

UARA.3001 OWNER'S INSTRUCTIONS



1. APPLICATIONS

Concrete Pumping Vehicles

2. DEFINITION

UARA.3001 is a Split Shaft PTO with specially designed durable for repeater loads. UARA.3001 can provide 100% input speed at normal drive mode. PTO outputs can be design with all ISO standard flanges as well as suitable housing for any kind of hydraulic pump. Cooling system can be mount on the gearbox. Even though it is generally used for Concrete Pumping Vehicles, it can be used any application which needs high torque capacity.



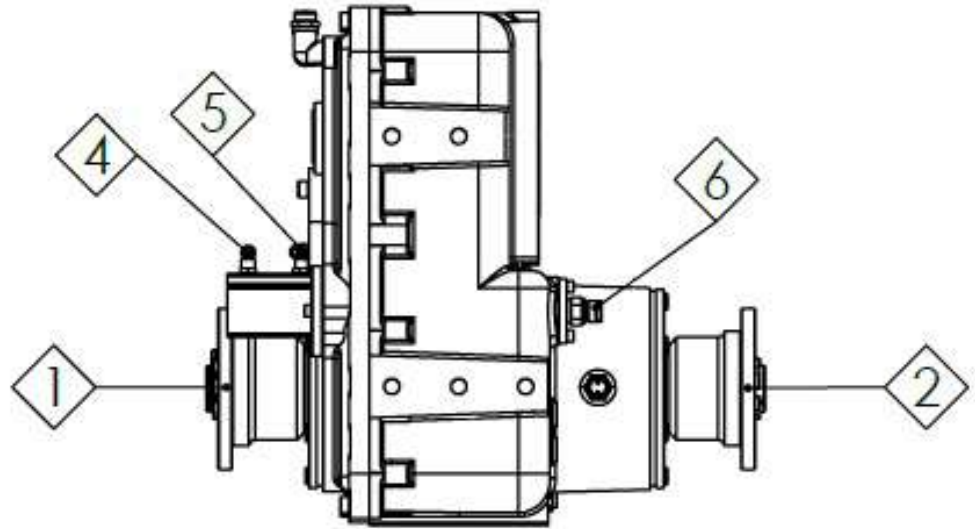
2.1 UARA.3001 takes power from main shaft to make equipments work.

For input and output flanges;

ISO 8667, ISO 7646, ISO 7647 std. are matched.

2.2 UARA.3001 split shaft has 2 PTO outputs

on top axis. (3 & opposite side)



Merkez : 1175. (7) Sokak No:9 (06370) Ostim-ANKARA Tel: (+90312) 354 05 39 - pbx Fax:(+90312) 354 34 59
Fabrika : ASO 1.Org.San.Bölgesi Erkunt Cad. No: 6 Sincan - ANKARA Tel: (+90312) 267 39 71 (pbx)

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2.3 UARA.3001 Split Shaft PTO engage&disengage operation is made by synchromesh.

Synchromesh system is controlled by 6-8 air pressure .

2.4 UARA.2401 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 (1&2)

Maximum Continues Torque 37265 Nm

Maximum Instant Torque 41500 Nm

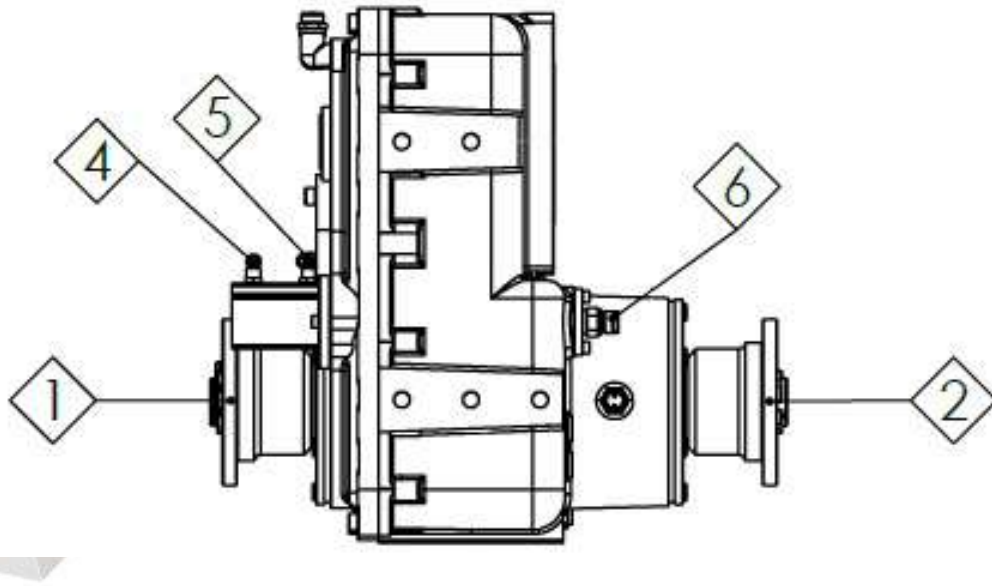
Maximum Rotation -

3.2. OUTPUT (3 & opposite side)

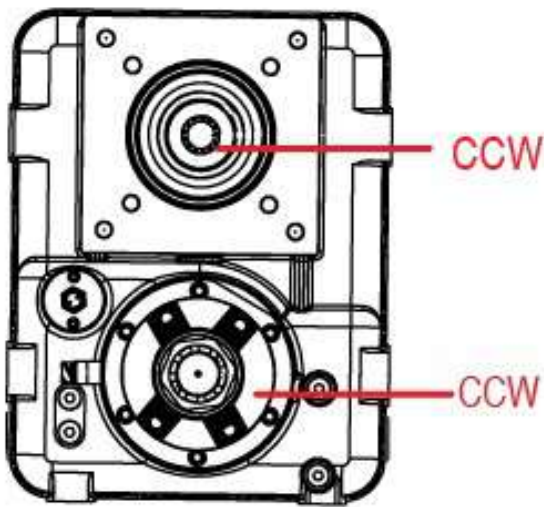
Ratio 1/1,46

Torque -

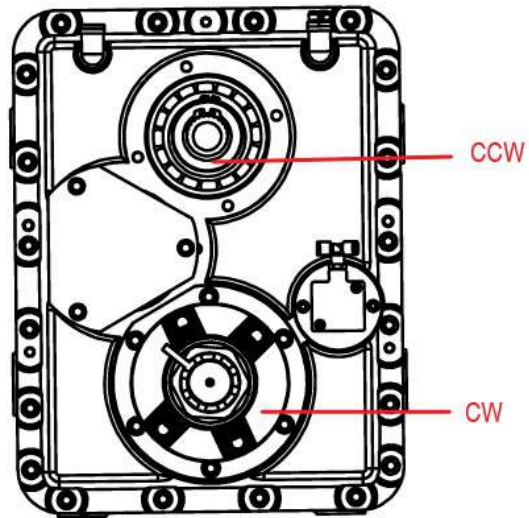
Power 350 kW@1000rpm



3.4. SENSE OF ROTATION



Differential Side



Main Transmission Side



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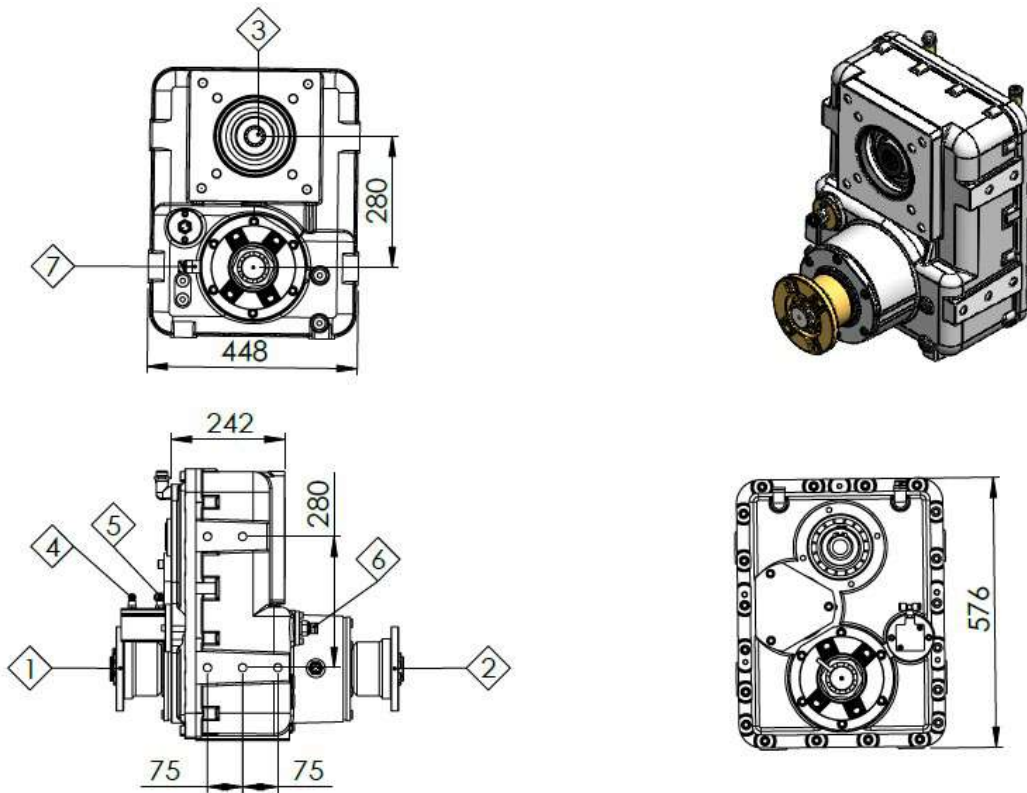
4. ENGAGING & DISENGAGING

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 (1&2) ; Engage is driven by (4) air inlet, Disengage by (5) air inlet

4.2 Side axial (3&4) ; After disengage the main shaft by (5) air inlet ; (5) air inlet engages the Top Outputs

5. DIMENSIONS



6. SERVICE

OIL FILLING

The split shaft units are shipped as unooled!!!. 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 oil)** In case of using any oil other than the recommended oil, the vehicle is out of warranty coverage.



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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 100 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.

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**

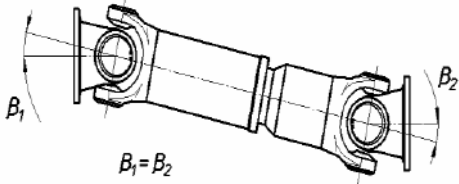


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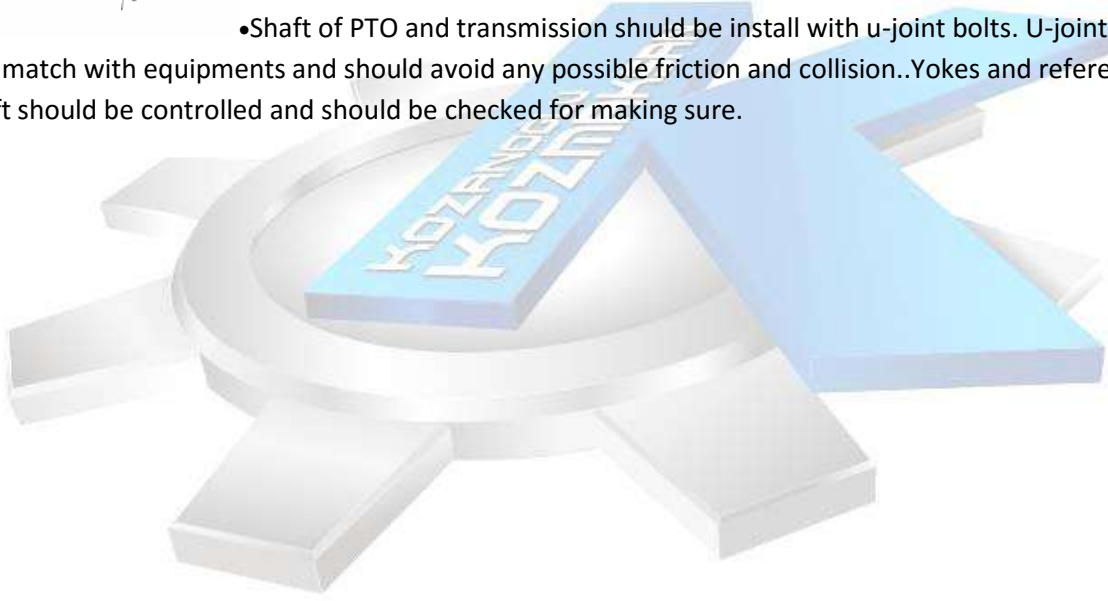


• Balanced shafts should be used

• U-joint flanges should be parallel. This analogy avoids vibration and noise. Also shaft of main transmission, the gearbox and other components should be installed compatible to this parallelism. β_1 and β_2 angles should be identical. These angles are changeable due to chassis type and ratio between 3° - 7°



• Shaft of PTO and transmission should be installed with u-joint bolts. U-joint screw dimensions, 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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ŞASE - ARA ŞANZIMAN BAĞLANTI PARÇASI
CHASIS - SPLIT SHAFT UNIT MOUNTING PART

ARAÇ ŞASE
VEHICLE CHASIS

STEEL FLANGE

STEEL FLANGE

ARA ŞANZIMAN BAĞLANTI PARÇA
SPLIT SHAFT MOUNTING PART

M16 FİBERLİ SOMUN
M16 FIBERED NUT

ARA ŞANZIMAN
SPLIT SHAFT

ÇELİK PUL
STEEL PLAIN WASHER

KAUÇUK
RUBBER

ÇELİK BORU
STEEL PIPE

M16 CIVATA
M16 BOLT

ÇELİK PUL
STEEL PLAIN WASHER

ARA ŞANZIMAN BAĞLANTI PARÇA
SPLIT SHAFT MOUNTING PART

