



Countries: CANADA, UNITED STATES, PUERTO RICO
Availability: ISIS, Bus ISIS, FleetISIS
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Coding Information

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Title: ICP Adaptation Reset

Applies To: EPA 2010 & EPA 2013 (OBD) MaxxForce DT, 9 & 10 ESN 3300000+

DESCRIPTION

In some instances ICP adaptation may need to be reset due to ICP codes set during the Key On Engine Running (KOER) Standard Test or a vehicle test drive. The reset may be needed on EPA 2010 or EPA 2013 (OBD) MaxxForce DT, 9 & 10 engines **AND IS ONLY** available at this time with calibrations ending in **XUR0** (EPA 2010) and **ECR0** (EPA 2013 OBD). The ICP Adaptation reset feature will be part of calibrations superceding XUR0 and ECR0 (Latest calibration is EER1).

SYMPTOMS

- Malfunction Indicator Light (MIL) illuminates with active/inactive code
- Active code is set when running (KOER) Standard Test or a vehicle test drive/normal operation
- SPN FMI will trigger when Injection Control Pressure (ICP) Actual rises above ICP Desired by a predetermined threshold

NOTE: Technicians are encouraged to monitor ICP Actual versus ICP Desired during Key On Engine Running (KOER) Standard Test before and after repair to gain experience.

DIAGNOSTIC TROUBLE CODES

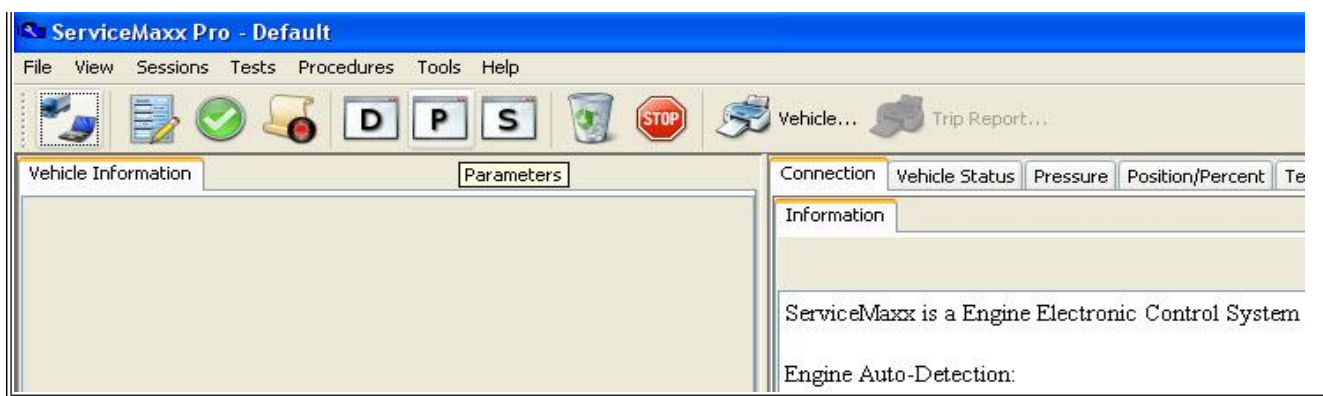
DTC	SPN	FMI	MODULE	DESCRIPTION
	164	16	ECM	ICP above desired level
	164	15	ECM	ICP too high during test

PROCEDURE

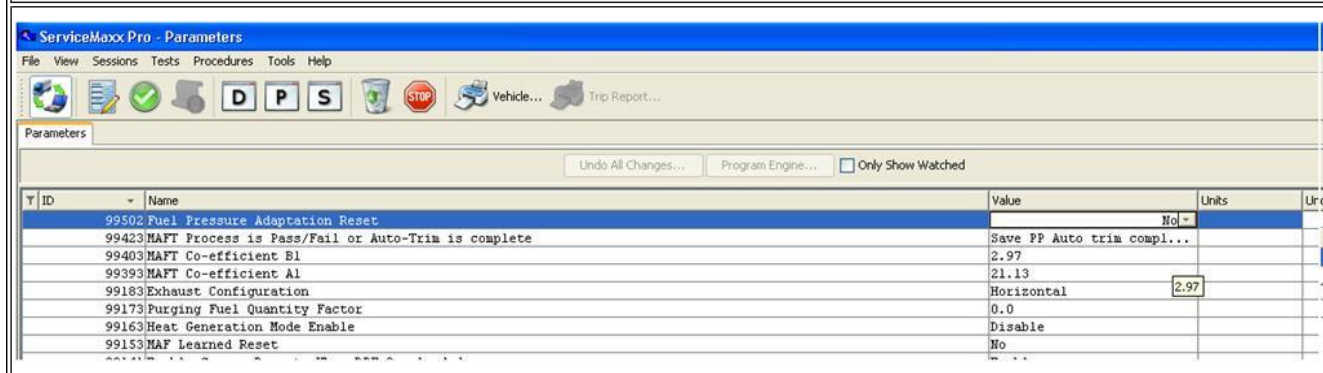
Following ICP system repair, if an ICP code (per above notes) is active, reset ICP Adaptation Parameter as follows: Go to ServiceMaxx 1. Parameters 2. Go to PID 99502 'Fuel Pressure Adaptation Reset' 3. Set to 'Yes' / '1' 4. Program Engine 5. Wait for "Engine Parameters Programmed Successfully" dialog box 6. Cycle key off, wait one minute and key back on 7. Go back to PID 99502 and set to '0' 8. Program Engine 9. Wait for "Engine Parameters Programmed Successfully" dialog box 10. Cycle key off, wait one minute and key back on . Please wait one minute between programming the engine and actually cycling the key off.

STEP 1

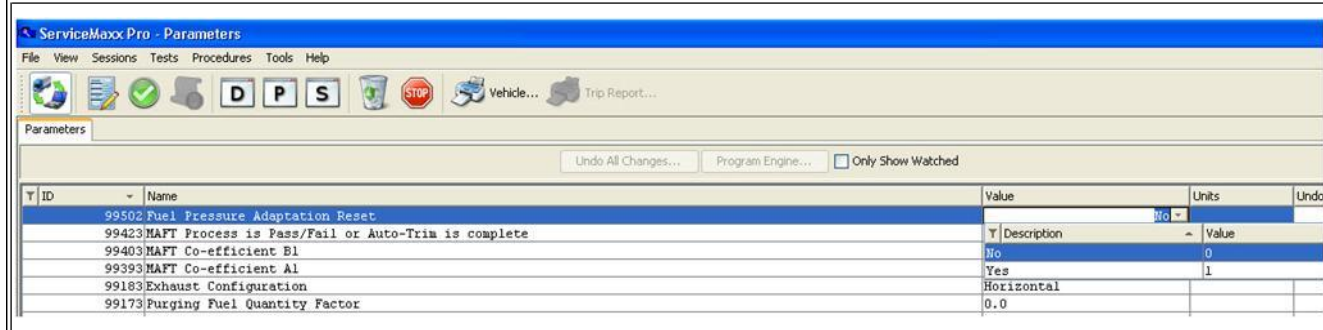
Select "Parameters".

**STEP 2**

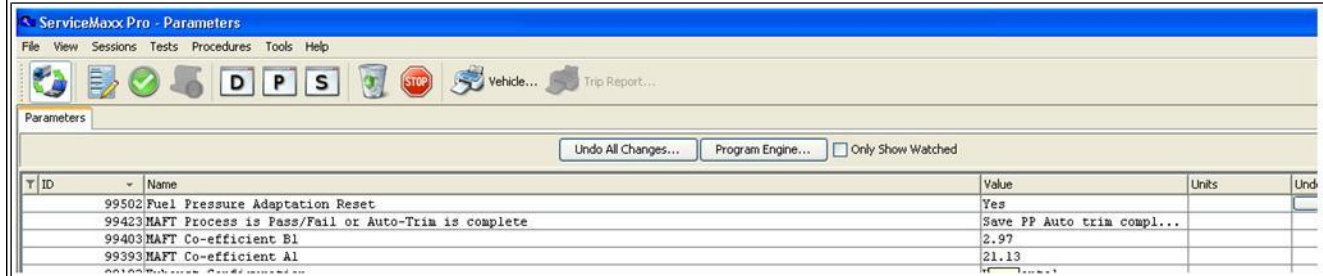
Select PID 99502 'Fuel Pressure Adaptation Reset.' The value should have originally been set to "No" / "0".

**STEP 3**

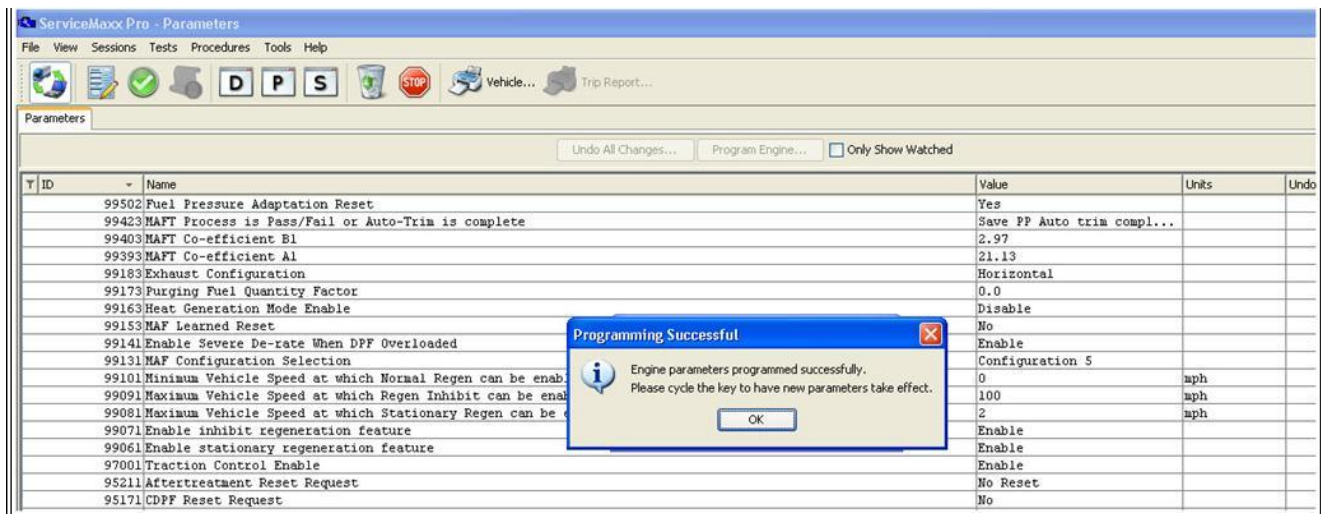
Select "Yes" / "1".

**STEP 4**

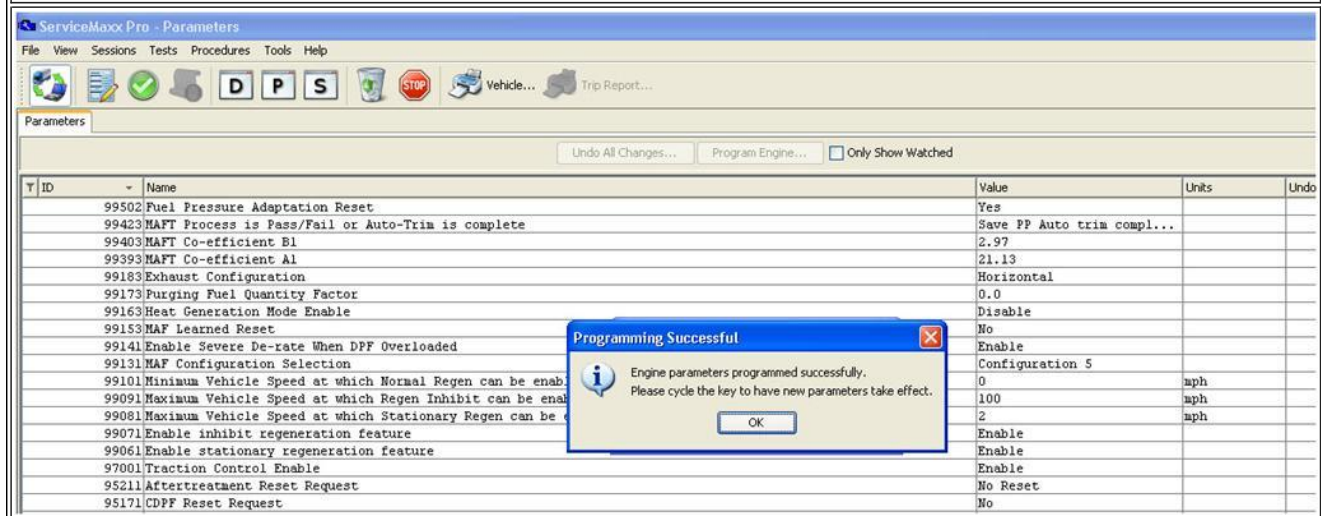
Select "Program Engine".

**STEP 5**

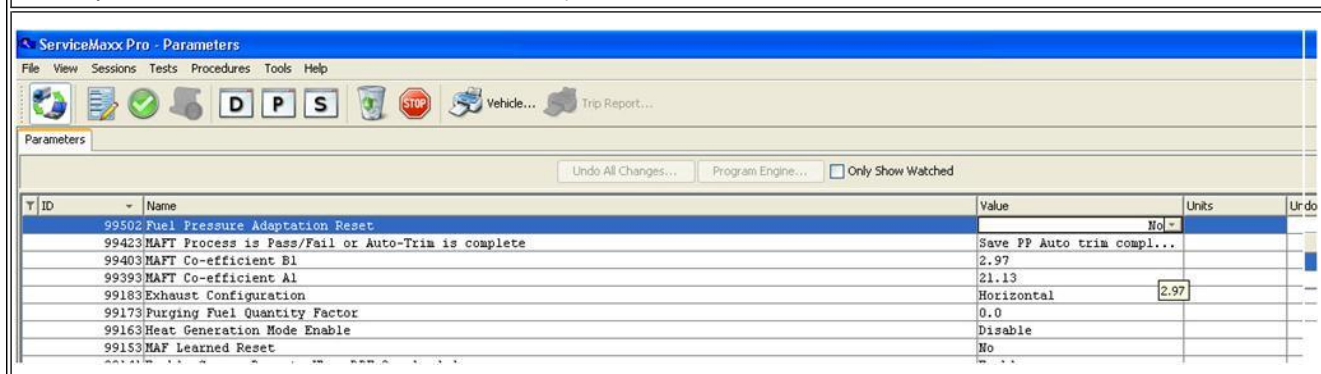
Wait for "Engine parameters programmed successfully" dialog box.

**STEP 6**

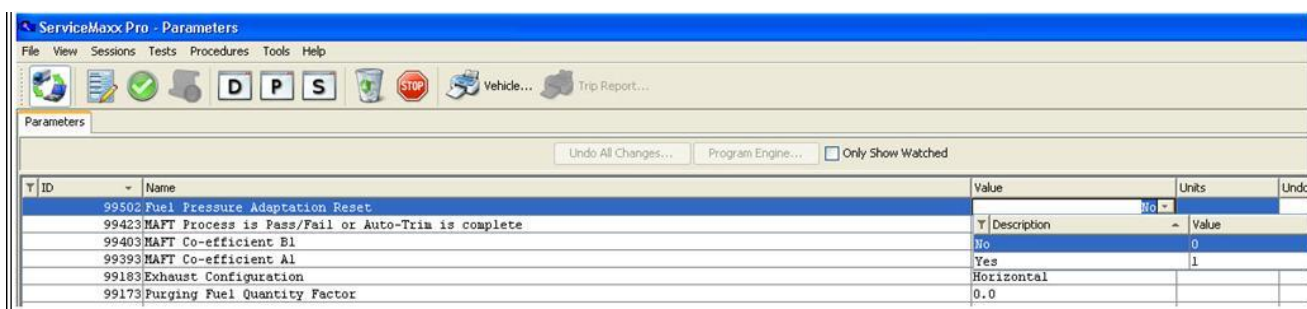
Cycle key off, **WAIT ONE MINUTE** and back on

**STEP 7**

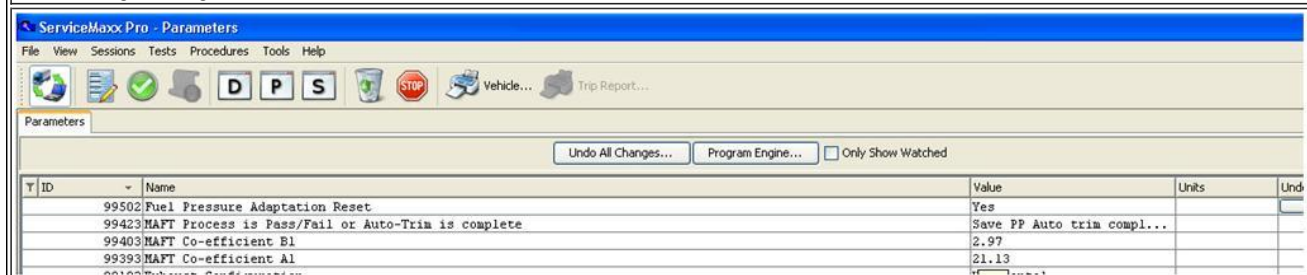
Once Key is back on, select PID 99502 "Fuel Pressure Adaptation Reset." The value should read "Yes" / "1".

**STEP 8**

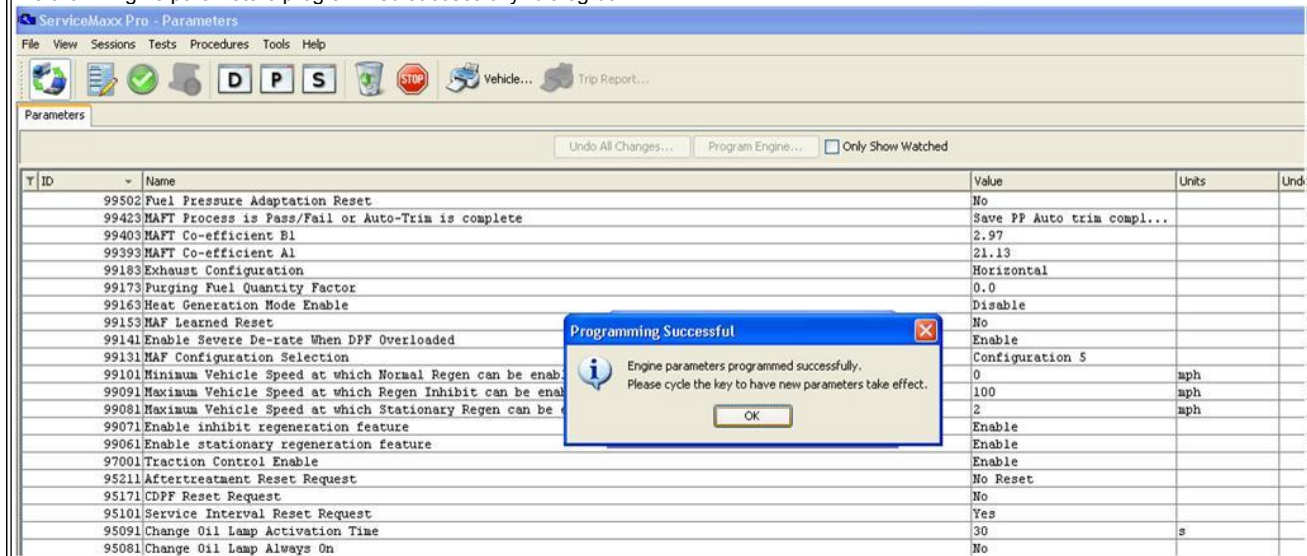
Select "No" / "0".

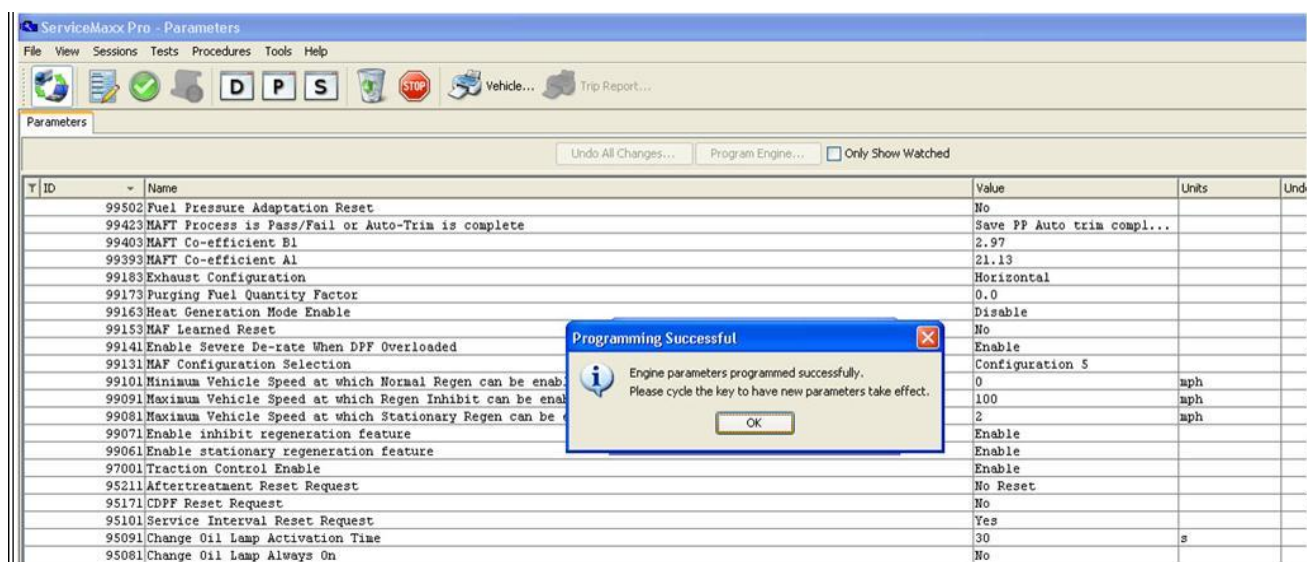
**STEP 9**

Select "Program Engine".

**STEP 10**

Wait for "Engine parameters programmed successfully" dialog box.

**STEP 11**Cycle key off, **WAIT ONE MINUTE** and back on

**STEP 12**

Once this is completed, run KOER Standard Test and check if the cause for high IPR%/ICP fault comes back. If no fault, the unit is repaired. If fault comes back, continue to diagnose the ICP system.

12 - ELECTRONIC CONTROL MODULE (ECM OR ECM/IDM) - ENGINE, PROGRAM

Hours	Code	Model	Engine
0.2	A12-3510A-20	Models, ALL	All Engines

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