# Technical Information / Technische Information / Segni/Informacion Tecnica

# LSHT Torqmotors<sup>™</sup> and Nichols<sup>™</sup> Motors **TF Clutch Series**HY13-1590-012/US,EU

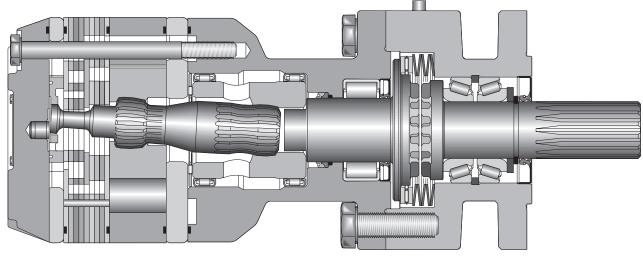
9 Displacements (4.9 - 22.2 in<sup>3</sup>/rev) 9 Schluckvolumen 81 . . . 364 cm<sup>3</sup>/rev 9 Cylindrée 9 Despazamientos Cont. Int. **Maximum Pressure** (3000 psid) (4000 psid) ... 276 bar Eingangsdruck ... 207 bar Pression entrée **Presion Maxima Maximum Oil Flow** (25 gpm) **Schluckstrom** ...95 lpm Débit d'huile Caudal Maximo de Aceite **Maximum Speed** (749 rpm) Drehzahl 749 rpm Vitesse de rotation **Velocidad Maxima** Cont. Int. **Maximum Torque** (4502 lb in) (7029 lb in) **MaxDrehmoment** 509 Nm 794 Nm Couple **Torque Maximo** 

The Clutch Motor consists of a TF Series motor separated from the output shaft by a face spline coupling. The coupling is held apart by springs, disconnecting the motor from the output shaft, allowing the output shaft to freewheel. When hydraulic pressure is applied to either motor port, the springs separating the coupling are overcome and the motor is coupled to the output shaft.



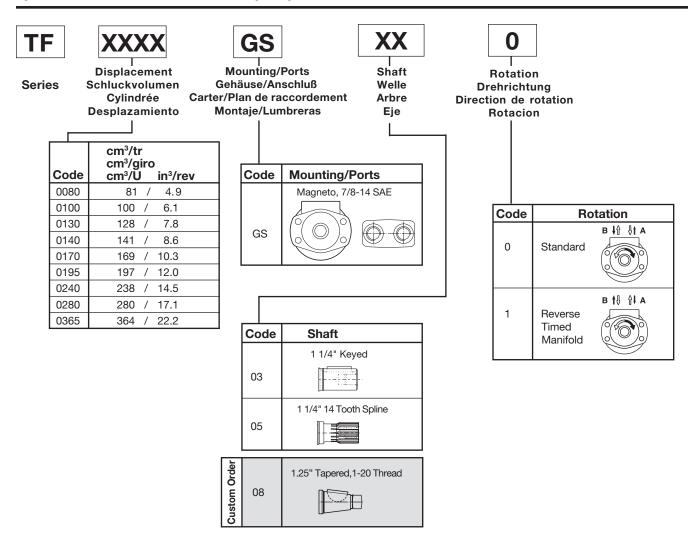
#### Notes:

- 1) It is not recommended to engage the clutch while the output shaft is rotating.
- 2) Clutch may not disengage if there is residual torque on output shaft when pressure is lost at motor ports.
- 3) Minimum pressure to engage clutch 200 PSI.
- 4) To assure clutch disengagement, pressure at motor ports must be below 60 PSI.
- 5) Shaft will freewheel when pressure is lost at motor ports whether by design or inadvertently. The possibility of unplanned freewheeling should be considered in the design of the system.
- 6) If applicable, contact factory for radial load capacity.



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Shaded areas indicate custom order components. Standard pricing and delivery terms may not apply to these components. Please refer to the price list for details, or consult your Parker Pump Motor division Sales Resource.

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## Options Opciones

Code	Options						
AAAA⁴	"Standard", Black Paint						
AAAB	"Standard", No Paint						
AAAC4	"Standard", Double Paint						
AABJ⁴	Free Running Rotor Set, Black Paint						
AABT <sup>1,4</sup>	No Nut, Black Paint						
AAFA	Fluorocarbon Seals, High Temp Commutator Seal, No Paint						
AAFW <sup>4</sup>	Fluorocarbon Seals, High Temp Commutator Seal, Black Paint						
AAJH <sup>1,4</sup>	Fluorocarbon Seals, High Temp Commutator Seal, Spl paint area, Black Paint						
AAJL <sup>1</sup>	No Nut, No Paint						
AAUP1	Fluorocarbon Seals, High Temp Commutator Seal, No Nut, No Paint						
AAVE <sup>4</sup>	Free Running Rotor Set, Fluorocarbon Seals, High Temp Commutator Seal, High Temp Section Seals, Black Paint						
ABCW <sup>1,4</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, High Temp Section Seals, Bidirectional shuttle (.062 Orifice) (11:00*), Black Paint						
ABCZ⁴	Fluorocarbon Seals, High Temp Commutator Seal, High Temp Section Seals, Double paint						
BBGV <sup>1,4</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 1015 PSI Int Bidirectional Relief, Black Paint						
BBGW <sup>1,4</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 1450 PSI Int Bidirectional Relief, Black Paint						
BBGX <sup>1,4</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 2031 PSI Int Bidirectional Relief, Black Paint						
BBGY <sup>1,2,4</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 3046 PSI Int Bidirectional Relief, Black Paint						
BBGZ <sup>3,4</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 4061 PSI Int Bidirectional Relief, Black Paint						
BBHC <sup>4</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 725 PSI Int Bidirectional Relief, Black Paint						
BBHD <sup>3,4</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 2538 PSI Int Bidirectional Relief, Black Paint						

<sup>&</sup>lt;sup>1</sup> No bolt, washer or lock washer with shaft code 03 or 05

Note: TF Clutch Motor series is not available with 0360, 0405 or 0475 displacements

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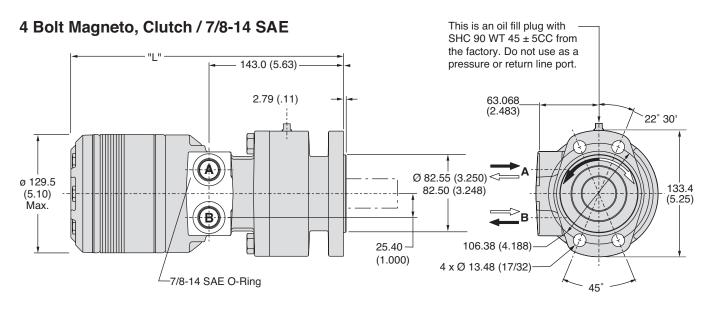
008 TF Clutch.indd, b

<sup>&</sup>lt;sup>2</sup> Not applicable with displacement 0365

<sup>&</sup>lt;sup>3</sup> Only available with displacement 0080

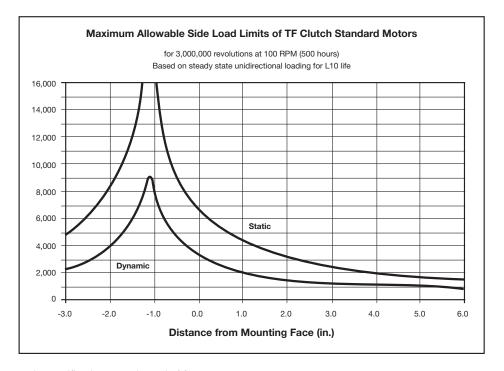
<sup>&</sup>lt;sup>4</sup> Paint area all over except front and rear pilot and mounting flanges and shaft

Code: GS



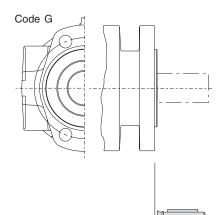
Code GS	disp.	0800	0100	0130	0140	0170	0195	0240	0280	0365
Weight/Gewicht kg		17.9	17.9	18.1	18.2	18.5	18.8	19.2	19.5	20.3
Poids/Peso	(lb)	(39.3)	(39.4)	(39.9)	(40.1)	(40.7)	(41.3)	(42.3)	(42.9)	(44.6)
Length	"L" mm	270	270	273	275	278	281	286	290	300
	"L" (in)	(10.61)	(10.61)	(10.73)	(10.80)	(10.92)	(11.05)	(11.23)	(11.42)	(11.80)

### For performance data curves, see TF section.



English equivalents for metric specifications are shown in ( ). 008 TF Clutch.indd, b





Code: 03

1 1/4" Keyed

Code: 05

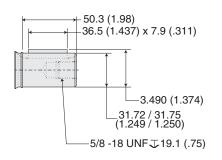
1 1/4" 14 Tooth

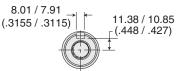
**Spline** 



Code: 03

1 1/4" Keyed

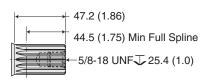


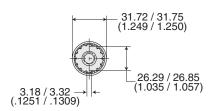


Code: 05

1 1/4"14 Tooth

**Spline** 





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