



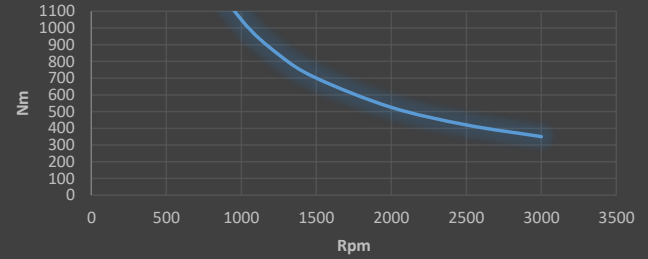
ÖZCİHAN MAKİNA
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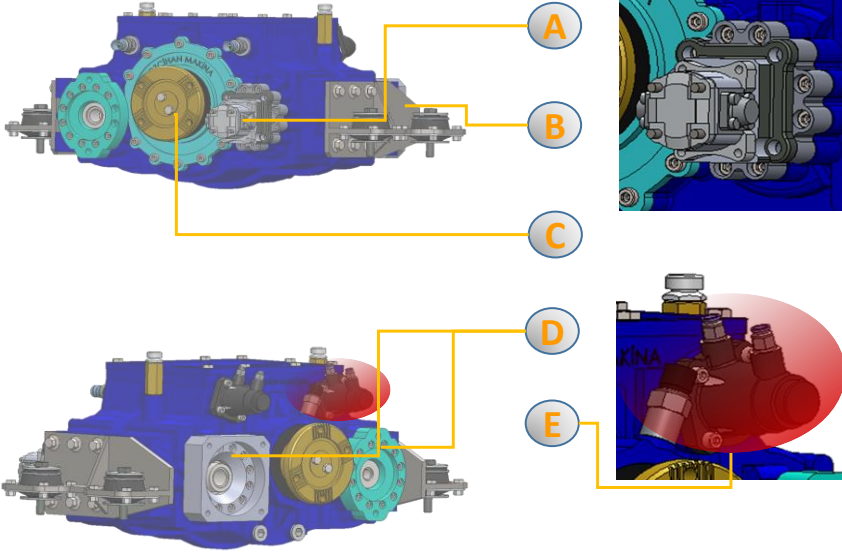
ARA ŞANZİMAN / SPLIT SHAFT (PTO)

PTO KODU / PTO CODE

CTM 258 3000



GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

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

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

C ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 3000 Kgm

D ÇIKIŞLAR / OUTPUTS 1500 DEV/DK

TORK / TORQUE: 100 Kgm (980)

ÇEVİRİM ORANLARI / RATIO

1/1 - 4,5/1

AZAMİ HIZ / MAX. SPEED

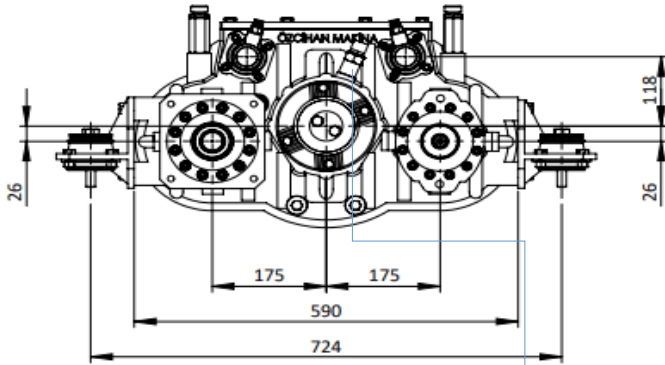
2800 - 4000 RPM

AĞIRLIK / WEIGHT

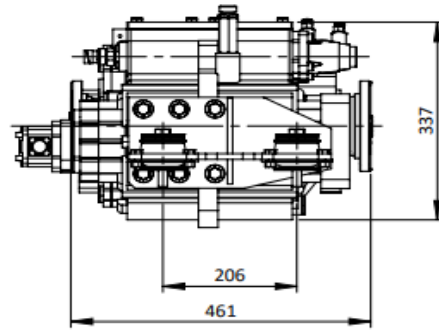
170 Kg



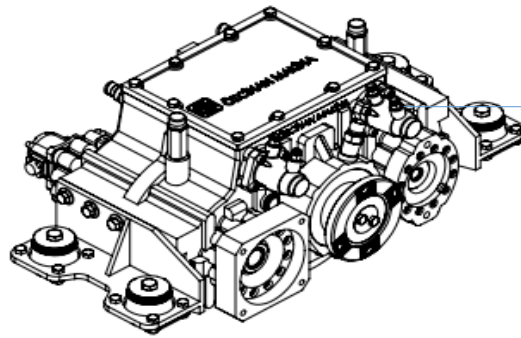
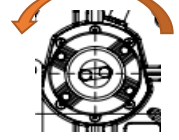
TEKNİK ÇİZİM / TECHNICAL DRAWING



SAYAÇ MÜŞÜRÜ
COUNTER SOCKET

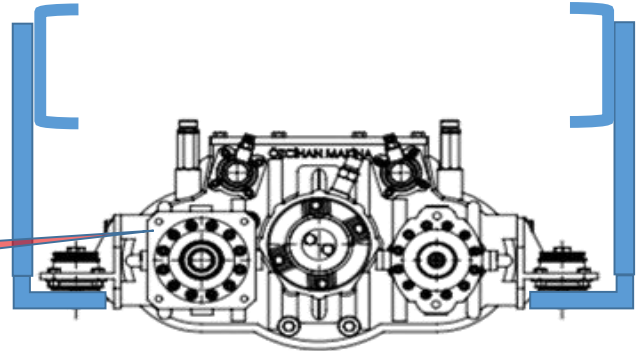
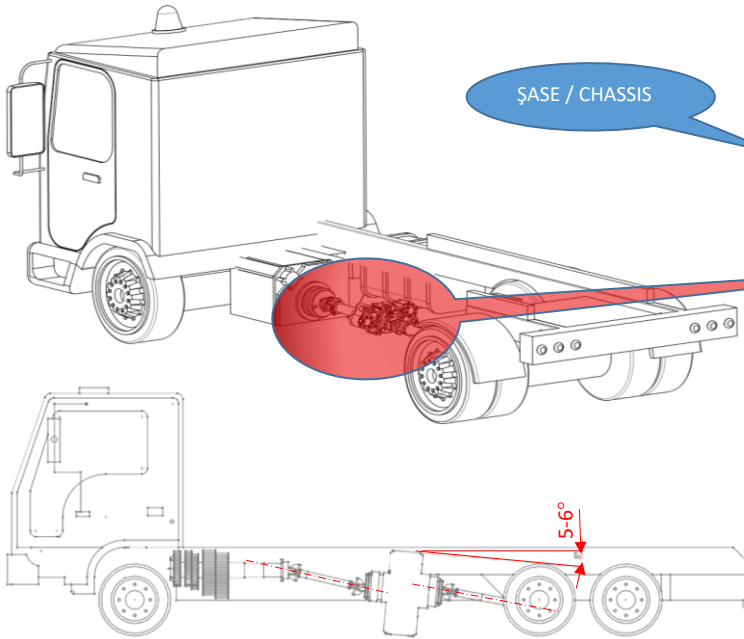


DÖNÜŞ YÖNÜ
DIRECTION OF
ROTATION



5-6 BAR HAVA GİRİŞİ 1/4"
AIR INLET

BAĞLANTI / MOUNTING SIDE



YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION
13LT SHC 626 MOBİL
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 yağının temiz olmalı. Olmadığı takdirde; * Ara şanzıman senkromeç yerlerinden sarar ve kitlenir. * Rulmanlar bozulur...

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.

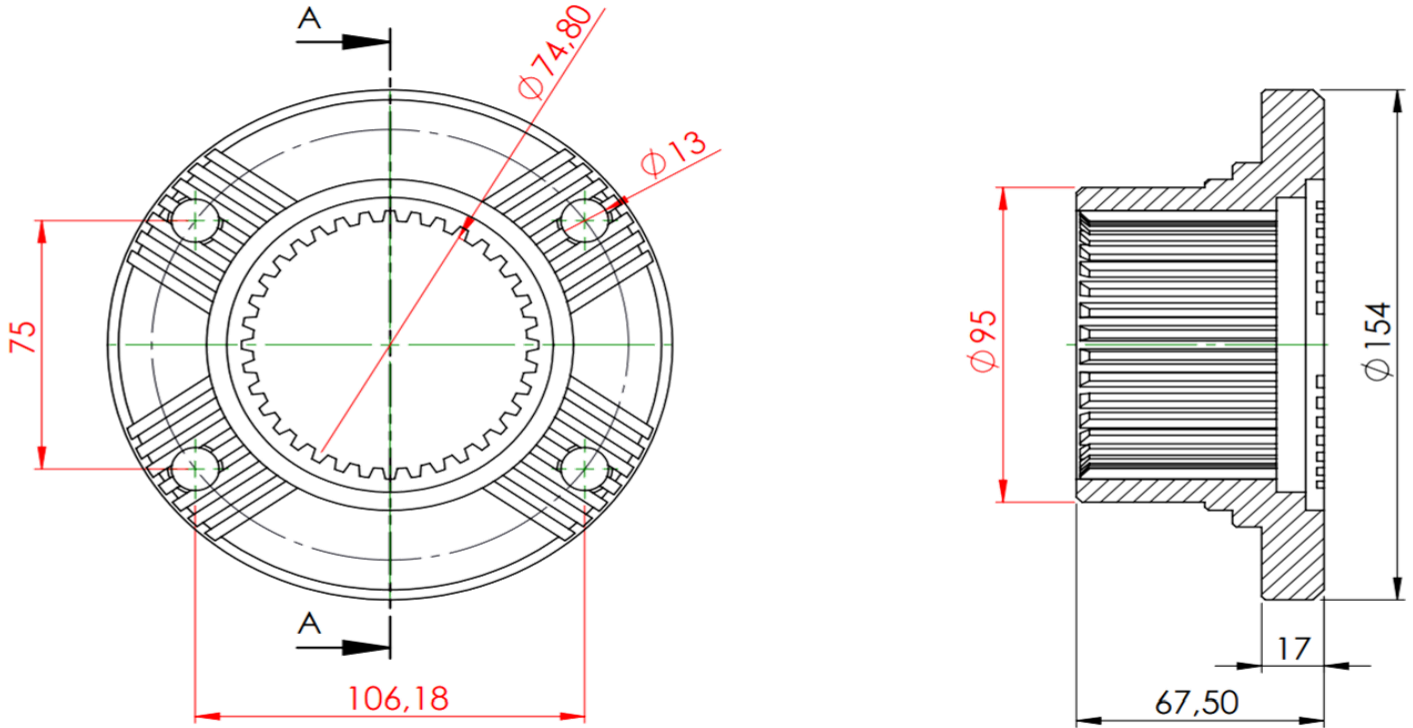


C

ANA FLANŞLAR / MAIN TRANSMISSIONS

1

Ø154 **1.12.23** Z:36 (ISO 8667)



D

ÇIKIŞ KAPLİNERİ / OUTPUT COUPLINGS