

1 02 21-16



Service Information Bulletin

SUBJECT	DATE
SPN 3936 (ACM)(GHG17)	February 2016

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0191	DD Platform - GHG17	SPN 3936/FMI 18 - GHG17	Procedure has been updated.

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 3936/FMI 18 - GHG17

Diesel Particulate Filter (DPF) Pressure - Out of Range Low

Table 1.

SPN 3936/FMI 18	
Description	This Fault Code Sets when the Diesel Oxidation Catalyst (DOC) Inlet Pressure Delta is Below Normal Operating Range for More Than 10 Seconds
Monitored Parameter	DOC Inlet Pressure Sensor
Typical Enabling Conditions	Always On
Monitor Sequence	None
Execution Frequency	Continuous When Enabling Conditions Met
Typical Duration	2 Seconds
Dash Lamps	MIL, CEL, SEL
Engine Reaction	Derate 25%
Verification	Run Engine Between 1200 to 1800 rpm With a Load Less Than 10%

Check as follows:

1. Visually inspect entire exhaust system for signs of leaks or damage. Are there any leaking or damaged exhaust components?
 - a. Yes; repair as necessary.
 - b. No; Go to step 2.
2. Connect DiagnosticLink[®].
3. Using the Selective Catalytic Reduction (SCR) voltage service routine, monitor the Diesel Oxidation Catalyst (DOC) inlet pressure (pin 87) and DPF outlet pressure (pin 72) voltages with the key ON, engine OFF.
4. Is the DOC inlet pressure sensor voltage between .44 to .56 volts?
 - a. Yes; Go to step 6.
 - b. No; Go to step 5.
5. Inspect electrical connector between DOC inlet pressure sensor connector and harness for bent, spread, or corroded pins. Is there any damage found?
 - a. Yes; repair as necessary.
 - b. No; replace the DOC inlet pressure sensor.
Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Pressure Sensor". Verify Repair.
6. Inspect the DOC pressure sensor tubes and elbows for leaks, kinks, or blockages. Were any leaks, kinks or blockages found?
 - a. Yes; repair as necessary.
 - b. No; Go to step 7.



WARNING: ENGINE EXHAUST

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



WARNING: PERSONAL INJURY

To avoid injury before starting and running the engine, ensure the vehicle is parked on a level surface, parking brake is set, and the wheels are blocked.

**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.

7. Perform a parked regeneration; during the regeneration, monitor (ASL: DOC Inlet Pressure).
8. During the parked regeneration, does either the DOC inlet pressure sensor drop to 0.0 psi at any time?
 - a. Yes; replace the failed sensor.
 - b. No; clear fault and release unit. The code likely occurred after extended idle and soot buildup has cleared.