Reviewers Note: Words/phrases in blue will be links to specific diagnostic procedures when this document is published in Freshdesk.

Pressure Regulator CNG Leak to Cooling System Diagnostic Procedure

DSM.0088 Ver. 2.0 April 25, 2023

Test to diagnose a standard or Marathon pressure regulator fault related to a suspected internal fuel leak into the cooling system.

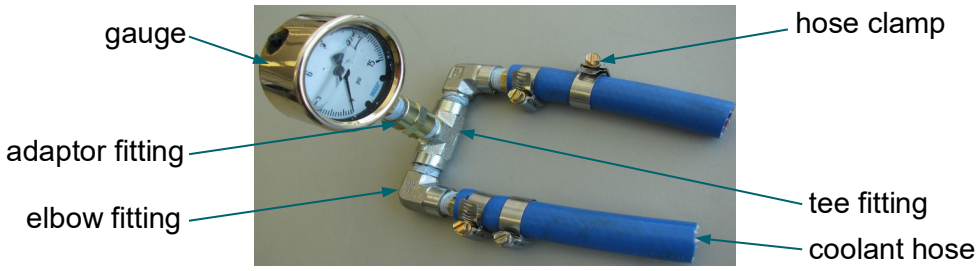
Do not perform this test unless directed to this procedure from a published diagnostic.

NOTICE **Defueling, depressurization, and removal of the pressure regulator is not necessary.**

Required Tools

1. Hose pinch pliers, QTY: 2
2. Pressure test jig *(components listed below)*

Build a test jig using a 15 psi (1.0 bar) gauge, adaptor, tee and elbow fittings, clamps, and coolant hose tubing. Assemble as shown below or modify to suit project needs.



Sample shop-built pressure regulator test jig.

Procedure

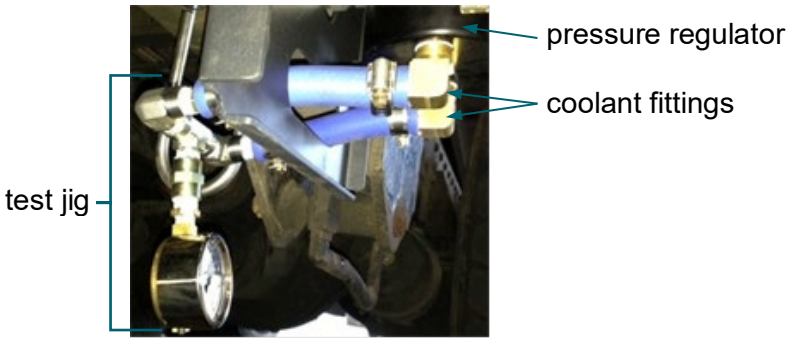
NOTICE

Cylinder pressure must be between 1500 psi (100 bar) and 3600 psi (250 bar) before starting test; view high-pressure (HP) fuel gauge reading to confirm.

1. Clamp hose pinch pliers to coolant hoses near pressure regulator.
2. Remove coolant lines from pressure regulator coolant fittings.

NOTICE **Collect any coolant for reuse or disposal.**

3. Install pressure gauge jig on pressure regulator coolant fittings.



Test jig connected to a box FMM pressure regulator.

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4. Turn ignition switch to **ON** but do not crank or start engine; this allows the supply solenoid valve (SSV) to open.

5. Observe test jig gauge for up to 20 minutes to confirm whether pressure is present in pressure regulator.

6. *If pressure builds,* **replace pressure regulator**—unit is not serviceable; contact Hexagon Agility FleetCare for assistance.
