

SG FAMILY

HIGHLY EFFICIENT TRANSMISSIONS



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SAPA PLACENCIA

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MOBILITY THROUGH EFFICIENCY

Eliminating hydraulic power transmission systems from the power path in both propulsion and steering systems deliver the highest power to the tracks allowing the vehicle excellent maneuverability and control.



Propulsion system of SG transmissions is a 32 speed electro-hydraulically controlled power-shift. Ratio spread is 20 and speeds are divided into 4 ranges, each of them suitable for different terrain and maneuver conditions.

Steering system is steer by wire allowing optimum control of the vehicle at high speed as well as during sharp turns. Steering system performs differential steering, pivot and neutral pivot. With steer by wire, effort demanded to driver is not imposed by the steering system so handling of the vehicle and driver fatigue are largely enhanced.



With SG transmissions' HIGH RATIO SPREAD and HIGH EFFICIENCY, extreme torque demanding situations can be performed smoothly and precisely. Eliminating hydraulic power systems make the engine require much less power so vehicle mobility is perfected and noise and fuel are optimized.

Another benefit of the transmission high efficiency and lack of hydraulic power system operates in its designed range in all vehicle operating condition. Oversizing and overheating of the cooling system is avoided because the efficiency is ALWAYS high.

SG transmissions include braking system with emergency, parking and service brakes. Braking system of SG transmissions provide 0.5G deceleration rate and allow engine shut/break down braking as well as parking brake in maximum slope.

ADVANTAGES

- Q-CVT transmission, high acceleration
- Increased mission range
- High maneuverability
- High performance
- Easy maintenance
- High reliability
- Less fuel consumption
- Low preventive maintenance

SPECIFICATIONS & TECHNICAL CHARACTERISTICS

TECHNICAL CHARACTERISTICS					
	SG 450	SG 850	SG 850B	SG 850C	SG 1500
Max. engine power	450	850	850	800	1500
Max. vehicle weight	20	40	53	40	70
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	20:1 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	WIDTH mm (inch)	LENGTH mm (inch)	HEIGHT mm (inch)	DRY WEIGHT kg (lb)	POWERPACK CONFIGURATION
SG 450	1100 (43.3)	610 (24.0)	746 (29.3)	1350 (2976)	T
SG 850	1170 (42.1)	1200 (47.2)	903 (35.5)	1800 (3968)	L
SG 850B	1540 (60.6)	975 (38.2)	920 (36.2)	1750 (3858)	T
SG 850C	938 (36.9)	873 (34.3)	850 (33.4)	1400 (3086)	T,L
SG 1500	1650 (64.9)	820 (32.8)	750 (29.5)	2400 (5290)	T,L

POWER TAKE OFF PROVISION			
MODEL	DRIVE	MOUNTING POSITION	POWER RATING Hp
SG 450	Engine	Double side	100 Right / 100 Left
SG 850	Engine	Right side	134
SG 850B	Engine	Right side	134
SG 850C	Engine	Right side	400
SG 1500	Engine	Right side	400

OIL SYSTEM			
MODEL	CAPACITY liters	FILTERS	OIL LEVEL SENSOR
SG 450	45	Integral	Standard
SG 850	90	Integral	Standard
SG 850B	60	Integral	Standard
SG 850C	60	Integral	Standard
SG 1500	75	Integral	Standard

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

SPECIFICATIONS
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

