



ÖZCİHAN MAKİNA
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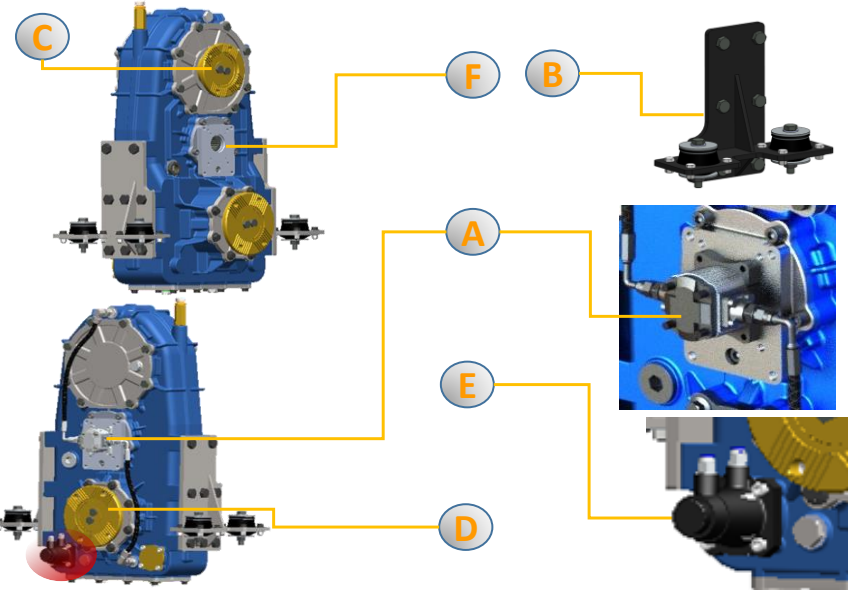
ARA ŞANZİMAN / SPLIT SHAFT (PTO)



**PTO KODU / PTO
CODE**

CTM 329 3500

GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

- A** YAĞ POMPASI / OIL PUMP
- B** YAN BAĞLANTI KİTİ / SIDE CONNECTION
- C** BALATA SİSTEM / CLUTCH SYSTEM
- D** ANA ŞAFT / MAIN SHAFT
- E** HAVALI KONTROL / AIR CONTROL
- F** 2.ÇIKIŞ / 2TH OUTPUT

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

D

ANA ŞAFT / MAIN SHAFT

MAX.TORK / MAX.TORQUE: 35000 Nm

C

1. ÇIKIŞ / 2TH OUTPUTS

TORK / TORQUE: 2500 Nm (255 kgm) - ORAN/RATIO: 1/1,20 _ 1/1,40

F

2.ÇIKIŞ / 1TH OUTPUT

TORK /TORQUE: 600 Nm -ORAN/RATIO: 1/1,20

AZAMİ HIZ/ MAX. SPEED

2800-3300 RPM

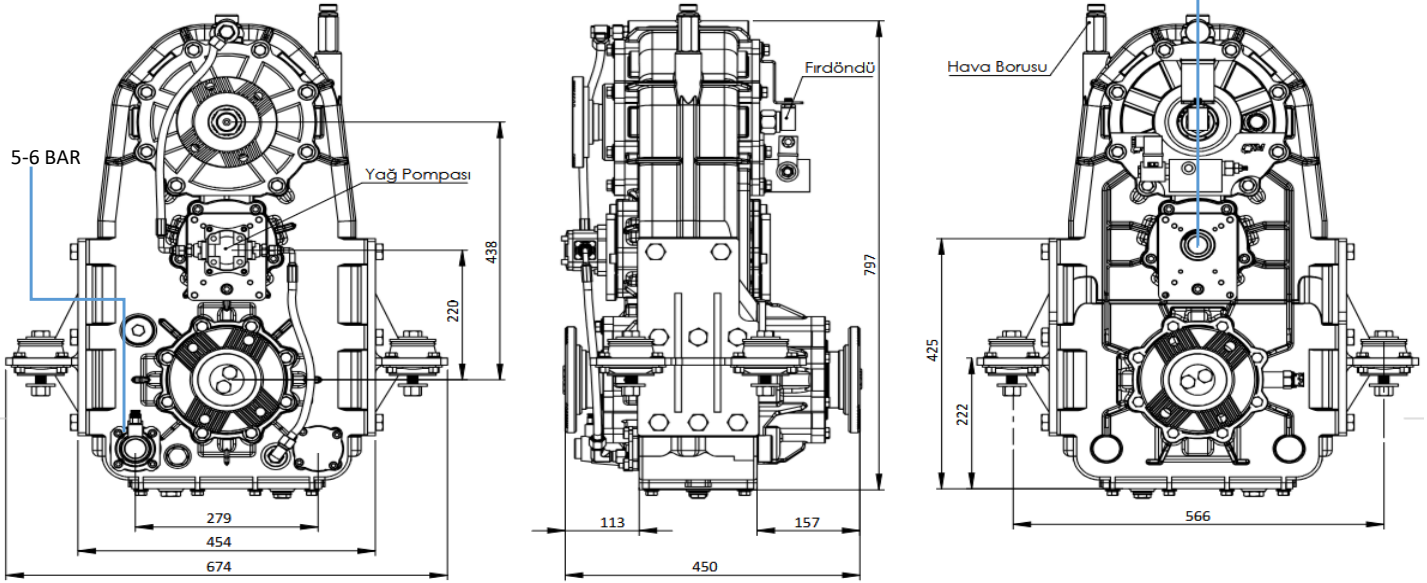
AĞIRLIK / WEIGHT

276 Kg

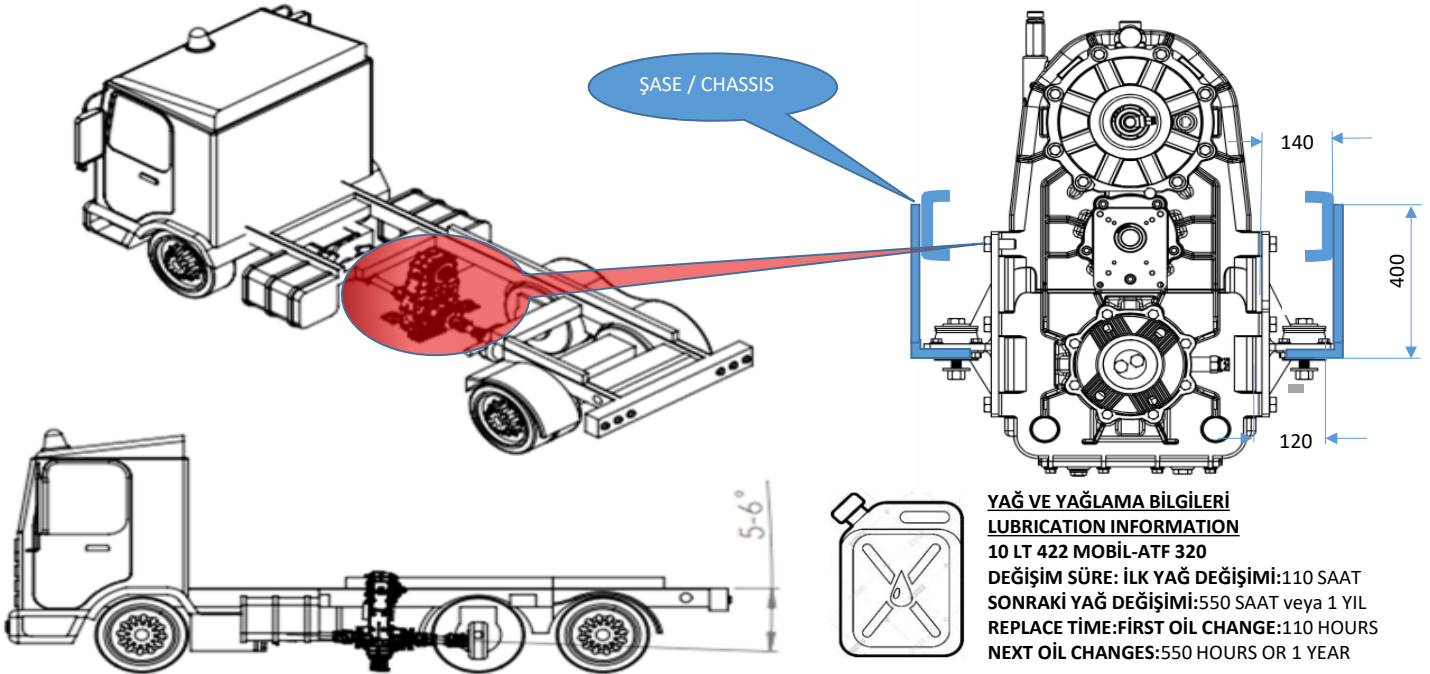


TEKNİK ÇİZİM / TECHNICAL DRAWING

1P1-2P1 POMPA BAĞLANTISI
PUMP CONNECTING



BAĞLANTI / MOUNTING SIDE



**YAĞ VE YAĞLAMA BİLGİLERİ
LUBRICATION INFORMATION**

10 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 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 senkromer 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.

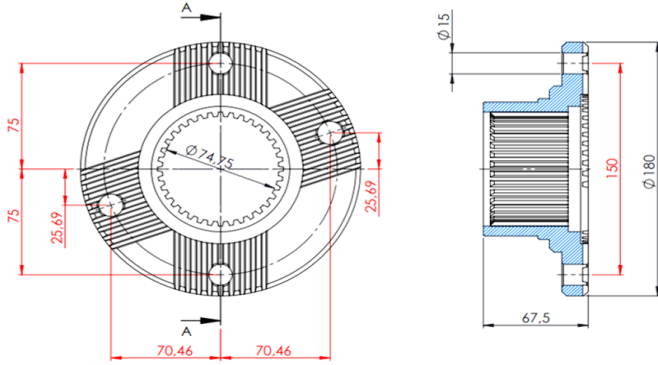
3- Transmission oil should be clean all the time. Dirty oil may cause; * PTO to lock itself. * May break bearings in the PTO.



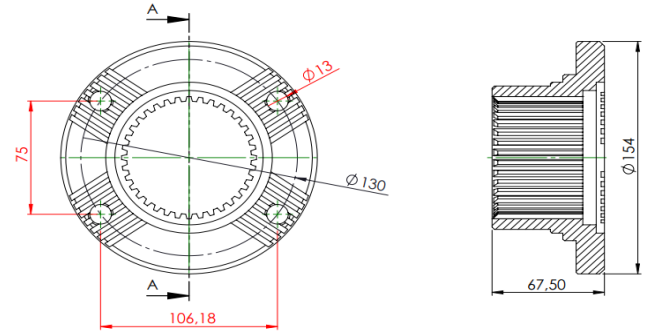
E

ANA FLANŞLAR / MAIN TRANSMISSIONS

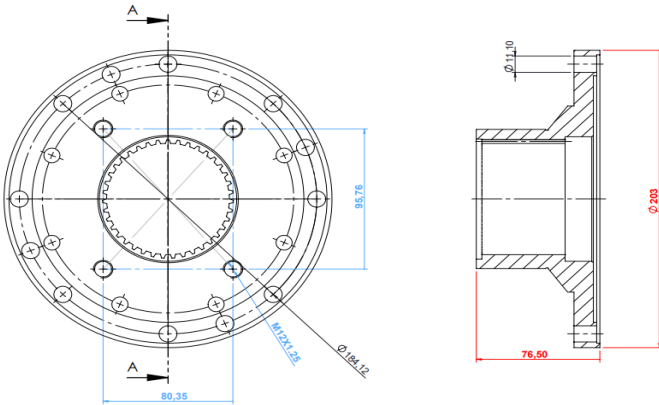
1 Ø180 1.12.21 Z:36 (ISO 8667)



2 Ø154 1.12.23 Z:36 (ISO 8667)

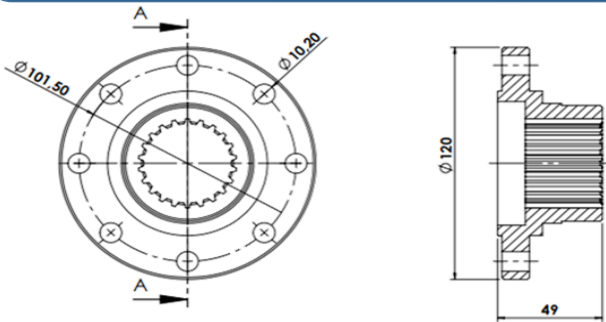


3 Ø203 1.12.58 Z:39 SAE 1500/1600/1700/1800

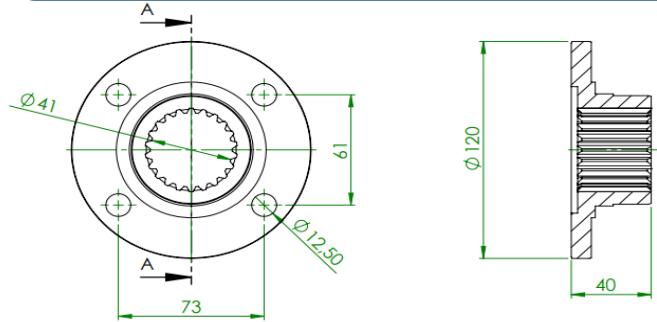


ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

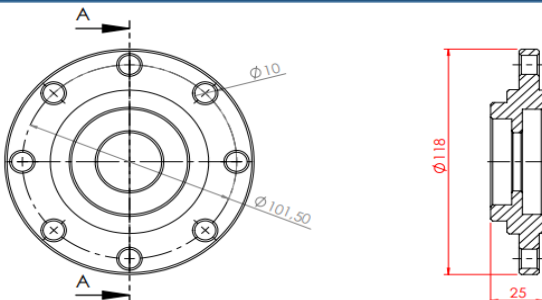
1 Ø120 1.12.05 Z:22



2 Ø120 1.12.31 Z:22



3 Ø118 1.12.35



4 Ø120 1.12.39 Z:22

