

1 05 07-16



Service Information Bulletin

SUBJECT	DATE
SPN 100 (MCM)(EPA10;GHG14) and SPN 100 (MCM)(GHG17)	May 2016

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0084	DD Platform HDEP	SPN 100/FMI 5 - EPA10 -GHG14	New EPA10/GHG14 HDEP diagnostic procedures
DDC-SVC-MAN-0193	GHG17 DD Medium Duty	SPN 100/FMI 5 - GHG17	New DD5 and DD8 diagnostic procedures
DDC-SVC-MAN-0191	DD Platform HDEP	SPN 100/FMI 5 - GHG17	New GHG17 HDEP diagnostic procedures

DiagnosticLink users: Please update the troubleshooting guides in DiagnosticLink with this newest version. To update the tool troubleshooting guide, open DiagnosticLink and from the Help – Troubleshooting Guides menu, select the appropriate troubleshooting manual, then click Update.



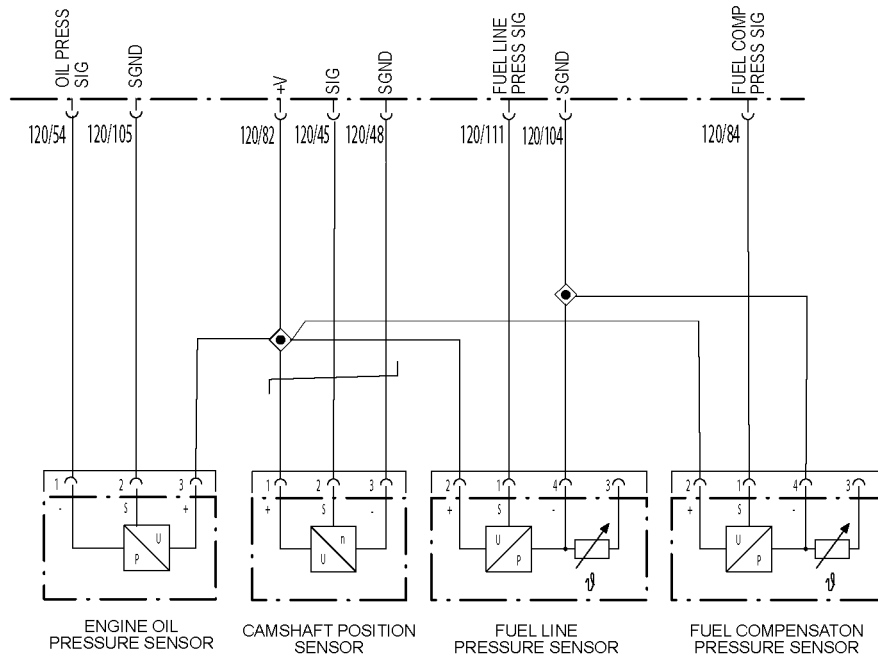
13400 Outer Drive, West, Detroit, Michigan 48239-4001
 Telephone: 313-592-5000
www.demanddetroit.com

2 SPN 100/FMI 5 - EPA10 - GHG14

Oil Pressure Sensor Stuck High - Low Speed

Table 1.

SPN 100/FMI 5	
Description	This diagnosis is Typically Oil Pressure Stuck
Monitored Parameter	Engine Oil Pressure
Typical Enabling Conditions	Always Enabled
Monitor Sequence	Key On Engine Running at Speeds Below 625 rpm
Execution Frequency	Continuous When Enabling Conditions are Met
Typical Duration	Two Seconds
Dash Lamps	CEL
Engine Reaction	None, Engine Derate or Engine Shut Down - Calibration Dependent
Verification	While the Engine is at Normal Operating Temperature, Road Test Performing Several Decelerations



d150009

Check as follows:



WARNING: ENGINE EXHAUST

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

1. Connect DiagnosticLink[®].
2. Turn the ignition ON (key ON, engine OFF).
3. Check for multiple fault codes. Are fault codes SPN 100/FMI 3 or FMI 4 present?
 - a. Yes; diagnose the other fault codes first.
 - b. No; Go to step 4.

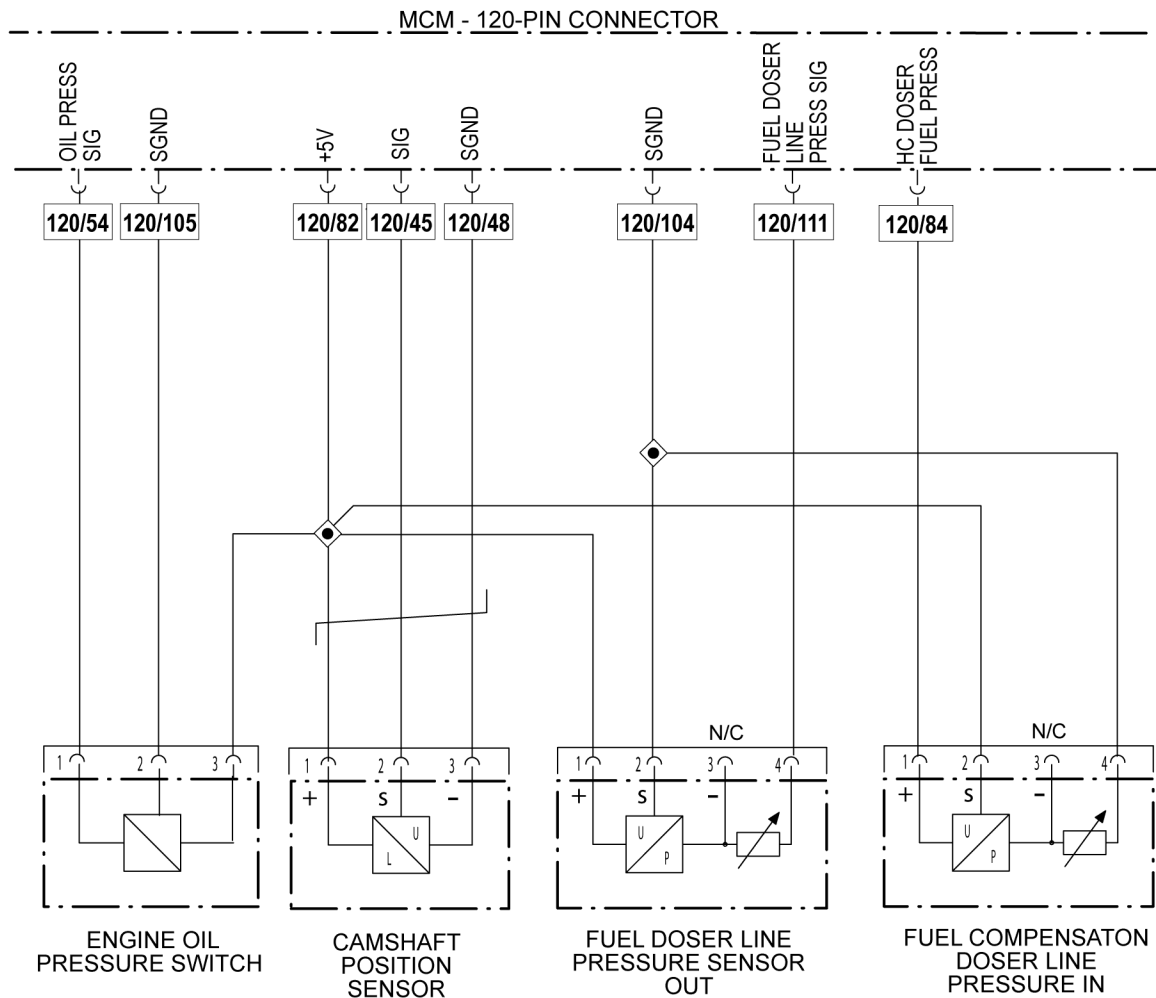
4. Disconnect the engine oil pressure sensor. Inspect the connector for damage, bent, spread or unseated (pushed out) pins, corrosion or wire damage. Is damage present?
 - a. Yes; repair as necessary.
 - b. No; Go to step 5.
5. Measure the resistance between pin 2 of the engine oil pressure sensor and ground. Is the resistance greater than five ohms?
 - a. Yes; repair the open circuit between pin 2 of the Engine Oil Pressure sensor and pin 105 of the MCM 120-pin connector.
 - b. No; replace the engine oil pressure sensor. Refer to section "*Removal of the Engine Oil Pressure Sensor*".

3 SPN 100/FMI 5 - GHG17

Oil Pressure Sensor Stuck High - Low Speed

Table 2.

SPN 100/FMI 5	
Description	This diagnosis is Typically Oil Pressure Stuck
Monitored Parameter	Engine Oil Pressure
Typical Enabling Conditions	Always Enabled
Monitor Sequence	Key On Engine Running at Speeds Below 625 rpm
Execution Frequency	Continuous When Enabling Conditions are Met
Typical Duration	Two Seconds
Dash Lamps	CEL
Engine Reaction	None, Engine Derate or Engine Shut Down - Calibration Dependent
Verification	While the Engine is At Normal Operating Temperature, Road Test Performing Several Decelerations



d150362

Check as follows:

**WARNING: ENGINE EXHAUST**

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

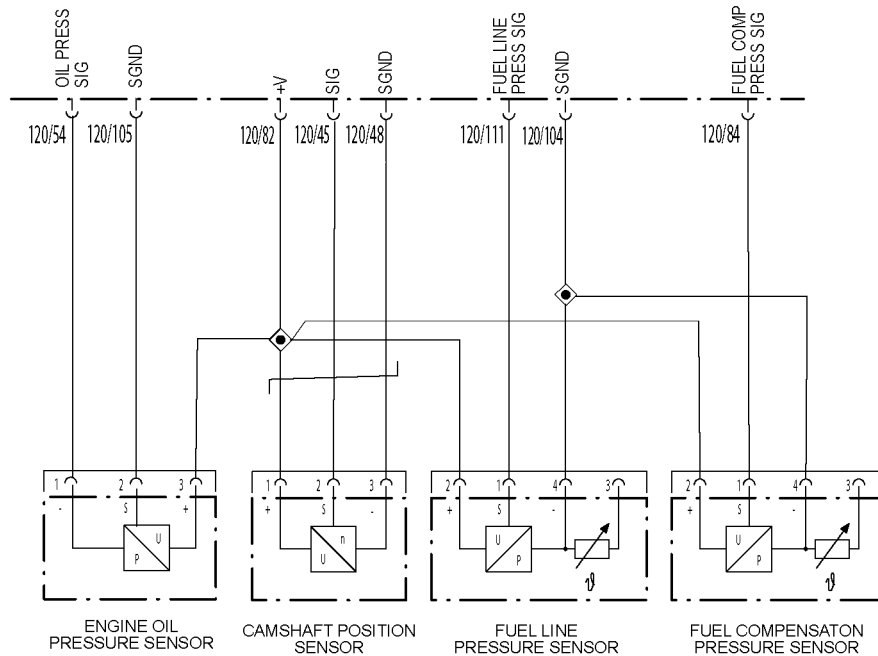
1. Connect DiagnosticLink[®].
2. Turn the ignition ON (key ON, engine OFF).
3. Check for multiple fault codes. Are fault codes SPN 100/FMI 3 or FMI 4 present?
 - a. Yes; diagnose the other fault codes first.
 - b. No; Go to step 4.
4. Disconnect the engine oil pressure sensor. Inspect the connector for damage, bent, spread or unseated (pushed out) pins, corrosion or wire damage. Is damage present?
 - a. Yes; repair as necessary .
 - b. No; Go to step 5.
5. Measure the resistance between pin 2 of the engine oil pressure sensor and ground. Is the resistance greater than five ohms?
 - a. Yes; repair the open circuit between pin 2 of the engine oil pressure sensor and pin 105 of the MCM 120-pin connector.
 - b. No; replace the engine oil pressure sensor. Refer to section "*Removal of the Engine Oil Pressure Sensor*".

4 SPN 100/FMI 5 - GHG17

Oil Pressure Sensor Stuck High - Low Speed

Table 3.

SPN 100/FMI 5	
Description	This diagnosis is Typically Oil Pressure Stuck
Monitored Parameter	Engine Oil Pressure
Typical Enabling Conditions	Always Enabled
Monitor Sequence	Key On Engine Running at Speeds Below 625 rpm
Execution Frequency	Continuous When Enabling Conditions are Met
Typical Duration	Two Seconds
Dash Lamps	CEL
Engine Reaction	None, Engine Derate or Engine Shut Down - Calibration Dependent
Verification	While the Engine is at Normal Operating Temperature, Road Test Performing Several Decelerations



d150009

Check as follows:



WARNING: ENGINE EXHAUST

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

1. Connect DiagnosticLink[®].
2. Turn the ignition ON (key ON, engine OFF).
3. Check for multiple fault codes. Are fault codes SPN 100/FMI 3 or FMI 4 present?
 - a. Yes; diagnose the other fault codes first.
 - b. No; Go to step 4.

4. Disconnect the engine oil pressure sensor. Inspect the connector for damage, bent, spread or unseated (pushed out) pins, corrosion or wire damage. Is damage present?
 - a. Yes; repair as necessary .
 - b. No; Go to step 5.
5. Measure the resistance between pin 2 of the engine oil pressure sensor and ground. Is the resistance greater than five ohms?
 - a. Yes; repair the open circuit between pin 2 of the engine oil pressure sensor and pin 105 of the MCM 120-pin connector.
 - b. No; replace the engine oil pressure sensor. Refer to section "Removal of the Engine Oil Pressure Sensor".