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Service Information Bulletin

SUBJECT	DATE
SPN 4363 (ACM) (EPA10)	August 2015

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0084	EPA10 DD Platform	SPN 4363/FMI 0 - EPA10	Updated to match GHG14 diagnostics.



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2 SPN 4363/FMI 0 - EPA10

Selective Catalyst Reduction Outlet Temperature High

Table 1.

SPN 4363/FMI 0	
Description	Selective Catalyst Reduction (SCR) Outlet Temperature High
Monitored Parameter	SCR Outlet Temperature
Typical Enabling Conditions	Non-Regen Mode
Monitor Sequence	None
Execution Frequency	Continuous When Enabling Conditions Met
Typical Duration	2 Seconds
Dash Lamps	MIL, CEL
Engine Reaction	Derate 25%, 30 Seconds Shut Down
Verification	SCR Efficiency Test

Check as follows:

1. Connect DiagnosticLink[®].
2. Is SPN 3246/FMI 15 (Diesel Particulate Filter [DPF] Outlet Over-Temperature) also present?
 - a. Yes; Refer to section "SPN 3246/FMI 15 - EPA10 - GHG14".
 - b. No; Go to step 3.
3. Check the Motor Control Module (MCM), Aftertreatment Control Module (ACM), Common Powertrain Controller (CPC) software levels. Compare the current software levels to the server. Are the MCM, ACM, and CPC software at the latest levels?
 - a. Yes; Go to step 4.
 - b. No; update the software levels and verify repair. If the fault code does not return, release the vehicle. If the fault code returns, Go to step 4.
4. Disconnect the SCR outlet temperature sensor.
5. Inspect the SCR outlet temperature sensor and harness connector for bent, spread, or corroded pins. Is any damage found?
 - a. Yes; repair as necessary.
 - b. No; Go to step 6.
6. Remove the SCR temperature sensor and let the sensor adjust to ambient room temperature.
7. SCR Temperature Sensor Test - Measure the resistance between pins 1 and 2 of the SCR temperature sensor connectors. Refer to chart for resistance values.
 - a. If the resistance is out of range, replace the suspect temperature sensor.
 - b. If the resistance is in range, reinstall the sensors and Go to step 8.

Table 2.

Temp - °C	Temp -°F	Range	
		Min Resistance (Ω)	Max Resistance (Ω)
0	32	197.67	207.62
2	35.6	199.20	209.15
4	39.2	200.73	210.67
6	42.8	202.27	212.20
8	46.4	203.80	213.72
10	50	205.33	215.24
12	53.6	206.85	216.77
14	57.2	208.38	218.29
16	60.8	209.91	219.81
18	64.44	211.43	221.33
20	68	212.96	222.85
22	71.6	214.48	224.37
24	75.2	216.01	225.88
26	78.8	217.53	227.40
28	82.4	219.05	228.91
30	86	220.57	230.43
32	89.6	222.09	231.94
34	93.2	223.61	233.45
36	96.8	225.12	234.96
38	100.4	226.64	236.47
40	104	228.16	237.98

**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.

**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.

**WARNING: ENGINE EXHAUST**

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

8. Start the engine and run a Parked Regen. During the last 10% of the parked regen period, is the SCR inlet temperature more than 38°C (68.4°F) lower than SCR outlet temperature?
 - a. Yes; Go to step 9.
 - b. No; clear fault and release unit. The fault code likely occurred after extended idle and was caused by hydrocarbon burn-off.

9. Perform a low temperature Aftertreatment Device (ATD) check using DiagnosticLink to check for a drifted temperature sensor. Refer to section "EPA10 Perform Performance Check - Low Temperature ATD". Are the SCR inlet and SCR outlet temperatures within 25°C (45°F) during the last five minutes of this test?
 - a. Yes; replace the DOC/SCR module. This indicates an internal failure of the DOC/SCR module.
 - b. No; replace the drifted SCR temperature sensor and verify repair.