



DRIVING TRANSMISSION TECHNOLOGY®



MECHANIC'S TIPS

**1000/2000
PRODUCT FAMILIES**

**ALLISON 4th GENERATION CONTROLS
2010 UPRATE**

MT4007EN

TECHNICAL PUB

Mechanic's Tips

2010 NOVEMBER
MT4007EN

Allison Transmission

2010 Uprate
Allison 4th Generation Controls

1000 and 2000 Product Families

1000 EVS	2100 MH	2200 SP	2350 SP	2550 MH
1000 HS	2100 PTS	2300 HS	2500 EVS	2550 PTS
1000 MH	2100 RDS	2300 PTS	2500 HS	2550 RDS
1000 PTS	2100 SP	2300 RDS	2500 MH	2550 SP
1000 RDS	2200 EVS	2350 EVS	2500 PTS	B 210
1000 SP	2200 HS	2350 HS	2500 RDS	B 220
2000 MH	2200 MH	2350 MH	2500 SP	
2100 EVS	2200 PTS	2350 PTS	2550 EVS	
2100 HS	2200 RDS	2350 RDS	2550 HS	



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NOTES

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TRADEMARK USAGE

The following trademark is the property of the company indicated:

- Allison DOC[®] is a Registered Trademark of Allison Transmission, Inc.

IMPORTANT SAFETY INFORMATION

IT IS YOUR RESPONSIBILITY to be completely familiar with the warnings and cautions in this manual. These warnings and cautions advise of specific methods or actions that can result in personal injury, equipment damage, or cause the equipment to become unsafe. These warnings and cautions are not exhaustive. Allison Transmission could not possibly know, evaluate, or advise the service trade of all conceivable procedures by which service might be performed or of the possible hazardous consequences of each procedure. Accordingly, **ANYONE WHO USES A SERVICE PROCEDURE OR TOOL WHICH IS NOT RECOMMENDED BY ALLISON TRANSMISSION MUST** first be thoroughly satisfied that neither personal safety nor equipment safety will be jeopardized by the service methods used.

Vehicle manufacturers integrate Allison transmissions into vehicles used for a variety of vocations and services. The vehicle manufacturer is responsible for identifying the specific operating conditions to which the vehicle will be subjected and to communicate the appropriate means for preventing unintended vehicle movement within those conditions, in order to ensure vehicle and operator safety. The vehicle owner and operator should be aware of and follow the vehicle manufacturer's operating instructions and warnings related to parking and preventing unintended vehicle movement.

Proper service and repair is important to the safe and reliable operation of the equipment. The service procedures recommended by Allison Transmission (or the vehicle manufacturer) and described in this manual are effective methods for performing service and diagnostic operations. Some procedures require using specially designed tools. Use special tools when and in the manner recommended.

The **WARNINGS**, **CAUTIONS**, and **NOTES** in this manual apply only to the Allison transmission and not to other vehicle systems which may interact with the transmission. Be sure to review and observe any vehicle system information provided by the vehicle manufacturer and/or body builder at all times the Allison transmission is being serviced.

WARNINGS, CAUTIONS, NOTES

Three types of headings are used in this manual to attract your attention:



WARNING: A warning is used when an operating procedure, practice, etc., which, if not correctly followed, could result in personal injury or loss of life.



CAUTION: A caution is used when an operating procedure, practice, etc., which, if not strictly observed, could result in damage to or destruction of equipment.



NOTE: A note is used when an operating procedure, practice, etc., is essential to highlight.

LIST OF WARNINGS

This manual contains the following warnings—

IT IS YOUR RESPONSIBILITY TO BE FAMILIAR WITH ALL OF THEM.

- **For vehicles containing 1000 and 2000 Product Families transmissions with park pawl, each time you park the vehicle or leave the operator's station with the engine running, do the following:**
 1. **Bring the vehicle to a complete stop using the service brake.**
 2. **Make sure that the engine is at low idle rpm.**
 3. **Put the transmission in P (Park).**
 4. **Engage the P (Park) range by slowly releasing the service brake.**
 5. **Apply the emergency brake and/or parking brake, if present, and make sure it is properly engaged.**
 6. **If the operator's station will be unoccupied with the engine running, chock the wheels and take any other steps necessary to keep the vehicle from moving.**

If this procedure is not followed, the vehicle can move suddenly and you or others could be injured.

LIST OF WARNINGS (cont'd)

**This manual contains the following warnings—
IT IS YOUR RESPONSIBILITY TO BE FAMILIAR WITH ALL OF THEM.**

- **For vehicles containing 2000 Product Family transmissions with auto-apply parking brakes, each time you park the vehicle or leave the operator's station with the engine running, do the following:**
 - 1. Bring the vehicle to a complete stop using the service brake.**
 - 2. Make sure that the engine is at low idle rpm.**
 - 3. Put the transmission in PB (Auto-Apply Parking Brake), and make sure that the parking brake is properly engaged.**
 - 4. Engage the P (Park) range by slowly releasing the service brake.**
 - 5. Apply the emergency brake, if present, and make sure it is properly engaged.**
 - 6. If the operator's station will be unoccupied with the engine running, chock the wheels and take any other steps necessary to keep the vehicle from moving.**

If this procedure is not followed, the vehicle can move suddenly and you or others could be injured.

LIST OF WARNINGS (cont'd)

This manual contains the following warnings—

IT IS YOUR RESPONSIBILITY TO BE FAMILIAR WITH ALL OF THEM.

- **For vehicles containing 2000 Product Family transmissions without auto-apply parking brakes, each time you park the vehicle or leave the operator's station with the engine running, do the following:**
 1. **Bring the vehicle to a complete stop using the service brake.**
 2. **Make sure that the engine is at low idle rpm.**
 3. **Put the transmission in N (Neutral).**
 4. **Apply the emergency brake and/or parking brake, and make sure it is properly engaged.**
 5. **If the operator's station will be unoccupied with the engine running, chock the wheels and take any other steps necessary to keep the vehicle from moving.**

If this procedure is not followed, the vehicle can move suddenly and you or others could be injured.

- **Chock wheels to prevent vehicle from moving when driveline is disconnected. This is not necessary if vehicle is on a lift or jackstands.**
- **Be sure the torque converter is moving rearward with the transmission as it is removed. Do not allow the torque converter to become disengaged from the oil pump or to fall completely out of the transmission causing damage and/or personal injury.**
- **Handle the transmission carefully whenever the torque converter retaining bracket is not present. NEVER tilt the converter end down or the torque converter can slide forward, disengaging the oil pump, or can fall completely out of the transmission causing damage and/or personal injury.**

LIST OF WARNINGS (cont'd)

This manual contains the following warnings—
IT IS YOUR RESPONSIBILITY TO BE FAMILIAR WITH ALL OF THEM.

- **The torque converter must be held to the torque converter housing by a retaining device such as shipping brackets. Without the retaining device, the torque converter may slide forward, disengaging the oil pump, or may fall completely out of the transmission causing personal injury and/or property damage.**
- **The 1000 and 2000 Product Families transmission dry weights are approximately 150 kg (330 lb). To help avoid personal injury and/or property damage:**
 - **Use caution when installing, removing, or moving the transmission.**
 - **Get help when lifting the transmission. Assistance from a hoist or other lifting equipment may be required.**
 - **Make sure that the lifting equipment can properly support the transmission.**



Allison
Transmission®

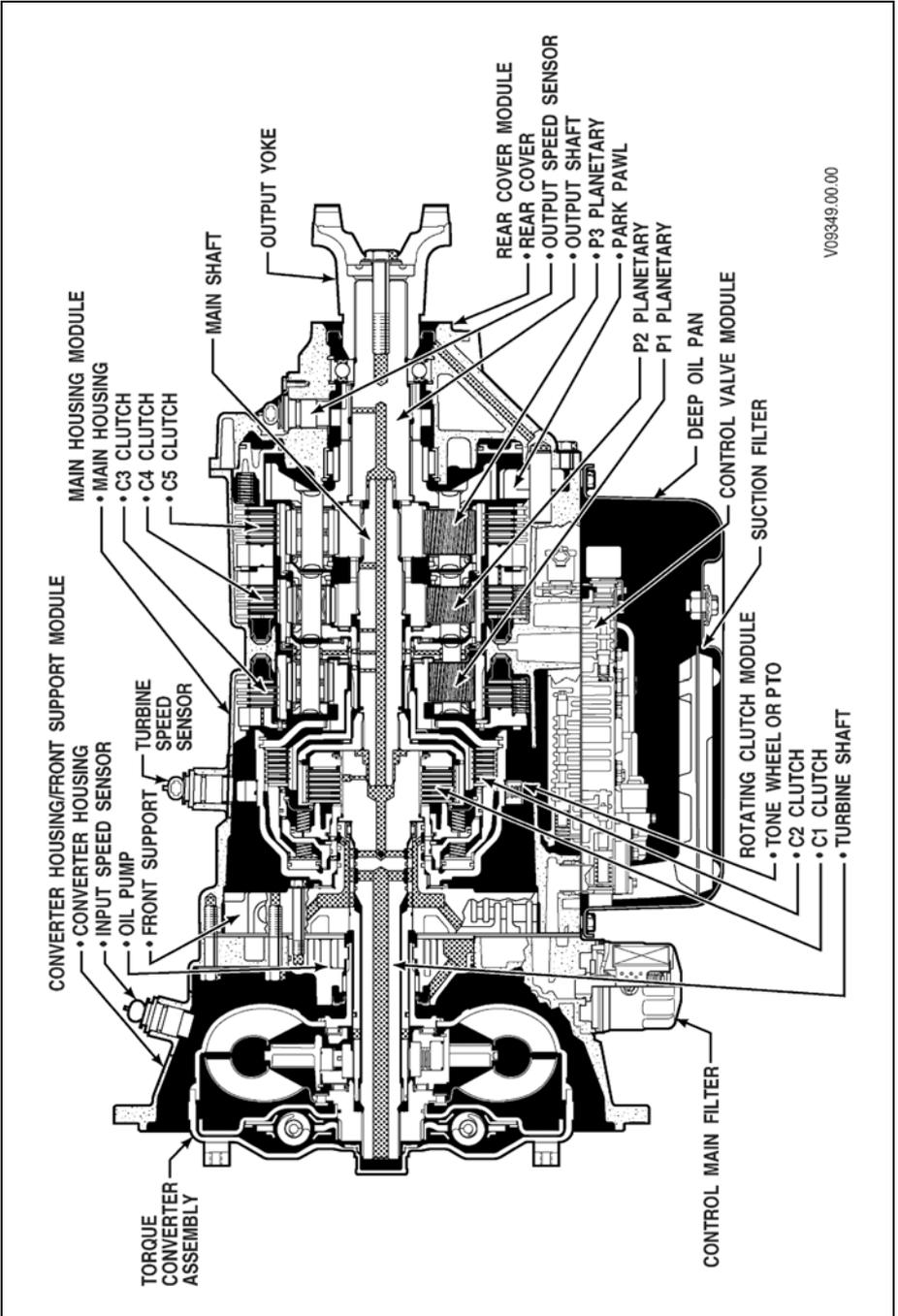
INTRODUCTION

Section 1

1.1 INTRODUCTION

This manual is a mechanic's reference for maintaining, removing, or installing Allison 4th Generation Controls, 1000 and 2000 Product Families transmission in a manner that assures satisfactory operation and long service life. All features of the transmission and the vehicle involved in installation procedures are discussed. For additional detailed information, refer to Service Manuals (SM4006EN and SM5818EN) and Troubleshooting Manual (TS3977EN).

Unless indicated otherwise, this manual refers to all Allison 4th Generation Controls 1000 and 2000 and 2010 Uprate Product Families transmissions. The differences between the various transmissions are explained as required.



V09949.00.00

Figure 1-1. 1000 and 2000 Product Families—Cross Section (With Park Pawl)

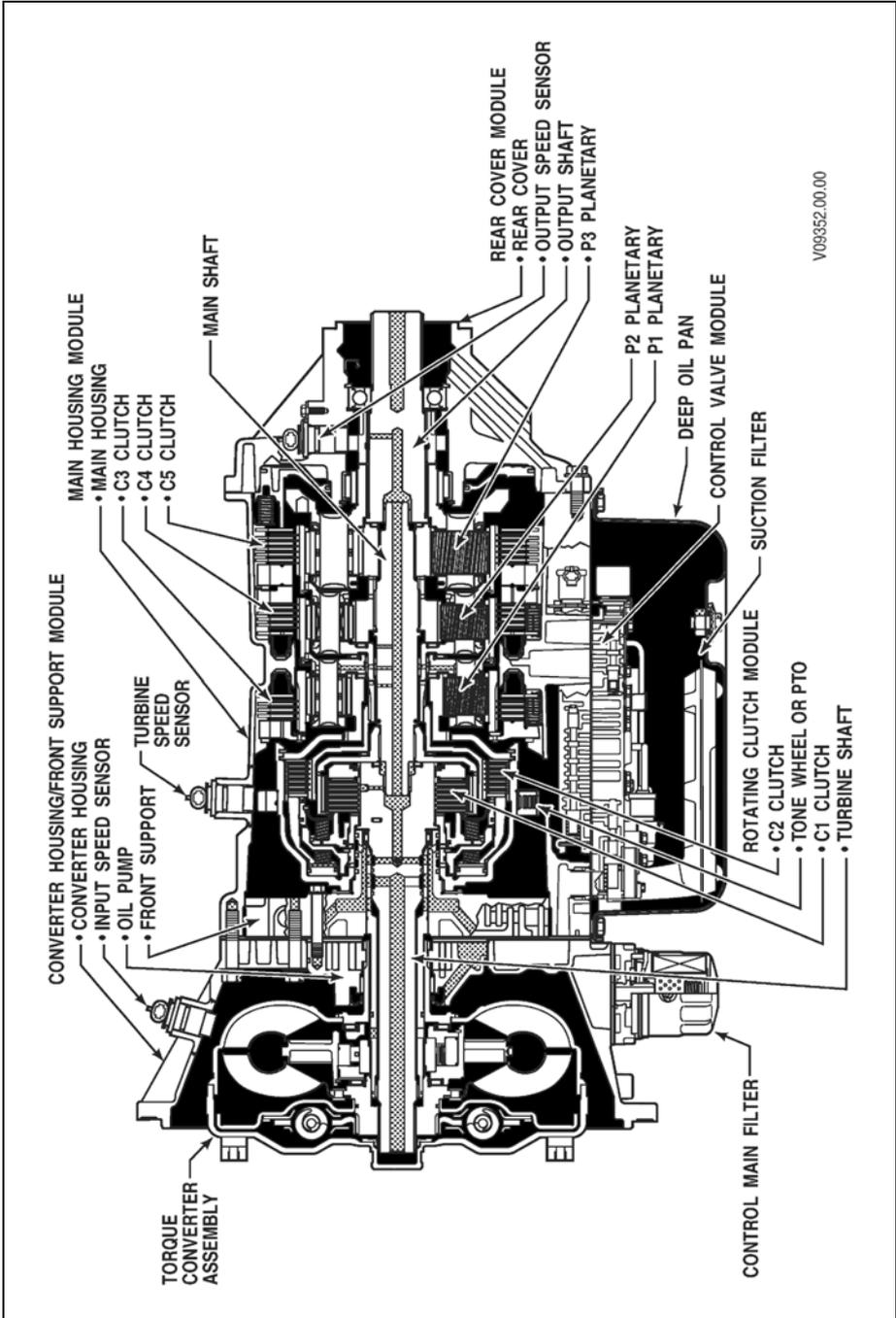
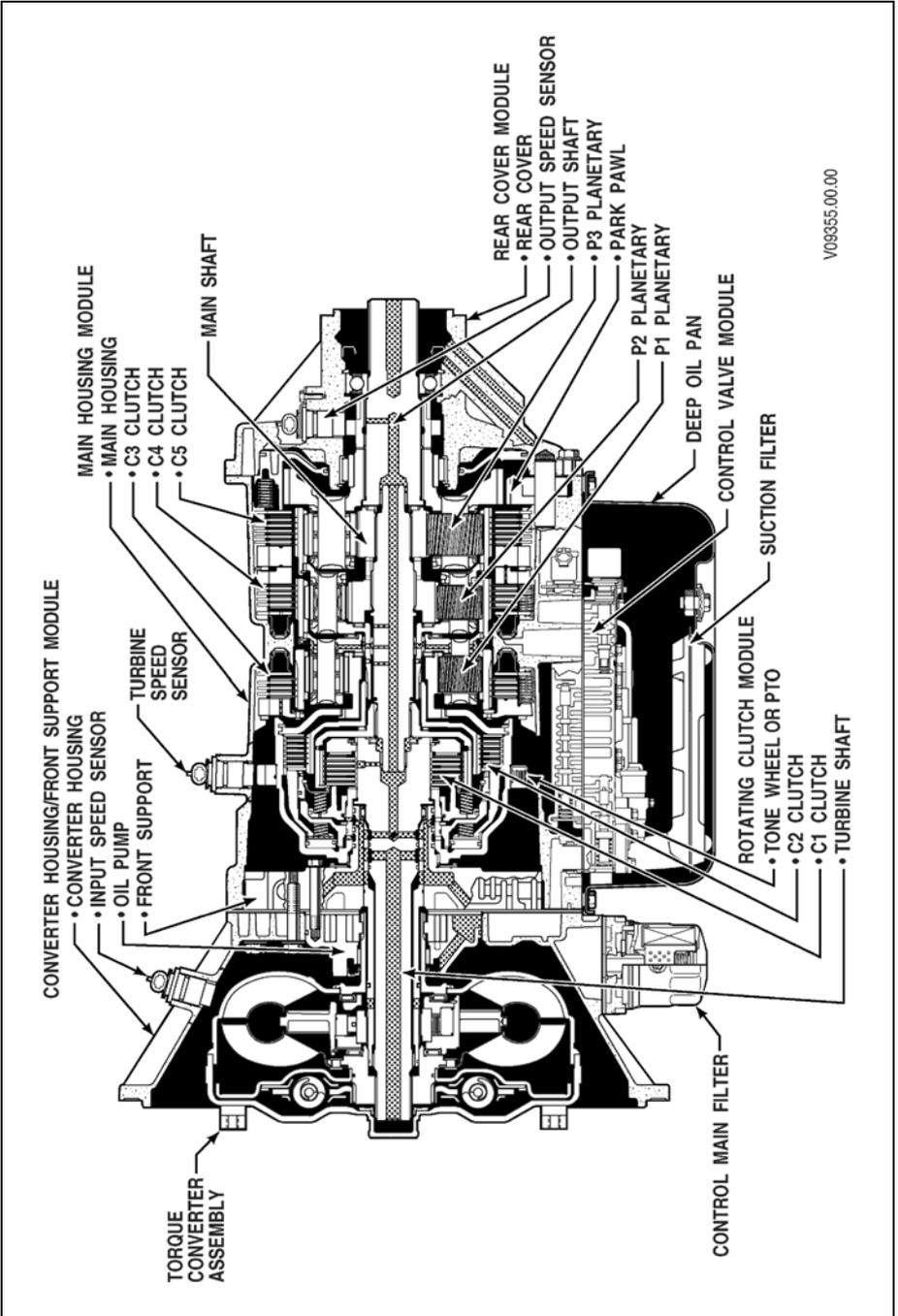
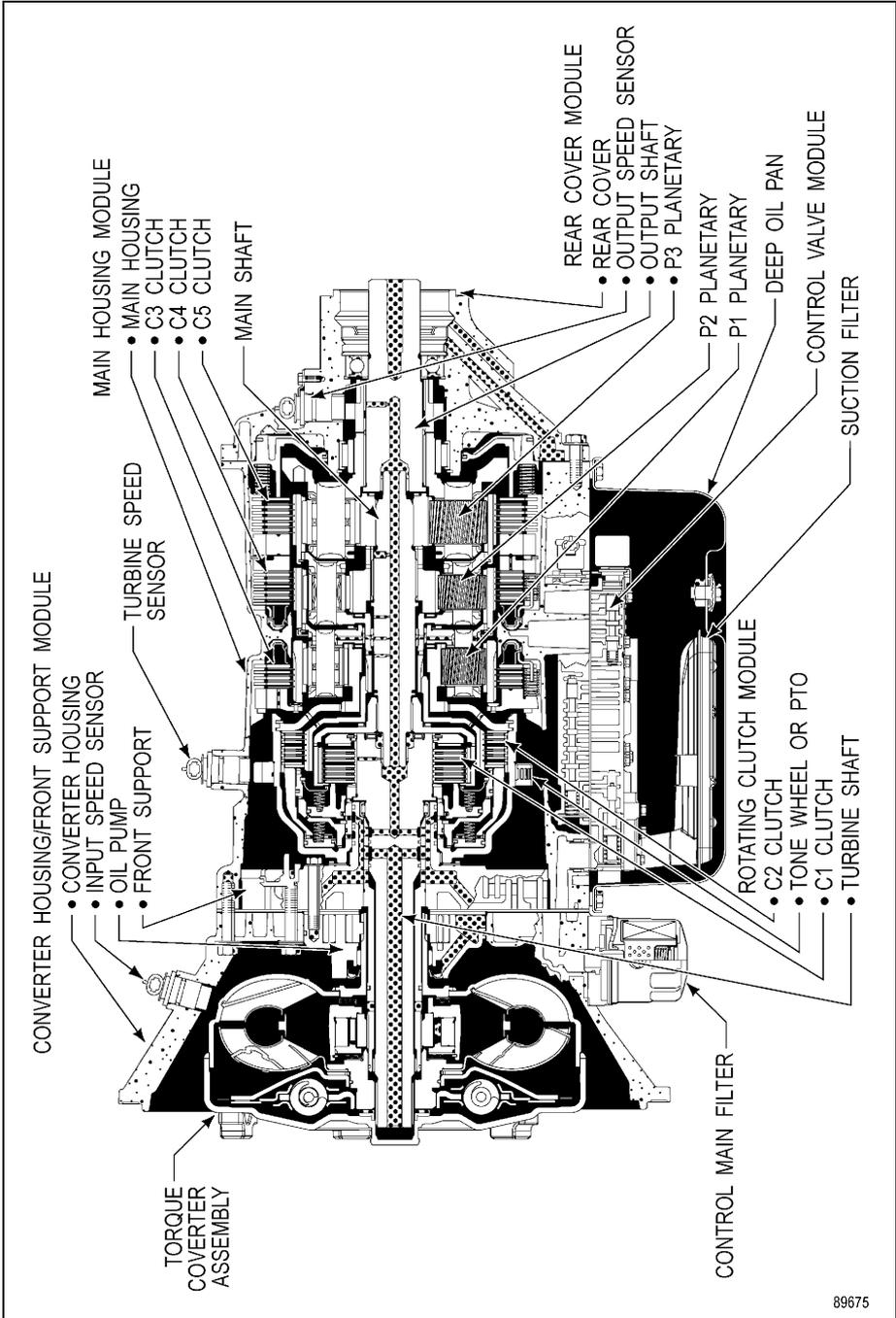


Figure 1-2. 2000 Product Family—Cross Section



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Figure 1-3. 2000 Product Family—Cross Section (with Park Pawl)



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Figure 1-4. 1000 and 2000 Product Family—2010 Uprate

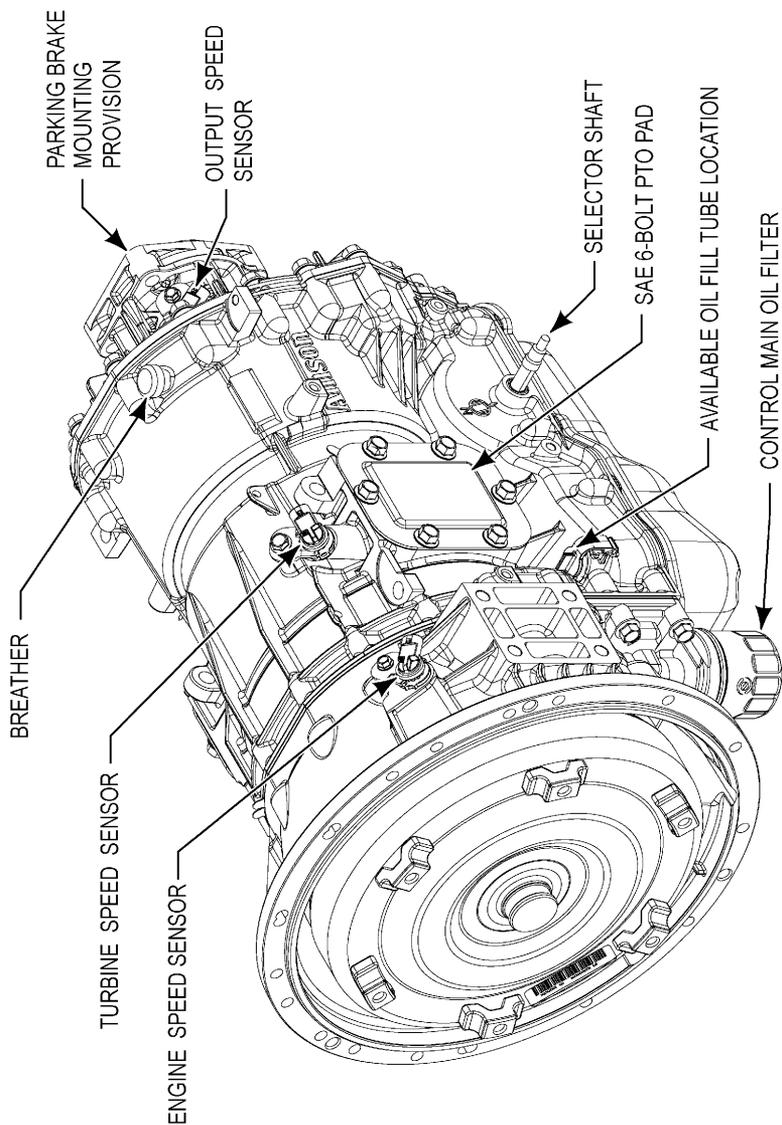


Figure 1-5. 1000 and 2000 Product Families—Left-Front View

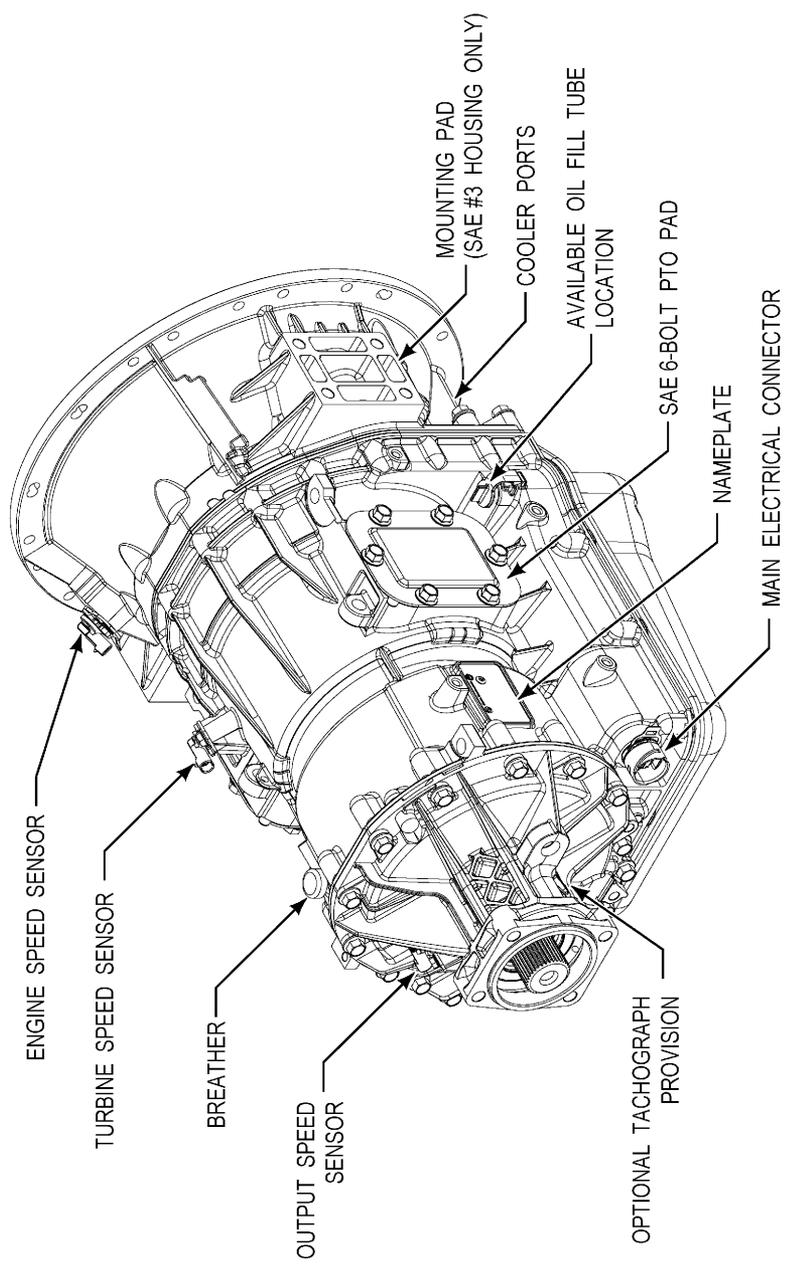
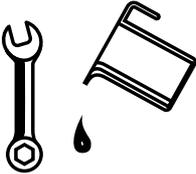


Figure 1-6. 1000 and 2000 Product Families—Right-Rear View

	<h2>PREVENTIVE MAINTENANCE</h2>	<h2>Section 2</h2>
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2.1 PERIODIC INSPECTION AND CARE

2.1.1 Transmission Inspection.



CAUTION: When cleaning the transmission, do not spray steam, water, or cleaning solution directly at the electrical connectors. Spraying steam, water, or cleaning solution at the electrical connectors can cause codes and cross talk.



CAUTION: When cleaning the transmission, do not spray steam, water, or cleaning solution directly at the breather. Spraying steam, water, or cleaning solution at the breather can force water or cleaning solution into the transmission and contaminate the transmission fluid.

Clean and inspect the exterior of the transmission at regular intervals. Severity of service and operating conditions determine the frequency of these inspections. Inspect the transmission for:

- Loose bolts—transmission and mounting components.
- Fluid leaks—repair immediately.
- Loose, dirty, or improperly adjusted throttle sensor.
- Damaged or loose hoses.
- Worn, frayed, or improperly routed electrical harnesses.
- Worn or frayed electrical connectors.
- Worn or out-of-phase driveline U-joints and slip fittings.
- Clogged or dirty breather (vent assembly).

2.1.2 Vehicle Inspection.

Check the vehicle cooling system occasionally for evidence of transmission fluid which indicates a faulty oil cooler.

2.1.3 Welding.



CAUTION: When welding on the vehicle:

- DO NOT WELD on the vehicle without disconnecting all control system wiring harness connectors from the TCM.
- DO NOT WELD on the vehicle without disconnecting TCM battery power and ground leads.
- DO NOT WELD on any control components.
- DO NOT CONNECT welding cables to any control components.

Label ST2067EN describes on-vehicle welding precautions and is available from your authorized Allison service dealer and should be installed in a conspicuous place. A vehicle used in a vocation that requires frequent modifications or repairs involving welding **must** have an on-vehicle welding label.

2.2 PROGNOSTICS

2.2.1 1000 and 2000 Product Families Service Prognostics. Prognostics are used to predict the need for transmission maintenance. Service Prognostics were introduced with MY09 vehicles and require the use of Allison-approved TES 295 fluids and Control Main Filter P/N 29539579. MY09 Prognostics were offered as a package to OEMs as an option (refer to the following caution for vehicles not equipped for Prognostics). Starting in January 2010, the Service Prognostics package requires the use of Allison-approved TES 295 or TES 389* fluids and Control Main Filter P/N 29539579. Transmission operating parameters monitored by the Prognostics feature are:

1. Oil Life Monitor (OM)
2. Filter Life Monitor (FM)
3. Transmission Health Monitor (TM)

* TES 389 fluids can only be used with Prognostics on January 2010 (or later) transmissions and calibrated TCMs.



NOTE: To determine if your vehicle has Prognostics enabled, observe operation of the OEM-installed service indicator light. This light illuminates for five seconds during start-up in all vehicles equipped with Prognostics. When Prognostics are enabled, the service indicator light illuminates again for three seconds after the initial five-second bulb check. If you are still unable to determine whether your vehicle has Prognostics enabled, consult your OEM service department or an authorized Allison distributor or dealer.

When a specified service threshold is detected for one of these parameters, the **TRANS SERVICE** indicator is illuminated to alert the operator to the need for action. Failure to attend to the service condition and reset the **TRANS SERVICE** indicator within a defined operating period results in the illumination of the **CHECK TRANS** light (in addition to the **TRANS SERVICE** light), indicating the increased probability that the service condition may/will develop into a more serious condition.

The process for resetting the **TRANS SERVICE** indicator varies for each feature and is described in each of the following sections. Use the Allison DOC[®] For PC–Service Tool to review the current status of any of these features and a history of indicator resets.



CAUTION: Transmission Prognostics features may be turned ON or OFF by a special transmission calibration and **REQUIRES** the use of Allison-approved TES 295 and TES 389 fluids. If any other fluids or filters are used, prognostic features must be turned OFF. Prognostics information will not be accurate with the use of any other transmission fluid and could result in improper maintenance activities resulting in transmission damage. If Prognostics is not programmed or is turned OFF, the kilometers (miles)/hours/months method of determining fluid and filter change intervals will apply. Refer to the charts in [Section 2. PREVENTIVE MAINTENANCE](#) in this book, or visit www.allisontransmission.com for a list of Allison-approved TES fluids, or read Service Tips 1099 (current revision) for details.

2.2.2 Oil Life Monitor (OM). The **TRANS SERVICE** indicator illuminates when the remaining fluid life reaches approximately 2 percent (the parameter begins at 100 percent moving downward towards the lowest threshold), indicating the required change of the transmission fluid. The **TRANS SERVICE** indicator is lit steadily upon each initialization of the TCM, and remains on for approximately two minutes after the initial selection of a drive range, until service is performed and the indicator is reset.

The **TRANS SERVICE** indicator can be reset with the Allison DOC® For PC–Service Tool. It may also be reset by selecting **N (Neutral)-D (Drive)-N (Neutral)-D (Drive)-N (Neutral)-R (Reverse)-N (Neutral)** on the shift selector, pausing briefly (less than three seconds) between each selector movement, with the ignition on and the engine not running. More details are provided in applicable Allison service literature for your specific transmission model.

Failure to perform maintenance and reset the **TRANS SERVICE** indicator within the next 100 hours of transmission operation will result in the illumination of the **CHECK TRANS** light (in addition to the **TRANS SERVICE** light). Any time this light is illuminated, the TCM registers a Diagnostic Trouble Code (DTC), which requires the use of Allison DOC® For PC–Service Tool to clear the code.

In addition to viewing DTCs, the Allison DOC® For PC–Service Tool may also be used to display the amount of transmission operation from the initial service indication until the service reset.

2.2.3 Filter Life Monitor (FM). The **TRANS SERVICE** indicator flashes beginning with the first TCM initialization after reaching the time and mileage parameters, indicating the filter has reached the end of its designed life. The indicator continues to flash for two minutes after **D (Drive)** has been selected. Thereafter, the indicator illuminates and flashes upon each TCM initialization, continuing to flash for two minutes after the selection of **D (Drive)** each time, until service is performed and the indicator is reset.

The **TRANS SERVICE** indicator can be reset with the Allison DOC® For PC–Service Tool. It may also be reset by selecting **N (Neutral)-R (Reverse)-N (Neutral)-R (Reverse)-N (Neutral)-D (Drive)-N (Neutral)** on the shift selector, pausing briefly (less than three seconds) between each selector movement, with the ignition on and the engine not running. More details are provided in applicable Allison service literature for your specific transmission model.

Failure to perform maintenance and reset the **TRANS SERVICE** indicator after an additional 100 hours of transmission operation results in the illumination of the **CHECK TRANS** light (in addition to the **TRANS SERVICE** light). Any time this light is illuminated, the TCM registers a DTC, which requires the use of Allison DOC® For PC–Service Tool to clear the DTC.

In addition to viewing DTCs, the Allison DOC® For PC–Service Tool may also be used to display the amount of transmission operation from the initial service indication until the service reset.

2.2.4 Transmission Health Monitor (TM). The **TRANS SERVICE** indicator illuminates, indicating the need for clutch maintenance, when the remaining clutch life reaches approximately 10 percent, or if the running clearance exceeds a maximum value which may indicate a non-wear-related issue. The indicator is lit steadily upon initialization of the TCM, and remains on at all times, continuing to operate in this manner until service is performed and the indicator is reset. If reset does not occur within 100 hours, the **CHECK TRANS** light is illuminated (in addition to the **TRANS SERVICE** light) and the TCM registers a DTC.

The indicator resets automatically upon elimination of the clutch clearance condition which initiated it. The indicator can also be reset using the Allison DOC® For PC–Service Tool if necessary.

In addition to viewing DTCs, the Allison DOC® For PC–Service Tool may be used to display the amount of transmission operation from the initial service indication until the service reset.

2.3 IMPORTANCE OF PROPER TRANSMISSION FLUID LEVEL

Transmission fluid cools, lubricates, and transmits hydraulic power. Always maintain proper fluid level. If fluid level is too low, the torque converter and clutches do not receive an adequate supply of fluid and the transmission overheats. If the level is too high, the fluid aerates—causing the transmission to shift erratically and overheat. Fluid may be expelled through the breather or dipstick tube when the fluid level is too high.

2.4 TRANSMISSION FLUID CHECK



WARNING: For vehicles containing 1000 and 2000 Product Families transmissions with park pawl, each time you park the vehicle or leave the operator's station with the engine running, do the following:

1. Bring the vehicle to a complete stop using the service brake.
2. Make sure that the engine is at low idle rpm.
3. Put the transmission in **P** (Park).
4. Engage the **P** (Park) range by slowly releasing the service brake.
5. Apply the emergency brake and/or parking brake, if present, and make sure it is properly engaged.
6. If the operator's station will be unoccupied with the engine running, chock the wheels and take any other steps necessary to keep the vehicle from moving.

If this procedure is not followed, the vehicle can move suddenly and you or others could be injured.



WARNING: For vehicles containing 2000 Product Family transmissions with auto-apply parking brakes, each time you park the vehicle or leave the operator's station with the engine running, do the following:

1. Bring the vehicle to a complete stop using the service brake.
2. Make sure that the engine is at low idle rpm.
3. Put the transmission in **PB** (Auto-Apply Parking Brake), and make sure that the parking brake is properly engaged.
4. Engage the **P** (Park) range by slowly releasing the service brake.
5. Apply the emergency brake, if present, and make sure it is properly engaged.
6. If the operator's station will be unoccupied with the engine running, chock the wheels and take any other steps necessary to keep the vehicle from moving.

If this procedure is not followed, the vehicle can move suddenly and you or others could be injured.



WARNING: For vehicles containing 2000 Product Family transmissions without auto-apply parking brakes, each time you park the vehicle or leave the operator's station with the engine running, do the following:

1. Bring the vehicle to a complete stop using the service brake.
2. Make sure that the engine is at low idle rpm.
3. Put the transmission in **N** (Neutral).
4. Apply the emergency brake and/or parking brake, and make sure it is properly engaged.
5. If the operator's station will be unoccupied with the engine running, chock the wheels and take any other steps necessary to keep the vehicle from moving.

If this procedure is not followed, the vehicle can move suddenly and you or others could be injured.



NOTE: For accurate fluid level checks, be sure the fill tube and dipstick meet Allison Transmission specifications.

Figure 2-1 shows the current dipstick markings for both deep and shallow pans used on transmissions prior to January 2010 Uprate. These markings can also be used with January 2010 Uprate transmissions, but it is recommended that January 2010 Uprate and later transmissions use Figure 2-2 (shallow) and Figure 2-3 (deep). After January 2011, all transmissions will be **required** to use Figure 2-2 (shallow) and Figure 2-3 (deep).

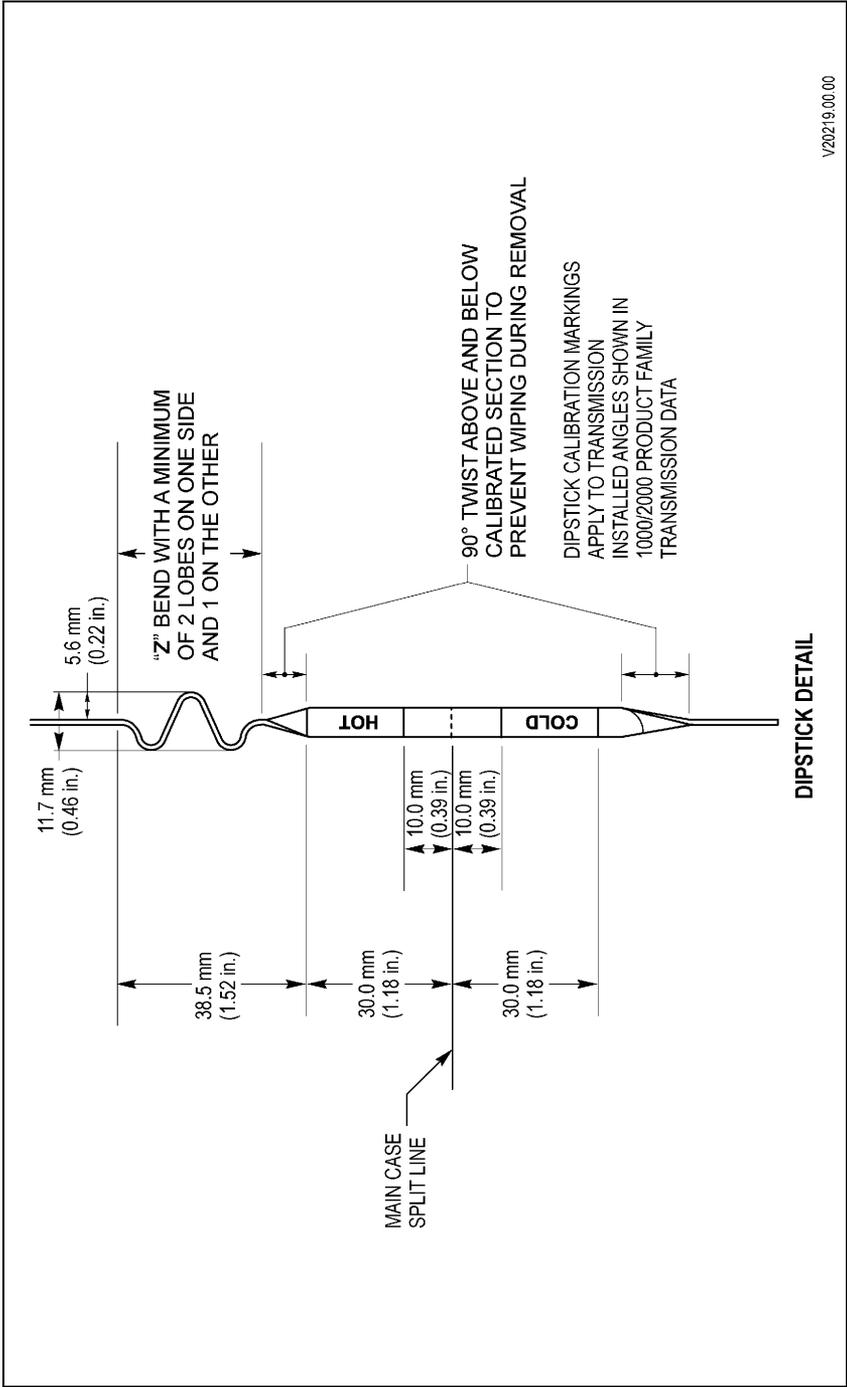


Figure 2-1. Deep and Shallow Pan Dipstick Calibration Markings—May be Used with Transmissions Built Prior to January 1, 2011

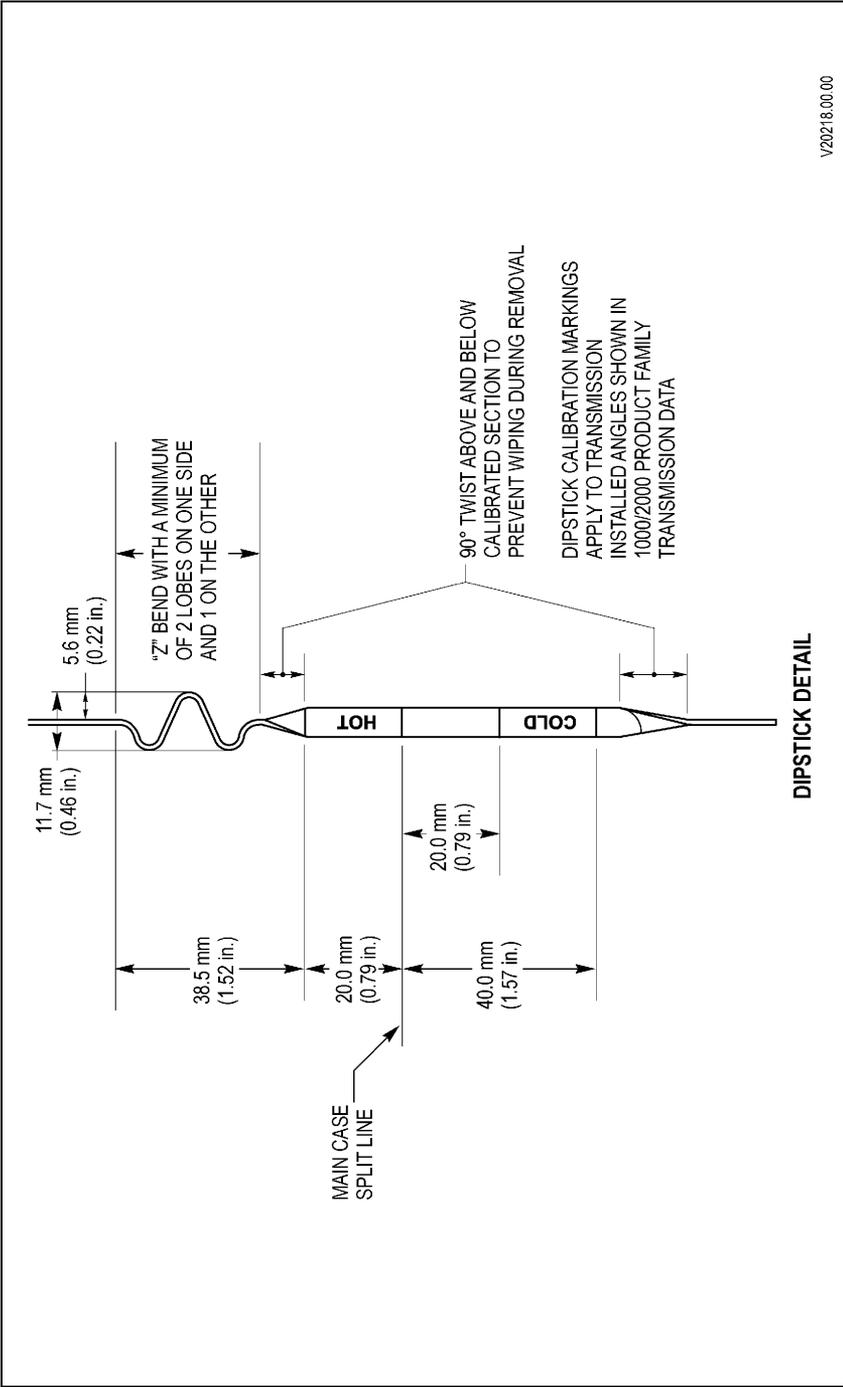


Figure 2–2. Shallow Pan Dipstick Calibration Markings—Recommended for use with Transmissions with build dates from January 1, 2010 and Required for Transmissions with build dates from January 1, 2011

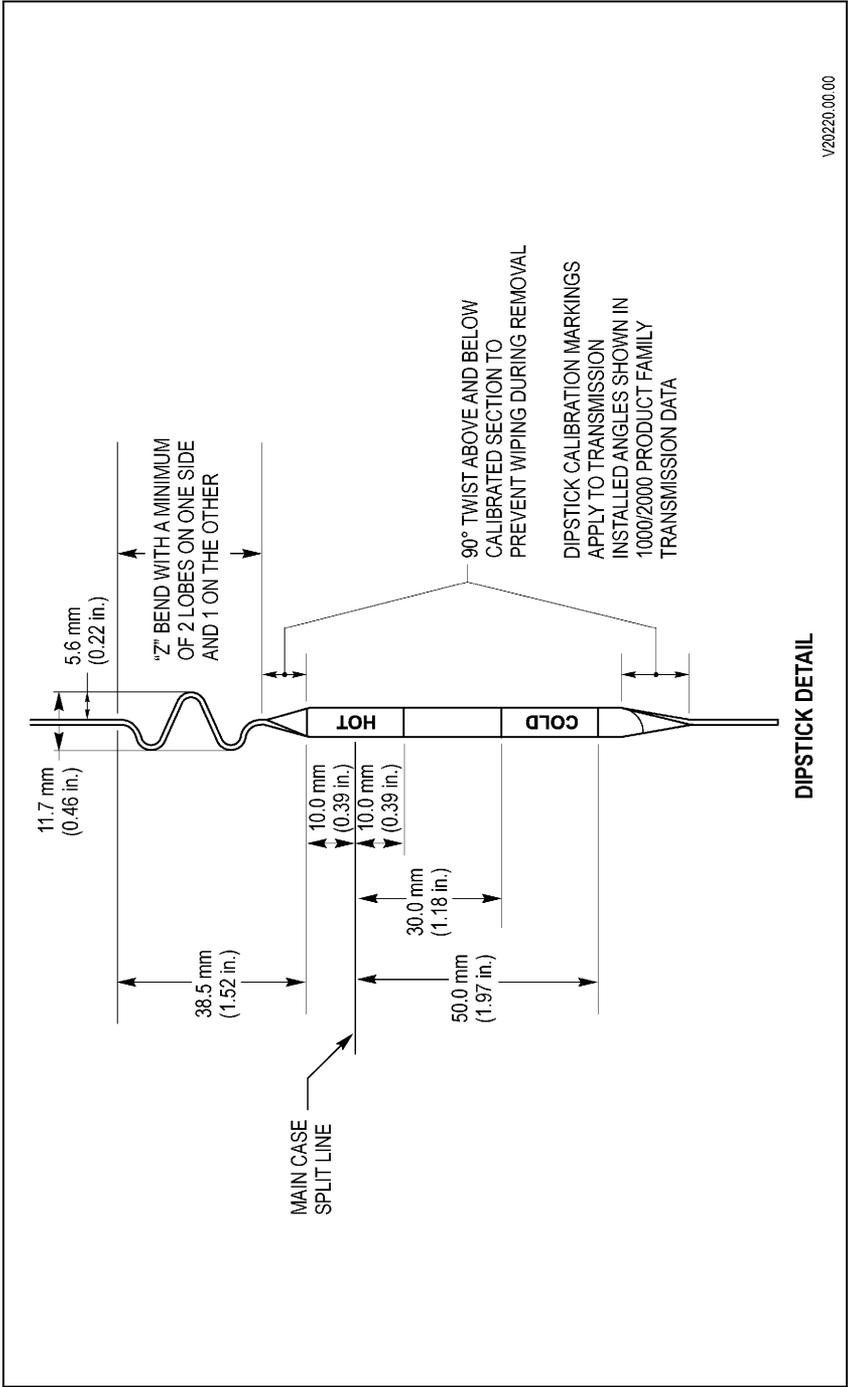


Figure 2-3. Deep Pan Dipstick Calibration Markings—Recommended for use with Transmissions with build dates from January 1, 2010 and Required for Transmissions with build dates from January 1, 2011

2.4.1 Manual Fluid Check Procedure. Clean all dirt from around the top of the fluid fill tube before removing the dipstick. Do not allow dirt or foreign matter to enter the transmission. Dirt or foreign matter in the hydraulic system may cause undue wear of transmission parts, make valves stick, and clog passages. Check the fluid level using the following procedure and report any abnormal fluid levels to your service management.

2.4.2 Cold Check Procedure. The purpose of the cold check is to determine if the transmission has enough fluid to be operated safely until a hot check can be made.



CAUTION: The fluid level rises as fluid temperature increases. DO NOT fill above the COLD CHECK band if the transmission fluid is below normal operating temperatures.

1. Park vehicle as follows:
 - a. For vehicles containing 1000 and 2000 Product Families transmissions with park pawl:
 - (1) Bring the vehicle to a complete stop on a level surface using the service brake.
 - (2) Make sure the engine is at low idle rpm.
 - (3) Put the transmission in **P** (Park).
 - (4) If a parking brake is present, apply the parking brake. Make sure the parking brake is properly engaged.
 - (5) Engage the **P** (Park) range by slowly releasing the service brake.
 - (6) Apply the emergency brake, if present, and make sure it is properly engaged.
 - (7) Chock the wheels and take any other steps necessary to keep the vehicle from moving.
 - b. For vehicles containing 2000 Product Family transmissions with auto-apply parking brakes:
 - (1) Bring the vehicle to a complete stop on a level surface using the service brake.
 - (2) Make sure the engine is at low idle rpm.
 - (3) Put the transmission in **PB** (Auto-Apply Parking Brake). Make sure the parking brake is properly engaged.
 - (4) Apply the emergency brake, if present, and make sure it is properly engaged.

- (5) Chock the wheels and take any other steps necessary to keep the vehicle from moving.
- c. For vehicles containing 2000 Product Family transmissions without auto-apply parking brakes:
 - (1) Bring the vehicle to a complete stop on a level surface using the service brake.
 - (2) Make sure the engine is at low idle rpm.
 - (3) Put the transmission in **N** (Neutral).
 - (4) Apply the emergency brake and/or parking brake and make sure they are properly engaged.
 - (5) Chock the wheels and take any other steps necessary to keep the vehicle from moving.
2. Run the engine for at least one minute. Apply the service brakes and shift to **D** (Drive), then to **N** (Neutral), and then shift to **R** (Reverse) to fill the hydraulic system. Finally, shift to **P** (Park) or **PB** (Auto-Apply Parking Brake), if available, or **N** (Neutral) and allow the engine to idle 500–800 rpm. Slowly release the service brakes.
3. With the engine running, remove the dipstick from the tube and wipe the dipstick clean.
4. Insert the dipstick into the tube and remove. Check the fluid level reading. Repeat the check procedure to verify the reading.
5. If the fluid level is within the COLD CHECK band, the transmission may be operated until the fluid is hot enough to perform a HOT RUN check. If the fluid level is not within the COLD CHECK band, add or drain as necessary to bring it to the middle of the COLD CHECK band.
6. Perform a hot check at the first opportunity after the normal operating sump temperature of 71°C–93°C (160°F–200°F) is reached.

2.4.3 Hot Check Procedure.



CAUTION: The fluid must be hot to allow an accurate check. The fluid level rises as temperature increases.

1. Operate the transmission in **D** (Drive) until normal operating temperatures are reached:
 - Sump temperature—71°C–93°C (160°F–200°F)
 - Converter-out temperature—82°C–104°C (180°F–220°F)
 - If the transmission temperature gauge is not present, check fluid level when the engine water temperature gauge has stabilized

and the transmission has been operated under load for at least one hour.

2. Park vehicle as follows:

a. For vehicles containing 1000 and 2000 Product Families transmissions with park pawl:

- (1) Bring the vehicle to a complete stop on a level surface using the service brake.
- (2) Make sure that the engine is at low idle rpm.
- (3) Put the transmission in **P** (Park).
- (4) If a parking brake is present, apply the parking brake. Make sure the parking brake is properly engaged.
- (5) Engage the **P** (Park) range by slowly releasing the service brake.
- (6) Apply the emergency brake, if present, and make sure it is properly engaged.
- (7) Chock the wheels and take any other steps necessary to keep the vehicle from moving.

b. For vehicles containing 2000 Product Family transmissions with auto-apply parking brakes:

- (1) Bring the vehicle to a complete stop on a level surface using the service brake.
- (2) Make sure the engine is at low idle rpm.
- (3) Put the transmission in **PB** (Auto-Apply Parking Brake). Make sure the parking brake is properly engaged.
- (4) Apply the emergency brake, if present, and make sure it is properly engaged.
- (5) Chock the wheels and take any other steps necessary to keep the vehicle from moving.

c. For vehicles containing 2000 Product Family transmissions without auto-apply parking brakes:

- (1) Bring the vehicle to a complete stop on a level surface using the service brake.
- (2) Make sure the engine is at low idle rpm.
- (3) Put the transmission in **N** (Neutral).
- (4) Apply the emergency brake and/or parking brake and make sure they are properly engaged.

- (5) Chock the wheels and take any other steps necessary to keep the vehicle from moving.
3. With the engine running, remove the dipstick from the tube and wipe clean.
4. Insert the dipstick into the tube until it stops. Then remove it. Check fluid level reading. Repeat the check procedure to verify the reading.



NOTE: Safe operating level is within the HOT RUN band on the dipstick. The width of the HOT RUN band represents approximately 1.0 liter (1.06 quart) of fluid at normal operating sump temperature.

5. If the fluid level is not within the HOT RUN band, add or drain as necessary to bring the fluid level to within the HOT RUN band.

2.4.4 Consistency of Readings. Check the fluid level at least twice while the engine is running. Consistency (repeatable readings) is important to maintaining accuracy of the readings. If readings are inconsistent, check the transmission breather to make sure it is clean and unclogged. If inconsistent readings persist, contact your nearest Allison distributor or dealer.

2.5 KEEPING FLUID CLEAN

Prevent foreign material from entering the transmission by using clean containers, fillers, etc. Lay the dipstick in a clean place while filling the transmission.



CAUTION: Containers or fillers that have been used for antifreeze solution or engine coolant must **NEVER** be used for transmission fluid. Antifreeze and coolant solutions contain ethylene glycol which, if put into the transmission, can cause the clutch plates to fail.

2.6 FLUID RECOMMENDATIONS

Hydraulic fluids (oils) used in the transmission are important influences on transmission performance, reliability, and durability. Any fluids meeting Schedule 1 TES 389 or TES 295 specifications are acceptable for use in the 1000 and 2000 Product Families transmissions.

To make sure the fluid is qualified for use in Allison transmissions, check for a Schedule 1 TES 389 or TES 295 fluid license or approval numbers on the container, or consult the lubricant manufacturer. Consult your Allison Transmission dealer or distributor before using other fluid types.



CAUTION: Disregarding minimum fluid temperature limits can result in transmission malfunction or reduced transmission life.

When choosing the optimum viscosity grade of fluid to use, duty cycle, preheat capabilities, and/or geographic location must be taken into consideration. The table below lists the minimum fluid temperatures at which the transmission may be safely operated without preheating the fluid. Preheat with auxiliary heating equipment or by running the equipment or vehicle with the transmission in **P** (Park) or **PB** (Auto-Apply Parking Brake), if available, or **N** (Neutral) for a minimum of 20 minutes before attempting range operation.

Table 2–1. Transmission Fluid Operating Temperature Requirements

Viscosity Grade	Ambient Temperature Below Which Preheat is Required	
	Celsius	Fahrenheit
TES 389	–25°	–13°
Allison approved TES 295	–35°	–31°

Shifting is inhibited and torque converter clutch mode is not reached until the transmission fluid operating temperature requirements have been met. Refer to [Table 2–1](#) . As the transmission reaches normal operating temperature, all shift ranges and the torque converter clutch mode begin to function.

2.7 TRANSMISSION FLUID AND FILTER CHANGE INTERVALS



CAUTION: Transmission fluid and filter change frequency is determined by the severity of transmission service. To help avoid transmission damage, more frequent changes can be necessary than recommended in the general guidelines when operating conditions create high levels of contamination or overheating.

2.7.1 Frequency. New vehicles delivered from the OEM with a mixture of Allison-approved TES 295 fluid and non-TES 295 fluids, or Schedule 1 TES 389 Allison Transmission approved fluids, must follow fluid/filter change recommendations outlined in Schedule 1.

If the customer fills the transmission with Allison approved TES 295 fluid, the change recommendations of Schedule 1 must be followed.

Upon the next oil change, if the customer reinstalls Allison approved TES 295 fluid, the fluid/filter change recommendations outlined in Schedule 2 may

be used. The recommendations in Schedule 2 are based upon Allison fluid change procedures and the transmission containing 100 percent concentration of Allison approved TES 295 fluid. For transmissions that contain a mixture of Allison approved TES 295 fluid and non-TES 295 fluids, refer to Schedule 1.

New vehicles delivered from the OEM with Allison approved TES 295 fluids and Allison Prognostics, beginning with MY09 must follow fluid/filter change recommendation outlined in Schedule 3. Allison Prognostics must only be used with Allison approved TES 295 fluid and Allison Control Main Filter P/N 29539579.



NOTE: Fluid Exchanging Machines are not recommended or recognized due to variation and inconsistencies that may not guarantee removal of 100 percent of the used fluid.

Allison Transmission requires an initial filter change for the Spin-On Control Main Filter during the first 16 000 km (10,000 miles) or 400 hours of service, whichever comes first. Refer to the Recommended Fluid and Filter Change Intervals schedules for recommendations. The transmission sump filter is permanent and does not require replacement except at overhaul.

Severe Vocations are defined as vehicles experiencing duty cycles that require stopping more than once in a mile. General Vocations include all other vocations. Local conditions, severity of operation, or duty cycle may require more or less frequent fluid change intervals that differ from the published recommended fluid change intervals of Allison Transmission.

The following tables are given only as a general guide for fluid and filter change intervals.

Table 2–2. Schedule 1. Recommended Fluid and Filter Change Intervals (Allison Approved Non-TES 295 Fluids)

Vocation	Fluid*	Filters		
		Control Main**	Internal	Lube/Auxiliary
General	80 000 km (50,000 Miles) 24 Months 2000 Hours	80 000 km (50,000 Miles) 24 Months 2000 hours	Overhaul	80 000 km (50,000 Miles) 24 Months 2000 hours
Severe	20 000 km (12,000 Miles) 6 Months 500 hours	20 000 km (12,000 Miles) 6 Months 500 hours	Overhaul	20 000 km (12,000 Miles) 6 Months 500 hours

*Allison approved non-TES 295 fluid is defined as the quantity of oil remaining in the transmission after a standard fluid change combined with the quantity of Allison approved TES 295 fluid that is required to fill the transmission to the proper level. A mixture of Allison approved TES 295 fluid vs. non-TES 295 fluids other than as defined in this paragraph does not meet the requirements that permit the eligibility for the recommendations given in Schedule 2.

**Control Main Spin-on Filters Only—Initial 16 000 km (10,000 miles) or first engine oil change, whichever comes first.

Table 2–3. Schedule 2. Recommended Fluid and Filter Change Intervals (100 Percent Concentration of Allison Approved TES 295 Fluids)

Vocation	Fluid	Filters		
		Control Main*	Internal	Lube/Auxiliary
General	240 000 km (150,000 Miles) 48 Months 4000 hours	80 000 km (50,000 Miles) 24 Months 2000 hours	Overhaul	80 000 km (50,000 Miles) 24 Months 2000 hours
Severe	120 000 km (75,000 Miles) 36 Months 3000 hours	80 000 km (50,000 Miles) 24 Months 2000 hours	Overhaul	80 000 km (50,000 Miles) 24 Months 2000 hours

*Control Main Spin-on Filter Only—Initial 16 000 km (10,000 miles), or 400 hours, whichever comes first.

Table 2–4. Schedule 3. Recommended Fluid and Filter Change Intervals (Allison Prognostics “ON” Beginning in MY09 Using 100 Percent Concentration of Allison Approved TES 295 Fluids)

Vocation	Fluid*	Filters		
		Control Main**	Internal	Lube/Auxiliary
General or Severe	Change fluid when indicated by controller or 48 months, whichever comes first.	Change filter when indicated by controller or 48 months, whichever comes first.	Overhaul	Change filter when indicated by controller or 48 months, whichever comes first.

*MY09 Allison Prognostics must only be used with Allison approved TES 295 fluid.
 **Allison Prognostics must only be used with Allison Control Main Spin-on Filter P/N 29539579. Control Main Spin-on Filters Only—Initial 16 000 km (10,000 miles) or 400 hours, whichever comes first.

Table 2–5. Schedule 4. Recommended Fluid and Filter Change Intervals (Allison Prognostics “ON” Beginning in MY2010 Using a Mixture of Allison Approved TES 295 and TES 389 Fluids or 100 Percent of Allison Approved TES 389 Fluids)

Vocation	Fluid*	Filters		
		Control Main**	Internal	Lube/Auxiliary
General or Severe	Change fluid when indicated by controller or 24 months, whichever comes first.	Change filter when indicated by controller or 24 months, whichever comes first.	Overhaul	Change filter when indicated by controller or 24 months, whichever comes first.

*MY10 Allison Prognostics can use TES 389 or a mixture of Allison approved TES 389 and TES 295 fluids
 **Allison Prognostics must only be used with Allison Control Main Spin-on Filter P/N 29539579. Control Main Spin-on Filters Only—Initial 16 000 km (10,000 miles) or 400 hours, whichever comes first.

2.7.2 Abnormal Conditions. Transmissions used in high cycle rate applications should use fluid analysis to be certain that a proper fluid change interval is established. Transmission fluid must be changed whenever there is evidence of dirt or a high temperature condition. A high temperature condition is indicated by the transmission fluid being discolored or having a strong odor, or by fluid analysis. Local conditions, severity of operation, or duty cycle may require more or less frequent fluid or filter change intervals.

2.7.3 Fluid Analysis. Transmission protection and fluid change intervals can be optimized by monitoring fluid oxidation according to the tests and limits shown in the following table. Fluid oxidation can be monitored through a fluid analysis firm and/or by using an oil analysis kit. Allison Transmission recommends that customers use fluid analysis as the primary method for determining fluid and filter change intervals. In the absence of a fluid analysis program the fluid change intervals listed in Schedules 1, 2, 3 or 4 should be followed.

- Fluid analysis firms—Consult your local telephone directory for fluid analysis firms. To make sure fluid analysis is consistent and accurate, use only one fluid analysis firm. Refer to the Technician’s Guide for Automatic Transmission Fluid, GN2055EN, for additional information.
- Oil analysis kits, P/N 29537805, are available through your normal Allison Transmission parts source.

Refer to the Technician’s Guide for Automatic Transmission Fluid, GN2055EN, for additional information.

Table 2–6. Fluid Oxidation Measurement Limits

Test	Limit
Viscosity	±25 percent change from new fluid
Total Acid Number	+3.0 * change from new fluid
*mg of KOH required to neutralize a gram of fluid.	

2.8 TRANSMISSION FLUID CONTAMINATION

2.8.1 Fluid Examination. At each fluid change, examine the drained fluid for evidence of dirt or water. A normal amount of condensation (not to exceed 0.2 percent) will appear in the fluid during operation.

2.8.2 Water. Obvious water contamination of the transmission fluid or transmission fluid in the cooler water (in heat exchanger) indicates a leak between the water and fluid areas of the cooler. Inspect and pressure test the cooler to confirm the leak. Replace leaking coolers.



NOTE: Cooler water can also be contaminated by engine oil; be sure to locate the correct source of cooler water contamination.

2.8.3 Engine Coolant.



CAUTION: Engine coolant in the transmission hydraulic system requires immediate action to prevent malfunction and possible serious transmission damage. Completely disassemble, inspect, and clean the transmission. Remove all traces of the coolant and varnish deposits resulting from engine coolant contamination (ethylene glycol).

2.8.4 Metal. Metal particles in the fluid (except for the minute particles normally trapped in the oil filter) indicate internal transmission damage. If these particles are found in the sump, the transmission must be disassembled and closely inspected to find their source. Metal contamination requires complete transmission disassembly. Clean all internal and external hydraulic circuits, cooler, and all other areas where the particles could lodge.



CAUTION: After flushing the cooler, be sure to check the external cooler circuit restriction. If circuit pressure drop is above specification, the cooler has excessive trapped particles and must be replaced.



NOTE: When equipment to flush the oil cooler is not available, install a filter in the cooler line between the oil cooler and the transmission “from cooler” port. The cooler circuit pressure drop specifications must still be met (see AS64-071 or AS64-072 in the Allison Sales Tech Data book SA3018EN). Frequent initial changes of this filter element may be required as debris is flushed out of the oil cooler circuit. Closely monitoring change in cooler circuit pressure drop will indicate when a filter change is needed.

2.9 TRANSMISSION FLUID AND FILTER CHANGE PROCEDURE

2.9.1 Drain Fluid.

1. Drain the fluid when the transmission is at normal operating sump temperature: 71°C to 93°C (160°F to 200°F). Hot fluid flows quicker and drains more completely.
2. Remove the drain plug and sealing washer from the oil pan and allow the fluid to drain into a suitable container.
3. Examine the fluid as described in [2.8 TRANSMISSION FLUID CONTAMINATION](#).

2.9.2 Replace Control Main Filter. Refer to [Figure 2–4](#) during the following procedure.

1. Remove the control main filter by rotating it counterclockwise. Use a standard strap-type filter wrench.
2. Remove the magnet from the filter attachment tube or from the top of the filter element.
3. Clean any metal debris from the magnet. Report any metal pieces larger than dust to your service management.
4. Reinstall the magnet onto the filter attachment tube.
5. Lubricate the gasket on the control main filter with transmission fluid.
6. Install, by hand, the control main filter until the gasket on the filter touches the converter housing or cooler manifold.



CAUTION: Turning the control main filter more than ONE FULL TURN after gasket contact will damage the filter.

7. Turn the filter ONE FULL TURN ONLY after gasket contact.
8. Reinstall the drain plug and sealing washer. Tighten the drain plug to 30–40 N·m (22–30 lb ft).

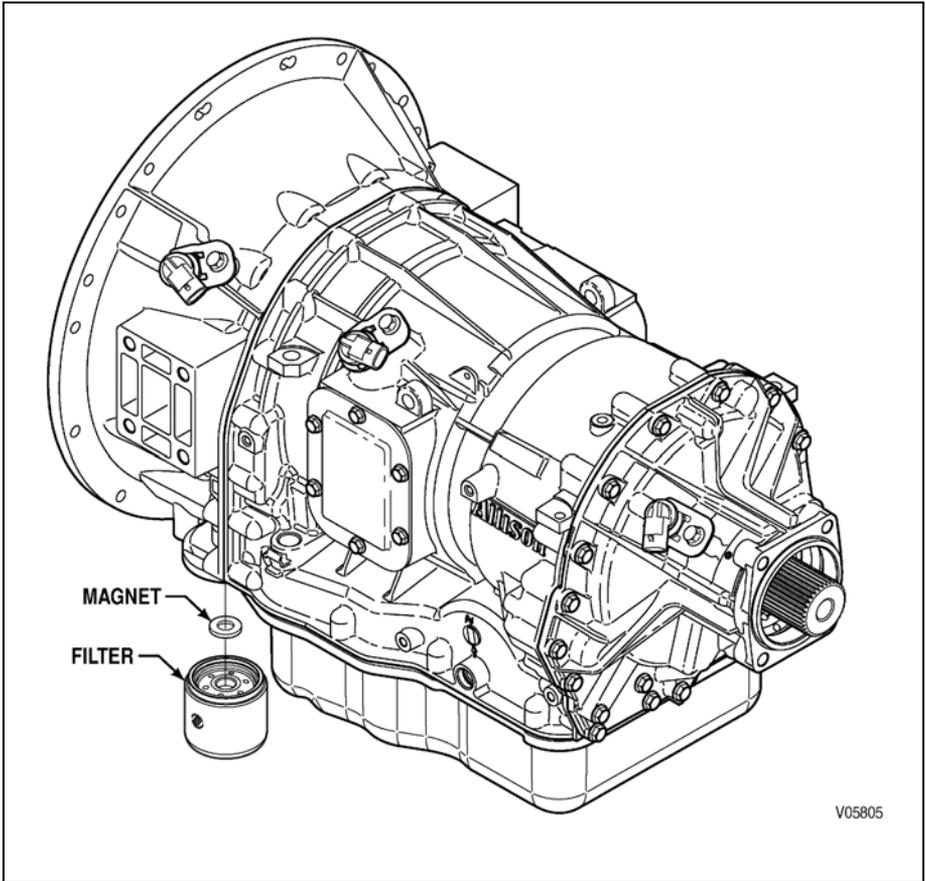


Figure 2-4. Replacing Control Main Filter

2.9.3 Refill Transmission. Refer to [Table 2-7](#) for fluid refill quantities. The amount of refill fluid is less than the amount used for the initial fill. Fluid remains in the external circuits and transmission cavities after draining the transmission.

After refill, check the fluid level using the procedure described in [2.4 TRANSMISSION FLUID CHECK](#).



NOTE: Quantities listed are approximations and do not include external lines and cooler hose.

Table 2–7. Transmission Fluid Capacity

Sump	Initial Fill		Refill	
	Liters	Quarts	Liters	Quarts
Standard	14	14.8	10	10.6
Shallow	12	12.7	7	17

2.10 BREATHER

2.10.1 Location and Purpose. The breather is located on top of the transmission converter housing. The breather prevents air pressure buildup within the transmission and its passage must be kept clean and open.

2.10.2 Maintenance. The amount of dust and dirt encountered determines the frequency of breather cleaning. Use care when cleaning the transmission.



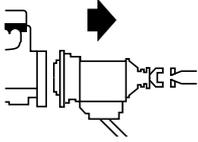
CAUTION: When cleaning the transmission, do not spray steam, water, or cleaning solution directly at the electrical connectors. Spraying steam, water, or cleaning solution at the electrical connectors can cause codes and cross talk.



CAUTION: When cleaning the transmission, do not spray steam, water, or cleaning solution directly at the breather. Spraying steam, water, or cleaning solution at the breather can force water or cleaning solution into the transmission and contaminate the transmission fluid.



NOTE: Fluid loss out of the breather in cold ambient conditions during engine start may be remedied by venting the fill tube (refer to SIL 6-1k2k-06).

	<h2>REMOVING TRANSMISSION</h2>	<h2>Section 3</h2>
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3.1 DRAINING TRANSMISSION

Drain the transmission fluid before removing the transmission from the vehicle.

1. Remove the drain plug from the oil pan. Examine the drained fluid for evidence of contamination (refer to [2.8 TRANSMISSION FLUID CONTAMINATION](#)). Reinstall the drain plug.
2. Remove the transmission fill tube if it interferes with transmission removal. Plug the fill tube hole in the main housing to keep dirt from entering the transmission.



NOTE: A significant amount of fluid may drain from the hydraulic lines when they are disconnected from the transmission.

3. Disconnect all hydraulic lines from the transmission. Remove the lines from the vehicle if they interfere with transmission removal. Plug all openings to keep dirt from entering the hydraulic system.

3.2 DISCONNECTING CONTROLS

1. Disconnect the external wiring harness at the feedthrough harness connector. Loosen the bolt retaining the 24-way feedthrough connector to the transmission. Refer to [Figure 1-5](#) or [Figure 1-6](#). Prevent dirt or moisture from entering a disconnected connector. Position the wiring harness so it does not interfere with transmission removal.
2. Disconnect linkage from the customer-furnished transmission shift lever. Position the disconnected linkage so it does not interfere with transmission removal. Leave the shift lever on the transmission.
3. If PTO(s) is (are) used, disconnect the PTO(s) wiring harness(es).
4. If parking brake is present, disconnect linkage.

3.3 UNCOUPLING FROM DRIVELINE, ENGINE, AND VEHICLE



WARNING: Chock wheels to prevent vehicle from moving when driveline is disconnected. This is not necessary if vehicle is on a lift or jackstands.

1. Disconnect the vehicle driveshaft from the transmission output flange or yoke. Position the disconnected shaft to avoid interference when removing the transmission.
2. If equipped with PTO, disconnect PTO connections such as:
 - a. hydraulic hoses
 - b. powered equipment drive shaft
3. If transmission mountings support the rear of the engine, place a jack or other support under the engine.
4. Securely support the transmission with a hoist, jack, or other suitable removal equipment.



NOTE: It may be necessary to remove an engine flywheel housing access cover to remove flexplate or flexplate adapter bolts. This is the engine-to-transmission connection.

5. Remove all bolts, nuts, washers, spacers, and supports attaching the transmission to the vehicle and the engine.

3.4 REMOVING THE TRANSMISSION



CAUTION: Do not pull the transmission away from the torque converter assembly. The torque converter drive cover must be entirely free of any restraint by the flexplate drive or crankshaft pilot when the transmission separates from the engine.



WARNING: Be sure the torque converter is moving rearward with the transmission as it is removed. Do not allow the torque converter to become disengaged from the oil pump or to fall completely out of the transmission causing damage and/or personal injury.

1. Move the transmission away from the engine, approximately 34.6 mm (1.36 inch) for a number 2 flywheel housing or 44.2 mm (1.74 inch) for a number 3 flywheel housing, until it is completely clear of the engine. If used, remove the adapter ring and/or gasket.

2. Raise or lower the transmission as necessary to remove it from the vehicle.

3.5 REMOVING THE FLEXPLATE ADAPTER

1. Remove the flexplate adapter, if present, from the front of the torque converter. This part will be needed for transfer if a replacement transmission is being installed.

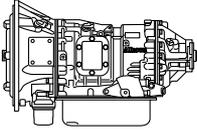


WARNING: Handle the transmission carefully whenever the torque converter retaining bracket is not present. NEVER tilt the converter end down or the torque converter can slide forward, disengaging the oil pump, or can fall completely out of the transmission causing damage and/or personal injury.

2. Attach a torque converter retaining bracket at the earliest opportunity. The bracket keeps the torque converter from sliding out of engagement with the oil pump or from falling off completely and being damaged or causing personal injury.

3.6 REMOVING OUTPUT FLANGE OR YOKE

If replacing the transmission, you may need to transfer the output flange or yoke to the replacement transmission. The output flange or yoke is retained by one $\frac{1}{2}$ -20 x $2\frac{3}{4}$ inch flanged-head bolt.



TRANSMISSION PREPARATION

Section 4

4.1 CHECKING INPUT COMPONENTS

4.1.1 Bolt Holes. Check all bolt holes on the front of the transmission and rear of the engine that are used in connecting the transmission to the engine. The threads must be undamaged and the holes free of chips or foreign material.

4.1.2 Pilot Boss. Check the pilot boss (at the center of the flywheel) for damage or raised metal that prevents free entry into the crankshaft hub (or adapter).

4.1.3 Starter Ring Gear. Check the starter ring gear for excessive wear or damage.

4.1.4 Transmission Mounting Flange. Check the transmission mounting flange for raised metal, dirt, or if used, pieces of gasket material.

4.1.5 Transmission-to-Engine Mounting. Inspect the transmission-to-engine mounting flange for raised metal, burrs, or pieces of gasket material (if used). Remove any of these defects. Inspect the threaded holes for damaged threads.

4.2 INSTALLING OUTPUT FLANGE OR YOKE

4.2.1 Output Oil Seal. Check the output oil seal for leaks or damage. Refer to GN4008EN, In-Chassis Maintenance, for replacement instructions. If not replacing the oil seal, lubricate it with high-temperature grease or transmission fluid.



CAUTION: DO NOT attempt to polish the oil seal contact surface on the flange or yoke. Scratches or machine-type lead can cause the seal to leak.

4.2.2 Check Flange or Yoke. Check each flange or yoke for damage or wear. The oil seal contact surface must be smooth and regular to prevent oil leaking past the seal. Rotate the flange after installation to check for binding.

4.2.3 Install Output Flange or Yoke.



CAUTION: Be sure that the flange, output shaft and retaining hardware are clean.

Care must be exercised to avoid transmission output seal or journal damage. Check to verify that the seal is free of tears and cuts. Nicks and scratches must not exist on the lead-in chamfer or seal journal section of the output flange or yoke.

1. Lubricate the splines of the output shaft and the oil seal assembly with transmission fluid or oil-soluble grease.



CAUTION: Do not use a hammer or other similar tool to force the flange/yoke onto the shaft. Forcing the flange/yoke onto the shaft may result in transmission damage.

2. Start the output flange or yoke assembly onto the output shaft, ensuring the splines are properly engaged and slide freely. Push the output flange or yoke assembly into the rear cover module.
3. Install a new output shaft sealing washer and output shaft bolt.



CAUTION: Use of an impact wrench requires the retention of the yoke/flange to prevent internal transmission damage.

4. Tighten the output shaft bolt to 108–136 N·m (80–100 lb ft).
5. Rotate the output flange or yoke assembly by hand to check for binding, interference, and runout.

4.3 INSTALLING PTO

Access to the Power Takeoff (PTO) mounting pads, and the space available to maneuver the transmission, determine whether the PTO should be installed before or after the transmission is installed.



CAUTION: DO NOT use cork or other soft gaskets to install the PTO. Use only the shims/gaskets listed in the Sales Tech Data Book on the Allison Extranet.



NOTE: DO NOT use sealing compounds—they are usually incompatible with automatic transmission fluid.

4.3.1 Install Guide Pins. Guide pins are included in the PTO manufacturer's installation kit.

Determine the required position of the guide pins in relation to the mounted position of the PTO. Install two headless guide pins into the main housing PTO pad. Tighten the pins.

4.3.2 Install Gasket. Install the special gasket over the guide pins—ribbed surface away from the transmission.

4.3.3 Mount the PTO.



CAUTION: M10 bolts must be used to attach the PTO to the transmission. Inch series threads (0.375-16 UNC) will damage the transmission main housing.

Mount the PTO on the guide pins or studs provided in the PTO kit. Mesh the PTO-driven gear with the transmission PTO drive gear. Retain the PTO by installing a bolt in the top bolt hole. Install the remaining bolts and nuts, if used. When nuts are not used, two bolts replace the guide pins. Tighten all bolts to 57–68 N·m (42–50 lb ft). Tighten nuts to manufacturer's specifications. Be sure PTO backlash meets manufacturer's requirements.

4.3.4 Connect PTO Lube, if required.

Some PTOs require pressure lubrication. When needed, tap into the cooler return fitting or line at the transmission converter housing (refer to [Figure 4-1](#)).



NOTE: It is not acceptable to use the transmission main pressure for PTO lubrication. The only acceptable use of transmission main pressure for accessories is to control engagement of the PTO clutch. This practice is permitted for this function only because there is no flow (the fluid is deadheaded).

Make sure there is an opening of 0.81 mm (0.032 inch) in the line in order to control the amount of fluid diverted from the transmission. Some PTO assemblies contain internal restrictions equivalent to the required orifice (check with the PTO manufacturer for lubrication needs and the orifice installation). This connection can be made later if the lube line will interfere with transmission installation. Refer to [Figure 4-2](#) which shows this connection.

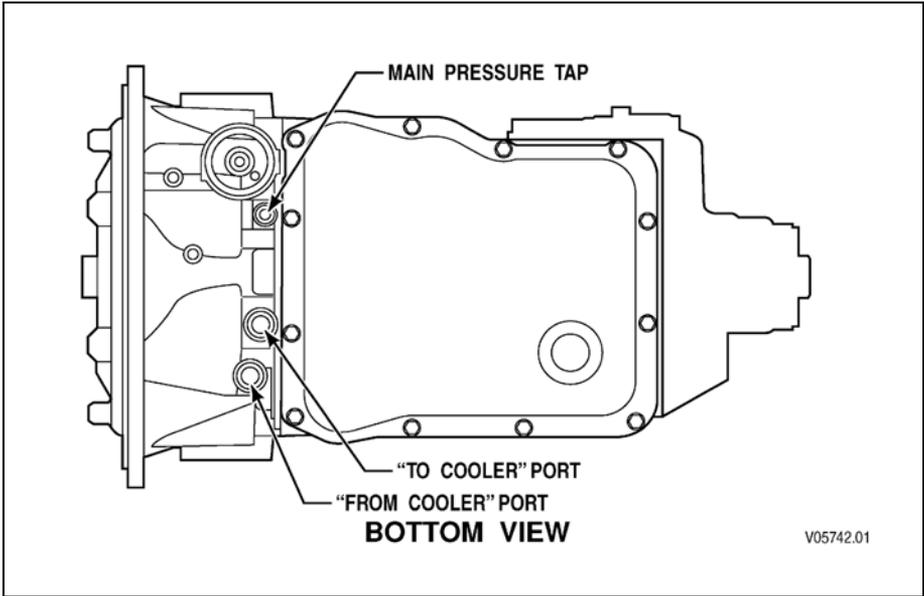


Figure 4-1. Cooler Port and Main Pressure Tap Location

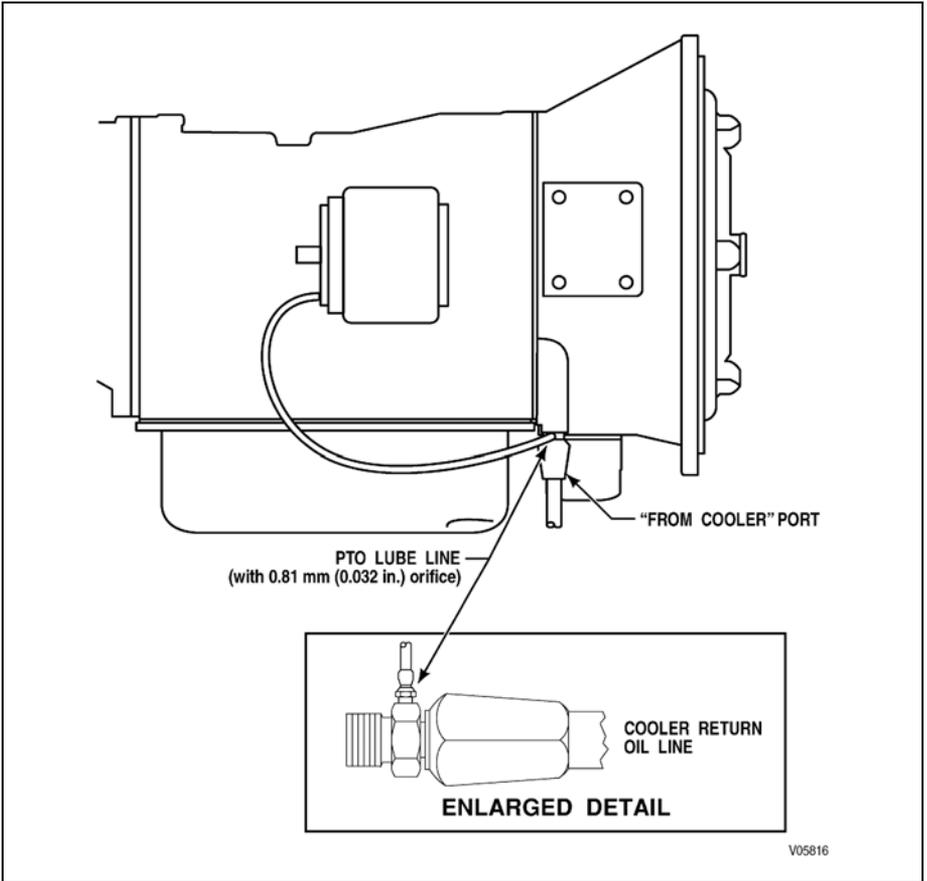


Figure 4-2. PTO Lube Plumbing Schematic

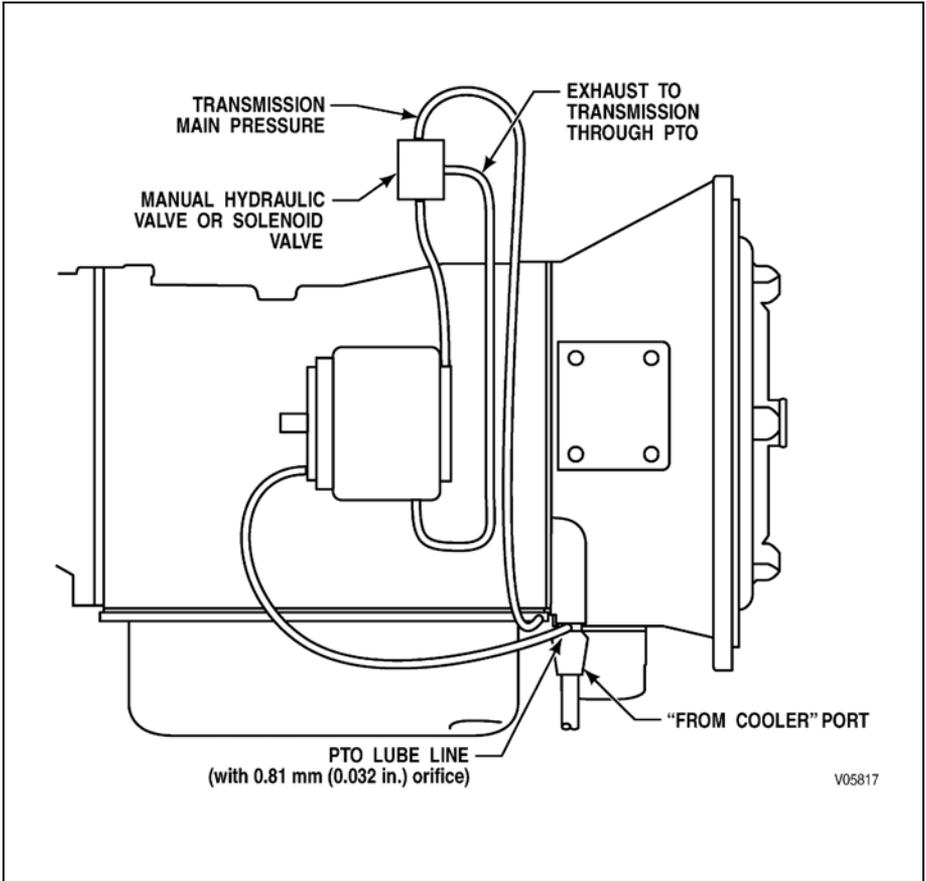


Figure 4–3. PTO Clutch Pressure Plumbing Schematic

4.3.5 Connect PTO Clutch Feed, if required.

Some PTOs are clutch-applied. Use transmission main pressure from the main pressure tap for applying the PTO clutch. Refer to [Figure 4–1](#) for the location of the main pressure tap and [Figure 4–3](#) for a typical plumbing schematic when this feature is needed. This connection can be made later if the clutch apply line will interfere with transmission installation.

4.4 INSTALLING FILL TUBE AND SEAL

4.4.1 Location.

The fill tube may be mounted on either the right or left side. The unused fill tube provision must have a plug to fill the tube opening.



CAUTION: Install the fill tube bracket with the correct length M8 self-tapping screw which is 24.0 mm (0.95 inch). A screw that is too long may cause cracks and leaks in the main housing. Refer to AS64-065 in the Allison Sales Tech Data Book on the Allison Extranet for the correct screw specifications.

4.4.2 Installation.

If the fill tube interferes with the installation of the transmission, delay these steps until after the transmission is in the vehicle.

1. Install the fill tube seal into the main housing.
2. Insert the fill tube through the seal until the shoulder at the bottom of the fill tube contacts the seal.
3. Align the tube bracket with its bolt location.
4. Install the fill tube bolt and tighten until it is firmly seated against the bracket.

4.5 CHECKING PLUGS AND OPENINGS

Carefully check all sides and the bottom of the transmission for loose or missing plugs.

4.5.1 Pressure Plugs.

Verify the 0.4375–20 UNF-2A pressure plugs are tightened to 10–13 N·m (7–10 lb ft).

4.5.2 Fluid Drain Plug.

Verify the fluid drain plug is tightened to 30–40 N·m (22–30 lb ft).

4.5.3 Tachograph Plug.

If present, tighten the tachograph plug to 60–67 N·m (44–49 lb ft).

4.5.4 Cleanliness. Check the openings into which the cooler lines connect for deformities or obstructions. Check the transmission electrical connectors for cleanliness. Clean electrical connectors with LPS cleaner only (refer to SIL 17-TR-94).



PREPARING VEHICLE FOR TRANSMISSION INSTALLATION

Section 5

5.1 ENGINE, TRANSMISSION ADAPTATION REQUIREMENTS

You must make sure a new transmission installation can be adapted to the vehicle's engine. Use the measurements described in this section to ensure correct transmission-to-engine adaptation. Refer to [Figure 5-1](#) or [Figure 5-2](#) and/or AS67-020. Typical arrangement of adaptation components is shown in [Figure 5-3](#).

5.1.1 Measuring Equipment. The following measuring equipment is required:

- 600 mm (24 inch) precision caliper
- 50–100 mm (2–4 inch) telescoping gauge
- 25–76 mm (1–3 inch) outside micrometer
- Dial indicator and mounting attachments—base, posts, and clamps
- 0–150 mm (0–6 inch) depth micrometer

5.1.2 Flywheel Housing Pilot Bore Diameter. The flywheel housing pilot bore diameter must measure:

- No. 3 Housing—409.58–409.70 mm (16.125–16.130 inches)
- No. 2 Housing—447.68–447.81 mm (17.625–17.630 inches)

5.1.3 Flywheel Housing Bore Runout. Flywheel housing bore runout cannot exceed 0.51 mm (0.020 inch) TIR.

5.1.4 Flywheel Housing Face Squareness. The flywheel housing face cannot be out-of-square more than 0.51 mm (0.020 inch) TIR.

5.1.5 Crankshaft Hub Pilot or Adapter Diameter. The crankshaft hub pilot or hub adapter pilot diameter must measure between 43.26–43.31 mm (1.703–1.705 inch).

5.1.6 Crankshaft Hub Pilot or Adapter Squareness. The crankshaft hub or hub adapter cannot be out-of-square more than 0.013 mm (0.0005 inch) TIR per inch of diameter.

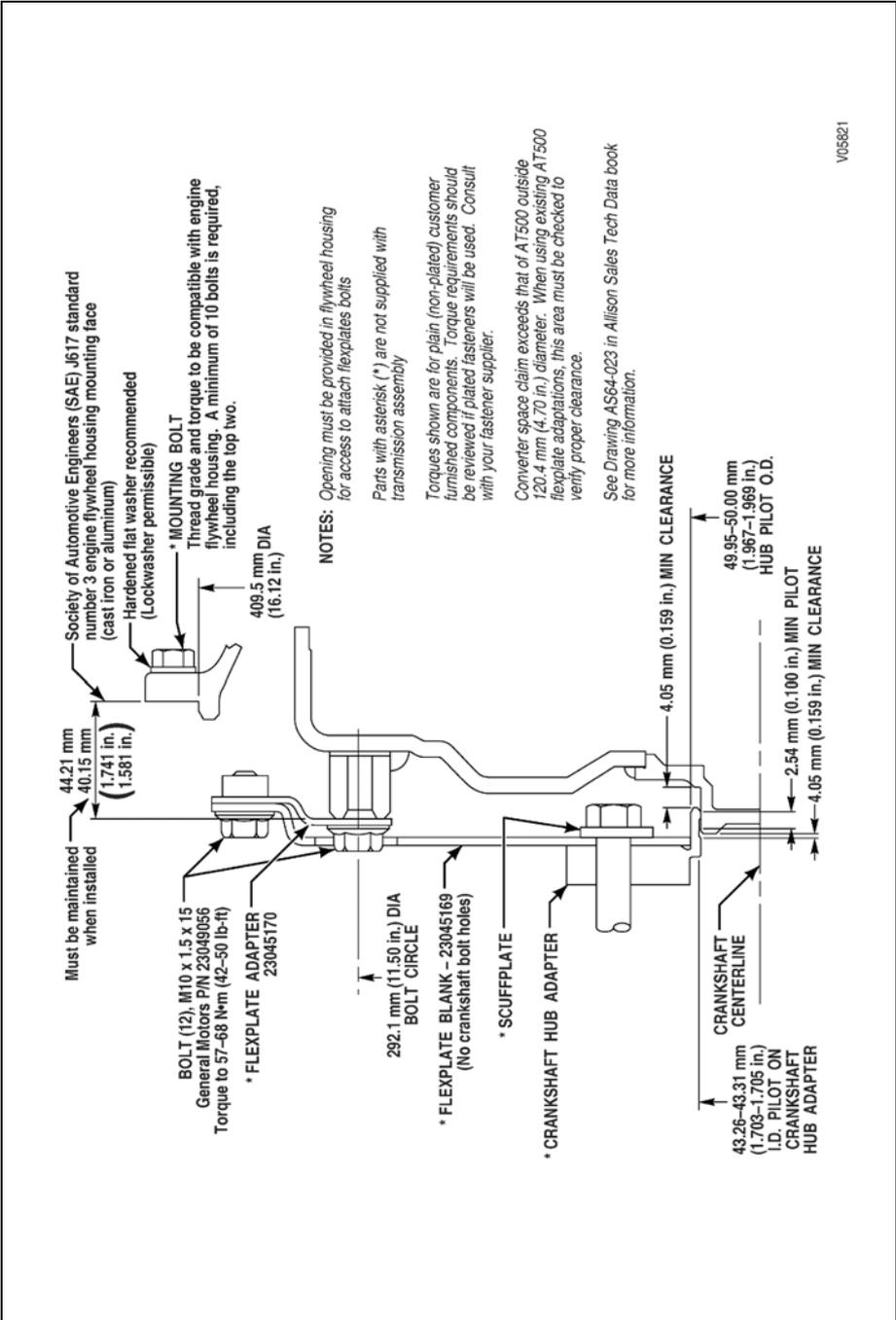
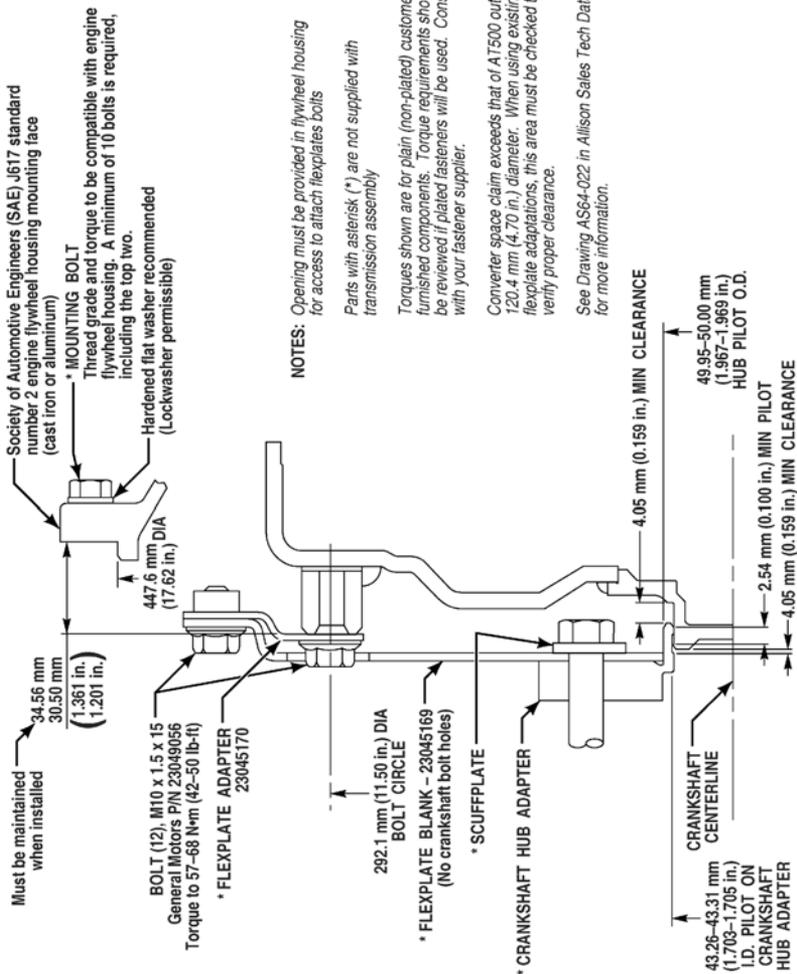


Figure 5–1. Engine Adaptation (No. 3 Housing)



NOTES: Opening must be provided in flywheel housing for access to attach flexplates bolts

Parts with asterisk (*) are not supplied with transmission assembly

Torques shown are for plain (non-plated) customer furnished components. Torque requirements should be reviewed if plated fasteners will be used. Consult with your fastener supplier.

Converter space claim exceeds that of AT500 outside 120.4 mm (4.70 in.) diameter. When using existing AT500 flexplate adaptations, this area must be checked to verify proper clearance.

See Drawing AS64-022 in Allison Sales Tech Data book for more information.

Figure 5-2. Engine Adaptation (No. 2 Housing)

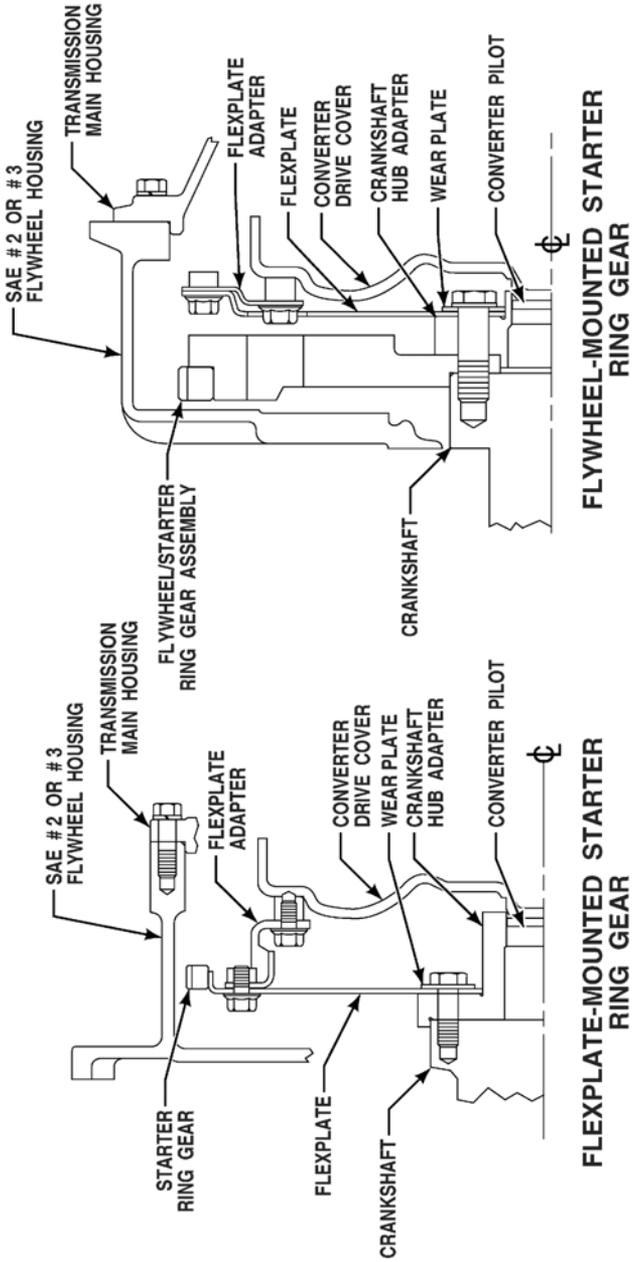


Figure 5-3. Typical Arrangement of Adaptation Components

5.1.7 Crankshaft Hub Pilot or Adapter Concentricity. The crankshaft hub pilot or the hub adapter pilot concentricity cannot exceed 0.25 mm (0.010 inch) TIR.

5.1.8 Flexplate Bolt Hole Flatness. Flexplate bolt hole flatness must be 0.76 mm (0.030 inch) TIR, or less, when measured at 292 mm (11.5 inches) diameter.

5.1.9 Torque Converter Axial Location. This is controlled by the engine physical adaptation. Using a depth gauge, measure from the face of the engine flywheel housing to the face at the 292.1 mm (11.5 inches) diameter. The torque converter axial location should measure:

- No. 3 Housing—40.15–44.21 mm (1.581–1.741 inches)
- No. 2 Housing—30.50–34.56 mm (1.201–1.361 inches)

5.2 CHECKING FLEXPLATE DRIVE ASSEMBLY

5.2.1 Flexplate Inspection. Check the flexplate for cracks, distortion, or elongated bolt holes. Replace a worn or damaged flexplate.

5.2.2 Engine Crankshaft End Play. Make sure engine crankshaft end play is within the engine manufacturer's specifications.



NOTE: When assembling the flexplate to the crankshaft hub or hub adapter, make sure the outer flexplate bolt holes are aligned.



NOTE: When assembling the flexplate to the crankshaft hub or hub adapter, make sure the outer flexplate bolt holes are aligned.

5.2.3 Flexplate Assembly Installation. Install the flexplate onto the engine crankshaft hub using the bolts and torque values specified for that engine. Refer to [Figure 5-1](#), [Figure 5-2](#), or [Figure 5-3](#) for the proper position of an installed flexplate.

5.3 CHASSIS AND DRIVELINE INSPECTION

Inspect the chassis and driveline components for the following conditions, and correct them as appropriate:

- Transmission mounts—broken or worn-out
- Bolts and other hardware—damaged, missing, or incorrect
- Isolators (rubber mounts)—damaged or missing

- Driveline angles—runout, or balance which does not conform to the manufacturer’s recommendations
- Driveline yoke slip joints:
 - freedom of movement
 - damaged or worn-out
 - correctly lubricated
 - correctly indexed
- Driveline midship or hanger bearings—damaged or misaligned
- Universal joints:
 - freedom of movement
 - damaged or worn-out
 - correctly lubricated
 - correctly indexed
- Vehicle differential backlash—manufacturer’s specification
- Universal joint coupling—alignment and differential damage
- Cross-frame members and rear support members—condition and location
- Auxiliary transmission:
 - shaft alignment
 - alignment of yoke or flange
 - backlash
 - fluid leaks

5.4 COOLER, FILTER, AND LINES

5.4.1 Inspection.

Tools Required

- J 46550-A Transmission Cooler Kwik Cart

Perform the following and correct any faulty conditions:

- Transmission fluid cooler and related coolant lines:
 - Check for contamination—clean and flush as necessary
 - Inspect for deterioration
 - Inspect for faulty connectors or kinks

- Clean and flush transmission fluid cooler, both coolant and oil sides using J 46550-A Transmission Cooler Kwik Cart. Pressure check both sides using a 276 kPa (40 psi) air supply.
- Hydraulic lines:
 - Check for contamination—clean and flush as necessary
 - Inspect for deterioration
 - Inspect for faulty connectors or kinks

5.4.2 After Overhaul. A complete cleanup of the transmission system after an overhaul cannot be assumed. Repeated cleaning and flushing may not remove all debris from the transmission fluid cooler system. Refer to GN4008EN, In-Chassis Maintenance, for cooler flushing procedure.



NOTE: When equipment to flush the oil cooler is unavailable, install a filter in the cooler line between the oil cooler and the transmission “from cooler” port. The cooler circuit pressure drop specifications must still be met. For 1000 Product Family transmissions, pressure drop must not exceed 241 kPa @ 22.7 liters/min flow (35 psi @ 6.0 gal/min). For 2000 Product Family transmissions, pressure drop must not exceed 159 kPa @ 30.3 liters/min flow (23 psi @ 8.0 gal/min). Frequent initial changes of this filter element may be required as debris is flushed out of the oil cooler circuit. Closely monitoring change in cooler circuit pressure drop will indicate when a filter change is needed.

5.5 CHECKING CONTROLS

5.5.1 Inspection.

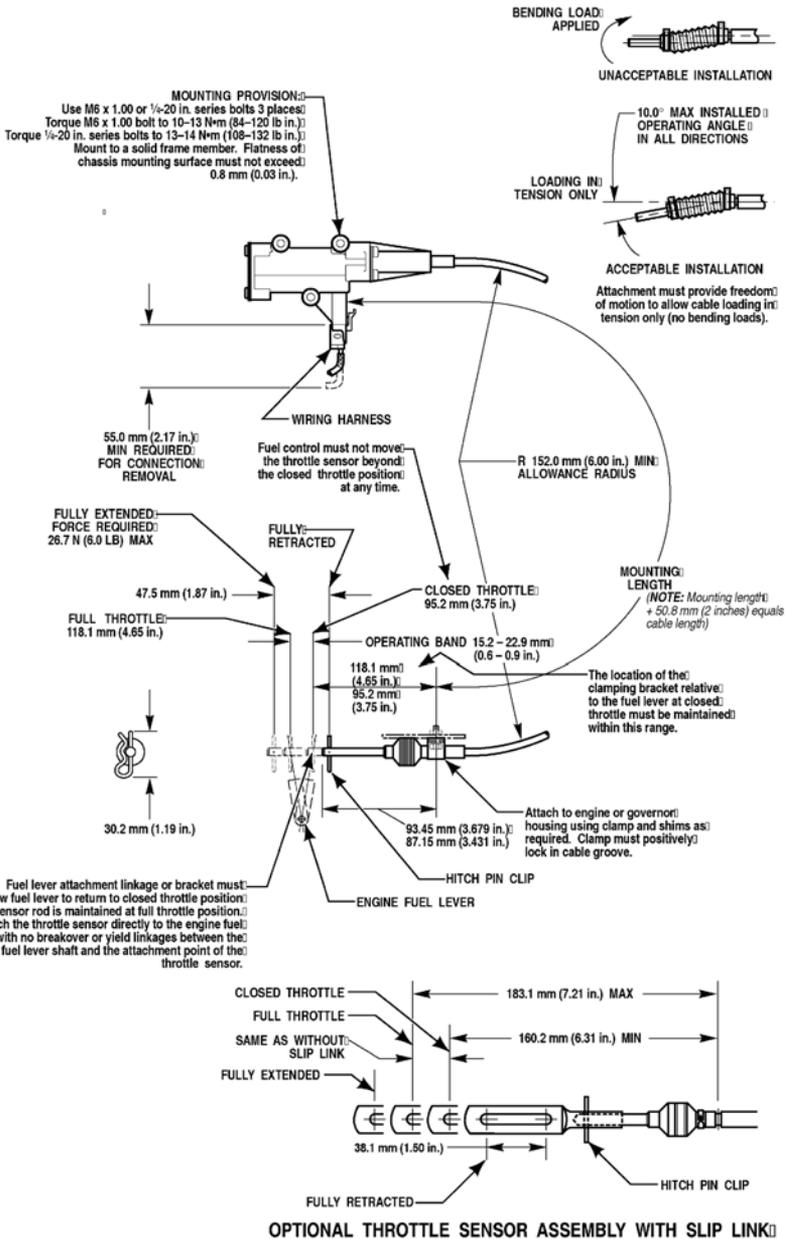
Inspect the following and correct any faulty conditions:

- Shift selector:
 - improper operation
 - poor electrical connections
 - improper harness routing
- Cab and chassis wiring harness:
 - poor electrical connections
 - frayed insulation
 - wiring damage

- Throttle sensor components, if present:
 - freedom of movement
 - improper routing
 - bellows damage
 - improper or loose cable mounting
- PTO controls, if present:
 - damage
 - wear
 - improper operation
 - lubrication
 - electrical harness connections and wiring damage
- Temperature gauge:
 - capillary tube damage (if used)
 - sensor damage
- Fluid pressure gauge tubing:
 - damage
 - kinks
 - improper routing

5.5.2 Throttle Position Sensor (TPS) Adjustment—Using Diagnostic Tool. When properly installed by the OEM, the TPS, if used, should not require adjustment. If TPS adjustment is necessary, confirm that it has been installed to Allison Transmission specifications (refer to [Figure 5–4](#)). The TPS is self-calibrating and therefore has no optimum closed throttle or full throttle value. Be sure there is no misalignment or obstruction to smooth movement through the full stroke of the TPS.

The Allison DOC[®] For PC–Service Tool, can be used to verify the TPS adjustment (0 percent at closed throttle and 100 percent at full throttle). Refer to the Allison DOC[®] For PC–Service Tool User’s Guide, GN3433EN, for details. Also, be sure to check for Diagnostic Trouble Code(s) (DTCs) associated with TPS function.

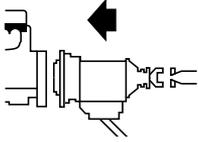


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Figure 5-4. Hitch Pin Throttle Position Sensor Installation Diagram

5.5.3 Hitch Pin Throttle Position Sensor Installation.

1. Install the throttle sensor body as follows:
 - a. Clamp cable end using clamp and shims (Figure 5-4).
 - b. Secure the sensor body using the mounting holes provided.
 - c. Install a heat shield if any part of the throttle sensor is near the exhaust manifold, turbochargers, or any other heat source.
2. Adjust the throttle sensor as follows:
 - a. The engine fuel lever must be at the closed throttle position.
 - b. Install the hitch pin cable end of the sensor to the engine fuel lever with brackets so that at the idle position the cable end is 11–17 mm (0.44–0.67 inch) from its fully retracted position, and at wide open throttle the cable end is pulled an additional 15–22.9 mm (0.60–0.90 inch) from the idle position.
 - c. Recheck the stroke distance of the throttle sensor, from closed to wide open after installation is completed. Check the stroke distance of the throttle sensor, from closed to wide open. Stroke distance must be from 15–22.9 mm (0.60–0.90 inch).
 - d. Recheck for zero clearance at the fuel lever. Make sure the 15.2–22.9 mm (0.60–0.90 inch) dimension has not changed.
 - e. Design throttle sensor linkage brackets and levers to nominal dimensions so the system stays within tolerance bands throughout its operating life.

	<h2 style="margin: 0;">INSTALLING TRANSMISSION INTO VEHICLE</h2>	<h2 style="margin: 0;">Section 6</h2>
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6.1 HANDLING

6.1.1 Preventing Damage. Handle the transmission carefully to prevent damage to components in the installation path.

6.1.2 Control of Transmission Movements. Use a hoist or transmission jack that allows precise control of transmission movements during installation.

6.2 MOUNTING TO ENGINE



WARNING: The torque converter must be held to the torque converter housing by a retaining device such as shipping brackets. Without the retaining device, the torque converter may slide forward, disengaging the oil pump, or may fall completely out of the transmission causing personal injury and/or property damage.



WARNING: The 1000 and 2000 Product Families transmission dry weights are approximately 150 kg (330 lb). To help avoid personal injury and/or property damage:

- Use caution when installing, removing, or moving the transmission.
- Get help when lifting the transmission. Assistance from a hoist or other lifting equipment may be required.
- Make sure that the lifting equipment can properly support the transmission.

Use the following procedure to mount the transmission to the engine:

1. Inspect the flexplate adapter, if used, for cracks or other damage and replace it when these conditions are found.
2. Remove the torque converter retaining bracket just before the transmission is ready to be installed in the vehicle.

3. Attach the flexplate adapter to the front of the torque converter or to the flexplate using six new adhesive-coated M10 x 1.5 x 15 bolts. Tighten each bolt to 57–68 N·m (42–50 lb ft).
4. Align one of the flexplate's bolt holes with the access opening in the engine flywheel housing.
5. Lubricate the center pilot boss with molybdenum disulfide grease (Molycote G, or equivalent).
6. Install an M10 x 1.5 headless guide bolt into one of the flexplate bolt holes in the flexplate adapter or torque converter mounting lug (refer to [Figure 6–1](#)). Align the guide bolt with the flexplate hole at the access opening.

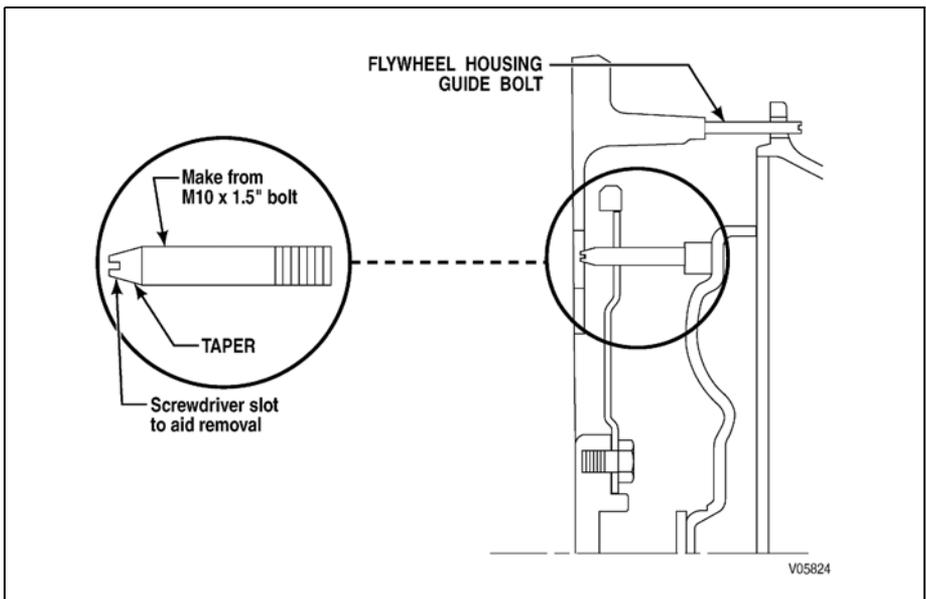


Figure 6–1. Pilot Tool for Transmission-To-Engine Alignment

7. Push the transmission toward the engine while guiding the pilot boss on the torque converter into the flexplate hub adapter or flywheel, and the guide bolt into the hole on the flexplate (a headless guide bolt in the engine flywheel housing may also aid in the transmission installation).
8. Seat the transmission squarely against the engine flywheel housing—no force is required. If interference is encountered, move the transmission away from the engine and investigate the cause.
9. Align the bolts holes in the converter housing with those in the engine flywheel housing.

10. Install all transmission-to-engine bolts and washers finger-tight (a minimum of 10 bolts is required and must include the top two).



CAUTION: The entire converter housing circumference must be flush against the engine flywheel housing before tightening any bolts. DO NOT use the bolts to seat the housing.

11. Tighten four bolts at equally-spaced intervals around the converter housing bolt circle. Use the torque specified by the engine or vehicle manufacturer.
12. Remove the flexplate guide bolt through the engine flywheel housing access opening. Replace it with a self-locking bolt. Tighten the bolt finger-tight.



NOTE: DO NOT tighten any flexplate-to-flexplate adapter bolts until all of the bolts have been installed and tightened finger-tight.

13. Rotate the engine crankshaft to install the remaining new adhesive-coated bolts into the flexplate adapter. After all bolts have been installed finger-tight, tighten the bolts to 57–68 N·m (42–50 lb ft).
14. Install the flywheel housing access cover, if used.

6.3 INSTALLING TRANSMISSION MOUNTING COMPONENTS



CAUTION: Use the type and grade of mounting bolts recommended by the vehicle manufacturer.

1. Install all bolts, washers, spacer, isolators, or supports required to support the transmission in the vehicle frame.
2. Tighten the bolts to the torque values recommended by the vehicle manufacturer.

6.4 COUPLING TO DRIVELINE

1. Couple the driveline companion flange or universal joint yoke to the flange or yoke on the transmission. Use the bolts and torque values recommended by the vehicle manufacturer.
2. Check the universal joint angularity of all U-joints in the driveline. Determine if they are within specification.

6.5 CONNECTING POWER TAKE-OFF CONTROLS

If not already mounted, mount the PTO(s) onto the transmission (refer to [4.3 INSTALLING PTO](#)).



CAUTION: PTO units using transmission main pressure to engage the PTO gear must have a positive main pressure shut-off at the solenoid valve when the PTO is not engaged. Failure to provide this feature may cause inadvertent clutch apply and PTO damage.

1. Check the PTO harness routing for kinks and sharp bends. Avoid routing the cable close to exhaust pipes or manifold. The PTO harness must not rub or interfere with adjacent parts.
2. Connect controls to the PTO.
3. Check for proper PTO control operation.
4. Couple the PTO output to its driven equipment. Check couplings or universal joints for correct assembly and alignment. If the driven component is not a direct mount arrangement, check the PTO drivelines for angularity, phasing, and offsets.

6.6 CONNECTING PARKING BRAKE CONTROL

1. Connect and properly adjust the parking brake.
2. If present, adjust the brake shoe-to-drum clearance as specified by the manufacturer.

6.7 CONNECTING COOLER

[Figure 6–2](#) shows typical cooler port locations on the transmission. Consult AS64-071 in Allison Sales Tech Data Book on the Allison Extranet for cooler fitting torque values.

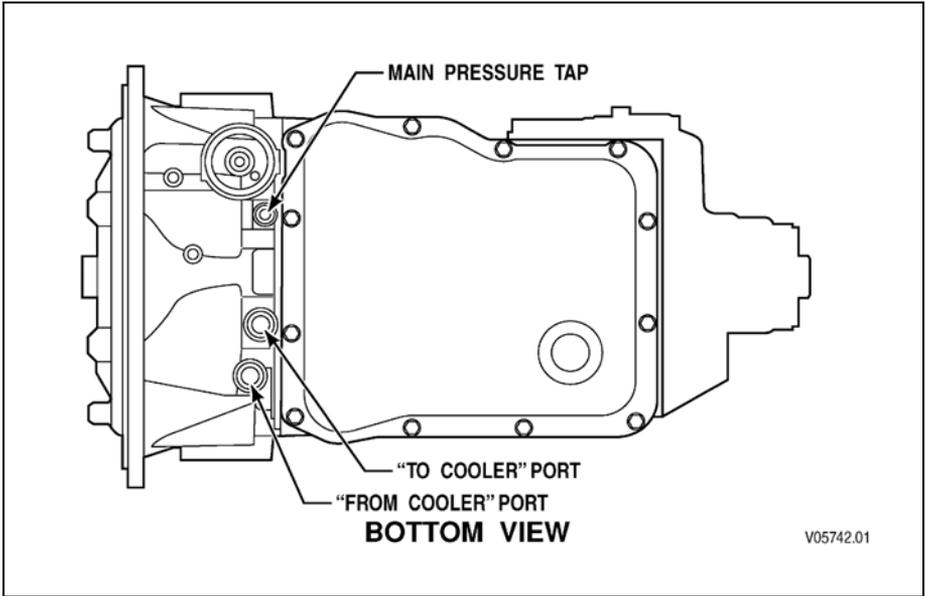


Figure 6–2. Cooler Port Location

1. The transmission has a sump fluid thermistor on the pressure switch manifold. Actual temperature readings may be viewed using the Allison DOC® For PC–Service Tool. Refer to the Allison DOC® For PC–Service Tool User’s Guide, GN3433EN, furnished with the tool.
2. A temperature gauge may be installed in the “To Cooler” line. If equipped, install a temperature probe, capillary tube and bulb or a thermocouple.
 - a. If equipped with a capillary tube and bulb:
 - (1) Tighten the adapter tight enough to prevent leakage.
 - (2) Install the bulb into the adapter and tighten the nut.
 - (3) Check the capillary tube for interference with other parts that might chafe or damage the tube. Long tubes may require support clips or brackets.
 - b. If equipped with a thermocouple, install the thermocouple and connect the leads.

6.8 CONNECTING CONTROLS

1. Remove any protective covering from the wiring harness connectors. Connect the external wiring harness to the main electrical connector and the engine, turbine, and output speed sensors (Figure 1–5 and Figure 1–6). Keep dirt and debris out of the connector.

2. If PTO(s) is (are) used, connect the PTO(s) wiring harness(es). The PTO connector is NOT part of the Allison Transmission external wiring harness.
3. Connect linkage to the transmission shift lever. For information on adjusting the shift linkage, refer to the SHIFT SELECTOR CABLE LINKAGE section of the In-Chassis Maintenance guide GN4008EN.
4. If used, connect wire(s) to electric tachograph.
5. Make sure the speed sensors, the PTO connector, and all other connectors are securely seated and latched. A connector can be heard or felt when it latches, but confirm the latching by pulling on the connector—NOT THE WIRES.
6. If parking brake is present, connect linkage.

6.9 FILLING HYDRAULIC SYSTEM

1. Verify that all unused hydraulic openings are plugged.
2. Fill the transmission with the required amount of Allison-approved fluid (refer to [2.9 TRANSMISSION FLUID AND FILTER CHANGE PROCEDURE](#), [2.6 FLUID RECOMMENDATIONS](#)).
3. Run the engine for about one minute and check the fluid level (refer to [2.4 TRANSMISSION FLUID CHECK](#)).

6.10 INSTALLATION CHECKLIST

Use this list after transmission installation. As items are checked, mark them off this list.

- Torque Values:
 - All oil pan bolts—24–29 N·m (18–21 lb ft)
 - Main pressure tap—10–13 N·m (7–10 lb ft)
 - Cooler fittings—0.750–16 (inch series), 30–36 N·m (22–27 lb ft); 1.0625–12 (inch series), 56–69 N·m (41–51 lb ft)
 - Cooler manifold bolts—24–29 N·m (18–21 lb ft)
 - Flexplate adapter-to-converter cover bolts—57–68 N·m (42–50 lb ft)
 - Flexplate-to-crankshaft hub bolts—consult engine manufacturer specifications
 - Flexplate-to-flexplate adapter bolts—57–68 N·m (42–50 lb ft)
 - Fluid drain plug—30–40 N·m (22–30 lb ft)
 - Fluid fill tube bracket bolt—firmly seated against bracket

- Speed sensor bolts—10–13 N·m (7–10 lb ft)
- Output flange bolt—108–136 N·m (80–100 lb ft)
- PTO cover bolts—40–45 N·m (29–33 lb ft)
- PTO mounting bolts—57–68 N·m (42–50 lb ft)
- Selector lever nut (customer-supplied)—20–27 N·m (15–20 lb ft)
- PTO pressure hose fitting to transmission—10–13 N·m (7–10 lb ft)
- Rear cover bolts—51–61 N·m (38–45 lb ft)
- TPS to engine bracket (M6 bolts)—10–13 N·m (7–10 lb ft)
(0.250–20 bolts)—12–15 N·m (9–11 lb ft)
- Cooler Fluid Lines and Air Hose for:
 - No leaks
 - Connection tightness
 - Correct routing
- Throttle Sensor for:
 - Proper adjustment
 - Correct routing of cable and harness
- Driveline for:
 - Proper indexing of universal joints
 - Proper drive shaft angles
 - Driveline backlash
 - Lubricated universals and slip-joints
- Hydraulic System for:
 - Recommended fluid (refer to [2.6 FLUID RECOMMENDATIONS](#) and [2.7 TRANSMISSION FLUID AND FILTER CHANGE INTERVALS](#))
 - Correct fluid level in transmission
 - Dipstick correctly calibrated
 - Fill tube tight
 - Fill tube cap tight
 - Breather clean and free of restrictions
 - No fluid leaks during operation
- Instruments and Electrical Equipment for:
 - Proper wiring and electrical connections
 - Instruments, gauges, and lights work correctly

- Shift selector display is on and **CHECK TRANS** light is off
- Fluid temperature gauge
- Power Takeoff, if installed, for:
 - Controls connected and operative
 - Correctly coupled to driven equipment
 - Lubrication line correctly installed and routed, if used
 - Clutch apply line correctly installed and routed, if used

6.11 ROAD TEST AND VEHICLE OPERATION CHECKLIST

6.11.1 Driveability.



NOTE: Refer to the latest edition of the applicable Operator's Manual.

Drive-away checks are performed to verify proper transmission and support equipment installation and operation. The following steps outline drive-away check procedures:

1. Check fluid—fill the transmission with the appropriate fluid.
2. Start the vehicle—check for proper system response during start-up.
 - a. Turn on the vehicle's master/ignition switch.
 - b. The **CHECK TRANS** light should come on.
 - c. Start the engine.
 - d. The **CHECK TRANS** light should go off.
3. Clear Diagnostic Trouble Codes (DTCs)—during installation, it is common for “false” DTCs to be stored in the electronic control's TCM. Clear these DTCs prior to road testing the vehicle. Refer to the Allison DOC® For PC–Service Tool User's Guide, GN3433EN, for details.
4. Road Test the Vehicle—allow the electronic control time to “converge” shifts.
5. Check for Proper Operation—check all components for proper mounting and operation, and check for transmission fluid leaks at gasket surfaces, lines, and hoses.
6. Recheck for DTCs Trouble Codes—use the Allison DOC® For PC–Service Tool, or shift selector to determine if DTCs were set during the road test. Refer to the Allison DOC® For PC–Service Tool User's Guide, GN3433EN, for details.

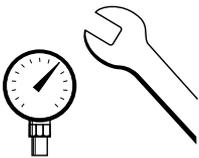
7. Troubleshoot—if DTCs exist after the road test, find and correct problems (refer to TS3977EN, 1000 and 2000 Product Families Troubleshooting Manual).

6.11.2 Service and Maintenance. Following an initial unit-exchange program, refer to the 1000 and 2000 Product Families Service Manual, SM5818EN, for detailed transmission service and maintenance instructions.

6.11.3 Road Test Checklist. Complete the following checklist.

- **Instruments:**
 - **CHECK TRANS** light
 - Speedometer
 - Transmission fluid pressure gauge, if used
 - Temperature gauge, if used
 - Reverse warning system, if used
- **Transmission Fluid:**
 - Fluid level meets specifications—cold, neutral, level
 - No leaks
 - Warm up and check fluid level—hot, neutral, level
- **No-Load Governed Engine Speed:**
 - No-load governed speed of engine
 - Adjust governor as necessary—refer to the manufacturer’s specifications for the engine-transmission being tested.
- **PTO—if installed:**
 - PTO operation—refer to the latest edition of the applicable Operator’s Manual
- **Shift Sequence:**
 - Transmission upshifts and downshifts smoothly through all ranges
- **Other Checks:**
 - Stall test (must only be performed by qualified service technician)
 - Shift quality

• **Comments:**

	CUSTOMER SERVICE	Section 7
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7.1 OWNER ASSISTANCE

There are distributors and dealers around the world ready to stand behind every Allison Transmission product. Any situation that arises in connection with the sale, operation, or service of your transmission will be handled by the distributor or dealer in your area.

Check the telephone directory for the Allison Transmission service outlet nearest you or use Allison Transmission's Sales and Service Locator tool on the Allison Transmission web site at www.allisontransmission.com. You may also refer to Allison Transmission's Worldwide Sales and Service Directory SA2229EN.

7.2 SERVICE LITERATURE

This service literature provides fully illustrated instructions for operation, maintenance, service, overhaul, and parts support for your transmission. For maximum performance and service life from your unit, you may order additional publications via web, fax or phone.

WEB: www.allisontransmissionpublications.com

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