1 4 06-15

Service Information Bulletin

SUBJECT	DATE
SPN 97 (MCM) (EPA10) / SPN 97 (MCM) (GHG14)	April 2015

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0084	DD Platform - EPA10	SPN 97/FMI 15 - EPA10	Added Header Chart Modified Step 3 and 4.
	DD Platform - GHG14	SPN 97/FMI 15 - GHG14	
		SPN 97/FMI 7 - GHG14	Remove this section from PSL. SPN 97/FMI 7 was never turned on for GHG14 and is not to be turned on for GHG17.

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2 SPN 97/FMI 15 - EPA10

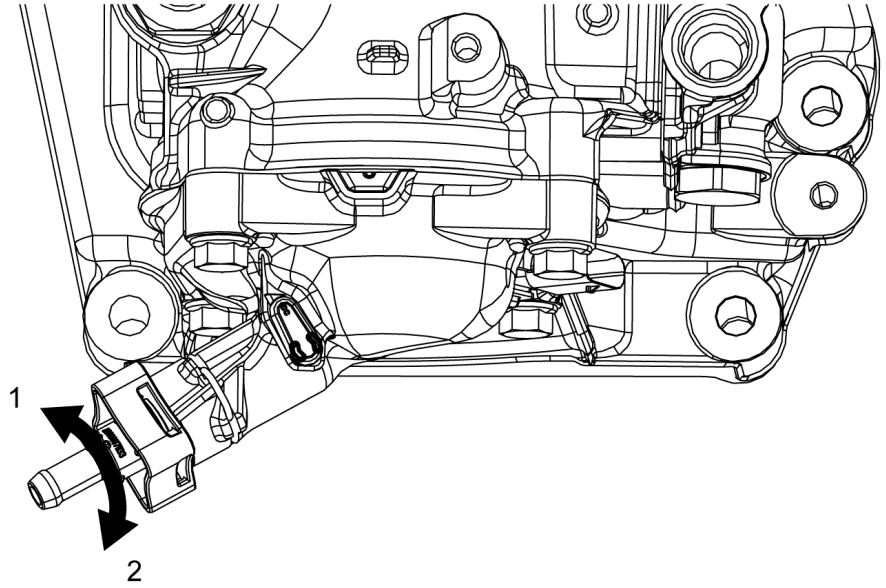
Water in Fuel Warning

Table 1.

SPN 97/FMI 15	
Description	Once the Water In Fuel Sensor Detects a Certain Level of Water the Fault Logs
Monitored Parameter	Water in Fuel Sensor
Typical Enabling Conditions	Always On
Monitor Sequence	None
Execution Frequency	Continuous
Typical Duration	90 Seconds
Dash Lamps	WIF Light
Engine Reaction	None
Verification	3 Minute Idle

NOTE: This fault code will set if Water in Fuel (WIF) sensor detects water in the fuel after a five hour driving cycle or three engine-start, key-ON cycles.

NOTICE: Do not over-tighten the water drain valve. Failure to properly tighten the water drain valve may cause damage to the water drain valve and housing.



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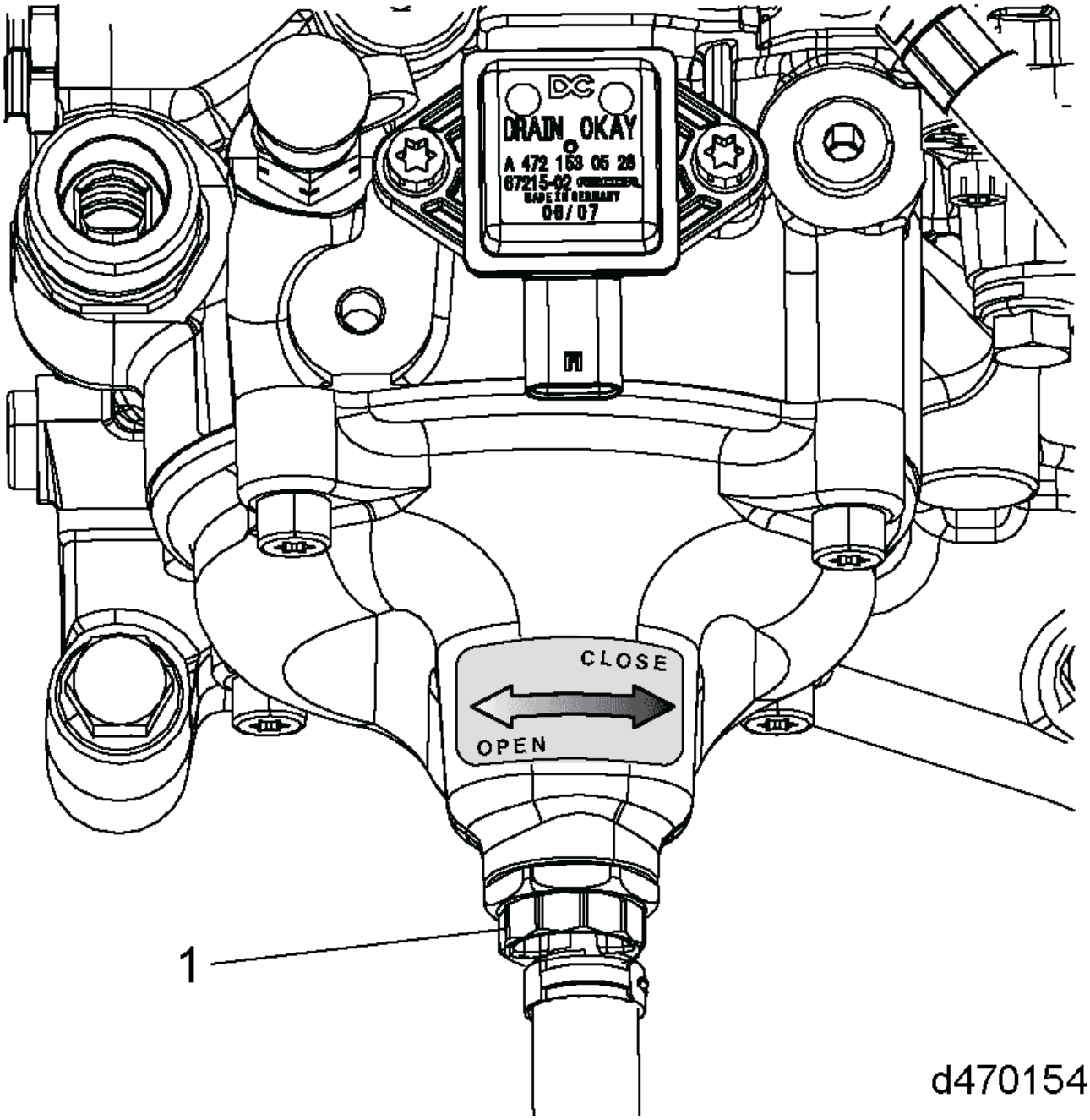

NOTE: Water In Fuel (WIF) sensor circuitry differs for engines equipped with three-filter fuel systems and those equipped with two-filter fuel systems. There are also slight differences between KM63 GEN2 two-filter fuel systems and KM59 GEN1 variants.

Check as follows:

1. Turn the ignition OFF.
2. Take a one quart fuel sample from the fuel filter module by opening the water bowl drain valve and fully draining the fuel filter in to a clear container.
3. Check for fuel contamination, including Diesel Exhaust Fluid (DEF), gasoline, kerosene, or coolant. Is the fuel sample contaminated?
    a. Yes; if DEF is found in the fuel, Refer to section "Diesel Exhaust Fluid in Fuel".

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If coolant is found in the fuel, Refer to section "Fuel in Coolant/Coolant in Fuel" to identify the primary failed part causing the cross contamination. Once the primary failed part is identified, Go to step 4.
If gasoline or kerosene is found in the fuel, contact the Customer Support Center at 800-445-1980.

b. No; close the water drain valve.

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.

4. Prime the fuel filter module via hand pump (approximately 250 times). Clear the fault code, start the engine and let the engine run for 3 minutes. Does the fault become active?
   a. Yes; repeat steps 1 through 4. If the fault code is still active after steps 1 through 4 have been performed, drain all water from the fuel tank(s) and, if equipped, drain the frame-mounted filter. Refer to appropriate OEM manual for fuel tank cleaning/flushing procedure.
   b. No; release vehicle.

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3 SPN 97/FMI 15 - GHG14

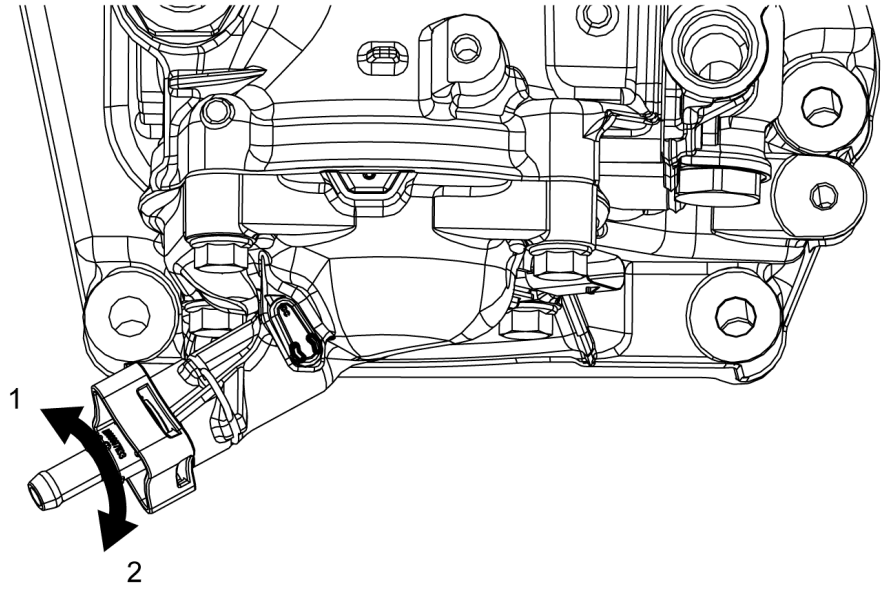
Water in Fuel Warning

Table 2.

SPN 97/FMI 15	
Description	Once the Water In Fuel Sensor Detects a Certain Level of Water the Fault Logs
Monitored Parameter	Water in Fuel Sensor
Typical Enabling Conditions	Always On
Monitor Sequence	None
Execution Frequency	Continuous
Typical Duration	90 Seconds
Dash Lamps	WIF Light
Engine Reaction	None
Verification	2 Minute Idle

NOTE: This fault code will set if Water in Fuel (WIF) sensor detects water in the fuel after a five hour driving cycle or three engine-start, key-ON cycles.

NOTICE: Do not over-tighten the water drain valve. Failure to properly tighten the water drain valve may cause damage to the water drain valve and housing.



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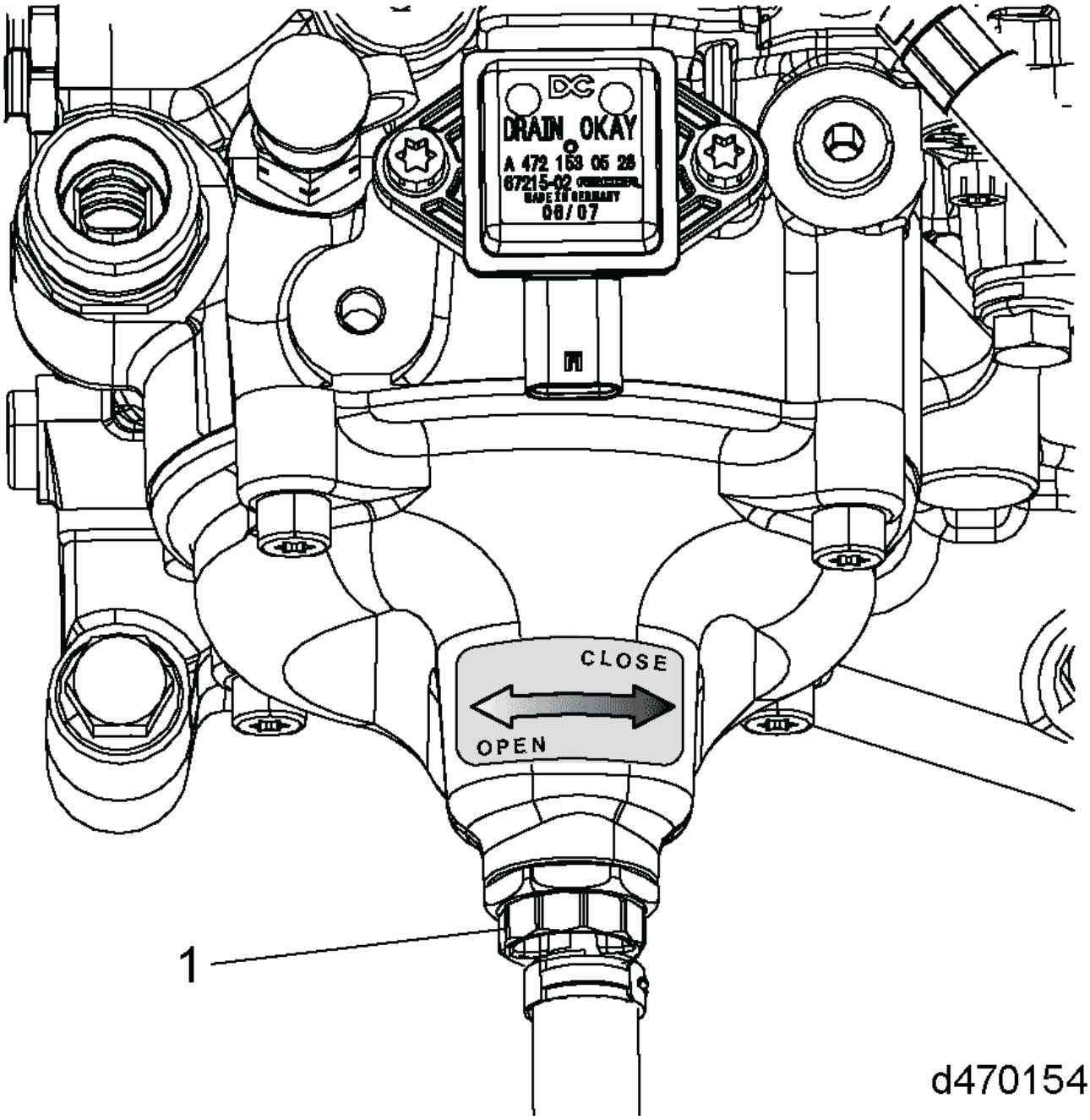

NOTE: Water in Fuel (WIF) sensor circuitry differs for engines equipped with three-filter fuel systems and those equipped with two-filter fuel systems. There are also slight differences between KM63 GEN2 two-filter fuel systems and KM59 GEN1 variants.

Check as follows:

1. Turn the ignition OFF.
2. Take a one quart fuel sample from the fuel filter module by opening the water bowl drain valve and fully draining the fuel filter in to a clear container.
3. Check for fuel contamination, including Diesel Exhaust Fluid (DEF), gasoline, kerosene, or coolant. Is the fuel sample contaminated?
    a. Yes; if DEF is found in the fuel, Refer to section "Diesel Exhaust Fluid in Fuel".

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If coolant is found in the fuel, Refer to section "Fuel in Coolant/Coolant in Fuel" to identify the primary failed part causing the cross contamination. Once the primary failed part is identified, Go to step 4.
If gasoline or kerosene is found in the fuel, contact the Customer Support Center at 800-445-1980.

b. No; close the water drain valve. Go to step 4.

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.

4. Prime the fuel filter module via hand pump (approximately 250 times). Clear the fault code, start the engine and let the engine run for 15 minutes. Does the fault become active?
   a. Yes; repeat steps 1 through 4. If the fault code is still active after steps 1 through 4 have been performed, drain all water from fuel tank(s) and if equipped, drain the frame-mounted filter. Refer to appropriate OEM manual for fuel tank cleaning/flushing procedure. Clear fault codes, Verify repairs with fifteen minute road test.
   b. No; release vehicle.

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