

CS6 AND CS8 SERIES

CLUTCH SHIFT POWER TAKE-OFFS



PTO ENGAGEMENT SIMPLIFIED

With options designed for both SAE 6- and 8-bolt openings on most popular automatic and manual transmissions, the CS6 and CS8 Series PTOs provide simple PTO engagement via a clutch shift design.

TARGET MARKETS

- Dump & Construction
- Refuse
- Snow & Ice
- Tow & Recovery
- Utility



KEY FEATURES

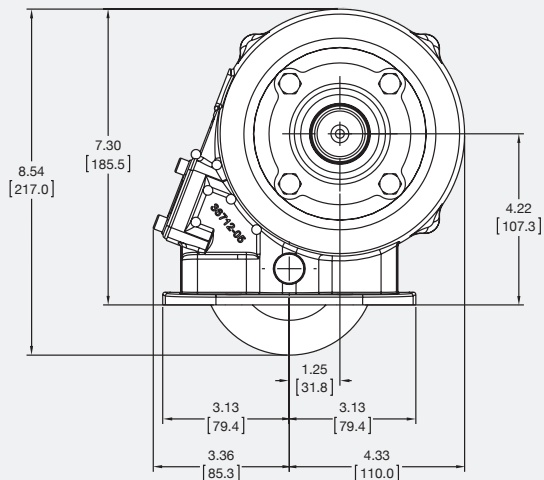
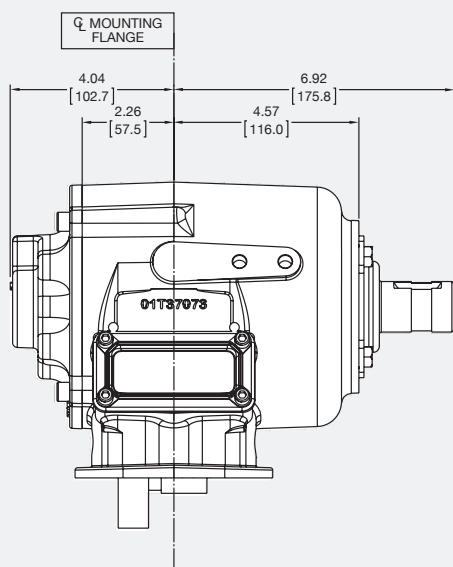
- Fits most popular automatic and manual transmissions
- Versatility for remote pump drives: Three remote mount output shafts in keyed and flange types
- Available outputs include SAE and DIN for direct mount pump applications, or keyed shaft and companion flange for driveline driven applications
- Rotatable direct-mount flanges allow the pump to be positioned for maximum clearance
- Standard drag brake prevents shaft rotation in the OFF mode
- Available with integral solenoid valve on automatic transmissions

PTO TORQUE & HORSEPOWER RATINGS

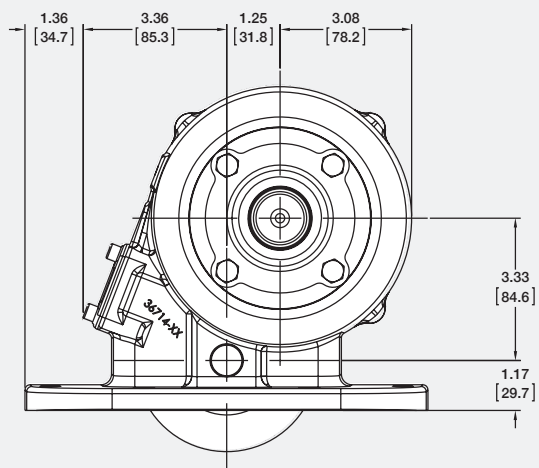
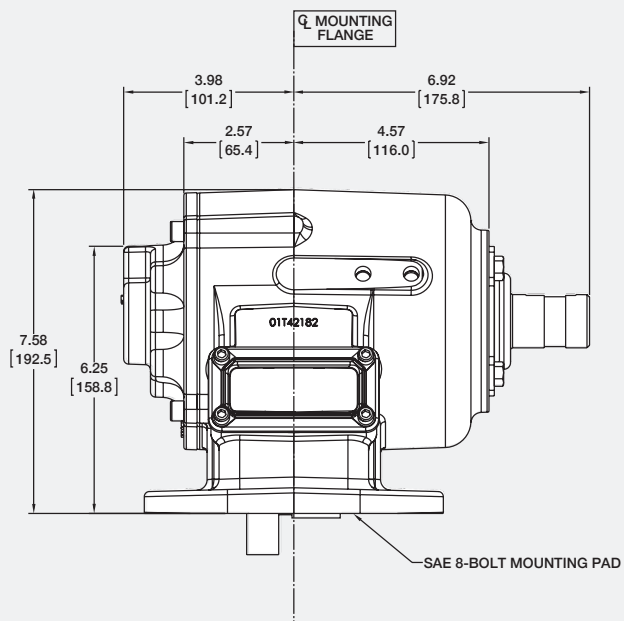
SPEED RATIO	INTERMITTENT HP (KW) @ 1,000 RPM	INTERMITTENT TORQUE LBS.FT. (NM)	CONTINUOUS TORQUE LBS.FT. (NM)
03	57 (43)	300 (407)	210 (285)
04	57 (43)	300 (407)	210 (285)
05	57 (43)	300 (407)	210 (285)
06	57 (43)	300 (407)	210 (285)
07	57 (43)	300 (407)	210 (285)
09	52 (39)	275 (373)	193 (261)
12	52 (39)	275 (373)	193 (261)

Approximate Weights: 47–49 lbs. (21.3–22.2 Kg.)

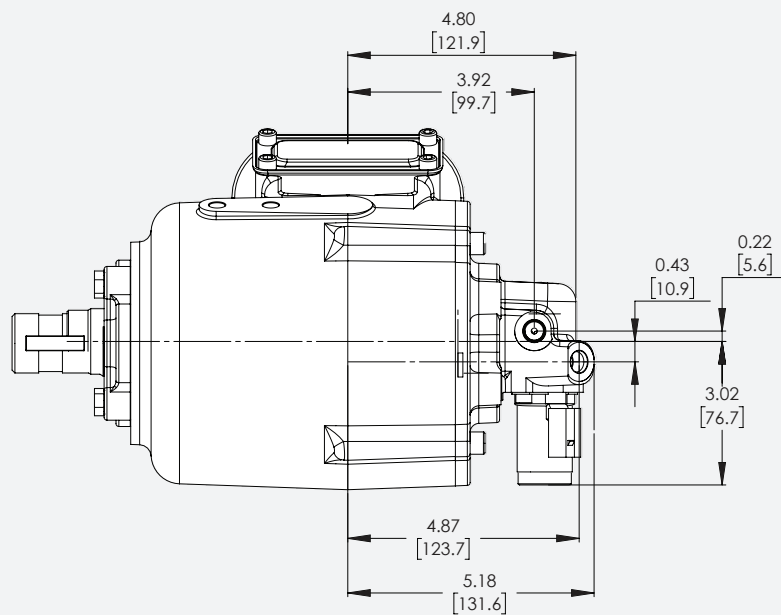
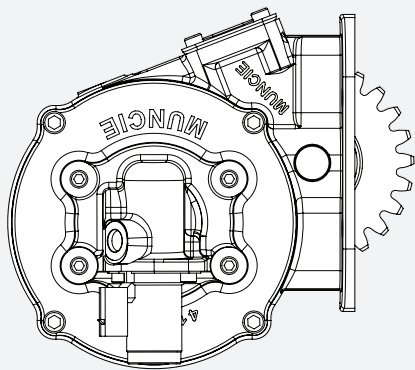
CS6 SERIES DIMENSIONS



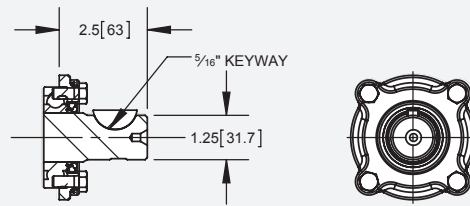
CS8 SERIES DIMENSIONS



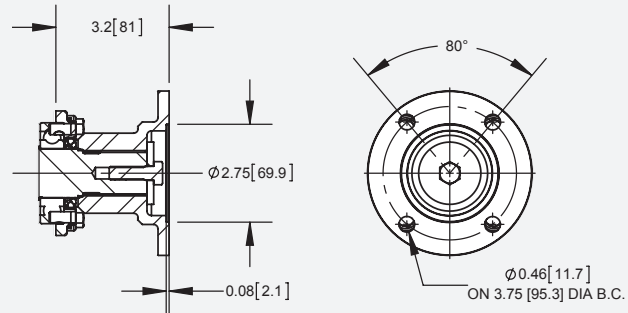
CS6S SERIES DIMENSIONS



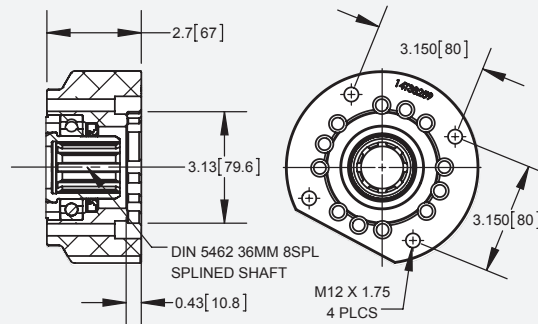
OUTPUT OPTIONS



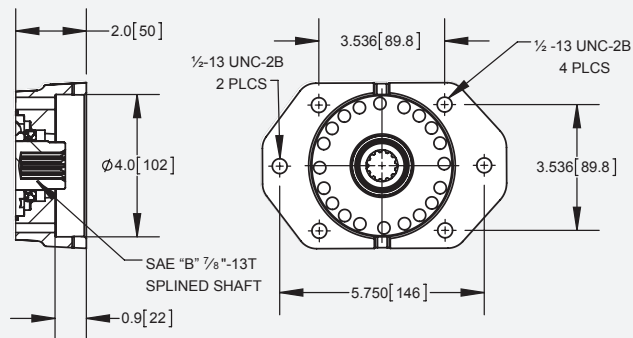
"B" OUTPUT – 1¼" RD SHAFT W/ 5/16" KEY



"C" OUTPUT – 1410 COMPANION FLANGE

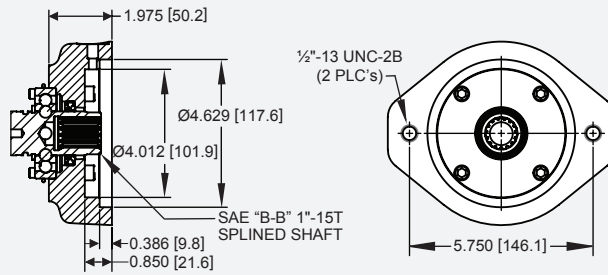


"I" OUTPUT – DIN 5462

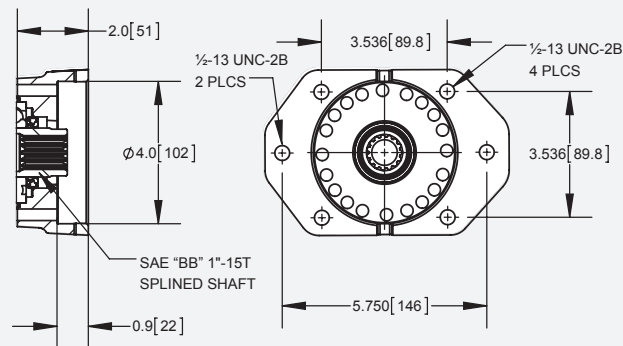


"K" OUTPUT – SAE "B" 2/4-BOLT

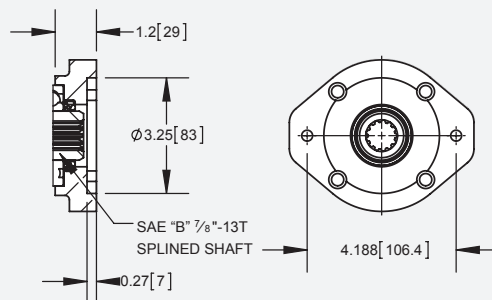
OUTPUT OPTIONS (CONT.)



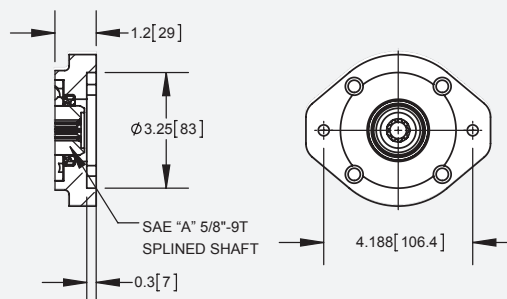
“L” OUTPUT – SPECIAL (USED WITH LOW-BOX)



“P” OUTPUT – SAE “B” 2/4-BOLT FLANGE
SAE “BB” 1” -15T SPLINED SHAFT

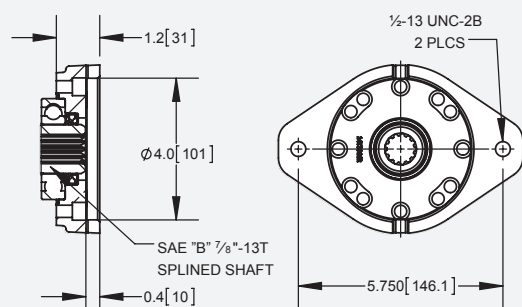


“Q” OUTPUT – SAE “A” 2-BOLT FLANGE
SAE “B” 7/8” -13T SPLINED SHAFT

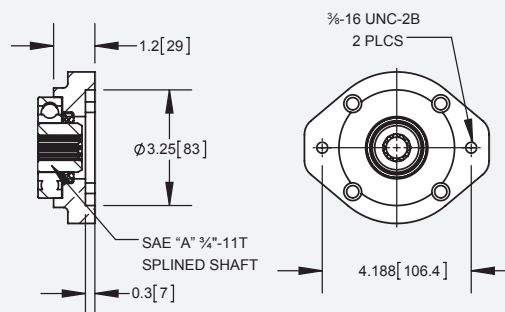


“R” OUTPUT – SAE “A” 2-BOLT FLANGE
SAE “A” 5/8” -9T SPLINED SHAFT

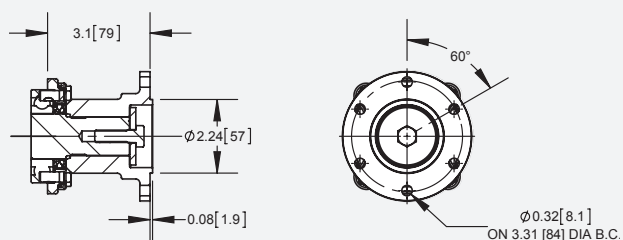
OUTPUT OPTIONS (CONT.)



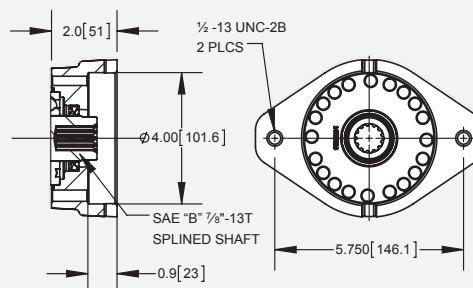
"S" OUTPUT – SAE "B" 2-BOLT



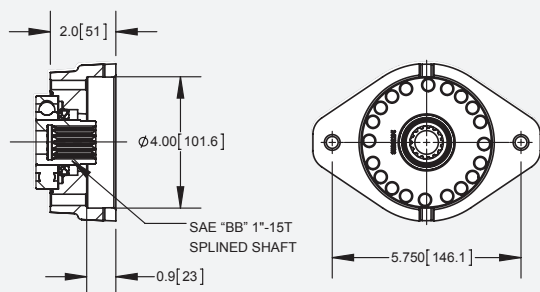
"T" OUTPUT – SAE "A" 2-BOLT FLANGE
SAE "A" $\frac{3}{4}$ " - 11T SPLINED SHAFT



"2" OUTPUT – DIN 100 COMPANION FLANGE

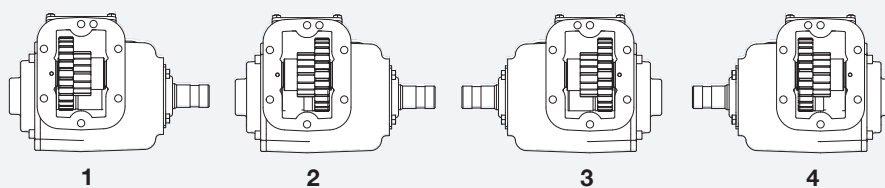


"6" OUTPUT – SAE "B" 2-BOLT SPECIAL



"7" OUTPUT – SAE "B" 2-BOLT SPECIAL FLANGE
SAE "BB" 1" -15T SHAFT

ARRANGEMENTS



MODEL NUMBER CONSTRUCTION

CS 6B-A67 05 S 3 K P

PTO Series

CS — Clutch Shift (Standard Drag Brake)

Mounting Options

6B — SAE 6-Bolt Std. Mtg. — Metric Studs
6D — SAE 6-Bolt Non-Std. Mtg.
6S — SAE 6-Bolt Std. Mtg.
8B — SAE 8-Bolt Std. Mtg. — Metric Studs
8D — SAE 8-Bolt Non-Std. Mtg.
8F — SAE 8-Bolt Eaton Endurant (E80)
8S — SAE 8-Bolt Std. Mtg.
8S — SAE 8-Bolt Non-Std. Mtg. — Metric

Transmission Input Gear Options *

I84 — Aisin	8.46P 20° PA Spur
A67 — Allison	6.86P 20° PA Spur
E80 — Eaton/PACCAR	8.04P 20° PA 28.9 RH
M65 — Mack	6.48P 17.5° PA Spur
S68 — Spicer	6P or 6/8P 20° PA Spur Deep Reach
U60 — Universal	6P 20° PA Spur
U68 — Universal	6P or 6/8P 20° PA Spur

Speed Ratio Options

03 — 0.33:1
04 — 0.44:1
05 — 0.47:1
07 — 0.71:1
09 — 0.87:1
12 — 1.15:1

* Not all combinations are available for input gear options. Refer to the application catalog or the service parts list for additional information.

** Integral Solenoid Shift CS6 Series Only.

Special Feature Options

X — None
C — Pulse Generator/Pressure Lube/SPD-2000
P — Pressure Lube
R — Pulse Generator/No Pressure Lube
S — Pulse Generator/Pressure Lube
2 — 2021 & Later Hino (S Shift Type Only)

Output Options

B — 1¼" Round Keyed Shaft
C — 1410 Companion Flange
I — 36mm -8T, DIN 5462 (Euro)
K — SAE "B" ⅞" -13T, SAE "B" 2- & 4-Bolt
L — 1" -15T, Low-Box Mount
P — SAE "BB" 1" -15T, SAE "B" 2- & 4-Bolt
Q — SAE "B" ⅞" -13T, SAE "A" 2-Bolt
R — SAE "A" ⅝" -9T, SAE "A" 2-Bolt
S — SAE "B" ⅞" -13T, SAE "B" 2-Bolt
T — SAE ¾" -11T, SAE "A" 2-Bolt
2 — DIN 100 Companion Flange
6 — SAE ⅞" -13T, SAE "B" 2-Bolt Special
7 — SAE 1" -15T, SAE "BB" 2-Bolt Special

Assembly Arrangements

1 — Right Side Shaft Low
2 — Right Side Shaft Low, Gear to Rear
3 — Left Side Shaft Low
4 — Left Side Shaft Low, Gear to Rear

Shift Options

A — Manual Air
B — 12 V Electric/Hydraulic (I84 Only)
D — 12 V Electric/Hydraulic 2013 Ram
E — 12 V Electric/Air
G — 12 V Electric/Hydraulic Ram (2014+ Gas or Diesel Integral Solenoid) (I84 Only)
H — 12 V Electric/Hyd. (Auto Trans. Only)
J — 24 V Electric/Hyd. (Auto Trans. Only)
N — 12 V Electric/Hydraulic ** (1 Arr. PTO, Left Side; 3 Arr. PTO, Right Side Integral Solenoid) (A67/I84 Only)
P — Manual Air Shift Less Activation Controls
R — 24 V Electric/Hydraulic ** (Integral Solenoid) (I84 Only)
S — 12 V Electric/Hydraulic ** (Integral Solenoid) (A67/I84 Only)w
U — Hydraulic Shift** Less Activation Controls (Integral Solenoid)
2 — 12 V Electric/Hydraulic GM 4500–6500 (2019 & Later) & International CV



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