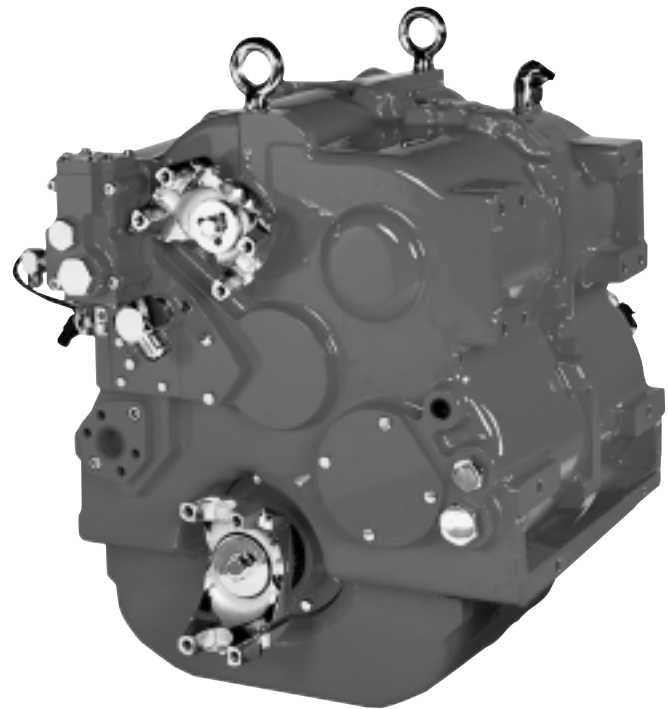
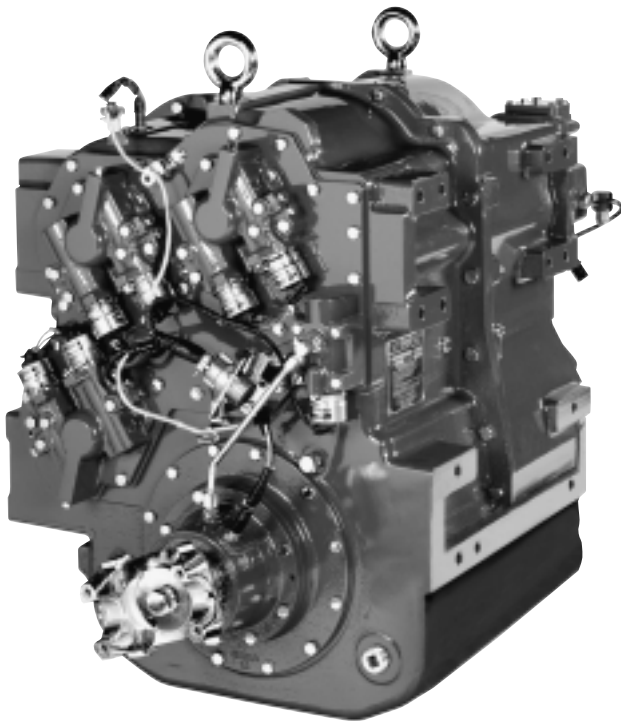


TD61-1179

TD61-1180

Up to 540 hp

402 kW



TD61-1179 shown with standard equipment

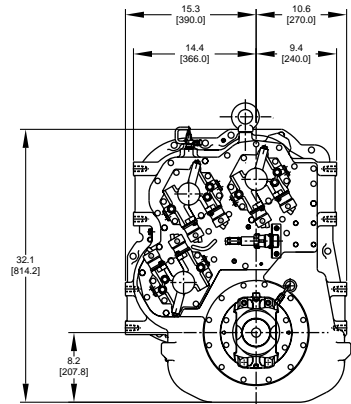
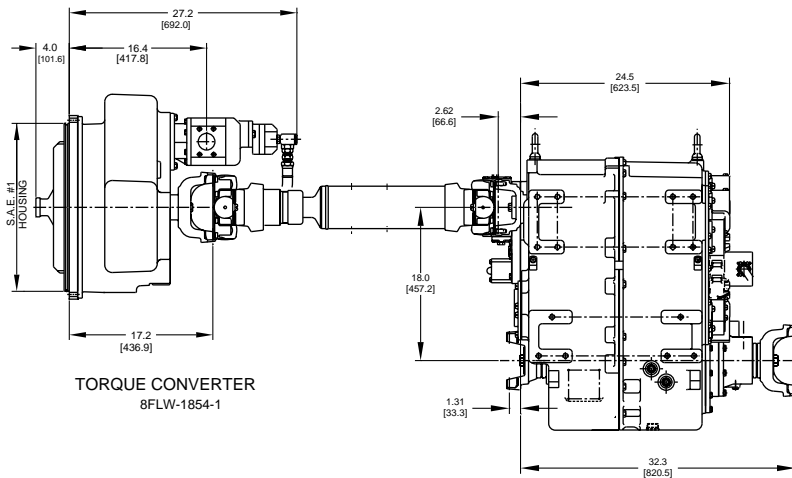
The 1180 Series transmission system consists of an engine mounted 17.5 or 18.5 inch type 8 torque converter, a 6 speed power-shift transmission and an advanced electronic control system.

Applications

- Military vehicles
- Haul trucks
- ADT's
- Oil field rigs
- Heavy-duty off-road vehicles

Features and Benefits

- Full time all-wheel drive with shift on the fly differential lock provides high performance in off-road conditions.
- Advanced electronic controls provide ease of operation and maximum flexibility in tailoring the transmission system performance to the specific application.
- Reduced downtime: Durable heavy-duty components, combined with electronic controls which prevent overspeed, shift shocks and reduce the effects of operator's error, result in increased machine availability and less wear and tear on other machine components.



Specifications

Maximum gross input power
 Maximum gross input torque
 Maximum input speed

TD61-1179

540 hp (402 kW)
 1950 lb-ft (2644 N·m)
 2300 RPM

TD61-1180

370 hp (275 kW) @ 2100 RPM
 1950 lb-ft (2644 N·m)
 2300 RPM

Torque Converter

Models

8FLW-1754-1
 8FLW-1854-1

Consult application engineering for proper converter selection and optional modulated clutch units for power dividing applications.

Mounting

SAE 1 wet flywheel housing

PTOs

Two SAE A, B or C pads standard
 .98 or 1.28:1 ratio

Weight, dry

600 lbs. (272 kg), depending on options

Transmission

Models

TD61-1179 – output rotation same as engine for forward
 TD61-1180 – output rotation opposite engine for forward

Mounting

Remote mounted
 Sump capacity 7 gal (26.5 L)

Differential

30-70, 50-50 and 70-30 with lock
 Optional part time AWD available

Weight, dry

1700 lbs. (770 kg)

Consult factory for reduced weight options.

Important Notice: Torsional Vibration Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

The responsibility for ensuring that the torsional compatibility of the propulsion system is satisfactory rests with the assembler of the drive and driven equipment.

Torsional vibration analysis can be made by the engine builder, marine survey societies, independent consultants and others. Twin Disc is prepared to assist in finding solutions to potential torsional problems that relate to the marine transmission.

Twin Disc, Incorporated reminds users of these products that their safe operation depends on use in compliance with engineering information provided in this bulletin. Users are also reminded that safe operation depends on proper installation, operation and routine maintenance and inspection under prevailing conditions. It is the responsibility of user (and not Twin Disc, Incorporated) to provide and install guards or safety devices which may be required by recognized safety standards or by the Occupational Safety and Health Act of 1970 and its subsequent provisions.

	Ratios							
	1st	2nd	3rd	4th	5th	6th	Rev	Overall
TD61-1179	6.029	3.951	2.608	1.704	1.117	.737	6.70	8.18
TD61-1180	6.70	4.39	2.898	1.893	1.241	.819	7.443	8.18

Cooling pump capacity: 46.5 GPM at 2100 RPM
 Maximum oil temperature at converter outlet: 250° F
 Cooling required: 25% of GHP

Consult Twin Disc regarding availability and specifications for optional outputs, PTOs and accessories.



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