

## SIX SPEED TRANSMISSION

- Aluminum Case
- Triple Countershaft
- Reliable and Durable
- On/Off Highway Applications
- Versatile Power Take-Off Capabilities

The gathered ratio of the T306G is designed to match exclusively with Mack MaxiCruise engines. Built into a single case, first gear is 7.50:1 while top gear is a .71:1 overdrive resulting in an overall range of 10.50:1. The simple 'H' pattern with no range shift makes the T306G simple to drive while the light weight makes it a favorite among bulk carriers and weight conscious customers.



## FEATURES

### • Gearing

All the T300 gearing uses a spur type design for maximum efficiency and minimum friction. Gear blanks are designed with the aid of computers to optimize the balance between weight and strength. Teeth are cut to a precise geometry to insure quiet, uniform rotating motion and then carburized to assure the intended loads can be carried without breaking or wearing. In top gears, dovetail clutch teeth maintain engagement under varying loads.

Top gear in all T300 transmissions is an overdrive. The overdrive allows required highway speeds to be met at the recommended engine speed with lower driveline torques. Because driveline torques are lower, lighter, less expensive shafts and slower, more durable rear axles carriers can be specified.

### • Lubrication

Splash lubrication is standard for the T300. Gears and bearings receive lubrication from the lower countershaft dipping and spinning in oil. For extreme operating conditions or unusually high loads, a pump can be specified to assure lubricant flow to critical areas. Magnetic drain plugs are also standard as is a main case magnetic chip trap to remove metallic contaminants from circulation.

### • Case

The T300 case is a permanent mold, high strength, aluminum alloy casting. An SAE #1 bell housing is cast integral with the case to form a one-piece, light weight component with maximum rigidity and no misalignment. Within the case, iron bearing retainers support countershaft and mainshaft bearings to provide rigidity and fit integrity throughout the life of the transmission.

Because of the excellent heat transfer properties of aluminum, T300s naturally run cool and have less requirement for auxiliary transmission oil coolers. For those applications which do require additional cooling, oil-to-air and oil-to-water systems are available.

### • Countershafts

The hallmark of the T300 is its triple countershaft design. Spreading the load over three shafts rather than just two lowers the stress on components and increases life. The layout of the three shafts gives the T300 a compact design and results in shorter transmission which improves driveline angularity.

The countershafts are forged alloy steel with both integral and pressed-on gears. Tapered roller bearings, which have the highest load carrying capacity in the smallest envelope, insure a smooth, long operating life.

### • Improved Shift Quality

All of the T300 transmissions are based on an 'H' shift pattern and feature improvements to make the operation easier and more comfortable. The shift rail profile and springs have been redesigned to smooth transitions in and out of neutral with each up and down shift.

Additionally, fine pitch sliding clutches permit quicker, smoother shifts as well as improved durability. Shift levers have also been revised for a tighter, more ergonomic shift pattern and isolated to reduce vibration.

### • Power Take-Off Capabilities

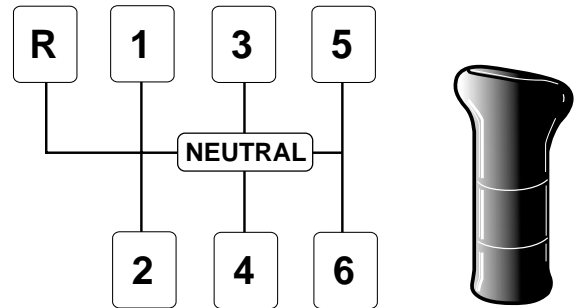
As the leader in vocational applications, all the T300 transmissions offer as standard main case, speed dependent SAE 6 and 8 bolt PTO mounts on the right and left sides, respectively. Rear mounts on any of the three countershafts are also available.



• TYPE	6 SPEED OVERDRIVE, TRIPLE COUNTERSHAFT
• LENGTH*	23.30" [592 mm]
• WEIGHT (DRY)	466 LB [211 kg]
• OIL CAPACITY	20 PINTS [9.46l]
• TORQUE RATING	1700 LB. FT. [2 305 N•m]
• NUMBER OF SPEEDS	SIX
FORWARD	SIX
REVERSE	ONE
OVERALL TRANSMISSION RANGE	10.5:1
• CASE, BELL HOUSING	
MATERIAL	ONE-PIECE HEAT-TREATED ALUMINUM
BELL HOUSING TYPE	SAE#1
• TYPE OF GEARS	SPUR
• CONTROL	SHIFT LEVER
• LUBRICATION	SPLASH
• DRAIN PLUG	MAGNETIC
• POWER TAKE-OFF OPENINGS	
LEFT SIDE-STANDARD SAE 8 BOLT	70% OF ENGINE RPM
RIGHT SIDE-STANDARD SAE 6 BOLT	70% OF ENGINE RPM
REAR PTO DRIVE	70% OF ENGINE RPM

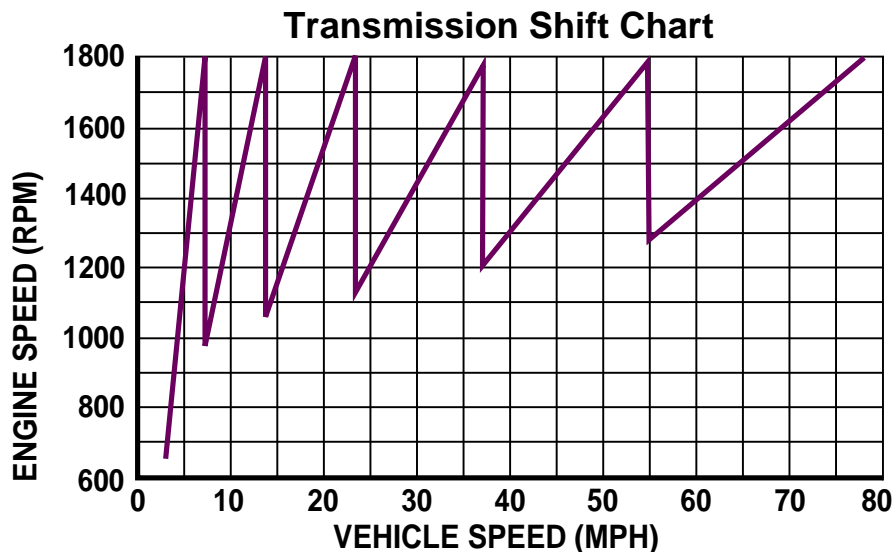
\* From Bell Housing mounting flange to forward seating surface of companion flange or yoke.

## Shift Pattern and Shift Lever



## Gear Ratios

GEAR	RATIO	% STEP
1st	7.50	
2nd	4.08	84
3rd	2.41	69
4th	1.50	61
5th	1.00	50
6th	0.71	41
REV	8.84	



T-306G w/1800 RPM ENGINE, REAR RATIO 3.86 AND 11R22.5 TIRES (BASED ON 504 TIRE REVS PER MILE)

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