The Aftertreatment System Technician's Guide (DDC-SVC-MAN-0036) was revised to include changes to step 4.

**SPN 3480/FMI 1**

This diagnostic condition is typically High Doser Fuel Supply Pressure.

**CHECK FOR HIGH DOser FUEL SUPPLY PRESSURE**

Check as follows:

1. Shut off the engine, apply the parking brake, chock the wheels, disconnect the vehicle battery power, and perform any other applicable safety steps.
2. Connect DDDL 7.X.

<table>
<thead>
<tr>
<th>CAUTION: EXHAUST FUMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>To avoid injury or injury to bystanders from fumes, engine or vehicle fuel system service operations should be performed in a well ventilated area.</td>
</tr>
</tbody>
</table>


**NOTE:**

Only run the Doser Fuel Line Purge Service Routine one time.
5. Once the Fuel Cutoff Valve goes to 100%, begin monitoring the Fuel Compensation Pressure.

**NOTE:**
The pressures listed in this procedure for Fuel Compensation Pressure are absolute pressures, which is gauge pressure plus approximately 100 kPa (14.5 psi).

[a] If Fuel Compensation Pressure is between 665 – 993 kPa (95 – 144 psi), perform a high fuel pressure test; refer to section listed in Table 1. Make repairs as needed and go to step 6.

<table>
<thead>
<tr>
<th>Engine</th>
<th>Publication Title</th>
<th>Publication Number</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Series 60</td>
<td>EPA07 Series 60 DDEC VI Troubleshooting Guide</td>
<td>DDC-SVC-MAN-0009</td>
<td>Section &quot;High Fuel Pressure Test&quot;</td>
</tr>
<tr>
<td>DD15</td>
<td>DD15 Troubleshooting Guide</td>
<td>DDC-SVC-MAN-0029</td>
<td>Section &quot;Diagnosis High Amplifier/Needle Return Flow (Version 5 Fuel System)&quot;</td>
</tr>
<tr>
<td>MBE 4000</td>
<td>EPA07 MBE 4000 DDEC VI Troubleshooting Guide</td>
<td>DDC-SVC-MAN-0010</td>
<td>Section &quot;High Fuel Pressure Test&quot;</td>
</tr>
<tr>
<td>MBE 900</td>
<td>EPA07 MBE 900 DDEC VI Troubleshooting Guide</td>
<td>DDC-SVC-MAN-0015</td>
<td>Section &quot;High Fuel Pressure Test&quot;</td>
</tr>
</tbody>
</table>

Table 1 High Fuel Pressure Test References

[b] If Fuel Compensation Pressure is greater than or equal to 993 kPa (144 psi), replace the Doser Block Assembly. Go to step 6.

![WARNING: HOT EXHAUST](image)

During parked regeneration the exhaust gases will be extremely HOT and could cause a fire if directed at combustible materials. The vehicle must be parked outside.


**ADDITIONAL SERVICE INFORMATION**

Additional service information is available in the Detroit Diesel *ATS Technician's Guide*, DDC-SVC-MAN-0036. The next revision to this manual will include the revised information.