

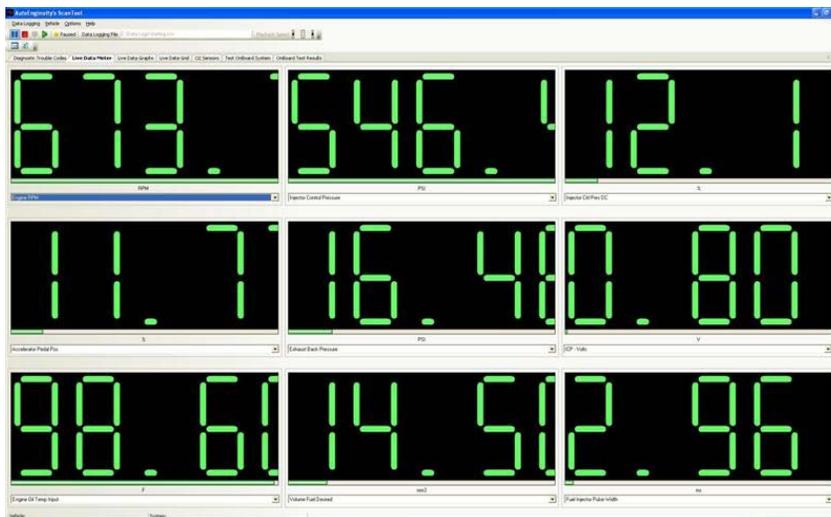
## Vehicle & HPOP Health Check

Sensor Table (See Examples Below)

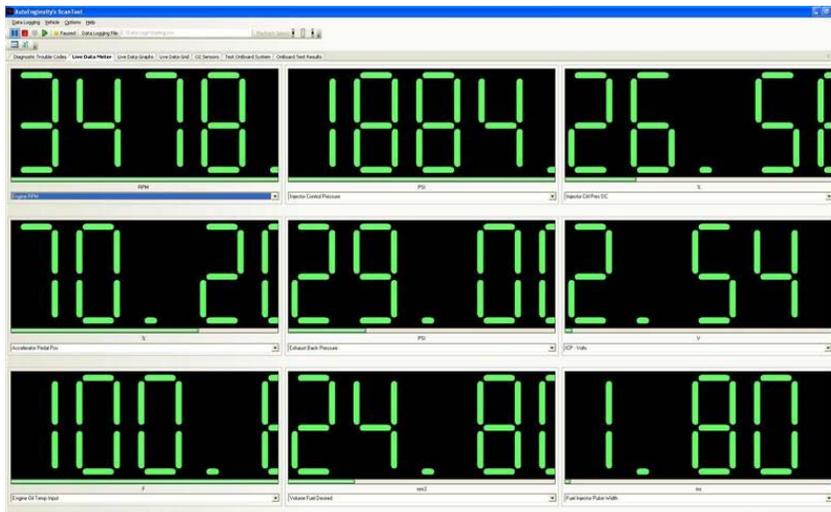
Engine RPM	Injector Control Pressure	Injector CRTL Pres DC
Accelerator Pedal Pos	Exhaust Backpressure	ICP – Volts
Engine Oil Temp	Volume Fuel Desired	Fuel Injector Pulse Width

1. Connect to Enhanced Powertrain Module
2. Select the following sensors in Live Data
  - a. Engine RPM
  - b. Injector Control Pressure
  - c. Injector CRTL Pres DC
  - d. Accelerator Pedal Pos
  - e. Exhaust Backpressure
  - f. ICP – Volts
  - g. Engine Oil Temp
  - h. Volume Fuel Desired
  - i. Fuel Injector Pulse Width

**IDLE:**



**WOT:**



At Idle Injector Control Pressure should be above 500psi (on a fully warmed truck pressure will generally be between 480psi and 550psi. If you are monitoring during cranking you can see spikes upwards of 2200psi. The IPR (Injector CTRL Pres DC) should be between 10-15% at idle with the Accelerator Pedal Position also between 10-15%. At WOT Injector CTRL Pres DC should not exceed 65% with ICP not below 1800psi and Accelerator Pedal Position between 70-80%. **DO NOT PERFORM THE WOT TEST WITH AN AFTERMARKET TUNE OR CHIP THE REV LIMITER MAY HAVE BEEN REMOVED CHECK WITH YOUR TUNER OR CHIP MANUFACTURER.**

Exhaust backpressure should be between 10-15psi at idle (above example taken with EBPV closed) and should not exceed 45psi at WOT. A very low pressure at idle 3-5psi that just barely rises with acceleration can be a sign of a clogged tube and sensor or a bad sensor if cleaning doesn't fix it. This is best done over the road for the most accurate results.

ICP volts can be used to diagnose a bad sensor with a multi-meter if a scan tool is not available. See Table Below

Pressure (PSI)	Pressure (MPA)	Sensor Voltage
0	0	.02v
200	1.5	.4v
400	3	0.73v
600	4	.96v
800	5.5	1.2v
1000	7	1.4v
1200	8	1.6v
1400	9.7	1.9v
1600	11	2.1v
1800	12.4	2.3v
2000	13.8	2.6v
2200	15.2	2.8v
2400	16.5	3v
2600	18	3.3v
2800	19.3	3.5v
3000	20.6	3.8v