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Document ID: IK0700032

Availability: ISIS, Bus ISIS, FleetISIS

Revision: 6

Major System: EXHAUST

Created: 8/3/2011

Current Language: English

Last Modified: 7/1/2015

Other Languages: [Français](#), [Español](#)

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Viewed: 15910

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Coding Information

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Title: DPF Snap Accel Test - Quick Test

Applies To: All vehicles with DPFs

Diesel Particulate Filter (DPF) Snap Acceleration Test (Quick Test)

This procedure checks the DPF for cracks or internal damage without removing the DPF from the vehicle and is used to test basic functionality of the diesel particulate filter. This is to be done prior to removing the DPF.

Check for active DTC prior to performing this procedure. If any active DTCs are present, follow the appropriate DTC troubleshooting.

TEST PROCEDURES

WARNING:

To prevent unexpected movement of the vehicle and possible serious personal injury or death, park the vehicle on a flat, level surface, set the parking brake, turn the engine off and chock the wheels to prevent vehicle from moving in both directions.

1. The transmission must be in neutral and the parking brake must be applied.
2. Start and idle the engine.
3. Rapidly depress the accelerator pedal from idle to full throttle. This can be performed multiple times.
4. During the engine accelerations, visually check for a heavy **black smoke** exiting the exhaust pipe.

- a. Visible **black** smoke indicates a possibly failed diesel particulate filter.

b. If **black** smoke is present, capture a photo of the smoke then remove the DPF and inspect internally for cracks other damage. A photo of the smoke and of the outlet of the DPF is required for a DPF iApprove.

c. If white smoke is seen, this does not indicate a failure of the DPF. If white smoke is present, Air Management diagnostics should be performed.

NOTE: There is a phenomenon called "hydrocarbon slip" that can occur under certain conditions. "Hydrocarbon slip" is when diesel fuel does not fully combust in the aftertreatment (during regeneration) and "slips" through the DPF and into the clean side of the exhaust. This is usually associated with high idle time applications. A black staining in the exhaust can develop in the tailpipe. The DPF should NOT be replaced due to "hydrocarbon slip".

NOTE: The DPF is not 100 percent efficient. Some evidence of exhaust soot is normal, and does not indicate a malfunctioning DPF.

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