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Coding Information

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Title: Engine starts when cold but not when it warms up. Diagnosing an Injection Control Pressure (ICP) system leak on the VT365 and VT275 engine DTC 333 335

Applies To: Model: International VT-365 and VT-275 2004-2006 Engines

Symptoms:

Starts OK Cold won't start hot.

Stalls hot

Low ICP Pressure hot

DTC 333- Injection Control Pressure above/below desired level

DTC 335 -ICP unable to build pressure during crank

Problem:

Engine starts when cold but not when it warms up can be caused by an Injection Control Pressure (ICP) system leak on the VT-365 engine and how should I diagnose it?

Resolution:

[TSI 05-12-07](#) goes into detail how to check and define the actual cause of low ICP on the VT-

365 engine. Use of this procedure will clearly define the leak location. When a fitting and adapter leaks on the high pressure pump, the technician can easily hear the leak while pressurizing the ICP system with air. When the turbocharger is removed, the leak is heard at the turbocharger drain tube.

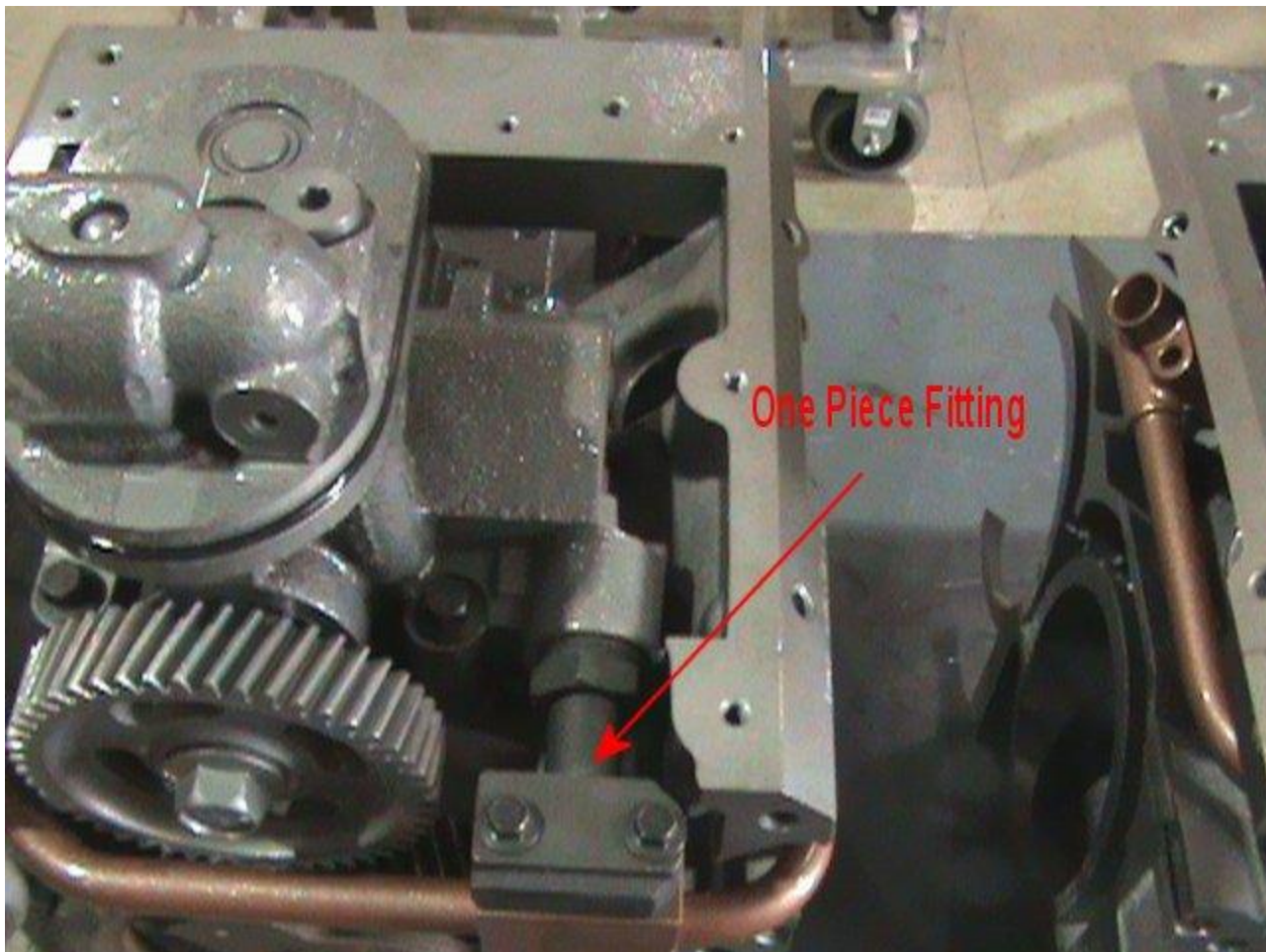
1. Pressurize the ICP system with shop air (at least 100 psi).
2. Leave the shop air on the ICP system until a leak is heard at the turbocharger drain tube (this will be the IPR, STC fitting or the Branch Tube leaking).
3. Disconnect the IPR and leave the engine harness disconnected.
4. Install the IPR breakout tee and energize the IPR with 12 volts and ground.
5. The leak should disappear when the IPR is energized, if not there is a very good possibility the fitting and adaptor are leaking.
6. It is highly unlikely that the Branch tube is leaking. If it is leaking it will be the result of a crack at the brass weld area of the tube to fitting block.

While performing the STC fitting replacement the technician may find that the branch tube is bent out of position such that the male STC fitting and branch tube adapter does not mate evenly with the branch tube block. Under normal conditions its acceptable to bend the tube back into position with a screwdriver rather than replace it unnecessarily. Carefully pry the branch tube block back into position so the branch tube adapter lines up with the branch tube block and the mounting bolts can be installed. Complete the repair by tightening the adapter bolts and pressure testing the ICP system again to verify that the leak has been fixed.

TSI 05-12-07

<https://evaluate.internationaldelivers.com/service/SVCDPCS/Navistar/tsis/051207.htm>

When replacing the Snap to Connect Fitting (STC) use the New One Piece Fitting Kit (OPF) **1879930C91**



The OPF replaces the STC fitting with bracket. Do not reuse bolts.

PARTS:

Quantity	Part Number	Description
1	1879930C93	ICP One Piece Fitting Kit

Includes:

OPF (One Piece Fitting with Jam Nut and O-Ring)

2 Bolts (M6 x 30) Flange Head Fiting to Adapter

3 Bolts (M8 x 55) Torx - Pump Mounting

Gaskets and O-rings

Installation Instructions

FAQ

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