



Volvo Chassis - (DTC) P026D - Fuel Injection Quantity Higher Than Expected - US14 OBD15 Emissions



> Internal Content

Overview


The Engine Control Module (EMS) monitors fuel/air mixture via the NOx sensors. P026D is logged by the EMS when the oxygen level detected by the NOx sensors is too low when compared to the fuel flow rate.

In addition to the items covered in Guided Diagnostics, boost reading, fuel injectors, and EGR flow can cause this code to set.

Repair

If Guided Diagnostics results in No Fault Found or Unclear Test Results:

- Inspect the Intake Manifold Pressure (Boost Pressure) sensor
 - Verify that the sensor is reading correctly
 - The sensor value should be zero with key on, engine off
 - Verify that the correct sensor is installed
 - Sensor part numbers differ depending on engine emissions level. An incorrect sensor will provide the wrong pressure value.
- Check the EGR Differential Pressure (Delta-P) Sensor
 - In addition to verifying that the sensor and Venturi Tube are not clogged, the sensor value should be verified to be zero with key on, engine off
- Physically verify that the EGR valve is operating correctly

 Live UI There should be no more than a trickle of flow out of the valve when it is closed

-The valve should be verified to move through its full range without binding at any point in travel

- Verify that the correct injectors are installed

- This is especially relevant for chassis that have just had the injectors replaced. Injectors intended for a larger displacement engine will dose an excessive amount of fuel

- Part numbers should be visually verified from the injector tags

- Confirm that the turbocharger is functioning correctly

- The VGT Function Test located in Premium Tech Tool (PTT) should be used to verify function

- Review the CBR Solution for the VGT Function Test for more information and test result interpretation

- Ensure that there are no leaks in the intake system

- Review the CBR solution for smoke testing intake and exhaust systems as necessary



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