

PRODUCT SPECIFICATIONS FOR CX31-P600

TRANSMISSION SPECIFICATIONS

Gross Input Power	600 BHP
Gross Peak Input Torque	2025 ft-lb
Rated Input Speed	2100 r/min
Maximum Turbine Torque	2600 ft-lb
Minimum Input Speed	2500 r/min
Retarder Rating	535 HP
Retarder Rating Speed	2400 r/min
Electrical System	24 V
Gear Type	Planetary Spur
Gears	6F/1R
1F Gear Ratio	4.40
2F Gear Ratio	2.33
3F Gear Ratio	1.53
4F Gear Ratio	1.00
5F Gear Ratio	0.72
6F Gear Ratio	0.61
1R Gear Ratio	-3.97
Overall Gear Ration	7/21

CX31-P600 STANDARD EQUIPMENT

CAT ENGINES FOR OPTIMIZED POWER TRAIN

C9 ACERT, C11 ACERT, C13 ACERT, C15 ACERT, C18 ACERT (A and B ratings)

TRANSMISSION ROTATION

Input rotation — counterclockwise Output rotation — counterclockwise(as viewed from rear)

TORQUE CONVERTER

Lock-up clutch, torque converter drive in all gears integral to transmission

Stall torque ratio

CLUTCHES

Clutches — electro-hydraulic fully modulated, oil cooled, multidisc

Clutch modulation control — Cat Electronic Clutch Pressure Control (ECPC)

INSTALLATION CONNECTIONS

2 oil cooler lines

1 electrical connector

OIL SYSTEM

Cat Transmission/Drive Train Oil-4 (TDTO) sump oil temperatures

Maximum converter outlet oil temperature — 250°F (121°C)

Hydraulic fill capacity — 6.5 gal (25 L) subject to cooler size, lines, and installation — initial fill may be greater

Direct mount filter

MOUNTINGS

Input (flywheel) — SAE #1 dry flywheel housing

Side supports — two SAE #2 pads

Output — 1710 yoke, 1810 yoke, 1810 companion flange, ISO 8667-T180 flange

POWER TAKE-OFF DRIVES

Location

8 bolt mounting type

Rated torque

Rotation: same as engine

Ratio, 1:1

CX31-P600 OPTIONAL EQUIPMENT

OIL SYSTEM

Remote mount oil filter

MOUNTINGS

Remote mount ECU

Remote mount filter option

INTEGRAL POWER TAKE-OFF

Location: 1 o'clock and 11 o'clock as viewed from rear

Mounting type

Rated torque

Rotation: same as engine

Ratio - 1.09:1

REAR POWER TAKE-OFF

Location: 5 o'clock as viewed from rear

Mounting type: 8 bolt

Rated torque: 1000 lb-ft (1360 N•m)

Rotation: Opposite of engine

Ratio - 1.25:1