

FACT SHEET

POWER TAKE-OFF

PTER-DIN Rear engine, clutch-ind. PTO, splined shaft groove fem close-coupled pump DIN 5462/ISO7653



PTER-DIN is a clutch independent, rear-mounted, engine power take-off.

The power take-off consists of a bearing housing that is mounted on the right rear side of the engine transmission.

It is suited to types of transport in which the power take-off must be clutch independent. This means that power is taken directly from the engine.

The power take-off can operate both when the vehicle is underway and when it is stationary.

The power take-off is suited to applications such as:

- Dumper.
- Hook lift.
- Cement mixer.
- Refrigerator/freezer units.
- Container lift/load exchanger.
- Refuse collection.
- Snow plough/sand spreader.



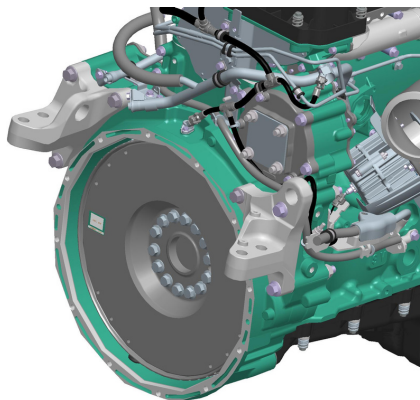
DRIVER APPEAL

- A switch in the instrument panel permits convenient installation of, e.g., the activation and deactivation mechanism for the hydraulic pump bypass valve.



PRODUCTIVITY

- Fitted on the rear right of the engine and powered directly from the engine's transmission.
- Powers direct from the engine, and continuous operation while driving result in a high vehicle productivity.
- Power take-off with few moving parts for high performance.



Power take-off, D13 engine

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SPECIFICATION

Designation.....PTER-DIN
Location..... Rear right side of engine transmission
Type..... Clutch-Independent Power Take-Off
Hydraulic pump connections..... DIN 5462/ISO 7653
Rotation (viewed towards power take-off).....Anticlockwise

Engine D11.....
Gear ratio (Engine: PTO).....1:1.08
Weight.....12.8 kg
Max. torque..... 650 Nm

Engine D13.....
Gear ratio (Engine: PTO).....1:1.26
Weight.....11.7 kg
Max. torque..... *

Engine D16/D17.....
Gear ratio (Engine: PTO).....1:1.26
Weight.....12.0 kg
Max. torque..... *

Engine G13.....
Gear ratio (Engine: PTO).....1:1.26
Max. torque..... 350 Nm

* Ordered via sales variant:

EPTT650: 650 Nm

EPTT1000: 1000 Nm

See also Volvo body builder instructions (VBI) for more information about torque limits.