Solution K76992557
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** 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

Mack Models

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

Volvo Models

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

Emission Standard

Emission Standard	US10 , US10+OBD13 , US14+OBD13 , US14+OBD15 , US14+OBD16 , US14 CNG , US17 , US17+OBD16 , US17+OBD18

Engine family

Engine family	11L Engine , 13L Engine , 16L Engine , MP7 , MP8 , MP10

** SOLUTION **

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.

NOTE: The high flow and the low flow aftertreatment hydrocarbon dosers have different flow rates.
The difference between the aftertreatment hydrocarbon doser flow tests can be seen below.

- High flow aftertreatment hydrocarbon doser
- Low flow aftertreatment hydrocarbon doser

Solution visibility	Dealer distribution

Function(s)/component(s) affected

Function affected	DOC , DPF , Fuel Dosing

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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