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Other Languages: NONE **Author:** Mark Ehlers
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Coding Information

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Title: CPA Snapshot Viewer: Air Management Test (AMT)

Applies To: EPA 2010-2013 MF DT/9/10 EPA 2014-2017 N9/N10

CHANGE LOG

12/14/2017- Initial Article Release
 11/6/2017-updated applies to and symptom/fault codes
 08/11/2017- Draft started

DESCRIPTION:

This document describes the process for utilizing the CPA Snapshot Viewer Air (SSV) Management Test (AMT)

Note: SSV- AMT does not issue a Warranty Authorization Code (WAC)

CPA Snapshot Viewer AMT Applies To:

Engine Platform	Emission Year	Emission Model
MED	2010-2013	MaxxForce DT/9/10
MED	2014-2017	N9/ N10

Software Release:

Version	Change Description	Release Date
9.0.1.0	Snapshot Viewer: MED Air Management Test (AMT) Release	12/15/2017

Software must always be current. Refer to the [CPA Resource Article](#)

SYMPTOM(s)/ FAULT CODE(s):

Symptom
Engine Unable To Reach Rated Speed (No Load)
Low Power
Frequent Regens

Fault Code	Description
2659-10	EGR Slow Response
2659-14	EGR System flow rate error during Air Management Test

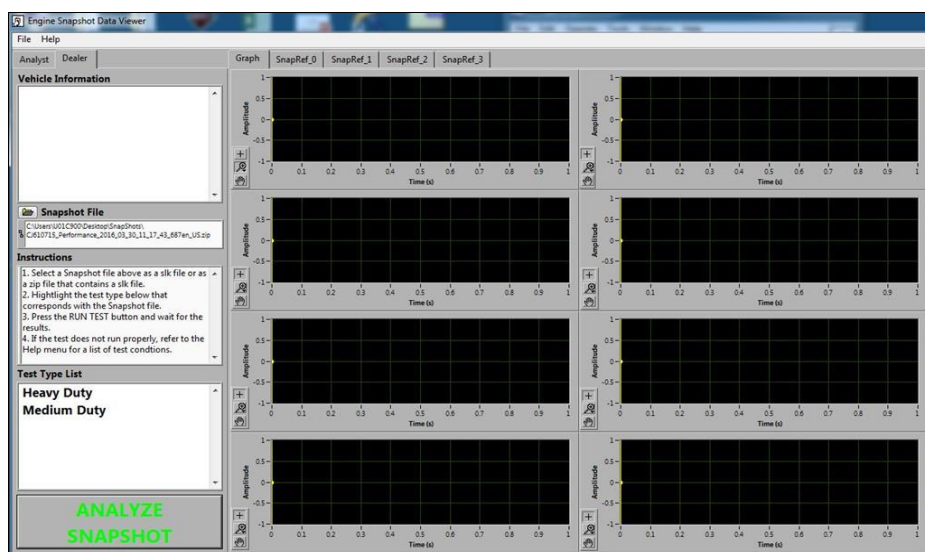
2659-20	EGR High Flow Rate Detected
2659-21	EGR Low Flow Rate Detected
3719	DPF Related Faults
3939	Aftertreatment Related Faults

TEST DESCRIPTION:

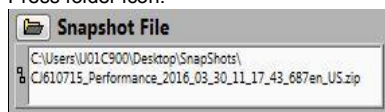
Engine Platform Application	Test	Notes
DT466	AMT	
DT570	AMT	

The CPA SSV module performs a data analysis of a Navistar Engine Diagnostics (NEDs) snapshot recording. The SSV-AMT is a sub-module that performs a data analysis of an Air Management Test (AMT) snapshot recorded with NEDs. SSV-AMT is to provide diagnostic guidance based on the data recorded.

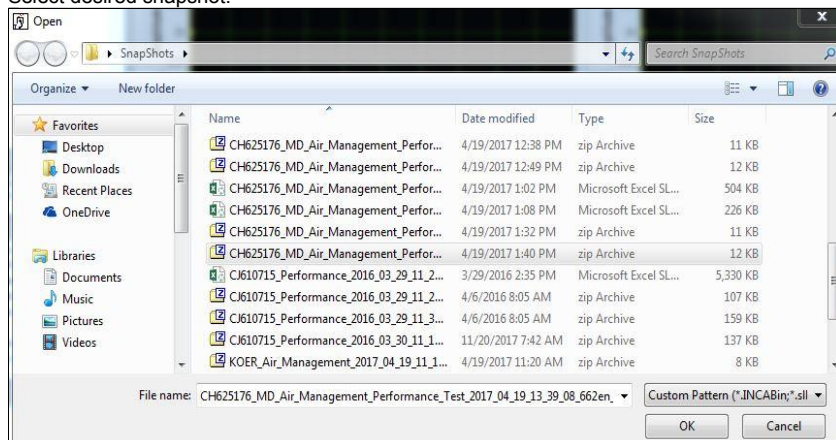
INSTRUCTION:



Press folder icon:

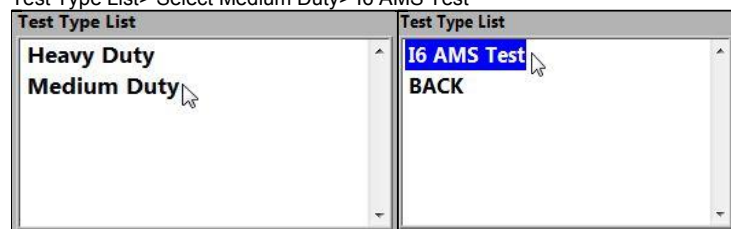


Select desired snapshot:

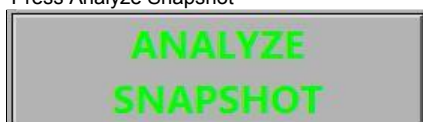


Note: Ensure the file selected is a SLK file and an Air Management Test

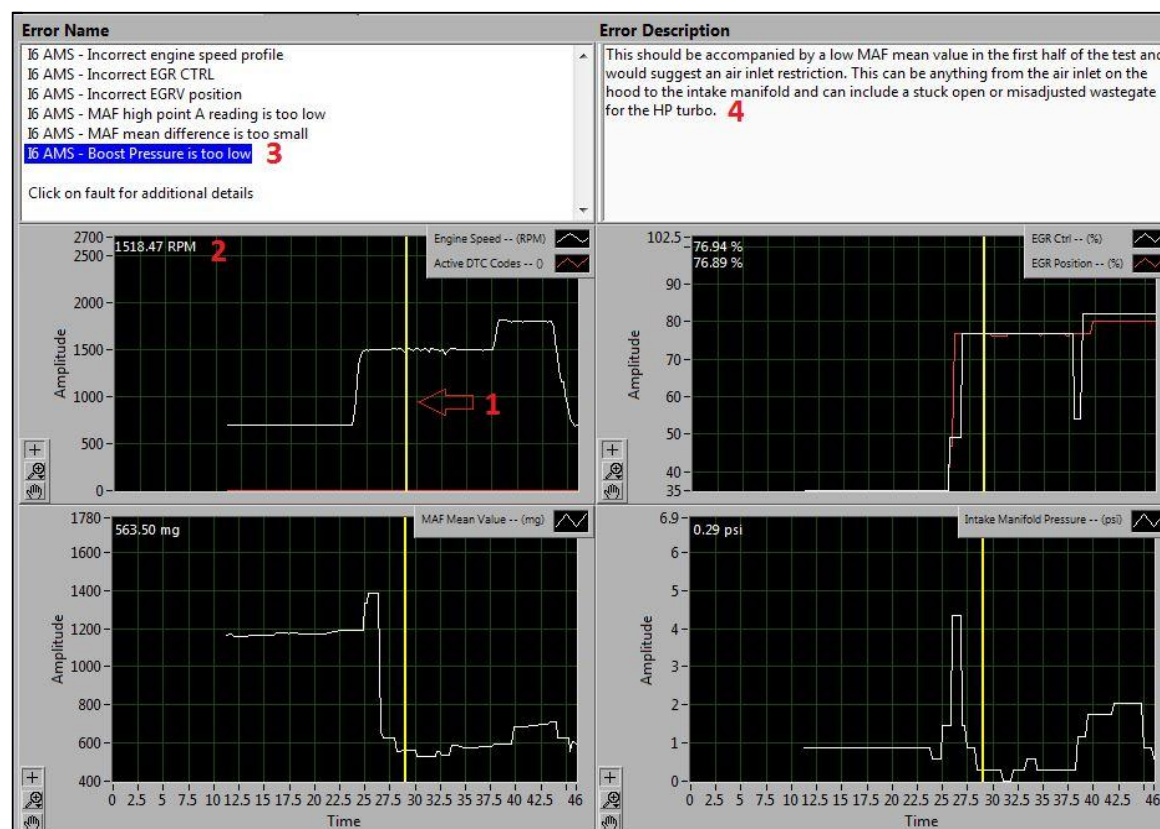
Test Type List> Select Medium Duty> I6 AMS Test



Press Analyze Snapshot



- 1- Yellow Vertical Cursor can be moved left and right
- 2- As Yellow Vertical Cursor moves> The data is populated in number value
- 3- Error Name> Click on Fault
- 4- Error Description> Populates detailed information on the fault (See Examples of SSV-AMT Messages Below)



Examples of SSV-AMT Error Descriptions:

Error Name	Error Description
Incorrect engine speed profile	Review engine speed value, make sure the correct snapshot has been selected.
Incorrect EGR CTRL	Check for Aftertreatment related DTC to be active during the test. An active AFT related DTC will cause the ECM to cancel all EGR valve operation even during a commanded test such as the AMS test or high output test
Incorrect EGRV position	Inspect EGR valve position signal and address as required

MAF high point A reading is too high	Incorrect engine, displacement, or torque designation was selected
MAF mean difference is too small	If the EGR valve did change from fully closed to fully open during the AMS test and the change in the MAF mean value was not great enough the test will fail and set the 2659:14 DTC. This is the only DTC that the AMS test will set regardless of the issue that caused the MAF mean value not to have a great enough change
MAF low point B reading is too low	Incorrect engine, displacement, or torque designation was selected
MAF low point B reading is slightly too high	Inspect for a restricted EGR air circuit (EGR valve, mixer housing, crossover pipe, and EGR cooler).
MAF low point B reading is too high	Inspect for a restricted EGR air circuit (EGR valve, mixer housing, crossover pipe, and EGR cooler). If this is the same as the MAF Mean value in the first half of the test check to see if the EGR valve is opening. Keep in mind that an active Aftertreatment related DTC will cause the EGR valve operation to be canceled, even during a commanded test.
MAF high point A reading is slightly too low	Inspect for an air inlet restriction. This can be anything from the air inlet on the hood to the intake manifold and can include a stuck open or misadjusted wastegate for the HP turbo
MAF high point A reading is too low	Inspect for an air inlet restriction. This can be anything from the air inlet on the hood to the intake manifold and can include a stuck open or misadjusted wastegate for the HP turbo. This should also be accompanied by low boost during the first half of the test
Boost Pressure is too low	This should be accompanied by a low MAF mean value in the first half of the test and would suggest an air inlet restriction. This can be anything from the air inlet on the hood to the intake manifold and can include a stuck open or misadjusted wastegate for the HP

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