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Coding Information

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Title: Engine Calibration History

Applies To: MaxxForce 7, DT, 9 & 10 Engines

OnBoard Diagnostics (OBD) Overview

The intent of onboard diagnostic (OBD) software is to monitor the emission control system for proper operation and aid in diagnostics. The OBD monitors can check engine or aftertreatment system functionality during typical driving conditions by continuously evaluating operational status before EPA emissions limits are exceeded.

Enable conditions are operating conditions that must be met so that an OBD monitor can run. Vehicle drive cycles are conditions and values that must be met before a monitor will execute.

Drive cycles may range from starting the engine, to a heavy pull. Drive cycles are important for the OBD system to evaluate control system thresholds to determine if malfunction criteria exists to either illuminate, or extinguish the Malfunction Indicator Lamp (MIL) and make a PASS or FAIL determination.

When the MIL illuminates, a Diagnostic Trouble Code (DTC) will be stored in the engines ECM. DTCs are stored as pending, active, healing and previously active.

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2013 BB Engine HD OBD (Under Construction)

[Click Here for the 2013 I-6 Engine HD ODB](#)

[Click Here for the 2013 V-8 Engine HD OBD](#)

Calibration decoder key

P	R	P	2	8	B	R*	0*																								
8) CALIBRATION LEVEL IDENTIFIER Identifies Level of calibration. Advanced to identify calibration changes. Re-set Calibration Level Identifier to "0" when advancing software level. Range: 0 thru Z Numbers = Production Calibration Letters = Service calibration																															
7) APPLICATION IDENTIFIER <table border="0"> <tr> <td>R = EPA On-Hwy</td> <td>K = OEM Industrial/ Off-Hwy</td> <td>S = EURO Agricultural</td> </tr> <tr> <td>F = EPA Fed 49 State On-Hwy</td> <td>G = OEM Gen-Set (Unregulated)</td> <td>P = Postal/RV On-Hwy Monaco</td> </tr> <tr> <td>C = CARB California On-Hwy</td> <td>M = OEM Marine</td> <td>0 = Development</td> </tr> <tr> <td>L = Latin American On-Hwy</td> <td>N = EURO Off-Hwy/Grnd Pwr</td> <td>T = Hybrid</td> </tr> <tr> <td>H = OEM/RV On-Hwy</td> <td>U = Off Highway</td> <td>V = MILCOT</td> </tr> <tr> <td>J = OEM Agricultural</td> <td>E = Green Diesel (w/ catalyst)</td> <td>Y = MIL TOW</td> </tr> <tr> <td>W=Emergency Veh.-Split Shaft</td> <td>X=Emergency Veh.</td> <td>A= EURO III</td> </tr> <tr> <td>B = EURO On-Hwy</td> <td></td> <td>D,Z</td> </tr> </table>								R = EPA On-Hwy	K = OEM Industrial/ Off-Hwy	S = EURO Agricultural	F = EPA Fed 49 State On-Hwy	G = OEM Gen-Set (Unregulated)	P = Postal/RV On-Hwy Monaco	C = CARB California On-Hwy	M = OEM Marine	0 = Development	L = Latin American On-Hwy	N = EURO Off-Hwy/Grnd Pwr	T = Hybrid	H = OEM/RV On-Hwy	U = Off Highway	V = MILCOT	J = OEM Agricultural	E = Green Diesel (w/ catalyst)	Y = MIL TOW	W=Emergency Veh.-Split Shaft	X=Emergency Veh.	A= EURO III	B = EURO On-Hwy		D,Z
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4) RATING GROUP IDENTIFIER <table border="0"> <tr> <td>1 = 466 Standard Tourque</td> <td>4 = 466 #1 (OEM)/V152 400HP</td> <td>7 = 530/570 (Gen-Set # 2)</td> </tr> <tr> <td>2 = 466 High Tourque</td> <td>5 = 530/570 Standard Tourque</td> <td>8 = 530/570 #1 (OEM)</td> </tr> <tr> <td>3 = 530/570 (Gen-Set # 1)</td> <td>6 = 530/570 High Tourque</td> <td>9 = 530/570 #2 (OEM)</td> </tr> </table>								1 = 466 Standard Tourque	4 = 466 #1 (OEM)/V152 400HP	7 = 530/570 (Gen-Set # 2)	2 = 466 High Tourque	5 = 530/570 Standard Tourque	8 = 530/570 #1 (OEM)	3 = 530/570 (Gen-Set # 1)	6 = 530/570 High Tourque	9 = 530/570 #2 (OEM)															
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3) ENGINE MODEL NUMBER IDENTIFIER B = V-135, C = V-114, D = V-134, E = I-313, F = I-338, G = I-326, H = I-6 Hvy-Hvy (MAN), I = I-4, J = V157, K = I-340 (2008.5MY), L = I-334 (2010MY) M = I-6 Hvy-Hvy (MAN), N = V118, P=I345 (GENSET), R=I-334,367(2012MY-DPF 13MY applies to 2 Can Exhaust) W=I367 (One Can Exhaust) S= V152, T= I-717 I6 SCR, U= I355 Daewoo V = V6 ECM2 LFE, Y = V6 #4, X = V6 #3 A,Q,X,Z																															
2) SECONDARY CALIBRATION IDENTIFIER - Transmission <table border="0"> <tr> <td>A = Automatic Transmission, LCT 2000 Series (Generic Min-Max gov)</td> <td>B = Automatic Transmission, MD 3000 Series</td> </tr> <tr> <td>C=Allison X200-4C</td> <td>R = No Trans Specified</td> </tr> <tr> <td>P=Postal Calibration</td> <td>M = Manual Transmission</td> </tr> <tr> <td>T = Eaton Auto Manual Trans (AMT/HEV)</td> <td></td> </tr> </table>								A = Automatic Transmission, LCT 2000 Series (Generic Min-Max gov)	B = Automatic Transmission, MD 3000 Series	C=Allison X200-4C	R = No Trans Specified	P=Postal Calibration	M = Manual Transmission	T = Eaton Auto Manual Trans (AMT/HEV)																	
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1) PRIMARY CALIBRATION IDENTIFIER- BIN file usage P = Production																															

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Feedback Information

Viewed: 423

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Staff ID	Client ID	Comments	Created Date
	DY10220	You received the following feedback From: dy10220 - Stephen Scott Email Address: ihc.dy10220@gmail.com Job Classification: SE008, Service Technician Dealer: MAYER HVY EQUIP REPAIR I Feedback: Digit #4. Proper spelling is torque, not tourque	3/25/2014 10:30:36 PM

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