WELLER

100% Associate Owned

OWNER'S MANUAL:
MD3000/HD4000
AUTOMATIC TRANSMISSION

Tag # _____

Mileage In: _____

Date Installed: _____

QUALITY REMANUFACTURED

TRANSMISSIONS AND TRANSFER CASES

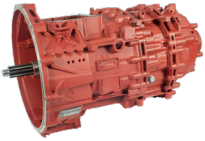
Quality Remanufactured Products by WELLER for the Following Applications

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

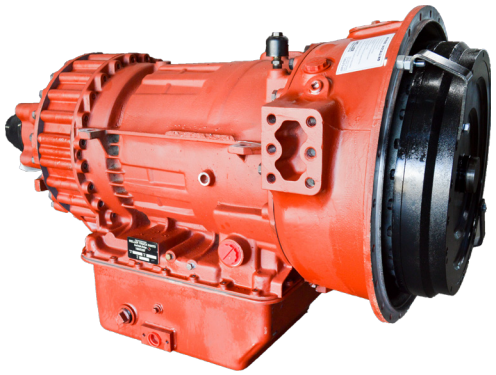
As your company focuses on quality repairs and parts, put Weller on your team! Together we can eliminate downtime with complete coverage of all your drivetrain needs. That's the Weller Way – partnering in select relationships that successfully provide the customer with the best product and service. No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

Scan me

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

- ☐ All control module bolts – 38-45 Ft lb (51-61 N-m)
- ☐ Speed sensor bolts – 18-21 Ft lb (24-29 N-m)
- ☐ Flexplate to crankshaft hub bolts – Consult engine manufacturer specifications
- ☐ Flexplate to flexplate adapter bolts – M8 17-21 Ft lb or M10 38-45 Ft lb
- ☐ Flexplate adapter to converter cover bolts – 18-21 Ft lb (24-29 N-m)
- ☐ Fluid drain plug – 18-24 Ft lb (25-32 N-m)
- ☐ Fluid fill tube bracket – 18-21 Ft lb (24-29 N-m)
- ☐ Control module pressure taps – 7-10 Ft lb (10-13 N-m)
- ☐ Cooler fittings- #12, 25-35 Ft. lb (34-47 Nm), #16 40-50 Ft. lb (54-68 N-m), #20, 50-60 Ft lb (68-81 N-m)
- ☐ Cooler port cover bolts – 38-45 Ft lb (51-61 N-m)
- ☐ Output flange 1 bolt – 52-59 Ft lb (70-80 N-m), 2 bolt 22-26 Ft lb (30-35 N-m)
- ☐ PTO cover bolts 38-45 Ft lb (51-61 N-m)
- ☐ PTO mounting bolts – 38-45 Ft lb (51-61 N-m)
- ☐ Breather – 9-12 Ft lb (12-16 N-m)
- ☐ PTO pressure hose to transmission 7-10 Ft lb (10-13 N-m)
- ☐ 20-way transmission feedthrough connector bolt – 18-28 lb inch (2.0-3.2 N-m)
- ☐ Rear cover bolts – 66-81 Ft lb (90-110 N-m)
- ☐ TPS to transmission bracket (M6 bolts) – 84-120 lb inch (10-13 N-m) ¼-20 bolts – 108-132 lb inch (12-15 N-m)

2. COOLER LINES AND AIR HOSE

- ☐ Check for leaks
- ☐ Check for tightness of connections
- ☐ Check routing of lines

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

5. HYDRAULIC SYSTEM

- ☐ Recommended fluid – Allison approved TES-295 or TES-389 fluid
- ☐ Fluid level correct for operating conditions
- ☐ 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

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

ROAD TEST

1. DRIVEABILITY

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

- ☐ Check fluid – fill the transmission with the appropriate fluid.
- ☐ Start the vehicle – check for proper system response during start-up:
  - ☐ Turn on the vehicle's master/ignition switch.
  - ☐ The CHECK TRANS light should come on.
  - ☐ Start the engine.
  - ☐ The CHECK TRANS light should go off.
  - ☐ N should appear in the shift selector display.
- ☐ Clear Trouble Codes – during installation, it is common for false codes to be stored in the electronic control's TCM. These codes must be cleared prior to road testing the vehicle.
- ☐ Road Test the Vehicle – allow the electronic control time to converge shifts.
- ☐ Check for Proper Operation – check all components for proper mounting and operation, and check for transmission fluid leaks at gasket surfaces, lines and hoses.
- ☐ Recheck for Trouble Code – use the Allison DOC® for PC-Service Tool or shift selector to determine if codes were set during the road test.
- ☐ Troubleshoot – if codes exist after the road test, problems must be found and corrected (refer to Troubleshooting Manual).

2. SERVICE & MAINTENANCE

- ☐ Refer to the current issue of the 3000 and 4000 Product Family Service Manuals for detailed transmission service & maintenance installations. Refer to the latest Allison Troubleshooting Manual for detailed electronic control system troubleshooting.

3. ROAD TEST CHECKLIST

Neutral Start Circuit:

- ☐ Starts only in N (Neutral)

Instruments:

- ☐ CHECK TRANS light and shift selector display
- ☐ Transmission fluid pressure gauge – if used
- ☐ Speedometer
- ☐ Temperature gauge – if used
- ☐ Reverse warning system – if used

Transmission Fluid:

- ☐ Fluid level meets specifications – cold, neutral, level
- ☐ No leaks

No-Load Governed Engine Speed:

- ☐ No-load governed speed of engine
- ☐ Adjust governor as necessary – refer to manufacturer's specifications for the engine-transmission being tested

Output Retarder:

- ☐ Operation of the output retarder, if installed, while descending a grade or slowing on a level road

PTO – if installed:

- ☐ PTO operation – refer to the appropriate Operator's Manual.

Shift Sequence:

- ☐ Transmission upshifts and downshifts smoothly through all ranges

Other Checks:

- ☐ Stall test
- ☐ Shift quality

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

Allison Transmission

14-TR-07
June, 2007
Product Code(s):

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

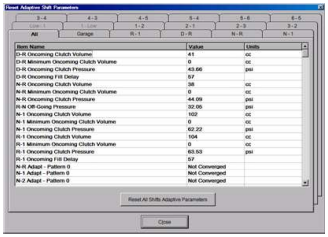
MODELS AFFECTED: All 1000, 2000, 3000, 4000 Product Families

AFFECTED SERIAL NUMBERS: All

The purpose of this SIL is to describe the specific effects of resetting shift adaptive parameters on the Allison 4th Generation Controls systems, when using Allison DOC™ For PC–Service Tool V6.2 (or earlier) and/or Allison DOC™ 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 4th 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.



Allison Transmission, Inc.
Indianapolis, IN 46206-0894

BM / SL5568EN

The following two issues have been identified.

Issue 1 occurs only with the following combination of TCM software and Allison DOC™ 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	48005K40017
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 DOC™ 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:

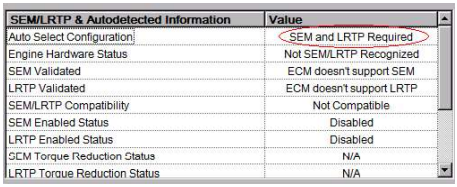
1. On the Reprogramming window, click on the **Save** button to save current CMC configuration
2. Reset All Shift Adaptive Parameters
3. Go back to the Reprogramming window, click on the "*Select One:*" pull down list and select the previously saved CMC configuration
4. Click on **Load**, and then on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

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

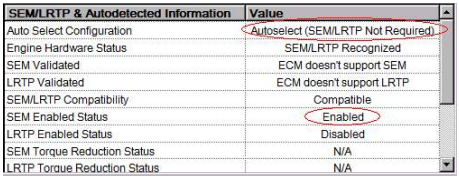
- Using Allison DOC™ For PC–Service Tool V6.2 (or earlier), or Allison DOC™ For Fleets V2.1 (or earlier) to reset any up-shift Adaptive parameters (e.g. Reset 1-2 Shift Adaptive Parameters, Reset 4-5 Shift Adaptive Parameters, etc.), and
- The Allison DOC™ tool is connected to an Allison 4th Generation 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.

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 DOC™ For PC–Service Tool V6.2 (or earlier), or Allison DOC™ 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 DOC™ For PC–Service Tool V7.0.0 (or later) and Allison DOC™ 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.**

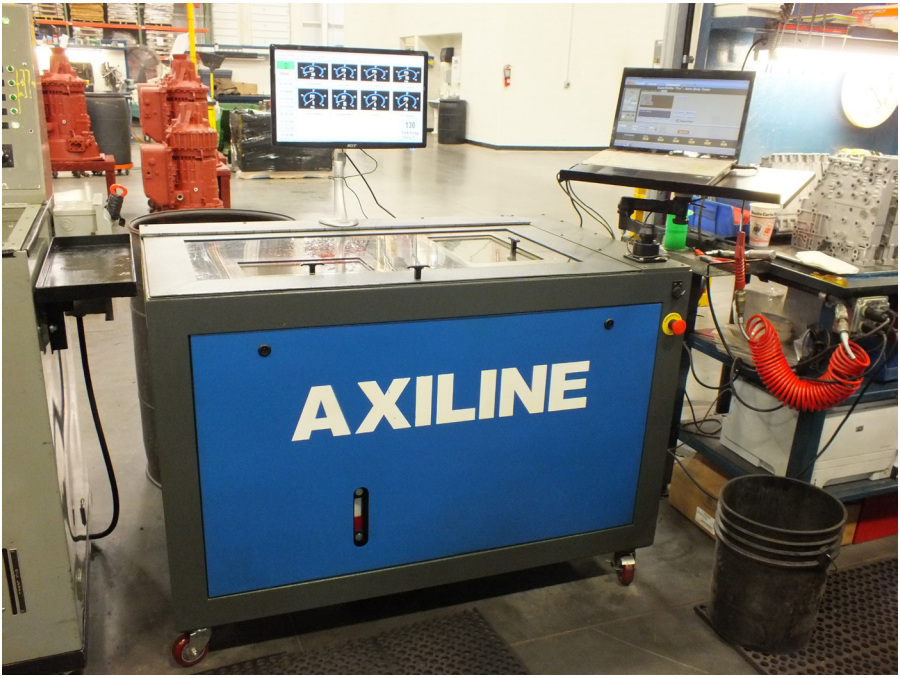
7. If the vehicle is equipped with a **retarder or engine brake, turn that system on** for this segment. From a Stop, release vehicle brakes and perform a set of **Wide Open Throttle Upshifts to the highest attainable range for the vehicle. Release the throttle to Closed and, using Light vehicle brakes 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.**

VALVE BODY TESTING

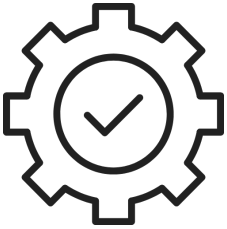


All valve bodies are tested for proper shift points and correct shift pressures on our state-of-the-art Axiline test stand.

The 1k/2k and 3k/4k product lines are also tested for proper solenoid and wiring harness functions. This testing guarantees proper shift quality at dyno testing and in the customer's vehicle.

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

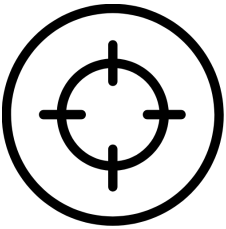
The test replicates the demands placed on a transmission during operation, checking if it shifts gears smoothly, delivers the expected power output, and operates within normal temperature ranges.

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.



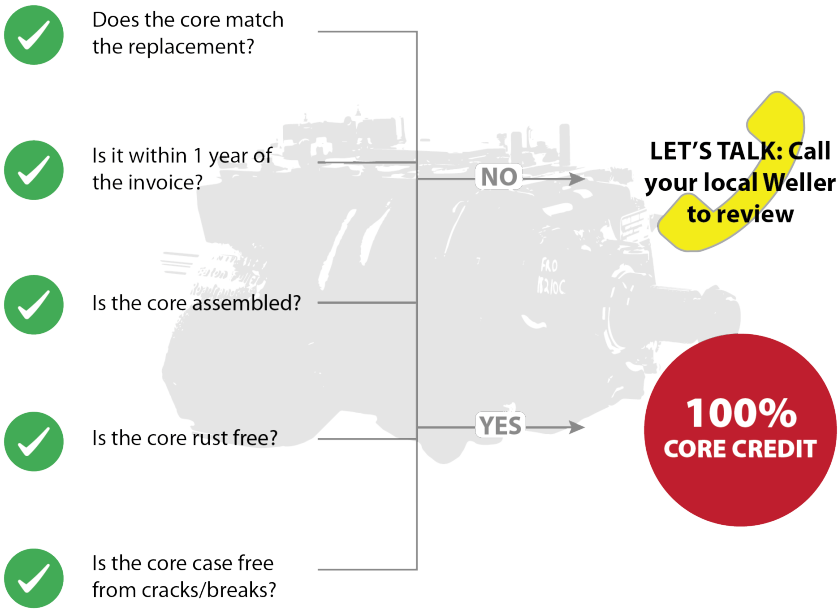
Calibration

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.

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

Max Uptime In Your Drivetrain When You Partner with Weller.

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.

View Our Complete Drivetrain Offerings at wellertruck.com

- TRANSMISSIONS AND TRANSFER CASES
- AUTOMATED MANUAL TRANSMISSIONS
- AUTOMATIC TRANSMISSIONS
- DIFFERENTIALS
- DRIVESHAFTS & END YOKES
- STEERING GEAR BOXES AND PUMPS
- ELECTRONICS & MECHATRONICS

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View the Weller Distribution Network

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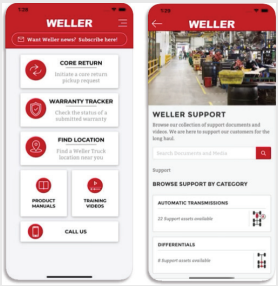

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