

Allison Continuous Power Technology™ improves natural gas vehicles

Multiplying engine torque during launch and delivering continuous power shifts when accelerating makes Allison the automatic first choice for commercial-duty CNG/LNG applications.

HANNOVER, Germany – Allison Transmission, the world's largest manufacturer of fully automatic transmissions for medium- and heavy-duty commercial vehicles and a major supplier of hybrid-propulsion systems for city buses, is also a technological leader in the development of natural gas commercial vehicle applications. Customers are increasingly adding CNG- and LNG-powered trucks and buses to their public transportation, environmental service, distribution and construction fleets to meet the rising global demand for affordable, clean, efficient and quiet powertrain solutions.

To compensate for the lower power associated with CNG and LNG engines, Allison's torque converter multiplies engine torque to significantly improve startability, drivability and overall productivity. With Allison's Continuous Power Technology™, vehicles don't suffer from the typically slower response time-to-throttle cycles seen with manuals or automated manuals. Since more torque is transferred from the engine to the wheels with an Allison, operators can also expect improved efficiency and performance. Additionally, the Allison retarder enhances braking, which compensates for the reduced engine-braking torque provided by a natural gas engine.

“Allison automatics are perfectly suited for natural gas vehicles because of the inherent benefits of the patented torque converter technology and smooth, seamless power shifts,” said Peter van Cuijk, Manager of International Marketing Programs for Allison Transmission. “Expanding natural gas infrastructure, coupled with both economic and environmental advantages, has led to increased use of Allison automatics in a wide variety of applications including refuse, distribution, short haul and road tractors.”

In **North America**, commercial OEMs feature Allison transmissions in most CNG and LNG equipped vehicles. Freightliner's natural gas vehicles, for example, are only available with Allison models, including the new Cascadia 113 Natural Gas day cab tractor. This natural gas tractor is equipped with the new Cummins Westport ISX12 G heavy duty engine and a 4000 Series transmission. Freightliner's M2 112 and 114SD vehicles with the Cummins Westport ISL G 8.9L engine feature a 3000 Series transmission.

Saddle Creek Corp.'s CNG-fuelled tractor fleet has doubled, and Allison has been a partner in this expansion. The third-party logistics company headquartered in Lakeland, Fla., recently added 40 Freightliner Business Class M2 112 trucks equipped with Allison automatic transmissions to its fleet, as it continues to implement natural gas technology across its truckload operations in the southeast of the United States. The Freightliner M2 112 CNG truck has a 530 liter (140 gallon) fuel system, allowing an approximate range of 885 to 925 kilometers (550-575 miles) per day, depending on the application.

In **Europe**, Allison automatic technology has also become increasingly popular for CNG/LNG trucks. Major OEMs including Scania, Iveco, Renault and Mercedes offer an Allison automatic with their natural gas engines.

Berliner Stadtreinigung (BSR) is the largest municipal waste disposal company in Germany. Today, 120 Mercedes-Benz Econic CNG refuse collection vehicles are in service with BSR, all equipped with Allison 3000 Series fully automatic transmissions. To ensure a CO₂-neutral operation, in the future these vehicles will be fueled with bio-methane at BSR's own plant in Berlin Ruhleben.

In Graz, Austria, a Mercedes-Benz Econic NGT 1828 tractor equipped with an Allison fully automatic transmission was tested at the Magna Steyr factory. The Econic, owned by the Austrian transport company Frikus, is the first of its kind to enter service in Austria. The Econic NGT uses the 6.9 liter OM 906 LAG natural gas engine, which produces 205 kW (279 hp) and is exclusively equipped with an Allison 3000 Series six-speed, fully automatic transmission with retarder.

The Econic NGT 1828 tractor showed considerable reductions in air pollutants, both CO₂ and NO₂, as well as lowered fuel consumption (10 percent) and fuel costs (around 20 percent). Noise emissions are also 50 percent lower than those produced by a comparable diesel vehicle.

“The appeal of an alternative fuel source that burns cleaner than diesel, reduces greenhouse gases and noise emissions, and is also less costly has convinced operators around the world to acquire Allison-equipped CNG and LNG vehicles,” concluded van Cuijk.

About Allison Transmission

Allison Transmission is the world’s largest manufacturer of fully-automatic transmissions for medium- and heavy-duty commercial vehicles, medium- and heavy-tactical U.S. military vehicles and hybrid-propulsion systems for transit buses. Allison transmissions are used in a variety of applications including on-highway trucks (distribution, refuse, construction, fire and emergency), buses (primarily school and transit), motor homes, off-highway vehicles and equipment (primarily energy and mining) and military vehicles (wheeled and tracked). Founded in 1915, the Allison business is headquartered in Indianapolis, Indiana, U.S.A. and employs approximately 2,800 people. Allison has manufacturing facilities and customization centers located in China, The Netherlands, Brazil, India and Hungary, with a global presence, serving customers in North America, Europe, Asia, Australia, South America and Africa. Allison also has more than 1,500 independent distributor and dealer locations worldwide. More information about Allison is available at www.allisontransmission.com.

This press release may contain forward-looking statements. All statements other than statements of historical fact contained in this press release are forward-looking statements. In some cases, you can identify forward-looking statements by terminology such as "may," "will," "should," "expect," "plans," "project," "anticipate," "believe," "estimate," "predict," "intend," "forecast," "could," "potential," "continue" or the negative of these terms or other similar terms or phrases. Forward-looking statements are not guarantees of future performance and involve known and unknown risks. Factors which may cause the actual results to differ materially from those anticipated at the time the forward-looking statements are made include, but are not limited to: risks related to our substantial indebtedness; our participation in markets that are competitive; general economic and industry conditions; our ability to prepare for, respond to and successfully achieve our objectives relating to technological and market developments and changing customer needs; the failure of markets outside North America to increase adoption of fully-automatic transmissions; the discovery of defects in our products, resulting in delays in new model launches, recall campaigns and/or increased warranty costs and reduction in future sales or damage to our brand and reputation; the concentration of our net sales in our top five customers and the loss of any one of these; risks associated with our international operations; brand and reputational risks; our intention to pay dividends; and labor strikes, work stoppages or similar labor disputes, which could significantly disrupt our operations or those of our principal customers. Although we believe the expectations reflected in such forward-looking statements are based upon reasonable assumptions, we can give no assurance that the expectations will be attained or that any deviation will not be material. All information is as of the date of this press release, and we undertake no obligation to update any forward-looking statement to conform the statement to actual results or changes in expectations.

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Photographs



Third-party logistics company, Saddle Creek Corp., recently added 40 Freightliner Business Class M2 112 trucks to its fleet as it continues to implement natural gas technology across its truckload operations in the southeast of the United States.

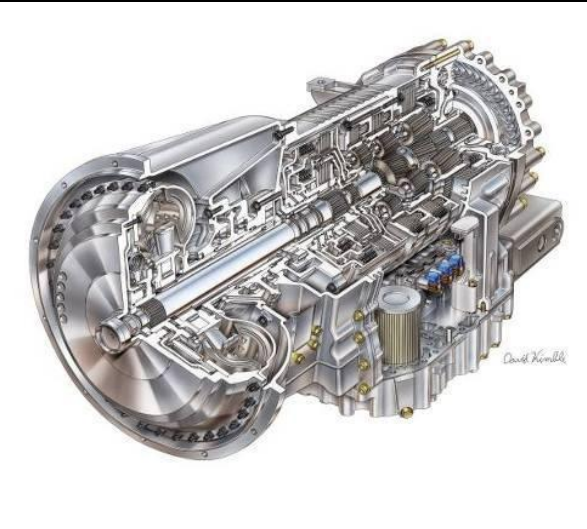


The Econic NGT with an Allison fully automatic transmission is in service with the Frikus transport company for the Magna Steyr factory supply transport in Graz, Austria. It offers 50 percent less noise than a comparable diesel vehicle.



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120 Mercedes-Benz Econic CNG refuse vehicles equipped with Allison transmissions are in service at BSR.



The Allison 3000 Series automatic transmission with retarder is a popular choice for CNG/ LNG engines.