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## Service Information Bulletin

| SUBJECT                        | DATE          |
|--------------------------------|---------------|
| Test C -Two-Filter Fuel System | November 2012 |

### Additions, Revisions, or Updates

| Publication Number / Title | Platform                       | Section Title                     | Change  |
|----------------------------|--------------------------------|-----------------------------------|---|
| DDC-SVC-MAN-0084           | EPA10/<br>GHG14 DD<br>Platform | Test C –Two-Filter Fuel<br>System | New procedure for two-filter (Mahle) fuel system. |



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## 2 Test C – Two-Filter Fuel System

**NOTICE:** Hard Start/No Start - Two-Filter Fuel System test **MUST** be complete before performing this test.

1. Install ESOC 350, start priming and attempt to start the engine with Fuel System Integrity Check (FSIC) routine. Refer to section "Priming the Fuel System Using ESOC 350 Fuel Priming Pump - Two-Filter System". Does engine start?
  - a. Yes; Go to step 2.
  - b. No; Refer to section "Test A – Two-Filter Fuel System".
2. Remove the ESOC 350 priming hose from the fuel filter module. Does the engine quit running?
  - a. Yes; inspect the following system for air and components for damage. If air or damage is found, repair as necessary. If no air or damage is found, Go to step 3.
    - Air in fuel system. Refer to section "Aerated Fuel Test – Two-Filter Fuel System".
    - Remove and inspect the pressure relief valve. Repair or replace as needed. Refer to section "Removal of the Pressure Relief Valve -Two-Filter System".
    - Remove and inspect the two-stage valve (stuck in stage 1). Refer to section "Removal of the Two-Stage Valve for Two-Filter System ".
    - Remove and inspect the low pressure pump and drive coupler. Refer to section "Removal of the Low Pressure Fuel Pump - Two-Filter System".
  - b. No; allow the Fuel System Integrity Check routine to complete. Go to step 3.
3. Once the rail pressure drops below 10 bar (145 psi), restart the Fuel System Integrity Check routine and attempt to restart the engine without using a priming source. Does the engine restart?
  - a. Yes; Go to step 4.
  - b. No; inspect the pressure relief valve for damage. Repair or replace as necessary. Refer to section "Removal of the Pressure Relief Valve -Two-Filter System". Inspect the two-stage valve (stuck in stage 1) for damage; repair or replace as necessary. Refer to section "Removal of the Two-Stage Valve for Two-Filter System ". If no damage is found, Go to step 4.
4. Perform an FIS Low Pressure Leak Test routine. Refer to section "Fuel Injection System Low Pressure Leak Test – Two-Filter Fuel System". Did the fuel system pass the FIS Low Pressure Leak Test routine?
  - a. Yes; Go to step 5.
  - b. No; inspect fuel system for leaks. Refer to section "Fuel Injection System Low Pressure Leak Test – Two-Filter Fuel System".
5. Remove the prefilter and inspect the prefilter check ball. Is fuel present on top of the check ball?
  - a. Yes; contact the Detroit™ Customer Support Center at (800) 445-1980.
  - b. No; Add fuel to the top of the check ball. If fuel drains down past the check ball, install a new fuel filter module housing half. Refer to section "Removal of the Fuel Filter Module Housing Half – Two-Filter System".