




 <b>DGS</b> DIESEL + GETRIEBE + SERVICE DISTRIBUTOR IN DEUTSCHLAND					<h1>Service Report</h1>					
    					Repair Order (RO) Nr.		To be determined			
					Date of failure		02.06.2023			
					Repair Order Open Date		02.06.2023			
<b>&lt;&lt;Global Industrial Solutions&gt;&gt; LLC, 100097 Tashkent, Uzbekistan, Tel: +998712319238</b>										
<b>Report to: Rolf Oerter, Customer Support, Training</b> Tel: +49 6131-5807-737, cell: +49 1761-5807-737 email: <a href="mailto:roerter@dgs-mainz.com">roerter@dgs-mainz.com</a>										
		<b>Customer, Orderer:</b>			<b>Enduser, Owner of vehicle:</b>			<b>Location of repair:</b>		
<b>Name:</b>		Yutong, Allison Transmission			TOSHSAHARTRANSXIZMAT			TOSHSAHARTRANSXIZMAT		
<b>Street:</b>		1320,Marketing Center, No.66 Yuxing Road			Amir Temur Street, 6			Amir Temur Street, 6		
<b>Town:</b>		Economic Development Zone Zhengzhou, China			Tashkent, Uzbekistan			Tashkent, Uzbekistan		
<b>ZIP Code</b>										
<b>Province:</b>										
<b>Contact:</b>		Yang Wei								
<b>Tel.:</b>					+998981772552			+998981772552		
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<b>email:</b>		<a href="mailto:yangwei@yutong.com">yangwei@yutong.com</a>			<a href="mailto:info@tashbus.uz">info@tashbus.uz</a>			<a href="mailto:info@tashbus.uz">info@tashbus.uz</a>		
<b>Customer Purchase order #:</b>		Per email of 02.06.2023						<b>Customer PO Date:</b>		02.06.2023
<b>Repairing Outlet (Allison Dealer)</b>					Global Industrial Solutions					
<b>Transm. Model:</b>		T375			<b>PN:</b>		E027061		<b>SN:</b> 6511879677	
<b>Replacement Transmission:</b>					<b>PN:</b>				<b>SN:</b>	
<b>TCM, ECU, or Shift Sel.</b>					<b>PN 2:</b>		63CR0YQ8		<b>SN 2:</b>	
<b>Replacement TCM, ECU, or Shift Sel.</b>					<b>Replacement PN 2:</b>				<b>Replacement SN 2:</b>	
<b>Non-Allison Part</b>					<b>PN 3:</b>				<b>SN 3:</b>	
<b>Application:</b>		City Bus			<b>OEM:</b>		Yutong		<b>Model:</b> ZK6126HG	
<b>Application Code:</b>		BU02								
<b>vehicle ID #:</b>		LZYTMG8F8P1003793			<b>Registr.plate:</b>				<b>Engine:</b>	
<b>In Service Date:</b>		23.05.2023			<b>Veh. hours:</b>				<b>Veh.km:</b> 14834	
<b>Pre Delivery</b>		YES		NO	X	<b>Claim Type:</b>			<b>Field Action # or Activity Indicator</b>	
Date in Service after last repair, or Date in Service of exchange unit if failed unit was repaired once before, or if failed unit is already a replacement (SWING) Transmission :										
<b>Travel Time:</b>					<b>Travel km if company car used:</b>				<b>PFPN:</b> tbd	
<b>Labor Last Applied date:</b>					<b>Technician's Name:</b>		Tokhir Abbasov, Rolf Oerter			
<b>AWAARE Complaint Code:</b>					<b>AWAARE Failure Code</b>					
<b>Diagnostic Codes:</b>		P0732			P2714					

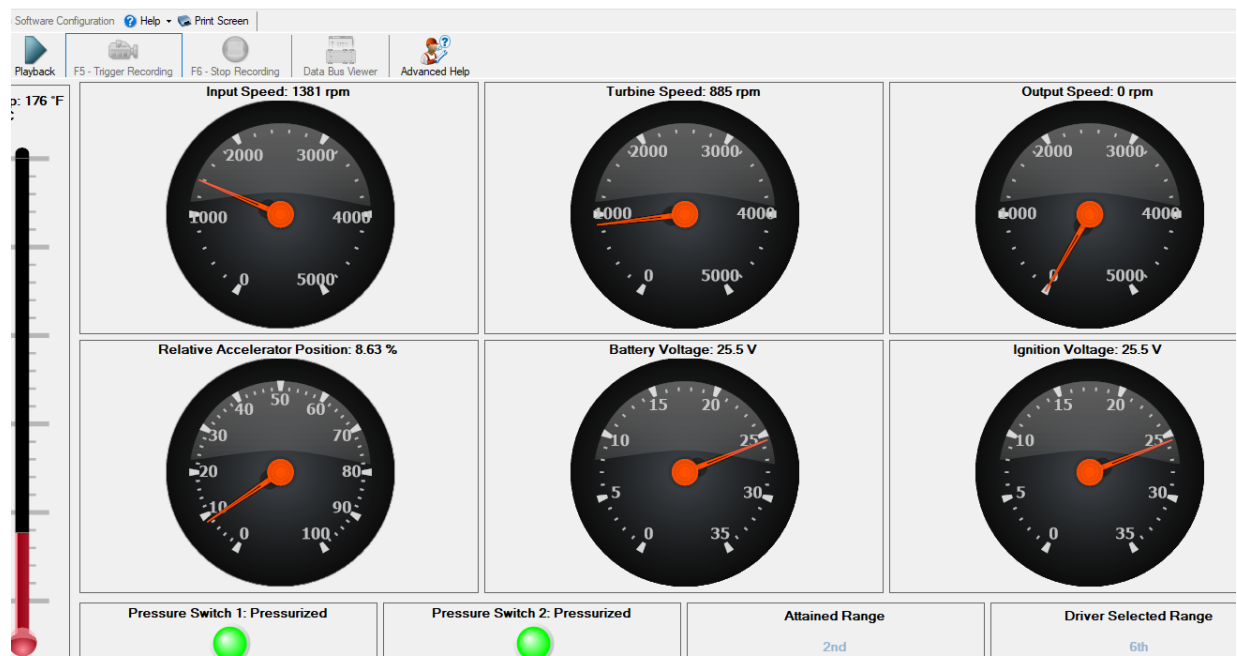
**Complaint:** Friday, 02.06.2023 DTC P0732 and DTC P2714. Transmission locks in 3<sup>rd</sup> range. According to the driver, the Transmission TCM had already been swapped from another bus for diagnostic purposes, but the malfunction stood the same.

**Cause:** Slipping C4 clutch

**Correction:** Monday, 05.06.2023 Our Dealer Global Industrial Solutions LLC checked vehicle on job site.

- Checked oil level and found ok. But the Oil level had recently been corrected by either OEM Service or by customer fleet technician by having added 1 to 2 liters. Since required fluid spec was not on hand, any available oil was added. Unknown, which oil was added.
- Performed test drive to evaluate complaint. Found DTC P0732 occurring during a 1-2 upshift. The transmission consequently locked in 3<sup>rd</sup> range for fail safe operation.
- Checked all connectors and wiring. Visually ok.
- Performed clutch test with Allison DOC Diagnostic tool. **Found slip in 2<sup>nd</sup> range and in 6<sup>th</sup> range**, All other ranges are ok. This indicates C4 clutch is slipping under load. See DOV Snapshot file 6511879677-ClutchTest\_slip.ad4 , file time 00:01:26 and 00:02:35 (Bookmark #1 and #2) and file time 00:03:17 (Bookmark #3)

CLUTCHES	C1	C2	C3	C4	C5
RANGES	REVERSE		X		X
	NEUTRAL				X
	FIRST	X			X
	SECOND	X		X	
	THIRD	X	X		
	FOURTH	X			
	FIFTH		X		
	SIXTH			X	



**Comment:**

Transmission needs to be replaced and needs to be disassembled for further diagnosis and failure analysis. The transmission is wet of oil on the upper front part. Likely from breather blow-out or from another source of oil from above.

