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Service Information Bulletin

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

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0191	GHG17 DD Platform	SPN 3251/FMI 20 - GHG17	Four steps are modified.
		SPN 3251/FMI 21 - 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 3251/FMI 20 - GHG17

Diesel Oxidation Catalyst Inlet Pressure - Not Plausible

Table 1.

SPN 3251/FMI 20	
Description	Diesel Oxidation Catalyst (DOC) Inlet Pressure Sensor - Not Plausible
Monitored Parameter	Exhaust Pressure
Typical Enabling Conditions	Always On
Monitor Sequence	None
Execution Frequency	Continuous When Enabling Conditions Met
Typical Duration	Two Seconds
Dash Lamps	MIL, CEL
Engine Reaction	Derate 25%
Verification	Parked Regen

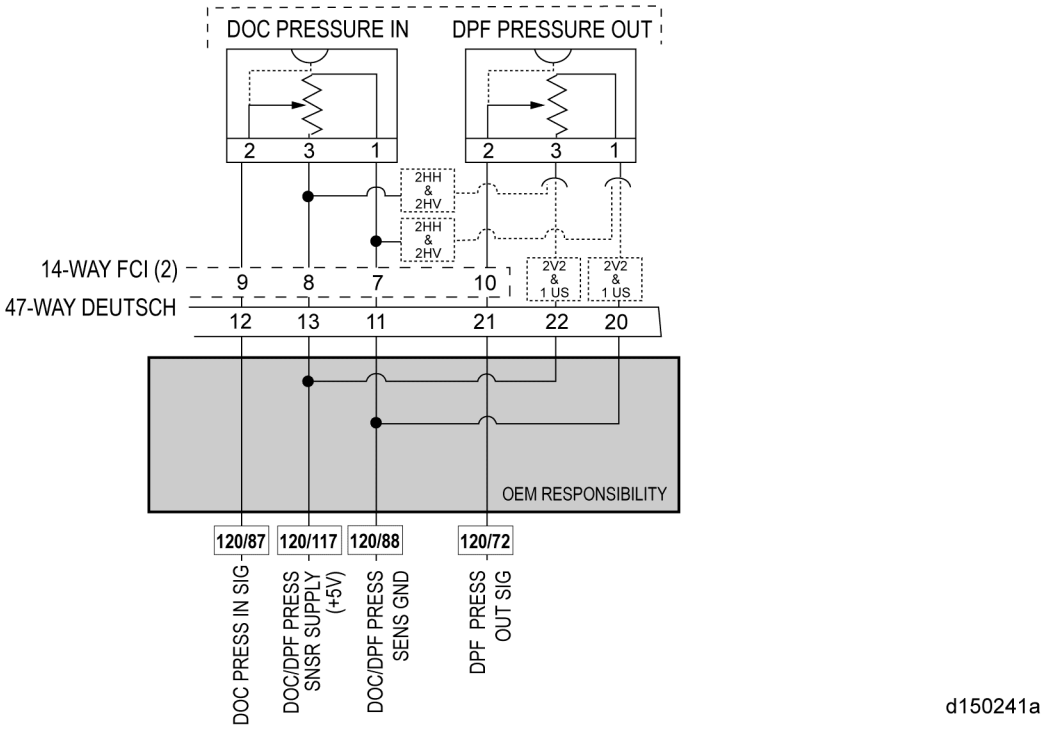
WARNING: PERSONAL INJURY

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: 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.



Check as follows:

1. Visually inspect the entire exhaust system for signs of leaks or damage. Is any damage found?
    a. Yes; repair as necessary. Verify repairs.
    b. No; Go to step 2.
2. Connect DiagnosticLink ®.
3. Using the Selective Catalytic Reduction (SCR) Voltage Service routine, monitor the DOC inlet pressure sensor voltage (pin 87) with key ON, engine OFF.
4. Is the DOC inlet pressure sensor voltage between 0.44 and 0.56 volts?
    a. Yes; Go to step 7.
    b. No; Go to step 5.
5. Disconnect the DOC inlet pressure sensor connector.
6. Inspect the DOC inlet pressure sensor connector for damaged pins, spread pins or corrosion. Is there any damage found?
    a. Yes; repair as necessary. Verify repairs.
    b. No; Go to step 7.
7. Remove the DOC inlet pressure sensor tube. Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Pressure Sensor Tube".
8. Inspect the DOC inlet pressure sensor tube for any restrictions. Were restrictions found?
    a. Yes; clear the restriction and reinstall the pressure sensor tube. Verify repair.
    b. No; reinstall the pressure sensor tube. Go to step 9.
9. Measure the voltage between pin 3 of the DPF inlet pressure sensor connector to ground. Is the voltage between 4.5 and 5.5 volts?
    a. Yes; replace the sensor. Verify repair.
    For 1-BOX™, Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Pressure Sensor".
    For Two-BOX, Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Pressure Sensor".
    b. No; repair the wire. Verify repair.

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Diesel Oxidation Catalyst Inlet / Outlet Pressure - Not Plausible

Table 2.

SPN 3251/FMI 21	
Description	Diesel Oxidation Catalyst (DOC) Inlet/Outlet Pressure Not Plausible
Monitored Parameter	Exhaust Pressures
Typical Enabling Conditions	Always On
Monitor Sequence	None
Execution Frequency	Continuous When Enabling Conditions Met
Typical Duration	Two Seconds
Dash Lamps	MIL
Engine Reaction	None
Verification	Parked Regeneration

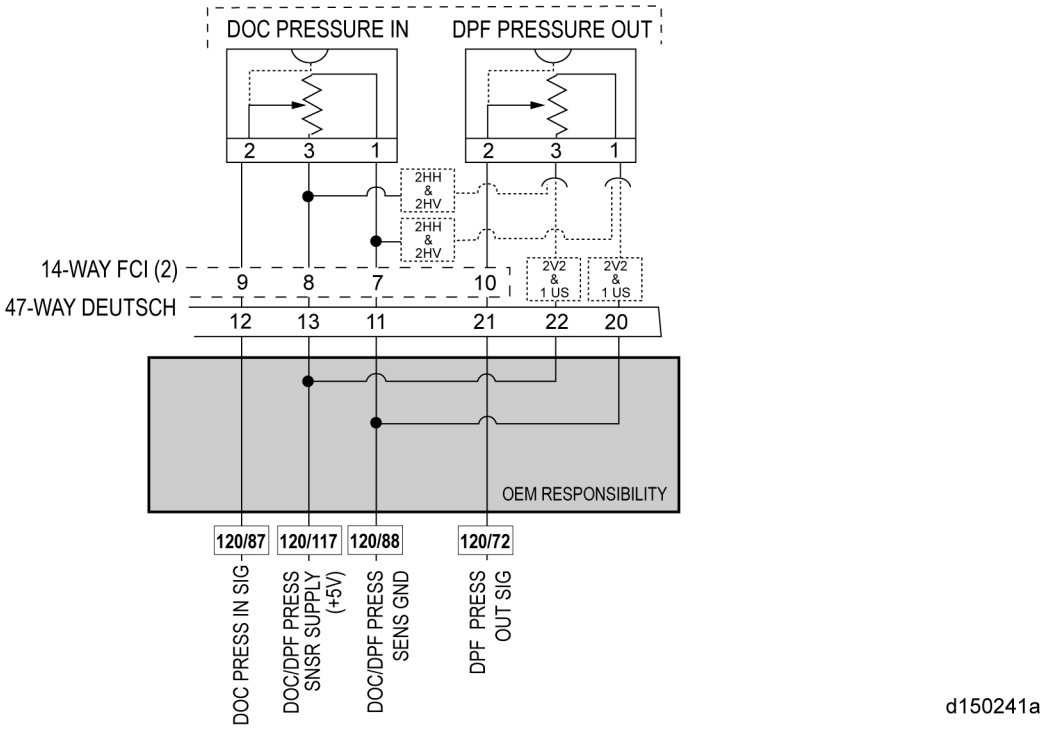
WARNING: PERSONAL INJURY

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: 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.



Check as follows:

1. Visually inspect the entire exhaust system for signs of leaks or damage. Is there any damage found?
   a. Yes; repair as necessary. Verify repair.
   b. No; Go to step 2.
2. Connect DiagnosticLink ®.
3. Using the Selective Catalyst Reduction (SCR) Voltage Service routine, monitor the DOC inlet pressure voltage (pin 87) with the key ON, engine OFF.
4. Is the DOC inlet pressure sensor voltage between 0.44 and 0.56 volts?
   a. Yes; Go to step 8.
   b. No; Go to step 5.
5. Disconnect the DOC inlet pressure sensor connector.
6. Inspect the DOC inlet pressure sensor connector for damaged pins, spread pins, or corrosion. Is there any damage found?
   a. Yes; repair as necessary. Verify repairs.
   b. No; Go to step 7.
7. Remove the DOC inlet pressure sensor tube. Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Pressure Sensor Tube".
8. Inspect the DOC inlet pressure sensor tube for any restrictions. Were restrictions found?
   a. Yes; clear the restriction and reinstall the pressure sensor tube. Verify repair.
   b. No; reinstall the pressure sensor tube. Go to step 9.
9. Measure the voltage from pin 3 of the DOC inlet pressure sensor connector to ground. Is the voltage between 4.5 and 5.5 volts?
   a. Yes; replace the sensor. Verify repair.
      For 1-BOX™, Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Pressure Sensor".
      For Two-BOX, Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Pressure Sensor".
   b. No; repair the wire. Verify repair.

