



Mack Chassis - Diagnostic Trouble Code (DTC) P249C Intermittently Lighting The Malfunction Indicator Lamp (MIL) - US14+OBD15 And US14+OBD16 (Non-Common Rail Fuel System) Emissions, Common Model Years 2016 and 2017



> Internal Content

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.

DTC List (2 Items)

Control Unit	DTC	Status
Brake ECU (MID 136)	SID 69: Axel load sensor, FMI 2: Data erratic, intermittent, or incorrect	Active
Engine Control Module (EMS)	P229F64: NOx Sensor Gas Outlet Removed, Signal Plausibility Failure	Active

NOx Sensor Gas Outlet Removed

Detailed status information

Title	Value
Confirmed DTC	True
Pending DTC	False
Test failed	True
Test failed since last clear	True
Test failed this operation cycle	True
Test not completed since last clear	False
Test not completed this operation cycle	False
Warning indicator requested	False

Software improvements have been released for both emissions to address this DTC. Field Service Bulletins with information and instructions have been published for each



emissions level. Both FSBs can be found under the Service tab in

Impact, [Function Group 284](#). The articles can also be searched for by Title. Refer to the chart below for the correct bulletin information:

Emissions Level (Model Year)	Field Service Bulletin
US14+OBD15 (2016)	FSB 284-064 Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming
US14+OBD16 (2017)	FSB 284-065 Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming

If the Bulletin does not appear when searched with either VIN or Chassis information entered, search by model:

1. Clear any chassis information from the Search box.
2. Select or enter the applicable model.

3. Make sure Title is selected in the Search By field. Enter the correct Bulletin title in the text entry field.



Press the Search button. The operation will appear in the results window.

Fgrp	Title	Info type	ID/Operation
284	FSB 284-065, Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming	Repair	2841-22-09-17

5. Select the correct vehicle configuration from the list that appears as shown below:

FSB 284-065, Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming

Description	ID	Date
☐ CXU, ENG-VE11, EOBD-U16, Assembly Date 2016-01-01 - 2016-12-31		06/08/2019
☐ CXU, ENG-VE13, EOBD-U16, Assembly Date 2016-01-01 - 2016-12-31		
☐ CXU, ENG-VE16, EOBD-U16, Assembly Date 2016-01-01 - 2016-12-31		

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.

 Tags

[k18304613](#)

[p249c-00](#)

[p249c00](#)

[mack](#)

Related links and attachments

- [KC-251 FSB 284-065](#)
-  [Live UI](#)
- [KC-251 FSB 284-064](#)

 Feedback

[Give feedback](#)

(June 2018)

Information

Software updates with enhancements are available for the engine control module (ECM) and aftertreatment control module (ACM) for VOLVO D11, D13 and D16 engines on OBD2015 vehicles built from January 1, 2015 to December 31, 2015.

Follow the reprogramming procedure in the following order as outlined in this document:

- ECM reprogramming
- ACM reprogramming

The software updates address the following Diagnostic Trouble Codes (DTCs):

- P026C - Fuel Injector, Low Mass Flow
- P0507 - Idle Engine Speed Rationality: Idle Speed High
- P2002 - PM Filter Efficiency Monitor
- P0422 - Catalyst 2 Efficiency Below Threshold (Bank 1)
- P226D - Diesel Particulate Filter (DPF) Missing Substrate
- P249C - Time to Enter DEF (Diesel Exhaust Fluid) Dosing
- P208E - Aftertreatment Reagent Dosing Valve Clogged
- P2459 - Too Frequent Regeneration
- P24A4 - DPF Restriction - Soot Accumulation Too High (Bank 1)
- P10FE - DPF Restriction - Soot Accumulation Moderately High (Bank 1)
- P226C - Boost Pressure Slow Response
- P249F - Excessive Time to Enter Closed Loop DPF Regeneration Control
- P24A0 - Closed Loop DPF Regeneration Control at Limit - Temperature Too Low
- P208A - Aftertreatment DEF Pump: Open Circuit
- P20CF - (AHI) Fuel Injector "A" Stuck Open
- P226C00 - Turbocharger Boost Control "A" Slow Response
- P205B - Aftertreatment DEF tank Temperature Sensor: Rationality Low
- P20128 - Engine Cooling System: Stuck Open or Leaking Thermostat Monitor

Check the current main software for ECM and ACM to determine the action required as shown in the table below.

Action Required		
ECM	Main Software	Action Required
D11/ D13	Equal or Less Than 22687459	Update to Latest Software
D16	Equal or Less Than 22644015	Update to Latest Software
ACM	Main Software	Action Required
D11/ D13	Equal or Less Than	Update to Latest

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/ D16	22741796	Software
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Required Tools

Premium Tech Tool (PTT) version 2.06.35 or higher

VOCOM Diagnostic Connector 88890304

Communication Interface 88890300

Note: Using other interfaces may affect programming speed.

Note: Check Premium Tech Tool version by clicking on Help tab and then click on "About Tech Tool".

Software Update Procedure

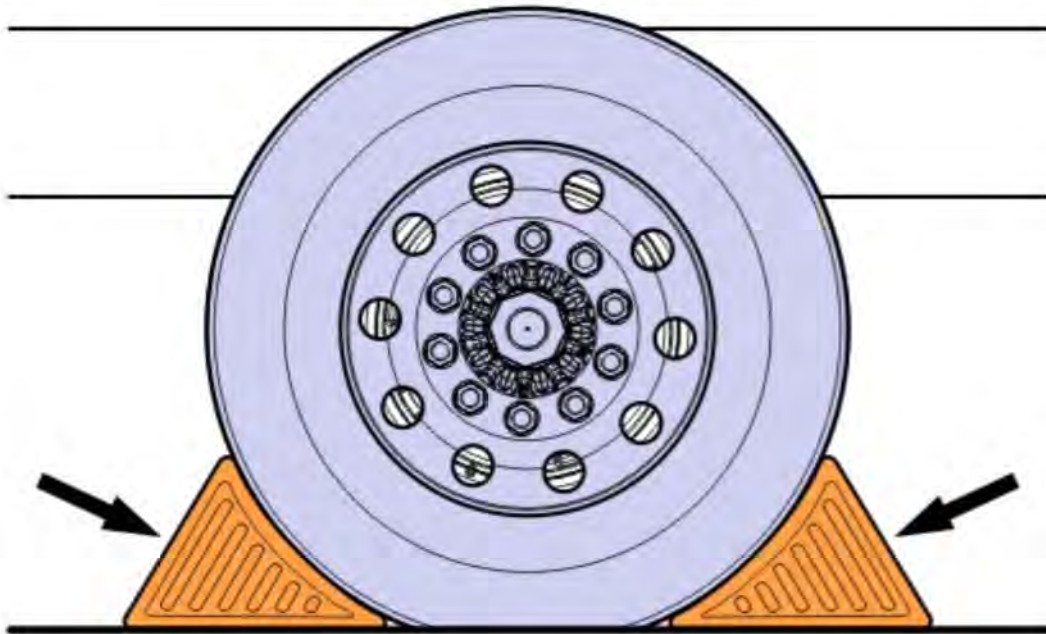
You must read and understand the precautions and guidelines in Service Information, group 20, "General Safety Practices, Engines" before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.



Danger

Do not attempt to repair or service this vehicle without having sufficient training, the correct service literature and the proper tools. Failure to follow this could make the vehicle unsafe and lead to serious personal injury or death.

1. Park the vehicle on a level surface.
2. Apply the parking brake.
3. Place the transmission in neutral or park.
4. Install the wheel chocks.



5. Connect Premium Tech Tool (PTT) to the vehicle diagnostics connector using the 16 pin OBD cable 88890304 and Communication Interface 88890300. Connect the PC to a functional LAN or modem connection and a 120 Volt AC source.
6. Turn the ignition switch "ON".
7. Log in to PTT and Identify Vehicle is displayed.
8. Once the vehicle has been identified, enter the Work Order Number information, then click Start Work.

Work Order Number

Enter a work order number or select a recently used work order number in the list.

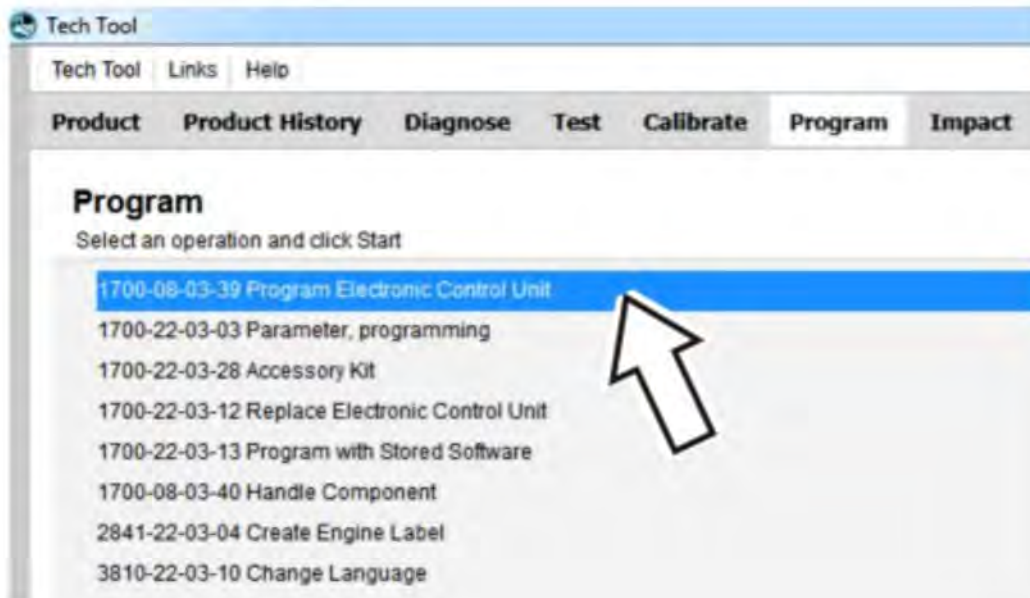
Enter work order number:

Select a recently used work order:

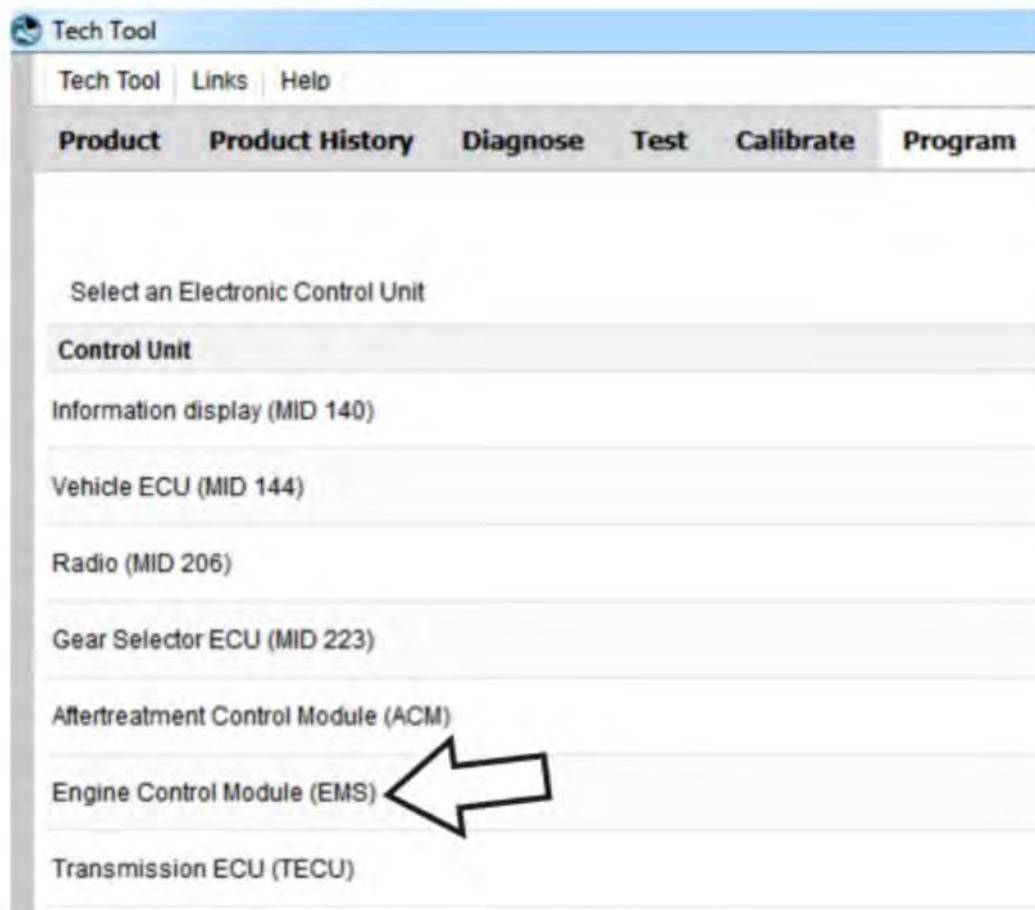
Work Order No	User ID	Date

Enter Notes:

9. From the Main Menu select Program and then Program Electronic Control Unit 1700-08-03-39. Then click Start.



10. Select Engine Control Module (EMS).



11. Select Program to update the ECM with the latest software.

Programming options

- ☒ Update control unit with latest software
☐ Reload control unit with existing software

12. Certain conditions must be met to continue with programming: battery voltage above 10v, parking brake applied, and ignition key in ON position with engine not running. When all conditions have been met, click Continue to proceed with programming.

1	 > 10 V	12.7 V	
2	 		
3	  = 0 rpm	 0 rpm	

1700-08-03-39 Program control unit - Update software

Automatically checked conditions

- 1 Battery voltage above 10 V
- 2 Parking brake applied
- 3 Ignition key in **ON** position. Engine not running

13. Select "I accept" to agree to the terms and press continue to proceed.

Note: In the United States and Canada, the programing is NOT chargeable. An invoice will not be generated.

1700-08-03-39 Program control unit - Update software

The following control units will be programmed

Engine Control Module (EMS)

Chargeable programming

The software you are about to program is chargeable. If programming is performed using the software, an invoice will be generated.

Programming will be charged once even if multiple retries are needed.

The software has commercial part number

85136079 : Engine Control Module

The number can be used for price lookup in your local system and will be specified on the invoice.

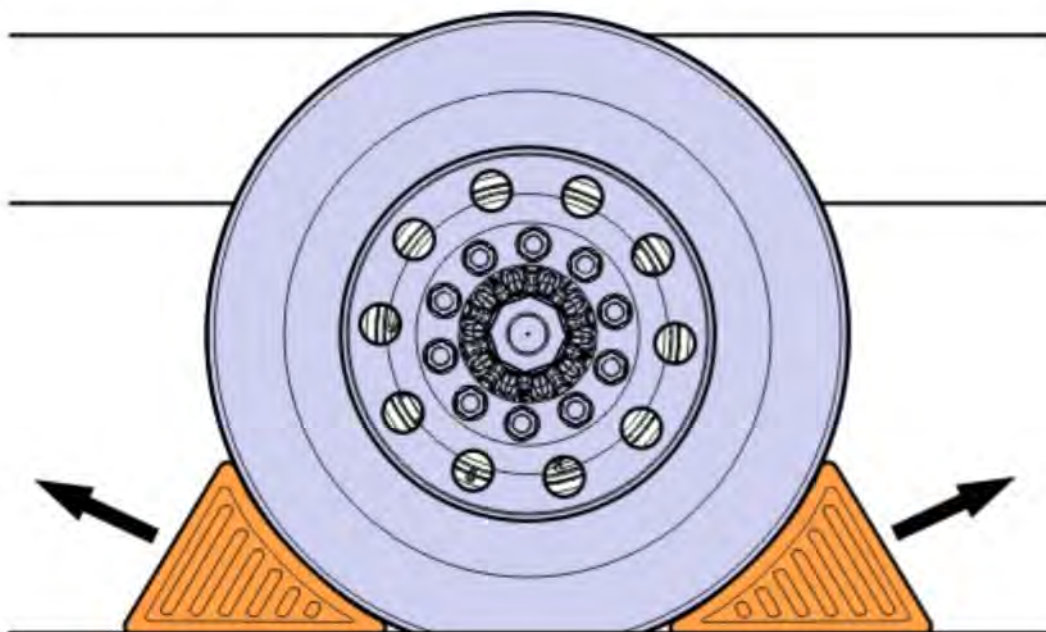


I accept



Select I accept to agree to the terms Press Continue to proceed

14. When programming is complete, click Exit to return to Main Menu to program the ACM.
15. When all programing is complete, clear any diagnostic trouble codes (DTC) and Finish Work.
16. Remove the wheel chocks.



Reimbursement

This repair may be eligible for reimbursement if a product failure

UCHP
Reimbursement

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was experienced within time and mileage limits of the applicable Warranty coverage. Reimbursement is obtained via the normal claim handling process.	
Claim Type (used only when uploading from the Dealer Bus. Sys.)	W
Labor Code	
Primary Labor Code (Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming)	2841-22-09-16 0.4 hrs.
Causal Part	3092091

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(June 2018)

Information

Software updates with enhancements are available for the engine control module (ECM) and aftertreatment control module (ACM) for VOLVO D11, D13 and D16 engines on OBD2016 vehicles built from January 1, 2016 to December 31, 2016.

Follow the reprogramming procedure in the following order as outlined in this document:

- ECM reprogramming
- ACM reprogramming

The software updates address the following Diagnostic Trouble Codes (DTCs):

- P026C - Fuel Injector, Low Mass Flow
- P0422 – Catalyst 2 Efficiency Below Threshold (Bank 1)
- P0507 – Idle Engine Speed Rationality: Idle Speed High
- P10FE – DPF Restriction – Soot Accumulation Moderately High (Bank 1)
- P208E – Aftertreatment Reagent Dosing Valve Clogged
- P226C – Boost Pressure Slow Response
- P226D – Particulate Filter Deteriorated/Missing Substrate Bank 1
- P24A0 – Closed Loop DPF Regeneration Control at Limit – Temperature Too Low
- P24A4 – DPF Restriction – Soot Accumulation Too High (Bank 1)
- P2459 – Diesel Particulate Filter Regeneration Frequency (Bank 1)
- P249C – Excessive Time To Enter Closed Loop Reductant Injection Control
- P249F – Excessive Time to Enter Closed Loop DPF Regeneration Control

Check the current main software for ECM and ACM to determine the action required as shown in the table below.

Action Required		
ECM	Main Software	Action Required
D11/ D13	Equal or Less Than 22825014	Update to Latest Software
D16	Equal or Less Than 22898389	Update to Latest Software
ACM	Main Software	Action Required
D11/ D13 / D16	Equal or Less Than 22738289	Update to Latest Software

Required Tools

Premium Tech Tool (PTT) version 2.06.35 or higher

VOCOM Diagnostic Connector 88890304

Communication Interface 88890300

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Note: Using other interfaces may affect programming speed.

Note: Check Premium Tech Tool version by clicking on Help tab and then click on "About Tech Tool".

Software Update Procedure

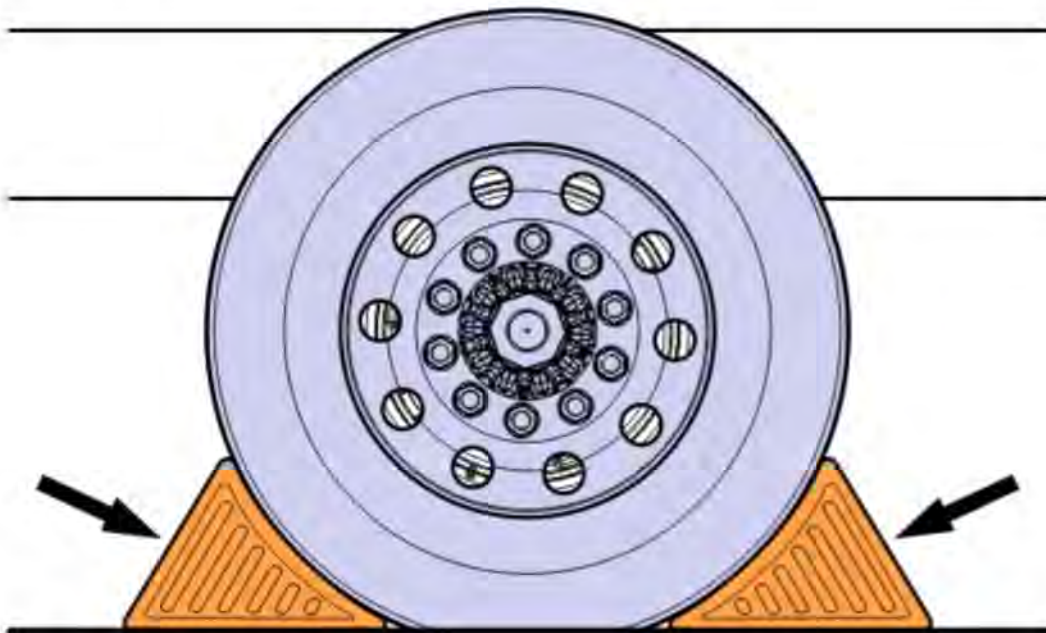
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1. Park the vehicle on a level surface.
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4. Install the wheel chocks.



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Work Order Number

Enter a work order number or select a recently used work order number in the list.

Enter work order number:

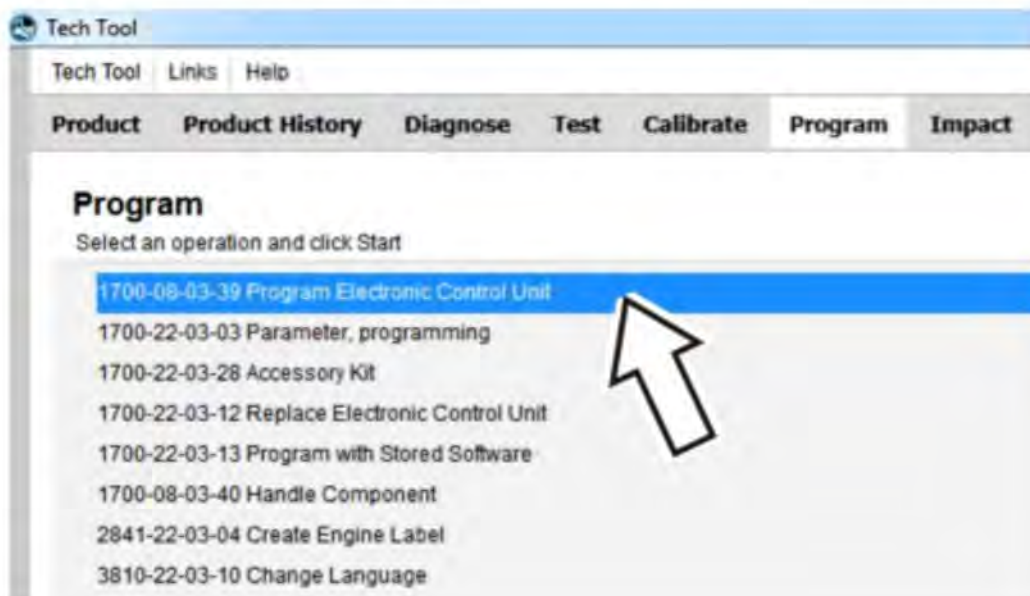
Select a recently used work order:

Work Order No	User ID	Date
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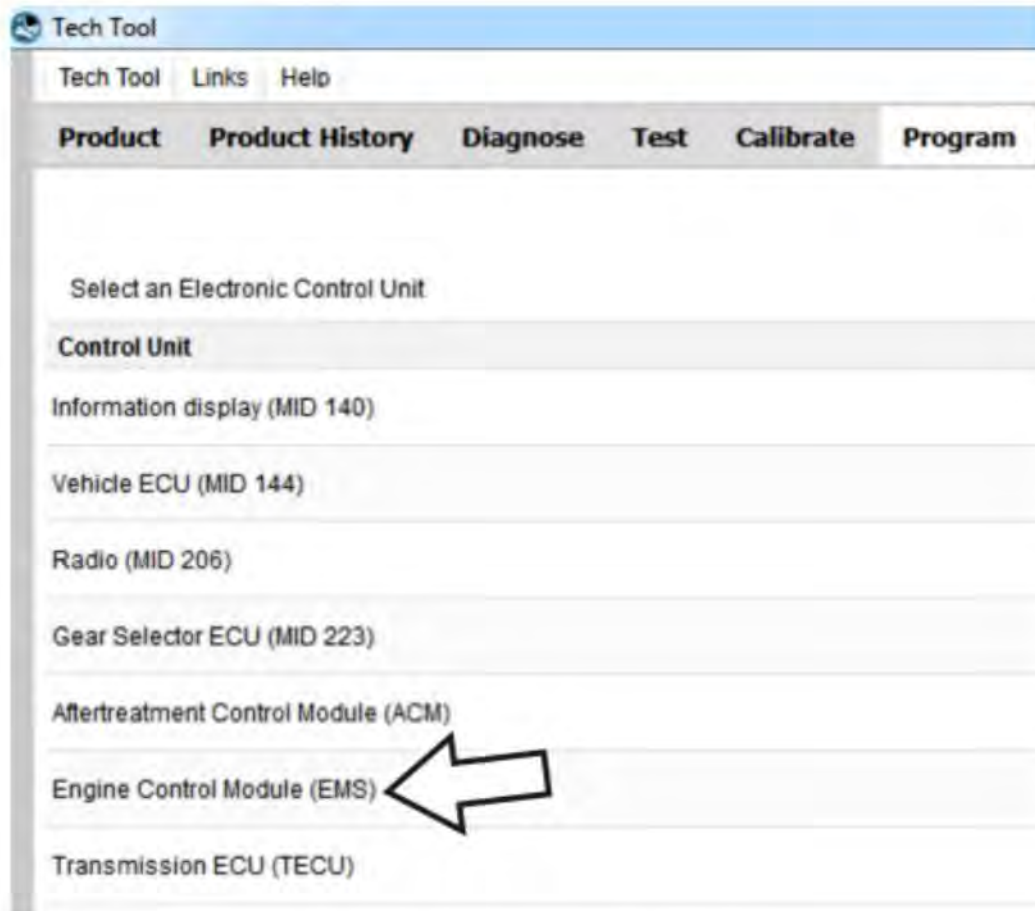
Enter Notes:

Start Work **Cancel**

9. From the Main Menu select Program and then Program Electronic Control Unit 1700-08-03-39. Then click Start.

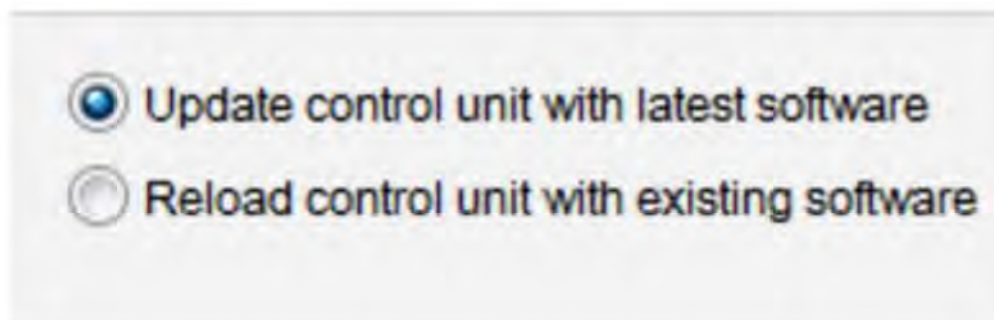


10. Select Engine Control Module (EMS).



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Programming options



12. Certain conditions must be met to continue with programming: battery voltage above 10v, parking brake applied, and ignition key in ON position with engine not running. When all conditions have been met, click Continue to proceed with programming.

1	 > 10 V	12.7 V	
2	 		
3	 On  = 0 rpm	 On 0 rpm	

1700-08-03-39 Program control unit - Update software

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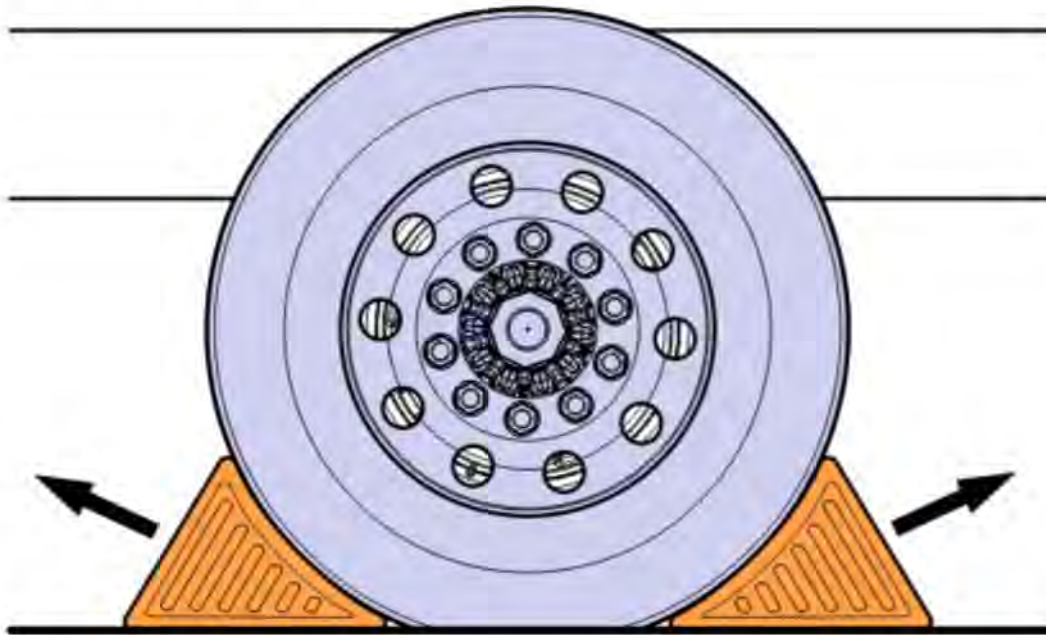


I accept



Select I accept to agree to the terms Press Continue to proceed

14. When programming is complete, click Exit to return to Main Menu to program the ACM.
15. When all programing is complete, clear any diagnostic trouble codes (DTC) and Finish Work.
16. Remove the wheel chocks.



Reimbursement

This repair may be eligible for reimbursement if a product failure was experienced within time and mileage limits of the applicable Warranty coverage. Reimbursement is obtained via the normal claim handling process.	UCHP Reimbursement
Claim Type (used only when uploading from the Dealer Bus. Sys.)	W
Labor Code	
Primary Labor Code (Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming)	2841-22-09-17 0.4 hrs.
Causal Part	3092091

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