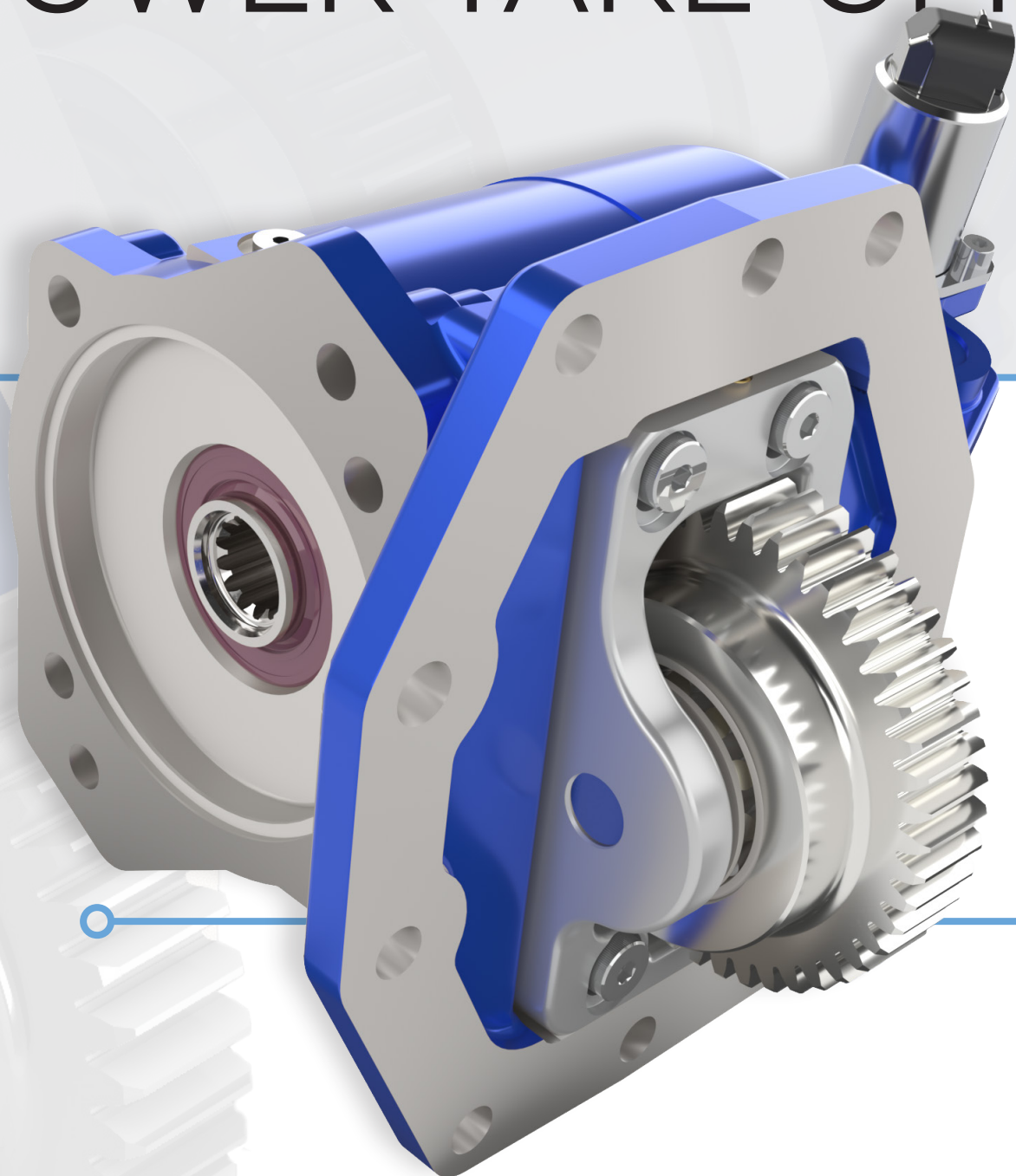




# F22 SERIES

## POWER TAKE-OFF

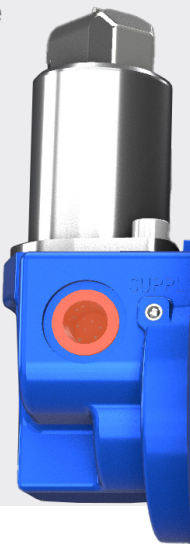
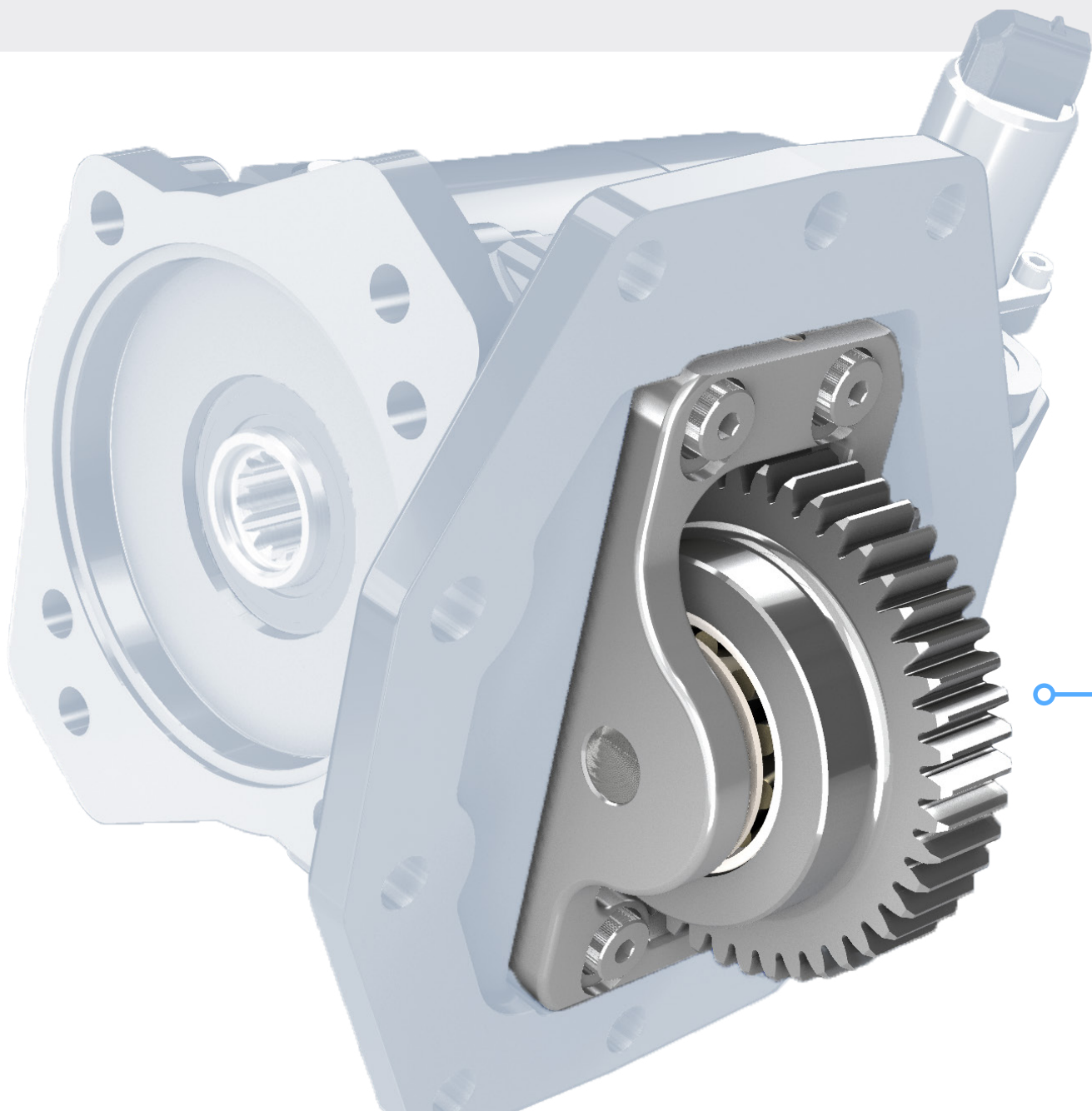


## PRODUCT OVERVIEW

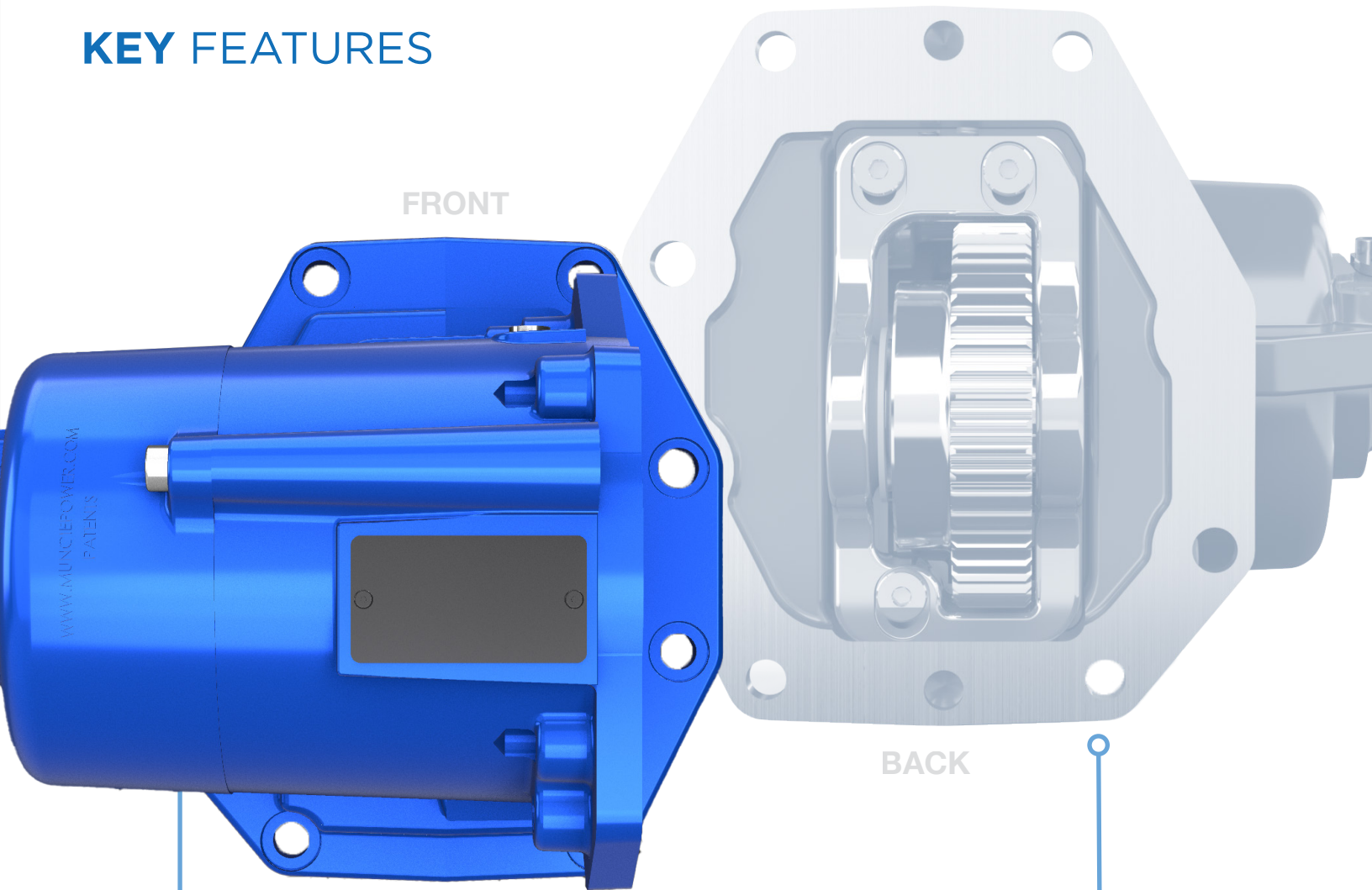
The new **F22 SERIES POWER TAKE-OFF** is specifically designed for applications utilizing the new 10R140 Series transmissions in 2023 and beyond Ford F-650 & F-750 diesel trucks. This medium-duty PTO series features a new 8-bolt mounting pattern unique to this transmission, and includes Muncie Power's 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 Flange

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

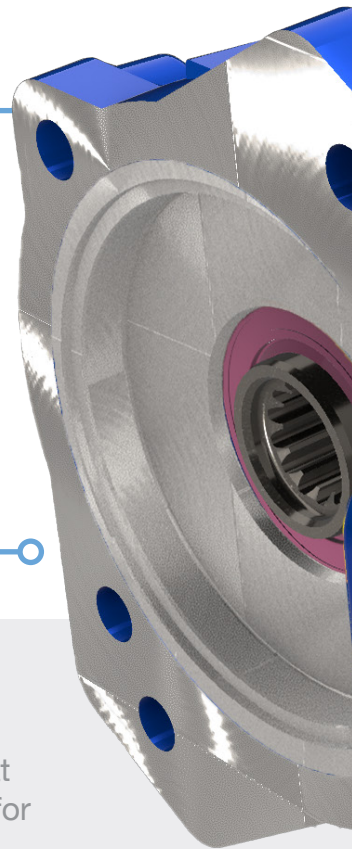
TN – ¾"-11T Shaft; MPP  
"N" Mount (Standard)

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

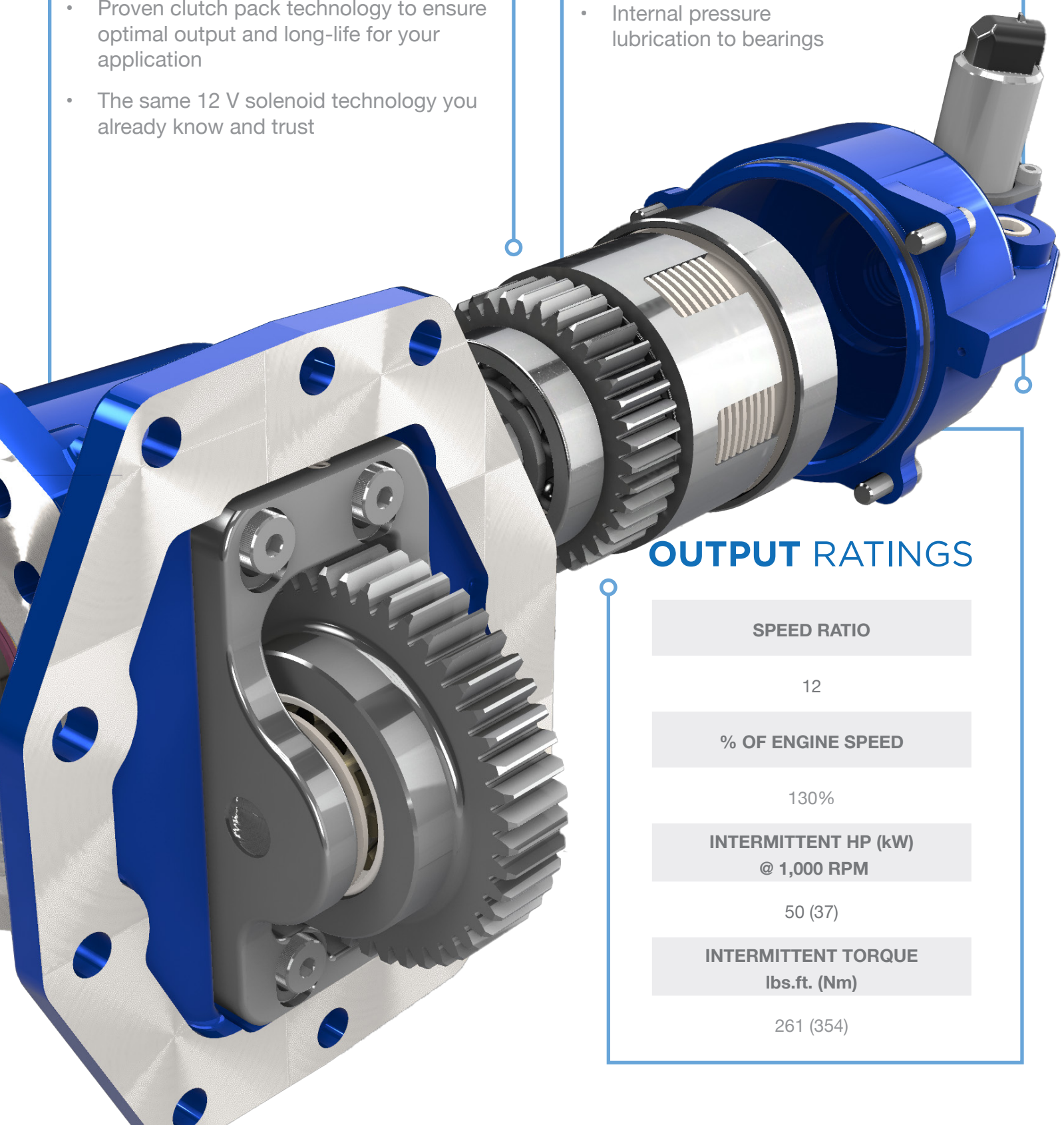
130%

### INTERMITTENT HP (kW) @ 1,000 RPM

50 (37)

### INTERMITTENT TORQUE lbs.ft. (Nm)

261 (354)



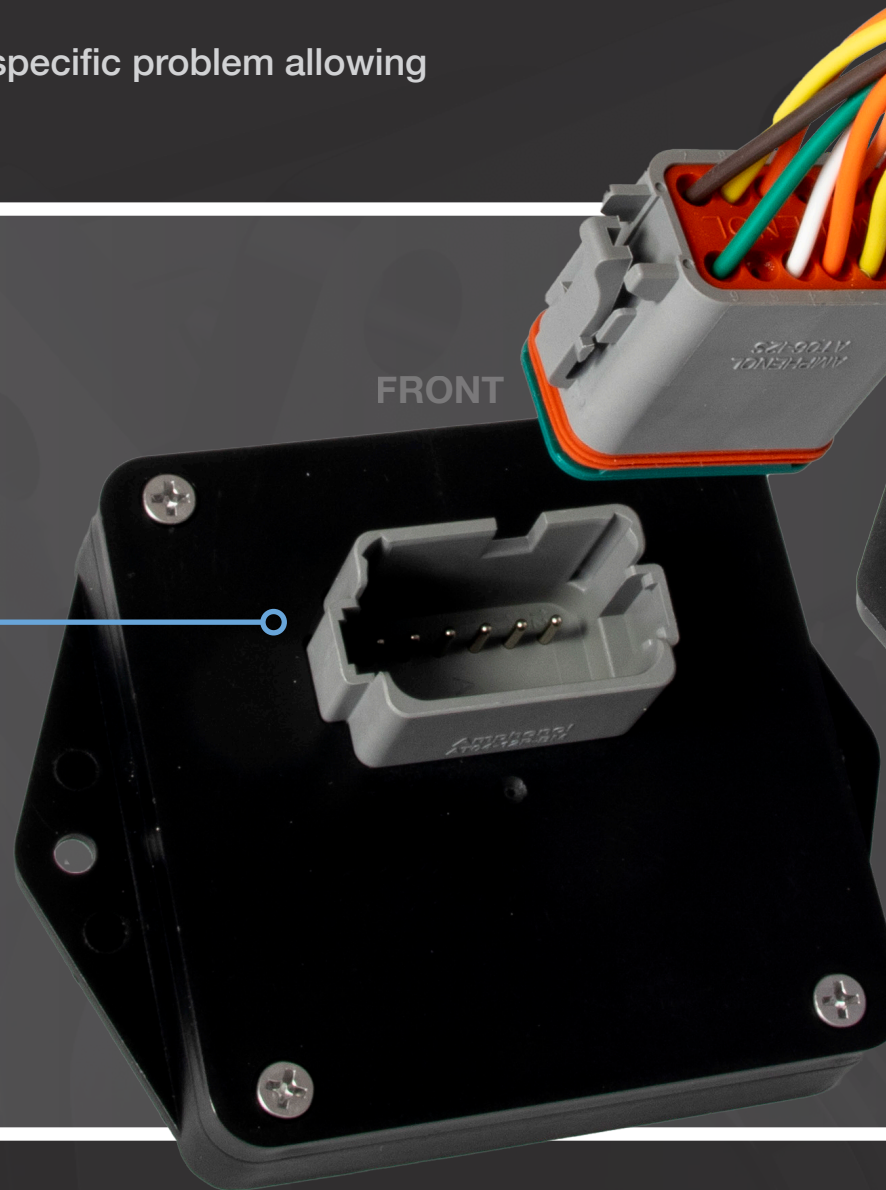
# RPM CONTROL MODU

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.

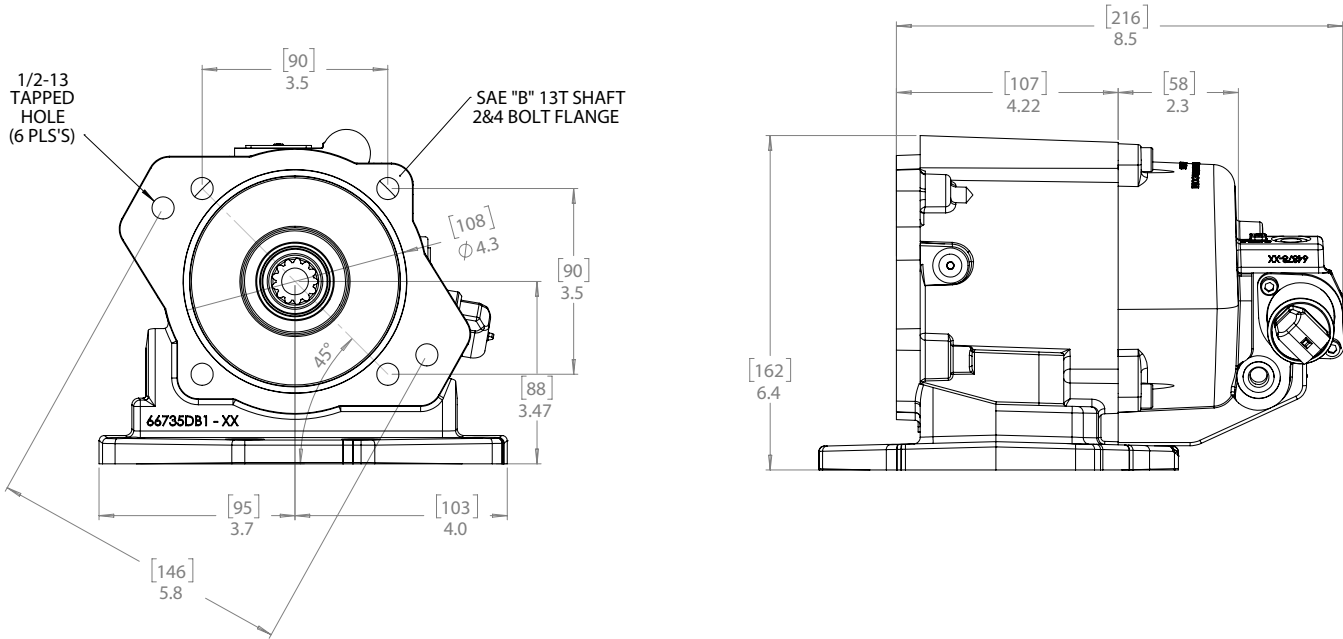


BACK

# OUTPUT OPTIONS

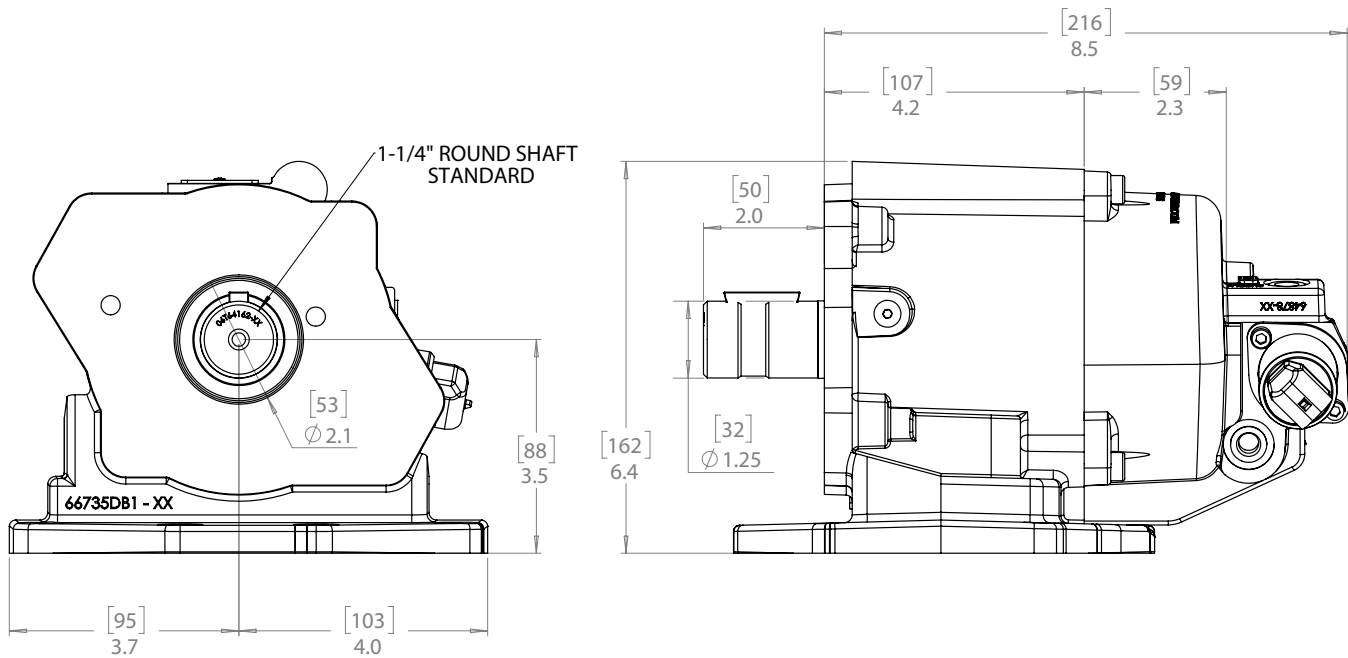
## SAE B 2- & 4-BOLT

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



## REMOTE MOUNT

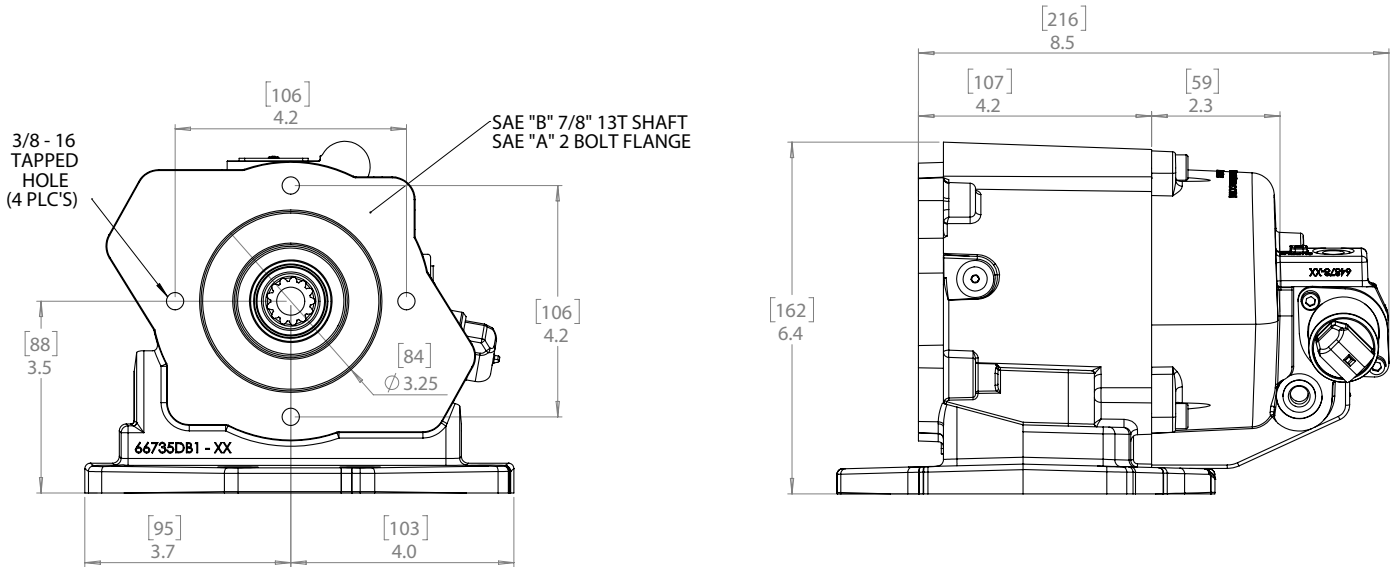
1X Output – 1 1/4" Round Shaft (Standard)





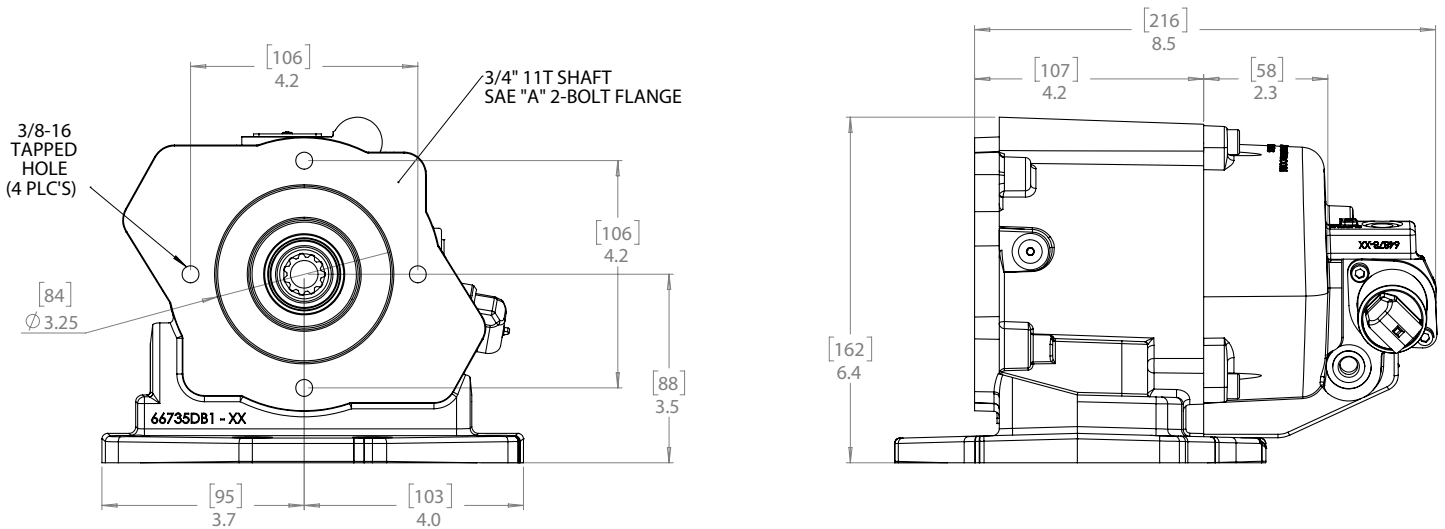
## SAE A 2-BOLT

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



## SAE A 2-BOLT

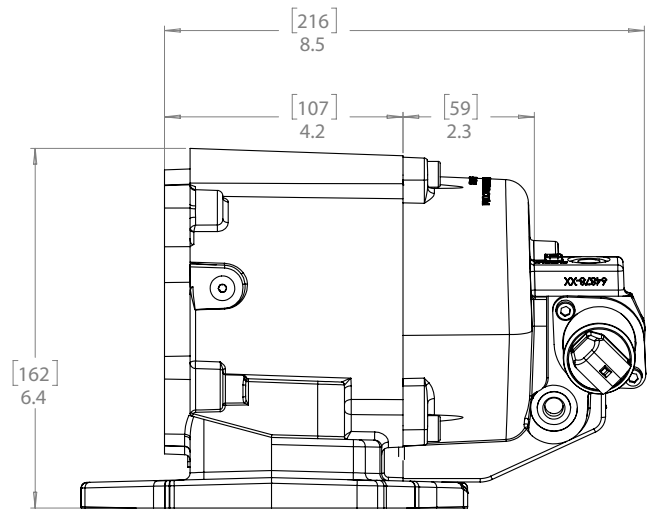
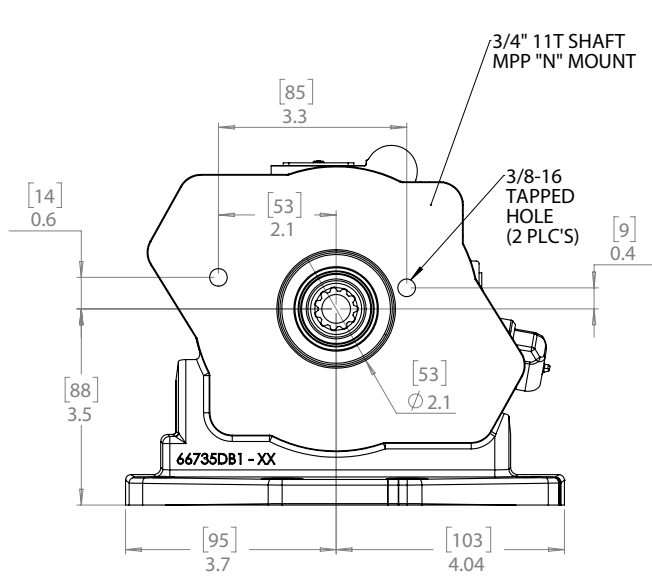
TA Output – 3/4"-11T Shaft; SAE "A" 2-Bolt Flange



# OUTPUT OPTIONS *continued*

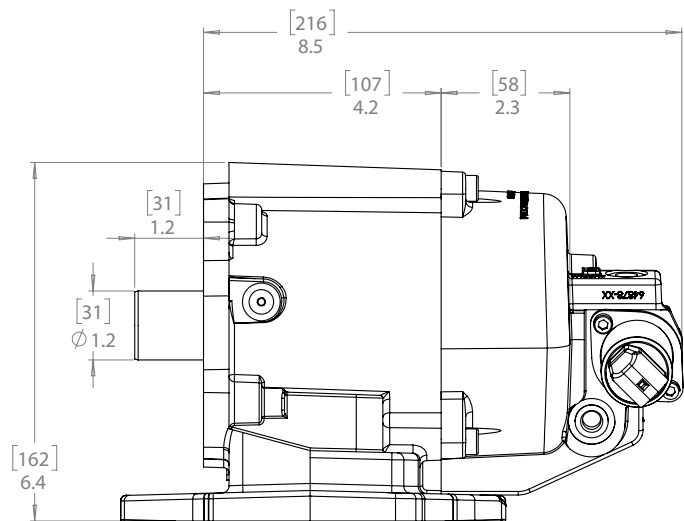
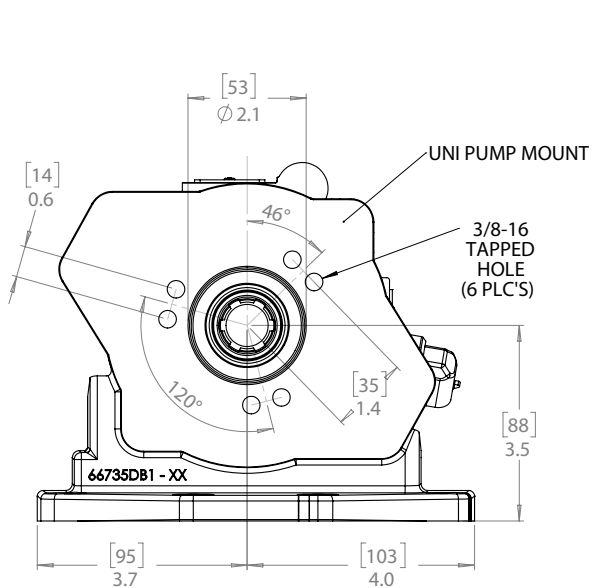
## MPP "N" MOUNT

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.)

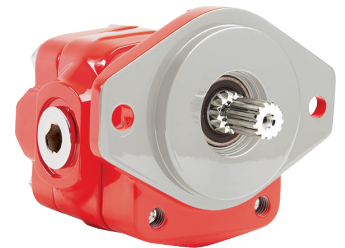
.98–3.94

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.)

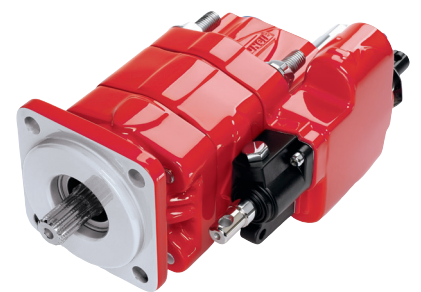
1.47–3.94

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. 02-23)

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