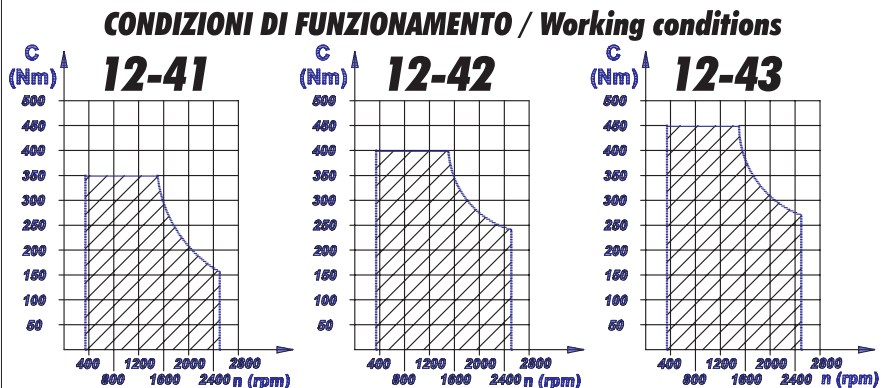
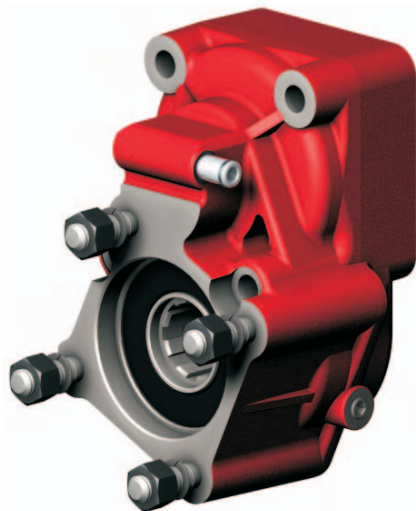


**CODICE PTO**  
PTO CODE  
**12-41/42/43**

# PRESA DI FORZA A COMANDO PNEUMATICO

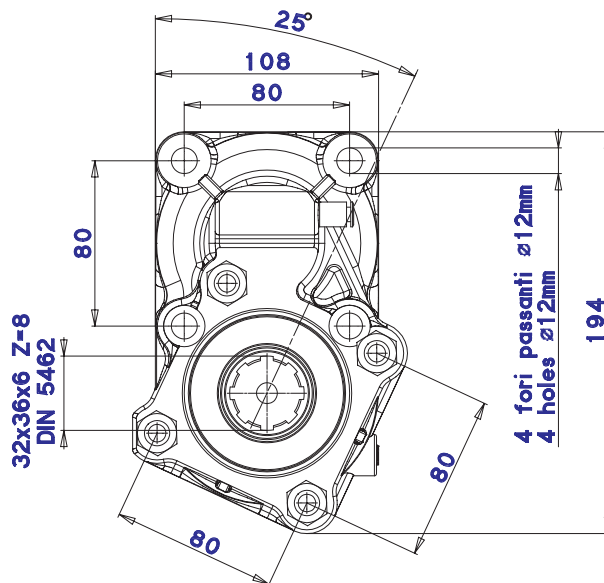
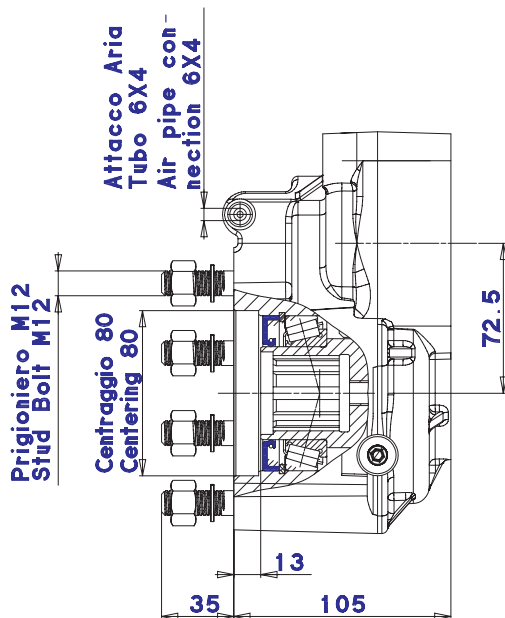
PNEUMATIC CLUTCH POWER TAKE-OFF

**CAMBIO**  
GEARBOX  
MERCEDES  
IVECO/EATON  
VOLVO/ZF



Il grafico qui riportato, che indica il prelievo di coppia in funzione del numero di giri, riguarda solamente la PTO. È necessario verificare il limite di prelievo di potenza dal cambio prima di effettuare l'applicazione.

The graph indicating the allowed torque according to the RPM refers to the PTO only. It is necessary to check the torque limit of the gearbox before fitting the PTO.



| CODICE PTO<br>PTO CODE | RAPPORTO<br>RATIO | VERS.<br>VERS. | GIRI<br>rpm<br>Giri/min.                                  | COPPIA MAX.<br>MAX. TORQUE<br>Nm | ROT.<br>ROT.      | PESO<br>WEIGHT<br>Kg |
|------------------------|-------------------|----------------|-----------------------------------------------------------|----------------------------------|-------------------|----------------------|
| <b>12-41-176</b>       | 1,8               | 17             | IN FUNZIONE<br>DEI CAMBI<br>ACCORDING TO<br>THE GEARBOXES | <b>350</b>                       | ANTIORARIA<br>CCW | 8.5                  |
| <b>12-42-175</b>       | 1,53              | 17             |                                                           | <b>400</b>                       |                   |                      |
| <b>12-43-174</b>       | 1,33              | 17             |                                                           | <b>450</b>                       |                   |                      |

I dati di ingombro dei giunti evidenziati nelle sezioni: " **SPAZIO DISPONIBILE PER LE APPLICAZIONI** ", sono stati estrapolati dai cataloghi tecnici originali dei costruttori di cambi. Pertanto la **O.M.F.B. SpA HYDRAULIC COMPONENTS** declina ogni responsabilità in caso di variazioni delle sopracitate quote e parimenti per eventuali danni causati al cambio dovuti a prelievi di coppia superiori a quelli da questo consentiti.

The prop shaft overall dimensions shown in the section " **PROP SHAFT CLEARANCE** " have been taken from the technical catalogues of the gearboxes' manufacturers. **O.M.F.B. SpA HYDRAULIC COMPONENTS** refuses all responsibility for any change of such dimensions as well as for any gearboxes damages due to higher torque absorption than allowed.

**CODICE KIT:**

*KIT CODE:*

**12-41/42/43**

**CARATTERISTICHE ESSENZIALI PTO**

**"POWERFUL"**

BASIC CHARACTERISTICS

TAB.:997.212.4001

DATA: 22-01-2002

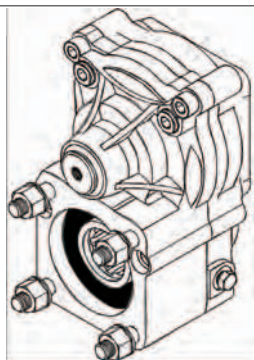
REV: //

**12.20 12.21 VECCHIA VERSIONE**

OLD VERSION 12-20/21

**12-41/42/43 NUOVA VERSIONE**

NEW VERSION 12-41/42/43

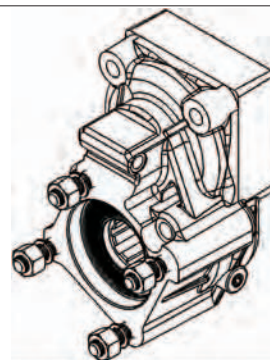


**CORPO IN MONOBLOCCO**

Enorme risparmio nel tempo di montaggio (stimato:-60%). Ora, montare la presa sul cambio è diventata un'operazione semplice e veloce. Basta serrare le 4 viti di fissaggio. Il corpo è in ghisa sferoidale ottimizzato nella forma. Risultato: presa più leggera (-1Kg ).

**ENBLOC BODY**

Enormous installation time saving (estimated -60%). Now mounting the power takeoff on the gearbox has become a quick and easy operation. Simply tighten the 4 fixing screws. The shape of the nodular cast-iron body has been optimized. Result: a lighter takeoff (-1 kg).

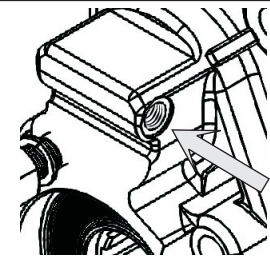
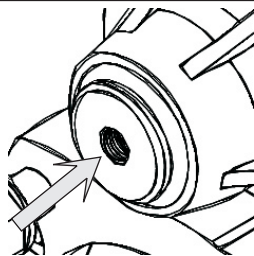


**SEDE RACCORDO ARIA RUOTATO**

Sede ruotata di 90° onde evitare il montaggio di raccordi a curva che potevano creare problemi di ingombro tra presa e pompe di grossa cilindrata. (NB : raccordo optional).

**AIR CONNECTOR SEAT ROTATED**

Seat rotated through 90° to avoid the need for bends which might pose problems of space between the takeoff and large-displacement pumps. (NB: connector optional)

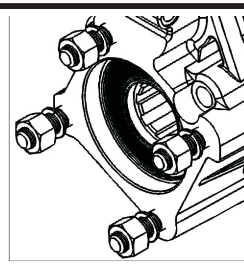
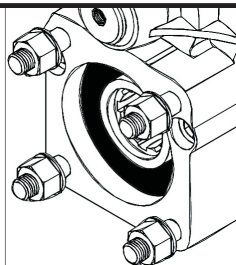


**FLANGIA ATTACCO POMPA RUOTATO**

Flangia ruotata di 25°. Il minore ingombro ottenuto ha permesso alla presa di poter essere montata su un numero maggiore di cambi.

**PUMP COUPLING FLANGE ROTATED**

Flange turned through 25°. The space saving has meant that the takeoff can be installed on more types of gearbox.

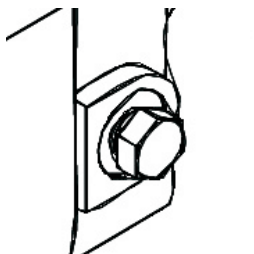


**LUBRIFICAZIONE FORZATA**

La predisposizione per la lubrificazione forzata ha ricevuto una miglioria consistente in un incremento della sede passaggio olio per una migliore lubrificazione degli organi interni della presa (soluzione coerente con gli impieghi gravosi cui la presa è dedicata, vedi impianti per l'azionamento di compressori).

**FORCED LUBRICATION**

Being designed for forced lubrication has brought an improvement consisting in a larger oil passage and consequent better lubrication of the takeoff's internal parts (solution consistent with the heavy duty uses for which the takeoff is intended, e.g. compressor starter systems).

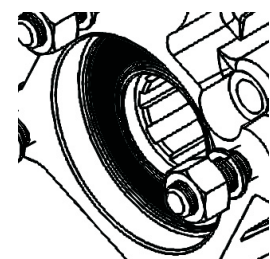
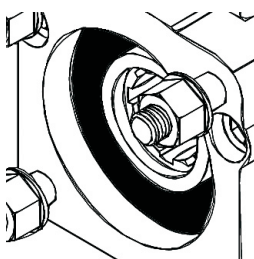


**PARAOILIO IN VITON**

Garantisce stabilità dimensionale anche in condizioni di alte temperature dell'olio (fino a 140°). Elimina il problema di infiltrazioni di olio nei cambi imputabili alle pompe o perdite d'olio causate da allentamenti delle viti di serraggio.

**VITON OIL GUARD**

Guaranteed dimensional stability even in conditions with high oil temperatures (up to 140°). Overcomes any problem of oil filtering into the gearing due to the pumps or oil leaks caused by any loosening of the PTO/pump locking screws.

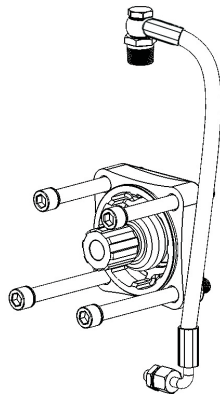


97-42-02013

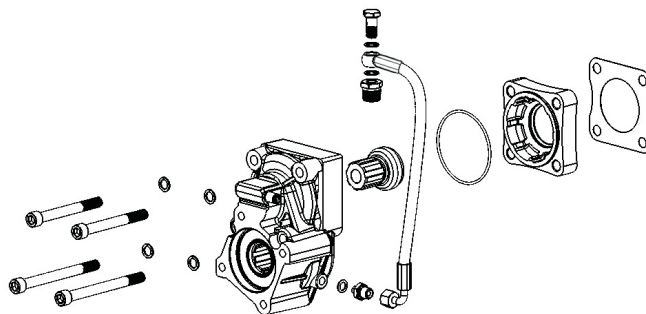
## MOUNTING KIT FOR IVECO SPR 2895,9/13,56 GEARBOXES

REV: //

## PTO 12-41/42/43 Adaptor

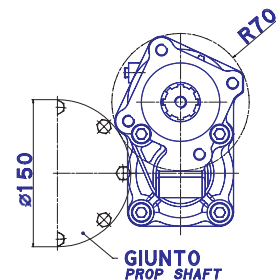
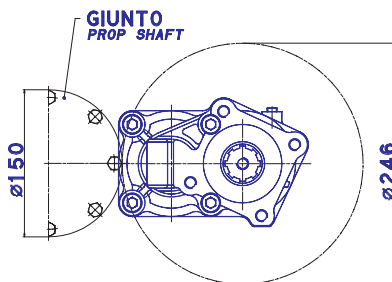
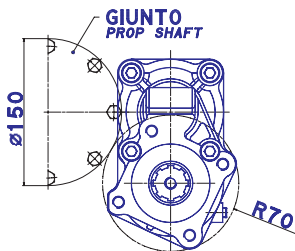


**Kit components (PTO EXCLUDED)**



### Prop shaft clearance

**Sconsigliato / Unadvised position**

[illegible]

**CODICE KIT:**

KIT CODE:

**97-42-10013****KIT DI MONTAGGIO PER CAMBI  
ZF S6-36 E 6S-850**MOUNTING KIT FOR ZF S6-36  
AND 6S-850 GEARBOXES

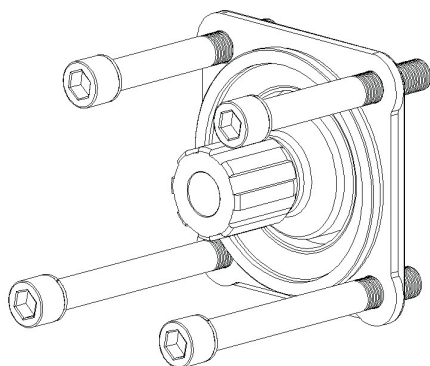
TAB.:997.212.4001

DATA: 22-01-2002

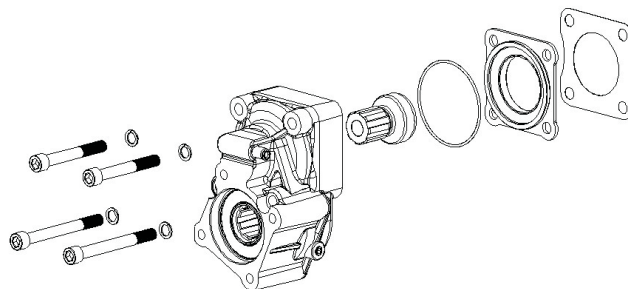
REV: //

**Kit adattatore PTO 12-41/42/43**

PTO 12-41/42/43 Adaptor

**Esploso del kit (esclusa la P.T.O.)**

Kit components (PTO EXCLUDED)

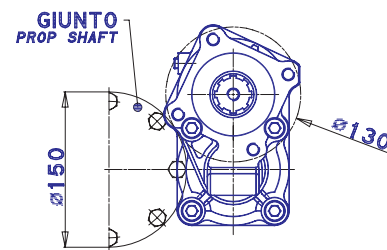
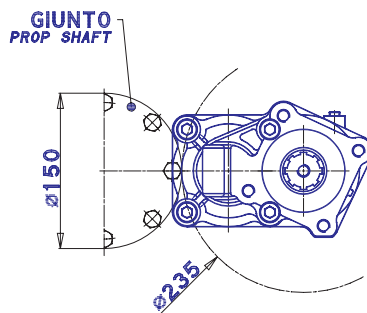
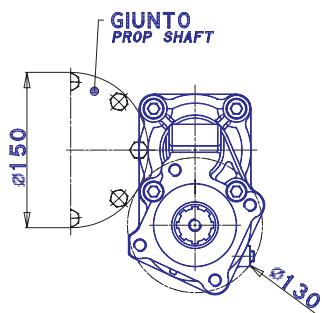
**Spazio disponibile per applicazioni**

Prop shaft clearance

Ottimale / Optimum position

Possibile / Possible position

Sconsigliato / Unadvised position



| Cambio<br>Gearbox               | Albero<br>Quill-shaft | Giri PTO in marcia<br>PTO output speed |                    |                  |                    |                  |                    |
|---------------------------------|-----------------------|----------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|
|                                 |                       | 12-41-176                              |                    | 12-42-175        |                    | 12-43-174        |                    |
|                                 |                       | Lenta Low<br>rpm                       | Veloce High<br>rpm | Lenta Low<br>rpm | Veloce High<br>rpm | Lenta Low<br>rpm | Veloce High<br>rpm |
| S6-36/6,06 ECOLITE              | //                    | 1062                                   | //                 | 903              | //                 | 786              | //                 |
| S6-36/6,93-0,80 ECOLITE         |                       | 918                                    |                    | 780              |                    | 680              |                    |
| S6-36/7,43 + GV 36/6,32 ECOLITE |                       | 864                                    | 1012               | 734              | 860                | 640              | 750                |
| S6-36/7,43-1,0 ECOLITE          |                       |                                        | //                 |                  | //                 |                  | //                 |
| S6-36/8,97 + GV 36/7,43 ECOLITE |                       | 720                                    | 864                | 612              | 734                | 533              | 640                |
| S6-36/8,97-1,0 ECOLITE          |                       |                                        | //                 |                  | //                 |                  | //                 |
| 6S-850/8,51-1,00 ECOLITE        |                       | 756                                    | //                 | 642              | //                 | 560              |                    |
| 6S-850/6,72-0,79 ECOLITE        |                       | 954                                    |                    | 810              |                    | 706              |                    |
|                                 |                       |                                        |                    |                  |                    |                  |                    |
|                                 |                       |                                        |                    |                  |                    |                  |                    |
|                                 |                       |                                        |                    |                  |                    |                  |                    |
|                                 |                       |                                        |                    |                  |                    |                  |                    |

**CODICE KIT:**

KIT CODE:

**97-42-10031****KIT DI MONTAGGIO PER CAMBI ZF  
S5-50, S6-65, S6-70, S6-80, 5S-92GP,  
5S-111GP/A E 5S-110GPA**MOUNTING KIT FOR ZF S5-50, S6-65, S6-70, S6-80,  
5S-92GP, 5S-111GP/A AND 5S-110GPA GEARBOXES

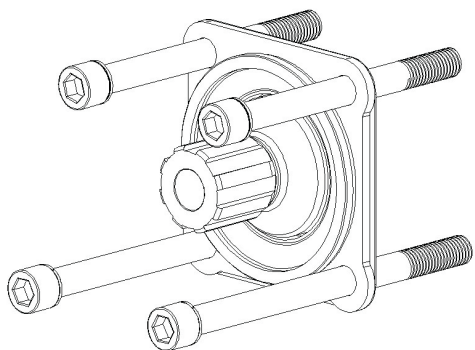
TAB.:997.212.4001

DATA: 22-01-2002

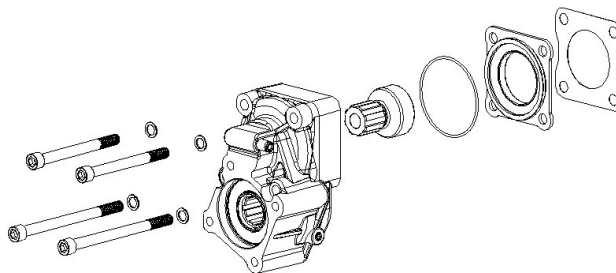
REV: //

**Kit adattatore PTO 12-41/42/43**

PTO 12-41/42/43 Adaptor

**Esploso del kit (esclusa la P.T.O.)**

Kit components (PTO EXCLUDED)

**Spazio disponibile per applicazioni**

Prop shaft clearance

Ottimale / Optimum position

Possibile / Possible position

Sconsigliato / Unadvised position

**Per i disegni di ingombro consultare le pagine successive**

For details, pls consult overall dimensions on following pages

**Cambio**  
Gearbox**Albero**  
Quill-shaft**Giri PTO in marcia**

PTO output speed

12-41-176

12-42-175

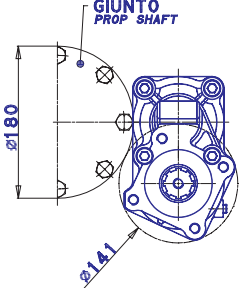
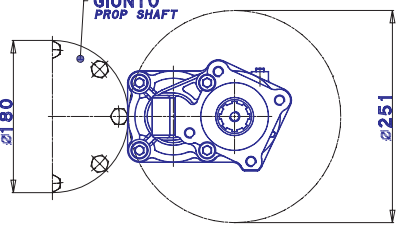
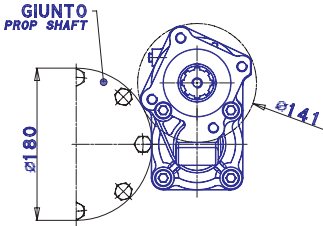
12-43-174

**Lenta** Low  
rpm**Veloce** High  
rpm**Lenta** Low  
rpm**Veloce** High  
rpm**Lenta** Low  
rpm**Veloce** High  
rpm**Per i dati relativi ai cambi consultare le pagine successive**

For details, pls consult tables on following pages

|                                                       |                                                                                                                            |                                                  |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| <b>CODICE KIT:</b><br>KIT CODE:<br><b>97-42-10031</b> | <b>KIT DI MONTAGGIO PER CAMBI ZF</b><br><b>S5-50, S6-65, S6-80</b><br>MOUNTING KIT FOR ZF S5-50, S6-65, S6-80<br>GEARBOXES | TAB.:997.212.4001<br>DATA: 22-01-2002<br>REV: // |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|

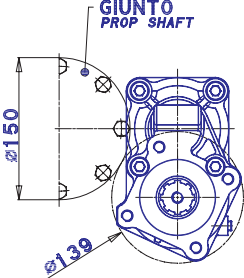
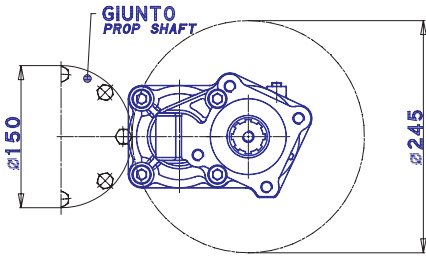
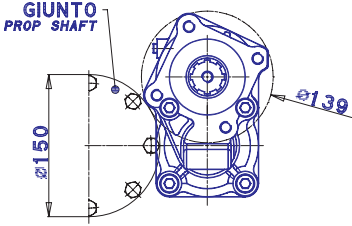
| Cambio<br>Gearbox | Albero<br>Quill-shaft | Giri PTO in marcia<br>PTO output speed |                 |               |                 |               |                 |
|-------------------|-----------------------|----------------------------------------|-----------------|---------------|-----------------|---------------|-----------------|
|                   |                       | 12-41-176                              |                 | 12-42-175     |                 | 12-43-174     |                 |
|                   |                       | Lenta Low rpm                          | Veloce High rpm | Lenta Low rpm | Veloce High rpm | Lenta Low rpm | Veloce High rpm |

| Ottimale / Optimum position                                                       | Possibile / Possible position                                                     | Sconsigliato / Unadvised position                                                   |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |

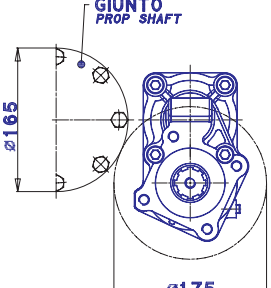
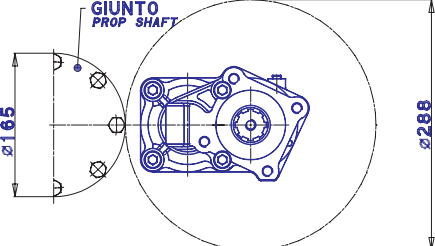
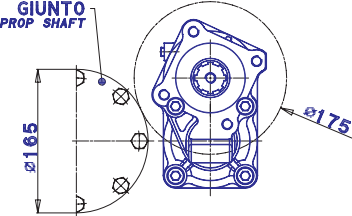
|                         |    |      |      |      |      |     |      |
|-------------------------|----|------|------|------|------|-----|------|
| S5-50/5,50              | // | 1107 | //   | 940  | //   | 820 | //   |
| S5-50/6,61              |    | 922  |      | 783  |      | 683 |      |
| S5-50/6,61 + GV 80/5,30 |    |      | 1150 |      | 977  |     | 852  |
| S5-50/8,02              |    | 760  | //   | 645  | //   | 563 | //   |
| S5-50/8,02 + GV 80/6,20 |    |      | 981  |      | 833  |     | 726  |
| S6-65/6,37              |    | 1177 | //   | 1000 | //   | 872 | //   |
| S6-65/6,70              |    | 1120 |      | 951  |      | 829 |      |
| S6-65/7,97 + GV 80/6,70 |    | 947  | 1120 | 804  | 951  | 701 | 829  |
| S6-65/9,00              |    | 833  | //   | 708  | //   | 617 | //   |
| S6-65/9,00 + GV 80/6,70 |    |      | 1120 |      | 951  |     | 829  |
| S6-65/9,00 + GV 80/7,52 |    |      | 1000 |      | 850  |     | 741  |
| S6-80/6,70              |    | 1120 | //   | 951  | //   | 829 | //   |
| S6-80/6,70 + GV 80/5,30 |    |      | 1418 |      | 1205 |     | 1050 |
| S6-80/7,67 + GV 80/6,70 |    | 977  | 1120 | 830  | 951  | 724 | 829  |
| S6-80/9,00              |    | 833  | //   | 708  | //   | 617 | //   |
| S6-80/9,00 + GV 80/7,48 |    |      | 1015 |      | 862  |     | 752  |
| S6-80/9,00 + GV 80/7,52 |    |      | 1000 |      | 850  |     | 741  |
|                         |    |      |      |      |      |     |      |
|                         |    |      |      |      |      |     |      |

|                                                       |                                                                                                                                                                              |                                                  |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| <b>CODICE KIT:</b><br>KIT CODE:<br><b>97-42-10031</b> | <b>KIT DI MONTAGGIO PER CAMBI ZF</b><br><b>S6-70, 5S-92GP, 5S-111GP/A E</b><br><b>5S-110GPA</b><br>MOUNTING KIT FOR ZF S6-70, 5S-92GP,<br>5S-111GP/A AND 5S-110GPA GEARBOXES | TAB.:997.212.4001<br>DATA: 22-01-2002<br>REV: // |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|

| Cambio<br>Gearbox | Albero<br>Quill-shaft | Giri PTO in marcia<br>PTO output speed |                                 |                               |                                 |
|-------------------|-----------------------|----------------------------------------|---------------------------------|-------------------------------|---------------------------------|
|                   |                       | 12-41-176<br>Lenta Low<br>rpm          | 12-42-175<br>Veloce High<br>rpm | 12-42-175<br>Lenta Low<br>rpm | 12-42-175<br>Veloce High<br>rpm |
|                   |                       |                                        |                                 | 12-43-174<br>Lenta Low<br>rpm | 12-43-174<br>Veloce High<br>rpm |

| Ottimale / Optimum position                                                       | Possibile / Possible position                                                      | Sconsigliato / Unadvised position                                                   |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |
| ZF                                                                                |                                                                                    |                                                                                     |

|                         |    |     |      |     |     |     |     |
|-------------------------|----|-----|------|-----|-----|-----|-----|
| S6-70/6,80              | // | 927 | //   | 787 | //  | 686 | //  |
| S6-70/6,80 + GV 70/5,71 |    |     | 1103 |     | 927 |     | 817 |
| S6-70/7,92              |    | 796 | //   | 676 | //  | 589 | //  |
| S6-70/9,03              |    | 698 |      | 593 |     | 517 |     |
| S6-70/9,59              |    | 657 |      | 558 |     | 486 |     |
|                         |    |     |      |     |     |     |     |
|                         |    |     |      |     |     |     |     |

| Ottimale / Optimum position                                                         | Possibile / Possible position                                                        | Sconsigliato / Unadvised position                                                     |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |
| ZF                                                                                  |                                                                                      |                                                                                       |

|                                    |    |      |      |      |      |      |      |
|------------------------------------|----|------|------|------|------|------|------|
| 5S-92GP/13,01 - 5S-92GP/13,33      | // | 1602 | //   | 1360 | //   | 1186 | //   |
| 5S-111GP/13,04 + GV91/11,07        |    |      | 1760 |      | 1495 |      | 1304 |
| 5S-111GP/13,04-<br>5S-111GPA/13,33 |    | 1494 | //   | 1269 | //   | 1106 | //   |
| 5S-110GPA/13,4                     |    |      |      |      |      |      |      |
|                                    |    |      |      |      |      |      |      |
|                                    |    |      |      |      |      |      |      |

**CODICE KIT:**

KIT CODE:

**97-42-10059****KIT DI MONTAGGIO PER CAMBI  
EATON, MERCEDES, VOLVO E ZF**

(vedi tabelle)

MOUNTING KIT FOR EATON, MERCEDES,  
VOLVO AND ZF GEARBOXES (See tables)

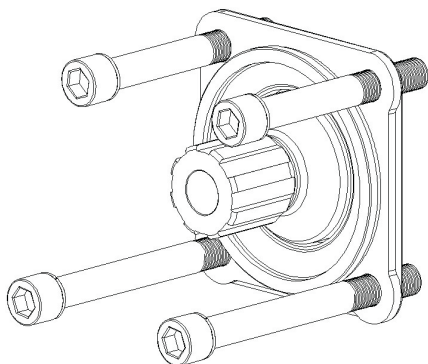
TAB.:997.212.4001

DATA: 22-01-2002

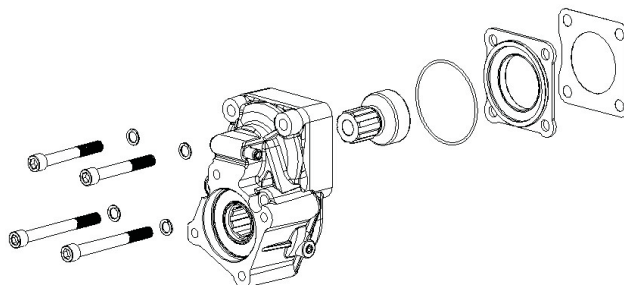
REV: //

**Kit adattatore PTO 12-41/42/43**

PTO 12-41/42/43 Adaptor

**Esploso del kit (esclusa la P.T.O.)**

Kit components (PTO EXCLUDED)

**Spazio disponibile per applicazioni**

Prop shaft clearance

Ottimale / Optimum position

Possibile / Possible position

Sconsigliato / Unadvised position

**Per i disegni di ingombro consultare le pagine successive**

For details, pls consult overall dimensions on following pages

**Cambio**  
Gearbox**Albero**  
Quill-shaft**Giri PTO in marcia**

PTO output speed

12-41-176

12-42-175

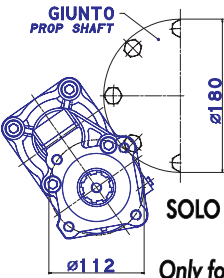
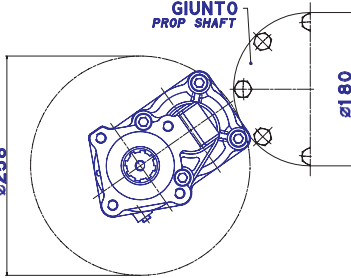
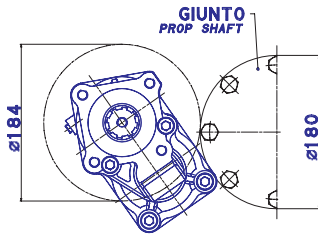
12-43-174

**Lenta** Low  
rpm**Veloce** High  
rpm**Lenta** Low  
rpm**Veloce** High  
rpm**Lenta** Low  
rpm**Veloce** High  
rpm**Per i dati relativi ai cambi consultare le pagine successive**

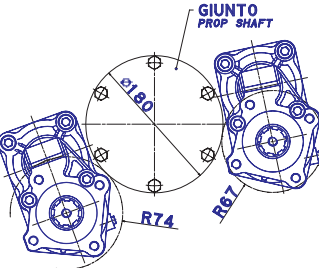
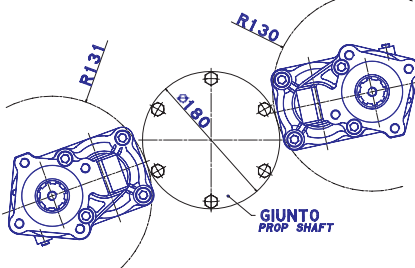
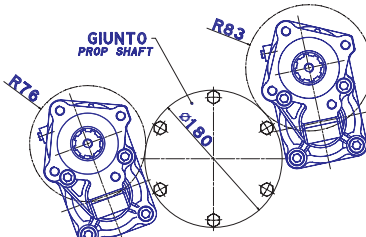
For details, pls consult tables on following pages

|                                                       |                                                                                                                                        |                                                  |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| <b>CODICE KIT:</b><br>KIT CODE:<br><b>97-42-10059</b> | <b>KIT DI MONTAGGIO PER CAMBI<br/>EATON TWINSPLITTER, RTS E RTSO</b><br>MOUNTING KIT FOR EATON TWINSPLITTER,<br>RTS AND RTSO GEARBOXES | TAB.:997.212.4001<br>DATA: 22-01-2002<br>REV: // |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|

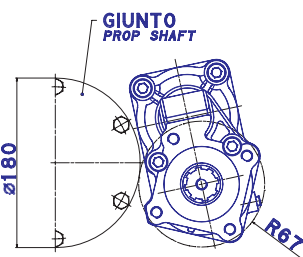
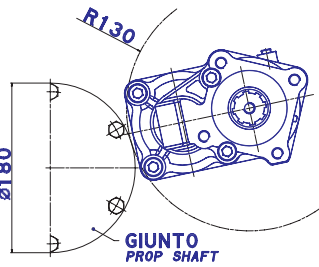
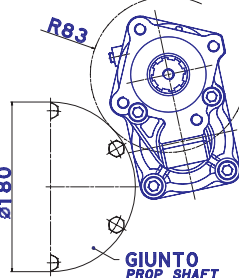
| Cambio<br>Gearbox | Albero<br>Quill-shaft | Giri PTO in marcia<br>PTO output speed |                    |                  |                    |                  |                    |
|-------------------|-----------------------|----------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|
|                   |                       | 12-41-176                              |                    | 12-42-175        |                    | 12-43-174        |                    |
|                   |                       | Lenta Low<br>rpm                       | Veloce High<br>rpm | Lenta Low<br>rpm | Veloce High<br>rpm | Lenta Low<br>rpm | Veloce High<br>rpm |

| Ottimale / Optimum position                                                                                                                                                                                | Possibile / Possible position                                                                                                    | Sconsigliato / Unadvised position                                                                                                  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|--|
|  <p>GIUNTO PROP SHAFT</p> <p>180</p> <p>112</p> <p>SOLO PER IMPIEGHI CARDANICI<br/>Only for cardanic use</p> <p>EATON</p> |  <p>GIUNTO PROP SHAFT</p> <p>258</p> <p>180</p> |  <p>GIUNTO PROP SHAFT</p> <p>184</p> <p>180</p> |  |

|                                       |         |     |    |     |    |     |    |
|---------------------------------------|---------|-----|----|-----|----|-----|----|
| TWINSPLITTER TSO 15612<br>TSO 15612 A | 93-4-28 | 918 | // | 780 | // | 680 | // |
|---------------------------------------|---------|-----|----|-----|----|-----|----|

| Ottimale / Optimum position                                                                                                                              | Possibile / Possible position                                                                                                                   | Sconsigliato / Unadvised position                                                                                                               |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  <p>GIUNTO PROP SHAFT</p> <p>180</p> <p>74</p> <p>67</p> <p>EATON</p> |  <p>R131</p> <p>R130</p> <p>180</p> <p>GIUNTO PROP SHAFT</p> |  <p>GIUNTO PROP SHAFT</p> <p>R83</p> <p>R76</p> <p>180</p> |  |

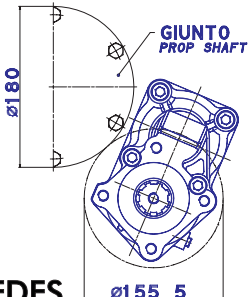
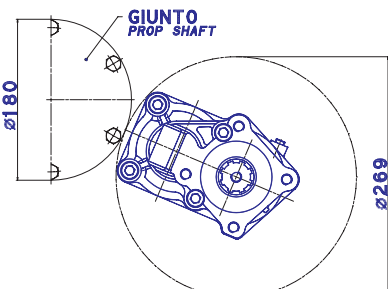
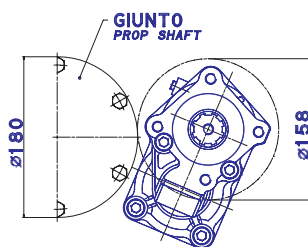
|                             |         |      |      |     |      |     |      |
|-----------------------------|---------|------|------|-----|------|-----|------|
| RTS 17316 A<br>RTSO 17316 A | 93-4-46 | 1134 | //   | 963 | //   | 840 | //   |
|                             |         | //   | 1656 | //  | 1407 | //  | 1226 |

| Ottimale / Optimum position                                                                                                                    | Possibile / Possible position                                                                                                       | Sconsigliato / Unadvised position                                                                                                    |  |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|--|
|  <p>GIUNTO PROP SHAFT</p> <p>180</p> <p>67</p> <p>EATON</p> |  <p>R130</p> <p>180</p> <p>GIUNTO PROP SHAFT</p> |  <p>R83</p> <p>180</p> <p>GIUNTO PROP SHAFT</p> |  |

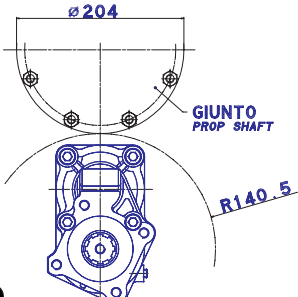
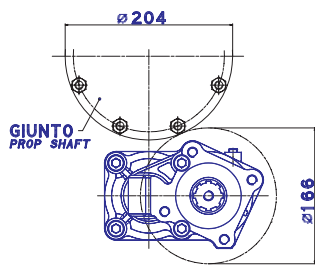
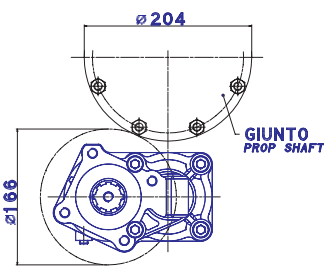
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|---------------------------|---------|----|------|----|------|----|------|
| RTSO 17316 A + VOITH R115 | 93-4-55 | // | 1656 | // | 1407 | // | 1226 |
|---------------------------|---------|----|------|----|------|----|------|

|                                                       |                                                                                                                |                                                          |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| <b>CODICE KIT:</b><br>KIT CODE:<br><b>97-42-10059</b> | <b>KIT DI MONTAGGIO PER CAMBI<br/>MERCEDES E VOLVO</b><br><br>MOUNTING KIT FOR MERCEDES<br>AND VOLVO GEARBOXES | TAB.:997.212.4001<br><br>DATA: 22-01-2002<br><br>REV: // |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|

| <b>Cambio</b><br>Gearbox | <b>Albero</b><br>Quill-shaft | <b>Giri PTO in marcia</b><br>PTO output speed |                        |                      |                        |                      |                        |                      |                        |
|--------------------------|------------------------------|-----------------------------------------------|------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|------------------------|
|                          |                              | 12-41-176                                     | 12-42-175              | 12-43-174            |                        |                      |                        |                      |                        |
|                          |                              | <b>Lenta</b> Low rpm                          | <b>Veloce</b> High rpm | <b>Lenta</b> Low rpm | <b>Veloce</b> High rpm | <b>Lenta</b> Low rpm | <b>Veloce</b> High rpm | <b>Lenta</b> Low rpm | <b>Veloce</b> High rpm |

| Ottimale / Optimum position                                                                          | Possibile / Possible position                                                      | Sconsigliato / Unadvised position                                                   |
|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <br><b>MERCEDES</b> |  |  |

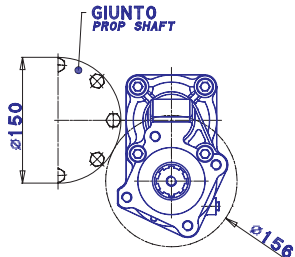
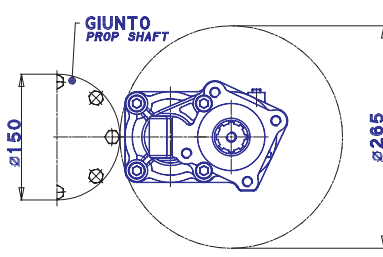
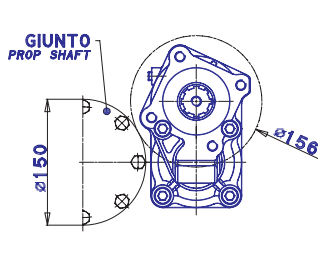
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|-------------------------------------|----------|------|------|------|------|------|------|
| <b>G 155-16/14,0</b>                | 93-16-15 | 1458 | 1728 | 1238 | 1467 | 1079 | 1279 |
| <b>G 155-9/15,9</b>                 |          | 1548 | //   | 1315 | //   | 1146 | //   |
| <b>G 200-16/11,9</b>                |          | 1728 | 2034 | 1467 | 1727 | 1279 | 1506 |
| <b>G 200-16/11,9+RETARDER VOITH</b> | 93-16-24 |      |      |      |      |      |      |
| <b>G 210-16/14,2</b>                | 93-16-15 | 1530 | 1854 | 1300 | 1574 | 1133 | 1373 |
| <b>G 211-16/17,0</b>                |          | 1287 | 1530 | 1086 | 1300 | 946  | 1133 |
| <b>G 240-16/11,7</b>                |          | 1854 | 2232 | 1574 | 1896 | 1380 | 1653 |
| <b>G 260-16/9,75</b>                |          | //   | //   | 1896 | 2293 | 1653 | 2000 |

| Ottimale / Optimum position                                                                         | Possibile / Possible position                                                       | Sconsigliato / Unadvised position                                                     |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| <br><b>VOLVO</b> |  |  |

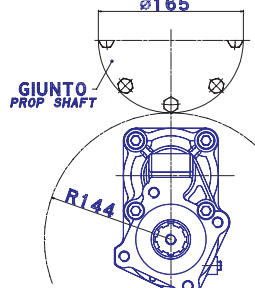
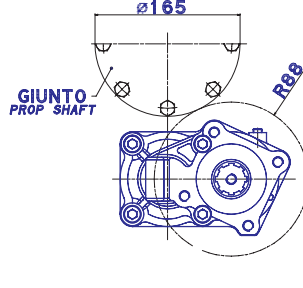
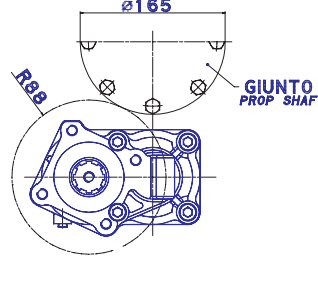
|                                             |          |      |      |      |      |      |      |
|---------------------------------------------|----------|------|------|------|------|------|------|
| <b>R 70</b>                                 | 93-1-218 | 1148 | //   | 976  | //   | 850  | //   |
| <b>SR 70</b>                                |          |      | 1424 |      | 1209 |      | 1054 |
| <b>R 1900</b>                               | 93-1-209 | 1278 | //   | 1086 | //   | 946  | //   |
| <b>VT 2514</b>                              |          |      | 1584 |      | 1345 |      | 1173 |
| <b>VT 2514 + RETARDER VOITH</b>             | 93-26-22 |      |      | 1085 |      |      |      |
| <b>SR 2000</b>                              | 93-1-209 | 1188 | 1760 | 1009 | 1495 | 880  | 1303 |
| <b>VT 2514 OD</b>                           |          | 1476 | 1854 | 1254 | 1575 | 1083 | 1373 |
| <b>VT 2514 (C/W EXTERNAL OIL FILTER)</b>    |          | 1278 | 1584 | 1086 | 1345 | 946  | 1173 |
| <b>VT 2514 OD (C/W EXTERNAL OIL FILTER)</b> |          | 1476 | 1854 | 1254 | 1575 | 1083 | 1373 |

|                                                              |                                                                                                                                |                                                  |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| <b>CODICE KIT:</b><br><i>KIT CODE:</i><br><b>97-42-10059</b> | <b>KIT DI MONTAGGIO PER CAMBI ZF</b><br><b>S6-66, S6-90 E 9S-75</b><br>MOUNTING KIT FOR ZF S6-66,<br>S6-90 AND 9S-75 GEARBOXES | TAB.:997.212.4001<br>DATA: 22-01-2002<br>REV: // |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|

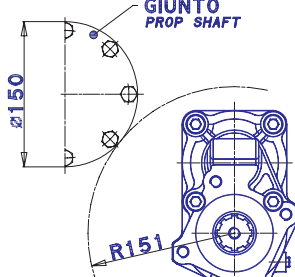
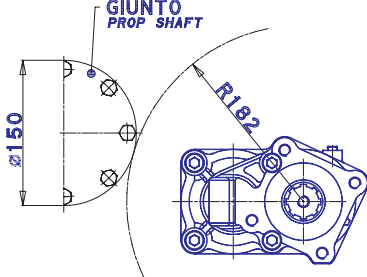
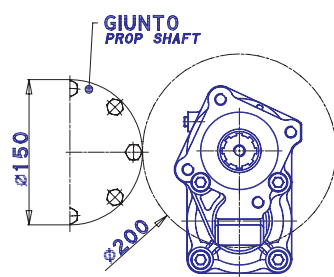
| <b>Cambio</b><br>Gearbox | <b>Albero</b><br>Quill-shaft | <b>Giri PTO in marcia</b><br>PTO output speed |                        |                      |                        |                      |                        |
|--------------------------|------------------------------|-----------------------------------------------|------------------------|----------------------|------------------------|----------------------|------------------------|
|                          |                              | 12-41-176                                     | 12-42-175              | 12-43-174            |                        |                      |                        |
|                          |                              | <b>Lenta</b> Low rpm                          | <b>Veloce</b> High rpm | <b>Lenta</b> Low rpm | <b>Veloce</b> High rpm | <b>Lenta</b> Low rpm | <b>Veloce</b> High rpm |

| <b>Ottimale / Optimum position</b>                                                | <b>Possibile / Possible position</b>                                              | <b>Sconsigliato / Unadvised position</b>                                            |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |

|                                |    |     |     |     |     |     |     |
|--------------------------------|----|-----|-----|-----|-----|-----|-----|
| <b>S6-66/7,36-0,85</b>         |    | 936 | //  | 795 | //  | 693 | //  |
| <b>S6-66/9,06 + GV 66/7,51</b> | // | 756 | 907 | 642 | 771 | 560 | 672 |
| <b>S6-66/9,06-1,0</b>          |    |     | //  |     | //  |     | //  |

| <b>Ottimale / Optimum position</b>                                                  | <b>Possibile / Possible position</b>                                                | <b>Sconsigliato / Unadvised position</b>                                              |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |

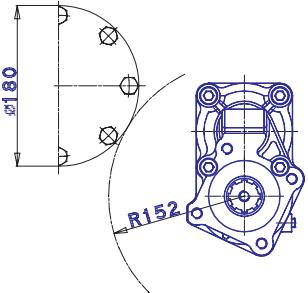
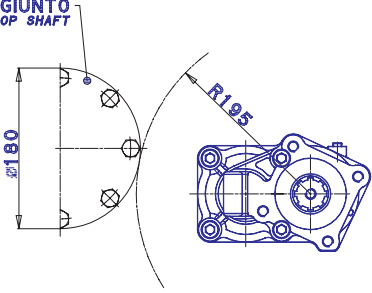
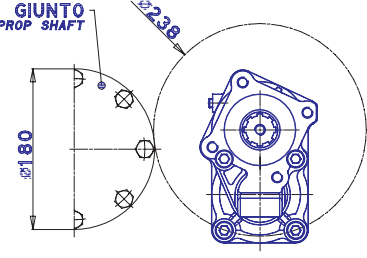
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|--------------------------------|----|------|------|------|------|-----|------|
| <b>S6-90/6,37</b>              |    | 1339 | //   | 1138 | //   | 992 | //   |
| <b>S6-90/7,03</b>              |    | 1087 | 1350 | 924  | 1147 | 805 | 1000 |
| <b>S6-90/7,03 + GV 90/5,67</b> | // | 850  | //   | 722  | //   | 629 | //   |
| <b>S6-90/9,01</b>              |    |      | 1033 |      | 878  |     | 765  |
| <b>S6-90/9,01 + GV 90/7,40</b> |    |      |      |      |      |     |      |

| <b>Ottimale / Optimum position</b>                                                  | <b>Possibile / Possible position</b>                                                | <b>Sconsigliato / Unadvised position</b>                                              |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |

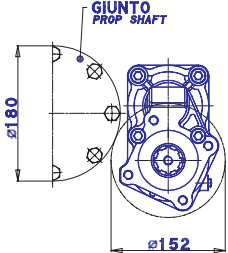
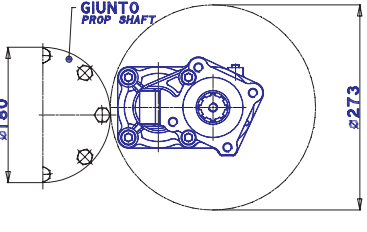
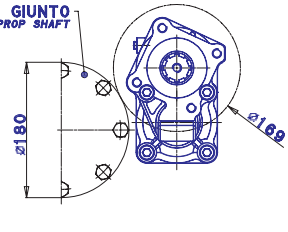
|                               |         |      |    |     |    |     |    |
|-------------------------------|---------|------|----|-----|----|-----|----|
| <b>9S-75/13,16-1,0 ECOMID</b> | 93-5-45 | 1116 | // | 948 | // | 826 | // |
|-------------------------------|---------|------|----|-----|----|-----|----|

|                                                       |                                                                                                                                                                                                                       |                                                  |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| <b>CODICE KIT:</b><br>KIT CODE:<br><b>97-42-10059</b> | <b>KIT DI MONTAGGIO PER CAMBI ZF</b><br><b>9S-109, 16S-109, 16S-112, 16S-150,</b><br><b>16S-160-16S-190 E 16S-220</b><br>MOUNTING KIT FOR ZF 9S-109, 16S-109, 16S-112,<br>16S-150, 16S-160-16S-190, 16S-220 GEARBOXES | TAB.:997.212.4001<br>DATA: 22-01-2002<br>REV: // |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|

| <b>Cambio</b><br>Gearbox | <b>Albero</b><br>Quill-shaft | <b>Giri PTO in marcia</b><br>PTO output speed |                              |                            |                              |
|--------------------------|------------------------------|-----------------------------------------------|------------------------------|----------------------------|------------------------------|
|                          |                              | 12-41-176<br>Lenta Low rpm                    | 12-41-176<br>Veloce High rpm | 12-42-175<br>Lenta Low rpm | 12-42-175<br>Veloce High rpm |
|                          |                              |                                               |                              |                            |                              |

| Ottimale / Optimum position                                                       | Possibile / Possible position                                                      | Sconsigliato / Unadvised position                                                   |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |

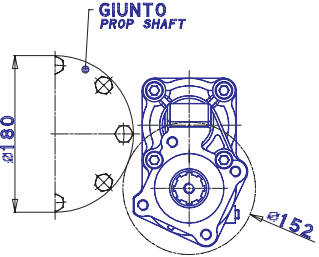
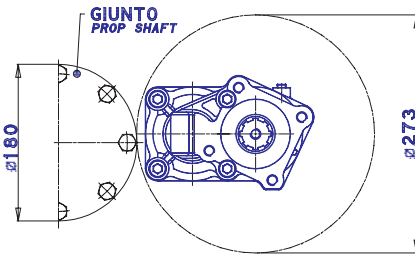
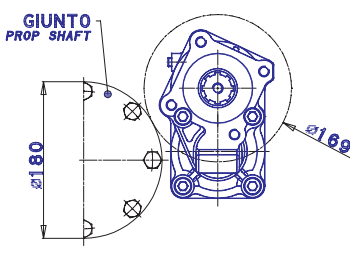
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|----------------------------------|---------|------|------|------|------|------|------|
| <b>9S-109/10,24-0,74 ECOMID</b>  | 93-5-27 | 1386 |      | 1177 |      | 1026 |      |
| <b>9S-109/12,91-1,0 ECOMID</b>   | 93-5-36 | 1296 | //   | 1100 | //   | 960  | //   |
| <b>9S-109/12,92 ECOMID</b>       | 93-5-18 |      |      |      |      |      |      |
| <b>16S-109/13,41-1,0 ECOMID</b>  | 93-5-36 | 1422 | 1674 | 1208 | 1422 | 1053 | 1240 |
| <b>16S-109/13,42 ECOMID</b>      | 93-5-18 |      |      |      |      |      |      |
| <b>16S-109/13,53-0,82 ECOMID</b> | 93-5-27 | 1350 | 1584 | 1147 | 1345 | 1000 | 1173 |

| Ottimale / Optimum position                                                         | Possibile / Possible position                                                        | Sconsigliato / Unadvised position                                                     |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |

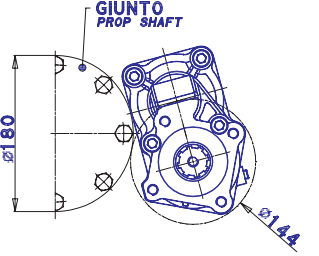
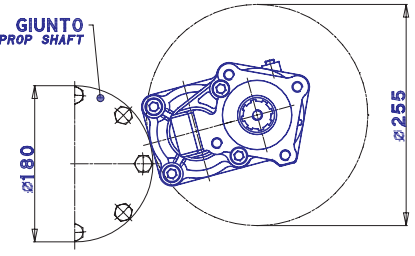
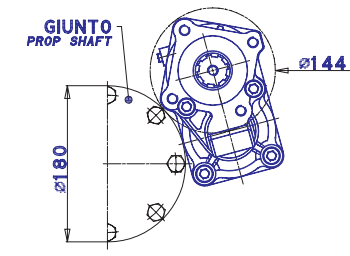
|                      |         |      |      |      |      |      |      |
|----------------------|---------|------|------|------|------|------|------|
| <b>16S-112/13,85</b> | 93-2-48 | 1476 | 1742 | 1254 | 1480 | 1093 | 1290 |
| <b>16S-112/17,28</b> |         | 1322 | 1625 | 1131 | 1380 | 986  | 1204 |
| <b>16S-160/13,85</b> | 93-2-11 | 1476 | 1742 | 1254 | 1480 | 1093 | 1290 |
| <b>16S-190/17,06</b> |         | 1322 | 1625 | 1131 | 1380 | 986  | 1204 |
| <b>16S-150/16,47</b> | 93-2-48 | 1386 | 1656 | 1178 | 1406 | 1026 | 1226 |
| <b>16S-190/11,46</b> | //      | 1476 | 1742 | 1253 | 1480 | 1093 | 1290 |
| <b>16S-190/13,68</b> |         |      |      |      |      |      |      |
| <b>16S-220/13,80</b> |         | 1386 | 1656 | 1177 | 1407 | 1026 | 1226 |
| <b>16S-220/16,47</b> |         |      |      |      |      |      |      |

|                                                              |                                                                                                                                                                                                          |                                                                               |
|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <b>CODICE KIT:</b><br><i>KIT CODE:</i><br><b>97-42-10059</b> | <b>KIT DI MONTAGGIO PER CAMBI ZF</b><br><b>16S-221, 12AS-1800, 12AS-2301,</b><br><b>16AS-2200 E 16AS-2601</b><br>MOUNTING KIT FOR ZF 16S-221, 12AS-1800,<br>12AS-2301, 16AS-2200 AND 16AS-2601 GEARBOXES | <b>TAB.:997.212.4001</b><br><br><b>DATA: 22-01-2002</b><br><br><b>REV: //</b> |
|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

| Cambio<br>Gearbox | Albero<br>Quill-shaft | Giri PTO in marcia<br>PTO output speed |                    |                  |                    |                  |                    |
|-------------------|-----------------------|----------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|
|                   |                       | 12-41-176                              |                    | 12-42-175        |                    | 12-43-174        |                    |
|                   |                       | Lenta Low<br>rpm                       | Veloce High<br>rpm | Lenta Low<br>rpm | Veloce High<br>rpm | Lenta Low<br>rpm | Veloce High<br>rpm |

| <b>Ottimale / Optimum position</b>                                                                 | <b>Possibile / Possible position</b>                                              | <b>Sconsigliato / Unadvised position</b>                                            |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  <p><b>ZF</b></p> |  |  |

|                                                                                                                                                                                                            |         |      |      |      |      |      |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------|------|------|------|------|------|
| <b>16S-221/16,53-1,0</b><br>Per cambi il cui codice mostra le ultime tre cifre inferiori a 100 (es. XXXX XXX 098)<br>For gear boxes with last three figures of id. number less than 100 (es. XXXX XXX 098) | 93-2-11 |      |      |      |      |      |      |
| <b>16S-221/16,53-1,0</b><br>Per cambi il cui codice mostra le ultime tre cifre superiori a 100 (es. XXXX XXX 102)<br>For gear boxes with last three figures of id. number more than 100 (es. XXXX XXX 102) | 93-6-17 | 1386 | 1656 | 1178 | 1406 | 1026 | 1226 |
| <b>16S-221/13,86-0,84 OD</b>                                                                                                                                                                               |         | 1638 | 1962 | 1391 | 1667 | 1213 | 1453 |

| <b>Ottimale / Optimum position</b>                                                                   | <b>Possibile / Possible position</b>                                                | <b>Sconsigliato / Unadvised position</b>                                              |
|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  <p><b>ZF</b></p> |  |  |

|                                     |         |      |    |      |    |      |    |
|-------------------------------------|---------|------|----|------|----|------|----|
| <b>12AS-1800/14,89-1,0 ASTRONIC</b> | 93-6-53 | 1368 | // | 1162 | // | 1013 | // |
| <b>12AS-2301/15,86 OD ASTRONIC</b>  |         | 1476 |    | 1254 |    | 1093 |    |
| <b>12AS-2301/12,33 OD ASTRONIC</b>  |         | //   |    | 2064 |    | 1799 |    |
| <b>16AS-2200/15,89-1,0 ASTRONIC</b> |         | 1278 |    | 1086 |    | 946  |    |
| <b>16AS-2601/17,03 OD ASTRONIC</b>  |         | 1368 |    | 1162 |    | 1013 |    |
| <b>16AS-2601/14,12 OD ASTRONIC</b>  |         | //   |    | 1697 |    | 1480 |    |

**CODICE KIT:**

KIT CODE:

**97-42-10077****KIT DI MONTAGGIO PER CAMBI  
ZF 16S-151/181/221/251 + INTARDER**MOUNTING KIT FOR ZF  
16S-151/181/221/251 + INTARDER GEARBOXES

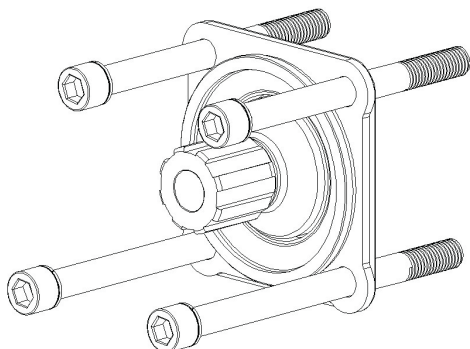
TAB.:997.212.4001

DATA: 22-01-2002

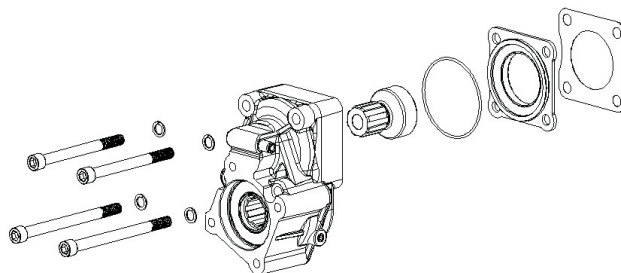
REV: //

**Kit adattatore PTO 12-41/42/43**

PTO 12-41/42/43 Adaptor

**Esploso del kit (esclusa la P.T.O.)**

Kit components (PTO EXCLUDED)

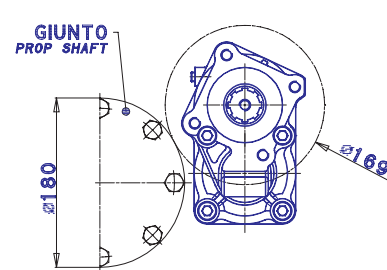
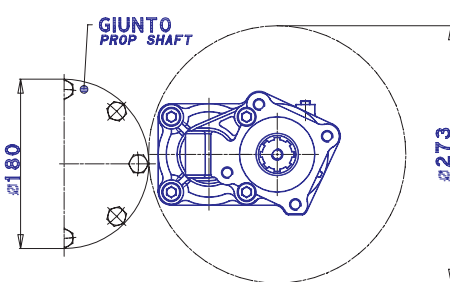
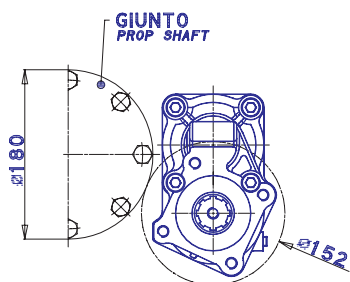
**Spazio disponibile per applicazioni**

Prop shaft clearance

Ottimale / Optimum position

Possibile / Possible position

Sconsigliato / Unadvised position



| Cambio<br>Gearbox                                                                                                                                                                                                                 | Albero<br>Quill-shaft | Giri PTO in marcia<br>PTO output speed |                    |                  |                    |                  |                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|
|                                                                                                                                                                                                                                   |                       | 12-41-176                              |                    | 12-42-175        |                    | 12-43-174        |                    |
|                                                                                                                                                                                                                                   |                       | Lenta Low<br>rpm                       | Veloce High<br>rpm | Lenta Low<br>rpm | Veloce High<br>rpm | Lenta Low<br>rpm | Veloce High<br>rpm |
| <b>16S-221/16,47<br/>+ INTARDER ECOSPLIT</b><br>Per cambi il cui codice mostra le ultime tre cifre inferiori a 100<br>(es. XXXX XXX 098)<br>For gear boxes with last three figures of id. number less than 100 (es. XXXX XXX 098) | 93-2-57               |                                        |                    |                  |                    |                  |                    |
| <b>16S-221/16,47<br/>+ INTARDER ECOSPLIT</b><br>Per cambi il cui codice mostra le ultime tre cifre superiori a 100<br>(es. XXXX XXX 102)<br>For gear boxes with last three figures of id. number more than 100 (es. XXXX XXX 102) | 93-6-26               | 1386                                   | 1656               | 1178             | 1406               | 1026             | 1226               |
| <b>16S-251/13,74<br/>+ INTARDER ECOSPLIT</b>                                                                                                                                                                                      | 93-6-35               |                                        |                    |                  |                    |                  |                    |



REV: //

[illegible]

REV: //

[illegible]