



4.6 Fuel System Monitoring

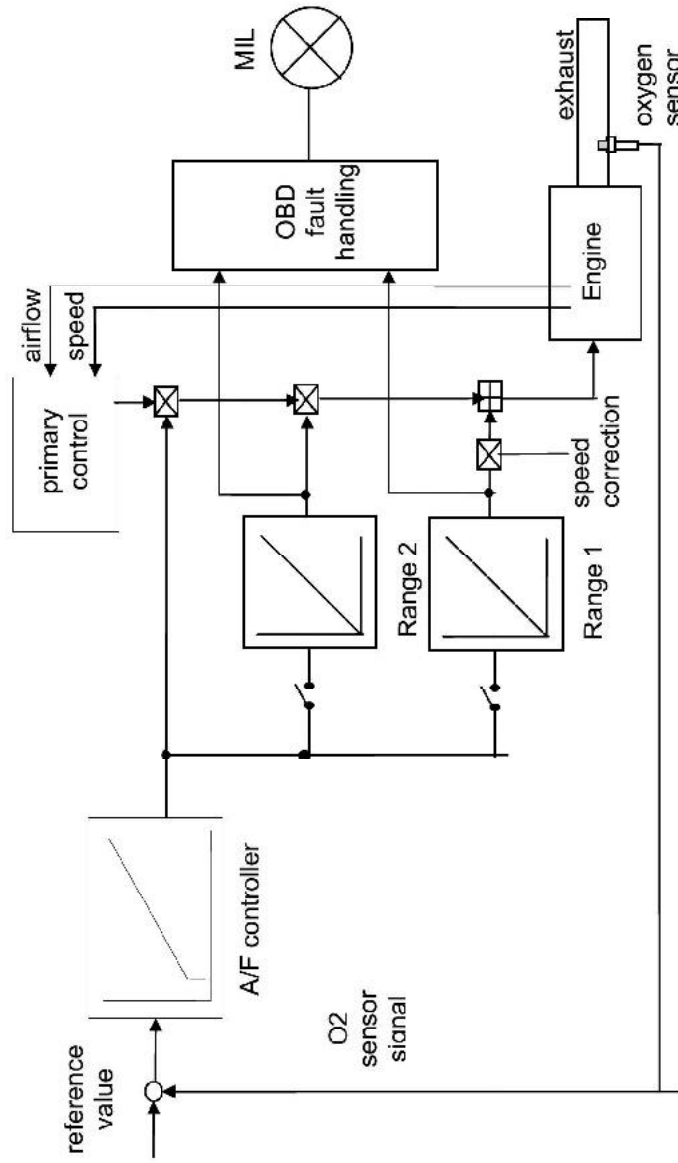
4.6.1 Description

Primary Mixture Control

The air mass taken in by the engine and the engine speed are measured. These signals are used to calculate an injection signal. This primary mixture control follows fast load and speed changes.

Lambda-control

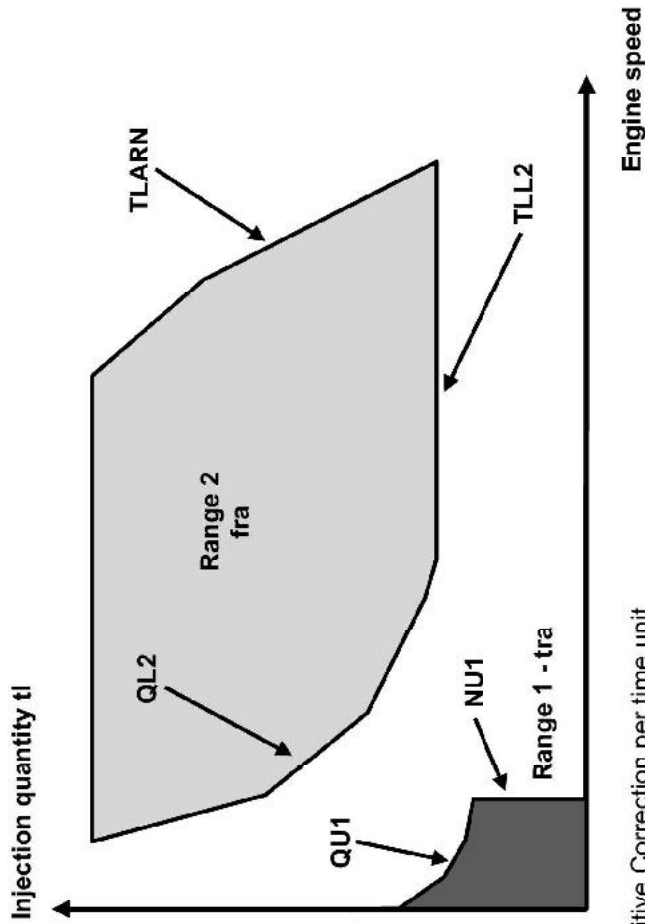
The ECM compares the oxygen sensor signal upstream of the catalyst with a reference value and calculates a correction factor for the primary control.





Adaptive Control

Drifts and faults in the sensors and actuators of the fuel delivery system, as well as un-metered air leakage into the intake system influence the primary control. This causes deviations in the air to fuel ratio. The adaptive control determines the controller correction in two different ranges.



Range 1 - Additive Correction per time unit

Range 2 - Multiplicative Correction

Lambda deviations in range 1 are compensated by an additive correction value multiplied by an engine speed term. By this means an additive correction per time unit is derived.

Lambda deviations in range 2 are compensated by a multiplicative factor.

Each value is determined only within its corresponding range. But each adaptive value corrects the primary control within the whole load and speed range of the engine. After the next start, the stored adaptive values are included in the calculation of the primary fuel control; just before closed-loop fuelling control is activated.

Abbreviations for the Fuel Delivery System:

QU1 upper airflow threshold range 1

NU1 upper engine speed threshold range 1



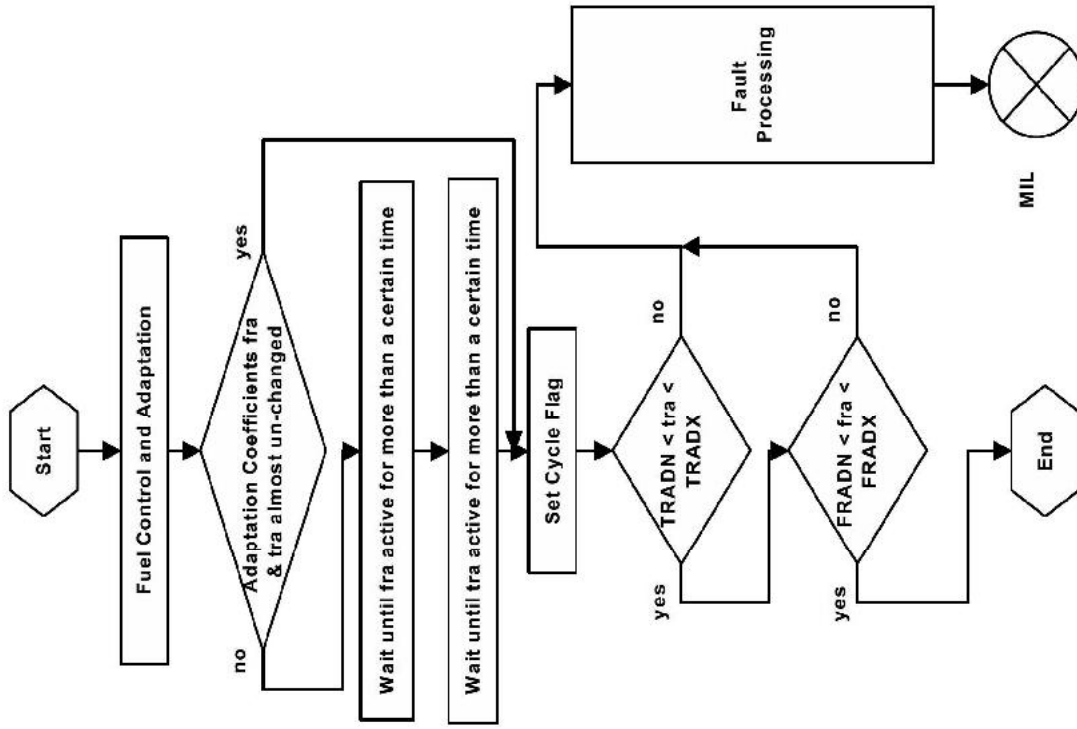
tra additive learning correction coefficient per time unit (range 1)
TRADN lower diagnosis threshold of tra
TRADX upper diagnosis threshold of tra
TLARN upper engine load threshold $f(n)$, range 2
QL2 lower airflow threshold range 2
TLL2 lower engine load threshold range 2
fra multiplicative learning correction coefficient (range 2)
FRADN lower diagnosis threshold of fra
FRADX upper diagnosis threshold of fra

Diagnosis of Fuel Delivery System

Faults in the fuel delivery system can occur which cannot be compensated for by the adaptive control. In this case the adaptive values leave a predetermined range. If the adaptive value is outside this predetermined range, and then if the condition is again present on a subsequent drive cycle, the MIL is illuminated and the appropriate diagnostic trouble codes are stored.



4.6.2 Monitoring Structure





Fuel System Monitoring

| Component/ System | Fault Codes | Monitoring Strategy Description | Malfunction Criteria | Threshold value | Secondary Parameter | Enable Conditions | Time Required | MIL Illumination |
|----------------------|----------------|---------------------------------------|--|-----------------------------|---|---|------------------|-----------------------|
| Fuel System | | fuel trim limits exceeded | | | fuel system status ECT IAT transfer gears purge diagnosis | closed loop+part load > 80.25 °C • 69.75 °C high range not active | | two driving cycles |
| | P0171/2 | bank 1 lean/rich | fra value (multiplicative correction) outside limit | > ± 22.7 % | engine speed engine load engine airflow rate | < 3800 rpm 2.0 < TL ms < 10.0 > 16.67 g/sec | 10.0 sec | |
| | P0174/5 | bank 2 lean/rich | | | | | | |
| | P1171/2 | bank 1 lean/rich | tra value (additive correction) outside limit | > ± 0.452 ms /engine rev | engine speed engine airflow rate | < 960 rpm < 8.33 g/sec | 8.0 sec | |
| | P1174/5 | bank 2 lean/rich | | | | | | |

If the above table does not include details of the following enabling conditions: - IAT, ECT, vehicle speed range, and time after engine start-up then the state of these parameters has no influence upon the execution of the monitor.