



No.: 07 CSA-24  
September 24, 2007

TO: Service Locations

FROM: Marty Kubiak

SUBJECT: **2007 CSC Newsletter 6 - Expires November 5, 2007**

### SUBJECT DETAIL

This is the sixth in a series of 2007 product updates from the Customer Support Center. The intent of this letter is to share product information and updates of current issues affecting 2007 engine operation to enable the technician to quickly diagnose and repair 2007 units to return them to service.

The items suggested/recommended in this letter expire as noted above. Please check this letter site for up to date information.

**DDC encourages technicians to utilize their training and experience to repair these units prior to notifying us. If it is a simple fix, the technician can perform this repair prior to calling Detroit Diesel. Our primary goal is to get the truck "Up and Running".**

### Tools for 2007



The current version of DDDL is Service Pack 8."



The current version of DDRS is "Service Pack 10."

Regardless of whether you have DDRS or DDDL the "panels" line will list the service pack version. The below example is for Service Pack (SP) version 10.

| Component              | Version                                     |
|------------------------|---|
| Help                   | 1.0   |
| Panels                 | 1.6SP10                                     |
| [-] Supported Devices  |   |
| CPC2                   | 1.15.6                                      |
| MCM                    | 2.57.18                                     |
| [-] System Information |   |
| Operating System       | Microsoft Windows XP Professional Servic... |
| .NET Framework         | 2.0.50727.832                               |

"Help" files contain a wealth of information such as log file viewing and how to locate log files. Review these help topics as time permits.

Viewing log files is valuable as “viewing codes” will capture and store data at the time a code was logged. By expanding the Extended Data Record additional physical data information is available.

In some cases the CSC will ask for a log file of the problem, stored log file, or DDEC Reports. Please have this ready to send.

### **MBE900**

Be familiar with [07 TS-41 Rev](#) for all MBE 900 engine models.

**SPN 615:** FMI 14 – Turbo Boost System Performance.

If air system checks pass, clear code and return to service. Have the stored log file ready to send to the CSC.

**SPN 3251:** DPF Pressure High Codes.

Perform a parked regen (dash buttons usually will not work for this). If the regen does not function or complete, see code 3719 below to check the fuel pressure.

**SPN 3610** FMI 20: DPF Outlet Pressure Drifted High In Range.

Check sensor and that the fitting is properly drilled through for the sensor to read properly.

**SPN 3719:** High soot codes causing the need for parked regen. We have seen a few units with low fuel pressure. Low fuel pressure will prevent a proper regen cycle. Fuel compensation pressure should be 70-80 psi when the doser cut off valve status = 100%. If the fuel compensation pressure is low, there is likely a problem in the fuel supply system. Check the secondary fuel filter (A0000902751), pressure regulator (A9260920110), overflow valve (A9060920810), or fuel pump; replace as necessary.

If the regen operates properly, instruct the driver on the operation and future requirements to perform a parked regen may not be warrantable.

**Misfire/Injector related codes:** If the engine serial number is less than 92696xS0005869 the injectors may require replacing. Contact the CSC. Injector PN = RA0020109751.

**High Pressure Fuel line/Injector Leak:** Replace fuel injector, transfer tube and high pressure fuel line during the repair.

### **Series 60**

**Water in the 120-Pin:** For odd or intermittent faults check the 120-pin connector at the MCM for signs of corrosion or water.

**SPN 247** FMI any: This code activates when DDDL is connected and is a false code. Do not diagnose this code; reprogramming to 60.4 /2.0 will prevent additional occurrences.

**SPN 412** FMI 3 or 4: EGR Temp Sensor.

If wiring test passes, refer to PSL for proper resistance readings to determine sensor failure. For FMI 0 or 16, clear the code and reprogram to 60.4 /2.0

**SPN 3246:** DPF Temperature High.

Verify the temperature sensor reading by taking a reality check with the sensor at ambient conditions. If the DPF temp reading is over 25 degrees off, replace the sensor.

**SPN 3480 FMI 1:** Doser Fuel Supply Pressure Abnormal.

Check fuel line first, then fuel filter, if OK replace the HC doser block assembly and test. Currently, the most frequent failure is the HC doser block assembly (P/N: RA4720700255), and possibly a kinked fuel return line (pressure high) or restricted fuel filter (pressure low). If the problem persists, call the Customer Support Center.

**SPN 4077 FMI 14:** Doser Fuel Line Pressure Sensor Failed Self Test.

Replace the fuel filter if the bowl is found to be full during visual check or the customer confirms the truck has an excess of 15,000 miles since the last filter change. Correct any fuel leaks. Even a minor fuel leak will code. Currently, the most frequent failure is the fuel doser valve (P/N: RA4720700246).

**MBE4000**

**Misfire/Injector related codes:** If the engine serial number is less than 92696xS000 the injectors may require replacing. Contact the CSC.

**SPN 4226 – Turbo Compressor Inlet Differential Pressure.**

If diagnostics do not find a failed part or wire, reprogram the MCM. A calibration change modifies the diagnostics for this code.

**SPN 4227- FMI any:** Electrostatic Oil Separator.

Reprogram the MCM as a change was made to the diagnostic parameters. The MCM software may not change depending on the unit age.

**CONTACT INFORMATION**

Please contact the Detroit Diesel Customer Support Center at 313-592-5800 if you have any questions.