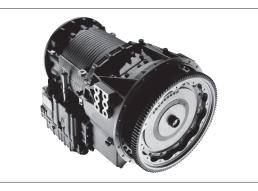


T425 (R) specification

For Applications with engines up to 283 kW (380 hp) gross input power and up to 1750 N•m gross input torque.

RATINGS



KATINGS								
	Gross Input Torque G N∙m	iross Input Power ⁽¹⁾ kW (hp)	GVW kg	Vocations				
City Bus	1650	283 (380)	29,000	City Bus				
Tour Coach	1750	283 (380)	27,000	Tour Coach				
(1). Gross Power rating as defined by ISO 1585 or SAE J1995.								
DRIVETRAIN INTER	RFACES							
Acceptable full-load er	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 MECHANICAL RATIOS (Gear ratios do not include torque converter multiplicatio								
-			CATIOS (Gear ratios do h	ot include torque converter multiplication				
Type Includes st	One stage, three element, polypha tandard integral damper which is operational in lock	se. Range up.						
Model	Stall Torque Ratio		First	3.51 : 1				
TC-521	2.42		Second	1.91 : 1				
TC-531	2.34		Third	1.43 : 1				
TC-541	1.90		Fourth	1.00 : 1				
TC-551	1.79		Fifth	0.74 : 1				
TC-561 1.58			Sixth	0.64 : 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 cl	lutch engaged)]					
	City Bus	Tour Coach	Tour Coach					
	Standard: 1C-[1L]-2C-2L-3L-4L-5L	Standard: 1C–[1L]–2C	Standard: 1C-[1L]-2C-2L-3L-4L-5L					
	Optional: 1C-[1L]-2C-2L-3L-4L-5L-6L							
	Optional: 1C–[1L]–2C–2L–3L–4L	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		
Basic Model	795 mm	377 kg	338 mm		
With Retarder	795 mm	411kg	338 mm		

OUTPUT RET	ARDER PROVISION (OI	PTION)	OIL SYSTEM	
Туре		Integral, hydraulic	Allison approved fluids: TE	S 295 and TES 389
	Cai	pacity	Capacity, w/o PTO, excluding external circuits 38 litres	
	Torque	Power	Main circuit oil filter	Replaceable element, integral
Low	1763 N∙m	373 kW (500 hp)	Cooler circuit oil filter	Replaceable element, integral
Medium	2170 N∙m	447 kW (600 hp)	Electronic oil level sensor (OLS) Standard
High	2710 N∙m	447 kW (600 hp)		
SPEEDOMETER PROVISION			TACHOGRAPH PROVIS	ION
Description	N	on-zero-crossing square wave	Tone wheel	4 or 6-tooth
8, 16 or 40 pulses per revolution of transmission output shaft			Mounting	M18 x 1.5 metric thread
Location		Electronic output from TCM	Location	Transmission rear cover or retarder housing

T425

