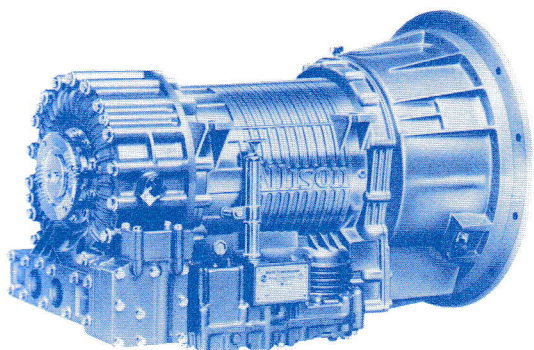


# Allison World Transmission



B300R

**Automatic Models  
B300/B300R  
up to 275 ghp (205 kW)  
for bus applications**

## Specifications

### B300R

#### General rating

|                                     |                     |
|-------------------------------------|---------------------|
| Gross input power (maximum)         | 275 hp (205 kW)     |
| Gross input torque (maximum)        | 705 lb ft (960 N•m) |
| Rated input speed (minimum-maximum) | 2000-2800 rpm       |

#### Mounting

|         |                                                     |
|---------|-----------------------------------------------------|
| Engine  | SAE 2 flywheel housing, flex disk drive             |
| Chassis | Rear support required with some optional provisions |

#### Torque converter

|                                     |                                                                        |
|-------------------------------------|------------------------------------------------------------------------|
| Type                                | One stage, three element, polyphase                                    |
| Stall torque ratio                  | TC 411-2.7; TC 413-2.4; TC 415-2.4; TC 417-2.2; TC 418-2.0; TC 419-2.0 |
| Lockup clutch with torsional damper | Integral/standard (available all ranges)                               |

#### Gearing<sup>⊕</sup>

|      |                                             |
|------|---------------------------------------------|
| Type | Patented, constant mesh, helical, planetary |
|------|---------------------------------------------|

| Range   | Ratios* |
|---------|---------|
| 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 speed) | 4.65:1 |
|-------------------|--------|

\*Gear ratios do not include torque converter multiplication.

#### Engine-driven power takeoff provision – left or right side – optional

|                                                      |                                                                        |
|------------------------------------------------------|------------------------------------------------------------------------|
| Optional power takeoff units, multiple ratio/ratings | constant-drive or clutched-drive<br>(adds approx 4.2 inches in length) |
|------------------------------------------------------|------------------------------------------------------------------------|

#### Oil system

|                                        |                                                      |
|----------------------------------------|------------------------------------------------------|
| Oil type                               | C4, DEXRON®-III                                      |
| Capacity (excluding external circuits) | 26 US qts (25 liters)                                |
| Filters – main & cooler                | Replaceable element, integral                        |
| Heat exchanger type                    | Oil to water, direct-mount or remote-mount available |

#### Size

|                                           | B300             | B300R            |
|-------------------------------------------|------------------|------------------|
| Length (FW housing to output flange face) | 29.0 in (736 mm) | 29.0 in (736 mm) |
| Depth (centerline to lowest point)        | 11.0 in (279 mm) | 11.0 in (279 mm) |
| Weight (dry)**                            | 535 lbs (243 kg) | 610 lbs (227 kg) |

\*\*Weight includes output flange/yoke and engine adaptation.

⊕Vocational shift calibrations vary by application. Consult Allison Transmission Sales for specific information.



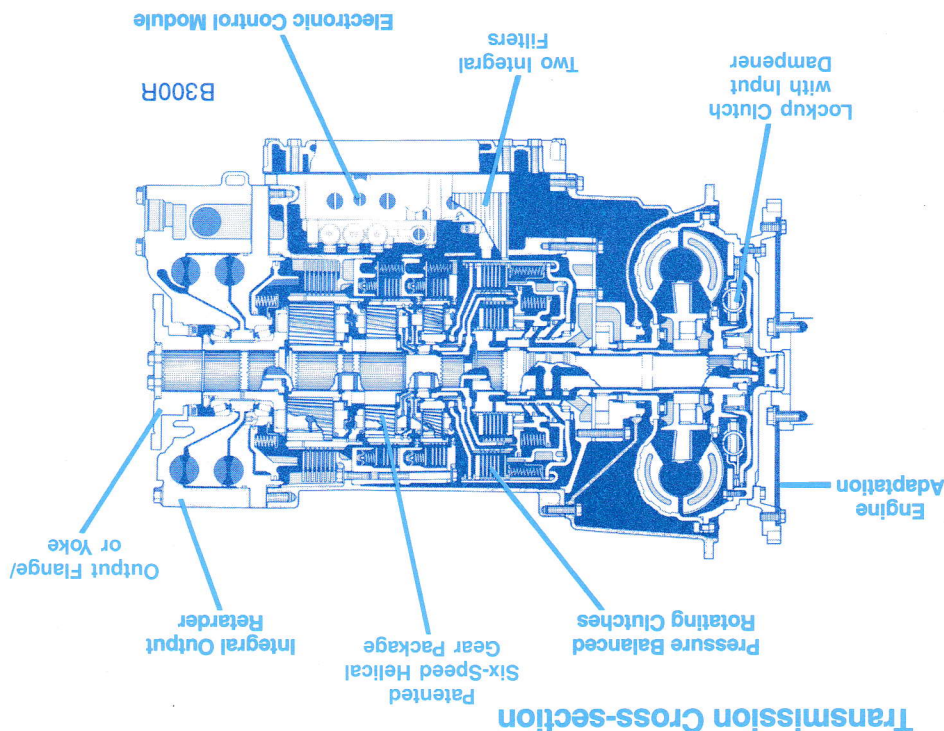


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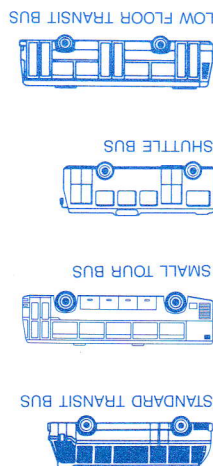
**Dal-Trans Pty. Ltd.**  
PO Box 6312  
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WETHERILL PARK NSW 2164  
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## Design Features

- The B300R incorporates the latest technology in design and manufacturing techniques.
  - Hydraulic torque converter with lockup clutch and integral torsional vibration damper, planetary gear package, and oil pump on one concentric axis.
  - Unique patented helical gear arrangement provides up to 6-speeds in a compact package.
  - The electronic control system is standard equipment. This includes a bus pushbutton selector and wiring harness.
  - Integral externally accessible cartridge type oil filters simplify maintenance.
  - Pressure balanced rotating clutches provide quick, smooth shifts.
  - Adaptive controls tailor shifts to the driving conditions.
- The B300R includes as standard equipment:
    - Remote oil cooler provision
    - Output flange/yoke
    - Engine adaptation\*
    - Shallow sump for ground clearance
    - Electronic dipstick
    - Two year unlimited mile warranty
    - Secondary shift schedule
    - Integral pushbutton shift selector and max feature ECU
    - Throttle position sensor (TPS) [Non-electronic engine]
    - Wiring harness
    - Vehicle interface module (VIM)
  - Certain features listed above can be handled as delete options.
- Various add options are available direct from Allison and also carry the full B300R transmission warranty. Contact Allison Transmission Sales for specific information.
- \*Base price will vary if other than specified adaptation is requested



## Typical Applications



\*Areas of the world may differ in approved models

**SCAAN Specification Assistance.** To be sure that you get the most efficient engine/transmission package for your operation, in your territory, with your preferred vehicle, your local Allison Transmission distributor offers **SCAAN** (System for Computerized Application Analysis) to help take the guesswork out of vehicle-buying specification decisions. **SCAAN** can compute a wide variety of vehicle performance parameters; and will also check your powertrain specifications against Allison Transmission vocational experience to optimize vehicle performance.