



Fuller® Automated Transmissions

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# Gen2 Electrical Wiring Schematics

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Fuller Automated Transmissions

RRMT0009

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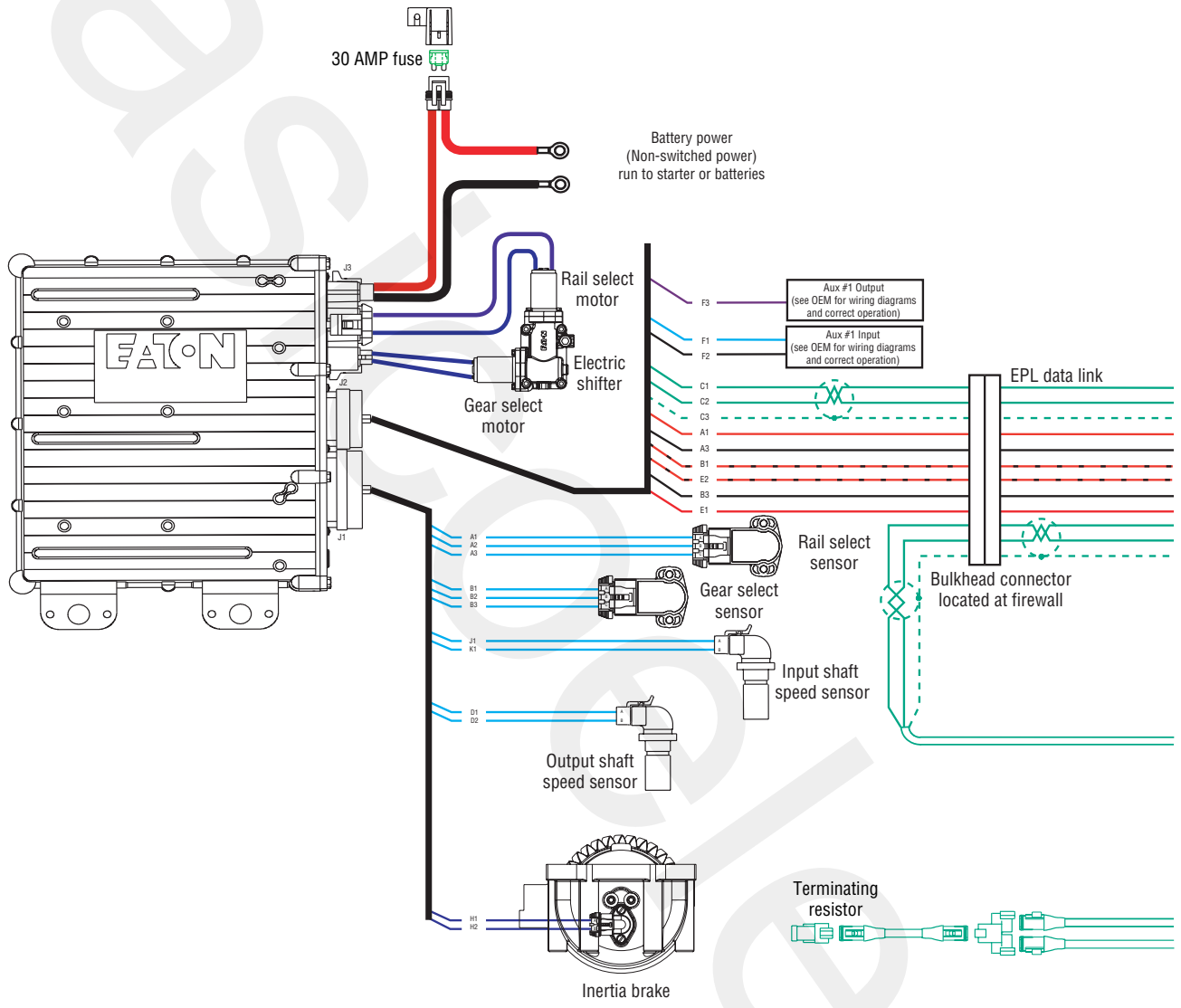
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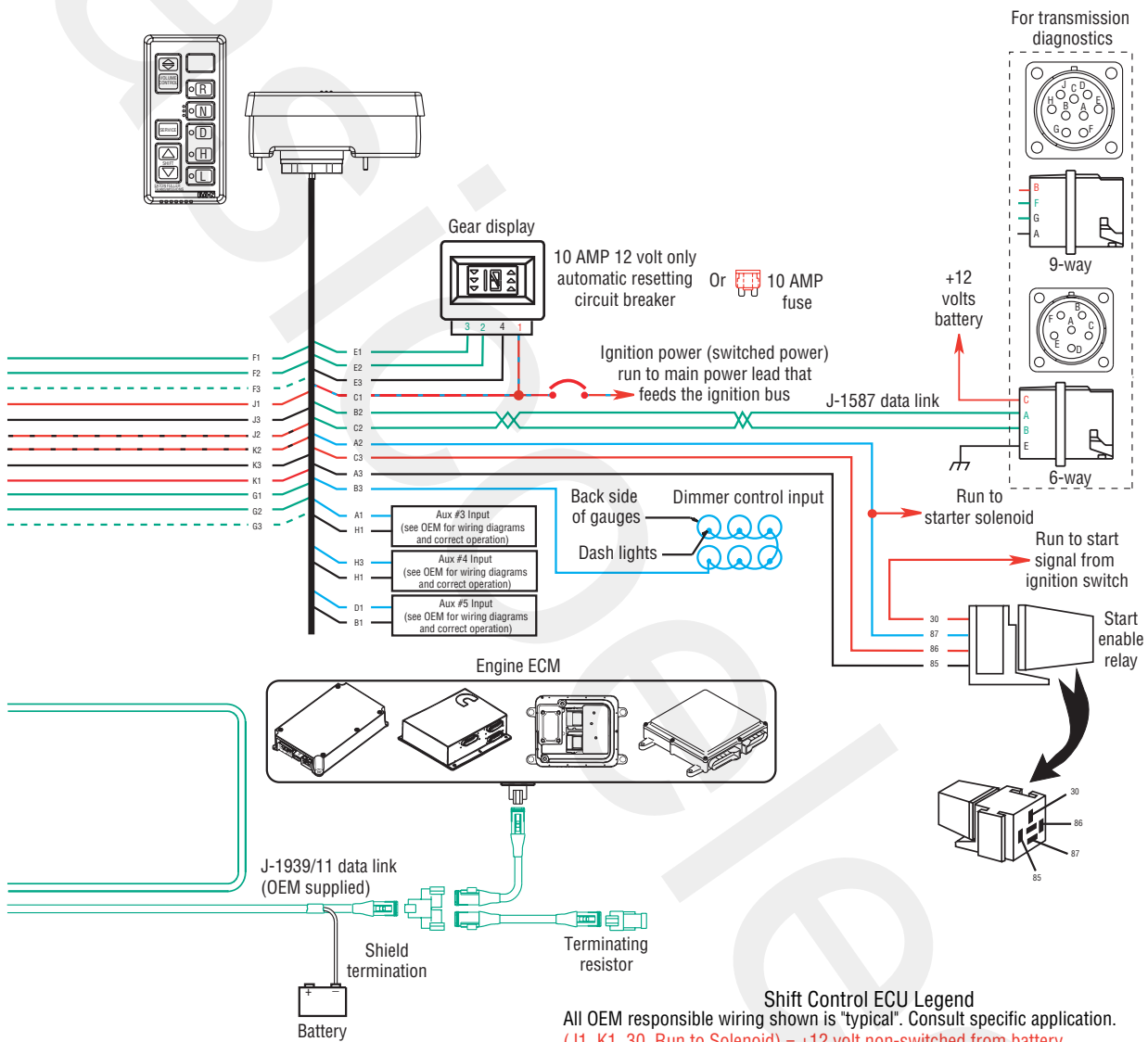
# 6-Speed and 7-Speed AutoShift Wiring Diagram

## 6-Speed and 7-Speed AutoShift Wiring Diagram



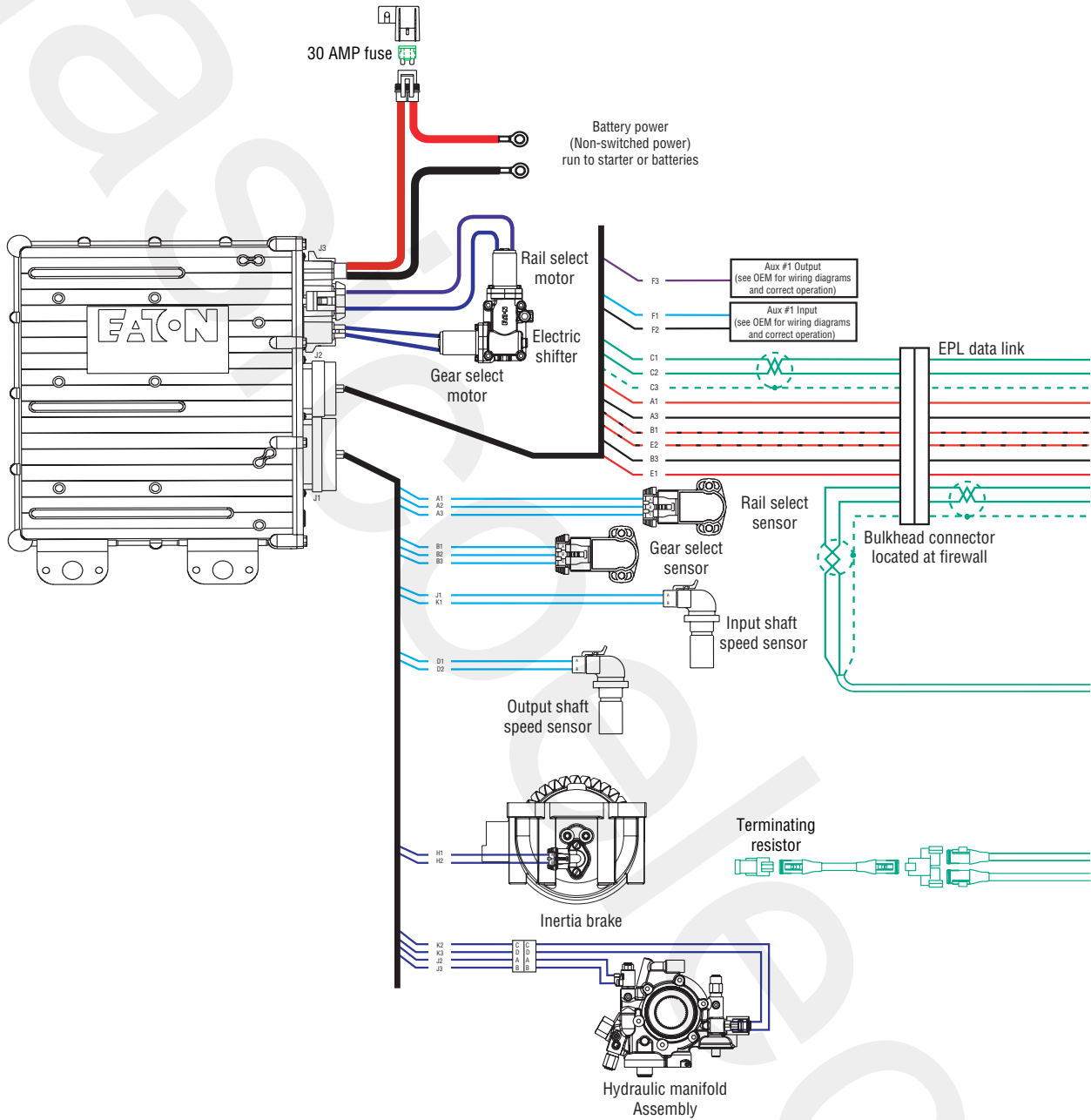
**Trans ECU Legend**  
 All OEM responsible wiring shown is "typical". Consult specific application.  
 (A1, E1) = +12 volt non-switched from battery  
 (B1, E2) = +12 volt switched from shift control to transmission controller  
 (F1) = Signals into the ECU  
 (C1, C2, C3, J-1939) = Communication from and to the ECU  
 (F2, A3, B3) = Signal returns, grounds, and general OEM wiring  
 (F3) = Aux output 1

# 6-Speed and 7-Speed AutoShift Wiring Diagram



# 6-Speed UltraShift ASW Wiring Diagram

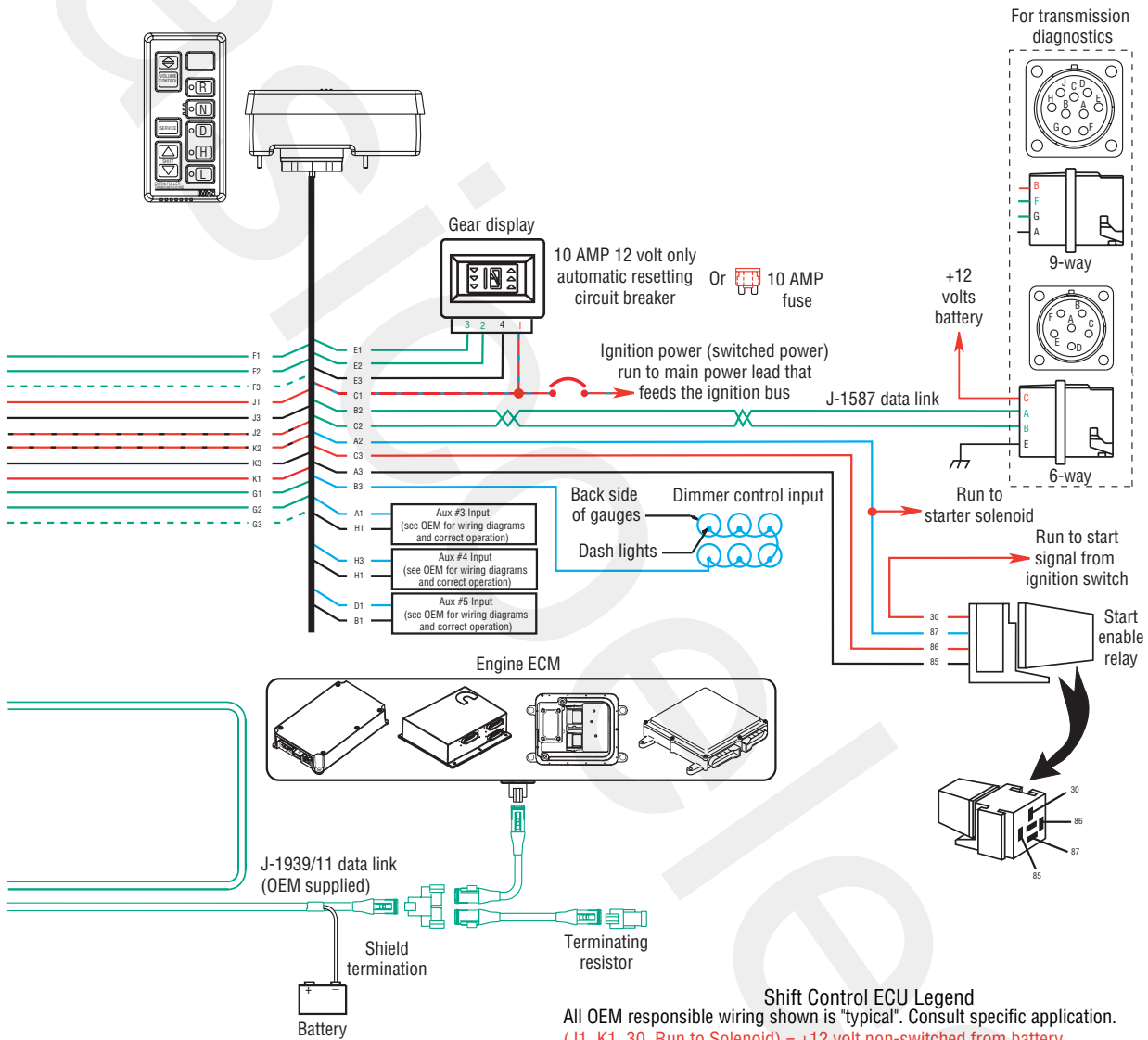
## 6-Speed UltraShift ASW Wiring Diagram



### Trans ECU Legend

All OEM responsible wiring shown is "typical". Consult specific application.  
 (A1, E1) = +12 volt non-switched from battery  
 (B1, E2) = +12 volt switched from shift control to transmission controller  
 (F1) = Signals into the ECU  
 (C1, C2, C3, J-1939) = Communication from and to the ECU  
 (F2, A3, B3) = Signal returns, grounds, and general OEM wiring  
 (F3) = Aux output 1

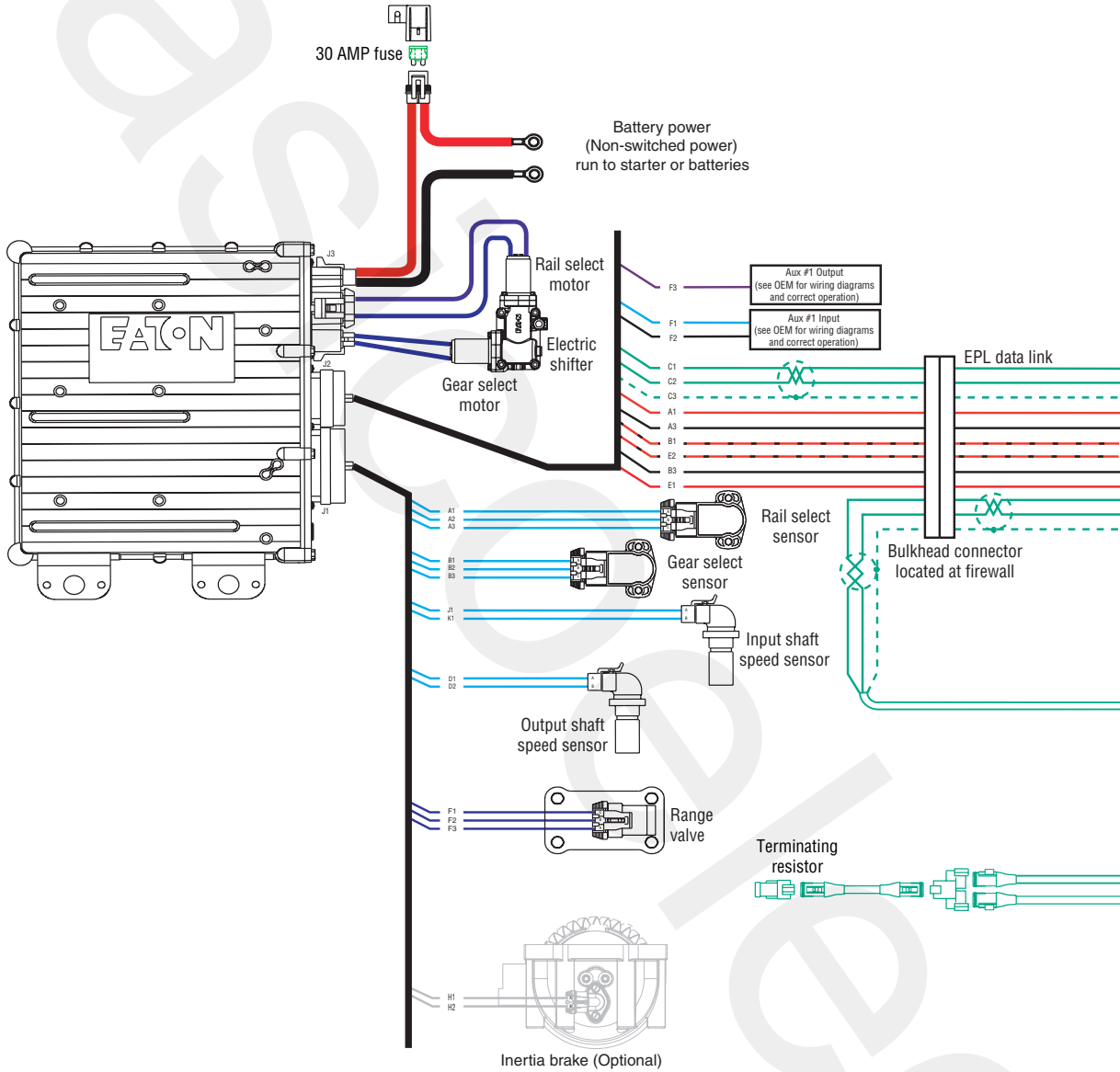
# 6-Speed UltraShift ASW Wiring Diagram



**Shift Control ECU Legend**  
 All OEM responsible wiring shown is "typical". Consult specific application.  
 (J1, K1, 30, Run to Solenoid) = +12 volt non-switched from battery  
 (J2, K2) = +12 volt switched from shift control to transmission controller  
 (C1) = +12 volt switched from ignition switch  
 (A2-87, B3, A1, H3, D1) = Signals into the ECU  
 (F1, F2, F3, G1, G2, G3, E1, E2, B2, C2, J-1939) = Communication from and to the ECU  
 (J3, K3, E3, H1, B1) = Signal returns, grounds, and general OEM wiring  
 (A3-85) = -12 volt relay source  
 (C3-86) = +12 volt relay source

# 10-Speed AutoShift Wiring Diagram

## 10-Speed AutoShift Wiring Diagram

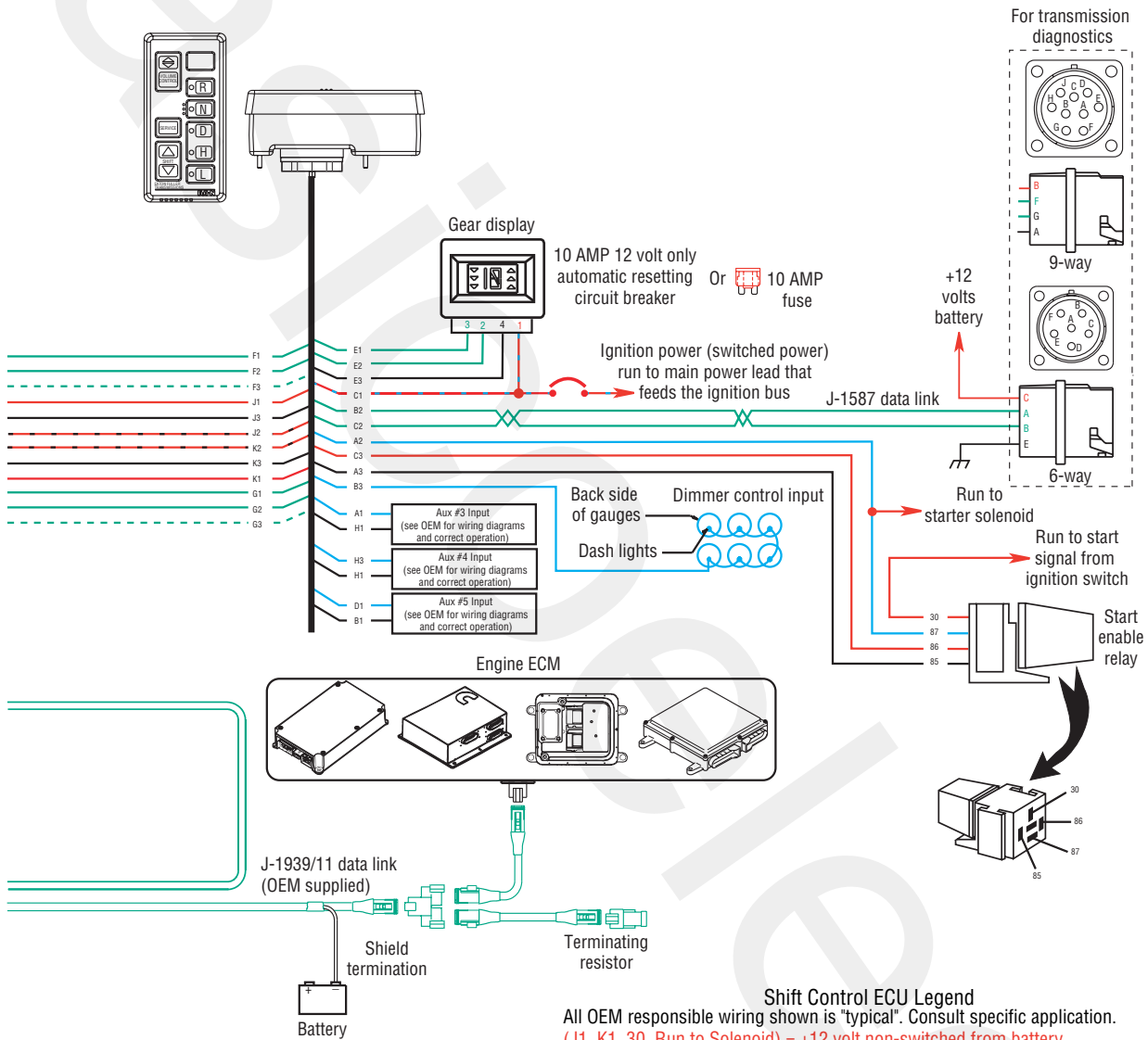


### Trans ECU Legend

- All OEM responsible wiring shown is "typical". Consult specific application.
- (A1, E1) = +12 volt non-switched from battery
- (B1, E2) = +12 volt switched from shift control to transmission controller
- (F1) = Signals into the ECU
- (C1, C2, C3, J-1939) = Communication from and to the ECU
- (F2, A3, B3) = Signal returns, grounds, and general OEM wiring
- (F3) = Aux output 1



# 10-Speed AutoShift Wiring Diagram



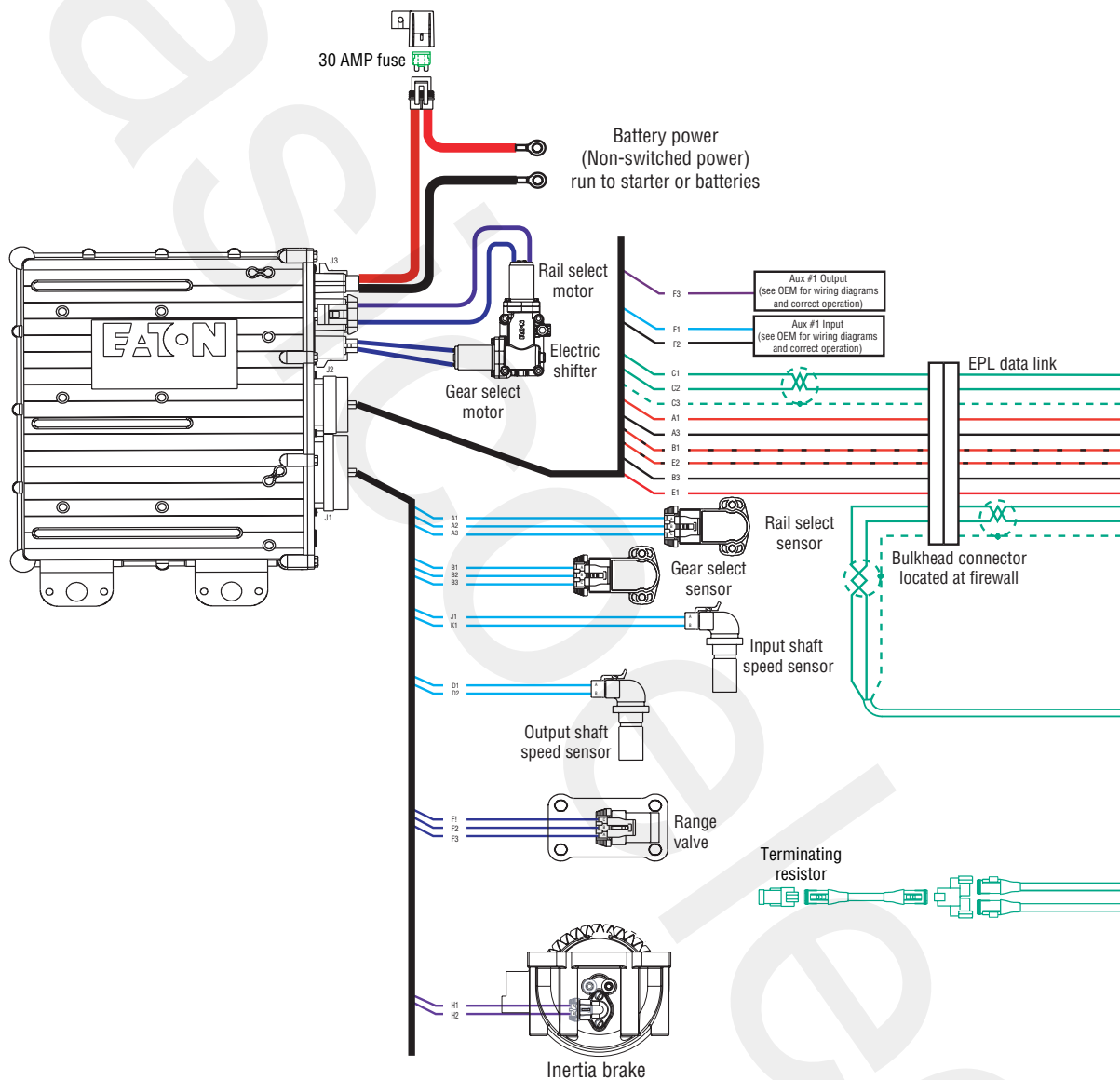
## Shift Control ECU Legend

All OEM responsible wiring shown is "typical". Consult specific application.

- (J1, K1, 30, Run to Solenoid) = +12 volt non-switched from battery
- (J2, K2) = +12 volt switched from shift control to transmission controller
- (C1) = +12 volt switched from ignition switch
- (A2-87, B3, A1, H3, D1) = Signals into the ECU
- (F1, F2, F3, G1, G2, G3, E1, E2, B2, C2, J-1939) = Communication from and to the ECU
- (J3, K3, E3, H1, B1) = Signal returns, grounds, and general OEM wiring
- (A3-85) = -12 volt relay source
- (C3-86) = +12 volt relay source

# 10-Speed UltraShift DM Wiring Diagram

## 10-Speed UltraShift DM Wiring Diagram



### Trans ECU Legend

All OEM responsible wiring shown is "typical". Consult specific application.

(A1, E1) = +12 volt non-switched from battery

(B1, E2) = +12 volt switched from shift control to transmission controller

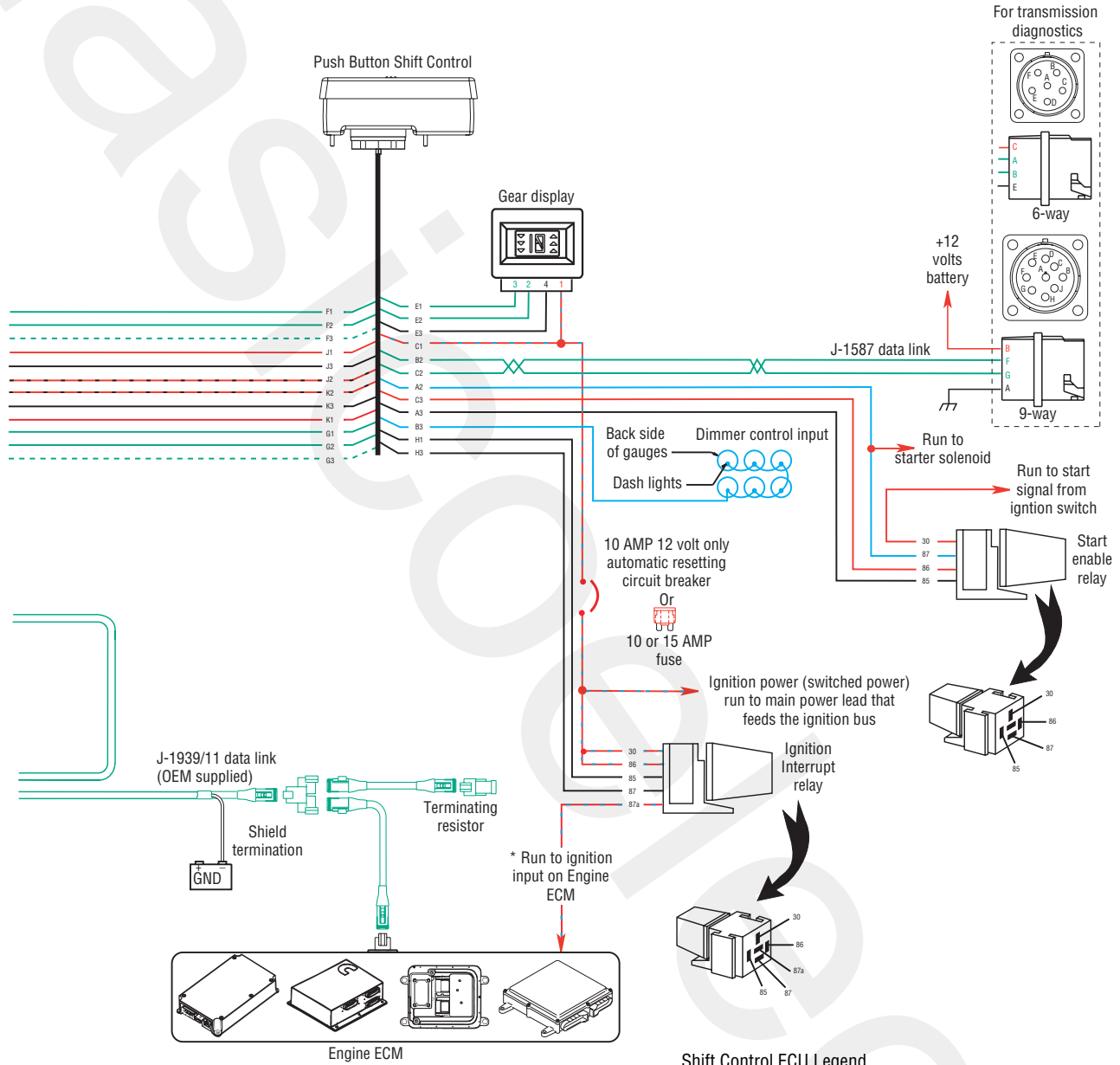
(F1) = Signals into the ECU

(C1, C2, C3, J-1939) = Communication from and to the ECU

(F2, A3, B3) = Signal returns, grounds, and general OEM wiring

(F3) = Aux output 1

# 10-Speed UltraShift DM Wiring Diagram

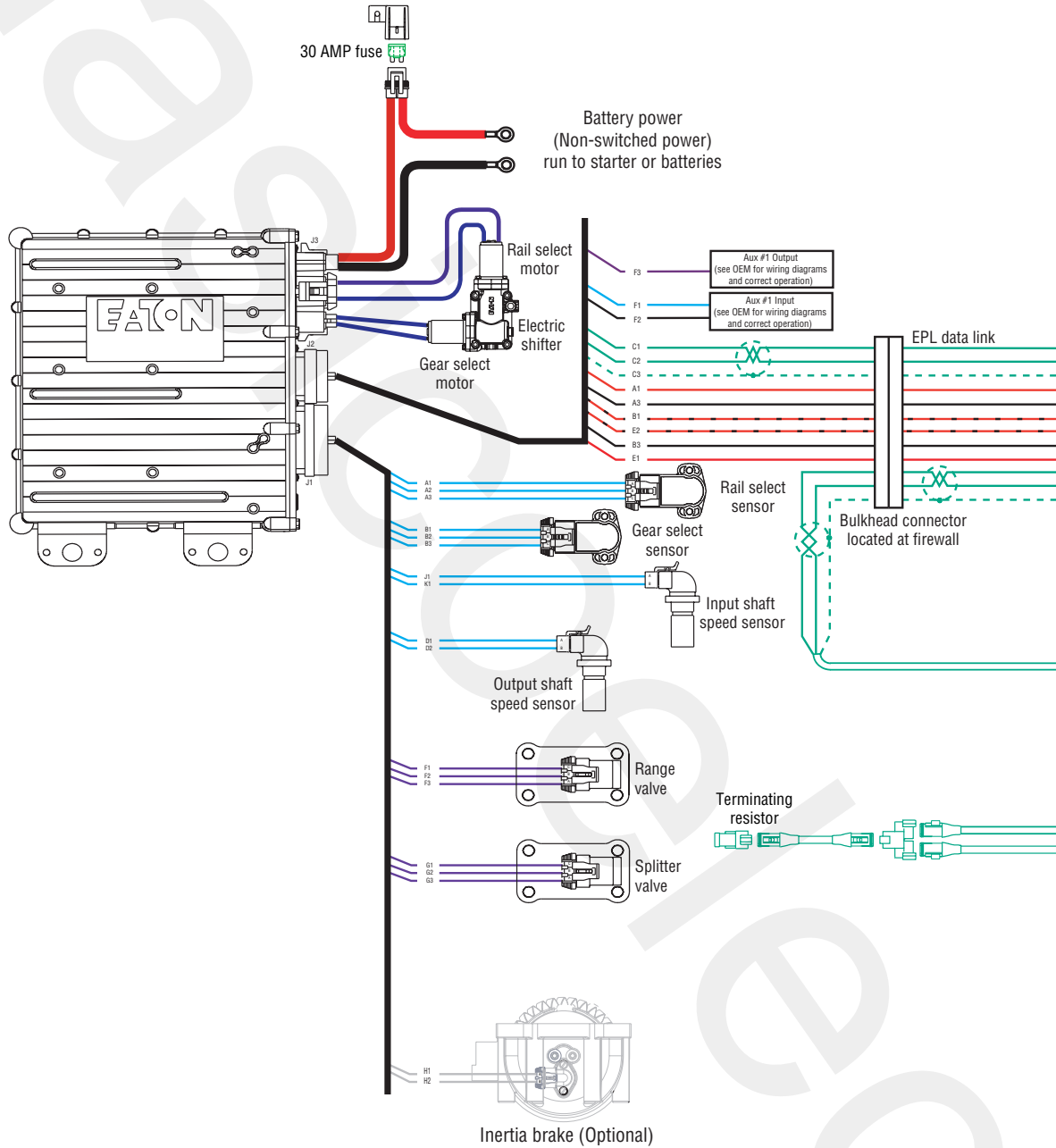


\* For vehicle/engine systems which use a vehicle system ECU, contact the Eaton OEM liaison for installation schematics

**Shift Control ECU Legend**  
 All OEM responsible wiring shown is "typical". Consult specific application.  
 (J1, K1, Run to Solenoid, Start: 30) = +12 volt non-switched from battery  
 (J2, K2) = +12 volt switched from shift control to transmission controller  
 (C1, Ignition Power, Ignition: 30, 86, 87a) = +12 volt switched from ignition switch  
 (A2-87) = Signals into the ECU  
 (F1, F2, F3, G1, G2, G3, E1, E2, B2, C2, J-1939) = Communication from and to the ECU  
 (J3, K3, E3, H3-87) = Signal returns, grounds, and general OEM wiring  
 (A3-85, H1-85) = -12 volt relay source  
 (C3-86) = +12 volt relay source

# 18-Speed AutoShift Wiring Diagram

## 18-Speed AutoShift Wiring Diagram



All OEM responsible wiring shown is "typical". Consult specific application.

(A1, E1) = +12 volt non-switched from battery

(B1, E2) = +12 volt switched from shift control to transmission controller

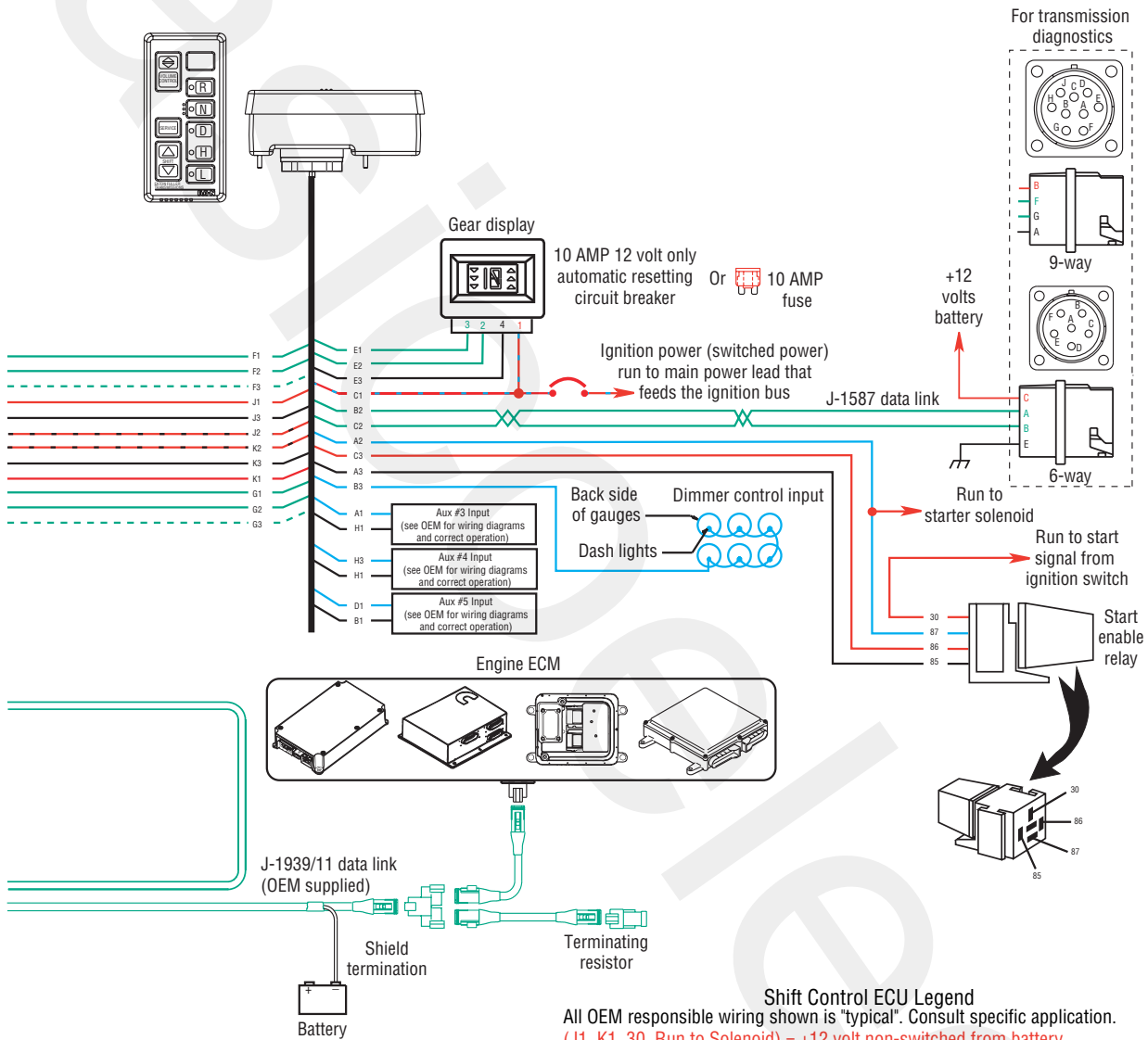
(F1) = Signals into the ECU

(C1, C2, C3, J-1939) = Communication from and to the ECU

(F2, A3, B3) = Signal returns, grounds, and general OEM wiring

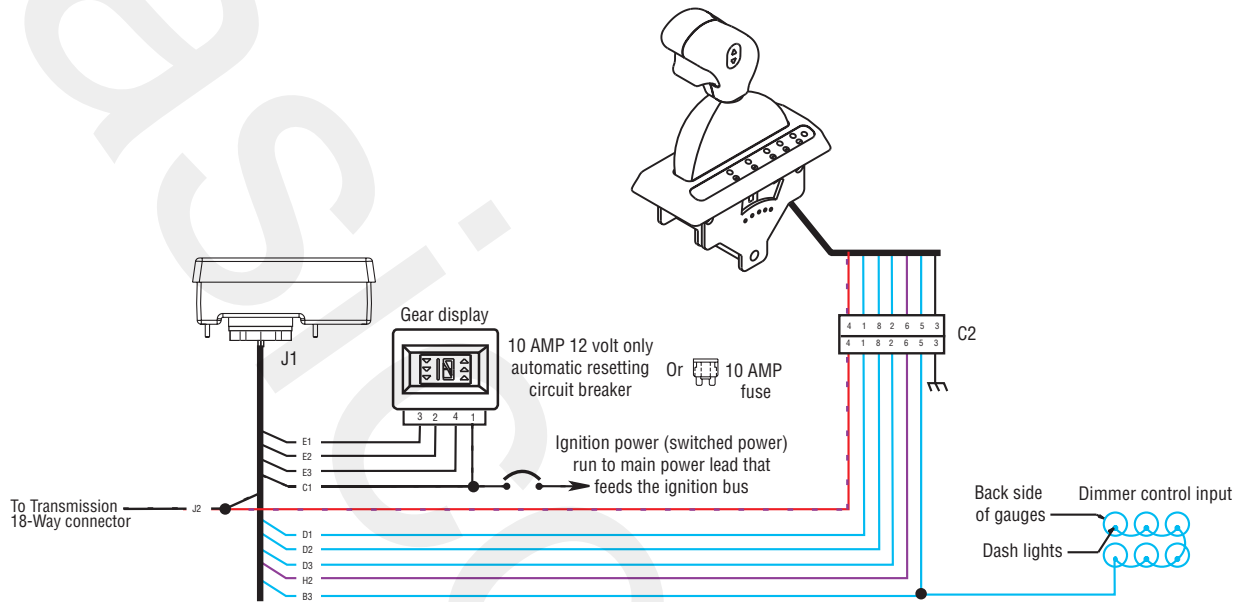
(F3) = Aux output 1

# 18-Speed AutoShift Wiring Diagram



**Shift Control ECU Legend**  
 All OEM responsible wiring shown is "typical". Consult specific application.  
 (J1, K1, 30, Run to Solenoid) = +12 volt non-switched from battery  
 (J2, K2) = +12 volt switched from shift control to transmission controller  
 (C1) = +12 volt switched from ignition switch  
 (A2-87, B3, A1, H3, D1) = Signals into the ECU  
 (F1, F2, F3, G1, G2, G3, E1, E2, B2, C2, J-1939) = Communication from and to the ECU  
 (J3, K3, E3, H1, B1) = Signal returns, grounds, and general OEM wiring  
 (A3-85) = -12 volt relay source  
 (C3-86) = +12 volt relay source

## Eaton Shift Lever Wiring Diagram



### Shift Lever Legend

All OEM responsible wiring shown is "typical". Consult specific application.

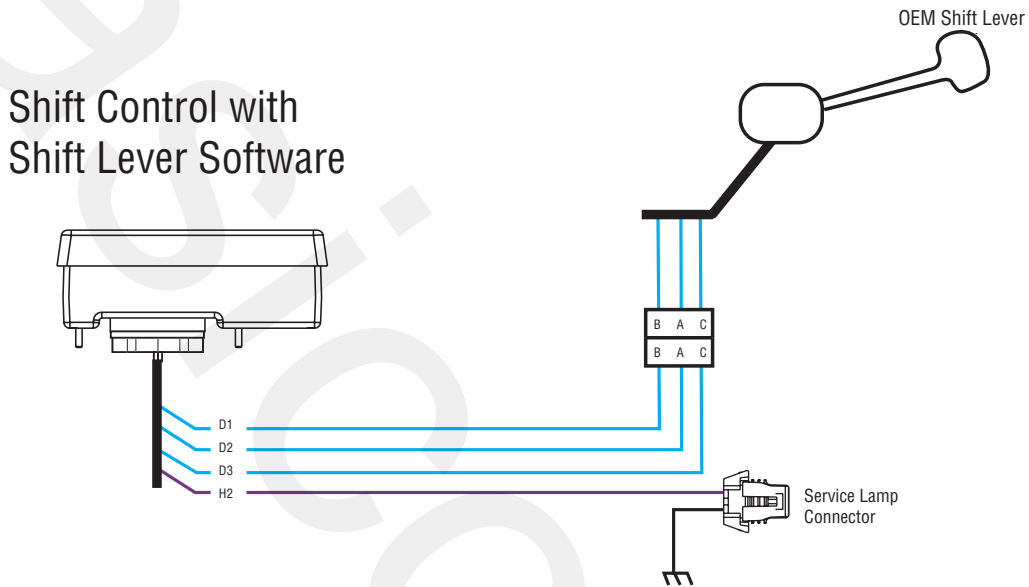
(J2-4) = +12 volt switched from shift controller to shift lever

(D1-1, D2-8, D3-2, B3-5) = Signals into the ECU

(3) = Signal returns, grounds, and general OEM wiring

(H2-6) = +12 volt signal from shift control to shift lever

OEM Shift Lever Wiring Diagram



Shift Control with  
Shift Lever Software

OEM Shift Lever

Shift Lever Legend

All OEM responsible wiring shown is "typical". Consult specific application.

(D1-B, D2-A, D3-C) = Signals into the ECU

(H2) = +12 volt signal from shift control to shift lever

Resale

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