# 1 03 08-17

# Service Information Bulletin

| SUBJECT | DATE |
|---|---|
| SPN 3242 (ACM) (GHG17) | March 2017 |

**Additions, Revisions, or Updates**

| Publication Number / Title | Platform | Section Title | Change |
|---|---|---|---|
| DDC-SVC-MAN-0191 | GHG17 Heavy Duty | SPN 3242/FMI 20 - GHG17 | Updated diagnostics. |

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 3242/FMI 20 - GHG17

Diesel Oxidation Catalyst Temperature Drift - Inlet High or Outlet Low

**Table 1.**

| SPN 3242/FMI 20 | |
|---|---|
| Description | 70°C (126°F) Difference During Non-regeneration Mode |
| Monitored Parameter | Diesel Oxidation Catalyst (DOC) Inlet Temperature vs. DOC Outlet Temperature |
| Typical Enabling Conditions | Coolant Temperature Greater than 60°C (140°F); Regen not Active in Last Five Minutes |
| Execution Frequency | Continuous When Enabling Conditions Met |
| Typical Duration | One Minute |
| Dash Lamps | MIL, CEL |
| Engine Reaction | Regen Inhibit and 10% Engine Derate |
| Verification | Low Temperature 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: 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: ENGINE EXHAUST**

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

Check as follows:

1. Check for multiple fault codes. Are SPN 3242/FMI 3, 4, 8 or SPN 3250/FMI 3, 4, and 8 present?
   a. Yes; repair those faults first.
   b. No; Go to step 2.

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2. Start the engine.
3. Run service routine Perform Performance Check - Low Temp ATD; allow the routine to run for 20 to 25 minutes.
4. Compare the Diesel Oxidation Catalyst (DOC) inlet temperature with DOC outlet temperature and Diesel Particulate Filter (DPF) outlet temperature. Are all three temperature sensors within 25°C (45°F) of each other?
    a. Yes; DOC inlet and DOC outlet temperature sensors test good. Clear the code and release the vehicle.
    b. No; Go to step 5.
5. Is the DOC outlet temperature sensor reading within 25°C (45°F) of the DPF outlet temperature sensor?
    a. Yes; Go to step 8.
    b. No; Go to step 6.
6. Shut OFF the engine.
7. Replace the DOC inlet temperature sensor.
   For 1-BOX™, Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Temperature Sensor". Verify repair.
   For Two-BOX option, Refer to section "Removal of the Diesel Oxidation Catalyst Inlet Temperature Sensor". Verify repair.
8. Shut OFF the engine.
9. Replace the DOC outlet temperature sensor.
   For 1-BOX™, Refer to section "Removal of the Diesel Oxidation Catalyst Outlet Temperature Sensor". Verify repair.
   For Two-BOX option, Refer to section "Removal of the Diesel Oxidation Catalyst Outlet Temperature Sensor". Verify repair.

 