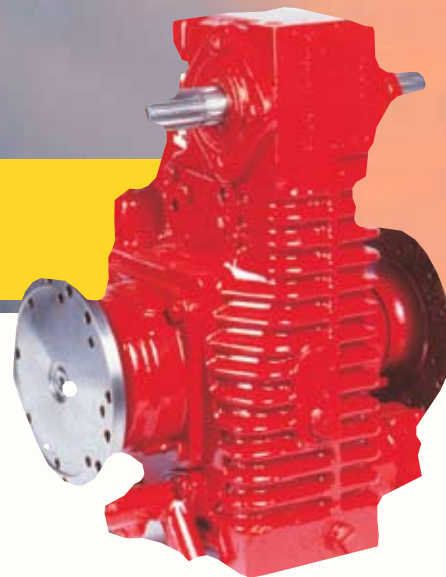




MGA Series Split Shaft PTO Gearbox



Hale's MGA Series Split-Shaft PTO Gearbox is the field proven way to drive pumps, generators, air compressors, winches, and more—from your truck's engine.

It is a practical, cost-effective alternative to using dedicated engines to power auxiliary equipment. And, it is the reliable, heavy-duty alternative to general purpose power takeoffs that just aren't built for the high speeds and high torques characteristic of fire truck and emergency vehicle applications.

Installed in a midship position between the two halves of a split driveshaft, the Model MGA uses a sliding gear to shift power between the vehicle's wheels and its own output shaft. The sliding gear is positioned by a manual, air, or vacuum powered shift mechanism.

With dual auxiliary output shafts for unsurpassed versatility, vertical, horizontal, and optional SAE-C mounting for ease of installation, and the world-famous Hale reliability, the model MGA deserves to be your choice for virtually all split-shaft gearbox applications.

Features and Benefits

Proven technology from an established industry leader—Hale gearboxes are on more than 50,000 fire trucks and emergency vehicles.

Seven gear ratios available—From 1.00:1 to 3.00:1 output needs.

Dual auxiliary output shafts—For simultaneous powering of different devices

Horizontal or vertical mounting—Maximum flexibility, regardless of drive line configuration

Road handling 16,000 lb-ft. (21,693 Nm) torque rating—One of the toughest gearboxes in the industry. Built to last and compatible with most engine/transmission combinations.

Compact and lightweight—200 lbs (91 kg). Exceptional durability with no size or weight penalty.

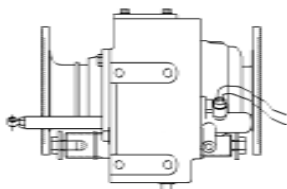
Available with manual shift or air power shift—For reliable operation under the toughest conditions

Serving Side-By-Side

MGA Series

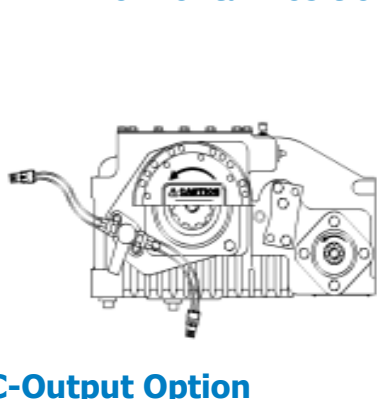
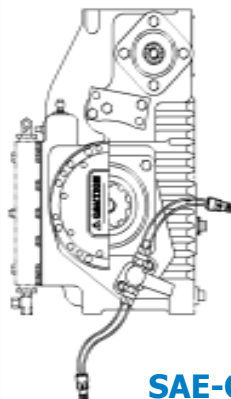
Split Shaft PTO Gearbox

With standard drive flanges

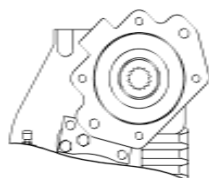
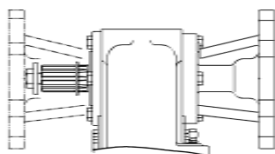


Vertical Position

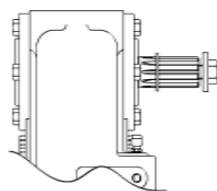
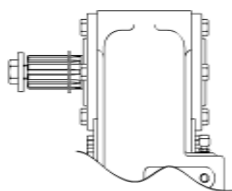
Horizontal Position



SAE-C-Output Option

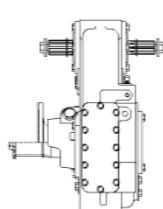
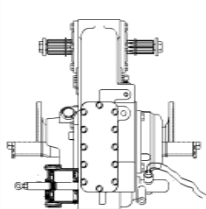


MGA Single Auxiliary Output Option



MGA Split Shaft Option

MGA PTO Option



Technical Specifications

Final Drive Ratios: From 1.0:1 to 3.00:1

Weight: 200 lbs (91 kg)

Dual auxiliary output shafts: 1-1/2 inch 10-spline and 1-3/8 inch 10 spline, configured with either dimension facing in either direction. Rigidly supported by two ball bearings for minimum deflection. Double lip oil seal to prevent contamination. Front and rear bearing caps easily removable for service without removing gearbox from truck.

Output Shaft Torque: 625 lb-ft. (841 Nm) gearbox housing; fine grain alloy cast iron with a tensile strength of 30,000 PSI for durability. (Refer to manual for application data.)

Gears: Electric furnace chrome nickel steel, bores ground to size and teeth integrated and hardened for smooth performance, long life, and high load capacity. Accurately cut spur design to eliminate potential end thrust.

Drive Shaft: Heat-treated chrome nickel steel, 2-3/4 inches in diameter to withstand full engine torque in both road and PTO operating conditions.

Drive Shaft Torque: 16,000 lb-ft. (21,693 Nm)

Drive Flanges: One piece shaft/flange design on input and output shafts. Multi-piloted and multi-drilled for compatibility with 1600, 1700, and 1800 Series Spicer flanges.

Shift Mechanism: Manual is standard. See Options for alternatives.

CONTROLS

Override: Manual override connection on shaft

Dual independent shift indicator: Switches for indicator lights, and safety interlocks. Complete set of lights and nameplates furnished.

OPTIONS

Horizontal or vertical positioning: For mounting flexibility

Rear drive shaft blanked off: For PTO operation

Gearbox Cooler: For reliable performance in all temperatures using pump water.

Speed Counter: For easy monitoring.

Air Power Shift: With in-cab locking selector for road or PTO position

Splined Drive Shafts: With 2-3/4 10 spline to fit a variety of driveline yokes

SAE-C-2 or 4 bolt hydraulic pump mounting adapter



Class 1

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