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Service Information Bulletin

SUBJECT	DATE
SPN 2630 (MCM) (GHG17)	March 2017

Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0193	DD Medium Duty	SPN 2630/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.



13400 Outer Drive, West, Detroit, Michigan 48239-4001
 Telephone: 313-592-5000
www.demanddetroit.com

2 SPN 2630/FMI 14 - GHG17

Charge Air Cooler Outlet Sensor Signal Not Plausible

Table 1.

SPN 2630/FMI 14	
Description	This Fault Code Sets when the Motor Control Module (MCM) Detects That the Charge Air Cooler (CAC) Temperature is greater than 20°C (36°F) Degrees from the Expected Temperature after the Engine Has Been Turned Off for Eight Hours
Monitored Parameter	Charge Air Cooler Outlet Temperature
Typical Enabling Conditions	Key ON, Engine OFF, Battery Voltage greater than 11.08 Volts, Engine rpm at Zero, Ambient Temperature less than 40°C (104°F), Engine OFF for No less than Eight Hours
Monitor Sequence	None
Execution Frequency	Once Per Cool Down Cycle
Typical Duration	Five Seconds
Dash Lamps	MIL
Engine Reaction	25% Derate, Regen Disabled
Verification	Road Test the Vehicle for 30 Minutes Until the Coolant Reaches Operating Temperature. Verify that the Charge Air Cooler Outlet Temperature is Within 15°C (27°F) of the Intake Air Temperature



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. Has the Common Powertrain Controller (CPC) recently been reprogrammed or has the internal clock time been changed?
 - a. Yes; this fault may have been caused by the change in the CPC time.
 - b. No; Go to step 2.
2. Connect DiagnosticLink[®].
3. Turn the ignition ON (key ON, engine OFF).
4. Check for multiple fault codes. Are fault codes SPN 2630/FMI 3 or 4 present?

- a. Yes; diagnose the other fault codes first.
 - b. No; Go to step 5.
- 5. Disconnect and inspect the CAC outlet temperature sensor electrical connector. Is there damage or corrosion present?
 - a. Yes; replace the CAC outlet temperature sensor and the electrical connector. Verify repair.
 - b. No; replace the CAC outlet temperature sensor. Verify repair.