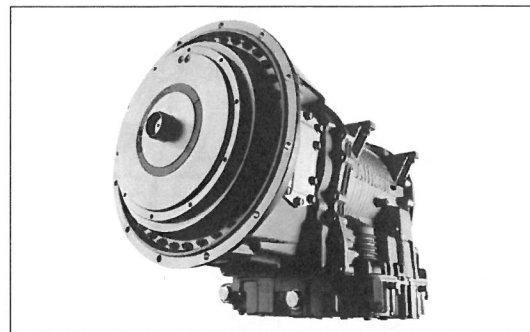




## T350 (R) specification

For Applications with engines up to 242 kW (325 hp) gross input power and up to 1350 N•m gross input torque.



### RATINGS

	Gross Input Torque N•m	Gross Input Power <sup>(1)</sup> kW (hp)	GVW kg	Vocations
City Bus	1254	224 (300)	29,000	City Bus
Tour Coach	1350	242 (325)	27,000	Tour Coach

(1). Gross Power rating as defined by ISO 1585 or SAE J1995.

### DRIVETRAIN INTERFACES

Acceptable full-load engine governed speed	1950 – 2800 rpm
Acceptable engine idle speed range (with transmission in Drive)	500 – 800 rpm
Maximum output shaft speed - retarder-equipped models only	3600 rpm

### MOUNTING

To Engine	SAE No.2
In Chassis	Rear support available (required for some installations)

### TORQUE CONVERTER

Type One stage, three element, polyphase.  
Includes standard integral damper which is operational in lockup.

Model	Stall Torque Ratio
TC-411	2.71
TC-413	2.44
TC-415	2.35
TC-417	2.20
TC-418	1.98
TC-419	2.02
TC-421	1.77

### MECHANICAL RATIOS (Gear ratios do not include torque converter multiplication)

#### Range

First	3.49 : 1
Second	1.86 : 1
Third	1.41 : 1
Fourth	1.00 : 1
Fifth	0.75 : 1
Sixth	0.65 : 1
Reverse	-5.03 : 1

### CONTROL SYSTEM

Description Allison 5th Generation Electronic Controls with closed loop adaptive shifts

Shift Sequences	[C = Converter mode (lockup clutch disengaged); L = Lockup mode (lockup clutch engaged)]	
	City Bus	Tour Coach
	Standard: 1C-[1L]-2C-2L-3L-4L-5L	Standard: 1C-[1L]-2C-2L-3L-4L-5L
	Optional: 1C-[1L]-2C-2L-3L-4L-5L-6L	Optional: 1C-[1L]-2C-2L-3L-4L-5L-6L
	Optional: 1C-[1L]-2C-2L-3L-4L	

TCM must be calibrated for "1L" option. Second-gear-start calibrations are not available for all vehicle applications.

Driver-to-Transmission Interface Cab-mounted shift selector, pushbutton or lever with two-digit display (range selected and range attained)

Communication Protocol - Engine/Vehicle Systems Interface SAE J1939, IESCAN, PT-CAN

## PHYSICAL DESCRIPTION

	Installation Length*	Dry Weight	Depth below transmission centerline	
			With Shallow Oil Sump (Standard)	With Deep Oil Sump (Optional)
Basic Model	738 mm	243 kg	274 mm	328 mm
With Retarder	738 mm	279 kg	274 mm	328 mm

\*Approximate length from engine housing to output flange (depending on output flange type)

## OUTPUT RETARDER PROVISION (OPTION)

Type	Integral, hydraulic		
	Torque	Capacity	Power
Low	1490 N•m		298 kW
Medium	1763 N•m		373 kW

## OIL SYSTEM

Allison approved fluids: TES 295 and TES 389

Capacity, excluding external circuits

With Deep Oil Sump 27 litres

With Shallow Oil Sump 25 litres

Main circuit oil filter Replaceable element, integral

Cooler circuit oil filter Replaceable element, integral

Electronic oil level sensor (OLS) Standard

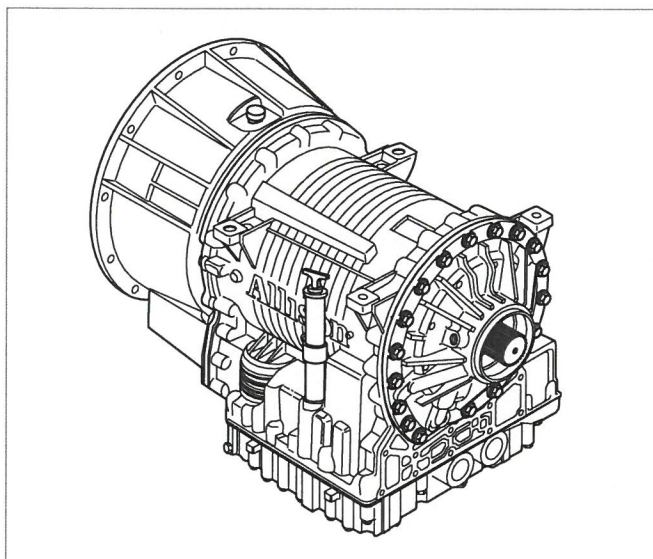
## SPEEDOMETER PROVISION

Description	Non-zero-crossing square wave
	8, 16 or 40 pulses per revolution of transmission output shaft
Location	Electronic output from TCM

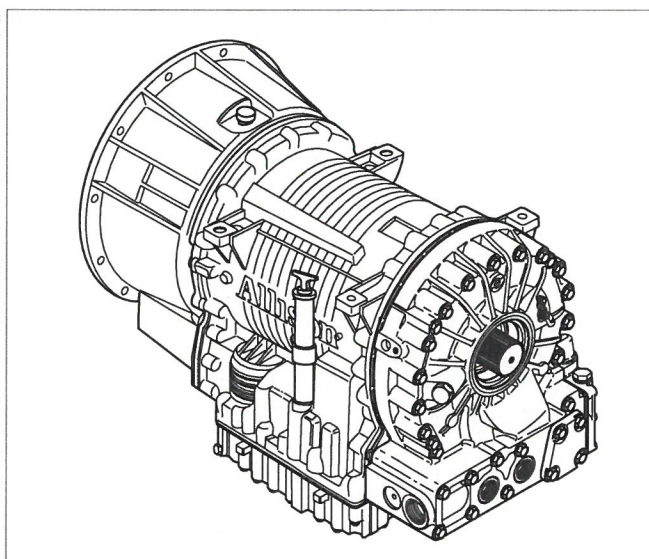
## TACHOGRAPH PROVISION

Tone wheel	4 or 6-tooth
Mounting	M18 x 1.5 metric thread
Location	Transmission rear cover or retarder housing

T350



T350 (R)



## Contact Information:

Transdiesel Australia Pty Ltd  
77 McKellar Way, Epping, Victoria, Australia 3076  
Ph: (03) 9305 0800  
[www.transdiesel.com.au](http://www.transdiesel.com.au)



[www.allisontransmission.com](http://www.allisontransmission.com)

