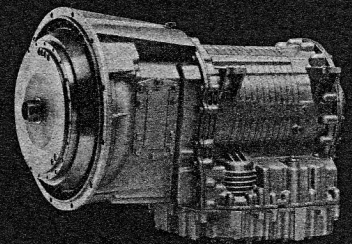


MD 3060(P)(R)

UP TO 275 GHP (205 kW), 800 LB-FT (1085 N•m)



SPECIFICATIONS

WORLD TRANSMISSION MD 3060(P)(R)

RATINGS

	Input Torque		Input Power		GVW lbs (kg)
	Gross ¹ lb-ft (N•m)	Net lb-ft (N•m)	Gross ^{1,2} hp (kW)	Net hp (kW)	
General Purpose Truck	800 (1085)	780 (1060)	275 (205)	265 (198)	n/a (n/a)
Refuse Packer, Refuse Hauler	800 (1085)	780 (1060)	275 (205)	265 (198)	60,000 (27,216)
Shorthaul, Tractor Trailer	890 (1205)	870 (1180)	275 (205)	265 (198)	66,000 (29,938)
Motorhome, Emergency Vehicle	950 (1290)	905 (1225)	300 (225)	285 (213)	n/a (n/a)

¹ Gross Power and Torque ratings are included for reference only.
² Gross Power rating as defined by SAE J1995.

ENGINE INTERFACE

Acceptable full-load engine governed speed	2000-2800 rpm
Acceptable engine idle speed range (with transmission in Drive)	500-800 rpm

MOUNTING

Engine	SAE No. 2
Chassis	Rear support available (required for some installations)

TORQUE CONVERTER

	Stall Torque Ratio	Kp-Factor* at Stall
TC-411	2.71	114.1 (98.0)
TC-413	2.44	85.4 (73.3)
TC-415	2.35	79.4 (68.2)
TC-417	2.20	70.5 (60.5)
TC-418	1.98	71.2 (61.1)
TC-419	2.02	64.0 (55.0)
TC-421	1.77	55.8 (47.9)

Includes standard integral damper which is operational in lockup

* Kp-Factor defines torque converter capacity. Kp = the ratio of converter pump speed [rpm] divided by the square of the pump torque [lb-ft (N•m)].

MECHANICAL RATIOS*

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

Ratio coverage

Forward	5.34
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* Gear ratios do not include torque converter multiplication.

CONTROL SYSTEM

Description	Electronic, closed loop, adaptive with stand-alone Electronic Control Unit (ECU)
Driver-to-Transmission Interface	Cab-mounted shift selector, push button or lever
Communication Protocol – Engine/Vehicle Interface	SAE J1939, SAE J1587, ISO 9141

SPEEDOMETER PROVISION

Description	Non-zero-crossing square wave 8 or 16 pulses per revolution of transmission output shaft
Location	Electronic output from transmission ECU

OPTIONAL RETARDER PROVISION

Output	Integral, hydraulic	
Capacity	Torque	Power
	High	1600 lb-ft (2170 N•m)
	Medium	1300 lb-ft (1760 N•m)
	Low	1100 lb-ft (1490 N•m)
		600 hp (447 kW)
		500 hp (373 kW)
		400 hp (298 kW)

OPTIONAL ENGINE-DRIVEN POWER TAKEOFF PROVISION – LEFT OR RIGHT SIDE

PTO drive gear rating	Continuous operation
Using one PTO	1.00 x engine speed, 458 lb-ft (657 N•m)
Using two PTOs	1.00 x engine speed, 685 lb-ft (928 N•m)

SIZE	Length*	Dry weight
Basic Model (MD 3060)	29.0 in (736 mm)	535 lbs (245 kg)
With PTO only (MD 3060P)	33.2 in (843 mm)	575 lbs (260 kg)
With output retarder only (MD 3060R)	29.0 in (736 mm)	615 lbs (280 kg)
With PTO & output retarder (MD 3060PR)	33.2 in (843 mm)	655 lbs (300 kg)

	Depth	
Below transmission centerline	Standard Deep Sump	12.8 in (325 mm)
	Optional Shallow Sump	11.1 in (281 mm)

* Length from engine housing to output flange face.

OIL SYSTEM

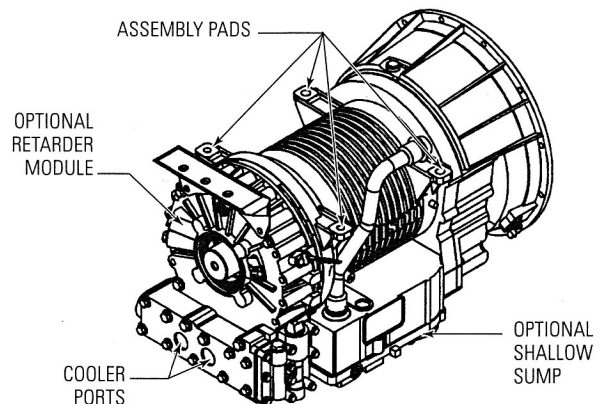
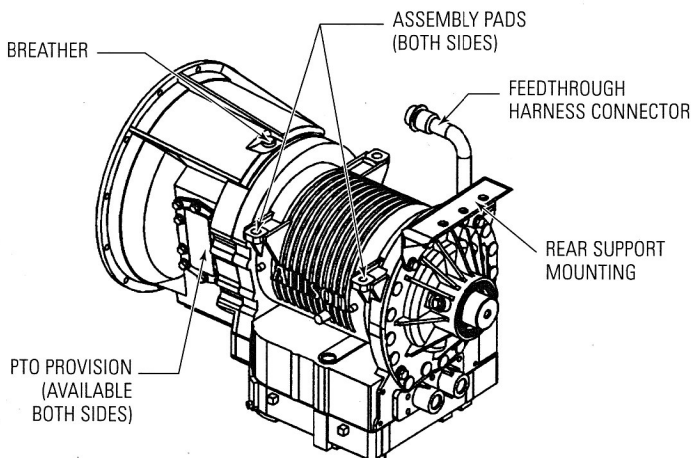
Oil type	DEXRON®-III, C4	
Capacity, excluding external circuits	Standard Deep Sump	29 qts (27 liters)
	Optional Shallow Sump	26 qts (25 liters)
Filters – main and cooler	Replaceable element, integral	

TACHOGRAPH PROVISIONS

	Provision 1	Provision 2
Tone-wheel	4-tooth	16-tooth
Mounting	M18 x 1.5 metric thread	0.75–16 UNF–2B inch thread
Location	Retarder housing (standard) Transmission rear cover (optional)	Retarder housing (standard)

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DESIGN FEATURES



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