



Allison 1000 Signature Series Installation Instructions

The Installation and drive learning process will take anywhere from 2-3 Days. Towing, Hauling and or rough driving cannot be done during this time!

***Prior to removal of original transmission set your programmer or tuner to STOCK power level! All relearn procedures will be done at stock power levels, never turn up the power during relearn.

Connect to TCM with a scanner and perform transmission relearn and readaptation process. This currently can only be done with a Tech II or equivalent scan tool. Be sure that the scanner has successfully performed the relearn procedure. If TCM does not successfully relearn, stop immediately turn off engine and call Revmax prior to proceeding. Vehicle cannot be driven anywhere until the relearn is completed. Not even around the block or in the parking lot!

Initial Drive Learn Process

You will now take the vehicle out for the initial test drive, do not exceed 30% throttle or 2000RPM. Allow transmission to shift all the way up to sixth gear AND back down to first at least 25 times. If full power is given, immediate transmission failure will occur and you will be responsible for repair charges.

Begin the initial drive learn cycle. You must keep throttle below 50% at all times during this cycle. Drive the vehicle for a MINIMUM of 2-3 days. The truck must be allowed to rest overnight and go from HOT to COLD engine and transmission temperatures. During this time period it is best to have a MINIMUM of 200 miles STOP AND GO driving. Highway driving does not count and will not drive learn the transmission.

Part B: Changing vehicle power levels or reflashing the vehicle with new tuning

All tuners who use a tuner to flash the engine with custom tuning will have this issue, it may also be an issue anytime the ECM is reflashed either with a factory flash or other aftermarket tuner. When the adaptives are reset, the transmission simply is out of sync with the controller. The transmission has X amount of wear in it while the controller is telling it has Y amount of wear. What happens is the shifting elements (clutches) are basically being applied with the incorrect amount of timing during the handoff when the off going clutch and on coming clutch are being released and applied. This can result in a flare or a bind during the shift. If this occurs at light throttle nothing bad will happen as the transmission TEACH the controller to slowly RELEARN the adaptives to where they need to be. This normally will take few dozen light throttle (less than 30%) upshift and downshift sequences and the adaptation process will be done.

If the truck is driven hard after the reflash and the transmission is not in sync with the controller, it will lead to transmission wear. In extreme cases, just one shift like this will completely destroy the transmission. The more power and throttle input the bigger the issue will be.