

SIL 15-TR-12
January, 2013
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SUBJECT: Release of Allison Transmission 5th Generation Controls System

MODELS AFFECTED: Allison 1000, 2000, 3000, and 4000 Series Product Families

Introduction:

In January 2013, Allison Transmission, Inc. will release the Allison 5th Generation Controls System for the 1000, 2000, 3000, and 4000 Series Product Families transmissions, including B and T models. The purpose of this Service Information Letter (SIL) is to provide an overview and service information specific to the new Allison 5th Generation Controls System. Additional information is also available in the following publications:

- WATCH 438 (WA7198EN) – Release of Allison Transmission 5th Generation Controls
- WATCH 439 (WA7199EN) – End of Line Programming (EOL) of the Allison 5th Generation Transmission Control Module
- WATCH 443 (WA7257EN) – Release of the Allison Calibration Configuration Tool (ACCT) for Allison 5th Generation Controls
- Tech Data on the Allison Transmission Extranet Website

During the period of January 2013 to June 2014, all Original Equipment Manufacturers (OEMs) and Distributors specifying Allison 1000, 2000, 3000, and 4000 Series Product Families transmissions must transition from the former Allison 4th Generation (4th Gen) Controls System to the new Allison 5th Generation (5th Gen) Controls System. After June 2014, Allison Transmission, Inc. will no longer provide the former 4th Gen Controls System components for new vehicle installations of 1000, 2000, 3000, and 4000 Series Product Family transmissions, other than those that are common to both systems.

This SIL is organized into the following sections:

- I. Program Description
- II. Transmission Control Module (TCM) Hardware
- III. Shift Selector Hardware
- IV. Allison 5th Gen Controls System Calibration Differences
- V. Overview of Changes to Service Tools
- VI. Support

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Please Note: Allison Transmission Service Information Letters are intended for use by professional, trained technicians, not for the "do-it-yourselfer." They are written to inform those technicians of conditions that may occur on some transmission models (or serial number ranges) or to provide information that could assist in the proper servicing of a specific Allison transmission. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, do not assume that the Service Information Letter applies to your transmission, or that your transmission has the condition described. Product evolution and information updates are inevitable. Please see your authorized Allison Transmission service leader or distributor to understand if your particular transmission may benefit from the information contained within the Service Information Letter.

Section I – Program Description:

The Allison 5th Gen Controls System is intended to replace the current Allison 4th Gen Controls System used on 1000, 2000, 3000, and 4000 Series Product Family transmissions. The Allison 5th Gen Controls System program incorporates new technologies associated with electrical subcomponents in the Transmission Control Module (TCM). The Allison 5th Gen Controls System also adds support for future transmission products including a 3rd Controller Area Network (CAN) and a 4th high side driver to support additional solenoids.

The Allison 5th Gen Controls System includes a new TCM and Shift Selector hardware, and revised software that will allow End of Line (EOL) TCM programming by way of the Vehicle Electronic Programming Stations (VEPS).

Primary components affected are:

1. Transmission Control Module (TCM)
2. Shift Selectors

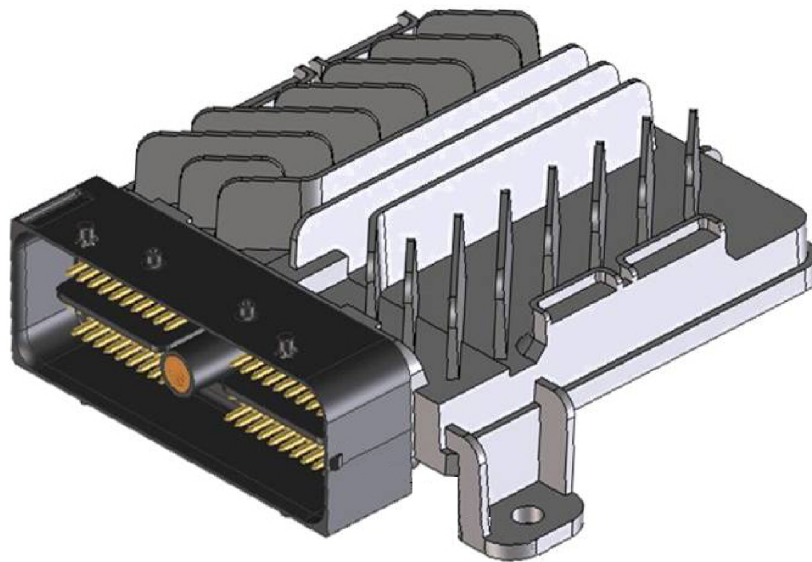
There are several compatibility differences between the former Allison 4th Gen Controls System and the current Allison 5th Gen Controls System.



NOTE: Please read the following information in its entirety to avoid potential mismatches between the former controls system and the Allison 5th Gen Controls System.

Section II – Transmission Control Module (TCM) Hardware:

The Allison 5th Gen Controls System chassis-mount TCM physical design is common among all 1000/2000/3000/4000 Series Product Families transmissions. The 5th Gen TCM 80-way connector mates to the same 80-way OEM harness connector as the 4th Gen Controls System. The TCM has the same mounting features and space claim as the former 4th Gen TCM. The 5th Gen TCMs may be distinguished from 4th Gen TCMs by an all-metal case and shape of the heat sink (refer to [Figure 1](#)).



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Figure 1. Allison 5th Generation Chassis-Mount TCM

There are a number of differences between 4th Gen and 5th Gen TCMs related to pin assignments in the 80-way connector (refer to [Table 1](#)).

Table 1. TCM Wiring Assignment Changes

| Pin Number | 4 th Generation Assignment | 5 th Generation Assignment |
|------------|---------------------------------------|---------------------------------------|
| 32 | J1708 / J1587(+) | CAN3(+) |
| 46 | ISO 9141 | CAN3 Shield |
| 47 | CAN2(-) Pass-Through | Solenoid 10 |
| 68 | CAN1(-) Pass-Through | Solenoid 11 |
| 72 | J1708 / J1587(-) | CAN3(-) |
| 76 | Trans ID | High Side Driver 4 |



NOTE: The 5th Gen chassis-mount TCM is not backwards compatible with all 4th Gen Controls System vehicle installations.

At the start of production in January 2013, the 5th Gen chassis-mount TCM will be available in three (3) models (A61, A62, and A63). A fourth TCM, Model A59, will be released on or before June 30, 2014 and is intended to be a replacement for the 4th Gen TCM. The features of these TCMs are as follows:

Model A61 (Basic 12 Volt):

Model A61 is the basic configuration ONLY used by 1000/2000/3000/4000 Series Product Families transmissions installed into commercial applications with up to 6-speed capability and 12V configurations.



NOTE: Model A61 is not compatible with 3000 and 4000 Series Product Family retarder or 7-speed models.

Model A62 (Expanded 12 Volt):

Model A62 is the expanded configuration that is required by 3000 and 4000 Product Families transmissions with 7-speed capability, retarder, and 12V configurations.

Model A63 (12/24 Volt Universal):

Model A63 TCMs will be used to service all three chassis-mount TCM models (A61, A62, and A63).

Model A59 (4th Gen Service TCM):

Model A59 will replace Model A53 TCM as the authorized service replacement for 4th Gen Controls System TCMs. The planned release date for Model A59 is June 2014.



NOTE: Until the release of Model A59 TCM, continue to use Model A53 TCM for 4th Gen replacements.

The Allison 5th Gen Controls System no longer supports J1850 Class 2 communications protocol. Consequently, there is no separate TCM model for GM truck configurations. Similarly, 5th Gen TCMs do not support J1708/J1587 and ISO 9141 communication links or CAN pass-through wiring setups available with former 4th Gen TCMs. These features/capabilities will be maintained in the A59 TCM design.

An A61 calibration package can be loaded into an A61 and A63 TCM. An A62 calibration package can be loaded into an A62 and A63 TCM. An A63 calibration package can only be loaded into an A63 TCM. The Allison TCM Reflash™ V3.0 (and higher) software is designed to prevent loading a calibration package into an incompatible TCM type.

Table 2. Allison 5th Gen TCM Part Numbers

| Allison 5 th Generation Transmission Control Module (TCM) | | | |
|--|----------------------|-------------|---------------------|
| Model | Description | Part Number | Service Part Number |
| A61 | Basic 12 Volt | 29550689* | 29550691 |
| A62 | Expanded 12 Volt | 29550690* | 29550691 |
| A63 | 12/24 Volt Universal | 29550691 | 29550691 |
| *Serviced only with P/N 29550691 | | | |

Section III – Shift Selector Hardware:

The new Allison 5th Gen Controls System shift selectors incorporate new component technology including an enhanced graphical display. New Pushbutton Shift Selector models are available on 5th Gen at start of production in January 2013. New Allison 5th Gen Controls System Bump Lever Shift Selectors (also referred to as Bump-Shift Lever Selectors) and SAE J1939-based Strip Shift Selectors will be released later in the 5th Gen transition period.

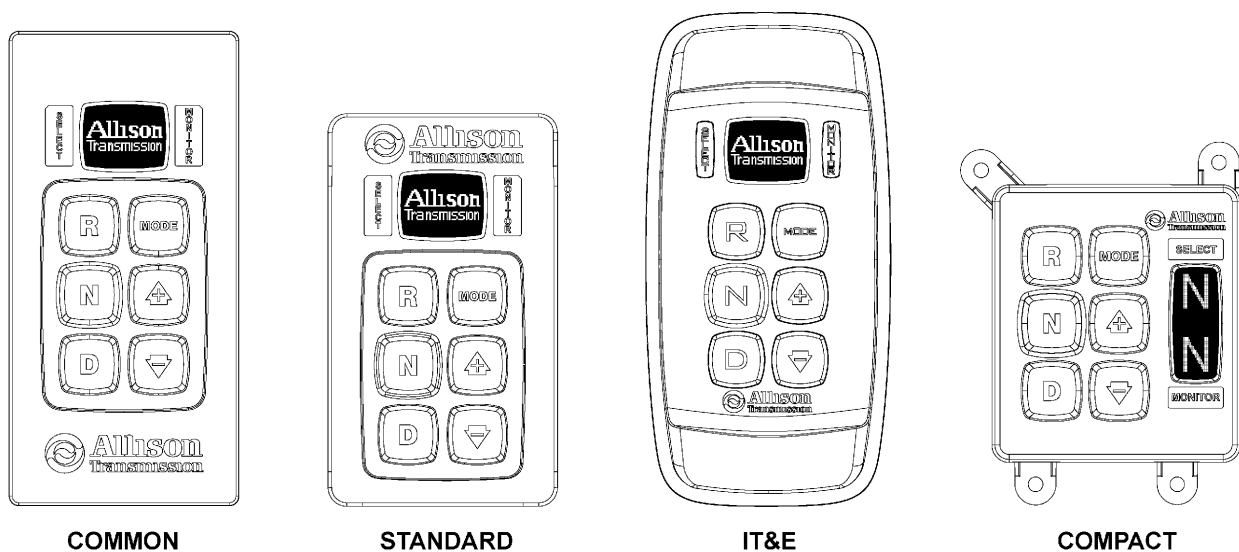
Key Highlights of the Allison 5th Gen Shift Selectors:

- **New Functionalities for Allison 5th Gen Controls**
 - Selection of the Mode Function is indicated on the graphical display instead of the keypad.
 - Shift Selector Displays change from Segmented Vacuum Fluorescent Display (VFD) to Graphic VFD.
 - Bump Lever Shift Selectors (BLSS) incorporate a modernized manual select feature that allows the operator to select a lower or higher forward gear range with a simple movement of the selector handle.
 - Strip Shift Selectors are now SAE J1939-based, and use the same 16-way connector as Pushbutton and Bump Lever Shift Selectors.
 - Pushbutton Shift Selector Arrows have “positive” (+) and “negative” (-) signs.
- **Form and Fit Features that are the same as Allison 4th Gen Controls**
 - Uses same 16-way connector.
 - Pushbutton Shift Selector (PBSS) uses same mounting hardware.
 - Fits into same-sized instrument panel or pedestal opening.
 - Same application and environmental requirements.
- **Differences Between 5th Gen and 4th Gen Shift Selectors**
 - The Mode Indicator light has been removed from the keypad.
 - Multi-Position Lever and analog Strip Shift Selectors have been eliminated.

Table 3. Allison 5th Gen Shift Selector Part Numbers

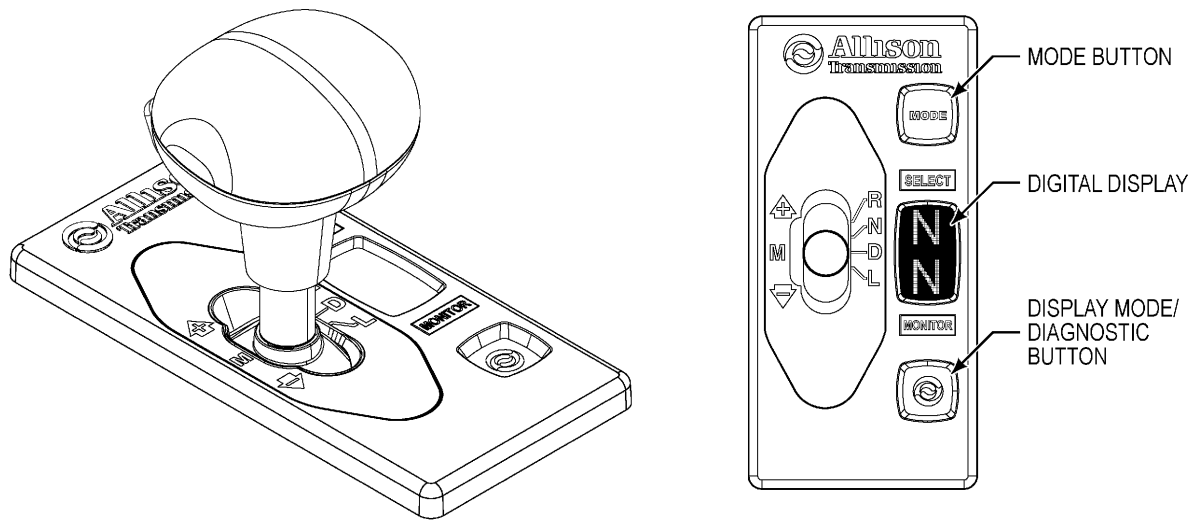
| Shift Selector | | | |
|-----------------------------------|---|--------------------|-------------------------------|
| Model | Type | Part Number (Base) | Part Number (W/ Mounting Kit) |
| Pushbutton Shift Selector | Compact | 29551494 | N/A |
| | Common | 29551495* | 29551555 |
| | Standard | 29551496** | 29551556 |
| | IT&E | 29551499 | N/A |
| Bump Lever Shift Selector | Lever Left, Reverse Front (LLRF) | 29551521 | N/A |
| | Lever Right, Reverse Front (LRRF) | 29551527 | N/A |
| | Lever Right, Reverse Rear (LRRR) | 29551528 | N/A |
| | Lever Right, Reverse Front (LRRF), IT&E | 29551524 | N/A |
| Strip Shift Selector | Horizontal, 6-Button | 29551505 | N/A |
| | Vertical, 6-Button | 29551506 | N/A |
| | Horizontal, 3-Button | 29551565 | N/A |
| | Vertical, 3-Button | 29551566 | N/A |
| *Serviced only with P/N 29551555 | | | |
| **Serviced only with P/N 29551556 | | | |

There are four (4) types of Pushbutton Shift Selectors and four (4) Bump Lever Shift Selectors available for use with 3000 and 4000 Series Product Families transmissions.



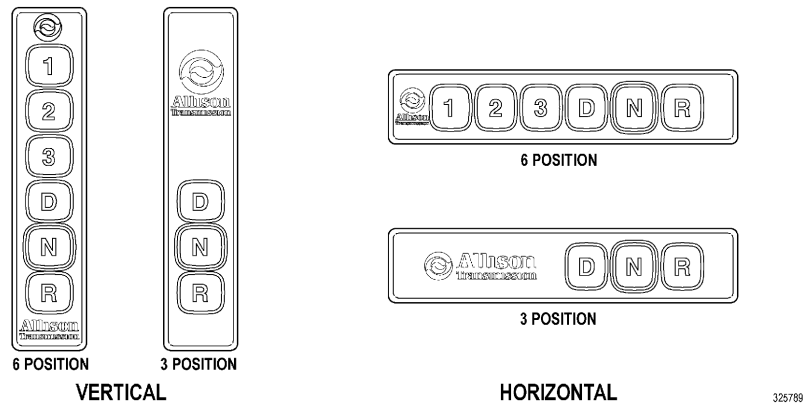
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Figure 2. Typical 5th Gen Pushbutton Shift Selectors



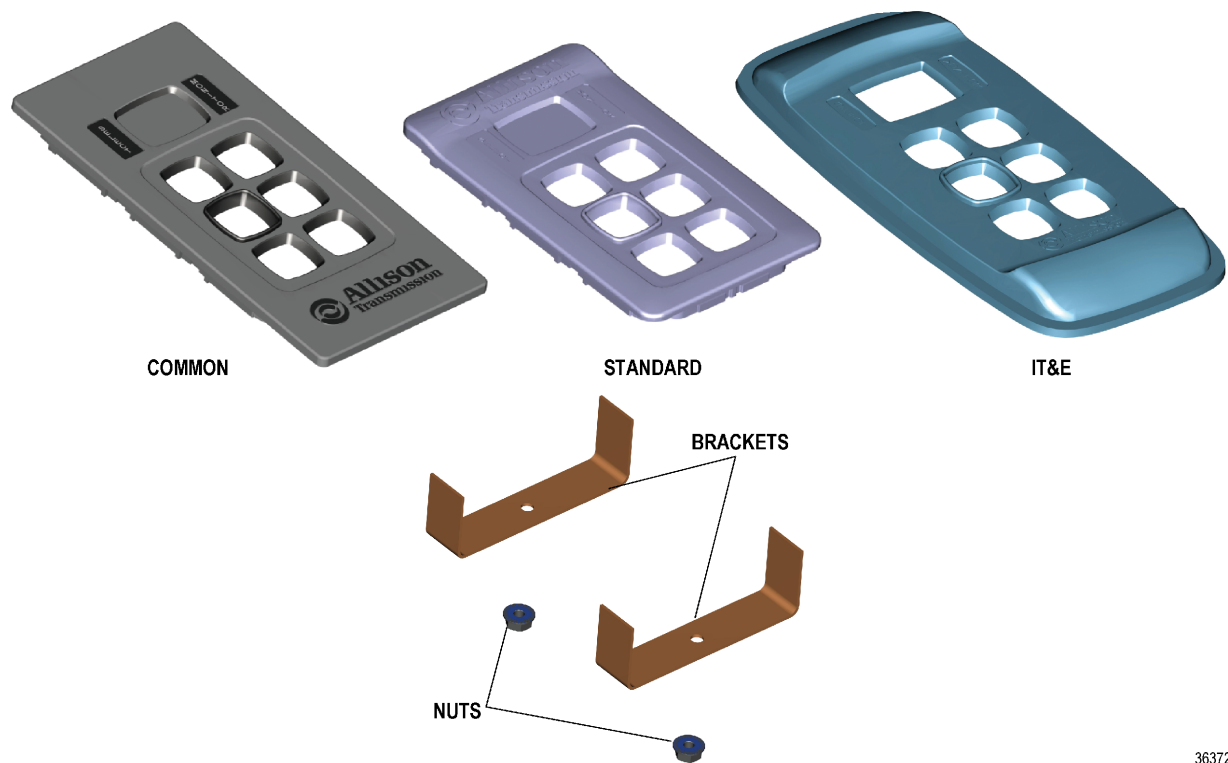
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Figure 3. Typical 5th Gen Bump Lever Shift Selector



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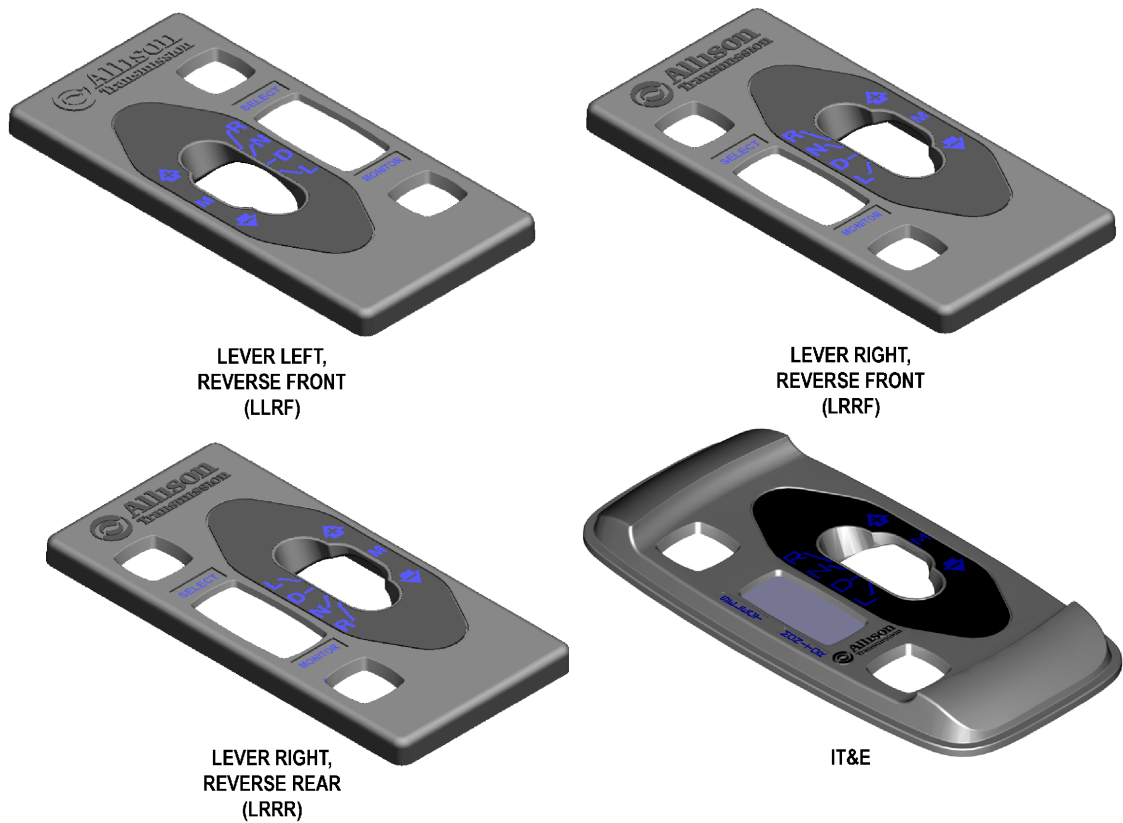
Figure 4. Typical 5th Gen Strip Type Pushbutton Shift Selectors



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Figure 5. 5th Gen Pushbutton Shift Selector Bezels

| 5 th Gen Pushbutton Shift Selector Bezel (Service) | | | | |
|---|----------|---------------------|--------------------------------|----------------------------|
| Model | Type | Part Number (Bezel) | Part Number (Bracket - Qty. 2) | Part Number (Nut - Qty. 2) |
| Pushbutton Shift Selector | Common | 29551515 | 29529961 | 29540984 |
| | Standard | 29551516 | | |
| | IT&E | 29551519 | | |



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Figure 6. 5th Gen Bump Lever Shift Selector Bezels

| 5 th Gen Bump Lever Shift Selector Bezel (Service) | | |
|---|-----------------------------------|-------------|
| Model | Type | Part Number |
| Bump Lever Shift Selector | Lever Left, Reverse Front (LLRF) | 29551533 |
| | Lever Right, Reverse Front (LRRF) | 29551525 |
| | Lever Right, Reverse Rear (LRRR) | 29551526 |
| | IT&E | 29551532 |

Section IV – Allison 5th Generation Controls System Calibration Differences:

The 5th Gen TCM software is designed to allow vehicle OEMs to program calibration features into the TCM at the OEM facility, commonly referred to as a VEPS station. There are significant software and calibration changes in the 5th Gen software to enable this functionality.

Vehicle OEMs define the 5th Gen calibration feature content (such as shift schedules, primary/secondary shift speeds, general purpose Input/Output (I/O) package, etc.) in a special Parameter file (PAR file). The OEM VEPS station or Allison Load station writes the PAR file contents into the TCM using an Allison developed program known as the Vendor Component Program (VCP). A TCM is only considered fully-calibrated or "road-ready" after the VCP applies calibration settings contained in the PAR file. The VCP is also incorporated into Allison service tools including the Universal Allison DOC[®] for PC–Service Tool V11.0.1 reprogramming module and the Allison TCM Reflash[™] V3.0. Refer to Section V for additional discussion of service tool changes.

In 4th Gen Controls, calibration content is defined by a Calibration Identification Number (CIN). However, in 5th Gen Controls, the CIN only refers to the base calibration and does not include the calibration settings contained in the PAR file. Some publications refer to the base calibration as the Vocational Model Calibration (VMC) since each transmission vocation model (1000 HS, 2500 PTS, 3000 RDS, B500, etc.) has a unique base calibration. A TCM loaded with application software and VMC only is not a road-ready TCM since none of the calibration settings are programmed into it. These TCMs are sometimes referred to as "VEPS-ready" TCMs. VEPS-ready TCMs operate in limited factory mobility mode, and may display diagnostic trouble code (DTC) P0602 *TCM Not Programmed* when connecting with the Universal Allison DOC[®] for PC–Service Tool V11.0.1.

The method for identifying calibration content for the 5th Gen Controls system has changed. The 5th Gen calibrations are identified by an Allison Part Number instead of a CIN. Allison Part Numbers are specifically formatted to indicate whether the calibration package represents a VEPS-ready or fully calibrated road-ready TCM. Allison Part Numbers (P/Ns) are 8-digit numbers that fit the following format:

63BR005G

63 = TCM type (i.e. A61, A62, or A63)

B = Transmission Series Product Family (B = 1000/2000, C = 3000/4000)

R = Calibration package includes a PAR file and will program a road-ready TCM. Other characters in this 4th position include "0" for VMC only, or "C" for Customer defined VMC only P/N)

005G = Calibration Summary Identifier unique to each calibration package

Elimination of Auto-Detection for 5th Gen Controls System

There are several Allison 4th Gen calibration features that can be automatically detected, such as a throttle source and a transmission retarder. Since many Allison 5th Gen calibration features can be individually specified, auto-detection will be eliminated for the following features:

- Throttle source.
- Engine Coolant Temperature (ECT) source.
- J1939-based “Reverse Inhibit with PreSelect Request” function.

Allison 4th Gen calibrations will not be rolled over to create new Allison 5th Gen calibrations. Some features will need to be specified due to the elimination of several auto-detection features.

Section V – Overview of Changes to Service Tools:

TCM Breakout, TCM Reflash Harnesses, and 80-way Connector Hand Tools:

The dimensions of the 80-way connector in the 5th Gen chassis-mount TCM is the same as the 4th Gen TCM. Hence, the P/N J-47276, 4th Gen Breakout and Reflash Harness, may be used during the recalibration of 5th Gen TCMs on the bench. Likewise, all other existing 4th Gen TCM wiring harness breakouts and overlays are compatible with 5th Gen TCMs. Finally, the associated 4th Gen TCM connector hand tools such as crimpers, terminal probes, etc. are common between 4th Gen and 5th Gen Control Systems.

Universal Allison DOC® for PC–Service Tool:

The 5th Gen Controls TCMs implement ISO 15765 – Unified Diagnostic Services (UDS) as the transport protocol to communicate and send diagnostic messages to Allison service tools. Also, 5th Gen Customer Modifiable Constants (CMCs) and other calibration parameters were re-engineered to be programmable by an OEM VEPS station. The Universal Allison DOC® for PC–Service Tool version 11.0.1 reprogramming module incorporates the same methodology used by the OEM VEPS station to write calibration parameters into the TCM. Allison DOC® users will not be able to connect with and perform reprogramming on 5th Gen TCMs unless they upgrade to Universal Allison DOC® for PC–Service Tool V11.0.1. Refer to SIL 16-TR-12 (SL7298EN) for specific Universal Allison DOC® for PC–Service Tool V11.0.1 features and capabilities. Distribution of the Universal Allison DOC® for PC–Service Tool is managed by the Allison Essential Tool Program, and an Essential Tool Notification Letter will announce the release of Allison DOC® for PC–Service Tool V11.0.1.

Reprogramming 5th Gen TCMs with Universal Allison DOC® for PC–Service Tool:

Allison 5th Gen Controls System allows for expanded reprogramming capabilities by an OEM VEPS station. Allison Transmission software engineers embedded a complex set of rules in the TCM software to ensure OEM calibration selections were properly made and functioning per the feature’s design intent. These same TCM rules apply when Universal Allison DOC® for PC–Service Tool is used to reprogram 5th Gen calibration settings. A list of TCM rules must be satisfied during an Universal Allison DOC® for PC–Service Tool reprogramming session or the programming event will not be successful (refer to [Table 4](#)).

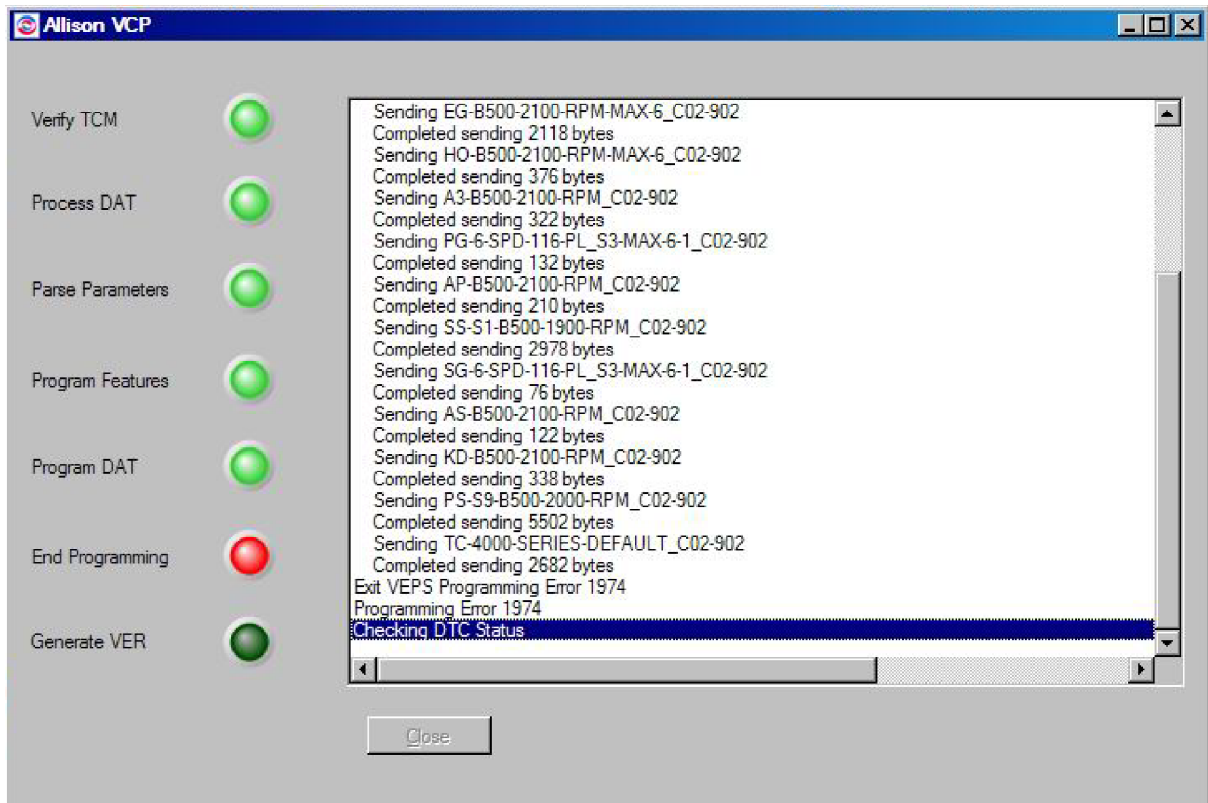
Table 4. TCM Rules

| Allison DOC® Customer Modifiable Constant/Parameter | VEPS Rule |
|--|---|
| RETARDER | When selecting PRESENT, verify an A62 or A63 TCM is being used. |
| ENGINE BRAKE INTERFACE | 3000/4000 Series Product Families Only: When selecting PRIMARY ON-VEHICLE PROTOCOL, LOCKUP INDICATOR must be either "ONLY J1939 ETC1 Transmission Torque Converter Lock Up Engaged", or "BOTH GPO K AND J1939 PARAMETER". |
| ACCELERATOR PEDAL KICKDOWN INPUT | When selecting PRIMARY ON-VEHICLE PROTOCOL, THROTTLE AND LOAD SOURCE must be set to "PRIMARY ON-VEHICLE PROTOCOL". |
| AUTOMATIC NEUTRAL - SINGLE INPUT | 3000/4000 Series Product Families Only: Function must be DISABLED if AUTOMATIC NEUTRAL - DUAL INPUT WITH AUTOMATIC RETURN-TO-RANGE function is ENABLED. |
| AUTOMATIC NEUTRAL - SINGLE INPUT WITH SELECTOR OVERRIDE | <ol style="list-style-type: none"> 1. Function must be DISABLED if AUTOMATIC NEUTRAL - DUAL INPUT WITH AUTOMATIC RETURN-TO-RANGE function is ENABLED, and 2. When selecting J1939 CCVS1 Parking Brake Switch, THROTTLE AND LOAD SOURCE must be set to "PRIMARY ON-VEHICLE PROTOCOL". |
| AUTOMATIC NEUTRAL: Auto-Neutral Ranges | Must be set to ALL RANGES when 2 ND REVERSE INPUT is DISABLED. |
| AUTOMATIC NEUTRAL - DUAL INPUT | Function must be DISABLED if AUTOMATIC NEUTRAL - DUAL INPUT WITH AUTOMATIC RETURN-TO-RANGE function is ENABLED. |
| AUTOMATIC NEUTRAL - DUAL INPUT WITH SERVICE BRAKE STATUS | Function must be DISABLED if AUTOMATIC NEUTRAL - DUAL INPUT WITH AUTOMATIC RETURN-TO-RANGE function is ENABLED. |
| AUXILIARY FUNCTION RANGE INHIBIT - SINGLE INPUT | <ol style="list-style-type: none"> 1. Function must be DISABLED or set to GPI E or AI if THROTTLE AND LOAD SOURCE is set to "PWM" or "TPS". 2. If set to ONLY SERVICE BRAKE STATUS or EITHER GPI E OR AI, AND SERVICE BRAKE STATUS (IN SERIES) then SERVICE BRAKE STATUS function must be set to "J1939 CCVS1 Brake Switch" or "J1939 EBC1 EBS Brake Switch". |
| DIRECTION CHANGE ENABLE INPUT | <ol style="list-style-type: none"> 1. Function must be DISABLED or set to "GPI W" if THROTTLE AND LOAD SOURCE is not set to "PRIMARY ON-VEHICLE PROTOCOL". 2. If set to "ONLY SERVICE BRAKE STATUS" or "BOTH GPI W & SERVICE BRAKE STATUS (IN SERIES)" then SERVICE BRAKE STATUS function must be set to "J1939 CCVS1 Brake Switch" or "J1939 EBC1 EBS Brake Switch". |

Table 4. TCM Rules (cont'd)

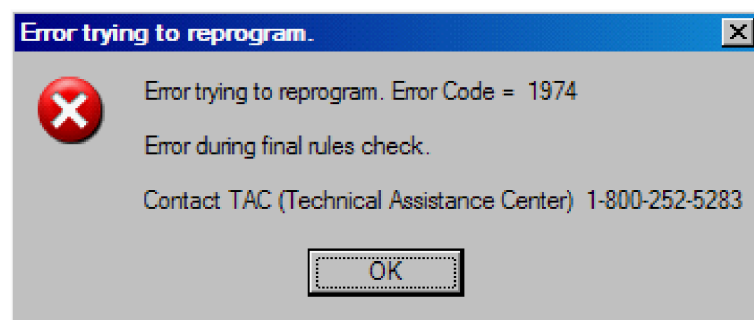
| Allison DOC® Customer Modifiable Constant/Parameter | VEPS Rule |
|--|---|
| 2 ND REVERSE INPUT | <ol style="list-style-type: none"> 1. If function is DISABLED, then 2ND REVERSE INPUT: Auto-Neutral Ranges must be set to "ALL RANGES". 2. Function must be set to "SHIFT SELECTOR INPUT ONLY" or "SHIFT SELECTOR INPUT OR GPI AW" when ENGINE MAKE AND MODEL is set to "Cummins ISL-G & 4000 Series 7 Speed with 2nd Reverse". 3. If function is set to "SHIFT SELECTOR INPUT ONLY", ENGINE MAKE AND MODEL must be a torque managed (i.e. SEM) engine. |
| SERVICE BRAKE STATUS INPUT | <ol style="list-style-type: none"> 1. 3000/4000 Series Product Families Only: Function must be ENABLED if AUTOMATIC NEUTRAL - DUAL INPUT WITH AUTOMATIC RETURN-TO-RANGE is ENABLED. 2. Function must be set to "J1939 CCVS1 Brake Switch" or "J1939 EBC1 EBS Brake Switch" if AUXILIARY FUNCTION RANGE INHIBIT – SINGLE INPUT is set to "ONLY SERVICE BRAKE STATUS". 3. Function must be set to "J1939 CCVS1 Brake Switch" or "J1939 EBC1 EBS Brake Switch" if DIRECTION CHANGE ENABLE INPUT is set to "ONLY SERVICE BRAKE STATUS". 4. 3000/4000 Series Product Families Only: Function must be set to "J1939 CCVS1 Brake Switch" or "J1939 EBC1 EBS Brake Switch" if DIRECTION CHANGE ENABLE INPUT is set to "BOTH GPI W & SERVICE BRAKE STATUS (IN SERIES)". 5. Function must be set to "J1939 CCVS1 Brake Switch" or "J1939 EBC1 EBS Brake Switch" if AUXILIARY FUNCTION RANGE INHIBIT – SINGLE INPUT is set to "EITHER GPI E OR AI, AND SERVICE BRAKE STATUS (IN SERIES)". 6. Function must be set to "J1939 CCVS1 Brake Switch" or "J1939 EBC1 EBS Brake Switch" if AUTOMATIC NEUTRAL - BRAKE-BASED (BBAN) INPUT FOR PTO (25055) is ENABLED. |
| LOCKUP INDICATOR | 3000/4000 Series Product Families Only: Function must be "ONLY J1939 ETC1 Transmission Torque Converter Lock Up Engaged" or "BOTH GPO K AND J1939 PARAMETER" if ENGINE BRAKE Interface is set to "PRIMARY ON-VEHICLE PROTOCOL". |
| PTO DRIVE INTERFACE 1: 1K/2K Lockup Engagement Speed | 1000/2000 Series Product Families Only: Value must be greater than or equal to 1200 rpm when NUMBER OF ENGINE CYLINDERS is set to "4 CYLINDER ENGINE". |
| PTO DRIVE INTERFACE 2: 1K/2K Lockup Engagement Speed | 1000/2000 Series Product Families Only: Value must be greater than or equal to 1200 rpm when NUMBER OF ENGINE CYLINDERS is set to "4 CYLINDER ENGINE". |

A programming error message “1974” will be received if any of these rules are violated during a Universal Allison DOC® for PC–Service Tool reprogramming session (refer to [Figure 7](#) and [Figure 8](#)). The Universal Allison DOC® user should ensure any parameter(s) being changed satisfy the above set of rules to allow for a successful reprogramming outcome.



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Figure 7. Checking DTC Status



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Figure 8. Error Code “1974”

New Version of Allison TCM Reflash™:

The new Allison TCM Reflash™ software uses the same method to program the PAR file settings into the TCM as an OEM VEPS station. Significant redesign of Allison TCM Reflash™ was necessary to incorporate UDS communications and PAR file programming. Consequently, Allison TCM Reflash™ users will not be able to recalibrate 5th Gen TCMs unless they upgrade to the Allison TCM Reflash™ V3.0. The Allison TCM Reflash™ is provided to authorized and licensed channel members at no charge. Allison TCM Reflash™ V3.0 works with all previous transmission control systems and directly replaces Allison TCM Reflash™ V2.5 and earlier versions. Refer to SIL 17-TR-12 (SL7299EN) for Allison TCM Reflash™ V3.0 features and capabilities.

Using the Allison TCM Reflash™ to Load 5th Gen Calibrations:

It is expected that the vast majority of TCM calibration service events will need to load fully programmed calibration packages and create road-ready TCMs. Allison distributors and dealers using the Allison TCM Reflash™ will have the ability to calibrate VEPS-ready TCMs in support of OEM requests; however, these calibration events are expected to be extremely rare. The Allison TCM Reflash™ software has been designed to load both types of calibration packages, but assumes a fully programmed/road-ready package is required when launched in the 5th Gen mode.

Service technicians are cautioned not to use the CIN when working with 5th Gen calibrations. In fact, the 5th Gen component of Allison TCM Reflash™ does not recognize 5th Gen CINs. Enter the replaced TCM Serial Number, APN, VIN, or transmission serial number into Allison TCM Reflash™ to obtain 5th Gen road-ready calibration packages. Refer to the Allison TCM Reflash™ User's Guide GN4137EN for instructions on loading 5th Gen calibrations.

Section VI – Support:

Contact the Allison Technical Assistance Center (TAC) at 1-800-252-5283 for service related questions associated with 5th Gen controls and use of Allison Transmission service tools.

Technical support for Noregon products such as Universal Allison DOC® is available from the Noregon Product Support Center:

E-mail: Support@noregon.com

Phone: U.S. and Canada toll-free, 877-659-6913; International, 1-336-970-5534