

KRD.11

Owner's Instructions



1. APPLICATIONS

KRD.11 is 3-stage 243 KGM universal RPM Increaser/Decreaser. KRD.11 can be mount as vertically or horizontally. And it can be used on different kind of application areas.

2. DEFINITION

It is designed as 3 axis and able to increase or decrease the RPM. Available for horizontal or vertical installation with Medium Duty applications.

2.1 KRD.11 takes motion from bottom/top axis and can make run equipments from other top/bottom outputs.

It is available for ISO, SAE, DIN standard flanges.

Footnote: Input and Output can be at same or opposite side in according to request.

2.2 KRD.11 has 1 output and 1 input

2.3 KRD.11 reductor is not able to engage/disengage procces.

2.4 KRD.11 reductor needs **SAE 80 W 90 EP** oil or equivalent type.



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3. TECHNICAL DATA

This split shaft warrant below values in case it is used proper

3.1. MAIN INPUT (A)

Maximum Torque 2385 Nm

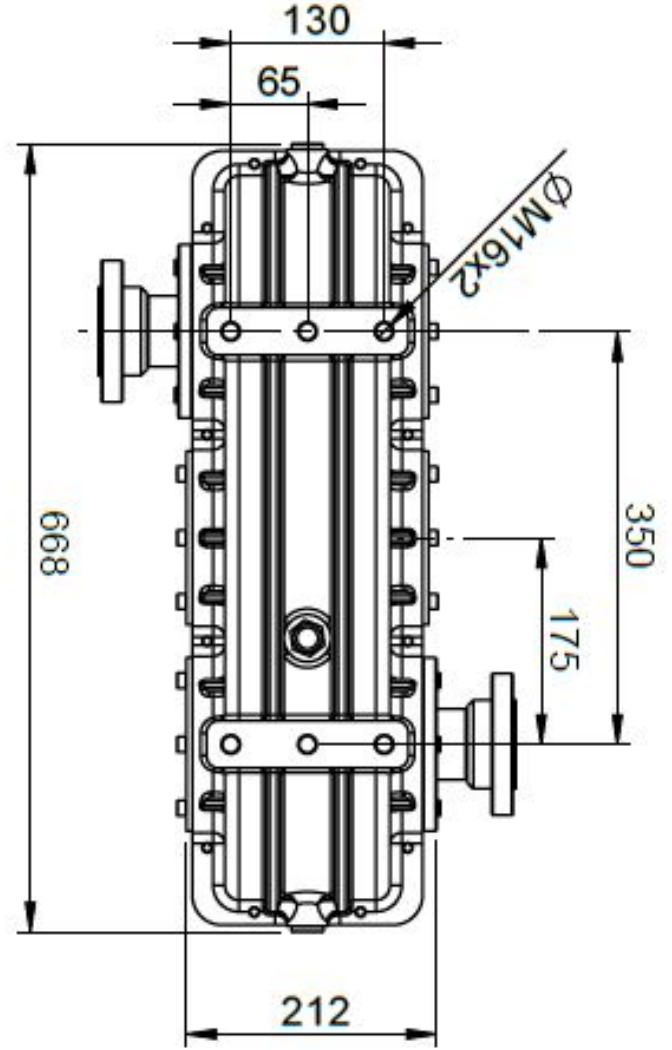
Maximum RPM 4000 rpm

3.3. OUTPUT (B)

Maximum Torque 2385 Nm

Available ratios

1/1 1/1,34 1/1,80 1/2,52 1/3,53



Note: In case of any high rpm usage, please contact with Kozmaksan Sales Team

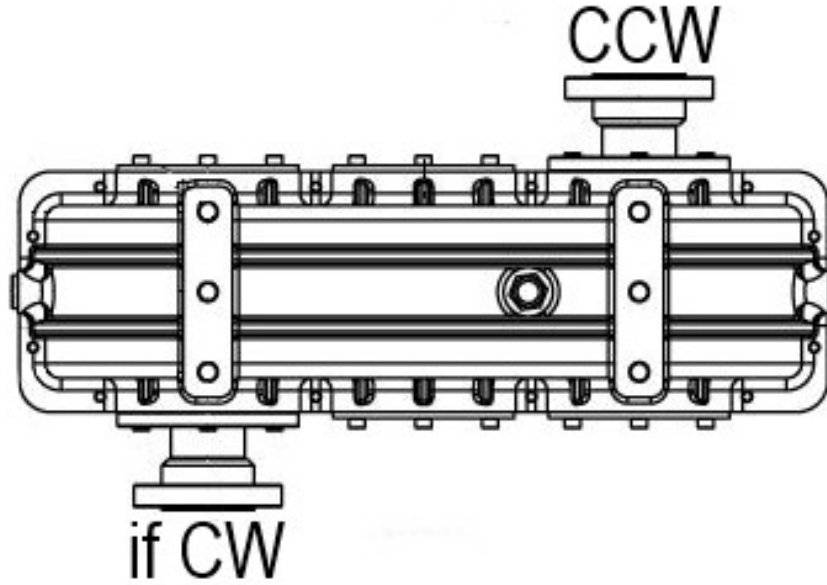


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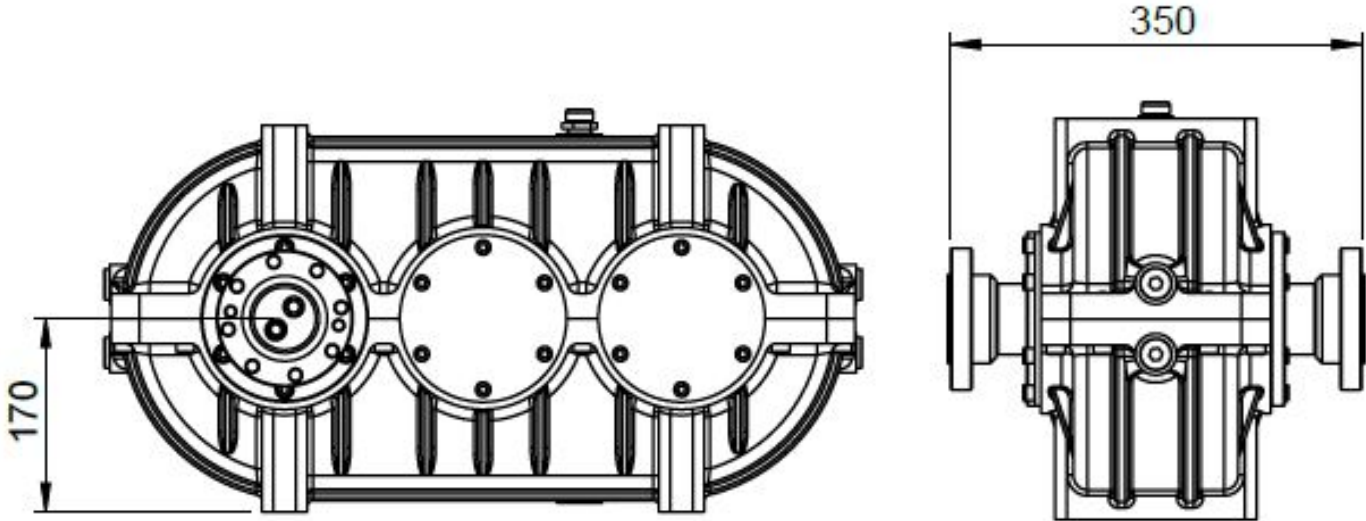
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3.4. SENSE OF ROTATION



4. DIMENSIONS



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5. SERVICE

OIL FILLING

The gearboxes are shipped as unoled. Oil should be filled into the reductor using the oil filling mechanism, before running the vehicle. The oil filling operation should be made on the ground. The correct oil level is the top level shown on the indicator. The oil should be totally clean. You are required to use only the recommended oil. **(SAE 80 W 90 EP or equivalent oil)** In case of using any oil other than the recommended oil, the vehicle is out of warranty coverage.

6. MAINTENANCE

6.1 OIL LEVEL CONTROL

Maintenance should be made before and after long trips. Maintenance should be made at ground level and when the vehicle is not running. In case the oil level is less than required, oil should be added.

6.2 OIL REPLACEMENT

Make sure that old oil is totally drained and make sure that you are using recommended (correct) oil. In case of mixing old and new oil;
This situation is going to cause damage of components of gearbox (shaft, gear, bearing etc.)

6.3 OIL CHANGING

First oil changing should be made following 100 hours after the Reductor has started to run. Oil changing should be made when the oil is cold. Draining could be made by removing the drain plug. In order to accelerate the process, it is recommended to remove the filling plug also. Before re-starting, the drain plug is required to be cleaned. Subsequent oil replacements should be made once in every 1000 hours or once a year..

IMPORTANT

During oil replacement, do not touch the hot oil. Act in compliance with the country legislations in the disposal of the waste oil. Do not pollute the environment.



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6.4 IDENTIFICATION of OIL LEAKS

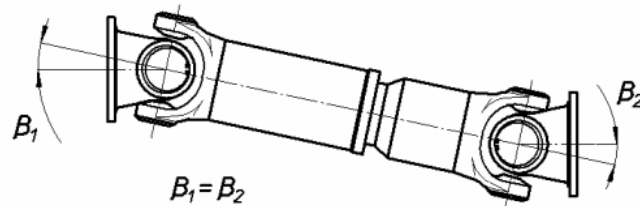
Check for oil leaks periodically. Check for any oil leaks in the area where the vehicle is operated and the surroundings. In case of detecting any oil leaks, Prevent oil leaking, add oil if necessary, contact with manufacturer firm KOZANOĞLU KOZMAKSAN.

6.5 GENERAL EQUIPMENT CONTROL

Check for equipments and parts of product periodically. If needed, make bolts tighten

INSTALLATION

- There must be special suspension kit to install the PTO
- The gearbox's brackets should be screwed proper location on chassis. Before screw the proper location on chassis, approval
- should be received by manufacturer. **NEVER INSTALL IT WITH WELDING PROCESS**
- Balanced shafts should be used
- U-joint flanges should be parallel. This analogy avoids vibration and noise. Also shaft of main transmission, the gearbox and other components should be install compatible to this parallelism. β_1 and β_2 angels should be identical. These angels are changeable due to chassis type and ratio between 3° - 7°



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