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Service Information Bulletin

SUBJECT	DATE
SPN 1118 (MCM) (GHG17)	March 2017

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0193	GHG17 Medium Duty	SPN 1118/FMI 16 - GHG17	This is a new diagnostic procedure.

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 1118/FMI 16 - GHG17

EGR Flow Rate Very Low

Table 1.

SPN 1118/FMI 16	
Description	This Fault Codes Sets When the Motor Control Module (MCM) Detects the Exhaust Gas Recirculation (EGR) Flow is Below a Desired Threshold
Monitored Parameter	EGR Flow
Typical Enabling Conditions	Vehicle Speed Above 89 kph (55 mph) Engine Speed Between 1450 rpm and 2000 rpm Engine Coolant Temperature Above 65°C (149°F) Ambient Air Pressure Above 755 mbar (11 psi) Engine Not in Regeneration for 10 Minutes
Monitor Sequence	None
Execution Frequency	Continuous When Enabling Conditions Met
Typical Duration	Five Seconds
Dash Lamps	MIL
Engine Reaction	25% Derate
Verification	Run the Engine at Idle Until the Engine Coolant Temperature is Above 65°C (149°F). Road Test the Vehicle Above 89 kph (55 mph) with the Engine rpm Between 1450 and 2000 rpm

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. Turn the ignition ON (key ON, engine OFF).
3. Check for multiple fault codes. Are there any EGR valve, EGR cooler performance or O2 sensor fault codes present?
    a. Yes; diagnose the other fault codes first.
    b. No; Go to step 4.
4. Turn the ignition OFF.

5. Remove and inspect the EGR cooler outlet, EGR crossover pipe and EGR valve. Are there any restrictions or an excessive amount of soot present?
    a. Yes; Go to step 6.
    b. No; replace the EGR cooler.
6. Does the soot have an oily residue?
    a. Yes; Go to step 7.
    b. No; clean the EGR valve, EGR crossover pipe, EGR hot pipe, IMT sensor and the EGR cooler. If the EGR cooler cannot be sufficiently cleaned, replace the EGR cooler.
7. Inspect the turbocharger for excessive oil pull over. Does the turbocharger have an excessive amount of oil pull over?
    a. Yes; replace the turbocharger and then clean the EGR valve, EGR crossover pipe, EGR hot pipe, IMT sensor and the EGR cooler. If the EGR cooler cannot be sufficiently cleaned, replace the EGR cooler.
    b. No; clean the EGR valve, EGR crossover pipe, EGR hot pipe, IMT sensor and the EGR cooler. If the EGR cooler cannot be sufficiently cleaned, replace the EGR cooler.

