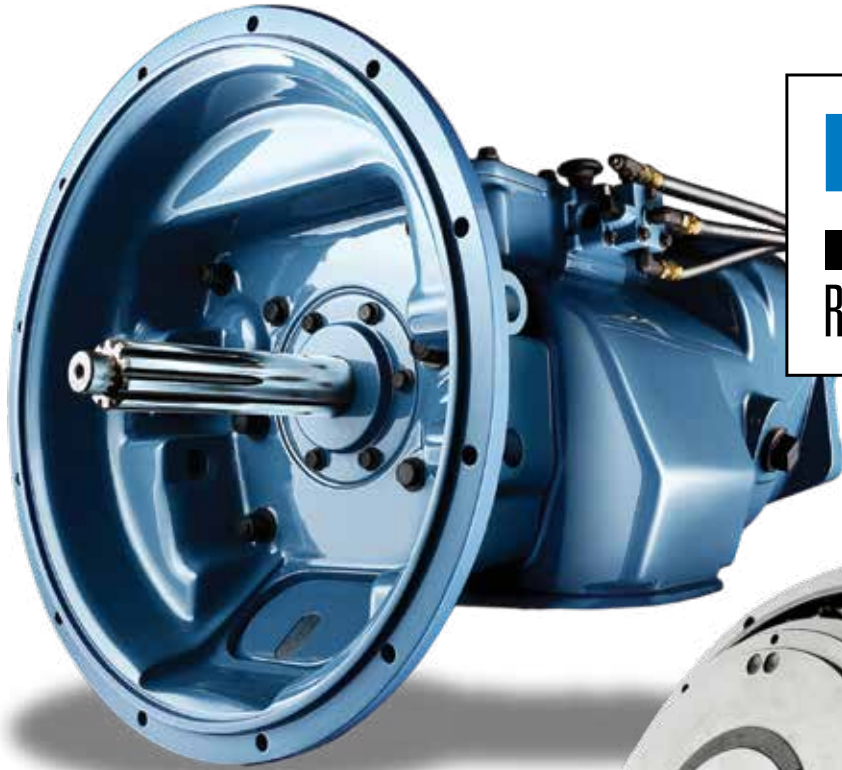


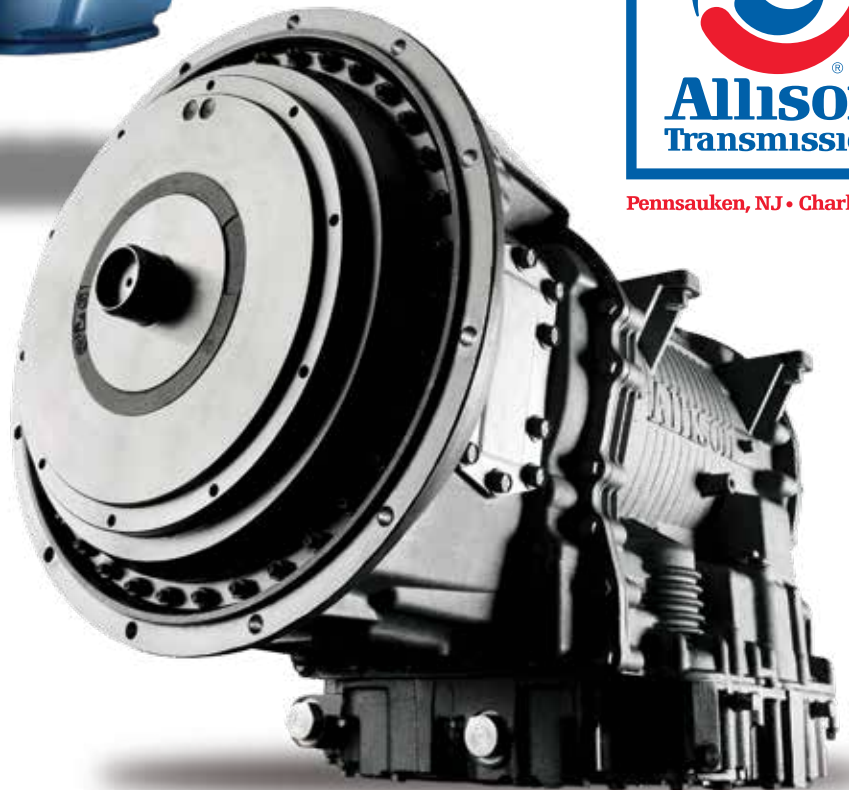
On-Highway Remanufactured Products



TRC is one of three
Eaton Authorized
rebuilders in North
America



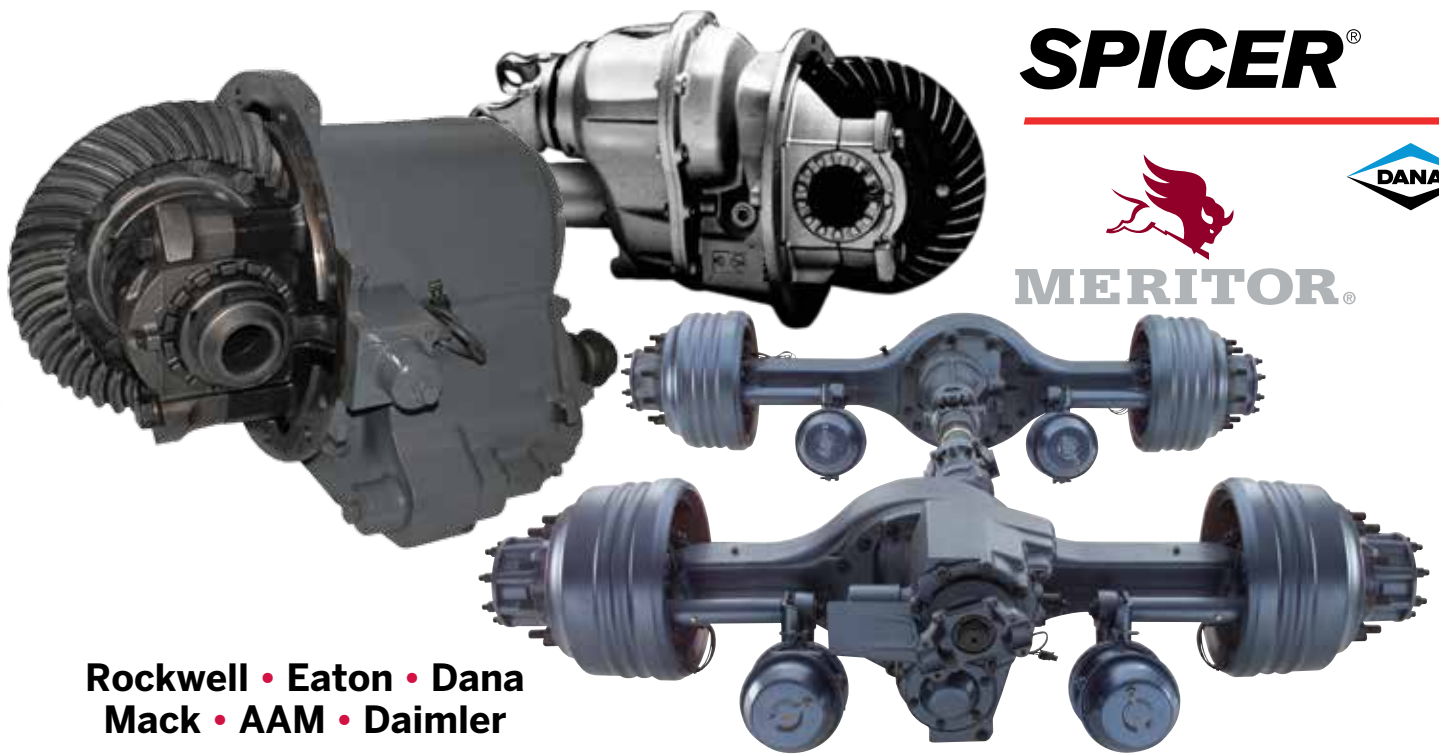
Pennsauken, NJ • Charlotte, NC



**The two largest
producers of
transmissions in
North America
depend on us to remanufacture their products.**

Shouldn't you?

Remanufactured Differentials



SPICER®



MERITOR®

Rockwell • Eaton • Dana
Mack • AAM • Daimler

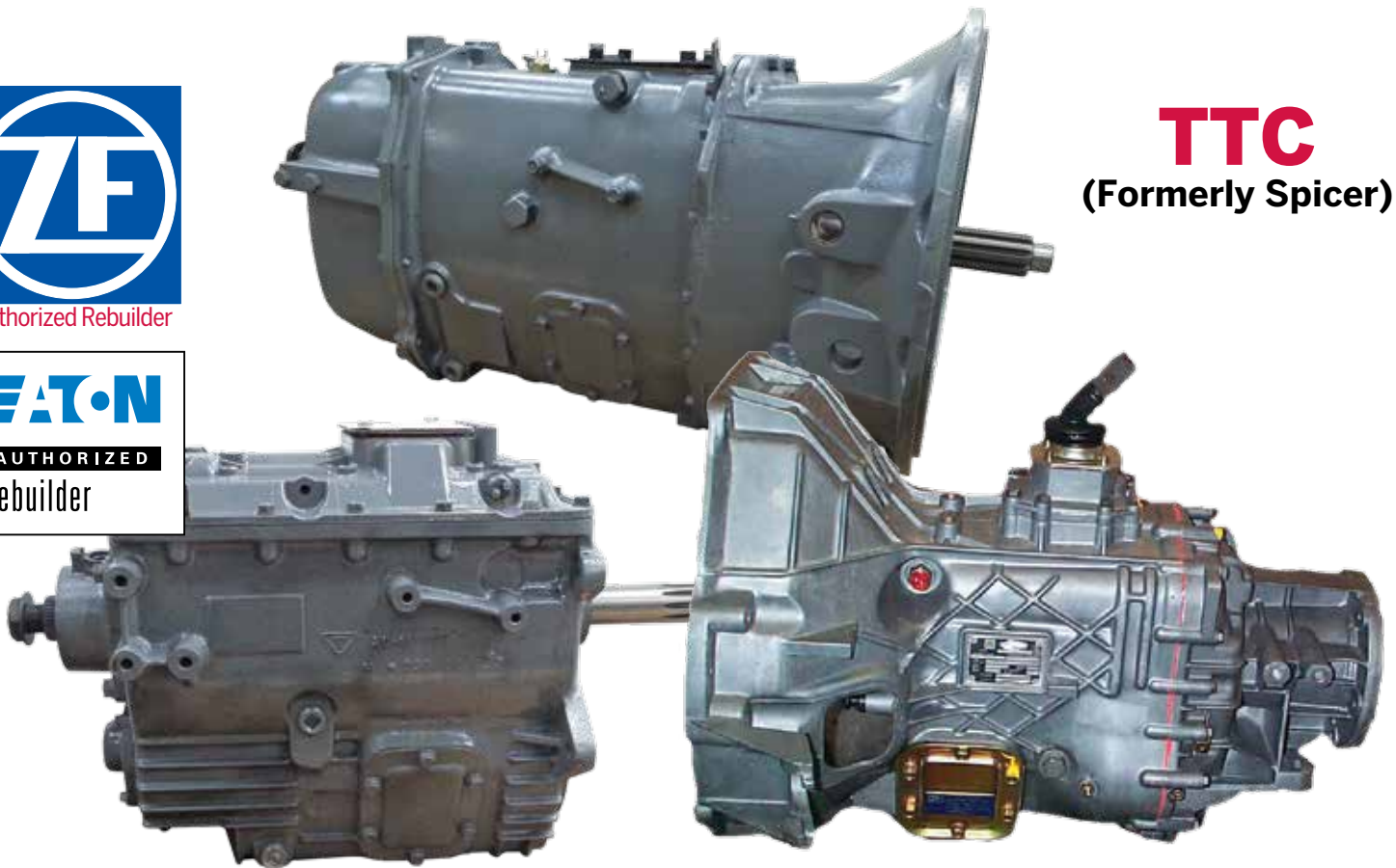
Medium & Light Duty Manual Transmissions



Authorized Rebuilder



TTC
(Formerly Spicer)



Allison Transmission Truth and Consequence



TRUTH

Located in Pennsauken, NJ, as an Allison Authorized Overhaul Dealer, recognized by Allison as having met their standards of competence, training, tooling, equipment & experience.

Every transmission is 100% disassembled

We use only genuine Allison parts. Solenoids, seals, filters, clutch plates and bearings are made to last and maintain their performance throughout the life of the unit.

All AT-545 transmissions are supplied with a new, genuine Allison torque converter.

We use all new clutch plates, solenoids and pressure switches on every unit.

Our units are remanufactured in an ISO-9001-2008 Certified facility and all units are dynotested.

CONSEQUENCE

If your supplier is not an Allison Authorized Overhaul Dealer, what standard do they hold to and what training and equipment do they have?

Missing a worn spline or leaving a small fragment inside a transmission will cause premature failure. Our standard and Allison's standard is 100% disassembly.

Used parts such as clutch plates that are already partially worn out, or worse yet, aftermarket parts from random vendors will not go the distance. Your vehicle will be down again in short order. It might be covered under warranty, but the same substandard parts will be used in the warranty repair.

Allison does not offer parts or repair spec's for AT-545 converters due to the high failure incidents. All reman AT-545 converters are aftermarket and substandard.

Allison's standard is to replace electronic parts at every overhaul.

In many shops, each technician decides how he wants to build. Our consistent processes are the same as Allison's.

Light Duty Automatic Transmissions



- Ford Pre-1997
- Ford Post-1997
- Ford Smaller Engine
- Ford 2003 & Newer
- GM
- Dodge
- Sprinter
- Aisin
- Allison

Steering Boxes & Pumps



- Ross
- Sheppard
- Saginaw
- Eaton
- Luk
- Vickers
- ZF

Transfer Cases



- New Process
- Borg Warner



**THERE'S MORE TO A
REMAN THAN JUST A
NEW COAT OF PAINT.**



**Don't settle for "Rebuilt."
Insist on a genuine TRC
Remanufactured transmission
or differential.**

- We have the largest inventory of remanufactured transmissions and differentials on the East Coast!
- Immediate Availability.
- All transmissions 100% dyno-tested
- One year "no hassle" warranty

Manual Transmission Truth and Consequence



TRUTH

CONSEQUENCE

We perform a 100% core disassembly.

This eliminates keyway failures and gear spin. It also ensures perfect timing of gears for assy. The teardown of shift covers eliminates shift failures and allows for full inspection of shift rails, detents and inter-locks. Springs and poppets are replaced.

We replace all bearings with only OEM-approved bearings.

Used and non OEM bearings will have a negative effect on transmission life. Transmission longevity starts with bearing quality.

We replace the entire air system with new on every reman.

Transmission air system failures account for a high percentage of failures in the field; slow or sluggish shifting; slow or no range shifts. Using new air systems ensures transmission shifts at the OEM air pressure, this is critical to synchro life.

We replace the input shaft with new on every reman.

The shaft is exposed to severe loads during operation and can get stressed under normal use. Replacing with new ensures 100% spline life and 100% fit to flywheel pilot bearing.

We dynotest every reman transmission while under load.

Testing the transmission under load simulates actual in service use and brings it up to operating temperature quickly. While at operating temperature the shift quality is verified. Using 10W oil helps to magnify noises that would not normally be heard with 50W oils. This also benefits leak detection.

We replace all sliding clutches and synchros on every reman.

Replacement of sliding clutches is critical to main shaft gear life. Worn forks will enlarge the slot width for fork placement. This results in premature fork wear.

About TRC

What is the Difference Between Remanufactured and Rebuilt...

Today's fleet equipment is increasingly sophisticated & expensive. It's imperative that the components used in repair are of sufficient quality to return the vehicle to original equipment (OE) performance levels.

Many customers question the difference between remanufactured and rebuilt. An excellent perspective comes from Jim Morrow, former president of Detroit Diesel Remanufacturing Corp. "First of all, let's clarify the difference between a remanufactured transmission and one that is rebuilt. TRC transmissions are totally remanufactured, returning them to the latest blueprint specifications and tested to original equipment standards," explains Morrow. "The typical rebuilt transmission is only repaired to the level of failure. That means any components beyond this level are left intact. Additionally, testing procedures often vary among individual rebuilders. Having been exposed to TRC's process, I can attest that they have a robust remanufacturing and testing process—they are not a rebuilder"

Jim Morrow

Former President
Detroit Diesel Remanufacturing Corp.



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