

Tracked vehicle transmissions

Applications



SAPA Placencia

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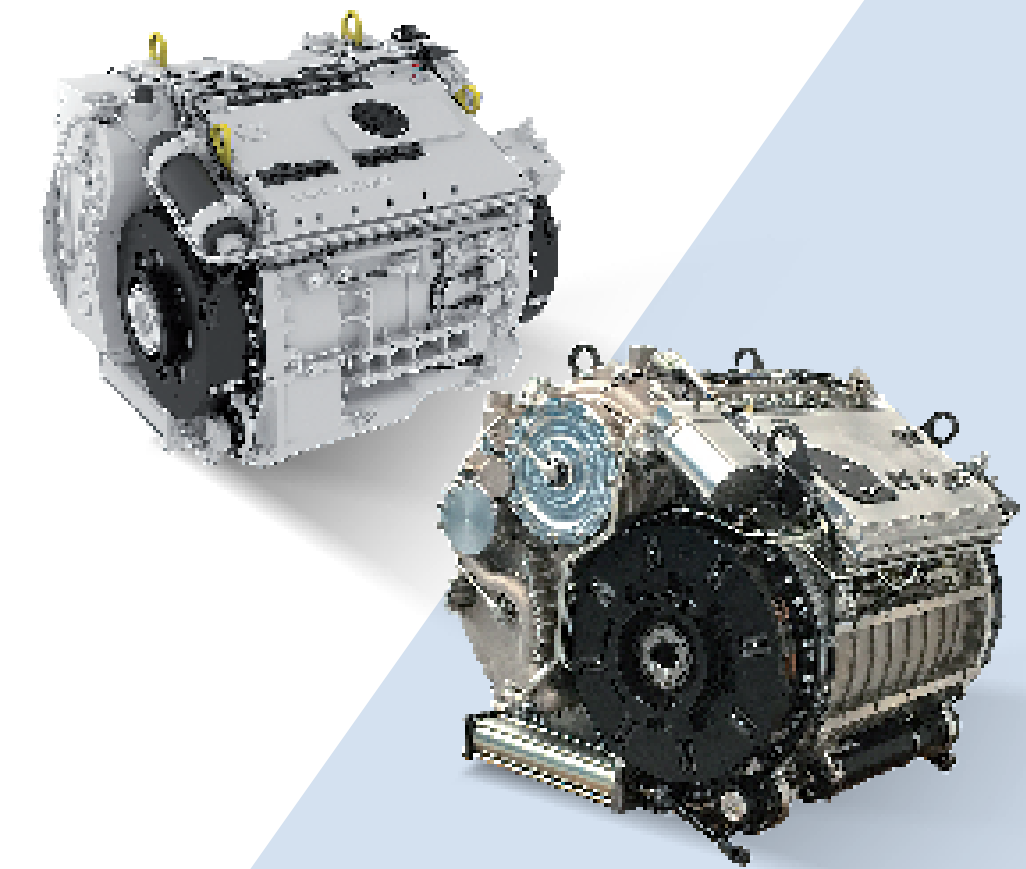
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Tracked Vehicle Transmissions



SG1001_EN_1810

Mobility through efficiency

By eliminating hydraulic power transmission systems from the power path in both the propulsion and steering systems, our transmissions deliver the highest power to the tracks allowing the vehicle excellent maneuverability and control.

The propulsion system of our transmissions is a 32 speed electro-hydraulically controlled power-shift. The ratio spread is minimum 20 and the different ratios are divided into 4 ranges; each of them is suitable for different terrain and maneuver conditions.

The transmission steering is controlled by a system allowing optimum control of the vehicle at high speed and during sharp turns. The steering system performs differential steering, pivot and neutral pivot. With “steer by wire”, no effort is demanded to the driver by the steering

system, therefore handling of the vehicle is enhanced and driver fatigue is reduced.

Our transmissions, with a minimum ratio spread of 20 and 90% efficiency, enable operations in extreme torque demanding conditions that are performed smoothly and precisely. The inherent high efficiency of the technology is derived from the elimination of the hydraulic power systems,. This requires significantly less power from the engine. This improves vehicle mobility, reduces noise and optimizes fuel consumption.

The transmission’s high efficiency is maintained in all operating conditions. An additional benefit derived from this characteristic is that the power-pack cooling system does not need to be oversized and the vehicle will overheat because of the transmission.

Advantages

Q-CVT Transmission

High acceleration

Increased mission range

High performance

Easy maintenance

High reliability

Less fuel consumption

Low preventive maintenance

The transmissions brake system provides service, parking and emergency functions. The technology permits the use of engine brake in all conditions.

Rating & specification

Technical characteristics

Model	SG 450	SG 850	SG 850B	ACT 850	ACT 1000
Max. engine power (hp/kW)	450/331	850/625	850/625	850/625	1000/735
Max. vehicle weight (ton)	22	40	55	50	55
Number of gears	32	32	32	32	32
Ratio Spread					
Forward range	15:29 to 0.77	20:1 to 1:1	20:1 to 1:1	17:1 to 0.83:1	33:1 to 1:1
Reverse range	15:33 to 1.54	35:1 to 1.75:1	35:1 to 1.75:1	30:1 to 1.45:1	35:1 to 1.75:1

Physical description

Model	SG 450	SG 850	SG 850B	ACT 850	ACT 1000
Width (in)	43.3	42.1	60.6	36.9	40.5
Length (in)	24.0	47.2	38.2	34.3	31.9
Height (in)	29.3	35.5	36.2	33.4	34.4
Dry weight (lb)	2976	3968	3858	3086	3520
Powerpack configuration	T	L	T	T,U	T,U

Power take off provision

Model	SG 450	SG 850	SG 850B	ACT 850	ACT 1000
Drive	Engine	Engine	Engine	Engine	Engine
Mounting position	Double side	Right side	Right side	Right side	Right side
Power rating (hp)	100 Right 100 Left	134	134	400	400

Oil system

Model	SG 450	SG 850	SG 850B	ACT 850	ACT 1000
Capacity (US gallons)	11,89	23,77	23,77	18,49	19,81
Filters	Integral	Integral	Integral	Integral	Integral
Oil level sensor	Standard	Standard	Standard	Standard	Standard

Recommended oil types for all models are SAE 5W 30/SAE 15W 40 /SAE 10W /SHELL SPIRAX S6 ATF 2M /A295 /S4 ATF HDX

Key benefits

Torque converter eliminated

Efficiency higher than 90% in any condition

“Drive by wire” steering system

Pure mechanical steering transmission

Brake system with emergency, parking and service brakes

Manual emergency system

Diagnosis and autodiagnosis