



ÖZCİHAN MAKİNA
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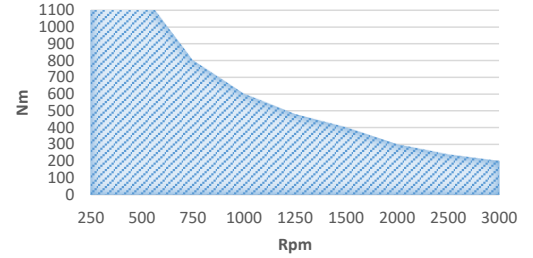


ARA ŞANZİMAN / SPLIT SHAFT (PTO)

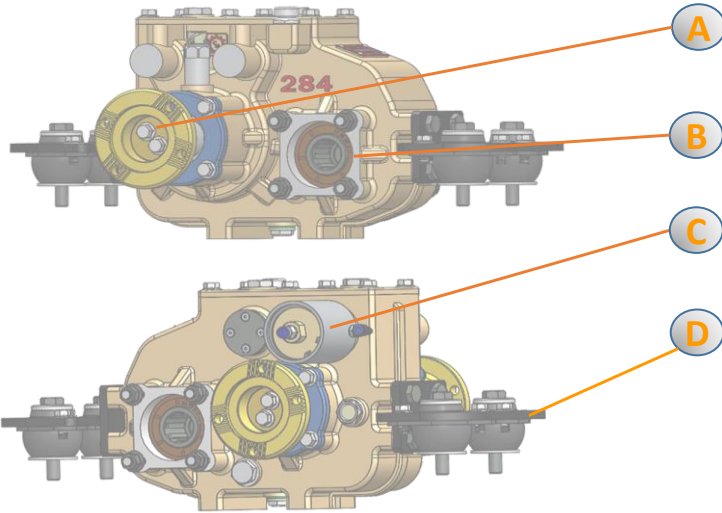


PTO KODU / PTO CODE

CTM 284 800



GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

A ANA ŞAFT / MAIN SHAFT

B ÇIKIŞ / OUTPUT



C VAKUMLU-HAVALI KONTROL / VACUUM-AIR CONTROL

D YAN BAĞLANTI KİTİ / SIDE CONNECTION

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

A ANA ŞAFT / MAIN SHAFT

TORK / TORQUE: 800 Kg_m

B ÇIKIŞ / OUTPUTS: 1000 RPM

TORK / TORQUE: 86,64 Kg_m (850 Nm) - GÜÇ / POWER : 89 Kw-ORAN/RATIO: 1/1,48

TORK / TORQUE: 66,65 Kg_m (650 Nm) - GÜÇ / POWER : 68 Kw-ORAN/RATIO: 1/1,97

AZAMİ HIZ/ MAX. SPEED

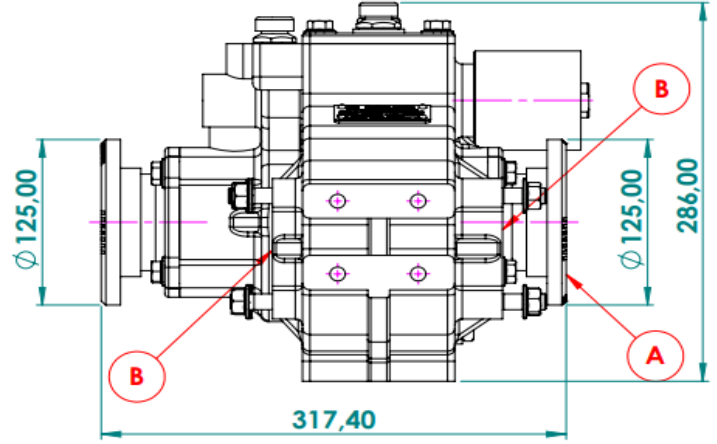
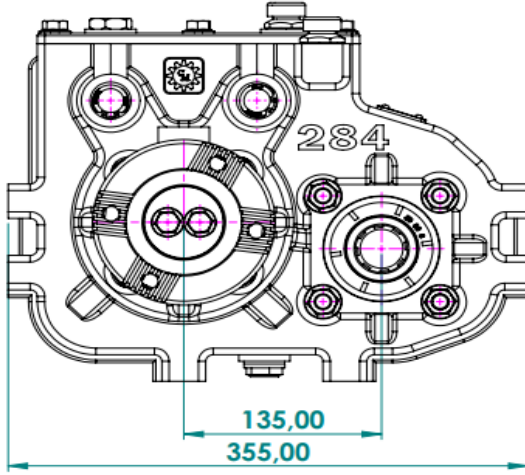
2800-3300 RPM

AĞIRLIK / WEIGHT

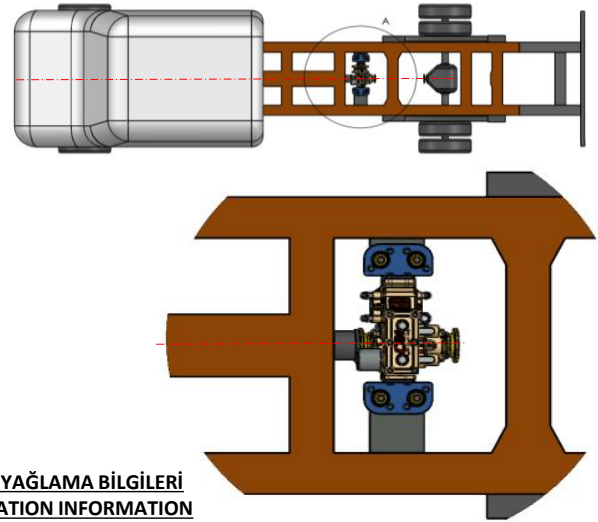
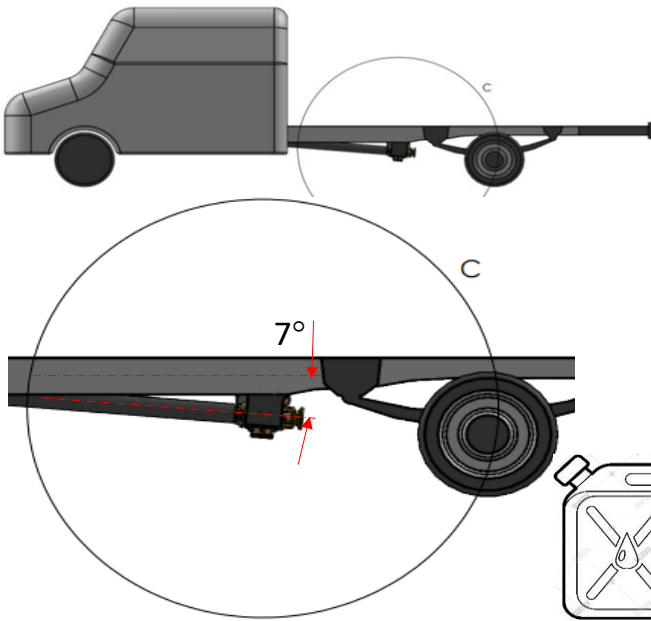
46 Kg



TEKNİK ÇİZİM / TECHNICAL DRAWING



BAĞLANTI / MOUNTING SIDE



**YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION**

1,5 LT SAE 80W 90EP

DEĞİŞİM SÜRE: İLK YAĞ DEĞİŞİMİ: 1 yıl veya 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 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.

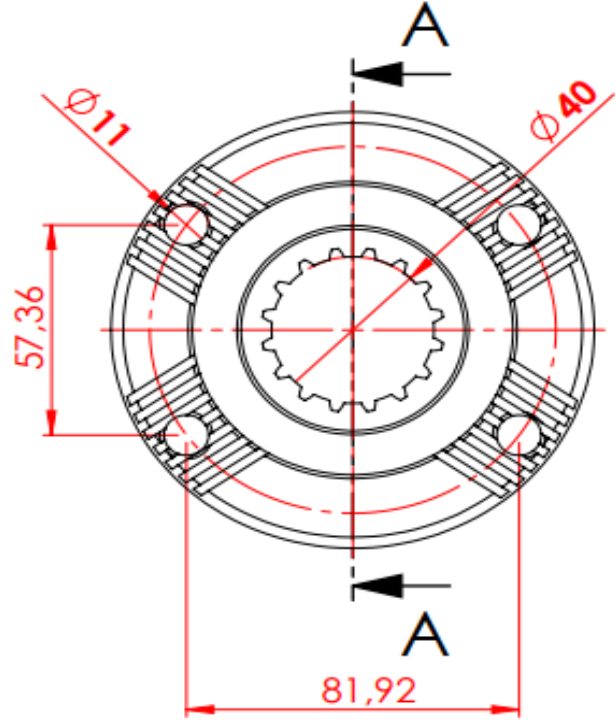
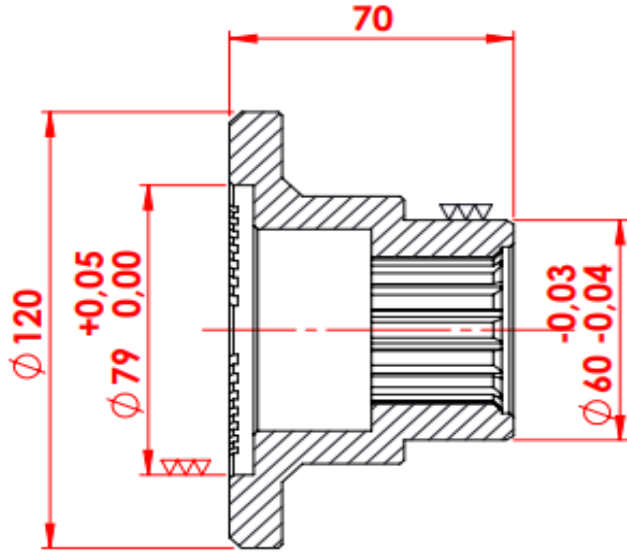


A

ANA FLANŞLAR / MAIN TRANSMISSIONS

1

Ø120 1.12.13 Z:16 (ISO 8667)

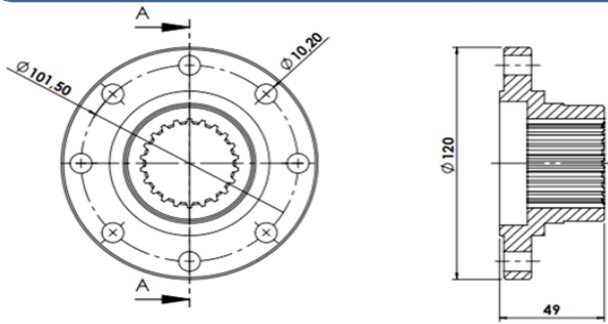


B

ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

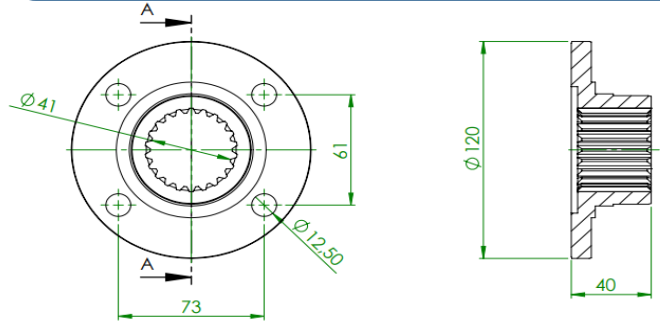
1

Ø120 1.12.05 Z:22



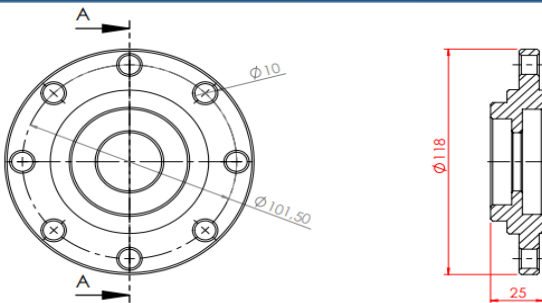
2

Ø120 1.12.31 Z:22



3

Ø118 1.12.35



4

Ø120 1.12.39 Z:22

