



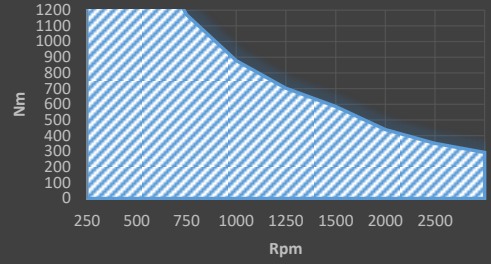
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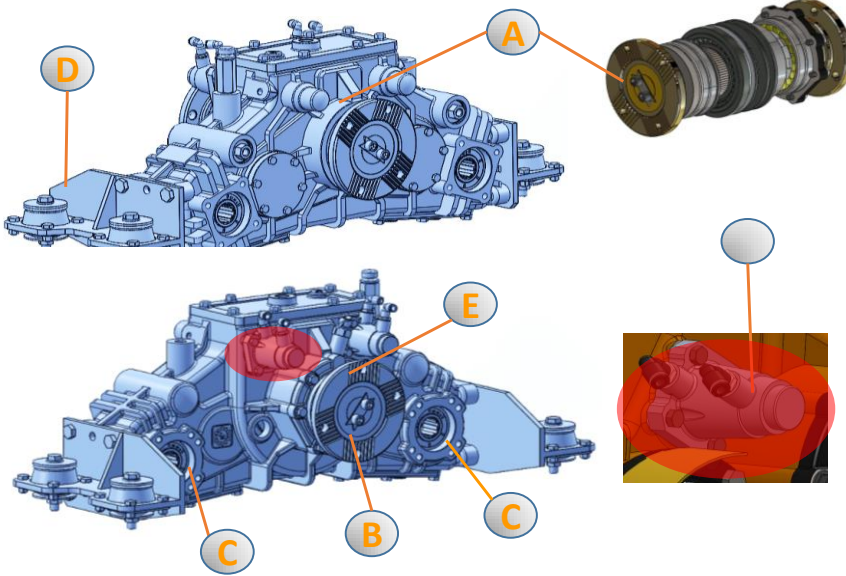
ARA ŞANZIMAN / SPLIT SHAFT

ARA ŞANZIMAN KODU / SPLIT SHAFT

CTM 355-3000



GENEL BİLGİLER / GENERAL INFORMATION



OPSİYONLAR / OPTIONS

- A** GİRİŞ/ INPUT
- B** FLANŞ(ÇIKIŞ) / FLANGE(OUTPUT)
- C** ÇIKIŞ / OUTPUT -ORAN/ RATIO
- D** YAN BAĞL.KİTİ/ ROTARY UNION
- E** ÇIKIŞ KAPLİNİ / OUTPUT CAPLING
- F** HAVALI KONTROL / AIR CONTROL

TEKNİK BİLGİLENDİRME / TECHNICAL INFORMATION

ANA SHAFT / MAIN SHAFT

TORK / TORQUE: 3000 Kgm

C

ÇIKIŞLAR (C)/OUTPUTS(C): 1000 RPM

TORK / TORQUE: 90 Kgm (883 Nm) - GÜÇ / POWER :92 Kw - ORAN/RATIO: 1/2,5

TORK / TORQUE: 95 Kgm (932 Nm) - GÜÇ / POWER :97 Kw - ORAN/RATIO: 1/4,5

AZAMI HIZ/ MAX. SPEED

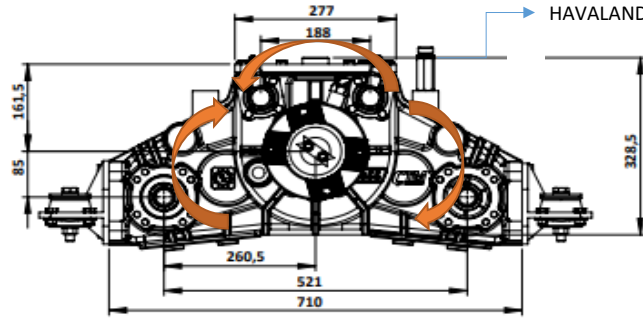
2800-3300 RPM

AĞIRLIK / WEIGHT

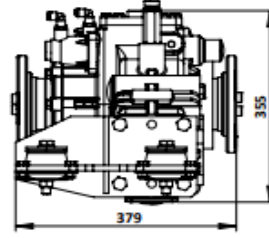
113 Kg



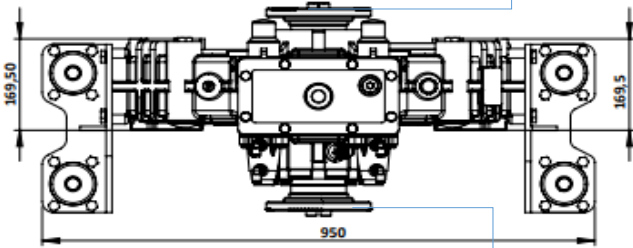
TEKNİK ÇİZİM / TECHNICAL DRAWING



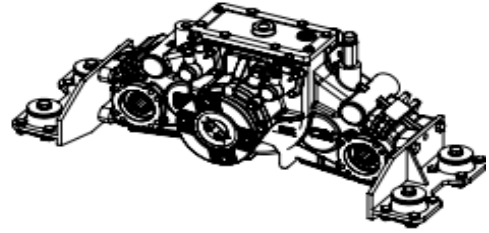
HAVALANDIRMA / VENTILATION



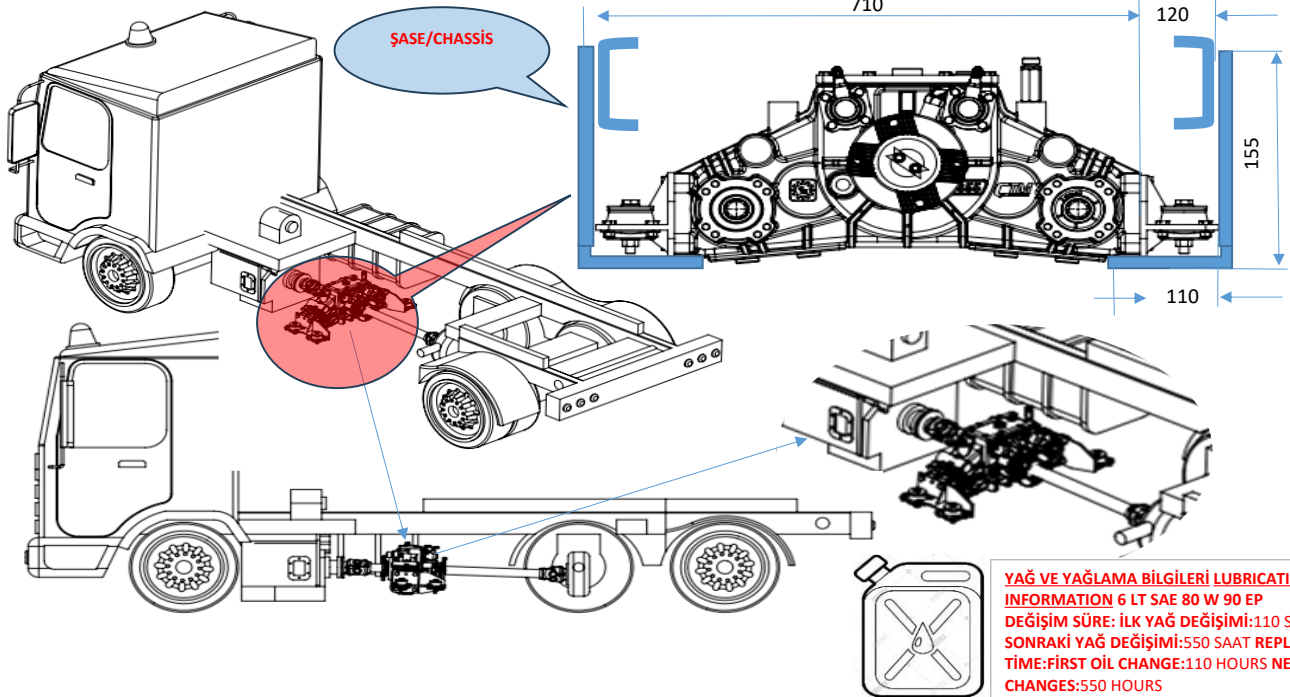
ANA ŞAFT
GİRİŞİ
MAIN SHAFT



ANA ŞAFT
ÇIKIŞI
MAIN SHAFT



BAĞLANTI / MOUNTING SIDE



**YAĞ VE YAĞLAMA BİLGİLERİ LUBRICATION
INFORMATION 6 LT SAE 80 W 90 EP
DEĞİŞİM SÜRE: İLK YAĞ DEĞİŞİMİ:110 SAAT
SONRAKİ YAĞ DEĞİŞİMİ:550 SAAT REPLACE
TIME:FIRST OIL CHANGE:110 HOURS NEXT OIL
CHANGES:550 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 azalmasına 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.



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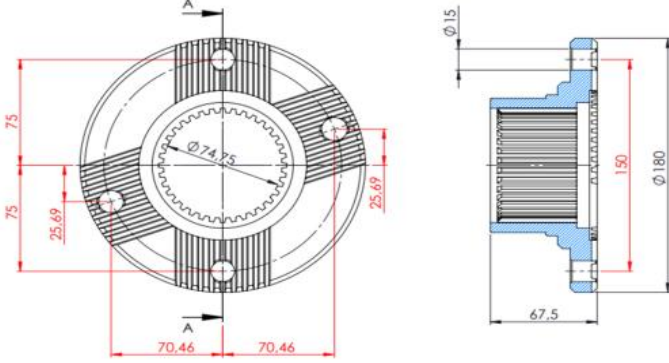


SPLIT SHAFT (PTO)

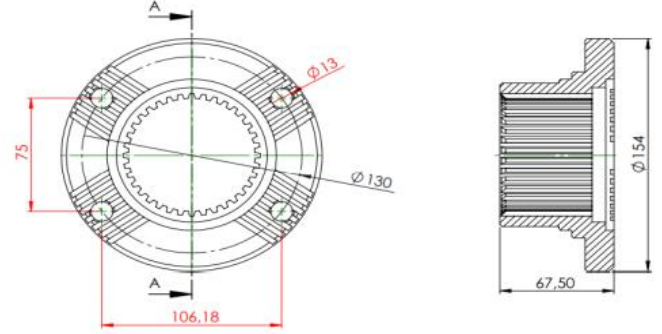
E

ANA FLANŞLAR / MAIN TRANSMISSIONS

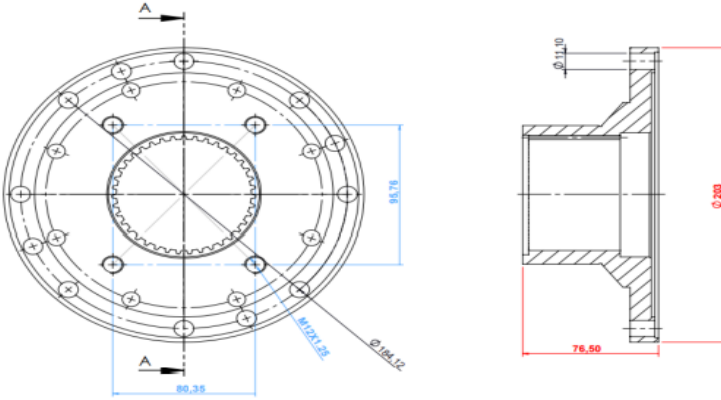
- 1** Ø180 1.12.21 Z:36 (ISO 8667)



- 2** Ø150 1.12.23 Z:36 (ISO 8667)



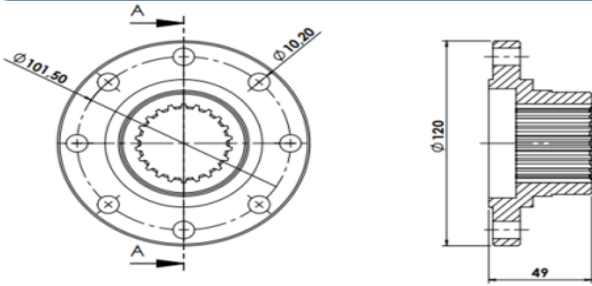
- 3** Ø203 1.12.58 Z:39 SAE 1500/1600/1700/1800



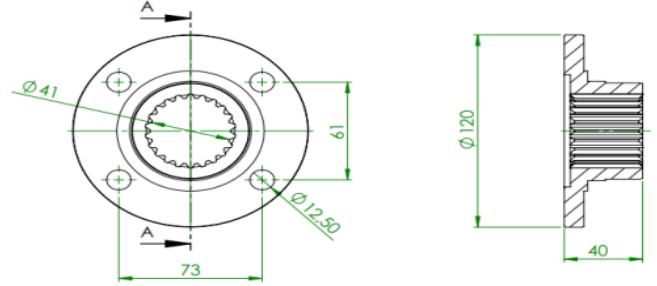
F

ÇIKIŞ KAPLINLERİ / OUTPUT COUPLINGS

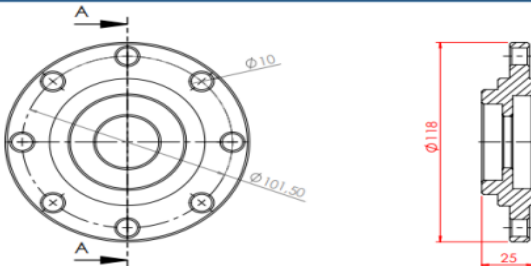
- 1** Ø120 1.12.05 Z:22



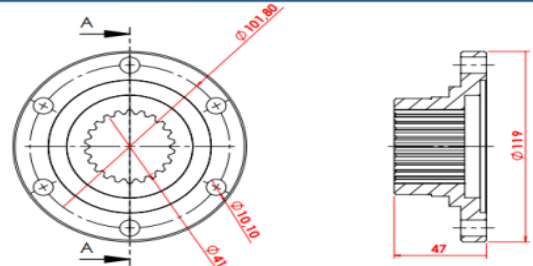
- 2** Ø120 1.12.31 Z:22



- 3** Ø118 1.12.35

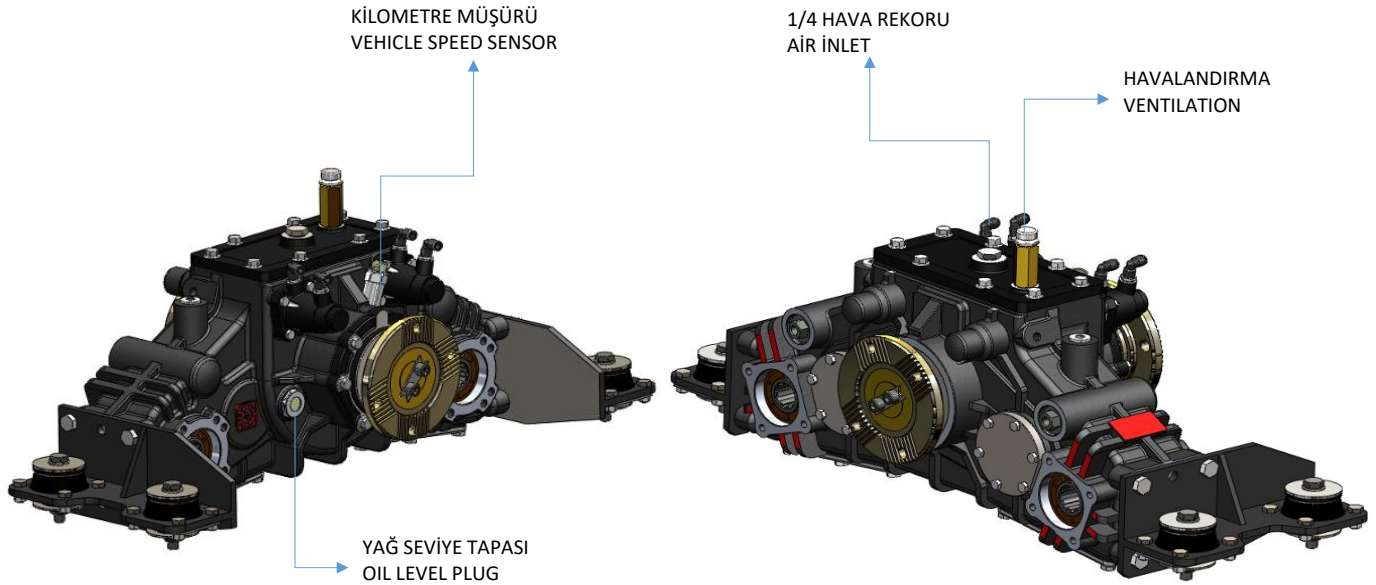


- 4** Ø120 1.12.39 Z:22



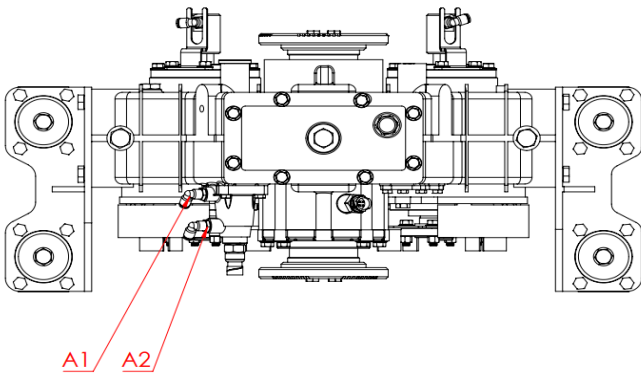


SİSTEM ELEMANLARI BİLGİLENDİRME



HAVA BAĞLANTI TALİMATLARI

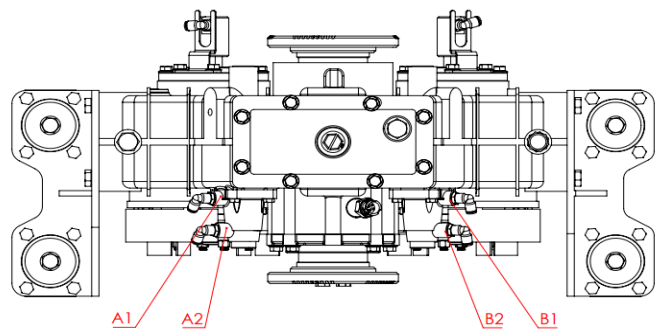
TEK ÇIKIŞ İÇİN



1_ NORMAL SEYİR HALİNDE OLMASI İÇİN A1 DE SÜREKLİ HAVA OLMASI LAZIM.

2_ ARACI DURDURUP A1 DEKİ HAVAYI A2 YE VERDİĞİMİZDE ARAÇ HAREKET ETMEZ. SİSTEM POMPALARI ÇALIŞIR.

ÇİFT ÇIKIŞ İÇİN



1_ ARACIN NORMAL SEYİR HALİNDE OLMASI İÇİN B1 VE A1 DE SÜREKLİ HAVA OLMASI LAZIM.

2_ ARACI DURDURUP A1 DEKİ HAVAYI A2 YE VERDİĞİMİZDE ARAÇ HAREKET ETMEZ. SİSTEM POMPALARI ÇALIŞIR.

3_ B1 DEKİ HAVAYI B2 YE VERDİĞİMİZDE ARAÇ HAREKET EDER VE POMPALAR ÇALIŞIR.