

 Preview Solution CBR-2408-10

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

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Valid For

All-New VNL model year 2025

Introduction

This document provides guidance for addressing the APM DTC C10129B fault, "High/Excessive Flow" This fault was introduced by a previous APM software package and requires specific containment actions.

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.

Please follow Guided Diagnostics for fault above. If Guided Diagnostics gives a no fault found please follow steps below.

IMPORTANT NOTICE

THIS PROCEDURE IS ONE-TIME USE ONLY!

DO NOT use this procedure to clear future faults.

FOR FUTURE FAULTS, YOU MUST USE GUIDED DIAGNOSTICS!

DO NOT use it more than once.

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.

Corrective Action

Procedure

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

1. Idle the truck for 15-20 minutes..

2. After 15-20 minutes, turn off the engine

Tech Tool requires engine-off as a precondition for the operation

3. Open (but do not initiate) TT operation 5618-07-03-02

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

4. Once the preconditions are met, click the *continue* button and start the truck again

Allow the engine to run for 1-2 minutes. The air system should be fully charged before beginning the operation

5. Begin TT operation 5618-07-03-02

6. Verify DTC Resolution

After completing the TT operation, verify that the DTC C10129B is no longer active.

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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:

- If further assistance is needed, submit an **eService case** for technical support.

Related links and attachments

No links or attachments available



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