

SPECIFICATIONS > PFT - PCV/3000 DIRECT DRIVE



APPLICATION

The PFT-PCV/3000 Direct Drive is a split shaft PTO designed specifically for applications of dry-vacuum equipment, combination machines and high pressure jetters.

DESCRIPTION

The PFT-PCV/3000 Direct Drive is a split shaft PTO with a vertical configuration, providing optimal dimensional characteristics and unique operational performance to drive pumps, blowers, compressors and other equipment mounted above the chassis rails of the vehicle.

The Direct Drive version can be furnished with drive flanges for direct drive shaft set up or hydraulic flanges for the installation of pumps at the front side and/or rear side of the unit.

The distance between the main drive and upper output drive provides :

- Design flexibility and greater margins for alignment of the drive shafts. Increased life and reduced noise levels of drive train components.
- Capabilities to install hydraulic pump mounting flanges from SAE-A through SAE-E.
- The intermediate – front output can be used for hydraulic mounting flanges from SAE-A through SAE-D for auxiliary hydraulic pumps compatible with particular drive shafts or pumps installation.

In the Direct Drive version, the upper output drives and intermediate outputs are engaged automatically when the rear axle is disengaged.

SPECIFICATIONS

MAIN DRIVE						
Maximum continuous torque						21.000 (Nm)*
Maximum intermittent torque						30.000 (Nm)*
Maximum intermittent torque (special version)						34.000 (Nm)*
Maximum Speed						3.300 (rpm)
AUXILIARY OUTPUTS						
UPPER POWER TAKE-OFF						
Maximum power available at shaft	(kW)	380	380	380	340	300
*Maximum continuous torque available	(Nm)	2.000	2.000	2.000	1.800	1.600
*Maximum intermittent torque available	(Nm)	2.200	2.200	2.200	2.000	2.000
*Maximum torque with 800Nm at the intermediate output	(Nm)	1.155	1.420	1.360	1.290	1.290
Available drive ratios		1:1	1,1:1	1,275:1	1,468:1	1,697:1
Maximum output speed	(rpm)	2.800	2.800	2.800	3.000	3.200
Direction of rotation		Same of engine				
Power take-off operational with vehicle		Stationary				
INTERMEDIATE POWER TAKE-OFF						
Maximum torque available at shaft	(Nm)	800				
Direction of rotation		Opposite of engine				
Available drive ratios		1:1,305	1:1,073	1:1,342	1:1,297	1:1,5
Power take-off operational with vehicle		Stationary				

(*) The maximum torque values at the upper output does not include any torque withdrawal at the intermediate output. With a power requirement at the intermediate output, the maximum torque available is reduced in relation to the drive ratios.

DIMENSIONS

