

TECHNICAL BULLETIN
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SECTION: 303-13

Diagnostic Module Tank Leakage (DMTL) - Improved Diagnostic Information Available

AFFECTED VEHICLE RANGE:

XF (X250)

Model Year: 2010 Onwards
VIN: R47154 Onwards

Engine: V8 5.0L Petrol
 V8 S/C 5.0L Petrol

XJ Range (X351)

Model Year: 2010 Onwards
VIN: V00001 Onwards

XK Range (X150)

Model Year: 2010-2015
VIN: B32753 Onwards

MARKETS:

NAS

CONDITION SUMMARY:

This bulletin is for information only.

Situation: Updated Diagnostic Module Tank Leakage (DMTL) diagnostic procedures are now available in TOPIX and SDD.

Action: In the event of a DMTL or purge valve related Diagnostic Trouble Code (DTC) being stored in the Engine Control Module (ECM), follow the Service Instruction outlined below.

PARTS:

- Information only Quantity: -

TOOLS:

TIF8900 Combustible Gas Detector



SERVICE INSTRUCTION:

Changes to the guidance listed in TOPIx for improved fault finding include:

1. Visual inspection of the evaporative emission system prior to checking the fuel cap or removing components.
2. A revised diagnostic procedure, detailed in the form of pin point tests. These pin point tests detail the different diagnostic processes that should be followed depending on the failure mode present.
3. Instructions for the use of the TIF8900 Combustible Gas Detector.

Updated SDD application for Evaporative Emissions system testing:

4. The new 'Evaporative System Diagnostic Test' replaces the previous SDD application.
5. Upon a test failure, the application will differentiate between a leak failure and an electrical/hardware failure.
 - In the case of an electrical, hardware, or module fault, the technician should **NOT** perform leakage tests with the approved combustible gas detector or smoke test tool.
 - In the case of a leak failure being detected, the technician should take the opportunity to re-run the test, allowing for further testing with the combustible gas detector, or repair validation.
6. In the case of a test pass following the suspicion of a leak fault, the technician should consider the status of any related Diagnostic Trouble Codes (DTC), DTC cycle counters, and associated snapshot data.
 - An historic DTC status or change in fuel level between snapshot and current level could suggest that the fault has been remedied by adjusting the fuel cap prior to the vehicle arriving.

New mandatory tool TIF8900 Combustible Gas Detector for improved leak detection:

7. The TIF8900 Combustible Gas Detector is a mandated tool available in the dealer tool set
8. The TIF8900 Combustible Gas Detector provides a quick and simple method for objective detection of the location of a leak within the evaporative emissions system.
9. The TIF8900 Combustible Gas Detector should be used in conjunction with the SDD '**Evaporative System Diagnostic Test**' application prior to the use of a smoke tester.

10.  **NOTE: An evaporative emission system leak failure cannot be caused by an internal failure of the DMTL pump/module. Prior experience may suggest replacing a DMTL pump/module has repaired unidentified leaks. However, removing and refitting the connections to the DMTL pump/module may have resealed the evaporative emission system without replacing the part.**

 **NOTE: A leak failure must be verified using the SDD 'Evaporative System Diagnostic Test' and located using the Combustible Gas Detector before any repairs are completed. If a DTC relevant to a leak is stored in the PCM, but no fault is present on the vehicle at the time of testing, the technician should use the DTC status, cycle counter and snapshot information in order to determine if the leak test failure has since been remedied by adjustment of the fuel cap.**

For the improved diagnostic information and pin point tests, see TOPIx Workshop Manual, section 303-13.