



CAUTION!

DPF UNDER PRESSURE

**When working on a DPF System,
it is vital to validate the DPF pressure sensor**

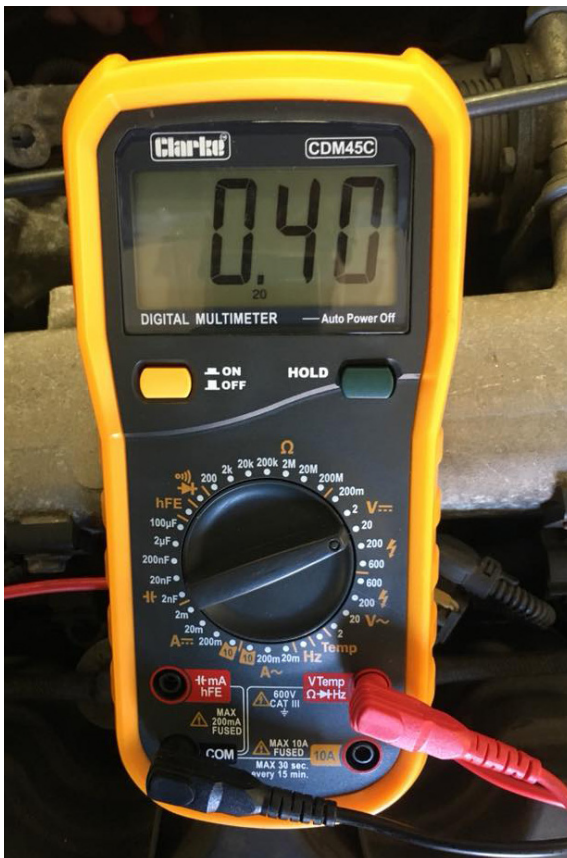
Why is this so important?

Increased prolonged back pressure can damage the sensor and cause it to report a pressure reading that is higher than the actual pressure.

The system thinks the DPF soot loading is greater than it really is and tries to regenerate or may prevent fault clearing.

Validate 3 wires:

1. 5V FEED 2. EARTH 3. SIGNAL



Multimeter on the signal wire KOEO (Key on engine off) should be no more than 0.5v. If higher than 0.7v sensor replacement recommended.

Tests for validation:

Idle 0.5 - 0.7v
2000 rpm 0.7 - 0.9v
3000 rpm 0.8 - 1.0v
4000 rpm 0.9 - 1.2v

Figures are average for a clean DPF but can be a good guide when validating the sensor. Voltage will naturally increase with engine speed. Greater the voltage increase at increased rpm = greater the soot loading.

Note: some system voltages may vary