



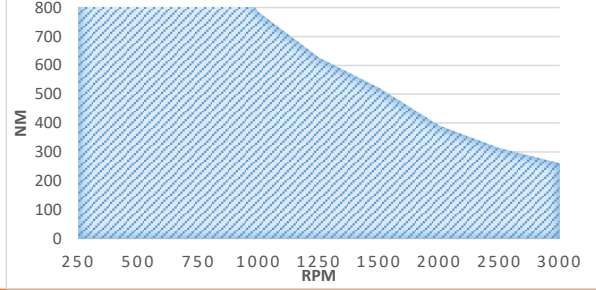
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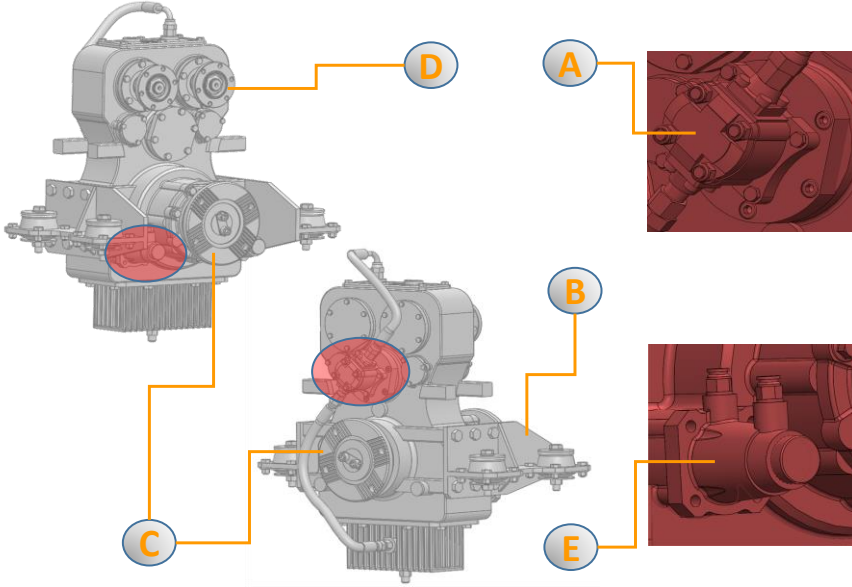
ARA ŞANZİMAN / SPLIT SHAFT (PTO)

PTO KODU / PTO CODE

CTM 183 3000



GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

- A** YAĞ POMPASI / OIL PUMP
- B** YAN BAĞLANTI KİTİ / SIDE CONNECTION
- C** FLANŞ / FLANGE
- D** ÇIKIŞ KAPLIN / OUTPUT COUPLING
- E** HAVALI KONTROL / PNEUMATIC CONTROL

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

C

ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 3000 Kgm

D

ÇIKIŞ / OUTPUTS (1000 RPM)

TORK / TORQUE: 80 Kgm (784 Nm) - GÜÇ / POWER: 82 KW - ORAN/RATIO: 1 / 2

A

HİDROLİK POMPA ÇIKIŞI / OUTPUT OF HYDRAULIC

TORK / TORQUE: 400Nm - GÜÇ / POWER: 35Kw - ORAN/RATIO: 1/1,46

AZAMİ HIZ/ MAX. SPEED

2800 -3300 RPM

AĞIRLIK / WEIGHT

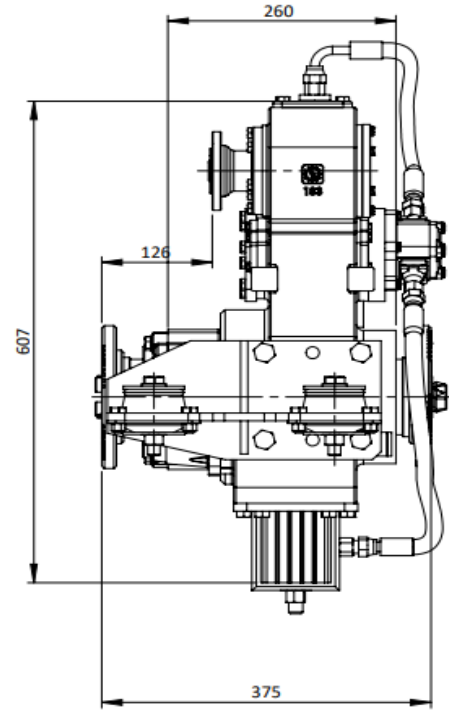
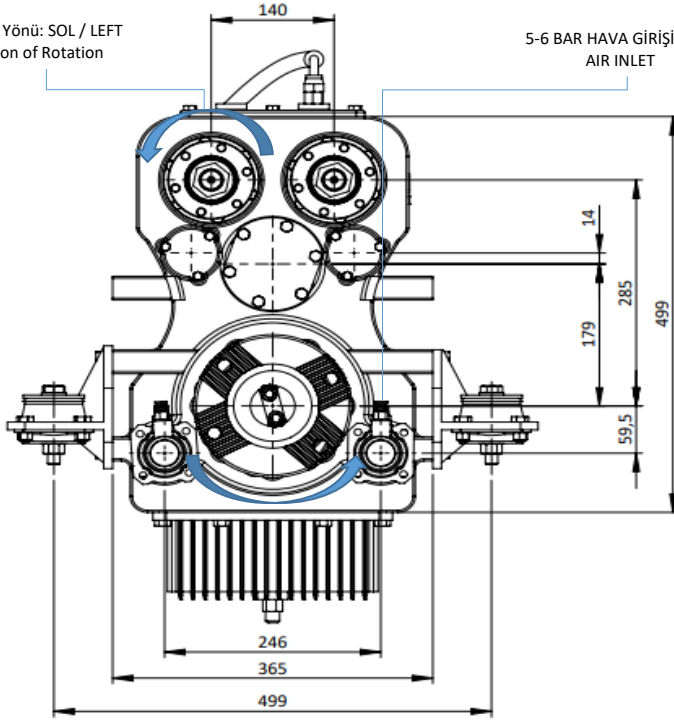
105 Kg



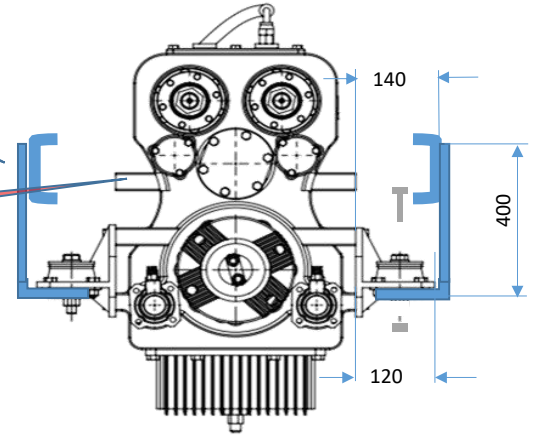
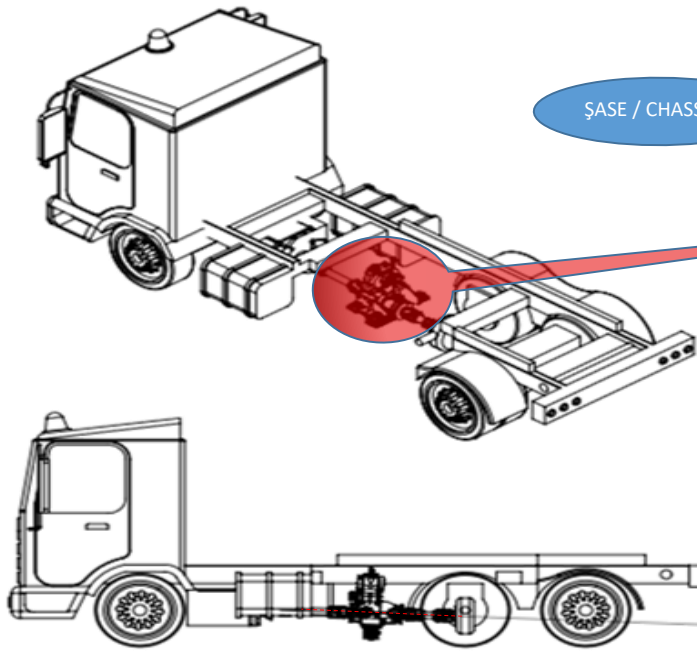
TEKNİK ÇİZİM / TECHNICAL DRAWING

Dönüş Yönü: SOL / LEFT
Direction of Rotation

5-6 BAR HAVA GİRİŞİ 1/4"
AIR INLET



BAĞLANTI / MOUNTING SIDE



**YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION**

7 LT SAE 80 W 90 EP

DEĞİŞİM SÜRE: İLK YAĞ DEĞİŞİMİ:110 SAAT

SONRAKİ YAĞ DEĞİŞİMİ:550 SAAT

REPLACE TIME:FIRST OIL CHANGE:110 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 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.

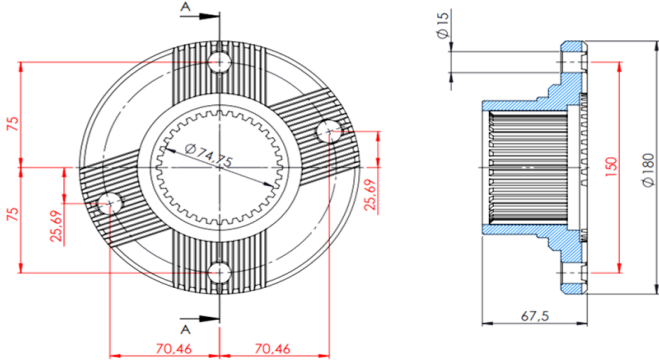


C

ANA FLANŞLAR / MAIN TRANSMISSIONS

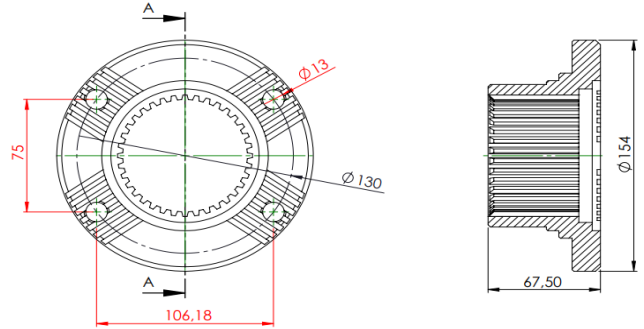
1

Ø180 1.12.21 Z:36 (ISO 8667)



2

Ø154 1.12.23 Z:36 (ISO 8667)

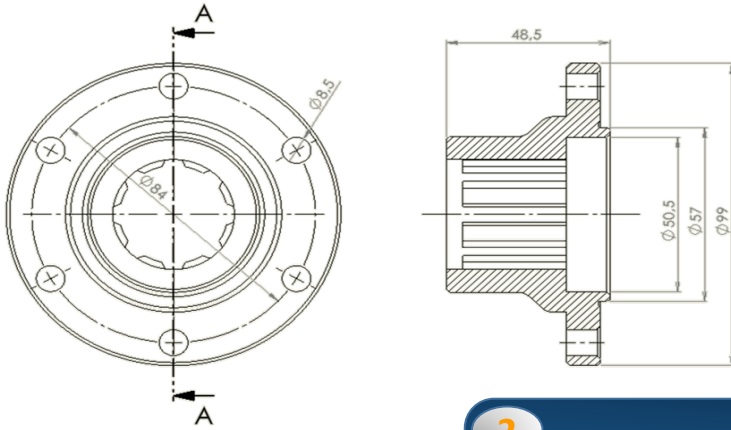


D

ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

1

Ø100 1.12.03 8X32X36 (ISO 14)



2

Ø100 1.12.26 8X32X36 (ISO 14)

