



## Solution

**Title (customer effect)** Chassis Experiencing High soot Accumulation, Abnormal ( Too High, Too Low ) Regeneration Temperatures Following An Aftertreatment Hydrocarbon Injector ( AHI, 7<sup>th</sup> Injector ) Nozzle Replacment Procedure

**Cause** Incorrect part number ( P/N ) AHI nozzle ( 7<sup>th</sup> Injector ) could have possibly been installed.

**Solution** Model Year ( MY ) US17 changes to the AHI system have been made. MY US17 has been updated to a High flow nozzle.

- The low flow nozzle has been used for North American heavy duty engines since 2011. All US17 11L and 13L engines will now use the high flow nozzle ( 16L engines will continue to use the low flow nozzle ).
- The AHI nozzle tip of the low flow and the high flow nozzle is different in appearance. Other than this difference, the two nozzles are visually the same.



Solution visibility

Dealer distribution

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## Function(s)/component(s) affected

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Function affected engine , exhaust

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## Function Group

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Function Group 258 emissions after-treatment

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## Customer effect

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Main customer effect soot , regeneration , temperature , calibration/programming/pairing/missing operation , diagnostics/methodology , efficiency/abnormal behavior

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Fluid implicated fuel

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## Conditions

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Vehicle operating mode when driving , when stationary

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Frequency of occurrence of problem always

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## Administration

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Last modified by RU4469V

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Status Published

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## NA\_MACK\_Vehicle\_Range

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**NA\_MACK\_Vehicle\_Range** Cabover , LR , LEU , MRU , Conventional , CHU , CXU , GU  
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## NA\_VOLVO\_Vehicle\_Range

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**NA\_VOLVO\_Vehicle\_Range** Conventional , VNX , VNL , VNM , VHD , VAH  
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## Engine family

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Engine family Volvo , 11L Engine , 13L Engine , Mack , MP7 , MP8

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## Emission Standard

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Emission Standard 2018 , OBD2017 , US17 GHG , US14 CNG , US16 , US15 , US10 , US13 OBD , US14 GHG

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