



Technical Service Information

ALLISON 1000/2000 SERIES TRANSMISSIONS MODULATED LINE PRESSURE

CHANGE: Beginning with June 2003 production, a *Modulated Main Line Pressure* feature has been added to the Allison 1000/2000 series of transmissions.

REASON: To provide additional cooler flow and reduce pump noise at the engine idle rpm range.

PARTS AFFECTED:

- (1)The Main Valve Body, (Figure 1), has changed as well as the Separator Plate, (Figure2).
- (2)The Shift Valve Body has changed, (Refer to Figures 3 and 4).
- (3)The Control Main Regulator Valve has changed, (See Figure 5).
- (4)The Main Pressure Regulator Valve has changed depending on application as shown in Figure 6.
- (5)The Control Main Regulator and Control Main Relief Springs have changed dimensionally as shown in Figure 7.
- (6)A Modulated Main Valve Body has been added to accommodate the “G” Solenoid as seen in Figure 8).
- (7)The internal wiring harness has been changed to accommodate the “G” Solenoid, (See Figure 9).
- (8)This feature also includes the addition of Solenoid “G” as well as the additional circuitry from case connector terminal “R” to the “J2” (RED) TCM connector at terminal 30 as shown in Figure 10.
- (9)The basic Seal and Gasket Kit have also changed, (Not shown).
- (10)Six (6) new gold colored bolts (65mm x 1.0 mm) will be required if this feature is back servicing a transmission that did have the Modulated Main Line Pressure feature previously, (Not shown).
- (11)The availability of Version “DEE” software will be required for this feature to be automatically recognized by the Transmission Control Module.

INTERCHANGEABILITY:

All components will back service all previous models when used as a complete assembly. Version “DEE” software can be downloaded to the existing TCM, however this will change the Calibration Identification Number (CIN) from the previous #18 to #19. The TCM ID tag should be altered to reflect this change.

SERVICE INFORMATION:

| | |
|--|-----------------|
| <i>Internal Wiring Harness.....</i> | <i>29539792</i> |
| <i>Separator Plate.....</i> | <i>29539793</i> |
| <i>Modulated Main Valve Body Assembly.....</i> | <i>29539797</i> |
| <i>Modulated Main Valve Body (Without Solenoid).....</i> | <i>29539796</i> |
| <i>Shift Valve Body.....</i> | <i>29539798</i> |
| <i>Main Valve Body.....</i> | <i>29539803</i> |
| <i>Control Main Valve Body.....</i> | <i>29541152</i> |
| <i>Control Main Regulator & Control Relief Spring.....</i> | <i>29531153</i> |
| <i>Main Pressure Regulator Valve.....</i> | <i>29542361</i> |
| <i>Control Valve Assembly Kit.....</i> | <i>29541572</i> |
| <i>Basic Seal & Gasket Kit.....</i> | <i>29542704</i> |



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| | |
|--|-----------------|
| <i>continued: Solenoid "G".....</i> | <i>29536833</i> |
| <i>Solenoid "G" Retaining Clip.....</i> | <i>29534518</i> |
| <i>65 mm x 1.0 mm Longer Gold Colored Bolts, Six (6) Required.....</i> | <i>29537508</i> |

DIAGNOSTIC NOTE:

Diagnostic Trouble Code "P2810" has been added to indicate a Solenoid "G" electrical circuit fault.

MODULATED LINE PRESSURE

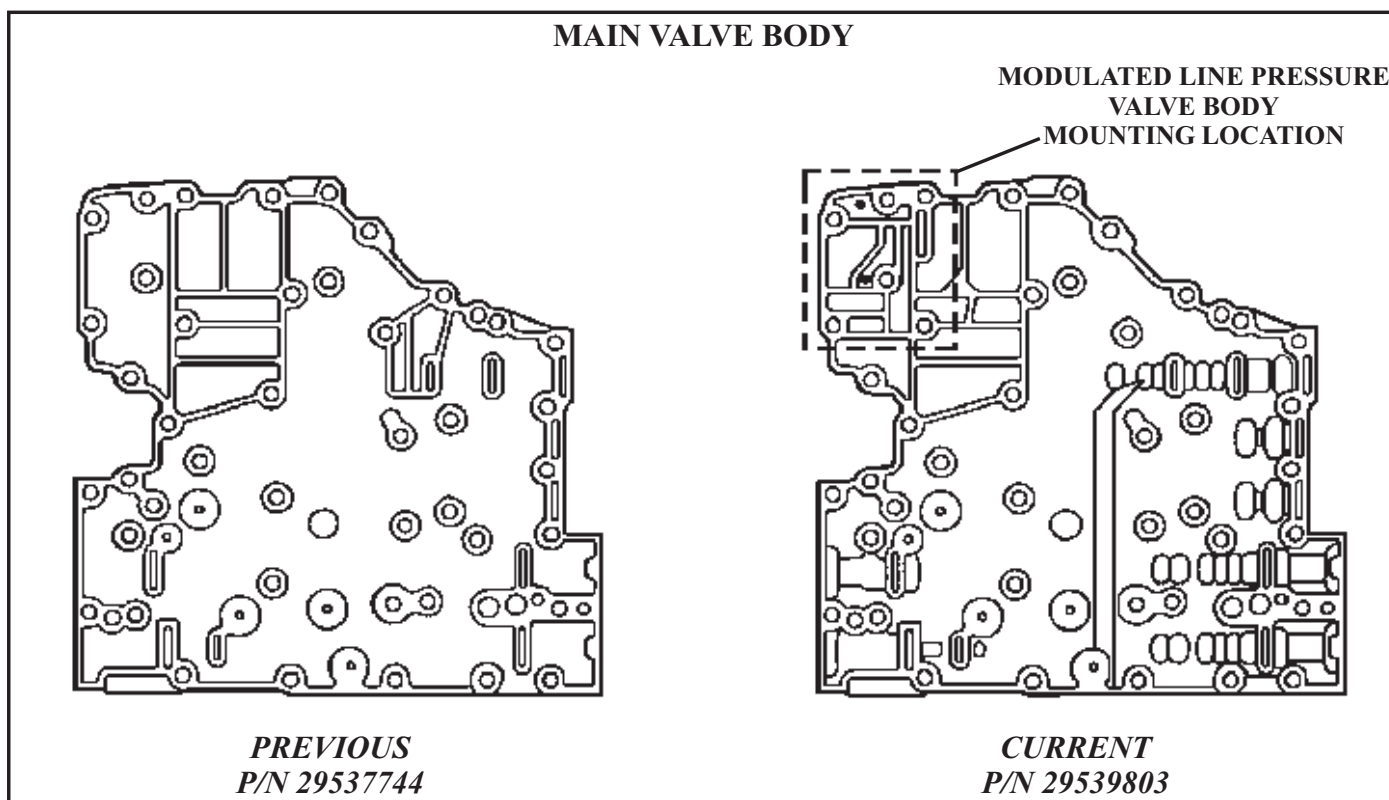


Figure 1

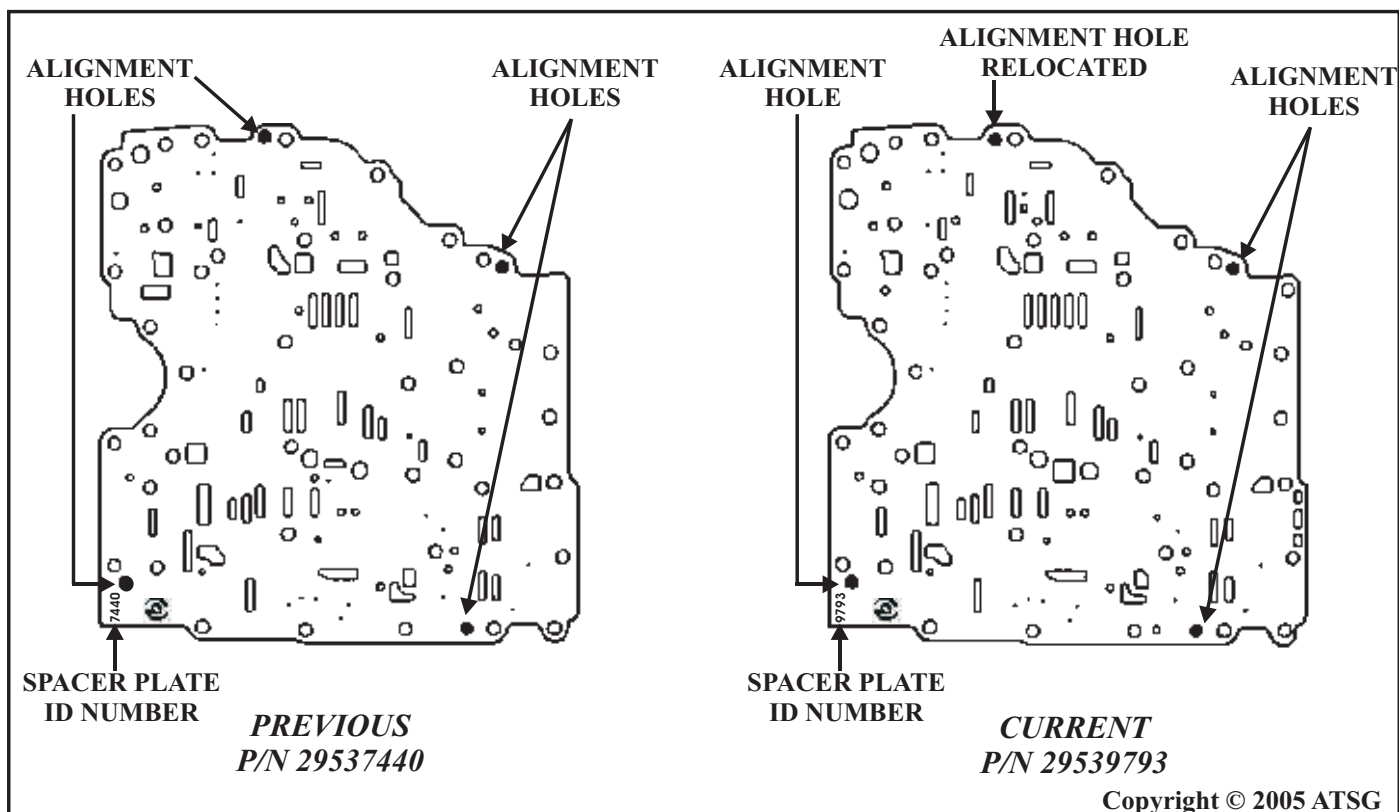


Figure 2

MODULATED LINE PRESSURE

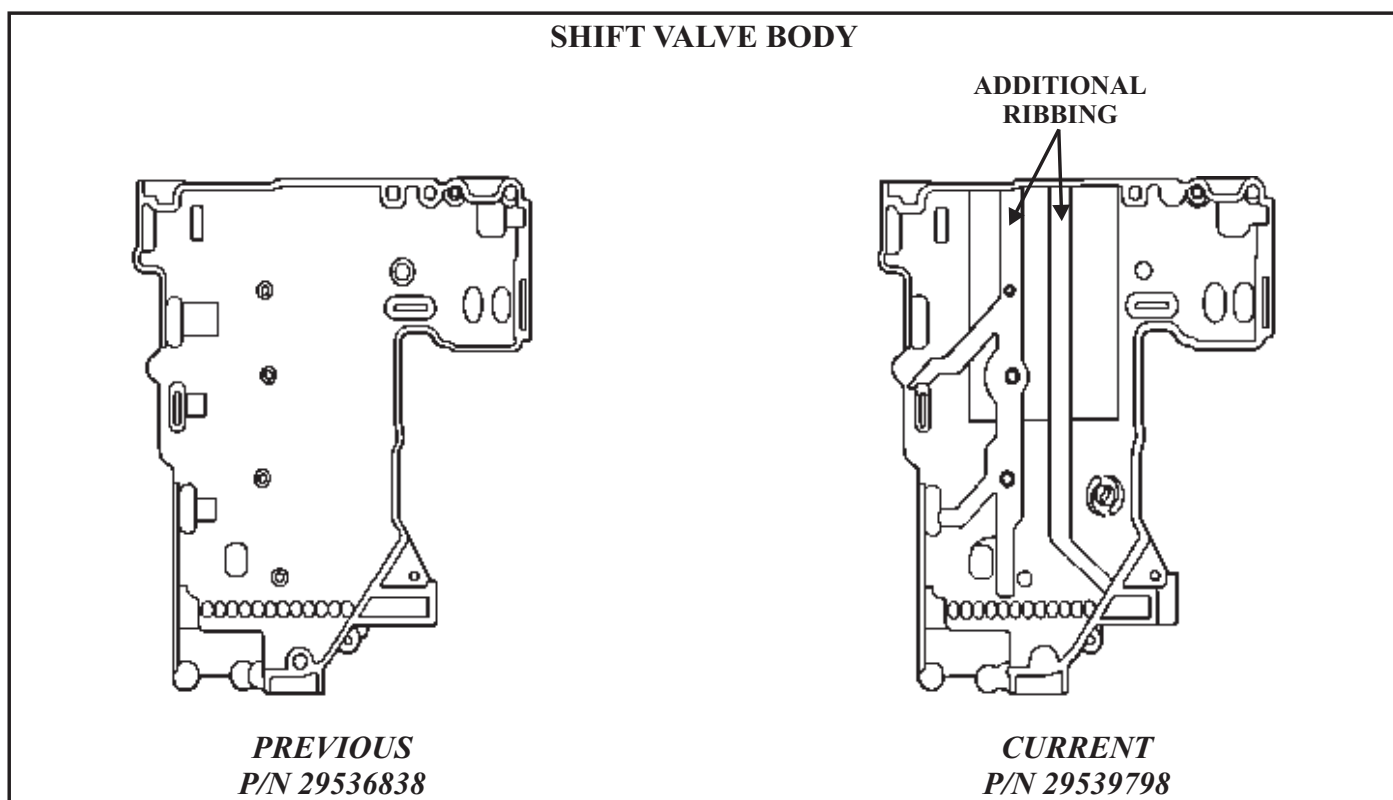


Figure 3

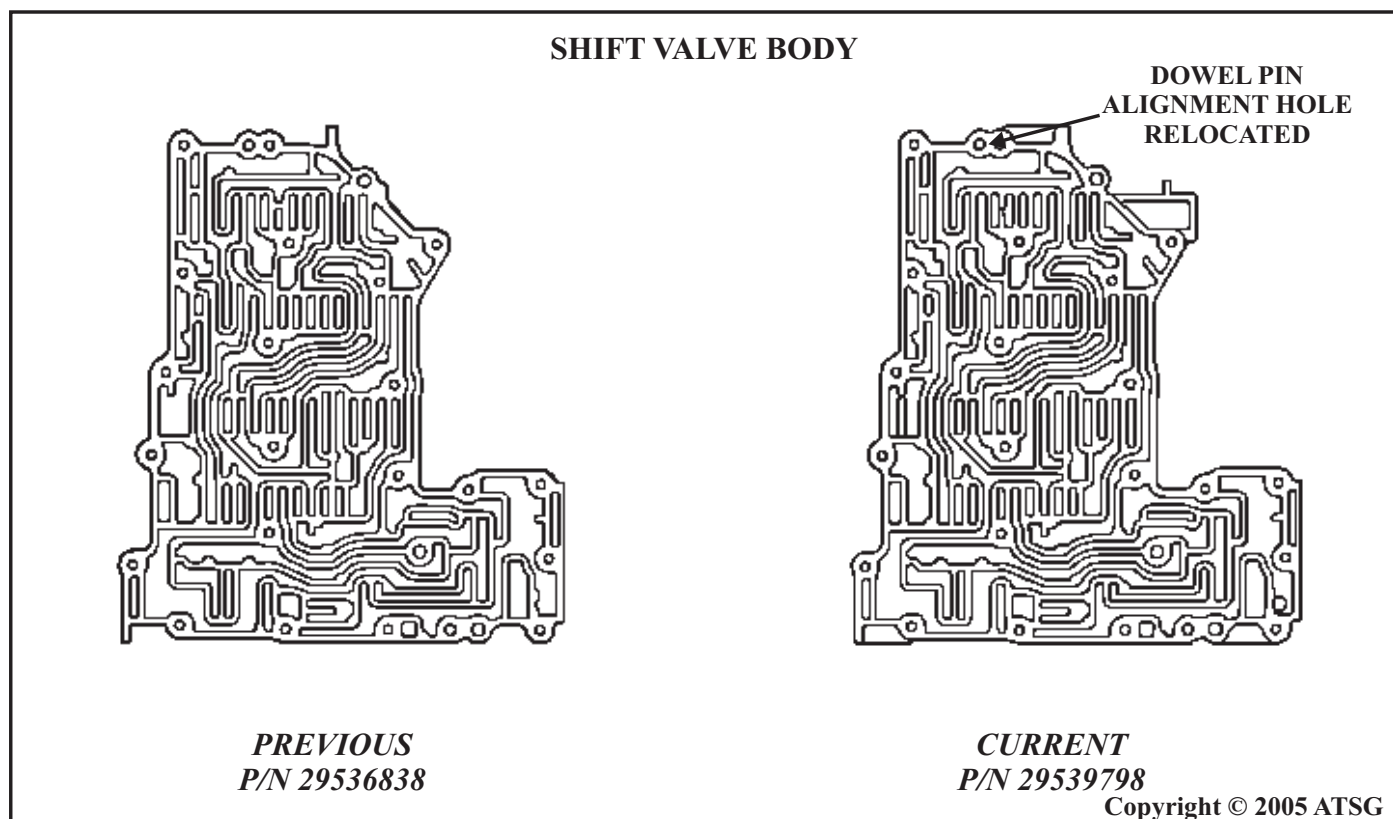
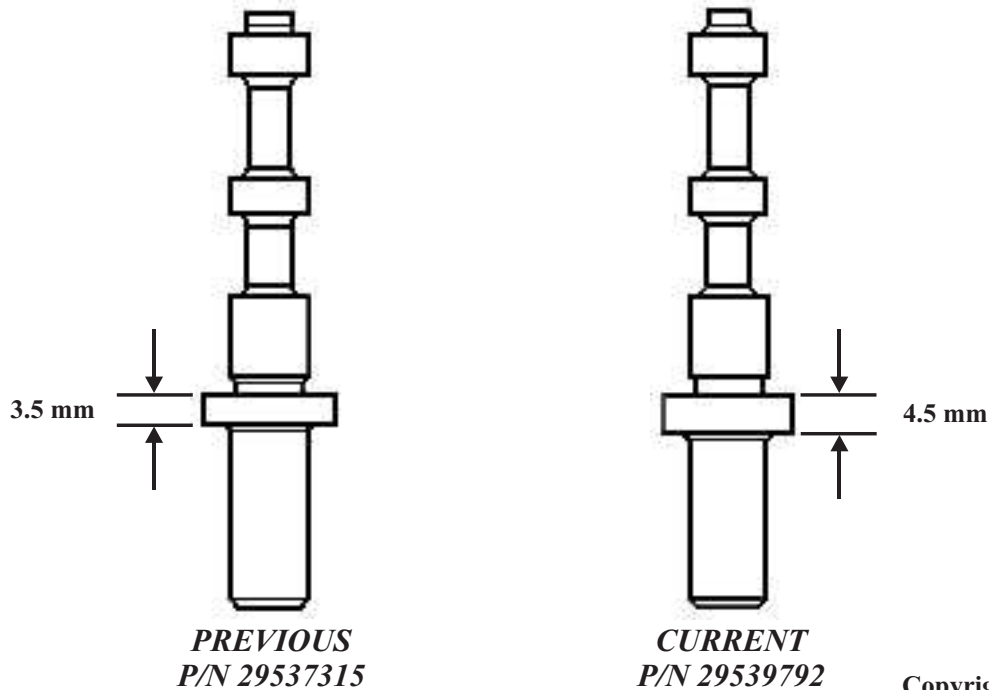


Figure 4

MODULATED LINE PRESSURE

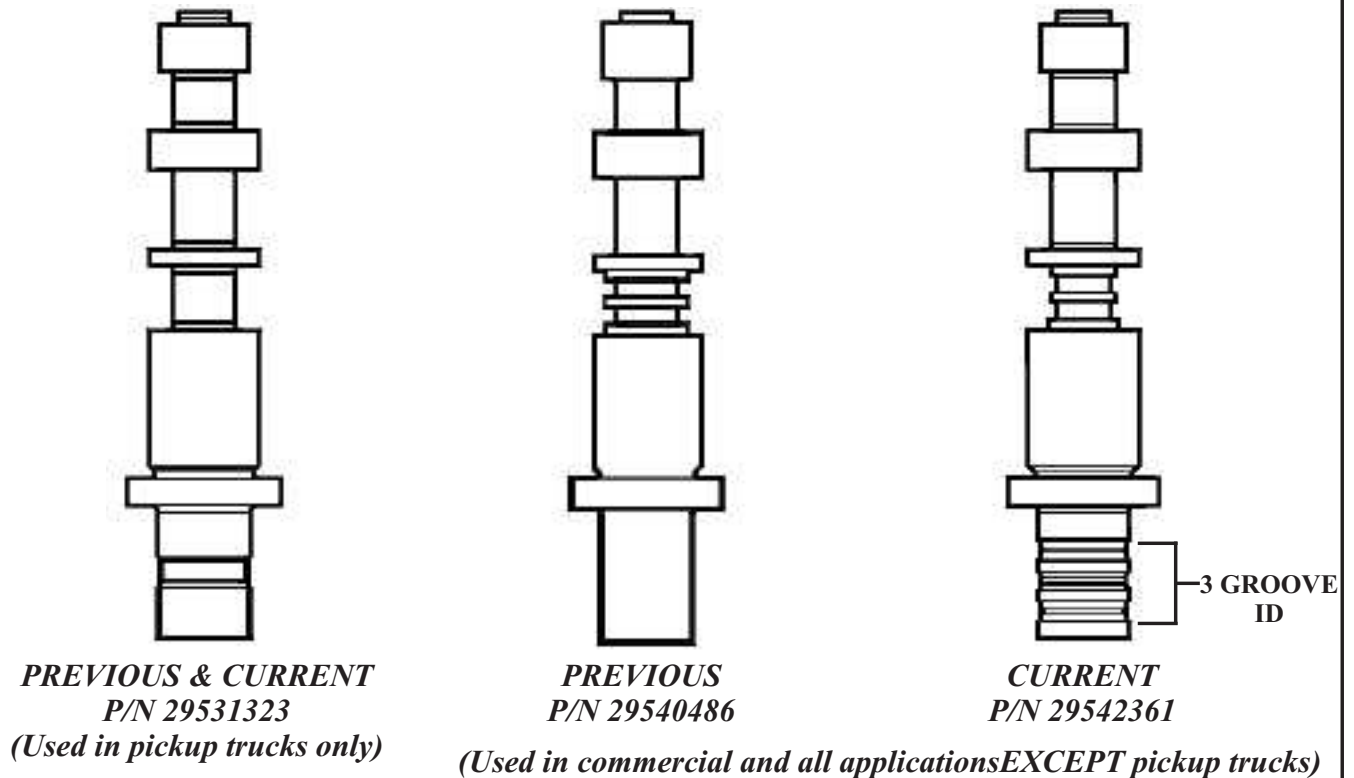
CONTROL MAIN REGULATOR VALVE



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Figure 5

MAIN PRESSURE REGULATOR VALVE



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Figure 6

MODULATED LINE PRESSURE

CONTROL MAIN REGULATOR & CONTROL MAIN RELIEF SPRINGS

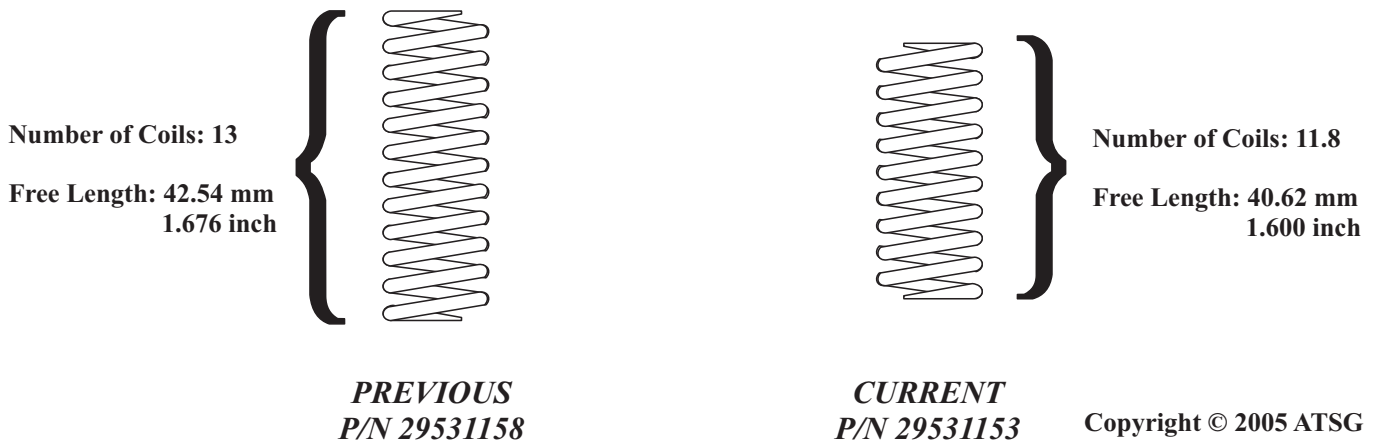


Figure 7

MODULATED MAIN VALVE BODY

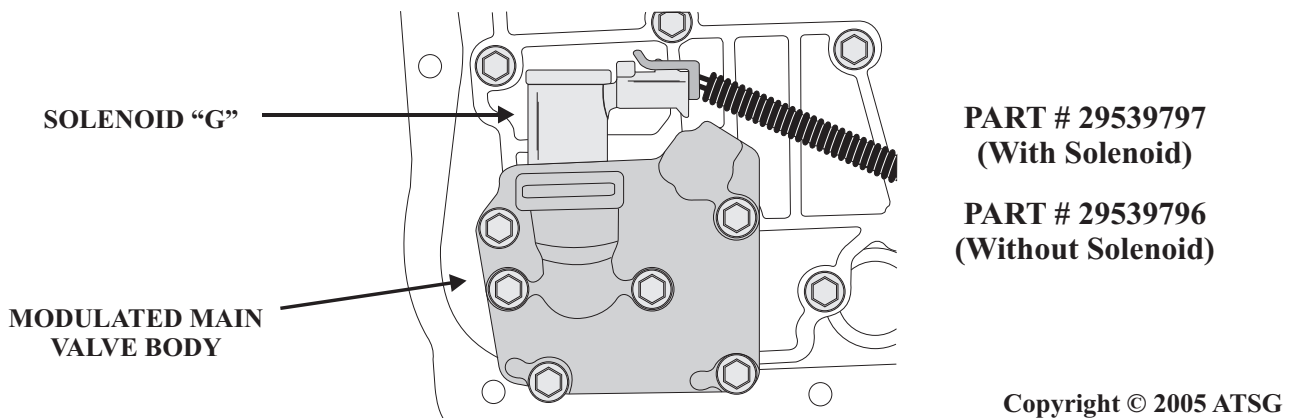


Figure 8

INTERNAL WIRE HARNESS

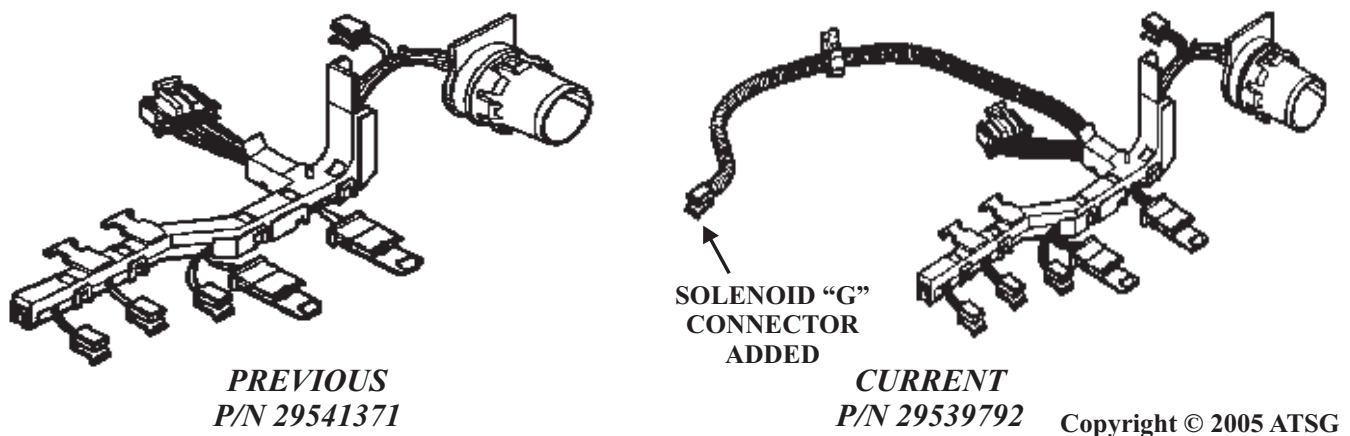
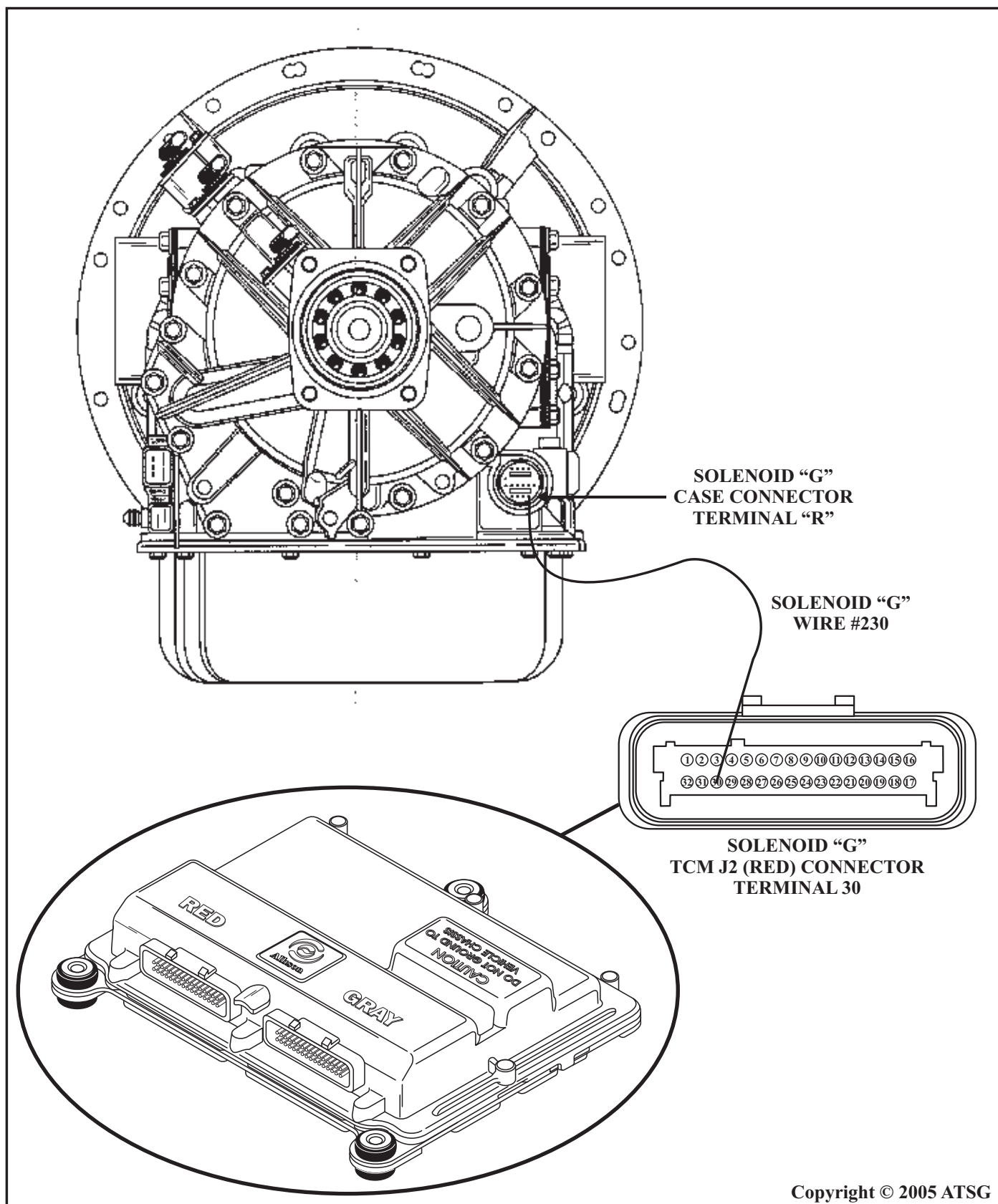


Figure 9

MODULATED LINE PRESSURE



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Figure 10