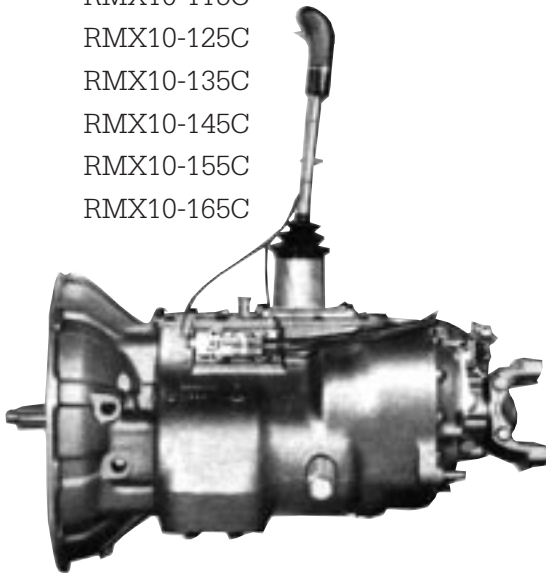


10-Speed Transmissions

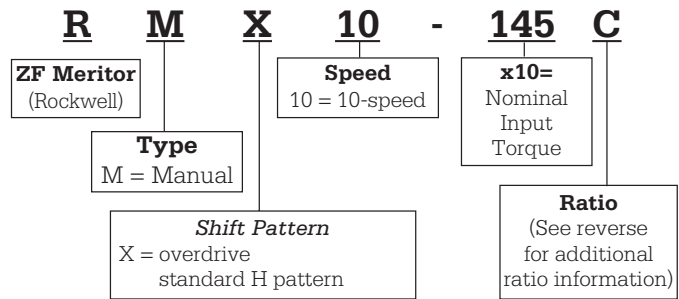
C Ratio Overdrive

This document includes information on the following ZF Meritor transmission models:

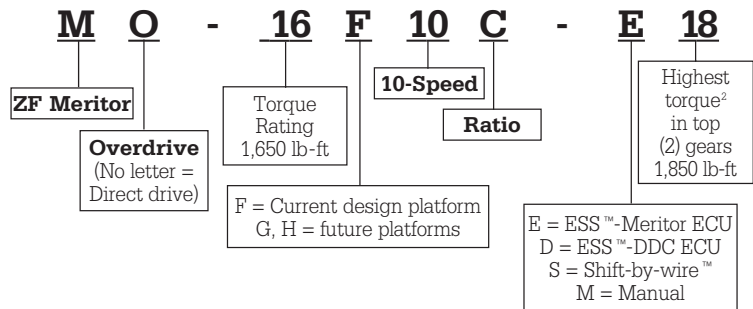
- RMX10-115C
- RMX10-125C
- RMX10-135C
- RMX10-145C
- RMX10-155C
- RMX10-165C



Model Numbers and Designations



New Model Nomenclature



Features

- Full line of torque ratings ranging from 1,150 to 1,650 lb-ft
- High overall ratio of 17.53:1 in forward, and 19.23 in reverse
- Deep 12.72 first gear with close 37%-38% ratio steps
- Lighter installed weight
- Available with optional Shift-n-Cruise® shift knob with integrated cruise controls
- Some models available with optional Engine Synchro Shift™ and SureShift™ advanced shift systems
- Available with optional Electric-over-Air range shift system

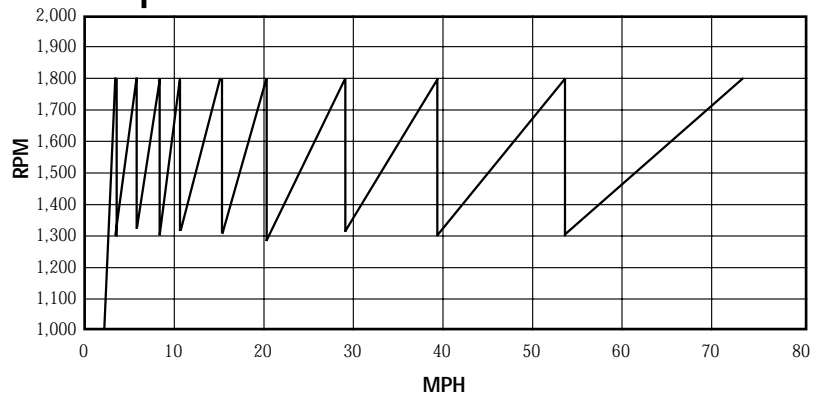
Benefits

- Optimum match with today's high torque low cruise RPM engines
- Ideal for heavy-haul and double- or triple-trailer operations
- Excellent startability, even in construction and on-/off-highway applications
- Potential overall weight savings
- Makes using cruise control functions easier for drivers
- Advanced shift systems automatically synchronize engine RPM to road speed to ease shifting effort
- Eliminates the pneumatic slave valve for faster range shifts and increased reliability

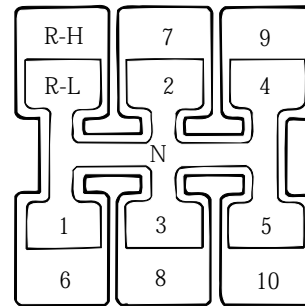
Specifications: 10-Speed C Ratio Overdrive Transmissions

Ratios and Steps		
Gear	Ratio	% Step
1	12.72	38
2	9.23	37
3	6.75	37
4	4.92	38
5	3.57	38
6	2.58	38
7	1.88	37
8	1.37	37
9	1.00	38
10	0.73	38
Overall-Fwd.	17.53	
Overall-Rev.	19.49	
Low-Rev.	14.15	
High-Rev.	2.88	

Step Chart



Shift Pattern



Model	Weight* (lbs)	Torque Rating (lb-ft)	PTO Speed (% of engine speed)
RMX10-115C	605	1,150	98.2
RMX10-125C	605	1,250	98.2
RMX10-135C	605	1,350	98.2
RMX10-145C	605	1,450	98.2
RMX10-155C	608	1,550	98.2
RMX10-165C	608	1,650	98.2

*Less bell housing, shift controls, output yoke and oil.

Weights are approximate.

Power Take-Off (all models)

Right side – 6 bolt, 45 tooth 6/8 pitch

Bottom – 8 bolt, 45 tooth 6/8 pitch

Available Options

- Forward shift bar housing
- Dip stick
- Magnetic drain plug
- Integral oil pump*
- Neutral switch port standard

*Optional oil pump required on 1,550 and 1,650 lb-ft models.

SAE #1 Bell Housing Weight

Nodal Mount

Aluminum - 36 lbs.

Iron - 92 lbs.

Non-nodal Mount

Aluminum - 23 lbs.

Iron - 76 lbs.

SAE #2 Bell Housing Weight

Non-nodal Mount

Iron - 68 lbs.



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