

## Installation survey

N06 Very fast live PTO

N10 Very fast transmission PTO

Chassis Model	Sales designation	Engine Rated engine speed	PTO transmission (G52) in N06
427.000 <sup>1)</sup>	U 1200 T	2400	
.100	U 1000	2400	
.101	U 1200	2400	
.102	U 1400	2400	
.105	U 1600	2400	
.107	U 1600 <sup>1)</sup>	2600	x
.107 <sup>2)</sup>	U 1600 <sup>1)3)</sup>	2400	x
.110	U 1250	2400	
.111	U 1250 L	2400	
.112	U 1450	2400	
.115	U 1650	2400	
.116	U 1650 L	2400	
.117	U 1650 <sup>1)</sup>	2600	x
.117 <sup>2)</sup>	U 1650 <sup>1)3)</sup>	2400	x
.118	U 1650 L <sup>1)</sup>	2600	
.118 <sup>2)</sup>	U 1650 L <sup>1)3)</sup>	2400	
437.000	U 1700 T	2600	
.002	U 1800 T	2400	
.100	U 1700	2600	
.102	U 1800	2400	
.105	U 2100	2600	x
.105 <sup>2)</sup>	U 2400	2600	x
.110	U 1350 L	2400	
.111 <sup>4)</sup>	U 1550 L	2400	
.112	U 1750	2600	
.113	U 1750 L	2600	
.114	U 1850	2400	
.115	U 1850 L	2400	
.116	U 1550 L <sup>1)</sup>	2600	
.116 <sup>2)</sup>	U 1550 L <sup>1)3)</sup>	2400	
.117	U 2150 <sup>1)</sup>	2600	x
.117 <sup>2)</sup>	U 2450	2600	x
.118	U 2150 L <sup>1)</sup>	2600	
.118 <sup>2)</sup>	U 2450 L	2600	
.120 <sup>4)</sup>	U 1550 L/37	2400	
.125	U 1550 L/37 <sup>1)</sup>	2600	
.130	U 1750 /38	2600	
.131 <sup>4)5)</sup>	U 1750 L/38	2600	
.132	U 1850 /38	2400	
.133	U 1850 L/38	2400	
.135	U 2150 /38 <sup>1)</sup>	2600	
.136	U 2150 L/38 <sup>1)</sup>	2600	
.136 <sup>2)</sup>	U 2450 L/38	2600	
.182 <sup>2)</sup>	U 2400 TG	2600	

1) 157 kW/214 PS

2) 177 kW/240 PS increased engine output (M03)

3) Reduced engine output (M05)

4) Not with E02 (12 V)

5) With E02 only in combination with X19

**Speeds and ratios**

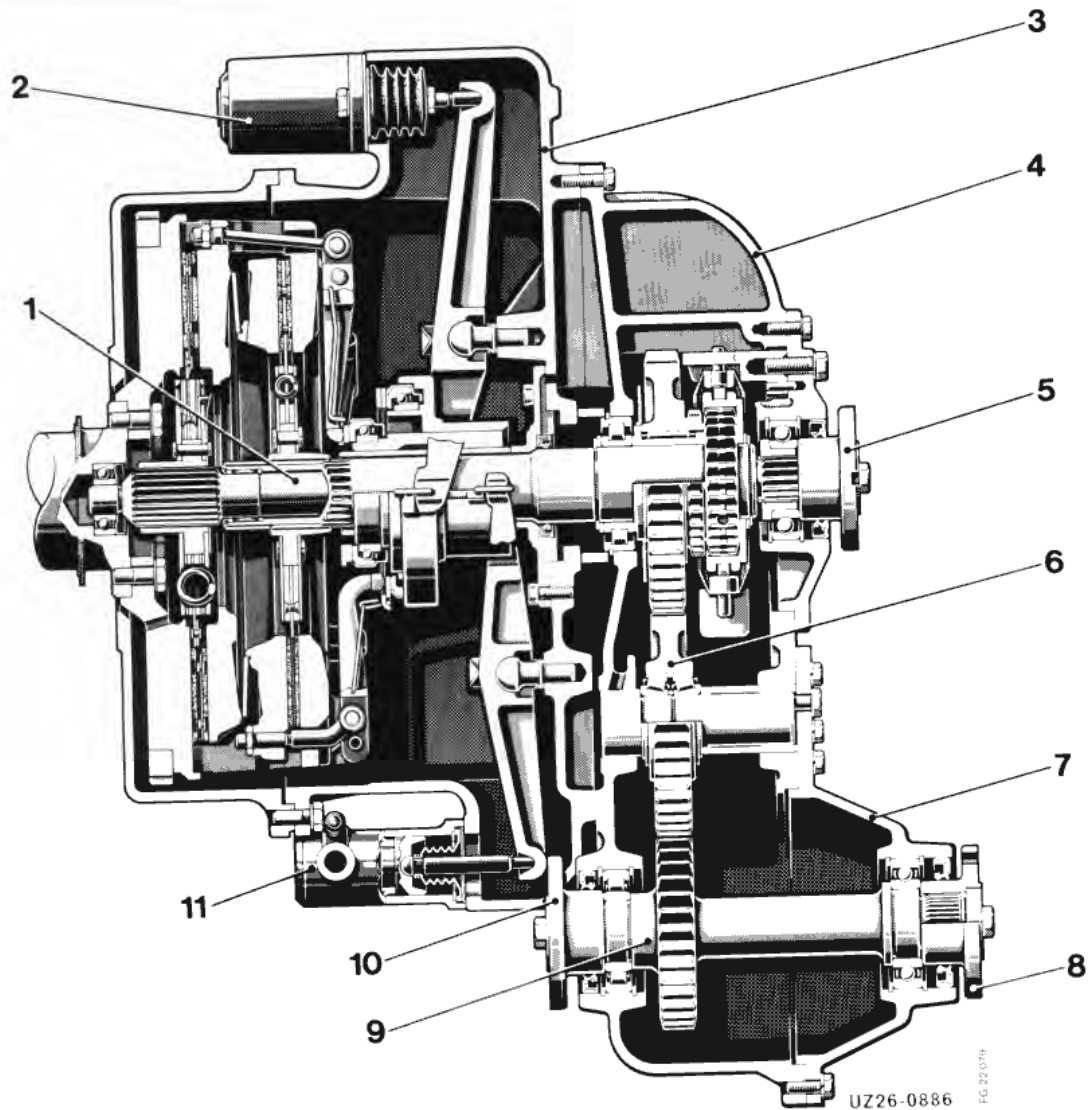
N06, N10

Engine Rated engine speed	PTO speed (at rated engine speed 1/min)	Ratio i $n_{\text{Engine}} / n_{\text{Output drive}}$
2400	3220	0,745
2600	3490	

Speed  $\Delta$  1.342 x engine speed

Counterclockwise (as viewed in direction of travel)

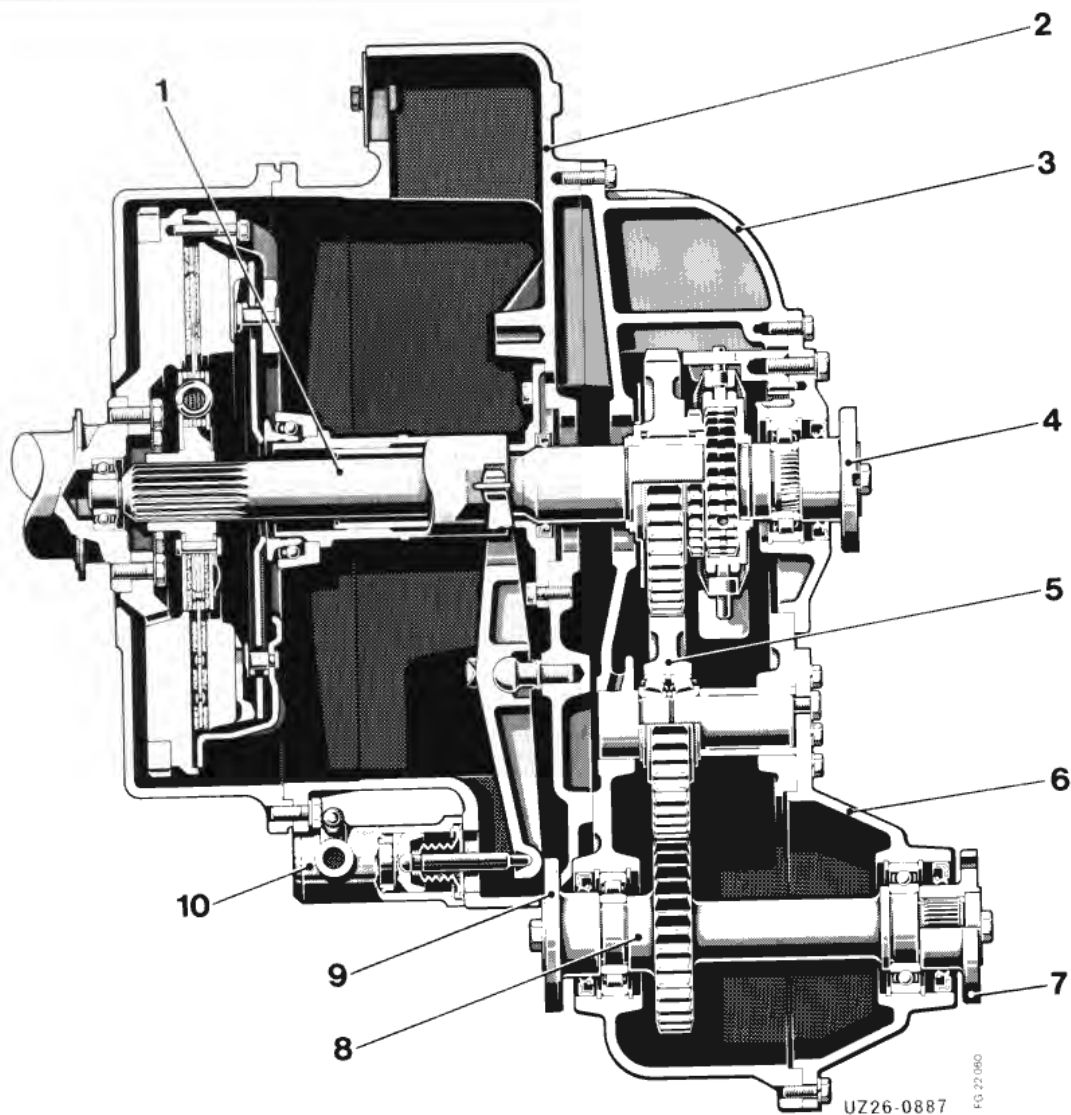
## Sectional view



## Very fast live PTO (N06)

- |   |                            |    |                                |
|---|----------------------------|----|--------------------------------|
| 1 | Drive shaft                | 7  | Bearing housing                |
| 2 | Slave cylinder of live PTO | 8  | Rear output flange             |
| 3 | Clutch housing             | 9  | Output shaft                   |
| 4 | PTO transmission housing   | 10 | Front output flange            |
| 5 | Flange to transmission     | 11 | Slave cylinder of drive clutch |
| 6 | Idler gear                 |    |                                |

## Sectional view



## Very fast transmission PTO (N10)

- |   |                          |    |                                |
|---|--------------------------|----|--------------------------------|
| 1 | Input shaft              | 6  | Bearing housing                |
| 2 | Clutch housing           | 7  | Rear output flange             |
| 3 | PTO transmission housing | 8  | Output shaft                   |
| 4 | Flange to transmission   | 9  | Front output flange            |
| 5 | Idler gear               | 10 | Slave cylinder of drive clutch |