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Service Information Bulletin

SUBJECT	DATE
SPN 5319 (ACM) (GHG17)	March 2017

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0191	GHG17 Heavy Duty	SPN 5319/FMI 14 - 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 5319/FMI 14 - GHG17

Soot Sensor Regeneration Error

Table 1.

SPN 5319/FMI 14	
Description	Soot Sensor Fails to Successfully Regenerate and Clear Accumulated Ash
Monitored Parameter	Soot Sensor Heater
Typical Enabling Conditions	Soot Sensor Enabled
Monitor Sequence	None
Execution Frequency	Always Enabled
Typical Duration	Five Seconds
Dash Lamps	MIL
Engine Reaction	None
Verification	Verify Repairs by using DiagnosticLink [®] Soot Sensor Panel Inspection Routine



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.

NOTE: When the engine starts, the soot sensor will cycle through three modes: 1) Protective heating of exhaust temperature dew point 210°C (410°F) to allow moisture to evaporate, 2) Heater active regeneration 800°C (1472°F) to clean soot, and 3) Measurement mode for duration of key cycle.

Check as follows:

1. Turn the ignition ON (key ON, engine OFF).
2. Using DiagnosticLink[®], check for any communication or voltage fault codes. Are any other fault codes present?
 - a. Yes; repair those fault codes first.
 - b. No; Go to step 3.
3. Disconnect the soot sensor electrical connector.
4. Inspect the soot sensor and harness connector for signs of damaged, bent, spread, corroded, or unseated (pushed out) pins and signs of moisture in the connector or wire damage near the connector. Is any damage found?

- a. Yes; repair as necessary. Verify repairs.
- b. No; reconnect the soot sensor. Go to step 5.


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5. Start the engine.
6. Use the soot sensor panel in DiagnosticLink to check the sensor. Start the service routine and wait until the service routine completes. Did the service routine complete successfully?
 - a. Yes; clear the fault and release the vehicle.
 - b. No; replace the soot sensor.
 Refer to section "Removal of the Soot Sensor"
 2V2/2HH Soot Sensor: Refer to section "Removal of the Soot Sensor"
 Verify repairs.