

Chelsea PTO Applications Catalog

Pro Gear Chelsea PTO Applications Catalog to assist with technical information for your Chelsea Power Take Off unit.

If you need any assistance identifying the correct Power Take Off unit for your truck and equipment, contact your Chelsea replacement part specialists at Pro Gear and Transmission.

Pro Gear stocks every part for your Parker Chelsea PTO including: PTO housings, mounts, driveshafts, gears, bearings, gaskets, cable shift cover assembly, post and plate assembly, brackets, stud kits, seal kits, lever control assembly, air shift cover assembly, direct mount pump conversion kits, stud kits including English and metric references, CAT D&H parts and much more.

Pro Gear Transmission has same day shipping and 1000's of products in stock and ready to ship internationally for your next project.

For parts or service contact the Chelsea specialists at Pro Gear & Transmission, Inc.

1 (877) 776-4600 (407) **/**872-1901 parts@eprogear.com





ENGINEERING YOUR SUCCESS.

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WARNING — User Responsibility

FAILURE OR IMPROPER SELECTION OR IMPROPER USE OF THE PRODUCTS DESCRIBED HEREIN OR RELATED ITEMS CAN CAUSE DEATH, PERSONAL INJURY AND PROPERTY DAMAGE.

This document and other information from Parker-Hannifin Corporation, its subsidiaries and authorized distributors provide product or system options for further investigation by users having technical expertise.

The user, through its own analysis and testing, is solely responsible for making the final selection of the system and components and assuring that all performance, endurance, maintenance, safety and warning requirements of the application are met. The user must analyze all aspects of the application, follow applicable industry standards, and follow the information concerning the product in the current product catalog and in any other materials provided from Parker or its subsidiaries or authorized distributors.

To the extent that Parker or its subsidiaries or authorized distributors provide component or system options based upon data or specifications provided by the user, the user is responsible for determining that such data and specifications are suitable and sufficient for all applications and reasonably foreseeable uses of the components or systems.

Offer of Sale

The items described in this document are hereby offered for sale by Parker Hannifin Corporation, its subsidiaries or its authorized distributors. This offer and its acceptance are governed by the provisions stated in the "Offer of Sale".

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Allison Transmission Identification

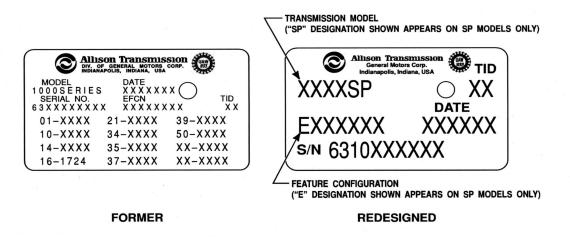
In July 2005 Allison Transmission redesigned the transmission nameplates for all 1000/2000 and 3000/4000 Product Family transmissions. The new nameplate design contains only the information essential to the identification of the transmission. The transmission model number will no longer appear on the nameplate, it has been replaced by the serial number.

The transmission product family is identified by the first two digits of the transmission serial number:

Serial Number 63xxxxxxx 65xxxxxxx 66xxxxxxx Product Family 1000 and 2000 Product Family 3000 Product Family 4000 Product Family

"SP" models will contain additional information to accommodate military applications. The transmission E-number is embossed on the "SP" models and other models sold to the military. The model number will not be embossed for any other model. (Ref: Allison Watch #335 Rev. A)

For further assistance contact Allison Technical Assistance at (800) 252-5283.





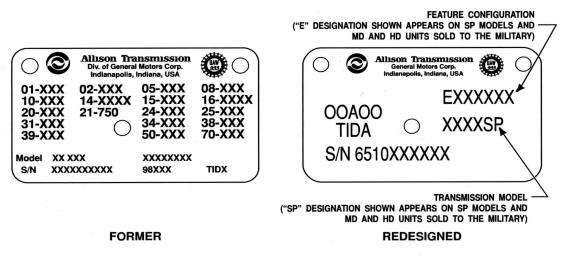


Figure 2. 3000 and 4000 Product Families Nameplates

890 Fam	ily F	itment to	o Transmission							
Application		РТО				Flan	ge C	ptions		
Page	Arr.	Mounting Code	Transmission Location	XS/AS	XK/AF/AZ	ХҮ	DA	ZS/TS	CS/ES	CK/CF/CZ
3000 Series	Side	/Side								
All-13	5	L	Left side	L	L	L	L	L		
All-13	5	R	Right side	R	R	R	R	R		
All-13	5	Y	Right side clocked right	Y	Y	Y	Y	Y		
All-13C	3	N	Left side w/ cooler			N		N	N	N
All-13C	5	R	Right side w/ cooler	R	R	R		R		
All-13R	5	М	Left side w/ retarder	M	M	М				
All-13R			Left side w/ retarder, & cooler							
All-13R			Right side w/ retarder							
3000 Series	Side	/Тор								
All-16	5	E	Left side	E	E	Е	E			
All-16	5		Right top side	 Т		Т	Т			
All-16EV	5	E	Left side w/o cooler or retarder	E	E	E	E			
All-16EV	5	т	Right top side w/o cooler or retarder	т	т	т	т			
All-16C			Left side w/ cooler							
All-16C	5	Т	Right top side w/ cooler	Т	Т	Т	Т			
All-16R	5	F	Left side w/ retarder	F	F	F				
All-16R			Left side w/ retarder, & cooler							
All-16R			Right top side w/ retarder							
4000 Series	6-Sp	eed								
All-14	5	Н	Left side	Н	Н	Н	Н			
All-14	5	U	Right top side	U	U	U	U			
All-14C	3	C	Left side w/ cooler			С		С	С	С
All-14C	5	U	Right top side w/ cooler	U	U	υ	υ			
All-14R	5	Р	Left side w/ retarder		Р	Р		Р		
All-14R	3	J	Left side w/ retarder			J		J	J	J
All-14R	5	K	Right top side w/ retarder	K	K	K				
4000 Series	7-Sp	eed			·					• •
All-19	5	Н	Left side	н	Н	Н	Н			
All-19	5	U	Right top side	U	U	U	U			
All-19C	3	C	Left side w/ cooler			С		С	С	С
All-19C	5	U	Right top side w/ cooler	U	U	υ	U			
All-19R	5	Р	Left side w/ retarder		Р	Р		Р		
All-19R	3	J	Left side w/ retarder			J		J	J	J
All-19R	5	K	Right top side w/ retarder	K	K	K				

Arr. = Assembly Arrangement

NOTE: Boxes are intentionally left blank to fill in if option codes become available.

1000ALL-155L64-R641000 (M 3000 Cab-Chassis)ALL-155L64-R641000 RDSALL-155L64-R641000 RDSALL-156L64-R641350 KI (valiable in 4.5 & 6 Speed)ALL-156L64-R641350 RDS (Available in 4.5 & 6 Speed)ALL-155L64-R642000 RDSALL-155L64-R64L14-152100 RDSALL-155L64-R64L14-152100 RDSALL-155L64-R64L14-152200 RDSALL-155L64-R64L14-152200 RDSALL-155L64-R64L14-152300 RDSALL-155L64-R64L14-152300 RDSALL-155L64-R64L14-152300 RDSALL-155L64-R64L14-152300 RDSALL-155L64-R64L14-152300 RDSALL-155L64-R64L14-152300 RDSALL-155L64-R64L14-152300 RDSALL-155L64-R64L14-152300 RDSALL-155L64-R64L14-152300 RDSALL-156L63-R64L14-152300 RDSALL-15 <th>Transmission Make and Model</th> <th>PTO Appl. Number</th> <th>Number Forward Speeds</th> <th>Teeth in PTO Driver</th>	Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
1000 EVS ALL-15 5 L54-R64 1000 MH ALL-15 5 L64-R64 1000 RDS ALL-15 6 L64-R64 1350 (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 RDS (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 RDS (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 RDS (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 RDS (Available in 4,5 & 6 Speed) ALL-15 5 L64-R64 1350 RDS (Available in 4,5 & 6 Speed) ALL-15 5 L64-R64 2000 ALL-15 5 L64-R64 2000 ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 L64-R64 2500 EVS LL-15 L64-R64 2500 RDS ALL-15 L64-R64 <td< td=""><td>1000</td><td>ALL-15</td><td>5</td><td>L64-R64</td></td<>	1000	ALL-15	5	L64-R64
1000 MH ALL-15 5 L64-R64 1000 RDS ALL-15 6 L64-R64 1350 VV (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 MV (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 MV (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 RDS (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 RDS (Available in 4.5 & 6 Speed) ALL-15 5 L64-R64 1350 RDS (Available in 4.5 & 6 Speed) ALL-15 5 L64-R64 2000 ALL-15 5 L64-R64 2100 EVS ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2000 RDS ALL-15 5 L	1000 (GM 3600 Cab-Chassis)	ALL-17	5	R64
1000 RDS ALL-15 5 L64-R64 1350 (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 DK (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 DK (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 DS (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 DS (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 2000 ALL-15 5 L64-R64 2100 EVS ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2200 EVS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2000 RDS ALL-15 5 L64-R64	1000 EVS	ALL-15	5	L64-R64
1350 (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 EVS (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 DS (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 SP (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 SP (Available in 4,5 & 6 Speed) ALL-15 5 L64-R64 1350 SP (Available in 4,5 & 6 Speed) ALL-15 5 L64-R64 2000 ALL-15 5 L64-R64 2100 EVS ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 3000 (3000 Family Side/Top PTO Provision w/ Retarder) ALL-15 5 L64-R64 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-15 L64-R64 <tr< td=""><td>1000 MH</td><td>ALL-15</td><td>5</td><td>L64-R64</td></tr<>	1000 MH	ALL-15	5	L64-R64
1350 EVS (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 RDS (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 1350 SP (Available in 4.5 & 6 Speed) ALL-15 6 L64-R64 2000 ALL-15 5 L64-R64 2000 ALL-15 5 L64-R64 2000 ALL-15 5 L64-R64 2000 ALL-15 5 L64-R64 2100 EVS ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2000 RDS ALL-15 5 L64-R64 200 RDS ALL-16 6 L	1000 RDS	ALL-15	5	L64-R64
1350 MH (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 RDS (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 2000 ALL-15 5 L64-R64 2000 ALL-15 5 L64-R64 2100 EVS ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2200 EVS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2000 RDS ALL-15 5 L64-R64 2000 RDS ALL-15 5 L64-R64 2000 (3000 Family Side/Side PTO Provision w/ Retarder) ALL-15 5 L64-R64 2000 (3000 Family Side/Side PTO Provision w/ Integral Cooler) ALL-16 6 L83-R83 3000 (3000 Family Side/Side PTO Provision w/ Integral Cooler) ALL-16 6 L83-R83 3000 (1nternational - Side/R5	1350 (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
1350 RDS (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 1350 SP (Available in 4,5 & 6 Speed) ALL-15 6 L64-R64 2000 ALL-15 5 L64-R64 2100 EVS ALL-15 5 L64-R64 2100 MH ALL-15 5 L64-R64 2000 RDS ALL-15 5 L64-R64 2200 EVS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 5 L64-R64 2400 ALL-15 5 L64-R64 2500 EVS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-16 6 L83-R33 3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16 6 L83-R33 3000 (3000 Family - Side/Top PTO Provision w/ Integral Cooler) ALL-16 6 L83-R33 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-1	1350 EVS (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
1350 SP (valiable in 4.5 & 6 Speed) AlL-15 6 L64-R64 2000 AlL-15 5 L64-R64 2100 EVS AlL-15 5 L64-R64 2100 MH AlL-15 5 L64-R64 200 RDS AlL-15 5 L64-R64 2200 RDS AlL-15 5 L64-R64 2200 NH AlL-15 5 L64-R64 2200 RDS AlL-15 5 L64-R64 2200 RDS AlL-15 5 L64-R64 200 RDS AlL-16 6 L83-R63 2000 GNOS Pamily - Side/Top PTO Provision w/ Retarder) AlL-16 6 L83-R63 3000 (3000 Family - Side/Top PTO Provision w/ Integral Cooler)	1350 MH (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
2000 ALL-15 5 L64-R64 2100 EVS ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2000 EVS ALL-15 5 L64-R64 2000 RDS ALL-15 5 L64-R64 2500 EVS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16 6 L83-T83 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-16 6 L83-T83 3000 (1ntermational - Side/Side PTO Provision w/ Integral Cooler) ALL-16 6	1350 RDS (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
2100 EVS ALL-15 5 L64-R64 2100 MH ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2200 EVS ALL-15 5 L64-R64 2200 MH ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 5 L64-R64 200 RDS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-16 5 L64-R64 3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16 6 L83-T83 3000 (3000 Family - Side/Top PTO Provision w/ Integral Cooler) ALL-16C 6 L83-T83 3000 (International - Side/Side PTO Provision w/ Integral Cooler) ALL-16C L83-R88 L83-R88 3000 (International - Side/Side PTO Provision) ALL-13C<	1350 SP (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
2100 MH ALL-15 5 L64-R64 2100 RDS ALL-15 5 L64-R64 2200 EVS ALL-15 5 L64-R64 2200 MH ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 6 L64-R64 2400 ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2600 RDS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2600 RDS ALL-15 5 L64-R64 2600 RDS ALL-16 5 L64-R64 2600 RDS ALL-16 5 L64-R64 3000 (3000 Family-Side/Top PTO Provision w/ Retarder) ALL-16 6 L83-R33 3000 (3000 Family-Side/Side PTO Provision w/ Integral Cooler) ALL-16C 6 L83-R33 3000 (3000 Family-Side/Side PTO Provision) ALL-16C L68-R68 3000 L68-R68 3000 (International - Side/Side PTO Provision) ALL-16C L68-R68 3000 L68-R68 3000 L68-R68 <td>2000</td> <td>ALL-15</td> <td>5</td> <td>L64-R64</td>	2000	ALL-15	5	L64 - R64
2100 RDS ALL-15 5 L64-R64 2200 EVS ALL-15 5 L64-R64 2200 MH ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 6 L64-R64 2400 ALL-15 5 L64-R64 2400 ALL-15 5 L64-R64 2500 EVS ALL-15 5 L64-R64 2500 MH ALL-15 5 L64-R64 2500 RDS ALL-16 5 L64-R64 2500 RDS ALL-16 5 L64-R64 2500 RDS ALL-16 6 L83-R68 3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16 6 L83-R68 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-16 E48-R68 3000 (1nternational - Side/Side PTO Provision w/ Integral Cooler) ALL-16 E48-R68 3000 (International - Side/Side PTO Provisions) ALL-16 E48-R68 3000 UNS (Side/Side Power Take-Off Provisions) ALL-16 E48-R68 3000 DVS (Side/Side Power Take-Off Provisions) ALL-13	2100 EVS	ALL-15	5	L64 - R64
2200 EVS ALL-15 5 L64-R64 2200 MH ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 6 L64-R64 2400 ALL-15 5 L64-R64 2400 ALL-15 5 L64-R64 2500 EVS ALL-15 5 L64-R64 2500 MH ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-16 6 L83-R53 3000 (3000 Family-Side/Top PTO Provision w/ Retarder) ALL-16R 6 L83-R53 3000 (3000 Family-Side/Top PTO Provision w/ Integral Cooler) ALL-16C 6 L83-R53 3000 (1nternational - Side/Side PTO Provision) ALL-16EV 6 L83-R53 3000 (1nternational - Side/Top PTO Provision) ALL-16EV 6 L83-R53 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16EV 6 L83-R53 3000 EVS (Side/Side Power Take Off - Provisions) ALL-13 6 <	2100 MH	ALL-15	5	L64 - R64
2200 MH ALL-15 5 L64-R64 2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 6 L64-R64 2400 ALL-15 5 L64-R64 2500 EVS ALL-15 5 L64-R64 2500 MH ALL-15 5 L64-R64 2500 RDS ALL-16 6 L83-R33 3000 (3000 Family - Side/Top PTO Provision W/ Retarder) ALL-16R 6 L83-R33 3000 (3000 Family Side/Top PTO Provision W/ Integral Cooler) ALL-16C 6 L83-R33 3000 (3000 Family-Side/Side PTO Provision W/ Integral Cooler) ALL-13 6 L68-R68 3000 (International - Side/Side PTO Provision) ALL-16 6 L83-R33 3000 EVS (Side/Top PTO Provision) ALL-16 6 L83-R33 3000 EVS (Side/Side POW Take-Off Provisions) ALL-16 6 L83-R33 3000 EVS (Side/Side Power Take-Off Provisions) ALL-13 6 <td>2100 RDS</td> <td>ALL-15</td> <td>5</td> <td>L64-R64</td>	2100 RDS	ALL-15	5	L64 - R64
2200 RDS ALL-15 5 L64-R64 2300 RDS ALL-15 6 L64-R64 2400 ALL-15 5 L64-R64 2500 EVS ALL-15 5 L64-R64 2500 MH ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-16 5 L64-R64 3000 (3000 Family- Side/Top PTO Provision w/ Retarder) ALL-16 6 L83-T83 3000 (3000 Family- Side/Side PTO Provision w/ Retarder) ALL-16 6 L83-T83 3000 (3000 Family-Side/Side PTO Provision w/ Integral Cooler) ALL-16 6 L83-T83 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-16 6 L83-T83 3000 (International - Side/Side PTO Provision) ALL-16 6 L83-T83 3000 (International - Side/Top PTO Provisions) ALL-16 6 L83-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-16 6 L83-T83 3000 MH ALL-13 6 L68-R68 3000 ORS (Side/Top	2200 EVS	ALL-15	5	L64 - R64
2300 RDS ALL-15 6 L64-R64 2400 ALL-15 5 L64-R64 2500 EVS ALL-15 5 L64-R64 2500 MH ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 RDS ALL-16 6 L83-T83 3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16R 6 L83-T83 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-16C 6 L83-T83 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13 6 L68-R68 3000 (1nternational - Side/Side PTO Provision) ALL-16 6 L83-T83 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16 6 L83-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-16EV 6 L83-T83 3000 CNS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-16	2200 MH	ALL-15	5	L64-R64
2400 ALL-15 5 L64-R64 2500 EVS ALL-15 5 L64-R64 2500 MH ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 2500 QOS Family - Side/Top PTO Provision w/ Retarder) ALL-16 6 L83-T83 3000 (3000 Family - Side/Side PTO Provision w/ Retarder) ALL-16 6 L83-T83 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-16C 6 L83-T83 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (1nternational - Side/Side PTO Provision) ALL-13 6 L68-R68 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16 E43-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-16 E43-R68 3000 EVS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) <t< td=""><td>2200 RDS</td><td>ALL-15</td><td>5</td><td>L64-R64</td></t<>	2200 RDS	ALL-15	5	L64 - R64
2500 EVS ALL-15 5 L64-R64 2500 MH ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16R 6 L83-R83 3000 (3000 Family- Side/Side PTO Provision w/ Retarder) ALL-13R 6 L68-R68 3000 (3000 Family- Side/Side PTO Provision w/ Integral Cooler) ALL-16C 6 L83-R83 3000 (3000 Family-Side/Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (International - Side/Side PTO Provision) ALL-13C 6 L68-R68 3000 (International - Side/Side PTO Provision) ALL-16E 6 L83-T83 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16EV 6 L83-T83 3000 EVS (Side/Side Power Take Off Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORS (Side/Top PTO Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6	2300 RDS	ALL-15	6	L64 - R64
2500 MH ALL-15 5 L64-R64 2500 RDS ALL-15 5 L64-R64 3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16R 6 L83-T83 3000 (3000 Family - Side/Side PTO Provision w/ Retarder) ALL-13R 6 L68-R68 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (1nternational - Side/Side PTO Provision) ALL-13 6 L68-R68 3000 (International - Side/Side PTO Provision) ALL-16 6 L83-T83 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16 6 L83-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 <td< td=""><td>2400</td><td>ALL-15</td><td>5</td><td>L64-R64</td></td<>	2400	ALL-15	5	L64 - R64
2500 RDS ALL-15 5 L64-R64 3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16R 6 L83-T83 3000 (3000 Family - Side/Side PTO Provision w/ Retarder) ALL-13R 6 L68-R68 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-16C 6 L83-T83 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (1nternational - Side/Side PTO Provision) ALL-13C 6 L68-R68 3000 (International - Side/Top PTO Provision) ALL-16 6 L83-T83 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16 6 L83-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision)	2500 EVS	ALL-15	5	L64 - R64
3000 (3000 Family - Side/Top PTO Provision w/ Retarder) ALL-16R 6 L83-T83 3000 (3000 Family-Side/Side PTO Provision w/ Retarder) ALL-13R 6 L68-R68 3000 (3000 Family-Side/Top PTO Provision w/ Integral Cooler) ALL-16C 6 L83-T83 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (1000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (International - Side/Side PTO Provision) ALL-16 6 L83-T83 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16EV 6 L83-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORDS <	2500 MH	ALL-15	5	L64 - R64
3000 (3000 Family- Side/Side PTO Provision w/ Retarder) ALL-13R 6 L68-R68 3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-16C 6 L83-T83 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (1nternational - Side/Side PTO Provision) ALL-13 6 L68-R68 3000 (International - Side/Side PTO Provision) ALL-16 6 L83-T83 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16EV 6 L83-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORS (Side/Top PTO Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 5 L83-T83 3000 RDS Side/	2500 RDS	ALL-15	5	L64 - R64
3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler) ALL-16C 6 L83-T83 3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler) ALL-13C 6 L68-R68 3000 (International - Side/Side PTO Provision) ALL-13 6 L68-R68 3000 (International - Side/Top PTO Provision) ALL-16 6 L83-T83 3000 (International - Side/Top PTO Provision) ALL-16 6 L83-T83 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16EV 6 L83-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 ORDS Side/Top PTO Provision) ALL-13 6 L68-R68 3000 RDS (Side/Top PTO Provision) ALL-16 5 L83-T83	3000 (3000 Family - Side/Top PTO Provision w/ Retarder)	ALL-16R	6	L83 - T83
3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler)ALL-13C6L68-R683000 (International - Side/Side PTO Provision)ALL-136L68-R683000 (International - Side/Top PTO Provision)ALL-166L83-T833000 EVS (Emergency Vehicles Only Top / Side PTO Provisions)ALL-16EV6L83-T833000 EVS (Side/Side Power Take-Off Provisions)ALL-136L68-R683000 MHALL-136L68-R683000 ORS (Side/Side Power Take Off - Provisions)ALL-136L68-R683000 ORS (Side/Top PTO Provision)ALL-166L83-T833000 RDSALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-165L83-T83	3000 (3000 Family- Side/Side PTO Provision w/ Retarder)	ALL-13R	6	L68-R68
3000 (International - Side/Side PTO Provision) ALL-13 6 L68-R68 3000 (International - Side/Top PTO Provision) ALL-16 6 L83-T83 3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) ALL-16EV 6 L83-T83 3000 EVS (Side/Side Power Take-Off Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 RDS ALL-13 6 L68-R68 3000 RDS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 RDS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 RDS (Side/Top PTO Provision) ALL-16 5 L83-T83	3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler)	ALL-16C	6	L83 - T83
3000 (International - Side/Top PTO Provision)ALL-166L83-T833000 EVS (Emergency Vehicles Only Top / Side PTO Provisions)ALL-16EV6L83-T833000 EVS (Side/Side Power Take-Off Provisions)ALL-136L68-R683000 MHALL-136L68-R683000 ORS (Side/Side Power Take Off - Provisions)ALL-136L68-R683000 ORS (Side/Top PTO Provision)ALL-166L83-T833000 RDSALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-165L83-T83	3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler)	ALL-13C	6	L68-R68
3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions)ALL-16EV6L83-T833000 EVS (Side/Side Power Take-Off Provisions)ALL-136L68-R683000 MHALL-136L68-R683000 ORS (Side/Side Power Take Off - Provisions)ALL-136L68-R683000 ORS (Side/Top PTO Provision)ALL-166L83-T833000 RDSALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-165L83-T83	3000 (International - Side/Side PTO Provision)	ALL-13	6	L68-R68
3000 EVS (Side/Side Power Take-Off Provisions)ALL-136L68-R683000 MHALL-136L68-R683000 ORS (Side/Side Power Take Off - Provisions)ALL-136L68-R683000 ORS (Side/Top PTO Provision)ALL-166L83-T833000 RDSALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-165L83-T83	3000 (International - Side/Top PTO Provision)	ALL-16	6	L83 - T83
3000 MH ALL-13 6 L68-R68 3000 ORS (Side/Side Power Take Off - Provisions) ALL-13 6 L68-R68 3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 RDS ALL-13 6 L68-R68 3000 RDS (Side/Top PTO Provision) ALL-13 6 L68-R68 3000 RDS (Side/Top PTO Provision) ALL-16 5 L83-T83	3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions)	ALL-16EV	6	L83 - T83
3000 ORS (Side/Side Power Take Off - Provisions)ALL-136L68-R683000 ORS (Side/Top PTO Provision)ALL-166L83-T833000 RDSALL-136L68-R683000 RDS (Side/Top PTO Provision)ALL-165L83-T83	3000 EVS (Side/Side Power Take-Off Provisions)	ALL-13	6	L68-R68
3000 ORS (Side/Top PTO Provision) ALL-16 6 L83-T83 3000 RDS ALL-13 6 L68-R68 3000 RDS (Side/Top PTO Provision) ALL-16 5 L83-T83	3000 MH	ALL-13	6	L68-R68
3000 RDS ALL-13 6 L68-R68 3000 RDS (Side/Top PTO Provision) ALL-16 5 L83-T83	3000 ORS (Side/Side Power Take Off - Provisions)	ALL-13	6	L68-R68
3000 RDS (Side/Top PTO Provision) ALL-16 5 L83-T83	3000 ORS (Side/Top PTO Provision)	ALL-16	6	L83-T83
	3000 RDS	ALL-13	6	L68-R68
3000 SP (Side/Side PTO Option) ALL-13 6 L68-R68	3000 RDS (Side/Top PTO Provision)	ALL-16	5	L83-T83
	3000 SP (Side/Side PTO Option)	ALL-13	6	L68-R68

IMPORTANT: See Safety Information in Section I of the Chelsea Applications catalog HY25-3000/US.

	РТО	Number	Teeth in
Transmission Make and Model	Appl.	Forward	PTO
	Number	Speeds	Driver
3000 SP (Side/Top PTO Provision)	ALL-16	6	L83-T83
3000 TRV	ALL-13	6	L68-R68
3200 (International - Side/Side PTO Provision)	ALL-13	6	L68-R68
3200 (International - Side/Top PTO Provision)	ALL-16	6	L83-T83
3200 ORS (Side/Side PTO Provision)	ALL-13	6	L68-R68
3200 ORS (Side/Top PTO Provision)	ALL-16	6	L83-T83
3200 SP (Side/Side PTO Provision)	ALL-13	6	L68-R68
3200 SP (Side/Top PTO Provision)	ALL-16	6	L83-T83
3200 TRV	ALL-13	6	L68-R68
3500 (International - Side/Side PTO Provision)	ALL-13	6	L68-R68
3500 (International - Side/Top PTO Provision)	ALL-16	6	L83-T83
3500 EVS (Emergency Vehicles Only Top / Side PTO Provisions)	ALL-16EV	6	L83-T83
3500 EVS (Side/Side Power Take-Off Provisions)	ALL-13	6	L68-R68
3500 OFS	ALL-13	6	L68-R68
3500 ORS (Side/Side PTO Provision)	ALL-13	6	L68-R68
3500 ORS (Side/Top PTO Provision)	ALL-16	6	L83-T83
3500 RDS	ALL-13	6	L68-R68
3500 RDS (Side/Top PTO Provision)	ALL-16	6	L83-T83
3500 SP (Side/Side PTO Provision)	ALL-13	6	L68-R68
3500 SP (Side/Top PTO Provision)	ALL-16	6	L83-T83
3700	ALL-18	7	L68-R68
3700 SP	ALL-18	7	L68-R68
4000 (4000 Family w/ Integral Cooler)	ALL-14C	6	L97-T97
4000 (4000 Family w/ Retarder)	ALL-14R	6	L97-T97
4000 EVS	ALL-14	6	L97-T97
4000 MH	ALL-14	6	L97-T97
4000 RDS	ALL-14	6	L97-T97
4000 TRV	ALL-14	6	L97-T97
4430	ALL-14	6	L97-T97
4430 ORS	ALL-14	6	L97 - T97
4430 SP	ALL-14	6	L97-T97
4440	ALL-14	6	L97-T97
4500 EVS	ALL-14	6	L97 - T97
4500 RDS	ALL-14	6	L97 - T97
4700	ALL-19	7	L97 - T97
4700 (4700 Family w/ Integral Cooler)	ALL-19C	7	L97 - T97

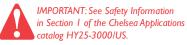
IMPORTANT: See Safety Information in Section I of the Chelsea Applications catalog HY25-3000/US.

Transmission Make and Model	РТО Аррі. Number	Number Forward Speeds	Teeth in PTO Driver
4700 (4700 Family w/ Retarder)	ALL-19R	7	L97-T97
4700 EVS	ALL-19	7	L97-T97
4700 OFS	ALL-19	7	L97 - T97
4700 RDS	ALL-19	7	L97-T97
4700 SP	ALL-19	7	L97-T97
4800	ALL-19	7	L97 - T97
4800 (4800 Family w/ Integral Cooler)	ALL-19C	7	L97 - T97
4800 (4800 Family w/ Retarder)	ALL-19R	7	L97 - T97
4800 EVS	ALL-19	7	L97 - T97
4800 SP	ALL-19	7	L97 - T97
4850 EVS	ALL-19	7	L97 - T97
6625 ORS	ALL-8	6	R46-T46
9817 OFS (Oil Field Service)	ALL-11	8	R59-T59
9823 OFS (Oil Field Service)	ALL-11	8	R59-T59
9826 OFS (Oil Field Service)	ALL-11	8	R59-T59
AT-1542	ALL-4	4	R55
AT-1545	ALL-4	4	R55
AT-540	ALL-4	4	R55
AT-542	ALL-4	4	R55
AT-543	ALL-4	4	R55
AT-545	ALL-4	4	R55
B 300	ALL-13	6	L68-R68
B 400	ALL-13	6	L68-R68
B 500	ALL-14	6	L97 - T97
CLBT-750	ALL-6	5	L78
CLBT-750 (With Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64 - T40
CLBT-754	ALL-6	5	L78
CLBT-754 (With Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64 - T40
CLT-750	ALL-6	5	L78
CLT-750 (With Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64 - T40
CLT-754	ALL-6	5	L78
CLT-754 (With Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64-T40
H8610 (H = Hauling Mode)	ALL-11	8	R59-T59
HD-4060P (Close Ratio)	ALL-14	6	L97-T97
HD-4070P	ALL-14	7	L97-T97
HD-4560P (Wide Ratio)	ALL-14	6	L97-T97



IMPORTANT: See Safety Information in Section 1 of the Chelsea Applications catalog HY25-3000/US.

	РТО	Number	Teeth ir
Transmission Make and Model	Appl.	Forward	РТО
	Number	Speeds	Driver
HT-740CRD	ALL-6	4	L78
HT-740D	ALL-6	4	L78
HT-740DRD	ALL-6	4	L78
HT-740T	ALL-6	4	L78
HT-750CRD	ALL-6	5	L78
HT-750CRD (W/Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64 - T40
HT-750D	ALL-6	5	L78
HT-750DP	ALL-6	5	L78
HT-750DRD	ALL-6	5	L78
HT-750DT	ALL-6	5	L78
HT-750HT	ALL-6	5	L78
HT-750T	ALL-6	5	L78
HT-754CR	ALL-6	5	L78
M5600 (M = Mobile Mode)	ALL-8	6	R46-T46
M5610 (M = Mobile Mode)	ALL-8	6	R46-T46
M5620 (M = Mobile Mode)	ALL-8	6	R46-T46
M6510 (M = Mobile Mode)	ALL-8	6	R46-T46
M6520 (M = Mobile Mode)	ALL-8	6	R46-T46
M6600 (M = Mobile Mode)	ALL-8	6	R46-T46
M8610 (M = Mobile Mode)	ALL-11	8	R59-T59
M9600 (M = Mobile Mode)	ALL-11	6	R59 - T59
M9800 (M = Mobile Mode)	ALL-11	8	R59 - T59
MD3050CR-P	ALL-13	5	L68-R68
MD-3060P (Close Ratio)	ALL-13	6	L68-R68
MD-3060PR (Close Ratio)	ALL-13	6	L68-R68
MD-3066P (Europe Only)	ALL-16	6	L83-T83
MD-3070P (Close Ratio)	ALL-18	7	L68-R68
MD-3560P (Wide Ratio)	ALL-13	6	L68-R68
MD-3560PR (Wide Ratio)	ALL-13	6	L68-R68
МТ-640	ALL-5	4	R64
МТ-643	ALL-5	4	R64
МТ-644	ALL-5	4	R64
МТ-650	ALL-5	5	R64
МТ-653	ALL-5	5	R64
MT-654	ALL-5	5	R64
S5600 (S = Stationary Mode)	ALL-8	6	R46-T46



	РТО	Number	Teeth in
Transmission Make and Model	Appl.	Forward	ΡΤΟ
	Number	Speeds	Driver
S5610 (S = Stationary Mode)	ALL-8	6	R46-T46
S5620 (S= Stationary Mode)	ALL-8	6	R46-T46
S6510 (S = Stationary Mode)	ALL-8	6	R46-T46
S6520 (S = Stationary Mode)	ALL-8	6	R46-T46
S6600 (S = Stationary Mode)	ALL-8	6	R46-T46
TC-10	ALL-20	10	CS



T-1542 T-1545 T-540 T-542 T-543 T-543 T-545								
				RIG	HT SIDE	ONLY		
		TRANSMIS R.S. 06-BOLT 55 Teeth - SP PITCH LIN 1.0850" (27.56	Openin UR I E TO	g Gea	r FORWARD		9	
CAUTION: Application Approval Re	equired fo				beeds Ab	ove 250	0 RPM	
PTO Model Torg Dir Engine % 1/C ⁺ Rot Fwd Rev Filler Block Adapte Assy		PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud K
ONE SPEED - T	WO GEA	R - MECHA			SHIFT			
		221XCAJP-*3 (2)	235 I	Eng	106			Furnishe
		221XEAJP-*3 (2)	212 I	Eng	118			Furnishe
		442XBAHP-*3 (1)	250 I	Eng	90			Furnish
ONE SPEED - TWO GE	<u>AR POW</u>	ERSHIFT (<u>AIR (</u>	<u> </u>	HYDRA	ULIC)		
		272MAAJP-*3	300 C	Eng	79			Furnish
		272MBAJP-*3	258 C	Eng	97			Furnish
		272MCAJP-*3	214 C	Eng	117			Furnish
		272MDAJP-*3	179 C	Eng	140			Furnish
		272MGAJP-*3	150 C	Ena	166			Furnish
				0				
		272MKAJP-*3	134 C	Eng	186			
		272MKAJP-*3 272XAAJP-*3	134 C 300 C	Eng Eng	186 79			Furnish
		272MKAJP-*3 272XAAJP-*3 272XBAJP-*3	134 C 300 C 258 C	Eng Eng Eng	186 79 97			Furnish Furnish
		272MKAJP-*3 272XAAJP-*3 272XBAJP-*3 272XCAJP-*3	134 C 300 C 258 C 214 C	Eng Eng Eng Eng	186 79 97 117			Furnish Furnish Furnish
		272MKAJP-*3 272XAAJP-*3 272XBAJP-*3	134 C 300 C 258 C	Eng Eng Eng	186 79 97			Furnish Furnish Furnish Furnish Furnish

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: PTO output shaft torque ratings are based on the maximum intermittent torque rating of 250 lb-ft torque for the 55 tooth gear in the AT-540 series transmission.

(1) Input Gear Part No. 5-P-1418 (2) Input Gear Part No. 5-P-569

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MT-640 MT-643 MT-644 MT-650 MT-653 MT-654

					RIG	HT SID			
			TRANSMIS R.S. 06-BOLT 64 Teeth - SPU PITCH LIN 1.0850" (27.56	Openin UR E TO	ng Gea	r FORWAR	D of Centerline	9	
CAUTION: Application Approv	al Requi	red for	PTO Outpu	t Sha	ift Sp	peeds A	bove 250	0 RPM	
PTO Model Torq Dir Engine % I / C ⁺ Rot Fwd Rev Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
ONE SPEED) - TWO	GEA	R - MECHA	NIC		SHIFT			
			221XCAJP-*3	250 I	Eng	124			Furnished
			221XEAJP-*3	250 I	Eng	137			Furnished
			442XBAHP-*5 (1)	250 I	Eng	104			Furnished
ONE SPEED - TWO	GEAR	POW	ERSHIFT (A	AIR	OR	HYDR/	ULIC)		
			272MAAJP-*3	300 C	Eng	92			Furnished
			272MBAJP-*3	266 C	Eng	113			Furnished
			272MCAJP-*3	220 C	Eng	136			Furnished
			272MDAJP-*3	184 C	Eng	164			Furnished
			272MGAJP-*3	155 C	Eng	194			Furnished
			272XAAJP-*3	300 C	Eng	92			Furnished
			272XBAJP-*3	266 C	Eng	113			Furnished
			272XCAJP-*3	220 C	Eng	136			Furnished
			272XDAJP-*3	184 C	Eng	164			Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

(1) Input Gear Part No. 5-P-1418

CLBT-750 CLT-750 CLT-754 HT-740CRD HT-740DRD HT-740DRD HT-740T HT-750CRD				нт- нт- нт- нт- нт- нт- нт-	750D 750DP 750DRD 750DT 750HT 750T 754CR 8T-754								
		LEF	T SIDE	ONLY									
TRANSMIS L.S. 06-BOLT (78 Teeth - SPL PITCH LIN 1.0850" (27.56	Dpening IR E TO A	Gear	FORWARD	of Centerline									
· · · ·		I: A	oplicatio	on Approv	val Req	uired fo	r PTO Ou	tput Sh	aft S	peeds A	bove 250	0 RPM	
PTO Model	Torq I / C [†]	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Mod	lel Toro		Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			ON	E SPEE	D - TW	O GEA	R - MEC	HANI	CAL	SHIFT			
221XCAJP-*5	250	Eng	151			Furnished							
221XEAJP-*5	250 I	Eng	167			Furnished							
442XBAHP-*5 (1)	250 I	Eng	127			Furnished							
	(ONE	E SPEE	ED - TWO) GEAI	R POW	ERSHIF	T (AIR	OR	HYDR/	ULIC)		
272XAAJP-*5	300 C	Eng	112			Furnished							
272XBAJP-*5	300 C	Eng	137			Furnished							
272XCAJP-*5	300 C	Eng	166			Furnished							

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

(1) Input Gear Part No. 5-P-1418

ALLISON

6625 ORS M5600 (M = Mobile Mod M5610 (M = Mobile Mod M5620 (M = Mobile Mod M6510 (M = Mobile Mod M6520 (M = Mobile Mod M6600 (M = Mobile Mod S5600 (S = Stationary M	le) le) le) le) le)			556 565 565 566	110 (S = Stationa 220 (S= Stationa 110 (S = Stationa 220 (S = Stationa 200 (S = Stationa	ry Mode) ary Mode) ary Mode)							
		то	P SIDE	ONLY					RIG	HT SIDE	ONLY		
TRANSMIS TOP 08-BOLT (46 Teeth - SPU	Opening			enterline			TRANSMIS R.S. 08-BOLT 46 Teeth - SPU	Openir			-		
		PER	TURE F	ACE:						RTURE F	ACE:		
0.8020" (20.370	/	N: AI	oplicatio	on Approv	val Reg	uired fo	0.8020" (20.37 r PTO Outpu			peeds A	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			ÓN	E SPEE	D - TW	O GEA	R - MECHA	NIC	AL	SHIFT			
221ZCAKP-*6	250	Орр	89		328564X	Furnished	221ZCAKP-*4	250 I	Eng	89		328564X	Furnished
221ZEAKP-*6	250 I	Орр	99		328564X	Furnished	221ZEAKP-*4	250 I	Eng	99		328564X	Furnished
823XBAKP-*6 (6)	500 I	Орр	81			Furnished	823XBAKP-*4 (6)	500 I	Eng	81			Furnished
823XDAKP-*6 (9)	500 I	Орр	96			Furnished	823XDAKP-*4 (9)	500 I	Eng	96			Furnished
823XGAKP-*6 (10)	500 I	Орр	104			Furnished	823XGAKP-*4 (10)	500 I	Eng	104			Furnished
823XJAKP-*6 (7)	500 I	Орр	122			Furnished	880XBAKP-*4 (1)	500 I	Eng	81			Furnished
823XMAKP-*6 (8)	500 I	Орр	144			Furnished	880XDAKP-*4 (2)	500 I	Eng	96			Furnished
880XBAKP-*6 (1)	500 I	Орр	81			Furnished	880XGAKP-*4 (3)	500 I	Eng	104			Furnished
880XDAKP-*6 (2)	500 I	Орр	96			Furnished							
880XGAKP-*6 (3)	500	Орр	104			Furnished							
880XJAKP-*6 (4)	500 I	Орр	122			Furnished							
880XMAKP-*6 (5)	500	Орр	144			Furnished							
				IE SPEE	<u>D - TN</u>	<u>/O GEA</u>	<u> R - POWE</u>	RSH	IFT	<u>(AIR)</u>			
885XBAKP-*6 (1)	500	Орр	81			Furnished	885XBAKP-*4 (1)	500 I	Eng	81			Furnished
885XGAKP-*6 (3)	500 I	Орр	104			Furnished	885XGAKP-*4 (3)	500 I	Eng	104			Furnished
885XJAKP-*6 (4)	500 I	Орр	122			Furnished							
885XMAKP-*6 (5)	500 I	Орр	144			Furnished							
		(<u> 2660 - 1</u>	<u>WO G</u>	<u>EAR - I</u>	POWERSH	FT (HY	DRAUL	<u>IC)</u>		
852XBAKP-*6	500	Орр	81			Furnished	852XBAKP-*4	500 I	Eng	81			Furnished
852XGAKP-*6	500 I	Орр	104			Furnished	852XGAKP-*4	500 I	Eng	104			Furnished
852XJAKP-*6	500	Орр	122			Furnished	852XJAKP-*4	500 I	Eng	122			Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Maximum PTO Continuous torque allowed is 313 Ft.lbs [424 Nm] due to the transmission manufacturer PTO driver gear limit.

(1) Input Gear Part No. 5-P-1106 (2) Input Gear Part No. 5-P-1107 (3) Input Gear Part No. 5-P-1108 (4) Input Gear Part No. 5-P-1109 (5) Input Gear Part No. 5-P-1110 (6) Input Gear Part No. 5-P-223 (7) Input Gear Part No. 5-P-224
(8) Input Gear Part No. 5-P-284
(9) Input Gear Part No. 5-P-293
(10) Input Gear Part No. 5-P-294

9817 OFS (Oil Field Service)
9823 OFS (Oil Field Service)
9826 OFS (Oil Field Service)
H8610 (H = Hauling Mode)
M8610 (M = Mobile Mode)
M9600 (M = Mobile Mode)
M9800 (M = Mobile Mode)

		то	P SIDE	ONLY					RIG	HT SID	E ONLY				
TRANSMIS TOP 08-BOLT 59 Teeth - SPU	Opening R	Gear	REAR of Ce				TRANSMIS R.S. 08-BOLT 59 Teeth - SPU	Openir JR	ig Gea	r REAR of (Centerline				
0.8100" (20.574	40MM)						PITCH LIN 0.8100" (20.57	40MM)							
CAI	JTIOI	N: Al	oplicatio	on Approv	val Req	uired fo	or PTO Output Shaft Speeds Above 2500 RPM								
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit		
			ONI	E SPEEI	D - TW	O GEA	R - MECHA	NIC	AL S	SHIFT					
823XBAKP-*6 (6)	500 I	Орр	104			Furnished	823XBAKP-*4 (6)	500 I	Eng	104			Furnished		
823XDAKP-*6 (9)	500 I	Орр	123			Furnished	823XDAKP-*4 (9)	500 I	Eng	123			Furnished		
823XGAKP-*6 (10)	500 I	Орр	134			Furnished	880XBAKP-*4 (1)	500 I	Eng	104			Furnished		
823XJAKP-*6 (7)	500 I	Орр	157			Furnished	880XDAKP-*4 (2)	500 I	Eng	123			Furnished		
823XMAKP-*6 (8)	500 I	Орр	185			Furnished	880XGAKP-*4 (3)	500 I	Eng	134			Furnished		
880XBAKP-*6 (1)	500 I	Орр	104			Furnished	880XJAKP-*4 (4)	500 I	Eng	157			Furnished		
880XDAKP-*6 (2)	500 I	Орр	123			Furnished									
880XGAKP-*6 (3)	500	Орр	134			Furnished									
880XJAKP-*6 (4)	500 I	Орр	157			Furnished									
880XMAKP-*6 (5)	500 I	Орр	185			Furnished									
		(ONE SF	PEED - T	WO G	EAR - I	POWERSH	IFT (ΉY	DRAUL	IC)				
852XBAKP-*6	500 I	Орр	104			Furnished	852XBAKP-*4	500 I	Eng	104	-		Furnished		
852XGAKP-*6	500 I	Орр	134			Furnished	852XGAKP-*4	500 I	Eng	134			Furnished		
852XJAKP-*6	500 I	Орр	157			Furnished	852XJAKP-*4	500 I	Eng	157			Furnished		

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

(1) Input Gear Part No. 5-P-1106 (2) Input Gear Part No. 5-P-1107 (3) Input Gear Part No. 5-P-1108 (4) Input Gear Part No. 5-P-1110 (5) Input Gear Part No. 5-P-110 (6) Input Gear Part No. 5-P-223

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(7) Input Gear Part No. 5-P-224 (8) Input Gear Part No. 5-P-284 (9) Input Gear Part No. 5-P-293 (10) Input Gear Part No. 5-P-294



CLT-750 (With Optional 8-Bolt Opening Ahead of Torque Converter) CLT-754 (With Optional 8-Bolt Opening Ahead of Torque Converter) HT-750CRD (W/Optional 8-Bolt Opening Ahead of Torque Converter) CLBT-750 (With Optional 8-Bolt Opening Ahead of Torque Converter) CLBT-754 (With Optional 8-Bolt Opening Ahead of Torque Converter)

		LE	T SID	E ONLY					тс	P SIDE	ONLY			
TRANSMIS L.S. 08-BOLT C 64 Teeth - SPU PITCH LINE 0.8100" (20.574	Dpening R E TO A	Gear	REAR of (Centerline			TRANSMIS TOP 08-BOLT 40 Teeth - SPU PITCH LINI 0.8100" (20.57	Openir JR E TO	ng Gea	ar REAR of C	enterline			
CAL	IOITL	N: A	pplicat	ion Approv	val Req	uired fo	r PTO Output	t Sha	aft S	peeds Al	bove 250	0 RPM		
PTO Model	Torq I / C [†]	Dir Rot	Engine %	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	
			10	NE SPEE	D - TW	O GEA	EAR - MECHANICAL SHIFT							
221ZCAKX-*6 221ZEAKX-*6 823XBAKX-*6 (6) 823XDAKX-*6 (9) 823XGAKX-*6 (10) 823XJAKX-*6 (7) 823XMAKX-*6 (8) 880XBAKX-*6 (1) 880XDAKX-*6 (2) 880XJAKX-*6 (4) 880XJAKX-*6 (5)	250 250 500 500 500 500 500 500 500 500 500	Opp Opp Opp Opp Opp Opp Opp Opp Opp Opp	104 116 95 113 122 144 169 95 113 122 144 169		328564X 328564X	Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished	221ZCAKP-*4 221ZEAKP-*4 823XBAKP-*4 (6) 823XDAKP-*4 (9) 823XGAKP-*4 (10) 823XJAKP-*4 (10) 823XJAKP-*4 (7) 823XMAKP-*4 (7) 880XBAKP-*4 (7) 880XDAKP-*4 (2) 880XGAKP-*4 (3) 880XJAKP-*4 (4) 880XMAKP-*4 (5)	250 250 500 500 500 500 500 500 500 500	Opp Opp Opp Opp Opp Opp Opp Opp Opp	104 116 95 112 122 144 169 95 112 122 144 169 (AIR)		328564X 328564X	Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished	
	500 1	0.000	95	NL SFLL									Funciebed	
885XBAKX-*6 (1) 885XGAKX-*6 (3) 885XJAKX-*6 (4) 885XMAKX-*6 (5)	500 500 500 500	Opp Opp Opp Opp	95 122 144 169			Furnished Furnished Furnished Furnished	885XBAKP-*4 (1) 885XGAKP-*4 (3) 885XJAKP-*4 (4) 885XMAKP-*4 (5)	500 500 500 500	Opp Opp Opp Opp	95 122 144 169			Furnished Furnished Furnished Furnished	
		(<u>ONE S</u>	<u> PEED - 1</u>	<u>'WO G</u>	<u>EAR - I</u>	POWERSH	FT (HY	DRAUL	IC)			
852XBAKP-*6 852XGAKP-*6 852XJAKP-*6	500 I 500 I 500 I	Орр Орр Орр	95 122 144			Furnished Furnished Furnished	852XBAKP-*4 852XGAKP-*4 852XJAKP-*4	500 I 500 I 500 I	Орр Орр Орр	95 122 144	Ţ		Furnished Furnished Furnished	
				ONE S	SPEED	- FOR	WARD & RI	EVE	RSE					
863XBAKX-*4	500 I	Орр	95 11	8		Furnished								

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

Input Gear Part No. 5-P-1106
 Input Gear Part No. 5-P-1107
 Input Gear Part No. 5-P-1108
 Input Gear Part No. 5-P-1109
 Input Gear Part No. 5-P-1110
 Input Gear Part No. 5-P-223

(7) Input Gear Part No. 5-P-224
(8) Input Gear Part No. 5-P-284
(9) Input Gear Part No. 5-P-293
(10) Input Gear Part No. 5-P-294

3000 (International - Side/Side PTO Provision) 3000 EVS (Side/Side Power Take-Off Provisions)

3000 MH

- 3000 ORS (Side/Side Power Take Off Provisions)
- 3000 RDS 3000 SP (Side/Side PTO Option)

3000 TRV

3200 (International - Side/Side PTO Provision)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline

68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

ALLISON



3200 ORS (Side/Side PTO Provision) 3200 SP (Side/Side PTO Provision) 3200 TRV 3500 (International - Side/Side PTO Provision) 3500 EVS (Side/Side Power Take-Off Provisions) 3500 OFS

3500 ORS (Side/Side PTO Provision) 3500 RDS 3500 SP (Side/Side PTO Provision) B 300 B 400 MD-3060P (Close Ratio) MD-3560P (Wde Ratio) MD-3560P (Wde Ratio)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA: R.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

	Torq	Dir	Engin	e %		Adapter			Torq	Dir	Engine %		Adapter	
PTO Model	I/C [†]	Rot	Fwd	Rev	Filler Block	Assy	Stud Kit	PTO Model	1/C [†]	Rot	Fwd Rev	Filler Block	Assy	Stud Kit
				ON	E SPE			AR - CONS	ΤΔΝ	тм	ESH			
267SBFJP-*5 (4)	402	Eng	72				Furnished	267SBFJP-*3 (4)	402 I	Eng	72			Furnished
267SDFJP-*5 (3)	390	Eng	87				Furnished	267SDFJP-*3 (3)	390 I	Eng	87			Furnished
267SGFJP-*5 (2)	360	Eng	103				Furnished	267SGFJP-*3 (2)	360 I	Eng	103			Furnished
267SMFJP-*5 (5)	318 I	Eng	129				Furnished	267SMFJP-*3 (5)	318 I	Eng	129			Furnished
267SSFJP-*5 (1)	265	Eng	161				Furnished	267SSFJP-*3 (1)	265	Eng	161			Furnished
267XBFJP-*5 (9)	335	Eng	72				Furnished	267XBFJP-*3 (9)	335	Eng	72			Furnished
267XDFJP-*5 (10)	325	Eng	87				Furnished	267XDFJP-*3 (10)	325	Eng	87			Furnished
267XGFJP-*5 (11)	300	Eng	103				Furnished	267XGFJP-*3 (11)	300 I	Eng	103			Furnished
267XMFJP-*5 (12)	265 I	Eng	129				Furnished	267XMFJP-*3 (12)	265 I	Eng	129			Furnished
267XSFJP-*5 (1)	250	Eng	161				Furnished	267XSFJP-*3 (1)	250	Eng	161			Furnished
287GBFJP-*5 (8)	300 C	Eng	60				Furnished	287GBFJP-*3 (8)	300 C	Eng	60			Furnished
287GBFJP-*8 (8)	300 C	Eng	56				Furnished	287GBFJP-*8 (8)	300 C	Eng	56			Furnished
287GCFJP-*5 (8)	390 C	Eng	72				Furnished	287GCFJP-*3 (8)	390 C	Eng	72			Furnished
287GCFJP-*8 (8)	390 C	Eng	68				Furnished	287GCFJP-*8 (8)	390 C	Eng	68			Furnished
287GDFJP-*5 (8)	390 C	Eng	87				Furnished	287GDFJP-*3 (8)	390 C	Eng	87			Furnished
287GDFJP-*8 (8)	390 C	Eng	81				Furnished	287GDFJP-*8 (8)	390 C	Eng	81			Furnished
287GGFJP-*5 (8)	360 C	Eng	103				Furnished	287GGFJP-*3 (8)	360 C	Eng	103			Furnished
287GGFJP-*8 (8)	360 C	Eng	96				Furnished	287GGFJP-*8 (8)	360 C	Eng	96			Furnished
287GKFJP-*5 (8)	340 C	Eng	115				Furnished	287GKFJP-*3 (8)	340 C	Eng	115			Furnished
287GMFJP-*5 (8)	318 C	Eng	129				Furnished	287GMFJP-*3 (8)	318 C	Eng	129			Furnished
287GMFJP-*8 (8)	318 C	Eng	119				Furnished	287GMFJP-*8 (8)	318 C	Eng	119			Furnished
287GPFJP-*5 (8)	290 C	Eng	144				Furnished	287GPFJP-*3 (8)	290 C	Eng	144			Furnished
287GPFJP-*8 (8)	290 C	Eng	132				Furnished	287GPFJP-*8 (8)	290 C	Eng	132			Furnished
287GSFJP-*5 (8)	265 C	Eng	161				Furnished	287GSFJP-*3 (8)	265 C	Eng	161			Furnished
287GSFJP-*8 (8)	265 C	Eng	147				Furnished	287GSFJP-*8 (8)	265 C	Eng	147			Furnished
287GTFJP-*5 (8)	240 C	Eng	180				Furnished	287GTFJP-*3 (8)	240 C	Eng	180			Furnished
287GTFJP-*8 (8)	240 C	Eng	173				Furnished	287GTFJP-*8 (8)	240 C	Eng	173			Furnished
877XAFJP-*5 (6)	591 C	Eng	82				Furnished	877XAFJP-*3 (6)	591 C	Eng	82			Furnished
877XBFJP-*5 (6)	557 C	Eng	87				Furnished	877XBFJP-*3 (6)	557 C	Eng	87			Furnished
877XCFJP-*5 (6)	522 C	Eng	93				Furnished	877XCFJP-*3 (6)	522 C	Eng	93			Furnished
877XDFJP-*5 (6)	490 C	Eng	99				Furnished	877XDFJP-*3 (6)	490 C	Eng	99			Furnished
877XEFJP-*5 (6)	429 C	Eng	113				Furnished	877XEFJP-*3 (6)	429 C	Eng	113			Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(1) Input Gear Part No. 5-P-1173 (2) Input Gear Part No. 5-P-1225 (3) Input Gear Part No. 5-P-1293 (4) Input Gear Part No. 5-P-1350 (5) Input Gear Part No. 5-P-1351 (6) Input Gear Part No. 5-P-1428 (8) Input Gear Part No. 5-P-1491 (9) Input Gear Part No. 5-P-912 (10) Input Gear Part No. 5-P-913 (11) Input Gear Part No. 5-P-914 (12) Input Gear Part No. 5-P-915

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3000 (International - S 3000 EVS (Side/Side I 3000 MH 3000 ORS (Side/Side 3000 RDS 3000 RDS 3000 SP (Side/Side P 3000 TRV 3200 (International - S	Power Take- Power Take TO Option)	Off Prov Off - Pro	isions) ovisions)	32(32) 35(35) 35(35) 35(35)	00 SP (Side/Sid 00 TRV 00 (International 00 EVS (Side/Si 00 OFS	ide PTO Provision e PTO Provision) I - Side/Side PTO ide Power Take-O ide PTO Provision	Provision) ff Provisions)		B 300 B 400 MD-3 MD-3	SP (Side/Side F 060P (Close Ra 560P (Wide Rat 50CR-P	tio)		
		LE	FT SIDE	ONLY					RIG	HT SID	E ONLY		
TRANSMIS L.S. 10-BOLT 68 Teeth - L.H PITCH LIN 1.7800" (45.2	Opening HELIX	Gear	FORWARD	of Centerline			TRANSMI R.S. 10-BOLT 68 Teeth - L.H PITCH LIN 1.7800" (45.2	Openin I. HEL I X I E TO	g Gea	r Forwar	D of Centerline	9	
CA	UTIO	N: A	pplicatio	on Appro	val Req	uired fo	r PTO Outpu	it Sha	ft S	peeds A	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine %	- Filler Block	Adapter Assy	Stud Kit
			0	NE SPE	ED - T	WO GE	AR - CONS	TAN	ТМ	ESH	•	J	4
877XFFJP-*5 (6)	379 C	Eng	128			Furnished	877XFFJP-*3 (6)	379 C	Eng	128			Furnished
877XGFJP-*5 (6)	334 C	Eng	145			Furnished	877XGFJP-*3 (6)	334 C	Eng	145			Furnished
877 XHFJP- *5 (6)	315 C	Eng	154			Furnished	877XHFJP-*3 (6)	315 C	Eng	154			Furnished
877XJFJP-*5 (6)	295 C	Eng	164			Furnished	877XJFJP-*3 (6)	295 C	Eng	164			Furnished
877XKFJP-*5 (7)	357 C	Eng	136			Furnished	877XKFJP-*3 (7)	357 C	Eng	136			Furnished
			ONE SI	PEED - T	TWO G	EAR - I	POWERSH	IFT (ΉY	DRAUL	LIC)		
280GBFJP-*5 (8)	300 C	Eng	60			Furnished	280GBFJP-*3 (8)	300 C	Eng	60	-		Furnished
280GBFJP-*8 (8)	300 C	Eng	56			Furnished	280GBFJP-*8 (8)	300 C	Eng	56			Furnished
280GCFJP-*5 (8)	390 C	Eng	72			Furnished	280GCFJP-*3 (8)	390 C	Eng	72			Furnished
280GCFJP-*8 (8)	390 C	Eng	68			Furnished	280GCFJP-*8 (8)	390 C	Eng	68			Furnished
280GDFJP-*5 (8)	390 C	Eng	87			Furnished	280GDFJP-*3 (8)	390 C	Eng	87			Furnished
280GDFJP-*8 (8)	390 C	Eng	81			Furnished	280GDFJP-*8 (8)	390 C	Eng	81			Furnished
280GGFJP - *5 (8)	360 C	Eng	103			Furnished	280GGFJP-*3 (8)	360 C	Eng	103			Furnished
280GGFJP-*8 (8)	360 C	Eng	96			Furnished	280GGFJP-*8 (8)	360 C	Eng	96			Furnished
280GKFJP-*5 (8)	340 C	Eng	115			Furnished	280GKFJP-*3 (8)	340 C	Eng	115			Furnished
280GMFJP-*5 (8)	318 C	Eng	129			Furnished	280GMFJP-*3 (8)		Eng	129			Furnished
280GMFJP-*8 (8)	318 C	Eng	119			Furnished	280GMFJP-*8 (8)		Eng	119			Furnished
280GPFJP-*5 (8)	290 C	Eng	144			Furnished	280GPFJP-*3 (8)	290 C	Eng	144			Furnished
280GPFJP-*8 (8)	290 C	Eng	132			Furnished	280GPFJP-*8 (8)	290 C	Eng	132			Furnished
280GSFJP-*5 (8)	265 C	Eng	161			Furnished	280GSFJP-*3 (8)	265 C	Eng	161			Furnished
280GSFJP-*8 (8)	265 C	Eng	147			Furnished	280GSFJP-*8 (8)	265 C	Eng	147			Furnished
280GTFJP-*5 (8)	240 C	Eng	180			Furnished	280GTFJP-*3 (8)	240 C	Eng	180			Furnished
280GTFJP-*8 (8)	240 C	Eng	173			Furnished	280GTFJP-*8 (8)	240 C	Eng	173			Furnished
870XAFJP-*5 (6)	591 C	Eng	82 87			Furnished	870XAFJP-*3 (6)	591 C	Eng	82			Furnished
870XBFJP-*5 (6) 870XCFJP-*5 (6)	557 C 522 C	Eng	87 93			Furnished Furnished	870XBFJP-*3 (6) 870XCFJP-*3 (6)	557 C 522 C	Eng	87 93			Furnished
870XCFJP-*5 (6) 870XDFJP-*5 (6)	522 C 490 C	Eng Eng	93 99			Furnished	870XCFJP-*3 (6) 870XDFJP-*3 (6)	522 C 490 C	Eng Eng	93 99			Furnished Furnished
870XDFJP- 5 (6) 870XEFJP-*5 (6)	490 C 429 C		99 113			Furnished	870XEFJP-*3 (6)	490 C 429 C	Eng	99 113			Furnished
070XEFJF- 5 (0)	4290	Eng	113			Furnished	070XEFJF- 3 (0)	429 0	Eng	100			Funciele e d

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Continued on Next Page

Furnished 870XFFJP-*3 (6) 379 C Eng

Furnished 870XGFJP-*3 (6) 334 C Eng 145

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[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

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(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1482
(8) Input Gear Part No. 5-P-1491

870XFFJP-*5 (6)

379 C Eng 128

870XGFJP-*5 (6) 334 C Eng 145

CHEI SEA

Furnished

Furnished

ΔII_13

ALLISON



3000 (International - Si 3000 EVS (Side/Side F 3000 MH 3000 RDS (Side/Side f 3000 RDS 3000 SP (Side/Side PT 3000 RV 3200 (International - Si	Power Take- Power Take TO Option)	Off Provi Off - Pro	sions) visions)	320 320 350 350 350 350 350	00 SP (Side/Side 00 TRV 00 (International 00 EVS (Side/Sid 00 OFS	de PTO Provision PTO Provision) - Side/Side PTO de Power Take-O de PTO Provision	ion) B 300 B 400 PTO Provision) MD-3060P (Close Ratio) (e-Off Provisions) MD-3560P (Wide Ratio) MD3050CR-P /ision)							
		LE	T SIDE	ONLY					RIG	HT SI	DE	ONLY		
TRANSMIS L.S. 10-BOLT 68 Teeth - L.H. PITCH LIN 1.7800" (45.21	Opening HELIX E TO A 00MM)	Gear	FORWARD	VCE:			TRANSMIS R.S. 10-BOLT 68 Teeth - L.H PITCH LIN 1.7800" (45.2	Openir I. HEL I X I E TO 100MM)	ng Gea	r forw	ARD o	CE:		
CA	IOITU	N: A	oplicatio	on Approv	val Req	uired fo	r PTO Outpu	it Sha	aft Sp	peeds	Ab	ove 250	0 RPM	
PTO Model	Torq I / C [†]	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I/C†	Dir Rot	Engine Fwd F	e % Rev	Filler Block	Adapter Assy	Stud Kit
		(ONE SF	PEED - 1	WO G	EAR - I	POWERSH	IFT (ΉY	DRAL	JLİC	<u>C)</u>		
870XHFJP-*5 (6) 870XJFJP-*5 (6)	315 C 295 C	Eng Eng	154 164			Furnished Furnished	870XHFJP-*3 (6) 870XJFJP-*3 (6)	315 C 295 C	Eng Eng	154 164				Furnished Furnished
		ON	E SPEE	D - POV	VERSH	HIFT (H	YDRAULIC	;) EX	TEN	IDED) S⊦	IAFT		
890LAFJW-*5 (6) 890LBFJW-*5 (6) 890LCFJW-*5 (6) 890LDFJW-*5 (6) 890LEFJW-*5 (6) 890LFFJW-*5 (6) 890LGFJW-*5 (6)	591 C 557 C 522 C 490 C 429 C 379 C 334 C 315 C	Eng Eng Eng Eng Eng Eng Eng	82 87 93 99 113 128 145 154			Furnished Furnished Furnished Furnished Furnished Furnished Furnished	890RAFJW-*5 (6) 890RBFJW-*5 (6) 890RCFJW-*5 (6) 890RDFJW-*5 (6) 890REFJW-*5 (6) 890RGFJW-*5 (6) 890RHFJW-*5 (6)		Eng Eng Eng Eng Eng Eng Eng	82 87 93 99 113 128 145 154				Furnished Furnished Furnished Furnished Furnished Furnished Furnished
			ONE	SPEED	- CON	STANT	MESH EXT	TENE	DED	SHA	FT			
897LAFJW-*5 (6) 897LBFJW-*5 (6) 897LCFJW-*5 (6) 897LDFJW-*5 (6) 897LEFJW-*5 (6) 897LEFJW-*5 (6)	591 C 557 C 522 C 490 C 429 C 379 C 334 C	Eng Eng Eng Eng Eng Eng	82 87 93 99 113 128 145			Furnished Furnished Furnished Furnished Furnished Furnished	897RAFJW-*5 (6) 897RBFJW-*5 (6) 897RCFJW-*5 (6) 897RDFJW-*5 (6) 897RFFJW-*5 (6) 897RFFJW-*5 (6)	591 C 557 C 522 C 490 C 429 C 379 C 334 C	Eng Eng Eng Eng Eng Eng	82 87 93 99 113 128 145				Furnished Furnished Furnished Furnished Furnished Furnished
897LGFJW-*5 (6) 897LHFJW-*5 (6)	334 C 315 C	Eng Eng	145 154			Furnished Furnished	897RGFJW-*5 (6) 897RHFJW-*5 (6)		Eng Eng	145 154				Furnished Furnished

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(6) Input Gear Part No. 5-P-1428



						DIA							
		LE	FT SIDE	ONLY					RIG	HT SIDE	= ONLY		
TRANSMIS L.S. 10-BOLT C 68 Teeth - L.H. PITCH LINE 1.7800" (45.210	Dpening HEL I X E TO A	Gear	FORWARD				TRANSMISSION GEAR DATA: R.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)						
· · · · · · · · · · · · · · · · · · ·	,	N: A	pplicatio	n Approv	val Req	uired for	r PTO Outpu			beeds A	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			0	NE SPEI	ED - T\	NO GE	AR - CONS	TAN	ТМ	ESH			
267SBFJP-*5 (4)	402	Eng	72			Furnished	267SBFJP-*3 (4)	402 I	Eng	72			Furnished
267SDFJP-*5 (3)	390 I	Eng	87			Furnished	267SDFJP-*3 (3)	390 I	Eng	87			Furnished
267SGFJP-*5 (2)	360	Eng	103			Furnished	267SGFJP-*3 (2)	360 I	Eng	103			Furnished
267SMFJP-*5 (5)	318 I	Eng	129			Furnished	267SMFJP-*3 (5)	318 I	Eng	129			Furnished
267SSFJP-*5 (1)	265	Eng	161			Furnished	267SSFJP-*3 (1)	265 I	Eng	161			Furnished
267XBFJP-*5 (16)	335	Eng	72			Furnished	267XBFJP-*3 (16)	335 I	Eng	72			Furnished
267XDFJP-*5 (17)	325	Eng	87			Furnished	267XDFJP-*3 (17)	325 I	Eng	87			Furnished
267XGFJP-*5 (18)	300 I	Eng	103			Furnished	267XGFJP-*3 (18)	300 I	Eng	103			Furnished
267XMFJP-*5 (19)	265 I	Eng	129			Furnished	267XMFJP-*3 (19)	265 I	Eng	129			Furnished
267XSFJP-*5 (1)	250	Eng	161			Furnished	267XSFJP-*3 (1)	250 I	Eng	161			Furnished
287GBFJP-*5 (15)	300 C	Eng	60			Furnished	287GBFJP-*3 (15)	300 C	Eng	60			Furnished
287GBFJP-*8 (15)	300 C	Eng	56			Furnished	287GBFJP-*8 (15)	300 C	Eng	56			Furnished
287GCFJP-*5 (15)	390 C	Eng	72			Furnished	287GCFJP-*3 (15)	390 C	Eng	72			Furnished
287GCFJP-*8 (15)	390 C	Eng	68			Furnished	287GCFJP-*8 (15)	390 C	Eng	68			Furnished
287GDFJP-*5 (15)	390 C	Eng	87			Furnished	287GDFJP-*3 (15)	390 C	Eng	87			Furnished
287GDFJP-*8 (15)	390 C	Eng	81			Furnished	287GDFJP-*8 (15)	390 C	Eng	81			Furnished
287GGFJP-*5 (15)	360 C	Eng	103			Furnished	287GGFJP-*3 (15)	360 C	Eng	103			Furnished
287GGFJP-*8 (15)	360 C	Eng	96			Furnished	287GGFJP-*8 (15)	360 C	Eng	96			Furnished
287GKFJP-*5 (15)	340 C	Eng	115			Furnished	287GKFJP-*3 (15)	340 C	Eng	115			Furnished
287GMFJP-*5 (15)	318 C	Eng	129			Furnished	287GMFJP-*3 (15)	318 C	Eng	129			Furnished
287GMFJP-*8 (15)	318 C	Eng	119			Furnished	287GMFJP-*8 (15)	318 C	Eng	119			Furnished
287GPFJP-*5 (15)	290 C	Eng	144			Furnished	287GPFJP-*3 (15)	290 C	Eng	144			Furnished
287GPFJP-*8 (15)	290 C	Eng	132			Furnished	287GPFJP-*8 (15)	290 C	Eng	132			Furnished
287GSFJP-*5 (15)	265 C	Eng	161			Furnished	287GSFJP-*3 (15)	265 C	Eng	161			Furnished
287GSFJP-*8 (15)	265 C	Eng	147			Furnished	287GSFJP-*8 (15)	265 C	Eng	147			Furnished
287GTFJP-*5 (15)	240 C	Eng	180			Furnished	287GTFJP-*3 (15)	240 C	Eng	180			Furnished
287GTFJP-*8 (15)	240 C	Eng	173			Furnished	287GTFJP-*8 (15)	240 C	Eng	173			Furnished
877XAFJP-*5 (6)	591 C	Eng	82			Furnished	877XAFJP-*3 (6)	591 C	Eng	82			Furnished
877XBFJP-*5 (6)	557 C	Eng	87			Furnished	877XBFJP-*3 (6)	557 C	Eng	87			Furnished
877XCFJP-*5 (6)	522 C	Eng	93			Furnished	877XCFJP-*3 (6)	522 C	Eng	93			Furnished
877XDFJP-*5 (6)	490 C	Eng	99			Furnished	877XDFJP-*3 (6)	490 C	Eng	99			Furnished
877XEFJP-*5 (6)	429 C	Eng	113			Furnished	877XEFJP-*3 (6)	429 C	Eng	113			Furnished

Continued on Next Page

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 (1) Input Gear Part No. 5-P-1173
 (15) Input Gear Part No. 5-P-1491

 (2) Input Gear Part No. 5-P-1225
 (16) Input Gear Part No. 5-P-912

 (3) Input Gear Part No. 5-P-1233
 (17) Input Gear Part No. 5-P-913

 (4) Input Gear Part No. 5-P-1350
 (18) Input Gear Part No. 5-P-914

 (5) Input Gear Part No. 5-P-1351
 (19) Input Gear Part No. 5-P-915

 (6) Input Gear Part No. 5-P-1428
 (19) Input Gear Part No. 5-P-915

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3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler)

			T SIDE			RIGHT SIDE ONLY							
TRANSMIS		GEA	R DATA:				TRANSMIS		I GEA	AR DATA	:		
L.S. 10-BOLT C		Gear	FORWARD	of Centerline			R.S. 10-BOLT		•	r Forwari	O of Centerline	e	
68 Teeth - L.H.							68 Teeth - L.H						
PITCH LINE	Ε ΤΟ Α	PER	RTURE FA	CE:			PITCH LIN	E TO	APE	RTURE F	ACE:		
1.7800" (45.210							1.7800" (45.21						
CAL	JTIOI	N: A	pplicatio	n Approv	val Req	uired for	r PTO Outpu	t Sha	ft Sp	beeds A	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			<u> </u>	<u>NE SPEI</u>	<u>ED - T\</u>	<u>NO GE</u>	<u> AR - CONS</u>	TAN	<u>т м</u>	<u>ESH</u>			
877XFFJP-*5 (6)	379 C	Eng	128			Furnished	877XFFJP-*3 (6)	379 C	Eng	128			Furnished
877XGFJP-*5 (6)	334 C	Eng	145			Furnished	877XGFJP-*3 (6)	334 C	Eng	145			Furnished
877XHFJP-*5 (6)	315 C	Eng	154			Furnished	877XHFJP-*3 (6)	315 C	Eng	154			Furnished
877XJFJP-*5 (6)	295 C	Eng	164			Furnished	877XJFJP-*3 (6)	295 C	Eng	164			Furnished
		(ONE SF	PEED - 1	TWO G	EAR - F	POWERSH	IFT (HYC	DRAUL	IC)		
280GBFJP-*5 (15)	300 C	Eng	60			Furnished	280GBFJP-*3 (15)	300 C	Eng	60	-		Furnished
280GBFJP-*8 (15)	300 C	Eng	56			Furnished	280GBFJP-*8 (15)	300 C	Eng	56			Furnished
280GCFJP-*5 (15)	390 C	Eng	72			Furnished	280GCFJP-*3 (15)	390 C	Eng	72			Furnished
280GCFJP-*8 (15)	390 C	Eng	68			Furnished	280GCFJP-*8 (15)	390 C	Eng	68			Furnished
280GDFJP-*5 (15)	390 C	Eng	87			Furnished	280GDFJP-*3 (15)	390 C	Eng	87			Furnished
280GDFJP-*8 (15)	390 C	Eng	81			Furnished	280GDFJP-*8 (15)	390 C	Eng	81			Furnished
280GGFJP-*5 (15)	360 C	Eng	103			Furnished	280GGFJP-*3 (15)	360 C	Eng	103			Furnished
280GGFJP-*8 (15)	360 C	Eng	96			Furnished	280GGFJP-*8 (15)	360 C	Eng	96			Furnished
280GKFJP-*5 (15)	340 C	Eng	115			Furnished	280GKFJP-*3 (15)	340 C	Eng	115			Furnished
280GMFJP-*5 (15)	318 C	Eng	129			Furnished	280GMFJP-*3 (15)	318 C	Eng	129			Furnished
280GMFJP-*8 (15)	318 C	Eng	119			Furnished	280GMFJP-*8 (15)	318 C	Eng	119			Furnished
280GPFJP-*5 (15)	290 C	Eng	144			Furnished	280GPFJP-*3 (15)	290 C	Eng	144			Furnished
280GPFJP-*8 (15)	290 C	Eng	132			Furnished	280GPFJP-*8 (15)	290 C	Eng	132			Furnished
280GSFJP-*5 (15)	265 C	Eng	161			Furnished	280GSFJP-*3 (15)		Eng	161			Furnished
280GSFJP-*8 (15)	265 C	Eng	147			Furnished	280GSFJP-*8 (15)	265 C	Eng	147			Furnished
280GTFJP-*5 (15)	240 C	Eng	180			Furnished	280GTFJP-*3 (15)	240 C	Eng	180			Furnished
280GTFJP-*8 (15)	240 C	Eng	173			Furnished	280GTFJP-*8 (15)		Eng	173			Furnished
870XAFJP-*5 (6)	591 C	Eng	82			Furnished	870XAFJP-*3 (6)	591 C	Eng	82			Furnished
870XBFJP-*5 (6)	557 C	Eng	87			Furnished	870XBFJP-*3 (6)	557 C	Eng	87			Furnished
870XCFJP-*5 (6)	522 C	Eng	93			Furnished	870XCFJP-*3 (6)	522 C	Eng	93			Furnished
870XDFJP-*5 (6)	490 C	Eng	99			Furnished	870XDFJP-*3 (6)	490 C	Eng	99			Furnished
870XEFJP-*5 (6)	429 C	Eng	113			Furnished	870XEFJP-*3 (6)	429 C	Eng	113			Furnished
870XFFJP-*5 (6)	379 C	Eng	128			Furnished	870XFFJP-*3 (6)	379 C	Eng	128			Furnished
870XGFJP-*5 (6)	334 C	Eng	145			Furnished	870XGFJP-*3 (6)	334 C	Eng	145			Furnished
870XHFJP-*5 (6)	315 C	Eng	154			Furnished	870XHFJP-*3 (6)	315 C	Eng	154			Furnished
870XJFJP-*5 (6)	295 C	Eng	164			Furnished	870XJFJP-*3 (6)	295 C	Eng	164			Furnished

Continued on Next Page

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(6) Input Gear Part No. 5-P-1428 (15) Input Gear Part No. 5-P-1491



		LE	FT SIDE	ONLY					RIG	HT SIDE	ONLY			
TRANSMIS				of Centerline			TRANSMIS R.S. 10-BOLT					9		
68 Teeth - L.H.	HELIX						68 Teeth - L.H	. HELIX						
PITCH LINE 1.7800" (45.210		PEF	RTURE FA	CE:			PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)							
· · · ·			a a lla a Alla			the differ		,	4 0.	a a a la Al				
CAL		N: A	pplicatio	on Appro	vai keq	uirea to	r PTO Outpu	t Sna	πδ	peeds Al	50ve 250			
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	
		ON	E SPEE	D - POV	NERSH	HIFT (H	YDRAULIC) EX	TEN	IDED S	HAFT			
890NAFJW-*3 (6)	591 C	Eng	82			Furnished	890RAFJW-*5 (6)	591 C	Eng	82			Furnished	
890NBFJW-*3 (6)	557 C	Eng	87			Furnished	890RBFJW-*5 (6)	557 C	Eng	87			Furnished	
890NCFJW-*3 (6)	522 C	Eng	93			Furnished	890RCFJW-*5 (6)	522 C	Eng	93			Furnished	
890NDFJW-*3 (6)	490 C	Eng	99			Furnished	890RDFJW-*5 (6)	490 C	Eng	99			Furnished	
890NEFJW-*3 (6)	429 C	Eng	113			Furnished	890REFJW-*5 (6)	429 C	Eng	113			Furnished	
890NFFJW-*3 (6)	379 C	Eng	128			Furnished	890RFFJW-*5 (6)	379 C	Eng	128			Furnished	
890NGFJW-*3 (6)	334 C	Eng	145			Furnished	890RGFJW-*5 (6)	334 C	Eng	145			Furnished	
890NHFJW-*3 (6)	315 C	Eng	154			Furnished	890RHFJW-*5 (6)	315 C	Eng	154			Furnished	
			ONE	SPEED	- CON	STANT	MESH EXT	'ENC	DED	SHAF1	-			
897NAFJW-*3 (7)	591 C	Eng	82			Furnished	897RAFJW-*5 (7)	591 C	Eng	82			Furnished	
897NBFJW-*3 (8)	557 C	Eng	87			Furnished	897RBFJW-*5 (8)	557 C	Eng	87			Furnished	
897NCFJW-*3 (9)	522 C	Eng	93			Furnished	897RCFJW-*5 (9)	522 C	Eng	93			Furnished	
897NDFJW-*3 (10)	490 C	Eng	99			Furnished	897RDFJW-*5 (10)	490 C	Eng	99			Furnished	
897NEFJW-*3 (11)	429 C	Eng	113			Furnished	897REFJW-*5 (11)	429 C	Eng	113			Furnished	
897NFFJW-*3 (12)	379 C	Eng	128			Furnished	897RFFJW-*5 (12)	379 C	Eng	128			Furnished	
897NGFJW-*3 (13)	334 C	Eng	145			Furnished	897RGFJW-*5 (13)	334 C	Eng	145			Furnished	
897NHFJW-*3 (14)	315 C	Eng	154			Furnished	897RHFJW-*5 (14)	315 C	Eng	154			Furnished	

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(6) Input Gear Part No. 5-P-1428 (7) Input Gear Part No. 5-P-1428-1X (8) Input Gear Part No. 5-P-1428-2X (9) Input Gear Part No. 5-P-1428-3X (10) Input Gear Part No. 5-P-1428-4X (11) Input Gear Part No. 5-P-1428-5X

(12) Input Gear Part No. 5-P-1428-6X (13) Input Gear Part No. 5-P-1428-7X (14) Input Gear Part No. 5-P-1428-8X 3000 (3000 Family- Side/Side PTO Provision w/ Retarder)

		LE	FT SIDE	ONLY					RIG	HT SIDE			
TRANSMIS L.S. 10-BOLT C 68 Teeth - L.H. PITCH LINE 1.7800" (45.210 CAL	Dpening HELIX E TO A DOMM)	Gear	FORWARD	of Centerline	val Reg	uired fo	TRANSMIS R.S. 10-BOLT 68 Teeth - L.H. PITCH LINI 1.7800" (45.21 r PTO Output	Openin HEL I X E TO A 00MM)	g Gea APEI	r forwari	of Centerline		
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			0	NE SPEI	ED - T\	NO GE	AR - CONS	TAN	ТМ	ESH			
267SBFJP-*5 (4)	402	Eng	72			Furnished	267SBFJP-*3 (4)	402	Eng	72			Furnished
267SDFJP-*5 (3)	390 I	Eng	87			Furnished	267SDFJP-*3 (3)	390 I	Eng	87			Furnished
267SGFJP-*5 (2)	360	Eng	103			Furnished	267SGFJP-*3 (2)	360 I	Eng	103			Furnished
267SMFJP-*5 (5)	318 I	Eng	129			Furnished	267SMFJP-*3 (5)	318 I	Eng	129			Furnished
267SSFJP-*5 (1)	265	Eng	161			Furnished	267SSFJP-*3 (1)	265 I	Eng	161			Furnished
267XBFJP-*5 (8)	335 I	Eng	72			Furnished	267XBFJP-*3 (8)	335 I	Eng	72			Furnished
267XDFJP-*5 (9)	325	Eng	87			Furnished	267XDFJP-*3 (9)	325 I	Eng	87			Furnished
267XGFJP-*5 (10)	300	Eng	103			Furnished	267XGFJP-*3 (10)	300 I	Eng	103			Furnished
267XMFJP-*5 (11)	265	Eng	129			Furnished	267XMFJP-*3 (11)	265 I	Eng	129			Furnished
267XSFJP-*5 (1)	250	Eng	161			Furnished	267XSFJP-*3 (1)	250	Eng	161			Furnished
287GBFJP-*5 (7)	300 C	Eng	60			Furnished	287GBFJP-*3 (7)	300 C	Eng	60			Furnished
287GBFJP-*8 (7)	300 C	Eng	56			Furnished	287GBFJP-*8 (7)	300 C	Eng	56			Furnished
287GCFJP-*5 (7)	390 C	Eng	72			Furnished	287GCFJP-*3 (7)	390 C	Eng	72			Furnished
287GCFJP-*8 (7)	390 C	Eng	68			Furnished	287GCFJP-*8 (7)	390 C	Eng	68			Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87			Furnished
287GDFJP-*8 (7)	390 C	Eng	81			Furnished	287GDFJP-*8 (7)	390 C	Eng	81			Furnished
287GGFJP-*5 (7)	360 C	Eng	103			Furnished	287GGFJP-*3 (7)	360 C	Eng	103			Furnished
287GGFJP-*8 (7)	360 C	Eng	96			Furnished	287GGFJP-*8 (7)	360 C	Eng	96			Furnished
287GKFJP-*5 (7)	340 C	Eng	115			Furnished	287GKFJP-*3 (7)	340 C	Eng	115			Furnished
287GMFJP-*5 (7)	318 C	Eng	129			Furnished	287GMFJP-*3 (7)	318 C	Eng	129			Furnished
287GMFJP-*8 (7)	318 C	Eng	119			Furnished	287GMFJP-*8 (7)	318 C	Eng	119			Furnished
287GPFJP-*5 (7)	290 C	Eng	144			Furnished	287GPFJP-*3 (7)	290 C	Eng	144			Furnished
287GPFJP-*8 (7)	290 C	Eng	132			Furnished	287GPFJP-*8 (7)	290 C	Eng	132			Furnished
287GSFJP-*5 (7)	265 C	Eng	161			Furnished	287GSFJP-*3 (7)	265 C	Eng	161			Furnished
287GSFJP-*8 (7)	265 C	Eng	147			Furnished	287GSFJP-*8 (7)	265 C	Eng	147			Furnished
287GTFJP-*5 (7)	240 C	Eng	180			Furnished	287GTFJP-*3 (7)	240 C	Eng	180			Furnished
287GTFJP-*8 (7)	240 C	Eng	173			Furnished	287GTFJP-*8 (7)	240 C	Eng	173			Furnished
877XAFJP-*5 (6)	591 C	Eng	82			Furnished	877XAFJP-*3 (6)	591 C	Eng	82			Furnished
877XBFJP-*5 (6)	557 C	Eng	87			Furnished	877XBFJP-*3 (6)	557 C	Eng	87			Furnished
877XCFJP-*5 (6)	522 C	Eng	93			Furnished	877XCFJP-*3 (6)	522 C	Eng	93			Furnished
877XDFJP-*5 (6)	490 C	Eng	99			Furnished	877XDFJP-*3 (6)	490 C	Eng	99			Furnished
877XEFJP-*5 (6)	429 C	Eng	113			Furnished	877XEFJP-*3 (6)	429 C	Eng	113			Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

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IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(1) Input Gear Part No. 5-P-1173 (2) Input Gear Part No. 5-P-1225 (3) Input Gear Part No. 5-P-1293 (4) Input Gear Part No. 5-P-1350 (5) Input Gear Part No. 5-P-1351 (6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915



	LEFT SIDE ONLY RIGHT SIDE ONLY													
		LE	FT SIDI	E ONLY					RIG	HT SIDE	ONLY			
68 Teeth - L.H. PITCH LIN 1.7800'' (45.21	Opening HELIX E TO A	Gear	FORWAR	D of Centerline			TRANSMI R.S. 10-BOLT 68 Teeth - L.H PITCH LIN 1.7800" (45.2	Openin I. HEL I X I E TO 100MM)	ng Gea	RTURE F	of Centerline			
CA	UTIO	N: A	pplicat	ion Appro	val Req	uired fo	r PTO Outpu	it Sha	ift S	peeds Al	oove 250	0 RPM		
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Re	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	
			0	ONE SPEI	ED - T\	NO GE	AR - CONS	TAN	ΤΜ	ESH				
877XFFJP-*5 (6)	379 C	Eng	128			Furnished	877XFFJP-*3 (6)	379 C	Eng	128			Furnished	
877XGFJP-*5 (6)	334 C	Eng	145			Furnished	877XGFJP-*3 (6)	334 C	Eng	145			Furnished	
877XHFJP-*5 (6)	315 C	Eng	154			Furnished	877XHFJP-*3 (6)	315 C	Eng	154			Furnished	
877XJFJP-*5 (6)	295 C	Eng	164			Furnished	877XJFJP-*3 (6)	295 C	Eng	164			Furnished	
		(ONE S	SPEED - 1	WO G	EAR - I	POWERSH	IFT (ΉΥ	DRAUL	C)			
280GBFJP-*5 (7)	300 C	Eng	60			Furnished	280GBFJP-*3 (7)	300 C	Eng	60	,		Furnished	
280GBFJP-*8 (7)	300 C	Eng	56			Furnished	280GBFJP-*8 (7)	300 C	Eng	56			Furnished	
280GCFJP-*5 (7)	390 C	Eng	72			Furnished	280GCFJP-*3 (7)	390 C	Eng	72			Furnished	
280GCFJP-*8 (7)	390 C	Eng	68			Furnished	280GCFJP-*8 (7)	390 C	Eng	68			Furnished	
280GDFJP-*5 (7)	390 C	Eng	87			Furnished	280GDFJP-*3 (7)	390 C	Eng	87			Furnished	
280GDFJP-*8 (7)	390 C	Eng	81			Furnished	280GDFJP-*8 (7)	390 C	Eng	81			Furnished	
280GGFJP-*5 (7)	360 C	Eng	103			Furnished	280GGFJP-*3 (7)	360 C	Eng	103			Furnished	
280GGFJP-*8 (7)	360 C	Eng	96			Furnished	280GGFJP-*8 (7)	360 C	Eng	96			Furnished	
280GKFJP-*5 (7)	340 C	Eng	115			Furnished	280GKFJP-*3 (7)	340 C	Eng	115			Furnished	
280GMFJP-*5 (7)	318 C	Eng	129			Furnished	280GMFJP-*3 (7)	318 C	Eng	129			Furnished	
280GMFJP-*8 (7)	318 C	Eng	119			Furnished	280GMFJP-*8 (7)	318 C	Eng	119			Furnished	
280GPFJP-*5 (7)	290 C	Eng	144			Furnished	280GPFJP-*3 (7)	290 C	Eng	144			Furnished	
280GPFJP-*8 (7)	290 C	Eng	132			Furnished	280GPFJP-*8 (7)	290 C	Eng	132			Furnished	
280GSFJP-*5 (7)	265 C	Eng	161			Furnished	280GSFJP-*3 (7)	265 C	Eng	161			Furnished	
280GSFJP-*8 (7)	265 C	Eng	147			Furnished	280GSFJP-*8 (7)	265 C	Eng	147			Furnished	
280GTFJP-*5 (7)	240 C	Eng	180			Furnished	280GTFJP-*3 (7)	240 C	Eng	180			Furnished	
280GTFJP-*8 (7)	240 C	Eng	173			Furnished	280GTFJP-*8 (7)	240 C	Eng	173			Furnished	
870XAFJP-*5 (6)	591 C	Eng	82			Furnished	870XAFJP-*3 (6)	591 C	Eng	82			Furnished	
870XBFJP-*5 (6)	557 C	Eng	87			Furnished	870XBFJP-*3 (6)	557 C	Eng	87			Furnished	
870XCFJP-*5 (6)	522 C	Eng	93			Furnished	870XCFJP-*3 (6)	522 C	Eng	93			Furnished	
870XDFJP-*5 (6)	490 C	Eng	99			Furnished	870XDFJP-*3 (6)	490 C	Eng	99			Furnished	
870XEFJP-*5 (6)	429 C	Eng	113			Furnished	870XEFJP-*3 (6)	429 C	Eng	113			Furnished	
870XFFJP-*5 (6)	379 C	Eng	128			Furnished	870XFFJP-*3 (6)	379 C	Eng	128			Furnished	
870XGFJP-*5 (6)	334 C	Eng	145			Furnished	870XGFJP-*3 (6)	334 C	Eng	145			Furnished	
870XHFJP-*5 (6)	315 C	Eng	154			Furnished	870XHFJP-*3 (6)	315 C	Eng	154			Furnished	
870XJFJP-*5 (6)	295 C	Eng	164			Furnished	870XJFJP-*3 (6)	295 C	Eng	164			Furnished	

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428 (7) Input Gear Part No. 5-P-1491 3000 (3000 Family- Side/Side PTO Provision w/ Retarder)

LEFT SIDE ONLY	RIGHT SIDE ONLY
TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)	TRANSMISSION GEAR DATA: R.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)
CAUTION: Application Approval Required for	or PTO Output Shaft Speeds Above 2500 RPM
PTO Model Torq Dir Engine % 1/C ⁺ Rot Fwd Rev Filler Block Adapter Assy Stud Kit	PTO Model Torq I/C ⁺ Dir Rot Engine % Fwd Filler Block Adapter Assy Stud Kit
ONE SPEED - POWERSHIFT (H	IYDRAULIC) EXTENDED SHAFT
890MAFJW-*5 (6) 591 C Eng 82 Furnished	
890MBFJW-*5 (6) 557 C Eng 87 Furnished	
890MCFJW-*5 (6) 522 C Eng 93 Furnished	
890MDFJW-*5 (6) 490 C Eng 99 Furnished	
890MEFJW-*5 (6) 429 C Eng 113 Furnished	
890MFFJW-*5 (6) 379 C Eng 128 Furnished	
890MGFJW-*5 (6) 334 C Eng 145 Furnished	
890MHFJW-*5 (6) 315 C Eng 154 Furnished	
ONE SPEED - CONSTANT	MESH EXTENDED SHAFT
897MAFJW-*5 (6) 591 C Eng 82 Furnished	
897MBFJW-*5 (6) 557 C Eng 87 Furnished	
897MCFJW-*5 (6) 522 C Eng 93 Furnished	
897MDFJW-*5 (6) 490 C Eng 99 Furnished	
897MEFJW-*5 (6) 429 C Eng 113 Furnished	
897MFFJW-*5 (6) 379 C Eng 128 Furnished	
897MGFJW-*5 (6) 334 C Eng 145 Furnished	
897MHFJW-*5 (6) 315 C Eng 154 Furnished	

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C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

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(6) Input Gear Part No. 5-P-1428



ALLISON

ALL-14

4000 EVS 4000 MH 4000 RDS 4000 TRV 4430 4430 ORS 4430 SP 4440				450 B 5 HD HD	0 EVS 0 RDS 00 -4060P (Close F -4070P -4560P (Wide R	,							
		LE	T SIDE						тс	P SIDE			
TRANSMIS L.S. 10-BOLT (97 Teeth - L.H. PITCH LINI 1.7799" (45.21	Dpening HEL I X E TO A	GEA Gear	R DATA: FORWARD (of Centerline			TRANSMIS TOP 10-BOLT 97 Teeth - L.H. PITCH LIN 1.7799" (45.21	Openir HEL I X E TO	I GE/ Ig Gea	AR DATA	O of Centerlin	e	
CAI	IOITU	N: A	oplicatio	n Approv	val Req	uired for	r PTO Output	t Sha	ft S	beeds A	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine %	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
					- T		AR - CONS		тм	ESH			1
	400.1	F = =											The second second
267SBFJP-*5 (4)	402 I	Eng	103			Furnished	267SBFJP-*3 (4)	402 I	Eng	103			Furnished
267SDFJP-*5 (3)	390 I	Eng	123			Furnished	267SDFJP-*3 (4)	390 I	Eng	123			Furnished
267SGFJP-*5 (2)	360 I	Eng	147			Furnished	267SGFJP-*3 (2)	360 I	Eng	147			Furnished
267SMFJP-*5 (5)	318 I 265 I	Eng	184 229			Furnished Furnished	267SMFJP-*3 (5) 267SSFJP-*3 (1)	318 I	Eng	184			Furnished Furnished
267SSFJP-*5 (1)	265 I 335 I	Eng	229 103			Furnished	267XBFJP-*3 (1) 267XBFJP-*3 (8)	265 I 335 I	Eng	229 103			Furnished
267XBFJP-*5 (8)		Eng					· · · · · · · · · · · · · · · · · · ·		Eng				
267XDFJP-*5 (9) 267XGFJP-*5 (10)	325 I 300 I	Eng Eng	123 147			Furnished Furnished	267XDFJP-*3 (9) 267XGFJP-*3 (10)	325 I 300 I	Eng Eng	123 147			Furnished Furnished
267XGFJP-5(10) 267XMFJP-*5(11)	265 I	Eng	184			Furnished	267XGFJP- 3 (10) 267XMFJP-*3 (11)	265 I	Eng	147			Furnished
267XSFJP-*5 (1)	250	Eng	229			Furnished	267XSFJP-*3 (1)	250	Eng	229			Furnished
287GBFJP-*5 (7)	300 C	Eng	85			Furnished	287GBFJP-*5 (7)	300 C	Eng	85			Furnished
287GBFJP-*8 (7)	300 C	Eng	81			Furnished	287GBFJP-*8 (7)	300 C	Eng	81			Furnished
287GCFJP-*5 (7)	390 C	Eng	103			Furnished	287GCFJP-*5 (7)	390 C	Eng	103			Furnished
287GCFJP-*8 (7)	390 C	Eng	97			Furnished	287GCFJP-*8 (7)	390 C	Eng	97			Furnished
287GDFJP-*5 (7)	390 C	Eng	123			Furnished	287GDFJP-*5 (7)	390 C	Eng	123			Furnished
287GDFJP-*8 (7)	390 C	Eng	116			Furnished	287GDFJP-*8 (7)	390 C	Eng	116			Furnished
287GGFJP-*5 (7)	360 C	Eng	147			Furnished	287GGFJP-*5 (7)	360 C	Eng	147			Furnished
287GGFJP-*8 (7)	360 C	Eng	137			Furnished	287GGFJP-*8 (7)	360 C	Eng	137			Furnished
287GKFJP-*5 (7)	340 C	Eng	164			Furnished	287GKFJP-*5 (7)	340 C	Eng	164			Furnished
287GMFJP-*5 (7)	318 C	Eng	184			Furnished	287GMFJP-*5 (7)	318 C	Eng	184			Furnished
287GMFJP-*8 (7)	318 C	Eng	170			Furnished	287GMFJP-*8 (7)	318 C	Eng	170			Furnished
287GPFJP-*5 (7)	290 C	Eng	205			Furnished	287GPFJP-*5 (7)	290 C	Eng	205			Furnished
287GPFJP-*8 (7)	290 C	Eng	189			Furnished	287GPFJP-*8 (7)	290 C	Eng	189			Furnished
287GSFJP-*5 (7)	265 C	Eng	229			Furnished	287GSFJP-*5 (7)	265 C	Eng	229			Furnished
287GSFJP-*8 (7)	265 C	Eng	210			Furnished	287GSFJP-*8 (7)	265 C	Eng	210			Furnished
877XAFJP-*5 (6)	591 C	Eng	116			Furnished	877XAFJP-*3 (6)	591 C	Eng	116			Furnished
877XBFJP-*5 (6)	552 C	Eng	124			Furnished	877XBFJP-*3 (6)	552 C	Eng	124			Furnished
877XCFJP-*5 (6)	515 C	Eng	133			Furnished	877XCFJP-*3 (6)	515 C	Eng	133			Furnished
877XDFJP-*5 (6)	482 C	Eng	142			Furnished	877XDFJP-*3 (6)	482 C	Eng	142			Furnished
877XEFJP-*5 (6)	425 C	Eng	161			Furnished	877XEFJP-*3 (6)	425 C	Eng	161			Furnished
877XFFJP-*5 (6)	376 C	Eng	182			Furnished	877XFFJP-*3 (6)	376 C	Eng	182			Furnished
877XGFJP-*5 (6)	332 C	Eng	207			Furnished	877XGFJP-*3 (6)	332 C	Eng	207			Furnished

Continued on Next Page

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CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

 (1) Input Gear Part No. 5-P-1173
 (7) Input Gear Part No. 5-P-1491

 (2) Input Gear Part No. 5-P-1225
 (8) Input Gear Part No. 5-P-912

 (3) Input Gear Part No. 5-P-1233
 (9) Input Gear Part No. 5-P-913

 (4) Input Gear Part No. 5-P-1350
 (10) Input Gear Part No. 5-P-914

 (5) Input Gear Part No. 5-P-1351
 (11) Input Gear Part No. 5-P-915

 (6) Input Gear Part No. 5-P-1428
 (11) Input Gear Part No. 5-P-915

ALL-14

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4000 EVS 4000 MH 4000 RDS 4000 TRV 4430 4430 ORS 4430 SP 4440					4500 B 50 HD- HD-	0 EVS 0 RDS 00 4060P (Close F 4070P 4560P (Wide F								
		LE	FT SID	E ONL	Y.					тс	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT 97 Teeth - L.H. PITCH LIN 1.7799" (45.21	Opening HELIX E TO A	Gear	FORWARI	D of Cent	terline			TRANSMI TOP 10-BOLT 97 Teeth - L.H PITCH LIN 1.7799" (45.2 ⁻¹	Openir I. HELIX	ig Gea	r FORWARI	D of Centerlin	e	
CA	UTIOI	N: A	pplicati	ion Ap	opro\	/al Req	uired for	· PTO Outpu	it Sha	ift Sj	peeds A	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine %	- Filler	Block	Adapter Assy	Stud Kit	PTO Model	Torq	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
	1/ 0					,		AR - CONS			ESH	I	,	
	212.0	Fra	220			<u>- U - I I</u>								Europiebed
877XHFJP-*5 (6) 877XJFJP-*5 (6)	312 C 293 C	Eng Eng	220 234				Furnished Furnished	877XHFJP-*3 (6) 877XJFJP-*3 (6)	312 C 293 C	Eng Eng	220 234			Furnished Furnished
0///01 01 - 0 (0)	233 0									_				T ultrisiteu
			ONE S	PEE	ו - נ	WO G	EAR - I	POWERSH	IFT (ΗΥL	DRAUL			
280GBFJP-*5 (7)	300 C	Eng	85				Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished
280GBFJP-*8 (7)	300 C	Eng	81				Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished
280GCFJP-*5 (7)	390 C	Eng	103				Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished
280GCFJP-*8 (7)	390 C	Eng	97				Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished
280GDFJP-*5 (7)	390 C	Eng	123				Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished
280GDFJP-*8 (7)	390 C	Eng	116				Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished
280GGFJP-*5 (7)	360 C	Eng	147				Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished
280GGFJP-*8 (7)	360 C	Eng	137				Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished
280GKFJP-*5 (7)	340 C	Eng	164				Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished
280GMFJP-*5 (7)	318 C	Eng	184				Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished
280GMFJP-*8 (7)	318 C	Eng	170				Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished
280GPFJP-*5 (7)	290 C	Eng	205				Furnished Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished Furnished
280GPFJP-*8 (7)	290 C 265 C	Eng	189 229				Furnished	280GPFJP-*8 (7) 280GSFJP-*5 (7)	290 C 265 C	Eng	189 229			Furnished
280GSFJP-*5 (7)	265 C	Eng	229 210				Furnished	× /	265 C	Eng	229			Furnished
280GSFJP-*8 (7) 870XAFJP-*5 (6)	265 C 591 C	Eng Eng	210 116				Furnished	280GSFJP-*8 (7) 870XAFJP-*3 (6)	265 C 591 C	Eng Eng	210 116			Furnished
870XBFJP-5(6)	591 C	Eng	124				Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished
870XCFJP-*5 (6)	515 C	Eng	124				Furnished	870XCFJP-*3 (6)	515 C	Eng	124			Furnished
870XDFJP-*5 (6)	482 C	Eng	142				Furnished	870XDFJP-*3 (6)	482 C	Eng	133			Furnished
870XEFJP-*5 (6)	402 C 425 C	Eng	161				Furnished	870XEFJP-*3 (6)	402 C	Eng	161			Furnished
870XFFJP-*5 (6)	376 C	Eng	182				Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished
870XGFJP-*5 (6)	332 C	Eng	207				Furnished	870XGFJP-*3 (6)	332 C	Eng	207			Furnished
870XHFJP-*5 (6)	312 C	Eng	220				Furnished	870XHFJP-*3 (6)	312 C	Eng	220			Furnished
870XJFJP-*5 (6)	293 C	Eng	234				Furnished	870XJFJP-*3 (6)	293 C	Eng	234			Furnished
(-)			E SPE			VEDer								
				ED -	FU	VERSI		YDRAULIC			IDED S			
890HAFJW-*5 (6)	591 C	Eng	116				Furnished	890UAFJW-*5 (6)	591 C	Eng	116			Furnished
890HBFJW-*5 (6)	552 C	Eng	124				Furnished	890UBFJW-*5 (6)	552 C	Eng	124			Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

<u>CAUTION</u>: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428 (7) Input Gear Part No. 5-P-1491



ALLISON

4000 EVS 4000 MH 4000 RDS 4000 TRV 4430 0RS 4430 ORS 4430 SP 4440				450 B 5 HD HD	00 EVS 00 RDS 00 -4060P (Close F -4070P -4560P (Wide R	,							
		LEF	T SIDE	ONLY					ТО	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT 97 Teeth - L.H. PITCH LIN 1.7799" (45.21	Opening HEL I X E TO A	Gear	FORWARD				TRANSMIS TOP 10-BOLT 97 Teeth - L.H PITCH LIN 1.7799" (45.21	Openir HELIX E TO	ig Gea	r FORWARE	D of Centerlin	e	
CA	UTION	I: Aj	oplicatio	on Appro	val Req	uired fo	r PTO Outpu	t Sha	ft Sp	beeds Al	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
		ONI	E SPEE	D - POV	NERSH	HFT (H	YDRAULIC) EX	TEN	IDED S	HAFT		
890HCFJW-*5 (6)	515 C	Eng	133			Furnished	890UCFJW-*5 (6)	515 C	Eng	133			Furnished
890HDFJW-*5 (6)	482 C	Eng	142			Furnished	890UDFJW-*5 (6)	482 C	Eng	142			Furnished
890HEFJW-*5 (6)	425 C	Eng	161			Furnished	890UEFJW-*5 (6)	425 C	Eng	161			Furnished
890HFFJW-*5 (6)	376 C	Eng	182			Furnished	890UFFJW-*5 (6)	376 C	Eng	182			Furnished
				<u>SPEED</u>	<u>- CON</u>	<u>STANT</u>	MESH EXT	<u>'ENC</u>	<u>DED</u>	SHAF1			
897HAFJW-*5 (6)	591 C	Eng	116			Furnished	897UAFJW-*5 (6)	591 C	Eng	116			Furnished
897HBFJW-*5 (6)	552 C	Eng	124			Furnished	897UBFJW-*5 (6)	552 C	Eng	124			Furnished
897HCFJW-*5 (6)	515 C	Eng	133			Furnished	897UCFJW-*5 (6)	515 C	Eng	133			Furnished
897HDFJW-*5 (6)	482 C	Eng	142			Furnished	897UDFJW-*5 (6)	482 C	Eng	142			Furnished
897HEFJW-*5 (6)	425 C	Eng	161			Furnished	897UEFJW-*5 (6)	425 C	Eng	161			Furnished
897HFFJW-*5 (6)	376 C	Eng	182			Furnished	897UFFJW-*5 (6)	376 C	Eng	182			Furnished

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CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428

Furnished

Furnished

Furnished

Furnished

Furnished

Furnished

Furnished

LEFT SIDE ONLY TOP SIDE ONLY TRANSMISSION GEAR DATA: TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX 97 Teeth - L.H. HELIX **PITCH LINE TO APERTURE FACE: PITCH LINE TO APERTURE FACE:** 1.7799" (45.2100MM) 1.7799" (45.2100MM) CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM Engine % Engine % Torq Dir Torq Adapter Dir Adapter PTO Model Filler Block Stud Kit **PTO Model** Filler Block Stud Kit Rot Assy Rot Assy Fwd Rev Fwd Rev I/C[†] I/C[†] ONE SPEED - TWO GEAR - CONSTANT MESH Eng 267SBFJP-*5 (4) 402 Eng 103 Furnished 267SBFJP-*3 (4) 402 I Furnished 267SDFJP-*3 (4) Eng 267SDFJP-*5 (3) 390 I Eng 123 Furnished 390 I 123 Furnished 267SGFJP-*5 (2) 267SGFJP-*3 (2) 147 360 I 147 360 I Ena Furnished Eng Furnished 267SMFJP-*3 (5) 267SMFJP-*5 (5) 318 I 184 318 I Eng 184 Furnished Eng Furnished 267SSFJP-*5 (1) 265 229 267SSFJP-*3 (1) 265 229 Eng Furnished Eng Furnished Eng Eng 267XBFJP-*5 (8) 335 I 103 Furnished 267XBFJP-*3 (8) 335 I 103 Furnished 267XDFJP-*3 (9) 267XDFJP-*5 (9) 325 Eng 123 Furnished 325 I Eng 123 Furnished 267XGFJP-*5 (10) 300 L Eng 147 Furnished 267XGE.IP-*3 (10) 300 I Eng 147 Furnished Eng 267XMFJP-*5 (11) 265 I Eng 184 Furnished 267XMFJP-*3 (11) 265 I 184 Furnished 267XSFJP-*3 (1) 267XSFJP-*5(1) 250 I 229 250 I Furnished Eng Furnished Eng 229 287GBFJP-*5 (7) 300 C 287GBFJP-*5 (7) 300 C Furnished Eng 85 Furnished Eng 85 287GBFJP-*8 (7) 300 C Eng 81 Furnished 287GBFJP-*8 (7) 300 C Eng 81 Furnished 287GCFJP-*5 (7) 390 C Eng 103 Furnished 287GCFJP-*5 (7) 390 C Eng 103 Furnished 287GCFJP-*8 (7) 390 C 97 Furnished 287GCFJP-*8 (7) 390 C Eng 97 Furnished Eng Eng Eng 287GDFJP-*5(7) 390 C 123 Furnished 287GDFJP-*5(7) 390 C 123 Furnished Eng 287GDFJP-*8 (7) 390 C Eng 116 Furnished 287GDFJP-*8 (7) 390 C 116 Furnished 287GGEJP-*5 (7) 287GGFJP-*5(7) 360 C Eng 147 Furnished 360 C Eng 147 Furnished 287GGFJP-*8 (7) 287GGFJP-*8 (7) 360 C Eng 137 Furnished 360 C Eng 137 Furnished 287GKFJP-*5 (7) 287GKFJP-*5(7) 340 C Ena 164 340 C Ena 164 Furnished Furnished 287GMFJP-*5 (7) 318 C Eng 184 287GMFJP-*5 (7) 318 C Eng 184 Furnished Furnished 287GMFJP-*8 (7) 318 C 287GMFJP-*8 (7) 318 C Eng Furnished Eng 170 Furnished 170 Eng 287GPFJP-*5 (7) Eng 287GPFJP-*5 (7) 290 C 205 Furnished 290 C 205 Eurnished 287GPFJP-*8 (7) 290 C Eng 189 Furnished 287GPFJP-*8 (7) 290 C Eng 189 Furnished 287GSFJP-*5 (7) 287GSFJP-*5 (7) 265 C Eng 229 Furnished 265 C Eng Furnished 287GSFJP-*8 (7) 287GSFJP-*8 (7) 265 C Eng 210 Furnished 265 C Eng 210 Furnished

Continued on Next Page

Furnished

Furnished

Furnished

Furnished

Furnished

Furnished

Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

877XAFJP-*3 (6)

877XBFJP-*3 (6)

877XCFJP-*3 (6)

877XDFJP-*3 (6)

877XEFJP-*3 (6)

877XFEJP-*3 (6)

877XGFJP-*3 (6)

591 C

552 C

515 C

482 C

425 C

376 C

332 C

Ena

Eng

Eng

Eng

Eng

Eng

Eng

116

124

133

142

161

182

207

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

Input Gear Part No. 5-P-1173
 Input Gear Part No. 5-P-1225
 Input Gear Part No. 5-P-1293
 Input Gear Part No. 5-P-1350
 Input Gear Part No. 5-P-1342

877XAFJP-*5 (6)

877XBFJP-*5 (6)

877XCFJP-*5 (6)

877XDFJP-*5 (6)

877XEFJP-*5 (6)

877XFFJP-*5 (6)

877XGFJP-*5 (6)

591 C

552 C

515 C

482 C

425 C

376 C Eng 182

332 C Eng

Ena 116

Eng

Eng

Eng

Eng 161

124

133

142

207

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915



4000 (4000 Family w/ Integral Cooler)

		LE	FT SIDE	ONLY					тс	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT 97 Teeth - L.H. PITCH LIN 1.7799" (45.21	Opening HEL I X E TO A	Gear	FORWARD				TRANSMIS TOP 10-BOLT 97 Teeth - L.H PITCH LIN 1.7799" (45.2 ⁻¹	Openir I. HEL IX	ng Gea C APE	ar FORWARI	O of Centerlin	e	
CA	UTIO	N: A	pplicatio	n Appro	val Req	uired for	· PTO Outpu	it Sha	ift S	peeds Al	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			10	NE SPE	ED - T\	NO GE/	AR - CONS	TAN	ΤΜ	IESH			_
877XHFJP-*5 (6) 877XJFJP-*5 (6)	312 C 293 C	Eng Eng	220 234			Furnished Furnished	877XHFJP-*3 (6) 877XJFJP-*3 (6)	312 C 293 C	Eng Eng	220 234			Furnished Furnished
			ONF SF	PFFD - 1	rwo g	FAR - F	POWERSH	IFT (ΉΥ		IC)		
280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85	•/		Furnished
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished
280GMFJP-*8 (7)	318 C	Eng	170			Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished
870XEFJP-*5 (6)	425 C 376 C	Eng	161 182			Furnished Furnished	870XEFJP-*3 (6) 870XFFJP-*3 (6)	425 C 376 C	Eng Eng	161 192			Furnished
870XFFJP-*5 (6) 870XGFJP-*5 (6)	376 C 332 C	Eng Ena	207			Furnished	870XFFJP-*3 (6) 870XGFJP-*3 (6)	376 C 332 C	Eng	182 207			Furnished Furnished
870XHFJP-*5 (6)	332 C 312 C	Eng	207			Furnished	870XHFJP-*3 (6)	332 C	Eng	207			Furnished
870XJFJP-*5 (6)	293 C	Eng	234			Furnished	870XJFJP-*3 (6)	293 C	Eng	220			Furnished
				D - PO	NEDEL				-				. armoned
				<u>ש - 201</u>	VERSI			-					
890CAFJW-*3 (6)	591 C	Eng -	116			Furnished	890UAFJW-*5 (6)	591 C	Eng -	116			Furnished

591 C Eng 116 552 C Eng 124

Furnished 890UAFJW-*5 (6) 591 C Eng 890UBFJW-*5 (6) 552 C Eng Furnished

124

Furnished Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

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CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

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(6) Input Gear Part No. 5-P-1428 (7) Input Gear Part No. 5-P-1491

890CBFJW-*3 (6)

897CFFJW-*3 (6)

376 C

Eng 182

Furnished

LEFT SIDE ONLY TOP SIDE ONLY TRANSMISSION GEAR DATA: TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: **PITCH LINE TO APERTURE FACE:** 1.7799" (45.2100MM) 1.7799" (45.2100MM) CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM Engine % Engine % Torq Dir Torq Dir Adapter Adapter PTO Model Filler Block Filler Block Stud Kit PTO Model Stud Kit Assy Rot Rot Assy I/C[†] Fwd Rev I/C[†] Fwd Rev ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT 890CCFJW-*3 (6) Eng 515 C Eng 133 Furnished 890UCFJW-*5 (6) 515 C Furnished 890CDFJW-*3 (6) Furnished 890UDFJW-*5 (6) 482 C 482 C Eng 142 Eng 142 Furnished 890CEFJW-*3 (6) 425 C Furnished 890UEFJW-*5 (6) 425 C Eng 161 Furnished Eng 161 Eng 890CFFJW-*3 (6) 376 C Eng 182 Furnished 890UFFJW-*5 (6) 376 C 182 Furnished ONE SPEED - CONSTANT MESH EXTENDED SHAFT 897CAFJW-*3 (6) 591 C Ena 116 Furnished 897UAFJW-*5 (6) 591 C Eng Furnished 116 897CBFJW-*3 (6) 552 C Eng 124 Furnished 897UBFJW-*5 (6) 552 C Eng 124 Furnished 897CCFJW-*3 (6) 515 C Furnished 897UCFJW-*5 (6) 515 C 133 Furnished Eng 133 Eng 897UDFJW-*5 (6) 482 C 897CDFJW-*3 (6) 482 C Eng 142 Furnished Eng 142 Furnished 897UEFJW-*5 (6) 425 C 897CEFJW-*3 (6) 425 C Eng 161 Furnished Eng 161 Furnished

Furnished

897UFFJW-*5 (6) 376 C

Eng

182

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(6) Input Gear Part No. 5-P-1428



4000 (4000 Family w/ Retarder)

		LE	FT SIDE	ONLY					TC	P SI	DE ONLY		
TRANSMIS L.S. 10-BOLT (97 Teeth - L.H. PITCH LIN 1.7799" (45.21	Opening HEL I X E TO A 00MM)	Gear	FORWARD	ACE:		uirod fo	TRANSMIS TOP 10-BOLT 97 Teeth - L.H PITCH LIN 1.7799" (45.21 r PTO Outpu	Openir HELIX E TO 00MM)	ng Gea (APEI	r FORW	ARD of Centerline		
CA			Engine %	n Abbio				_					1
PTO Model	Torq I/C [†]	Dir Rot	Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I/C†	Dir Rot	Engin Fwd	Rev Filler Block	Adapter Assy	Stud Kit
			10	NE SPE	ED - T\	NO GE	AR - CONS	TAN	ТМ	ESH			-
267SBFJP-*5 (4)	402	Eng	103			Furnished	267SBFJP-*3 (4)	402 I	Eng	103			Furnished
267SDFJP-*5 (3)	390	Eng	123			Furnished	267SDFJP-*3 (4)	390 I	Eng	123			Furnished
267SGFJP-*5 (2)	360	Eng	147			Furnished	267SGFJP-*3 (2)	360 I	Eng	147			Furnished
267SMFJP-*5 (5)	318 I	Eng	184			Furnished	267SMFJP-*3 (5)	318 I	Eng	184			Furnished
267SSFJP-*5 (1)	265	Eng	229			Furnished	267SSFJP-*3 (1)	265	Eng	229			Furnished
267XBFJP-*5 (8)	335	Eng	103			Furnished	267XBFJP-*3 (8)	335	Ena	103			Furnished
267XDFJP-*5 (9)	325	Eng	123			Furnished	267XDFJP-*3 (9)	325	Eng	123			Furnished
267XGFJP-*5 (10)	300	Eng	147			Furnished	267XGFJP-*3 (10)	300 I	Eng	147			Furnished
267XMFJP-*5 (11)	265	Eng	184			Furnished	267XMFJP-*3 (11)	265 I	Eng	184			Furnished
267XSFJP-*5 (1)	250	Eng	229			Furnished	267XSFJP-*3 (1)	250	Eng	229			Furnished
287GBFJP-*5 (7)	300 C	Eng	85			Furnished	287GBFJP-*5 (7)	300 C	Eng	85			Furnished
287GBFJP-*8 (7)	300 C	Eng	81			Furnished	287GBFJP-*8 (7)	300 C	Eng	81			Furnished
287GCFJP-*5 (7)	390 C	Eng	103			Furnished	287GCFJP-*5 (7)	390 C	Eng	103			Furnished
287GCFJP-*8 (7)	390 C	Eng	97			Furnished	287GCFJP-*8 (7)	390 C	Eng	97			Furnished
287GDFJP-*5 (7)	390 C	Eng	123			Furnished	287GDFJP-*5 (7)	390 C	Ena	123			Furnished
287GDFJP-*8 (7)	390 C	Eng	116			Furnished	287GDFJP-*8 (7)	390 C	Eng	116			Furnished
287GGFJP-*5 (7)	360 C	Eng	147			Furnished	287GGFJP-*5 (7)	360 C	Eng	147			Furnished
287GGFJP-*8 (7)	360 C	Eng	137			Furnished	287GGFJP-*8 (7)	360 C	Eng	137			Furnished
287GKFJP-*5 (7)	340 C	Eng	164			Furnished	287GKFJP-*5 (7)	340 C	Eng	164			Furnished
287GMFJP-*5 (7)	318 C	Eng	184			Furnished	287GMFJP-*5 (7)	318 C	Eng	184			Furnished
287GMFJP-*8 (7)	318 C	Ena	170			Furnished	287GMFJP-*8 (7)	318 C	Eng	170			Furnished
287GPFJP-*5 (7)	290 C	Eng	205			Furnished	287GPFJP-*5 (7)	290 C	Eng	205			Furnished
287GPFJP- 5 (7) 287GPFJP-*8 (7)	290 C	Eng	205 189			Furnished	287GPFJP-5(7) 287GPFJP-*8(7)	290 C	Eng	189			Furnished
287GSFJP-*5 (7)	290 C	Eng	229			Furnished	287GSFJP-*5 (7)	290 C	Eng	229			Furnished
287GSFJP- 5 (7) 287GSFJP-*8 (7)	265 C	Eng	229			Furnished	287GSFJP-5(7) 287GSFJP-*8(7)	265 C	Eng	229			Furnished
877XAFJP-*5 (6)	265 C 591 C	Eng	210 116			Furnished	207GSFJP- 0 (7) 877XAFJP-*3 (6)	265 C	Eng	116			Furnished
877XBFJP-*5 (6)	591 C	Eng	124			Furnished	877XBFJP-3 (6)	591 C	Eng	124			Furnished
. ,		0	124			Furnished							Furnished
877XCFJP-*5 (6)	515 C	Eng					877XCFJP-*3 (6)	515 C	Eng	133			
877XDFJP-*5 (6)	482 C	Eng	142			Furnished	877XDFJP-*3 (6)	482 C	Eng	142			Furnished
877XEFJP-*5 (6)	425 C	Eng	161			Furnished	877XEFJP-*3 (6)	425 C	Eng	161			Furnished
877XFFJP-*5 (6)	376 C	Eng	182			Furnished	877XFFJP-*3 (6)	376 C	Eng	182			Furnished
877XGFJP-*5 (6)	332 C	Eng	207			Furnished	877XGFJP-*3 (6)	332 C	Eng	207			Furnished

Continued on Next Page

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IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

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 (1) Input Gear Part No. 5-P-1173
 (7) Input Gear Part No. 5-P-1491

 (2) Input Gear Part No. 5-P-1225
 (8) Input Gear Part No. 5-P-912

 (3) Input Gear Part No. 5-P-1233
 (9) Input Gear Part No. 5-P-913

 (4) Input Gear Part No. 5-P-1350
 (10) Input Gear Part No. 5-P-914

 (5) Input Gear Part No. 5-P-1351
 (11) Input Gear Part No. 5-P-915

 (6) Input Gear Part No. 5-P-1428
 (11) Input Gear Part No. 5-P-915

4000 (4000 Family w/ Retarder)

		LE	FT SIDI	E ONLY					ТС	P SIDE	ONLY		
97 Teeth - L.H PITCH LIN 1.7799'' (45.21	Opening HEL I X E TO A 100MM)	Gear	FORWAR	D of Centerline		ined for	97 Teeth - L.H PITCH LIN 1.7799'' (45.2 ⁻	Openir I. HEL I X I E TO 100MM)	ng Gea	r FORWAF	D of Centerlin		
LA	_				-	uirea toi	r PTO Outpu				-		T
PTO Model	Torq I / C [†]	Dir Rot	Engine % Fwd Re	- Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	- Filler Block	Adapter Assy	Stud Kit
				ONE SPEI	ED - TV	NO GE	AR - CONS	TAN	ТМ	ESH			
877XHFJP-*5 (6)	312 C	Eng	220			Furnished	877XHFJP-*3 (6)	312 C	Eng	220			Furnished
877XJFJP-*5 (6)	293 C	Eng	234			Furnished	877XJFJP-*3 (6)	293 C	Eng	234			Furnished
		(ONE S	SPEED - 1	rwo g	EAR - I	POWERSH	IFT (ΉΥ	DRAUL	IC)		
280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished
280GMFJP-*8 (7)	318 C	Eng	170			Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished
870XGFJP-*5 (6)	332 C	Eng	207			Furnished	870XGFJP-*3 (6)	332 C	Eng	207			Furnished
870XHFJP-*5 (6)	312 C	Eng	220			Furnished	870XHFJP-*3 (6)	312 C	Eng	220			Furnished
870XJFJP-*5 (6)	293 C	Eng	234			Furnished	870XJFJP-*3 (6)	293 C	Eng	234			Furnished
		ON	E SPE	ED - POV	VERSH	<u> IIFT (H</u>	<u>YDRAULIC</u>	<u>;) EX</u>	TEN	IDED S	SHAFT		
890JAFJW-*3 (6)	591 C	Eng	116			Furnished	890KAFJW-*5 (6)	591 C	Eng	116			Furnished
890JBFJW-*3 (6)	552 C	Eng	124			Furnished	890KBFJW-*5 (6)	552 C	Eng	124			Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428 (7) Input Gear Part No. 5-P-1491



4000 (4000 Family w/ Retarder)

		LE	FT SIDI						тс	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT 97 Teeth - L.H. PITCH LIN 1.7799" (45.21	Opening HEL I X E TO A 00MM)	Gear	FORWAR	of Centerline	val Req	uired fo	TRANSMIS TOP 10-BOLT 97 Teeth - L.H PITCH LIN 1.7799" (45.21 r PTO Outpu	Openir HEL IX E TO	ng Gea	RTURE F	D of Centerlin		
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Re	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
		<u>ONI</u>	<u>E SPE</u>	<u>ED - PO\</u>	<u>NERSF</u>	<u> IIFT (H</u>	<u>YDRAULIC</u>	<u>) EX</u>	<u>TEN</u>	<u>IDED S</u>	<u>HAFT</u>		
890JCFJW-*3 (6) 890JDFJW-*3 (6) 890JEFJW-*3 (6) 890JFFJW-*3 (6) 890PAFJW-*5 (6) 890PBFJW-*5 (6) 890PCFJW-*5 (6) 890PDFJW-*5 (6)	515 C 482 C 425 C 376 C 591 C 552 C 515 C 482 C	Eng Eng Eng Eng Eng Eng Eng	133 142 161 182 116 124 133 142			Furnished Furnished Furnished Furnished Furnished Furnished Furnished	890KCFJW-*5 (6) 890KDFJW-*5 (6) 890KEFJW-*5 (6) 890KFFJW-*5 (6)	515 C 482 C 425 C 376 C	Eng Eng Eng	133 142 161 182			Furnished Furnished Furnished Furnished
890PEFJW-*5 (6) 890PFFJW-*5 (6)	425 C 376 C	Eng Eng	161 182			Furnished Furnished							
			<u> </u>	<u>SPEED</u>	<u>- CON</u>	<u>STANT</u>	MESH EXT	<u>'ENC</u>	<u>)ED</u>	<u>SHAF</u>	Γ		
897JAFJW-*3 (6) 897JBFJW-*3 (6) 897JDFJW-*3 (6) 897JDFJW-*3 (6) 897JEFJW-*3 (6) 897JFFJW-*3 (6) 897PAFJW-*5 (6) 897PEFJW-*5 (6) 897PDFJW-*5 (6)	591 C 552 C 515 C 482 C 425 C 376 C 591 C 552 C 515 C 482 C 425 C	Eng Eng Eng Eng Eng Eng Eng Eng Eng Eng	116 127 133 142 161 182 116 127 133 142 161			Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished	897KAFJW-*5 (6) 897KBFJW-*5 (6) 897KCFJW-*5 (6) 897KDFJW-*5 (6) 897KEFJW-*5 (6) 897KFFJW-*5 (6)	591 C 552 C 515 C 482 C 425 C 376 C	Eng Eng Eng Eng Eng	116 124 133 142 161 182			Furnished Furnished Furnished Furnished Furnished Furnished

⁺ I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428



1000 1000 EVS 1000 MH 1000 RDS 1350 (Available in 4,5 & 1350 EVS (Available in 4 1350 MH (Available in 4 1350 RDS (Available in	4,5 & 6 Spe	ed)		200 210 210 210 210 220 220		in 4,5 & 6 Speec)		2300 2400 2500 2500 2500	EVS MH				
			T SIDE	ONLY					RIG	HT S	IDE	ONLY		
TRANSMIS L.S. 06-BOLT (64 Teeth - SPU PITCH LINE 1.0080" (25.60)	Dpening IR E TO A	Gear	FORWARD	of Centerline			TRANSMIS R.S. 06-BOLT 64 Teeth - SPU PITCH LIN 1.0080" (25.60	Openir JR E TO	ig Gea	r FORV	VARD	of Centerline	9	
	,	N: A	oplicatio	on Approv	val Req	uired fo	r PTO Outpu	,		peed	s Al	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engi	-	Filler Block	Adapter Assy	Stud Kit
			ON	E SPEE	D - TW	O GEA	R - MECHA	NIC	AL :	SHIF	T			
442GBHVP-*5 (3) 442GBHVX-*5 (3) 442GFHVP-*5 (2)	215 150 165	Eng Eng Eng	96 96 151			Furnished Furnished Furnished	442GBHVP-*3 (3) 442GBHVX-*3 (3) 442GFHVP-*3 (2)	215 150 165	Eng Eng Eng	96 96 151				Furnished Furnished Furnished
		ONE	E SPEE	D - TWO) GEA	R POW	ERSHIFT ()	AIR	OR	HYD	RA	ULIC)		
272GAHVP-*5 272GBHVP-*5 272GCHVP-*5 272GDHVP-*5 272NAHVP-*3 272NBHVP-*3 272NCHVP-*3 272NDHVP-*3	294 C 240 C 198 C 166 C 294 C 240 C 198 C 166 C	Eng Eng Eng Eng Eng Eng Eng	85 104 126 151 85 104 126 151			Furnished Furnished Furnished Furnished Furnished Furnished Furnished	272GAHVP-*3 272GBHVP-*3 272GCHVP-*3 272GDHVP-*3 272NAHVP-*5 272NBHVP-*5 272NCHVP-*5 272NCHVP-*5	294 C 240 C 198 C 166 C 294 C 240 C 198 C 166 C	Eng Eng Eng Eng Eng Eng Eng	85 104 126 151 85 104 126 151				Furnished Furnished Furnished Furnished Furnished Furnished Furnished
			<u> ONE SI</u>	<u> PEED - 1</u>	<u> WO G</u>	<u>EAR - I</u>	POWERSH	IFT (<u>HYI</u>	<u>DRA</u>	ULI	<u>(C)</u>		
252GDHVP-*5 (1) 252GMHVP-*5 (4)	120 I 50 I	Eng Eng	122 178		0.5	Furnished Furnished	252GDHVX-*5 (1) 252GMHVX-*5 (4)	120 I 50 I	Eng Eng	122 178				Furnished Furnished
626GHVX-4HV (2) 630GHVX-4HV (2) 645GHVX-4HV (2)	250 I 250 I 250 I	Opp Opp Opp		7-A-140(P)(5) 7-A-140(P)(5) 7-A-140(P)(5)	<u>GE</u>	Furnished Furnished Furnished Furnished	DAPTERS 626GHVX-3HV (2) 630GHVX-3HV (2) 645GHVX-3HV (2)	250 250 250	Орр Орр Орр			7-A-140(P)(5) 7-A-140(P)(5) 7-A-140(P)(5)		Furnished Furnished Furnished

⁺ I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

<u>CAUTION</u>: Chelsea requires PTO installation on the 1000/2000 series transmission to utilize Vehicle Interface Module, or Chassis Manufacturer's equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal will activate the Variable Modulated Main Pressure and line pressure may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The PTO torque ratings shown are based on the maximum allowable torque of 250 lb/ft at the 64 tooth gear in the transmission with the PTO on one opening only. With PTOs mounted on both openings, the maximum allowable torque at the 64 tooth gear in the transmission is 200 lb/ft per PTO. Therefore, the 272 Series torque ratings will be adjusted as follows: "A" ratio = 235 lb/ft., "B" ratio = 192 lb/ft., "C" ratio = 159 lb/ft. and "D" ratio = 135 lbs/ft. The 442 Series w/Pressure Lube on both sides, PTO torque ratings will be as follows, "B" ratio = 208 lb/ft, "F" ratio = 135 lbs/ft. The 442 Series w/Pressure Lube on both sides, PTO torque ratings will be as follows, "B" ratio = 208 lb/ft, "F" ratio = 135 lbs/ft. For a more precise evaluation of your PTO application refer to the Allison Body Builders Book, Section F, PTO Systems Provisions.

Input Gear Part No. 5-P-1294
 Input Gear Part No. 5-P-1300
 Input Gear Part No. 5-P-1358
 Input Gear Part No. 5-P-1386
 Filler block furnished with PTO



ALLISON

ALL-16

MD-3066P (Europe Onl 3000 RDS (Side/Top PT 3500 RDS (Side/Top PT 3500 ORS (Side/Top PT 3200 ORS (Side/Top PT 3000 ORS (Side/Top PT 3000 SP (Side/Top PTC 3200 SP (Side/Top PTC	O Provisio O Provisio O Provisio O Provisio O Provisio Provision	n) n) n) n)		300 320	00 (International 00 (International	PTO Provision) - Side/Top PTO F - Side/Top PTO F - Side/Top PTO F	Provision)						
		LΕ	T SIDE	ONLY					ТС	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT C 83 Teeth - L.H.	Dpening HEL I X	Gear	FORWARD				TRANSMIS TOP 10-BOLT 83 Teeth - L.H.	Openir HEL IX	ng Gea	IF FORWARE	D of Centerline	9	
PITCH LINE	e to a	APEF	RTURE FA	CE:			PITCH LIN			RTURE F	ACE:		
1.7800" (45.21	,						1.7800" (45.21						
CAI	JTIOI	N: A	pplicatio	n Appro	val Req	uired for	PTO Outpu	t Sha	ift S	peeds Al	bove 250	0 RPM	
	Torq	Dir	Engine %		Adapter			Torq	Dir	Engine %		Adapter	T
PTO Model	1/C [†]	Rot	Fwd Rev	Filler Block	Assy	Stud Kit	PTO Model	I/C†	Rot	Fwd Rev	Filler Block	Assy	Stud Kit
							AR - CONS	ΤΔΝ	ТМ	FSH			4
	400.1	E a a											The same in the second
267SBFJP-*5 (5)	402 I	Eng	88			Furnished	267SBFJP-*3 (5)	402 I	Eng	88			Furnished
267SDFJP-*5 (4)	390 I 360 I	Eng Ena	106 126			Furnished Furnished	267SDFJP-*3 (4)	390 I 360 I	Eng	106 126			Furnished Furnished
267SGFJP-*5 (2) 267SMFJP-*5 (6)	309 I	0	126			Furnished	267SGFJP-*3 (2) 267SMFJP-*3 (6)	309 I	Eng	126			Furnished
267SSFJP-*5 (1)		Eng	196			Furnished	267SSFJP-*3 (1)		Eng				Furnished
267SSFJP-*5 (1) 267XBFJP-*5 (9)	247	Eng	88			Furnished	267SSFJP-*3 (1) 267XBFJP-*3 (9)	247 335	Eng Eng	196 88			
267XDFJP- 5 (9) 267XDFJP-*5 (10)	335 I 325 I	Eng Eng	00 106			Furnished	267XDFJP- 3 (9) 267XDFJP-*3 (10)	325 I	Eng	106			Furnished Furnished
267XGFJP-*5 (10)	300	Eng	126			Furnished	267XGFJP-*3 (10)	300 I	Eng	126			Furnished
267XMFJP-*5 (12)	265 I	Eng	120			Furnished	267XMFJP-*3 (12)	265 I	Eng	120			Furnished
267XSFJP-*5 (1)	247	Eng	196			Furnished	267XSFJP-*3 (1)	247	Eng	196			Furnished
287GBFJP-*5 (8)	300 C	Eng	73			Furnished	287GBFJP-*3 (8)	300 C	Eng	73			Furnished
287GBFJP-*8 (8)	300 C	Eng	69			Furnished	287GBFJP-*8 (8)	300 C	Eng	69			Furnished
287GCFJP-*5 (8)	390 C	Eng	88			Furnished	287GCFJP-*3 (8)	390 C	Eng	88			Furnished
287GCFJP-*8 (8)	390 C	Eng	83			Furnished	287GCFJP-*8 (8)	390 C	Eng	83			Furnished
287GDFJP-*5 (8)	390 C	Eng	87			Furnished	287GDFJP-*3 (8)	390 C	Eng	87			Furnished
287GDFJP-*8 (8)	390 C	Eng	99			Furnished	287GDFJP-*8 (8)	390 C	Eng	99			Furnished
287GGFJP-*5 (8)	360 C	Eng	126			Furnished	287GGFJP-*3 (8)	360 C	Eng	126			Furnished
287GGFJP-*8 (8)	360 C	Eng	117			Furnished	287GGFJP-*8 (8)	360 C	Eng	117			Furnished
287GKFJP-*5 (8)	340 C	Eng	140			Furnished	287GKFJP-*3 (8)	340 C	Eng	140			Furnished
287GMFJP-*5 (8)	309 C	Eng	157			Furnished	287GMFJP-*3 (8)	309 C	Eng	157			Furnished
287GMFJP-*8 (8)	318 C	Eng	145			Furnished	287GMFJP-*8 (8)	318 C	Eng	145			Furnished
287GPFJP-*5 (8)	275 C	Eng	175			Furnished	287GPFJP-*3 (8)	275 C	Eng	175			Furnished
287GPFJP-*8 (8)	290 C	Eng	162			Furnished	287GPFJP-*8 (8)	290 C	Eng	162			Furnished
287GSFJP-*5 (8)	247 C	Eng	196			Furnished	287GSFJP-*3 (8)	247 C	Eng	196			Furnished
287GSFJP-*8 (8)	265 C	Eng	180			Furnished	287GSFJP-*8 (8)	265 C	Eng	180			Furnished
287GTFJP-*8 (8)	230 C	Eng	211			Furnished	287GTFJP-*8 (8)	230 C	Eng	211			Furnished
877 XAFJP-* 5 (7)	485 C	Eng	100			Furnished	877XAFJP-*3 (7)	485 C	Eng	100			Furnished
877XBFJP-*5 (7)	458 C	Eng	106			Furnished	877XBFJP-*3 (7)	458 C	Eng	106			Furnished
877XCFJP-*5 (7)	425 C	Eng	114			Furnished	877XCFJP-*3 (7)	425 C	Eng	114			Furnished
877XDFJP-*5 (7)	401 C	Eng	121			Furnished	877XDFJP-*3 (7)	401 C	Eng	121			Furnished
877XEFJP-*5 (7)	351 C	Eng	138			Furnished	877XEFJP-*3 (7)	351 C	Eng	138			Furnished
877XFFJP-*5 (7)	311 C	Eng	156			Furnished	877XFFJP-*3 (7)	311 C	Eng	156			Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

<u>CAUTION</u>: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

 (1) Input Gear Part No. 5-P-1173
 (8) Input Gear Part No. 5-P-1491

 (2) Input Gear Part No. 5-P-1225
 (9) Input Gear Part No. 5-P-912

 (4) Input Gear Part No. 5-P-1333
 (10) Input Gear Part No. 5-P-913

 (5) Input Gear Part No. 5-P-1351
 (11) Input Gear Part No. 5-P-915

 (6) Input Gear Part No. 5-P-1428
 (12) Input Gear Part No. 5-P-915

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MD-3066P (Europe Or 3000 RDS (Side/Top P 3500 RDS (Side/Top P 3500 ORS (Side/Top P 3200 ORS (Side/Top P 3000 ORS (Side/Top PT 3000 SP (Side/Top PT 3200 SP (Side/Top PT	PTO Provisio PTO Provisio PTO Provisio PTO Provisio PTO Provisio O Provision)	n) n) n) n)			30 32	00 (International	PTO Provision) - Side/Top PTO F - Side/Top PTO F - Side/Top PTO F	Provision)						
		LE	FT SIDE	ON	ILY					тс	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT 83 Teeth - L.H PITCH LIN 1.7800" (45.21)	Opening HELIX E TO A 100MM)	Gear	FORWARE	of Ce	:			83 Teeth - L.H PITCH LIN 1.7800'' (45.2 ⁻¹	Openir HELIX E TO 100MM)	ig Gea APE	IT FORWAR	D of Centerlin		
CA	UTIO	N: A	pplicati	on A	\ppro	val Req	uired for	r PTO Outpu	t Sha	ft S	peeds A	bove 250	0 RPM	
PTO Model	Torq I / C [†]	Dir Rot	Engine %	- Fille	er Block	Adapter Assy	Stud Kit	PTO Model	Torq	Dir Rot	Engine %	Filler Block	Adapter Assy	Stud Kit
			0	NE	SPE	ED - T	NO GE	AR - CONS	TAN	ТМ	ESH			<u> </u>
877XGFJP-*5 (7)	274 C	Eng	177				Furnished	877XGFJP-*3 (7)	274 C	Eng	177			Furnished
877XHFJP-*5 (7)	258 C	Eng	188				Furnished	877XHFJP-*3 (7)	258 C	Eng	188			Furnished
877XJFJP-*5 (7)	242 C	Eng	200				Furnished	877XJFJP-*3 (7)	242 C	Eng	200			Furnished
877XKFJP-*5 (7)	292 C	Eng	166				Furnished	877XKFJP-*3 (7)	292 C	Eng	166			Furnished
	ONE SPEED - TWO GEAR -								IFT (ΗΥ	DRAUL	IC)		
280GBFJP-*5 (8)	300 C	Eng	73				Furnished	280GBFJP-*3 (8)	300 C	Eng	73			Furnished
280GBFJP-*8 (8)	300 C	Eng	69				Furnished	280GBFJP-*8 (8)	300 C	Eng	69			Furnished
280GCFJP-*5 (8)	390 C	Eng	88				Furnished	280GCFJP-*3 (8)	390 C	Eng	88			Furnished
280GCFJP-*8 (8)	390 C	Eng	83				Furnished	280GCFJP-*8 (8)	390 C	Eng	83			Furnished
280GDFJP-*5 (8)	390 C	Eng	106				Furnished	280GDFJP-*3 (8)	390 C	Eng	106			Furnished
280GDFJP-*8 (8)	390 C	Eng	99				Furnished	280GDFJP-*8 (8)	390 C	Eng	99			Furnished
280GGFJP-*5 (8)	360 C	Eng	126				Furnished	280GGFJP-*3 (8)	360 C	Eng	126			Furnished
280GGFJP-*8 (8)	360 C	Eng	117				Furnished	280GGFJP-*8 (8)	360 C	Eng	117			Furnished
280GKFJP-*5 (8)	340 C	Eng	140				Furnished	280GKFJP-*3 (8)	340 C	Eng	140			Furnished
280GMFJP-*5 (8)	309 C	Eng	157				Furnished	280GMFJP-*3 (8)	309 C	Eng	157			Furnished
280GMFJP-*8 (8)	318 C	Eng	145				Furnished	280GMFJP-*8 (8)	318 C	Eng	145			Furnished
280GPFJP-*5 (8)	275 C	Eng	175				Furnished	280GPFJP-*3 (8)	275 C	Eng	175			Furnished
280GPFJP-*8 (8)	290 C	Eng	162				Furnished	280GPFJP-*8 (8)	290 C	Eng	162			Furnished
280GSFJP-*5 (8)	247 C	Eng	196				Furnished	280GSFJP-*3 (8)	247 C	Eng	196			Furnished
280GSFJP-*8 (8)	265 C	Eng	180				Furnished	280GSFJP-*8 (8)	265 C	Eng	180			Furnished
280GTFJP-*8 (8)	230 C	Eng	211				Furnished	280GTFJP-*8 (8)	230 C	Eng	211			Furnished
870XAFJP-*5 (7)	485 C	Eng	100				Furnished	870XAFJP-*3 (7)	485 C	Eng	100			Furnished
870XBFJP-*5 (7)	458 C	Eng	106				Furnished	870XBFJP-*3 (7)	458 C	Eng	106			Furnished
870XCFJP-*5 (7)	425 C	Eng	114				Furnished	870XCFJP-*3 (7)	425 C	Eng	114			Furnished
870XDFJP-*5 (7)	401 C	Eng	121				Furnished	870XDFJP-*3 (7)	401 C	Eng	121			Furnished
870XEFJP-*5 (7)	351 C	Eng	138				Furnished	870XEFJP-*3 (7)	351 C	Eng	138			Furnished
870XFFJP-*5 (7)	311 C	Eng	156				Furnished	870XFFJP-*3 (7)	311 C	Eng	156			Furnished
870XGFJP-*5 (7)	274 C	Eng	177				Furnished	870XGFJP-*3 (7)	274 C	Eng	177			Furnished
870XHFJP-*5 (7)	258 C	Eng	188				Furnished	870XHFJP-*3 (7)	258 C	Eng	188			Furnished
870XJFJP-*5 (7)	242 C	Eng	200				Furnished	870XJFJP-*3 (7)	242 C	Eng	200			Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.



ALLISON

Furnished

MD-3066P (Europe Or 3000 RDS (Side/Top P 3500 RDS (Side/Top P 3500 ORS (Side/Top P 3200 ORS (Side/Top P 3000 ORS (Side/Top PT 3000 SP (Side/Top PT 3200 SP (Side/Top PT	PTÓ Provisio PTO Provisio PTO Provisio PTO Provisio PTO Provisio O Provision)	n) (n) (n) (n)		300 320	0 (International	PTO Provision) - Side/Top PTO I - Side/Top PTO I - Side/Top PTO I	Provision)						
		LE	T SIDE	ONLY					ТС	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT 83 Teeth - L.H PITCH LIN 1.7800" (45.21	Opening HELIX E TO /	GEA Gear	R DATA: FORWARD	of Centerline	val Reg	uired fo	TRANSMIS TOP 10-BOLT 83 Teeth - L.H PITCH LIN 1.7800" (45.21 r PTO Outpu	Openir HEL I X E TO	ig Gea	RTURE F	of Centerline		
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
		ON	E SPEE	D - POV	NERSH	HIFT (H	YDRAULIC) EX	TEN	IDED S	HAFT		
890EAFJW-*5 (7)	485 C	Eng	100			Furnished	890TAFJW-*5 (7)	485 C	Eng	100			Furnished
890EBFJW-*5 (7)	458 C	Eng	106			Furnished	890TBFJW-*5 (7)	458 C	Eng	106			Furnished
890ECFJW-*5 (7)	425 C	Eng	114			Furnished	890TCFJW-*5 (7)	425 C	Eng	114			Furnished
890EDFJW-*5 (7)	401 C	Eng	121			Furnished	890TDFJW-*5 (7)	401 C	Eng	121			Furnished
890EEFJW-*5 (7)	351 C	Eng	138			Furnished	890TEFJW-*5 (7)	351 C	Eng	138			Furnished
890EFFJW-*5 (7)	311 C	Eng	156			Furnished	890TFFJW-*5 (7)	311 C	Eng	156			Furnished
890EGFJW-*5 (7)	274 C	Eng	177			Furnished	890TGFJW-*5 (7)	274 C	Eng	177			Furnished
890EHFJW-*5 (7)	258 C	Eng	188			Furnished	890THFJW-*5 (7)	258 C	Eng	188			Furnished
			ONE	<u>SPEED</u>	<u>- CON</u>	<u>STANT</u>	MESH EX1	<u>ENE</u>	DED	SHAF1			
897EAFJW-*5 (7)	485 C	Eng	100			Furnished	897TAFJW-*5 (7)	485 C	Eng	100			Furnished
897EBFJW-*5 (7)	458 C	Eng	106			Furnished	897TBFJW-*5 (7)	458 C	Eng	106			Furnished
897ECFJW-*5 (7)	425 C	Eng	114			Furnished	897TCFJW-*5 (7)	425 C	Eng	114			Furnished
897EDFJW-*5 (7)	401 C	Eng	121			Furnished	897TDFJW-*5 (7)	401 C	Eng	121			Furnished
897EEFJW-*5 (7)	351 C	Eng	138			Furnished	897TEFJW-*5 (7)	351 C	Eng	138			Furnished
897EFFJW-*5 (7)	311 C	Eng	156			Furnished	897TFFJW-*5 (7)	311 C	Eng	156			Furnished
897EGFJW-*5 (3)	274 C	Eng	177			Furnished	897TGFJW-*5 (7)	274 C	Eng	177			Furnished
	050.0	-	100					050.0		100			

Furnished 897THFJW-*5 (7) 258 C Eng 188

⁺ I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

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CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(3) Input Gear Part No. 5-P-1248 (7) Input Gear Part No. 5-P-1428

897EHFJW-*5 (7) 258 C Eng 188

3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler)

		LΕ	FT SIDE	ONLY					ТО	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT (83 Teeth - L.H. PITCH LINI 1.7800'' (45.21	Dpening HEL I X E TO A	Gear	FORWARD				TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 83 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)						
CA	UTIOI	N: A	pplicatio	n Approv	/al Req	uired for	· PTO Outpu	t Sha	ift Sp	beeds A	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			0	NE SPE	<u>ED - T\</u>	<u>NO GE</u>	<u> AR - CONS</u>	TAN	ТМ	ESH			
267SBFJP-*5 (4)	402	Eng	88			Furnished	267SBFJP-*3 (4)	402 I	Eng	88			Furnished
267SDFJP-*5 (3)	390 I	Eng	106			Furnished	267SDFJP-*3 (3)	390 I	Eng	106			Furnished
267SGFJP-*5 (2)	360	Eng	126			Furnished	267SGFJP-*3 (2)	360 I	Eng	126			Furnished
267SMFJP-*5 (5)	309 I	Eng	157			Furnished	267SMFJP-*3 (5)	309 I	Eng	157			Furnished
267SSFJP-*5 (1)	247	Eng	196			Furnished	267SSFJP-*3 (1)	247 I	Eng	196			Furnished
267XBFJP-*5 (8)	335	Eng	88			Furnished	267XBFJP-*3 (8)	335	Eng	88			Furnished
267XDFJP-*5 (9)	325 I	Eng	106			Furnished	267XDFJP-*3 (9)	325 I	Eng	106			Furnished
267XGFJP-*5 (10)	300 I	Eng	126			Furnished	267XGFJP-*3 (10)	300 I	Eng	126			Furnished
267XMFJP-*5 (11)	265	Eng	157			Furnished	267XMFJP-*3 (11)	265 I	Eng	157			Furnished
267XSFJP-*5 (1)	247 I 300 C	Eng Eng	196			Furnished	267XSFJP-*3 (1)	247 I	Eng	196			Furnished Furnished
287GBFJP-*5 (7) 287GBFJP-*8 (7)	300 C	Eng	73 69			Furnished Furnished	287GBFJP-*3 (7) 287GBFJP-*8 (7)	300 C 300 C	Eng Ena	73 69			Furnished
287GCFJP- 8 (7) 287GCFJP-*5 (7)	300 C	Eng	88			Furnished	287GCFJP- 8 (7)	390 C	Eng	88			Furnished
287GCFJP-*8 (7)	390 C	Eng	83			Furnished	287GCFJP-*8 (7)	390 C	Eng	83			Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87			Furnished
287GDFJP-*8 (7)	390 C	Eng	99			Furnished	287GDFJP-*8 (7)	390 C	Eng	99			Furnished
287GGFJP-*5 (7)	360 C	Eng	126			Furnished	287GGFJP-*3 (7)	360 C	Eng	126			Furnished
287GGFJP-*8 (7)	360 C	Eng	117			Furnished	287GGFJP-*8 (7)	360 C	Eng	117			Furnished
287GKFJP-*5 (7)	340 C	Eng	140			Furnished	287GKFJP-*3 (7)	340 C	Ena	140			Furnished
287GMFJP-*5 (7)	309 C	Eng	157			Furnished	287GMFJP-*3 (7)	309 C	Eng	157			Furnished
287GMFJP-*8 (7)	318 C	Eng	145			Furnished	287GMFJP-*8 (7)	318 C	Eng	145			Furnished
287GPFJP-*5 (7)	275 C	Eng	175			Furnished	287GPFJP-*3 (7)	275 C	Eng	175			Furnished
287GPFJP-*8 (7)	290 C	Eng	162			Furnished	287GPFJP-*8 (7)	290 C	Eng	162			Furnished
287GSFJP-*5 (7)	247 C	Eng	196			Furnished	287GSFJP-*3 (7)	247 C	Eng	196			Furnished
287GSFJP-*8 (7)	265 C	Eng	180			Furnished	287GSFJP-*8 (7)	265 C	Eng	180			Furnished
287GTFJP-*8 (7)	230 C	Eng	211			Furnished	287GTFJP-*8 (7)	230 C	Eng	211			Furnished
877 XAFJP-* 5 (6)	485 C	Eng	100			Furnished	877XAFJP-*3 (6)	485 C	Eng	100			Furnished
877XBFJP-*5 (6)	458 C	Eng	106			Furnished	877XBFJP-*3 (6)	458 C	Eng	106			Furnished
877XCFJP-*5 (6)	425 C	Eng	114			Furnished	877XCFJP-*3 (6)	425 C	Eng	114			Furnished
877XDFJP-*5 (6)	401 C	Eng	121			Furnished	877XDFJP-*3 (6)	401 C	Eng	121			Furnished
877XEFJP-*5 (6)	351 C	Eng	138			Furnished	877XEFJP-*3 (6)	351 C	Eng	138			Furnished
877XFFJP-*5 (6)	311 C	Eng	156			Furnished	877XFFJP-*3 (6)	311 C	Eng	156			Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

<u>CAUTION</u>: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

 (1) Input Gear Part No. 5-P-1173
 (7) Input Gear (2) Input Gear Part No. 5-P-1225
 (8) Input Gear (2) Input Gear Part No. 5-P-1293
 (9) Input Gear (2) Input Gear (2) Input Gear (2) Input Gear Part No. 5-P-1351
 (10) Input Gear (2) Input Gear (2) Input Gear (2) Input Gear Part No. 5-P-1351

 (6) Input Gear Part No. 5-P-1428
 (11) Input Gear (2) Inp

(7) Input Gear Part No. 5-P-1491 (8) Input Gear Part No. 5-P-912 (9) Input Gear Part No. 5-P-913 (10) Input Gear Part No. 5-P-914 (11) Input Gear Part No. 5-P-915



		LE	FT SIDE	ONLY					тс	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT 83 Teeth - L.H PITCH LIN 1.7800" (45.21	Opening HEL I X E TO A	Gear	FORWARD	of Centerline	val Req	uired fo	TRANSMI TOP 10-BOLT 83 Teeth - L.H PITCH LIN 1.7800" (45.2 r PTO Outpu	Openir I. HEL I X I E TO 100MM)	ng Gea	RTURE F	O of Centerline		
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			0	<u>NE SPE</u>	<u>ED - T\</u>	<u>NO GE</u>	<u>AR - CONS</u>	<u>STAN</u>	ΤM	IESH			
877XGFJP-*5 (6)	274 C	Eng	177			Furnished	877XGFJP-*3 (6)	274 C	Eng	177			Furnished
877XHFJP-*5 (6)	258 C	Eng	188			Furnished	877XHFJP-*3 (6)	258 C	Eng	188			Furnished
877XJFJP-*5 (6)	242 C	Eng	200			Furnished	877XJFJP-*3 (6)	242 C	Eng	200			Furnished
877XKFJP-*5 (6)	292 C	Eng	166			Furnished	877XKFJP-*3 (6)	292 C	Eng	166			Furnished
		(ONE SE	PEED - 1	rwo g	EAR - I	POWERSH	IFT (ΉY	DRAUL	C)		
280GBFJP-*5 (7)	300 C	Eng	73			Furnished	280GBFJP-*3 (7)	300 C	Eng	73	- /		Furnished
280GBFJP-*8 (7)	300 C	Eng	69			Furnished	280GBFJP-*8 (7)	300 C	Eng	69			Furnished
280GCFJP-*5 (7)	390 C	Eng	88			Furnished	280GCFJP-*3 (7)	390 C	Eng	88			Furnished
280GCFJP-*8 (7)	390 C	Eng	83			Furnished	280GCFJP-*8 (7)	390 C	Eng	83			Furnished
280GDFJP-*5 (7)	390 C	Eng	106			Furnished	280GDFJP-*3 (7)	390 C	Eng	106			Furnished
280GDFJP-*8 (7)	390 C	Eng	99			Furnished	280GDFJP-*8 (7)	390 C	Eng	99			Furnished
280GGFJP-*5 (7)	360 C	Eng	126			Furnished	280GGFJP-*3 (7)	360 C	Eng	126			Furnished
280GGFJP-*8 (7)	360 C	Eng	117			Furnished	280GGFJP-*8 (7)	360 C	Eng	117			Furnished
280GKFJP-*5 (7)	340 C	Eng	140			Furnished	280GKFJP-*3 (7)	340 C	Eng	140			Furnished
280GMFJP-*5 (7)	309 C	Eng	157			Furnished	280GMFJP-*3 (7)	309 C	Eng	157			Furnished
280GMFJP-*8 (7)	318 C	Eng	145			Furnished	280GMFJP-*8 (7)	318 C	Eng	145			Furnished
280GPFJP-*5 (7)	275 C	Eng	175			Furnished	280GPFJP-*3 (7)	275 C	Eng	175			Furnished
280GPFJP-*8 (7)	290 C	Eng	162			Furnished	280GPFJP-*8 (7)	290 C	Eng	162			Furnished
280GSFJP-*5 (7)	247 C	Eng	196			Furnished	280GSFJP-*3 (7)	247 C	Eng	196			Furnished
280GSFJP-*8 (7)	265 C	Eng	180			Furnished	280GSFJP-*8 (7)	265 C	Eng	180			Furnished
280GTFJP-*8 (7)	230 C	Eng	211			Furnished	280GTFJP-*8 (7)	230 C	Eng	211			Furnished
870XAFJP-*5 (6)	485 C	Eng	100			Furnished	870XAFJP-*3 (6)	485 C	Eng	100			Furnished
870XBFJP-*5 (6)	458 C	Eng	106			Furnished	870XBFJP-*3 (6)	458 C	Eng	106			Furnished
870XCFJP-*5 (6)	425 C	Eng	114			Furnished	870XCFJP-*3 (6)	425 C	Eng	114			Furnished
870XDFJP-*5 (6)	401 C	Eng	121			Furnished	870XDFJP-*3 (6)	401 C	Eng	121			Furnished
870XEFJP-*5 (6)	351 C	Eng	138			Furnished	870XEFJP-*3 (6)	351 C	Eng	138			Furnished
870XFFJP-*5 (6)	311 C	Eng	156			Furnished	870XFFJP-*3 (6)	311 C	Eng	156			Furnished
870XGFJP-*5 (6)	274 C	Eng	177			Furnished	870XGFJP-*3 (6)	274 C	Eng	177			Furnished
870XHFJP-*5 (6)	258 C	Eng	188			Furnished	870XHFJP-*3 (6)	258 C	Eng	188			Furnished
870XJFJP-*5 (6)	242 C	Eng	200			Furnished	870XJFJP-*3 (6)	242 C	Eng	200			Furnished

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3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler)

LEFT SIDE ONLY			ТС	P SIDE ONLY					
TRANSMISSION GEAR DATA:	TRANSMI	SSION	I GE/	AR DATA:					
L.S. 10-BOLT Opening Gear FORWARD of Centerline	TOP 10-BOLT Opening Gear FORWARD of Centerline								
83 Teeth - L.H. HELIX	83 Teeth - L.H		0						
PITCH LINE TO APERTURE FACE:	PITCH LIN	E TO		RTURE FACE:					
1.7800" (45.2100MM)	1.7800" (45.2								
CAUTION: Application Approval Required	for PTO Outpu	t Sha	ift Sj	peeds Above 2	500 RPM				
PTO Model Torq Dir Engine % Filler Block Adapter Stud Ki	t PTO Model	Torq	Dir	Engine % Filler Blo	Adapter	Stud Kit			
I/C [†] Rot Fwd Rev Assy	PTO Woder	I/C†	Rot	Fwd Rev	Assy	Stud Kit			
ONE SPEED - POWERSHIFT (HYDRAULIC	;) EX	TEN	NDED SHAFT					
	890TAFJW-*5 (6)	485 C	Eng	100		Furnished			
	890TBFJW-*5 (6)	458 C	Eng	106		Furnished			
	890TCFJW-*5 (6)		Eng	114		Furnished			
	890TDFJW-*5 (6)		Eng	121		Furnished			
	890TEFJW-*5 (6)	351 C	Eng	138		Furnished			
	890TFFJW-*5 (6)	311 C	Eng	156		Furnished			
	890TGFJW-*5 (6)		Eng	177		Furnished			
	890THFJW-*5 (6)		Eng	188		Furnished			
ONE SPEED - CONSTAN	<u>T MESH EX1</u>	TEND	DED	SHAFT					
	897TAFJW-*5 (6)	485 C	Eng	100		Furnished			
	897TBFJW-*5 (6)	458 C	Eng	106		Furnished			
	897TCFJW-*5 (6)	425 C	Eng	114		Furnished			
	897TDFJW-*5 (6)		Eng	121		Furnished			
	897TEFJW-*5 (6)	351 C	Eng	138		Furnished			
	897TFFJW-*5 (6)	311 C	Eng	156		Furnished			
	897TGFJW-*5 (6) 897THFJW-*5 (6)		Eng Eng	177 188		Furnished Furnished			

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		LE	FT SIDE	ONLY					ТС	P SI	DE (ONLY		
TRANSMIS L.S. 10-BOLT (83 Teeth - L.H. PITCH LIN 1.7800" (45.21	Opening HEL I X E TO /	Gear	FORWARD		TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 83 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)									
CA	UTIOI	N: A	pplicatio	n Approv	val Req	uired fo	r PTO Outpu	t Sha	aft Sj	peeds	s Ak	ove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engir Fwd	ne % Rev	Filler Block	Adapter Assy	Stud Kit
			0	NE SPEI	ED - T\	NO GE	AR - CONS	TAN	ТМ	ESH				
267SBFJP-*5 (4)	402	Eng	88			Furnished	267SBFJP-*3 (4)	402 I	Eng	88				Furnished
267SDFJP-*5 (3)	390	Eng	106			Furnished	267SDFJP-*3 (3)	390 I	Eng	106				Furnished
267SGFJP-*5 (2)	360 I	Eng	126			Furnished	267SGFJP-*3 (2)	360 I	Eng	126				Furnished
267SMFJP-*5 (5)	309 I	Eng	157			Furnished	267SMFJP-*3 (5)	309 I	Eng	157				Furnished
267SSFJP-*5 (1)	247	Eng	196			Furnished	267SSFJP-*3 (1)	247 I	Eng	196				Furnished
267XBFJP-*5 (8)	335	Eng	88			Furnished	267XBFJP-*3 (8)	335 I	Eng	88				Furnished
267XDFJP-*5 (9)	325	Eng	106			Furnished	267XDFJP-*3 (9)	325 I	Eng	106				Furnished
267XGFJP-*5 (10)	300	Eng	126			Furnished	267XGFJP-*3 (10)	300 I	Eng	126				Furnished
267XMFJP-*5 (11)	265	Eng	157			Furnished	267XMFJP-*3 (11)	265 I	Eng	157				Furnished
267XSFJP-*5 (1)	247	Eng	196			Furnished	267XSFJP-*3 (1)	247 I	Eng	196				Furnished
287GBFJP-*5 (7)	300 C	Eng	73			Furnished	287GBFJP-*3 (7)	300 C	Eng	73				Furnished
287GBFJP-*8 (7)	300 C	Eng	69			Furnished	287GBFJP-*8 (7)	300 C	Eng	69				Furnished
287GCFJP-*5 (7)	390 C	Eng	88			Furnished	287GCFJP-*3 (7)	390 C	Eng	88				Furnished
287GCFJP-*8 (7)	390 C	Eng	83			Furnished	287GCFJP-*8 (7)	390 C	Eng	83				Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87				Furnished
287GDFJP-*8 (7)	390 C	Eng	99			Furnished	287GDFJP-*8 (7)	390 C	Eng	99				Furnished
287GGFJP-*5 (7)	360 C	Eng	126			Furnished	287GGFJP-*3 (7)	360 C	Eng	126				Furnished
287GGFJP-*8 (7)	360 C	Eng	117			Furnished	287GGFJP-*8 (7)	360 C	Eng	117				Furnished
287GKFJP-*5 (7)	340 C	Eng	140			Furnished	287GKFJP-*3 (7)	340 C	Eng	140				Furnished
287GMFJP-*5 (7)	318 C	Eng	157			Furnished	287GMFJP-*3 (7)	318 C	Eng	157				Furnished
287GMFJP-*8 (7)	318 C	Eng	145			Furnished	287GMFJP-*8 (7)	318 C	Eng	145				Furnished
287GPFJP-*5 (7)	290 C	Eng	175			Furnished	287GPFJP-*3 (7)	290 C	Eng	175				Furnished
287GPFJP-*8 (7)	290 C	Eng	162			Furnished	287GPFJP-*8 (7)	290 C	Eng	162				Furnished
287GSFJP-*5 (7)	265 C	Eng	196			Furnished	287GSFJP-*3 (7)	265 C	Eng	196				Furnished
287GSFJP-*8 (7)	265 C	Eng	180			Furnished	287GSFJP-*8 (7)	265 C	Eng	180				Furnished
287GTFJP-*8 (7)	230 C	Eng	211			Furnished	287GTFJP-*8 (7)	230 C	Eng	211				Furnished
877XAFJP-*5 (6)	670 C	Eng	100			Furnished	877XAFJP-*3 (6)	670 C	Eng	100				Furnished
877XBFJP-*5 (6)	632 C	Eng	106			Furnished	877XBFJP-*3 (6)	632 C	Eng	106				Furnished
877XCFJP-*5 (6)	588 C	Eng	114			Furnished	877XCFJP-*3 (6)	588 C	Eng	114				Furnished
877XDFJP-*5 (6)	554 C	Eng	121			Furnished	877XDFJP-*3 (6)	554 C	Eng	121				Furnished
877XEFJP-*5 (6)	486 C	Eng	138			Furnished	877XEFJP-*3 (6)	486 C	Eng	138				Furnished
877XFFJP-*5 (6)	429 C	Eng	156			Furnished	877XFFJP-*3 (6)	429 C	Eng	156				Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

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(1) Input Gear Part No. 5-P-1173 (2) Input Gear Part No. 5-P-1225 (3) Input Gear Part No. 5-P-1293 (4) Input Gear Part No. 5-P-1350 (5) Input Gear Part No. 5-P-1351 (6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915



3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) 3500 EVS (Emergency Vehicles Only Top / Side PTO Provisions)

									TA					
		LE	FT SIDE	ONLY						PSI	JE (ONLY		
TRANSMIS L.S. 10-BOLT (83 Teeth - L.H. PITCH LINI 1.7800" (45.21	Opening HEL I X E TO A	Gear	FORWARD		TRANSMIS TOP 10-BOLT 83 Teeth - L.H PITCH LIN 1.7800" (45.2 ⁻	Openir I. HEL I X	ng Gea	r FORV	VARD)			
	,	I: A	oplicatio	on Appro	val Reg	uired for	r PTO Outpu	,	ift Si	beeds	s Ab	ove 250	0 RPM	
PTO Model	Torq	Dir	Engine %	Filler Block	Adapter	Stud Kit	PTO Model	Torq	Dir	Engir		Filler Block	Adapter	Stud Kit
FTO MODE	I/C†	Rot	Fwd Rev	Tiller Block	Assy	Stuu Kit	FTO Woder	I/C†	Rot	Fwd	Rev	T IIIel Block	Assy	
			0	NE SPE	ED - T\	NO GE	AR - CONS	TAN	ТМ	ESH				
877XGFJP-*5 (6)	379 C	Eng	177			Furnished	877XGFJP-*3 (6)	379 C	Eng	177				Furnished
877XHFJP-*5 (6)	356 C	Eng	188			Furnished	877XHFJP-*3 (6)	356 C	Eng	188				Furnished
877XJFJP-*5 (6)	334 C	Eng	200			Furnished	877XJFJP-*3 (6)	334 C	Eng	200				Furnished
877XKFJP-*5 (6)	404 C	Eng	166			Furnished	877XKFJP-*3 (6)	404 C	Eng	166				Furnished
		(ONE SE	PEED - 1	rwo g	EAR - I	POWERSH	IFT (ΉΥ	DRA	ULI	<u>C)</u>		
280GBFJP-*5 (7)	300 C	Eng	73			Furnished	280GBFJP-*3 (7)	300 C	Eng	73	<u> </u>	-/		Furnished
280GBFJP-*8 (7)	300 C	Eng	69			Furnished	280GBFJP-*8 (7)	300 C	Eng	69				Furnished
280GCFJP-*5 (7)	390 C	Eng	88			Furnished	280GCFJP-*3 (7)	390 C	Eng	88				Furnished
280GCFJP-*8 (7)	390 C	Eng	83			Furnished	280GCFJP-*8 (7)	390 C	Eng	83				Furnished
280GDFJP-*5 (7)	390 C	Eng	106			Furnished	280GDFJP-*3 (7)	390 C	Eng	106				Furnished
280GDFJP-*8 (7)	390 C	Eng	99			Furnished	280GDFJP-*8 (7)	390 C	Eng	99				Furnished
280GGFJP-*5 (7)	360 C	Eng	126			Furnished	280GGFJP-*3 (7)	360 C	Eng	126				Furnished
280GGFJP-*8 (7)	360 C	Eng	117			Furnished	280GGFJP-*8 (7)	360 C	Eng	117				Furnished
280GKFJP-*5 (7)	340 C	Eng	140			Furnished	280GKFJP-*3 (7)	340 C	Eng	140				Furnished
280GMFJP-*5 (7)	318 C	Eng	157			Furnished	280GMFJP-*3 (7)	318 C	Eng	157				Furnished
280GMFJP-*8 (7)	318 C	Eng	145			Furnished	280GMFJP-*8 (7)	318 C	Eng	145				Furnished
280GPFJP-*5 (7)	290 C	Eng	175			Furnished	280GPFJP-*3 (7)	290 C	Eng	175				Furnished
280GPFJP-*8 (7)	290 C	Eng	162			Furnished	280GPFJP-*8 (7)	290 C	Eng	162				Furnished
280GSFJP-*5 (7)	265 C	Eng	196			Furnished	280GSFJP-*3 (7)	265 C	Eng	196				Furnished
280GSFJP-*8 (7)	265 C	Eng	180			Furnished	280GSFJP-*8 (7)	265 C	Eng	180				Furnished
280GTFJP-*8 (7)	230 C	Eng	211			Furnished	280GTFJP-*8 (7)	230 C	Eng	211				Furnished
870XAFJP-*5 (6)	670 C	Eng	100			Furnished	870XAFJP-*3 (6)	670 C	Eng	100				Furnished
870XBFJP-*5 (6)	632 C	Eng	106			Furnished	870XBFJP-*3 (6)	632 C	Eng	106				Furnished
870XCFJP-*5 (6)	588 C	Eng	114			Furnished	870XCFJP-*3 (6)	588 C	Eng	114				Furnished
870XDFJP-*5 (6)	554 C	Eng	121			Furnished	870XDFJP-*3 (6)	554 C	Eng	121				Furnished
870XEFJP-*5 (6)	486 C	Eng	138			Furnished	870XEFJP-*3 (6)	486 C	Eng	138				Furnished
870XFFJP-*5 (6)	429 C	Eng	156			Furnished	870XFFJP-*3 (6)	429 C	Eng	156				Furnished
870XGFJP-*5 (6)	379 C	Eng	177			Furnished	870XGFJP-*3 (6)	379 C	Eng	177				Furnished
870XHFJP-*5 (6)	356 C	Eng	188			Furnished	870XHFJP-*3 (6)	356 C	Eng	188				Furnished
	334 C	Eng	200			Furnished	870XJFJP-*3 (6)	334 C	Eng	200				Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Conti

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

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3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions) 3500 EVS (Emergency Vehicles Only Top / Side PTO Provisions)

Not Fwd Rev Assy Not Fwd Rev Assy ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT 890EAFJW-*5 (6) 670 C Eng 100 Furnished 890EAFJW-*5 (6) 632 C Eng 106 Furnished 890TAFJW-*5 (6) 632 C Eng 106 Furnished 890EGFJW-*5 (6) 588 C Eng 114 Furnished 890TFJW-*5 (6) 638 C Eng 114 Furnished 890EFJW-*5 (6) 554 C Eng 121 Furnished 890TFJW-*5 (6) 564 C Eng 138 Furnished 890EFJW-*5 (6) 486 C Eng 177 Furnished 890TFJW-*5 (6) 486 C Eng 177 Furnished 890EFJW-*5 (6) 378 C Eng 177 Furnished 890TFJW-*5 (6) 378 C Eng 177 Furnished 890EFJW-*5 (6) 36C C Eng 100 Furnished 890TFJW-*5 (6) 670 C Eng 177 Furnished														
L.S. 10-BOLT Opening Gear FORWARD of Centerline 83 Teeth - L.H. HELIX TOP 10-BOLT Opening Gear FORWARD of Centerline 83 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM) TOP 10-BOLT Opening Gear FORWARD of Centerline 83 Teeth - L.H. HELIX PTO Model Torq Dir Torq Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM PTO Model Torq Dir Torq Engine % Furgine % Filler Block Adapter Assy Stud Kit PTO Model Torq Dir Prv d Engine % Filler Block Adapter Assy Stud Kit 900EAFJW-5 (6) 670 C Eng 100 Furnished 890TAFJW-5 (6) 670 C Eng 100 Furnished 890EAFJW-5 (6) 632 C Eng 100 Furnished 890TFJW-5 (6) 670 C Eng 100 Furnished 890EFJW-5 (6) 546 C Eng 121 Furnished 890TFJW-5 (6) 554 C Eng 121 Furnished 890EFJW-5 (6) 356 C Eng 188 Furnished 890TFJW-5 (6) 376 C Eng 165 Furnished 890EFJW-5 (6) 356 C Eng 188 Furnished 890TFJW-5 (6			LE	FT SIDE	ONLY					TC	P SIDE	ONLY		
L.S. 10-BOLT Opening Gear FORWARD of Centerline B3 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM) CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM PTO Model Torq Dir Engine % Filler Block Adapter Assy Stud Kit PTO Model Torq Dir Engine % Filler Block Adapter Assy Stud Kit PTO Model Torq Dir Engine % Filler Block Adapter Assy Stud Kit PTO Model Torq Dir Engine % Filler Block Adapter Assy Stud Kit PTO Model Torq Dir Engine % Filler Block Adapter Assy Stud Kit PTO Model Torq Dir Engine % Filler Block Adapter Assy Stud Kit PTO Model Torq Dir Engine % Filler Block Adapter Assy Stud Kit 890EFJW-5 (6) 670 C Eng 100 Furnished 890TEFJW-5 (6) 652 C Eng 100 Furnished 890EFJW-5 (6) 540 C Eng 121 Furnished 890TEFJW-5 (6) 554 C Eng 121	TRANSMIS	SION	GEA	R DATA:				TRANSMIS	SSION	I GE/				
83 Teeth - L. H. HELLX 83 Teeth - L. H. HELLX 83 Teeth - L. H. HELLX PTCH LINE TO APERTURE FACE: 1.7800" (45.2100MM) Stud Kit PTCH LINE TO APERTURE FACE: 1.7800" (45.2100MM) ONE Speeds Above 2500 RPM Torq Dir Ford Rev Rev Rev Filler Block Adapter Assy Stud Kit PTO Model Tor Torq Dir Kot Filler Block Adapter Assy Stud Kit PTO Model Tor Rot Filler Block Adapter Assy Stud Kit PTO Model Tor Torq Dir Kot Filler Block Adapter Assy Stud Kit PTO Model Torq Torq Dir Kot Filler Block Adapter Assy Stud Kit PTO Model Torq Torq Dir Kot Filler Block Adapter Assy Stud Kit PTO Model Torq Torq Dir Kot Filler Block Adapter Assy Stud Kit PTO Model Torq Torq Dir Kot Filler Block Adapter Assy Stud Kit PTO Model Torq Torq Dir Kot Filler Block Adapter Assy Stud Kit B90EAFJW-5 (6) 632 C Eng 100 Furnished 800TFJW-5 (6) 670 C Eng 100 Furnished B90EAFJW-5 (6) 632 C Eng 114 Furnished B90EFJW-5 (6) 638 C Eng 114 Furnished B90EFJW-5 (6) 486 C Eng 121 Furnished B90EFJW-5 (6) 486 C Eng 138 Furnished B90EFJW-5 (6) 486 C Eng 138					of Centerline							=	e	
1.7800" (45.2100MM) 1.7800" (45.2100MM) CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM PTO Model Torq I/C t Dir Ret Engine % Fwd Rev Filler Block Adapter Assy Stud Kit PTO Model Torq I/C t Dir Ret Engine % Fwd Rev Filler Block Adapter Assy Stud Kit 9000 (45.2100MM) 9000 (5000			000.							0			-	
1.7800" (45.2100MM) 1.7800" (45.2100MM) CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM PTO Model Torq I/C t Dir Ret Engine % Fwd Rev Filler Block Adapter Assy Stud Kit PTO Model Torq I/C t Dir Ret Engine % Fwd Rev Filler Block Adapter Assy Stud Kit 890EAFJW-5 (6) 670 C Eng 100 Furnished 890TFJW-5 (6) 670 C Eng 100 Furnished 890EBFJW-5 (6) 632 C Eng 106 Furnished 890TFJW-5 (6) 670 C Eng 100 Furnished 890EBFJW-5 (6) 688 C Eng 114 Furnished 890TFJW-5 (6) 584 C Eng 114 Furnished 890EFJW-5 (6) 486 C Eng 138 Furnished 890TFJW-5 (6) 584 C Eng 177 Furnished 890EFJW-5 (6) 378 C Eng 100 Furnished 890TFJW-5 (6) 378 C Eng 177 Furnished 890EFJW-5 (6) 378 C Eng 177 Furnished 890TFJW-5 (6)			DEE						E TO					
CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPMPTO ModelTorq I / C + T RotDir RevEngine % Fwd RevFiller BlockAdapter AsyStud KitPTO ModelTorq Torq Tord TordDir RotEngine % Fwd RevFiller BlockAdapter AsyStud KitONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT890EAFJW-*5 (6)670 CEng100Furnished890EAFJW-*5 (6)588 CEng114Furnished890EFJW-*5 (6)588 CEng114Furnished890EFJW-*5 (6)584 CEng138Furnished890EFJW-*5 (6)378 CEng177Furnished890EFJW-*5 (6)378 CEng177Furnished890EFJW-*5 (6)378 CEng100Furnished890EFJW-*5 (6)378 CEng100Furnished890EFJW-*5 (6)378 CEng177Furnished890EFJW-*5 (6)378 CEng100Furnished890EFJW-*5 (6)366 CEng100Furnished897EFJW-*5 (6)670 CEng100Furnished897EFJW-*5 (6)584 CEng100Furnished897EFJW-*5 (6)584 CEng100Furnished897EFJW-*5 (6)584 CEng100Furnished897EFJW-*5 (6)584 CEng100Furnished897EFJW-*5 (6)584 CEng114Furnished					NOL.					AFLI		ACL.		
PTO Model Torq I/C t ⁺ Dir Rev Engine % Fwd Filler Block Adapter Assy Stud Kit PTO Model Torq I/C t ⁺ Dir Ret Engine % Fwd Filler Block Adapter Assy Stud Kit ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT 890EAFJW-*5 (6) 670 C Eng 100 Furnished 890TAFJW-*5 (6) 670 C Eng 100 Furnished 890EAFJW-*5 (6) 538 C Eng 100 Furnished 890TAFJW-*5 (6) 632 C Eng 100 Furnished 890EFJW-*5 (6) 588 C Eng 114 Furnished 890TEFJW-*5 (6) 588 C Eng 114 Furnished 890EFJW-*5 (6) 486 C Eng 121 Furnished 890TEFJW-*5 (6) 486 C Eng 138 Furnished 890EFJW-*5 (6) 378 C Eng 177 Furnished 890TGFJW-*5 (6) 486 C Eng 188 Furnished 890EFJW-*5 (6) 356 C Eng 100 Furnished 890TFJW-*5 (6) 56 C	1							(,					
PTO Model I/CT Rot Fued Rev Filler Block Assy Stud kit PTO Model I/C Rev Filler Block Assy Stud kit DNE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT 890EAFJW-*5 (6) 632 C Eng 100 Furnished 890TAFJW-*5 (6) 632 C Eng 106 Furnished 890EAFJW-*5 (6) 588 C Eng 114 Furnished 890TFJW-*5 (6) 632 C Eng 106 Furnished 890EFJW-*5 (6) 588 C Eng 114 Furnished 890TFJW-*5 (6) 632 C Eng 121 Furnished 890EFJW-*5 (6) 486 C Eng 138 Furnished 890TFFJW-*5 (6) 480 C Eng 138 Furnished 890EFJW-*5 (6) 486 C Eng 177 Furnished 890TFFJW-*5 (6) 480 C Eng 177 Furnished 890EFJW-*5 (6) 378 C Eng 100 Furnished 890TFFJW-*5 (6) 670 C Eng 166 Furnis	CA									ift Sp	peeds A	bove 250	0 RPM	
890EAFJW-*5 (6) 670 C Eng 100 Furnished 890TAFJW-*5 (6) 670 C Eng 100 Furnished 890EBFJW-*5 (6) 632 C Eng 106 Furnished 890TAFJW-*5 (6) 632 C Eng 106 Furnished 890EAFJW-*5 (6) 588 C Eng 114 Furnished 890TCFJW-*5 (6) 588 C Eng 114 Furnished 890EAFJW-*5 (6) 554 C Eng 121 Furnished 890TFFJW-*5 (6) 546 C Eng 138 Furnished 890EFFJW-*5 (6) 486 C Eng 156 Furnished 890TFFJW-*5 (6) 486 C Eng 138 Furnished 890EFFJW-*5 (6) 378 C Eng 177 Furnished 890TFFJW-*5 (6) 378 C Eng 177 Furnished 890EFFJW-*5 (6) 356 C Eng 100 Furnished 890TFFJW-*5 (6) 670 C Eng 100 Furnished 890EFFJW-*5 (6) 356 C Eng 100 Furnished 890TFFJW-*5 (6) 670 C Eng 100 Furnished 897EAFJW-*5 (6)	PTO Model				Filler Block		Stud Kit	PTO Model	<u> </u>		-	Filler Block		Stud Kit
890EBFJW-*5 (6) 632 C Eng 106 Furnished 890EBFJW-*5 (6) 588 C Eng 114 Furnished 890TBFJW-*5 (6) 588 C Eng 114 Furnished 890EDFJW-*5 (6) 554 C Eng 121 Furnished 890TDFJW-*5 (6) 588 C Eng 114 Furnished 890EDFJW-*5 (6) 486 C Eng 138 Furnished 890TBFJW-*5 (6) 486 C Eng 121 Furnished 890EFFJW-*5 (6) 486 C Eng 138 Furnished 890TBFJW-*5 (6) 486 C Eng 138 Furnished 890EFFJW-*5 (6) 378 C Eng 177 Furnished 890TBFJW-*5 (6) 378 C Eng 177 Furnished 890EHFJW-*5 (6) 376 C Eng 100 Furnished 890THFJW-*5 (6) 376 C Eng 100 Furnished 897EAFJW-*5 (6) 670 C Eng 100 Furnished 897TAFJW-*5 (6) 670 C Eng 100 Furnished 897EDFJW-*5 (6) 638 C Eng 114 Furnished 897TAFJW-*5 (6)			ON	E SPEE	D - POV	VERSH	HFT (H	YDRAULIC) EX	TEN	DED S	HAFT		
890ECFJW-*5 (6) 588 C Eng 114 Furnished 890TCFJW-*5 (6) 588 C Eng 114 Furnished 890ECFJW-*5 (6) 554 C Eng 121 Furnished 890TCFJW-*5 (6) 588 C Eng 121 Furnished 890EFFJW-*5 (6) 486 C Eng 138 Furnished 890TFFJW-*5 (6) 486 C Eng 138 Furnished 890EFFJW-*5 (6) 429 C Eng 156 Furnished 890TFFJW-*5 (6) 486 C Eng 177 Furnished 890EFFJW-*5 (6) 378 C Eng 177 Furnished 890TFFJW-*5 (6) 378 C Eng 177 Furnished 890TEFJW-*5 (6) 376 C Eng 100 Furnished 890TFFJW-*5 (6) 378 C Eng 100 Furnished 897EAFJW-*5 (6) 670 C Eng 100 Furnished 897TAFJW-*5 (6) 632 C Eng 100 Furnished 897EAFJW-*5 (6) 588 C Eng 114 Furnished 897TAFJW-*5 (6) 632 C Eng 100 Furnished 897EDFJW-*5 (6)	890EAFJW-*5 (6)	670 C	Eng	100			Furnished	890TAFJW-*5 (6)	670 C	Eng	100			Furnished
890EDFJW-*5 (6) 554 C Eng 121 Furnished 890TDFJW-*5 (6) 554 C Eng 121 Furnished 890EEFJW-*5 (6) 486 C Eng 138 Furnished 890TFFJW-*5 (6) 486 C Eng 138 Furnished 890EFFJW-*5 (6) 429 C Eng 156 Furnished 890TFFJW-*5 (6) 486 C Eng 138 Furnished 890EFFJW-*5 (6) 378 C Eng 177 Furnished 890TFFJW-*5 (6) 378 C Eng 177 Furnished 890EFFJW-*5 (6) 376 C Eng 188 Furnished 890TFFJW-*5 (6) 378 C Eng 177 Furnished 897EAFJW-*5 (6) 670 C Eng 100 Furnished 897TAFJW-*5 (6) 670 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 100 Furnished 897TAFJW-*5 (6) 632 C Eng 100 Furnished 897EDFJW-*5 (6) 588 C Eng 114 Furnished 897TDFJW-*5 (6) 588 C Eng 114 Furnished 897EEFJW-*5 (6)	890EBFJW-*5 (6)	632 C	Eng	106			Furnished	890TBFJW-*5 (6)	632 C	Eng	106			Furnished
890EEFJW-*5 (6) 486 C Eng 138 Furnished 890EFFJW-*5 (6) 429 C Eng 156 Furnished 890EFFJW-*5 (6) 378 C Eng 177 Furnished 890EFFJW-*5 (6) 632 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 100 Furnished 897EBFJW-*5 (6) 632 C Eng 100 Furnished 897EDFJW-*5 (6) 588 C Eng 114 Furnished 897EFJW-*5 (6) 584 C Eng 138 Furnished 897EFJW-*5 (6) 584 C Eng 114 Furnished 897EFJW-*5 (6) 584 C Eng 138 Furnished 897EFJW-	890ECFJW-*5 (6)	588 C	Eng	114			Furnished	890TCFJW-*5 (6)	588 C	Eng	114			Furnished
890EFFJW-*5 (6) 429 C Eng 156 Furnished 890EFFJW-*5 (6) 378 C Eng 177 Furnished 890TFFJW-*5 (6) 378 C Eng 177 Furnished 890EFFJW-*5 (6) 356 C Eng 177 Furnished 890TFFJW-*5 (6) 378 C Eng 177 Furnished 890EFFJW-*5 (6) 356 C Eng 188 Furnished 890TFFJW-*5 (6) 378 C Eng 177 Furnished 897EAFJW-*5 (6) 670 C Eng 100 Furnished 897TAFJW-*5 (6) 670 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 106 Furnished 897TAFJW-*5 (6) 632 C Eng 100 Furnished 897EDFJW-*5 (6) 588 C Eng 114 Furnished 897TDFJW-*5 (6) 588 C Eng 114 Furnished 897EEFJW-*5 (6) 554 C Eng 138 Furnished 897TEFJW-*5 (6) 486 C Eng 121 Furnished 897EEFJW-*5 (6) 486 C Eng 138 Furnished 897TEFJW-*5 (6)	890EDFJW-*5 (6)	554 C	Eng	121			Furnished	890TDFJW-*5 (6)	554 C	Eng	121			Furnished
890EGFJW-*5 (6) 378 C Eng 177 Furnished 890TGFJW-*5 (6) 378 C Eng 177 Furnished 890EHFJW-*5 (6) 356 C Eng 177 188 Furnished 890TGFJW-*5 (6) 378 C Eng 177 Furnished 890EHFJW-*5 (6) 356 C Eng 100 Furnished 897TAFJW-*5 (6) 670 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 100 Furnished 897TAFJW-*5 (6) 632 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 106 Furnished 897TAFJW-*5 (6) 632 C Eng 100 Furnished 897EAFJW-*5 (6) 588 C Eng 114 Furnished 897TCFJW-*5 (6) 632 C Eng 114 Furnished 897EDFJW-*5 (6) 584 C Eng 121 Furnished 897TEFJW-*5 (6) 584 C Eng 121 Furnished 897EFFJW-*5 (6) 486 C Eng 138 Furnished 897TFFJW-*5 (6) 486 C Eng 138 Furnished 897E	890EEFJW-*5 (6)	486 C	Eng	138			Furnished	890TEFJW-*5 (6)	486 C	Eng	138			Furnished
890EHFJW-*5 (6) 356 C Eng 188 Furnished 890THFJW-*5 (6) 356 C Eng 188 Furnished 897EAFJW-*5 (6) 670 C Eng 100 Furnished 897TAFJW-*5 (6) 670 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 100 Furnished 897TAFJW-*5 (6) 670 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 106 Furnished 897TBFJW-*5 (6) 632 C Eng 106 Furnished 897EAFJW-*5 (6) 588 C Eng 114 Furnished 897TCFJW-*5 (6) 588 C Eng 114 Furnished 897EEFJW-*5 (6) 554 C Eng 121 Furnished 897TEFJW-*5 (6) 588 C Eng 121 Furnished 897EFFJW-*5 (6) 486 C Eng 138 Furnished 897TFFJW-*5 (6) 486 C Eng 138 Furnished 897EFFJW-*5 (6) 378 C Eng 177 Furnished 897TGFJW-*5 (6)	890EFFJW-*5 (6)	429 C	Eng	156			Furnished	890TFFJW-*5 (6)	429 C	Eng	156			Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT 897EAFJW-*5 (6) 670 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 100 Furnished 897EAFJW-*5 (6) 632 C Eng 100 Furnished 897EAFJW-*5 (6) 588 C Eng 106 Furnished 897EFJW-*5 (6) 588 C Eng 114 Furnished 897EFJW-*5 (6) 554 C Eng 121 Furnished 897EFJW-*5 (6) 486 C Eng 138 Furnished 897EFFJW-*5 (6) 486 C Eng 138 Furnished 897EFFJW-*5 (6) 378 C Eng 177 Furnished	890EGFJW-*5 (6)	378 C	0	177			Furnished	890TGFJW-*5 (6)	378 C	Eng	177			Furnished
897EAFJW-*5 (6) 670 C Eng 100 Furnished 897TAFJW-*5 (6) 670 C Eng 100 Furnished 897EBFJW-*5 (6) 632 C Eng 106 Furnished 897TBFJW-*5 (6) 632 C Eng 106 Furnished 897EDFJW-*5 (6) 588 C Eng 114 Furnished 897TDFJW-*5 (6) 588 C Eng 114 Furnished 897EDFJW-*5 (6) 554 C Eng 121 Furnished 897TDFJW-*5 (6) 554 C Eng 121 Furnished 897EFFJW-*5 (6) 486 C Eng 138 Furnished 897TFFJW-*5 (6) 486 C Eng 138 Furnished 897EFFJW-*5 (6) 429 C Eng 156 Furnished 897TFFJW-*5 (6) 429 C Eng 156 Furnished 897EGFJW-*5 (6) 378 C Eng 177 Furnished 897TGFJW-*5 (6) 378 C Eng 177	890EHFJW-*5 (6)	356 C	Eng	188			Furnished	890THFJW-*5 (6)	356 C	Eng	188			Furnished
897EBFJW-*5 (6) 632 C Eng 106 Furnished 897TBFJW-*5 (6) 632 C Eng 106 Furnished 897EDFJW-*5 (6) 588 C Eng 114 Furnished 897TDFJW-*5 (6) 588 C Eng 114 Furnished 897EBFJW-*5 (6) 554 C Eng 121 Furnished 897TDFJW-*5 (6) 554 C Eng 121 Furnished 897EFFJW-*5 (6) 486 C Eng 138 Furnished 897TEFJW-*5 (6) 486 C Eng 138 Furnished 897EFFJW-*5 (6) 429 C Eng 156 Furnished 897TEFJW-*5 (6) 429 C Eng 156 Furnished 897EGFJW-*5 (6) 378 C Eng 177 Furnished 897TGFJW-*5 (6) 378 C Eng 177 Furnished				ONE	SPEED	- CON	STANT	MESH EX1	TENE	DED	SHAF1			
897ECFJW-*5 (6) 588 C Eng 114 Furnished 897TCFJW-*5 (6) 588 C Eng 114 Furnished 897EDFJW-*5 (6) 554 C Eng 121 Furnished 897TDFJW-*5 (6) 554 C Eng 121 Furnished 897EFJW-*5 (6) 486 C Eng 138 Furnished 897TFFJW-*5 (6) 486 C Eng 138 Furnished 897EFFJW-*5 (6) 429 C Eng 156 Furnished 897TFFJW-*5 (6) 429 C Eng 156 Furnished 897EGFJW-*5 (6) 378 C Eng 177 Furnished 897TGFJW-*5 (6) 378 C Eng 177	897EAFJW-*5 (6)	670 C	Eng	100			Furnished	897TAFJW-*5 (6)	670 C	Eng	100			Furnished
897EDFJW-*5 (6) 554 C Eng 121 Furnished 897TDFJW-*5 (6) 554 C Eng 121 Furnished 897EEFJW-*5 (6) 486 C Eng 138 Furnished 897TEFJW-*5 (6) 486 C Eng 138 Furnished 897EFFJW-*5 (6) 429 C Eng 156 Furnished 897TFFJW-*5 (6) 429 C Eng 156 Furnished 897EGFJW-*5 (6) 378 C Eng 177 Furnished 897TGFJW-*5 (6) 378 C Eng 177 Furnished	897EBFJW-*5 (6)	632 C	Eng	106			Furnished	897TBFJW-*5 (6)	632 C	Eng	106			Furnished
897EEFJW-*5 (6) 486 C Eng 138 Furnished 897TEFJW-*5 (6) 486 C Eng 138 Furnished 897EFJW-*5 (6) 429 C Eng 156 Furnished 897TFFJW-*5 (6) 429 C Eng 156 Furnished 897EGFJW-*5 (6) 378 C Eng 177 Furnished 897TGFJW-*5 (6) 378 C Eng 177 Furnished	897ECFJW-*5 (6)	588 C	Eng	114			Furnished	897TCFJW-*5 (6)	588 C	Eng	114			Furnished
897EFFJW-*5 (6) 429 C Eng 156 Furnished 897TFFJW-*5 (6) 429 C Eng 156 Furnished 897EGFJW-*5 (6) 378 C Eng 177 Furnished 897TGFJW-*5 (6) 378 C Eng 177 Furnished	897EDFJW-*5 (6)	554 C	Eng	121			Furnished	897TDFJW-*5 (6)	554 C	Eng	121			Furnished
897EGFJW-*5 (6) 378 C Eng 177 Furnished 897TGFJW-*5 (6) 378 C Eng 177 Furnished	897EEFJW-*5 (6)		Eng	138			Furnished	897TEFJW-*5 (6)	486 C	Eng	138			Furnished
	897EFFJW-*5 (6)	429 C	Eng	156			Furnished	897TFFJW-*5 (6)	429 C	Eng	156			Furnished
897EHFJW-*5 (6) 356 C Eng 188 Furnished 897THFJW-*5 (6) 356 C Eng 188 Furnished	897EGFJW-*5 (6)		-	177			Furnished	1 A A A A A A A A A A A A A A A A A A A	378 C	Eng	177			Furnished
	897EHFJW-*5 (6)	356 C	Eng	188			Furnished	897THFJW-*5 (6)	356 C	Eng	188			Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

3000 (3000 Family - Side/Top PTO Provision w/ Retarder)

		LE	FT SIDE	ONLY					ТС	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT (0) 83 Teeth - L.H. PITCH LINE 1.7800" (45.21)	Dpening HEL I X E TO A	FORWARD				TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 83 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)							
CAI	IOITU	N: A	pplicatio	on Appro	val Req	uired fo	r PTO Outpu	t Sha	ift Sj	peeds A	bove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			0	NE SPE	<u>ED - T\</u>	<u>NO GE</u>	<u>AR - CONS</u>	TAN	ΤM	ESH			
267SBFJP-*5 (4)	402 I	Eng	88			Furnished	267SBFJP-*3 (4)	402 I	Eng	88			Furnished
267SDFJP-*5 (3)	390 I	Eng	106			Furnished	267SDFJP-*3 (3)	390 I	Eng	106			Furnished
267SGFJP-*5 (2)	360 I	Eng	126			Furnished	267SGFJP-*3 (2)	360	Eng	126			Furnished
267SMFJP-*5 (5)	309 I	Eng	157			Furnished	267SMFJP-*3 (5)	309 I	Eng	157			Furnished
267SSFJP-*5 (1)	247	Eng	196			Furnished	267SSFJP-*3 (1)	247 I	Eng	196			Furnished
267XBFJP-*5 (8)	335	Eng	88			Furnished	267XBFJP-*3 (8)	335	Eng	88			Furnished
267XDFJP-*5 (9)	325	Eng	106			Furnished	267XDFJP-*3 (9)	325	Eng	106			Furnished
267XGFJP-*5 (10)	300	Eng	126			Furnished	267XGFJP-*3 (10)	300 I	Eng	126			Furnished
267XMFJP-*5 (11)	265 I	Eng	157			Furnished	267XMFJP-*3 (11)	265 I	Eng	157			Furnished
267XSFJP-*5 (1)	247	Eng	196			Furnished	267XSFJP-*3 (1)	247	Eng	196			Furnished
287GBFJP-*5 (7)	300 C	Eng	73			Furnished	287GBFJP-*3 (7)	300 C	Eng	73			Furnished
287GBFJP-*8 (7)	300 C	Eng	69			Furnished	287GBFJP-*8 (7)	300 C	Eng	69			Furnished
287GCFJP-*5 (7)	390 C	Eng	88			Furnished	287GCFJP-*3 (7)	390 C	Eng	88			Furnished
287GCFJP-*8 (7)	390 C	Eng	83			Furnished	287GCFJP-*8 (7)	390 C	Eng	83			Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87			Furnished
287GDFJP-*8 (7)	390 C	Eng	99			Furnished	287GDFJP-*8 (7)	390 C	Eng	99			Furnished
287GGFJP-*5 (7)	360 C	Eng	126			Furnished	287GGFJP-*3 (7)	360 C	Eng	126			Furnished
287GGFJP-*8 (7)	360 C	Eng	117			Furnished	287GGFJP-*8 (7)	360 C	Eng	117			Furnished
287GKFJP-*5 (7)	340 C	Eng	140			Furnished	287GKFJP-*3 (7)	340 C	Eng	140			Furnished
287GMFJP-*5 (7)	309 C	Eng	157			Furnished	287GMFJP-*3 (7)	309 C	Eng	157			Furnished
287GMFJP-*8 (7)	318 C	Eng	145			Furnished	287GMFJP-*8 (7)	318 C	Eng	145			Furnished
287GPFJP-*5 (7)	275 C	Eng	175			Furnished	287GPFJP-*3 (7)	275 C	Eng	175			Furnished
287GPFJP-*8 (7)	290 C	Eng	162			Furnished	287GPFJP-*8 (7)	290 C	Eng	162			Furnished
287GSFJP-*5 (7)	247 C	Eng	196			Furnished	287GSFJP-*3 (7)	247 C	Eng	196			Furnished
287GSFJP-*8 (7)	265 C	Eng	180			Furnished	287GSFJP-*8 (7)	265 C	Eng	180			Furnished
287GTFJP-*8 (7)	230 C	Eng	211			Furnished	287GTFJP-*8 (7)	230 C	Eng	211			Furnished
877XAFJP-*5 (6)	485 C	Eng	100			Furnished	877XAFJP-*3 (6)	485 C	Eng	100			Furnished
877XBFJP-*5 (6)	458 C	Eng	106			Furnished	877XBFJP-*3 (6)	458 C	Eng	106			Furnished
877XCFJP-*5 (6)	425 C	Eng	114			Furnished	877XCFJP-*3 (6)	425 C	Eng	114			Furnished
877XDFJP-*5 (6)	401 C	Eng	121			Furnished	877XDFJP-*3 (6)	401 C	Eng	121			Furnished
877XEFJP-*5 (6)	351 C	Eng	138			Furnished	877XEFJP-*3 (6)	351 C	Eng	138			Furnished
877XFFJP-*5 (6)	311 C	Eng	156			Furnished	877XFFJP-*3 (6)	311 C	Eng	156			Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

<u>CAUTION</u>: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

 (1) Input Gear Part No. 5-P-1173
 (7) Input Gear Part No. 5-P-1491

 (2) Input Gear Part No. 5-P-1225
 (8) Input Gear Part No. 5-P-912

 (3) Input Gear Part No. 5-P-1293
 (9) Input Gear Part No. 5-P-913

 (4) Input Gear Part No. 5-P-1355
 (10) Input Gear Part No. 5-P-914

 (5) Input Gear Part No. 5-P-1428
 (11) Input Gear Part No. 5-P-915

Allison



		LE	T SIDE	ONLY					ТС	P SIDE	ONLY		
TRANSMIS L.S. 10-BOLT 83 Teeth - L.H. PITCH LIN 1.7800" (45.21	Opening HELIX E TO A 00MM)	Gear	FORWARD	of Centerline			TRANSMIS TOP 10-BOLT 83 Teeth - L.H PITCH LIN 1.7800" (45.2	Openir I. HEL I X I E TO 100MM)	ng Gea (APE I	RTURE F	of Centerlin		
CA	UTION	1: Al	pplicati	on Appro	val Req	uired fo	r PTO Outpu	it Sha	ift Sj	peeds Al	oove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Re	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
			0	NE SPE	ED - T\	NO GE	AR - CONS	STAN	ТМ	ESH			
877XGFJP-*5 (6) 877XHFJP-*5 (6) 877XJFJP-*5 (6) 877XKFJP-*5 (6)	274 C 258 C 242 C 292 C	Eng Eng Eng Eng	177 188 200 166			Furnished Furnished Furnished Furnished	877XGFJP-*3 (6) 877XHFJP-*3 (6) 877XJFJP-*3 (6) 877XKFJP-*3 (6)	274 C 258 C 242 C 292 C	Eng Eng Eng Eng	177 188 200 166			Furnished Furnished Furnished Furnished
			ONE S	PFFD - 1		FAR -	POWERSH	IFT (ΉΥΓ		(C)		
280GBFJP-*5 (7) 280GFJP-*8 (7) 280GCFJP-*5 (7) 280GCFJP-*5 (7) 280GDFJP-*5 (7) 280GGFJP-*5 (7) 280GGFJP-*5 (7) 280GKFJP-*5 (7) 280GMFJP-*5 (7) 280GPFJP-*8 (7) 280GPFJP-*8 (7) 280GSFJP-*5 (7) 280GSFJP-*8 (7) 280GSFJP-*8 (7)	300 C 300 C 390 C 390 C 390 C 360 C 360 C 340 C 309 C 318 C 275 C 290 C 247 C 265 C 485 C	Eng Eng Eng Eng Eng Eng Eng Eng Eng Eng	73 69 88 33 106 99 126 117 140 157 145 175 162 196 180 100	PEED - 1	rwo g	EAR - I Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished	POWERSH 280GBFJP-*3 (7) 280GCFJP-*8 (7) 280GCFJP-*8 (7) 280GCFJP-*8 (7) 280GDFJP-*8 (7) 280GDFJP-*8 (7) 280GGFJP-*8 (7) 280GKFJP-*3 (7) 280GMFJP-*3 (7) 280GPFJP-*8 (7) 280GPFJP-*8 (7) 280GSFJP-*8 (7) 280GSFJP-*8 (7) 870XAFJP-*3 (6)	IFT (300 C 390 C 390 C 390 C 390 C 390 C 390 C 360 C 340 C 308 C 318 C 275 C 290 C 247 C 265 C 485 C	HYI Eng Eng Eng Eng Eng Eng Eng Eng Eng Eng	T3 S3 S3 <ths3< th=""> S3 S3 S3<!--</td--><td>IC)</td><td></td><td>Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished</td></ths3<>	IC)		Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished Furnished
870XBFJP-*5 (6) 870XCFJP-*5 (6) 870XDFJP-*5 (6) 870XFFJP-*5 (6) 870XFFJP-*5 (6) 870XGFJP-*5 (6) 870XHFJP-*5 (6)	458 C 425 C 401 C 351 C 311 C 274 C 258 C 242 C	Eng Eng Eng Eng Eng Eng Eng Eng	106 114 121 138 156 177 188 200			Furnished Furnished Furnished Furnished Furnished Furnished Furnished	870XBFJP-*3 (6) 870XCFJP-*3 (6) 870XDFJP-*3 (6) 870XEFJP-*3 (6) 870XFFJP-*3 (6) 870XHFJP-*3 (6) 870XJFJP-*3 (6)	458 C 425 C 401 C 351 C 311 C 274 C 258 C 242 C	Eng Eng Eng Eng Eng Eng Eng Eng	106 114 121 138 156 177 188 200			Furnished Furnished Furnished Furnished Furnished Furnished Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

<u>CAUTION</u>: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

3000 (3000 Family - Side/Top PTO Provision w/ Retarder)

LEF	T SIDE ONLY	TOP SIDE ONLY								
TRANSMISSION GEAF L.S. 10-BOLT Opening Gear Fi 83 Teeth - L.H. HELIX PITCH LINE TO APERT 1.7800" (45.2100MM) CAUTION: Ap	ORWARD of Centerline	TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 83 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM) For PTO Output Shaft Speeds Above 2500 RPM								
PTO Model Torq Dir	Engine % Fwd Rev Filler Block Adapter Assy Stud Kit	Torq Dir Engine % Filler Block Adapter Adapter I / C [†] Rot Fwd Rev Filler Block Adapter Assy Stud Kit								
ONE	<u>E SPEED - POWERSHIFT (H</u>	YDRAULIC) EXTENDED SHAFT								
890FAFJW-*5 (6) 485 C Eng	100 Furnished									
890FBFJW-*5 (6) 458 C Eng	106 Furnished									
890FCFJW-*5 (6) 425 C Eng	114 Furnished									
890FDFJW-*5 (6) 401 C Eng	121 Furnished									
890FEFJW-*5 (6) 351 C Eng	138 Furnished									
890FFFJW-*5 (6) 311 C Eng	156 Furnished									
890FGFJW-*5 (6) 274 C Eng	177 Furnished									
890FHFJW-*5 (6) 258 C Eng	188 Furnished									
	ONE SPEED - CONSTANT	MESH EXTENDED SHAFT								
897FAFJW-*5 (6) 485 C Eng	100 Furnished									
.,	106 Furnished									
897FCFJW-*5 (6) 425 C Eng	114 Furnished									
897FDFJW-*5 (6) 401 C Eng	121 Furnished									
897FEFJW-*5 (6) 351 C Eng	138 Furnished									
897FFFJW-*5 (6) 311 C Eng	156 Furnished									
897FGFJW-*5 (6) 274 C Eng	177 Furnished									
897FHFJW-*5 (6) 258 C Eng	188 Furnished									

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IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

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CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.



1000 (GM 3600 Cab-Chassis)

				RIGI	HT SIDE ONLY									
TRANSMISSION GEAR DATA: R.S. 06-BOLT Opening Gear FORWARD of Centerline 64 Teeth - SPUR PITCH LINE TO APERTURE FACE: 1.0080" (25.6032MM)														
	ONE SF	EED - TWO G	EAR - POWE	RSHIFT (HYD	RAULIC)									
			252GDH\	VX-*5 (1) 120 I Eng	122		Furnished							
			252GMH	VX-*5 (2) 50 I Eng	178		Furnished							
	offered in the PGP5	· · ·	SAE A Flange			Sh								
252 Pumps Option Order Code	offered in the PGP5 Chelsea Pump Model	11 with 5/8" - 9T / Displacement in³/rev		VX-*5 (2) 50 I Eng Max Pressure PSI	178 Max Speed RPM	Sh	aft							
Option	Chelsea	Displacement	SAE A Flange Displacement	Max Pressure	Max Speed	•	aft ze							
Option Order Code	Chelsea Pump Model	Displacement in ³ /rev	SAE A Flange Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Si	aft ze - 9T							
Option Order Code 1121	Chelsea Pump Model CGP-P11C021-1AC	Displacement in ³ /rev 0.49	SAE A Flange Displacement Gal/rev 0.002	Max Pressure PSI 3988	Max Speed RPM 4000	Si 5/8"	aft ze - 9T - 9T							
Option Order Code 1121 1126	Chelsea Pump Model CGP-P11C021-1AC CGP-P11C026-1AC	Displacement in ³ /rev 0.49 0.61	SAE A Flange Displacement Gal/rev 0.002 0.003	Max Pressure PSI 3988 3988	Max Speed RPM 4000 3600	Si 5/8" 5/8"	ze - 9T - 9T - 9T							
Option Order Code 1121 1126 1129	Chelsea Pump Model CGP-P11C021-1AC CGP-P11C026-1AC CGP-P11C029-1AC	Displacement in³/rev 0.49 0.61 0.67	SAE A Flange Displacement Gal/rev 0.002 0.003	Max Pressure PSI 3988 3988 3988	Max Speed RPM 4000 3600 3600	Si 5/8" 5/8" 5/8"	aft ze - 9T - 9T - 9T - 9T							
Option Order Code 1121 1126 1129 1137	Chelsea Pump Model CGP-P11C021-1AC CGP-P11C026-1AC CGP-P11C029-1AC CGP-P11C037-1AC	Displacement in³/rev 0.49 0.61 0.67 0.85	SAE A Flange Displacement Gal/rev 0.002 0.003 0.003 0.004	Max Pressure PSI 3988 3988 3988 3988 3988	Max Speed RPM 4000 3600 3600 3300	Si 5/8" 5/8" 5/8" 5/8"	aft ze - 9T - 9T - 9T - 9T - 9T							
Option Order Code 1121 1126 1129 1137 1449 1462	Chelsea Pump Model CGP-P11C021-1AC CGP-P11C026-1AC CGP-P11C029-1AC CGP-P11C037-1AC CGP-P31C054-1AE	Displacement in³/rev 0.49 0.61 0.67 0.85 1.24 1.40	SAE A Flange Displacement Gal/rev 0.002 0.003 0.003 0.004 0.005 0.006	Max Pressure PSI 3988 3988 3988 3988 3988 3988 3988 3988	Max Speed RPM 4000 3600 3600 3300 3000	Si 5/8" 5/8" 5/8" 5/8" 5/8"	aft ze - 9T - 9T - 9T - 9T - 9T							
Option Order Code 1121 1126 1129 1137 1449 1462	Chelsea Pump Model CGP-P11C021-1AC CGP-P11C026-1AC CGP-P11C029-1AC CGP-P11C037-1AC CGP-P31C054-1AE CGP-P31C061-1AE	Displacement in³/rev 0.49 0.61 0.67 0.85 1.24 1.40	SAE A Flange Displacement Gal/rev 0.002 0.003 0.003 0.004 0.005 0.006	Max Pressure PSI 3988 3988 3988 3988 3988 3988 3988 3988	Max Speed RPM 4000 3600 3600 3300 3000	Si 5/8" 5/8" 5/8" 5/8" 5/8"	aft ze - 9T - 9T - 9T - 9T - 9T - 9T							
Option Order Code 1121 1126 1129 1137 1449 1462 252 Pumps Option	Chelsea Pump Model CGP-P11C021-1AC CGP-P11C026-1AC CGP-P11C029-1AC CGP-P11C037-1AC CGP-P31C054-1AE CGP-P31C061-1AE offered in the PGP5 Chelsea	Displacement in ³ /rev 0.49 0.61 0.67 0.85 1.24 1.40 11 with 3/4" - 11T Displacement	SAE A Flange Displacement Gal/rev 0.002 0.003 0.004 0.005 0.006	Max Pressure PSI 3988 3988 3988 3988 3988 3988 3988 3988 3988 3988 3988 3500 3500 Max Pressure	Max Speed RPM 4000 3600 3600 3300 3000 3000 Max Speed	Si 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8"	aft ze - 9T - 9T - 9T - 9T - 9T - 9T aft ze							
Option Order Code 1121 1126 1129 1137 1449 1462 252 Pumps Option Order Code	Chelsea Pump Model CGP-P11C021-1AC CGP-P11C026-1AC CGP-P11C029-1AC CGP-P11C037-1AC CGP-P31C054-1AE CGP-P31C061-1AE offered in the PGP5 Chelsea Pump Model	Displacement in ³ /rev 0.49 0.61 0.67 0.85 1.24 1.40 11 with 3/4" - 11T Displacement in ³ /rev	SAE A Flange Displacement Gal/rev 0.002 0.003 0.003 0.004 0.005 0.006 / SAE A Flange Displacement Gal/rev	Max Pressure PSI 3988 3988 3988 3988 3988 3988 3988 3988 3988 3988 3988 3500 Max Pressure PSI	Max Speed RPM 4000 3600 3600 3000 3000 3000 Max Speed RPM	Si 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8" 5/8"	aft ze - 9T - 9T - 9T - 9T - 9T - 9T - 9T aft ze - 11T							

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Cont

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO. Failure to provide this signal will activate the Variable Modulated Main Pressure and line pressure may not be sufficient to the PTO. This may cause damage to the PTO and /or Transmission.

Allison

MD-3070P (Close Ratio)

		LE	FT SI	DE	ONLY			RIGHT SIDE ONLY								
TRANSMISSION GEAR DATA: TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline R.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX R.S. 10-BOLT Opening Gear FORWARD of Centerline PITCH LINE TO APERTURE FACE: RITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM) 1.7800" (45.2100MM) CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM																
CA	UTIOI	N: A	pplic	atio	n Approv	val Req	uired for	r PTO Outpu	t Sha	ift Sj	beed	s Al	bove 250	0 RPM		
PTO Model	Torq I / C †	Dir Rot	Engir Fwd		Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engi Fwd	ne % Rev	Filler Block	Adapter Assy	Stud Kit	
				ON	IE SPE	ED - TV	NO GE	AR - CONS	TAN	ТМ	ES F	1				
267SBFJP-*5 (4)	402	Eng	72				Furnished	267SBFJP-*3 (4)	402 I	Eng	72				Furnished	
267SDFJP-*5 (3)	390	Eng	87				Furnished	267SDFJP-*3 (3)	390 I	Eng	87				Furnished	

26/SBFJP-^5 (4)	402	Eng	72	Furnished	267SBFJP-^3 (4)	4021	Eng	72	Furnished
267SDFJP-*5 (3)	390 I	Eng	87	Furnished	267SDFJP-*3 (3)	390 I	Eng	87	Furnished
267SGFJP-*5 (2)	360 I	Eng	103	Furnished	267SGFJP-*3 (2)	360 I	Eng	103	Furnished
267SMFJP-*5 (5)	318 I	Eng	129	Furnished	267SMFJP-*3 (5)	318 I	Eng	129	Furnished
267SSFJP-*5 (1)	265	Eng	161	Furnished	267SSFJP-*3 (1)	265	Eng	161	Furnished
267XBFJP-*5 (8)	335 I	Eng	72	Furnished	267XBFJP-*3 (8)	335	Eng	72	Furnished
267XDFJP-*5 (9)	325	Eng	87	Furnished	267XDFJP-*3 (9)	325 I	Eng	87	Furnished
267XGFJP-*5 (10)	300 I	Eng	103	Furnished	267XGFJP-*3 (10)	300 I	Eng	103	Furnished
267XMFJP-*5 (11)	265 I	Eng	129	Furnished	267XMFJP-*3 (11)	265 I	Eng	129	Furnished
267XSFJP-*5 (1)	250	Eng	161	Furnished	267XSFJP-*3 (1)	250	Eng	161	Furnished
287GBFJP-*5 (7)	300 C	Eng	60	Furnished	287GBFJP-*3 (7)	300 C	Eng	60	Furnished
287GBFJP-*8 (7)	300 C	Eng	56	Furnished	287GBFJP-*8 (7)	300 C	Eng	56	Furnished
287GCFJP-*5 (7)	390 C	Eng	72	Furnished	287GCFJP-*3 (7)	390 C	Eng	72	Furnished
287GCFJP-*8 (7)	390 C	Eng	68	Furnished	287GCFJP-*8 (7)	390 C	Eng	68	Furnished
287GDFJP-*5 (7)	390 C	Eng	87	Furnished	287GDFJP-*3 (7)	390 C	Eng	87	Furnished
287GDFJP-*8 (7)	390 C	Eng	81	Furnished	287GDFJP-*8 (7)	390 C	Eng	81	Furnished
287GGFJP-*5 (7)	360 C	Eng	103	Furnished	287GGFJP-*3 (7)	360 C	Eng	103	Furnished
287GGFJP-*8 (7)	360 C	Eng	96	Furnished	287GGFJP-*8 (7)	360 C	Eng	96	Furnished
287GKFJP-*5 (7)	340 C	Eng	115	Furnished	287GKFJP-*3 (7)	340 C	Eng	115	Furnished
287GMFJP-*5 (7)	318 C	Eng	129	Furnished	287GMFJP-*3 (7)	318 C	Eng	129	Furnished
287GMFJP-*8 (7)	318 C	Eng	119	Furnished	287GMFJP-*8 (7)	318 C	Eng	119	Furnished
287GPFJP-*5 (7)	290 C	Eng	144	Furnished	287GPFJP-*3 (7)	290 C	Eng	144	Furnished
287GPFJP-*8 (7)	290 C	Eng	132	Furnished	287GPFJP-*8 (7)	290 C	Eng	132	Furnished
287GSFJP-*5 (7)	265 C	Eng	161	Furnished	287GSFJP-*3 (7)	265 C	Eng	161	Furnished
287GSFJP-*8 (7)	265 C	Eng	147	Furnished	287GSFJP-*8 (7)	265 C	Eng	147	Furnished
287GTFJP-*5 (7)	240 C	Eng	180	Furnished	287GTFJP-*3 (7)	240 C	Eng	180	Furnished
287GTFJP-*8 (7)	240 C	Eng	173	Furnished	287GTFJP-*8 (7)	240 C	Eng	173	Furnished
877XAFJP-*5 (6)	591 C	Eng	82	Furnished	877XAFJP-*3 (6)	591 C	Eng	82	Furnished
877XBFJP-*5 (6)	557 C	Eng	87	Furnished	877XBFJP-*3 (6)	557 C	Eng	87	Furnished
877XCFJP-*5 (6)	522 C	Eng	93	Furnished	877XCFJP-*3 (6)	522 C	Eng	93	Furnished
877XDFJP-*5 (6)	490 C	Eng	99	Furnished	877XDFJP-*3 (6)	490 C	Eng	99	Furnished
877XEFJP-*5 (6)	429 C	Eng	113	Furnished	877XEFJP-*3 (6)	429 C	Eng	113	Furnished

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

<u>CAUTION</u>: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

 (1) Input Gear Part No. 5-P-1173
 (7) Input C

 (2) Input Gear Part No. 5-P-1225
 (8) Input C

 (3) Input Gear Part No. 5-P-1233
 (9) Input C

 (4) Input Gear Part No. 5-P-1350
 (10) Input C

 (5) Input Gear Part No. 5-P-1351
 (11) Input C

 (6) Input Gear Part No. 5-P-1428
 (11) Input C

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915



		LE	FT SIDE	ONLY					RIG	HT SID	E ONLY			
TRANSMIS L.S. 10-BOLT 68 Teeth - L.H. PITCH LIN 1.7800" (45.21	Opening HEL I X E TO A	Gear	FORWARD	ACE:			TRANSMISSION GEAR DATA: R.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)							
CA	IOITU	N: A	pplicatio	on Appro	val Req	uired for	[•] PTO Outpu	it Sha	ift Sj	peeds A	Above 250	0 RPM		
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Re	Filler Block	Adapter Assy	Stud Kit	
			0	<u>NE SPE</u>	<u>ED - T\</u>	<u>NO GE</u>	<u> AR - CONS</u>	<u>STAN</u>	ТМ	<u>ESH</u>				
877XFFJP-*5 (6)	379 C	Eng	128			Furnished	877XFFJP-*3 (6)	379 C	Eng	128			Furnished	
877XGFJP-*5 (6)	334 C	Eng	145			Furnished	877XGFJP-*3 (6)	334 C	Eng	145			Furnished	
877XHFJP-*5 (6)	315 C	Eng	154			Furnished	877XHFJP-*3 (6)	315 C	Eng	154			Furnished	
877XJFJP-*5 (6)	295 C	Eng	164			Furnished	877XHFJP-*3 (6)	295 C	Eng	164			Furnished	
		(ONE SF	PEED - 1	TWO G	EAR - F	POWERSH	IFT (HY	DRAU	_IC)			
280GBFJP-*5 (7)	300 C	Eng	60			Furnished	280GBFJP-*3 (7)	300 C	Eng	60			Furnished	
280GBFJP-*8 (7)	300 C	Eng	56			Furnished	280GBFJP-*8 (7)	300 C	Eng	56			Furnished	
280GCFJP-*5 (7)	390 C	Eng	72			Furnished	280GCFJP-*3 (7)	390 C	Eng	72			Furnished	
280GCFJP-*8 (7)	390 C	Eng	68			Furnished	280GCFJP-*8 (7)	390 C	Eng	68			Furnished	
280GDFJP-*5 (7)	390 C	Eng	87			Furnished	280GDFJP-*3 (7)	390 C	Eng	87			Furnished	
280GDFJP-*8 (7)	390 C	Eng	81			Furnished	280GDFJP-*8 (7)	390 C	Eng	81			Furnished	
280GGFJP-*5 (7)	360 C	Eng	103			Furnished	280GGFJP-*3 (7)	360 C	Eng	103			Furnished	
280GGFJP-*8 (7)	360 C	Eng	96			Furnished	280GGFJP-*8 (7)	360 C	Eng	96			Furnished	
280GKFJP-*5 (7)	340 C	Eng	115			Furnished	280GKFJP-*3 (7)	340 C	Eng	115			Furnished	
280GMFJP-*5 (7)	318 C	Eng	129			Furnished	280GMFJP-*3 (7)	318 C	Eng	129			Furnished	
280GMFJP-*8 (7)	318 C	Eng	119			Furnished	280GMFJP-*8 (7)	318 C	Eng	119			Furnished	
280GPFJP-*5 (7)	290 C	Eng	144			Furnished	280GPFJP-*3 (7)	290 C	Eng	144			Furnished	
280GPFJP-*8 (7)	290 C	Eng	132			Furnished	280GPFJP-*8 (7)	290 C	Eng	132			Furnished	
280GSFJP-*5 (7)	265 C	Eng	161			Furnished	280GSFJP-*3 (7)	265 C	Eng	161			Furnished	
280GSFJP-*8 (7)	265 C	Eng	147			Furnished	280GSFJP-*8 (7)	265 C	Eng	147			Furnished	
280GTFJP-*5 (7)	240 C	Eng	180			Furnished	280GTFJP-*3 (7)	240 C	Eng	180			Furnished	
280GTFJP-*8 (7)	240 C	Eng	173			Furnished	280GTFJP-*8 (7)	240 C	Eng	173			Furnished	
870XAFJP-*5 (6)	591 C	Eng	82			Furnished	870XAFJP-*3 (6)	591 C	Eng	82			Furnished	
870XBFJP-*5 (6)	557 C	Eng	87			Furnished	870XBFJP-*3 (6)	557 C	Eng	87			Furnished	
870XCFJP-*5 (6)	522 C	Eng	93			Furnished	870XCFJP-*3 (6)	522 C	Eng	93			Furnished	
870XDFJP-*5 (6)	490 C	Eng	99			Furnished	870XDFJP-*3 (6)	490 C	Eng	99			Furnished	
870XEFJP-*5 (6)	429 C	Eng	113			Furnished	870XEFJP-*3 (6)	429 C	Eng	113			Furnished	
870XFFJP-*5 (6)	379 C	Eng	128			Furnished	870XFFJP-*3 (6)	379 C	Eng	128			Furnished	
870XGFJP-*5 (6)	334 C	Eng	145			Furnished	870XGFJP-*3 (6)	334 C	Eng	145			Furnished	
870XHFJP-*5 (6)	315 C	Eng	154			Furnished	870XHFJP-*3 (6)	315 C	Eng	154			Furnished	
870XJFJP-*5 (6)	295 C	Eng	164			Furnished	870XJFJP-*3 (6)	295 C	Eng	164			Furnished	

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

ALL-19

4850 EVS

4700 4700 EVS 4700 OFS 4700 RDS 4700 SP 4800 4800 EVS

4800 SP									
LEFT SIDE ONLY	TOP SIDE ONLY								
TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX	TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX								
PITCH LINE TO APERTURE FACE: 1.7799" (45.2100MM)	PITCH LINE TO APERTURE FACE: 1.7799" (45.2100MM)								
CAUTION: Application Approval Required for	r PTO Output Shaft Speeds Above 2500 RPM								
PTO Model Torq Dir Engine % I/C [↑] Rot Fwd Rev Filler Block Adapter Assy Stud Kit	Torq Dir Engine % Filler Block Adapter Stud Kit								

				ONE SPEED - TWO GE	AR - CONS	TAN	ТМ	ESH	•	<u> </u>
267SBFJP-*5 (4)	402 I	Eng	103	Furnished	267SBFJP-*3 (4)	402 I	Eng	103		Furnished
267SDFJP-*5 (3)	390 I	Eng	123	Furnished	267SDFJP-*3 (4)	390 I	Eng	123		Furnished
267SGFJP-*5 (2)	360	Eng	147	Furnished	267SGFJP-*3 (2)	360 I	Eng	147		Furnished
267SMFJP-*5 (5)	318 I	Eng	184	Furnished	267SMFJP-*3 (5)	318 I	Eng	184		Furnished
267SSFJP-*5 (1)	265	Eng	229	Furnished	267SSFJP-*3 (1)	265	Eng	229		Furnished
267XBFJP-*5 (8)	335	Eng	103	Furnished	267XBFJP-*3 (8)	335 I	Eng	103		Furnished
267XDFJP-*5 (9)	325	Eng	123	Furnished	267XDFJP-*3 (9)	325 I	Eng	123		Furnished
267XGFJP-*5 (10)	300	Eng	147	Furnished	267XGFJP-*3 (10)	300 I	Eng	147		Furnished
267XMFJP-*5 (11)	265 I	Eng	184	Furnished	267XMFJP-*3 (11)	265 I	Eng	184		Furnished
267XSFJP-*5 (1)	250	Eng	229	Furnished	267XSFJP-*3 (1)	250	Eng	229		Furnished
287GBFJP-*5 (7)	300 C	Eng	85	Furnished	287GBFJP-*3 (7)	300 C	Eng	85		Furnished
287GBFJP-*8 (7)	300 C	Eng	81	Furnished	287GBFJP-*8 (7)	300 C	Eng	81		Furnished
287GCFJP-*5 (7)	390 C	Eng	103	Furnished	287GCFJP-*3 (7)	390 C	Eng	103		Furnished
287GCFJP-*8 (7)	390 C	Eng	97	Furnished	287GCFJP-*8 (7)	390 C	Eng	97		Furnished
287GDFJP-*5 (7)	390 C	Eng	123	Furnished	287GDFJP-*3 (7)	390 C	Eng	123		Furnished
287GDFJP-*8 (7)	390 C	Eng	116	Furnished	287GDFJP-*8 (7)	390 C	Eng	116		Furnished
287GGFJP-*5 (7)	360 C	Eng	147	Furnished	287GGFJP-*3 (7)	360 C	Eng	147		Furnished
287GGFJP-*8 (7)	360 C	Eng	137	Furnished	287GGFJP-*8 (7)	360 C	Eng	137		Furnished
287GKFJP-*5 (7)	340 C	Eng	164	Furnished	287GKFJP-*3 (7)	340 C	Eng	164		Furnished
287GMFJP-*5 (7)	318 C	Eng	184	Furnished	287GMFJP-*3 (7)	318 C	Eng	184		Furnished
287GMFJP-*8 (7)	318 C	Eng	170	Furnished	287GMFJP-*8 (7)	318 C	Eng	170		Furnished
287GPFJP-*5 (7)	290 C	Eng	205	Furnished	287GPFJP-*3 (7)	290 C	Eng	205		Furnished
287GPFJP-*8 (7)	290 C	Eng	189	Furnished	287GPFJP-*8 (7)	290 C	Eng	189		Furnished
287GSFJP-*5 (7)	265 C	Eng	229	Furnished	287GSFJP-*3 (7)	265 C	Eng	229		Furnished
287GSFJP-*8 (7)	265 C	Eng	210	Furnished	287GSFJP-*8 (7)	265 C	Eng	210		Furnished
877XAFJP-*5 (6)	591 C	Eng	116	Furnished	877XAFJP-*3 (6)	591 C	Eng	116		Furnished
877XBFJP-*5 (6)	552 C	Eng	124	Furnished	877XBFJP-*3 (6)	552 C	Eng	124		Furnished
877XCFJP-*5 (6)	515 C	Eng	133	Furnished	877XCFJP-*3 (6)	515 C	Eng	133		Furnished
877XDFJP-*5 (6)	482 C	Eng	142	Furnished	877XDFJP-*3 (6)	482 C	Eng	142		Furnished
877XEFJP-*5 (6)	425 C	Eng	161	Furnished	877XEFJP-*3 (6)	425 C	Eng	161		Furnished
877XFFJP-*5 (6)	376 C	Eng	182	Furnished	877XFFJP-*3 (6)	376 C	Eng	182		Furnished

Continued on Next Page

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IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

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CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

 (1) Input Gear Part No. 5-P-1173
 (7) Input G

 (2) Input Gear Part No. 5-P-1225
 (8) Input G

 (3) Input Gear Part No. 5-P-1293
 (9) Input G

 (4) Input Gear Part No. 5-P-1350
 (10) Input G

 (5) Input Gear Part No. 5-P-1351
 (11) Input G

 (6) Input Gear Part No. 5-P-1428
 (11) Input G

(7) Input Gear Part No. 5-P-1491 (8) Input Gear Part No. 5-P-912 (9) Input Gear Part No. 5-P-913 (10) Input Gear Part No. 5-P-914 (11) Input Gear Part No. 5-P-915



4850 EVS

4700 4700 EVS 4700 OFS 4700 RDS 4700 SP

4800 4800 EVS 4800 SP

		LE	FT SIDE	ONLY			TOP SIDE ONLY								
TRANSMIS L.S. 10-BOLT (97 Teeth - L.H. PITCH LIN	Dpening HEL I X E TO A	Gear	FORWARD				TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE:								
1.7799" (45.21	,						1.7799" (45.21								
CA	IOITU	N: A	pplicatio	n Approv	val Req	uired fo	r PTO Outpu	t Sha	ft Sj	beeds Al	bove 250	0 RPM			
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit		
			ONE SF	PEED - 1	WO G	EAR - I	POWERSH	IFT (HY	DRAUL	C)		-		
280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85	-		Furnished		
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished		
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished		
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished		
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished		
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished		
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished		
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished		
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished		
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished		
280GMFJP-*8 (7)	318 C	Eng	170			Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished		
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished		
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished		
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished		
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished		
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished		
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished		
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished		
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished		
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished		
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished		
		ON	E SPEE	D - POV	VERSH		YDRAULIC) EX	TEN	IDED S	HAFT				
892HAFJW-*5 (6)	591 C	Eng	116			Furnished	892UAFJW-*5 (6)	591 C	Eng	116	/ \		Furnished		
892HBFJW-*5 (6)	552 C	Eng	124			Furnished	892UBFJW-*5 (6)	552 C	Eng	124			Furnished		
892HCFJW-*5 (6)	515 C	Eng	133			Furnished	892UCFJW-*5 (6)	515 C	Ena	133			Furnished		
892HDFJW-*5 (6)	482 C	Eng	142			Furnished	892UDFJW-*5 (6)	482 C	Eng	142			Furnished		
892HEFJW-*5 (6)	425 C	Ena	161			Furnished	892UEFJW-*5 (6)	425 C	Ena	161			Furnished		
892HFFJW-*5 (6)	376 C	Eng	182			Furnished	892UFFJW-*5 (6)	376 C	Eng	182			Furnished		
		3		SPEED			MESH EXT	ENC		_	-				
	501.0	-		JPEED									Econologia d		
899HAFJW-*5 (6)	591 C	Eng	116			Furnished	899UAFJW-*5 (6)	591 C	Eng	116			Furnished		

Continued on Next Page

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

ALL-19

4850 EVS

4700 4700 EVS 4700 OFS 4700 RDS 4700 SP 4800 4800 EVS

4800 EVS 4800 SP	
LEFT SIDE ONLY	TOP SIDE ONLY
TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE:	TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE:
1.7799" (45.2100MM)	1.7799" (45.2100MM)
CAUTION: Application Approval Required for	r PTO Output Shaft Speeds Above 2500 RPM
Torq Dir Engine % Filler Block Adapter Assy Stud Kit	Torq Dir Engine % Filler Block Adapter Adapter I/C ⁺ Rot Fwd Rev Filler Block Adapter Assy

		UNE SPEED - CONSTANT				<u> SUALI</u>	
52 C	Eng	124 Furnished	899UBFJW-*5 (6)	552 C	Eng	124	Furnished
515 C	Eng	133 Furnished	899UCFJW-*5 (6)	515 C	Eng	133	Furnished
82 C	Eng	142 Furnished	899UDFJW-*5 (6)	482 C	Eng	142	Furnished
25 C	Eng	161 Furnished	899UEFJW-*5 (6)	425 C	Eng	161	Furnished
876 C	Eng	182 Furnished	899UFFJW-*5 (6)	376 C	Eng	182	Furnished
	15 C 82 C 25 C	15 C Eng 82 C Eng	52 C Eng 124 Furnished 115 C Eng 133 Furnished 82 C Eng 142 Furnished 25 C Eng 161 Furnished	52 C Eng 124 Furnished 899UBFJW-*5 (6) 115 C Eng 133 Furnished 899UCFJW-*5 (6) 82 C Eng 142 Furnished 899UDFJW-*5 (6) 25 C Eng 161 Furnished 899UEFJW-*5 (6)	K52 C Eng 124 Furnished 899UBFJW-*5 (6) 552 C 115 C Eng 133 Furnished 899UCFJW-*5 (6) 515 C 82 C Eng 142 Furnished 899UDFJW-*5 (6) 482 C 25 C Eng 161 Furnished 899UEFJW-*5 (6) 425 C	52 C Eng 124 Furnished 899UBFJW-*5 (6) 552 C Eng 15 C Eng 133 Furnished 899UCFJW-*5 (6) 515 C Eng 82 C Eng 142 Furnished 899UDFJW-*5 (6) 482 C Eng 25 C Eng 161 Furnished 899UEFJW-*5 (6) 425 C Eng	15 C Eng 133 Furnished 899UCFJW-*5 (6) 515 C Eng 133 82 C Eng 142 Furnished 899UDFJW-*5 (6) 482 C Eng 142 25 C Eng 161 Furnished 899UEFJW-*5 (6) 425 C Eng 161

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

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CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.



LEFT SIDE ONLY TOP SIDE ONLY									
	TOP SIDE ONLY								
TRANSMISSION GEAR DATA:TRANSMISSION GEAR DATA:L.S. 10-BOLT Opening Gear FORWARD of CenterlineTOP 10-BOLT Opening Gear FORWARD of Centerline97 Teeth - L.H. HELIX97 Teeth - L.H. HELIXPITCH LINE TO APERTURE FACE:PITCH LINE TO APERTURE FACE:1.7799" (45.2100MM)1.7799" (45.2100MM)									
CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RP	М								
PTO Model Torq Dir Engine % Filler Block Adapter 1/C ⁺ Rot Fwd Rev Filler Block Adapter									
ONE SPEED - TWO GEAR - CONSTANT MESH									
267SBFJP-*5 (4) 402 I Eng 103 Furnished 267SBFJP-*3 (3) 402 I Eng 103	Furnished								
267SDFJP-*5 (3) 390 I Eng 123 Furnished 267SDFJP-*3 (4) 390 I Eng 123	Furnished								
267SGFJP-*5 (2) 360 I Eng 147 Furnished 267SGFJP-*3 (2) 360 I Eng 147	Furnished								
267SMFJP-*5 (5) 318 I Eng 184 Furnished 267SMFJP-*3 (5) 318 I Eng 184	Furnished								
267SSFJP-*5 (1) 265 I Eng 229 Furnished 267SSFJP-*3 (1) 265 I Eng 229	Furnished								
267XBFJP-*5 (8) 335 I Eng 103 Furnished 267XBFJP-*3 (8) 335 I Eng 103	Furnished								
267XDFJP-*5 (9) 325 I Eng 123 Furnished 267XDFJP-*3 (9) 325 I Eng 123	Furnished								
267XGFJP-*5 (10) 300 I Eng 147 Furnished 267XGFJP-*3 (10) 300 I Eng 147	Furnished								
267XMFJP-*5 (11) 265 I Eng 184 Furnished 267XMFJP-*3 (11) 265 I Eng 184	Furnished								
267XSFJP-*5 (1) 250 I Eng 229 Furnished 267XSFJP-*3 (1) 250 I Eng 229	Furnished								
287GBFJP-*5 (7) 300 C Eng 85 Furnished 287GBFJP-*3 (7) 300 C Eng 85	Furnished								
287GBFJP-*8 (7) 300 C Eng 81 Furnished 287GBFJP-*8 (7) 300 C Eng 81	Furnished								
287GCFJP-*5 (7) 390 C Eng 103 Furnished 287GCFJP-*3 (7) 390 C Eng 103	Furnished								
287GCFJP-*8 (7) 390 C Eng 97 Furnished 287GCFJP-*8 (7) 390 C Eng 97	Furnished								
287GDFJP-*5 (7) 390 C Eng 123 Furnished 287GDFJP-*3 (7) 390 C Eng 123	Furnished								
287GDFJP-*8 (7) 390 C Eng 116 Furnished 287GDFJP-*8 (7) 390 C Eng 116	Furnished								
287GGFJP-*5 (7) 360 C Eng 147 Furnished 287GGFJP-*3 (7) 360 C Eng 147	Furnished								
287GGFJP-*8 (7) 360 C Eng 137 Furnished 287GGFJP-*8 (7) 360 C Eng 137	Furnished								
287GKFJP-*5 (7) 340 C Eng 164 Furnished 287GKFJP-*3 (7) 340 C Eng 164	Furnished								
287GMFJP-*5 (7) 318 C Eng 184 Furnished 287GMFJP-*3 (7) 318 C Eng 184	Furnished								
287GMFJP-*8 (7) 318 C Eng 170 Furnished 287GMFJP-*8 (7) 318 C Eng 170	Furnished								
287GPFJP-*5 (7) 290 C Eng 205 Furnished 287GPFJP-*3 (7) 290 C Eng 205	Furnished								
287GPFJP-*8 (7) 290 C Eng 189 Furnished 287GPFJP-*8 (7) 290 C Eng 189	Furnished								
287GSFJP-*5 (7) 265 C Eng 229 Furnished 287GSFJP-*3 (7) 265 C Eng 229	Furnished								
287GSFJP-*8 (7) 265 C Eng 210 Furnished 287GSFJP-*8 (7) 265 C Eng 210	Furnished								
877XAFJP-*5 (6) 591 C Eng 116 Furnished 877XAFJP-*3 (6) 591 C Eng 116	Furnished								
877XBFJP-*5 (6) 552 C Eng 124 Furnished 877XBFJP-*3 (6) 552 C Eng 124	Furnished								
877XCFJP-*5 (6) 515 C Eng 133 Furnished 877XCFJP-*3 (6) 515 C Eng 133	Furnished								
877XDFJP-*5 (6) 482 C Eng 142 Furnished 877XDFJP-*3 (6) 482 C Eng 142	Furnished								
877XEFJP-*5 (6) 425 C Eng 161 Furnished 877XEFJP-*3 (6) 425 C Eng 161	Furnished								
877XFFJP-*5 (6) 376 C Eng 182 Furnished 877XFFJP-*3 (6) 376 C Eng 182	Furnished								

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 (1) Input Gear Part No. 5-P-1173
 (7) Input Gear Part No. 5-P-1491

 (2) Input Gear Part No. 5-P-1225
 (8) Input Gear Part No. 5-P-123

 (3) Input Gear Part No. 5-P-1233
 (9) Input Gear Part No. 5-P-1350

 (4) Input Gear Part No. 5-P-1350
 (10) Input Gear Part No. 5-P-914

 (5) Input Gear Part No. 5-P-1351
 (11) Input Gear Part No. 5-P-915

 (6) Input Gear Part No. 5-P-1428
 (11) Input Gear Part No. 5-P-915

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		LΕ	FT SIDI	E ONLY			TOP SIDE ONLY								
TRANSMIS L.S. 10-BOLT 97 Teeth - L.H. PITCH LIN 1.7799" (45.21	Opening HELIX E TO A 00MM)	Gear	FORWAR	of Centerline		uired fo	TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7799" (45.2100MM) for PTO Output Shaft Speeds Above 2500 RPM								
PTO Model	Torq I / C †	Dir Rot	Engine %	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit		
			ONE S	PEED -	TWO G	EAR - I	POWERSH	IFT ((HYI	DRAUL	_IC)				
280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished		
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished		
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished		
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished		
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished		
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished		
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished		
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished		
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished		
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished		
280GMFJP-*8 (7)	318 C	Eng	170			Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished		
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished		
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished		
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished		
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished		
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished		
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished		
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished		
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished		
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished		
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished		
		ON	E SPE	ED - PO	WERSH	HIFT (H	YDRAULIC) EX	TEN		SHAFT				
892CAFJW-*3 (6)	591 C	Eng	116			Furnished	892UAFJW-*5 (6)	591 C	Eng	116			Furnished		
892CBFJW-*3 (6)	552 C	Eng	124			Furnished	892UBFJW-*5 (6)	552 C	Eng	124			Furnished		
892CCFJW-*3 (6)	515 C	Ena	133			Furnished	892UCFJW-*5 (6)	515 C	Eng	133			Furnished		
892CDFJW-*3 (6)	482 C	Eng	142			Furnished	892UDFJW-*5 (6)	482 C	Eng	142			Furnished		
892CEFJW-*3 (6)	425 C	Eng	161			Furnished	892UEFJW-*5 (6)	425 C	Eng	161			Furnished		
892CFFJW-*3 (6)	376 C	Eng	182			Furnished	892UFFJW-*5 (6)	376 C	Eng	182			Furnished		
(-)	-			SPEED		STANT	MESH EXT			SHAF	т				
899CAFJW-*3 (6)	591 C	Eng	116			Furnished	899UAFJW-*5 (6)			116	•		Furnished		
									- 3						

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C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

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CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.



4700 (4700 Family w/ Integral Cooler) 4800 (4800 Family w/ Integral Cooler)

		LE	T SID		TOP SIDE ONLY									
TRANSMIS L.S. 10-BOLT 97 Teeth - L.H.	Opening			TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX										
PITCH LIN 1.7799" (45.21			PITCH LIN 1.7799" (45.2 ⁻			RTUR	E F/	ACE:						
CA	UTIO	N: Al	oplicat	ion Appro	val Req	uired fo	r PTO Outpu	t Sha	ift Sp	beeds	s Ak	ove 250	0 RPM	
PTO Model	Torq I / C †	Dir Rot	Engine Fwd R	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engir Fwd		Filler Block	Adapter Assy	Stud Kit
			ONE	SPEED	- CON	STANT	MESH EXT	ENC	DED	SHA	١FT			
899CBFJW-*3 (6)	552 C	Eng	124			Furnished	899UBFJW-*5 (6)	552 C	Eng	124				Furnished
899CCFJW-*3 (6)	515 C	Eng	133			Furnished	899UCFJW-*5 (6)	515 C	Eng	133				Furnished
899CDFJW-*3 (6)	482 C	Furnished	899UDFJW-*5 (6)	482 C	Eng	142				Furnished				
899CEFJW-*3 (6)	425 C	Eng	161	Furnished	899UEFJW-*5 (6)	425 C	Eng	161				Furnished		
899CFFJW-*3 (6)	376 C	Eng	182	Furnished	899UFFJW-*5 (6)	376 C	Eng	182				Furnished		

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4700 (4700 Family w/ Retarder) 4800 (4800 Family w/ Retarder)

Furnished

LEFT SIDE ONLY TOP SIDE ONLY	TOP SIDE ONLY								
TRANSMISSION GEAR DATA: TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 97 Teeth - L.H. HELIX 1.7799" (45.2100MM) 1.7799" (45.2100MM) CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM									
PTO Model Torq Dir Engine % Filler Block Adapter 1/C ⁺ Rot Fwd Rev Filler Block Adapter	Stud Kit								
ONE SPEED - TWO GEAR - CONSTANT MESH									
	urnished								
	urnished								
	urnished								
	urnished								
267SSFJP-*5 (1) 265 I Eng 229 Furnished 267SSFJP-*3 (1) 265 I Eng 229 F	urnished								
267XBFJP-*5 (8) 335 Eng 103 Furnished 267XBFJP-*3 (8) 335 Eng 103 F	urnished								
267XDFJP-*5 (9) 325 Eng 123 Furnished 267XDFJP-*3 (9) 325 Eng 123 F	urnished								
267XGFJP-*5 (10) 300 Eng 147 Furnished 267XGFJP-*3 (10) 300 Eng 147 F	urnished								
267XMFJP-*5 (11) 265 Eng 184 Furnished 267XMFJP-*3 (11) 265 Eng 184 F	urnished								
267XSFJP-*5 (1) 250 Eng 229 Furnished 267XSFJP-*3 (1) 250 Eng 229 F	urnished								
287GBFJP-*5 (7) 300 C Eng 85 Furnished 287GBFJP-*3 (7) 300 C Eng 85 F	urnished								
287GBFJP-*8 (7) 300 C Eng 81 Furnished 287GBFJP-*8 (7) 300 C Eng 81 F	urnished								
287GCFJP-*5 (7) 390 C Eng 103 Furnished 287GCFJP-*3 (7) 390 C Eng 103 F	urnished								
287GCFJP-*8 (7) 390 C Eng 97 Furnished 287GCFJP-*8 (7) 390 C Eng 97 F	urnished								
287GDFJP-*5 (7) 390 C Eng 123 Furnished 287GDFJP-*3 (7) 390 C Eng 123 F	urnished								
287GDFJP-*8 (7) 390 C Eng 116 Furnished 287GDFJP-*8 (7) 390 C Eng 116 F	urnished								
287GGFJP-*5 (7) 360 C Eng 147 Furnished 287GGFJP-*3 (7) 360 C Eng 147 F	urnished								
287GGFJP-*8 (7) 360 C Eng 137 Furnished 287GGFJP-*8 (7) 360 C Eng 137 F	urnished								
287GKFJP-*5 (7) 340 C Eng 164 Furnished 287GKFJP-*3 (7) 340 C Eng 164 F	urnished								
287GMFJP-*5 (7) 318 C Eng 184 Furnished 287GMFJP-*3 (7) 318 C Eng 184 F	urnished								
287GMFJP-*8 (7) 318 C Eng 170 Furnished 287GMFJP-*8 (7) 318 C Eng 170 F	urnished								
287GPFJP-*5 (7) 290 C Eng 205 Furnished 287GPFJP-*3 (7) 290 C Eng 205 F	urnished								
287GPFJP-*8 (7) 290 C Eng 189 Furnished 287GPFJP-*8 (7) 290 C Eng 189 F	urnished								
287GSFJP-*5 (7) 265 C Eng 229 Furnished 287GSFJP-*3 (7) 265 C Eng 229 F	urnished								
287GSFJP-*8 (7) 265 C Eng 210 Furnished 287GSFJP-*8 (7) 265 C Eng 210 F	urnished								
877XAFJP-*3 (6) 591 C Eng 116 Furnished 877XAFJP-*3 (6) 591 C Eng 116 F	urnished								
877XBFJP-*5 (6) 552 C Eng 124 Furnished 877XBFJP-*3 (6) 552 C Eng 124 F	urnished								
877XCFJP-*5 (6) 515 C Eng 133 Furnished 877XCFJP-*3 (6) 515 C Eng 133 F	urnished								
877XDFJP-*5 (6) 482 C Eng 142 Furnished 877XDFJP-*3 (6) 482 C Eng 142 F	urnished								
877XEFJP-*5 (6) 425 C Eng 161 Furnished 877XEFJP-*3 (6) 425 C Eng 161 F	urnished								

Continued on Next Page

Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty.

376 C Eng 182

877XFFJP-*5 (6)

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

877XFFJP-*3 (6) 376 C Eng 182

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

 (1) Input Gear Part No. 5-P-1173
 (7) Input Gear Part No. 5-P-1225

 (2) Input Gear Part No. 5-P-1293
 (9) Input Gear Part No. 5-P-1293

 (3) Input Gear Part No. 5-P-1350
 (10) Input Gear Part No. 5-P-1351

 (5) Input Gear Part No. 5-P-1351
 (11) Input Cear Part No. 5-P-1351

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915



	TOP SIDE ONLY													
LEFT SIDE ONLY TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7799" (45.2100MM)						TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7799" (45.2100MM)								
CAUTION: Application Approval Required for						or PTO Output Shaft Speeds Above 2500 RPM								
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	- Filler Block	Adapter Assy	Stud Kit	
ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)														
280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished	
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished	
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished	
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished	
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished	
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished	
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished	
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished	
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished	
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished	
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished	
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished	
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished	
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished	
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished	
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished	
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished	
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished	
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished	
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished	
		ON	E SPEE	D - PO	NERSH	HIFT (H	YDRAULIC	;) EX	TEN		SHAFT			
892JAFJW-*3 (6)	591 C	Eng	116			Furnished	892KAFJW-*5 (6)	591 C	Eng	116			Furnished	
892JBFJW-*3 (6)	552 C	Eng	124			Furnished	892KBFJW-*5 (6)	552 C	Eng	124			Furnished	
892JCFJW-*3 (6)	515 C	Eng	133			Furnished	892KCFJW-*5 (6)	515 C	Eng	133			Furnished	
892JDFJW-*3 (6)	482 C	Eng	142			Furnished	892KDFJW-*5 (6)	482 C	Eng	142			Furnished	
892JEFJW-*3 (6)	425 C	Eng	161			Furnished	892KEFJW-*5 (6)	425 C	Eng	161			Furnished	
892JFFJW-*3 (6)	376 C	Eng	182			Furnished	892KFFJW-*5 (6)	376 C	Eng	182			Furnished	
ONE SPEED - CONSTANT MESH EXTENDED SHAFT														
899JAFJW-*3 (6)	591 C	Eng	116		- • • •	Furnished	899KAFJW-*5 (6)	591 C	Eng	116	-		Furnished	
899JBFJW-*3 (6)	552 C	Eng	124			Furnished	899KBFJW-*5 (6)	552 C	Ena	124			Furnished	
	002 0	Ling	.27			, armonou		302 0	Ling	147			, arnondu	

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

4700 (4700 Family w/ Retarder) 4800 (4800 Family w/ Retarder)

	TOP SIDE ONLY													
TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7799" (45.2100MM)							TRANSMISSION GEAR DATA: TOP 10-BOLT Opening Gear FORWARD of Centerline 97 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7799" (45.2100MM)							
CAUTION: Application Approval Required for						uirea to	r PTO Outpu	t Sna	int Sp	beed	s Al	oove 250		
PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engi Fwd		Filler Block	Adapter Assy	Stud Kit
ONE SPEED - CONSTANT MESH EXTENDED SHAFT														
899JCFJW-*3 (6)	515 C	Eng	133			Furnished	899KCFJW-*5 (6)	515 C	Eng	133				Furnished
899.IDF.IW-*3 (6)	482 C	Ena	142			Furnished	899KDF.IW-*5 (6)	482 C	Eng	142				Furnished

899JDFJW-*3 (6) Eng 142 Furnished 899KDFJW-*5 (6) Eng Furnished 482 C 899JEFJW-*3 (6) 425 C Eng 161 Furnished 899KEFJW-*5 (6) 425 C Eng 161 Furnished 899JFFJW-*3 (6) 376 C Eng 182 Furnished 899KFFJW-*5 (6) 376 C Eng 182 Furnished

* I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.



TC-10

REAR SIDE ONLY							
TRANSMISSION GEAR DATA: REAR 04-BOLT Opening PITCH LINE TO APERTURE FACE:							
CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RF							
PTO Model Torq Dir Engine % I / C ⁺ Rot Fwd Rev Filler Block Adapter Assy Stud Kit	Torq Dir Engine % Filler Block Adapter Stud Kit I/C ⁺ Rot Fwd Rev Filler Block Adapter Stud Kit						
REAR MOUNT - POWERSHIFT (HYDRAULIC)							

590XRFJW-*1**

650 C Eng 128

Furnished

[†] I = Intermittent Torque Only - De-Rate Torque Rating 30% for Continuous Duty. C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

ALL-4

- 1. Speeds shown are with engine RPM at or above torque converter lockup speed. If the PTO is going to be operated below torque converter lockup speeds, contact your CHELSEA distributor for specific speeds and torque requirements.
- 2. 378840 street tee required for pressure lube and must be purchased separately. Only the pressure lube line 328075X (line to the idler pin) is included with the PTO For 270/271 Series due to varying valve installation locations on the vehicle installer must supply the following hoses or order the following separately. One 329087X (line from tranny to valve) and two 328075X (valve dump back to PTO housing & valve to PTO clutch).
- 3. Do not use adapter gear assemblies on any Allison automatic transmissions.
- 4. 272 Series PTOs ordered with Pressure Lube and Hyd Shift will be supplied with (1) Lube Hose and (1) Shift Hose.

ALL-5

- 1. Do not use adapter gear assemblies on any Allison automatic transmissions.
- Speeds shown are with engine RPM at, or above, torque converter lockup speed. If the PTO is going to be operated below torque converter lockup speeds, contact your CHELSEA distributor for specific speeds and torque requirements.
- 3. 378970 street tee required for pressure lube for 1975 and after, and must be purchased separately. 378880 street tee required for pressure lube prior to 1975. Only the pressure lube line 328075X (line to the idler pin) is included with the PTO For 270/271 Series due to varying valve installation locations on the vehicle installer must supply the following hoses or order the following separately. One 329087X (line from tranny to valve) and two 328075X (valve dump back to PTO housing & valve to PTO clutch).
- 4. The "AJ" input gear designator shown on this application, which is a full addendum 6-pitch gear, is recommended for use on these transmissions. The "AH" input gear designator, which is a 6/8-pitch gear, can also be used on these transmissions; however, you may notice some additional rattle between the meshing gears.
- 5. 442 SERIES The 442 listed above is a bulge up arrangement and pump clearance must be verified by the installer. The 442*3 arrangement has interefernce issues with the idler pin lube fitting against the bell housing.

ALL-6

- 1. Do not use adapter gear assemblies on any Allison automatic transmissions.
- Speeds shown are with engine RPM at, or above, torque converter lockup speed. If the PTO is going to be operated below torque converter lockup speeds, contact your CHELSEA distributor for specific speeds and torque requirements.
- 3. 378897 street tee required for pressure lube and must be purchased separately.
- 4. Aperture is located at 10 o'clock when viewed from rear of transmission.

ALL-8

- 1. CRT-5630 & 5631 have only RH openings.
- 2. Right Side opening is optional. Input gear interference prohibits use of any PTOs other than those shown.
- 3. Do not use geared adapter assemblies on any Allison Automatic Transmission.

ALL-11

- 1. RH opening is optional. Input gear interference prohibits use of any PTO other than those shown.
- 2. Do not use geared adapter assemblies on any Allison Automatic Transmission.
- 3. Use a 3/8" NPT to 1/4" NPT pipe reducer to adapt to the pressure lube hose supplied with the unit.
- 4. The "CLT or CLBT" prefix refers to an engine driven section mounted to the front of the transmission.
- 5. The 8000 and 9000 Series transmission models use all the same PTO models.
- 6. Only the pressure lube line 328075X (line to the idler pin) is included with the PTO.
- 7. The PTO input gear mates to a transmission PTO idler gear, the top opening will have 39 teeth and the side opening will have 52 teeth. These idler gears are driven from the 59 tooth PTO drive gear.

ALL-12

- 1. For SAE 6 -bolt aperture located 40° from vertical or approximately 10 o'clock when viewed from rear, see application number ALL-7 or contact your CHELSEA distributor for PTO applications prior to serial build number 32404. For applications after 32404 see application number ALL-6.
- 2. Engine must be stopped in order to engage/disengage Mechanical shift PTOs.
- 3. Left side opening located at approximately 7 o'clock, right side at 1 o'clock as viewed from rear of transmission.
- 4. Do not use geared adapter assemblies on any Allison Automatic Transmission.
- 5. Lube Tee Required 378897 Street Tee is required for pressure lube PTOs and must be purchased separately. Only the pressure lube hose assembly 328075X (line to the idler pin) is included with the PTO. For 270/271 Series, due to varying valve installation locations on the vehicle, installer must supply the following hoses or order the following separately. One 329087X (line from tranny to valve) and two 328075X (valve dump back to PTO housing & valve to PTO clutch).

ALL-13

- 1. 890/897 Series The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details.
- 2. When direct mounting a Parker P2 060 piston pump to a 267 Series PTO on the left (drivers) side opening, the PTO must be ordered as a "3" assembly arrangement for pump clearance.
- 3. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280/287, 870/877 and 890/897 Series All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 4. The 267 Series is not available in the "3" arrangement with an "XK" output due to interference with the pressure lube fitting.
- 5. Wiring harness 379926 must be used in 2003 GM trucks for the 277, 278 and 859 Series PTOs if the GM provided in-dash PTO switch is used to control PTO operations.
- 6. Do not use adapter gear assemblies on Allison 3000/4000 Series Automatic Transmissions.

ALL-13C

- 1. When direct mounting a Parker P2 060 piston pump to a 267 Series PTO on the left (drivers) side opening, the PTO must be ordered as a "3" assembly arrangement for pump clearance.
- 2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. For the 269, 277, 278 and 867 Series, use 329130-5X for left side, 329075-2X for top right and 329075-1X for right side. If ordering shift options "R", "G" or "H" for 277, 278 or 859 Series use 329130-5X for left side, 329075-1X for right side. If ordering shift options "R", "G" or "H" for 277, 278 or 859 Series use 329130-5X for left side, 329075-1X for right side THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 859, 870/877 and 890/897 Series All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 3. The 267 Series is not available in the "3" arrangement with an "XK" output due to interference with the pressure lube fitting.
- 4. 890/897 Series The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details

ALL-13R

- 1. When direct mounting a Parker P2 060 piston pump to a 267 Series PTO on the left (drivers) side opening, the PTO must be ordered as a "3" assembly arrangement for pump clearance.
- All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 3. The 267 Series is not available in the "3" arrangement with an "XK" output due to interference with the pressure lube fitting.
- 4. Do not use adapter gear assemblies on Allison 3000/4000 Series Automatic Transmissions.
- 5. 890/897 Series The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details

ALL-14

- 1. LEFT SIDE 870/877/890/897 PTOs may encounter interference with leaf spring assembly when using the 3 or 5 arrangement on the Peterbilt 320 chassis.
- 2. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
- 3. Do not use Adapter Gear Assemblies on Allison 3000/4000 Series Automatic Transmissions.
- 4. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 5. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.

6. 890 Family - The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details.

ALL-14C

- 1. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 2. 890 Family The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details.
- 3. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.

ALL-14R

- 1. The Right Side opening is located at approximately 1 o'clock when veiwed from the rear. All PTOs mounted in this location require pressure lubrication
- 2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE
- ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 3. 890 Family The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details.
- 4. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 5. Do not use Adapter Gear Assemblies on Allison 3000/4000 Series Automatic Transmissions.

ALL-15

- There is torque converter lock up feature available with the 1000/2000/2400 series transmissions. The torque converter lock up feature comes on and is controlled by the Transmission Control Module (TCM) when a signal is provided to the "PTO Enable" circuit of the TCM by the PTO switch. Lock up will only come on in the "NEUTRAL" and "PARK" positions at 1100 RPM transmission turbine speed. This equates to 1200-1250 RPM or higher engine speed, depending on PTO load. The lock up clutch does not come on automatically in "DRIVE" at 1100 RPM. Refer to the appropriate owner's manual for wiring installation.
- 2. If the 442 Series is ordered with Pressure Lube, Hose 328075X is supplied with the PTO A Restrictor Orifice, 379896 (442*FHVP) or 379594 (442*BHVP) is required and is shipped with the PTO.
- 3. 442*B Ratio DO NOT USE with Geared Adapter.
- 4. Geared Adapters 626/630/645 listed on this application page are for the 442 (F Ratio Only) or 272. 442*F Ratio Use 442ZFHV with (1) 7-A-140 filler block and (1) 328170-94X stud kit when mounting the PTO to one of the adapters listed. 272 Use 272L*HV (deep mount) with (1) 7-A-140 and (1) 328170-94X. Use 35-P-41 gasket between transmission and adapter. Use filler block (1) 7-A-140 between the adapter and PTO with 35-P-1 or 2 shim gaskets to obtain .006-012" of backlash between the driver gears.
- 5. Pre-2005; To connect the Chelsea PTO switch to the "PTO Enable" circuit of the TCM, a wiring kit must be ordered depending on the type of shifter being used. For Shifter without EOC order 329336-1X, for Shifter with EOC order 329336-2X and for Shifter with Pilot Valve order 329336-3X. These kits will include wire and installation instructions. ORDER SEPARATELY
- 6. Limited Ratios the K Ratio and above will not fit on this transmission due to adjacent interference with the input ratio gear. In some instances the D ratio will not fit either. There seems to be two variations of the transmission case that effect the D ratio, but we have no way to confirm which case is which.
- 7. A lube "T" fitting is required in the oil return cooling line to supply low pressure oil to the idler shaft of the 252(left side), 272, or 442 Series PTO. The 378840 "T" fitting is for transmission model 1000/2000/2400 with the SAE #3 bell housing, 378970 "T" fitting is for the transmission model 1000/2000/2400 with the SAE #2 bell housing, or the low pressure return line may be cut with a tube cutter and a compression "T" fitting may be installed.
- 8. MY2003 and after GM "C/K" Series 4500/5500/6500/7500/8500 Trucks If using the GM provided in-dash switch, use wiring harness 379924 for the 230/231/270/271/272 Series PTOs. Use wiring harness 329619X for the 252 Series PTO if the torque converter lock-up is required for the application. The kits must be ORDERED SEPARATELY.

ALL-16

- 1. The Allison Model MD-3066 has two 10 bolt aperture openings located at 9 o'clock on the left side and 2 o'clock on the right side (Top Right). Every PTO mounted on this transmission must have the pressure lube option ("P").
- 2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 4. Do not use Geared Adapters Assemblies on Allison 3000/4000 Series Automatic Transmissions.
- 5. 890 SERIES The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.

ALL-16C

- 1. The 280, 870, and 890 will not fit in a '3' arrangement on the left side of this transmission with a cooler. The remote and integral valve cap assembly hits the transmission.
- The Allison Model MD-3066 has two 10 bolt aperture openings located at 9 o'clock on the left side and 2 o'clock on the right side (Top Right). Every PTO mounted on this transmission must have the pressure lube option ("P").
- 3. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 4. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 5. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.
- 6. 890 SERIES The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.

ALL-16EV

- 1. "How to Calculate" Torque for two (2) PTO INTERMITTENT Applications. Combined Total = [Actual Torque of PTO#1] divided by [Per Cent of Engine] + [Actual Torque of PTO#2] divided by [Per Cent of Engine]. Application is OK if Combined Torque is less than 790 Lbs.ft for Intermittent use and the PTOs Torque Requirements are less than Stated PTO Torque Limits. For CONTINUOUS Applications = Application is OK if Combined Torque is less than 685 Lbs.ft and the PTOs Torque Requirements are less than Stated PTO Torque Limits x .80.
- 2. All Stated Torque Values on this page are for CONTINUOUS Duty Cycles for Fire & Emergency Applications with ONE (1) PTO Torque Values are as follows Continuous/Intermittent (Lb.ft): "A" Ratio-670/793, "B" Ratio-632/742, "C" Ratio-588/696, "D" Ratio-554/652, "E" Ratio-486/574, "F" Ratio-429/507, "G" Ratio 379/447 and "J" Ratio-334/394. Refer to Allison Tech Data (Watch # 291) for more information on Fire & Emergency PTO Applications and Transmission Torque Ratings.
- 3. The Stated INTERMITTENT Torque Values on this Page are for Fire and Emergency Vehicle Applications with One PTO not to Exceed 790 Lbs.ft [1068 N.m] on the Transmission PTO Drive Gear. For Two PTO Applications the Combined Torque Valve Can Not Exceed 790 Lbs.ft [1068 N.m] at the Transmission PTO Drive Gear. See Example on "How to Calculate".
- 4. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280/287, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 5. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 6. 890 SERIES The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.
- 7. Allison Transmission Maximum Power Capability of the Top Mount PTO Drive Gear on MD Series Transmissions used in the Fire and Emergency Vehicle Vocations has been Increased. The ratings on this page are valid only for the Side/Top Mount PTO Options. Refer to Allison Watch #291 for complete details.

ALL-16R

- 1. The Allison Model MD-3066 has two 10 bolt aperture openings located at 9 o'clock on the left side and 2 o'clock on the right side (Top Right). Every PTO mounted on this transmission must have the pressure lube option ("P").
- All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 4. Do not use Adapter Gear Assemblies on Allison 3000/4000 Series Automatic Transmissions.
- 5. 890 SERIES The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.

ALL-17

- 1. For MY2015 GM has changed the engine exhaust design. The exhaust pipe can not be removed as in previous model years. This is causing issues with PTO installation. Contact GM Upfitter Integration for assistance on PTO installation.
- 2. There is torque converter lock up feature available with the 1000 series transmission. The torque converter lock up feature comes on and is controlled by the Transmission Control Module (TCM) at 1100 RPM transmission turbine speed when a signal is provided to the "PTO Enable" circuit of the TCM by the PTO switch. This equates to 1200-1250 RPM or higher engine speed, depending on PTO load. Lock up will only come on in the "PARK" position. The lock up clutch does not come on automatically in "DRIVE" at 1100 RPM. Refer to the appropriate owner's manual for wiring installation.
- 3. The PTO torque ratings shown are based on the maximum allowable torque of 250 lb-ft at the 64 tooth gear in the transmission with the PTO on one opening only. With PTOs mounted on both openings the maximum allowable torque at the 64 tooth gear in the transmission is 200 lb-ft. For a more precise evaluation of your PTO application refer to the Allison Body Builders Book, Section F, PTO Systems Provisions.
- 4. The 252 Series for MY2015 and later GM C/K series Cab/Chassis order wiring harness part number 75-P-33. For 2007-2014 order Chelsea part number 329620X. This harness must be ordered separately and is required for proper PTO to Engine interface operation. Refer to GM UI Bulletin #80.
- 5. Only the 12v "B" option shifter can be used on this application.

6. The left PTO aperture opening on this application is not usable due to engine fuel lines blocking the opening.

ALL-18

- 1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
- 2. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.
- 3. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 4. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 5. The 3700 and MD3070 have PTO Availability on the Left-Side Only. The Right-Side is Utilized by OE Equipment. The Transfer Case is Integral to the Transmission

ALL-19

- 1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
- 2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 4. 892/899 SERIES The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.
- 5. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.

ALL-19C

- 1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
- 2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 4. 892/899 SERIES The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.
- 5. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.

ALL-19R

- 1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
- 2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
- 3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
- 4. 892/899 SERIES The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.
- 5. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.

ALL-20

- 1. The PTO Provision is optional for the TC10. All TC10 Transmissions have a PTO pad and cover located on the rear cover. The TC10 includes the PTO drive shaft if the PTO option is ordered with the transmission. If the transmission does not have optional PTO provision, the PTO adapter can be added (Contact Allison)
- 2. For all PTO installations, the Allison 5th Generation Controls' PTO Drive Interface must be integrated into the installation of the PTO control.