

SS 3113 - FTL2022 - P4 DPF Harness Rub-Chafe on Trans-Wire Braided Air Hose

Applicable Vehicles

This solution applies to P4 Models specifying DT12 Transmissions built before 3/15/2021.

Symptoms

CEL, MIL, Stop Engine and DEF Lamps On, Engine de-rates and DPF and SCR related fault Codes triggered. List of possible fault codes are shown in table 1 below:

Fault Code	Description
520371/16	Selective Catalyst Reduction Closed Loop Control at Maximum Limit (Multiples Sources)
520372/16	Selective Catalyst Reduction Closed Loop Control at Maximum Limit
4364/17	SCR NOx Conversion Efficiency
4375/4	Diesel Exhaust Fluid Pump Circuit Failed Low
4375/5	Diesel Exhaust Fluid Pump Circuit Failed Open

1761/3	Diesel Exhaust Fluid Tank Level Sensor Circuit Failed High
4355/5	Line Heater 2 Open Circuit

Table 1: Common Fault Codes triggered by reported failure mode.

Issue

HARN-ATS, JMPR, DEF may be rubbing against the Transmission Wire Braided Air Hose causing harness to short out, which trigger several fault codes. Figures 1 and 2 show the rubbing area and location in the truck.

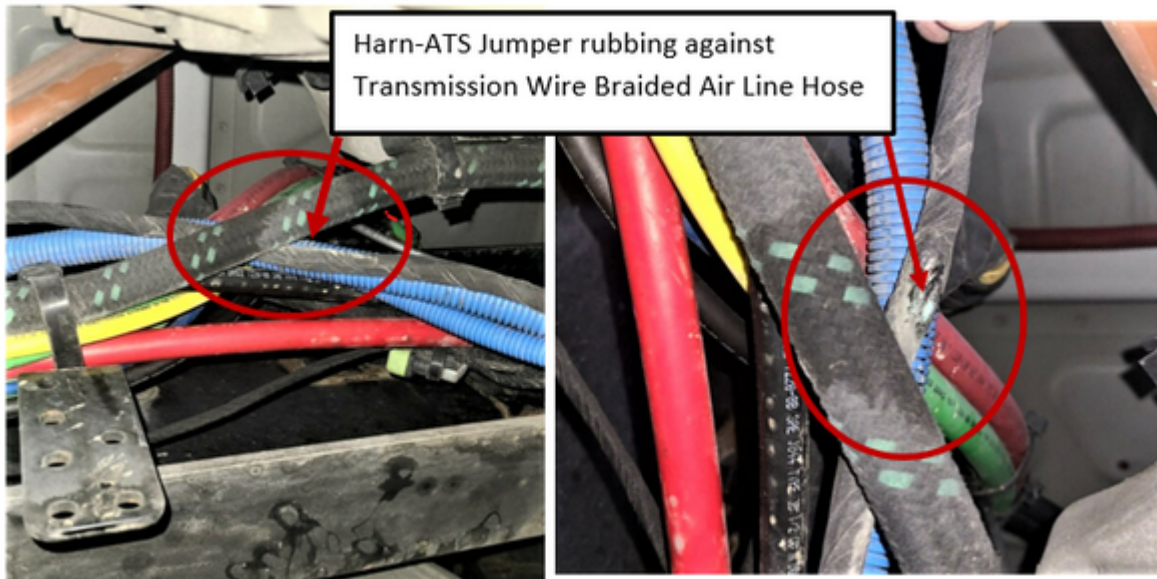


Figure 1: Harness -ATS Jumper rubbing points against Transmission Wire Braided Air Hose.

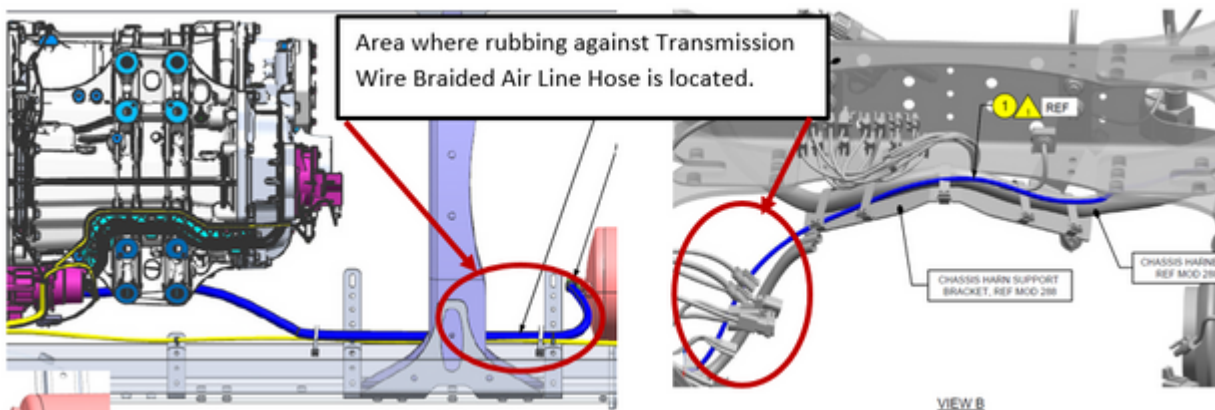


Figure 2: Location of Harness-ATS Jumper rubbing with Transmission Wire Braided Air Hose.

Solution

- Locate area of potential Harness rubbing and identify rubbing / chaffing spots. Remove existing clipping points and repair Harness as needed.
- Install Dual Tie Cable to separate Harness and Wire Braided Air Line as shown in Figure 3. Required part, TYC DCT110HIR (TIE-CABLE, DUAL, .375 TO 2.25) one piece and clip-route Harness as per installation diagram D66-12713-001.

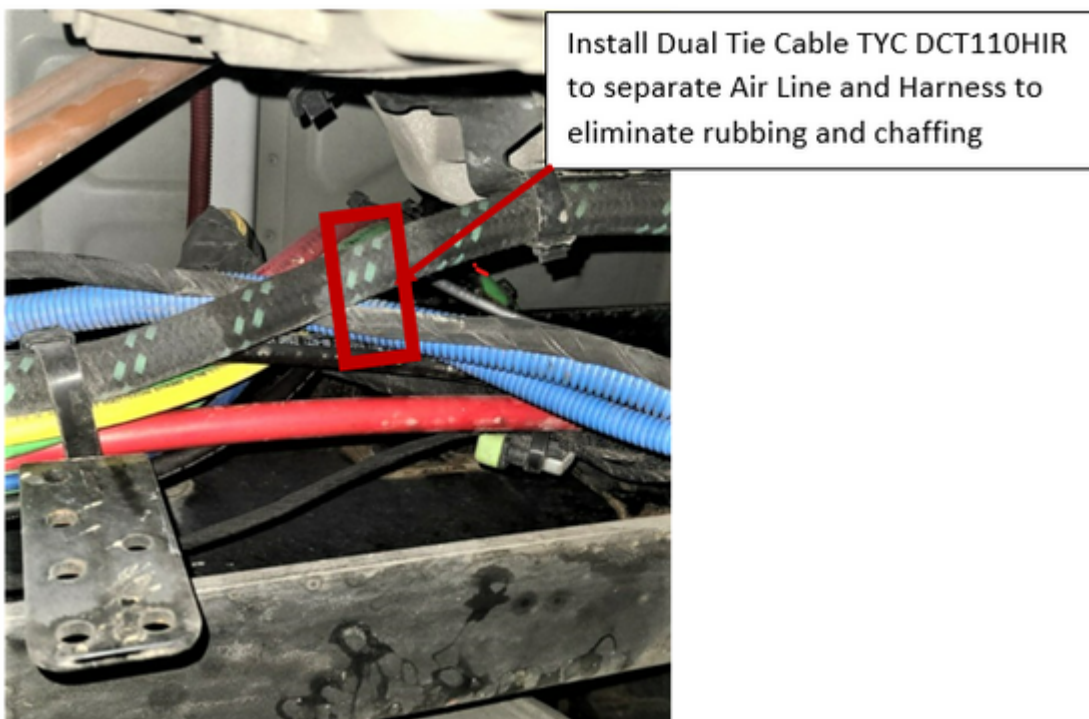


Figure 3: Installation of Dual Tie Cable to separate Harness and Air Line Hose.

Labels :

Electrical

New Cascadia

Add tags



3 Kudos

Comment

