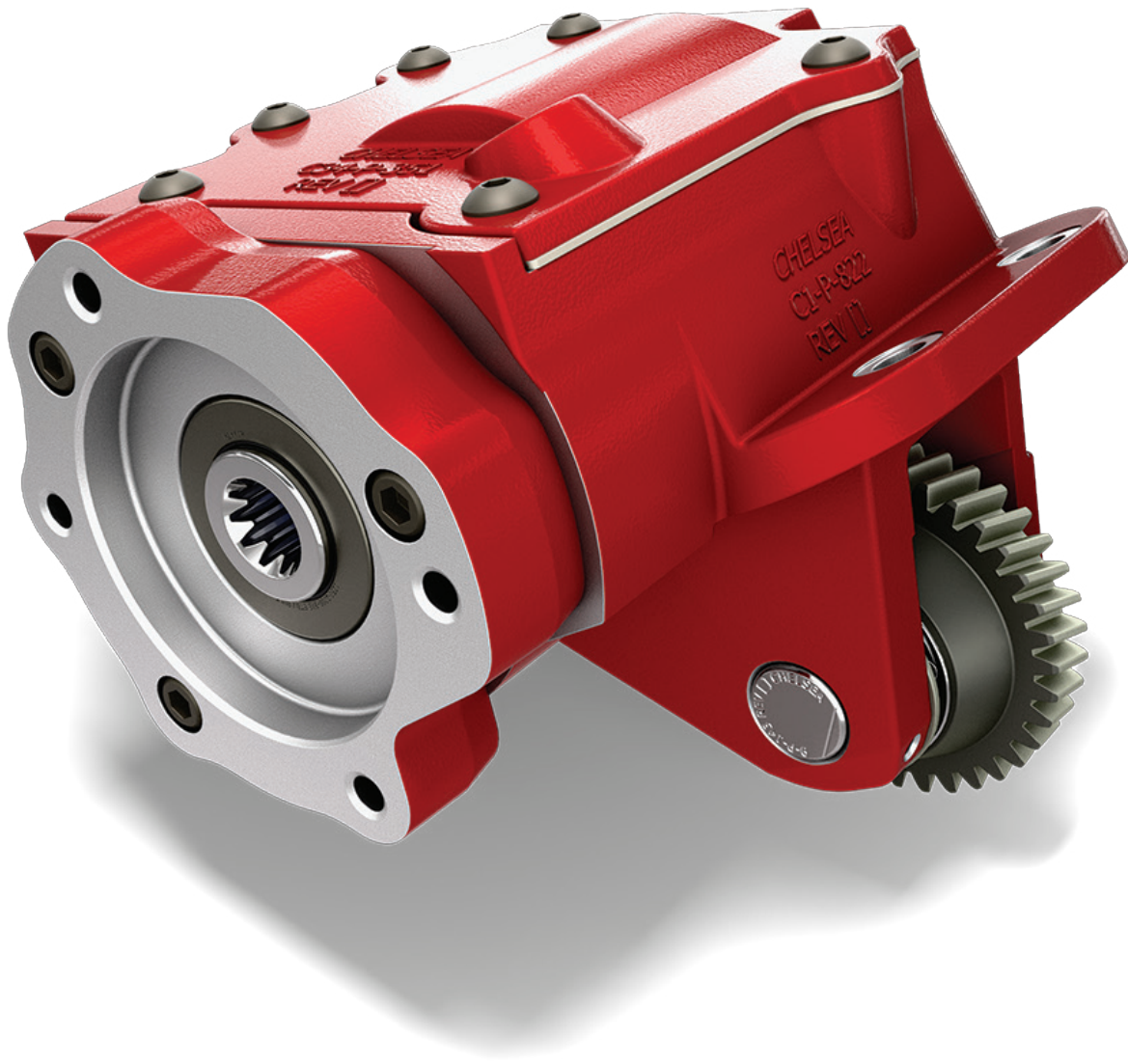




Power Take-Offs Owner's Manual

Z15 Series

Effective: HY25-1Z-M1/US June 2026
Supersedes: HY25-1Z-M1/US May 2026



ENGINEERING **YOUR** SUCCESS.



WARNING – User Responsibility

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

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

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

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Offer of Sale

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Table of Contents

General Information

Foreword 1

Safety Information..... 1-3

PTO Safety Label Instructions..... 3

Pump Bracketing Best Practices 4-5

Function of Auxiliary Power Shafts 6

Spicer® Universal Joint Engineering Data 7

PTO Shifting Procedure & Precautions..... 8

PTO Maintenance..... 9

General Installation

Mounting the PTO – Z15 Series 10-12

Pressure Lube Connections

PowerShift PTO Hose Connection Illustration 13

Ram Installation

Overview (MY2025 & Later) 15-17

PTO Installation – Z15 Series 18

Ram Chassis Cab Wiring Reference (MY2025 & Later) 19-21

Installation Sketch

Hydraulic Remote Shift Option G – Z15 Series (SK-694 Rev A) 22

Offer of Sale 25-27

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.

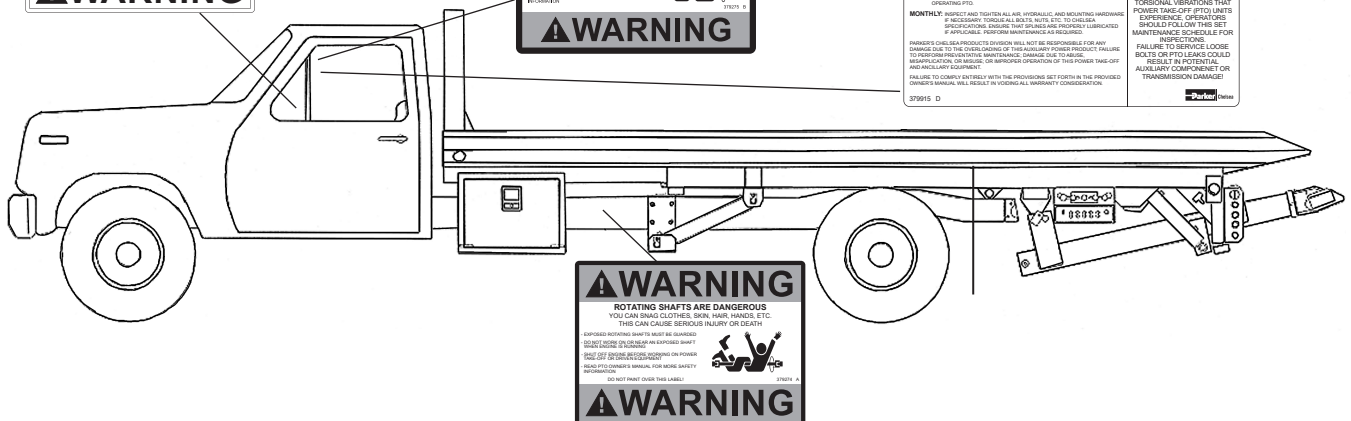
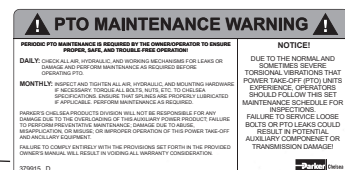
If you require labels, please order part number 328946X at no charge from your local Chelsea representative or send your request to:

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**

 This symbol warns of possible personal injury.

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:

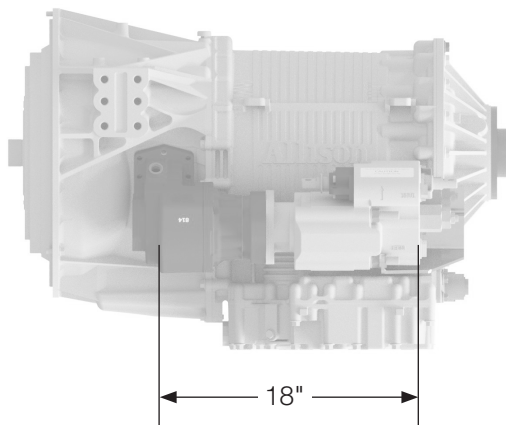
- Excessive preload from poor bracket design, fabrication, and installation.
- Excessive vibration from the vehicle's normal driving operation leading to high loads on the PTO bolts.
- Torque spikes from extreme vibration could be intense enough to break bolts in the bracketing. The worst cases occur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

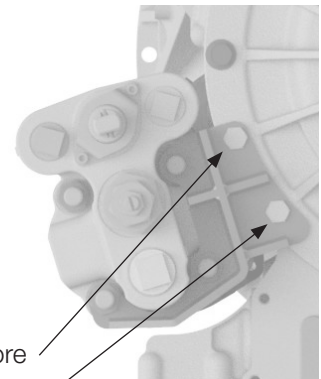
Use **CAUTION** to ensure the support bracket does not pre-load PTO and pump mounting. Prior to mounting, pumps must be fully supported by a jack until properly secured with support bracket(s). This will ensure the PTO is not being stressed by the bracket. Brackets must be designed to adequately eliminate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

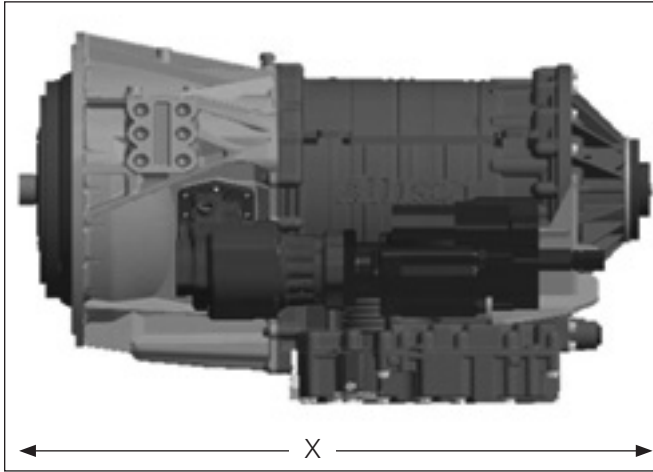


Figure 1

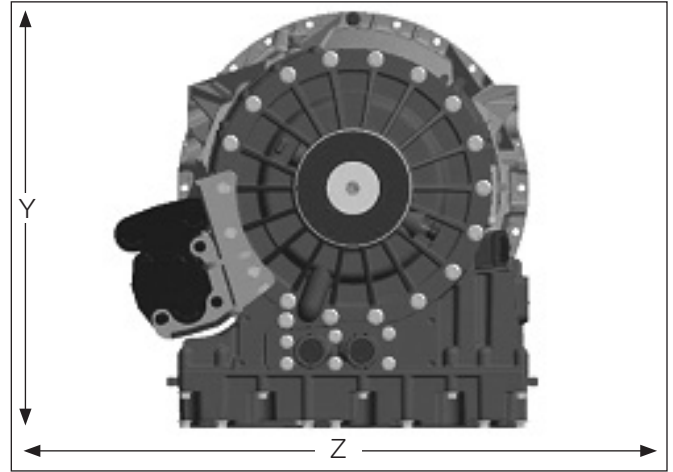
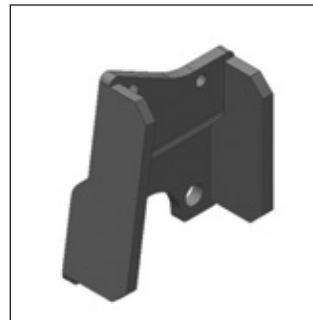
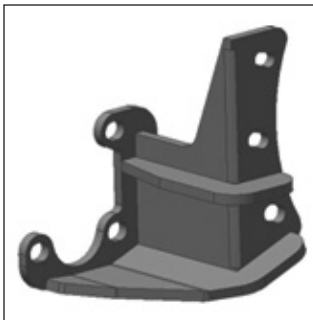


Figure 2

- 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.



This symbol warns of possible personal injury.

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 – Z15 Series

Additional shielding to the PTO/Pump system may be required.

NOTE: It is not recommended to remove the heat shields or insulation provided as original equipment, but given the PTO/PUMP combination options, it might be necessary. If this is required for your upfit, it is best to re-install or retrofit to the best of your ability. It is also the responsibility of the final stage manufacturer to install appropriate shielding to any secondary body or equipment installed to the Chassis Cab. Final Stage Manufacturers assume all responsibility related to modifications performed.

1. Mount the PTO to the transmission
 - a. Remove the PTO aperture cover plate from the transmission (**Fig. 2 & Fig. 3**).

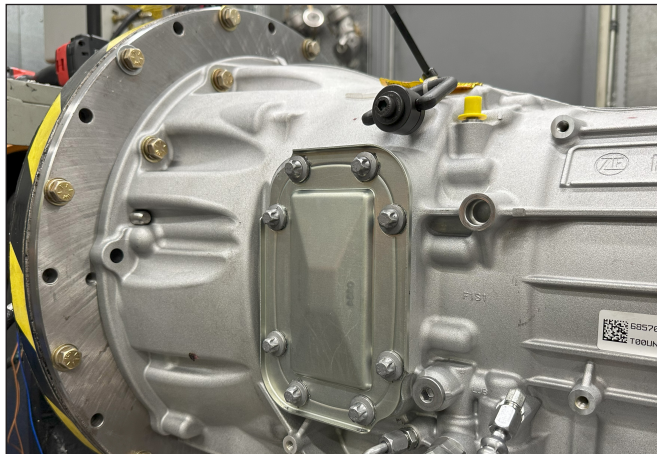


Figure 2



Figure 3

- b. Discard the cover plate and cover plate gasket, then clean the aperture pad using a putty knife or wire brush (**Fig. 4**).

CAUTION: Do not let any material or fasteners fall into the PTO aperture.

NOTE: Do not use gasket maker or sealant with automatic transmissions.



Figure 4

Mounting the PTO – Z15 Series (Cont'd)

1. Mount the PTO to the transmission (Cont'd)
 - c. Place dowel pins in the transmission mounting face dowel holes. The holes are located at 6:00 and 12:00 (**Fig. 5**).
 - d. Place the two provided gaskets (.010" gasket and .020" gasket) over the dowel pins. (**Fig. 5**).

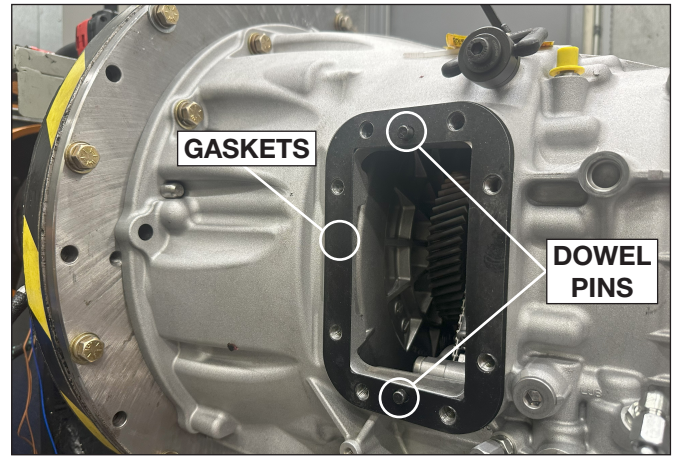


Figure 5

- e. Before placing the PTO in place, insert the hex head cap screw (M10-1.5 x 100 mm) and the socket head cap screw (M10-1.5 x 80 mm) into the housing. Both fasteners can be found in the provided stud kit. Now secure the PTO in place with the angled side up at the 12 O'clock position using the hex head and socket head cap screw. Using a criss-cross pattern, torque to 40-50 lb-ft [54-68 N-m]. (Required tools: 10 mm hex bit and socket wrench and a 17 mm open-end wrench) (**Fig. 6**).

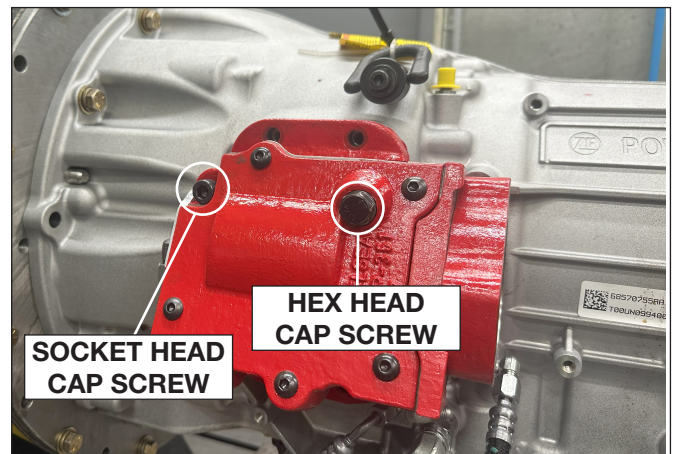


Figure 6

- f. Install four short socket head cap screws (M10-1.5 x 30 mm) provided in the stud kit. Using a criss-cross pattern, torque to 40-50 lb-ft [54-68 N-m]. (Required tools: 10 mm hex bit and socket wrench) (**Fig. 7**).

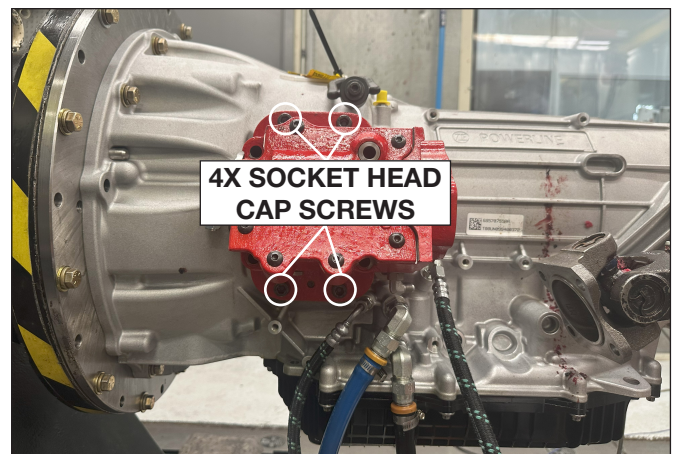


Figure 7

Mounting the PTO – Z15 Series (Cont'd)

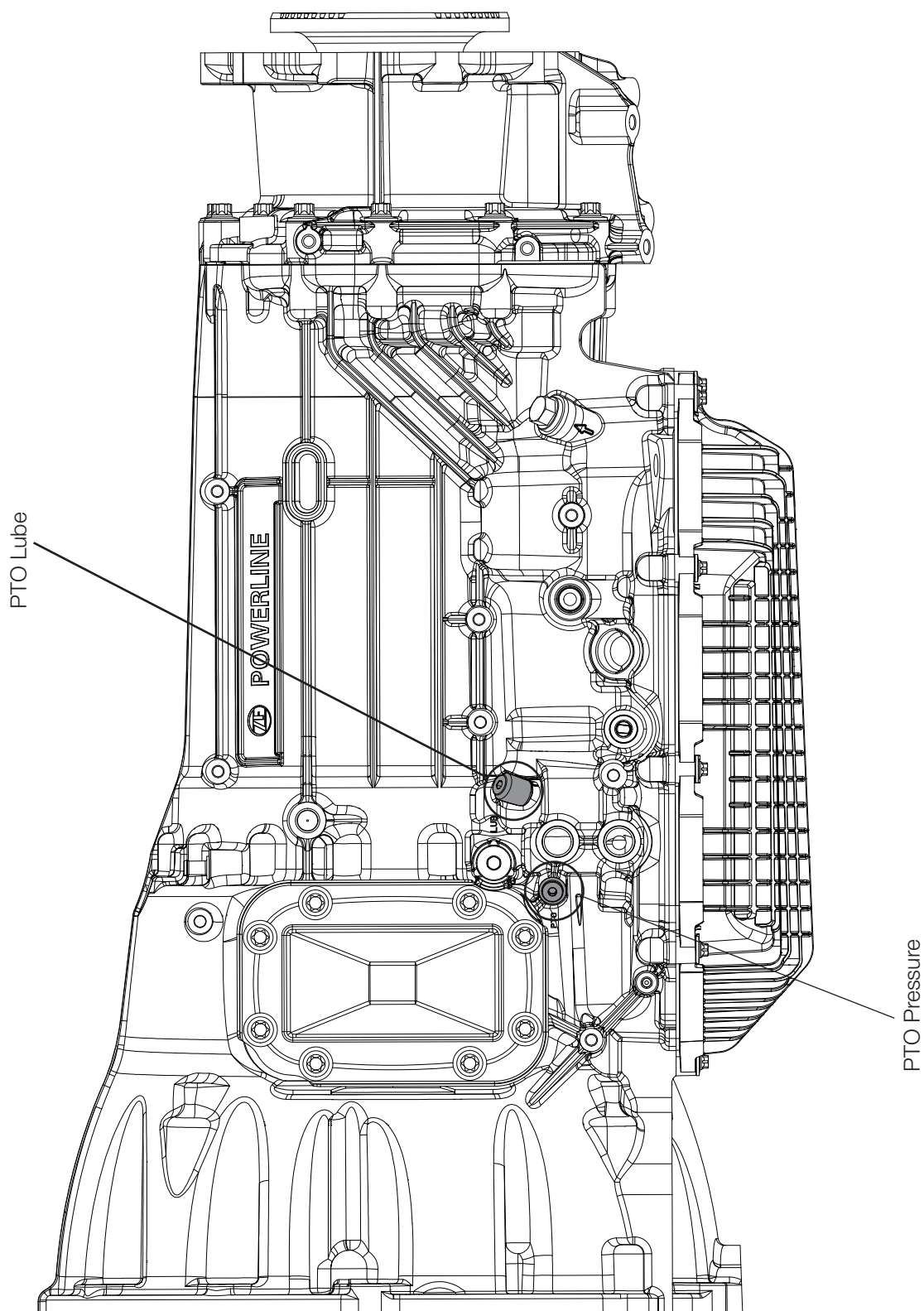
1. Mount the PTO to the transmission (Cont'd)
 - g. Install last two remaining socket head cap screws (M10-1.5 x 80 mm) provided in the stud kit. Using a criss-cross pattern, torque to 40-50 lb-ft [54-68 N-m]. (Required tools: 10 mm hex bit and socket wrench) (**Fig. 8**).



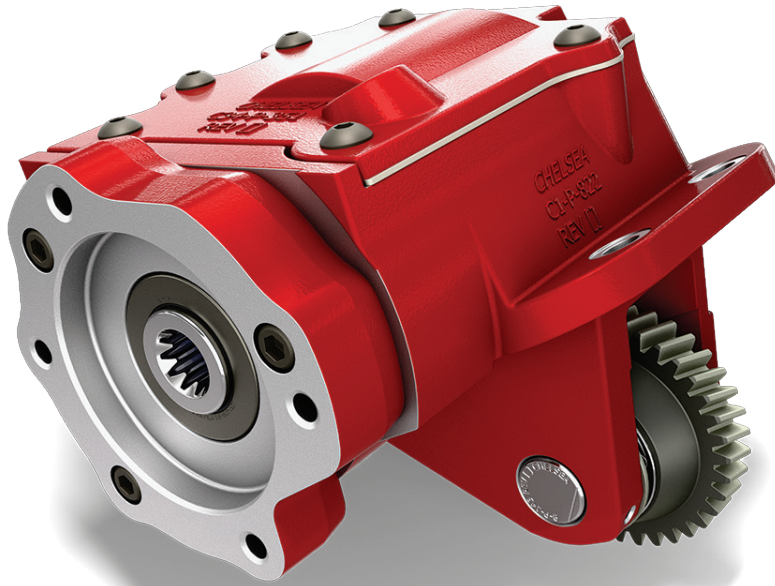
Figure 8

PowerShift PTO Hose Connection Illustration

ZF Powerline™ Torqueflite® HD Transmission



NOTE: See page 22 for Z15 PTO port locations.



RAM



Overview (MY2025 & Later)

PTO Operation

The 3500/4500/5500 Ram Chassis Cab vehicle, equipped with the ZF Powerline™ 8-speed, TorqueFlite® HD automatic transmission, will allow for an aftermarket upfit with an engine-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 control switches, the engine speed can be adjusted between 900 and 2000 RPMs.

Refer to the Stellantis Body Builder's Portal for detailed information on additional features and controls specific to MY25 and later Ram applications, including configurable set speeds for PTO operation.

<https://www.converters-and-stellantis.com>

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. The truck must be in Park 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 the park or neutral position
- PTO switch has been activated
- Parking brake applied
- Vehicle must be running
- No transmission, engine, accelerator, brake, 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 (MY2025 & 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
- Parking brake must not be applied
- No transmission, engine, accelerator, brake, 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. Because of the reduced idle speed in mobile mode, you may experience reduced pump capability.

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 (MY2025 & Later) (Cont'd)

Remote Mode Features (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
- Upfitter provided (on/off) switch has been activated
- Parking brake applied if feature is enabled
- Vehicle must be running
- No transmission, engine, accelerator, brake, 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.

PTO Installation – Z15 Series

The installation instructions below are shown using a Ram Chassis Cab for installation (**Fig 9, Fig. 10 & Fig. 11**). See Stellantis Body Builder's Portal for any changes to this installation information.

1. Locate lubrication and pressure ports on the transmission ([See page 13](#)) and install hoses and fittings ([See page 10](#)).
2. See Mounting the PTO for complete PTO installation instructions ([See pages 10-12](#)).
3. Locate ideal location for mounting the remote solenoid valve with the supplied bracket.
4. Secure PTO hose connections to the appropriate ports as detailed in the SK-694 drawing ([See page 22](#)).
5. After installation of the driven auxiliary device, please ensure proper bracket design and installation from the previous guidelines ([See pages 4-5](#)).

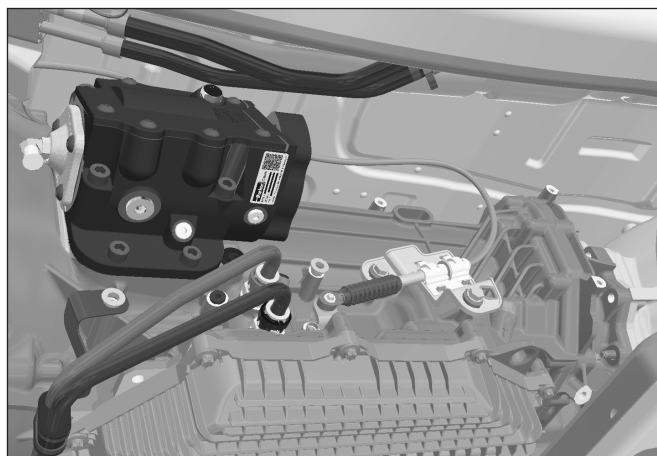


Figure 9

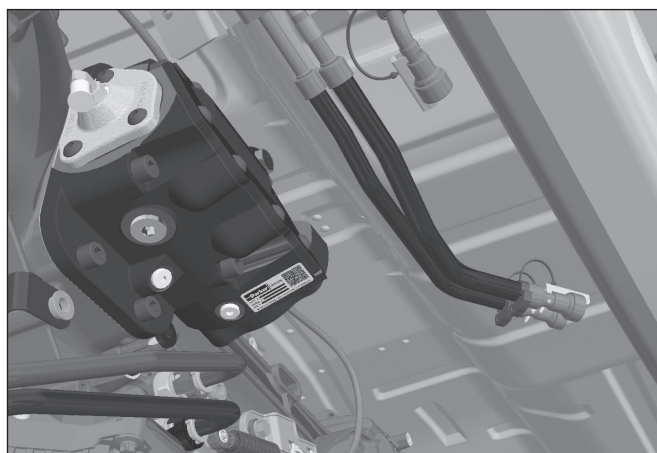


Figure 10

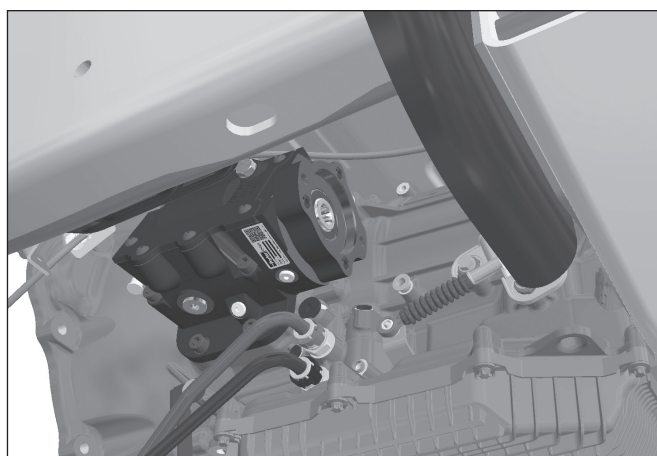


Figure 11

Ram Chassis Cab Wiring Reference (MY2025 & Later)

Truck Location	Ram Function	Ram Connector Color	Ram Pin Location	Ram Wire Color	Chelsea Wire Label	Chelsea Wire Color
Under Hood (4-Pin Connector)	PTO Relay	Light Gray	2	Pink/Yellow	6	Red
	Ground	Light Gray	3	Black	7	Black
	Pressure Switch (Pass Thru)	Light Gray	4	Violet/Yellow	8	Violet
Under Dash (6-Pin Connector)	Ignition Voltage	Light Gray	1/6 (Loop)	Pink/Orange	4*	Red
	Switch Return	White	2	Violet/Brown	2	Violet
	Remote Switch	White	3	Pink	1	Orange
	Pressure Switch (Pass Thru)	Light Gray	5	Violet/Yellow	3	Yellow

NOTE: Refer to the chart above to ensure each Ram wire color is correctly matched to the corresponding Chelsea wire color during installation.

* Splice Only

Engine Compartment Reference

The Light Gray connector under the hood in **(Fig. 12)** located next to the auxiliary PDC contains the following connections. The pin numbers below are molded into the surface of the connector. The wires that plug to this connector shown in **(Fig. 13)** are located in the upfitter kit plastic bag.

1. F605 (Pink/Brown) - NOT USED
2. F607 (Pink/Yellow) - PTO Relay
3. Z907 (Black) - Ground
4. G425 (Violet/Yellow) - Pressure Switch (Pass Thru)



Figure 12



Figure 13

Ram Chassis Cab Wiring Reference (MY2025 & Later) (Cont'd)

Engine Compartment Reference (Cont'd)

5. Light Gray Connector Location. (**Fig. 14**).



Figure 14

6. Light Gray 4-PIN Connector (**Fig. 15**).

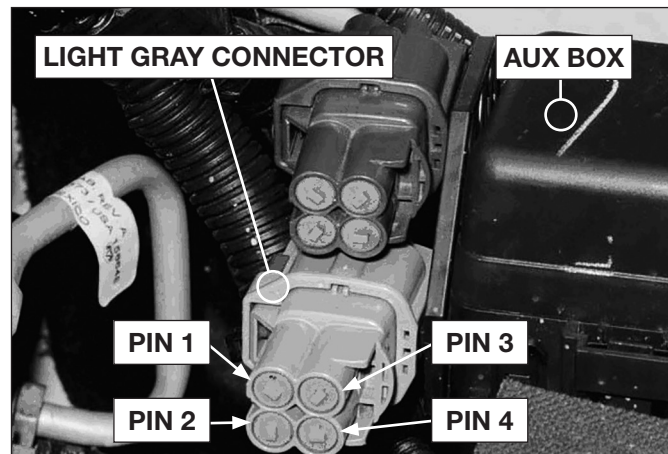


Figure 15

7. Light Gray 4-PIN connector connection references (**Fig. 16**).

1. F605 (Pink/Brown) – Relay 5 Output
2. F607 (Pink/Yellow) – Relay 6 or PTO Relay Output
3. Z907 (Black) – Ground
4. G425 (Violet/Yellow) – Pressure Switch (Pass Thru)

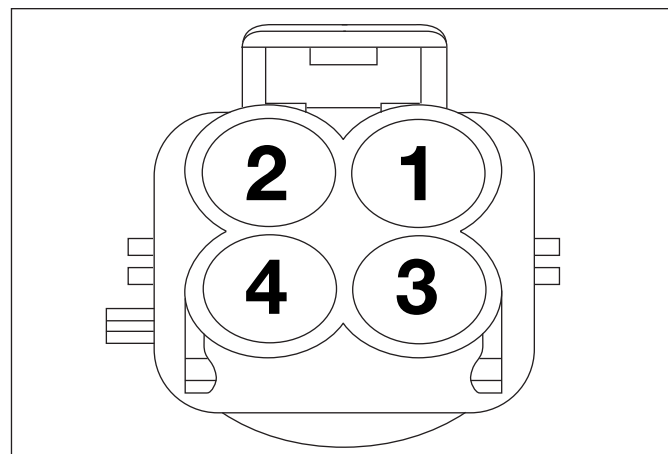


Figure 16

NOTE: Please ensure each Ram wire color is correctly matched to the corresponding Chelsea wire color during installation. Refer to the chart on [page 19](#) for more information.

Ram Chassis Cab Wiring Reference (MY2025 & Later) (Cont'd)**Under Dash in Cab Reference**

8. There are two open connectors underneath the dash, located on the driver's side to the left of the brake pedal that will be used for basic PTO wiring installation. One 6-pin White connector and one 6-pin Light Gray connector (**Fig. 17**).
9. The White connector mates with the wiring harness featuring a Black 6-pin connector, and the Light Gray connector mates with the wiring harness featuring a Gray 6-pin connector. Both the Black and Gray 6-pin connectors are provided in the upfitter kit plastic bag.

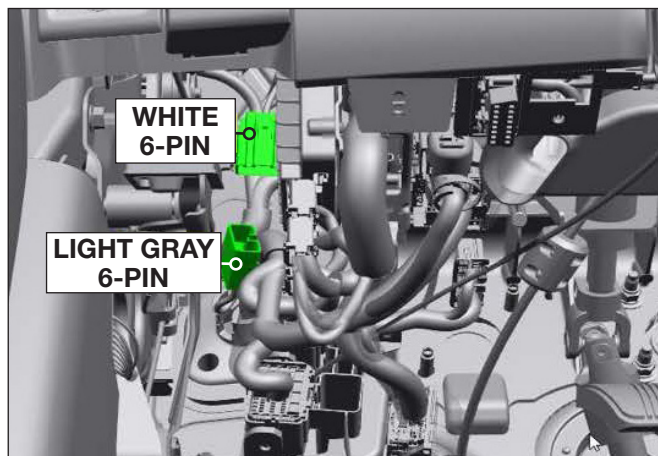
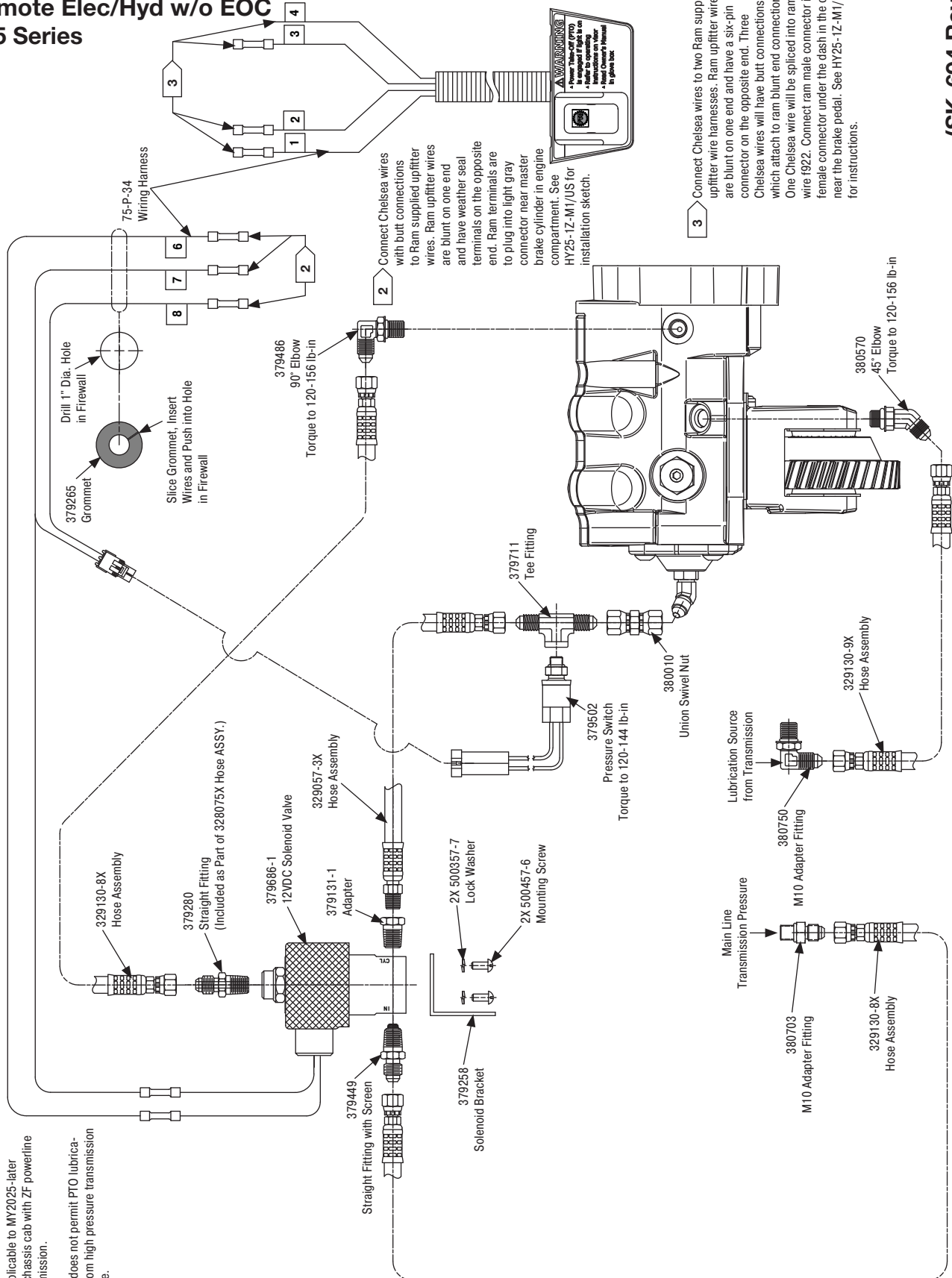


Figure 17

Shift Option G (12VDC) Remote Elec/Hyd w/o EOC Z15 Series

Installation Kit: 330171-12X (12VDC)

- 4) Applicable to MY2025-later Ram chassis cab with ZF powerline transmission.
- 5) ZF does not permit PTO lubrication from high pressure transmission source.



(SK-694 Rev A)

This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal blue or grey lines across its entire width, typical of notebook paper. The lines are uniform in thickness and spacing, providing a guide for handwriting. There are no margins, text, or other markings on the page.

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.

Offer of Sale

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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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

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failure prejudice either party's right to enforce that provision in the future. Invalidation of any provision of these Terms shall not 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.

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23. Entire Agreement. These Terms, along with the terms set forth in the Quote, forms the entire agreement between the Buyer and Seller and constitutes the final, complete and exclusive expression of the terms of sale and purchase. In the event of a conflict between any term set forth in the Quote and these Terms, the terms set forth in the Quote shall prevail. All prior or contemporaneous written or oral agreements or negotiations with respect to the subject matter shall have no effect. No modification to these Terms will be binding on Seller unless agreed to in a writing that is signed by an authorized representative of Seller, excluding email correspondence, 'clickwrap' or other purported electronic assent to different or additional terms. Sections 2-25 of these Terms shall survive termination or cancellation of any agreement governed by or arising from these Terms.

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09/22

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