

## DTC DETECTING CONDITION

E051A128

Item	Detecting Condition		Possible Cause
DTC Strategy	• Voltage monitoring		<ul style="list-style-type: none"> <li>• fuel metering unit (close stuck)</li> <li>• rail pressure regulator valve (open stuck)</li> <li>• Rail pressure sensor (Output fixed at low voltage line)</li> </ul>
Enable Conditions	• Engine running		
ThresholdValue	<ul style="list-style-type: none"> <li>• Rail pressure is below target rail pressure by more than 250bar at rail pressure regulator valve operating condition.</li> <li>• Rail pressure is below minimum limiting value(200bar) at rail pressure regulator valve operating condition.</li> </ul>		
DiagnosticTime	• 1.0 sec.		
Fail Safe	Fuel Cut	NO	
	EGR Off	NO	
	Fuel Limit	YES	
	MIL	YES	

## MONITOR SCANTOOL DATA

EA7F227F

## 1. Monitoring rail pressure data

- 1) Connect Scantool to Data Link Connector (DLC).
- 2) Warm engine up to normal operating temperature.
- 3) Turn "OFF" electrical devices and A/C.
- 4) Monitor "FUEL PRESSURE MEASURED", "FUEL PRESSURE-TARGET", "RAIL PRESS. REGULATOR1", "INJ. PUMP REGULATOR" parameter on the Scantool.

## Specification :

FUEL PRESSURE MEASURED : similar to "FUEL PRESSURE-TARGET"

FUEL PRESSURE-TARGET :  $28 \pm 5$  MpaRAIL PRESS. REGULATOR1 :  $20 \pm 5\%$ INJ. PUMP REGULATOR :  $40 \pm 5\%$ 

1.2 CURRENT DATA		04/54
* FUEL PRESSURE-TARGET	28.5 MPa	▲
* FUEL PRESSURE MEASURED	28.5 MPa	■
* FUEL PRE.S/POINT VALUE	0.3 MPa	
* RAIL PRESS. REGULATOR1	22.7 %	
* INJ.PUMP REGULATOR	38.0 %	
* AIR MASS PERCYLINDER	346.9mg/st	
* ENGINE SPEED SENSOR	794 rpm	
EGR ACTUATOR		▼
FIX	FULL	GRPH RCRD

Fig.1

Fig.1) Monitor "FUEL PRESSURE MEASURED" at idle after warming engine up.