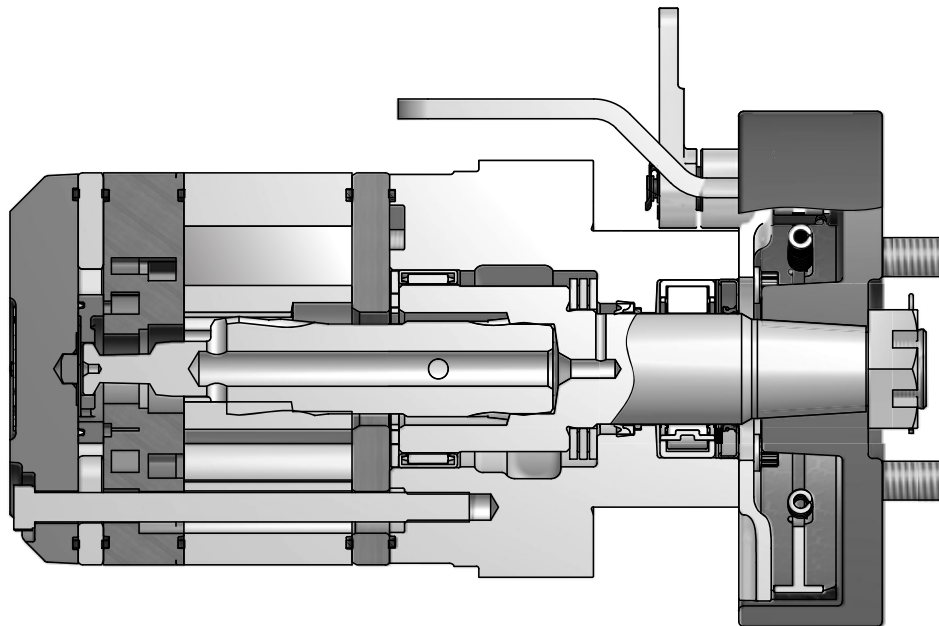
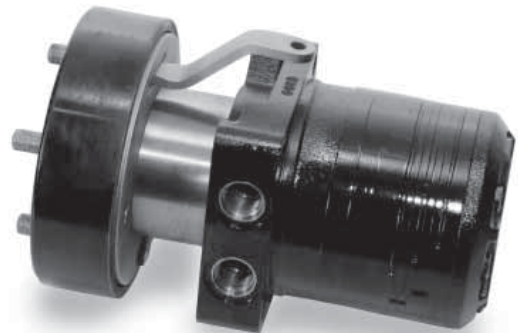


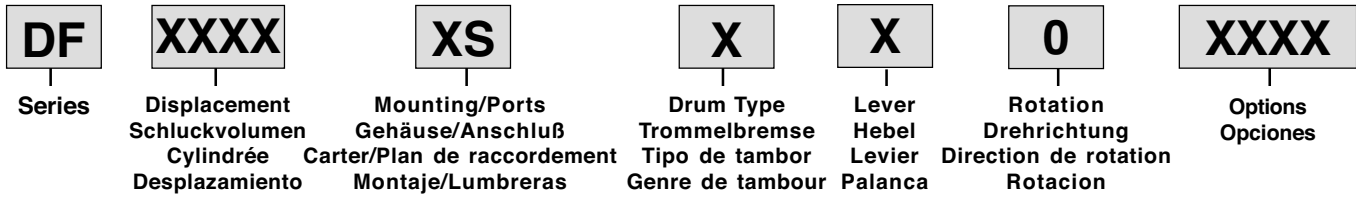
11 Displacements	(4.9 - 29.1 in <sup>3</sup> /rev)	
11 Schluckvolumen	81 . . . 477 cm <sup>3</sup> /rev	
11 Cylindrée		
11 Desplazamientos		
	<b>Cont.</b>	<b>Int.</b>
Maximum Pressure	(3000 psid)	(4000 psid)
Eingangsdruck	. . . 207 bar	. . . 276 bar
Pression entrée		
Presion Maxima		
Maximum Oil Flow	(25 gpm)	
Schluckstrom	. . . 95 lpm	
Débit d'huile		
Caudal Maximo de Aceite		
Maximum Speed	(749 rpm)	
Drehzahl	749 rpm	
Vitesse de rotation		
Velocidad Maxima		
	<b>Cont.</b>	<b>Int.</b>
Maximum Torque	(6027 lb in)	(8106 lb in)
MaxDrehmoment	681 Nm	916 Nm
Couple		
Torque Maximo		
Maximum Side Load at Key	(3597 lb)	
Seitenlast	. . . 16000 N	
Charges latérales		
Carga Maxima Lateral		

## A Mechanical Brake Motor for Tough Applications

Parker's DF Series brake motors consists of a mechanical drum brake mounted integrally to our rugged TF 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.





Code	cm <sup>3</sup> /U cm <sup>3</sup> /tr cm <sup>3</sup> /giro in <sup>3</sup> /rev
0080	81 / 4.9
0100	100 / 6.1
0130	128 / 7.8
0140	141 / 8.6
0170	169 / 10.3
0195	197 / 11.9
0240	238 / 14.5
0280	280 / 17.1
0360	364 / 22.2
0405	405 / 24.7
0475	477 / 29.1

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 No lackiert
AAAA	Black Paint 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.

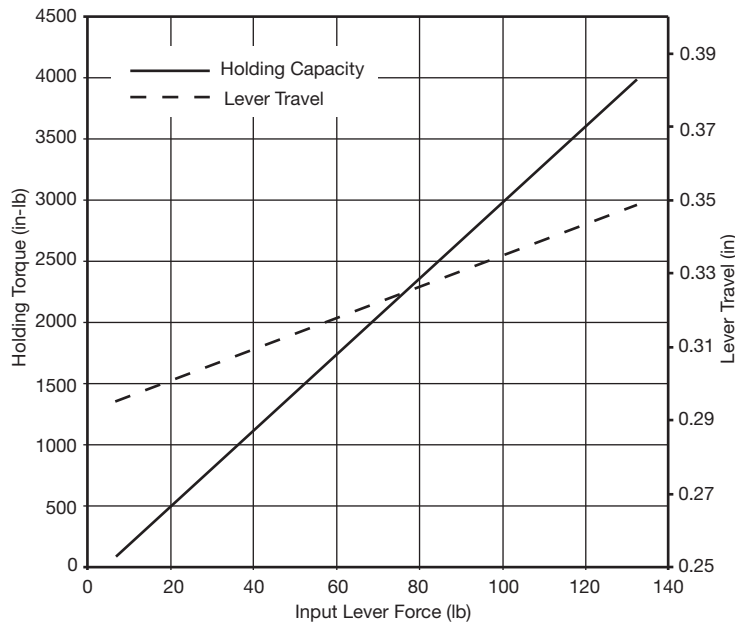
Das maximale Bremsmoment von 497 Nm (4400 in lbs) wird erreicht durch Betätigung des Bremshebels mit 68 Nm (600 in lbs). Genannte Einsatzdaten beziehen sich auf Neuprodukte. Die Eignung der Geräte ist vom Anwender für den jeweiligen Einsatz individuell zu prüfen.

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.

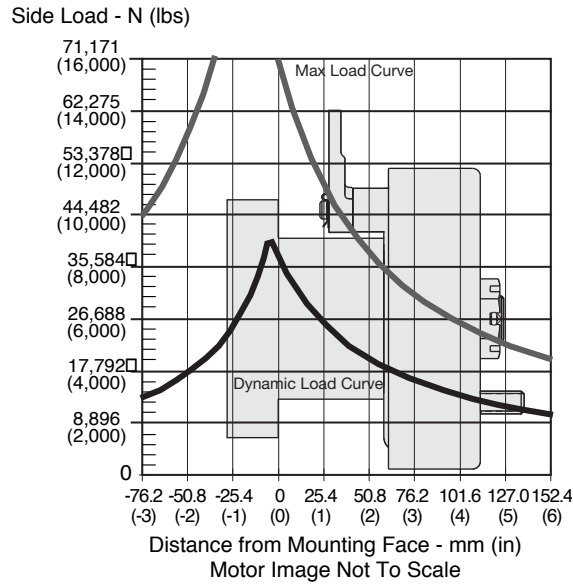
Capacidad de retención de 497 N-m (4.400 libras-pulgada) con 69 N-m (600 libras-pulgada) de torque de entrada en el brazo de articulación. Los valores de capacidad de frenado son típicas para zapatas de freno no bruñidas. Para fabricantes de equipos originales se deben efectuar pruebas bajo condiciones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

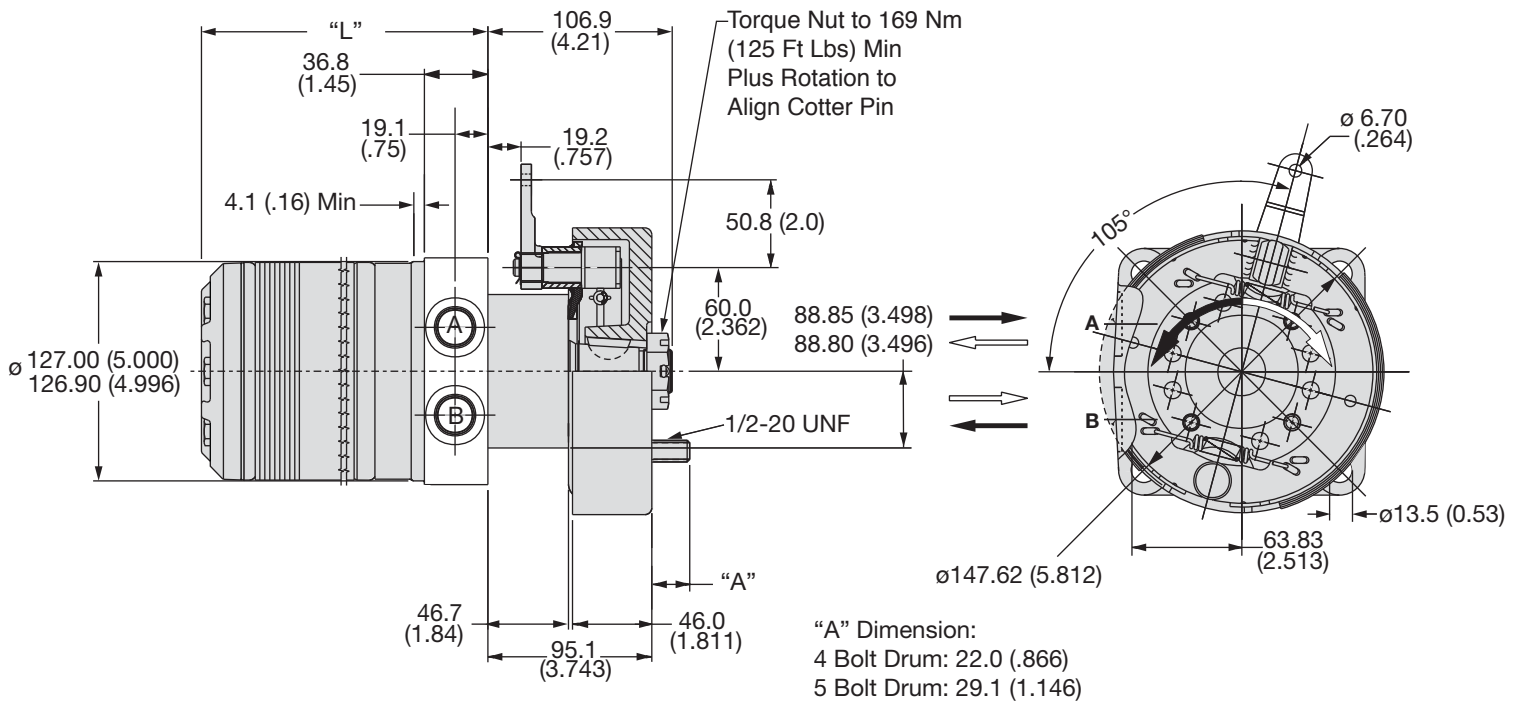
$F_a$  = Dynamic side load defined by above curve at a distance from mounting flange. / Erlaubte radiale Wellenbelastung als Funktion der Laenge

$F_b$  = 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 tiwrap 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.	0080	0100	0130	0140	0170	0195	0240	0280	0360	0405	0475
Weight/Gewicht	kg	18.0	18.1	18.3	18.4	18.7	19.0	19.4	19.7	20.4	21.0	21.7
Poids/Peso	(lb)	(39.74)	(39.84)	(40.34)	(40.64)	(41.14)	(41.84)	(42.74)	(43.34)	(45.04)	(46.34)	(47.74)
Length	"L" mm	146	146	149	151	154	157	162	167	176	180	189
	"L" (in)	(5.73)	(5.73)	(5.85)	(5.92)	(6.04)	(6.17)	(6.35)	(6.54)	(6.92)	(7.08)	(7.42)

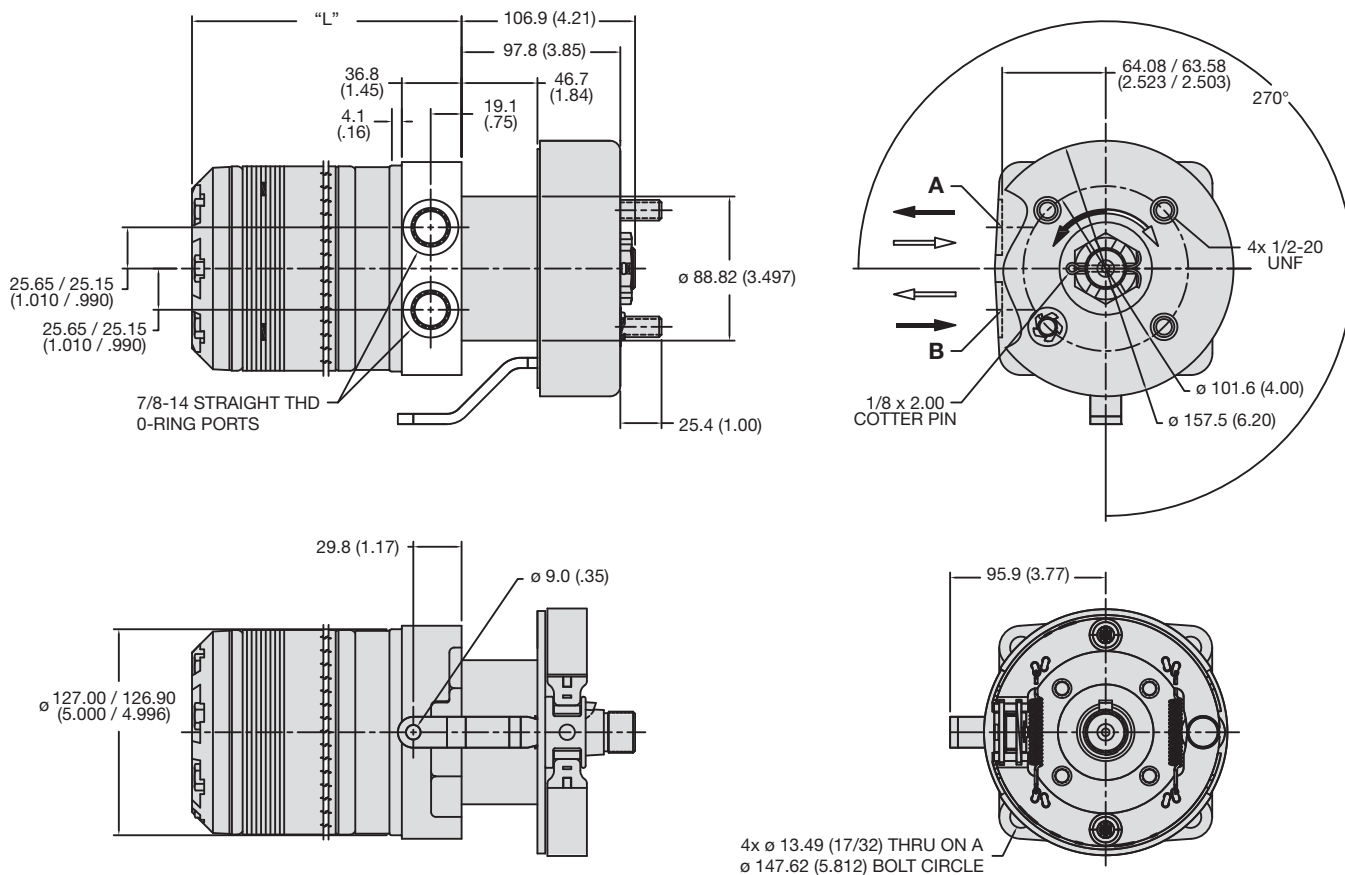
For performance data curves, see TF section.

English equivalents for metric specifications are shown in ( ).

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**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 Sigmerten 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.	0080	0100	0130	0140	0170	0195	0240	0280	0360	0405	0475
<b>Weight/Gewicht</b>	<b>kg</b>	<b>18.0</b>	<b>18.1</b>	<b>18.3</b>	<b>18.4</b>	<b>18.7</b>	<b>19.0</b>	<b>19.4</b>	<b>19.7</b>	<b>20.4</b>	<b>21.0</b>	<b>21.7</b>
Poids/Peso	(lb)	(39.74)	(39.84)	(40.34)	(40.64)	(41.14)	(41.84)	(42.74)	(43.34)	(45.04)	(46.34)	(47.74)
<b>Length</b>	<b>"L" mm</b>	<b>146</b>	<b>146</b>	<b>149</b>	<b>151</b>	<b>154</b>	<b>157</b>	<b>162</b>	<b>167</b>	<b>176</b>	<b>180</b>	<b>189</b>
	"L" (in)	(5.73)	(5.73)	(5.85)	(5.92)	(6.04)	(6.17)	(6.35)	(6.54)	(6.92)	(7.08)	(7.42)

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

English equivalents for metric specifications are shown in ( ).

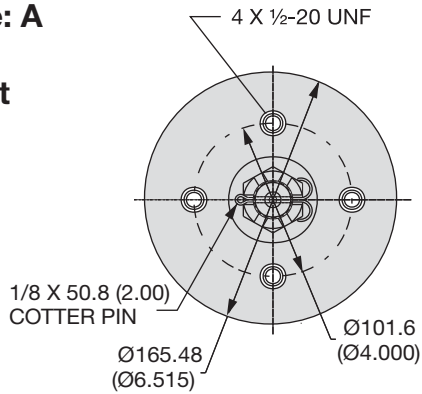
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**Drum Type/Trommelbremse/  
 Tipo de tambor/  
 Genre de Tambour**

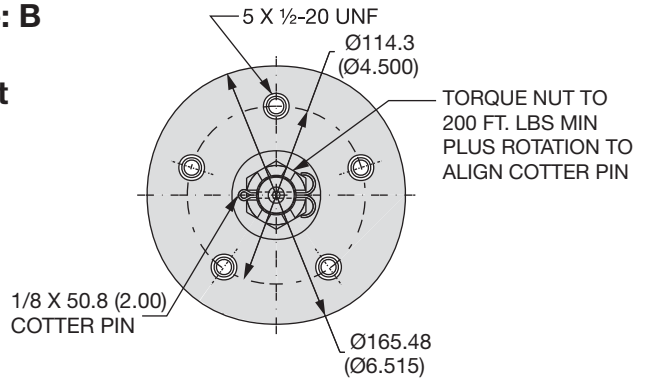
**Code: A**

**4 Bolt**



**Code: B**

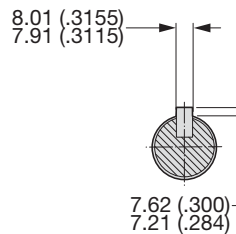
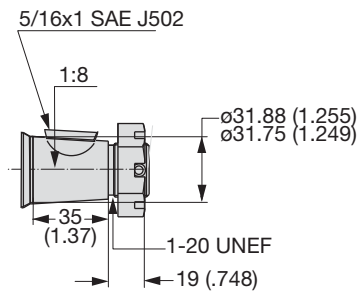
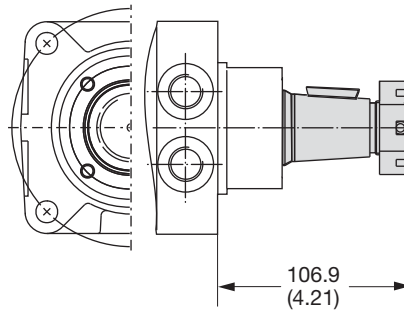
**5 Bolt**



**Shafts / Abtriebswellen  
 Arbre / Ejes**

**Code: 8**

**1 1/4" Taper**



English equivalents for metric specifications are shown in ( ).

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