

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.

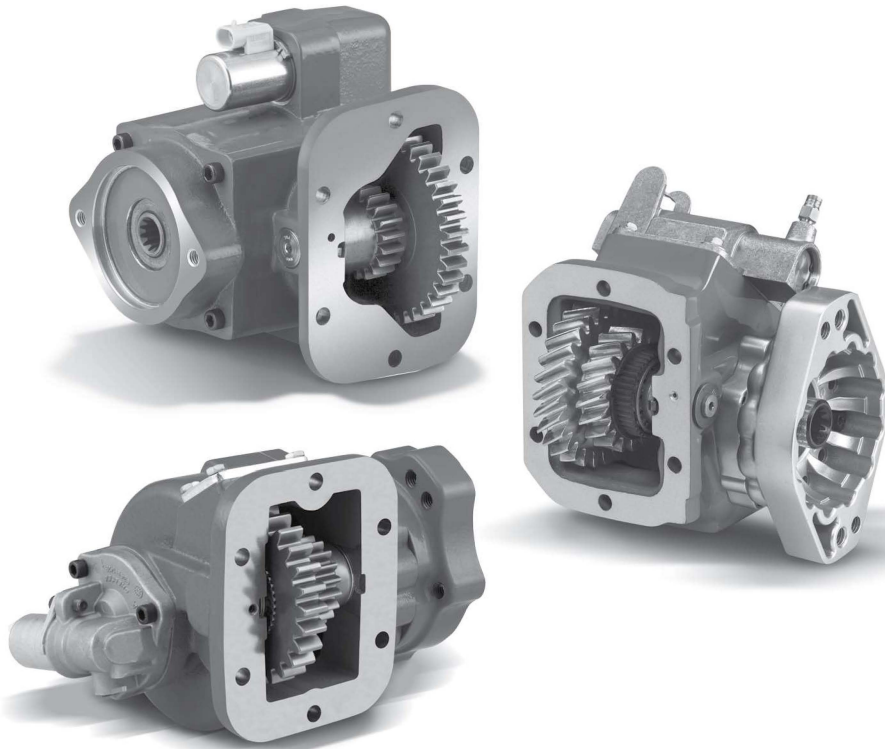
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For parts or service contact the Chelsea specialists at Pro Gear & Transmission, Inc.

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DODGE/RAM



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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DODGE/RAM TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
AS66RC (MY2014 & Later) Gas	DDG-3	6	L69-R69
AS68RC (MY2010 & Prior)	DDG-1	6	R69
AS68RC (MY2011 & 2012)	DDG-1A	6	R69
AS69RC (MY2013 and Later) Diesel	DDG-3	6	L69-R69
G56 Dodge/RAM/Sterling Cab Chassis (Manual) - 4X2 ONLY	DDG-2	6	L52-R52

Dodge/RAM



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.

AS68RC (MY2010 & Prior)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

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

PITCH LINE TO APERTURE FACE:

1.1200" (28.4480MM)

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
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ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272DAKUP-*3	196 C	Eng	69										Furnished
272DBKUP-*3	160 C	Eng	84										Furnished
272DCKUP-*3	132 C	Eng	102										Furnished
272DDKUP-*3	111 C	Eng	122										Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

252DDKUX-*5 (1)	85 I	Eng	99										Furnished
252DMKUX-*5 (2)	50 I	Eng	144										Furnished

See next page for more pump options.

Continued on Next Page

[†] 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.**CAUTION:** It is Required that Chelsea Wiring Harness (329457X) is used for the 270D & 272D and (329621X) is used for the 252D (Model Year 2010 and Prior). This will Allow the OBD II Monitoring System to be Disabled while the PTO System is being Operated. This will Prevent "False" Lighting of the "Check Engine" Lamp due to the Engine-PTO Driven Accessories(1) Input Gear Part No. 5-P-1427
(2) Input Gear Part No. 5-P-1437

AS68RC (MY2010 & Prior)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

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

PITCH LINE TO APERTURE FACE:

1.1200" (28.4480MM)

Pump Option Charts

252 Pumps offered in the PGP511 with 5/8" - 9T / SAE A Flange

Option Order Code	Chelsea Pump Model	Displacement in ³ /rev	Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Shaft Size
1121	CGP-P11C021-1AC	0.49	0.002	3988	4000	5/8" - 9T
1126	CGP-P11C026-1AC	0.61	0.003	3988	3600	5/8" - 9T
1129	CGP-P11C029-1AC	0.67	0.003	3988	3600	5/8" - 9T
1137	CGP-P11C037-1AC	0.85	0.004	3988	3300	5/8" - 9T
1449	CGP-P31C054-1AE	1.24	0.005	3500	3000	5/8" - 9T
1462	CGP-P31C061-1AE	1.40	0.006	3500	3000	5/8" - 9T

252 Pumps offered in the PGP511 with 3/4" - 11T / SAE A Flange

Option Order Code	Chelsea Pump Model	Displacement in ³ /rev	Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Shaft Size
P37	CGP-P11C037-5AC	0.85	0.004	3988	3300	3/4" - 11T
P42	CGP-P11C042-5AC	0.98	0.004	3988	3000	3/4" - 11T
P71	CGP-P11C071-5AC	1.65	0.007	2900	2400	3/4" - 11T
P82	CGP-P11C082-5AC	1.89	0.008	2465	2300	3/4" - 11T

AS68RC (MY2011 & 2012)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

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

PITCH LINE TO APERTURE FACE:

1.1200" (28.4480MM)

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)													
							272RAKUP-*3	196 C	Eng	69			Furnished
							272RBKUP-*3	160 C	Eng	84			Furnished
							272RCKUP-*3	132 C	Eng	102			Furnished
							272RDKUP-*3	111 C	Eng	122			Furnished
ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)													
							252RDKUX-*5 (1)	85 I	Eng	99			Furnished
							252RMKUX-*5 (2)	50 I	Eng	144			Furnished

See next page for more pump options.

Continued on Next Page

[†] 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.**CAUTION:** It is Required for MY2011/12 Trucks, the 252R & 272R use Wiring Harness (329663X) and the 270R use (329664X). This will Allow the OBD II Monitoring System to be Disabled while the PTO System is being Operated. This will Prevent "False" Lighting of the "Check Engine" Lamp due to the Engine-PTO Driven Accessories.(1) Input Gear Part No. 5-P-1427
(2) Input Gear Part No. 5-P-1437

AS68RC (MY2011 & 2012)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

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

PITCH LINE TO APERTURE FACE:

1.1200" (28.4480MM)

Pump Option Charts

252 Pumps offered in the PGP511 with 5/8" - 9T / SAE A Flange

Option Order Code	Chelsea Pump Model	Displacement in ³ /rev	Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Shaft Size
1121	CGP-P11C021-1AC	0.49	0.002	3988	4000	5/8" - 9T
1126	CGP-P11C026-1AC	0.61	0.003	3988	3600	5/8" - 9T
1129	CGP-P11C029-1AC	0.67	0.003	3988	3600	5/8" - 9T
1137	CGP-P11C037-1AC	0.85	0.004	3988	3300	5/8" - 9T
1449	CGP-P31C054-1AE	1.24	0.005	3500	3000	5/8" - 9T
1462	CGP-P31C061-1AE	1.40	0.006	3500	3000	5/8" - 9T

252 Pumps offered in the PGP511 with 3/4" - 11T / SAE A Flange

Option Order Code	Chelsea Pump Model	Displacement in ³ /rev	Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Shaft Size
P37	CGP-P11C037-5AC	0.85	0.004	3988	3300	3/4" - 11T
P42	CGP-P11C042-5AC	0.98	0.004	3988	3000	3/4" - 11T
P71	CGP-P11C071-5AC	1.65	0.007	2900	2400	3/4" - 11T
P82	CGP-P11C082-5AC	1.89	0.008	2465	2300	3/4" - 11T

G56 Dodge/RAM/Sterling Cab Chassis (Manual) - 4X2 ONLY

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**L.S. 06-BOLT Opening Gear REAR of Centerline
52 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

1.3760" (35.0000MM)

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
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442LLKH-X*6 (1)	250 l	Opp	67			7170-72X
442LQKH-X*6 (1)	225 l	Opp	72			7170-72X
442LRKH-X*6 (1)	225 l	Opp	84			7170-72X
442LSKH-X*6 (1)	200 l	Opp	100			7170-72X
442LUKH-X*6 (1)	195 l	Opp	119			7170-72X
442LWKH-X*6 (1)	175 l	Opp	140			7170-72X
442LXKH-X*6 (1)	140 l	Opp	165			7170-72X

† 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.

CAUTION: For Dodge Model Years 2007-2010 Chelsea Wiring Harness 329460X and for RAM Model Years 2011 and Later Chelsea Wiring Harness 329749X Must be Used to Complete the Installation (Order Separately). This will Allow the ODB II Monitoring System to be Disabled While the PTO System is being Operated.

(1) Input Gear Part No. 5-P-1343

AS66RC (MY2014 & Later) Gas
AS69RC (MY2013 and Later) Diesel

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

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

PITCH LINE TO APERTURE FACE:

1.1200" (28.4480MM)

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
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ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272RAKUP-*3	300 C	Eng	69										Furnished
272RBKUP-*3	296 C	Eng	84										Furnished
272RCKUP-*3	245 C	Eng	102										Furnished
272RDKUP-*3	205 C	Eng	122										Furnished
272RGKUP-*3	173 C	Eng	145										Furnished
272RKKUP-*3	154 C	Eng	162										Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

252RDKUX-*5 (1)	85 l	Eng	99										Furnished
252RMKUX-*5 (2)	50 l	Eng	144										Furnished

See next page for more pump options.

Continued on Next Page

[†] 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.

WARNING: RATIO LIMITATIONS - Due to gear interference in the aperture of the transmissions, RAM applications are limited to A thru K.

CAUTION: It is Required for MY2011/12 Trucks, the 252R & 272R use Wiring Harness (329663X) and the 270R use (329664X). This will Allow the ODB II Monitoring System to be Disabled while the PTO System is being Operated. This will Prevent "False" Lighting of the "Check Engine" Lamp due to the Engine-PTO Driven Accessories.

(1) Input Gear Part No. 5-P-1427
(2) Input Gear Part No. 5-P-1437

AS66RC (MY2014 & Later) Gas
AS69RC (MY2013 and Later) Diesel

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

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

PITCH LINE TO APERTURE FACE:

1.1200" (28.4480MM)

Pump Option Charts

252 Pumps offered in the PGP511 with 5/8" - 9T / SAE A Flange

Option Order Code	Chelsea Pump Model	Displacement in ³ /rev	Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Shaft Size
1121	CGP-P11C021-1AC	0.49	0.002	3988	4000	5/8" - 9T
1126	CGP-P11C026-1AC	0.61	0.003	3988	3600	5/8" - 9T
1129	CGP-P11C029-1AC	0.67	0.003	3988	3600	5/8" - 9T
1137	CGP-P11C037-1AC	0.85	0.004	3988	3300	5/8" - 9T
1449	CGP-P31C054-1AE	1.24	0.005	3500	3000	5/8" - 9T
1462	CGP-P31C061-1AE	1.40	0.006	3500	3000	5/8" - 9T

252 Pumps offered in the PGP511 with 3/4" - 11T / SAE A Flange

Option Order Code	Chelsea Pump Model	Displacement in ³ /rev	Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Shaft Size
P37	CGP-P11C037-5AC	0.85	0.004	3988	3300	3/4" - 11T
P42	CGP-P11C042-5AC	0.98	0.004	3988	3000	3/4" - 11T
P71	CGP-P11C071-5AC	1.65	0.007	2900	2400	3/4" - 11T
P82	CGP-P11C082-5AC	1.89	0.008	2465	2300	3/4" - 11T

Dodge/RAM Notes

DDG-1

1. The PTO output shaft torque ratings are based on the maximum allowable torque at the 69 tooth transmission gear of 135 lbs-ft.
2. Limited Ratios - The 272*D Ratio is the fastest ratio available due to adjacent gear interference in the transmission.
3. When ordering one of the listed PTOs, Hose Kit, Wire Harness Kit and Metric Stud Kit are furnished with the PTO. The hose, wire harness and metric stud kits are required for completing the PTO installation.
4. To install one of the listed PTOs on this truck the exhaust pipe and transmission support must be dropped. Or installed through the passenger side floor "cut out". An OEM installed passenger side floor pan modification "Bulge" cut out must be installed. Order Mopar #82211579 "Patch Panel" Installation Kit if not Installed. Refer to Dodge Body Builders web site for complete details under "Chassis cab PTO Operation & Installation Guide-PTO Installation Alternative".

DDG-1A

1. For MY2011/12 and later RAM Cab Chassis Trucks, the torque converter locks up at an ENGINE Speed of 1200 RPM and stays on for PTO function to a maximum ENGINE Speed of 2000 RPM. The torque converter will unlock at an ENGINE Speed below 1000 RPM. The default PTO operation ENGINE speed is 900 RPM. Refer to Dodge Body Builders web site for details on raising the ENGINE speeds for PTO operation.
2. The PTO output shaft torque ratings are based on the maximum allowable torque at the 69 tooth transmission gear of 135 lbs-ft.
3. To install the one of the listed PTOs on this truck the exhaust pipe and transmission support must be dropped. Or installed through the passenger side floor "cut out". An OEM installed passenger side floor pan modification "Bulge" cut out must be installed. Order Mopar #82211579 "Patch Panel" Installation Kit if not Installed. Refer to Dodge Body Builders web site for complete details under "Chassis cab PTO Operation & Installation Guide-PTO Installation Alternative".
4. When ordering one of the listed PTOs; Hose Kit, Wire Harness Kit and Metric Stud Kit are furnished with the PTO. The hose, wire harness and metric stud kits are required for completing the PTO installation.

DDG-2

1. PTOs will not fit on 4 x 4 Dodge/Sterling 3500/4500/5500 Series Vehicles.
2. PTOs are shown in the Standard Arrangements with the PTO Housing "Bulge" Down and the Output Shaft to the rear of the vehicle. Other arrangements may be needed to install PTO/Pump applications due to the transmission cross member support interfering with pump installations to the rear of the vehicle.

DDG-3

1. The PTO Output shaft torque ratings are based on the maximum allowable torque at the 69 tooth transmission gear of 250 lbs-ft.
2. To install one of the listed PTOs on the RIGHT SIDE, the truck exhaust pipe and transmission support must be dropped or installed through the passenger side floor "cut out." An OEM installed passenger side floor pan modification "Bulge" cut out must be installed. Order Mopar #82211579 "Patch Panel" Installation Kit if not Installed. Refer to Dodge Body Builders web site for complete details under "Chassis cab PTO Operation & Installation Guide-PTO Installation Alternative."
3. For MY2013 and later RAM Cab Chassis Trucks, the torque converter locks up at an ENGINE Speed of 1200 RPM and stays on for PTO function to a maximum ENGINE Speed of 2000 RPM. The torque converter will unlock at an ENGINE Speed below 1000 RPM. The default PTO operation ENGINE speed is 900 RPM. Refer to Dodge Body Builders web site for details on raising the ENGINE speeds for PTO operation.
4. When ordering one of the PTOs listed above, the Hose Kit, Wire Harness Kit, and Metric Stud Kit are furnished with the PTO. All of these components are required for completing the PTO installation.

