

 Preview Solution CBR-2408-1

Volvo Chassis - All-New VNL, VN (4) - Air Production Modulator (APM) DTC C10129B - High/Excessive Flow

Published 24 October 2024

Valid For

All-New VNL model year 2025

Introduction

This document provides guidance for addressing the APM DTC C10129B fault, "High/Excessive Flow," which may be active on trucks with VINs in the attached list below. This fault was introduced by a previous APM software package and requires specific containment actions.

[VIN List](#)

Symptom Description

DTC Code: C10129B

Description: "High/Excessive Flow" – APM (Air Production Modulator)

Cause: The DTC is triggered when the APM software continues to count flow metrics even after the engine is off. This occurs when certain nodes are in a "wake up mode."

This fault is directly linked to the specific software version that was deployed before software campaign 185.

IMPORTANT NOTICE

THIS PROCEDURE IS ONE-TIME USE ONLY, AND ONLY FOR THE VINS LISTED!

DO NOT use this procedure to clear future faults.

FOR FUTURE FAULTS, YOU MUST USE GUIDED DIAGNOSTICS!

DO NOT use this procedure on any other VINs, and DO NOT use it more than once on the VINs listed.

Failure to comply with these instructions may result in improper diagnosis and incorrect repair actions. Always follow the standard troubleshooting process for any future occurrences.

Procedure

To address the issue and reset the Air Cartridge Maintenance Interval, perform the following steps:

1. **Run TT operation 5618-07-03-02**

This operation resets the Air Cartridge Maintenance Interval, clearing the false readings caused by the software issue.

2. **Verify DTC Resolution**

After completing the TT operation, verify that the DTC C10129B is no longer active.

IMPORTANT NOTICE

THIS PROCEDURE IS ONE-TIME USE ONLY, AND ONLY FOR THE VINS LISTED!

DO NOT use this procedure to clear future faults.

FOR FUTURE FAULTS, YOU MUST USE GUIDED DIAGNOSTICS!

DO NOT use this procedure on any other VINs, and DO NOT use it more than once on the VINs listed.

Failure to comply with these instructions may result in improper diagnosis and incorrect repair actions. Always follow the standard troubleshooting process for any future occurrences.

Important Note

This procedure is a **temporary containment measure** specifically for trucks impacted by the earlier APM software issue.

DO NOT apply this procedure for future occurrences of DTC C10129B. For any future occurrences:

- Refer to the **Guided Diagnostics** for troubleshooting steps.
- If further assistance is needed, submit an **eService case** for technical support.

Related links and attachments

No links or attachments available



Share

to others that might find it helpful



Feedback

[Give feedback](#)

to help improve the content of this article