

2013 dd13 camshft sensor issues



[Penske Nashville](#) 21 posts since Oct 2, 2015

2013 dd13 camshft sensor issues Jun 12, 2018 12:30 PM

Hello ,

Have serial #FB8372 in for codes 636/15 and 723/11 that are on going.

Back ground information: cam housing and sensor replaced in our shop 4/7/18. Engine would not start so 6 injectors replaced and engine started. Truck went to our body shop for frame repair and was returned with no mention of codes. We brought truck in for pm last week and filters were changed and parked on lot. Tech went to pull in and no start. I got truck and changed filters finding pinched o-ring. Truck now starts with what I feel is extended crank time. Truck shows codes 636/15 and 723/11. I pulled log files and found these codes present since housing replaced.

Current t/s: I have t/s code 723/11 with following results; 1) sensor connector pin ok and drag fine 2) pin 1 to 3 5v maintained while wiggling harness 3) pi 2 to ecm 45 2 ohm maintained while wiggling harness 4) pin 1 to 2 open and pin 3 to 2 open, I am planning to verify cam timing unless someone sees something I missed. My question is would the engine run if the timing was off. I am planning on inspecting tone wheel also. Any help would be appreciated,

Lee

Tags: will not start, spn 636, fmi 15, spn 723, fmi 11



[Scott Trippel](#) 3,958 posts since Dec 13, 2014

Re: 2013 dd13 camshft sensor issues Jun 12, 2018 1:30 PM

636/15 is a timing fault, but you need to repair the 723 code first as per the manual. We also see the tone ring get bent on the intake cam, check it as well.



[Penske Houston](#) 4 posts since Nov 14, 2014

Re: 2013 dd13 camshft sensor issues Jun 12, 2018 2:49 PM

I would double check tone ring we had one that a tech bent the tone ring on the intake cam had same codes



[Kyle Siebert](#) 4,007 posts since Nov 14, 2014

Re: 2013 dd13 camshft sensor issues Jun 12, 2018 6:03 PM

I like to use the plate removed from the bottom of the flywheel housing to install the engine barring tool. This plate is very close to the thickness for the gap in the intake cam tone ring. That way someone bars the motor over while a second tech feels around the tone ring with the plate to find a high or low spot in it. Definately advise to replace the cam if its got a high or low spot.

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[Justin Johnson](#) *981 posts since May 12, 2017*

Re: 2013 dd13 camshft sensor issues Jun 15, 2018 12:03 AM

Great post Lee, what did you end up finding?



[Penske Nashville](#) *21 posts since Oct 2, 2015*

Re: 2013 dd13 camshft sensor issues Jun 15, 2018 2:36 AM

Thanks for all the input. I pulled the intake cam and found the tone ring bent. Replaced cam shaft and all is well. Kyle thanks for the tip about inspection plate cover worked great.

Lee



[Joe Sheppard](#) *3 posts since Jan 13, 2015*

Re: 2013 dd13 camshft sensor issues Oct 8, 2020 4:57 PM

How much was the tone ring bent



[Kyle Siebert](#) *4,007 posts since Nov 14, 2014*

Re: 2013 dd13 camshft sensor issues Oct 9, 2020 12:20 AM

It doesn't take much. .005-.010" maybe. I suppose I could have used a feeler gauge between the inspection plate and ring, in the past.