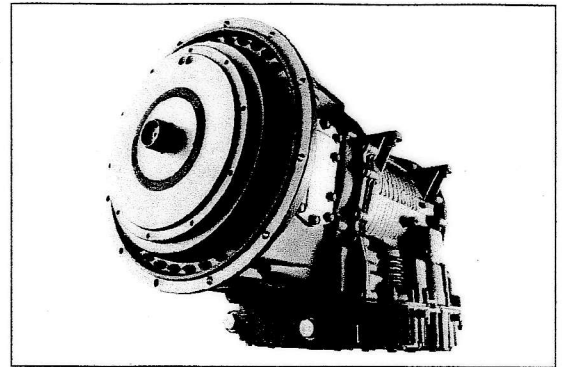


# Allison Torqmatic™



## T350 (R) specification

For Applications with engines up to 239 kW (320 hp) gross input power and up to 1350 N•m (996 lb-ft) gross input torque.

### RATINGS

	Input Torque Gross N•m (lb-ft)	Input Power Gross Kw (hp)	Turbine Torque Net N•m (lb-ft)	GVW kg (lbs)	Vocations
City Bus	1254 (925)	224 (300)	1857 (1370)	28,500 (62,832)	City Bus
Tour Coach	1350 (996)	239 (320)	2030 (1497)	26,000 (57,320)	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
Maximum output shaft speed at 105 km/hr (65 mi/hr) – retarder-equipped models only	3600 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
Sixth	0.65 : 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-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	

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