

OMFB the search continues for new PTO products

“High-torque” PTOs
For heavy duty work.

The company strategy is innovation. A new range of PTOs (stands for Power Take-Offs Ed.) for heavy duty work has arrived on the market. OMFB, located in Provaglio d’Iseo in the province of Brescia, is a national leader in oil hydraulic components and within its projectual energy lie restored opportunities for being competitive in an ever-increasing commercial scenario where needs are specific and requests technologically advanced.

OMFB production is considerable, there are 13 product lines and power take-offs have always been the core business. Despite a range of 600 PTO products, there were no PTOs for heavy duty work.

Hence OMFB’s technical office designed and produced a new range of PTOs expressly for this type of work.

In this way the company has reinforced its experiences in development based on a consolidated know-how primarily directed at industrial vehicle outfitters for whom it can now meet needs specifically concerning heavy duty PTOs.

Which, in particular? Requests regard, for example, cistern vehicles for unloading bulk or for transferring liquids; these vehicles contain compressors which absorb high torques as their working times are long and high speed is necessary.

Apart from the cistern vehicles, heavy duty PTOs are also used on large forest cranes equipped with a double oil hydraulic circuit and compactors which can be rolled-off with cranes, on the most renowned national and international packer trucks.

Consequently OMFB has seized its clients’ increasingly widespread necessity to install even more complex equipment on vehicles which in turn require additional power for their operation.

With regard to the latter, this is how heavy duty PTOs are capable of withstanding torques that oscillate between 400 and 600 Nm for long working periods. How do they sustain this level of operational stress? OMFB has equipped heavy duty range Os with a forced lubrication system within the mechanical components so that working temperature is kept under control; these distinctive PTOs also manage three oil hydraulic pumps, for certain jobs, whether they have gear or piston mechanisms.

Let us take a closer look at these new PTOs:

High Power PTO, posterior PTO for ZF and Mercedes transmission with or without retarders and with a maximum input torque of 1000Nm and a maximum withdrawable output torque of 500Nm.

Power Plus PTO, lateral PTO for Scania. GRS 900 and 920 transmissions including Opticruise versions, with a maximum withdrawable torque for each single output of 600Nm.

Multi Power PTO, posterior PTO for Volvo transmissions. Apart from the PTO on the transmission, not to be left out are the ‘friction clutch’ PTOs; a worldwide commercial success in only two years, they were specifically designed by OMFB technicians for the refuse compaction sector, particularly for Allison and Fuller transmissions.

When, however, these PTOs cannot be used due to encumbrances, another interesting product emerges from OMFB, the ‘Splitter Box’. It is a coupler equipped with important features: it can be arranged for employment in the agricultural sector as well as having motion input by means of an ISO 8x32x36 shaft arranged for cardan joint

flange/connection. This allows remote assembly and can, moreover, activate two pumps by virtue of the ISO 7653 double output. Maximum input torque: 1000Nm; maximum torque input: 600Nm.

An exceptionally comprehensive, flexible range for use in industrial vehicle management with significant technological reliability.