



Aftertreatment Hydrocarbon Injector (AHI) Troubleshooting Guide - US10+OBD13 And Newer Emissions



System Overview

The Aftertreatment Hydrocarbon Injector (AHI) System is a component of the Emissions Aftertreatment System (EATS) that monitors and controls fuel injection into the Diesel Oxidation Catalyst (DOC) to regenerate the Diesel Particulate Filter (DPF). The system is made up of 3 primary components: The AHI Module, Fuel and Air Lines, and the AHI Nozzle (7th Injector).

AHI Module

Component Overview

The AHI Module for model year 2017 and newer trucks is mounted to the fuel filter housing. In older vehicles, it was mounted to the side of the engine block. Despite the different configuration, the functionality is the same and the module's primary job is to control the amount of fuel and air to the nozzle.

There are 3 primary failure modes of the AHI Module (Dosing Block):

- Contaminated Air Supply
- Contaminated Fuel Supply
- Electrical Circuit Fault

Any AHI Module failure from air or fuel is primarily due to system contamination. The AHI module is susceptible to debris and oil from the upstream systems. It is imperative that when replacing the AHI Module that the fuel and air system are adequately evaluated.

Diagnosis and Repair

• Perform a DTC Readout using Premium Tech Tool. Use the below fault tables to aid in diagnosing AHI system and the **root cause** of the failure.

- **ONLY** Active codes or codes with DTC Status showing as "Confirmed" should be diagnosed.



- If there are no Active or Status Confirmed DTCs and the vehicle

will not successfully complete a regen, proceed to the AHI Nozzle

Evaluation section.

Air And Fuel Supply Faults

| DTC | Fault Description | System To Evaluate |
|---------|---|---|
| P24F700 | Exhaust Aftertreatment Fuel Air Purge Valve Stuck Closed | <ol style="list-style-type: none"> 1. Air Supply 2. AHI Module 3. Fuel/Air Lines between AHI Module and Nozzle. |
| P24F600 | Exhaust Aftertreatment Fuel Air Purge Valve Stuck Open | <ol style="list-style-type: none"> 1. Air Supply 2. AHI Module 3. Replace the AHI Nozzle and clean Fuel/Air Line. |
| P20DC00 | Exhaust Aftertreatment Fuel Supply Control Stuck Closed | <ol style="list-style-type: none"> 1. Fuel Supply 2. If no problem with fuel supply, follow PTT Diagnostics |
| P20CF7A | Exhaust Aftertreatment Fuel Injector "A" Stuck Open | <ol style="list-style-type: none"> 1. Fuel Supply 2. AHI Module |
| P20D000 | Exhaust Aftertreatment Fuel Injector "A" Stuck Closed | <ol style="list-style-type: none"> 1. AHI Module 2. Replace the AHI Nozzle and clean Fuel/Air Line. |
| P20DE00 | Exhaust Aftertreatment Fuel Pressure Sensor Circuit Range/Performance | <ol style="list-style-type: none"> 1. Follow PTT Diagnostics for this fault. <p>Suspected Failure:</p> <ul style="list-style-type: none"> - AHI Pressure Sensor - Air Supply - AHI Nozzle or Air/Fuel Lines |

Air System Evaluation

 Live UI place the following components:

- Air Regulator

- Air Dryer Cartridge/Filter (A proper oil coalescing filter/cartridge MUST be used)

2. Ensure the air tanks are properly drained
3. Clean the air supply line to the AHI module

Fuel System Evaluation

1. Replace the fuel filters with OEM or OEM approved parts
2. Visually check the fuel condition and ensure there is no debris or contamination in the fuel tanks.

AHI Module Evaluation

1. Perform PTT Operation 2545-08-03-02 Exhaust aftertreatment diagnostics option D. Follow the results of the operation.
2. If the AHI Module or Nozzle is replaced it is imperative to follow guidance on use/reuse of the fuel/air supply line. See the Fuel & Air Line Section Below.

Electrical Faults

| DTC | Fault Description | Action |
|---------|---|---|
| P269A00 | Exhaust Aftertreatment Fuel Injector "A" Circuit High | Check the AHI Module Electrical connection and wiring harness |
| P269900 | Exhaust Aftertreatment Fuel Injector "A" Circuit Low | |
| P269713 | Exhaust Aftertreatment Fuel Injector "A" | |
| P20D713 | Exhaust Aftertreatment Fuel Supply Control | |
| P20DA00 | Exhaust Aftertreatment Fuel Supply Control Circuit High | |
| P20D900 | Exhaust Aftertreatment Fuel Supply Control Circuit Low | |
| P247813 | Exhaust Aftertreatment Fuel | |

| | | |
|---------|--|---|
| | Air Purge Valve Control Circuit | |
| P24FA00 | Exhaust Aftertreatment Fuel Air Purge Valve Control Circuit Low | |
| P24FB00 | Exhaust Aftertreatment Fuel Air Purge Valve Control Circuit High | |
| P20DD00 | Exhaust Aftertreatment Fuel Pressure Sensor | Check AHI Pressure Sensor Electrical Connector and wiring harness |
| P20E000 | Exhaust Aftertreatment Fuel Pressure Sensor Circuit High | |

Rules for Replacement

Warranty will only cover replacement of the AHI Module if one of the fault codes in the Yellow sections above is active or confirmed. If the AHI Module is suspected to have failed with no codes present, an eService case is required for further evaluation.

In addition, if the AHI module is being replaced. Maintenance records will be required showing the fuel filters and air dryer/filter have been properly maintained and are not the root cause of the failure.

The Air dryer / filters and Fuel Filters are all consumables. These components will be denied on a warranty claim unless they have been properly maintained. Refer to Service At a Glance (SAG) found in the Trucks Dealer Portal under the Information tab - Service - Service literature for replacement guides.

Standard Diagnostic Time for AHI Module is 1.5 hours.

AHI Nozzle

Component Overview

The AHI Nozzle (also called the 7th injector) is mounted on the diffuser located directly on the outlet of the turbocharger turbine housing. The 7th injector atomizes fuel going into the exhaust stream. Some versions of the nozzle also regulate the amount of fuel being injected.





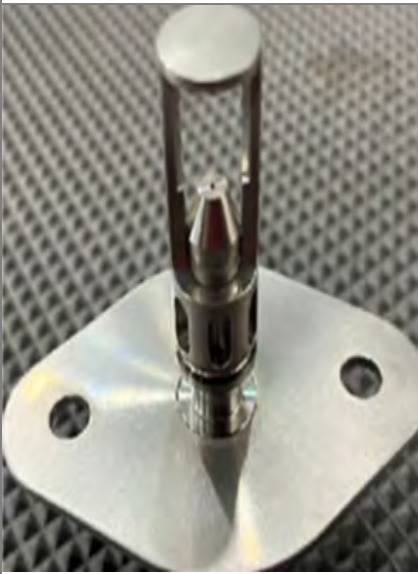
Primary failure mode of the AHI Nozzle is a clogged/plugged nozzle

tip A complaint of failed regen or constant request of regen is a

... complaint of failed regens or constant request of regen is a common associated complaint. If the AHI Nozzle is clogged, it will either

not inject a sufficient amount of fuel into the exhaust, or it will not properly atomize the fuel to distribute it evenly throughout the DOC. Both of these conditions will not produce the required temperatures for a successful regen.

There have been a few different Types of AHI Nozzle over the past several years. Use the table below as a guide along with Impact parts information to ensure the proper Nozzle is installed on the vehicle.

| Engine | OBD Level | Description | Part Number | Picture |
|-----------|-----------------|------------------|-------------|--|
| 11L & 13L | 2013-2016 | Low Flow Nozzle | 21407621 |  |
| 11L | 2017-2018 | High Flow Type 1 | 21407772 |  |
| 11L | 2019 to current | High Flow Type 2 | 23937771 |  |
| 13L | 2017 to current | | | |

Diagnosis and Repair

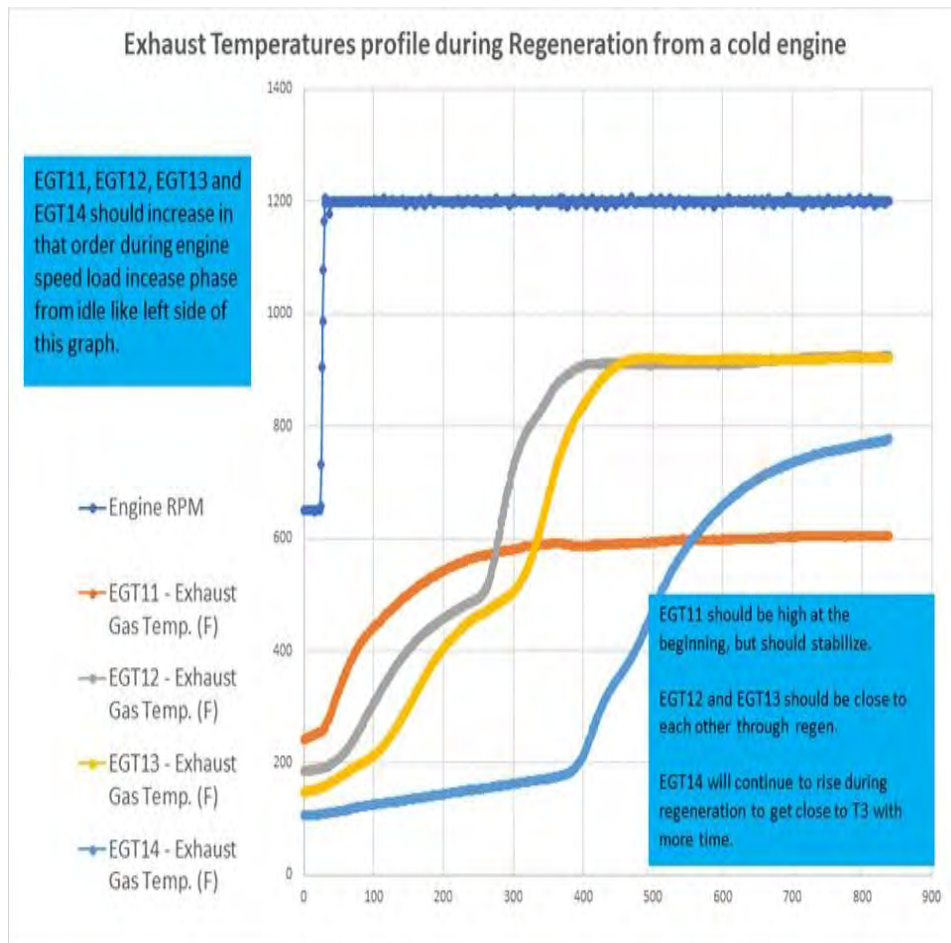
• Check the Adaptive Factor for the AHI system by using operation [2545-08-03-02 Exhaust Aftertreatment Diagnostics](#), Options C in Premium Tech Tool.

- If the Adaptive Factor is higher than 1.2:

- Replace the AHI Nozzle
- Reset the Adaptive Factor using the option in PTT
- Run a Service Regeneration. Ensure that the temperature graph looks similar to the one in the image below.

- If the Adaptive Factor is lower than 1.2:

- The AHI nozzle is NOT the likely cause of the failed regeneration. Symptom Based Diagnostics in PTT should be followed from this point.



Live UI

Rules for Replacement

The AHI Nozzle is a maintenance item that requires replacement at 150K Miles/4500 hrs in accordance with SAG documentation. The AHI Nozzle will be denied on a warranty claim unless proof of proper maintenance is provided.

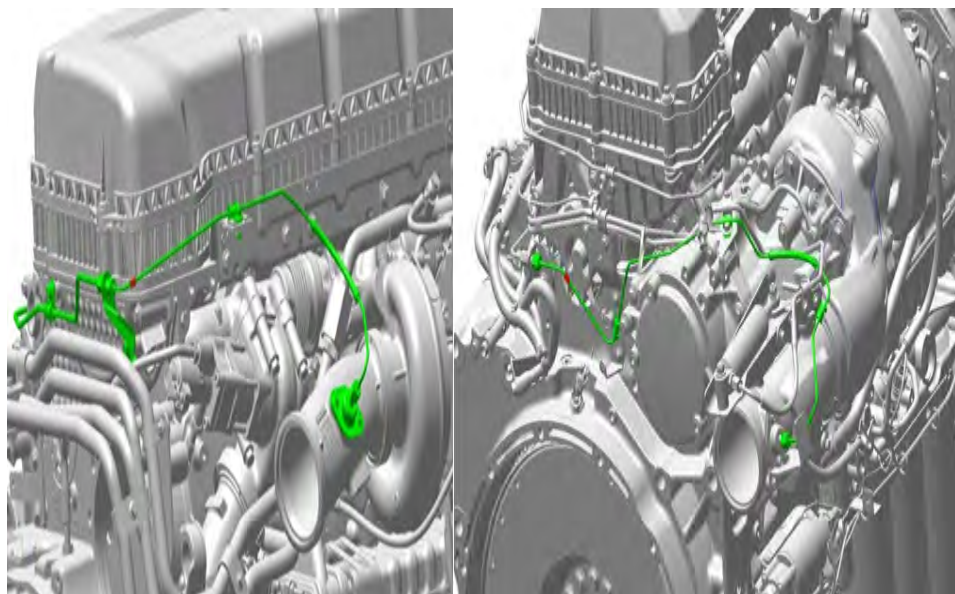
Standard Diagnostic Time for the AHI Nozzle is 1.4 hours

Fuel and Air Lines

Component Overview

These lines run from the AHI Module to the Nozzle and are two-piece metal lines. With start of production 2017 these lines have a limited serviceability (3 times only) that are marked with plastic clips.

The primary failure mode of these lines is leaking (fuel/air) at the points of connection. Because of the atomized fuel and air this leaking may not be easily noticeable.

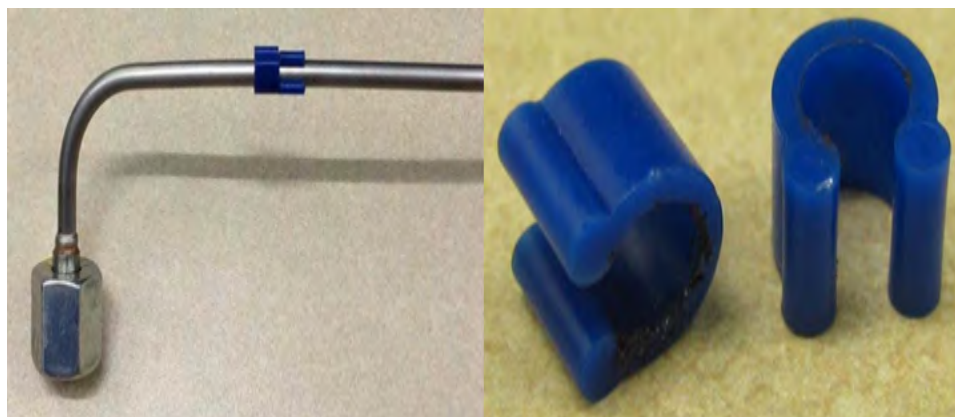


2017 VGT Engine

2017 TC Engine

Diagnosis and Repair

These lines are only to be tightened 3 times before they require replacement. This applies to both connection points of the lines (AHI Module and AHI Nozzle). When new, two plastic C-clips are installed on each of the lines. Each time a line is removed and re-
 Live UI ed, one of the plastic clips is to be removed. When there are no clips left on the line it should be replaced with a new one.



Lines are to be torqued in accordance with the table below.

NOTE: It is extremely important to follow proper torque to reduce premature line failure.

| Torque Specifications | |
|--------------------------|----------------------------|
| US17 and newer | |
| Air/Fuel Line Fittings | 25 ± 6 Nm (221 ± 53 in-lb) |
| Connection Joint | 15 ± 2 Nm (135 ± 18 in-lb) |
| US13 through US16 | |
| Air/Fuel Line Fittings | 22 ± 2 Nm (195 ± 18 in-lb) |
| Connection Joint | 22 ± 2 Nm (195 ± 18 in-lb) |

 Tags

- [mack](#) [p24f700](#) [p20dc00](#) [p20de00](#)
- [p20e000](#) [p20d713](#) [p24fb00](#) [p24f600](#)
- [p20cf7a](#) [p20d000](#) [p269a00](#) [p269900](#)
- [p269713](#) [p20dd00](#) [p20da00](#) [p20d900](#)
- [313](#) [p24fa00](#) [volvo](#) [ahi module](#)

Related links and attachments

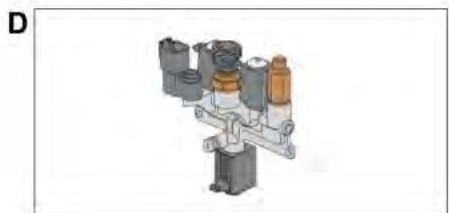
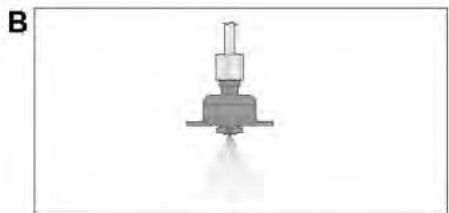
No links or attachments available



Feedback

[Give feedback](#)

to help improve the content of this article



2545-08-03-02 Exhaust Aftertreatment Diagnostics

Simulation

Information >> Conditions >> Execution

Purpose

Check the function of the exhaust aftertreatment system (DPE)

Ash and soot level reset

Description

This operation allows monitoring of system conditions, activation of components and reset of system values

Selections

Select the illustration corresponding to the method or test to be performed

A

Sensor values, Monitoring

B

Aftertreatment hydrocarbon doser air flow test

C

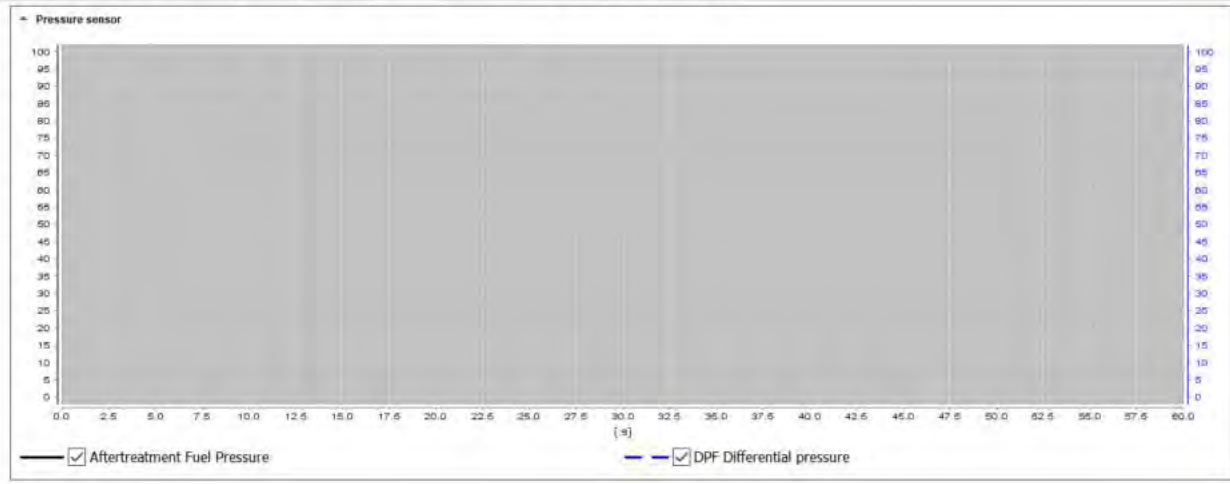
DPF System Reset

- AHD Adaptive Factor
- Soot Level

D

Active Diagnostics Test

- The 'Active Diagnostics Test' is self-test of the dosing control system
- Aftertreatment Hydrocarbon Dosing Module



- Aftertreatment Fuel Pressure
- DPF Differential pressure
- Exhaust gas temperature sensor
- Other sensors

2545-08-03-02 Exhaust Aftertreatment Diagnostics

Simulation

Information >> Conditions >> Execution

Service information can be found at the following links:

[Intake and exhaust system Function description](#)

Action

- Ignition Key ON and Engine OFF
- Read out the status of the operating conditions
- Start the engine
- Check that all signals and values are stable and without abnormal deviations
- Check that all signals are displaying realistic values according to the actual conditions



Pressure sensor

| | |
|---------|------------------------------|
| 0 psi | Aftertreatment Fuel Pressure |
| 0.7 psi | DPF Differential pressure |

- Exhaust gas temperature sensor
- Other sensors



Test result

Select one of the following alternatives

- OK
- Not OK

Restart the operation

Continue >