

Hydraulic pump drive systems

Depending on the equipment of the vehicle, following hydraulic pump drive systems are available:

- pulley drive (direct drive) – for vehicles without PTO engine output shaft and with two available belt slots on the crankshaft pulley;
- electromagnetic pulley drive - for vehicles without PTO engine output shaft and with two available belt slots on the crankshaft pulley;
- PTO engine drive - for vehicles without PTO engine output shaft for communal hydraulics

PTO engine drive is recommended to avoid possible problems with electromagnetic pulley (slipping belt, overheating of the electromagnetic coil etc.). Direct pulley drive system is not recommended because of increased maintenance (belts should be removed after winter season).

Options

IP65 electrical components protection available on request.



communal hydraulics KH

Mounting

KH communal hydraulics is designed in accordance with EN 15431 for vehicles in winter and summer road maintenance. Vehicle data such as PTO engine output shaft availability, allowed PTO torque, PTO gear ratio are necessary before decision about communal hydraulics installation.

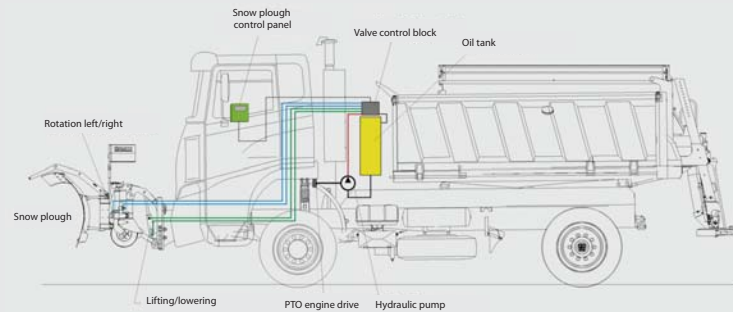
It is recommended that mounting of the communal hydraulics is made by manufacturer, or an authorized workshop according to manufacturer instructions.



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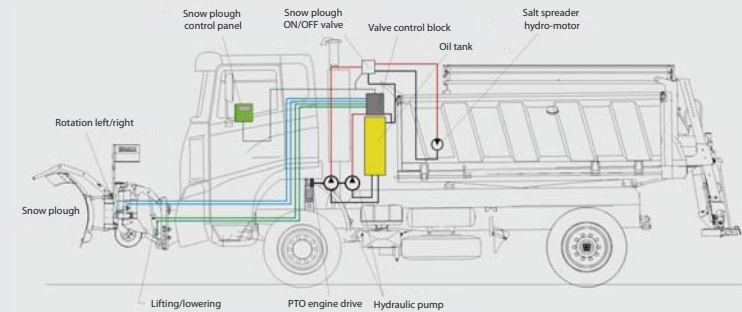




KH-1 single-circuit communal hydraulics

Single-circuit communal hydraulics for propulsion of the snow plough or salt spreader. Consists of hydraulic gear pump, a group of electromagnetic hydraulic valves and electrical control panel in the vehicle cabin.

Nominal oil flow at 75% vehicle engine RPM is 20 l/min and oil pressure is 175 bar for the snow plough propulsion or 40 l/min and 250 bar for the salt spreader propulsion.



KH-2 two-circuit communal hydraulics

Two-circuit communal hydraulics with or without snow plough weight relief for propulsion of the snow plough and salt spreader. Consists of tandem hydraulic gear pump, a group of electromagnetic hydraulic valves and electrical control panel in the vehicle cabin. Nominal oil flow and pressure:

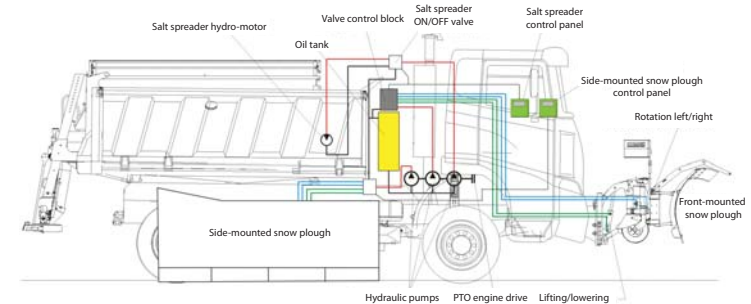
- circuit I (snow plough propulsion) - nominal oil flow 20 l/min at 75% vehicle engine RPM and 175 bar oil pressure;
- circuit II (salt spreader propulsion) - nominal oil flow 40 l/min at 75% vehicle engine RPM and 250 bar oil pressure;

KH-3 three-circuit communal hydraulics

Three-circuit communal hydraulics for propulsion of the front-mounted snow plough, side-mounted snow plough and salt spreader. Consists of hydraulic gear pumps, a group of electromagnetic hydraulic valves and two electrical control panels in the vehicle cabin.

Nominal oil flow and pressure:

- circuit I (front-mounted snow plough propulsion) - nominal oil flow 20 l/min at 75% vehicle engine RPM and 175 bar oil pressure;
- circuit II (side-mounted snow plough propulsion) - nominal oil flow 30 l/min at 75% vehicle engine RPM and 175 bar oil pressure;
- circuit III (salt spreader propulsion) - nominal oil flow 40 l/min at 75% vehicle engine RPM and 250 bar oil pressure;



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