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Service Information Bulletin

SUBJECT	DATE
SPN 3216/FMI 21 (ACM) (GHG14)	December 2014

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0084	DD Platform	SPN 3216/FMI 21 - GHG14	This is an update for software level and section title.



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SCR NOx Inlet Sensor Drift Low

Table 1.

SPN 3216/FMI 21	
Description	Selective Catalyst Reduction (SCR) Inlet NOx Sensor - Drift (Low Box).
Monitored Parameter	Engine Out NOx
Typical Enabling Conditions	EGR Mass Flow greater than .08 kg/s, Engine Speed 1450-1900 RPM, Engine Torque 1400-2100 N·m, Battery Voltage greater than 11 vDC, Coolant Temperature greater than 65°C (149°F), Ambient Temperature greater than -8°C (18°F) Ambient, Barometric Pressure greater than 755 mbar, Engine Not in Regeneration Mode.
Monitor Sequence	None
Execution Frequency	Always enabled
Typical Duration	1.2 Seconds
Dash Lamps	MIL
Engine Reaction	None
Verification	Warm Up Engine Such That Coolant Temperature greater than 65°C (149°F), Ensure Engine is not in Regeneration Mode, Ensure Ambient Temperature greater than -8°C (18°F) Barometric Pressure greater than 755 mbar

Check as follows:

1. Are any Exhaust Gas Recirculation (EGR) system faults also present?
 - a. Yes; repair the EGR system faults first.
 - b. No; Go to step 2.
2. Visually inspect the entire air inlet, Charge Air Cooler (CAC), and EGR piping and hose for visible signs of leaks or damage.
 - a. If damage or leaks are found, repair as necessary.
 - b. If no damage is found, Go to step 3.
3. Check the Motor Control Module (MCM) software level. Compare the current MCM software level to the server. Is the MCM software at the latest level?
 - a. Yes; Go to step 4.
 - b. No; update the MCM software level and perform the verification procedure in the table above. If the fault code does not return, release the vehicle. If the fault code returns or if unable to duplicate verification cycle, Go to step 4.
4. Perform an Idle Speed Balance (ISB) test. Refer to section "Checking Idle Speed Balance".
 - a. If a faulty fuel injector is identified, repair as necessary.
 - b. If no fuel injector issues are present, Go to step 5.
5. Check the Aftertreatment System (ATS) for visible exhaust leaks or damage.
 - a. If damage is found, repair as necessary.
 - b. If no damage is found, Go to step 6.
6. Connect DiagnosticLink ® .



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.

7. Perform a High Idle Regeneration, retain the log file and submit it to the Detroit™ Customer Support Center at 800-445-1980.