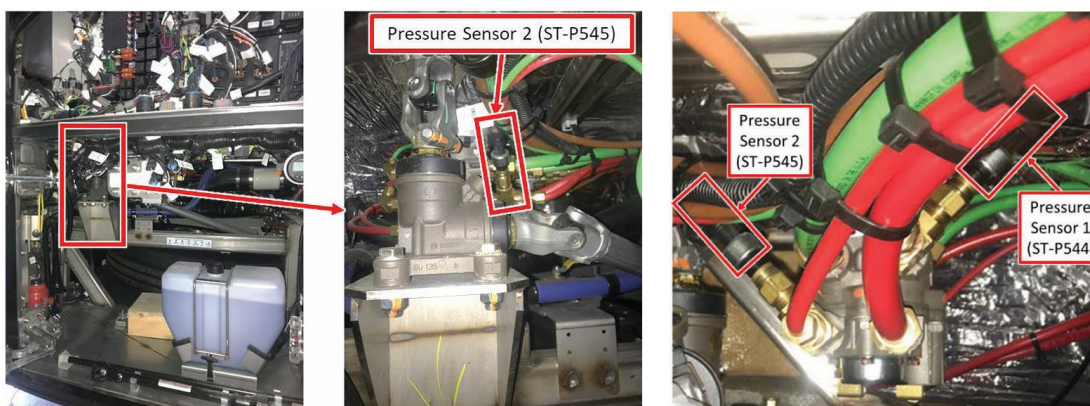


TSIB 26-07 Rev A		July 27, 2026
TO:	All MCI Operators	
TITLE:	EC-80™ Electronic Controller Calibration	
APPLICABILITY:	All MCI Coaches with EC-80 ECM MY2018 – Present	

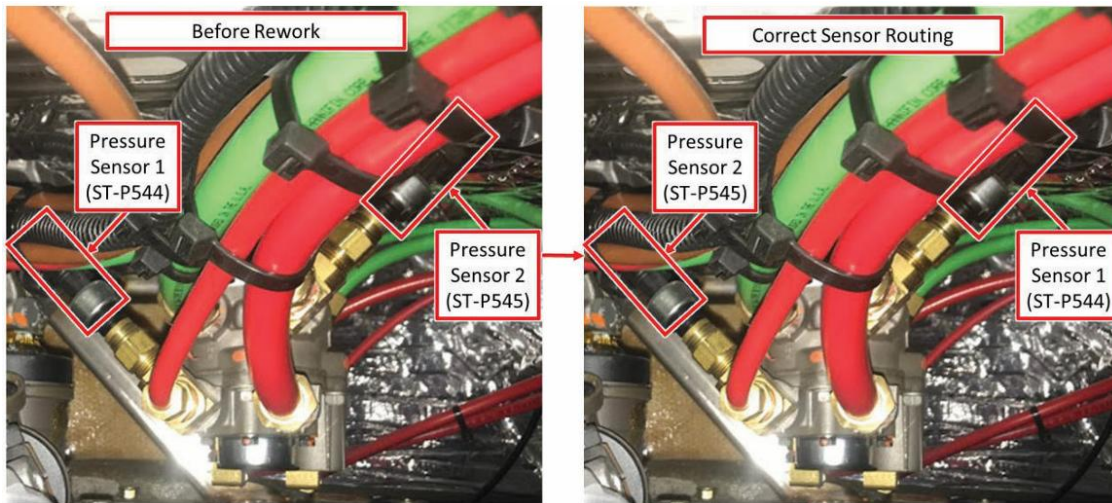
The purpose of this bulletin is to provide instructions for clearing DTC 1067 FMI 7 (Pressure Sensor Not Calibrated) and FMI 11 (Primary and Secondary Circuit Pressure Sensor (PS1/PS2) Plausibility Error - ABS Pressure), when required to prevent the loss of Adaptive Cruise Control functionality and the illumination of a warning indicator. As a preventive measure, it is recommended to ensure customers perform the brake pedal preventive maintenance every 24,000 miles or 3 months to reduce the likelihood of these codes being triggered.

Clearing DTC 1067 FMI 7 & 11 Procedure:

1. Confirm pressure sensor electrical connectors (ST-P544/ST-P545) are connected to the correct pressure sensors.
 - Under the driver's floor in the FJB, locate the two pressure sensors on the pedal assembly fittings. Ensure the electrical connector labeled ST-P544 is connected to pressure sensor 1 and the electrical connector labeled ST-P545 is connected to pressure sensor 2 on the ESP/ABS Bendix harness. Pressure sensor 1 is connected to the green air delivery hose and pressure sensor 2 is connected to the red air delivery hose.



- If either of the sensors' electrical connections are incorrect, remove both electrical connectors labeled ST-P545 and ST-P544. Connect the electrical connector labeled ST-P544 to pressure sensor 1, green air delivery hose, and the electrical connector labeled ST-P545 to pressure sensor 2, red air delivery hose. Secure both sensor wires with zip ties as needed.



- Once both pressure sensors' electrical connections are corrected, cycle the power on the Main Battery Disconnect switch. Using the steering wheel controls, enter the diagnostic menu in the IP and select ABS ETC. The plausibility error (SPN 1067) should no longer be active. If still active, please proceed to the next step.



- Use Bendix Acom Diagnostic Software to clear the active pressure sensor DTC.
- Start the vehicle and build up air system pressure to governor cut-out.
Note: In order to calibrate PS1 and PS2, the air system will need to be greater than 100 psi in both primary and secondary circuits.
- Turn ignition power off and wait for all electronic systems to shut down.
- Cycle the ignition power to ACC and wait for the ECU to finish doing its "Chuff" test. This is often identified by the ABS Modulators clicking at each wheel-end in a clockwise sequence.
- Within moments of the system completing the chuff test, apply a full service application with the foot valve and hold for 10 seconds.
Note: The ECU needs to read a sustained system pressure greater than 90 PSI for 10 seconds. If the system pressure fluctuates during this step, the calibration will fail.



7. Release the service brake application allowing the applied application pressure to return to 0 psi.
Note: The air pressure of both PS1 and PS2 must return to 0 psi $\pm$ 2 psi.
8. If calibration fails proceed to Next Step.
9. Using ACom® diagnostic software. Connect to the vehicle and wait for all tabs at the top of the screen to populate. Click the bidirectional tab located at the top of the screen. Select ABS Pressure test from available options.
Note: Once ACom® is fully connected, a red stop sign will appear in the top left corner of the screen.
10. When running the ABS pressure test, Brake Primary Line Pressure and Brake Secondary Line pressure must read 0 $\pm$ 2 psi without a service brake application. Proceed to next step If both pressures are reading 0 $\pm$ 2 psi.
Note: If pressures do not read 0 $\pm$ 2 psi. Proceed to step 12.
11. Apply a full service brake application and monitor the Brake Primary line pressure and Brake Secondary Line Pressure readings. Both pressures must read pressures > 90 psi. If both pressures are reading > 90 psi, proceed to the next step.
Note: If pressures do not read 0 $\pm$ 2 psi. Proceed to step 12.
12. Most likely causes would be faulty sensors or wiring. If further assistance is needed please refer to the service data sheets for wiring pin outs or call the Tech Team @ 1 800-247-2725. And follow the prompts.

Brake Pedal Preventive Maintenance (every 24,000 miles or 3 months)

1. Clean dirt, gravel and other contaminants away from the treadle heel, plunger, plunger boot and mounting plate.
2. Using S-6 (light engine oil) or Barium Grease, lubricate the treadle roller, roller pin and hinge pin.
3. Inspect the plunger boot for holes, cracks or deterioration and replace it if necessary. Check the mounting plate and treadle for wear and corrosion. Replace or repair as required.
4. Apply two or four drops of oil between the plunger and mounting plate. Do not overlubricate these parts.
5. Check for excessive air leakage.

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