

CHELSEA®

EATON FULLER

FLR-116

EE-17F111B (Endurant HD)  
 EEO-14F112C (Endurant HD)  
 EEO-15F112C (Endurant HD)  
 EEO-16F112C (Endurant HD)  
 EEO-17F112C (Endurant HD)  
 EEO-18F112C (Endurant HD)  
 EHD-14F112C-N (Endurant CNG)

**BOTTOM SIDE ONLY****REAR SIDE ONLY****TRANSMISSION GEAR DATA:**

BOT 08-BOLT Opening Gear FORWARD of Centerline  
 42 Teeth - L.H. HELIX

**PITCH LINE TO APERTURE FACE:**

1.125" (28.575MM)

**TRANSMISSION GEAR DATA:**

REAR 04-BOLT Opening Gear NON-STANDARD of Centerline  
 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

0" (0MM)

**CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM**

PTO Model	Torq I / C †	Dir Rot	Engine %		Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine %		Filler Block	Adapter Assy	Stud Kit
			Fwd	Rev							Fwd	Rev			

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

489QCLZX-*3 (5)	200 I	Opp	94				Furnished
489QFLZX-*3 (6)	250 I	Opp	116				Furnished
489QHLZX-*3 (7)	250 I	Opp	135				Furnished
489QLLZX-*3 (1)	225 I	Opp	151				Furnished
489QQLZX-*3 (1)	225 I	Opp	162				Furnished
489QRLZX-*3 (1)	225 I	Opp	188				Furnished
680QFLZX-*3 (8)	375 I	Opp	116				Furnished
680QHLZX-*3 (9)	375 I	Opp	135				Furnished
680QRLZX-*3 (10)	350 I	Opp	188				Furnished
880QGLZX-*3 (2)	500 I	Opp	107				Furnished
880QJLZX-*3 (3)	500 I	Opp	125				Furnished
880QQLZX-*3 (4)	450 I	Opp	173				Furnished

**REAR MOUNT - MECHANICAL SHIFT**

511XRLZW-**	500 C	Opp	137				Furnished
524XMLZX-**	300 C	Eng	142				Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

**IMPORTANT:** Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

**WARNING:** SHIFT OPTIONS - Two shift options are available for Endurant HD; (D) 12V Elec / Air installation kit and (V) for no installation kit included. This is for installations where the truck has the PTO prep package factory installed. Both shift types are required to interface with the TSM

**CAUTION:** The Endurant Transmission Control Module (TCM) must be configured for PTO operation using ServiceRanger software. The default setting for this feature is 'Disabled'. Failure to configure the TCM for PTO operation may result in transmission, PTO, or driven equipment damage. See Eaton PTO Information Guide TRIG2600 EN-US for additional information regarding this and dual (bottom + rear mount) PTO configuration.

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|----------------------------------|-----------------------------------|
| (1) Input Gear Part No. 5-P-1571 | (6) Input Gear Part No. 5-P-1588  |
| (2) Input Gear Part No. 5-P-1574 | (7) Input Gear Pa No. 5-P-1589    |
| (3) Input Gear Part No. 5-P-1575 | (8) Input Gear Part No. 5-P-1590  |
| (4) Input Gear Part No. 5-P-1577 | (9) Input Gear Part No. 5-P-1591  |
| (5) Input Gear Part No. 5-P-1587 | (10) Input Gear Part No. 5-P-1593 |

## Eaton Fuller Notes

### FLR-114

1. Percent (%) of Engine Speed shown on page applies to Stationary Mode and Mobile Mode when transmission is in 2nd Gear.
  2. Multiply Speed Shown by 0.64 for "Low" Range Values, Low Range applies to Mobile Mode ONLY when transmission is in Reverse or 1st gear.
  3. Lube hose and fittings included with PTO.
  4. Pressure lubrication of the 442 Series in this application is recommended by Eaton, but not required. Chelsea recommends and encourages the use of pressure lubrication to provide the best performance and service life. Therefore, this application is specified as "P" lube and the hoses are included with the PTO. Low Pressure (LP) lubrication supply port is located on drivers side transmission.
  5. PUMP OUTPUT OPTIONS: Chelsea recommends rotatable SAE B options (RA/RB) for the left side opening. An XK will work for a 2-Bolt pump with a modification to the flange. The right side appears to be open.
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### FLR-116

1. Gaskets are replaced by a custom molded o-ring. No backlash setting required. Special piloting studs are included in lieu of dowel pins.
  2. 880 Series - The D shift option must be used for new applications. A 4-way air valve will be provided with the D-shift option that will supply air to both sides of the shifter. The factory dash switch cannot be used with the 880 since the factory air valve is only a 3-way valve. The V shift option can be used for replacement PTOs.
  3. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.
  4. 511 Series - Adapter 329957X Furnished with PTO for this application.
  5. 524 Series - Adapter 329971X Furnished with PTO for this application.
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### FLR-117

1. Inertia Brake located on the transmission left side PTO aperture.