

Investor Relations Presentation

Fourth Quarter 2016 (Published March 13, 2017)



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The following information contains, or may be deemed to contain, “forward-looking statements” (as defined in the U.S. Private Securities Litigation Reform Act of 1995). The words “believe,” “expect,” “anticipate,” “intend,” “estimate” and other expressions that are predictions of or indicate future events and trends and that do not relate to historical matters identify forward-looking statements. You should not place undue reliance on these forward-looking statements. Although forward-looking statements reflect management’s good faith beliefs, reliance should not be placed on forward-looking statements because they involve known and unknown risks, uncertainties and other factors, which may cause the actual results, performance or achievements to differ materially from anticipated future results, performance or achievements expressed or implied by such forward-looking statements. Forward-looking statements speak only as of the date the statements are made. We undertake no obligation to publicly update or revise any forward-looking statement, whether as a result of new information, future events, changed circumstances or otherwise. These forward-looking statements are subject to numerous risks and uncertainties, including, but not limited to: our participation in markets that are competitive; the highly cyclical industries in which certain of our end users operate; the failure of markets outside North America to increase adoption of fully-automatic transmissions; risks related to our substantial indebtedness; uncertainty in the global regulatory and business environments in which we operate; the concentration of our net sales in our top five customers and the loss of any one of these; future reductions or changes in government subsidies and other external factors impacting demand for hybrid vehicles; U.S. defense spending; general economic and industry conditions; 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; our ability to prepare for, respond to and successfully achieve our objectives relating to technological and market developments, competitive threats and changing customer needs; risks associated with our international operations; and labor strikes, work stoppages or similar labor disputes, which could significantly disrupt our operations or those of our principal customers.

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Allison Transmission’s business is subject to numerous risks and uncertainties, which may cause future results of operations to vary significantly from those presented herein. Important factors that could cause actual results to differ materially are discussed in Allison Transmission’s Annual Report on Form 10-K for the year ended December 31, 2016.

Business Overview

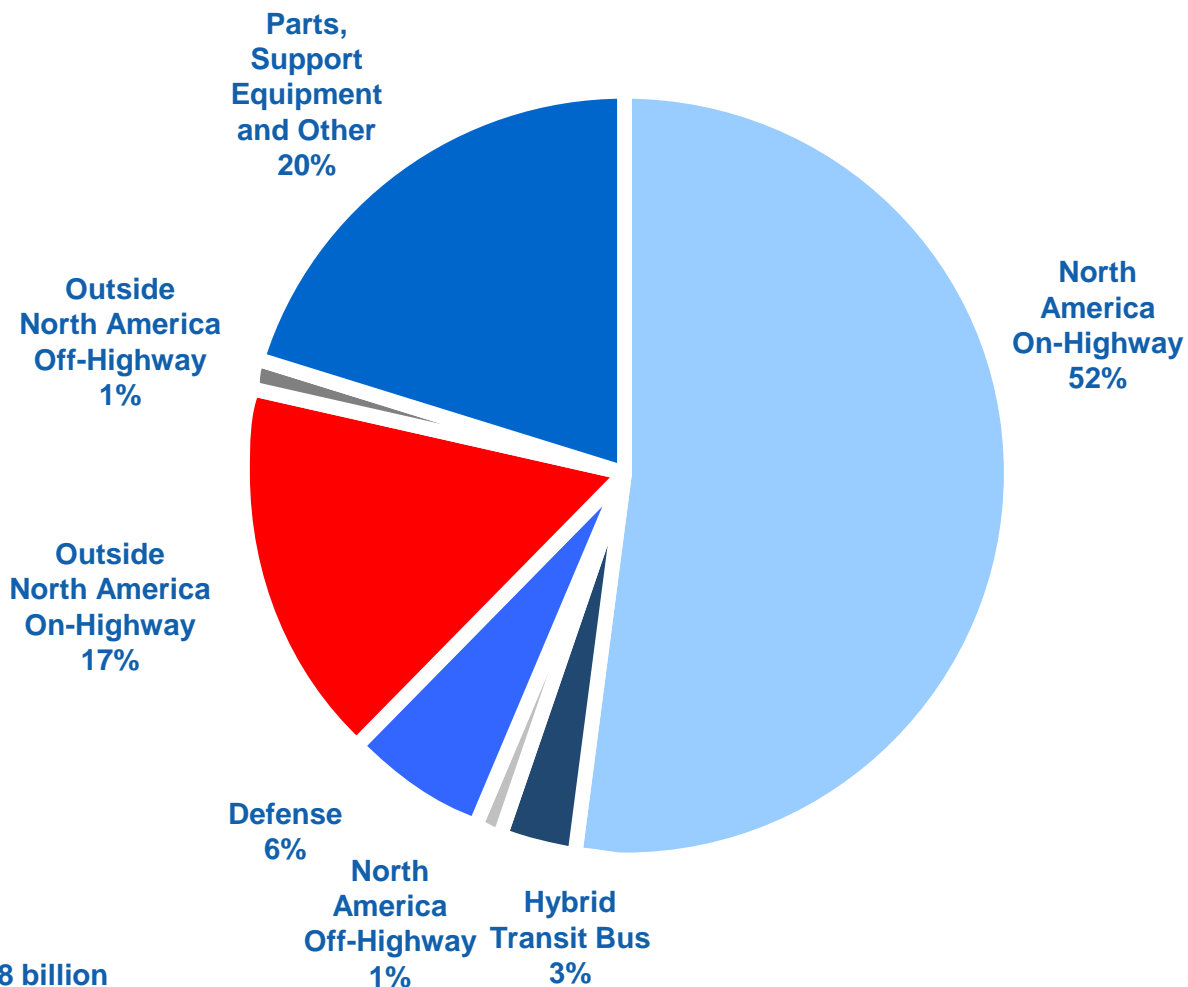


Allison Transmission at a Glance

- World's largest manufacturer of fully-automatic transmissions for medium- and heavy-duty commercial vehicles
 - 60% global market share of fully-automatic transmissions
 - Virtually no exposure to Class 8 line-haul tractors
- Allison is the premier fully-automatic transmission brand
 - Premium price component frequently specified by end users
 - Differentiated technology
- Well positioned for revenue and earnings growth
 - Further adoption outside North America
 - Expanding addressable market
 - Funded growth opportunities in asset light business model
- Strong cash flow generation and well-defined capital allocation policy

Allison Transmission at a Glance

2016 Net Sales by End Market

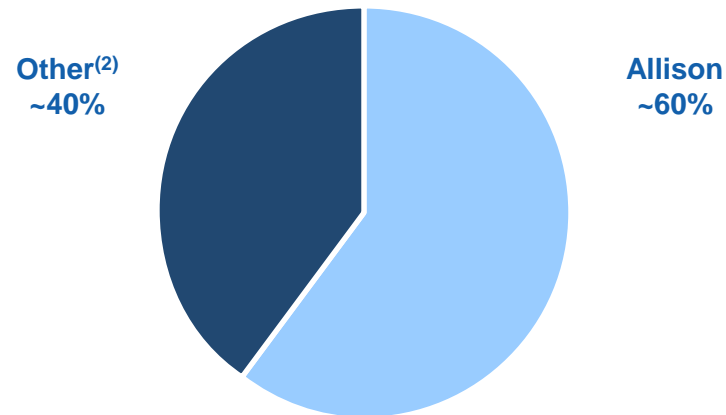


2016 Net Sales: \$1.8 billion

Global Market Leader

- The “de facto” standard in medium- and heavy-duty applications
 - Well established as standard in North America
- Increasing presence in emerging markets which today are predominantly manual
- Virtually no exposure to more cyclical Class 8 line-haul tractors









Global On-Highway Fully-Automatic Share⁽¹⁾



(1) 2016 Units. Source: Allison and ACT Research.

(2) Majority of “Other” volume is in North American Class 4-5 truck and European bus.

North America On-Highway End Market

	Class 1-3	Underserved Class 4-5	Core Addressable Market				Underserved Class 8 Metro	Class 8 Tractor (Linehaul)
Vehicles								
Weight (000s of lbs)	< 14 lbs	14 – 19 lbs	16 – 33 lbs	16 – 33 lbs	19 – 33 lbs	33 lbs+	33 lbs+	33 lbs+
2016 Industry Units Produced	7,272,574	89,797	21,208	36,231	89,330	69,752	49,799	108,796
2016 Allison Share	0%	3%	36%	92%	70%	63%	6%	0%

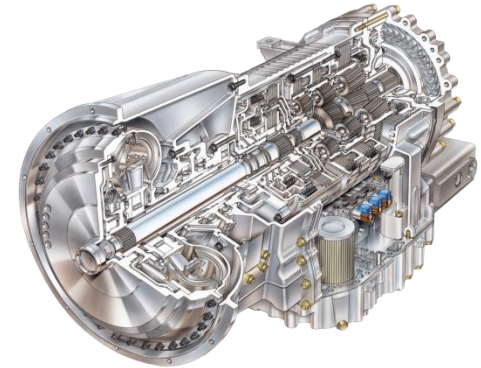
- ~ 30-40% of Allison's North America On-Highway market volume is driven by municipal spending, reducing end-market volatility
- Significant opportunity to further penetrate the Class 8 Metro market
 - “Metro” is a term for tractors that are used primarily in urban environments, which represent ~30% of the Class 8 tractor market

Note: Analysis excludes Allison's Transit/Coach Bus and Hybrid Transit Bus volume.

Source: Class 1-3 from Wards 2016 Factory Sales North America; Core Addressable Market and Class 8 Tractor from Allison and ACT Research.

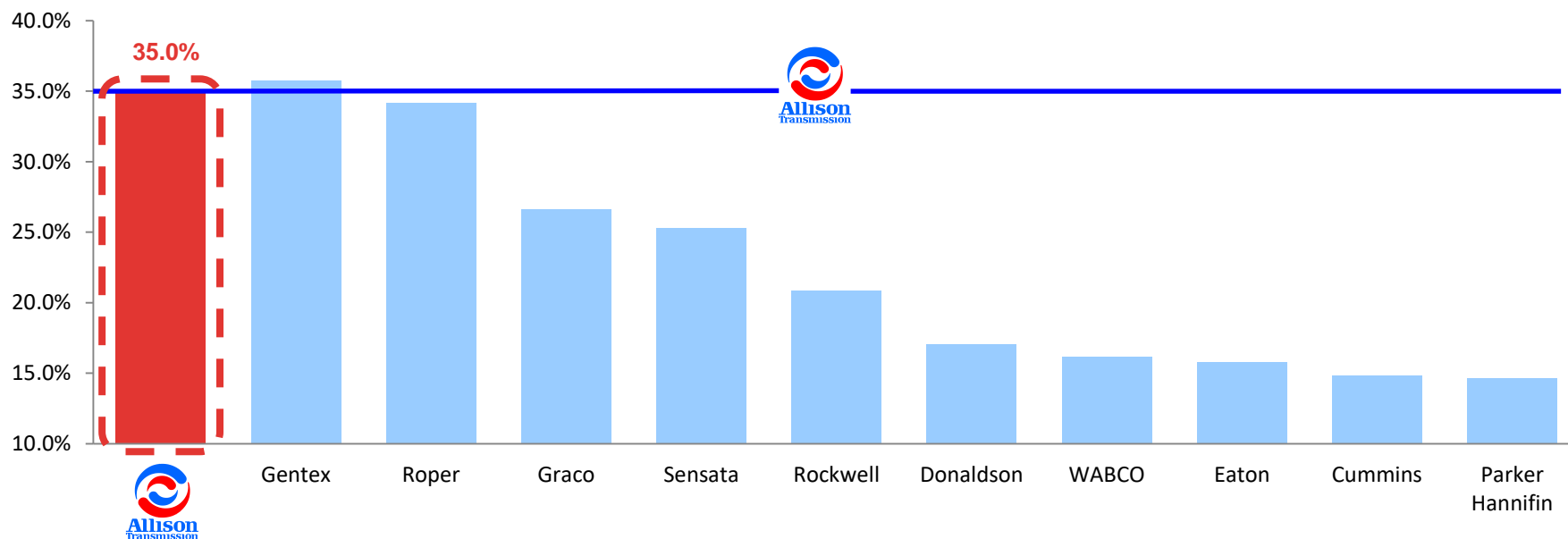
Strategic Priorities

- Expand global market leadership
 - Capitalize on continued developed markets recovery
 - New vocational offerings
- Emerging markets penetration
 - Vocational ladder strategy
 - Increase number of vehicle releases
- Continued focus on new technologies and product development
 - Address markets adjacent to core
 - Leverage core technologies for new products with minimal investment
 - Advanced fuel efficient technologies
- Deliver strong financial results
 - Exploit capacity availability and asset light business model
 - Focus on margin sustainment
 - Earnings growth and cash flow generation
 - Well-defined capital allocation policy



Superior EBITDA Margin

EBITDA Margin⁽¹⁾



(1) Calendar Year 2016 EBITDA, which excludes non-recurring or one-time items as designated by each entity, are based on information available in the entity's most recent quarterly or annual report as of 03/06/2017. EBITDA included above may not be consistent with such entity's reported EBITDA or Adjusted EBITDA, if available. See appendix for comments regarding the presentation of non-GAAP financial information.

Premier Industrial Company



Global Market Leader



Premier Brand and End User Value Proposition



Technology Leadership - The Allison Advantage



Diverse End Markets



Multiple Organic Growth Opportunities



Strong Cash Flow Generation with Well-Defined Capital Allocation Policy

A Recognized Leader and Respected Brand

- The Allison brand is associated with:
 - High Quality
 - Reliability
 - Durability
 - Vocational Value and Expertise
 - Technological Leadership
 - Superior Customer Service
 - Attractive Total Lifecycle Value
- Over 100 year history of providing high-quality innovative products and demonstrated value to end users



FUELSENSE

UP TO 20% BETTER FUEL ECONOMY

The Savings Are Automatic

Discover fuel economy you never thought possible. Introducing FuelSense® from Allison Transmission. Your fleet and drivers can get up to 20% better fuel economy. All with the ease and dependability you expect from an Allison fully automatic transmission.

Specify FuelSense. This package delivers.

Ask your truck dealer about FuelSense.
allisontransmission.com/fuelsense

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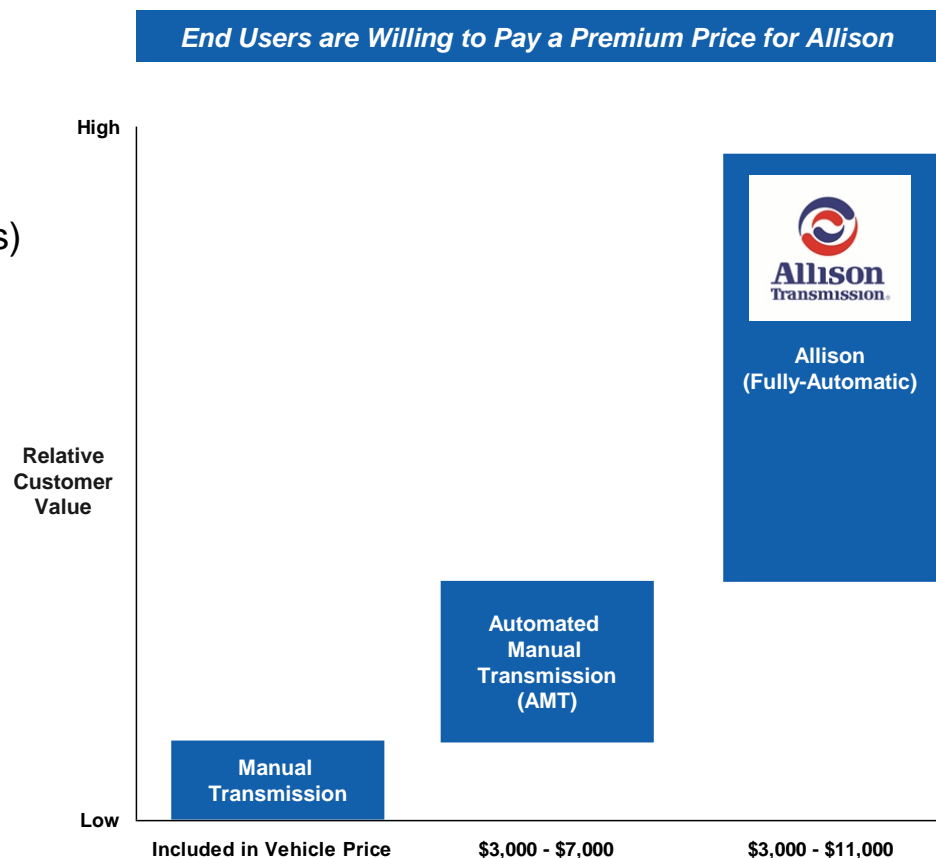
Allison
Transmission

End Users Frequently Request Allison Transmissions by Name and Pay a Premium for Them

End User Value Proposition

- Advantages of a fully-automatic Allison Transmission

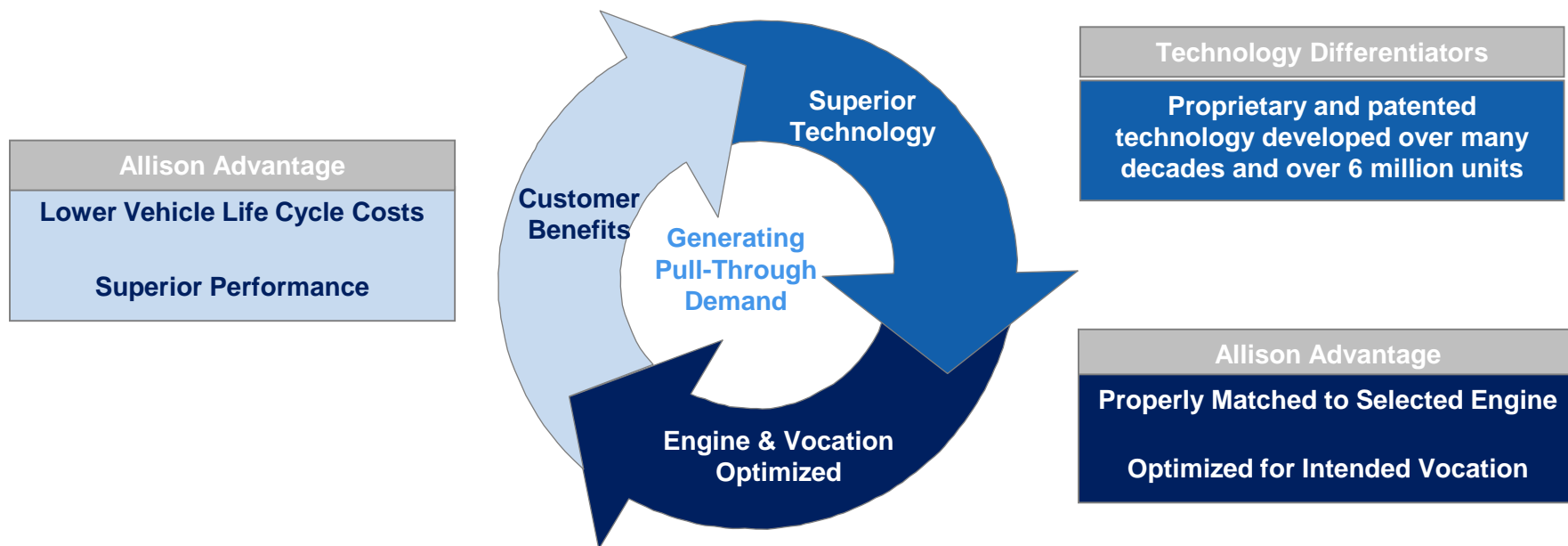
- Productivity (acceleration)
- Maintenance Savings (life cycle costs)
- Fuel Efficiency
- Driver Skillset / Wages
- Training (time, cost)
- Shift Quality
- Safety
- Residual Value



Payback period for a premium Allison Transmission averages less than 3 years

Technology Leadership – The Allison Advantage

- Allison employs proprietary and patented technology developed over many decades and more than six million units
- Technology is matched to the selected engine and optimized for the intended vocation
- Software algorithms are individually tailored to maximize performance in thousands of duty cycles
- Customers benefit from superior performance and lower life cycle costs



Very Diverse End Markets

Global	On-Highway	Distribution	Emergency	Motorhome	Rugged Duty	School/Shuttle Bus	Transit
		  	  	   	   	 	  
			 				
				    			
Defense	Medium- and Heavy-Tactical						
			 Retran				
Aftermarket	Parts, Support Equipment & Other						

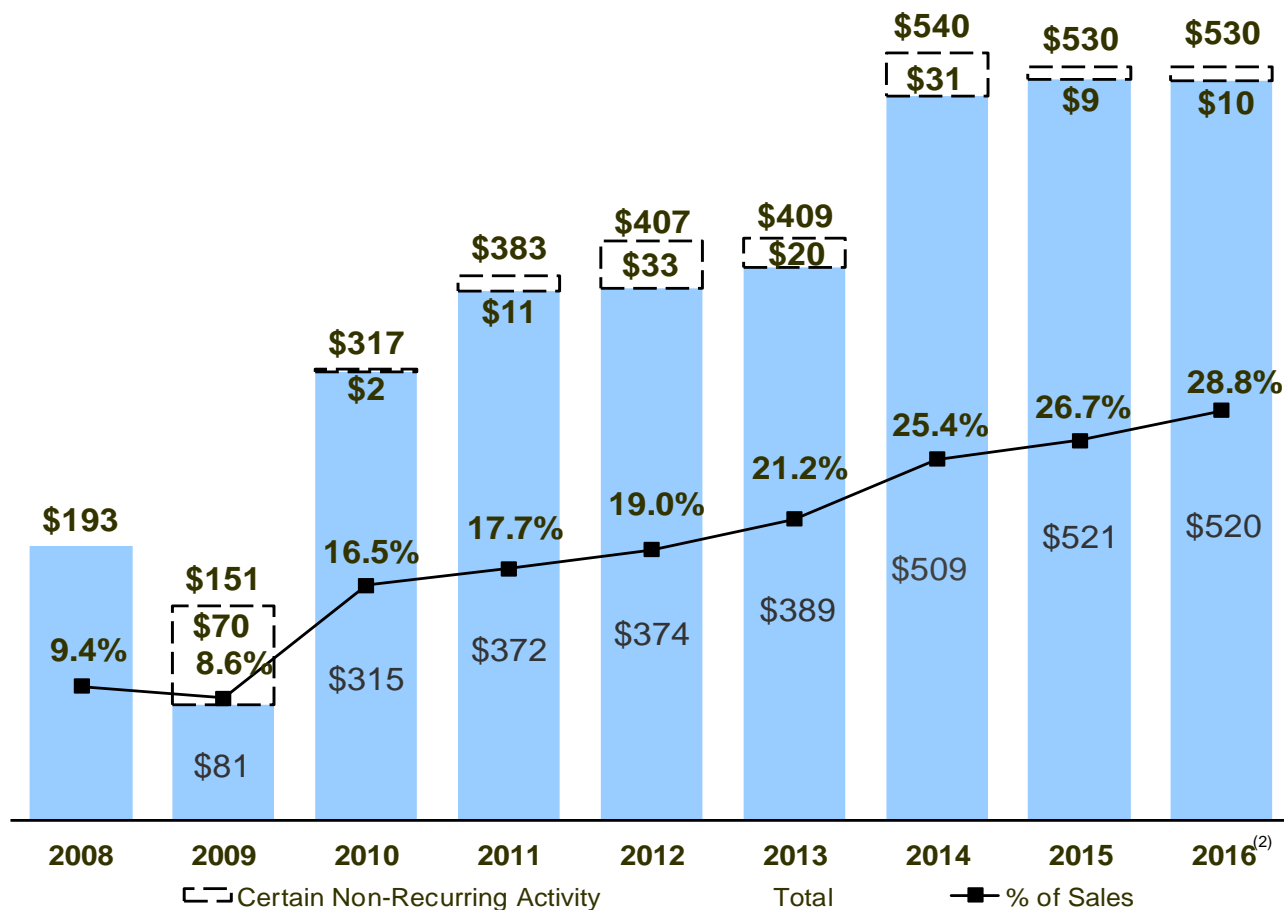
Over 50 Year Relationship with Industry-Leading OEMs

North America	On-Highway	         
	Hybrid Transit Bus	   
	Off-Highway	    
Outside North America	On-Highway	              
	Off-Highway	       
Defense	Medium- and Heavy-Tactical	    

Significant Cash Flow Generation

Adj. Free Cash Flow Generation⁽¹⁾

(\$ in millions)



Note: See appendix for comments regarding the presentation of non-GAAP financial information.

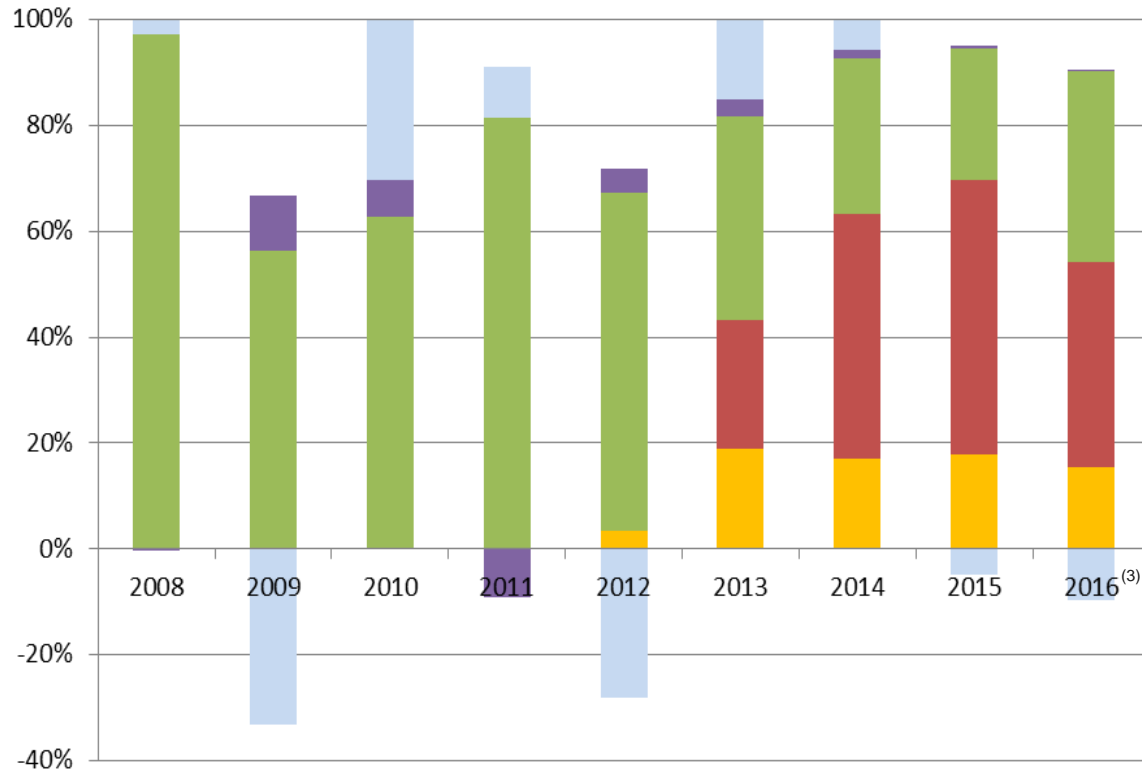
(1) See appendix for a reconciliation of Adjusted Free Cash Flow.

(2) As of 12/31/16.

Capital Allocation Priorities

- Organic revenue growth
- New product and technology development
- Prudent balance sheet management
- Return capital to shareholders
- Low-cost, flexible and pre-payable debt structure with long dated maturities

Free Cash Flow Utilization



■ Change in Cash, FX on Cash and Stock Options, Net
 ■ Other, Net⁽²⁾
■ Debt Repayment/Refinancing⁽¹⁾
■ Share Repurchase
 ■ Dividends

Well-Defined Capital Allocation Policy

- Return capital to shareholders
 - Quarterly dividend
 - \$1 billion share repurchase authorization thru Dec 2019
- Low-cost, flexible and pre-payable debt structure with long dated maturities
- Prudent balance sheet management;
- Realize returns from completed investments in global commercial capabilities, and new product and technology development

Note: See appendix for comments regarding the presentation of non-GAAP financial information.

(1) Net of change in Cash & Cash Equivalents

(2) 2009 adjusted for certain non-recurring activity: (a) capitalized accrued interest on Senior Toggle Notes (\$29) million, (b) cash restructuring charge \$51 million, (c) accounts payable early payments \$3 million, (d) delayed accounts receivable receipts \$19 million and (e) Lehman LIBOR swap settlement \$17 million. All periods adjusted for collateral for interest rate derivatives, purchase of available-for-sale securities, proceeds from disposal of assets, investments in technology-related initiatives and license expenses, and fee to terminate services agreement with Sponsors.

(3) As of 12/31/16.

Multiple Organic Growth Opportunities



Developed Markets Opportunities



Increase Penetration of Fully-Automatic Transmissions



Accelerate Adoption in Emerging Markets



Global Off-Highway Growth Opportunities

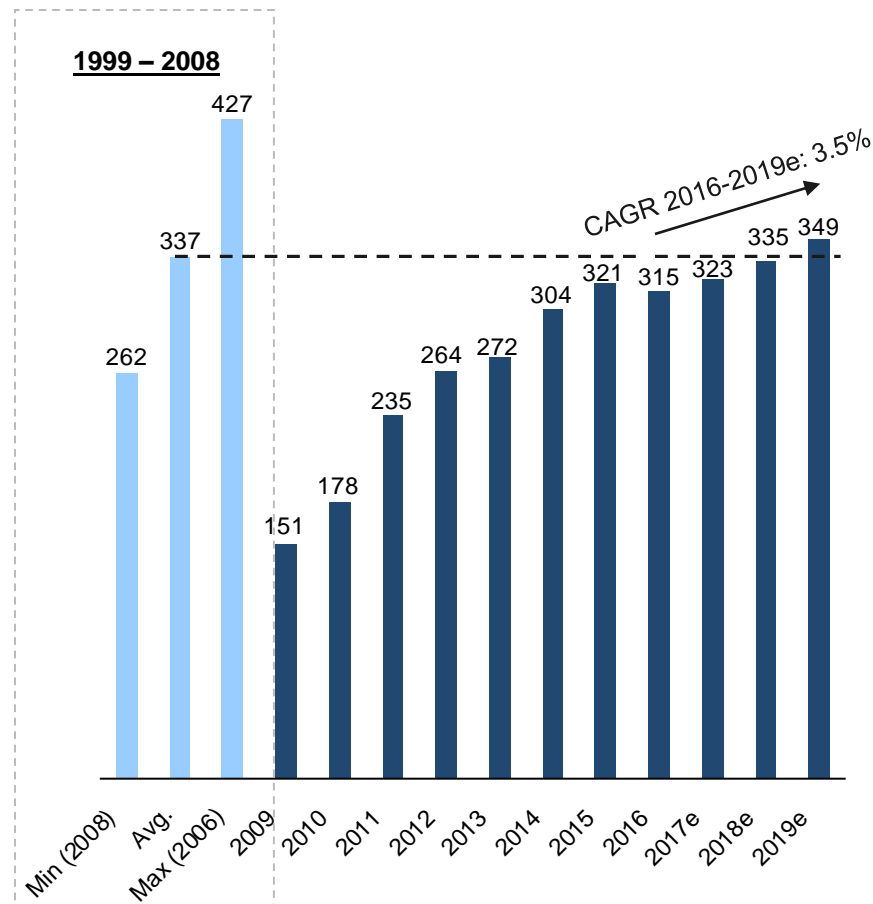


Continue New Technology and Product Development

Developed Markets Opportunities

- Growth opportunity driven by maturing cyclical recovery in core North America market
- Production has rebounded from cyclical lows with moderate growth fueled by pick-up in economic activity
 - Housing recovery and increased construction activity drives greater demand for medium and heavy duty trucks
 - Lack of near term significant EPA emission changes reduces cyclicality
- Allison's growth is also supported by
 - Pent up demand from deferred purchases
 - Continued demand for fuel efficient vehicles
- Significant opportunity in Class 8 Metro market with new TC10 transmission
 - Only 6% share of a large addressable market

North America Production in Allison's Core Addressable Market (units in 000s)⁽¹⁾



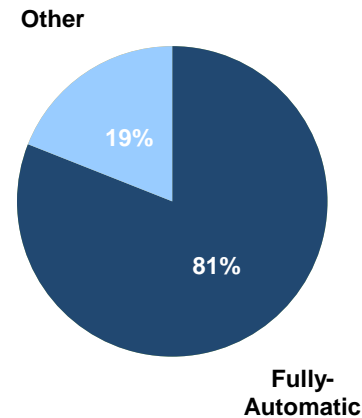
(1) Source: ACT Research, January 2017. Includes: Class 4 thru 8 less Class 8 Tractor & Class 8 Straight with Sleeper.
2016A: Total 474,582 less Class 8 Tractor of 158,595 less Class 8 Straight with Sleeper of 1,150.

Increase Penetration of Fully-Automatic Transmissions

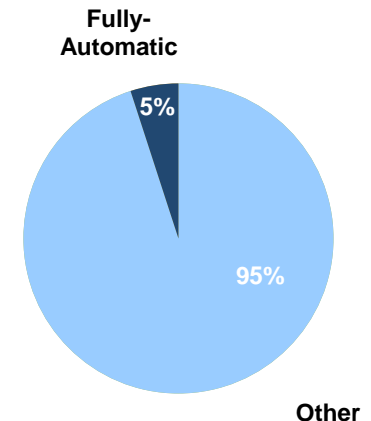
- Ongoing need for productivity improvements
 - Better acceleration and shorter travel time result in increased miles and revenue
 - Improved fuel efficiency and increased vehicle uptime
- Focus on reducing life cycle costs
 - Lower maintenance and fuel expense
 - Increased vehicle residual value
- Micro and demographic trends
 - Ease of operation increases pool of qualified drivers
 - Less driver training, lower turnover and improved safety
- Underserved North America market segments

Penetration of Fully-Automatic Transmissions On-Highway

North America⁽¹⁾



Outside North America⁽²⁾⁽³⁾



Source: Allison.

(1) Includes Class 4-7 trucks, Class 8 straight trucks, buses (school, conventional transit, shuttle and coach) and motorhomes.

(2) Includes medium- and heavy-duty commercial vehicles.

(3) 2016 Outside-North America On-Highway Transmission Net Sales by Region: EMEA \$171M, Asia Pacific-Japan \$61M, Asia Pacific-China \$53M, South America \$18M, and India \$2M.

Accelerating Adoption in Emerging Markets – China

- Allison is the #1 supplier of fully-automatic transmissions in China as a result of targeting specific vocations
 - Substantial installed base of over 65,000 transmissions in China
- Several million commercial vehicles produced annually of which approximately 200 thousand are addressable by Allison
 - Allison's existing bus presence serves as entry point for incremental penetration into a market in which Fully-Automatic penetration is less than 5%
- Significant growth opportunities by targeting a wide range of vocational truck applications
 - Government emphasis on equipment modernization for mining, rescue operations, school buses and other applications
 - Construction and oil field sector
- OEM release activities supported by focused end user initiatives resulting in fleets requesting Allison by name

Allison's China Truck Vocational Focus



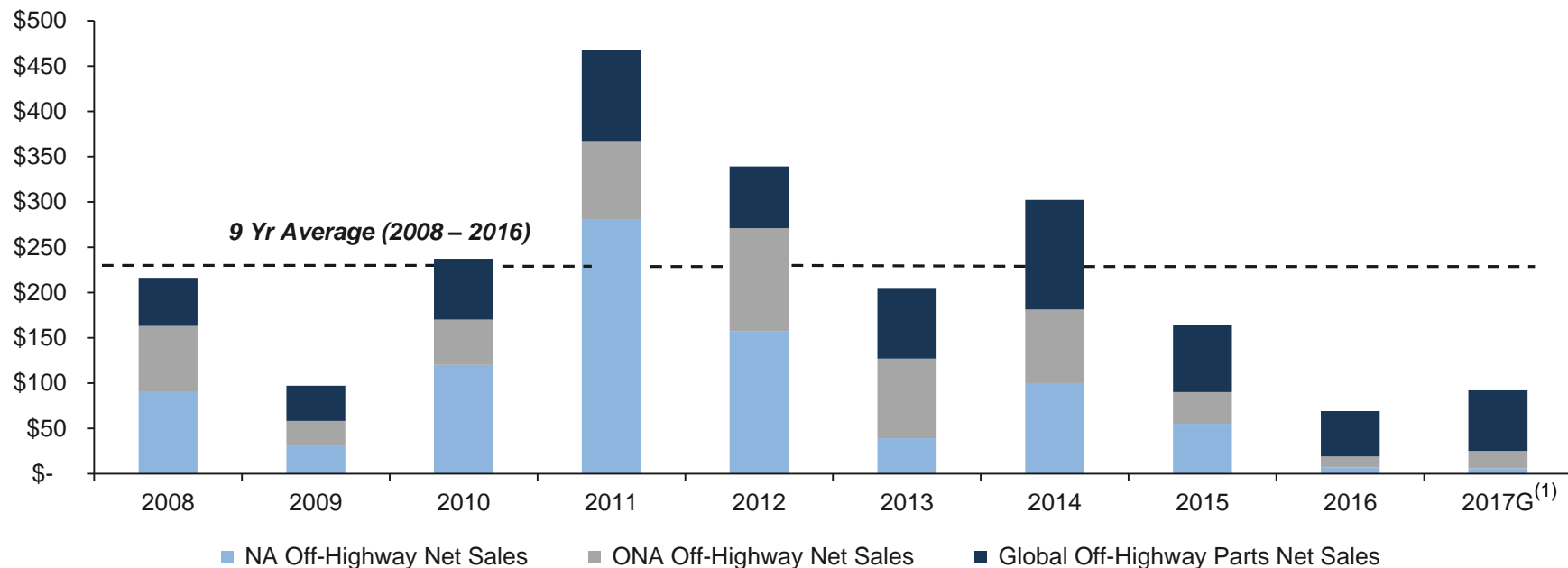
Global Off-Highway Growth Opportunities

● Energy Sectors

- Considerable end market cyclical, currently at trough levels
- Multiple opportunities in exploration, fracturing and oil and gas support
- Introduction of new high horsepower hydraulic fracturing transmissions

● Mining and Construction

- Considerable end market cyclical, currently at trough levels
- NA, Europe, Middle East, Africa and China
- Increasing urbanization in emerging markets



(1) Midpoint Guidance as of 2/6/17.

Investment in Technology and Product Development

Fuel Economy – FuelSense®

- New On-Highway Product Features
 - Automatically adapts shift schedules and torque, maximizing transmission efficiency
 - 5th Generation Electronic Controls improve fuel economy, acceleration management, precision inclinometer, advanced diagnostic and prognostic displays
- FuelSense is available in three unique packages: FuelSense, FuelSense Plus™ and FuelSense Max™
- FuelSense 2.0 launch in 2017

Fuel Economy – xFE Models

- New transmissions with optimized gear ratios coupled with FuelSense Max™ packages
- Represents the latest in fuel savings innovation
 - Significantly more torque converter lock-up operation, spending more time in higher ranges at lower engine speeds
 - Producing fuel savings of up to 7% over comparatively equipped models with FuelSense features

High Horsepower Hydraulic Fracturing Transmissions

- New 9826 and 9832 Oil Field Series (OFS) models based on six decades of industry expertise
- Addresses global market demand for higher horsepower, extended duty cycles, lower days-to-depth and higher recovery factors
- Also announced enhancements to existing 9800 OFS models

Class 8 Metro

- Ten-speed fully-automatic transmission targeted at Class 8 tractors primarily serving urban markets
 - Addressable annual market size of ~60k units
 - Historically a “manual” market underserved by Allison’s fully-automatic product portfolio
- PACCAR announcement of engineering program to release TC10 in Kenworth and Peterbilt models with both PACCAR and Cummins engines

Average Annual Spend over \$110 Million in Product-Related Research and Development Since Acquisition in August 2007

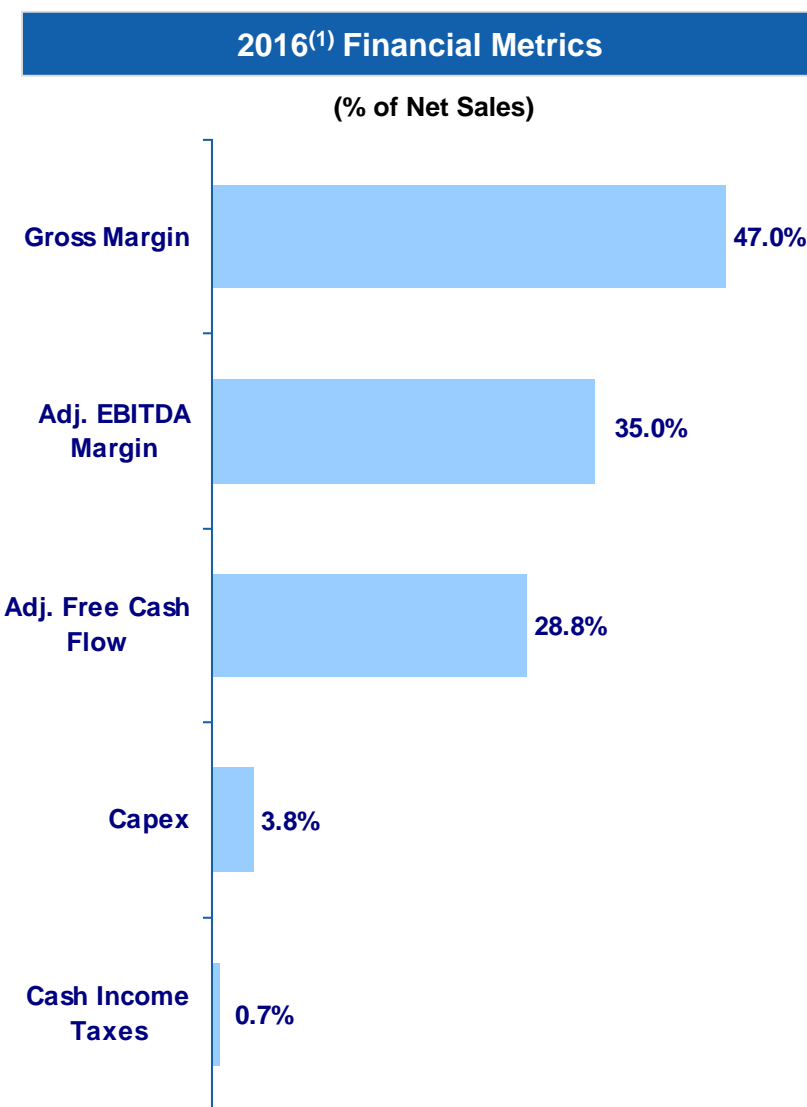
FuelSense is a registered trademark of Allison Transmission Inc.

Financial Overview



Allison Financial Highlights

- Strong operating margins
 - End markets diversity
 - Premium vocational pricing model
 - Cost controls and productivity improvements
 - Multi-Tier UAW wage and benefits structure
- Low capital expenditure requirements
- Valuable U.S. income tax shield
 - \$0.5-\$0.6bn present value
- Positioned for long-term cash earnings growth
 - Multiple growth opportunities in asset light business model
- Strong free cash flow

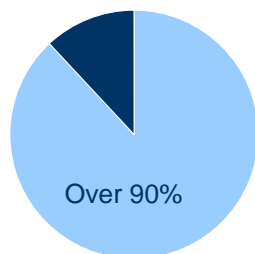


(1) As of 12/31/16.

Note: See appendix for comments regarding the presentation of non-GAAP financial information.

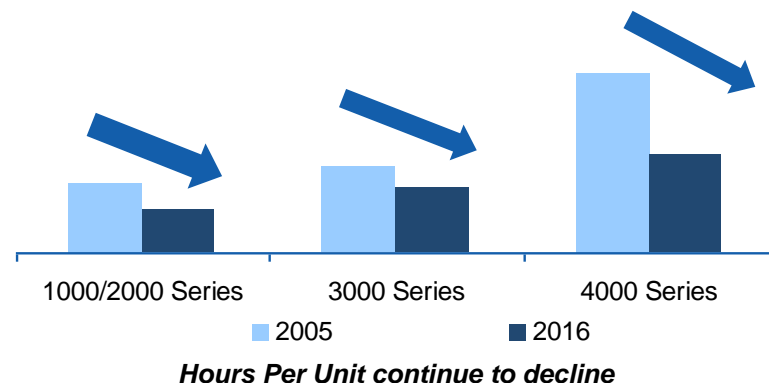
Strong Operating Margins

Long-Term Customer Supply Agreements

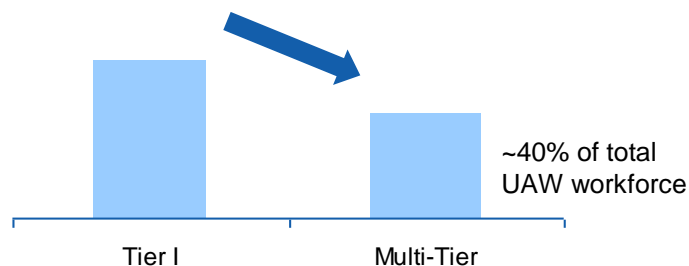


Over 90% of 2016 N.A. On-Highway Unit Volume was covered by long-term customer supply agreements

Manufacturing Efficiencies (hours/unit)



Workforce Optimization (cost/employee) ⁽¹⁾



Significant savings driven by retirement of Tier I workers; 600 hourly employees are retirement eligible (~45% of workforce)

Source: Allison.
(1) As of 12/31/16.

International Manufacturing

India (~\$103mm total investment)

- New facility constructed to better serve Asia-Pacific
- Phase I: In-sourced component manufacturing (Q3 2010)
- Phase II: Assembly of 1000/2000 Series (Q3 2012)

Hungary (~\$17mm total investment)

- Relocated assembly of 3000/4000 Series (Q2 2011)

Income Tax Attributes

Income Tax Attributes Overview

- Allison acquired from General Motors in August 2007
 - Asset deal structure
 - Step-up in basis for U.S. federal income tax purposes

Cash Income Taxes Paid 2008-2016 (\$ millions)								
<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
\$4	\$6	\$2	\$6	\$11	\$4	\$5	\$5	\$13

- As of 12/31/2016 Allison had \$1.8bn of unamortized intangible assets
 - Expect annual U.S. federal income tax deductions of \$315mm through 2021 and \$183mm in 2022

(\$ millions)	Total	2017	2018	2019	2020	2021	2022
Annual tax amortization	\$1,758	\$315	\$315	\$315	\$315	\$315	\$183
Cash tax savings⁽¹⁾	653	117	117	117	117	117	68

Results in present value tax savings of \$505-\$571mm⁽²⁾

(1) Assuming continued profitability and no limitations at an assumed 37% federal and state tax rate.

(2) Based on annual discount rate of 5-10%; includes amortization of intangibles.

Summary

- Allison Transmission is the global leader in the markets it serves
 - Premier fully-automatic transmission brand
 - Over 100 year operating history
- Strong financial position
 - Industry leading EBITDA margin
 - Asset light business model
 - Significant free cash flow generation
 - Returning capital to shareholders
- Substantial long-term growth opportunities
 - Expand global leadership
 - Penetrate emerging markets
 - Address underserved markets
 - Continuous product innovation

Guidance / Supplemental Financial Data



2017 Guidance Update - Summary

	Guidance	Commentary
Net Sales Change from 2016	1.5 to 4.5 percent	Guidance reflects a modest increase in the North American On-Highway end market. Allison's 2017 net sales outlook also assumes price increases on certain products and a continued recovery in the Service Parts, Support Equipment & Other end market principally driven by increased demand for North America Off-Highway service parts partially offset by lower demand in the Defense end market.
Adjusted EBITDA Margin	33.5 to 35.5 percent	
Adjusted Free Cash Flow (\$ in millions)	\$345 to \$385	
CapEx (\$ in millions)		
Maintenance	\$65 to \$70	Subject to timely completion of development and sourcing milestones
New Products	\$5 to \$10	
Cash Income Taxes (\$ in millions)	\$55 to \$65	

Historical Financial Summary

Financial Summary

In \$ millions	Annual								
	2008	2009	2010	2011	2012	2013	2014	2015	2016
Net Sales	\$2,061	\$1,767	\$1,926	\$2,163	\$2,142	\$1,927	\$2,127	\$1,986	\$1,840
% Growth	(5.2%)	(14.3%)	9.0%	12.3%	(1.0%)	(10.0%)	10.4%	(6.7%)	(7.3%)
Adjusted EBITDA ⁽¹⁾	544	511	619	722	717	633	745	720	644
% Margin	26.4%	28.9%	32.1%	33.4%	33.5%	32.8%	35.0%	36.3%	35.0%
Effective Cash Tax Rate ⁽²⁾	NM	NM	2.7%	3.9%	4.9%	1.4%	1.4%	1.8%	3.8%
Total CapEx	75	88	74	97	124	74	64	58	71
% of Net Sales ⁽³⁾	3.7%	5.0%	3.8%	4.5%	5.8%	3.9%	3.0%	2.9%	3.8%
Adj. Free Cash Flow	193	151	317	383	407	409	540	530	530
% of Net Sales	9.4%	8.6%	16.5%	17.7%	19.0%	21.2%	25.4%	26.7%	28.8%

- Resiliency through the 2009 downturn, evidenced by increasing EBITDA margins and strong free cash flow generation
- Completed investments in global commercial capabilities, new product development and low-cost country manufacturing
- Strong free cash flow driven by high margins, asset light business model, and limited cash income taxes

Note: See appendix for comments regarding the presentation of non-GAAP financial information.

(1) Excluding technology-related license expenses: 2009 of \$10 million, 2010 of \$2 million, 2011 of \$10 million, 2012 of \$12 million, 2013 of \$6 million, 2014 of \$6 million.

(2) Effective cash tax rate defined as cash income taxes divided by income (loss) before taxes.

(3) 2011 is 2.7%, 2012 is 2.8%, 2013 is 3.2%, 2014 is 2.9%, 2015 is 2.9% and 2016 is 3.5% excluding Outside-North America manufacturing expansion and new products related.

Allison Quarterly Sales Summary

Quarterly Net Sales by End Market (\$ millions)																				
Net Sales	2012				2013				2014				2015				2016			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NA On-Highway	\$219	\$217	\$189	\$188	\$188	\$216	\$212	\$210	\$233	\$243	\$256	\$256	\$268	\$277	\$262	\$252	\$257	\$264	\$224	\$217
NA Hybrid Transit Bus	35	18	30	32	31	27	15	32	24	28	23	17	18	20	12	23	17	16	8	20
NA Off-Highway	74	44	22	17	8	8	9	14	12	23	30	36	22	10	12	11	5	1	1	0
Defense	77	80	74	74	57	58	52	35	34	49	35	38	25	29	34	25	25	28	25	37
ONA On-Highway	66	78	73	73	62	75	70	86	64	62	73	65	57	73	67	65	70	74	78	83
ONA Off-Highway	32	30	22	30	21	36	16	14	21	24	18	19	16	8	4	7	3	3	2	4
Parts, Support Equipment & Other	99	92	84	73	90	92	92	100	106	107	118	113	98	94	102	95	85	89	96	108
Total Net Sales	\$602	\$559	\$494	\$487	\$457	\$512	\$466	\$491	\$494	\$536	\$553	\$544	\$504	\$511	\$493	\$478	\$462	\$475	\$434	\$469
Variance - Year over Year	2012				2013				2014				2015				2016			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NA On-Highway	\$55	\$28	(\$10)	\$13	(\$31)	(\$1)	\$23	\$22	\$45	\$27	\$44	\$46	\$35	\$34	\$6	(\$4)	(\$11)	(\$13)	(\$38)	(\$35)
NA Hybrid Transit Bus	(4)	(22)	2	5	(4)	9	(15)	0	(7)	1	8	(15)	(6)	(8)	(11)	6	(1)	(4)	(4)	(3)
NA Off-Highway	10	(26)	(54)	(53)	(66)	(36)	(13)	(3)	4	15	21	22	10	(13)	(18)	(25)	(17)	(9)	(11)	(11)
Defense	(7)	11	(7)	4	(20)	(22)	(22)	(39)	(23)	(9)	(17)	3	(9)	(20)	(1)	(13)	0	(1)	(9)	12
ONA On-Highway	9	1	0	3	(4)	(3)	(3)	13	2	(13)	3	(21)	(7)	11	(6)	0	13	1	11	18
ONA Off-Highway	9	9	(2)	11	(11)	6	(6)	(16)	0	(12)	2	5	(5)	(16)	(14)	(12)	(13)	(5)	(2)	(3)
Parts, Support Equipment & Other	13	2	(9)	(12)	(9)	0	8	27	16	15	26	13	(8)	(13)	(16)	(18)	(13)	(5)	(6)	13
Total Net Sales	\$85	\$3	(\$80)	(\$29)	(\$145)	(\$47)	(\$28)	\$4	\$37	\$24	\$87	\$53	\$10	(\$25)	(\$60)	(\$66)	(\$42)	(\$36)	(\$59)	(\$9)
Variance - Sequential	2012				2013				2014				2015				2016			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NA On-Highway	\$44	(\$2)	(\$28)	(\$1)	\$0	\$28	(\$4)	(\$2)	\$23	\$10	\$13	\$0	\$12	\$9	(\$15)	(\$10)	\$5	\$7	(\$40)	(\$7)
NA Hybrid Transit Bus	8	(17)	12	2	(1)	(4)	(12)	17	(8)	4	(5)	(6)	1	2	(8)	11	(6)	(1)	(8)	12
NA Off-Highway	4	(30)	(22)	(5)	(9)	0	1	5	(2)	11	7	6	(14)	(12)	2	(1)	(6)	(4)	0	(1)
Defense	7	3	(6)	0	(17)	1	(6)	(17)	(1)	15	(14)	3	(13)	4	5	(9)	0	3	(3)	12
ONA On-Highway	(4)	12	(5)	0	(11)	13	(5)	16	(22)	(2)	11	(8)	(8)	16	(6)	(2)	5	4	4	5
ONA Off-Highway	13	(2)	(8)	8	(9)	15	(20)	(2)	7	3	(6)	1	(3)	(8)	(4)	3	(4)	0	(1)	2
Parts, Support Equipment & Other	14	(7)	(8)	(11)	17	2	0	8	6	1	11	(5)	(15)	(4)	8	(7)	(10)	4	7	12
Total Net Sales	\$86	(\$43)	(\$65)	(\$7)	(\$30)	\$55	(\$46)	\$25	\$3	\$42	\$17	(\$9)	(\$40)	\$7	(\$18)	(\$15)	(\$16)	\$13	(\$41)	\$35

Appendix: Non-GAAP Financial Information



Non-GAAP Financial Information

We use Adjusted EBITDA and Adjusted EBITDA margin to measure our operating profitability. We believe that Adjusted EBITDA and Adjusted EBITDA margin provide management, investors and creditors with useful measures of the operational results of our business and increase the period-to-period comparability of our operating profitability and comparability with other companies. Adjusted EBITDA margin is also used in the calculation of management's incentive compensation program. The most directly comparable U.S. generally accepted accounting principles ("GAAP") measure to Adjusted EBITDA is Net income. Adjusted EBITDA is calculated as the earnings before interest expense, income tax expense, amortization of intangible assets, depreciation of property, plant and equipment and other adjustments as defined by our debt agreement. Adjusted EBITDA margin is calculated as Adjusted EBITDA divided by net sales.

We use Adjusted free cash flow to evaluate the amount of cash generated by our business that, after the capital investment needed to maintain and grow our business and any mandatory debt service requirements, can be used for repayment of debt, stockholder distributions and strategic opportunities, including investing in our business and strengthening our balance sheet. We believe that Adjusted free cash flow enhances the understanding of the cash flows of our business for management, investors and creditors. Adjusted free cash flow is also used in the calculation of management's incentive compensation program. The most directly comparable GAAP measure to Adjusted free cash flow is Net cash provided by operating activities.

Non-GAAP Reconciliations (1 of 2)

Adjusted EBITDA reconciliation

\$ in millions, Unaudited

	For the year ended December 31,								
	2008	2009	2010	2011	2012	2013	2014	2015	2016
Net income	(\$328.1)	(\$323.9)	\$29.6	\$103.0	\$514.2	\$165.4	\$228.6	\$182.3	\$214.9
plus:									
Interest expense, net	385.9	234.2	277.5	217.3	151.2	132.9	138.4	114.5	100.9
Income tax expense (benefit)	37.1	41.4	53.7	47.6	(298.0)	100.7	139.5	106.5	126.4
Technology-related investment expenses	—	—	—	—	14.4	5.0	2.0	—	1.0
Trade name impairment	179.8	190.0	—	—	—	—	—	80.0	—
Impairment of long-lived assets	—	—	—	—	—	—	15.4	1.3	—
Environmental remediation	—	—	—	—	—	—	—	14.0	—
Amortization of intangible assets	156.5	155.9	154.2	151.9	150.0	105.3	98.8	97.1	92.4
Depreciation of property, plant and equipment	106.6	105.9	99.6	103.8	102.5	98.7	93.8	88.3	83.5
(Gain)/loss on redemptions and repayments of long-term debt	(21.0)	(8.9)	(3.3)	16.0	22.1	0.8	0.5	0.3	—
Stockholder activism expenses	—	—	—	—	—	—	—	—	3.9
Dual power inverter module extended coverage	2.2	11.4	(1.9)	—	9.4	(2.4)	1.0	(2.1)	1.3
UAW Local 933 signing bonus	4.4	—	—	—	8.8	—	—	—	—
Unrealized (gain) loss on commodity hedge contracts	—	(5.8)	0.3	6.5	(1.0)	1.5	(1.0)	1.1	(1.7)
Unrealized (gain) loss on foreign exchange	—	—	(0.2)	0.3	0.1	2.3	5.2	1.4	0.6
Expenses related to long-term debt refinancing	—	—	—	56.9	—	—	—	25.3	11.7
Restructuring charges	15.7	47.9	—	—	—	1.0	0.7	—	—
Employee stock compensation	7.0	7.2	8.4	8.0	6.2	13.8	14.7	9.8	9.4
Other, net ⁽¹⁾	(2.1)	46.0	(0.9)	0.6	25.2	1.6	1.4	—	—
Adjusted EBITDA	\$544.0	\$501.3	\$617.0	\$711.9	\$705.1	\$626.6	\$739.0	\$719.8	\$644.3
Adjusted EBITDA excluding technology-related license expenses	\$544.0	\$510.9	\$619.0	\$722.4	\$717.1	\$632.6	\$745.1	\$720.0	\$644.3
Net Sales	\$2,061.4	\$1,766.7	\$1,926.3	\$2,162.8	\$2,141.8	\$1,926.8	\$2,127.4	\$1,985.8	\$1,840.2
Adjusted EBITDA margin	26.4%	28.4%	32.0%	32.9%	32.9%	32.5%	34.7%	36.2%	35.0%
Adjusted EBITDA margin excl technology-related license expenses	26.4%	28.9%	32.1%	33.4%	33.5%	32.8%	35.0%	36.3%	35.0%

(1) Includes charges or income related to legacy employee benefits, employee disability coverage, shared income with General Motors, benefit plan adjustments, transitional costs to establish Allison as a stand-alone entity, pension curtailment adjustments, termination and service fees paid to Allison's Sponsors, an adjustment for the settlement of litigation which originated with the Predecessor but was assumed by the Company as part of the Acquisition Transaction, public offering expenses and reductions of supply contract liabilities.

Non-GAAP Reconciliations (2 of 2)

Adjusted Free Cash Flow reconciliation

\$ in millions, Unaudited

	For the year ended December 31,								
	2008	2009	2010	2011	2012	2013	2014	2015	2016
Net Cash Provided by Operating Activities	\$268.1	\$168.7	\$388.9	\$469.2	\$497.5	\$463.5	\$573.3	\$579.9	\$590.8
(Deductions) or Additions:									
Long-lived assets	(75.3)	(88.2)	(73.8)	(96.9)	(123.9)	(74.4)	(64.1)	(58.1)	(70.6)
Fee to terminate services agreement with Sponsors	—	—	—	—	16.0	—	—	—	—
Technology-related license expenses	—	9.6	2.0	10.5	12.0	6.0	6.1	0.2	—
Stockholder activism expenses	—	—	—	—	—	—	—	—	3.7
Excess tax benefit from stock-based compensation	—	—	—	—	5.3	13.7	24.6	8.4	6.4
2009 Non-Recurring Activity ⁽¹⁾	—	61.0	—	—	—	—	—	—	—
Adjusted Free Cash Flow	\$192.8	\$151.1	\$317.1	\$382.8	\$406.9	\$408.8	\$539.9	\$530.4	\$530.3
Net Sales	\$2,061.4	\$1,766.7	\$1,926.3	\$2,162.8	\$2,141.8	\$1,926.8	\$2,127.4	\$1,985.8	\$1,840.2
Adjusted Free Cash Flow (% to Net Sales)	9.4%	8.6%	16.5%	17.7%	19.0%	21.2%	25.4%	26.7%	28.8%

(1) 2009 adjusted for certain non-recurring activity: (a) capitalized accrued interest on Senior Toggle Notes (\$29) million, (b) cash restructuring charge \$51 million, (c) accounts payable early payments \$3 million, (d) delayed accounts receivable receipts \$19 million and (e) Lehman LIBOR swap settlement \$17 million.

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