



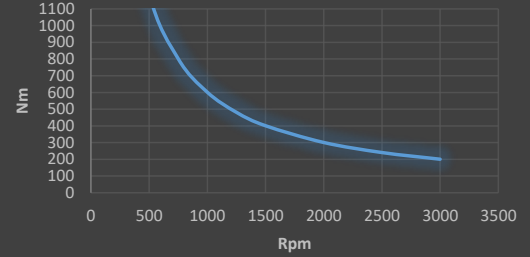
ÖZCİHAN MAKİNA
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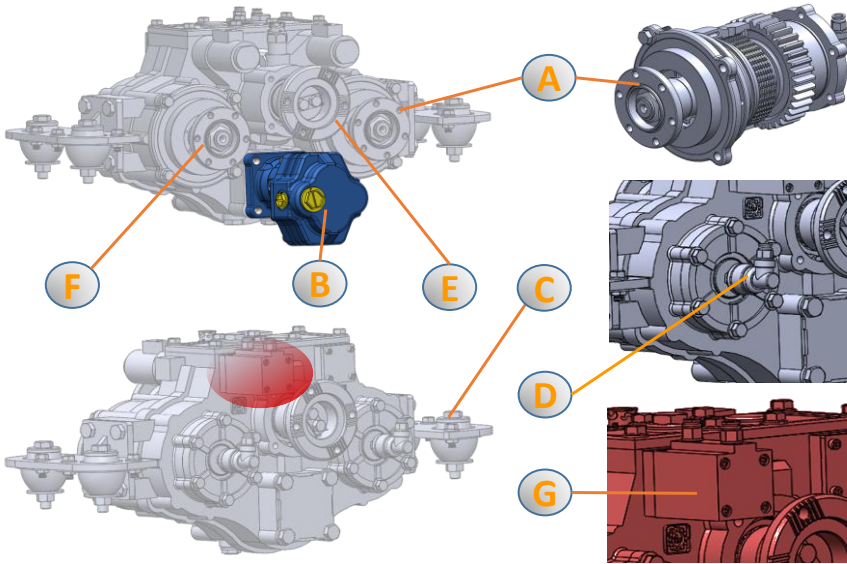
ARA ŞANZİMAN / SPLIT SHAFT (PTO)

PTO KODU / PTO CODE

CTM 238 800



GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

- A** BALATALI SİSTEM / CLUTCH SYSTEM
- B** HİDROLİK POMPA / HYDRAULIC PUMP
- C** YAN BAĞLANTI KİTİ / SIDE CONNECTION
- D** FİRDÖNDÜ / ROTARY UNION
- E** FLANŞ / FLANGE
- F** ÇIKIŞ KAPLİNİ / OUTPUT CAPLING
- G** HAVALI KONTROL / AIR CONTROL

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

E

ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 800 Kg_m

A

KAVRAMALI ÇIKIŞ / AUXILIARY OUTPUTS: 1000 DEV/DAK

TORK / TORQUE: 70 Kg_m (686 Nm)- GÜÇ / POWER : 72 Kw-ORAN/RATIO: 1,28

B

HİDROLİK POMPA ÇIKIŞI / OUTPUT OF HYDRAULIC

TORK / TORQUE: 400Nm - GÜÇ / POWER: 35Kw - ORAN/RATIO: 1,65

AZAMİ HIZ/ MAX. SPEED

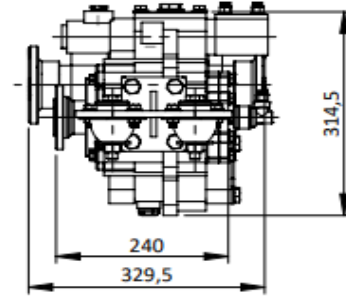
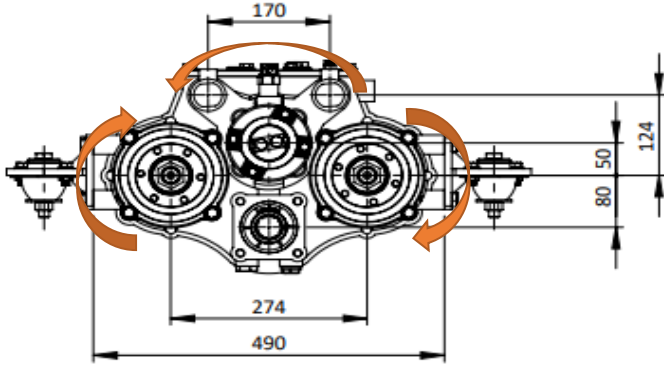
2800-3300 rpm

AĞIRLIK / WEIGHT

80Kg



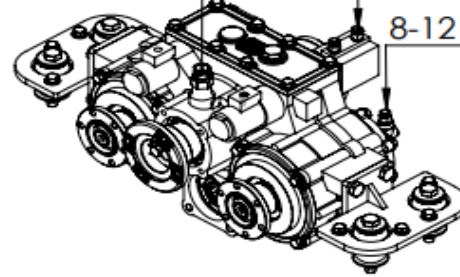
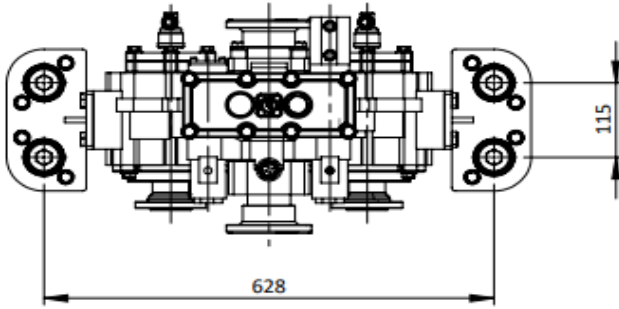
DÖNÜŞ YÖNÜ / DIRECTION OF ROTATION



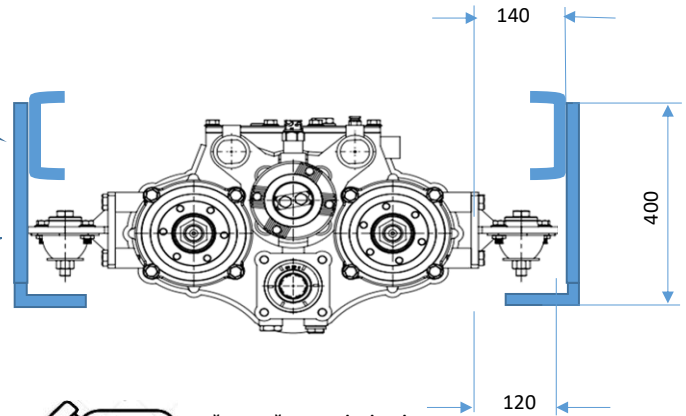
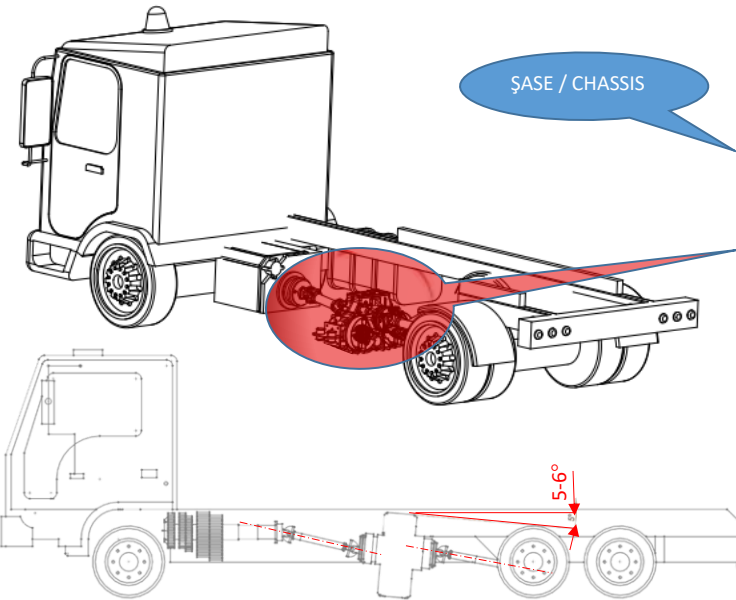
Sayaç Müşürü
Counter Drive

Hava giriş 5-6 Bar
Air inlet

8-12 Bar



BAĞLANTI / MOUNTING SIDE



**YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION**

3 LT 422 MOBİL-ATF 320
DEĞİŞİM SÜRE: İLK YAĞ DEĞİŞİMİ:110 SAAT
SONRAKİ YAĞ DEĞİŞİMİ:550 SAAT veya 1 YIL
REPLACE TIME:FIRST OIL CHANGE:110 HOURS
NEXT OIL CHANGES:550 HOURS OR 1 YEAR

Önemli: 1- Hava bağlantı hattında, şartlandırıcı kullanalım. Kullanılmadığı takdirde; * Yüksek hava basıncı piston kafasının kırılmasına neden olur.

Ara şanzıman devreye girmez. * Yüksek hava çataltın 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.

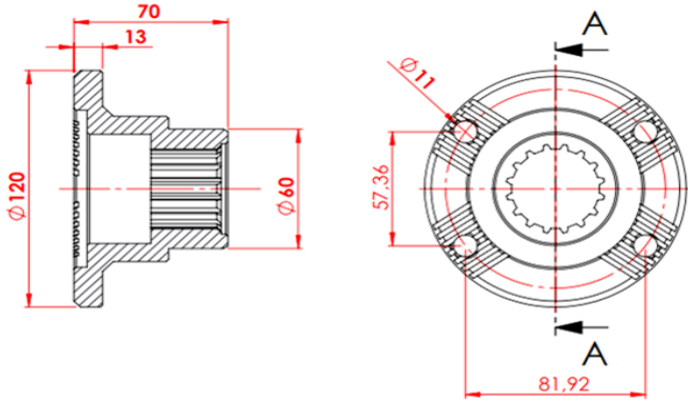


E

ANA FLANŞLAR / MAIN TRANSMISSIONS

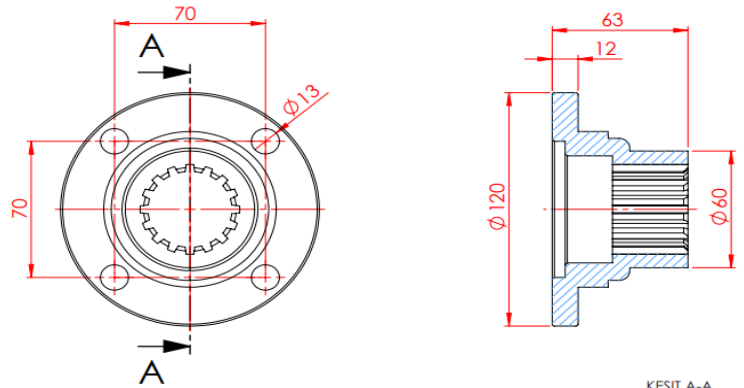
1

Ø120 **1.12.13** Z:16 (ISO 8667)



2

Ø120 **1.12.14** Z:16 (1410/DIN 20)

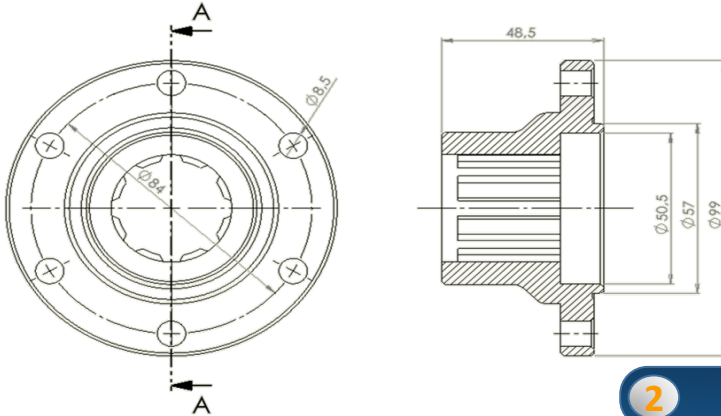


F

ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

1

Ø100 **1.12.03** 8X32X36 (28710)



2

Ø100 **1.12.26** 8X32X36 (1410/DIN20)

