



**ROCKINGER** Member of JOST-World

**JOST**

## Jost Mobile Hydraulics (PTO's / Pumps / Valves / Tanks / Cylinders / etc)

JOST offers a full range of mobile hydraulics to the transport industry? Anyone in the industry will be able to confirm our range of fifth wheels, kingpins, landing legs and tow-hitches, however we also supply the only after-market PTO in South Africa that carries a full consequential damage guarantee.

How do you select the correct PTO for your vehicle? JOST would need to know what type of gearbox and the model number of the gearbox that the PTO is to be fitted too. It is also necessary to know what application it is to be used in as the torque rating on your PTO would have to allow for the torque required on the pump shaft. For example; Auger Bulklers require heavy duty high torque PTO's in their applications. Fitting the standard PTO to an Auger Bulker will lead to early PTO failure and possible gearbox damages. Correct selection criteria is crucial!



**OMFB direct mount PTO**



**OMFB side mount PTO**



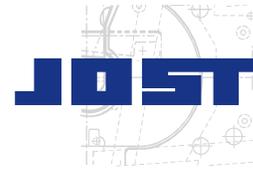
**OMFB 4 Hole Gear Pump**

Pumps? First of all we need to know if the PTO the pump is to fit on is a 3 or 4 hole PTO? Then we also require the rotation of the input shaft. If the PTO shaft is turning clock wise then the pump required to fit on that PTO would have to be counter clockwise. Gear pumps are available for lower pressure applications and piston pumps for higher pressure applications.



**OMFB 4 Hole Piston Pump**

Please keep in mind that the flow of the pump is directly related to the speed of extension of the cylinder. To increase the speed of the tipping cycle a higher flow pump is required. Increasing the pressure does not affect the speed of lifting the tipper body, it only increases the amount of weight the cylinder will be able to lift. In many cases increasing the pressure setting of the tipping valve will result in the failure of the pump and possibly also the cylinder.



**JOST** also has a selection of pneumatically operated directional control or tipping valves to choose from along with their in cab pneumatic controls. The most basic valves are on/off type valves and for better control we can also assist with hold position proportional valves and controls. The directional control valve diverts the flow of oil from pump to valve and back to tank, and pump to valve and into the cylinder to extend it. Once the cylinder tops out in the fully extended position the valve will then hold maximum pressure as set by the manufacturer or installer of the valve. All the extra flow of oil is then directed back to the tank. The system pressure needs to be set lower than the maximum rating on the cylinder on the control valve. Failing to do so will cause damage to the cylinder and or pump.



**OMFB Tip-Valve**



**OMFB In-Cab Control**



**Jost Side Tipper Cylinders**

Hydraulic cylinders: The **JOST** range consists of direct thrust under body cylinders, front of body cylinders and side tipper cylinders. Under body cylinders cater mostly for 6 and 10 Cubic meter tippers. The front of body telescopic cylinder range caters for body lengths ranging from under 3 meters for 2-3 cube tippers to semi-trailer tipper bodies of up to 10 metres in length. **JOST** double acting side tipper cylinders are supplied to the major side tipper manufacturers in South Africa. Side tipper cylinders can also be manufactured to customer specifications.



**Jost Front of body telescopic cylinders**



**Jost Under body cylinders**

For more information please contact Jost Hydraulic Product Manager  
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