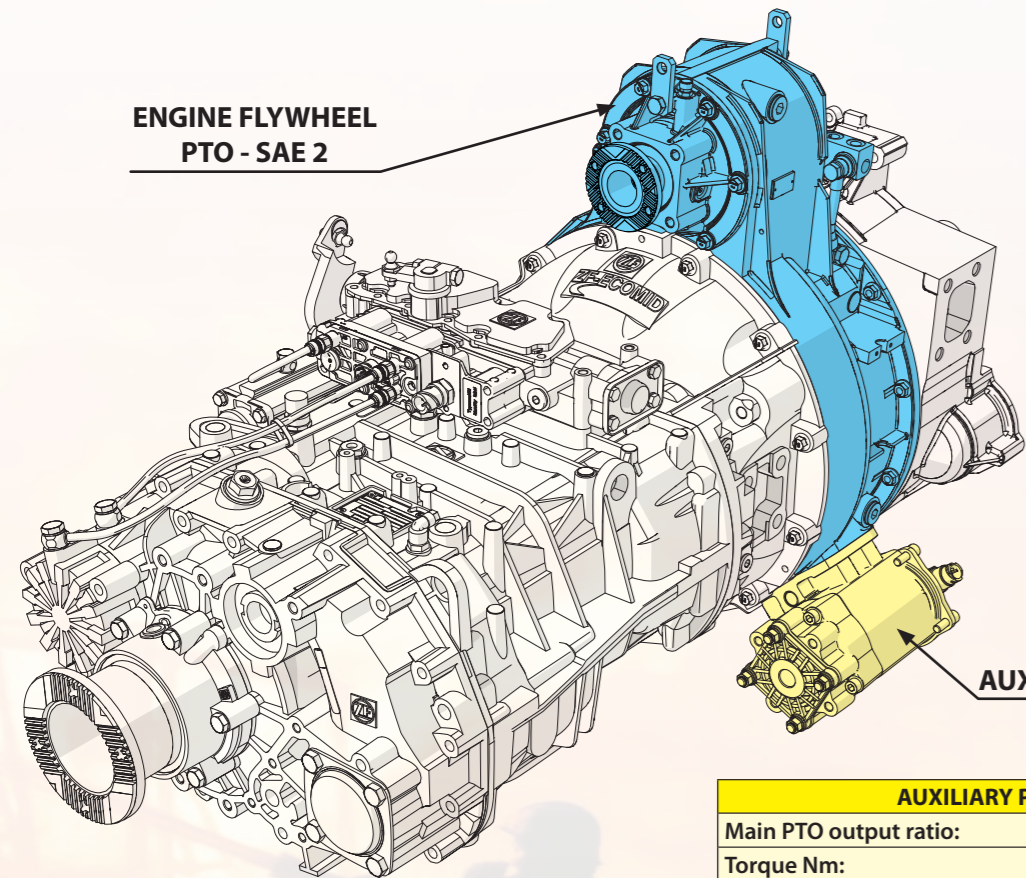


# GEARBOXES

ZF

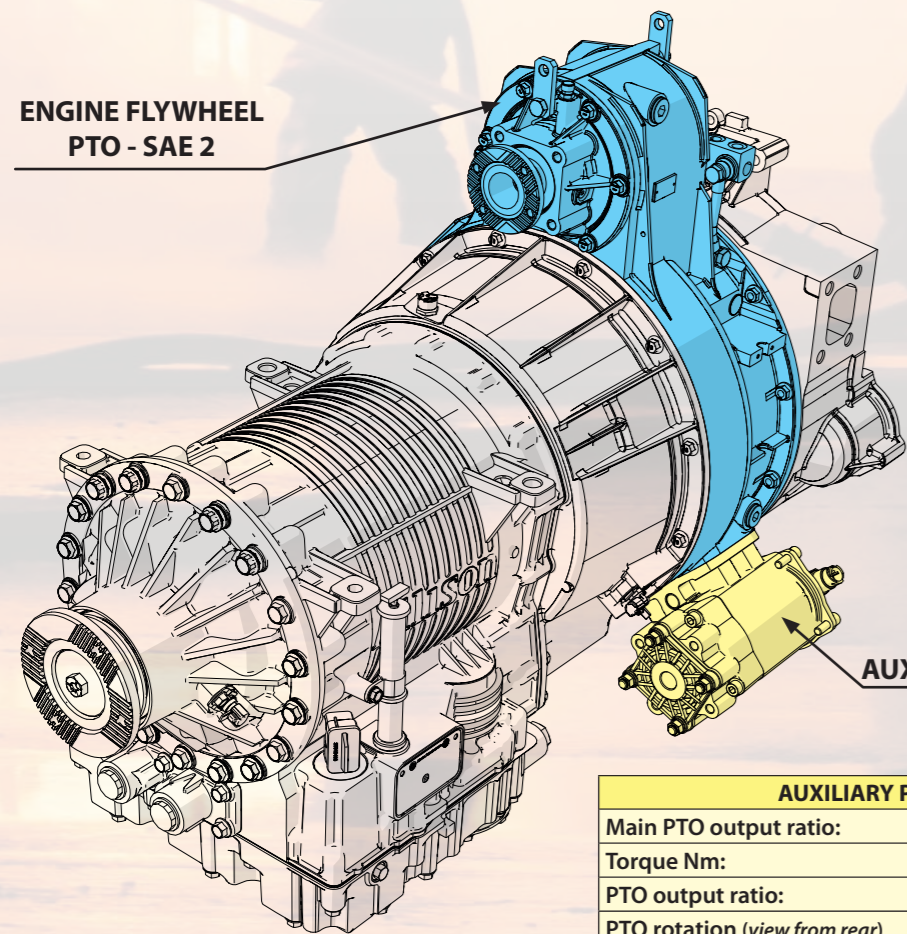


ENGINE FLYWHEEL  
PTO - SAE 2

AUXILIARY PTO S296

AUXILIARY PTO S296			
Main PTO output ratio:	1:1,02	1:1,27	1:1,52
Torque Nm:	270		
PTO output ratio:	1:1,01	1:1,01	1:1,20
PTO rotation (view from rear)	↻ (Opposite Engine)		

ALLISON



ENGINE FLYWHEEL  
PTO - SAE 2

AUXILIARY PTO S296

AUXILIARY PTO S296			
Main PTO output ratio:	1:1,02	1:1,27	1:1,52
Torque Nm:	270		
PTO output ratio:	1:1,01	1:1,01	1:1,20
PTO rotation (view from rear)	↻ (Opposite Engine)		

# INTERPUMP HYDRAULICS

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Layout & Graphic Design: Studio '80 (BO) ITALY



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# EFP-2

# Engine Flywheel Pto SAE 2

# New





**PTO FOR HEAVY DUTY APPLICATIONS (100% OF ENGINE AVAILABLE TORQUE)**

- Main applications are:
- fire-fighting (including pump & roll function),
  - refrigerator (cooler) vehicle
  - concrete mixer,
  - sewer cleaner,
  - snowplough,
  - other.

**EASY TO FIT**

The PTO EFP-2 is so easy to adapt that is easily suitable to be installed onto the following transmissions (manual, automated and fully automatic) and related engines:

- ZF,
- ALLISON (series 2000/3000),
- EATON,
- DAIMLER,
- ISUZU,
- HINO,
- NISSAN,
- FUSO,
- HYUNDAI,
- other.

**TECHNICAL SPECIFICATIONS**

PTO clutch engagement limit conditions: 1000 r.p.m. / 1000 Nm / 105 kW  
 1500 r.p.m. / 670 Nm / 105 kW  
 2000 r.p.m. / 500 Nm / 105 kW

PTO output Torque: 1000 Nm / ratio 1:1,02  
 820 Nm / ratio 1:1,27  
 720 Nm / ratio 1:1,52

The max Power has to be considered as continuous use (157 kW max).

**FUNCTIONS**

- Engine dependent pto;
- pto usage both with standing still vehicles as well as in mobile conditions (pump and roll);
- pto mounting position between engine and gearbox;
- pto output at 12 O'clock (from 11 up to 1 O'Clock - see pictures);
- assembling without any "special" or dedicated tool.

**OPTIONS**

- Pto output engagement control, hot-shift (clutch), constant drive and pneumatic shifting (engine off);
- pre-arrangement for external oil cooler;
- temperature control option;
- oil level inspection;
- pto output sensor speed;
- auxiliary pto window opening located at 4 and 8 O'clock to avoid chassis collision 300 Nm ratio 1:1,32;
- oil cooler (air/oil);
- no residual clutch drag (active brake function).

**TECHNICAL SPECIFICATIONS**

Unit through torque (to rear axle):  
 - as indication and reference 1500 Nm; 400 kW - 540 HP (max).

**VEHICLES INSTALLATIONS**

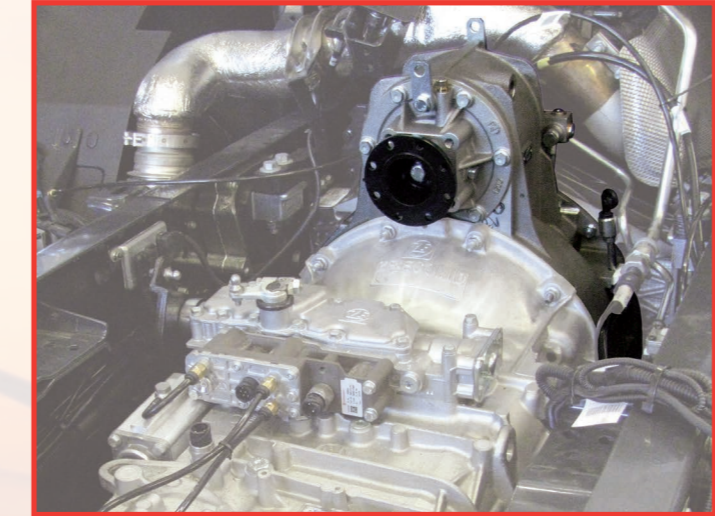
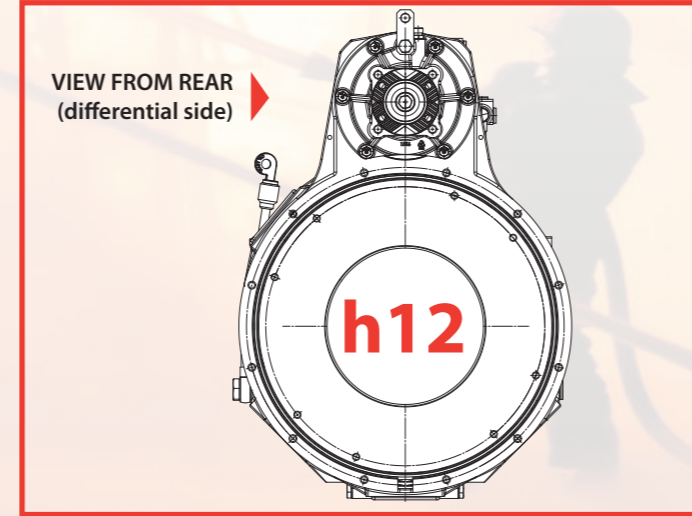
Max. engine speed: 2500 / 2800 r.p.m.  
 Max. operating angle of the vehicle: - forward / rearward: 17° (30%),  
 - right / left: 17° (30%).

**FLANGE OUTPUT**

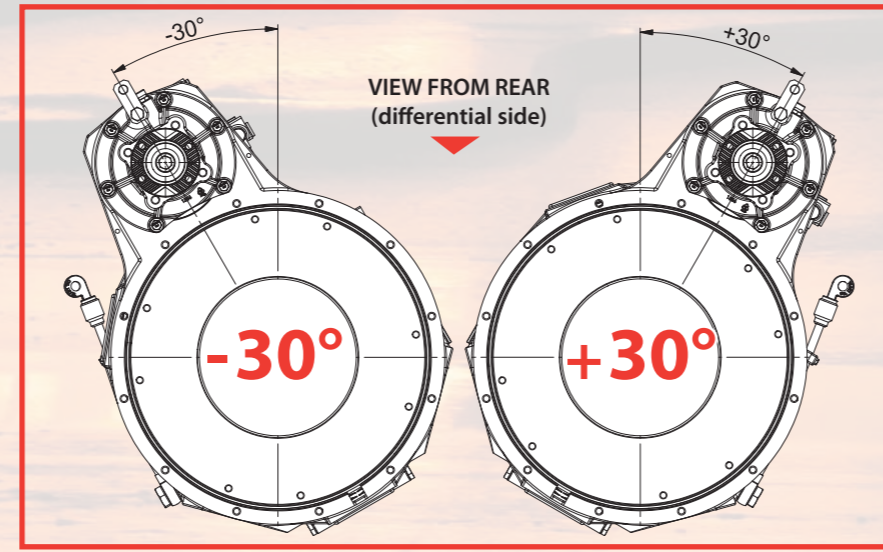
- PTO output: - pump ISO 4 bolts,  
 - pump SAE C,  
 - pump SAE BB,  
 - flange DIN 100,  
 - flange DIN 120,  
 - flange SPICER 1310,  
 - flange SPICER 1410,  
 - flange 120 ISO 8667 (XS).

**MOUNTING POSITIONS**

STANDARD: h12

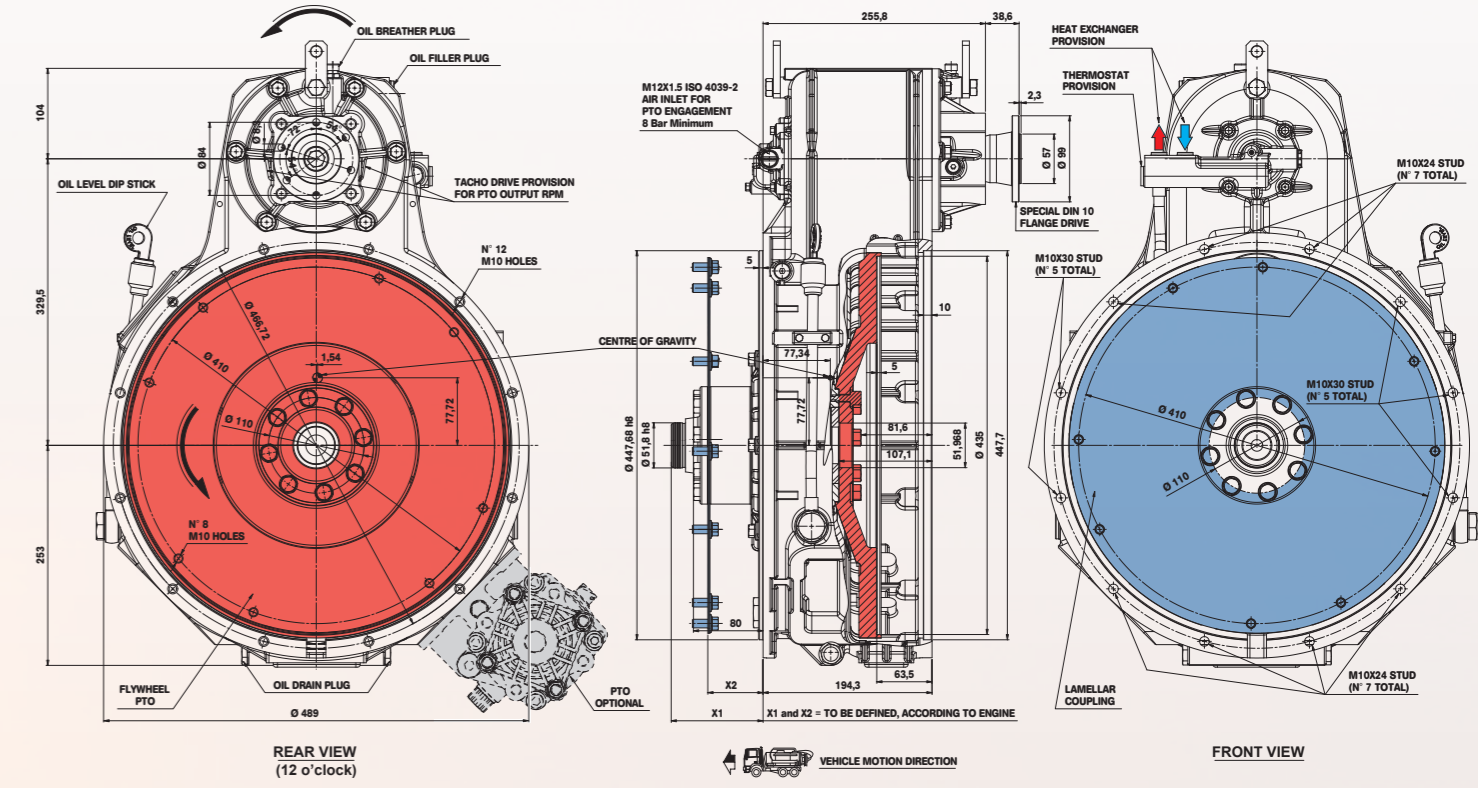


OPTIONAL: +30° or -30°



**DIMENSIONS**

**VERSION WITH FLEXIBLE LAMELLAR COUPLING**



**VERSION WITH DAMPER**

