

DTNA Solutions > Discussions and Feedback > Tech Talk > GHG 17 Regens not completing.



Joel_Harp
Knuckle Buster

05-24-2021 04:34 AM

GHG 17 Regens not completing. 

Vehicle Information

VIN: 3AKJHHDR5JSJV5337

Model: NEW CASCADIA 126 INCH
SLEEPER CAB

Model Year: 2018

Mileage: 405k miles

Make: FTL

Base Model: PT126SLP

Are you currently seeing this same issue on
other DTNA vehicles at your location?: yes

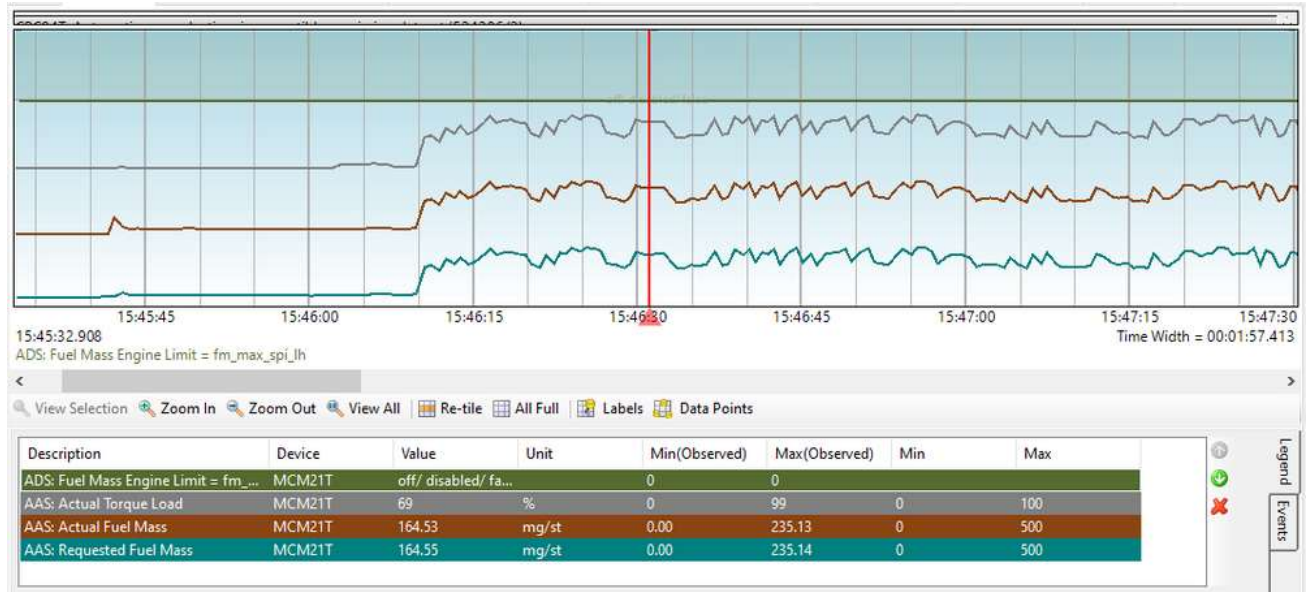
Vehicle Systems Involved

ELECTRICAL

I have seen 6 trucks in the last month with this issue. The truck will usually come in for SCR closed loop fault 520372/16 and sometimes fault 3711/31 DOC not reaching temp. When performing SET or Regen the truck will kick jakes on and off. Similar to when the fan comes on, or when the A/C is on. The truck is cold, the fan is not on and all auxiliary functions are off. What I have noticed is the fuel mass will cap and not go higher than a certain number, usually between 130 and 150 mg/st. The MCM is going into some sort of fuel limit governor. Detroit haven't been able to tell me why this is happening. Replacing the MCM has fixed every truck. I have tried reprogramming the original mcm but it does change anything.



In this SS you can see the fuel mass command and actual are way off and you can see maximum fuel mass is the same 145mg/st. You can also see the fuel mass hit a wall and not go any higher. This is how I diagnose these now. I just look at fuel mass during a regen and see if fuel mass is hitting a wall.



After MCM replacement you can see commanded and actual fuel mass now match and maximum quantity is now 235. Anyway I thought I would share this to save some headache hopefully.

Add tags

2 Kudos

Reply



 Steve_Reppard

Piston Head

05-25-2021 08:21 AM



See my post below, there is a software change coming but not certified yet. This is causing alot of issues for us the last year or so. We have one in shop now with same complaint and MCM did not fix it.

<https://www.dtnasolutions.com/t5/Tech-Talk/GHG17-engine-brakes-kicking-out-during-regen/m-p/28312#M8...>

Add tags



0 Kudos

Reply



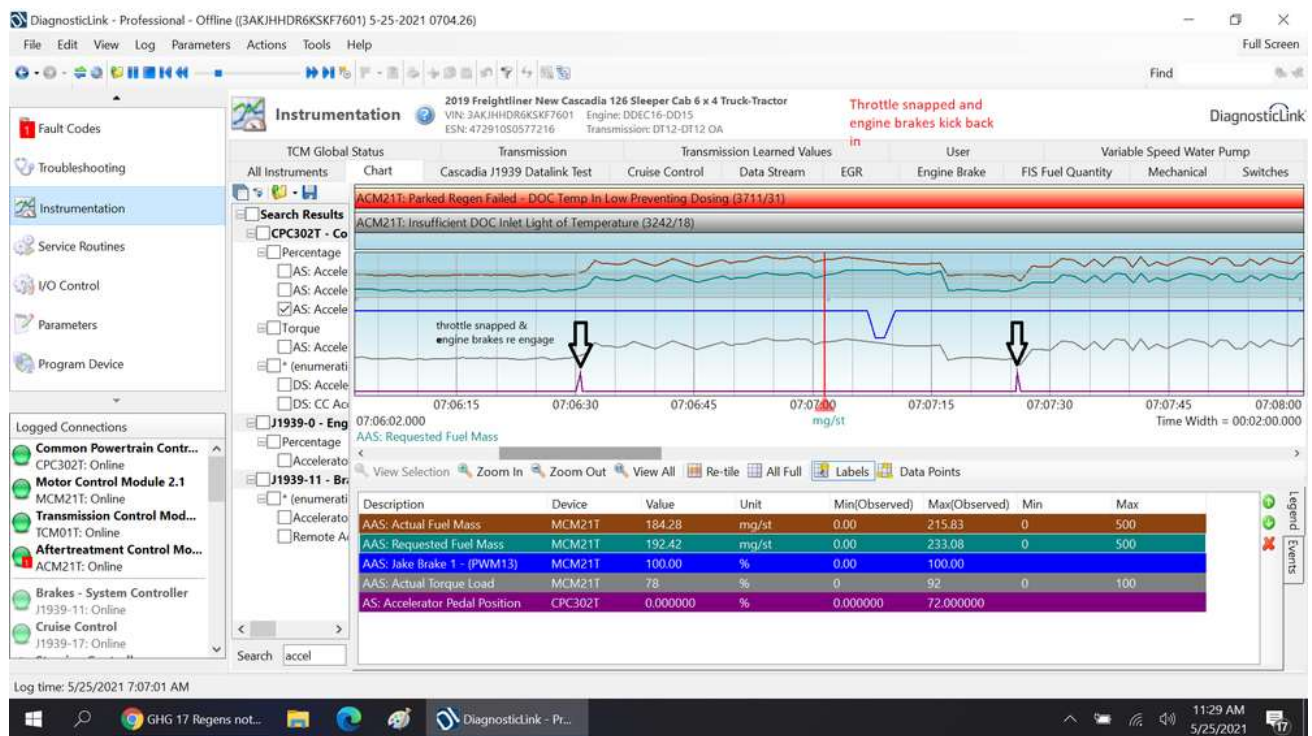
 Steve_Reppard

Piston Head

05-25-2021 08:39 AM



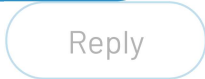
Here is logfile from today, actual fuel mass is meeting requested but jake 1 still kicks out until throttle was snapped. Fuel mass is all ove the place and sometimes hits 190 mgs.



Add tags



0 Kudos

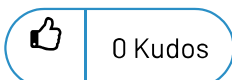
 Scott_Trippel

Optimus Prime

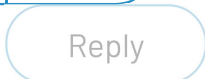
05-27-2021 06:21 AM

We had the same symptom years ago on GHG14 engines and new injectors fixed those. We did try a test MCM and it did not fix those.

Add tags



0 Kudos





 Steve_Reppard

Piston Head

05-27-2021 08:18 AM

Scott, was your fuel mass consistently high with those do you know?

Add tags



0 Kudos

Reply



 Joel_Harp

Knuckle Buster

05-26-2021 11:48 AM

On the ones I am seeing the jake command is dropping to 0. What's your oil pressure? looks to me like your jakes are being commanded on the whole time. So it sounds to me like something mechanical. Like oil pressure or jake solenoid.

Add tags



0 Kudos

Reply



 Steve_Reppard

Piston Head

05-26-2021 02:28 PM

Some trucks will intermittently command Jake 1 to 0 and sometruck will show 100% even when engine brake is not on. Been down the road of replacing hard parts only to find out mcm fixes issue on most, not all. Csc is working on calibration update for this issue. Very rarely is it a mechanical issue but I have seen stuck wastegates, failed vpod, recessed valves cause engine brake cycling.

Add tags



0 Kudos

Reply



Joel_Harp
Knuckle Buster

05-26-2021 03:48 PM

Do you have the log file handy? I would be interested in seeing it.

Add tags



0 Kudos

Reply

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