

Roadranger®

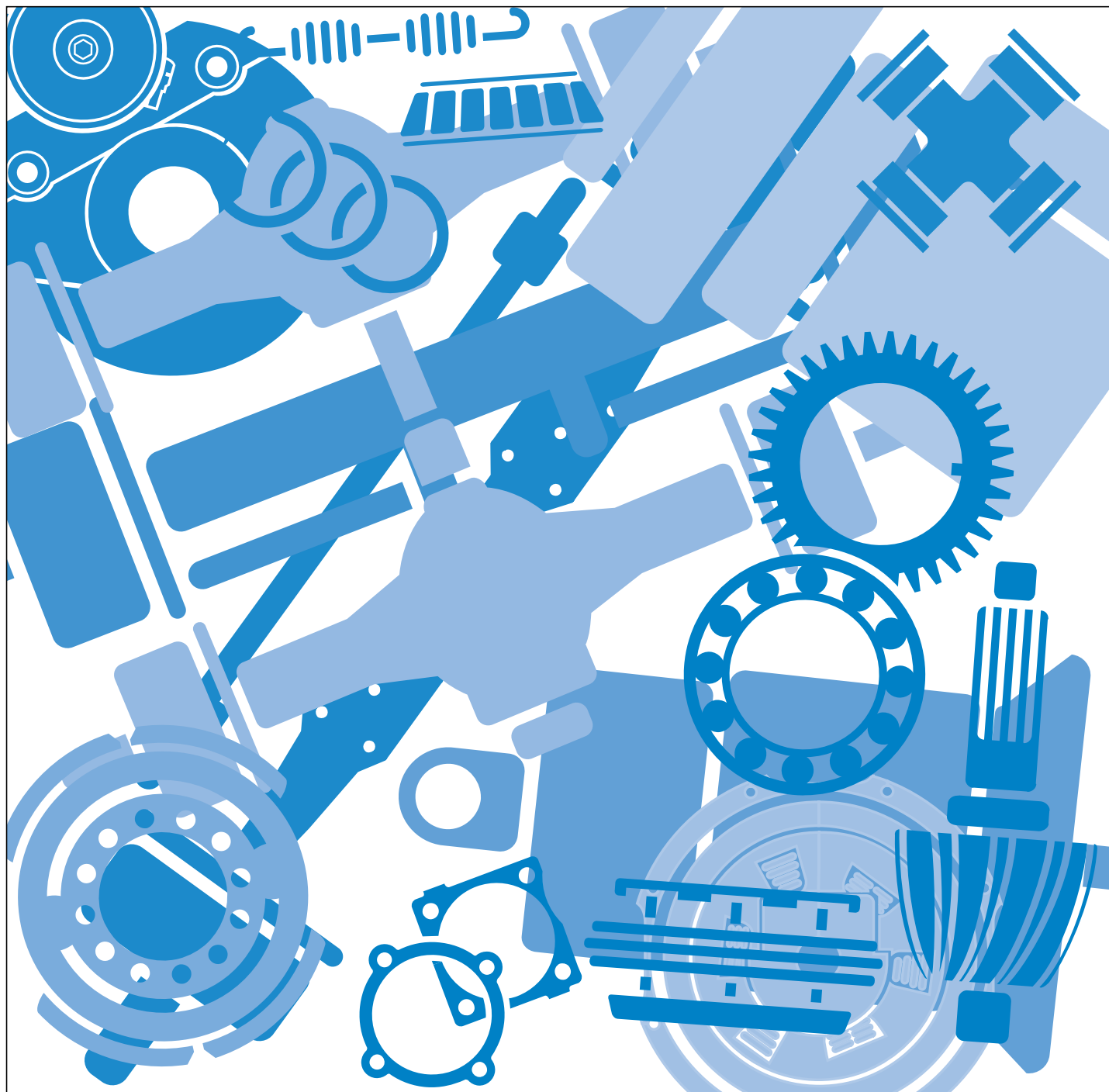
Eaton® Fuller® Automated Transmissions

RTAO-1X710-AS
RTAO-1X710-AC
RTLO-1X918-AS



One Great Drivetrain from Two Great Companies

Troubleshooting Guide TRTS-0050 January 2006



For the most current information, visit the Roadranger web site at www.roadranger.com

Warnings and Cautions

⚠ WARNING

Follow the specified procedures in the indicated order to avoid personal injury.

⚠ CAUTION

Follow the specified procedures in the indicated order to avoid equipment malfunction or damage.

Note: Additional relevant information not covered in the service procedure.

⚠ WARNING

Before starting a vehicle:

1. Sit in the driver's seat
2. Place shift lever in neutral
3. Set the parking brake

Before working on a vehicle or leaving the cab with engine running:

4. Place shift lever in neutral
5. Set the parking brake
6. Block the wheels

When parking the vehicle or leaving the cab:

7. Place shift lever in neutral
8. Set the parking brake

⚠ CAUTION

Do not release the parking brake or attempt to select a gear until the air pressure is at the correct level.

To avoid damage to the transmission during towing:

9. Place shift lever in neutral
10. Lift the drive wheels off of the ground or disconnect the driveline

Do not operate vehicle if alternator lamp is lit or if gauges indicate low voltage.

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Section 1: General Information

Suggested Tools	1-1
Transmission Models Included	1-2
Diagnostic Procedure	1-3
Fault Code Retrieval/Clearing	1-4
Driving Techniques	1-6
Fault Code Isolation Procedure Index	1-10
Symptom Driven Diagnostics Index	1-11

Section 2: Fault Isolation Procedures

Electrical System Pretest	2-1
Power-Up Sequence Pretest	2-3
Air Pretest	2-9
Component Code: 11 (SID 254, FMI 2,12)	
System Manager	2-13
Code 11 (SID 254, FMI 2,12),	
System Controller Test	2-14
Component Code: 12 (SID 233, FMI 12)	
Transmission ECU	2-15
Code 12 (SID 233, FMI 12),Transmission	
ECU Test	2-16
Component Code: 13 (SID 236, FMI 4,5)	
Power Connect Relay Coil	2-17
Code 13 (SID 236, FMI 4,5),	
Power Connect Relay Coil Test	2-18
Component Code: 14 (SID 18, FMI 12)	
Shift Lever	2-21
Code 14 (SID 18, FMI 12), Shift Lever Test	2-22
Component Code: 15 (SID 57, FMI 2)	
Shift Lever Data Link	2-25
Code 15 (SID 57, FMI 2),	
Shift Lever Data Link Test	2-26
Component Code: 16 (SID 248, FMI 2)	
Eaton Proprietary Link (EPL)	2-31
Code 16 (SID 248, FMI 2),	
Eaton Proprietary Link (EPL) Test	2-32
Component Code: 17 (SID 237, FMI 4)	
Start Enable Relay Coil	2-43
Code 17(SID 237,FMI 4),	
Start Enable Relay Coil Test	2-44
Component Code: 31 (PID 62, FMI 3,4)	
Engine Brake Relay Coil	2-47
Code 31 (PID 62, FMI 3,4),	
Engine Brake Relay Coil Test	2-48
Component Code: 33 (PID 168, FMI 4)	
Battery Voltage Supply	2-51
Code 33 (PID 168, FMI 4),	
Battery Voltage Supply Test	2-52

Component Code: 35 (SID 231, FMI 2,7)	
Engine Control Failure	2-55
Code 35 (SID 231, FMI 2,7),	
Engine Control Failure Test	2-56
Component Code: 41 (SID 56, FMI 7)	
Range Failed to Engage	2-63
Code 41 (SID 56, FMI 7)	
, Range Failed to Engage Test	2-64
Component Code: 42 (SID 61, FMI 7)	
Splitter Failed to Engage	2-67
Code 42 (SID 6,1, FMI 7),	
Splitter Failed to Engage Test	2-68
Component Code: 43 (SID 35,36, FMI 3,4,5)	
Range Solenoid Valve	2-71
Code 43 (SID 35,36, FMI 3,4,5),	
Range Solenoid Valve Test	2-72
Component Code: 44 (PID 54, FMI 3,4,5)	
Interia Brake Solenoid Coil	2-77
Code 44 (PID 54, FMI 3,4,5),	
Interia Brake Solenoid Coil Test	2-78
Component Code: 46 (SID 37,38, FMI 4,5)	
Splitter Solenoid Valve	2-83
Code 46 (SID 37,38, FMI 4,5),	
Splitter Solenoid Valve Test	2-84
Component Code: 51 (PID 60, FMI 2)	
Rail Select Sensor	2-89
Code 51 (PID 60, FMI 2),	
Rail Select Sensor Test	2-90
Component Code: 52 (PID 59, FMI 2)	
Gear Select Sensor	2-99
Code 52 (PID 59, FMI 2),	
Gear Select Sensor Test	2-100
Component Code: 53 (SID 34, FMI 2)	
Reverse Ball Switch	2-109
Code 53 (SID 34, FMI 2),	
Reverse Ball Switch Test	2-110
Component Code: 56 (PID 161, FMI 2)	
Input Shaft Speed Sensor	2-115
Code 56 (PID 161, FMI 2),	
Input Shaft Speed Sensor Test	2-116
Component Code: 57 (PID 160, FMI 2)	
Main Shaft Speed Sensor	2-119
Code 57 (PID 160, FMI 2),	
Main Shaft Speed Sensor Test	2-120
Component Code: 58 (PID 191, FMI 2)	
Output Shaft Speed Sensor	2-123
Code 58 (PID 191, FMI 2),	
Output Shaft Speed Sensor Test	2-124
Component Code: 61 (SID 39, FMI 5,6)	
Rail Select Motor	2-127
Code 61 (SID 39, FMI 5,6),	
Rail Select Motor Test	2-128
Component Code: 63 (SID 40, FMI 5,6)	
Gear Select Motor	2-133

Code 63 (SID 40, FMI 5,6), Gear Select Motor Test	2-134
Component Code: 65 (SID 251, FMI 4) Low Motor Voltage	2-139
Code 65 (SID 251, FMI 4), Low Motor Voltage Test	2-140
Component Code: 71 (SID 60, FMI 7) Stuck Engaged	2-143
Code 71 (SID 60, FMI 7), Stuck Engaged Test	2-144
Component Code: 72 (SID 59, FMI 7) Failed to Select Rail	2-149
Code 72 (SID 59, FMI 7), Failed to Select Rail Test	2-150
Component Code: 73 (SID 58, FMI 7) Failed to Engage Gear	2-153
Code 73 (SID 58, FMI 7), Failed to Engage Gear Test	2-154
Component Code: 74 (SID 54, FMI 7) Failed to Sync Initial Engagement	2-157
Code 74 (SID 54, FMI 7), Failed to Sync Initial Engagement Test	2-158
Component Code: 83 (SID 18, FMI 14) Shift Lever Missing	2-161
Code 83 (SID 18, FMI 14), Shift Lever Missing Test	2-162

Section 3: Symptom Isolation Procedures

Electrical System	3-1
Electrical System Test	3-2
Front Box Control	3-17
Front Box Control Test	3-18
Gear Display Power Supply	3-29
Gear Display Power Supply Test	3-30
Start Enable Relay Contact	3-37
Start Enable Relay Contact Test	3-38
AutoShift/AutoSelect Will Not Engage a Gear	3-41
AutoShift/AutoSelect Will Not Engage a Gear Test	3-42
J-1587 Data Link	3-49
J-1587 Data Link Test	3-50
Range System	3-57
Range System Test	3-58
Splitter System	3-61
Splitter System Test	3-62
Up/Down Button	3-65
Up/Down Button Test	3-66
AutoShift/AutoSelect Shift Complaint	3-67
AutoShift/AutoSelect Shift Complaint Test	3-68
Transmission Air Leak	3-73
Transmission Air Leak Test	3-74
Neutral Lock Input	3-79
Neutral Lock Input Test	3-80

Appendix

Current Style Wiring Harness AutoSelect	A-1
Current Style Wiring Harness AutoShift	A-3
Old Style Wiring Harness AutoSelect	A-5
Old Style Wiring Harness AutoShift	A-7
Check for Proper Clutch Operation	A-9
Confirm Proper Clutch Adjustment	A-10

Suggested Tools

Air Gauges

- 2 (0-100) PSI Air Gauges

Volt/Ohm Meter

- SPX / Kent-Moore 1 (800) 328-6657
- P/N 5505027

PC-based Service Tool “ServiceRanger”

- Contact your OEM

Data Link Tester

- Eaton Service Parts 1 (800) 826-HELP (826-4357)
- P/N K-3378

Download Harness Kit

- Eaton Service Parts 1 (800) 826-HELP (826-4357)
- K-3481

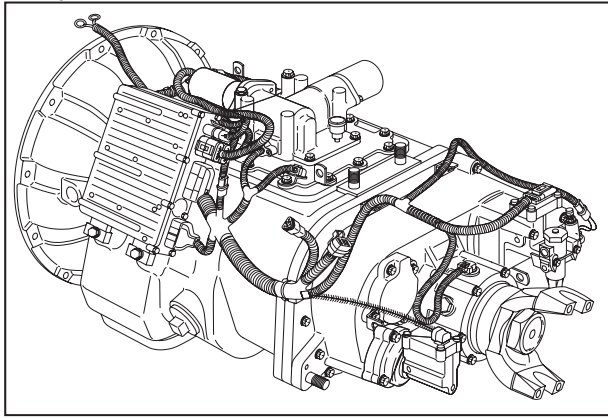
Test Adapter Kit

- SPX / Kent-Moore 1 (800) 328-6657
- Eaton Test Adapter Kit P/N J-43318
- Serial Link Adapter Kit P/N J-38351-B

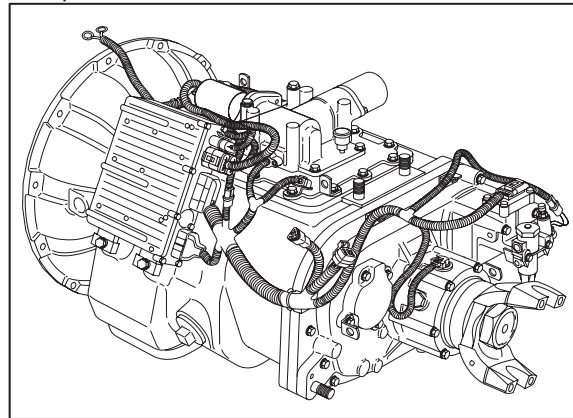
For more information call 1-800-826-HELP (826-4357)

Transmission Models Included

18-Speed

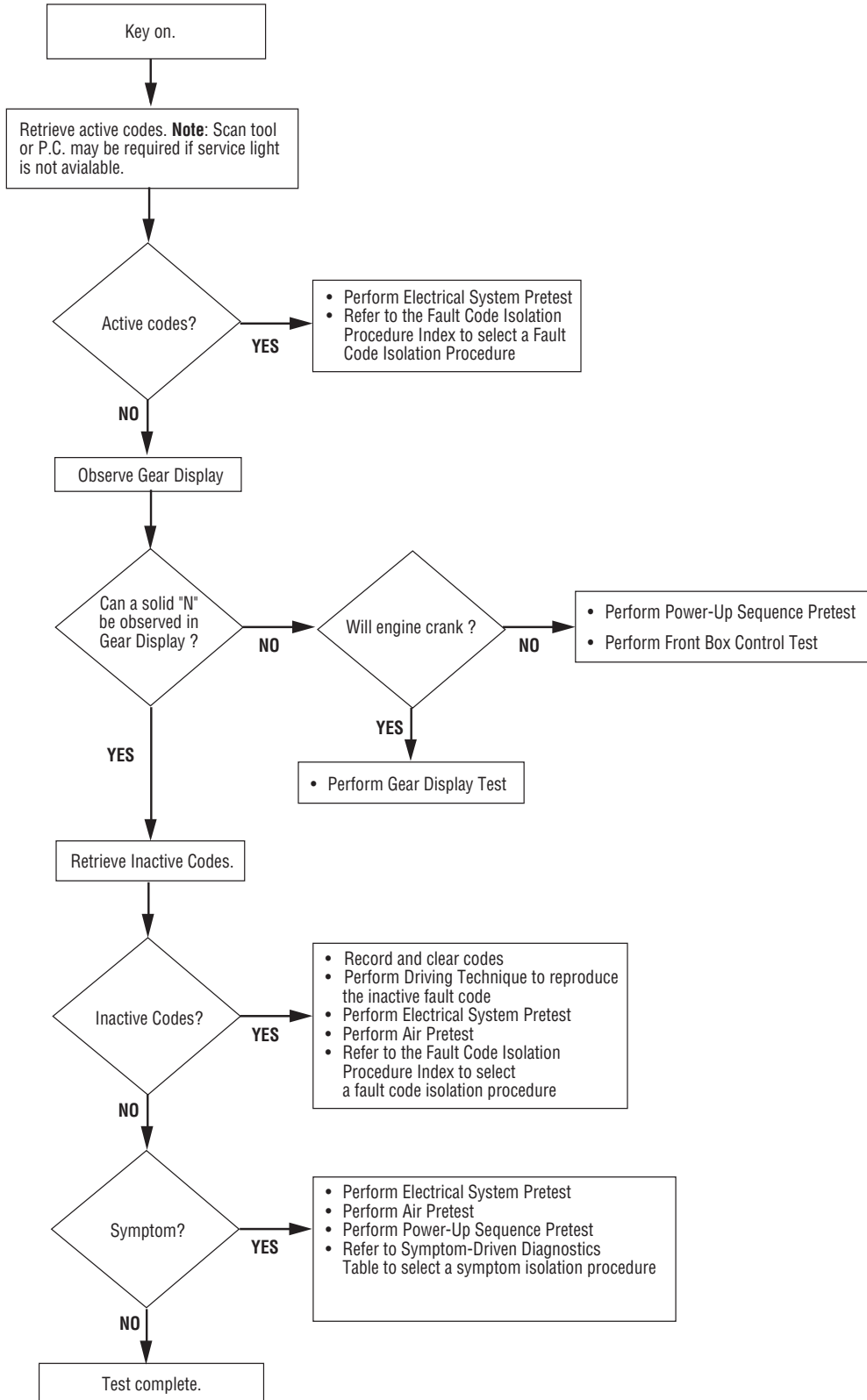


10-Speed



Diagnostic Procedure

Follow the flow cart below for all AutoSelect/AutoShift failures. Perform tests and procedures as directed by the flowchart.



Fault Code Retrieval/Clearing

Retrieving Fault Codes

Retrieve fault codes by enabling the system's self-diagnostic mode.

Note: You can also use a PC- based service tool, such as the ServiceRanger to retrieve fault codes.

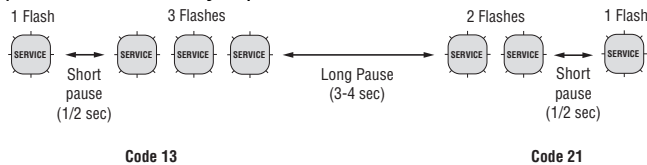
1. Place the shift lever in neutral.
2. Set the parking brake.
3. Turn the ignition key on but do not start the engine. If the engine already running, you may still retrieve codes, however, do not engage the starter if the engine stalls.
4. To Retrieve Active Codes: Start with the key in the on position. Turn the key off and on two times within five seconds ending with the key in the on position. After five seconds, the service lamp begins flashing two-digit fault codes. If no faults are active, the service light will not flash.



5. To Retrieve Inactive Codes: Start with the key in the on position. Turn the key off and on four times within five seconds ending with the key in the on position. After five seconds, the service lamp begins flashing two-digit fault codes. If there are no inactive faults, the service light will not flash.



6. Observe the sequence of flashes on the indicator lamp and record the codes. A one to two second pause separates each stored code, and the sequence automatically repeats after all codes have been flashed.



Clearing Fault Codes

The following procedure clears all inactive fault codes from the ECU's memory. Active fault codes are automatically cleared when the fault has been corrected.

Note: You may use a PC-based Service Tool, such as ServiceRanger, to clear fault codes.

1. Place the shift lever in neutral.
2. Set the parking brake.
3. Turn the ignition key on but do not start the engine.
4. Start with the key in the on position. Turn the key off and on six times within five seconds ending with the key in the on position.



Note: If the codes have been successfully cleared, the service lamp will come on and stay on for five seconds.

5. Turn key off and allow the system to power down.

Driving Techniques

Fault Codes	PID	SID	FMI	Description	Type of Code	Driving Technique
11		254	2,12	System Controller	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
12		233	12	Transmission Controller	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
13		236	4,5	Power Connect Relay Coil	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
14		18	12	Shift Lever	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat, vibration and selecting different shift lever positions.
15		57	2	Shift Lever Data Link	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
16		248	2	Eaton Proprietary Link (EPL)	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
17		237	4	Start Enable Relay Coil	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.

General Information

Fault Codes	PID	SID	FMI	Description	Type of Code	Driving Technique
31	62		3,4	Engine Brake Relay Coil	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
33	168		4	Battery Voltage Supply	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
35		231	2,7	Engine Control Failure	System	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat, vibration and varying levels of throttle demand.
41		56	7	Range Failed to Engage	System	Operate the vehicle and perform several range upshifts and downshifts. The failure is detected after 5 consecutive attempts to complete the same type of range shift. Several shifts (ten or more) may be necessary before the ECU confirms the failure.
42		61	7	Splitter Failed to Engage	System	Operate the vehicle and perform several range upshifts and downshifts. The failure is detected after 5 consecutive attempts to complete the same type of range shift. Several shifts (ten or more) may be necessary before the ECU confirms the failure.
43		35 or 36	3,4,5	Range Solenoid Valve	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
44	54		3,4,5	Interia Brake Solenoid Coil	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
46		37 or 38	4,5	Splitter Solenoid Valve	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.

Fault Codes	PID	SID	FMI	Description	Type of Code	Driving Technique
51	60		2	Rail Select Sensor	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
52	59		2	Gear Select Sensor	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
53		34	2	Reverse Ball Switch	Component	Select a reverse gear (repeatedly).
56	161		2	Input Shaft Speed Sensor	Component	Select a forward gear and drive at a steady speed no slower than 10 m.p.h. It may be necessary to operate the vehicle for a prolonged period of time if the cause of failure is related to heat and vibration.
57	160		2	Main Shaft Speed Sensor	Component	Select a forward gear and drive at a steady speed no slower than 10 m.p.h. It may be necessary to operate the vehicle for a prolonged period of time if the cause of failure is related to heat and vibration.
58	191		2	Output Shaft Speed Sensor	Component	Select a forward gear and drive at a steady speed no slower than 10 m.p.h. It may be necessary to operate the vehicle for a prolonged period of time if the cause of failure is related to heat and vibration.
61		39	5,6	Rail Select Motor	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
63		40	5,6	Gear Select Motor	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.

General Information

Fault Codes	PID	SID	FMI	Description	Type of Code	Driving Technique
65		251	4	Low Motor Voltage	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.
71		60	7	Stuck Engaged	System	Engage LO gear and allow the vehicle to slowly move forward. While the vehicle is in motion, move the shift lever to Reverse LO and slowly bring the vehicle to a stop. The vehicle will shift into Reverse LO. Several shifts (ten or more) may be necessary before the ECU confirms the failure.
72		59	7	Failed to Select Rail	System	Complete several shifts while the vehicle is in motion, including selections from neutral. Allow the transmission to complete several automatic shifts.
73		58	7	Failed to Engage Gear	System	Complete several shifts while the vehicle is in motion, including selections from neutral. Allow the transmission to complete several automatic shifts.
74		54	7	Failed to Syn Initial Engagement	System	With vehicle stopped, select a drive gear and fully depress the clutch pedal. Return transmission to neutral. Repeat several times.
83		18	14	Shift Lever Missing	Component	Key on. If the fault is present, the system should automatically detect the problem and set the code. If the fault is not present at key on, operate the vehicle and attempt to duplicate the driving conditions that triggered the fault code. Possible triggers include heat and vibration.

Fault Code Isolation Procedure Index

Fault Codes	SID	PID	FMI	Description	Type of Code	Page Number
11	254		2,12	System Controller	Component	2-27
12	233		12	Transmission Controller	Component	2-29
13	236		4, 5	Power Connect Relay Coil	Component	2-31
14	18		12	Shift Lever	Component	2-35
15	57		2	Shift Lever Data Link	Component	2-39
16	248		2	Eaton Proprietary Link	Component	2-45
17	237		4	Start Enable Relay Coil	Component	2-55
31	62		3,4	Engine Brake Relay Coil	Component	2-59
33	168		4	Battery Voltage Supply	Component	2-63
35	231		2,7	Engine Control Failure	System	2-65
41	56		7	Range Failed to Engage	System	2-73
42	61		7	Splitter Failed to Engage	System	2-77
43	35 or 36		3,4,5	Range Solenoid Valve	Component	2-81
44		54	3,4,5	Inertia Brake Solenoid Coil	Component	2-87
46	37 or 38		4,5	Splitter Solenoid Valve	Component	2-93
51		60	2	Rail Select Sensor	Component	2-99
52		59	2	Gear Select Sensor	Component	2-109
53	34		2	Reverse Ball Switch	Component	2-119
56		161	2	Input Shaft Speed Sensor	Component	2-125
57		160	2	Main Shaft Speed Sensor	Component	2-129
58		191	2	Output Shaft Speed Sensor	Component	2-133
61	39		5,6	Rail Select Motor	Component	2-137
63	40		5,6	Gear Select Motor	Component	2-145
65	251		4	Low Motor Voltage	Component	2-153
71	60		7	Stuck Engaged	System	2-159
72	59		7	Failed to Select Rail	System	2-165
73	58		7	Failed to Engage Gear	System	2-169
74	54		7	Failed to Sync Initial Engagement	System	2-173
83	18		14	Shift Lever Missing	Component	2-177

Symptom Driven Diagnostics Index

Symptom	Isolation Procedure	Page Number
Electrical System Test	Electrical System Test	3-1
If "-" is displayed on the Gear Display, and there are no active or inactive codes	Front Box Control Test	3-17
If the Gear Display is not working, and there are no active or inactive codes	Gear Display Power Supply Test	3-29
If the engine does not start with the Shift Lever is in neutral, and there are no active or inactive codes	Start Enable Relay Contact Test	3-37
If the transmission does not engage a gear, and there are no active or inactive codes	AutoShift/AutoSelect will not Engage a Gear Test	3-41
If the PC-based Service Tool does not work	J-1587 Data Link Test	3-49
If the transmission does not perform range shifts, and there are no active or inactive fault codes	Range System Test	3-57
If the transmission does not perform Splitter Shifts, and there are no active or inactive fault codes	Splitter System Test	3-61
If unable to shift the transmission with the Up/Down Buttons, and there are no Active or Inactive codes	Up/Down Button Test	3-65
If a shift complaint exists and there are no Active or Inactive codes	AutoShift/AutoSelect Shift Complaint Test	3-67
If the transmission has an air leak and there are no Active or Inactive fault codes	Transmission Air Leak Test	3-73
If the Auto Neutral feature is not working	Neutral Lock Input Test	3-79

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Electrical System Pretest

Overview

The test does not relate to any specific fault code, but must be completed before performing Fault Code Isolation Table procedures. The pretest verifies the batteries are fully charged.

Detection

There is no detection process specifically for the basic electrical supply. However, failures of this type are generally detected by the transmission or driver as some other type of fault code or symptom.

Fallback

There is no fallback for the electrical pretest, however, it may effect other systems.

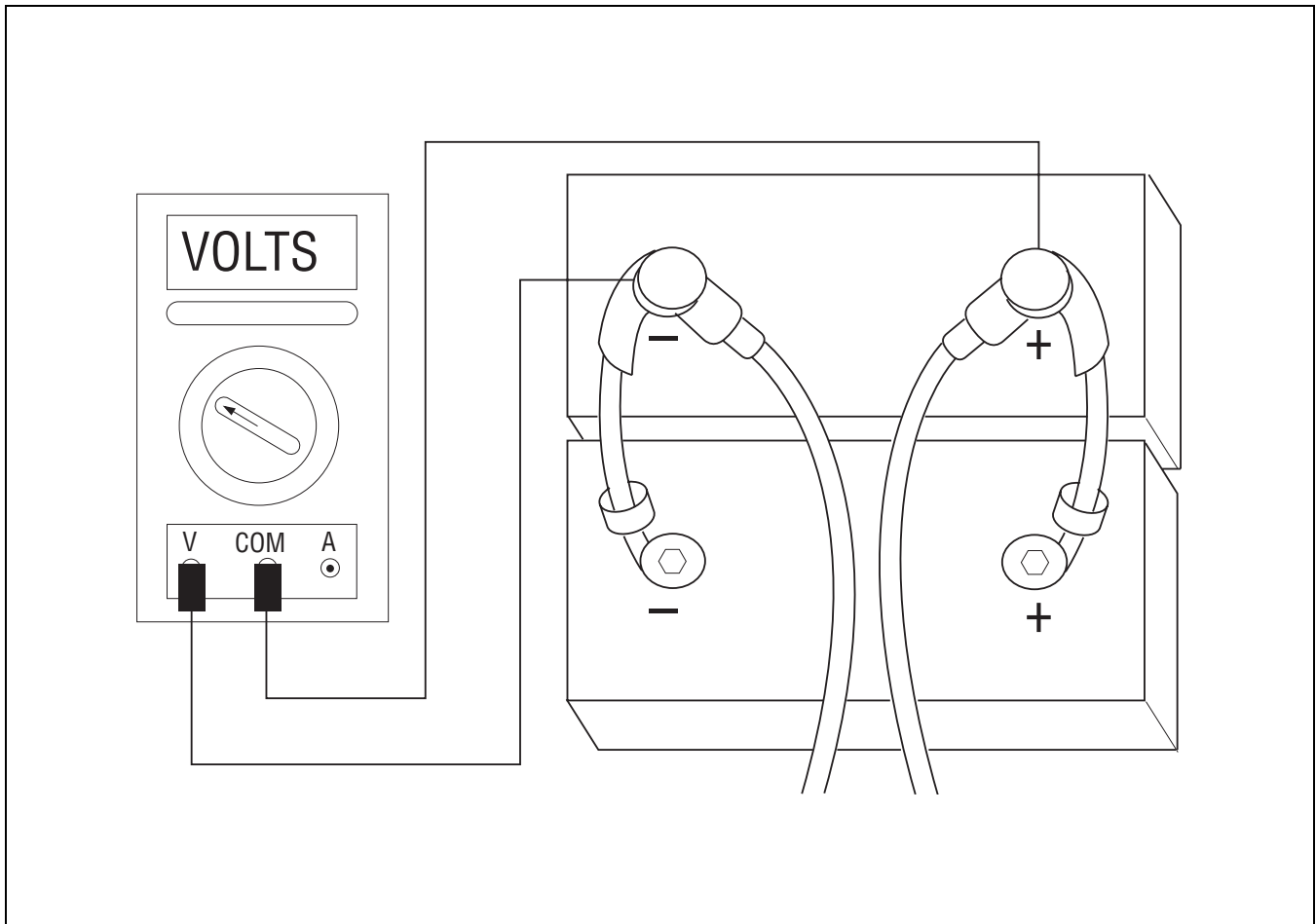
Required Tools

- Basic Hand Tools
- Eaton Test Adapter Kit
- Digital Volt/Ohm Meter
- Troubleshooting Guide
- Battery Load Tester

Possible Causes

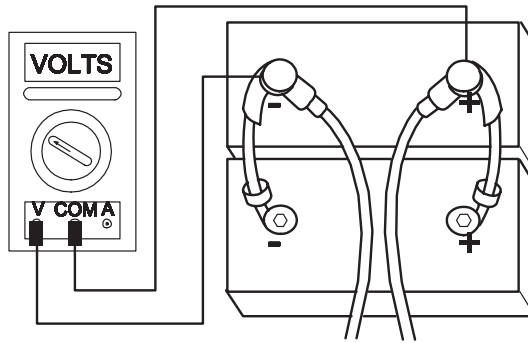
This pretest can be used for any of the following:

- Low Batteries
- Starter/Battery connections



Electrical System Pretest

Step A	Procedure	Condition	Action
	1. Key off.		
	2. Inspect starter/battery connections for integrity.		
	3. Measure voltage across battery. →	If voltage is 11 to 13 volts on a 12 volt system or	
		22 to 26 on a 24 volt system →	Go to Step V .
		If voltage is outside of range →	Repair or replace battery/s and charging system as required. Repeat this step.



Step V	Procedure	Condition	Action
	1. Key off.		
	2. Load Test the Battery/s. →	If the battery/s maintain the specified load →	Test Complete.
		If the battery/s fail the load test →	Replace the damaged battery/s and repeat this step.

Power-Up Sequence Pretest

Overview

A failure during the self-check indicates a failure of the Shift Control.

Detection

The power-up self-check is performed automatically each time the key is turned on. Turn the key on and watch the service lamp. If power-up stops with the service lamp constantly on, or it never comes on, self-check has failed.

Fallback

If self-check fails, the product cannot perform any operations.

Required Tools

- Basic Hand Tools
- Eaton Test Adapter Kit
- Digital Volt/Ohm Meter
- Troubleshooting Guide

Possible Causes

This test can be used for the following:

- Shift Control
- Vehicle Harness

