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## Service Information Bulletin

SUBJECT	DATE
SPN 520364 (ACM) (GHG17)	March 2017

### Additions, Revisions, or Updates

Publication Number / Title	Platform	Section Title	Change
DDC-SVC-MAN-0193	GHG17 Medium Duty	SPN 520364/FMI 5 - GHG17	This is a new section for DD5.

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](http://www.demanddetroit.com)

## 2 SPN 520364/FMI 5 - GHG17

Selective Catalyst Reduction Inlet NOx Sensor Circuit Failed Open

**Table 1.**

SPN 520364/FMI 5	
Description	This Code Sets When There is an Open on the Selective Catalyst Reduction (SCR) Inlet NOx Circuit Between the Sensor and the ECU
Monitored Parameter	SCR Inlet NOx Sensor
Typical Enabling Conditions	Dew Point Enabled
Monitor Sequence	None
Execution Frequency	Continuous When Enabling Conditions Met
Typical Duration	Three Seconds
Dash Lamps	MIL
Engine Reaction	None
Verification	Parked Regeneration



### 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.



### WARNING: HOT EXHAUST

During parked regeneration the exhaust gases will be extremely HOT and could cause a fire if directed at combustible materials. The vehicle must be parked outside.

Check as follows:

1. Disconnect the SCR inlet NOx sensor.
2. Inspect the SCR inlet NOx sensor and harness side connector for bent, spread, or corroded pins. Is any damage found?
  - a. Yes; repair as necessary. Verify repairs.
  - b. No; replace the SCR inlet NOx sensor. For DD5, Refer to section "Removal of the Selective Catalytic Reduction Inlet NOx Sensor".