Special Instruction
SART Module Diagnostic Procedure for Certain On Highway Trucks{7000}
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SART Module Diagnostic Procedure for Certain On Highway Trucks{7000}

SMCS - 7000

On Highway Truck:
CT660 (S/N: TGA1-UP; TGD1-UP; TJD1-UP; TEJ1-UP; TRK1-UP; TKL1-UP; TEM1-UP; TEP1-UP; TGR1-UP; TGS1-UP; TJS1-UP; TGT1-UP; TGW1-UP; TSW1-UP; TEY1-UP; TSY1-UP; TEZ1-UP; TGZ1-UP)

Introduction

The technician may notice that a code below is active or inactive. The customer might not mention a warning light for this code alone. Diagnostic Information and procedures for the Stand Alone Real Time clock (SART) module-related codes are explained in this Special Instruction.

SART Diagnostic Procedure

Table 1

Possible Diagnostic Trouble Codes			
SPN	**FMI**	**Module**	**Description**
251	19	ECM	ECM not detecting CAN message for real-time clock
524285	14	SART	Unknown Fault

The Status of the fault (whether the code is active or inactive) will determine the troubleshooting steps.

1. Open Engine Diagnostics and check to see if the code is active.
2. Use the datalink sniffer in Engine Diagnostics to see if the SART module is communicating.

If the code is active, and the SART is communicating, follow the steps below:

Check Status of RTC and Resync

1. If the clock resyncs, the code clears and does not return, release the vehicle to customer.
2. If the code will not clear, but the module is communicating, the module will need to be replaced.
3. If the module is not communicating, check for power, ground, and datalink to the module.

If the code is inactive, follow the steps below:

Datalink Troubleshooting

1. Check power, ground, and datalink to module.
2. If no trouble is found, clear the code and release the truck to the customer.

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