



Mack Chassis - CXU - Lane Departure Warning System (LDWS) More Sensitive To The Right-hand (Passenger) Side Of The Vehicle; PI0882



> Internal Content

The increased sensitivity has been found to be a software issue in the Anti-lock Brake System (ABS) Electronic Control Unit (ECU).

[PI0882, Lane Departure Warning Sensitivity](#) has been released to correct this issue. The bulletin can be found under the Service tab in Impact, Function Group 366, Operation [3665-22-09-04](#).



Tags [mack](#)

Related links and attachments

No links or attachments available



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PI0882, Lane Departure Warning Sensitivity

(January 2018)

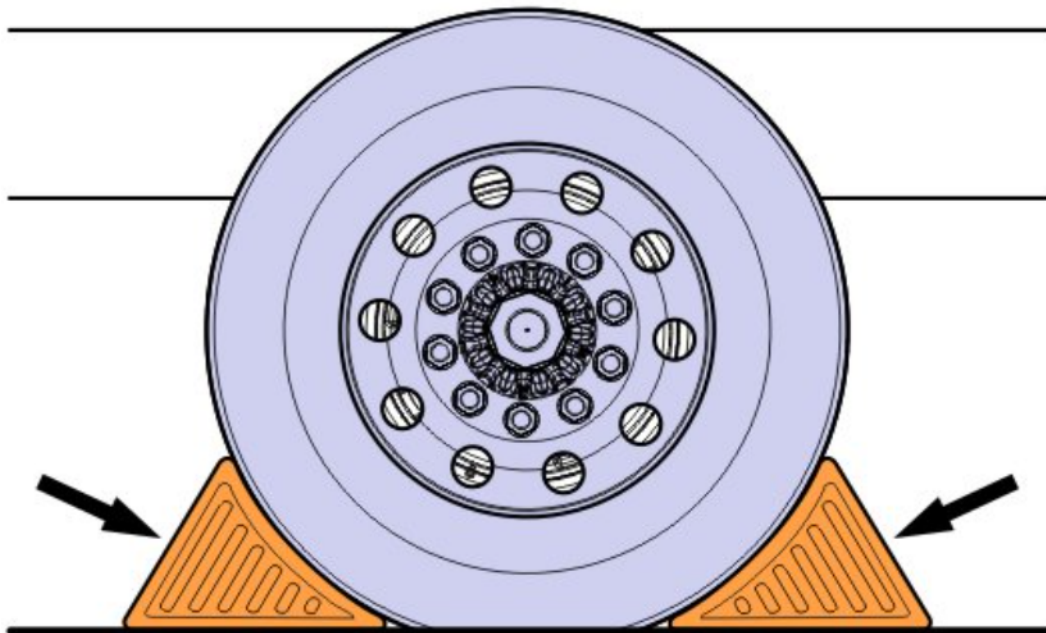
On Certain Mack Trucks with the Collision Avoidance / Lane departure Camera mounted to the windshield, there could be complaints that the system is more sensitive to the right hand / passengers side of the vehicle. This is due to a software issue in the Anti-lock Brake System (ABS) Electronic Control Unit (ECU). To correct this issue follow the procedure below:

Decommissioning the Truck for Repair

You must read and understand the precautions and guidelines in Service Information, group 30, "General Safety Practices, Electrical" before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.

NOTE: Information is subject to change without notice. Illustrations are used for reference only and can differ slightly from the actual vehicle being serviced. However, key components addressed in this information are represented as accurately as possible.

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



Lane Departure Warning Sensitivity Procedure

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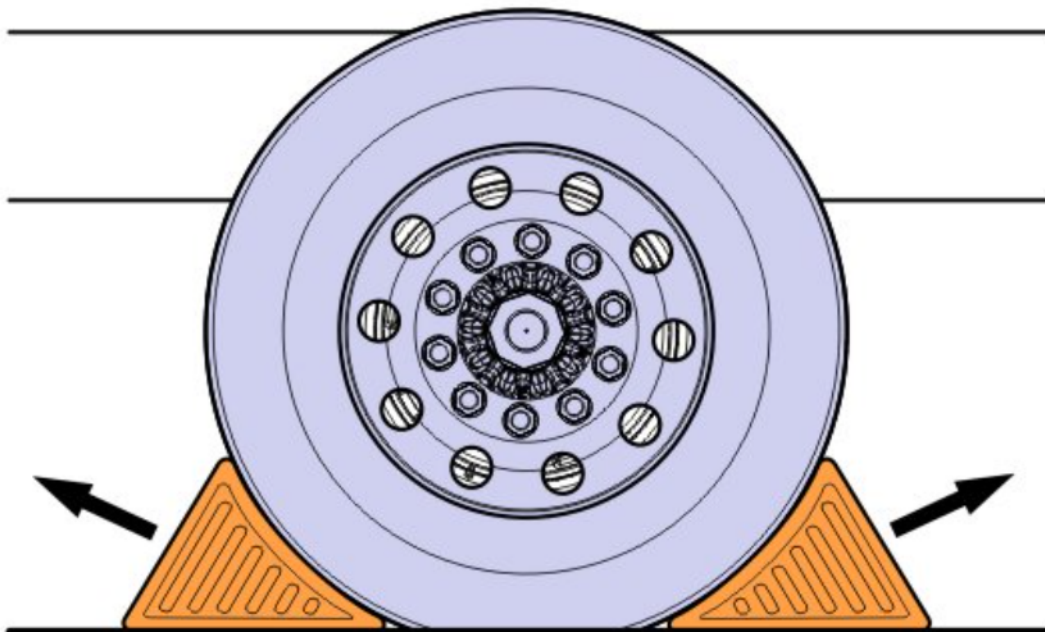
1. Connect Premium Tech Tool to the vehicle to program the ABS ECU.
2. Check to make sure Premium Tech Tool is version 2.6.25 or newer.
3. Navigate to Calibrate, then Function Group 5, then ESC Calibration Procedure.

Note: This will put the ECU into dyno mode.

4. After programming the ABS ECU the brake pressure sensor will need to be calibrated.
5. Start the truck and wait for the brake system air pressure to fill.
6. Turn the key to the Off position and wait until everything is powered down.
7. Turn the key to the ON position and wait for the truck to power up. The ABS solenoids will go through a self test that makes clicking noises.
8. Push the brake pedal all the way to the floor and hold for 5 seconds.
9. Release the brake pedal.
10. Use Bendix ACOM to take the ABS ECU out of Dyno Mode.
11. Select "EC-80 CAN/J1939 J1939".
12. Click Start with ECU.
13. Click on DTCs.
14. Clear DTCs.
15. If you are using ACOM version 6.14 then you might get a pop-up for a check engine fault as well as the check engine light. If this happens, use Premium Tech Tool to clear the DTC code.

Commissioning the Truck for Operation

1. Remove the wheel chocks.



Reimbursement

This repair is covered by an authorized Service Program.

UCHP
Reimbursement

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Reimbursement is obtained via the normal claim handling process.	
Claim Type (used only when uploading from the Dealer Bus. Sys.)	B
Recall Status	
Vehicle inspected, repair not required	
Vehicle repaired per instruction	
Labor Code	
Primary Labor Code (Lane Departure Warning Sensitivity)	3665-22-09-04 0.5 hrs
Take to take charge and determine campaign status	1700-16-01-01 0.3 hrs
Causal Part	22554788
SCC Code	S7253
Authorization Number	NA
Expiration Date	December 31, 2018

Note: Take Charge Time is not included in the Labor Code for this operation. Take charge may be eligible but can only be used once per repair visit. If vehicle is having other warranty repairs performed, take charge should be charged to the warranty repair, otherwise take charge can be charged to this service program.