

**Mack Models**

**Mack Model** AN-Anthem , CHU , CXU , GU

**Engine family**

Engine family MP7 , MP8

**Emission Standard**

Emission Standard 2018 , OBD2017 , US17 GHG

**\*\* SOLUTION \*\***

**Title** Mack Chassis - Vehicles Equipped With An Automated Manual Transmission Model F ( AMT-F, mDrive ), Premium Tech Tool ( PTT ) Gearbox Calibration Failure; Gearbox Calibration Operation Stops And Fails At 33% - **US17+OBD16 (GHG17) And Newer Emissions, Common Model Years 2018 And Newer**

**Cause** An error in the Tech Tool calibration routine for a gearbox that is not installed in the chassis is causing Tech Tool to try and calibrate the crawler section even when the gearbox does not have a crawler gear.

**This issue will be resolved with the release of Premium Tech Tool version 2.6.75.**

**Solution** **Follow the steps for the correct condition as described below:**

**A. Complete gearbox is replaced.**

1. Reprogram the TECU on the new gearbox by starting with the old TECU hooked to PTT, then move to the new TECU when instructed.
  - This will transfer all the calibrations for the clutch and gearbox—except the slip point—to the new TECU. This will allow the TECU to start with a valid calibration.
2. Install the gearbox into the chassis.
3. Complete a gearbox and clutch calibration based on which components were replaced to create new calibration values for the new parts.

**B. Complete gearbox or control housing replaced without using the old TECU for data transfer**

1. Perform another Programming event by starting with the old TECU and transferring the calibrations to the New TECU.
  - **NOTE:** Failure to transfer the calibrations to the new TECU will require the gearbox to be reinstalled in the vehicle in order for calibration to be completed. This may result in the need for the transmission to be removed again if an issue

with assembly is identified.

2. If the gearbox has been disassembled, verify that the gearbox is assembled correctly by running the shifter tests in Tech tool.
  - The presence of a valid calibration will allow the tests to run.

### C. Short, Basic or Control housing/TECU only replaced.

1. Reprogram the TECU on the new gearbox by starting with the old TECU hooked to PTT, then move to the new TECU when instructed.
  - This will transfer all the calibrations for the clutch and gearbox—except the slip point—to the new TECU. This will allow the TECU to start with a valid calibration.
2. If the gearbox has been disassembled, verify that the gearbox is assembled correctly by running the shifter tests in Tech tool.
  - The presence of a valid calibration will allow the tests to run.
3. Install the gearbox into the chassis.
4. Start the truck. Let it idle for at least 30 seconds. The clutch slip point will calibrate automatically once chassis air pressure is high enough to do so.
  - **NOTE:** It is not necessary to complete another calibration operation for this step.

NA_Sister solutions	<a href="#">K28021025</a>
Temporary solution	Temporary solution
Solution visibility	Dealer distribution
<b>Function(s)/component(s) affected</b>	
Function affected	automatic transmission , gear shifting , 3 1 0 TECU , Diagnostic tool
<b>Function Group</b>	
Function Group	43 gearbox
<b>Customer effect</b>	
Main customer effect	calibration/programming/pairing/missing operation
<b>Conditions</b>	
Frequency of occurrence of problem	always
Other conditions	after a workshop procedure on the vehicle
<b>Administration</b>	
Author	RU4469V
Dealer ID	RU4469V
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