

TECHNICAL DATA SHEETS

XK12 MOTOR CODE

ROTATING GROUP				OUTPUT CASING & SHAFT								PORT BLOCK											
1,2	3,4	5	6,7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23,24	25,26			
XK	12	-	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	--	--			
PERFORMANCE A = Standard Duty												DESIGN STYLE A = No Mounting Flange C = Rear Facing Flange Mount				PARKING BRAKE SIZE N = None D = 9000 NM				Design Issue Special Features 00 = None			
DISPLACEMENT 10 = 999 cc/rev 13 = 1381 cc/rev 11 = 1130 cc/rev 15 = 1503 cc/rev 12 = 1252 cc/rev												SHAFT SEAL CONFIGURATION E = Shaft Motor High Pressure Lip F = Shaft Motor -Shaft Up High Pressure Lip A = Standard-Wheel & Drum High Pressure Lip + Gamma Dirt Excluder N = No Case /Shaft				REAR ATTACHMENTS N = None A = Parking Brake				SEAL MATERIAL N = Nitrile V = Viton			
CASE STYLE N = No Case (Torque Module) E = No Flange (Wheel Motor) F = Front Flange (Shaft Motor)												PURGE VALVE SETTING 0 = 20 bar A = 30 bar 1 = 21 bar B = 31 bar 2 = 22 bar C = 32 bar 3 = 23 bar D = 33 bar 4 = 24 bar E = 34 bar 5 = 25 bar F = 35 bar * = 2* bar N = None				OPTIONS N = None 1 = Speed Sensor Port Only 2 = Speed Sensor Fitted							
FRONT BRAKE & ATTACHMENTS N = None (Standard) A = Drum Brake-Cable Operated C = Drum Brake - Cable & Hydraulic Operated H = Drum Brake - Hydraulic Operated												OUTPUT SHAFT SIZE N = No Shaft 2 = Standard				ADDITIONAL VALVING N = None B = Shuttle Valve Only ----- (Open Circuit) C = Shuttle Valve + Purge Relief Valve ----- (Closed Circuit)							
EXTERNAL LOAD CAPACITY N = No Case / Shaft 1 = Standard Duty 2 = Heavy Duty				OUTPUT SHAFT STYLE O = No Shaft B = Wheel Flange ; Studs Fitted C = Wheel Flange; Studs & Nuts Fitted R = Keyed Standard T = Splined DIN5480								SPEED RATIO 2.00:1 1:1 R = CW Rotation B L = CCW Rotation				PORTS 1 = Standard							

