

T255 (R) specification

For Applications with engines up to 149 kW (200 hp) gross input power and up to 680 N•m (503 lb-ft) gross input torque.

Model only available in China for locally produced buses and coaches for the local China markets and not permitted for export chassis.

RATINGS

	Input Torque Gross N•m (lb-ft)	Input Power Gross ⁽¹⁾ Kw (hp)	Turbine Torque Net ⁽²⁾ N•m (lb-ft)	GVW kg (lbs)	Vocations
City Bus	680 (503)	149 (200)	1857 (1370)	16,500 (36,376)	City Bus
Tour Coach	680 (503)	149 (200)	2030 (1497)	16,500 (36,376)	Tour Coach

(1). Gross Power rating as defined by ISO 1585 or SAE J1995. (2). Turbine Torque limit based on iSCAAN standard deductions.

DRIVETRAIN INTERFACES

Acceptable full-load engine governed speed	2000 – 2800 rpm
Acceptable engine idle speed range (with transmission in Drive)	500 – 800 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
Reverse	-5.03 : 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	Standard: 1C-[1L]-2C-2L-3L-4L
	Optional: 1C-[1L]-2C-2L-3L-4L-5L

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, IESCAN

PHYSICAL DESCRIPTION

	Installation Length*	Dry Weight	Depth below transmission centerline	
			With Deep Oil Sump (Standard)	With Shallow Oil Sump (Optional)
Basic Model	740 mm (29 in)	243 kg (535 lbs)	328 mm (12.9 in)	283 mm (11.5 in)

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

OIL SYSTEM

Allison approved fluids: TES 295 and TES 389

Capacity, excluding external circuits

With Deep Oil Sump	27 litres (29 quarts)
With Shallow Oil Sump	25 litres (26 quarts)

Main circuit oil filter Replaceable element, integral

Cooler circuit oil filter Replaceable element, integral

Electronic oil level sensor (OLS) Standard

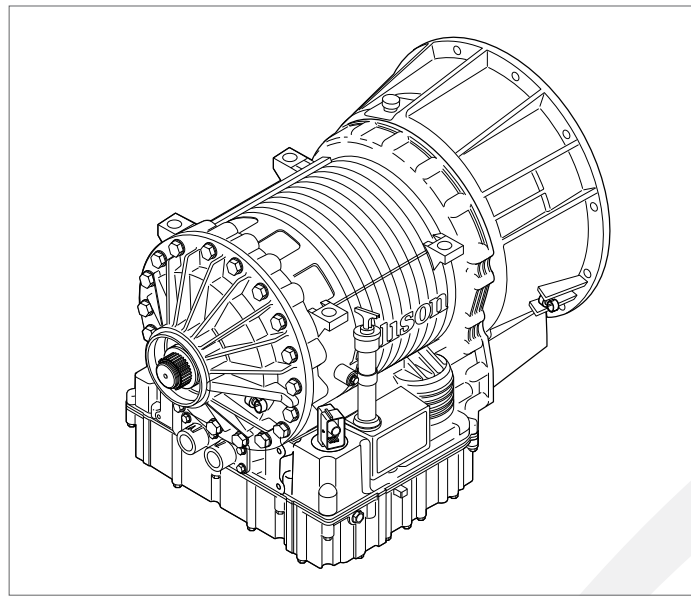
SPEEDOMETER PROVISION

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

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