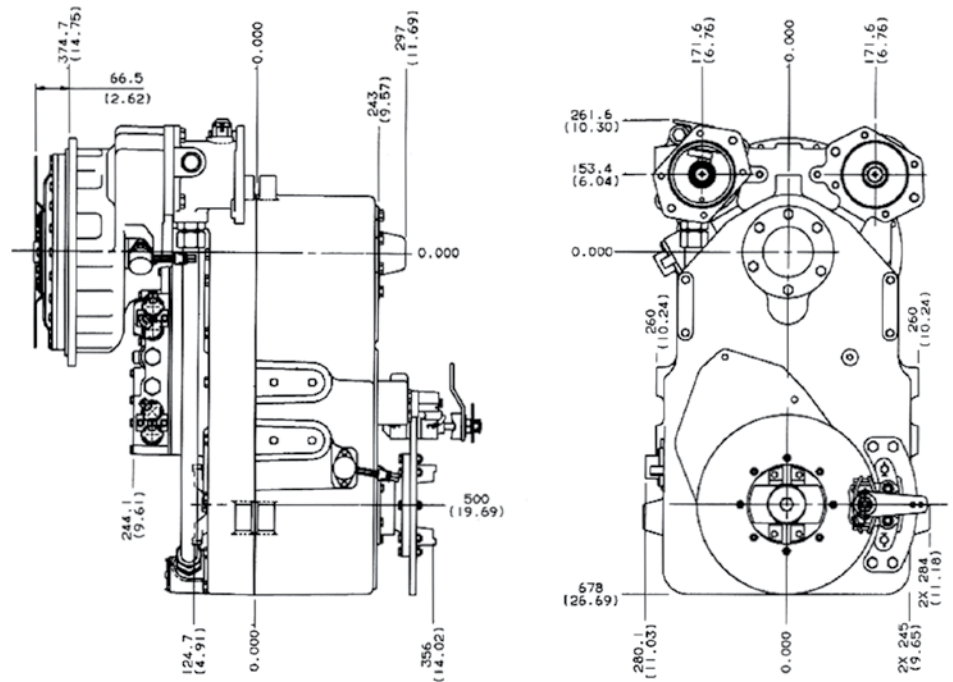


# Funk DF150 Powershift Transmission

Industrial Drivetrain Specifications



## Dimensions



## Ratings

Net input power (max)	112 kW (150 hp)
Input no load speed (max)	3000 rpm
Converter stall torque (max)	1288 Nm (950 lb-ft)
Engine net peak torque (max)	759 Nm (560 lb-ft) direct drive

## General data

### Rotation

Input	Counterclockwise
Output	Forward, same as input Reverse, opposite input 500 mm (19.68 in) drop

### Weight

Approximate dry weight	567 kg (1250 lb)
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Mounting	Engine, midship, or remote
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## Remote-mounted DFR

The front housing of our DF150 and DF250 products is our DFR engine-mounted PTO, which can also be purchased as a stand-alone product. The DFR mounts to the engine and can be used to power the transmission, as well as a variety of external equipment.



## Pump drives

Rotation (viewing drive pad)	Counterclockwise
Ratio (engine speed to pump speed)	0.947:1 or 0.837:1
Mounting and spline size	SAE A, B, or C
Disconnect available for mounting size	SAE C
Power (max intermittent)	149 kW (200 hp)
Power (max continuous)	52 kW (70 hp)

## Gear ratio ranges

DF150	1st	2nd	3rd	4th
4x4	5.00	2.97	1.49	0.88
4x4	5.85	2.97	1.49	0.75

DF150	F1	F2	F3	F4	F5	F6	F7	F8	R1	R2	R3	R4
8x4	5.85	4.19	2.96	2.12	1.49	1.06	0.75	0.54	5.85	2.96	1.49	0.75
8x4	7.99	5.72	4.05	2.90	20.30	1.45	1.03	0.74	7.99	4.05	2.03	1.03

## Features and benefits

### Flexible drive types

Regardless of vehicle design, the DF150 has the input drive you require. Choose torque converters of varying performances or select an efficient direct drive, the most economical design for both machine and operating costs.

### Flexible gearing

Numerous configurations are available from 4-speed up to 8-speed. The customizable control also offers the ability to disable gear ranges permanently – at the factory with wiring harness changes, or simple flip of a switch.

### Premium shift quality

Industrial vehicles perform a variety of operations with multiple duty cycles. DF150 shift quality is optimized with temperature and load compensation, so regardless of the job or the operator, maximum comfort and consistency are achieved.

### Electronic control system

Your application will have a control program that you design.

- Shift lever – Bump-style is standard, but other styles can be accommodated
- Engine overspeed protection – OEM-specified for any engine and/or application
- Clutch protection – Prevents transmission damage due to rough operation
- Shuttle protection – Clutch protection and optimization of shuttle operations
- J1939 CAN communications – Enables interactivity with vehicle components including Multi-Feature CAN displays
- Self-calibration – Optimized shift quality can easily be initiated by the end-user
- Auto-shift option – Automatic shifting in optimum conditions for maximum fuel efficiency and transmission life

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#### *Preliminary Information*

*All values at rated speed and power with standard options unless otherwise noted. Specifications and design subject to change without notice.*