



New Trim Codes May Need To Be Reprogrammed Following Engine Replacement With 7/8 Reman Or Complete (Engine With Both New Injectors And Engine Control Module); Possible Uneven Operation/Rough Running At Idle Following EMS Programming With Data Transfe



> Internal Content

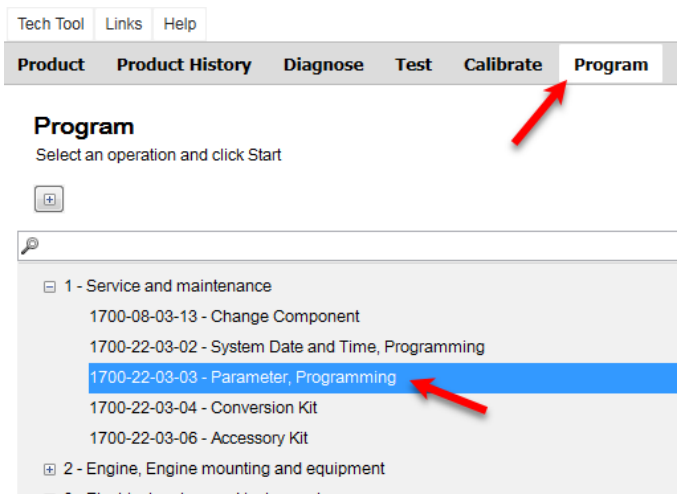
Overview

When a 7/8 engine is assembled, the Engine Control Module is programmed with certain parameters prior to shipping. Because injectors are pre-installed, the injector Trim Codes are entered prior to shipping the engine to the service location. Injector Trim Codes are parameters that are transferred from one EMS to another during programming. If the new EMS is reprogrammed by connecting to the old module so customer parameters are loaded, the Trim Codes in the new module will also be overwritten with the codes from the old module.

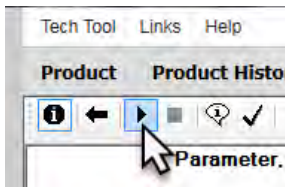
Repair

Prior to performing any programming operations, the Trim Codes from the new module can be copied out, then re-entered after programming is completed.

1. Run Operation [1700-22-03-03 - Parameter, Programming](#) from the Program tab in Premium Tech Tool (PTT).

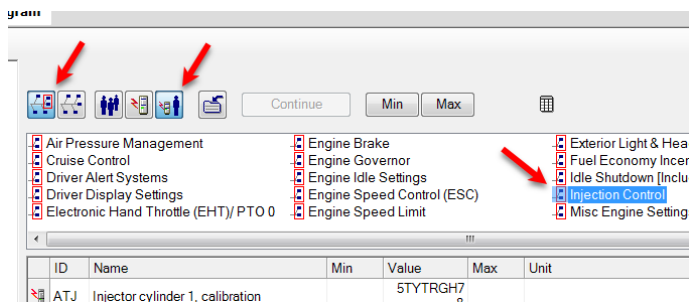


Live UI are the preconditions specified in the warning window are met and the Play button when the test screen opens.

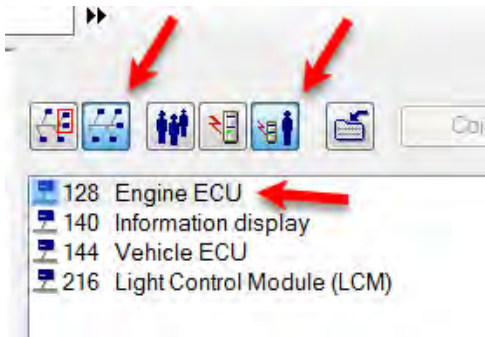


There will be a second set of preconditions that need to be verified after the button is pressed.

3. Parameters can be viewed by Group or by Module (MID). Make sure that the All Parameters button is selected so Trim Code parameters are visible.



Parameters by Group

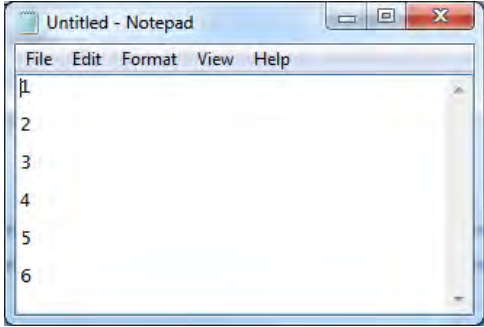


Parameters by MID

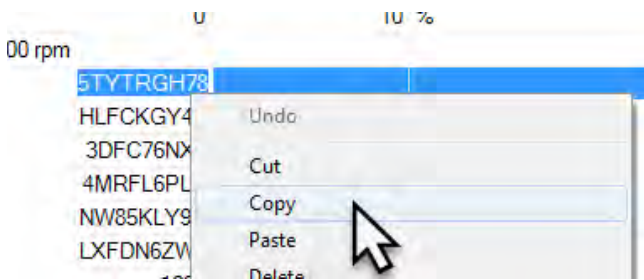
All of the following screenshots were captured using MID view. There is no difference in procedure between the two views.

4. Open a blank word processing document. All Windows computers have Notepad installed, and it is used in this example. Microsoft Word, Sticky Notes, or any other similar program can also be used.

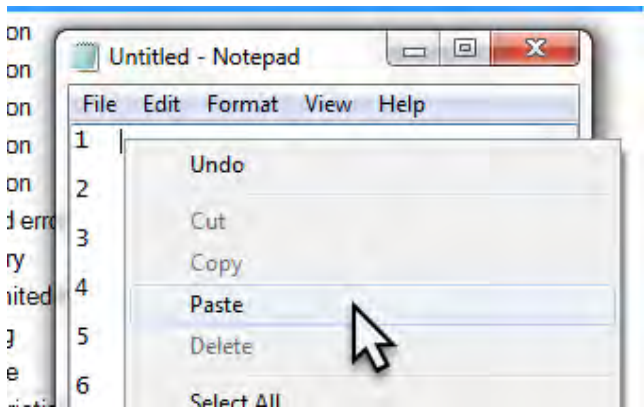
- To keep track of the correct Trim Code for each cylinder, it is suggested that the codes be numbered as they are transferred.



5. From the Parameter list, highlight the first Trim Code. Right-click and select Copy. PTT will not allow copying via keyboard shortcut (Ctrl-C).



6. Switch to the word document. Right-click and select Paste from the menu, or hold the Ctrl key and press the V key to paste the information.



7. Repeat steps 4 and 5 for all six Trim Codes.

8. When all Trim Codes have been copied from PTT, press the Stop button to complete the operation, then click the Exit button . **IF PROMPTED TO PROGRAM, DECLINE AT THIS TIME.**



9. Proceed with programming the new EMS and transferring parameters as necessary.

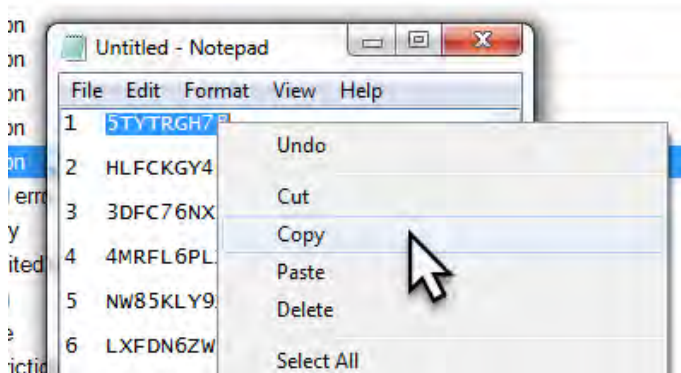
10. When programming is complete, return to the Calibrate tab and run Operation [1700-22-03-03 - Parameter, Programming](#) again.

11. Compare the Trim Codes currently shown in PTT to the codes copied to the word document.

- **If the codes are the same:** It is not necessary to perform any further operations.

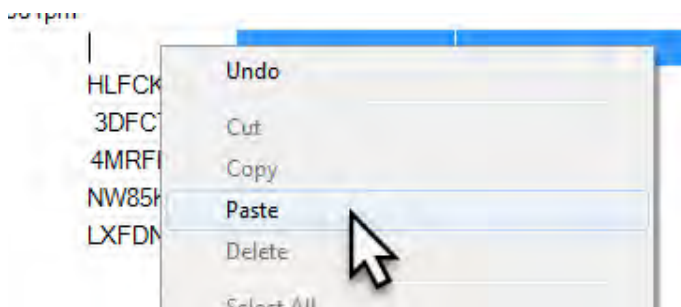
- **If the codes are different:** The set of codes copied to the word document will need to be returned to PTT. Continue with steps below.

12. Highlight one Trim Code in the word processing document. Right-click the selection and select Copy, or hold the Ctrl key and press the C key to copy the Trim Code.



13. Delete the entry for the corresponding cylinder in PTT.

14. Make sure the cursor is blinking in the now-blank entry field for the correct cylinder, right-click in the entry field and select Paste to re-enter the Trim Code copied from the word document back into PTT.



15. Ensure that there are no blank spaces before or after the Trim Code once it is pasted to PTT. If there are blank spaces, some of the copied digits may be cut off from the end of the entry. Verify the complete code is present in the entry field.

 Live UI [Repeat steps 12-15 for the remaining Trim Codes.](#)

17. Press the Play button to update the Trim Code values and complete the operation.

 Tags [k11020428](#) [mack](#) [volvo](#)

Related links and attachments

No links or attachments available

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Service News

To: General Managers
Service Managers
Service Technicians
Warranty Managers

Region: U.S.
 CAN

Bulletin: SNM19-002

Date: January 28, 2019

Valid to: N/A

Action Required? Yes No

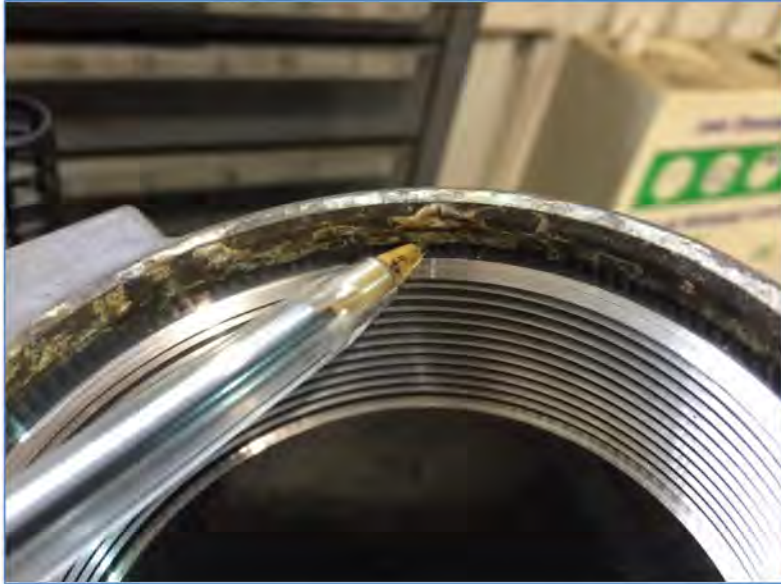
From: Greg Holderfield – Director, Technical Support
Subject: AMT Oil filter Housing Corrosion

AMT oil filter housing corrosion

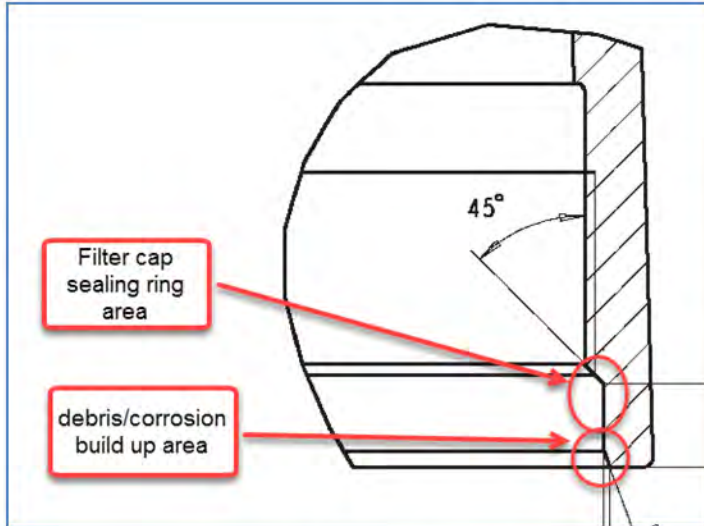
The AMT gearbox oil filter housing has been found to develop debris buildup or corrosion on the filter cover flange.

Failure to inspect and properly clean this area during a filter change can lead to a sealing ring failure during installation of the cap that may not be found during the oil change. The subsequent oil leak can lead to catastrophic gearbox failure due to loss of oil if not detected and corrected.





If you detect corrosion on the location shown above do not attempt to clean or reuse this housing. The corrosion is harder than the aluminum. This housing must be replaced.



Inspection and cleaning of the sealing surface for the cap o-ring is important to avoid this damage. When cleaning is required DO NOT use power tools or grinders to clean the sealing area as this can damage the housing beyond repair. Gently scrape by hand or use abrasive paper to clean the area. If the area cannot be reliably cleaned or there is damage to the sealing surface for the o-ring, the housing must be replaced.



Filter housings that show normal dirt build up (left image) can be cleaned with a Scotchbrite pad or equal. Some residual staining of the aluminum housing (right image) may still be present after cleaning. Clean the threads and sealing surfaces before reassembly. Apply a small amount of silicone grease that meets the specification below on the o-ring, filter housing sealing area and the cap flange below the o-ring prior to assembly to help seal out moisture and dirt. There must be enough grease present to allow squeeze-out under the flange so the dirt and moisture is sealed out of the area of concern. Clean the filter cap of any excess grease squeeze-out after assembly to prevent giving false impression of a leak.



Silicone grease

Base	Silicone
Consistency	NLGI 2
Thickener	Lithium soap
Temperature range	-70°C to +160°C

Approved cleaning pad red or green Scotchbrite pad or equal.

