

TO: Service Locations

FROM: Service Systems Development

SUBJECT: Aftertreatment Harness Diagnostics

ISSUE

The dashboard Check Engine Lamp (CEL) or Malfunction Indicator Lamp (MIL) that is related to open circuits, short to grounds, short to power and high resistance within the aftertreatment system can be difficult to diagnose. After technicians have completed all Power Service Literature diagnostics and no issue has been identified, sometimes the fault code is still present. Aftertreatment circuit fault may not always be related to the aftertreatment harness or sensors.

REQUIRED ACTION

If after completing all troubleshooting in Power Service Literature and no issue was found, technicians should inspect the chassis side ATD harness. The chassis side harness links the aftertreatment harness to the ACM, DEF pump, DEF tank and heated DEF lines and is susceptible to wire chaffing and corroding within the wire loom. Technicians should inspect the areas listed below. The attached picture shows an example of wires chaffing within the harness, and a splice connection where a repair was made.

- Model year 2010 trucks have a higher tendency to rub on the two brackets above the transmission at the weather pack.
- Model year 2011 thru 2013 trucks have a tendency to rub on the bracket above the transmission where zip tied.



CONTACT INFORMATION

Please contact the Detroit® Customer Support Center at 800-445-1980 or email csc@daimler.com if you have any questions.