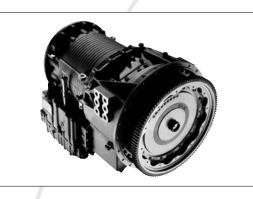


## T425 (R) specification

For Applications with engines up to 283 kW (380 hp) gross input power and up to 1750 N•m (1291 lb-ft) gross input torque.

## RATINGS



	Input Torque Gross N∙m (lb-ft)	Input Power Gross <sup>(1)</sup> Kw (hp)	Turbine Torque Net <sup>(2)</sup> N∙m (lb-ft)	GVW kg (lbs)	Vocations	
City Bus	1650 (1217)	283 (380)	3322 (2450)	29,000 (63,935)	City Bus	
Tour Coach	1750 (1291)	283 (380)	3322 (2450)	27,000 (59,525)	Tour Coach	
(1). Gross Power rating as defined by ISO 1585 or SAE J1995. (2). Turbine Torque limit based on iSCAAN standard deductions.						
DRIVETRAIN INTERFAC	ES					
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 s

Rear support available (required for some installations)

TORQUE	CONVERTER		MECHANICAL RAT	TIOS (Gear ratio	s do not include torque converter multiplication)
Туре	Includes standard in	One stage, three element, polyphase. tegral damper which is operational in lockup.	Range		
	Model	Stall Torque Ratio	Firs	st	3.51 : 1
	TC-521	2.42	Sec	cond	1.91 : 1
	TC-531	2.34	Thi	rd	1.43 : 1
	TC-541	1.90	Fou	urth	1.00 : 1
	TC-551	1.79	Fift	:h	0.74 : 1
	TC-561	1.58	Sixt	th	0.64 : 1
			Rev	verse	-4.80 : 1

## **CONTROL SYSTEM**

Description	Allison 4th 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	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, SAE J1587, ISO 9141, JESCAN				

	Installation Length*	Dry Weight	Depth below transmission centerline
Basic Model	740 mm (29 in)	243 kg (535 lbs)	375 mm (14.8 in)
With Retarder	740 mm (29 in)	289 kg (615 lbs)	375 mm (14.8 in)

OUTPUT R	ETARDER PROVISION (OPT	ION)	OIL SYSTEM		
Type Integral, hydraulic			Allison approved fluids: TES 295 and TES 389		
Capacity		Capacity, w/o PTO, excluding external circuits 38 litres (40 quarts)			
Torque Power		Main circuit oil filter Replaceable element, in			
Low	1763 N∙m (1300 lb-ft)	373 kW (500 hp)	Cooler circuit o	il filter Replaceable element, integral	
Medium	2170 N•m (1600 lb-ft)	447 kW (600 hp)	Electronic oil level sensor (OLS) Stanc		
High	2710 N•m (2000 lb-ft)	447 kW (600 hp)			
SPEEDOMETER PROVISION		TACHOGRAP	H PROVISION		
Description Non-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

