Removal and Installation of the GHG14 Selective Catalytic Reduction NOx Sensor

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Additions, Revisions, or Updates

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2 Removal of the 2V2 GHG14 Selective Catalytic Reduction NOx Sensor

Remove as follows:
1. Shut off the engine, apply the parking brake and chock the wheels.
2. Disconnect the batteries.
3. Remove the bolt (4) securing the sensor box cover.

4. Remove the two bolts (3) that secure the NOx sensor Electronic Control Unit (ECU) to the sensor mounting bracket and disconnect the ECU (1 or 2).
5. Remove the sensor harness pass through (5) and cut the zip-tie to free the ECU from the sensor box.

**NOTE:** Do **NOT** cut the wires to remove the NOx sensor; use a slotted automotive-type oxygen sensor socket.

6. Use a slotted socket and unscrew the NOx sensor (1 or 2) and remove the NOx sensor and ECU from the aftertreatment.
1. Outlet NOx Sensor
2. Inlet NOx Sensor
3 Installation of the 2V2 GHG14 Selective Catalytic Reduction NOx Sensor

Install as follows:

NOTICE: When reusing a NOx sensor, apply a small amount of anti-seize compound to the threads. Excessive amounts of anti-seize will squeeze out when tightening, possibly contaminating the sensor. New sensors already have a small amount of anti-seize compound on their threads.

1. Apply anti-seize to the threads of the NOx sensor.

NOTICE: DO NOT over tighten sensors; damage to threads may occur.

2. Install the NOx sensor (1 or 2). Use an automotive-type oxygen sensor socket and torque the NOx sensor to 50 N·m (37 lb·ft).

3. Install the two bolts (3) fastening the ECU (1 or 2) to mounting bracket and connect the ECU. Torque the bolts to 12 N·m (9 lb·ft).
4. Route the NOx sensor ECU harness through the pass through and zip-tie the pass-through.
5. Install the pass-through in the sensor box.
6. Install the sensor box cover and tighten the screw (4).
7. Connect the batteries.