

T525 (R) specification

For Applications with engines up to 410 kW (550 hp) gross input power and up to 2305 N•m gross input torque.

RATINGS

| | Gross Input Torque N•m | Gross Input Power ⁽¹⁾ kW (hp) | GVW kg | Vocations |
|------------|---------------------------|---|-----------|------------|
| Tour Coach | 2305 | 410 (550) | Unlimited | Tour Coach |

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

DRIVETRAIN INTERFACES

| | |
|---|-----------------|
| Acceptable full-load engine governed speed | 1700 – 2300 rpm |
| Acceptable engine idle speed range (with transmission in Drive) | 500 – 800 rpm |

MOUNTING

| | |
|------------|--|
| To Engine | SAE No.1 |
| 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-521 | 2.42 |
| TC-531 | 2.34 |
| TC-541 | 1.90 |
| TC-551 | 1.79 |
| TC-561 | 1.58 |

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

| Range | |
|---------|-----------|
| First | 3.51 : 1 |
| Second | 1.91 : 1 |
| Third | 1.43 : 1 |
| Fourth | 1.00 : 1 |
| Fifth | 0.74 : 1 |
| Sixth | 0.65 : 1 |
| Reverse | -4.80 : 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)]

Tour Coach

Standard: 1C-[1L]-2C-2L-3L-4L-5L

Optional: 1C-[1L]-2C-2L-3L-4L-5L-6L

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 |
|---------------|----------------------|------------|-------------------------------------|
| Basic Model | 795 mm | 377 kg | 338 mm |
| With Retarder | 795 mm | 411 kg | 338 mm |

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

OUTPUT RETARDER PROVISION (OPTION)

| | Capacity | |
|--------|----------|-----------------|
| | Torque | Power |
| Low | 1763 N•m | 373 kW (500 hp) |
| Medium | 2170 N•m | 447 kW (600 hp) |
| High | 2710 N•m | 447 kW (600 hp) |

Type: Integral, hydraulic

OIL SYSTEM

| | |
|--|-------------------------------|
| Allison approved fluids: TES 295 and TES 389 | |
| Capacity, w/o PTO, excluding external circuits | 38 litres |
| Main circuit oil filter | Replaceable element, integral |
| Cooler circuit oil filter | Replaceable element, integral |
| Electronic oil level sensor (OLS) | Standard |

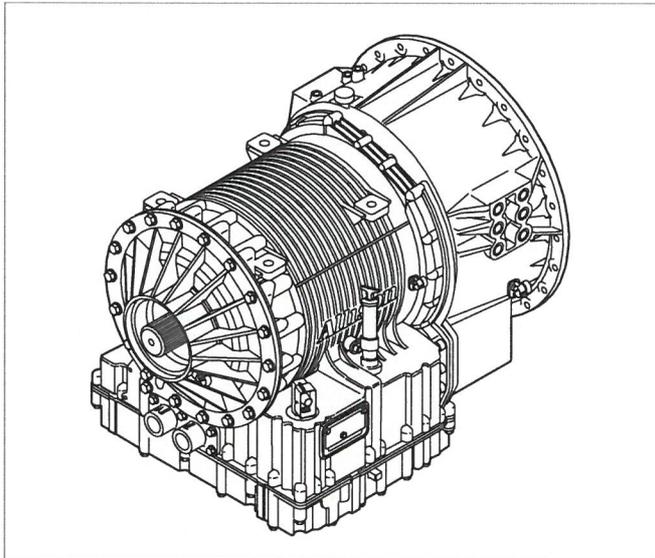
SPEEDOMETER PROVISION

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

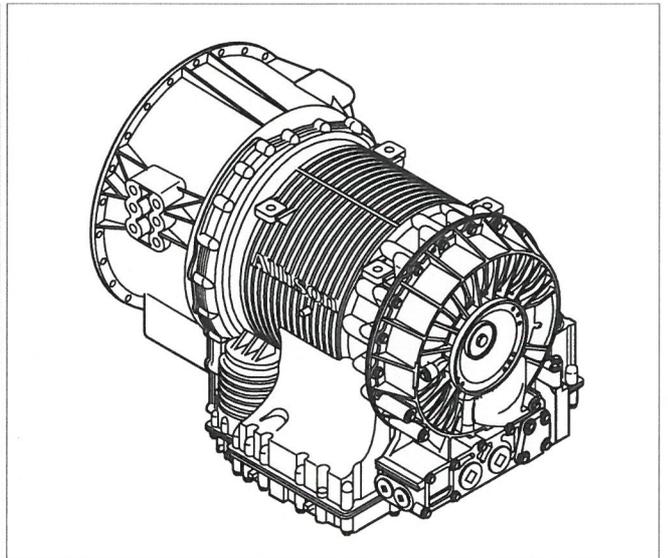
TACHOGRAPH PROVISION

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

T525



T525 (R)



Contact Information:

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

