

# DURAMAX SWAP DIAGNOSTIC FORM

We can not begin a discussion about troubleshooting your first start without this form completed. Please fill out all the fields accurately and supply required photos described below. You can find the link to an online submission of this form under the “Resources” menu option.

\*\*\* In most cases a no start is due to fuel supply or injection system problems. (Without 4500 PSI actual fuel rail pressure the engine will not start) The second most probable cause is poor grounds or positive cable connections. Once you have verified these baseline requirements further diagnosis of a no-start condition is required.

## CUSTOMER DETAILS

NAME

CONTACT NUMBER

ORDER NUMBER

EMAIL

MODEL YEAR/RPO

**STEP 1: GO TO SCANNER LIVE DATA SCREEN** (From OBD Port scanner only. No volt meter tests or guessing)

**STEP 2: NOTATE THE ACTUAL VALUES FROM SCANNER LIVE DATA.**

VOLTAGE - KEY-ON:

ENGINE OIL PRESSURE (EOP)

OR CHANGE WHEN CRANKING?

VOLTAGE - WHILE CRANKING:

FUEL RAIL PRESSURE (DESIRED)

LIFT PUMP PRESSURE:

WE ALWAYS RECOMMEND A LIFT PUMP FOR

FUEL SYSTEM HEALTH AND PERFORMANCE

FUEL RAIL PRESSURE (ACTUAL)

ACCELERATOR PEDAL POSITION (APP):

CAN BE A PERCENTAGE OR A VOLTAGE

FUEL RAIL PRESSURE (WHILE CRANKING)

FUEL RAIL TEMP (FRT)

APP CHANGE WITH PEDAL MOVEMENT? Y / N

IAT 2

MANIFOLD ABSOLUTE PRESSURE (MAP):

RPM

SHOULD BE 150 DURING CRANKING

MASS AIR FLOW (MAF):

OR CHANGE WHEN CRANKING?

CAM SIGNAL – (ADVANCED SCANNER REQUIRED)

INTAKE AIR TEMP (IAT):

COOLANT TEMP (ECT):

**STEP 3: SCAN FOR FAULT CODES.**

Listing in order is important as they are prioritized in the ECM in descending order. On a second page, blank page if necessary. If codes are present, list them below in order: [CODE - DESCRIPTION]

You can send us a scan of this filled out, along with the requested photos to support@dmaxswap.com, subject: “Diagnostic Form - [Your Name]”