



# POWER TAKE OFF RECOMMENDATIONS BEFORE START-UP



## Manufacturer's Declaration

ABER ensures compliance of its products with the essential health and safety requirements of the Directive 2006/42/EC and harmonized standard EN ISO 12100:2010.

## General information

The Power Take Offs (PTO's) are mechanical devices that transmit mechanical power. They are usually applied to gearboxes from where the power is taken to be transmitted to the hydraulic pumps, intermediate shafts, etc. Normally applied in dumpers, cranes, cleaning systems, moving floors, compressors, power generators, etc. This device stands out due to its low noise and its high efficiency.

## How to use

The following procedure is not valid for automatic gearboxes. The procedure to operate the PTO should always be made with the vehicle parked, parking brake actuated, engine running and gear box in neutral.

1. press the clutch for 5/10 seconds;
2. turn on PTO control (pneumatic, vacuum, electric or mechanic);
3. release the clutch slowly.

To disconnect the PTO:

1. press the clutch for 5/10 seconds;
2. turn off PTO control;
3. release the clutch.

### ATTENTION

PTO must be turned off, before the vehicle starts moving again. Do not exceed the limits of power and torque indicated in the technical sheet. The incorrect engagement and disengagement may cause premature equipment damage.

## Maintenance

Daily	Monthly	Annually
-Check the tightness of the pneumatic system and the light switches.	-Check the tightness of the pneumatic system and the light switches. -Check the oil level and refill if necessary. We advise consulting the gearbox manufacturer recommendations. -Check the tightness of the fixation studs and if necessary tighten more. Consult torque table to tight studs correctly. -Visual inspection of all the components and if necessary proceed with the repair.	-Check the tightness of the pneumatic system and the light switches -Check the oil level and refill if necessary. We advise seeing the gearbox manufacturer recommendations. -Check the tightness of the fixation studs and if necessary tighten more. Consult torque table to tight studs correctly. -Visual inspection of all the components and if necessary proceed with the repair. -Clean the gearbox and if necessary proceed with the repair.

## General information to mount a PTO

-The general instructions contained in this document do not replace specific information of any component involved in the assembly.

-To install the PTO, the vehicle must be parked on a flat surface with the engine off and parking brake applied.

-Use only the components supplied with the PTO.

-Before final tightening, we recommend that you tighten the lock-nuts to the minimum torque and operate the PTO for 10/15 seconds. This allows the gears in the gearbox to self-align and also to check for any excessive noise.

-Before re-filling the gear-box with oil it is advisable to check the noise level of the PTO. If the PTO produces a hissing noise, this means that there is insufficient backlash in which case another gasket must be added. If the Power Take-off rattles, this indicates that there is too much backlash and the number of gaskets must be reduced. Once the gearbox has been refilled with oil, make sure there are no leaks. Make sure that the power required from the unit is effectively obtainable from the gearbox. If the Power Take Off becomes noisy after the additional assembly of a universal joint, make sure that the joint is not damaged nor are the edges of the gearbox and PTO.

Torque Table

Size (mm - inch)	M8 5/16"	M10 3/8"	M12 1/2"
Screws and nuts Torque (Nm)	25	50	80
Studs Torque (Nm)	10	20	30

## Installation of a side mount PTO

1 - Drain the oil from the gearbox, remove hatch cover and the respective gasket and verify if the PTO and gearbox gears are compatible;

2 - Clean the lip of the hatch with a wire brush or spatula, being careful not to let any foreign bodies into the gearbox;

3 - If the PTO uses studs, fit them on the gearbox. Consult torque table to tighten studs correctly. In the case of through-threading, make sure that the studs do not interfere with the gears inside the gearbox. Apply a sealing glue to the thread of the studs;

4 - Fit one or more gaskets as needed, between the inspection hatch and the PTO body. Ensure that between the teeth of the gears in the gearbox and those in the PTO there is a backlash of 0,15-0,3 mm.

### ATTENTION

Do not use more than three gaskets.

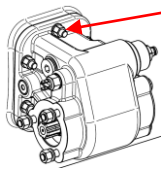
5 - Fit the PTO to the gearbox. On the PTO body there is a plug that, if unscrewed, is large enough to allow manual checking of backlash between the PTO and the gears of the gearbox. The upper wheel of the PTO should move manually and not be too loose, that is, not hitting anything.



This procedure should be checked with the engine off and the truck blocked with the parking brake.



# POWER TAKE OFF RECOMMENDATIONS BEFORE START-UP



6 - Fit the PTO tightly onto the gearbox. Consult torque table to tighten studs correctly. This operation is more secure when using a dynamometric spanner. Check the oil quality and level recommended by the manufacturer of the vehicle and of the gearbox.

7 - Place fittings and accessories for control.

## Installation of a rear mount PTO

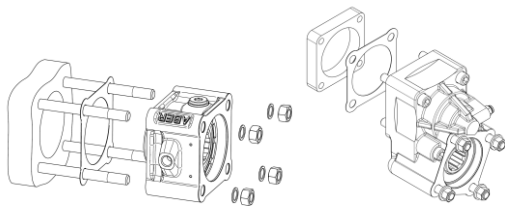
1-Drain the oil from the gearbox (in some gearboxes this step is not needed because the oil level does not reach the rear door), find the rear open and remove its cover and the respective gasket.

2-Clean the surface of the hatch with a wire brush or spatula, being careful not to let any foreign bodies in the gearbox;

3-If the PTO uses studs, fit them on the gearbox. Consult torque table to tighten studs correctly. In the case of through-threading, make sure that the studs do not interfere with the gears inside the gearbox. Apply a sealing glue to the thread of the studs;

4-Fit one gasket between the inspection hatch and the PTO's body.

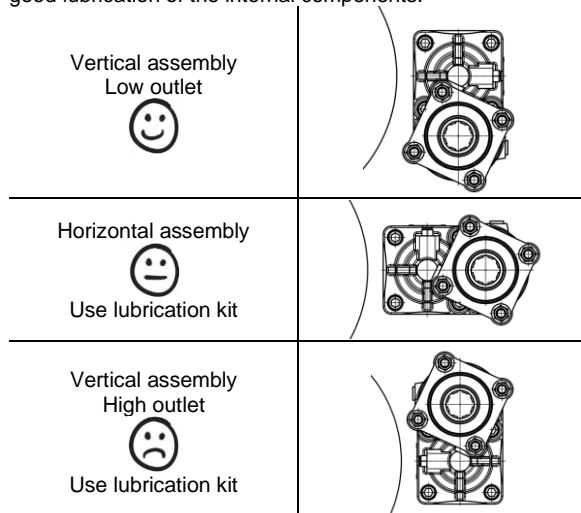
5- Install the PTO on the gearbox (install the pump in the PTO when studs are used to fix both components) and tighten the screws using the tightening torque indicated in the torque table.



6-Check the oil and the level given by the manufacturer of the vehicle and refill the oil of the gearbox taking into account the presence of the PTO.

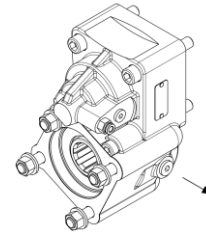
7-Place the fitting and the air pipe.

**ATTENTION** For multi axis PTO it is recommend that you assemble the PTO according to the positions indicated in the following diagram, which ensure a good lubrication of the internal components.

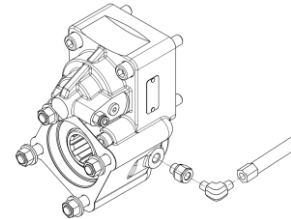


## Lubrication kit

To assemble the lubrication kit, it is necessary to remove the plug located on the side of the PTO.



After removing the plug, you can assemble the (male female) adapter to the PTO and then the (male male) 90° adapter and the hose supplied by ABER. After this assembly to the PTO, it is necessary to connect the hose to the gearbox.



## Faults, causes and remedies

Faults	Causes	Remedies
Noise	1.Vehicles clutch is not working properly 2. Assembly clearance 3.Broken teeth 4.Damaged roller-bearings	1.Fully press the clutch or wait more time for the gearbox gearing to stop 2. Check/adjust the looseness between the teeth and the thickness of the gaskets 3-4.Repair or replace
Over-heating	1-2.Lack of lubrication 3.Too tight between the wheel of the PTO and the wheel of the gearbox	1.Refill the oil level 2.Use a PTO with a lubrication hose connected directly to the gearbox 3.Adjust the gap between teeth with the thickness of the gaskets
Leaks	1.Loose fixation nuts and studs 2.Damaged gasket	1.Tighten according to recommendations 2.Replace gasket for another with the same thickness
PTO doesn't engage	1.Obstructed air hose 2.Low air pressure 3.Control failure	1.Clean or replace hose 2.Check for leak source and fix it 3.Repair or replace control
PTO doesn't disengage	1. Internal PTO problem	1.Repair or replace control
No transmission of movement	1.PTO blockage	1.Repair or replace control

ABER is constantly engaged in improving its products and, therefore, reserves itself the right to modify without any further notice the characteristics shown

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## POWER TAKE OFF RECOMMENDATIONS BEFORE START-UP



- ✓ A PTO should be mounted by qualified personnel. The correct mounting of the PTO is influenced by the ability of the operator;
- ✓ Always read carefully all owner's manuals, or other instructions before installation of PTO and driven equipment;
- ✓ In case of difficulties please ask our service department for advice;
- ✓ To install a PTO or perform maintenance, the vehicle must be parked on a flat surface with the engine off and parking brake applied;
- ✓ Use appropriated tools and safety equipment;
- ✓ Ensure that the system cannot boot involuntarily;
- ✓ Ensure that the levels and quality of the oil are as recommended, that there are no leaks and that everything is properly tightened before starting;
- ✓ When the PTO is working, never touch or pull hoses or intermediate shaft when applied. When intermediate shaft is applied take into account that parts can be ejected;
- ✓ The spline shaft (male or female) protruding from the PTO rotates with no protection when the pump has not been assembled. Avoid any contact between the shaft and any object and, more importantly, protect the working area to prevent contact with body parts or clothing;
- ✓ Install the pump or the cardan shaft only when the engine is off and the PTO has been disconnected;
- ✓ For the assembly of the cardan shaft, it is necessary to use all the precautions set out by the current regulation on safety in the workplace;
- ✓ The gearbox or the PTO may attain high very temperatures after prolonged use. It is therefore necessary to take all the necessary measure to prevent burns or wait for the mechanical parts to cool down to temperatures appropriate for skin contact;
- ✓ The application of the ABER's PTO must follow all the instructions hereby mentioned in order to assure the safety of all personal working with the equipment, including its surroundings, assure a long life to the product and preserve the warranty of the brand. All applications that do not follow the hereby instruction are solely the users responsibility. If there should happen any malfunctioning, it is strictly forbidden the disassembly of the product except if it is being made by a qualified technician of the brand or if there is a special authorization to do that. If this specification is not followed, warranty can be lost.

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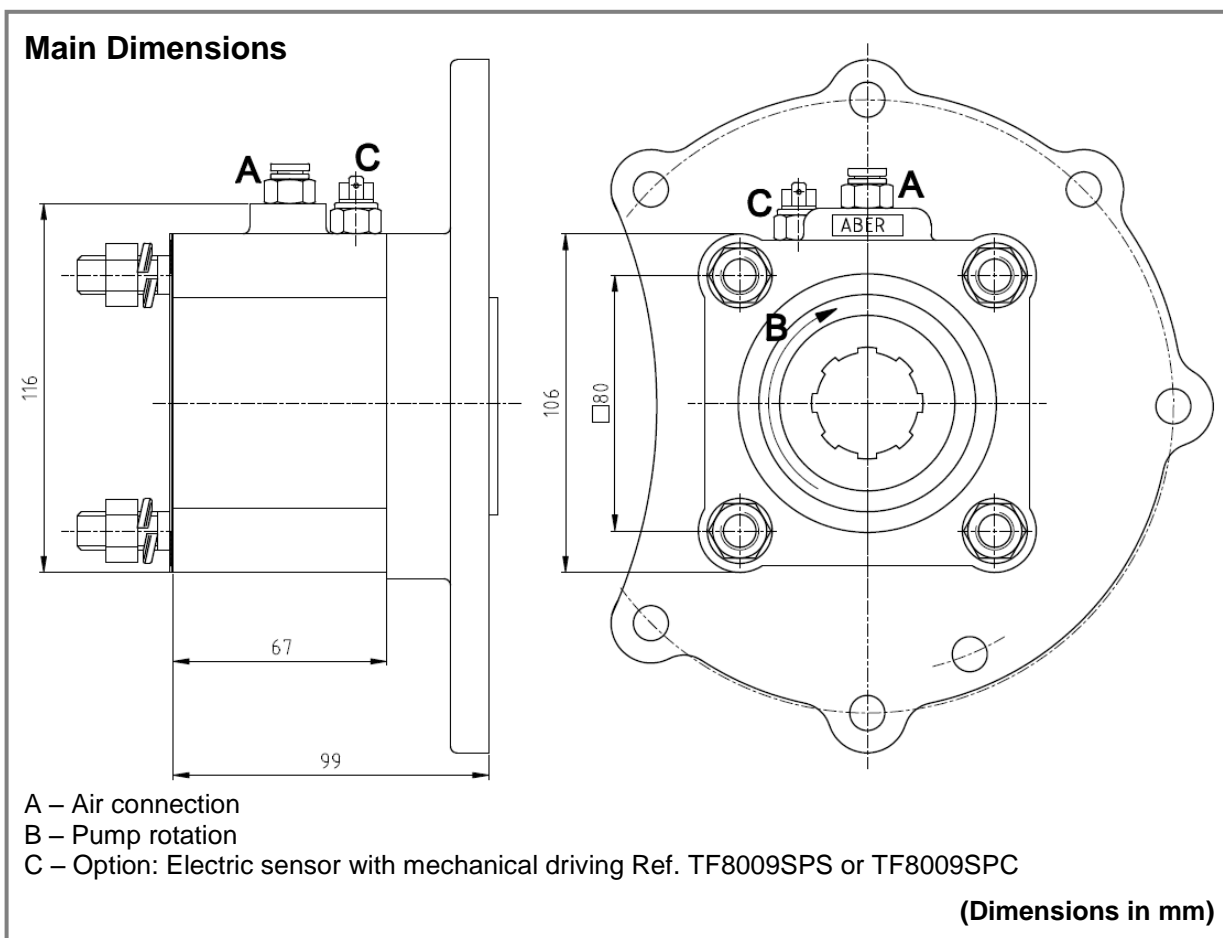
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<b>Power Take Offs</b> Relation 1 : 1		Ref. TF8009SP
<b>MERCEDES</b>	G-60 ; G-85	

To apply with Gear Pumps or with Piston Pumps



Main Data	
<b>Continuous Torque (Nm)</b>	<b>500</b>
<b>Intermittent Torque (Nm)</b>	<b>700</b>
<b>Power (at 1000 rpm)</b>	<b>70 cv / 52 kW</b>
<b>Mounting Position</b>	<b>Rear</b>
<b>Pump Rotation</b>	<b>Left Hand</b>
<b>Weight (kg)</b>	<b>7</b>
<b>PTO internal ratio</b>	<b>1:1</b>
<b>Indicative ratio from motor to PTO's output</b>	
G60 - 6/ 9.2	- 1 : 0.549
G85 - 6/ 6.7	- 1 : 0.621

CTI TF8009SP 1211- 3

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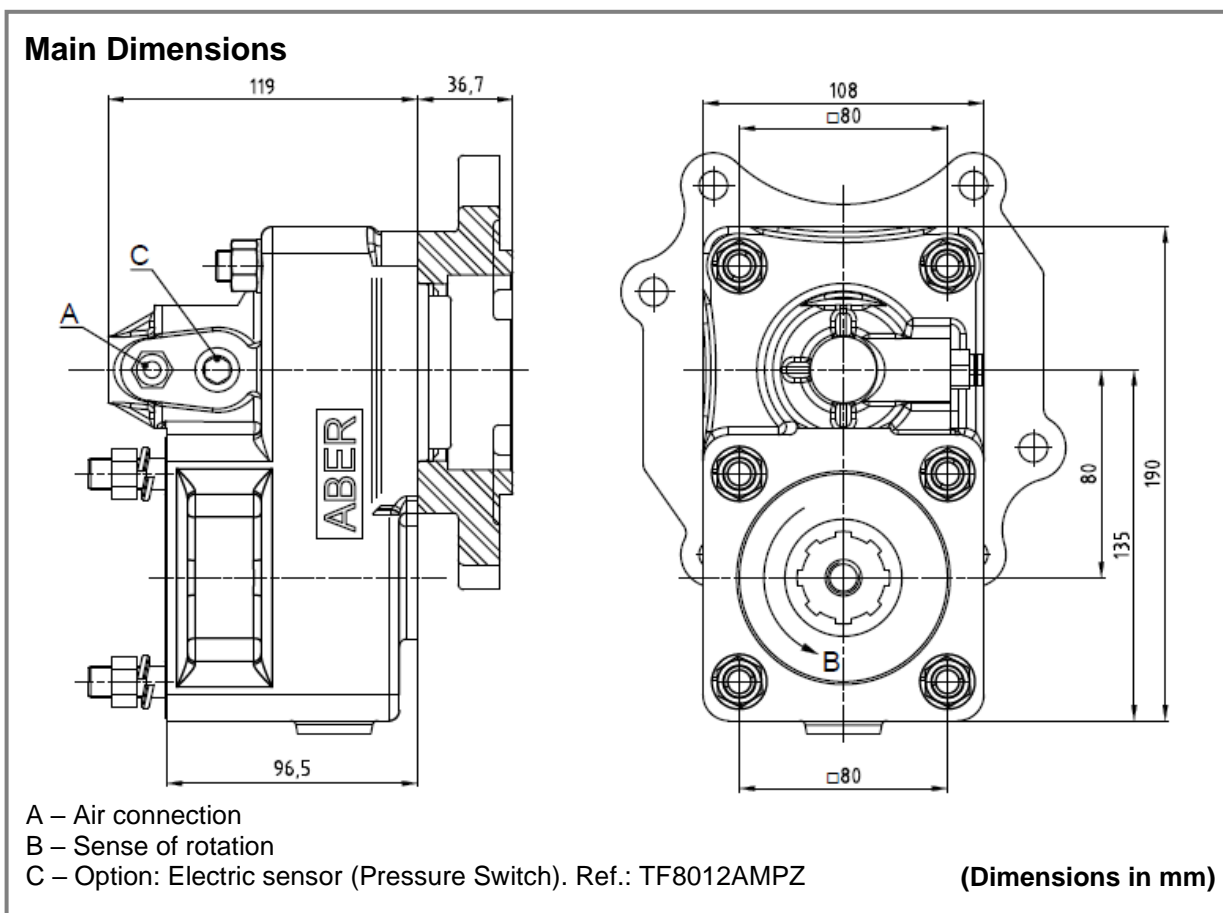


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<b>Power Take Offs</b>		Ref. TF8012AMP
Relation 1 : 1,32		
<b>MERCEDES</b>	G56 - 6 / 6.29 - 0.78	

To apply with Gear Pumps or with Piston Pumps



Main Data	
<b>Continuous Torque (Nm)</b>	<b>300</b>
<b>Intermittent Torque (Nm)</b>	<b>420</b>
<b>Power (at 1000 rpm)</b>	<b>42 cv / 32 kW</b>
<b>Mounting Position</b>	<b>Rear</b>
<b>Pump Rotation</b>	<b>Right Hand</b>
<b>Weight (kg)</b>	<b>11</b>
<b>PTO internal ratio</b>	<b>1:1,32</b>
<b>Indicative ratio from motor to PTO's output</b>	
G56 - 6 / 6.29 - 0.78	1:0.740

CTI TF8012AMP 2105 - 03

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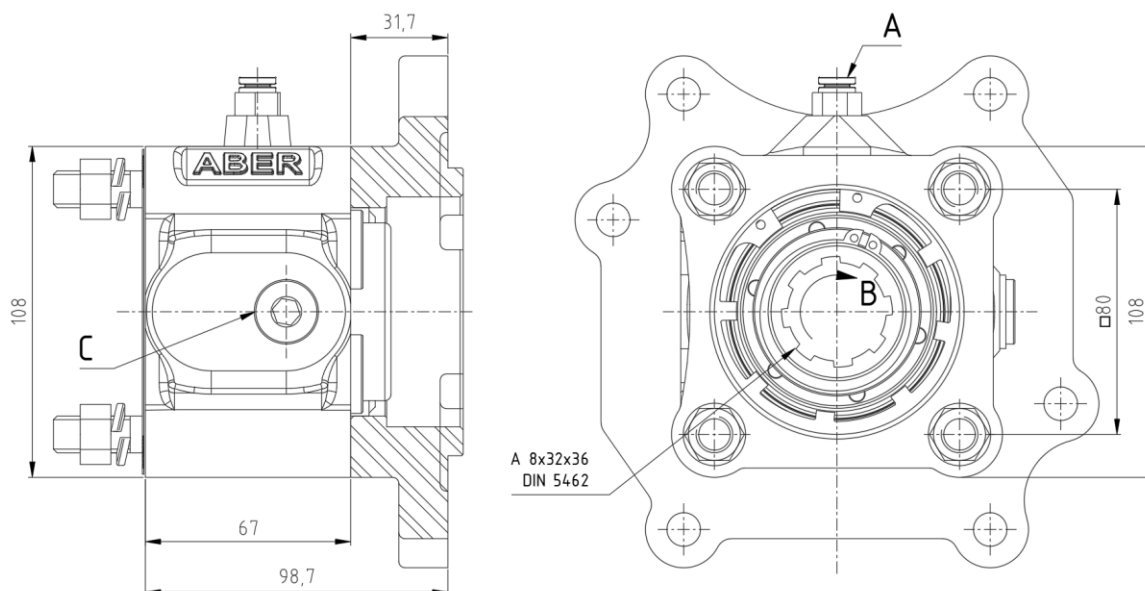
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<b>Power Take Offs</b>		Ref. TF8012SP
Relation 1 : 1		
<b>MERCEDES</b>	G 56-6 / 6.29 - 0.78	

To apply with Gear Pumps or with Piston Pumps

### Main Dimensions



- A – Air connection
- B – Pump rotation
- C – Option: Electric sensor (Pressure Switch). Ref. TF8012SPZ

(Dimensions in mm)

### Main Data

<b>Continuous Torque (Nm)</b>	<b>500</b>
<b>Intermittent Torque (Nm)</b>	<b>700</b>
<b>Power (at 1000 rpm)</b>	<b>70 cv / 52 kW</b>
<b>Mounting Position</b>	<b>Rear</b>
<b>Pump Rotation</b>	<b>Left Hand</b>
<b>Weight (kg)</b>	<b>6</b>
<b>PTO internal ratio</b>	<b>1:1</b>
<b>Indicative ratio from motor to PTO's output</b>	
G 56-6 / 6.29 - 0.78	1 : 0.560

CTI TF8012SP - 2006-1

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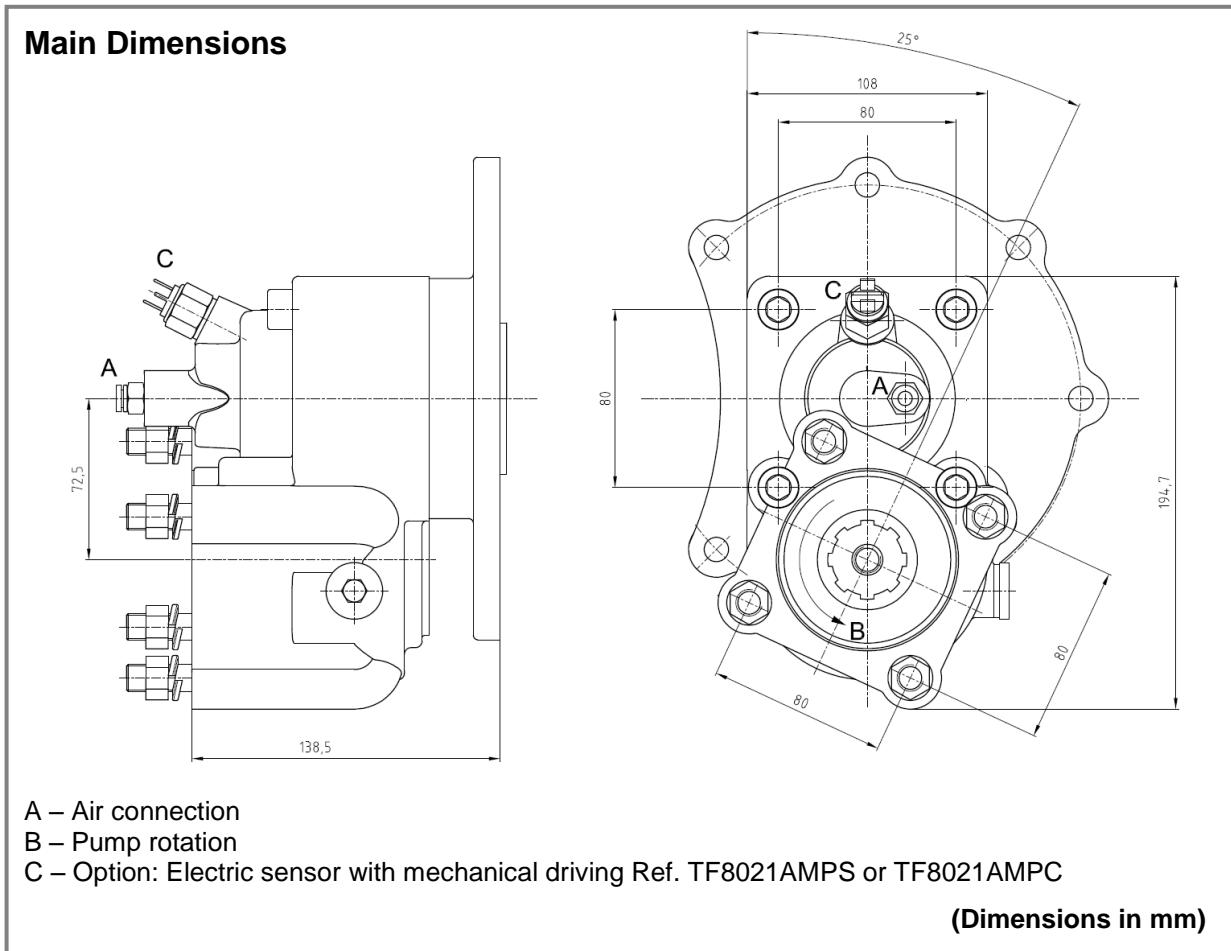
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<b>Power Take Offs</b> Relation 1 : 1,73		Ref. TF8021AMP
<b>MERCEDES</b>	G-60 ; G-85 REINFORCED	

To apply with Gear Pumps or with Piston Pumps



Main Data	
<b>Continuous Torque (Nm)</b>	<b>350</b>
<b>Intermittent Torque (Nm)</b>	<b>450</b>
<b>Power (at 1000 rpm)</b>	<b>48 cv / 36 kW</b>
<b>Mounting Position</b>	<b>Rear</b>
<b>Pump Rotation</b>	<b>Right Hand</b>
<b>Weight (kg)</b>	<b>14.2</b>
<b>PTO internal ratio</b>	<b>1:1,73</b>
<b>Indicative ratio from motor to PTO's output</b>	
G60 - 6/ 9.2	- 1 : 0.950
G85 - 6/ 6.7	- 1 : 1.074

CTI TF8021AMP 1211- 0

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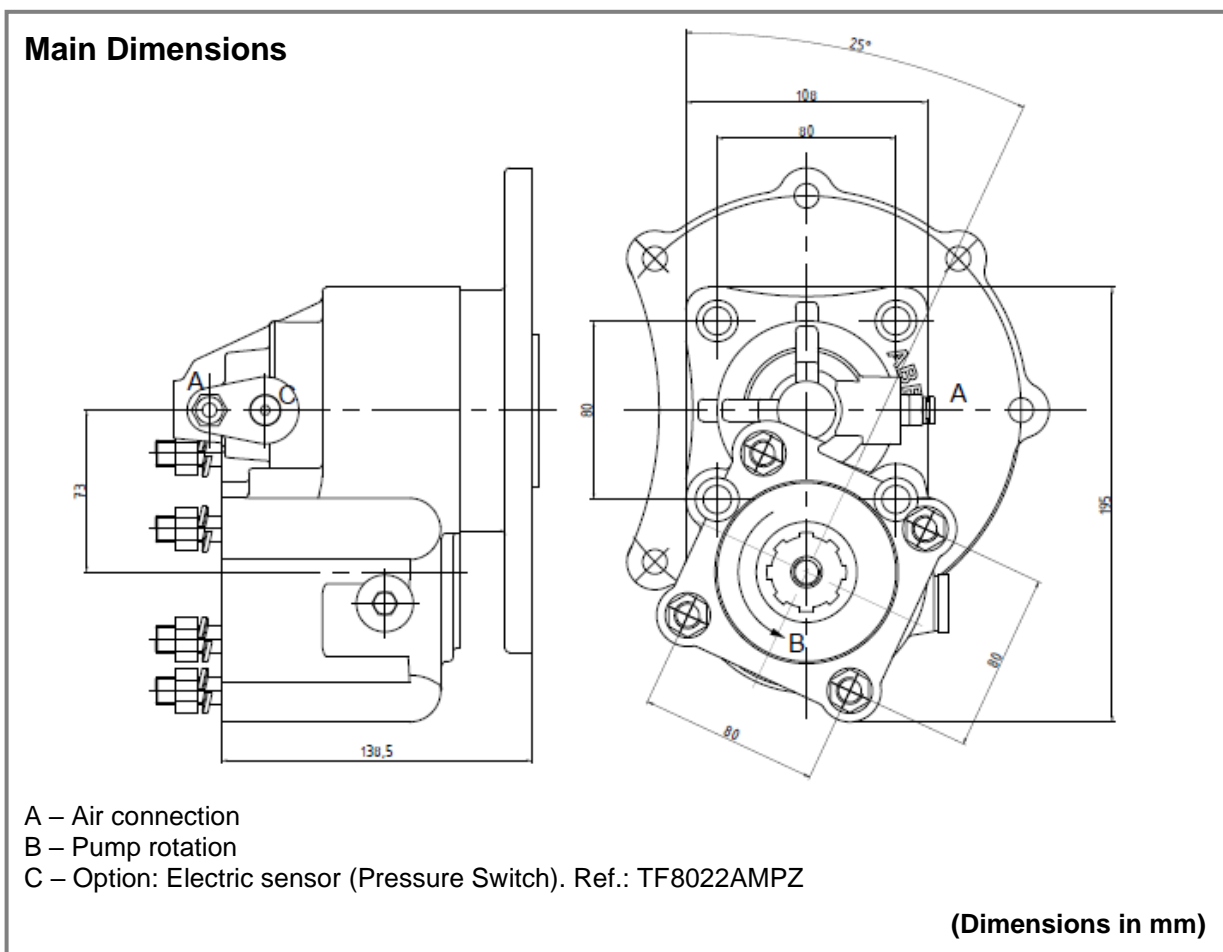


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<b>Power Take Offs</b>		Ref. TF8022AMP
Relation 1 : 1,35		
<b>MERCEDES</b>	G-60 ; G-85 REINFORCED	

To apply with Gear Pumps or with Piston Pumps



Main Data	
<b>Continuous Torque (Nm)</b>	<b>450</b>
<b>Intermittent Torque (Nm)</b>	<b>500</b>
<b>Power (at 1000 rpm)</b>	<b>62 cv / 46 kW</b>
<b>Mounting Position</b>	<b>Rear</b>
<b>Pump Rotation</b>	<b>Right Hand</b>
<b>Weight (kg)</b>	<b>14.2</b>
<b>PTO internal ratio</b>	<b>1:1,35</b>
<b>Indicative ratio from motor to PTO's output</b>	
G60 - 6/ 9.2	1 : 0,741
G85 - 6/ 6.7	1 : 0,838

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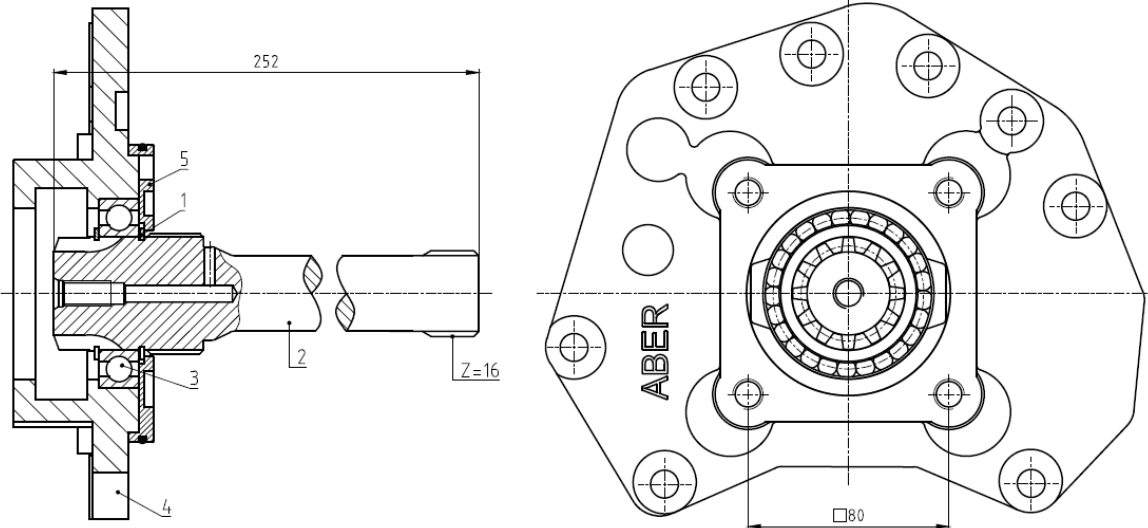


## ADAPTER KIT TO POWER TAKE OFFS MERCEDES

Ref. VK8005

G210; G211; G221; G240; G260; G131; G230; G231; G241; G280;  
G281; G330 (G125; G155; G180; G200 Current flange produced after  
1990)

### Main Dimensions



- 1 – Circlip
- 2 – Adapter shaft VK8005
- 3 – Bearing
- 4 – Spacer
- 5 – Plate

(Dimensions in mm)

### Main Data

<b>Maximum Torque (Nm)</b>	<b>700</b>
<b>Power (at 1000 rpm)</b>	<b>100 cv / 73 kW</b>
<b>Weight (approx.) (Kg)</b>	<b>7.7</b>
<b>Engine - Kit adapter ratio</b>	

G131-9, G141-9	/14.57-1.0	1:0,738	
G210-16, G230-16	/14.2-0.83	Normal: 1 : 0.850	High: 1 : 1.030
G211-16, G231-16, G241-16	/17.0	Normal: 1 : 0.710	High: 1 : 0.850
G221-9	/16.15-1.0	1 : 0.740	
G240-16, G280-16	/11.7	Normal: 1 : 1.030	High: 1 : 1.240
G330-12	/11.63-0.77	Normal: 1 : 1.030	High: 1 : 1.240
G260-16	/9.75	Normal: 1 : 1.240	High: 1 : 1.500
G125-16, G155-16	/14.0	Normal: 1 : 0.810	High: 1 : 0.960
G135-16, G155-16, G180-16, G200-16	/11.9	Normal: 1 : 0.960	High: 1 : 1.130
G211-12, G281-12	/14.93	Normal: 1 : 0.810	High: 1 : 1.030
G230-12	/11.67-0.78	Normal: 1 : 1.030	High: 1 : 1.320

#### Note :

For getting the correct ratio is necessary to multiply the above mentioned ratio by the internal ratio in all S6-90 releases.

#### Example:

Gearbox G260-16 Adapter Kit + ZF S6-90 (Ref. TF4002AMP) Internal Ratio 1:1.32

Final ratio: High - 1 : 1.98 (1.5 x 1.32 = 1.98)

Normal - 1 : 1.636 (1.24 x 1.32 = 1.636)

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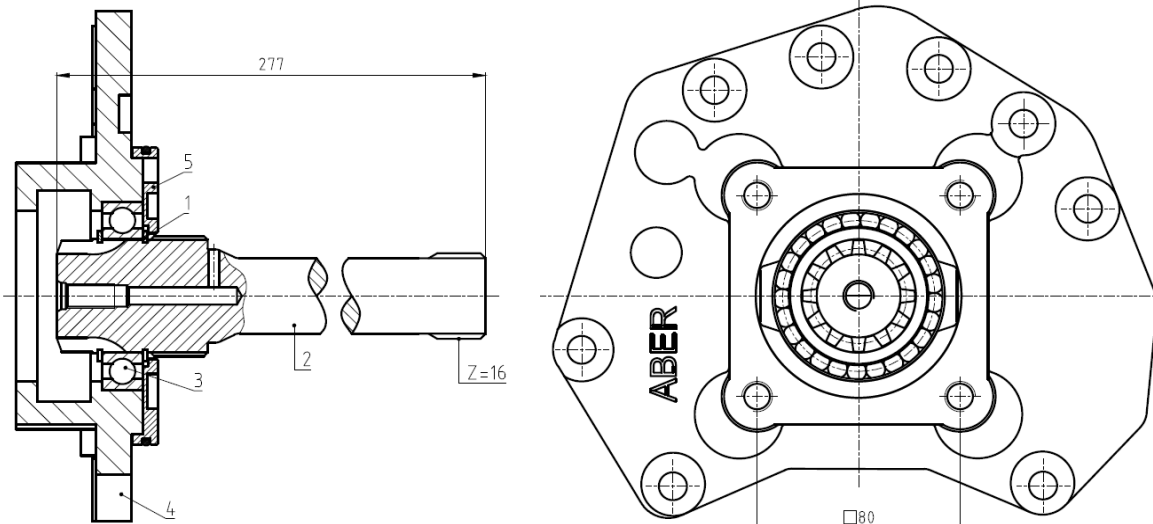


## ADAPTER KIT TO POWER TAKE OFFS MERCEDES

Ref. VK8010

G210+VOITH; G211+VOITH; G240+VOITH; G260+VOITH;  
G230+VOITH; G231+VOITH; G241+VOITH; G280+VOITH;  
G281+VOITH; G330+VOITH; G200+VOITH

### Main Dimensions



- 1 – Circlip
- 2 – Adapter shaft VK8010
- 3 – Bearing
- 4 – Spacer
- 5 – Plate

(Dimensions in mm)

### Main Data

<b>Maximum Torque (Nm)</b>	<b>700</b>
<b>Power (at 1000 rpm)</b>	<b>100 cv / 73 kW</b>
<b>Weight (approx.) (Kg)</b>	<b>7.8</b>
<b>Engine - Kit adapter ratio</b>	

G210-16+VOITH, G230-16+VOITH	/14.2-0.83	Normal: 1 : 0.850	High: 1 : 1.030
G211-16+VOITH, G231-16+ VOITH, G241-16+VOITH	/17.0	Normal: 1 : 0.710	High: 1 : 0.850
G240-16+VOITH, G280-16+VOITH	/11.7	Normal: 1 : 1.030	High: 1 : 1.240
G330-12+VOITH	/11.63-0.77	Normal: 1 : 1.030	High: 1 : 1.240
G260-16+VOITH	/9.75	Normal: 1 : 1.240	High: 1 : 1.500
G200-16+VOITH	/11.9	Normal: 1 : 0.960	High: 1 : 1.130
G211-12+VOITH, G281-12+VOITH	/14.93	Normal: 1 : 0.810	High: 1 : 1.030

**Note :**

For getting the correct ratio is necessary to multiply the above mentioned ratio by the internal ratio in all S6-90 releases.

**Example:**

Gearbox G260-16+VOITH Adapter Kit + ZF S6-90 (Ref. TF4002AMP) Internal Ratio 1:1.32

Final ratio: High - 1 : 1.98 (1.5 x 1.32 = 1.98)

Normal - 1 : 1.636 (1.24 x 1.32 = 1.636)

CTI VK8010 2103- 4

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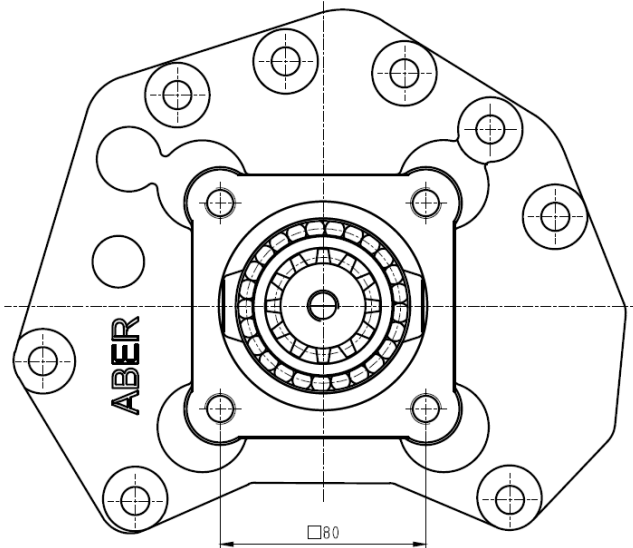
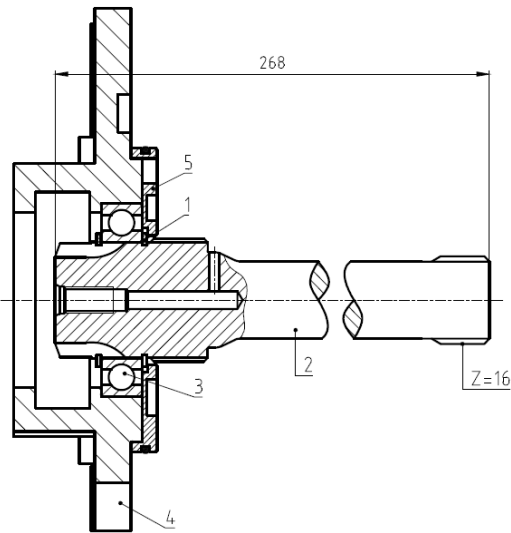


## ADAPTER KIT TO POWER TAKE OFFS MERCEDES

Ref. VK8023

G230-16; G231/16; G260-16; G280-16; G281/12; G330-12

### Main Dimensions



- 1 – Circlip
- 2 – Adapter shaft VK8023
- 3 – Bearing
- 4 – Spacer
- 5 – Plate

(Dimensions in mm)

### Main Data

Maximum Torque (Nm)	700	
Power (at 1000 rpm)	100 cv / 73 kW	
Weight (approx.) (Kg)	7.8	
Engine - Kit adapter ratio		
G230-16 (IdNr 715508)	/14.19-0.83	Normal: 1 : 0.850 High: 1 : 1.030
G231-16 (IdNr 715518)	/17.0-1.0	Normal: 1 : 0.710 High: 1 : 0.850
G260-16 (IdNr 715528), G280-16 (IdNr 715523)	/11.72-0.69	Normal: 1 : 1.030 High: 1 : 1.240
G281-12 (IdNr 715371)	/14.93-1.0	Normal: 1 : 0.810 High: 1 : 1.030
G330-12 (IdNr 715381)	/11.63-0,78	Normal: 1 : 1.030 High: 1 : 1.320

#### KIT VK8023:

- 1 Gasket
- 1 Oring
- 8 Screws

#### **Note:**

For getting the correct ratio is necessary to multiply the above mentioned ratio by the internal ratio in all S6-90 releases.

#### **Example:**

Gearbox G230-16 (IdNr 715508) Adapter Kit + ZF S6-90 (Ref. TF4002AMP) Internal Ratio 1:1.32

Final Ratio: High - 1 : 1.360 (1.030 x 1.32 = 1.360)

Normal - 1 : 1.122 (0.850 x 1.32 = 1.122)

ABER is constantly engaged in improving its products and, therefore, reserves itself the right to modify without any further notice the characteristics shown

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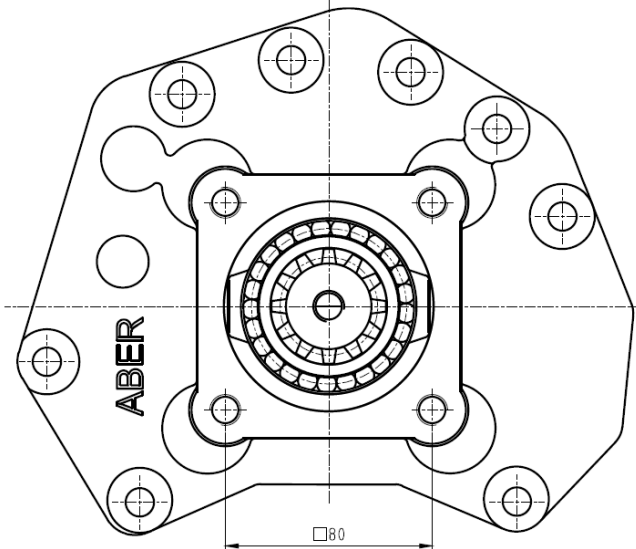
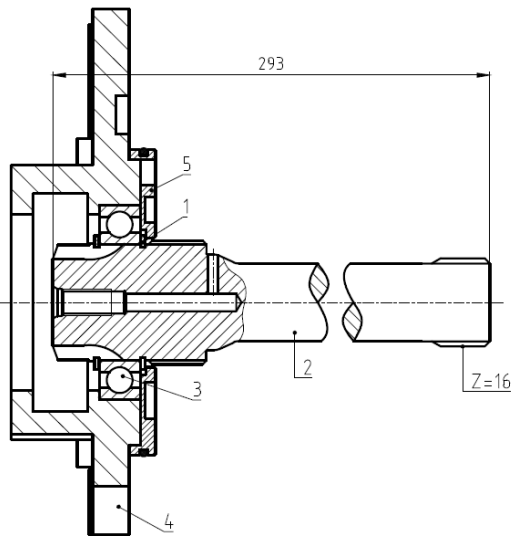


## ADAPTER KIT TO POWER TAKE OFFS MERCEDES

Ref. VK8024

G230-16; G231/16; G260-16; G280-16; G281/12; G330-12  
+ AQUATARDER

### Main Dimensions



- 1 – Circlip
- 2 – Adapter shaft VK8024
- 3 – Bearing
- 4 – Spacer
- 5 – Plate

(Dimensions in mm)

### Main Data

<b>Maximum Torque (Nm)</b>	<b>700</b>
<b>Power (at 1000 rpm)</b>	<b>100 cv / 73 kW</b>
<b>Weight (approx.) (Kg)</b>	<b>8</b>
<b>Engine - Kit adapter ratio</b>	

G230-16 + Aquatarder (IdNr 715508)	/14.19-0.83	Normal: 1 : 0.850 High: 1 : 1.030
G231-16 + Aquatarder (IdNr 715518)	/17.0-1.0	Normal: 1 : 0.710 High: 1 : 0.850
G260-16 + Aquatarder (IdNr 715528), G280-16 (IdNr 715523)	/11.72-0.69	Normal: 1 : 1.030 High: 1 : 1.240
G281-12 + Aquatarder (IdNr 715371)	/14.93-1.0	Normal: 1 : 0.810 High: 1 : 1.030
G330-12 + Aquatarder (IdNr 715381)	/11.63-0,78	Normal: 1 : 1.030 High: 1 : 1.320

#### KIT VK8024:

- 1 Gasket
- 1 Oring
- 8 Screws

#### **Note:**

For getting the correct ratio is necessary to multiply the above mentioned ratio by the internal ratio in all S6-90 releases.

#### **Example:**

Gearbox G230-16 + Aquatarder (IdNr 715508) Adapter Kit + ZF S6-90 (Ref. TF4002AMP) Internal Ratio 1:1.32

Final Ratio: High - 1 : 1.360 (1.030 x 1.32 = 1.360)

Normal - 1 : 1.122 (0.850 x 1.32 = 1.122)

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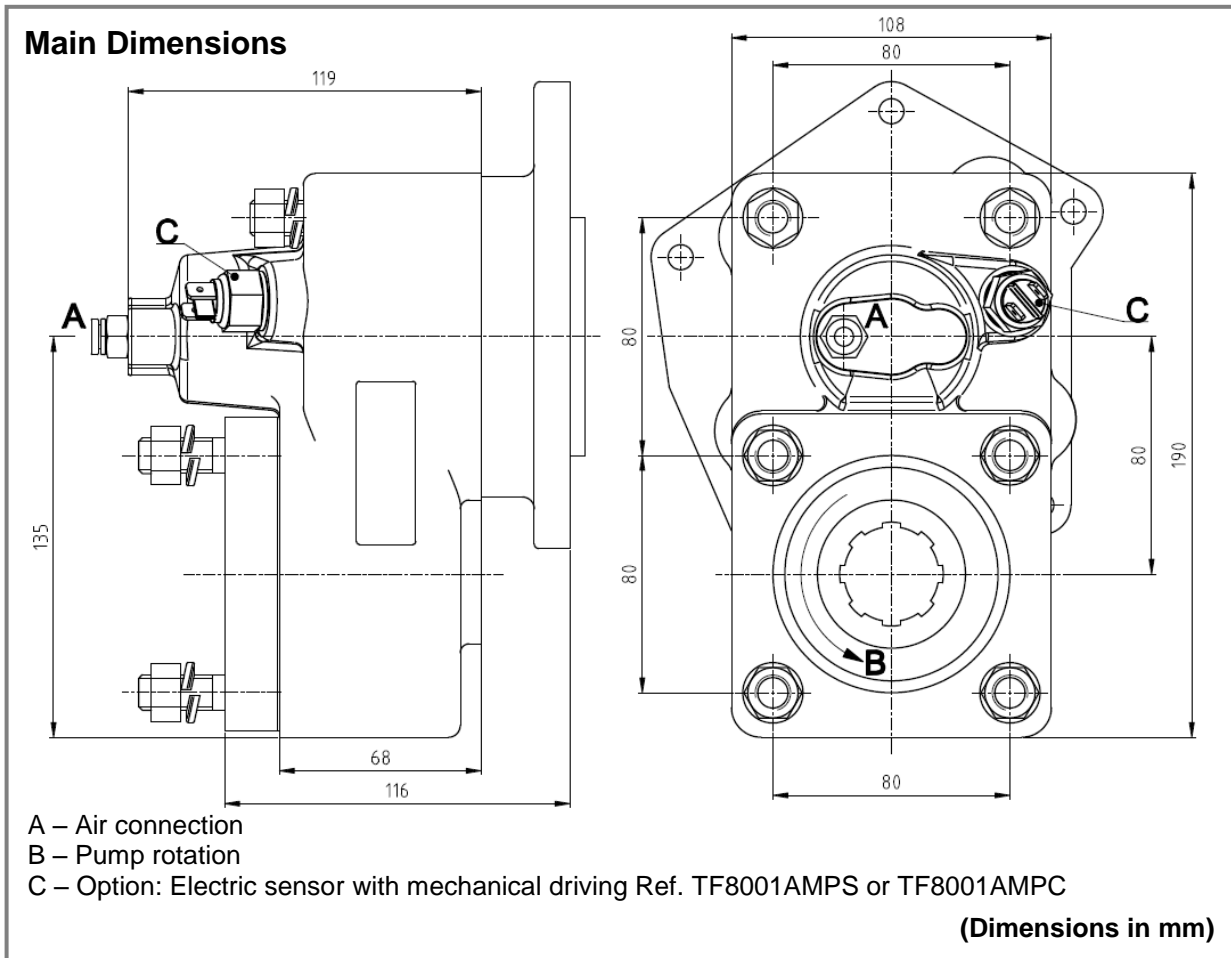
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<b>Power Take Offs</b> Relation 1 : 1,32		Ref. TF8001AMP
<b>MERCEDES</b>	G3/36 ; G3/40 ; G3/45 ; G3/50 ; G3/55 ; G3/60 ; G3/61	

To apply with Gear Pumps or with Piston Pumps



Main Data			
<b>Continuous Torque (Nm)</b>			<b>300</b>
<b>Intermittent Torque (Nm)</b>			<b>420</b>
<b>Power (at 1000 rpm)</b>			<b>42 cv / 32 kW</b>
<b>Mounting Position</b>			<b>Rear</b>
<b>Pump Rotation</b>			<b>Right Hand</b>
<b>Weight (kg)</b>			<b>10</b>
<b>PTO internal ratio</b>			<b>1:1,32</b>
<b>Indicative ratio from motor to PTO's output</b>			
G3/40 - 5/ 7.508	- 1 : 0.622	G3/60 - 5/ 6.106	- 1 : 0.768
G3/45 - 6/ 8.5	- 1 : 0.606	G3/60 - 5/ 7.5	- 1 : 0.622
G3/50 - 5/ 8.5	- 1 : 0.555	G3/61 - 5/ 6.1	- 1 : 0.763
G3/55 - 6/ 8.5	- 1 : 0.606	G3/36 - 5/ 8.98	- 1 : 0.521
G3/60 - 5/ 5.4	- 1 : 0.861		

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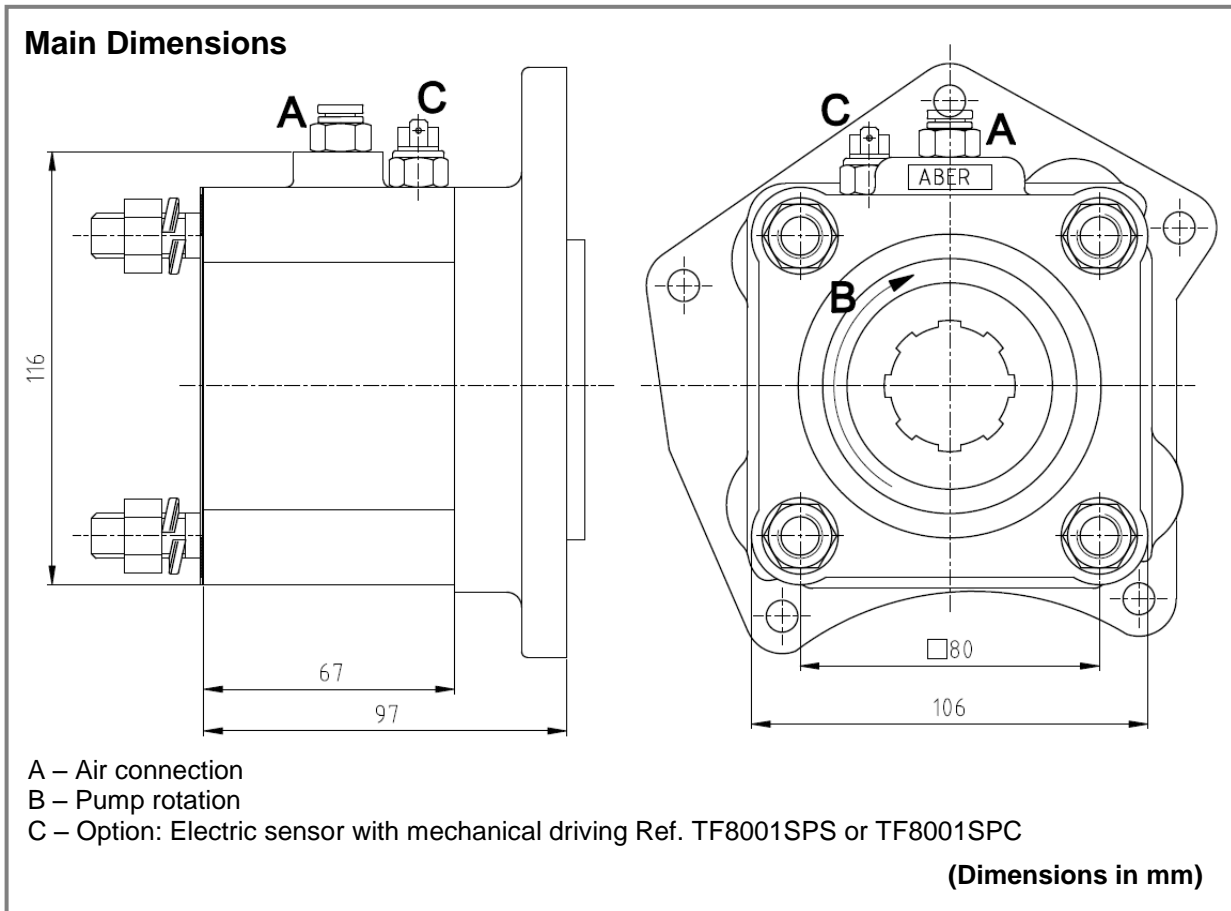


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<b>Power Take Offs</b> Relation 1 : 1		Ref. TF8001SP
<b>MERCEDES</b>	G3/36 ; G3/40 ; G3/45 ; G3/50 ; G3/55 ; G3/60 ; G3/61	

To apply with Gear Pumps or with Piston Pumps



Main Data			
<b>Continuous Torque (Nm)</b>		<b>500</b>	
<b>Intermittent Torque (Nm)</b>		<b>700</b>	
<b>Power (at 1000 rpm)</b>		<b>70 cv / 52 kW</b>	
<b>Mounting Position</b>		<b>Rear</b>	
<b>Pump Rotation</b>		<b>Left Hand</b>	
<b>Weight (kg)</b>		<b>6</b>	
<b>PTO internal ratio</b>		<b>1:1</b>	
<b>Indicative ratio from motor to PTO's output</b>			
G3/40 - 5/ 7.508	- 1 : 0.472	G3/60 - 5/ 5.4	- 1 : 0.652
G3/45 - 6/ 8.5	- 1 : 0.460	G3/60 - 5/ 6.106	- 1 : 0.581
G3/50 - 5/ 8.5	- 1 : 0.420	G3/60 - 5/ 7.5	- 1 : 0.472
G3/55 - 6/ 8.5	- 1 : 0.460	G3/61 - 5/ 6.1	- 1 : 0.578
G3/36 - 5/ 8.98	- 1 : 0.394		

CTI TF8001SP 1211- 3

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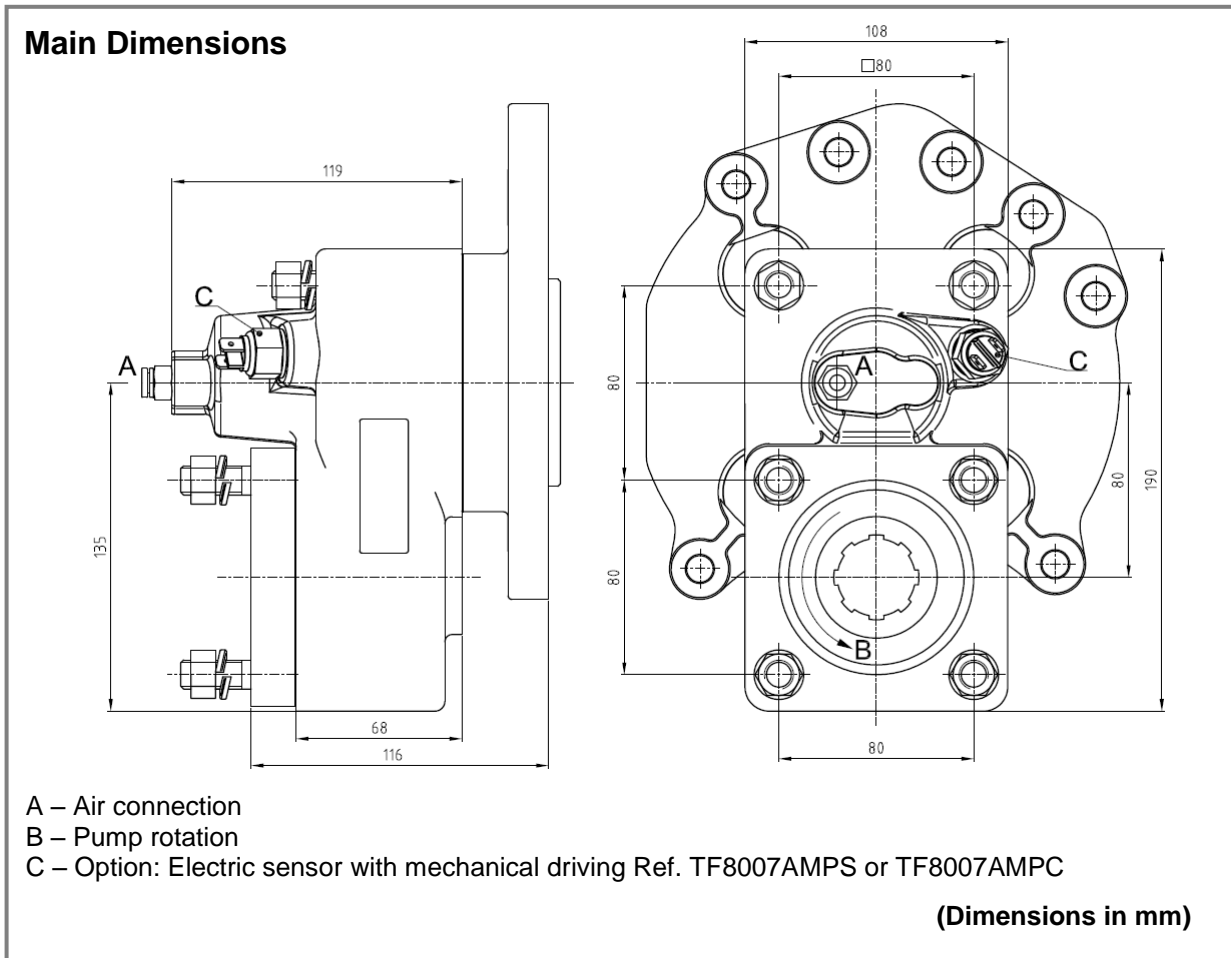


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<b>Power Take Offs</b>		Ref. TF8007AMP
<b>MERCEDES</b>	G4/65 ; G4/95 ; G4/110	

To apply with Gear Pumps or with Piston Pumps



<b>Main Data</b>			
<b>Continuous Torque (Nm)</b>	<b>300</b>		
<b>Intermittent Torque (Nm)</b>	<b>420</b>		
<b>Power (at 1000 rpm)</b>	<b>42 cv / 32 kW</b>		
<b>Mounting Position</b>	<b>Rear</b>		
<b>Pump Rotation</b>	<b>Right Hand</b>		
<b>Weight (kg)</b>	<b>11</b>		
<b>PTO internal ratio</b>	<b>1:1,32</b>		
<b>Indicative ratio from motor to PTO's output</b>			
G4/65 - 6/ 9	- 1 : 0.620	GV4/65 - 6/ 9	High: -1 : 0.742    Normal - 1 : 0.620
G4/65 - 7/ 11	- 1 : 0.541	GV4/95 - 6/ 9	High: -1 : 0.742    Normal - 1 : 0.620
GV4/95 - 6/ 9	- 1 : 0.620	GV4/110 - 6/ 9	High: -1 : 0.742    Normal - 1 : 0.620
GV4/95 - 7/ 11	- 1 : 0.541		
G4/110 - 6/ 9	- 1 : 0.620		

CTI TF8007AMP 1211- 0

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<b>Power Take Offs</b>		Ref. TF8007SP
<b>MERCEDES</b>	G4/65 ; G4/95 ; G4/110	

To apply with Gear Pumps or with Piston Pumps

### Main Dimensions

A – Air connection  
 B – Pump rotation  
 C – Option: Electric sensor with mechanical driving Ref. TF8007SPS or TF8007SPC

**(Dimensions in mm)**

Main Data			
<b>Continuous Torque (Nm)</b>	<b>300</b>		
<b>Intermittent Torque (Nm)</b>	<b>420</b>		
<b>Power (at 1000 rpm)</b>	<b>42 cv / 32 kW</b>		
<b>Mounting Position</b>	<b>Rear</b>		
<b>Pump Rotation</b>	<b>Left Hand</b>		
<b>Weight (kg)</b>	<b>7</b>		
<b>PTO internal ratio</b>	<b>1:1</b>		
<b>Indicative ratio from motor to PTO's output</b>			
G4/65 - 6/ 9	- 1 : 0.470	GV4/65 - 6/ 9	High: -1 : 0.562    Normal - 1 : 0.470
G4/65 - 7/ 11	- 1 : 0.401	GV4/95 - 6/ 9	High: -1 : 0.562    Normal - 1 : 0.470
GV4/95 - 6/ 9	- 1 : 0.470	GV4/110 - 6/ 9	High: -1 : 0.562    Normal - 1 : 0.470
GV4/95 - 7/ 11	- 1 : 0.401		
G4/110 - 6/ 9	- 1 : 0.470		

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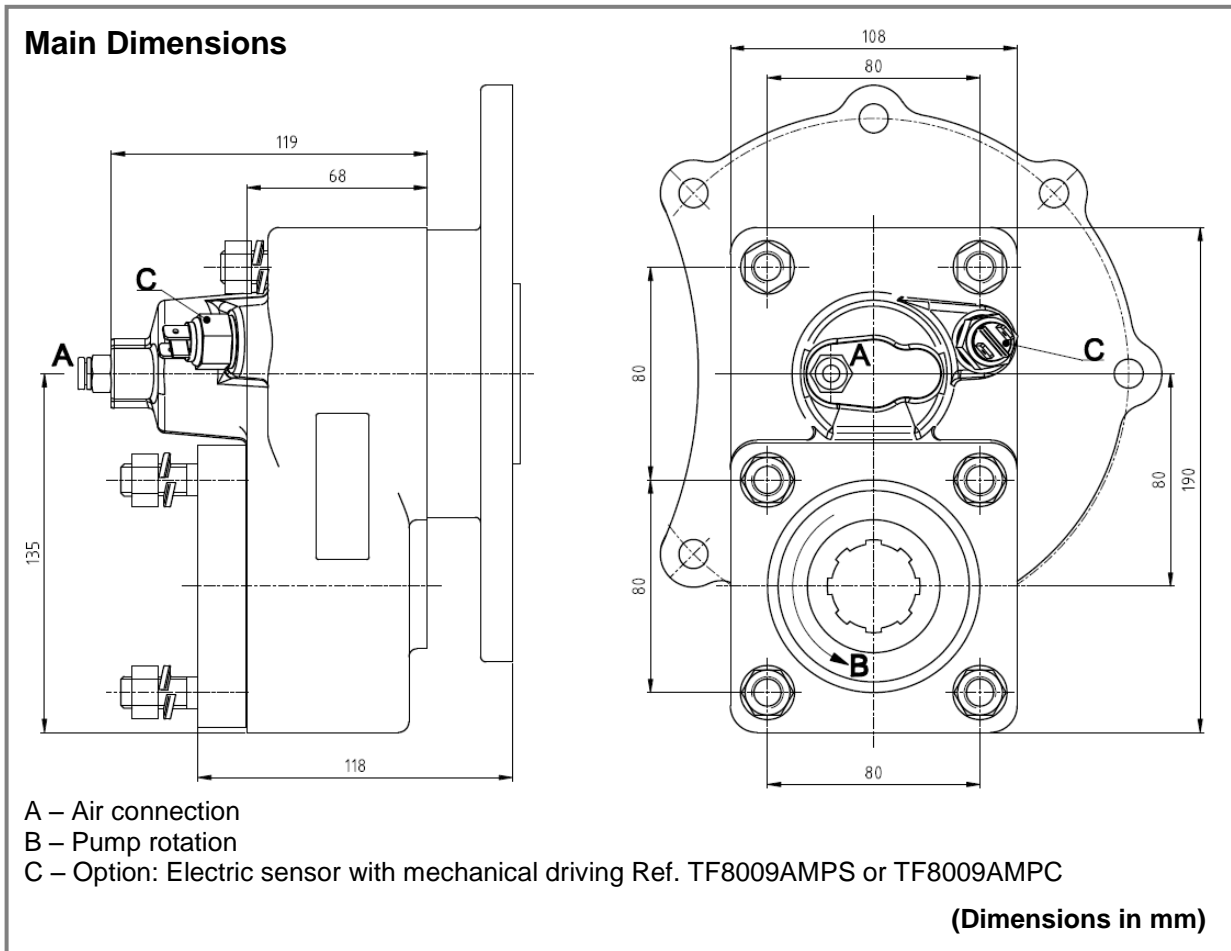
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<b>Power Take Offs</b> Relation 1 : 1,32		Ref. TF8009AMP
<b>MERCEDES</b>	G-60 ; G-85	

To apply with Gear Pumps or with Piston Pumps



Main Data	
<b>Continuous Torque (Nm)</b>	<b>300</b>
<b>Intermittent Torque (Nm)</b>	<b>420</b>
<b>Power (at 1000 rpm)</b>	<b>42 cv / 32 kW</b>
<b>Mounting Position</b>	<b>Rear</b>
<b>Pump Rotation</b>	<b>Right Hand</b>
<b>Weight (kg)</b>	<b>10</b>
<b>PTO internal ratio</b>	<b>1:1,32</b>
<b>Indicative ratio from motor to PTO's output</b>	
G60 - 6/ 9.2	- 1 : 0.725
G85 - 6/ 6.7	- 1 : 0.820

CTI TF8009AMP 1211- 3

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