

SB-10057196-9130



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**Availability:** ISIS, Bus ISIS, FleetISIS

**Major System:** ENGINES

**Current Language:** English

**Other Languages:** NONE

**Viewed:** 23771

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Coding Information

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**Title:** Diagnosing Hard Start / No Start, rough idle complaints or ICP pressure concerns with the CPA Tool

**Applies To:** EPA 2007, EPA 2010, HD OBD (2013) MaxxFORCE DT, 9 & 10, N9 & N10 engines

## CHANGE LOG

2014/12/16- Added hot test explanation  
 2014/11/01 - Revised formatting. Updated to CPA V5 with WAC for HPOP, ICP sensor, and 6 injectors (excessive oil leakage).

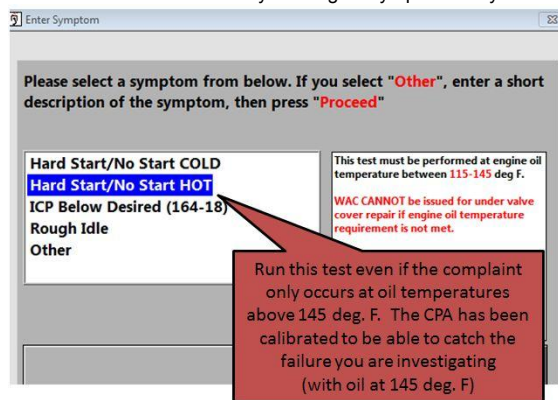
**Note: 2007-2014 I-6 High Pressure Oil Pump(HPOP) is no longer an iApprove part. Use the diagnostics below to diagnose & repair as necessary. If HPOP replacement is needed during the warranty period it must be accompanied by a warranty authorization code issued by the CPA tool.**

## DESCRIPTION

This document describes the diagnostic process for the high pressure oil system utilizing the CPA tool. The CPA tool assists in diagnosing Hard Start / No Start / Rough idle and ICP pressure faults.

**NOTE:** The "Version 5" CPA software release coincides with an Essential Tool shipment 12-999-01-07 (November 2014). This CPA update allows the CPA HPOP test to monitor engine oil temperature (EOT) and the pressure at the outlet of the high pressure oil pump.

- Version 5 requires the use of engine oil temperature (EOT) breakout tee ZTSE4602 (be sure you have this tool)
- If the CPA tool detects a failed HPOP it will issue a WAC (warranty authorization code) for the HPOP (same as version 3 and 4)
- If the CPA tool detects a failed ICP sensor it will inform the technician (new)
- If the CPA confirms that the HPOP is ok but there is excessive oil leakage under the valve cover it will issue a WAC for the replacement of 6 injectors & 6 pucks (oil inlet adaptors) (new)
- CPA V5 asks the user to identify the engine symptom. Pay careful attention to the oil temperature requirements for the different tests.



- Do not upgrade your EZ-Techs to CPA software to V5 until you have the new Essential IPR block-off adaptor for CPA (kit [12-999-01-07](#)) available to you.
- Print the CPA HPOP V5 test set-up instructions (they are also displayed in the software) [here](#)

## SYMPTOMS

**Diagnostic Trouble Codes & Dashboard Indicator Lights:**

DTC/Light	Description
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SPN 164 FMI 1 (DTC 2335)	ICP Unable to Build During Engine Cranking
SPN 164 FMI 17 (DTC 3374)	ICP Unable to build during test
SPN 164 FMI 18	ICP below desired level
SPN 164 FMI 13	ICP adaptation in-range fault
SPN 8492 FMI 1 (DTC 3334)	ICP Below desired
SPN 1443 FMI 2 (DTC 2242)	ICP adaptation in-range fault

**Observations or Concerns:**

- Low / irregular ICP pressure
- Extended cranking / Hard Start
- Rough idle

**SPECIAL TOOLS**

Tool Description	Tool Number	Comments	Instructions
CPA Module (Tool)	OE-11178 or 12-999-01-01		4328032R4
EZ-Tech or laptop		Must have ServiceMaxx and "Engine Performance Analyzer" software version 5.0 or higher	<a href="#">IK2700062</a>
Approved RP1210 communication device			
CPA CMP harness (yellow)	OE11178-2		
CPA HPOP harness	12-999-01-04		<a href="#">TL2900079</a>
IPR Block-off kit for CPA	<a href="#">12-999-01-07</a>	Shipped November 2014	includes new block-off tool, green CPA harness, and seal kit.
CPA extension harnesses	12-999-01-05	three are required	
CPA banana jack breakout	12-999-01-06	used to connect to ZTSE4602 (breakout tee)	
Engine oil temperature (EOT) breakout tee	ZTSE4602		
High Pressure Pump "dead head" plugs	12-999-01-07D (small) or 12-999-01-07C (large)	Part of kit 12-999-01-07	
IPR Block-off adaptor	12-999-01-07B	Part of kit 12-999-01-07	
1 ¼" angle wrench or crowsfoot	NA	Used to remove high pressure oil line in Test 4 on	
IPR valve socket	12-800-01		
IPR valve breakout tee	ZTSE4484 or 12-800-02	12-800-02 is for later style pigtail IPR valves	

[Tools Resource Center](#)

**SERVICE PARTS INFORMATION**

Kit Description	Part Number	Quantity Required	Notes
High pressure pump (EPA 2010)	5010755R92	1	CPA WAC or iApprove required
High pressure pump (EPA 2007)	1879747C2	1	CPA WAC or iApprove required
ICP sensor	1875784C93	1	CPA WAC required
6 oil inlet adaptors (pucks)	1841923C97	1	part of 6 injector WAC

Link to [Parts Catalog](#)

## **PROCEDURE OVERVIEW**

For these tests the CPA Tool is connected to the:

- Engine oil pressure sensor (EOP)
- Engine oil temperature (EOT)- new requirement with Version 5
- Injection control pressure sensor (ICP)
- IPR block-off adaptor (new version with integrated pressure sensor is required with Version 5)
- Camshaft position sensor (CMP)

The CPA Tool connects to these circuits through special breakout cables designed for use with the CPA Tool  
It is strongly recommended that the CPA application be launched from ServiceMaxx.

## **DIAGNOSTIC STEPS**

<b>Step</b>	<b>Action</b>	<b>Decision</b>
<b>1</b>	<b>DIAGNOSTIC:</b> Per Health Report or PocketMaxx / ServiceMaxx are any of the codes below present?  DTC 2335 or SPN 164 FMI 1 (ICP Unable to Build During Engine Cranking)  DTC 3374 or SPN 164 FMI 17 (ICP Unable to build during test)  SPN 164 FMI 18 (ICP below desired level)  SPN 164 FMI 13 (ICP adaptation in-range fault)  SPN 164 FMI 2  SPN 164 FMI 16  DTC 3334 or SPN 8492 FMI 1 (ICP below desired level)  DTC 2242 or SPN 1443 FMI 2 (ICP adaptation in range fault)	<b>Yes.</b> Go to step 2
		<b>No.</b> Go to step 7

<b>Step</b>	<b>Action</b>	<b>Decision</b>
<b>2</b>	<b>DIAGNOSTIC:</b> Will engine start?	<b>Yes.</b> Go to step 3
		<b>No.</b> EPA 2007 and 2013 OBD- go to step 4  EPA 2010 go to step 5

<b>Step</b>	<b>Action</b>	<b>Decision</b>
<b>3</b>	<b>DIAGNOSTIC:</b> With engine at low idle, wiggle harness connections on the ICP harness (leave valve cover in place), IPR harness, UVC connector (for ICP), 24 pin, 42 pin (IP), and 36 pin ECM connectors.  Inspect IPR valve harness closely for repaired sections that could have high resistance.  Does the engine stall or change sound as these connections & harnesses are wiggled? Was a DTC set?	<b>Yes.</b> Locate poor connection and repair. Confirm symptoms are resolved.
		<b>No.</b> Go to step 10

<b>Step</b>	<b>Action</b>	<b>Decision</b>
<b>4</b>	<b>DIAGNOSTIC:</b> Using ServiceMaxx or PocketMaxx run Continuous Monitor Test.  Begin recording.  Wiggle harness connections on the UVC (for ICP) connector, ICP harness (leave valve cover in place), 24 pin, 36 pin ECM, and 42 pin (IP) connectors.  Playback recording and look for faults  Was a DTC set?	<b>Yes.</b> Repair and confirm symptoms are resolved
		<b>No.</b> Go to step 6

<b>Step</b>	<b>Action</b>	<b>Decision</b>
<b>5</b>	<b>DIAGNOSTIC:</b>	

<p>With KOEO wiggle harness connections on the IPR &amp; ICP harness (leave valve cover in place), UVC (for ICP), 24 pin, 36 pin ECM, and 42 pin (IP) connectors.</p> <p>Check for faults / DTC's.</p> <p>Was an intermittent connection found (DTC set)?</p>	<p><b>Yes.</b> Repair and confirm symptoms are resolved</p> <p><b>No.</b> Go to step 6</p>
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Step	Action	Decision
6	<p><b>DIAGNOSTIC:</b> Load test IPR power circuit with IPR Breakout Tee tool 12- 800-02 (image below)</p> <ul style="list-style-type: none"> <li>• Unplug IPR valve</li> <li>• Connect IPR breakout tee to engine harness</li> <li>• Connect terminal 1 to a headlamp bulb ( +) and connect headlamp bulb ( -) to chassis ground.</li> </ul> <p>Do not connect to terminal 2 of the breakout Tee.</p> <ul style="list-style-type: none"> <li>• Key ON</li> <li>• Wiggle IPR harnesses &amp; connectors and look for headlamp to flicker.</li> </ul> <p>Was an intermittent connection found?</p> <p><b>IPR power load test</b></p> <ul style="list-style-type: none"> <li>• Connect as shown</li> <li>• Key ON</li> <li>• Follow step-based diagnostic procedure</li> </ul>	<p><b>Yes.</b> Repair and confirm symptoms are resolved</p> <hr/> <p><b>No.</b> Reconnect IPR valve and go to step 10</p>

Step	Action	Decision
7	<p><b>DIAGNOSTIC:</b></p> <p>Does the engine have a no start, hard start, or performance complaint or other DTC's?</p>	<p><b>1.</b> Hard / No Start: Go to step 8</p> <hr/> <p><b>2.</b> Performance complaint: Go to step 9</p>

		<b>3. Other DTC:</b> Diagnose DTC's using FAP or Diagnostic Manual. If diagnostic method leads to ICP pressure testing then go to Step 10
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Step	Action	Decision
<b>8</b>	<b>DIAGNOSTIC:</b>  Perform Hard Start / No Start diagnostics <ul style="list-style-type: none"> <li>• EPA 2007 MaxxFORCE DT, 9, 10 <a href="#">EGED375</a></li> <li>• EPA 2010 MaxxFORCE DT, 9, 10 <a href="#">0000001624</a></li> </ul> <b>Note:</b> If the diagnostic process above uncovers <b>low ICP pressure</b> then go to Step 10	Low or unstable ICP pressure: Go to Step 10
		Not ICP related- end

Step	Action	Decision
<b>9</b>	<b>DIAGNOSTIC:</b>  Perform Performance diagnostics <ul style="list-style-type: none"> <li>• EPA 2007 MaxxFORCE DT, 9, 10 <a href="#">EGED380</a></li> <li>• EPA 2010 MaxxFORCE DT, 9, 10 <a href="#">0000001624</a></li> </ul> <b>Note:</b> If the diagnostic process above uncovers <b>low or unstable ICP pressure</b> then go to Step 10	Low or unstable ICP pressure: Go to Step 10
		Not ICP related- end

Step	Action	Decision
<b>10</b>	<b>DIAGNOSTIC:</b>  Loosen EOT (engine oil temperature) sensor and see if oil flows out. This confirms the HPOP reservoir is full.  Is the reservoir full?	1. Yes: go to step 11
		2. No: See "Low Oil Pressure" in Symptom Diagnostics section of Engine Diagnostic Manual

Step	Action	Decision
<b>11</b>	<b>DIAGNOSTIC:</b>  Connect CPA Tool to engine and to EZ-Tech. Follow CPA Tool instructions for performing CPA HPOP test  CPA HPOP Test will test IPR control circuit, IPR valve, ICP sensor, High Pressure Oil Pump (HPOP) and excessive high pressure oil leaks	<b>Note: Perform CPA HPOP test with the engine at the same temperature as the complaint or symptom is occurring</b>

## **REPAIR STEPS**

For all repair procedures and instructions, see the appropriate service manual.

## **WARRANTY INFORMATION**

### **Claim Requirements/Approvals:**

[WPL14-006x](#) - Warranty iApproval Requirements (HPOP test issues a WAC (warranty authorization code) for high pressure pump or 6 injectors and pucks, or ICP sensor) -**revised November 2014**

- A CPA HPOP WAC is required on warranty claims for high pressure oil pumps or 6 injectors or ICP sensor (or the iApprove process must be followed).

[WIL2800061](#) CPA WAC explanation (**revised November 2014**)

- The CPA HPOP WAC has 6 digits. The SRT's are synchronized to the WAC.
- The 5th digit is the type of WAC issued. A "2" means the proper SRT is Qualifier 2 (H.P. Oil Pump Diag Steps 1-2). If "4", then the proper SRT is the Qualifier 2 (H.P. Oil Pump Diag Steps 1-4).
- The 6th digit indicates the SYMPTOM that the technician selected when beginning the HPOP test
- The SRT for CPA HPOP test 1-4 is appropriate with the SRT for replacement of the ICP sensor and can also be applied when CPA issues a WAC for the replacement of 6 injectors.

**Warranty Claim Coding:**

<b>Group:</b>	12000
<b>Noun:</b>	454 PUMP, OIL/FUEL (HI PSI INJECTION SYSTEM)

<b>Group:</b>	12000
<b>Noun:</b>	168 Sender, ICP/FRP

<b>Group:</b>	12000
<b>Noun:</b>	563 Injector Unit (Electrical)

**Standard Repair Time(s):**

12-Cylinder Performance Analyzer (CPA) Tool, Diagnosis

Step	Description	Chassis	Engine	SRT	Hours
1-2	IPR ECM powered and IPR full fielded test	All Models	MaxxForce DT/9/10 2010 Emissions	A12-2158T-21	.6
1-3	IPR block-off test	All Models	MaxxForce DT/9/10 2010 Emissions	A12-2158T-22	.9
1-4	HPOP Dead-head test	All Models	MaxxForce DT/9/10 2010 Emissions	A12-2158T-23	1.1

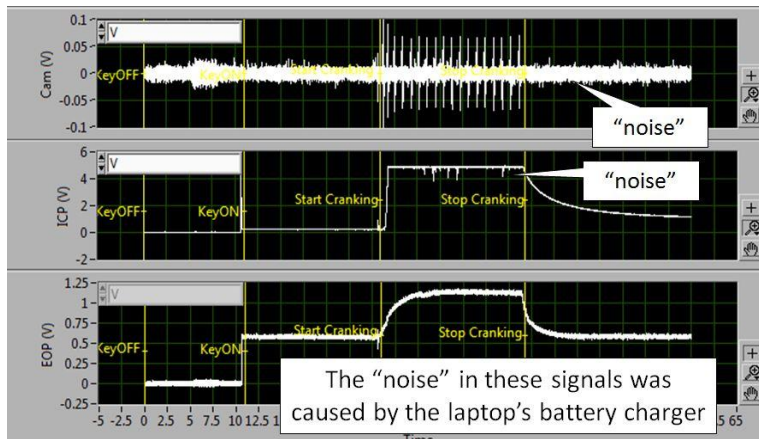
[SRT Manual](#)

[SRT's related to CPA high pressure pump diagnostics](#)

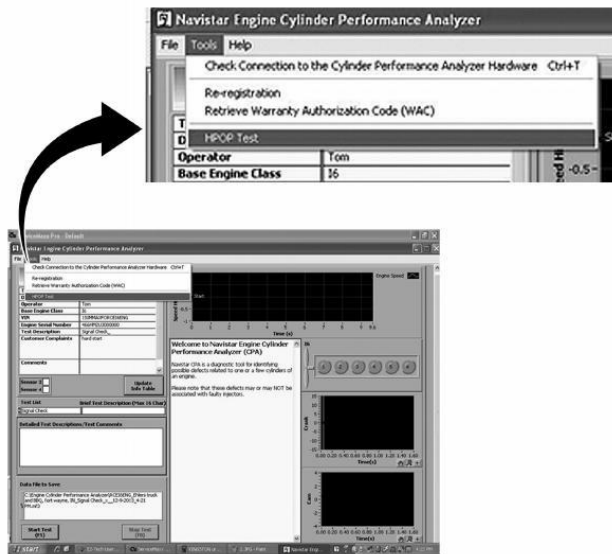
**OTHER RESOURCES**

**CPA TIPS**

- Perform CPA HPOP test with the engine at the same temperature as the complaint or symptom is occurring.
- If the CPA issues a "**Engine oil pressure(EOP) too low during cranking**" message **do not ignore this**. Broken piston cooling nozzles have been found after diagnosing this fault. **Do not** use a mechanical gauge as a substitute for the electronic tool.
- Attach battery charger to the vehicle before beginning CPA testing. Place charger as far away from CPA module as possible.
- If you replace a HPOP (which includes a new IPR valve) or if you replace just the IPR valve it is important to run the engine (preferably a road test) before repeating a CPA HPOP Test 1 or 2 as IPR valve break-in is important.
  - There is a pin and a seat inside the IPR valve. How they mate is critical to idle stability. These two parts have to "wear in" before the valve's performance is ideal. The break-in is usually complete anywhere between 15 minutes to 2 hours of mixed load engine operation. Also high pressure component replacements introduce air into the oil circuit. The air plays tricks on the ECM as it tries to control IPR pressure.
- If CPA issues a "residual pressure detected" message then you may have to wait for pressure to decay before retesting, de-power IPR valve momentarily (Test 2 only), loosen the high pressure hose to relieve pressure, or connect injectors and briefly crank engine to allow ICP pressure to decay.
- If using "No WAC" or repeating a single test multiple times and the CPA give you a conclusion or message that does not make sense remember that it may be assuming that the prior test number failed. **Example-** if you perform Test 3 in "No WAC" mode and it passes the test, the CPA message may state that you have an IPR valve problem. If this occurs its because the CPA assumes you are performing Test 3 because Test 2 (IPR full fielded) failed.
- Laptop power supply's, chargers, inverters, and battery chargers can cause interference with the CPA tool. See below:



- The name of this CPA Tool test is **"CPA HPOP Test"** (select from top left of CPA screen).



- It is strongly recommended that the CPA application be launched from ServiceMaxx.
- The CPA software records every completed HPOP test and automatically creates a .zip file that contains every test that was completed on a VIN (during that session). This zip file resides in a folder on the EZ-Tech titled "Engine Cylinder Performance Analyzer"
- Beginning with Version 5 the CPA stores a screenshot (.jpg) of every WAC screen in the "Engine Cylinder Performance Analyzer" folder on the EZ-Tech

**CPA Related Links:**

- CPA HPOP test instructions ([here](#)) (Note: this PDF is also inside the CPA software under "Help" menu)
- CPA software installation (upgrade) [IK2700062](#)
- Note:** CPA Tool software must be updated to version 5.0.0.1 or higher in order to perform HPOP test and be able to issue WAC's for HPOP, 6 injectors, or ICP sensor.
- CPA Update kit 12-999-01-E1 ([TL2900079](#))
- IPR Block-off adaptor with integrated sensor kit [12-999-01-07](#) (new tool shipped Essential in November 2014)
- CPA LMS Training Course: "Cylinder Performance Analyzer Tool Instruction Update"
  - Course Catalog > Service > Engine
- [HPOP Oil Inlet Screen](#)
- If SPN 164 FMI 16 or FMI 15 set after a HPOP replacement, please refer to article [IK1201043](#) (ICP Adaptation)

If you would like to order additional Tools, have questions, concerns, feedback, or need replacement parts, please contacts the Navistar Service [Tool Support Center](#) Phone: 1-800-365-0088 (Toll Free) or 630-985-4171 or submit a Service Tool IKNow Case

Staff ID	Client ID	Comments	Created Date
	DYYDDSD	You received the following feedback From: dyyddsd - David Schaer Email Address: dschaer@ohallorans.com Job Classification: SE002, Service Director Dealer: O'HALLORAN INTERNATIONAL Feedback: Refer to Case file # 2914596 the unit would not start under any circumstances when hot. the cpa tool would not issue a code. went back to the old	2/16/2015 2:06:30 PM

way of diagnosing the hp oil system and hooked up the high pressure stand alone pump and found leaks at inj 1 and 3 repaced pucks and resealed, pressure tested again and got no improvement in the leaks injectors 1 and 3 needd replaced to solve this issue Need to know how to proceed to an IApprove with this condition. Thanks, Dave