

1 11 13-12



Service Information Bulletin

SUBJECT	DATE
SPN 3226/FMI 20 – GHG14	November 2012

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0084	GHG14 DD Platform	SPN 3226/FMI 20 – GHG14	Update for GHG14 Troubleshooting. SPN 3226/FMI 20 (ACM2.1) GHG14



13400 Outer Drive, West, Detroit, Michigan 48239-4001
 Telephone: 313-592-5000
www.demanddetroit.com

2 SPN 3226/FMI 20 - GHG14

This diagnostic is typically Selective Catalyst Reduction (SCR) Outlet NOx Sensor – Drift Low.

Table 1.

SPN 3226/FMI 20	
Description	SCR Inlet NOx Sensor – Drift Low
Monitored Parameter	Engine Out NOx
Typical Enabling Conditions	The following must be true for greater than 30s: fuel mass is 0, Diesel Particulate Filter (DPF) outlet temperature greater than 200 C° (392 F°), battery voltage greater than 10V DC, engine speed 500-2100 rpm.
Monitor Sequence	none
Execution Frequency	Always enabled
Typical Duration	5 Sec
Dash Lamps	MIL
Engine Reaction	None
Verification	Insuring battery voltage greater than 10V DC, perform a stationary regeneration. Run the vehicle fully loaded down a grade or on a motored chassis dynamometer such that DPF outlet temperature is greater than 200C° (392F°) and fuel mass is 0 for greater than 30s.

NOTE: Disregard SPN 3361/FMI 5 which will set with the Dosing Unit unplugged.

1. Check Aftertreatment System (ATS) for visible exhaust leaks/damage.
 - a. If damage is found, repair as necessary.
 - b. If no damage is found, Go to step 2.
2. Connect DDDL/DDRS 7.08 SP2 or higher.
3. Disconnect the Diesel Exhaust Fluid (DEF) Dosing Unit.



WARNING: HOT EXHAUST

During parked regeneration the exhaust gases will be extremely HOT and could cause a fire if directed at combustible materials. The vehicle must be parked outside.

4. Perform a high-idle regeneration, retain the log file and submit to the Detroit™ Customer Support Center at (800) 445-1980.