

UARA.2006 OWNER'S INSTRUCTIONS



**KOZANOĞLU
KOZMAKSAN**
HYDRAULIC PUMPS & POWER TAKE-OFFS MANUFACTURING LIMITED CO.
HİDROLİK POMPA ve ARA SANZİMAN PTO İMALAT SAN. LTD. ŞTİ.

1. APPLICATIONS

Fire Truck

Road Maintenance Truck

2. DEFINITION

UARA.2006 is a Split Shaft PTO which is designed with two air

Cylinder for Fire Truck Truck.

UARA.2006 can be engage no matter truck is moving or not,

you can use it for both situation.

2.1 UARA.2006 takes power from main shaft to make equipments work.

For input and output flanges;

ISO 8667, ISO 7646, ISO 7647 std.

are matched.

2.2 UARA.2006 split shaft has 2 outputs in its top

Axial.(1st. & 2nd. Outputs) ③+④

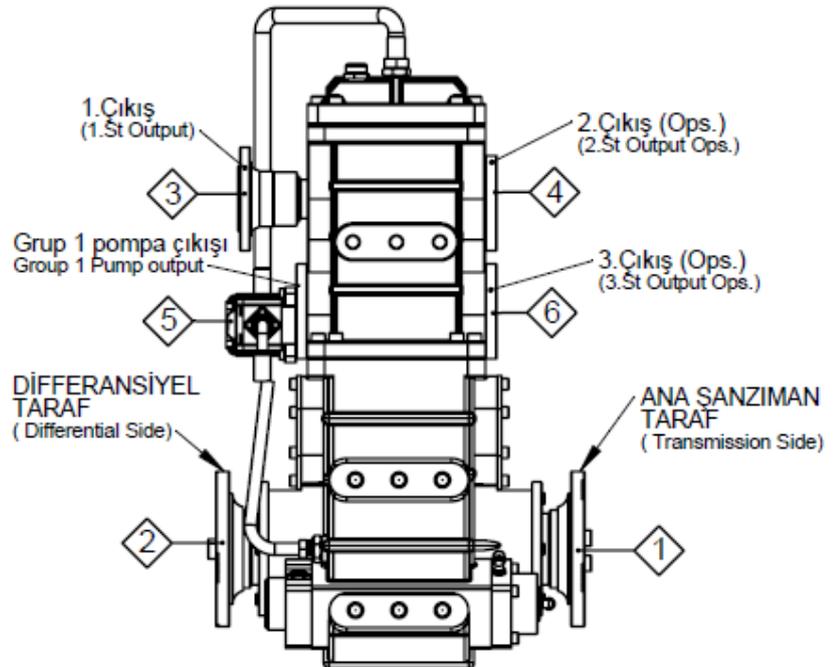
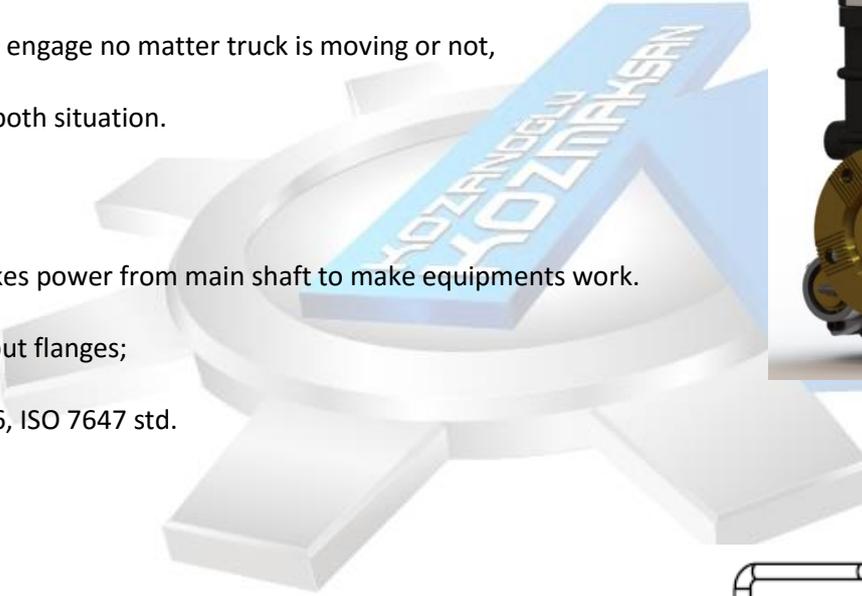
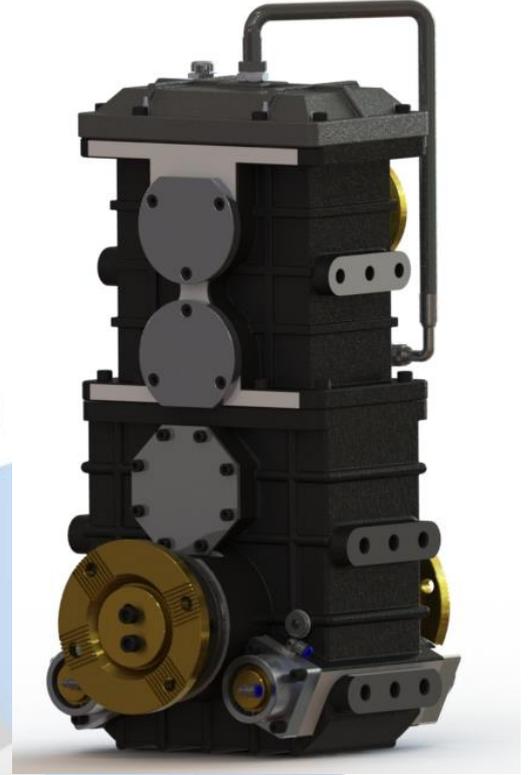
For top output flanges;

ISO 8667 , ISO 7646, ISO 7647 std.

Are matched.

2.2.1 One of middle output is group 1 pump output ,

Second output of middle axial is (3rd. Output) ⑤+⑥



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2.3 UARA.2006 Split Shaft PTO engage&disengage operation is made by synchromesh.

Synchromesh system is controlled by 6-8 air pressure .

2.4 UARA.2006 split shaft requires **SAE 80 W EP 90** type oil or equivalent oil..

3. TECHNICAL DATA

This split shaft warrant below values in case it is used proper

3.1. MAIN INPUT-OUTPUT

Maximum Continues Torque 21010 (Nm)

Maximum Instant Torque 25210 (Nm)

Maximum Rotation 2400 – 3600

3.2. OUTPUT

Ratio 1/1 & 1/1,7 & 1/1,97

Torque 1766(Nm)

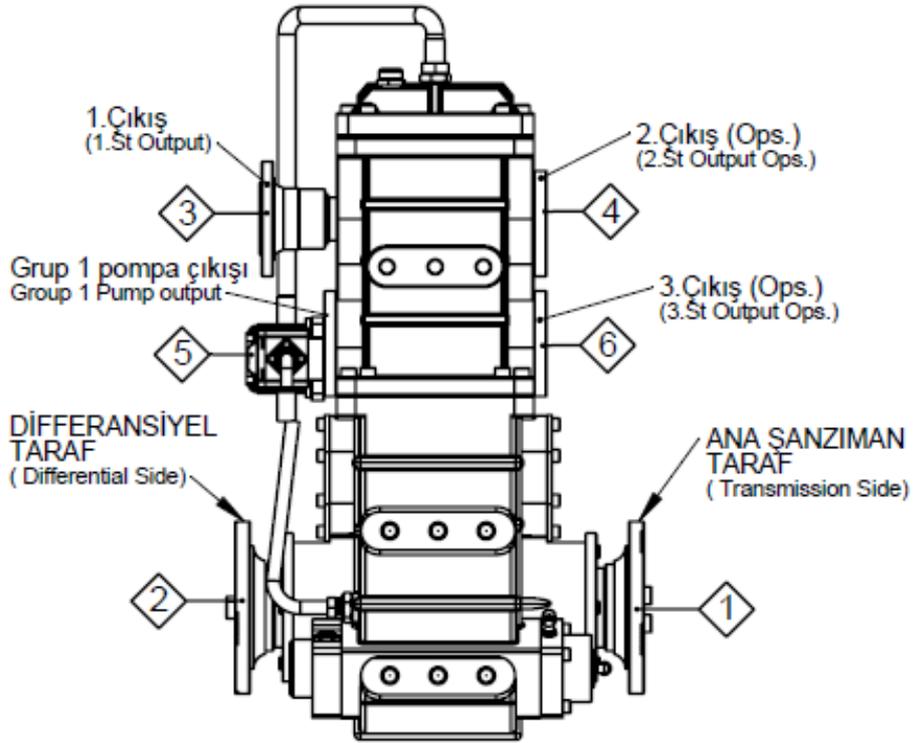
Power (1000 RPM) 185 (Kw)

3.3. OUTPUT

Ratio 1/1,21 & 1/1,84 & 1/2,13

Torque 1900 (Nm)

Power (1000 RPM) 198 (Kw)



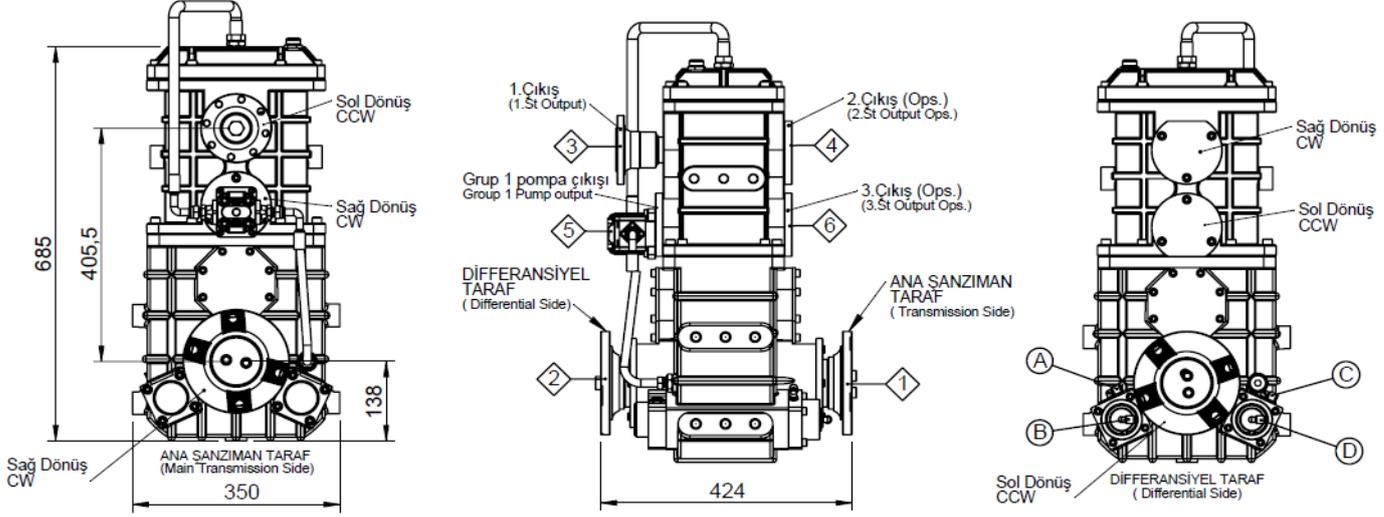
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3.4. SENSE OF ROTATION



4. ENGAGING & DISENGAGING

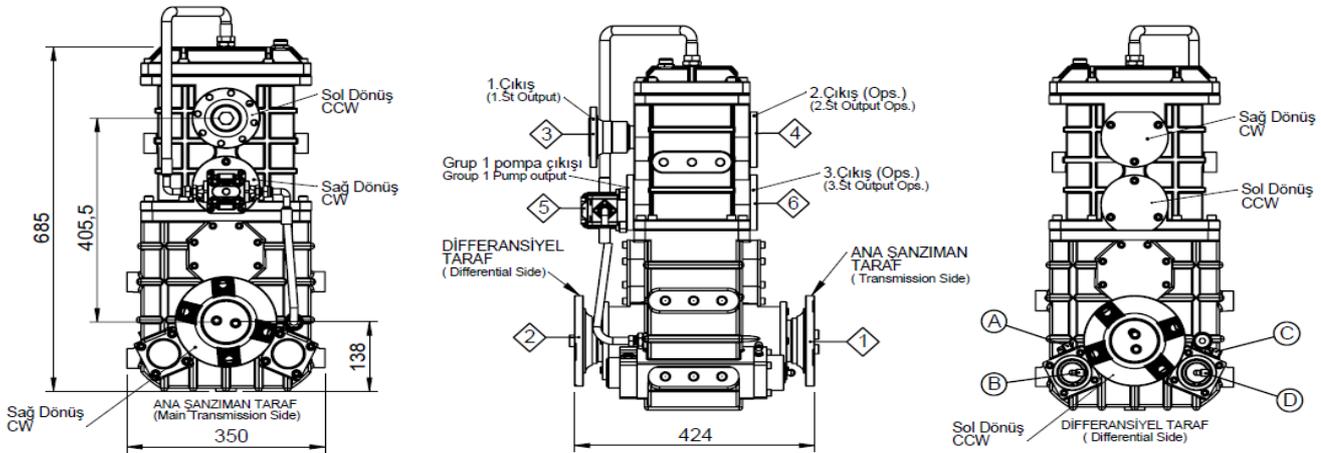
Generally, engaging-disengaging operation is made by the 6-8 bar double-action pneumatic cylinder. To keep engage or disengage stable there is safety catch system.

4.1 Main Drive ; \diamond & \diamond driven by (D) air inlet, Disengage by (C) air inlet

4.2 Middle & Top axial \diamond + \diamond / \diamond + \diamond is driven by (A) air inlet, Disengage by (B) air inlet

4.3 Pump&Roll ; When air provided for (A) and (D) air inlets together, truck will move and pump will work at the same time.

5. DIMENSIONS



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6. SERVICE

OIL FILLING

The split shaft units are shipped as unoiled!!!. Oil should be filled into the Split Shaft Pto by using the oil filling mechanism, before running the vehicle. The oil filling operation should be made on the ground. The required oil level is the top level shown on the indicator. The oil should be totally clean. You are required to use only the recommended oil. **(SAE 80 W 90 EP or equivalent oi)** In case of using any oil other than the recommended oil, the vehicle is out of warranty coverage.

7. MAINTENANCE

7.1 OIL LEVEL CONTROL

Maintenance should be made before and after long trips. Maintenance should be made at ground level and when the vehicle is not running. In case the oil level is less than required, oil should be added.

7.2 OIL REPLACEMENT

Make sure that old oil is totally drained and make sure that you are using recommended (correct) oil. In case of mixing old and new oil;

This situation is going to cause damage of components of gearbox (shaft, gear, bearing etc.)

7.3 OIL CHANGING

First oil changing should be made following 250 hours after the Split Shaft Unit has started to run. Oil changing should be made when the oil is cold.

Draining could be made by removing the drain plug. In order to accelerate the process, it is recommended to remove the filling plug also. Before re-starting,

the drain plug is required to be cleaned. Subsequent oil replacements should be made once in every 1000 hours or once a year..

IMPORTANT!!!

During oil replacement, do not touch the hot oil. Act in compliance with the country legislations in the disposal of the waste oil. Do not pollute the environment.



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7.4 IDENTIFICATION of OIL LEAKS

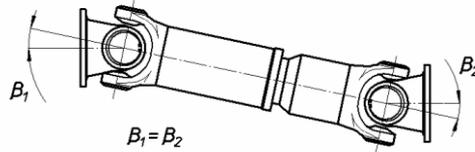
Check for oil leaks periodically. Check for any oil leaks in the area where the vehicle is operated and the surroundings. In case of detecting any oil leaks, Prevent oil leaking, add oil if necessary, contact with manufacturer firm KOZANOĞLU KOZMAKSAN

7.5 GENERAL EQUIPMENT CONTROL

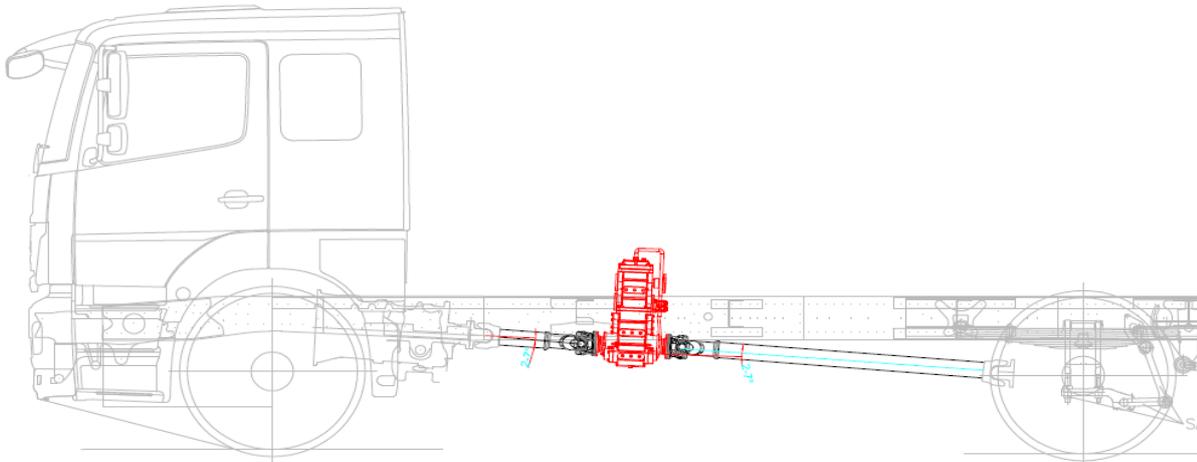
Check for equipments and parts of product periodically. If needed, make bolts tighten

INSTALLATION

- There must be special suspension kit to install the PTO
- The gearbox's brackets should be screwed proper location on chassis. Before screw the proper location on chassis, approval should be received by manufacturer. **NEVER INSTALL IT WITH WELDING PROCESS**
- Balanced shafts should be used
- U-joint flanges should be parallel. This analogy avoids vibration and noise. Also shaft of main transmission, the gearbox and other components should be install compatible to this parallelism. β_1 and β_2 angels should be identical. These angels are changeable due to chassis type and ratio between 3° - 7°



- Shaft of PTO and transmission should be install with u-joint bolts. U-joint screw diemensions, should match with equipments and should avoid any possible friction and collision. Yokes and reference points which placed on shaft should be controlled and should be checked for making sure.



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