

WELLER



Allison
AUTHORIZED REBUILDER™



1K-2K OWNERS MANUAL

Tag # _____

Mileage In: _____

Date Installed: _____

WELLER
REMAN CENTER

100% Associate Owned

WELLER REMAN

Quality Remanufactured



Manual Transmissions and Transfer Cases

Quality Remanufactured Products by WELLER for the Following Applications
Light to Heavy Duty

Eaton/Fuller • Borg Warner • New Process • Clark • IHC • TTC Spicer • Isuzu • GMC • Mack • Noster • ZF • Meritor
A complete line of Auxiliaries and Transfer Cases



Automated Manual Transmissions

Quality Remanufactured Products by WELLER for the Following Applications

ZF AS-Tronic® • Meritor Freedomline® • Volvo I-Shift® • Mack M Drive® • Eaton/Fuller • Detroit DT 12



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.

Spicer • Clark • FWD • GMC • IHC • Industrial/Off Road • Mack/PAI • Dana/Eaton • Terex • Freightliner/Alliance • Meritor /Rockwell • Volvo



Steering Gear Boxes and Pumps

Quality Remanufactured Products by WELLER for the Following Applications

All units are tested on our state-of-the-art XLT3 Road Simulator.

TRW-Ross • Saginaw • Sheppard • Vickers Pumps • ZF • Eaton • Luk



Electronics

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

Cummins • Eaton/Fuller • ZF • Allison® • Volvo



- Over 17,000 Units in Stock
- Nationwide Coverage
- Same Day Shipping
- One Year Warranty
- Specialists at Obsolete and Discontinued
- First Quality Units
- All Makes Coverage - One Call
- Technical Assistance

THE WELLER REMAN NETWORK



PROGRAM DESCRIPTION



Weller's Unit Exchange program eliminates down time by getting you the parts you need when you need them. With over 17,000 remanufactured transmissions and differentials ready to ship, we can help you eliminate your or your customer's downtime. Consider becoming a key partner in the industry's leading drivetrain program today. With no commitments and no minimums, we are the industry partner for you!

Our aggressive reman program includes:

- All Makes Coverage – One Call
- Same Day Service
- Obsolete and Discontinued Specialists
- 17,000 Unit Stock – It's Available Today!
- Excellent Core Policy (call for details)
- Technical Support on Questions
- Two-Year On-Highway Warranty

WELLER REMAN HAS THE ADVANTAGE!

THE WELLER REMAN NETWORK

DYNO TESTING



All transmissions are dyno tested with a load to simulate real truck conditions. Every transmission is evaluated to ensure proper torque, no leakage, accurate shift points, correct main psi, and clutch pressure.



THE WELLER REMAN NETWORK



ALLISON TRANSMISSIONS

Weller Reman Center is an Allison Authorized Rebuilder, bringing you 100% genuine parts. All 1k/2k units have new genuine Allison Torque Converters.

Every unit is dyno tested and our valve bodies are quality rebuilt and matched to the original units. Priced for the best value with outstanding availability and quality remanufacturing by experts in Allison

transmissions, why buy anywhere else?



Allison On and Off Highway Transmissions

- AT Series
- MT Series
- HT Series
- 1000-2000 Product Families
- 3000-4000 Product Families
- 5000 Series
- 6000 Series
- 8000 Series
- 9000 Series

We are proud to offer the following warranties on our Allison units!

- Two years, unlimited miles on On-Highway applications
- Six month warranty on Off-Highway applications

THE WELLER REMAN NETWORK

INSTALLATION GUIDE



VEHICLE MAKE AND MODEL _____
MECHANIC'S NAME _____

TRANSMISSION ASSEMBLY NO. _____
VEHICLE ID NO. _____

I. 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.....

II. OIL COOLER, AIR AND VACUUM LINES

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

III. THROTTLE SENSOR

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

IV. 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.....

V. 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.....



INSTALLATION GUIDE

VI. 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

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



SERVICE INFORMATION LETTER

Service Information Letter



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

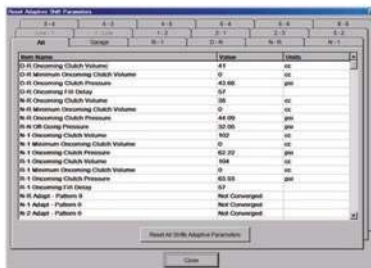
SUBJECT: Resetting Adaptive Shift Parameters in Allison 4th Generation Controls System

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

AFFECTED SERIAL NUMBERS: All

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, Indiana 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 servicing of a specific Allison transmission. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. 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 inevitable. Please see your authorized Allison Transmission service dealer or distributor to understand if your particular transmission may benefit from the information contained within the Service Information Letter.

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

THE WELLER REMAN NETWORK

SERVICE INFORMATION LETTER



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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	48029CA0017
Software Level	6B7
Serial Number	8K4773N160859A9M
Part Number	29544773
TCM Date	TBD
HCN / CDN	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.



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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.

SEMLRTP & 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
SEMLRTP Compatibility	Not Compatible
SEM Enabled Status	Disabled
LRTP Enabled Status	Disabled
SEM Torque Reduction Status	N/A
LRTP Torque Reduction Status	N/A

SEMLRTP & Autodetected Information	Value
Auto Select Configuration	Autoselect (SEMLRTP Not Required)
Engine Hardware Status	SEMLRTP Recognized
SEM Validated	ECM doesn't support SEM
LRTP Validated	ECM doesn't support LRTP
SEMLRTP 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 PROCEDURE



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

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.

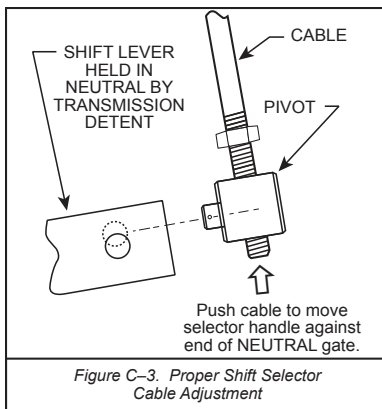
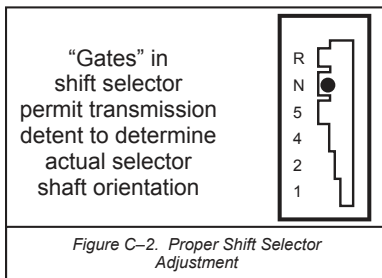
NOTE: All changes to the shift cable routing, including changes to the shift selector location, will affect the adjustment of the shift cable. Therefore, the shift cable must be readjusted if its routing is modified by a body builder or during transmission or vehicle service.

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.

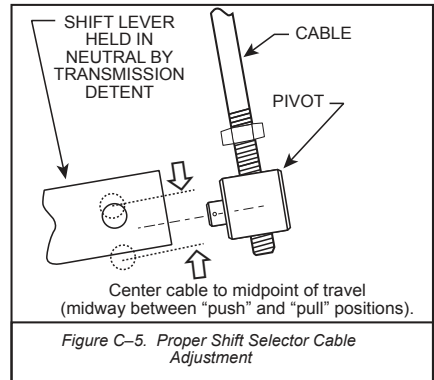
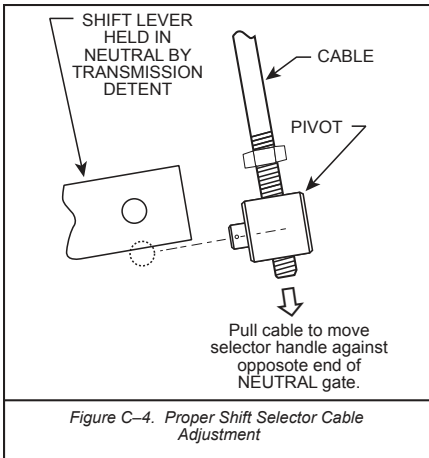
Follow procedure below to attach and adjust the shift selector cable at shift lever on the transmission.

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.

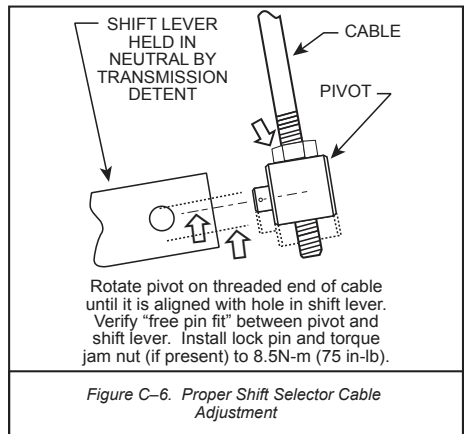


ALLISON JOB AID



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.
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.



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.



CORE RETURN INSTRUCTIONS

The Weller Truck Parts core return program is designed to facilitate an efficient and cost effective way of returning your cores. Following the instructions listed below will ensure your core is processed quickly and correctly.

1. Attach the Core Return Tag provided with the remanufactured unit to core

- For warranty units, obtain a Warranty Repair Authorization (RA#) from your Weller Truck Representative. If you are not sure who your representative is call the Reman Center at 1-800-872-6697 or email warranty@wellertruck.com.

2. Prepare the unit for shipping.

1. Drain oil from unit.
2. Band, wrap, or strap unit(s) to a pallet.
3. Attach a copy of the warranty invoice, core tag or RA# to the unit for identification.

3. Notify Weller Shipping Department when unit is ready for pick up.

- Download the Weller App!
 - Scan the QR code or go to wellertruck.com/app
- Email corereturn@wellertruck.com or call 1-800-872-6697 Ext. 3794 or 3759
 - Provide the following:
 - ✓ Core return tag, Weller Truck Parts invoice, or the RA if the unit is a possible warranty
 - ✓ Your contact information
 - ✓ Hours of operation



Weller will prepare the bill of lading and schedule your unit to be picked up by a Weller approved carrier.

Thank you for choosing Weller Truck Parts!

Failure to follow these procedures could result in core credit delays and freight charge backs.

*Core eligibility is one year from invoice date.

THE WELLER REMAN NETWORK

WELLER WARRANTY



WARRANTY STATEMENT

- **Metal tag must not be removed or warranty will be void**
- **Nationwide**
- **Two Year Coverage**
- **Unlimited Mileage**
- **Technical Assistance**
- **Return Authorization**

Call Us!

800-872-6697
-for-

Warranty Coverage

Standard Warranty Coverage

Weller Reman Automatic Transmissions for “on-highway” applications – Two year, unlimited mileage – parts and labor. Weller Reman Automatic Transmissions for “off-highway” applications – Six months, unlimited hours – parts and labor.

Authorized Repair Points – Our Nationwide Warranty may be administered only by an authorized warranty repair facility. Call 1-800-872-6697 for authorization.

Exclusions – Subject to the conditions stated herein, Weller warrants to the original retail purchaser thereof that its Reman products will, when used in a motor truck for on-highway or on/off-highway applications in the United States and properly installed and assembled on vehicles approved by the O.E.M. for such purpose, be and remain under normal conditions of use and operation free from failure due to defects in materials and workmanship from the date of sale.

This warranty covers parts and labor to repair or replace, at Weller’s option, the failed Weller component. Units installed as replacements under this warranty are warranted only for the remainder of the original warranty period.

This warranty shall not extend to failures or damage due to improper lubrication or operation in excess of original design limitations, failure to follow normal published preventive maintenance guidelines of the O.E.M., abuse or damage by improper installation, casualty or shipment.

This warranty shall not extend to repairs for noise (including idle rattle), excessive operating temperature, transmission rear seal leakage, nor does it cover failures caused by engine, clutch, driveline; including transmission synchronizer pin breakage, or other truck components or system.

This warranty does not cover failures caused by a worn, damaged or defective part or component mounted to the unit by the dealer or retail purchaser, including without limitation, the transmission end yoke.

All warranty claims shall be made to Weller and shall be supported by satisfactory evidence in respect of the conditions stated herein. As a condition precedent to the allowance of such claims, the component or assembly involved shall, if requested by Weller, be returned prepaid to Weller for examination.

EXCEPT FOR THE EXPRESS WARRANTY STATED HEREIN, WELLER DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE FOREGOING IS THE LIMIT OF THE LIABILITY OF WELLER, AND IS THE EXCLUSIVE AND SOLE REMEDY OF THE PARTY TO WHOM THIS WARRANTY IS MADE. LIABILITY ON THE PART OF WELLER FOR DAMAGES, EXPRESSLY INCLUDING CONSEQUENTIAL DAMAGES IS DISCLAIMED.

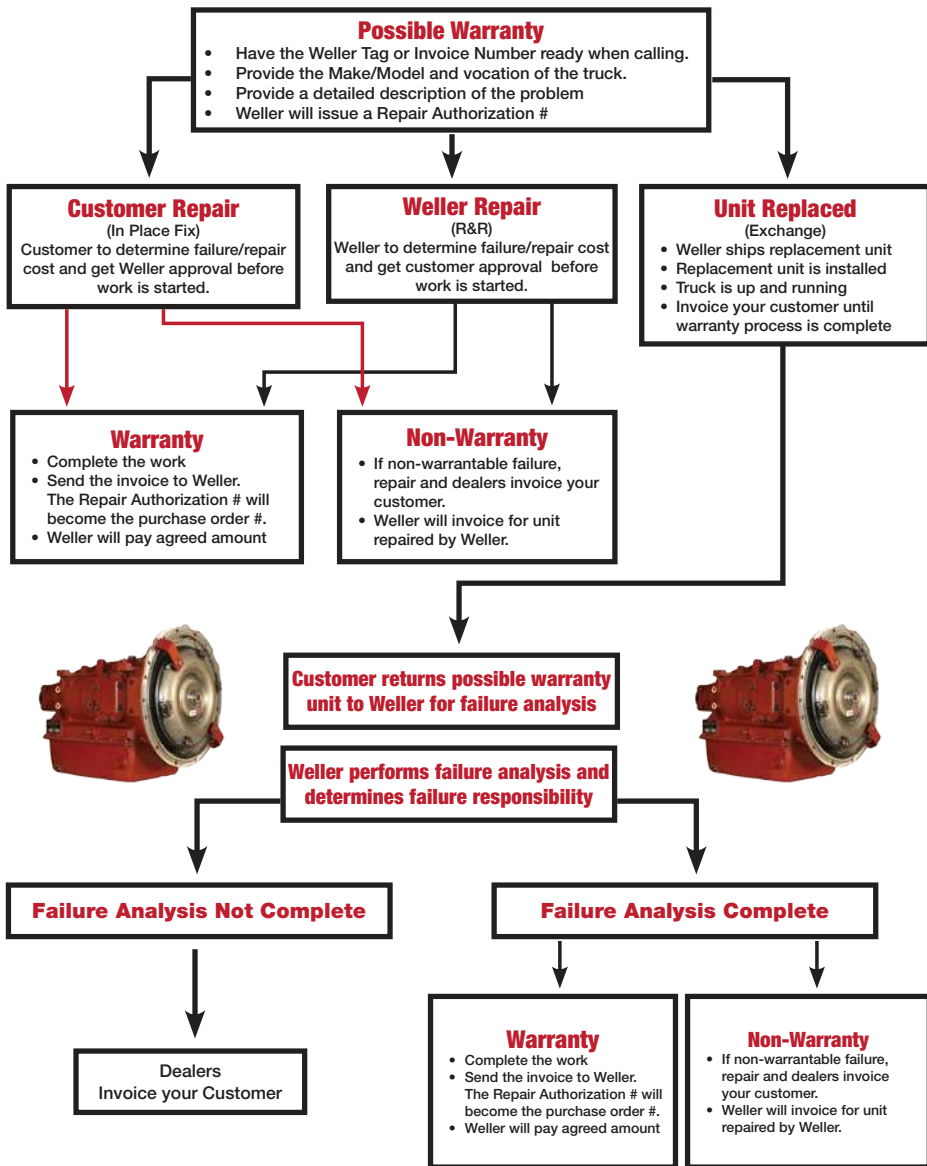
This warranty may not be changed or modified in any way except in writing by Weller.

THE WELLER REMAN NETWORK



WELLER WARRANTY

CALL WELLER FIRST!



THE WELLER REMAN NETWORK

WARRANTY CLAIM FORM

Date: _____

TAG #: _____

Claim Contact Information:	Vehicle Owner Information:	Truck Information:	
Name, Company, and Address: _____ _____ _____	Name, Company, and Address: _____ _____ _____	Make:	_____
Phone: _____	Phone: _____	Model:	_____
Fax: _____	Fax: _____	Mileage:	_____
E-Mail: _____	E-Mail: _____	Vocation:	_____
		Engine:	_____
		VIN:	_____

COMPLAINT

Fluid Leak:	<input type="checkbox"/> Yes <input type="checkbox"/> No	Description of the Problem: _____ _____ _____ _____ _____ _____ _____ _____
Shifting:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Noise:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Vibration:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Hard Steering:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Contamination:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Other:	<input type="checkbox"/> Yes <input type="checkbox"/> No	

ADDITIONAL INFO

Change with Speed?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Suspension Modified Recently?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Change with RPM?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Driveline in Phase?	<input type="checkbox"/> Yes <input type="checkbox"/> No
During Acceleration?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Engine Mounts Checked?	<input type="checkbox"/> Yes <input type="checkbox"/> No
During Deceleration?	<input type="checkbox"/> Yes <input type="checkbox"/> No	King Pin Checked?	<input type="checkbox"/> Yes <input type="checkbox"/> No
When Stationary?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Hydraulic Brakes?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Fluid at Proper Level?	<input type="checkbox"/> Yes <input type="checkbox"/> No	System Flushed & Filter Replaced?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Fluid Clean?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Is the Unit Getting Hot?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Vehicle Towed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Running PTO?	<input type="checkbox"/> Yes <input type="checkbox"/> No		

EMAIL TO: WARRANTY@WELLERTRUCK.COM
 FAX TO: 616-365-5679, WELLER TRUCK PARTS WARRANTY



WELLER WARRANTY

Warranty

It is essential that Weller is contacted before the unit is removed from the vehicle for warranty. If the unit failed, the unit will be filmed, documented, and warranty determined.

The following are the maximum flat rates for failures due to defective products or workmanship:

- Units do not have to be installed at a Dealer to receive flat rate warranty
- Flat Rate Warranty is available on over the counter sales

The following table shows warranty flat rates for Allison transmissions:

Automatic Model	Flat Rate Credit
1000 SERIES GM APPL	\$500
1000 SERIES STD APPL	\$500
2000 SERIES	\$500
2400 SERIES	\$500
AT540, 542, 542N, 545	\$500
AT545N, 545R	\$500
B400R	\$800
B500	\$800
B500R	\$800
HD4060, HD4060P, HD4560	\$800
HT70, HT740, HT740RS	\$800
HT750, HT750CRD, HT750DRD	\$800
HT754, HT754CR, HT754CRD	\$800
MD3060, MD3060P, MD3066P	\$700
MD3560, MD3560P	\$700
MT640, MT643	\$600
MT650, MT653	\$600
MT654	\$600



Authorized Weller Dealers call for warranty labor hours guidelines.

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877-768-9577
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