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SUBJECT: P2 Carrier Assembly Failures in 1000 and 2000 Series Product Families

MODELS AFFECTED: International trucks equipped with DT466 engines and Allison 1000/2000 Series Product Family Transmissions

The purpose of this communication is to identify the necessary steps that ALL authorized Allison Transmission, Inc. service outlets must follow.

Issue:

P2 Carrier Assembly failures have been linked to excessive torsional activity produced by improper driveline angularity or engine misfires caused by malfunctioning injectors. In most cases, engine misfires were undetected by the vehicle operator and engine DTCs (Diagnostic Trouble Codes) were not set. In the cases investigated by Allison Transmission, Inc., a noticeable improvement in engine performance was observed after the malfunctioning injectors were replaced.

Action:

A Driveline Analysis should be performed to determine the root cause of a P2 Carrier Assembly failure. If the driveline meets Allison Driveline Specifications, the engine should be checked at the International Dealer with their Cylinder Performance Analyzer (CPA) tool. Other engine analyzers may not detect malfunctioning fuel injectors which can cause failure of the P2 Carrier Assembly.

- Any damage resulting from a driveline irregularity is not the responsibility of Allison Transmission, Inc. and will not be covered by Allison Transmission, Inc. warranty. If the driveline angularity is found to be excessive, the customer should be contacted and repairs performed at their direction.
- Allison Transmission, Inc. will not accept responsibility for any P2 Carrier Assembly failures related to engine issues.



NOTE: The customer **MUST** be informed that if the root cause of the torsional vibration is not corrected by replacing malfunctioning fuel injectors, the transmission will likely fail again. Subsequent repairs will not be covered by Allison Transmission, Inc.