



Automated Manual Transmission (AMT) Fault Codes - P1075-38 (PSID 27 FMI 8) Present After Working On The Air Supply System



> Internal Content

Click [here](#) for more information.

Note: If the code will not clear the chassis must be test driven for the code to achieve inactive status. The code may be cleared once it is inactive.



Tags

[k31782982](#)

[p1075](#)

[p1075-38](#)

[mid 130 tecu](#)

[mid 130 psid 27 fmi 7](#)

[p107538](#)

[volvo](#)

[mack](#)

Related links and attachments

No links or attachments available



Feedback

[Give feedback](#)

to help improve the content of this article

P1075-38 (PSID 27 FMI 8)

Concerns:

Drivability complaints or faults occurring after work has been performed on AMT gearbox

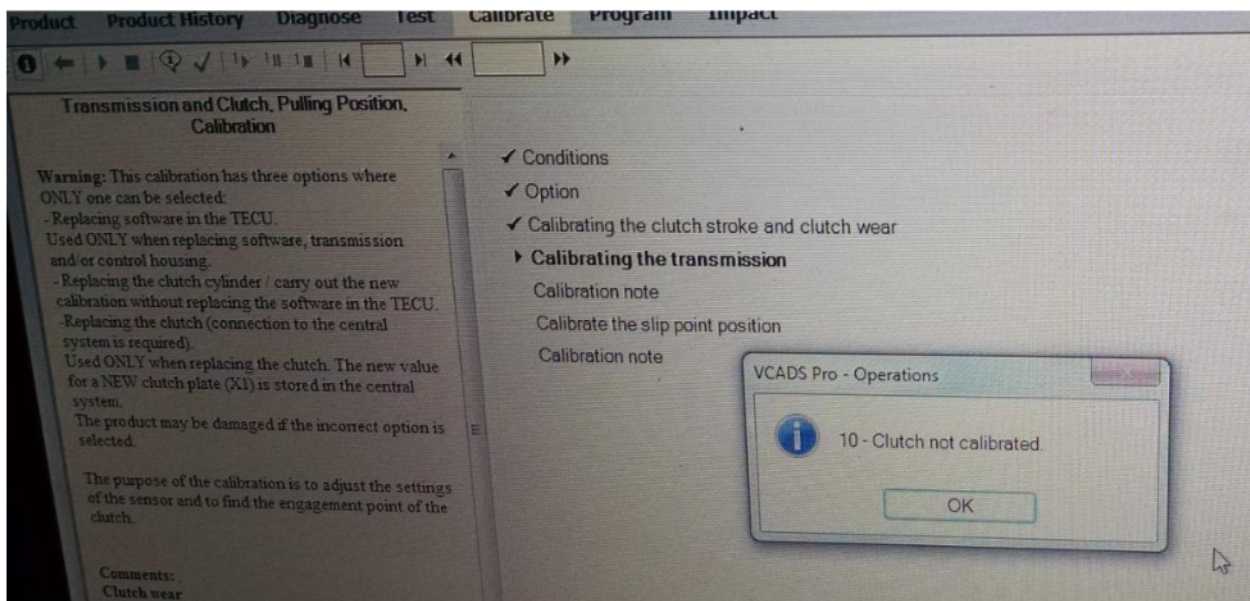
Complaint:

P1075-38 (PSID 27 FMI 8) is present after working on the air supply system to the AMT or the fittings from the Transmission ECU (TECU) to the Clutch Valve Unit (CVU). The unit may have been working fine before this and the customer may have been trying to fix an air leak on the gearbox.

The fault is seen when the unit is operated after the repair and the check transmission warning comes on in the dash and the fault is logged.

Clutch may not calibrate at all and give an error code 10 on a Pre US13 chassis (9 pin diagnostic connector) or an error code 18 or 126 for a US13 and newer chassis (16 pin diagnostic connector). When the calibration results are reviewed the clutch stroke is very low.

When trying to diagnose the issue several tests may timeout and give errors indicating that the clutch is not disengaged, is moving too slowly or takes too long to achieve position.



Transmission and Clutch, Pulling Position, Calibration

Warning: This calibration has three options where ONLY one can be selected:
 - Replacing software in the TECU.
 Used ONLY when replacing software, transmission and/or control housing.
 - Replacing the clutch cylinder / carry out the new calibration without replacing the software in the TECU.
 - Replacing the clutch (connection to the central system is required).
 Used ONLY when replacing the clutch. The new value for a NEW clutch plate (X1) is stored in the central system.
 The product may be damaged if the incorrect option is selected.

The purpose of the calibration is to adjust the settings of the sensor and to find the engagement point of the clutch.

Comments:
Clutch wear
 X1=The right-hand parameter displays the value for a NEW clutch.
 X2 = The "Ball" displays the last value.
 The yellow area on the shaft indicates the area where the clutch needs replacing.

Parameter, X1 = displays if X1 is within the parameter values.

Limit value, X1 = shows if X1 is within the limits.

Note: The pop-up window which is displayed in the last step, where you are asked to turn the ignition switch OFF and then ON again, may take up to two minutes before being displayed.

Calibration Not OK

Clutch wear

Parameter, X1 Stroke length

Split cylinder

High split N Low split

4320-07-03-01 Transmission, clutch, engagement point

Information >> Conditions >> Execution >> Result

Error

Technical error

The conditions for the function are not fulfilled

Recommended actions

- Step back to the tab "Diagnose", select "Symptoms", "Calibration problems" and continue the diagnostics
- Check that no relevant active or intermittent DTCs are set
- Restart the operation

If the problem remains, contact technical support for assistance

Detailed information

- Code: 125
- Description: Test was completed OK but errors were detected (145886)
- Electronic Control Unit: TECU
- R1AAE

[Continue...](#)

Cause:

It has been found in several cases where the wrong airline fitting was used to repair an air leak on the CVU air inlet fitting. Too long thread length will crush the inlet check valve in the inlet to the CVU and cause the air to be restricted to the clutch system.



The fittings in the picture below are AMT gearbox air fittings but the thread length is 11 mm and will cause this issue.





The correct PN for the fitting is 991092. The correct thread length for the fitting is 9mm (L1 value in the drawing below). The thread size for the fitting is M16X1.5 and the tubing size is 12X1.5. It is always best to use the factory fitting for the application but if that fitting is not available then the thread length (L1) of the fitting is the most critical part of the fitting to be sure to not restrict the air flow into the CVU.

