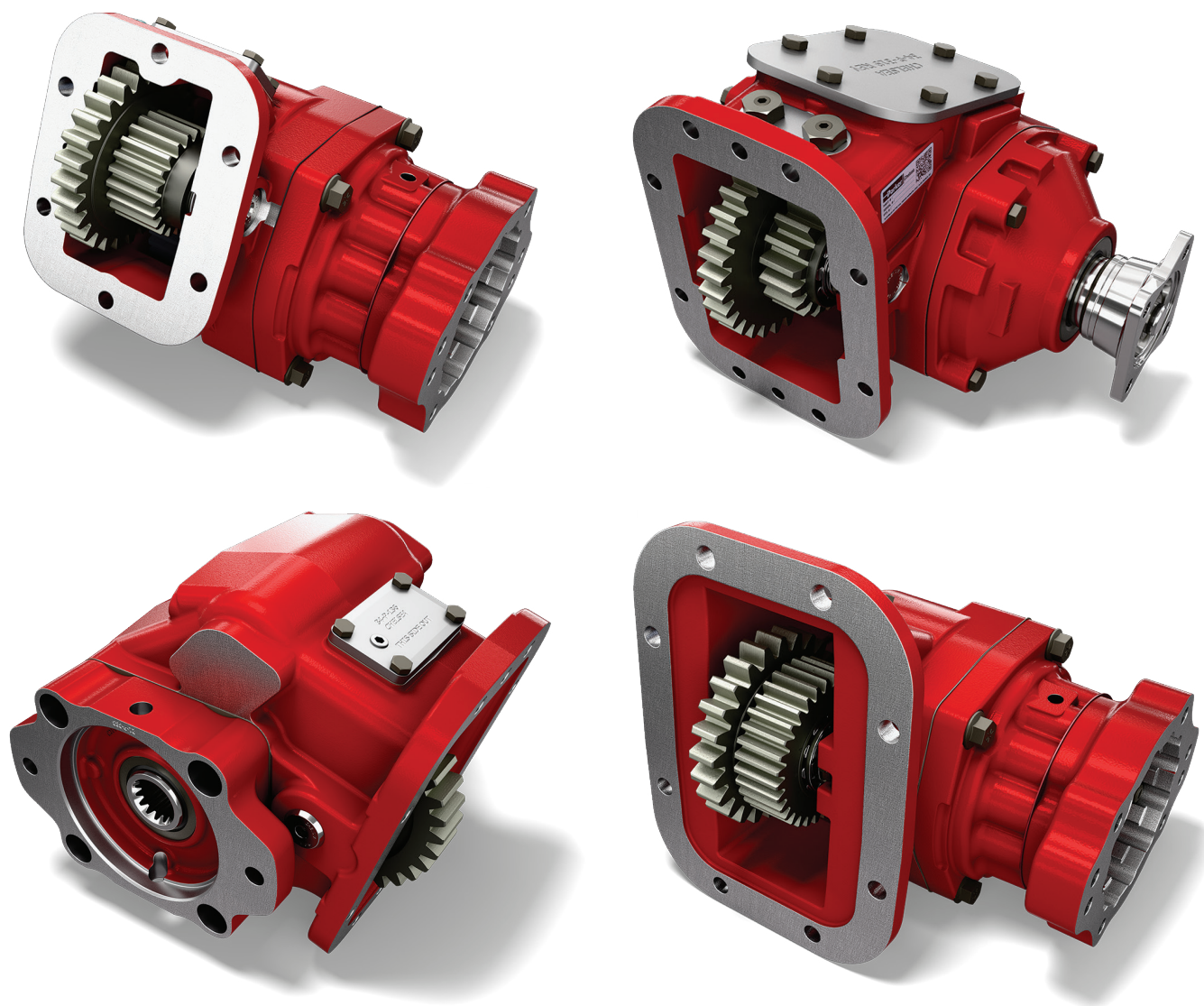




Power Take-Offs Owner's Manual

272, 282, 852, 885 Series

Effective: HY25-1240-M1/US August 2026
Supersedes: HY25-1240-M1/US June 2025



ENGINEERING **YOUR** SUCCESS.



WARNING – User Responsibility

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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.

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WARNING: This product can expose you to chemicals including Lead and Lead Compounds, and Di (2-ethylhexyl) phthalate (DEHP) which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov

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Foreword

This booklet will provide you with information on correct installation of Chelsea® Power Take-Offs (PTOs). Proper installation and setup procedures can help you get additional and more profitable hours from your truck equipment and components.

It is important to be sure you are getting the right transmission and PTO combination when you order a new truck. A mismatched transmission and PTO combination can result in unsatisfactory performance of your auxiliary power system from the start.

If you have questions regarding correct PTO and transmission combination, please contact your local Chelsea® representative. They can help you select the properly matched components to ensure correct and efficient applications.

Safety Information

These instructions are intended for the safety of the system designer, installer, operator, and supporting personnel. If you have any additional questions after reading the instructions below, please reach out to your local Chelsea representative.

General Safety Information

To prevent injury to yourself and/or damage to the equipment:

- Carefully read all owner's manuals, service manuals, and/or other instructions.
- Always follow procedures using proper tools and safety equipment.
- Ensure proper training is received prior to attempting to install equipment.
- Always block any raised or moving device that may injure a person working on or under a vehicle.
- Never work alone while under a vehicle, repairing equipment, or maintaining equipment.
- Always use proper components in applications for which they are approved.
- Never use worn-out or damaged components.
- Never operate the controls of the PTO or other driven equipment from any position that could result in getting caught in the moving machinery.

Proper Matching of PTO



WARNING: A Power Take-Off must be properly matched to the vehicle transmission and to the auxiliary equipment being powered. An improperly matched Power Take-Off could cause severe damage to the vehicle transmission, the auxiliary driveshaft, and/or to the auxiliary equipment being powered. **Damaged components or equipment could malfunction, causing serious personal injury to the vehicle operator or to others nearby.**

To avoid personal injury and/or equipment damage:

- Always refer to Chelsea's catalogs, literature, and owner's manuals.
- Follow Chelsea's recommendations when selecting, installing, repairing, or operating a PTO.
- Never attempt to use a PTO that is not specifically recommended by Chelsea for the vehicle, transmission, and application.
- Always match the PTO's specified output capabilities with the requirements of the equipment to be powered.
- Never exceed the maximum speed listed in Chelsea's Applications Catalog.



This symbol warns of possible personal injury.

General Information

Safety Information (Cont'd)

Cold Weather Operation of PowerShift PTO

 **WARNING:** During extreme cold weather operation [32°F (0°C) and lower], a disengaged PowerShift Power Take-Off can momentarily transmit high torque causing unexpected output shaft rotation. This unexpected rotation is a result of the transmission oil's viscosity when it is extremely cold. As slippage occurs between the Power Take-Off clutch plates, the oil will rapidly heat up, and the viscous drag will quickly decrease.

The rotation of the PTO's output shaft could cause unexpected movement of the driven equipment, resulting in serious personal injury, death, or equipment damage.

To avoid personal injury or equipment damage:

- Driven equipment must have separate controls.
- The driven equipment must be left in the disengaged position when not in operation.
- Do not operate the driven equipment until the vehicle is allowed to warm up.

Rotating Auxiliary Driveshafts



- Rotating auxiliary driveshafts can cause serious injury or death by snagging clothes, skin, hair, hands, etc.
- Do not go under the vehicle when the engine is running.
- Do not work on or near an exposed shaft when the engine is running.
- Shut off the engine before working on the PTO or driven equipment.
- Exposed rotating driveshafts must be guarded.

Guarding Auxiliary Driveshafts

 **WARNING:** We strongly recommend that a Power Take-Off and a directly mounted pump be used to eliminate the auxiliary driveshaft whenever possible. If an auxiliary driveshaft is used and remains exposed after installation, it is the responsibility of the vehicle designer to specify guard(s) and PTO installer to install guard(s).

Using Set Screws

 **WARNING:** Auxiliary driveshafts may be installed with either recessed or protruding set screws. If you choose a square head set screw, you should be aware that it will protrude above the hub of the yoke and may be a point where clothes, skin, hair, hands, etc., could be snagged. A socket head set screw, which may not protrude above the hub of the yoke, does not permit the same amount of torquing as does a square head set screw. Also, a square head set screw, if used with a lock wire, will prevent loosening of the screw caused by vibration. Regardless of the choice made with respect to a set screw, an exposed rotating auxiliary driveshaft must be guarded.

Important: Safety Information and Owner's Manual

 **WARNING:** Chelsea Power Take-Offs are packaged with warning labels, safety information decals, instructions, and an owner's manual. These items are located in the envelope with the PTO mounting gaskets. Also, safety information and installation instructions are packaged with some individual parts and kits. Be sure to read the owner's manual and safety information before installing or operating the PTO. Always install the safety information decals according to the instructions provided. Place the owner's manual in the vehicle glove compartment.

 This symbol warns of possible personal injury.

Safety Information (Cont'd)

 WARNING: Operating the PTO with the Vehicle in Motion

Some Power Take-Offs may be operated when the vehicle is in motion. PTOs must be properly selected to operate at highway speeds, and correctly matched to the vehicle's transmission, as well as the requirements of the driven equipment.

If in doubt about the PTO specifications and capabilities, avoid operating the PTO when the vehicle is in motion. Improper application and/or operation can cause serious personal injury as well as premature failure of the vehicle, driven equipment, and PTO.

Always remember to disengage the PTO when the driven equipment is not in operation.

PTO Safety Label Instructions

1. The two black and orange on white 5" x 7" pressure sensitive vinyl labels (PN 379274) must be placed one on each side of the vehicle in a position that would be **HIGHLY** visible to anyone that would go under the truck near the PTO rotating shaft. If the vehicle is to be painted after these labels are installed, cover them with two blank masking covers. Remove the masking covers after painting.
2. Place the one black and orange on white 3.5" x 5" pressure sensitive vinyl label (PN 379275) on the sun visor nearest the operator of the vehicle.
3. Place the one red and white with black lettering 3.5" x 7" pressure sensitive vinyl label (PN 379915) on the sun visor next to the above label (PN 379275).
4. Place the one white and black heavy-duty card (PN 379276) in the vehicle glove box in a position highly visible to the operator. For example, try to place this card on top of whatever may be in the glove box.

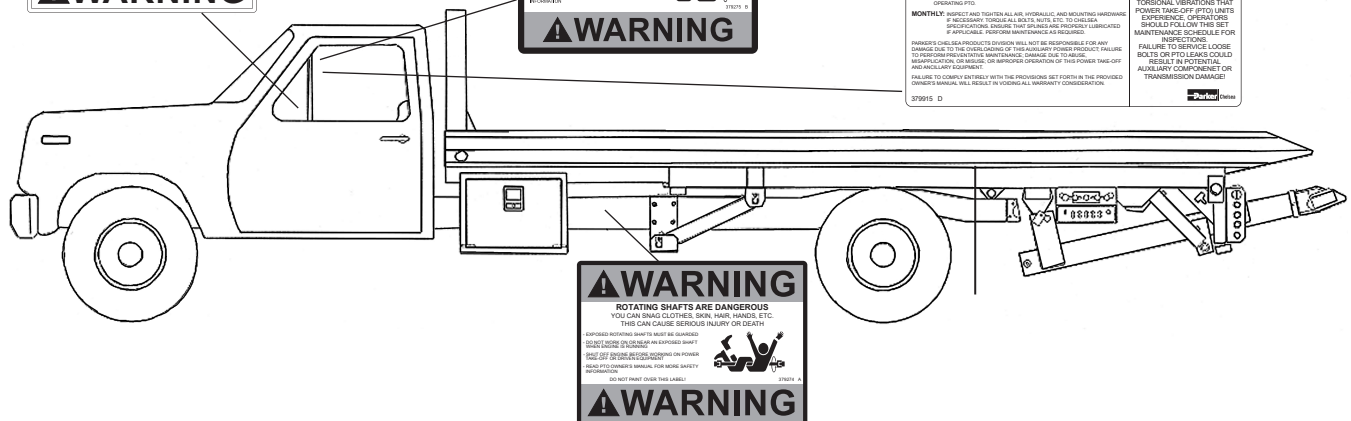
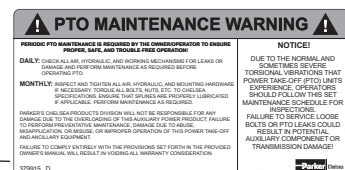
If you require labels, please order part number 328946X at no charge from your local Chelsea representative or send your request to:

Parker-Hannifin Corporation

Chelsea Products Division
8225 Hacks Cross Road
Olive Branch, MS 38654

Phone: +1 (662) 895-1011

Email: chd_support@support.parker.com

Part #379276**Part #379275****Part #379915****Part #379274**

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General Information

Pump Bracketing Best Practices

With changes in emissions standards, truck systems are experiencing more vibration and vibration related issues. Due to the changes, Parker Chelsea finds it necessary to discuss the importance of pump bracketing and the effects it can have on the mounted PTO. Parker Chelsea has made updates to the pump bracketing support guidelines listed in all PTO Owner's Manuals. The following information details the importance of bracketing and the best practices to keep in mind when mounting a pump.

Please note-due to the high variance of applications and the increasing severity of vibration found in modern diesel engines, Parker Chelsea's pump bracketing best practices cannot consider all factors affecting the PTO and Pump bracketing. Please use the following information as a GUIDELINE ONLY when installing pump bracketing.

Potential causes of bracket failures that can damage a PTO and/or Pump:

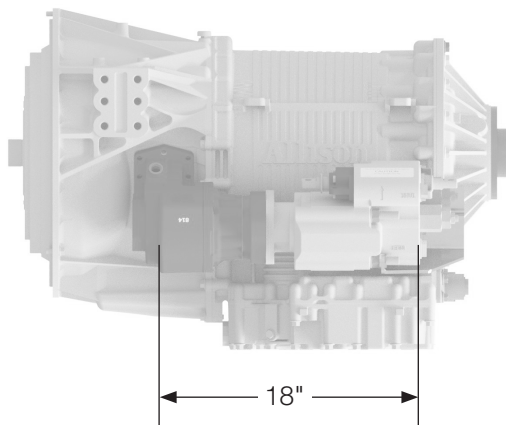
- Excessive preload from poor bracket design, fabrication, and installation.
- Excessive vibration from the vehicle's normal driving operation leading to high loads on the PTO bolts.
- Torque spikes from extreme vibration could be intense enough to break bolts in the bracketing. The worst cases occur while the truck is operating at highway speeds.

! WARNING: In addition to the conditions listed above, Chelsea requires the use of support brackets in all applications to ensure the Maximum Bending Moment (MBM) of the PTO and pump assembly is not exceeded. Exceeding the MBM can result in damage to PTO, transmission, driven equipment, and/or personnel. It is the responsibility of the installer to ensure that adequate support is implemented. All applications are unique and it is important to consider all parameters in designing a proper support bracket.

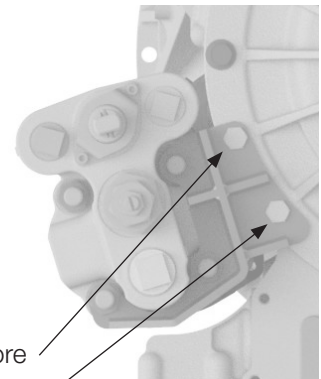
Use **CAUTION** to ensure the support bracket does not pre-load PTO and pump mounting. Prior to mounting, pumps must be fully supported by a jack until properly secured with support bracket(s). This will ensure the PTO is not being stressed by the bracket. Brackets must be designed to adequately eliminate deflections from weight, vibration, and truck movements.

PTO warranty will be voided if support brackets are not used when one of the following conditions apply:

- Combined weight of the pump, fittings, hoses, and oil exceeds 40 lbs [18.14 kg]
- Combined length of the PTO and pump is greater than 18 inches [45.72 cm]
- Pumps should have a support bracket when mounted onto a on a non-extended shaft PTO
- Extended Shaft PTOs: Please see applicable owner's manual for additional guidance



To ensure proper bracketing, brackets must attach at two or more transmission bolt locations as well as two or more pump (bolt) locations. Please reach out to your transmission manufacturer for proper bracket mounting locations.



! This symbol warns of possible personal injury.

Pump Bracketing Best Practices (Cont'd)

An installed PTO/Pump bracket needs to be properly aligned. Misalignment in the X direction (**Fig. 1**) is substantially more impactful than misalignment in the Y or Z direction (**Fig. 2**). To prevent this, installing a fixture-built bracket is preferred. This allows the PTO/Pump to be installed prior to making the final welds on the bracket.

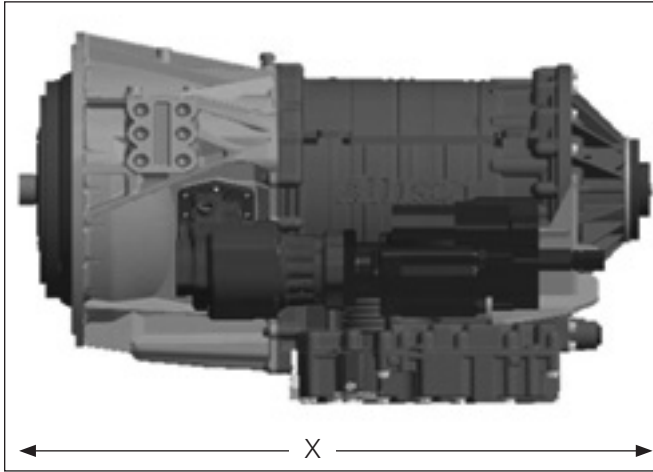


Figure 1

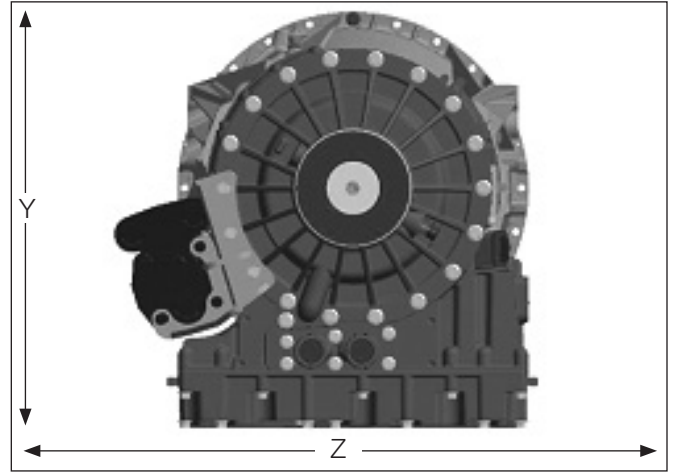
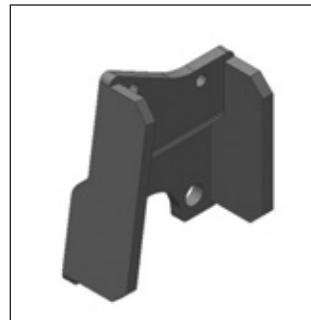
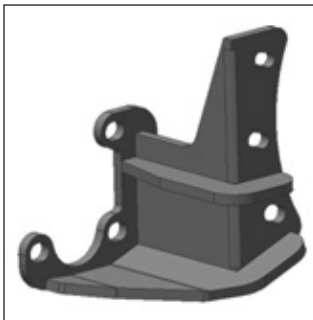


Figure 2

- The PTO/Pump should be treated as engine mounted components and installed per the engine manufacturer's published guidelines for engine mounted components when applicable.
- For proper bracketing, attach the bracket at two or more transmission bolt locations and two or more pump locations. Whenever possible, three attachment points in either (or both) locations is suggested. Please contact the transmission manufacturer for proper bracket mounting locations.
- Brackets should contain at least one gusset, preferably two. The gussets should be 3/8" thick and at least 1" deep. 3/8" steel is suggested particularly with gussets and in areas with reduced cross section.
- Please refer to the transmission and pump manufacturer's approved pump bracket support locations.



These best practices should be followed for optimal results. Please note-each bracketing situation is different. This information must only be used as a guideline. For further bracketing assistance please refer to your PTO Owner's Manual or contact your Chelsea PTO representative for questions.

If you have any technical questions, contact us at:

Phone: +1 (662) 895-1011

Email: chd_support@support.parker.com

General Information

Function of Auxiliary Power Shafts

An auxiliary power shaft transmits torque from the power source to the driven accessory. The shaft must be capable of transmitting the maximum torque and RPM required of the accessory, plus any shock loads that develop.

An auxiliary power shaft operates through constantly relative angles between the power source and the driven accessory. Therefore, the length of the auxiliary power shaft must be capable of changing while transmitting torque. This length change, commonly called slip movement, is caused by movement of the power train due to torque reactions and chassis deflections.

Joint operating angles are very important in an auxiliary power joint application. In many cases, the longevity of a joint is dependent on the operating angles in the chart below.

SPICER® UNIVERSAL JOINT OPERATING ANGLES			
Prop. Shaft RPM	Max. Normal Operating Angle	Prop. Shaft RPM	Max. Normal Operating Angle
3000	5° 50'	1500	11° 30'
2500	7° 00'	1000	11° 30'
2000	8° 40'	500	11° 30'

The operating angles provided above are based on angular acceleration of 100 RAD/SEC².
NOTE: This information is limited to 1000 through 1310 series applications. Please contact your driveline specialist for applications requiring a series larger than 1310.



WARNING: Refer to driveline manufacturer specifications.

Determining Shaft Type

- 1) Solid or tubular?
 - a) In applications requiring more than 1000 RPM or where the application necessitates a highly balanced auxiliary power shaft, a tubular shaft should be used.
 - b) Spicer's solid shaft auxiliary power joints are designed for intermittent service at 1000 or less RPM. Examples include driving of small hydraulic pumps, low speed product pumps, and winches.
- 2) Joint Series should be determined using the chart on the following page.



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Spicer® Universal Joint Engineering Data

Joint Series	1000	1100	1280	1310
Torque Rating				
Automotive (Gas or Diesel Engine) lb-ft Continuous	50	54	95	130
Tubing				
Diameter	1.750"	1.250"	2.500"	3.000"
Wall Thickness	.065"	.095"	.083"	.083"
W = Welded S = Seamless	W	S	W	W
Flange Diameter (Swing Diameter)				
Rectangular Type	3.500"	3.500"	3.875"	3.875"
Bolt Holes - Flange Yoke				
Circle	2.750"	2.750"	3.125"	3.125"
Diameter	.312"	.312"	.375"	.375"
Number	4	4	4	4
Male Pilot Dia.	2.250"	2.250"	2.375"	2.375"
Distance Across Lugs				
Snap Ring	2.188"	2.656"	3.469"	3.469"
Construction	2.188"	2.656"	3.469"	3.469"
Bearing Diameter	.938"	.938"	1.062"	1.062"

^{1,2} Maximum Operating Speed for Tube or Solid Shaft Diameter and Length

Tube	RPM - Revolutions per Minute				
OD x Wall Thickness (Joint Type)	500	1000	1500	2000	2500
1.750" x .065" (Welded)	117"	82"	67"	58"	52"
1.250" x .095" (Seamless)	91"	64"	52"	45"	40"
2.500" x .083" (Welded)	122"	87"	70"	62"	55"
3.000" x .083" (Seamless)	-	-	-	85"	76"
Solid Shaft	RPM - Revolutions per Minute				
Diameter	500	1000	1500	2000	2500
.750"	60"	42"	35"	30"	27"
.812"	62"	44"	36"	31"	28"
.875"	65"	46"	37"	32"	29"
1.000"	69"	49"	40"	35"	31"
1.250"	77"	55"	45"	39"	35"

¹ The numbers expressed above represent the maximum installed length for tubing or solid shaft in both two joint assemblies and joint shaft applications.

² Please contact your Chelsea representative for applications with speeds below 500 RPM and over 2500 RPM.



WARNING: Refer to driveline manufacturer specifications.



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PTO Shifting Procedure & Precautions

CAUTION: This vehicle is equipped with a Power Take-Off. Shut engine off before working on the Power Take-Off or getting below the vehicle. Consult the operating instructions before using the PTO (See sun visor).

POWER TAKE-OFF OPERATION — VEHICLE STATIONARY

Automatic Transmission with PowerShift PTO

Engage the PTO with the engine at idle speed.

NOTE: PowerShift PTO: The engine must be at idle or below 1000 RPM when the PTO is engaged. See the transmission manufacturer's instructions for special procedures.

IMPORTANT:

Failure to follow the proper shifting or operating sequences will result in premature PTO failure with possible damage to other equipment.



WARNING: Cold Weather Operation of PowerShift PTO

During extreme cold weather operation [32°F (0°C) and lower], a disengaged PowerShift Power Take-Off can momentarily transmit high torque causing unexpected output shaft rotation. This is caused by the high viscosity of the transmission oil when it is extremely cold. As slippage occurs between the Power Take-Off clutch plates, the oil will rapidly heat up and the viscous drag quickly decreases.

The rotation of the PTO's output shaft could cause unexpected movement of the driven equipment, resulting in serious personal injury, death, or equipment damage.

To avoid personal injury or equipment damage:

- Driven equipment must have separate controls.
- Driven equipment must be left in the disengaged position when not in operation.
- Driven equipment must not be operated until the vehicle is allowed to warm up.



This symbol warns of possible personal injury.

Power Take-Off Maintenance

Due to the normal and sometime severe torsional vibrations that PTOs experience, operators should follow a set maintenance schedule for inspections. Failure to service loose bolts or PTO leaks could result in potential auxiliary Power Take-Off or transmission damage.

Periodic PTO maintenance is required by the owner/operator to ensure proper, safe, and trouble-free operation.

Daily: Check all air, hydraulic, and working mechanisms before operating PTO and perform maintenance as required.

Monthly: Inspect for possible leaks and tighten all air, hydraulic, and mounting hardware if necessary. Torque all bolts, nuts, etc., to Chelsea's specifications. If applicable, ensure that splines are properly lubricated. Perform maintenance as required.

With regards to the direct mounted pump splines, the PTO requires the application of a specially formulated anti-fretting grease. This grease must be specified for both high pressure and high temperature applications. The addition of the grease has been proven to reduce the effects of torsional vibrations, which result in fretting corrosion on the PTO's internal splines as well as the pump's external splines. Fretting corrosion appears as a rusting and wearing of the pump shaft splines. Severe duty applications, which require long PTO running times and high torque, may require more frequent regreasing. Continuous duty applications with light loads require frequent regreasing due to the higher number of running hours, an example of this is utility trucks. It is important to note that service intervals will vary for every application and they are the responsibility of the end user of the product. Chelsea also recommends that you consult your pump's owner's manual and technical services for their maintenance guidelines. Fretting corrosion is caused by many factors and without proper maintenance; the anti-fretting grease can only reduce its effects on components.

Chelsea offers anti-fretting grease to our customers in two package sizes:

- 5/8 fluid ounce tube (PN 379688) - Provided with PTO where applicable
- 14-ounce grease cartridge (PN 379831)

Warranty: Failure to comply entirely with the provisions set forth in the appropriate owner's manual will result in voiding of warranty consideration.

General Installation

Mounting the PTO 272, 282, 852 and 885 Series

1. Remove the PTO aperture cover plate (**Fig. 3**).
2. Discard the cover plate and cover plate gasket, then clean the aperture pad using a putty knife or wire brush (**Fig. 4**).
3. Install the proper studs in the PTO aperture pad using a stud driver or wrench (**Fig. 5**).
4. Install the studs until the shoulder of the stud is flush with the transmission mounting surface. **DO NOT** install studs with shank below the aperture surface. Install studs with hand tools. **DO NOT** use power tools to install studs (**Fig. 6**).

NOTE: DO NOT use gasket maker or sealant with automatic transmissions. Always check to be sure that the studs do not interfere with transmission gears.

CAUTION: Over tightening of the studs or running the shoulder past the transmission mounting surface may damage stud and/or Transmission threads. Use of air impact tools is not recommended.

5. For the 272, 282 and 852 Series on manual transmissions, place one thick gasket .020" (.50 mm) and one thin gasket .010" (.25 mm) over the studs.

For the 272 Series with the AJ gear pitch designation (i.e.: 272XBAJP-B3XD) use the special 35-P-41 gasket that comes with the PTO. When the 35-P-41 gasket is installed, the need for backlash adjustment is greatly reduced (**Fig. 7**).

NOTE: For 282 Series with AJ gear pitch designation, use 8-A-032 filler block (order separately) with a gasket on each side.

When mounting a PTO use gaskets between all mounting surfaces:

- Do not stack more than 3 gaskets together.
- Usually, one thick gasket .020" (.50 mm) will be required.
- Remember the lubricant in the transmission also lubricates the PTO, therefore, a gasket must always be used.

WARNING: Ensure all fasteners and fittings are torqued according to their manufacturer's specification.

! This symbol warns of possible personal injury.

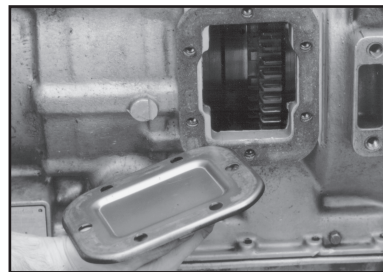


Figure 3

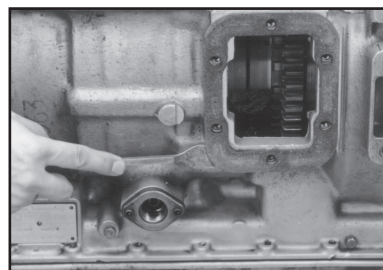


Figure 4

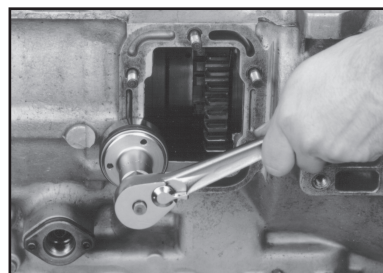


Figure 5

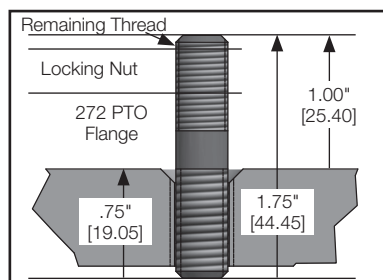


Figure 6

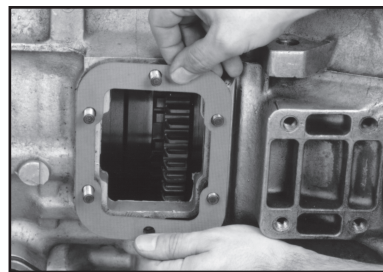


Figure 7

General Installation

Mounting the PTO (Cont'd) 272, 282, 852 and 885 Series

6. Secure PTO to the transmission:
 - Use self-locking nuts provided with PTO (Fig. 8).

NOTE: Self-locking nuts do not require lock washers (Fig. 9).

7. Fasten the PTO to the transmission. Torque the fasteners to their proper specifications (Fig. 10):

Self-Locking Nuts:

- (3/8"-24) for 6-Bolt applications
35-40 lb-ft [47-54 N-m]
- (7/16"-20) for 8-Bolt applications
55-60 lb-ft [75-81 N-m]

Cap Screws:

- (3/8") for 6-Bolt to 30-35 lb-ft [40-47 N-m]
- (7/16") for 8-Bolt to 45-50 lb-ft [60-61 N-m]

- 7a. The 272 and 282 Series have an inspection plate that can be removed to check for proper backlash. Refer to [page 15](#) for checking backlash procedure.
8. The 852 Series has one (1) drilled and tapped hole in the inspection plate (Fig. 11).

One of the plugs will be used for the dump line from the solenoid to the housing of the 272* and 852 Series. The 272* and 885 Series are air shifted and do not require the dump line. The one hole in the 852 will be used for the dump line from the hydraulic solenoid valve.

* **NOTE:** the dump line is only required for 272 Series PTOs with hydraulic remote shift options G and H.

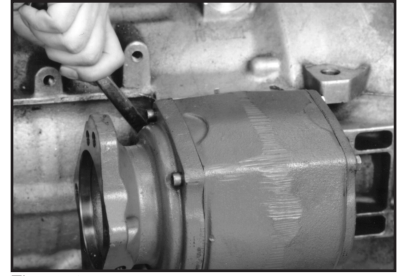


Figure 8

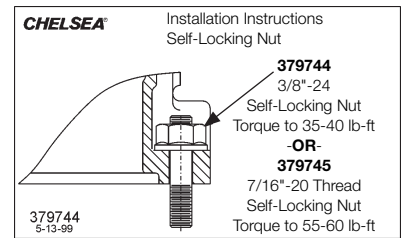


Figure 9

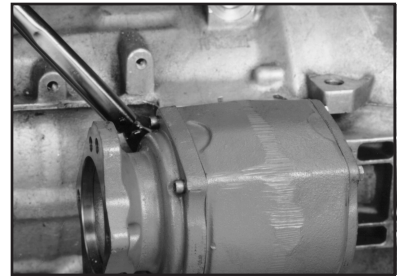


Figure 10

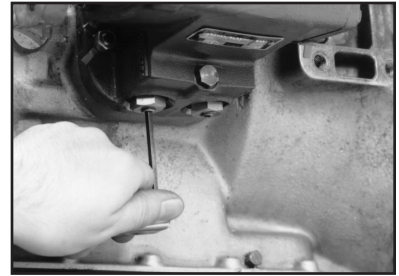


Figure 11

General Installation

Mounting the PTO (Cont'd) 272, 282, 852 and 885 Series

The second plug, which is positioned over the input gear, must be removed and replaced with a transducer if you are using the Chelsea Electronic Overspeed Control. If you are not using an Electronic Overspeed Control, the plug will remain in the housing (**Fig. 12**). After checking backlash, continue with the plumbing and wiring of the controls.

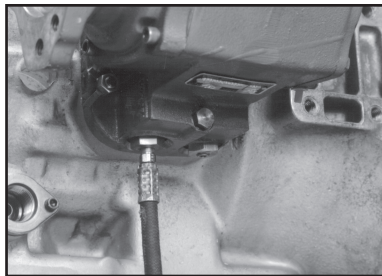
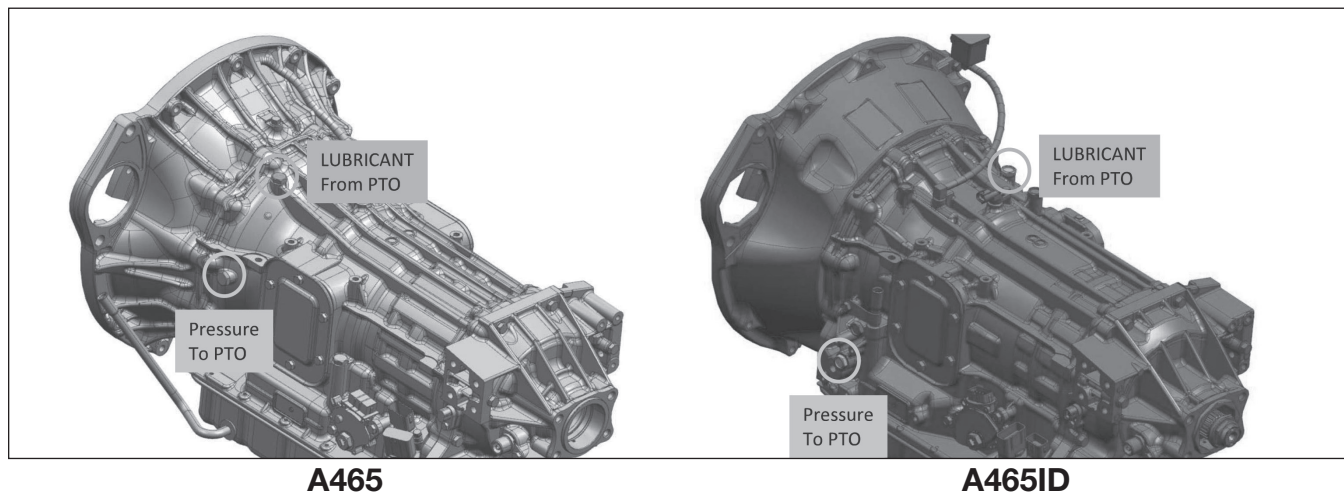


Figure 12

PTO Pressure and Lubrication Port Comparison – Aisin Applies to both Hino A465HD and Isuzu A465ID A465 vs. A465ID



General Installation

Mounting the PTO 272M and 272N Series

1. Remove the 6-Bolt cover and gasket from the 6-Bolt aperture. Clean the 6-Bolt aperture as in step 2 on [page 10](#) (**Fig. 13**).
2. Place the 6-Bolt rubber coated gasket (35-P-69) on the transmission. The beaded (raised) surface should be facing the special mounting plate (**Fig. 14**).
3. Next, fasten the special mounting plate onto the opening with the three (3) socket head bolts. The three socket head bolts always go in the three holes closest to the two (2) welded-on nuts. Figure 13 shows the plate position for a PTO with a 5 assembly arrangement. Torque the three socket head bolts to 25-30 lb-ft [34-41 N-m]. **DO NOT** exceed 30 lb-ft (**Fig. 15**).
4. Place the special gasket (35-P-84) on the plate (**Fig. 16**). See step 3.
5. Place the PTO on the plate (**Fig. 17**). There are 5 (five) cap screws that hold the 272M and 272N to the transmission and plate. Make sure all 5 cap screws go through the plate and into the transmission.
6. All 5 cap screws can be tightened and torqued with a 3/8" drive socket wrench (**Fig. 17**). Torque all cap screws to 32-37 lb-ft [43-50 N-m].

NOTE: The low-profile adapter plate will typically only fit upward due to transmission interference (as shown in **Fig. 15**).

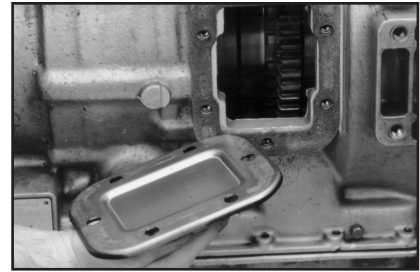


Figure 13

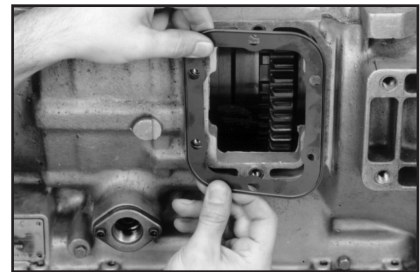


Figure 14

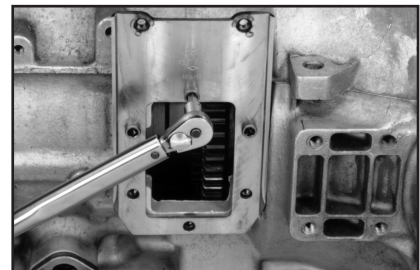


Figure 15

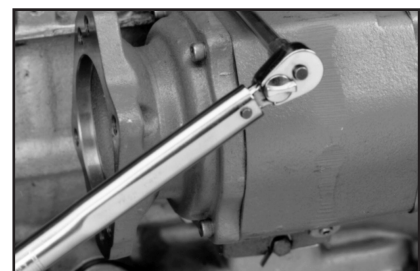


Figure 16

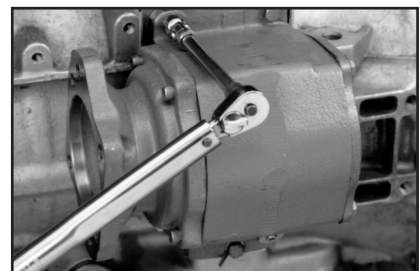


Figure 17

General Installation

Mounting the PTO (Cont'd) 272M and 272N Series

7. There are two (2) large drilled and tapped holes on the 272M and 272N Series PTO housing (**Fig. 18**). These two holes come with plugs installed.

One of the plugs will be used for the dump line from the solenoid to the housing of the 271 and 272 (Remote Mount) Series. The 231 and 272 Air Shift Series do not require the dump line.

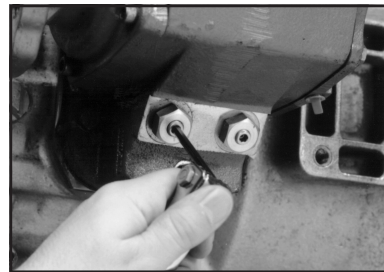


Figure 18

NOTE: See [page 20](#) plumbing schematics for more details.

The second plug, which is positioned over the input gear, must be removed and replaced with a transducer when using the Chelsea Electronic Overspeed Control. If you are not using an Electronic Overspeed Control, the plug will remain in the housing (**Fig. 19**). After checking backlash, continue with the plumbing and wiring of the controls.



Figure 19

Checking Backlash (PTO with access covers)

To check for proper backlash on PTO with shift cover:

1. Remove PTO inspection plate.
2. Mount the dial indicator so that it registers movement of the input gear (driven gear) of the PTO (**Fig. 20**).

NOTE: See **Fig. 21** for proper location of dial indicator contact point (two common type dial indicators shown).

3. Hold the PTO driver gear in transmission with a screwdriver or bar and rock the PTO input gear (driven gear) back and forth with your hand. Note the total movement on the dial indicator.
4. Establish backlash at .006"-.012" [.15 mm-.30 mm] by adding or subtracting gaskets.

General rule: A Chelsea .010" gasket will change backlash approx. .006". A .020" gasket changes backlash approx. .012".

5. Replace inspection plate and re-torque (4) four cap screws to 9-11 lb-ft [12-15 N-m].

NOTE: Apply a drop of Loctite 290 on each cap screw before reinstalling. Cap Screws that are furnished with a conversion kit and are being installed for the first time do not require the drop of Loctite.

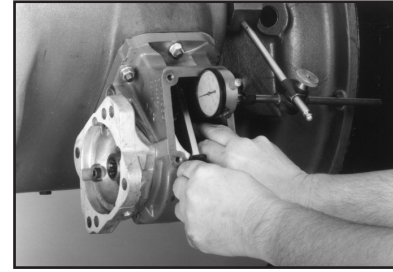


Figure 20

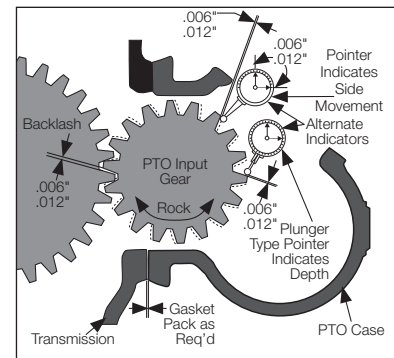
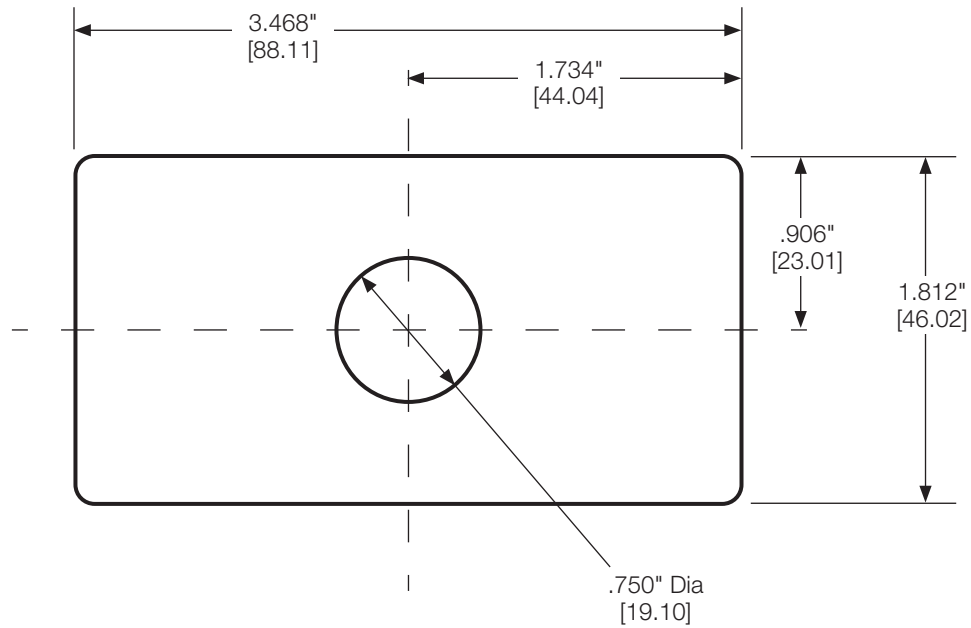


Figure 21

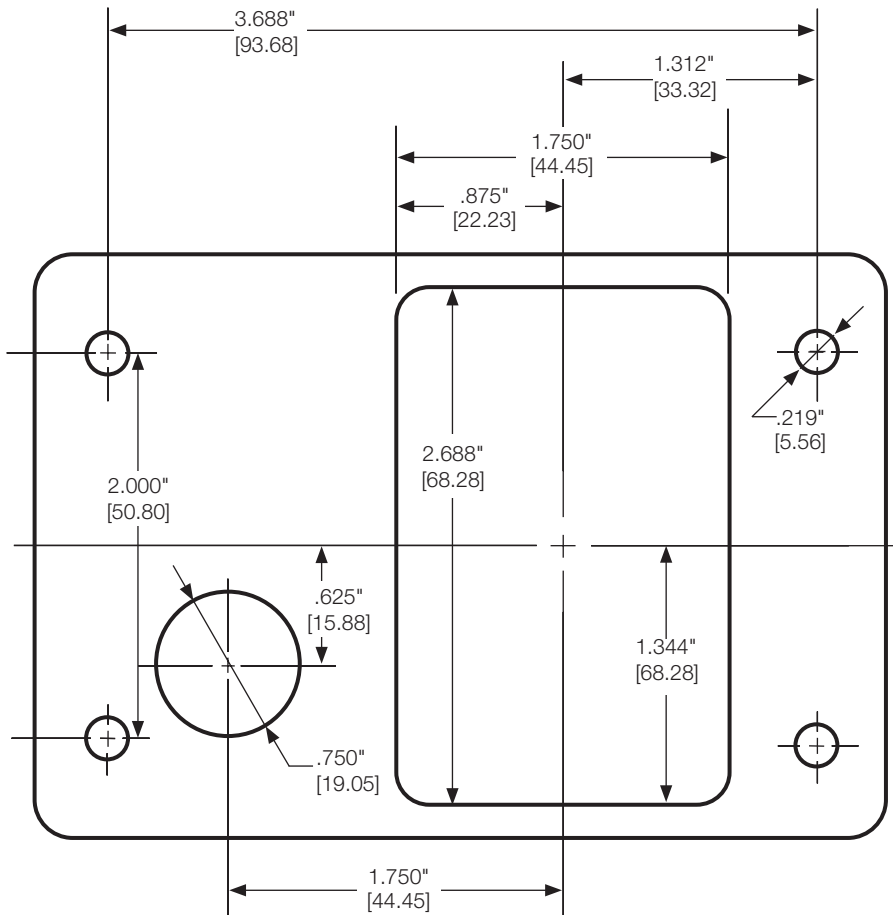
Dash Drilling Template Indicator Light Part Number 68-P-18

(SK-168 Rev A)



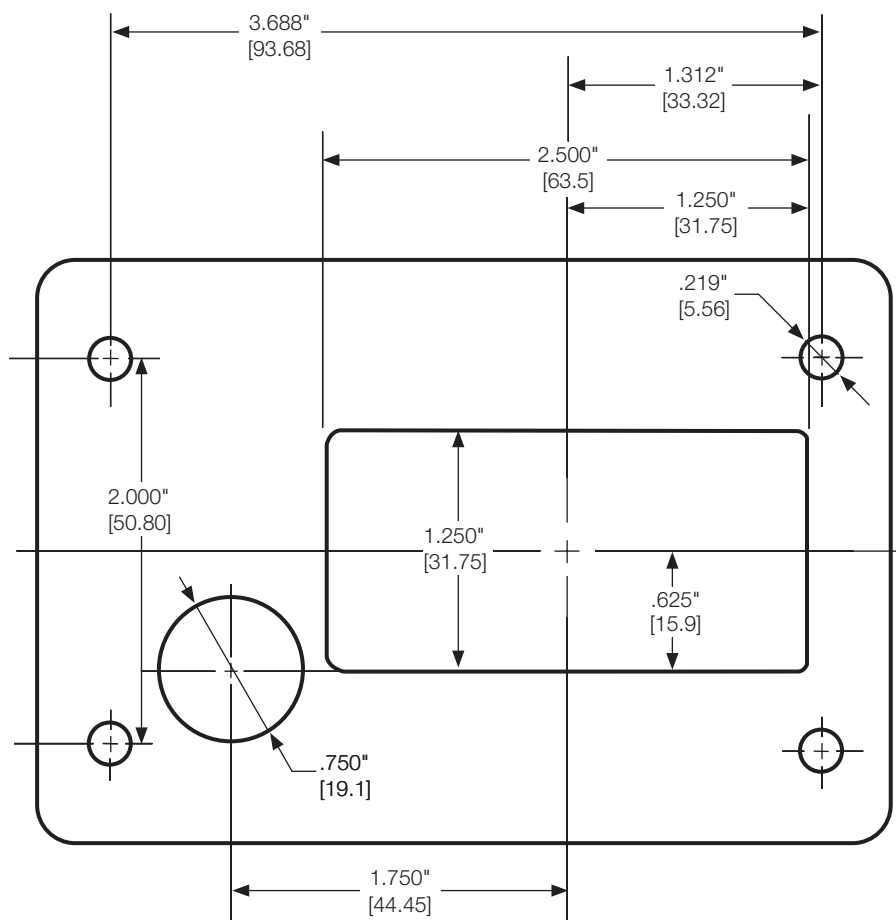
Dash Drilling Template for 6 & 8 Bolt Air Shift Valve

(SK-204 Rev C)



Dash Drilling Template for 6 & 8 Bolt Air Shift Valve (Cont'd)

(SK-204 Rev C)

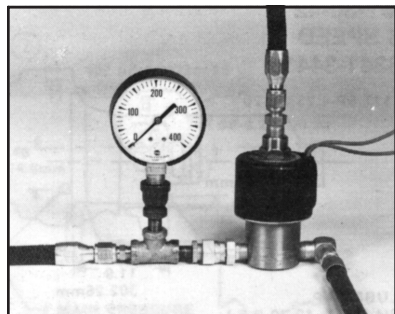


General Installation

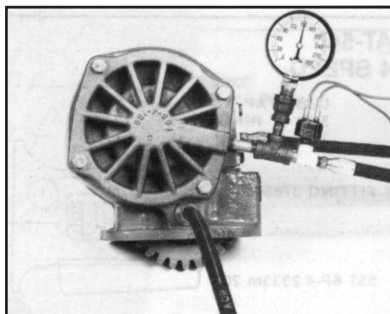
Circuit Check for PowerShift PTO for Automatic Transmissions 272/282 (Remote) and 852 Series

Perform the following steps. Record the results when installing the PTO originally, as a replacement, or while troubleshooting.

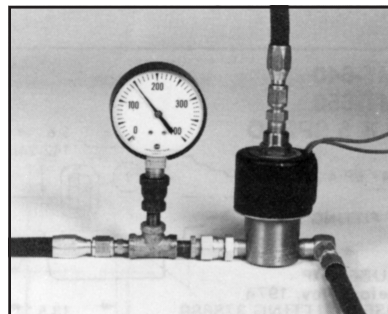
1. Install 2 Pressure Gauges in the circuit as shown: 300-400 PSI Gauges for Allison transmissions.
2. With the Solenoid Valve Off, record the pressures at inlet to Solenoid Valve for the transmission both cold (ambient) and at the operating temperature for engine idle RPM and engine maximum RPM.



Before 378965 Screen Adapter at In Port of Solenoid Valve.



Between 378966 Screen Adapter and PTO Port.



For Allisons should be 90-270 PSI.

RPM	Transmission Cold (Ambient)	Transmission At Operating Temperature
Engine Idle	PSI	PSI
Engine Maximum	PSI	PSI

3. With the Solenoid Valve On, record the corresponding pressures at the 2 gauges with the transmission both cold (ambient) and at the operating temperature for engine idle RPM and engine maximum RPM.

Engine RPM	Transmission Cold (ambient)		Transmission At Operating Temperature	
	Into Solenoid	Into PTO	Into Solenoid	Into PTO
Idle	PSI	PSI	PSI	PSI

If at any time the above pressures are below 90 PSI or there is a 50 PSI or more difference in two of the corresponding readings in Part 3:

- (a) Check the circuit for correct installation.
 - (b) Check hoses and screens for obstruction.
4. Remove the B line from the PTO with the Solenoid Valve On. No oil should appear from the line. Then turning the Solenoid Valve to Off should dump the oil from the PTO Clutch Pack through this line (**Fig. 22**).
 5. Remove the C line from the PTO Idler Shaft end, and confirm that oil is running to this shaft for lubrication (**Fig. 23**).

Retain the findings of these tests for future comparison. Re-check the oil level in the transmission after testing is complete. This concludes your installation and circuit checks. Make sure all lines are reconnected (lube lines and pressure solenoid lines).

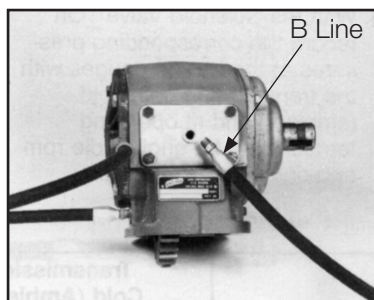


Figure 22

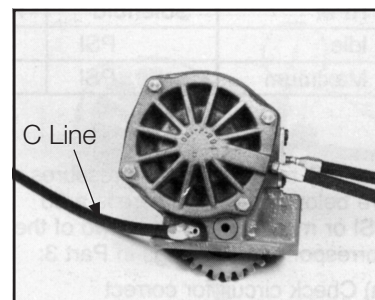
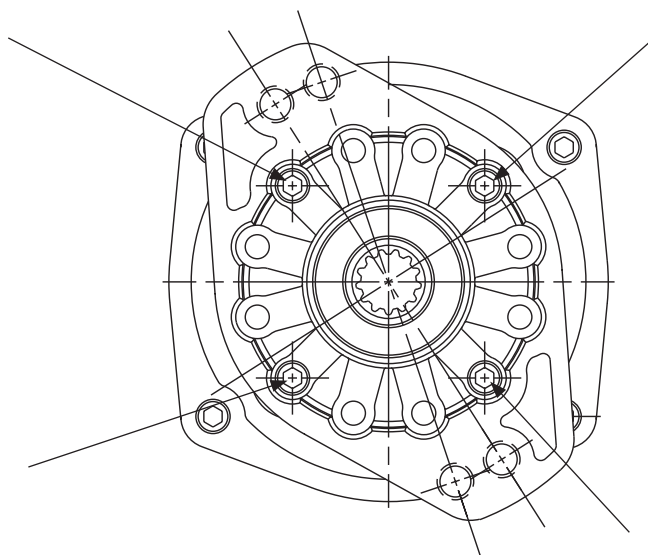


Figure 23

Rotatable Flanges Installation and Torque Specifications

The rotatable flange is shipped loose with the PTO units for ease of installation. After determining the flange position, attach the flange to the PTO bearing cap using the cap screws provided in the bag kit. Bag kit number 328170-207X (6-Bolt family) will contain (3) cap screws (378447-6) and 328170-208X (272 and 282 Series) will contain (4) cap screws for attaching the flange to the PTO bearing cap. After installing the cap screws make sure to torque the screws to 24-28 lb-ft. Consideration should be taken on the size and weight of the pump being installed ([see pages 4-5](#)).



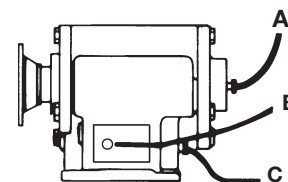
RA Flange Shown

NOTE: Reinstalling or tightening of a rotatable flange after it has become loose is not recommended. If a PTO has run for a length of time after the flange has become loose, the flange and/or bearing cap may not be to manufacturing tolerance.

Pressure Lube Connections

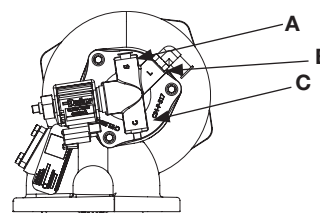
PowerShift PTO Hose Connection Illustrations

- A. High Pressure Line from Valve.
- B. Dump Line to PTO from 3 Way Valve.
- C. Lubrication Line from Transmission.
Attach to Either End of IDLER Shaft.



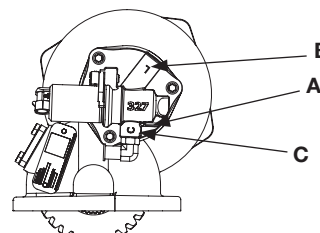
852 Series

- A. S = Pressure Switch
- B. L = Lube Line
- C. C = To Clutch



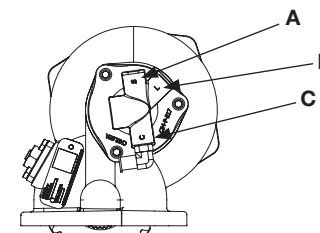
272 Series Air Shift

- A. S = Pressure Switch
- B. L = Lube Line
- C. C = To Clutch



272 Series Hydraulic

- A. S = Pressure Switch
- B. L = Lube Line
- C. C = To Clutch



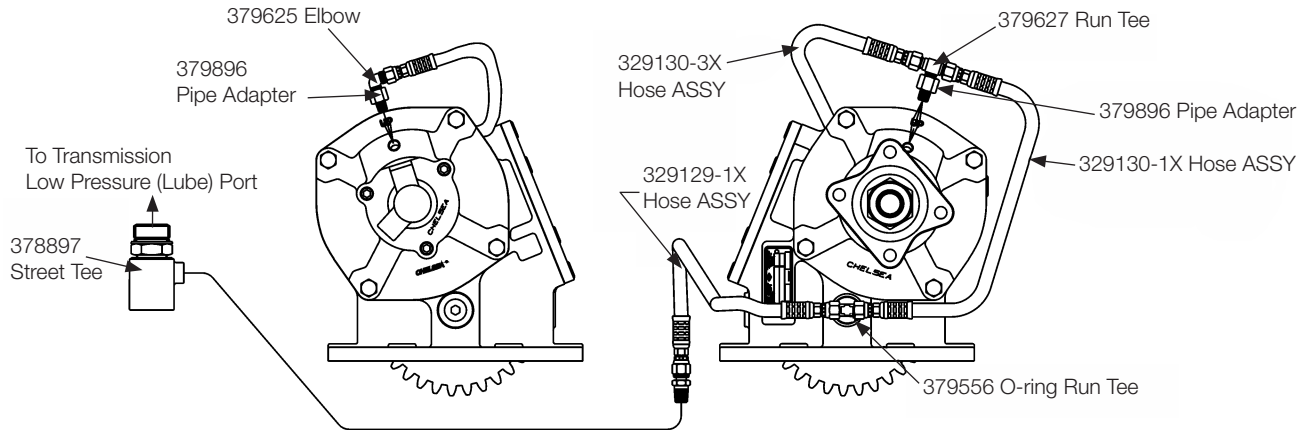
272 Series Remote

NOTE: Reference [pages 42-44](#) for Allison Transmission port locations and convertor Housing Fittings.

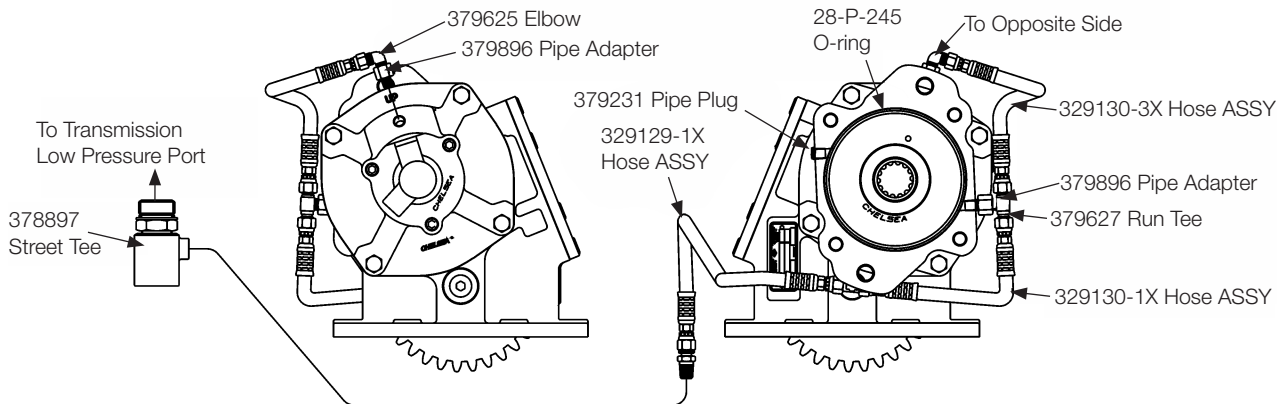
Pressure Lube Installation Schematic
885 Series

(SK-336 Rev C)

XV & AB Output

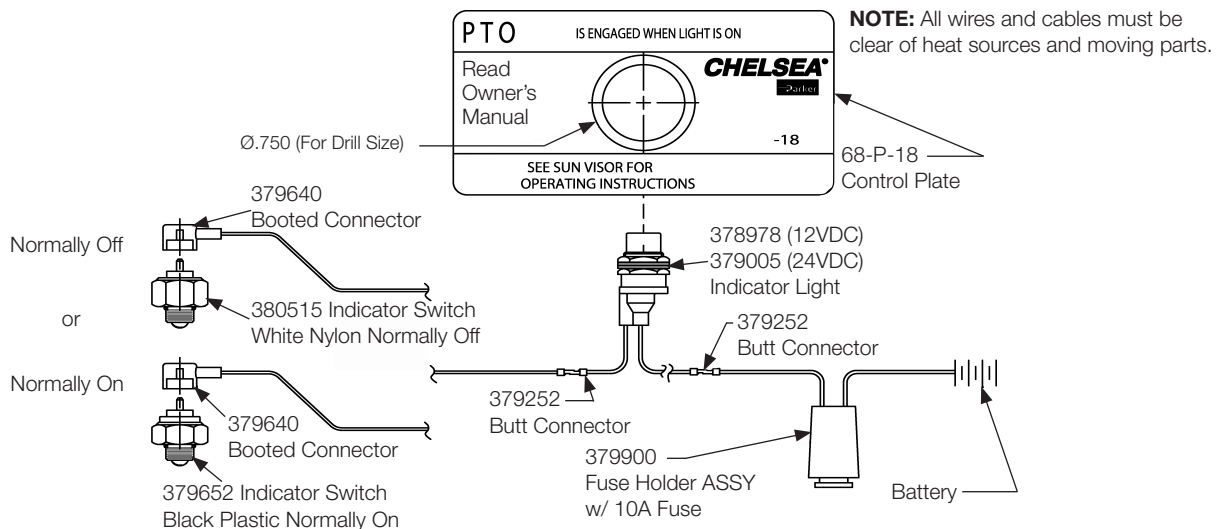


XS Output



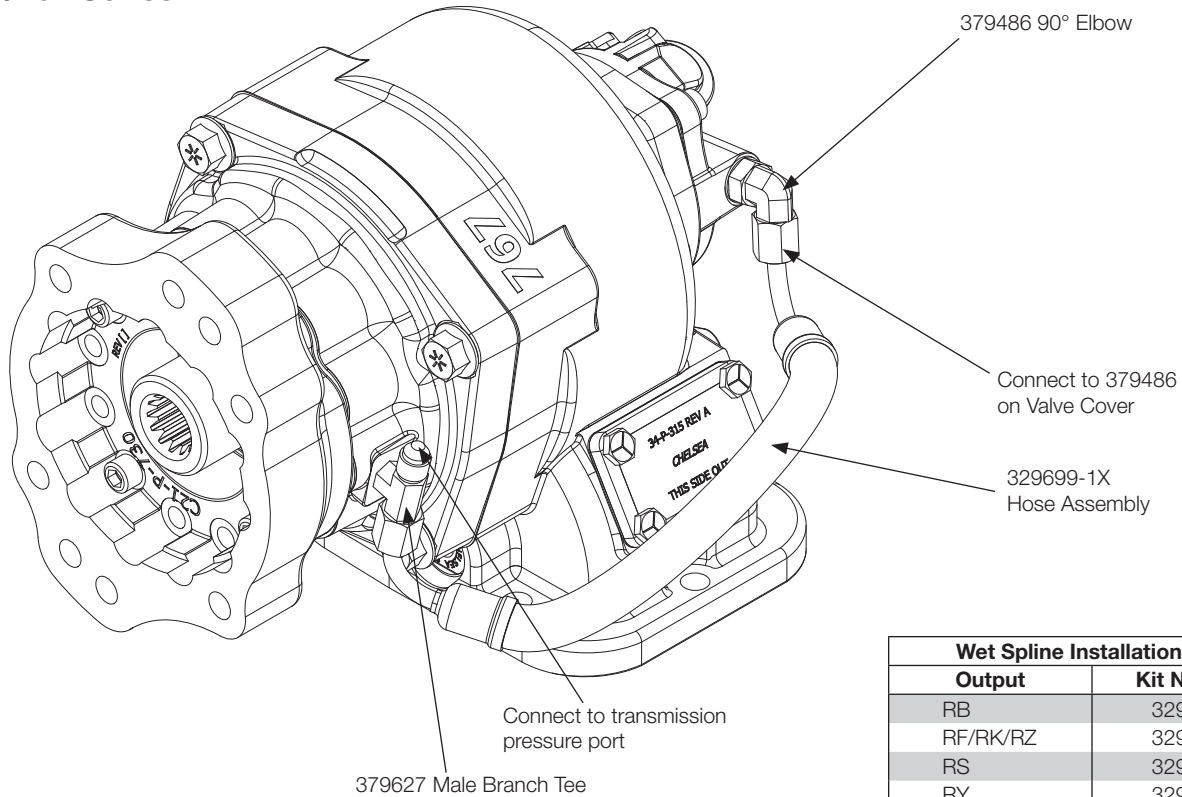
Indicator Light Installation

(SK-286 Rev G)



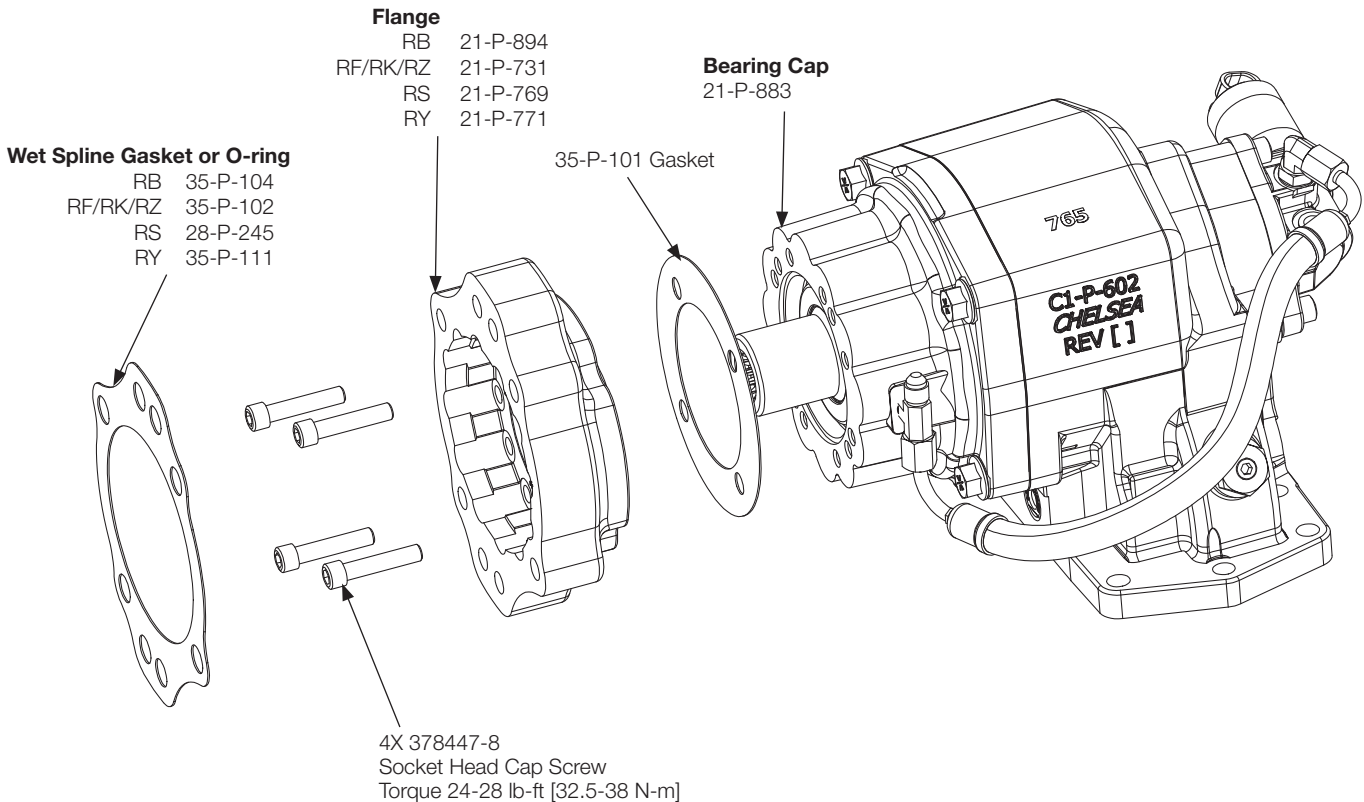
Wet Spline Installation
RB, RF, RK, RS, RY & RZ Output Options
272/282 Series

(SK-508 Rev C)



Wet Spline Installation Kits	
Output	Kit Number
RB	329959X
RF/RK/RZ	329700X
RS	329744X
RY	329742X

NOTE: Not all output options may be available on Series listed above.



GM C Series PTO Wiring Harness

For model year 2003-2010 GM C Series 4500, 5500, 6500, 7500 and 8500 trucks may be equipped with the Allison 1000, 2000/2500 transmissions. In these vehicles GM Truck has integrated a PTO connector, located in the right-hand engine compartment area. A Power Take-Off switch has also been incorporated into the GM dash panel to control PTO operation. With the PTO option ordered on the truck, the PTO connector, and in-dash switch simplify the interface for the body builder.

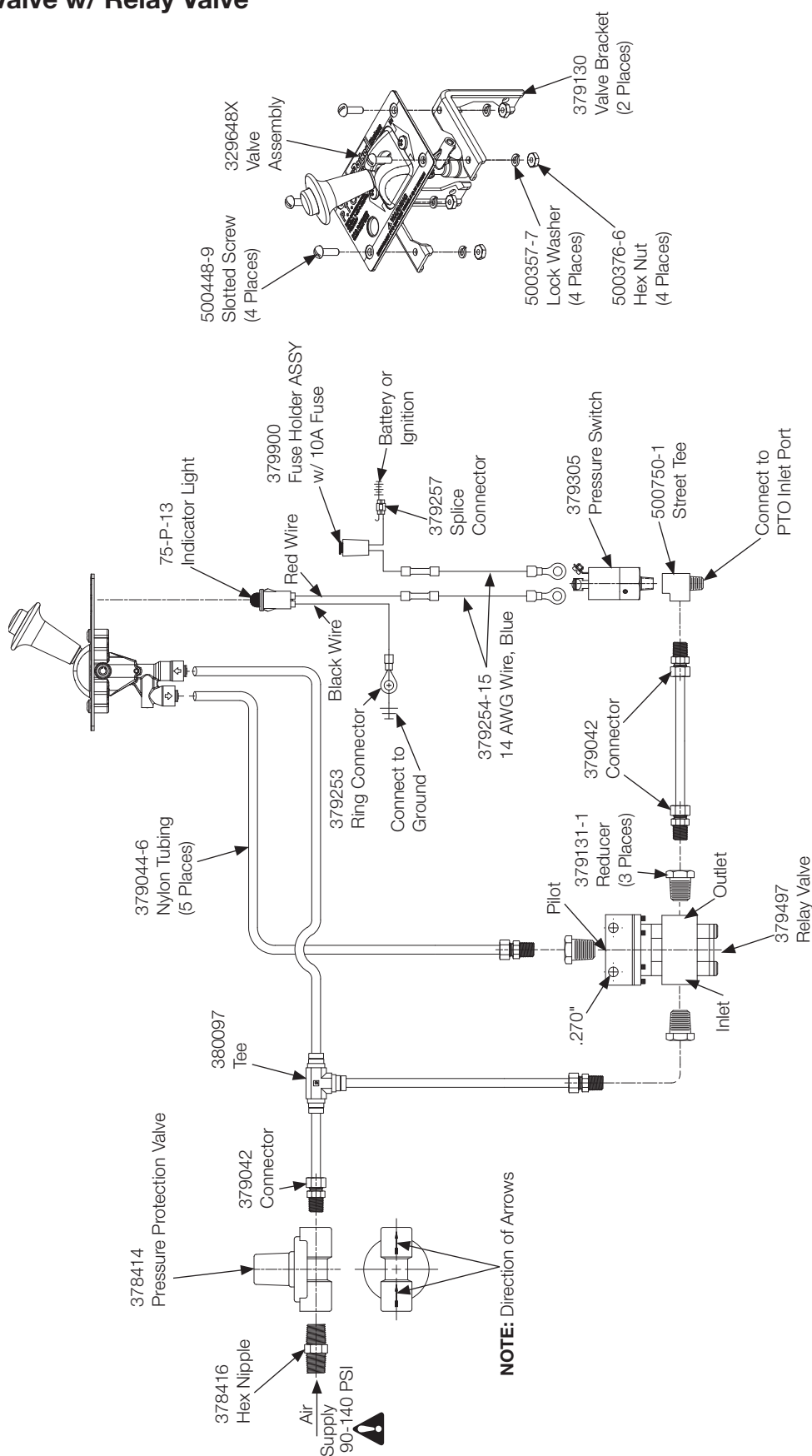
In order for the customer to utilize the full capability of the PTO/transmission, Chelsea has designed a wiring harness that must be used between the GM PTO connector and the Chelsea Power Take-Off. These are for PTO Non EOC applications only.

The main purpose of the wiring harness on the Allison 1000, 2000/2500 transmissions will be to engage the torque converter lock-up clutch. The harness will also allow the end-user to utilize the stalk-mounted cruise control to control Power Take-Off RPM.

NOTE: For 2006 Model Year Chev. Kodiak and GMC Topkick C4500-C7500 Series with 6.6L Diesel or 8.1L Gas engines and Allison 1000/2200/2300 Series transmission. The PTO may not operate properly due to a GM change in feedback logic in the TCM. Please refer to GM UI Bulletin#76 REV. 1 dated 6/09/2006 or latest revision for complete details.

Shift Option A Manual Air Valve w/ Relay Valve 885 Series

(SK-463 Rev B)



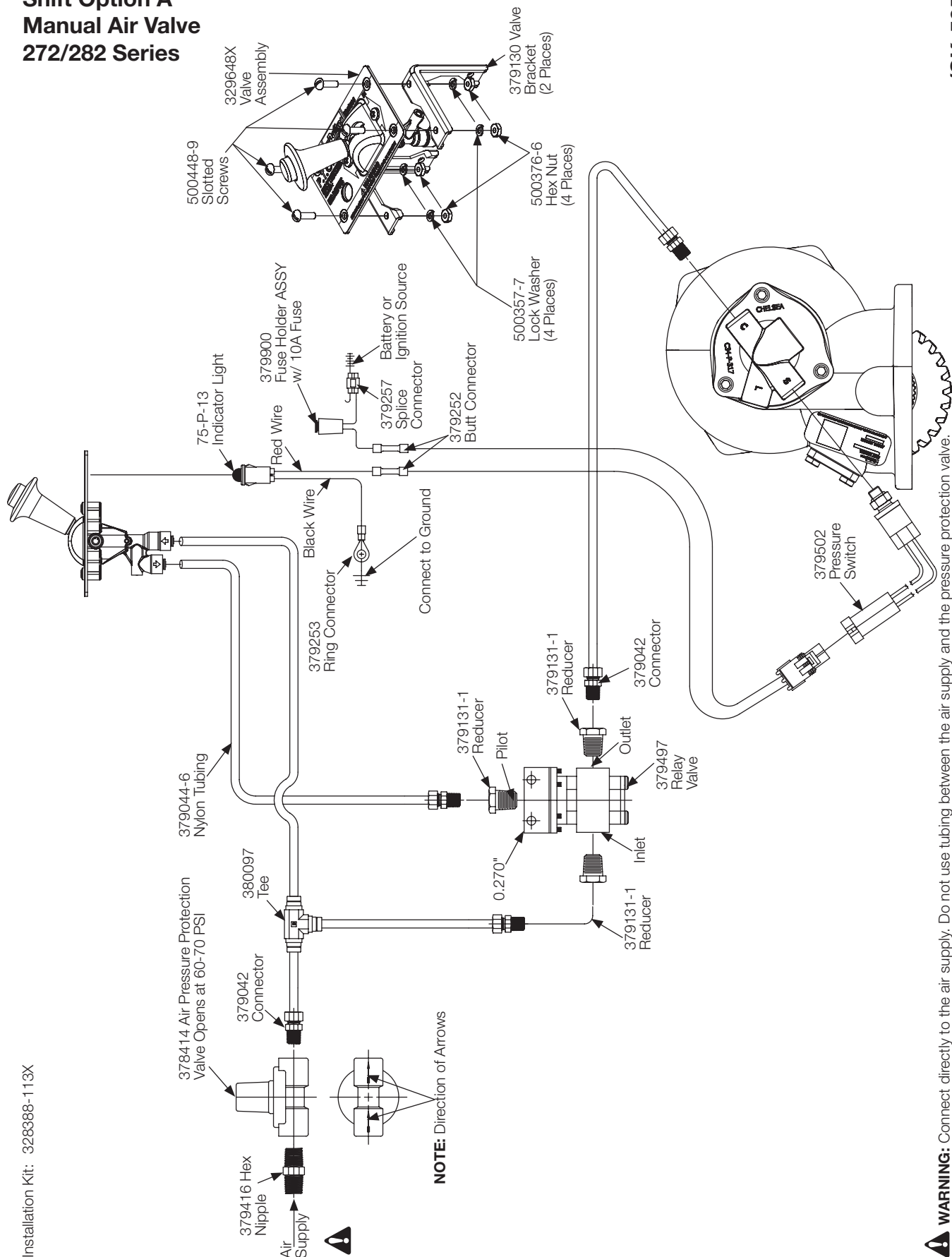
WARNING: Connect directly to the air supply. Do not use tubing between the air supply and the pressure protection valve.

CAUTION: When installing nylon tubing avoid sharp angles, exhaust, and manifold systems.

See SK-204 Drilling Template for Control Plate in HY25-1240-M1/US Owner's Manual

Shift Option A Manual Air Valve 272/282 Series

Installation Kit: 328388-113X



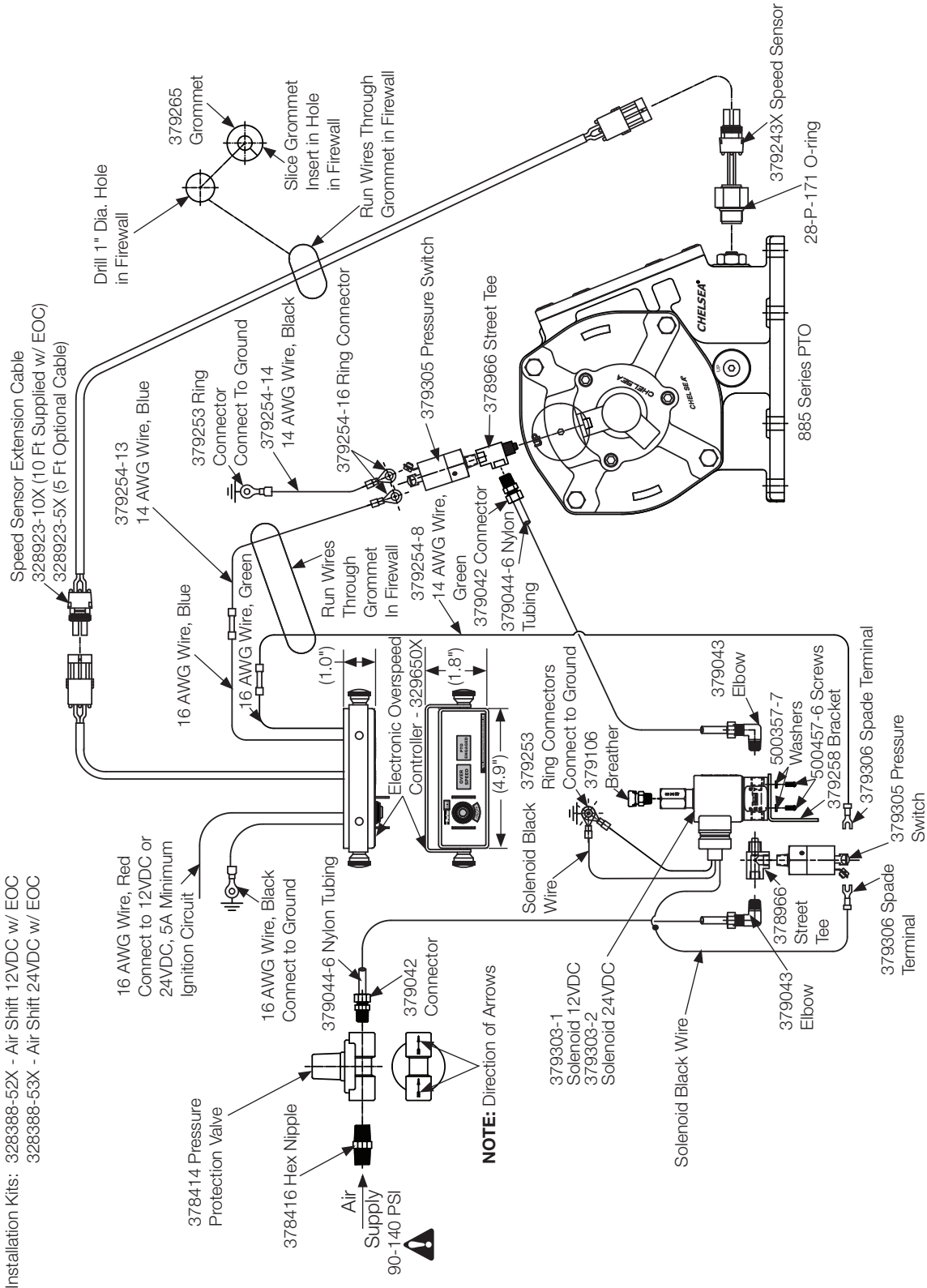
(SK-595)

WARNING: Connect directly to the air supply. Do not use tubing between the air supply and the manifold.

CAUTION: When installing nylon tubing avoid sharp angles, exhaust, and manifold systems.

Shift Option N (12VDC) & J (24VDC)
Elec/Air w/ EOC
885 Series

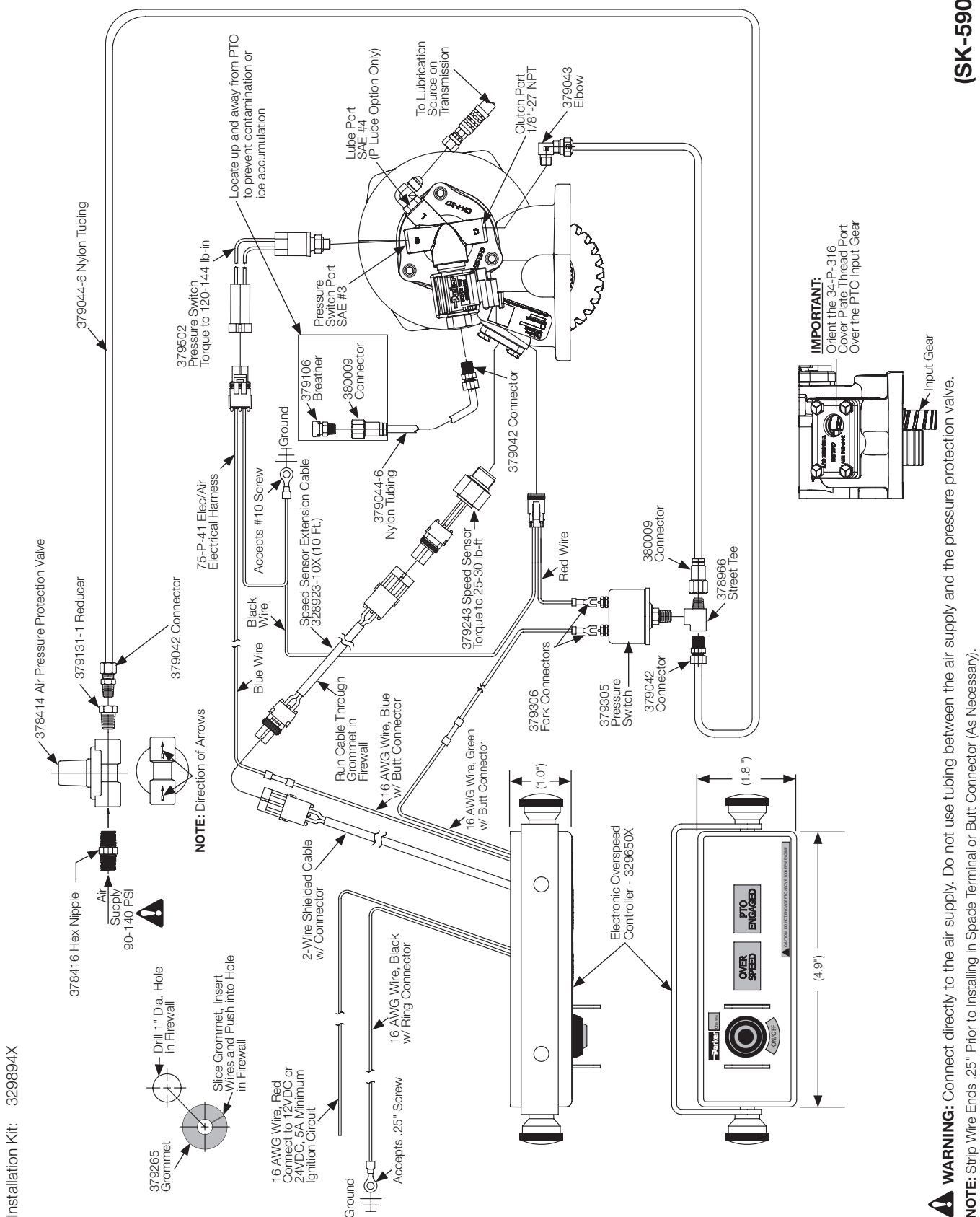
(SK-468 Rev B)



Installation Kits: 328388-52X - Air Shift 12VDC w/ EOC
328388-53X - Air Shift 24VDC w/ EOC

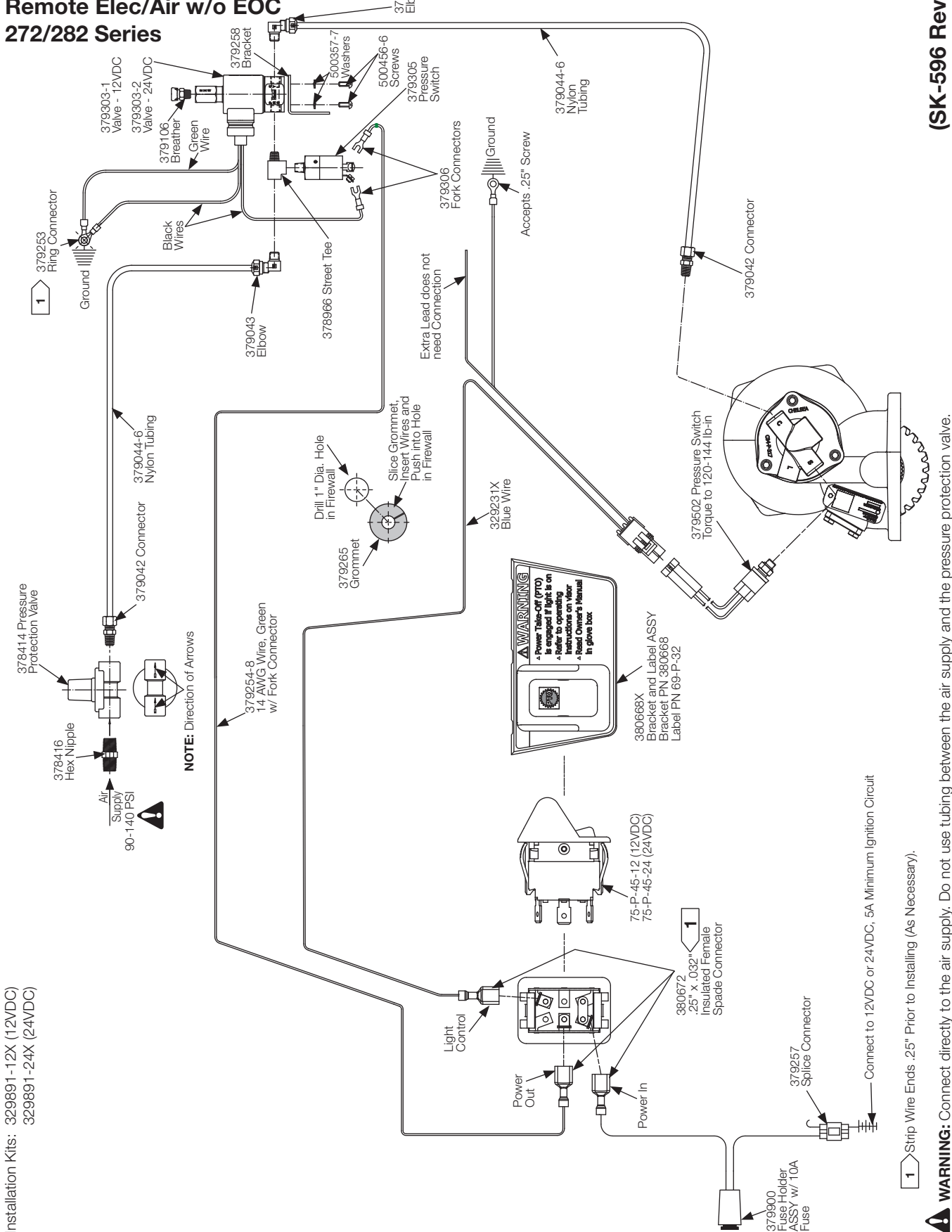
**Shift Option J (12VDC) & 3 (24VDC)
Elec/Air w/ EOC (Integral Air Valve)
272/282 Series**

(SK-590 Rev A)



Shift Option P (12VDC) & Q (24VDC)
Remote Elec/Air w/o EOC
272/282 Series

(SK-596 Rev C)



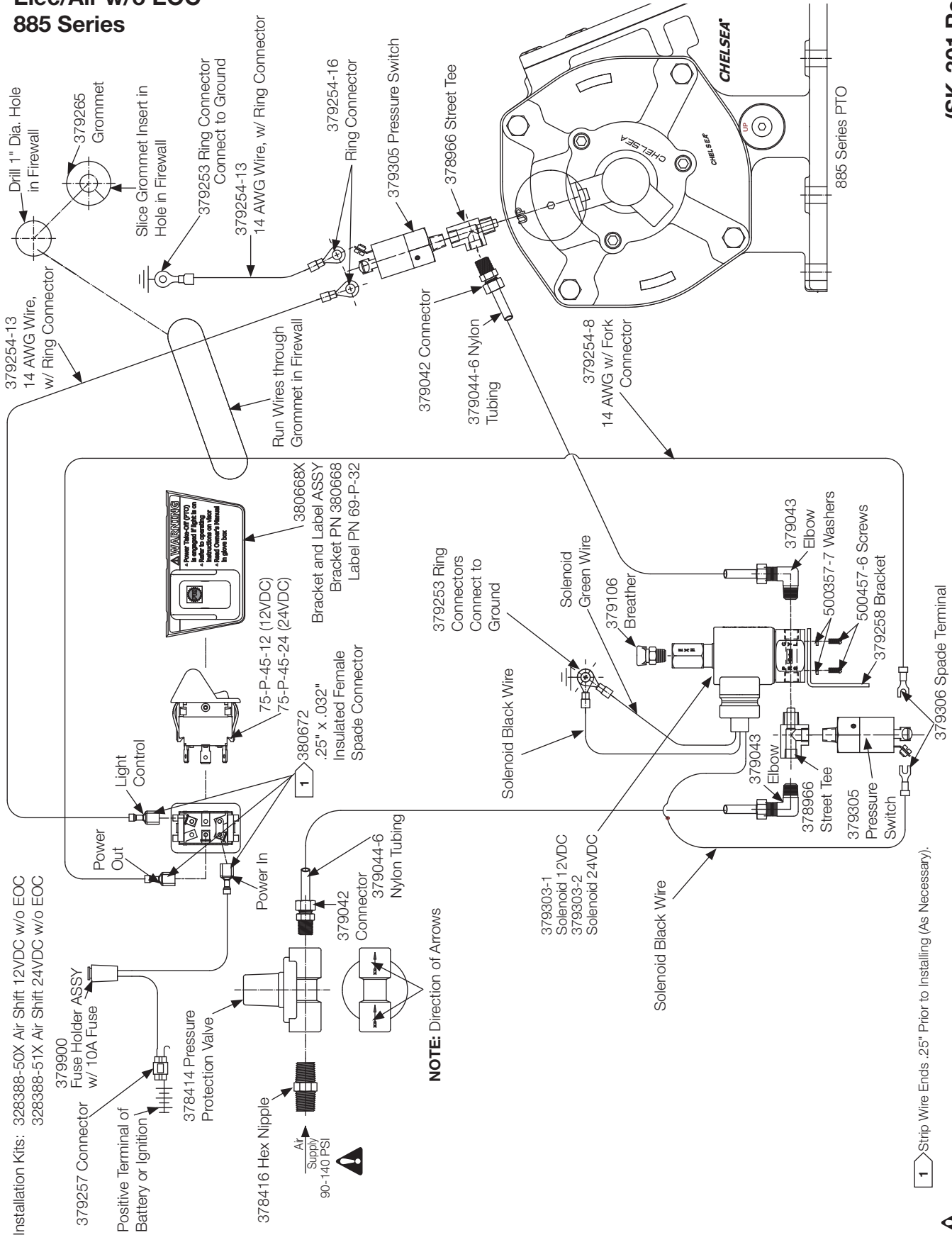
Installation Kits: 329891-12X (12VDC)
329891-24X (24VDC)

1 Strip Wire Ends .25" Prior to Installing (As Necessary).



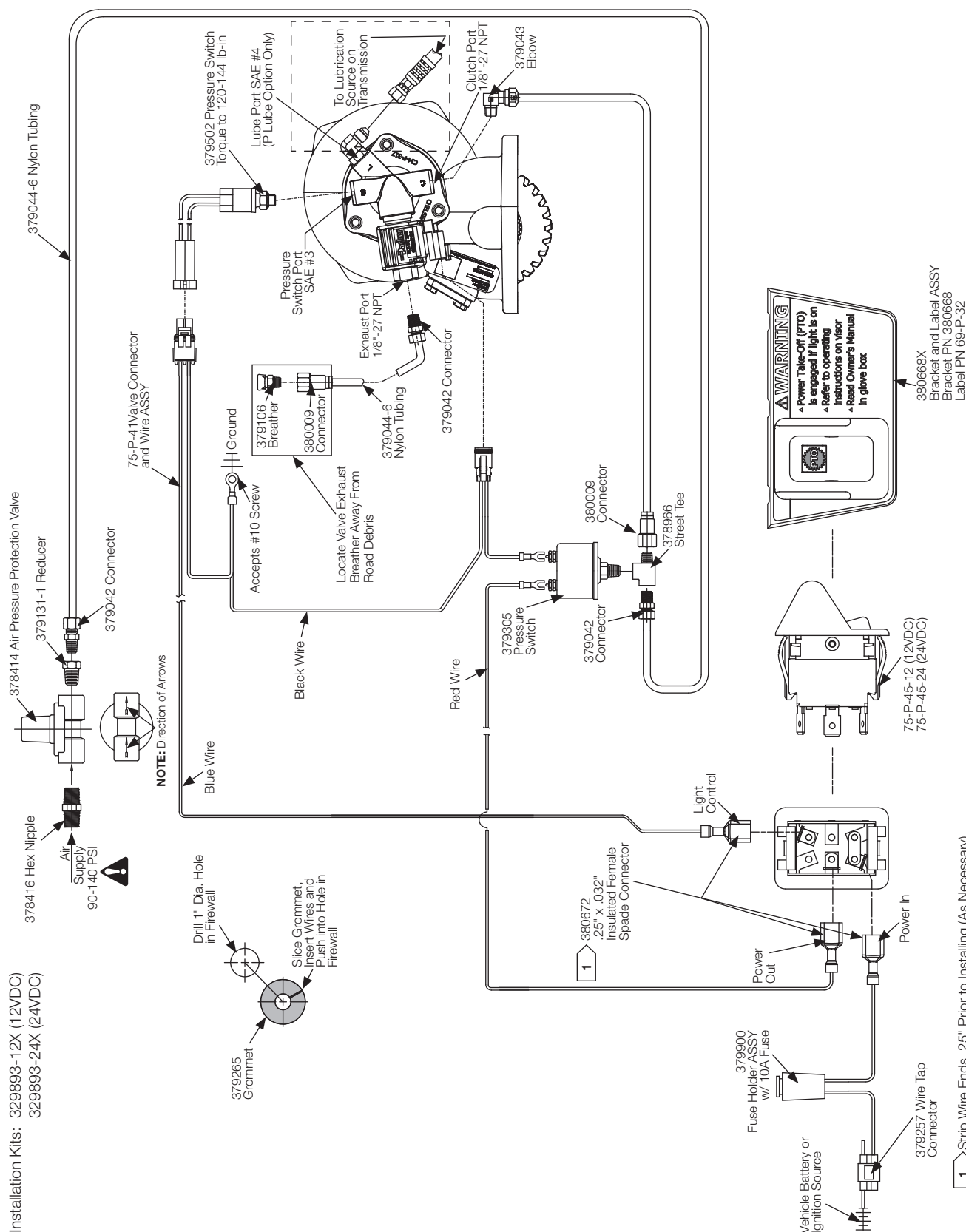
Shift Option P (12VDC) & Q (24VDC)
Elec/Air w/o EOC
885 Series

(SK-301 Rev F)



Shift Option 1 (12VDC) & 2 (24VDC) Elec/Air w/o EOC (Integral Air Valve) 272/282 Series

(SK-589 Rev C)

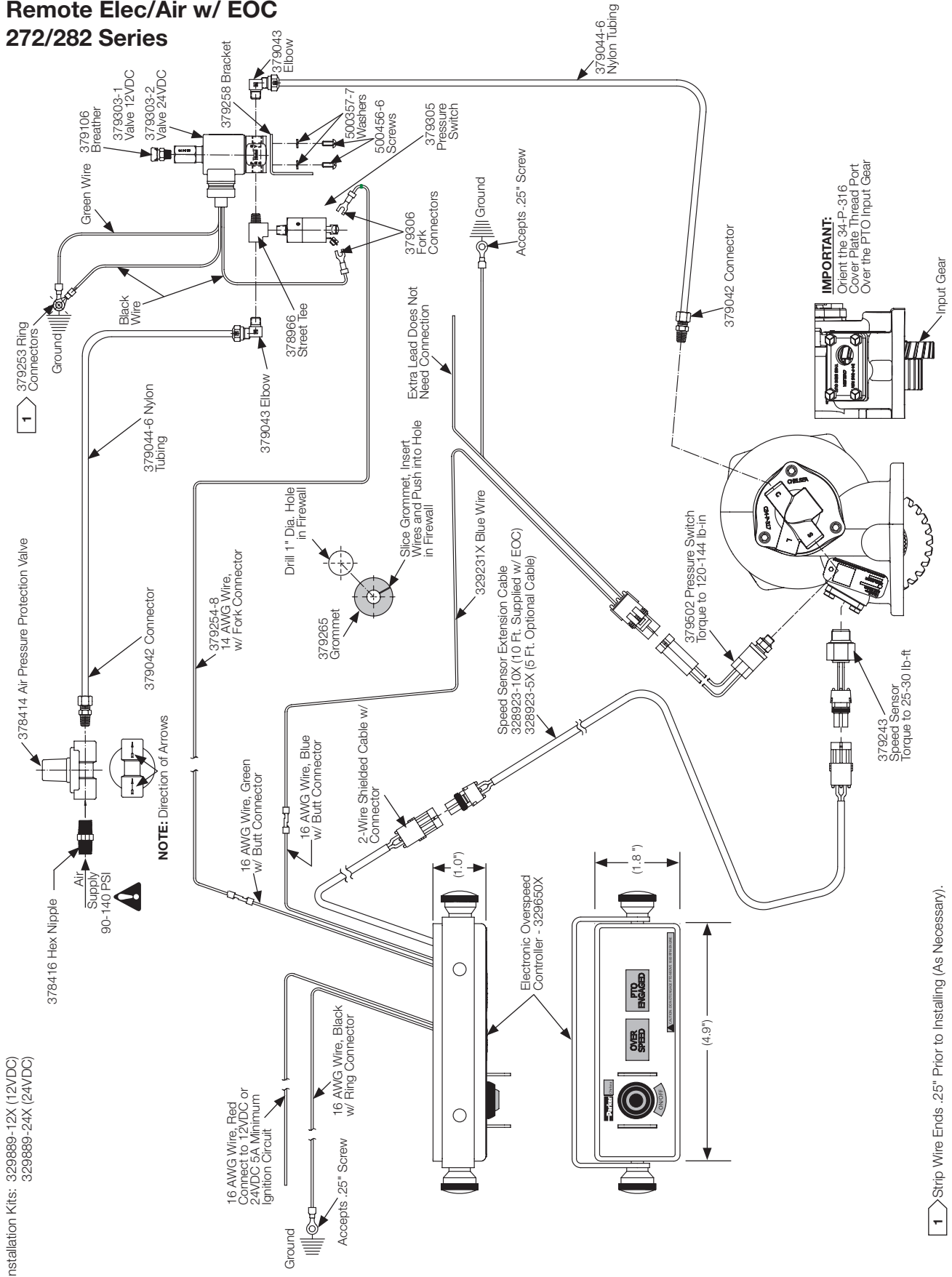


WARNING: Connect directly to the air supply. Do not use tubing between the air supply and the pressure protection valve.



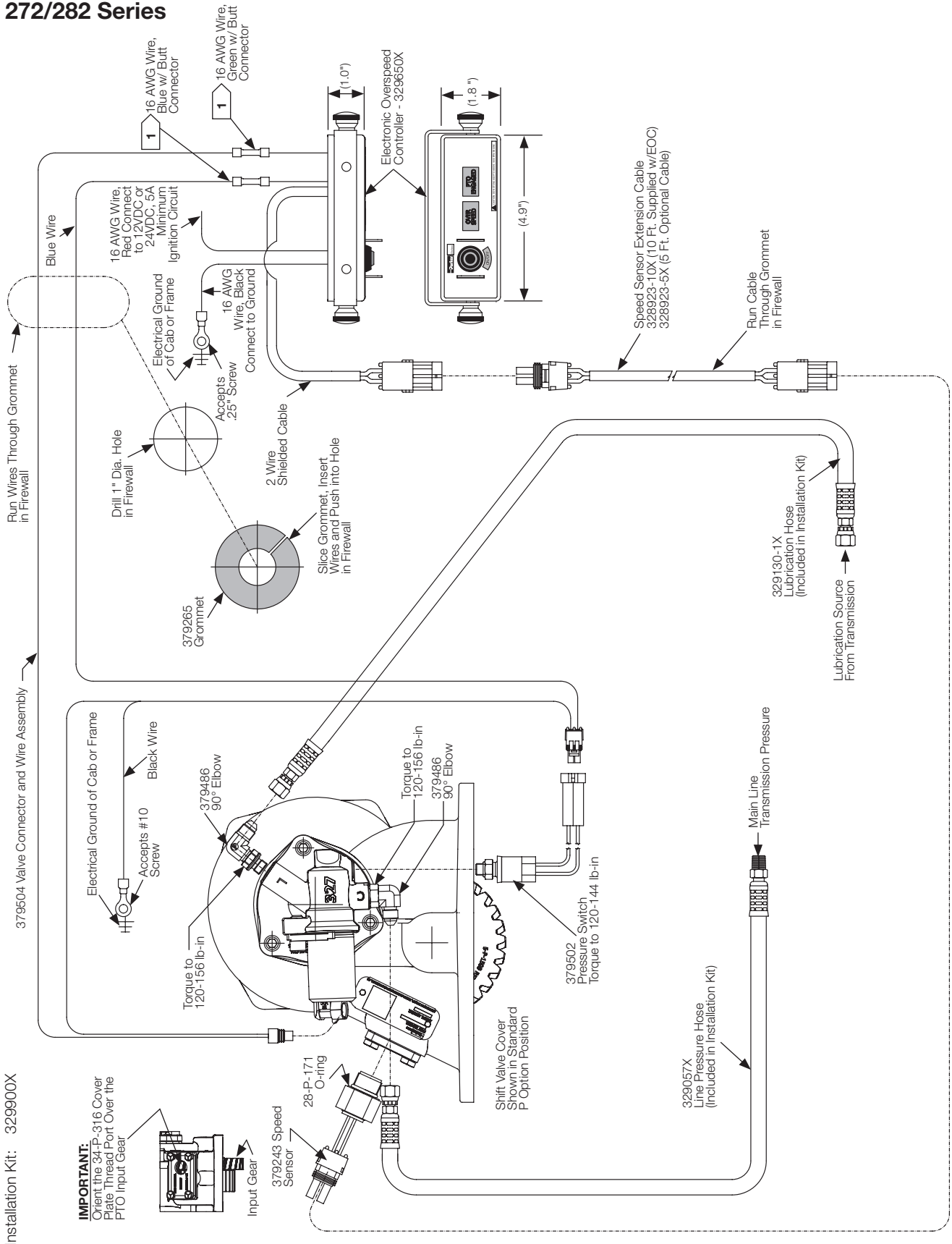
Shift Option R (12VDC) & 4 (24VDC)
Remote Elec/Air w/ EOC
272/282 Series

(SK-583 Rev B)



Shift Option K (12VDC) & L (24VDC)
Elec/Hyd w/ EOC
272/282 Series

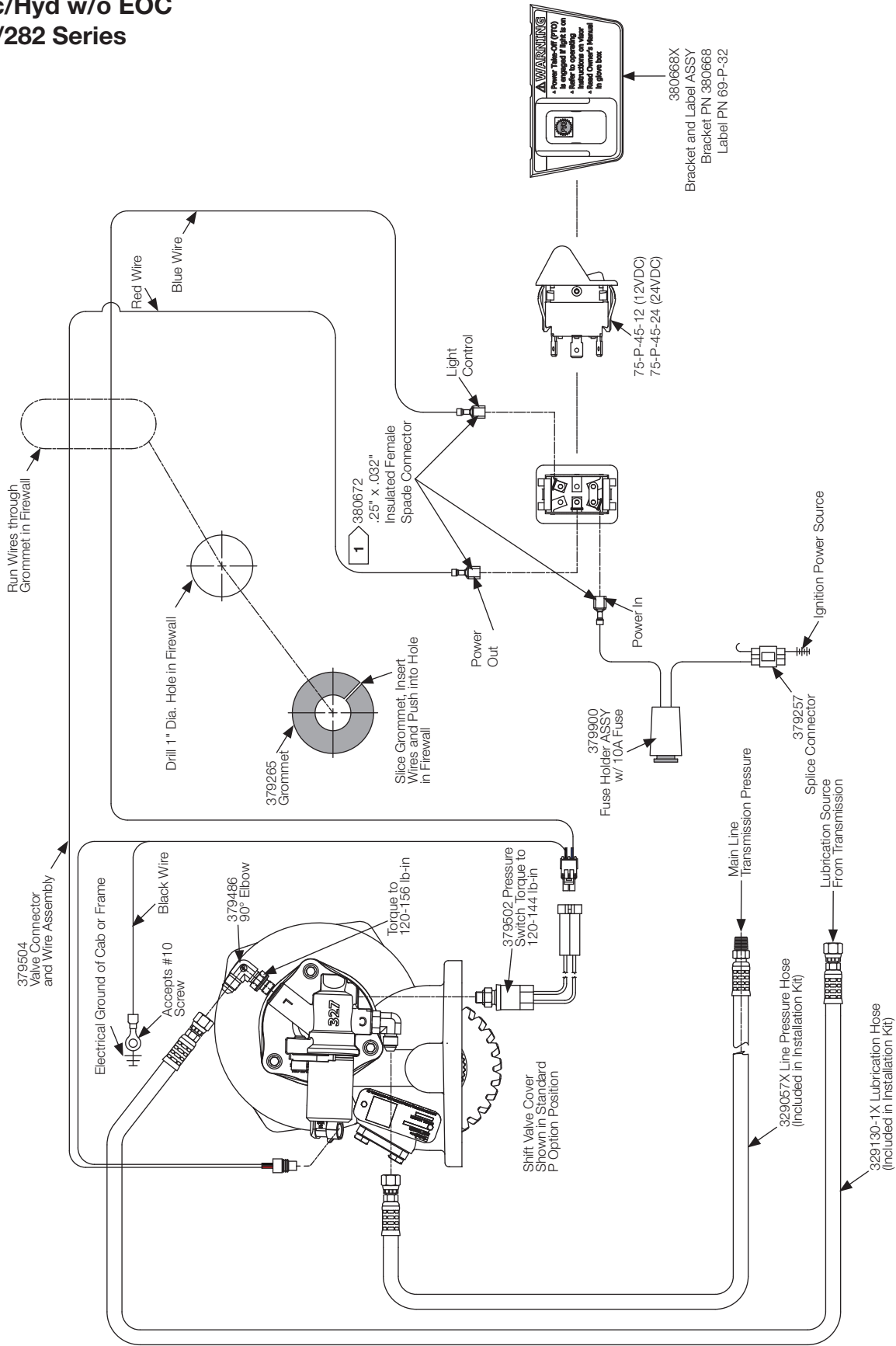
(SK-598)



1 Strip Wire Ends .25" Prior to Installing (As Necessary).

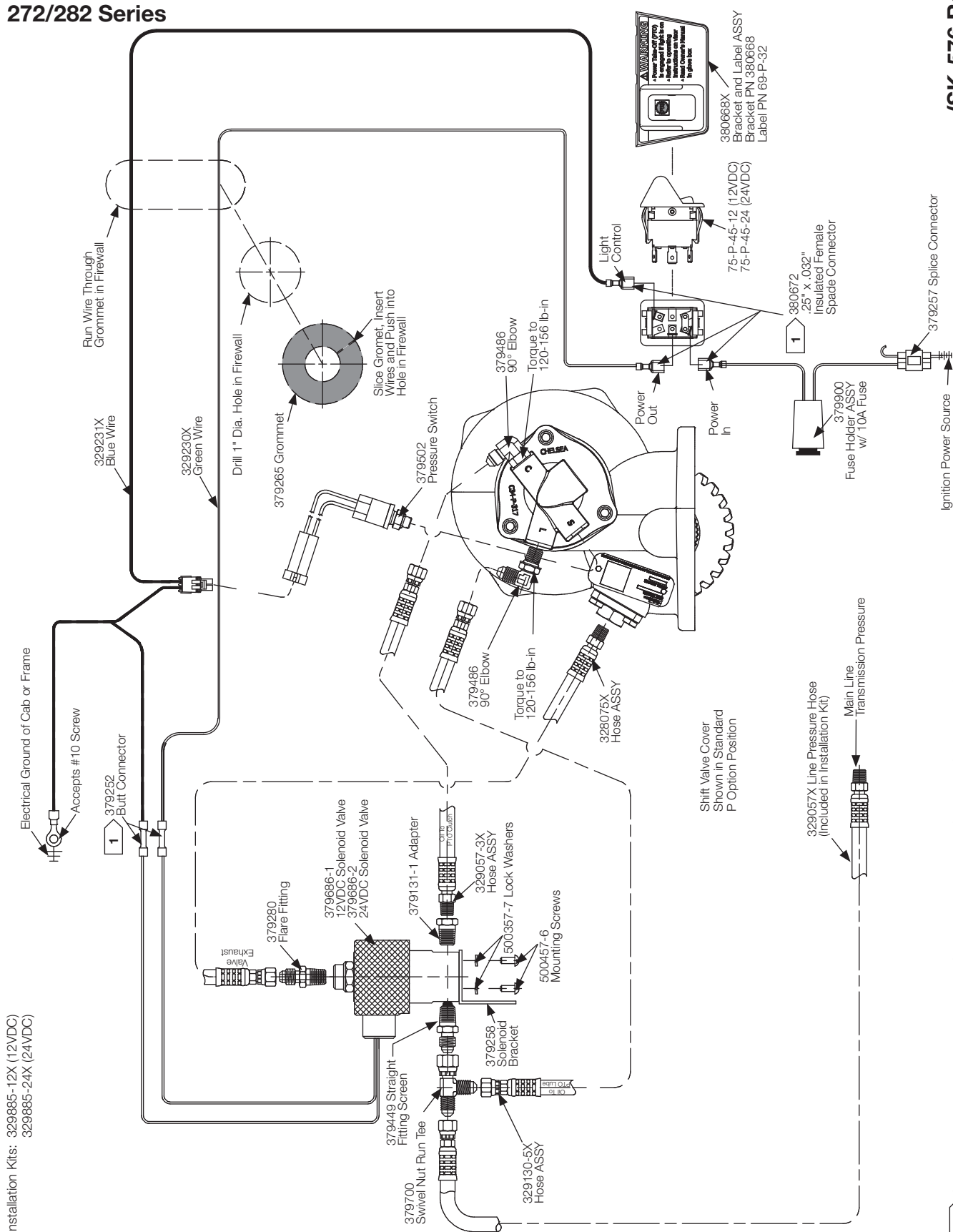
Shift Option B (12VDC) & D (24VDC)
Elec/Hyd w/o EOC
272/282 Series

Installation Kits: 329024-12X (12VDC)
329024-24X (24VDC)



1 Strip Wire Ends .25" Prior to Installing (As Necessary).

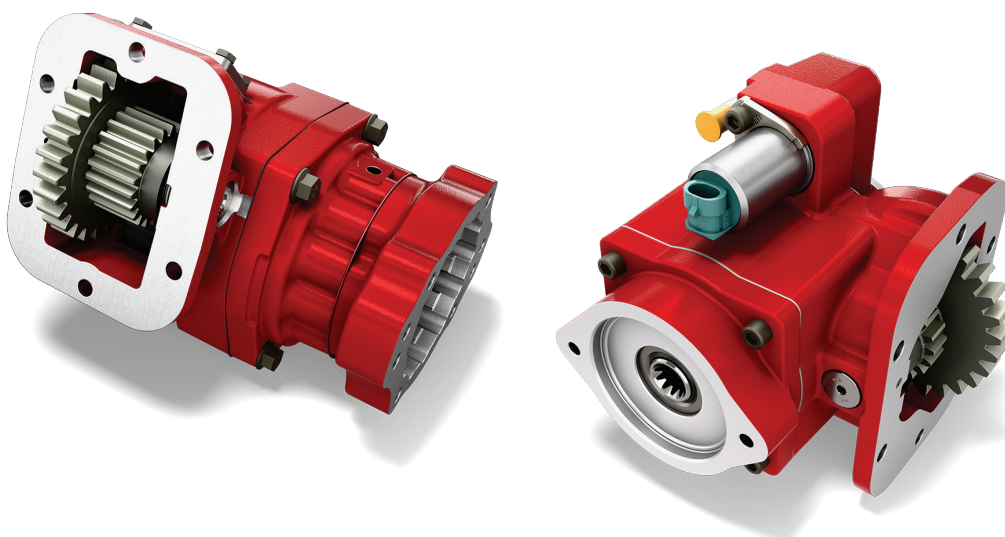
(SK-576 Rev D)



Installation Kits: 329885-12X (12VDC)
329885-24X (24VDC)

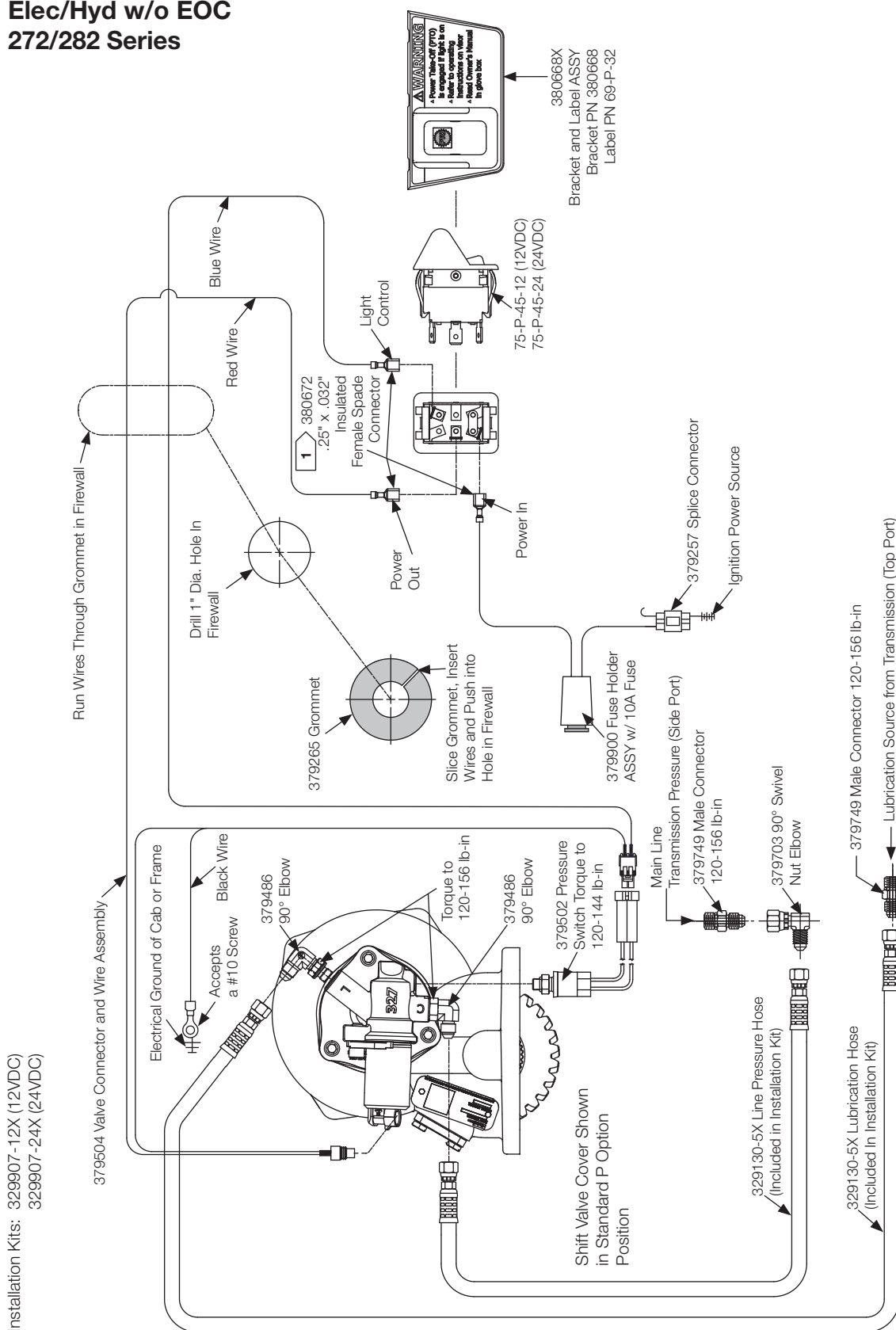
1 Strip Wire Ends .25" Prior to Installing in Spade Terminal or Butt Connector (As Necessary).

AISIN



**AISIN Transmission Models MY400, MY600, A445, A443E MO35A4, A460, A465
Non-Ram
Shift Option B (12VDC) & D (24VDC)
Elec/Hyd w/o EOC
272/282 Series**

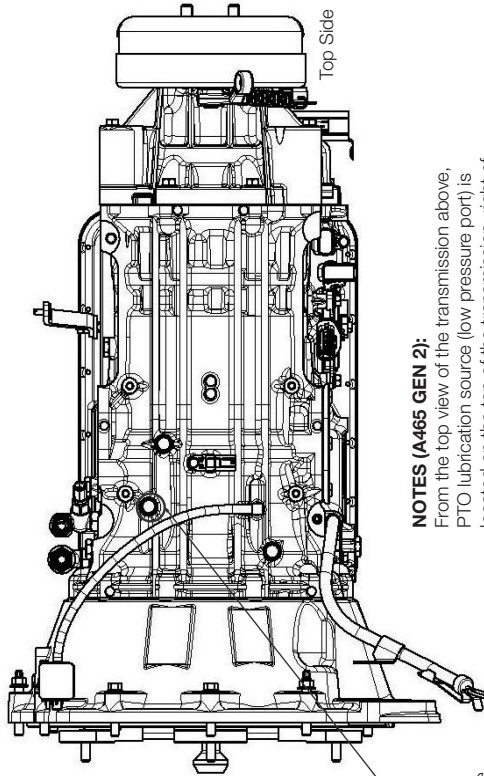
(SK-603 Rev B)



1 Strip Wire Ends .25" Prior to Installing (As Necessary).

AISIN Transmission Models MY400, MY600, A445, A443E MO35A4, A460, A465 (Cont'd)
Non-Ram
Shift Option B (12VDC) & D (24VDC)
Elec/Hyd w/o EOC
272/282 Series

A465ID OR A465HD GEN 2
MY(2020-PRESENT)

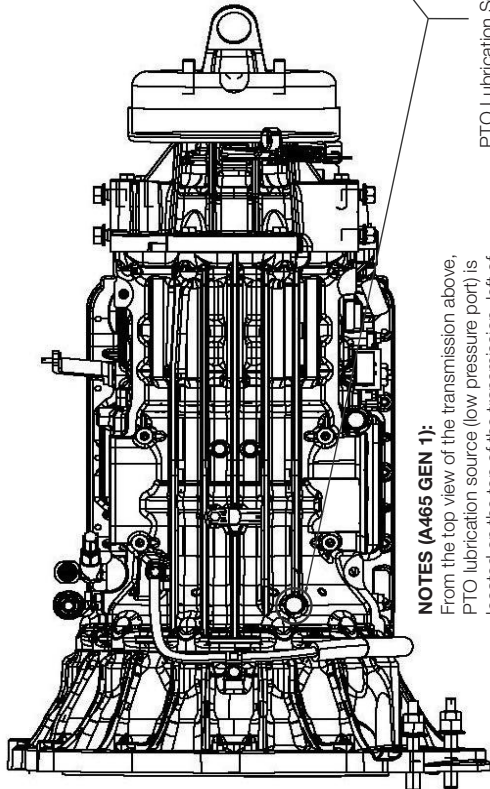


NOTES (A465 GEN 2):

From the top view of the transmission above, PTO lubrication source (low pressure port) is located on the top of the transmission, right of the transmission centerline, towards the front of the main body (Circled).

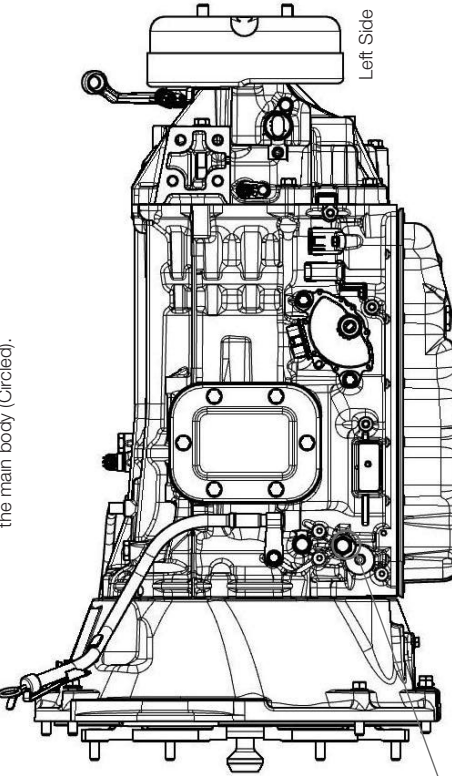
PTO Lubrication Source
(Low Pressure)

A465 GEN 1
MY(PRE-2020)



NOTES (A465 GEN 1):

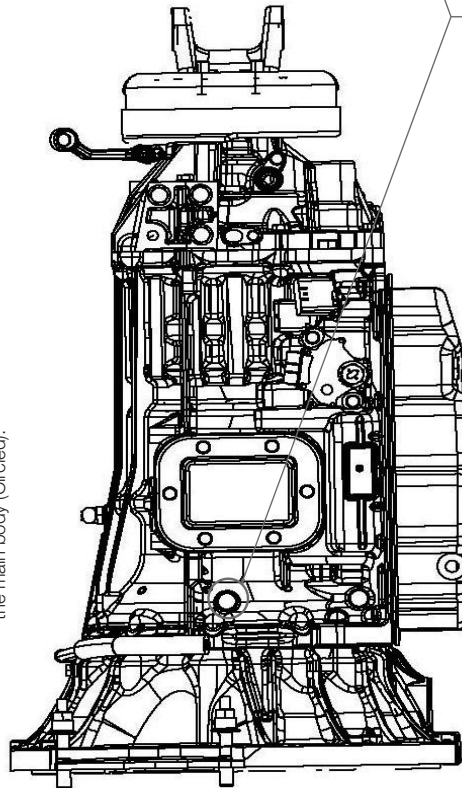
From the top view of the transmission above, PTO lubrication source (low pressure port) is located on the top of the transmission, left of the transmission centerline, towards the front of the main body (Circled).



NOTES (A465 GEN 2):

From the left side view of the transmission above, PTO pressure source (high pressure port) is located on the left-hand side of the transmission, left of the PTO opening, just below transmission PTO opening, towards the front of the main body. (Lower port in cluster) (Circled).

PTO Clutch Pressure Source
(High Pressure)

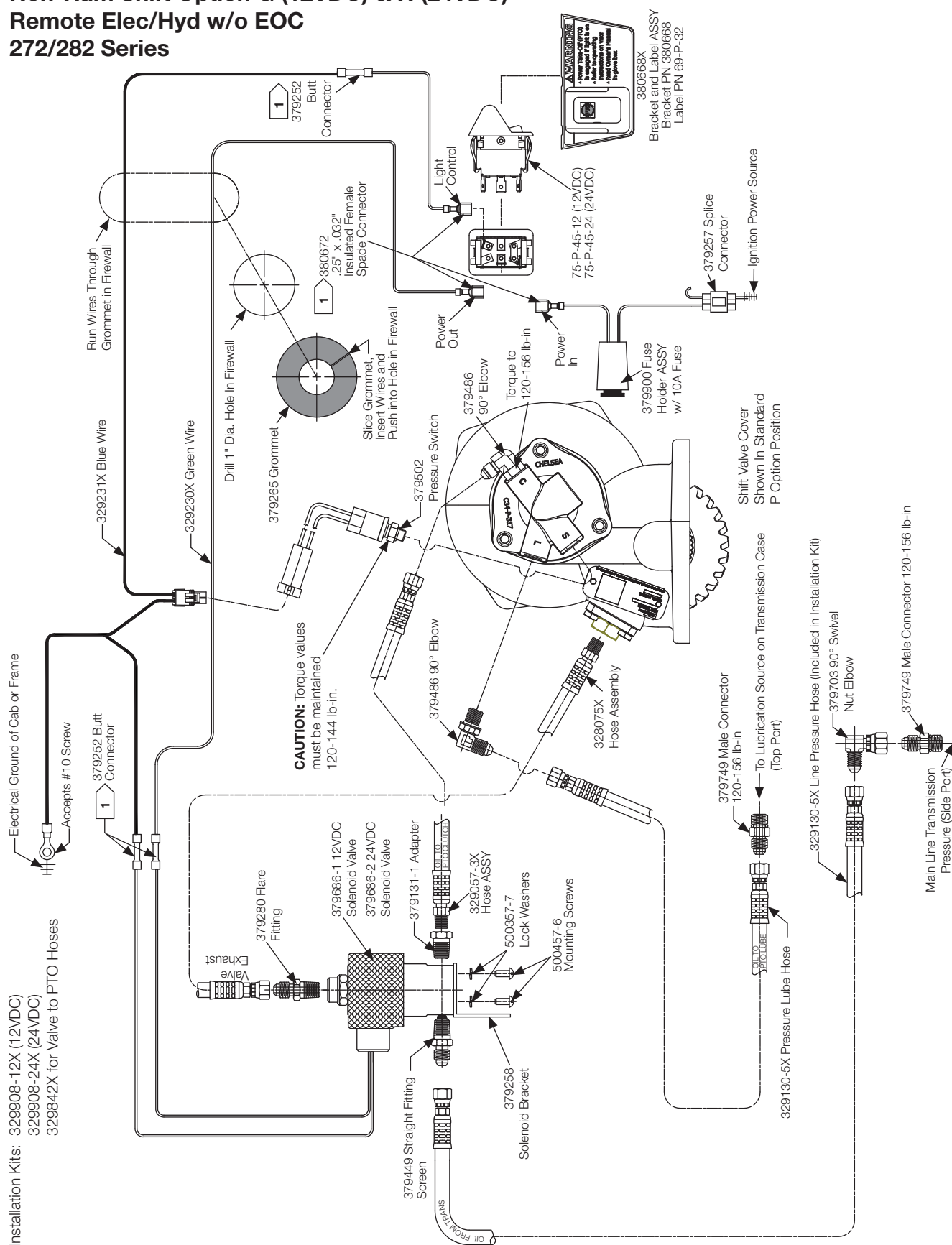


NOTES (A465 GEN 1):

From the left side view of the transmission above, PTO pressure source (high pressure port) is located on the left-hand side of the transmission, left of the PTO opening, just above transmission centerline, towards the front of the main body (Circled).

AISIN Transmission Models MY400, MY600, A445, A443E MO35A4, A460, A465
Non-Ram Shift Option G (12VDC) & H (24VDC)
Remote Elec/Hyd w/o EOC
272/282 Series

(SK-604 Rev C)

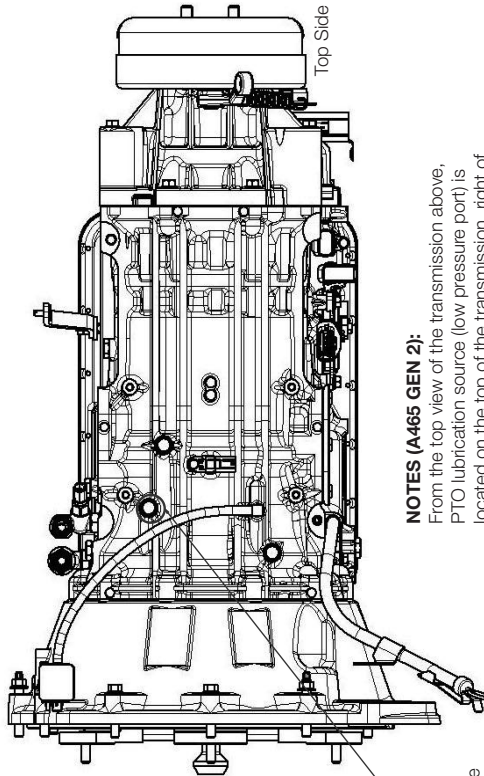


1 Strip Wire Ends .25" Prior to Installing (As Necessary).

AISIN Transmission Models MY400, MY600, A445, A443E MO35A4, A460, A465 (Cont'd)
Non-Ram
Shift Option G (12VDC) & H (24VDC)
Remote Elec/Hyd w/o EOC
272/282 Series

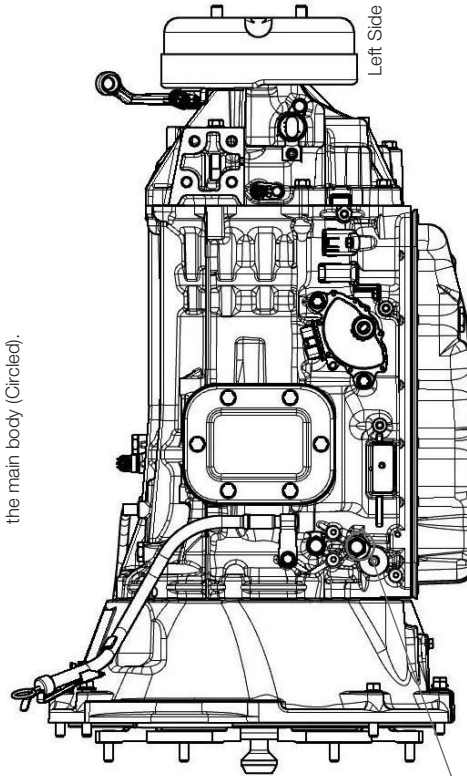
(SK-604 Rev C)

A465ID OR A465HD GEN 2
MY(2020-PRESENT)



NOTES (A465 GEN 2):

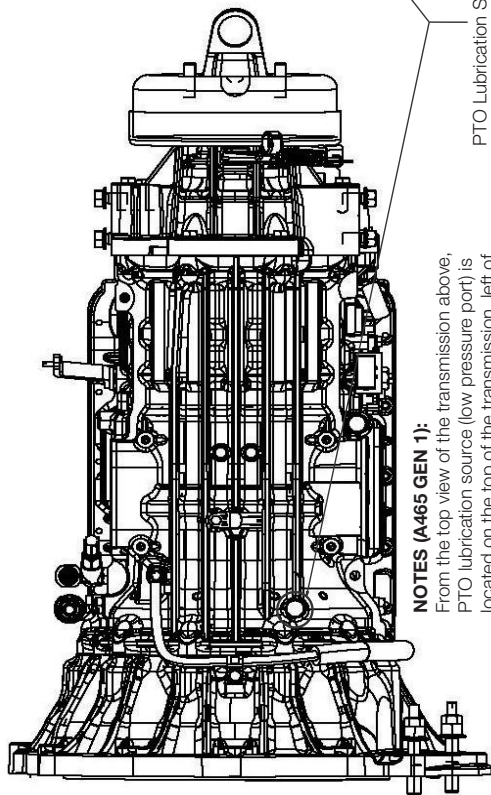
From the top view of the transmission above, PTO lubrication source (low pressure port) is located on the top of the transmission, right of the transmission centerline, towards the front of the main body (Circled).



NOTES (A465 GEN 2):

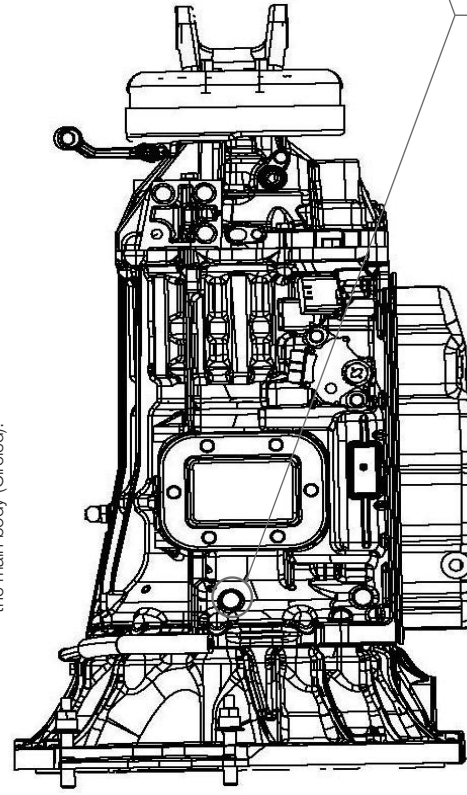
From the left side view of the transmission above, PTO pressure source (high pressure port) is located on the left-hand side of the transmission, left of the PTO opening, just below transmission PTO opening, towards the front of the main body. (Lower port in cluster) (Circled).

A465 GEN 1
MY(PRE-2020)



NOTES (A465 GEN 1):

From the top view of the transmission above, PTO lubrication source (low pressure port) is located on the top of the transmission, left of the transmission centerline, towards the front of the main body (Circled).

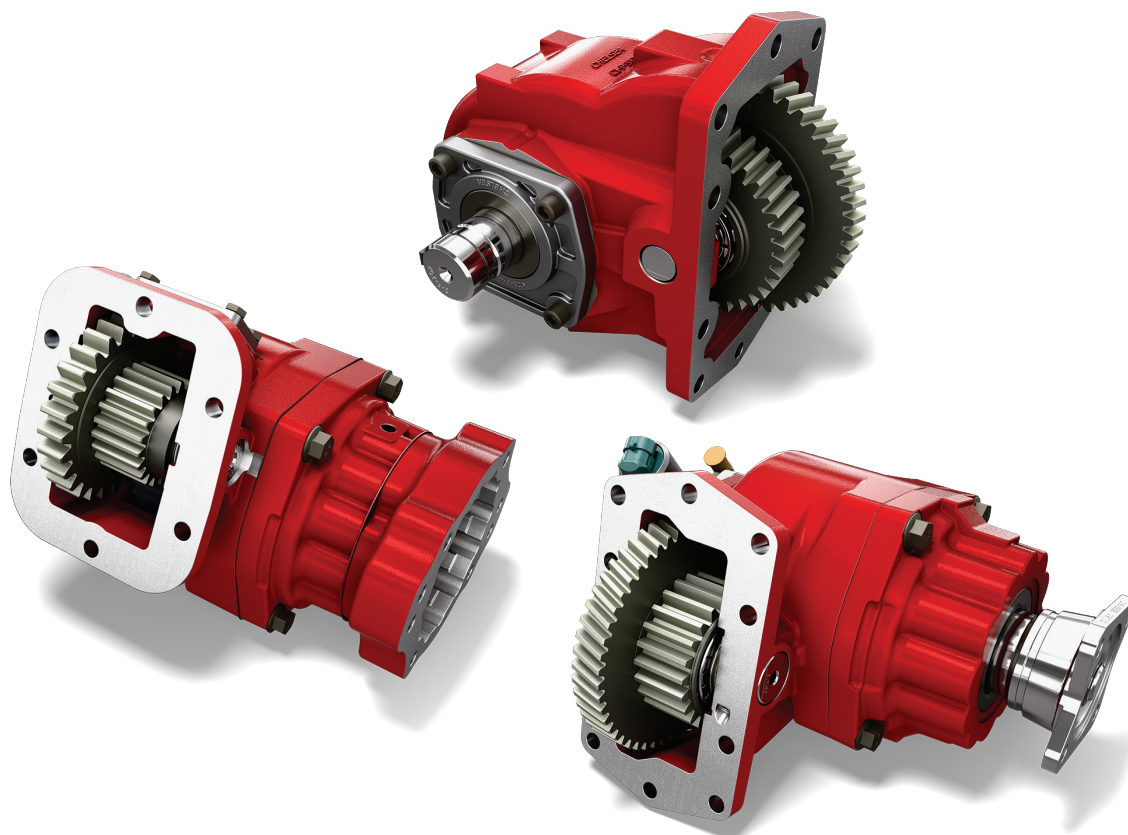


NOTES (A465 GEN 1):

From the left side view of the transmission above, PTO pressure source (high pressure port) is located on the left-hand side of the transmission, left of the PTO opening, just above transmission centerline, towards the front of the main body (Circled).

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

ALLISON



PTO Openings

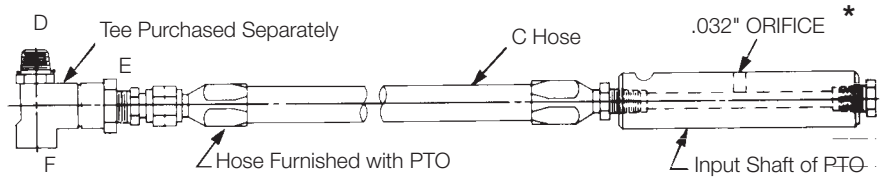
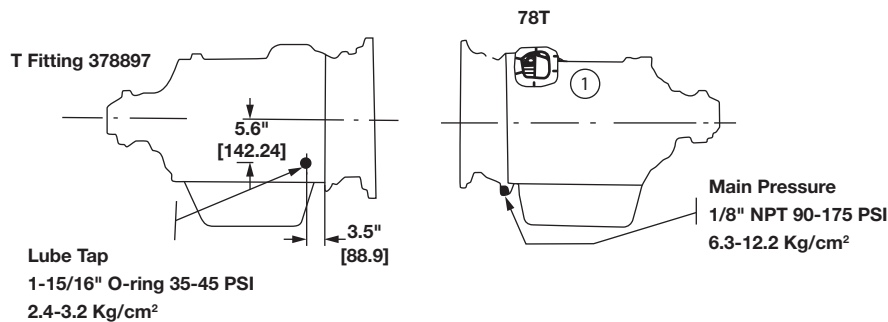
Allison Series Converter Housing Options
Pressure Lube Hose Connection

Chart I

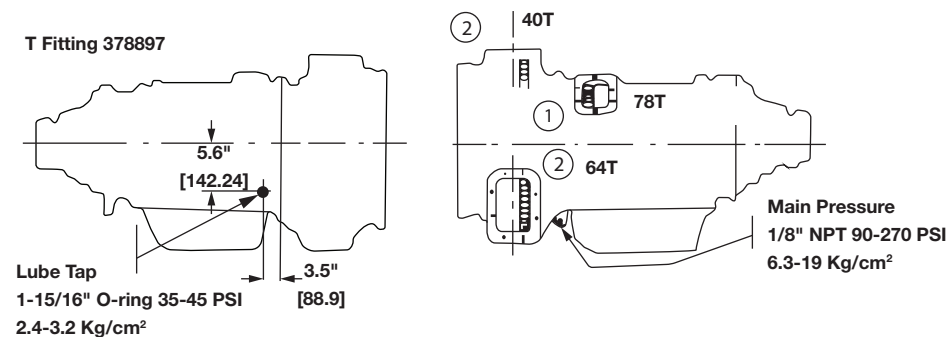
Dimensional Information				
Tee Fitting	378840	378880 - NLA	378970	378897
D	.750"-16 U.N.F. 2A	.875"-14 U.N.F. 2A	1.062"-12 U.N.F. 2A	1.312"-12 U.N.F. 2A
E	.250"-18 NPTF	.250"-18 NPTF	.250"-18 NPTF	.250"-18 NPTF
F	.750"-16 U.N.F. 2B	.875"-14 U.N.F. 2B	1.062"-12 U.N.F. 2B	1.312"-12 U.N.F. 2B

*** NOTE:** The .032" [0.81 mm] orifice is built into all pressure lubed idler shafts. No additional orifices are required when using these pressure lubed shafts.

NOTE: Check Thread Size on Cooler Return Port Fitting to Determine Correct T Fitting.

HT-740
HT-750D

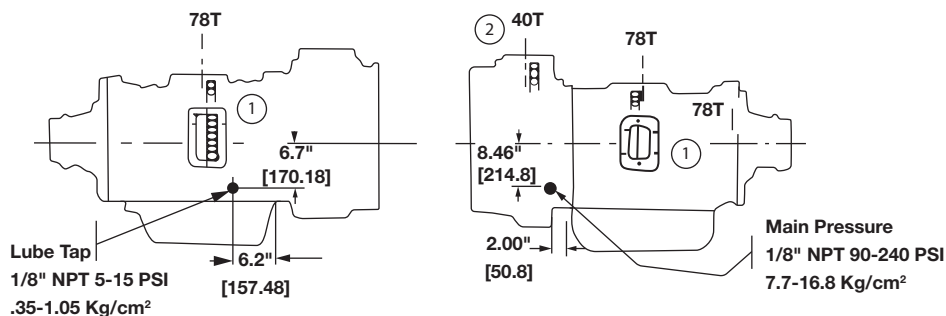
CLT-750



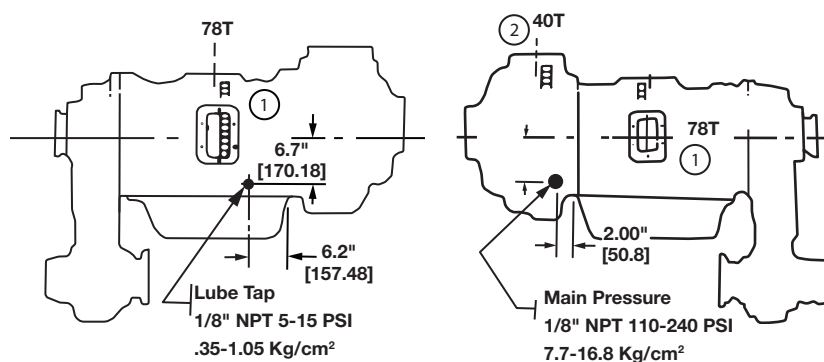
1. Converter Driven PTO Drive Gear.
2. Engine Driven PTO Drive Gear.

PTO Openings (Cont'd)

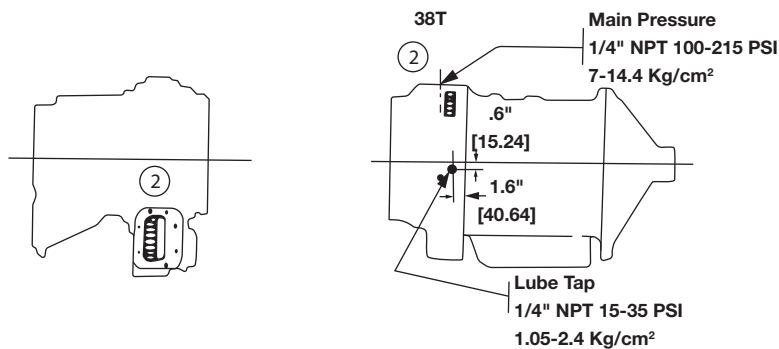
HT-70



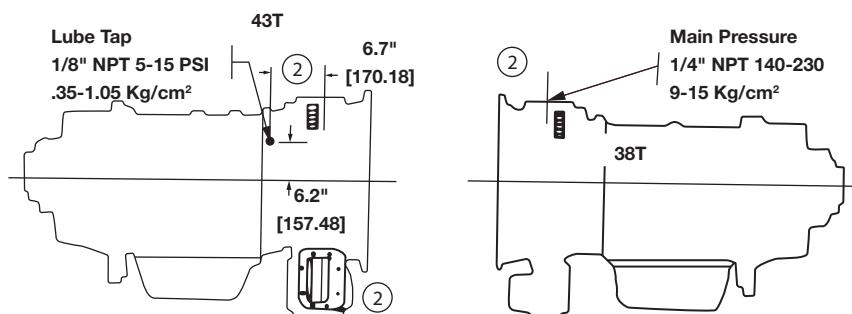
4460



5000 Series

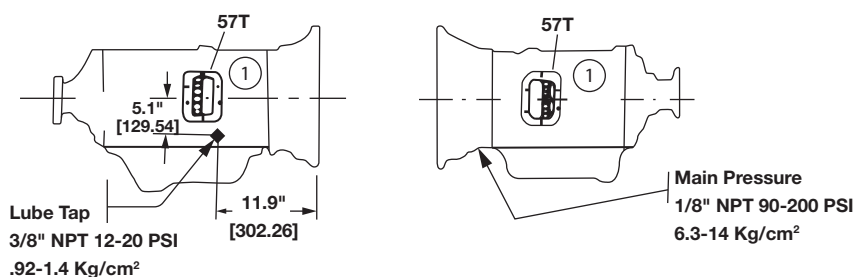
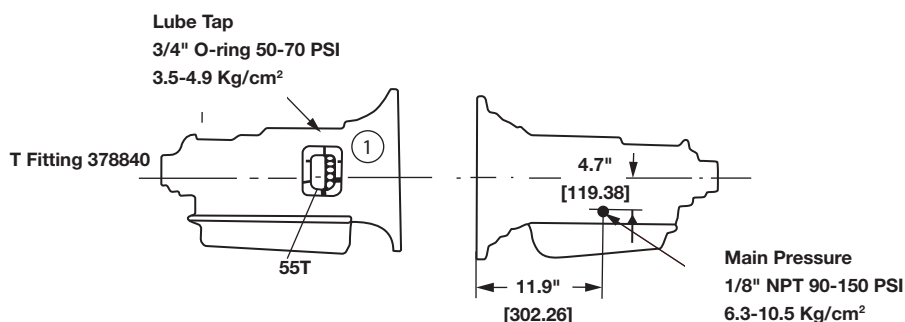
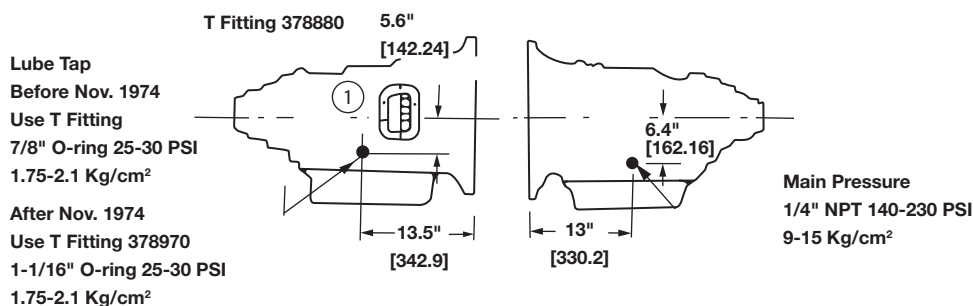
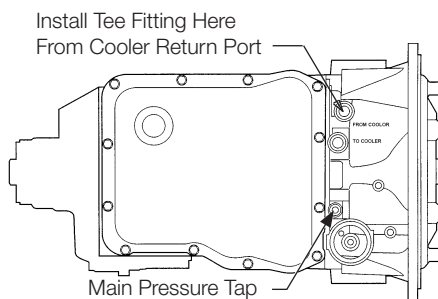


8000 Series



1. Converter Driven PTO Drive Gear.
2. Engine Driven PTO Drive Gear.

PTO Openings (Cont'd)

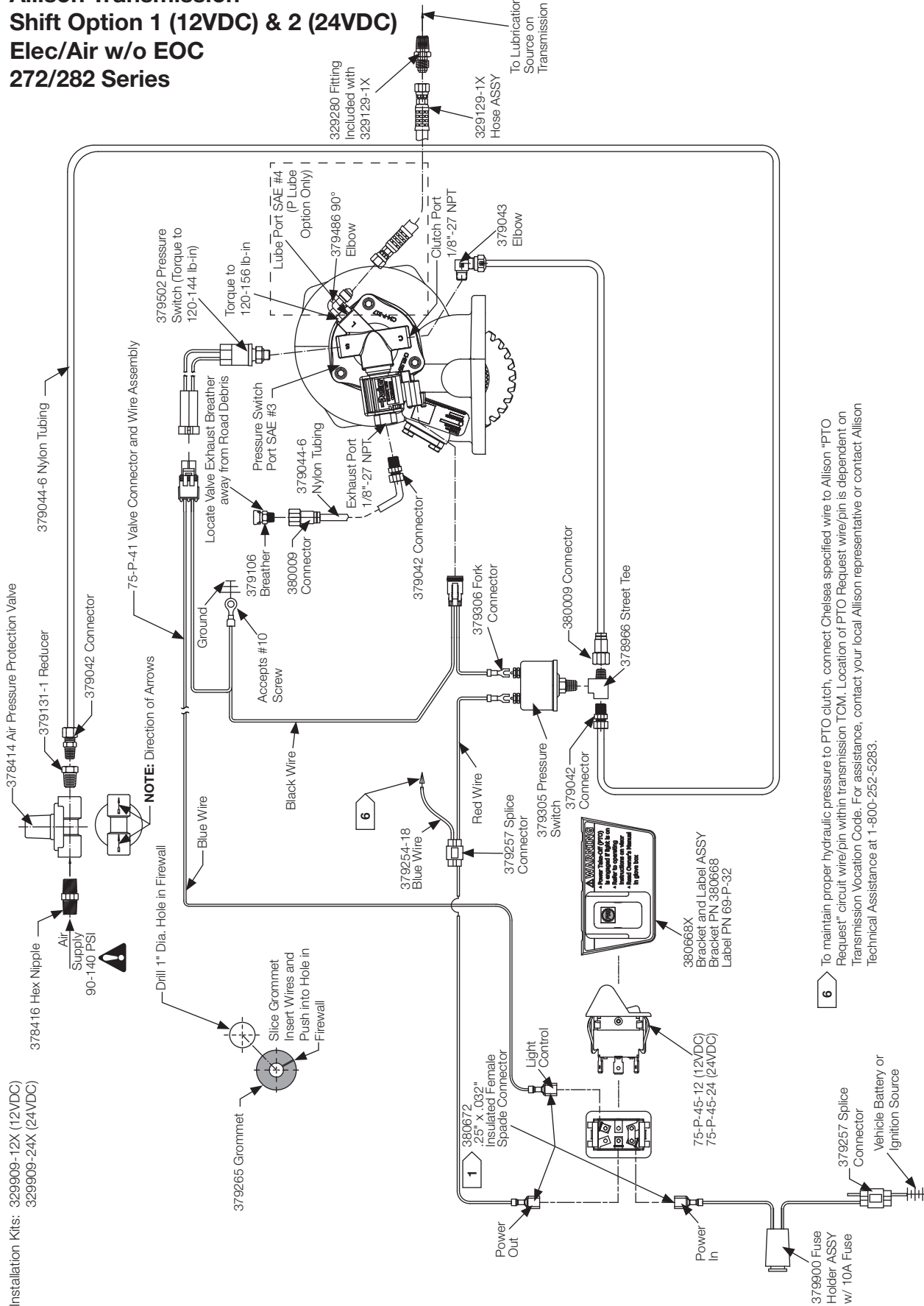
MT-30-42
6 Speed
3341-3441**AT-540**
4 Speed**MT-640, MT-650 (64 Teeth) 4 & 5 Speed****Allison 1000, 2000/2500 (64 Teeth)**

NOTE: Use cooler return port for PTO lubrication. The T fitting is to be installed in the port that is coming from the cooler back to the transmission.

1. Converter Driven PTO Drive Gear.
2. Engine Driven PTO Drive Gear.

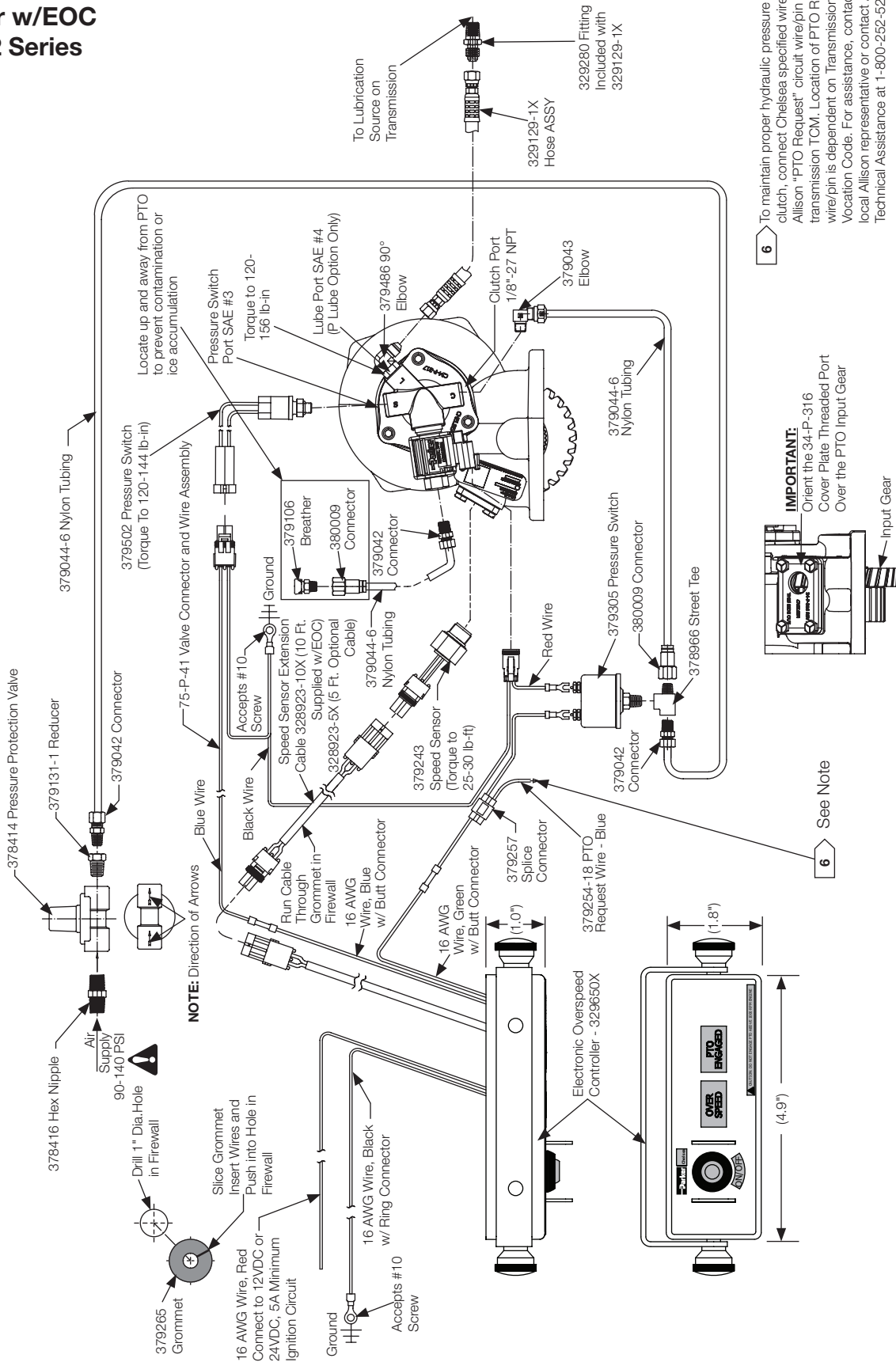
**Allison Transmission
Shift Option 1 (12VDC) & 2 (24VDC)
Elec/Air w/o EOC
272/282 Series**

(SK-605 Rev A)



**Allison Transmission
Shift Option J (12VDC) & 3 (24VDC)
Elec/Air w/EOC
272/282 Series**

Installation Kits: 329911X (12VDC/24VDC)



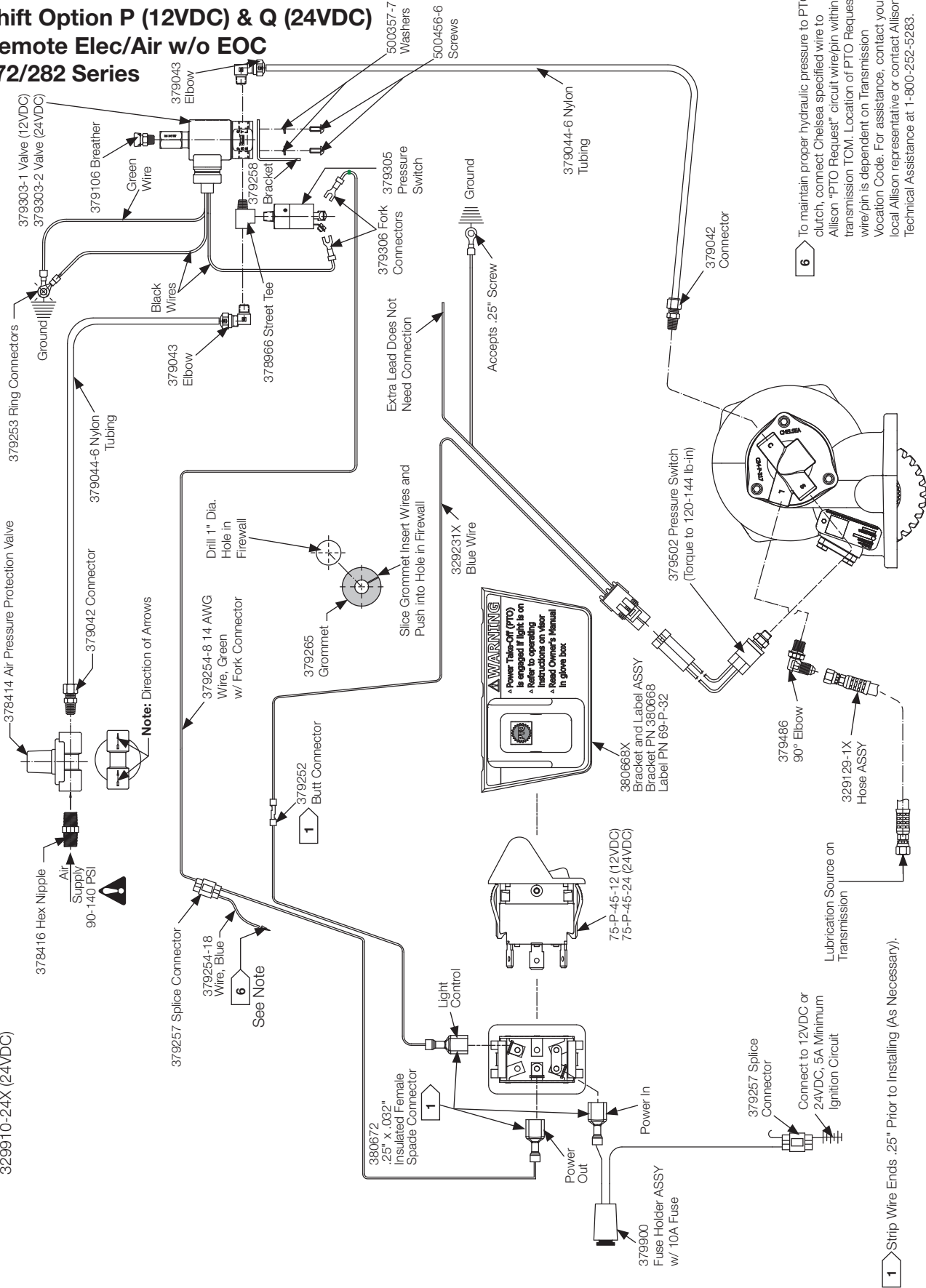
(SK-606 Rev A)



WARNING: Connect directly to the air supply. Do not use tubing between the air supply and the pressure protection valve.

Allison Transmission Shift Option P (12VDC) & Q (24VDC) Remote Elec/Air w/o EOC 272/282 Series

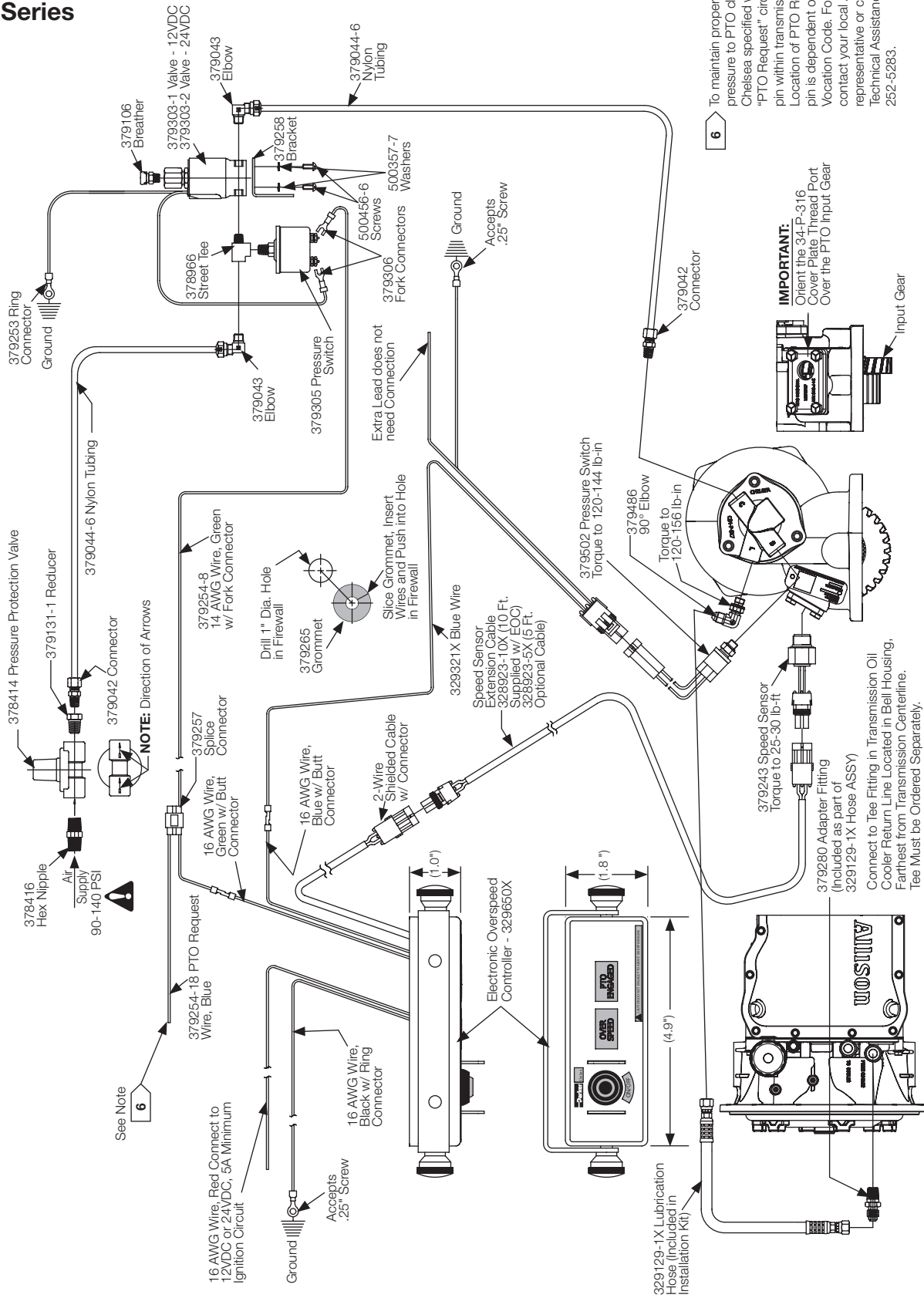
Installation Kits: 329910-12X (12VDC)
329910-24X (24VDC)



(SK-607 Rev B)

**Allison Transmission
Shift Option R (12VDC) & 4 (24VDC)
Remote Elec/Air w/ EOC
272 Series**

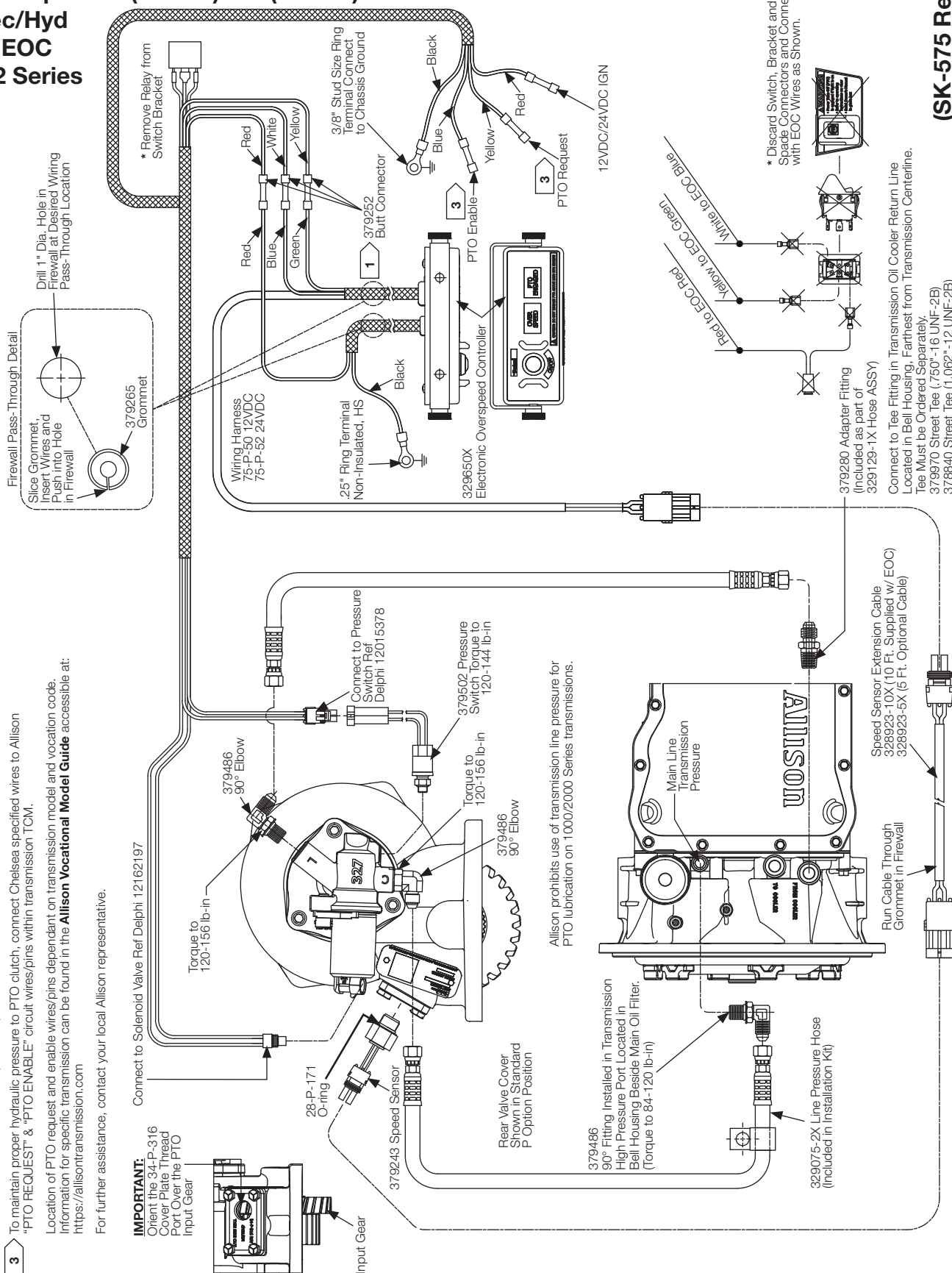
Installation Kits: 329890-12X (12VDC)
329890-24X (24VDC)



(SK-584 Rev A)

Allison Transmission
Shift Option K (12VDC) & L (24VDC)
Elec/Hyd
w/ EOC
272 Series

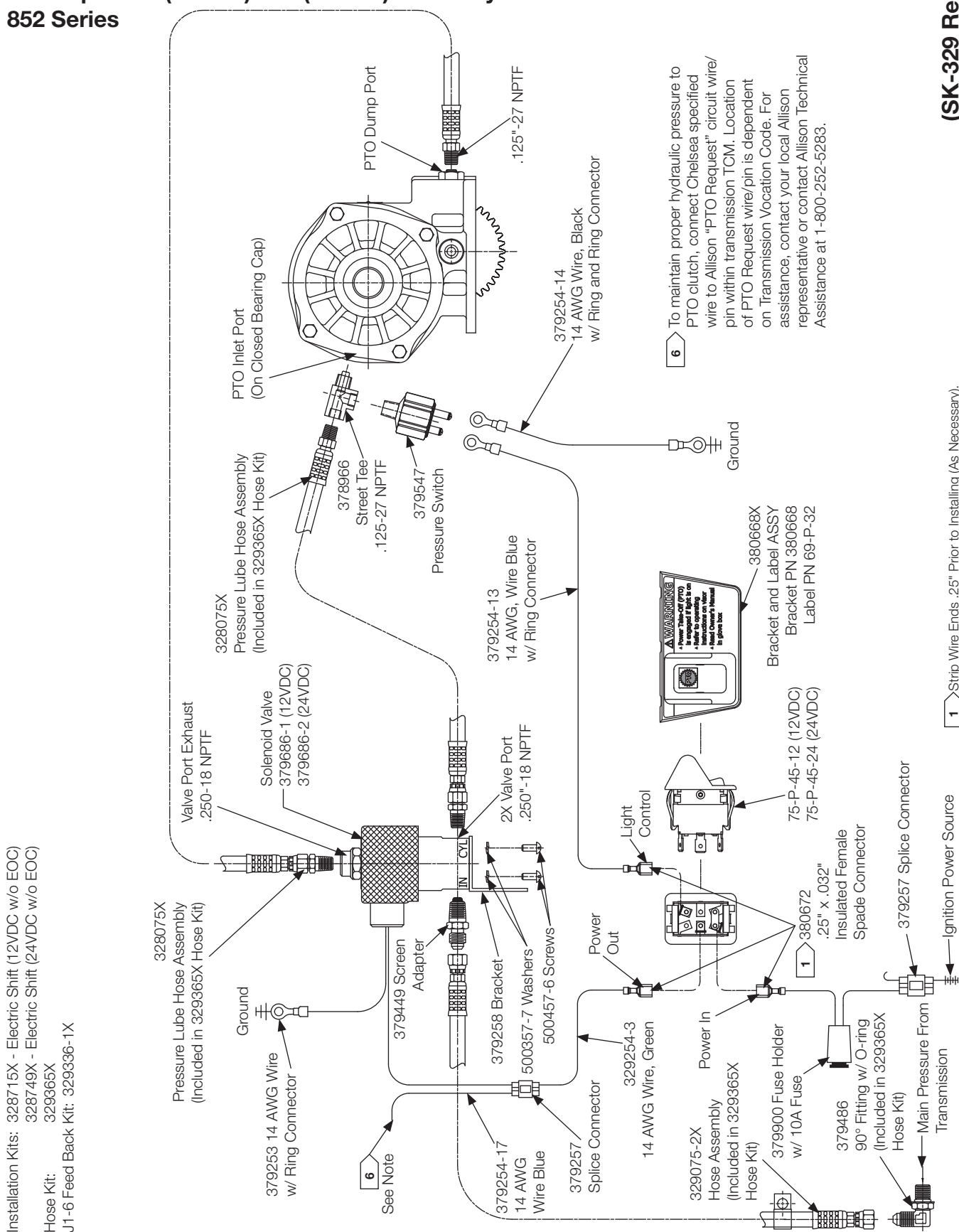
1 Strip Wire Ends .25" Prior to Installing (As Necessary).



(SK-575 Rev C)

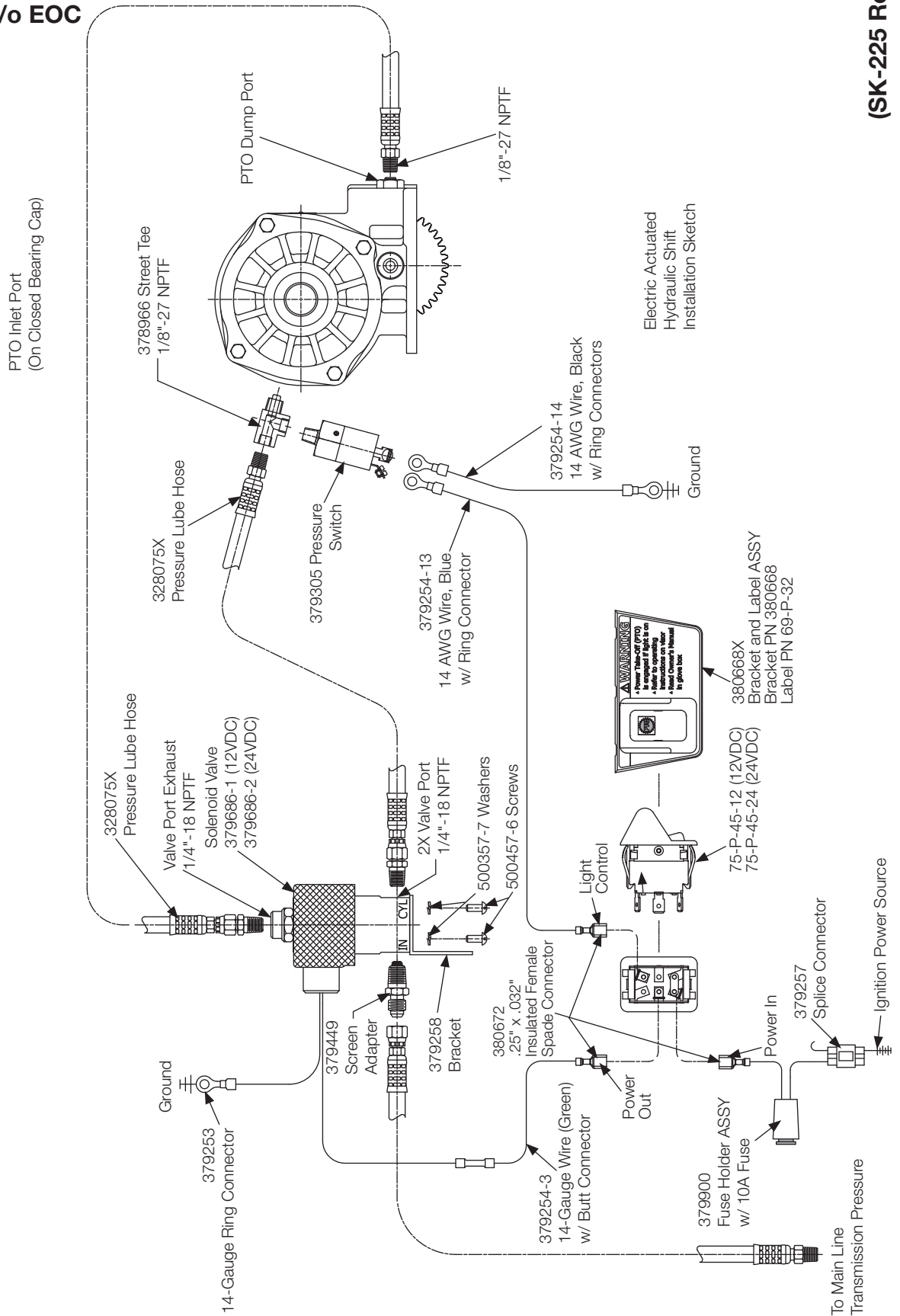
**Allison Transmission Models M & S 5000, M & S 6000, OFS, CLT, HT & CLBT Series
Shift Option B (12VDC) & D (24VDC) – Elec/Hyd w/o EOC
852 Series**

(SK-329 Rev M)



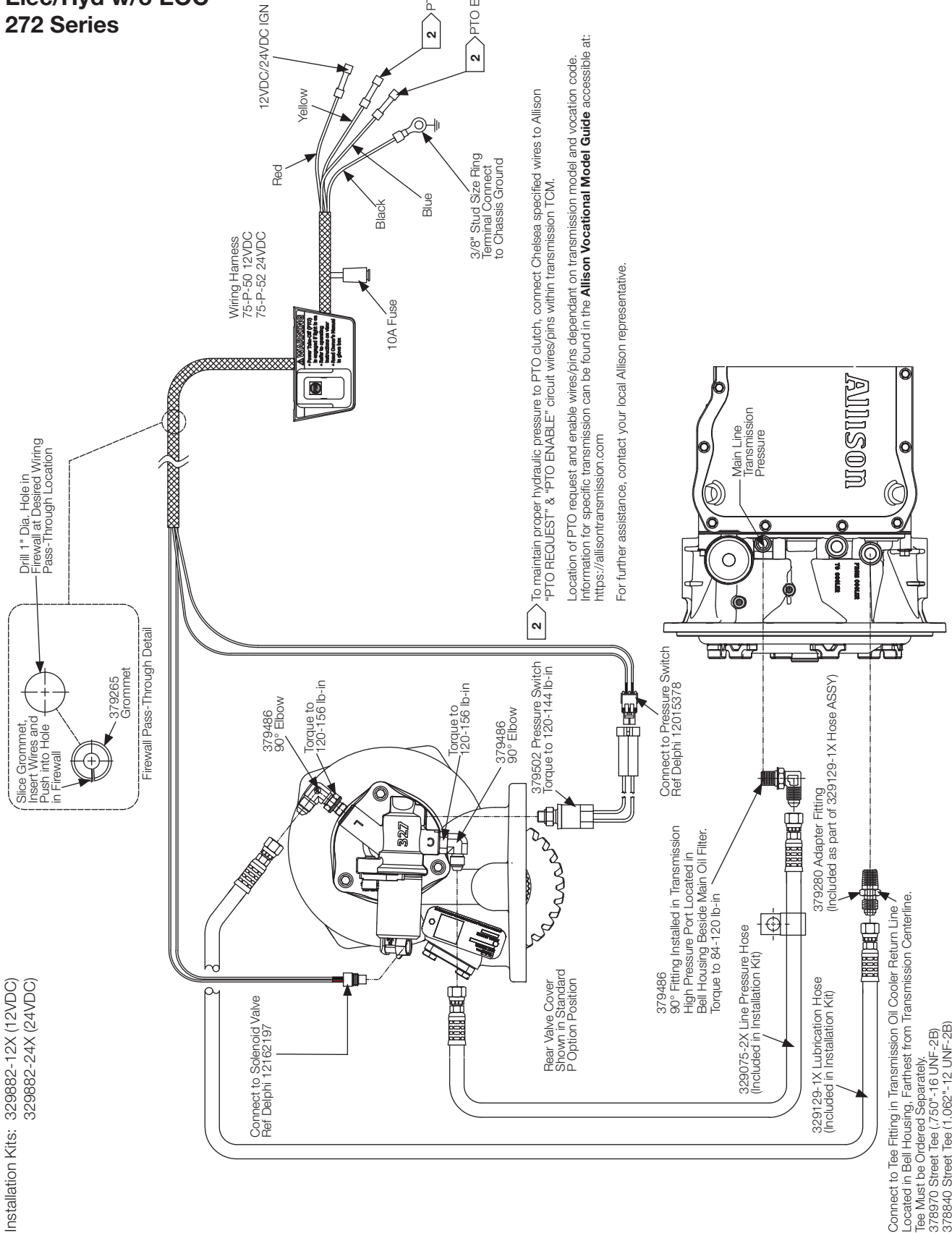
Allison Transmission Models AT, MT, WT, CLBT Series
Shift Option B (12VDC) & D (24VDC)
Elec/Hyd w/o EOC
852 Series

Installation Kits: 328715X (12VDC w/o EOC)
328749X (24VDC w/o EOC)



**Allison Transmission
Shift Option B (12VDC) & D (24VDC)
Elec/Hyd w/o EOC
272 Series**

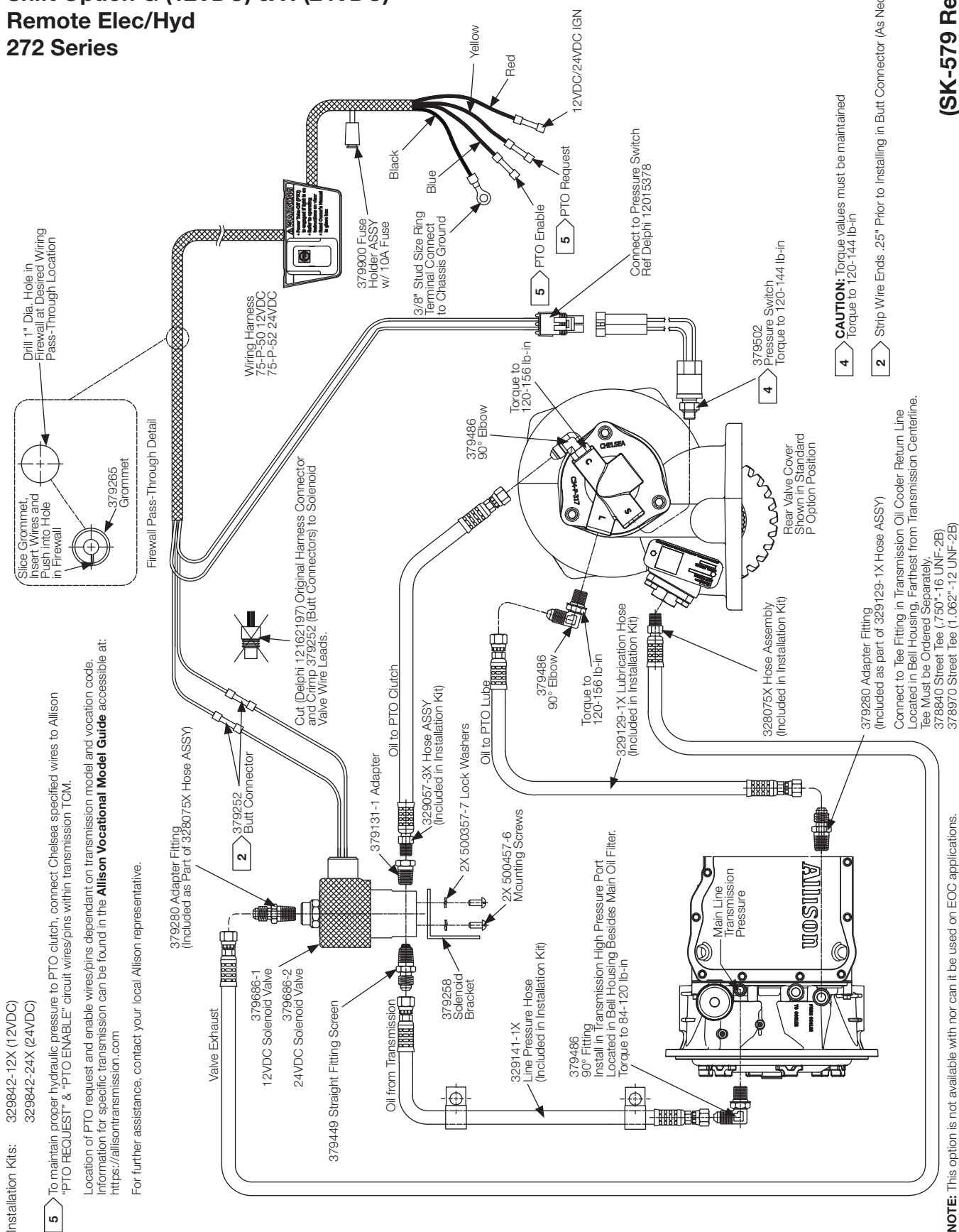
(SK-574 Rev C)



Installation Kits: 329882-12X (12VDC)
329882-24X (24VDC)

NOTE: Allison prohibits use of transmission line pressure for PTO lubrication on 1000/2000 Series transmissions.

**Allison Transmission
Shift Option G (12VDC) & H (24VDC)
Remote Elec/Hyd
272 Series**

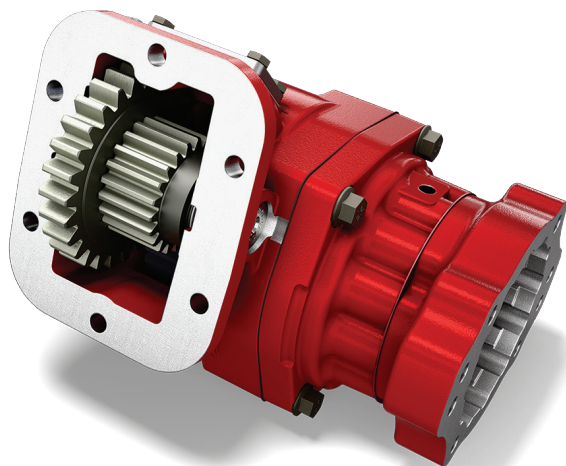


NOTE: This option is not available with nor can it be used on EOC applications.

(SK-579 Rev E)

This image shows a full page of blank, lined paper. It features approximately 28 horizontal blue or grey lines spaced evenly apart, typical of notebook paper. The lines extend across the entire width of the page, leaving small margins at the top and bottom. There are no vertical lines, text, or other markings on the page.

RAM



Overview (MY2010 & Prior)

PTO Operation

The 3500/4500/5500 Ram Chassis Cab vehicle, when equipped with either the automatic AISIN 6-speed or manual G-56 6-speed transmissions, will allow for an aftermarket upfit with a transmission driven PTO (Power Take-Off). The customer will have the ability to operate the PTO in either a stationary or mobile mode. The vehicles will be factory set to the stationary mode. In order to select the mobile mode a Daimler Chrysler Dealership is required to modify the vehicles settings using their proprietary Dealer service tool.

Stationary Mode

To operate the PTO in this mode the vehicle must meet the following conditions:

- Be in park positions (vehicles equipped with automatic transmission)
- Up fitter provider (on/off) switch has been activated
- Parking brake applied (vehicles equipped with manual transmission)
- Vehicle must be running
- No vehicle, brake, or clutch switch faults present
- PTO must be correctly installed using the vehicle provided circuits

The customer has the choice to operate the PTO by utilizing the cruise control switches or by utilizing a remote control (provided by the PTO supplier). To operate the feature using the cruise control switches the customer must first activate the up fitter provided on/off switch. Next, the cruise control on switch is selected. Following this step the set switch must be depressed. The vehicle is now in the PTO mode and is ready for use. In order to increase or decrease the engine idle speed, to optimize the PTO function, the accel and decel cruise switches can be used respectively. To disengage PTO operation and return to standard vehicle operation simply turn the up fitter provided on/off switch to the off position.

To operate the PTO via a remote switch the customer must make sure the above conditions are met. It is vital for proper operation that the PTO and remote have been installed correctly paying special attention to ensure the vehicle provided wiring has been connected properly. This is the responsibility of the installer of the PTO and switches/remote system. It is the responsibility of the PTO manufacturer to ensure that their electrical (switches and remote) system is compatible with the vehicle's electrical architecture and software functionality.

Mobile Mode

To operate the PTO in this mode the vehicle must meet the following conditions:

- Dealer selected mobile mode activated via Dealer proprietary service tool
- Up fitter provider (on/off) switch has been activated
- Vehicle must be in park or drive position (vehicles equipped with automatic transmission)
- Parking brake must not be applied
- No vehicle, brake, or clutch switch faults present
- Vehicle must be running
- PTO must be correctly installed using the vehicle provided circuits

The customer may choose to use the PTO while the vehicle is moving. To do so the PTO function must be activated prior to taking the vehicle out of park. This is accomplished by activating the up fitter provided PTO on/off switch. At this point the customer may place the vehicle in a forward or reverse gear and have PTO operation. To disengage PTO operation and return to standard vehicle operation simply turn the up fitter provided on/off switch to the off position.

NOTE: For application specific information with respect to PTO and pump requirements and additional vehicle information (wiring schematics, preset idle values, engine speed limits, and vehicle hardware and software requirements) please refer to the Stellantis Body Builder's Portal by accessing Wiring Diagrams and choosing the appropriate links.

Overview (MY2011 & MY2012)**PTO Operation**

The 3500/4500/5500 Ram Chassis Cab vehicle, when equipped with either the automatic AISIN 6-speed or manual G-56 6-speed transmissions, will allow for an aftermarket upfit with a transmission driven PTO (Power Take-Off). The customer will have the ability to operate the PTO in either a “stationary” or “mobile” mode. The vehicles will be factory set to the “stationary” mode. In order to select the “mobile” mode a Chrysler Group LLC Dealership is required to modify the vehicles settings using their proprietary Dealer service tool. Under normal operation the vehicle will go to a 900 RPM when PTO is engaged. By utilizing the cruise switches the idle speed can then be adjusted to between 900 and 2000 RPMs.

Stationary Mode

This feature interacts with the transmission to utilize an auxiliary shaft to drive equipment. Activated by a switch inside the cab, this feature operates only when the vehicle is stationary. The input is switched to ground. Once active, the engine speed increased by holding the RES ACCEL button on the steering wheel or decreased by holding the COAST button. Stationary PTO is available only when the vehicle is stationary. When the truck is equipped with an automatic transmission, it must be in Park and the service brake must be released and functional. When the truck is equipped with a manual transmission, the Parking Brake must be Set and the service brake must be released and functional.

To operate the PTO in this mode the vehicle must meet the following conditions:

- Be in park position (vehicles equipped with automatic transmission)
- Upfitter provider (on/off) switch has been activated
- Parking brake applied (vehicles equipped with manual transmission)
- Clutch not depressed (clutch interlock switch)
- Vehicle must be running
- No transmission, engine, accelerator, brake, or clutch switch faults present
- PTO must be correctly installed using the vehicle provided circuits

The customer has the choice to operate the PTO by utilizing the cruise control switches or by utilizing a remote control (provided by the PTO supplier). To operate the feature using the cruise control switches the customer must first activate the up fitter provided on/off switch. The vehicle is now in the PTO mode and is ready for use. In order to increase or decrease the engine idle speed, to optimize the PTO function, the accel and decel cruise switches can be used respectively. To disengage PTO operation and return to standard vehicle operation simply turn the up fitter provided on/off switch to the off position.

To operate the PTO via a remote switch the customer must make sure the above conditions are met. It is vital for proper operation that the PTO and remote have been installed correctly paying special attention to ensure the vehicle provided wiring has been connected properly. This is the responsibility of the installer of the PTO and switches/remote system. It is the responsibility of the PTO manufacturer to ensure that their electrical (switches and remote) system is compatible with the vehicle's electrical architecture and software functionality.

Overview (MY2011 & MY2012) (Cont'd)

Mobile Mode

This feature interacts with the transmission auxiliary shaft. The feature is activated by a switch (closed to ground) in the cab after selected by a service tool. When active, this feature limits engine speed and road speed to calibrated values. When this feature is selected stationary PTO and Remote PTO features are not available.

To operate the PTO in this mode the vehicle must meet the following conditions:

- Dealer selected mobile mode activated via Dealer proprietary service tool
- Upfitter provider (on/off) switch has been activated
- Vehicle must be in park or drive position (vehicles equipped with automatic transmission)
- Parking brake must not be applied
- Clutch not depressed (clutch interlock switch)
- No transmission, engine, accelerator, brake, or clutch switch faults present
- Vehicle must be running
- PTO must be correctly installed using the vehicle provided circuits

The customer may choose to use the PTO while the vehicle is moving. To do so the PTO function must be activated prior to taking the vehicle out of park. This is accomplished by activating the up fitter provided PTO on/off switch. At this point the customer may place the vehicle in a forward or reverse gear and have PTO operation. To disengage PTO operation and return to standard vehicle operation simply turn the up fitter provided on/off switch to the off position.

Remote Stationary mode

This feature interacts with the transmission to utilize an auxiliary shaft to drive equipment. Activated by a switch outside of the cab, this feature operates only when the vehicle is stationary. The input is switched to ground. Once active, the engine speed is changed when the switch changes from Off (open circuit) to On (closed to ground) or toggled in less than ½ second. Toggling the switch On-Off-On triggers the engine to change to the next calibrated engine speed. This can be repeated for up to five engine speed settings. Repeated toggles cycles through the engine speed 1-2-3-4-5-1-2 and so on. Remote PTO can be calibrated for one to five selectable engine speeds. The engine speeds are also calibrated. Remote PTO feature has a higher priority than Idle Up. If the Remote PTO feature is active the Idle Up switches are ineffective. The Idle Up or Stationary PTO feature cannot be activated until the Remote PTO relinquishes control.

To operate the PTO in this mode the vehicle must meet the following conditions:

- Be in park position (vehicles equipped with automatic transmission)
- Upfitter provider (on/off) switch has been activated
- Parking brake applied (vehicles equipped with manual transmission)
- Clutch not depressed (clutch interlock switch)
- Vehicle must be running
- No transmission, engine, accelerator, brake, or clutch switch faults present
- PTO must be correctly installed using the vehicle provided circuits

NOTE: For application specific information with respect to PTO and pump requirements and additional vehicle information (wiring schematics, preset idle values, engine speed limits, and vehicle hardware/software requirements) please refer to the current Stellantis Body Builder's Portal.

Overview (MY2013 & Later)

PTO Operation

The 3500/4500/5500 Ram Chassis Cab vehicle, when equipped with either the automatic AISIN 6-speed or manual G-56 6-speed transmissions (manual transmission option MY2013 thru MY2018 only), will allow for an aftermarket upfit with a transmission driven PTO (Power Take-Off). The customer will have the ability to operate the PTO in either a "stationary" or "mobile" mode. Under normal operation the vehicle will go to a 900 RPM when PTO is engaged. By utilizing the cruise switches the idle speed can then be adjusted to between 900 and 2000 RPMs.

Stationary Mode

This feature interacts with the transmission to utilize an auxiliary PTO to drive equipment. Activated by a switch inside the cab, this feature operates only when the vehicle is stationary.

Once active, the engine speed may be increased by holding the RES ACCEL button on the steering wheel or decreased by holding the COAST button.

This is the factory programmed setting. If you need a single set speed, you will now be able to program it (and disable the cruise switches) via the Electronic Vehicle Information Center (EVIC) screen in the center of the cluster.

Stationary PTO is available only when the vehicle is stationary. When the truck is equipped with an automatic transmission, it must be in Park and the service brake must be released and functional. When the truck is equipped with a manual transmission (not available MY2019+), the parking brake must be set and the service brake must be released and functional.

To operate the PTO in this mode the vehicle must meet the following conditions:

- Be in park position (vehicles equipped with automatic transmission)
- PTO switch has been activated
- Parking brake applied (vehicles equipped with manual transmission, MY2013 thru MY2018)
- Clutch not depressed (clutch interlock switch, vehicles equipped with manual transmission, MY2013 thru MY2018)
- Vehicle must be running
- No transmission, engine, accelerator, brake, or clutch switch faults present
- PTO must be correctly installed using the vehicle provided circuits

To operate the PTO via a remote switch the customer must make sure the above conditions are met. It is vital for proper operation that the PTO and remote have been installed correctly paying special attention to ensure the vehicle provided wiring has been connected properly. This is the responsibility of the installer of the PTO and switches/remote system. It is the responsibility of the PTO manufacturer to ensure that their electrical (switches and remote) system is compatible with the vehicle's electrical architecture and software functionality.

Overview (MY2013 & Later) (Cont'd)

Mobile Mode

Mobile mode allows for use of the PTO when the vehicle is in motion. This feature, when activated by the menu available on the Electronic Vehicle Information Center (EVIC) screen in the center of the cluster, will allow you to enter mobile PTO mode when you press the PTO switch on the dash. When this feature is selected stationary PTO and Remote PTO features are not available.

To operate the PTO in this mode the vehicle must meet the following conditions:

- PTO switch has been activated
- Vehicle must be in park position (vehicles equipped with automatic transmission)
- Parking brake must not be applied
- Clutch not depressed (clutch interlock switch, vehicles equipped with manual transmission, MY2013 thru MY2018)
- No transmission, engine, accelerator, brake, or clutch switch faults present
- Vehicle must be running
- PTO must be correctly installed using the vehicle provided circuits

The customer may choose to use the PTO while the vehicle is moving. To do so the PTO function must be activated prior to taking the vehicle out of park. This is accomplished by activating the PTO on/off switch. At this point the customer may place the vehicle in a forward or reverse gear and have PTO operation.

The PTO will also function in park and neutral but without an increase in idle speed. However, the accelerator pedal can be used to increase PTO speed. Mobile mode does not provide the exact same capability as a 'live drive' i.e. you cannot have PTO capability at zero vehicle speed in drive. However, some customers have had success with shifting the vehicle into neutral and allowing the vehicle to coast.

To disengage PTO operation and return to standard vehicle operation simply turn the up fitter provided on/off switch to the off position.

Remote Mode Features

Remote mode allows the use of an aftermarket auxiliary switch to actuate the PTO. Presumably this will be from a location other than the cab of the truck, or some automated/relay driven method to turn on the PTO is required.

Remote PTO can be calibrated for one to three selectable engine speeds.

Remote mode also is the only method that accommodates multiple PTO speeds. Up to three different PTO speeds can be programmed. These speeds are programmed via the Electronic Vehicle Information Center (EVIC) screen in the center of the cluster. The circuits that enable these multiple speeds are contained in the Vehicle System Interface Module (VSIM). The VSIM module is located under the dash on the driver's side. The connecting wires are contained in the upfitter wiring kit and VSIM wiring kit.

Overview (MY2013 & Later) (Cont'd)

Remote PTO feature has a higher priority than Idle Up. If the Remote PTO feature is active the Idle Up switches are ineffective. The Idle Up or Stationary PTO feature cannot be activated until the Remote PTO relinquishes control.

To operate the PTO in this mode the vehicle must meet the following conditions:

- Be in park position (vehicles equipped with automatic transmission)
- Upfitter provided (on/off) switch has been activated
- Parking brake applied if feature is enabled (vehicles equipped with manual transmission)
- Clutch not depressed (clutch interlock switch, vehicles equipped with manual transmission, MY2013 thru MY2018)
- Vehicle must be running
- No transmission, engine, accelerator, brake, or clutch (manual transmission) switch faults present
- PTO must be correctly installed using the vehicle provided circuits

NOTE: For application specific information with respect to PTO and pump requirements and additional vehicle information (wiring schematics, preset idle values, engine speed limits, and vehicle hardware/software requirements) please refer to the current Stellantis Body Builder's Portal.

Ram Installation

Pre-Installation Overview

The current Power Take-Off (PTO) installation is from under the vehicle, an alternative method for Ram has been developed with the help of Chelsea Products that allows the installation from above by removing the PTO patch panel in the floor.

The installation instructions below are shown using a Ram 4500 crew cab for installation, but applies to all Ram work trucks. See Ram upfitter web site for any changes to this installation information.

1. Unbolt the seat and move it to the rear of the cabin (**Fig. 24**).
2. Remove the sill guards (rocker panel covers) passenger side to allow the floor mat to be lifted. They are removed by prying straight up to disengage metal clips (**Fig. 25**).
3. Lift the floor mat and fold it rearward and towards the driver side to expose the patch panel (**Fig. 26**).
4. Remove the fasteners and sealer from around the patch panel. Cut away the sound deadener pad to expose the transmission PTO access (**Fig. 27**).
5. See installation of the PTO for complete PTO installation instructions on [pages 10-14](#) of this manual.
6. To assemble, reverse the above procedure (1-4) using RTV to reseal the PTO floor pan patch panel.



Figure 24



Figure 25

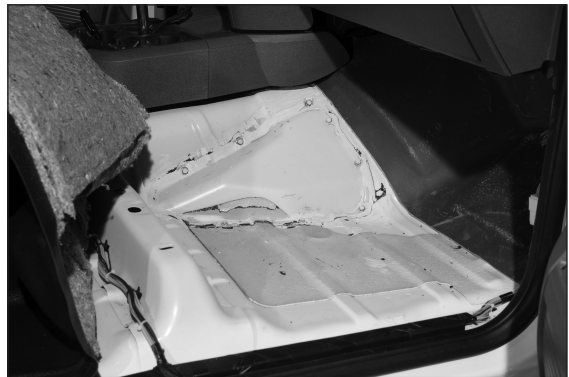


Figure 26



Figure 27

Pre-Installation Overview (Cont'd)

Under Vehicle Installation

1. To access the PTO aperture on the right (passenger) side of the transmission, the exhaust pipe will need to be removed (**Fig. 28**).

2. To make this process easier the following information is provided.

The front end of the exhaust pipe at the turbo charger is secured with a V band clamp. It is tightened to a torque value of 150 lb-in.

At the rear of the pipe the M10 x 1.5 nuts are torqued to 43 lb-ft.

If the gasket located between the front pipe and the catalytic converter/particulate filter is damaged or lost, it must be replaced.

More specific instructions on removing and installing the exhaust pipe are available in the Ram Truck service manual.

If there are any additional questions related to this procedure please refer to the Stellantis Body Builder's Portal.

3. Install Power Take-Off as described on [pages 10-14](#) of this manual.

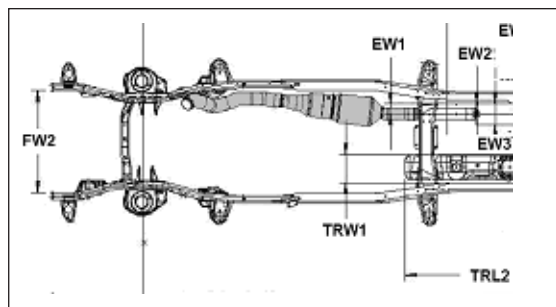


Figure 28

**Ram Cab/Chassis MY2011 & Later
Wiring Reference****Glove Compartment**

1. Separate Upfitter Jumper kit Ram found in glove compartment:
 - Wiring harnesses with plastic connectors are to be used in the cab.
 - Eight 12-wires with pins connected are to be utilized for wiring near Auxiliary Control Box (Aux Box) in engine compartment (**Fig. 32**).
 - Eight 20-wires with pins connected are to be utilized for wiring into Transmission Connector Upfitter located near transmission (not used for basic PTO install).
2. Of the eight 12-wires with pins connected, separate the following four loose wires (**Fig. 33**):
 - K427 (Orange w/ Light Green Stripe) Function = Aux_PTO_Control
 - F928 (Pink w/ Yellow Stripe) Function = Aux_PTO_Power Output
 - Z907 (Black) Function = Ground
 - G425 (Violet w/ Yellow Stripe) Function = Indicator



Figure 32



Figure 33

Engine Compartment Reference

3. Location of K427 Wire (**Fig. 34**).
4. Light Gray 4 PIN Connector (**Fig. 35**).
5. Light Gray 4 PIN connector connection references (**Fig. 36**).

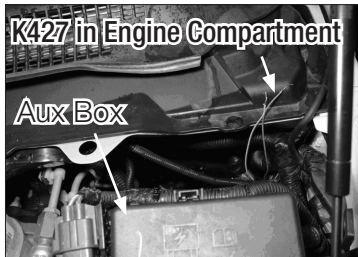


Figure 34

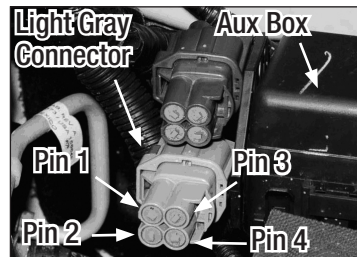


Figure 35

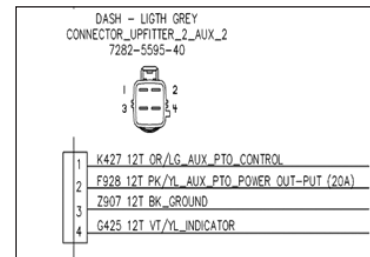


Figure 36

Under Dash in Cab Reference

6. There are two open connectors underneath the dash, located on the driver's side by the parking brake that will be used for basic PTO wiring installation. One 6-pin White connector and one 6-pin Light Gray connector (**Fig. 37**).
7. The White connector will attach to the wiring harness with the 6-pin black connector found in the glove compartment as part of the Upfitter Jumper kit Ram.

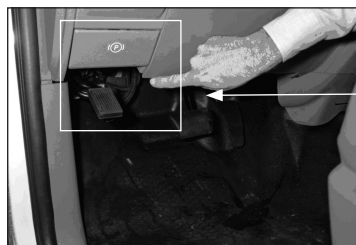
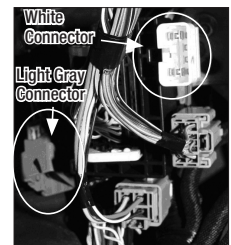
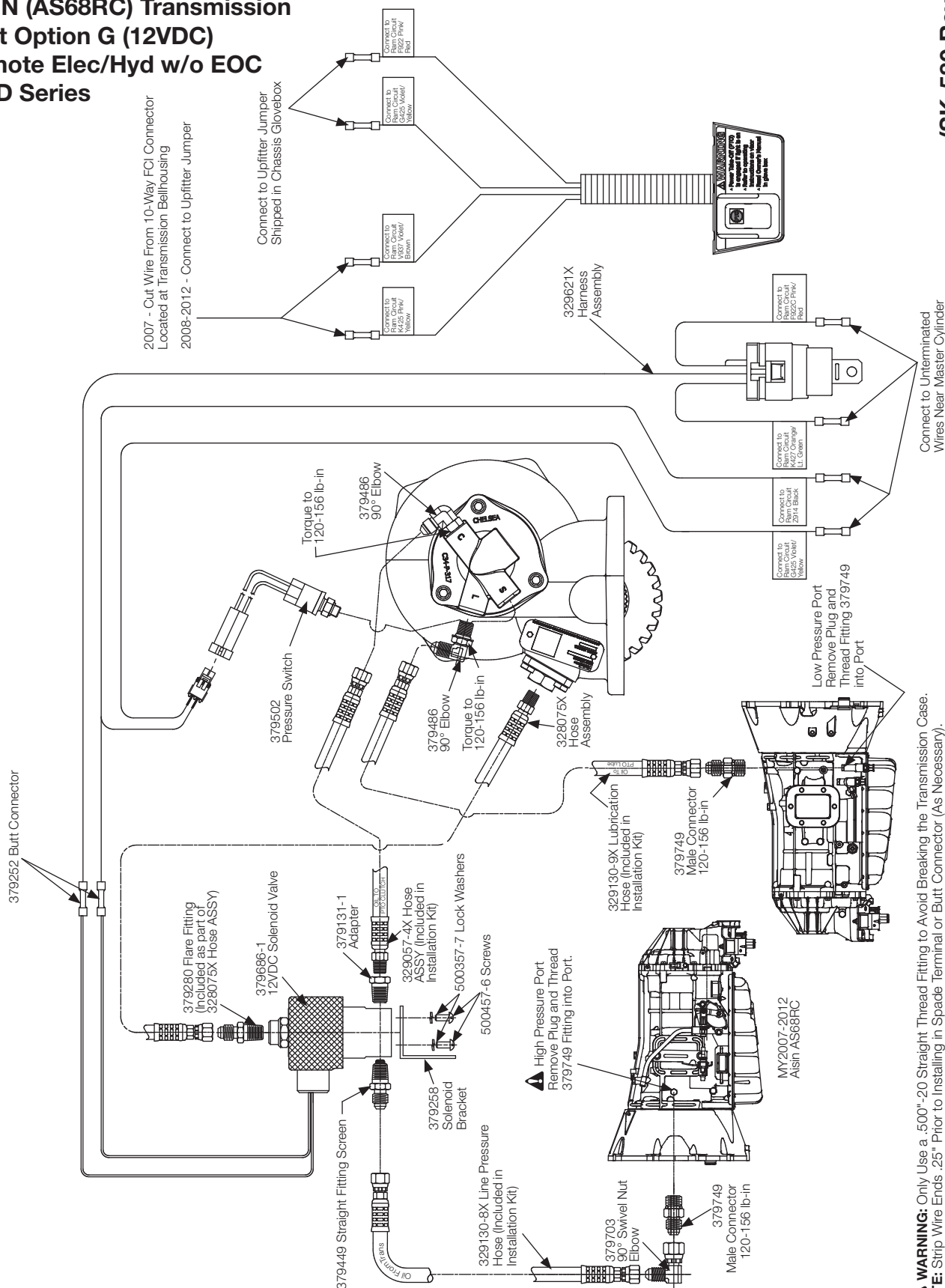


Figure 37



Ram Cab/Chassis MY2007 - MY2012
AISIN (AS68RC) Transmission
Shift Option G (12VDC)
Remote Elec/Hyd w/o EOC
272D Series

Installation Kit: 329888-12X

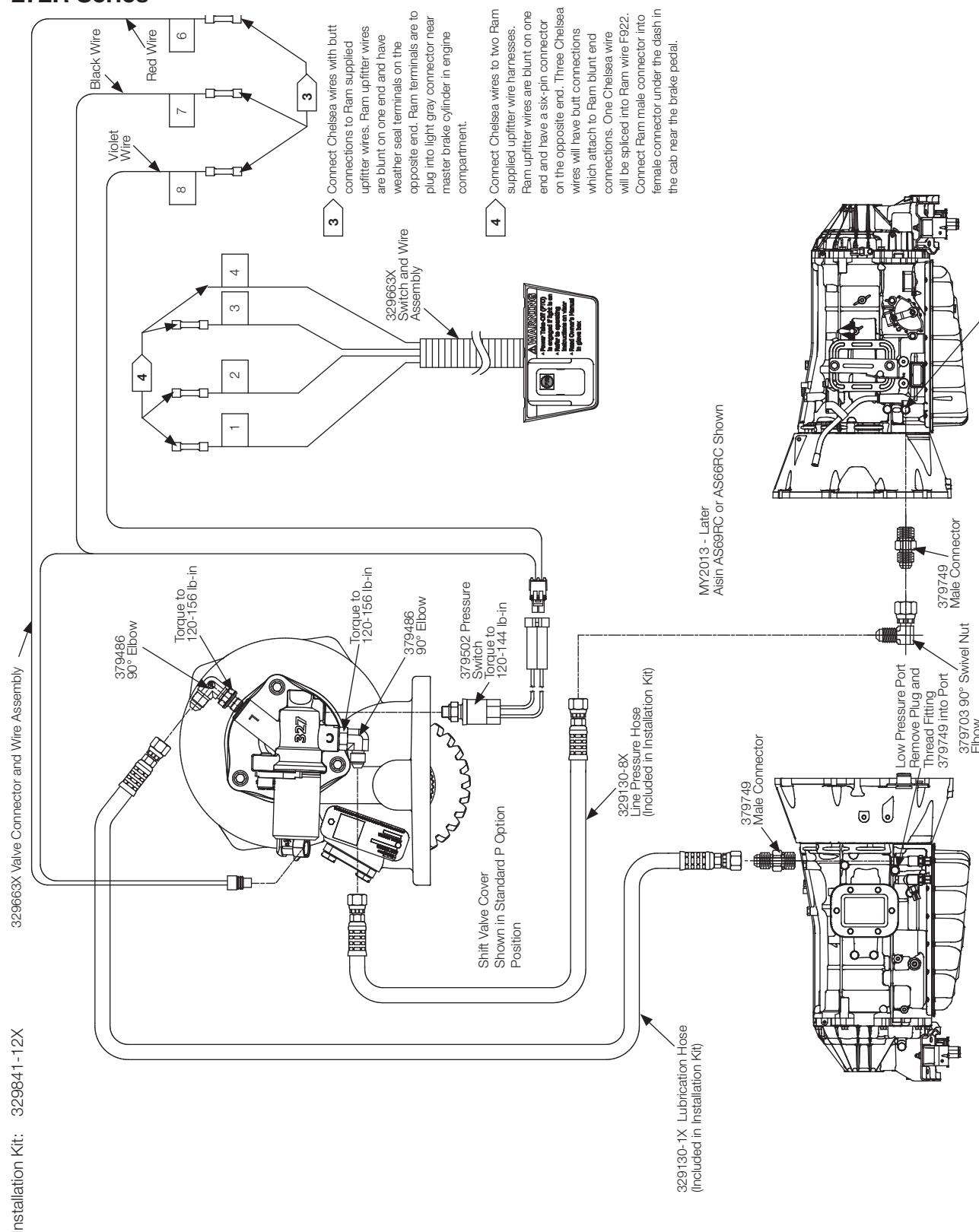


(SK-580 Rev B)

WARNING: Only Use a .500"-20 Straight Thread Fitting to Avoid Breaking the Transmission Case.
NOTE: Strip Wire Ends .25" Prior to Installing in Spade Terminal or Butt Connector (As Necessary).
CAUTION: Torque Values Must be Maintained at 120-144 lb-in.

**Ram Cab/Chassis MY2013 & Later
AISIN (AS69RC/AS66RC) Transmission
Shift Option B (12VDC)
Remote Elec/Hyd w/o EOC
272R Series**

(SK-581 Rev C)

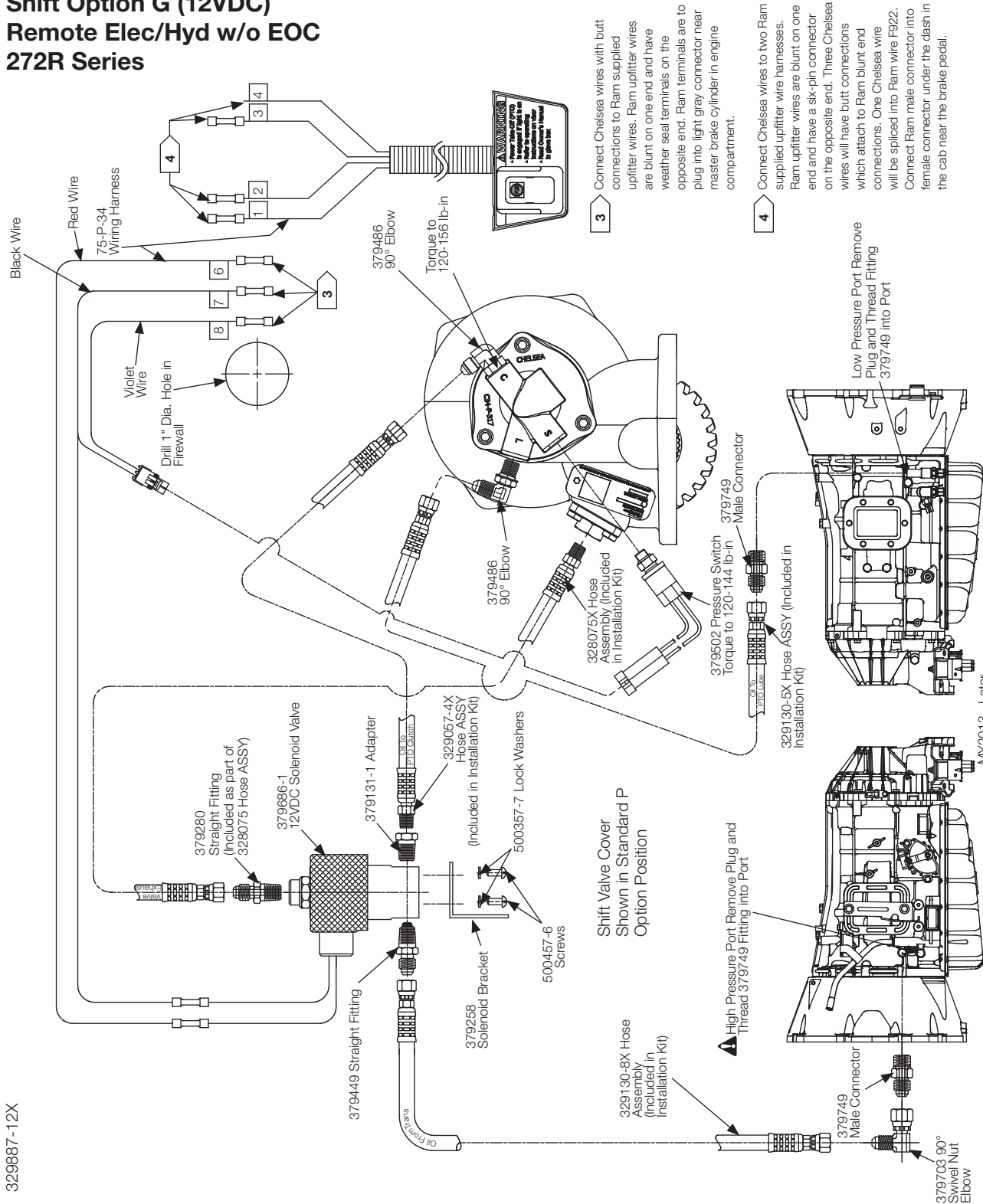


WARNING: Only Use a 500"-20 Straight Thread Fitting to Avoid Breaking the Transmission Case.

NOTE: Transmission Shown. Used as Representation of Aisin AS69FC. May Vary Slightly.

**Ram Cab/Chassis MY2013 & Later
AISIN (AS69RC/AS66RC) Transmission
Shift Option G (12VDC)
Remote Elec/Hyd w/o EOC
272R Series**

(SK-582 Rev D)



WARNING: Only Use a .500"-20 Straight Thread Fitting to Avoid Breaking the Transmission Case.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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WARNING: This product can expose you to chemicals including Lead and Lead Compounds, and Di(2-ethylhexyl)phthalate (DEHP) which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov

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Software: means any software related to the Goods, whether embedded or separately downloaded.

Special Tooling:

means equipment acquired by Seller or otherwise owned by Seller necessary to manufacture Goods, including but not limited to tools, jigs, and fixtures.

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5. Warranty. The warranty for the Products is as follows:

(i) Seller warrants that all products sold conform to the applicable Parker Chelsea standard specification for the lesser period of 2 years (24 Months) from date of service or 2-1/2 years (30 Months) from date of build (as marked on the product name plate; (ii) Services shall be performed in accordance with generally accepted practices and using the degree of care and skill that is ordinarily exercised and customary in the field to which the Services pertain and are warranted for a period of six (6) months from the date of completion of the Services; and (iii) Software is only warranted to perform in accordance with applicable specifications provided by Seller to Buyer for ninety (90) days from the date of delivery or, when downloaded by a Buyer or end-user, from the date of the initial download. All prices are based upon the exclusive limited warranty stated above, and upon the following disclaimer: **EXEMPTION CLAUSE; DISCLAIMER OF WARRANTY, CONDITIONS, REPRESENTATIONS: THIS WARRANTY IS THE SOLE AND ENTIRE WARRANTY, CONDITION, AND REPRESENTATION, PERTAINING TO PRODUCTS. SELLER DISCLAIMS ALL OTHER WARRANTIES, CONDITIONS,**

Continued on Next Page

Offer of Sale (Cont'd)

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9. Loss to Buyer's Property. Buyer's Property will be considered obsolete and may be destroyed by Seller after two (2) consecutive years have elapsed without Buyer ordering the Products manufactured using Buyer's Property. Also, Seller shall not be responsible for any loss or damage to Buyer's Property while it is in Seller's possession or control.

10. Special Tooling. Seller may impose a tooling charge for any Special Tooling. Special Tooling shall be and remain Seller's property. In no event will Buyer acquire any interest in the Special Tooling, even if such Special Tooling has been specially converted or adapted for manufacture of Goods for Buyer and notwithstanding any charges paid by Buyer. Unless otherwise agreed, Seller has the right to alter, discard or otherwise dispose of any Special Tooling or other property owned by Seller in its sole determination at any time.

11. Security Interest. To secure payment of all sums due from Buyer, Seller retains a security interest in all Products delivered to Buyer and, Buyer's acceptance of these Terms is deemed to be a Security Agreement under the Uniform Commercial Code. Buyer authorizes Seller as its attorney to execute and file on Buyer's behalf all documents Seller deems necessary to perfect Seller's security interest.

12. User Responsibility. Buyer, through its own analysis and testing, is solely responsible for making the final selection of the Products and assuring that all performance, endurance, maintenance, safety and warning requirements of the application of the Products are met. Buyer must analyze all aspects of the application and follow applicable industry standards, specifications, and any technical information provided with the Quote or the Products, such as Seller's instructions, guides and specifications. If Seller provides options of or for Products based upon data or specifications provided by Buyer, Buyer is responsible for

determining that such data and specifications are suitable and sufficient for all applications and reasonably foreseeable uses of the Products. In the event Buyer is not the end-user of the Products, Buyer will ensure such end-user complies with this paragraph.

13. Use of Products, Indemnity by Buyer. Buyer shall comply with all instructions, guides and specifications provided by Seller with the Quote or the Products. If Buyer uses or resells the Products in any way prohibited by Seller's instructions, guides or specifications, or Buyer otherwise fails to comply with Seller's instructions, guides and specifications, Buyer acknowledges that any such use, resale, or non-compliance is at Buyer's sole risk. Further, Buyer shall indemnify, defend, and hold Seller harmless from any losses, claims, liabilities, damages, lawsuits, judgments and costs (including attorney fees and defense costs), whether for personal injury, property damage, intellectual property infringement or any other claim, arising out of or in connection with: (a) improper selection, design, specification, application, or any misuse of Products; (b) any act or omission, negligent or otherwise, of Buyer; (c) Seller's use of Buyer's Property; (d) damage to the Products from an external cause, repair or attempted repair by anyone other than Seller, failure to follow instructions, guides and specifications provided by Seller, use with goods not provided by Seller, or opening, modifying, deconstructing, tampering with or repackaging the Products; or (e) Buyer's failure to comply with these Terms, including any legal or administrative proceedings, collection efforts, or other actions arising from or relating to such failure to comply. Seller shall not indemnify Buyer under any circumstance except as otherwise provided in these Terms.

14. Cancellations and Changes. Buyer may not cancel or modify, including but not limited to movement of delivery dates for the Products, any order for any reason except with Seller's written consent and upon terms that will indemnify, defend and hold Seller harmless against all direct, incidental and consequential loss or damage and any additional expense. Seller, at any time, may change features, specifications, designs and availability of Products.

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16. Force Majeure. Seller is not liable for delay or failure to perform any of its obligations by reason of any events or circumstances beyond its reasonable control. Such circumstances include without limitation: accidents, labor disputes or stoppages, government acts or orders, acts of nature, pandemics, epidemics, other widespread illness, or public health emergency, cyber related disruptions, cyber-attacks, ransomware sabotage, delays or failures in delivery from carriers or suppliers, shortages of materials, sudden increases in the price of raw material or components, shutdowns or slowdowns affecting the supply of raw materials or components, or the transportation thereof, oil shortages or oil price increases, energy crisis, energy or fuel interruption, war (whether declared or not) or the serious threat of same, riots, rebellions, acts of terrorism, embargoes, fire or any reason whether similar to the foregoing or otherwise. Seller will resume performance as soon as practicable after the event of force majeure has been removed. All delivery dates affected by an event of force majeure shall be tolled for the duration of such event of force majeure and rescheduled for mutually agreed dates as soon as practicable after the event of force majeure ceases to exist. The right to allocate capacity is in the Seller's sole discretion. An event of force majeure shall not include financial distress, insolvency, bankruptcy, or other similar conditions affecting one of the parties, affiliates and/or subcontractors. An event of force majeure in the meaning of these Terms means any circumstances beyond Seller's control that permanently or temporarily hinders performance, even where that circumstance was already foreseen. Buyer shall not be entitled to cancel any orders following its claim of an event of force majeure.

17. Waiver and Severability. Failure to enforce any provision of these Terms will not invalidate that provision; nor will any such failure prejudice either party's right to enforce that provision in the future. Invalidation of any provision of these Terms shall not

Offer of Sale (Cont'd)

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invalidate any other provision herein and, the remaining provisions will remain in full force and effect.

18. Duration. Unless otherwise stated in the Quote, any agreement governed by or arising from these Terms shall: (a) be for an initial duration of one (1) year; and (b) shall automatically renew for successive one-year terms unless terminated by Buyer with at least 180-days written notice to Seller or if Seller terminates the agreement pursuant to Section 19 of these Terms.

19. Termination. Seller may, without liability to Buyer, terminate any agreement governed by or arising from these Terms for any reason and at any time by giving Buyer thirty (30) days prior written notice. Seller may immediately terminate, in writing, if Buyer: (a) breaches any provision of these Terms, (b) becomes or is deemed insolvent, (c) appoints or has appointed a trustee, receiver or custodian for all or any part of Buyer's property, (d) files a petition for relief in bankruptcy on its own behalf, or one is filed against Buyer by a third party, (e) makes an assignment for the benefit of creditors; or (f) dissolves its business or liquidates all or a majority of its assets.

20. Ownership of Rights. Buyer agrees that (a) Seller (and/or its affiliates) owns or is the valid licensee of Seller's IP and (b) the furnishing of information, related documents or other materials by Seller to Buyer does not grant or transfer any ownership interest or license in or to Seller's IP to Buyer, unless expressly agreed in writing. Without limiting the foregoing, Seller retains ownership of all Software supplied to Buyer. In no event shall Buyer obtain any greater right in and to the Software than a right in a license limited to the use thereof and subject to compliance with any other terms provided with the Software. Buyer further agrees that it will not, directly or through intermediaries, reverse engineer, decompile, or disassemble any Software (including firmware) comprising or contained within a Product, except and only to the extent that such activity may be expressly permitted, either by applicable law or, in the case of open-source software, the applicable open-source license.

21. Indemnity for Infringement of Intellectual Property Rights. Seller is not liable for infringement of any Intellectual Property Rights except as provided in this Section. Seller will defend at its expense and will pay the cost of any settlement or damages awarded in an action brought against Buyer based on a third-party claim that one or more of the Products infringes the Intellectual Property Rights of a third party in the country of delivery of the Products by Seller to Buyer. Seller's obligation to defend and indemnify Buyer is contingent on Buyer notifying Seller within ten (10) days after Buyer becomes aware of any such claim, and Seller having sole control over the defense of the claim including all negotiations for settlement or compromise. If one or more Products is subject to such a claim, Seller may, at its sole expense and option, procure for Buyer the right to continue using the Products, replace or modify the Products to render them non-infringing, or offer to accept return of the Products and refund the purchase price less a reasonable allowance for depreciation. Seller has no obligation or liability for any claim of infringement: (i) arising from information provided by Buyer (including Seller's use of Buyer's Property); or (ii) directed to any Products for which the designs are specified in whole or part by Buyer; or (iii) resulting from the modification, combination or use in a system of any Products. The foregoing provisions of this Section constitute Seller's sole and exclusive liability and Buyer's sole and exclusive remedy for claims of infringement of Intellectual Property Rights.

22. Governing Law. These Terms, the terms of any Quote, and the sale and delivery of all Products are deemed to have taken place in, and shall be governed and construed in accordance with, the laws of the State of Ohio, as applicable to contracts executed and wholly performed therein and without regard to conflicts of laws principles. Buyer irrevocably agrees and consents to the exclusive jurisdiction and venue of the courts of Cuyahoga County, Ohio with respect to any dispute, controversy or claim arising out of or relating to the sale

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24. No 'Wrap' Agreements/No Authority to Bind. Seller's clicking any buttons or any similar action, such as clicking "I Agree" or "Confirm," to utilize Buyer's software or webpage for the placement of orders, is NOT an agreement to Buyer's Terms and Conditions. **NO EMPLOYEE, AGENT OR REPRESENTATIVE OF SELLER HAS THE AUTHORITY TO BIND SELLER BY THE ACT OF CLICKING ANY BUTTON OR SIMILAR ACTION ON BUYER'S WEBSITE OR PORTAL.**

25. Compliance with Laws. Buyer agrees to comply with all applicable laws, regulations, and industry and professional standards, including those of the United States of America, and the country or countries in which Buyer may operate, including without limitation the U.S. Foreign Corrupt Practices Act ("FCPA"), the U.S. Anti-Kickback Act ("Anti-Kickback Act"), U.S. and E.U. export control and sanctions laws ("Export Laws"), the U.S. Food Drug and Cosmetic Act ("FDCA"), and the rules and regulations promulgated by the U.S. Food and Drug Administration ("FDA"), each as currently amended. Buyer agrees to indemnify, defend, and hold harmless Seller from the consequences of any violation of such laws, regulations and standards by Buyer, its employees or agents. Buyer represents that it is familiar with all applicable provisions of the FCPA, the Anti-Kickback Act, Export Laws, the FDCA and the FDA and certifies that Buyer will adhere to the requirements thereof and not take any action that would make Seller violate such requirements. Buyer represents and agrees that Buyer will not make any payment or give anything of value, directly or indirectly, to any governmental official, foreign political party or official thereof, candidate for foreign political office, or commercial entity or person, for any improper purpose, including the purpose of influencing such person to purchase Products or otherwise benefit the business of Seller. Buyer further represents and agrees that it will not receive, use, service, transfer or ship any Products from Seller in a manner or for a purpose that violates Export Laws or would cause Seller to be in violation of Export Laws. Buyer agrees to promptly and reliably provide Seller all requested information or documents, including end-user statements and other written assurances, concerning Buyer's ongoing compliance with Export Law.

09/22

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