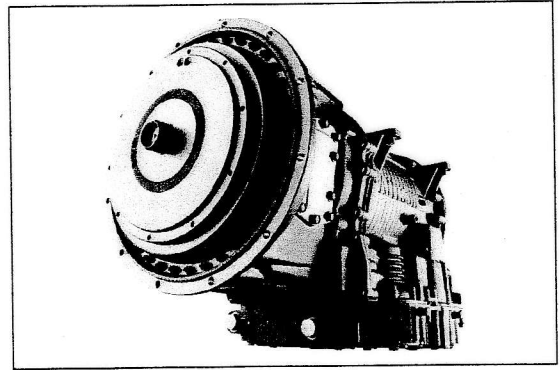


Allison Torqmatic™



T265 specification

For Applications with engines up to 157 kW (210 hp) gross input power and up to 750 N•m (553 lb-ft) gross input torque.

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	750 (553)	157 (210)	1857 (1370)	18,000 (39,683)	City Bus
Tour Coach	750 (553)	157 (210)	1857 (1370)	18,000 (39,683)	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	Stall Torque Ratio
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 (29.0 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)

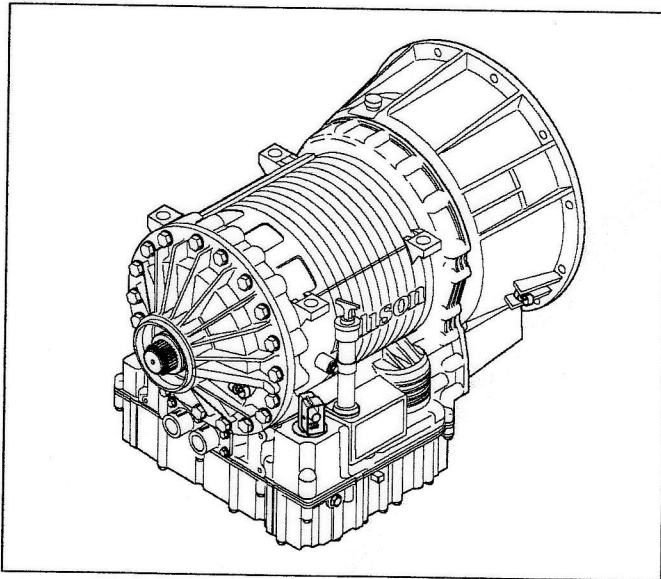
ENGINE-DRIVEN POWER TAKE-OFF PROVISION				
Mounting pad positions viewed from rear	Drive gear rating with one PTO	Drive gear rating with two PTOs	PTO	Drive
	N•m (lb-ft)	N•m (lb-ft)	Drive Gear	
4 o'clock and 8 o'clock (Standard)	660 (485)	930 (685)	68 tooth	Engine
1 o'clock and 8 o'clock (Optional)	660 (485)	930 (685)	83 tooth	Engine
Fire and Emergency	910 (670)	930 (685) ¹		

¹ Intermittent rating to 1068 N•m

OIL SYSTEM	
Oil type	Transynd™, DEXRON®-III
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		TACHOGRAPH 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

T265



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