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**Major System:** ENGINE **Created:** 4/23/2015  
**Current Language:** English **Last Modified:** 1/16/2026  
**Other Languages:** NONE **Author:** Marcelo Sahagun  
**Viewed:** 12474

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Coding Information

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**Title:** MAF Calibration Failure - DTC 132-14

**Applies To:** 2010 MY Emissions MF 7, 9, 10, DT, N9, and N10

## CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

01/16/2026 Changes to the "Applies to" section to add MF 9, 10, and DT  
 04/21/2020 - Author changed. Replaced SRTs with link to SRT Manual site  
 12/5/2018- Author updated after feedback review. No changes made  
 10/5/15 - Added OBFCT  
 04/23/2015 - 1st Draft

## DESCRIPTION

This document will guide the user through Mass Air Flow (MAF) calibration procedures.

## SYMPTOM(s)

- MAF sensor Calibration Failed fault code after MAF Calibration procedure
- Low power
- Misfiring
- Diagnostic Trouble Code(s) & Dashboard Indicator Light(s):

DTC/Light	Description
SPN 132 FMI 14	MAF sensor Calibration Failed

### **Customer Observations or Concerns:**

Generally there is no Customer complaint as this fault is triggered when attempting to perform a MAF calibration

## SPECIAL TOOL(s) / SOFTWARE

Tool Description	Tool Number	Comments	Instructions
EST with ServiceMaxx			

EST to vehicle interface			
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## **SERVICE PARTS INFORMATION**

Kit Description	Part Number	Quantity Required	Notes
N/A - no parts necessary for procedure			

## **DIAGNOSTIC STEP(S)**

Step	Action	Decision
#1	Does fault code <u>132-14</u> come active after MAF calibration attempt?	Yes. Go to Step 2
		No. Repair complete

Step	Action	Decision
#2	<p><b>Entry conditions must be met to perform MAF Cal:</b></p> <ul style="list-style-type: none"> <li>- Must run KOER Standard Test first</li> <li>- Engine Coolant Temperature 1 (above 176 F)</li> <li>- Engine Oil Temperature (above 176 F)</li> <li>- Engine Speed (Low Idle Speed)</li> <li>- Accelerator Pedal Position (0%)</li> <li>- Brake Switch (Released)</li> <li>- Parking Brake Switch (Set)</li> </ul> <p><b>** Only calibrate the MAF if one of the following conditions occurred:</b></p> <ul style="list-style-type: none"> <li>- SPN 132 FMI 13 is set</li> <li>- ECM calibration update</li> <li>- Repair MAF sensor or circuit fault</li> <li>- Repair IMP sensor or circuit fault</li> <li>- Repair IMT sensor or circuit fault</li> <li>- Replacement of DPF or DOC</li> <li>- Repair of the Intake Air System</li> </ul>	Yes. Go to Step 3

<ul style="list-style-type: none"> <li>- Repair of the CAC system</li> <li>- Repair or replacement of Turbocharger</li> <li>- Repair or replacement of Engine Throttle Valve</li> <li>- Repair or replacement of EGR valve</li> <li>- Repair base engine (Cylinder head, Pistons, camshaft)</li> <li>- Engine replacement or rebuild</li> </ul> <p><b>** MAF Calibration Pre-checks:</b></p> <ul style="list-style-type: none"> <li>- No Active fault codes, other than the SPN 132 FMI 13</li> <li>- MAF and IMP are within KOEO specification</li> <li>- DPF Status = Regen Not Needed</li> <li>- No leaks in the Intake Air System</li> <li>- No leaks in Exhaust system</li> <li>- No shop exhaust hose attached</li> <li>- No engine performance issues</li> <li>- No engine misfire issues</li> <li>- Transmission in Park or Neutral</li> <li>- Clutch disengaged</li> <li>- Engine Fan is off</li> <li>- PTO is disabled</li> <li>- Air Conditioning is off</li> <li>- Accelerator Pedal not depressed</li> <li>- Close Engine Hood</li> </ul> <p><b>Have all entry conditions been met?</b></p>	<p><b>No. Repeat Step 2</b></p>
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Step	Action	Decision
<b>#3</b>	<ul style="list-style-type: none"> <li>• Run engine to operating temp.</li> <li>• Turn engine off.</li> <li>• Remove fan belt.</li> <li>• If equipped, remove PTO, Air compressor, Dual A/C compressor and wheel chair lift belt.</li> <li>• Run engine and perform Standard Test.</li> <li>• Run the MAF calibration.</li> <li>• Once complete you will be prompted to cycle the key.</li> </ul> <p style="text-align: center;"><b>NOTE: Make sure you cycle ignition off for at least 30 seconds. This will prevent ghost over-boost faults from coming active.</b></p>	<p><b>Yes. Go to Step 4</b></p>
	<ul style="list-style-type: none"> <li>• Reinstall belt(s), clear codes.</li> </ul> <p><b>Is fault code <u>132-14</u> active?</b></p>	<p><b>No. Repair complete</b></p>

Step	Action	Decision
<b>#4</b>	<ul style="list-style-type: none"> <li>• Run engine to operating temp.</li> <li>• Perform an OBFCT.</li> <li>• Turn engine off.</li> <li>• Remove fan belt.</li> <li>• If equipped, remove PTO, Air compressor, Dual A/C compressor and wheel chair lift belt.</li> <li>• Run engine and perform Standard Test.</li> <li>• Run the MAF calibration.</li> <li>• Once complete you will be prompted to cycle the key.</li> </ul>	<p><b>Yes. Review with Lead or Senior Tech. Do not open a case file unless all resources within the Dealership have been exhausted.</b></p>

**NOTE: Make sure you cycle ignition off for at least 30 seconds.  
This will prevent ghost over-boost faults from coming active.**

- Reinstall belt(s), clear codes.

**Is fault code 132-14 active?**

**No. Repair complete**

## **REPAIR STEP(s)**

N/A

## **WARRANTY INFORMATION**

**Warranty Claim Coding:**

<b>Group:</b>	12000 - Engines
<b>Noun:</b>	993 - Sensor, Mass Air Flow (Chassis Mounted)

**Standard Repair Time(s):**

Refer to the [SRT Manual](#) for Repair Times

## **OTHER RESOURCES**

[MaxxForce 7 Diagnostic Manual](#)

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