P3752

Fault code description

Exhaust gas temperature before DOC - Data erratic, intermittent or incorrect

Possible cause

1. Exhaust temperature before DOC sensor, stuck in-range.
2. High resistance in the exhaust temperature before DOC sensor signal or return lines.
3. Malfunctioning DOC/DPF temperature sensor interface.

Additional information

The EAS-3 ECU will use a default value of 482ºF (250ºC) when errors are also detected on the exhaust temperature sensor before DPF. Otherwise, the value of the exhaust temperature before DPF will be used as a replacement value.

Active DPF regeneration will be disabled.

Set condition of fault code

This diagnostic runs continuously for 600 seconds after fuel injection into the after-treatment system is not occurring.

The EAS-3 ECU detects that the exhaust temperature before DOC sensor reading is not changing with engine operating conditions.

Reset condition of fault code

The engine must be running at any speed for five seconds, one of the temperature sensors in the DPF unit must be within the range of 217ºF (103ºC) to 1112ºF (600ºC) and the temperature before DOC must be at a calibratable temperature, before this fault code will change to inactive.

may change daily. Therefore the provided information is only valid on 12-15-2015. You cannot derive any rights from the information provided with respect to vehicles and/or components of another series, with another chassis number, and/or of another date. (/)

P3752, Diagnostic information

Technical data

"Sensor, exhaust temperature before DOC (F838)"

Location of component(s)

"Location information, EAS-3"

Electrical diagram(s)

Refer to the OEM service manual for more information.

Description of component(s)

"Sensor, exhaust temperature before DOC (F838)"

Block diagram

"Block diagram EAS-3"

Step by step troubleshooting

Please perform the troubleshooting steps below by utilizing 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.

- Disconnecting the EAS 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.
- It is necessary to exit the fault code menu 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 fault codes. Refer to the 'possible causes' section.

Step by step 1: Check fault codes

Step 1A: Check for fault codes

Troubleshooting steps

1. Turn the Key switch ON.
2. Use DAVIE to check for fault codes.

Is the fault code P3750 or P3751 active?

- Yes – Proceed with fault code P3750 or P3751
- No – Proceed to step 2A

Step by step 2: Check the exhaust temperature sensor before DOC and the circuit.

Step 2A: Inspect the exhaust temperature sensor before DOC and connector pins

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect the exhaust temperature before DOC sensor from the DOC/DPF temperature sensor interface module.
3. Inspect the DOC/DPF temperature sensor interface module and exhaust temperature sensor before DOC connector for:
    1. corroded or dirty pins;
    2. damaged pins;
    3. pushed back or expanded pins;
    4. loose connector;
    5. moisture in or on the connector;
    6. connector shell damaged;
    7. missing or damaged connector seals;

8. wire insulation damage;

Dirty or damaged pins/connector?

- Yes – A dirty or damaged connection has been detected. Clean, repair or replace the damaged connection or harness if possible - Proceed to step 6A
- No – Proceed to step 2B

Step 2B: Check the circuit response

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect the exhaust temperature before DOC sensor from the DOC/DPF temperature sensor interface module.
3. Turn the Key switch ON.
4. Check for the appropriate circuit response after 30 seconds.
5. Use DAVIE to read the fault codes.

Is the fault code P3750 active?

- Yes – Proceed to step 2C
- No – Proceed to step 3A

Step 2C: Check the circuit response

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect the exhaust temperature before DOC sensor from the DOC/DPF temperature sensor interface module.
3. Place a jumper wire between the sensor signal pin and the earth pin at the sensor connector of the DOC/DPF temperature sensor interface module.
4. Turn the Key switch ON.
5. Check for the appropriate circuit response after 30 seconds.
6. Use DAVIE to read the fault codes.

Is the fault code P3751 active?

- Yes – A damaged sensor has been detected. Replace the sensor. Proceed to step 6A
- No – Proceed to step 3A

Step by step 3: Check the DOC/DPF temperature sensor interface module

Step 3A: Inspect the DOC/DPF temperature sensor interface module

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect all temperature sensors and the harness from the DOC/DPF temperature sensor interface module.
3. Inspect the DOC/DPF temperature sensor interface module for:
    1. corroded or dirty pins;
    2. damaged pins;
    3. pushed back or expanded pins;
    4. loose connector;
    5. moisture in or on the connector;
    6. connector shell damaged;
    7. missing or damaged connector seals;
    8. wire insulation damage;

Dirty or damaged pins?

- Yes – A dirty or damaged connection has been detected. Clean, repair or replace the damaged DOC/DPF temperature sensor interface module - Proceed to step 6A
- No – Proceed to step 3B

Step 3B: Check for an open circuit in the DOC/DPF temperature sensor interface module

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect all temperature sensors and

the harness from the DOC/DPF temperature sensor interface module.

3. Check for an open circuit.
4. Measure the resistance of each circuit contained within the DOC/DPF temperature sensor interface module.

Is the resistance less than 10 ohms?

- Yes – Proceed to step 3C
- No – An open circuit has been detected in the DOC/DPF temperature sensor interface module. Replace the DOC/DPF temperature sensor interface module - Proceed to step 6A

Step 3C: Check for a pin-to-pin short circuit in the DOC/DPF temperature sensor interface module

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect all temperature sensors and the harness from the DOC/DPF temperature sensor interface module.
3. Check for a pin-to-pin short circuit.
4. Measure the resistance between each pin in each connector in the DOC/DPF temperature sensor interface module to all other pins in the DOC/DPF temperature sensor interface module.

Is the resistance greater than 100k ohms?

- Yes – Proceed to step 4A
- No – A pin-to-pin short circuit has been detected in the DOC/DPF temperature sensor interface module. Replace the DOC/DPF temperature sensor interface module - Proceed to step 6A

Step by step 4: Check the EAS-3 unit and the harness

Step 4A: Inspect the EAS-3 unit and the harness connector pins

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect the EAS-3 unit from the harness.
3. Inspect the harness and EAS-3 unit connector for:
    1. corroded or dirty pins;
    2. damaged pins;
    3. pushed back or expanded pins;
    4. loose connector;
    5. moisture in or on the connector;
    6. connector shell damaged;
    7. missing or damaged connector seals;
    8. wire insulation damage;

Dirty or damaged pins?

- Yes – A dirty or damaged connection has been detected. Clean, repair or replace the damaged connection or harness if possible - Proceed to step 6A
- No – Proceed to step 4B

Step 4B: Check for a pin-to-pin short circuit in the harness

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect the EAS-3 unit from the harness.
3. Disconnect the exhaust temperature before DOC sensor from the harness.
4. Check for a pin-to-pin short circuit.
5. Measure the resistance between the EAS-3 unit connector exhaust temperature before DOC sensor signal pin and all other pins in the harness.

Is the resistance greater than 100k ohms?

- Yes – Proceed to step 4C

- No – A pin-to-pin short circuit has been detected in the harness. Repair or replace the harness - Proceed to step 6A

Step 4C: Check for a pin-to-pin short circuit in the harness

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect the EAS-3 unit from the harness.
3. Disconnect the exhaust temperature before DOC sensor from the harness.
4. Check for a pin-to-pin short circuit.
5. Measure the resistance between the EAS-3 unit connector exhaust temperature before DOC sensor earth pin and all other pins in the harness.

Is the resistance greater than 100k ohms?

- Yes – Proceed to step 4D
- No – A pin-to-pin short circuit has been detected in the harness. Repair or replace the harness - Proceed to step 6A

Step 4D: Check for a pin to ground short circuit

Troubleshooting steps

1. Turn the Key switch OFF.
2. Disconnect the EAS-3 unit from the harness.
3. Disconnect the exhaust temperature before DOC sensor from the harness.
4. Check for a pin to ground short circuit.
5. Measure the resistance between the EAS-3 unit connector exhaust temperature before DOC sensor signal pin and ground.

Is the resistance greater than 100k ohms?

- Yes – Proceed to step 5A
- No – A pin to ground short circuit on the

signal wire has been detected in the harness. Repair or replace the harness - Proceed to step 6A

Step by step 5: Inspect the DOC

Step 5A: Check the DOC for soot accumulation

Troubleshooting steps

1. Remove the DOC.
2. Inspect the DOC.
3. Check the inlet side of the DOC for soot accumulation.

Are more than 50 percent of the cells on the inlet side blocked by soot?

- Yes – Clean the DOC - Proceed to step 6A
- No – Proceed to step 5B

Step 5B: Check the DOC for cracks in the cell wall

Troubleshooting steps

1. Remove the DOC.
2. Inspect the DOC.
3. Check for cracks in the DOC cell walls.

Are any cracks found in the cell walls?

- Yes – Replace the DOC - Proceed to step 6A
- No – A damaged sensor has been detected. Replace the sensor. Proceed to step 6A

Step by step 6: Clear the fault code

Step 6A: Disable the fault code

Troubleshooting steps

1. Connect all components.
2. Operate the system within the 'reset condition of the fault code' found in the fault code information.

3. Use DAVIE to verify if the fault codes are inactive.

Is fault code P3752 inactive?

- Yes – Proceed to step 6B
- No – Return to the troubleshooting steps. Proceed to step 1A

  If all the steps have been completed and checked again, contact the Engine Support Center for further instructions.

Step 6B: Clear the inactive fault codes

Troubleshooting steps

1. Connect all components
2. Turn the Key switch ON.
3. Use DAVIE to clear the inactive fault codes.

Have all the fault codes been cleared?

- Yes – Repair complete
- No – Troubleshoot any remaining active fault codes

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