
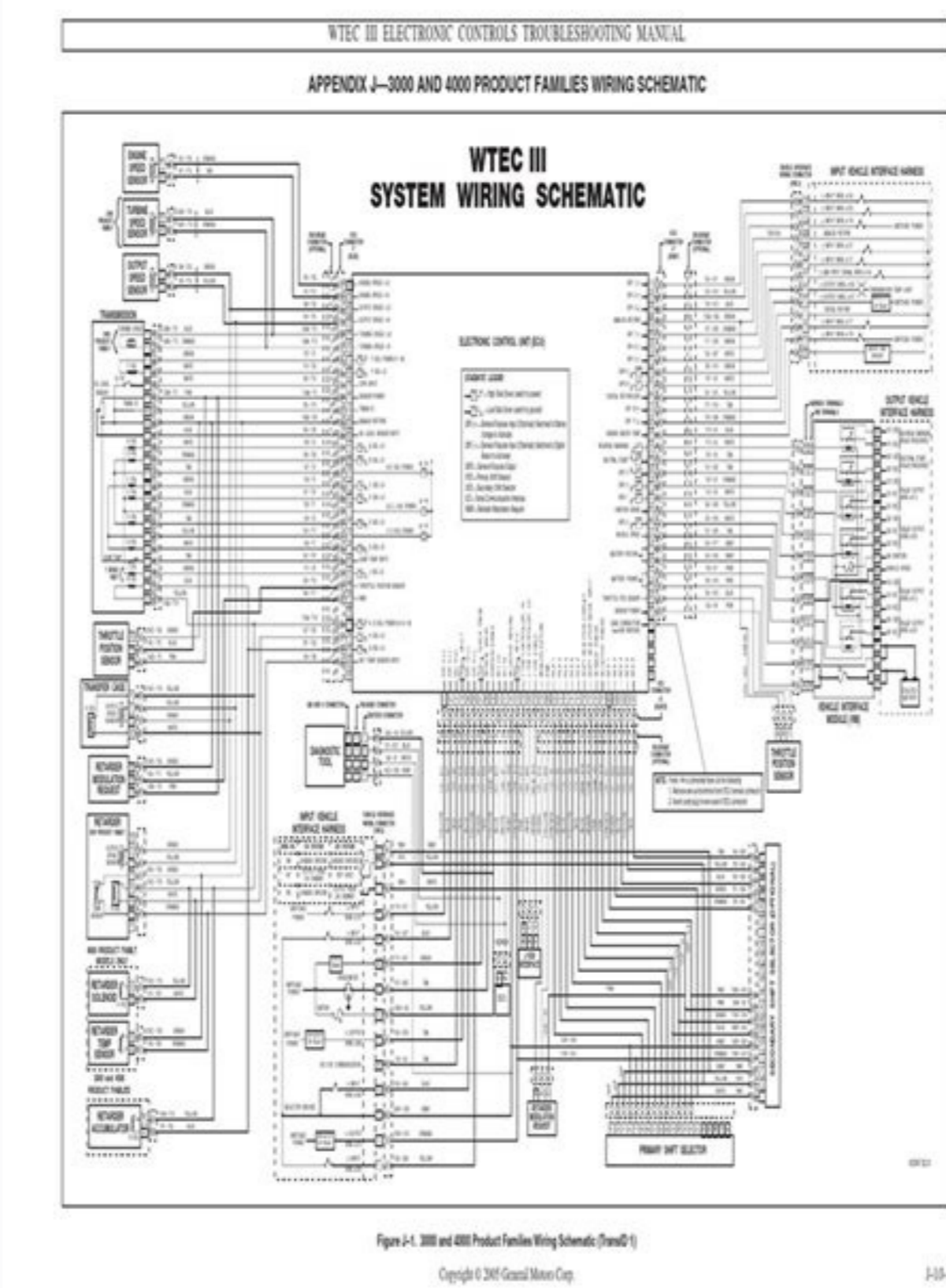


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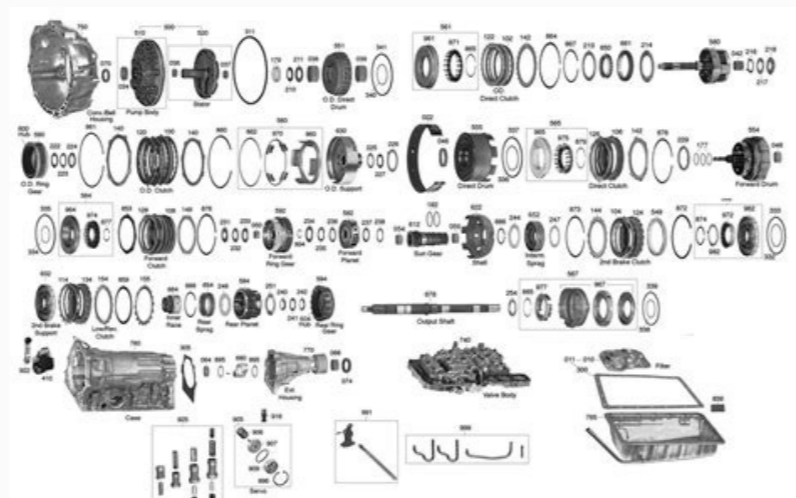
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Allison 3000 transmission identification

10-digit serial number on the bottom left of the transmission data plate. Transmission data plate is most commonly found on the side of the transmission on the lower rear face of the rear housing Allison Transmission's 3000 Series is designed for medium-duty commercial vehicles and is engineered to adapt and operate efficiently in a variety of applications. The 3000 Series includes close or wide ratio gearing and a maximum rating of 336 kW (450 hp). The addition of 5th Generation advanced electronic controls enhance operation and prognostics capabilities. An optional integral output retarder for better vehicle braking and reduced brake wear is also offered. With up to seven available speeds, including two overdrive ratios and several engine-driven Power Take-Off (PTO) provisions, the 3000 Series is built to make medium-duty vehicles more fuel efficient and easier to operate.



Allison 3000 Series transmissions Allison 3000 Series, on-highway, medium duty transmission is flexible enough to work in a wide variety of vehicles, designed with a choice of close ratio for city streets and highway driving and wide ratio for construction and refuse applications. BACK GO TO PAGE BACK BACK ALLISON 1000/2000 SERIES INDEX CLUTCH AND SOLENOID APPLICATION CHART 4 TRANSMISSION IDENTIFICATION TAG INFORMATION 5 GENERAL DESCRIPTION AND OPERATION 6 ELECTRICAL OPERATION 9 THROTTLE POSITION SENSOR 10 NEUTRAL START BACK UP SWITCH 11 TRANSMISSION CONTROL MODULE CONNECTOR IDENTIFICATION 12 DIAGNOSTIC TROUBLE CODE IDENTIFICATION 14 SOLENOID IDENTIFICATION AND OPERATION 16 INTERNAL WIRING HARNESS SCHEMATIC AND RESISTANCE CHART 18 EXTERNAL WIRING HARNESS SCHEMATIC AND TERMINAL IDENTIFICATION 19 PRESSURE SWITCH ASSEMBLY IDENTIFICATION AND OPERATION 20 RETRIEVING DIAGNOSTIC TROUBLE CODES 22 LINE PRESSURE TESTS 23 BELL HOUSING OIL PASSAGE IDENTIFICATION 24 MAIN CASE "FRONT" OIL PASSAGE IDENTIFICATION 26 MAIN CASE "REAR" OIL PASSAGE IDENTIFICATION 27 OIL PUMP COVER OIL PASSAGE IDENTIFICATION 29 SHIFT VALVE BODY OIL PASSAGE IDENTIFICATION 31 MAIN VALVE BODY "TOP VIEW" OIL PASSAGE IDENTIFICATION 32 MAIN VALVE BODY "BOTTOM VIEW" OIL PASSAGE IDENTIFICATION 33 MAIN CASE "BOTTOM VIEW" OIL PASSAGE IDENTIFICATION 35 TRANSMISSION DISASSEMBLY PROCESS 36 COMPONENT REBUILD TRANSMISSION CASE ASSEMBLY 53 OIL PUMP AND BELLHOUSING ASSEMBLY 55 FOUR DIFFERENT BELL HOUSINGS IDENTIFICATION 66 C1/C2 CLUTCH HOUSING ASSEMBLY 68 C1/C2 CLUTCH HOUSING SNAP RING IDENTIFICATION 72 VALVE BODY ASSEMBLY 80 SOLENOID AIR CHECKS 83 EXTENSION HOUSING ASSEMBLY 91 GEAR TRAIN PARTS 96 CASE CLUTCH PARTS 100 FINAL TRANSMISSION ASSEMBLY PROCESS 102 BOLT IDENTIFICATION CHART 119 TORQUE SPECIFICATION CHART 120 CAUTION: ATSG service manuals are intended for use by professional, qualified technicians. Attempting repairs or service without the proper training, tools and equipment could cause injury to you or others and damage to the vehicle that may cause it not to operate properly. AUTOMATIC TRANSMISSION SERVICE GROUP 18639 S.W. 107TH AVENUE MIAMI, FLORIDA 33157 (305) 670-4161 Copyright © ATSG 2000 May, 2000 Updated October, 2003 INTRODUCTION ALLISON 1000/2000 SERIES Beginning at the start of production for the 2000 model year, General Motors introduced two new Allison automatic transmissions referred to as the 1000 Series and the 2000 Series, for light duty (8600-19850 GVW) and medium duty (19850-30000 GVW) commercial trucks. The 1000 and 2000 Series transmissions both have helical cut planetary gear systems to minimize noise concerns and come in two different gear ratio configurations. The 1000 Series uses closer steps to improve the shift quality that we now expect from an automatic transmission. The 2000 Series uses wider steps to accommodate the greater vehicle weights associated with the 2000 Series. The gear ratios for both of the new units are shown in this Manual. The 1000 and 2000 Series transmissions have a Park position, Reverse, Neutral and five forward speeds with 5th gear being overdrive, and are completely electronic shift controlled. Notice that the standard General Motors case connector has been utilized, and the Park/Neutral switch is exactly the same switch used currently on the THM 4L60-E transmission.



9 THROTTLE POSITION SENSOR 10 NEUTRAL START BACK UP SWITCH 11 TRANSMISSION CONTROL MODULE CONNECTOR IDENTIFICATION 12 DIAGNOSTIC TROUBLE CODE IDENTIFICATION 14 SOLENOID IDENTIFICATION AND OPERATION 16 INTERNAL WIRING HARNESS SCHEMATIC AND RESISTANCE CHART 18 EXTERNAL WIRING HARNESS SCHEMATIC AND TERMINAL IDENTIFICATION 19 PRESSURE SWITCH ASSEMBLY IDENTIFICATION AND OPERATION 20 RETRIEVING DIAGNOSTIC TROUBLE CODES 22 LINE PRESSURE TESTS 23 BELL HOUSING OIL PASSAGE IDENTIFICATION 24 MAIN CASE "FRONT" OIL PASSAGE IDENTIFICATION



6 ELECTRICAL OPERATION 9 THROTTLE POSITION SENSOR 10 NEUTRAL START BACK UP SWITCH 11 TRANSMISSION CONTROL MODULE CONNECTOR IDENTIFICATION 12 DIAGNOSTIC TROUBLE CODE IDENTIFICATION 14 SOLENOID IDENTIFICATION AND OPERATION 16 INTERNAL WIRING HARNESS SCHEMATIC AND RESISTANCE CHART 18 EXTERNAL WIRING HARNESS SCHEMATIC AND TERMINAL IDENTIFICATION 19 PRESSURE SWITCH ASSEMBLY IDENTIFICATION AND OPERATION 20 RETRIEVING DIAGNOSTIC TROUBLE CODES 22 LINE PRESSURE TESTS 23 BELL HOUSING OIL PASSAGE IDENTIFICATION 24 MAIN CASE "FRONT" OIL PASSAGE IDENTIFICATION 26 MAIN CASE "REAR" OIL PASSAGE IDENTIFICATION 27 OIL PUMP COVER OIL PASSAGE IDENTIFICATION 29 SHIFT VALVE BODY OIL PASSAGE IDENTIFICATION 31 MAIN VALVE BODY "TOP VIEW" OIL PASSAGE IDENTIFICATION 32 MAIN VALVE BODY "BOTTOM VIEW" OIL PASSAGE IDENTIFICATION 33 MAIN CASE "BOTTOM VIEW" OIL PASSAGE IDENTIFICATION 35 TRANSMISSION DISASSEMBLY PROCESS 36 COMPONENT REBUILD TRANSMISSION CASE ASSEMBLY

