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Service Information Bulletin

SUBJECT	DATE
SPN 3480 (MCM) (EPA07;EPA10;GHG14)	March 2015

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0084	DD Platform	SPN 3480/FMI 2 - EPA07 - EPA10 - GHG14	Step 8 was changed to refer tech to 3480/1 troubleshooting. Troubleshooting updated to lead tech to replace the Fuel Doser Injection Valve. Replace Fuel Doser Injection Valve if fault reoccurs during the validation step (parked regen).



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2 SPN 3480/FMI 2 - EPA07 - EPA10 - GHG14

Hydrocarbon Doser Fuel Line Pressure Low

Table 1.

SPN 3480/FMI 2	
Description	Hydrocarbon (HC) Doser Fuel Line Pressure Low
Monitored Parameter	HC Doser Fuel Line Pressure
Typical Enabling Conditions	Dosing Enabled
Monitor Sequence	None
Execution Frequency	Continuous when enabling conditions met
Typical Duration	1 Minute
Dash Lamps	MIL, CEL
Engine Reaction	Derate 10%
Verification	Parked Regeneration

Check as follows:

1. Shut off the engine, apply the parking brake, chock the wheels, and perform any other applicable safety steps.
2. Connect DiagnosticLink[®].
3. Turn the ignition ON (key ON, engine OFF).
4. Are there any fuel system faults present?

NOTE:

Faults are listed in diagnostic priority from top to bottom.

- a. Yes; repair fault with the highest priority listed below. Go to step 9.
 1. 3480/3, or 4
 2. 4077/3, or 4
 3. 3480/1
 4. 4077/14
- b. No; Go to step 5.
5. Visually inspect HC doser block assembly and fuel doser injector valve fuel lines for external leaks.
 - a. If external leaks are present, repair as necessary. Go to step 6.
 - b. If no external leaks are present, Go to step 6.



WARNING: ENGINE EXHAUST

To avoid injury from inhaling engine exhaust, always operate the engine in a well-ventilated area. Engine exhaust is toxic.



WARNING: PERSONAL INJURY

To avoid injury before starting and running the engine, ensure the vehicle is parked on a level surface, parking brake is set, and the wheels are blocked.

6. Start the engine.

NOTE: It may take up to three purge attempts to completely remove air from the system. Do not exceed three attempts.

7. Using DiagnosticLink, perform a "Purge Hydrocarbon Doser" service routine.

Table 2.

Fuel Compensation Pressure	
(Gen1 Fuel System) DD13 DD15TC DD16	(Gen2 Fuel System) DD15AT
448 to 655 kPa (65 to 95 psi)	551 to 965 kPa (80 to 140 psi)

NOTE: The pressures listed in this procedure for fuel compensation pressure are absolute pressures (same as DiagnosticLink), which is gauge pressure plus approximately 100 kPa (14.5 psi).

8. Once the fuel cutoff gets to 100%, begin monitoring the fuel compensation pressure and the HC doser fuel line pressure. Is the fuel compensation pressure less than 448 kPa (65 psi) for GEN 1, or 551 kPa (80 psi) for GEN 2?
- Yes; Refer to section "SPN 3480/FMI 1 - EPA07 - EPA10 - GHG14".
 - No; replace the Hydrocarbon Doser Block. Refer to section "Removal of the Hydrocarbon Doser Block ". Go to step 9.



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.

9. Perform a parked regeneration. Refer to section "Performing a Parked Regeneration Using DiagnosticLink®". Did SPN 3480/FMI 2 become active during regeneration?
- Yes; replace the Fuel Doser Injection Valve. Refer to section "Removal of the Hydrocarbon Doser Fuel Injector Valve".
 - No; clear active codes and release vehicle.