

GHG14 Regen acting unusual



[Scott Young](#) 4 posts since Dec 21, 2018

GHG14 Regen acting unusual Jan 19, 2021 9:00 PM

Have a 2015 Western Star with DD16. Dealing with a 3556 18 DTC - DOC outlet temp.

Been through the T/S steps. All exhaust temps struggle to come up. Removed the 7th injector to insp, found the tip plugged, replaced the injector with a new one.

Start a regen again, same issue with the exhaust temps slow to build.

While monitoring all functions of system, noticed 2 things that are very odd.

1) My DPF status says zone 5

2) My boost starts out within spec but eventually climbs to 33 psi and then the regen kicks out.

Any help would be appreciated



[Talbert Simonian](#) 1,850 posts since Nov 21, 2014

Re: GHG14 Regen acting unusual Jan 19, 2021 9:16 PM

Did you clean out the port where the 7th injector is at? Zone 5 does not surprise me because it has not had a completed regen. Did you replace the fuel line with the injector some GHG 14 units I believe needed it done. What is the fuel pressure on the 7th injector.



[Scott Young](#) 4 posts since Dec 21, 2018

Re: GHG14 Regen acting unusual Jan 19, 2021 9:32 PM

Yes, cleaned out the port, the fuel line was also replaced due to the end of it being rusted. Fuel comp pressure is at 79 - 80psi

My biggest question is, why is the boost pressure spiking to 33 psi?

Forgot to mention that when the boost get that high, suddenly the vehicle speed (on the lap top) jumps to approx 4 mph



[Chris Vanboom](#) 185 posts since Nov 21, 2014

Re: GHG14 Regen acting unusual Jan 20, 2021 2:51 PM

The vehicle speed reading will cancel the regen, we have had several trucks where the VSS had to be unplugged or relocated for the regen to complete properly. A momentary speed reading will cancel fuelling and ITV but not always bring engine speed back to idle.



[Talbert Simonian](#) 1,850 posts since Nov 21, 2014

Re: GHG14 Regen acting unusual Jan 20, 2021 5:44 PM

I believe you may have a VSS harness issue. I remember at one time there was an extension for the VSS harness because it would read speed when it was set to optimize idle.

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[Chris Vanboom](#) 185 posts since Nov 21, 2014

Re: GHG14 Regen acting unusual Jan 20, 2021 5:49 PM

You mean this one?

- [bouncing speedo 54-205.pdf](#) 90.1 KB Preview



[Talbert Simonian](#) 1,850 posts since Nov 21, 2014

Re: GHG14 Regen acting unusual Jan 20, 2021 6:42 PM

Scott Young said it would start reading 4 mph when the pressure went up.



[Geoff Ambrose](#) 19 posts since Jun 26, 2020

Re: GHG14 Regen acting unusual Jan 20, 2021 1:22 PM

Could you give us the VIN and attach the log file?? I've also seen LOTS of GHG14 DD15 with the intake pressure sensor clogged with carbon as well as Intake throttle valve not working properly. But the log file would be the easiest way for us to help.



[Scott Trippel](#) 4,057 posts since Dec 13, 2014

Re: GHG14 Regen acting unusual Jan 20, 2021 5:14 PM

Lots of good advice here.

On trucks we have had a failed fuel dosing valve we have found the pipe choked off with soot debris and or the doc face plugged. The high boost pressure you see is the engine having load that may be due to the exhaust restriction. What is your doc inlet pressure?

Post your log file as well



[Shawn Searles](#) 1 posts since Jul 21, 2020

Re: GHG14 Regen acting unusual Jan 20, 2021 4:01 PM

intake manifold pressure should only be around 5 psi over baro when intake throttle valve closes. did you compare baro to manifold pressure with KOEO? I would first address why it is showing vehicle speed as it should not and would kick out regen.



[Scott Young](#) 4 posts since Dec 21, 2018

Re: GHG14 Regen acting unusual Jan 20, 2021 8:17 PM

Not sure how to attach the log file. Vin # 5KJJAED10FPGD9451

The boost sensor was re[pl]aced on a previous visit. I did pull the sensor and verify the sensor is clean

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DOC inlet pressure varies depending on how high the boost is building to. Once the boost reaches 33 psi, the inlet pressure is @ 2.1

I will look into the speed sensor and harness for a possible issue



[Ryan Reed](#) 1 posts since Jul 21, 2020

Re: GHG14 Regen acting unusual Jan 21, 2021 2:42 PM

Fuel compensation pressure seems a little low. Have you looked at replacing the HC doser block? Doc inlet pressure should not be at 2.1 psi. Seems like you have plugged doc/DPF's. Could possibly be due to auto elevate not being enabled or doser injector stuck open. Your temps won't reach proper temp until your doc/DPF's are unplugged. I would pull DPF's check and see if they are cracked. Doc could be pushed as well.



[Cromwell Smith](#) 110 posts since Nov 13, 2014

Re: GHG14 Regen acting unusual Jan 21, 2021 4:05 PM

I HAVE HAD SEIZED TURBO ACTUATORS WHICH CAUSED TOO MUCH BOOST AND WOULD NOT ALLOW A REGEN. MAKE SURE ROD IS MOVING BY ACTIVATING TURBO CONTROL.



[Blake Austin](#) 23 posts since Jan 25, 2017

Re: GHG14 Regen acting unusual Jan 21, 2021 10:15 PM

Also be sure to have the A/C and other accessories turned off. We have been seeing multiple issues with HIR and SET kicking out. Detroit advises to turn off all accessories so there is no unnecessary load on the engine as it can cause minimal voltage spikes and rpm changes. The spikes can lead to false values being attained such as vehicle speed etc.



[Josh Slater](#) 13 posts since Jul 4, 2020

Re: GHG14 Regen acting unusual Jan 22, 2021 3:25 PM

What's your throttle valve doing? Is it operating properly? Sounds like your valve isn't closing properly or at all and allowing too much intake manifold pressure and the engine isn't loading up, causing temps to rise poorly.