WELLER

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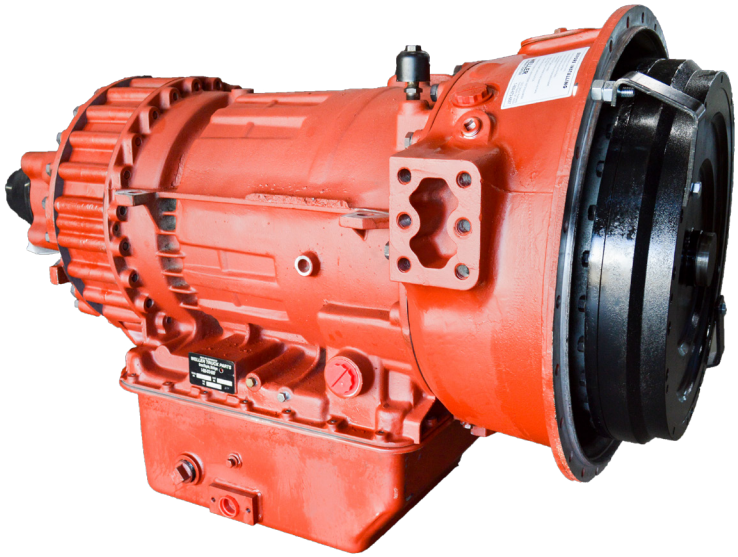


OWNER'S MANUAL: HT700 AUTOMATIC TRANSMISSION

Tag # _____

Mileage In: _____

Date Installed: _____

QUALITY REMANUFACTURED

TRANSMISSIONS AND TRANSFER CASES

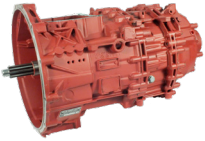
Quality Remanufactured Products by WELLER for the Following Applications

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 • Eaton • ZF • Allison® • Volvo/Mack (Volvo Truck Compatible Part) • Detroit • PACCAR

PROGRAM DESCRIPTION

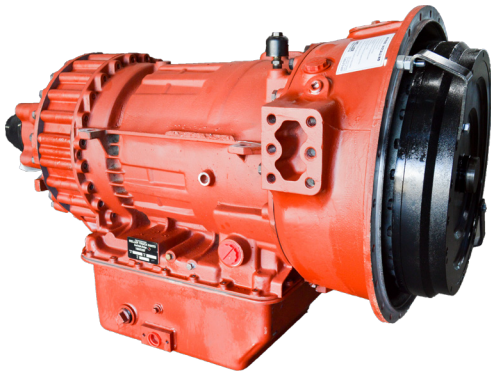
As your company focuses on quality repairs and parts, put Weller on your team! Together we can eliminate downtime with complete coverage of all your drivetrain needs. That's the Weller Way – partnering in select relationships that successfully provide the customer with the best product and service. No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

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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).

GET IT ON Google Play

Available on the App Store

INSTALLATION GUIDE

1. PROPER TORQUE

- ☐ Flexplate bolts – ½ X 20: 96-115 ft lb (130-156 N-m), 3/8 X 24: 41-49 Ft lb
- ☐ Transmission housing to engine bell housing bolts (Tighten to vehicle manufacturers specifications)
- ☐ Transmission to frame or mounting bolts – 164-192 Ft lb (223-260 N-m)
- ☐ Output flange nut – 600-800 Ft lb (813-1085 N-m)
- ☐ Companion flange or universal joint bolts (Tighten to manufacturer's specifications)
- ☐ Manual selector lever nut – 15-20 Ft lb (20-27 N-m). Thread on manual selector shaft changed to metric
- ☐ effective MY 1978, S/N 20542. Nut torque remains unchanged
- ☐ Modulator control retaining bolt, early models – 15-20 Ft lb (20-27 N-m); later models – 13-16 Ft lb
- ☐ 18-22 N-m)
- ☐ Oil filler tube nut – 90-100 Ft lb (122-136 N-m), 4.5" Pans 40-50 Ft lb, If Bolts 14-18 Ft lb
- ☐ Oil drain plug – 15-20 Ft lb (20-27 N-m)
- ☐ Speedometer driven gear assembly to rear cover – 45-50 Ft lb (61-68 N-m)
- ☐ Neutral start switch to transmission housing – 50-60 Ft lb (68-81 N-m)
- ☐ Reverse signal switch to transmission housing – 4-5 Ft lb (5-7 N-m)
- ☐ Parking brake mounting bolts – 164-192 Ft lb (222-260 N-m)
- ☐ Oil lines to transmission – 50-60 Ft lb (61-68 N-m)
- ☐ Bell cranks and cable support brackets to transmission – 54-65 Ft lb (73-88 N-m)

2. OIL COOLER, AIR AND VACUUM LINES

- ☐ Check for leaks
- ☐ Check for tightness of connections
- ☐ Check routing of lines
- ☐ Check for recommended line and fitting sizes (refer to AS45-035 or AS45-038)

3. LINKAGE

Manual Selector

- ☐ Check adjustment at all positions (refer to Service Manual, SA 1142, Section IV)
- ☐ Check ease of movement
- ☐ Check neutral safety switch (engine start in Neutral)
- ☐ Check shift tower for correct detent and freedom of movement

Mechanical Modulator Control

- ☐ Check adjustment for proper shift points (full travel 1-3/16 to 1-9/16 in.; 30.16 to 39.69 mm)
- ☐ Check ease of operation
- ☐ Check routing

Parking Brake

- ☐ Adjust for proper clearance
- ☐ Adjust for full apply and release

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

5. FLUID SYSTEM

- ☐ TES 389-295 fluid being used
- ☐ Oil level correct for operating conditions
- ☐ Dipstick properly marked (refer to Mechanic's Tips, MT 1366 Section V)
- ☐ Filler cap tight and vented
- ☐ Filler tube tight at oil pan
- ☐ Breather clean and free of restriction
- ☐ Checked for oil leaks during operation

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

- ☐ Backlash established
- ☐ Controls connected and operative
- ☐ Properly coupled to driven equipment
- ☐ Lube line from transmission properly routed and connected

7. INSTRUMENTS, ELECTRICAL COMPONENTS

- ☐ Speedometer and odometer – operable
- ☐ Oil temperature and pressure gauges
- ☐ Wiring and electrical connections – functional
- ☐ Reverse signal circuit checked

8. ROAD TEST VEHICLE

- ☐ Refer to Mechanic's Tips, MT 1366, Section VI, for points to check

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

WHY SHIFT LINKAGE IS IMPORTANT

The shift lever on a transmission moves inside the valve body, which distributes main pressure to the various clutches in the transmission. If the valve is between two clutch ports, main pressure is restricted to the clutches when the valve is operating. This can result in transmission failure.

Typical shift linkage adjustment complaints:

1. Shift lever (in cab) does not line up with the gear selected.
2. Slow engagement to forward or reverse.
3. Truck creeps forward or backward in neutral.
4. Reverse beeper operates intermittently in reverse or in neutral or not at all.

Correction:

One person is needed inside the cab and another person at the transmission shift lever. At the transmission, remove the cotter key or retaining clip and remove the cable clevis pin from the transmission shift lever. Have the person in the cab select each gear with the cable removed. Lock the shifter in each gear while the person at the transmission moves the lever to its corresponding position and reinserts the clevis pin in and out freely. This needs to be done in each gear. If the clevis pin fails to line up with the lever after adjusting, some further diagnosis will be needed. Common issues for these symptoms are a sticking cable, the lever or cable geometry is incorrect, or the lever id is too long or too short. These are just some of the common causes to be checked if this problem would arise.

Why Modulator Adjustment Is Important:

The modulator is an external component attached to the transmission. They are typically mounted to the rear half of the transmission directly behind the shift lever and neutral safety switch. Its function is to vary the shift points depending on the throttle position. In other words, a part throttle condition (i.e. city driving) will result in an "early" or lower up shift and a full throttle condition will result in a "later" or higher up shift. What happens when the modulator is not working properly is an early or too soon up shift at full throttle conditions. You may notice the engine RPM "flare" 200-300 RPM between shifts. Driving a truck that shifts "too soon" will lug the engine and place undue stress on the transmission. Imagine driving a manual transmission truck and you attempt a 3rd or 4th gear shift from a rolling stop.The clutch will try to absorb this load from the output but the clutch will slip if it cannot. This same theory applies with automatics.

There are Four Different Types of Modulators:

1. Cable Operated - One end will attach to the throttle linkage or directly to the accelerator pedal. The transmission end uses a fulcrum to move the modulator pin. This cable will either push or pull to full throttle depending on your vehicles set up.
2. Air - This modulator uses an air signal from the engine governor to move the modulator pin. Williams Controls recommends changing the air modulator at each transmission service (50,000 Miles).

(continued on page 9)

WHY SHIFT LINKAGE IS IMPORTANT

3. Electric - Most commonly used with electronically governed engines where the governor has no mechanical moving parts. Electric modulators are either on or off. They get their signal from the engines ECU or data link translator to move the modulator pin.
4. Vacuum - Only used on gas engines. Under full engine load, vacuum will drop off. This signal is relayed to the modulator via a tube or hose, actuating a diaphragm inside the modulator and releasing the plunger outward. Once there is no load, vacuum will return, pulling the plunger back against spring pressure.

Typical Modulator Complaints:

Downshifts Hard

Cable Modulator - Cable at pedal or throttle linkage is not fully returning to its relaxed position. You may need a return spring to help the cable back.

Vacuum Modulator - No vacuum signal or a torn diaphragm in modulator.

Air Modulator - Stuck plunger in modulator or full air pressure under all throttle positions.

Electric Modulator - Power to modulator, under all throttle positions.

Up shifts Hard (low RPM or too early)

Cable modulator - Cable not adjusted correctly or inoperable. To correctly adjust, push or pull the throttle to full fuel. There should be no more than 1/8" slack left in the cable. Keep in mind there are mechanical parts inside the box end of the cable that do wear. Replacement of the cable may be necessary if adjustment won't cure an early up shift.

Air modulator - Seals inside the modulator have worn allowing air pressure into the case. If there is a lack of air pressure, or too low of pressure, the modulator may not function properly. If you notice oil leaking out the breather, chances are the air modulator is leaking.

Electric Modulator - Modulator malfunction or no power to the modulator. This test will require one person in the cab and one at the transmission. To check, loosen the retaining clip but do not remove. With the ignition key on and the engine off, fully depress the throttle. This should push the modulator away from the transmission if working properly. If there is no movement of the modulator, further diagnosis will be required. Many times the problem is found with the relay or in the vehicle wiring.

A harsh downshift may also be caused by higher than normal idle or slow to return throttle. It may also be caused by a sticky transmission governor valve. An early up shift may be caused by using two o-rings in the modulator valve. This happens quite often as most reman units are shipped with an o-ring already installed in the case. BE SURE TO ONLY USE ONE "O" RING WHEN INSTALLING MODULATOR OR MODULATOR PLUG!

Allison Job Aid

Allison Transmission

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.

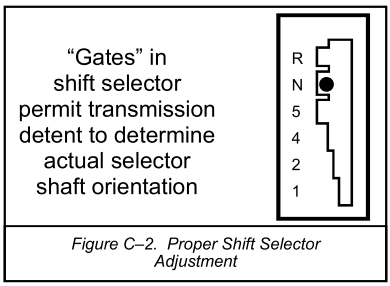

Figure C–2. Proper Shift Selector Adjustment

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.

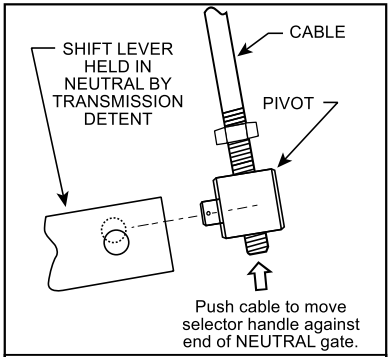

Figure C–3. Proper Shift Selector Cable Adjustment

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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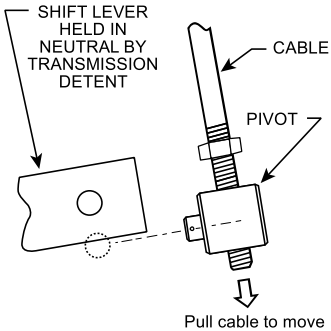


Figure C–4. Proper Shift Selector Cable Adjustment

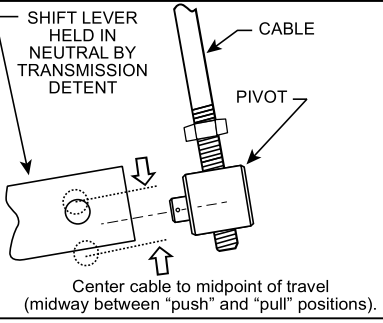


Figure C–5. Proper Shift Selector Cable Adjustment

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.

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.

CAUTION: 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.

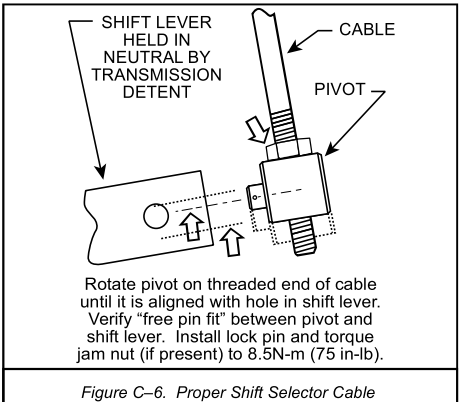


Figure C–6. Proper Shift Selector Cable Adjustment

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.

Service Tips

AT 500 / MT 600 / HT 700 Series (Hydraulic Controls)

FLUID LEVEL

Fluid Types:
Use TranSynd™ or Dexron-III® for general vocations and C-4 qualified fluids for off-highway vocations.

Checking Fluid:

Cold Check:
Temperature 60–120 °F (16–49 °C)
Fluid Level Within (Cold Run) Reference Fill

Hot Check:
Temperature 160–220 °F (71–104 °C)
Fluid Level Within Hot Run

- Vehicle on level surface, parking brakes applied (wheels chocked)
- Engine at idle
- Transmission in N (Neutral)
- Add or drain fluid as necessary

Fluid Change Interval (Non-TranSynd™):

Refer to SIL 10-TR-99 for change intervals for Non-TranSynd™/Non-TES 295 or a mixture of Non-TranSynd™/Non-TES 295 and TranSynd™/TES 295 fluids.

Refer to 10-TR-98 for off-highway fluid applications.

Fluid Change Interval - General Vocations (TranSynd™/TES 295) Fluid)

Transmission	Fluid Change Interval	Main/Internal Filter	Lube/Auxiliary**
AT 500 Series	100,000 miles*(160 900 km) 48 months /4000 hours	Main – N/A Internal Wire Mesh – 100,000 miles*(160 900 km) 48 months/4000 hours Polyester – overhaul	50,000 miles*(80 400 km) 24 months /2000 hours 50,000 miles*(80 400 km) 24 months /2000 hours
MT 600 Series	100,000 miles*(160 900 km) 48 months /4000 hours	Main – N/A Internal – overhaul	50,000 miles*(80 400 km) 12 months /1200 hours
HT 700 Series	100,000 miles*(160 900 km) 48 months /2400 hours	50,000 miles*(80 400 km) 12 months /1200 hours Internal –overhaul	

* Whichever occurs first

** Use an Allison high-efficiency filter until the Change Filter light indicates it is contaminated or until the filter has been in use for 3 years. No mileage restrictions apply.

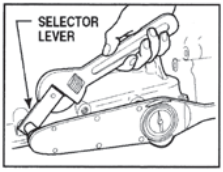
Fluid Change Capacity

Transmission	Pan Depth	Capacity (External Circuits Not Included)
AT 500 Series	3.8 inches / 97 mm	9 quarts / 8.5 liters
	5.3 inches / 135 mm	16 quarts / 15 liters
MT 600 Series	4.3 inches / 108 mm	12 quarts / 11 liters
	5.0 inches / 127 mm	15 quarts / 14 liters
	7.0 inches / 178 mm	17 quarts / 16 liters
HT 700 Series	4.5 inches / 114 mm	34 quarts / 32 liters
	6.0 inches / 152 mm	30 quarts / 28 liters
	7.0 inches / 178 mm	30 quarts / 28 liters
	8.5 inches / 216 mm	43 quarts / 41 liters
Transfer Case		26 quarts / 25 liters (Use C-4 SAE 30 Fluid)

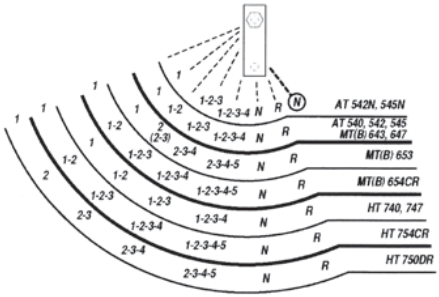
SERVICE TIPS

SHIFT SELECTOR LINKAGE

Checks:



- Hold lever
- Torque 15–20 lb ft (20–27 N·m)
- Clean and lubricate all moving joints



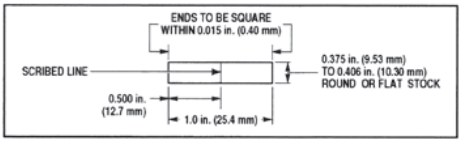
Adjustments:

Be sure the selector lever moves easily and is properly positioned by the transmission detents.

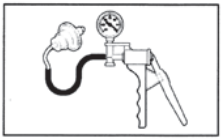
- Check Neutral Start Switch. The engine starter must not operate in any shift selector position except N (Neutral).

VACUUM MODULATOR *Be sure there are no leaks in the vehicle vacuum system*

Checks:

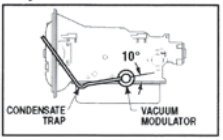


- Spring strength using fabricated tool
- Known good modulator and modulator being tested
- Squeeze modulators together until either modulator touches scribed line
- Maximum gap between modulator sleeves to qualify modulator as being tested — 0.060 inch (1.52 mm)



- Modulator diaphragm
- Obtain 10 inches (254 mm) of vacuum
- Hold vacuum for 15 seconds.

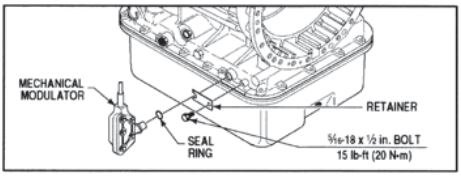
Adjustments:



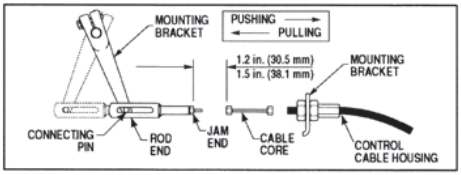
- Modulator neck 10° down from oil pan splitline.
- Torque retaining bolt to 10-16 lb-ft (14-22 N·m)

MECHANICAL MODULATOR

Checks:



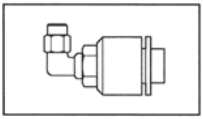
- Check cable routing. Bends in cable must be no less than 8.0 inch (203.2 mm) radius.
- Cable should be no closer than 6.0 inches (152.4 mm) to the engine exhaust pipe or manifold.



- Connecting pin must pivot freely in hole through throttle lever and slot in rod end.
- Full to closed throttle positions, cable travel 1.187 inches (30.15 mm) to 1.560 inches (39.6 mm).
- Adjust as required

PNEUMATIC MODULATOR

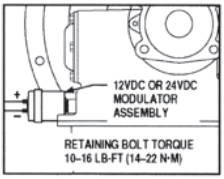
Checks:



- Apply 80 psi (552 kPa)
- Submerge in water.
- Leaks are not permitted.

ELECTRIC STEP MODULATOR *Do not ground electrical modulator to transmission*

Checks:



- Connector tightness
- Routing of electrical wires away from the engine exhaust or manifold. Electrical wiring should be no closer than 6.0 inches (152.4 mm) to the engine exhaust pipe or manifold.
- Routing of electrical wires to avoid strain on connections and chafing of the wires.

SERVICE RECORDS

DATE	MILEAGE	SERVICE PROVIDER	NOTES

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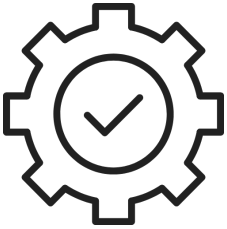
DATE	MILEAGE	SERVICE PROVIDER	NOTES

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

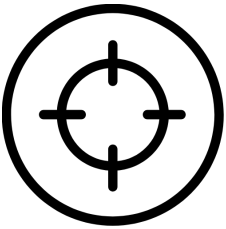
The test replicates the demands placed on a transmission during operation, checking if it shifts gears smoothly, delivers the expected power output, and operates within normal temperature ranges.

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.



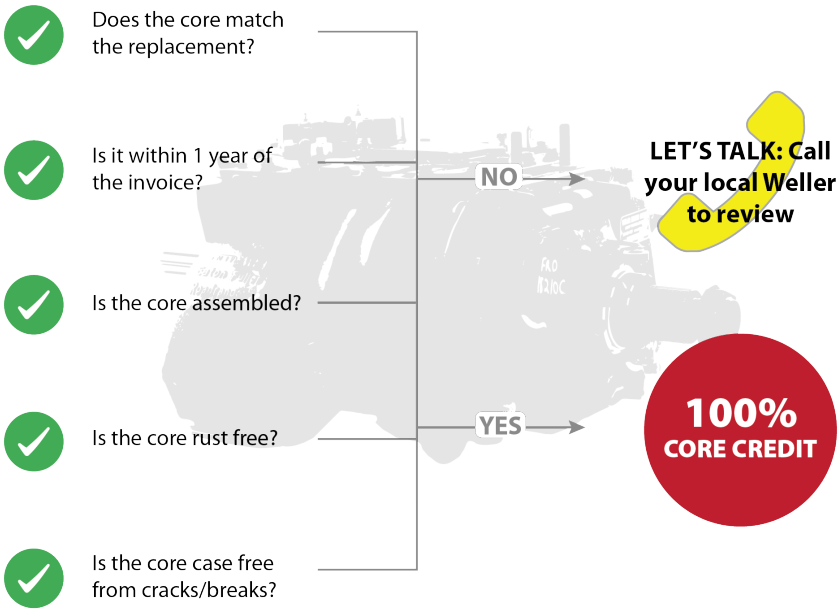
Calibration

The test allows technicians to fine-tune 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.

SCAN ME

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.

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We are dedicated to providing best-in-class quality with unmatched value and rapid delivery. Our focus is to keep our customers and America moving.

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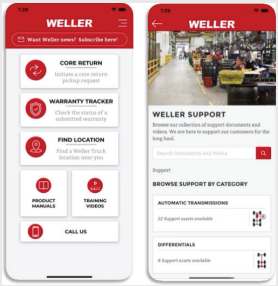

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