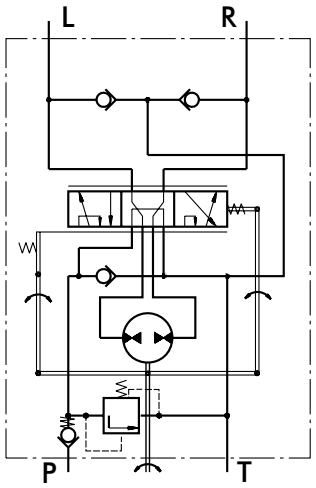
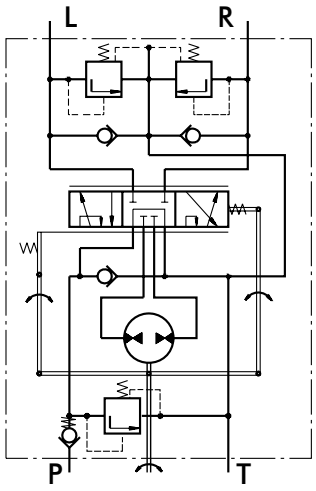
HYDROSTATIC STEERING UNITS TYPE HKUS.../3, 4, 8

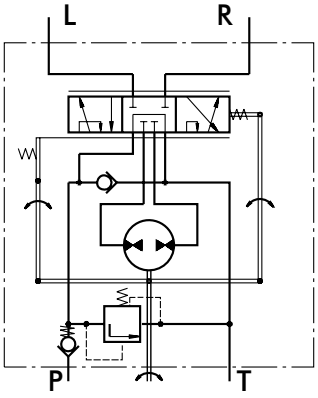
The HKUS Hydrostatic Steering unit is based on the HKU unit but has built-in relief and check valves. Thus M+S Hydraulic achieves one very compact steering unit which reduces the need for additional hydralic components in the system.



"Open Center - Load Reaction"
With Built-inValves
Version 3 - HKUS.../3



"Open Center - Non Load Reaction"
With Built-in Valves
Version 4 - HKUS.../4



"Open Center - Non Load Reaction"
With Built-in Valve
Version 8 - HKUS.../8

SPECIFICATION DATA

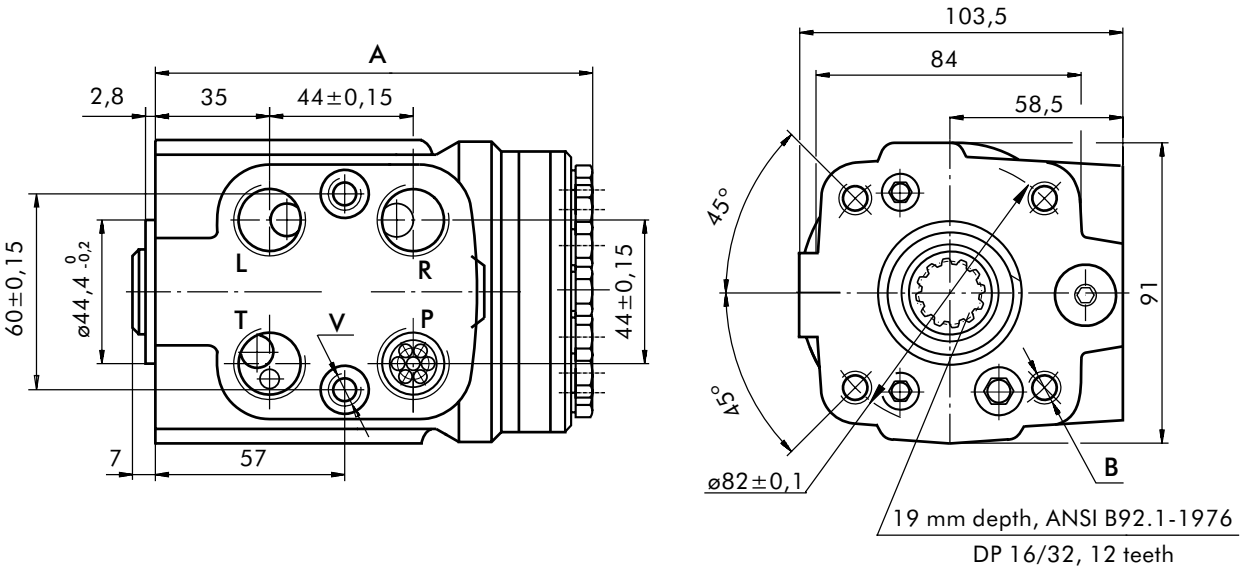
Parameters		Type										
		HKUS 40/3,4,8	HKUS 50/3,4,8	HKUS 63/3,4,8	HKUS 80/3,4,8	HKUS 100/3,4,8	HKUS 125/3,4,8	HKUS 160/3,4,8	HKUS 200/3,4,8	HKUS 250/3,4,8	HKUS 320/3,4,8	HKUS 400/3,4,8
Displacement	[cm^3/rev]	39,6	49,5	65,6	79,2	99,0	123,8	158,4	198	247,5	316,8	396
Rated Flow*	[l/min]	4	5	6	8	10	13	16	20	25	32	40
Rated Pressure	[bar]	160										
Relief Valve Pressure Settings**	[bar]				80	100	125	150				
Shock Valves Pressure Settings***	[bar]				140	160	180	200				
Max.Cont. Pressure in Line T - P_T	[bar]	25 (50 - *for HKUS.../8*)										
Max.Torque at Servoamplifing	[Nm]	6 (*by* P_T *max*)										
Max.Torque w/o Servoamplifing	[Nm]	120										
Weight, avg.	[kg]	5,3	5,5	5,6	5,7	5,8	5,9	6,2	6,5	6,6	7,2	7,8
Dimension A	[mm]	130,8	132,2	133,9	136,2	138,8	142,2	146,8	152,2	158,8	168,2	178,8

* Rated Flow at 100 RPM.

** Pressure Settings are at Rated Flow (as in the table) and viscosity 21 mm^2/s (50^0 C).

***Pressure Settings are at flow rate of 2 l/min and viscosity 21 mm^2/s (50^0 C).

DIMENSIONS AND MOUNTING DATA



THREADED PORTS

code	Ports - P, T, R, L Thread	Column Mounting Thread - B	Valve Mounting Thread - V
-	G1/2 17 mm depth	4 x M10 18 mm depth	2 x M10x1 16 mm depth
A	3/4 - 16 UNF O-ring 17 mm depth	4x 3/8 - 16 UNC 15,7 mm depth	2 x 3/8 - 24 UNF 14,2 mm depth
M	M22x1,5 17 mm depth	4 x M10 18 mm depth	2 x M10x1 16 mm depth

*Threaded Port **P** min 16 mm depth.

ORDER CODE

	1	2	3	4	5	6
HKUS		/	-		-			

Pos.1 - **Displacement code** (see Specification Data)

40	- 39,6 [cm³/rev]
50	- 49,5 [cm³/rev]
63	- 65,6 [cm³/rev]
80	- 79,2 [cm³/rev]
100	- 99,0 [cm³/rev]
125	- 123,8 [cm³/rev]
160	- 158,4 [cm³/rev]
200	- 198,0 [cm³/rev]
250	- 247,5 [cm³/rev]
320	- 316,8 [cm³/rev]
400	- 396,0 [cm³/rev]

Pos.2 - **Versions**

3	- Version 3 *"Open Center - Load Reaction"*
4	- Version 4 *"Open Center - Non Load Reaction"*
8	- Version 8 *"Open Center - Non Load Reaction"*

Pos.3 - **Relief Valve Pressure Settings, bar**

80
100
125
150

Pos.4 - **Ports**

omit	- BSPP (ISO 228)
A	- SAE (ANSI B 1.1 - 1982)
M	- Metric (ISO 262)

Pos.5 - **Option** (Paint)*

omit	- No Paint
P	- Painted
PC	- Corrosion Protected Paint

Pos.6 - **Design Series**

omit - Factory specified

Version	Manual Steering Check Valve	Relief Valve	Inlet Check Valve	Cylinder Relief Valve	Anti-Cavitation Valve
3	•	•	•		•
4	•	•	•	•	•
8	•	•	•		

NOTES:
* Colour at customer's request.

The steering units are mangano-phosphatized as standard.

GENERAL APPLICATION AND SPECIFICATION INFORMATION

APPLICATION

(SIZING AND STEERING SYSTEM DESIGN PROCESS)

STEP ONE:

Calculate approximate kingpin torque (M_L).

$$M_L = G \cdot \mu \sqrt{\frac{B^2}{8} + \ell^2}$$

Note: Double M_L if steered wheels are powered.

M_L = Kingpin torque in [daNm].

G = Vehicle weight on steered axle in [daN] (use maximum estimated overload weight).

μ = Coefficient of friction (use Chart No 1 , dimensionless) determined by ℓ / B (see Diagram No 1).

B = Nominal width of tyre print [m] (see Diagram No 1).

ℓ = Kingpin offset. The distance between tyre centerline intersection at ground and kingpins centerline intersection at ground in [m] (see Diagram No 1).

Chart No 1

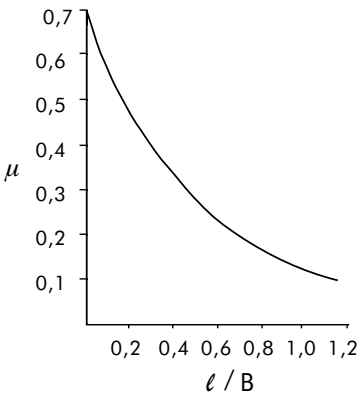


Diagram No 1

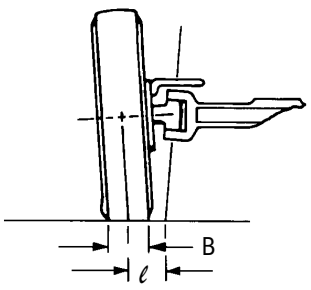
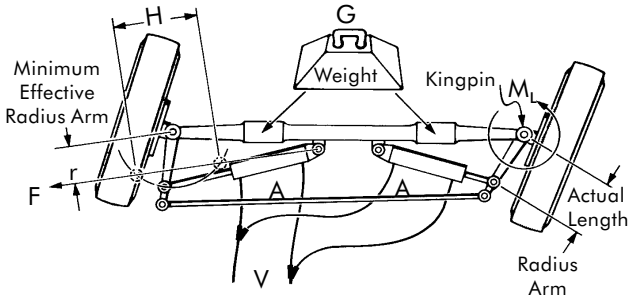


Diagram No 2



STEP TWO:

Calculate approximate cylinder; force-area-stroke-volume.

FORCE $F = \frac{M_L}{r}$

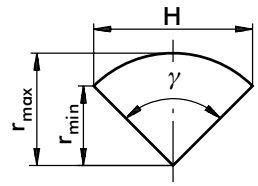
F = Force required [daN] to steer axle.

M_L = Kingpin torque in [daNm] from step one. Double M_L if steered wheels are powered.

r = Effective radius Arm [mm] is the minimum distance from the centerline of the cylinders minimum and maximum stroke points parallel to the kingpin center pivot. This is not the physical length of the radius Arm (see Diagram No 2 and Chart No 2).

Chart No 2

$$r_{min} = r_{max} \cdot \cos \frac{\gamma}{2}$$



STROKE

H = Stroke [cm].

Calculate stroke of cylinder using Diagram No 2 and Chart No 2 as shavt.

$$H = 2\, r_{max} \cdot \sin \frac{\gamma}{2}$$

AREA $A = \frac{F}{\Delta P}$

A = Cylinder area for axle cylinder set [cm^2].

F = Force required from step two force formula [daN].

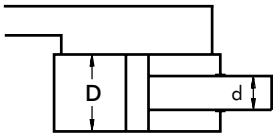
ΔP = Hydraulic pressure [bar] use following percentage of relief valve setting by amount of load on steered axle. Severe load 25% - medium load 55% - no load 75% .

DIAMETER
After the cylinder set area is determined, the cylinder diameter can be calculated.

D = Inside diameter of cylinder [cm].
d = Road diameter of cylinder [cm].

Choose type of cylinder arrangement and formula shown for that type.

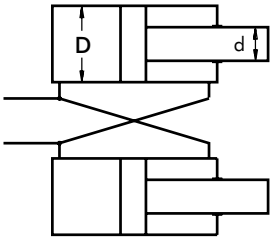
Differential Cylinder



$$D = \sqrt{\frac{4A}{\pi} + d^2}$$

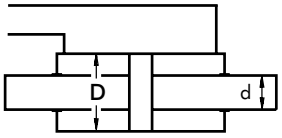
Note: $\left(\frac{d}{D}\right)^2 \leq 0{,}15$

Cross Connected Cylinders



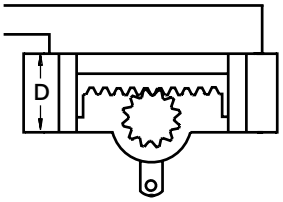
$$D = \sqrt{\frac{2A}{\pi} + \frac{d^2}{2}}$$

Balanced Cylinder



$$D = \sqrt{\frac{4A}{\pi} + d^2}$$

Opposed Cylinder



$$D = \sqrt{\frac{4A}{\pi}}$$

VOLUME $V = H \cdot A$

V = Volume. The total amount of oil required to move the cylinder rod(s) through the entire stroke [cm^3].
H = Stroke [cm].
A = Area [cm^2].
Note: For differential cylinders it is important to calculate average cylinder volume for step three using below formula.

$$V_{avg} = H \cdot \frac{\pi}{4} (2D^2 - d^2)$$

STEP THREE:

Selecting displacement of hydrostatic steering unit.

At this point determine number of steering wheel revolutions desired for your application to steer the wheels from one side to the other (lock to lock). Depending on the type of vehicle and its use, this will vary from 3 to 5 turns.

DISPLACEMENT $V_D = \frac{V}{n}$

V_D = Displacement [cm^3] per rev.
V = Volume of oil [cm^3].
n = Steering wheel turns lock to lock.

After completing the above displacement calculation, choose the closest standard hydrostatic steering unit in displacement size that incorporates circuitry you require.
Recalculate the number of steering wheel turns using the displacement of selected standard hydrostatic steering unit outlined above. Use the formula shown below.

$$n = \frac{V}{V_D}$$

V = Volume of oil [cm^3].
n = Steering wheel turns lock to lock.
Note: For differential cylinders applications the cylinder volume will be different for left and right turns - this means the value *n* (steering wheel turns lock to lock) will vary when turning to the left or right.

STEP FOUR:

Calculate approximate minimum and maximum steering circuit flow requirements.

$$Q = \frac{V_D}{\text{Unit Conversion for Imperial or [1000] Metric}}$$

Q = Steering circuit flow [l/min].
V_D = Unit displacement [cm^2] per rev.
N = Steering wheel input speed [rpm] (min^{-1}).
Recommended steering speed is 50 to 100 rpm.

Many variables are involved in sizing the pump. We suggest that the manufacturer test and evaluate for desired performance.

GENERAL INFORMATION

FLUID DATA:
To insure maximum performance and life of the Hydrostatic steering units, use premium quality hydraulic oils. Fluids with effective quantities of anti-wear agents or additives are highly recommended. If using synthetic fluids consult the factory for alternative seal materials.

Viscosity
Viscosity at normal operating temperature should be approx. 20 mm^2/s. Viscosity range 10 - 300 mm^2/s.

Temperature
Normal operating temperature range from +30°C to+60°C.
Minimum operating temperature -40°C.
Maximum operating temperature +80°C.
Note: Extended periods of operation at temperature of 60°C and above will greatly reduce life of oil due to oxidation and shorten life of product.

Filtration

The maximum degree of contamination per ISO 4406 or CETOP RP is:
-20/17 open center units
-19/16 closed center and load sensing
-16/12 priority valves
Return line filtration of 25 μm nominal (40 - 50 μm absolute) or finer is recommended.
In extremely dusty conditions filtration of 10 μm absolute should be used.

START UP

All air must be purged from system before operating unit. It is extremely important that any external lines or units with load sensing or priority feature be completely bled. Lines going to and from cylinders as well as lines to and from pump be purged of all air. It is recommended that a 10 - 15 mm filter be used between pump and steering unit before start up.

MOUNTING UNITS

All hydrostatic steering units should be installed for ease of access. It is recommended that the steering unit be located outside the vehicle cabin.
It is important that no radial axial load be applied to the hydrostatic steering unit input shaft. Any or all radial and axial loads must be absorbed by the steering column or other operating device supplied by the vehicle manufacture.
Ports on the steering cylinder(s) should face upward to prevent damage.
During installation of the hydrostatic steering unit, cleanliness is of the utmost importance. Pipe plugs should be left in place during mounting and only removed when hydraulic lines are to be connected.

TORQUE TIGHTENING VALUES

Fluid connections

Fluid connection	Max. tightening torque daNm			
	metal edge	copper washer	aluminum washer	O - ring
7/16 - 20 UNF				2
9/16 - 18 UNF				5
3/4 - 16 UNF				6
7/8 - 14 UNF				7
G 1/4	4	2	3	
G 3/8	6	2	5	
G 1/2	10	3	8	
G 3/4	16	5	13	
M 10 x 1	4	2	3	
M 18 x 1,5	7	2	5	
M 22 x 1,5	10	3	8	

Mounting bolts

Mounting bolts	Tightening torque daNm
3/8 - 16 UNC	3,0 ± 0,5
M 10 x 1	6,5 ± 0,5
M 10	3,0 ± 0,5