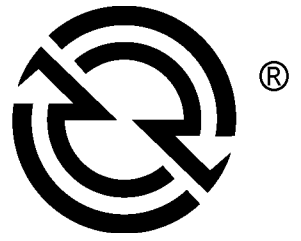


DETROIT DIESEL



ATS Technician's Guide

NUMBER: 08 ATS-15 **S.M. REF.:** 16 **ENGINE:** ATS **DATE:** November 2008

SUBJECT: SPN 3480

PUBLICATION: DDC-SVC-MAN-0036

FMI 1 was changed to indicate a low Doser Fuel Line pressure and FMI 16 was changed to indicate a high Doser Fuel Line pressure.

SPN 3480/FMI 1

This diagnostic condition is typically low Doser Fuel Line Pressure.

CHECK FOR LOW DOSER FUEL LINE PRESSURE

Check as follows:

1. Shut off the engine, apply the parking brake, chock the wheels, and perform any other applicable safety steps.
2. Visually inspect Doser Block Assembly fuel lines for external leaks.

NOTE:

One drop of fuel can cause a failure.

- [a] If external leaks are present, repair as necessary. Verify repairs.
 - [b] If no external leaks are present, go to step 3.
3. Connect DDDL 7.X.

 WARNING: ENGINE EXHAUST
To avoid injury from inhaling engine exhaust, always operate the engine in a well-ventilated area. Engine exhaust is toxic.

4. Start engine.
5. Using DDDL 7.X, perform a Doser Fuel Line Purge Service Routine.

NOTE:

Only run the Doser Fuel Line Purge Service Routine one time.

6. Once the fuel cutoff goes to 100%, begin monitoring the Fuel Compensation Pressure.

NOTE:


The pressures listed in this procedure for Fuel Compensation Pressure are absolute pressures, which is gauge pressure plus approximately 100 kPa (14.5 psi).

- [a] If Fuel Compensation Pressure is between 69 – 448 kPa (10 – 65 psi), perform a low fuel pressure test; refer to section listed in Table 1. Make repairs as needed and go to step 7.

Engine	Publication Title	Publication Number	Reference
Series 60	<i>EPA07 Series 60 DDEC VI Troubleshooting Guide</i>	DDC-SVC-MAN-0009	Section "No or Low Fuel Pressure Test"
DD15	<i>DD13/DD15 Troubleshooting Manual</i>	DDC-SVC-MAN-0029	Section "Monitoring Low Pressure Fuel System Pressures"
MBE 4000	<i>EPA07 MBE 4000 DDEC VI Troubleshooting Guide</i>	DDC-SVC-MAN-0010	Section "No or Low Fuel Pressure Test"
MBE 900	<i>EPA07 MBE 900 DDEC VI Troubleshooting Guide</i>	DDC-SVC-MAN-0015	Section "No or Low Fuel Pressure Test"

Table 1 Low Fuel Pressure Test References

- [b] If Fuel Compensation Pressure is less than 69 kPa (10 psi), replace the Doser Block Assembly. Go to step 7.
- [c] If Fuel Compensation Pressure is between 448 – 665 kPa (65 – 95 psi), replace the Fuel Doser Valve. Go to step 7.

 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.

7. Using DDDL 7.X, initiate a parked regeneration.

- [a] If fault code 3480/1 becomes active, replace the Doser Block Assembly.

NOTE:

The regeneration will abort if fault code 3480/1 becomes active.

- [b] If the regeneration completes itself, verify repairs.

8. Using DDDL 7.X, initiate a parked regeneration.

- [a] If fault code 3480/1 becomes active, repeat step 2 through step 6. If the fault code 3480/1 still becomes active, contact the Detroit Diesel Customer Support Center at 313–592–5800.
- [b] If the regeneration completes itself, verify repairs.

SPN 3480/FMI 16

This diagnostic condition is typically high Doser Fuel Line Pressure.

CHECK FOR HIGH DOSER FUEL LINE PRESSURE

Check as follows:

1. Shut off the engine, apply the parking brake, chock the wheels, and perform any other applicable safety steps.
2. Connect DDDL 7.X.

 WARNING: ENGINE EXHAUST
To avoid injury from inhaling engine exhaust, always operate the engine in a well-ventilated area. Engine exhaust is toxic.

3. Start engine.
4. Using DDDL 7.X, perform a Doser Fuel Line Purge Service Routine.

NOTE:

Only run the Doser Fuel Line Purge Service Routine one time.

5. Once the Fuel Cutoff Valve goes to 100%, begin monitoring the Fuel Compensation Pressure.

NOTE:


The pressures listed in this procedure for Fuel Compensation Pressure are absolute pressures, which is gauge pressure plus approximately 100 kPa (14.5 psi).

- [a] If Fuel Compensation Pressure is between 665 – 993 kPa (95 – 144 psi), perform a high fuel pressure test; refer to section listed in Table 2. Make repairs as needed and go to step 6.

Engine	Publication Title	Publication Number	Reference
Series 60	<i>EPA07 Series 60 DDEC VI Troubleshooting Guide</i>	DDC-SVC-MAN-0009	Section "High Fuel Pressure Test"
DD15	<i>DD13/DD15 Troubleshooting Manual</i>	DDC-SVC-MAN-0029	Section "Diagnosis High Amplifier/Needle Return Flow"
MBE 4000	<i>EPA07 MBE 4000 DDEC VI Troubleshooting Guide</i>	DDC-SVC-MAN-0010	Section "High Fuel Pressure Test"
MBE 900	<i>EPA07 MBE 900 DDEC VI Troubleshooting Guide</i>	DDC-SVC-MAN-0015	Section "High Fuel Pressure Test"

Table 2 High Fuel Pressure Test References

- [b] If Fuel Compensation Pressure is greater than or equal to 993 kPa (144 psi), replace the Doser Block Assembly. Go to step 6.

 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.

6. Using DDDL 7.X, initiate a parked regeneration. Verify repairs.

ADDITIONAL SERVICE INFORMATION

Additional service information is available in the Detroit Diesel *ATS Technician's Guide*, DDC-SVC-MAN-0036. The next revision to this manual will include the revised information.

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