

Among the new power take-offs recently introduced by Parker Chelsea are the 511 and 523, which incorporate a modular design concept for use with transmissions that provide rear mounts or countershafts. Both of these series are targeted to hit the marketplace in July.

New Range Of PTOs From Parker Chelsea

BY BILL PAIGE

Parker Chelsea recently introduced a range of new power take-offs (PTOs) for work and vocational vehicle applications. Unveiled at the NTEA Work Truck Show in Indianapolis, the 511, 523, 590, 870/877, 892/899 PTOs are either available now or will be later this year, the company said.

"The big feature that will be popular among all of the series is the wet spline design for the interface between the pump and the power take-off," said Jeff King, marketing manager with Parker Chelsea. "With this design, we've taken the issue of spline fretting, the corrosion caused by the torsionals from the diesel engines, out of the picture and we extend the shaft life."

Bill Paige is an independent technical journalist based in Michigan City, Ind.

Another feature shared with the 590, 870/877 and 892/899 series is a continuous torque rating, King said. "These are our new power take-offs where we only have one torque rating for them," King said. "So, we no longer have the intermittent rating, everything is now rated heavier duty with a continuous torque rating.

"It has been severely tested and we are confident that the user will get every ft.lb. of torque power needed for each application."

The 511 and 523 series are a new group of PTOs with a modular design concept for transmissions with rear mounts or countershafts. Both of these series are targeted to hit the marketplace in July.

"We have designed components that can be mixed and matched allowing us to cover up to 131 transmis-

sions around the world with the 511 and 523 series," King said. "Rear mounted power take-offs have been popular with European applications.

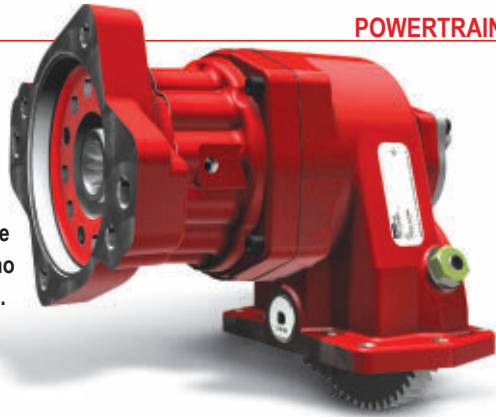
"A great thing about these rear mount designs is there is no backlash. It is simpler for the installer, there is great access at the rear of the transmission. This all helps reduce installation time."

The 511 series incorporates a coaxial design that helps eliminate clearance issues, the company said. The high-capacity bearings and gear designs allow for a torque rating up to 590 lb.ft. The design is such that Parker Chelsea said there is no need to derate the PTO for continuous applications.

The 523 series is a two-gear design which results in a compact housing that is intended to reduce clearance problems. This design offers torque

POWERTRAIN

The 870 series PTOs have two assembly arrangements intended to maximize installation possibilities. The bearings and gear design provide torque ratings up to 670 lb.ft. with no derating for continuous applications.



ratings up to 260 lb.ft., with no derating needed, the company said.

Both the 511 and 523 series each have 17 mounting adapters that fit up to 131 transmissions. They have four shaft options integrated in the PTO to help conserve space, the company said. A cam lock shift mechanism provides a positive engagement for each shift cycle and four direct mount pump flange options are standard with the Chelsea wet spline design.

The 590 series PTO has been designed specifically for the new Allison TC10 transmission due out later this year. "We are supporting Allison with the 590 series when they introduce this transmission in the marketplace this fall," King said. "It is designed for Class 8 over-the-road trucks."

This coaxial designed rear mount PTO helps alleviate clearance issues, the company said, and the bearing and gear designs deliver torque ratings up to 660 lb.ft.

The 590 series is a clutch pack design that allows for easy engagement with no gear clashing, the company said. Four direct mount pump flange options standard with the wet spline design.

The 870/877 series, which are currently available, have two assembly arrangements to maximize installation possibilities, Parker Chelsea said. The bearings and gear design provide torque ratings up to 670 lb.ft. with no derating for continuous applications.

The 870 and 877 PTOs have a 10-bolt mounting pattern designed to fit most current automatic transmissions. They also have six shift options,

four that are integrated into the PTO housing requiring one hose for a simpler installation, the company said.

The Parker Chelsea Electronic Overspeed Control is also available for driven equipment. Eight internal gear ratios offer a variety of working speeds and pump mounting flange options are available.

The 892 and 899 series, now available in the market, are engineered to address the packaging challenges posed by the large pumps used on oil field exploration and maintenance trucks using the 4700 series transmissions. Sized to provide maximum clearance, they also incorporate the wet spline design, which addresses the torsional vibrations of diesel engines that can prematurely wear out mating PTO and pump splines by lubricating the mating PTO and pump shafts. This can increase the service life of these components as much as seven to ten times longer than a dry mating connection, the company said.

The 892 series PTOs are available with six speed ratios, eight output configurations and six shaft options that offer a great amount of flexibility with applications, according to Parker Chelsea.

The 899 series also offers six speed ratios, eight outputs and is a constant mesh shifter that is a viable option for variable displacement piston pump applications, the company said. **dp**

To Request More Information
On This Company Go To
DIRECTLINK 
at www.dieselprogress.com

JOINED TO LAST .

KOENIG
expander



KVT
SOLUTIONEERING GROUP

**KOENIG-
EXPANDER®**

**PRECISION
BUILDS
RELIABILITY**

KVT Koenig LLC offers industry leading expertise in high-end sealing and flow control technology.

The KOENIG-EXPANDER® is the world's leading sealing system for accessory holes. The KOENIG-RESTRICTOR® is an innovative way to meter flow in fluid systems.

Thanks to the continuous expansion of our product line, along with the capability to custom design components, KVT offers an optimum sealing or flow control system for any application.

To find out more,
please go to:

) www.kvt-koenig.com

) US Phone: 203 245 1100

SEE DIRECTLINK @
WWW.DIESELPROGRESS.COM