

## SPECIFICATIONS > PFT - PCVT/3000

### APPLICATION

The Power Take-Off PFT-PCVT/3000 was designed specifically for industrial vacuum equipment; combination sewer cleaning machines; drilling rigs and land reclamation vehicles near oil wells.

### DESCRIPTION

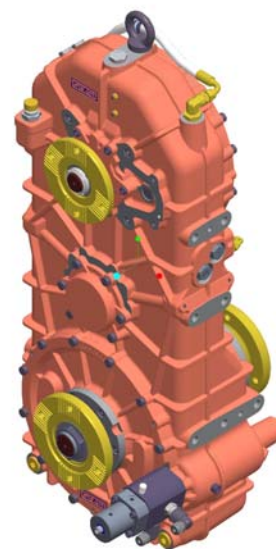
The PFT-PCVT/3000 is an integral vertical Power Take-Off suited to operate vacuum pumps, compressors and hydraulic pumps closed-coupled to its body, allowing to fully exploit the high performance of the most powerful lorries on the market.

Its big center distance (between the main input and upper outputs) allows:

- a) better alignment of drive shafts resulting in extended drive train life and drastic reduction of operational noise.
- b) possibility to install larger hydraulics at the intermediate and upper drive outputs
- c) design flexibility for the arrangement and positioning of driven components eliminating the need for costly and labor intensive customize mountings.

The Power Take-Off PFT-PCVT/3000 is available in the versions Direct Drive; Closed-Coupled Pump Drive; Disconnect Drive; and PowerClutch Drive (Patented).

In the versions Direct Drive and Closed-Coupled Pump Drive, power is transmitted through the intermediate and upper outputs when the main drive train is disengaged



from road mode into operational mode (vehicle at a standstill).

In the Disconnect Drive version, the engagement and disengagement of the disconnect module is performed via a double acting integral pneumatic shifter control (vehicle at a standstill).

In the PowerClutch Drive (Patented), version the engagement and disengagement of the upper drive output can be performed on-the-fly without the need to stop the rotation of the main input shaft, resulting in improved and more efficient operation; reduced fuel consumption; reduced time on-the-job; and increased overall performance of the machine.

### MAIN DRIVE

Maximum continuous torque	Nm	21.000
Maximum intermittent torque	Nm	34.000
Maximum speed	rpm	3.600

### AUXILIARY OUTPUTS

#### UPPER POWER TAKE-OFF

Standard drive ratios		1,00:1	1,10:1	1,26:1	1,49:1	<b>1:1,53</b>
Maximum output speed	rpm	2.400	2.650	3.000	3.600	1.600
Maximum power available at shaft	kW	622	584	547	547	622
Maximum continuous torque @ 1.800 rpm (*)	Nm	3.300	3.100	2.900	2.900	3.300
Maximum intermittent torque	Nm	3600				
Direction of rotation		Same as engine				
Power take-off operational with vehicle		Stationary				
Maximum continuous torque @ 1.800 rpm with 1.300 Nm at intermediate output	Nm	1.636	1.670	1.734	1.783	1.369

#### INTERMEDIATE POWER TAKE-OFF

Standard drive ratios		1,28:1	1,21:1	1,13:1	1,28:1	<b>1:1,03</b>
Maximum torque available at shaft	Nm	1.300				
Direction of rotation		Opposite of engine				
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 at the upper output is reduced in relation to the drive ratios.

For application requirements beyond those specified above, please contact our office.



OMSI Trasmissioni S.p.A.

## DIMENSIONS

