P3776

Fault code description

Diesel Oxidation Catalyst temperature - Compensation level too high

Possible cause

1. Soot blocking the front face of the diesel oxidation catalyst (DOC).
2. Engine oil or fuel contamination of the diesel oxidation catalyst (DOC).
3. Cracked or contaminated diesel oxidation catalyst (DOC).
4. Malfunction in the aftertreatment fuel dosing system.
5. An in-range malfunction of the temperature before DOC sensor or the temperature before DPF sensor.
6. Leaking exhaust system between the turbocharger and the diesel oxidation catalyst (DOC).

Additional information

An in-range failure of the exhaust temperature before DOC sensor or the exhaust temperature before DPF sensor can cause this fault code. Make sure there are no fault codes related to these temperature sensors before troubleshooting this fault.

Set condition of fault code

Active regeneration of the DPF system must have occurred before this diagnostic will run.

The EAS-3 ECU detects that the exhaust temperature before DPF sensor reading, or the temperature difference across the diesel oxidation catalyst at the conclusion of active regeneration, does not conform to the expected temperature increase.

Reset condition of fault code

This fault code will change to inactive after

performing the 'DPF regeneration' test with DAVIE if the diesel oxidation catalyst (DOC) efficiency is determined to be above a calibratable threshold.

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P3776, Diagnostic information

Technical data

"Dosing module, fuel (L073)"

Location of component(s)

"Location information, EAS-3"

Electrical diagram(s)

Refer to the OEM service manual for more information.

Description of component(s)

"Dosing module fuel (L073)"

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 any fault code other than P3776 found?

- Yes – Proceed with the appropriate fault code
- No – Proceed to step 2A

Step by step 2: Check the aftertreatment system

Step 2A: Check the exhaust system for leaks

Troubleshooting steps

1. Turn the key switch OFF.
2. Check the exhaust for leaks.
3. Inspect the exhaust system between the turbocharger and the DOC. Check for:
   - loose connections
   - leaking connections
   - broken exhaust system components

Are exhaust system leaks found?

- Yes – Repair the exhaust system leak. Proceed to step 4A
- No – Proceed to step 2B

Step 2A: Inspect the DOC for soot accumulation

Troubleshooting steps

1. Turn the key switch OFF.
2. Remove the DOC.
3. Check the inlet and the exhaust pipes of the DOC for:
   - soot or oil contamination
   - fuel or coolant traces
   - cracks or damage

Is any damage or contamination found during inspection of the DOC?

- Yes – Clean the DOC. An engine-related failure that causes excessive exhaust smoke could be the cause. Continue to troubleshoot the root cause. Proceed to step 3A
- No – Proceed to step 3A

Step by step 3: Stationary regeneration

Step 3A: Perform the DPF regeneration test

Troubleshooting steps

1. Turn the key switch ON.
2. Start the engine.
3. Perform the 'DPF regeneration test'. For more information go to 'Explanatory notes to DAVIE'.

Is fault code P3776 inactive after the regeneration is completed?

- Yes – Proceed to step 4A
- No – Perform the regeneration test again. Proceed to step 4A

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 P3776 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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