

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.

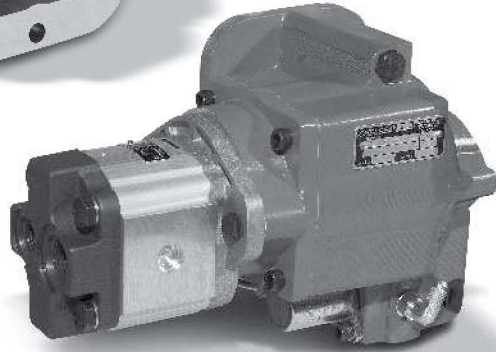
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GM



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GM TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
GM 3600 Cab-Chassis	ALL-17	5	R64
CH-465 (Code MM4 1968 to 1990)	CHV-2	4	L36-R36
GM-20	CHV-2	4	L36-R36
M-20	CHV-2	4	L36-R36
SM-465 (GMC) (Code MM4 1968 to 1990)	CHV-2	4	L36-R36



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.

1000 (GM 3600 Cab-Chassis)

RIGHT SIDE ONLY					
			TRANSMISSION GEAR DATA: R.S. 06-BOLT Opening Gear FORWARD of Centerline 64 Teeth - SPUR PITCH LINE TO APERTURE FACE: 1.0080" (25.6032MM)		

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 (HYDRAULIC)

252GDHVX-*5 (1)	120 l	Eng	122	Furnished
252GMHVX-*5 (2)	50 l	Eng	178	Furnished

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

[†] 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: The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO. Failure to provide this signal will activate the Variable Modulated Main Pressure and line pressure may not be sufficient to the PTO. This may cause damage to the PTO and /or Transmission.

(1) Input Gear Part No. 5-P-1294
(2) Input Gear Part No. 5-P-1386

CH-465 (Code MM4 1968 to 1990)
GM-20
M-20
SM-465 (GMC) (Code MM4 1968 to 1990)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear REAR of Centerline
36 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

R.S. 06-BOLT Opening Gear REAR of Centerline
36 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

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 - MECHANICAL SHIFT													
442KFBQX-*6 (2)	250 l	Opp	35			7170-89X	442KFBQX-*4 (2)	250 l	Opp	35			7170-89X
442KLBQX-*6 (1)	250 l	Opp	45			7170-89X	442KLBQX-*4 (1)	250 l	Opp	45			7170-89X
442KQBQX-*6 (1)	225 l	Opp	48			7170-89X	442KQBQX-*4 (1)	225 l	Opp	48			7170-89X
442KRBQX-*6 (1)	225 l	Opp	56			7170-89X	442KRBQX-*4 (1)	225 l	Opp	56			7170-89X
442KSBQX-*6 (1)	200 l	Opp	67			7170-89X	442KSBQX-*4 (1)	200 l	Opp	67			7170-89X
442KUBQX-*6 (1)	195 l	Opp	80			7170-89X	442KUBQX-*4 (1)	195 l	Opp	80			7170-89X
442KWBQX-*6 (1)	175 l	Opp	94			7170-89X	442KWBQX-*4 (1)	175 l	Opp	94			7170-89X
442KXBQX-*6 (1)	140 l	Opp	111			7170-89X	442KXBQX-*4 (1)	140 l	Opp	111			7170-89X
ONE SPEED - FORWARD & REVERSE													
340XFBQX-*4 (3)	200 l	Opp	32 33	7-A-140(4)		328170-76X	340XFBQX-*4 (3)	200 l	Opp	32 33	7-A-140(4)		328170-76X
GEARED ADAPTERS													
626KBQX-3BP	250 l	Eng				7170-89X	626KBQX-4BP	250 l	Eng				7170-89X
630KBQX-3BP	250 l	Eng				7170-89X	630KBQX-4BP	250 l	Eng				7170-89X
645KBQX-3BP	250 l	Eng				7170-89X	645KBQX-4BP	250 l	Eng				7170-89X

† l = 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.

(1) Input Gear Part No. S-P-1023
(2) Input Gear Part No. S-P-1084
(3) Input Gear Part No. S-P-720
(4) Filler block furnished with PTO

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

ALL-17

1. For MY2015 GM has changed the engine exhaust design. The exhaust pipe can not be removed as in previous model years. This is causing issues with PTO installation. Contact GM Upfitter Integration for assistance on PTO installation.
2. There is torque converter lock up feature available with the 1000 series transmission. The torque converter lock up feature comes on and is controlled by the Transmission Control Module (TCM) at 1100 RPM transmission turbine speed when a signal is provided to the "PTO Enable" circuit of the TCM by the PTO switch. This equates to 1200-1250 RPM or higher engine speed, depending on PTO load. Lock up will only come on in the "PARK" position. The lock up clutch does not come on automatically in "DRIVE" at 1100 RPM. Refer to the appropriate owner's manual for wiring installation.
3. The PTO torque ratings shown are based on the maximum allowable torque of 250 lb-ft at the 64 tooth gear in the transmission with the PTO on one opening only. With PTOs mounted on both openings the maximum allowable torque at the 64 tooth gear in the transmission is 200 lb-ft. For a more precise evaluation of your PTO application refer to the Allison Body Builders Book, Section F, PTO Systems Provisions.
4. The 252 Series for MY2015 and later GM C/K series Cab/Chassis order wiring harness part number 75-P-33. For 2007-2014 order Chelsea part number 329620X. This harness must be ordered separately and is required for proper PTO to Engine interface operation. Refer to GM UI Bulletin #80.
5. Only the 12v "B" option shifter can be used on this application.
6. The left PTO aperture opening on this application is not usable due to engine fuel lines blocking the opening.

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.

