

**AFFECTED VEHICLE****MAKE FORD****MODEL TRANSIT****VERSION 2.2 TDCi (P8FA) 63 KW 85 HP 2198 Cm3****SYMPTOMS:**

P26A1 - Exhaust Aftertreatment Glow Plug Circuit / Open – It is stored in the Powertrain Control Module (PCM).

P2033 - Exhaust Gas Temperature Sensor Circuit High Bank 1 Sensor 2.

P2085 - Exhaust Gas Temperature EGT Sensor Circuit Intermittent Bank 1 Sensor 2.

Fault codes recorded in the engine control unit (PCM).

Engine warning light (MIL) ON.

In the workshop, the following symptom is observed:

- If we check the condition of F32 and/or F29 fuses in the engine fuse and relay box, we will find that one or both fuses are blown.

NOTE: Fault codes **P2033** and/or **P2085** may be recorded together with **P26A1**. If this is the case, **fault codes P2033 and/or P2085** must be fixed before keeping on with this bulletin.

**POSSIBLE CAUSE/S:**

- Due to overheating of the fuel vaporiser glow plug, the 20 Amp F32 fuse blows. (YE) of the glow plug auxiliary heater located in the fuse and relay box (EJB).
- Due to overheating of the fuel vaporiser glow plug, the 5 Amp F29 fuse blows. (BR) of the glow plug monitor located in the fuse and relay box (EJB).

**SOLUTION:****Repair procedure:**

- Read the fault codes recorded in the engine control unit (PCM) with the diagnostic tool.
- Confirm that one or several of the fault codes that appear in the field symptoms of this bulletin are displayed.
- Check the condition of fuses F32 (20 Amp yellow. See image 1-A) and F29 (5 Amp brown. See image 1-B) in the fuse and relay box (EJB).
- Replace the affected fuses with new ones.
- Remove the R8 relay from the fuel vaporiser glow plug located in the relay and fuse box (BJB).
- Check the correct operation of the R8 relay in the relays and fuse box (BJB) by supplying 12V to pins 1 and 2.
- Check the continuity between pins 3 and 5 of the R8 relay in the relays and fuses box (BJB).
- Replace the relay with a new one if the previous check values are not satisfactory.
- Lift the vehicle.
- Disconnect the fuel supply hose from the vaporiser by pressing the quick coupling locking device (See image 2-A).

Confirm if there is fuel in the vaporiser fuel supply hose:**If there is fuel in the hose:**

- Reconnect the hose.

If there is no fuel in the hose:

- Bleed the fuel vaporiser if there is no fuel in the hose using an appropriate diagnostic tool.

Check again for fuel in the vaporiser fuel supply hose:**If there is fuel in the hose:**

- Reconnect the hose.

If there is no fuel in the hose:

- Check the condition of the hose to confirm that it is not clogged.
- Replace the fuel vaporiser supply hose with a new one if necessary.
- Check the condition and operation of the fuel vaporiser supply pump.
- Repair the fuel vaporiser supply pump if necessary.

IMPORTANT: Before carrying out the following resistance checks, it is necessary to ensure that the ambient temperature is between 5°C and 35°C.

Check the fuel vaporiser glow plug resistance by following the procedure below using the appropriate tool:

- Measure the resistance of the multimeter by touching both test terminals and write down the resulting value (A value).
- Disconnect the fuel vaporiser connector (See image 2-C).
- Measure the resistance between the two pins of the fuel vaporiser connector glow plug at an appropriate ambient temperature between 5°C and 35°C (B value).
- Calculate that the subtraction of the two resulting values (B value - A value) is between 0.8 Ohm and 1.3 Ohm.
- Check that the vacuum in the vaporiser circuit is maintained with a suitable vacuum pump. Carry out this check 3 times.
- Replace the fuel vaporiser with a new one if it takes for the pressure more than 2 seconds to reach 0 bar.
- Tighten the new vaporiser to a torque of 48 Nm (See image 2-B).
- Reconnect the vaporiser connector.
- Lower the vehicle.
- Check that the latest software version of the engine control unit is updated.
- Perform a particle filter regeneration using the appropriate diagnostic tool and following the procedure indicated by the manufacturer.
- Reprogramme the engine control unit with updated software.

IMPORTANT: Fault codes **P2033** and/or **P2085** may be recorded together with **P26A1**. If this is the case, codes **P2033** and/or **P2085** must be fixed before keeping on with this bulletin.

NOTE: If any of the described fuses (F32 and/or F29) blow/s again, replace the fuel vaporiser glow plug.

See image 1:

A - 20-amp yellow F32 fuse located in the EJB fuse and relay box.

B - 5-amp brown F29 fuse located in the EJB fuse and relay box.

See image 2:

A - Quick connection of the vaporiser fuel supply line.

B - Vaporiser connection. Tighten to a torque of 48 Nm.

C - Glow plug connector of the fuel vaporiser.

IMAGE 1:

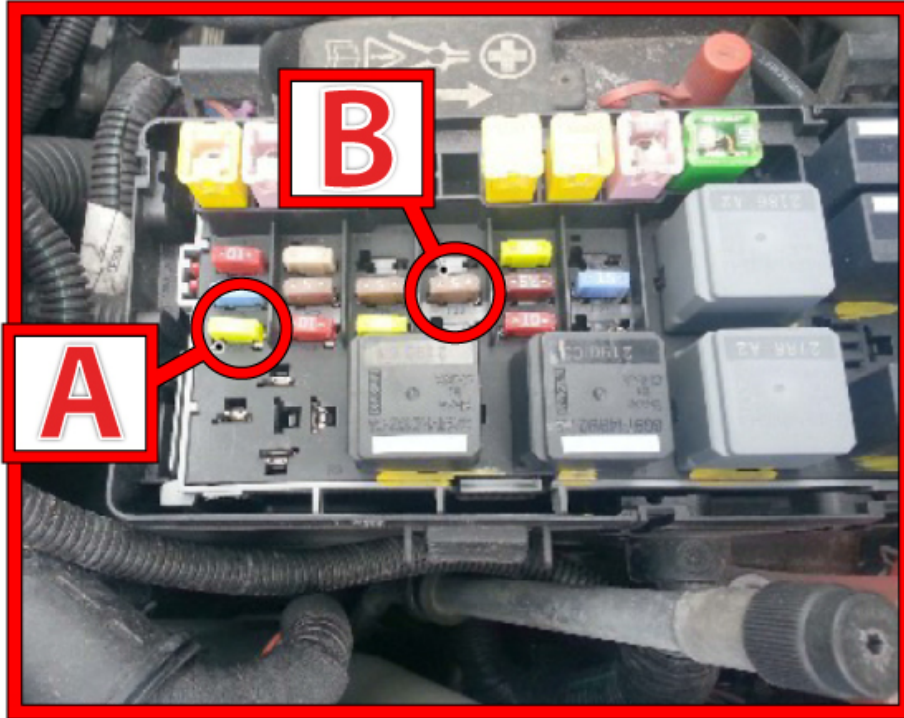


IMAGE 2:

