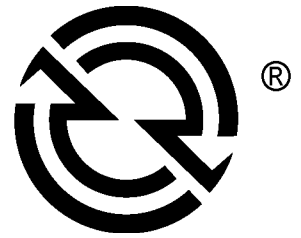


DETROIT DIESEL



ATS Technician's Guide

NUMBER: 08 ATS-14Rev **S.M. REF.:** 23.1 **ENGINE:** ATS **DATE:** November 2008

REVISION: A step was added to purge the air from the fuel lines after Doser Block Assembly replacement.

SUBJECT: ADDITION OF SPN 4077/FMI 0

PUBLICATION: DDC-SVC-MAN-0036

SPN 4077/FMI 0 was added.

SPN 4077/FMI 0

This diagnostic condition is typically high Doser Fuel Line Pressure.

CHECK FOR HIGH DOSER FUEL LINE PRESSURE

Check as follows:

1. Shut off engine, apply the parking brake, chock the wheels, and perform any other applicable safety measures.
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 Doser Fuel Line Purge Service Routine.

NOTE:

Only run this Service Routine once.

5. 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 greater than or equal to 993 kPa (144 psi), replace the Doser Block Assembly. Go to step 8.
- [b] If Fuel Compensation Pressure is between 665 – 993 kPa (95 – 144 psi), perform a high fuel pressure test; refer to section listed in Table 1. 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>EPA07 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 1 High Fuel Pressure Test References

- [c] If Fuel Compensation Pressure is between 448 – 665 kPa (65 – 95 psi), replace the Fuel Doser Valve. 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.

- [a] If fault code 4077/0 becomes active, replace the Doser Block Assembly. Go to step 7.

NOTE:

The regeneration will abort if fault code 4077/0 becomes active.

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

7. Using DDDL 7.X, perform Doser Fuel Line Purge Service Routine.

NOTE:

Only run this Service Routine once.

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

- [a] If fault code 4077/0 becomes active, repeat step 2 through step 5. If the fault code 4077/0 still becomes active, contact the Detroit Diesel Customer Support Center at 313–592–5800.

- [b] If the regeneration completes itself, 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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