USING THIS MAINTENANCE MANUAL

This maintenance manual addresses maintenance, diagnostics and use issues that owners and users of ZF-FreedomLine transmissions may encounter. It is not intended as a discussion of every issue that may arise in those contexts but is illustrative of certain information that might be considered in conjunction with installation, maintenance, repair and use of the subject transmissions.

Owners and users of ZF-FreedomLine transmissions are responsible for familiarizing themselves with the content of this maintenance manual and using the information (and following the warnings) contained herein for any function or condition covered. They are also responsible for communicating the information contained in this maintenance manual to any persons performing installation, maintenance or repair services with respect to the subject transmissions. Correct maintenance, diagnostics and use of the subject transmissions, and observance of the suggestions and directives contained in this maintenance manual, are integral requirements of continued warranty coverage for the subject transmissions.

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*         *         *         *

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Before You Begin

This manual provides maintenance and diagnostic instructions for ZF-FreedomLine transmissions. Before you begin procedures:

1. Read and understand all instructions and procedures before you begin to service components.

2. Read and observe all Caution and Warning safety alerts that precede instructions or procedures you will perform. These alerts help to avoid damage to components, serious personal injury, or both.

3. Follow your company’s maintenance and service, installation, and diagnostics guidelines.

4. Use special tools when required to help avoid serious personal injury and damage to components.

Safety Alerts, Torque Symbol and Notes

<table>
<thead>
<tr>
<th>WARNING</th>
<th>A Warning alerts you to an instruction or procedure that you must follow exactly to avoid serious personal injury and damage to components.</th>
</tr>
</thead>
<tbody>
<tr>
<td>✷ Torque Symbol</td>
<td>A torque symbol alerts you to tighten fasteners to a specified torque value.</td>
</tr>
<tr>
<td>NOTE</td>
<td>A Note provides information or suggestions that help you correctly service a component.</td>
</tr>
</tbody>
</table>

To Order Information

Call OnTrac at 866-668-7221 to order the following publications or visit ArvinMeritor’s commercial vehicle website at www.meritorhvs.com for free downloads. (Keyword Transmissions).

- ZF-FreedomLine Transmission (Operator Manual TP-20170) (French and Spanish versions available)
- ZF-FreedomLine Transmission (Parts Book PB-0127)
- ZF-FreedomLine Transmission Maintenance and Diagnostic Manual (MM-0150)
- ZF-FreedomLine Transmission Fault Code Diagnostics and Wiring Diagram (TP-01110)

How to Order Tools Specified in This Manual

Call ArvinMeritor’s Commercial Vehicle Aftermarket at 888-725-9355 to order Meritor tools.
SPX Kent-Moore, 28635 Mound Road, Warren, Michigan, 48092. Call the company’s customer service center at 800-345-2233, or visit their website at spxkentmoore.com.

Access Product and Service Information on Our Website

Visit Literature on Demand at www.meritorhvs.com to access product, service, aftermarket, and warranty literature for ArvinMeritor’s truck, trailer and specialty vehicle components.
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Regulatory Guidance

All persons working with, handling or exposed to the area where work on the transmission occurs, are warned to consult and comply with all applicable health, safety, medical or environmental standards and regulations governing non-asbestos fibers.

References to OSHA, NIOSH, MSHA, and EPA, which are regulatory agencies in the United States, are made to provide further guidance to employers and workers employed within the United States. Employers and workers employed outside of the United States should consult the regulations that apply to them for further guidance.
### Model Numbers and Ratios

12-Speed ZF-FreedomLine

<table>
<thead>
<tr>
<th>Transmission Description</th>
<th>Model Number</th>
<th>Torque Rating lb-ft</th>
<th>Overall Ratio</th>
<th>Rev. L</th>
<th>Rev. H</th>
<th>Ratio and Percent Step</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-Speed Direct Drive</td>
<td>M-13Z12A-A13</td>
<td>1,350</td>
<td>15.86</td>
<td>14.68</td>
<td>14.68</td>
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<td></td>
<td>M-14Z12A-A14</td>
<td>1,450</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>12-Speed Overdrive</td>
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<td>1,350</td>
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<td>14.62</td>
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<td>8.88</td>
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<td>MO-14Z12A-A14</td>
<td>1,450</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>MO-15Z12A-A15</td>
<td>1,550</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>MO-16Z12A-A16</td>
<td>1,650</td>
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</table>

16-Speed ZF-FreedomLine

<table>
<thead>
<tr>
<th>Transmission Description</th>
<th>Model Number</th>
<th>Torque Rating lb-ft</th>
<th>Overall Ratio</th>
<th>Rev. L</th>
<th>Rev. H</th>
<th>Ratio and Percent Step</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-Speed Overdrive</td>
<td>MO-13Z16A-A13</td>
<td>1,350</td>
<td>17.01</td>
<td>15.75</td>
<td>13.07</td>
<td>10.81</td>
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<tr>
<td></td>
<td>MO-14Z16A-A14</td>
<td>1,450</td>
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<td></td>
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<tr>
<td></td>
<td>MO-15Z16A-A15</td>
<td>1,550</td>
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<td></td>
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<tr>
<td></td>
<td>MO-16Z16A-A16</td>
<td>1,650</td>
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</table>
# ZF-FreedomLine Fasteners Tightening Torque

<table>
<thead>
<tr>
<th>Description</th>
<th>Size</th>
<th>Torque Specification</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>(lb-ft)</td>
<td>(Nm)</td>
</tr>
<tr>
<td>Drain plug</td>
<td>M24 x 1.5</td>
<td>44 60</td>
</tr>
<tr>
<td>Fill/Spill plug</td>
<td>M24 x 1.5</td>
<td>44 60</td>
</tr>
<tr>
<td>Fill plug (optional, located on the PTO cover)</td>
<td>M24 x 1.5</td>
<td>44 60</td>
</tr>
<tr>
<td>Neutral switch</td>
<td>M20 x 1.5</td>
<td>33 45</td>
</tr>
<tr>
<td>Output shaft speed sensor</td>
<td>M20 x 1.5</td>
<td>15 21</td>
</tr>
<tr>
<td>Air line fittings</td>
<td>M16 x 1.5</td>
<td>15 21</td>
</tr>
<tr>
<td>Cooler by-pass tubes</td>
<td>M30 x 1.5</td>
<td>36 50</td>
</tr>
<tr>
<td>Oil line fittings</td>
<td>M22 x 1.5</td>
<td>66 90</td>
</tr>
<tr>
<td>Bolt, clutch cover to flywheel (Cummins, Caterpillar and Mercedes engines)</td>
<td>7/16-14</td>
<td>Consult the OEM.</td>
</tr>
<tr>
<td>Bolt, clutch cover to flywheel (Detroit Diesel, Volvo and Mack engines)</td>
<td>M10</td>
<td>Consult the OEM.</td>
</tr>
<tr>
<td>Bolt, transmission case to flywheel housing</td>
<td>7/16-14</td>
<td>Consult the OEM.</td>
</tr>
<tr>
<td>Bolt, fork to front cover</td>
<td>M12</td>
<td>85 115</td>
</tr>
<tr>
<td>Bolt, quill tube to front cover</td>
<td>M8</td>
<td>17 23</td>
</tr>
<tr>
<td>Bolt, clutch inspection cover to transmission case</td>
<td>M8</td>
<td>17 23</td>
</tr>
<tr>
<td>Nut, clutch actuator to transmission case</td>
<td>M8</td>
<td>17 23</td>
</tr>
<tr>
<td>Stud, clutch actuator to transmission case</td>
<td>M8</td>
<td>7 10</td>
</tr>
<tr>
<td>Vent plug, clutch actuator to transmission case</td>
<td>M12 x 1.5</td>
<td>16 22</td>
</tr>
<tr>
<td>Bolt, TCU to transmission case</td>
<td>M8</td>
<td>17 23</td>
</tr>
<tr>
<td>Vent, TCU</td>
<td>M8</td>
<td>7 10</td>
</tr>
<tr>
<td>Bolt, bottom accessory bracket to case</td>
<td>M10</td>
<td>36 50</td>
</tr>
<tr>
<td>Bolt, bottom accessory bracket to case (rear-most position of configuration 2 only)</td>
<td>M12</td>
<td>58 79</td>
</tr>
<tr>
<td>Bolt, top accessory bracket to bottom accessory bracket</td>
<td>5/16-18</td>
<td>11 15</td>
</tr>
<tr>
<td>Stud, top accessory bracket to bottom accessory bracket</td>
<td>5/16-18 to M8</td>
<td>11 15</td>
</tr>
<tr>
<td>Bolt, ZMTEC to top accessory bracket</td>
<td>1/4-20</td>
<td>12 16</td>
</tr>
<tr>
<td>Bolt, voltage doubler to top accessory bracket</td>
<td>1/4-20</td>
<td>12 16</td>
</tr>
<tr>
<td>Bolt, lifting hook to housing</td>
<td>M12</td>
<td>58 79</td>
</tr>
<tr>
<td>Bolt, PTO cover to housing (International vehicles only)</td>
<td>M12</td>
<td>58 79</td>
</tr>
<tr>
<td>Bolt, output shaft seal retainer to transmission case</td>
<td>M10</td>
<td>34 46</td>
</tr>
<tr>
<td>Bolt, yoke retaining plate to output shaft</td>
<td>M12</td>
<td>89 120</td>
</tr>
<tr>
<td>Stud, transmission case (Volvo only)</td>
<td>M10 to M10</td>
<td>36 50</td>
</tr>
<tr>
<td>Bolt, oil cooler hose L bracket to housing (3 of 4)</td>
<td>M10</td>
<td>36 50</td>
</tr>
<tr>
<td>Bolt, oil cooler hose L bracket to housing (1 of 4)</td>
<td>M12</td>
<td>58 79</td>
</tr>
<tr>
<td>Bolt, oil cooler clip to L bracket</td>
<td>1/4-20</td>
<td>10 14</td>
</tr>
<tr>
<td>Bolt, oil cooler bottom mounting bracket to transmission case</td>
<td>M12</td>
<td>34 46</td>
</tr>
<tr>
<td>Bolt, oil cooler top mounting bracket to bottom mounting bracket</td>
<td>1/4-20</td>
<td>12 16</td>
</tr>
<tr>
<td>Bolt, transmission wiring harness to ZMTEC</td>
<td>1/4-20</td>
<td>7 9.5</td>
</tr>
</tbody>
</table>
Acronyms

Acronyms Referenced in Manual

ABS — Anti-Lock Braking System
ACC — Accessory
ASR — Anti-Slip Regulation
CAN — Controller Area Network
CCVS — Cruise Control/Vehicle Speed
EBC1 — Electronic Brake Controller #1
ECM — Engine Control Module
ECU — Electronic Control Unit
EEC1 — Electronic Engine Controller #1
EEC2 — Electronic Engine Controller #2
EEPROM — Electronically Erasable Programmable Read Only Memory
ERC1 — Electronic Retarder Controller #1
ETC1 — Electronic Transmission Controller #1
ETC2 — Electronic Transmission Controller #2
ISO — International Standards Organization
OEM — Original Equipment Manufacturer
PSI — Pounds Per Square Inch
PTO — Power Take-Off
SAE — Society of Automotive Engineers
TC1 — Transmission Controller #1
TCU — Transmission Control Unit
WSI — Wheel Speed Information
ZMTEC — ZF Meritor Electronic Transmission Controller
Section 1
Introduction

ZF-FreedomLine Automated Two-Pedal Transmission

This manual provides maintenance and service information for the ZF-FreedomLine automated two-pedal transmission. To order information on other Meritor transmission models, refer to the Service Notes page at the front of this publication.

Features

ZF-FreedomLine transmission models are available in 12-speed direct and overdrive, and 16-speed overdrive to meet a variety of application requirements.

ZF-FreedomLine transmissions are automated with integrated electronics for worry-free shifting. An operator can easily switch to manual control at any time.

The exclusive “no clutch pedal” design completely eliminates clutch pedal actuation for starts and stops, freeing operators from potential distractions and extending clutch life. The ZF-FreedomLine shift module enables less-experienced operators to shift as well as seasoned veterans.

Torque ratings range from 1,350 lb-ft to 1,650 lb-ft for today’s high torque, low rpm engines.

A twin countershaft with full helical gearing sets industry standards for quiet, long-life operation.

An aluminum case yields a weight savings of up to 132 pounds.

ZF-FreedomLine Transmissions Use a Self-Adjusting Integral Clutch

Clutch Features

The integral clutch is self-adjusting. The release bearing is permanently-lubricated and sealed for maintenance-free operation.

The clutch is air-operated and electronically-controlled.

Clutch adjustment and wear are continually monitored, so no clutch adjustment is necessary.

An in-cab display indicates when to replace the clutch.

The clutch has a stamped housing and snap-in connection between the release bearing and diaphragm spring. The housing contains the shipment cups, diaphragm spring, pressure plate, spring straps, and snap-in bearing connection.

The single-plate clutch disc assembly has a cushioned, riveted organic facing material for smooth clutch engagement.

The clutch disc is designed with two torsional dampeners: A six-spring main dampener, which helps to reduce drivetrain wear that results from engine torsion; and a six-spring pre-dampener, which helps to reduce engine gear noise.

How the Clutch Operates

The ZF-FreedomLine transmission control unit (TCU) controls the clutch actuator cylinder, which engages the clutch. The actuator checks clutch travel and adjusts clearances as required.

Tools Used in This Manual

SPX Kent-Moore specifies the following tools in this manual. Refer to the Service Notes page on the inside front cover for instructions to order these tools.

- Seal Remover (part number J-24171-A)
- Yoke Puller (part number J-7804-01)
- Input Shaft Turning Tool (part number J-45556)
- Output Shaft Seal Installer (part number J-45247)
Approved Oil Lubricant Specifications for ZF-FreedomLine Transmissions

⚠️ WARNING
Use of inappropriate oil may damage the transmission.

Do not use multi-viscosity or EP (extreme pressure additive) oils.

NOTE: The ZF-FreedomLine transmission is designed to be used only with 50 weight synthetic oil.

NOTE: The following partial listing shows lubricants that have been approved for use with ZF-FreedomLine transmissions. If your intended lubricant is not listed, please contact OnTrac at 866-668-7221.

<table>
<thead>
<tr>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cognis Emgard SAE 50 Synthetic Transmission Lube</td>
</tr>
<tr>
<td>BP Syn-Gear CD-50</td>
</tr>
<tr>
<td>Chevron Delo Synthetic Transmission Fluid SAE 50</td>
</tr>
<tr>
<td>Texaco Syn-Star TL SAE 50</td>
</tr>
<tr>
<td>Conoco Phillips Family Synthetic Transoil 50</td>
</tr>
<tr>
<td>Mobil Delvac Synthetic Transmission Fluid 50</td>
</tr>
<tr>
<td>Fleetrite Synthetic SAE 50 Transmission Oil</td>
</tr>
<tr>
<td>Kenworth SAE 50 Original Factory Fill Fluid</td>
</tr>
<tr>
<td>Shell Spirax® GSX SAE 50</td>
</tr>
<tr>
<td>Pennzoil® Long-Life™ Transmission Fluid EW-50</td>
</tr>
<tr>
<td>Valvoline HD Synthetic Trans Oil SAE 50</td>
</tr>
</tbody>
</table>

Recommended Preventive Maintenance

⚠️ WARNING
When you install a fill plug and a drain plug into a transmission, first manually position the plug, and then install and tighten it by hand. When you’ve hand tightened the plug, use a torque wrench to tighten it to 44 lb-ft (60 Nm). Do not overtighten the plug. Damage to the aluminum housing can result.

<table>
<thead>
<tr>
<th>Item</th>
<th>Interval (Miles)</th>
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</thead>
<tbody>
<tr>
<td>Lubricant level inspection</td>
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</tr>
<tr>
<td>Visual leak inspection</td>
<td>10,000</td>
</tr>
<tr>
<td>Visual release bearing</td>
<td>10,000</td>
</tr>
<tr>
<td>Clear the inactive codes</td>
<td>10,000</td>
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</tbody>
</table>

ZF-FreedomLine Transmissions Fluid Capacities

<table>
<thead>
<tr>
<th>Transmission</th>
<th>Oil Capacity (Quarts)</th>
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<td>12 sp Direct Drive</td>
<td>12.7</td>
</tr>
<tr>
<td>12 sp Overdrive</td>
<td>12.7</td>
</tr>
<tr>
<td>16 sp Overdrive</td>
<td>13.5</td>
</tr>
</tbody>
</table>

How to Identify a ZF-FreedomLine Transmission

You can identify a ZF-FreedomLine transmission from the identification plate located on the left side of the transmission. Refer to Model Numbers and Ratios at the beginning of this manual.

Shift Module and Joystick

The ZF-FreedomLine transmission's shift module, designed with a joystick, is located next to the driver's seat. The shift module replaces the standard shift lever, shift tower and shift knob. Move the joystick FORWARD to upshift and BACKWARD to downshift (manual mode only). Figure 1.2.

Figure 1.2

1. Joystick
2. NEUTRAL Button
3. Shift Module Display
4. Shift-n-Cruise™ Speed Control Buttons
5. FUNCTION Button

NEUTRAL Button

Press and release the NEUTRAL button at any time to shift into Neutral.

Press and hold the NEUTRAL and FUNCTION buttons at the same time to list active fault codes on the instrument panel display.

Press and hold the NEUTRAL button, FUNCTION button and service brake at the same time to list inactive fault codes on the instrument panel display.
FUNCTION Button

Press and release the FUNCTION button to switch between automatic and manual mode, move into Reverse from a stop, and skip shift (manual mode only).

- Moving into reverse is FUNCTION button + DOWNSHIFT (pull back lever) at standstill.
- FUNCTION + UP/DOWNSHIFT results in a skip shift in manual mode at standstill and when driving.

Press and hold the FUNCTION button and NEUTRAL button at the same time to list active fault codes on the instrument panel display.

Press and hold the FUNCTION button, NEUTRAL button and service brake at the same time to list inactive fault codes on the instrument panel display.

Shift-n-Cruise™ Speed Control

WARNING

Only use the Shift-n-Cruise™ speed control feature when you operate a vehicle under normal operating conditions. Do not use this feature in heavy traffic or on winding, wet or slippery roads. These conditions can affect cruise control performance, which can result in loss of vehicle control, serious personal injury and damage to components.

Only use your finger to press the Shift-n-Cruise™ speed control PAUSE, RESUME or SET buttons located on the shift knob. If you use a screwdriver, ballpoint pen or any sharp item, a button can stick in the switch assembly and affect speed control operation. Damage to components can result.

Shift-n-Cruise buttons located on the shift module enable you to easily select speed control functions.

1. Press the SET button to select cruise speed.
2. Press the PAUSE button to temporarily deactivate speed control.
3. Press the RESUME button to return to the speed you selected at SET.

Instrument Panel and Shift Module Displays

Both the instrument panel display and the shift module display illuminate to provide operating information, as well as alert you that a system malfunction has occurred.

Instrument Panel Display

<table>
<thead>
<tr>
<th>Status</th>
<th>Display</th>
</tr>
</thead>
<tbody>
<tr>
<td>The system is performing a self-check.</td>
<td>CH</td>
</tr>
<tr>
<td>The transmission is in Neutral.</td>
<td>N</td>
</tr>
<tr>
<td>✶ = Automated mode (example shows 12th gear engaged)</td>
<td>✶ 12</td>
</tr>
<tr>
<td>No ✶ = Manual mode (example shows 12th gear engaged)</td>
<td>12</td>
</tr>
<tr>
<td>Reverse Low is engaged.</td>
<td>RL</td>
</tr>
<tr>
<td>Reverse High is engaged.</td>
<td>RH</td>
</tr>
<tr>
<td>System Malfunction</td>
<td>SM</td>
</tr>
<tr>
<td>System air is low.</td>
<td>AL</td>
</tr>
<tr>
<td>A clutch overload occurred.</td>
<td>CL</td>
</tr>
<tr>
<td>Clutch wear indicator (the clutch requires replacement)</td>
<td>CW</td>
</tr>
<tr>
<td>NO DATA (the SAE J1587 info is absent or possible loss of power to the transmission)</td>
<td>– –</td>
</tr>
<tr>
<td>The display line between the main transmission control unit (main TCU) and the ZF-FreedomLine transmission electronic controller (ZMTEC) is faulty.</td>
<td>EE</td>
</tr>
<tr>
<td>PTO 1 is activated. The transmission is in Neutral.</td>
<td>^ PN</td>
</tr>
<tr>
<td>PTO 1 and 2 are activated. Third gear is engaged as a starting gear.</td>
<td>✶ P3</td>
</tr>
<tr>
<td>High Temperature: TCU temperature is above threshold or transmission oil temperature is above threshold.</td>
<td>HT</td>
</tr>
<tr>
<td>Neutral Shift Timeout</td>
<td>NS</td>
</tr>
</tbody>
</table>

Neutral Shift Timeout

All truck OEMs except Freightliner LLC:
The system was designed to react as follows when the vehicle idles for extended periods while in-gear:
- Between 0 and 14 minutes: no outward changes
- Between 14 and 15 minutes: “NS” on the display, and you may have an audible alarm depending on vehicle configuration.
- 15th minute: Transmission attempts an automated shift to neutral

Any changes to service brake, accelerator pedal, gearshift position, etc., reset the timer. Timer was designed to not run during PTO operation or in the event of certain critical faults.
System Malfunction Warning

⚠️ WARNING

If a system malfunction occurs, the instrument panel display illuminates “SM” for system malfunction and you may have an audible alarm depending on vehicle configuration. When this warning occurs, you may be unable to shift the transmission. Do not continue to operate the vehicle. Serious personal injury and damage to components can result. Safely move the vehicle to the side of the road and call for assistance.

The instrument panel display illuminates SM for system malfunction. The shift module emits a single beep.

“SM” indicates that an active fault has occurred in the transmission.

What to do if a System Malfunction Occurs

Follow these procedures to move the vehicle to the side of the road and come to a safe stop.

1. Apply the brakes to slow the vehicle. Safely move the vehicle to the side of the road.

   NOTE: In most cases the vehicle can still be driven in a Manual mode (No Auto shifts) or may only be driven in a starting gear.

   ATTENTION: As some fault conditions lead to the transmission remaining in Neutral after coming to a Stop, be sure you are stopped in a safe place before determining if you can continue.

2. Stop the vehicle. Apply the parking brake.
3. Call OnTrac at 866-668-7221 for assistance.

System Self-Check Status

“CH” will display on the instrument panel while the TCU performs a system self-check. A self-check is performed when the ignition is turned ON. Typically, the self-check continues until the engine is started, but can last longer if the TCU is being powered-up for the first time or there is not enough air pressure for the transmission to finish self check.

- If the system self-check continues after the engine is started: Contact OnTrac at 866-668-7221 and request a transmission specialist.

System Air is Low

⚠️ WARNING

If “AL” displays on the instrument panel, the transmission control unit (TCU) has determined that system air pressure is low. Apply the brakes and safely move to the shoulder of the road. Shift into neutral and idle to allow air pressure to build-up. Do not drive the vehicle with “AL” on the display. Serious personal injury and damage to components can result.

“AL” will display on the instrument panel if the TCU determines that system air pressure is low. Apply the brakes and safely move to the shoulder of the road. Shift into neutral and idle to allow air pressure to build-up. Do not drive the vehicle with “AL” on the display. Do not turn the ignition OFF with “AL” on the display. The vehicle may shut down in gear and not start until air pressure is built-up again.

Clutch Overload Status

⚠️ WARNING

If “CL” displays on the instrument panel, the transmission control unit (TCU) has determined that the clutch is hot. Apply the brakes and safely move to the shoulder of the road. Shift into neutral and idle to allow the clutch to cool. Do not drive the vehicle with “CL” on the display. Serious personal injury and damage to components can result.

“CL” will display on the instrument panel if the TCU determines that the clutch is hot. Apply the brakes and safely move to the shoulder of the road. Shift into neutral and idle to allow the clutch to cool. Do not drive the vehicle with “CL” on the display.

Clutch Wear Warning

⚠️ WARNING

If “CW” displays on the instrument panel, the transmission control unit (TCU) has determined that the clutch is worn. Replace the clutch. Do not drive the vehicle more than 1,000 miles (1610 km) with a worn clutch. Serious personal injury and damage to components can result.

“CW” will display on the instrument panel if the TCU determines that the clutch is worn. Replace the clutch. Do not drive the vehicle more than 1,000 miles (1610 km) with a worn clutch.
**WARNING**

This vehicle is equipped with ZF-FreedomLine automated manual transmission. The vehicle can roll backward when stopped on a hill or grade, or when the vehicle is starting from a stop on a hill or grade. Serious personal injury and damage to components can result.

WHEN STOPPED ON A HILL OR GRADE: Press the brake pedal to keep the vehicle stationary.

WHEN STARTING FROM A STOP ON A HILL OR GRADE: Quickly move your foot from the brake pedal and firmly press the accelerator pedal.

### How to Shift the Transmission

1. Start the engine.
2. Allow air pressure in the system to reach the specified range on the gauge.

**NOTE:** When you shift from a forward gear to a reverse gear, or from a reverse gear to a forward gear, you must first shift into Neutral with the vehicle stationary. Depending on vehicle OEM (see your vehicle operator manual), you may be required to press the vehicle service brake before the system will allow a shift from neutral into gear. It is recommended to press the system brake whenever shifting from neutral into gear!

### Automatic Mode

**Switch Between Automatic and Manual Modes**
Press and release the FUNCTION button without moving the joystick.

**Shift Into Neutral at any Time**
Press and release the NEUTRAL button.

**To Prevent the Vehicle from Rolling Backward When Stopped on a Hill or Grade**
Press the brake pedal to keep the vehicle stationary.

**To Prevent the Vehicle from Rolling Backward When Starting from a Stop on a Hill or Grade**
Quickly move your foot from the brake pedal and firmly press the accelerator pedal.

**Shift Into a Forward Gear from Neutral at a Stop**
Move the joystick FORWARD.

---

### Manual Mode

**Switch Between Manual and Automatic Modes**
Press and release the FUNCTION button without moving the joystick.

**Shift Into Neutral at any Time**
Press and release the NEUTRAL button.

**To Prevent the Vehicle from Rolling Backward When Stopped on a Hill or Grade**
Press the brake pedal to keep the vehicle stationary.

**To Prevent the Vehicle from Rolling Backward When Starting from a Stop on a Hill or Grade**
Quickly move your foot from the brake pedal and firmly press the accelerator pedal.

**Shift Into a Forward Gear from Neutral at a Stop**
Move the joystick FORWARD.
Section 1
Introduction

Adjust the Starting Gear
1. Press and release the FUNCTION button as necessary to switch to manual mode.
2. Move the joystick FORWARD or BACKWARD.
3. Press and release the FUNCTION button to switch back to automatic mode.

Shift Into Low Reverse from Neutral at a Stop
1. Press and hold the brake pedal.
2. Press and hold the FUNCTION button. Move the joystick BACKWARD.
3. Release the FUNCTION button.

Shift Between Reverse Low and Reverse High While the Vehicle is Moving as Well as at Standstill
Move the joystick FORWARD to shift from Reverse Low to Reverse High.
Move the joystick BACKWARD to shift from Reverse High to Reverse Low.

Shift Between Forward Gears
Upshift One Gear
Move the joystick FORWARD.

Upshift Two Gears
1. Press and hold the FUNCTION button while you move the joystick FORWARD.
2. Release the FUNCTION button.

Downshift One Gear
Move the joystick BACKWARD.

Downshift Two Gears
1. Press and hold the FUNCTION button while you move the joystick BACKWARD.
2. Release the FUNCTION button.

Parking a Vehicle

**WARNING**

You must put the transmission into Neutral and follow the vehicle manufacturer’s procedures when you park a vehicle. If the transmission is in gear when you start the vehicle, the vehicle can suddenly move forward. Serious personal injury and damage to components can result.

1. Bring the vehicle to a stop.
2. Apply the parking brake. Refer to the vehicle manufacturer’s instructions for the correct procedures.

Shift Labels

1. Refer to the shift label affixed to the sun visor or instrument panel for instructions on how to shift the transmission.
2. If the label is missing or unreadable, call ArvinMeritor’s Commercial Aftermarket at 888-725-9355 to order a new label. Install the new label in the vehicle.

Operating ZF-FreedomLine Automated Transmission

To Prevent the Vehicle from Rolling BACKWARDS on a Hill or Grade at a Stop: Press the brake pedal.
When starting from a Stop: Quickly move your foot from the brake pedal and firmly press the accelerator pedal.

**WARNING**

This vehicle is equipped with a ZF-FreedomLine fully-automated manual transmission. The vehicle can roll BACKWARDS when stopped on a hill or grade, or when starting from a stop on a hill or grade. Serious personal injury and damage to components can result.

**WARNING**

When stopped on a hill or grade: Press the brake pedal.
When starting from a stop on a hill or grade: Quickly move your foot from the brake pedal and firmly press the accelerator pedal.

For more information, or to order ZF-FreedomLine Operator Manual TP-20170, call ArvinMeritor’s Customer Service Center at 800-535-5560.

This vehicle is equipped with a ZF-FreedomLine fully-automated manual transmission. The vehicle can roll BACKWARDS when stopped on a hill or grade, or when starting from a stop on a hill or grade. Serious personal injury and damage to components can result.
WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

When you work on an electrical system, the possibility of electrical shock exists, and sparks can ignite flammable substances. You must always disconnect the battery ground cable before you work on an electrical system to prevent serious personal injury and damage to components.

Before You Make a Warranty Repair on a ZF-FreedomLine Transmission

Call OnTrac at 866-668-7221 for approval. You’ll be asked to provide the transmission's model number, mileage, in-service date, serial number, VIN number and the reason for the repair.

Fault Codes and Volt-Ohm Meter (VOM) Diagnostics

ZF-FreedomLine transmission control unit (TCU) uses a series of fault codes to identify system malfunctions that the TCU detects and stores into memory.

After you retrieve a fault code from the instrument panel display and identify the fault, use a volt-ohm meter (VOM) to test the area where the fault code indicates that the malfunction has occurred. An authorized distributor/dealer should repair the fault.

Fault Codes

ZF-FreedomLine transmission control unit (TCU) uses a series of fault codes to identify system malfunctions that the TCU detects and stores into memory.

After you retrieve a fault code from the instrument panel display and identify the fault, use a volt-ohm meter to test the area where the fault code indicates that the malfunction has occurred. An authorized ZF-FreedomLine distributor or dealer should repair the fault.

Test and Repair Faults

1. Retrieve the fault codes.
2. Use a Volt-Ohm meter to test the areas where the fault codes indicate that malfunctions have occurred in the system.
   - **Active Faults**: Have a ZF-FreedomLine-authorized technician repair the fault.
   - **Inactive Faults**: Have a ZF-FreedomLine-authorized technician verify that the fault was previously repaired. Repair faults, if necessary.
3. Clear all fault codes from TCU memory.

How to Retrieve Active and Inactive SAE and ISO Fault Codes from the Instrument Panel Display Using the ZF-FreedomLine Transmission Shifter

**NOTE**: The vehicle must be stationary to retrieve active fault codes.

1. Park the vehicle and set the parking brake. Turn the engine OFF, but leave the ignition ON. Prepare to record the fault codes before you begin to retrieve them from the instrument panel display.
2. Use the following procedures to retrieve active and inactive SAE and ISO fault codes.

Active SAE and ISO Fault Codes

**NOTE**: All active fault codes will steadily display for approximately 1-1/2 seconds each. **Ignore fault codes that flash**. When the TCU has listed all active fault codes, the list will repeat.

<table>
<thead>
<tr>
<th>Shifter</th>
<th>Active SAE Display Codes</th>
<th>Active ISO Display Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>FreedomLine Transmission Shifter</td>
<td>Neutral + Function</td>
<td>Neutral + Function + Downshift</td>
</tr>
</tbody>
</table>

1. The TCU will begin to list the active fault codes on the instrument panel display.
2. Record the fault codes.

**NOTE**: ISO display codes may not be available on vehicles built prior to January 2006.

3. When you’re finished retrieving fault codes, release the NEUTRAL and FUNCTION buttons. Turn the ignition OFF.
Section 2
Fault Code Diagnostics

Inactive Fault Codes

NOTE: All inactive fault codes will steadily display for approximately 1-1/2 seconds each. Ignore fault codes that flash. When the TCU has listed all inactive fault codes, the list will repeat.

<table>
<thead>
<tr>
<th>Shifter</th>
<th>Inactive SAE Display Codes</th>
<th>Inactive ISO Display Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>FreedomLine Transmission Shifter</td>
<td>“With brake pedal depressed” Neutral + Function</td>
<td>“With brake pedal depressed” Neutral + Function + Downshift</td>
</tr>
</tbody>
</table>

1. The TCU will begin to list the inactive fault codes on the instrument panel display.
2. Record the fault codes.

NOTE: ISO display codes may not be available on vehicles built prior to January 2006.

3. When you’re finished retrieving fault codes, release the NEUTRAL and FUNCTION buttons, and the service brake. Turn the ignition OFF.

To View Active or Inactive Fault Codes Again
Repeat the previous steps.

How to Clear Inactive Fault Codes from TCU Memory

NOTE: Inactive faults are repaired active faults that have not been cleared from TCU memory.

1. The vehicle must be stationary to clear inactive fault codes. Park the vehicle and set the parking brake. Turn the engine OFF. Turn the ignition OFF.
2. Press and hold the NEUTRAL button and the FUNCTION button at the same time.
3. Turn the ignition ON. Do not start the engine. Count to three and release both buttons.
4. Count to three and press and hold the NEUTRAL button and the FUNCTION button at the same time.
5. Turn the ignition OFF. Count to three and release both buttons. The fault codes will be cleared from TCU memory.

How to Retrieve Active and Inactive SAE and ISO Fault Codes from the Instrument Panel Display Using a Steering Column-Mount Shift Lever

NOTE: The vehicle must be stationary.

1. Park the vehicle and set the parking brake. Turn the engine OFF, but leave the ignition ON. Prepare to record the fault codes before you begin to retrieve them from the instrument panel display.
2. Use the following procedures to retrieve active and inactive SAE and ISO fault codes.

Active Fault Codes

NOTE: All active fault codes will steadily display for approximately 1-1/2 seconds each. Ignore fault codes that flash. When the TCU has listed all active fault codes, the list will repeat.

<table>
<thead>
<tr>
<th>Shifter</th>
<th>Active SAE Display Codes</th>
<th>Active ISO Display Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analog Shifter (Freightliner and Sterling Vehicles Only)</td>
<td>Neutral + Manual + Up</td>
<td>Neutral + Manual + Down</td>
</tr>
</tbody>
</table>

1. The TCU will begin to list the active fault codes on the instrument panel display.
2. Record the fault codes. When you’re finished, turn the ignition OFF.

NOTE: ISO display codes may not be available on vehicles built prior to January 2006.

- To view the fault codes again: Repeat Step 1.

Inactive Fault Codes

NOTE: All inactive fault codes will steadily display for approximately 1-1/2 seconds each. Ignore fault codes that flash. When the TCU has listed all active fault codes, the list will repeat.

<table>
<thead>
<tr>
<th>Shifter</th>
<th>Inactive SAE Display Codes</th>
<th>Inactive ISO Display Codes</th>
</tr>
</thead>
</table>
Section 2
Fault Code Diagnostics

3. The TCU will begin to list the inactive fault codes on the instrument panel display.

4. Record the fault codes. When you’re finished, turn the ignition OFF.
   • To view the fault codes again: Repeat Step 1.

NOTE: ISO display codes may not be available on vehicles built prior to January 2006.

How to Clear Inactive Fault Codes from the Instrument Panel Display Using a Steering Column-Mount
Shift Lever

1. Turn the ignition OFF.
2. Select Neutral and manual mode on the shift lever. Pull and hold the shift lever in the UPSHIFT position.
3. Turn the ignition ON. Wait three seconds.
   Release the shift lever. Wait three seconds.
4. Pull and hold the lever in the UPSHIFT position.
5. Turn the ignition OFF. Wait three seconds.
   Release the shift lever.
6. Check that the inactive fault codes have been cleared from the instrument panel display.
   • If the fault codes have not cleared: Repeat this procedure.

How to Retrieve Active and Inactive ISO Fault Codes from the Instrument Panel Display Using SAE J1939 Push-Button Shift Lever

NOTE: The vehicle must be stationary.

1. Park the vehicle and set the parking brake. Turn the engine OFF, but leave the ignition ON. Prepare to record the fault codes before you begin to retrieve them from the instrument panel display.
2. Use the following procedures to retrieve active and inactive ISO fault codes.

NOTE: This shift lever does not retrieve SAE fault codes. ISO fault codes only.

Active ISO Fault Codes

NOTE: All active fault codes will steadily display for approximately 1-1/2 seconds each. Ignore fault codes that flash. When the TCU has listed all active fault codes, the list will repeat.

<table>
<thead>
<tr>
<th>Shift Lever Type</th>
<th>Active ISO Display Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAE J1939 Push-Button (ITE Vehicles)</td>
<td>Press and hold up-shift button while lever is in Neutral</td>
</tr>
</tbody>
</table>

1. The TCU will begin to list the active fault codes on the instrument panel display.
2. Record the fault codes. When you’re finished, turn the ignition OFF.
   • To view the fault codes again: Repeat Step 1.

Inactive ISO Fault Codes

All active fault codes will steadily display for approximately 1-1/2 seconds each. Ignore fault codes that flash. When the TCU has listed all active fault codes, the list will repeat.

<table>
<thead>
<tr>
<th>Shift Lever Type</th>
<th>Inactive ISO Display Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAE J1939 Push-Button (ITE Vehicles)</td>
<td>With brake pedal depressed: Press and hold up-shift button while lever is in Neutral</td>
</tr>
</tbody>
</table>

1. The TCU will begin to list the active fault codes on the instrument panel display.
2. Record the fault codes. When you’re finished, turn the ignition OFF.
   • To view the fault codes again: Repeat Step 1.

How to Clear Inactive Fault Codes from the Instrument Panel Display Using SAE J1939 Push-Button Shift Lever

1. Turn the ignition “OFF.”
2. Wait until all shift lever LEDs are off.
3. Turn ignition “ON” (do not start engine).
4. Wait until only Neutral LED is lit.
5. Immediately press up-shift button.
6. Wait 3 seconds.
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7. Release up-shift button.
8. Wait 3 seconds.
9. Press up-shift button.
10. Turn ignition “OFF”.
11. Wait until all shift lever LEDs are off.
12. Release up-shift button.
13. Check that the inactive fault codes have been cleared from the instrument panel display.

• If the fault codes have not cleared: Repeat this procedure.
### SAE J1587 Fault Code Repair Instructions

<table>
<thead>
<tr>
<th>SAE J1587 Fault Code</th>
<th>Instrument Panel Display Fault Code</th>
<th>Fault Description</th>
<th>Repair Instructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 3 SID 14</td>
<td><strong>20</strong> 3 SID 14</td>
<td>Short circuit to positive of the output ACC (power conversion enable signal for ZMTEC and continuation signal for voltage doubler and voltage supply to output speed sensor #2)</td>
<td>Complete the electrical requirements flowchart. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>20 5 SID 14</td>
<td><strong>20</strong> 5 SID 14</td>
<td>Open circuit of the output ACC (power conversion enable signal for ZMTEC and continuation signal for voltage doubler and voltage supply to output speed sensor #2)</td>
<td>Complete the electrical requirements flowchart. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>20 6 SID 14</td>
<td><strong>20</strong> 6 SID 14</td>
<td>Short circuit to ground of the output ACC (power conversion enable signal for ZMTEC and continuation signal for voltage doubler and voltage supply to output speed sensor #2)</td>
<td>Complete the electrical requirements flowchart. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>21 0 PID 15</td>
<td><strong>21</strong> 0 PID 15</td>
<td>ECU temperature too high</td>
<td>If an ISO fault code 128 exists, address it first. Check for obstructions within the transmission cooler, cooler lines and by-pass valve. Check the oil level. Both low and high oil levels can lead to overheating.</td>
</tr>
<tr>
<td>21 2 PID 15</td>
<td><strong>21</strong> 2 PID 15</td>
<td>Error on ECU temperature sensor signal</td>
<td>The upper part of the transmission TCU requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>31 3 PID 1F</td>
<td><strong>31</strong> 3 PID 1F</td>
<td>Short circuit to positive of the range position sensor</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>31 5 PID 1F</td>
<td><strong>31</strong> 5 PID 1F</td>
<td>Open circuit of the range position sensor</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>31 6 PID 1F</td>
<td><strong>31</strong> 6 PID 1F</td>
<td>Short circuit to ground of the range position sensor</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
</tbody>
</table>
### Section 2
### Fault Code Diagnostics

**SAE Fault Code Repair Instructions**

<table>
<thead>
<tr>
<th>SAE J1587 Fault Code</th>
<th>Instrument Panel Display Fault Code</th>
<th>Fault Description</th>
<th>Repair Instructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>31 7 PID 1F</td>
<td>Range position sensor signal</td>
<td>Using TransSoft, verify that the engagement position sensor counts are outside of the nominal range: 80 to 120 or 530 to 580. The measured values should not drift or show signal disturbances after engagement shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty, replace the lower part of TCU. For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>31 13 PID 1F</td>
<td>Self-adjustment fault of range position sensor</td>
<td>If the TCU has not just been installed, complete the pneumatic requirements flowchart. If the TCU has just been installed, the range actuator did not correctly engage into the rail. Using TransSoft, verify that the range position sensor counts are outside of the nominal range: 80 to 130 or 490 to 590. If so, remove the TCU and reinstall it.</td>
<td></td>
</tr>
<tr>
<td>32 3 PID 20</td>
<td>Short circuit to positive of the splitter position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>32 5 PID 20</td>
<td>Open circuit of the splitter position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>32 6 PID 20</td>
<td>Short circuit to ground of the splitter position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>32 7 PID 20</td>
<td>Splitter position sensor signal leaves engaged position during driving</td>
<td>Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 140 or 500 to 620. The measured values should not drift or show signal disturbances after splitter shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU.</strong> For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
<td></td>
</tr>
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### SAE Fault Code Repair Instructions

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</table>
| 32 13 PID 20         | PID 20                             | Splitter position sensor self-adjustment fault  
**NOTE:** The gear engage position sensor is unable to cycle. | If the TCU has not just been installed, complete the pneumatic requirements flowchart.  
If the TCU has just been installed, the splitter actuator did not correctly engage into the rail. Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 140 or 500 to 650. If so, remove the TCU and reinstall it. |
| 33 2 PID 21          | Error on clutch cylinder position   | Verify that the release bearing is correctly engaged to the clutch.  
Complete the pneumatic requirements flowchart: Verify air supply/air quality.  
Using TransSoft, under the clutch info tab, verify clutch absolute stroke: Engine must be running and transmission in neutral: Absolute clutch stroke > 58-60 mm, replace clutch assembly: If absolute clutch stroke is not between 27-60 mm, replace the clutch actuator: If issue still not resolved, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 33 13 PID 21         | Error in clutch self-adjustment process  
**NOTE:** The clutch is unable to cycle. | If error occurs immediately after engine startup, then check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, possible glazed clutch disc, jammed clutch actuator rod, etc.). Address any issues as necessary. If nothing is found, grease the interface between the fork and the release bearing (this includes the tips of the forks as well as the side walls of the release bearing). If clutch actuator does not move when engine is started, replace clutch actuator. |
| 33 14 PID 21         | Clutch actuator position sensor voltage supply too high or too low | Unplug the clutch actuator connector at the TCU. Check for 4.6 to 5.8 VDC between pins 15 and 16 of the TCU. If the voltage level is within this range, replace the clutch actuator; if the voltage level is outside of this range, replace the upper part of the TCU.  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 34 3 PID 22          | Short circuit to positive at output stage to the clutch actuator assembly solenoids | If possible, retrieve ISO fault code using TransSoft or if applicable, perform procedure for retrieving fault codes using the transmission shift lever. Follow the ISO fault code repair instructions. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 34 5 PID 22          | Open circuit at output stage to the clutch actuator assembly solenoids | If possible, retrieve ISO fault code using TransSoft or if applicable, perform procedure for retrieving fault codes using the transmission shift lever. Follow the ISO fault code repair instructions. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 34 6 PID 22          | Short circuit to ground at output stage to the clutch actuator assembly solenoids | If possible, retrieve ISO fault code using TransSoft or if applicable, perform procedure for retrieving fault codes using the transmission shift lever. Follow the ISO fault code repair instructions. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
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<td>34</td>
<td>7 PID</td>
<td>22</td>
<td>Mechanical failure of the clutch actuator assembly solenoids</td>
<td>If possible, retrieve ISO fault code using TransSoft or if applicable, perform procedure for retrieving fault codes using the transmission shift lever. Follow the ISO fault code repair instructions. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>35</td>
<td>3 SID</td>
<td>23</td>
<td>Short circuit to positive at the output stage to the high range solenoid (Y9)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>35</td>
<td>5 SID</td>
<td>23</td>
<td>Open circuit at the output stage to the high range solenoid (Y9)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>35</td>
<td>6 SID</td>
<td>23</td>
<td>Short circuit to ground at the output stage to the high range solenoid (Y9)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>36</td>
<td>3 SID</td>
<td>24</td>
<td>Short circuit to positive at the output stage to the low range solenoid (Y8)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>36</td>
<td>5 SID</td>
<td>24</td>
<td>Open circuit at the output stage to the low range solenoid (Y8)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>36</td>
<td>6 SID</td>
<td>24</td>
<td>Short circuit to ground at the output stage to the low range solenoid (Y8)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
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<td><strong>FMI</strong></td>
<td><strong>Instrument Panel Display Fault Code</strong></td>
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<td>37</td>
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<td>SID</td>
<td>25</td>
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<tr>
<td>37</td>
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<td>SID</td>
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<tr>
<td>38</td>
<td>3</td>
<td>SID</td>
<td>26</td>
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<tr>
<td>38</td>
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<td>SID</td>
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<td>38</td>
<td>6</td>
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<tr>
<td>39</td>
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<tr>
<td>39 5 SID 27</td>
<td></td>
<td></td>
<td>Open circuit at the output stage to the rail select #1 solenoid (Y4)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>39 6 SID 27</td>
<td></td>
<td></td>
<td>Short circuit to ground at the output stage to the rail select #1 solenoid (Y4)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>40 3 SID 28</td>
<td></td>
<td></td>
<td>Short circuit to positive at the output stage to the gear engage #1 solenoid (Y6)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>40 5 SID 28</td>
<td></td>
<td></td>
<td>Open circuit at the output stage to the gear engage #1 solenoid (Y6)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>40 6 SID 28</td>
<td></td>
<td></td>
<td>Short circuit to ground at the output stage to the gear engage #1 solenoid (Y6)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>43 2 PID 2B</td>
<td></td>
<td></td>
<td>Error on &quot;Ignition lock&quot; signal (terminal 15)</td>
<td>Verify voltage at pin 6/7 of the doubler. Key on voltage should be 24 volts nominal. If &lt; 18 volts, replace the transmission voltage doubler. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>48 3 SID 30</td>
<td></td>
<td></td>
<td>Short circuit to positive of the gear engage position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
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<tr>
<td>48 5 SID 30</td>
<td>Open circuit of the gear engage position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>48 6 SID 30</td>
<td>Short circuit to ground of the gear engage position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>48 7 SID 30</td>
<td>Gear engage position sensor leaves engaged position during driving</td>
<td>Using TransSoft, verify that the engagement position sensor counts are outside of the nominal range: 80 to 120 or 530 to 580. The measured values should not drift or show signal disturbances after engagement shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
</tr>
</tbody>
</table>
| 48 13 SID 30 | Self adjustment error of gear engage position sensor  
NOTE: The gear engage position sensor is unable to cycle. | If the TCU has not just been installed, complete the pneumatic requirements flowchart. When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.  
If the TCU has just been installed, the engagement actuator did not correctly engage into the rail. Using TransSoft, verify that the engagement position sensor counts are outside of the nominal range: 300 to 350.  
If so, remove the TCU and reinstall it. |
| 50 3 SID 32 | Short circuit to positive at the output stage to the rail select #2 solenoid (Y5) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
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### SAE Fault Code Repair Instructions

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<tbody>
<tr>
<td>Fault FMI PID/SID</td>
<td>Fault Description</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>50 5 S ID 32</td>
<td>Open circuit at the output stage to the rail select #2 solenoid (Y5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50 6 S ID 32</td>
<td>Short circuit to ground at the output stage to the rail select #2 solenoid (Y5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51 3 S ID 33</td>
<td>Short circuit to positive at the output stage to the gear engage #2 solenoid (Y7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51 5 S ID 33</td>
<td>Open circuit at the output stage to the gear engage #2 solenoid (Y7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51 6 S ID 33</td>
<td>Short circuit to ground at the output stage to the gear engage #2 solenoid (Y7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>54 3 S ID 36</td>
<td>Short circuit to positive at the output stage to the inertia brake solenoid (Y1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>54 5 S ID 36</td>
<td>Open circuit at the output stage to the inertia brake solenoid (Y1)</td>
<td></td>
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**NOTE:** The following repair instructions pertain to active faults only. For information and instructions about inactive faults, please contact OnTrac at 866-668-7221 and request a transmission specialist.
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<tr>
<td>54 6 SID 36</td>
<td>Short circuit to ground at the output stage to the inertia brake solenoid (Y1)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>55 7 SID 37</td>
<td>Clutch engagement/disengagement fault</td>
<td>Complete the pneumatic requirements flowchart. Verify air supply/air quality. Remove and inspect clutch actuator filter screen for contamination. If the root cause of the issue is not found, then check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, possible glazed clutch disc, jammed clutch actuator rod, etc. Address any issues as necessary. If the root cause is not identified, then obtain the ISO fault codes and address the appropriate repair instructions. If clutch actuator does not move when engine is started, replace clutch actuator.</td>
<td></td>
</tr>
<tr>
<td>56 7 SID 38</td>
<td>Range shift engagement/dischengagement fault</td>
<td>Complete the pneumatic requirements flowchart. The range actuator did not correctly engage into the rail. Using TransSoft, verify that the range position sensor counts are outside of the normal range: 80 to 130 or 490 to 590. The measured values should not drift or show signal disturbances after range shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>57 2 SID 39</td>
<td>Shift lever error ZF-FreedomLine shifter Analog shift lever (Freightliner and Sterling vehicles only) SAE J1939 push-button shift lever (ITE vehicles) fault description for SAE J1939 shift lever Error on “CAN TC1” message “Requested Gear”</td>
<td>First check all wiring harness connections between the shift lever and the ZMTEC and the ZMTEC and the GS3. If they look good (no damaged pins, correctly set home, etc.), then do the following. Check for continuity (0.0 to 0.5 ohms) between pins 1 and 8 of the shift lever harness connector (J10) and pin G3 of the ZMTEC connector (J3). Check for continuity between pin 3 of the shift lever harness connector (J10) and ground. Check for continuity between pin 9 of the shift lever harness connector (J10) and pin F1 of the ZMTEC connector (J3). Also check for shorts between these circuits and all other pins in the wiring harness. If these resistances check out okay and no short circuits exist, replace the shift lever assembly. For diagnostic procedures concerning the Freightliner SmartShift lever and the push-button shift lever for International trucks, contact the applicable OEM. For assistance, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
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<tr>
<td><strong>Fault</strong></td>
<td><strong>FMI</strong></td>
<td><strong>PID/SID</strong></td>
<td><strong>Fault Description</strong></td>
<td><strong>NOTE:</strong> The following repair instructions pertain to active faults only. For information and instructions about inactive faults, please contact OnTrac at 866-668-7221 and request a transmission specialist.</td>
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<td>57</td>
<td>14</td>
<td>SID</td>
<td>39</td>
<td>ZF CAN timeout</td>
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<tr>
<td>58</td>
<td>7</td>
<td>SID</td>
<td>3A</td>
<td>Main transmission engagement/disengagement fault</td>
</tr>
<tr>
<td>59</td>
<td>7</td>
<td>SID</td>
<td>3B</td>
<td>Rail select cylinder engagement/disengagement fault</td>
</tr>
<tr>
<td>60</td>
<td>3</td>
<td>PID</td>
<td>3C</td>
<td>Short circuit to positive of the rail select position sensor</td>
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</table>
| 60    | 5   | PID     | 3C                        | PID        | Open circuit of the rail select position sensor | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 60    | 6   | PID     | 3C                        | PID        | Short circuit to ground of the rail select position sensor | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 60    | 13  | PID     | 3C                        | PID        | Gate select sensor self-adjustment error | If the TCU has not just been installed, complete the pneumatic requirements flowchart.  
If the TCU has just been installed, the gate selector actuator did not correctly engage into the rail. Using TransSoft, verify that the gate selector position sensor counts are outside of the nominal range: 70 to 120 to 120 or 500 to 580. If so, remove the TCU and reinstall it. |
| 61    | 7   | SID     | 3D                        | SID        | Splitter cylinder engagement/disengagement fault | Complete the pneumatic requirements flowchart:  
The splitter group does not changeover to new position in defined time. Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 140 or 500 to 620.  
The measured values should not drift or show signal disturbances after splitter shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. **Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU.**  
For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist. |
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<td>63 14 SID 3F</td>
<td>Error on output shaft speed sensor #2 (the lower one)</td>
<td>Clear the faults first and switch the OSS #1 and OSS #2 connectors. Test drive the vehicle so that an OSS code is set. If the code stays with the same speed sensor (#1 or #2), then replace the appropriate wiring harness (either the transmission wiring harness or the clutch actuator wiring harness which is integrated into the clutch actuator). If the code switches to the other speed sensor (from #1 to #2 or from #2 to #1), replace the appropriate speed sensor. If these steps don’t identify the inoperative component, move onto the next set of instructions. Remove and troubleshoot the transmission wiring harness. Pin 7 of the TCU connector (J1) and pin 3 of the output shaft speed sensor #2 connector (J5) should have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the wiring harness. If not, replace the output shaft speed sensor.</td>
<td></td>
</tr>
<tr>
<td>106 0 PID 6A</td>
<td>Faulty transmission air pressure regulator valve</td>
<td>Complete the pneumatic requirements flowchart. If the root cause is not found, use TransSoft to verify that the transmission’s pressure reduction valve is regulating the air pressure to 102.5 ± 4 psi. Replace the air pressure regulator as necessary.</td>
<td></td>
</tr>
<tr>
<td>106 14 PID 6A</td>
<td>Error on pressure sensor signal (TCU internal)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the pressure sensor.</td>
<td></td>
</tr>
<tr>
<td>150 7 SID 96</td>
<td>Engagement/disengagement fault of PTO 1 and/or PTO 2 (The transmission TCU has requested that the PTO turn on or off and it has not)</td>
<td>Complete the PTO requirements flowchart. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>150 14 SID 96</td>
<td>PTO 1 and/or PTO 2 fault acknowledgement (The PTO is active but the transmission hasn’t requested it)</td>
<td>Complete the PTO requirements flowchart. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>151 14 SID 97</td>
<td>Plausibility error between transmission input speed and output speed (The actual speeds registered by the input shaft and output shaft speed sensors do not match the expected ratios)</td>
<td>Using TransSoft, check the main TCU for programming mistakes (the programming is gear-dependent and must reflect the actual transmission model). For assistance, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. If the programming is incorrect, an OnTrac representative will assist you.</td>
<td></td>
</tr>
<tr>
<td>152 3 SID 98</td>
<td>Short circuit to positive at the output stage to the main solenoid (Y1)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** The following repair instructions pertain to active faults only. For information and instructions about inactive faults, please contact OnTrac at 866-668-7221 and request a transmission specialist.
### SAE Fault Code Repair Instructions

<table>
<thead>
<tr>
<th>SAE J1587 Fault Code</th>
<th>PID/ SID</th>
<th>Instrument Panel Display</th>
<th>Fault Code</th>
<th>Fault Description</th>
<th>Repair Instructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>152 5  SID 98</td>
<td></td>
<td></td>
<td>Open circuit at the output stage to the main solenoid (Y1)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>152 6  SID 98</td>
<td></td>
<td></td>
<td>Short circuit to ground at the output stage to the main solenoid (Y1)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>153 14  SID 99</td>
<td></td>
<td></td>
<td>Error on ISO 14230 communications line</td>
<td>Remove and troubleshoot the transmission wiring harness. Pin 2 of the TCU connector (J1) and pin F3 of the ZMTEC connector (J3) should have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the wiring harness; if not, replace the ZMTEC.</td>
<td></td>
</tr>
<tr>
<td>154 14  SID 9A</td>
<td></td>
<td></td>
<td>Error on both output speed signals</td>
<td>Inspect the output shaft speed sensors and corresponding wiring harnesses for obvious signs of damage including corrosion within the connectors. If nothing is found, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>161 14  PID A1</td>
<td></td>
<td></td>
<td>Input shaft speed sensor fault</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>177 2  PID B1</td>
<td></td>
<td></td>
<td>Oil temperature sensor fault</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
</tbody>
</table>
## Section 2
### Fault Code Diagnostics

**SAE Fault Code Repair Instructions**

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<tr>
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<tbody>
<tr>
<td>191 14 PID BF</td>
<td></td>
<td>Output shaft speed sensor #1 faulty or both sources of vehicle speed are inoperative. <strong>NOTE:</strong> Output shaft speed sensor #1 is a three wire sensor that plugs into the clutch actuator wiring harness. It does not have convoluted tubing.</td>
<td>It is highly recommended that the ISO fault codes be retrieved and used for troubleshooting instead of SAE code PID 191 FMI 14. If the ISO fault codes are not available, then proceed as follows. Check the ABS, engine and VECU (if applicable) for fault codes that pertain to the SAE J1939 data bus. If none are found, then proceed to the next step. Clear the faults first and switch the OSS #1 and OSS #2 connectors. Test drive the vehicle such that an OSS code is set. If the code stays with the same speed sensor (#1 or #2) then replace the appropriate wiring harness (either the transmission wiring harness or the clutch actuator). If the code switches to the other speed sensor (from #1 to #2 or from #2 to #1), replace the appropriate speed sensor. If these steps don’t identify the faulty component, then do the following. Remove and troubleshoot the clutch actuator wiring harness. Pin 1 of the driver side TCU connector and pin 4 of the lower output shaft speed sensor connector (sensor #1) should have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the clutch actuator, if not, replace the output shaft speed sensor #1.</td>
</tr>
<tr>
<td>230 14 SID E6</td>
<td></td>
<td>Permanent idle signal <strong>NOTE:</strong> The idle switch is built into the accelerator pedal and is d into the engine controller, not the transmission controller, or main TCU. The main TCU receives the status of the idle switch over the SAE J1939 bus. The transmission is receiving contradictory messages indicating that the idle switch is open (truck is idling) and the accelerator pedal is pressed (truck is not idling).</td>
<td>Using TransSoft, troubleshoot the idle switch and the status of the pedal. Refer to the OEM for details should repair work be necessary.</td>
</tr>
<tr>
<td>231 7 SID E7</td>
<td></td>
<td>Engine does not react to torque intervention</td>
<td>The ECM did not react correctly to an SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct for a fault SAE J1939 data link. Check for engine codes that would cause the engine to go into derate mode. (Fuel restriction, air restriction, high temp, low coolant etc.)</td>
</tr>
<tr>
<td>231 11 SID E7</td>
<td></td>
<td>The SAE J1939 bus is not functioning correctly. Can error frames or can queue overrun. <strong>NOTE:</strong> The backbone of the SAE J1939 bus is terminated at each end with a 120 ohm resistor. Each component communicating over the bus must connect into the backbone.</td>
<td>Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue. <strong>NOTE:</strong> The resistance across pins C and D of the 9 pin diagnostic connector will be about 60 ohms if both terminating resistors are in place (120 ohms if only one is installed).</td>
</tr>
</tbody>
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## SAE Fault Code Repair Instructions

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<tr>
<td>231 14 SID E7</td>
<td>The main TCU has not received expected SAE J1939 communications From the engine ECM, body controller, or ABS ECU. This fault can occur when the message is faulty or missing.</td>
<td>Either there is an issue with the vehicle's SAE J1939 data link causing the TCU not to receive an expected SAE J1939 message or the TCU has received an SAE J1939 message with information that is not within specifications. Verify that the engine and ABS systems are approved with the ZF-FreedomLine transmission and that all settings are correct. If so, follow your OEM's SAE J1939 diagnostic procedures to correct the issue.</td>
<td></td>
</tr>
<tr>
<td>248 3 SID F8</td>
<td>Short circuit to positive at output SD to display (The display will read “EE”)</td>
<td>Troubleshoot the ZF-FreedomLine transmission wiring harness. Pin 9 of the TCU connector (J1) and pin F2 of the ZMTEC connector (J3) should all have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the wiring harness. If not, replace the ZMTEC.</td>
<td></td>
</tr>
<tr>
<td>248 6 SID F8</td>
<td>Short circuit to ground at output SD to display (The display will read “EE”)</td>
<td>Troubleshoot the ZF-FreedomLine transmission wiring harness. Pin 9 of the TCU connector (J1) and pin F2 of the ZMTEC connector (J3) should all have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the wiring harness. If not replace the ZMTEC.</td>
<td></td>
</tr>
<tr>
<td>251 0 SID FB</td>
<td>High voltage (voltage doubler 24 volt output too high)</td>
<td>The transmission voltage doubler requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>251 1 SID FB</td>
<td>Low voltage (vehicle electrical system or voltage doubler output too low). If no issues are found with the vehicle electrical system, verify all inputs and outputs at the transmission voltage doubler.</td>
<td>Complete the electrical requirements flowchart. If no issues are found with the vehicle electrical system, verify all inputs and outputs at the transmission voltage doubler. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>253 14 SID FD</td>
<td>EOL EEPROM fault</td>
<td>If the transmission has just been programmed, cycle the key (remain in the off position for 10 seconds) If the transmission has not just been programmed, then the EOL parameters need to be updated. This can be accomplished with TransSoft. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. Should the EOL parameter values check out, and the code not clear, replace the upper part of the transmission TCU.</td>
<td></td>
</tr>
<tr>
<td>254 12 SID FE</td>
<td>Cut-off relay in ECU does not switch off</td>
<td>The transmission TCU top half requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>254 13 SID FE</td>
<td>No voltage supply at pin 30 or cut-off relay in ECU does not switch on</td>
<td>The transmission TCU top half requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
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Section 2
Fault Code Diagnostics

SAE Fault Code Repair Instructions

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</thead>
<tbody>
<tr>
<td>254 14 SID FE</td>
<td>Main TCU fault</td>
<td></td>
<td>If issue occurs during transmission software upgrade, replace the upper part of the transmission TCU. Cycling the key off and then back on too quickly can cause this fault to log active. Ensure that the key is left in the off position at least 5 seconds before turning it back on. If this does not resolve the issue, complete the electrical requirements flowchart. If no issues are found, replace the upper part of the transmission TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>255 11 SID FF</td>
<td>ZMTEC does not recognize the ISO</td>
<td></td>
<td>Troubleshoot the ZF FreedomLine transmission harness. Check for open circuit between pin-2 of the TCU connector (J1) vehicle side and pin F3 of the ZMTEC connector (J3). Replace ZMTEC if no open circuit detected.</td>
</tr>
</tbody>
</table>
## ISO Fault Code Diagnostics

**NOTE:** ISO display codes may not be available on vehicles built prior to January 2006.

<table>
<thead>
<tr>
<th>ISO Fault Identifier</th>
<th>ISO Display Fault Codes (J587 Display)</th>
<th>Fault Description</th>
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</tr>
</thead>
</table>
| 2                    | 2                                      | Short circuit to ground at the output stage to the splitter direct solenoid (Y2) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 3                    | 3                                      | Short circuit to ground at the output stage to the splitter indirect solenoid (Y3) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 4                    | 4                                      | Short circuit to ground at the output stage to the rail select #1 solenoid (Y4) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 5                    | 5                                      | Short circuit to ground at the output stage to the rail select #2 solenoid (Y5) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 6                    | 6                                      | Short circuit to ground at the output stage to the gear engage #1 solenoid (Y6) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 7                    | 7                                      | Short circuit to ground at the output stage to the gear engage #2 solenoid (Y7) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
## ISO Fault Code Diagnostics

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</thead>
</table>
| 8                    | 8                                      | Short circuit to ground at the output stage to the low range solenoid (Y8) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 9                    | 9                                      | Short circuit to ground at the output stage to the high range solenoid (Y9) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 10                   | A                                      | Short circuit to ground at the output stage to the main solenoid (Y1) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 17                   | 11                                     | Short circuit to ground at the output stage to the inertia brake solenoid (Y1) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 18                   | 12                                     | Short circuit to ground at the output stage to slow disengagement clutch valve | Measure the resistance between pin 9 and pin 16 of clutch actuator connector.  
Nominal value should be 14-16 ohms.  
If resistance is < 14 ohms, exchange clutch actuator.  
If resistance is within correct range, exchange TCU top assembly. |
| 19                   | 13                                     | Short circuit to ground at the output stage to slow engagement clutch valve | Measure the resistance between pin 7 and pin 16 of clutch actuator connector.  
Nominal value should be 14-16 ohms.  
If resistance is < 14 ohms, exchange clutch actuator.  
If resistance is within correct range, exchange TCU top assembly. |
| 20                   | 14                                     | Short circuit to ground at the output stage to fast disengagement clutch valve | Measure the resistance between pin 12 and pin 17 of clutch actuator connector.  
Nominal value should be 14-16 ohms.  
If resistance is < 14 ohms, exchange clutch actuator.  
If resistance is within correct range, exchange TCU top assembly. |
### ISO Fault Code Diagnostics

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<tr>
<td>21</td>
<td>15</td>
<td>Short circuit to ground at the output stage to fast engagement clutch valve</td>
<td>Measure the resistance between pin 8 and pin 17 of clutch actuator connector. Nominal value should be 14-16 ohms. If resistance is &lt; 14 ohms, exchange clutch actuator. If resistance is within correct range, exchange TCU top assembly.</td>
</tr>
<tr>
<td>22</td>
<td>16</td>
<td>Short circuit to ground at the output ACC (power conversion enable signal for ZMTEC and continuation signal voltage doubler and voltage supply to output speed sensor #2)</td>
<td>Complete the electrical requirements flowchart. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>25</td>
<td>19</td>
<td>Short circuit to ground at output SD to display <strong>NOTE:</strong> The display will read “EE.”</td>
<td>Troubleshoot the ZF-FreedomLine transmission wiring harness. Pin 9 of the TCU connector (J1) and pin F2 of the ZMTEC connector (J3) should all have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the wiring harness. If not, replace the ZMTEC. Should the ZMTEC not resolve the issue, then replace the TCU top half.</td>
</tr>
<tr>
<td>26</td>
<td>1A</td>
<td>The main TCU has not received expected communications from the engine (CAN engine configuration timeout)</td>
<td>Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue.</td>
</tr>
<tr>
<td>27</td>
<td>1B</td>
<td>The main TCU has not received expected communications from the engine (error on engine configuration message (engine configuration))</td>
<td>The TCU received the SAE J1939 message from the ECM, but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>31</td>
<td>1F</td>
<td>The main TCU has not received expected communications from the engine (error on actual engine retarder-percent torque message ERC1_ER)</td>
<td>The TCU received the SAE J1939 message from the engine retarder, but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>32</td>
<td>20</td>
<td>The main TCU has not received expected communications from the engine (error on engine retarder configuration message (engine retarder configuration))</td>
<td>The TCU received the SAE J1939 message from the engine retarder, but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>33</td>
<td>21</td>
<td>The main TCU has not received expected communications from the engine (CAN engine retarder configuration timeout)</td>
<td>Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue.</td>
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<td></td>
<td></td>
<td></td>
<td>NOTE: The following repair instructions pertain to active faults only. For information and instructions about inactive faults, please contact OnTrac at 866-668-7221 and request a transmission specialist.</td>
</tr>
</tbody>
</table>
| 34                   | 22                                     | Open circuit at the output stage to the splitter direct solenoid (Y2) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 35                   | 23                                     | Open circuit at the output stage to the splitter indirect solenoid (Y3) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 36                   | 24                                     | Open circuit at the output stage to the rail select #1 solenoid (Y4) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 37                   | 25                                     | Open circuit at the output stage to the rail select #2 solenoid (Y5) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 38                   | 26                                     | Open circuit at the output stage to the gear engage #1 solenoid (Y6) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 39                   | 27                                     | Open circuit at the output stage to the gear engage #2 solenoid (Y7) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
ISO Fault Code Diagnostics

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<td>40 28</td>
<td>Open circuit at the output stage to the low range solenoid (Y8)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>41 29</td>
<td>Open circuit at the output stage to the high range solenoid (Y9)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>42 2A</td>
<td>Open circuit at the output stage to the main solenoid (Y1)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</td>
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<td></td>
<td>Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>49 31</td>
<td>Open circuit at the output stage to the inertia brake solenoid (Y1)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</td>
<td></td>
</tr>
<tr>
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<td></td>
<td>Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>50 32</td>
<td>Open circuit at output stage to small disengagement clutch valve</td>
<td>Additional fault codes 51/52/53 also active, verify connection of clutch actuator connector to TCU. Measure the resistance between pin 9 and pin 16 of clutch actuator connector.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Nominal value should be 14-16 ohms.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>If resistance is &lt; 14 ohms, exchange clutch actuator.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>If resistance is within correct range, exchange upper part of TCU.</td>
<td></td>
</tr>
<tr>
<td>51 33</td>
<td>Open circuit at output stage to small engagement clutch valve</td>
<td>Additional fault codes 51/52/53 also active, verify connection of clutch actuator connector to TCU. Measure the resistance between pin 7 and pin 16 of clutch actuator connector.</td>
<td></td>
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<td>Nominal value should be 14-16 ohms.</td>
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## Section 2
### Fault Code Diagnostics

**ISO Fault Code Diagnostics**

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<tbody>
<tr>
<td>52</td>
<td>34</td>
<td>Open circuit at output stage to large disengagement clutch valve</td>
<td>Additional fault codes 51/52/53 also active, verify connection of clutch actuator connector to TCU. Measure the resistance between pin 12 and pin 17 of clutch actuator connector. Nominal value should be 14-16 ohms. If resistance is &lt; 14 ohms, exchange clutch actuator. If resistance is within correct range, exchange upper part of TCU.</td>
</tr>
<tr>
<td>53</td>
<td>35</td>
<td>Open circuit at output stage to large engagement clutch valve</td>
<td>Additional fault codes 51/52/53 also active, verify connection of clutch actuator connector to TCU. Measure the resistance between pin 8 and pin 17 of clutch actuator connector. Nominal value should be 14-16 ohms. If resistance is &lt; 14 ohms, exchange clutch actuator. If resistance is within correct range, exchange upper part of TCU.</td>
</tr>
<tr>
<td>54</td>
<td>36</td>
<td>Open circuit of the output ACC (power conversion signal for ZMTEC and continuation signal for voltage doubler voltage doubler and voltage supply to output speed sensor #2)</td>
<td>Complete the electrical requirements flowchart. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>59</td>
<td>3B</td>
<td>Acknowledge fault of PTO 1</td>
<td>Complete the PTO requirements flowchart. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>60</td>
<td>3C</td>
<td>Acknowledge fault of PTO 2</td>
<td>Complete the PTO requirements flowchart. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>61</td>
<td>3D</td>
<td>PTO 1 disengagement fault</td>
<td>Complete the PTO requirements flowchart. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>62</td>
<td>3E</td>
<td>PTO 2 disengagement fault</td>
<td>Complete the PTO requirements flowchart. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>63</td>
<td>3F</td>
<td>PTO 1 engagement fault</td>
<td>Complete the PTO requirements flowchart. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>64</td>
<td>40</td>
<td>PTO 2 engagement fault</td>
<td>Complete the PTO requirements flowchart. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
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<tbody>
<tr>
<td>66</td>
<td>42</td>
<td>Short circuit to positive at the output stage to the splitter direct solenoid (Y2)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>67</td>
<td>43</td>
<td>Short circuit to positive at the output stage to the splitter indirect solenoid (Y3)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>68</td>
<td>44</td>
<td>Short circuit to positive at the output stage to the rail select #1 solenoid (Y4)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>69</td>
<td>45</td>
<td>Short circuit to positive at the output stage to the rail select #2 solenoid (Y5)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>70</td>
<td>46</td>
<td>Short circuit to positive at the output stage to the gear engage #1 solenoid (Y6)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>71</td>
<td>47</td>
<td>Short circuit to positive at the output stage to the gear engage #2 solenoid (Y7)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
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<tr>
<td>72 48</td>
<td>Short circuit to positive at the output stage to the low range solenoid (Y8)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>73 49</td>
<td>Short circuit to positive at the output stage to the high range solenoid (Y9)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>74 4A</td>
<td>Short circuit to positive at the output stage to the main solenoid (Y1)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>81 51</td>
<td>Short circuit to positive at the output stage to the inertia brake solenoid (Y1)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>82 52</td>
<td>Short circuit to positive at output stage to small disengagement clutch valve</td>
<td>Measure the resistance between pin 9 and pin 16 of clutch actuator connector. Nominal value should be 14-16 ohms. If resistance is &lt; 14 ohms, exchange clutch actuator. If resistance is within spec, exchange upper part of TCU.</td>
<td></td>
</tr>
<tr>
<td>83 53</td>
<td>Short circuit to positive at output stage to small engagement clutch valve</td>
<td>Measure the resistance between pin 7 and pin 16 of clutch actuator connector. Nominal value should be 14-16 ohms. If resistance is &lt; 14 ohms, exchange clutch actuator. If resistance is within spec, exchange upper part of TCU.</td>
<td></td>
</tr>
<tr>
<td>84 54</td>
<td>Short circuit to positive at output stage to large disengagement clutch valve</td>
<td>Measure the resistance between pin 12 and pin 17 of clutch actuator connector. Nominal value should be 14-16 ohms. If resistance is &lt; 14 ohms, exchange clutch actuator. If resistance is within spec, exchange upper part of TCU.</td>
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ISO Fault Code Diagnostics

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<td>85 55</td>
<td>Short circuit to positive at output stage to large engagement clutch valve</td>
<td>Measure the resistance between pin 8 and pin 17 of clutch actuator connector. Nominal value should be 14-16 ohms. If resistance is &lt; 14 ohms, exchange clutch actuator. If resistance is within correct range, exchange upper part of TCU.</td>
<td></td>
</tr>
<tr>
<td>86 56</td>
<td>Short circuit to positive of the output ACC (power conversion enable signal for ZMTEC and continuation signal for voltage doubler voltage doubler and voltage supply to output speed sensor #2)</td>
<td>Complete the electrical requirements flowchart. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>89 59</td>
<td>Short circuit to positive at output SD to display</td>
<td>Troubleshoot the ZF-FreedomLine vehicle wiring harness. Pin 9 of the TCU connector (J1) and pin F2 of the ZMTEC connector (J3) should all have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the wiring harness. If not, replace the ZMTEC.</td>
<td></td>
</tr>
<tr>
<td>90 5A</td>
<td>Communication error between TCU 1 and TCU 2: ECU failure</td>
<td>The transmission TCU top half requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>91 5B</td>
<td>The main TCU has not received communication from the ABS. Timeout error: CAN EBC1</td>
<td>Due to an issue with the vehicle's SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM's SAE J1939 diagnostic procedures to correct the issue. In conjunction with an active or logged ISO 199 fault code, verify that the ABS controller is connected properly to the SAE J939. Verify power and ground circuits to the ABS controller.</td>
<td></td>
</tr>
<tr>
<td>92 5C</td>
<td>The main TCU has not received communication from the ABS. ABS active message error: EBC1</td>
<td>The TCU received the SAE J1939 message from the ABS controller, but the information within the message was not within specifications. Verify that the ABS system is approved with the ZF-FreedomLine transmission, that all settings are correct, and wheel-end speed sensors are correctly installed. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>93 5D</td>
<td>The main TCU has not received communication from the ABS. ASR engine control active message error: EBC1</td>
<td>The TCU received the SAE J1939 message from the ABS controller, but the information within the message was not within specifications. Verify that the ABS system is approved with the ZF-FreedomLine transmission, that all settings are correct, and wheel-end speed sensors are correctly installed. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
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<tr>
<td>85 55</td>
<td>Short circuit to positive at output stage to large engagement clutch valve</td>
<td>Measure the resistance between pin 8 and pin 17 of clutch actuator connector. Nominal value should be 14-16 ohms. If resistance is &lt; 14 ohms, exchange clutch actuator. If resistance is within correct range, exchange upper part of TCU.</td>
<td></td>
</tr>
<tr>
<td>86 56</td>
<td>Short circuit to positive of the output ACC (power conversion enable signal for ZMTEC and continuation signal for voltage doubler voltage doubler and voltage supply to output speed sensor #2)</td>
<td>Complete the electrical requirements flowchart. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>89 59</td>
<td>Short circuit to positive at output SD to display</td>
<td>Troubleshoot the ZF-FreedomLine vehicle wiring harness. Pin 9 of the TCU connector (J1) and pin F2 of the ZMTEC connector (J3) should all have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the wiring harness. If not, replace the ZMTEC.</td>
<td></td>
</tr>
<tr>
<td>90 5A</td>
<td>Communication error between TCU 1 and TCU 2: ECU failure</td>
<td>The transmission TCU top half requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>91 5B</td>
<td>The main TCU has not received communication from the ABS. Timeout error: CAN EBC1</td>
<td>Due to an issue with the vehicle's SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM's SAE J1939 diagnostic procedures to correct the issue. In conjunction with an active or logged ISO 199 fault code, verify that the ABS controller is connected properly to the SAE J939. Verify power and ground circuits to the ABS controller.</td>
<td></td>
</tr>
<tr>
<td>92 5C</td>
<td>The main TCU has not received communication from the ABS. ABS active message error: EBC1</td>
<td>The TCU received the SAE J1939 message from the ABS controller, but the information within the message was not within specifications. Verify that the ABS system is approved with the ZF-FreedomLine transmission, that all settings are correct, and wheel-end speed sensors are correctly installed. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>93 5D</td>
<td>The main TCU has not received communication from the ABS. ASR engine control active message error: EBC1</td>
<td>The TCU received the SAE J1939 message from the ABS controller, but the information within the message was not within specifications. Verify that the ABS system is approved with the ZF-FreedomLine transmission, that all settings are correct, and wheel-end speed sensors are correctly installed. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
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<tr>
<td>94 5E</td>
<td>The main TCU has not received communication from the ABS. ASR brake control active message error: EBC1</td>
<td>The TCU received the SAE J1939 message from the ABS controller, but the information within the message was not within specifications. Verify that the ABS system is approved with the ZF-FreedomLine transmission, that all settings are correct, and wheel-end speed sensors are correctly installed. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>95 5F</td>
<td>The main TCU has not received communication from the engine. Cruise control active message error: CCVS</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>96 60</td>
<td>The main TCU has not received communication from the engine. Cruise control set speed message error: CCVS</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>97 61</td>
<td>The main TCU has not received communication from the engine. Engine speed message error: EEC1</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>98 62</td>
<td>Input shaft speed sensor fault</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU.</strong> Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>99 63</td>
<td>Output shaft speed sensor #1 (the upper one) fault *NOTE: Output shaft speed sensor #1 plugs into the ZF-FreedomLine transmission wiring harness (the same one that is connected to the clutch actuator).</td>
<td>Clear the faults first and switch the OSS #1 and OSS #2 connectors. Test drive the vehicle such that an OSS code is set. If the code stays with the same speed sensor (#1 or #2), then replace the appropriate wiring harness (either the transmission wiring harness or the clutch actuator). If the code switches to the other speed sensor (from #1 to #2 or from #2 to #1), replace the appropriate speed sensor. If these steps don’t identify the faulty component, then do the following. Remove and troubleshoot the clutch actuator wiring harness. Pin 11 of the driver side TCU connector and pin 4 of the lower output shaft speed sensor connector (sensor #1) should have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the clutch actuator; if not, replace the output shaft speed sensor #1.</td>
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<tr>
<td>100 64</td>
<td>Error on output speed signal 2 (the lower one)</td>
<td>Clear the faults first and switch the OSS #1 and OSS #2 connectors. Test drive the vehicle such that an OSS code is set. If the code stays with the same speed sensor (#1 or #2), then replace the appropriate wiring harness (either the transmission wiring harness or the clutch actuator). If the code switches to the other speed sensor (from #1 to #2 or from #2 to #1), replace the appropriate speed sensor. If these steps don’t identify the faulty component, then do the following. Remove and troubleshoot the transmission wiring harness. Pin 7 of the TCU connector (J1) and pin 3 of the output shaft speed sensor #2 connector (J5) should have continuity (resistance of 0.0 to 0.5 ohms) and not be shorted to any other circuit. If a short or open circuit is found, replace the transmission wiring harness, if not, replace the output shaft speed sensor #2.</td>
<td></td>
</tr>
<tr>
<td>101 65</td>
<td>Error on both output speed signals</td>
<td>Inspect the output shaft speed sensors and corresponding wiring harnesses for obvious signs of damage including corrosion within the connectors. Contact OnTrac at 866-688-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>102 66</td>
<td>Plausibility error between transmission input speed and output speed</td>
<td>Using TransSoft, check the main TCU for programming mistakes (the programming is gear-dependent and must reflect the actual transmission model). For assistance, contact OnTrac at 866-688-7221 and request a ZF-FreedomLine transmission specialist. If the programming is incorrect, an OnTrac representative will assist you.</td>
<td></td>
</tr>
<tr>
<td>103 67</td>
<td>The main TCU has not received communication from the engine. Wheel-based vehicle speed message error: CCVS</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-688-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>104 68</td>
<td>High voltage (voltage doubler 24 volt output too high)</td>
<td>The transmission voltage doubler requires replacement. Contact OnTrac at 866-688-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>105 69</td>
<td>Low voltage (vehicle electrical system or transmission voltage doubler output too low)</td>
<td>Complete the electrical requirements flowchart. If not issues are found with the vehicle electrical system, verify all inputs and outputs at the transmission voltage doubler. Contact OnTrac at 866-688-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>107 6B</td>
<td>Clutch actuator position sensor voltage supply too low</td>
<td>Unplug the clutch actuator connector at the TCU. Check for 4.6 to 5.8 VDC between pins 15 and 16 of the TCU. If the voltage level is within this range, replace the clutch actuator; if the voltage level is outside of this range, replace the upper part of the TCU. Contact OnTrac at 866-688-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
</tbody>
</table>
## Section 2
### Fault Code Diagnostics

**ISO Fault Code Diagnostics**

**NOTE:** ISO display codes may not be available on vehicles built prior to January 2006.

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<thead>
<tr>
<th>ISO Fault Identifier</th>
<th>ISO Display Fault Codes (J587 Display)</th>
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<tbody>
<tr>
<td>108 6C</td>
<td>Shift lever error</td>
<td>First check all wiring harness connections between the shift lever and the ZMTEC and the GS3. If they look good (no damaged pins, correctly set home, etc.), then do the following. Check for continuity (0.0 to 0.5 ohms) between pins 1 and 8 of the shift lever harness connector (J10) and pin G3 of the ZMTEC connector (J3). Check for continuity between pin 2 of the shift lever harness connector (J10) and ground. Check for continuity between pin 7 of the shift lever harness connector (J10) and pin F1 of the ZMTEC connector (J3). Check for continuity between pin 9 of the shift lever harness connector (J10) and pin E3 of the ZMTEC connector (J3). Also check for shorts between these circuits and all other pins in the wiring harness. If these resistances check out okay and no short circuits exist, replace the shift lever assembly. For diagnostic procedures concerning the Freightliner SmartShift lever and the push-button shift lever for International trucks, contact the applicable OEM. For assistance, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
</tbody>
</table>

| 110 6E               | ZF CAN timeout                         | Unplug the ZMTEC only and check for 58.0 to 62.0 ohms resistance across pins D1 and D2 of the ZMTEC connector (J3). Now remove the transmission wiring harness and check for continuity (0.0 to 0.5 ohms) between pin 3 of the TCU connector (J1), pin D1 of the ZMTEC connector (J3), and pin A of the CAN terminator connector (J8). Check for continuity between pin 6 of the TCU connector (J1), pin D2 of the ZMTEC connector (J3), and pin B of the CAN terminator connector (J8). If any of these tests reveal issues with the wiring harness, replace the wiring harness. For assistance, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |

| 114 72               | Clutch engagement error                | Verify air supply into clutch actuator (system pressure should be 110-130 psi) air supply within spec, replace clutch actuator. |

**NOTE:** The clutch engaged unintentionally at a standstill with the gear engaged.  

| 117 75               | Error in clutch self-adjustment process| If error occurs immediately after engine startup, then check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, possible glazed clutch disc, jammed clutch actuator rod, etc.). Address any issues as necessary. If nothing is found, grease the interface between the fork and the release bearing (this includes the tips of the forks as well as the side walls of the release bearing). If clutch actuator does not move when engine is started, replace clutch actuator. |

**NOTE:** The clutch is unable to cycle.
### ISO Fault Code Diagnostics

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<tbody>
<tr>
<td>118</td>
<td>76</td>
<td>Clutch does not disengage</td>
<td>Complete the pneumatic requirements flowchart. Verify air supply/air quality. Remove and inspect clutch actuator filter screen for contamination. If the root cause of the issue is not found, then check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, possible glazed clutch disc, jammed clutch actuator rod, etc. Address any issues as necessary. If clutch actuator does not move when engine is started, replace clutch actuator.</td>
</tr>
<tr>
<td>119</td>
<td>77</td>
<td>Clutch does not engage/does not transmit engine torque</td>
<td>Complete the pneumatic requirements flowchart. Verify air supply/air quality. Remove and inspect clutch actuator filter screen for contamination. If the root cause of the issue is not found, then check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, possible glazed clutch disc, jammed clutch actuator rod, etc. Address any issues as necessary. If clutch actuator does not move when engine is started, replace clutch actuator.</td>
</tr>
<tr>
<td>120</td>
<td>78</td>
<td>Mechanical failure of small clutch disengagement solenoid</td>
<td>Complete the pneumatic requirements flowchart. Verify air supply/air quality. Remove and inspect clutch actuator filter screen for contamination. If root cause of the issue is not found, check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, jammed clutch actuator rod, etc. Address any issues as necessary. If clutch actuator does not move when engine is started, replace clutch actuator.</td>
</tr>
<tr>
<td>121</td>
<td>79</td>
<td>Mechanical failure of large clutch disengagement solenoid</td>
<td>Complete the pneumatic requirements flowchart. Verify air supply/air quality. Remove and inspect clutch actuator filter screen for contamination. If root cause of the issue is not found, check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, jammed clutch actuator rod, etc. Address any issues as necessary. If clutch actuator does not move when engine is started, replace clutch actuator.</td>
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**NOTE:** The following repair instructions pertain to active faults only. For information and instructions about inactive faults, please contact OnTrac at 866-668-7221 and request a transmission specialist.
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Fault Code Diagnostics

ISO Fault Code Diagnostics
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<tr>
<td>122 7A</td>
<td>Mechanical failure of small clutch engagement solenoid</td>
<td>Complete the pneumatic requirements flowchart. Verify air supply/air quality. Remove and inspect clutch actuator filter screen for contamination. If root cause of the issue is not found, check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, jammed clutch actuator rod, etc. Address any issues as necessary. If clutch actuator does not move when engine is started, replace clutch actuator.</td>
<td></td>
</tr>
<tr>
<td>123 7B</td>
<td>Mechanical failure of large clutch engagement solenoid</td>
<td>Complete the pneumatic requirements flowchart. Verify air supply/air quality. Remove and inspect clutch actuator filter screen for contamination. If root cause of the issue is not found, check the clutch engagement hardware for issues such as a broken fork, jammed release bearing, failed release bearing, broken clutch retaining clip, jammed clutch actuator rod, etc. Address any issues as necessary. If clutch actuator does not move when engine is started, replace clutch actuator.</td>
<td></td>
</tr>
<tr>
<td>124 7C</td>
<td>Error on clutch actuator position sensor signal</td>
<td>Complete the pneumatic requirements flowchart. Verify air supply/air quality. Using transsoft, under the clutch info tab, verify clutch absolute stroke. Engine must be running and transmission in neutral. Absolute clutch stroke &gt; 65 mm, replace the clutch assembly. If issue still not resolved, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>125 7D</td>
<td>Pressure reduction valve (TCU air filter regulator)</td>
<td>Complete the pneumatic requirements flowchart. If the root cause is not found, use TransSoft to verify that the transmission’s pressure reduction valve is regulating the air pressure to 102.5 ± 4 psi. Replace the air pressure regulator as necessary.</td>
<td></td>
</tr>
<tr>
<td>126 7E</td>
<td>Pressure sensor signal fault</td>
<td>The transmission TCU top half requires replacement. Out-of-warranty only and/or no warranty claim submitted, replace the pressure sensor.</td>
<td></td>
</tr>
<tr>
<td>127 7F</td>
<td>TCU temperature sensor signal fault</td>
<td>The transmission TCU top half requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
</tbody>
</table>

ISO Fault Code Diagnostics
NOTE: The following repair instructions pertain to active faults only. For information and instructions about inactive faults, please contact OnTrac at 866-668-7221 and request a transmission specialist.
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</thead>
</table>
| 128                  | 80                                     | Oil temperature sensor fault | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace lower part of TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 129                  | 81                                     | Short circuit to positive of the gear engage position sensor signal | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 130                  | 82                                     | Short circuit to ground of the gear engage position sensor signal | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 131                  | 83                                     | Open circuit of the gear engage position sensor signal | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. 
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 132                  | 84                                     | Self adjustment error of gear engage position sensor | If the TCU has not just been installed, complete the pneumatic requirements flowchart. 
When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. 
Out-of-warranty only and/or no warranty claim submitted, purchase kit and rebuild the main engagement piston on the lower part of TCU or replace the lower part of TCU. 
If the TCU has just been installed, the engagement actuator did not correctly engage into the rail. Using TransSoft, verify that the engagement position sensor counts are outside of the nominal range: 300 to 350. If so, remove the TCU and reinstall it. |
## ISO Fault Code Diagnostics

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</table>
| 133                  | 85                                     | Short circuit to positive of the rail select position sensor | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 134                  | 86                                     | Short circuit to ground of the rail select position sensor | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 135                  | 87                                     | Open circuit of the rail select position sensor | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 136                  | 88                                     | Gate select sensor self-adjustment error | If the TCU has not just been installed, complete the pneumatic requirements flowchart.  
If the TCU has just been installed, the gate selector actuator did not correctly engage into the rail. Using TransSoft, verify that the gate selector position sensor counts are outside of the nominal range: 70 to 120 or 500 to 580. If so, remove the TCU and reinstall it. |
| 137                  | 89                                     | No range change group sensor signal (short circuit to positive) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 138                  | 8A                                     | No range change group sensor signal (short circuit to ground) | When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim.  
**Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU.**  
Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
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<tr>
<td>139</td>
<td>8B</td>
<td>No range change group sensor signal (open circuit)</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>140</td>
<td>8C</td>
<td>Self-adjustment fault of range position sensor</td>
<td>If the TCU has not just been installed, complete the pneumatic requirements flowchart. If the TCU has just been installed, the range actuator did not correctly engage into the rail. Using TransSoft, verify that the range position sensor counts are outside of the nominal range: 80 to 130 or 490 to 590. If so, remove the TCU and reinstall it.</td>
</tr>
<tr>
<td>141</td>
<td>8D</td>
<td>Short circuit to positive of the splitter position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>142</td>
<td>8E</td>
<td>Short circuit to ground of the splitter position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>143</td>
<td>8F</td>
<td>Open circuit of the splitter position sensor signal</td>
<td>When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the sensor or replace the lower part of the TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>144</td>
<td>90</td>
<td>Splitter position sensor self-adjustment fault NOTE: The gear engage position sensor is unable to cycle.</td>
<td>If the TCU has not just been installed, complete the pneumatic requirements flowchart. If the TCU has just been installed, the splitter actuator did not correctly engage into the rail. Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 140 or 500 to 650. If so, remove the TCU and reinstall it.</td>
</tr>
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ISO Fault Code Diagnostics

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<tr>
<td>145</td>
<td>91</td>
<td>Range shift disengagement error</td>
<td>Complete the pneumatic requirements flowchart. If no issues are found with the air system, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>146</td>
<td>92</td>
<td>Range shift changeover error</td>
<td>Complete the pneumatic requirements flowchart. The range actuator did not correctly engage into the rail. Using TransSoft, verify that the range position sensor counts are outside of the nominal range: 80 to 130 or 490 to 590. The measured values should not drift or show signal disturbances after range shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU.</strong> For assistance contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
</tr>
<tr>
<td>147</td>
<td>93</td>
<td>Range shift engagement error</td>
<td>Complete the pneumatic requirements flowchart. The range actuator did not correctly engage into the rail. Using TransSoft, verify that the range position sensor counts are outside of the nominal range: 80 to 130 or 490 to 590. The measured values should not drift or show signal disturbances after range shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU.</strong> For assistance contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
</tr>
<tr>
<td>148</td>
<td>94</td>
<td>Splitter selection fault; splitter cylinder does not disengage</td>
<td>Complete the pneumatic requirements flowchart. The splitter group does not leave the previous position within defined time. Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 140 or 500 to 620. The measured values should not drift or show signal disturbances after splitter shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. <strong>Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU.</strong> For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
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<td>149 95</td>
<td>Splitter selection fault during the splitter selection procedure</td>
<td>Complete the pneumatic requirements flowchart. The splitter group does not changeover to new position in defined time. Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 140 or 500 to 620. The measured values should not drift or show signal disturbances after splitter shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>150 96</td>
<td>Splitter selection fault; splitter cylinder does not engage</td>
<td>Complete the pneumatic requirements flowchart. The splitter actuator did not correctly engage into the rail. Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 140 or 500 to 620. The measured values should not drift or show signal disturbances after splitter shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>151 97</td>
<td>Rail select cylinder does not disengage</td>
<td>Complete the pneumatic requirements flowchart. The select actuator did not correctly disengage. Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 120 or 500 to 580. The measured values should not drift or show signal disturbances after rail select shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
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<td>152 98</td>
<td>Rail selection fault during the rail selection procedure</td>
<td>Complete the pneumatic requirements flowchart. The select cylinder does not change over to new gate. Using TransSoft, verify that the select position sensor counts are outside of the nominal range: 70 to 120 or 500 to 580. The measured values should not drift or show signal disturbances after rail select shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>153 99</td>
<td>Rail selection fault; rail select cylinder does not engage</td>
<td>Complete the pneumatic requirements flowchart. The select actuator did not correctly engage into the rail. Using TransSoft, verify that the range position sensor counts are outside of the nominal range: 70 to 120 or 500 to 580. The measured values should not drift or show signal disturbances after rail select shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>154 9A</td>
<td>Main transmission gear does not disengage</td>
<td>Complete the pneumatic requirements flowchart. The engagement actuator did not correctly disengage from the rail. Using TransSoft, verify that the engagement position sensor counts are outside of the nominal range: 80 to 120 or 530 to 580. The measured values should not drift or show signal disturbances after engagement shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
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<td>155 156 157 158</td>
<td>9B</td>
<td>Main transmission gear does not engage</td>
<td>Complete the pneumatic requirements flowchart. Using TransSoft, verify that the engagement position sensor actuator did not correctly engage into the rail. The measured values should not drift or show signal disturbances after engagement shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
</tr>
<tr>
<td></td>
<td>9C</td>
<td>Engagement of wrong gear</td>
<td>Using TransSoft, check the main TCU for programming mistakes (the programming is gear-dependent and must reflect the actual transmission model). For assistance, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. If the programming is incorrect, an OnTrac representative will assist you.</td>
</tr>
<tr>
<td></td>
<td>9D</td>
<td>Selector position sensor signal leaves engaged position during driving <strong>NOTE</strong>: The selector position sensor has traveled out of the engage position without a shift being requested. This issue is most likely the result of a broken TCU but may be the result of programming or a mis-installation. If active, the transmission attempts to shift back into its previous gear. If in neutral, a suitable gear is selected. If the sensor is broken and relaying bad information to the TCU, the vehicle will stay in gear and not shift. At the next stop, the transmission will still be in gear with the clutch open and the vehicle unable to move. If the TCU has just been installed, the actuators and rails may not have engaged correctly. Use TransSoft to verify that the gate selector position sensor counts are outside of the nominal range: 70 to 120 or 500 to 580. If so, remove and reinstall the TCU. If the TCU has recently been installed, verify that the detent springs and detent balls were installed. If not, remove and reinstall the TCU correctly (with the detent springs and detent balls).</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9E</td>
<td>Gear engage position sensor signal leaves engaged position during driving</td>
<td>Using TransSoft, verify that the engagement position sensor counts are outside of the nominal range: 80 to 120 or 530 to 580. The measured values should not drift or show signal disturbances after engagement shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
</tr>
</tbody>
</table>
### Section 2
Fault Code Diagnostics

ISO Fault Code Diagnostics

NOTE: ISO display codes may not be available on vehicles built prior to January 2006.

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<th>Fault Description</th>
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<tbody>
<tr>
<td>159</td>
<td>9F</td>
<td>Range position sensor signal leaves engaged position during driving</td>
<td>Using TransSoft, verify that the range position sensor counts are outside of the nominal range: 80 to 130 or 490 to 590. The measured values should not drift or show signal disturbances after range shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
</tr>
<tr>
<td>160</td>
<td>A0</td>
<td>Splitter position sensor signal leaves engaged position during driving</td>
<td>Using TransSoft, verify that the splitter position sensor counts are outside of the nominal range: 70 to 140 or 500 to 620. The measured values should not drift or show signal disturbances after splitter shifting. Values outside range, exchange main transmission. If error occurs sporadically: When submitting a warranty claim under standard warranty conditions, the complete TCU should be replaced and the entire unit submitted with warranty claim. Out-of-warranty only and/or no warranty claim submitted, replace the lower part of TCU. For assistance, contact OnTrac at 866-668-7221 and ask for a transmission specialist.</td>
</tr>
<tr>
<td>163</td>
<td>A3</td>
<td>Engine does not react to torque intervention</td>
<td>The ECM did not react correctly to an SAE J1939 message. Follow your OEM's SAE J1939 diagnostic procedures to correct for a fault SAE J1939 data link. Check for engine codes that would cause the engine to go into derate mode. (Fuel restriction, air restriction, high temp, low coolant etc).</td>
</tr>
<tr>
<td>164</td>
<td>A4</td>
<td>The main TCU has not received communication from the engine. Error on driver's demand engine percent torque message: EEC1</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>165</td>
<td>A5</td>
<td>The main TCU has not received communication from the engine. Error on accelerator pedal position message: EEC2</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
</tbody>
</table>
## Section 2
### Fault Code Diagnostics

**NOTE:** ISO display codes may not be available on vehicles built prior to January 2006.

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<tr>
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<th>Fault Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>166</td>
<td>A6</td>
<td>Permanent idle signal</td>
<td>Using TransSoft, troubleshoot the idle switch and the status of the pedal. Refer to the OEM for details should repair work be necessary.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>NOTE:</strong> The idle switch is built into the accelerator pedal and is wired into the engine controller, not the transmission controller or main TCU. The TCU receives the status of the idle switch over the SAE J1939 bus. The transmission is receiving contradictory messages indicating that the idle switch is open (truck is idling) and the accelerator pedal is pressed (truck is not idling).</td>
<td></td>
</tr>
<tr>
<td>167</td>
<td>A7</td>
<td>The main TCU has not received expected communications from the engine (error on percent load at current speed message EEC2)</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>NOTE:</strong> The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
<td></td>
</tr>
<tr>
<td>168</td>
<td>A8</td>
<td>No idle signal or error on idle validation switch signal (EEC2)</td>
<td>Using TransSoft, troubleshoot the idle switch and the status of the pedal. Refer to the OEM for details should repair work be necessary.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>NOTE:</strong> The idle switch is built into the accelerator pedal and is wired into the engine controller, not the transmission controller, or main TCU. The main TCU receives the status of the idle switch over the SAE J1939 bus. The transmission is receiving contradictory messages indicating that the idle switch is closed (truck is not idling) and the accelerator pedal is not pressed (truck is idling).</td>
<td></td>
</tr>
<tr>
<td>169</td>
<td>A9</td>
<td>Cut-off relay in ECU does not switch off</td>
<td>The transmission TCU top half requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>170</td>
<td>AA</td>
<td>No voltage supply at pin 30 or cut-off relay in ECU does not switch on</td>
<td>The transmission TCU top half requires replacement. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>171</td>
<td>AB</td>
<td>Error on “Actual engine percent torque” signal (EEC1)</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Verify that the ECM software level is approved with the ZF-FreedomLine transmission and that all settings are correct. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>172</td>
<td>AC</td>
<td>The main TCU has not received communication from the engine. Permanent engine brake request message</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Troubleshoot the engine brake switch. It is being reported as permanently depressed. If necessary, contact OnTrac at 866-668-72210 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
</tbody>
</table>
# Section 2

## Fault Code Diagnostics

### ISO Fault Code Diagnostics

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<tbody>
<tr>
<td>173 AD</td>
<td>-</td>
<td>The main TCU has not received communication from the engine. Error on brake switch message: CCVS</td>
<td>The TCU received the SAE J1939 message from the ECM but the information within the message was not within specifications. Troubleshoot the brake switch. It is being reported as permanently depressed. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>175 AF</td>
<td>-</td>
<td>Error on “Ignition lock” signal (terminal 15)</td>
<td>Verify voltage at pin 6/7 of the doubler. Key on voltage should be 24 volts nominal. If &lt; 18 volts, replace the transmission voltage doubler. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>177 B1</td>
<td>-</td>
<td>The main TCU has not received communication from the engine. Error: system CAN busoff</td>
<td>Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue.</td>
</tr>
<tr>
<td>178 B2</td>
<td>-</td>
<td>The main TCU has identified CAN error frames not severe enough to cause a busoff situation</td>
<td>Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue.</td>
</tr>
</tbody>
</table>
| 179 B3               | -                                      | The SAE J1939 bus is not functioning correctly  
**NOTE:** The backbone of the SAE J1939 bus is terminated at each end with a 120 ohm resistor. Each component communicating over the bus must connect into the backbone. | Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue.  
**NOTE:** The resistance across pins C and D of the 9 pin diagnostic connector will be about 60 ohms if both terminating resistors are in place (120 ohms if only one is installed). |
| 180 B4               | -                                      | The main TCU has not received communication from the engine (CAN EEC1 timeout) | Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue. |
| 181 B5               | -                                      | The main TCU has not received communication from the engine (CAN EEC2 timeout) | Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue. |
| 182 B6               | -                                      | The main TCU has not received communication from the engine (CAN CCVS timeout) | Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue. |
| 183 B7               | -                                      | The main TCU has not received communication from the engine (CAN ERC1_ER timeout) | Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue. |
| 188 BC               | -                                      | ECU fault — wrong interrupt | If issue occurs during transmission software upgrade, the TCU is incompatible with the level of software. Replace the upper part of the transmission TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
| 189 BD               | -                                      | ECU fault — stack watch | Replace the upper part of the transmission TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. |
### ISO Fault Code Diagnostics

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<tr>
<td>190</td>
<td>BE</td>
<td>EOL EEPROM parameter out of valid range</td>
<td>The EOL parameters need to be updated. This can be accomplished with TransSoft. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. Should the EOL parameter values check out, and the code not clear, replace the upper part of the transmission TCU.</td>
</tr>
<tr>
<td>191</td>
<td>BF</td>
<td>EOL EEPROM parameter checksum error</td>
<td>If the transmission has just been programmed, cycle the key (remain in the off position for 10 seconds) If the transmission has not just been programmed, then the EOL parameters need to be updated. This can be accomplished with TransSoft. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist. Should the EOL parameter values check out, and the code not clear, replace the upper part of the transmission TCU.</td>
</tr>
<tr>
<td>192</td>
<td>C0</td>
<td>ECU fault — EEPROM access failure</td>
<td>Verify that power is correctly supplied to the transmission and cycle the power. Cycling the key off and then back on too quickly can cause this fault to log active Ensure that the key is left in the off position at least 5 seconds before turning it back on. If this does not resolve the issue, complete the electrical requirements flowchart. If no issues are found replace the upper part of the transmission TCU. Contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>193</td>
<td>C1</td>
<td>ECU temperature too high</td>
<td>If an ISO fault code 128 exists, address it first. Check for obstructions within the transmission cooler, cooler lines and by-pass valve. Check the oil level (both low and high oil levels may lead to overheating). Address any issue found as necessary.</td>
</tr>
<tr>
<td>194</td>
<td>C2</td>
<td>Both sources of vehicle speed are faulty</td>
<td>Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue.</td>
</tr>
<tr>
<td>197</td>
<td>C5</td>
<td>The main TCU has not received communication from the ABS. Error on front axle speed message: WSI</td>
<td>The TCU received the SAE J1939 message from the ABS controller but the information within the message was not within specifications. Using the appropriate ABS diagnostic tool, verify active and inactive fault codes logged. Repair or replace associated wheel end speed sensors. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
</tr>
<tr>
<td>198</td>
<td>C6</td>
<td>The main TCU has not received communication from the ABS. Error on relative wheel speeds message: WSI</td>
<td>The TCU received the SAE J1939 message from the ABS controller but the information within the message was not within specifications. Using the appropriate ABS diagnostic tool, verify active and inactive fault codes logged. Repair or replace associated wheel-end speed sensors. If necessary, contact OnTrac at 866-668-7221 and request a ZF-FreedomLine transmission specialist.</td>
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### Fault Code Diagnostics

NOTE: ISO display codes may not be available on vehicles built prior to January 2006.

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<tr>
<td>199</td>
<td>C7</td>
<td>The main TCU has not received communication from the ABS (CAN WSI timeout)</td>
<td>Due to an issue with the vehicle’s SAE J1939 data link, the TCU did not receive an expected SAE J1939 message. Follow your OEM’s SAE J1939 diagnostic procedures to correct the issue. In conjunction with an active or logged ISO 91 fault code, verify that the ABS controller is connected properly to the SAE J939. Verify power and ground circuits to the ABS controller.</td>
</tr>
<tr>
<td>211</td>
<td>D3</td>
<td>CAN TC1 timeout</td>
<td>Due to an issue with the vehicles SAE J1939 data link, the TCU did not receive an expected message from the SAE J1939 push-button shift lever. (CAN TC1 timeout) follow the OEM’s SAE J1939 diagnostic procedures to correct the issue.</td>
</tr>
</tbody>
</table>
Release Fork Greasing Procedure (Standard and Roller Fork Applications)

**Step 1**

For Standard Fork Applications only

**NOTE:** The ZF-FreedomLine does not require a regular maintenance program. However, to ensure maximum performance and quality, ensuring that the release mechanism is lubricated in regular intervals is beneficial.

In most cases, lubricating the parts twice per year is sufficient. In some cases, however, lubricating the parts quarterly is normal. Thus if there is a bump noticed when going from neutral into gear at standstill or when coming to a stop, this is a signal that the lubrication is required.

Using a 13 mm wrench, remove the clutch inspection cover.

- **GO TO THE NEXT STEP.**

**Step 2**

**WARNING**

The vent plug will vent the vehicle’s air supply down to approximately 75 psi. Wear eye protection when completing this step.

Using a 17 mm wrench, remove the clutch actuator vent plug.

- **GO TO THE NEXT STEP.**
Release Fork Greasing Procedure (Standard and Roller Fork Applications)

Step 3

With the clutch fork pried back, reinstall the vent plug. This will compress the return spring and eliminate the load on the fasteners.

- GO TO THE NEXT STEP.

Step 4

Using a 13 mm wrench, remove the four nuts that secure the clutch actuator to the transmission housing. Remove clutch actuator.

- GO TO THE NEXT STEP.
Release Fork Greasing Procedure (Standard and Roller Fork Applications)

Step 5

Working through the clutch inspection cover, use a 19 mm socket and ratchet to remove the two fasteners that secure the release fork assembly to the transmission.

- GO TO THE NEXT STEP.

Step 6

Remove the clutch actuator rod from the clutch fork.

- GO TO THE NEXT STEP.
Release Fork Greasing Procedure (Standard and Roller Fork Applications)

**For Standard Fork Applications only**

NOTE: This procedure is for standard fork applications only.

Lightly grease the fork in six locations using Optimol Olista Longime 3 EP grease. (ONLY USE APPROVED GREASE.) NOTE: If cross shaft is reused, clean thoroughly before applying grease.

Grease the two fork tips, the two inside surfaces of the fork (where the release bearing slides), the cross shaft, and the ball joint.

- GO TO THE NEXT STEP.

**For Roller Fork Installations**

⚠️ CAUTION

Do not grease the following parts:

- Cam rollers on release fork
- Release flange
- Cross shaft (NOTE: The cross shaft in the bearing bushing has clearance.)
- Release bearing bushing

⚠️ WARNING

This procedure is to be used for new installations only. No maintenance is required for roller fork applications already in service.
Release Fork Greasing Procedure (Standard and Roller Fork Applications)

Step 8

Install the clutch actuator rod into the ball joint.
- GO TO THE NEXT STEP.

Step 9

Working through the clutch inspection cover, use a 19 mm socket and torque wrench to tighten the fasteners to 85 lb-ft (115 Nm).  
GO TO THE NEXT STEP.
Release Fork Greasing Procedure (Standard and Roller Fork Applications)

Step 10

Use a 13 mm wrench to install the clutch actuator housing onto the transmission case with four nuts and washers.
- GO TO THE NEXT STEP.

Step 11

Use a 13 mm socket and torque wrench to tighten the fasteners to 17 lb-ft (23 Nm).
- GO TO THE NEXT STEP.
Release Fork Greasing Procedure (Standard and Roller Fork Applications)

**Step 12**
Use a 13 mm socket and torque wrench to tighten the fasteners to 17 lb-ft (23 Nm).

- GO TO THE NEXT STEP.

**Step 13**
Charge the air system to 120 psi.

The vehicle may not start after draining the air system if transmission was in gear. Charging the system with shop air will correct this issue.
SAE J1939 Requirements Flowchart

Notice
The ZF-FreedomLine transmission actively diagnoses SAE J1939 data bus faults and reacts accordingly when the data bus or devices on the data bus, such as engine ECM, VECU (Vehicle Electronic Control Unit), and ABS, that FreedomLine depends on, are not operating properly. The ZF-FreedomLine transmission recognizes two types of SAE J1939 data bus faults, message faults and hardware faults. Message faults are triggered when an SAE J1939 message is either missing or contains information that is out of limits. Hardware faults are triggered when the SAE J1939 data bus fails. Hardware faults include shorted wires, open wires, and improper assembly.

This flowchart continues on the next page.
SAE J1939 Requirements Flowchart

This flowchart continues from the previous page.

**Check for the following active codes.**
- ISO 92
- ISO 197
- ISO 198

Are any of them logged and active?

**Yes**

**Check for the following active code.**
- ISO 27

Is the code logged and active?

**Yes**

The issue lies with the ABS. The ABS dash light is probably lit as well.

**No**

**Check for the following active codes.**
- ISO 93
- ISO 94

Are any of the codes logged and active?

**Yes**

Troubleshoot the ABS paying close attention to the wheel-end speed sensors. Follow the ABS supplier’s troubleshooting.

**No**

**Check for the following active codes.**
- ISO 95
- ISO 96
- ISO 97
- ISO 103
- ISO 164
- ISO 165
- ISO 166
- ISO 167
- ISO 168
- ISO 171
- ISO 172
- ISO 173

Are any of the codes logged and active?

**Yes**

The issue lies with the engine ECM. The information contained within the engine messages is out of range.

**No**

**Check for the following active codes.**
- ISO 31
- ISO 32

Are any of the codes logged and active?

**Yes**

The issue lies with the engine retarder. The information contained within the engine retarder messages is out of range.

**No**

The transmission does not detect any issues with the SAE J1939 data bus.

**Check for the following active codes.**
- ISO 95
- ISO 96
- ISO 97
- ISO 103
- ISO 164
- ISO 165
- ISO 166
- ISO 167
- ISO 168
- ISO 171
- ISO 172
- ISO 173

Are any of the codes logged and active?

**Yes**

The issue lies with the engine ECM. The information contained within the engine messages is out of range.

**No**

Follow the engine OEM’s troubleshooting.

**Yes**

The issue lies with the ABS. The ABS dash light is probably lit as well.

**No**

Contact the engine supplier.

**Is the code logged and active?**

**Yes**

Contact the engine supplier.

**No**

Check for the following active codes.
- ISO 92
- ISO 197
- ISO 198

Are any of them logged and active?

**Yes**

The issue lies with the engine ECM. The information contained within the engine configuration message is out of range.

**No**

The issue lies with the ABS. The ABS dash light is probably lit as well.

**Yes**

Troubleshoot the ABS paying close attention to the wheel-end speed sensors. Follow the ABS supplier’s troubleshooting.

**No**

Check for the following active codes.
- ISO 93
- ISO 94

Are any of the codes logged and active?

**Yes**

Contact the ABS supplier.

**No**

**Check for the following active codes.**
- ISO 95
- ISO 96
- ISO 97
- ISO 103
- ISO 164
- ISO 165
- ISO 166
- ISO 167
- ISO 168
- ISO 171
- ISO 172
- ISO 173

Are any of the codes logged and active?

**Yes**

The issue lies with the engine retarder. The information contained within the engine retarder messages is out of range.

**No**

The transmission does not detect any issues with the SAE J1939 data bus.

**Check for the following active codes.**
- ISO 92
- ISO 197
- ISO 198

Are any of them logged and active?
Unplug the 21-pin OEM interface connector, J7.

Disconnect the batteries.

Check the resistance between pin D of the OEM interface connector, J7, and the battery ground connector.

Is the resistance 0.0 to 0.5 Ohms?

No

Yes

Check the resistance between pin E of the OEM interface connector, J7, and the battery ground connector.

Is the resistance 0.0 to 0.5 Ohms?

No

Yes

Check the resistance between pin G of the OEM interface connector, J7, and the battery power connector.

Is the resistance 0.0 to 0.5 Ohms?

No

Yes

Check the resistance between pin G of the OEM interface connector, J7, and the battery power connector.

Is the resistance 0.0 to 0.5 Ohms?

No

Yes

Re-connect the batteries but leave the 21-pin OEM interface connector, J7, unplugged.

Turn the key on but do not start the engine.

Check the DC voltage between pin A of the OEM interface connector, J7, and battery ground.

Is the voltage 9.0 to 16.0 VDC?

No

Yes

Check the DC voltage between pin B of the OEM interface connector, J7, and battery ground.

Is the voltage 9.0 to 16.0 VDC?

No

Yes

Check the DC voltage between pin G of the OEM interface connector, J7, and battery ground.

Is the voltage 9.0 to 16.0 VDC?

No

Yes

Turn off the key.

Check the DC voltage between pin A of the OEM interface connector, J7, and battery ground.

Is the voltage 0.0 to 0.5 VDC?

No

Yes

The issue lies within the OEM power supply circuit. Repair as necessary.

The issue lies within the OEM power supply circuit. Repair as necessary.

The issue lies within the OEM power supply circuit. Repair as necessary.

The issue lies within the OEM power supply circuit. Repair as necessary.

This flowchart continues on the next page.
Electrical Requirements Flowchart

This flowchart continues from previous page.

- **Check the DC voltage between pin B of the OEM interface connector, J7, and battery ground.**
  - **Is the voltage 9.0 to 16.0 VDC?**
    - **Yes**
      - Reconnect the OEM interface connector, J7.
    - **No**
      - The issue lies within the OEM power supply circuit. Repair as necessary.

- **Check the DC voltage between pin G of the OEM interface connector, J7, and battery ground.**
  - **Is the voltage 9.0 to 16.0 VDC?**
    - **Yes**
      - Reconnect the OEM interface connector, J7.
    - **No**
      - The issue lies within the OEM power supply circuit. Repair as necessary.

- **Check the DC voltage level between pin 1 of the TCU connector, J1, and battery ground.**
  - **Is the voltage 18.0 to 32.0 VDC?**
    - **Yes**
      - Reconnect the TCU connector, J1.
    - **No**
      - Replace the voltage doubler.

- **Reconnect the output shaft speed sensor #1.**
  - **Did the new voltage doubler fix the truck?**
    - **Yes**
      - Replace the transmission wire harness.
      - Release the vehicle.
    - **No**
      - Replace the transmission wire harness.

- **With the OSS #1 disconnected, is the issue resolved?**
  - **Yes**
    - Replace the output shaft speed sensor #1.
  - **No**
    - Reconnect the output shaft speed sensor #1.
    - Turn the key off.

- **With the OSS #2 disconnected, is the issue resolved?**
  - **Yes**
    - Replace the output shaft speed sensor #2.
  - **No**
    - Disconnect the output shaft speed sensor #2, J5 (the four-wire speed sensor with convoluted tubing).
    - Turn the key on but do not start the engine.

- **Check the DC voltage level between pins 1 and 2 of the output shaft speed sensor #2, J5.**
  - **Is the voltage 18.0 to 32.0 VDC?**
    - **Yes**
      - The transmission’s electrical system is operating correctly.
    - **No**
      - Replace the output shaft speed sensor #2.

- **Disconnect the TCU connector, J1.**
  - **Replace the output shaft speed sensor #1.**
  - **With the OSS #1 disconnected, is the issue resolved?**
    - **Yes**
      - Replace the output shaft speed sensor #1.
    - **No**
      - Reconnect the output shaft speed sensor #1.
      - Turn the key off.

- **Disconnect the output shaft speed sensor #2, J5.**
  - **Is the voltage 18.0 to 32.0 VDC?**
    - **Yes**
      - The transmission’s electrical system is operating correctly.
    - **No**
      - Replace the output shaft speed sensor #2.

- **Replace the output shaft speed sensor #2.**
  - **With the OSS #2 disconnected, is the issue resolved?**
    - **Yes**
      - Replace the output shaft speed sensor #2.
    - **No**
      - Disconnect the output shaft speed sensor #2, J5 (the four-wire speed sensor with convoluted tubing).
      - Turn the key on but do not start the engine.

- **Check the DC voltage level between pins 1 and 2 of the output shaft speed sensor #2, J5.**
  - **Is the voltage 18.0 to 32.0 VDC?**
    - **Yes**
      - The transmission’s electrical system is operating correctly.
    - **No**
      - Replace the output shaft speed sensor #2.
Electrical Requirements

**Step 1**
Unplug the 21-pin OEM interface connector, J7.

**Step 2**
Disconnect the batteries. Use a disconnect switch if available.

**Step 3**
Check the resistance between pin D of the OEM interface connector, J7, and the battery ground connector.

Is the resistance 0.0-0.5 Ohms?
- **YES** → GO TO STEP 4.
- **NO** → THE ISSUE LIES WITHIN THE OEM GROUND CIRCUIT. REPAIR AS NECESSARY.
Electrical Requirements

Step 4

Check the resistance between pin E of the OEM interface connector, J7, and the battery ground connector.

Is the resistance 0.0-0.5 Ohms?
• **YES** → GO TO STEP 5.
• **NO** → THE ISSUE LIES WITHIN THE OEM GROUND CIRCUIT. REPAIR AS NECESSARY.

Step 5

Check the resistance between pin B of the OEM interface connector, J7, and the battery power connector.

Is the resistance 0.0-0.5 Ohms?
• **YES** → GO TO STEP 6.
• **NO** → THE ISSUE LIES WITHIN THE OEM 12V BATTERY + CIRCUIT. REPAIR AS NECESSARY.

Step 6

Check the resistance between pin G of the OEM interface connector, J7, and the battery power connector.

Is the resistance 0.0-0.5 Ohms?
• **YES** → GO TO STEP 7.
• **NO** → THE ISSUE LIES WITHIN THE OEM 12V BATTERY + CIRCUIT. REPAIR AS NECESSARY.
Electrical Requirements

Step 7

NOTE: The voltage ranges referenced in the following steps are based on voltage ranges of a system with serviceable batteries. This procedure also assumes that a battery charger is not connected to the batteries.

Reconnect the batteries but leave the 21-pin OEM interface connector, J7, unplugged.

Step 8

Turn the key on but do not start the engine.

Step 9

Check the DC voltage between pin A of the OEM interface connector, J7, and the battery ground connector.

Is the DC voltage 9.0 to 16.0 VDC?

• YES → GO TO STEP 10.
• NO → THE ISSUE LIES WITHIN THE OEM SUPPLY/IGNITION CIRCUIT. REPAIR AS NECESSARY.
Electrical Requirements

**Step 10**

Check the DC voltage between pin B of the OEM interface connector, J7, and the battery ground connector.

Is the DC voltage 9.0 to 16.0 VDC?

- **YES** → GO TO STEP 11.
- **NO** → THE ISSUE LIES WITHIN THE OEM BATTERY POSITIVE + CIRCUIT. REPAIR AS NECESSARY.

**Step 11**

Check the DC voltage between pin G of the OEM interface connector, J7, and the battery ground connector.

Is the DC voltage 9.0 to 16.0 VDC?

- **YES** → GO TO STEP 12.
- **NO** → THE ISSUE LIES WITHIN THE OEM BATTERY POSITIVE + CIRCUIT. REPAIR AS NECESSARY.

**Step 12**

Turn the key off.
### Electrical Requirements

**Step 13**

Check the DC voltage between pin A of the OEM interface connector, J7, and the battery ground connector.

Is the DC voltage 0.0 to 0.5 VDC?

- **YES** → GO TO STEP 14.
- **NO** → THE ISSUE LIES WITHIN THE OEM SUPPLY/IGNITION CIRCUIT. REPAIR AS NECESSARY.

**Step 14**

Check the DC voltage between pin B of the OEM interface connector, J7, and the battery ground connector.

Is the DC voltage 9.0 to 16.0 VDC?

- **YES** → GO TO STEP 15.
- **NO** → THE ISSUE LIES WITHIN THE OEM BATTERY + CIRCUIT. REPAIR AS NECESSARY.

**Step 15**

Check the DC voltage between pin G of the OEM interface connector, J7, and the battery ground connector.

Is the DC voltage 9.0 to 16.0 VDC?

- **YES** → GO TO STEP 16.
- **NO** → THE ISSUE LIES WITHIN THE OEM BATTERY POSITIVE + CIRCUIT. REPAIR AS NECESSARY.
Electrical Requirements

Step 16
Reconnect the OEM interface connector, J7.

Step 17
Disconnect the TCU connector, J1 (this connector is located on the passenger side of the TCU).

Step 18
Check the DC voltage between pins 1, 4 and 5 of the TCU connector, J1, and the battery ground connector.

Is the DC voltage 18.0 to 32.0 VDC?
- **YES** → GO TO STEP 19.
- **NO** → REPLACE THE VOLTAGE DOUBLER IF THE VOLTAGE IS FROM 9.0 TO 16.0 VDC. REPLACE THE TRANSMISSION WIRING HARNESS IF THE VOLTAGE IS 0 VDC. IF THE VOLTAGE IS THE SAME AS BATTERY, REPLACE THE DOUBLER. IF NO VOLTAGE IS PRESENT, REPLACE TRANSMISSION HARNESS.
Electrical Requirements

Step 19
Reconnect the TCU connector, J1.
GO TO STEP 20.

Step 20
Disconnect the output shaft speed sensor #1 (the three wire speed sensor without convoluted tubing).

Step 21
Turn the key on but do not start the engine.
With the OSS #1 disconnected, is the issue resolved except for an active ISO 99?
- YES → REPLACE THE OUTPUT SHAFT SPEED SENSOR #1.
- NO → GO TO STEP 22.
Electrical Requirements

Step 22
Reconnect the output shaft speed sensor #1.

Step 23
Turn the key off.

Step 24
Disconnect the output shaft speed sensor #2, J5 (the four-wire sensor with convoluted tubing).
Section 3
Maintenance

Electrical Requirements

Step 25
Turn the key on but do not start the engine.

Step 26
With the output shaft speed sensor #2 disconnected, is the issue resolved except for an active ISO 100?

- **YES → REPLACE THE OUTPUT SHAFT SPEED SENSOR #2.**
- **NO → GO TO STEP 27.**

Step 27
Check the DC voltage between pin 1 of the output shaft speed sensor #1, J5, and the battery ground connector.

Is the DC voltage 18.0 to 32.0 VDC?

- **YES → GO TO STEP 29.**
- **NO → IF VOLTAGE IS < 6 VOLTS, REPLACE THE TRANSMISSION TCU TOP HALF.**
Electrical Requirements

Step 28
Reconnect the output shaft speed sensor #2, J5. The transmission's electrical system is operating correctly.

Step 29
Reconnect the output shaft speed sensor #1.

Step 30
Turn the key off.
Pneumatic Requirements Flowchart

1. Measure the air pressure in the air tank that supplies the transmission air tank.
   - Is the air pressure 100 PSI or more?  
     - Yes
       - Verify the presence of a 10 Liter (approx.) transmission air tank.
       - Is the transmission air tank installed?
         - Yes
           - Verify that the transmission air tank is supplied from either the wet or dry tank.
           - Is the transmission air tank properly supplied?
             - Yes
               - Contact the OEM and arrange for the installation of a transmission air tank.
             - No
               - Contact the OEM and arrange for the installation of 5/8" OD supply lines.
         - No
           - Contact the OEM and arrange for the proper prioritizing of the truck's pneumatic system.
     - No
       - Build up the system air pressure to 120 PSI.
       - Did building up the air pressure resolve the issue?
         - Yes
           - The vehicle air pressure was low. Release the truck.
         - No
           - Contact the OEM and troubleshoot the pressure protection valve, air line, and check valve that are used to supply air to the transmission air tank.

2. Measure the air pressure in the transmission TCU using TransSoft™.
   - Does the transmission air tank have 100 to 108 PSI?
     - Yes
       - Contact the OEM and arrange for the installation of a transmission air tank.
     - No
       - Verify that the two supply lines running from the transmission air tank to the transmission are 5/8" OD.

3. Verify that the air routed to the transmission air tank is run through a dryer at some point in the system, just not immediately before the transmission air tank.
   - Is the air properly routed through a dryer?
     - Yes
       - Contact the OEM and arrange for the proper routing of the air to the transmission air tank.
     - No
       - Contact the OEM and arrange for the proper prioritizing of the transmission air tank.

4. Verify that the transmission is prioritized after the air brakes but before all other air options.
   - Is the transmission properly supplied?
     - Yes
       - Contact the OEM and arrange for the proper prioritizing of the truck's pneumatic system.
     - No
       - Contact the OEM and arrange for the proper prioritizing of the transmission air tank.

This flowchart continues on the next page.
This flowchart continues from previous page.

Verify that no "T" fittings are used to supply the transmission with air. Two separate lines must be routed from the transmission air tank to the transmission.

Are "T" fittings used to supply the transmission with air?

Yes

Contact the OEM and arrange for the installation of two separate 5/8" air lines.

No

Verify that the transmission air tank is protected with a one-way check valve.

Is a one-way check valve installed?

Yes

Contact the OEM and arrange for the installation of a one-way check valve that performs as suggested in the FreedomLine Installation Considerations.

No

Is the driver complaining about getting stuck in gear?

Yes

Contact the OEM and arrange for the replacement of the one-way check valve.

No

The one-way check valve does not require replacement.

Verify that the transmission air tank is protected with a pressure protection valve.

Is a pressure protection valve installed?

Yes

Contact the OEM and arrange for the installation of a pressure protection valve with one that performs as suggested in the FreedomLine Installation Considerations.

No

At what pressure does the pressure protection valve close?

Contact the OEM and arrange for the replacement of the pressure protection valve with one that closes at 80 PSI or lower.
Pneumatic Requirements

Step 1

Measure the air pressure in the vehicle air tanks.
Is the air pressure 100 psi or more?
- YES → GO TO STEP 3.
- NO → GO TO STEP 2.

Step 2

Build up the air pressure to 120 psi.
Does this resolve the issue?
- YES → RELEASE THE TRUCK.
- NO → GO TO STEP 3.

Step 3

Measure the air pressure at the transmission using TransSoft™.
Is the air pressure 95 to 108 psi?
- YES → GO TO STEP 4.
- NO → CONTACT THE OEM AND TROUBLESHOOT THE PRESSURE PROTECTION VALVE, AIR LINE, AND CHECK VALVE THAT ARE USED TO SUPPLY AIR TO THE TRANSMISSION AIR TANK.
Pneumatic Requirements

Step 4
Verify the presence of a 10 L (approximately) transmission air tank.

Is the transmission air tank installed?
• YES ➞ GO TO STEP 5.
• NO ➞ CONTACT THE OEM AND ARRANGE FOR THE INSTALLATION OF A TRANSMISSION AIR TANK.

Step 5
Verify that the transmission air tank is being supplied by either the wet or dry tank.

Is the air supply properly routed?
• YES ➞ GO TO STEP 6.
• NO ➞ CONTACT THE OEM AND ARRANGE FOR THE TRANSMISSION AIR TANK TO BE PROPERLY SUPPLIED.

Step 6
Verify that the air routed to the transmission air tank is run through a dryer at some point in the system.

Is the air run through a dryer?
• YES ➞ GO TO STEP 7.
• NO ➞ CONTACT THE OEM AND ARRANGE FOR THE PROPER ROUTING OF THE AIR TO THE TRANSMISSION AIR TANK.
Section 3
Maintenance

Pneumatic Requirements

**Step 7**
Verify that the transmission is prioritized after the air brakes but before all other air options.
Is the transmission prioritized correctly?

- **YES → GO TO STEP 8.**
- **NO → CONTACT THE OEM AND ARRANGE FOR THE CORRECT PRIORITIZING OF THE TRUCK’S PNEUMATIC SYSTEM.**

**Step 8**
Verify that the two supply lines running from the transmission air tank to the transmission are 5/8” OD.
Are the supply line 5/8” OD?

- **YES → GO TO STEP 9.**
- **NO → CONTACT THE OEM AND ARRANGE FOR THE INSTALLATION OF 5/8” OD AIR SUPPLY LINES.**

**Step 9**
Verify that no “T” fittings are used to supply the transmission with air.

**NOTE:** ZF does not recommend the use of a “T-fitting” between the dedicated air tank and the transmission air lines, instead the use of a separate line for the clutch actuator and for the transmission control unit is recommended.
Are two separate lines installed?

- **YES → GO TO STEP 10.**
- **NO → CONTACT THE OEM AND ARRANGE FOR THE INSTALLATION OF TWO SEPARATE AIR SUPPLY LINES.**
Step 10

Verify that the transmission air tank is protected with a one-way check valve.

Is a one-way check valve installed?

- YES → GO TO STEP 11.
- NO → CONTACT THE OEM AND ARRANGE FOR THE REPLACEMENT OF THE PRESSURE PROTECTION VALVE WITH ONE THAT PERFORMS AS SUGGESTED IN THE FREEDOMLINE INSTALLATION CONSIDERATIONS.

Step 11

Is the driver complaining about getting stuck in gear?

- NO → THE ONE-WAY CHECK VALVE DOES NOT REQUIRE REPLACEMENT. GO TO STEP 12.
- YES → CONTACT THE OEM AND ARRANGE FOR THE REPLACEMENT OF THE PRESSURE PROTECTION VALVE WITH ONE THAT PERFORMS AS SUGGESTED IN THE FREEDOMLINE INSTALLATION CONSIDERATIONS.

Step 12

Verify that the vehicle’s air tanks are protected with a pressure protection valve.

Is a pressure protection valve installed?

- YES → GO TO STEP 13.
- NO → CONTACT THE OEM AND ARRANGE FOR THE REPLACEMENT OF THE PRESSURE PROTECTION VALVE WITH ONE THAT PERFORMS AS SUGGESTED IN THE FREEDOMLINE INSTALLATION CONSIDERATIONS.

Step 13

Does the pressure protection valve function correctly?

- CONTACT THE OEM TO DETERMINE WHAT THE CORRECT OPENING AND CLOSING VALUES ARE FOR THE INSTALLED VALVE.

Step 14

Is the driver complaining about getting stuck in gear?

- NO → THE PRESSURE PROTECTION VALVE DOES NOT REQUIRE REPLACEMENT. THE VEHICLE’S AIR SUPPLY TO THE TRANSMISSION IS INSTALLED CORRECTLY.
- YES → CONTACT THE OEM AND ARRANGE FOR THE REPLACEMENT OF THE PRESSURE PROTECTION VALVE WITH ONE THAT PERFORMS AS SUGGESTED IN THE FREEDOMLINE INSTALLATION CONSIDERATIONS.
No-Start Troubleshooting Flowchart

Is “AL” on the transmission display when the key is turned on?

Yes: Charge the air system and then attempt to start the engine.

No: Is “-.-” on the transmission display when the key is turned on?

Yes: Verify the electrical requirements.

No: Is “SM” on the transmission display when the key is turned on?

Yes: Use TransSoft™ to retrieve the ISO diagnostic codes and call ArvinMeritor’s OnTrac customer service center at (800) 535-5560.

No: With the key off, disconnect the 21-pin OEM interface connector, J7.

Jumper pins C and D of the OEM side of the OEM interface connector, J7.

Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?

Yes: Contact the OEM and troubleshoot the OEM side of the starter interlock circuit, including the starter.

No: Remove the jumper wire.

Verify that the OEM interface connector, J7, is clean and that all pins are firmly held in place.

Reconnect the OEM interface connector, J7.

Does the starter engage?

Yes: Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

No: Does the starter engage?

Yes: Does the starter engage?

No: Jumper pins 1 and 2 of the neutral pin connector, J2.

Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?

Yes: Using a 27 mm wrench, remove the neutral switch.

Either the neutral switch or the neutral push pin are broken or the transmission is in gear.

Either the starter engages or the neutral switch engages.

With the plunger in the rest position, measure the resistance across pins 1 and 2 of the neutral switch.

Reconnect the neutral switch connector, J2.

Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?

Yes: Does the starter engage?

No: Replace the neutral switch.

Is the neutral switch damaged?

Yes: Replace the neutral switch.

No: Attempt to bump the engine with the starter.

Attempts to bump the engine will not work. Either the neutral switch or the neutral push pin are broken or the transmission is in gear.

This issue was a contaminated neutral switch connector, J2. Release the vehicle.

This issue was a contaminated OEM interface connector, J7. Release the vehicle.

Reconnect the neutral switch connector, J2.

Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?

Yes: Does the starter engage?

No: Jumper pins 1 and 2 of the neutral pin connector, J2.

Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?

Yes: Replace the neutral switch.

No: Does the starter engage?

Yes: Reconnect the neutral switch connector, J2.
No-Start Troubleshooting Flowchart

This flowchart continues from the previous page.

A

Disconnect the OEM interface connector, J7, the neutral switch connector, J2, and the ZMTEC connector, J3.

Check the resistance between pin C1 of the ZMTEC connector, J3 and pin C of the OEM interface connector, J7. (The neutral switch must still be jumpered.)

Is the resistance 0.0 to 0.5 Ohms?

No

Replace the transmission wire harness.

Yes

Check for shorts from the starter interlock circuit (pin C1 of the ZMTEC connector, J3 and pin C of the OEM interface connector, J7) to all other circuits in the wire harness.

Is the starter interlock circuit shorted to any other pins?

Yes

Replace the transmission wire harness.

No

Before replacing ZMTEC, check for power to the ZMTEC. With key in the “OFF” position, disconnect J3 (ZMTEC connector) and verify voltage across pins A1 (battery 12 VDC) and A3 (battery ground).

Is the DC voltage between 9.0 to 16.0 VDC?

No

Verify the ground circuit to the ZMTEC.

Yes

Verify ZMTEC ignition circuit. Turn key to the “ON” position/engine “OFF”. Verify voltage across pins A2 (12 VDC ignition) and A3 (battery ground).

Is the resistance 0.0 to 0.5 Ohms?

No

The problem lies within the OEM ground circuit.

Yes

Is the DC voltage between 9.0 and 16.0 VDC?

No

Call OnTrac at 866-668-7221.

Yes

Replace the ZMTEC.

B

Is the resistance 0.0 to 0.5 Ohms?

No

With the plunger pushed in, measure the resistance across pins 1 and 2 of the neutral switch.

Is the circuit open?

No

Replace the neutral switch and inspect the neutral push pin to make sure it’s not seized in the bore.

Yes

Inspect the neutral push pin in the transmission and make sure it isn’t seized.

Is the neutral push pin seized?

Yes

Repair the pin as necessary.

No

Remove the jumper wire and inspect the neutral switch connector, J2 and the neutral switch pins for signs of damage.

Do any of the pins show signs of damage?

Yes

Reassemble and reconnect the neutral switch and neutral push pin.

No

The transmission may be in gear. Using shop air, build up 120 PSI air pressure in the tanks.

Turn the key on for 10 seconds and then bump the engine. DO NOT ATTEMPT TO START THE ENGINE. JUST BUMP IT.

Does the starter engage?

Yes

The transmission was in gear without enough air pressure to attain neutral. Release the vehicle.

No

Call OnTrac at 866-668-7221.

No

Call OnTrac at 866-668-7221.
No-Start Troubleshooting

Step 1

Is “AL” on the transmission display when the key is turned on?
• NO ➞ GO TO STEP 2.
• YES ➞ CHARGE THE AIR SYSTEM AND THEN ATTEMPT TO START THE ENGINE.

Step 2

Is “--” on the transmission display when the key is turned on?
• NO ➞ GO TO STEP 3.
• YES ➞ VERIFY THE ELECTRICAL REQUIREMENTS OF THE TRANSMISSION.

Step 3

Is “SM” on the transmission display when the key is turned on?
• NO ➞ GO TO STEP 4.
• YES ➞ USE TRANSSOFT™ TO RETRIEVE THE ISO DIAGNOSTIC CODES AND TROUBLESHOOT ACTIVE FAULT CODES. IF ASSISTANCE IS NEEDED, CALL ONTRAC AT 866-668-7221.
No-Start Troubleshooting

**Step 4**

With the key off, disconnect the 21-pin OEM interface connector, J7.

**Step 5**

**WARNING**

Before performing this step, ensure that the transmission air system is working properly and that the transmission is in neutral.

Jumper pins C and D of the OEM side of the OEM interface connector, J7.

**Step 6**

Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?

- **YES** — GO TO STEP 7.
- **NO** — CONTACT THE OEM AND TROUBLESHOOT THE OEM SIDE OF THE STARTER INTERLOCK CIRCUIT, INCLUDING THE STARTER.
No-Start Troubleshooting

Step 7

Remove the jumper wire from the OEM side of the OEM interface connector, J7.

Step 8

Verify that the OEM interface connector, J7, is clean and that all pins are firmly held in place. Use contact cleaner as necessary.

Step 9

Reconnect the OEM interface connector, J7.
No-Start Troubleshooting

**Step 10**

Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?

- **NO** → GO TO STEP 11.
- **YES** → THE ISSUE WAS A CONTAMINATED OEM INTERFACE CONNECTOR, J7.

**Step 11**

Disconnect the neutral switch connector, J2.

**Step 12**

Verify that the neutral switch connector, J2, and the neutral switch are clean and that all pins are firmly held in place.

Use contact cleaner as necessary.

Do any of the pins show signs of damage?

- **NO** → GO TO STEP 13.
- **YES** → REPLACE THE TRANSMISSION WIRING HARNESS AND/OR THE NEUTRAL SWITCH AS NECESSARY.
No-Start Troubleshooting

Step 13
Reconnect the neutral switch connector, J2.

Step 14
Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?
- NO → GO TO STEP 15.
- YES → THE NEUTRAL SWITCH CONNECTOR AND/OR THE NEUTRAL SWITCH WAS CONTAMINATED.

Step 15
Jumper pins 1 and 2 of the neutral pin connector, J2.
No-Start Troubleshooting

Step 16

Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.

Does the starter engage?

- **NO** → GO TO STEP 12.
- **YES** → GO TO STEP 17.

Step 17

Either the neutral switch or the neutral push pin is broken.

Using a 27 mm 12 point wrench or chrome 12 point socket, remove the neutral switch.

Step 18

With the plunger of the neutral switch in the rest position, measure the resistance across pins 1 and 2 of the neutral switch.

Is the resistance 0.0-0.5 Ohms?

- **YES** → GO TO STEP 19.
- **NO** → REPLACE THE NEUTRAL SWITCH AND INSPECT THE NEUTRAL PUSH PIN TO MAKE SURE IT’S NOT SEIZED IN THE BORE.
No-Start Troubleshooting

**Step 19**

With the plunger of the neutral switch pushed in, measure the resistance across pins 1 and 2 of the neutral switch.

Is the circuit open?

- **YES** → **GO TO STEP 20.**
- **NO** → REPLACE THE NEUTRAL SWITCH AND INSPECT THE NEUTRAL PUSH PIN TO MAKE SURE IT’S NOT SEIZED IN THE BORE.

**Step 20**

Inspect the neutral push pin in the transmission and make sure it isn’t seized.

Is the neutral push pin seized?

- **NO** → **GO TO STEP 21.**
- **YES** → **REPAIR THE PIN AS NECESSARY.**

**Step 21**

Remove the jumper and inspect the neutral switch connector, J2, and the neutral pins for signs of damage.

Do any of the pins show signs of damage?

- **NO** → **GO TO STEP 22.**
- **YES** → **REPLACE THE TRANSMISSION WIRING HARNESS AND/OR THE NEUTRAL SWITCH AS NECESSARY.**
No-Start Troubleshooting

**Step 22**
Reassemble and reconnect the neutral switch and neutral push pin. Tighten the neutral switch to 37 lb-ft (50 N\(\text{m}\)) and make sure the sealing ring is installed.

**Step 23**
If not already done, build up the vehicle air pressure to 120 psi using shop air.

**Step 24**
Attempt to bump the engine with the starter. DO NOT ATTEMPT TO START THE ENGINE, JUST BUMP IT.
Does the starter engage?
- **NO** → GO TO STEP 25.
- **YES** → THE VEHICLE’S AIR PRESSURE WAS TOO LOW.
Section 3
Maintenance

No-Start Troubleshooting

Step 25
Disconnect the OEM interface connector, J7, the neutral switch connector, J2, and the ZMTEC connector, J3.

Step 26
Check the resistance across pin C1 of the ZMTEC connector, J3 and pin C of the OEM interface connector, J7. (The neutral switch must still be jumpered.)

Is the resistance 0.0 to 0.5 Ohms?

- YES → GO TO STEP 27.
- NO → REPLACE THE TRANSMISSION WIRING HARNESS.

Step 27
Check for shorts from the starter interlock circuit (pin C1 of the ZMTEC connector, J3, and pin C of the OEM interface connector, J7) to all other circuits in the transmission wiring harness. Refer to the system schematic on page 93.

Is the wiring harness shorted?

- NO → REPLACE THE ZMTEC.
- YES → REPLACE THE TRANSMISSION WIRING HARNESS.
PTO Requirements Flowchart

Notice

The ZF-FreedomLine transmission is delivered pre-programmed to accept both a stationary PTO (for use in neutral) and a non-stationary PTO (for use in the default PTO gear only). The installation of the PTO is the responsibility of the owner. An improperly installed PTO may damage the transmission gearing, requiring a transmission replacement.

The Transmission Controller Unit (TCU) actively monitors the PTO and acts accordingly. Pin A of the PTO connector must be wired into the PTO switch. Pin C of the PTO connector must be wired into the series of relays that activate the PTO. Pin B of the PTO connector must be wired into the ball switch that acknowledges the engagement of the PTO.

Using a Volt-Ohm meter, check for 9.0 to 16.0 VDC on pin A of the transmission side of the PTO connector.

- Is the voltage in spec?
  - No
    - Using a Volt-Ohm meter, check for continuity (0.0 to 0.5 ohms) between pin A of the PTO connector, J9, and pin G1 of the ZMTEC connector, J3.
  - Yes
    - Replace the ZMTEC.

Using a Volt-Ohm meter, check for 9.0 to 16.0 VDC on pin B of the transmission side of the PTO connector.

- Is the voltage in spec?
  - No
    - Replace the wire harness.
  - Yes
    - Replace the ZMTEC.

Using a Volt-Ohm meter, check for 9.0 to 16.0 VDC on pin C of the transmission side of the PTO connector.

- Is the voltage in spec?
  - No
    - Replace the wire harness.
  - Yes
    - Replace the ZMTEC.

Using a Volt-Ohm meter, check for continuity (0.0 to 0.5 ohms) between pin A of the PTO connector, J9, drops to 0.0 to 0.5 VDC when the circuit is grounded.

- Is the voltage in spec?
  - No
    - Replace the ZMTEC.
  - Yes
    - Using a Volt-Ohm meter, check that the voltage at pin B of the PTO connector, J9, drops to 0.0 to 0.5 VDC when the circuit is grounded.

Using a Volt-Ohm meter, check for continuity (0.0 to 0.5 ohms) between pin B of the PTO connector, J9, and pin G2 of the ZMTEC connector, J3.

- Is the resistance in spec?
  - No
    - Replace the wire harness.
  - Yes
    - Replace the ZMTEC.

Using a Volt-Ohm meter, check for 9.0 to 16.0 VDC on pin C of the transmission side of the PTO connector.

- Is the voltage in spec?
  - No
    - Replace the wire harness.
  - Yes
    - Replace the ZMTEC.

Using a Volt-Ohm meter, check for continuity (0.0 to 0.5 ohms) between pin C of the PTO connector, J9, and pin B1 of the ZMTEC connector, J3.

- Is the resistance in spec?
  - No
    - Replace the wire harness.
  - Yes
    - Replace the ZMTEC.

Using a Volt-Ohm meter, check that the voltage at pin A of the PTO connector, J9, drops to 0.0 to 0.5 VDC when the circuit is grounded.

- Is the voltage in spec?
  - No
    - Replace the ZMTEC.
  - Yes
    - Using a Volt-Ohm meter, check that the voltage at pin C of the PTO connector, J9, drops to 0.0 to 0.5 VDC when the circuit is grounded.

Using a Volt-Ohm meter, check that the voltage at pin B of the PTO connector, J9, drops to 0.0 to 0.5 VDC when the circuit is grounded.

- Is the voltage in spec?
  - No
    - Replace the ZMTEC.
  - Yes
    - Using a Volt-Ohm meter, check that the voltage at pin C of the PTO connector, J9, drops to 0.0 to 0.5 VDC when the circuit is grounded.

Using a Volt-Ohm meter, check for 9.0 to 16.0 VDC on pin A of the transmission side of the PTO connector.

- Is the voltage in spec?
  - No
    - Replace the wire harness.
  - Yes
    - Replace the ZMTEC.

Using a Volt-Ohm meter, check for continuity (0.0 to 0.5 ohms) between pin A of the PTO connector, J9, and pin G1 of the ZMTEC connector, J3.

- Is the resistance in spec?
  - No
    - Replace the wire harness.
  - Yes
    - Replace the ZMTEC.

The transmission is functioning properly.

Contact Muncie at (800) FOR PTOS or (800) 367-7867 for diagnostic assistance.

Is the voltage in spec?

Is the resistance in spec?
Section 4
Wiring/Pneumatic Diagrams

Resistance Specifications

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Connector Pin Assignments

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Diagnostic Connector

- Pin A: Battery (–)
- Pin B: Battery (+) Unswitched — with Unconditioned 10 A fuse
- Pin C: CAN_H Tractor Bus
- Pin D: CAN_L Tractor Bus
- Pin E: CAN_SHLD (for SAE J1939/11)
- Pin F: SAE J1708 (+)
- Pin G: SAE J1708 (–)
- Pin H: Proprietary OEM Use
- Pin J: Proprietary OEM Use
ZF-FREEDOMLINE AIR SYSTEM OVERVIEW

TRANSMISSION DEDICATED AIR CIRCUIT

TRANSMISSION ACTUATOR
Integrated into Transmission

CLUTCH ACTUATOR
Integrated into Transmission

AIR FITTINGS

AIR LINES

DEDICATED TRANSMISSION AIR TANK

SINGLE CHECK VALVE
Protects air in dedicated transmission air tank if brake system has leak or line to reservoir breaks.

VEHICLE AIR

TANKS, DRYER, COMPRESSOR, PRESSURE PROTECTION VALVES, ETC.

2

1

4005610a
Step 1

**WARNING**
To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

**Transmission**

**Removal**

Place a pan beneath the transmission drain plug.
- **GO TO THE NEXT STEP.**

Step 2

**WARNING**
When you install a fill plug and a drain plug into a transmission, first manually position the plug, and then install and tighten it by hand. When you’ve hand tightened the plug, use a torque wrench to tighten it to 44 lb-ft (60 N•m). Do not overtighten the plug. Damage to the aluminum housing can result.

Use a 22 mm wrench to remove the drain plug. Drain the oil. Manually position the drain plug and install it into the transmission by hand. Hand tighten the plug, and then use a torque wrench to tighten the drain plug to 44 lb-ft (60 N•m). Do not overtighten the drain plug.
- **GO TO THE NEXT STEP.**

Step 3

**WARNING**
Always remove the clutch actuator housing BEFORE you remove the transmission, so that the transmission does not rest on the actuator housing. Damage to the transmission will result.

Remove the clutch actuator housing. Refer to Clutch Actuator Housing and Wiring Harness in this section.
- **GO TO THE NEXT STEP.**
Step 4

Disconnect the air supply line from the air filter regulator. Disconnect the cooler lines as required.

⚠️ WARNING

Use care when disconnecting the line as it still may be under pressure.

- GO TO THE NEXT STEP.

Step 5

Use a 13 mm socket and ratchet to remove the four fasteners that secure the clutch inspection cover.

- GO TO THE NEXT STEP.

Step 6

Remove the clutch inspection cover.

- GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 7
If the release bearing retainer clip is not visible, the starter may need to be bumped to turn clutch so that retainer clip is visible as shown in Step 7.
Unsnap the release bearing retainer clip.
• GO TO THE NEXT STEP.

Step 8
Loosen the release bearing retainer clip by prying the release fork BACKWARD.
• GO TO THE NEXT STEP.

Step 9
Use a 13 mm socket and ratchet to install the clutch inspection cover. Tighten the fasteners to 17 lb-ft (23 N·m).
• GO TO THE NEXT STEP.
Step 10
Disconnect the SAE J-1939 and the OEM connectors.
• GO TO THE NEXT STEP.

Step 11
Remove the driveline. Follow the guidelines specified by both the original equipment manufacturer (OEM) and driveline manufacturer.
• GO TO THE NEXT STEP.

Step 12
Remove the oil cooler lines if vehicle has OEM installed cooler.
• GO TO THE NEXT STEP.
Step 13

Remove the rear support if one is installed.

- GO TO THE NEXT STEP.

Step 14

WARNING
Support the transmission securely with a transmission jack and safety straps. If the transmission is not securely supported, it can fall. Serious personal injury and damage to components can result.

Support the transmission with a transmission jack and safety straps.

- GO TO THE NEXT STEP.

Step 15

Remove the 12 fasteners that secure the transmission to the flywheel housing.

- GO TO THE NEXT STEP.
Step 16

With the transmission supported by a transmission jack, remove the transmission by carefully pulling it straight back and lowering it out of the vehicle.

- GO TO THE NEXT STEP

Step 17

Roll the transmission out from under the vehicle.
Section 5
Removal and Installation

Step 1

**WARNING**
To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

**Installation**
Install the clutch. Refer to Clutch Actuator Housing and Wiring Harness in this section. Verify that the release bearing retainer clip is snapped.

- GO TO THE NEXT STEP.

Step 2

Inspect the release bearing and release fork assembly. Replace damaged components.

**NOTE:** Replace with new roller fork kit if standard fork is installed.

- Check that the release fork assembly turns freely and radial (side-to-side).
- Check that the release bearing slides freely on the release flange.

- GO TO THE NEXT STEP.

Step 3

Check the bottom of the transmission for an inspection cover.

- If an inspection cover is missing: Install a cover to prevent dirt and contaminants from entering the clutch housing and damaging the clutch.

- GO TO THE NEXT STEP.
Step 4
Inspect the splines on the input shaft for wear and damage. Use an emery cloth to remove small scratches from the input shaft.

- GO TO THE NEXT STEP.

Step 5
Inspect the end of the input shaft where the pilot bearing is installed. Use an emery cloth to remove small scratches. Replace the pilot bearing as necessary.

- GO TO THE NEXT STEP.

Step 6

⚠️ WARNING
Support the transmission securely with a transmission jack and safety straps. If the transmission is not securely supported, it can fall. Serious personal injury and damage to components can result.

Support the transmission with a transmission jack and safety straps.

- GO TO THE NEXT STEP.
Step 7

Position the transmission so that the input shaft aligns with the pilot bearing.

• GO TO THE NEXT STEP.

Step 8

**WARNING**

Carefully install the transmission input shaft into the clutch disc hub. Do not force or jam the input shaft into the hub. Damage to the clutch disc or clutch housing will result.

**NOTE:** When you install the transmission, you may have to slightly turn the input shaft. Use SPX Kent-Moore input shaft turning tool (part number J-45556). To obtain this tool, refer to the Service Notes page on the front inside cover of this manual.

Move the input shaft into the clutch housing and into the hub of the clutch disc.

• GO TO THE NEXT STEP.

Step 9

Push the transmission against the flywheel housing.

• GO TO THE NEXT STEP.
Step 10

Use 12 fasteners to secure the transmission to the flywheel. Tighten them in a star pattern to OEM specifications.

- GO TO THE NEXT STEP.

Step 11

If necessary, reinstall the rear support. Tighten the fasteners to 145 lb-ft (195 N·m).

- GO TO THE NEXT STEP.

Step 12

Remove the safety straps. Remove the transmission jack from the transmission.

- GO TO THE NEXT STEP.
Step 13

Use a 13 mm socket and ratchet to remove the four fasteners that secure the clutch inspection cover.

• GO TO THE NEXT STEP.

Step 14

Remove the clutch inspection cover.

• GO TO THE NEXT STEP.

Step 15

Secure the release bearing to the release bearing retainer clip by prying the release fork BACKWARD.

NOTE: Clutch actuator vent plug may need to be removed to vent air from the clutch actuator. Please refer to Step 8 in the Clutch Actuator Removal instructions.

• GO TO THE NEXT STEP.
Step 16

Use a 13 mm socket and ratchet to install the clutch inspection cover. Tighten the fasteners to 17 lb-ft (23 Nm).

- GO TO THE NEXT STEP.

Step 17

Install the clutch actuator housing and connect the air supply line to the TCU air filter regulator. Refer to Clutch Actuator Housing and Wiring Harness installation instructions.

- GO TO THE NEXT STEP.

Step 18

Connect the air supply line to the clutch actuator housing.

- GO TO THE NEXT STEP.
**Section 5**
Removal and Installation

---

**Step 19**
Connect the SAE J-1939 connector and the OEM connector to the transmission.
- **GO TO THE NEXT STEP.**

**Step 20**
Connect the driveshaft to the output yoke on the transmission. Install and tighten the fasteners to the vehicle manufacturer’s specifications.
- **GO TO THE NEXT STEP.**
Step 21

Use a 22 mm wrench to remove the fill plug from the transmission. Check that the oil is even with the bottom of the fill plug hole.

If necessary, add an approved full-synthetic oil through the fill plug hole until the oil is even with the bottom of the fill plug hole.

Manually position the fill plug and install it into the transmission by hand. Hand tighten the plug, and then use a torque wrench to tighten the fill plug to 44 lb-ft (60 N•m). Do not overtighten the plug. Start the engine and run it for 30 seconds. Use a 22 mm wrench to remove the fill plug. Check the oil level. Add oil as necessary.

- GO TO THE NEXT STEP.

Step 22

**WARNING**

When you install a fill plug and a drain plug into a transmission, first manually position the plug, and then install and tighten it by hand. When you've hand tightened the plug, use a torque wrench to tighten it to 44 lb-ft (60 N•m). Do not overtighten the plug. Damage to the aluminum housing can result.

Manually position the fill plug and install it into the transmission by hand. Hand tighten the plug, and then use a torque wrench to tighten the plug to 44 lb-ft (60 N•m). Do not overtighten the fill plug.

- GO TO THE NEXT STEP.
Step 23
Charge the air system to 120 psi.
The vehicle may not start after installing the transmission due to low air pressure. Charge the system using shop air if necessary.

- GO TO THE NEXT STEP.

Step 24
NOTE: If the display reads “CH” after the engine is started and the transmission will not engage, verify that the release bearing retainer clip is correctly installed and that the release bearing is engaged into it.

Operate the vehicle. Check for correct operation.
**Section 5**  
Removal and Installation

---

**Step 1**  
**Removal**  
Remove the transmission. Refer to Transmission in this section.  
- **GO TO THE NEXT STEP**

---

**Step 2**  
**WARNING**  
Do not use an input shaft to support the clutch during removal. The clutch can fall from the input shaft, or the input shaft can damage the pilot bearing. Always use a clutch caddy or an equivalent device to prevent serious personal injury and damage to components.  

Support the clutch with a clutch caddy or an equivalent device. Do not use the input shaft as a support. The clutch can fall, and the input shaft can damage the pilot bearing.  
- **GO TO THE NEXT STEP**

---

**Step 3**  
Remove the two top fasteners from the clutch housing cover.  
- **GO TO THE NEXT STEP**
Section 5
Removal and Installation

Step 4
Install guide pins.
• GO TO THE NEXT STEP.

Step 5
Remove the remaining fasteners from the clutch housing.
• GO TO THE NEXT STEP.

Step 6
Remove the clutch by sliding it straight back and off the guide pins.
Section 5
Removal and Installation

Step 1
Installation
Clean the flywheel and bell housing surface.
• GO TO THE NEXT STEP.

Step 2
Check the flywheel and centering shoulder for damage. Refer to the engine manufacturer's service procedures, if necessary.
• GO TO THE NEXT STEP.

Step 3
Replace the pilot bearing. Refer to the vehicle manufacturer's procedures.
• GO TO THE NEXT STEP.
Inspect the clutch housing, disc and release bearing for damage.

- **If the components are damaged:** Call OnTrac at 866-668-7221 for assistance.
- **GO TO THE NEXT STEP.**

Install the guide pins into the TOP fastener holes.
- **GO TO THE NEXT STEP.**

**WARNING**

Do not use the input shaft to support the clutch during installation. The clutch can fall from the input shaft, or the input shaft can damage the pilot bearing. Always use a clutch caddy or an equivalent device to prevent serious personal injury and damage to components.

With the clutch supported by a clutch caddy or an equivalent device, install the clutch into the vehicle.
- **GO TO THE NEXT STEP.**
Step 7

**NOTE:** The flywheel side of the clutch disc is marked “Flywheel-Side.”

Verify that the flywheel side of the clutch disc faces AWAY from the clutch housing.

- **GO TO THE NEXT STEP.**

Step 8

Install the clutch housing onto the guide pins. Ensure that clutch housing is fully seated on the flywheel.

- **GO TO THE NEXT STEP.**

Step 9

**WARNING**

Take care when you use Loctite® adhesive to avoid serious personal injury. Read the manufacturer’s instructions before using this product. Follow the instructions carefully to prevent irritation to the eyes and skin.

Apply Loctite® 222 liquid adhesive to the 12 clutch housing fasteners and/or use lock washers. Install and hand tighten the bolts.

- **GO TO THE NEXT STEP.**
Step 10

Remove the guide pins. Install the remaining fasteners.
- GO TO THE NEXT STEP.

Step 11

Use a torque wrench to alternately tighten the 12 fasteners. Consult the OEM for exact tightening torque requirements.
- GO TO THE NEXT STEP.

Step 12

NOTE: The alignment shaft on the clutch caddy should slide out freely.

Remove the clutch caddy.
- GO TO THE NEXT STEP.
Step 13
Check that the release bearing retainer clip is closed before you install the transmission.

- GO TO THE NEXT STEP.

Step 14
Install the release bearing onto the transmission input shaft. Refer to Release Bearing in this section.

**NOTE:** The transmission control unit (TCU) automatically adjusts the clutch. No further adjustment is required.
Section 5
Removal and Installation

Voltage Doubler

Removal
Unplug the voltage doubler connector.
• GO TO THE NEXT STEP.

Use a 7/16-inch socket and ratchet to remove the four fasteners.
• GO TO THE NEXT STEP.

Remove the voltage doubler.
Step 1

**Installation**

Use four fasteners with flat washers and a 7/16-inch socket and ratchet to install the voltage doubler to the component mounting plate.

- GO TO THE NEXT STEP

Step 2

Tighten the fasteners to 12 lb-ft (16 N\(\text{m}\)).

- GO TO THE NEXT STEP

Step 3

Plug the electrical harness assembly into the voltage doubler connector.
ZF-FreedomLine Transmission Electronic Controller (ZMTEC)

Removal

Use a 1/4-inch socket and ratchet to remove the ZMTEC connector.

- GO TO THE NEXT STEP

Use a 7/16-inch socket and ratchet to remove the four ZMTEC fasteners.

- GO TO THE NEXT STEP

Remove the controller.
Section 5
Removal and Installation

Installation
Use four fasteners with flat washers and a 7/16-inch socket and ratchet to install the ZMTEC to the component mounting plate.
- GO TO THE NEXT STEP.

Tighten the fasteners to 12 lb-ft (16 N·m).
- GO TO THE NEXT STEP.

Plug the electrical harness assembly into the ZMTEC. Tighten the 1/4-inch locking screw.
Transmission Yoke

Removal

Follow the driveline manufacturer’s instructions to remove the driveshaft from the transmission yoke.

- **GO TO THE NEXT STEP**

Use a 19 mm socket and ratchet to remove the two fasteners that secure the retaining plate to the output shaft.

- **GO TO THE NEXT STEP**

Remove the retaining plate and O-ring.

- **GO TO THE NEXT STEP**
Step 4

**WARNING**

Do not damage plug installed in center of output shaft!

Refer to the Service Notes page on the front inside cover of this manual for instructions to order this tool.

Remove the yoke using an SPX Kent-Moore puller (part number J-7804-01).

- **GO TO THE NEXT STEP.**

Step 5

Remove the transmission yoke.
Section 5
Removal and Installation

Step 1

Installation

⚠️ WARNING
Do not overheat the yoke. Damage to the output shaft seal can result.

Heat the yoke to 175°F (79.4°C) in an oven.
• GO TO THE NEXT STEP.

Step 2

⚠️ WARNING
The yoke will be hot when you install it onto the output shaft. Wear protective gloves to prevent serious personal injury.

Put on protective gloves. Install the yoke onto the output shaft, until the yoke contacts the output shaft bearing.
• GO TO THE NEXT STEP.

Step 3

Use a 19 mm socket and ratchet to secure the retaining plate and O-ring onto the output shaft with two fasteners.
• GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 4

Tighten the fasteners to 89 lb-ft (120 N·m).
• GO TO THE NEXT STEP.

Step 5

Install the driveshaft. Refer to the manufacturer’s instructions. Inspect for leaks.
Output Shaft Seal

Removal
Remove the transmission yoke. Refer to Transmission Yoke in this section.
• GO TO THE NEXT STEP.

Refer to the Service Notes page on the front inside cover of this manual for instructions to order this tool.

Use an SPX Kent-Moore seal remover (part number J-24171-A or equivalent) to remove the output shaft seal. Do not reuse the output shaft seal after you remove it. Install a new seal.
Installation
Clean all loose debris from the output shaft seal area.
- GO TO THE NEXT STEP.

Apply a thin coat of transmission oil to the inner diameter of the seal.
- GO TO THE NEXT STEP.

Install the output shaft seal. Use SPX Kent-Moore output shaft seal installer (part number J-45247).
Section 5
Removal and Installation

Input Shaft Seal

Removal
Remove the transmission: refer to Transmission Removal in this section. The release fork and bearing will need to be removed from the transmission to perform this procedure.

Remove the four M8 hex-head screws and lift off the release flange.

- GO TO THE NEXT STEP.

Step 1

Step 2
If necessary, remove the seal/gasket.

- GO TO THE NEXT STEP.

Step 3
Use a suitable tool to remove the shaft sealing ring from the release flange.

Installation
Coat the sealing lip of the shaft seal with grease. Press the seal firmly into the flange. The sealing lip must point towards the transmission's interior. Install gasket/seal onto release flange.

Use four M8 hex-head screws to secure the release flange. Tighten the screws to 17 lb-ft (23.05 N·m).
Section 5
Removal and Installation

Step 1
Remove transmission yoke: reference Transmission Yoke Removal in this section.

Output Cover

Removal
Remove the 10 M10 hex-head screws and lift off the output cover.
• GO TO THE NEXT STEP.

Step 2
If necessary, remove the shim.
• GO TO THE NEXT STEP.

NOTE: The shim is no longer needed for newer transmissions since the output cover has been modified accordingly.

Step 3
Use a suitable tool to remove the shaft sealing ring.
Step 1
Coat the outer circumference of the shaft sealing ring with grease. Use an appropriate driver to press the sealing ring into the output cover and ensure it is firmly seated. Slightly grease the sealing lip.

GO TO THE NEXT STEP.

Step 2
Coat the sealing surface of the output cover with Loctite® 574 or equivalent sealant.

GO TO THE NEXT STEP.

Step 3
**NOTE:** The sealing surfaces must be clean and free of oil and grease.

Fit the output cover with a shim, if necessary.

GO TO THE NEXT STEP.

Step 4
Place the output cover in position and secure it with the 10 M10 hex-head screws. Tighten the screws to 34 lb-ft (46 N·m).
Section 5
Removal and Installation

Step 1
Air Filter Regulator

NOTE: The repair kit contains four nuts, one O-ring and the air filter regulator. Before removing, mark the installation position of the air filter regulator for fitting later on.

Removal
Remove the four nuts and take off the air filter regulator. Remove the O-ring.

Step 2
Installation

CAUTION
Do not use grease to fit the O-ring.

Step 1
Insert the new O-ring.
• GO TO THE NEXT STEP

Step 2
Install the air filter regulator as marked during removal.
• GO TO THE NEXT STEP

Step 3
Install and tighten the four nuts to to 5 lb-ft (7 N·m).
TCU Top Half/Top Cover

Removal

Remove the electrical wiring harness from the TCU connector marked “vehicle”.

• GO TO THE NEXT STEP.

WARNING
Use caution when disconnecting the line as it still may be under pressure.

• GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 4

Use a 13 mm socket to remove the 15 fasteners that secure the TCU to the transmission.

- GO TO THE NEXT STEP.

Step 5

Remove both screws with a T-30 Torx tool.

Step 6

Raise the upper section.

⚠️ WARNING
Use caution when lifting upper section. Do not damage ribbon cables!

- GO TO THE NEXT STEP.
Step 7

Disconnect the plug connections.

- GO TO THE NEXT STEP.

Step 8

Ensure the profile seal remains in the bottom part of the TCU.

- GO TO THE NEXT STEP.

Step 9

Remove the gasket.

- GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 1

Installation
Place the new gasket seal on the upper section.
- GO TO THE NEXT STEP.

Step 2

Reconnect the plug connections.
- GO TO THE NEXT STEP.
Step 3
Check that the plug connections are tight and secure.

- GO TO THE NEXT STEP.

Step 4
Place the upper section on the lower section.
Ensure that the flat seal does not move. Fix the seal if necessary.

- GO TO THE NEXT STEP.

Step 5
Install and tighten the two screws to 7.0 lb-ft (9 N·m).

- GO TO THE NEXT STEP.

Step 6
Use a 13 mm socket and ratchet to secure the TCU to the transmission with 15 fasteners. Secure the wiring harness clip to the transmission.

Tighten the fasteners to 17 lb-ft (23 N·m) using a star patter.

- GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 7
Install the air fitting into the air regulator.
• GO TO THE NEXT STEP.

Step 8
Connect the electrical wiring harness into the TCU connector marked “Transmission”.
• GO TO THE NEXT STEP.
Connect the transmission vehicle wiring harness to the TCU port marked “Vehicle.”
Transmission Control Unit (TCU)

Removal

Unplug the electrical wiring harness assembly from the TCU port marked “Vehicle.”

- GO TO THE NEXT STEP.

WARNING

Use caution when disconnecting the line as it still may be under pressure.

Disconnect the air supply line from the air filter regulator.

- GO TO THE NEXT STEP.
Use a 13 mm socket and ratchet to remove the 15 fasteners that secure the TCU to the transmission.

• GO TO THE NEXT STEP.

**WARNING**

Do not rotate the transmission's three shift rails when you remove or install the transmission control unit (TCU). Damage to the transmission will result.

Remove the TCU by lifting it straight UP and OUT of the transmission.

**WARNING**

Do not move or bump shift rails. The settings of the rails will need to be transferred to the new TCU.

• GO TO THE NEXT STEP.

**NOTE:** The detent spring on the passenger side of the center shift rail is higher than the other two springs. However, the three detent springs are identical.

Remove and discard the TCU gasket. Do not reuse it.
Section 5
Removal and Installation

Step 1

Installation
Inspect the sealing surfaces of the TCU and transmission for debris. If necessary, use a scraper to clean the surfaces.

- GO TO THE NEXT STEP.

Step 2

WARNING
Do not move the center rail forward or rearward, only rotate it such that the shift finger points straight up. Serious damage to the transmission could result.

Rotate the center rail such that the shift finger points straight up.

- GO TO THE NEXT STEP.

Step 3

WARNING
Use care not to drop springs into the transmission.

NOTE: The detent spring on the passenger side of the center shift rail is higher than the other two springs. However, the three detent springs are identical.

Remove the three detent springs.

- GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 4

Transfer measurements for the shift rails from the removed transmission actuator to piston rods ①, ②, and ③ of the new transmission actuator.

Selector gate ④ and piston rod ② must be centered with the piston and groove inline.

Ensure that the profile seals (/170) on the transmission actuator are inserted.

**NOTE:** With the 12-speed versions built prior to 2004, do not slide the center shift rail ② too far into the transmission, otherwise the gearshift finger may fall into the transmission.

• GO TO THE NEXT STEP.

Legend

① Piston Rod = Shifts the splitter group (GV)
② Piston Rod = Shifts the basic transmission
③ Piston Rod = Shifts the range change group (GP)
④ Selector Gate = Selects the shift gate

Step 5

Place the shift module onto the transmission. The module should fully seat. Ensure that the shift module pistons connect correctly with the transmission shift rails.

• GO TO THE NEXT STEP.
Step 6

**WARNING**

Use care not to drop springs into the transmission.

**NOTE:** The detent spring on the passenger side of the center shift rail is higher than the other two springs. However, the three detent springs are identical.

Remove the shift module from the transmission and reinstall the three detent springs.

- **GO TO THE NEXT STEP.**

Step 7

Install a new gasket on the sealing surface.

- **GO TO THE NEXT STEP.**
Step 8
Place the shift module onto the transmission.
• GO TO THE NEXT STEP.

Step 9
Use a 13 mm socket and ratchet to secure the TCU to the transmission with 15 fasteners. Press down the TCU while tightening fasteners.
TCU must be able to touch the gasket on all sides while applying downward pressure with the hand.

⚠️ WARNING
Do not force together by tightening the fasteners or damage to the TCU can result.

Secure the wiring harness clip to the transmission.
• GO TO THE NEXT STEP.

Step 10
Tighten the fasteners to 17 lb-ft (23 N•m) using a star pattern.
• GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 11
Connect the transmission vehicle wiring harness to the TCU port marked “Vehicle.”
• GO TO THE NEXT STEP.

Step 12
Connect the transmission wiring harness assembly to the TCU.
• GO TO THE NEXT STEP.

Step 13
Connect the air supply line to the TCU air filter regulator.

NOTE: If issues continue to occur with correctly aligning rails, go to the next step.
Shift Rail/TCU Cylinder Adjustments for Installation

**WARNING**
This procedure should only be performed if pistons on the original TCU are moved or if the procedure starting on page 134 is unsuccessful.

Adjustment of the shift rails is necessary before installing the TCU. All three shift rails (i.e., range, main box and splitter) must be adjusted to a specific position.

**Step 1**
Adjust the range rail to 63 mm from the back of the cavity wall to the front of the shift rail.
- **GO TO THE NEXT STEP.**

**Step 2**
Adjust the main box rail to 51 mm from the back of the cavity wall to the front of the shift rail.
- **GO TO THE NEXT STEP.**

**Step 3**
Adjust the splitter shift rail to 53 mm from the back of the half moon feature to the front of the shift rail.

**Adjust the Cylinder Pistons**
Once all of the transmission shift rails have been correctly lined up, the TCU to be installed also must be adjusted. Each cylinder piston has to be set to a correct length as shown.

**Step 1**
Adjust the splitter cylinder piston to 38 mm from the cylinder bore entrance to the front of the piston.
- **GO TO THE NEXT STEP.**

**Step 2**
Adjust the main box cylinder piston to 35 mm from the cylinder bore entrance to the front of the piston.
- **GO TO THE NEXT STEP.**

**Step 3**
Adjust the range cylinder piston to 35 mm from the cylinder bore entrance to the front of the piston.
Selector Cylinder

⚠️ WARNING
This procedure is to be performed only with out-of-warranty cases. During warranty period, the complete TCU must be exchanged.

NOTE: The repair kit contains the selector cylinder and a profile seal.

Removal
Carefully raise the tab and pull the connector off the sensor contact.

- GO TO THE NEXT STEP.

Step 2
Remove the three hex-head bolts.

- GO TO THE NEXT STEP.

Take out the selector cylinder and remove the profile seal.

- GO TO THE NEXT STEP.

Step 4
Inspect the parts and replace if necessary.

Installation
Step 1
NOTE: Apply Uni-Silicon GLK112 grease to the sealing and sliding faces.

Insert the profile seal on the TCU’s lower section.

- GO TO THE NEXT STEP.

Step 2
Place the selector cylinder on the TCU’s lower section.

- GO TO THE NEXT STEP.

Step 3
Install and tighten the three hex-head bolts to 17 lb-ft (23 N•m).

- GO TO THE NEXT STEP.

Step 4
Plug the connector onto the sensor contacts.
Step 1 Disassembly Lower Section of TCU

**WARNING**
This procedure is to be performed only with out-of-warranty cases. During warranty period, the complete TCU must be exchanged.

**NOTE:** The main transmission piston is exchanged as a complete unit with separate kit.
Separate seal kit for range/splitter gear shift cylinders.
Remove the selector cylinder. Refer to the procedure in this section.
• **GO TO THE NEXT STEP.**

Step 2
Remove the three travel sensors. Refer to the procedure in this section.
• **GO TO THE NEXT STEP.**

**CAUTION**
The cylinder covers are numbered. They have to be refitted in the same positions.

Step 3
Remove the T40 Torx screws from the cylinder covers.
• **GO TO THE NEXT STEP.**

Use a suitable tool to raise the cylinder covers slightly and remove.
• **GO TO THE NEXT STEP.**
Step 5
Use a suitable tool to raise the cylinder cover slightly and remove.
• GO TO THE NEXT STEP.

Step 6
Take the pistons and bushings out.
• GO TO THE NEXT STEP.

Step 7
Replace the O-rings and grooved rings on the components.
• GO TO THE NEXT STEP.

Step 8
Use a suitable tool to remove the seal rings and low-friction bearing bushings.
Assembly

Use a suitable tool to insert the low-friction bearings bushings flush with the bearing bore.

- GO TO THE NEXT STEP.

Step 2

Use a suitable tool to insert the new sealing rings.

NOTE: Apply Uni-Silicon GLK 112 grease to the sealing and sliding faces.

- GO TO THE NEXT STEP.

Step 3

Insert new O-rings and grooved rings on the components.

- GO TO THE NEXT STEP.

Step 4

Insert the pistons and bushings in the transmission actuator’s lower section.

- GO TO THE NEXT STEP.
Step 5

Fit the cylinder covers in the same position from which you previously removed them and secure each one with two T40 Torx screws tightening the screws to 13 lb-ft (17 N·m).

- GO TO THE NEXT STEP.

Assembly Check

The cylinder covers are numbered for sensor installation position (refer to the arrows).

Install the sensors. Refer to the procedure in this section.

- GO TO THE NEXT STEP.

Step 7

Install the selector cylinder.

- GO TO THE NEXT STEP.

Step 8

Re-check that the connector are tight and secure.
Travel Sensors Engage, Splitter, Range and Select

**WARNING**
This procedure is to be performed only with out-of-warranty cases. During warranty period, the complete TCU must be exchanged.

**NOTE:** The repair kit contains two screws, one retaining plate, one travel sensor and one O-ring.

**Removal**

**Step 1**
Clean the area around the sensors.
- **GO TO THE NEXT STEP**

**Step 2**
Carefully raise the tab and pull the connector off the sensor contact.
- **GO TO THE NEXT STEP.**

**Step 3**
Remove the two screws and take off the retaining plate. Pull out the travel sensor complete with the O-ring.
- **GO TO THE NEXT STEP.**

**Step 4**
Inspect the parts and replace if necessary.
**NOTE:** The sensors for the flange, splitter, main transmission and select cylinder are identical.

**Installation**

**NOTE:** Apply Uni-Silicon GLK 112 grease to the sealing and sliding faces.

**Step 1**
Insert the O-ring on the travel sensor.
- **GO TO THE NEXT STEP.**

**Step 2**
Insert the travel sensor complete with the O-ring.
- **GO TO THE NEXT STEP.**

**Step 3**
Install and secure the retaining plate with two screws. Tighten the screws to 5 lb-ft (6.78 N·m).

**Step 4**
Plug the connector in to the sensor contacts.
Section 5
Removal and Installation

Air Pressure Sensor

Removal

⚠️ WARNING
This procedure is to be performed only for out-of-warranty repairs. During warranty period, replace the TCU top half.

Remove the electrical wire harness from the TCU connector marked “vehicle”.
- GO TO THE NEXT STEP.

Step 1

Step 2

Step 3

Remove the electrical wire harness from the TCU connector marked “Transmission”.
- GO TO THE NEXT STEP.

Remove the air fitting from the air regulator.

⚠️ WARNING
Use caution when disconnecting the air line as it still may be under pressure.
- GO TO THE NEXT STEP.
Step 4

Use a 13 mm socket to remove the 15 fasteners that secure the TCU to the transmission.

- GO TO THE NEXT STEP.

Step 5

Remove both screws with a T-30 Torx Tool.

- GO TO THE NEXT STEP.

Step 6

Raise the upper section.

⚠️ WARNING

Use caution when lifting upper section. Do not damage ribbon cables!

- GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 7
Disconnect plug connections.
- GO TO THE NEXT STEP.

Step 8
Ensure the profile seal remains in the bottom part of the TCU.
- GO TO THE NEXT STEP.

Step 9
Remove the gasket.

Step 10
Remove the four locking tabs as shown.

WARNING
Do not damage or break studs.

Remove the cover.
- GO TO THE NEXT STEP.

Step 11
Remove the two T10 Torx screws.
Carefully unplug the sensor connector from circuit board.
Remove the pressure sensor.
- GO TO THE NEXT STEP.
Step 12

Remove the old O-ring.

O-RING

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Section 5
Removal and Installation

Step 1
Inspect the sensor and ensure the O-ring is installed.
Install the sensor.
• GO TO THE NEXT STEP.

Step 2
Install the two T-10 Torx screws.
Tighten the screws to 3 lb-ft (4 N-m).
Connect the sensor ribbon connector to the circuit board.
• GO TO THE NEXT STEP.

Step 3
Install the four locking tabs.
• GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 4
Reconnect the plug connections (7 and 8).
Check that the plug connections are tight and secure.
• **GO TO THE NEXT STEP.**

Step 5
Place the new gasket seal on the upper section.
• **GO TO THE NEXT STEP.**

Step 6
Place the upper section on the lower section.
Ensure that the flat seal does not move. Fix the seal if necessary.
• **GO TO THE NEXT STEP.**

Step 7
Tighten the two screws to 7.0 lb-ft (9 N-m). 

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**Diagram Annotations**
- **Step 4**: Reconnect plug connections (7 and 8), check tightness and security.
- **Step 5**: Place new gasket seal on upper section.
- **Step 6**: Place upper on lower section, maintain flat seal.
- **Step 7**: Tighten screws to 7.0 lb-ft (9 N-m).
Use a 13 mm socket and ratchet to secure the TCU to the transmission with 15 fasteners. Secure the wiring harness clip to the transmission.

Tighten the fasteners to 17 lb-ft (23 N•m) using a star pattern. 

- **GO TO THE NEXT STEP.**

Install the air fitting into the air regulator.

- **GO TO THE NEXT STEP.**

Connect the electrical wire harness into the TCU connector marked “Transmission”.

- **GO TO THE NEXT STEP.**
Connect the transmission vehicle wiring harness to the TCU port marked “Vehicle.”
Transmission Wiring Harness Assembly

Removal

Unplug the wiring harness assembly from the TCU port marked “Vehicle.”

- GO TO THE NEXT STEP.

Step 1

Unplug the voltage doubler connector.

- GO TO THE NEXT STEP.

Step 2

Use a 1/4-inch socket and ratchet or nut driver to remove the ZMTEC connector.

- GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 4
Unplug the OEM connector.
• GO TO THE NEXT STEP.

Step 5
Unplug the output shaft speed sensor connector.
• GO TO THE NEXT STEP.

Step 6
Unplug the Neutral switch connector.
• GO TO THE NEXT STEP.
Step 7

Remove the wiring harness from the clips.
Step 1

Installation
Connect the wiring harness assembly to the TCU at the connector port marked “Vehicle.”
- **GO TO THE NEXT STEP.**

Step 2

Connect the wiring harness assembly to the voltage doubler connector.
- **GO TO THE NEXT STEP.**

Step 3

Connect the wiring harness assembly to the ZMTEC and secure the connection by tightening the 1/4-inch screw to **7.0 lb-ft (9.5 Nm)**.
- **GO TO THE NEXT STEP.**
Section 5
Removal and Installation

Step 4

Connect the wiring harness assembly to the OEM wiring harness.
• GO TO THE NEXT STEP.

Step 5

Connect the wiring harness assembly to the output shaft speed sensor connector.
• GO TO THE NEXT STEP.

Step 6

Connect the wiring harness assembly to the SAE J-1939 connector.
• GO TO THE NEXT STEP.
Connect the wiring harness assembly to the Neutral switch connector.

- GO TO THE NEXT STEP.

Secure the wiring harness assembly to the transmission clips.
Cooler By-Pass Valve

Removal

Place a pan underneath the transmission to collect the oil. Remove the hoses from the by-pass valve.

• GO TO THE NEXT STEP

Use a 27 mm socket and ratchet to remove the two fasteners that secure the by-pass valve to the transmission.

• GO TO THE NEXT STEP

Remove the by-pass valve.
Installation

Install the cooler by-pass valve as shown.

- GO TO THE NEXT STEP.

Step 2

Use a 27 mm socket and ratchet to secure the by-pass valve to the transmission with the two fasteners, sealing rings and O-rings.

- GO TO THE NEXT STEP.

Step 3

Tighten the two fasteners to 36 lb-ft (50 N•m).

- GO TO THE NEXT STEP.
Fasten the hoses to the by-pass valve. Using a torque wrench, tighten the oil line fitting to the cooler-bypass to **66 lb-ft (90 N·m)**. Tighten the cooler line to the fitting such that it does not leak.
Neutral Switch

Removal
Unplug the Neutral switch connector.
• GO TO THE NEXT STEP.

Use a 1-1/16-inch (27 mm) box end wrench to loosen the Neutral switch.
• GO TO THE NEXT STEP.

Remove the Neutral switch, sealing ring and pin.
Section 5
Removal and Installation

Step 1

Installation

Use a 1-1/16-inch (27 mm) socket and ratchet to install the Neutral switch and tighten to 33 lb-ft (45 N•m).

• GO TO THE NEXT STEP.

Step 2

Connect the electrical wiring harness to the Neutral switch connector.
Section 5
Removal and Installation

Step 1

Output Shaft Speed Sensor

Removal

NOTE: The transmission’s upper and lower output shaft speed sensors are identical and use the same removal procedure. (Removal of the UPPER output shaft speed sensor is shown in Steps 1-3.) When removing lower speed sensor, use container to capture excess oil when sensor is removed.

Unplug the output shaft speed sensor connector.
• GO TO THE NEXT STEP.

Step 2

Use a 1-1/16-inch (27 mm) box end wrench to loosen the output shaft speed sensor.
• GO TO THE NEXT STEP.

Step 3

Remove the output shaft speed sensor.
Section 5
Removal and Installation

Step 1

Installation

**NOTE:** The transmissions upper and lower output shaft speed sensors are identical and use the same installation procedure (installation of the upper output shaft speed sensor is shown in Steps 1 and 2). When removing lower speed sensor, use container to capture excess oil when sensor is removed.

Use a 1-1/16-inch (27 mm) socket and ratchet to install the output shaft speed sensor and tighten to 15 lb-ft (21 Nm).  
- **GO TO THE NEXT STEP.**

Step 2

Connect the wiring harness to the output shaft speed sensor connector.
Section 5
Removal and Installation

Step 1

WARNING
Always remove the clutch actuator housing BEFORE you remove the transmission, so that the transmission does not rest on the actuator housing. Damage to the transmission will result.

Clutch Actuator Housing and Wiring Harness

Removal
Use a 17 mm socket and ratchet to remove the vent plug.
• GO TO THE NEXT STEP.

Step 2

Remove the transmission wiring harness assembly from the TCU port marked “Transmission.”
• GO TO THE NEXT STEP.

Step 3

Unplug the output shaft speed sensor connector.
• GO TO THE NEXT STEP.
Step 4

Remove the transmission wiring harness from the clips.
- GO TO THE NEXT STEP.

Step 5

Remove the air supply line.
- GO TO THE NEXT STEP.

Step 6

Use a 13 mm wrench to remove the four nuts that secure the clutch actuator housing.
- GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 7
Remove the clutch actuator housing.
• GO TO THE NEXT STEP.

Step 8
Use a 17 mm socket and ratchet to install the vent plug. Tighten the plug to 16 lb-ft (22 Nm).
**Section 5**  
Removal and Installation

**Step 1**  
Installation  
Use a 17 mm wrench to remove the vent plug from the clutch actuator housing. The plug is opposite the air line connection.  
- GO TO THE NEXT STEP.

**Step 2**  
Manually compress the air cylinder.  
- GO TO THE NEXT STEP.

**Step 3**  
With the air cylinder compressed, install the vent plug.  
- GO TO THE NEXT STEP.
Step 4

Use a 13 mm wrench to install the clutch actuator housing onto the transmission with four nuts and washers.

- GO TO THE NEXT STEP.

Step 5

Use a torque wrench to tighten the fasteners to 17 lb-ft (23 Nm).

- GO TO THE NEXT STEP.

Step 6

Remove the vent plug again. Allow the actuator to engage the push rod.

- GO TO THE NEXT STEP.
Section 5
Removal and Installation

Step 7
Use a 17 mm wrench to install the vent plug. Use a torque wrench to tighten the vent plug to 16 lb-ft (22 N•m). • GO TO THE NEXT STEP.

Step 8
Connect the wiring harness to the TCU port marked “Transmission.” • GO TO THE NEXT STEP.

Step 9
Connect the wiring harness to the output shaft speed sensor connector. • GO TO THE NEXT STEP.
Step 10

Secure the wiring harness to the wiring harness clips.
- **GO TO THE NEXT STEP**

Step 11

Secure the air supply line to the clutch actuator housing.
Release Bearing

Removal

NOTE: YOU MUST REMOVE THE TRANSMISSION FROM THE VEHICLE TO REMOVE THE RELEASE BEARING ASSEMBLY.

If the clutch actuator housing is removed: Slide the release bearing off of the input shaft past the release fork assembly.
• GO TO THE NEXT STEP.

If the clutch actuator housing is not removed: Remove the release fork assembly. Refer to Release Fork, Standard and Roller Fork in this section.
• GO TO THE NEXT STEP.

Slide the release bearing off the input shaft.
Step 1

Installation
Remove the clutch actuator housing. Refer to Clutch Actuator Housing and Wiring Harness in this section.
• GO TO THE NEXT STEP.

Step 2

Install the release bearing onto the input shaft without removing the release fork assembly.
• GO TO THE NEXT STEP.

Step 3

Install the clutch actuator housing onto the transmission. Refer to Clutch Actuator Housing and Wiring Harness in this section.
• GO TO THE NEXT STEP.
Step 4

Operate the vehicle. Check for correct operation.