



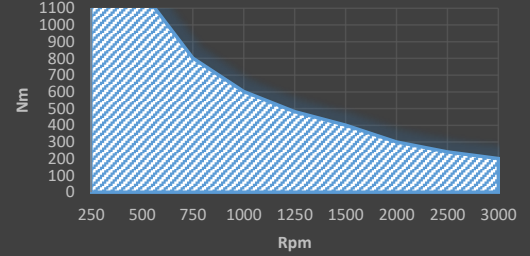
ÖZCİHAN MAKİNA
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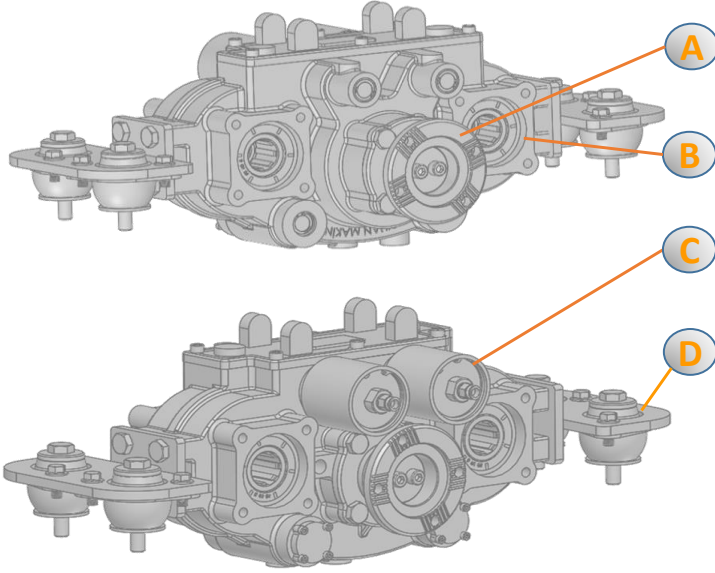
ARA ŞANZİMAN / SPLIT SHAFT (PTO)

PTO KODU / PTO CODE

CTM 178 800



GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

A FLANŞ (GİRİŞ) / FLANGE (INPUT)

B ÇIKIŞ / OUTPUT



C VAKUMLU KONTROL / AIR CONTROL

D YAN BAĞLANTI KİTİ / SIDE CONNECTION

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

A ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 800 Kg_m

B ÇIKIŞLAR / OUTPUTS 1000 RPM

TORK / TORQUE: 60 Kg_m (588 Nm)- GÜÇ / POWER : 63 Kw

ORAN / RATIO

1/1,56

AZAMİ HIZ/ MAX. SPEED

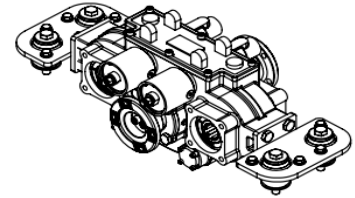
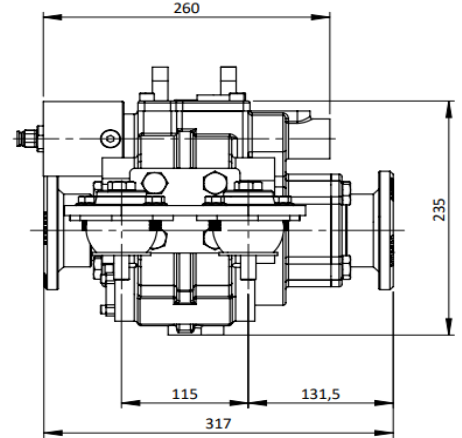
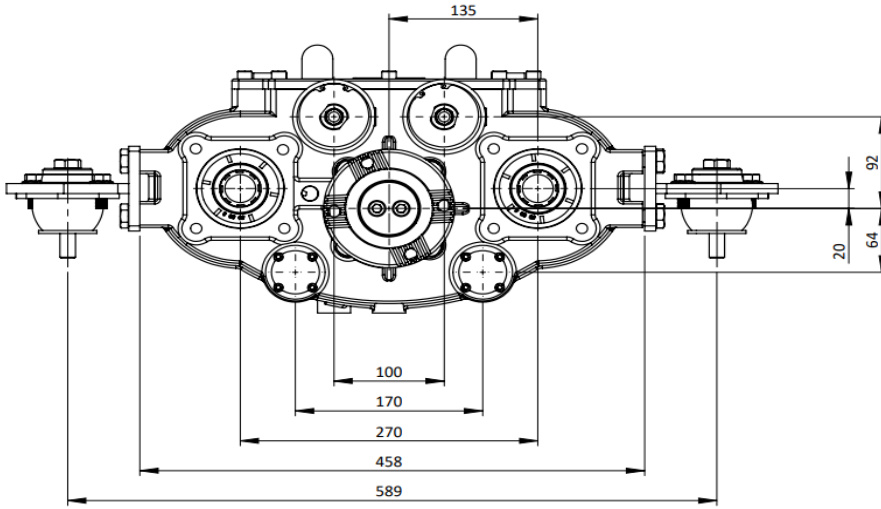
2200 - 3500

AĞIRLIK / WEIGHT

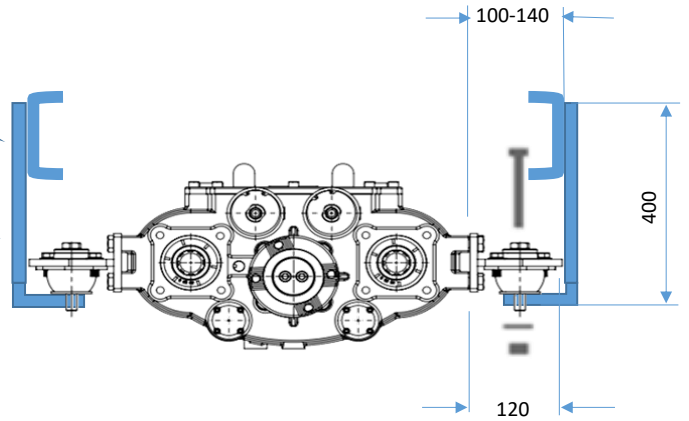
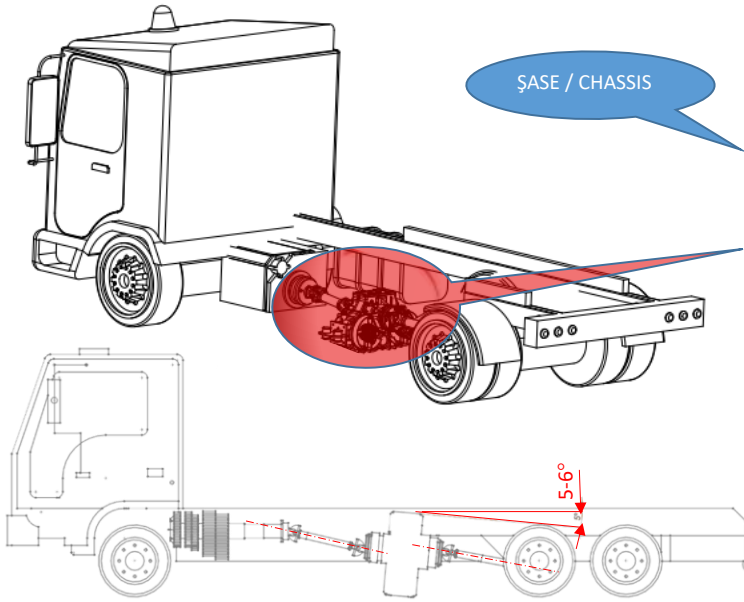
36 Kg



TEKNİK ÇİZİM / TECHNICAL DRAWING



BAĞLANTI / MOUNTING SIDE



**YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION**

2,5 LT SAE 80W 90EP
DEĞİŞİM SÜRE: İLK YAĞ DEĞİŞİMİ:110 SAAT
SONRAKİ YAĞ DEĞİŞİMİ:550 SAAT
REPLACE TIME:FIRST OIL CHANGE:110 HOURS
NEXT OIL CHANGES:550 HOURS

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 yağının temiz olmalı. Olmadığı takdirde; * Ara şanzıman senkromeç yerlerinden sarar ve kitlenir. * Rulmanlar bozulur...

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.

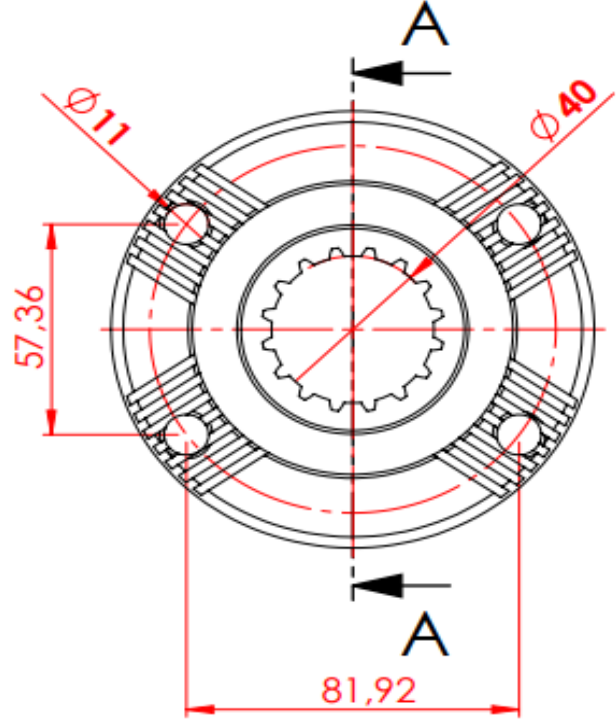
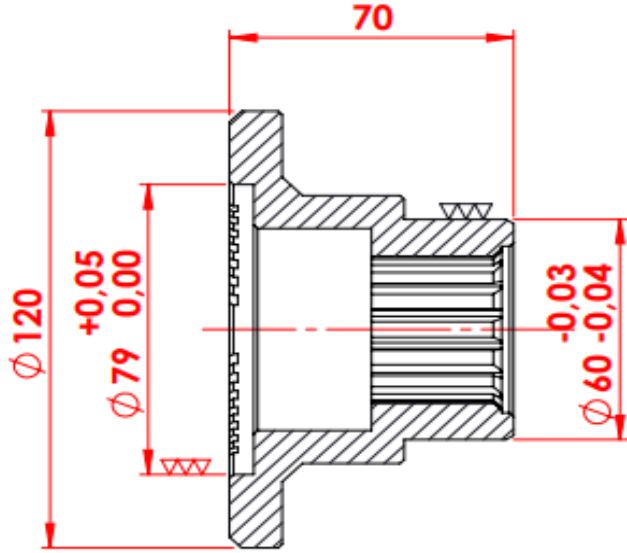


A

ANA FLANŞLAR / MAIN TRANSMISSIONS

1

Ø120 1.12.13 Z:16 (ISO 8667)

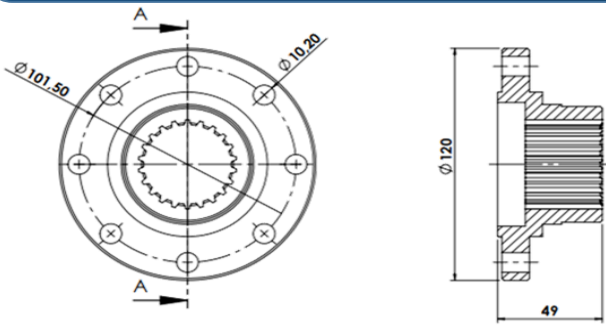


B

ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

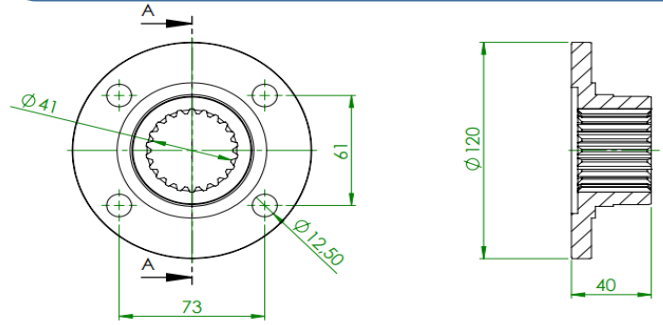
1

Ø120 1.12.05 Z:22



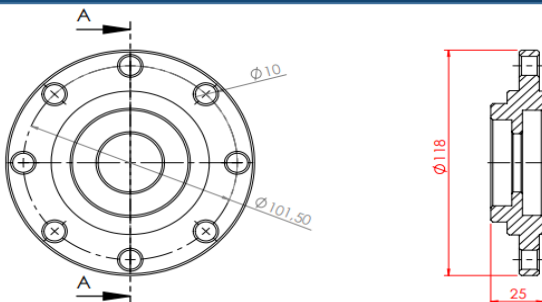
2

Ø120 1.12.31 Z:22



3

Ø118 1.12.35



4

Ø120 1.12.39 Z:22

