

FACT SHEET

POWER TAKE-OFF

PTR-DH Gearbox high-speed PTO, 1 rear connection DIN 5462/ISO 7653 for plug-in pump, 600 Nm

The PTR-DH is a gearbox-mounted, high speed, clutch-dependent, power take-off with a DIN connection for a directly mounted hydraulic pump.

The power take-off is driven via the intermediate shaft of the gearbox and is mounted on the rear side of the gearbox. Rpm and output are governed by the gear ratio of the gearbox and the speed of the engine (diesel/gas powered vehicle) or electric motors (electric vehicle). The power take-off is engaged by a pneumatic system.

The power-take off is clutch-dependent and on a diesel/gas powered vehicle, the power take-off can be used when the vehicle is standing still or when driving at low speeds. On an electric vehicle, the power-take-off can be used only when the vehicle is at a standstill.

The power take-off is suitable for applications such as:

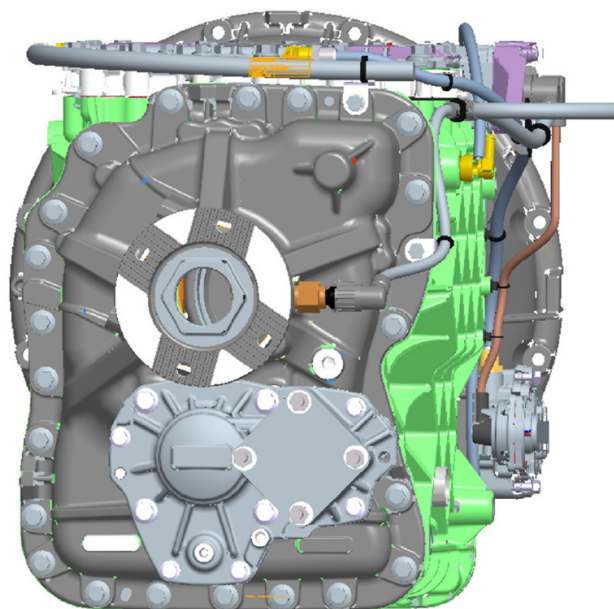
- Dumpers
- Container lifters
- Crane-equipped trucks

SPECIFICATION

Designation..... PTR-DH
 Type..... Clutch dependent, high speed
 Location..... Rear section of gearbox
 Max. output, continuous operation..... 100kW*
 Max. permitted torque..... 600Nm
 Rotation (viewed towards power take-off)..... Anticlockwise
 Hydraulic pump connection..... DIN 5462/ISO 7653
 Gear ratios..... Dependent on choice of gearbox
 Weight..... 13kg

* Gearbox oil cooler is required if used power exceeds 75 kW for more than 15 minutes.

See also the Volvo body builder instructions (VBI) for more information.



FEATURES AND BENEFITS

- Fitted on the rear side of the gearbox and driven via the intermediate shaft of the gearbox.
- Robustly dimensioned gears, shafts and bearings offer high operating reliability and a long service life.
- Rpm and output are governed by the gear ratio of the gearbox and the speed of the engine (diesel/gas powered vehicle) or electric motors (electric vehicle).
- Reliable engagement is carried out by a pneumatic system.

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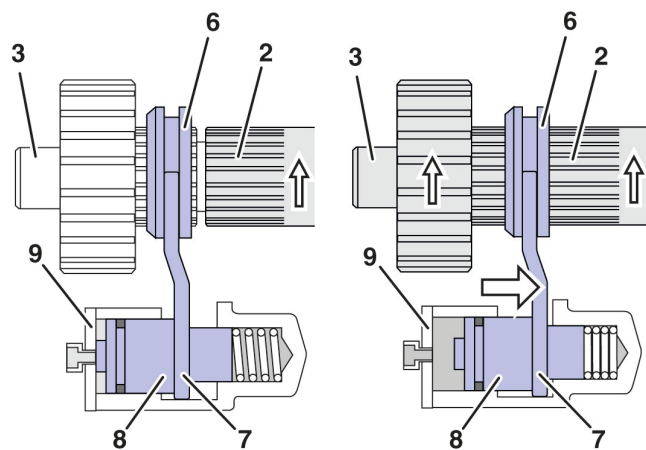
Engagement/disengagement from the driver's seat

Engagement and disengagement are done with a conveniently located switch on the instrument panel.

The pneumatic and mechanical design is constructed as follows:

An engaging sleeve (6) connects the connecting shaft (2) to the power take-off input shaft (3). The engaging ring is operated with a selector fork (7) by a compressed air-powered piston (8) in the control cylinder (9).

The compressed air for the control cylinder is regulated by a solenoid valve that is engaged and disengaged by a switch on the instrument panel.



Power take-off disengaged.

Power take-off engaged.