



Countries: CANADA, UNITED STATES, PUERTO RICO
Availability: ISIS, Bus ISIS, FleetISIS
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Other Languages: NONE
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Coding Information

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Title: ICP Adaptation Reset

Applies To: 2010 + MaxxForce DT, 9, 10, N9 & N10 (ESN 3,300,000 and later)

CHANGE LOG

DO NOT DELETE CHANGE LOG

2014/10/07: Updated calibration information and SRT code. 2015/04/02: Removed steps and added direction to follow new ServiceMaxx procedure. 2015/04/23: Added note and bold text under description

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. **Only complete this procedure if REPAIRS were made to the ICP system and these faults return after.** 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 (Latest calibration is XWR0) and ECR0 (Latest calibration is EGR3).

Note: Only complete this procedure if REPAIRS were made to the ICP system and these faults return after.

DO NOT simply run ICP adaptation reset and release unit. The faults will return.

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.

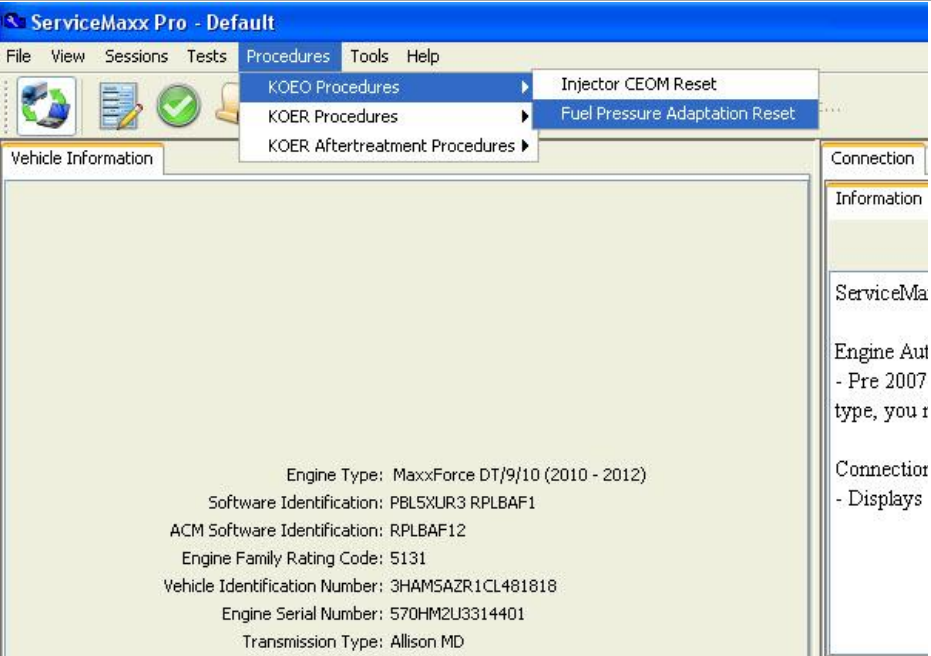
DIAGNOSTIC TROUBLE CODES

DTC	SPN	FMI	MODULE	DESCRIPTION
	164	16	ECM	ICP above desired level
	164	15	ECM	ICP too high during test
	164	13	ECM	ICP adaptation in-range fault

PROCEDURE

Ensure ServiceMaxx version is up to date (v40.112.201407181257 or later) and follow the Fuel Pressure Adaptation Reset Procedure. This procedure replaces the prior steps in this IKnow article and now provides direct directions to the technician via ServiceMaxx.

STEP 1
Follow "Fuel Pressure Adaptation Reset" procedure.



ServiceMaxx Pro - Default

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KOEO Procedures
KOER Procedures
KOER Aftertreatment Procedures

Injector CEOM Reset
Fuel Pressure Adaptation Reset

Vehicle Information

Engine Type: MaxxForce DT/9/10 (2010 - 2012)
Software Identification: PBL5XUR3 RPLBAF1
ACM Software Identification: RPLBAF12
Engine Family Rating Code: 5131
Vehicle Identification Number: 3HAMSAR1CL481818
Engine Serial Number: 570HM2U3314401
Transmission Type: Allison MD

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STEP 2
Once the procedure is completed, run KOER Standard Test and check if the cause for high IPR%/ICP fault comes back. If no fault, the reset worked.

Then, please test drive the unit and check if the fault comes back. ICP adaptation is relearned under a full load. If fault comes back, there is still an issue with the unit; continue with ICP diagnostics (please refer to [IK1200991](#) for additional ICP related diagnostics).

WARRANTY INFORMATION

Group	Noun
12000	716

STANDARD REPAIR TIME

12 - ELECTRONIC CONTROL MODULE (ECM OR ECM/IDM) - ENGINE, PROGRAM			
Hours	Code	Model	Engine
0.2	E12-2217T	HC Bus	MAXXFORCE DT/9/10 2010 Emissions
0.2	GY12-2217T	CE / BE	MAXXFORCE DT/9/10 2010 Emissions
0.2	GY12-2217TS	CE / BE	N 9/10
0.2	KL12-2217T	DuraStar	MAXXFORCE DT/9/10 2010 Emissions
0.2	KL12-2217TS	DuraStar	N 9/10

<u>0.2</u>	M12-2217T-20	<u>7300, 7400, 7500</u>	 MAXXFORCE DT/9/10 2010 Emissions
<u>0.2</u>	M12-2217TS	<u>7300, 7400, 7500</u>	 N 9/10

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