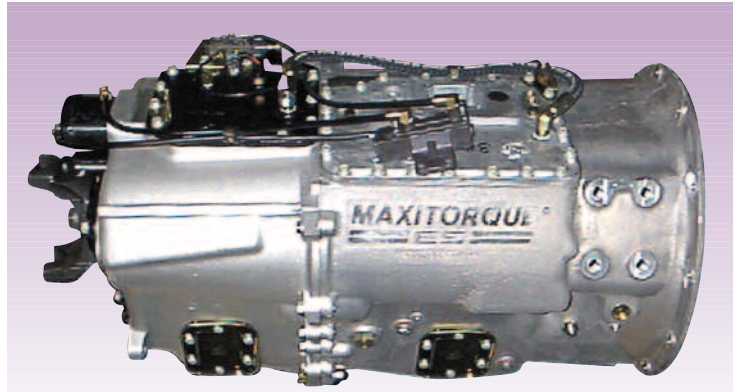


EIGHTEEN SPEED TRANSMISSION

- Torque Rating of 2100 Lb. Ft.
- Aluminum Case
- Triple Countershaft
- Reliable and Durable
- On/Off Highway Applications
- Versatile Power Take-Off Capabilities

The T-318LR21 is the transmission of choice for maximum performance with a high output engine requiring a 2100 Lb. Ft. rating. This model features a heavier output shaft, premium bearings, and an enhanced oiling system to handle higher torque from the engine. The average gear step of 18% allows maximum control under all conditions. A 23.13:1 overall ratio gives it the versatility to handle a wide variety of tasks on or on/off highway. The low forward ratio is 16.42:1 and top gear is .71:1 overdrive for high-



way cruising. For applications which require backing control, the LR model features a slow 28.98:1 reverse ratio. PTOs can be driven from both fixed and speed dependent mounts on all models.

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

For extreme operating conditions or unusually high loads, a pump is standard 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.

Range shifts are executed after toggling a selector on the front of the shift knob and 'splits' via a thumb rocker switch.

• 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.

Additionally, the T-318LR21 offers gear dependent 6 and 8 bolt mounts on the right and left side of the compound case respectively. An optional, neutralizing range air cylinder permits operation of these multi-speed PTOs while the vehicle is stationary.



T-318LR21 MAXITORQUE

| | |
|--------------------------------|---|
| • TYPE | 18 SPEED OVERDRIVE, TRIPLE COUNTERSHAFT |
| • LENGTH* | 39.41" [1 001 mm] |
| • WEIGHT (DRY) | 785 LB [356 kg] |
| • OIL CAPACITY | 30 PINTS [14.20 l] |
| • TORQUE RATING | 2100 LB. FT. [2 847 N•m] |
| • NUMBER OF SPEEDS | |
| FORWARD | EIGHTEEN |
| REVERSE | THREE |
| OVERALL TRANSMISSION RANGE | 23.13:1 |
| • CASE, BELL HOUSING | |
| MATERIAL | ONE-PIECE HEAT-TREATED ALUMINUM |
| BELL HOUSING TYPE | SAE#1 |
| • TYPE OF GEARS | SPUR |
| • CONTROL | SHIFT LEVER WITH AIR SHIFT RANGE SELECTOR |
| • LUBRICATION | PRESSURE AND 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 |

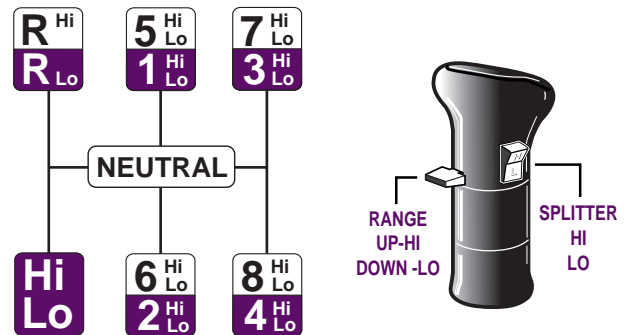
* From Bell Housing mounting flange to forward seating surface of companion flange or yoke.

Power Take-Off Compound Case

Left Side — Standard SAE 8 Bolt
Right Side — Standard SAE 6 Bolt

| SPEED, % OF ENGINE (RPM) (Gear Dependent Selection) T318LR21 | |
|--|--------|
| Lo | -14.3% |
| 1st | -26.7% |
| 2nd | -37.4% |
| 3rd | -51.9% |
| 4th | -72.9% |
| Rev | 8.1% |

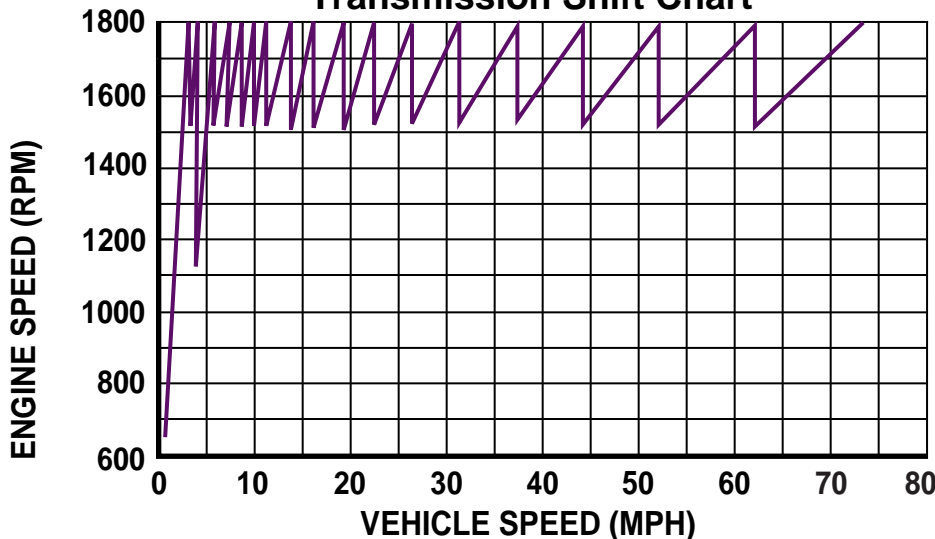
Shift Pattern and Shift Lever



Gear Ratios

| GEAR | RANGE SELECTOR | SPLITTER SELECTOR | LEVER POSITION | RATIO | % STEP |
|-------|----------------|-------------------|----------------|-------|--------|
| 1st | Lo | Lo | Lo | 16.42 | |
| 2nd | Lo | Hi | Lo | 13.93 | 18 |
| 3rd | Lo | Lo | 1st | 8.78 | 59 |
| 4th | Lo | Hi | 1st | 7.45 | 18 |
| 5th | Lo | Lo | 2nd | 6.28 | 19 |
| 6th | Lo | Hi | 2nd | 5.33 | 18 |
| 7th | Lo | Lo | 3rd | 4.52 | 18 |
| 8th | Lo | Hi | 3rd | 3.83 | 18 |
| 9th | Lo | Lo | 4th | 3.22 | 19 |
| 10th | Lo | Hi | 4th | 2.73 | 18 |
| 11th | Hi | Lo | 5th | 2.29 | 19 |
| 12th | Hi | Hi | 5th | 1.94 | 18 |
| 13th | Hi | Lo | 6th | 1.64 | 18 |
| 14th | Hi | Hi | 6th | 1.39 | 18 |
| 15th | Hi | Lo | 7th | 1.18 | 18 |
| 16th | Hi | Hi | 7th | 1.00 | 18 |
| 17th | Hi | Lo | 8th | .84 | 19 |
| 18th | Hi | Hi | 8th | .71 | 18 |
| Rev 1 | Lo | Lo | Rev | 28.98 | |
| Rev 2 | Lo | Hi | Rev | 24.58 | |
| Rev 3 | Hi | Hi | Rev | 6.41 | |

Transmission Shift Chart



T-318LR21 w/1800 RPM ENGINE, REAR RATIO 4.17 AND 11R22.5 TIRES (BASED ON 504 TIRE REVS PER MILE)

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