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Service Information Bulletin

SUBJECT	DATE
SPN 3251 (ACM)(EPA10)	March 2015

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0084	DD Platform	SPN 3251/FMI 16 - EPA10	Updated diagnostic with new DOC cleaning option.

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2 SPN 3251/FMI 16 - EPA10

Diesel Particulate Filter Pressure Out of Range High

Table 1.

SPN 3251/FMI 16	
Description	This Fault Code Sets when the Diesel Oxidations Catalyst (DOC) Inlet Pressure is 28 kPa (4.2 psi) Greater Than the Diesel Particulate Filter (DPF) Outlet Pressure for More Than 10 Seconds
Monitored Parameter	DOC Inlet Pressure Sensor and DPF Outlet Pressure Sensor
Typical Enabling Conditions	Always On
Monitor Sequence	None
Execution Frequency	Continuous When Enabling Conditions Met
Typical Duration	2 Seconds
Dash Lamps	MIL, CEL, SEL
Engine Reaction	Derate 25%
Verification	Run Engine Between 1200 to 1800 rpm With a Load Less Than 10%

Check as follows:

1. Connect DiagnosticLink ®.
2. Turn the ignition ON (key ON, engine OFF).
3. Check for other fault codes. Are fault codes SPN 3609/FMI 3 or FMI 4 present?
   a. Yes; diagnose the other fault codes first.
   b. No; Go to step 4.
4. Using DiagnosticLink, go to Service Routines > SCR and DPF voltages.
5. Monitor the DOC inlet pressure sensor voltage, pin 87. Is the voltage between 0.44 and 0.56 volts?
   a. Yes; Go to step 6.
   b. No; replace the DOC inlet pressure sensor. Refer to section "Removal of the EPA10 Diesel Oxidation Catalyst Inlet Pressure Sensor". Verify repair.
6. Monitor the DPF outlet pressure sensor voltage, pin 72. Is the voltage between 0.44 and 0.56 volts?
   a. Yes; Go to step 7.
   b. No; replace the DPF outlet pressure sensor. Refer to section "Removal of the EPA10 Diesel Particulate Filter Outlet Pressure Sensor". Verify repair.
7. Perform the Low temperature ATD routine. Refer to section "EPA10 Perform Performance Check - Low Temperature ATD".
8. Monitor the DOC inlet temperature, DOC outlet temperature and the DPF outlet temperature readings. Does the DOC outlet temperature sensor reading follow the DOC inlet temperature sensor reading?
   a. Yes; replace the DPF due to a restriction. Refer to section "Removal of the EPA10 Diesel Particulate Filter". Verify repair.
   b. No; Go to step 9.

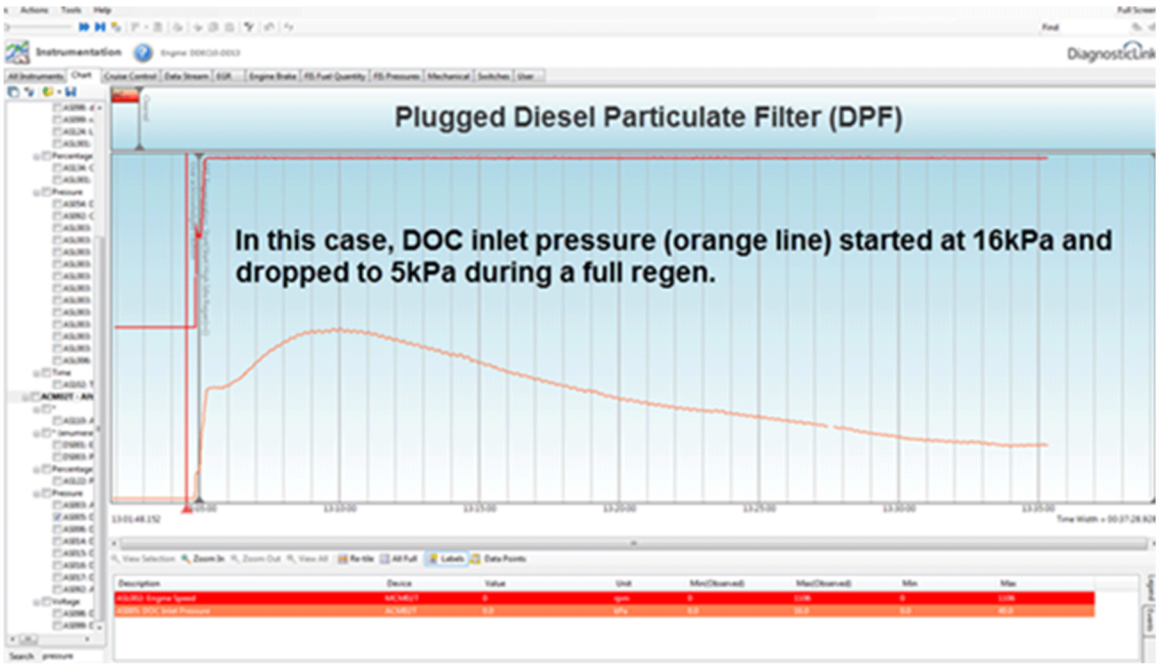
WARNING: PERSONAL INJURY

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.

9. Start the engine and run a Parked Regen. Monitor DOC inlet pressure and engine speed during the regen. Compare your DOC inlet pressure reading to the screen shots and descriptions below in (a and b) to determine what step to go to next.
   a. If the DOC inlet pressure starts out high above 10 kPa (1.45 psi) and decreases during the parked regen, this indicates the DPFs were plugged and the parked regen cleared them. Go to step 10.



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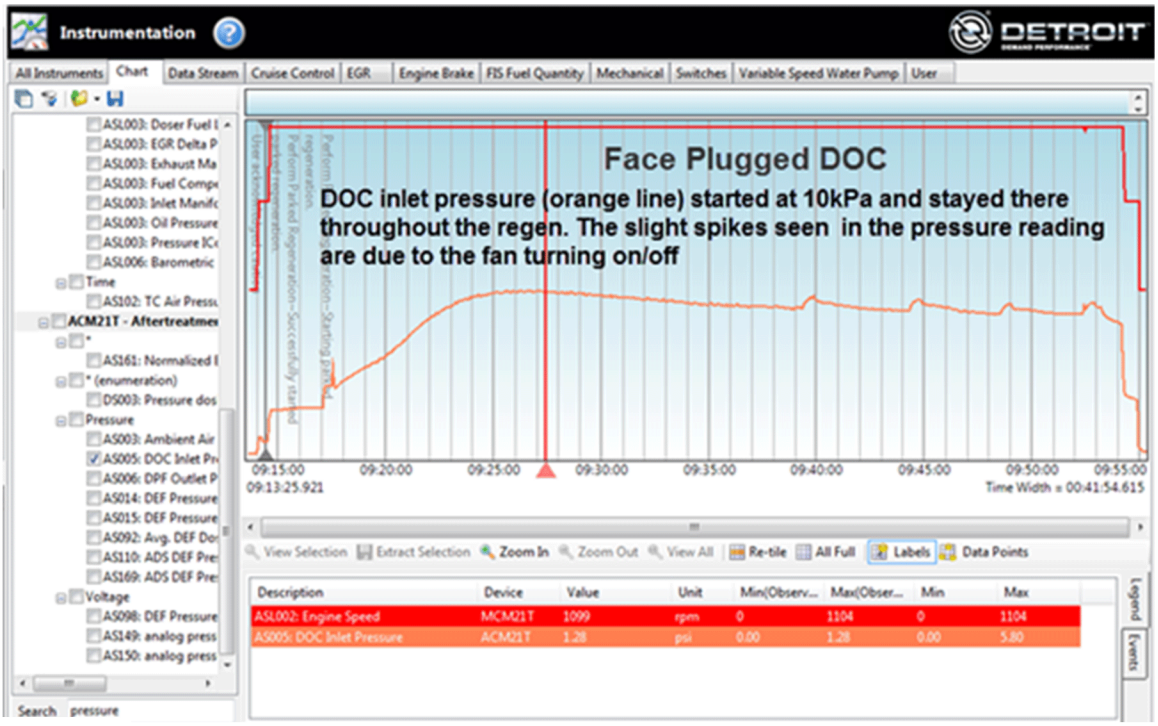
   b. If the DOC inlet pressure starts above 6 kPa (0.8psi), and stays high, the DOC is considered plugged. Go to step 11.



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10. The parked regen has reduced the DOC inlet pressure by reducing the soot accumulated in the DPF. Verify the fault code is gone and fill out the “ATD Checklist - EPA07/EPA10/GHG14”. Refer to section "ATD Checklist - EPA07/EPA10/GHG14".
11. Using DiagnosticLink 8.0 SP1 or later, perform the DOC face cleaning routine. Refer to section "EPA10 and GHG14 Diesel Oxidation Catalyst Face Cleaning".

