



MODEL TR2238

SPLIT-SHAFT TRANSFER CASE

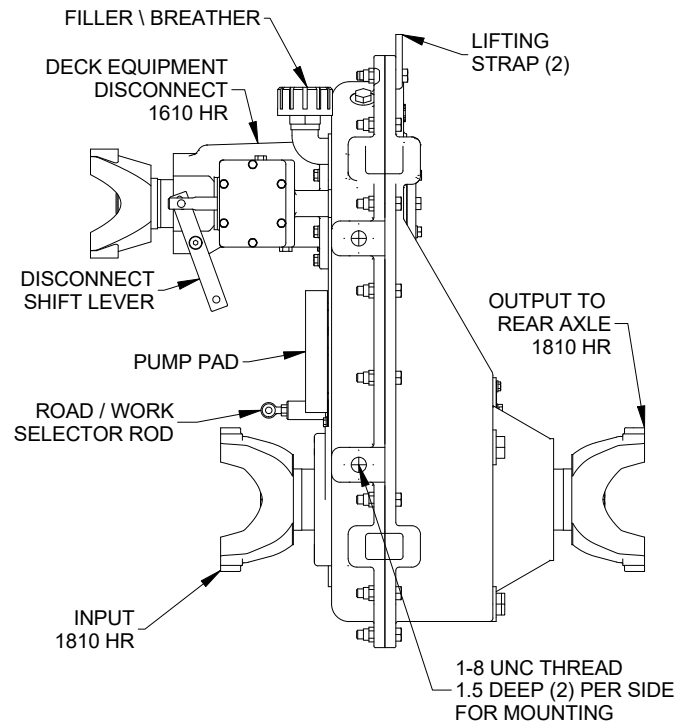
Product Description:

Model TR2238 is a 3 stage over-speed split-shaft transfer case designed to selectively route vehicle engine power to either the drive-axle (road mode), or to the deck/ancillary equipment (PTO mode). The term split-shaft owes to the through-drive shaft consisting of two separate shafts (split) even though outwardly appearing to be a single through shaft. In operation the drive shafts are coupled together by an integral splined clutch for roading and then de-coupled by shifting to PTO at the work site. The integral clutch design provides that shifting to or from either mode simultaneously and fully disengages the other mode.

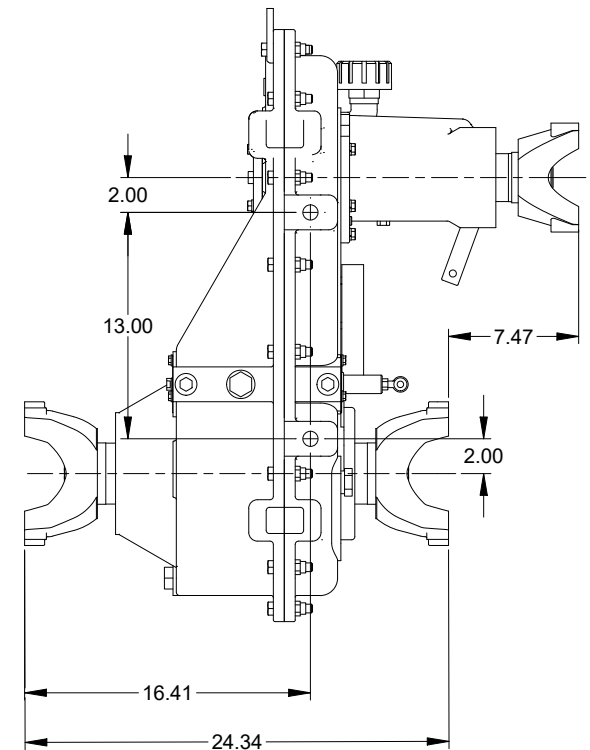
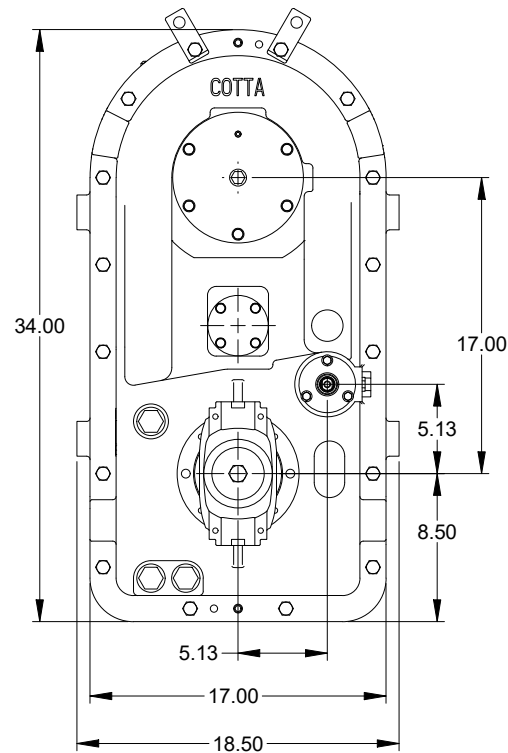
NOMINAL APPLICATION POWER:	500 HP
TORQUE CAPACITY:	1200 lb-ft. continuous at PTO 12500 lb-ft. continuous through drive shaft 17500 lb-ft. momentary through drive shaft
MAX SPEED:	3000 RPM input
RATIO:	1.2, 1.4 overspeed input to top PTO 1.17 overspeed input to center PTO (1.2 ratio) 1.32 reduction input to center PTO (1.4 ratio)
CENTER DISTANCE:	17 inches input to top PTO CD to center varies with ratio
ROTATION:	Top PTO rotates same direction as input Center PTO rotates opposite to input
LUBRICATION:	Internal reservoir.
SHIFTING:	Air shift. Mechanical shift option available.
OUTPUT SHAFT SIZE:	2.75-10 straight side spline
COMMON OPTIONS:	SAE and ISO yokes and flanges, disconnects, pump pads, clutches, splined and stub shaft
WEIGHT:	Approximately 600 lbs.



This drawing shows general arrangement and approximate space claim. Do not design, scale, or lay out using this drawing. Use only certified drawings provided by Cotta Engineering.



TR2238 EXAMPLE CONFIGURATION



TR2238 DRW.