

FCCC 524287/31



[Jim Gjerseeth](#) 18 posts since Aug 27, 2019

FCCC 524287/31 Dec 28, 2020 10:52 PM

FCCC MT55 with gmc 6.0L L96, vin is FR7835. Came in with only fault of 524287/31 for predictive cruise control message or device condition exists. Unit is bread delivery truck and I see no pcc system. Only light on is MIL lamp, try to clear fault with DL8 and it would not clear. MIL finally cleared with another reader we have, road test and cruise control worked o.k. on road test, after shutting off cruise to get on off ramp from interstate the MIL lamp came on with same fault. Try to contact FCCC and they are closed for the holiday.

Assuming they may be closed until January 2021. I did find a thread on this fault but it was for Cascadia etc...that probably have pcc installed with the round digital gauge. Anyone else seen this. I can go through the dash and when mil lamp is on the dash shows no engine, abs, or trans faults...?



[Talbert Simonian](#) 1,826 posts since Nov 21, 2014

Re: FCCC 524287/31 Dec 29, 2020 1:10 AM

You should be using a code reader like a Snap-on t should give you a code PXXXX. In FCCC Engine & Technical Support it has a list of fault codes for the GMC and the steps to take.



[Michael Palumbo](#) 1,544 posts since Nov 13, 2014

Re: FCCC 524287/31 Dec 29, 2020 11:39 AM

Yes FCCC closed until Jan 4 2021.

I may be missing it, what source address is reporting the code? Was the code and or pcc message only seen via the ICU? The MIL is for emissions faults.

Did your other OBD2 reader show the same code as DL did? I think you need to use your OBD2 reader to get a P-code or U-code on a 2013 6.0L then go to the E78 fault code list which can be found

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Michael Palumbo 1,544 posts since Nov 13, 2014

Re: FCCC 524287/31 Dec 29, 2020 1:45 AM

[Re: Need VIN number information for Custom Chassis with gasoline engines please!](#) has a good description of the two communication protocols, since you have a 2013 build the E78 would apply and DL would not give you accurate information.

For the 6.0L there are two CAN protocols, currently in the field. The Gen 1 build utilized the E78 GMLAN proprietary-based ECM and gateway module (located on the interior side of the pass-through wall near the driver's station - blinking red LED when the key is turned to 'run'). Fault codes and data can be read, using the automotive-style DLC and a scan tool. Then, around mid-April, 2018, the design was changed to an MT88 J1939-based ECM, eliminating proprietary GMLAN and the need for a gateway module. Codes can be read in the Ametek dash as well as on DL with the MT88 ECM. See module 164 in PartsPro for the ECM type. For quick identification, E78 has heat sink fins, whereas MT88 has a smooth housing - both mounted on the driver side radiator support bracket, above the P/S reservoir.

The E78 GMLAN ECM has the automotive-style OBD-II DLC **AND** the round 9-pin DLC for the J1939 side in the dash. The J1939-based MT88 ECM only has the round 9-pin DLC