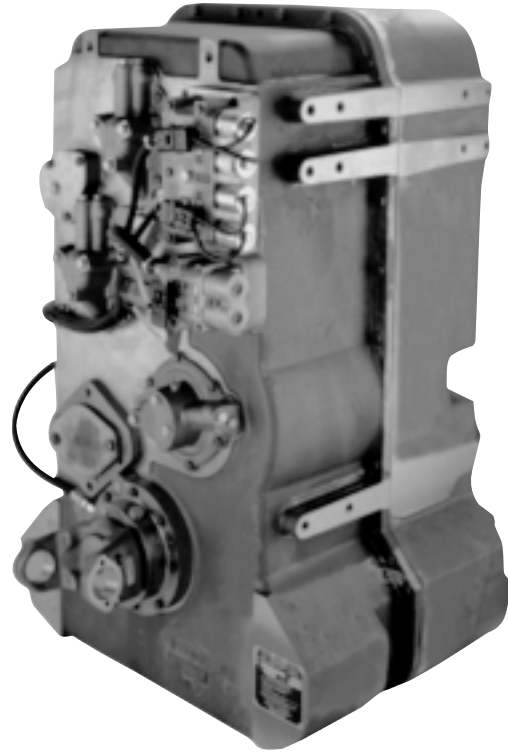
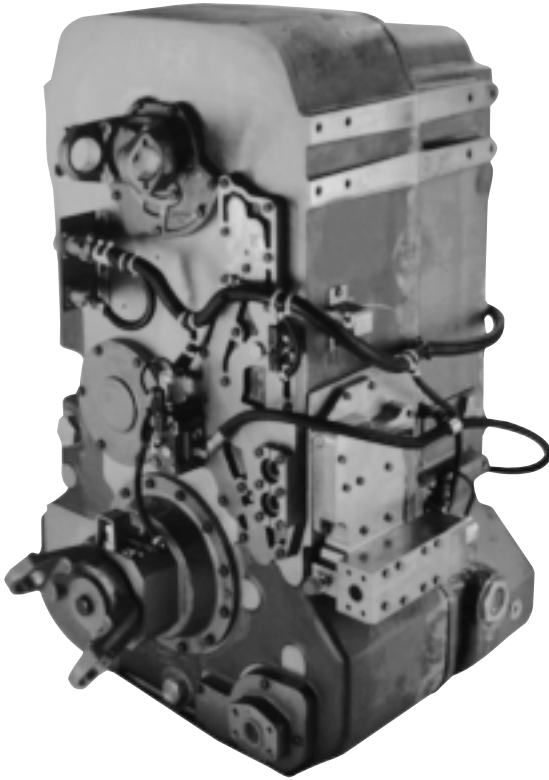


TD61-2619

Up to 1000 hp

746 kW

Twin Disc Automatic Transmission Systems



TD61-2619 shown with standard equipment

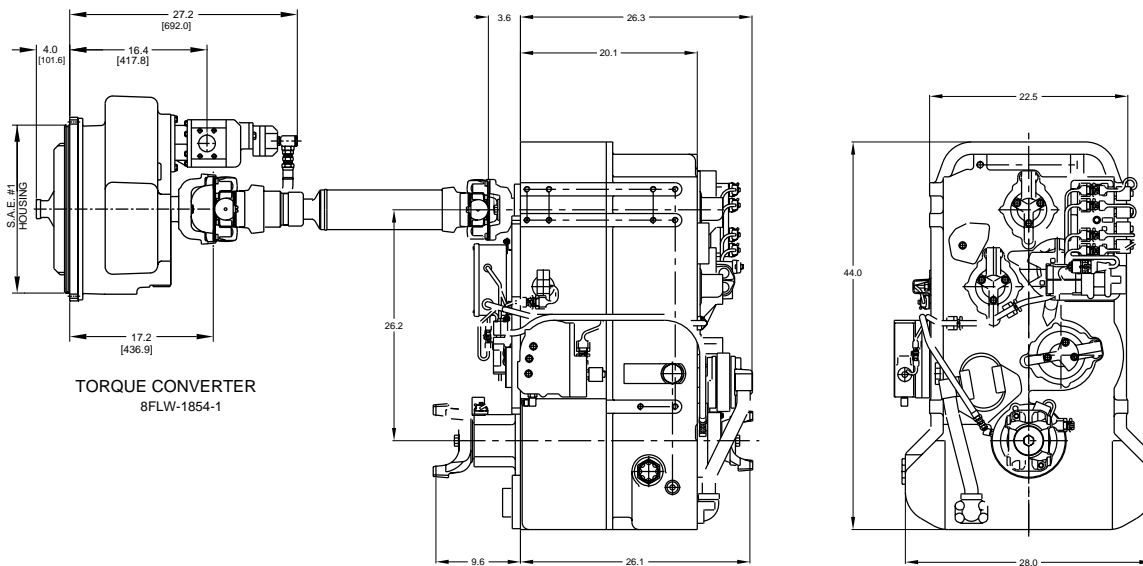
The 2619 Series transmission system consists of an engine mounted 18.5 inch type 8 torque converter, a 6 speed power-shift transmission and an advanced electronic control system.

Applications

- ARFF vehicles
- Military vehicles
- Haul trucks
- 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

	<u>Standard Rating</u>	<u>ARFF Vehicle Rating</u>
Maximum gross input power	750 hp (559 kW) @ 2100 RPM	1000 hp (746 kW) @ 2300 RPM
Maximum input speed	2300 RPM	

Torque Converter

8FLW-1854-1 – for standard vehicles

PTOs – two SAE A, B or C pads 0.98:1 or 1.28:1 ratio
 Weight – 700 pounds (318 kg)
 Cooling flow: 33 GPM @ 2100 RPM

8MLW-1856-1 – Modulated clutch unit for ARFF vehicles

PTOs – 1 high capacity clutched PTO 0.98:1, 1.28:1 or 1.64:1 ratio
 PTOs – 1 SAE A, B or C pad 0.98 or 1.28:1 ratio
 Weight – 970 pounds (440 kg)
 Cooling flow: 50 GPM @ 2300 RPM

Transmission

Models

TD61-2619

Mounting

Remote mounted
 Sump capacity 14 gal. (53 L)

Differential

30-70, 70-30 biasing differentials
 with differential lock

2170 lbs. (984 kg)

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		
5.44	3.48	2.18	1.70	1.08	.68	4.33	8.0		

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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