

Fuel vapour recirculation circuit: Check

F4R or K4J or K4M or M4R – D4F

Equipment required

Diagnostic tool

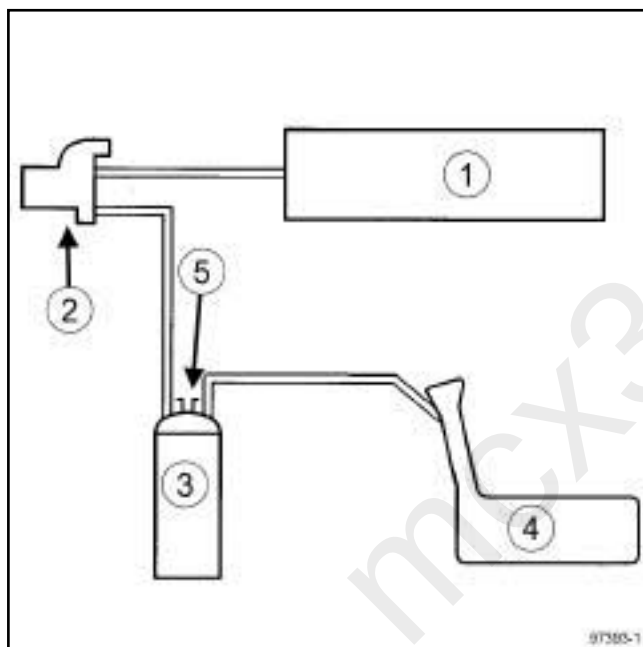
I - CHECKING THE OPERATION OF THE FUEL VAPOUR ABSORBER BLEED

□

Note:

A fault with this system may result in rough idling or the engine stalling.

F4R or K4J or K4M or M4R – D4F, and 740 or 742 or 764

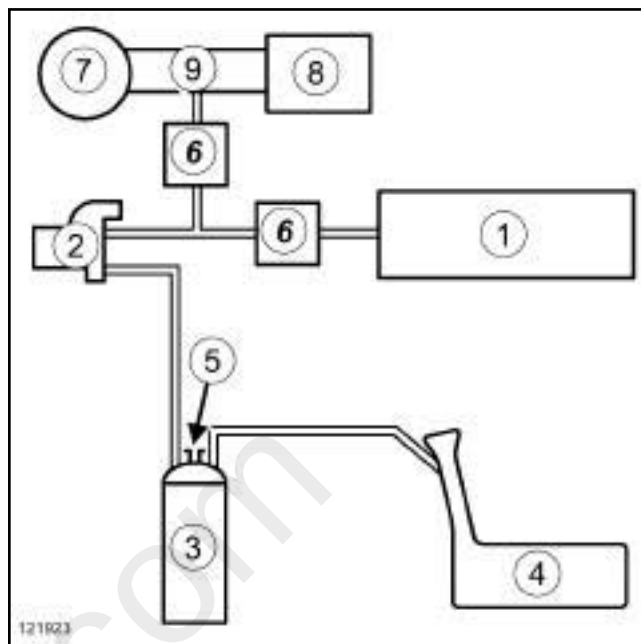


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- (1) Inlet manifold
- (2) Fuel vapour absorber bleed solenoid valve
- (3) Fuel vapour absorber
- (4) Tank
- (5) Breather

□ Check the condition of the pipes to the tank.

D4F, and 784



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- (1) Inlet manifold
- (2) Fuel vapour absorber bleed solenoid valve
- (3) Fuel vapour absorber
- (4) Tank
- (5) Breather
- (6) Anti-return valve
- (7) Turbocharger
- (8) Air filter unit
- (9) Air filter box outlet air pipe

□ Check the condition of the pipes to the tank.

II - FUEL VAPOUR ABSORBER BLEED CONDITIONS

□ The fuel vapour absorber bleed solenoid valve is controlled by the petrol injection computer.

During « on board diagnostic » fault finding, fuel vapour absorber bleeding is not authorised.

The opening cyclic ratio of the fuel vapour absorber bleed solenoid valve can be viewed on the **Diagnostic tool** by reading parameter « fuel vapour absorber bleed solenoid valve OCR » .

The solenoid valve is closed for a value below **1.2%**.