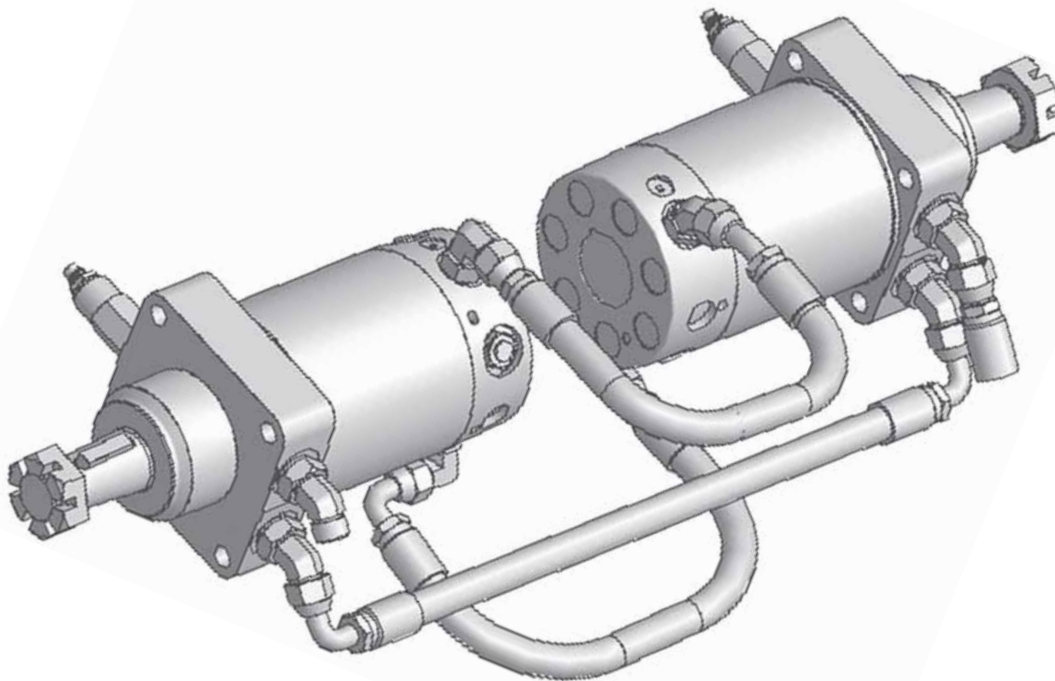
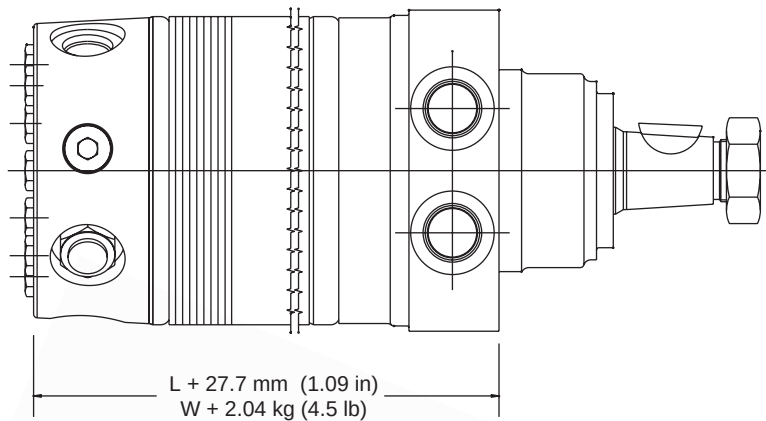


Code: GAAA or GAAB  

The Parker positive traction motor system “Posi-Trac” is designed for use on hydrostatic drive machines, with either open or closed hydraulic systems. This all hydraulic, Posi-Trac system allows for full differential effect until wheel slip occurs. The basic circuit utilizes two Parker Torqmotors™ in series. Each of these motors contains a two position valve located in the motor’s end cover. These two Posi-Trac motors communicate with each other using two crossover hoses. Before wheel slip occurs, one motor provides the traction for the machine. Once wheel slip occurs, both wheels become the driving wheels and both have full traction capabilities. Posi-Trac smoothly engages without operator intervention. In the case where both wheels have very little traction, as with sand or loose gravel, the Posi-Trac power transmission alternates from side to side smoothly and quietly and drives the vehicle through the media. Posi-Trac is available in four wheel drive configurations, and Limited Slip variations also. Contact the factory for details.



Patented Hydraulic Circuit

English equivalents for metric specifications are shown in ( ).

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Code: FSAA\* or FSAB  

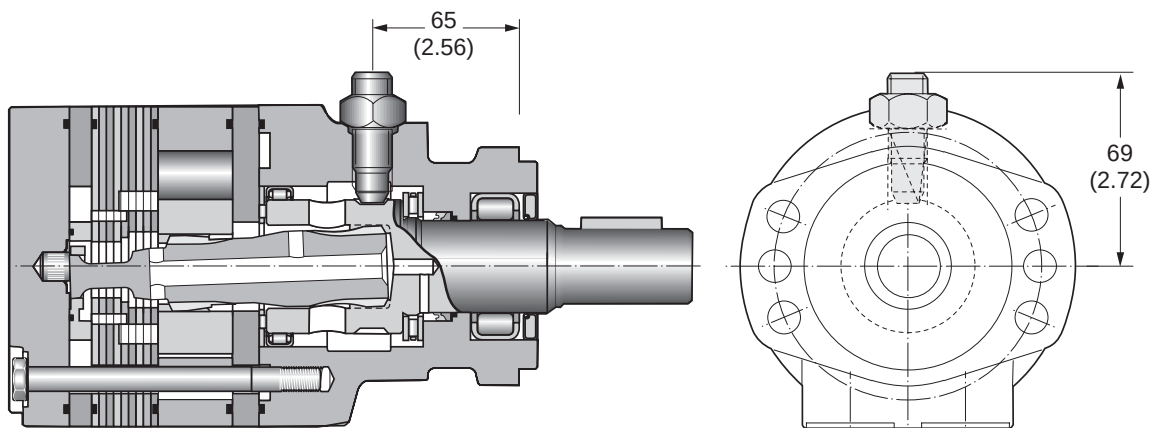
## An Economical Sensor for Speed Readout

This rugged, weather resistant design is ideal for industrial and mobile applications. Applications include salt/sand/fertilizer spreader drives, conveyer drives and injection molder compression drives. The sensor is a hall-effect type, which when externally powered outputs 30 square wave digital pulses per coupling shaft revolution. The connector is a user friendly universally available 4 pin polarized M12 connector allowing for simplified field service. The integrated design does not effect the side load capacity or performance of the torque motor.

Dieser robuste, wetterfeste Drehzahlnehmer arbeitet nach dem Halleffekt. Es werden 30 Rechteckimpulse pro Abtriebswellenumdrehung erzeugt. Durch Erfassung der positiven und negativen Wellenflanken sind 60 Impulse pro Umdrehung möglich. Der Sensor führt zu keiner Leistungsbeschränkung des Motors. Die volle Radiallastkapazität bleibt erhalten.

Un capteur economique pour mesure de la vitesse. Ce capteur robuste et resistant aux intemperies est a effet Hall. Alimente par une source externe, il fournit 30 ondes digitales carrees par tour. Par multiplication lelectronique on obtient 60 pulsations par tour. Son montage ne modifie pas le couple ni la charge radiale du moteur qui le recoit.

Este es un diseño de construcción reforzada, apto para uso a la intemperie e ideal para uso industrial y en equipos móviles. Entre sus aplicaciones, se puede mencionar esparcidores de sal, arena o fertilizantes, unidades motoras de transportadores y unidades motoras de compresión para moldeo a inyección. El sensor es del tipo de medio efecto, que al ser excitado externamente, genera 30 pulsos digitales de onda cuadrada por cada revolución del eje del acoplamiento. Utiliza un simple conector M12 polarizado tetrapolar, que es de uso común y facilita el mantenimiento en el lugar de instalación. El diseño integrado no afecta la capacidad de carga lateral ni la potencia del motor de torque.

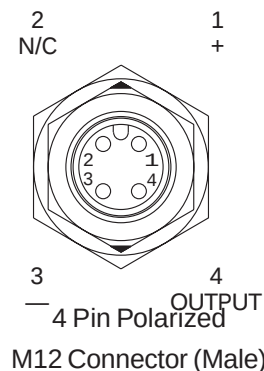


Consult factory for other available options, configurations ordering codes and lead times.

English equivalents for metric specifications are shown in ( ).

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|                                                                                                                  |                                                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Operating voltage range<br>Versorgungsspannung<br>Gamme de tension de service<br>Gama de voltaje de alimentacion | 4.5...24 VDC                                                                                                                                                                                           |
| Operating temperature<br>Arbeitstemperatur<br>Temperature de service<br>Temperatura de servicio                  | -20° to 220° F<br>-29°...104° C                                                                                                                                                                        |
| Operating frequency range<br>Arbeitsfrequenz<br>Gamme de frequences de service<br>Gama de frecuencia de servicio | 0...10 KHZ                                                                                                                                                                                             |
| Max sink current<br>Erforderlicher Laststrom<br>Courant d'affaïssement maxi<br>Corriente maxima de alimentacion  | 0 ... 20 mA (max.)                                                                                                                                                                                     |
| Connection<br>Anschluß<br>Branchement<br>Conexion                                                                | 4 Pin Polarized (12mm)                                                                                                                                                                                 |
| Sensor output<br>Sonsorausgang<br>Sortie du détecteur<br>Salida del sensor                                       | 30 Pulses per revolution which can be doubled electronically<br>30 impulsions par revolution pouvant etre doublees electroniquement<br>30 pulsos por revlucion, que pueden duplicarse electronicamente |
| Output is NPN<br>Ausgang is NPN<br>La sortie est NPN<br>La salida es NPN                                         | Open Collector<br>Collecteur ouvert<br>Colector abierto                                                                                                                                                |

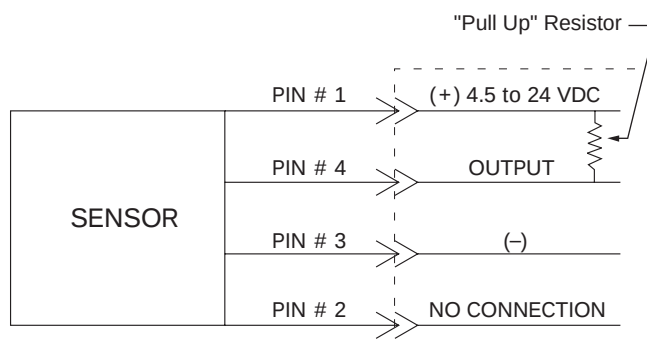


Cable and "Pull Up" Resistor are *not* supplied by factory.

Zubehör wie z.B. Kabel gehören nicht zum Lieferumfang.

Le câble et la résistance "Pull Up" ne sont pas fournis par l'usine.

El cable y la resistencia de arranque no se suministran originalmente de fábrica.



#### Pull-up Resistor Value Formula

Formel zur Ermittlung des Pull up-Widerstandes

Formule de la valeur de resistance "Pull-up"

Calculo de la resisancia de carga

(0.25 Watt, 5% de tol.)  
(0.25 Watt, Tol. 5%)  
(0.25 Watt 5% Tol.)  
(0.25 Watt, toll. 5%)

Voltage / Spannung

Curant d'affaïssement / Voltaje

Sink Current / Laststrom

Resistance /

Corriente de ali mentacion

4.5...24 VDC

0...20 mA

Resistor

Widerstand

Resistance

Resistencia

(k Ohm)

Status: Offstate / aus

Etat: Arret / Estado Inactivo

(95% +V)

+ V

Status: Onstate / ein

Etat: Marche / Estado Activo

(max. 0.4 VDC)

0 V

Consult factory for other available options, configurations ordering codes and lead times.

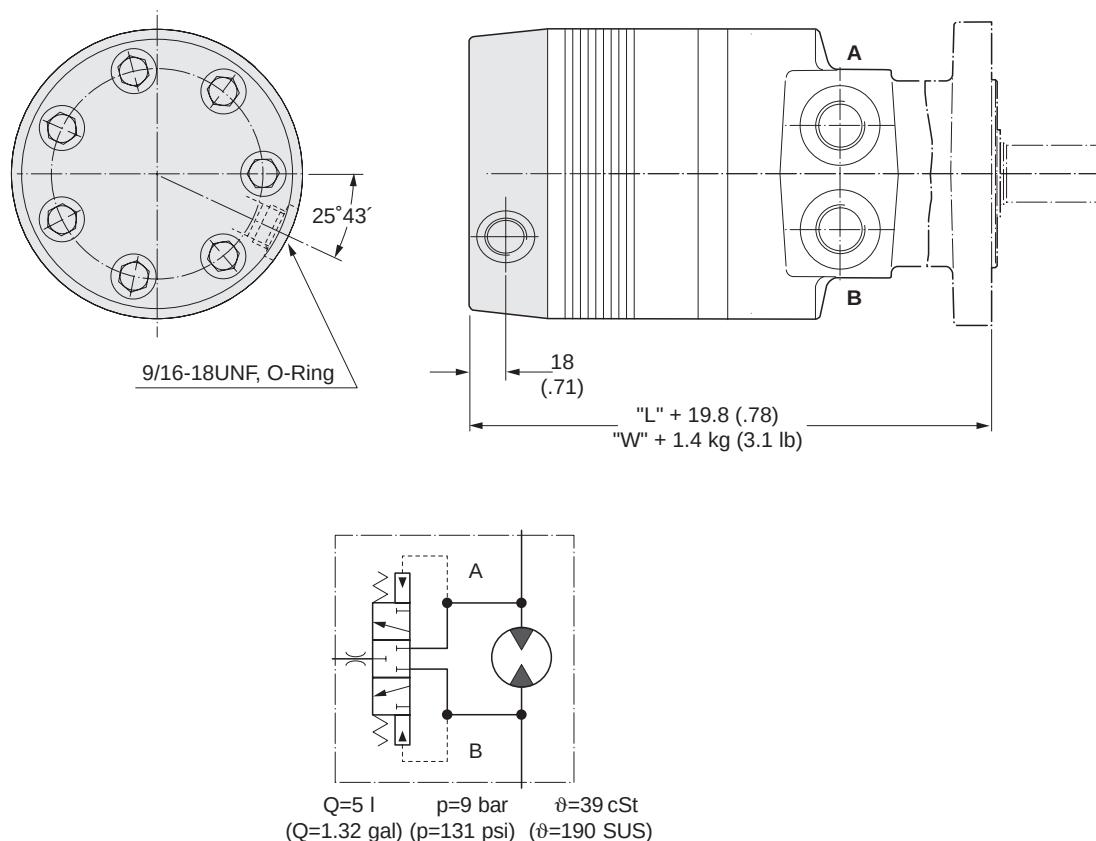
**Code: AAFX or AAAT\***  

A Hot Oil Shuttle is used to continuously remove a portion of the fluid in a closed loop transmission or other closed loop system. At 125 PSI pressure differential between the motor return port and the shuttle outlet, 1.5 GPM\* will exit the circuit to cool, filter and return to the reservoir. The constant loop replenishment helps to keep heat and contamination from building up in the circuit. This option is not available with rear ports or integral cross over relief.

Spülventil für geschlossene Systeme zur Rückführung einer definierten Menge des Niederdrucköls in den Tank zur Abkühlung innerhalb desselben Kreislaufs.

Valve de rincage pour systèmes fermés pour le retour d'un volume déterminé de fluide basse pression vers le réservoir, un refroidisseur ou un filtre de réfrigération, dans le même circuit.

Un transferidor de aceite caliente actúa permanentemente para extraer una parte del fluido en una transmisión de circuito cerrado u otro sistema de circuito cerrado. Entre la entrada de retorno del motor y la salida del transferidor hay una diferencia de presión de 125 psi (libras/pulg.<sup>2</sup>), y a esta presión salen 1,5 galones por minuto del circuito para enfriarse, filtrarse y volver al depósito de fluido. El reacondicionamiento permanente de parte del fluido evita la contaminación del mismo y el incremento de temperatura en el circuito.



**Consult factory for other available options, configurations ordering codes and lead times.**

Standard Length & Weights for TF Series on Pages 84-85, TG Series on Pages 109-111 and TH Series on Pages 139-140.

Längen/Gewichte TF Serie Seiten 84-85, TG Serie Seiten 109-111, TH Serie Seiten 139-140.

Longueurs et poids courants pour la série TF, voir les pages 84-85, et la série TG, voir les pages 109-111, et la série TH, voir les pages 139-140.

Los valores estándar de longitud y peso de la Serie TF se puede ver en las Páginas 84-85, y de la Serie TG en las Páginas 109-111, y de la Serie TH en las Páginas 139-140.

English equivalents for metric specifications are shown in ( ).

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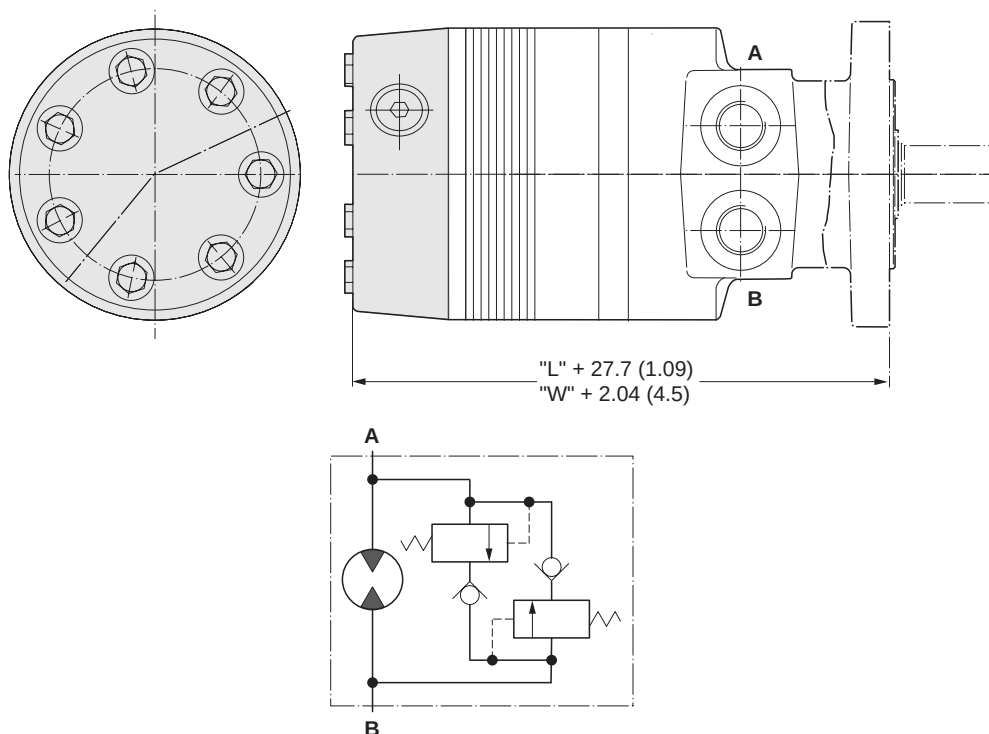
**Code: BBBA\*, BBBB\*, BBBC\*, BBBD\* or BBBG\* EU US**

This integrated internal relief valve is used for fixed pressure settings.

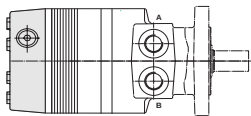
Internes Schockventil

La soupape de sécurité interne utilise pour des valeurs de pression fixes.

La valvula interna de alivio se utiliza para cabliraciones fijas de presion.



**Bestellschlüssel / Système de Commande / Ordering system / Informacion para pedidos**

| Option |                                                                                                                                                                  | Pressure<br>bar (psi) |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| *      |  <p>Öffnungsdruck<br/>Opening pressure<br/>Tarage<br/>Presion de apertura</p> | 69 (1000)             |
| *      |                                                                                                                                                                  | 138 (2000)            |
| *      |                                                                                                                                                                  | 207 (3000)            |
| *      |                                                                                                                                                                  | 276 (4000)            |
| *      |                                                                                                                                                                  | 103 (1500)            |

**Consult factory for other available options, configurations ordering codes and lead times.**

Standard Length & Weights for TF Series on Pages 84-85, TG Series on Pages 109-111 and TH Series on Pages 139-140.

Längen/Gewichte TF Serie Seiten 84-85, TG Serie Seiten 109-111, TH Serie Seiten 139-140.

Longueurs et poids courants pour la série TF, voir les pages 84-85, et la série TG, voir les pages 109-111, et la série TH, voir les pages 139-140. Los valores estándar de longitud y peso de la Serie TF se puede ver en las Páginas 84-85, y de la Serie TG en las Páginas 109-111, y de la Serie TH en las Páginas 139-140.

English equivalents for metric specifications are shown in ( ).

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**Code: AAAC** 

**Double Paint** — Base coat of red oxide primer and finish coat of black paint for increased corrosion resistance.

**Code: AAAF\* or AABP**  

**Castle Nut** — All motors ordered with Tapered shafts are equipped with patch locking nuts. If desired, a castle nut may be specified.

**Code: AAAJ\* or AAFG**  

**Vespel™ Commutator Seal** — Under conditions of high temperature, it is suggested that a vespel commutator seal be used.

**Code: AAAG\* or AAAH**  

**Fluorocarbon** — is available under various registered trademarks, including **VITON™** (a registered trademark of DuPont), **FLUOREL™** (a registered trademark of 3M) or **FPM™** (a registered trademark of DuPont).

**Code: AABJ\* or AABK**  

**Free Running Rotorset** — The “free running rotorset” is a specially dimensioned rotorset that allows for smoother operation at low flows and low pressure. Volumetric efficiency can be affected.

**Code: AANM\***  

**Seal Saver** — Seal saver is a metal disc that presses onto the motor shaft, covering the dirt and water (D&W) seal. Its purpose is to aid in preventing external contamination from damaging the D&W seal.

**Code: AAAC**

Zweischichtlackierung schwarz

**Code AAAF\* or AABP**

Kronenmutter

Selbstsichernde Mutter wird ersetzt durch Kronenmutter

**Code: AAAJ\* or AAFG**

Vespel™ / Kommutator Dichtung

Für Anwendungen im höheren Temperaturbereich oder nicht ausreichender Schmierung.

**Code: AAAG\* or AAAH**

Fluorocarbon Dichtungen

Für Anwendungen im höheren/niedrigeren Temperaturbereich oder speziellen Flüssigkeiten wird der Einsatz von Fluorocarbon Dichtungen empfohlen. Fluorocarbon ist bekannt unter verschiedenen eingetragenen Warenzeichen

VITON™ - DuPont, Fluorel™ - 3M, FPM™ - DuPont

**Code: AABJ\* or AABK**

Leichtläufer Rotorsatz

Anlaufdruck < 5 bar

**Code: AANM\***

**Versiegelungsschutz** — Der Versiegelungsschutz besteht aus einer Metallscheibe, die gegen die Antriebswelle drückt und damit Schmutz- und Wasserdichtung (D&W-Dichtung) abdeckt. Hierdurch soll einer Beschädigung der D&W-Dichtung auf Grund externer Verunreinigungen vorgebeugt werden.

**For more non standard options see page 169**

Consult factory for other available options, configurations ordering codes and lead times.

\* Option code shown is with a single black coat of paint.

\* Motor schwarz grundiert

## Non Standard Options

LSHT Torqmotors™ and Nichols™ Motors

## Large Frame Motors

HY13-1590-004/US,EU

| Availability                                                                                                                                                         |       |    |       |    |    | Code    |           | Description                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----|-------|----|----|---------|-----------|--------------------------------------------------------------------------|
| TF/DF                                                                                                                                                                | TG/DG | TH | BG/BH | TK | TL | Painted | Unpainted |                                                                          |
|                                                                                                                                                                      |       |    |       |    | US | AAWM    | AAWL      | Fluorocarbon shaft seal.                                                 |
| US                                                                                                                                                                   | US    | US | US    | US |    | AAAC    | -         | Double Paint / Zweischichten – Lackierung                                |
| US                                                                                                                                                                   | US    | US | US    | US |    | AAAF    | AABP      | Castle Nut / Kronenmutter                                                |
| US                                                                                                                                                                   | US    | US | US    | US |    | AAAG    | AAAH      | Fluorocarbon Seals / Fluorocarbon Dichtungen                             |
| US                                                                                                                                                                   | US    | US | US    | US |    | AAAJ    | AAFG      | Vespel™ Commutator Seal / Vespel™ Kommutator Dichtung                    |
| US                                                                                                                                                                   | US    | US | US    |    |    | AABJ*   | AABK*     | Free Running Rotorset / Leichtläufer-Rotorsatz                           |
| US                                                                                                                                                                   | US    | US | US    |    |    | AAAT**  | AAFX**    | Hot Oil Shuttle (11:00) / Spülventil                                     |
| US                                                                                                                                                                   | US    |    |       |    |    | AANM    | -         | Seal saver for 1.25 taper shaft only                                     |
| US                                                                                                                                                                   | US    |    | US    |    |    | AANB    | -         | 678 Nm (6000 in-lb) Holding Capacity                                     |
|                                                                                                                                                                      |       |    | US    |    |    | AAMN    | AANH      | 1808 Nm (16000 in-lb) Holding Capacity                                   |
| US                                                                                                                                                                   | US    | US |       |    |    | FSAA    | FSAB      | Speed Sensor / Drehzahl-Sensor                                           |
| US                                                                                                                                                                   | US    | US | US    |    |    | BBBA**  | BBBM**    | 69 Bar (1000 PSI) Internal Bidirectional Relief / Internes Schockventil  |
| US                                                                                                                                                                   | US    | US | US    |    |    | BBBG**  | BBBJ**    | 103 Bar (1500 PSI) Internal Bidirectional Relief / Internes Schockventil |
| US                                                                                                                                                                   | US    | US |       |    |    | BBBB**  | BBBN**    | 138 Bar (2000 PSI) Internal Bidirectional Relief / Internes Schockventil |
| US                                                                                                                                                                   | US    | US | US    |    |    | BBBC**  | BBBF**    | 207 Bar (3000 PSI) Internal Bidirectional Relief / Internes Schockventil |
| US                                                                                                                                                                   | US    | US | US    |    |    | BBBD**  | BBBW**    | 276 Bar (4000 PSI) Internal Bidirectional Relief / Internes Schockventil |
| Consult factory for other positions and combinations.                                                                                                                |       |    |       |    |    |         |           |                                                                          |
| * Not applicable to TF, TG or TH 0625, 0785 or 0960 displacement codes.                                                                                              |       |    |       |    |    |         |           |                                                                          |
| ** Not available with A, B, E, Y, X or L porting. If specifying internal bidirectional reliefs, relief settings cannot exceed intermittent pressure rating of motor. |       |    |       |    |    |         |           |                                                                          |