



## 2010 43QGP Allegro Bus

2/10/2013

**80 – FYI – MY ALLISON 3000 TRANSMISSION.** Allison transmission over the past decade has made vast changes to their MH 3000 transmission. IMO, each of those changes made the transmission friendlier to operate. Our first 3000 transmission was installed in a 2000 Georgie Boy RV. The transmission fluid was a Dexron ATF which required changing EVERY three years along with the two fluid filters. The next coach was a 2002 Fleetwood Bouncer that Allison 3000 transmission came from Freightliner with Dexron ATF, However during the first year of ownership Allison Transmission made a few changes. One change was to a Synthetic Transynd transmission fluid. The second change was to a new type of fluid filter. Both changes used together extended the replacement interval for both fluid and filters. During the next transmission maintenance interval the new fluid and filters were installed.

Our 2010 Allegro Bus has a transmission with even more user friendly changes. Allison beginning in 2008/2009 installing a software program by the name of Prognostics this program constantly checks the operation of the transmission which in most cases extends the fluid and filter change interval. Now the transmission's software tells the operator when the fluid or filters need to be replaced, there is no longer a specific time interval at which the fluid or filters requires changing.

How can the operator know what is happening? The transmission's key pad was built to allow the operator to ask the transmission questions such as, is everything OK? Do I need to do anything? This is done with a few key strokes of the transmission's selector key pad.

Several items need to be correct before you can ask the transmission questions. The transmission's fluid temperature must be between 140 ° and 220 °. The coach has to be fairly level. The engine must be running. The transmission must be in neutral. And finally there is a two minute delay interval after selecting neutral to allow the fluid to settle. With those items ready you depress the selector UP & DOWN arrows at the same time to place the transmission into the diagnostic mode.

**IF** the two minute count down delay has NOT lapsed the key pad will display a number between 8 and 1. The number will count down after 15 seconds to the next lower number until 8 x 15 has lapsed, 2 minutes. If the

two minute count down delay has lapsed the key pad display will show OL next the display will show one of several options. If the OL is correct the display will show OK, meaning the Oil Level is OK. If the oil level is not OK, then you will see the display show how much the oil level is OVER or UNDER in quarts, OL LO 01 would mean the oil level is low by one quart. OL HI 01 would mean the oil level is high by one quart. If my memory is correct the display can show the high or low oil level by up to seven quarts. If that is the only check you desire to ask of the transmission you can depress the NEUTRAL, DRIVE or REVERSE button to exit the diagnostic mode. However if your transmission is an older unit, without the Prognostics software program you can depress the UP & DOWN arrows a second time to display any ACTIVE transmission fault codes. A fault code of d1 followed by the fault code number will be displayed IF there is an active fault, if there is no fault the display will show - -. The transmission can store up to five active fault codes, d1, d2, d3, d4 and d5. IF there is more than one ACTIVE fault code depressing the UP & DOWN arrows a second time will advance the display to d2. Each depression of the two arrows will display the next fault code. If there are NO active fault codes the next depression of the arrows will continue to display the d1 code followed by the - -.

**IF** your transmission has the Prognostic software program after the Oil Level and Fault codes the next depression of the two arrows will take the display to the OM or Oil Monitor display. This will display the percentage of OIL LIFE left before the fluid requires replacing. The next depression of the two arrows will display FM or Filter Monitor life, this will display OK if the filter life is okay or LO if the filters require changing. Last the TM message that is the transmission's health (clutch) monitor. If the display shows OK the transmission and clutches are OK, if the transmission requires service the display will show LO meaning the transmission clutches require servicing.

After the TM is displayed you can depress the two arrows again to begin showing a d1 fault code. If there are no active fault codes you will see d1 followed by - -. If there is an active d1 fault code, depression of the two arrows will advance the fault register to d2. Depressing the two arrows will step the register thru any active fault codes up to d5.

**IF** you desire to read more about the Allison Prognostics, go to the following web-site for more information.

<http://www.allisontransmission.com/servlet/DownloadFile?Dir=publications/pubs&FileToGet=SA5657EN.pdf>