

SUBJECT: Cancellation and Release of WTEC 2 ECUs

PRODUCTS AFFECTED: All WTEC 2

**Summary:**

This document covers the cancellation of calibrated WTEC 2 ECU Assemblies, all Basic WTEC 2 remote ECUs, and integral ECU/Shifter assemblies, and the release of remanufactured Max Feature WTEC 2 ECU in the remote ECU assembly and in integral ECU/Shift Selector assemblies.

**Discussion:**

Effective immediately, Allison Transmission has cancelled all WTEC 2 calibrated ECU assemblies. The base (non-serviceable) WTEC 2 ECUs (P/N 29530443, Basic and 29530444, Max Feature) that are built into serviceable Basic and Max Feature WTEC 2 ECU assemblies have also been cancelled. Beginning in June, 2002, the service replacement ECU that will be supplied in serviceable ECU assemblies will be labeled as remanufactured and will only be furnished in the Max Feature configuration. The Basic version ECU will no longer be manufactured and sales will only continue until stock is exhausted.

The serviceable part numbers for the Max Feature ECU and the ECU/Shifter assemblies will not change and are listed in the Table 1. These are the only WTEC 2 ECU part numbers that will continue to be sold.

**Table 1. Serviceable remote ECU and integral ECU/Shifter Assembly P/Ns are:**

P/N	Description
29524009	ECU assembly, remote; Max Feature; w/low crystal
29524010	ECU assembly, remote; Max Feature; w/high crystal
*29516997	ECU assembly, remote; Basic; w/o clip nuts
*29516999	ECU assembly, remote; Basic; w/metric clip nuts
*29517001	ECU assembly, remote; Max Feature; w/o clip nuts
29517003	ECU assembly, remote; Max Feature; w/metric clip nuts
29517016	ECU assembly, integral; Max Feature; w/PBSS
29517040	ECU assembly, integral; Max Feature; w/LSS; 6 RHRF
29517064	ECU assembly, integral; Max Feature; w/LSS; 5 RHRF
29517088	ECU assembly, integral; Max Feature; w/LSS; 4 RHR
* Available until supply of Basic ECUs exhausted	

WD/mmw

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The replacement base (non-serviceable) ECU (P/N 29541285, model MCU 2407 R) will be labeled as remanufactured (see Figure 1) because certain electronic components used in its construction are now obsolete. The obsolescence of these component parts has required Allison Transmission to use parts removed from available core ECUs to continue building WTEC 2 ECUs.



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*Figure 1. Base ECU Label*

A design change has also been made to eliminate the software EPROM socket. The software EPROM will now be soldered to the printed circuit board and will not be replaceable.

Shift selector assemblies and ECUs can be replaced separately when an integral ECU/Shifter assembly must be serviced. The only WTEC 2 ECU that will be available for servicing these assemblies will be P/N 29517003. Table 2 shows the shift selectors that are available to be mounted on the P/N 29517003 ECU to make an integral assembly. All part numbers in Table 2 are serviceable.

**Table 2. Serviceable Shifter and ECU/Shifter Assembly P/Ns**

Assembly Description	Max Feature ECU P/N	Shifter P/N	Shifter/ECU Assemblies
PBSS	29517003	29522940	29517016
6RHRF	29517003	29513429	29517040
6RHRR	29517003	29513406	NA
6LHRR	29517003	29511770	NA
5RHRF	29517003	29513407	29517064
5RHRR	29517003	29513408	NA
5LHRR	29517003	29511771	NA
4RHRF	29517003	29513409	29517088
4RHRR	29517003	29513410	NA

**Service Instructions** (disassembled views of the ECU assembly and ECU/Shifter assemblies are found in the MD 3000, HD 4000, and MD/HD/B Series Support Equipment Parts Catalogs):

**Remote ECU:**

If replacing any WTEC 2 remote ECU, calibrate the replacement ECU with the most recent version of the CIN that was in the old ECU or with the most recent version of the CIN superseding the one in the old ECU. All CINs for replacement ECUs will be version 7A and will begin 0800.... Consult your Allison distributor or dealer for the nearest ECU Recalibration Center.

**Integral ECU/Shifter Assembly:**

When replacing either the ECU or shifter portions of an integral ECU/Shifter assembly, use a static protected workstation or use anti-static wristband, SPX/Kent-Moore BT8639B, or equivalent to be sure no static electricity discharge damage will occur to the ECU or Shifter.

**Shifter replacement:**

If replacing only the shift selector portion of an ECU/Shifter assembly, separate the shift selector from the ECU by removing the four (4) slotted Torx® head screws. Carefully disconnect the shift selector ribbon cable at the connector on the ECU circuit board.

Install the replacement shift selector by connecting the ribbon cable to the connector on the ECU circuit board. Re-install the four Torx® head screws and tighten. If the ECU was not replaced and the same configuration shift selector was reinstalled, no recalibration of the ECU is required. If a different configuration shift selector was used as a replacement, it might be necessary to recalibrate the ECU. Consult your Allison distributor or dealer for the nearest ECU Recalibration Center.

**ECU replacement:**

If replacing only the ECU portion of an ECU/Shifter assembly, separate the shift selector from the ECU by removing the four (4) slotted Torx® head screws. Carefully disconnect the shift selector ribbon cable at the connector on the ECU circuit board. Remove the four (4) slotted Torx® head screws holding the cover to the top of the replacement ECU.

Install the shift selector by connecting the ribbon cable to the connector on the replacement ECU circuit board. Re-install the four Torx® head screws and tighten. Calibrate the replacement ECU with the most recent version of the CIN that was in the old ECU or with the most recent version of the CIN superseding the one in the old ECU. All CINs for replacement ECUs will be version 7A and will begin 0800.... Consult your Allison distributor or dealer for the nearest ECU Recalibration Center.

Reinstall any support hardware that was removed during this repair (clip nuts, screws, radio filter).