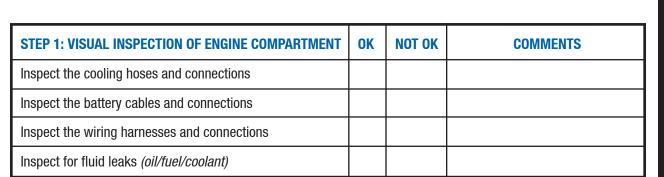
6.0 L No Start/All Times



STEP 2: CHECK FLUID LEVELS	OK	NOT OK	COMMENTS
Engine oil			
Coolant			
Miles or hours on the oil			
Verify oil viscosity (10W30 recommended for temps below 35°F)			

STEP 3: INTAKE AND EXHAUST RESTRICTION		NOT OK	COMMENTS
Inspect the exhaust system for damage			
Observe the air filter restriction gauge or light			
Inspect the air filter and inlet ducts			

STEP 4: FUEL SUPPLY	OK	NOT OK	COMMENTS
Verify the fuel level			
Check for water in fuel light			
Inspect the fuel filter for contamination			

STEP 5: FUEL SUPPLY PUMP	☑ Check for voltage and ground with the key on	☑ Check fuel supply pressure
T00L	SPECIFICATION	READING
0–160 psi Fuel Gauge	E SERIES 38 psi min. F–SUPER DUTY/EXCURSION 45 psi min.	

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Diagnostic Guide

STEP 6: CHECK FOR HISTORY AND CURRENT FAULTS © Using the IDS Scan Tool, retrieve the CMDTCs Perform the KOEO On—Demand Test and Injector Test and record the DTCs FAULT CODE DESCRIPTION DID ALL SPOOL VALVES "CLICK"? OK NOT OK CYL #'S WITH NO CLICK

PARAMETER	SPECIFICATION	READING
Battery Voltage	9.5 volts min.	
FICM Voltage	- 3.5 Voits min.	
FICM Main	44 volts min.	
FICM Sync	YES/NO	
Sync	(should be yes and stay)	
ICP Desired	3.5 Mpa min.	
ICP Actual	(500 psi min.)	
ICP Volts	.80 volts min.	
Fuel Pulse Width	500 uS-2 mS	
RPM	100 RPM min.	
IPR %	Range 0-50%	
VREF	5 volts	
IAT	Ambient	
BARO	14.1 (varies by location)	
EBP_A	Baro	

STEP 8: PERFORM GLOW PLUG SYSTEM OPERATION			
SPECIFICATION	READING		
11.5 volts min.			
☑ Measure each glow plug resistance to battery ground and record	1		
GLOW PLUG	GPCM CONNECTOR TO GROUND-SPEC 0 TO 5.5 Ω		
#1 (Green Connector Pin – 6)			
#3 (Green Connector Pin – 7)			
#5 (Green Connector Pin – 1)			
#7 (Green Connector Pin – 2)			
#2 (Black Connector Pin – 6)			
#4 (Black Connector Pin – 7)			
#6 (Black Connector Pin – 1)			
#8 (Black Connector Pin – 2)			

STEP 9: BUBBLE TEST ☑ Remove the secondary fuel filter ☑ Fill the housing with fuel to cover the stand pipe ☑ Crank the engine with the key off using a remote start switch ☑ Monitor the fuel in the housing and watch for air bubbles exiting the top of the stand pipe ☑ If air bubbles are present, injector removal and inspection is required				
AIR BUBBLES YES NO				
PRESENT				

STEP 10: OIL RAIL PRESSURE TEST ✓ Remove the valve covers ✓ Remove the ICP sensor ✓ Connect the breakout harness to the IPR valve, apply 12v and ground to close the IPR ✓ Apply 100 psi of shop air to the oil rail ✓ Listen for air leaks around the stand pipes and injectors Note: Some slight air leaks around injector spool valve area is normal				
AIR LEAK YES NO				
FOUND				

STEP 11: IPR VALVE INSPECTION ☑ Remove the IPR valve ☑ Inspect the inlet screen of the IPR valve for debris ☑ Any debris on the inlet screen can only be from the high–pressure oil pump and is an indication of a high–pressure oil pump failure			
METAL	YES	NO	
FOUND			