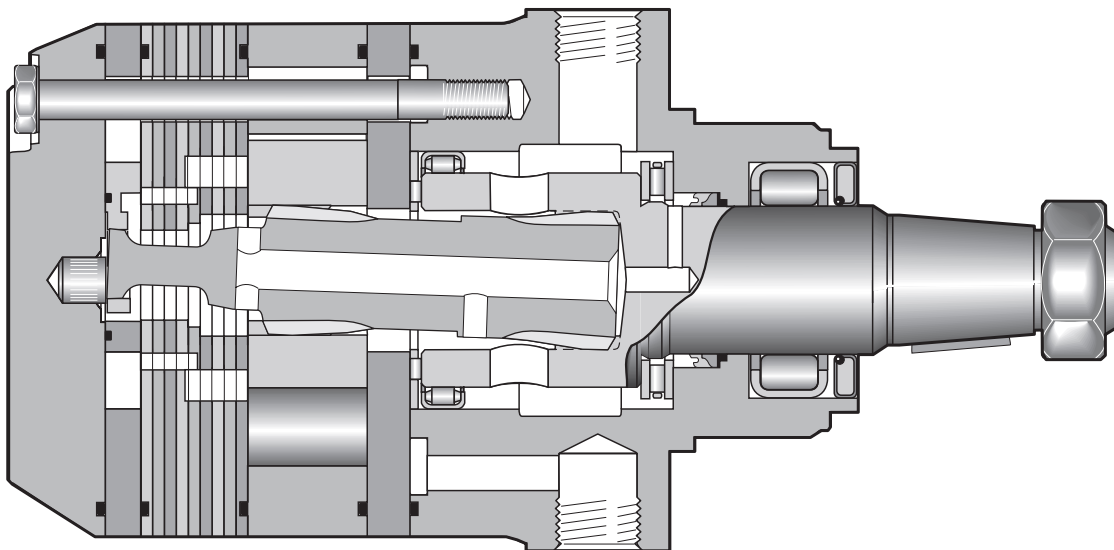
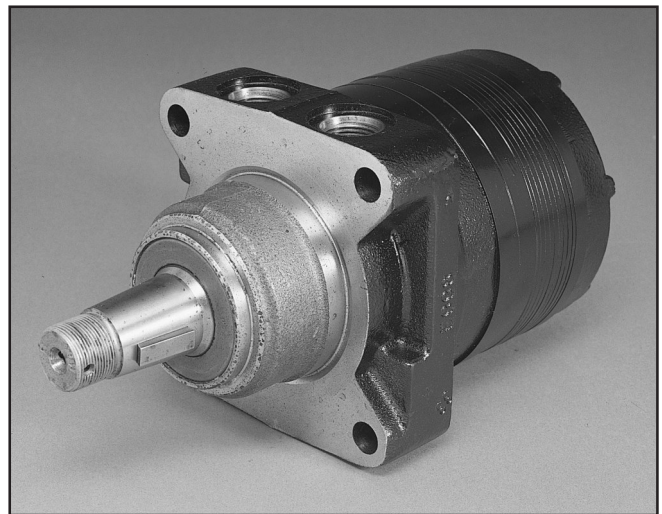


13 Displacements 13 Schluckvolumen 13 Cylindrée 13 Despazamientos	(8.6 to 58.5 in <sup>3</sup> /rev) 141 . . . 959 cm <sup>3</sup> /rev
<b>Maximum Pressure</b> Eingangsdruck Pression entrée Presion Maxima	<b>Cont.</b> (3000 psid) . . . 207 bar <b>Int.</b> (4000 psid) . . . 276 bar
<b>Maximum Oil Flow</b> Schluckstrom Débit d'huile Caudal Maximo de Aceite	(30 gpm) . . . 114 lpm
<b>Maximum Speed</b> Drehzahl Vitesse de rotation Velocidad Maxima	(660 rpm) 660 rpm
<b>Maximum Torque</b> MaxDrehmoment Couple Torque Maximo	<b>Cont.</b> (9,239 lb in) 1044 Nm <b>Int.</b> (12,636 lb in) 1428 Nm
<b>Maximum Side Load at Key</b> Seitenlast Charges latérales Carga Maxima Lateral	(3597 lb) . . . 16000 N

### Exceptional Strength and Durability in a High Performance Motor

The heart of Parker's TG Series powertrain, the drive link, is an extra heavy duty part that includes unique 60:40 spline geometry. Rugged construction throughout allows the transmission of up to 13,000 lb-in of torque. The entire powertrain is continually washed in cool, high flow fluid to assure long life. Roller vanes and sealed commutator maintain high efficiency and provide smooth low speed performance.



**TG**

Series

**XXXX**

Displacement  
Schluckvolumen  
Cylindrée  
Desplazamiento

**XX**

Mounting/Ports  
Gehäuse/Anschluß  
Carter/Plan de raccordement  
Montaje/Lumbreras

**XX**

Shaft  
Welle  
Arbre  
Eje

Code	cm <sup>3</sup> /tr cm <sup>3</sup> /giro cm <sup>3</sup> /U in <sup>3</sup> /rev
0140	141 / 8.6
0170	169 / 10.3
0195	195 / 11.9
<b>0240</b>	<b>238 / 14.5</b>
0280	280 / 17.1
0310	310 / 18.9
0335	337 / 20.6
0360	360 / 22.2
0405	405 / 24.7
0475	477 / 29.1
0530	528 / 32.3
0625	623 / 38.0
0785	786 / 48.0
0960	959 / 58.5

Code	Mounting
AS	SAE "A" 2 Bolt, 7/8-14 SAE
LS	Wheel, Front Brake, 7/8-14 SAE
MS	Magneto, 7/8-14 SAE
UB	Wheel, Standard 7/8-14 SAE O-Ring; Rear Radial
US	Wheel, Standard, 7/8-14 SAE
ZS	Four Bolt Flange, 7/8-14 O-Ring; Extended Pilot With O-Ring Groove

Code	Shaft
01*	1" 6B Spline
03	1 1/4" Keyed
05	1 1/4" 14 Tooth Spline
08	1 1/4" Tapered
19	1 3/8" J501 Taper

Code	Mounting
EB	6 Hole Mount Deep Pilot, 7/8-14 SAE Rear Radial
HK	Wheel, Machined Pilot Nose, M6 Manifold
<b>HW</b>	<b>Wheel, Machined Pilot Nose, G1/2 (1/2 BSPP) Milled Port Face </b>
JS	Wheel, Machined Pilot Nose, 1/2 -13 UNC Tapped Holes, 7/8 O-ring ports
MB	Magneto 7/8-14 SAE O-Ring; Rear Radial
MM	Magneto, 5/16-18 UNC Manifold
RS	Wheel Mount For Ø1-1/2" shaft, 7/8-14 front ports
UE	Wheel, Standard Manifold; Rear Radial
WC	Wheel Mount. 7/8 O-ring Rear Radial w/ 2.43" Dimension To C/L
WE	Wheel, Optional Manifold; Rear Radial

Code	Shaft
02	Long Wood. Key, 1/4 Tap, Groove
06	19 Tooth Spline
17	19 T. Spline (16/32 Pitch)
20	1 3/8" Keyed
38	1.378" Special Long Straight
39	14 Tooth, Groove, 5/8 Tap
<b>44</b>	<b>14 T. Spline (12/24 P.), 12mm Tap </b>
46	32 mm Keyed
85	1 1/4", Captured Straight Keyway, No Taped Hole & No Ring Groove
86	1 1/4" With Captured Straight Keyway, No Taped Hole & No Ring Groove

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.



**WARNING**

This product can expose you to chemicals including lead which is known to the State of California to cause cancer, and DEHP which is known to the State of California to cause birth defects or other reproductive harm. For more information go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

\* Conforms to SAE recommended length

**0**  
Rotation  
Drehrichtung  
Direction de rotation  
Rotacion

Code	Rotation
0	Standard B ↑ ↓ A 
1	Reverse Timed Manifold B ↑ ↓ A 

Code	Rear Rotation
0	Standard 
1	Reverse Timed Manifold 

Rotation viewed  
from shaft end.

**XXXX**  
Options  
Opciones

Code	Options
AAAA <sup>5</sup>	"Standard", Black Paint
AAAB	"Standard", No Paint
AAAC <sup>5</sup>	"Standard", Double Paint
AABJ <sup>8</sup>	Free Running Rotor Set, Black Paint
AABT <sup>1,2,8</sup>	No Nut, Black Paint
AAFA	Fluorocarbon Seals, High Temp Commutator Seal, No Paint
AAFW <sup>6</sup>	Fluorocarbon Seals, High Temp Commutator Seal, Black Paint
AAJH <sup>1,2,8</sup>	Fluorocarbon Seals, High Temp Commutator Seal, Spl paint area, Black Paint
AAJL <sup>1,2</sup>	No Nut, No Paint
AAUP <sup>1,2,8</sup>	Fluorocarbon Seals, High Temp Commutator Seal, No Nut, Special Paint Area, Black Paint
AAVE <sup>8</sup>	Free Running Rotor Set, Fluorocarbon Seals, High Temp Commutator Seal, High Temp Section Seals, Black Paint
ABCW <sup>1,2,7,8</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, High Temp Section Seals, Bidirectional shuttle (.062 Orifice) (11:00"), Black Paint
ABCZ <sup>9</sup>	Fluorocarbon Seals, High Temp Commutator Seal, High Temp Section Seals, Double paint (045247)
BBGV <sup>1,2,7,8</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 1015 PSI Int Bidirectional Relief, Black Paint
BBGW <sup>1,2,7,8</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 1450 PSI Int Bidirectional Relief, Black Paint
BBGX <sup>1,2</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 2031 PSI Int Bidirectional Relief, Black Paint
BBGY <sup>1,2,3</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 3046 PSI Int Bidirectional Relief, Black Paint
BBGZ <sup>1,2,4,7,8</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 4061 PSI Int Bidirectional Relief, Black Paint
BBHC <sup>5</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 725 PSI Int Bidirectional Relief, Black Paint
BBHD <sup>8</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 2538 PSI Int Bidirectional Relief, Black Paint
FSEK <sup>1,2,8</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, High Temp Section Seals, Parker ECD Speed Sensor, Black Paint
FSEN <sup>1,2</sup>	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, High Temp Section Seals, Parker ECD Speed Sensor, No Paint

<sup>1</sup> No Nut with shaft code 08 or 19

<sup>2</sup> No bolt, washer or lock washer with shaft code 03, 05 (may need to add more shaft codes here ??) need to check with eng.

<sup>3</sup> Not applicable with displacement 0530,0625,0785 and 0960

<sup>4</sup> Not applicable with displacements 0360, 0405, 0475, 0530,0625, 0785 and 0960

<sup>5</sup> Not applicable with displacement 0360, 0405 or 0475

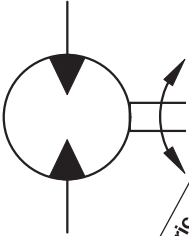
<sup>6</sup> Only available with displacement 0080

<sup>7</sup> Only available with front porting option

<sup>8</sup> Paint area all over except front and rear pilot and mounting flanges and shaft

* Abtriebswelle	Ø 25mm	Max. Moment cont./int.	} 450/550 †
Coupling shaft	Ø 1 inch	Max. torque cont./int.	
Arbre	6BSAE	Couple maxi cont./int.	
Eje de acople		Coppia max cont./int.	

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Motor Series TG	cm <sup>3</sup> /rev in <sup>3</sup> /rev	rev/min	cont / int*		cont / int*		max	cont / int*		max	cont / int*	
			l/min g/min	bar psid	bar psig	bar psig	Nm lb-in	KW HP	Nm lb-in	Nm lb-in	KW HP	Nm lb-in
TG 0140	141 8.6	660	76 95 20 25	207 276 3000 4000	300 4350	390 530 3455 4692	33 45	315 418 2791 3706				
TG 0170	169 10.3	554	76 95 20 25	207 276 3000 4000	300 4350	476 646 4216 5714	33 45	376 505 3331 4469				
TG 0195	195 11.9	477	76 95 20 25	207 276 3000 4000	300 4350	556 753 4919 6663	33 45	451 611 3989 5408				
TG 0240	238 14.5	393	76 95 20 25	207 276 3000 4000	300 4350	677 913 5991 8081	32 44	582 776 5152 6865				
TG 0280	280 17.1	334	76 95 20 25	207 276 3000 4000	300 4350	796 1073 7044 9499	31 42	675 870 5972 7699				
TG 0310	310 18.9	303	76 95 20 25	207 276 3000 4000	300 4350	924 1229 8184 10817	31 41	778 1005 6882 8893				
TG 0335	337 20.6	277	76 95 20 25	207 276 3000 4000	300 4350	964 1297 8533 11479	30 41	843 1117 7458 9889				
TG 0360	360 22.2	259	76 95 20 25	172 241 2500 3500	300 4350	894 1254 7913 11093	29 39	703 1017 6224 9007				
TG 0405	405 24.7	232	76 95 20 25	172 241 2500 3500	300 4350	942 1342 8336 11877	27 37	791 1145 7002 10133				
TG 0475	477 29.1	237	76 114 20 30	138 207 2000 3000	300 4350	887 1372 7853 12145	28 38	740 1120 6549 9909				
TG 0530	528 32.3	213	76 114 20 30	138 172 2000 2500	300 4350	983 1253 8701 11086	23 31	874 1091 7737 9657				
TG 0625	623 38.0	182	76 114 20 30	121 155 1750 2250	300 4350	986 1291 8727 11424	20 27	895 1165 7924 10312				
TG 0785	786 48.0	143	76 114 20 30	103 138 1500 2000	300 4350	1044 1428 9239 12636	17 23	991 1341 8772 11876				
TG 0960	959 58.5	118	76 114 20 30	69 103 1000 1500	300 4350	773 1268 6843 11227	12 16	763 1177 6752 10419				

Performance data based on testing using 10W40 oil with a viscosity of 200 SUS at 54° C (130° F). Performance data is typical. Actual data may vary slightly from one production motor to another.

Les données sur les performances sont basées sur des tests utilisant de l'huile 10W40 d'une viscosité de 200 SUS à 54°C (130°F). Ces données correspondent à des situations typiques. Les données réelles peuvent varier légèrement d'un moteur de production à l'autre.

Leistungsdaten sind gemessen mit SAE 10W40 bei einer Viskosität von 43,1 Cst bei 54°C. Geringfügige Abweichungen von den Katalogdaten sind möglich.

Datos técnicos obtenidos con aceite 10W40 de 200 SUS de viscosidad a 54°C (130°F). Los datos proporcionados son valores típicos. Los valores exactos reales podrían tener una pequeña variación entre distintos motores.

\* Intermittent operation rating applies to 10% of every minute.  
Intermittierende Werte maximal 10% von jeder Betriebsminute.  
Fonctionnement interm. 10% max. de chaque minute d'utilisation.  
Capacidad de funcionamiento intermitente valida para 10% por cada minuto.

**TG 0240**

**14.5 cu in / rev**

PRESSURE (PSID)

	500	1000	1500	2000	2500	3000	3500	4000
<b>.5</b>	932 6	1907 4	2894 2					
<b>1</b>	960 14	1954 12	2950 9	3943 6	4939 3	5930 2		
<b>2</b>	988 30	2031 27	3065 24	4090 20	5107 17	6100 14	7068 11	8037 9
<b>3</b>	983 45	2029 42	3071 39	4101 35	5128 31	6161 27	7182 23	8184 20
<b>4</b>	978 61	2037 58	3090 54	4136 49	5176 45	6207 42	7230 37	8234 33
<b>5</b>	962 77	2030 73	3092 69	4144 64	5190 60	6231 56	7259 51	8271 47
<b>7</b>	933 108	2005 104	3078 99	4141 94	5194 89	6239 84	7275 78	8298 73
<b>9</b>	890 140	1972 135	3048 129	4112 123	5169 117	6213 112	7245 106	8271 100
<b>12</b>	832 187	1912 181	2996 175	4071 167	5125 161	6163 154	7195 147	8224 140
<b>15</b>	753 235	1832 228	2921 220	4009 212	5081 204	6137 196	7182 188	8212 180
<b>20</b>	559 314	1654 306	2744 297	3834 287	4917 278	5991 268	7045 258	8081 248
<b>25</b>	524 393	1427 384	2507 373	3595 363	4690 352	5780 340	6853 328	7913 317

**Flow (GPM)**

Cont.  Int.

Intermittent operation rating applies to 10% of every minute.

Fonctionnement interm. 10% max. de chaque minute d'utilisation.

Performance data based on testing using 10W40 oil with a viscosity of 200 SUS at 54° C (130° F). Performance data is typical. Actual data may vary slightly from one production motor to another.

Les données sur les performances sont basées sur des tests utilisant de l'huile 10W40 d'une viscosité de 200 SUS à 54°C (130°F). Ces données correspondent à des situations typiques. Les données réelles peuvent varier légèrement d'un moteur de production à l'autre.

011 TG.indd, b

Intermittierende Werte maximal 10% von jeder Betriebsminute.

Capacidad de funcionamiento intermitente valida para 10% por cada minuto.

Leistungsdaten sind gemessen mit SAE 10W40 bei einer Viskosität von 43,1 Cst bei 54°C. Geringfügige Abweichungen von den Katalogdaten sind möglich.

Datos tecnicos obtenidos con aceite 10W40 de 200 SUS de viscosidad a 54°C (130°F). Los datos proporcionados son valores tipicos. Los valores exactos reales podrian tener una pequena variacion entre distintos motores.



**WARNING**

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**Parker Hannifin Corporation**  
 Pump & Motor Division  
 Greeneville, Tennessee, USA