEP 7 | STEP 8        |

## STEP 1 - Select a series

510 Counterclockwise Rotation

511 Clockwise Rotation



**NOTE:** For applications requiring the motor to rotate in only one direction, shaft seal life may be prolonged by pressurizing the "A" port of the motor. To obtain the desired direction of shaft rotation, use the graphic above to determine the rotation code for the motor. For bi-directional applications, the 510 series is recommended. Preferred rotation is determined by internal valving design.

## STEP 2 - Select a displacement option

|     |                                    |     |                                    |
|-----|------------------------------------|-----|------------------------------------|
| 120 | 121 cc [7.4 in <sup>3</sup> /rev]  | 350 | 348 cc [21.2 in <sup>3</sup> /rev] |
| 160 | 162 cc [9.9 in <sup>3</sup> /rev]  | 375 | 375 cc [22.8 in <sup>3</sup> /rev] |
| 200 | 204 cc [12.4 in <sup>3</sup> /rev] | 470 | 465 cc [28.3 in <sup>3</sup> /rev] |
| 230 | 232 cc [14.2 in <sup>3</sup> /rev] | 540 | 536 cc [32.7 in <sup>3</sup> /rev] |
| 260 | 261 cc [15.9 in <sup>3</sup> /rev] | 750 | 748 cc [45.6 in <sup>3</sup> /rev] |
| 300 | 300 cc [18.3 in <sup>3</sup> /rev] |     |                                    |

## STEP 3 - Select a housing option

X31 4-Hole 7/8" O-Ring Aligned Ports

X38 4-Hole 1/2" BSP.F Aligned Ports

## STEP 4 - Select a shaft option

31 1-1/2" Tapered

## STEP 5 - Select a paint option

A Black

Z No Paint

## STEP 6 - Select a valve cavity option

A None

## STEP 7 - Select an add on option

A Standard

## STEP 8 - Select a miscellaneous option

YA Brake Drum Right Hand Position 2, 5 Bolt Hub

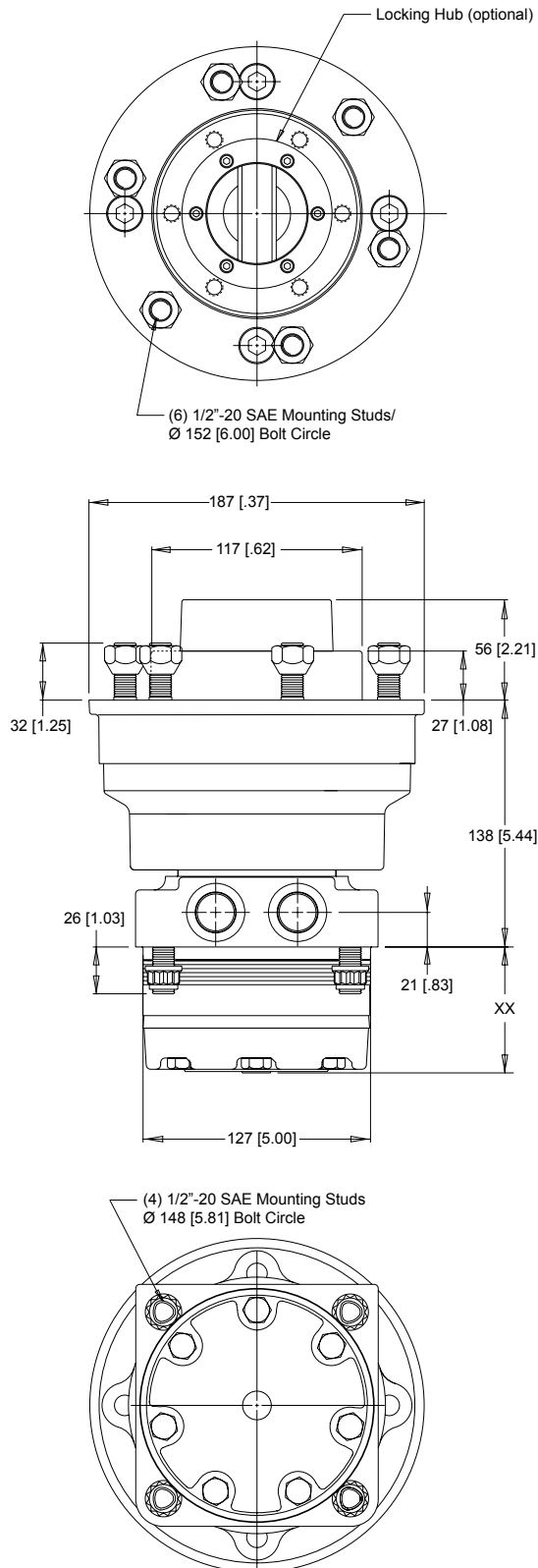
ZA Brake Drum Left Hand Position 1, 5 Bolt Hub

YE Brake Drum Right Hand Position 2, 4 Bolt Hub

ZE Brake Drum Left Hand Position 1, 4 Bolt Hub

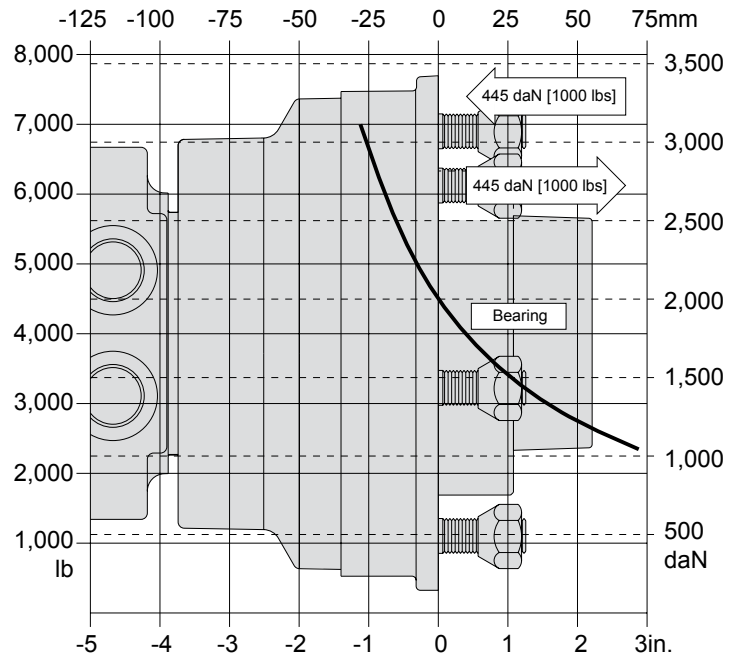


## W31 4-Hole 7/8" O-Ring Aligned Ports



**Bearing Curve:** The bearing curve represents allowable bearing loads based on ISO 281 bearing capacity for an  $L_{10}$  life of 2,000 hours at 100 rpm. Radial loads for speeds other than 100 rpm may be calculated using the multiplication factor table located on page 11.

## WHEEL MOUNT WITH 125MM BEARING



## LENGTH / WEIGHT CHART

Wheel Mount - Dimension XX

| Code | mm [in]    | kg [lb]     |
|------|------------|-------------|
| 120  | 70 [2.77]  | 22,3 [49.1] |
| 160  | 70 [2.77]  | 22,3 [49.1] |
| 200  | 74 [2.90]  | 22,6 [49.9] |
| 230  | 76 [2.99]  | 22,7 [50.1] |
| 260  | 79 [3.09]  | 23,0 [50.7] |
| 300  | 82 [3.22]  | 23,4 [51.5] |
| 350  | 96 [3.77]  | 24,4 [53.9] |
| 375  | 88 [3.47]  | 23,9 [52.7] |
| 470  | 96 [3.77]  | 24,4 [53.9] |
| 540  | 102 [4.01] | 25,0 [55.1] |
| 750  | 120 [4.72] | 26,4 [58.2] |

**NOTE:**  
RE motor weights vary  $\pm 0,5$  kg [1 lb] depending upon motor configuration.

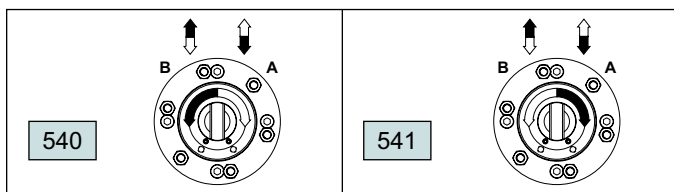


## 540 & 541 SERIES MODEL CODE BUILDER

| SERIES | DISPLACEMENT | HOUSING | SHAFT  | PAINT  | CAVITY | ADD ON | MISCELLANEOUS |
|--------|--------------|---------|--------|--------|--------|--------|---------------|
| STEP 1 | STEP 2       | STEP 3  | STEP 4 | STEP 5 | STEP 6 | STEP 7 | STEP 8        |

### STEP 1 - Select a series

- 540** Counterclockwise Rotation
- 541** Clockwise Rotation



**NOTE:** For applications requiring the motor to rotate in only one direction, shaft seal life may be prolonged by pressurizing the "A" port of the motor. To obtain the desired direction of shaft rotation, use the graphic above to determine the rotation code for the motor. For bi-directional applications, the 540 series is recommended. Preferred rotation is determined by internal valving design.

### STEP 2 - Select a displacement option

|            |                                    |            |                                    |
|------------|------------------------------------|------------|------------------------------------|
| <b>120</b> | 121 cc [7.4 in <sup>3</sup> /rev]  | <b>350</b> | 348 cc [21.2 in <sup>3</sup> /rev] |
| <b>160</b> | 162 cc [9.9 in <sup>3</sup> /rev]  | <b>375</b> | 375 cc [22.8 in <sup>3</sup> /rev] |
| <b>200</b> | 204 cc [12.4 in <sup>3</sup> /rev] | <b>470</b> | 465 cc [28.3 in <sup>3</sup> /rev] |
| <b>230</b> | 232 cc [14.2 in <sup>3</sup> /rev] | <b>540</b> | 536 cc [32.7 in <sup>3</sup> /rev] |
| <b>260</b> | 261 cc [15.9 in <sup>3</sup> /rev] | <b>750</b> | 748 cc [45.6 in <sup>3</sup> /rev] |
| <b>300</b> | 300 cc [18.3 in <sup>3</sup> /rev] |            |                                    |

### STEP 3 - Select a housing option

- W31** 4-Hole 7/8" O-Ring Aligned Ports

### STEP 4 - Select a shaft option

- 61** 6-Bolt Wheel Flange

### STEP 5 - Select a paint option

- A** Black
- Z** No Paint

### STEP 6 - Select a valve cavity option

- A** None

### STEP 7 - Select an add on option

- A** Standard
- H** Locking Hub

### STEP 8 - Select a miscellaneous option

- AA** None
- AC** Freeturning Rotor
- AE** Hydraulic Declutch with Freeturning Rotor

### **Important Information**

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