Service Information Bulletin

SUBJECT
SPN 3226 (ACM2.1) (GHG14)

DATE
July 2014

Additions, Revisions, or Updates

<table>
<thead>
<tr>
<th>Publication Number / Title</th>
<th>Platform</th>
<th>Section Title</th>
<th>Change</th>
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<tbody>
<tr>
<td>DDC-SVC-MAN-0084</td>
<td>GHG14 DD Platform</td>
<td>SPN 3226/FMI 20 - GHG14</td>
<td>The diagnostic procedure has been updated.</td>
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2  SPN 3226/FMI 20 - GHG14

Selective Catalyst Reduction Outlet NOx Sensor - Drift Low

Table 1.

<table>
<thead>
<tr>
<th>SPN 3226/FMI 20</th>
<th>Selective Catalyst Reduction (SCR) Outlet NOx Sensor – Drift Low</th>
</tr>
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<tbody>
<tr>
<td>Description</td>
<td>Engine Out NOx</td>
</tr>
<tr>
<td>Monitored Parameter</td>
<td>The following must be true for greater than 30s: fuel mass is 0, (392 °F), battery voltage greater than 10V DC, engine speed 500-2100 rpm.</td>
</tr>
<tr>
<td>Typical Enabling Conditions</td>
<td>None</td>
</tr>
<tr>
<td>Typical Duration</td>
<td>5 Sec</td>
</tr>
<tr>
<td>Dash Lamps</td>
<td>MIL</td>
</tr>
<tr>
<td>Engine Reaction</td>
<td>None</td>
</tr>
<tr>
<td>Verification</td>
<td>Parked regeneration.</td>
</tr>
</tbody>
</table>

1. Connect DiagnosticLink ®.
2. Turn the ignition ON (key ON, engine OFF).
3. Check for multiple fault codes. Are there any other fault codes present for the Diesel Oxidation Catalyst (DOC) outlet NOx sensor?
   a. Yes; diagnose the other fault codes first.
   b. No; Go to step 4.
4. Inspect the Aftertreatment System (ATS) for exhaust leaks. Are there any leaks present?
   a. Yes; repair the exhaust leaks. Verify repair.
   b. No; Go to step 5.
5. Inspect the ATS for damage. Is there any damage present?
   a. Yes; repair as necessary.
   b. No; Go to step 6.
6. Turn the ignition OFF.

**NOTE:** Fault code SPN 3361/FMI 5 will become present when the Diesel Exhaust Fluid (DEF) doser electrical connector is disconnected. This code can be cleared using DiagnosticLink ® once the DEF doser electrical connector is reconnected.

7. Disconnect the DEF doser electrical connector.
8. Turn the ignition ON (key ON, engine OFF).

**WARNING: HOT EXHAUST**
During parked regeneration the exhaust gases will be extremely HOT and could cause a fire if directed at combustible materials. The vehicle must be parked outside.

9. Use DiagnosticLink ® and run the GHG14 performance check low temperature regeneration routine; Refer to section "GHG14 Perform Performance Check - Low Temperature ATD".
10. Monitor the SCR inlet NOx sensor ppm reading and the SCR outlet NOx sensor ppm reading. Are the readings within 50 ppm of each other?
    a. Yes; replace the DOC/SCR module. Verify repair.
    b. No; replace the SCR outlet NOx sensor. Refer to section "Removal of the GHG14 Selective Catalytic Reduction Outlet NOx Sensor". Verify repair.