

DTNA Solutions > Discussions and Feedback > Tech Talk > DD15 injector cups



Dave_Ricks

Knuckle Buster

04-29-2021 08:00 AM

DD15 injector cups

Vehicle Information

VIN: 3AKJGLD56FSGG6998

Model: CASCADIA 125 INCH SLEEPER CAB

Model Year: 2015

Mileage: 691000 miles

Make: FTL

Are you currently seeing this same issue on other DTNA vehicles at your location?: no

Base Model: CA125SLP

Vehicle Systems Involved

OTHER SYSTEM

(aftertreatment)

Had a truck we had to put injector cups in due to having a lot of coolant in the fuel and fuel in the coolant. We found the cup seals were gone. We got done and flushed the systems out and trucks runs good. Then we did a regen and about half way threw the DOC outlet spiked to 1200 degrees and shut the truck off. There was a lot of smoke coming out of the exhaust pipe. My question is are the injectors over fueling due to being damaged from the coolant from the injector cup seals going out. The truck ran fine before the cups were done. Im assuming having the injectors out and letting them sit for a week after being surrounded in coolant caused them to rust up inside and cause them to over fuel.

Add tags



0 Kudos

Reply



Maxime_Perreaul

Apprentice

04-29-2021 10:44 AM

I don't believe the coolant may have cause the injectors to go bad. I would probably do an idle speed balance to see if an injector is compensating for another one.

Add tags



0 Kudos

Reply



 Scott_Trippel
Optimus Prime

04-29-2021 11:34 AM

The coolant in the fuel may be the cause, i assume you drained the fuel tanks and have fresh fuel in there now?

Back in the day when we repaired Cat C15 injector cups daily, you had to submit a injector cut out, so warranty knew at the time of repair the injectors were okay.

Coolant can damage the injector in my humble opinion.

The other issue is how much of the coolant fuel mix, before the repair went through the ATS.

This could also cause the high temp code. If it stayed below 1400F the ATs should be okay. If it was coolant I would either drive the unit for 30 min or so on highway then run another regen, or let the ATS cool and run another regen.

[View solution in original post](#)

Add tags



1 Kudo

Reply



 Pierre_Beauches
Techie Technician

04-29-2021 12:05 PM

we have a truck here with egr cooler broke and coolant in ats system, we followed procedure for coolant in one box, let dpf drain all night and clean scr, done 1 hrs of idle and then start regen liken mentionned, tech told me that while regen was going, suddendly temp raise above 1800° and truck shut down, when you look at coolant in one box in detroit, nowhere it is mention to check the temperatures, but when looking at oil in ats, they do talk about checking temperatures, and if raise too much to stop regen and let it cool down by running engine to get air pass-through.. start regen again and if raise too much, replace one box and both dpf..

Add tags



1 Kudo

Reply



 Blake_Austin1
Knuckle Buster

04-29-2021 02:10 PM

It is also possible a cup is not sealing properly. If you have not already checked I would check the exhaust pipe to see if you are getting fresh fuel or coolant in the exhaust.

Add tags



0 Kudos

Reply



 Brett_Hall1
Knuckle Buster

04-29-2021 02:20 PM

you might also want to let the engine run at high idle or governed engine speed for about an hour before attempting a parked regen. to let any contamination (if any) burn off at a lower exhaust temp.

[View solution in original post](#)

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Reply



Dave_Ricks

Knuckle Buster

04-30-2021 04:31 AM

I ended up check the engine i have no fluids coming from the exhaust pipe to the one box. So i ran a low temp ATD and it spiked to 1200 degrees but didn't smoke this time. Then I let it idle for an hour then ran a low temp ATD again and everything was good the temps stayed and leveled at 800degrees. Then removed filters and let truck idle for a few hours with out filters in it to help burn off anything else that might be in the one box. Then installed new DPF filters and ran 2 regens to make sure all is good. Everything is good now and truck is running the road. I believe it was just billed up from coolant and fuel from the injector cups seals going out. Thanks for your help guys it was your help that led me to the repair.

Add tags



1 Kudo

Reply

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