



Type code for standard program

1	2	3	4	5	6	7	8	9	10	11	12	13
PA10VS	O	45	DFLR /	31	R	-	V	P	A	12	N00	

Version

									18	28	45	71	100	140	
1	Standard version (without symbol)									■	■	■	■	■	■
	HFA, HFB, HFC hydraulic fluid (except for Skydrol)									-	-	-	-	-	E
	High-speed version									-	-	-	-	-	H

Axial piston unit

2	Swashplate design, variable, nominal pressure 4000 psi(280 bar), maximum pressure 5100 psi(350 bar)										PA10VS
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Operation mode

3	Pump, open circuit										O
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Size (NG)

4	Geometric displacement, see table of values on pages 6 and 7						18	28	45	71	100	140
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Control device

5	Two-point control, directly operated I I						■	■	■	■	■	■	DG
	Pressure control						■	■	■	■	■	■	DR
	with flow control, hydraulic												
	X-T open						■	■	■	■	■	■	DFR
	X-T closed						■	■	■	■	■	■	DFR1
	with swivel-angle control, electric						-	-	-	-	-	-	FE1 ¹⁾
	pressure and swivel-angle control, electric						-	-	-	-	-	-	DFE1 ¹⁾
	with pressure cut-off, remotely operated												
	hydraulic						■	■	■	■	■	■	DRG
	electrical												
negative characteristic													
12V						-	-	-	-	-	-	ED71	
24V						-	-	-	-	-	-	ED72	
positive characteristic													
12V						-	-	-	-	-	-	ER71 ²⁾	
24V						-	-	-	-	-	-	ER72 ²⁾	
Pressure, flow and power control						-	■	■	■	■	■	DFLR	

Series

6	Series 3, Index 1										31
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Direction of rotation

7	Viewed on drive shaft	clockwise		R
		counter clockwise L		L

Seals

8	FKM (VITON)										V
	NBR										P

1)The following must be taken into account during project planning:
 Excessive current levels (I >1200 mA with 12 V or I > 600 mA with 24 V) to the ER solenoid can result in undesired increase of pressure which can lead to pump or system damage:
 - Use I_{max} current limiter solenoids.
 - A sandwich plate pressure reducing valve can be used to protect the pump in the event of overflow.
 An accessory kit with pressure reducing sandwich plate can be ordered from YEOSHE

¹⁾Coupling for splined shaft according to ANSI B92.1a
²⁾Other electrical connector might be different
³⁾ Preference: SAE version from A-39

■ = available - = on request ※ = standard type △ = custom made

Type code for standard program

A

2

PA10VSO

1	2	3	4	5	6	7	8	9	10	11	12	13			
Version										18	28	45	71	100	140
9	Splined shaft ANSI B92.1a	standard shaft		■	■	■	■	■	■	■	■	S	※		
		similar to shaft "S" however for higher input torque reduced diameter, not for through drive		■	■	■	■	-	-	-	-	-	R		
		same as "U", higher torque; not for through drive		■	△	△	△	■	-	-	-	-	U		
	Parallel keyed shaft Not for through drive	Metric DIN 6885		■	■	■	■	■	■	■	■	■	P	※	
		SAE ISO 3019-1		■	■	■	■	■	■	■	■	■	K		

Note: Same splined shaft for SAE/Metric

Mounting flange 18 28				18	28	45	71	100	140	
10	ISO 3019-2 (Metric)	2-hole		■	■	■	■	■	-	A
		4-hole		-	-	-	-	-	■	B
	ISO 3019-1 (SAE)	2-hole		■	■	■	■	■	-	C ³⁾
		4-hole		-	-	-	-	-	■	D ³⁾

Service line port				18	28	45	71	100	140	
11	SAE flange ports on opposite side,metric-fastening thread			■	■	■	-	■	■	12
				-	-	-	■	-	-	42
	SAE flange ports on opposite side,UNC fastening thread			■	■	■	-	■	■	62 ³⁾
				-	-	-	■	-	-	92 ³⁾

Through drive				18	28	45	71	100	140			
12	without through drive			■	■	■	■	■	■	N00	※	
	Flange ISO 3019-1 Diameter	coupling for splined shaft ¹⁾ diameter										
		82-2 (A)	5/8 in	9T 16/32DP	■	■	■	■	■	■	K01	
		3/4 in	11T 16/32DP	■	■	■	■	■	■	K52		
	101-2 (B)	7/8 in	13T 16/32DP	-	■	■	■	■	■	■	K68	
		1 in	15T 16/32DP	-	-	■	■	■	■	■	K04	
	127-2 (C)	1 1/4 in	14T 12/24DP	-	-	-	■	■	■	■	K07	
		1 1/2 in	17T 12/24DP	-	-	-	-	■	■	■	K24	
	152-4 (D)	1 3/4 in	13T 8/16DP	-	-	-	-	-	■	K17		
	Ø 63 , Metric 4 hole		key shaft Ø 25		-	△	△	△	△	△	K57	
	Flange ISO 3019-2 Diameter											
		80 , 2-hole	3/4 in	11T 16/32DP	△	△	△	△	△	△	KB2	
	100 , 2-hole	7/8 in	13T 16/32DP	-	△	△	△	△	△	△	KB3	
		1 in	15T 16/32DP	-	-	△	△	△	△	△	KB4	
	125 , 2-hole	1 1/4 in	14T 12/24DP	-	-	-	△	△	△	△	KB5	
1 1/2 in		17T 12/24DP	-	-	-	-	△	△	△	KB6		
180 , 4-hole	1 3/4 in	13T 8/16DP	-	-	-	-	-	△	KB7			

Connectors for solenoids ²⁾				18	28	45	71	100	140	
13	HIRSCHMANN connector – without suppressor diode			-	-	-	-	-	-	H

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SAE —