



5TH AND 6TH GENERATION

SHIFT SELECTORS

ALLISON TRANSMISSION SHIFT SELECTOR OPERATION + FEATURES

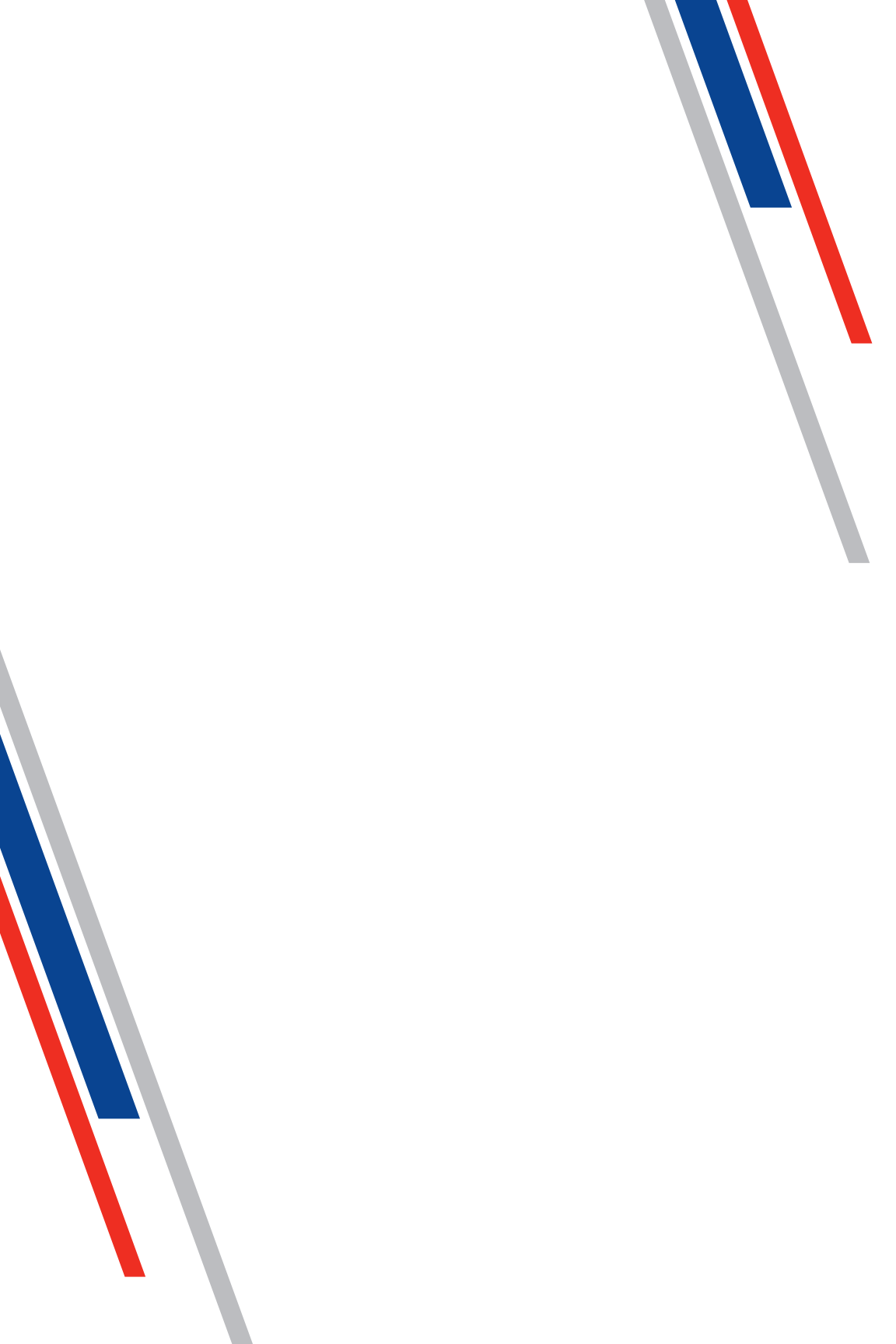


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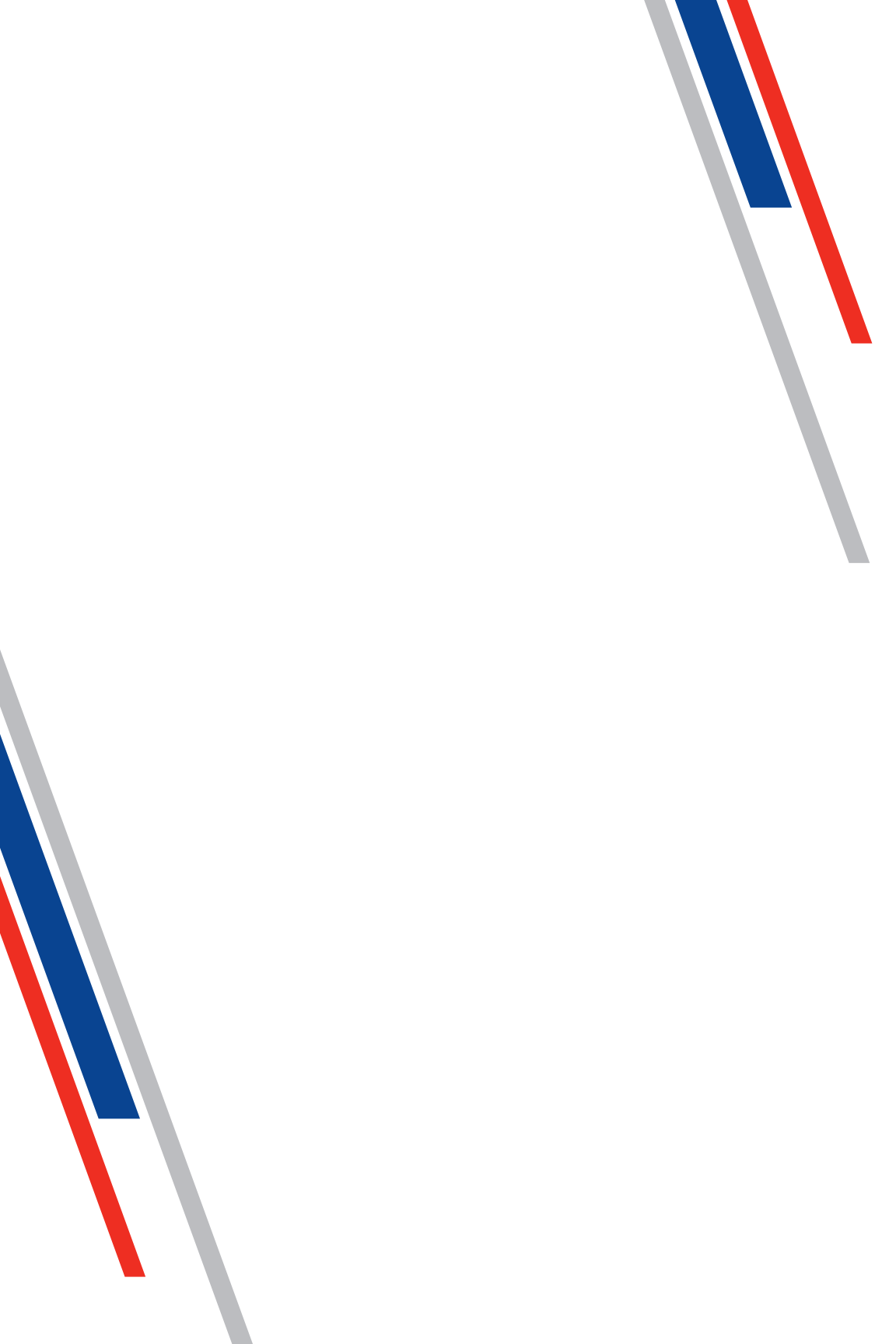
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General Information

Control. Power. Information. The 5th Generation (Gen) and new 6th Generation (Gen) Electronic Shift Selector from Allison puts it all at your fingertips. Literally. Getting started is easy and the selector's complete menu of prognostic and diagnostic tools minimize downtime and keep you on the job. Use this handy reference booklet for step-by-step instruction on how to get the most from your shift selector and of course, your Allison fully automatic transmission.

The Allison Advantage

Your Allison Automatic is controlled electronically. The Allison electronic controls package oversees the operation of the transmission, controlling transmission upshifts and downshifts, and providing important information on the operation of your drive system.

Through readouts on your shift selector, you will be able to monitor transmission fluid levels, read diagnostic codes and prognostic information. This manual will help you understand shift selector readouts and enjoy long operation of your Allison Automatic.

Diagnostics

The Transmission Control Module (TCM) of your Allison Automatic monitors the transmission's electronic controls; and when a problem condition is detected, it:

- May restrict shifting
- Illuminates the CHECK TRANS* light on the instrument panel
- Registers a diagnostic code

Continued illumination of the CHECK TRANS light during vehicle operation (other than start-up) indicates that the TCM has signaled a diagnostic code.

** For some problems, diagnostic codes may be registered without the TCM activating the CHECK TRANS light. Your Allison Authorized Service Network should be consulted whenever there is a transmission-related concern. They have the equipment to check for diagnostic codes and to correct problems.*

SHIFT SELECTOR OPERATION + FEATURES

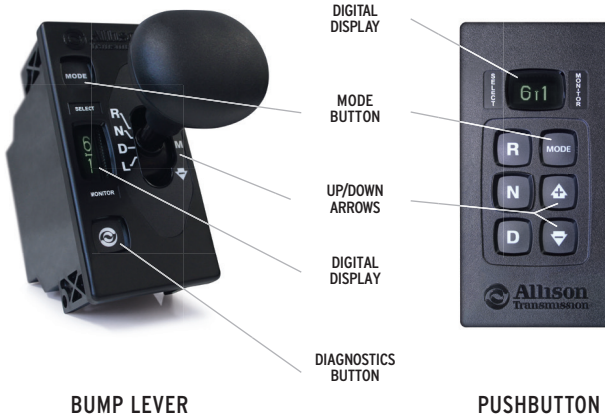
Basic Operation

R - REVERSE N - NEUTRAL D - DRIVE

OEMs may supply shift selectors for some vehicles. If your vehicle is not equipped with an Allison-supplied shift selector, contact your OEM.

5th Gen Electronic Controls Shift Selectors

All 5th Gen Electronic Controls Shift Selectors feature easy-to-read graphic displays that show both text and symbols.



6th Gen Electronic Controls Shift Selectors

As a world leader in medium- and heavy-duty commercial transmissions, Allison Transmission continues its ongoing improvement initiative with the introduction of 6th Gen Electronic Controls Shift Selectors.



6TH GEN PUSH BUTTON SHIFT SELECTORS

The 6th Gen Push Button Shift Selectors have been updated with hardware improvements to increase durability and in support of technologies such as cybersecurity and functional safety (ISO 26262).

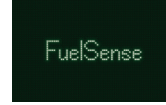
Mode Button

Allison Automatics offer primary and secondary shift schedule modes to enhance performance or fuel economy. The vehicle always defaults to the primary mode [**MODE** is not shown on graphic display]. If equipped as such you can switch to the secondary mode by pushing the **MODE** button [**MODE** is shown on graphic display].



Your vehicle may be equipped with FuelSense® 2.0 with Dynactive® Shifting – Allison’s next generation in fuel-savings technology. FuelSense® 2.0 is a set of unique packages of software and electronic controls. A FuelSense icon will appear at start-up if your vehicle utilizes a FuelSense® 2.0 package.

NOTE: Some vehicles are not equipped with prognostics and fluid level sensors, therefore not all features may be available.



Fluid Levels

The transmission fluid cools, lubricates and transmits hydraulic power, so it is important that the proper fluid level be maintained at all times. If the fluid level is too low, the converter and clutches do not receive an adequate supply of fluids. If the fluid level is too high, the fluid can aerate causing the transmission to shift erratically or overheat.

Checking Fluid Levels

Use the following procedure to display fluid level information.

To enter the fluid level function:

1. Park the vehicle on a level surface, shift to **N (NEUTRAL)** and apply the parking brake.
2. Using a *pushbutton shift selector*, simultaneously press the **UP** and **DOWN** arrows one time.

For a *bump lever shift selector*, press the **DIAGNOSTICS** button one time.

3. The fluid level reading will be delayed until the following conditions are met.

- Engine must be at idle.
- Transmission is in **N (NEUTRAL)**.
- Output speed must be zero.
- Fluid temperature must be between 104F (40C) and 220F (104C).
- Vehicle has been stationary for two minutes to allow the fluid to settle.



4. The shift selector displays the fluid level data as follows:

- **CORRECT FLUID LEVEL** – The fluid is within the correct fluid level zone when OK is shown.
- **LOW FLUID LEVEL** – The display shows the number of quarts the transmission fluid is low.
- **HIGH FLUID LEVEL** – The display shows the number of quarts the transmission fluid is overfilled.



TRANS OIL
LEVEL OK



TRANS OIL
2QT LO



TRANS OIL
3QT HI

Delayed Fluid Level Check

If the fluid level check cannot be completed, one of the following fluid level status messages will be shown:



To exit the fluid level function:

- For *pushbutton shift selector*, press **N (NEUTRAL)** button.
- For *bump lever shift selector*, press the **DIAGNOSTICS** button until you return to range display.



Prognostic Features

Shift Selectors display prognostics in text form to provide at-a-glance status of fluid life, filter life and transmission health.

The **WRENCH ICON** will illuminate briefly after you turn the key to the run position on your Allison-equipped vehicle to indicate that prognostics are enabled. If the **WRENCH ICON** remains on or flashes, this indicates there is a service issue relating to clutch, filter or fluid life.



PUSHBUTTON



BUMP LEVER

Fluid Life Monitor

The status of the fluid life is displayed as a percentage (**OIL LIFE 100%**) until fluid is due for a change.

Filter Life Monitor

The status of filter life is displayed as **OIL FILTERS OK** and alerts when filters are due for a change with **REPLACE FILTERS**.

Transmission Health Monitor

The status of transmission health is displayed as **OK** or **LO**.

Accessing Prognostics

When you are alerted via the **WRENCH ICON** on the shift selector that service is due, you can check the status by toggling through the shift selector display as follows. *Be sure to park the vehicle on a level surface, shift to N (NEUTRAL) and apply the parking brake before accessing prognostics through the shift selector.*

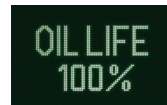


Fluid Life Monitor

For a *pushbutton shift selector*, simultaneously press the **UP** and **DOWN** arrows two times.



For a *bump lever shift selector*, press the **DIAGNOSTICS** button two times.



The percentage of the fluid life remaining is displayed. New fluid is shown as **OIL LIFE 100%**.

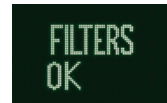


Filter Life Monitor

For a *pushbutton shift selector*, simultaneously press the **UP** and **DOWN** arrows three times.



For a *bump lever shift selector*, press the **DIAGNOSTICS** button three times.



Acceptable filter life status is shown as **FILTERS OK**, unacceptable filter life status is shown as **REPLACE FILTERS**.



Transmission Health Monitor

For a *pushbutton shift selector*, simultaneously press the **UP** and **DOWN** arrows four times.



For a *bump lever shift selector*, press the **DIAGNOSTICS** button four times.



When **TRANS HEALTH OK** is shown, clutch maintenance is not required. When **TRANS HEALTH LO** is displayed, clutch maintenance is required.

Resetting Prognostics

Fluid Life Monitor



For either a *pushbutton* or *bump lever shift selector*, press and hold the **MODE** button for approximately 10 seconds while in Fluid Life Monitor mode.



Or

For either a *pushbutton* or *bump lever shift selector*, perform the following shift sequence with the ignition on, but the engine off. Do not stop the sequence for more than three seconds once you have started.

N-D-N-D-N-R-N

Filter Life Monitor



For either a *pushbutton* or *bump lever shift selector*, press and hold the **MODE** button for approximately 10 seconds while in Filter Life Monitor mode.



Or

For either a *pushbutton* or *bump lever shift selector*, perform the following shift sequence with the ignition on, but the engine off. Do not stop the sequence for more than three seconds once you have started.

N-R-N-R-N-D-N

Transmission Health Monitor

This must be reset manually using Allison DOC® program after correcting a clutch system issue.

Exit Prognostics



For a *pushbutton shift selector*, press the **N (NEUTRAL)** range button.



For a *bump lever shift selector*, press the **DIAGNOSTICS** range button until back to range display.

Diagnostic Function

To enter the diagnostic code function:

1. Bring the vehicle to a complete stop.
Apply the parking brake.
2. For a *pushbutton shift selector*, simultaneously press the **UP** and **DOWN** arrows five times.

For a *bump lever shift selector*,
press the **DIAGNOSTICS** button five times.

3. Up to five codes may be recorded in memory.
4. Each code remains in the display until the **MODE** button is pushed, then the next code is shown. Active codes are shown first, newest to oldest, followed by any inactive codes still in the memory.



ACTIVE CODES:



INACTIVE CODES:



For a detailed list of Diagnostic Trouble Codes, see pages 9 through 14.

To exit the diagnostic code function:

Any of the following methods may be used.

1. For a *pushbutton shift selector*, press the **N (NEUTRAL)** range button.
2. For a *bump lever shift selector*, press the **DIAGNOSTICS** range button until back to range display.
3. Wait approximately 10 minutes and the system will automatically return to normal operating mode.
4. Turn off the vehicle engine ignition switch.



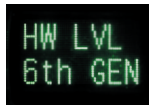
Drive the vehicle and check for code recurrence. If codes continue to recur, bring the vehicle to our Allison Authorized Service Network to diagnose and repair the problem causing the codes.

Additional Menu Item with 6th Gen Controls

To advance to the controls generation hardware level display:

1. For a *pushbutton shift selector*, simultaneously press the **UP** and **DOWN** arrows six times.

For a *bump lever shift selector*, press the **DIAGNOSTICS** button six times.



5th and 6th Gen Controls TCM and Shift Selector Compatibility Chart

SELECTOR TYPE	5TH GEN TCM	6TH GEN TCM	FUNCTIONAL SAFETY	CYBER-SECURITY
4TH GEN SELECTORS	✓	✗	✗	✗
5TH GEN PUSH BUTTON SHIFT SELECTOR	✓	✗	✗	✗
5TH GEN BUMP LEVER SHIFT SELECTOR	✓	✓	✗	✗
5TH GEN STRIP	✓	✓	✗	✗
6TH GEN PUSH BUTTON SHIFT SELECTOR	✗	✓	✓	✓

5th and 6th Gen Diagnostic Trouble Codes

FAULT CODE	
J2012 DTC	DESCRIPTION
C1312	RETARDER REQUEST SENSOR CIRCUIT LOW
C1313	RETARDER REQUEST SENSOR CIRCUIT HIGH
P0122	PEDAL POSITION SENSOR CIRCUIT LOW VOLTAGE
P0123	PEDAL POSITION SENSOR CIRCUIT HIGH VOLTAGE
P0218	TRANSMISSION FLUID OVER TEMPERATURE CONDITION
P0561	SYSTEM VOLTAGE PERFORMANCE
P0562	SYSTEM VOLTAGE LOW
P0563	SYSTEM VOLTAGE HIGH
P0600	INTERNAL SPI DIAGNOSTICS
P0602	TCM NOT PROGRAMMED
P0603	INTERNAL CONTROL MODULE KEEP ALIVE MEMORY ERROR
P0604	CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR
P0607	CONTROL MODULE PERFORMANCE
P060C	INTERNAL CONTROL MODULE MAIN PROCESSOR PERFORMANCE
P0610	TRANSID INCOMPATIBLE
P0614	TORQUE CONTROL DATA MISMATCH - ECM/TCM
P0634	TCM INTERNAL TEMPERATURE TOO HIGH
P0642	SENSOR REFERENCE VOLTAGE "A" CIRCUIT FAULT
P0657	ACTUATOR SUPPLY CIRCUIT VOLTAGE 1 OPEN (HSD1)
P0658	ACTUATOR SUPPLY CIRCUIT VOLTAGE 1 LOW (HSD1)
P0659	ACTUATOR SUPPLY CIRCUIT VOLTAGE 1 HIGH (HSD1)
P0701	TRANSMISSION CONTROL SYSTEM PERFORMANCE
P0703	BRAKE SWITCH CIRCUIT
P0706	TRANSMISSION RANGE SENSOR CIRCUIT PERFORMANCE
P0708	TRANSMISSION RANGE SENSOR CIRCUIT HIGH
P070C	TRANSMISSION FLUID LEVEL SENSOR CIRCUIT LOW
P070D	TRANSMISSION FLUID LEVEL SENSOR CIRCUIT HIGH
P0711	TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT PERFORMANCE
P0712	TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW
P0713	TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH
P0715	TURBINE SPEED SENSOR CIRCUIT
P0716	TURBINE SHAFT SPEED SENSOR CIRCUIT PERFORMANCE
P0717	TURBINE SHAFT SPEED SENSOR CIRCUIT NO ACTIVITY
P071A	NEUTRAL AT STOP INPUT FAILED ON
P071D	GENERAL PURPOSE INPUT FAULT
P0720	OUTPUT SHAFT SPEED SENSOR CIRCUIT
P0721	OUTPUT SHAFT SPEED SENSOR CIRCUIT PERFORMANCE
P0722	OUTPUT SHAFT SPEED SENSOR CIRCUIT NO SIGNAL

FAULT CODE	
J2012 DTC	DESCRIPTION
P0725	ENGINE SPEED SENSOR CIRCUIT
P0726	ENGINE SPEED SENSOR CIRCUIT PERFORMANCE
P0727	ENGINE SPEED SENSOR CIRCUIT NO SIGNAL
P0729	INCORRECT 6TH GEAR RATIO
P0731	INCORRECT 1ST GEAR RATIO
P0732	INCORRECT 2ND GEAR RATIO
P0733	INCORRECT 3RD GEAR RATIO
P0734	INCORRECT 4TH GEAR RATIO
P0735	INCORRECT 5TH GEAR RATIO
P0736	INCORRECT REVERSE RATIO
P0741	TORQUE CONVERTER CLUTCH (TCC) SYSTEM STUCK OFF
P0742	TORQUE CONVERTER CLUTCH (TCC) SYSTEM STUCK ON
P0751	SHIFT SOLENOID 1 VALVE PERFORMANCE - STUCK OFF
P0752	SHIFT SOLENOID 1 VALVE PERFORMANCE - STUCK ON
P0756	SHIFT SOLENOID 2 VALVE PERFORMANCE - STUCK OFF
P0757	SHIFT SOLENOID 2 VALVE PERFORMANCE - STUCK ON
P0761	SHIFT SOLENOID 3 VALVE PERFORMANCE - STUCK OFF
P0762	SHIFT SOLENOID 3 VALVE PERFORMANCE - STUCK ON
P0776	PRESSURE CONTROL SOLENOID (PCS) 2 STUCK OFF
P0777	PRESSURE CONTROL SOLENOID (PCS) 2 STUCK ON
P077F	INCORRECT REVERSE 2 RATIO
P0796	PRESSURE CONTROL SOLENOID (PCS) 3 STUCK OFF
P0797	PRESSURE CONTROL SOLENOID (PCS) 3 STUCK ON
P07CE	NAS NOT FUNCTIONING
P0837	FOUR WHEEL DRIVE (4WD) SWITCH CIRCUIT PERFORMANCE
P0842	TRANSMISSION FLUID PRESSURE SWITCH 1 CIRCUIT LOW
P0843	TRANSMISSION FLUID PRESSURE SWITCH 1 CIRCUIT HIGH
P0847	TRANSMISSION FLUID PRESSURE SWITCH 2 CIRCUIT LOW
P0848	TRANSMISSION FLUID PRESSURE SWITCH 2 CIRCUIT HIGH
P0872	TRANSMISSION FLUID PRESSURE SWITCH 3 CIRCUIT LOW
P0873	TRANSMISSION FLUID PRESSURE SWITCH 3 CIRCUIT HIGH
P0877	TRANSMISSION FLUID PRESSURE SWITCH 4 CIRCUIT LOW
P0878	TRANSMISSION FLUID PRESSURE SWITCH 4 CIRCUIT HIGH
P0880	TCM POWER INPUT SIGNAL
P0881	TCM POWER INPUT SIGNAL PERFORMANCE
P0882	TCM POWER INPUT SIGNAL LOW
P0883	TCM POWER INPUT SIGNAL HIGH
P088A	TRANSMISSION FILTER MAINTENANCE ALERT
P088B	TRANSMISSION FILTER MAINTENANCE REQUIRED

FAULT CODE	
J2012 DTC	DESCRIPTION
P0894	UNEXPECTED MECHANICAL GEAR DISENGAGEMENT
P0897	TRANSMISSION FLUID DETERIORATED
P0960	MAIN PRESSURE MODULATION SOLENOID CONTROL CIRCUIT OPEN
P0961	MAIN PRESSURE MODULATION SOLENOID SYSTEM PERFORMANCE
P0962	MAIN PRESSURE MODULATION SOLENOID CONTROL CIRCUIT LOW
P0963	MAIN PRESSURE MODULATION SOLENOID CONTROL CIRCUIT HIGH
P0964	PRESSURE CONTROL SOLENOID (PCS) 2 CONTROL CIRCUIT OPEN
P0965	PRESSURE CONTROL SOLENOID (PCS) 2 CONTROL CIRCUIT PERFORMANCE
P0966	PRESSURE CONTROL SOLENOID (PCS) 2 CONTROL CIRCUIT LOW
P0967	PRESSURE CONTROL SOLENOID (PCS) 2 CONTROL CIRCUIT HIGH
P0968	PRESSURE CONTROL SOLENOID (PCS) 3 CONTROL CIRCUIT OPEN
P0969	PRESSURE CONTROL SOLENOID (PCS) 3 CONTROL CIRCUIT PERFORMANCE
P0970	PRESSURE CONTROL SOLENOID (PCS) 3 CONTROL CIRCUIT LOW
P0971	PRESSURE CONTROL SOLENOID (PCS) 3 CONTROL CIRCUIT HIGH
P0973	SHIFT SOLENOID 1 CONTROL CIRCUIT LOW
P0974	SHIFT SOLENOID 1 CONTROL CIRCUIT HIGH
P0976	SHIFT SOLENOID 2 CONTROL CIRCUIT LOW
P0977	SHIFT SOLENOID 2 CONTROL CIRCUIT HIGH
P0979	SHIFT SOLENOID 3 CONTROL CIRCUIT LOW
P097A	SHIFT SOLENOID 1 CONTROL CIRCUIT OPEN
P097B	SHIFT SOLENOID 2 CONTROL CIRCUIT OPEN
P097C	SHIFT SOLENOID 3 CONTROL CIRCUIT OPEN
P0980	SHIFT SOLENOID 3 CONTROL CIRCUIT HIGH
P0989	RETARDER PRESSURE CIRCUIT LOW
P0990	RETARDER PRESSURE CIRCUIT HIGH
P1739	INCORRECT LOW GEAR RATIO
P1790	GEAR SHIFT MODULE 1 CALIBRATION INVALID
P1791	GEAR SHIFT MODULE 2 CALIBRATION INVALID
P1891	THROTTLE POSITION SENSOR PWM SIGNAL LOW
P1892	THROTTLE POSITION SENSOR PWM SIGNAL HIGH
P2184	ENGINE COOLANT TEMPERATURE SENSOR 2 CIRCUIT LOW
P2185	ENGINE COOLANT TEMPERATURE SENSOR 2 CIRCUIT HIGH
P2534	IGNITION SWITCH RUN/START CIRCUIT LOW
P2535	IGNITION SWITCH RUN/START CIRCUIT HIGH
P2637	TORQUE MANAGEMENT FEEDBACK SIGNAL "A" (SEM)
P2641	TORQUE MANAGEMENT FEEDBACK SIGNAL "B" (LRTP)
P2669	ACTUATOR SUPPLY CIRCUIT VOLTAGE 2 OPEN (HSD2)
P2670	ACTUATOR SUPPLY CIRCUIT VOLTAGE 2 LOW (HSD2)

FAULT CODE	
J2012 DTC	DESCRIPTION
P2671	ACTUATOR SUPPLY CIRCUIT VOLTAGE 2 HIGH (HSD2)
P2684	ACTUATOR SUPPLY CIRCUIT VOLTAGE 3 OPEN (HSD3)
P2685	ACTUATOR SUPPLY CIRCUIT VOLTAGE 3 LOW (HSD3)
P2686	ACTUATOR SUPPLY CIRCUIT VOLTAGE 3 HIGH (HSD3)
P2714	PRESSURE CONTROL SOLENOID (PCS) 4 STUCK OFF
P2715	PRESSURE CONTROL SOLENOID (PCS) 4 STUCK ON
P2718	PRESSURE CONTROL SOLENOID (PCS) 4 CONTROL CIRCUIT OPEN
P2719	PRESSURE CONTROL SOLENOID (PCS) 4 CONTROL CIRCUIT PERFORMANCE
P2720	PRESSURE CONTROL SOLENOID (PCS) 4 CONTROL CIRCUIT LOW
P2721	PRESSURE CONTROL SOLENOID (PCS) 4 CONTROL CIRCUIT HIGH
P2723	PRESSURE CONTROL SOLENOID (PCS) 1 STUCK OFF
P2724	PRESSURE CONTROL SOLENOID (PCS) 1 STUCK ON
P2727	PRESSURE CONTROL SOLENOID (PCS) 1 CONTROL CIRCUIT OPEN
P2728	PRESSURE CONTROL SOLENOID (PCS) 1 CONTROL CIRCUIT PERFORMANCE
P2729	PRESSURE CONTROL SOLENOID (PCS) 1 CONTROL CIRCUIT LOW
P2730	PRESSURE CONTROL SOLENOID (PCS) 1 CONTROL CIRCUIT HIGH
P2736	PRESSURE CONTROL SOLENOID (PCS) 5 CONTROL CIRCUIT OPEN
P2738	PRESSURE CONTROL SOLENOID (PCS) 5 CONTROL CIRCUIT LOW
P2739	PRESSURE CONTROL SOLENOID (PCS) 5 CONTROL CIRCUIT HIGH
P273F	RETARDER OIL TEMPERATURE SENSOR OVER TEMPERATURE CONDITION
P2742	RETARDER OIL TEMPERATURE SENSOR CIRCUIT LOW
P2743	RETARDER OIL TEMPERATURE SENSOR CIRCUIT HIGH
P2761	TORQUE CONVERTER CLUTCH (TCC) PRESSURE CONTROL SOLENOID (PCS) CONTROL CIRCUIT OPEN
P2762	TORQUE CONVERTER CLUTCH (TCC) PRESSURE CONTROL SOLENOID (PCS) CONTROL CIRCUIT PERFORMANCE
P2763	TORQUE CONVERTER CLUTCH (TCC) PRESSURE CONTROL SOLENOID (PCS) CONTROL CIRCUIT HIGH
P2764	TORQUE CONVERTER CLUTCH (TCC) PRESSURE CONTROL SOLENOID (PCS) CONTROL CIRCUIT LOW
P2789	TRANSMISSION CLUTCH LIFE EXPIRED (CLUTCH ADAPTIVE LEARNING AT LIMIT)

FAULT CODE	
J2012 DTC	DESCRIPTION
P2793	GEAR SHIFT DIRECTION CIRCUIT
P2808	PRESSURE CONTROL SOLENOID (PCS) 6 STUCK OFF
P2809	PRESSURE CONTROL SOLENOID (PCS) 6 STUCK ON
P2812	PRESSURE CONTROL SOLENOID (PCS) 6 CONTROL CIRCUIT OPEN
P2814	PRESSURE CONTROL SOLENOID (PCS) 6 CONTROL CIRCUIT LOW
P2815	PRESSURE CONTROL SOLENOID (PCS) 6 CONTROL CIRCUIT HIGH
U0073	CAN COMMUNICATION BUS 1 OFF
U0074	CAN COMMUNICATION BUS 2 OFF
U0100	LOST COMMUNICATION WITH ECM A
U0103	LOST COMMUNICATION WITH GEAR SHIFT MODULE 1
U0291	LOST COMMUNICATION WITH GEAR SHIFT MODULE 2
U0304	GEAR SHIFT MODULE 1 INCOMPATIBLE
U0333	GEAR SHIFT MODULE 2 INCOMPATIBLE
U0400	INVALID CAN COMMUNICATION
U0404	GEAR SHIFT MODULE 1 INVALID DATA
U0592	GEAR SHIFT MODULE 2 INVALID DATA

Added Only for 6th Gen Controls

FAULT CODE	
J2012 DTC	DESCRIPTION
P0652	SENSOR REFERENCE VOLTAGE "B" CIRCUIT FAULT
P070F	TRANSMISSION FLUID LEVEL LOW
P075F	TRANSMISSION FLUID LEVEL HIGH
P076F	INCORRECT 7TH GEAR RATIO
P085D	GEAR SHIFT MODULE 1 DIRECTION MISMATCH
P085E	GEAR SHIFT MODULE 2 DIRECTION MISMATCH
P27B2	INTERNAL CONTROL MODULE TRANSMISSION RANGE CONTROL PERFORMANCE
P27B4	OUTPUT SHAFT DIRECTION PLAUSIBILITY
P27B6	OUTPUT SHAFT SPEED SENSOR PLAUSIBILITY
P2813	PRESSURE CONTROL SOLENOID (PCS) 6 CONTROL CIRCUIT PERFORMANCE
U1401	TSC1 ENGINE IMPOSTER DETECTION
U1402	TSC1 C BRAKE IMPOSTER DETECTION
U1403	TSC1 E BRAKE IMPOSTER DETECTION

Information contained in this brochure is designed to give you an overview of the Fluid Level Sensor, Diagnostics and Prognostic Features on your Allison Automatic and is not intended to replace your Operator's Manual.

To order an Operator's Manual, visit allisontransmissionpublications.com.

To download an electronic version of an Operator's Manual, visit allisontransmission.com/allisonhub to learn more.

A World of Support

From our headquarters in Indianapolis, Indiana, USA, to our manufacturing plants in Hungary and India, to more than 1,400 Allison Authorized Distributors and Dealers around the globe, you are never far from the products, training, service and support you demand.

Our support starts from the moment an Allison transmission is specified. We work with you to ensure that the model and ratings fit your engine to create a tailored package of powerful performance and reliable efficiency. When you need parts or service, you can count on global access to factory-trained specialists and Allison Genuine Parts™.



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SA7497EN (2021/09)

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