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Delphi Common Rail System Repair Manual is a downloadable document that contains repair procedures and workshop manuals for various vehicles equipped with Delphi's common rail system. The manual includes information on injector identification, diagnostics, disassembling and reassembling of components, and troubleshooting. The manual covers a wide range of models, including those from Delphi, Mercedes-Benz, Hyundai, Kia, Great Wall, Tata, Volkswagen, Ssangyong, and Yunnex. It provides detailed instructions for repairing common rail injectors, pumps, and other components. Some key features of the manual include: \* Repair procedures for various models \* Workshop manuals for common rail injectors and pumps \* Diagnostics and troubleshooting guide \* Information on injector identification and operating systems The document can be downloaded as a PDF or TXT file and is available in English. It requires Adobe Reader to open. Diagnostics and troubleshooting procedures for a bench, including static leakage tests, dynamic leakage tests, and fuel delivery checks. A manual for disassembling and reassembling and reassembling and reassembling and reassembling and reassembling and reassembling the injector, covering topics such as repair scenarios, part identification, and preliminary work before reassembling and reassembling and reassembling and reassembling and reassembling and reassembling the injector, covering topics such as repair scenarios, part identification, and preliminary work before reassembling and reassembling an preparing for disassembly, assembling the injector on its holder, labeling parts, and replacing external and internal components. Warning before assembly, equipment required and repair procedures outlined in document 4-17 and 4-22. injector calibration pin and other internal components as per section 4-18 and 4-19. after repairs, perform checks to validate the work done in section 4-21. traceability is crucial for maintenance purposes, refer to section 4-22. equipment required for measuring devices maintenance, as outlined in section 4-23. Appendix I provides an exploded view of the injector, while appendix I offers a summary of the repair procedure, both found on page 5-25 and 5-26. 1. Diagnostic procedures Fault codes or symptoms noted during diagnostic. Parts replaced during repair. Summary of test results on the test bench. 2. Importance of injectors, it is crucial to follow the guidelines outlined in the "GENERIC" DDNX126 Common Rail manual. A thorough diagnostic should be conducted before disassembling internal or external parts. It is recommended to inspect the injector on a test bench to determine the cause of the fault. Reused parts must be thoroughly cleaned and dried, then lubricated with ISO 4113 fluid before reassembly. 3. Storage and handling procedures Injector components must be assembled in a clean area free from contaminants. All reused parts must be visually inspected for general condition, and only recommended dismantling tools should be used during assembled. 4. Identification of faulty injectors The CR injector can be identified by its reference number, serial number, and other production details. Issue 1 of 03/2006 - II DIAGNOSTICS: Injector Troubleshooting and Cleaning Procedures Symptoms observed on the vehicle: \* Engine overrevving due to a stuck injector or fuel leak \* Loss of power, instability, noise due to poor start of injection \* Coil issues causing engine stop or short circuit Before dismantling the injector, perform an external inspection: 1. Check the condition of the injector: \* Excess carbon deposits \* Tip damaged \* Sealing washer present \* Condition of backleak connection 3. Note liquid level: extremely low (or vapours) 4. Clean external parts with degreaser aerosol Cleaning procedures: 1. Decarbonize the slot between nozzle cap and nozzle using a screwdriver 2. Spray nozzle, backleak connection, and M14 thread with degreaser aerosol 3. Remove cap from nozzle and clean to remove cap from nozzle and clean t before moving to test bench Electrical tests: 1. Check coil condition: measure resistance between 0.155 Ohm and 0.185 Ohm at 20°C, and insulation resistance greater than 10 megaohm 2. Perform valve movement test: start the automatic test with predetermined valve stroke cycles; if coil resistance is within tolerances and valve movements are audible, electrical part of injector is operational Caution: \* Ensure connections, insulation, and electrical continuities in bench control circuits (HP hoses and rail) completely before performing bench tests \* Regularly replace 2 µm filter to prevent damage 1. Before placing an injector on the test bench, it is necessary to decarbonize it in an ultrasonic bath. 2. The static leakage test, assemble the support spacer for the injector must not leak in static node. 3. To perform the static leakage test, assemble the support spacer for the injector must not leak in static node. the return flowmeter but do not connect the injector electrics. 5. If a static backleak above the maximum limit is detected or there are leaks around the nozzle or nut/nozzle holder body slot, dismantle the unit to diagnose internal faults. 6. The dynamic leakage test consists of measuring the backleak from the injector under specific operating conditions and is performed after determining that the injector is leak-free. 7. During this test, remove the previously used spacer and replace it with a new one without a lateral hole. 8. To obtain accurate results, start the flow measurements at a minimum temperature of 40°C and ensure the injector has been cleaned and adjusted to the correct temperature. 9. If the injector is leak-free, measure the injector fails to meet performance specifications, it must be removed from the test bench and thoroughly inspected. The faulty parts should be replaced with new ones while adhering to strict cleanliness and safety guidelines. For the injector model DDNX299(EN), specifically, there are scenarios where repairs may not be applicable, such as if the vehicle has traveled less than 80,000 km or is still under warranty. A summary of common faults detected during testing and their corresponding parts for replacement is listed below: - Nut - Needle/body assembly - Valve spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Valve spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Injector spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Valve spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Valve spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Valve spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Valve spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Valve spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Valve spring - Resistance: No vibration of the valve - Spacer - Valve/seat assembly - Valve spring - Resistance: No vibration pin - Nozzle holder body/coil/tube However, it's crucial to note that this table serves only as a reference due to the complexity and variety of possible injector faults. Each fault can be caused by multiple parts, and wear on one part may lead to different fault modes. For accurate repair, refer to appendix I for detailed descriptions of components. Key steps before dismantling include: 1. Ensure the work area is separate from assembly space. 2. Wear powderless disposable gloves when handling the injector. 3. Verify that the injector is externally clean. 4. Remove the sealing washer or external snap ring, depending on the injector is externally clean. components. of the crank, rotate the tightening knurl on the tube cutter a quarter turn. Be cautious not to damage the knurl or rollers by ignoring these guidelines. Remove the nut/nozzle holder body stresses to prevent internal pin shearing. To do this, create a groove in the nut using the tube cutter, positioning it 30 mm from the edge and less than 0.5 mm deep. Do not cut the nut as this may hinder dismantling. Partially unscrew the nut by hand while taking care not to drop any internal parts. Once dismantled, separate the internal parts in a tray. Remove the calibration pin located in the base of the nozzle holder body into the cleaning support YDT439. Plug HP holes before starting brushing operations to prevent dirt from penetrating and damaging the injector. Brush the threads using a wheel fitted with a metal brush, finishing by spraying with a degreaser (Décapjoint LOCTITE 7200). Clean the threads using a blow gun, removing all metallic dirt, grease, or resin. Possible defects and damage to the injector's components include: - Needle cone: burring or deformation - Traces of corrosion or seizing on the spacer side - Nozzle body: dents, scratches, and traces of leaks - Pressure faces: scratches, corrosion, and cracks around the high-pressure (HP) hole - Presence of particles or chips in the injector's bore - Blocked injection holes - Broken needle spring - Valve stem: pollution of the HP channel - Adaptor plate: scratches, corrosion, and pollution of the HP channel During re-assembly: - Reusable parts must be cleaned before assembly - Moveable parts should be lubricated before assembly - The same matched spring and calibration pin must be used to ensure precise calibration pin into the nozzle holder body housing provided There are 19 classes of pin, which are not interchangeable. L Calibration pin CPI requires a spring to be inserted into the housing before the pin. Caution! There are also several classes of spring, which are not interchangeable. To re-assemble the nozzle contact. Stack the internal parts and manually tighten the nut to ensure they stay in position. Mount the assembly on the main fixture and compress the internal parts against each other by tightening the screw on the main holder to 40 N m. Next, loosen the nozzle cap, then apply two drops of LOCTITE 222 adhesive on the body threads at 180°. The polymerisation time for the adhesive is 10 minutes. Caution! The nut and body threads must be free of all grease and other dirt. When tightening the parts, follow the guidelines opposite: Pre-tightening torque (N m), Tightening angle (°), Maximum inspection torque (N m) for each vehicle type (Renault, Ford, Kia, Citroën, Ssang Yong). For the nozzle holder body gland assembly, use pliers YDT443 to assemble the snap ring. Check that the external gland is fitted with its snap ring and manually insert the snap ring into nut 9363 then finish by pushing it into its housing with sleeve YDT444. Protect the injector on tool YDT447 and protect the injector tip with the metallic cap YDT445. Place the external gland fitted with its snap ring into position, then insert the nut into the injector using a tool YDT446 and a mallet. After repairs, strict tests must be carried out to ensure the injector meets functional requirements: Coil resistance within tolerances, external sealing, internal sealing, fuel deliveries within tolerances. observing necessary cleanness and tightening guidelines. Select injector type to be tested, then start tests at each pressure level. Measure key parameters: - Opening delay (refer section 2.2) - Fuel delivery ( injector. DDNX299(EN) - Issue 1 of 03/2006 4-21 III Given article text here The proper addition or integration of a component must be validated by the Delphi validation process. Monitoring test fluid cooling recommendations is crucial to prevent temperature-related deviations. The quality of this fluid can be compromised if high temperatures and pressures are applied, which may damage it. Therefore, this parameter should be monitored closely and replaced regularly. The replacement interval for the 2 µm filter must also be observed to prevent dirt from entering the injectors during testing. It is essential to ensure that all test conditions and equipment are in good working order, as the accuracy of measurements relies on this. To verify this, it is recommended to test master injectors at least once a week, measuring flows and opening delays. Delphi Diesel Systems Ltd. se reserva el derecho de modificar las especificaciones de sus productos sin previo aviso, siempre que sea necesario para asegurar el mejor rendimiento posible. La sociedad declina cualquier responsabilidad legal por inexactitudes que puedan aparecer en esta publicación. 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