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> Re: HC DOSER WILL NOT ACTIVATE DURING REGEN

Options



Jacob_Cassidy
Knuckle Buster

04-02-2021 08:52 PM

HC DOSER WILL NOT ACTIVATE DURING REGEN

✓ Jump to solution

Vehicle Information

VIN: 3AKJGEDRXJSJP4807

Mileage: 376395 miles

Model Year: 2018

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

Make: FTL

Base Model: CA125DC

Model: CASCADIA 125 INCH DAY CAB

Vehicle Systems Involved

SEAT BELTS

OTHER SYSTEM
(AFTERTREATMENT)

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Description	Device	Value	Unit	Min(Observed)	Max(Observed)	Min	Max
AAS: Engine Speed	MCM21T	1249	rpm	599	1260	0	8000
AAS: Turbo Speed 1	MCM21T	60120	rpm	14495	72270	0	200000
AAS: Fuel Cut Off Valve	MCM21T	0.00	%	0.00	100.00		
ASL: Torque Speed Command Engine To...	CPC04T	*	%	NaN	NaN	-125	125
AAS: Actual Torque Load	MCM21T	67	%	0	99	0	100
AAS: Throttle Valve Actual Position	MCM21T	0.00	%	0.00	0.00	0	100
AAS: Actual Fuel Mass	MCM21T	153.61	mg/st	0.00	219.25	0	500
AAS: Fuel Compensation Pressure	MCM21T	159.47	psi	7.18	159.47	0	145.0377438972...
AAS: Doser Fuel Line Pressure	MCM21T	29.15	psi	7.40	58.09	0	145.0377438972...
ASL: DPF Outlet Temperature	ACM21T	801	*F	372	808	-40	1832
ASL: DOC Inlet Temperature	ACM21T	813	*F	388	826	-40	1877
ASL: DOC Outlet Temperature	ACM21T	819	*F	327	819	-40	1877
ASL: DOC Inlet Pressure	ACM21T	0.548	psi	0.150	0.834	0	5.801509755891...
ASL: SCR Inlet Temperature	ACM21T	760.04	*F	355.55	768.03	-40	1877
ASL: SCR Outlet Temperature	ACM21T	759	*F	392	761	-40	1877
ASL: SCR Inlet NOx Sensor	ACM21T	211	ppm	-100	1650	-100	3000
Aftertreatment 1 Outlet NOx	J1939-61	148.00	ppm	-100.00	2000.00	-200	3012.75
ASL: Nox conversion efficiency	ACM21T	0.34300		0.00000	1.00000	0	1
AAS: Fuel Doser Injection Status	MCM21T	0.00	%	0.00	95.00	0	100
Engine Air Intake Pressure	J1939-0	24.7	psi	14.8	30.5	4.351132316918...	65.26698475377...
ASL: Exgas mass flow rate	ACM21T	642	kg/h	263	823	0	4200
AAS: EGR Actual Valve Position	MCM21T	96.65	%	14.44	98.57	0	100
ed Connections (paused)	MCM21T	3.5616	psi	0.1718	4.1435	-14.50377438972...	14.50377438972...

EPA 17 DD15 AT. Aftertreatment temps will not go above the low 800's. The HC doser will not activate. I know my actual torque load, fuel comp, and doser fuel line pressure is too high. I have tried a test MCM already. The engine passes a HC purge test. Detroit tech support is closed for Easter. The photo is a screen shot during the Regen. Any suggestions on why the HC doser won't come on? Sorry, my log file is over the 9MB upload size.

Add tags



0 Kudos

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1 Solution ✓



Jon_Cecil

Gear Head

04-04-2021 07:49 PM

✓ Did find another post about a GHG14 engine not dosing. Had to start the DOC face cleaning routine and then stop it. Then run a parked regen and it started dosing during regen.

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🔍 GHG 14 No fuel dosing during regen

[View solution in original post](#)

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11 Replies

Sort:



Brett_Hall1
Knuckle Buster

04-03-2021 06:42 AM

any faults? what was the original complaint. any repairs done?

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0 Kudos

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Brett_Hall1
Knuckle Buster

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04-03-2021 06:47 AM

i would also check out ss1023366. has good information.

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0 Kudos

Reply



 Jon_Cecil
Gear Head

04-03-2021 12:17 PM

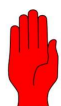
Does the regen run indefinitely or does it complete without dosing? There is troubleshooting in the manual for running indefinitely or unable to complete a regen. I suggest going through the proper troubleshooting. SS1023366 does have good information in it for what a good regen should look like. The troubleshooting manuals will go more in depth on trying to find the why.

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 Jacob_Cassidy
Knuckle Buster

04-03-2021 01:43 PM

The only fault is for it being in a zone 2. The regen does not stop by itself.

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Jon_Cecil
Gear Head

04-03-2021 02:06 PM

I would go through the troubleshooting manual for regen runs indefinitely. It's hard to diagnose without seeing the log file. Does the coolant temp reach above 140 degrees. The screen shot you posted shows the engine RPM's at 1250. This occurs for the first 10 minutes and then is suppose to drop to 1100 during the remaining part of the regen. Does it drop down to 1100 RPM's or does it stay at 1250. What happens with fuel dosing status, fuel compensation pressure, and doser line pressure once DOC is above 540 degrees? If pressures are lower, usually caused by plugged fuel doser or the port is plugged with soot. I don't see that very often on GHG17 engines though.

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1 Kudo

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Scott_Trippel
Optimus Prime

04-06-2021 10:02 AM

I would agree the dpf inlet temp is at 812F and it looks like it is in face plug portion of the regen

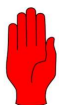
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Jacob_Cassidy
Knuckle Buster

04-04-2021 01:43 AM

Rpms never drop to 1100. Hc doser is not plugged. Doc inlet hits 800. Fuel comp and doser line pressure is above normal. The hc doser valve is never commanded to open. 🙄
I'll be back at it after the

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0 Kudos

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Jon_Cecil
Gear Head

04-04-2021 10:09 AM

Check LPP0 pressure if you haven't already. If LPP0 is within spec, sounds like the doser block needs replaced

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Jon_Cecil

Gear Head

04-04-2021 07:49 PM

☑ Did find another post about a GHG14 engine not dosing. Had to start the DOC face cleaning routine and then stop it. Then run a parked regen and it started dosing during regen.

🗨 [GHG 14 No fuel dosing during regen](#)
[View solution in original post](#)

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James_McFadden

Piston Head

04-06-2021 08:53 AM

JON is correct about that. if for way it had got stuck in doc face cleaning routine it will not dose fuel until it is manually stopped . don't know how or why it does that but I have ran into that myself..

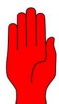
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Jacob_Cassidy
Knuckle Buster

04-06-2021 04:58 PM

Jon Cecil, that was it. I guess the solution goes for EPA 17 also. The customer has Diagnostic link and must of interrupted a doc cleaning. I started the DOC cleaning, then stopped it, started a regen, and now the HC doser is working. Thanks for your help.

Add tags



1 Kudo

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