

ANTIPOLLUTION

Fuel vapour absorber: Check

14A

D4F or F4R or K4J or K4M or M4R

Equipment required

Diagnostic tool

I - CHECKING THE FUEL VAPOUR ABSORBER

- ☐ On the fuel vapour absorber, plug the circuit coming from the fuel tank.
- ☐ Connect a pressure gauge on the **Mot. 1311-01** to the absorber breather outlet.
- ☐ With the engine at idle speed, check that no vacuum is present at the absorber breather outlet. In the same way, the control value read by the **Diagnostic tool** in parameter « fuel vapour absorber bleed solenoid valve OCR » remains at least **X less than or equal to 1.5 %**.

Is there a vacuum?

- ☐ **YES:** with the ignition off, use a vacuum pump to apply a vacuum of **500 mbar** to the solenoid valve outlet. The vacuum pressure should not vary by more than **10 mbar** over **30 seconds**.

Does the pressure vary?

- Yes: the solenoid valve is faulty, replace it.

- No: there is an electrical fault, check the circuit.

- ☐ **NO:** in bleeding condition (see **14A, Antipollution, Fuel vapour recirculation circuit: Check**, page **14A-25**), the vacuum must be increased. In the same time, the value of the parameter on the **Diagnostic tool** increases.

II - CHECKING THE FUEL VAPOUR ABSORBER TANK CONNECTION

- ☐ Check this connection by connecting a vacuum pump to the pipe going to the absorber.