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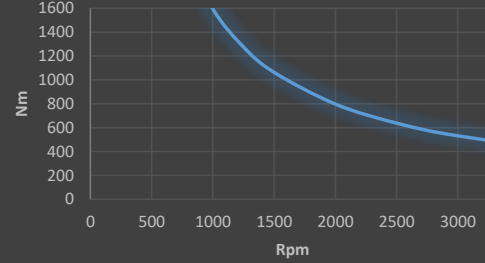


## ARA ŞANZİMAN / SPLIT SHAFT (PTO)

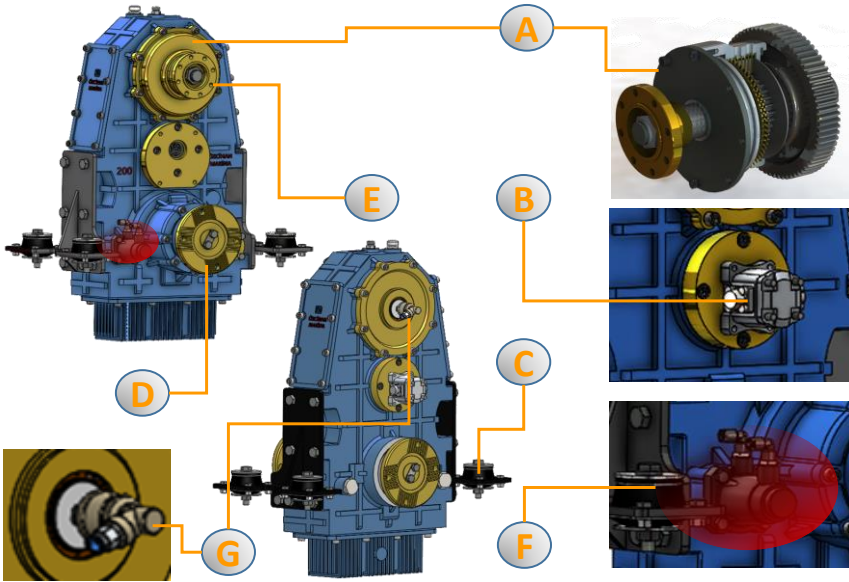


PTO KODU / PTO CODE

**CTM 200 3500**



## GENEL BİLGİLER / GENERAL INFORMATION



### OPSİYONLAR / OPTIONS

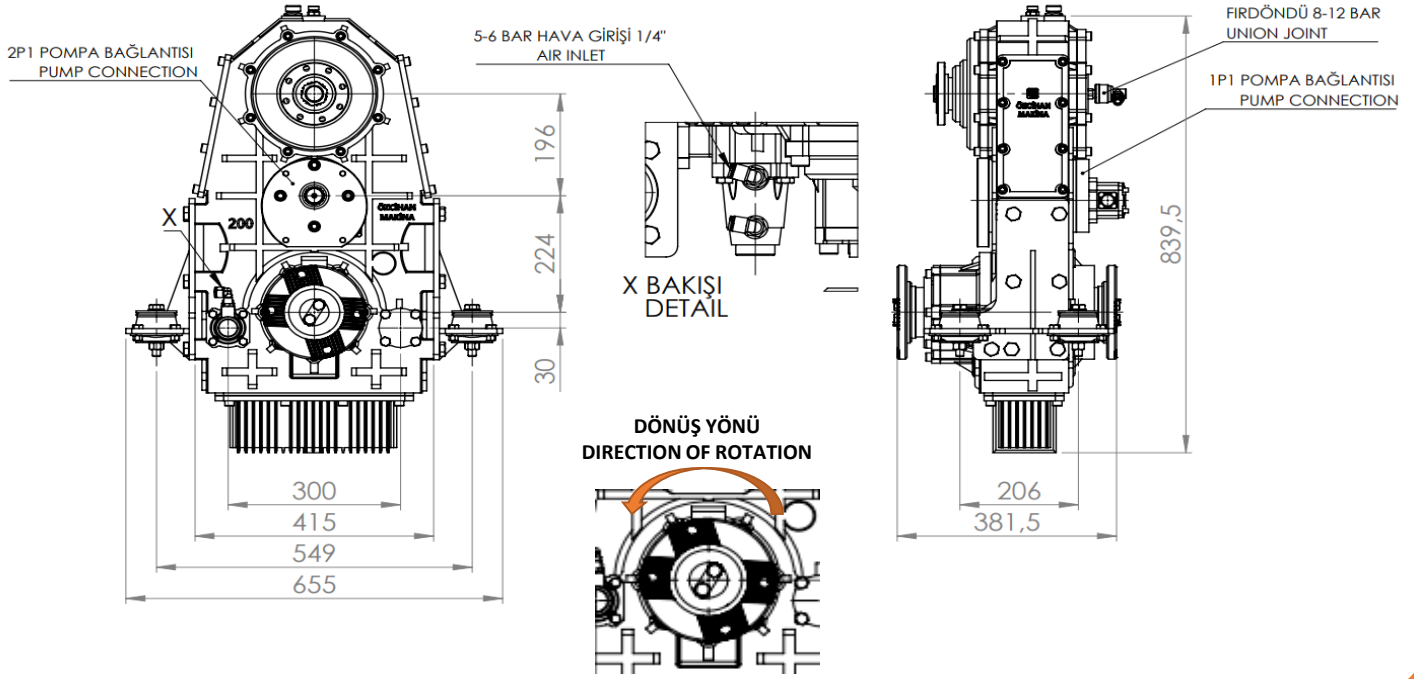
- A** BALATALI SİSTEM / CLUTCH SYSTEM
- B** YAĞ POMPASI / OIL PUMP
- C** YAN BAĞLANTI KİTİ / SIDE CONNECTION
- D** FLANŞ / FLANGE
- E** ÇIKIŞ KAPLİNİ / OUTPUT CAPLING
- F** HAVALI KONTROL / AIR CONTROL
- G** FIRDÖNDÜ / UNION JOINT

## TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

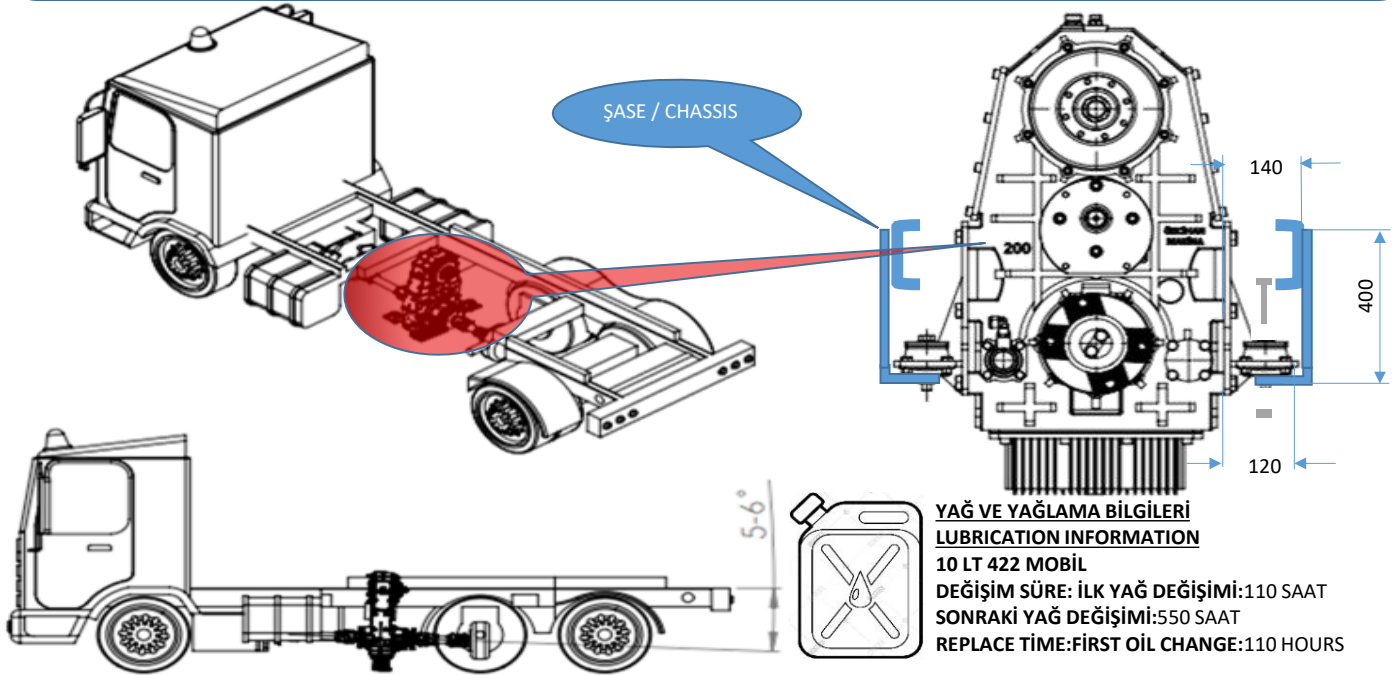
|            |                                                                               |
|------------|-------------------------------------------------------------------------------|
| <b>D</b>   | ANA SHAFT / MAIN SHAFT                                                        |
|            | TORK / TORQUE: 3500 Kgm                                                       |
| <b>A E</b> | KAVRAMALI ÇIKIŞ / AUXILIARY OUTPUTS: 1000 RPM                                 |
|            | TORK / TORQUE: 160 Kgm ( 1568 Nm ) - GÜÇ / POWER: 167 Kw ORAN / RATIO: 1/1,28 |
| <b>B</b>   | HİDROLİK POMPA ÇIKIŞI / OUTPUT OF HYDRAULIC                                   |
|            | TORK / TORQUE: 400Nm - GÜÇ / POWER: 35Kw - ORAN/RATIO: 1/1,28                 |
|            | AZAMİ HIZ/ MAX. SPEED                                                         |
|            | 2800-3300 RPM                                                                 |
|            | AĞIRLIK / WEIGHT                                                              |
|            | 185 Kg                                                                        |



**TEKNİK ÇİZİM / TECHNICAL DRAWING**



**BAĞLANTI / MOUNTING SIDE**



**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 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.

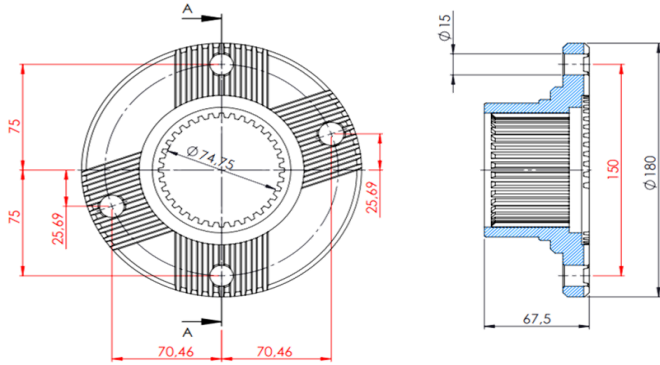
**3-** Transmission oil should be clean all the time. Dirty oil may cause; \* PTO to lock itself. \* May break bearings in the PTO.



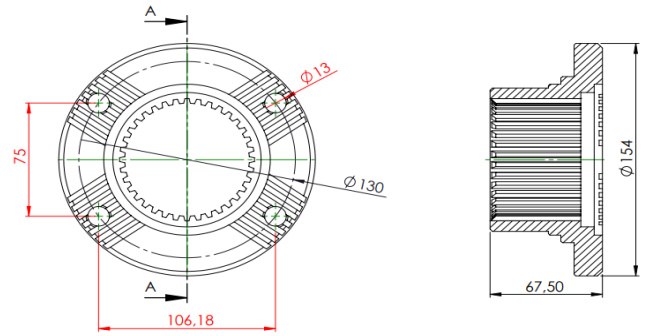
**E**

## ANA FLANŞLAR / MAIN TRANSMISSIONS

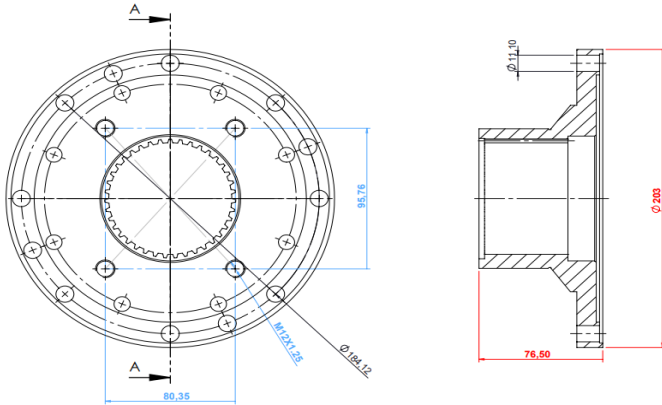
**1** Ø180 1.12.21 Z:36 (ISO 8667)



**2** Ø154 1.12.23 Z:36 (ISO 8667)



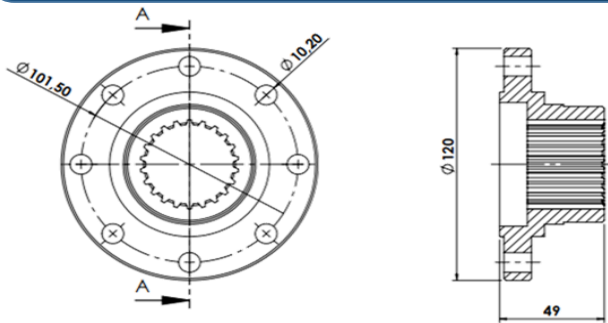
**3** Ø203 1.12.58 Z:39 SAE 1500/1600/1700/1800



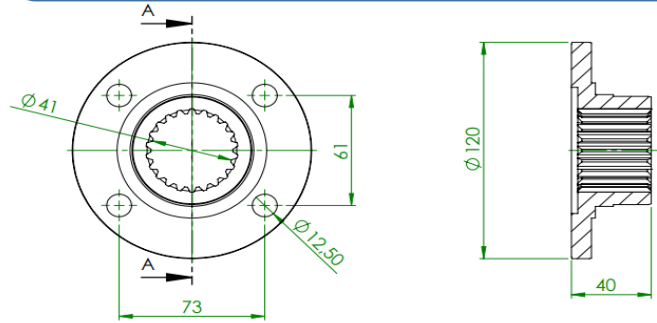
**F**

## ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

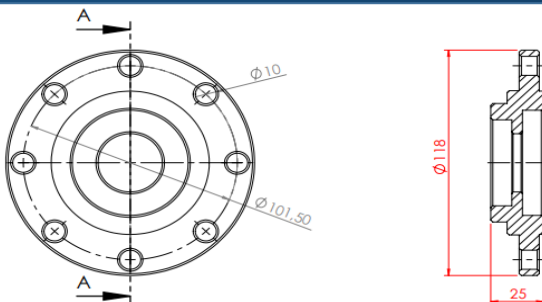
**1** Ø120 1.12.05 Z:22



**2** Ø120 1.12.31 Z:22



**3** Ø118 1.12.35



**4** Ø120 1.12.39 Z:22

