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Service Information Bulletin

SUBJECT	DATE
SPN 3251 (ACM) (GHG17)	February 2016

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN- 0191	DD Platform	SPN 3251/FMI 0 - GHG17	Updates to cover One-Box and Two-Box ATS.

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 3251/FMI 0 – GHG17

Diesel Particulate Filter Pressure Out of Range Very High

Table 1.

SPN 3251/FMI 0	
Description	This Fault Code Sets when the Diesel Oxidation Catalyst (DOC) Inlet Pressure is 35 kPa (5 psi) Greater than the Calculated Diesel Particulate Filter (DPF) Outlet Pressure 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	Two 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. Connect DiagnosticLink[®].
2. Turn the ignition ON (key ON, engine OFF).
3. Check for other fault codes. Are fault codes SPN 3609/FMI 3 or FMI 4 present?
 - a. Yes; diagnose the other fault codes first.
 - b. No; Go to step 4.
4. Using DiagnosticLink, go to Service Routines > SCR and DPF voltages.
5. Monitor the DOC inlet pressure sensor voltage, pin 87. Is the voltage between 0.44 and 0.56 volts?
 - a. Yes; Go to step 6.
 - b. No; replace the DOC inlet pressure sensor. Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Pressure Sensor". Verify repair.
6. Is the aftertreatment a 1-Box[™] configuration?
 - a. Yes; Go to step 9.
 - b. No; Go to step 7.
7. Monitor the DPF outlet pressure sensor voltage, pin 72. Is the voltage between 0.44 and 0.56 volts?
 - a. Yes; Go to step 8.
 - b. No; replace the DPF outlet pressure sensor. Verify repair.



WARNING: PERSONAL INJURY

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

- Always start and operate an engine in a well ventilated area.
- If operating an engine in an enclosed area, vent the exhaust to the outside.
- Do not modify or tamper with the exhaust system or emission control system.



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

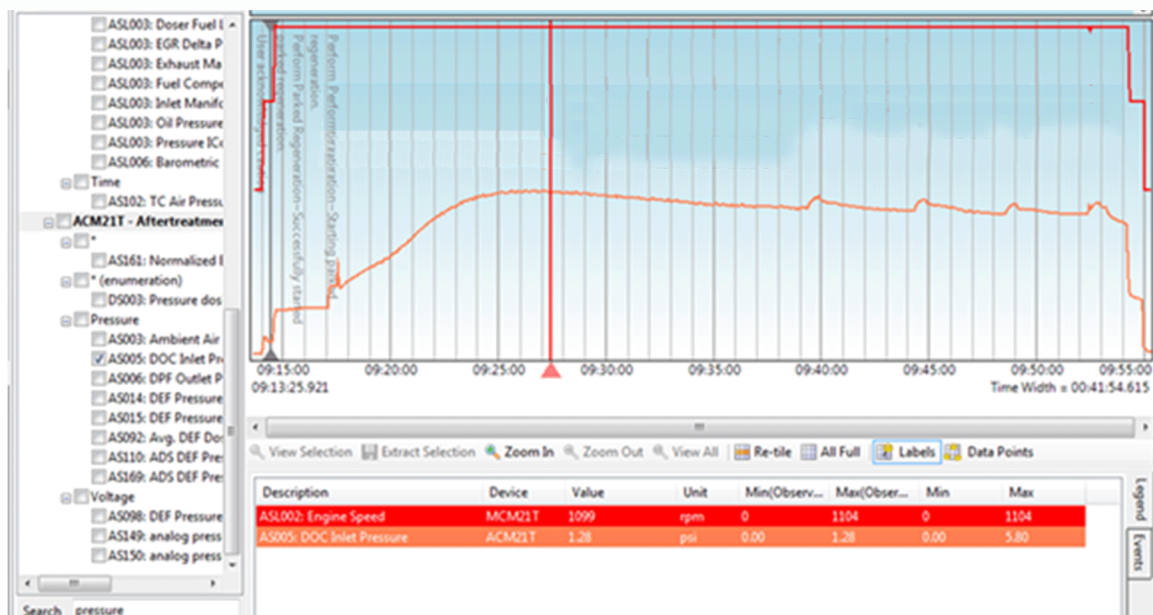
During parked regeneration the exhaust gases will be extremely HOT and could cause a fire if directed at combustible materials. The vehicle must be parked outside.

8. Start the engine and run a Low temperature ATD routine. Refer to section "GHG17 Perform Performance Check - Low Temperature ATD".
9. Monitor the DOC inlet temperature and the DOC outlet temperature readings. Does the DOC outlet temperature sensor reading follow the DOC inlet temperature sensor reading during the Low Temperature ATD routine?
 - a. Yes; replace the DPF due to a restriction. Verify repair.
 - b. No; Go to step 10.
10. Stop the Perform Performance Check - Low Temperature ATD service routine.
11. Perform Parked Regeneration. Monitor DOC inlet pressure and engine speed during the regen. Compare your DOC inlet pressure reading to the screen shots and descriptions below in (a and b) to determine what step to go to next.
 - a. If the DOC inlet pressure starts out high above 10 kPa (1.45 psi) and decreases during the parked regen, this indicates the DPFs were plugged and the parked regen cleared them. Go to step 12.



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- b. If the DOC inlet pressure starts above 6 kPa (0.8 psi), and stays high, the DOC is considered plugged. Go to step 13.



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12. The parked regen has reduced the DOC inlet pressure by reducing the soot accumulated in the DPF. Verify the fault code is gone and fill out the "ATD Checklist". Refer to section "ATD Checklist - GHG17".
13. Using DiagnosticLink, perform the DOC face cleaning routine. Refer to section "GHG17 Diesel Oxidation Catalyst Face Cleaning".