

Engine dies, shuts off, no CEL no faults



[Shop Managers](#) 7 posts since Nov 13, 2014

Engine dies, shuts off, no CEL no faults Sep 27, 2020 2:47 PM

2014 DD13 10-speed Trans / Past 3 months of service , normal maintenance and repair, 1 month ago unit was in for After treatment issues that were repaired by performing a regen.

Driver complaint engine randomly dies off. Test drove and verify complaint. Drives fine, power present. After driving on highway and exiting, coming to a stop. I can tell major power loss begins, no response to accelerator pedal, rpm begin to drop slowly below 600 rpm. Shuts off. Hard to start afterwards. Took 4 attempts to restart. You have to crank on in past 10 seconds. Starts.

-Replaced Delta P sensor , verified ports were not clogged

-New air filter

-No faults logged (previously active faults may have been cleared when vendor was sent to check and advice, "ran successful regen" per vendor

-Replaced Turbo waste-gate pressure regulator (turbo control test-no air pressure sent to W.G when activated to 100% using DDDL

-No CAC leaks

-Currently removing turbo to verify waste-gate is within specifications

Any input would be greatly appreciated



[Chaz Trimble](#) 1,358 posts since Feb 2, 2015

Re: Engine dies, shuts off, no CEL no faults Sep 27, 2020 3:02 PM

VIN #? Have you had diagnostic link 8 hooked up recording a log file when the complaint occurs?



[Steve Reppard](#) 101 posts since Jun 29, 2020

Re: Engine dies, shuts off, no CEL no faults Sep 28, 2020 1:09 PM

Perform the "crank no start" diagnostics in PSL and you will find your issue.



[Steve Reppard](#) 101 posts since Jun 29, 2020

Re: Engine dies, shuts off, no CEL no faults Sep 28, 2020 1:10 PM

I would not remove turbo, wastegate will not cause crank no start.



[Aaron Pierson](#) 6 posts since Jul 8, 2016

Re: Engine dies, shuts off, no CEL no faults Sep 28, 2020 4:03 PM

As stated the turbo is not where I would start. If you had a turbo issue that bad you would be throwing the Low Air Flow fault code long before the truck cut off. Sounds like a fuel system issue to me but as stated I

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would start with the "crank no start" diagnostics and go from there. The turbo can be completely locked up and the truck will still start and run.



[Kyle Siebert](#) 4,010 posts since Nov 14, 2014

Re: Engine dies, shuts off, no CEL no faults Sep 29, 2020 12:49 AM

I'd be looking for air in the fuel or quick check in the fuel tanks for metal in the fuel. A log file of it acting up would be a good idea too.

Commanding 100% waste gate is not supposed to work. Have to command 95% max. Over that it should not command the waste gate on.



[Shop Managers](#) 7 posts since Nov 13, 2014

Re: Engine dies, shuts off, no CEL no faults Oct 1, 2020 6:48 PM

Thank you all for your input. I greatly appreciate it.

V# FZ1509

When unit shuts off (during test drive) , had co-worker crank, while I used the hand primer on fuel filter module. I noticed there was no resistance on pump, after two , 10 second cranks. Resistance in hand pump was felt and unit started after 3rd try.

Will proceed with what you guys recommended, fuel issue and will get PSL crank no start.

Fuel lines from tank to Fuel module appear dry, no suspected leaks. No air bubbles from the return line can be seen.

Log file reports: deviation from command fuel rail PSI and measured as soon as engine begins to lose power and dies.

"Yet no low fuel psi fault???"

Old fuel filter (Because they were previously removed at road call) and new fuel filters were removed and inspected, no abnormalities or metal shavings.

Will continue with diagnostics, and what you guys recommended.

Thanks again for the input!



[Willinton Guauque](#) 6 posts since Mar 7, 2019

Re: Engine dies, shuts off, no CEL no faults Oct 1, 2020 8:17 PM

You mentioned while driving getting to red light starts losing power and RPM drop below 600 as slow down, does this unit have a dual fuel tank? check if there is more fuel on one tank than the other, have a situation where system was getting air because one of tanks has a restriction (debris "rag") inside tank, so it was moving back and forward. When slowing down move forward as vehicle accelerated moves back causing the pick-up tube to clog and fuel system to loss pressure then truck loss power as slow down, I recommend to check fuel pump pressure reading, also remove filters and inspected inside fuel assembly for any metal debris on, remove quantity valve to inspect for any obstruction from metal, also you should drive it with DL-8

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connected so could get a log-file and analyze record on fuel pressure also you will have chance to see if MCM loose ignition power when hot. Keep us post good luck on your hunt.



[Pierre Beauchesne](#) 292 posts since Nov 11, 2014

Re: Engine dies, shuts off, no CEL no faults Oct 2, 2020 3:32 PM

we had a truck with a piece of paper inside fuel tank and blocking suction tube and after a while sitting down, start fine.



[Shop Managers](#) 7 posts since Nov 13, 2014

Re: Engine dies, shuts off, no CEL no faults Oct 2, 2020 4:49 PM

Thank you all for the input!!!

Fuel gauge read 1/2 tank full, right tank was 1 inch above the pick up tube. Clogged vent appears to have emptied right tank and filled left allowing air to go in when fuel was moving around.

Yes , truck has dual tanks

Thank you all!



[Kyle Siebert](#) 4,010 posts since Nov 14, 2014

Re: Engine dies, shuts off, no CEL no faults Oct 2, 2020 6:54 PM

I had one about 12 years ago. A service call on a 90's Peterbilt. Fuel lost prime. Fill the fuel filter, go the left tank, pressurize it with the filter off till I got steady fuel coming out of the filter head and install full filter. Runs for a bit and dies. Out of prime again. Did this like 3 times. Then tried the right tank instead and just got airated fuel, not a steady stream. Tanks were about 3/4 full or more.

Well, turns out the pickup tube was cracked inside the tank. So when the fuel level dropped to that crack, it sucked in air.