**Funk DF150**
**Powershift Transmission**
Industrial Drivetrain Specifications

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### 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)

- **Mounting**: Engine, midship, or remote

### Dimensions

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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)

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Specifications and design subject to change without notice. Ratings may vary depending on application and service. Application and installation are subject to review by John Deere.

Photographs may show non-standard equipment.
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

### Gear ratio ranges

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