

# Tech Tip

FROM YOUR FRIENDS AT  
NEW YORK BUS SALES!



## Cummins “DOC” Fitting Cracking

(Diesel Oxidation Catalyst)

- Complaint –** We sent our DOC (Diesel Oxidation Catalyst) out to be cleaned and just installed it but we are now receiving codes for pressure issues.
- Cause –** It was recently reported to us that the welded fitting in the DOC was cracked on units. When reinstalled the line to the DOC will not properly tighten and you will receive an error in the reported pressure which causes the code.
- Correction –** When you are sending a DOC out to be cleaned or checked, make sure you inspect the welded fitting in the DOC closely. Even if just wiped off with a rag or your fingers, it can appear that it is undamaged. You should clean and even reinstall the tube once it is removed and on the bench to make sure there are no cracks as if there are the only repair is to replace the DOC.  
Figure #1 shows the line in the fitting on the DOC.  
Figure #2 shows the crack  
Figure #3 shows a closer look at the crack
- PLEASE NOTE –** When removing the DOC for cleaning or replacement, you will most likely find that the fitting which holds the line in the DOC has become corroded which may warrant using heat to loosen and then once removed the nut maybe frozen to the line.....CARE must be taken if heat is used as the one line is actually 2 pieces and heating may cause the lines to separate and then not be fully seated which may also cause issues. Figure 4 shows the line, the red arrow indicates the line which may separate at the point where the yellow arrow is-





**FIGURE #1**



**FIGURE #2**



**FIGURE #3**



**FIGURE #4**

**THANKS TO THE GUYS AT LIVERPOOL CENTRAL SCHOOL FOR POINTING THIS OUT AT THE LAST CENTRAL CHAPTER MEETING OF THE NYSHMA**

**“Generally” the line for that fitting is #4965294, BUT you should always check by Engine Serial Number to confirm!**

ALL of our Tech Tips can be found on the New York Bus Sales website at

<http://www.newyorkbussales.com/pages/bulletins.cfm>

Or at the New York Head Mechanic website at

<http://www.nvhma.org/viewforum.php?f=2&start=0>

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