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The products described herein, including without limitation, product features, specifications, designs, availability and pricing, are subject to change by Parker Hannifin Corporation and its subsidiaries at any time without notice.

Installation TGSS 740

Wiring diagram

NOTICE
Connectors must be properly installed to meet environmental specification.
- Sealing plugs must be inserted in all unused pin positions.

Unit may be mounted facing forward or backward.

It is important for the sight line of the doppler signal to be as unobstructed as possible. Interference with the doppler signal can lead to false or erratic speed readings.

For further information see:
HY33-5005-IB/US Instructions TGSS 740
Any error in the mounting angle will directly affect the Doppler accuracy. At 35° nominal, an error of 1° is approximately a 1% error in speed measurement. Post installation calibration should be done to remove errors due to bracket alignment tolerances and vehicle levelness.

The TGSS should be secured to the mounting plate with bolts in all 3 bolt holes using 6 mm Hex Head bolts and locking washers. The bolts should be tightened to 5.4-7.3 Nm (48-65 in lbs). Appropriate length bolts are routed from the underside of the unit through the mounting plate and tightened into the shock absorbers on the unit’s base. The bolts should engage the threads in the shock absorbers to a maximum depth of 6.35 mm (¼”).

The mounting plate should be at least 6.35 mm (¼”) steel and the length kept short to minimize vibration. Sample mounting plate dimensions are shown below.

If the area dimensions are exceeded:
- increase material thickness to help reduce susceptibility to vibration.