



RGA Series Split Shaft PTO Gearbox

Features and Benefits

- **Proven technology from an established industry leader** — Hale gearboxes are in use on more than 50,000 fire trucks and emergency vehicles
- **Five gear ratios available** — From 1.58:1 to 2.28:1, for most output speed requirements
- **Auxiliary output shaft** — 2-inch x 10-spline auxiliary shaft to the rear
- **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 strongest gearboxes in the industry, built to last, and compatible with virtually all engine/ transmission combinations
- **Horizontal or vertical mounting** — Maximum flexibility, regardless of drive line configuration
- **Compact and lightweight** — 325 lb. (147 kg) Exceptional durability with no size and weight penalty
- **Available with manual shift, vacuum or air power shift** — For reliable operation under the toughest conditions

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

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

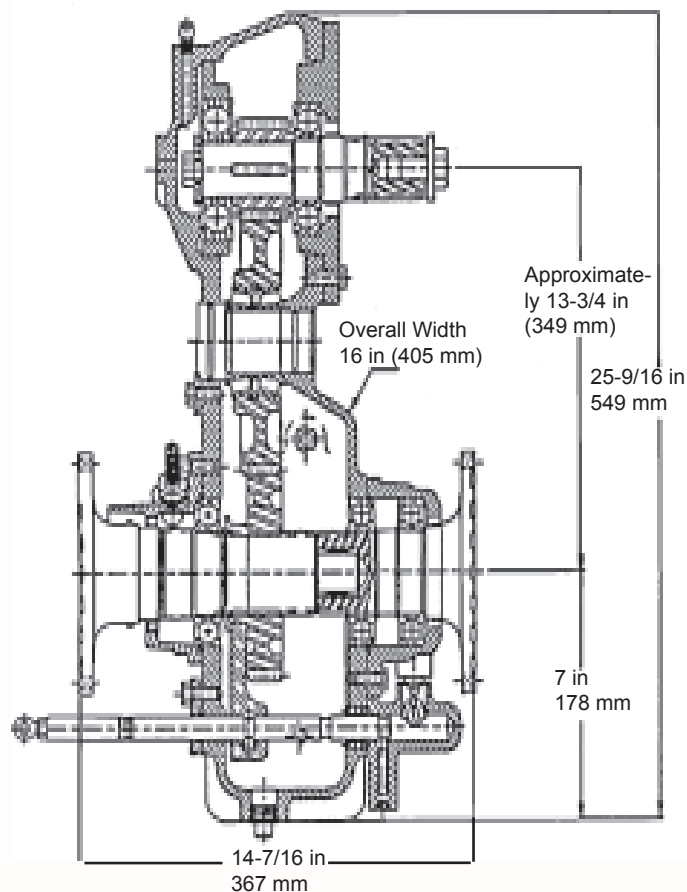
Installed in a midship position between the truck transmission and the rear axle, the Model RGA uses a sliding gear to shift power between the vehicle's wheels and its own output shaft. The sliding gear is positioned by a manual or air-powered shift mechanism.

With its heavy-duty features and versatility, vertical or horizontal mounting for ease of installation, and world-famous Hale reliability, the Model RGA deserves to be your choice for virtually all split-shaft gearbox applications.

Serving Side-By-Side

RGA Series

Split Shaft PTO Gearbox



Ratios by Model

Model	Ratio
RGA-23	2.28:1
RGA-21	2.05:1
RGA-19	1.86:1
RGA-17	1.71:1
RGA-15	1.58:1

NOTE: Also available - LGA version with forward facing output shaft

For detailed specifications and installation information, ask for Plate #766

TECHNICAL SPECIFICATIONS

Final drive ratios: From 1.58:1 to 2.28:1 **Weight:** 325 lb. (147 kg)

Auxiliary Output Shaft: 2-inch x 10-spline auxiliary shaft to the rear. Rigidly supported by two ball bearings for minimum deflection. Double lip oil seal to prevent gearbox contamination. Easily serviced without removing gearbox from truck.

Output Shaft Torque: 2300 lb. ft. (3,118 Nm)

Gearbox housing: Fine grain alloy cast iron, with a tensile strength of 30,000 psi for durability.

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 road and PTO operating conditions.

Road Torque: 16,000 lb. ft. (21,693 Nm) **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.

Gearbox cooler for reliable performance at all loads and in all temperatures.

CONTROLS

Override: Manual override connection on shifting shaft.

Warning lights: In-cab and operating panel lights to indicate when unit has shifted to PTO operation.

OPTIONS

Horizontal or vertical positioning for mounting flexibility.

Rear drive shaft blanked off for PTO operation.

Speed counter for easy monitoring.

Air power shift for automatic shifting, with in-cab locking selector for road or PTO position.

LGA Option: LGA available with forward facing output shaft.



Class 1

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