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Document ID: IK1201075

Availability: ISIS, FleetSIS

Major System: ENGINES

Current Language: English

Other Languages: NONE

Viewed: 10291

Revision: 4

Created: 2/11/2014

Last Modified: 2/12/2016

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Coding Information

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Title: 2010-2012 MaxxForce 11/13L Intake Throttle Valve Causing Regen Issues

Applies To: 2010-2012 IBB Maxxforce 11/13/15L Engines

Change Log:02/01/2016- Updated temp under graph to 550-700°F

DESCRIPTION

Some intake throttle valves are causing frequent regen issues and can be hard to detect through normal test procedures and sometimes will not be accompanied with any DTC's causing extended downtime for diagnosing.

SYMPTOM(s)

Possible Diagnostic Trouble Code(s) & Dashboard Indicator Light(s):

The unit may have one or more or none of the following DTC's

DTC/Dash Light	Description
SPN 51 FMI 7/MIL	ETP Does Not Agree with Commanded Position
SPN 3719 FMI 0/MIL	DPF Soot Load- Highest
SPN 3719 FMI 15/MIL	DPF Soot Load- Lowest
SPN 3719 FMI 16/MIL	DPF Soot Load -Moderate
SPN 4766 FMI 10/MIL	DPF Regen Feedback Fault

Customer Complaint(s):

Customers can experience frequent regens, low power, unit unable to complete a regen, or soot load accumulation issues.

INSPECTION STEP(s)

1. Inspect the ITV connector for any issues like backed out pins/corrosion/looseness.

DIAGNOSTIC STEP(s)

1. Hook up ServiceMaxx and run an OBFCT
2. Review the OBFCT and compare to the graph below in Figure #1. As stated in items 1 and 2 of Figure #1 look for a slow to build temp and a DOC inlet temp that stays too cold. You generally should see DOC IT around 550-700°F as shown in Figure #2.
3. If your OBFCT looks similar to Figure #1 and all aftertreatment components are testing good then replace the ETV and retest. If it does not exhibit a similar failure then refer to the MaxxForce Aftertreatment Manual for further diagnostics of any regen concerns.

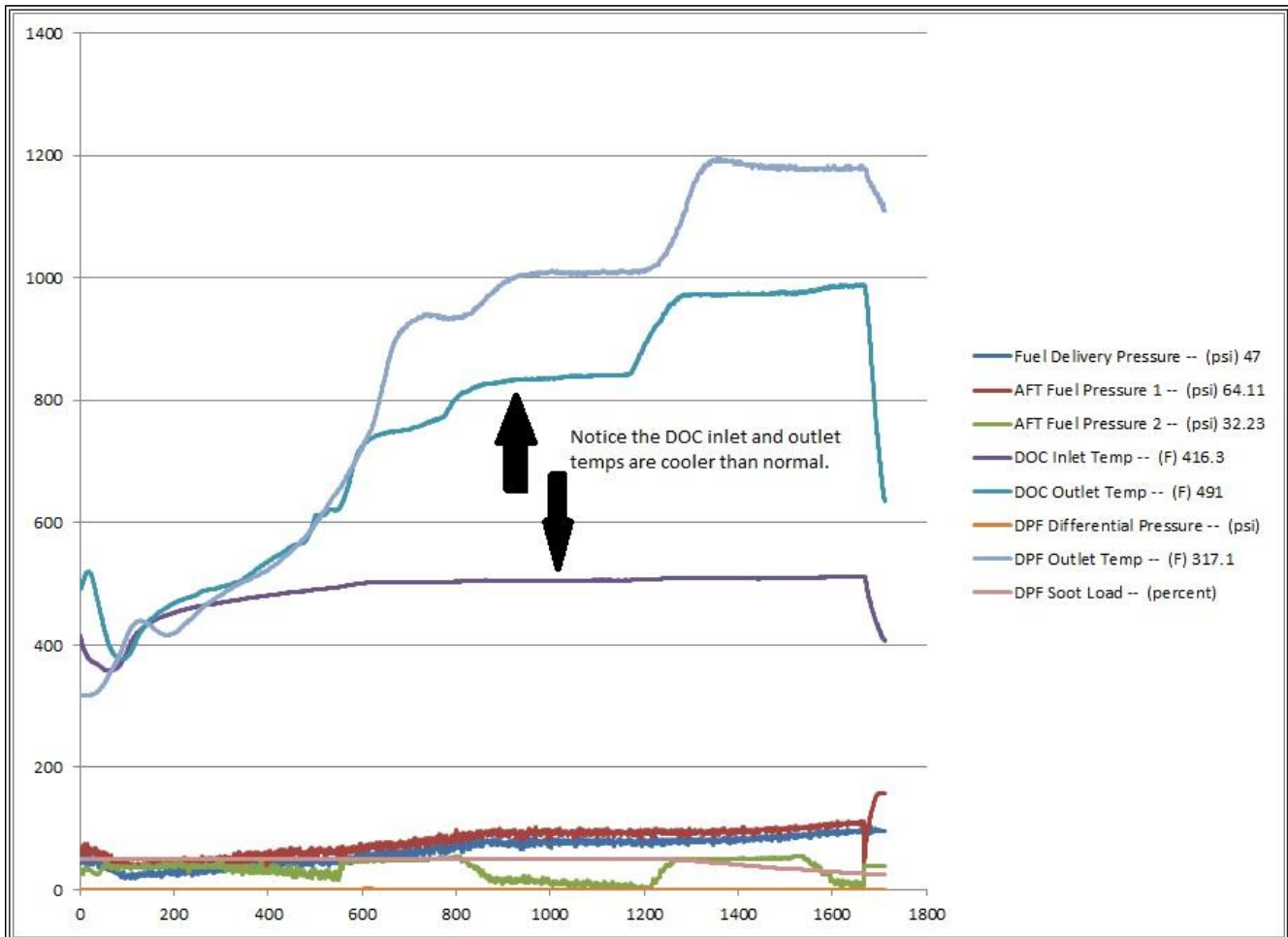


Figure #1: OBFCT with a Bad ETV

Item 1: Notice the DOC inlet and outlet temps are cooler than a normal regen should be. DOC inlet should be in the 550-700°F range. This is due to the ITV not working properly to produce enough heat in the exhaust system.

Item 2: Notice the length of time it takes for the temps to start rising

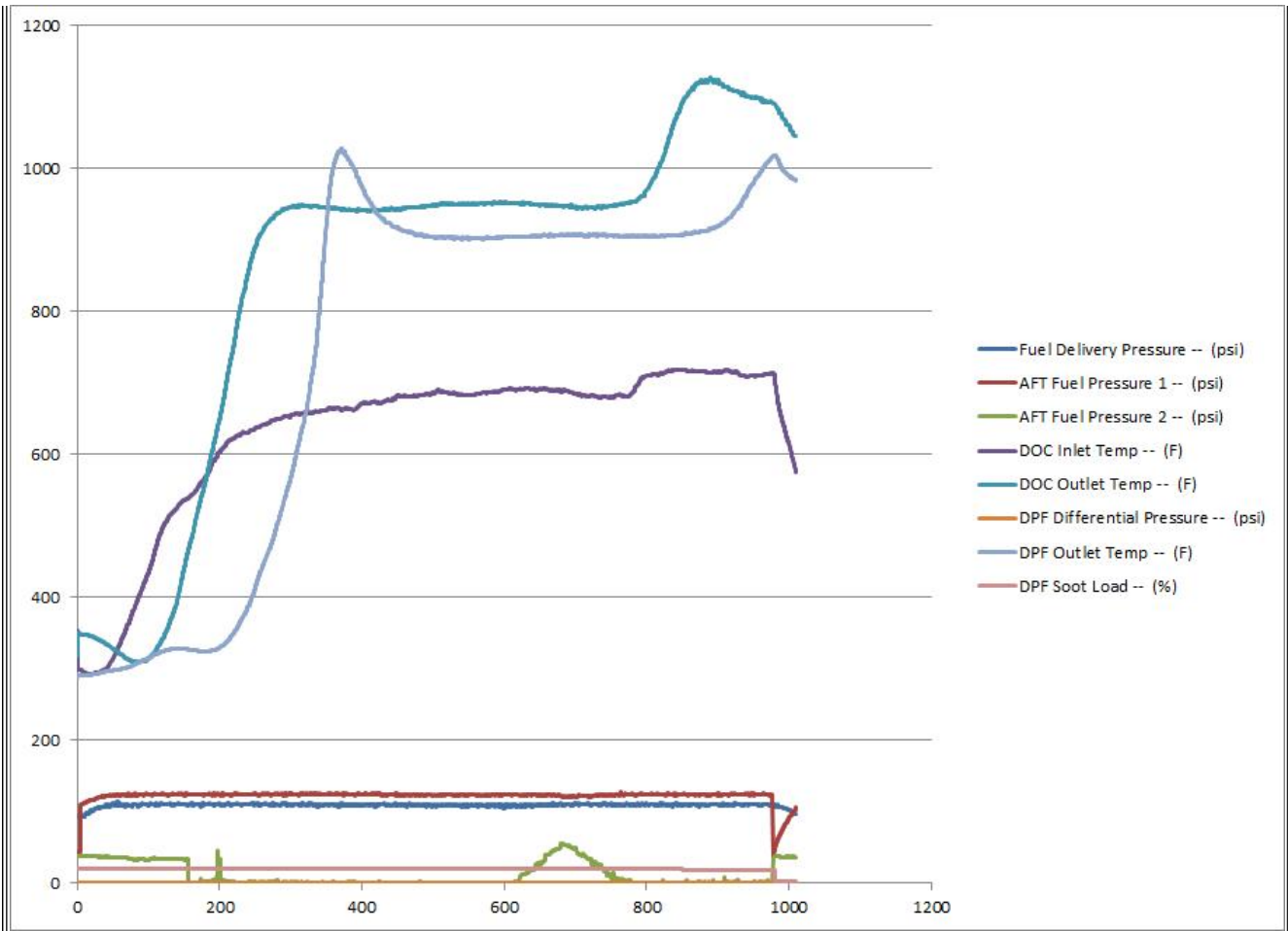


Figure #2: Good Regen

Item 1: Notice the temps rise much quicker than the bad regen shows

Item 2: DOC Inlet temp is in a good range

SERVICE PART(s) INFORMATION

Kit Description	Part Number	Quantity Required	Ordering Instructions
Intake Throttle Valve (Vertical)	3007676C91	1	Order from Navistar, Critical Truck Down NDA
Intake Throttle Valve (Horizontal)	3005375C1	1	Order from Navistar, Critical Truck Down NDA
Gasket	3013488C1	1	Order from Navistar, Critical Truck Down NDA
Bolt M8 x 50	1818229C1	1	Order from Navistar, Critical Truck Down NDA
Bolts M8 x 100	1817962C1	2	Order from Navistar, Critical Truck Down NDA

REPAIR STEP(s)

Replace the ITV and rerun the OBFCT to verify the repair

REMOVAL PROCEDURE

Follow steps per the 2010 IBB service manual

<https://evaluate.internationaldelivers.com/service/SVCDOCS/Navistar/engine/0000001682.htm>

INSTALLATION PROCEDURE

Follow steps per the 2010 IBB service manual

<https://evaluate.internationaldelivers.com/service/SVCDOCS/Navistar/engine/0000001682.htm>

WARRANTY INFORMATION

Warranty Claim Coding:

Group:	12000
Noun:	714

Standard Repair Time(s):

Step	Description	SRT Link
1	ITV, Diagnostics	A12-2053A
2	OBFCT	A12-2235A
3	Intake Throttle Valve (ITV), Replace	R12-8714U

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Feedback Information

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