

**1 02 15-16****Service Information Bulletin**

| SUBJECT                | DATE          |
|------------------------|---------------|
| SPN 4765 (MCM) (GHG17) | February 2016 |

**Additions, Revisions, or Updates**

| Publication Number / Title | Platform               | Section Title             | Change                                                     |
|----------------------------|------------------------|---------------------------|------------------------------------------------------------|
| DDC-SVC-MAN-0191           | DD Platform<br>- GHG17 | SPN 4765/FMI 0 -<br>GHG17 | Format change, manual number correction, update for GHG17. |



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## 2 SPN 4765/FMI 0 - GHG17

Exhaust Temperature High

**Table 1.**

| SPN 4765/FMI 0              |                                         |
|-----------------------------|-----------------------------------------|
| Description                 | Exhaust Temperature High                |
| Monitored Parameter         | Exhaust Temperature                     |
| Typical Enabling Conditions | Always On                               |
| Monitor Sequence            | None                                    |
| Execution Frequency         | Continuous When Enabling Conditions Met |
| Typical Duration            | Two Seconds                             |
| Dash Lamps                  | CEL                                     |
| Engine Reaction             | Derate 25%                              |

Check as follows:

1. Shut off the engine, apply the parking brake, chock the wheels, and perform any other applicable safety steps.
2. Connect DiagnosticLink<sup>®</sup> Standard.
3. Turn the ignition ON (key ON, engine OFF).
4. Check for multiple fault codes. Are codes other than SPN 4765/FMI 0 active?
  - a. Yes; troubleshoot those first.
  - b. No; if only SPN 4765/FMI 0 and related codes are present, Go to step 5.
5. Monitor the Diesel Oxidation Catalyst (DOC) outlet temperature. Is the temperature greater than 760°C (1400°F)?
  - a. Yes; Go to step 8.
  - b. No; Go to step 6.

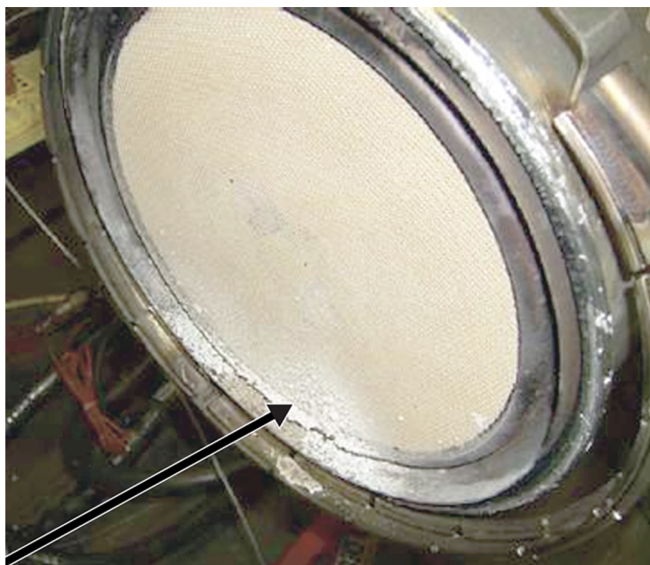


### **WARNING: ENGINE EXHAUST**

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

6. With DiagnosticLink connected, run the engine at 1200 rpm for 10 minutes.
7. Monitor the DOC inlet temperature and the DOC outlet temperature. Are the temperatures within 25°C (45°F) of each other?
  - a. Yes; Go to step 10.
  - b. No; Go to step 8.
8. Turn the ignition OFF.
9. Disconnect the DOC outlet temperature sensor and inspect the connector for damaged, bent, spread, or corroded pins. If the temperature sensor connector is OK, check wiring from the Aftertreatment Control Module (ACM), ACM 120-pin connector pin 27. Was any damage found?
  - a. Yes; repair as necessary.
  - b. No; replace the DOC outlet temperature sensor. Refer to section "Removal of the Diesel Oxidation Catalyst Outlet Temperature Sensor".
10. Perform an Idle Speed Balance test using DiagnosticLink. Retain the log file. Refer to section "Checking Idle Speed Balance".
11. Was a faulty fuel injector/cylinder identified?
  - a. Yes; repair the faulty fuel injector/cylinder, and repeat the idle speed balance test to verify the repair. Go to step 21.
  - b. No; Go to step 12.
12. Remove the Aftertreatment Device (ATD). Refer to section "Removal of the 1-BOX™ from the Vehicle".
13. Disassemble the ATD and inspect the inlet face of the DPF substrate for contamination.

14. Was coolant contamination found (white residue on inlet face of the DPF and a sweet smell from exhaust)?
- Yes; Go to step 17.
  - No; Go to step 15.



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15. Was oil contamination found (oil residue or paste on DPF Inlet face or an oil lacquer on the inlet flange)?
- Yes; Go to step 20.
  - No; Go to step 16.
16. Was fuel contamination found (inlet flange washed clean)?
- Yes; Go to step 22.
  - No; Go to step 23.
17. Question the operator about coolant usage.
18. Visually inspect the coolant reservoir for low level.
19. Repair the cause of coolant entry as necessary and Go to step 23.
20. Question the operator about excessive oil consumption. Possible causes of excessive oil consumption are:
- Excessive idle time
  - Defective turbine wheel seal
  - Turbocharger bearing failure
  - Worn exhaust valve seals
  - Defective crankcase breather system
  - Stuck rings
21. Repair the cause of oil contamination and Go to step 23.
22. Repair the cause of fuel contamination and Go to step 23.
23. Install the ATD. Refer to section "Installation of the 1-BOX™ Aftertreatment Control Module".

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**WARNING: HOT EXHAUST**

During parked regeneration the exhaust gases will be extremely HOT and could cause a fire if directed at combustible materials. The vehicle must be parked outside.

**NOTE:** The parked regeneration is successful if the DOC outlet temperature is within 100°C (212°F) of the DOC Model Delay.

24. Perform a parked regeneration. Verify repairs.  
Refer to section "Performing a Parked Regeneration - GHG17"  
Refer to section "Resetting the Diesel Particulate Filter Ash Accumulators"