



# Volvo Chassis - Diagnostic Trouble Codes ( DTC ) P208E And P103B Logging With Possible Derate ( SCR Inducement ) - US14+OBD13, US14+OBD15, US14+OBD16 And US17+OBD16 And Newer



> Internal Content

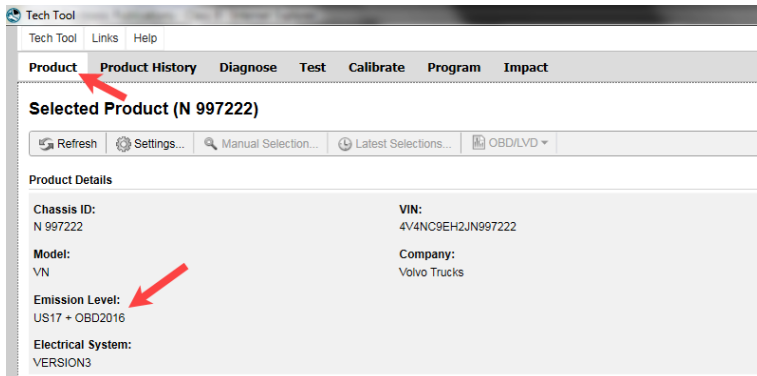
- DO NOT RUN A SERVICE REGENERATION OR CRYSTAL SUBLIMATION TO EXIT INDUCEMENT FOR THESE CODES.

- IF THE CHASSIS CAME IN WITH DERATE WARNINGS ACTIVE, Proceed to section two Prior To Programming.

## I. Software Levels

### Verify the chassis emissions level

- Details can be found in the Product Details box on the Product tab in PTT as seen below:



### Review the Detailed Status Information for the relevant code on the DTC Readout.

DTC List (2 Items)

Control Unit	DTC	Status
Brake ECU (MID 136)	SID 69: Axel load sensor, FMI 2: Data erratic, intermittent, or incorrect	Active
Engine Control Module (EMS)	P229F64: NOx Sensor Gas Outlet Removed, Signal Plausibility Failure	Active

NOx Sensor Gas Outlet Removed

Detailed status information

Title	Value
Confirmed DTC	True
Pending DTC	False
Test failed	True
Test failed since last clear	True
Test failed this operation cycle	True
Test not completed since last clear	False
Completed this operation cycle	False
Indicator requested	False



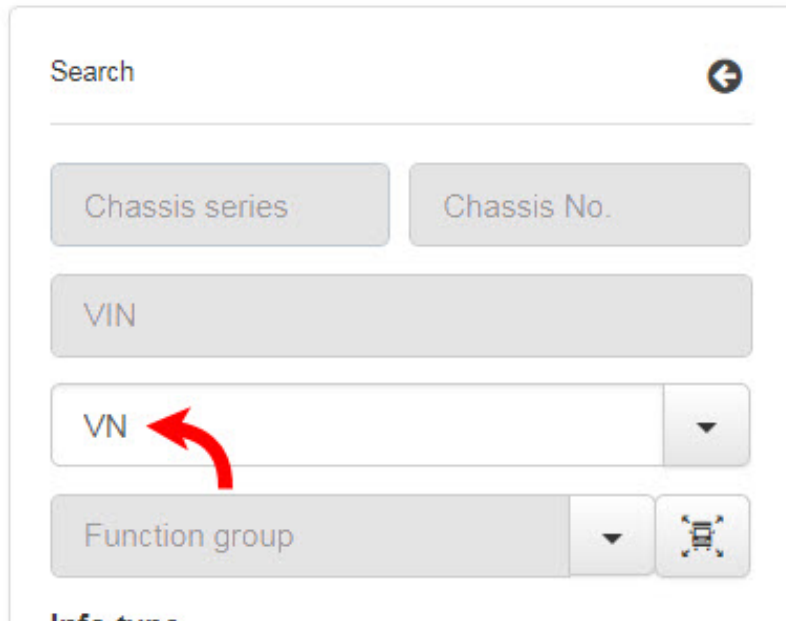
**For US14+OBD13, US14+OBD15, and US14+OBD16**

Software improvements have been released for all three emissions levels to address this DTC. Field Service Bulletins with information and instructions have been published for each emissions level. All of the FSBs can be found under the Service tab in [Impact](#), [Function Group 284](#). The articles can also be searched for by Title. Refer to the chart below for the correct bulletin information:

Emissions Level (Model Year)	Field Service Bulletin
US14+OBD13 (2015)	FSB 284-066 Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming
US14+OBD15 (2016)	FSB 284-064 Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming
US14+OBD16 (2017)	FSB 284-065 Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming

**If the Bulletin does not appear when searched with either VIN or Chassis information entered, search by model:**

1. Clear any chassis information from the Search box.
2. Select or enter the applicable model.



Make sure Title is selected in the Search By field. Enter the correct Bulletin title in the entry field.

Additional search values ▼

**Search by:**

Titles ▼

FSB 284-066

4. Press the Search button. The operation will appear in the results window.

Fgrp ▲	Title	Info type	IDI/Operation
284	FSB 284-066, Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming	Repair	2841-22-09-18

5. Select the correct vehicle configuration from the list that appears as shown below:

FSB 284-066, Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming ✕

Description	ID	Date
<input type="checkbox"/> VAH, ENG-VE11, Assembly Date 2014-01-01 - 2014-12-31		06/08/2018
<input type="checkbox"/> VAH, ENG-VE13, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VAH, ENG-VE16, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VHD, ENG-VE11, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VHD, ENG-VE13, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VHD, ENG-VE16, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VN, ENG-VE11, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VN, ENG-VE13, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VN, ENG-VE16, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VT, ENG-VE11, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VT, ENG-VE13, Assembly Date 2014-01-01 - 2014-12-31		
<input type="checkbox"/> VT, ENG-VE16, Assembly Date 2014-01-01 - 2014-12-31		

**For All US17+OBD16 And Newer**

- Verify software levels are current. Update if they are not. Note that per FSB284-067, the software released for GHG17 vehicles **did not address these codes**.
- Proceed to Section II.

Live UI **software shows to be current**, ensure the Confirmed DTC status is True as shown above, proceed with diagnostics below.

## II. System Tests

Premium Tech Tool (PTT) Operation number [2589-08-03-05 Aftertreatment selective catalytic reduction \(SCR\) system](#), found under Function Group 2 in the Test tab should be utilized to diagnose the problem and exit inducement in the order listed below:

### 1. Test A: System Pressure Build Up

- This test confirms that the DEF pump builds pressure as expected (this test can be skipped if other tests will also be performed).

- **IF PRESSURE IS NOT BUILT, DO NOT REPLACE DEF PUMP.** Follow the instructions below:

1. Start the truck and allow it to run for 10 minutes.
2. Shut off the truck.
3. Rerun the test.

### 2. Test B: Dosing Test

- A graduated cylinder or other appropriate container with measurement accurate within 2 milliliters (cubic centimeters) should be used to measure dosing test results.

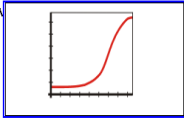
1. Sub-Test 2, Small dosing test - 120 seconds at 25% dosing
2. Sub-Test 3, Large dosing test - 120 seconds at 100% dosing
3. Sub-Test 4, Dosing Test, Exit inducement mode - This will clear any inducement (derate) condition caused by P208E or P103B.

### 3. Test C: Exit Inducement Mode

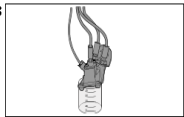
- Test B, sub-test 4 mentioned in the previous section runs the diagnostic monitor on the dosing valve and verifies it is operating correctly. Test C will reset any inducement (derate) timers present.

- This test should be run as the last step before releasing vehicle back to the customer so that if the problem is not completely fixed, the driver will still have 4 hours to reach a service location before the vehicle begins going into severe derate.

**A**



**B**



**C**

Exit inducement mode

**D**

SCR efficiency test values

### 2589-08-03-05 Aftertreatment selective catalytic reduction (SCR) system

Simulation

Information >> Conditions >> Execution

---

**Purpose**

Check that a newly installed, repaired, overhauled or replaced SCR system works correctly

**Description**

It will be necessary to remove the dosing valve from the inlet pipe in one of the tests

**Selections**

Select the illustration corresponding to the method or test to be performed

**A - System pressure build up**

Check function/leakage of pump and hoses

**B - Dosing test**

- Check function/leakage of dosing valve
- Perform the Dosing test after the dosing valve has been replaced in order to exit inducement and clear **DTC P208E** or **P103B**

**C - Exit inducement mode**

- This should only be performed to exit inducement mode in order to find the root cause of **DTC P207F** or **P103C**
- Reset SCR system inducement timers

**D - SCR efficiency test values**

The following diagnostic trouble codes (DTCs) are concerned: **P207F** or **P20EE**

Continue >
Cancel



Tags

[p103b00](#)

[p208e00](#)

[k24483157](#)

[p103b-00](#)

[p208e-00](#)

[volvo](#)

### Related links and attachments



Live UI

[RC 525 FSB 284-064](#)



Feedback

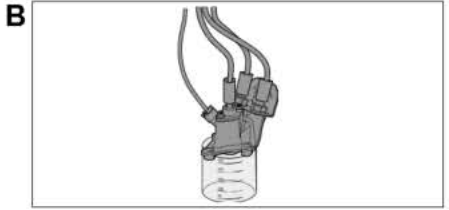
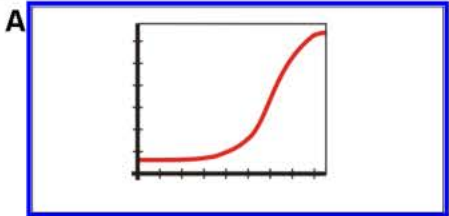
[Give feedback](#)

[GIVE FEEDBACK](#)

[KC-325 FSB 284-065](#)

[KC-325 FSB 284-066](#)

to help improve the content of this article



**C**

**Exit inducement mode**

**D**

**SCR efficiency test values**

**2589-08-03-05 Aftertreatment selective catalytic reduction (SCR) system**

Simulation

Information >> Conditions >> Execution

**Purpose**

Check that a newly installed, repaired, overhauled or replaced SCR system works correctly

**Selections**

Select the illustration corresponding to the method or test to be performed

**A - System pressure build up**

Check function/leakage of pump and hoses

**B - Dosing test**

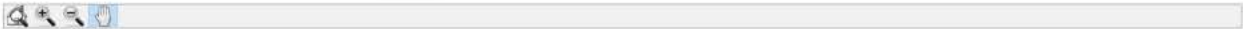
- Check function/leakage of dosing valve
- Perform the Dosing test after the dosing valve has been replaced in order to exit inducement and clear DTC P208E or P103B

**C - Exit inducement mode**

- This should only be performed to exit inducement mode in order to find the root cause of DTC P207F or P103C
- Reset SCR system inducement timers

**D - SCR efficiency test values**

The following diagnostic trouble codes (DTCs) are concerned: P207F or P20EE



### 2589-08-03-05 Aftertreatment selective catalytic reduction (SCR) system

Simulation

Information >> Conditions >> Execution

#### Automatically checked conditions

- 1 Parking brake applied
- 2 Engine not running
- 3 DEF tank level above 10 %
- 4 Ambient temperature above 41 °F

1				
2		= 0 rpm	0 rpm	
3		> 10 %	11 %	
4		> 41 °F	41 °F	

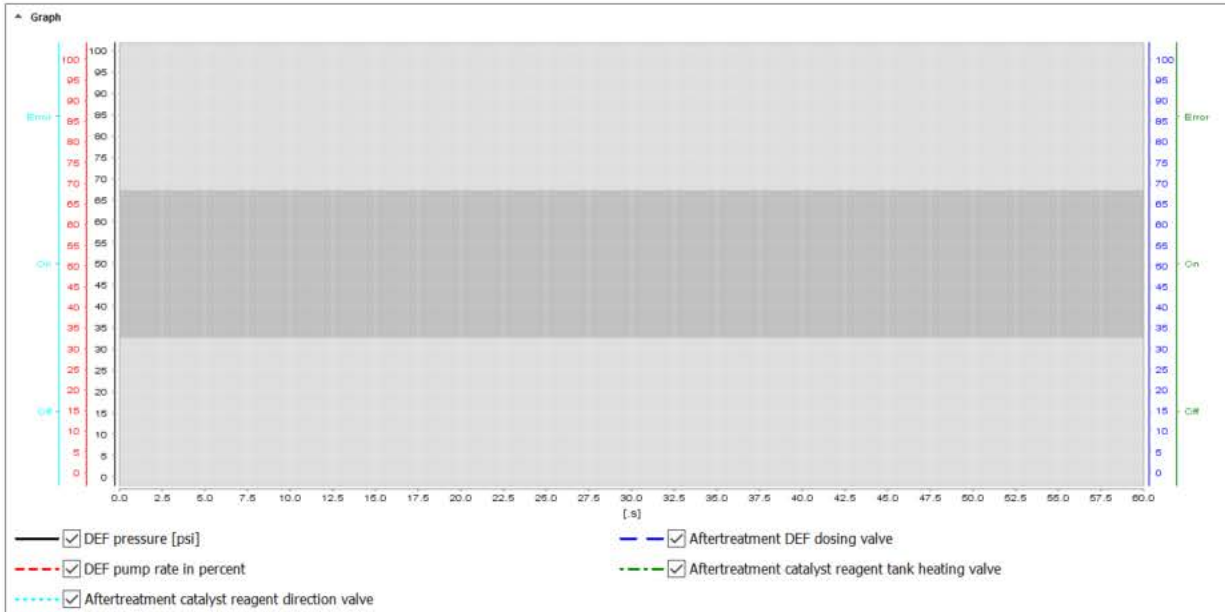


SCR Start-up Test (Pressure build up)



DEF System Status:

Waiting for start



2589-08-03-05 Aftertreatment selective catalytic reduction (SCR) system

Simulation

Information >> Conditions >> Execution

Information

This test gives the possibility to start up / build up the pressure without starting the engine

The test can be used to check that the repaired, serviced or replaced dosing system is working correctly

Action

- Before starting the test, monitor the signals and make sure the DEF pressure is near 0 kPa (0 psi) without a large deviation
- Start the test

Note: The SCR Start-up test should be run for several minutes to verify that the system can hold pressure over time.

Parameter values

14.5038 psi	DEF pressure
0 %	DEF pump rate in percent
0	Aftertreatment DEF dosing valve
	DEF tank heating valve
	DEF direction valve
60 %	DEF concentration

Evaluation

The pressure should build up to approximately 900 kPa (130 psi)

Test result

Select one of the following alternatives

- OK
- Not OK

Restart the operation

Continue >

(June 2018)

## Information

Software updates with enhancements are available for the engine control module (ECM) and aftertreatment control module (ACM) for VOLVO D11, D13 and D16 engines on OBD2015 vehicles built from January 1, 2015 to December 31, 2015.

Follow the reprogramming procedure in the following order as outlined in this document:

- ECM reprogramming
- ACM reprogramming

The software updates address the following Diagnostic Trouble Codes (DTCs):

- P026C - Fuel Injector, Low Mass Flow
- P0507 – Idle Engine Speed Rationality: Idle Speed High
- P2002 – PM Filter Efficiency Monitor
- P0422 – Catalyst 2 Efficiency Below Threshold (Bank 1)
- P226D – Diesel Particulate Filter (DPF) Missing Substrate
- P249C – Time to Enter DEF (Diesel Exhaust Fluid) Dosing
- P208E – Aftertreatment Reagent Dosing Valve Clogged
- P2459 – To Frequent Regeneration
- P24A4 – DPF Restriction – Soot Accumulation Too High (Bank 1)
- P10FE – DPF Restriction – Soot Accumulation Moderately High (Bank 1)
- P226C – Boost Pressure Slow Response
- P249F – Excessive Time to Enter Closed Loop DPF Regeneration Control
- P24A0 – Closed Loop DPF Regeneration Control at Limit – Temperature Too Low
- P208A – Aftertreatment DEF Pump: Open Circuit
- P20CF – (AHI) Fuel Injector “A” Stuck Open
- P226C00 – Turbocharger Boost Control “A” Slow Response
- P205B – Aftertreatment DEF tank Temperature Sensor: Rationality Low
- P20128 - Engine Cooling System: Stuck Open or Leaking Thermostat Monitor

Check the current main software for ECM and ACM to determine the action required as shown in the table below.

Action Required		
ECM	Main Software	Action Required
D11/ D13	Equal or Less Than 22687459	Update to Latest Software
D16	Equal or Less Than 22644015	Update to Latest Software
ACM	Main Software	Action Required
D11/ D13	Equal or Less Than	Update to Latest

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/ D16	22741796	Software
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## Required Tools

Premium Tech Tool (PTT) version 2.06.35 or higher

VOCOM Diagnostic Connector 88890304

Communication Interface 88890300

Note: Using other interfaces may affect programming speed.

Note: Check Premium Tech Tool version by clicking on Help tab and then click on "About Tech Tool".

## Software Update Procedure

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You must read and understand the precautions and guidelines in Service Information, group 20, "General Safety Practices, Engines" before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.

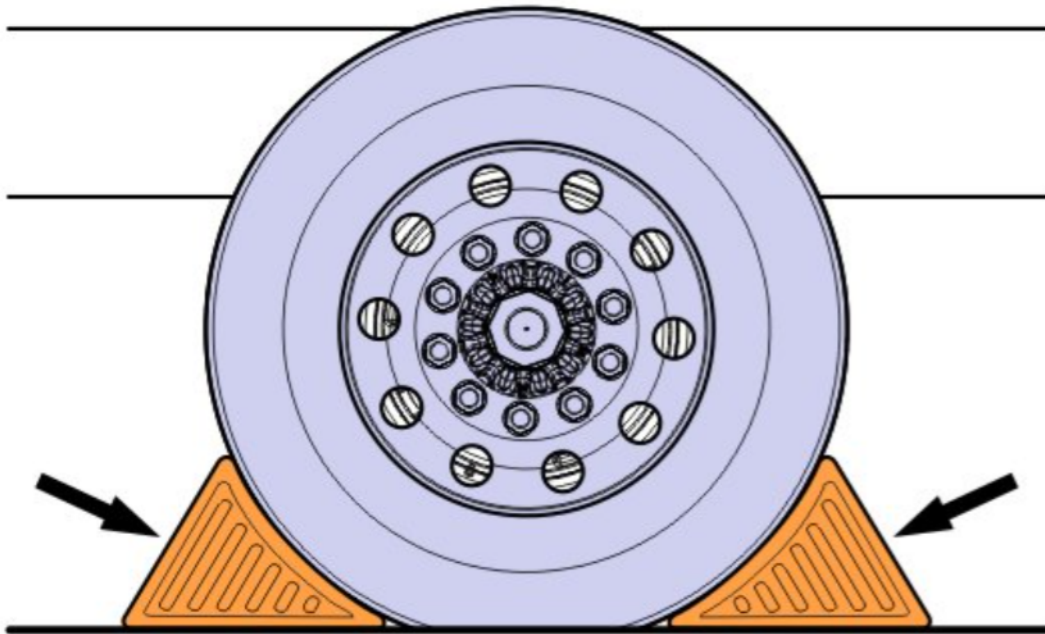
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### Danger

Do not attempt to repair or service this vehicle without having sufficient training, the correct service literature and the proper tools. Failure to follow this could make the vehicle unsafe and lead to serious personal injury or death.

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



5. Connect Premium Tech Tool (PTT) to the vehicle diagnostics connector using the 16 pin OBD cable 88890304 and Communication Interface 88890300. Connect the PC to a functional LAN or modem connection and a 120 Volt AC source.
6. Turn the ignition switch "ON".
7. Log in to PTT and Identify Vehicle is displayed.
8. Once the vehicle has been identified, enter the Work Order Number information, then click Start Work.

**Work Order Number**

Enter a work order number or select a recently used work order number in the list.

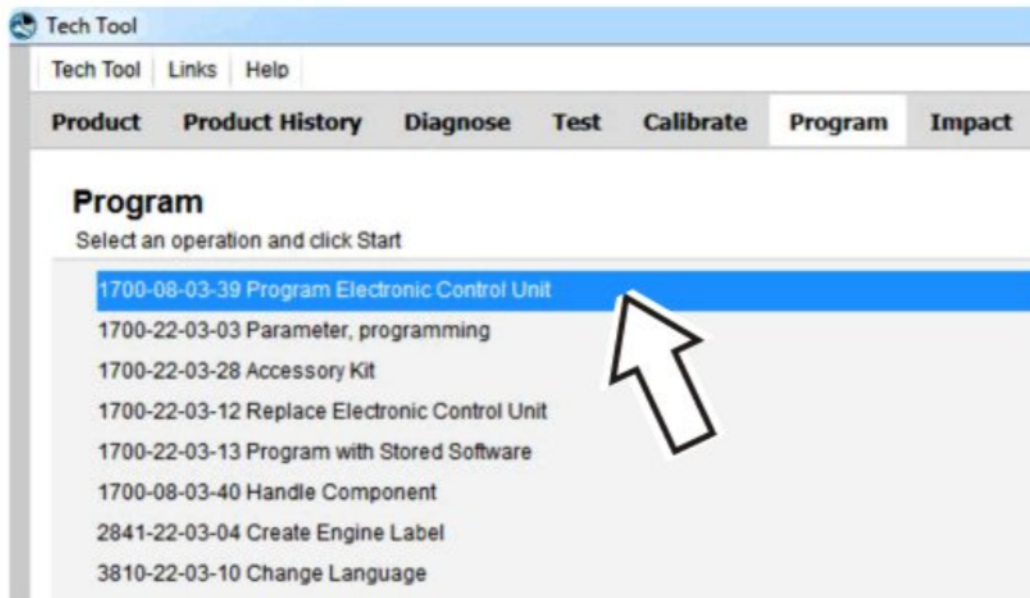
**Enter work order number:**

**Select a recently used work order:**

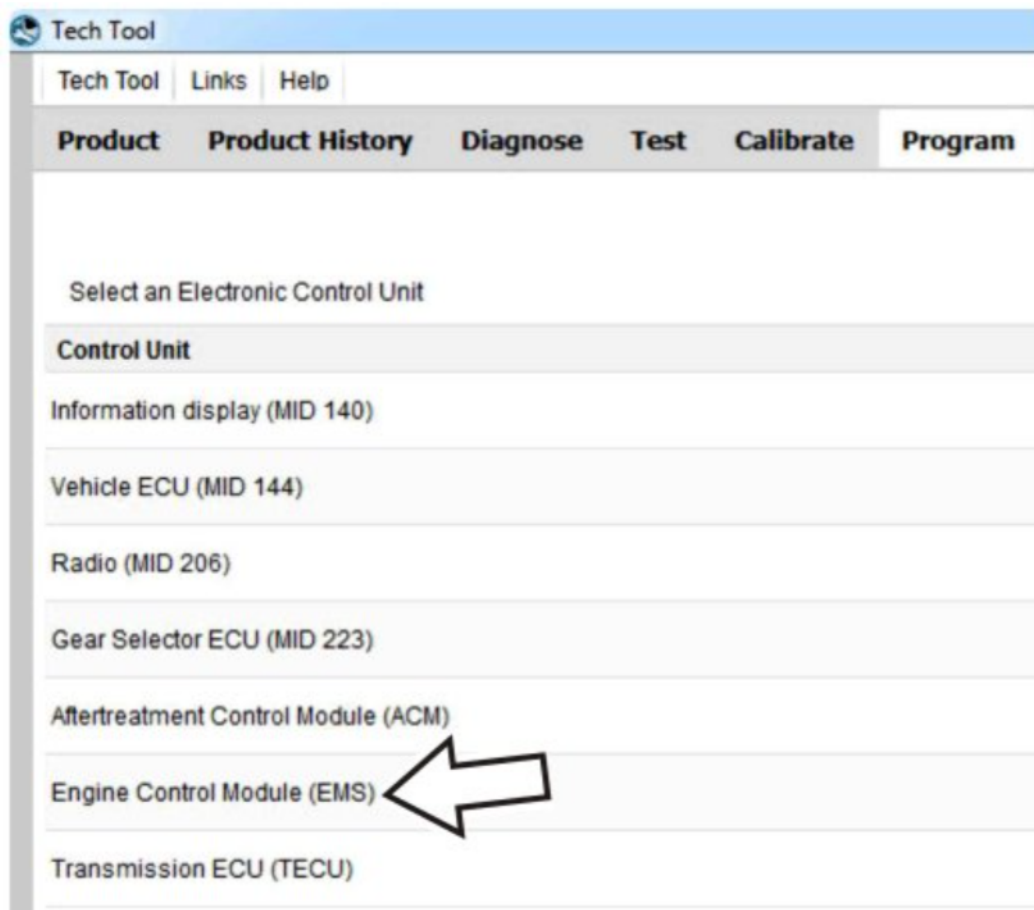
Work Order No	User ID	Date

**Enter Notes:**

9. From the Main Menu select Program and then Program Electronic Control Unit 1700-08-03-39. Then click Start.



10. Select Engine Control Module (EMS).












11. Select Program to update the ECM with the latest software.

# Programming options

Update control unit with latest software  
 Reload control unit with existing software

12. Certain conditions must be met to continue with programming: battery voltage above 10v, parking brake applied, and ignition key in ON position with engine not running. When all conditions have been met, click Continue to proceed with programming.

1	 > 10 V	12.7 V	
2	 		
3	 = 0 rpm	 0 rpm	

## 1700-08-03-39 Program control unit - Update software

### Automatically checked conditions

- 1 Battery voltage above 10 V
- 2 Parking brake applied
- 3 Ignition key in ON position. Engine not running

13. Select "I accept" to agree to the terms and press continue to proceed.

Note: In the United States and Canada, the programming is NOT chargeable. An invoice will not be generated.

### 1700-08-03-39 Program control unit - Update software

The following control units will be programmed

**Engine Control Module (EMS)**

#### Chargeable programming

The software you are about to program is chargeable. If programming is performed using the software, an invoice will be generated.

Programming will be charged once even if multiple retries are needed.

The software has commercial part number

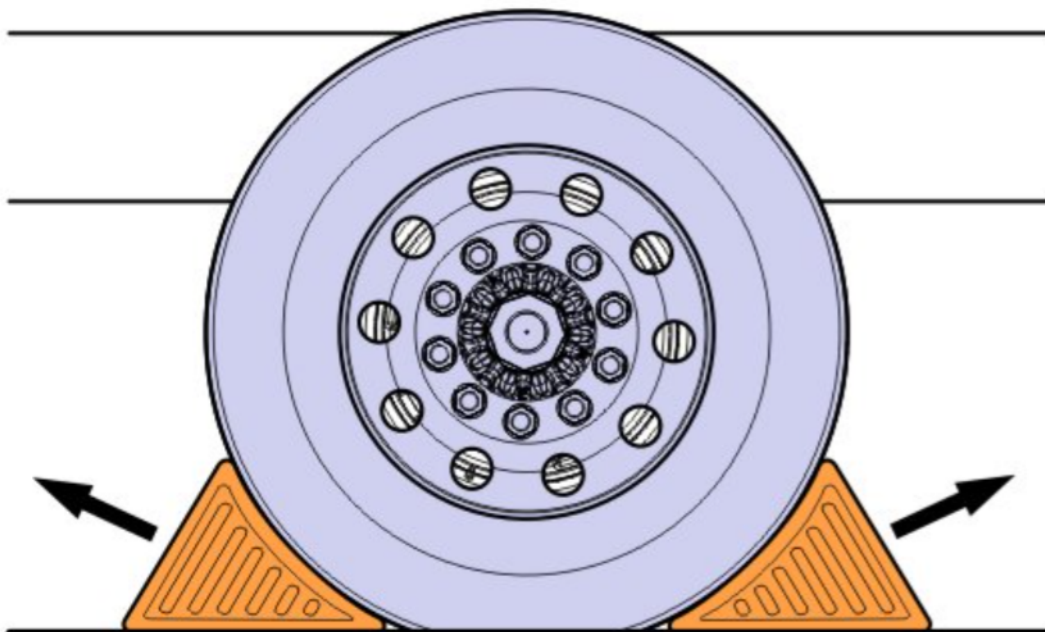
**85136079** : Engine Control Module

The number can be used for price lookup in your local system and will be specified on the invoice.



Select I accept to agree to the terms Press Continue to proceed

14. When programming is complete, click Exit to return to Main Menu to program the ACM.
15. When all programming is complete, clear any diagnostic trouble codes (DTC) and Finish Work.
16. Remove the wheel chocks.



#### Reimbursement

This repair may be eligible for reimbursement if a product failure	UCHP Reimbursement
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was experienced within time and mileage limits of the applicable Warranty coverage. Reimbursement is obtained via the normal claim handling process.	
Claim Type (used only when uploading from the Dealer Bus. Sys.)	W
Labor Code	
Primary Labor Code (Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming)	2841-22-09-16 0.4 hrs.
Causal Part	3092091

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(June 2018)

## Information

Software updates with enhancements are available for the engine control module (ECM) and aftertreatment control module (ACM) for VOLVO D11, D13 and D16 engines on OBD2016 vehicles built from January 1, 2016 to December 31, 2016.

Follow the reprogramming procedure in the following order as outlined in this document:

- ECM reprogramming
- ACM reprogramming

The software updates address the following Diagnostic Trouble Codes (DTCs):

- P026C - Fuel Injector, Low Mass Flow
- P0422 – Catalyst 2 Efficiency Below Threshold (Bank 1)
- P0507 – Idle Engine Speed Rationality: Idle Speed High
- P10FE – DPF Restriction – Soot Accumulation Moderately High (Bank 1)
- P208E – Aftertreatment Reagent Dosing Valve Clogged
- P226C – Boost Pressure Slow Response
- P226D – Particulate Filter Deteriorated/Missing Substrate Bank 1
- P24A0 – Closed Loop DPF Regeneration Control at Limit – Temperature Too Low
- P24A4 – DPF Restriction – Soot Accumulation Too High (Bank 1)
- P2459 – Diesel Particulate Filter Regeneration Frequency (Bank 1)
- P249C – Excessive Time To Enter Closed Loop Reductant Injection Control
- P249F – Excessive Time to Enter Closed Loop DPF Regeneration Control

Check the current main software for ECM and ACM to determine the action required as shown in the table below.

Action Required		
ECM	Main Software	Action Required
D11/ D13	Equal or Less Than 22825014	Update to Latest Software
D16	Equal or Less Than 22898389	Update to Latest Software
ACM	Main Software	Action Required
D11/ D13 / D16	Equal or Less Than 22738289	Update to Latest Software

## Required Tools

Premium Tech Tool (PTT) version 2.06.35 or higher

VOCOM Diagnostic Connector 88890304

Communication Interface 88890300

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Note: Using other interfaces may affect programming speed.

Note: Check Premium Tech Tool version by clicking on Help tab and then click on "About Tech Tool".

## Software Update Procedure

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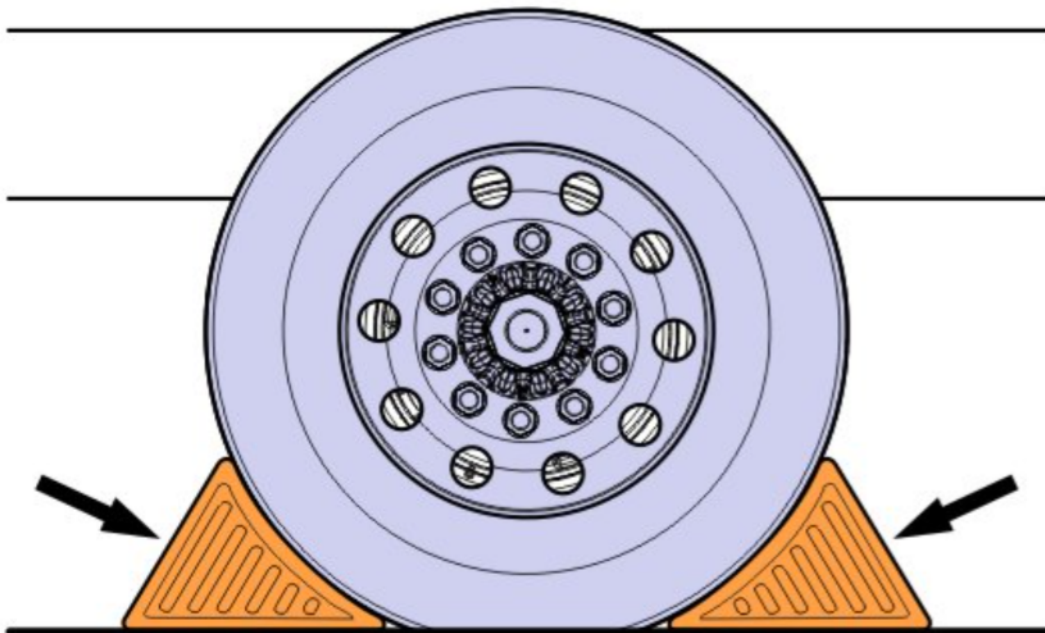
You must read and understand the precautions and guidelines in Service Information, group 20, "General Safety Practices, Engines" before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.

---

### Danger

Do not attempt to repair or service this vehicle without having sufficient training, the correct service literature and the proper tools. Failure to follow this could make the vehicle unsafe and lead to serious personal injury or death.

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



5. Connect Premium Tech Tool (PTT) to the vehicle diagnostics connector using the 16 pin OBD cable 88890304 and Communication Interface 88890300. Connect the PC to a functional LAN or modem connection and a 120 Volt AC source.
6. Turn the ignition switch "ON".
7. Log in to PTT and Identify Vehicle is displayed.

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8. Once the vehicle has been identified, enter the Work Order Number information, then click Start Work.

**Work Order Number**

Enter a work order number or select a recently used work order number in the list.

**Enter work order number:**

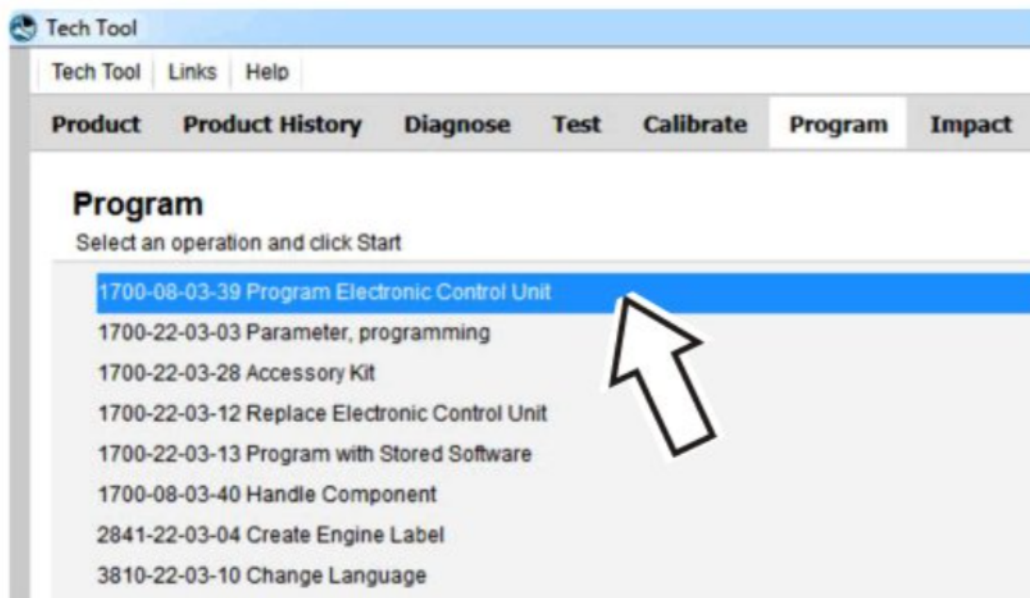
**Select a recently used work order:**

Work Order No	User ID	Date
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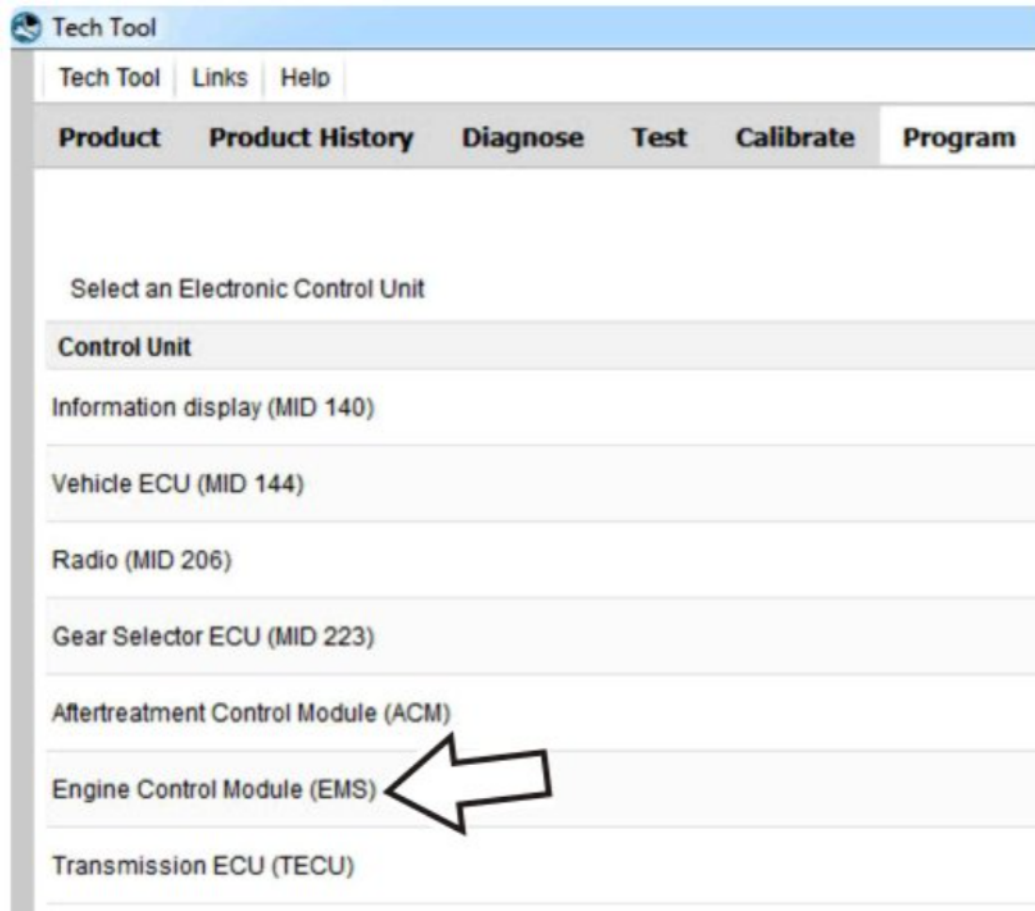
**Enter Notes:**

**Start Work** **Cancel**

9. From the Main Menu select Program and then Program Electronic Control Unit 1700-08-03-39. Then click Start.

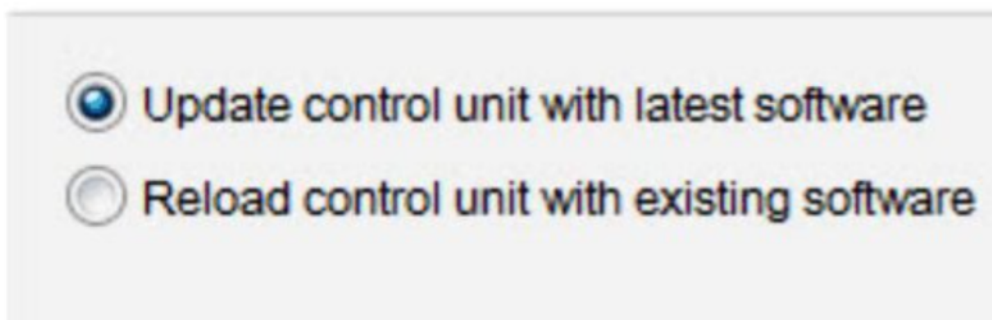


10. Select Engine Control Module (EMS).

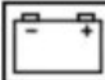










11. Select Program to update the ECM with the latest software.

## Programming options



12. Certain conditions must be met to continue with programming: battery voltage above 10v, parking brake applied, and ignition key in ON position with engine not running. When all conditions have been met, click Continue to proceed with programming.

1	 > 10 V	12.7 V	
2	 		
3	 rpm = 0 rpm	 0 rpm	

### 1700-08-03-39 Program control unit - Update software

#### Automatically checked conditions

- 1 Battery voltage above 10 V
- 2 Parking brake applied
- 3 Ignition key in **ON** position. Engine not running

13. Select "I accept" to agree to the terms and press continue to proceed.

Note: In the United States and Canada, the programming is NOT chargeable. An invoice will not be generated.

### 1700-08-03-39 Program control unit - Update software

The following control units will be programmed

**Engine Control Module (EMS)**

#### Chargeable programming

The software you are about to program is chargeable. If programming is performed using the software, an invoice will be generated.

Programming will be charged once even if multiple retries are needed.

The software has commercial part number

**85136079** : Engine Control Module

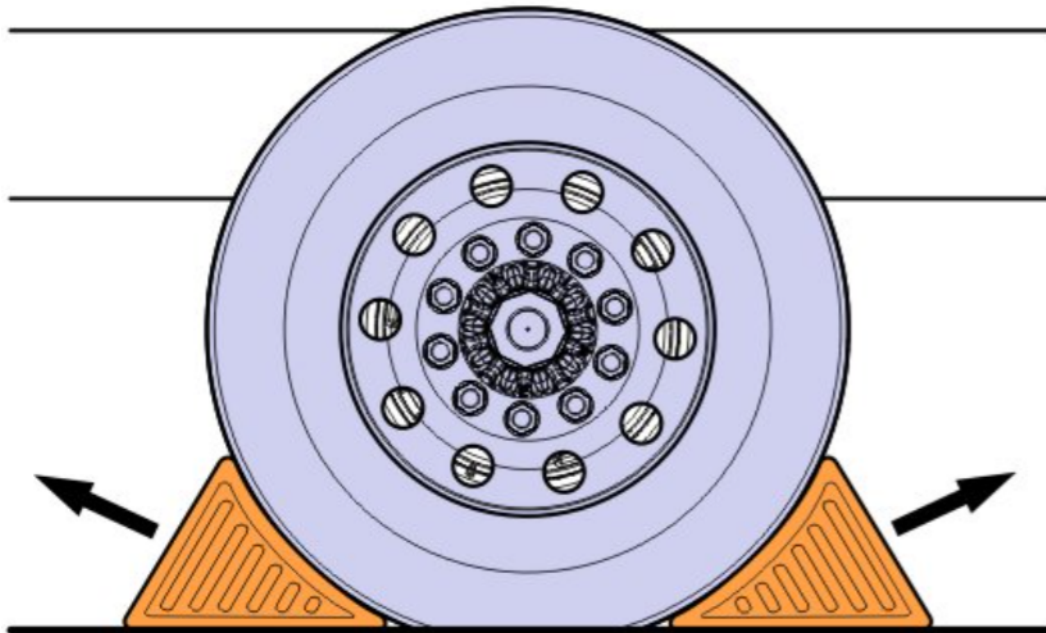
The number can be used for price lookup in your local system and will be specified on the invoice.

I accept



Select I accept to agree to the terms Press Continue to proceed

14. When programming is complete, click Exit to return to Main Menu to program the ACM.
15. When all programing is complete, clear any diagnostic trouble codes (DTC) and Finish Work.
16. Remove the wheel chocks.



Reimbursement

This repair may be eligible for reimbursement if a product failure was experienced within time and mileage limits of the applicable Warranty coverage. Reimbursement is obtained via the normal claim handling process.	UCHP Reimbursement
Claim Type (used only when uploading from the Dealer Bus. Sys.)	W
Labor Code	
Primary Labor Code (Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming)	2841-22-09-17 0.4 hrs.
Causal Part	3092091

VOLVO Trucks North America reserves the right to make any changes in design or to make additions to or upon its products without incurring any obligations to install the same on vehicles previously built.

(June 2018)

## Information

Software updates with enhancements are available for the engine control module (ECM) and aftertreatment control module (ACM) for VOLVO D11, D13 and D16 engines on OBD2014 vehicles built from January 1, 2014 to December 31, 2014.

Follow the reprogramming procedure in the following order as outlined in this document:

- ECM reprogramming
- ACM reprogramming

The software updates address the following Diagnostic Trouble Codes (DTCs):

- P026C - Fuel Injector, Low Mass Flow
- P0507 – Idle Engine Speed Rationality: Idle Speed High
- P2002 – PM Filter Efficiency Monitor
- P208A – Aftertreatment DEF Pump: Open Circuit
- P208E – Aftertreatment Reagent Dosing Valve Clogged
- P226C – Boost Pressure Slow Response
- P24A4 – Diesel Particulate Filter Restriction - Soot Accumulation Too High (Bank 1)
- P10FE – Particulate Filter Restriction - Soot Accumulation Moderately High (Bank 1)

Check the current main software for ECM and ACM to determine the action required as shown in the table below.

Action Required		
ECM	Main Software	Action Required
D11 / D13	Equal or Less Than 22728362	Update to Latest Software
D16	Equal or Less Than 22728362	Update to Latest Software
ACM	Main Software	Action Required
D11 / D13 / D16	Equal or Less Than 22490157	Update to Latest Software

## Required Tools

Premium Tech Tool (PTT) version 2.06.35 or higher

VOCOM Diagnostic Connector 88890304

Communication Interface 88890300

Note: Using other interfaces may affect programming speed.

Note: Check Premium Tech Tool version by clicking on Help tab and then click on "About Tech Tool".

## Software Update Procedure

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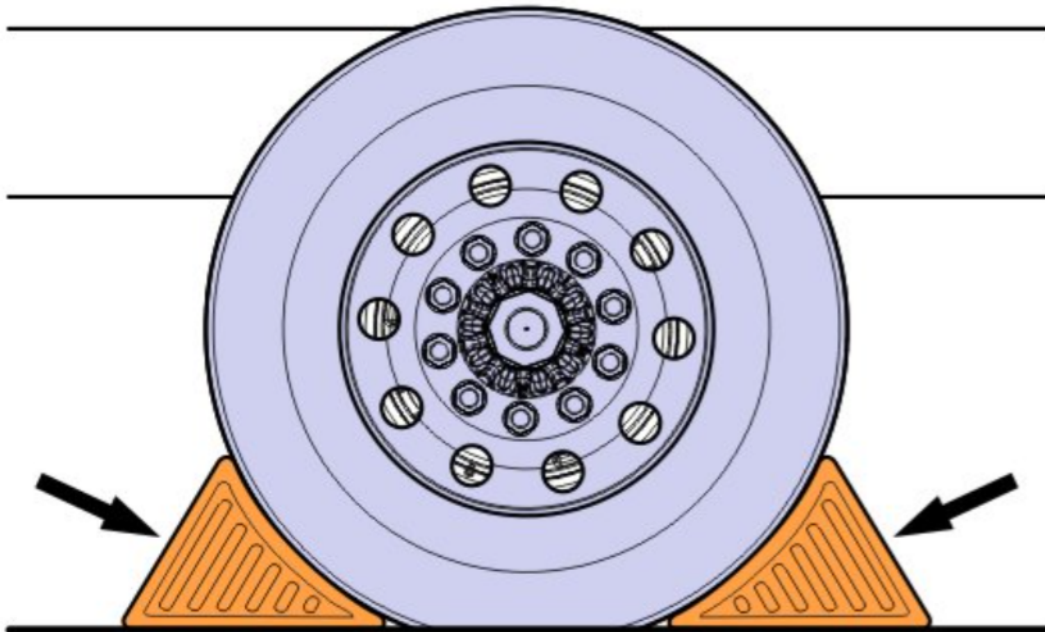
You must read and understand the precautions and guidelines in Service Information, group 20, "General Safety Practices, Engines" before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.

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### Danger

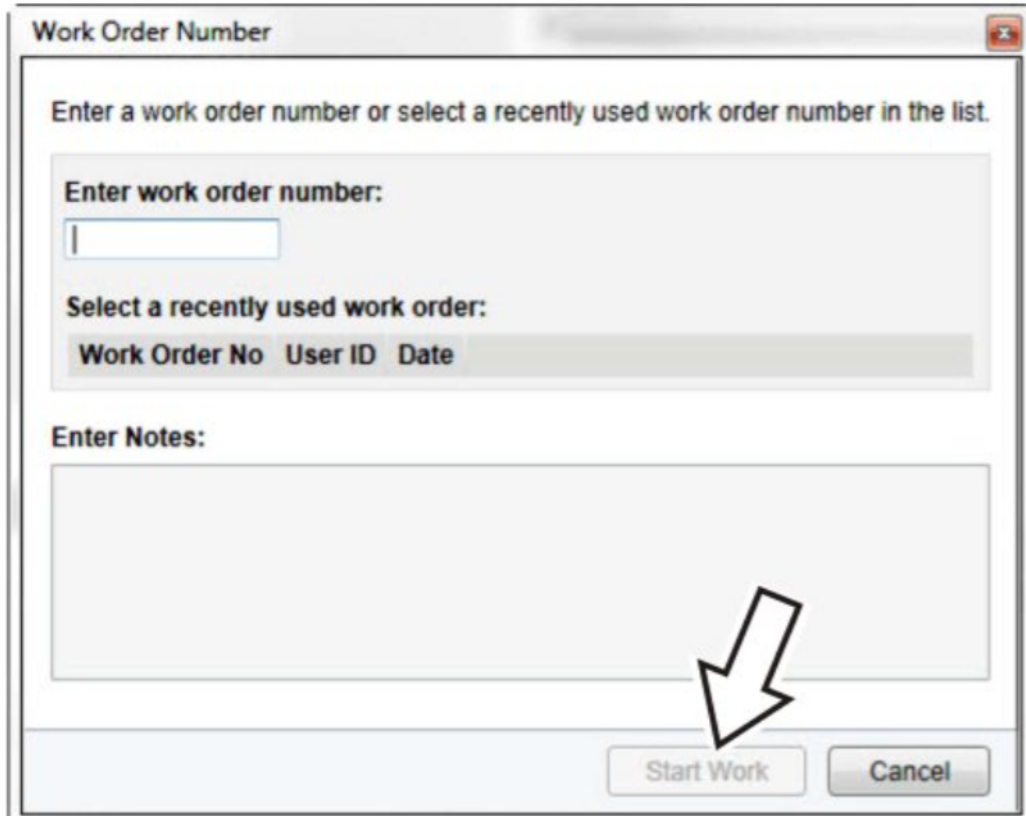
Do not attempt to repair or service this vehicle without having sufficient training, the correct service literature and the proper tools. Failure to follow this could make the vehicle unsafe and lead to serious personal injury or death.

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

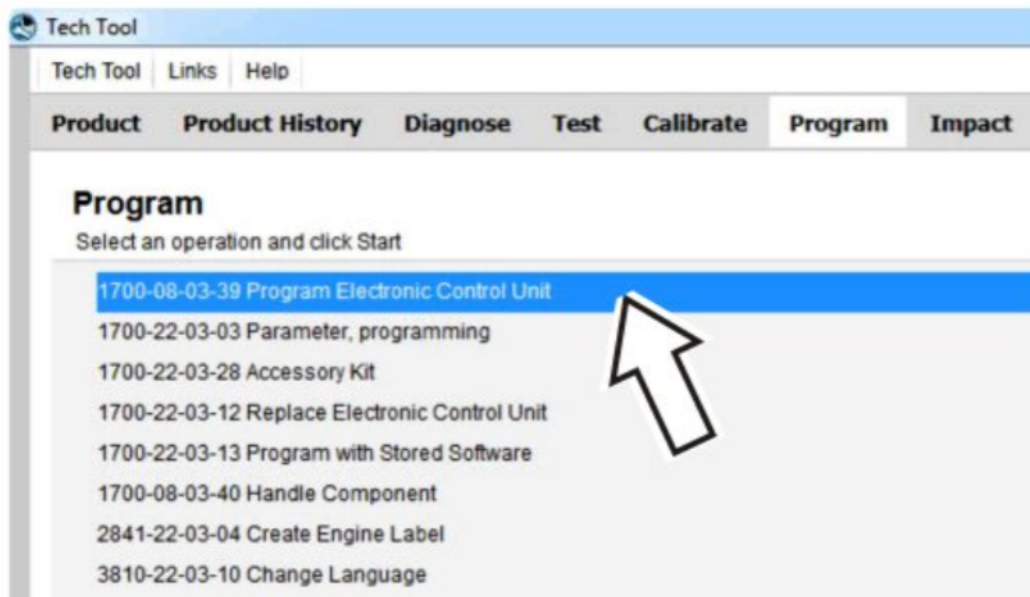


5. Connect Premium Tech Tool (PTT) to the vehicle diagnostics connector using the 16 pin OBD cable 88890304 and Communication Interface 88890300. Connect the PC to a functional LAN or modem connection and a 120 Volt AC source.
6. Turn the ignition switch "ON".
7. Log in to PTT and Identify Vehicle is displayed.
8. Once the vehicle has been identified, enter the Work Order Number information, then click Start Work.

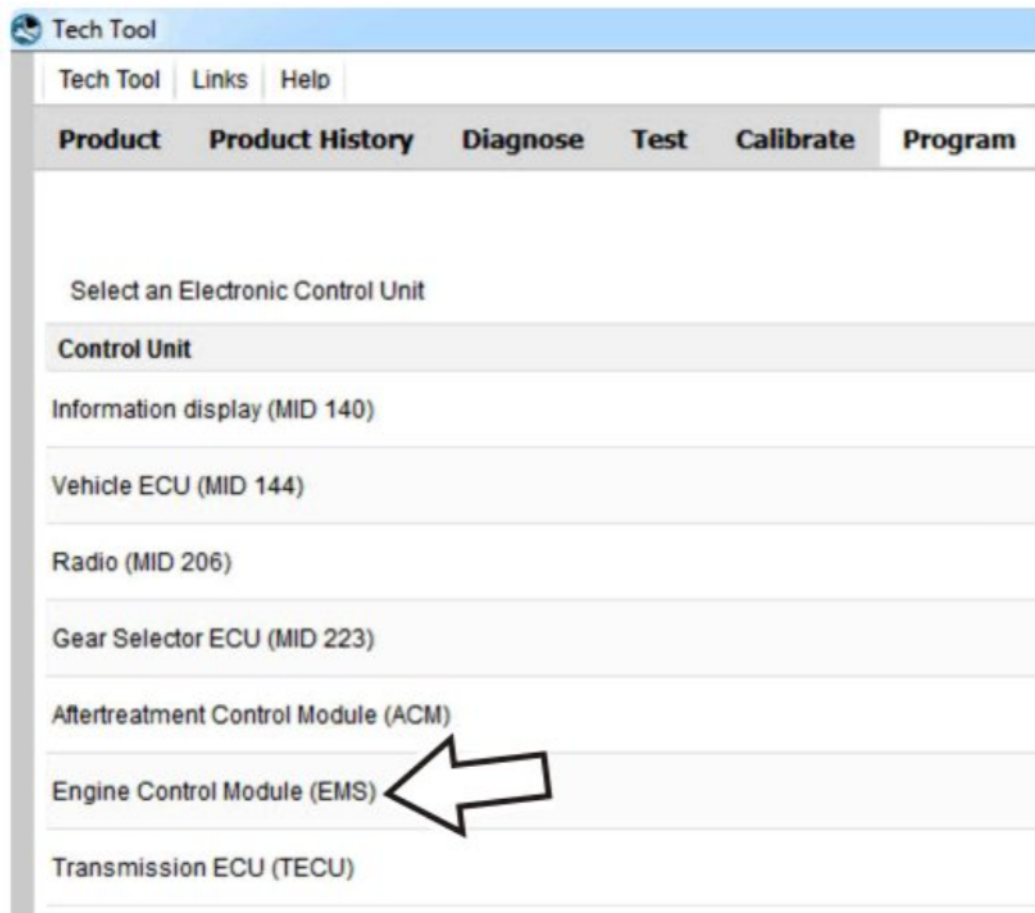




9. From the Main Menu select Program and then Program Electronic Control Unit 1700-08-03-39. Then click Start.

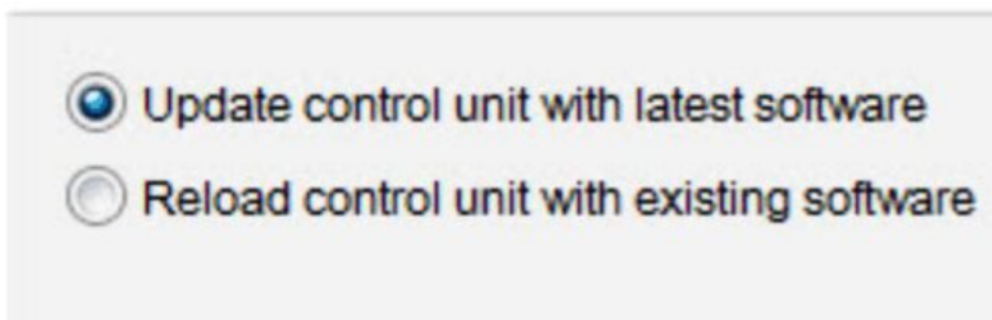


10. Select Engine Control Module (EMS).

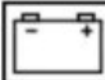










11. Select Program to update the ECM with the latest software.

## Programming options



12. Certain conditions must be met to continue with programming: battery voltage above 10v, parking brake applied, and ignition key in ON position with engine not running. When all conditions have been met, click Continue to proceed with programming.

1	 > 10 V	12.7 V	
2	 		
3	 rpm = 0 rpm	 0 rpm	

### 1700-08-03-39 Program control unit - Update software

#### Automatically checked conditions

- 1 Battery voltage above 10 V
- 2 Parking brake applied
- 3 Ignition key in **ON** position. Engine not running

13. Select "I accept" to agree to the terms and press continue to proceed.

Note: In the United States and Canada, the programming is NOT chargeable. An invoice will not be generated.

### 1700-08-03-39 Program control unit - Update software

The following control units will be programmed

**Engine Control Module (EMS)**

#### Chargeable programming

The software you are about to program is chargeable. If programming is performed using the software, an invoice will be generated.

Programming will be charged once even if multiple retries are needed.

The software has commercial part number

**85136079** : Engine Control Module

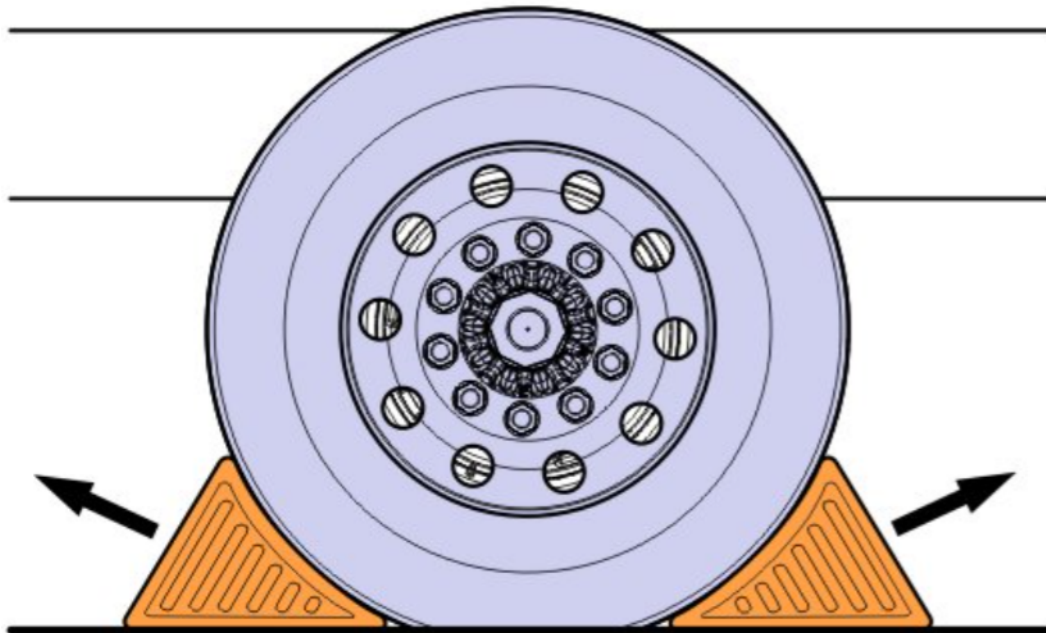
The number can be used for price lookup in your local system and will be specified on the invoice.

I accept



Select I accept to agree to the terms Press Continue to proceed

14. When programming is complete, click Exit to return to Main Menu to program the ACM.
15. When all programing is complete, clear any diagnostic trouble codes (DTC) and Finish Work.
16. Remove the wheel chocks.



Reimbursement

<p>This repair may be eligible for reimbursement if a product failure was experienced within time and mileage limits of the applicable Warranty coverage. Reimbursement is obtained via the normal claim handling process.</p>	<p>UCHP Reimbursement</p>
<p>Claim Type (used only when uploading from the Dealer Bus. Sys.)</p>	<p>W</p>
<p>Labor Code</p>	
<p>Primary Labor Code (Engine Control Module (ECM) and Aftertreatment Control Module (ACM), Reprogramming)</p>	<p>2841-22-09-18 0.4 hrs.</p>
<p>Causal Part</p>	<p>3092091</p>

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