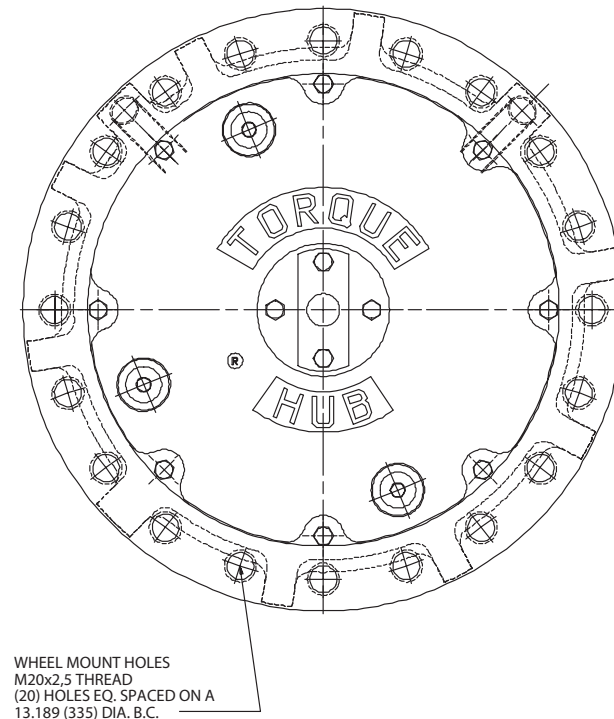
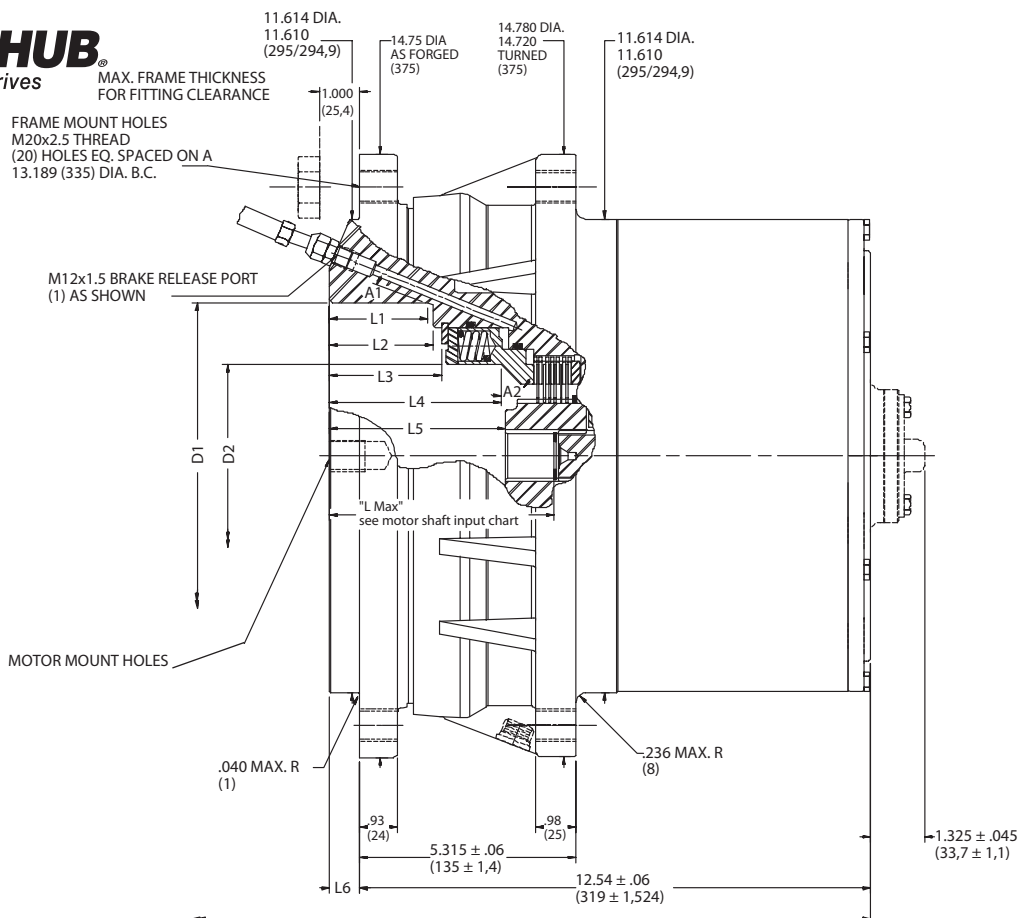


# CT26C Application Sheet

## TORQUE-HUB<sup>®</sup> Planetary Final Drives



	D1	D2	L1 MIN	L2 MIN	L3 MIN	L4 MIN	L5 MIN	L6 NOM	A1	A2	MOTOR MOUNT HOLES
CT26C11	6.303 ± .002 (160,09 ± .05)	4.495 (114,17)	N/A	N/A	2.384 (60,55)	3.838 (98,91)	3.894 (98,91)	.75 (19,05)	N/A	45°	M16 X 2 THREAD .787 (20) MIN. FULL THD. 2 HOLES @ 180° 7.874 (200) DIA. B.C.
CT26C12	7.484 ± .002 (190,09 ± .05)	4.495 (114,17)	2.395 (60,83)	2.545 (64,64)	2.744 (69,69)	4.198 (106,63)	4.265 (108,33)	.75 (19,05)	20°	45°	M20 X 2.5 THREAD .885 (22.5) MIN. FULL THD. 2 HOLES @ 180° 8.819 (224) DIA. B.C.
CT26C14	7.484 ± .002 (190,09 ± .05)	4.495 (114,17)	2.760 (70,10)	2.910 (73,91)	3.114 (79,09)	4.568 (116,03)	4.502 (114,35)	1.11 (28,19)	20°	45°	M20 X 2.5 THREAD .885 (22.5) MIN. FULL THD. 2 HOLES @ 180° 8.819 (224) DIA. B.C.
CT26C17	4.003 ± .002 (101,68 ± .05)	N/A	N/A	N/A	N/A	N/A	.85 (22,59)	1.02 (25,02)	N/A	N/A	.500 - 13 UNC THREAD .63 (16) MIN. FULL THD. 4 HOLES EQ. SPACED 5.750 (146.05) DIA. B.C.
CT26C18	5	N/A	N/A	N/A	N/A	N/A	1	1.35	N/A	N/A	1/2 - 13 UNC-28 THD. 4 HOLES EQ. SPACED ON A 6.375 (161.93) DIA. B.C.
CT26C19	7.484 ± .002 (190,09 ± .05)	4.495 (114,17)	2.980 (75,69)	3.155 (80,14)	3.334 (84,68)	4.788 (121,62)	4.722 (119,94)	1.343 (34,11)	20°	45°	M20 X 2.5 THREAD .885 (22.5) MIN. FULL THD. 2 HOLES @ 180° 8.819 (224) DIA. B.C.

NOTE: MM SHOWN IN ( )  
MOTOR CAVITY DIMENSIONS VARY WITH MODEL

OTHER MODELS ALSO AVAILABLE  
FAIRFIELD BRAKE AVAILABLE



## CT26C

### Performance Data

Continuous	Intermittent	Peak
115,000 lb-in 13,000 Nm	230,000 lb-in 26,000 Nm	Contact Fairfield

For ultimate torque and horsepower capacities, contact a Torque-Hub® representative.

### Speed Limitations

**Units with Brake:** 5,000 RPM Max. Intermittent  
(periods of 30 min or less)

**Units without Brake:** 6,000 RPM Max. Intermittent  
(periods of 30 min or less)

### Weight

Approximately 285 lbs (130 kg)

Note: Specific models will change weights.

### CT26 Model Formula

### Oil

Fill to half full with 90 weight gear lube with EP additive on most applications.

#### Volume of Oil:

94 oz. (2,781 cm<sup>3</sup>) for units with brake  
106 oz. (3,136 cm<sup>3</sup>) for units without brake

Note: Oil level and type will vary with specific model and application.

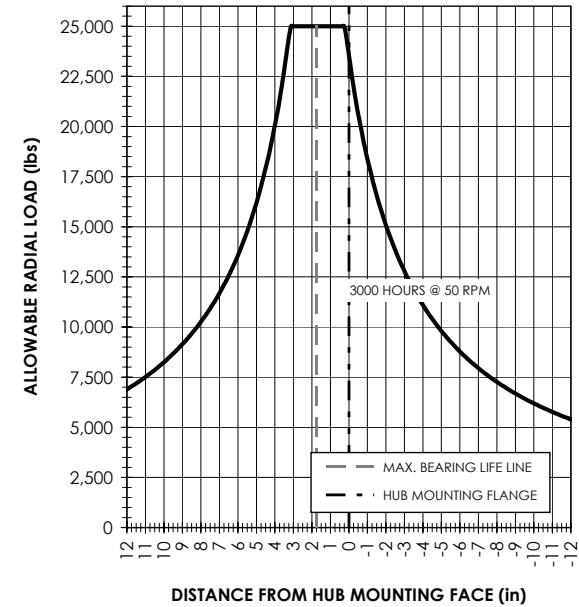
### Conditions of Bearing Curve

**Life** = 3000 hours B-10  
**Speed** = 50 RPM output

To adjust for loads and speeds other than shown on curve:

$$\text{Adjusted Life (hrs)} = 3000 \left( \frac{50 \text{ RPM}}{\text{Speed (Adjusted)}} \right) \left( \frac{\text{Load (Curve)}}{\text{Load (Adjusted)}} \right)^{10/3}$$

### Bearing Curve



**CT 26 C1 2 0 A 4 131 D \_**

### CT – Compact Track Drive

#### Frame Size/ Output Torque Capacity

26 – 230,000 lb-in (26,000 Nm)

#### Housing/Spindle Configuration

(Contact Fairfield.)

#### Hydraulic Motor Cavity Configuration

- 1 – 60cc (MV), 55cc (MF), 42cc (MF)
- 2 – 55cc (MV), 75cc (MF)
- 4 – 80cc (MV), Bent Axis
- 7 – SAE 'B' Motor Mount
- 8 – SAE 'C' Motor Mount
- 9 – 80cc (MV) Long Shaft

Note: Designed for use with cartridge-style hydraulic motors.

#### Special Features

V – Viton Seals in Gear Package & Brake

#### Special Features

D – Input Disengage  
Z – Blank

#### Motor Shaft Input

- 4 – 14T, 12/24 (55cc, 75cc) L Max = 5.180 or 5.542
- 8 – 15T, 16/32 (42cc, 46cc) L Max = 5.042
- A – W30x2x14x9g (60cc) L Max = 5.042
- B – W35x2x16x9g (80cc) L Max = 5.955

#### Reduction

- 051 – 50.90:1
- 059 – 59.03:1
- 071 – 70.91:1
- 080 – 79.66:1
- 085 – 85.14:1
- 096 – 95.62:1
- 110 – 110.04:1
- 124 – 123.55:1
- 131 – 131.11:1
- 202 – 201.61:1

#### Wheel Studs

0 – Not Included

#### Input Brake

0 – Not Included

- A – 2,940 lb-in (332 Nm) STATIC  
123 PSI (8,5 Bar) FULL RELEASE PRESSURE
- B – 4,410 lb-in (498 Nm) STATIC  
184 PSI (12,7 Bar) FULL RELEASE PRESSURE
- C – 5,390 lb-in (609 Nm) STATIC  
225 PSI (15,5 Bar) FULL RELEASE PRESSURE
- G – 3,430 lb-in (388 Nm) STATIC  
143 PSI (9,9 Bar) FULL RELEASE PRESSURE

Note: 3,000 PSI (207 Bar) Maximum Pressure for all brakes listed.

**oerlikon**  
**fairfield**

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First in Custom Gears and Drive Systems

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