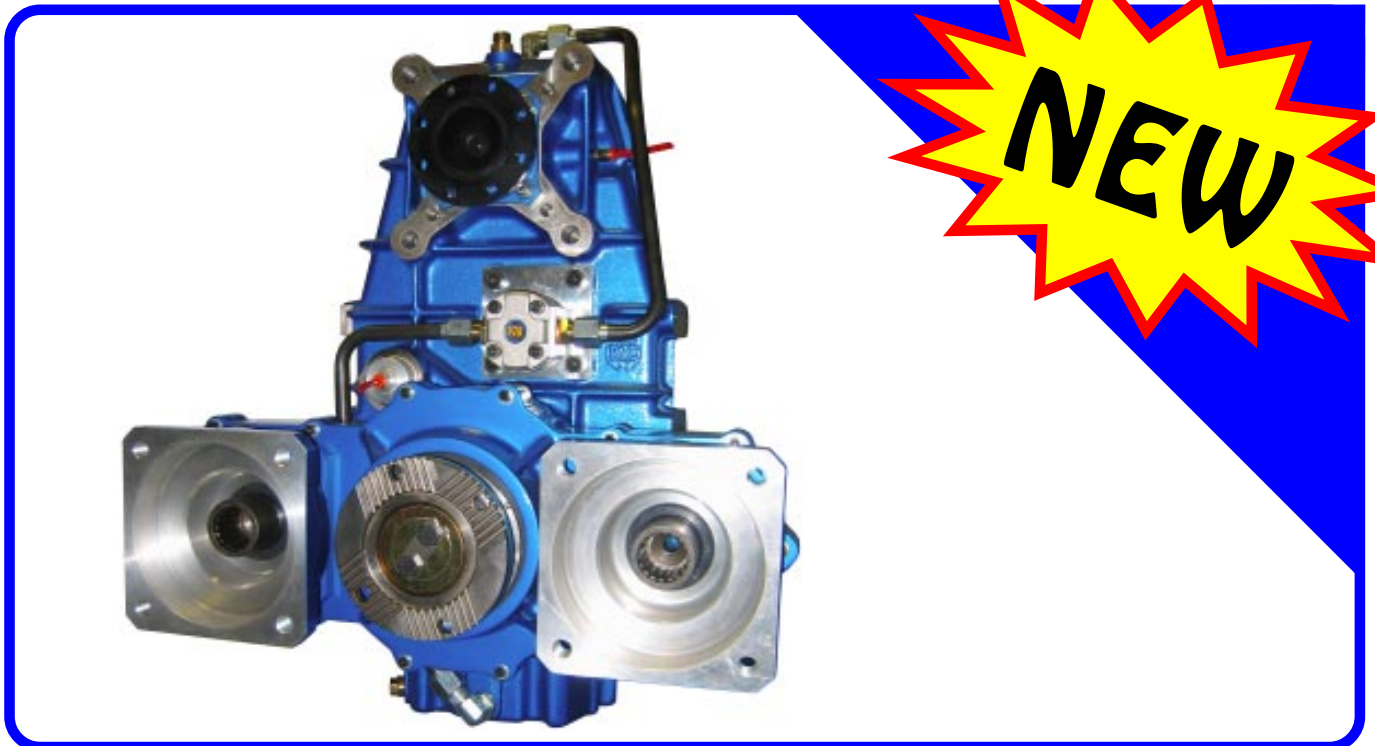




# DRIVING UNIT FOR HYDROSTATIC TRANSMISSION 4.2.90.3.HT. - 4.2.90.4.HT.



## APPLICATION FIELDS:

- In all cases where a truck is required to move at slow speed but at the same time allowing a Split Shaft PTO (S.S.U.) to be operated at full (speed) power.  
Some examples: road and airport cleaning vehicles, rubbish skip washing vehicles, fire fighting vehicles.

## TECHNICAL SPECIFICATIONS:

- Fitment onto the main transmission shaft between the gearbox and the rear axle.
- An hydraulic pump and one or two hydraulic motors are coupled to the S.S.U., which - when properly connected to the hydraulic system - allows to convert the vehicle from mechanical into hydrostatic drive.  
Engagement of hydrostatic transmission during the working cycle is automatically consented after having mechanically disengaged the main transmission allowin in this way the vehicle to move back and forth with a speed up to 50 Km/h.  
One or more additional outputs in the S.S.U. are available to operate the required applications.
- Max. Torque on the output shaft :  
225 Kgms. peak,  
200 Kgms. continuous at 1500 RPM.
- S.S.U. Output / Input RPMs Ratio: 1,28:1.
- Provision for 2 auxiliary outputs on the intermediate shaft (engagement devices 4.2.00.02-like).
- Standard displacement for hydraulic motors: 125 cc fixed displacement,  
108 cc variable displacement.  
Possibility to install hydraulic motors with a displacement up to 160 cc.
- Maximum torque on hydraulic motor input shaft: 110 Kgm with 1,55 ratio - 80 kgm with 2,37 ratio.
- Ratio output RPMs/input RPMs hydr. mot.: 1:1,55 and 1:2,37.

## MAIN TRANSMISSION MAX. THROUGHPUT TORQUE:

- 2000 Kgms. for 4.2.90.3.
- 3000 Kgms. for 4.2.90.4.