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Service Information Bulletin

SUBJECT	DATE
SPN 103 (MCM)(GHG14) and SPN 103 (MCM)(GHG17)	January 2016

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0084	DD Platform	SPN 103/FMI 2 - GHG14	Added troubleshooting for GHG14 and GHG17.
DDC-SVC-MAN-0191		SPN 103/FMI 2 - GHG17	

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.



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2 SPN 103/FMI 2 - GHG14

Turbocharger Speed Not Plausible

Table 1.

SPN 103/FMI 2	
Description	Turbocharger Speed Not Plausible
Monitored Parameter	Turbo speed sensor
Typical Enabling Conditions	Turbocharger Speed Above Threshold
Monitor Sequence	None
Execution Frequency	Always enabled
Typical Duration	Two Seconds
Dash Lamps	MIL, CEL
Engine Reaction	None
Verification	Road test

1. Inspect the entire air intake system for leaks and/or restrictions including air filter and CAC. Were leaks or restrictions found?
 - a. Yes; repair as necessary.
 - b. No; Go to step 2.
2. Visually inspect the EGR system for leaks, obstructions, loose clamps or damage. Were leaks, obstructions, loose clamps or damage found?
 - a. Yes; repair as necessary. Go to step 4.
 - b. No; Go to step 3.
3. Inspect the EGR valve for physical damage such as a broken butterfly. Was damaged found?
 - a. Yes; replace the EGR valve. Go to step 4.
 For the DD13: Refer to section "Removal of the Exhaust Manifold"
 For the DD15 and DD16: Refer to section "Removal of the DD15 and DD16 Exhaust Gas Recirculation Valve"
 - b. No; Go to step 4.
4. Connect to DiagnosticLink[®].
5. Turn the ignition ON (key ON, engine OFF).
6. Road test vehicle and record a log file with Instrumentation Mechanical Panel data; Temperatures, Engine and Road Speed, Torque, Manifold and Boost psi. Do all readings pass specification?
 - a. Yes; replace the Turbocharger Speed Sensor (TSS).
 - b. No; follow the appropriate component troubleshooting procedure for the affected component.

3 SPN 103/FMI 2 - GHG17

Turbocharger Speed Not Plausible

Table 2.

SPN 103/FMI 2	
Description	Turbocharger Speed Not Plausible
Monitored Parameter	Turbo speed sensor
Typical Enabling Conditions	Turbocharger Speed Above Threshold
Monitor Sequence	None
Execution Frequency	Always enabled
Typical Duration	Two Seconds
Dash Lamps	MIL, CEL
Engine Reaction	None
Verification	Road test

1. Inspect the entire air intake system for leaks and/or restrictions including air filter and CAC. Were leaks or restrictions found?
 - a. Yes; repair as necessary.
 - b. No; Go to step 2.
2. Visually inspect the EGR system for leaks, obstructions, loose clamps or damage. Were leaks, obstructions, loose clamps or damage found?
 - a. Yes; repair as necessary. Go to step 4.
 - b. No; Go to step 3.
3. Inspect the EGR valve for physical damage such as a broken butterfly. Was damage found?
 - a. If EGR valve is damaged, replace the EGR valve. Go to step 4.
For the DD13 and DD15: Refer to section "Removal of the DD13 and DD15 Exhaust Gas Recirculation Valve".
For the DD16: Refer to section "Removal of the DD16 Exhaust Gas Recirculation Valve".
 - b. If no damage is found, Go to step 4.
4. Connect to DiagnosticLink[®].
5. Turn the ignition ON (key ON, engine OFF).
6. Road test vehicle and record a log file with Instrumentation Mechanical Panel data; Temperatures, Engine and Road Speed, Torque, Manifold and Boost psi. Do all readings pass specification?
 - a. Yes; replace the Turbocharger Speed Sensor (TSS).
 - b. No; follow the appropriate component troubleshooting procedure for the affected component.