iKNOW Knowledge Base

Countries:	CANADA, UNITED STATES
Availability:	ISIS, FleetISIS, Body Builder, IsSIR
Major System:	ELECTRICAL SYSTEM
Current Language:	English
Other Languages:	NONE
Viewed:	506

Document ID:	IK0800549
Revision:	3
Created:	8/30/2017
Last Modified:	10/24/2017
Author:	Amber Chapman

Less Info

Hide Details   Coding Information

Copy Link	Copy Relative Link	Bookmark / View My Bookmarks	Add to Favorites	Print	Provide Feedback	Helpful 3	Not Helpful 0

Title: **LT Ultrashift 1321-14 Missing Wire for Crank Signal Feedback**

Applies To: **LT Ultrashift**

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

```
10/24/2017 - Corrected typo
10/23/2017 - Added images 2-6 to help clarify installation of the new wire
08/31/2017 - Initial Article Release
```

DESCRIPTION

This document will guide the user through adding circuit AF17C to address the 1321-14 fault setting in the Eaton Automated Transmission Module. Source Address 3.

SYMPTOM(s)

Diagnostic Trouble Code(s) & Dashboard Indicator Light(s):

DTC/Light	Description
SPN 1321 FMI 14	Engine Starter Solenoid Lockout Relay Driver Circuit

Customer Observations or Concerns:

The missing wire will not cause a customer complaint.

SPECIAL TOOL(s) / SOFTWARE

Tool Description	Tool Number	Comments	Instructions
Tool, Terminal Crimping	ZTSE4181		

Tools Resource Center

SERVICE PARTS INFORMATION

Parts Catalog – Click Here

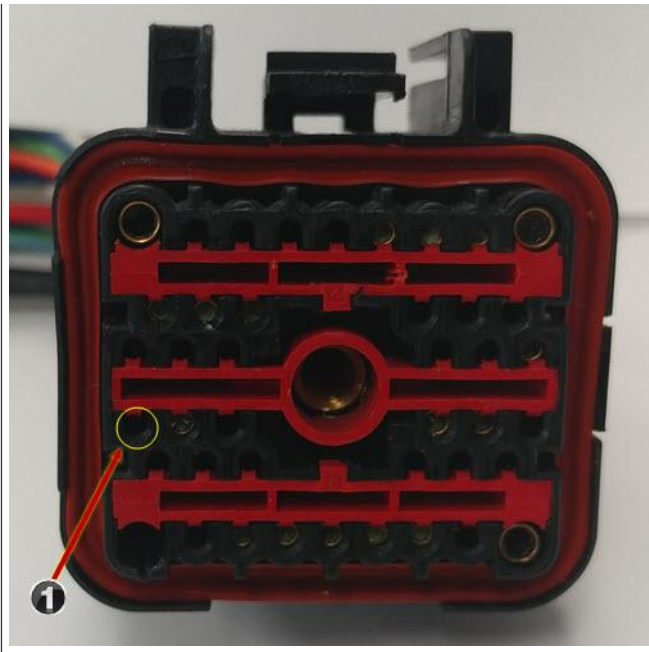| Part Description	Part Number	Quantity Required	Notes
Terminal, Cable EDU Module Female	2003343C1	1	Package has quantity of 10 terminals

REPAIR STEP(s)

Reference LT / RH Technician Manual (Service and Diagnostic)

Refer to Figure 1. On IP Harness, use 18 gauge wiring to splice into the wire that is going to 1702-16 and add wire 1702-21. Connector 1702 is a 42 pin connector and it is mounted near the wiper bracket in the engine compartment.

Use IK0800269 - Proper Wire Repair to find the proper butt connector and heat shrink tubing part numbers

Figure 1: Reference schematic - Cranking (Starter) GEN4 BCM W/ Thermal Overcrank - External Switch

Figure 2: Terminal Location 21
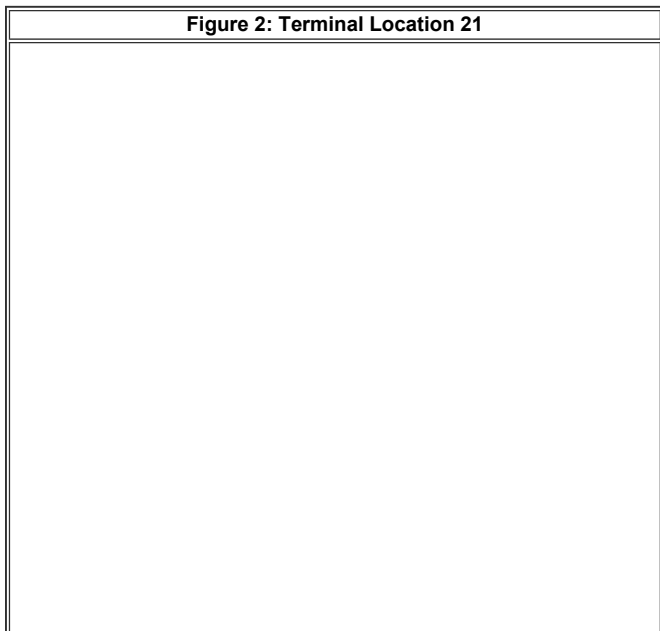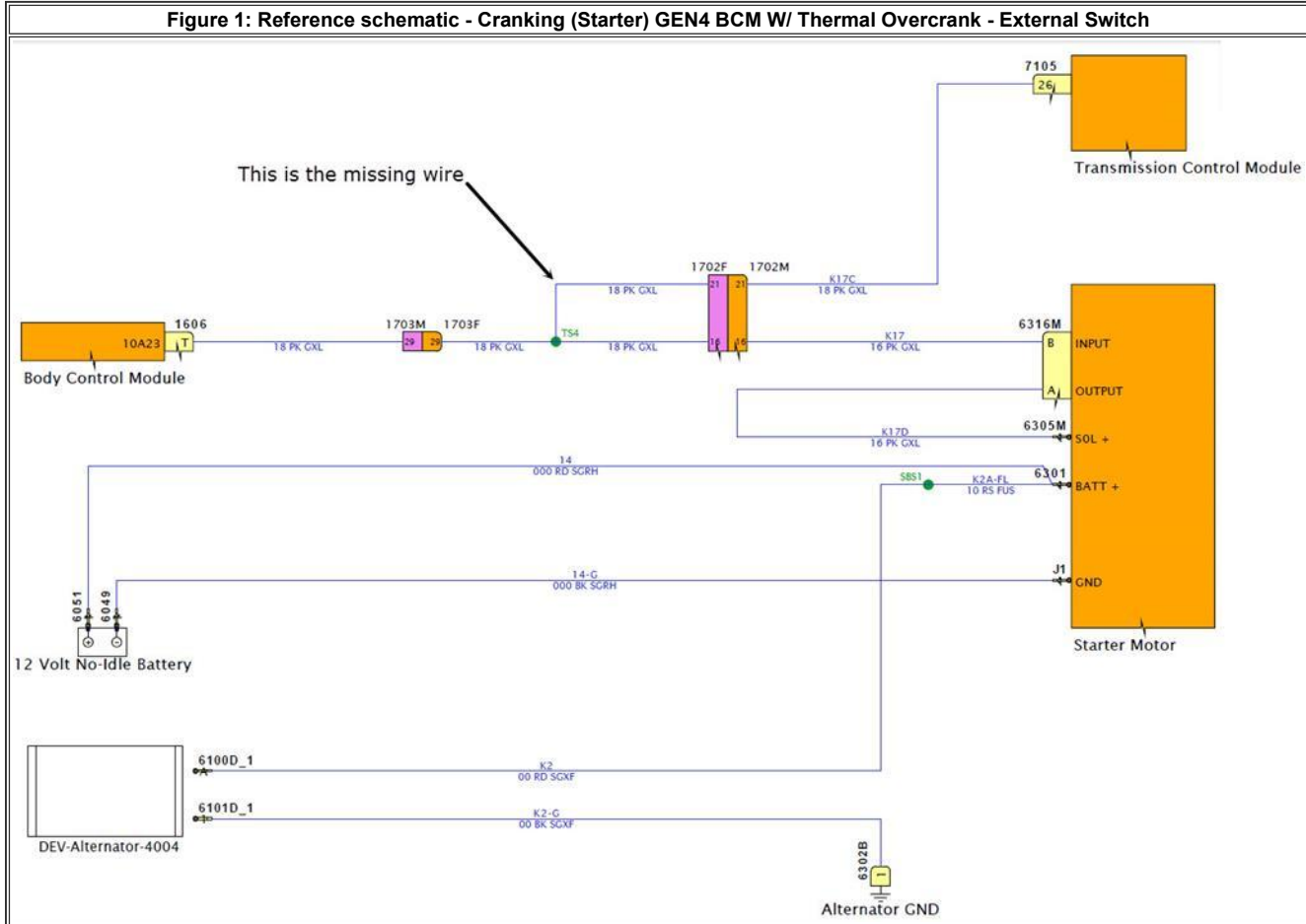
1. Terminal Location 21

**Figure 3: Terminal Properly Crimped**

- Crimping tool ZTSE4181 or equivalent should be used to ensure a quality crimp is achieved

Figure 4: Terminal Plug and Body Lock Removed
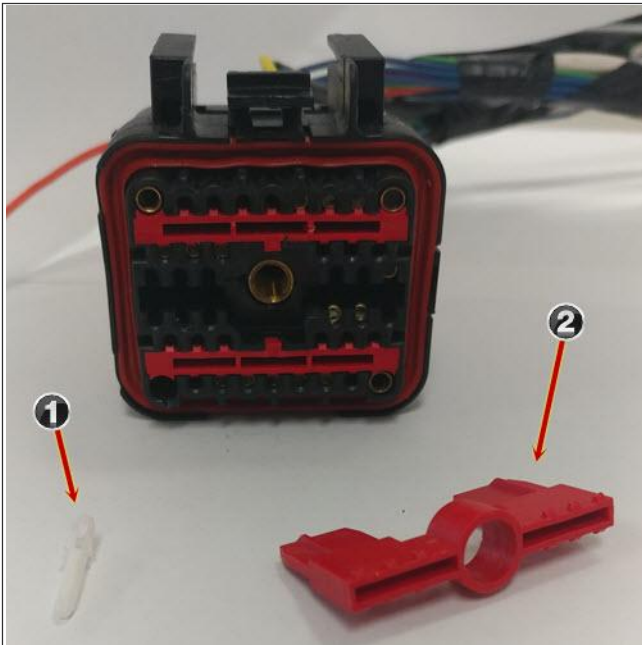
1. Terminal Plug removed from Location 21
2. Body Lock removed so the new terminal can be installed
   ◦ A pick can be used under the center of the Body Lock to pry upward to remove

Figure 5: Locking tabs inside connector body
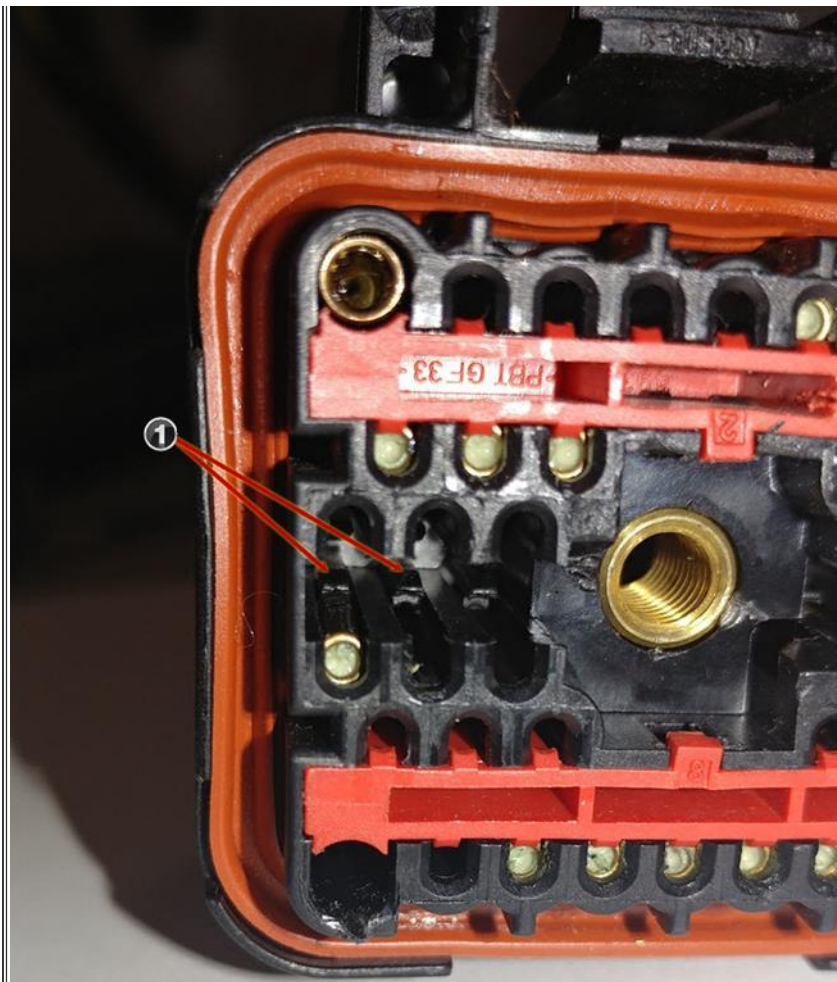
1. Locking tab for the terminal. When inserting the terminal from the rear of the connector you must push forward until an audible click is heard. The click indicates the terminal is fully seated and locked. You should not be able to pull the terminal back out fo the connector.

Figure 6: Terminal installation complete

1. Terminal fully installed, body lock had been re-installed

WARRANTY INFORMATION

Warranty Claim Coding:

Refer to the Warranty Coding Manual for Group and Noun Codes.

Standard Repair Time(s):

Refer to the SRT Manual for Repair Times

OTHER RESOURCES

Master Service Information Site

	Feedback Information	
⌃ Hide Details		
	Viewed:	505
	Helpful:	3
	Not Helpful:	0
No Feedback Found		

Copyright © 2017 Navistar, Inc.