

SIL 16-WT-26

June 18, 2026

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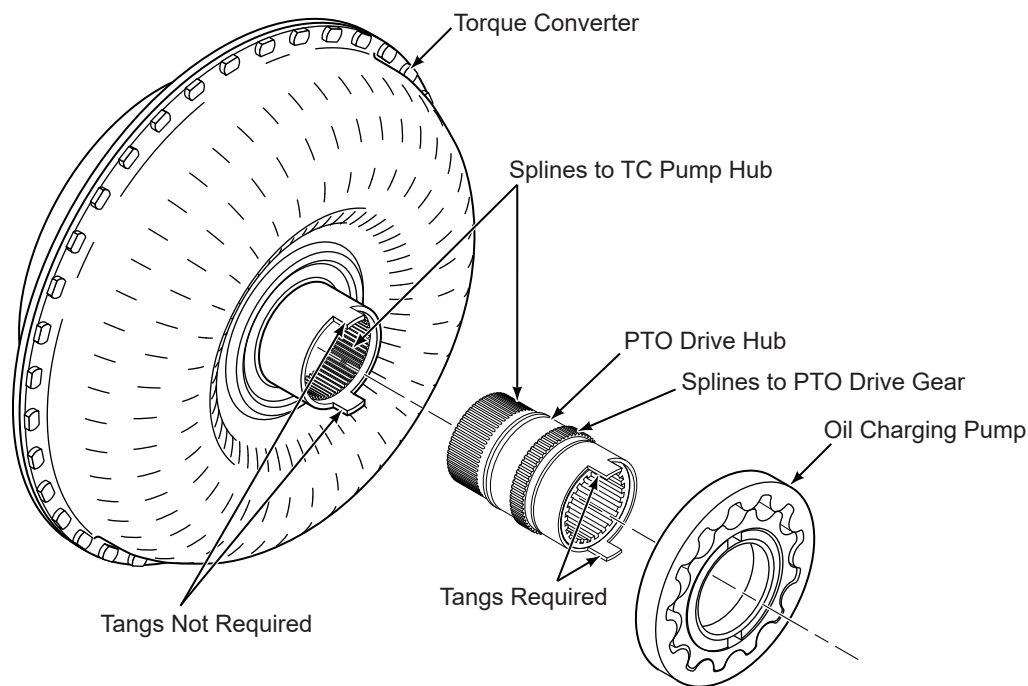
SUBJECT: Torque Converter Pumps Without Charging Pump Tangs

MODELS AFFECTED: 3000 Series™ and 4000 Series™

Introduction

Oil charging pumps within the transmission front support get their input torque one of two ways, depending whether the transmission configuration includes a Power Takeoff (PTO) drive gear or not.

For 3000 and 4000 Series transmissions with a PTO drive gear, the oil charging pump receives its torque input from the PTO Drive Hub that is splined on one end to the converter pump hub and engages drive tangs into the charging pump at the other end (see Figure 1).



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Figure 1. Typical Oil Pump Assembly with PTO Drive Gear

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Unlike the PTO version, the non-PTO configuration designed for 3000 and 4000 Series transmissions does not use the PTO Drive Hub to transmit torque from the torque converter to the oil pump. Rather, the oil pump receives its torque directly from tangs machined into the torque converter pump hub (see [Figure 2](#)).

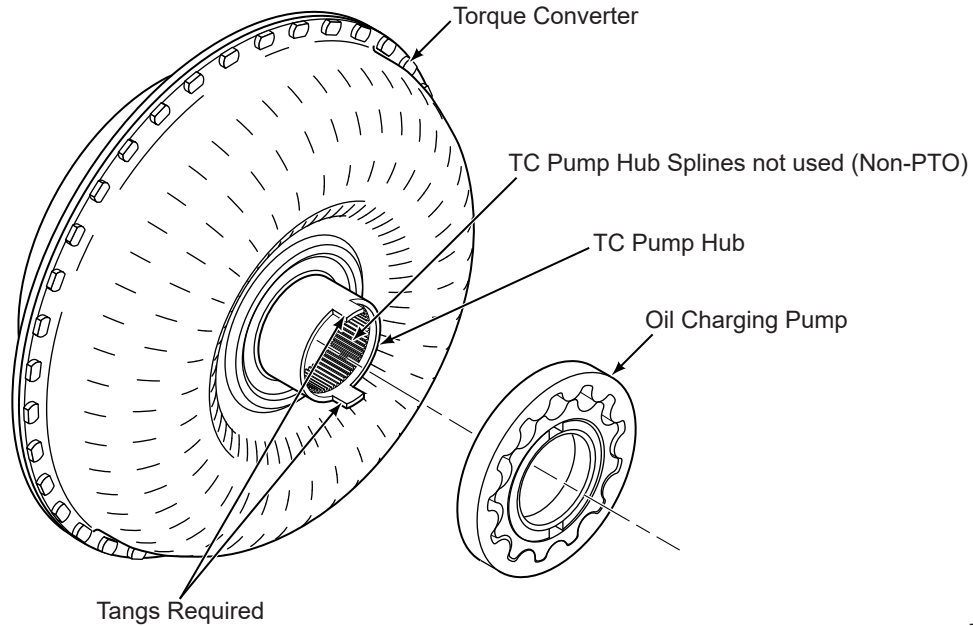


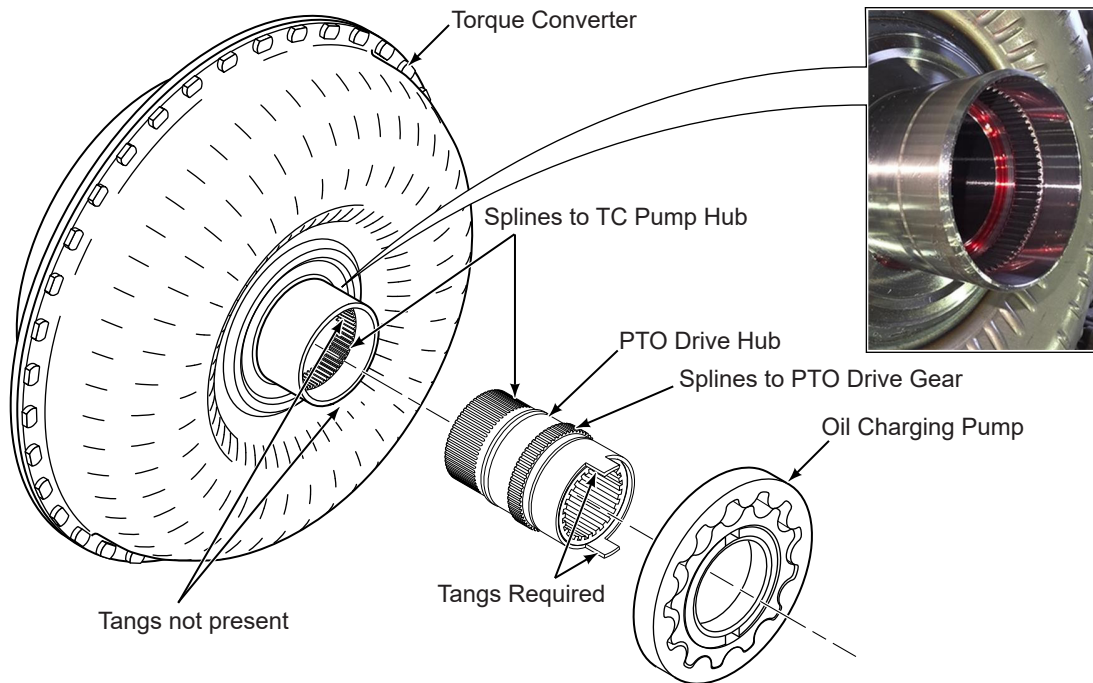
Figure 2. Typical Oil Pump Assembly without PTO Drive Gear

Some 3000 and 4000 Series production builds in June 2025 omitted the torque converter pump hub tangs and were assembled into PTO drive gear-equipped transmissions. This limited production of combined parts was intentional and will not affect the performance of the transmission.

Deviated parts include the 400 Series torque converter pumps (P/N 29514787, 29514790, and 29514791 without tangs) and the 500 Series torque converter pumps (P/N 29514729 without tangs) were accepted for use in 3000 Series and 4000 Series PTO-equipped transmissions, respectively; these acceptable configurations are illustrated in [Figure 3](#).

Compatibility

Part numbers for torque converter assemblies and torque converter pumps without tangs did not change. Torque converter assemblies and torque converter pumps without oil pump driving tangs are compatible with PTO applications since the PTO Drive Hub contains the oil charging pump drive tangs.



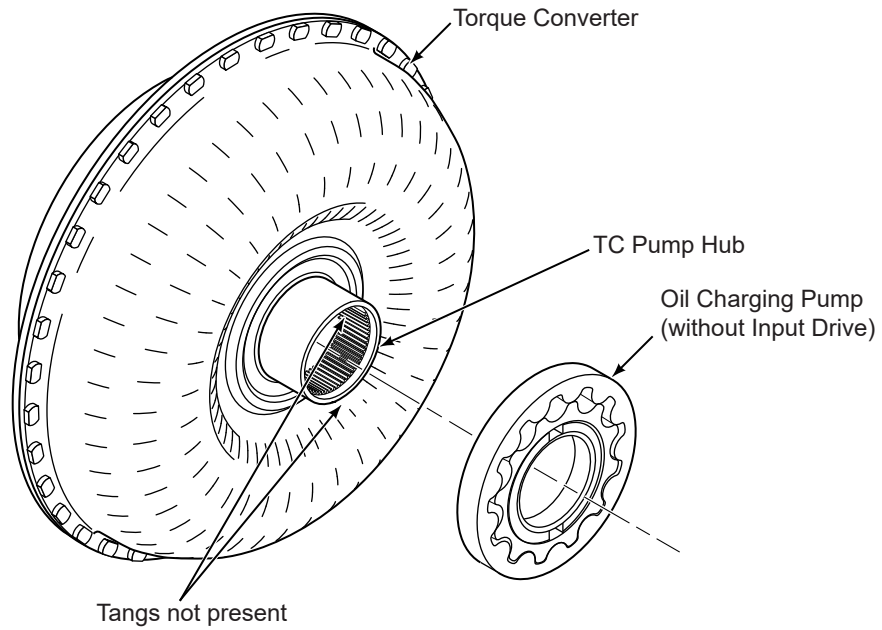
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Figure 3. Torque Converter Pump without Tangs in PTO Application (Acceptable)

Allison Transmission is notifying the service channel for awareness of this combination and to reassure technicians of our intentional actions.



WARNING: Using one of the subject torque converters that does not contain oil pump hub tangs in a non-PTO drive gear application will result in no oil charging pump rotation, and thus no pressurized fluid throughout the transmission system (see [Figure 4](#)).



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Figure 4. Torque Converter Pump without Tangs in non-PTO Application (Unacceptable)