

# Radial piston motor for chain drives MCR-S



- ▶ Frame size MCR4
- ▶ Displacement 260 to 470 ccm
- ▶ Differential pressure up to 400 bar
- ▶ Torque output up to 2900 Nm
- ▶ Speed up to 420 rpm
- ▶ Open and closed circuits

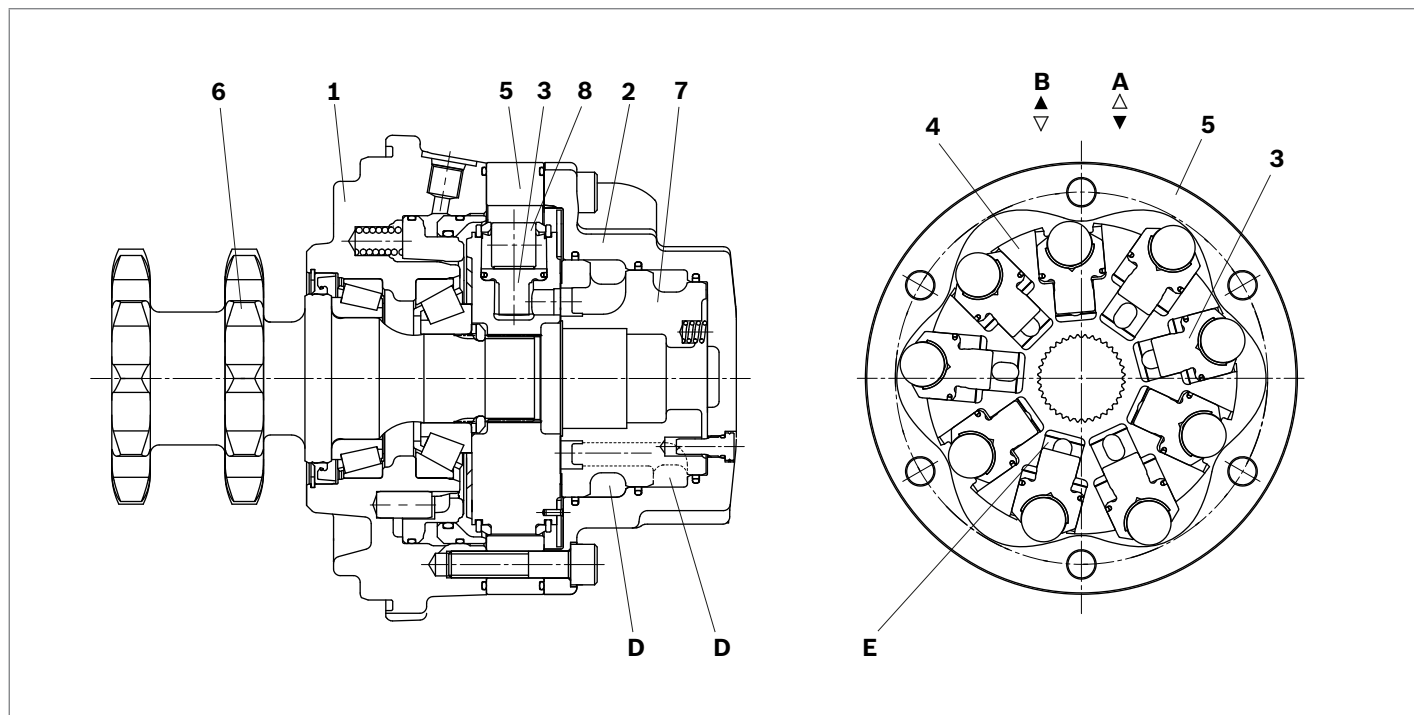
## Features

- ▶ Compact robust construction
- ▶ High volumetric and mechanical efficiencies
- ▶ Front case mount
- ▶ Sprocket drive shaft
- ▶ High reliability
- ▶ Low maintenance
- ▶ Smooth running at very low speeds
- ▶ Low noise
- ▶ Bi-directional
- ▶ Sealed tapered roller bearings
- ▶ Form brake
- ▶ Available with:
  - Bi-directional two speed
  - Integrated flushing valve
  - Speed sensor

## Contents

|                                  |    |
|----------------------------------|----|
| Functional description           | 2  |
| Ordering code                    | 5  |
| Technical data                   | 6  |
| Efficiencies                     | 7  |
| Permitted loading on drive shaft | 8  |
| Dimensions                       | 9  |
| Project Planning Notes           | 11 |
| Selection guide                  | 12 |

## Functional description



Hydraulic motors, of the type MCR-S, are radial piston motors with front case mounting and sprocket shaft. The MCR-S motors are intended for open or closed circuit operations as drive motors for chain drive functions. The MCR-S motor has the potential to be used in a wide range of applications such as municipal vehicles, agricultural and forestry machines however, the main application for this motor is skid steer loaders.

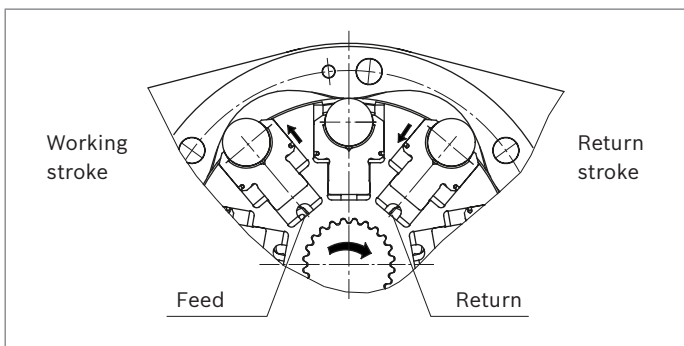
### Construction

Two part housing (1, 2), rotary group (3, 4, 8), cam (5), drive shaft (6) and flow distributor (7)

### Transmission

The cylinder block (4) is connected to the shaft (6) by means of splines. The pistons (3) are arranged radially in the cylinder block (4) and make contact with the cam (5) via rollers (8).

### Torque generation



The number of working and return strokes corresponds to the number of lobes on the cam multiplied by number of pistons in the cylinder block.

### Flow paths

The ports A and B, which are located in the rear case, direct oil through the distributor to the cylinder chambers (E).

### Bearings

Tapered roller bearings capable of transmitting high axial and radial forces are fitted as standard.

### Freewheeling

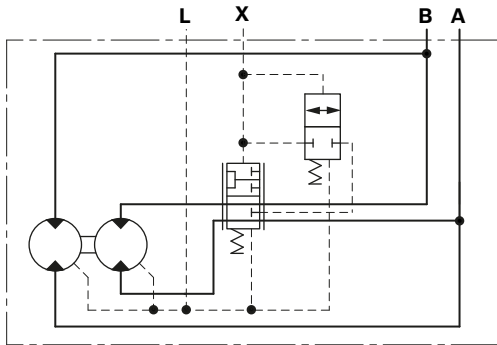
Contact the Engineering Department at Bosch Rexroth, Glenrothes for freewheeling. This is available as special order for certain configurations.

For more detail refer to information sheet 15225-02 "Free-wheeling on MCR motors"

## Two speed operation (2W)

In mobile applications where vehicles are required to operate at high speed with low motor loads, the motor can be switched to a low-torque and high-speed mode. This is achieved by operating an integrated valve which directs hydraulic fluid to only two-thirds of the motor while continuously re-circulating the fluid in the other third. A unique feature of the Rexroth valve is that the recirculating fluid is taken from the low pressure boost circuit. This ensures there is minimal impact on motor efficiency and that this efficiency is identical in both directions. The motor maximum speed remains unchanged. Bosch Rexroth has developed a special spool valve to allow smooth switching to reduced displacement whilst on the move. This is known as “soft-shift” and is a standard feature of 2W motors. However, the spool valve requires an additional sequence valve or electro-proportional control to operate in “soft-shift” mode. For more detail refer to information sheet 15225-03 “MCR 2-Speed soft-shift”.

### ▼ Schematic



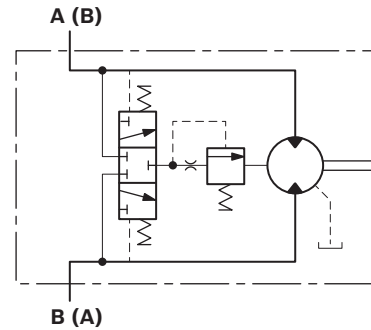
## Flushing valve

In a closed circuit, the same hydraulic fluid continuously flows between the pump and the motor which could lead to overheating of the hydraulic fluid and damage to system components.

The function of the flushing valve option is to replace hydraulic fluid in the closed circuit with cooler fluid from the reservoir. When the hydraulic motor is operated under load, either in the clockwise or anti-clockwise direction, the flushing spool opens and takes a fixed flow of fluid through an orifice from the low pressure side of the motor. This flow is directed into the motor case and back to the system reservoir via the motor case drain. Fluid volume in the low pressure side of the circuit is maintained by cool fluid drawn from the reservoir by the boost pump. The flushing feature incorporates a relief valve which ensures a minimum boost pressure is maintained, this operates at a standard setting of 14 bar (other options available on request).

Different orifice sizes may be used to select varying flows of flushing fluid. The following table gives flushing rate values based on a boost / charge pressure of 25 bar. For more detail refer to information sheet 15225-01 “Standard flushing on MCR motors”.

### ▼ Schematic



## Flushing flow rates

| Flushing code | Orifice size<br>[mm] | Flow at 25 bar <sup>1)</sup><br>[l/min] |
|---------------|----------------------|---|
| F0_           | Ø0.0                 | 0                                       |
| F1_           | Ø1.0                 | 3                                       |
| F2_           | Ø1.5                 | 5                                       |
| F4_           | Ø2.0                 | 10                                      |
| F6_           | Ø2.3                 | 13.5                                    |
| F7_           | Ø1.7                 | 7                                       |
| F8_           | Ø2.2                 | 12.5                                    |
| Pressure code | Pressure<br>[bar]    |   |
| F_2           | 2                    |   |
| F_6           | 6                    |   |

1) 0.6 mm Shim, Cracking pressure = 11±3 bar (Standard), others are available as “SO”.

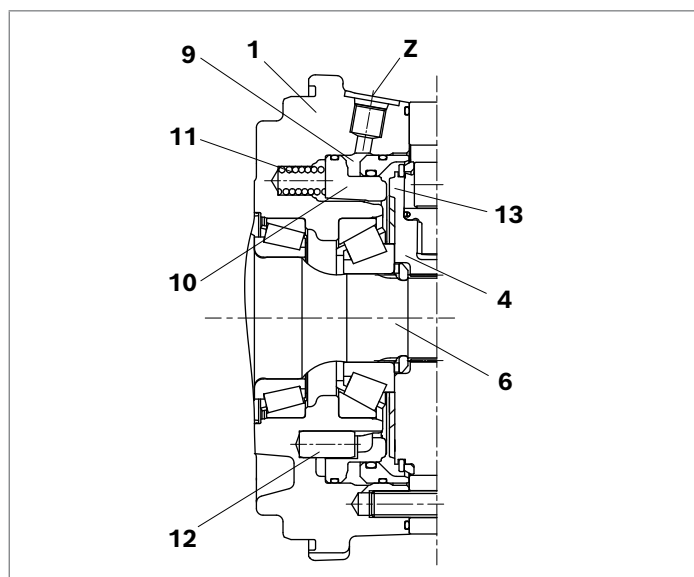
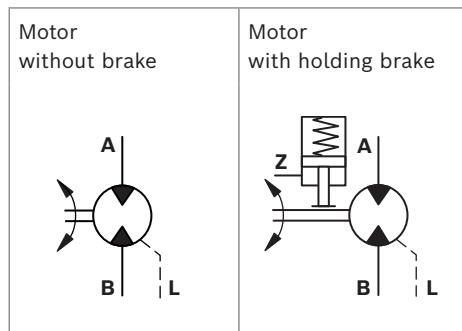
### Holding brake (form brake)

The form brake consists of a toothed brake piston (10) which is housed within the motor's front case (1). The brake piston is prevented from rotating by dowel pins (12). The cylinder block (4) which is splined onto the motor's shaft (6) has teeth formed on its forward face (13) which engage with the teeth on the brake piston and prevent rotation of the shaft. This engagement is maintained by an annular arrangement of springs (11). To release the brake, hydraulic pressure is applied to the brake piston chamber (9) via the port (Z) to compress the springs and disengage the teeth.

#### Notice

- ▶ The holding brake is designed solely for static use and must not be applied whilst the motor is rotating.
- ▶ Releasing the brake while drive pressure is applied can damage the brake
- ▶ Over time, wear may occur to the brake interface. Bosch Rexroth recommends that brake holding capacity should be confirmed on a regular basis as described in the MCR Instruction Manual RE 15215-01-B.
- ▶ Do not apply drive pressure while the brake is engaged, except when testing the holding capacity

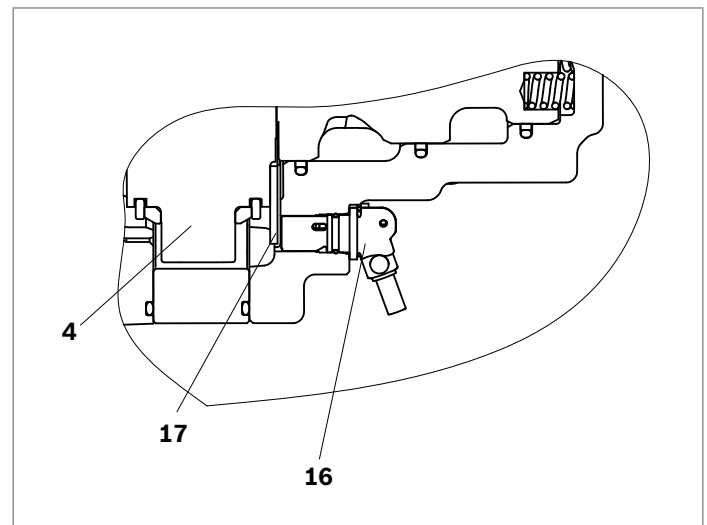
### ▼ Schematic diagrams



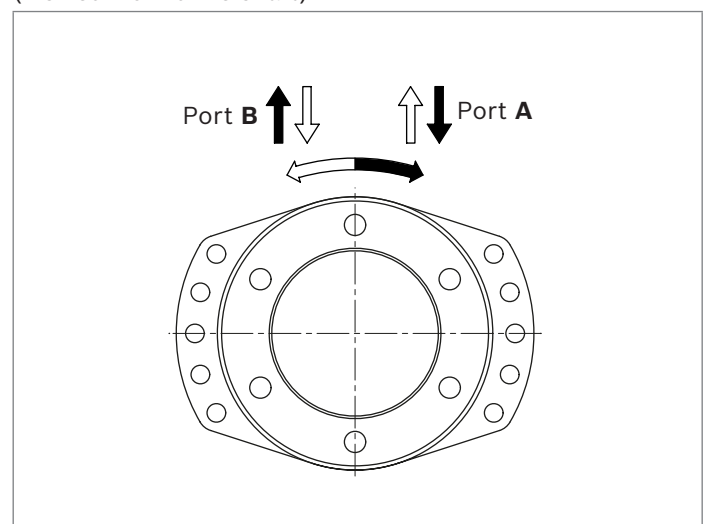
### Speed sensor

A Hall-effect speed sensor (16) can be supplied as an option. The sensor is located in a port in the motor's rear case and is combined with a toothed target disc (17) fitted to the motor's cylinder block (4). This sensor can be connected to a suitable controller such as the Rexroth Bodas controller. There is also the option to have the target disc fitted and the sensor port machined but blanked, this provides the flexibility to have a sensor fitted at a later date if required.

For more details refer to the MCR Information Sheet "Speed Sensors on MCR Motors" RE15225-06.



### Direction of shaft rotation with flow (viewed from drive shaft)



## Ordering code

|            |          |          |    |    |          |          |    |    |    |    |    |    |    |    |    |
|------------|----------|----------|----|----|----------|----------|----|----|----|----|----|----|----|----|----|
| 01         | 02       | 03       | 04 | 05 | 06       | 07       | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| <b>MCR</b> | <b>4</b> | <b>S</b> |    |    | <b>Z</b> | <b>/</b> |    |    |    |    |    |    |    |    |    |

### Radial piston motor

|    |  |            |
|----|--|------------|
| 01 | Radial-piston type, low-speed, high-torque motor | <b>MCR</b> |
|----|--|------------|

### Frame size

|    |            |          |
|----|------------|----------|
| 02 | Frame size | <b>4</b> |
|----|------------|----------|

### Housing type

|    |                            |          |
|----|----------------------------|----------|
| 03 | Front case mounting flange | <b>S</b> |
|----|----------------------------|----------|

### Nominal size, displacement $V_g$ in cm<sup>3</sup>/rev

|    |   |    |            |
|----|---|----|------------|
| 04 | Frame size 4, high displacement: motors use stepped pistons | HD | <b>470</b> |
|----|---|----|------------|

### Drive shaft

|    |                           |             |
|----|---------------------------|-------------|
| 05 | Sprocket shaft (9 teeth)  | <b>S106</b> |
|    | Sprocket shaft (11 teeth) | <b>S130</b> |

### Rear shaft

|    |                    |          |
|----|--------------------|----------|
| 06 | Without rear shaft | <b>Z</b> |
|----|--------------------|----------|

### Series

|    |           |           |
|----|-----------|-----------|
| 07 | Series 33 | <b>33</b> |
|----|-----------|-----------|

### Brake

|    |                 |         |    |
|----|-----------------|---------|----|
| 08 | Without brake   |         | A0 |
|    | With form brake | 2200 Nm | F2 |

### Seals

|    |                      |          |
|----|----------------------|----------|
| 09 | NBR (nitrile rubber) | <b>M</b> |
|----|----------------------|----------|

### Single/two-speed operation

|    |  |            |
|----|--|------------|
| 10 | Single speed, standard direction of rotation             | <b>1L</b>  |
|    | Bi-directional two speed, standard direction of rotation | <b>2WL</b> |

### Ports

|    |                                    |           |
|----|------------------------------------|-----------|
| 11 | Tapped with UNF thread (ISO 11926) | <b>12</b> |
|----|------------------------------------|-----------|

### Studs

|    |                         |  |
|----|-------------------------|--|
| 12 | Without studs (no code) |  |
|----|-------------------------|--|

### Speed sensor

|    |                          |           |
|----|--------------------------|-----------|
| 13 | Without sensor (no code) |           |
|    | Sensor ready (DSA)       | <b>P3</b> |
|    | Sensor (DSA2)            | <b>P5</b> |

### Flushing

|    |                                     |           |
|----|-------------------------------------|-----------|
| 14 | Without flushing (no code)          |           |
|    | With flushing (see table on page 3) | <b>F_</b> |

### Special order

|    |                 |              |
|----|-----------------|--------------|
| 15 | Special feature | <b>SOXXX</b> |
|----|-----------------|--------------|

### Other

|    |                   |          |
|----|-------------------|----------|
| 16 | Mark in text here | <b>*</b> |
|----|-------------------|----------|

## Technical data

| Frame size  |                        |                      | MCR4                                   |
|---|------------------------|----------------------|--|
| Type of mounting  |                        |                      | Front case flange mounting             |
| Pipe connections <sup>1)2)</sup>                              |                        |                      | Threaded per ISO11926                  |
| Shaft loading   |                        |                      | see page 10                            |
| Weight  |                        |                      |  |
| Single speed (1L)   | <i>m</i>               | kg                   | 33                                     |
| Two speed (2WL, 2L and 2R)                                    | <i>m</i>               | kg                   | 35                                     |
| Hydraulic fluid <sup>3)</sup>                                 |                        |                      | Mineral oil type HLP/HLVP to DIN 51524 |
| Fluid cleanliness   |                        |                      | ISO 4406, Class 20/18/15               |
| Fluid viscosity range   | $v_{\min/\max}$        | mm <sup>2</sup> /s   | 10 to 2000                             |
| Fluid temperature range <sup>4)</sup>                         | $\theta_{\min/\max}$   | °C                   | -20 to +115                            |
| Pressure  |                        |                      | High displacement                      |
| Maximum differential pressure <sup>5)6)</sup>                 | $\Delta p_{\max}$      | bar                  | 400                                    |
| Maximum pressure at port <b>A</b> or <b>B</b> <sup>5)6)</sup> | $p_{\max}$             | bar                  | 420                                    |
| Maximum case drain pressure                                   | $p_{\text{case max}}$  | bar                  | 10                                     |
| Motor performance   |                        |                      | MCR4                                   |
| Displacement <sup>10)</sup>                                   | $V_g$                  | cm <sup>3</sup> /rev | 470                                    |
| Specific torque   |                        | Nm/bar               | 6                                      |
| Maximum torque <sup>5)</sup>                                  | $T_{\max}$             | Nm                   | 2992                                   |
| Minimum speed for smooth running                              | $n_{\min}$             | rpm                  | 0.5                                    |
| Maximum speed (1L) <sup>7)8)</sup>                            | $n_{\max}$             | rpm                  | 420                                    |
| Maximum speed (2WL) <sup>7)8)</sup>                           | $n_{\max}$             | rpm                  | 420                                    |
| Brake   |                        |                      | MCR4                                   |
| Holding brake (form brake)                                    |                        |                      | <b>F2</b>                              |
| Minimum holding torque  | $T_{\text{brake min}}$ | Nm                   | 2200                                   |
| Release pressure  |                        |                      | See notice                             |
| Maximum pressure at brake port „Z“                            | $p_{\max}$             | bar                  | 40                                     |
| Oil volume to operate brake                                   | $V_{\text{rel}}$       | cm <sup>3</sup>      | 22.9                                   |

- 1) Ensure motor case is filled with oil prior to start-up. See instruction manual 15215-B.
- 2) For installation and maintenance details, please see instruction manual 15215-B.
- 3) For any other fluid type contact the Engineering Department at Bosch Rexroth, Glenrothes.
- 4) Extension of the allowable temperature range may be possible depending on specification. Please consult Bosch Rexroth Engineering Department in Glenrothes for further details.
- 5) Maximum values should only be applied for a small portion of the duty cycle. Please consult Bosch Rexroth Engineering Department in Glenrothes for motor life calculations based on particular operating cases.
- 6) When operating motors in series, please consult Bosch Rexroth Engineering Department in Glenrothes.
- 7) Based on nominal no-load  $\Delta p$  of 20 bar in full-displacement mode.
- 8) Warning!  
During the running in period of the motor (min. 20 hrs) it should not be run unloaded at >100 rpm.
- 9) For details of other displacements contact Bosch Rexroth Engineering Department in Glenrothes

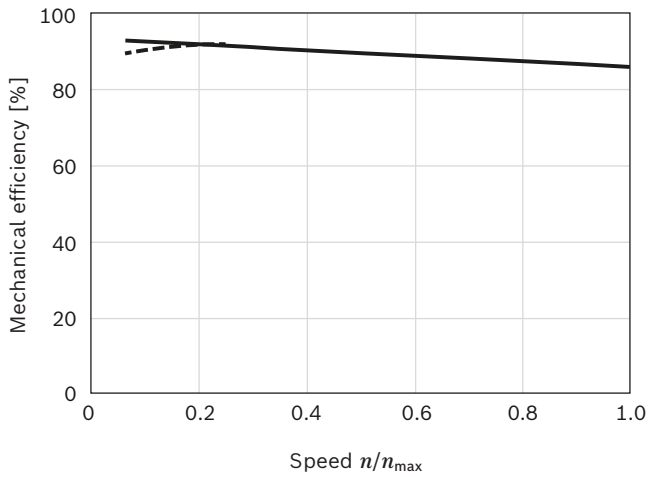
### Notice

- Motor performance values are based on theoretical calculations.
- Efficiencies are not taken into consideration for theoretical calculations.
- Holding brake torques account for tolerances and are based on the use of standard mineral oil (HLP). Brake torque may be significantly lower when using fluids other than mineral oil. Brake hold performance must be confirmed on an application specific basis when using alternative fluids.
- For brake release pressures, please refer to the MCR-S installation drawing.

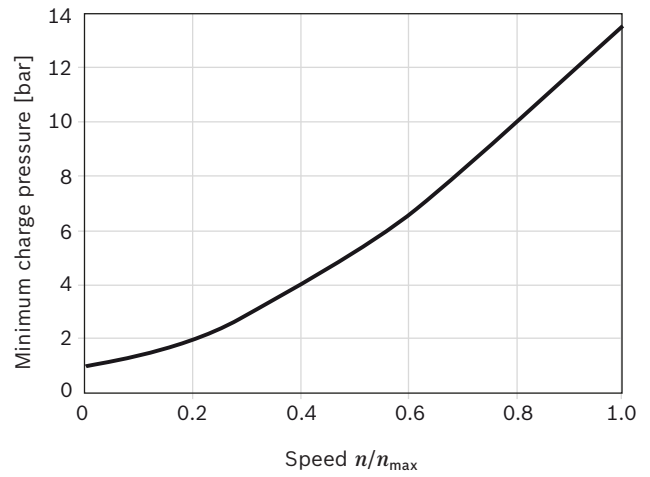
Please refer the related foot notes for more details.

## Efficiencies

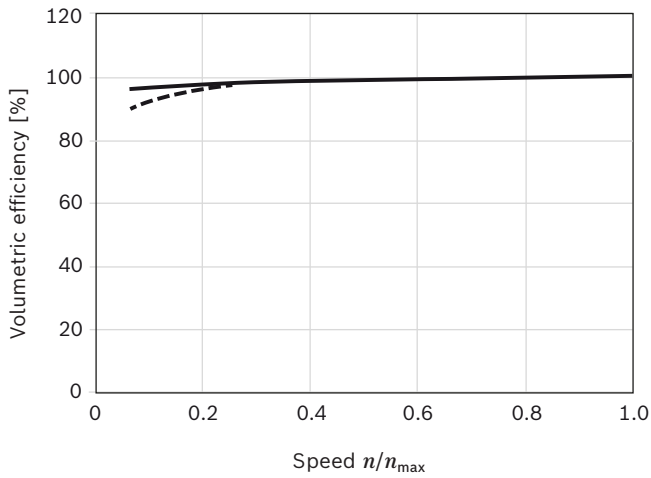
### ▼ Mechanical efficiency



### ▼ Charge pressure



### ▼ Volumetric efficiency



— 100 bar / 1450 psi  
 - - - 300 bar / 4350 psi

### Notice

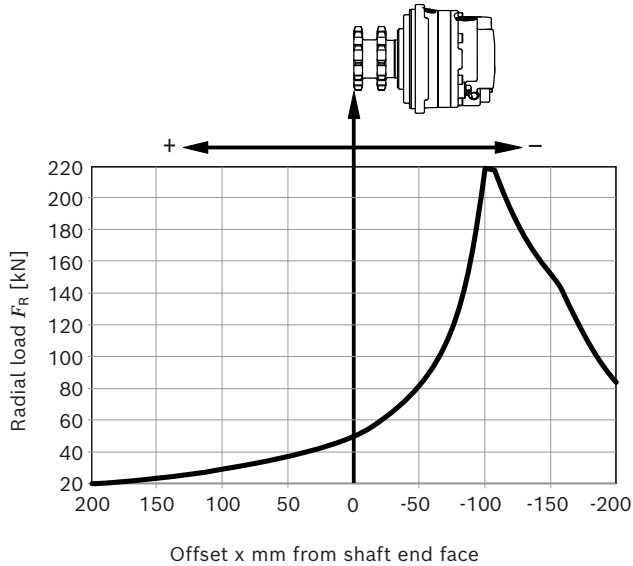
For specific performance information or operating conditions contact the Engineering Department at Bosch Rexroth, Glenrothes.

## Permitted loading on drive shaft

(Speed  $n = 50$  rpm, pressure differential  $\Delta p = 250$  bar, 2000 hrs L10 life at 50 °C)

### Drive shaft S106

Maximum radial load  $F_{R \max}$  (with axial load  $F_{ax} = 0$ )



Maximum axial load  $F_{ax \max}$  (with radial load  $F_R = 0$ ):

$F_{ax \max} = 30700$  N ← +

$F_{ax \max} = 25200$  N → -

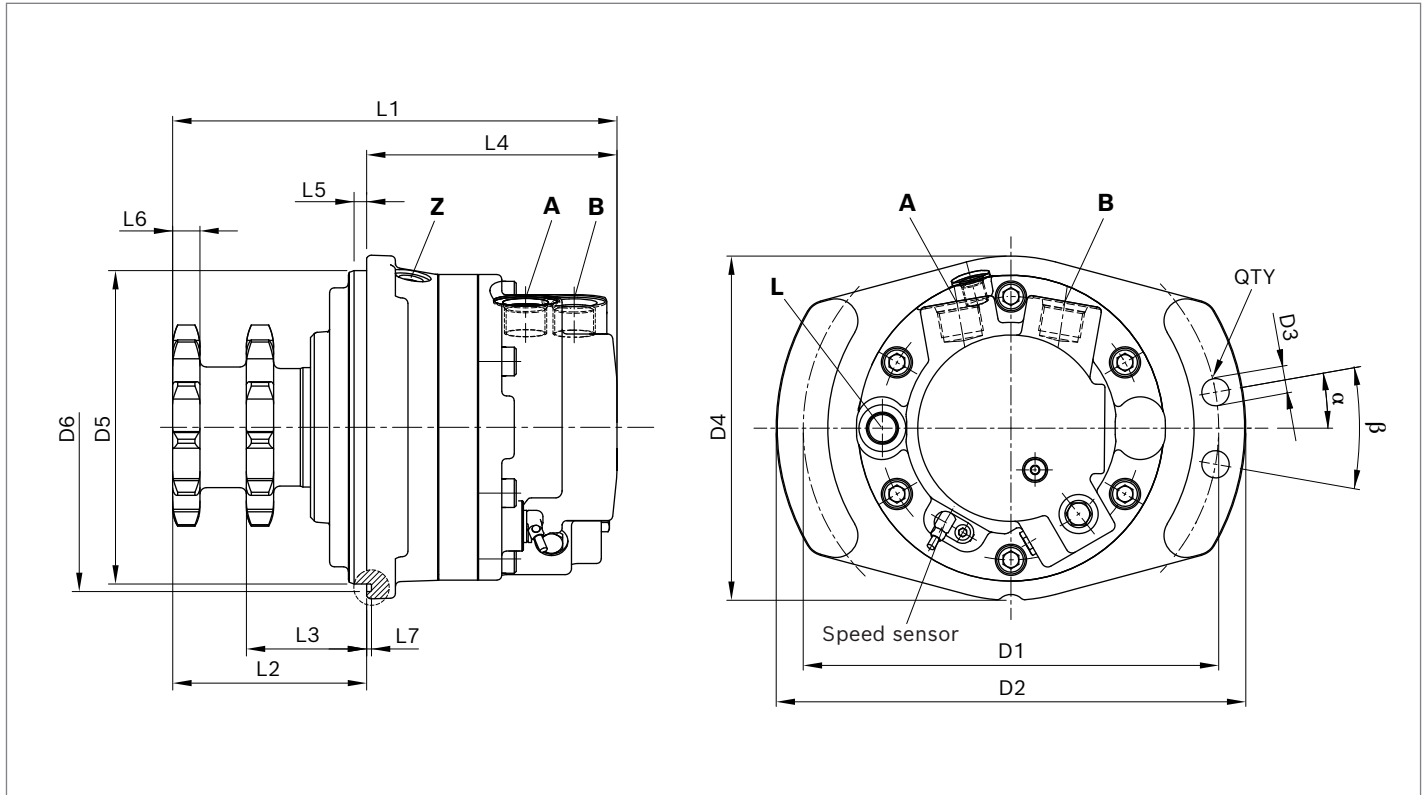
#### Notice

- ▶ These values and graphs are for initial guidance only
- ▶ To ensure maximum bearing life, the rear sprocket should be used to drive whichever axle experiences the greater tractive forces/radial loads
- ▶ For actual motor life calculations under typical or specified duty cycles, contact the engineering department at Bosch Rexroth, Glenrothes.



## Dimensions

### MCR-S single speed (1L)



| Motor | D1   | D2   | D3    | D4   | D5   | D6      | $\alpha$ | $\beta$ | QTY |
|-------|------|------|-------|------|------|---------|----------|---------|-----|
| MCR4  | Ø265 | Ø300 | Ø17.5 | Ø220 | Ø200 | Ø209.55 | 10°      | 20°     | 8   |

| Motor     | L1  | L2    | L3   | L4    | L5  | L6   | L7  |
|-----------|-----|-------|------|-------|-----|------|-----|
| MCR4 S106 | 285 | 126.7 | 72.7 | 158.2 | 8.0 | 17.4 | 3.1 |
| MCR4 S130 | 282 | 123.7 | 76.7 | 158.2 | 8.0 | 17.4 | 3.1 |

### Ports

| Motor | Designation | Port function | Standard | Size         | $p_{\max}$ [bar]      | State <sup>2)</sup> |
|-------|-------------|---------------|----------|--------------|-----------------------|---------------------|
| MCR4  | A, B        | Inlet, outlet | ISO11926 | 1 1/16-12 UN | 420/400 <sup>1)</sup> | O                   |
|       | L           | Case drain    | ISO11926 | 3/4-16 UNF   | 10                    | O                   |
|       | Z           | Brake port    | ISO11926 | 9/16-18 UNF  | 40                    | X                   |

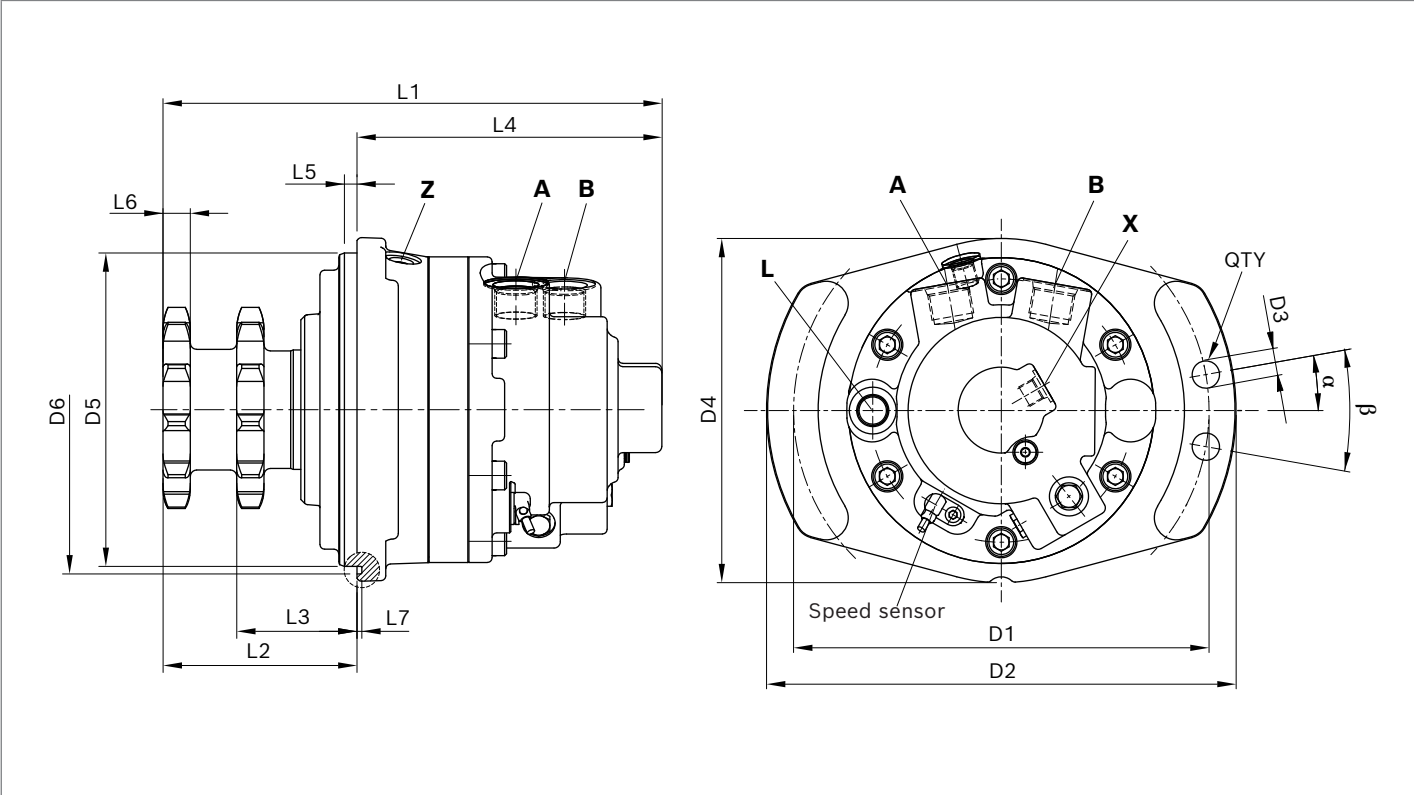
1) Depends on nominal size

2) O = Must be connected (plugged on delivery)

X = Plugged (in normal operation)

Before finalizing your design, request a binding installation drawing.

**MCR-S two speed (2WL)**



| Motor | D1   | D2   | D3    | D4   | D5   | D6      | α   | β   | QTY |
|-------|------|------|-------|------|------|---------|-----|-----|-----|
| MCR4  | Ø265 | Ø300 | Ø17.5 | Ø220 | Ø200 | Ø209.55 | 10° | 20° | 8   |

| Motor     | L1  | L2    | L3   | L4    | L5  | L6   | L7  |
|-----------|-----|-------|------|-------|-----|------|-----|
| MCR4 S106 | 322 | 126.7 | 72.7 | 195.2 | 8.0 | 17.4 | 3.1 |
| MCR4 S130 | 319 | 123.7 | 76.7 | 195.2 | 8.0 | 17.4 | 3.1 |

**Ports**

| Motor | Designation | Port function | Code     | Size          | p <sub>max</sub> [bar] | State <sup>2)</sup> |
|-------|-------------|---------------|----------|---------------|------------------------|---------------------|
| MCR4  | A, B        | Inlet, outlet | ISO11926 | 1 1/16-12 UNF | 420/400 <sup>1)</sup>  | O                   |
|       | L           | Case drain    | ISO11926 | 3/4-16 UNF    | 10                     | O                   |
|       | X           | Two speed     | ISO11926 | 9/16-18 UNF   | 40                     | X                   |
|       | Z           | Brake port    | ISO11926 | 9/16-18 UNF   | 40                     | X                   |











1) Depends on nominal size  
2) O = Must be connected (plugged on delivery)  
X = Plugged (in normal operation)

Before finalizing your design, request a binding installation drawing.

## Project Planning Notes

- ▶ The project planning, installation and commissioning of the MCR motor should only be carried out by competent personnel.
- ▶ Before using the Radial Piston Motor read the MCR Instruction Manual RE15215-01-B.
- ▶ Before finalising your machine design request a binding Installation Drawing from the Engineering Department at Bosch Rexroth, Glenrothes.
- ▶ The limitations specified in this datasheet must not be exceeded unless authorisation has been given by the Engineering Department at Bosch Rexroth, Glenrothes.
- ▶ Unauthorised modification to parts of the MCR may affect the motors integrity & performance and could create a hazard to personnel or property.
- ▶ The MCR brake performance data is based on the system operating with Mineral Oil type HLP/HVLP to DIN 51524. Use of any other fluid type may reduce brake performance, HEES fluids are a particular known risk. Contact the Engineering Department at Bosch Rexroth Glenrothes for advice.

## Selection guide

| Data sheet   | Motor type<br>Application                        |   | Frame size  |             |             |             |              |               |               |
|--------------|--|---|-------------|-------------|-------------|-------------|--------------|---------------|---------------|
|              |  |   | 3           | 4           | 5           | 6           | 10           | 15            | 20            |
|              |  |   | 160..400 cc | 260..470 cc | 380..820 cc | 820..920 cc | 780..1340 cc | 1130..2150 cc | 1750..3000 cc |
| <b>15198</b> | <b>MCR-F</b><br>Wheel drives                     |    | •           | -           | •           | -           | •            | •             | -             |
| <b>15200</b> | <b>MCR-W</b><br>Heavy duty<br>wheel drives       |    | •           | -           | •           | -           | •            | -             | -             |
| <b>15197</b> | <b>MCR-C</b><br>Compact drives                   |    | -           | -           | -           | -           | -            | -             | •             |
| <b>15195</b> | <b>MCR-A</b><br>Frame integrated drives          |    | •           | -           | •           | -           | •            | •             | -             |
| <b>15226</b> | <b>MCR-S</b><br>Chain drives                     |    | -           | •           | -           | -           | -            | -             | -             |
| <b>15221</b> | <b>MCR-T</b><br>Track drives                     |  | -           | -           | •           | •           | •            | -             | -             |
| <b>15199</b> | <b>MCR-H</b><br>Integrated drives                |  | •           | -           | •           | -           | •            | •             | •             |
| <b>15223</b> | <b>MCR-R Series 41</b><br>Hydraulic drive assist |  | -           | -           | -           | -           | •            | -             | -             |
| <b>15196</b> | <b>MCR-D</b><br>Industrial applications          |  | •           | -           | •           | -           | •            | -             | -             |
|              | <b>MCR-E</b><br>Industrial applications          |  | -           | -           | •           | -           | -            | -             | -             |

**Bosch Rexroth Limited**  
Viewfield Industrial Estate  
Glenrothes, Fife  
Scotland, KY6 2RD  
UK  
Phone +44 15 92 631 777  
Telefax +44 15 92 631 936  
www.boschrexroth.com

© Bosch Rexroth AG 2021. All rights reserved, also regarding any disposal, exploitation, reproduction, editing, distribution, as well as in the event of applications for industrial property rights. The data specified within only serves to describe the product. No statements concerning a certain condition or suitability for a certain application can be derived from our information. The information given does not release the user from the obligation of own judgment and verification. It must be remembered that our products are subject to a natural process of wear and aging.