

SERVICE MANUAL INFORMATION

Group:	SERVICE MANUAL UPDATE
Bulletin No:	SB-15-039
Issue Date:	11-17-2015

Subject: CORRECTION OF WORKSHOP MANUAL FOR HINO CONVENTIONAL Revision of Troubleshooting Procedure for NOx Sensor

RELEVANT MODEL: 15MY-16MY Conventional Trucks

The following is to inform you of the above caption. This service data should be attached to the relevant pages of the workshop manuals for maintenance and to use for servicing.

OVERVIEW:

In the event that a vehicle exhibits a check engine light with SCR (Selective Catalyst Reductant) DTC's (Diagnostic Trouble Codes) P207F, P20EE, P206B, P2214, or P2201, an update is available to the current published diagnostic troubleshooting work procedure. There are 2 reasons for this service manual revision:

Advise the dealer to discontinue the use of the 15MY diagnostic troubleshooting work procedure regarding DTC's P207F, P20EE, P206B, P2214 and P2201. The technician should only use the 16MY troubleshooting work procedure for DTC's P207F, P20EE, P206B, P2214, and P2201 when diagnosis is required on a 15MY or 16MY vehicle.

This service manual revision contains updates for the 16MY diagnostic troubleshooting manual. The update changes the method for increasing exhaust temperature, and applies to steps 3 and 4 for DTC's P206B, P207F, P20EE, and 4 and 5 for DTC's P2201 and P2214.

*All changes will be reflected in the 17MY Conventional Workshop Manual as well.

REVISED DIAGNOSTIC PROCEDURE

Inspect the NOx Sensor

Step 3(upstream) and Step 4(downstream) DTC P206B, P207F, and P20EE

Step 4(upstream) and Step 5(downstream) DTC P2201 and P2214

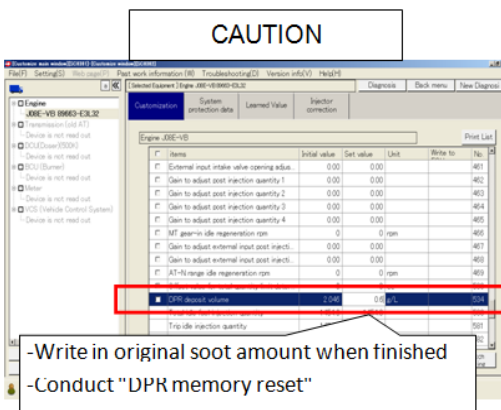
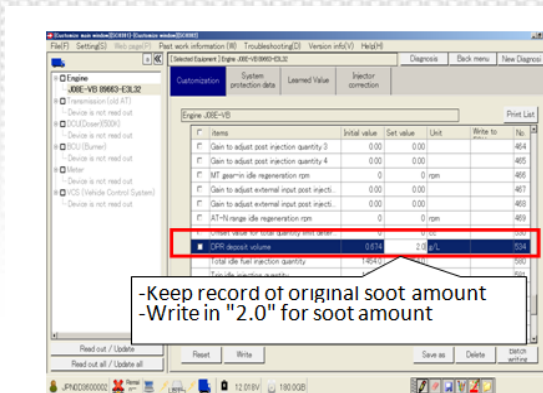


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Note: The instruction below reflects the updates for both the upstream and downstream diagnostics for increasing the exhaust temperature.



Check the output waveform of the NOx sensor in the Data Monitor in HINO DXII.

NOTICE: Update the engine ECU control software to the latest version using Auto-repro function of DXII before conducting this procedure.

- Turn the ignition key to "ON".
- Select [Engine] in the main screen of DX.
- Write in "2.0" for the soot amount in the "Customization" function of DX. (Keep the record of the original value)
- Select [NOx level (before catalyst)], [NOx level (after catalyst)] and the SCR catalyst temperature in the Data Monitor function of DX and start the monitoring.
DXII: [Data monitor Setting and Active test setting] [Data monitor Setting] [NOx level (before catalyst)] and [NOx level (after catalyst)]
- Start the engine.
- Press the DPR manual regeneration switch and start the regeneration.

HINT: Perform DPR regeneration to increase the exhaust gas temperature as the waveform of the NOx sensor can only be detected when the exhaust gas temperature exceeds the specified value.

- Monitor the SCR temperature and the NOx levels (before and after catalyst) in the DX Data Monitor.
- Press the DPR button when the SCR catalyst temperature reaches 250°C, and cancel the regeneration process.
- Determine whether the NOx sensor is functioning properly based on the NOx sensor waveform recorded during monitoring as per the **Performance Verification Manual**.

<CAUTION>

- Rewrite the soot amount back to the original upon completion of the troubleshooting.
- Conduct DPR memory reset (DTC for abnormal DPR regeneration frequency will come on if not conducted)

Was any failure found?

YES

Replace the effected NOx sensor (1 or 2).
Perform the "After-inspection work" of the Information section

NO

Go to next step



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