

FUEL VAPORISER OR 5TH INJECTOR

PROBLEM

Vehicle is presented with a blocked Diesel Particulate Filter and is failing to regenerate.

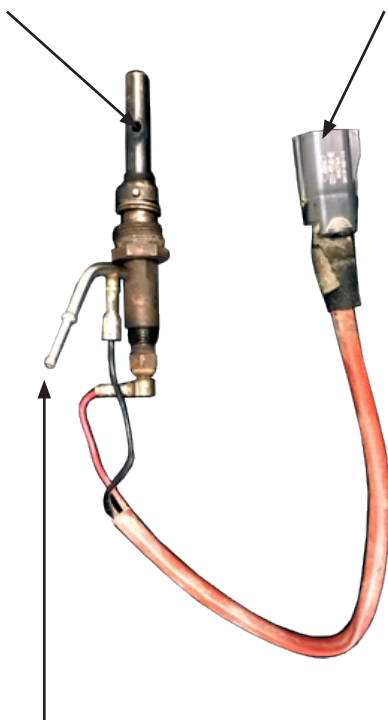
The Malfunction Indicator Lamp (MIL) will be illuminated and the vehicle may be in limp mode or have restricted performance.

Always check the operation and cleanliness of the fuel vaporiser on any vehicles which are presented with DPF regeneration faults.



Blocked fuel outlet

Check resistance



Connect Mityvac and check vacuum

When fitting the vaporiser follow the diagnostic equipment bleeding and priming procedure.

ABOUT THE VAPORISER

The vaporiser consists of two main elements – injector to allow fuel into the exhaust gas and a glow plug to heat the fuel to aid regeneration. The vaporiser can be physically blocked, restricting the fuel introduction into the exhaust gas during regeneration. The fuse may be blown due to a short circuit internally or overheating of the glow plug (overheating can occur when the fuel flow is restricted)

TESTING THE VAPORISER

- Connect a Vacuum Pump (Mityvac) to the fuel inlet pipe. If you can create a vacuum at this point, then the vaporiser is blocked.
- Check the fuse for the vaporiser. If the fuse has blown then a possible short circuit or overheat of the glow plug has occurred.
- Check the glow plug resistance, normally 1.1 Ohms. If less than 0.8 Ohms or greater than 1.3 Ohms then the glow plug is faulty and requires replacement.
- If the vaporiser is okay then tests must be carried out on the pump as required.