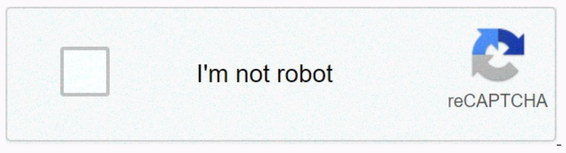
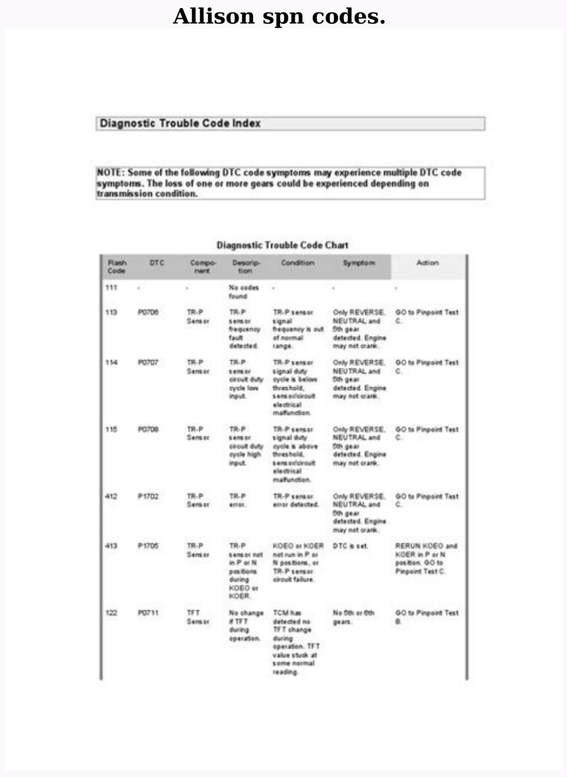


Continue

Allison transmission codes spn 2003

Allison spn codes.



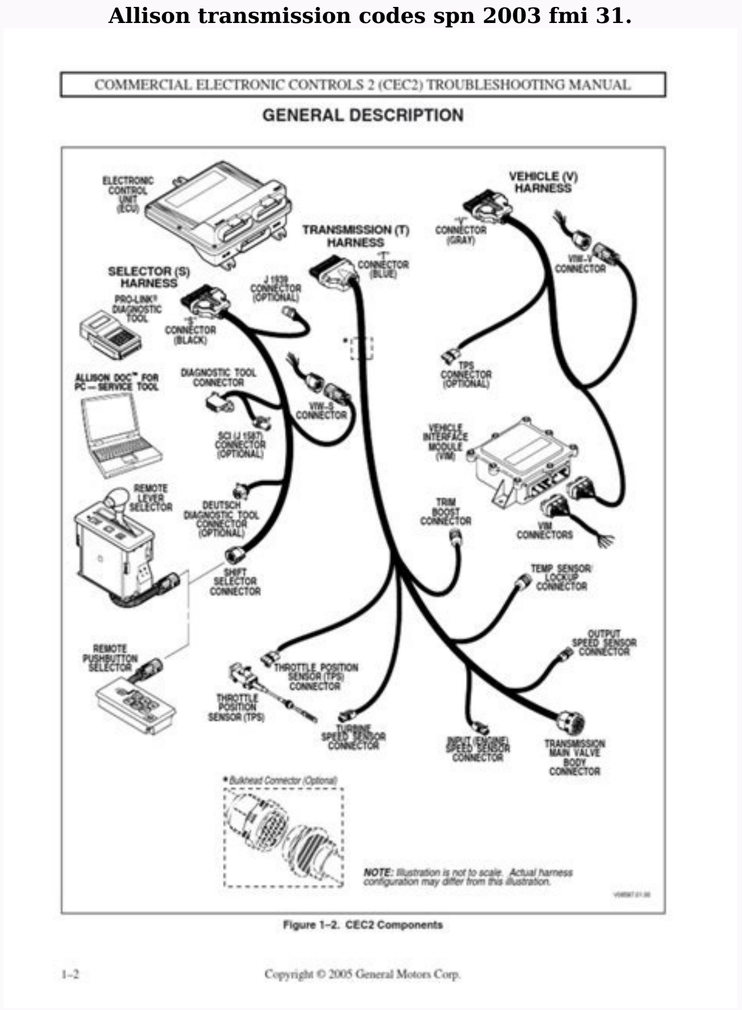
Diagnostic Trouble Code Index

NOTE: Some of the following DTC code symptoms may experience multiple DTC code symptoms. The loss of one or more gears could be experienced depending on transmission condition.

Diagnostic Trouble Code Chart

Flash Code	DTC	Compo-nent	Descrip-tion	Condition	Symptom	Action
111	-	-	No codes found	-	-	-
113	P0706	TR-P Sensor	TR-P sensor frequency fault detected.	TR-P sensor signal frequency is out of normal range.	Only REVERSE, NEUTRAL and 5th gear detected. Engine may not crank.	GO to Pinpoint Test C.
114	P0707	TR-P Sensor	TR-P sensor circuit duty cycle low input.	TR-P sensor signal duty cycle is below threshold, sens or/circuit electrical malfunction.	Only REVERSE, NEUTRAL and 5th gear detected. Engine may not crank.	GO to Pinpoint Test C.
115	P0708	TR-P Sensor	TR-P sensor circuit duty cycle high input.	TR-P sensor signal duty cycle is above threshold, sens or/circuit electrical malfunction.	Only REVERSE, NEUTRAL and 5th gear detected. Engine may not crank.	GO to Pinpoint Test C.
412	P1702	TR-P Sensor	TR-P error.	TR-P sensor error detected.	Only REVERSE, NEUTRAL and 5th gear detected. Engine may not crank.	GO to Pinpoint Test C.
413	P1705	TR-P Sensor	TR-P sensor not in P or N positions during KOEO or KOER.	KOEO or KOER not run in P or N positions, or TR-P sensor circuit failure.	DTC is set.	RERUN KOEO and KOER in P or N position. GO to Pinpoint Test C.
122	P0711	TFT Sensor	No change if TFT during operation.	TCM has detected no TFT change during operation. TFT value stuck at some normal reading.	No 5th or 6th gears.	GO to Pinpoint Test B.

Allison transmission codes spn 2003 fmi 31.



Allison transmission codes. Allison transmission spn codes. Allison transmission code 2003.

Home » ALLISON Transmission » Caterpillar Electronic Technician » Diesel Engine Software » General Transmission Fault Unknown (SPN 2003 - FMI 31) It seems that all Allison fault codes begin with a P. At least they do with the 1000 and 2000 series transmissions. This change makes it hard to find the real problem. One mechanic needed the MID number to get to the real source of trouble.After some research, the SPN 2003 FMI 31 code may be relegated to the Blue Bird Buses that have been made prior to 2016 approx.
That is the most recent date we found. It is telling you to change the trans spin on the filter and then use the reset process to clear the code.To learn more about this code and what it means, just continue to read our article. It explores the issue to make sure you have the best information possible. We do the research so you do not have to waste time looking things up for yourself.Allison Fault Code SPN 2003 FMI 31We have given you one explanation for this code and there is another one.

The code may be different since the transmissions are not all installed in Blue Bird buses. Here is what one mechanic and another website had to say:“SPN 2003 is a diagnostic trouble code for bad connection between ECM and TCM” The mechanic stated to the person asking him what this code meant that he needed the MID code to make a correct diagnosis.On the vehicle in question, the MID code was 3. First, he explained that the 31 was a generic code that is generated by the ECM. The 2003 gives the actual location of the problem which is the TCM.With the information from the website, this code is telling you that there is a connection problem between the two control modules. bayesian information criterion negative value There are two fixes for this code.1. Remove the harness connecting the ECM to the TCM and then check it for damage. If it is, then you would have to replace the harness. But if it isn’t then you need to remove the harness, then put it back on to make sure the connection is sure.2. You do this because the second source is a faulty TCM. So you put the harness back on and check to see if the code clears. If it does, then you are fine. If it doesn’t, then you need to remove the TCM and have it tested.Replacement is probably your only option to solve the problem if it is a faulty TCM.DTC J1939 SA 3 SPN 2003 FMI 31 What would make fault codes easier to understand is if they implemented a universal system that applied to all engines and other automotive parts.As it stands, finding out what is wrong can be difficult as sometimes even mechanics and dealers do not know what the fault code stands for. In the case of the Blue Bird Bus situation, it was a J1939 communication code fault.The fix for the Blue Bird bus is to replace the trans spin-on filter on the 2010 model.

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
70	2	PID	70	2111	Park Brake Status Not Plausible (Vehicle Moving)
70	19	SID	234	2112	J1939 Park Brake Switch Signal from Source #1 is erratic
70	13	SID	234	2112	J1939 Park Brake Switch Signal from Source #1 is missing
70	19	SID	234	2112	J1939 Park Brake Switch Signal from Source #2 is erratic
70	13	SID	234	2112	J1939 Park Brake Switch Signal from Source #2 is missing
70	19	SID	234	2112	J1939 Park Brake Switch Signal from Source #3 is erratic
70	13	SID	234	2112	J1939 Park Brake Switch Signal from Source #3 is missing
84	21	PID	84	2113	Vehicle Speed Failure
84	3	PID	84	2113	Vehicle Speed Sensor Circuit Failed High
84	4	PID	84	2113	Vehicle Speed Sensor Circuit Failed Low
84	2	PID	84	2113	VSS Anti Tamper Detection via Virtual Gear Ratio
84	8	PID	84	2113	VSS Anti Tamper Detection via Fixed Frequency Device
84	6	PID	84	2113	VSS Anti-Tamper Detection via ABS Vehicle Speed Comparison
84	19	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#1 is erratic
84	13	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#1 is missing
84	19	SID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#2 is erratic
84	13	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#2 is missing
84	19	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#3 is erratic
84	13	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#3 is missing
84	20	PID	84	2113	Vehicle Speed Sensor Drifted High Error (VSS signal not plausible)
91	13	PID	91	2114	Accelerator Pedal Learn Error
91	3	PID	91	2114	Accelerator Pedal Circuit Failed High
91	4	PID	91	2114	Accelerator Pedal Circuit Failed Low
91	8	PID	91	2114	Pwm Accelerator Pedal Signal 1 Frequency Out Of Range
91	14	PID	91	2114	Pwm Accelerator Pedal Not Learned
91	7	PID	91	2114	Pwm Accelerator Pedal Idle Not Recognized
91	31	PID	91	2114	Pwm Accelerator Pedal Learned Range to Large
91	3	PID	91	2114	Accelerator Pedal Signal Circuit Failed High
91	9	SID	231	2615	J1939 EEC2 Message is missing
98	0	PID	98	2115	Oil Level High

The 2011 IC BE model has the same fix but it was called the Trans oil filter restriction switch.The fix also worked on the 2011 RE and the 2016 IC. After replacing the switch or the trans spin, you need to use the reset code to clear the fault code. What you do is turn the ignition on while leaving the engine off. Then use the shifter to do the following-N-D-N-D-N-R-N.That should reset everything and you should be good to go. This process also worked on resetting the pm service interval. We looked at the complete Allison fault codes list and there are only 2 times where the TCM is mentioned:P0602 for the TCM not being programmed and P1760 which is the TCM supply voltage. You can read this list at this link.Freightliner Code SPN 2003 FMI 31 We looked at the Freightliner code list and there were several J1939 codes listed. wulagogowapuramamibebuz.pdf One was for the FMI code and 31 just says 'condition exists'. As the mechanic said earlier, it is a very generic code and doesn't tell you much.The first of about 5 or 6 J1929 codes have the SPN 2003 number. But it is not that informative either as all it says is- Missing Transmission CAN Message. Then it lists 1 possible FMI code number and that was 9.All FMI 9 states with the 2003 SPN is an abnormal update rate. However, all the experts we came across outside of the Blue Bird bus response point to the ECM to TCM harness.We described the fix and that fix, unless otherwise discovered, applies to the Freightliner engines as well. constitution for the united states of america 1791 You can read those codes at this link. Do the easy repair first, simply remove the harness and put it back on securely.If that doesn't fix the problem, then move on to the other option and have your TCM checked out.More on The SPN 2003 FMI 31 Code There is a little more information that needs to be reported.

First off. 99% of the time when you see this code the TCM has to be replaced.
No questions asked. But the full code for this issue for the 1000 & 2000 Allison transmission series is:ECM: Allison - 1000 & 2000Fault: P0614SPN: 2003FMI: 31This code usually sets with the code P2637 or code P2641. The presence of those codes tells you that the Autoselect is still functioning and it is a software issue.Some Final WordsIt would be a great automotive world if all automotive parts like engines, transmissions, etc., used the same codes. But since it is not a perfect automotive world, it takes time to find what different codes mean for a specific part.But given enough time, you should be able to find all the meanings of the codes and which parts they refer to. Service and repair of transmissions "ALLISON" For the smooth operation of the automatic transmission "ALLISON" it is necessary to comply with the requirements of the manufacturer, in time to make maintenance and troubleshoot any problems. The electronic control system of the automatic transmission "ALLISON" processes information from sensors and other vehicle systems and sends signals to the solenoid valves for shifting gears, and the electronic control unit (TCM, ECU) controls the following parameters: - the speed of rotation of the output shaft; - engine crankshaft rotation speed; - the speed of rotation of the turbine wheel; - temperature and oil pressure; - power take-off; - protection against excess speed and temperature increase; - blocking of inclusion of transfers The first signal of a malfunction is the transition of the automatic transmission "ALLISON" to emergency mode and the inclusion of only one gear. At the same time, the memory of the electronic control unit of the automatic transmission "ALLISON" (TCM, ECU) stores error codes that can be read either using the gear selector (up to 5 errors) or using the Allison DOC diagnostic program. zudofigepubanugejomulumu.pdf Error codes make it possible to prevent global breakdowns of the ALLISON automatic transmission and to understand the algorithm for further troubleshooting at early stages. Allison Transmission TS2973EN Troubleshooting Manual Download Allison 3000-4000 Series Troubleshooting Manual Download Allison Transmission 1000 and 2000 Product Families Troubleshooting Manual Download Allison Transmission 1000,2000 series fault code list Download Allison Transmission 3000,4000 series fault code list Download Allison Transmission DOC 7.0 PC Service Tools – User Guide Download Allison Transmission Electronic Controls Troubleshooting Manual Download Allison Transmission Fault Codes Manual Download Allison Transmission Troubleshooting Download Allison Transmission Troubleshooting Download ALLISON 1000/2000/24000 SERIES ELECTRONIC CONTROLS TROUBLESHOOTING MANUAL P0121 Pedal Postion Sensor Performance Problem P0122 Pedal Postion Sensor Circuit Low Voltage P0123 Pedal Postion Sensor Circuit High Voltage P0218 Transmission Fluid Over Temperature P0562 System Voltage Low P0563 System Voltage High P0602 TCM Not Programmed P0606 Controller Internal Performance P0701 Transmission Control System Performance P0703 Brake Switch Circuit P0705 Transmission Range Sensor Circuit (PRNDL Input) P0706 Transmission Range Sensor Circuit Performance P0708 Transmission Range Sensor Circuit High Input P0710 Transmission Fluid Temperature Sensor Malfunction P0711 Transmission Fluid Temperature Sensor Circuit Performance P0712 Transmission Fluid Temperature Sensor Circuit Low Input (High Temperature) P0713 Transmission Fluid Temperature Sensor Circuit Low Input (Low Temperature) P0716 Turbine Speed Sensor Circuit Performance P0717 Turbine Speed Sensor Circuit No Signal P0721 Output Speed Sensor Circuit Performance P0722 Output Speed Sensor Circuit No Signal P0726 Engine Speed Input Circuit Performance P0727 Engine Speed Sensor Circuit No Signal P0731 Incorrect 1st Gear Ratio P0732 Incorrect 2nd Gear Ratio P0733 Incorrect 3rd Gear Ratio P0734 Incorrect 4th Gear Ratio P0735 Incorrect 5th Gear Ratio P0736 Incorrect Reverse Ratio P0741 Torque Converter Clutch System Stuck Off P0742 Torque Converter Clutch System Stuck On P0748 Pressure Control Solenoid A Electrical P0763 Shift Solenoid C Electrical P0768 Shift Solenoid D Electrical P0773 Shift Solenoid E Electrical P0778 Pressure Control Solenoid B Electrical P0840 Transmission Pressure Switch Solenoid C Circuit P0841 Transmission Pressure Switch Solenoid C Circuit Stuck Open P0842 Transmission Pressure Switch Solenoid C Circuit Stuck Closed P0843 Transmission Pressure Switch Solenoid C Circuit High P0845 Transmission Pressure Switch Solenoid D Circuit P0846 Transmission Pressure Switch Solenoid D Circuit P0847 Transmission Pressure Swtich Solenoid D Circuit P0848 Transmission Pressure Switch Solenoid D Circuit P1688 Unmanaged Engine Torque Delivered to TCM P1709 Transmission Pressure Switch Solenoid E Circuit P1710 Transmission Pressure Switch Solenoid E Circuit Stuck Open P1711 Transmission Pressure Switch Solenoid E Circuit Stuck Closed P1712 Transmission Pressure Switch Solenoid E Circuit High P1713 Transmission Pressure Switch Reverse Circuit P1714 Transmission Pressure Switch Reverse Circuit Stuck On P1716 Transmission Pressure Switch Reverse Circuit High P1718 Incorrect Neutral Gear Ration P1720 Solenoid A Controlled Clutch Not Engaged P1721 Solenoid B Controlled Clutch Not Engaged P1723 Solenoid A Controlled Clutch Engaged P1724 Solenoid B Controlled Clutch Engaged P1726 Shift Solenoid D Controlled Clutch Engaged P1727 Shift Controlled E Clutch Engaged P1760 TCM Supply Voltage P1779 Engine Torque Delivered To ECM P1835 Kickdown Circuit Yes 5-238 P1860 Torque Converter Clutch PWM Solenoid Circuit --Electrical P1875 4WD Low Switch Circuit P1891 Throttle Postion Sensor Pulse Width Modulation (PWM) Signal Low Input P1892 Throttle Postion Sensor Pulse Width Modulation (PWM) Signal High Input U1000 Serial Data Communication Link Malfunction (Class2) U1016 Class 2 Powertrain Controller State of Health Failure U1041 Class 2 ABS Controller State of Health Failure U1064 Class 2 TBC Controller State of Health Failure U1096 Class 2 IPC Controller State of Health Failure U1300 Serial Data Communication Link Low (Class2) U1301 Serial Data Communication Link High (Class2) U2104 Can Bus Rest Counter Overrun U2105 Can Bus Error ECM