

# “Allison Lockup Controller”

Installation instructions (2015.5-2016 LML)

NOTE: THIS IS FOR ALL 2016 AND 2015.5 with  
“AVF” code ONLY!!!! DO NOT use this for 2015  
trucks without “AVF”

**By: BT DieselWorks, LLC.**

IF YOU HAVE A 2015 TRUCK, BE SURE TO CHECK THE GLOVEBOX RPO STICKER LIST AND SEE IF “AVF” IS LISTED THERE. IF “AVF” IS NOT LISTED THERE, YOU HAVE A 2015 TRUCK AND THESE ARE NOT THE CORRECT INSTRUCTIONS. ALSO, BE SURE THAT YOUR TRUCK HAS A SMALLER 66-PIN TCM CONNECTOR. IF YOUR TRUCK HAS A LARGER 80-PIN CONNECTOR, YOU HAVE A 2015 AND THESE ARE NOT THE CORRECT INSTRUCTIONS.

First of all, thank-you for purchasing the BT DieselWorks 2<sup>nd</sup> generation Allison TCC lockup/unlock controller module! This switch was designed to override the TCM and allow full manual control of the Allison torque converter clutch. Full factory/automatic mode is still retained for normal driving, but in the event that you want to immediately lock or unlock the converter, you can do so at the push of a button, regardless of what the current state of the TCM and TCC solenoid is. The module is fully computerized with various safety lockouts, as well as using proper pulse-width-modulation to drive the TCC solenoid, identical to the factory TCM.

Depending on the converter and TCM programming, sometimes lockup is not actually achieved until 60 MPH and the top of 3<sup>rd</sup> gear. It is a well-known fact that the Allison TCM sometimes does not do what it is told or programmed to do...under high HP conditions during drag racing or sled pulling, TCC lockup can be extremely unpredictable. This is because whenever TCC “slip speed” is greater than 650rpm, lockup commands are inhibited within the TCM. Under high HP and loose converters, this threshold is easily exceeded, thus preventing TC lockup at the desired time.

Please check everything in the package to be sure nothing was damaged in shipping or otherwise not complete. All wires are color coded for easy installation. Installation should take

~45 minutes or so, depending on how you decide to route the wires, and if you have not previously drilled a hole in the firewall to pass wires through.

**DISCLAIMER: Ben Tyler or BT DieselWorks, LLC will not be held responsible for any personal, property, truck, vehicle, engine/powertrain, property, or transmission damage/injury that may result with the use of this module. This is an aftermarket part; just like any other aftermarket performance truck parts, install/use it at your own risk.**

We fully test every module for proper operation before we send it out. **This is why some of the wires on the harness might appear to have been 'used' before.** This module has been used on many trucks during testing/prototyping, with great success. If yours does not work for some reason, email/PM us and we will correct the situation. This is, of course, provided you do not have an existing mechanical/electrical problem with your truck/transmission that is outside of our control or the TCC module's abilities. IE, if you have a sticking converter flow valve or burnt up converter clutch, this module obviously will not be able to function properly.

The Allison TCC control modules are covered by a 1-year parts/labor warranty. If the module 'stops working' for some reason and you have diagnosed the problem and eliminated transmission mechanical failure as a problem source, send the module back to us. We will test the module and if it is indeed found to be defective/failed, we will replace or repair the module free of charge. We will not cover shipping charges.

**If we receive the module back and see that it has been modified, tampered with, water-damaged, wired incorrectly, opened, or physically damaged, the warranty is VOID.** If the module does incur damage that would normally not be covered by warranty, let us know and we can most likely repair it for substantially less than the cost of a whole new module.

**If you have any questions regarding the warranty or module repair, feel free to contact us.**

1. Before beginning installation, be sure to check the module over for shipping damage or otherwise missing parts. The included parts are as follows:

A) Lockup controller module. There will be a sticker on the bottom that will say "SOFTWARE REVISION: X.X.X". The first "x" will be either a "5" or a "6". A 5 denotes a 5-speed Allison module, a 6 denotes a 6-speed Allison module. For

example, if you have a 6-speed transmission and the box you receive says 5.x.x on it, please contact me. The second number is the final software revision that is flashed into the module. This number just allows me to track each module and know at a glance what operating-system it is running. Periodically, I may come out with minor software updates to improve module operation, stability, etc.

B) Hand-held remote control. If you need an “extension cord” for the remote control, contact me.

C) Lockup controller main harness.

D) Zip-loc bag with extra heat-shrink tubing, zip-ties, and Scotch-Loc “T” tap connectors

2. **NOTE: BE SURE TO DOUBLE CHECK THAT MOUNTING OF MAIN CONTROL BOX AND ASSOCIATED WIRING DOES NOT INTERFERE WITH ACCELERATOR/BRAKE PEDAL MOVEMENT OR STEERING COLUMN MOVEMENT. ALSO USE EXTREME CAUTION AROUND ANY YELLOW/ORANGE COLORED CONNECTORS, AS THESE ARE AIRBAG SYSTEM RELATED CONNECTORS AND WIRING.**
3. Drill hole in firewall using the plow-package blank/cutout as a reference. I find a step-bit works best for this.
4. Route the long gray wire through the firewall into the engine bay. Secure the gray wire along the firewall and along the fender so that the wire ends up at the TCM harness/connectors on the radiator shroud. **NOTE: BE SURE TO SECURE GRAY WIRE OUT OF THE WAY OF ANY HOT MANIFOLDS, MOVING PARTS, OR ANYTHING ELSE THAT COULD DAMAGE THE WIRE.**
5. Disconnect both batteries
6. Remove TCM and unplug the 66-pin connector
7. Unwrap electrical tape to expose a portion of the TCM wiring harness
8. Locate the GRAY wire that terminates at Pin #19 in the 66-pin TCM connector
9. **Cut wire**, leaving enough slack to splice in wires from the TCC-controller box
10. Strip ~1/2” of insulation off of each end of the brown wire.
11. Connect the TCM-side of the gray wire to the WHITE wire coming from the TCC-controller box. Connect the TRANSMISSION-side of the gray wire to the BLACK wire coming from the TCC-controller box. SEE DIAGRAM BELOW FOR DETAIL. You can use the included heat-shrink butt-splice connectors, or soldering and heat-shrink tubing.
12. Locate the LIGHT-GREEN/PURPLE-STRIPED wire that terminates at Pin #36 in the 66-pin TCM connector. DO NOT CUT the wire; you are only splicing/tapping into it (“T”). Using a provided T-tap connector in the “extra-parts” Ziploc bag, securely crimp the T-tap into the

- light green/purple-stripe wire. Connect the RED wire coming from the TCC-controller spade to the T-tap.
13. Locate PURPLE/BLACK-STRIPE wire going to pin 35 of the TCM connector. DO NOT CUT THIS WIRE. You are only splicing/tapping into it ("T"). Using the provided T-tap connector, securely crimp the T-tap onto the PURPLE/BLACK-STRIPE wire. Connect the spade terminal from the ORANGE (this is the +12v power supply) wire on the lockup controller harness to the T-tap. Alternatively, you can solder this connection (recommended)
  14. Locate the BROWN/WHITE-STRIPE wire going to pin 65 of the TCM connector. DO NOT CUT THIS WIRE. You are only splicing/tapping into it ("T"). Using the provided T-tap connector, securely crimp the T-tap onto the red/black-stripe wire. Connect the spade terminal from the GREEN (this is the ground) wire on the lockup controller harness to the T-tap. Alternatively, you can solder this connection (recommended)
  15. Carefully check all connections and re-assemble the TCM connector.
  16. Locate the WHITE/LIGHT-GREEN-STRIPE wire that terminates at the brake pedal position sensor. The sensor is white and is under the dash mounted on the brake pedal. Using a provided T-tap connector in the "extra-parts" Ziploc bag, securely crimp the T-tap into the WHITE/LIGHT-GREEN-STRIPE brake-pedal switch wire. Connect the TCC-controller LIGHT GREEN-wire spade terminal to the T-tap. SEE DIAGRAM BELOW FOR DETAIL.
  17. Disconnect the connector on the accelerator pedal position sensor. There is a CPA-clip on there that has to first be removed with a small screwdriver before the connector will be able to be unclipped.
  18. Locate the YELLOW/WHITE-STRIPE wire on the accelerator pedal connector harness. This yellow/white wire terminates at Pin E on the accelerator pedal connector.
  19. Using a provided T-tap connector in the "extra-parts" Ziploc bag, securely crimp the T-tap into the yellow/white wire on the accelerator pedal harness. Connect the TCC-controller DARK-BLUE wire spade terminal to the T-tap on the accelerator pedal yellow/white wire. SEE DIAGRAM BELOW FOR DETAIL. Reconnect the accelerator pedal position connector and replace the CPA-clip.
  20. Decide where you want to route the remote control wiring, route the cable, and plug the remote control into the RJ11 plug on the lockup controller box.
  21. Carefully route wiring and re-tape/secure wires so they do not interfere with proper accelerator pedal operation. **Press the accelerator pedal and brake pedal to the floor several times to verify that no wires are snagged or chaffing.**
  22. Secure all wires and tape each connection/splice individually with good-quality electrical tape, or heat-shrink tubing.
  23. **Triple check all connections and be sure no wires are exposed...**We will NOT be responsible for damaged TCM's, wiring, f-trim solenoids, or lockup-controllers due to mis-wiring or loose connections!!!

24. Re-wrap TCM wiring harness in electrical tape and/or wire loom and secure TCC-controller box wiring harness
25. Plug the TCM back in and replace the TCM mount, again checking for pinched wires.
26. Reconnect batteries
27. NOTE: BRAKE PEDAL POSITION SENSOR MUST BE LEARNED BEFORE THE CONTROLLER WILL BE ALLOWED TO WORK. IF YOU TURN THE KEY ON AND THE LIGHT ON THE CONTROLLER BLINKS RED, THE BRAKE PEDAL SENSOR HAS NOT BEEN LEARNED. FOLLOW THE INSTRUCTIONS BELOW
28. Start with the key OFF. **BE SURE YOUR FOOT IS OFF OF THE BRAKE PEDAL!**
29. Press and hold the BLUE button on the remote control
30. While still holding the BLUE button on the remote control, turn the key ON. Make sure your foot is still not touching the brake pedal!
31. The light on the controller will begin to blink blue. When it starts blinking blue, you can release the blue button.
32. The light will continue to blink blue for 10-15 seconds while the module relearns the brake pedal sensor. Make sure you DO NOT TOUCH the brake pedal during this learn sequence.
33. When the light stops blinking, the learn procedure is complete. Turn the key OFF and wait 10-15 seconds.
34. To verify that the pedal was learned successfully, turn the key on, engine off. Press the GREEN force-lock button. The light should turn green. Now press the brake pedal, and the light should turn off.
35. **Read the following Operating Instructions first** and then take the truck for a test drive and double-check for proper TCC-unlock switch operation. **Remember** if the truck is cold, it will take ~15 minutes of driving before the TCM will allow TCC lockup, so be sure the transmission temperature gauge has moved off the 100\* mark before testing the switch.

**-Whenever the brake pedal is pressed, the module will suspend all activity and return TCC control to factory default. This is a necessary safety feature. If the module appears to have “frozen”, the buttons do not do anything, and/or the LED will not light up, first check the purple brake pedal signal wire. The wire should have +12v when the brake pedal is released, and should drop to 0v when brake pedal is applied.**

-Once the transmission temperature is above ~100\*, TCC lockup is available and you will be able to lock or unlock it manually at anytime without limping the transmission or setting any DTC's.

-The remote control module has three momentary pushbuttons for TCC control, green, red, and blue, as well as a tri-color LED status indicator light.

-When the LED is 'BRIGHT GREEN', the TCC is in force-lockup mode

-When the LED is 'RED', the TCC is in force-unlock mode

-When the LED is 'BLUE', the TCC controller is in "automatic standby" mode

**-MANUAL MODE OPERATION:** When the LED is dim/soft green, the module is operating in stock manual/standby mode, and the TCC is operating normally/automatically just like it would from the factory.

-When the RED button is pushed, the module will force the TCC to unlock, regardless of its current state/status. IE, if you are driving around at lower speeds and the TCC is already unlocked, and you press the RED button, it will simply prevent the TCC from locking at all, even if you increase speed to where the TCM would normally lock it. If you are driving at higher speeds or higher throttle positions and the TCC is locked, pressing the RED button will immediately unlock it, regardless of what the TCM is telling it to do.

-When the GREEN button is pushed, the module will force the TCC to immediately lock, regardless of its current state/status. IE, if you are driving around at lower speeds in non-tow/haul mode and the TCC is unlocked, pushing the GREEN button will immediately force lockup regardless of speed or current gear. If you are driving at higher speeds and the TCC is already locked, pressing the GREEN button will simply prevent the TCC from unlocking in the future, even if you reduce your speed to the point where in normal/factory conditions, the TCM would unlock the TCC.

- TO EXIT MANUAL TCC CONTROL MODE (either force-locked or force-unlocked), press the respective button once more and the TCC control will immediately return to factory mode, and it will relinquish TCC control back to the TCM. IE, if you are in force-unlock mode (LED is lit up red), simply press the force-unlock button (red button) one more time to return to factory-automatic-mode. If you are currently in force-lock mode (LED is lit up green), simply press the force-lock button (green button) one more time to return to factory-automatic-mode, **or just tap the brake pedal.**

-If you want to stay in manual mode, but change/swap between current TCC states (locked or unlocked), simply press the opposite respective button. IE, if you are in force-lock mode (LED is lit up green) and you want to transition right to force-unlock mode, simply press the force-unlock button (red button), and the TCC will immediately unlock and the LED will turn red. To relock from the force-unlock mode, simply press the green button again and the LED will turn back to green.

-In summary, you do not have to return to 'factory-automatic' mode each time you want to switch between force-locked and force-unlocked. You have full authority at all times and can change between modes at will. As said before, to return to factory at any time, push the respective button of whatever "manual mode" you are in at the current time, or press the brake pedal.

**-AUTOMATIC MODE OPERATION:** The TCC controller has an automatic-lockup feature in addition to the standard manual TCC control. The parameters that must be met for the controller to automatically lock the torque converter (when armed in 'auto' mode) are [throttle position above 95%] and [transmission in 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, or 6<sup>th</sup> gear]. So when you floor it from a stop, the TCC controller box will automatically lock the converter as soon as the transmission shifts into 2<sup>nd</sup> gear. If you are in 2<sup>nd</sup> gear or higher, the TCC controller box will automatically lock the converter when you go above 95% throttle.

-To “arm” the automatic lockup mode, press the BLUE button on the handheld remote control. The status indicator LED will light up BLUE indicating that the module is armed in automatic mode and is standing-by to automatically lock the converter as soon as the brake pedal is released, 95% throttle is detected, and 2<sup>nd</sup> gear is attained.

-When both parameters are met (in auto mode) and the converter is locked up automatically, the LED will change to GREEN, indicating that the converter has been force-locked automatically.

-When in auto mode and the converter has been force locked automatically, the TCC-controller box will “exit” and return the TCC control to factory configuration when throttle position drops below 50%, the transmission downshifts to 1<sup>st</sup> gear, or the brake pedal is pressed.

-When in auto-lock mode (at 100% throttle), you can still press the RED force-unlock button at any time to force the converter to unlock at any time, regardless of throttle position and current gear. When you are in AUTO mode, you do not lose the ability to force-unlock the converter after it has been locked automatically due to 95% throttle. When the TCC controller box is armed in “auto”, the force-unlock and force-lock buttons are disabled.

-To return to normal manual TCC operation and re-enable the on-demand force lock/unlock buttons, press the blue “auto” mode button to exit auto mode. The status indicator LED will turn off, indicating auto mode has been canceled and it is returning to normal standby operation.

## **AUTO MODE TIME DELAY PROGRAMMING INSTRUCTIONS**

**Lockup controller modules with software version 6.4.0 and later have the ability to custom program a time delay before force-lockup will occur when in automatic mode.** Normally, when in AUTO mode, as soon as the throttle is at 100% and the truck shifts into 2<sup>nd</sup> gear, the module will immediately force-lock the converter automatically. However, sometimes with custom converters or bigger turbochargers, the module can force lockup to happen too soon, not allowing the turbo to become fully spooled. When this happens, the truck can bog down and lose acceleration. If you find that lockup is happening too soon when the controller is in AUTO mode, you can set a 0-6 second time-delay that the controller will wait before going into force-lockup mode. For example, if you set the time delay for 3 seconds, the controller will look for 100% throttle and 2<sup>nd</sup> gear, and as soon as those two conditions are met, the controller will wait an additional 2 seconds before force-locking the converter.

1. Begin with key OFF
2. Press and hold down both the red and green buttons on the remote control
3. While still holding the red and green buttons, turn the key ON (do not start the truck)
4. The remote light will blink red/blue quickly, indicating programming mode is active
5. Once the light is blinking red/blue, release the red and green buttons
6. Press the blue button once (just momentarily, no need to hold it)
7. The light will turn a solid green, indicating the delay is "zero seconds"

8. Press the blue button again (just momentarily)
9. The light will blink green once, and then go back to solid green. That one blink indicates the delay is set for "one second"
10. To set the delay for two seconds, press the blue button again. Then the light will blink green twice and go back to solid green. The two blinks indicates the delay has been set for "two seconds"
11. Press the blue button again for 3 seconds, then 4 seconds, then 5 seconds, then 6 seconds, etc... The delay can be set anywhere from 0 to 6 seconds. 6 seconds is the max delay.

Once the desired delay has been set (IE, the light blinks the desired amount of times, and then goes back to solid green), just turn the key off, wait 10 seconds, and turn the key on again. The setting is now saved permanently (IE, even if the module is disconnected from the truck or battery power is disconnected, the time-delay setting is still saved), or until you re-enter programming mode to change it again.

You can reprogram it as many times as you want, to set the delay differently, just follow the steps all over again.

If you accidentally go "past" the desired setting (IE, you want to set it for 4 seconds, but accidentally hit the blue button a 5th time and the light blinks 5 times), just turn the key off, wait 10 seconds, and start the programming process over again.

**REGARDLESS OF CURRENT MODE/STATUS, PRESSING THE BRAKE PEDAL WILL ALWAYS OVERRIDE THE MODULE AND RETURN THE TCC CONTROL/OPERATION TO "FACTORY". Anytime your foot is on the brake pedal, all force lock/unlock commands are ignored. This is a safety feature for obvious reasons.**

**-IMPORTANT SAFETY NOTE: TRUCKS WITH THE ALLISON 6-SPEED HAVE THE ABILITY TO ALLOW MANUAL LOCKUP IN FIRST GEAR.** So if you are idling along in a parking lot in first gear with your foot off the brake, and you press the green "force lock" button, **the converter will lock and the truck will surge forward.** As always though, a tap on the brake pedal will return everything to normal.

**-NOTE:** The TCC control module does have a limited duty cycle; try not to run with the converter "forced unlocked" or "force locked" for an excessive amount of time. The force lock/unlock feature is only recommended to be used during racing/pulling. This is generally never a problem because sled pulls and drag races are far shorter than this time. There is an automatic thermal-overload protection built into the controller for safety that will prevent you from accidentally leaving the converter force-locked/force-unlocked. **If the module is left in force-lock or force-unlock for longer than 30-seconds, the module will go into "thermal-overload protection" mode. TCC operation will be immediately returned to factory-stock and the LED will rapidly flash BLUE/RED for ~15 seconds, indicating that the duty-cycle has been exceeded. During this 30-second cool-down period, all force-lock and force-unlock commands will be ignored.** After 15 seconds, the LED will stop flashing, and the module will automatically reboot/reset and return to normal operation. **Also, under rare circumstances, repeated locking and unlocking with the module, or force-locking the converter at very low speeds and engine RPM's has the slight potential to set a TCC stuck-on DTC.**

**Any further questions or if you ever have problems with the Allison TCC lockup/unlock switch module, feel free to PM me, email me at [BTDieselWorks@gmail.com](mailto:BTDieselWorks@gmail.com),**

**Thanks again, Ben Tyler, BT DieselWorks, LLC.**





