



From Regional Haul to Final Mile
Allison Gets You There

"I have a lot to worry about between stops. One thing I never worry about, my transmission. It's an Allison."

Tim Reynolds, Instant Express



Experience the Allison Difference

- Faster acceleration and improved maneuverability
- Lower total cost of ownership
- Exceptional fuel economy
- Full fuel compatibility (diesel and CNG)
- No clutch pedal, less wear on drivetrain
- Proven reliability and durability
- Greater uptime, reduced maintenance needs
- Driver-friendly operation increases driver pool
- Higher resale value

Allison Delivers Lower Cost of Ownership

You can't put a price on your reputation. That's why Allison builds in the long-term value that keeps you on the road and on the job. We know you have a choice. And while trucks with manual and automated manual transmissions (AMTs) may initially cost less than trucks equipped with Allison fully automatic transmissions, they can typically cost more over time in maintenance and downtime.

More Uptime Means More Deliveries

Allison is built for today's high start-stop duty-cycles. Whether your drivers are transporting perishables around a city, running regional pickup and delivery routes or making the long haul, Allison positions you and your drivers to succeed. Less maintenance and reduced stress on the drivetrain keep your trucks on the road. Right where they belong.

More Deliveries / Day



Better Fuel Economy
+ Electrical Solutions

Improved
Driver Comfort

Superior Uptime

Lower Maintenance Cost

Higher Resale Value

Fuel Savings Add Up

Allison's innovative fuel initiatives extend your range and increase efficiency. From FuelSense®2.0 to xFE, you can incorporate money saving technologies that reduce consumption. Take advantage of features like DynActive® Shifting, Acceleration Rate Management and Neutral at Stop.

A Natural Advantage

Allison Automatics get the most out of distribution vehicles equipped with natural gas engines—both compressed (CNG) and liquefied natural gas (LNG)—allowing those vehicles to run cleaner and quieter.

Our torque converter's superior control at low speed and multiplication of engine torque give natural gas engines peak launch performance while our electronic controls and gearbox design allow for full power shifting.



Allison Automatics
Accelerate Faster for

14%

Higher Average Speed
Than a Manual or AMT

Fuso FN 6x2
3000 Series™

Automatic vs. Manual and Automated Manual

By multiplying engine torque, your drivers get increased performance, improved maneuverability, faster acceleration and greater operational flexibility. An Allison Automatic increases power while a manual or Automated Manual Transmission (AMT) loses power with every shift. With an Allison Automatic you can accomplish more, even with a smaller engine.

Finally, a fully automatic transmission has no mechanical clutch to replace and requires only standard fluid and filter replacement. Trucks stay on the job and out of the shop.



The Power of Allison

Allison fully automatic transmissions are built to perform in the toughest conditions. They feature our Continuous Power Technology™, which provides more power to the wheels than other transmission technologies. And Allison's torque converter multiplies engine torque to significantly improve startability and launch. Get ready to handle anything your route throws at you.

Highway Series™ Ratings

Model	Serial Number	Ratio	Park Pawl	Max Input Power ²	Max Input Torque ²	Max Input Torque w/SEM Torque Limiting ^{2,3}	Max Turbine Torque ⁴	Max GVW	Max GCW
				hp (kW)	lb-ft (N•m)	lb-ft (N•m)	lb-ft (N•m)	lbs (kg)	lbs (kg)
1000 HS ¹	631	Close Ratio	Yes	340 (254)	575 (780)	660 (895)	950 (1288)	19,500 (8845)	26,000 (11,800)
1350 HS ¹	631	Close Ratio	Yes	340 (254)	575 (780)	660 (895)	950 (1288)	19,500 (8845)	30,000 (13,600)
2100 HS ¹	631	Close Ratio	No	340 (254)	575 (780)	660 (895)	950 (1288)	26,000 (11,800)	26,000 (11,800)
2200 HS ¹	631	Close Ratio	Yes	340 (254)	575 (780)	660 (895)	950 (1288)	26,000 (11,800)	26,000 (11,800)
2300 HS ⁵	631	Close Ratio	No	365 ⁵ (272) ⁵	N/A	510 ⁵ (691) ⁵	950 ⁵ (1288) ⁵	33,000 (15,000)	33,000 (15,000)
2350 HS ¹	631	Close Ratio	Yes	340 (254)	575 (780)	660 (895)	950 (1288)	30,000 (13,600)	30,000 (13,600)
2500 HS ¹	631	Wide Ratio	No	340 (254)	575 (780)	660 (895)	950 (1288)	33,000 (15,000)	33,000 (15,000)
2550 HS ¹	631	Wide Ratio	Yes	340 (254)	575 (780)	660 (895)	950 (1288)	30,000 (13,600)	30,000 (13,600)
3000 HS	651	Close Ratio	N/A	370 (276)	1100 (1491)	1250 ⁷ (1695) ⁷	1600 (2169)	80,000 (36,288)	80,000 (36,288)
4000 HS	661	Close Ratio	N/A	580 (433)	1770 (2400)	1850 ⁸ (2508) ⁸	2600 (3525)	—	—
4500 HS	661	Wide Ratio	N/A	580 (433)	1650 (2237)	1850 ⁸ (2508) ⁸	2600 (3525)	—	—

1 Gross ratings as defined by ISO 1585 or SAE J1995. 2 SEM = engine controls with Shift Energy Management. 3 Turbine torque limit based on iSCAAN standard deductions. 4 SEM and torque limiting are required to obtain this rating. 5 Only available with gasoline powered engine applications. 6 Requires Allison Transmission engine-transmission combination approval. Only available in gears three through six. 7 Check with your OEM to ensure offerings. 8 Available in gears three through six.

Rugged Duty Series™ Ratings

Model	Vocation	Ratio	Park Pawl	Max Input Power ²	Max Input Torque ²	Max Input Torque w/SEM Torque Limiting ^{2,3}	Max Turbine Torque ⁴	Max GVW	Max GCW
				hp (kW)	lb-ft (N•m)	lb-ft (N•m)	lb-ft (N•m)	lbs (kg)	lbs (kg)
1000 RDS ¹	On-/Off-Highway	Close Ratio	Yes	340 ^{5,8} (254) ^{5,8}	575 (780)	660 ^{5,8} (895) ^{5,8}	950 ⁵ (1288) ⁵	19,500 (8845)	26,000 (11,800)
1350 RDS ¹	On-/Off-Highway	Close Ratio	Yes	340 ^{5,8} (254) ^{5,8}	575 (780)	660 ^{5,8} (895) ^{5,8}	950 ⁵ (1288) ⁵	19,500 (8845)	30,000 (13,600)
2100 RDS ¹	On-/Off-Highway	Close Ratio	No	340 ^{5,8} (254) ^{5,8}	575 (780)	660 ^{5,8} (895) ^{5,8}	950 ⁵ (1288) ⁵	26,000 (11,800)	26,000 (11,800)
2200 RDS ¹	On-/Off-Highway	Close Ratio	Yes	340 ^{5,8} (254) ^{5,8}	575 (780)	660 ^{5,8} (895) ^{5,8}	950 ⁵ (1288) ⁵	26,000 (11,800)	26,000 (11,800)
2300 RDS ⁶	On-/Off-Highway	Close Ratio	No	365 ⁵ (272) ⁵	N/A	510 ⁵ (691) ⁵	950 ⁵ (1288) ⁵	33,000 (15,000)	33,000 (15,000)
2350 RDS ^{1,8}	On-/Off-Highway	Close Ratio	Yes	340 ⁵ (254) ⁵	575 (780)	660 ⁵ (895) ⁵	950 ⁵ (1288) ⁵	30,000 (13,600)	30,000 (13,600)
2500 RDS ¹	On-/Off-Highway	Wide Ratio	No	340 ⁴ (254) ⁴	575 (780)	660 ⁴ (895) ⁴	950 (1288)	33,000 (15,000)	33,000 (15,000)
2550 RDS ^{1,8}	On-/Off-Highway	Wide Ratio	Yes	340 ⁵ (254) ⁵	575 (780)	660 ⁵ (895) ⁵	950 ⁵ (1288) ⁵	30,000 (13,600)	30,000 (13,600)
3000 RDS	On-/Off-Highway	Close Ratio	N/A	370 (276)	1100 (1491)	1250 ^{7,8} (1695) ^{7,8}	1600 (2169)	80,000 (36,288)	80,000 (36,288)
3500 RDS	On-/Off-Highway	Wide Ratio	N/A	330 (246)	860 (1166)	1050 ⁹ (1424) ⁹	1450 ⁵ (1966) ⁵	80,000 (36,288)	80,000 (36,288)
4000 RDS	On-/Off-Highway	Close Ratio	N/A	580 ¹² (433) ¹²	1770 (2400)	1850 ¹¹ (2508) ¹¹	2600 (3525)	—	—
4500 RDS	On-/Off-Highway	Wide Ratio	N/A	580 ¹² (433) ¹²	1650 (2237)	1850 ¹¹ (2508) ¹¹	2450 (3322)	—	—
4700 RDS	On-/Off-Highway	Widest Ratio	N/A	580 ¹² (433) ¹²	1770 (2400)	1850 ¹⁰ (2508) ¹⁰	2600 (3525)	—	—

1 Available with xFE. 2 Gross ratings as defined by ISO 1585 or SAE J1995. 3 SEM = engine controls with Shift Energy Management. 4 Turbine torque limit based on iSCAAN standard deductions. 5 SEM and torque limiting are required to obtain this rating. 6 Only available in limited spark-ignited engine applications with full load governed speeds greater than 3800 rpm. 7 Requires Allison Transmission engine-transmission combination approval. Only available in gears three through six. 8 Check with your OEM to ensure offerings. 9 Available in gears two through six. 10 Only available in gears four through seven. 11 Only available in gears three through six. 12 With and without torque limiting.

Highway Series™ Physical Description

Base Model	Vocation	Length ¹	Depth ² w/Deep Oil Pan/Sump	Depth ² w/Shallow Oil Pan/Sump	Dry Weight
		in (mm)	in (mm)	in (mm)	lbs (kg)
1000/2000 ³					
SAE No. 3 mounting	HS	28.02 (711.7)	11.22 (285.1)	10.71 (272.0)	323 (146.5)
SAE No. 2 mounting	HS	28.40 (721.2)	11.22 (285.1)	10.71 (272.0)	323 (146.5)
3000					
Basic model	HS	28.3 (718.7)	12.90 (327.7)	—	535 (243)
With retarder only	HS	28.29 (718.5)	12.90 (327.7)	—	615 (279)
4000/4500					
Basic model	HS	30.54 (775.7)	14.75 (374.7)	—	831 (377)
With retarder only	HS	30.54 (775.7)	14.75 (374.7)	—	906 (411)

1 Length measured from flywheel housing to end of output shaft. 2 Depth measured below transmission centerline. 3 2000 SP - only 2000 model available with shallow oil pan.

Rugged Duty Series™ Physical Description

Base Model	Vocation	Length ¹	Depth ² w/Deep Oil Pan/Sump	Depth ² w/Shallow Oil Pan/Sump	Dry Weight
		in (mm)	in (mm)	in (mm)	lbs (kg)
1000/2000 ³					
SAE No. 3 mounting	RDS	28.01 (711.4)	11.22 (285.1)	10.71 (272.0)	323 (146.5)
SAE No. 2 mounting	RDS	28.39 (721.1)	11.22 (285.1)	10.71 (272.0)	323 (146.5)
3000					
Basic model	RDS ⁴	28.30 (718.7)	12.90 (327.7)	11.14 (283.0)	535 (243)
With PTO only	RDS ⁴	32.50 (825.4)	12.90 (327.7)	11.14 (283.0)	575 (261)
With retarder only	RDS ⁴	28.29 (718.5)	12.90 (327.7)	11.14 (283.0)	615 (279)
With PTO + retarder	RDS ⁴	32.49 (825.4)	12.90 (327.7)	11.14 (283.0)	655 (298)
3700					
Basic model	SP	51.58 (1310.3)	21.90 (555.0)	—	1170 (530)
4000/4430 ⁶ /4500					
Basic model	RDS ⁵	30.54 (775.8)	14.75 (374.7)	13.29 (337.6)	831 (377)
With PTO only	RDS ⁵	33.41 (848.8)	14.75 (374.7)	13.29 (337.6)	893 (405)
With retarder only	RDS ⁵	30.54 (775.8)	14.75 (374.7)	13.29 (337.6)	906 (411)
With PTO + retarder	RDS ⁵	33.41 (848.8)	14.75 (374.7)	13.29 (337.6)	968 (439)
4700/4800					
Basic model	RDS	40.61 (1031.5)	14.89 (378.2)	—	1087 (493)
With PTO only	RDS	43.49 (1104.5)	14.89 (378.2)	—	1149 (521)
With retarder only	RDS	40.61 (1031.5)	14.89 (378.2)	—	1162 (527)
With PTO + retarder	RDS	43.49 (1104.5)	14.89 (378.2)	—	1224 (555)

1 Length measured from flywheel housing to end of output shaft. 2 Depth measured below transmission centerline. 3 2000 SP – only 2000 model available with shallow oil pan. 4 3000 HS, RDS, PTS – Available with deep oil pan only. 5 4000 HS, RDS, SP – Available with deep oil pan only. 6 4430 is an SP model only – available only with deep oil pan.

Features + Advantages

Shift Energy Management (SEM) with torque limiting
 Ratings up to 340 hp/660 lb-ft on 1000, 1350, 2100, 2200, 2350, 2500 and 2550 HS.
 Ratings up to 365 hp/510 lb-ft on 2300 HS.
 Ratings up to 370 hp/1250 lb-ft on 3000 HS.
 Ratings up to 580 hp/1850 lb-ft on 4000 and 4500 HS.

DynActive® Shifting
 New innovative shift scheduling uses an algorithm to choose the most efficient shift point, based on specs, vehicle and environmental parameters.

Neutral at Stop
 Automatically eliminates the transmission load on the engine when the vehicle is at a full stop to save fuel and reduce overall vehicle emissions.

Acceleration Rate Management
 Mitigates aggressive driving by controlling engine torque based on the vehicle's grade and load.

Oil Level Sensor
 At the push of a button, oil levels are displayed on shift selectors for easy identification. Standard on 3000, 4000 and 4500 HS.

Deep oil pan/sump standard
 Optional shallow oil pan available on 1000 HS and 1350 HS.

Prognostics
 Eliminates unnecessary oil and filter changes by monitoring various operating parameters to determine and alert when a specific maintenance function is required.

Gear Ratios Torque Converter Multiplication Not Included

Model	First	Second	Third	Fourth	Fifth	Sixth	Seventh	Reverse	2nd Reverse
1000 ¹ /1350 ¹ /2100 ¹ 2200 ¹ /2300 ¹ /2350	3.10:1	1.81:1	1.41:1	1.00:1	0.71:1	0.61:1 ²	—	-4.49:1	—
2500 ¹ /2550 ¹	3.51:1	1.90:1	1.44:1	1.00:1	0.74:1	0.64:1 ²	—	-5.09:1	—
3000	3.49:1	1.86:1	1.41:1	1.00:1	0.75:1	0.65:1	—	-5.03:1	—
4000	3.51:1	1.91:1	1.43:1	1.00:1	0.74:1	0.64:1	—	-4.80:1	—
4500	4.70:1	2.21:1	1.53:1	1.00:1	0.76:1	0.67:1	—	-5.55:1	—
4700	7.63:1 ²	3.51:1	1.91:1	1.43:1	1.00:1	0.74:1	0.64:1	-4.80:1	-17.12:1 ³

1 Available with xFE. 2 Check with you OEM to ensure offerings. 3 SEM/LRTP or LRTP only is required.

Notes



A World of Support

From our headquarters in Indianapolis, Indiana, USA, to our plants in Hungary and India, to approximately 1,500 Allison Authorized Distributors and Dealers around the globe, you are never far from the products, training, service and support you demand.

Our support starts from the moment an Allison transmission is specified. We work with you to ensure that the model and ratings fit your engine to create a tailored package of powerful performance and reliable efficiency. When you need parts or service, you can count on global access to factory-trained specialists and Allison Genuine Parts™.

Our Promise

Provide the most reliable and valued propulsion solutions in the world to enable our customers to work more efficiently.

- Trusted by more than 300 OEMs worldwide
- A strong history of innovation with more than 1,000 patents
- Improved fuel economy with FuelSense® 2.0 with DynActive® Shifting technology
- Over seven million fully automatic transmissions delivered

*One Allison Way
Indianapolis, Indiana USA 46222-3271*

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