



## **MY2010** **ALLISON IS OPTIMIZED**

*For the 2010 model year, Allison Transmission continues our ongoing product improvement initiative. More than just a couple upgrades, Allison Transmission has been Optimized. As the world leader in medium- and heavy-duty commercial transmissions, we are committed to understanding and satisfying the needs of our customers. That's why Allison constantly analyzes, refines and improves our products and their features. Whatever the particular application, there's an Allison fully automatic transmission to do the job. | **If it's not Allison, it's not Optimized.***



### **LOAD-BASED SHIFT SCHEDULING (LBSS)**

*For 2010, LBSS has been Optimized and now includes a Super Economy Shift Schedule\*. This enhancement allows LBSS to up-shift under cruising conditions to further improve fuel economy. It will continue to automatically select between Economy and Performance shift schedules based on the vehicle's actual payload and the grade on which it is operating. LBSS is available on Highway Series, Pupil Transport/Shuttle Series, Rugged Duty Series and Bus Series models.*

\*Super Economy Shift Schedule is only available with SEM/LRTP capable engines.



## **INCREASED RATINGS & INTERNAL ENHANCEMENTS**

*Horsepower and torque ratings have increased on the 1000/2000 models to allow a broader range of applications at a lower initial cost. Ratings vary by model and application. Check with your OEM to ensure offerings.*

	<b>With SEM</b>		<b>Without SEM</b>	
	ENGINE	TORQUE	ENGINE	TORQUE
1000/2000 MODELS	UP TO <b>340 hp</b>	<b>660 lb-ft</b>	UP TO <b>300 hp</b>	<b>575 lb-ft</b>
B 210/220 MODELS	UP TO <b>270 hp</b>	<b>575 lb-ft</b>	UP TO <b>230 hp</b>	<b>520 lb-ft</b>

*With 2010 hardware enhancements to all the 1000/2000 models, the power required to charge the oil lube distribution and main pressure system has been reduced. The introduction of the Variable Modulated Main feature will reduce main pressure when the clutch apply system does not require full main pressure. And new wave friction plates reduce internal drag. The result is more efficient operation that helps improve fuel economy.*



## **INCREASED LOCKUP AVAILABILITY & VEHICLE ACCELERATION CONTROL (VAC)**

*B 300 and B 400 models equipped with Increased Lockup Availability are able to shift into lockup in 1st range, and lockup stays on through the 1st to 2nd shift. The transmission's electronic controls monitor acceleration to determine when to activate lockup.*

*Vehicle Acceleration Control reduces aggressive driving practices to improve overall fuel economy. VAC limits acceleration by controlling amount of engine torque based on vehicle load. Tests using a simulated bus duty cycle show VAC helps improve fuel economy by up to 3%.\* VAC is available on Pupil Transport/Shuttle Series and Bus Series models.*

