



NA_MACK_Vehicle_Range

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LR , LEU , MRU , Anthem , CHU , CXU , GU , TD

Engine family

Engine family MP7 , MP8 , MP10

Emission Standard

Emission Standard 2018 , OBD2017 , US17 GHG , US16 , US15 , US14 GHG

** SOLUTION **

Title (customer effect) Mack Chassis - Diagnostic Trouble Codes (DTC's) P24A0 And P249F Lighting The Malfunction Indicator Lamp (MIL) - **US14+OBD15 And Newer Emissions, Commonly 2015 And Newer (Includes Common Rail Fuel System)**

Cause Diagnostic Trouble Codes (DTC) P24A0 and P249F Lighting The Malfunction Indicator Lamp (MIL). Troubleshooting steps leading to No Fault Found. The following emissions levels are affected:

- OBD15 - Model Year 2016
- US14+OBD16 - Model Year 2017 (Non-Common Rail Fuel System)
- US17+OBD16 - Model Year 2018 (Common Rail Fuel System)

Solution

Overview

Vehicles may display the MIL and one or both of the following DTCs:

- P24A0 - Closed Loop DPF Regeneration Control At Limit - Temperature Too Low
- P249F - Excessive Time To Enter Closed Loop DPF Regeneration Control

These DTCs set from monitors on operations requiring Aftertreatment Hydrocarbon Injector (AHI, 7th Injector) input, including:

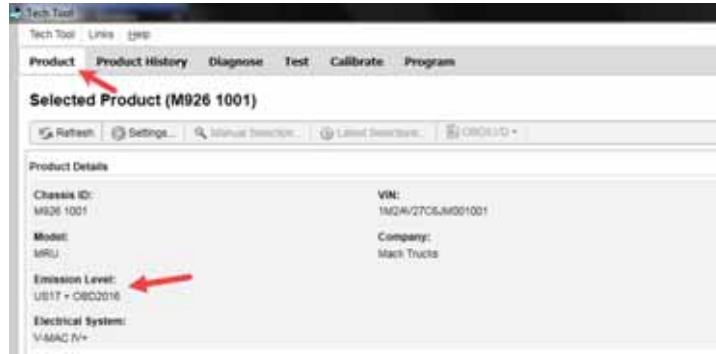
- Moving Crystal Sublimations (OBD15 and OBD16 emissions levels)
- Moving Sulfur Regenerations (US17 / OBD2016 emission level only)

These operations run in the background and are transparent to the driver. The fault codes **do not inhibit regeneration** or cause any operational problem with the vehicle except for the MIL illuminating. The regen will continue normally even with the fault codes present. The faults may set over a several day period due to the amount of time it takes to complete some moving regenerations.

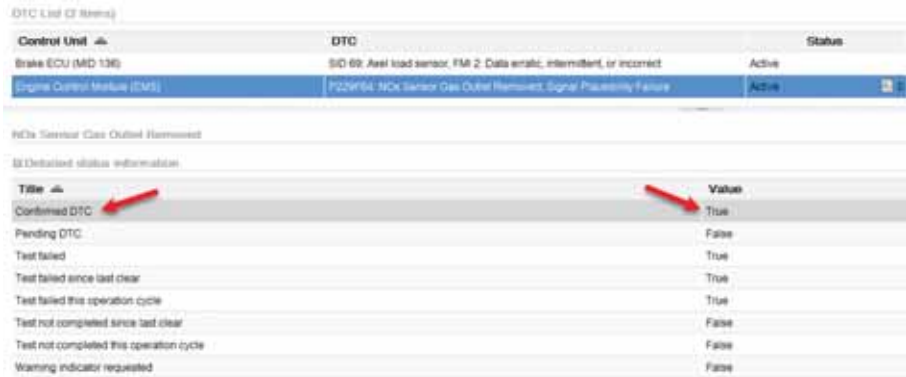
Repair Information

Verify the chassis emissions level

- Details can be found in the Product Details box on the Product tab in PTT as seen below:



Review the Detailed Status Information for the relevant code on the DTC Readout.



For US14+OBD15

- Software improvements have been released to address this code. Refer to the table below:

Action Required		
ECM	Main Software	Action Required
MP7 / MP8	Equal or Less Than 22741784	Update to Latest Software
MP10	Equal or Less Than 22644017	Update to Latest Software
ACM	Main Software	Action Required
MP7 / MP8 / MP10	Equal or Less Than 22741796	Update to Latest Software

For US14+OBD16

- Refer to [FSB 284-065 Engine Control Module \(ECM\) and Aftertreatment Control Module \(ACM\), Reprogramming.](#)


- This bulletin is current as of 17 April 2018.

For US17+OBD16 (Common Rail Fuel System) chassis:

- **Verify that EMS and ACM software do not have any updates available**
- Perform a sulfur regen using Premium Tech Tool (PTT) and clear DTCs.
- This will temporarily resolve the fault codes. **Do Not** change any components on subject vehicles with these fault codes.

If software is found to be current, diagnosis should only proceed if the Confirmed DTC status for P249C is True as shown above. If the status is False, other symptoms or fault codes should be diagnosed and the codes cleared when complete.

If any other symptoms or related codes are present, they should be diagnosed prior to beginning steps for P249C.

Solution visibility	Dealer distribution
Function(s)/component(s) affected	
Function affected	exhaust , 1 1 0 EMS , Diagnostic tool
Function Group	
Function Group	254 catalytic converter; exhaust emission control equipment , 258 emissions after-treatment , 2841 Electronic Control Unit
Customer effect	
Main customer effect	regeneration , calibration/programming/pairing/missing operation , diagnostics /methodology , fault code/display
Lights/Messages on information display	 Driver's information warning pictogram
Fault code(s)	
OBD 2013 Diagnostic Trouble Codes	P249F00 , P24A0
Conditions	
Vehicle operating mode	when driving , when stationary
Frequency of occurrence of problem	random
Administration	
Author	RU4469V
Dealer ID	RU4469V
Last modified by	RU4469V
Creation date	23-04-2018 18:04
Date of last update	23-04-2018 19:04
Review date	16-02-2017 00:02

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