

Power Take-Offs Owner's Manual

871-XL/878-XL Series





/I WARNING — User Responsibility

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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 that you be sure that 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.



Safety Information (Continued)

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 that will cause 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 will guickly 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



WARNING:



- 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.

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 (Continued)



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, 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

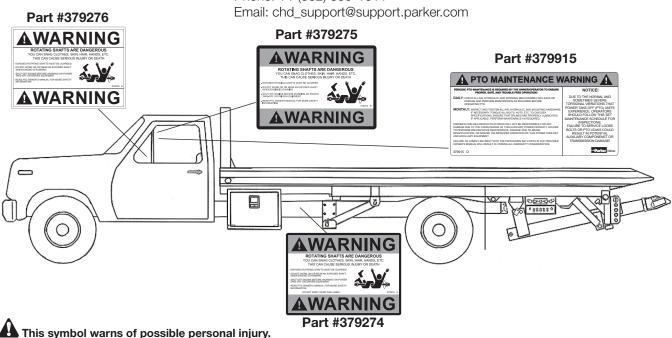
- 1. The two black and orange on white 5" x 7" pressure sensitive vinyl labels (PN 379274) must be placed one on each side of the vehicle in a position that would be **HIGHLY** visible to anyone that would go under the truck near the PTO rotating shaft. If the vehicle is to be painted after these labels 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 request direct to:

Parker-Hannifin Corporation

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

Phone: +1 (662) 895-1011



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. This bulletin will discuss 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:

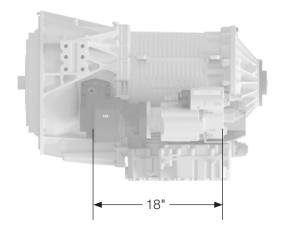
- Excessive preload from poor bracket design, fabrication, and installation.
- Excessive vibration from the vehicle's normal driving operation leading to high loads on the PTO bolts.
- Torque spikes from extreme vibration could be intense enough to break bolts in the bracketing. The worst cases occur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

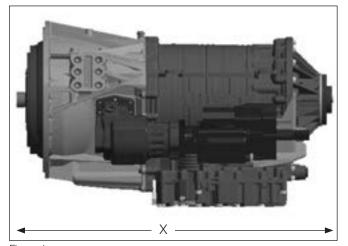


This symbol warns of possible personal injury.



Pump Bracketing Best Practices (Continued)

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.



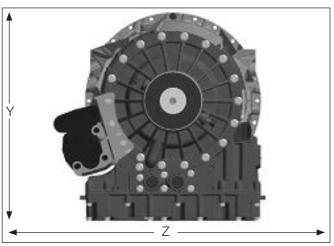


Figure 1

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 so this bulletin 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

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 applictions requiring a series larger than 1310.



WARNING: Direct customer to driveline manuf/spec.

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.



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 - Revolution	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 250				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: direct customer to driveline manuf/spec.



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 that will cause 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.



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.



Recommended Tools

Drivers

Although not necessary, a compact drill/impact driver can help run in bolts to reduce muscle fatigue (**Fig. 3**).



Figure 3

Caution: Be careful not to cross-thread or damage threads with this tool. It is recommended to start bolts by hand for a few threads before using cordless driver.

Wrenches

Standard 3/8" Torque Wrench – 35-50 lb-ft (**Fig. 4**).



Figure 4

Ratcheting Flex-Head – 10 mm, 12 PT (**Fig. 5**).



Figure 5

Extension

3/8" Extension 6" Long (Fig. 6).



Figure 6

Sockets

Flank Drive Swivel 3/8" Socket – 12 PT (**Fig. 7**).



Figure 7

Adapter

Torque Adapter – 10 mm, 12 PT (**Fig. 8**). Extremely necessary for difficult to reach bolts.

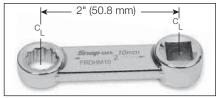
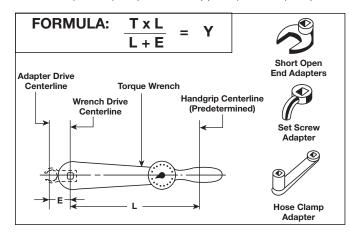


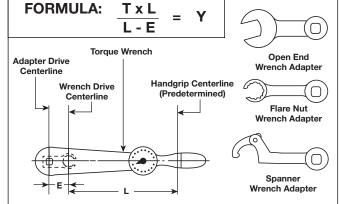
Figure 8

Corrected Torque

When using a torque wrench adapter, which changes the distance from the torque drive to the adapter drive, apply the following formula to obtain torque rating.

T = Actual (desired) torque • Y = Applied (indicated) torque • L = Effective length lever • E = Effective length of extension





Example with a Plus Dimension

 $\frac{50 \text{ lb-ft x 1 ft}}{1 + .167 \text{ ft}} = 42.84 \text{ lb-ft}$

Example with a Minus Dimension

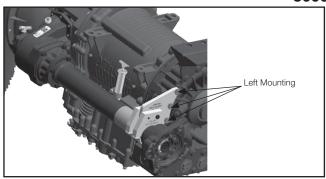
 $\frac{50 \text{ lb-ft x 1 ft}}{1 - .167 \text{ ft}} = 60.02 \text{ lb-ft}$

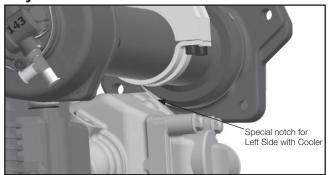


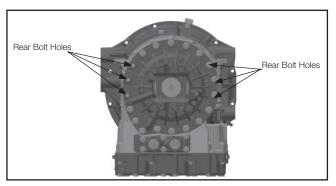


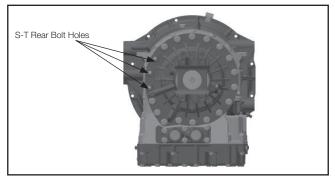
Bracket Installation Sketches

3000 Family

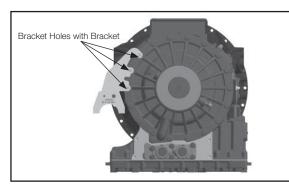


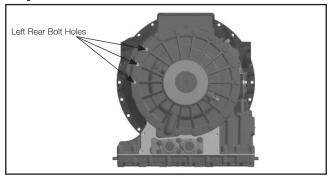






4000 Family





Brackets and Bolt Kits Supplied Separately from PTO

Model	Arr.	Transmission	Location	Bracket	Bolt Kit w/o Cooler or Retarder	Bolt Kit with Cooler	Bolt Kit with Retarder
871L	5	3000 Family	Left	50-P-162	329928-1X	329928-1X	329928-3X
871L	3	3000 Family	Left	50-P-164	329928-1X	329928-1X	329928-3X
871L	5	3000 Family	Right	50-P-161	329928-1X	329928-1X	329928-3X
871L	3	3000 Family	Right	50-P-157	329928-1X	329928-1X	329928-3X
871L	5	3000 Family Side/Top	Left	50-P-163	329928-1X	329928-1X	329928-3X
871L	5	4000 Family	Left	50-P-165	329928-1X	N/A	329928-2X
871L	3	4000 Family	Left	50-P-158	329928-1X	329928-1X	329928-2X



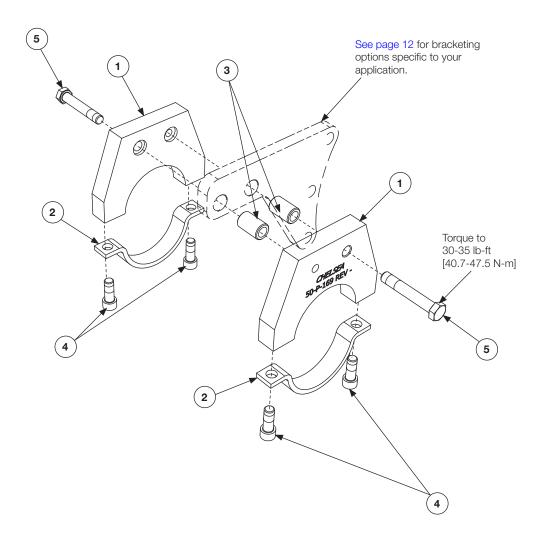
WARNING: Ensure all fasteners and fittings are torqued according to their manufacturer's specification.



This symbol warns of possible personal injury.



Bracket Assembly - 329926X



Item	Part Number	Description	Qty
1	50-P-169	Upper Clamp	2
2	50-P-170	Lower Clamp	2
3	14-P-90	Spacer (.395" x .625" x 1.000")	2
4	379433-6	Socket Head Cap Screw (.375"-16 x 1.000")	4
5	378431-20	Hex Head Cap Screw (.375"-16 x 2.250")	2

Pre-Installation of PTO

1. Split PTO tube from Bearing Cap prior to installation (**Fig. 9**).



Figure 9

2. Install PTO pressure switch, part #379502, into port on Hydraulic Valve Cap. Torque between 120-140 lb-in [14-16 N-m] (**Fig. 10**).



Figure 10

3. The 3 bolts on the transmission that will line up with the bracket must be removed. New longer Bolts (380075 M12-1.75 x 55 mm) will be used for mounting the bracket to the transmission for all transmissions except 3000 Family w/ Retarders.

For 3000 Family w/ Retarder use bolt 380364 (M12-1.75 x 140 mm) (**Fig. 11 & 11a**).



Figure 11



Figure 11a

PTO Installation

When installing a PTO, always wear protective clothing and safety glasses.

1. Begin by draining the oil from the transmission. Use caution, since the oil may be hot (**Fig. 12**).

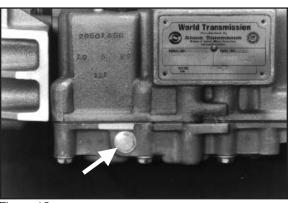


Figure 12



PTO Installation (Continued)

NOTE: Installation shown is for Left Side (Street Side) of transmission.

2. Remove the PTO aperture plate with a 15 mm socket (Fig. 13).



Figure 13

3. Remove the gasket and clean the aperture surface (Fig. 14).

NOTE: Do not reuse the gasket that comes with the transmission.



Figure 14

4. Using a screwdriver, install the guide pins until they bottom out (Fig. 15).

NOTE: See page 19 for dowel pin locations.

NOTE: Do not use sealing compounds because they are generally incompatible with automatic transmission fluid.

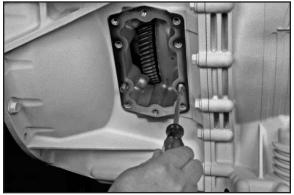


Figure 15

5. Install the special gasket over the guide pins. The ribbed surface should face outward, toward the installer (Fig. 16).

NOTE: To ensure proper backlash and sealing of PTO to transmission, only use gasket furnished with the PTO.



Figure 16



PTO Installation (Continued)

6. Position the PTO and secure it with the top cap screw (**Fig. 17**).

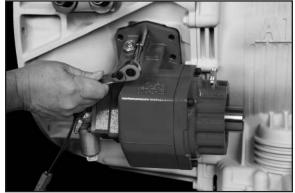


Figure 17

7. Install the remaining cap screws, torquing to 40-50 lb-ft [54-68 N-m] (**Fig. 18**).

NOTE: Always use a crossing pattern when tightening cap screws.

A list of recommended tools can be found on page 10 of this owner's manual or at: discover.parker.com/PTO-Recommended-Tools

 Remove the Transmission High Pressure port plug and securely install the 90° elbow fitting (379486) supplied with the PTO (Fig. 19). See page 19 for pressure port locations on Allison transmissions.

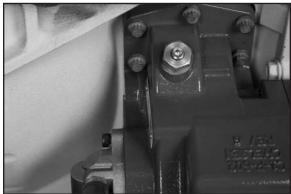


Figure 18

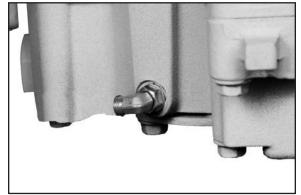


Figure 19 (Left side shown)

10. Attach hose between PTO valve fitting and High Pressure Port on the transmission (**Fig. 20**).

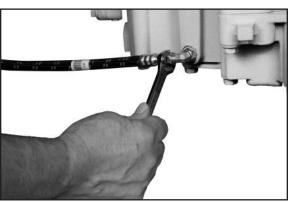
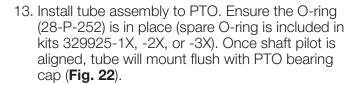


Figure 20

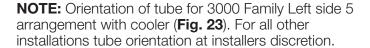


PTO Installation (Continued)

- 11. Assemble shaft support bracket with upper clamp. Refer to page 13.
- 12. Install assembled support bracket to transmission. See page 13 for bracket assembly. Loosely install mounting bolts to transmission (**Fig. 21**). Do not install lower bracket clamps.



CAUTION: Rear end of tube should be supported until all bolts are tightened.



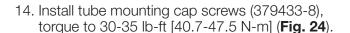




Figure 21

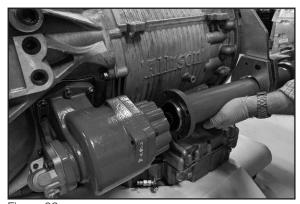


Figure 22

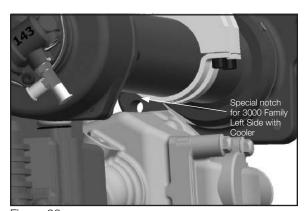


Figure 23



Figure 24



PTO Installation (Continued)

15. Install lower half of clamp loosely (Fig. 25).



Figure 25

- 16. Center upper clamps with the bracket (Fig. 26).
- 17. Torque lower clamp bolts to 30-35 lb-ft [40.7-47.5 N-m].
- 18. Torque bracket mounting bolts on transmission to

3000 Family: 66-81 lb-ft [90-110 N-m] 4000 Family: 74-89 lb-ft [100-120 N-m]

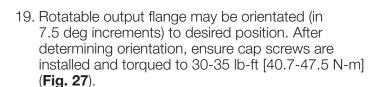






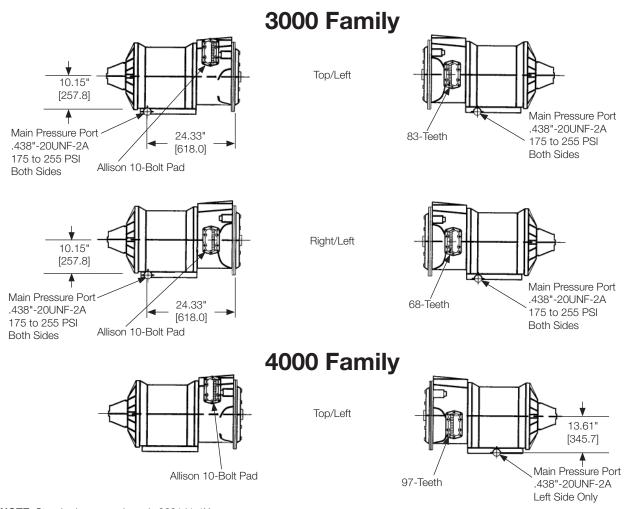
Figure 26



Figure 27

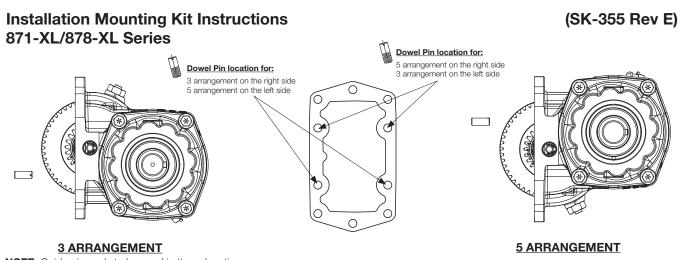
Pressure Port and Aperture Opening Identification

These drawings represent left and right views of the 3000 Family and 4000 Family pressure ports on the transmission.

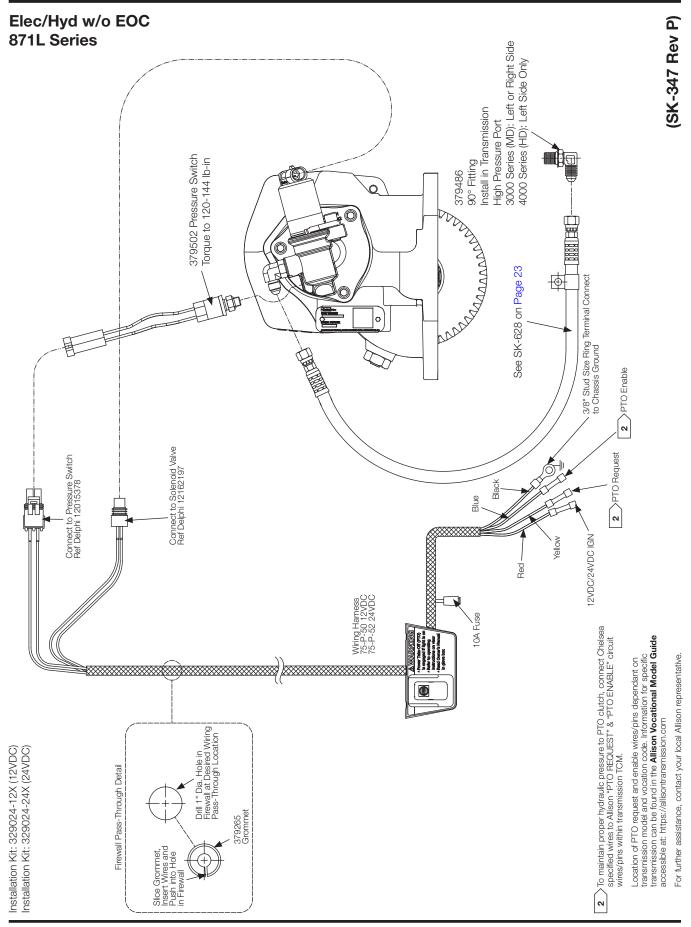


 ${f NOTE}$: Standard pressure hose is 329141-1X

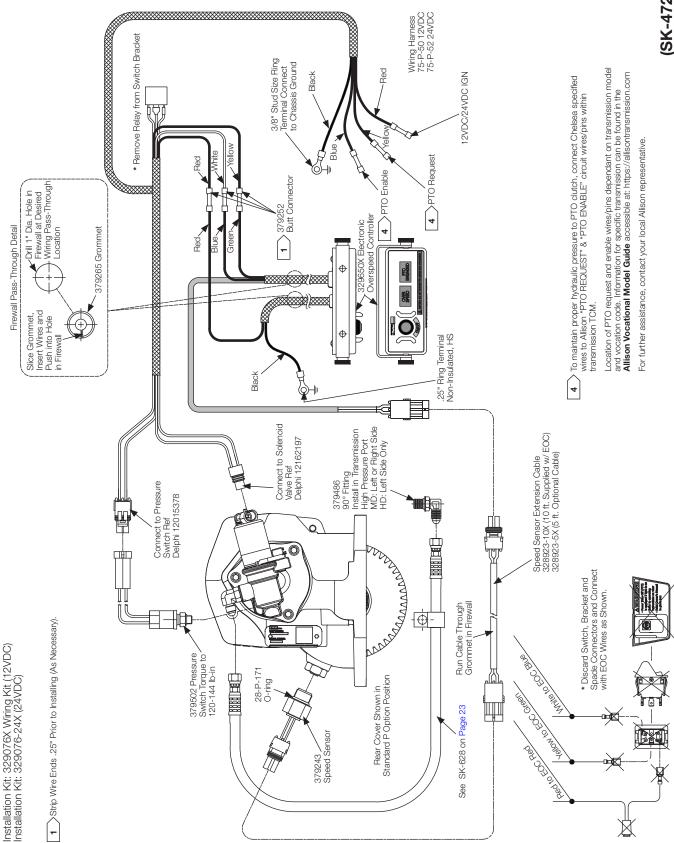
A 4000 family transmission with 2 PTOs requires a tee fitting (379556) and a swivel nut 90-degree elbow (379703) to attach 2 hoses to the single port on the left side.

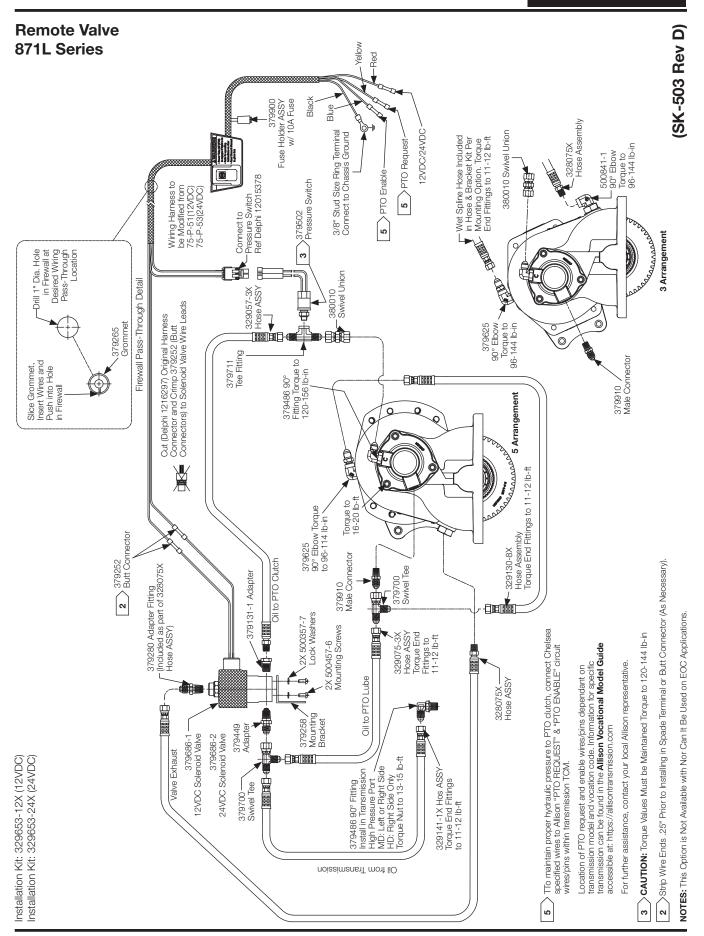


NOTE: Guide pins only to be used in these locations.



Elec/Hyd w/ EOC 871L Series



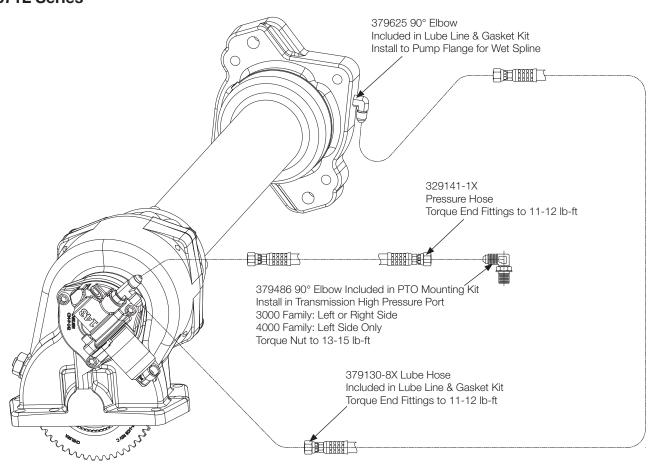






Hydraulic Hose Installation Sketch Shift Option B, D, E, N, K, and L Elec/Hyd Valve 871L Series

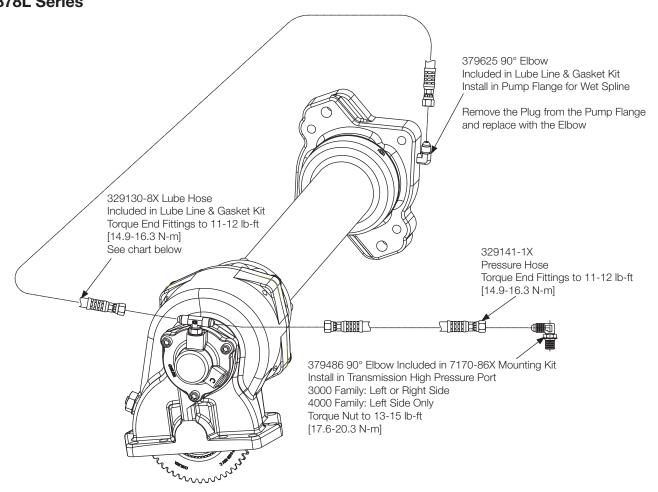
(SK-628)



Lube Line & Gasket Kit Chart			
Output Option Lube Line & Gasket K			
TK, TF, TZ	329925-1X		
TS	329925-2X		
TY	329925-3X		



Hydraulic Hose Installation Sketch Shift Option G and H Remote Valve 878L Series (SK-647)



Lube Line & Gasket Kit Chart			
Output Option Lube Line & Gasket Kit			
TK, TF, TZ	329925-1X		
TS	329925-2X		
TY	329925-3X		

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Quote: means the offer or proposal made by Seller

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Continued on Next Page



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Continued on Next Page



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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.

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contained within a Product, except and only to the extent that such

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and delivery of the Products.

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.

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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