



**PROFESSIONALS BUILT ON INTEGRITY,
WHO STRIVE FOR EXCELLENCE**

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Most Common Issues With The DD15's

- ⚠ **LOW OIL PRESSURE**
- ⚠ **OIL LEAKS**
- ⚠ **PROBLEMS STARTING UP YOUR DD15 AFTER PM'S**
- ⚠ **DO NOT USE STARTER FLUID**
- ⚠ **MAINTAIN YOUR CRANKCASE BREATHER**



LOW OIL PRESSURE

After 500,000+ miles you will may experience lower oil pressure. This is because the design contains o-rings on oil suction manifold that start becoming harden and cannot maintain proper seal. The oil suction manifold o-rings lose their seal and lose their suction strength, therefore they need to be replaced by dropping the oil pan and replacing all the o-rings on oil suction manifold.

The common misconception is that the oil pump has gone bad at this mile marker and therefore many shops suggest replacing the pump when it is really just the o-rings that have gone bad. Also some shops, in the past, have rebuilt the engines when it is completely unnecessary. Let us know whenever you are experiencing low oil pressure with your DD15.

OIL LEAKS AROUND FUEL PUMP, AIR COMPRESSOR, OIL COOLANT MODULE AND THE CAMSHAFT HOUSING

These leaks appear when the gaskets around these components lose their seal. The air compressor, fuel pump, oil coolant module and camshaft housing are the most common areas where you see oil leaks. The sooner these components are resealed the better. It is also best to use manufacturer spec oil otherwise heavier oils can have a negative impact on your engine and make them leak faster.

PROBLEMS STARTING UP YOUR DD15

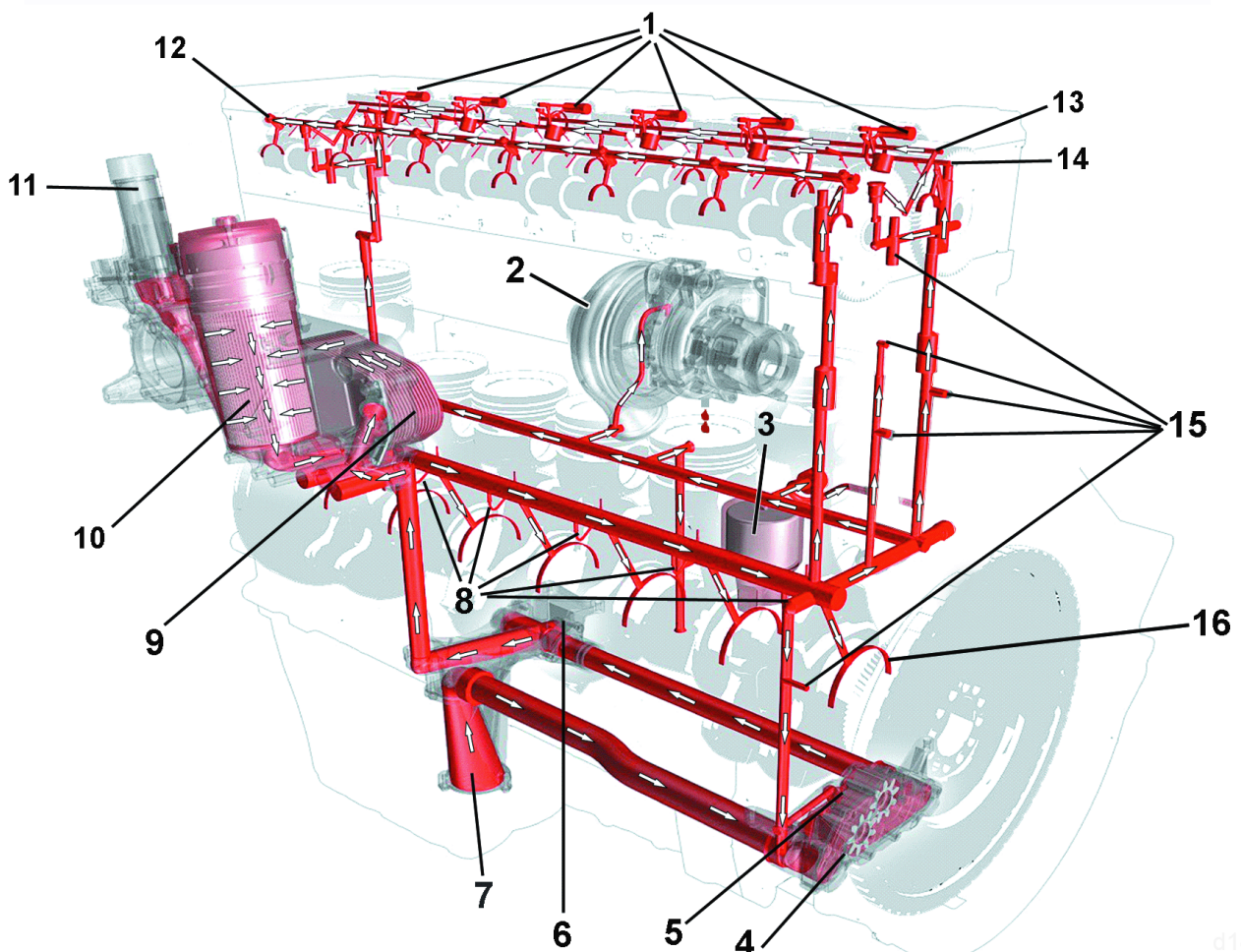
If you notice that you are having trouble starting up your engine after a PM Service, it might be because your system was not properly primed. Therefore, it is important to go to a shop that has a Detroit approved primer. Otherwise improperly primed engines will experience “no starts” which is particularly dangerous for this engine as it can cause damage. This will lead to far more involved and expensive repairs.

DO NOT USE STARTER FLUID

Starter fluid is not recommended by Detroit.

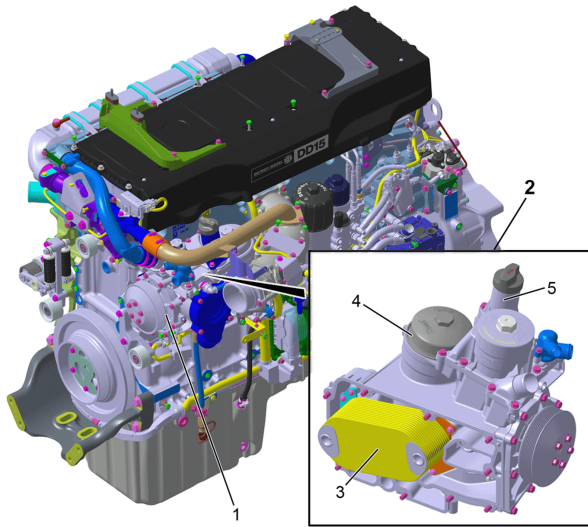
MAINTAIN YOUR CRANKCASE BREATHER

Your crankcase breather is not an ordinary filter. The crankcase breather has a primary task of regulating the pressure in the crankcase as well as cleaning discharged blow-by gases. The blow-by gas produced by the engine passes into the blow-by gas inlet in the crankcase breather housing. It is a multifaceted component and when it develops issues it is important to maintain it.

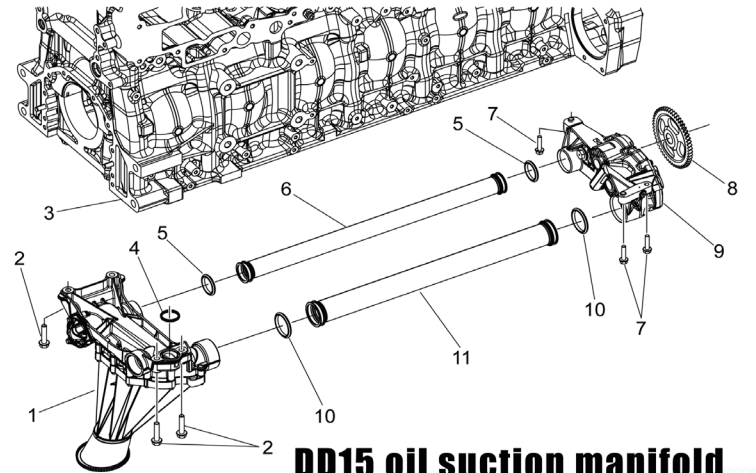
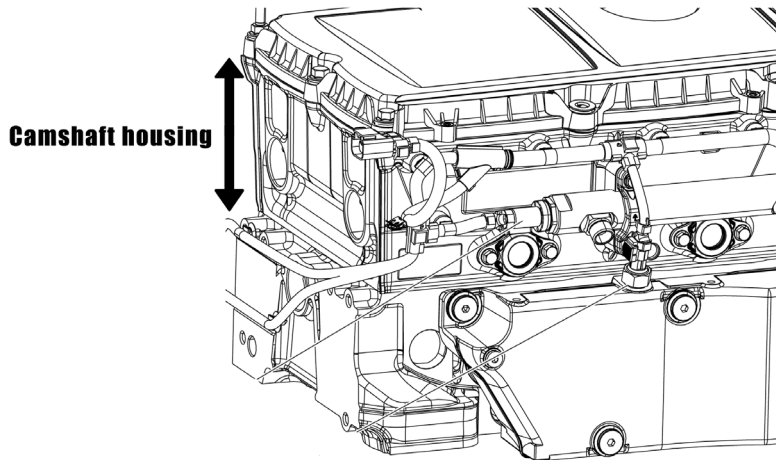
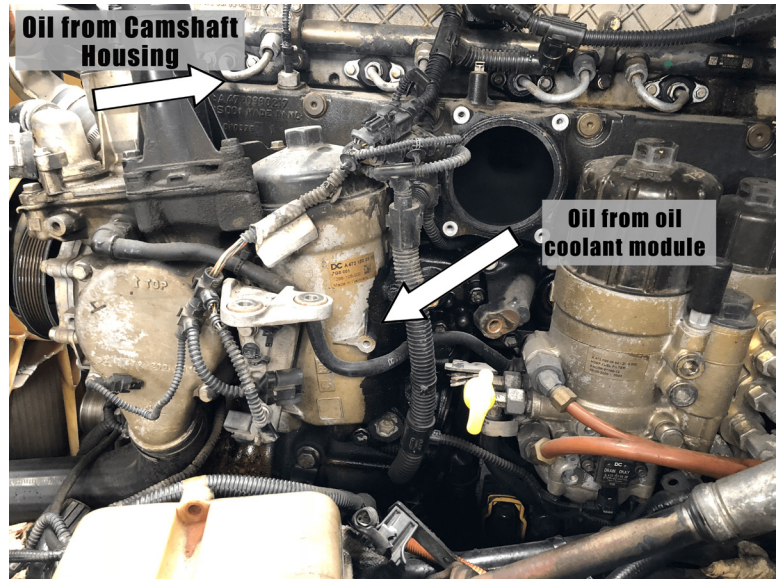


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DD15 Oil pump supplies all of the engine oil circuits with engine oil.



DD15 oil coolant module



DD15 oil suction manifold

IF YOU HAVE QUESTIONS ABOUT YOUR DD15 GIVE US A CALL
(972) 349-1877

OR VISIT US ONLINE:
WWW.TATEXPRESSINC.COM