



Solution K76992557

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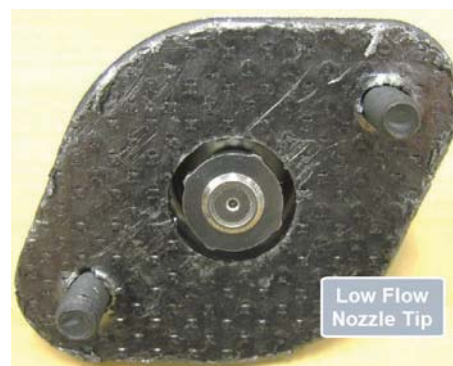
Solution

Title (customer effect) Chassis Experiencing High soot Accumulation, Abnormal (Too High, Too Low) Regeneration Temperatures Following An Aftertreatment Hydrocarbon Injector (AHI, 7th Injector) Nozzle Replacment Procedure

Cause Incorrect part number (P/N) AHI nozzle (7th Injector) could have possibly been installed.

Solution Model Year (MY) US17 changes to the AHI system have been made. MY US17 has been updated to a High flow nozzle.

- The low flow nozzle has been used for North American heavy duty engines since 2011. All US17 11L and 13L engines will now use the high flow nozzle (16L engines will continue to use the low flow nozzle).
- The AHI nozzle tip of the low flow and the high flow nozzle is different in appearance. Other than this difference, the two nozzles are visually the same.



Solution visibility

Dealer distribution

Function(s)/component(s) affected

Function affected engine , exhaust

Function Group

Function Group 258 emissions after-treatment

Customer effect

Main customer effect soot , regeneration , temperature , calibration/programming/pairing/missing operation , diagnostics/methodology , efficiency/abnormal behavior

Fluid implicated fuel

Conditions

Vehicle operating mode when driving , when stationary

Frequency of occurrence of problem always

Administration

Author A241298

Last modified by RU4469V

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Status Published

NA_MACK_Vehicle_Range

NA_MACK_Vehicle_Range Cabover , LR , LEU , MRU , Conventional , CHU , CXU , GU

NA_VOLVO_Vehicle_Range

NA_VOLVO_Vehicle_Range Conventional , VNX , VNL , VNM , VHD , VAH

Engine family

Engine family Volvo , 11L Engine , 13L Engine , Mack , MP7 , MP8

Emission Standard

Emission Standard 2018 , OBD2017 , US17 GHG , US14 CNG , US16 , US15 , US10 , US13 OBD , US14 GHG
