Logan Self-Adjusting Bell Housing PTO Clutches Now available for Field Retrofit into 2005 and older – Oshkosh H-Series Blowers

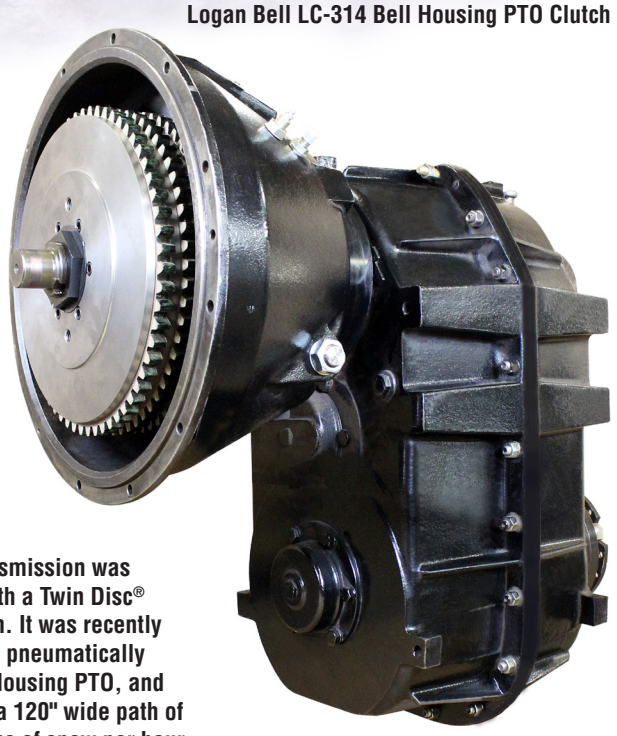
Logan self-adjusting Bell Housing PTO clutches have been standard equipment on all Oshkosh H-Series Blowers manufactured since 2005. Hundreds of Logan units are in the field, operating at a high level of excellence and readiness for major U.S. Airports such as Chicago O'Hare, Boston Logan, Cleveland-Hopkins, Buffalo Airport, and more.

OshKosh H-Series Snow Blower Truck with Logan Bell LC-314 Bell Housing PTO Clutch

The Logan Advantage: The advantage of the Logan clutch is its ability to engage the snow blower drivetrain hydraulically (for factory blower trucks), and pneumatically (for pre-2005 H-Series field retrofits). This eliminates the use of a mechanical hand lever or yoke type clutch engagement system, which requires frequent mechanical adjustments – many times during snow removal conditions, which leads to downtime and inconsistent operation. For example, mechanical clutches that were improperly adjusted, often led to disc wear and eventual clutch failure – requiring the truck to be taken out of commission, requiring many hours to pull the blower trucks drivetrain – and replace the clutch entirely with a new disc pack and linkages.

Logan and Jackson Hole Airport: Logan Clutch provided Jackson Hole Airport with a reverse compatible Logan Retrokit®. This enabled some of these pre 2005 Oshkosh H-Series Blower Trucks to swap out their mechanical Twin Disc clutch with a Logan.

"Making the switch was easy," says Randy Knepper, Fire Chief Vehicle Maintenance Supervisor of Jackson Hole Airport. He continued, "During field service, we pulled the old Twin Disc Mechancial Clutch and drive ring, along with all of the linkages, levers and yokes, and replaced the clutch with a Logan RP 314 Series clutch. The Logan design uses the same shaft, drive ring and shaft taper as the Twin Disc mechanical clutch, making the changeover relatively quick and easy. All we had to do was drill two holes into the existing bell, and remove a few interference areas in the Bell Housing cast housing, tap into the DOT air pressure, and within a few hours, we were ready for snow" – in time for the 2016 winter season.



This Snow Blower transmission was originally equipped with a Twin Disc® mechanical PTO Clutch. It was recently retrofited with a Logan pneumatically actuated LC-314 Bell Housing PTO, and is capable of clearing a 120" wide path of snow, moving 6000 tons of snow per hour

Logan Clutches – How They Work

Pressurizing the cylinder forces the piston to clamp and lock the friction and steel separator discs. When pressure is removed, release springs separate the friction and steel discs, maintaining a running clearance when disengaged.

Push Button Actuation - Eliminates Mechanical Linkages

Self-adjusting piston travel compensates for any disc wear eliminating the need for mechanical adjustment (i.e. levers, linkages, and yokes). The amount of hydraulic or pneumatic pressure applied regulates the amount of torque transmitted through the clutch. Push-button, remote activation from a control panel or cab is now possible.

Standard Specifications:

Standard Logan Bell Housing PTO's are available for all engine sizes ranging from 50 to over 3000 HP, and from No 2. Up to No. 00 sizes with input torque ratings from 150 (000Nm) to over 10,000 Lb. Ft. (00000 Nm)

Air / Fluid operating pressures range from 100 (6,9 bar) to 200 psi (13,8 bar) for standard models. Operating speeds range from 1 to 3,500 RPM.

Contact Logan today to learn how you can breathe new technology into your existing fleet of Oshkosh H-Series Blowers

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