Important Information

DESIGN FEATURES

- Power Train Saver Torque Fuses provide protection for drive train, pump components and industrial applications from over torque damage and eliminates down time.
- Fuses are designed to shear under heavy torque conditions *just prior* to over torque damage on differentials, gears, axles and drive shafts.
- Torque fuses are engineered, tensile tested, weight rated, accurate & durable.
- Fuses are identified with an engraved letter / number on one end corresponding to their rating on pages 2,3,9,10,11 of this guide.
- After shearing, the Power Train Saver unit rotates on an internal support system.

Power Train Saver works on all shaft driven equipment including:

Trucks - Light, Medium & Heavy Duty

Industrial - Petroleum, Mining, Forestry, and Manufacturing

Marine - Tug Boats, Ferries, Pleasure Craft, etc

SPECIFICATIONS

Fuse Letter	Ft./Lbs	Fuse Nut Size	Fits PTS w/diameter	Fuses per Set
0 to 13	2,000 - 8,5000	15/16”	6”	Sets of 3
F to Z	5,500 - 25,500	1 - 1/8”	8”	Sets of 3
4F to 4Z	25,000 - 45,000	1 - 1/8”	10”	Sets of 4

INSTALLATION NOTES Weld-in Savers

- The Power Train Saver (PTS) must be installed by a qualified drive line mechanic.
- Do not pre-heat the PTS unit; pre-heat tube only if needed and weld as directed (Welding procedure on Page 5 of this guide)
- The PTS is normally installed on the drive shaft ahead of the front differential however; it can be installed on a different drive shaft. The PTS must be installed on the weld-in yoke end on all shafts. (See installation instructions Page 4)
- Ensure that angles and RPMs on drive shafts do not exceed the manufacturers' specifications. In cases where angles and RPMs exceed manufacturer specifications the Power Train Saver must be installed ahead of the steady bearing or ahead of the transmission / gear box on the stationary drive shaft. **Note:** In this case, lighter than charted fuses are required. Consult a qualified technician to correctly calculate gear ratio formula for torque fuse sizing.
- Weld-in style Power Train Savers are designed with either an internal bushing (Pages 2 & 3) or an internal sealed bearing (Page 11).
- PTS units with bushings must be shut down promptly after shearing whereas bearing units can be rotated for an extended period of time after shearing.

INSTALLATION NOTES Flange Savers

- The PTS Flange unit bolts up to the companion flange of the drive shaft and the input / output flanges of pumps, transmissions, gear boxes etc . . (Instructions on Page 8, 9 & 10 of this guide)
- Flange Power Train Saver units come in 8”, 11” & 12” flange face to flange face.
- Flange PTS units are designed with internal sealed bearings.

TORQUE FUSE TROUBLESHOOTING

Please see Page 13 for troubleshooting Torque Fuse shear patterns.

Power Train Savers will do special orders for items not listed in this catalogue. Additional design and production times would apply to the order