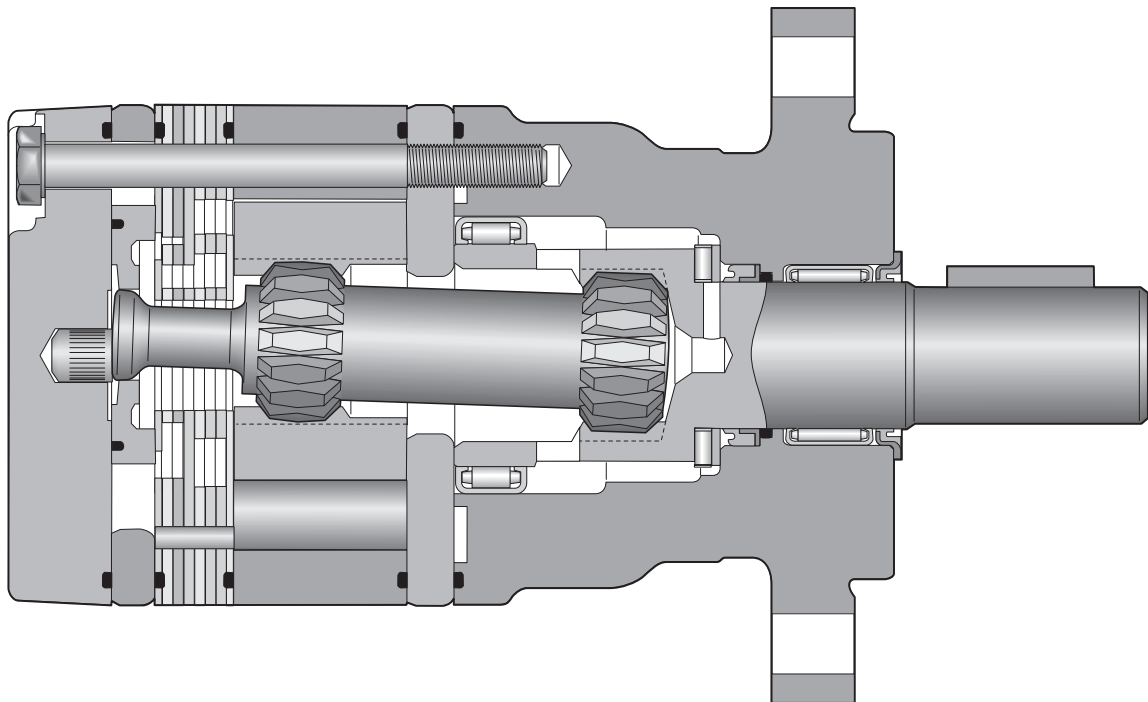


15 Displacements	(2.2 – 24.0 in ³ /rev)	
15 Schluckvolumen	36 . . . 390 cm ³ /rev	
15 Cylindrée		
15 Desplazamientos		
	Cont	Int
Maximum Pressure	(2030 psid)	(2750 psid)
Eingangsdruck	. . . 140 bar	. . . 190 bar
Chaute de pression max.		
Presion Maxima		
Maximum Oil Flow	(20 gpm)	
Schluckstrom	. . . 75 lpm	
Débit d'huile		
Caudal Maximo de Aceite		
Maximum Speed	(1000 rpm)	
Drehzahl	1000 rpm	
Vitesse de rotation		
Velocidad Maxima		
	Cont	Int
Maximum Torque	(4139 lb in)	(5728 lb in)
Max Drehmoment	467 Nm	648 Nm
Couple Maxi		
Torque Maximo		
Maximum Side Load at Key	(1500 lb)	
Seitenlast	. . . 6650 N	
Charges latérales		
Carga Maxima Lateral		

An Improved Medium Duty Low Speed, High Torque Motor

This medium duty motor has higher pressure ratings than the TB motor, for applications requiring higher torque. Robust roller bearings withstand higher side loads and are suitable for chain and sprocket shaft connections. It uses high pressure shaft seals, robust roller bearings and high flow shaft seal cooling.



TE

Series


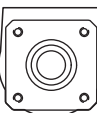
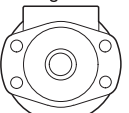

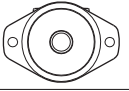



XXXX

Displacement
Schluckvolumen
Cylindrée
Desplazamiento

Code	cm ³ /U cm ³ /tr cm ³ /giro	in ³ /rev
0036	36 / 2.2	
0045	41 / 2.5	
0050	49 / 3.0	
0065	65 / 4.0	
0080	82 / 5.0	
0100	98 / 6.0	
0130	130 / 8.0	
0165	163 / 10.0	
0195	195 / 11.9	
0230	228 / 13.9	
0260	260 / 15.9	
0295	293 / 17.9	
0330	328 / 20.0	
0365	370 / 22.6	
0390	392 / 24.0	






X

Mounting
Gehäuse
Carter
Montaje

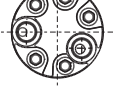

Code	Mounting
A	SAE "A" 2 Bolt, 
F	4 Bolt w/3/8-16 UNC 
M	Magneto 
C	SAE "A" 2 Bolt, Long Pilot 
B	SAE "B" 2 Bolt 
L*	Wheel Mount 
N	Midmount 
U*	Wheel Mount 7/8-14 SAE 

X

Ports
Anschluß
Plan de raccordement
Lumbreras

Code	Ports
M	5/16-18 UNC Manifold 
P	1/2-14 NPTF 
S	7/8-14 SAE 
W	G 1/2 BSPP 
N	M8 Manifold 

Rear Ports
Endanschluß
Alimentazione Laterale
Orifices arriér

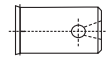











Code	Rear Ports
R	3/4-16 SAE O-ring Axial 
Y	G 1/2 BSPP Axial 

*Not available with port codes M & N

For other available options, see pages 102–103.

XX



Shaft
Welle
Arbre
Eje



Code	Shaft
09	1" Straight w/0.38" Crosshole 
10	1" Keyed, 
11	1" 6B Spline 
12	Short 1" Tapered 
13	Long 1" Keyed 
21	1" Keyed; Corrosion Resistant 
25	1" Tapered 
26	25mm Keyed w/ 8mm Key 
28	7/8" 13 Tooth Spline 
41	Long 6B Spline 
59*	7/8" 13 Tooth Spline SAE 
70	1" Keyed; Stainless Steel 

* Conforms to SAE B recommended length

0

Rotation
Drehrichtung
Direction de rotation
Rotacion

Code	Rotation
0	Standard 
1	Reverse Timed Manifold 

Code	Rear Port Rotation
0	Standard 
1	Reverse Timed Manifold 

Rotation viewed from shaft end.

XXXX

Options
Opciones

Code	Options
AAAA	Black Paint
AAAB	No Paint
AAAC	Double Paint
AAAF	Castle Nut, Black Paint
AABP	Castle Nut, No Paint
AAAG	Fluorocarbon Seals, Black Paint
AAAH	Fluorocarbon Seals, No Paint
AAAJ	High Temperature Commutator Seal, Black Paint
AAFG	High Temperature Commutator Seal, No Paint
AABJ*	Free Running Rotorset, Black Paint
AABK*	Free Running Rotorset, No Paint

*Not applicable to TE0365 or TE0390 displacements