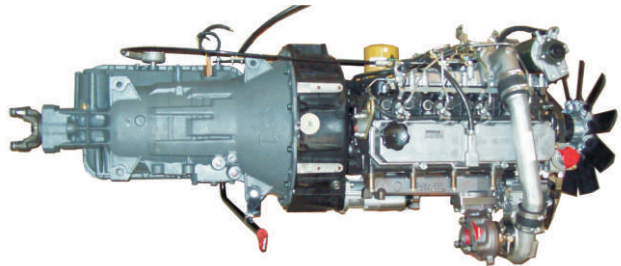


NOW AN ECONOMICAL HEAVY DUTY TRANSMISSION SOLUTION FOR THE UNDERGROUND TRANSPORTATION VEHICLE. THIS IS A TRUE HEAVY DIESEL ENGINE TRUCK TRANSMISSION COMBINED WITH HEAVY DUTY SHIFTER, MODULATOR, FILTER, COOLER AND OTHER COMPONENTS.



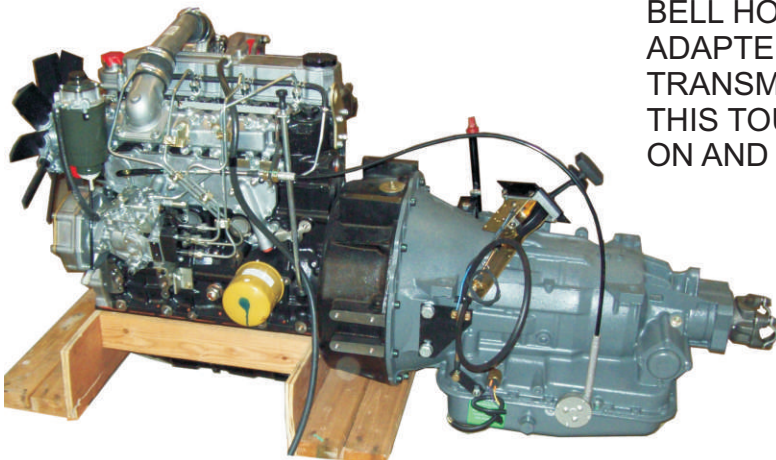
ALLISON AT545 TRANSMISSION PACKAGE

FOUR SPEED AUTOMATIC TRANSMISSION WITH LOCKOUT OF GEARS POSSIBLE



Transmission shown mounted on a Mitsubishi S4S-DT engine.

BOLTS UP TO THE SAE #3 BELL HOUSING WITH NO ADAPTERS. NO REAR TRANSMISSION MOUNT REQUIRED, THIS TOUGH TRANSMISSION HANGS ON AND DOES THE JOB!



K&E TECHNICAL, INC.
1432 State Highway 37 S.
P.O. Box 465
West Frankfort, IL 62896
Phone: 618-932-2245
Fax: 618-937-3200

SPECIFICATIONS

General rating:

Net input power (max).....235 hp
Input speed range.....2400 - 4000 rpm (diesel),
Net input torque (max).....445 lb ft
Vehicle weight (GVW or GCW).....Up to 30,000 lbs

Mounting:

Engine...SAE 3 automotive flywheel housing with flex plate drive

Gearing:

Type.....Constant mesh, spur type planetary

Range	Ratios*:
First.....	3.45:1
Second.....	2.25:1
Third.....	1.41:1
Fourth.....	1.00:1
Reverse.....	5.02:1

* Gear ratio does not include torque converter ratio.

Power takeoff provision*

Converter driven (SAE 6-bolt Regular Duty PTO)
Location.....Right side (viewed from rear)
Drive gear ratio..... All ranges--1.00 x turbine speed
Drive gear rating.....200 lb ft continuous; 250 lb ft intermittent

Oil system

Oil type.....Dexron® IIE;, Dexron® III, C 4
Filter.....Full flow, replaceable element, remote mounted
Cooler.....Remote mounted

Size

Length.....27.2 in
Width.....19.8 in
Height.....18.4 in
Depth Below Center Line.....9.2 in
Weight (dry).....289 lbs

Design Features & Benefits

Designed for use with diesel engines up to 235 nhp. Four forward ranges and one reverse.

Clutches are multidisc design, oil-cooled, hydraulically-operated and self-compensating for normal wear. Spur-type planetary gears are designed for strength, quietness and long life.

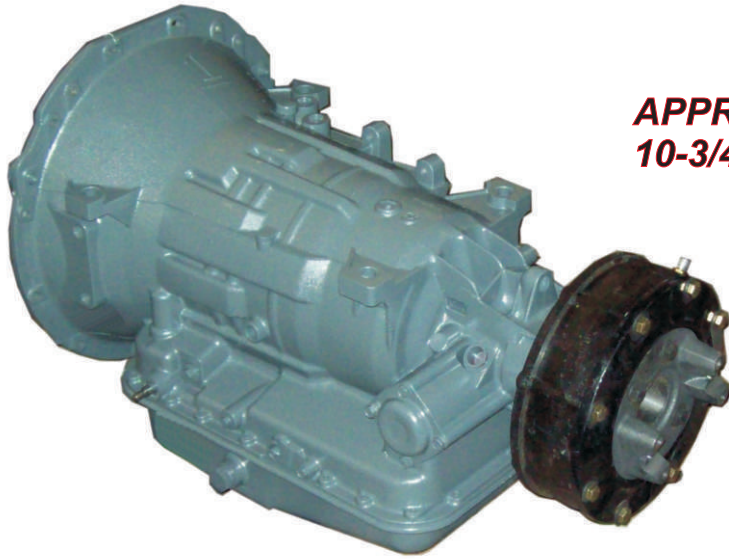
Automatic upshifting and downshifting within each drive range. Built-in inhibitors prevent downshifts or shifts into reverse unless vehicle speed is within an acceptable range.

The Allison three-element torque converter provides smooth, shock-free operation. A choice of converters permits matching the transmission to a wide variety of engines.

Converter-driven power takeoff drive on right side of transmission (as viewed from the rear) is standard on non-retarder models. Design is SAE 6-bolt.

Provisions for neutral start switch, reverse signal switch, SAE regular-duty thread-type speedometer drive, electronic speedometer drive and parking brake.

**NOW AVAILABLE! ENCLOSED SAHR PARK BRAKE FOR OUR
ALLISON HEAVY DUTY 4 SPEED AUTOMATIC TRANSMISSION**



**APPROXIMATE DIMENSIONS:
10-3/4" DIAMETER X 4" THICK**

**STATIC HOLDING TORQUE:
2,000 FT/LB (24,000 IN/LB)**

**RELEASE PRESSURE: 1150 PSI
MAXIMUM PRESSURE: 2000 PSI**



**DIRECTLY MOUNTS TO
THE TRANSMISSION**



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PH. 618-932-2245 FAX 618-937-3200
www.ketechnical.com