



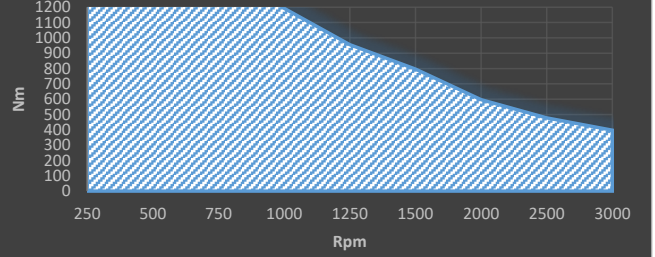
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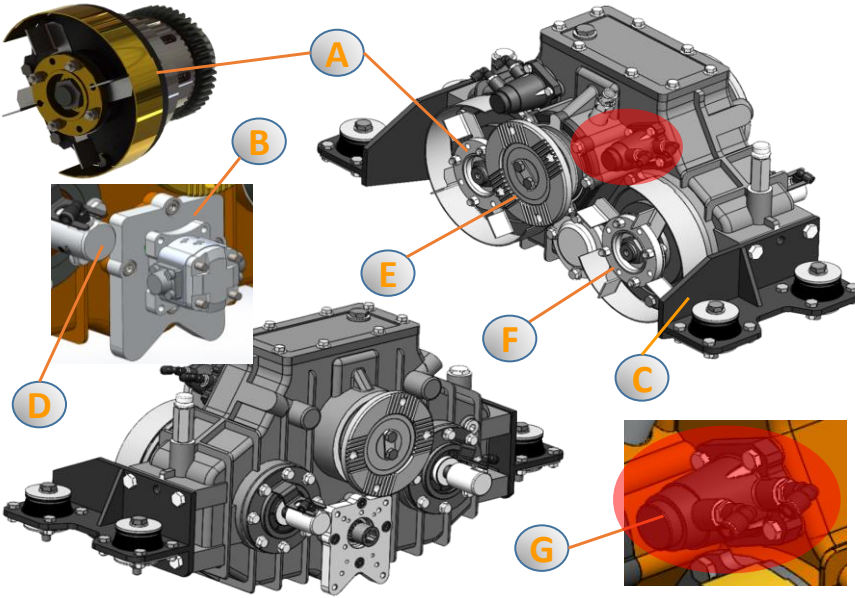
ARA ŞANZIMAN / SPLIT SHAFT

ARA ŞANZIMAN KODU / SPLIT SHAFT CODE

CTM 133 3000



GENEL BİLGİLER / GENERAL INFORMATION



- A** BALATALI SİSTEM / CLUTCH SYSTEM
- B** YAĞ POMPASI / OIL PUMP
- C** YAN BAĞLANTI KİTİ / SIDE CONNECTION
- D** FİRDÖNDÜ / ROTARY UNION
- E** FLANŞ / FLANGE
- F** FLANŞ / FLANGE
- G** HAVALI KONTROL / AIR CONTROL

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 3000 Kgm

A

KAVRAMALI ÇIKIŞLAR / AUXILIARY OUTPUTS: 1000 RPM

TORK / TORQUE: 122 Kgm (1193 Nm) - GÜÇ / POWER :125 Kw - ORAN/RATIO: 1/1,28

B

HİDROLİK POMPA ÇIKIŞI / OUTPUT OF HYDRAULIC

TORK / TORQUE: 400Nm - GÜÇ / POWER: 35Kw - ORAN/RATIO: 1/1,62

AZAMİ HIZ/ MAX. SPEED

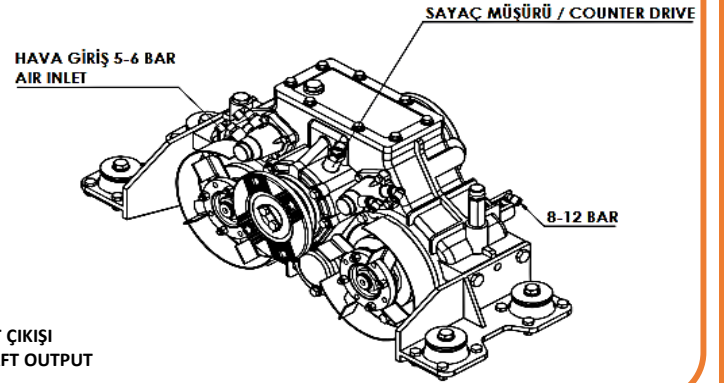
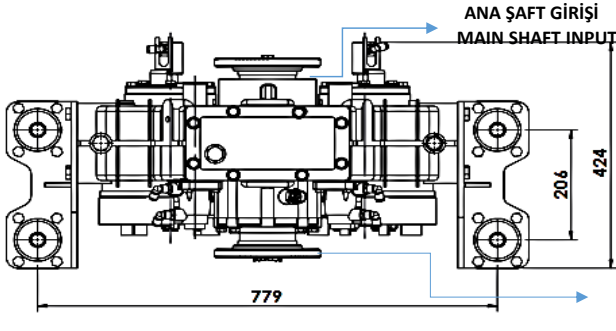
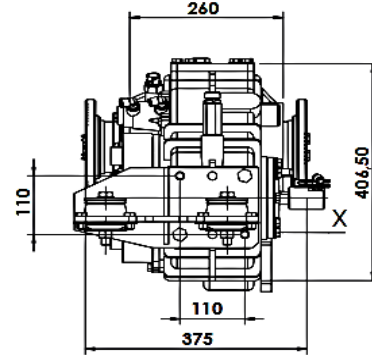
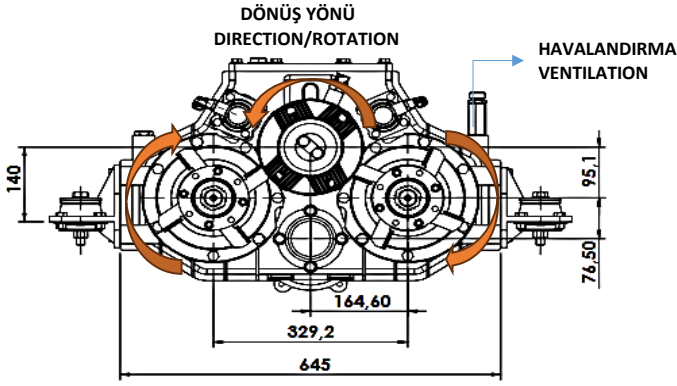
2800-3300 RPM

AĞIRLIK / WEIGHT

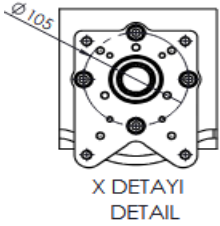
184 Kg



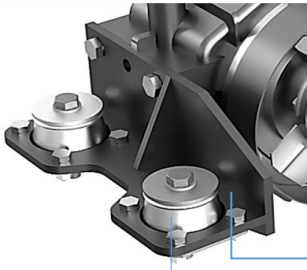
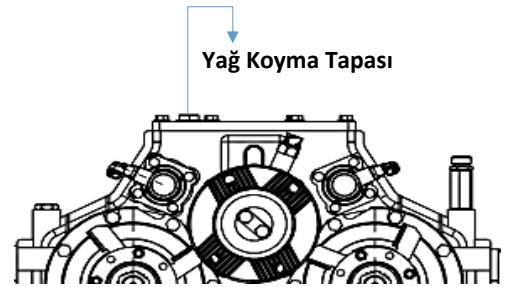
TEKNİK ÇİZİM / TECHNICAL DRAWING



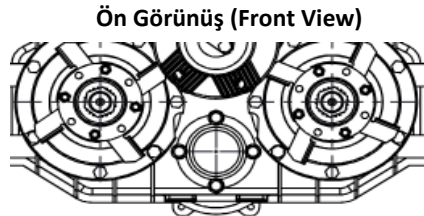
BAĞLANTI / MOUNTING SIDE



Pompa Bağlantı Merkezleri
Pump Connection centers
Bağlantı Tipleri
Connection Types
-UNI Dişli Pompa/05P-1P1-2P1 Bağlantı
-Uni Gear Pump /05P-1P1-2P1 Connection

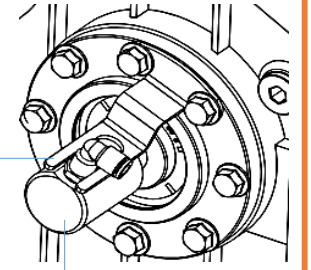


Yan Bağlantı
Tutamağı
(Side Connection Holder)



Mıknatıslı Yağ Boşaltma Tapası
(Magnetic oil drain plug)

Fırdöndü sabitleme aparatı
(Swivel fixing plate)

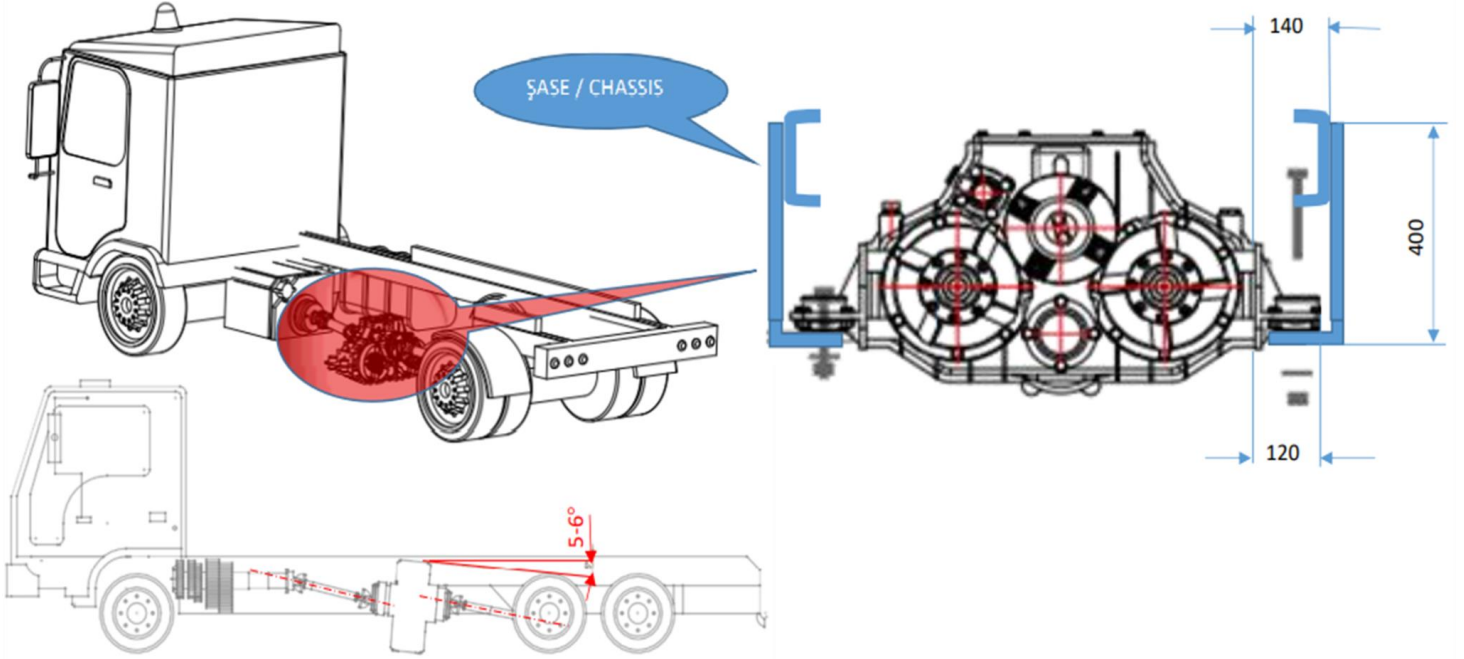




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SPLIT SHAFT (PTO)



YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION

ÇİFT ÇIKIŞ (DOUBLE OUTPUT)

8 LT (422 MOBİL-ATF 320)

TEK ÇIKIŞ (SINGLE OUTPUT)

9,5 LT (422 MOBİL-ATF 320)

DEĞİŞİM SÜRE: İLK YAĞ DEĞİŞİMİ:90 SAAT

SONRAKİ YAĞ DEĞİŞİMİ:550 SAAT VEYA 1 YIL

REPLACE TIME:FİRST OİL CHANGE:90 HOURS

NEXT OİL CHANGES:550 HOURS OR 1 YEAR

Önemli: 1- Hava bağlantı hattında, şartlandırıcı kullanalım. Kullanılmadığı takdirde;

* Yüksek hava basıncı piston kafasının kırılmasına neden olur.

Ara şanzıman devreye girmez. * Yüksek hava çatalın üstündeki civatayı kırar ve şanzımana büyük hasar verir.

2- Ara şanzıman yağının azalmamasına dikkat ediniz. Azaldığı takdirde; * Ara şanzıman dişlileri ve rulmanları yanar.

3- Ara şanzıman yağı temiz olmalı. Olmadığı takdirde; * Ara şanzıman senkromeç yerlerinden sarar ve kitlenir. * Rulmanlar bozulu r...

Important: 1- We strongly recommend you to use air pressure stabilizer on air connection hoses.

If air pressure increases more than our maximum limits;

* High air pressure may break piston head which cause PTO to not engage when it is needed.

* High air pressure may break the screw on the fork which may cause high damage on the PTO unit.

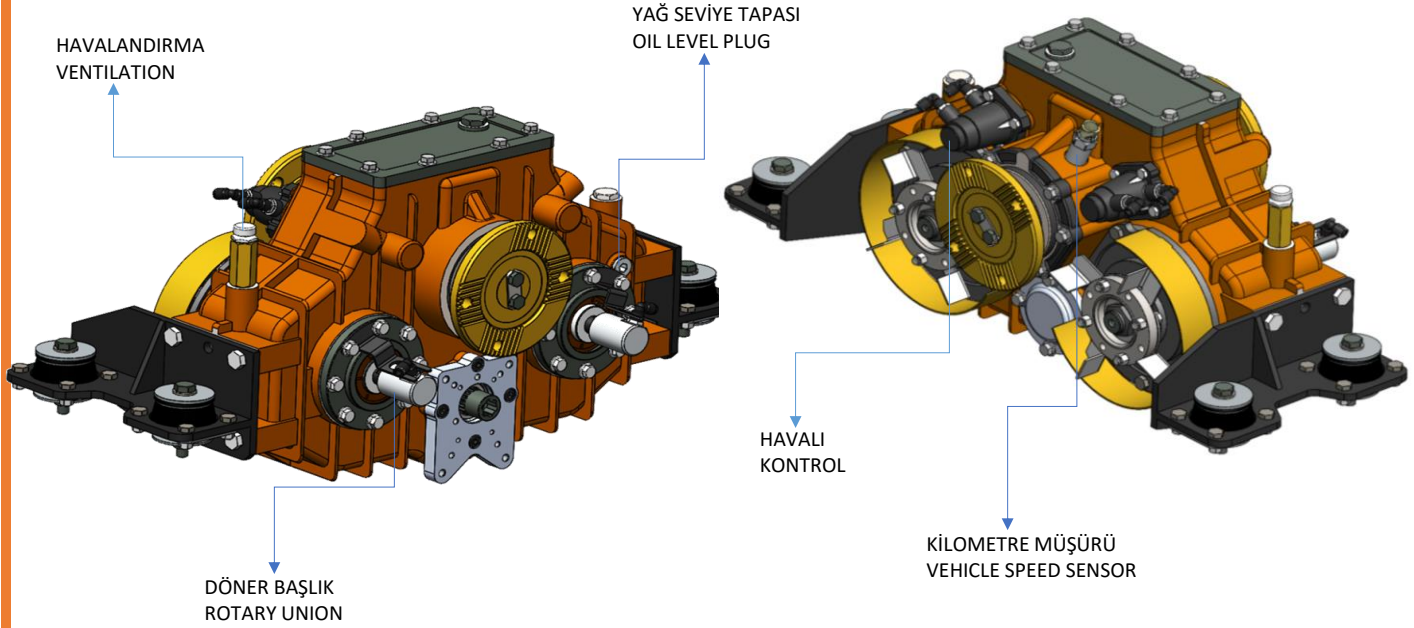
2- Transmission oil should be checked periodically. If needed, additional oil should be added to transmission. Lack of oil may cause;

* Damage or total lose PTO gears and lining.

3- Transmission oil should be clean all the time. Dirty oil may cause; * PTO to lock itself. * May break bearings in the PTO.

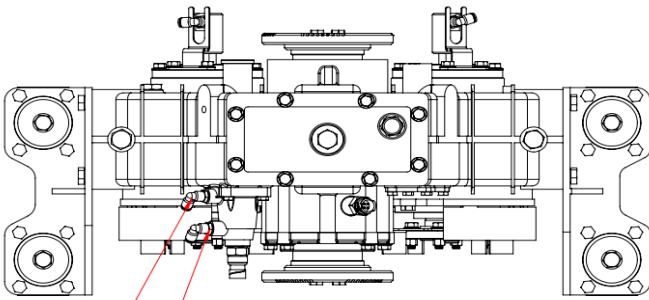


SİSTEM ELEMANLARI BİLGİLENDİRME



HAVA BAĞLANTI TALİMATLARI

TEK ÇIKIŞ İÇİN



A1 A2

1_ NORMAL SEYİR HALİNDE OLMASI İÇİN A1 DE SÜREKLİ HAVA OLMASI LAZIM.

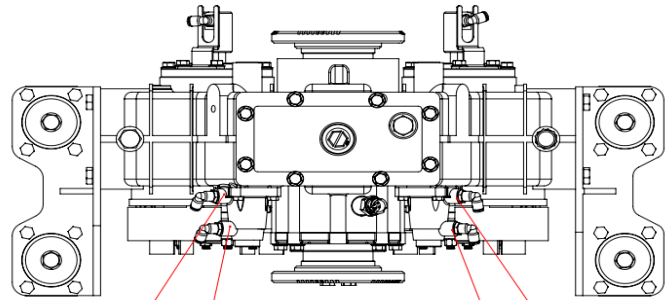
1- IT MUST BE CONTINUOUS AIR IN A1 FOR NORMAL DRIVE

2_ ARACI DURDURUP A1 DEKİ HAVAYI A2 YE VERDİĞİMİZDE ARAÇ HAREKET ETMEZ. SİSTEM POMPALARI ÇALIŞIR.

2_ WHEN WE STOP THE VEHICLE AND TRANSFER AIR IN A1 TO A2, THE VEHICLE DOES NOT MOVE. SYSTEM PUMPS WORK.

HAVA BASINCI :5-6 BAR

ÇİFT ÇIKIŞ İÇİN



A1

A2

B2

B1

1_ ARACIN NORMAL SEYİR HALİNDE OLMASI İÇİN B1 VE A1 DE SÜREKLİ HAVA OLMASI LAZIM.

1- FOR THE VEHICLE TO BE IN NORMAL DRIVE, THERE MUST BE CONTINUOUS AIR IN A1 AND B1

2_ ARACI DURDURUP A1 DEKİ HAVAYI A2 YE VERDİĞİMİZDE ARAÇ HAREKET ETMEZ. SİSTEM POMPALARI ÇALIŞIR.

2_ WHEN WE STOP THE VEHICLE AND TRANSFER AIR IN A1 TO A2, THE VEHICLE DOES NOT MOVE. SYSTEM PUMPS WORK.

3_ B1 DEKİ HAVAYI B2 YE VERDİĞİMİZDE ARAÇ HAREKET EDER VE POMPALAR ÇALIŞIR.

WHEN WE TRANSFER AIR IN B1 TO B2, THE VEHICLE MOVES AND THE PUMPS WORK.

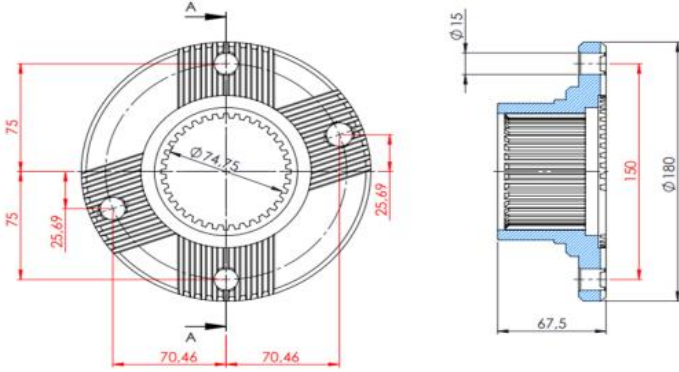
HAVA BASINCI:5-6 BAR



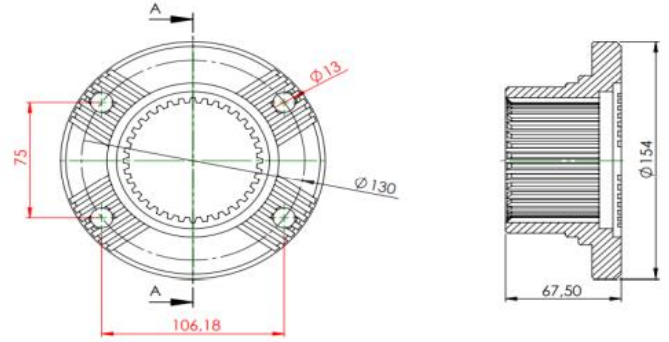
E

ANA FLANŞLAR / MAIN TRANSMISSIONS

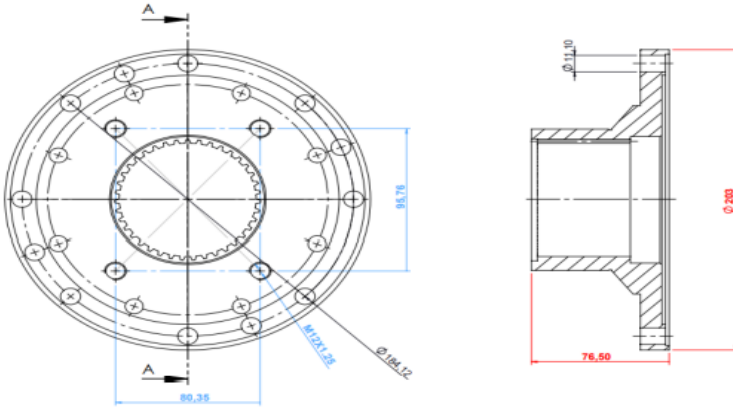
1 Ø180 1.12.21 Z:36 (ISO 8667)



2 Ø150 1.12.23 Z:36 (ISO 8667)



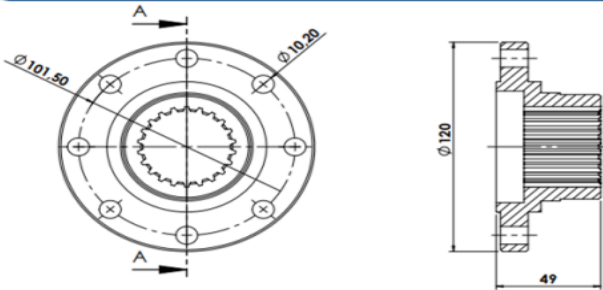
3 Ø203 1.12.58 Z:39 SAE 1500/1600/1700/1800



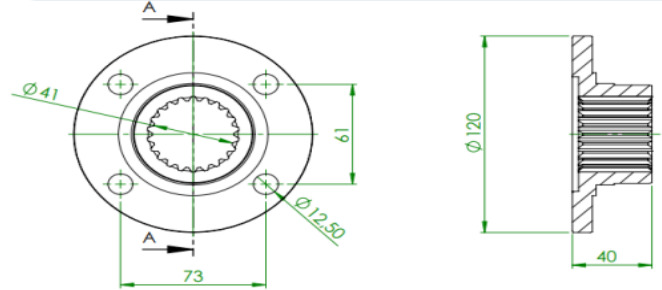
F

ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

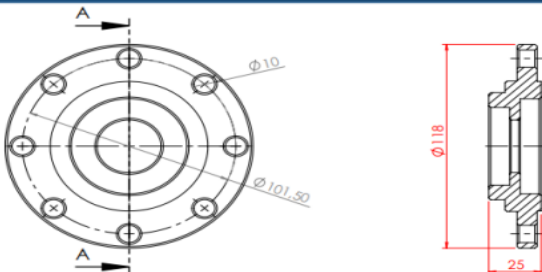
1 Ø120 1.12.05 Z:22



2 Ø120 1.12.31 Z:22



3 Ø118 1.12.35



4 Ø120 1.12.39 Z:22

