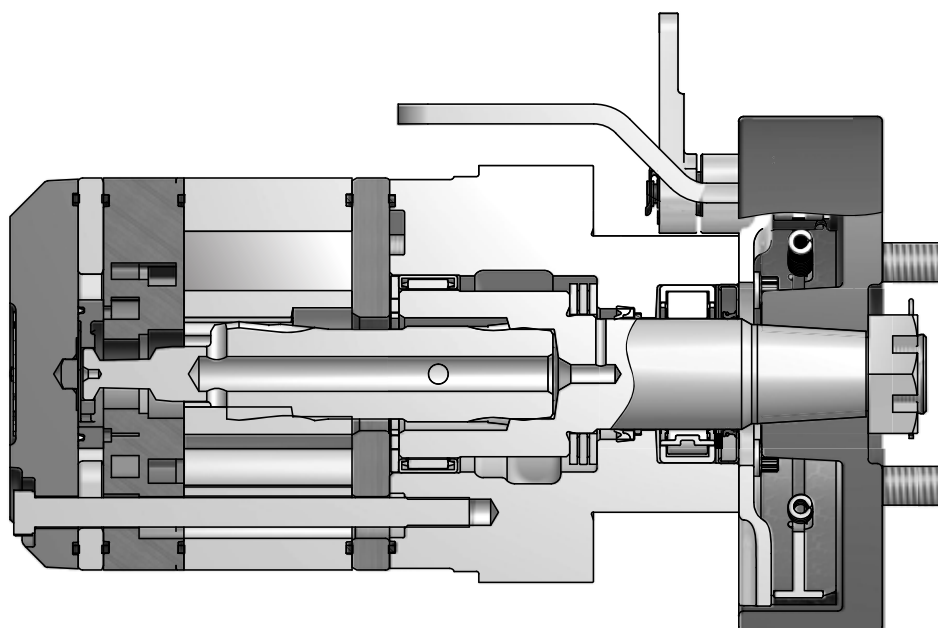
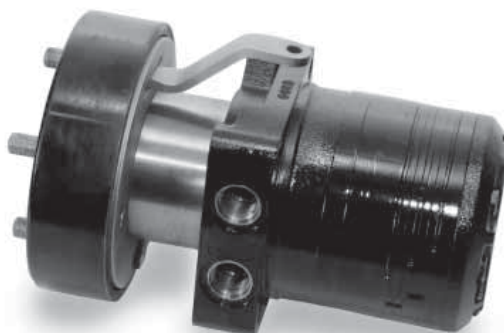


|   |   |
|---|---|
| 13 Displacements<br>13 Schluckvolumen<br>13 Cylindrée<br>13 Desplazamientos         | (8.6 to 58.5 in <sup>3</sup> /rev)<br>140 . . . 958 cm <sup>3</sup> /rev          |
| Maximum Pressure<br>Eingangsdruck<br>Pression entrée<br>Presion Maxima              | <b>Cont.</b> (3000 psid)<br>... 207 bar<br><b>Int.</b> (4000 psid)<br>... 276 bar |
| Maximum Oil Flow<br>Schluckstrom<br>Débit d'huile<br>Caudal Maximo de Aceite        | (30 gpm)<br>... 114 lpm   |
| Maximum Speed<br>Drehzahl<br>Vitesse de rotation<br>Velocidad Maxima                | (660 rpm)<br>660 rpm  |
| Maximum Torque<br>MaxDrehmoment<br>Couple<br>Torque Maximo                          | <b>Cont.</b> (9,239 lb in)<br>1044 Nm<br><b>Int.</b> (12,636 lb in)<br>1428 Nm    |
| Maximum Side Load at Key<br>Seitenlast<br>Charges latérales<br>Carga Maxima Lateral | (3597 lb)<br>... 16000 N  |

## A Mechanical Brake Motor for Tough Applications

Parker's DG Series brake motors consists of a mechanical drum brake mounted integrally to our rugged TG Series LSHT hydraulic motor. The compact size, reliable holding capacity and ease of installation make this motor with parking brake the ideal choice for the propulsion systems on many turf, agricultural and other vehicles.

The brake is available with either vertical or horizontally applied levers. The vertical style has fixed brake pads, while the horizontal version has floating brake pads that can be adjusted as required over the life of the brake. Both versions are for static applications only.





**Series**      **Displacement**  
 Schluckvolumen  
 Cylindrée  
 Desplazamiento

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

**Drum Type**  
 Trommelbremse  
 Tipo de tambor  
 Genre de tambour

**Lever**  
 Hebel  
 Levier  
 Palanca

**Rotation**  
 Drehrichtung  
 Direction de rotation  
 Rotacion

**Options**  
 Opciones

| Code | cm <sup>3</sup> /U<br>cm <sup>3</sup> /tr<br>cm <sup>3</sup> /giro in <sup>3</sup> /rev |
|------|---|
| 0140 | 141 / 8.6   |
| 0170 | 169 / 10.3  |
| 0195 | 195 / 11.9  |
| 0240 | 238 / 14.5  |
| 0280 | 280 / 17.1  |
| 0310 | 310 / 18.9  |
| 0335 | 337 / 20.6  |
| 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/Ports - Vertical Lever             |
|------|---|
| AS   | Wheel Mt. w/Brake Lever @ 105° / 7/8-14 SAE |
| BS   | Wheel Mt. w/Brake Lever @ 165° / 7/8-14 SAE |
| CS   | Wheel Mt. w/Brake Lever @ 195° / 7/8-14 SAE |
| DS   | Wheel Mt. w/Brake Lever @ 255° / 7/8-14 SAE |
| ES   | Wheel Mt. w/Brake Lever @ 285° / 7/8-14 SAE |
| FS   | Wheel Mt. w/Brake Lever @ 345° / 7/8-14 SAE |
| GS   | Wheel Mt. w/Brake Lever @ 15° / 7/8-14 SAE  |
| HS   | Wheel Mt. w/Brake Lever @ 75° / 7/8-14 SAE  |

| Code | Mounting/Ports - Horizontal Lever           |
|------|---|
| 1S   | Wheel Mt. w/Brake Lever @ 0° / 7/8-14 SAE   |
| 2S   | Wheel Mt. w/Brake Lever @ 90° / 7/8-14 SAE  |
| 3S   | Wheel Mt. w/Brake Lever @ 180° / 7/8-14 SAE |
| 4S   | Wheel Mt. w/Brake Lever @ 270° / 7/8-14 SAE |

| Code | Front Port Rotation    |
|------|------------------------|
| 0    | Standard               |
| 1    | Reverse Timed Manifold |

| Code | Description                     |
|------|---------------------------------|
| AAAB | No Paint<br>No lackiert         |
| AAAA | Black Paint<br>Schwarz lackiert |

| Code | Lever Type |
|------|------------|
| 1    | Horizontal |
| 8    | Vertical   |

Contact factory for other levers

| Code | Drum Type |
|------|-----------|
| A    | 4 Bolt    |
| B    | 5 Bolt    |

For other available options, see pages 261–262.

## Vertical Lever

Holding capacity is 497 Nm (4,400 in lbs) with 68 Nm (600 in lbs) of input torque at lever pivot. Brake capacities are typical for non-burnished brake shoe. OEM testing required to verify actual field conditions.

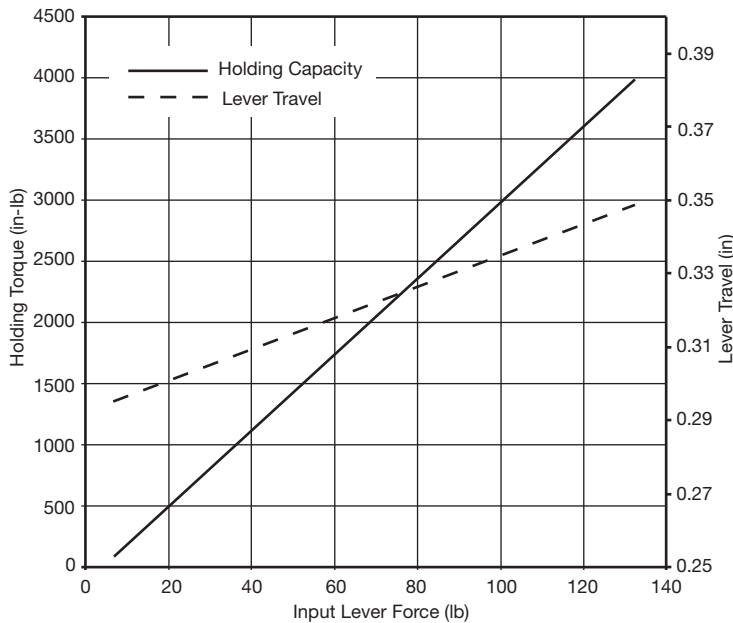
Das maximale Bremsmoment von 497 Nm (4400 in lbs) wird erreicht durch Betätigung des Bremshebels mit 68 Nm (600 in lbs). Genannte Einsatzdaten beziehen sich auf Neuprodukte. Die Eignung der Geräte ist vom Anwender für den jeweiligen Einsatz individuell zu prüfen.

La puissance de maintien est de 497 Nm (4400 pouces-livres) avec couple d'entrée au pivot du levier de 68 Nm (600 pouces-livres). Les puissances de freinage sont typiques pour des sabots de frein non brunis. Les essais imposés par le constructeur d'origine exigent la vérification des conditions réelles sur place.

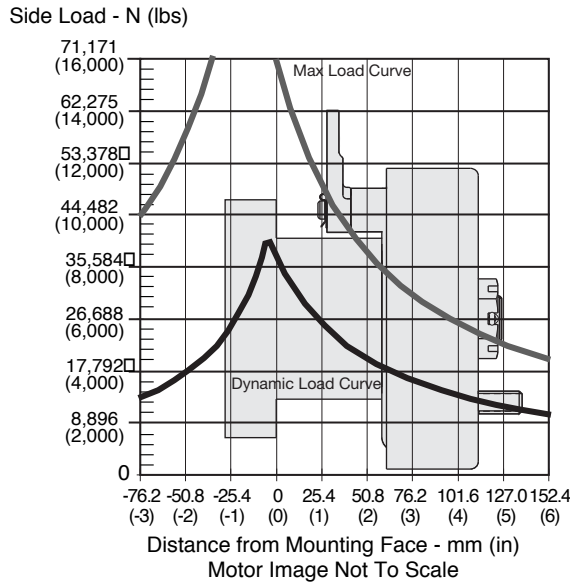
Capacidad de retención de 497 N-m (4.400 libras-pulgada) con 69 N-m (600 libras-pulgada) de torque de entrada en el brazo de articulación. Los valores de capacidad de frenado son típicas para zapatas de freno no bruñidas. Para fabricantes de equipos originales se deben efectuar pruebas bajo condiciones reales de funcionamiento.

## Horizontal Lever

**Brake Torque and Travel of 3.72 inch Horizontal Lever**



Wheel Mount/Radnabengehäuse  
Monture à roue/ Montaje de rueda



The dynamic side load curve is based on uni-directional steady state loads for  $L_{10}$  bearing life at  $3 \times 10^6$  revolutions. Die zulässige auslegbare radiale Wellenbelastungskurve ist unter ruhenden, einseitig statisch gerichteten Lastverhältnissen auf eine  $L_{10}$  Lebensdauer mit  $3 \times 10^6$  Umdrehungen kalkuliert. La courbe de charge latérale permise se base sur des charges unidirectionnelles en régime permanent pour le roulement  $L_{10}$  à  $3 \times 10^6$  révolutions. La curva de valores admisibles de carga lateral está basada en cargas constantes para cojinetes  $L_{10}$  a  $3 \times 10^6$  revoluciones.

The maximum load curve is defined by bearing static load capacity. This curve should not be exceeded at any time including shock loads. Die maximale radiale Wellenbelastungskurve ist definiert als maximale statische Last ohne Drehzahl. Sie gilt als Grenze und sollte keinesfalls überschritten werden. La courbe de charge maximale est définie par la capacité de charge statique portante. Cette courbe ne devrait être dépassée en aucun moment y compris pour les charges par à-coups. La curva de carga máxima queda definida por la capacidad de carga estática del cojinete. No se deben superar los valores de esta curva, ni siquiera con cargas provisorias de impacto.

Equation to Calculate the Expected Radial Bearing Life  
Gleichung zur Ermittlung der Lagerlebensdauer

Equation to calculate the dynamic bearing life for a given load:  
Bestimmung der erlaubten radialen Wellenbelastung mit vorgegebener Last

Use  $F_a$ ,  $F_b$  and  $S$  in equation to determine hours of  $L_{10}$  bearing life.  
Die Lebensdauer in Stunden ergibt sich durch einsetzen von  $F_a$ ,  $F_b$ , und  $S$  in die nachstehende Formel.

$$L = \frac{3 \times 10^6}{60 \times S} \left\{ \frac{F_a}{F_b} \right\}^{3.33}$$

Where / Mit:

$S$  = Shaft Speed RPM / Abtriebswellendrehzahl in  $\text{min}^{-1}$

$L$  = Life In Hours / Lebensdauer in Stunden

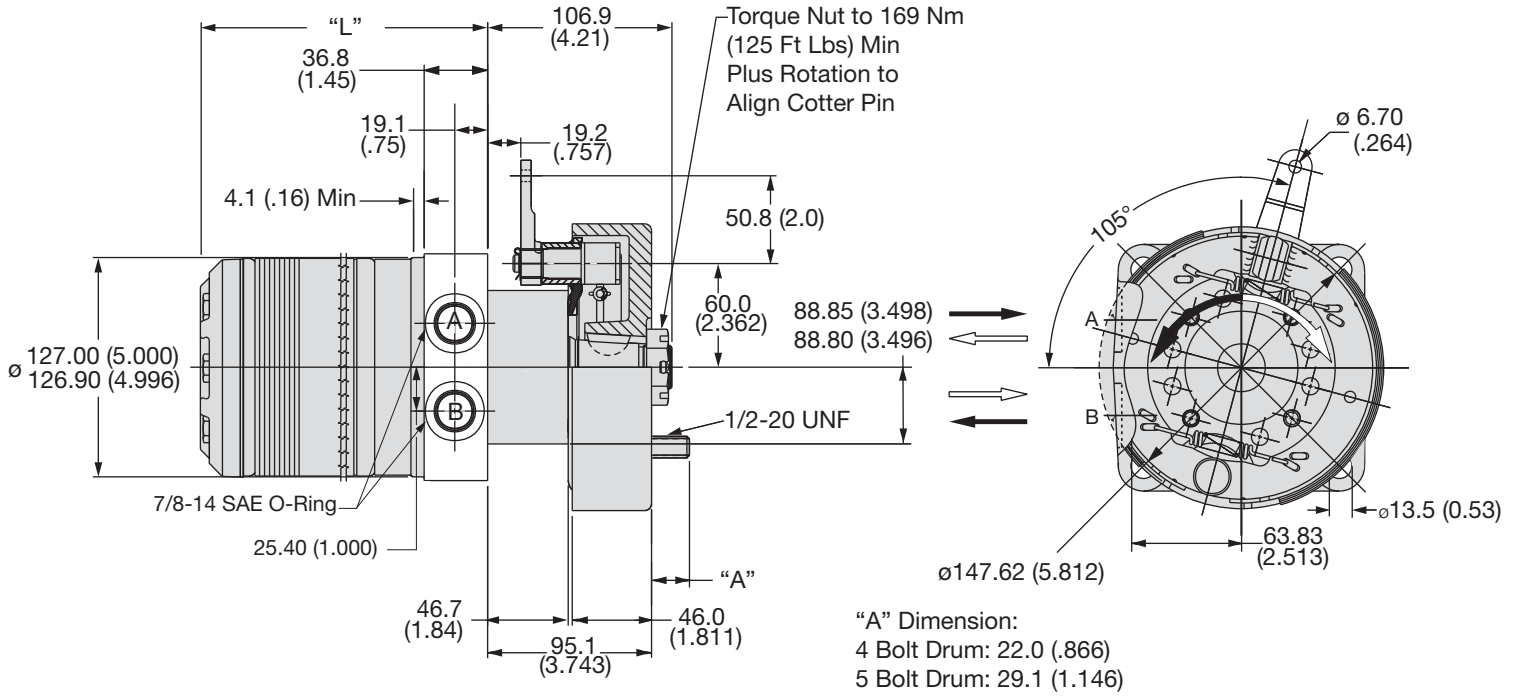
$F_a$  = Dynamic side load defined by above curve at a distance from mounting flange. / Erlaubte radiale Wellenbelastung als Function der Laenge

$F_b$  = Application side load. / Anwendungsseitige Wellenbelastung

Note: Calculations are based on  $L_{10}$  bearing life per ISO 281.  
Auslegung basiert auf einer  $L_{10}$  Lebensdauer nach ISO 281

Code: AS - Vertical Lever

Wheel Mount w/Brake Lever / 7/8-14 SAE O-Ring



Note:

1. Brake Acuation Lever can be positioned in 12.00° increments from that shown.  
Bremshebel ist kreisförmig in Sgmenten von 12.00 ° positionierbar.  
Le levier de commande du frein peut être positionné à des échelons d'accroissement de 12,00° de ce qui est montré.  
El brazo de actuación del freno se puede colocar en avances de 12,00 grados con respecto a la posición mostrada.
2. Brake Acuation Lever is shipped unattached, secured with wire or tiewrap to assembly.  
Hebel ist anbei. Endmontage erforderlich.  
Le levier de commande du frein est expédié sous forme détachée; il est attaché à l'ensemble avec du fil ou du ruban.  
El brazo de actuación del freno se suministra suelto, sin conexión, sólo atado provisoriamente al mecanismo.

| Code AS        | disp.    | 0140   | 0170   | 0195   | 0240   | 0280   | 0310   | 0335   | 0405   | 0475   | 0530   | 0625   | 0785   | 0960   |
|----------------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Weight/Gewicht | kg       | 14.6   | 14.8   | 15.1   | 15.5   | 15.9   | 16.1   | 16.3   | 16.9   | 17.5   | 18.3   | 19.0   | 20.5   | 22.2   |
| Poids/Peso     | (lb)     | (41.3) | (41.8) | (42.4) | (43.2) | (44.1) | (44.6) | (44.9) | (46.3) | (47.7) | (49.4) | (50.9) | (54.4) | (58.1) |
| Length         | "L" mm   | 150    | 154    | 157    | 161    | 166    | 170    | 173    | 180    | 188    | 195    | 204    | 223    | 242    |
|                | "L" (in) | (5.92) | (6.04) | (6.17) | (6.35) | (6.54) | (6.68) | (6.79) | (7.08) | (7.42) | (7.67) | (8.04) | (8.79) | (9.54) |

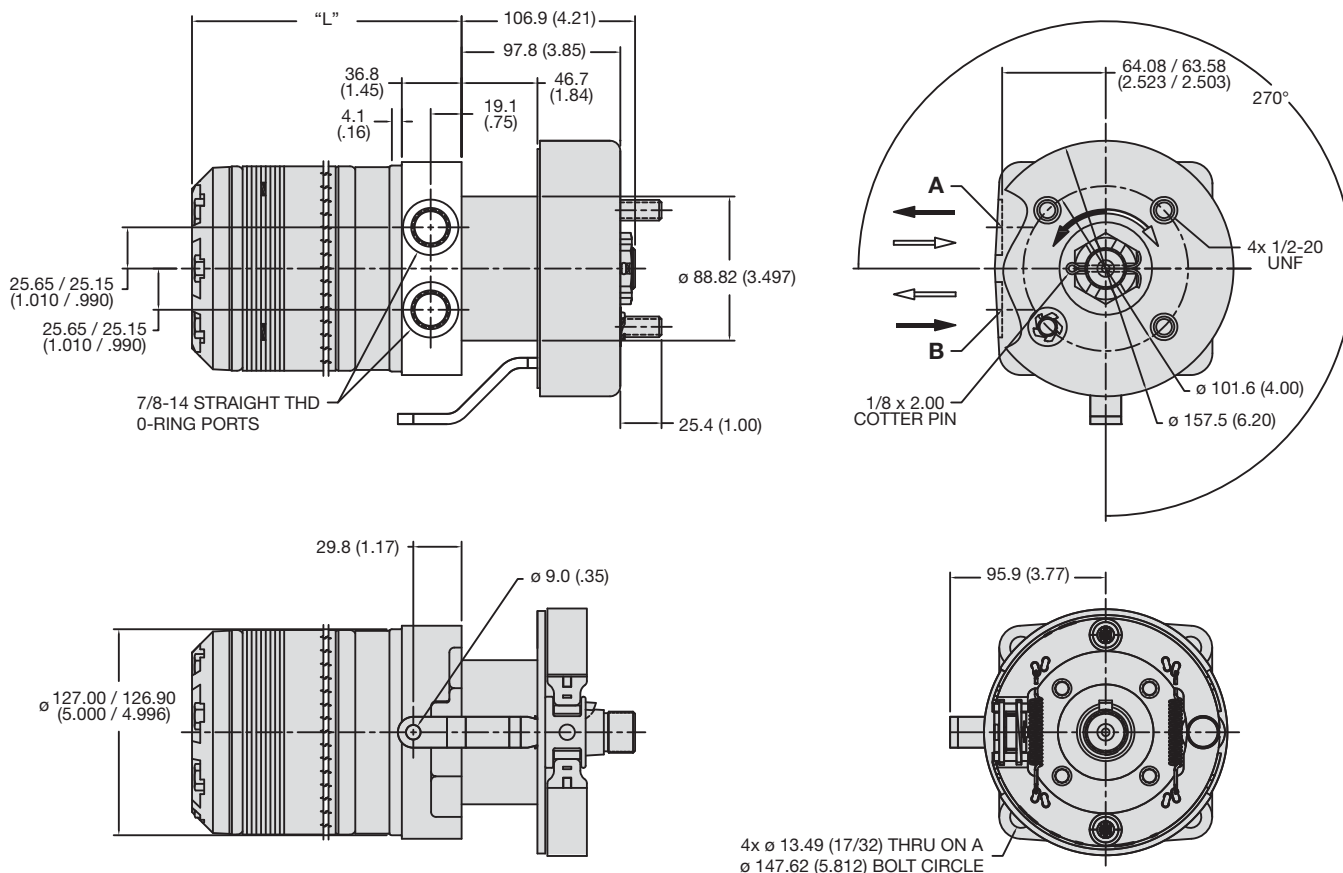
For performance data curves, see TG section.

English equivalents for metric specifications are shown in ( ).

014 DG Brake.indd, js

Code: 4S - Horizontal Lever

Wheel Mount w/Brake Lever / 7/8-14 SAE O-Ring



Note:

Brake Acuation Lever can be positioned in 90° increments from that shown.

Bremshebel ist kreisförmig in Sigmten von 90° positionierbar.

Le levier de commande du frein peut être positionné à des échelons d'accroissement de 90° de ce qui est montré.

El brazo de actuación del freno se puede colocar en avances de 90° grados con respecto a la posición mostrada.

| Code 4S        | disp.    | 0140   | 0170   | 0195   | 0240   | 0280   | 0310   | 0335   | 0405   | 0475   | 0530   | 0625   | 0785   | 0960   |
|----------------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Weight/Gewicht | kg       | 14.6   | 14.8   | 15.1   | 15.5   | 15.9   | 16.1   | 16.3   | 16.9   | 17.5   | 18.3   | 19.0   | 20.5   | 22.2   |
| Poids/Peso     | (lb)     | (41.3) | (41.8) | (42.4) | (43.2) | (44.1) | (44.6) | (44.9) | (46.3) | (47.7) | (49.4) | (50.9) | (54.4) | (58.1) |
| Length         | "L" mm   | 150    | 154    | 157    | 161    | 166    | 170    | 173    | 180    | 188    | 195    | 204    | 223    | 242    |
|                | "L" (in) | (5.92) | (6.04) | (6.17) | (6.35) | (6.54) | (6.68) | (6.79) | (7.08) | (7.42) | (7.67) | (8.04) | (8.79) | (9.54) |

For performance data curves, see TG section.

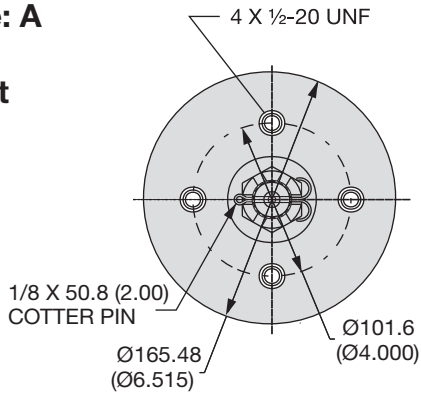
English equivalents for metric specifications are shown in ( ).

014 DG Brake.indd, js

**Drum Type/Trommelbremse/  
 Tipo de tambor/  
 Genre de Tambour**

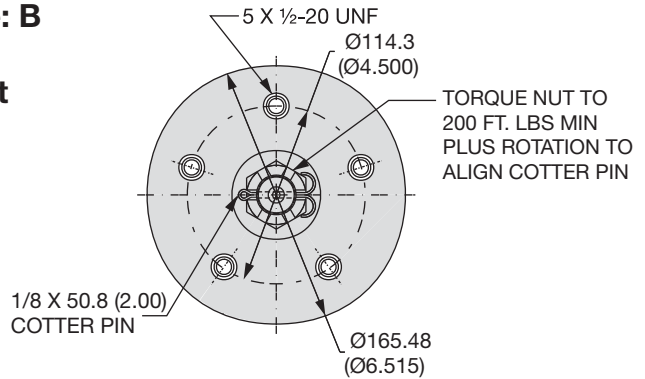
**Code: A**

**4 Bolt**



**Code: B**

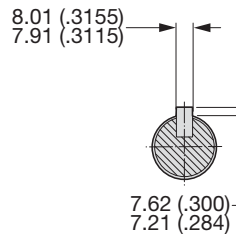
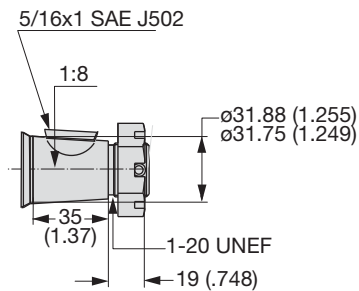
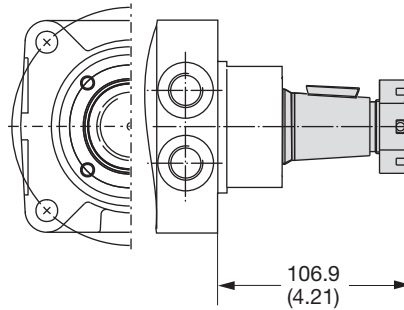
**5 Bolt**



**Shafts / Abtriebswellen**  
**Arbre / Ejes**

**Code: 8**

**1 1/4" Taper**



English equivalents for metric specifications are shown in ( ).

014 DG Brake.indd, js

