



ÖZCİHAN MAKİNA
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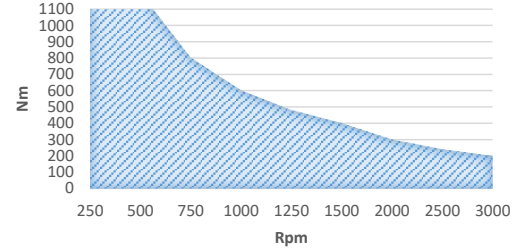


ARA ŞANZİMAN / SPLIT SHAFT (PTO)

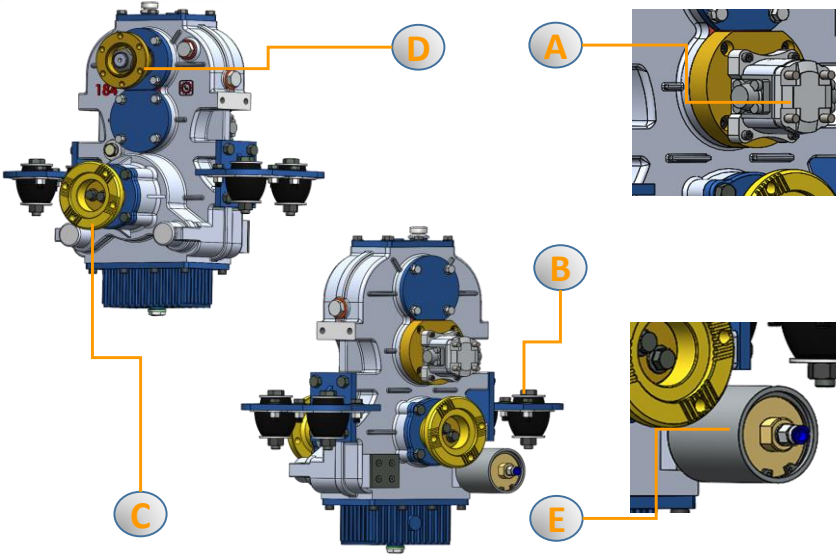


PTO KODU / PTO CODE

CTM 184 800



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** VAKUMLU KONTROL / VACUUM CONTROL
HAVALI KONTROL / AIR CONTROL

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

C

ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 800 Kgm

D

ÇIKIŞ ORANI / OUTPUT RATION 1=1,25 (1000 RPM)

(1-1,25) TORK / TORQUE: 80 Kgm(785 Nm) - GÜÇ / POWER(1000 DEV/DAK) : 84 Kw

(1-1,84) TORK / TORQUE: 90 Kgm(882 Nm) - GÜÇ / POWER(1000 DEV/DAK) : 94 Kw

(1-2) TORK / TORQUE: 65 Kgm (638 Nm) - GÜÇ / POWER(1000 DEV/DAK) : 68 Kw

(1-3,23) TORK / TORQUE: 45 Kgm(441 Nm) - GÜÇ / POWER(1000 DEV/DAK) : 47 Kw

A

HİDROLİK POMPA ÇIKIŞI / OUTPUT OF HYDRAULIC

TORK / TORQUE: 40Kgm - ORAN/RATIO: 1 / 1,48

AZAMİ HIZ/ MAX. SPEED

2800-3300 RPM

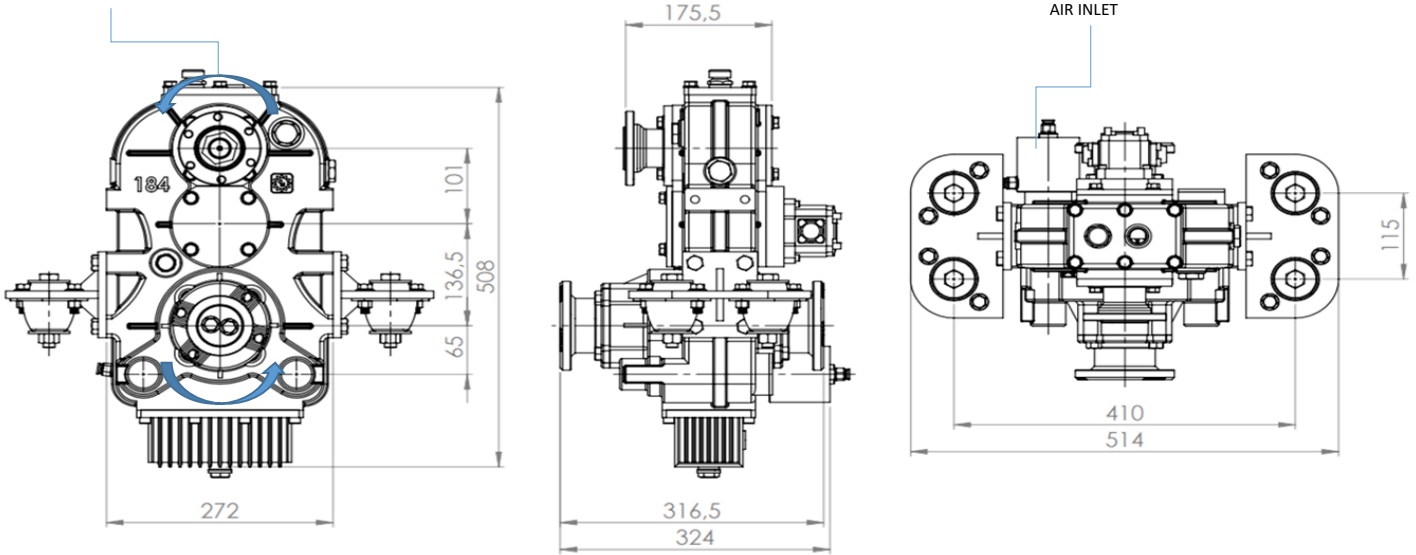
AĞIRLIK / WEIGHT

48 Kg

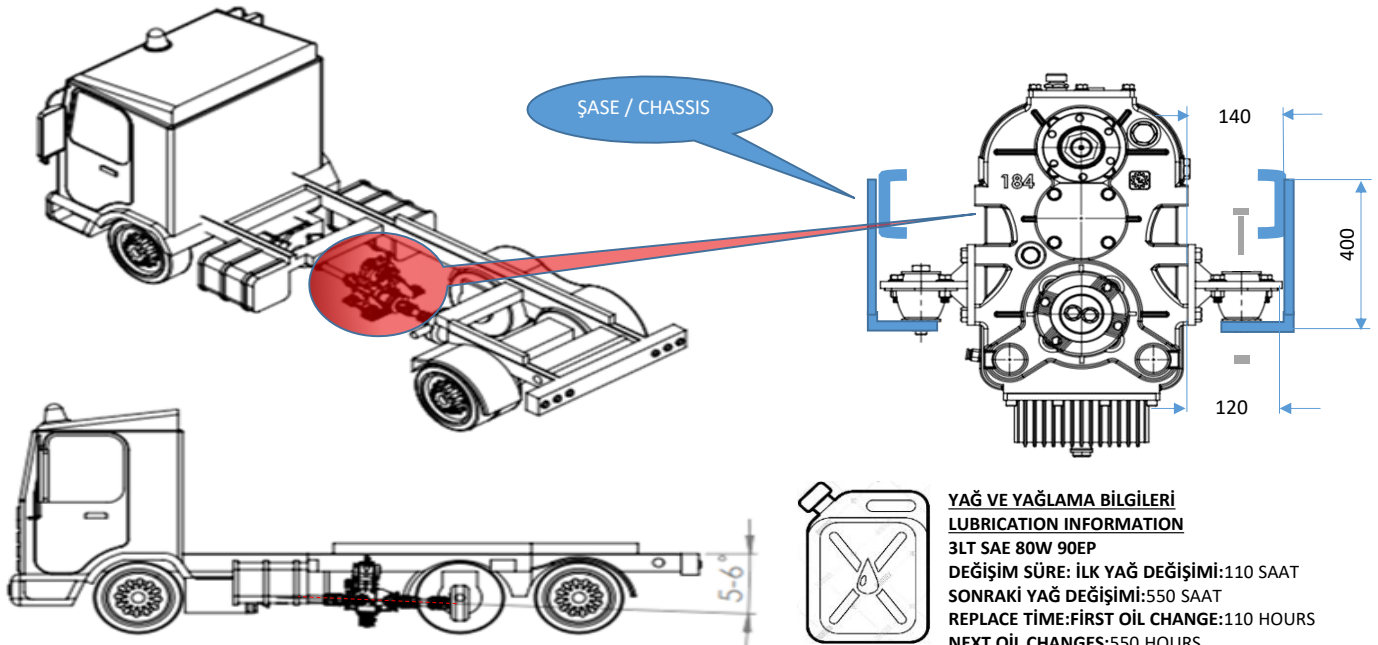


TEKNİK ÇİZİM / TECHNICAL DRAWING

Dönüş Yönü: SOL / LEFT
Direction of Rotation



BAĞLANTI / MOUNTING SIDE



**YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION**

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

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.

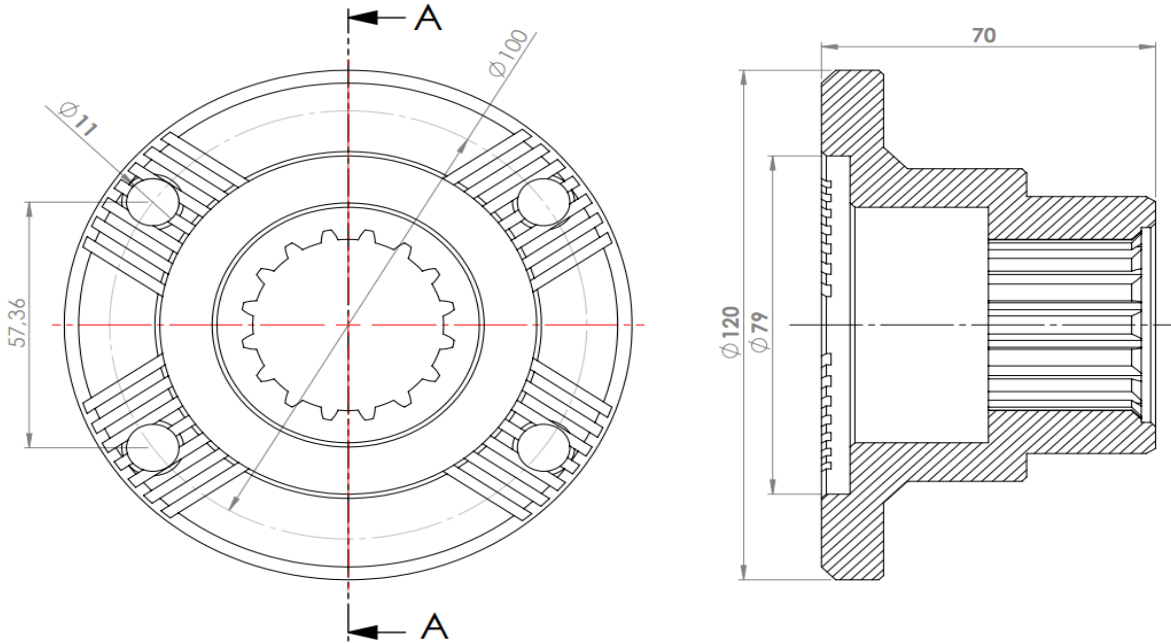


C

ANA FLANŞLAR / MAIN TRANSMISSIONS

1

Ø120 1.12.13 Z:16 (ISO 8667)

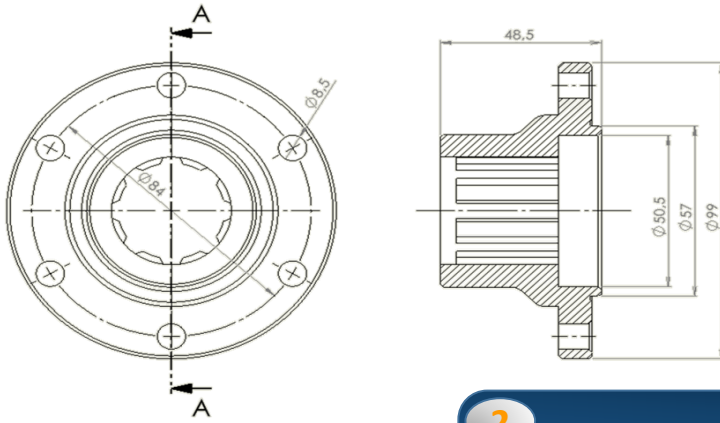


D

ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

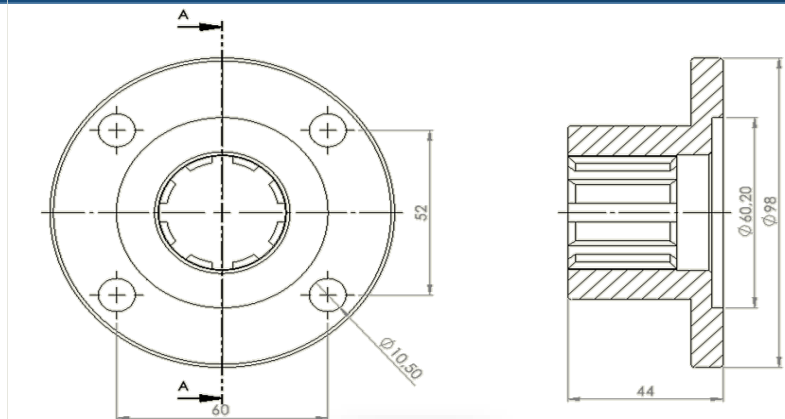
1

Ø100 1.12.03 8X32X36 (ISO 14)



2

Ø100 1.12.26 8X32X36 (ISO 14)



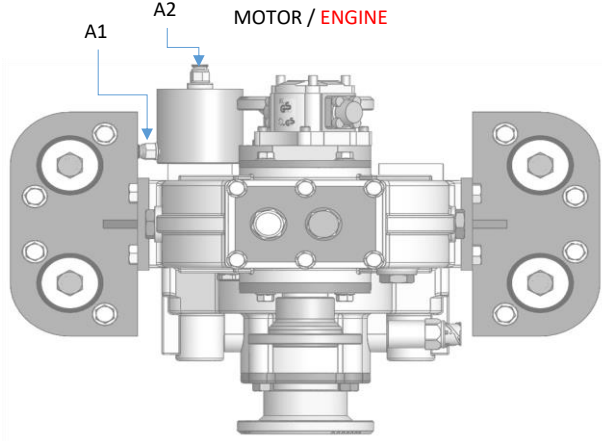


E

HAVA BAĞLANTI ŞEMASI / AIR CONNECTION DIAGRAM

1

TEK PİSTONLU / SINGLE PISTON



DİNGİL / AXLE

1_ HAVAYI A1 E VERDİĞİMİZDE POMPA ÇALIŞIR, ARAÇ İSE DURUR HALE GEÇER.

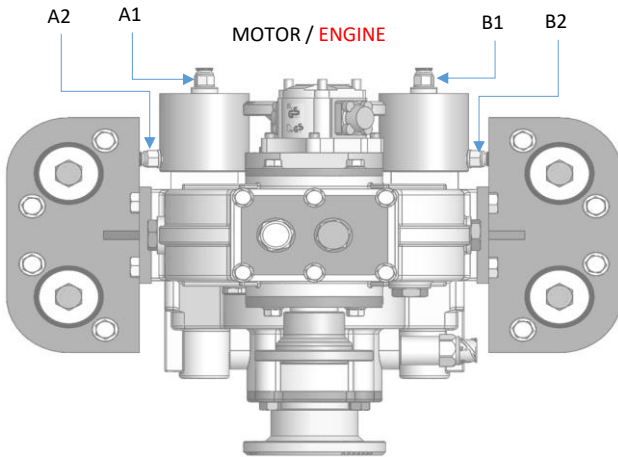
1_ WHEN WE PROVIDE AIR TO A1, THE PUMP WORKS AND THE VEHICLE STOP.

2_ A1 DEKİ HAVAYI A2 YE VERDİĞİMİZDE ARAÇ HAREKETLİ, POMPALAR İSE DURUR HALE GEÇER.

2_ WHEN WE DELIVER THE AIR FROM A1 TO A2, THE VEHICLE BECOME MOVING AND THE PUMPS STOP.

2

ÇİFT PİSTONLU / DOUBLE PISTON



DİNGİL / AXLE

1_ ARACIN NORMAL SEYİR HALİNDE OLMASI İÇİN A1 VE B1 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. POMPALAR ÇALIŞIR HALE GELİR.

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.

3_ WHEN WE TRANSFER AIR IN B1 TO B2, THE VEHICLE MOVES AND THE PUMPS WORK.

NOT : A2 REKORUNA HAVA VERİLMEYEN B2 'YE KEŞİNLİKLE HAVA VERİLMEZ.

NOT: AIR CANNOT BE SAID TO B2 WITHOUT AIR TO A2 RECORDING.