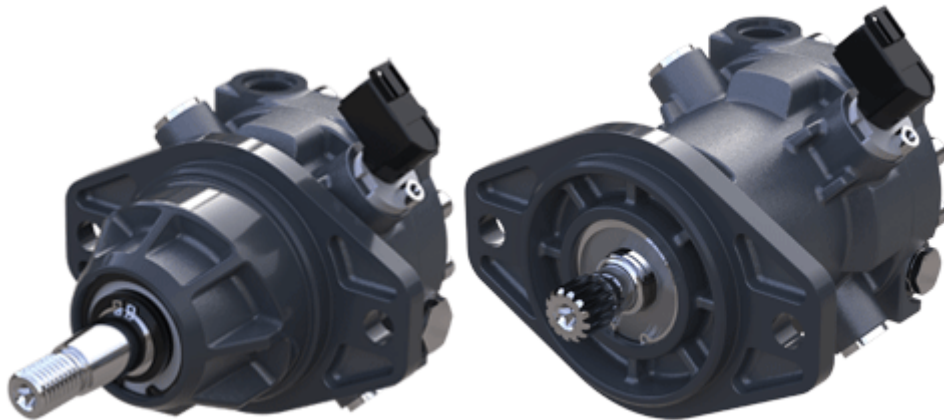


Technical Information

MP1 Axial Piston Motors

Size 20/24, 28/32



Revision history*Table of revisions*

Date	Changed	Rev
March 2025	Added case drain port tightening torque in System Design and Parameters	0209
October 2024	Added summing pressure in Operating Parameters	0208
June 2024	Typo	0207
September 2023	Added New Porting Options for 28/32	0206
June 2023	Various Modifications	0205
March 2023	Fixed Notation of Port and Drain on 28/32 Mounting Flange SAE-B and Cartridge Style	0204
March 2023	Additional Text onto Tapered Shaft Customer Acknowledgement	0203
October 2022	Minor Revision	0202
October 2022	Added Size 28/32	0201
July 2022	Additional Notes for Summing System Pressure Conditions	0114
December 2021	Additional Notes for Speed Sensor	0113
June 2021	Fixed Available Sensors	0112
April 2021	Corrected Document Number and Typo	0111
February 2021	Updated Paint Free Coverage	0110
December 2020	Updated Speed Limit in Operating Parameters	0109
November 2020	Updated Speed and Temperature Sensor	0108
December 2019 - April 2020	Minor Revision	xxx
November 2019	First Edition	0101

Contents

General Description

Overview.....	5
Features.....	5
System Diagram.....	6
Schematic Diagram.....	7

Technical Specification

Design Specifications.....	8
Technical Data.....	8
Operating Parameters.....	9
Fluid Specifications.....	9

Operation

Loop Flushing Valve.....	10
Anti-Cavitation and Shock Valve.....	12
Speed and Temperature Sensor.....	13
Available Sensors.....	13
Temperature Range.....	14
Protection Characteristics.....	14
Mating Connectors.....	14
Speed Sensor 4.5 - 8 V.....	14
Speed Sensor 7 - 32 V.....	15
Sensor Position.....	16
Output Pulses.....	16

Operating Parameters

Overview.....	17
Speed Ratings.....	17
System Pressure.....	17
Case Pressure.....	18
Temperature.....	18
Viscosity.....	18

System Design and Parameters

Installation.....	19
Filtration.....	19
Reservoir.....	19
Overpressure Protection (Only for open circuit system).....	20
Summing System Pressure Conditions.....	20
Loop Flushing.....	20
Case Pressure / Open Circuit Operation.....	20
Redundant Braking System Requirement.....	20
Fluid Selection.....	20
Case Drain.....	21
Case Drain Port Tightening Torque	21
Bearing Loads and Life.....	22
Shaft Torque.....	22
Shaft Loads.....	23
Duty Cycle and Bearing Life.....	24
Hydraulic Equations Helpful for Motor Selection.....	24
Determination of Nominal Motor Size.....	25
Variables.....	25

Master Model Code

Model Code (B-C-D).....	26
Model Code (E).....	27
Model Code (K).....	29
Model Code (L-M-N).....	30

Features and Options

Shaft Options.....	31
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Contents**Installation Drawings**

Output Shafts: Option A (SAE A, B, 13 teeth).....	32
Output Shafts: Option C (SAE A, B, 15 teeth).....	33
Output Shafts: Option L (SAE B, 17 teeth).....	34
Output Shafts: Option E, F (SAE A, B, Straight Key Shaft: Long).....	35
Output Shafts: Option J, K (SAE A, B, Straight Key Shaft: Middle).....	36
Output Shafts: Option G, H (SAE A, B, Taper Key Shaft).....	37
Output Shafts: Option A (Cartridge, 13 teeth).....	38
Output Shafts: Option C (Cartridge, 15 teeth).....	39
Output Shafts: Option L (Cartridge, 17 teeth).....	40
Output Shafts: Option E, F (Cartridge, Key Shaft : Long).....	41
Output Shafts: Option J, K (Cartridge, Key Shaft : Middle).....	42
Output Shafts: Option G, H, (Cartridge, Taper Key Shaft).....	43
Motor Rotation.....	44
MP1M20/24: Mounting Flange SAE-A.....	45
MP1M20/24: Mounting Flange SAE-B.....	47
MP1M20/24: Mounting Flange Cartridge Style.....	49
MP1M28/32: Mounting Flange SAE-B.....	51
MP1M28/32: Mounting Flange Cartridge Style.....	53
Gauge Port "A", "B" (20/24 only).....	55
MP1M28/32: Axial System Port Style.....	56
MP1M28/32: Split Flange System Port Style.....	57

General Description

Overview

The MP1 motor is a fixed displacement axial piston motor and is intended for closed and open circuit medium power applications. These motors are designed primarily to be combined with other products in closed and open circuit systems to transfer and control hydraulic power. The MP1 motor consists of four rotating groups (displacements) and three housing (mounting) configurations. An SAE-A two bolt, SAE-B two-bolt and a cartridge style (for space optimized gear box mounting) configuration are available.

The motor is ideally configured for installations requiring compact packaging and optimized plumbing such as wheel ends. The standard porting configuration is twin radial O-ring boss system ports.

Features

- Four displacements allow the optimum selection of hydraulic motor for the lowest possible installed cost.
- SAE-A & B, two bolt, and cartridge style mounting configurations available.
- Metric and inch O-ring boss system port interfaces.
- Optional axial O-ring boss system ports and radial split flange ports available to MP1M28/32.
- Short and compact; fits into existing installation with improved porting.
- Proven reliability and performance.
- Worldwide sales and service.

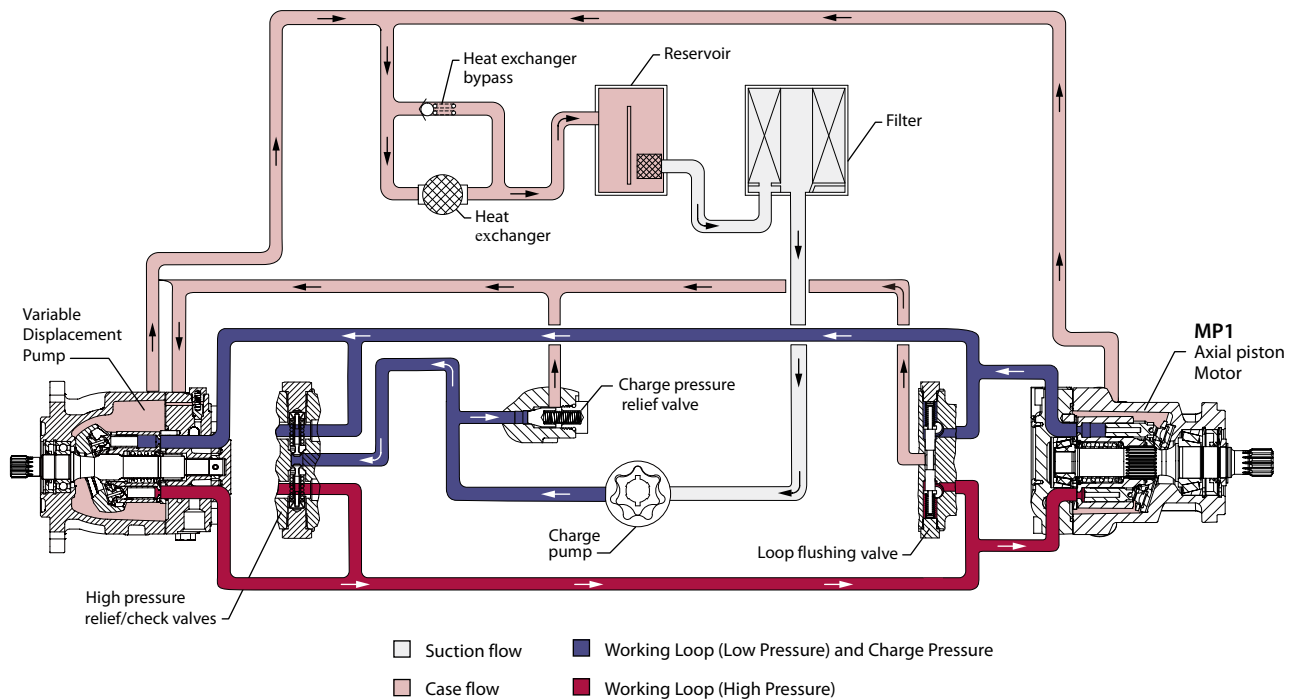
Expanded Functionality

- Open circuit fan drive application.
- PLUS+1[®] Compliant speed sensor option.
- Integrated flushing valve option available.
- Anti-cavitation valve option available.
- Shock valve option available.

General Description

System Diagram

Pictorial system diagram



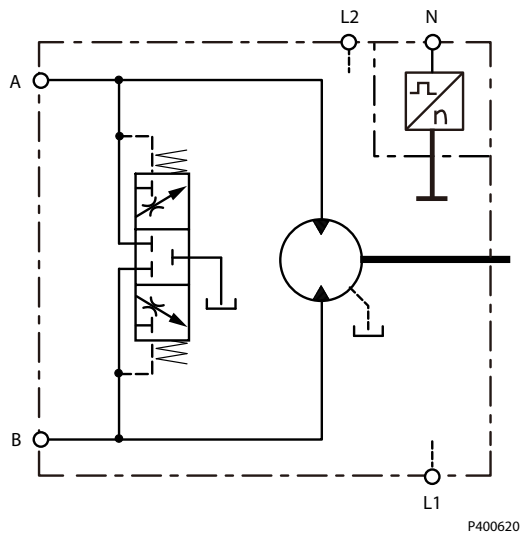
P400619

The system diagram above shows the MP1 motor in a simple closed-loop hydrostatic propel application. The motor is driven by a variable displacement pump. The motor shows an integral loop flushing option that will remove heat and contaminants from the system loop.

General Description

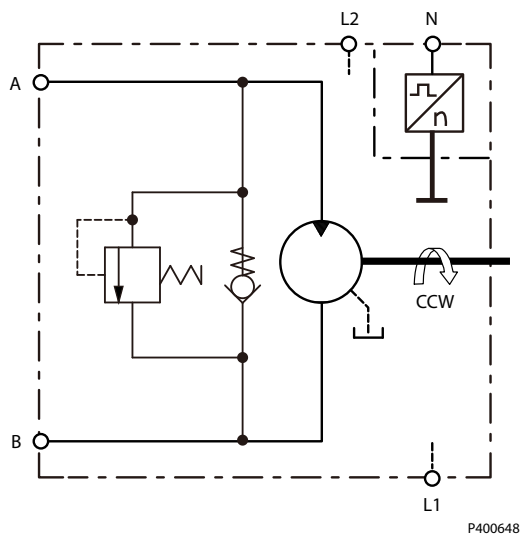
Schematic Diagram

Closed Circuit



For a close loop system, the system ports (A and B) connect to the high pressure work lines. The motor receives pressurized fluid in its inlet port and discharges de-energized fluid through the outlet port. Either port can act as inlet or outlet; flow is bidirectional. The motor has two case drains (L1 and L2). The motor may include loop flushing. Loop flushing provides additional cooling and filtration capacity.

Open Circuit



An open circuit configuration is also possible for the motor and such a system is shown above. A shock valve and an anti-cavitation valve is provided to protect the unit from sudden pressure surges as well as cavitation. The flow path of pressurized fluid is from port A through port B. In this configuration, the direction of rotation of the motor is counter clockwise as seen from shaft side. Similarly, if the anti-cavitation and shock valve is oriented in the reverse position, the direction of rotation will be clockwise. Thus, pressurized fluid flow path is from port B through port A.

Technical Specification
Design Specifications

Features	MP1 Motors
Design	Axial piston motor with fixed displacement design.
Direction of output rotation (as seen from shaft side)	Clockwise or counterclockwise
Recommended installation position	Motor installation position is discretionary, The housing must always be filled with hydraulic fluid. Consult Danfoss for non-conformance to these guidelines.

Technical Data

Feature	Unit	MP1M20	MP1M24	MP1M28	MP1M32
Model configuration		Fixed displacement motor			
Displacement	cm ³ /rev [in ³ /rev]	20.0 [1.22]	24.0 [1.46]	28.0 [1.71]	31.8 [1.94]
Mass moment of inertia of rotating components	kg·m ² [slug·ft ²]	0.0010 [0.0007]		0.0016 [0.0011]	
Mass (Weight) dry	kg [lb]	5.6 [12]		8.0 [17.6]	
Mounting flange		ISO 3019-1 flange 82-2 (SAE-A), 2 bolt ISO 3019-1 flange 101-2 (SAE-B), 2 bolt Cartridge mounting style		ISO 3019-1 flange 101-2 (SAE-B), 2 bolt Cartridge mounting style	
Output shaft options		Spline 13T 16/32 Spline 15T 16/32 Spline 17T 24/48		Spline 13T 16/32 Spline 15T 16/32	
		Straight keyed 22.2 dia. Tapered 22.2 dia. 1:8			
System port configuration A, B		ISO 11926-1, 7/8-14 (SAE O-ring boss)		ISO 11926-1, 1-1/16-12 (SAE O-ring boss)	
		ISO 6149-1, M22x1.5 (Metric O-ring boss)		ISO 6149-1, M27x2 (Metric O-ring boss)	
		-		ISO 6162-2, Split flange port, DN19 M10x1.5	
Case drain ports L1, L2		ISO 11926-1, 3/4-16 (SAE O-ring boss)			
		ISO 6149-1, M18x1.5 (Metric O-ring boss)			

Technical Specification

Operating Parameters

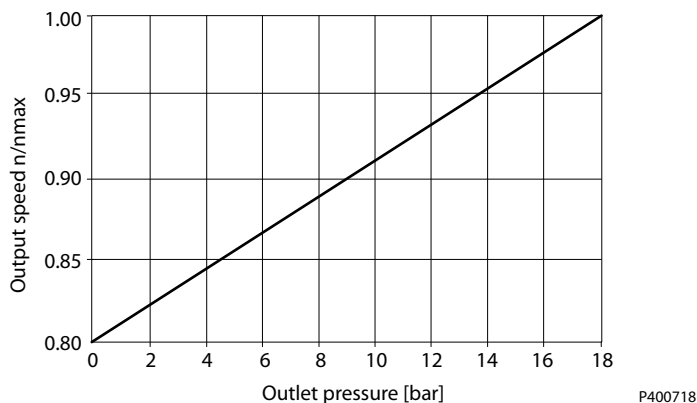
Parameter		Unit	20/24	28/32
Speed limit	Closed Circuit ¹⁾	Rated	4200	3900
		Maximum	4700	4400
	Open Circuit	Rated	3400	3100
		Maximum	3800	3500
System pressure	Maximum working pressure ²⁾		350 [5000]	350 [5000]
	Maximum pressure		380 [5429]	380 [5429]
	Max summing pressure ³⁾		500 [7252]	500 [7252] (28cc) 450 [6527] (32cc)
Case pressure	Rated		2 [29]	2 [29]
	Maximum		6 [87]	6 [87]

¹⁾ At the limit speed, system minimum low pressure is 18 bar.

²⁾ Applied pressures above maximum working pressure requires Danfoss application approval.

³⁾ The sum of the pressures at both system ports (A and B). Application of series circuit with MP1 motors requires Danfoss approval.

Motor speed limit in relation to output (low) pressure



Fluid Specifications

Features		Units	20/24/28/32
Viscosity	Intermittent ¹⁾	mm ² /sec. [SUS]	5 [42]
	Minimum		7 [49]
	Recommended range		12 - 80 [66 - 370]
	Maximum (cold start) ²⁾		1600 [7500]
Temperature range ³⁾	Minimum (cold start)	°C [°F]	-40 [-40]
	Recommended range		60 - 85 [140 - 185]
	Maximum continuous		104 [220]
	Maximum intermittent		115 [240]
Cleanliness per ISO 4406			22/18/13 (as per ISO 4406)

¹⁾ Intermittent=Short term t < 1 min per incident and not exceeding 2 % of duty cycle based load-life.

²⁾ Cold start = Short term t < 3 min, p < 50 bar [725 psi], n < 1000 min⁻¹ (rpm)

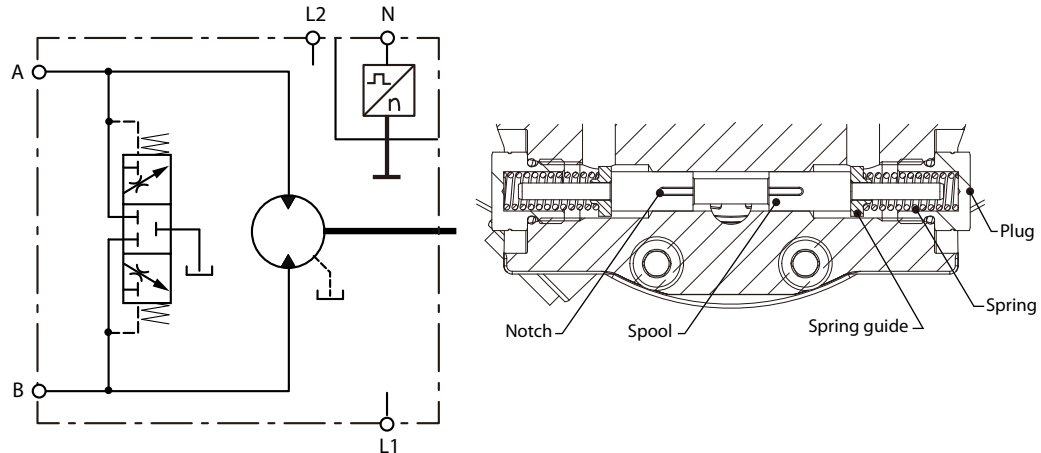
³⁾ At the hottest point, normally case drain port.

Operation

Loop Flushing Valve

Closed circuit systems may require loop flushing to meet temperature and cleanliness requirements. MP1 motors are available with an optional integral loop flushing. A loop flushing valve will remove heat and contaminants from the main loop at a rate faster than otherwise possible.

The hydraulic circuit of an MP1 motor with loop flushing option is shown below. The MP1 motor loop flushing design is a simple spring centered shuttle spool with an orifice notch.



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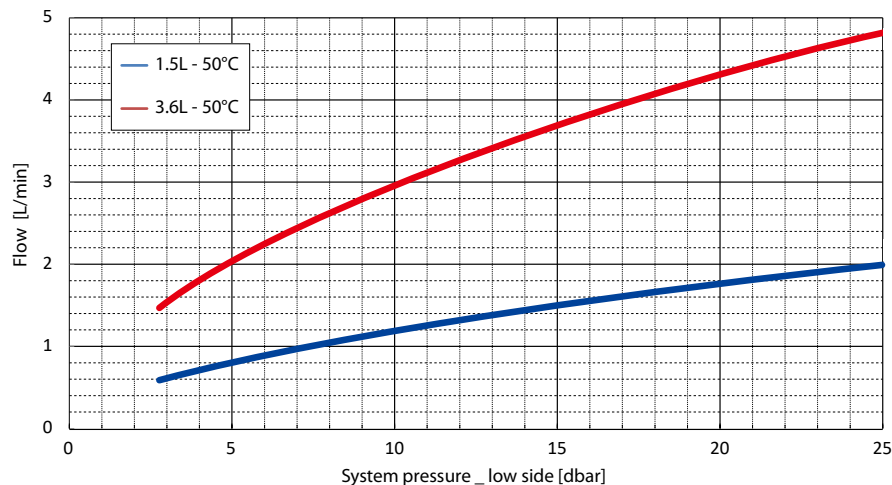
A loop flush shuttle spool is used to separate system A and system B pressures. System delta pressure will cause the shuttle spool to shift, allowing the low side system pressure to flow to the orifice towards the case. The shuttle shifts at approximately 4 bar [57 psi]. The flushing flow is a function of the low loop system pressure and the size of the notch.

Loop flush flow options of 1.5 & 3.6 l/min [0.4 & 1.0 gal/min] are available for the 20/24cc frame size. Loop flush flow options of 5.2 and 8.0 l/min [1.4 & 2.1 gal/min] are available for the 28/32cc frame size. These options are adequate for most applications.

When a MP1 pump is used with an external loop flushing shuttle valve, ensure that the charge setting of the pump matches the setting of the loop flushing shuttle valve. Contact your Danfoss representative for the availability of additional charge relief settings.

Loop flush characteristic curves

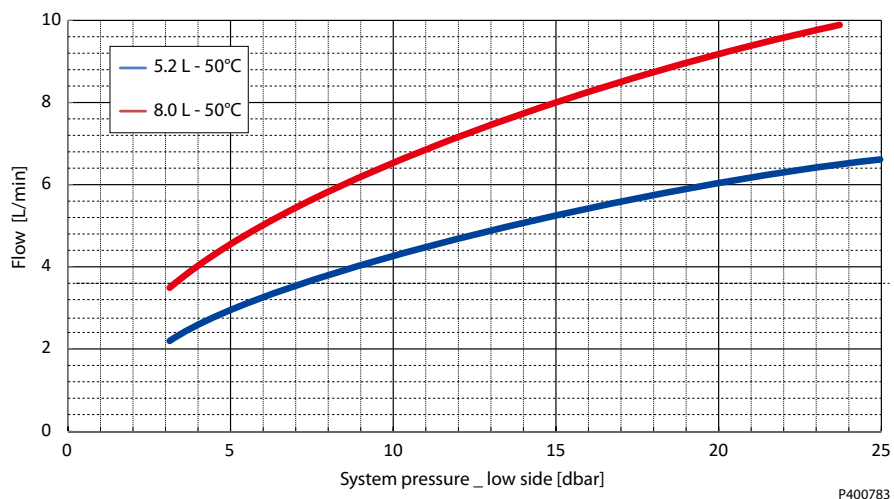
(Size 20/24) 1.5 L and 3.6 L@15 bar, oil temp=50°C



P400656

Operation

(Size 28/32) 5.2 L and 8.0 L@15 bar, oil temp=50°C



P400783

Operation

Anti-Cavitation and Shock Valve

The MP1M fixed motors are available with an anti-cavitation valve option. The key application for this option is open circuit fan drives.

The anti cavitation valve function as a check valve within the same cavity which is integrated into the endcap. The check valve function provides protection against cavitation that can occur upon introduction of an overrunning load or due to loss of input flow. In such case, the system delta pressure becomes negative and the check valve opens connecting the motor inlet and outlet, effectively short-circuiting the motor. The shock valve function is intended to be used for system overpressure protection events of limited duration only. It is not intended for continuous system pressure limitation.

The shock valve is available with 280 bar [4061 psi] or 345 bar [5004 psi] setting.

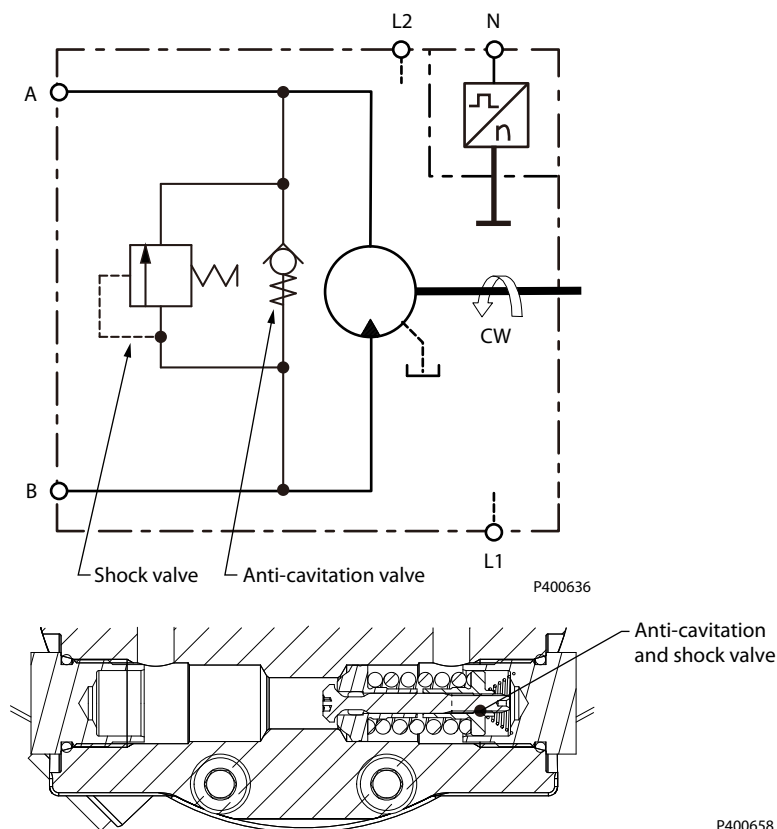
For this option the high pressure port needs to be defined upfront to get the correct motor rotation. Reversing the motor is not possible with this option.

Flow direction

Motor shaft rotation (as seen from shaft side)	Port A	Port B	System Port type, Loop Flushing & Anti-cavitation*
Clockwise (CW)	Out	In	MD1/MD2/SD1/SD2
Counterclockwise (CCW)	In	Out	MC1/MC2/SC1/SC2

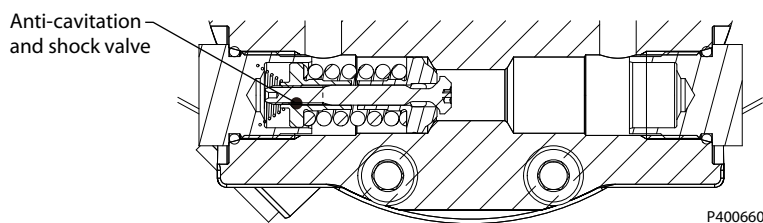
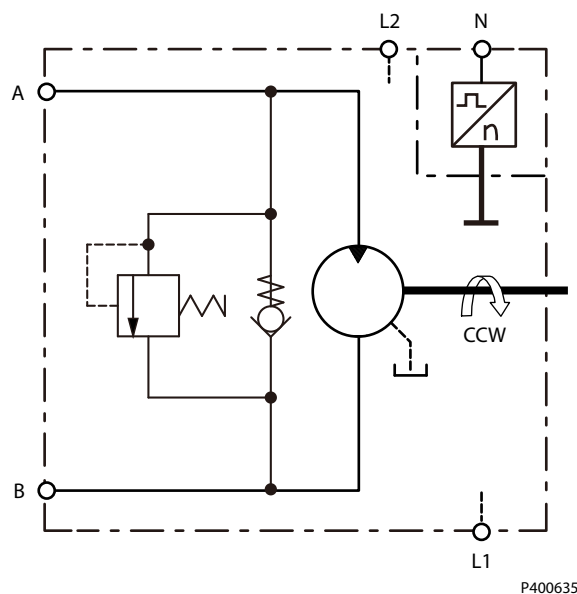
* See [Master Model Code](#) on page 26

Anti cavitation and shock valve, Port B High Pressure, Clockwise rotation



Operation

Anti cavitation and shock valve, Port A High Pressure, Counter Clockwise rotation



Speed and Temperature Sensor

MP1 motors are available with an optional speed and temperature sensor. This hall-effect pulse pick-up is located in the motor housing. The sensor accepts supply voltage and outputs a digital pulse signal in response to the speed of the cylinder block. The output changes its high/low state as the target teeth pass by the sensor's face. The digital (on-off-on-off) pulse train is fed to a controller, which interprets its rate of change as a speed. A logic circuit decodes the two signals to provide an additional direction indication (high or low) depending on direction).

The speed sensor is designed for rugged outdoor, mobile or heavy industrial speed sensing applications. The detection of the speed is contactless and does not need any calibration or adjustments. There are two optional sensors available.

Available Sensors

Description	Order number	
	149055	11232698
Supply voltage	4.5 – 8 V	7 – 32 V
Speed signals	Two, 90° Phase shift	Two, 90° Phase shift
Direction signal	One	One
Temperature signal	One	One
PLUS+1 Compliance	Yes	No

Operation

Temperature Range

Parameter	Minimum	Maximum
Operation temperature range	-40 °C	104 °C

115°C intermittent = short term; $t < 1$ min per incident and not exceeding 2 % of duty cycle based load-life.

Protection Characteristics

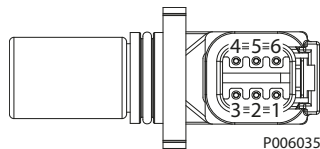
Parameter	Data
Protection Code (IP class) according IEC 60529 and DIN 40050	IP 67 (without connector installed) IP 69k (with connector installed)
EMC Emission	EN 61000-6-3
EMC Immunity (EMI)	100 V/m incl. 1 kHz AM 80 %; ISO 11452-5 and -2
ESD	EN 61000-4-2 Air discharge: 15 kV Contact discharge: 8 kV
Vibration	30 G (294 m/s ²)
Shock	50 G (490 m/s ²)
Case maximum pressure	5 bar [72.5 psi]

Mating Connectors

Ordering number	
11033865	11033863
Assembly Bag, DEUTSCH DTM06-6S-E004; black, (24-20 AWG) 0.21 -0.52 mm ²	Assembly Bag, DEUTSCH DTM06-6S, gray, (24-20 AWG) 0.21 -0.52 mm ²

Speed Sensor 4.5 - 8 V

Speed sensor connector, 6-pin



Pinout:

1. Speed signal 2
2. Direction signal
3. Speed signal 1
4. Supply
5. Ground
6. Temperature

Technical data

Parameter	Min.	Nom.	Max.	Note
Supply voltage	4.5 V _{DC}	5 V _{DC}	8 V _{DC}	Regulated supply voltage. Reverse polarity protected.
Supply protection	-	-	30 V _{DC}	Shuts off above 9 V.
Pulses per revolution	NPN & PNP			
Max. required supply current	-	-	25 mA	At supply voltage
Max. output current	-	-	50 mA	
Operation mode	NPN & PNP			Push-Pull amplifier
Temperature signal	-40°C = 2.318V	-	100°C = 0.675V	

Operation

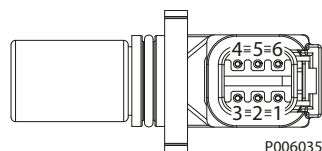
Technical data (continued)

Parameter	Min.	Nom.	Max.	Note
Output low speed signal	5 %	8.5 %	12 %	Ratiometric output voltage Low state > 0 V to provide wire fault detection
Output high speed signal	88 %	91.5 %	95 %	
Detectable frequency range	1 Hz	–	10 000 Hz	
Ordering number	149055			
Color of connector	Black			

Speed Sensor 7 - 32 V

Speed Sensor 7 – 32 V_{DC} technical data and information about connector.

Speed sensor connector, 6-pin



Pinout:

1. Speed signal 2
2. Direction signal
3. Speed signal 1
4. Supply
5. Ground
6. Temperature signal

Technical data

Parameter	Min.	Max.	Note
Supply voltage range	7 V _{DC}	32 V _{DC}	
Supply protection	–	36 V _{DC}	36 V _{DC} over voltage protection -36 V _{DC} permanent reverse polarity protection
Max. required supply current	–	30 mA	
Max. output current	–	50 mA	
Operation mode	NPN open collector		Internal 2k7 pull-up resistor to supply
Output low signal range	2 %	10 %	Max. output voltage 24 V _{DC}
Output high signal range	55 %	85 %	
Detectable frequency range	1 Hz	10 000 Hz	
Speed sensor order number	11232698		
Color of connector	Yellow		

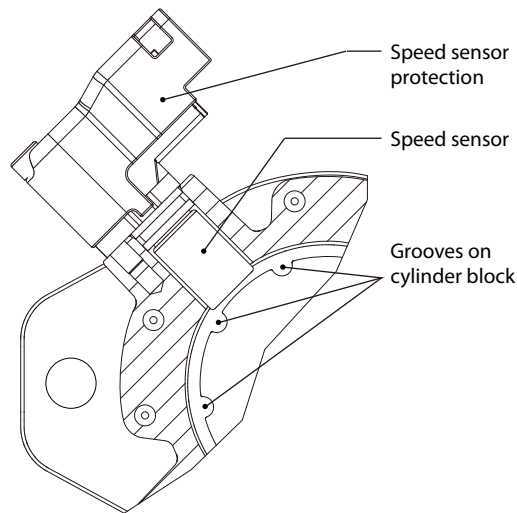
For more information, see *Speed and Temperature Sensor, Technical Information*, **BC152886482203**.

Operation

Sensor Position

Sensor position in SAE and Cartridge housing.

SAE & Cartridge housing



P400649

Sensor target

Nine arc grooves on cylinder block as target of sensor for detection of direction (CW/CCW) and rotation.

Output Pulses

The expected number of output pulses per revolution is shown below.

The number of pulses (per rev)	9
---------------------------------------	----------

Due to the number of target groove (9) for pulse pick up, the output signal resolution is lower than other products (e.g.71 target teeth for H1B-60) in extra low speed.

For more technical information, please contact your Danfoss representative.

Operating Parameters

Overview

This section defines the operating parameters and limitations with regard to output speeds and pressures.

Speed Ratings

Smooth operation and output torque ripple determine the acceptable low speed operating condition. Generally Danfoss axial piston motors will operate smoothly down to 150 rpm. In some instances, it is possible to operate smoothly at less than 150 rpm, but performance must be verified for the specific application. We do not recommend that any axial piston motor be sized to operate continuously at speeds less than 100 rpm.

Rated speed is the highest input speed recommended at full power condition. Operating at or below this speed should yield satisfactory product life.

Maximum speed is the highest operating speed permitted. Exceeding maximum speed reduces product life and can cause loss of hydrostatic power and braking capacity. Never exceed the maximum speed limit under any operating conditions.

Operating conditions between Rated speed and Maximum speed should be restricted to less than full power and to limited periods of time. For most drive systems, maximum unit speed occurs during downhill braking or negative power conditions.

Warning

Unintended vehicle or machine movement hazard

The loss of hydrostatic drive line power, in any mode of operation (forward, neutral, or reverse) may cause the system to lose hydrostatic braking capacity. You must provide a braking system, redundant to the hydrostatic transmission, sufficient to stop and hold the vehicle or machine in the event of hydrostatic drive power loss.

System Pressure

System pressure is the differential pressure between system ports A and B. It is the dominant operating variable affecting hydraulic unit life. High system pressure, which results from high load, reduces expected life. Hydraulic unit life depends on the speed and normal operating, or weighted average, pressure that can only be determined from a duty cycle analysis.

Application pressure is the high pressure relief setting normally defined within the order code of the pump. This is the applied system pressure at which the driveline generates the maximum calculated pull or torque in the application.

Maximum working pressure is the highest recommended Application pressure. Maximum working pressure is not intended to be a continuous pressure. Propel systems with Application pressures at, or below, this pressure should yield satisfactory unit life given proper component sizing.

Maximum pressure is the highest allowable Application pressure under any circumstance. Application pressures above Maximum Working Pressure will only be considered with duty cycle analysis and factory approval. Pressure spikes are normal and must be considered when reviewing maximum working pressure.

All pressure limits are differential pressures referenced to low loop (charge) pressure. Subtract low loop pressure from gauge readings to compute the differential.

Minimum low loop pressure (above case pressure) is the lowest pressure allowed to maintain a safe working condition in the low side of the loop.

Operating Parameters

Case Pressure

Under normal operating conditions, **the rated case pressure** must not be exceeded. During cold start, case pressure must be kept below maximum intermittent case pressure. Size drain plumbing accordingly.

 **Caution**

Possible component damage or leakage.

Operation with case pressure in excess of stated limits may damage seals, and/or housings, causing external leakage. Performance may also be affected since charge and system pressures are referenced to case pressure.

Case pressure limits

Maximum (continuous)	2 bar [29 psi] maximum pressure
Intermittent (cold start)	6 bar [87 psi] maximum pressure

Temperature

The high temperature limits apply at the hottest point in the transmission, which is normally the motor case drain. The system should generally be run at or below the published **rated temperature**.

The **maximum intermittent temperature** is based on material properties and should never be exceeded.

Cold oil will generally not affect the durability of the transmission components, but it may affect the ability of oil to flow and transmit power.

The **minimum temperature** relates to the physical properties of component materials.

Size heat exchangers too keep the fluid within these limits. Danfoss recommends testing to verify that these temperature limits are not exceeded.

Viscosity

Viscosity For maximum efficiency and bearing life, ensure the fluid viscosity remains in the recommended range.

The **minimum viscosity** should be encountered only during brief occasions of maximum ambient temperature and severe duty cycle operation.

The **maximum viscosity** should be encountered only at cold start.

Ensure fluid temperature and viscosity limits are concurrently satisfied.

System Design and Parameters

Installation

MP1 motors may be installed in any position. The motor housing must always remain full of hydraulic fluid.

Fill the motor housing and system lines with clean fluid during installation. Connect the case drain line to the uppermost drain port (L1 or L2) to keep the housing full during operation.

To allow unrestricted flow to the reservoir, use a dedicated drain line. Connect it below the minimum reservoir fluid level and as far away from the reservoir outlet as possible. Use plumbing adequate to maintain case pressure within prescribed limits (see [Case Pressure](#) on page 18). To prevent premature wear, ensure that only clean fluid enters the hydrostatic transmission circuit. A filter capable of controlling the fluid cleanliness to ISO 4406, class 22/18/13 (SAE J1165) or better, under normal operating conditions, is recommended. These cleanliness levels cannot be applied for hydraulic fluid residing in the component housing/case or any other cavity upon delivery from the factory.

Filtration

To prevent damage to the MP1 motor, including premature wear, fluid entering the motor must be free of contaminants. MP1 motors require system filtration capable of maintaining fluid cleanliness at ISO 4406-1999 class 22/18/13 or better.

Consider these factors when selecting a system filter:

- Cleanliness specifications
- Contaminant ingress rates
- Flow capacity
- Desired maintenance interval

Typically, a filter with a beta ratio of $\beta_{10} = 1.5$ to 2.0 is adequate. However, open circuit systems supplied from a common reservoir may have considerably higher requirements. Because each system is unique, only a thorough testing and evaluation program can fully validate the filtration system. For more information, see Danfoss publication Design Guidelines for Hydraulic Fluid Cleanliness, **BC152886482150**.

Filter β_x -ratio is a measure of filter efficiency defined by ISO 4572. It is defined as the ratio of the number of particles greater than a given diameter ("x" in microns) upstream of the filter to the number of these particles downstream of the filter.

Reservoir

The reservoir provides clean fluid, dissipates heat, and removes entrained air from the hydraulic fluid. It allows for fluid volume changes associated with fluid expansion and cylinder differential volumes.

Minimum reservoir capacity depends on the volume needed to perform these functions. Typically, a capacity of one half the charge pump flow (per minute) is satisfactory for a closed circuit system reservoir. Open circuit systems sharing a common reservoir will require greater fluid capacity.

Locate the reservoir outlet (suction line) near the bottom, allowing clearance for settling foreign particles. Place the reservoir inlet (return lines) below the lowest expected fluid level, as far away from the outlet as possible.

System Design and Parameters

Overpressure Protection (Only for open circuit system)

MP1 motors have shock valves intended to be used for system over-pressure limitation. However, it is not intended for continuous system pressure limitation. Therefore, relief valves or pressure limiters are required to maintain system pressure within prescribed limits. Relief valves are adequate to protect against transient or unusually rapid load application, but excessive or continuous flow through them adds heat to the system and can damage the fluid. In applications operating at or near pressure, use a pressure compensating variable pump. The shock valve function is intended to be used for system overpressure protection events of limited duration only. It is not intended for continuous system pressure limitation. The shock valve is available with 280 bar or 345 bar setting.

Summing System Pressure Conditions

The sum of system pressure, i.e., system high pressure loop + system low pressure loop must be less than 500 bar for 20cc/24cc/28cc and 450 bar for 32cc. Especially in the application where the motors are in series, make sure that the sum pressure of port A and B for each motor does not exceed this value.

In case of designing the series circuit with MP1 motors, please ask Danfoss PAE before applying them in the system.

Loop Flushing

Closed circuit systems may require loop flushing to meet temperature and cleanliness requirements. A loop flushing valve removes hot fluid from the low pressure side of the system loop for additional cooling and filtering. Ensure the charge pump provides adequate flow for loop flushing and the loop flushing valve does not cause charge pressure to drop below recommended limits.

Case Pressure / Open Circuit Operation

MP1 motors can be operated with zero pressure in the low side of the system loop. The case pressure must not be higher than 2 bar over the low side loop system pressure. With zero backpressure, the maximum allowed case pressure is 2 bar [29 psi]. Case drain lines must be plumbed accordingly to insure this 2 bar case pressure differential is not exceeded under any circumstances.

Redundant Braking System Requirement

Warning

Unintended vehicle or machine movement hazard.

The loss of hydrostatic drive line power, in any mode of operation (forward, neutral, or reverse) may cause the system to lose hydrostatic braking capacity. You must provide a braking system, redundant to the hydrostatic transmission, sufficient to stop and hold the vehicle or machine in the event of hydrostatic drive power loss.

Fluid Selection

Ratings and performance data are based on operating with hydraulic fluids containing oxidation, rust and foam inhibitors. These fluids must possess good thermal and hydrolytic stability to prevent wear, erosion, and corrosion of motor components.

Caution

Never mix hydraulic fluids of different types.

System Design and Parameters

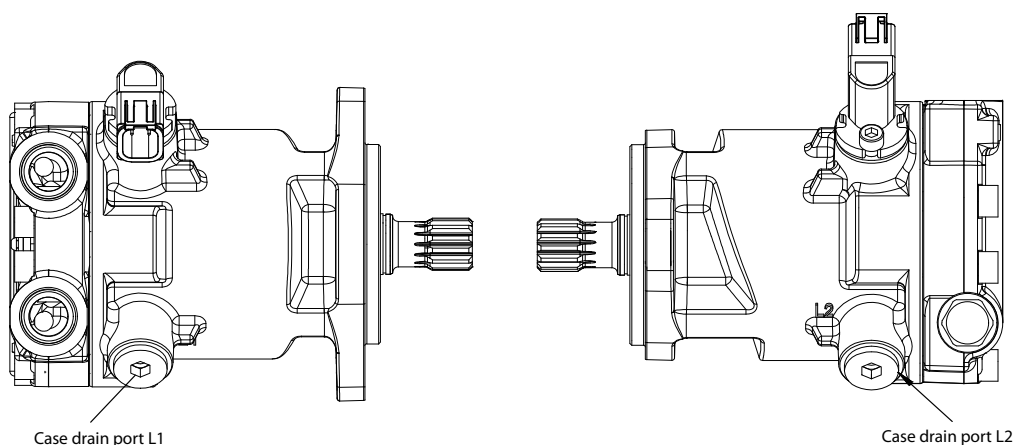
Case Drain

A case drain line must be connected to the case outlets of each motor to return the internal leakage oil to the system reservoir. When filling the case before start up, use the highest case drain outlet to promote complete filling of the case. The case drain fluid is typically the hottest fluid in the system. It is highly recommended to route the case drain flow through a heat exchanger before it is returned to the reservoir.

In some applications, it may be required to provide additional cross-flushing of the motor. If the motor is used mainly in a high speed application, higher cooling requirements may be needed for the rotating kit and tapered roller bearings. Use the lowest case drain port as the inlet port and the highest case drain port as the outlet port. This will ensure that the case is full of oil at all times.

Apply unit case pressure ratings to case drain routing and design.

Case Drain Port Tightening Torque



P400866

To prevent damage threads on housing, avoid excessive tightening torque when connecting hose fittings to L1 or L2 ports.

⚠ Warning

Do not over torque the case drain plugs (L1, L2)

Port	Torque
L1, L2	34 N·m [lbf·in]

System Design and Parameters

Bearing Loads and Life

Bearing life is a function of speed, system pressure and any external side or thrust loads. External side loads are found in some applications such as a helical gear without its own support bearings, installed directly on to the motor shaft. All external side loads will act to reduce the normal bearing life of the motor. Other life factors include oil type and viscosity.

When external side loads are present, the allowable radial shaft loads are a function of the load position relative to the mounting flange, the load orientation relative to the internal loads and the operating pressures of the hydraulic unit. In applications where external shaft loads cannot be avoided, the impact on bearing life can be minimized by proper orientation of the load. Optimal motor orientation is a consideration of the net loading on the shaft from the external load and the motor rotating kit.

Contact Danfoss for a bearing life review if external side loads and thrust loads are present.

Shaft Torque

Available shafts are capable to transmit the maximum torque capability at maximum working pressure. Lubrication or similar treatment of splined motor shaft is recommended for proper torque transmission.

For more information, see **Lubrication of Splined Shafts, Data Sheet, AI152986482538**.

System Design and Parameters

Shaft Loads

MP1 motors have bearings capable of accepting some external radial and thrust loads. The external radial shaft load limits are a function of the load position, orientation, and the operating conditions of the motor.

Shaft external load limits

Frame		20/24		28/32	
Mounting configuration		SAE	Cartridge	SAE	Cartridge
Maximum allowable external moment (M_e)	N·M	31	104	41	153
	lbf·in	274	920	363	1354
Maximum allowable thrust load (T)	N	1000		1500	
	lbf	225		337	

All external shaft loads have an effect on bearing life. In motor applications where external shaft loads cannot be avoided, the impact on bearing life can be minimized by orienting the load to the 180 degree position (see Direction of external shaft load, next page).

Radial load formula

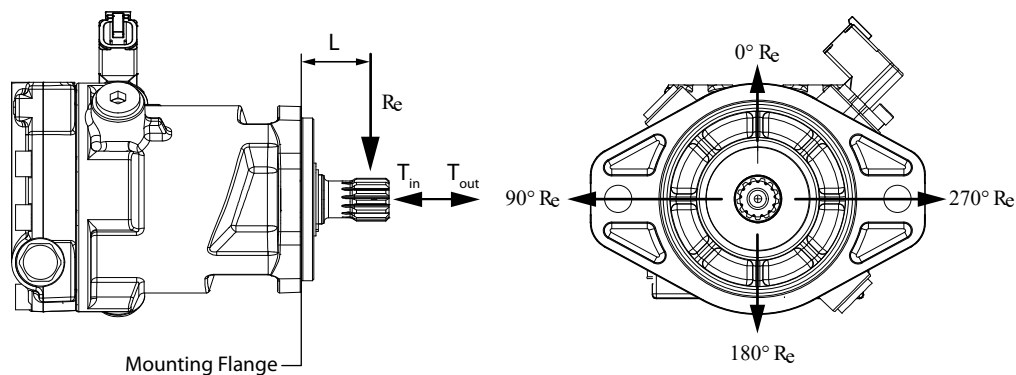
$$M_e = R_e \cdot L$$

L = Distance from mounting flange to point of load

M_e = Maximum external moment

R_e = Maximum radial side load

Shaft load orientation



P400657

System Design and Parameters

Duty Cycle and Bearing Life

All shaft loads affect bearing life. We recommend tapered shafts or clamp-type couplings for applications with radial shaft loads.

Knowing the operating conditions of your application is the best way to ensure proper motor selection. With accurate duty cycle information, your Danfoss representative can assist in calculating expected motor life.

Hydraulic Equations Helpful for Motor Selection

Use the following equations to compute output power, torque, speed, and input flow. Selecting the right motor starts with an evaluation of system requirements such as speed and torque. Select a motor that will transmit the required torque, then select a pump that will meet the flow and pressure requirements of the motor.

System Design and Parameters

Determination of Nominal Motor Size

The following equations are used to compute the input flow, output torque, output power and speed. Generally, sizing the right motor starts with an evaluation of the machine requirements such as speed and torque. Select a motor that will transmit the required torque, then select a pump that will meet the flow and pressure requirements of the motor.

<i>Unit:</i>	<i>Metric System:</i>	<i>Inch System</i>
<i>Input flow</i>	$Q_e = \frac{V_g \cdot n}{1000 \cdot \eta_v}$ l/min	$Q_e = \frac{V_g \cdot n}{231 \cdot \eta_v}$ [gpm]
<i>Output torque</i>	$M_e = \frac{V_g \cdot \Delta p \cdot \eta_m}{20 \cdot \pi}$ Nm	$M_e = \frac{V_g \cdot \Delta p \cdot \eta_m}{2 \cdot \pi}$ [lbf·in]
<i>Output power</i>	$P_e = \frac{Q_e \cdot \Delta p \cdot \eta_t}{600}$ kW	$P_e = \frac{V_g \cdot n \cdot \Delta p \cdot \eta_t}{396\,000}$ [hp]
<i>Speed</i>	$n = \frac{Q_e \cdot 1000 \cdot \eta_v}{V_g}$ min ⁻¹	$n = \frac{Q_e \cdot 231 \cdot \eta_v}{V_g}$ (rpm)

Variables

SI units [US units]

Q_e = Input flow l/min (US gal/min)

M_e = Output torque N·m (lbf·in)

p_e = Output power kW (hp)

n = Speed min⁻¹ (rpm)

V_g = Displacement per revolution cm³/rev [in³/rev]

p_o = Outlet pressure bar [psi]

p_i = Inlet pressure bar [psi]

$\Delta p = p_o - p_i$ (system pressure) bar [psi]

η_v = Volumetric efficiency

η_{mh} = Mechanical-hydraulic efficiency

η_t = Motor total efficiency ($\eta_v \cdot \eta_{mf}$)

Master Model Code

Model Code (B-C-D)



B - Configuration

Code	Description
F	Mounting Flange: SAE Flange
C	Mounting Flange: CARTRIDGE Flange

C - Displacement

Code	Description
020N	20 cm ³ /rev [1.22 in ³ /rev]
024N	24 cm ³ /rev [1.46 in ³ /rev]
028N	28 cm ³ /rev [1.71 in ³ /rev]
032N	31.8 cm ³ /rev [1.94 in ³ /rev]

D - Output Shaft

Code	Description	20	24	28	32
A	13 tooth 16/32 pitch per ANSI B92.1-1970 class 5 without dust seal	●	●	●	●
C	15 tooth 16/32 pitch per ANSI B92.1-1970 class 5 without dust seal	●	●	●	●
E	Round straight keyed 22.2 mm (long) without dust seal	●	●		
F	Round straight keyed 22.2 mm (long) with dust seal	●	●		
G	Tapered 22.2 mm without dust seal	●	●	●	●
H	Tapered 22.2 mm with dust seal	●	●	●	●
J	Round straight keyed 22.2 mm (middle) without dust seal	●	●	●	●
K	Round straight keyed 22.2 mm (middle) with dust seal	●	●	●	●
L	17 tooth 24/48 pitch per ANSI B92.1 class 6 without dust seal	●	●		

Master Model Code
Model Code (E)

E - System Port Type, Loop Flushing & Anti-Cavitation

Code	Description	20	24	28	32
SA1	Radial System Ports, O-ring boss (Inch), Defeated Loop Flushing Valve	●	●	●	●
SB1	Radial System Ports, O-ring boss (Inch), Loop Flushing (1.5 lpm @ 15 bar)	●	●		
SB2	Radial System Ports, O-ring boss (Inch), Loop Flushing (3.6 lpm @ 15 bar)	●	●		
SB3	Radial System Ports, O-ring boss (Inch), Loop Flushing (5.2 lpm @ 15 bar)			●	●
SB4	Radial System Ports, O-ring boss (Inch), Loop Flushing (8.0 lpm @ 15 bar)			●	●
SC1	Radial System Ports, O-ring boss (Inch), Anti-cavitation, Port A, 280 bar shock valve	●	●	●	●
SC2	Radial System Ports, O-ring boss (Inch), Anti-cavitation, Port A, 345 bar shock valve	●	●	●	●
SD1	Radial System Ports, O-ring boss (Inch), Anti-cavitation, Port B, 280 bar shock valve	●	●	●	●
SD2	Radial System Ports, O-ring boss (Inch), Anti-cavitation, Port B, 345 bar shock valve	●	●	●	●
SE1	Radial System Ports, O-ring boss (Inch), Gauge Ports, None	●	●		
SF1	Axial System Ports, O-ring boss (Inch), Defeated Loop Flushing Valve			●	●
SG3	Axial System Ports, O-ring boss (Inch), Loop Flushing (5.2 lpm @ 15 bar)			●	●
SG4	Axial System Ports, O-ring boss (Inch), Loop Flushing (8.0 lpm @ 15 bar)			●	●
SH1	Axial System Ports, O-ring boss (Inch), Anti-cavitation, Port A, 280 bar shock valve			●	●
SH2	Axial System Ports, O-ring boss (Inch), Anti-cavitation, Port A, 345 bar shock valve			●	●
SJ1	Axial System Ports, O-ring boss (Inch), Anti-cavitation, Port B, 280 bar shock valve			●	●
SJ2	Axial System Ports, O-ring boss (Inch), Anti-cavitation, Port B, 345 bar shock valve			●	●
MA1	Radial System Ports, O-ring boss (Metric), Defeated Loop Flushing Valve	●	●	●	●
MB1	Radial System Ports, O-ring boss (Metric), Loop Flushing (1.5 lpm @ 15 bar)	●	●		
MB2	Radial System Ports, O-ring boss (Metric), Loop Flushing (3.6 lpm @ 15 bar)	●	●		
MB3	Radial System Ports, O-ring boss (Metric), Loop Flushing (5.2 lpm @ 15 bar)			●	●
MB4	Radial System Ports, O-ring boss (Metric), Loop Flushing (8.0 lpm @ 15 bar)			●	●
MC1	Radial System Ports, O-ring boss (Metric), Anti-cavitation, Port A, 280 bar shock valve	●	●	●	●
MC2	Radial System Ports, O-ring boss (Metric), Anti-cavitation, Port A, 345 bar shock valve	●	●	●	●
MD1	Radial System Ports, O-ring boss (Metric), Anti-cavitation, Port B, 280 bar shock valve	●	●	●	●
MD2	Radial System Ports, O-ring boss (Metric), Anti-cavitation, Port B, 345 bar shock valve	●	●	●	●
MF1	Axial System Ports, O-ring boss (Metric), Defeated Loop Flushing Valve			●	●
MG3	Axial System Ports, O-ring boss (Metric), Loop Flushing (5.2 lpm @ 15 bar)			●	●
MG4	Axial System Ports, O-ring boss (Metric), Loop Flushing (8.0 lpm @ 15 bar)			●	●
MH1	Axial System Ports, O-ring boss (Metric), Anti-cavitation, Port A, 280 bar shock valve			●	●
MH2	Axial System Ports, O-ring boss (Metric), Anti-cavitation, Port A, 345 bar shock valve			●	●
MJ1	Axial System Ports, O-ring boss (Metric), Anti-cavitation, Port B, 280 bar shock valve			●	●
MJ2	Axial System Ports, O-ring boss (Metric), Anti-cavitation, Port B, 345 bar shock valve			●	●

Master Model Code

E - System Port Type, Loop Flushing & Anti-Cavitation (continued)

Code	Description	20	24	28	32
FA1	Radial Split flange System Ports, Defeated Loop Flushing Valve			●	●
FB3	Radial Split flange System Ports, Loop Flushing (5.2 lpm @ 15 bar)			●	●
FB4	Radial Split flange System Ports, Loop Flushing (8.0 lpm @ 15 bar)			●	●
FC1	Radial Split flange System Ports, Anti-cavitation, Port A, 280 bar shock valve			●	●
FC2	Radial Split flange System Ports, Anti-cavitation, Port A, 345 bar shock valve			●	●
FD1	Radial Split flange System Ports, Anti-cavitation, Port B, 280 bar shock valve			●	●
FD2	Radial Split flange System Ports, Anti-cavitation, Port B, 345 bar shock valve			●	●

Master Model Code

Model Code (K)



K - Mounting Flange & Case Drain, Speed Sensing

Code	Description	20	24	28	32
AN	SAE 'A' Flange (Inch), Speed Sensor None	●	●		
AA	SAE 'A' Flange (Inch), with Speed Sensor (4.5-8V)	●	●		
AB	SAE 'A' Flange (Inch), with Speed Sensor (4.5-8V), guard	●	●		
AC	SAE 'A' Flange (Inch), with Speed Sensor (7-32V)	●	●		
AD	SAE 'A' Flange (Inch), with Speed Sensor (7-32V), guard	●	●		
BN	SAE 'B' Flange (Inch), Speed Sensor None	●	●	●	●
BA	SAE 'B' Flange (Inch), with Speed Sensor (4.5-8V)	●	●	●	●
BB	SAE 'B' Flange (Inch), with Speed Sensor (4.5-8V), guard	●	●	●	●
BC	SAE 'B' Flange (Inch), with Speed Sensor (7-32V)	●	●	●	●
BD	SAE 'B' Flange (Inch), with Speed Sensor (7-32V), guard	●	●	●	●
CN	Cartridge Flange (Inch), Speed Sensor None	●	●	●	●
CA	Cartridge Flange (Inch), with Speed Sensor (4.5-8V)	●	●	●	●
CB	Cartridge Flange (Inch), with Speed Sensor (4.5-8V), guard	●	●	●	●
CC	Cartridge Flange (Inch), with Speed Sensor (7-32V)	●	●	●	●
CD	Cartridge Flange (Inch), with Speed Sensor (7-32V), guard	●	●	●	●
DN	SAE 'A' Flange (Metric), Speed Sensor None	●	●		
DA	SAE 'A' Flange (Metric), with Speed Sensor (4.5-8V)	●	●		
DB	SAE 'A' Flange (Metric), with Speed Sensor (4.5-8V), guard	●	●		
DC	SAE 'A' Flange (Metric), with Speed Sensor (7-32V)	●	●		
DD	SAE 'A' Flange (Metric), with Speed Sensor (7-32V), guard	●	●		
EN	SAE 'B' Flange (Metric), Speed Sensor None	●	●	●	●
EA	SAE 'B' Flange (Metric), with Speed Sensor (4.5-8V)	●	●	●	●
EB	SAE 'B' Flange (Metric), with Speed Sensor (4.5-8V), guard	●	●	●	●
EC	SAE 'B' Flange (Metric), with Speed Sensor (7-32V)	●	●	●	●
ED	SAE 'B' Flange (Metric), with Speed Sensor (7-32V), guard	●	●	●	●
FN	Cartridge Flange (Metric), Speed Sensor None	●	●	●	●
FA	Cartridge Flange (Metric), with Speed Sensor (4.5-8V)	●	●	●	●
FB	Cartridge Flange (Metric), with Speed Sensor (4.5-8V), guard	●	●	●	●
FC	Cartridge Flange (Metric), with Speed Sensor (7-32V)	●	●	●	●
FD	Cartridge Flange (Metric), with Speed Sensor (7-32V), guard	●	●	●	●

Master Model Code

Model Code (L-M-N)



L - Setting

Code	Description
NNN	None

M - Special Hardware Features

Code	Description
20A	Cylinder block Kit, 20cc standard
24A	Cylinder Block Kit, 24cc standard
28A	Cylinder block Kit, 28cc standard
32A	Cylinder block Kit, 31.8cc standard

N - Paint and Nametag

Code	Description
NNN	Black Paint and Danfoss Nametag
C08	Paint None and Danfoss Nametag

Features and Options

Shaft Options

MP1 motors are available with a variety of splined, straight keyed, and tapered shaft ends. Nominal shaft sizes and torque ratings for some available shafts are shown in the accompanying table.

Torque ratings assume no external radial loading. **Continuous torque** ratings for splined shafts are based on spline tooth wear, and assume the mating spline has a minimum hardness of $R_c 55$ to full spline depth and coupling has good lubrication.

Maximum torque ratings are based on shaft torsional strength and assume a maximum of 200,000 load reversals.

Shaft availability and maximum torque ratings

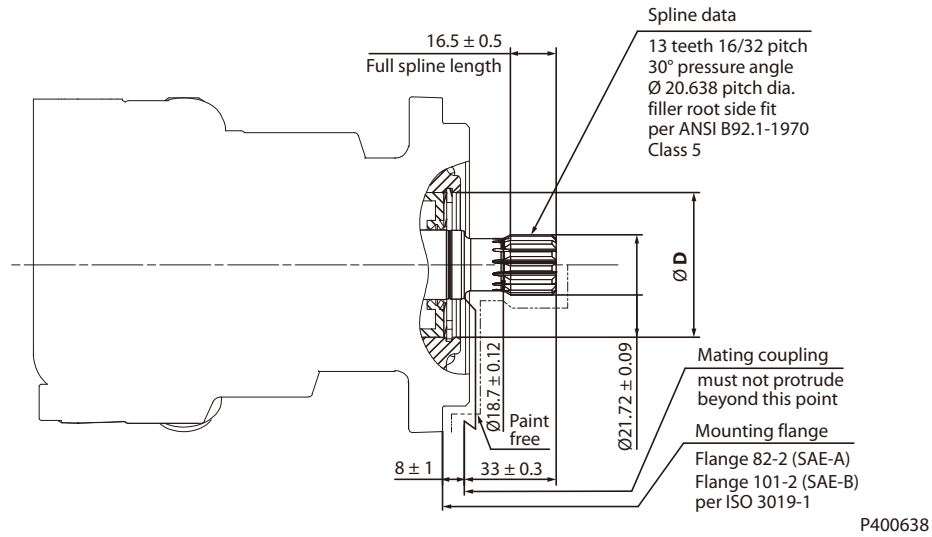
Shaft option	N•m [lbf•in]
Spline, 13 tooth, 16/32 pitch	226 [2000]
Spline, 15 tooth, 16/32 pitch	362 [3200]
Spline, 17 tooth, 24/48 pitch	165 [1460]
Tapered, $\varnothing 22.2$ mm	362 [3200]
Straight keyed, $\varnothing 22.2$ mm	226 [2000]

Recommended mating splines for MP1 motor splined output shafts should be in accordance with ANSI B92.1. Refer to the shaft option drawings for detailed specifications of each spline.

Installation Drawings

Output Shafts: Option A (SAE A, B, 13 teeth)

Option A, ISO 3019-1, Outer dia 21.72 mm



	20/24	28/32
Ø D	52 ^{+0.03} ₀	62 ^{+0.03} ₀

Specifications

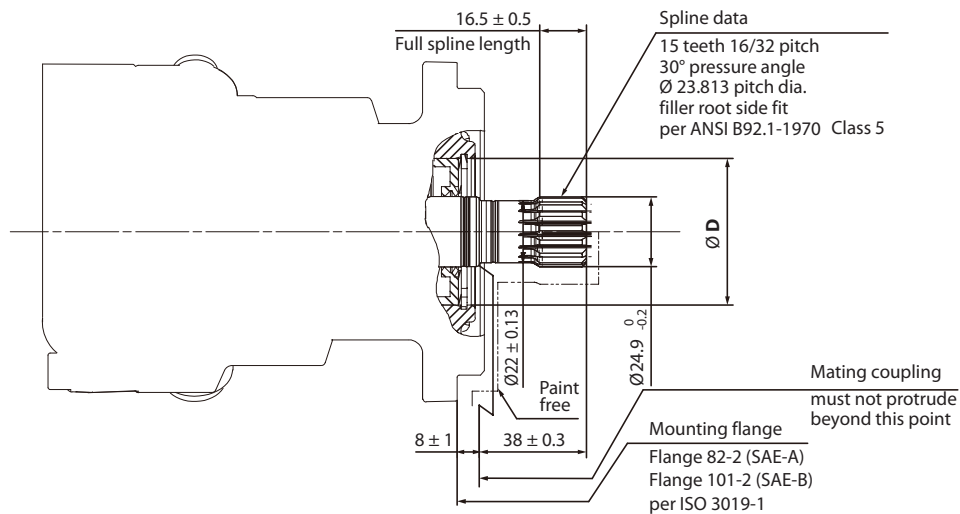
Option		A
Spline		13 teeth, 16/32 pitch
Torque rating	Maximum	226 N•m (2000 lbf-in)

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

Output Shafts: Option C (SAE A, B, 15 teeth)

Option C, ISO 3019-1, Outer dia 24.9 mm



	20/24	28/32
Ø D	52 ^{+0.03} ₀	62 ^{+0.03} ₀

Specifications

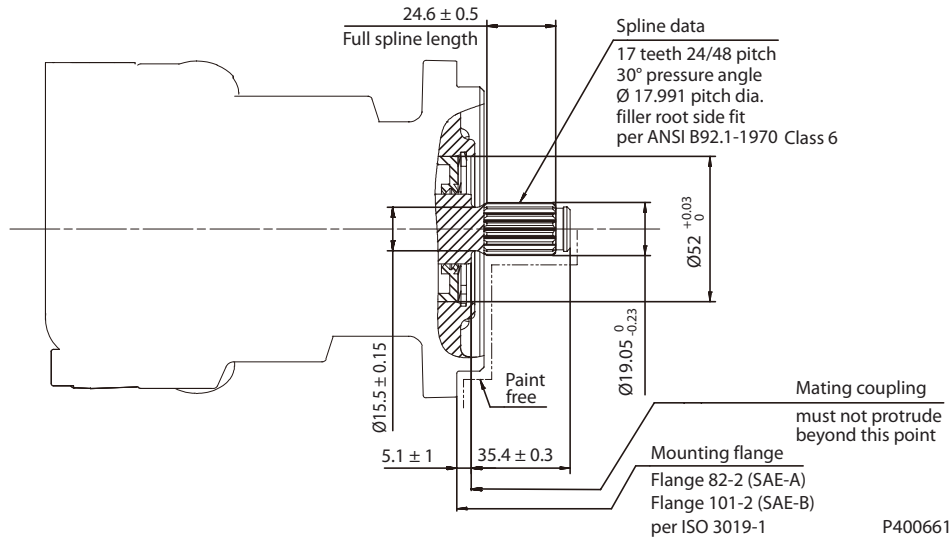
Option		C
Spline		15 teeth, 16/32 pitch
Torque rating	Maximum	362 N·m (3200 lbf-in)

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

Output Shafts: Option L (SAE B, 17 teeth)

Option L, ISO 3019-1, Outer dia 19.05 mm



	20/24
Full spline length	24.6 ± 0.5

Specifications

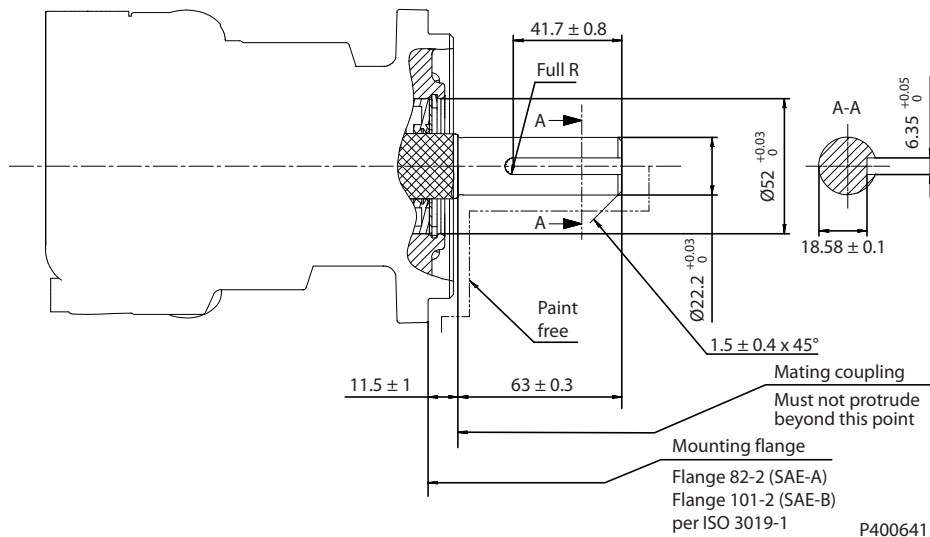
Option	C
Spline	17 teeth, 24/48 pitch
Torque rating	Maximum 165 N•m (1460 lbf-in)

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

Output Shafts: Option E, F (SAE A, B, Straight Key Shaft: Long)

Option E, F, ISO 3019-1, Outer dia 22.2 mm



Specifications

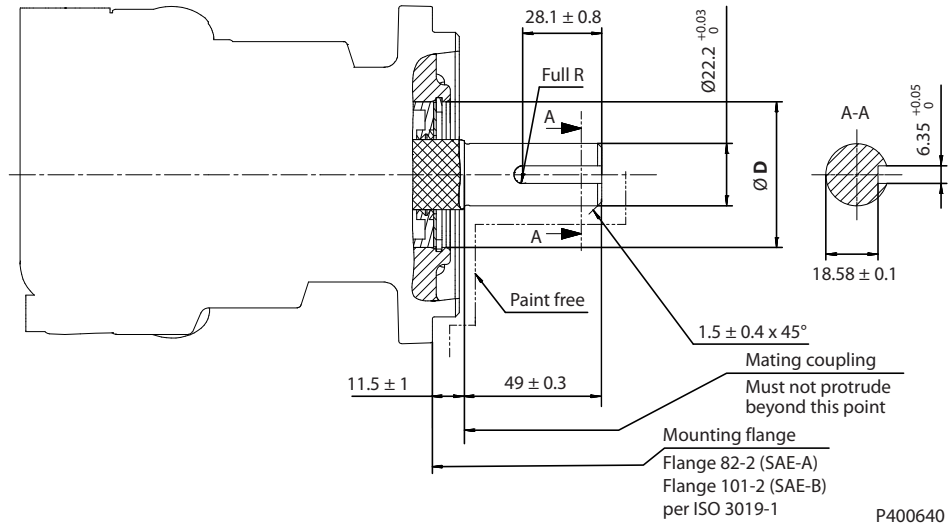
Option		E, F
Torque rating	Maximum	226 N•m (2000 lbf-in)

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

Output Shafts: Option J, K (SAE A, B, Straight Key Shaft: Middle)

Option J, K, ISO 3019-1, Outer dia 22.2 mm



	20/24	28/32
Ø D	52 ^{+0.03} ₀	62 ^{+0.03} ₀

Specifications

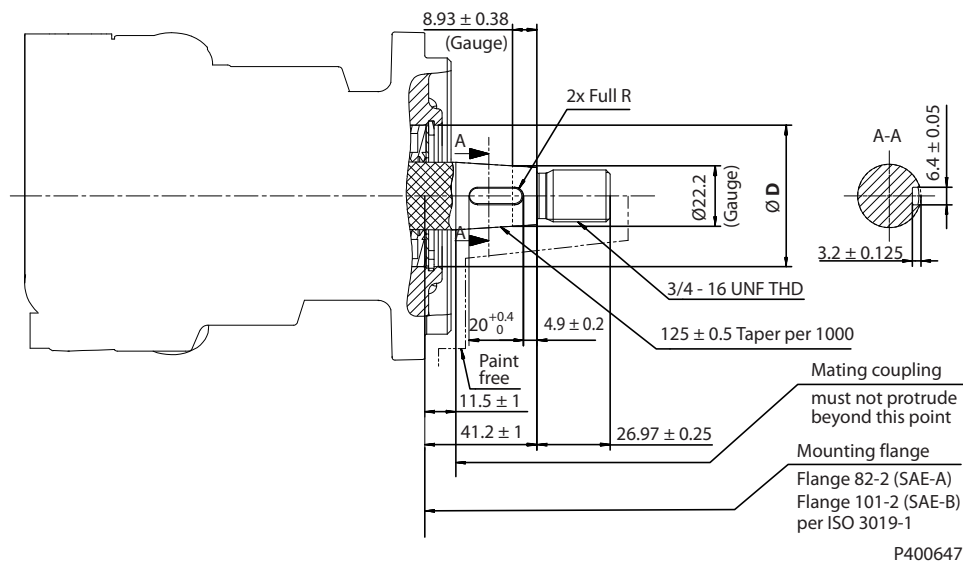
Option		J, K
Torque rating	Maximum	226 N·m (2000 lbf-in)

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

Output Shafts: Option G, H (SAE A, B, Taper Key Shaft)

Output Shafts: Option G, H (SAE A, B, Taper Key Shaft)



	20/24	28/32
Ø D	52 ^{+0.03} ₀	62 ^{+0.03} ₀

Specifications

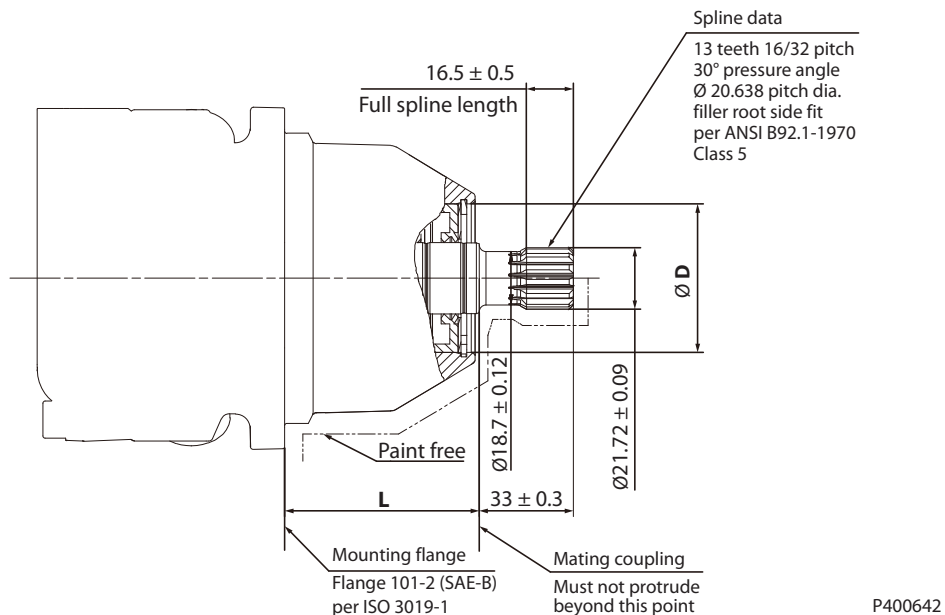
Option		G, H
Torque rating	Maximum	362 N·m (2000 lbf-in)

Please contact Danfoss representative for specific installation drawings.

Installation Drawings

Output Shafts: Option A (Cartridge, 13 teeth)

Option A, ISO 3019-1, Outer dia, 21.72mm



	20/24	28/32
Ø D	52 ^{+0.03} ₀	62 ^{+0.03} ₀
L	68.3±1	82.6±1

Specifications

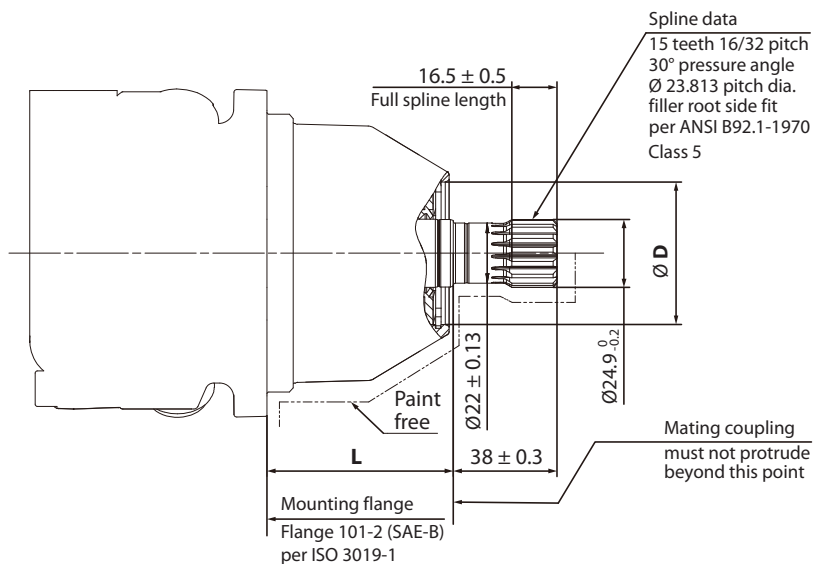
Option	A	
Spline	13 teeth, 16/32 pitch	
Torque rating	Maximum	226 N•m (2000 lbf-in)

Please contact Danfoss representative for specific installation drawings.

Installation Drawings

Output Shafts: Option C (Cartridge, 15 teeth)

Option C, ISO 3019-1, Outer dia 24.9 mm



P400643

	20/24	28/32
Ø D	52 ^{+0.03} ₀	62 ^{+0.03} ₀
L	68.3±1	82.6±1

Specifications

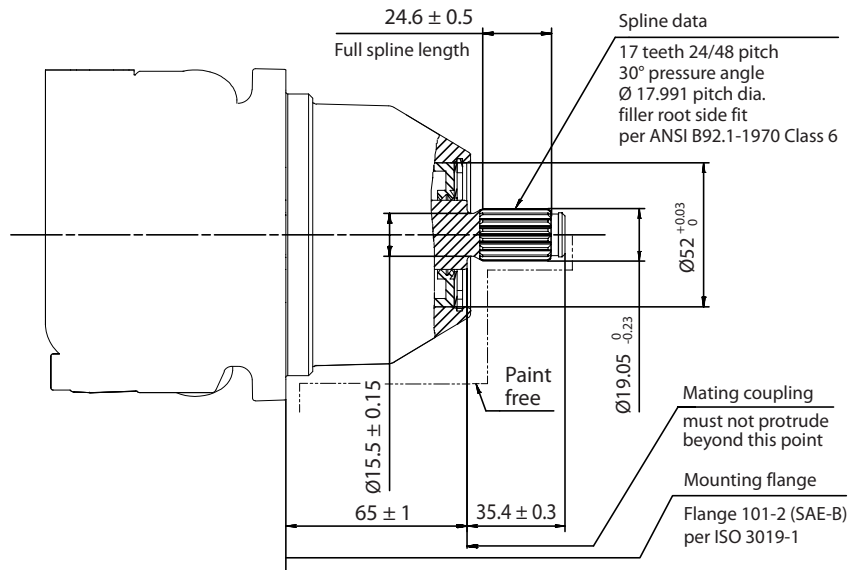
Option		C
Spline		15 teeth, 16/32 pitch
Torque rating	Maximum	362 N·m (3200 lbf-in)

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

Output Shafts: Option L (Cartridge, 17 teeth)

Option L, ISO 3019-1, Outer dia 19.05 mm



P400662

Specifications

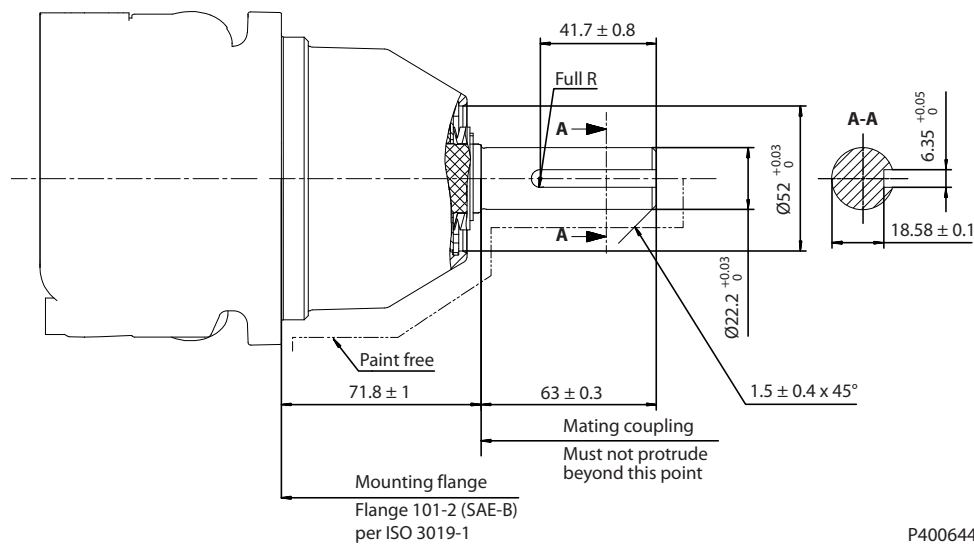
Option	L	
Spline	17 teeth, 24/48 pitch	
Torque rating	Maximum	165 N•m (1460 lbf-in)

Please contact Danfoss representative for specific installation drawings.

Installation Drawings

Output Shafts: Option E, F (Cartridge, Key Shaft : Long)

Option E, F, ISO 3019-1, Outer dia 22.2 mm



Specifications

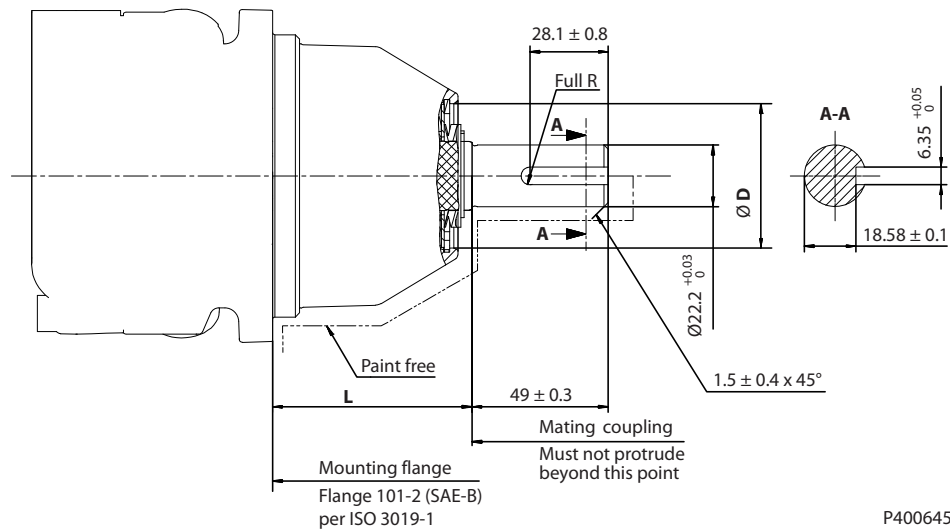
Option		E, F
Torque rating	Maximum	226 N·m (2000 lbf-in)

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

Output Shafts: Option J, K (Cartridge, Key Shaft : Middle)

Option J, K, ISO 3019-1, Outer dia 22.2 mm



	20/24	28/32
Ø D	52 ^{+0.03} ₀	62 ^{+0.03} ₀
L	71.8±1	86.1±1

Specifications

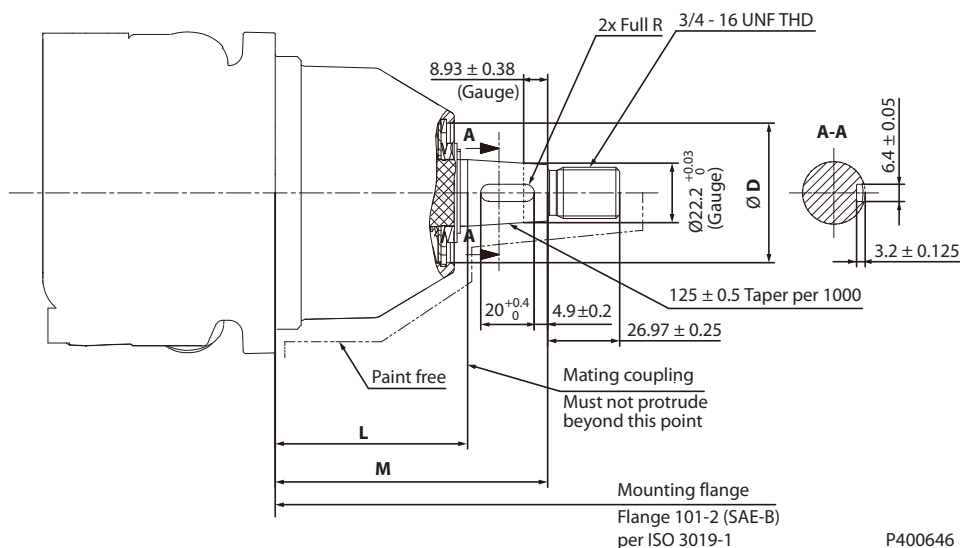
Option		J, K
Torque rating	Maximum	226 N•m (3200 lbf-in)

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

Output Shafts: Option G, H, (Cartridge, Taper Key Shaft)

Option G, H, ISO 3019-1, Outer dia 22.2 mm, 125+0.5 Taper per 1000



	20/24	28/32
Ø D	52 ^{+0.03} ₀	62 ^{+0.03} ₀
L	71.8±1	86.1±1
M	101.5±1	117.1±1

Specifications

Option		G, H
Torque rating	Maximum	362 N·m (3200 lbf·in)

[Please contact Danfoss representative for specific installation drawings.](#)

Tapered shaft customer acknowledgement

The Danfoss MP1 tapered shaft has been designed using the industry standard ISO 3019-1, minus the through-hole in the end of the shaft. Danfoss recommends a self-locking nut instead of a castle nut and pin. The nut and mating square-cut key are customer supplied.

The specified torque rating of the tapered shaft documented above is based on the cross-sectional diameter of the shaft, through the keyway, and assumes the proper clamp and fit between shaft and coupling. Danfoss guarantees the design and manufactured quality of the tapered shaft. The customer is responsible for the design and manufactured quality of the mating female coupling and key and applied torque on the nut. Maximum retaining nut tightening torque: 340 N·m (3000 lbf·in) Any torque in excess of this may lead to shaft damage. Danfoss has made provisions for the key in accordance to the ISO specification with the understanding that the key is solely to assist in the installation of the mating coupling.

Caution

Torque must be transmitted by the taper fit between the shaft and it's mating coupling, not the key. Torque or loading inadvertently transmitted by the customer supplied key may lead to premature shaft failure.

Installation Drawings

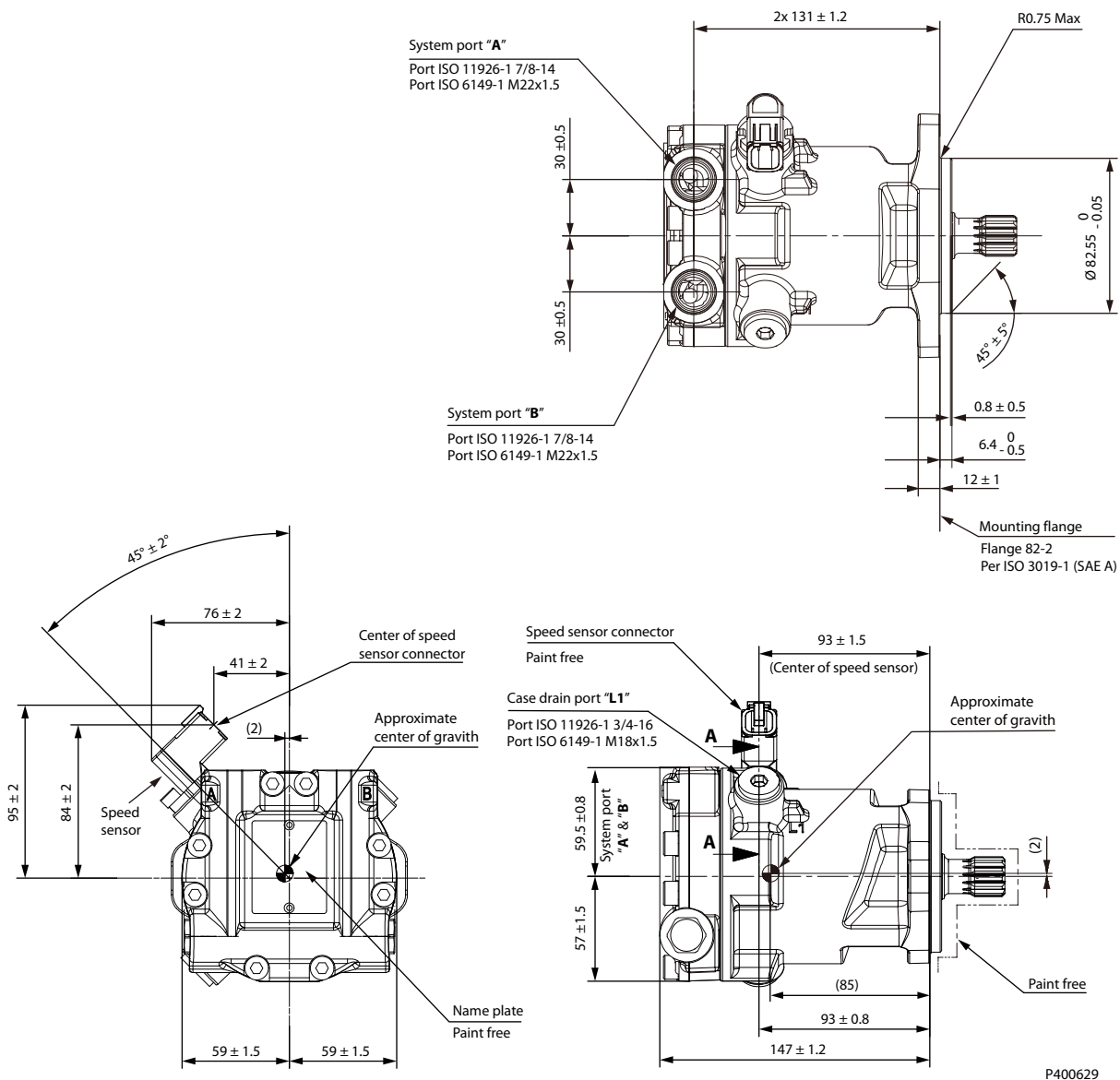
Motor Rotation

Rotation by flow direction

Port A	Port B	Motor shaft rotation
Out	In	Clockwise (CW)
In	Out	Counterclockwise (CCW)

Installation Drawings

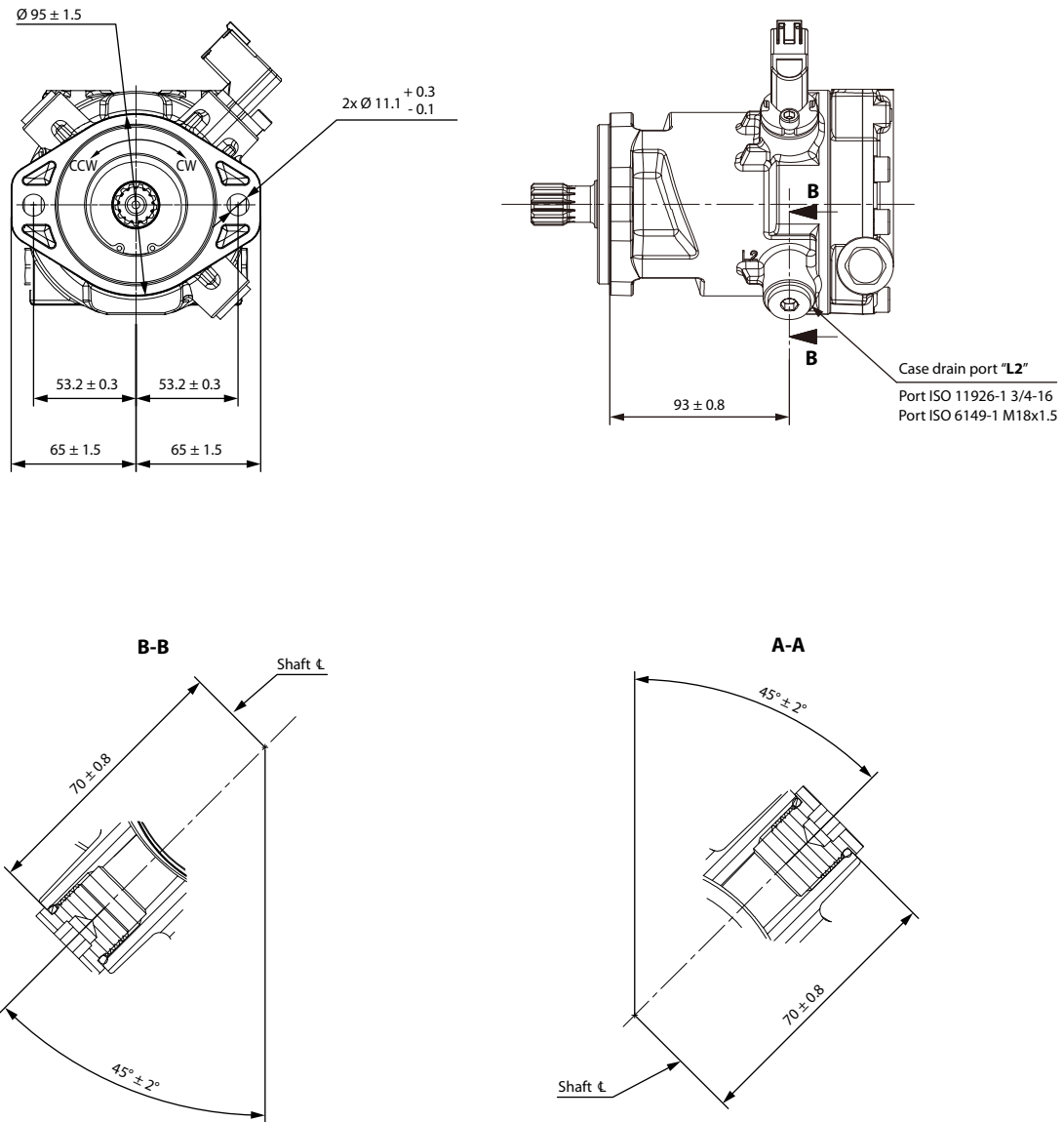
MP1M20/24: Mounting Flange SAE-A



P400629

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

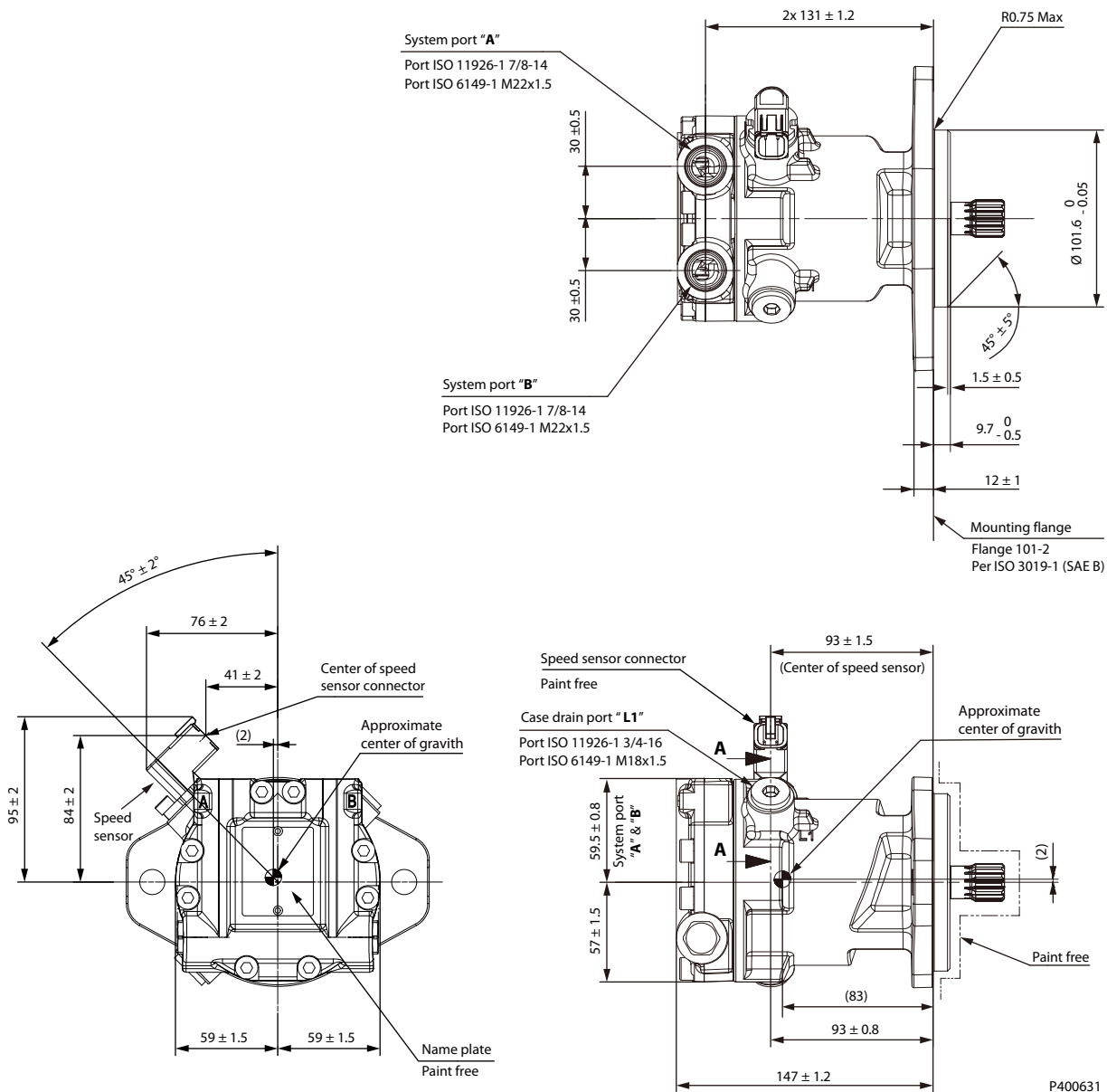


P400630

[Please contact Danfoss representative for specific installation drawings.](#)

Installation Drawings

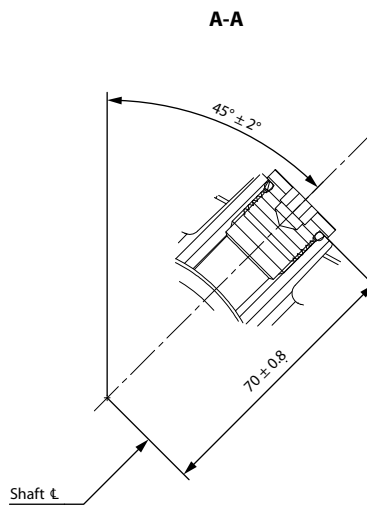
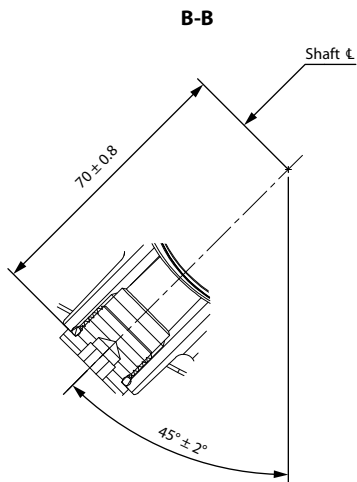
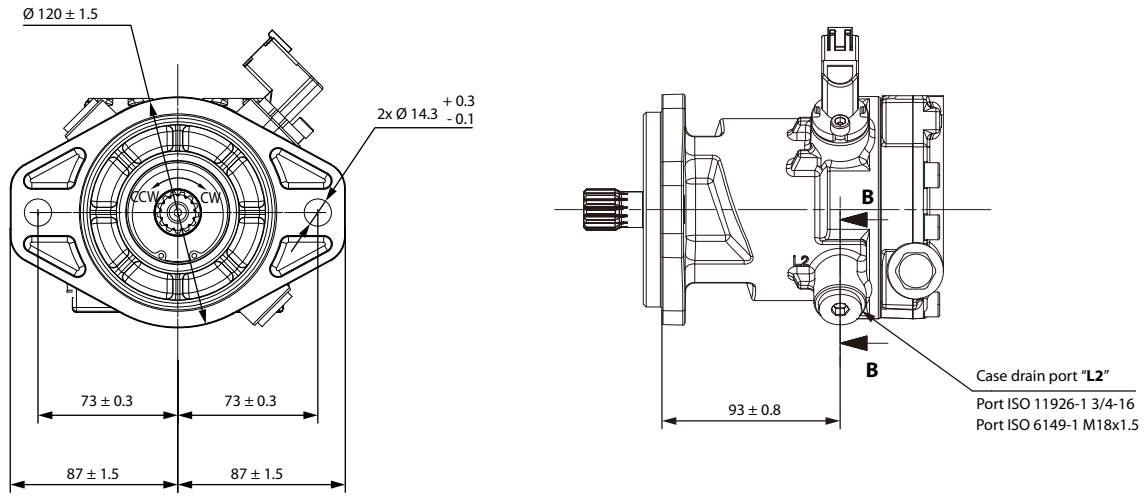
MP1M20/24: Mounting Flange SAE-B



P400631

Please contact Danfoss representative for specific installation drawings.

Installation Drawings

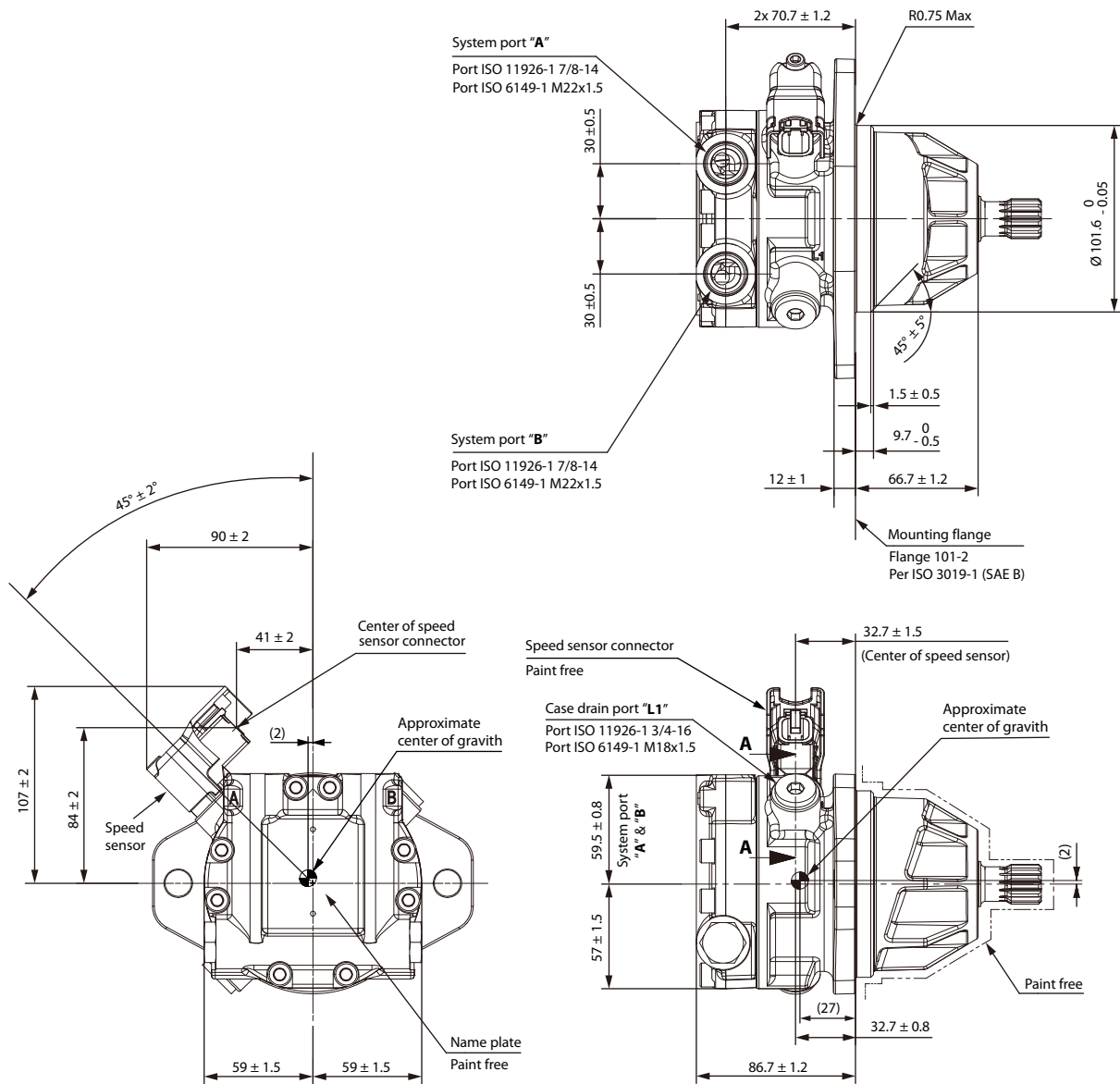


P400632

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Installation Drawings

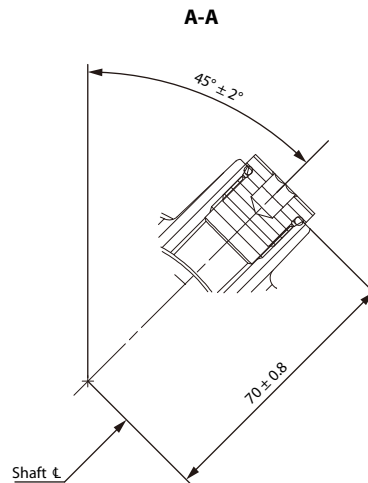
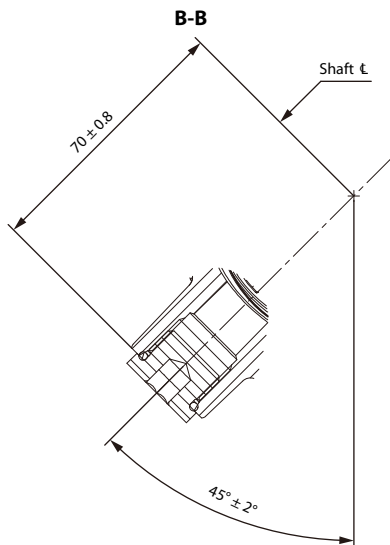
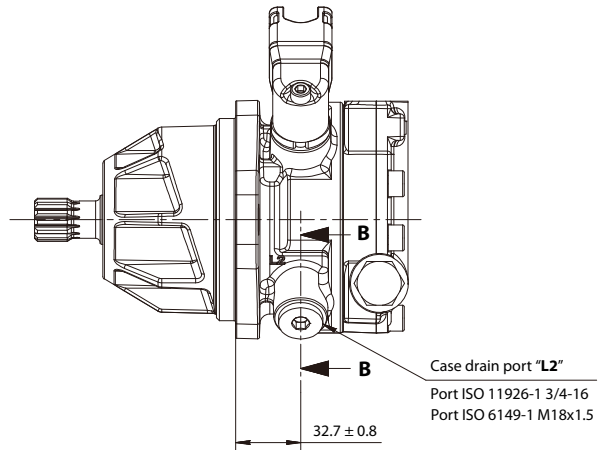
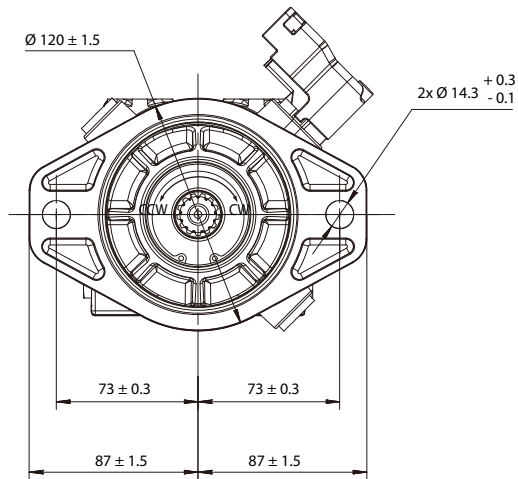
MP1M20/24: Mounting Flange Cartridge Style



P400633

Please contact Danfoss representative for specific installation drawings.

Installation Drawings

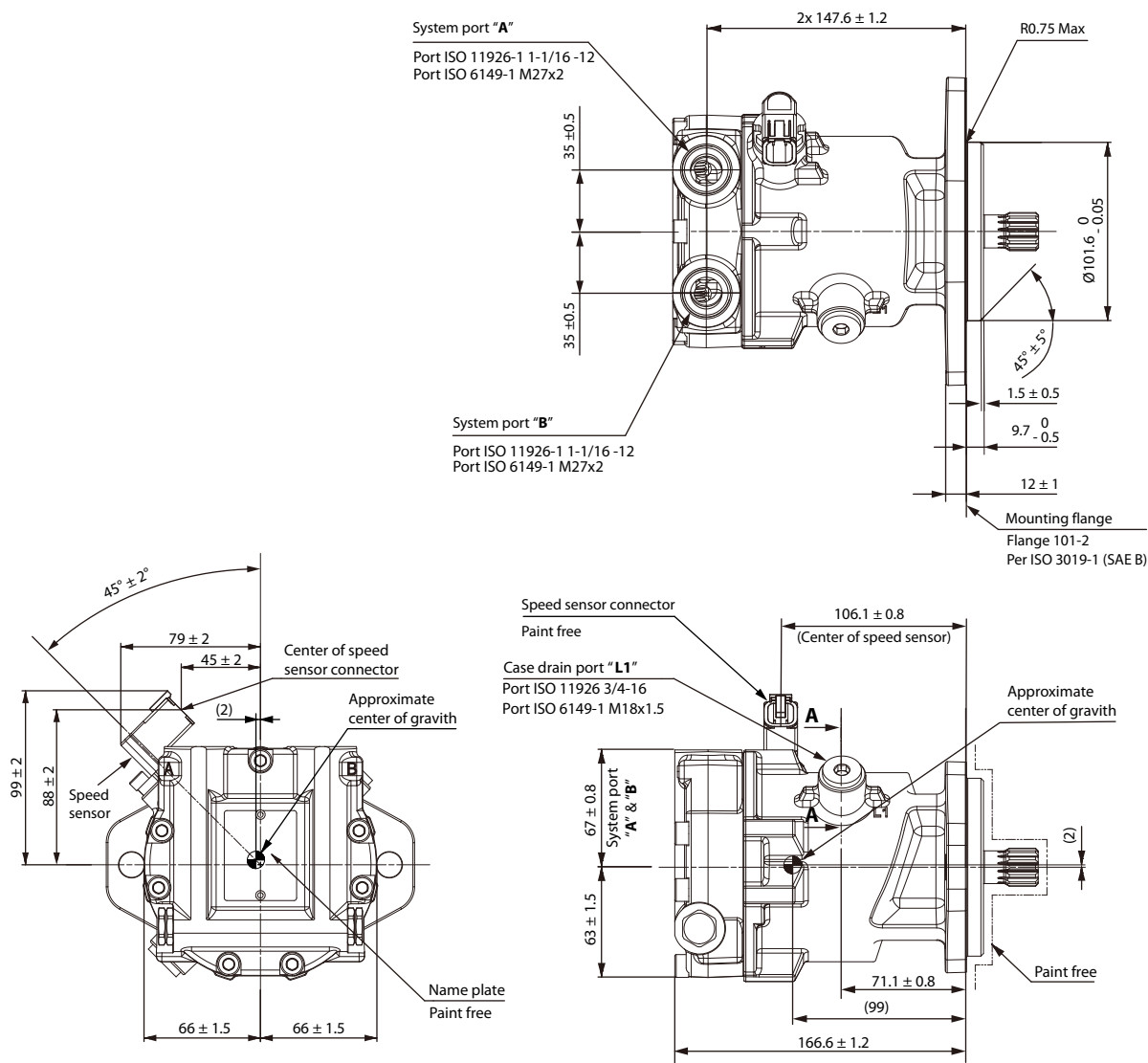


P400634

Please contact Danfoss representative for specific installation drawings.

Installation Drawings

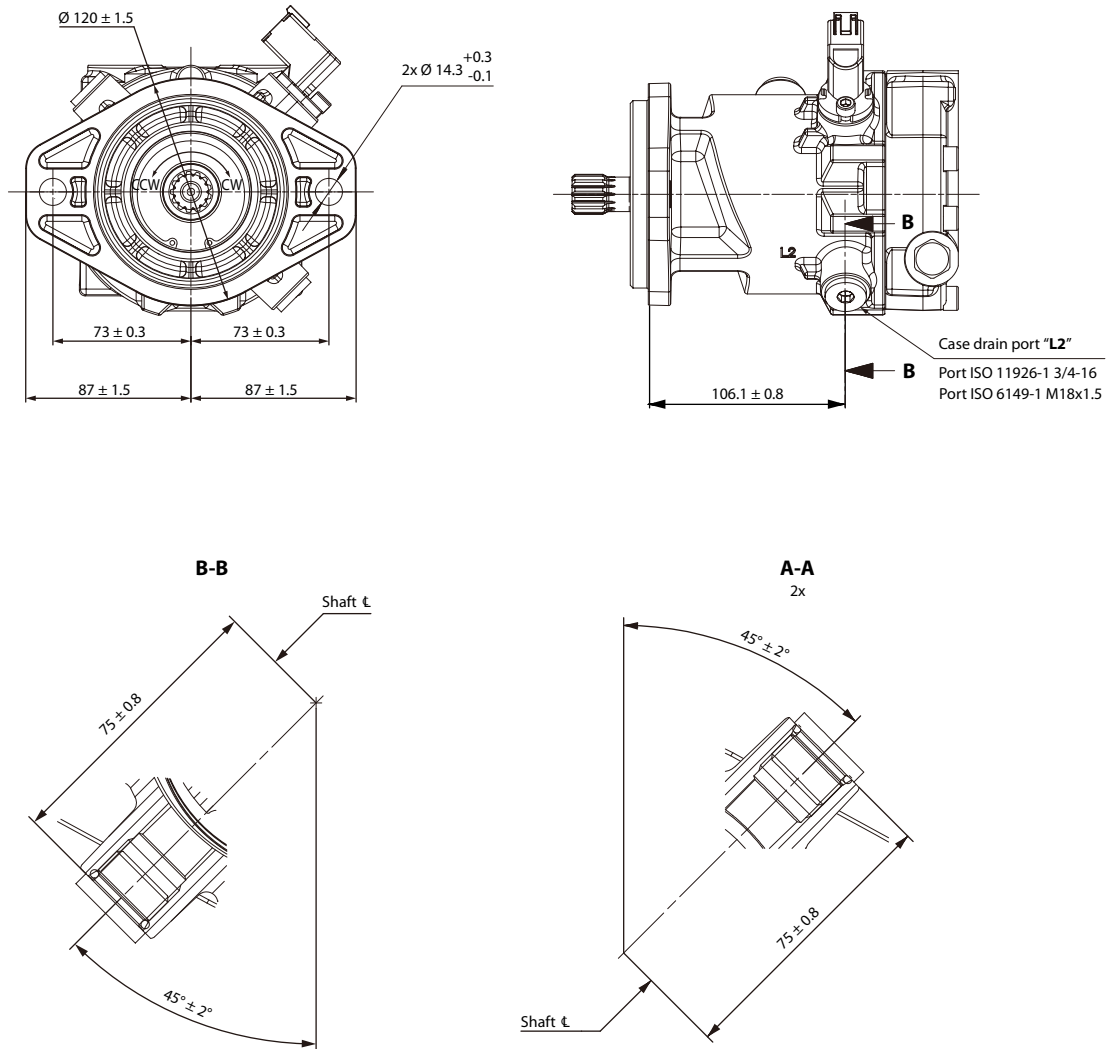
MP1M28/32: Mounting Flange SAE-B



P400777

Please contact Danfoss representative for specific installation drawings.

Installation Drawings

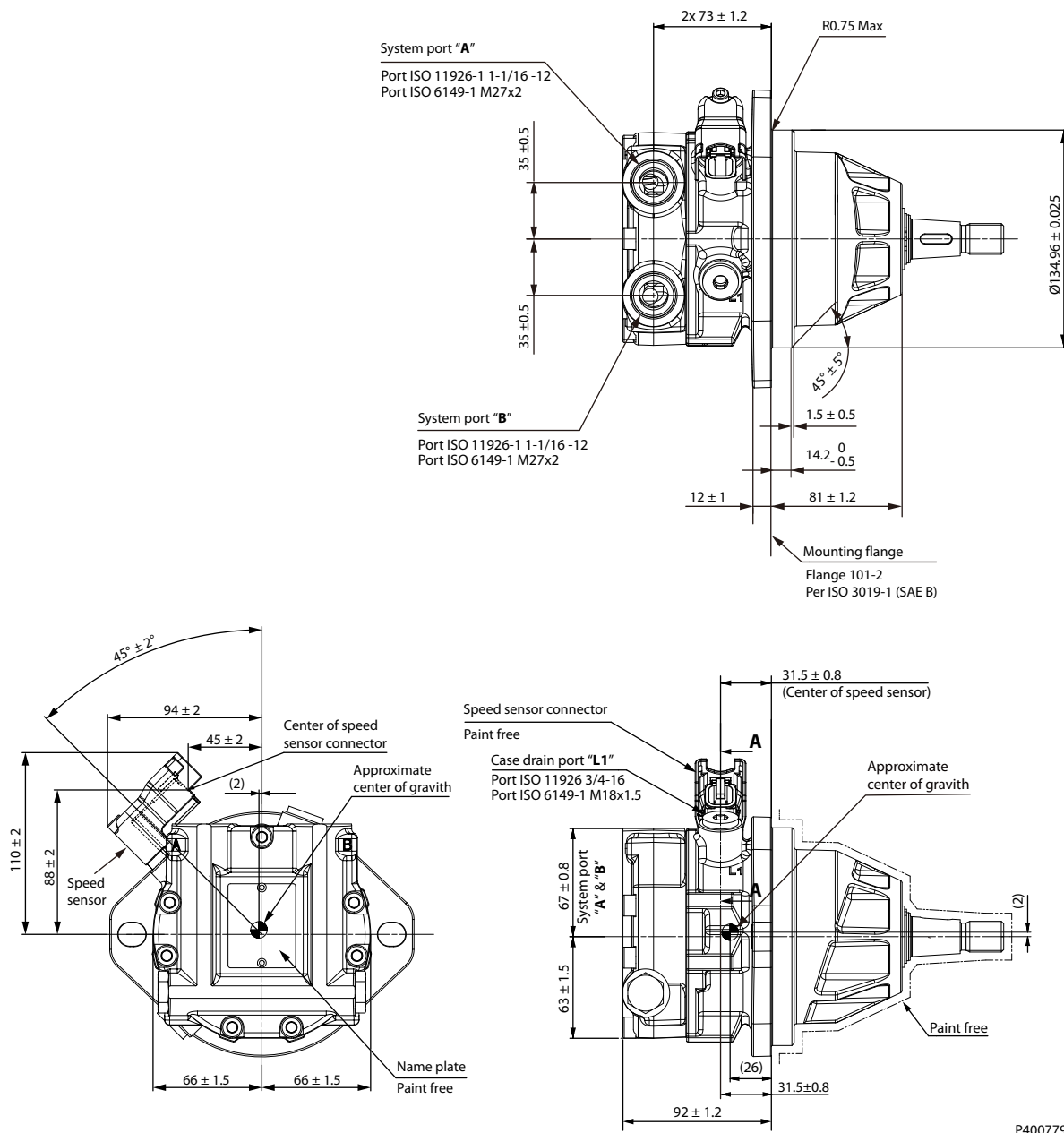


P400778

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Installation Drawings

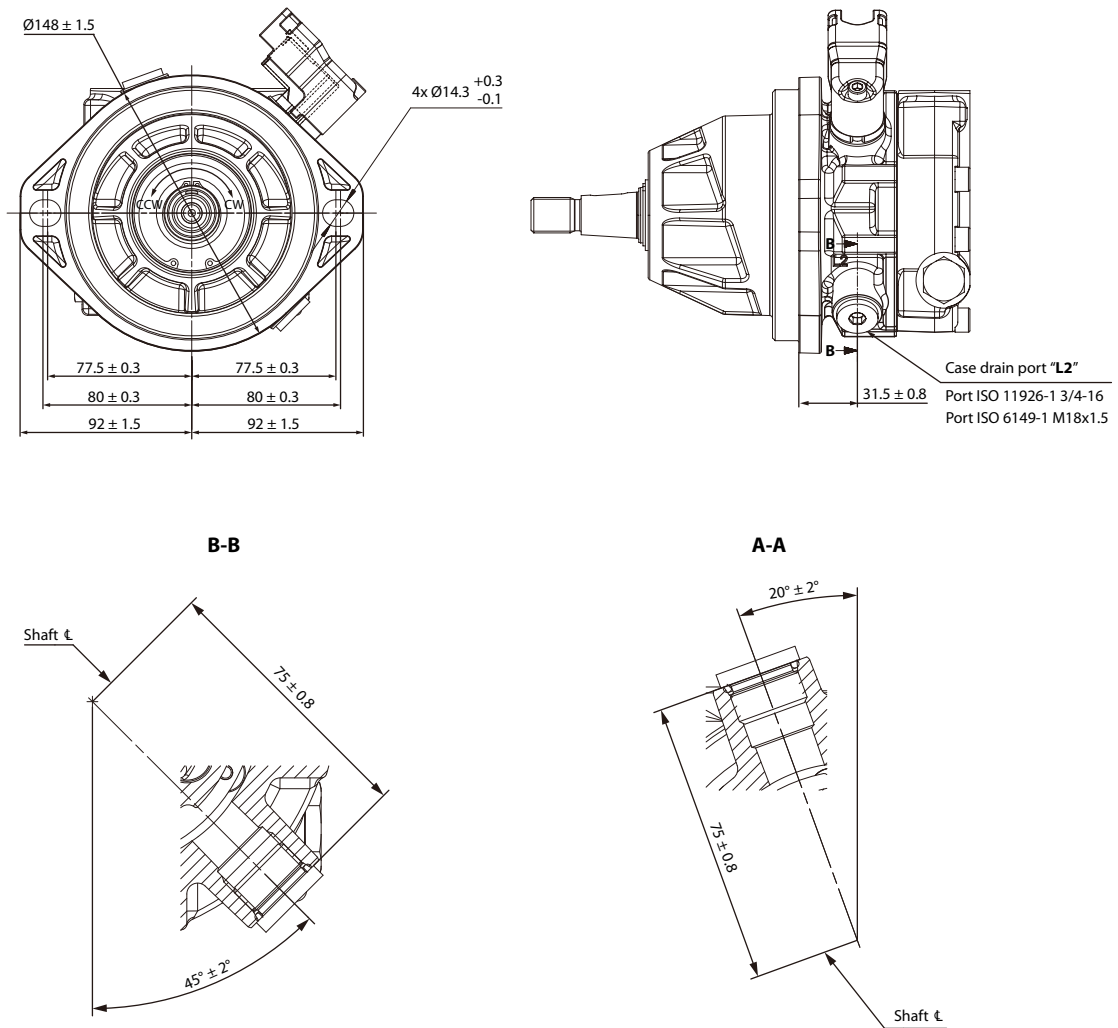
MP1M28/32: Mounting Flange Cartridge Style



P400779

Please contact Danfoss representative for specific installation drawings.

Installation Drawings



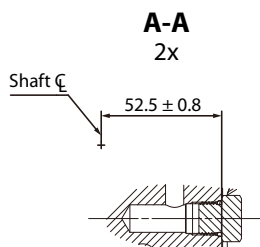
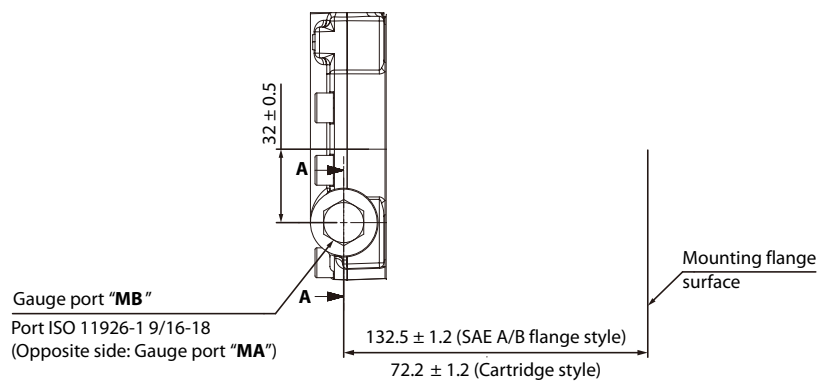
P400780

Please contact Danfoss representative for specific installation drawings.

Installation Drawings

Gauge Port "A", "B" (20/24 only)

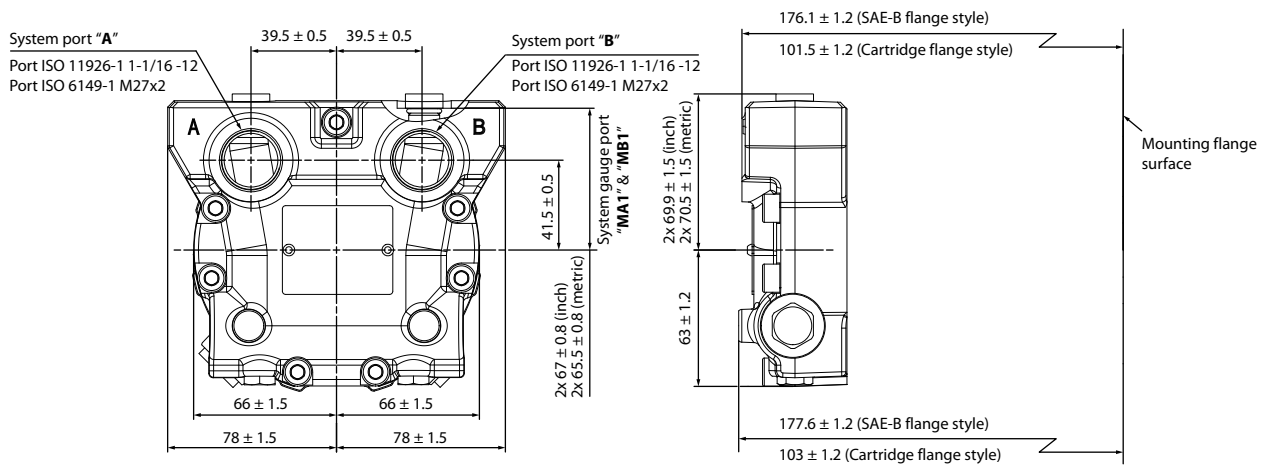
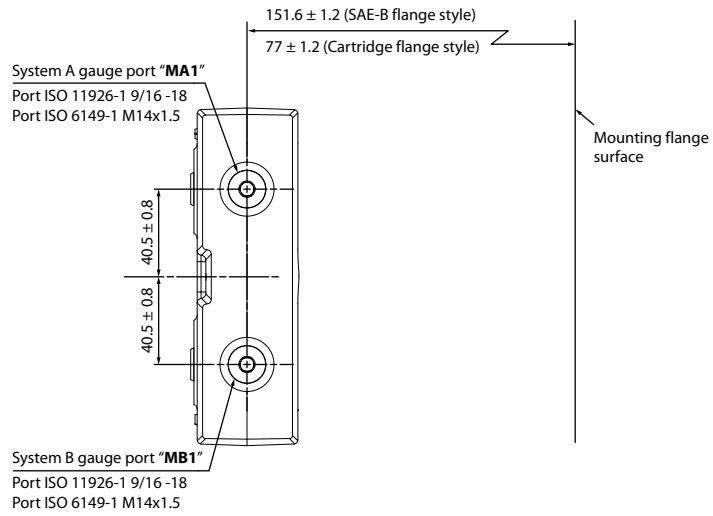
(for E-System port style option "SE1" only)



P400659

Installation Drawings

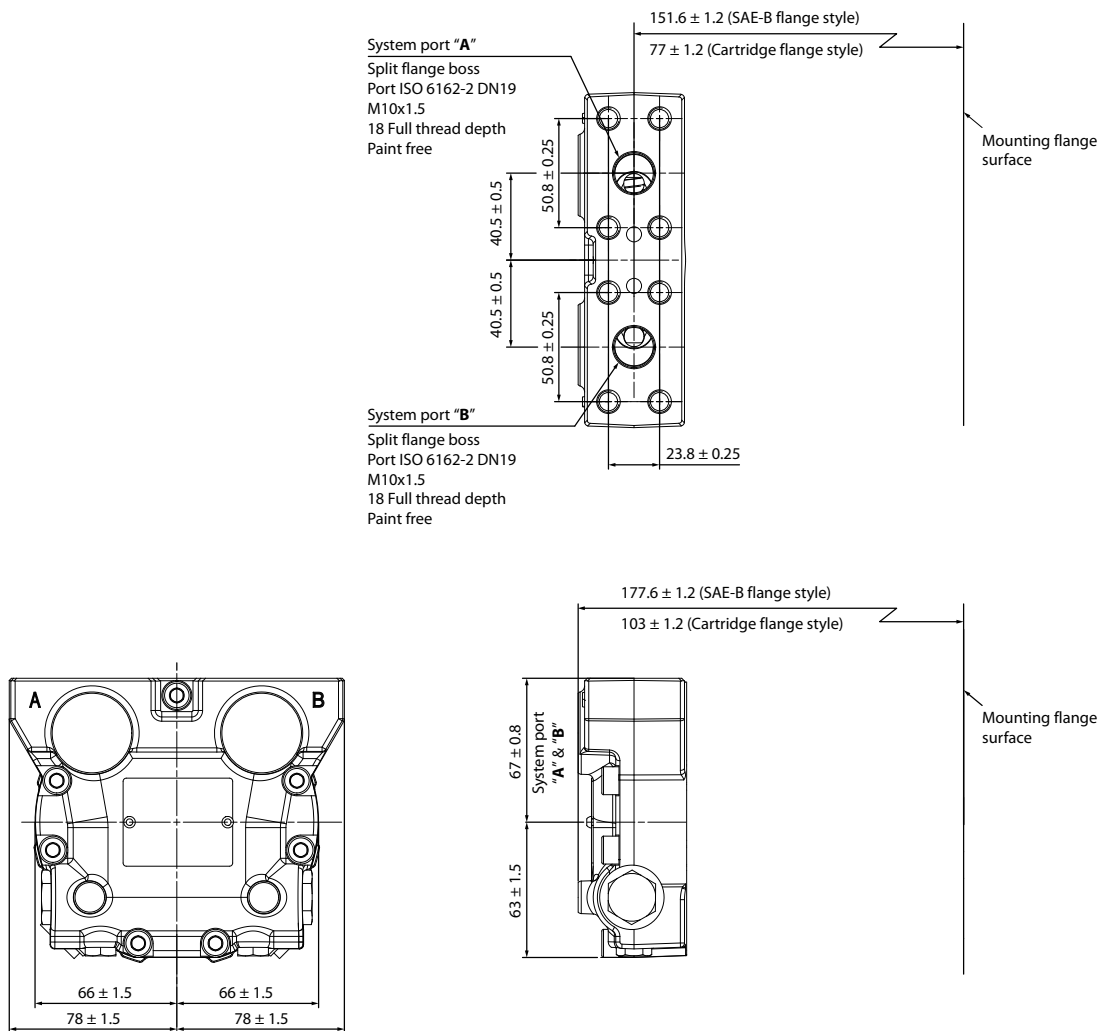
MP1M28/32: Axial System Port Style



P400788

Installation Drawings

MP1M28/32: Split Flange System Port Style



P400789

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