



Mack Models

Mack Model TE-TerraPro , LR , LEU , MRU-TerraPro , GR-Granite , PI-Pinnacle , AN-Anthem ,
CHU-Pinnacle, Axle back , CXU-Pinnacle, Axle forward , GU-Granite , TD-Titan

Volvo Models

Volvo Model VNR , VT , VNX , VNL , VNM , VHD , VAH

Engine family

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

Emission Standard

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

**** SOLUTION ****

Title Aftertreatment Hydrocarbon Injector (AHI, 7th Injector) Changes Between US10 And US17 (GHG17, Common Rail Fuel System) - Chassis Experiencing High soot Accumulation, Abnormal (Too High, Overtemp, Too Low) Regeneration Temperatures Following An Aftertreatment Hydrocarbon Injector Nozzle Replacement Procedure

Cause Incorrect part number (P/N) AHI nozzle (7th Injector) may have 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 are different in appearance. Other than this difference, the two nozzles are visually the same.





Solution visibility [Dealer distribution](#)

Function(s)/component(s) affected

Function affected Fuel Dosing , DOC , DPF

Function Group

Function Group 258 emissions after-treatment

Customer effect

Main customer effect soot , regeneration , temperature , efficiency/abnormal behavior

Fluid implicated fuel

Conditions

Vehicle operating mode when driving , when stationary

Frequency of occurrence of problem always

Administration

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