P3763

Fault code description

DPF pressure - Voltage too high

Possible cause

1. Signal circuit shorted to sensor supply or battery voltage.
2. Open return circuit in the harness, connectors, or sensor.

Additional information

The EAS-3 ECU will use a replacement value of 0 PSI (0 bar) for the pressure after DPF.

Set condition of fault code

This diagnostic runs continuously when the key switch is ON.

When pressure after DPF out of range high conditions are detected, a counter is incremented up to a calibratable value. When this counter value is reached, the fault code will be activated. The counter will be reset to zero and the fault code will change to inactive when a normal pressure in-range condition is detected.

The counter value of out of range conditions will be retained at key off.

Reset condition of fault code

The fault code will change to inactive when an in-range pressure condition is detected.

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P3763, Diagnostic information

Technical data

"Sensor, DPF pressure (F837)"

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, DPF pressure (F837)"

Block diagram

"Block diagram EAS-3"

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.

- 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 fault code P3763 inactive?

- Yes – Proceed to step 4A
- No – Proceed to step 2A

Step by step 2: Check the DPF pressure sensor (pressure after DPF) and the circuit

Step 2A: Inspect the DPF pressure sensor and connector pins

Troubleshooting steps

1. Turn the key switch OFF.
2. Disconnect the DPF pressure sensor from the harness.
3. Inspect the DPF pressure sensor 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 4A
- No – Proceed to step 2B

Step 2B: Check the circuit response

Troubleshooting steps

1. Turn the key switch OFF.
2. Disconnect the DPF pressure sensor from the harness.
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 fault code P3764 active?

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

Step 2C: Check the sensor supply voltage and earth circuit

Troubleshooting steps

1. Turn the key switch OFF.
2. Disconnect the DPF pressure sensor from the harness.
3. Turn the key switch ON.
4. Measure the voltage between the DPF pressure sensor supply pin and the DPF pressure sensor earth pin at the connector.

Is the voltage 4.75 to 5.25 VDC?

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

Step 2D: Check the fault codes and verify the sensor condition

Troubleshooting steps

1. Turn the key switch OFF.
2. Connect the DPF pressure sensor to the harness.
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 fault code P3763 active?

- Yes – A damaged sensor has been detected. Replace the sensor - Proceed to step 4A
- No – The removal and installation of the connector corrected the fault - Proceed to step 4A

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

Step 3A: 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/connector?

- Yes – A dirty or damaged connection has been detected. Clean, repair or replace the

damaged connection or harness if possible - Proceed to step 4A

- No – Proceed to step 3B

Step 3B: Check for an open circuit in the harness

Troubleshooting steps

1. Turn the key switch OFF.
2. Disconnect the EAS-3 unit from the harness.
3. Disconnect the DPF pressure sensor from the harness.
4. Check for an open circuit.
5. Measure the resistance of the DPF pressure sensor earth wire between the EAS-3 unit connector pin and the sensor connector pin.

Is the resistance less than 10 ohms?

- Yes – Proceed to step 3C
- No – An open circuit has been detected in the harness. Repair or replace the harness - Proceed to step 4A

Step 3C: 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 DPF pressure sensor from the harness.
4. Check for a pin-to-pin short circuit.
5. Measure the resistance between the EAS-3 unit connector DPF pressure sensor signal pin and all other pins in the harness.

Is the resistance greater than 100k ohms?

- Yes – Proceed to step 3D
- No – A pin-to-pin short circuit has been

detected in the harness. Repair or replace the harness - Proceed to step 4A

Step 3D: 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 DPF pressure sensor from the harness.
4. Check for a pin-to-pin short circuit.
5. Measure the resistance between the EAS-3 unit connector DPF pressure sensor supply pin and all other pins in the harness.

Is the resistance greater than 100k ohms?

- Yes – Proceed to step 3E
- No – A pin-to-pin short circuit has been detected in the harness. Repair or replace the harness - Proceed to step 4A

Step 3E: Check for an inactive fault code

Troubleshooting steps

1. Connect all components.
2. Turn the key switch ON.
3. Check for the appropriate circuit response after 30 seconds.
4. Use DAVIE to read the fault codes.

Is fault code P3763 inactive?

- Yes – The removal and installation of the connector corrected the fault - Proceed to step 4A
- 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 by step 4: Clear the fault code

Step 4A: 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 P3763 inactive?

- Yes – Proceed to step 4B
- 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 4B: 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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