



ÖZCİHAN MAKİNA
Özcihan Makina San. ve Tic. Ltd. Şti
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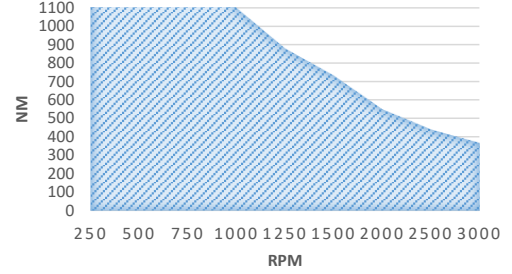


ARA ŞANZİMAN / SPLIT SHAFT (PTO)

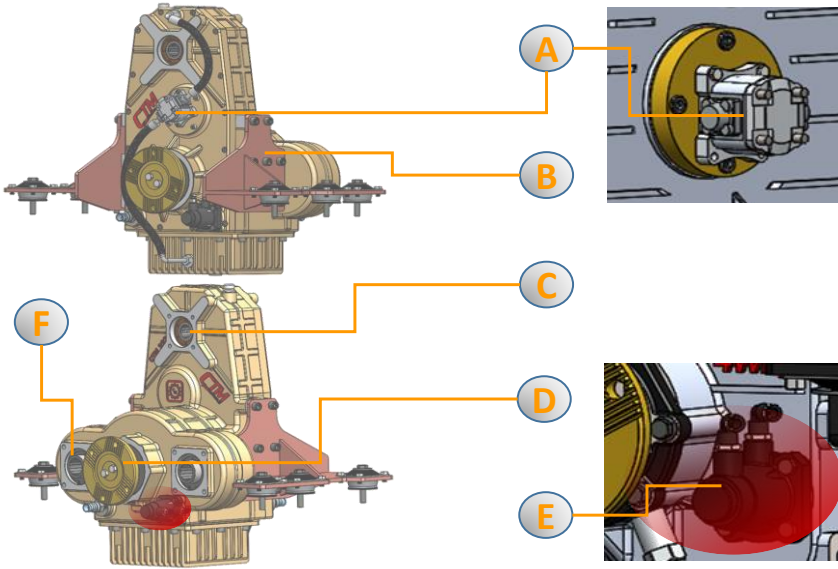


PTO KODU / PTO CODE

CTM 222 3000



GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

- A** YAĞ POMPASI / OIL PUMP
- B** YAN BAĞLANTI KİTİ / SIDE CONNECTION
- C** ÇIKIŞ / OUTPUT
- D** ÇIKIŞ / OUTPUT
- E** HAVALI KONTROL / AIR CONTROL
- F** HİDROSTATİK ÇIKIŞ / HYDROSTATIC OUTPUT

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

D

ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 3000 Kgm

C

ÇIKIŞ / OUTPUTS: 1000 RPM

TORK / TORQUE: 110 Kgm (1078 Nm) - GÜÇ / POWER : 115 KW - ORAN/RATIO: 1/1,28

F

HİDROSTATİK ÇIKIŞ / HYD OF HYDRAULIC : 1000 RPM

TORK / TORQUE: 80 KGM (784 Nm) - GÜÇ / POWER: 84 Kw - ORAN/RATIO: 1/2,30

AZAMİ HIZ/ MAX. SPEED

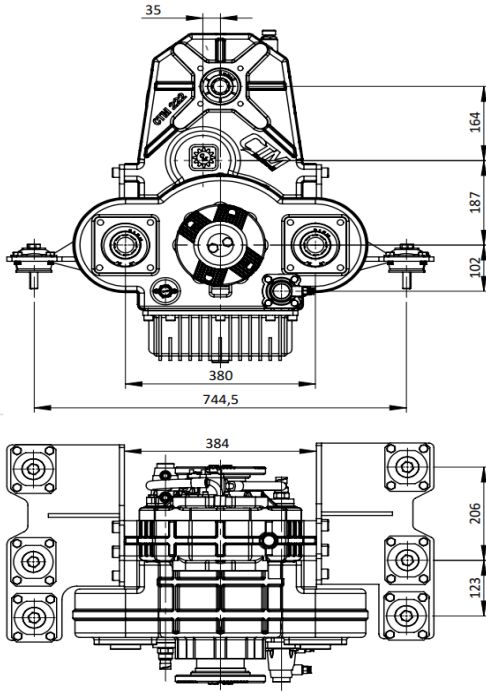
2800-3300 RPM

AĞIRLIK / WEIGHT

125 Kg



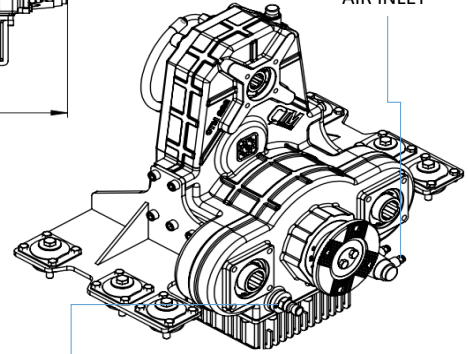
TEKNİK ÇİZİM / TECHNICAL DRAWING



DÖNÜŞ YÖNÜ
DIRECTION OF ROTATION

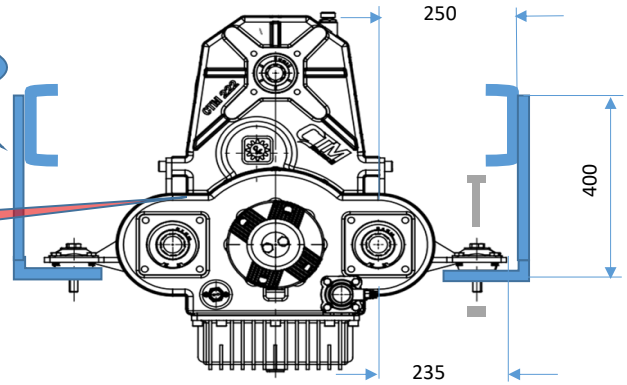
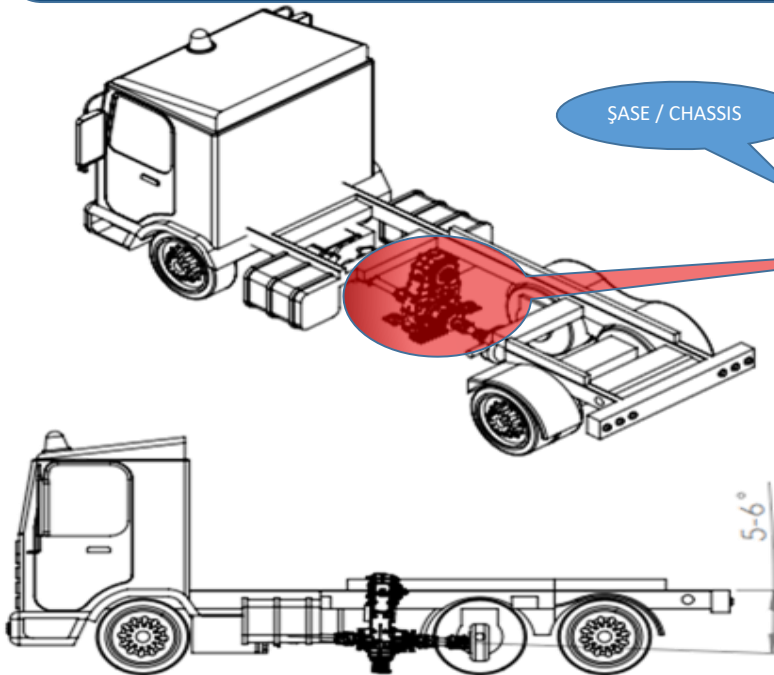


5-6 BAR HAVA GİRİŞİ 1/4"
AIR INLET



MÜŞÜR / SOCKET

BAĞLANTI / MOUNTING SIDE



YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION
10 LT SAE 80W 90EP
DEĞİŞİM SÜRE: 9 AY VEYA 1560 SAAT

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.

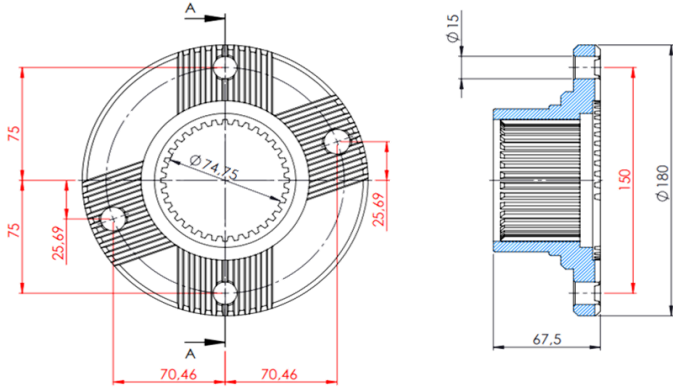


E

ANA FLANŞLAR / MAIN TRANSMISSIONS

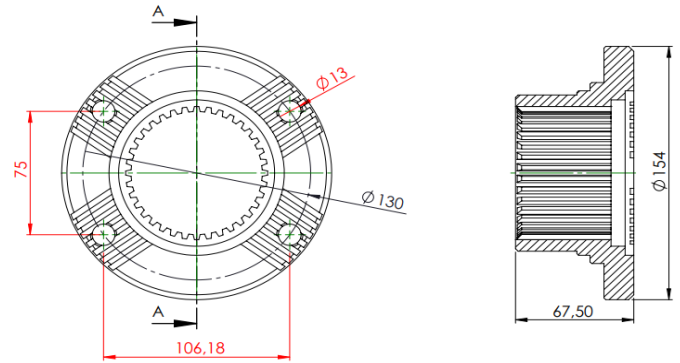
1

Ø180 **1.12.21** Z:36 (ISO 8667)



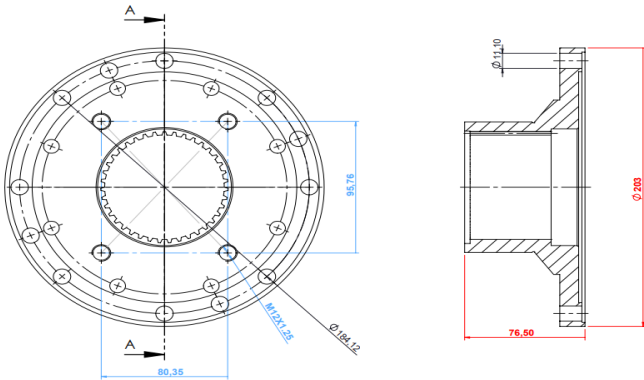
2

Ø154 **1.12.23** Z:36 (ISO 8667)



3

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

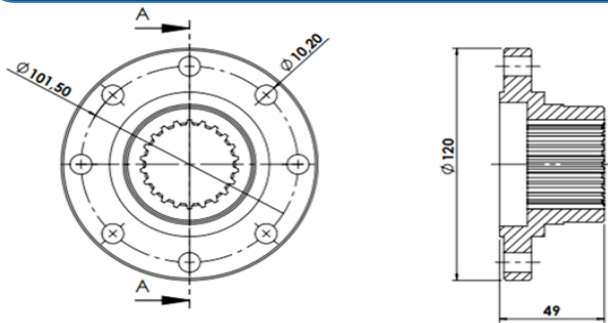


F

ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

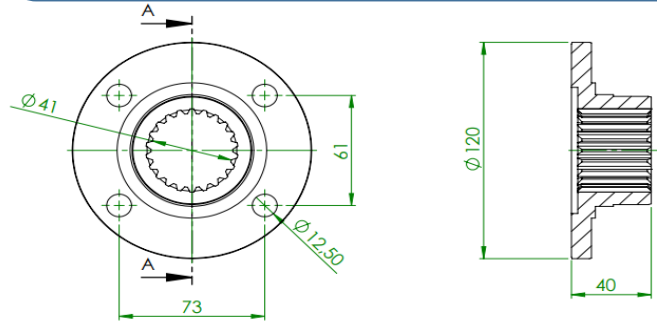
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Ø120 **1.12.05** Z:22



2

Ø120 **1.12.31** Z:22



3

Ø120 **1.12.39** Z:22

