

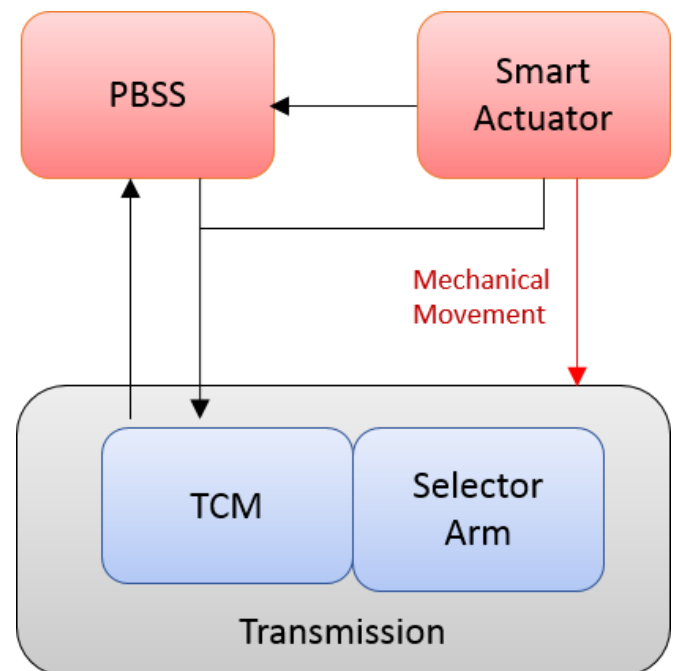


INSPIRING SOLUTIONS



HAVE THE ORSCHELN SHIFT-X-WIRE™ SYSTEM INSTALLED ON YOUR TRUCK

- Orscheln Products L.L.C.'s Shift-X-Wire™ 4.2 system is comprised of a push button shift selector (PBSS) and an electronic actuator, which rotates the selector shaft on Allison Transmission® 1000 & 2000 series transmissions or Ford® 6r140 TorqShift.
- The Shift-X-Wire™ 4.2 system replaces the mechanical shift lever and control cable that is standard in medium duty trucks and buses.
- Gear and park pawl selections are made from the PBSS and are communicated over CAN via SAE J1939 to the transmission controller .(TCM). The actuator listens to the communication and moves the selector shaft to the requested position. The shift selector displays the requested and current gear as reported by the transmission controller.
- The PBSS can also request and display SAE J2012 Diagnostic Trouble Codes from the Allison Transmission®



PBSS : Push Button
Shift Selector

4.2 Actuator



www.orschelnproducts.com

NTEA 3/2019



Benefits

OEM Chassis	Transmission Mfg. or Dealer	User/Fleet
Easier, less installation time than mechanical shift system "Plug-Play"		Mode button can be programmed for various functions : Shift Schedule, Special Need.
Saves installation time over the competitor E- Shift system		PBSS allows optimal use of transmission gears and diagnostics
Less complexity than mechanical shift, less routing constraints (e.g. with cable getting in way of PTO installation)		Keypad Allows Tap Up/Tap Down to access all gears to hold or up/down shift (cannot access with Mechanical Shifter.
Mechanical Shifter requires a stiff dash design due to lever force when park pawl is actuated: PBSS does not need those supports		Consistent Shift Selector operation for Drivers for 1K, 2K, 3K, 4K Transmission
PBSS offers reduced package space area vs. Mechanical shift lever		No Shift Cable to service or replace (direct mount or LFA)
PBSS can be located where Mechanical Shift Lever cannot be		
Attachment of Actuator can be done on the Engine/Transmission Assembly Line keeping drivetrain Assembly expertise in one location		
Shift Actuator can work with Column/Stalk Selector	Request and display SAE J2012 Diagnostic Trouble Codes from the Allison Transmission®	
Use with Park and No-Park Transmission	Can avoid unnecessary service calls by using diagnostic codes	
Multiple mounting configurations for Transfer Case & PTO fitted vocational vehicles		
No Control Cable to Adjust: Actuator Factory Calibrated		
Eliminates potential for vibration induced noise due to cable vibrating inside sheath.		
OEM can offer 6M1 feature with PBSS (Tap UP/Tap Down)		
On C.O.E. (Tilt Cab), no bending Shift Cable		
On Rear Engine Chassis, No backlash in long shift cable		
On Rear Engine Chassis, No long Shift Cable to route, bend		
Use same dash for 1K/2K and 3K/4k. A common dash reduces cost		
In Dual control, or front-rear applications: Multiple selectors can be used. (PBSS, Stalk, combination)		