



Hydraulic Systems

PTO

4100 4250 series

User Manual



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CAUTION

TO PREVENT POSSIBLE INJURY:

DO NOT go underneath the vehicle with the engine running.

DO NOT attempt to work on an installed Power Take-Off with the engine running.

DO NOT operate the controls of the Power Take-Off or other driven equipment from underneath the vehicle with the engine running.

DO NOT operate the controls of the Power Take-Off or other driven equipment in any position that could result in getting caught in the moving machinery.

Make sure to block any moving or raised device that may injure a person working on or under the truck. A lever or its linkage may be accidentally moved causing movement of the device which could cause injury to a person near the device.

IMPORTANT

Because most of our Bezares Power Take-Offs and P.T.O. drive lines are sold through distributors, the product applications and the resulting degree of exposure to danger of the operators are beyond the knowledge and controls of BZ U.S.A.

Therefore, the proper installation of the P.T.O. and its associated equipment, and the decisions of whether to install guards and/or warning signs shall be the responsibility of the designers or installers.

! DANGER

! PELIGRO

**NEVER GET
UNDER THE
TRUCK IF
THE ENGINE
IS RUNNING!**



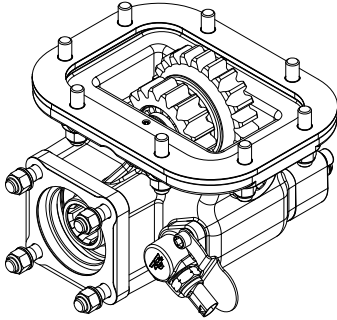
**You may be
hurt or killed.**

**¡NUNCA SE
META DEBAJO
DEL CAMIÓN
CUANDO EL
MOTOR ESTÉ
EN MARCHA!**

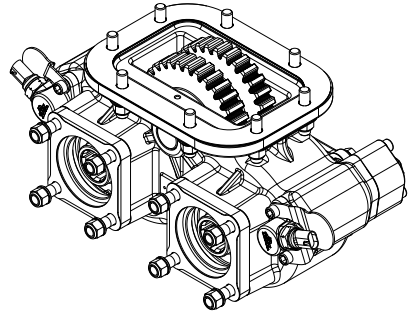
Foreword

Since it is our major objective to show you how to get additional and more profitable miles from truck, tractor and trailer components, we want to provide you with information on the installation of 1000, and 2000 Series.

We all realize that an inadequate transmission will overwork any Power Take-Off in a very short period of time. In addition, a mismatched transmission/P.T.O. combination can result in unsatisfactory performance of the equipment right from the start.



P.T.O. 4100 SERIES



P.T.O. 4250 SERIES

Before you order new trucks be sure that you're getting the right transmission/P.T.O. combination. It is of vital importance for efficient performance to have adequate power. To help you select the proper type, size and design of P.T.O. it is advisable to discuss your specific requirements with a Bezares P.T.O. specialist. They know their products and Power Take-Offs. They can inform you about everything you need to know about power, at the right time, before you specify components.

Application Questions

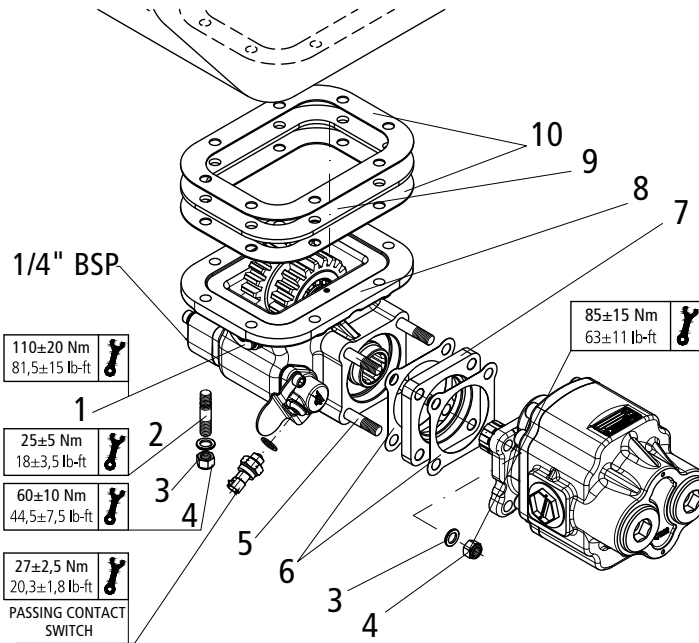
Here are some of the questions that are relevant to the Proper Selections of Transmission mounted Power Take-Offs.

1. What is the make and model of your transmission?
2. Which P.T.O. opening will be used?
3. What accessory is to be driven?
4. How much horsepower is required to drive the accessory?
5. What is the required rotation of the P.T.O.?
6. What is the required P.T.O. output shaft speed as a percent of engine speed?.
7. What is the required method of shifting the P.T.O., mechanical or pneumatic?

Once all of these answers have been determined, a transmission mounted P.T.O. can be selected to meet the horsepower, speed and rotation that you require.

Having made the selection of a P.T.O., you are ready to start the installation.

Fuller 4100 P.T.O. Installation



General Information

The following installation instruction for fitment of the PTO's 4100, 4110 series, should be followed in order to ensure good performance and long life.

Where it is obvious that this instructions have not been followed, then warranty claims will not be accepted.

Mounting Instruction List

Items	Description
1	Inspection plug
2	Stud (8x)
3	Washer (12x)
4	Nut (12x)
5	Stud (4x)
6	Gasket (2x)
7	Spacer
8	PTO housing
9	Spacer
10	Gasket (2x)

Installation Method

Drain the gearbox and clean the cover plate and surrounding area to prevent ingress of dirt.

Remove the PTO cover and clean the sealing surface.

Mount the studs (2) included in the mounting kit, in accordance with the torque shown.

Fit the gasket (10) plus a spacer (9) and plus another gasket (10) on the gearbox and mount the PTO (8).

Mount four of the nuts (4) with the washers (3) in each corner of the PTO mounting flange and fit it to the gearbox applying pressure on its.

The backlash shall be 0,15-0,30 mm (0,006-0,012").

Dismount the plug (1) and check the backlash by turning the gear wheel back and forth. If the backlash is too large, remove the PTO and select a thinner gasket.

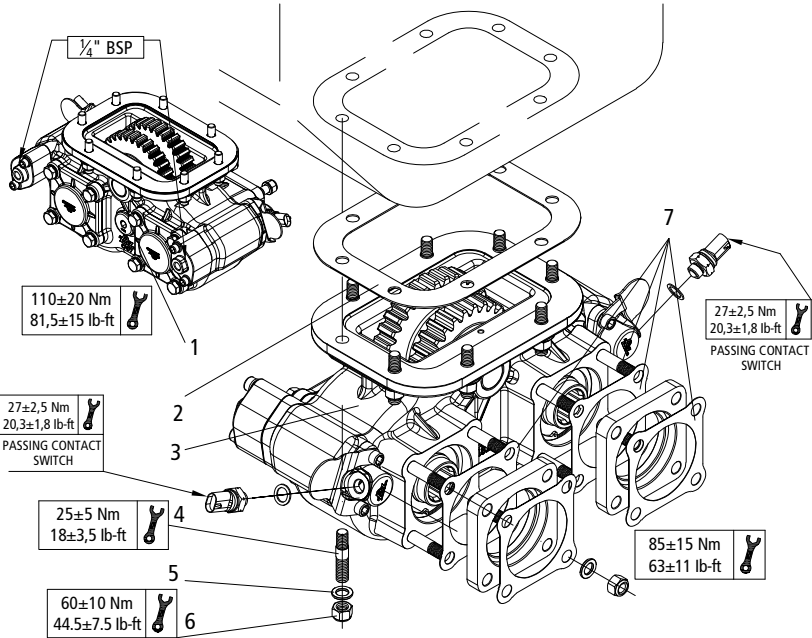
If the backlash is too small, select a thicker gasket or add a second gasket. Fit the PTO with nuts (4) and washers (3) in accordance the torque shown.

Thread again the inspection plug (1) using Loctite 270 or similar, tightening to the torque shown.

Fit gasket (6) plus a spacer (7) and plus another gasket (6) between pump and PTO. Apply pressure on nuts (4) and its washers (3) in accordance the torque shown.

NOTE: In the 4110 series do not mount the spacer (9) and one of the gaskets (10).

Do not forget to refill the gearbox with suitable oil and up to level. Drive the vehicle for a short distance, park the vehicle and shut down, then verify.



General Information

The following installation instruction for fitment of the PTO's 4200 & 4250 series 2 independent outputs, should be followed in order to ensure good performance and long life.

Where it is obvious that this instructions have not been followed, then warranty claims will not be accepted.

Mounting Instruction List

Items	Description
1	Inspection plug
2	Gasket
3	PTO housing
4	Stud (8x)
5	Washer (16x)
6	Nut (16x)
7	Gasket (4x)

Installation Method

Drain the gearbox and clean the cover plate and surrounding area to prevent ingress of dirt.

Remove the PTO cover and clean the sealing surface.

Mount the studs (4) on the gearbox in accordance to the torque shown.

Fit the gasket (2) and mount four of the nuts (6) with the washers (5) in each corner of the

PTO mounting flange and fit it to the gearbox applying pressure on its.

Dismount the plug (1) and check the backlash by turning the gear wheel back and forth.

If the backlash is too large, remove the PTO and select a thinner gasket.

If the backlash is too small, select a thicker gasket or add a second gasket

Fit the PTO with nuts (6) and washers (5) in accordance the torque shown.

Check the final backlash before the inspection plug is being fitted, accordance with the torque shown and using Loctite 270 or similar. Fit a gasket (7) plus between PTO (3) and pump or adapter. Apply pressure on nuts (6) and its washers (5) in accordance with the torque shown.

For mount the switch, thread the switch with its washers, tighten the switch in accordance with the torque shown in the drawing.

Do not forget to refill the gearbox with suitable oil and up to level.

Drive the vehicle for a short distance, park the vehicle and shut down, then verify.

P.T.O. Shifting Procedure & Precautions

CAUTION

This vehicle is equipped with a Power Take-off. Shut engine off before working on Power Take-Off or getting below vehicle. Consult operating instructions before using.

POWER TAKE-OFF OPERATION VEHICLE STATIONARY.

1. Mechanical Transmission.

- A power take-off is, and should be, operated as an integral part of the main transmission.
- Before shifting the power take-off into or out of gear, disengage the clutch and wait for transmission or P.T.O. gears to stop rotating.

2. Automatic transmission with manual shift P.T.O. (Includes air shift).

On automatic transmissions, the gears in the transmission turn when the transmission is in neutral, therefore, gear clashing will occur if the power take-off is shifted into gear at this time.

With converter driven gear:

- Shift transmission lever into any of drive positions. (This will stop the transmission gear from turning).
- Shift power take-off into gear.
- Shift transmission into neutral. (This will start transmission gears turning.)

This procedure should eliminate gear clash.

IMPORTANT

Failure to follow proper shifting or operating sequences will result in premature P.T.O. failure with possible damage to other equipment.

Endurant PTO Installation

Warning: Follow all local, state and federal safety precautions. Also adhere to all company safety procedures before, during and after PTO installation.

Caution: Protect wiring for more severe environmental and corrosive conditions. It is recommended the installer ensures all wired connections are sealed to help prevent moisture intrusion and reduce possibility of corrosion. Following this recommendation may ensure better performance in severe environmental and/or corrosive conditions.

Note: Read the truck manufacture operation's manual before starting the install.
Reference Eaton: TRIG2600 July 2019 installation Guide for wiring and connection information when installing the Bezares PTOs

Note: Read the truck up fitter document for your particular truck model and manufacturer before starting.

PACCAR INSTALLATION REQUIREMENTS

1. Sales order code KENWORTH: Option code 8205164 - SINGLE ACTING PTO SWITCH
2. When selecting and purchasing the new truck with an (PACCAR) Eaton Endurant transmission, ensure the factory installs the PTO Prep Kit.
3. Ensure the transmission control module (TCM) has the J1939 feature enabled.
4. The PACCAR PTO harness # P92-5075-2000 must also be ordered for the installation.
5. Verify the transmission air tank is charged with appropriate pressure.

ADDITIONAL PETERBILT REFERENCE ONLY CODES

Option 4233900-(1) DASH SWITCH MTD SINGLE ACTING EOA PTO CONTROL ELECTRIC OVER AIR

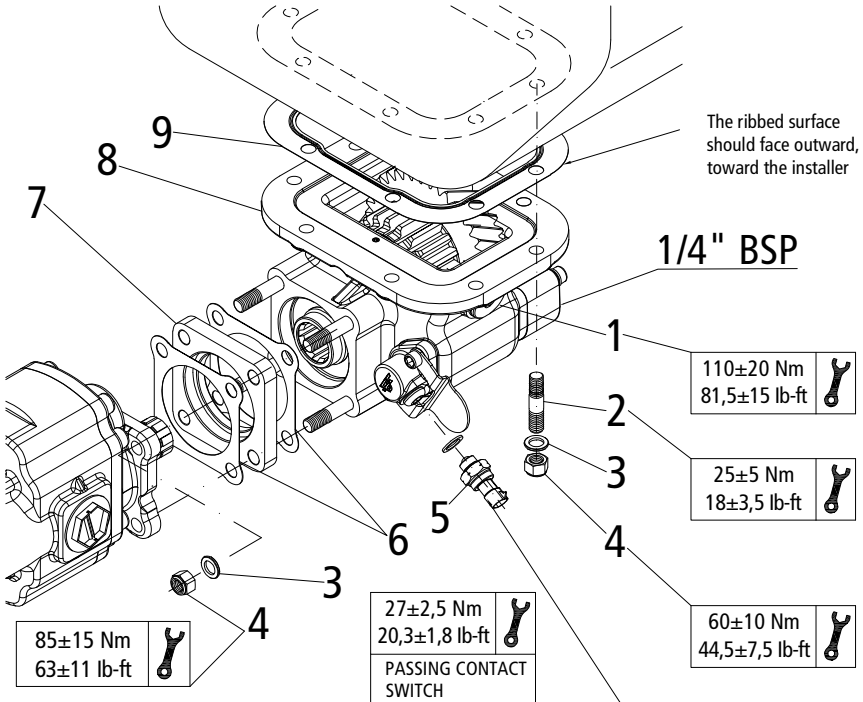
Option 2140460-REMOTE PTO/THROTTLE, 12PIN 250K, BOC/BOS, J1939, REMOTE CONTROLS PROVISION-For control of the engine RPM outside the cab

Option 2140510-REMOTE PRESETS 7 INTERLOCK, 8-PIN, BOC/BOS: requires 2140460 or 2140480. Offers ability to drive engine to a second rpm that is always active when the PTO is engaged with a switch outside the cab

NAVISTAR INSTALLATION REQUIREMENTS

1. Ensure the transmission control module (TCM) has the J1939 enabled
2. Have the dealer order the listed below codes for the correct PTO prep package
Order Sales code: 13WEW-wiring harness PTO
Order Sales code: 13XAA- switch/air manifold
Order Sales code: 13XAR- location-8 bolt bottom

Endurant HD P.T.O. Installation



General Information

The following installation instruction for fitment of the PTO's 4110 series 2 independent outputs, should be followed in order to ensure good performance and long life.

Where it is obvious that this instructions have not been followed, then warranty claims will not be accepted.

Mounting Instruction List

Items	Description
1	Inspection plug
2	Stud (8x)
3	Washer (12x)
4	Nut (12x)
5	Switch
6	Gasket (2x)
7	Spacer
8	PTO Housing
9	Gasket

Installation Method

Drain the gearbox and clean the cover plate and surrounding area to prevent ingress of dirt. Remove the PTO cover and clean the sealing surface.

Fit the studs (2) included in the mounting kit, in accordance with the torque shown. Fit a gasket (9) on the gearbox and mount the PTO housing (8).

Mount four of the nuts (4) with the washers (3) in each corner of the PTO mounting flange (8) and fit it to the gearbox applying pressure on its. Dismount the inspection plug (1) and check the backlash by turning the gear back and forth.

The backlash shall be 0.15-0.3 mm (0.006-0.012").

Fit the PTO with the nuts (4) and the washers (3) tighter the nuts in accordance with the torque shown. Thread again the inspection plug (1) using Loctite 270 or similar, tightening to the torque shown.

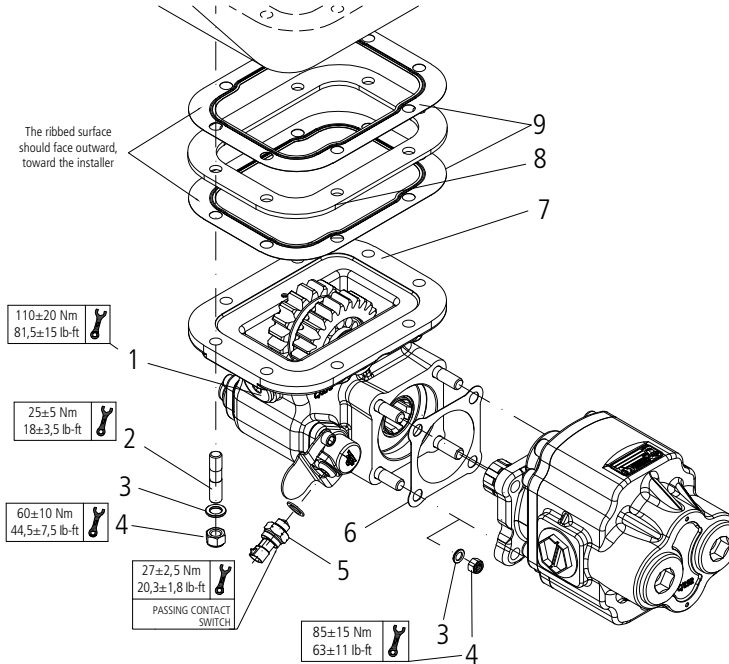
Fit gasket (6) plus a spacer (7), plus another gasket (6) between pump and PTO. Apply pressure on nuts (4) and its washers (3) in accordance the torque shown.

For mount the switch (5), first to dismantle the plug and thread the switch, tighten the switch in accordance with the torque shown in the drawing.

Do not forget to refill the gearbox with suitable oil and up to level. Drive the vehicle for a short distance, park the vehicle and shut down, then verify.

Endurant XD, XD Pro 4100 PTO Installation

Mechanical Installation (PACCAR and NAVISTAR)



General Information

The following installation instruction for fitment of the PTO's 4100 series, should be followed in order to ensure good performance and long life.

Where it is obvious that this instructions have not been followed, then warranty claims will not be accepted.

Mounting Instruction List

Items	Description
1	Inspection plug
2	Stud (12x)
3	Washer (12x)
4	Nut (12x)
5	Switch
6	Gasket
7	PTO Housing
8	Spacer
9	Gasket (2x)

Installation Method

Drain the gearbox and clean the cover plate and surrounding area to prevent ingress of dirt.

Remove the PTO cover and clean the sealing surface.

Fit the studs (2) included in the mounting kit, in accordance with the torque shown. Fit gasket (9) plus a spacer (8), plus another gasket (9) on the gearbox and mount the PTO (7).

Mount four of the nuts (4) with the washers (3) in each corner of the PTO mounting flange (7) and fit it to the gearbox applying pressure on its. Dismount the inspection plug (1) and check the backlash by turning the gear back and forth.

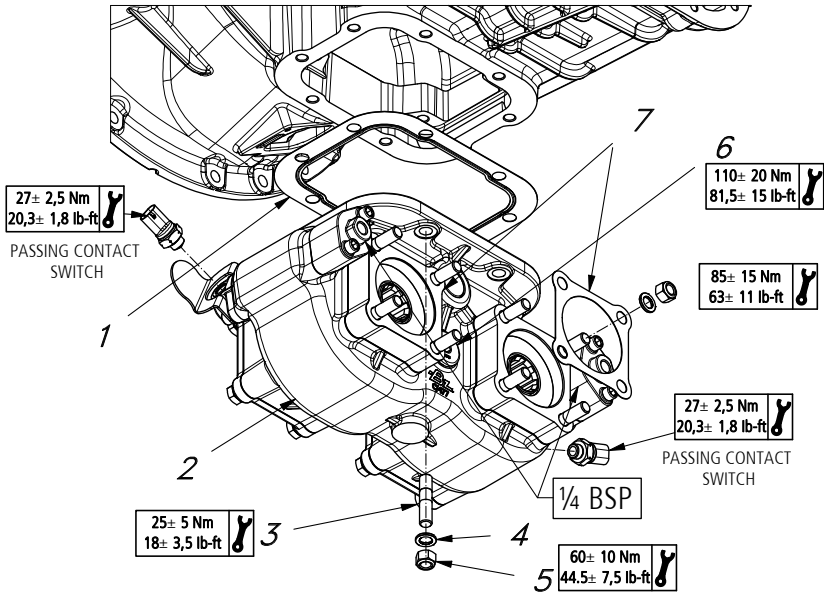
The backlash shall be 0,15-0,30 mm. (0,006-0,012")

Fit the PTO with the nuts (4) and the washers (3) tighter the nuts in accordance with the torque shown. Thread again the inspection plug (1) using Loctite 270 or similar, tightening to the torque shown. Fit gasket (6) between pump and PTO. Apply pressure on nuts (4) and its washers (3) in accordance the torque shown.

For mount the switch (5), first to dismantle the plug and thread the switch, tighten the switch in accordance with the torque shown in the drawing

Do not forget to refill the gearbox with suitable oil and up to level. Drive the vehicle for a short distance, park the vehicle and shut down, then verify.

Endurant XD, XD Pro 4250 PTO Installation



General Information

The following installation instruction for fitment of the PTO's 4200 & 4250 series 2 independent outputs, should be followed in order to ensure good performance and long life.

Where it is obvious that this instructions have not been followed, then warranty claims will not be accepted.

Mounting Instruction List

Items	Description
1	Gasket
2	PTO housing
3	Stud (8x)
4	Washer (16x)
5	Nut (16x)
6	Inspection plug
7	Gasket (4x)

Installation Method

the gearbox and clean the cover plate and surrounding area to prevent ingress of dirt.

Remove the PTO cover and clean the sealing surface.

Mount the studs (3) on the gearbox in accordance to the torque shown.

Fit the gasket (1) and mount four of the nuts (5) with the washers (4) in each corner of the PTO mounting flange and fit it to the gearbox applying pressure on its.

Dismount the plug (6) and check the backlash by turning the gear wheel back and forth.

The backlash shall be 0,15-0,30 mm. (0,006-0,012").

Fit the PTO with nuts (5) and washers (4) in accordance the torque shown.

Check the final backlash before fitting the inspection plug, in accordance with the torque shown and using Loctite 270 or similar. Fit a gasket (7) between PTO (2) and pump or adapter.

Apply pressure on nuts (5) and its washers (4) in accordance with the torque shown.

For mount the switch, thread the switch with its washers, tighten the switch in accordance with the torque shown in the drawing.

Do not forget to refill the gearbox with suitable oil and up to level.

Drive the vehicle for a short distance, park the vehicle and shut down, then verify.

Endurant PTO Installation

Electrical Installation PACCAR



1. Locate the TCM connector, it is on driver side frame rail near top of transmission.

2. Remove end cover from sealed connector to expose pins.

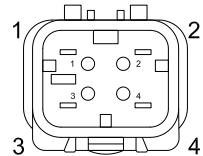


3. Connect wire harness, P92-5075-2000, to connector.

ELECTRIC ENGAGED EQUIPMENT

At the left hand forward cab mount, P198 is available for PTO controls that are electrically engaged via ground.

- PTO PIN 2 completes the ground loop feedback and is part of PACCAR harness P92-5075-2000 which has two sections.
- This 4 Pin connector is terminated with second section wireconnector with Metripak 280 single pin shown in picture 3 below



Pin	Description
1	VEHICLE GROUND
2	#1 PTO ON/OFF
3	PTO DUMP MODE SIGNAL
4	#2 PTO ON/OFF

4. Cut off the single wire end and strip insulation off approx. 3/4 inch. Pictures 1 & 3.



PICTURE 1



PICTURE 2



PICTURE 3

5. Modify the indicator ball switch connector wires same way, both leads, length is determined at assembly. Ensure the length of the wire is long enough to establish a good clean ground location (recommend battery ground). Ensure splices are properly sealed.
 - a. Using a butt splice, connect the BZ indicator ball switch wire to bare wire harness lead, cover with heat shrink. Ensure splices are properly sealed from the elements.
 - b. Strip the other BZ wire end the affix it to appropriate electrical system ground. Battery negative (-) terminal is recommended. Establish and verify the ground signal will be constantly maintained for proper PTO function.
6. Ensure all loose wires are secured from rotating parts and hot part.

Pneumatic Installation PACCAR



1. Locate air solenoid valve on truck frame cross member behind the cab.
2. Remove the dust cover from the solenoid air outlet port.
3. Use the appropriately rated ¼ inch airline and insert into valve output port
4. Route the ¼ inch airline to the PTO in such a way to keep from contacting or coming near hot and rotating parts.
5. Cut airline to require length and push on the air shift BSP shifting inlet port.
6. Secure the airline appropriately.

Operation Steps

1. Read and follow the truck's manual before attempting to run PTO
2. Verify tranny has adequate fluid and extra fluid to compensate for PTO (DO NOT OVER FILL)
3. Follow all company, federal, state and local safety procedures and guidelines.
4. Apply parking brake.

Endurant PTO Installation



5. Truck must be in neutral.
 6. Insert key in ignition.
 7. Verify no one is under vehicle or near any rotating parts – ALL CLEAR!
 8. Start engine, the PTO is not engaged and the output shaft is not turning.
9. Depress the in-dash PTO rocker switch, it will illuminate, the engine rpm slightly increases.
 10. The PTO now shifts, and the output shaft is rotating. There may be some audible gear noise when output is rotating, this is normal form, fit or function is not adversely affected.
 11. Depress the PTO rocker switch to disengage PTO and discontinue output shaft rotation.



Verification

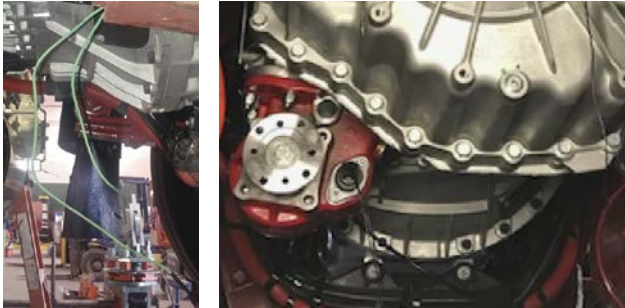
1. Check for leaks, fix any if found.
2. After truck warms up check all hardware for proper torque, tighten as needed.
3. Check all wire connections, ensure they are correctly installed and away from heat and rotating parts, fix and repair as needed.
4. Check the airline, ensure it is correctly installed and away from heat and rotating parts, fix and repair as needed.

Operation

The PTO is installed. Complete the rest of the associated equipment installation.

Electrical Installation NAVISTAR

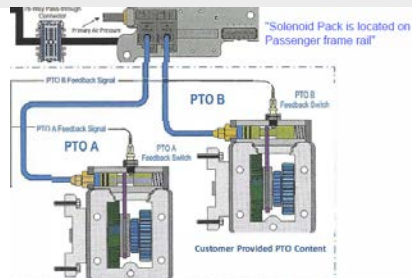
1. There are two feed-back wire color combinations based on engine selection. If the LT tractor has the X15 Cummins, colors are green and purple. Purple is PTO #1. The X15 may also come with PTO #1 wire marked K88. If the LT tractor has the A26 engine there are two green wires. They are marked K88 and K88A. K88 is for PTO # 1 is also known as PTO A -8 bolt bottom
2. Connect one of the indicator switch leads to either X15 (purple) or A26 (green wire K88).The other lead goes to battery ground. That completes the feedback loop required for PTO # 1 operation



Pneumatic Installation NAVISTAR



1. Locate the air solenoid manifold valve located on passenger side inner frame rail. There are two 1/4 inch push in solenoids marked PTO # 1 and PTO # 2. Plug the airline from 8 bolt PTO into solenoid marked PTO # 1
2. PTO # 1 is also PTO A. NOTE! PTO, # 2 is also PTO B. PTO B is for rear countershaft only
3. Insert 1/4 inch airline into air manifold marked PTO # 1. Cut airline to fit and insert in 1/4 inch air bung on PTO # 1 or PTO A



Endurant PTO Installation

Operation

1. Read and follow the truck's manual before attempting to run PTO
2. Verify tranny has adequate fluid and extra fluid to compensate for PTO (DO NOT OVER FILL)
3. Follow all company, federal, state and local safety procedures and guidelines.
4. Apply parking brake.
5. Truck must be in neutral.
6. Insert key in ignition.
7. Verify no one is under vehicle or near any rotating parts – ALL CLEAR!
8. Start engine, the PTO is not engaged, and the output shaft is not turning.
9. Depress the in-dash PTO #1 rocker switch, it will illuminate, the engine rpm slightly increases.
10. The PTO now shifts, and the output shaft is rotating. There may be some audible gear noise when output is rotating, this is normal, form, fit or function is not adversely affected.
11. Depress the PTO rocker switch to disengage PTO and discontinue output shaft rotation

Verification

1. Check for leaks, fix any if found.
2. After truck warms up check all hardware for proper torque, tighten as needed.
3. Check all wire connections, ensure they are correctly installed and away from heat and rotating parts, fix and repair as needed.
4. Check the airline, ensure it is correctly installed and away from heat and rotating parts, fix and repair as needed.

Operation

The PTO is installed. Complete the rest of the associated equipment installation

PTO Maintenance Guide: Keep Your Vehicle Running Smoothly

Proper maintenance of your Power Takeoff (PTO) is crucial to ensure the longevity and optimal performance of your vehicle. Follow these tips to maintain your PTO:

Safety First: Do not go under or near PTO when the engine is running. Shut off the engine and disconnect batteries on electric motor-driven PTOs (i.e., hybrid vehicles) before checking or servicing.

Service Intervals: The PTO, being an integral part of the transmission, should be serviced at the same intervals as the transmission. Transmission fluid changes should follow the interval recommended by the vehicle manufacturer for severe service.

Check for Leaks: Checking for PTO leaks and checking the transmission oil level should be done regularly. Loss of oil can significantly affect or damage the transmission. Check for leaks upon delivery of the vehicle and after initial operation of equipment.

Maintenance Checks: The PTO requires periodic checks. Typically, the interval for maintenance checks of the PTO depends on the application of the vehicle. For severe-duty PTO applications, it is recommended that the PTO be checked for service every 100 hours of use (this guideline can be adjusted based on past service history once you have it established). Service should include checking and lubricating direct-mount pump shaft connections on a regular basis.

Recheck the Installation: Within the first week of use, recheck the installation of the PTO. Check for leaks in air lines or hydraulic connections with air shift or hot shift PTO's and loose mounting hardware (studs, cap screws, nuts). Recheck the cables or lever connections for proper adjustments and lubricate moving parts, tighten and repair ALL connections, hoses, mounting hardware, cable, and lever connections.

Visual Inspection: It is recommended that the operator/owner do a visual inspection for leaks under and around the vehicle and equipment before entering or starting the equipment on at least a weekly basis. Any leaks should be corrected immediately.

Anti-Seize or High-Temperature Grease: Pumps that are directly mounted to the PTO output require the application of anti-seize or a high-temperature, high-pressure grease (unless the PTO is a wet spline option). The purpose of this grease is to help make the PTO easier to service and to reduce the effects of fretting corrosion on the mating PTO and pump shafts. PTO's under severe duty cycles and/or high torque requirements may require servicing of this pump shaft connection by periodically regreasing the shafts. Vehicles with low-speed engines are also considered severe duty applications due to the inherent vibrations of the vehicles. Fretting corrosion cannot be stopped by greasing the shafts; it is only a deterrent. Wet spline PTO's do not require servicing this connection.

Remember, failure to comply entirely with the provisions set forth in the appropriate Owner's Manual will result in voiding of ALL Warranty consideration.

For any queries, contact your equipment installer.

Return and warranty terms

The items described in this document and other documents or descriptions provided by Bezares USA, Ltd. are hereby offered for sale by Bezares USA, Ltd. These terms and its acceptance by any customer shall be governed by all of the following Terms and Conditions. Customer's order for any such items, when communicated to Bezares USA, Ltd. verbally or in writing, shall constitute acceptance of these terms.

- 1. Terms and Conditions:** Customer's acceptance of any offer to sale is limited to these terms and conditions. Customer accepts warranty terms policy once product(s) is/are purchased. All goods not returned under these conditions will automatically be rejected. Bezares USA, Ltd. accepts no warranty for any non-direct purchase or particular purpose, or the results to be obtained for their use by its distributors, purchasers, or others.
- 2. Delivery:** Any product to be returned or claimed to be defective must be held for shipping instructions to Bezares USA, Ltd. Returned merchandise must be resalable as new to be considered for full credit (for any returns excluding claims to be defective). All OE (original equipment) parts must be returned, and any missing parts will be deducted from possible credit accordingly. Bezares USA, Ltd. holds responsibility for any product shipped from any Bezares USA, Ltd. subsidiary until the shipment is received and signed for by the customer (this condition does not apply if shipped according to customer's preferred carrier). Bezares USA, Ltd. does not hold any responsibility for returned product(s) until a Bezares USA, Ltd. employee receives and signs for shipment (Bezares USA, Ltd. holds no responsibility for any shipping inconveniences such as lost or damage in transit).
- 3. Warranty:** Bezares USA, Ltd. warrants its manufactured product to be free of defects in materials and workmanship for a period of eighteen months on PTOs, and fifteen months on hydraulic pumps and any other hydraulic equipment from its date of invoice. If requested by Bezares USA, Ltd., products or parts for which a warranty claim is made are to be returned via transportation prepaid to Bezares USA, Ltd. Any installation or use not in accordance with catalogue or package instructions, other improper use, operation beyond capacity, substitution of parts not approved by Bezares USA, Ltd., use with equipment other than the equipment on which the product is first installed, any alteration, disassembly, or repair made to the product other than by Bezares USA, Ltd. shall void this warranty. No Bezares USA, Ltd. representative is authorized to change this warranty in any way.
 - Stock Returns:** A 1:1 offsetting order will be required if the return value exceeds 2.5% of customer last year's purchase. Annual stock adjustments are limited to 5% of previous year's purchases. A 15% restocking fee will apply for all returns within the first year of original purchase, a 30% restocking fee will apply for all returns within the second year from original purchase, and a 50% restocking fee will apply for all returns after third year of purchase. No returns will be accepted after three years from original purchase. Returning merchandise must be listed in Bezares USA, Ltd.'s current price sheet, and must be returned within one year of becoming obsolete.
 - Technical Warranties:** Bezares USA, Ltd. will not be responsible in case of wrong assembly of their units by another party, in the case of damage generated by external causes, in the case of overload, inadequate lubrication, or other problems related with a wrong assembly on a transmission from preowned trucks. Customer or its respective salesmen must complete a Customer RMA Form and submit it to Bezares USA, Ltd.'s Warranty Department in order to be considered for warranty investigation.
- 4. Limitation of Remedy:** Bezares USA, Ltd. agrees to repair, credit (all merchandise credits will be on account, and must be used within a 12 month period from date of issue, otherwise credit will be forfeited – no cash refunds are permitted), or replace the product which has been proven to be defective in material or workmanship within the time period listed above. Bezares USA, Ltd. must be informed prior to any product repair that will be made at any location other than Bezares USA, Ltd. Bezares USA, Ltd. will only authorize a company to proceed with the repair after receiving and approving a repair quotation, or will inform the insurance company to cover the responsibility, otherwise, Bezares USA, Ltd. will decline any responsibility for any cost involved in such repair. Bezares USA, Ltd.'s obligation under this warranty shall not include any transportation charges or costs of installation or any liability for direct, indirect, special, incidental, or consequential damages or delay.
- 5. Special Orders:** Orders for all non-stock items in Bezares USA, Ltd. that must be shipped direct from factory, regardless of value of order, will be under prepaid and add terms. This includes all Air/Ocean freight charges and customs and duty. Special order returns/cancellations are subject to a 75% restock fee. Freight charges on Special Orders are Nonrefundable.
- 6. Force Majeure:** Bezares USA, Ltd. shall not be liable for failure to perform, nor be deemed to be in default under this agreement for any delay or failure in performance resulting from causes beyond its reasonable control including but not limited to failure of performance by the other party, acts of state or governmental authorities, acts of terrorism, natural catastrophe, storm, flood, earthquake, riot, insurrection, civil disturbance, sabotage, embargo, blockade, acts of war, or power failure. In the event of such delay, the date of delivery or time of completion will be extended by a period of time reasonably necessary to overcome the effect of any such delay.
- 7. Governing Law:** It is the intention of the Parties to this Agreement that this Agreement and the performance under this Agreement, and all suits and special proceedings under this Agreement, be construed in accordance with and governed, to the exclusion of the law of any other forum, by the laws of the United States of America without regard to the jurisdiction in which any action or special proceeding may be instituted.
- 8. Indemnification:** The customer agrees to indemnify and hold harmless Bezares USA, Ltd. and its respective affiliates, officers, agents, employees, and permitted successors and assigns against any and all claims, losses, damages, liabilities, penalties, punitive damages, expenses, reasonable legal fees and costs of any kind or amount whatsoever, which result from or arise out of any act or omission of Bezares USA, Ltd. and its respective affiliates, officers, agents, employees, and permitted successors and assigns that occurs in connection with this Agreement. This indemnification will survive the termination of this Agreement: In witness whereof the parties have executed this agreement on the date set forth first above with full knowledge of its content and significance and intending to be legally bound by the terms hereof.

WARNING

THIS PTO OPERATION INSTRUCTION MUST BE AFFIXED A PROMINENT POSITION IN THE CAB. ANY DAMAGE CAUSED TO THE EQUIPMENT DUE TO IMPROPER FITMENT OF THE PTO OR NON FITMENT OF THE LABEL IS AT THE INSTALLER RISK
ESTAS INSTRUCCIONES DEBEN SER COLOCADAS EN UN SITIO BIEN VISIBLE DENTRO DE LA CABINA. CUALQUIER DAÑO CAUSADO AL EQUIPO DEBIDO A UN MONTAJE O USO INCORRECTO O NO COLOCACIÓN DE ESTA ETIQUETA CARECERÁ DE GARANTIA



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Any damage caused due to nonconformity with these instructions is entirely at the operators risk.
Cualquier daño producido en un montaje debido al incumplimiento de estas instrucciones, conllevará la pérdida de garantía.

- DEPRESS CLUTCH ALLOW GEARBOX TO STOP ROTATING BEFORE ENGAGING OR DISENGAGING PTO UNIT.

- PTO UNIT SHOULD NOT BE USED WHILE VEHICLES IS IN MOTION.

- THE PTO SHOULD BE RUN AT AN ENGINE SPEED AND NOT IN EXCESS OF MANUFACTURER REQUIREMENTS OR: R.P.M. WITH GEARBOX IN SPLIT.

THE PTO SHOULD BE REGULARY CHECKED FOR LEAKS ANY FAULT FOUND SHOULD BE CORRECTED IMMEDIATELY.

- PRESIONAR SIEMPRE EL EMBRAGUE PARA PERMITIR PARAR A LA CAJA DE CAMBIO ANTES DE CONECTAR LA TOMA DE FUERZA.

- LA TOMA DE FUERZA NO DEBE SER USADA CON EL VEHÍCULO EN MOVIMIENTO.

- LA TOMA DE FUERZA DEBE GIRAR A LA VELOCIDAD PRECISA Y NO EXCEDER LA RECOMENDADA POR EL FABRICANTE O R.P.M. CON EL CAMBIO EN VELOCIDAD.

CHEQUEAR REGULARMENTE QUE NO EXISTEN FUGAS DE ACEITE EN EL CONJUNTO HIDRAULICO Y CORREGIRLAS SI EXISTIERAN.