

Preliminary

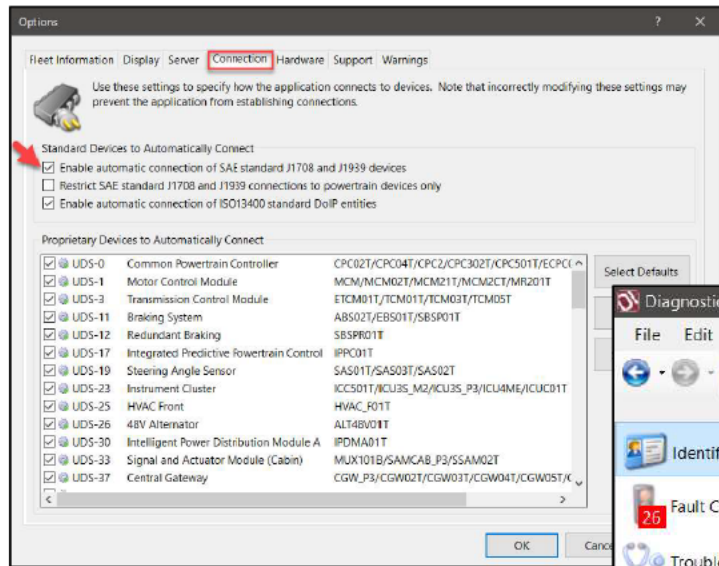
CARB Clean Truck Check

- DiagnosticLink is NOT an approved tool by CARB for California's Heavy Duty Vehicle Inspection and Maintenance Program
- Any panels in DiagnosticLink cannot be used for certification with CARB's Clean Truck Check
- Do NOT use DiagnosticLink to clear codes prior to a check
- The following slides will provide information on how to use DiagnosticLink to check for MIL status, fault code status, and warm up cycles which CARB uses to determine a pass/fail/not ready result

For limited distribution - Contains Preliminary and Pre-decisional Information Material Only

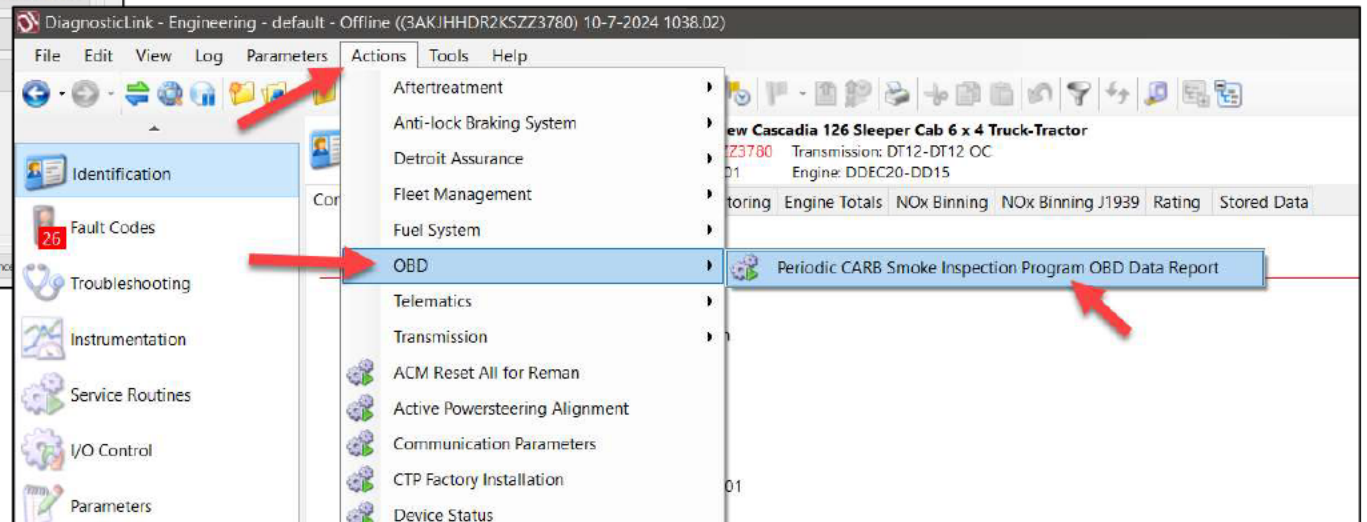
Opening Panel for CARB Clean Truck Check Data

Preliminary



DO NOT CLEAR CODES!

Clearing codes will reset the warm up cycle counter to 0



- Ensure J1939 connection is enabled in Tools > Options
- Navigate to 'Actions' in the toolbar and then under the 'OBD' option select 'Periodic CARB Smoke Inspection Program OBD Data Report'

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Source of Information for Clean Truck Check in Diagnostic Link:
Actions > OBD > Periodic CARB Smoke Inspection Program OBD Data Report

System	DMS Ready
Comprehensive Component	test complete
EGR/VVT System	test not supported
Exhaust Gas Sensor	test not supported
Exhaust Gas Sensor Heater	test not supported
Engine Fuel System	test not supported
Misfire	test not supported
NMHC Catalyst	test not supported
NOx Converting Catalyst and/or NOx Adsorber	test not supported
Diesel Particulate Filter (DPF)	test not supported
Boost Pressure Control System	test not supported

- Fault Codes

- J1939-61

DM1 MIL Status SPN 1213	DM26 Number of Warm-up Cycles since DTC clear SPN 3302
Off	3

No OBD-relevant fault codes currently reported for this device.

- J1939-1

DM1 MIL Status SPN 1213	DM26 Number of Warm-up Cycles since DTC clear SPN 3302
On	4

SPN	FMI	Description	DM6 Pending	DM12 MIL-ON	DM28 Permanent	DM23 Previously MIL-ON
961	2	Hours Data erratic, intermittent or incorrect	False	True	True	False

- J1939-0

DM1 MIL Status SPN 1213	DM26 Number of Warm-up Cycles since DTC clear SPN 3302
Off	

No OBD-relevant fault codes currently reported for this device.

Note: CARB pass/fail criteria are subject to change – contact DTTS for assistance

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As of October 2024, Expected Pass/Fail Criteria:

PASS:

- 1) No MIL on, no Permanent codes AND
- 2) Meets readiness threshold for number of warmup cycles since DTC clear (5 WUC)

OR:

- 1) No MIL on, BUT a Permanent code present, AND
- 2) Meets readiness threshold for number of warmup cycles since DTC clear (15 WUC)

FAIL:

- 1) MIL ON

NOT READY:

- 1) No MIL on, no Permanent codes, BUT
 - 2) Readiness threshold not met (5 WUC, etc.)
- OR:**
- 1) Permanent code present
 - 2) Readiness threshold not met (15 WUC, etc)

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What to do

- If you fail the test due to a MIL-on
- Diagnose and repair the cause of the MIL
- Using TechLit, execute the verification of the fault code to clear the code
- Do NOT use DiagnosticLink to clear codes
- If you do not pass the test – “Not Ready” results
- Review the reason for the “Not Ready”
 - If no MIL or permanent codes perform 5 warm up cycles
 - If permanent code present perform either:
 - Fault code verification to allow module to clear permanent code
 - 15 warm up cycles
- What is a warm up cycle?
- A warm up cycle requires the module/ECU to see a 40F (22C) coolant temperature rise AND minimum coolant temp of 158F (70C)
- You may have to disconnect and reconnect DiagnosticLink to see the counter increment
- **The recommended procedure to complete a warm up cycle:**
 - Key on, engine off ensure coolant temperature is below 120F (49C)
 - Start engine and run until coolant temperature exceeds 170F (77C)
 - Stop engine, allow modules to disconnect
 - Reconnect DiagnosticLink and check warm up cycle count
 - Allow engine to cool under 120F and repeat as needed

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Source of Information for Clean Truck Check in Diagnostic Link: Actions > OBD > Non-Certified CARB Health Check

The screenshot shows the 'Non-Certified CARB Health Check' diagnostic tool. It includes a table of system readiness, a section for fault codes, and a detailed view of a specific fault code (SPN 961).

System	DMS Ready
Comprehensive Component	test complete
EGR/VVT System	test not supported
Exhaust Gas Sensor	test not supported
Exhaust Gas Sensor Heater	test not supported
Engine Fuel System	test not supported
Misfire	test not supported
NMHC Catalyst	test not supported
NOx Converting Catalyst and/or NOx Adsorber	test not supported
Diesel Particulate Filter (DPF)	test not supported
Boost Pressure Control System	test not supported

- Fault Codes

- J1939-61

DM1 MIL Status SPN 1213	DM26 Number of Warm-up Cycles since DTC clear SPN 3302
Off	4

No OBD-relevant fault codes currently reported for this device.

- J1939-1

DM1 MIL Status SPN 1213	DM26 Number of Warm-up Cycles since DTC clear SPN 3302
On	5

SPN	FMI	Description	DM6 Pending	DM12 MIL-ON	DM28 Permanent	DM23 Previously MIL-ON
961	2	Hours - Data erratic, intermittent or incorrect	False	True	True	False

- J1939-0

DM1 MIL Status SPN 1213	DM26 Number of Warm-up Cycles since DTC clear SPN 3302
Off	

No OBD-relevant fault codes currently reported for this device.

Export... OK

Note: CARB pass/fail criteria are subject to change – contact DTTS for assistance

As of October 2024, Expected Pass/Fail Criteria:

PASS:

- 1) **No MIL on, no Permanent codes AND**
- 2) Meets readiness threshold for number of warmup cycles since DTC clear (**5 WUC**)

OR:

- 1) **No MIL on, BUT a Permanent code present, AND**
- 2) Meets readiness threshold for number of warmup cycles since DTC clear (**15 WUC**)

FAIL:

- 1) **MIL ON**

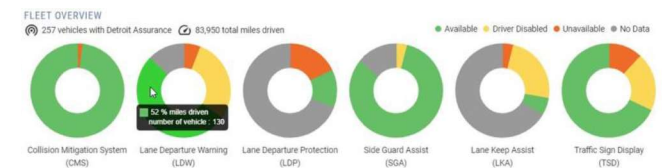
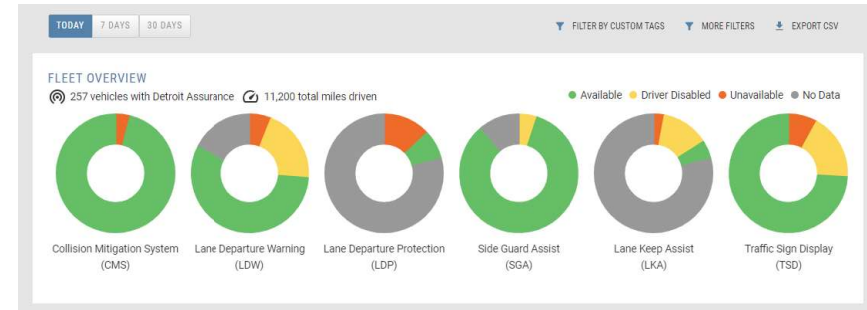
NOT READY:

- 1) **No MIL on, no Permanent codes, BUT**
 - 2) **Readiness threshold not met (5 WUC, etc.)**
- OR:
- 1) **Permanent code present**
 - 2) **Readiness threshold not met (15 WUC, etc)**

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Detroit Connect Portal Page - Fleet View

- Under Development (Initial concept requirement gathering)
- Customer involvement essential
- Similar view as Safety System Health Check
- Three Health Status
 - **Green:** Units without any CARB CTC related faults in over 30 days
 - Assumption: No faults in >30days should have No MIL, Nothing Active, High Warm Up Cycles
 - Units should be routed to CTC test site without any intervention
 - **Yellow:** Units without any CARB CTC related faults between 7 and 30 days
 - Assumptions: No faults between 7 and 30days
 - Units should be checked with DiagnosticLink prior to routing to CTC test site
 - Most likely recently repaired or self-healing event
 - Should have No MIL
 - Use DiagnosticLink to verify system health for a passing CTC test, expected high likelihood unit will be acceptable to test
 - **Red:** Units with current faults or faults <7 days old
 - Units should be repaired or checked with DiagnosticLink prior to routing to CTC test site
- **Limitations:**
 - We don't get visibility into Warm Up Cycles
 - Criteria based on reasonable assumptions
 - Dependent on availability of signals
 - Feasibility assessment underway



UNAVAILABLE	DRIVER DISABLED	AVAILABLE	NO DATA							
SERIAL	UNIT ID	CUSTOM TAG	TOTAL MI	CMS	LDW	LDP	SGA	LKA	TSD	
WE2675			3,556	0.34%	1.24%	69.32%	0.00%	22.89%	0.00%	
WE2682			3,490	0.00%	3.35%	46.45%	0.00%	6.02%	0.00%	
WE2679			3,469	0.00%	1.70%	55.50%	0.00%	2.94%	0.00%	
WE2676			3,293	0.00%	4.16%	16.09%	0.00%	34.56%	0.00%	
VT2909			3,268	0.00%	2.23%	0.00%	0.00%	0.00%	0.00%	
Y13016			3,085	0.00%	1.71%	0.00%	0.00%	0.00%	0.00%	
WE2677			3,071	0.00%	0.65%	95.93%	0.00%	0.13%	0.00%	
WE2682			2,950	0.00%	5.86%	0.00%	0.00%	9.56%	68.81%	