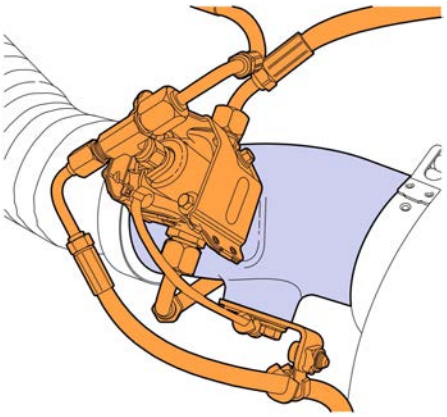
Service Regeneration Failure
MP7 EPA2010
CXU, GU

FSB 284-044, Service Regeneration Failure

(September 2013)

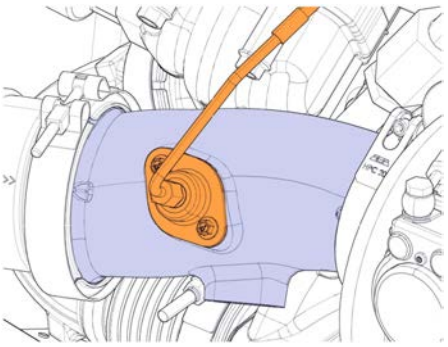
Some MP7 EPA2010 emission level equipped conventional MACK vehicles built between May 16, 2011 and August 26, 2013 have experienced service regeneration failures under certain conditions. These conditions include higher than expected turbocharger wheel speed with higher than expected boost pressure, high engine load, uneven engine speed, and low T2 temperatures on engines with the integrated aftertreatment doser system.

Note: This bulletin does not apply to Mack Trucks Australia.



W2078571

Non-Integrated Aftertreatment Doser System



W2078693

Integrated Aftertreatment Doser System

If a service regeneration fails with intake pressures higher than 83 kPa (12 psi), check the software level in the engine control module (ECM).

Integrated Aftertreatment Doser Dataset 2	CXU, GU	22089407 or less	Proceed with software update
		22257273 or higher	Open an eService Case to Tech Support and report the issue
	Mack Twin Steer	22089408 or less	Proceed with software update
		22257274 or higher	Open an eService Case to Tech Support and report the issue

Note: A DPF Service Regeneration is required when programming is complete.

Required Tools

Premium Tech Tool version 2.02.45 or higher or version 1.12.420 or higher

Diagnostic Connector 88890302 or 88890034

Communication Interface 88890300 or 88890020 with firmware 1.12.0.2 or higher

Procedure

⚠ DANGER

Do not attempt to repair or service this vehicle without having sufficient training, the correct service literature and the proper tools. Failure to follow this could make the vehicle unsafe and lead to serious personal injury or death.

Note: Information is subject to change without notice.
Illustrations are used for reference only and may differ slightly from the actual engine version. However, key components addressed in this information are represented as accurately as possible.

You must read and understand the precautions and guidelines in Service Information, Function Group 20, Engine Safety Practices, before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.

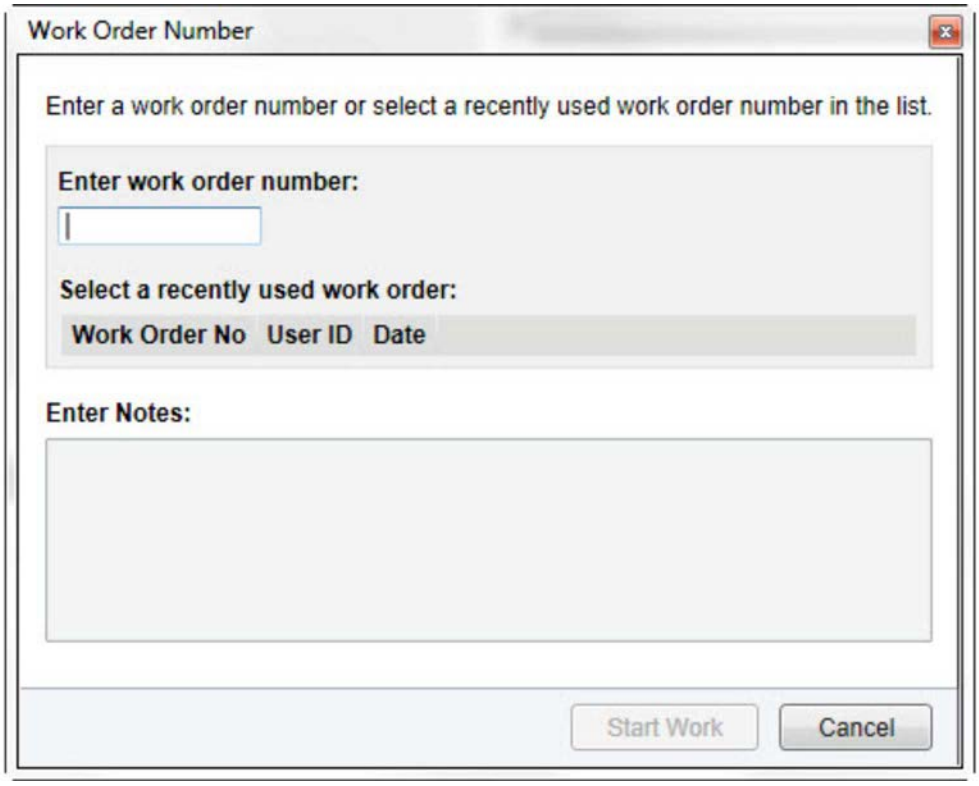
1 Secure the vehicle for service by parking it on a flat level surface, applying the parking brake, chocking the rear wheels, and placing the transmission in neutral or park.

2 Connect Premium Tech Tool (PTT) to the vehicle diagnostics connector using the 9 pin connector 88890034 and Communication Interface 88890020 or 9 pin connector 88890302 and Communication Interface 88890300. Connect the PC to a network connection and a 120 Volt AC source.

3 Turn the ignition switch “ON”.

4 Log in to PTT and Identify Vehicle is displayed.

5 Once the vehicle has been identified, enter the Work Order Number information, then click Start Work.



W2079940

6 From the Main Menu select Program and **then** Function Group 2, MID128 ECU Programming. Then click Start.

Note: The steps in this bulletin reflect the content in PTT 2.02.45. PTT 1.12.420 is similar.

7 Select Reprogram control unit with complete software package.

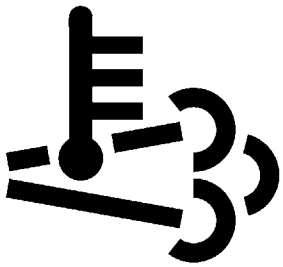
8 Certain conditions must be met to continue with programming. When all conditions have been met, click Continue to proceed with programming.

9 When programming is complete, click Exit to return to Main Menu.

10 Select Test from the Main Menu. Select Function Group 2, Intake & Exhaust, Diesel Particulate Filter Service Regeneration and click on Start.

11 Note the boost (intake manifold) pressure and T2 temperature during the regeneration. If the boost pressure continues to be higher than 183 kPa (12 psi) and T2 temperature is too low after 15 minutes, stop the regeneration, open an eService case and report the issue. If normal conditions have resumed since reprogramming, allow the regeneration to continue.

12 When regeneration is complete, allow engine to idle until high exhaust system temperature (HEST) light goes off.



W3007444

High Exhaust System Temperature (HEST)

13 Clear any diagnostic trouble codes (DTC) and Finish Work.

Reimbursement

This repair may be eligible for reimbursement if a product failure was experienced within time and mileage limits of the applicable Warranty coverage. Reimbursement is obtained via the normal claim handling process.	
Claim Type (used only when uploading from the Dealer Bus. Sys.)	01
Labor Code	
Primary Labor Code	2303P-36-80 — 1.2 hrs.
Causal Part	3092091