



MGA

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The Model MGA is one of the toughest gearboxes in the industry - able to withstand 16,000 lb. ft. of drive shift torque.

FEATURES AND BENEFITS

- > Proven technology from an established industry leader Hale gearboxes are on more than 50,000 fire trucks and emergency vehicles
- > Seven gear ratios available From 1.00:1 to 3.00:1 for most output needs
- > Dual auxiliary output shafts for simultaneous powering of different devices
- > Horizontal or vertical mounting maximum flexibility, regardless of drive line configuration
- > Road-handling 16,000 lb. ft. (21,693 Nm) torque rating. One of toughest gearboxes in the industry - built to last, and compatible with most engine/transmission combinations
- > Compact and lightweight (200 lb./91 kg). Exceptional durability with no size or weight penalty
- > Available with manual shift or air power shift. For reliable operation under the toughest conditions

Hale's MGA Series Split-Shaft PTO Gearbox is the field-proven way to drive pumps, generators, air compressors, winches, and more from your truck's engine.

It's a practical, cost-effective alternative to using dedicated engines to power auxiliary equipment. And it's the reliable, heavy-duty alternative to general-purpose power takeoffs that just aren't built for the high speeds and high torque characteristic of fire truck and emergency vehicle applications.

Installed in a midship position between the two halves of a split drive shaft, the Model MGA uses a sliding gear to shift power between the vehicle's wheels and its own output shaft. The sliding gear is positioned by a manual or air or vacuum-powered shift mechanism. With dual auxiliary output shafts for unsurpassed versatility, vertical or horizontal mounting for ease of installation, and the world-famous Hale reliability, the Model MGA deserves to be your choice for virtually all split-shaft gearbox applications.

The sliding gear is shown here in the auxiliary power position where it disengages the main drive shaft and engages internal gearing to drive the auxiliary output shaft. In the road position, it locks the split drive shaft into a single unit to power the vehicle.



Contact Us

Phone 03 9466 1244

Email gaam.au@tycoint.com

Website www.gaam.com.au