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Service Information Bulletin

SUBJECT	DATE
SPN 4360 (ACM) (GHG17)	March 2017

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0191	GHG17 DD Heavy Duty	SPN 4360/FMI 31 - GHG17	This is a new section.

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 4360/FMI 31 - GHG17

Selective Catalyst Reduction Inlet Temperature Not Warming Up

Table 1.

SPN 4360/FMI 31	
Description	Selective Catalyst Reduction (SCR) Inlet Temperature Low
Monitored Parameter	DPF Outlet and SCR Outlet Temperature Sensors
Typical Enabling Conditions	Non-Regen Mode
Monitor Sequence	None
Execution Frequency	Continuous When Enabling Conditions Met
Typical Duration	Two Seconds
Dash Lamps	MIL
Engine Reaction	None
Verification	SCR Efficiency Test

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. Connect DiagnosticLink ®.
2. Check for multiple fault codes. Are any of the following faults active: SPN 4363/FMI 3 or 4, SPN 3246/FMI 3, 4, or 21?
    a. Yes; Refer to section "SPN 3246/FMI 15 - GHG17" for diagnostics.
    b. No; Go to step 3.
3. Visually inspect the exhaust system from the turbocharger outlet to the aftertreatment inlet. Are there any visible signs of damage or soot trails indicating a leak in the exhaust?
    a. Yes; repair the exhaust leak and verify the repair.
    b. No; Go to step 4.
4. Disconnect the DPF outlet temperature sensor harness. Inspect harness for bent, spread, corroded pins or damages wires. Was any damage found?
    a. Yes, repair as necessary. Verify repairs.

b. No; reconnect the DPF outlet temperature sensor. Go to step 5.

5. Disconnect the SCR outlet temperature sensor harness. Inspect harness for bent, spread, corroded pins or damaged wires. Was any damage found?
   a. Yes, repair as necessary. Verify repairs.
   b. No; reconnect the SCR inlet temperature sensor. Go to step 6.

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6. Start the engine.
7. Perform a low temperature Aftertreatment Device (ATD) check using DiagnosticLink to check for a drifted temperature sensor.
8. After the routine has run for 25 minutes monitor the DOC inlet, DOC outlet, DPF outlet and SCR outlet temperature sensors. Are all the temperature sensors reading within 25°C (45°F) of each other?
   a. Yes; perform a parked SCR efficiency test to verify the fault.
   b. No; replace the temperature sensor that is drifted more than 25°C (45°F) from the others. Verify repair.

