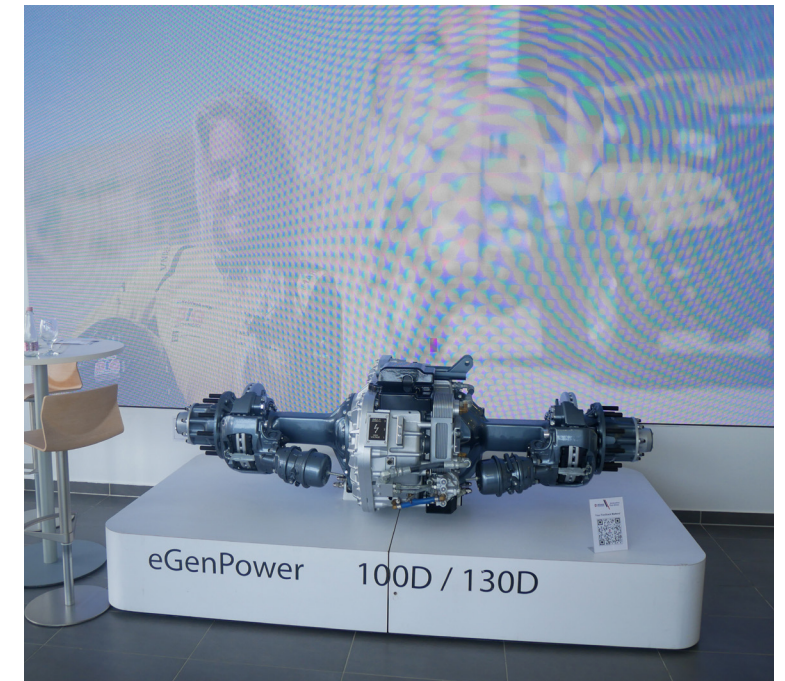
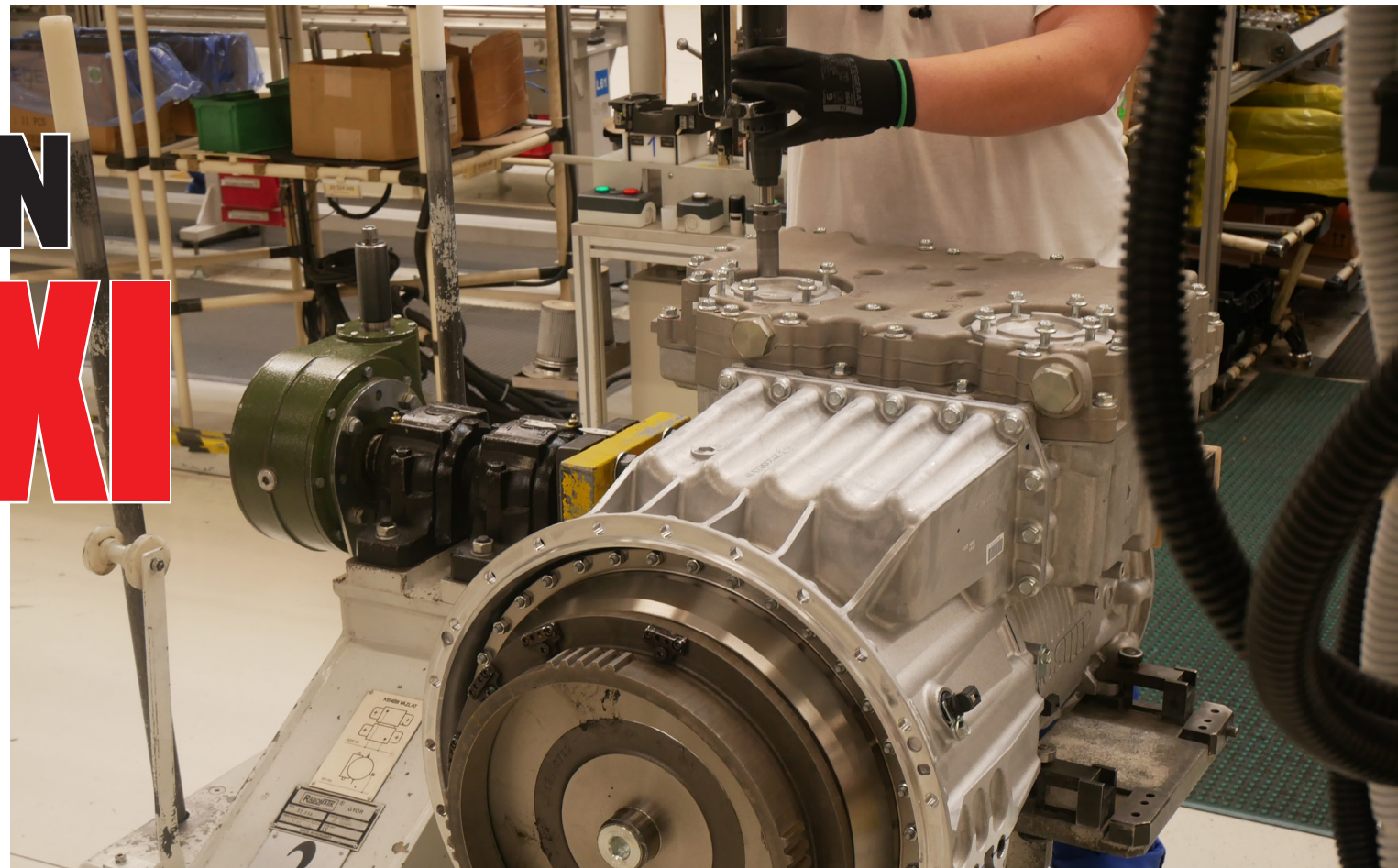




ALLISON CUSTOMER EXPERIENCE

EUROPEAN PROXI ...MITY



The Allison eGen Power 85S, displayed at IAA 2024, features a high-speed electric motor and a two-speed gearbox. With a continuous power output of 225 kilowatts and a peak power of 325 kW, Allison's eGen Power 85S has been successfully integrated into Anadolu Isuzu's Novo VOLT fully electric midi bus platform and will be integrated into their light-duty truck for refuse and distribution.

It was in October 2000 that the Allison plant was opened in Szentgotthárd, Hungary, very close to the Austrian border. Exactly eleven years later, a new production site comes to life: the total land area is 106,071 m², the production building 13,200 m². The Americans showed their muscles, at the ACE, the Allison Customer Experience Centre and Drive Track, where we witnessed a parade of trucks, special vehicles, buses and military vehicles. Gérard De Rooy, star of the Dakar, son of the legendary Jan, winner in 1987 aboard a DAF truck, was given a special mention. Gérard is the standard-bearer of the Petronas Team De Rooy Iveco. The powertrain bears the signature of FPT Industrial's Cursor 13 and, indeed, Allison. The passenger transport

stable at ACE is entrusted to Isuzu's Grand Toro, powered by Cummins, Temsa's MD9, with the Tector and the Blue Bird 3800 school bus. A vintage brushstroke hiding under the bonnet is a Navistar T444E, 235 hp and 678 Nm. For POWERTRAIN International, it was an opportunity to learn more about Szentgotthárd's pivotal role in the European arena. **Trond Johansen**, Director European Area Sales at Allison Transmission: "This facility in Hungary primarily serves European OEMs, providing a closer proximity compared to shipping from the U.S. Additionally, we manufacture the Torqmatic transmission here, which is specialized for buses and coaches. Given our strong presence, it was natural to build the Allison Customer Experience Center here,

where we conduct vehicle testing and invite customers, end-users, and OEMs to experience buses and trucks with our automatic transmissions and torque converters, which differ significantly from other transmissions with robotic or manual clutches. We collaborate closely with OEMs here, and it's quite common for our application engineers to work directly at OEM facilities. In the United States, we have a Vehicle Technical and Development Innovation Center, specifically for OEM testing. This center in Indianapolis is equipped to simulate various conditions like extreme heat and cold, ensuring thorough vehicle testing." Is power density also a priority for battery systems? "Yes, space-saving is crucial for many OEMs and end-users due to the need for auxiliary

equipment. We offer electric axles that support various weight classes, including 8.5 tonnes, 10 tonnes, and up to 13 tonnes per axle."

What new products are in the pipeline? "We're excited about our electric axles, and in the bus and coach market, our portfolio of 6-speed and 9-speed transmissions. The 9-speed transmission is among the newest we've developed for minibuses. Additionally, we're focusing on electronics; our software packages, aimed at improving fuel efficiency, will also be available in minibuses."

Finally, Trond Johansen said: "Allison designs transmissions that are energy-agnostic, meaning they work with diesel, CNG, electric motors, and even fuel cell vehicles. We've also developed specialized electric drivetrains,

such as the eGen Power system. We believe that electric axles are the future for buses, coaches, and trucks. In these systems, electric motors, transmissions, and brakes are integrated directly into the axle, freeing up space in the vehicle's frame for batteries and other essential components." We also interviewed **Laurent Mazeyrac**, European Sales Manager of a sector that is as demanding as it is technologically advanced, Defence. Why equip a defense vehicle with an Allison transmission? "In defense vehicles, it's crucial for operators to focus on the mission and not have to worry about the driveline. We deliver quality and reliable products, with fully automatic transmissions. This means there are only two pedals – the gas pedal and the brake pedal – so the

driver can operate the vehicle with minimal training. They can concentrate on the mission without worrying about shifting gears or selecting the right gear."

How does fuel consumption compare, especially against competitors? "As you know, we have decades of experience in defense programs, particularly for the U.S. government. We constantly research ways to increase efficiency and reduce fuel consumption. Our software optimizes torque delivery to the ground, which is a major advantage when you choose Allison. I recently drove the Paris-Dakar truck from De Rooy, and he told me that throughout the entire Dakar event, he never had to touch the transmission or perform any maintenance on it."