



OWNER'S MANUAL: 1K-2K AUTOMATIC TRANSMISSION

Tag #	
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Date Installed:	

QUALITY REMANUFACTURED

TRANSMISSIONS AND TRANSFER CASES

Quality Remanufactured Products by WELLER for the Following Applications Medium to Heavy Duty Eaton/Fuller • Meritor • Volvo (Volvo Truck Compatible Part) • Mack • TTC Spicer • ZF • Clark • IHC • Isuzu • GMC A complete line of Auxiliaries and Transfer Cases

AUTOMATED MANUAL TRANSMISSIONS

Quality Remanufactured Products by WELLER for the Following Applications Eaton Cummins Endurant • Eaton UltraShift PLUS • Detroit DT12 • Volvo I-Shift^{*} (Volvo Truck Compatible Part)• Mack mDRIVE^{*}• Meritor Freedomline^{*}• ZF AS-Tronic^{*}

AUTOMATIC TRANSMISSIONS

Quality Remanufactured Products by WELLER for the Following Applications Allison Transmissions^{*} • Clark • Funk • CAT • ZF

DIFFERENTIALS

Quality Remanufactured Products by WELLER for the Following Applications Complete Stock for quick exchange

Meritor/Rockwell • Dana • Spicer • Eaton • Volvo (Volvo Truck Compatible Part) • Mack • Freightliner/Alliance • Clark • GMC • Industrial/Off Road • Terex

STEERING GEAR BOXES AND PUMPS

Quality Remanufactured Products by WELLER for the Following Applications Tested on a State-of-the-Art XLT3 Road Simulator TRW-Ross • Saginaw • Sheppard • Vickers Pumps ZF • Eaton • Luk

ELECTRONICS

Quality Remanufactured Electronics by WELLER for the Following Applications *All units are tested for performance and quality.*

Cummins \bullet Eaton \bullet ZF \bullet Allison* \bullet Volvo/Mack (Volvo Truck Compatible Part) \bullet Detroit \bullet PACCAR













PROGRAM DESCRIPTION

As your company focuses on quality repairs and parts, put Weller on your team! Together we can eliminate downtime with complete coverage of all your drivetrain needs. That's the Weller Way – partnering in select relationships that successfully provide the customer with the best product and service. No hype! Just a true competitive advantage through quality and availability.

With 600,000 square feet of remanufacturing facilities and 37 nationwide company-owned distribution locations, we are committed to our customers. Weller's Unit Exchange program maximizes uptime with a 20,000+ unit stock plan of remanufactured transmissions, differentials, steering gears, PTOs, and hydraulic pumps ready to ship.

Consider becoming a partner in the industry's leading drivetrain program. Contact us today! With no commitments and no minimums, we are the Drivetrain Partner for you!

Our reman program includes:

- 100% disassembled, cleaned, and inspected
- Remanufactured with only the highest quality parts available.
- · Gearsets are replaced in sets only
- All NEW bearings, gaskets, seals and washers
- Our reman program includes:
- All Makes Coverage One Call
- Same Day/Next Day Delivery
- Obsolete and Discontinued
 Specialists
- Nationwide One-Year, unlimited mileage, parts and labor warranty



WELLER APP



Designed with our customers in mind, we wanted to bring a user-friendly way for you to access the information you need when you need it most.

Features

Schedule a Core Return: Easily schedule core returns from your phone!

View Warranty Status: Have a warranty you want to know the status of? View all of your warranties with the Warranty Tracker.

Quickly Locate a Store: We are always adding new locations to better serve you.

Weller Literature: Find our Owner's Manuals and other sales literature like our Core Return Program and sales catalogs

Training Videos: Visit our growing

collection of videos designed to educate and prevent common issues across a wide range of our products.



How to Download

The new Weller Truck Parts app can be downloaded for free from the Apple App Store and Google Play.

Supported devices include iPhone (iOS 11.0 or later) and Android smartphones (5.0 Lollipop and up).



INSTALLATION GUIDE

1. PROPER TORQUE

- □ All oil pan bolts 18-21 Ft lb (24-29 N-m)
- □ Main pressure tap 7-10 Ft lb (10-13 N-m)
- Cooler fittings 0.750-16 (inch series), 22-27 Ft lb (30-36 N-m)
- 1.0625-12 (inch series), 41-51 Ft lb (56-59 N-m)
- Cooler manifold bolts 18-21 Ft lb (24-29 N-m)
- □ Flexplate adapter to converter cover bolts 42-50 Ft lb (57-68 N-m)
- □ Flexplate to crankshaft hub bolts consult engine manufacturer specifications
- □ Flexplate to flexplate adapter bolts 42-50 Ft lb (57-68 N-m)
- □ Fluid drain plug 22-30 Ft lb (30-40 N-m)
- □ Fluid fill tube bracket bolt firmly seated against bracket
- □ Speed sensor bolts 7-10 Ft lb (10-13 N-m)
- □ Output flange bolt 80-100 Ft lb (108-136 N-m)
- PTO cover bolts 29-33 Ft lb (40-45 N-m)
- □ PTO mounting bolts 42-50 Ft lb (57-68 N-m)
- □ Selector lever nut (customer supplied) 15-20 Ft lb (10-13 N-m)
- □ PTO pressure hose fitting to transmission 7-10 Ft lb (10-13 N-m)
- Rear cover bolts 38-45 Ft lb (51-61 N-m)
- □ TPS to engine bracket (M6 bolts) 7-10 Ft lb

2. OIL COOLER, AIR AND VACUUM LINES

- Check for leaks
- □ Check for tightness of connections
- Check routing of lines
- Properly flush cooling system

3. THROTTLE SENSOR

- Check for proper adjustment
- □ Check for proper routing of cable and harness

4. DRIVELINE

- Check for proper indexing of slip and universal joints
- Determine if angles are within recommendations
- Check for excessive backlash
- □ Lubricate universals and slip joints

INSTALLATION GUIDE

5. HYDRAULIC SYSTEM

- □ Recommended fluid
- □ Fluid level correct for operating conditions
- □ Dipstick properly calibrated
- □ Fill tube cap tight
- Fill tube tight
- □ Breather clean and free of restriction
- □ Checked for fluid leaks during operation

6. POWER TAKE OFF (PTO) (IF INSTALLED)

- □ Controls connected and operative
- □ Properly coupled to driven equipment
- □ Lube line from transmission properly routed and connected
- □ Clutch apply line properly routed and connected

7. INSTRUMENTS, ELECTRICAL COMPONENTS

- □ Wiring and electrical connections functionaL
- □ Instruments, gauges, and lights work correctly
- □ Shift selector display is on and CHECK TRANS light is off
- □ Fluid temperature gauge

APPROVED LUBRICANTS

TES-295

Approval Number	Approved Marketer	Product Brand Name
AN-011001	Castrol Heavy Duty Lubricants	TranSynd
AN-031002	BP Lubricants	Autran Syn 295
AN-031003	Cognis Corporation	Emgard 2805
AN-031004	International Truck & Engine Company	Fleetrite Synthetic ATF
AN-051005	ExxonMobil Lubricants and Petroleum Specialties Company	Mobil Delvac Synthetic ATF
AN-071006	John Deere & Company	HD SynTran
AN-1010007	Volvo Trucks North America	Bulldog Synthetic ATF
AN-121009	Case New Holland	CNH HD Synthetic ATF
AN-121008	Shell International Petroleum Co. LTD.	Shell Spirax S6 ATF A295



TES-389

Approval Number	Product Brand Name	NAmerica	CAmerica	Product Marketer
AA-33182010	Castrol ATF Heavy Duty	Yes	Yes	BP Castrol
AA-33192010	Castrol ATF Heavy Duty	Yes	Yes	BP Castrol
AA-32252007	Castrol Heavy Duty Multi-Purpose ATF	Yes	Yes	BP Lubricants
AA-32362007	Castrol Heavy Duty Multi-Purpose ATF	Yes	Yes	BP Lubricants
AA-32012007	Chevron Automatic Transmission Fluid HD-389	Yes	Yes	Chevron Products Company
AA-32202007	Chevron Automatic Transmission Fluid HD-389	Yes	Yes	Chevron Products Company
AA-32242007	Chevron Automatic Transmission Fluid HD-389	Yes	Yes	Chevron Products Company
AA-31992007	Chevron Synthetic Automatic Transmission Fluid Heavy Duty	Yes	Yes	Chevron Products Company
AA-32002007	Texaco Automatic Transmission Fluid HD-389	Yes	Yes	Chevron Products Company
AA-32792008	Mobile ATF D/M	Yes	Yes	ExxonMobil Lubricants & Petroleum Specialties Co.
AA-32822010	Fuchs Titan ATF 4000	Yes	Yes	Fuchs Petrolub AG
AA-32082007	Petro-Canada ATF D3M	Yes	Yes	Petro-Canada
AA-33072010	Ravenol ATF III H	Yes	Yes	Ravensberger Schmierstoffvertrieb GMBH
AA-33242011	Spirax S2 ATF A389	Yes	Yes	Shell International Petroleum Co. LTD.
AA-32212007	Donax TA-389	Yes	Yes	Shell Lubricants
AA-32332007	Donax TX	Yes	Yes	Shell Lubricants

SERVICE INFORMATION LETTER





14-TR-07 June, 2007 Product Code(s): Page 1 of 3

SUBJECT: Resetting Adaptive Shift Parameters in Allison 4th Generation Controls System

MODELS AFFECTED: All 1000, 2000, 3000, 4000 Product Families

AFFECTED SERIAL NUMBERS: All

The purpose of this SIL is to describe the specific effects of resetting shift adaptive parameters on the Allison $^{\text{th}}$ Generation Controls systems, when using Allison DOCTM For PC–Service Tool V6.2 (or earlier) and/or Allison DOCTM For Fleets V2.1 (or earlier).

Introduction:

The Allison DOC™ For PC–Service Tool and Allison DOC™ For Fleets tools contain a function that allows technicians to reset the adaptive shift parameters. This function is called **Reset Adaptive Shift Parameters** and is accessible from the *Action Request* main menu. When connected to an Allison **a**th Generation Controls system, users have the choice of resetting or re-initializing these adaptive parameters per shift (e.g. 4–5, D–R, N–R, 3–4, etc.) or all at once (using *Reset All Adaptive Shift Parameters* button). Each of these resetting functions replaces adaptive clutch control parameters (e.g. Clutch Pressure values, Clutch Volume values, etc.) with the original factory calibration values and invokes fast adaptive algorithms to rapidly adapt those clutch control parameters.

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3-4	3-6	2
All Carage R-1	D-R N	-R N-1	
Born Name	Value	Linds	1.
D-R Oncoming Clutch Volume	41	66	- 6
D-R Minimum Oncoming Clutch Volume	0	00	- 11
D-R Occoming Clutch Pressure	43.66	pisi	
D-R Oncoming Fill Delay	67		
N-R Oncoming Clutch Volume	38	65	
N-R Minimum Oncoming Clutch Volume	0	00	
N-R Oncoming Clutch Pressure	44.09	psi	
R-N Off-Going Pressure	32.05	psi	
N-1 Oncoming Clutch Volume	102	66	
N-1 Minimum Oncoming Clutch Volume	0	66	
N-1 Oncoming Clutch Pressure	62.22	psi	
R-1 Oncoming Clutch Volume	104	00	
R-1 Minimum Oncoming Clutch Volume	0	00	
R-1 Oncoming Clutch Pressure	63.53	psi	
R-1 Oncoming Fill Delay	57		
N-R Adapt - Pattern 0	Not Converged		
N-1 Adapt - Patkern 0	Not Converged		
N-2 Adapt - Pattern 0	Not Converged		
Reset Al Shifts Ada	ptive Pacameters		

Allison Transmission, Inc. Indianapolis, IN 46206-0894

BM / SL5568EN

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Please Note: Allison Transmission Service Information Letters are intended for use by professional, trained technicians, not for the "do-it-yourselfer". They are written to inform those technicians of conditions that may occur on some transmission models (or serial number ranges) or to provide information that could assist in the proper ervicing of a specific Allison transmission. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safety. If a condition is described, do not assume that the Service Information Letter applies to your transmission, or that your transmission has the condition described. Product evolution and information updates are invitable. Prove Information Letter applies to your transmission service dealer or distributor to understand if your particular transmission may benefit from the information contained within the Service Information Letter.

SERVICE INFORMATION LETTER

The following two issues have been identified.

Issue 1 occurs only with the following combination of TCM software and Allison DOCTM For PC Service Tool:

- TCM software; MY06, MY07, or MY08 (up to 8EC for 1000/2000 and 8FD for 3000/4000). TCMs calibrated after 5/28/2007 should have 8EC or 8FD software level, or later and GM Medium Duty Chassis or Workhorse Custom Chassis motor home w/L18 any TCM software level prior to MY09.
- Allison DOC[™] For PC Service Tool Version 6.2 (or earlier)

Issue 1: When the user resets All adaptive shift parameters at once (by clicking on the **Reset All Shift Adaptive Parameters** button) the Allison 4th Generation Controls TCM would not only reset the adaptive clutch control parameters back to factory values, but it will also reset all Customer Modifiable Constants (CMC) to their factory values. So, for example, if the Engine Brake Pre-Select Range CMC was changed at some point from 2nd (original/factory calibration value) to 4th gear, and the user Resets All Shift Adaptive Parameters, the calibration will reset all adaptive clutch control parameters plus that CMC back to 2nd.

NOTE 1: MY06, MY07, and MY08 software levels can be identified by the first digit of the Software Level number displayed in the Allison DOC[™] tool. MY06 software level starts with a 6 (example: 6B7), MY07 software level starts with a 7 (example: 7EB), and MY08 software level starts with an 8 (example: 8F4). The Software Level is a parameter displayed in the Allison DOC[™] tool, under the TCM/Calibration Information screen:

Calibration	Value	
Cal ID	480 <u>05K400</u> 17	
Software Level	8E5	
Serial Number	BK4773N160889M9M	
Part Number	29544773	
TCM Date	TBD	
HCN/CCN	28 / A68	
VIN	N/A	
This Tool S/N	50001	
Last Tool S/N	0000050001	-

When Allison DOCTM For PC–Service Tool V6.2 (or earlier) is being used and Reprogramming is enabled, the following steps are required in order to preserve the CMCs after resetting All Shift Adaptive Parameters:

- 1. On the Reprogramming window, click on the Save button to save current CMC configuration
- 2. Reset All Shift Adaptive Parameters
- 3. Go back to the Reprogramming window, click on the "Select One:" pull down list and select the previously saved CMC configuration
- 4. Click on Load, and then on Reprogram TCM to apply the original CMC configuration

Issue 2 occurs only with the following combination of TCM software and Allison DOCTM For PC Service Tool:

- Using Allison DOC[™] For PC–Service Tool V6.2 (or earlier), or Allison DOC[™] For Fleets V2.1 (or earlier) to reset any up-shift Adaptive parameters (e.g. Reset 1-2 Shift Adaptive Parameters, Reset 4-5 Shift Adaptive Parameters, etc.), and
- The Allison DOC[™] tool is connected to an Allison 4th Generation Controls System TCM that is programmed with a MY06, MY07, or MY08 TCM software level, and
- The TCM is configured to use SEM/LRTP.

Issue 2: When users reset any upshift adaptive parameters (by clicking on the **Reset X-Y Shift Adaptive Parameters** button, where X-Y is the corresponding upshift), the TCM will reset the adaptive clutch control parameters related to that specific upshift. Each of these adaptive clutch control parameters is then adjusted/re-learned/adapted by the TCM to obtain smooth shifts, as the transmission up/downshifts. Recent investigations determined that when resetting any of the upshift adaptive parameters, one of these parameters (i.e. Maximum Torque Clutch) is reset back to its factory value, but it will not get re-learned or adapted by the TCM. This situation could have an impact on the shift quality of the transmission.

SERVICE INFORMATION LETTER

NOTE 2: To find out whether the TCM calibration is configured to use SEM/LRTP or not, the user can go to the TCM/Calibration Information screen, look into the SEM/LRTP & Autodetect Information window, and read the Auto Select Configuration parameter. If this parameter is set to "SEM and LRTP Required," or "SEM Required," the TCM is using SEM/LRTP. Additionally, the TCM is using SEM/LRTP if Auto Select Configuration is set to "Autoselect (SEM/LRTP Not Required)" and SEM Enabled Status or if Auto Select Configuration is set to "LRTP is Required; SEM will run if engine supports" and SEM Enabled Status is set to "Enabled". Otherwise, the TCM is not using SEM/LRTP.

SEM/LRTP & Autodetected Information	Value	
Auto Select Configuration	SEM and LRTP Required	
Engine Hardware Status	Not SEM/LRTP Recognized	
SEM Validated	ECM doesn't support SEM	
LRTP Validated	ECM doesn't support LRTP	
SEM/LRTP Compatibility	Not Compatible	
SEM Enabled Status	Disabled	
LRTP Enabled Status	Disabled	
SEM Torque Reduction Status	N/A	
LRTP Torque Reduction Status	N/A	*

SEM/LRTP & Autodetected Information	Value
Auto Select Configuration	Autoselect (SEM/LRTP Not Required)
Engine Hardware Status	SEM/LRTP Recognized
SEM Validated	ECM doesn't support SEM
LRTP Validated	ECM doesn't support LRTP
SEM/LRTP Compatibility Compatible	
SEM Enabled Status Enabled	
LRTP Enabled Status Disabled	
SEM Torque Reduction Status	N/A
LRTP Torque Reduction Status	N/A

When Allison DOCTM For PC–Service Tool V6.2 (or earlier), or Allison DOCTM For Fleets V2.1 (or earlier) is being used to reset shift adaptive parameters, the following steps are required in order to prevent this "no re-learning" situation:

- 1. If the TCM is configured to use SEM:
 - i. On the Reprogramming window, click on the Save button to save current CMC configuration
 - ii. Reset All Shift Adaptive Parameters
 - iii. Go back to the Reprogramming window, click on the "Select One:" pull down list and select the previously saved CMC configuration
 - iv. Click on Load, and then on Reprogram TCM to apply the original CMC configuration
 - v. If this "no relearning" situation occurs, it will be necessary to recalibrate the TCM to its original configuration.
- 2. If the TCM is configured not to use SEM, the user can reset the individual shift.

The Allison DOCTM For PC–Service Tool V7.0.0 (or later) and Allison DOCTM For Fleets V3.0 (or later) will be enhanced to prevent this behavior.

Acronyms List:

- CMC Customer Modifiable Constant
- DOC Diagnostic Optimized Connection
- MY Model Year
- PC Personal Computer
- SEM Shift Energy Management
- SIL Service Information Letter
- TCM Transmission Control Module

TEST DRIVE PROCEDURES

- 1. From Neutral, with parking brake set and service brakes applied via foot pedal, select the following sequence: **Drive, Neutral, Reverse, Neutral, Drive, Reverse, Drive, Neutral.** Allow each shift to fully complete before selecting the next shift.
- 2. Release all brakes and perform this sequence: Wide Open Throttle (WOT) 1-2; once shift is complete, release the throttle to closed and decelerate to just prior to the Closed Throttle (CT) 2-1 and perform a Step Thru (ST) 2-1 by going to WOT.
- 3. Continue the process initiated in #2 above for **each Upshift and Downshift combination available.**

Example: Wide Open Throttle (WOT) 2-3; once shift is complete, release the throttle to closed and decelerate to just prior to the Closed Throttle (CT) 3-2 and perform a Step Thru (T) 3-2 by going to WOT. Repeat for the WOT 3-4/ST 4-3, WOT 4-5/ST 5-4, WOT 5-6/ST 6-5.

- 4. From a Stop, release vehicle brakes and perform a set of Part Throttle (PT ~ 50% to 60%) Upshifts to the highest attainable range for the vehicle. Release the throttle to Closed and, using Light vehicle brakes, decelerate to a stop. NOTE: If the vehicle is equipped with an output retarder or engine brake system, these systems should be turned off for this segment.
- 5. From a Stop, release vehicle brakes and perform Part Throttle (PT ~ 50% to 60%) Upshifts to 3rd range. Release the throttle to Closed and, using Moderate to Heavy vehicles brakes (NOT panic or wheel lock), decelerate to a stop. NOTE: Braking should be aggressive but not to the level that would cause passenger complaints. If the vehicle is equipped with an output retarder or engine brake system, these systems should be turned off for this segment.
- 6. From a Stop, release vehicle brakes and perform a set of **Wide Open Throttle Upshifts to the** highest attainable range for the vehicle. Release the throttle to Closed and Preselect Down to 1st Range using the shift selector. Use light vehicle brakes, decelerate to a stop.
- 7. If the vehicle is equipped with a **retarder or engine brake, turn that system on** for this segment. From a Stop, release vehicle brakes and perform a set of **Wide Open Throttle Upshifts** to the highest attainable range for the vehicle. Release the throttle to Closed and, using Light vehicle brakes and the retarder or engine brake, decelerate vehicle to a stop.

NOTE: Allison Transmission does not recommend using the vehicle brakes to "force" Powered Downshifts (PD, downshifts with the throttle applied). If grades are available, these should be used to adapt in WOT and PT Powered Downshifts.

- 8. Approach the grade in the highest safely attainable range and hold the throttle steady at **WOT** and allow the vehicle to perform the Powered Downshifts as required to ascend the grade.
- 9. Approach the grade in the highest safely attainable range and hold the throttle steady at **Part Throttle (PT~ 50% to 60%) and allow the vehicle to perform the Powered Downshifts as required to ascend the grade.**

ALLISON JOB AID



SHIFT SELECTOR AND CABLE ADJUSTMENT PROCEDURE

For Allison Transmission Models:

1000 Product Family, 2000 Product Family, AT 500 Series, MT 600 Series, HT / CLT 700 Series

The shift cable must be adjusted after the shift selector has been installed in its permanent mounting location, the shift cable routing is finalized, and the cable has been secured.

NOTE: All changes to the shift cable routing, including changes to the shift selector location, will affect the adjustment of the shift cable. Therefore, the shift cable must be readjusted if its routing is modified by a body builder or during transmission or vehicle service.

When properly adjusted, the handle of a lever shifter should be centered in each gate position when the transmission selector shaft is held in place by the internal transmission detent. See Figure C–2.

Follow procedure below to attach and adjust the shift selector cable at shift lever on the transmission.

- 1. With the engine off, set the park brake and block the wheels to prevent vehicle movement.
- 2. Place both the shift selector and the transmission selector shaft in the Neutral position.
- 3. Attach the cable to the shift selector at the operator's station.
- 4. At the transmission end of the cable, push the cable to move the shift handle against the end of the shift selector Neutral gate. Note the position of the pivot at the end of the cable with respect to the hole in the shift lever. Refer to Figure C–3.



- 5. Pull the cable to move the shift handle against the opposite end of the shift selector Neutral gate. Note the position of the pivot at the end of the cable with respect to the hole in the shift lever. Refer to Figure C–4.
- 6. Center the position of the cable at the midpoint of the travel determined by Steps 3 and 4. See Figure C-5.

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P.O. Box 894	Indianapolis, Indiana 46206-0894	(317) 242-5000	www.allisontransmission.com

ALLISON JOB AID





- 7. Holding the cable at the position determined in Step 5, rotate the pivot on the threaded section of the cable end until it is aligned with the hole in the shift lever. See Figure C–6.
- 8. Verify that the attachment pin of the pivot does not bind in the shift lever hole and that the detent in the transmission is positively engaged. This condition is sometimes called "free-pin-fit," referring to lack of friction at the cable / shift lever interface once the transmission detent is engaged. Repeat Steps 4 through 6 as necessary to create this condition.
 SHIFT LEVER HELD IN NEUTRAL BY:
- 9. Attach the pivot to the shift lever and secure with the lock pin. If a jam nut is provided with the cable hardware, torque the jam nut to lock the pivot to the cable end as noted in Figure C–6. If the cable manufacturer does not provide a jam nut with the cable assembly, do not add one during the installation process.

<u>CAUTION:</u> Once the jam nut is tightened, the pivot pin should slide freely into the hole in the lever. Do not twist the cable to insert it into the lever. Loosen the jam nut, reorient the pivot to insert freely into the lever, then tighten the jam nut again.



10. Once this attachment is made, move the selector through all the range positions at the operator's station. Verify that free-pin-fit exists in each range position, and that the position of the shift lever is determined by the internal transmission detent — not by tension or compression on the shift cable. Special attention should be devoted to the free-pin-fit in the Neutral position, in the lowest forward range (1), and, if available, in the Park or Park Brake position.

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SERVICE RECORDS

DATE	MILEAGE	SERVICE PROVIDER	NOTES

SERVICE RECORDS

DATE	MILEAGE	SERVICE PROVIDER	NOTES

SERVICE RECORDS

DATE	MILEAGE	SERVICE PROVIDER	NOTES

DYNO TESTING

Our transmissions are rigorously tested under realistic load simulations on state-of-the-art dynomometers. This approach guarantees proper torque, leak-free performance, accurate shifting, and optimized oil flow.



Ensuring Functionality

The test replicates the demands placed on a transmission during operation, checking if it shifts gears smoothly, delivers the expected power output, and operates within normal temperature ranges.



Quality Control

Rebuilt transmissions in particular undergo dyno testing to verify the quality of the rebuild process. This ensures they meet or exceed factory specifications for pressure, performance, and minimize the risk of leaks or malfunctions after installation.



Diagnostics

Dyno testing can pinpoint issues with a transmission, such as abnormal noises, vibrations, or problems with the hydraulic system or clutch packs.



Calibration

The test allows technicians to finetune the transmission's operation, including setting optimal shift points and pressures for improved performance and efficiency.

CORE RETURNS

Fair. Flexible. Fast.

At Weller, we value your business and strive to make the core return process as smooth as possible. Our core return policy is built on **trust and partnership**, ensuring that doing business with Weller is not only easy but also beneficial for our customers. We pride ourselves on having the most flexible core return policy in the industry, including a return window up to a full year. This generous policy underscores our commitment to you and highlights our dedication to accommodating customer needs. While we do expect a fair rebuildable core, our primary goal is to ensure that you have a **positive and efficient** experience with us.



Don't just take our word for it. See why Weller is the unmatched industry leader, before and after the sale. **Our policy reveals all.**



WELLER WARRANTY

At Weller, we prioritize not only the quality of our products but also the peace of mind for our valued customers. We understand that purchasing decisions are significant investments, and to underscore our commitment to your satisfaction, we proudly offer a comprehensive warranty on our products.



This warranty is a testament to our confidence in the durability and reliability of our offerings. While we take pride in crafting products of the highest standards, we recognize that unforeseen circumstances may arise. When they do, we have made the process as easy for you as possible, down to choosing the most convenient way for you to start a claim.

To learn more about our warranty and how to file a claim, scan the QR code below or visit our website.

Don't Buy the Paper. Buy the Performance.



Learn more about the Weller Warranty wellertruck.com/weller-warranty When You Choose Weller, You Stop Playing the Warranty Game.

v 8.2.23

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AND TRANSFER CASES

TRANSMISSIONS AUTOMATED MANUAL TRANSMISSIONS

AUTOMATIC TRANSMISSIONS DIFFERENTIALS

DRIVESHAFTS & END YOKES

STEERING GEAR BOXES AND PUMPS

ELECTRONICS & MECHATRONICS



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