



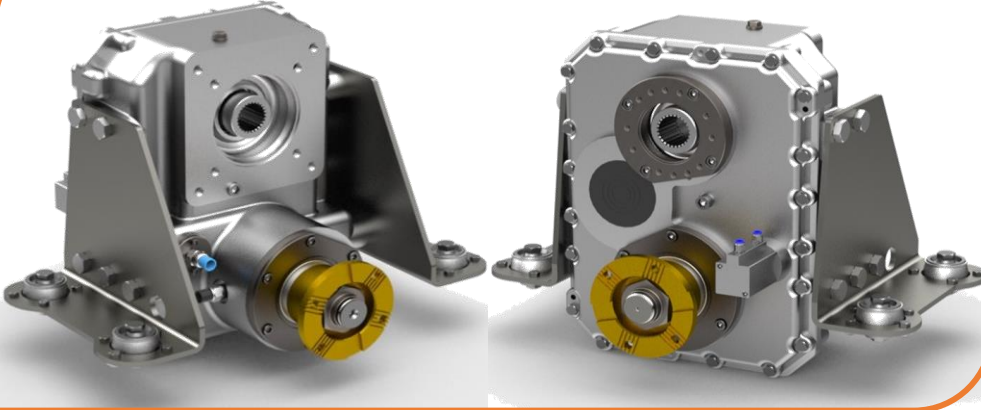
ÖZCİHAN MAKİNA
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www.ozcihan.com.tr



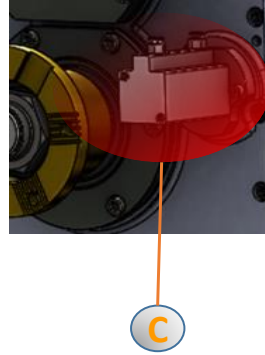
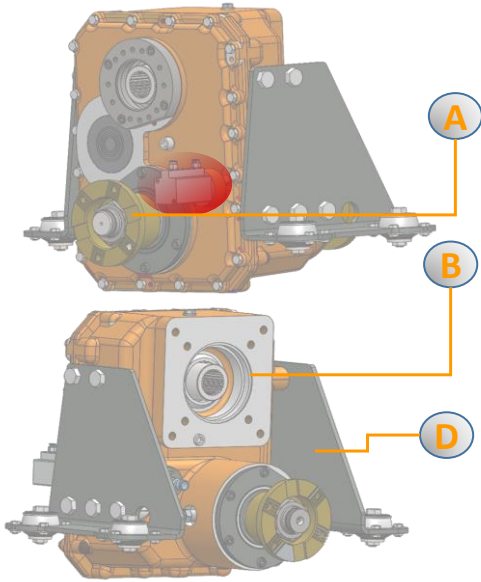
ARA ŞANZİMAN / SPLIT SHAFT (PTO)

PTO KODU / PTO CODE

CTM 259 3500



GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

A GİRİŞ / INPUT

B ÇIKIŞ / OUTPUT

C HAVALI KONTROL / AIR CONTROL

D YAN BAĞLANTI KİTİ / SIDE CONNECTION

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

A

ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 3000 Kgm

B

ÇIKIŞ GÜCÜ / OUTPUT FORCE (1000 dev/dk) 167 kw

TORK / TORQUE: 160 KGM_1568 Nm - GÜÇ / POWER : 167 Kw ORAN/RATIO: 1/1,32

AZAMİ HIZ/ MAX. SPEED

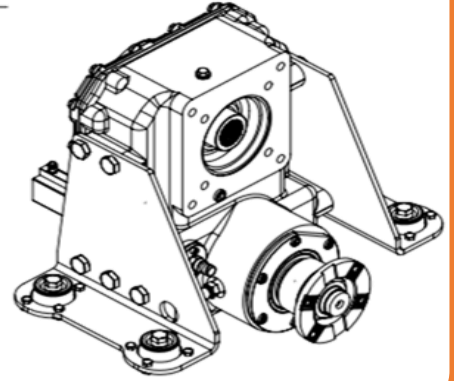
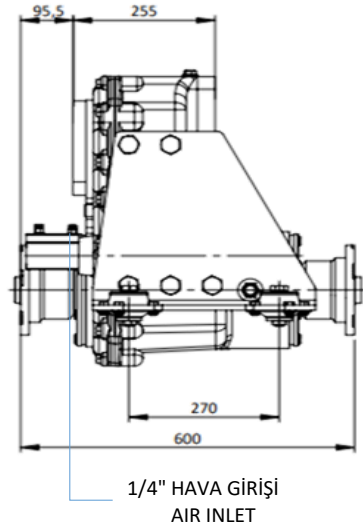
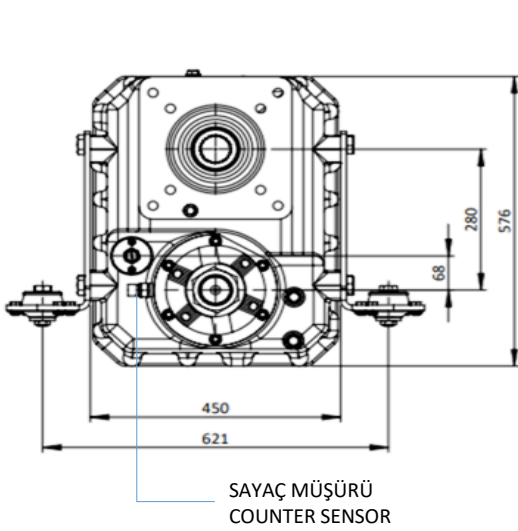
2800-3300 RPM

AĞIRLIK / WEIGHT

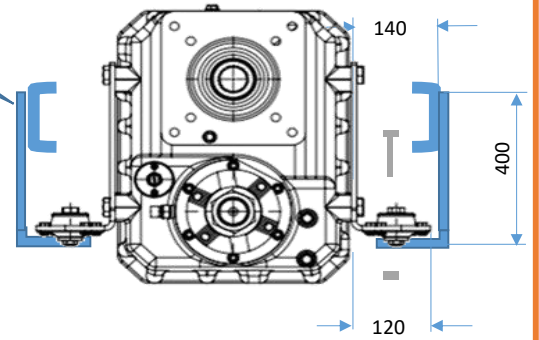
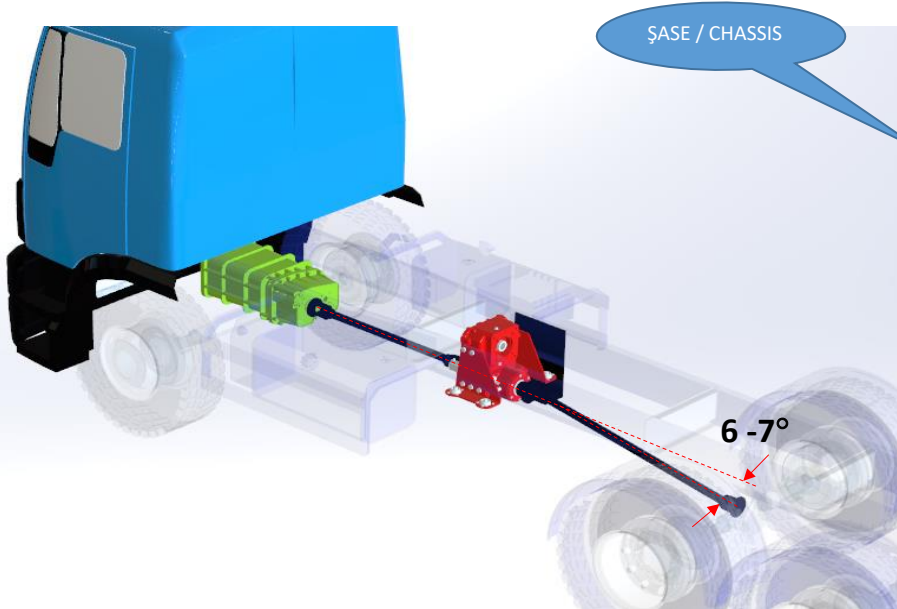
150 Kg



TEKNİK ÇİZİM / TECHNICAL DRAWING



BAĞLANTI / MOUNTING SIDE



YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION
10 LT SAE 80W 90EP
DEĞİŞİM SÜRE: İLK YAĞ DEĞİŞİMİ:110
SAAT
SONRAKİ YAĞ DEĞİŞİMİ:550 SAAT
REPLACE TIME:FIRST OIL CHANGE:110
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 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.



E

ANA FLANŞLAR / MAIN TRANSMISSIONS

1

Ø180 **1.12.40** Z:25 (ISO 8667)

