P1718

Fault code description

EGR mass flow - Data valid but too high

Possible cause

1. Leakage in EGR system
2. Blockage of EGR system
3. Leakage in exhaust system
4. Poor performance of EGR valve
5. Faulty boost pressure sensor
6. Faulty NOx sensor
7. Faulty lambda sensor
8. Incorrect type of fuel used

Additional information

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Set condition of fault code

This diagnostic starts after the NOx sensor has reached the operating temperature.

The PMCI-2 ECU detects this fault after six minutes at low speed and low load, down to 35 seconds at high speed and high load.

Reset condition of fault code

This fault code will change to inactive immediately after the diagnostic runs and passes.

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P1718, Diagnostic information

Technical data

"Sensor, boost pressure (F802)"

"Sensor, NOx before catalyst (F844)"

"Sensor, lambda (F834)"

"EGR valve sensor (L033)"

Location of component(s)

"Location information, PMCI-2"

Electrical diagram(s)

"PMCI-2"

Description of component(s)

"Boost pressure sensor (F802)"

"Sensor, NOx before catalyst (F844)"

"Lambda sensor (F834)"

"EGR valve sensor (L033)"

Block diagram

"PMCI-2"

Step by step troubleshooting

Please perform the troubleshooting steps below by utilising the breakout harness if necessary to check electrical components such as sensors, electrical control units or harnesses. Back probing is not recommended as it could damage the harness. The ignition should always be in the OFF position when connecting or disconnecting electrical components to reduce the likelihood of damage to electrical components.

- This troubleshooting tree is based on the assumption that supply power and earth to the PMCI are functioning properly.
- Disconnecting the PMCI connectors during the

troubleshooting process will result in multiple errors.

- For specific electrical component information and pin out locations, always refer to the technical data in Rapido.
- It is necessary to exit the 'active errors' screen in DAVIE and run the diagnostic test again to identify a change in errors.
- Remember that the truck's operational or mechanical issues may be the root cause of both active and inactive codes. Refer to the 'possible causes' section in Rapido.

Step by step 1: Check fault codes

Troubleshooting steps

1. Reinitialise the EGR valve.
2. Use DAVIE to verify that the fault code is no longer active.

Is the fault code no longer active?

- Yes – Issue has been resolved.
- No – Proceed to step 2.

Step by step 2: Check fault codes

Troubleshooting steps

Before troubleshooting this fault, take note of any other active or inactive fault codes. One or more other faults could have been the cause of this fault.

1. Use DAVIE to check for related fault codes.

Are there related active or inactive fault codes?

- Yes –Proceed with the appropriate fault code.

- No – Proceed to step 3.

Step by step 3: Electrical wiring checks

Troubleshooting steps

1. Visually inspect the associated component connections and wiring for any of the following:
   - Loose or broken connector.
   - Bent, broken, corroded or pushed back pins.
   - Moisture or dirt inside the connector.
   - Damage to the wire harness or insulation.
   - Verify that the ECU connections are not damaged or disconnected.
   - Verify that the batteries are OK and contacts are tight.
   - Verify proper installation of the inlet manifold temperature sensor.

Were any issues found?

- Yes – Correct any issues found. Perform the validation procedure in step 7. If the fault code is still active, proceed to step 4
- No – Proceed to step 4.

Step by step 4: Monitoring

Troubleshooting steps

1. Use Davie to monitor the following values:
   - Boost pressure sensor (F802).
   - NOx Before catalyst Sensor (F844).
   - Lambda sensor (F834).
   - Valve sensor, EGR (L033).
2. Verify that they are all within the manufacturer’s specifications. See the electrical specifications in the technical data section at the top of this document.

Is there evidence of any of the above?

- Yes – Correct any issues found. Perform the validation procedure in step 7. If the fault code is still active, proceed to step 5.
- No – Proceed to step 5.

Step by step 5: Testing

Troubleshooting steps

1. Use DAVIE and select the EGR and Turbo condition test. This test helps determine if there is an internal problem with the EGR valve sensor.

Were any issues found?

- Yes – Correct any issues found. Perform the validation procedure in step 7. If the fault code is still active, proceed to step 6.
- No – Proceed to step 6.

Step by step 6: EGR valve sensor

Troubleshooting steps

1. If no other problems were detected in the above steps, an internal problem has occurred with the EGR valve sensor. Replace the faulty post EGR valve sensor. Proceed to step 7.

Step by step 7: Validate repair

Troubleshooting steps

1. Clear the fault code.
2. Perform the reset condition described in the reset condition section at the top of this document.
3. Use DAVIE to verify that the fault code is no longer active.

Is this fault still active?

- Yes – Proceed to step 8.
- No – Troubleshooting completed.

Step by step 8: Contact PACCAR Engine Support Center

Contact the PACCAR Engine Support Center
for further assistance.

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