

Chelsea PTO Applications Catalog

Pro Gear Chelsea PTO Applications Catalog to assist with technical information for your Chelsea Power Take Off unit.

If you need any assistance identifying the correct Power Take Off unit for your truck and equipment, contact your Chelsea replacement part specialists at Pro Gear and Transmission.

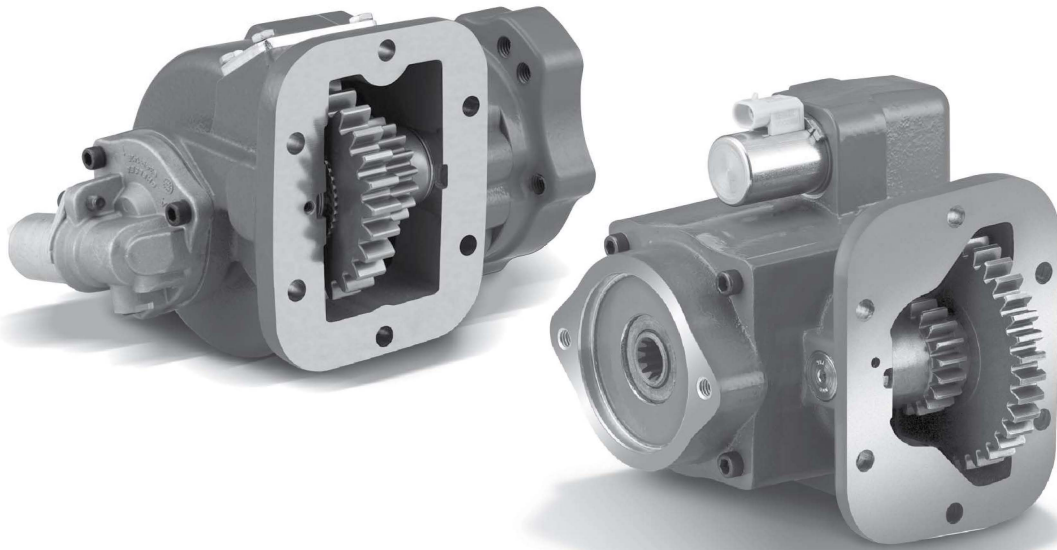
Pro Gear stocks every part for your Parker Chelsea PTO including: PTO housings, mounts, drive-shafts, gears, bearings, gaskets, cable shift cover assembly, post and plate assembly, brackets, stud kits, seal kits, lever control assembly, air shift cover assembly, direct mount pump conversion kits, stud kits including English and metric references, CAT D&H parts and much more.

Pro Gear Transmission has same day shipping and 1000's of products in stock and ready to ship internationally for your next project.

For parts or service contact the Chelsea specialists at Pro Gear & Transmission, Inc.

1 (877) 776-4600
(407) 872-1901
parts@eprogear.com

AISIN



ENGINEERING YOUR SUCCESS.

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**WARNING — User Responsibility**

FAILURE OR IMPROPER SELECTION OR IMPROPER USE OF THE PRODUCTS DESCRIBED HEREIN OR RELATED ITEMS CAN CAUSE DEATH, PERSONAL INJURY AND PROPERTY DAMAGE.

This document and other information from Parker-Hannifin Corporation, its subsidiaries and authorized distributors provide product or system options for further investigation by users having technical expertise.

The user, through its own analysis and testing, is solely responsible for making the final selection of the system and components and assuring that all performance, endurance, maintenance, safety and warning requirements of the application are met. The user must analyze all aspects of the application, follow applicable industry standards, and follow the information concerning the product in the current product catalog and in any other materials provided from Parker or its subsidiaries or authorized distributors.

To the extent that Parker or its subsidiaries or authorized distributors provide component or system options based upon data or specifications provided by the user, the user is responsible for determining that such data and specifications are suitable and sufficient for all applications and reasonably foreseeable uses of the components or systems.

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AISIN TRANSMISSION INDEX

| Transmission Make and Model | PTO Appl. Number | Number Forward Speeds | Teeth in PTO Driver |
|---|------------------------|-----------------------------|---------------------------|
| A443E | AIS-1 | 4 | L58 |
| A445 | AIS-1 | 4 | L58 |
| A460 (Isuzu Number MY400) | AIS-4 | 6 | L63 |
| A465 (Isuzu Number for MY600) | AIS-2 | 6 | L69 |
| A860E (Hino Number for MY400) | AIS-4 | 6 | L63 |
| MO35A4 (Mitsubishi/Fuso) | AIS-1 | 4 | L58 |
| MO36A4 (Mitsubishi/Fuso Number for MY600) | AIS-2 | 6 | L69 |
| MY400 | AIS-4 | 6 | L63 |
| MY600 | AIS-2 | 6 | L69 |
| | | | |



IMPORTANT: See Safety Information
in Section 1 of the Chelsea Applications
catalog HY25-3000/US.

Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
For transmissions not listed, contact your authorized Chelsea Distributor.

A443E
A445
MO35A4 (Mitsubishi/Fuso)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline
58 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0880" (27.6352MM)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

| PTO Model | Torq l / C † | Dir Rot | Engine % Fwd Rev | Filler Block | Adapter Assy | Stud Kit | PTO Model | Torq l / C † | Dir Rot | Engine % Fwd Rev | Filler Block | Adapter Assy | Stud Kit |
|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|
|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

| | | | | | | |
|-------------|-------|-----|-----|--|--|-----------|
| 272AAKUP-*5 | 199 C | Eng | 58 | | | Furnished |
| 272ABKUP-*5 | 162 C | Eng | 71 | | | Furnished |
| 272ACKUP-*5 | 134 C | Eng | 86 | | | Furnished |
| 272ADKUP-*5 | 112 C | Eng | 103 | | | Furnished |

† I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

A465 (Isuzu Number for MY600)
MO36A4 (Mitsubishi/Fuso Number for MY600)
MY600

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline
69 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0880" (27.6352MM)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

| PTO Model | Torq I / C † | Dir Rot | Engine % Fwd Rev | Filler Block | Adapter Assy | Stud Kit | PTO Model | Torq I / C † | Dir Rot | Engine % Fwd Rev | Filler Block | Adapter Assy | Stud Kit |
|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|
|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

| | | | | | | |
|-------------|-------|-----|-----|--|--|-----------|
| 272AAKUP-*5 | 158 C | Eng | 69 | | | Furnished |
| 272ABKUP-*5 | 129 C | Eng | 84 | | | Furnished |
| 272ACKUP-*5 | 106 C | Eng | 102 | | | Furnished |
| 272ADKUP-*5 | 89 C | Eng | 122 | | | Furnished |

† I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

A460 (Isuzu Number MY400)
A860E (Hino Number for MY400)
MY400

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline
63 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.1" (27.6MM)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

| PTO Model | Torq l / C † | Dir Rot | Engine % Fwd Rev | Filler Block | Adapter Assy | Stud Kit | PTO Model | Torq l / C † | Dir Rot | Engine % Fwd Rev | Filler Block | Adapter Assy | Stud Kit |
|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|
|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|-----------|-----------------|------------|---------------------|--------------|-----------------|----------|

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

| | | | | | | |
|-------------|-------|-----|----|--|--|-----------|
| 272AAKUP-*5 | 173 C | Eng | 63 | | | Furnished |
| 272ABKUP-*5 | 141 C | Eng | 77 | | | Furnished |
| 272ACKUP-*5 | 117 C | Eng | 93 | | | Furnished |
| 272ADKUP-*5 | 111 C | Eng | 97 | | | Furnished |

† I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

Aisin Notes

AIS-1

1. The torque ratings shown are based on the maximum allowable torque capacity of the PTO drive gear in the transmission.
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AIS-2

1. The A465 (MY600) transmissions in Isuzu trucks started TCC Lock-up in PTO Mode in MY2010. The transmission build start dates were June 2010. The vehicle code for MY2010 is "VN60."
 2. The A460 (MY400) and A465 (MY600) share the same transmission housing and both have a "shelf" in the aperture that interferes with the ratio gear of the 272, starting with the K ratio. The older 270 series fit with higher ratios because the input ratio gear was not as wide.
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AIS-4

1. The A460 (MY400) and A465 (MY600) share the same transmission housing and both have a "shelf" in the aperture that interferes with the ratio gear of the 272, starting with the K ratio. The older 270 series fit with higher ratios because the input ratio gear was not as wide.

