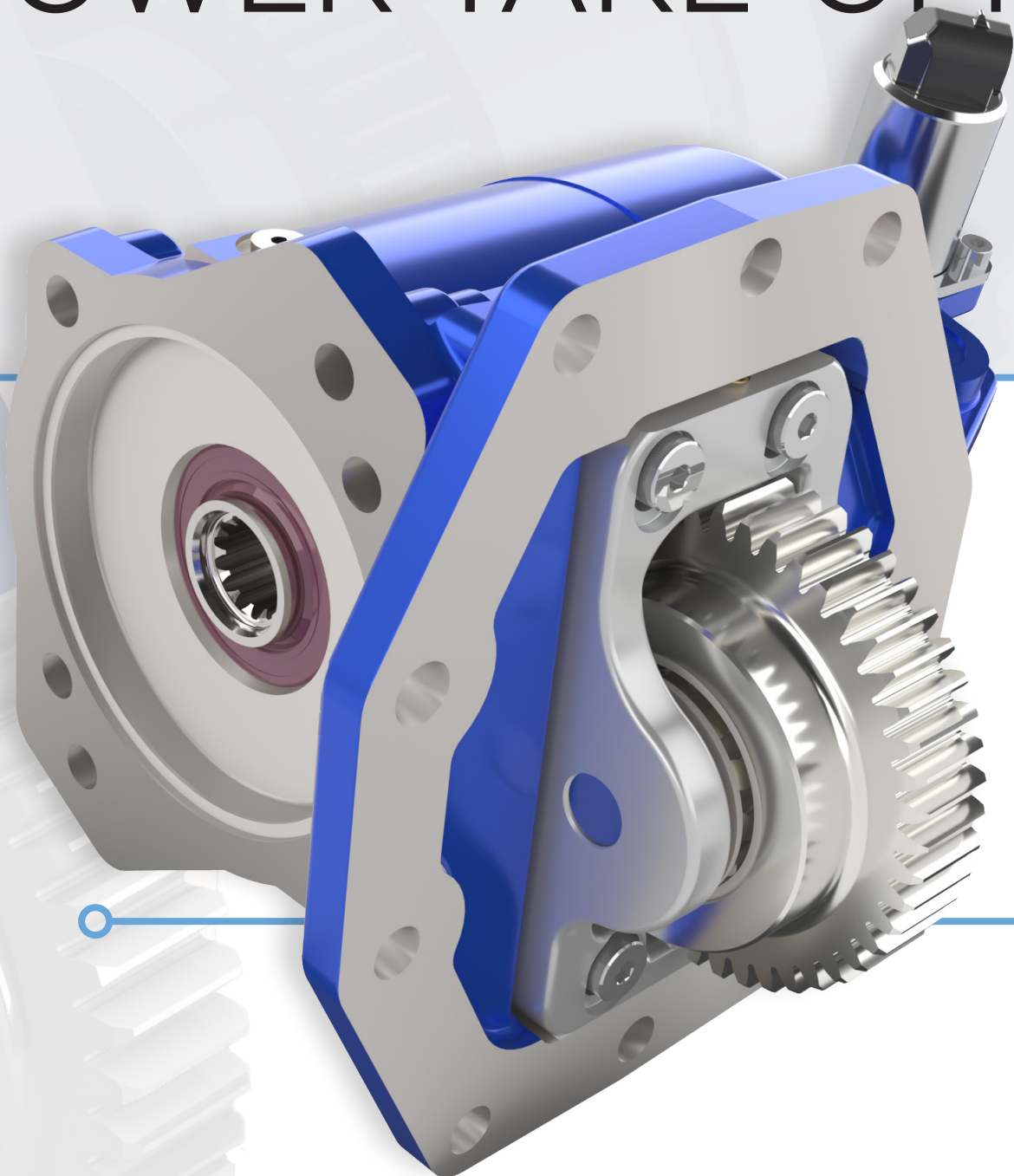




F22 SERIES

POWER TAKE-OFF

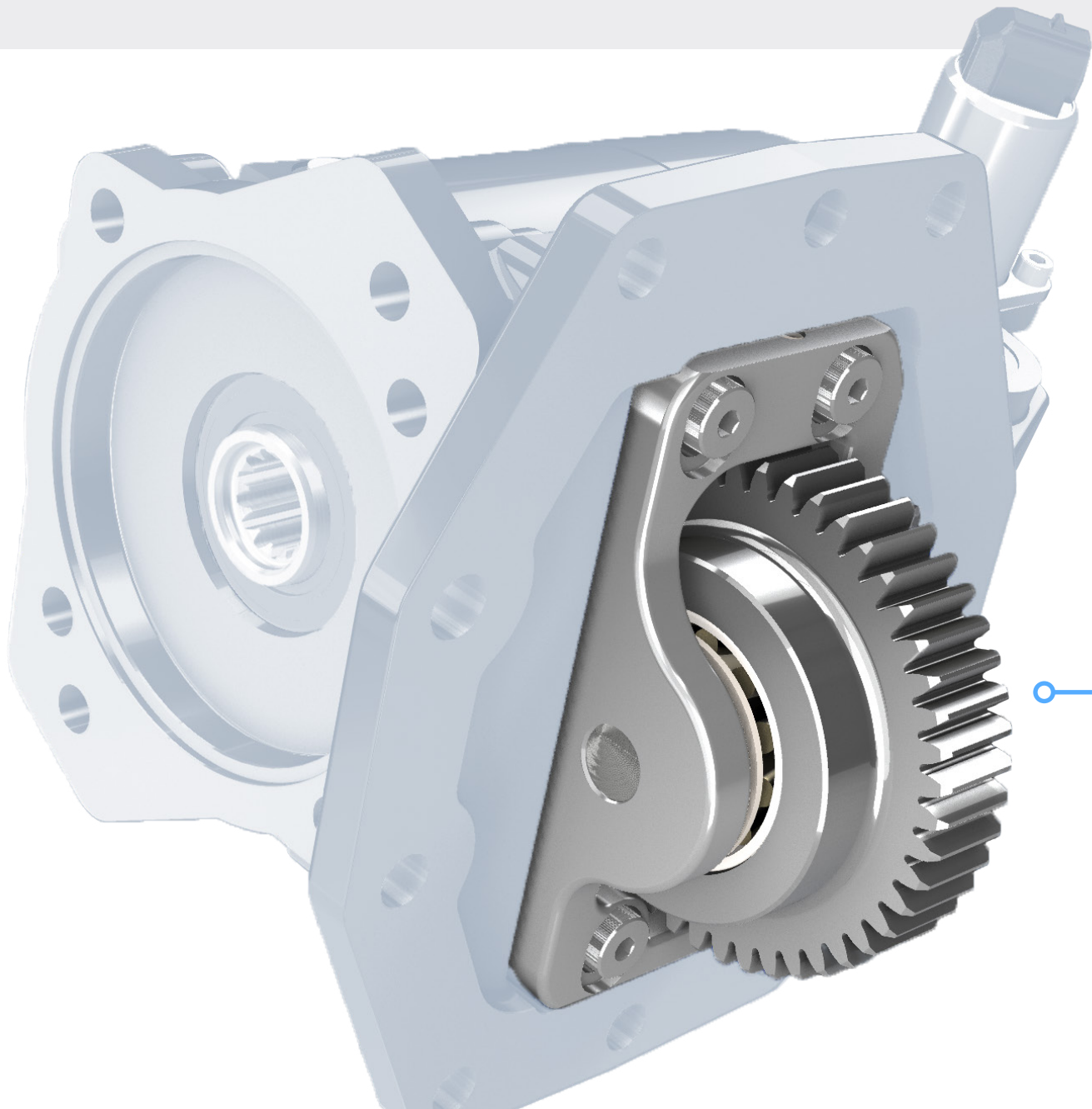


PRODUCT OVERVIEW

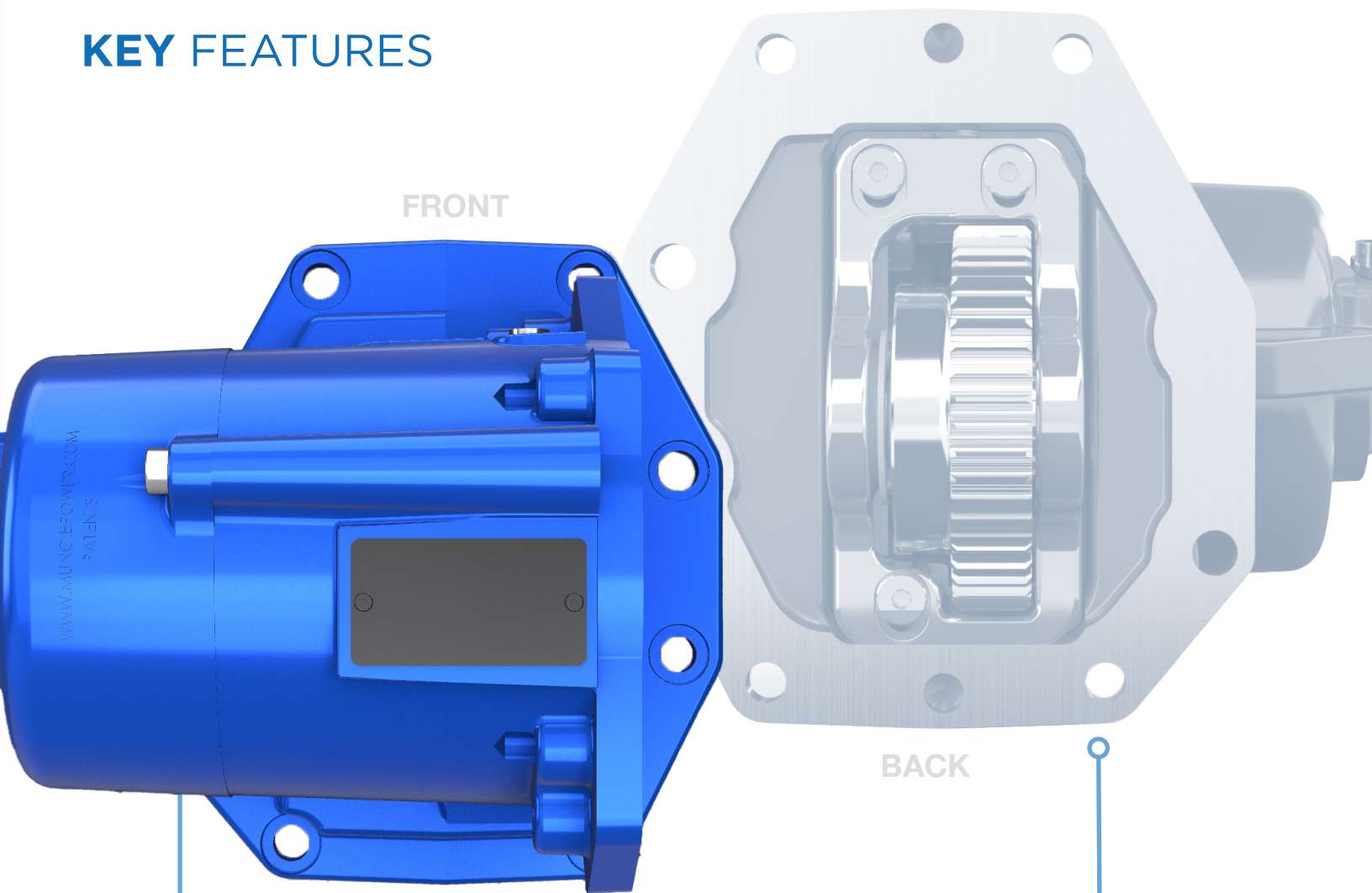
The new **F22 SERIES POWER TAKE-OFF** is specifically designed for applications utilizing the new 10R140 Series transmissions in 2023 and beyond Ford F-650 & F-750 diesel trucks. This medium-duty PTO series features a new 8-bolt mounting pattern unique to this transmission, and includes Muncie Power's patented noise abatement technology. The F22 Series will be compatible with the Muncie Start[®] and has a robust torque rating of 300 ft.lbs. at the transmission gear.

TARGET MARKETS

- Utility
- Tow & Recovery
- Dump
- Service
- Fire & Rescue
- Snow & Ice
- Refuse



KEY FEATURES



NEW DESIGN

The F22 Series PTO features a brand new 8-bolt mounting pattern that is specific to Ford's 10R140 transmission. These transmissions will be standard in F-650 & F-750 Super Duty diesel trucks beginning in model year 2024.

QUIET TECHNOLOGY

The F22 Series will feature the same patented, spring-loaded rattle abatement technology introduced in the F20 Series.

MODEL NUMBER CONSTRUCTION

F22-F13 12-DX 5 BB PX

PTO SERIES

Ford – F22

TRANSMISSION GEAR

Ford 10R140 – F13

INTERNAL SPEED RATIO

12 – 1.18:1

SHIFT TYPES

DX – 12 V Elec/Hyd Diesel

DS – 12 V Elec/Hyd Diesel **Muncie Start®**

RX – 12 V Limited Harness

RS – 12 V Limited Harness **Muncie Start®**

ARRANGEMENT

5 – Top/No Offset

SPECIAL FEATURES

PX – Single Mode
(Stationary **OR** Mobile)

PB – Dual Mode
(Stationary **AND** Mobile)

OUTPUT TYPES

1X – 1¼" Round Shaft (Standard)

BA – SAE "B" 7/8"-13T Shaft;
SAE "A" 2-Bolt Flange

BB – SAE "B" 7/8"-13T Shaft;
SAE "B" 2-Bolt &
4-Bolt Flange

TA – ¾"-11T Shaft; SAE "A"
2-Bolt Flange

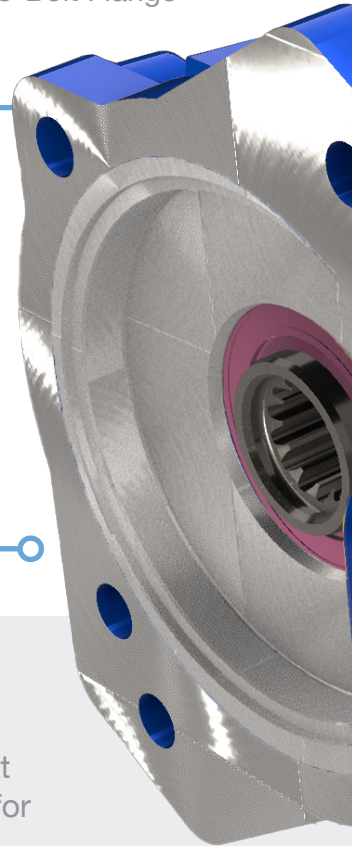
TN – ¾"-11T Shaft; MPP
"N" Mount (Standard)

UU – ISO 14 25mm 6T, 21
UNI 222 3-Bolt Flange

STANDARD PUMP FLANGE

Previous generations of PTOs were limited to what pumps could fit due to the chassis on older Ford trucks. The F-650 & F-750 diesel trucks in 2023 will provide ample space allowing the use of five different Muncie Power series of hydraulic pumps directly to the PTO. **NO MODIFICATIONS** to pump housings or flanges will be needed.

Reference our QR Catalog for more details pertaining to your specific installation.



MUNCIE START®

An electronically controlled module that eliminates torque spikes upon startup for high-inertia applications commonly associated with a driveline setup.

Use shift codes:

- DS – 12 V Diesel Elec/Hyd
- RS – 12 V Limited Harness

KEY FEATURES *continued*

PROVEN TECHNOLOGY

- Proven clutch pack technology to ensure optimal output and long-life for your application
- The same 12 V solenoid technology you already know and trust

MINIMAL LEAK POINTS

- No external lube hoses - single hose connection for clutch activation
- Internal pressure lubrication to bearings

OUTPUT RATINGS

SPEED RATIO

12

% OF ENGINE SPEED

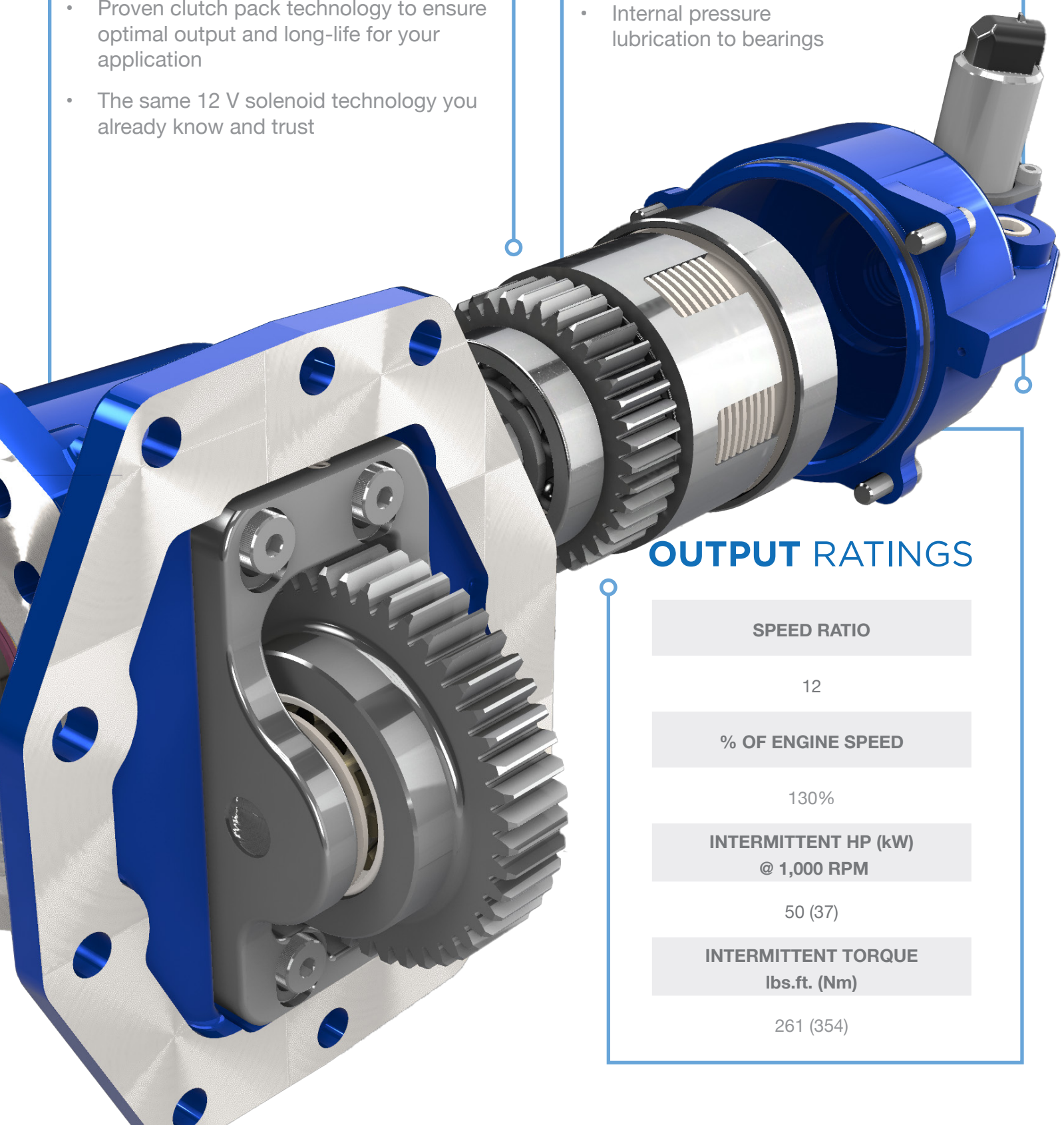
130%

INTERMITTENT HP (kW) @ 1,000 RPM

50 (37)

INTERMITTENT TORQUE lbs.ft. (Nm)

261 (354)



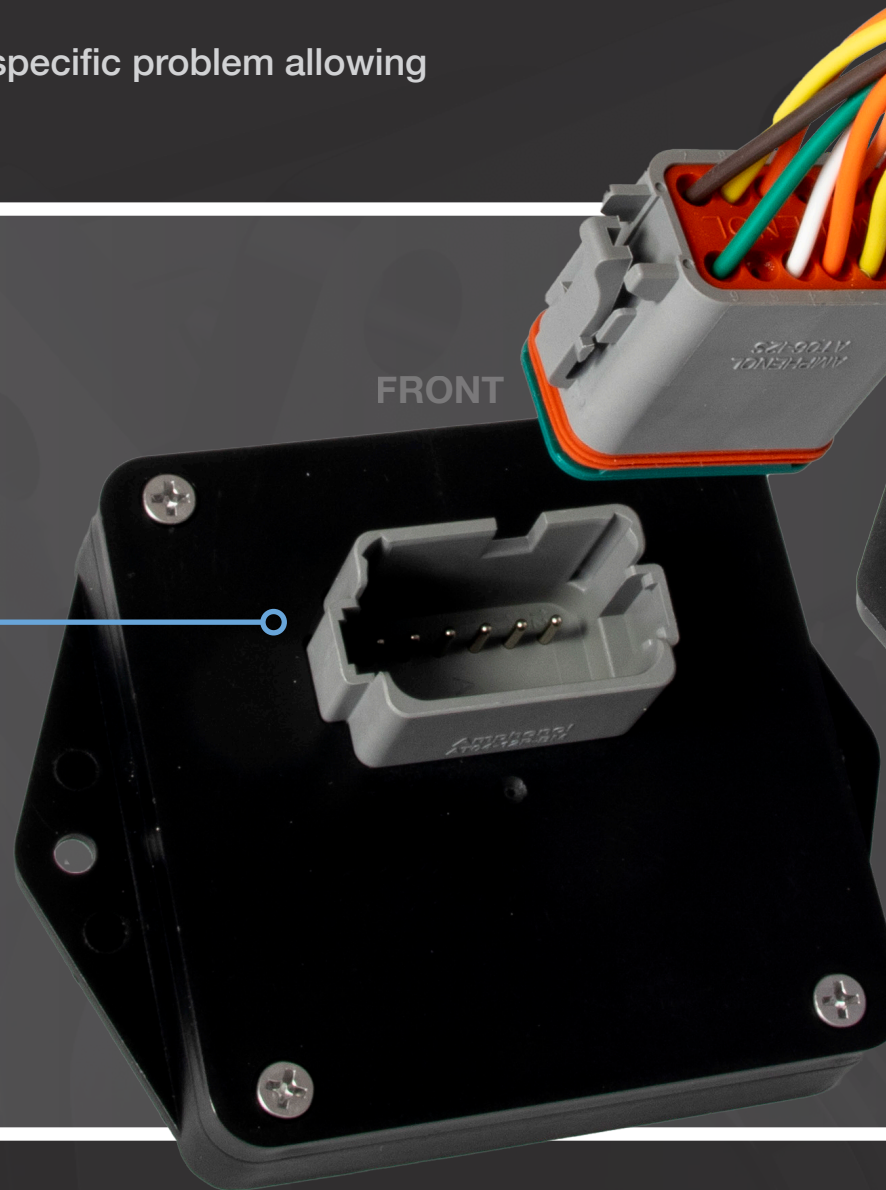
RPM CONTROL MODU

A new plug & play wire harness module—that will become standard—will be introduced with the F22 Series. This wire harness makes installation and configuration much easier. A LED—located on the back of the module—will provide diagnostic information in order for you to better diagnose any issues that may arise in the install process.

- Simplifies installation process
- Replaces traditional analog components and harnesses
- LED sequences will notify of specific problem allowing for easier troubleshooting

12-PIN PLUG & PLAY CONNECTOR

MODULE INTEGRATION SIMPLIFIES INSTALL AND ALLOWS FOR DIAGNOSTIC READ OUTS.



ULE

NO MORE SPLICING WIRES

NO SPLICING OF WIRES NEEDED.
HARNESS COMES READY FOR YOUR
MOBILE OR STATIONARY NEEDS.

TAKE OUT THE GUESS WORK

+ AND - BUTTONS REPLACE
ANALOG POTENTIOMETER
ATTACHED TO PREVIOUS
WIRE HARNESSSES.

LED PROVIDES INDIRECT
FEEDBACK ON ERRORS.

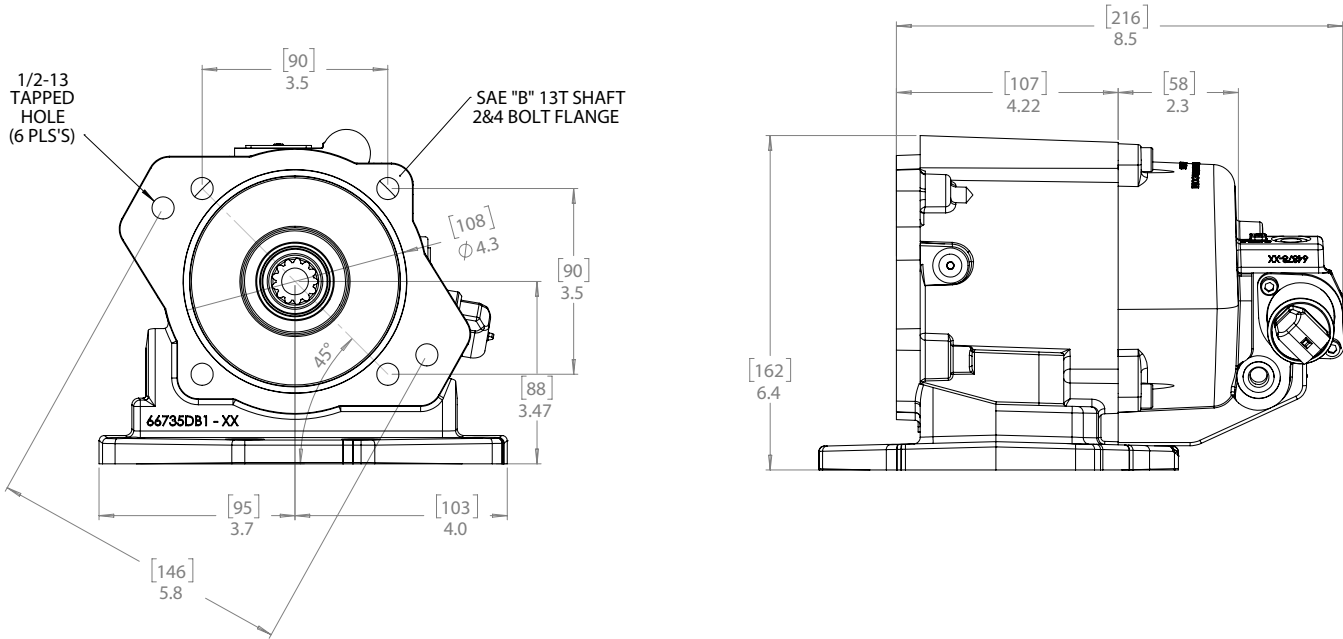
MUNCIE

BACK

OUTPUT OPTIONS

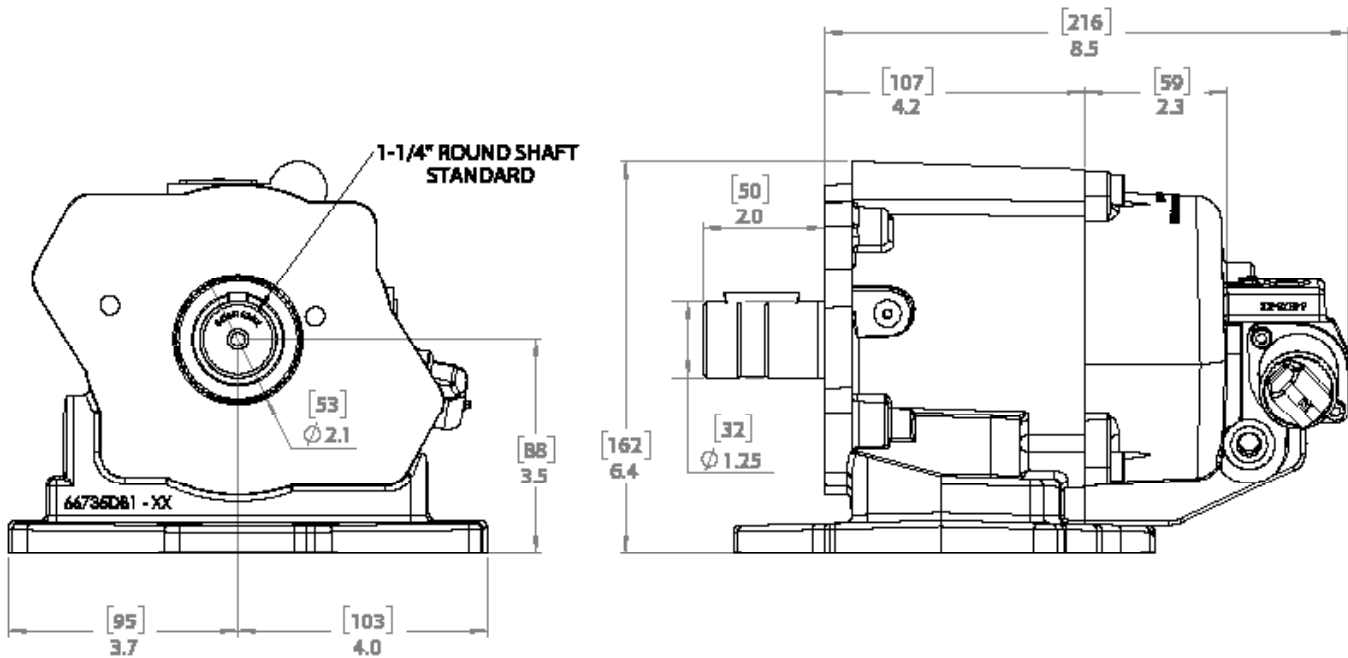
SAE B 2- & 4-BOLT

BB Output – SAE “B” 7/8"-13T Shaft; SAE “B” 2- and 4-Bolt Flange



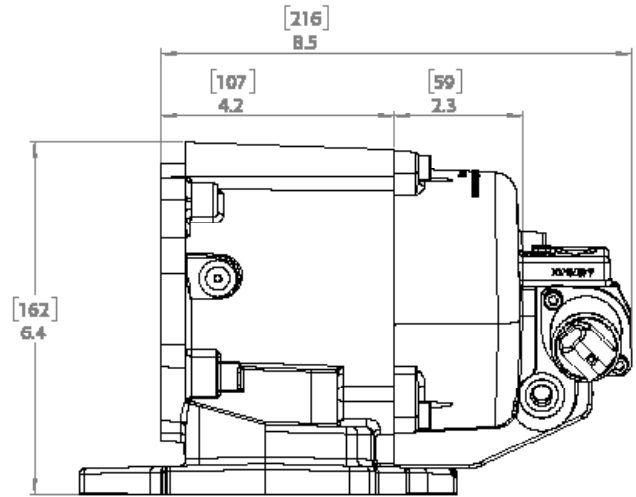
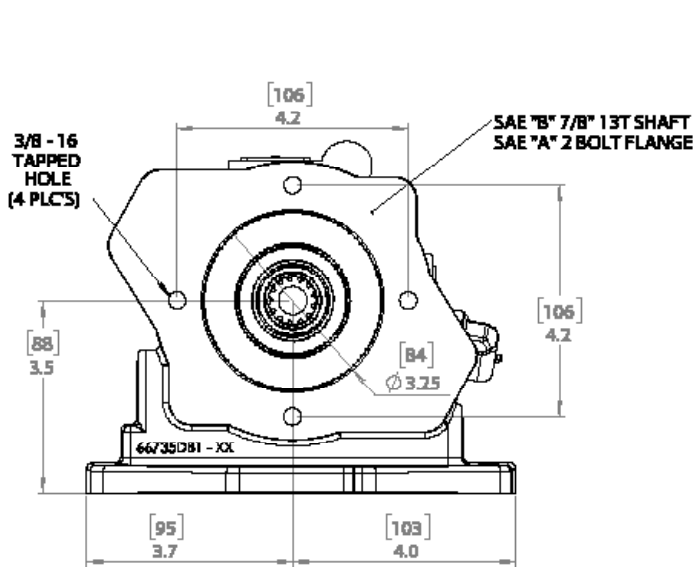
REMOTE MOUNT

1X Output – 1/4" Round Shaft (Standard)



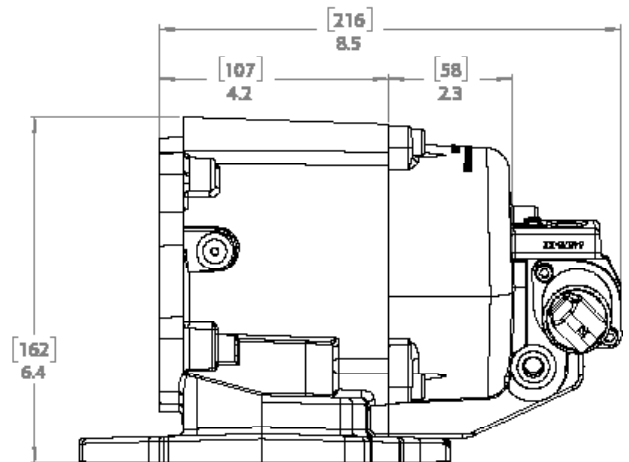
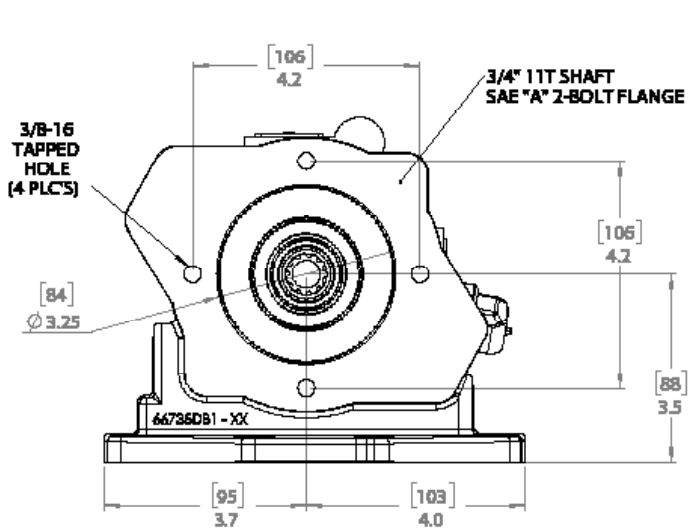
SAE A 2-BOLT

BA Output – 7/8"-13T Shaft; SAE "A" 2-Bolt Flange



SAE A 2-BOLT

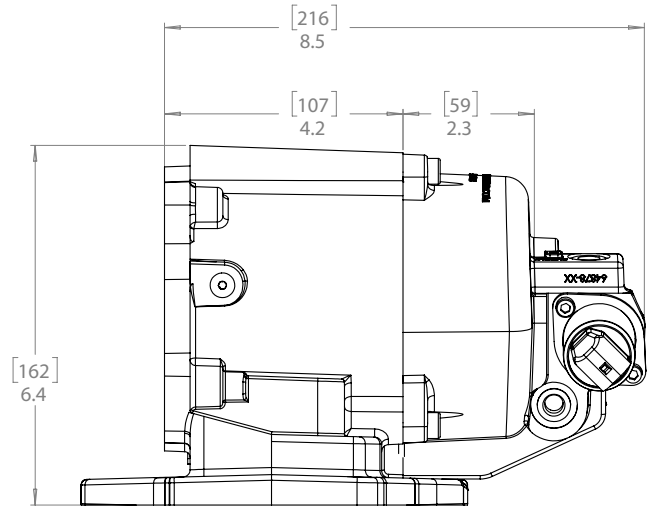
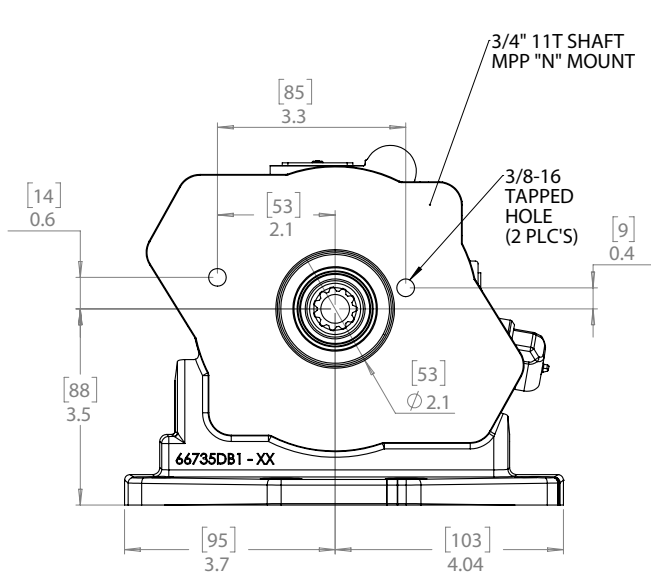
TA Output – 3/4"-11T Shaft; SAE "A" 2-Bolt Flange



OUTPUT OPTIONS *continued*

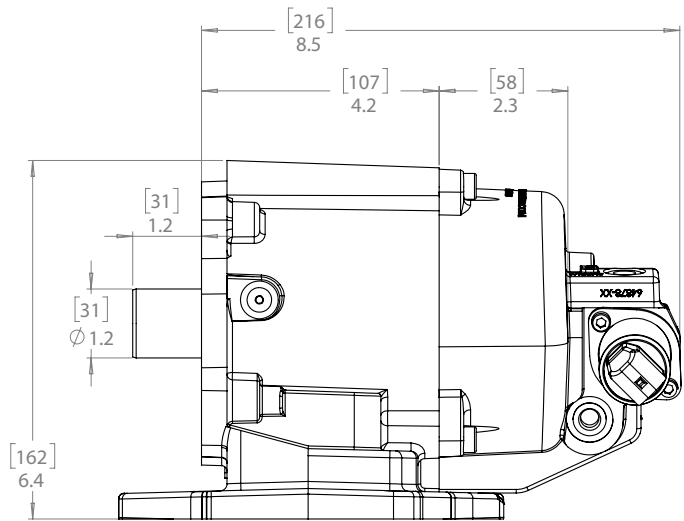
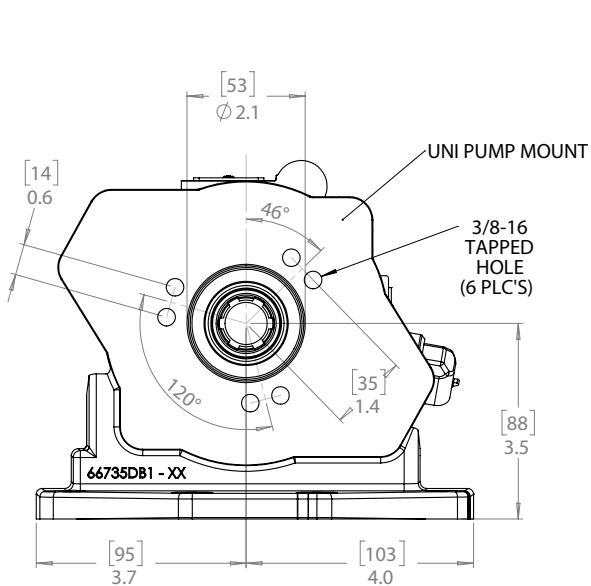
MPP "N" MOUNT

TN Output – 3/4" -11T Shaft 2-Bolt Flange



UNI 222 3-BOLT

UU Output – ISO14 25mm 6T Shaft, 21 UNI 222 3-Bolt Flange



COMPATIBLE PUMPS

F SERIES

The pressure balanced bushing blocks and sleeve bearings provide both extra long life and high performance.

**Requires TA or TN output options*

DISPLACEMENT (cu.in.)

.37–2.01

GPM @ 1,000 RPM

1.6–8.7

MAX PRESSURE (PSI)

3,625



H SERIES

The H Series gear pump is all cast iron and designed to handle medium-flow systems.

DISPLACEMENT (cu.in.)

.62–2.48

GPM @ 1,000 RPM

2.7–10.7

MAX PRESSURE (PSI)

3,500



K SERIES

The K Series gear pump feature a four-port, bi-rotational construction and can be ordered in either a direct-mount or remote-mounted configuration.

DISPLACEMENT (cu.in.)

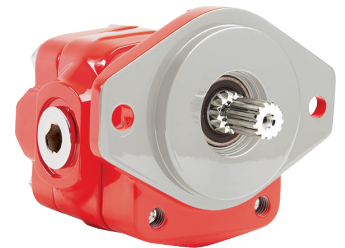
.98–3.94

GPM @ 1,000 RPM

4.2–17.1

MAX PRESSURE (PSI)

3,000



S SERIES

Designed specifically for use on small single or tandem axle dump trucks. The S Series hoist pump features a roller bearing design and can be air, lever, or cable shifted.

DISPLACEMENT (cu.in.)

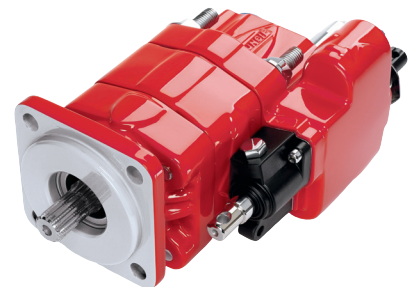
1.47–3.94

GPM @ 1,000 RPM

6–15

MAX PRESSURE (PSI)

3,000



PT2-025 SERIES

The PT2-025 Series bent axis piston pump is a high efficiency pump designed for applications requiring higher pressure and low flow rates.

**Requires UU output option*

DISPLACEMENT (cu.in.)

1.56

GPM @ 1,000 RPM

6.75

MAX PRESSURE (PSI)

6,525



All flow rates are theoretical



A Member of the Interpump Group

MP22-02 (Rev. 11-23)

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