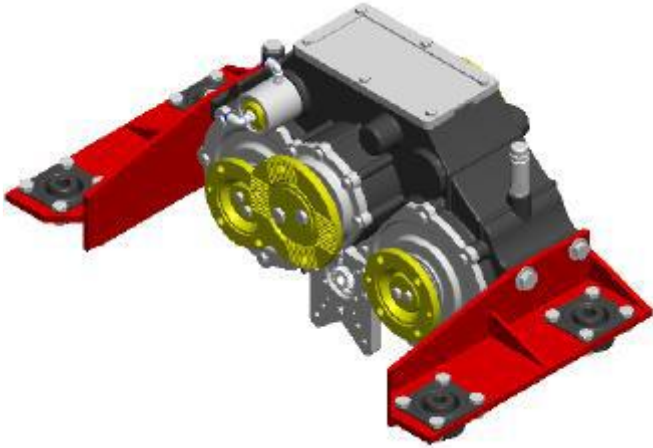


## AKN-SPS-U24

### Double Output Split Shaft Unit



#### Description:

This Split Shaft PTO is mounted to the Trucks' drive shaft to give the power to the desired equipment. U24 is automatic split shaft PTO. Automatic PTO oil ATF should be used. The transition is done by steel and bronze discs to guarantee this process separately by one or two applications. The Vehicle drive shaft should be at rest when the outputs are engaged or disengaged. The below values would be guaranteed, if the right split shaft mounted to the appropriate Vehicle

#### Technical Data's

Code	: AKN-SPS-U24
Input Torque for drive flange	: 2400 Kgm. or 23535 Nm
Max Continuous load	: 23544 Nm
Max momentary load	: 31392 Nm
Output Torque	: 110 Kgm or 1080 Nm
Oil	: 9 LT Automatic transmission oil
Weight	: 195 kgs.

#### Lateral PTO output spec

Direction of Rotation	: Opposite from the engine
Ratio	: 1 to 1/1.25 -- 1 to 1/1.70 -- 1 to 1
Output Power	: 115 kW – 155 HP
Control Type	: with clutch system and pneumatic rotary

#### Central Power take of for Service Pump

Type of Exist	: Hydraulic
Number of Exist	: 2
Max Power	: 35 kW and 400 Nm
Direction of Rotation	: Opposite from the engine
Ratio	: 1 to 1,62
Rotation (PTO)	: Left ( ccw)

A BRAND OF "AKIN EXPORT MAKINE ITHALAT IHRACAT LTD. STI."

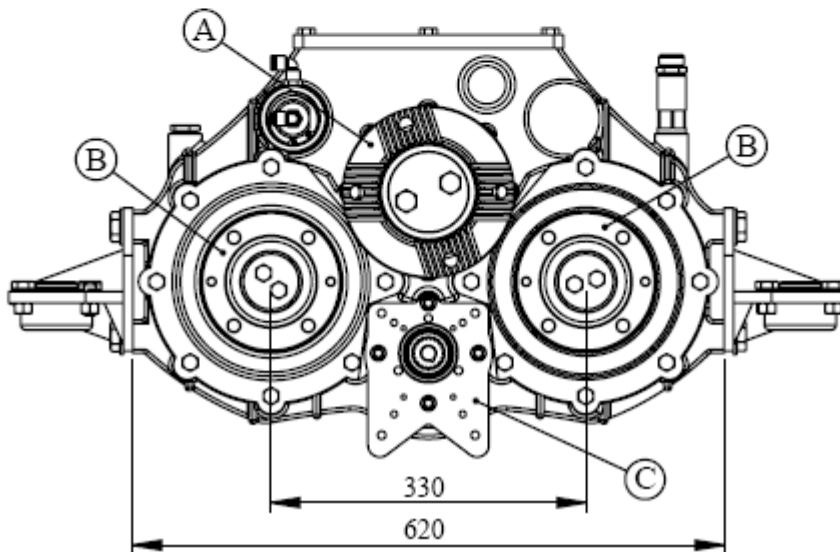
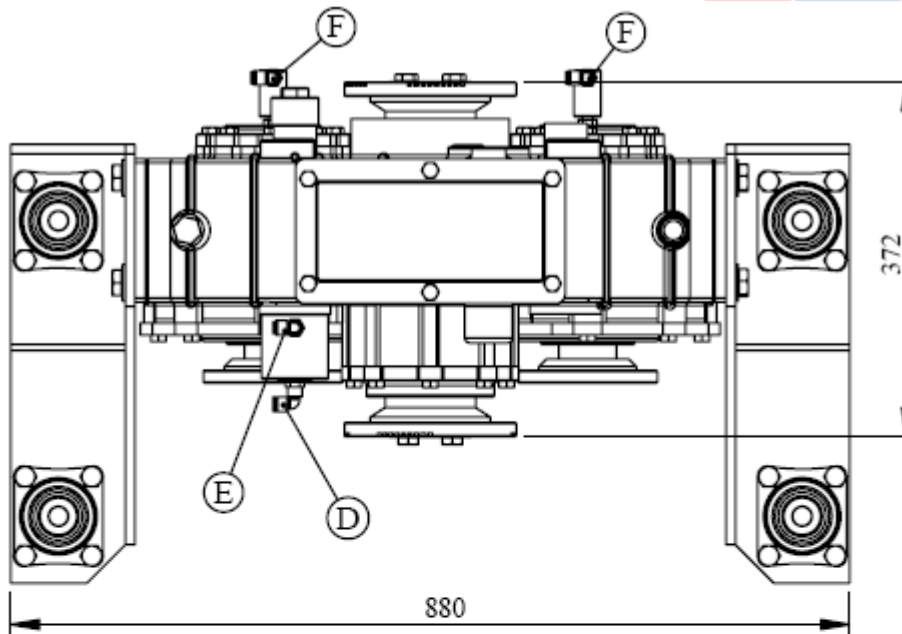
### Drive Shaft Engagement and Disengagement

The engagement and disengagement are done by double effects pneumatic cylinder (6-8 Bar) and position determining protection system . The control must be operated only while the transmission is completely stoped.

### Lateral Outputs Engagement:

The outputs engagement and disengagement are done by pneumatic rotary cylinder (6-8 Bar) even when the transmission shafts are not completely stop.

### Measurements



## SERVICE & OIL

The Split Shaft PTO is supplied without oil. It should be filled with oil from the oil filling cap. This process should be done while the PTO is on ground and the right level of the oil should be up to the oil control cap. The oil should be clear. Only the recommended oil (**9 LT. AUTOMATIC TRANSMISSION OIL**). Otherwise, the Split Shaft PTO would be out of **AKIN** warranty.

## Maintenance

Please be sure that the previous oil has been completely thrown during the oil changing. The new oil should be the recommended or of equal standing. Mixing the previous oil with the new one affects the life of product.

## The terms should be followed during Oil Changing.

The first oil change should be done after 150 working hour. It is recommended to change the oil while it's hot. Removing the oil emptying cap is enough. For faster emptying the filling cap should be removed too. Before engaging the Split Shaft PTO, please be sure that the oil emptying cap is tightened well. The second oil change should be done after 500 working hour or one per year.

## Important

Please don't touch the oil while you are emptying. Please follow the country law for the old oil. Please take care of environment.

## Oil leakage

Please make a check for the oil leakage occasionally. Also check for the Split Shaft PTO working area. In case of any oil leakage please don't hesitate to contact the service or the manufacturer.

## INSTALLATION

Power take-off must be positioned between the transmission and the rear axle, preferably adjacent to the center support bracket (where provided).

The split shaft units mounting feets should be mounted to the rubbers 4 bolts flanges. At the same time, the chassis mounting part that's already mounted the vehicle chassis must be mounted the rubbers with M20 bolts, nuts. Both split shaft unit mounting feets and chassis mounting parts should not definitely touch each others.

Driveshafts must be dynamically balanced. Where mechanical drive components such as shafts, flanges, nuts and bolts must be replaced, the new components must be of the same type and grade as the original units. Self-locking nuts must not be used more than once: in the event of removal, replace with new nuts.

Driveshafts must be positioned so that U-joint flanges are parallel in order to prevent vibration and noise generation during operation. Consequently, the power take-off and the other drive components must be positioned at the same angle as that between transmission and vehicle frame. This angle varies according to vehicle type.

Information concerning these angles can be obtained from the vehicle manufacturer.

Power take-off and the vehicle's rear driveshaft must be connected using end-motion U-joints. Size of end-motion U-joints must be selected with care to prevent axial thrust on drive components, and specifically on the power take-off input and output flanges, the transmission output flange and the vehicle's rear driveshaft input flange. U-joint yokes must be in phase; to this end, check that reference marks on shaft are correctly aligned (see Figures 2 and 3).

A BRAND OF "AKIN EXPORT MAKINE ITHALAT IHRACAT LTD. STI."

With vehicle at full load, U-joint angles between power take-off and rear axle must be as small as possible.

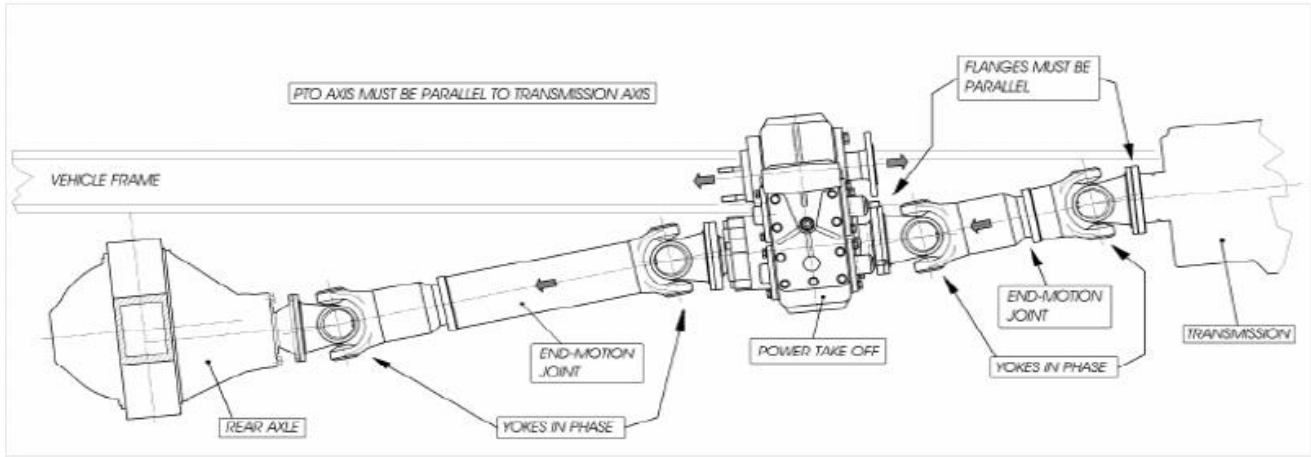


Figure 2

With vehicle at full load, U-joint angles between power take-off and rear axle must be as small as possible.

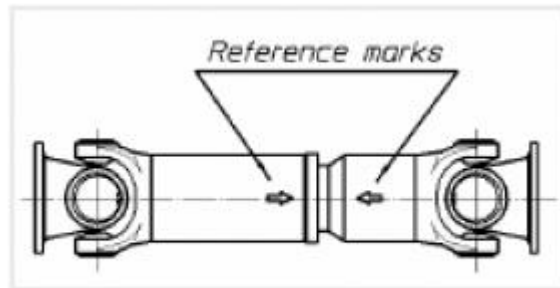


Figure 3