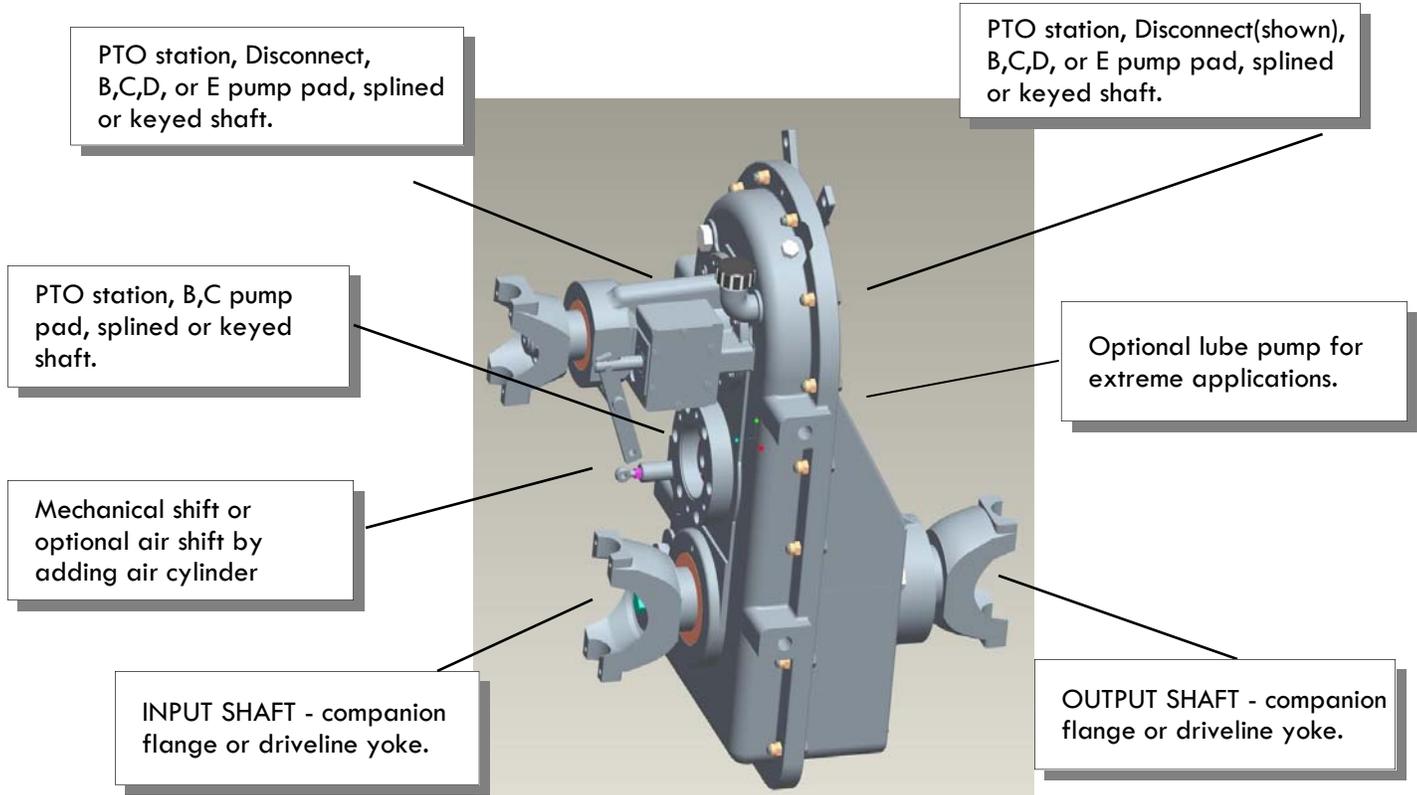


**ELIMINATE THE EXPENSE ... and WEIGHT of an auxiliary engine to power your deck mounted equipment. A Cotta split shaft transfer case allows one engine to do the job of two by redirecting the main engine power to the deck equipment ... drive to the work site then switch to PTO mode to use the truck engine to do the work.**



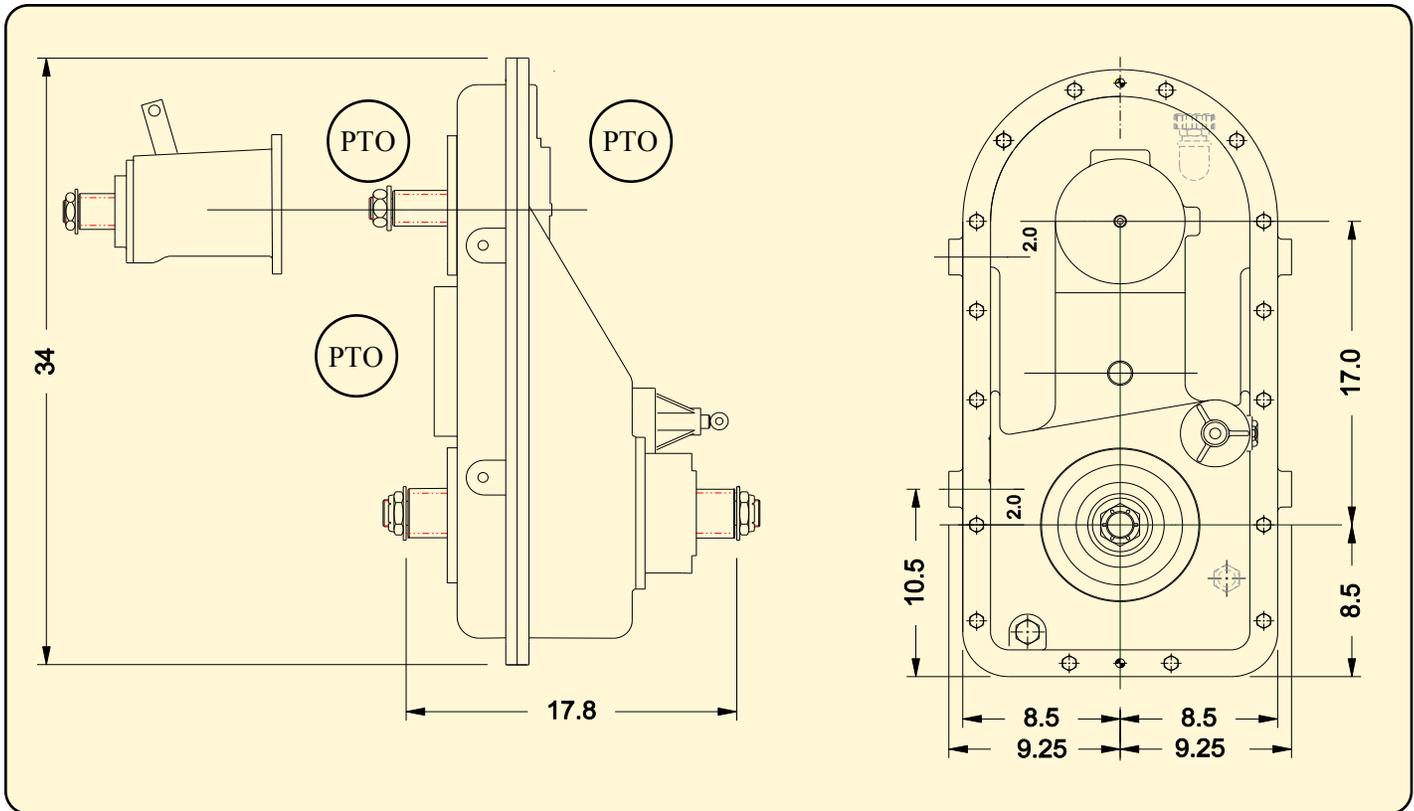
Cotta TR2237 series split shaft PTO's have three PTO stations. Disconnects are available on either top station. Mechanical or optional air actuation for both main shift and disconnect is available. A 1.25 and 1.4 overdrive ratio on the top station is also optional.

**Vacuum trucks**  
**Drill rigs**  
**Concrete pumpers**  
**Specialty vehicles**

- Lifts
- Winches
- Compressors
- Pumps
- Blowers

**WORK IN SAFETY AND CONFIDENCE** - Cotta's true split shaft pto is designed to provide engine power to either the drive axle, or to the deck equipment, but not both at the same time. Whether in truck or pto, power is not directed to the other mode.

# TR2237 and TR2238 Split Shaft PTO General Arrangement



Through shaft torque capacity	12,000 lb-ft, 17,000 momentary
Through shaft size	2.75 x 10 straight side spline
PTO shaft torque capacity	1200, 960, 860 lb-ft depending upon ratio
PTO shaft size	2.25 X10 straight side spline
Maximum input speed	3200 rpm
Disconnect shaft size	2.25 x 10 straight side spline
PTO ratio	1:1 , 1.2 and 1.4 overspeed

TR2237 and TR2238 Split Shaft PTO's feature a heavy duty cast iron case and ground helical gearing for high capacity and quiet operation.

A hybrid splash lube system assures oil is distributed to all gears and bearings. A lube pump can be added for extreme applications requiring lube oil coolers.

A unique "offset tooth" feature in the main shift is provided to keep the gearbox for kicking out during operation. The clutch is also designed to prevent operation in both PTO and drive mode at the same time.

Cotta Split Shaft PTO's feature a true split shaft providing the ease and efficiency of shifting from PTO to drive mode with one clutch, one shift—no need for multiple clutches and shifting devices.